Process to DateMSAMidtown-St. Albans Area Plan

Your participation brings local expertise to the planning process and helps refine and improve recommendations. The Project Team will explain identified problems and potential solutions. The Project Team will recommend solutions after addressing and incorporating community feedback.

We are asking for your input on options to improve: traffic, connectivity, crossing I-440, transit, pedestrian improvements, green streets, greenway and pedestrian networks, future land use, urban form, and the Six Forks Corridor Study.

We need your help to:

- » Let us know which ideas address your concerns
- » Help us identify any potential negative impacts or ways we can improve emerging ideas
- Communicate which ideas/solutions are most important to you
- » Be open, ask questions, and provide lots of input!

Where We are Today



What is an Area Plan?

An Area Plan addresses issues unique to a particular location within the City that can only be addressed through policies and actions more specific than those proposed citywide.

The purpose of the Midtown-St. Albans area study is to provide detailed multi-modal transportation, streetscape, urban design, and land use recommendations that are based on stakeholder input and a thorough understanding of community values, history, and future development scenarios.

The City of Raleigh has recently created area plans for Blue Ridge, Buffaloe New Hope, Blount Street/Person Street, Capital Boulevard, New Bern, and West Morgan, and several Area Plans like Midtown-St. Albans are ongoing. The map to the right identifies areas in blue where the City has completed Area Plans.







Green Street Concepts Midtown-St. Albans Area Plan

During the first round of public outreach, residents expressed preference for more greenway connections, improvements that reduce flooding, and reduce vehicle speeds through neighborhoods.

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Green Streets contain specially designed infrastructure that reduces the speed and severity of runoff from storms that contributes towards flooding of homes, businesses, and parks. These features typically include areas where water can infiltrate into the ground, typically through planted curb strips, street tree root systems, and swales (grassy ditch or depression). Green Street design elements can be implemented along an entire corridor or in combinations to meet roadway constraints and the transportation needs of pedestrians, bicyclists, and motorists.

Green Street elements also have the added benefits of improving the comfort of an area through the addition of shade and decorative plants. Also, Green Streets are designed to accommodate pedestrians and bicyclists while slowing down vehicles to safer speeds. For example, a Green Street along Quail Hollow Dr would dramatically improve North-South pedestrian and bicyclist connectivity.











Greenway and Pedestrian Network Concepts Midtown-St. Albans Area Plan

MILLBROOK

During the public engagement phase, community members expressed support for increasing options for walking and bicycling. A robust and connected **non-motorized network** provides options for people to reach destinations, commute, or run errands without relying on a car. Improvements to the non-motorized network can include greenways, on-street separated bicycle facilities, sidewalks, and pedestrian-accessible bridges. During the last round of public meetings, recommendations included expanding the greenway system and creating both new bicycle and pedestrian facilities and enhancing existing facilities.



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Green Street Elements



Greenway Extension



Improved On-Street Bicycle Facilities

PROS



Shorter Connections More Biking

More Biking & Walking Options



CONS

May Reduce

On-Street

Parking

Greenway Susceptible to Flooding I-440 Crossing



Pedestrian Improvement Concepts Midtown-St. Albans Area Plan

MILLBROOK

During the first round of public outreach, commenters indicated pedestrian discomfort and safety concerns at major intersections and the lack of pedestrian connectivity across major roadways such as Six Forks Rd., I-440, and Wake Forest Rd.

Pedestrian Improvements are intended to improve safety and mobility through implementation of crash countermeasures and new network connections. The Midtown–St. Albans Area has some sidewalk connections between its major destinations, within its residential neighborhoods, and marked crosswalk across intersections. Pedestrian safety improvements like refuge islands and crosswalk visibility enhancements (such as lighting and signage) can increase pedestrian safety when crossing the

street. The location of new pedestrian friendly routes like an I-440 bridge/tunnel and Green Streets with multi-use-paths can expand connections to parks, businesses, schools, and other parts of the City and reduce the need to cross high traffic roads. These improvements may also help with traffic calming and reducing turning conflicts between pedestrians and cars.







Pedestrian **Refuge Islands**

Crosswalk & Visibility **Enhancements**

Increased

Traffic

Pedestrian Route **Alternatives**





Local Transit Improvement Concepts Midtown-St. Albans Area Plan

New roadway connections create opportunities to reroute buses to enhance access and increase efficiency, especially in combination with supportive land use changes and improved pedestrian connections.



- » BRT service in the study area is a lower priority than other corridors, due to ROW constraints and lower demand estimates. However, the proposed extension of Six Forks Rd to Capital Blvd offers direct access to the planned BRT corridor, yielding travel time and reliability benefits. Routes along Atlantic Ave and Wake Forest Rd could provide similar benefits.
- » Enhanced bus service (such as bus-on-shoulder) along I-440 could work well with this study area, connecting with major arterials and BRT corridors such as Glenwood Ave, New Bern Ave,
- » The proposed connection across I-440 combines with new local streets to potentially avoid congestion and improve access to transitsupportive development.
- » These changes could result in new transit hubs and stops, which should be accounted for in transit plans and development proposals.
- » Although commuter rail is a long-range prospect, the corridor is well-situated to complement future land use patterns and transportation systems.



Capital Blvd, and Western Blvd.



PLANNING PRINCIPLES	Midtown moves	\checkmark
	Midtown living	\checkmark
	Midtown works	\checkmark
	Aesthetics	
	Natural systems	

efficiency



Potential BRT Connections to Downtown Midtown-St. Albans Area Plan

Current and planned bus routes connect the study area with Downtown. Although Bus Rapid Transit (BRT) is a lower priority here than in other corridors, the Midtown-St Albans area can still benefit. Routes could be modified or added to take advantage of the travel time and reliability benefits offered by dedicated bus lanes. Signal pre-emption, queue-jumping , and other treatments can be added to enhance bus service.

- » The proposed extension of Six Forks Rd to Capital Blvd offers direct access to the planned BRT corridor, and this facility could be designed to support efficient bus travel.
- » Routes along Atlantic Ave and Wake Forest Rd could yield similar benefits, especially if upfitted with treatments to accommodate fast and reliable bus travel.
- » Commuter rail service is a longer-range prospect, but the corridor is well-situated to complement future land use patterns and transportation systems. Bus routes could be added or modified to serve the nearest station.





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Connectivity & Access Management Concepts Midtown-St. Albans Area Plan

Increasing connectivity along and parallel to the Wake Forest Road corridor yields several key benefits:

- » More options for local trips, reducing traffic and congestion on Wake Forest and Falls of Neuse Roads
- » Better bicycle and pedestrian routes increase safety and accessibility
- » Enhanced access to transit, and potential for more efficient routing
- » Opportunities for small-scale redevelopment

This connection also has the potential to reduce traffic on Atlantic Blvd to the south,

allowing it become a more urban, pedestrian-friendly street.

» Defers need for disruptive and costly widenings

This improved connectivity will allow for fewer driveways along Wake Forest and Falls of Neuse Roads. It should also allow problematic turn movements to be eliminated or redirected. Prudent management of access can reduce both delays and crashes, maximizing available capacity.

Some of the potential connections identified could be City projects; others would be developmentdriven. In certain cases, connections might be for pedestrians or bicycles only.

Access Management

By providing alternate access routes, increased network connectivity makes it easier to implement access management policies such as those shown above. These measures reduce conflicts, improving traffic flow and safety.





Imbalanced Pair Concept

- Minimizes ROW impacts of widening Six Forks
- >>> Reduces left-turn conflicts
- Maintains through capacity (total 4 lane/direction)
- >>> Balances access and throughput
- >>> Enhances redevelopment potential
- >> May require U-turns
- >>> Frees Six Forks ROW for:
 - Median
 - Wider sidewalks/planting areas
 - Bike lane or shared-use path
 - Parking
- >> May require U-turns
- >>> Eliminates potential road diet and on-street parking along Bland; complicates bicycle/pedestrian enhancements
- Requires additional ROW along Bland
- Major impacts on 1-3 businesses south of Hardimont

This concept for Bland Road and Falls of Neuse/Wake Forest Roads seeks to minimize widening impacts, using imbalanced lanes to offer some of the benefits of a one-way pair without many of the drawbacks.

Left turn conflicts are minimized, and while some access routes may be longer, they rely mainly on right-turns. U-turns may be required for some movements.

This sketch represents one of many possible variations. The design can free up ROW for other uses. In some locations a turn lane may replace a through lane.

Such a configuration has access benefits for property between the two roads. While it could encourage land use changes, it may also depend on redevelopment for implementation.

- Minor travel time reduction
- Does not reduce eastbound/westbound



Road Connection via Pinecrest Drive

- >> 2-lane road with sidewalks
- >>> Bike lanes possible but costly; bikes could travel in traffic or use Navaho Drive
- >> Improves bike/walk access, but this could be achieved with less cost & disruption

Added route separates eastbound/westbound conflicts, helping hospital access

- Reduces hospital access time to/from Wolfpack Ln by about 45" at 25 mph)
- Reduces Wake Forest Rd access time to/from Wolfpack Ln by ~30" at 25 mph)

Bisects neighborhood, taking property & at least 1

- home
- Crosses creek & ravine, adding structure/culvert & fill
- Impacts hospital parking & roads
- Relatively expensive for distance & benefit
- Critical delay is still at Wake Forest Rd intersection, regardless of route; a more direct connection could actually increase traffic and congestion here.



1 inch = 583 feet



2,000

.000

Bridge & Tunnel Concepts Midtown-St. Albans Area Plan



Types Of Pedestrian/Bicycle Bridges And Tunnels

>> Open to the

elements

>>> Lighter, longer

span possible

Typical

pedestrian/

Mount Vernon Trail Overpass near Roosevelt Island (Google Maps)

Covered, Climate Controlled

More likely

for pedestrian

"skywalk"

Covered, Open Air

Costlier,

 \gg

with more

elements

Heavier,

Silver Line Metro Pedestrian Bridges (WMATA)

Conceptual conditioned bridges at LAX (SOM)

Jacked-In-Place

Common construction technique Requires 20-foot-wide construction shafts every 400 feet >> Large staging and construction areas >> Turns require additional shafts

Cut and Cover

Likely most expensive tunneling method More variability in shape and size Doesn't require large staging and construction areas

>>> Least expensive

surface

tunneling method

>> Significantly disrupts

>> Variability in shape

Not applicable for

connection

May be viable for Six Forks or Wake Forest Road crossings.

2030 Comprehensive Land Use Plan Midtown-St. Albans Area Plan

WHAT ARE THE FUTURE LAND USES?

RESIDENTIAL	MIXED USE	EMPLOYMENT
Rural	Office & Residential	Office/Research & Dev.
Low Density	Neighborhood	Business & Commercial
Moderate Density	Community	General Industrial
Medium Density	Regional	
High Density	Central Business District	
PARKS, OPEN SPACE & RESOURCE CONSERVATION		
Public Parks & Open Space	Public Facilities	
Private Open Space	Institutional	

GLENWOOD		CAPITAL

RESIDENTIAL

RURAL

LOW DENSITY

MEDIUM DENSITY

<image>

HIGH DENSITY

MIXED USE

OFFICE & RESIDENTIAL

NEIGHBORHOOD

CENTRAL BUSINESS DISTRICT

REGIONAL

COMMUNITY

EMPLOYMENT

• HOUSING IS GENERALLY DISCOURAGED IN THESE DESIGNATIONS.

GENERAL INDUSTRIAL

BUSINESS & COMMERCIAL SERVICES

OFFICE RESEARCH & DEVELOPMENT

• THE SITE WE ARE LOOKING AT HAS THIS DESIGNATION TODAY.

PUBLIC PARKS, OPEN SPACE & INSTITUTIONAL

PUBLIC PARKS & OPEN SPACE

PUBLIC FACILITIES

PRIVATE OPEN SPACE

INSTITUTIONAL

Land Use Focus Area Concepts Midtown-St. Albans Area Plan

During the public engagement phase, community members expressed support for recommending appropriate land use transitions, providing more housing options and promoting walkable mixed use districts.

The Future Land Use Map is a planning tool and policy document used by the City to shape the future development of the City. As the Midtown-St. Albans study area continues to shift from suburban character to a more intense urban character with greater land use intensity, a mix of integrated and supportive land uses in policy, strategies are needed.

Public engagement early in the study emphasized the need for recommendations to guide this transition to conserve neighborhoods, enhance height/scale/density transition adjacent to neighborhoods, encourage transit/mobility, and support a mix of complementary land use for walkable communities.

WAKE FOREST / FALLS OF NEUSE

- GREATER MIX OF LAND USES
- HIGHER LAND USE INTENSITIES
- RETAIL FOCUS AREA
- IMPROVED WALKABILITY / MOBILITY

ATLANTIC / ST. ALBANS

- CONVERT INDUSTRIAL LAND USE TO HOUSING
- ADDITIONAL HOUSING OPTIONS NEAR EMPLOYMENT CENTER
- "MISSING MIDDLE"
 OPPORTUNITIES

I-440 CROSSING / SIX FORKS

EMPLOYMENT FOCUS
HIGH INTENSITY OFFICE
IMPROVED MOBILITY /

COMMUNITY ENHANCEMENT PAIRED WITH HIGHER INTENSITY DEVELOPMENT

• When height ranges are shown, the expectation is that the higher end of the range would require provisions that go beyond the norm in some way, either in terms of public amenities, affordable housing, stormwater, or other considerations.

• Rezoning proposals within a floodplain should include stormwater management measures and green space allocations that go beyond code requirements and ideally contribute to a connected public space along the Crabtree.

• Rezoning proposals that request seven or more stories of height and include a residential component should include affordable units. If the site includes existing units that are affordable to residents at 60 percent of the area median income, then those units should be replaced on a one-for-one basis. If not, then 10 percent of the units should be affordable units.

"MISSING MIDDLE" IN HOUSING

One of the findings of the public process has been an interest in promoting housing diversity. Missing middle is a term that has emerged to address the need for more housing products that are mid-level in pricing, typically attached units including duplex, triplex, quadplex and townhomes in form, and are located strategically in areas that might otherwise support only single family homes. This housing type can also be used effectively as a transition between more intense land uses and/or major roadway corridors as a buffer for single family neighborhoods.

Generally, it has been the policy of the City to zone single family areas with single family zoning. However, the City also has a longstanding Comprehensive Plan policy of discouraging single family lots on major streets, preferring to promote development types where multiple units can share a common driveway. Major corridors in the study area matching this criteria are found on sections of Millbrook Road and Atlantic Avenue. There may be other examples as well. ACCESS

- IMPROVED WALKABILITY
- GREEN CORRIDOR EDGE

CRABTREE / WAKE FOREST

- HIGH INTENSITY HOUSING WITH GREEN SPACE
- FLOODPLAIN / STORMWATER ENHANCEMENT
- IMPROVED ACCESS TO EMPLOYMENT CENTER
- IMPROVED WALKABILITY WITH A "MAIN STREET"

4/5

Six Forks Corridor Study Midtown-St. Albans Area Plan

The recommendations are presented here to engage a second level of input and discussion as part of the Midtown - St. Albans Study.

The Six Forks Corridor Study was adopted by the City Council in 2018 to provide urban design recommendations related to building heights as well as building frontage types along the corridor. The

CHAPTER 3. MIXED USE DISTRICTS | Article 3.4. Frontage Requirements Sec. 3.4.1. Purpose and Intent

Article 3.4. Frontage Requirements

Sec. 3.4.1. Purpose and Intent

Frontages link a desired development pattern with specific form requirements that mandate the type of development desired along the street edge. Frontages place different requirements from the base dimensional standards and the frontage requirements, the frontage requirements

recommendations are presented here to engage a second level of input and discussion as part of the Midtown-St. Albans Study. The goal is to solicit additional input and then make recommendations regarding any adjustments or refinements on height or building frontage types.

BUILDING HEIGHTS

Urban Design Frameworks

As redevelopment occurs along and adjacent to Six Forks Road, the urban design standards that guide this development will play a role in the overall character and sense of place of the Corridor.

Building Height Standards To better create a favorable urban image and address adjacency to existing neighborhoods, building heights are proposed that range from 3-5 stories along residential edges and 4-20 stories along Six Forks Road. The map to the right will serve as a guide to amending building heights as part of future rezoning requests in the Corridor. When next to a low or moderate density areas with a maximum of three stories, areas with building heights of more than seven stories should include gradual height transitions. Building heights in the taller area should not increase at more than a 45-degree angle from the lower-scale area.

Source: Six Forks Corridor Study 2017 - City of Raleigh

FRONTAGE TYPES

Urban Design Frameworks

Building Frontage Types The City of Raleigh Unified Development Ordinance describes how building frontages are to be developed so that a favorable set of context-sensitive urban design relationships are created between the building and the street. The existing and proposed streets shown on the map have specific proposed building frontage types that address neighborhoods gateways, where parking should be locate, and the nature of the building's relationships to the street.

