



MAIN
OFFICE



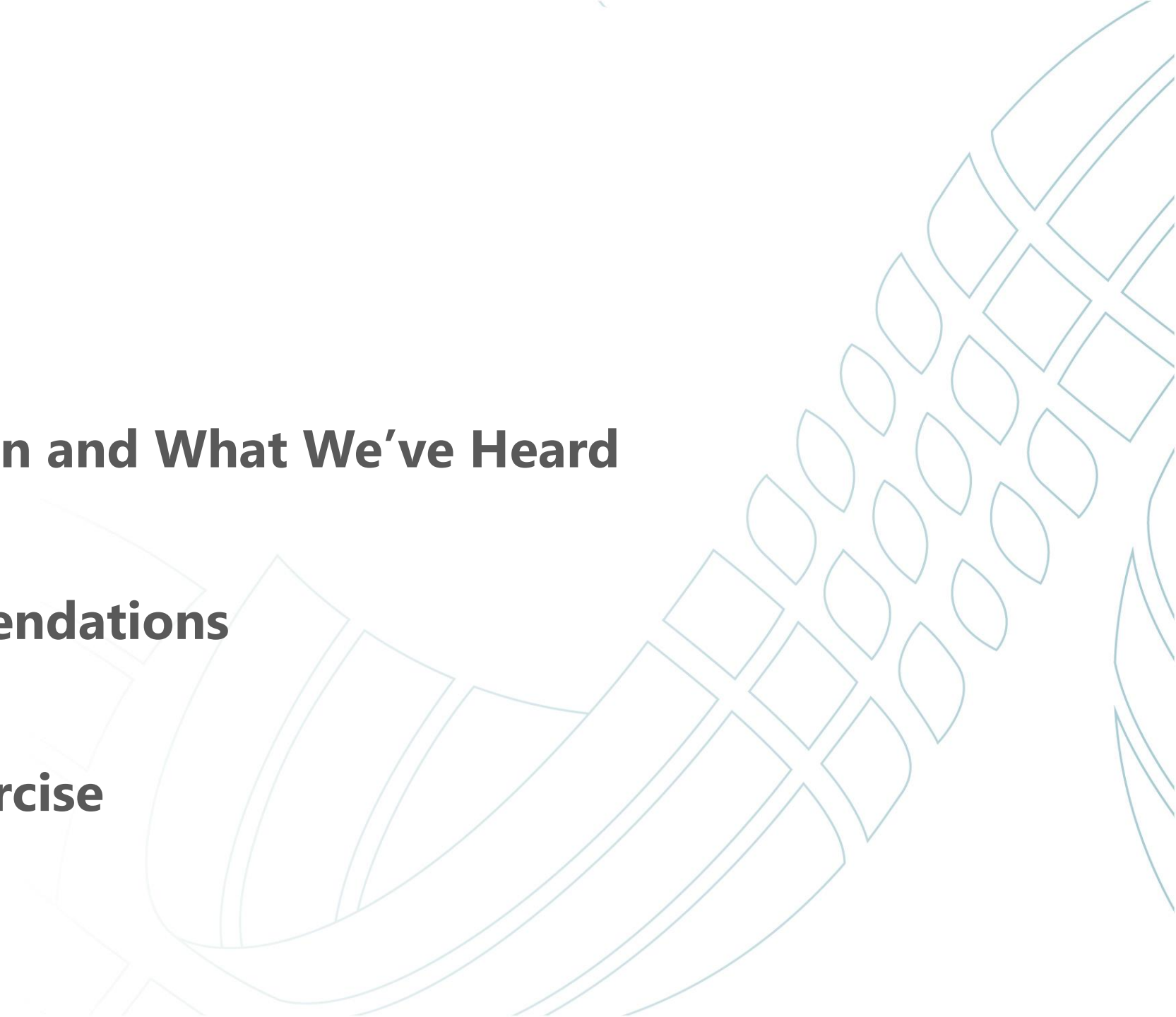
Midtown-St. Albans

Area Plan



October 3, 2019

Outline

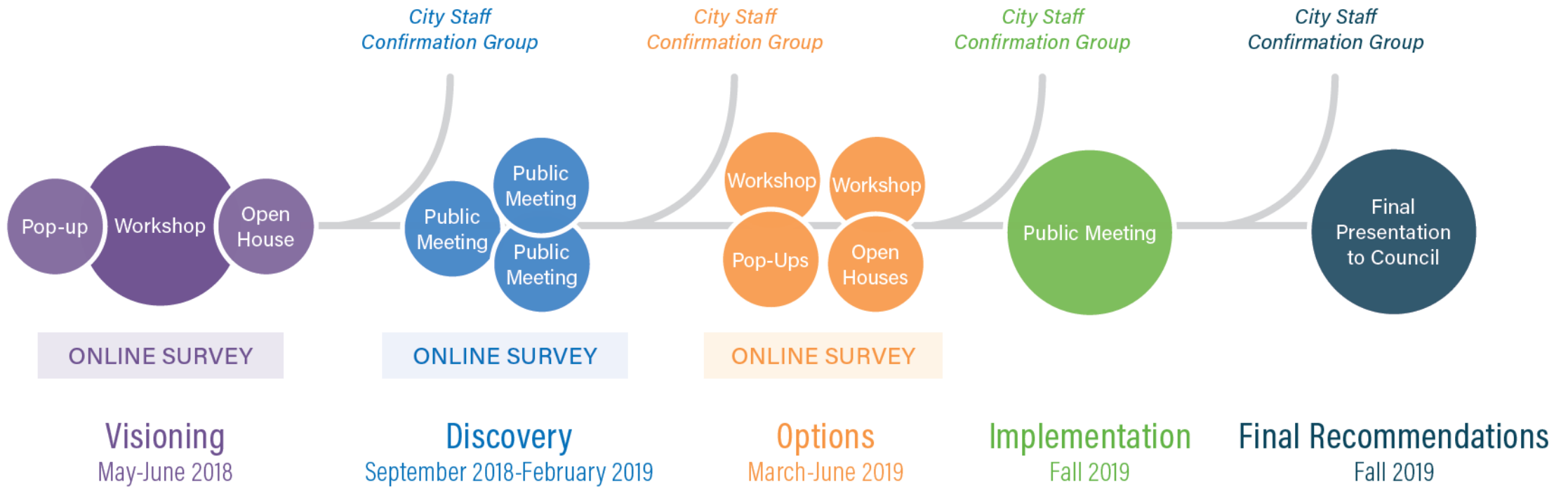
- **Where We Are**
 - **Where We've Been and What We've Heard**
 - **Revised Recommendations**
 - **Prioritization Exercise**
- 

Meet the Project Team

- Raleigh City Staff
- Confirmation Group – appointed by Raleigh City Council
 - Role
 - Ensure an inclusive process
 - Engage relevant stakeholders
 - Received input matches plan recommendations
- Consultant Team
 - VHB
 - JDavis Architects
 - 1/1 Studio
 - Rose and Associates

Process to Date

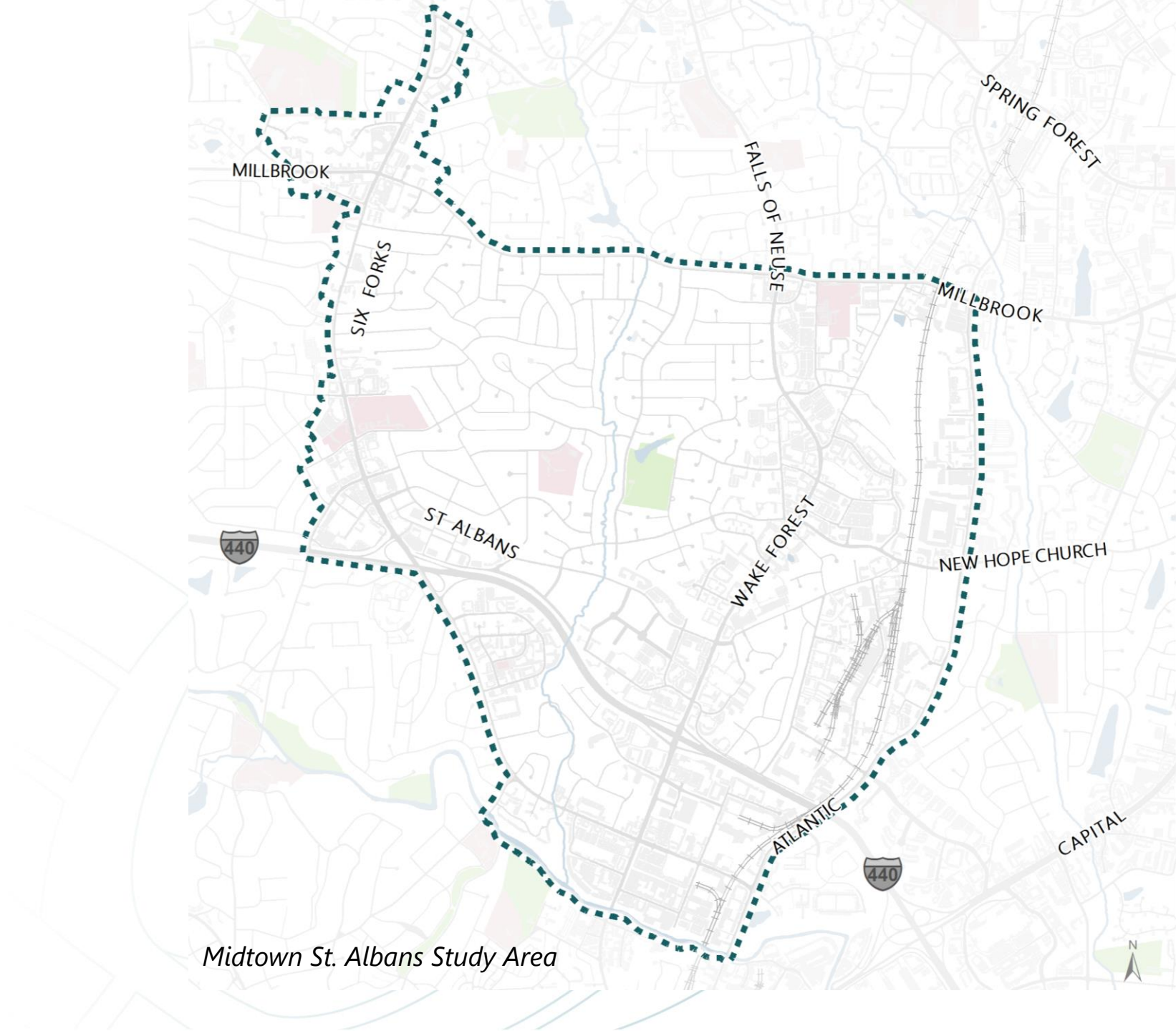
We are here!





Where We've Been and What We've Heard

The study area



Visions for the Future

May & June 2018 Meetings

- Beginning of the process
- Short staff presentation
- Participants marked up maps in small groups to highlight areas with assets and issues

Goal of the Meeting:

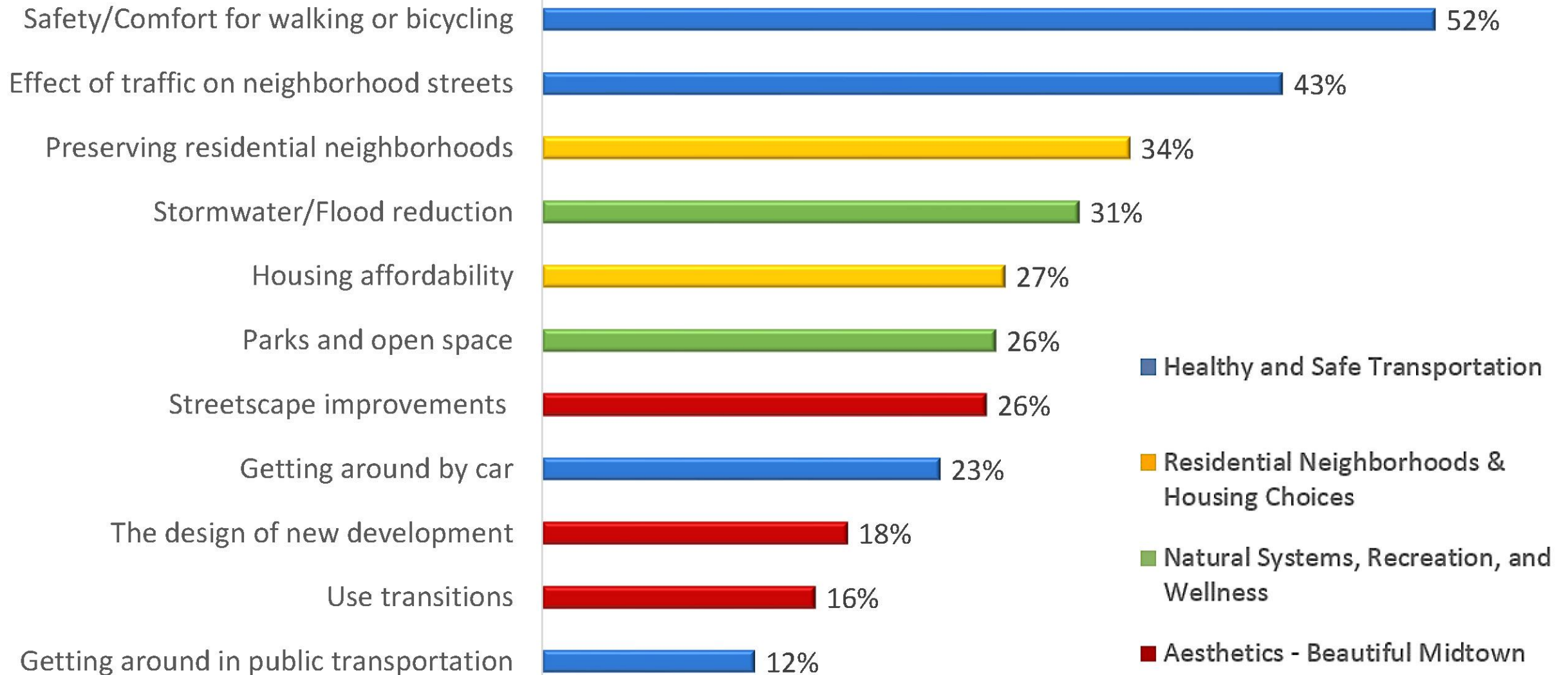
- To create a rich base of community-sourced knowledge about the area

[illegible]

Overview

Answered: 370 of 614

Of the following issues, which are the top three the Midtown plan should address?



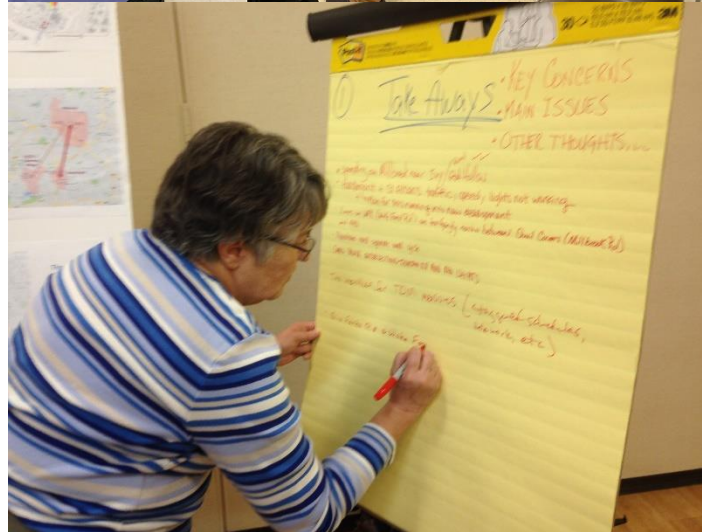
Understanding the Area

December 2018 Meetings

- Short Presentation
- 7 Timed activity stations to identify key issues and opportunities
- Staff and participants wrote down notes on maps and notepads.

Goal of the Meeting:

- To understand what people like and don't like in the area.



Midtown-St. Albans Area Plan – Feedback Form

Are the traffic/land use/development issues described during this meeting the same issues that you experience? (Describe why or why not) Yes. Particular problems getting out of neighborhood onto Six Forks ^{+millbrook} left-hand turns impossible (requires read-about route) and even right turns can be challenging.

Which issues resonate the most with you? (List your top three) Neighborhood quality (tree density), McPhersons, improved transit.

Was anything surprising to you? Proposed greenway along Brook near Quail Hollow - great idea, but I don't live there.

What issues are missing? Affordable housing - including maintaining affordability of existing neighborhood.

(continue on back if needed)

Midtown-St. Albans Area Plan – Feedback Form

Are the traffic/land use/development issues described during this meeting the same issues that you experience? (Describe why or why not) Yes, although not sure all connections are being made between loss of trees and green space and effects on noise, neighborhood heat, and stormwater.

Which issues resonate the most with you? (List your top three) ① Effective egress from neighborhood, including through biking and greenway access. ② Tree cover, ③ ~~Cost-effective~~ Affordable Housing

Was anything surprising to you? _____

What issues are missing? Noise and heat island effects of planned development

(continue on back if needed)

Planning Principles

Midtown Moves: Healthy, Safe, and Reliable Transportation

- Better **walkability**
- Improved **safety**
- Addressing **reliability** and adding new connections
- Adding travel **options**

Midtown Living: Residential Neighborhoods/Housing Choices

- Provide more housing **options** for residents at different stages of life
- Respect the **scale** of existing neighborhoods

Midtown Green and Blue: Parks, Trees, and Stormwater

- Improve stormwater infrastructure and use it as a connected **natural network**
- Create new public spaces focused on natural areas

Midtown Works: Innovation and Opportunity

- Allow outdated uses to transition into areas that meet **employment** and **housing** needs.

Aesthetics: Beautiful Midtown

- Create **attractive streetscapes** and public places
- Ensure **transitions** between taller areas and lower-scale neighborhoods

Testing Ideas

May 2019 Meetings & Survey

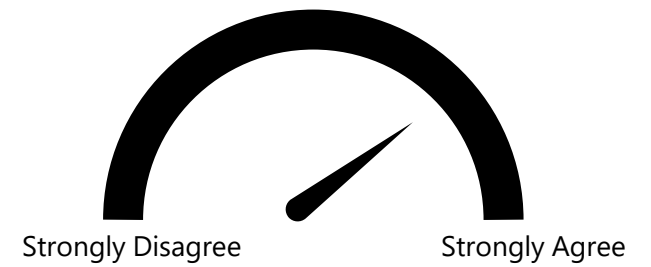
- Drop in meetings with “rolling presentations” on the hour
- Meetings spread across area and two weeks with shorter pop-ups
- Online survey for those unable to attend physical meetings

Outreach Goal:

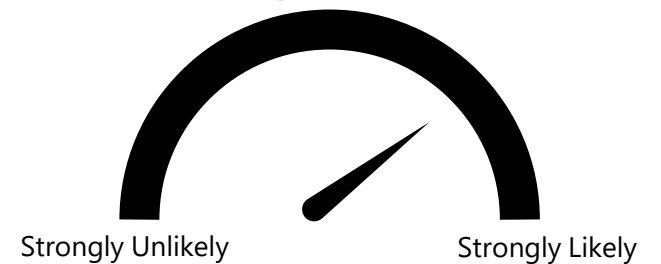
- Capture feedback on proposed improvement concepts



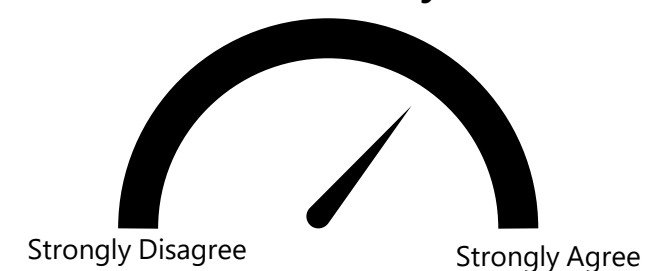
Green Street Locations



Midtown Ring on Walk/Bike Use

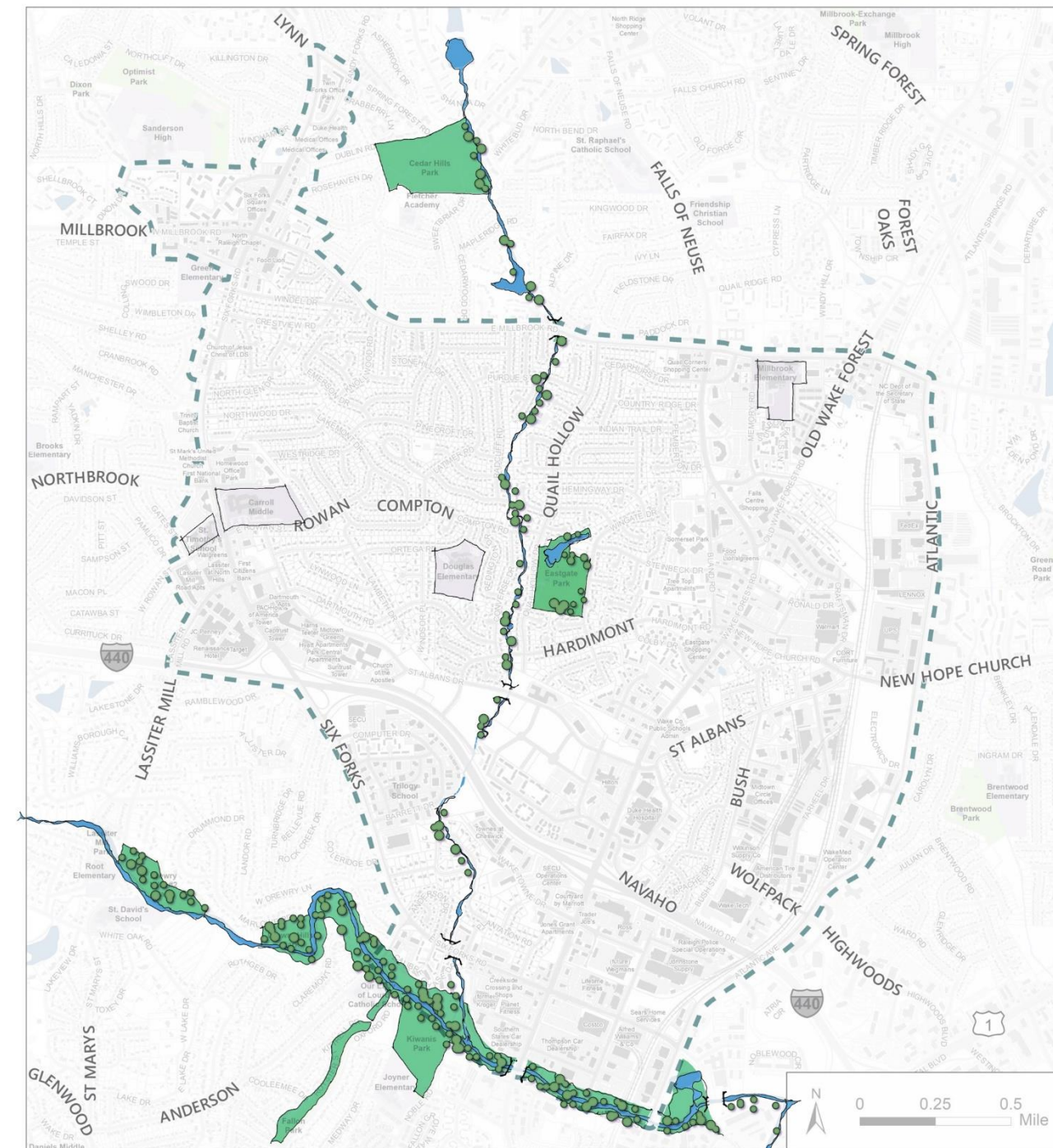


Housing Options & Affordability



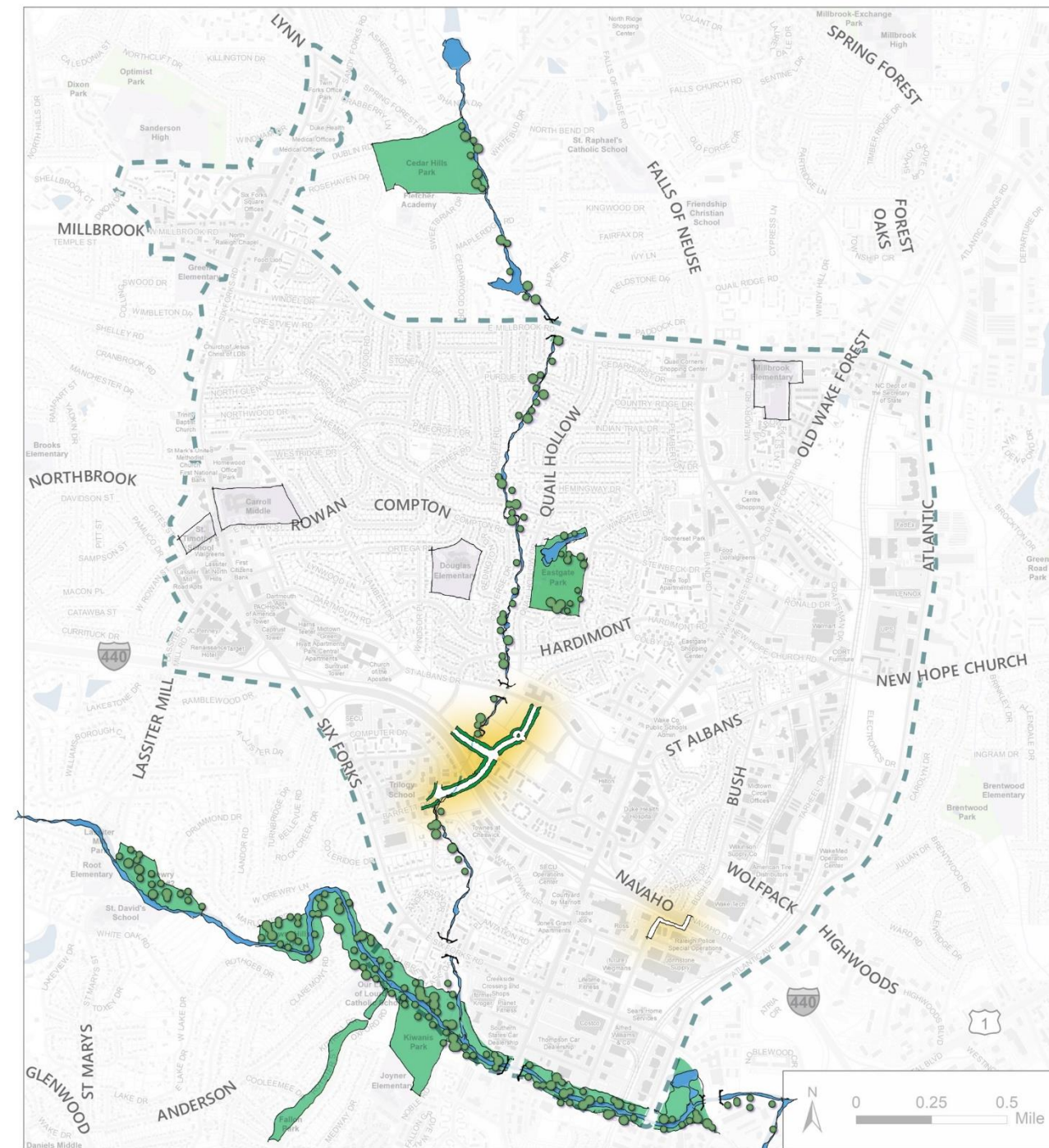
Seven Big Moves

- 1. The Beltline crossing.** A new bridge over I-440 between Six Forks Road and Wake Forest Road.
- 2. Green streets.** Slower speeds, safer streets, green infrastructure on Quail Hollow and other key streets
- 3. A connected street network.** Creating or expediting other key Midtown transportation links.
- 4. Serious Transit.** A high-frequency bus network now, future BRT link as ridership demands.
- 5. The Midtown Ring.** An uninterrupted loop of safe, comfortable facilities for people walking and biking.



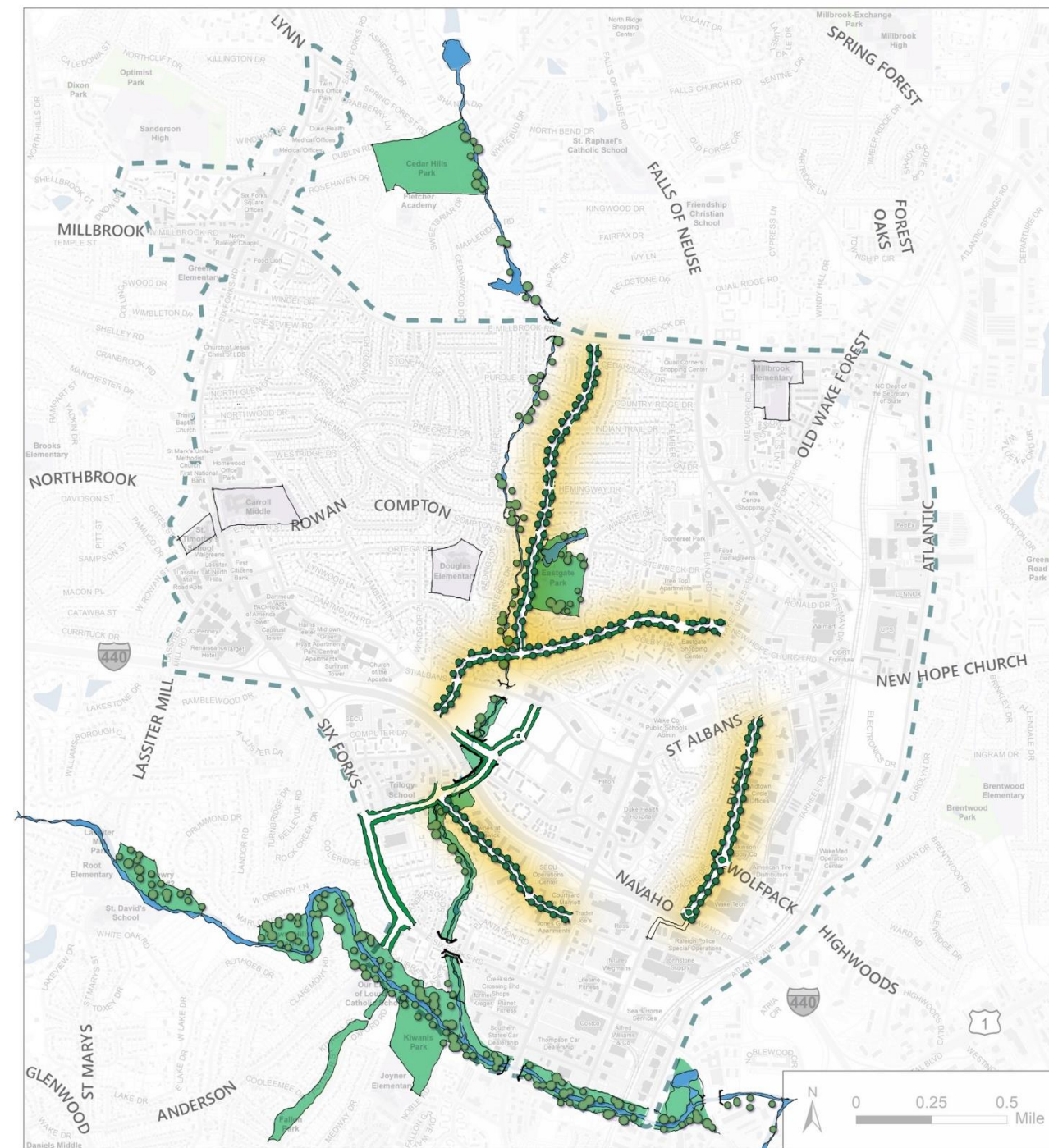
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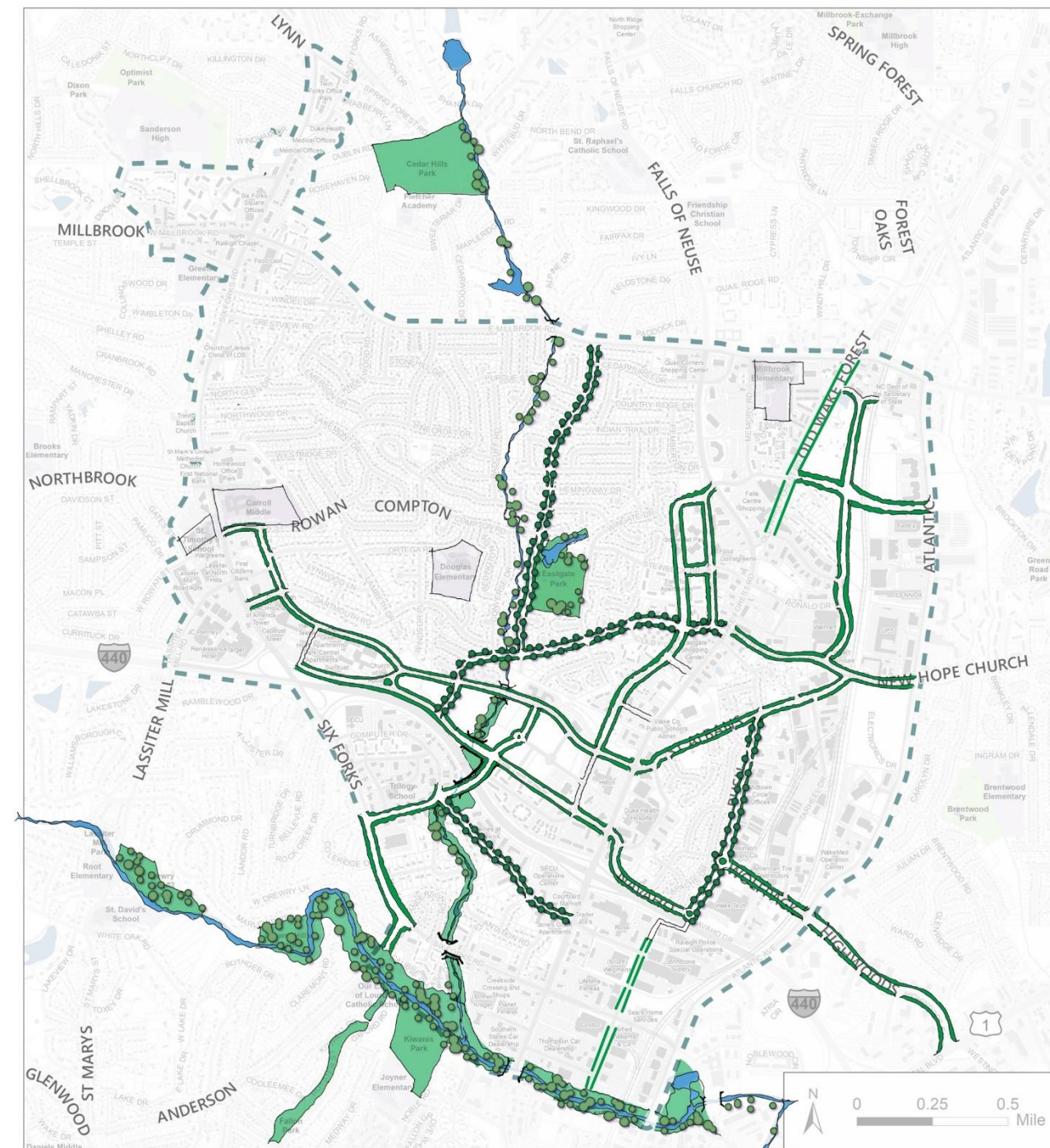
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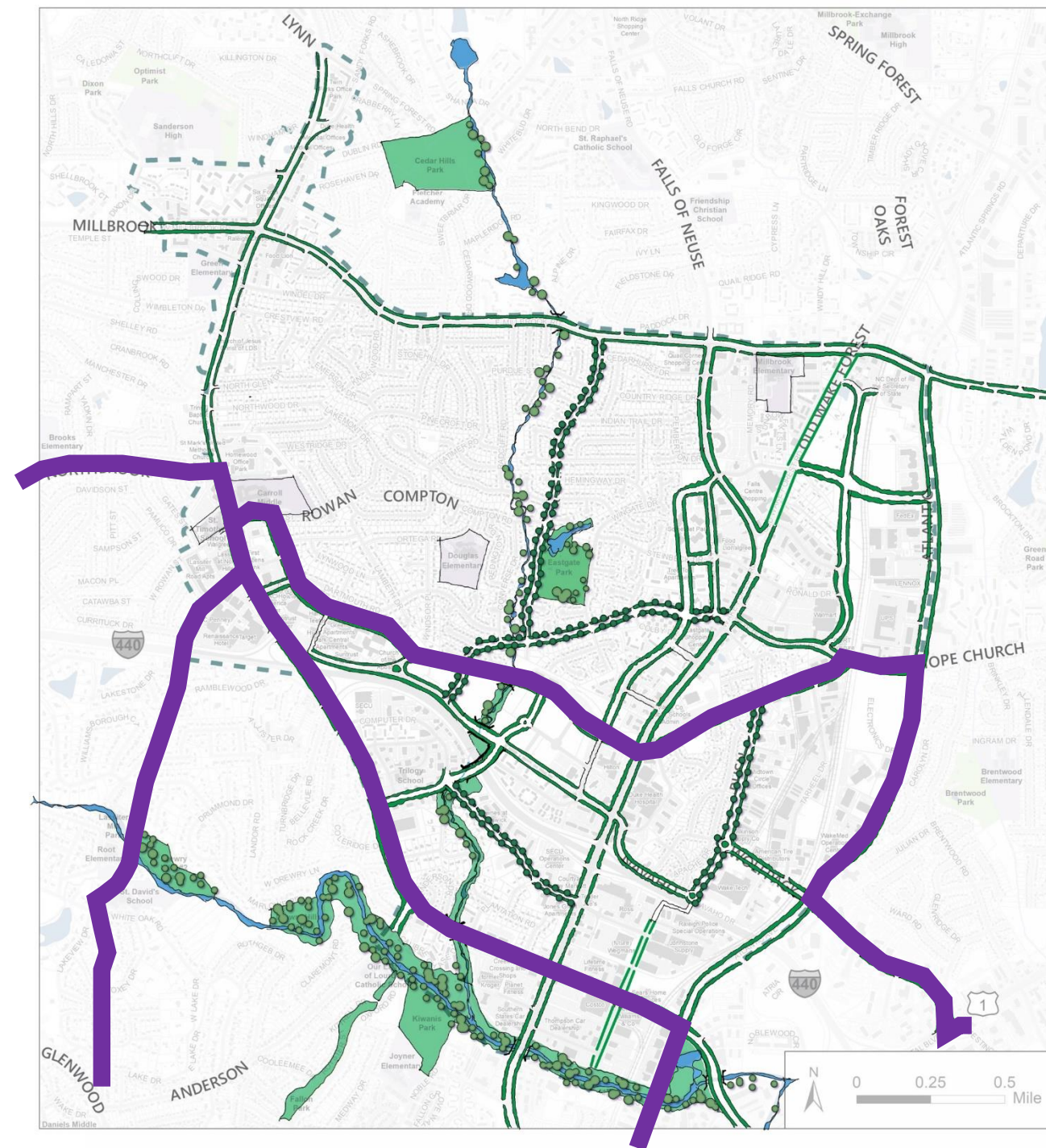
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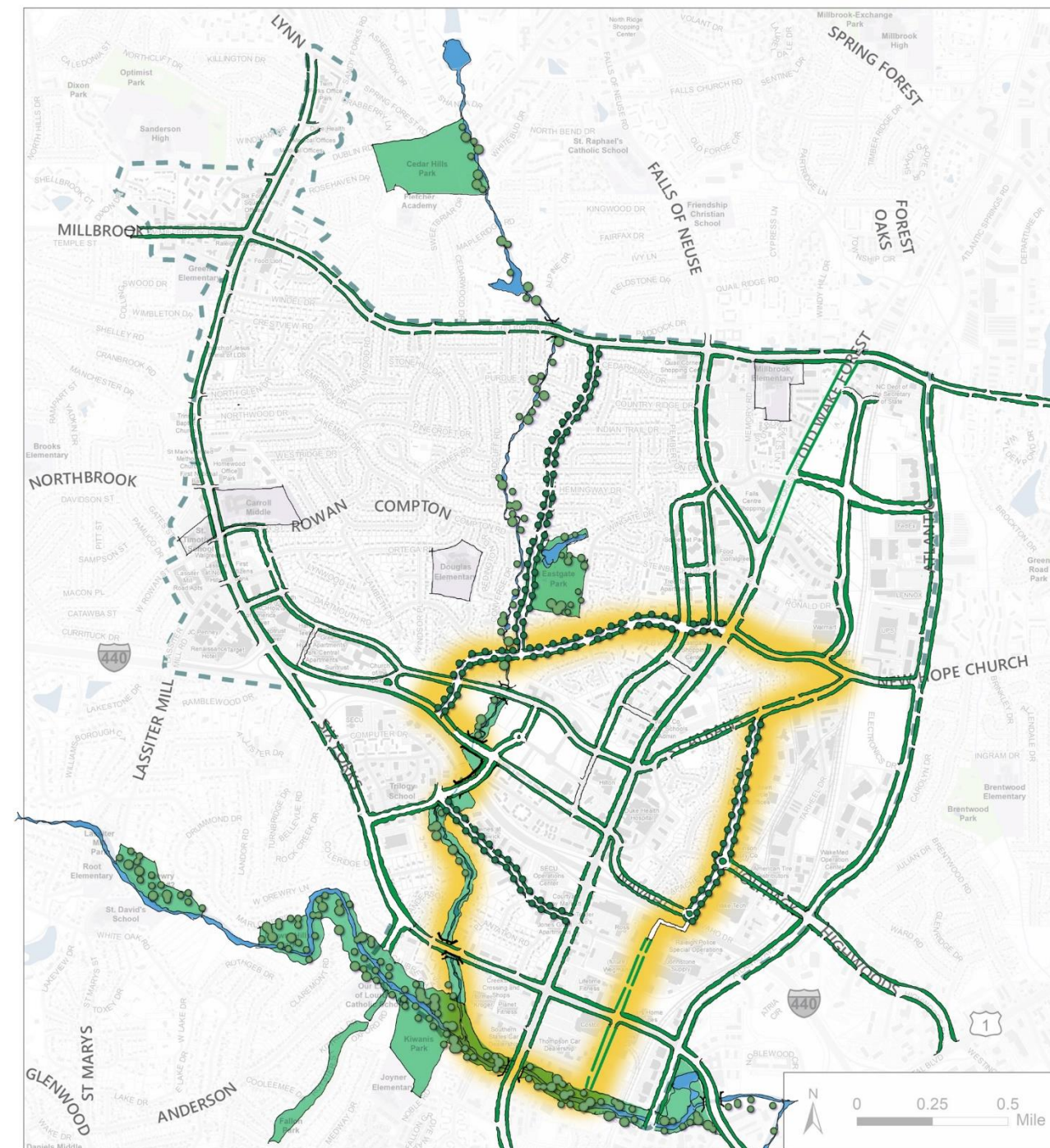
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Seven Big Moves

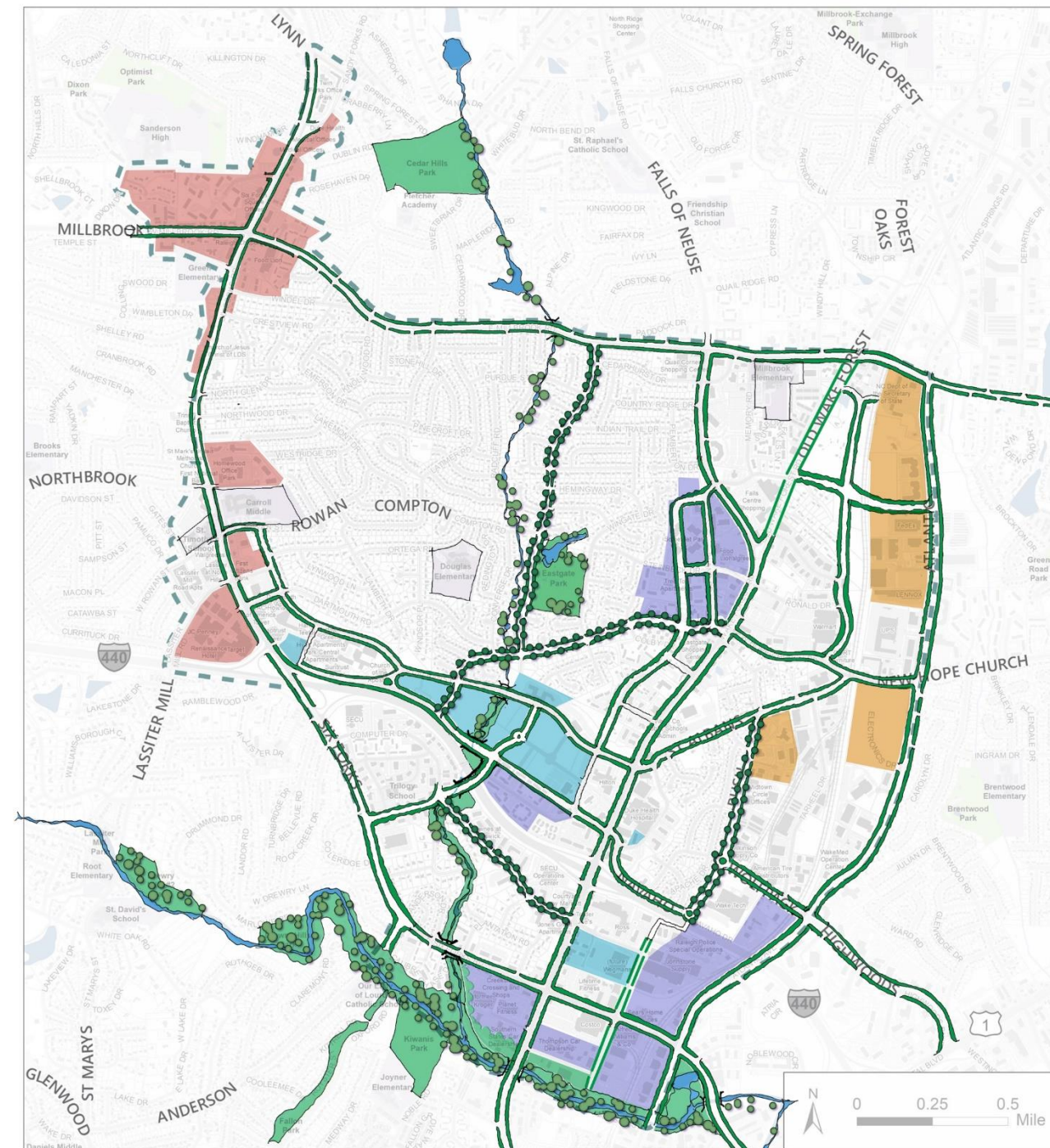
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Seven Big Moves

6. Midtown Living and Midtown Works: Land Use Guidance. Specifying uses and scale in key areas.

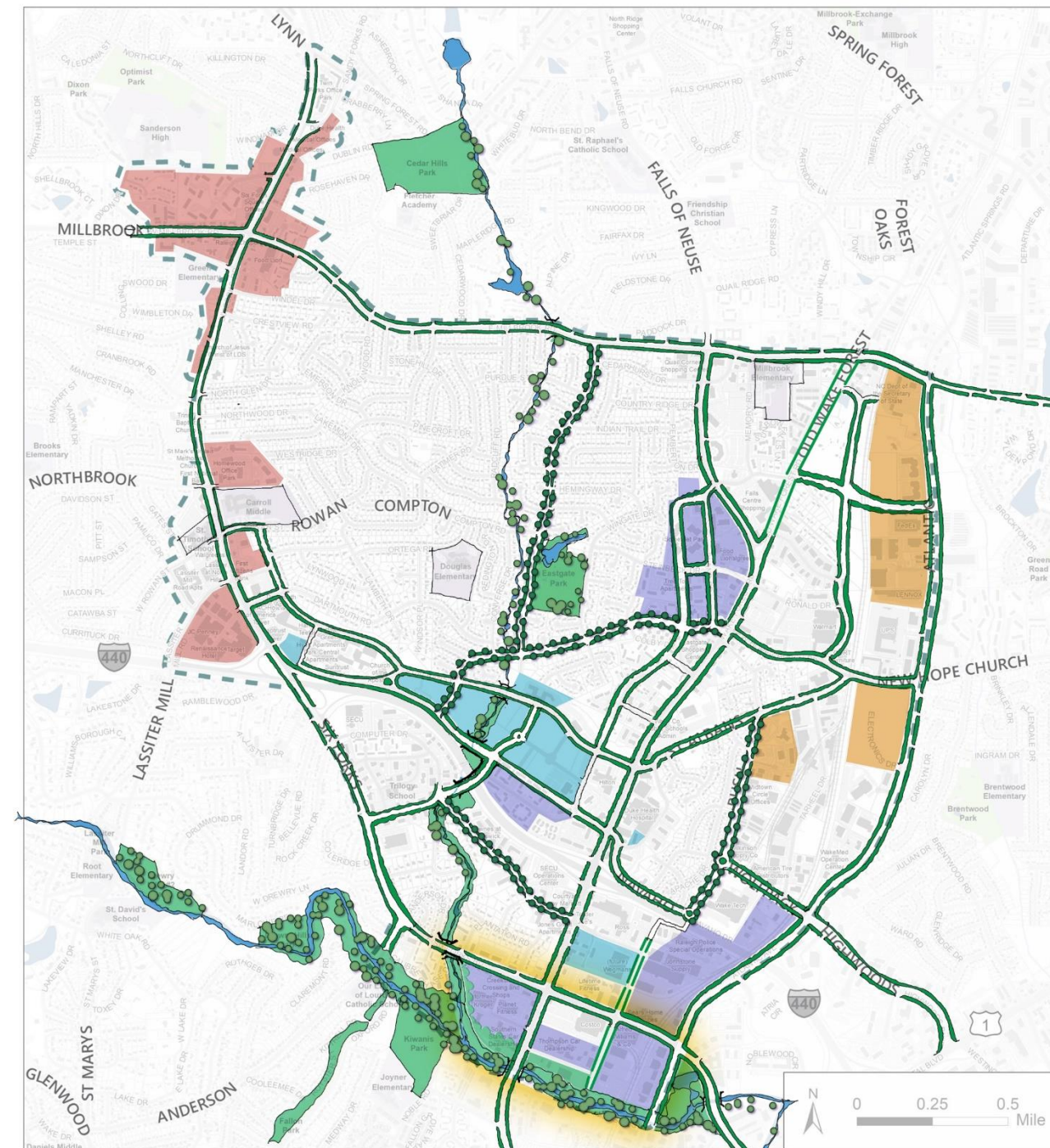
7. The Midtown Waterfront District. Creating a more active edge along the north side of the Crabtree waterway



Seven Big Moves

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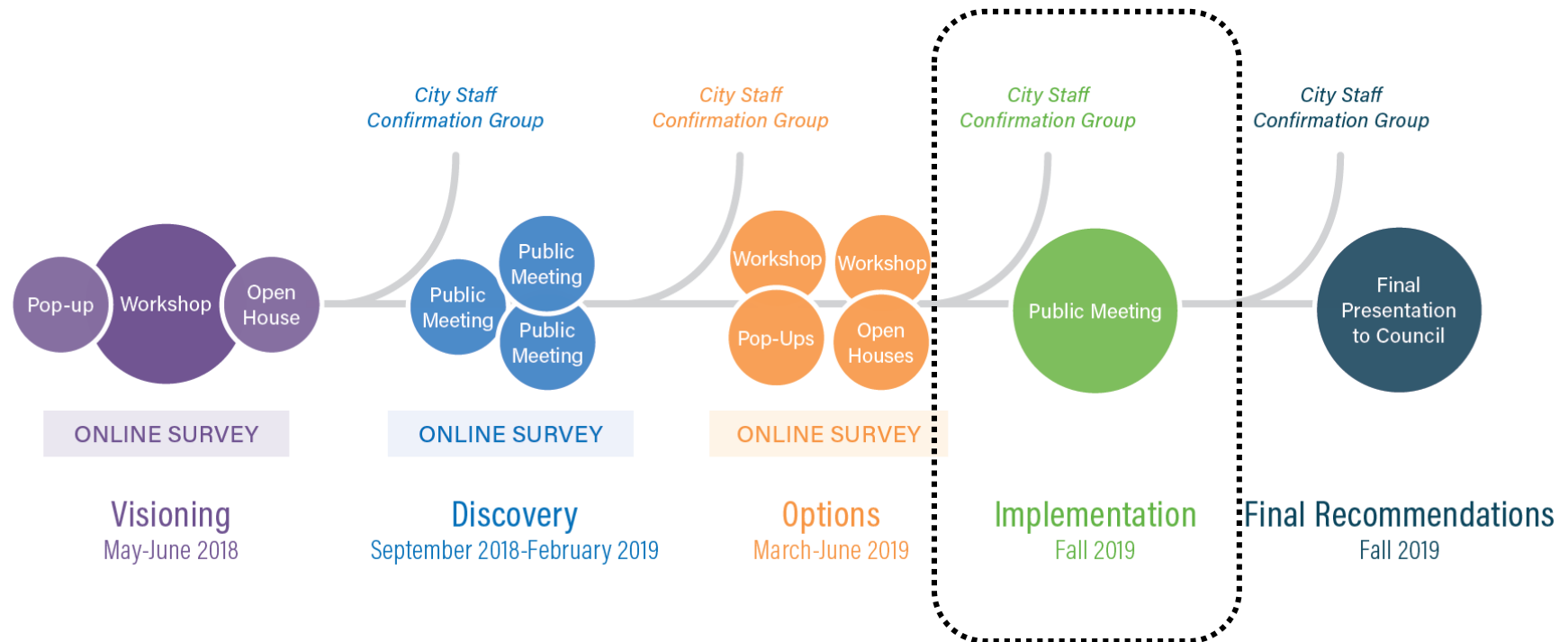




Revised Recommendations

For a Project to Move Forward, It Needs:

- Money/Funding
- Technical Feasibility
- Champion (Responsible Party)
- Community Support



What We've Done with the Input

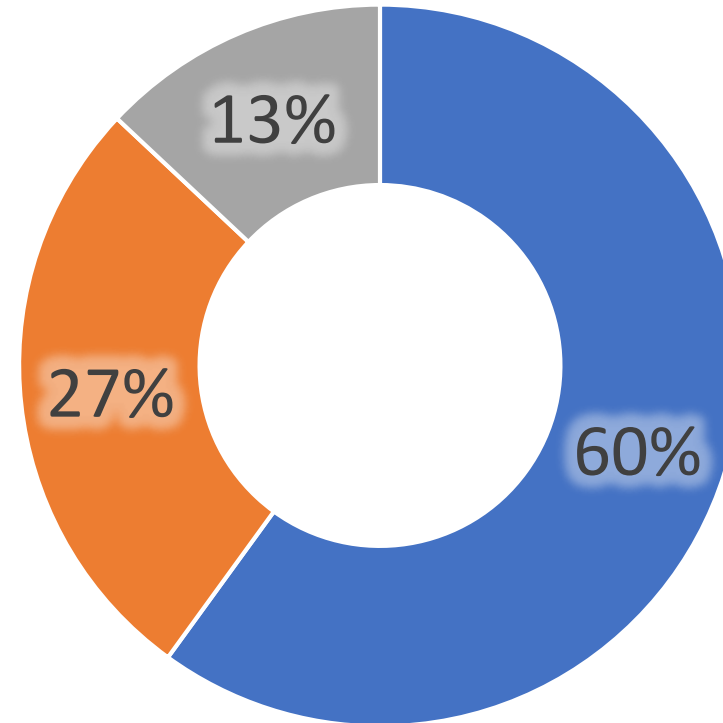
- Conducted additional analyses
- Removed projects from consideration
- Modified and refined projects
- Developed costs estimates, assessed project performance, and initial prioritization

Wolfpack-Navaho



Survey - Mobility Near Duke Raleigh Hospital

- Roundabouts on Bush St
- Road Connection via Pinecrest Dr
- Neither



LEGEND

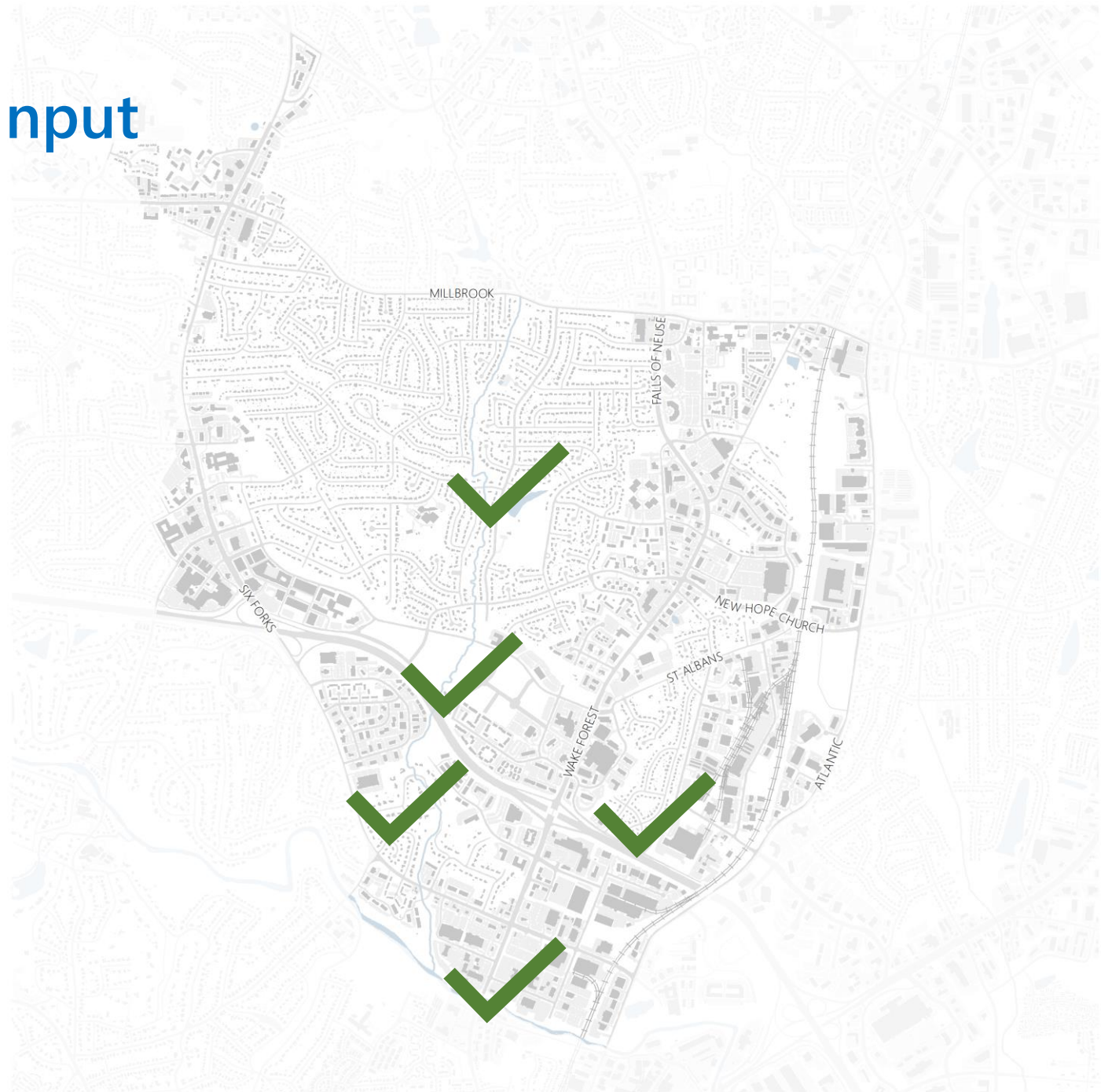
- Existing roads that could provide better connectivity
- New connections
- Development-driven
- Six Forks Road Extension



What We've Done with the Input

✓ Endorsed

- I-440 Multimodal Bridge
- I-440 Pedestrian & Bicycle Bridge
- Green Streets
- Greenway Connector
- Improved Transit service
- Crabtree Creek Park Area
- Land Use



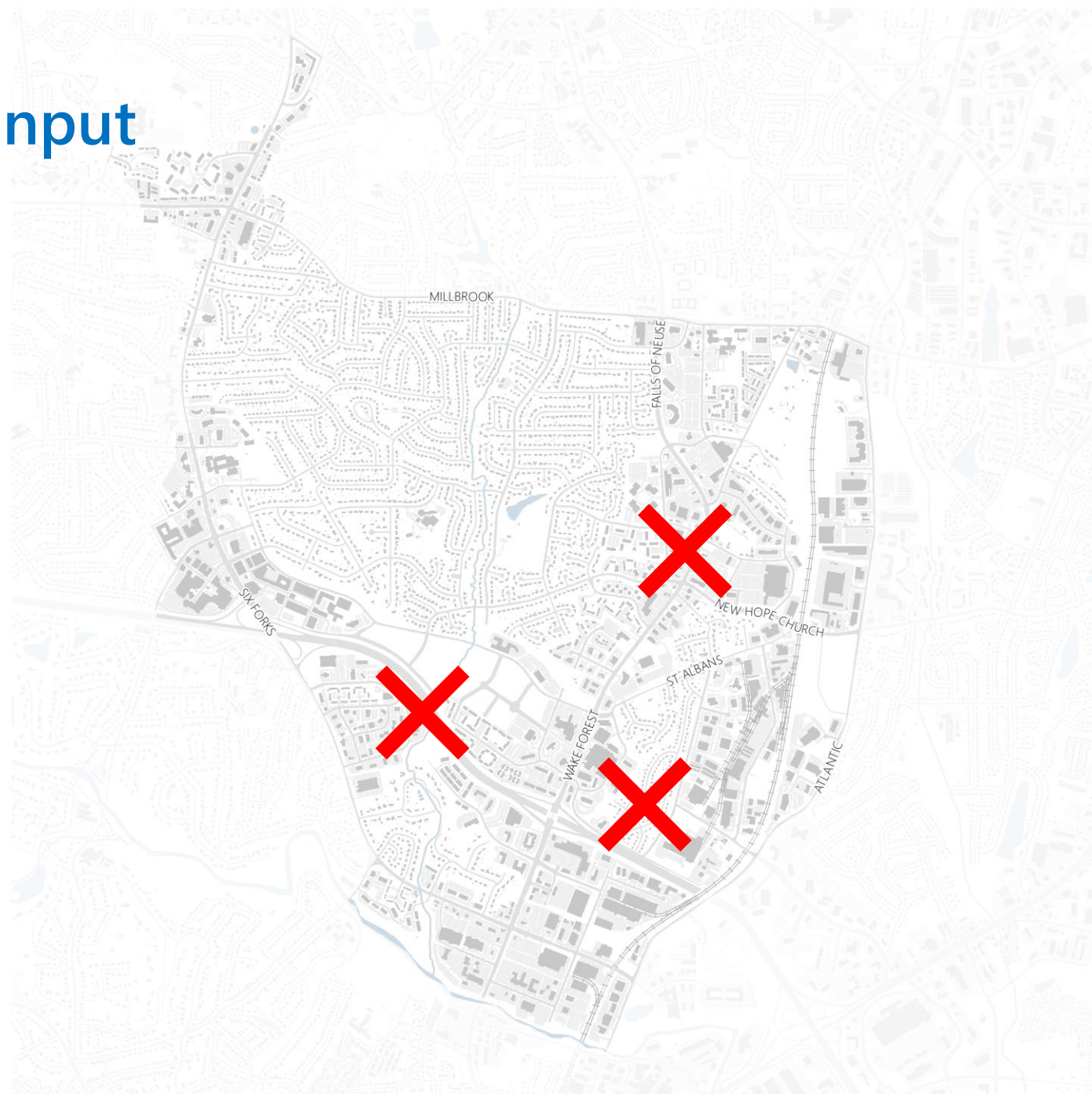
What We've Done with the Input

✗ Rejected

Wake Forest / Bland Pair

Pinecrest Drive Connection

I-440 Tunnel



What We've Done with the Input



Refined

Pedestrian X-ings on
Millbrook/Anderson Drive

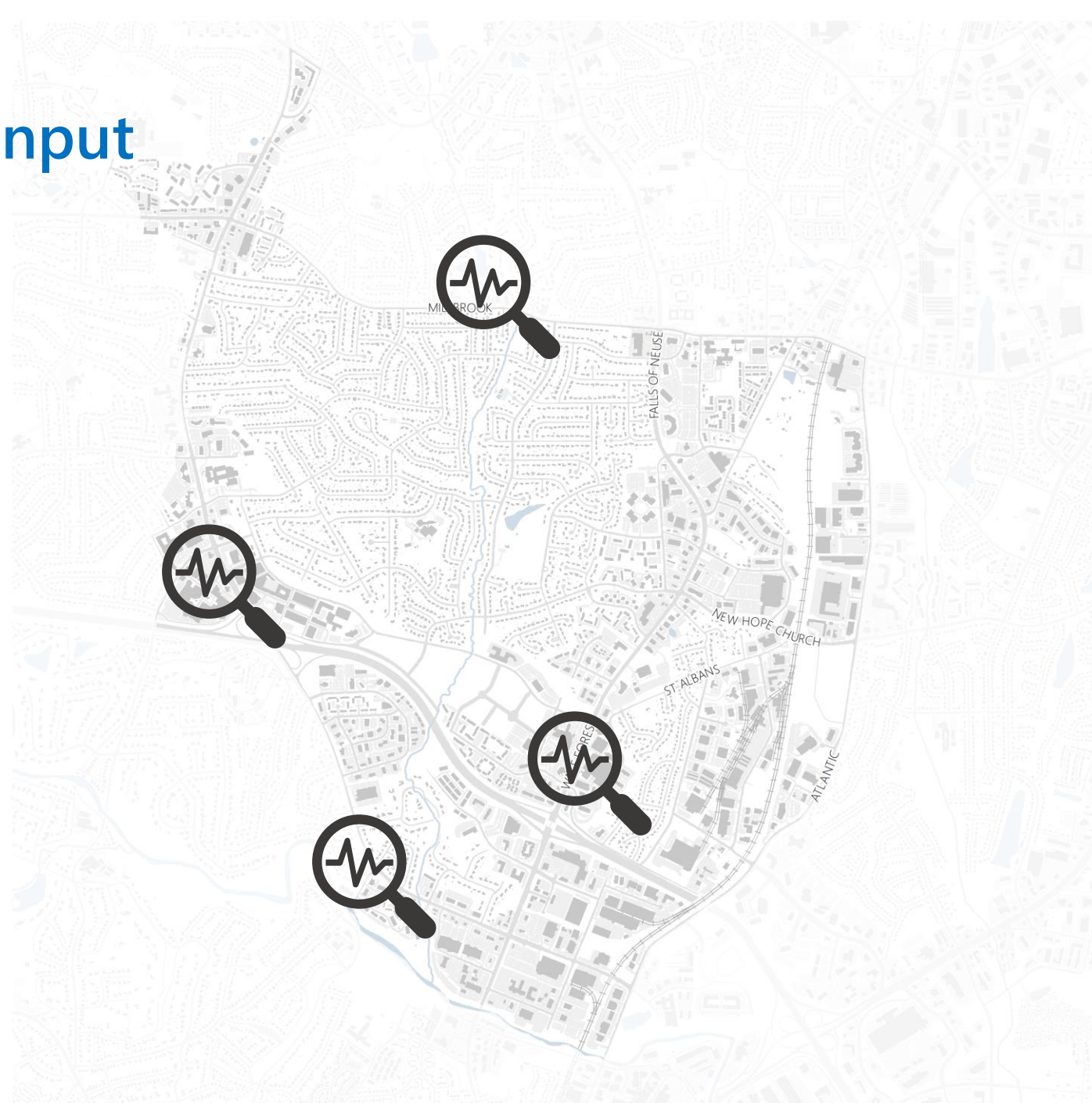
Pedestrian Bridge @ North
Hills

Northfield/Westridge area
study recommendation

BRT Future Route

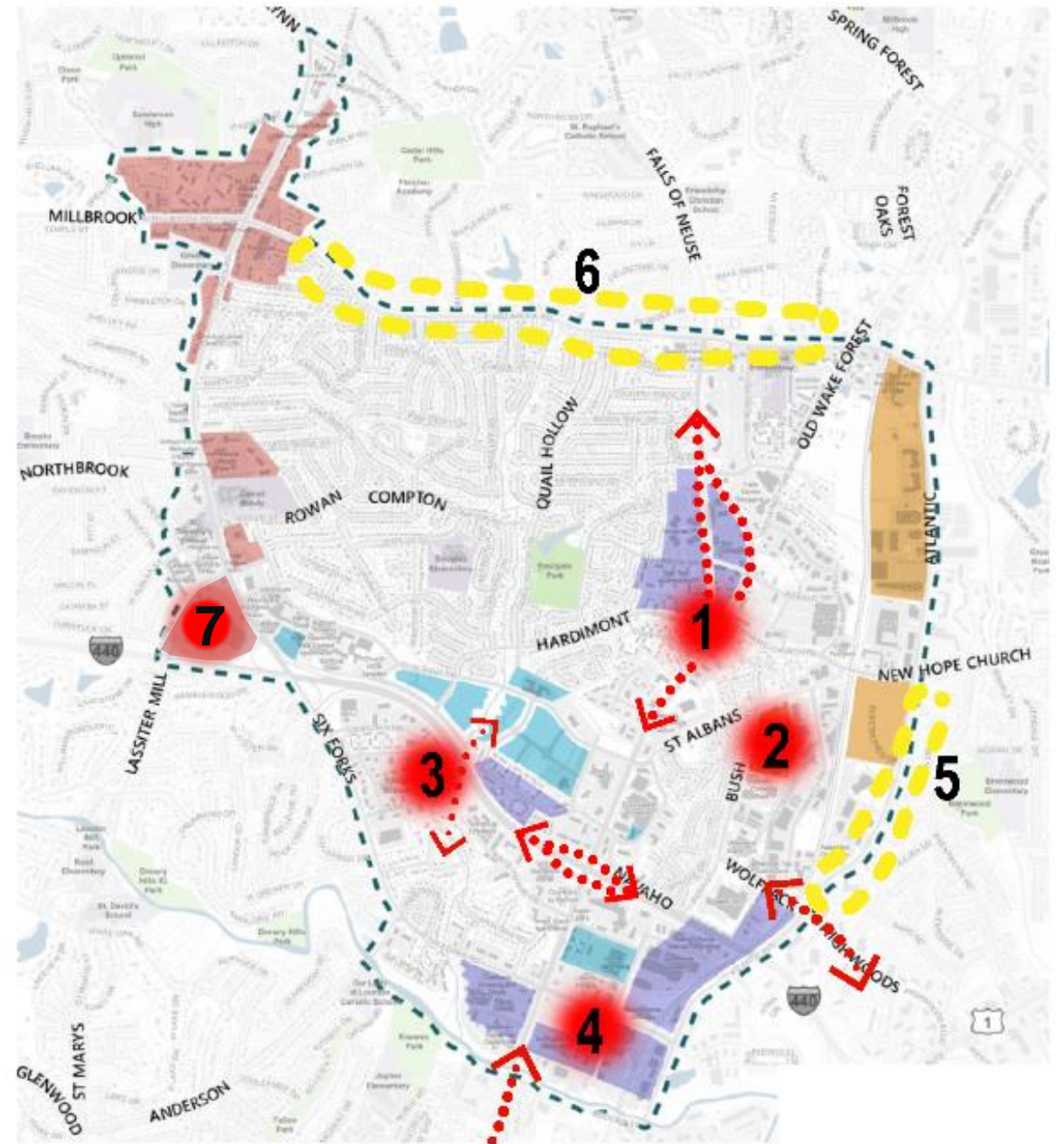
Duke Raleigh / Wake
Forest Road / Navaho
intersection

Land Use / Intensity

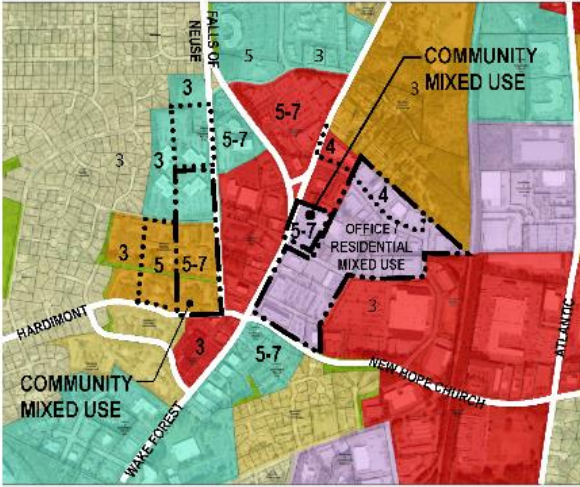


Land Use Recommendations

- New Development linked to infrastructure improvements
- Address housing affordability
- Development height takes into account its surrounding context



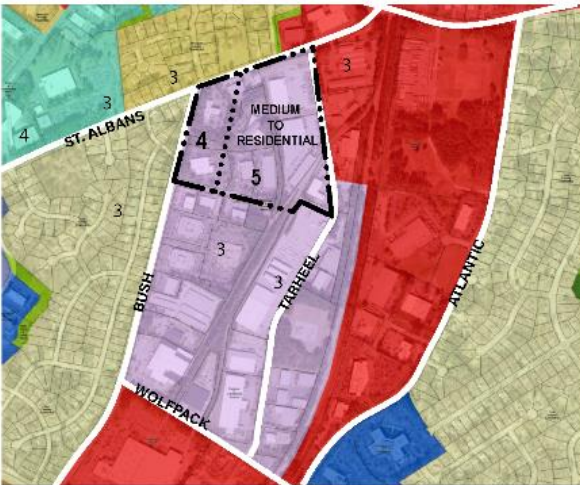
Land Use Recommendations



1

Wake Forest / Falls of Neuse

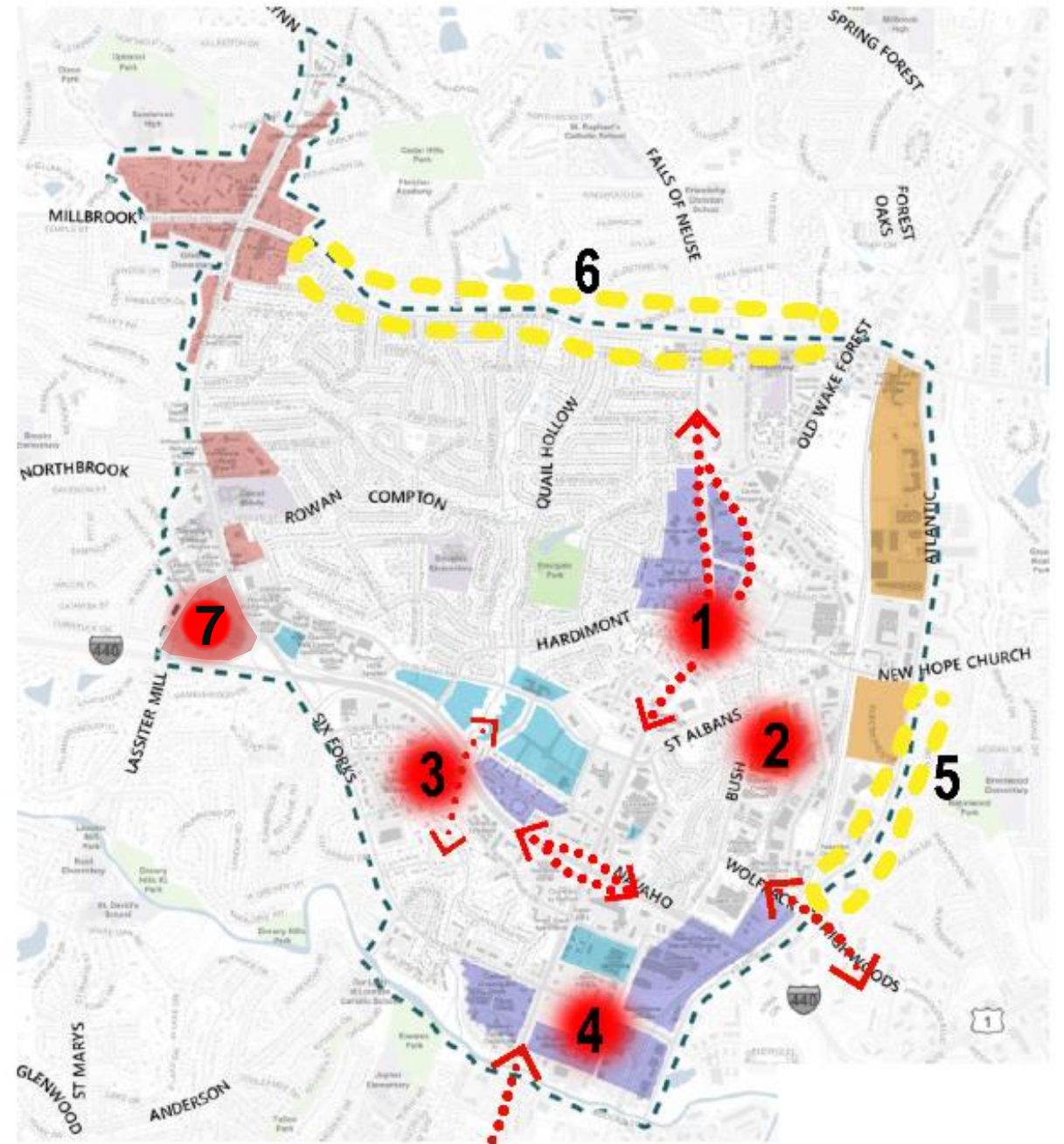
- » Greater mix of land uses
- » Higher land use Intensities
- » Retail focus area
- » Improved walkability / Mobility



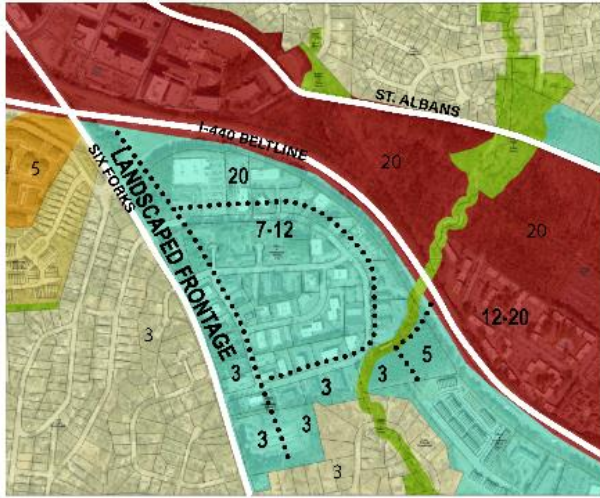
2

Atlantic / St. Albans

- » Convert industrial land use to housing
- » Additional housing options near employment center
- » "Missing middle" opportunities



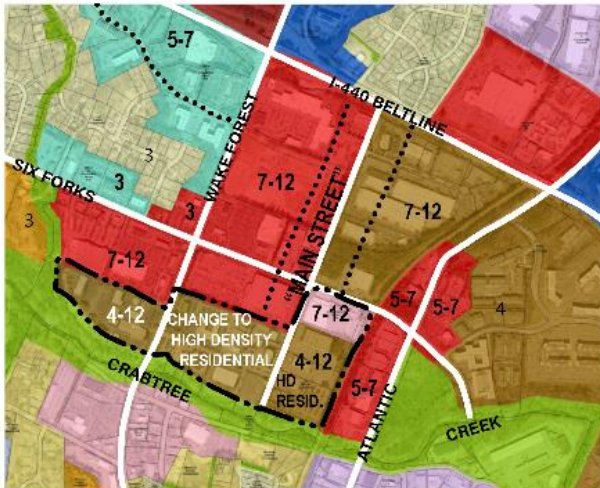
Land Use Recommendations



3

I-440 Crossing / Six Forks

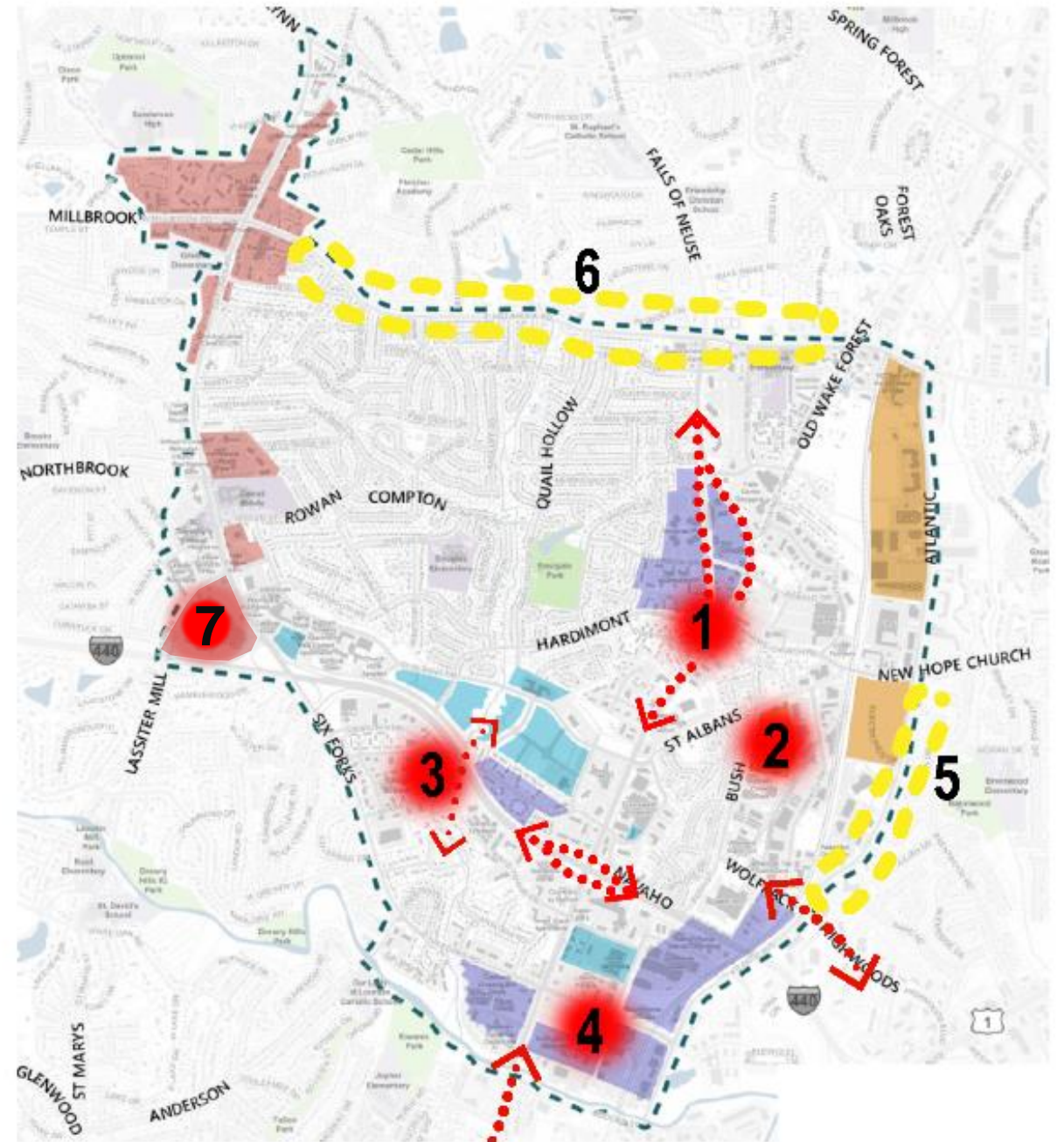
- » Employment focus
- » High intensity office
- » Improved mobility / access
- » Improved walkability
- » Green corridor edge



4

Crabtree / Wake Forest

- » High intensity housing with green space
- » Floodplain / stormwater enhancement
- » Improved access to employment center
- » Improved walkability with a "main street"



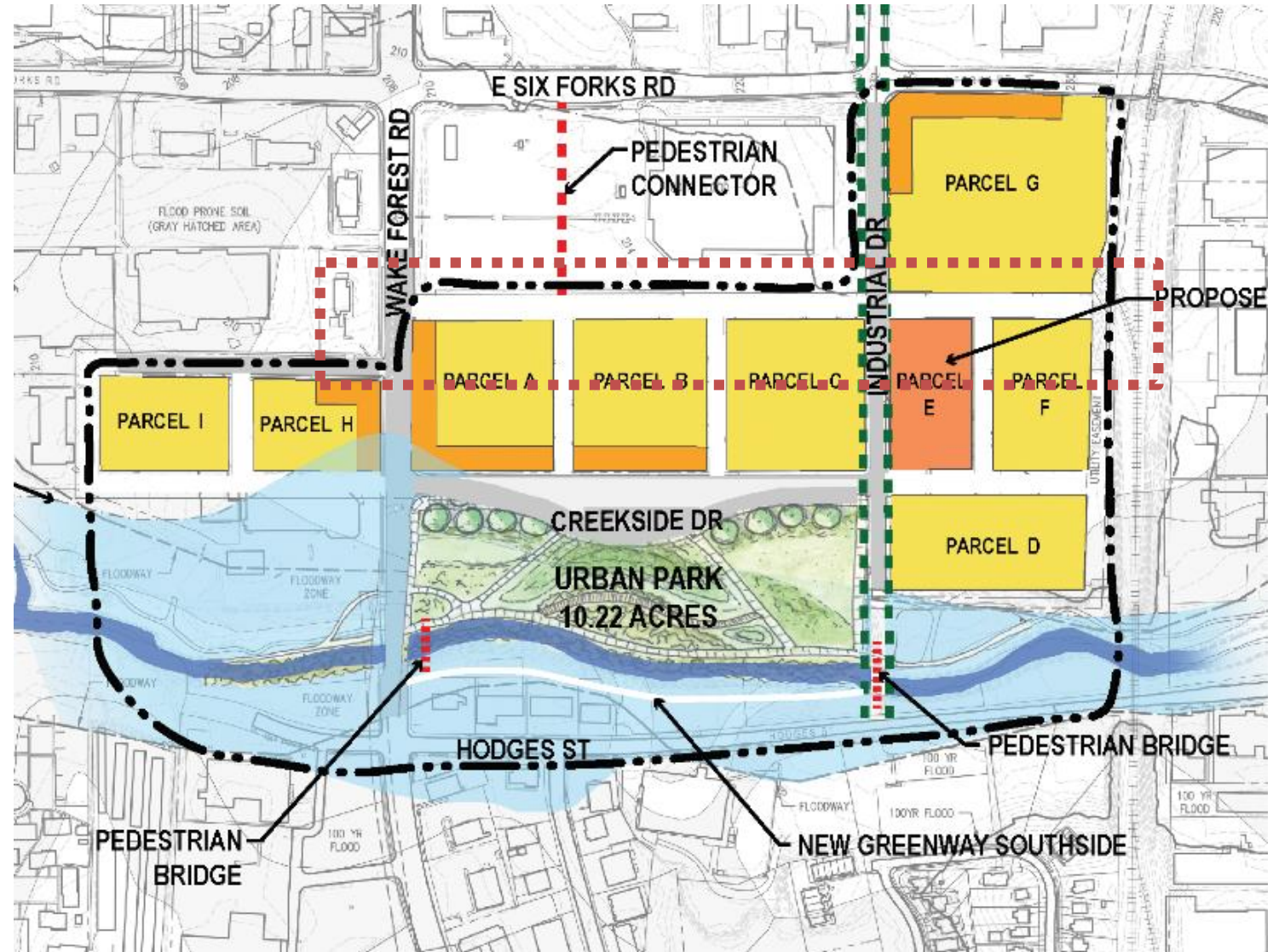
Height Transitions

- Six Forks Recommendations Revisited



Crabtree Creek Park

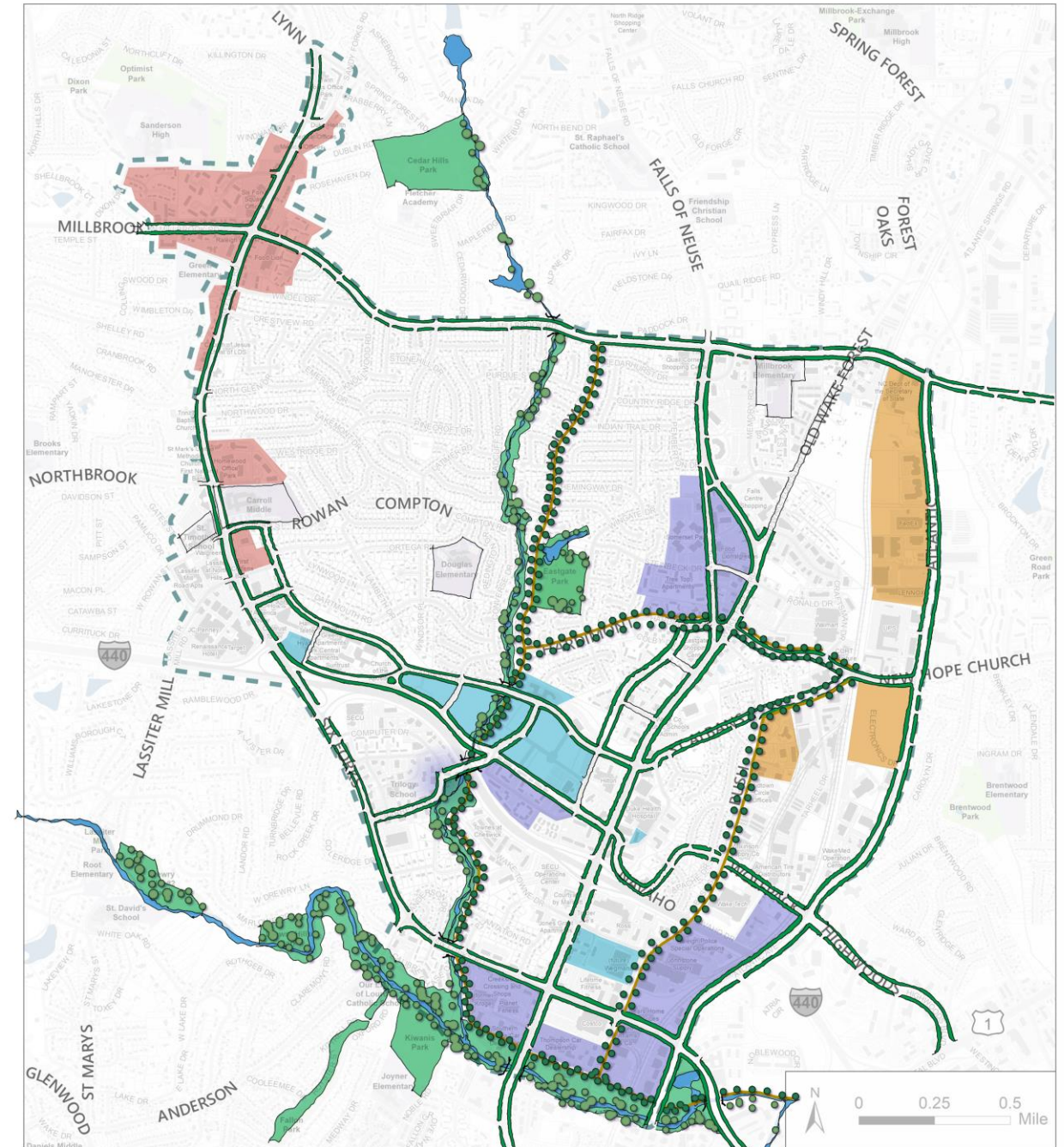
- New 10+ Acre Park and Stormwater management facility
- New Housing to create a new gateway to Midtown from the south
- Opportunity for integrated affordable housing
- Improved connections to Crabtree Creek Greenway
- Easy Access to Transit



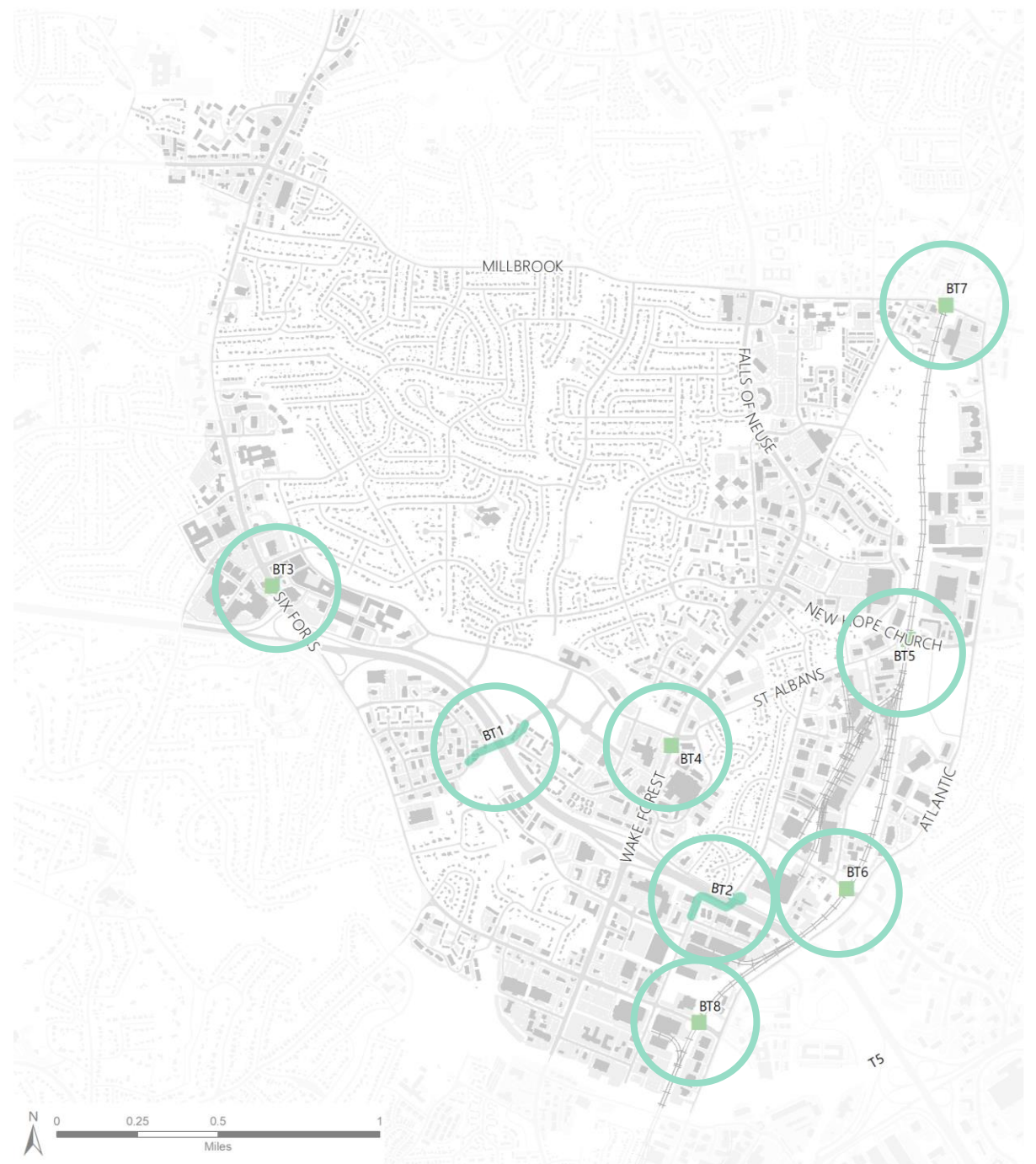


Transportation Improvements

- Improve network and connectivity for cars, bicycles, and pedestrians
- Improve the efficiency of movement throughout Midtown with intersection improvements, key new connections, and transit routing options.
- Tie future development to infrastructure improvements in order to lessen the impact of development intensity



Tunnel & Bridge



I-440 Bridge

RELATIVE COST



Description

This project is a new bridge over I-440 that connects Navaho Drive and Barrett Drive. This bridge has 2-lanes, sidewalks, and bike lanes, is intended for vehicles, transit, pedestrians, and bicyclists.

CONTINGENCY

This project is contingent upon the realignment of Navaho Drive and Barrett Drive.

PROJECT CATEGORY

✓ Midtown Moves

PROS



Improved Comfort



Shorter Connections



Enhanced transit access and efficiency



More Bike & Pedestrian Options

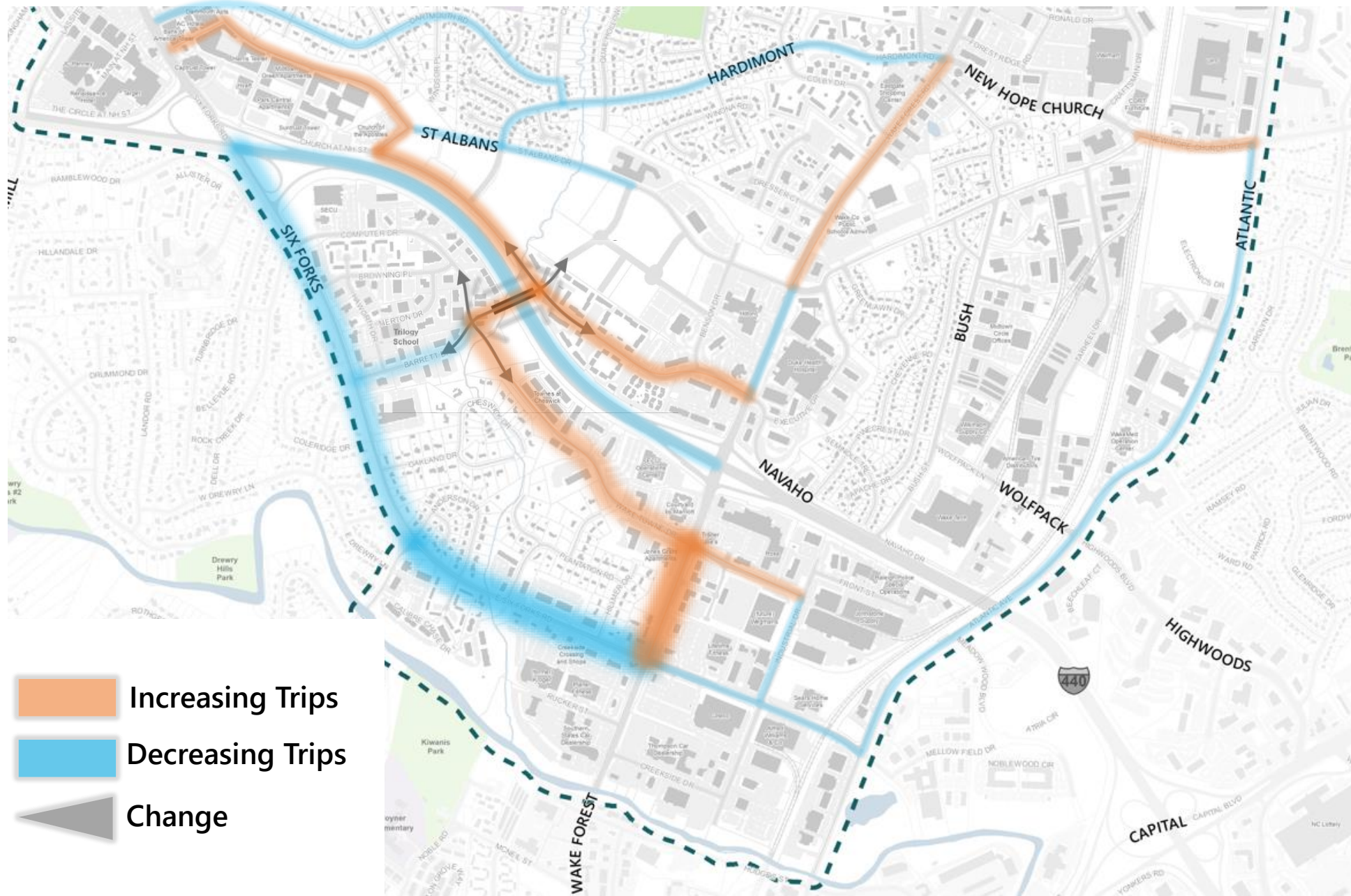
CONS



Acquire private property

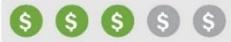


I-440 Bridge Impacts



Green Streets

RELATIVE COST



CONTINGENCY

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

PROJECT CATEGORY

- ✓ Midtown Moves
- ✓ Midtown Green and Blue

PROS



Improved Comfort



Improved Safety



More Bike & Pedestrian Options



Reduced Flooding



Traffic Calming



Reduced Carbon Emissions

CONS



May Reduce On-Street Parking

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.



Pedestrian & Bicycle

RELATIVE COST



CONTINGENCY

This project is contingent upon two I-440 bridge crossings, green streets, new greenway connector, and improved bicycle facilities.

PROJECT CATEGORY

- ✓ Midtown Moves
- ✓ Midtown Green and Blue

Description

This project is a group of greenway, green street, bridge, and improved bicycle and pedestrian facilities that create a 5+ mile circuit for low stress walking and bicycling. The ring connects greenways, parks, commercial areas, and community resources north and south of I-440.



PROS



Improved Comfort

Improved Safety



Reduced Carbon Emissions



More Bike & Pedestrian Options

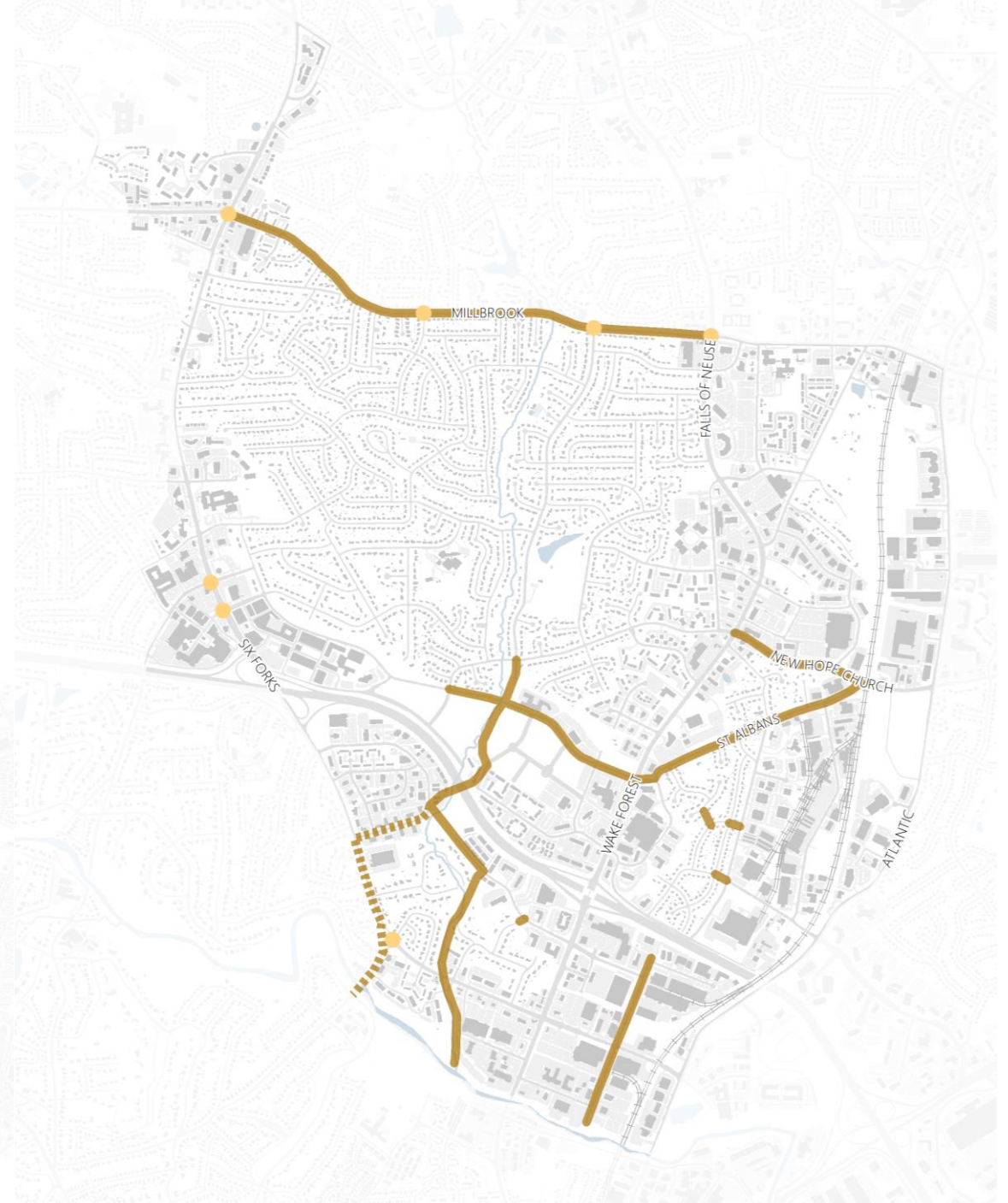
Traffic Calming

CONS



Greenway Susceptible To Flooding

Acquire private property



Connectivity

RELATIVE COST



CONTINGENCY

None.

PROJECT CATEGORY

✓ Midtown Moves

PROS



Enhanced transit access and efficiency



Supports Land Use Goals



Shorter Connections

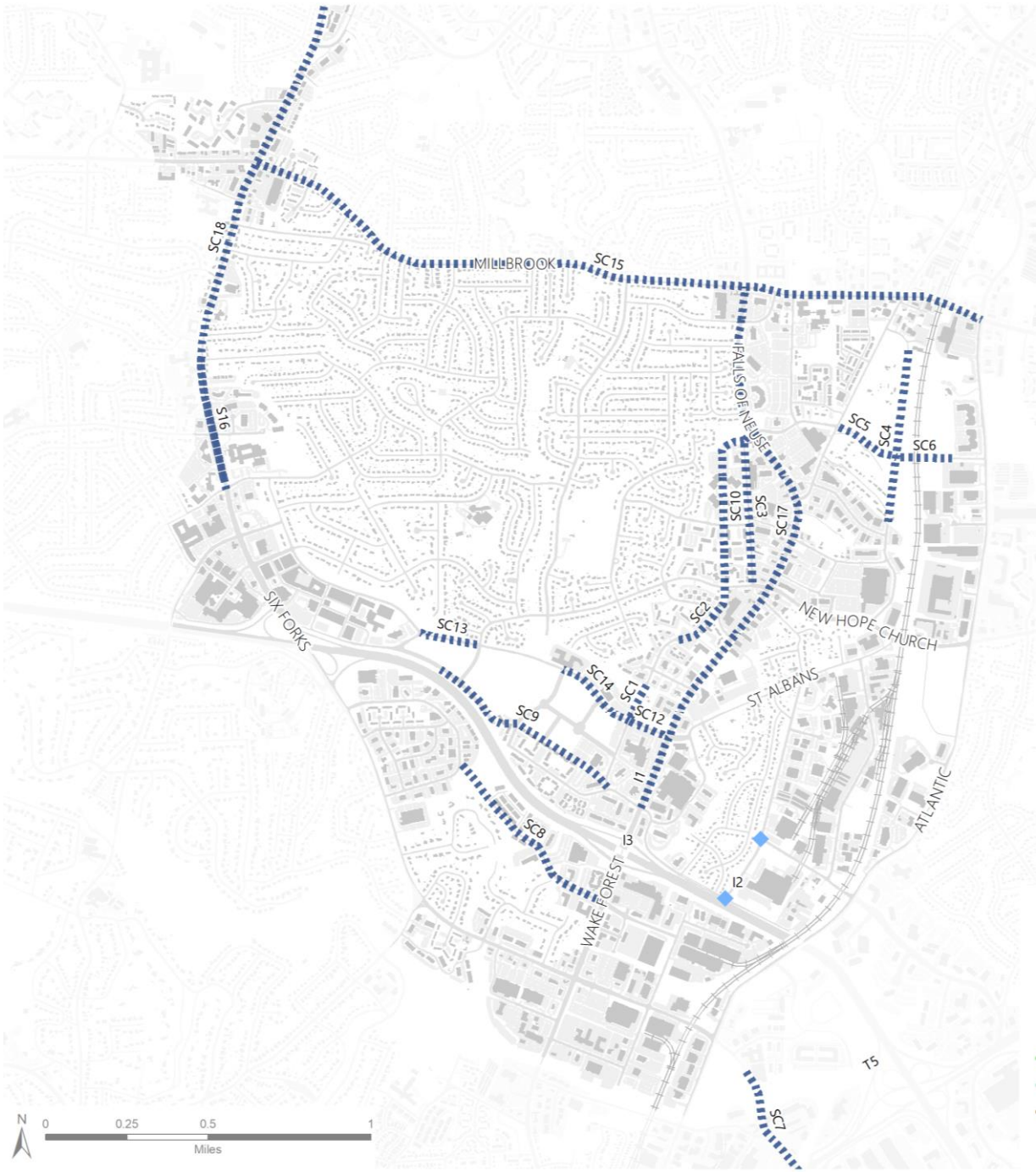
CONS



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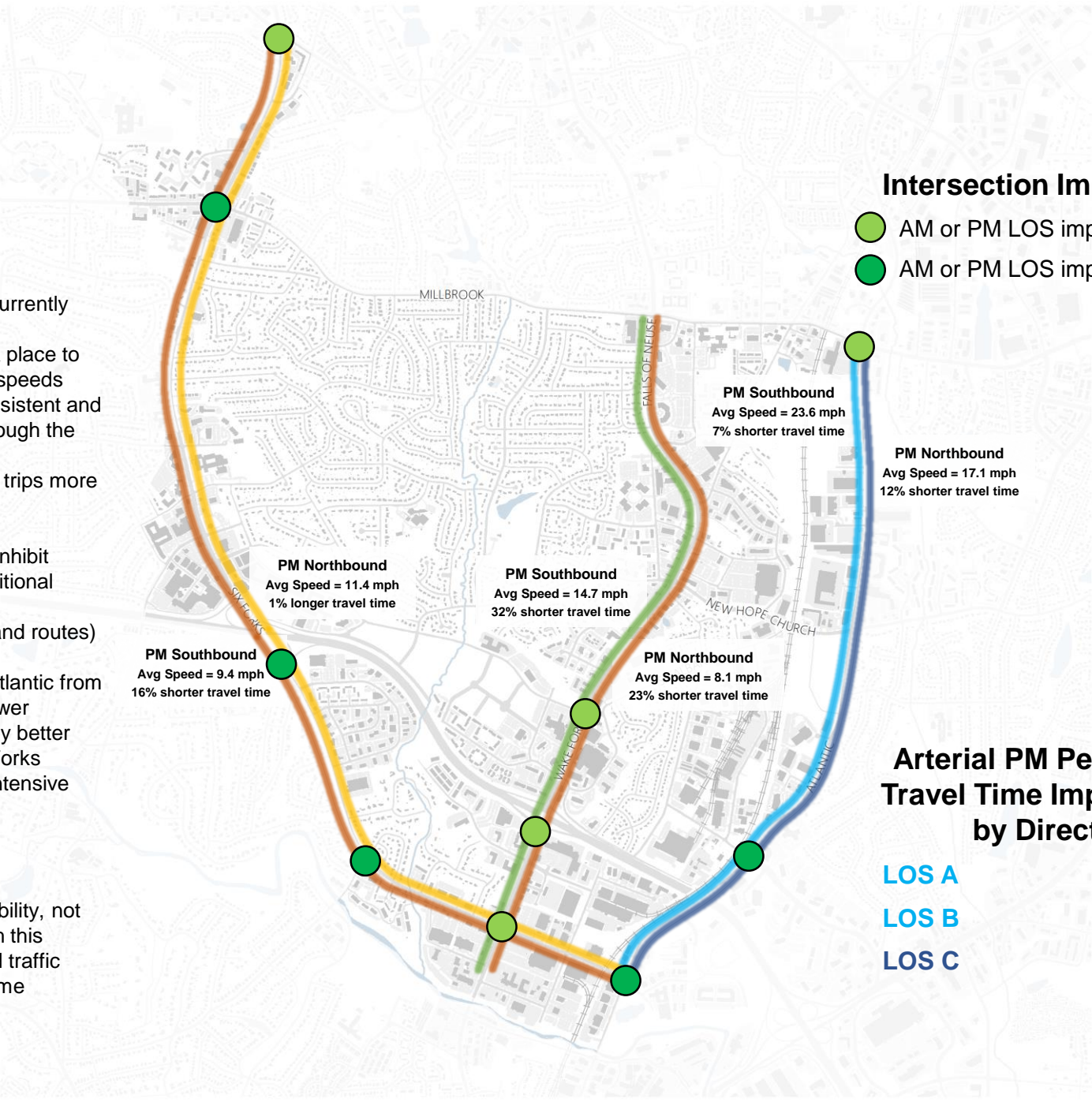
Description

This project is a 2000' extension of Six Forks Road from just east of Atlantic Avenue to Capital Boulevard. The new road extension is 4-Lanes with a median, and it is intended primarily for vehicles and transit with the potential for sidewalks and bicycle facilities.



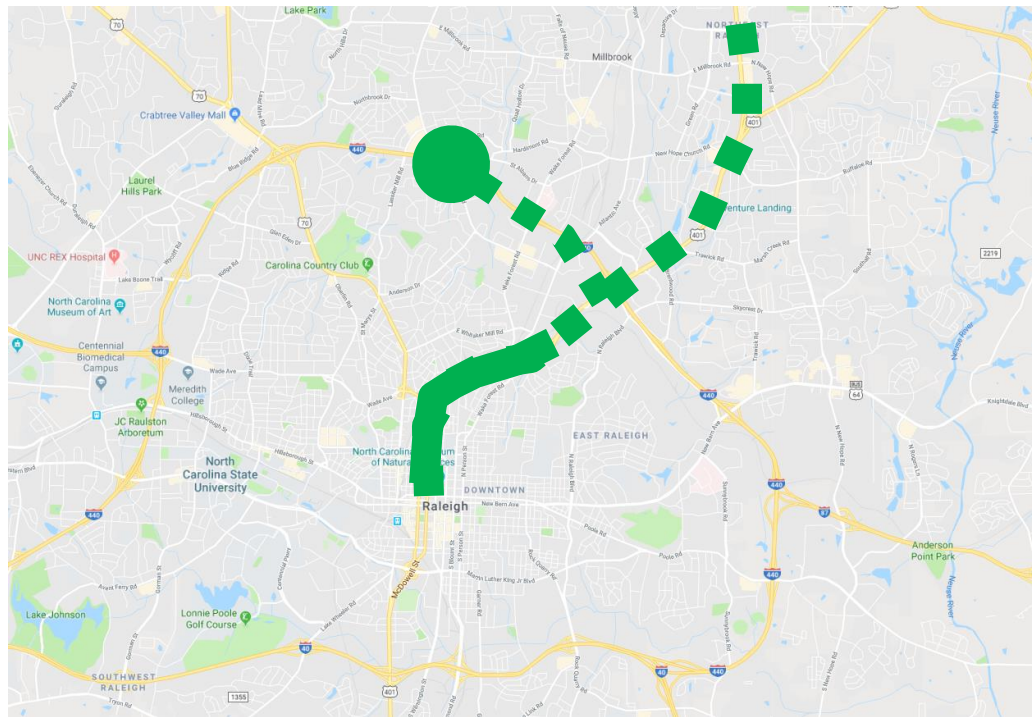
Traffic Benefits 2030 Build vs 2030 No-Build

- Level of service in peak hours in the busier direction is currently D/E/F for most of Wake Forest, Six Forks, and Atlantic.
- As Midtown emerges as a place of its own, rather than a place to pass through quickly on the way to another destination, speeds tend to slow down. The goal of this plan is to aim for consistent and reliable travel speeds, rather than maximizing speed through the area.
 - Increasing travel speeds benefit external/through trips more than local trips
 - Additional widening would be costly, disruptive to environment, neighborhoods, and development; inhibit pedestrian safety & convenience; and attract additional through-traffic.
 - Plan provides alternatives/choices (both modes and routes)
- This analysis may understate the future shift in trips to Atlantic from Wake Forest, where there is more available capacity, fewer conflicts, and no interchange. This will be encouraged by better east-west connections, railroad grade separations, Six Forks Extension, Capital Blvd improvements, and less traffic-intensive development in the corridor.
- Plan goals also place safety as a top priority.
- A realistic goal is to manage congestion and add to reliability, not to eliminate congestion. Technology will help accomplish this through more efficient operations, with both vehicles and traffic control systems (signals) adapting better/faster to real-time conditions.

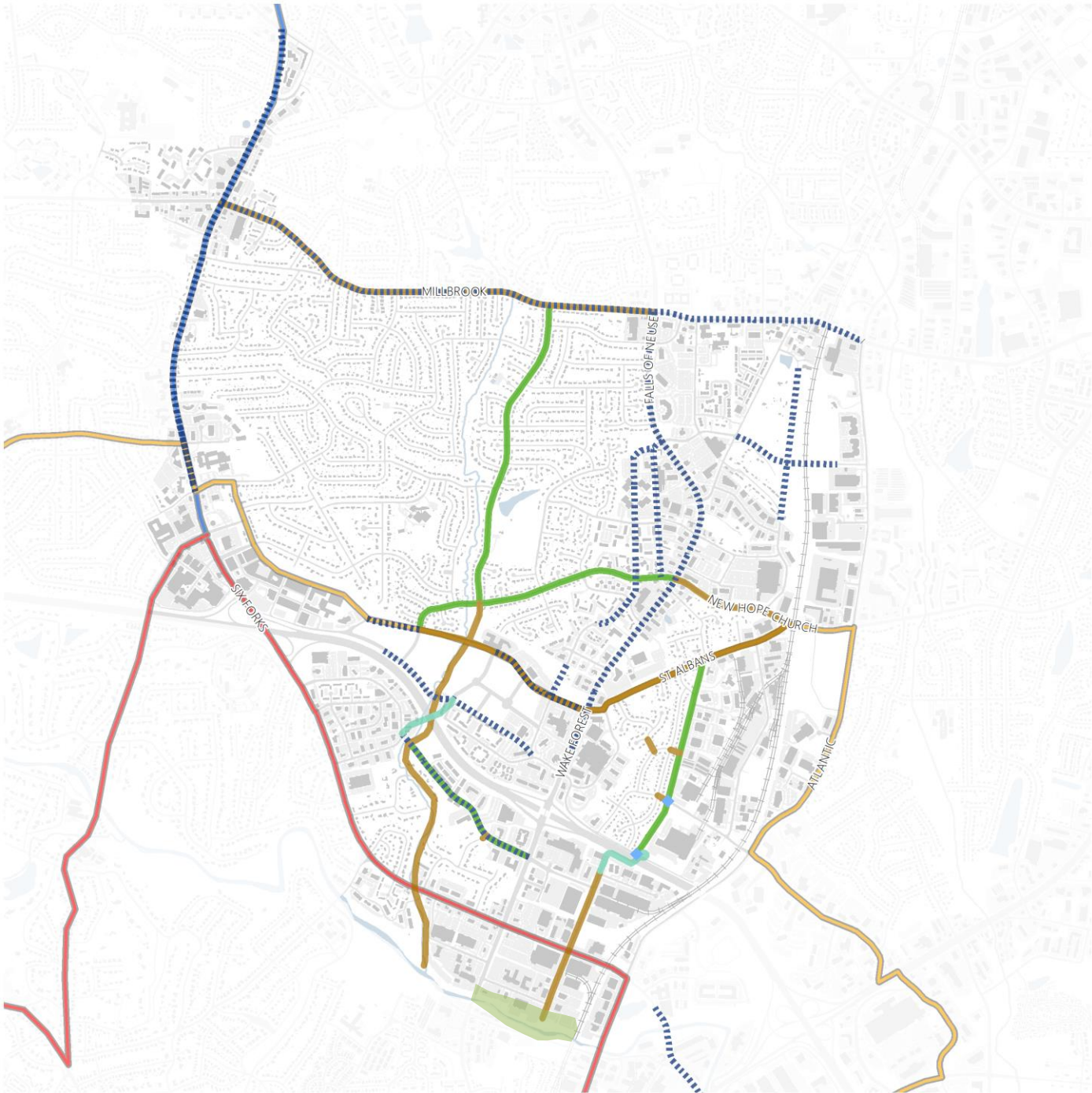


Transit

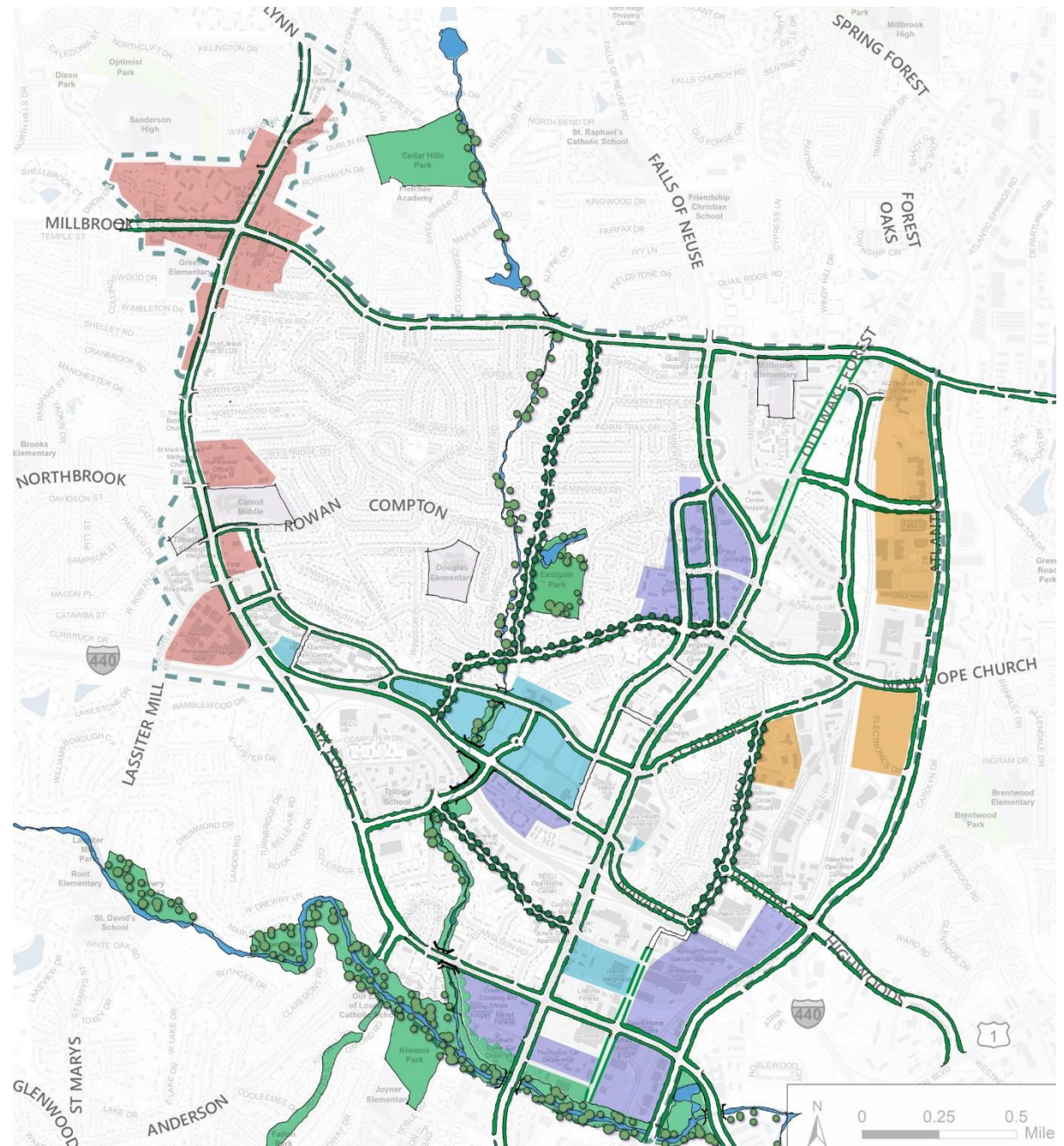
- Phase 1: Multiple high-frequency routes
- Phase 2: Future BRT connection to downtown



Proposed Projects



Proposed Projects





Prioritizing Projects

Prioritization Exercise – Step 1

- Objectives

- > Understand *what the community priorities are*
- > Understand *why those are priorities*

- Format

- > Small table groups
- > Step 1: As a table, select your top seven (7) projects. Record your results. ~15 minutes

MSA

I-440 Multimodal Bridge Navaho Dr- Barrett Dr at Big Branch
Midtown-St. Albans Area Plan


RELATIVE COST


\$ \$ \$ \$ \$


RELATIONSHIP TO OTHER PROJECTS


This project depends on the realignment of Navaho Drive and Barrett Drive.


PROS

Improved comfort


Shorter connections

Enhanced transit access and efficiency

More bike & pedestrian options


Carbon reduction

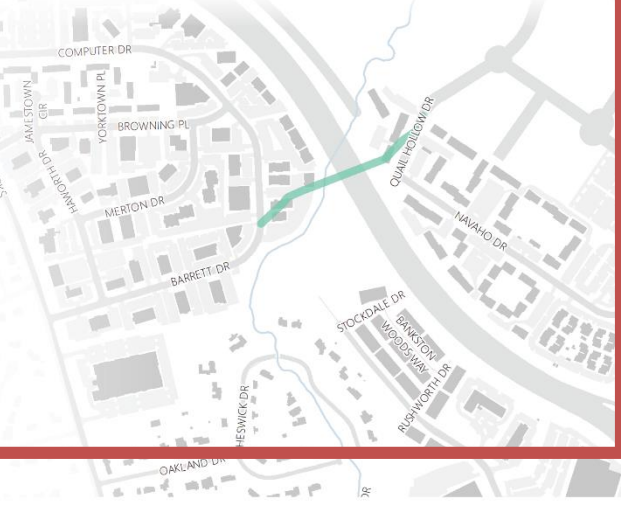
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Acquire private property

Description

This project is a new bridge over I-440 that connects Navaho Drive and Barrett Drive. This bridge has two vehicle lanes, sidewalks, and bike lanes, is intended for vehicles, transit, pedestrians, and bicyclists. The bridge provides another option for residents and visitors to cross I-440 without using the interchanges at Wake Forest Road or Six Forks Road, and it reduces traffic at critical interchanges and intersections.





Prioritization Exercise – Step 2

- Objectives

- > Understand *what the community priorities are*
- > Understand *why those are priorities*

- Format

- > Small table groups
- > Step 1: As a table, select your top seven (7) projects. Record your results. ~15 minutes
- > Step 2: Use your table's "Midtown Bucks" to pay for projects. Record your results. **Your budget is \$25.** ~15 minutes

- Feedback

- > Each group will report out results after Step 2
- > Results incorporated into the plan

MSA

I-440 Multimodal Bridge Navaho Dr- Barrett Dr at Big Branch
Midtown-St. Albans Area Plan

RELATIVE COST

\$ \$ \$ \$ \$

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Shorter connections

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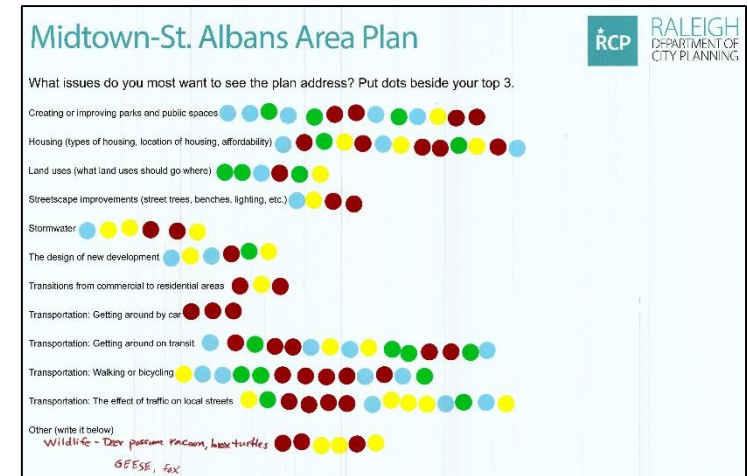
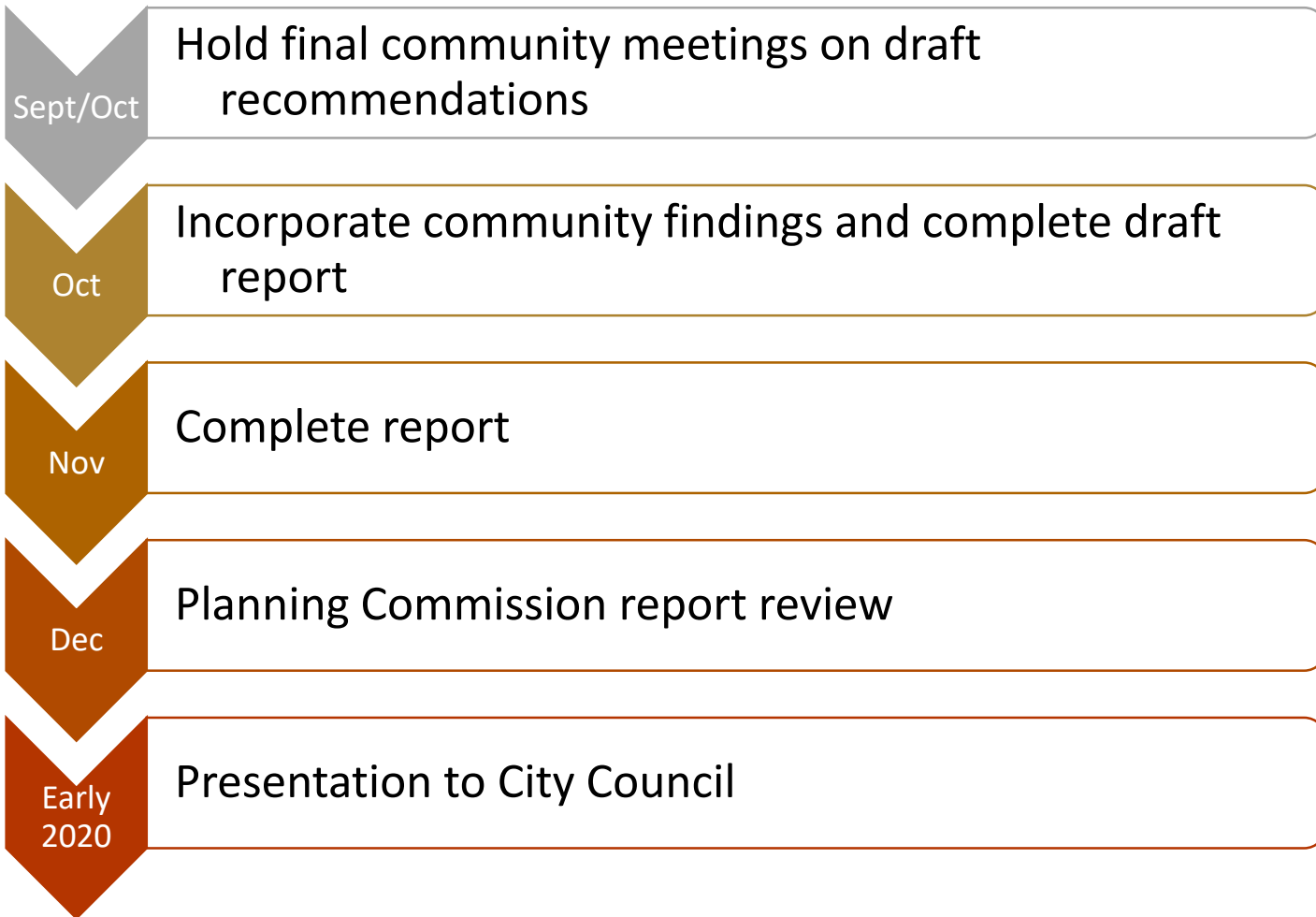
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Next Steps



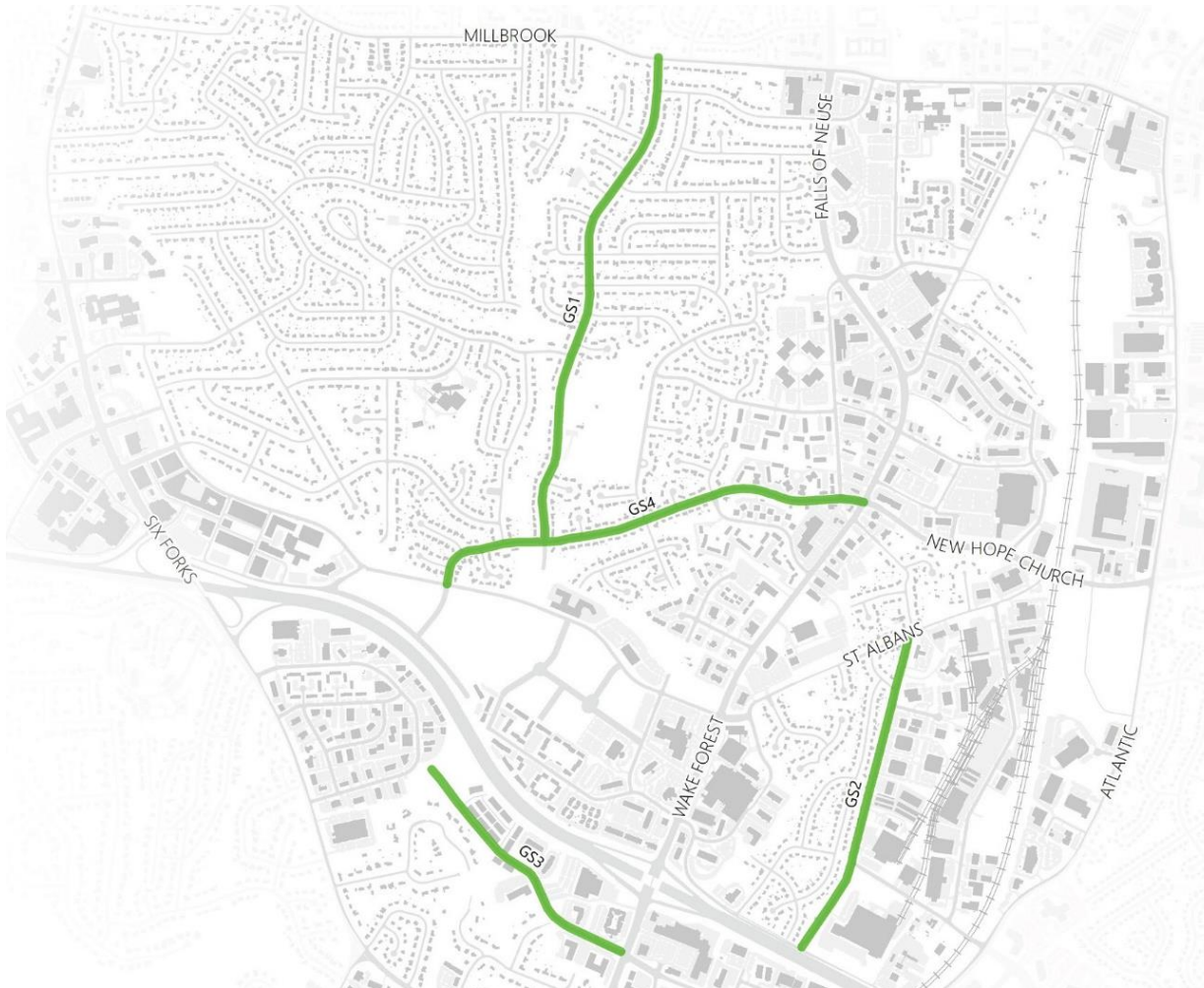


Midtown-St. Albans
Area Plan



THANK YOU!!!!

Green Streets



RELATIVE COST



CONTINGENCY

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PROJECT CATEGORY

- ✓ Midtown Moves
- ✓ Midtown Green and Blue

PROS



Improved Comfort



Improved Safety



More Bike & Pedestrian Options



Reduced Flooding



Traffic Calming



Reduced Carbon Emissions

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The Midtown Ring



RELATIVE COST



CONTINGENCY

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PROJECT CATEGORY

- ✓ Midtown Moves
- ✓ Midtown Green and Blue

PROS



Improved Comfort



Improved Safety



More Bike & Pedestrian Options



Traffic Calming

CONS



Greenway Susceptible To Flooding



Acquire private property

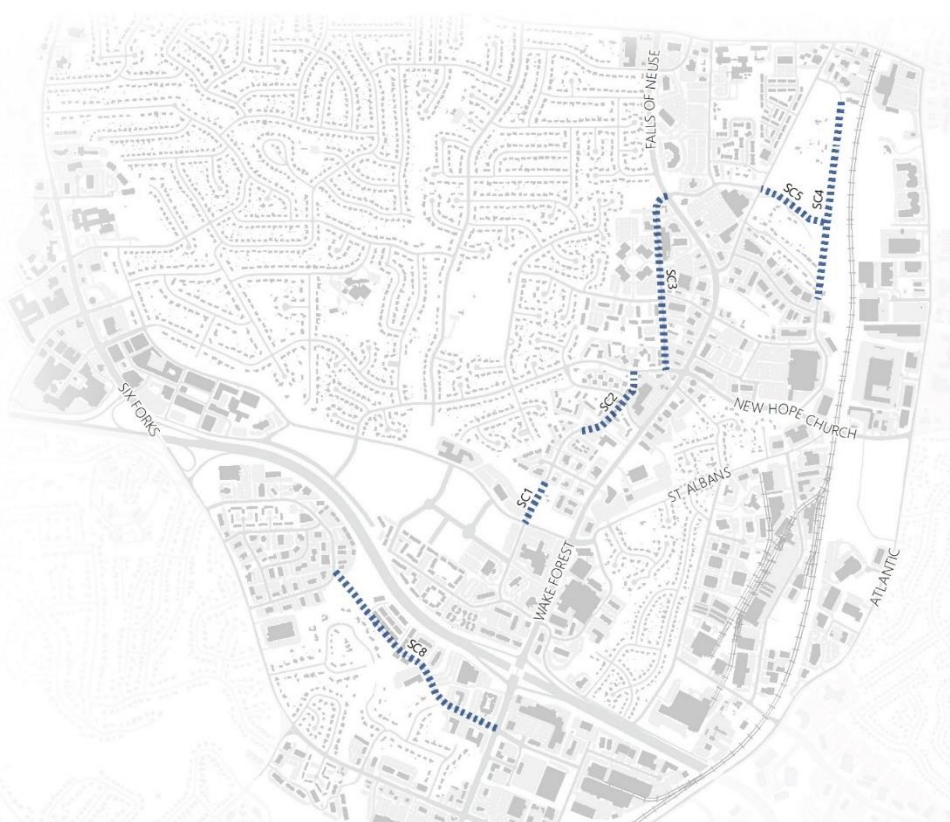
Description

This project is a group of greenway, green street, bridge, and improved bicycle and pedestrian facilities that create a 5+ mile circuit for low stress walking and bicycling. The ring connects greenways, parks, commercial areas, and community resources north and south of I-440.



A Connected Street Network

-  Improved Comfort
-  Improved Safety
-  More Bike & Pedestrian Options
-  Supports Land Use Goals
-  Shorter Connections
-  Acquire private property



RELATIVE COST



CONTINGENCY

None.

PROJECT CATEGORY

✓ Midtown Moves

PROS



Enhanced transit access and efficiency



Supports Land Use Goals



Shorter Connections

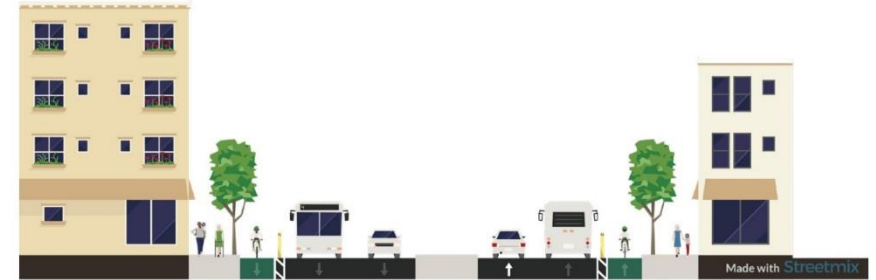
CONS



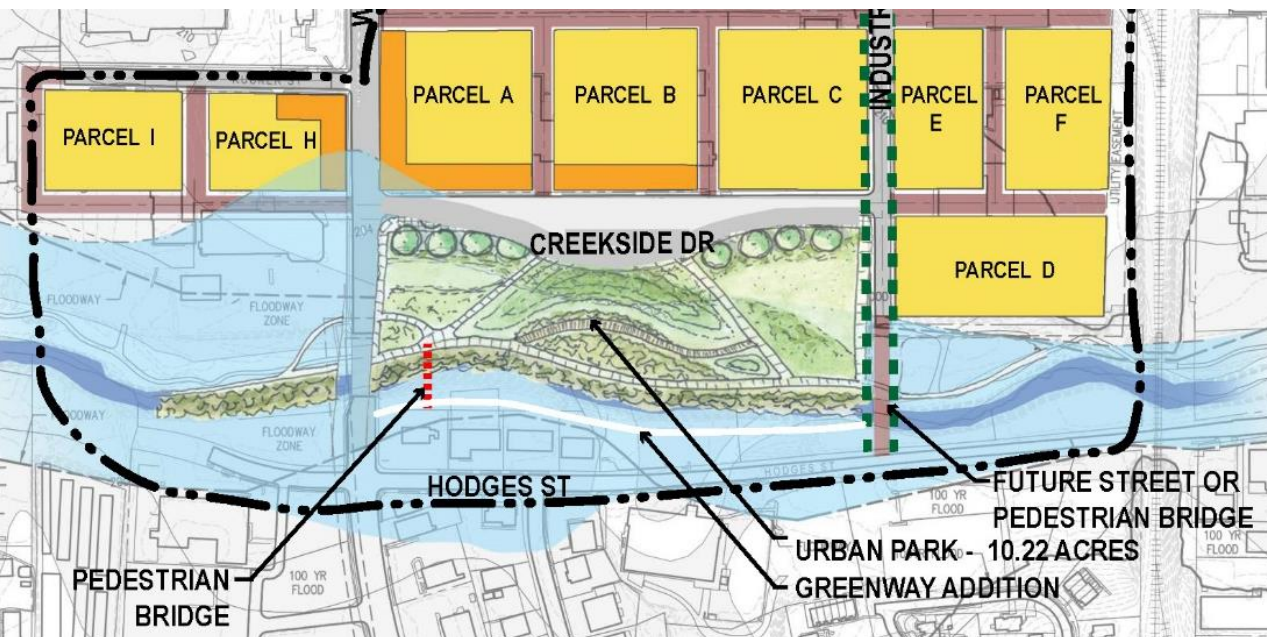
Acquire private property

Description

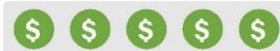
This project is a 2000' extension of Six Forks Road from just east of Atlantic Avenue to Capital Boulevard. The new road extension is 4-Lanes with a median, and it is intended primarily for vehicles and transit with the potential for sidewalks and bicycle facilities.



The Midtown Waterfront District



RELATIVE COST



CONTINGENCY

This project is contingent upon redevelopment of the area north of Crabtree Creek and private public partnerships.

PROJECT CATEGORY

- ✓ Midtown Green and Blue
- ✓ Midtown Beautiful
- ✓ Midtown Living

PROS



Supports
Land Use
Goals



Reduced
Flooding



More Bike &
Pedestrian
Options

CONS



Greenway
Susceptible
To Flooding



Acquire
private
property

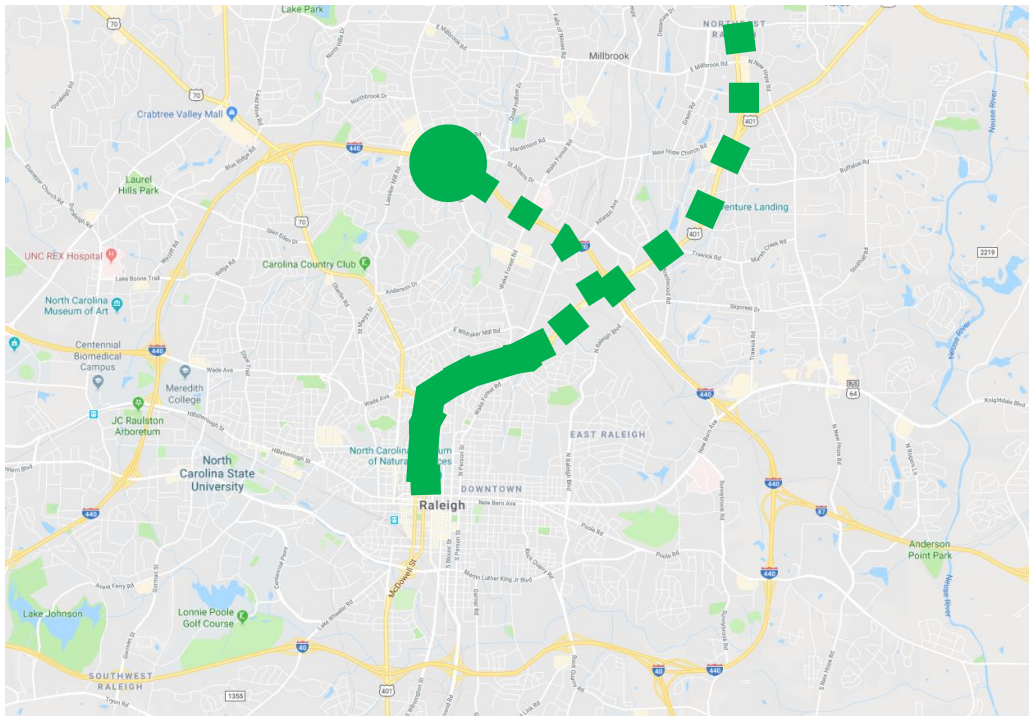
Description

This project is the redevelopment of the area north of Crabtree Creek between Wake Forest Road and Atlantic Avenue. This includes restoration of Crabtree Creek, improvements to the existing greenway, and new mixed-use development with affordable housing options and new public park space.



Serious Transit

- Phase 1: Multiple high-frequency routes
- Phase 2: Future BRT connection to downtown



Midtown Living/Midtown Works: Housing and Jobs

- Specifying uses and scale in key areas where major projects or changing conditions exist
- Five Midtown areas + Six Forks

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 area 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 located, and the nature of the building's relationship to the street.



Source: Six Forks Corridor Study 2017 - City of Raleigh

MSA

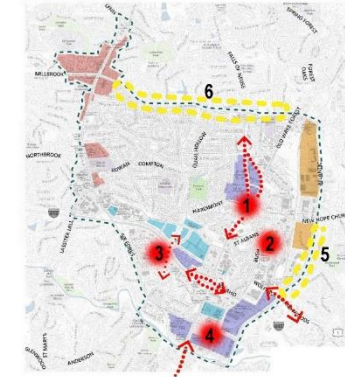
Land Use Focus Areas Midtown - St. Albans Area Plan



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.



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. When next to a low or moderate density areas with a maximum of three stories, area with building height 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. When the taller area is separated from the lower-scale area by a street of fewer than four lanes, building faces along the frontage facing the residential area should not exceed three stories.

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 40 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.

WAKE FOREST / FALLS OF NEUSE

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



1

ATLANTIC / ST. ALBANS

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



2

I-440 CROSSING / SIX FORKS

- EMPLOYMENT FOCUS
- HIGH INTENSITY OFFICE
- IMPROVED MOBILITY / ACCESS
- IMPROVED WALKABILITY
- GREEN CORRIDOR EDGE



3

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