

Midtown-St. Albans Area Plan
Choosing a Path/Testing Options
In-person Meeting Input (May-June 2019)

Notes :

Participants were asked to weigh in on potential solutions for topics that included walkability, traffic, transit, stormwater, housing affordability, parks and open space, and more.

Input is in the form of both written comments and colored dots. The dots represent participate feelings about different concepts.

Green dots = I like it

Red dots = I don't like it

Purple dots = I really like it, please prioritize this

Green Street Concepts

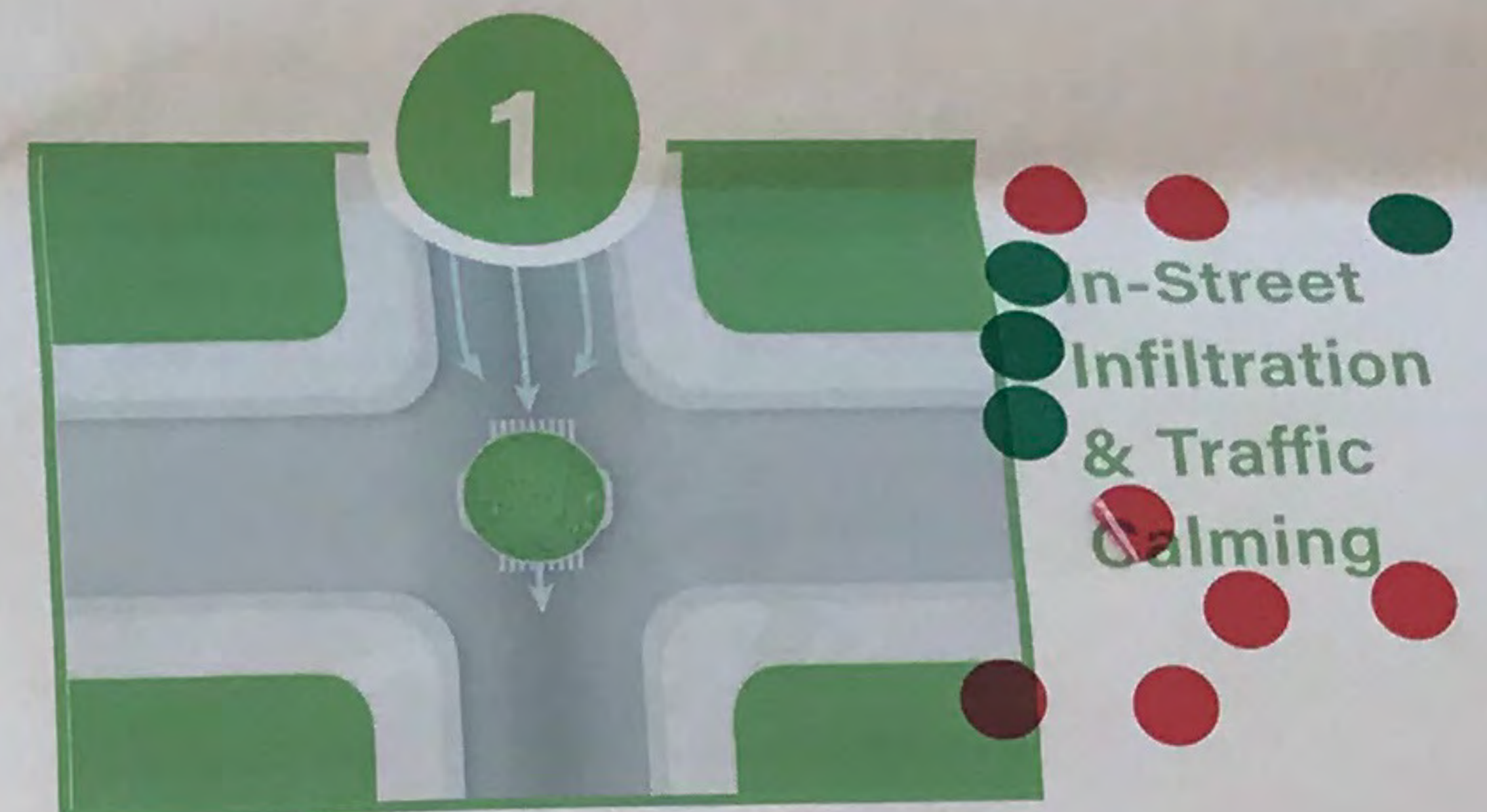
Midtown-St. Albans Area Plan



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

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.



PLANNING PRINCIPLES	
Midtown moves	✓
Midtown living	
Midtown works	
Aesthetics	✓
Natural systems	✓

PROS



Reduced Flooding



More Bike & Pedestrian Options



Traffic Calming



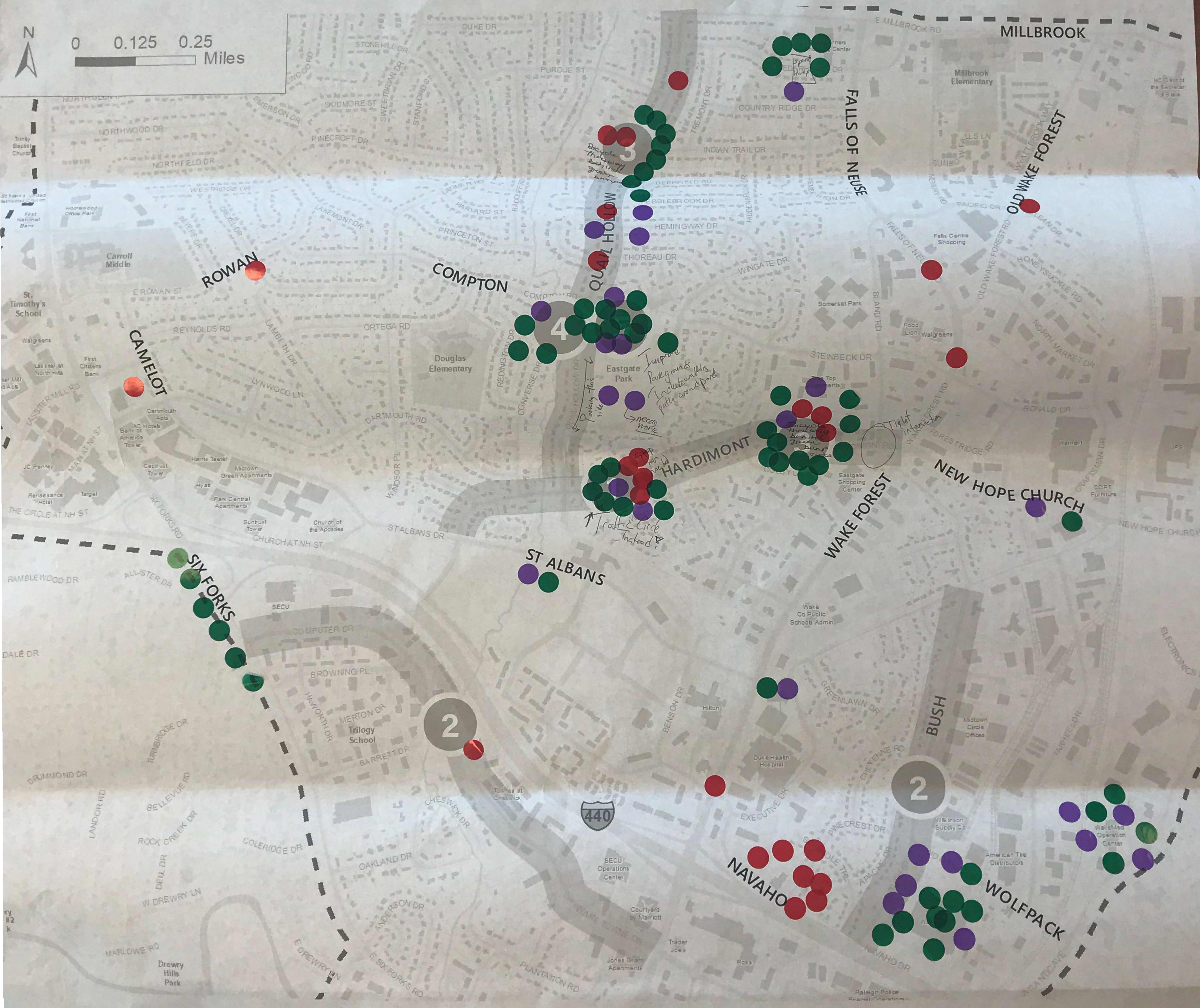
Improved Comfort

CONS



May Reduce On-Street Parking

Green Streets



5/20

Green Street / Greenway / Red Safety / Bridge / Turn

Vegetation maintenance needed @ Anderson ^{bridge} crossing
and Six Forks ^{Crabtree Creek}
along

Proactively work to limit cut thru traffic. Look at what other cities are doing. Work with navigation apps to keep streets like Cedarhurst off apps by designating as No Thru Traffic. This could be a designation specified to Midtown Area Plan

Greenway / Networks / Pedestrian Safety

Comments

Consider parking on Bush St.

it
six for
MSA 5,

Greenway / Green Streets / Pedestrians

Comments

AT WHAT POINT DOES SOMEONE SAY IT'S TIME TO STOP THE DEVELOPMENT +
● SAVE SOME TREES IN RALEIGH? ✓

I do not understand why the N. Hills / St Albans developers cannot put a pedestrian bridge across 6 Forks. When will we make them responsible for the increase in traffic / pedestrian developments they are making \$\$\$ on??

Consider the type of traffic signals that bring all to a stop for a brief period to allow pedestrians to safely cross.

There are so many pedestrians and would be more cyclists if we felt safe. You need actual bike lanes, not a reduction of lane size for a "bike lane" - maybe dual use, wider walks for bikes and people. More pedestrian & bike friendly!

Navigation apps are routing drivers thru neighborhood streets. I would like the city to pursue 'No Thru Traffic' to get those streets off navigation apps.

Green Streets { Bumpouts into the travel lane } endanger cyclists. The bumpouts, in my experience, don't really slow the cars. Do they really capture significant amounts of storm water? Wider streets, unimpeded by bump out obstacles, are better for cycling.

Consider round about intersection at Quail Hollow / Hardiment

Greenway and Pedestrian Network Concepts

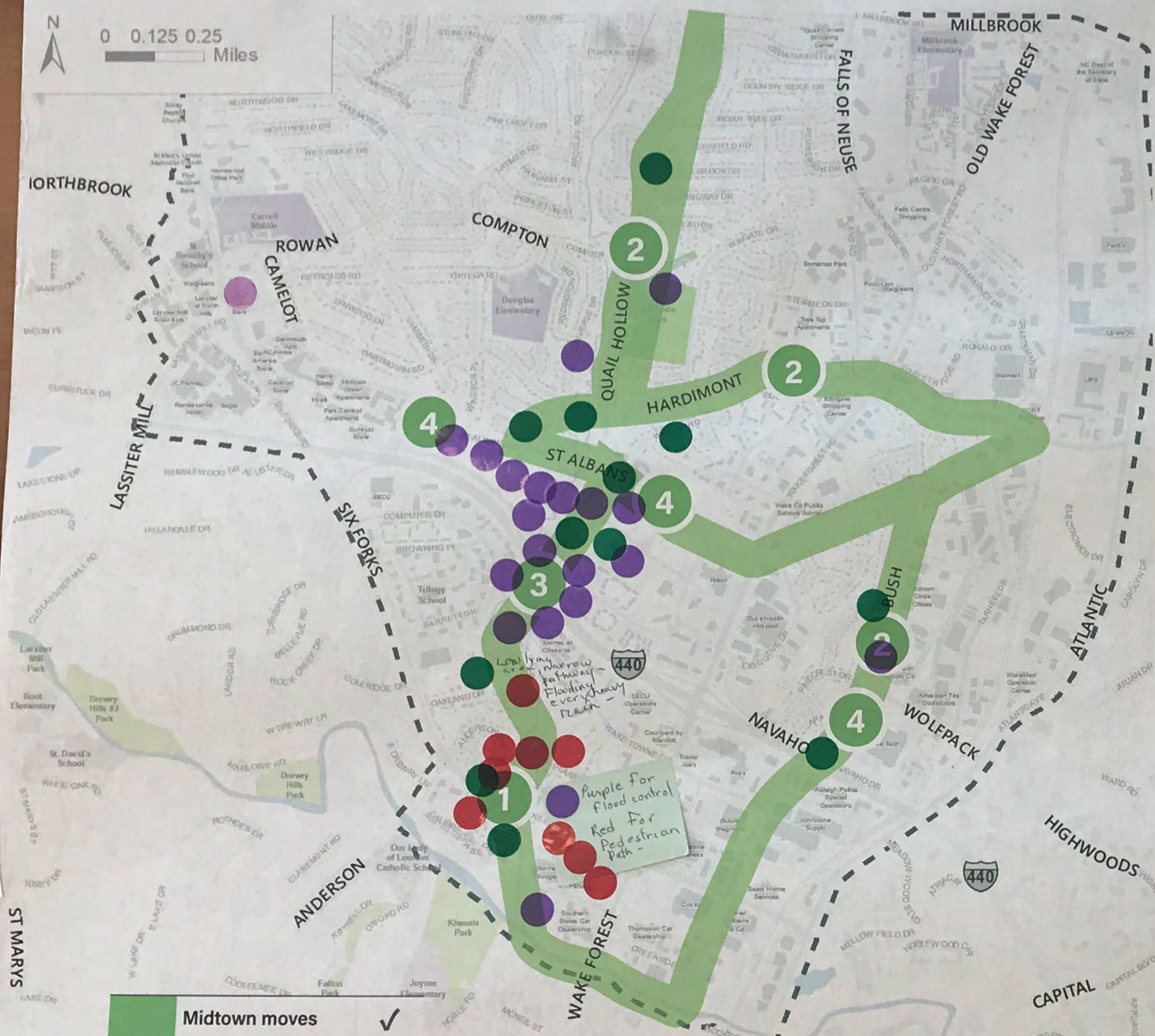
Midtown-St. Albans Area Plan



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.



PLANNING PRINCIPLES	Midtown moves	✓
	Midtown living	
	Midtown works	
	Aesthetics	✓
	Natural systems	✓

PROS



Shorter Connections



More Biking & Walking Options

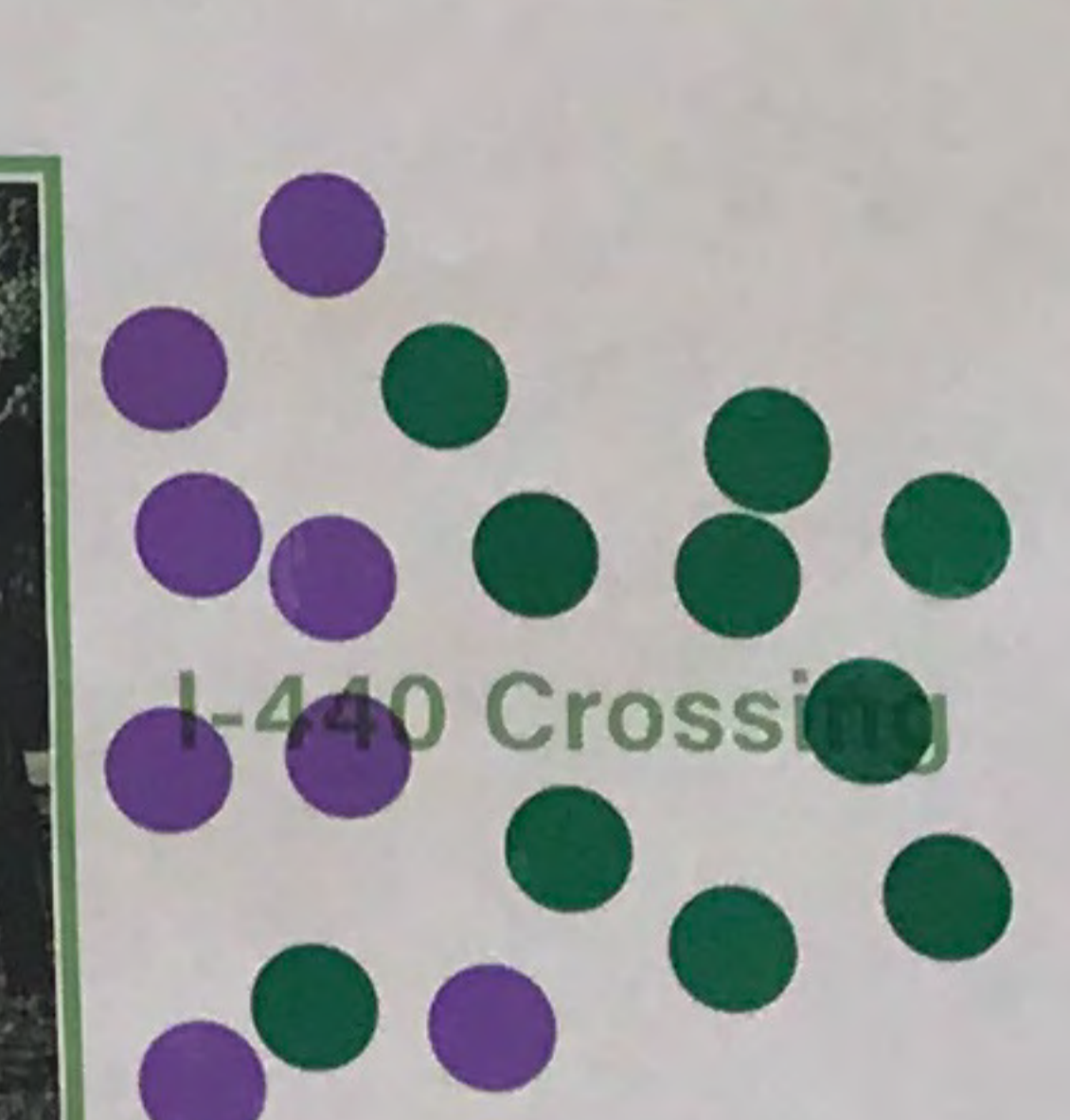
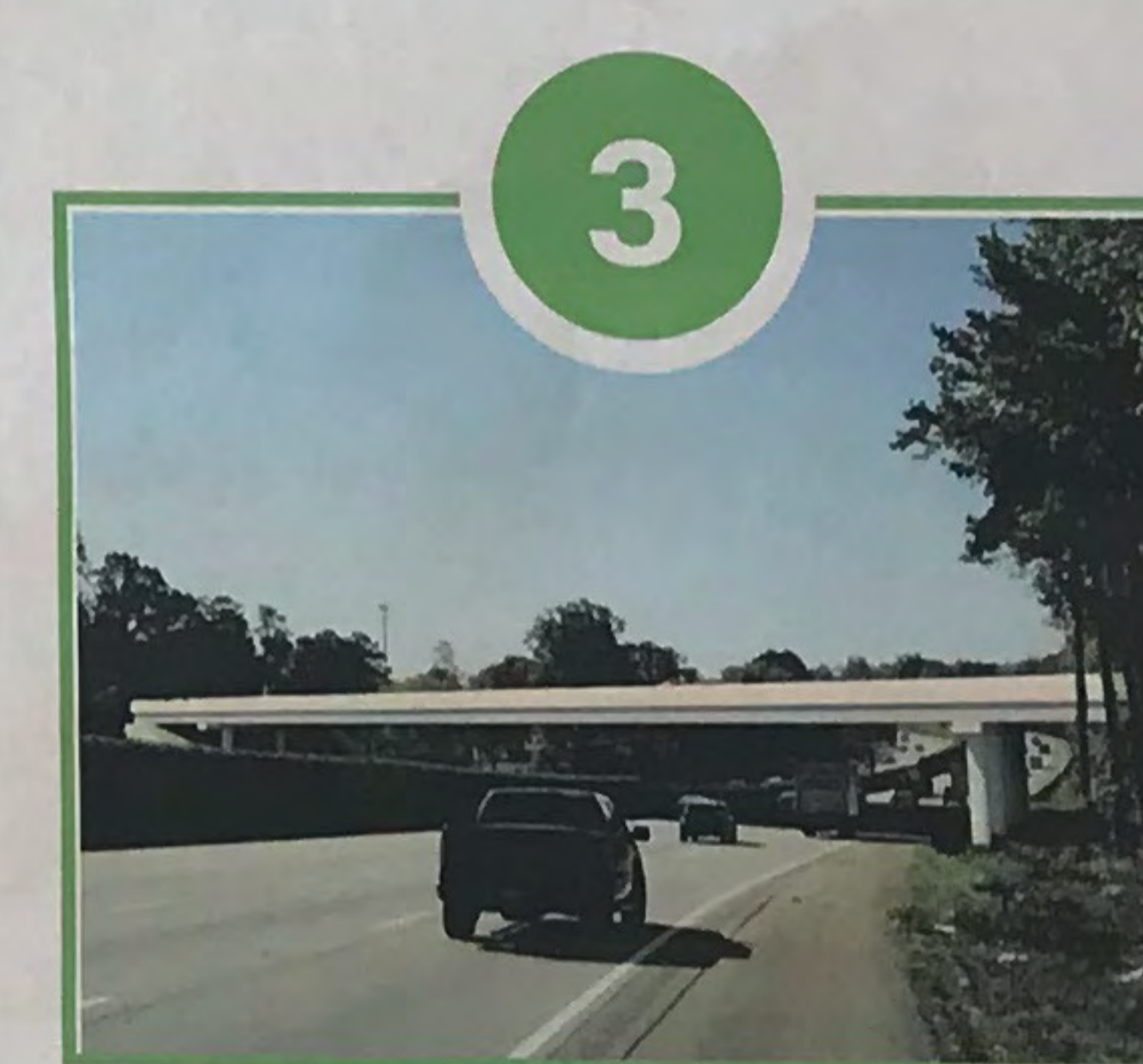
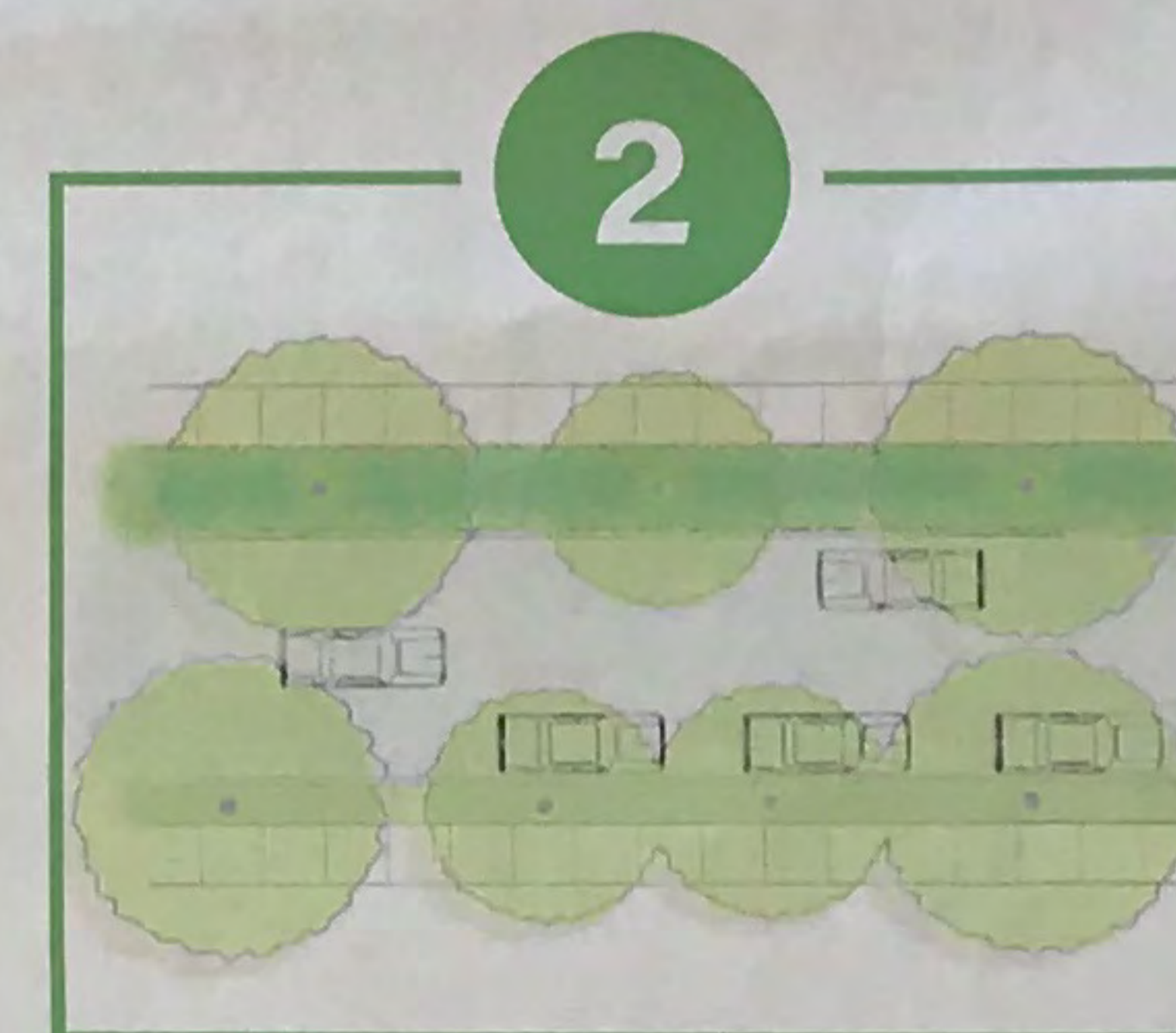
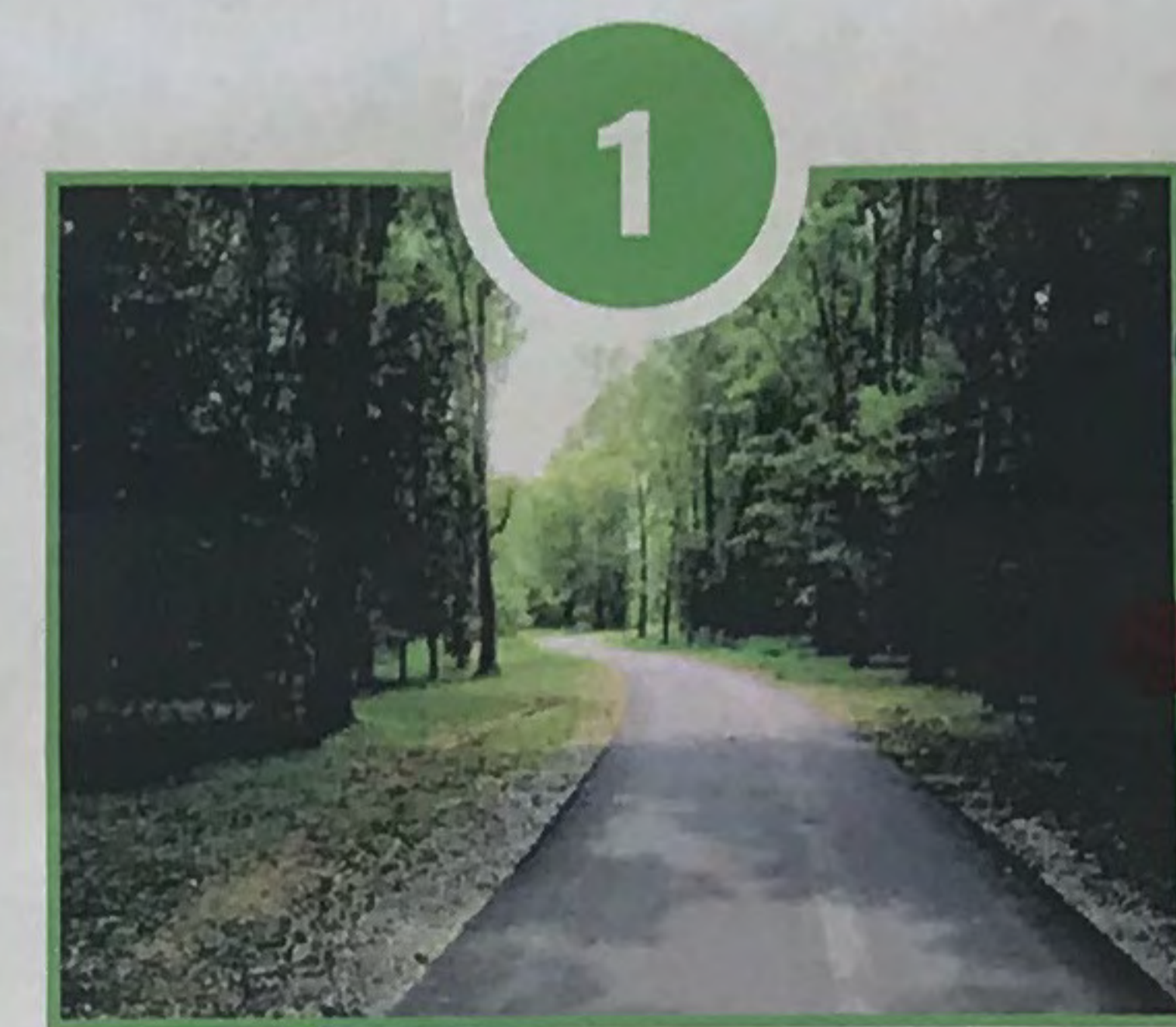
CONS



May Reduce On-Street Parking



Greenway Susceptible to Flooding



Greenway + Pedestrian Networks



Pedestrian Improvement Concepts

Midtown-St. Albans Area Plan



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.

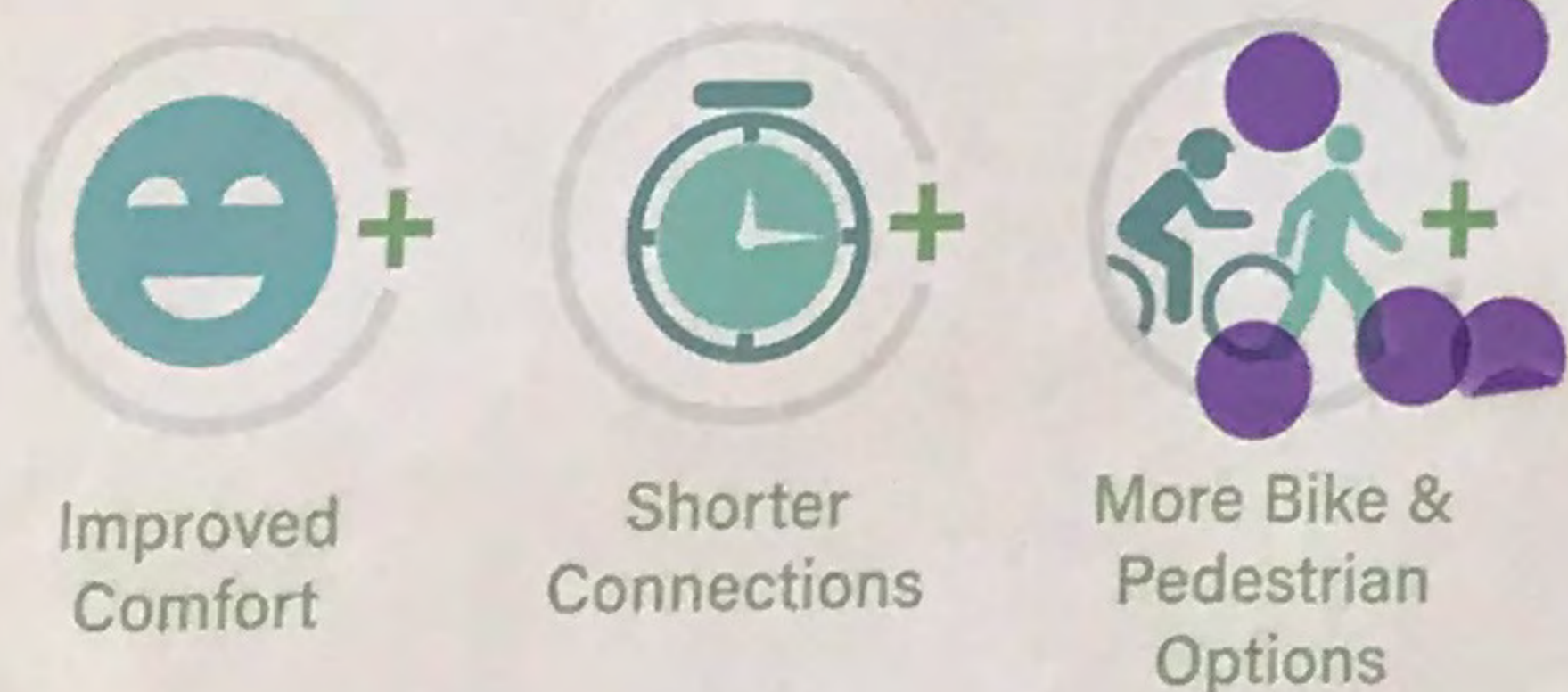
Pedestrian Improvements are intended to improve safety and mobility through implementation of crash countermeasures and new network connections. The Midtown-St. Albans Area has some sidewalk connections between its major destinations, within its residential neighborhoods, and marked crosswalk across 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.



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Midtown moves	✓
Midtown living	
Midtown works	
Aesthetics	
Natural systems	✓

PROS



Improved Comfort

Shorter Connections

More Bike & Pedestrian Options

CONS



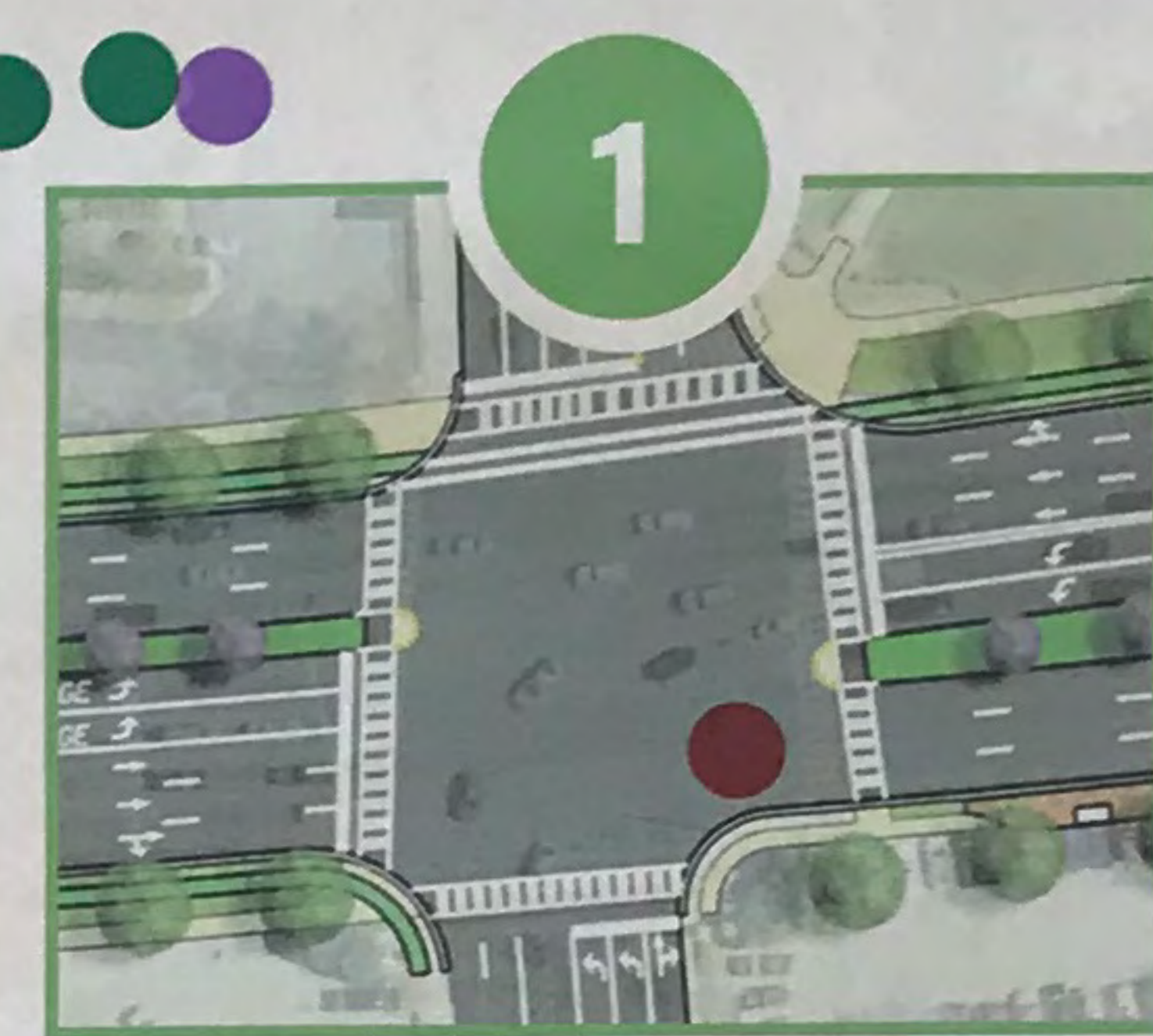
May Reduce On-Street Parking

May Reduce Driveway Access

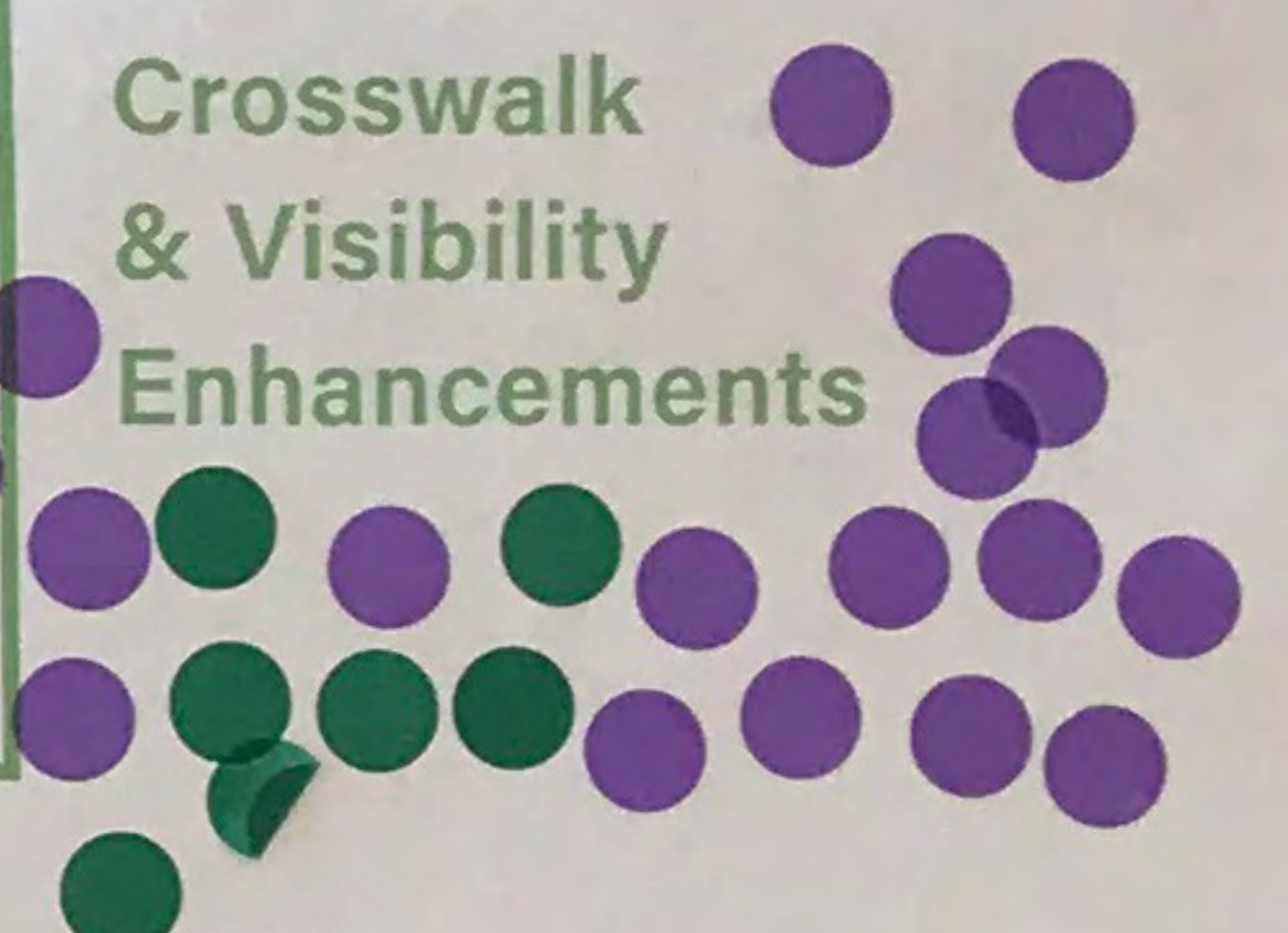


Increased Safety

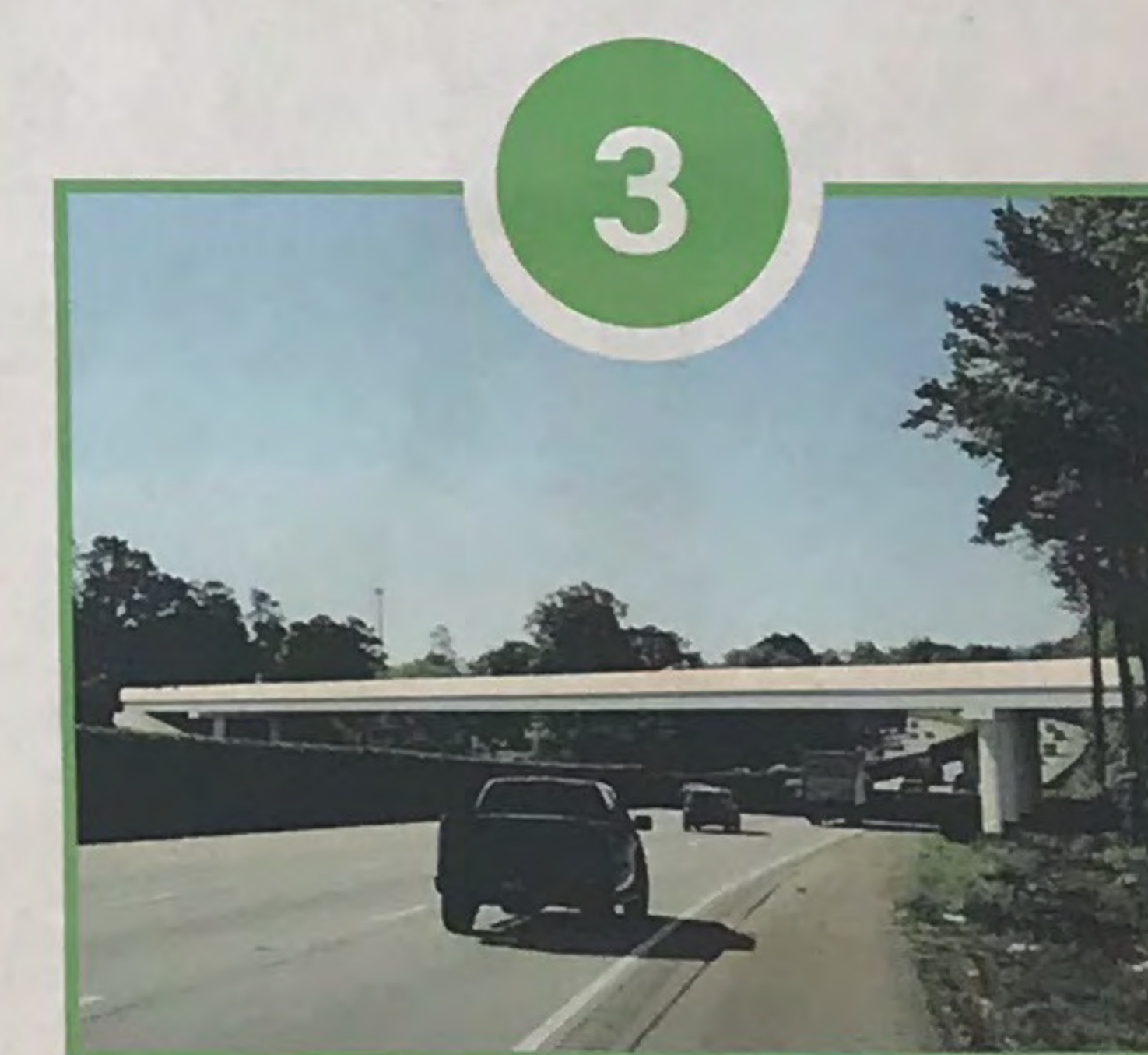
Traffic Calming



Pedestrian Refuge Islands



Crosswalk & Visibility Enhancements



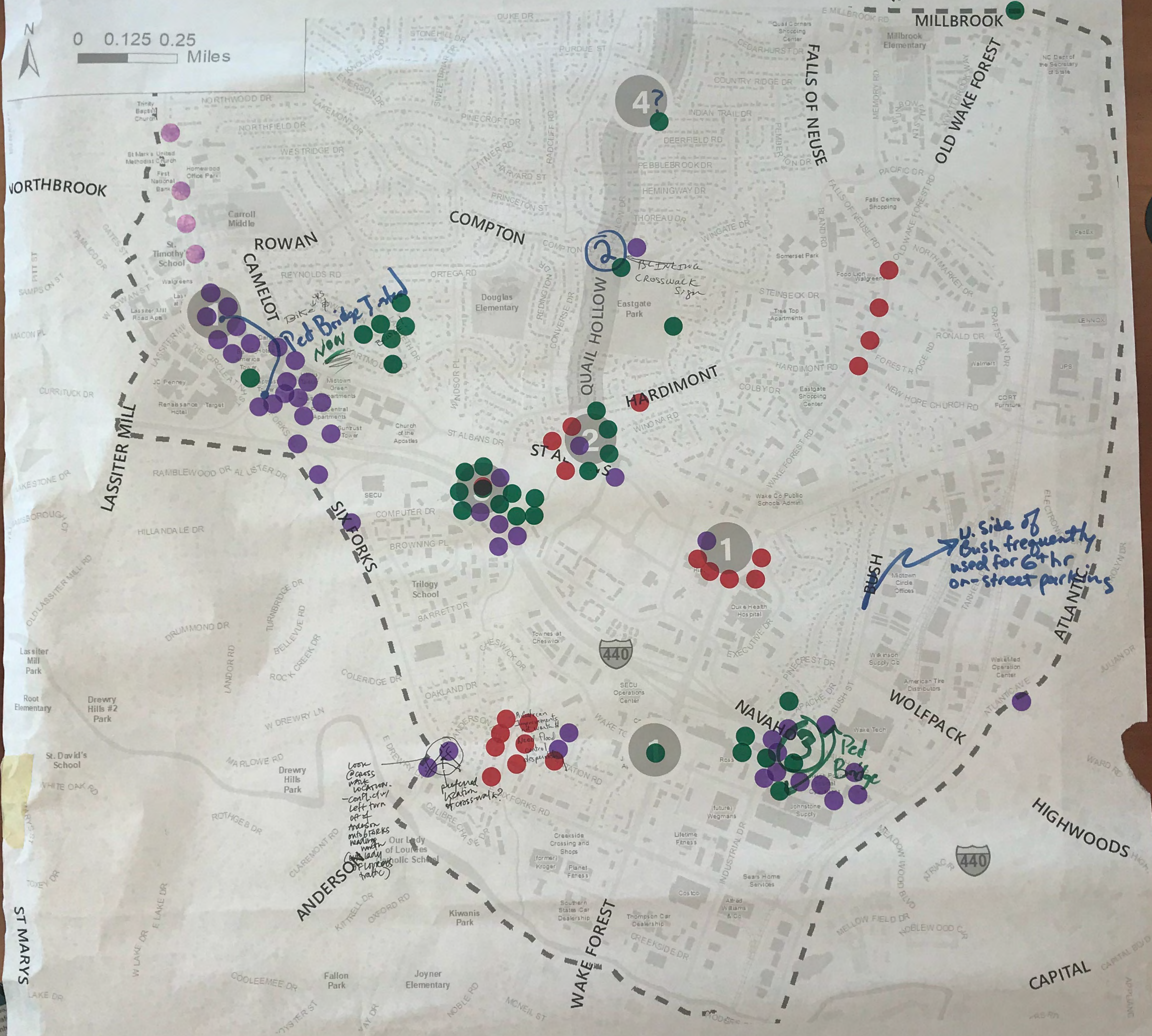
I-440 Crossing



Improved Pedestrian Route Alternatives



The large numbers
are confusing & look like
roundabouts.



Bridge & Tunnel Concepts Midtown-St. Albans Area Plan



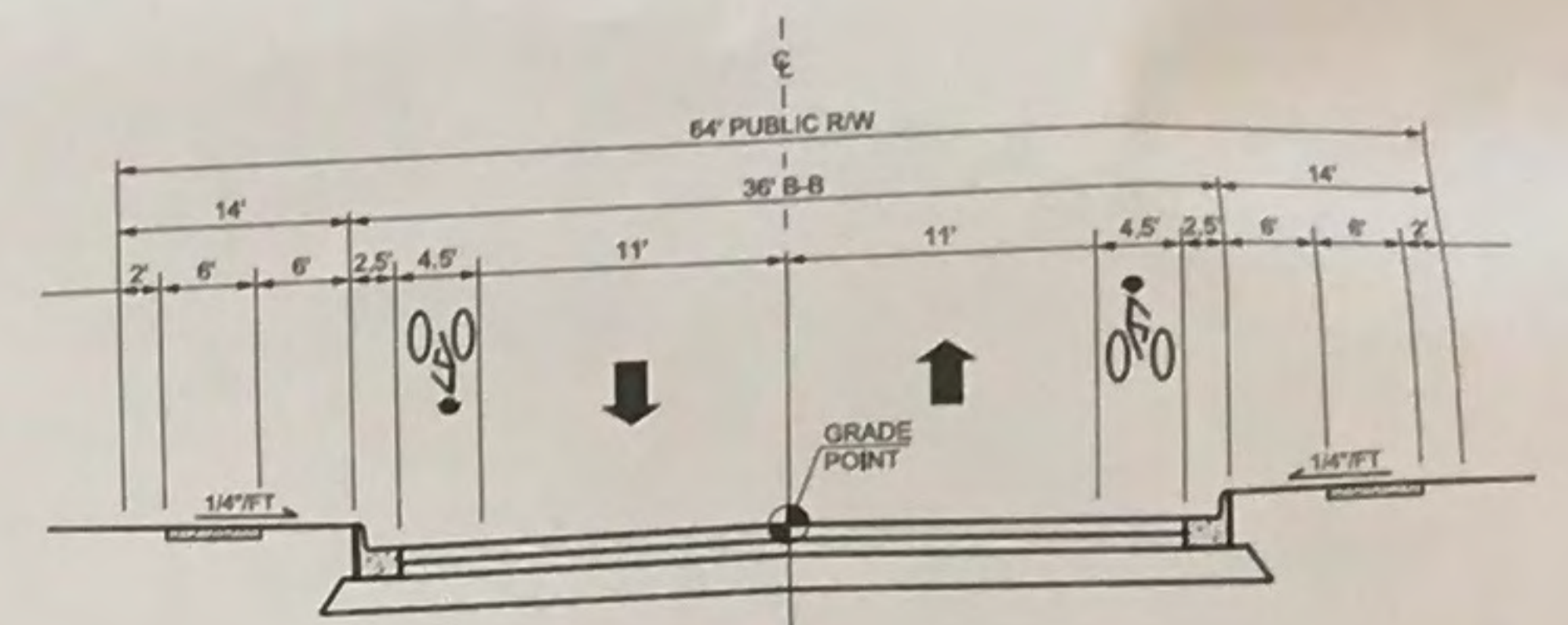
Bridge vs Tunnel

Tunnels

- More expensive and higher risk due to unknown subterranean conditions
- Drainage is major complication, especially for I-440 road crossing near Big Branch
- Major impact on existing/planned development; excavation and retaining walls needed to access surface streets; minimal flexibility
- Less comfortable for most pedestrians and bicyclists, especially when lengthy
- Longer construction period requiring large staging area
- Can avoid affecting traffic on roadway above during construction

Bridges

- Less expensive; fewer unknown variables
- More options for design and location
- Visibility of bridge typically a benefit (icon/landmark; security)
- Grading and retaining walls may significantly impact existing/future development, but there is some flexibility
- More appealing to most pedestrians and bicyclists
- Shorter construction time, smaller staging area
- Short-term impacts on traffic during construction



I-440 Multimodal bridge rendering



I-440 Ped/Bike rendering



Types Of Pedestrian/Bicycle Bridges And Tunnels

Uncovered, Basic



- Generally inexpensive
- Thick profile
- Open to the elements



Uncovered, Truss

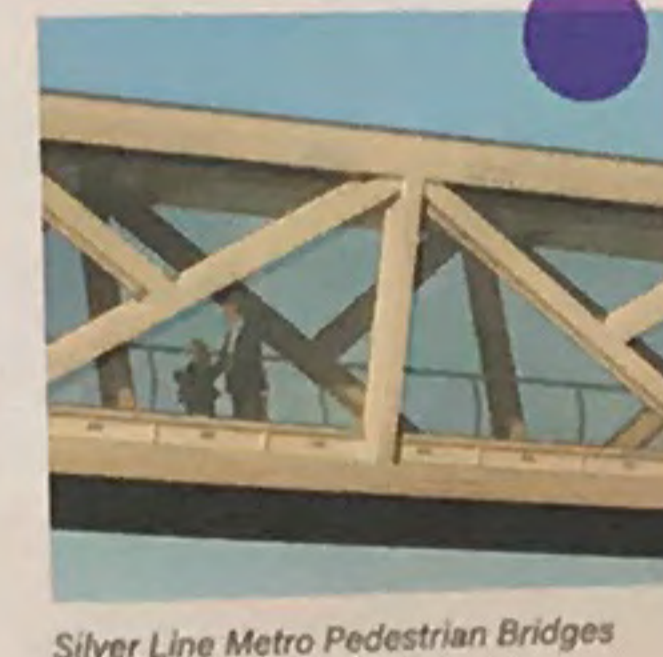


- Generally inexpensive
- Thin profile
- Open to the elements
- Lighter, longer span possible

Covered, Open Air



- Costlier than uncovered
- Roof adds visual "bulk"
- Partially open to the elements
- Lighter, longer span possible



Covered, Climate Controlled



- Costlier, with more maintenance
- Thicker profile
- Conditioned, protected from elements
- Heavier, shorter spans and complex construction



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



- Least expensive tunneling method
- Variability in shape
- Significantly disrupts surface
- Not applicable for connection

NATM



- Likely most expensive tunneling method
- More variability in shape and size
- Doesn't require large staging and construction areas
- Application relies heavily on soil condition

Bridge & Tunnel Concepts

Midtown-St. Albans Area Plan



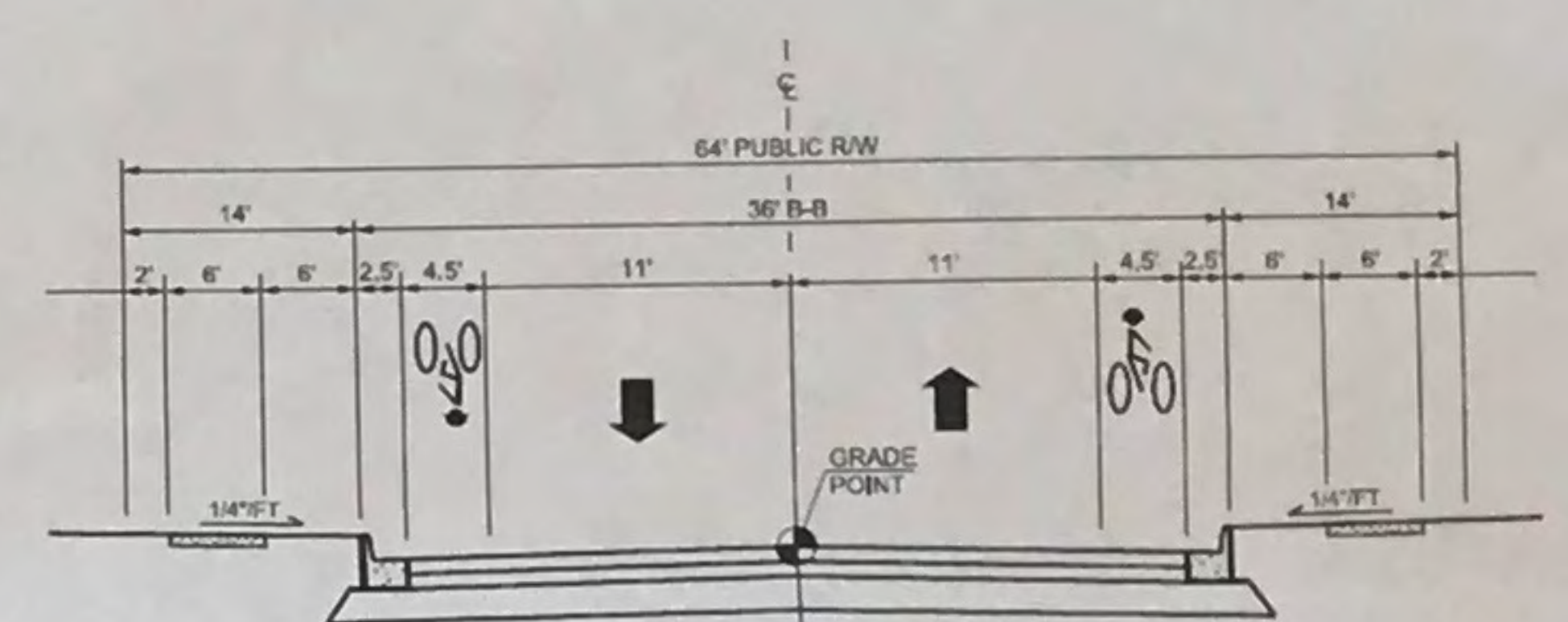
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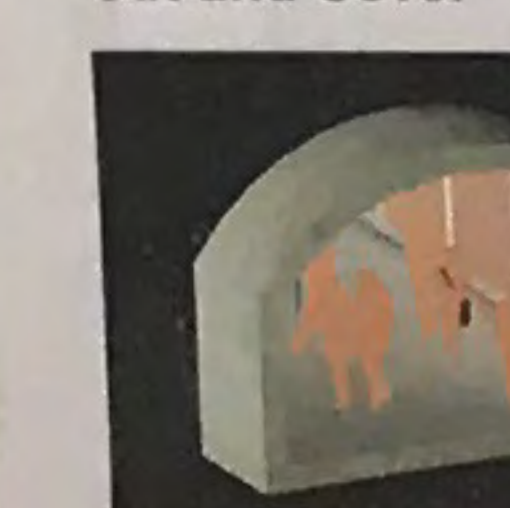


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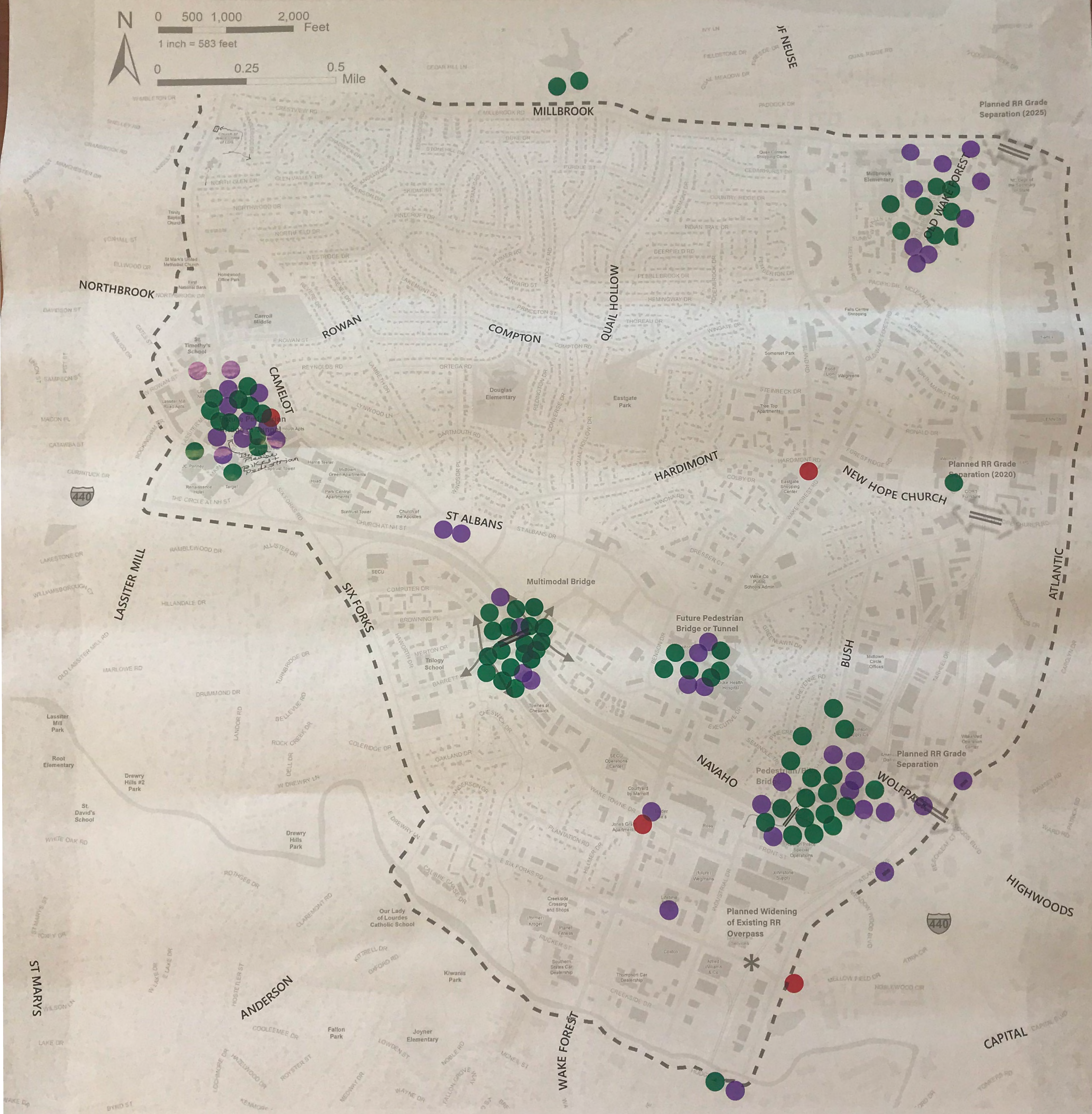


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Prefer Bridge to tunnels across Six Forks and Wake Forest Rd.

FORGET SIX FORKS EXTENSION AND FOCUS ON EXISTING HODGES ROAD TO
(TOO EARLY FUTURE)

MOVE PEOPLE TO ATLANTIC / CAPITAL / WAKE FOREST — NOW

Connectivity & Access Management Concepts

Midtown-St. Albans Area Plan

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

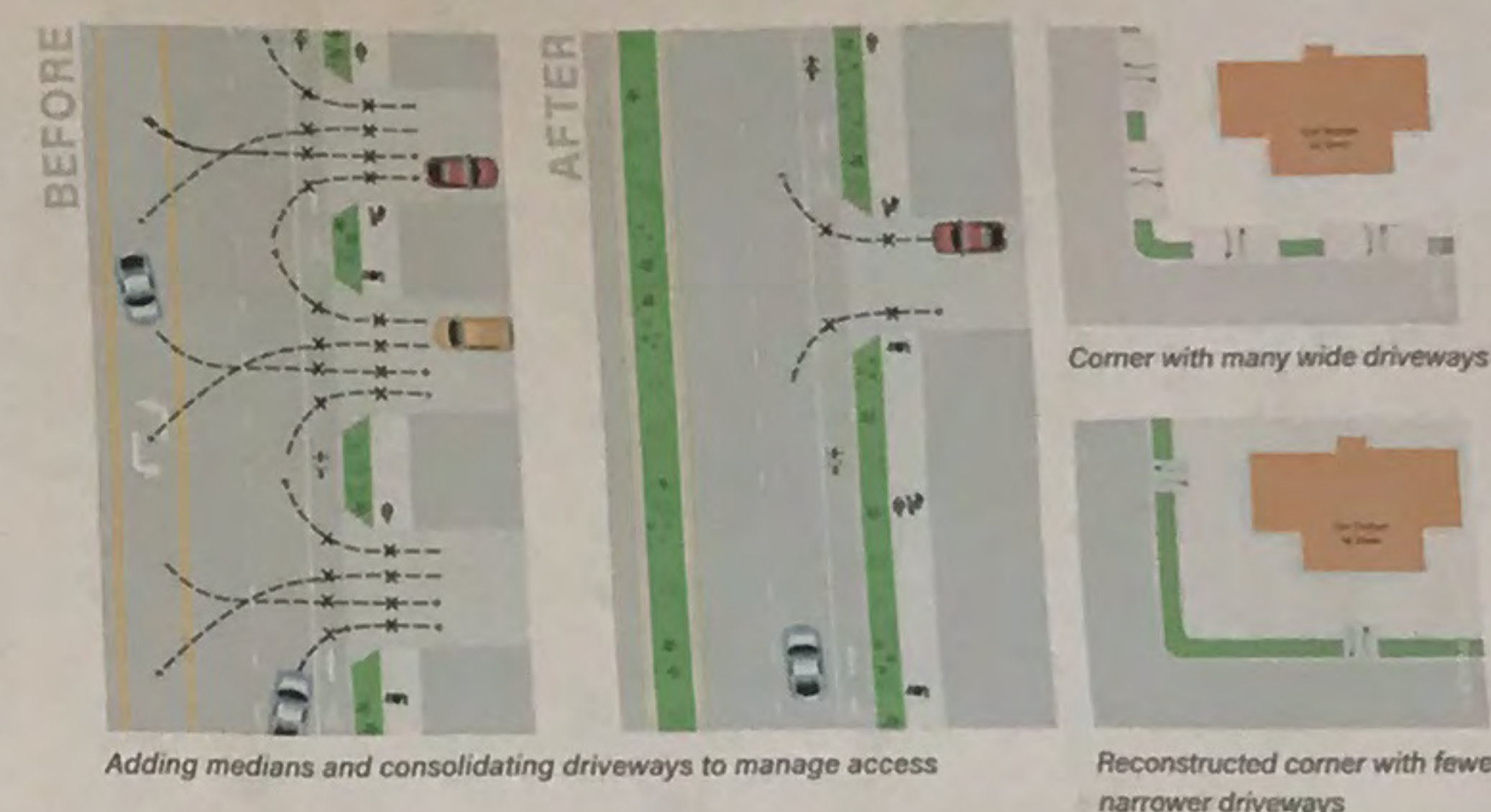
- » More options for local trips, reducing traffic and congestion on Wake Forest and Falls of Neuse Roads
- » Better bicycle and pedestrian routes increase safety and accessibility
- » Enhanced access to transit, and potential for more efficient routing
- » Opportunities for small-scale redevelopment
- » 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 development-driven. 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 ~~Wake Forest~~ Falls of Neuse
- » Reduces left-turn conflicts
- » Maintains through capacity (total 4 lane/direction)
- » Balances access and throughput
- » Enhances redevelopment potential
- » May require U-turns
- » Frees ~~Wake Forest~~ 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 Hardmont

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.



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

Roundabouts on Bush Street

- » Reduces "friction" of 2 turns, resulting in smoother traffic flow
- » Could include bypass lanes to increase capacity & reduce delay
- + Minimal ROW or neighborhood impacts
- + Helps maintain steady traffic flow at moderate speeds
- + Avoids creek & ravine crossing; relatively easy to implement
- + Minimal impact on hospital parking & roads

- Minor travel time reduction
- Does not reduce eastbound/westbound conflicts & congestion at hospital

- + 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.

PLANNING PRINCIPLES	Midtown moves	✓
	Midtown living	
	Midtown works	✓
	Aesthetics	
Natural systems		

LEGEND

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

BLUE = CITY PROJECTS

FALLS OF NEUSE

MILLBROOK

QUAIL HOLLOW

ROWAN

COMPTON

ST ALBANS

SIX FORKS

WAKE FOREST

ANDERSON

RALEIGH

CAPITAL

HIGHWOODS

WOLFPACK

BUSH

NAVABO

WOLFPACK

NAVABO

WOLFPACK

NAVABO

WOLFPACK

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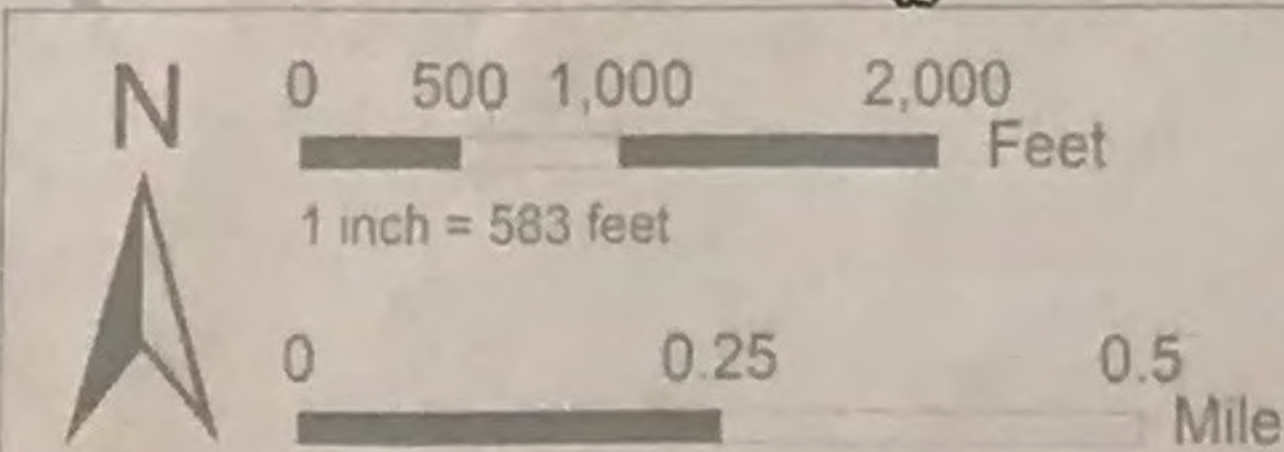
WOLFPACK

NAVABO

WOLFPACK

Need for the long-planned extension of Six Forks Road from Atlantic Ave to Capital Blvd will keep growing with development east of Wake Forest Rd between I-440 and Crabtree Creek. This link will also offer enable more efficient transit service, including better access to future BRT service.

This connection also has the potential to reduce traffic on Atlantic Blvd to the south, allowing it become a more urban, pedestrian-friendly street.



LEGEND

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

BLUE = CITY PROJECTS



Love this idea. It will improve the area and send the rain better around the traffic threat instead of with it.

Six Forks Road Extension needs more pedestrian safety

Future RR grade-separation

This will direct a lot of traffic through a quiet neighborhood. It essentially cut in two and make dangerous for pedestrians.

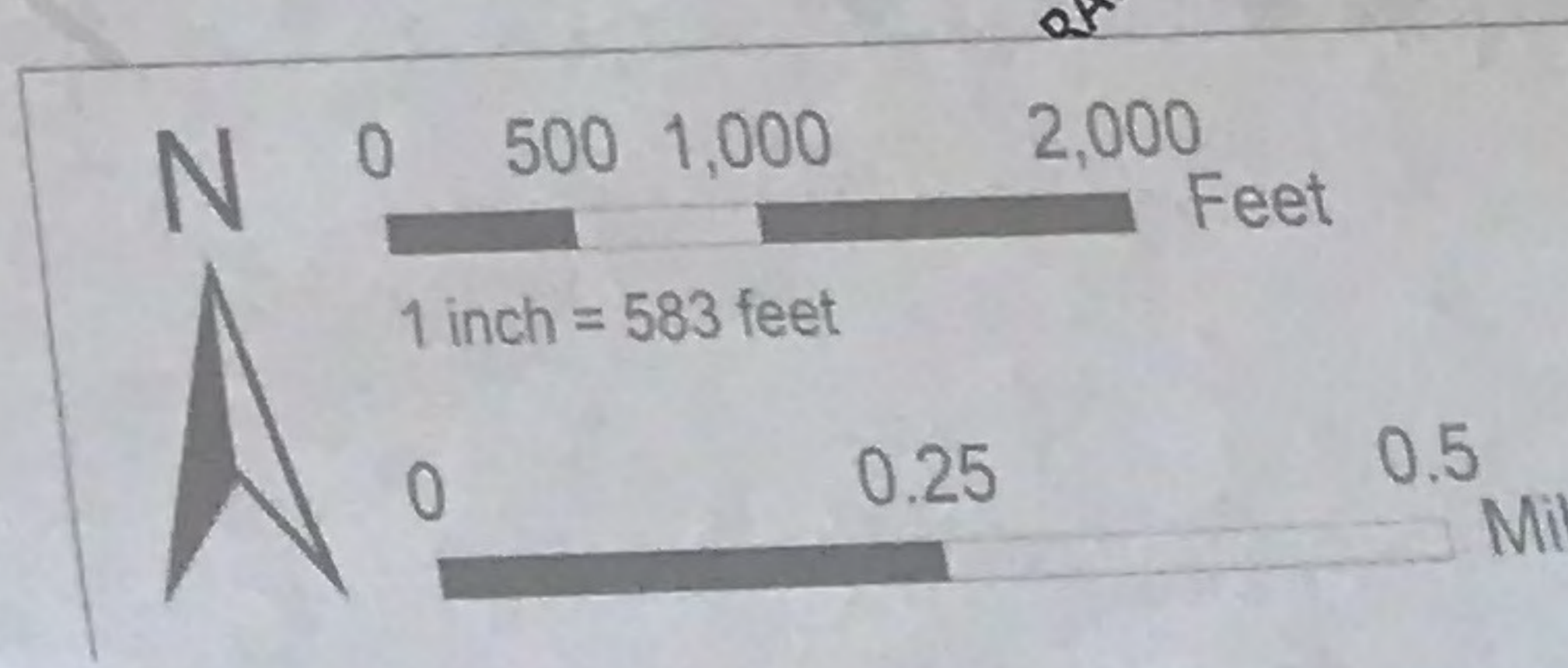
STOP sign proliferation wants? 2/3/4 way

Do not extend the existing road through the neighborhood to the commercial property.

Great connectivity between commercial areas. We want to work on the Six Forks and Six Forks.

Heavy traffic through small, narrow neighborhood street

No question have walk to other side?



- Put a camera in the tunnel for Safety → Bridge seems ^{safer} because people can see you

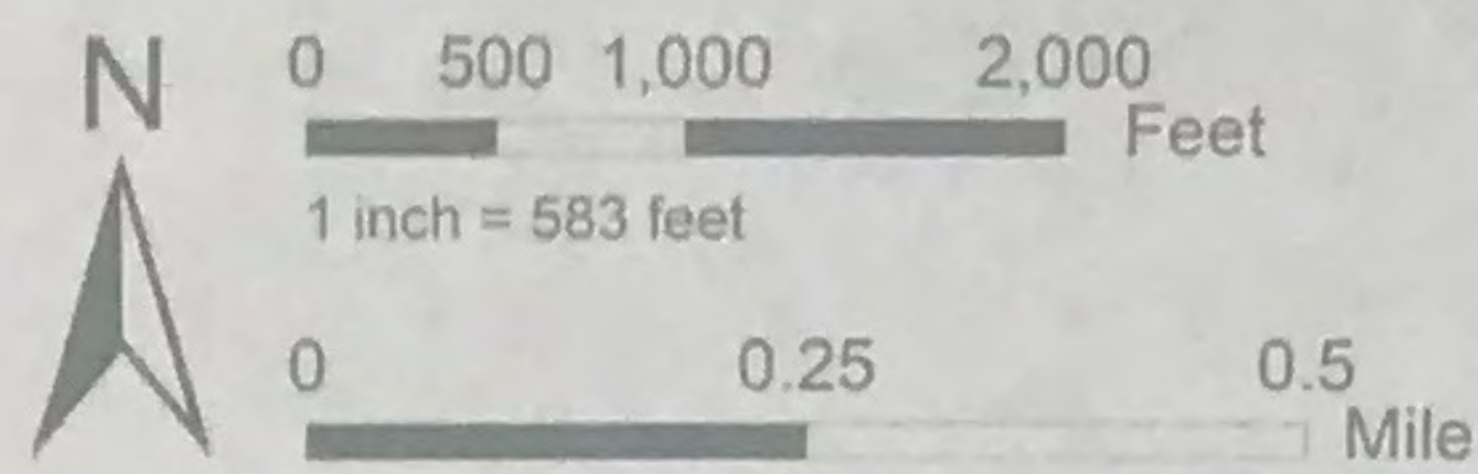
- Turning left from Navaho onto Wake Forest can require sitting through multiple lights

Six Forks & Div Diamond I/c (Wake Forest)
→ Stagger Construction (Access & circulation)

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, Capital Blvd, and Western Blvd.

- » The proposed connection across I-440 combines with new local streets to potentially avoid congestion and improve access to transit-supportive 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.



PROS



CONS



PLANNING PRINCIPLES	Midtown moves	✓
	Midtown living	✓
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	Natural systems	

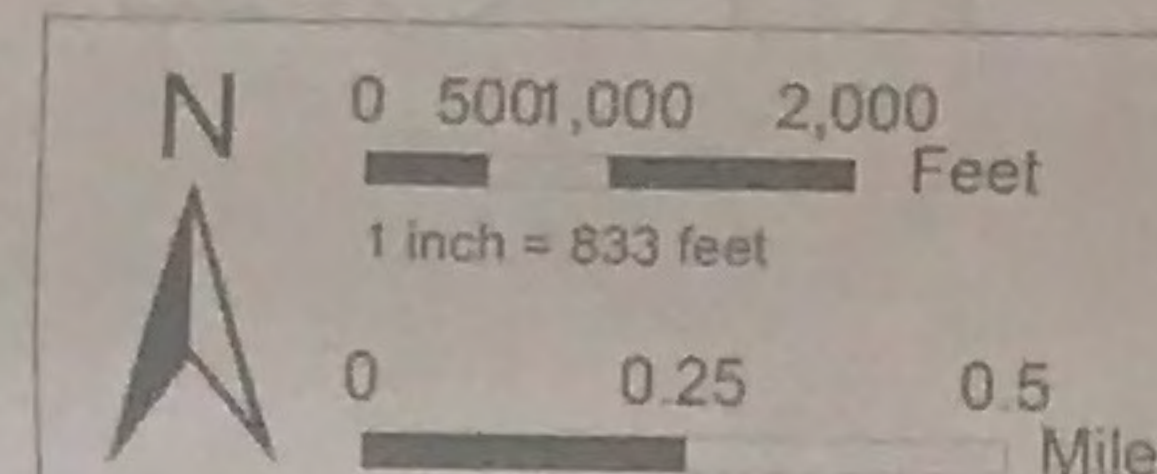
Potential BRT Connections to Downtown Midtown-St. Albans Area Plan

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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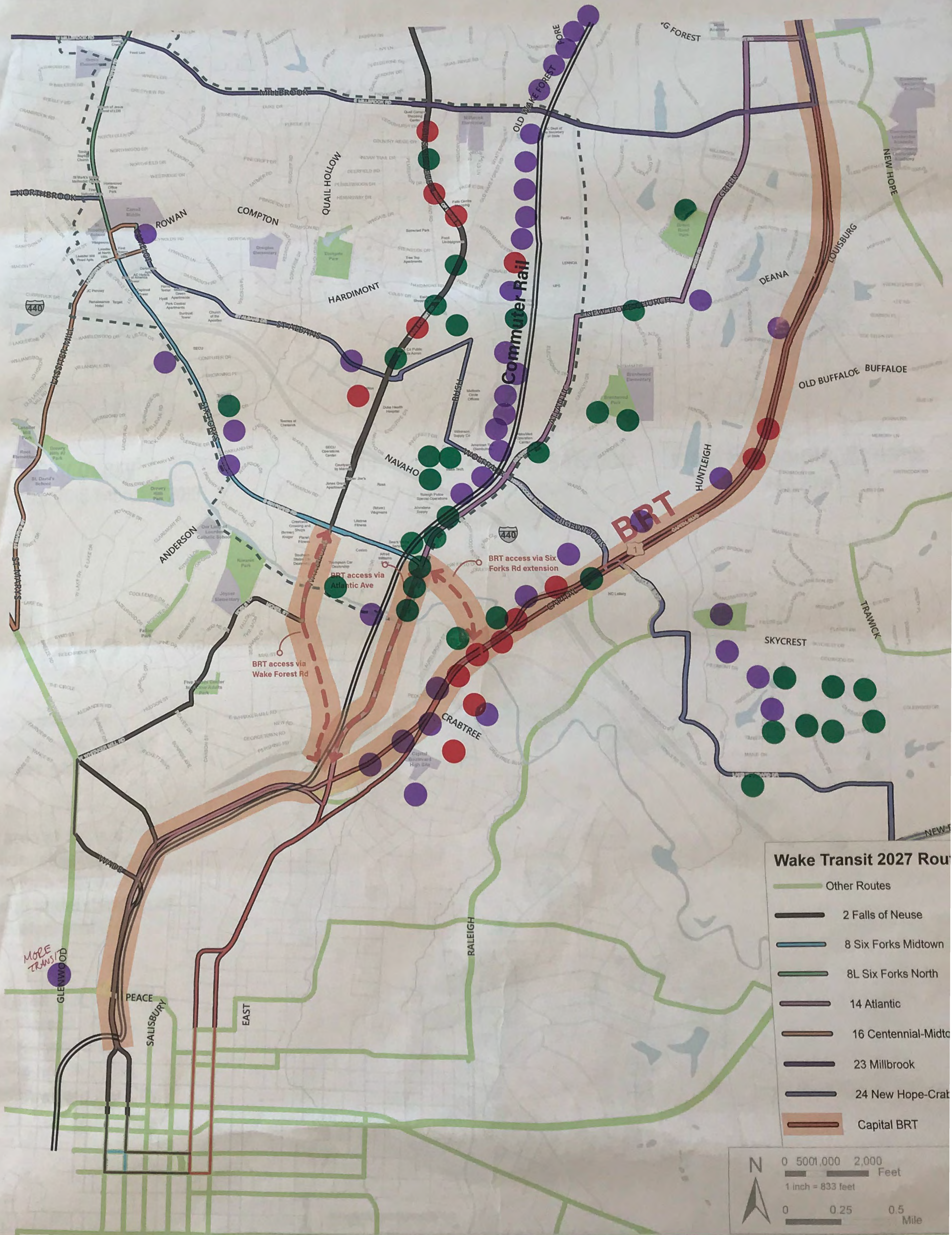
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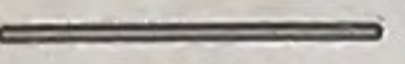




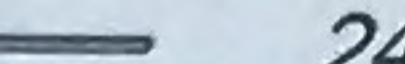
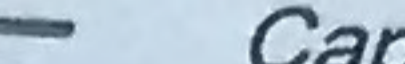
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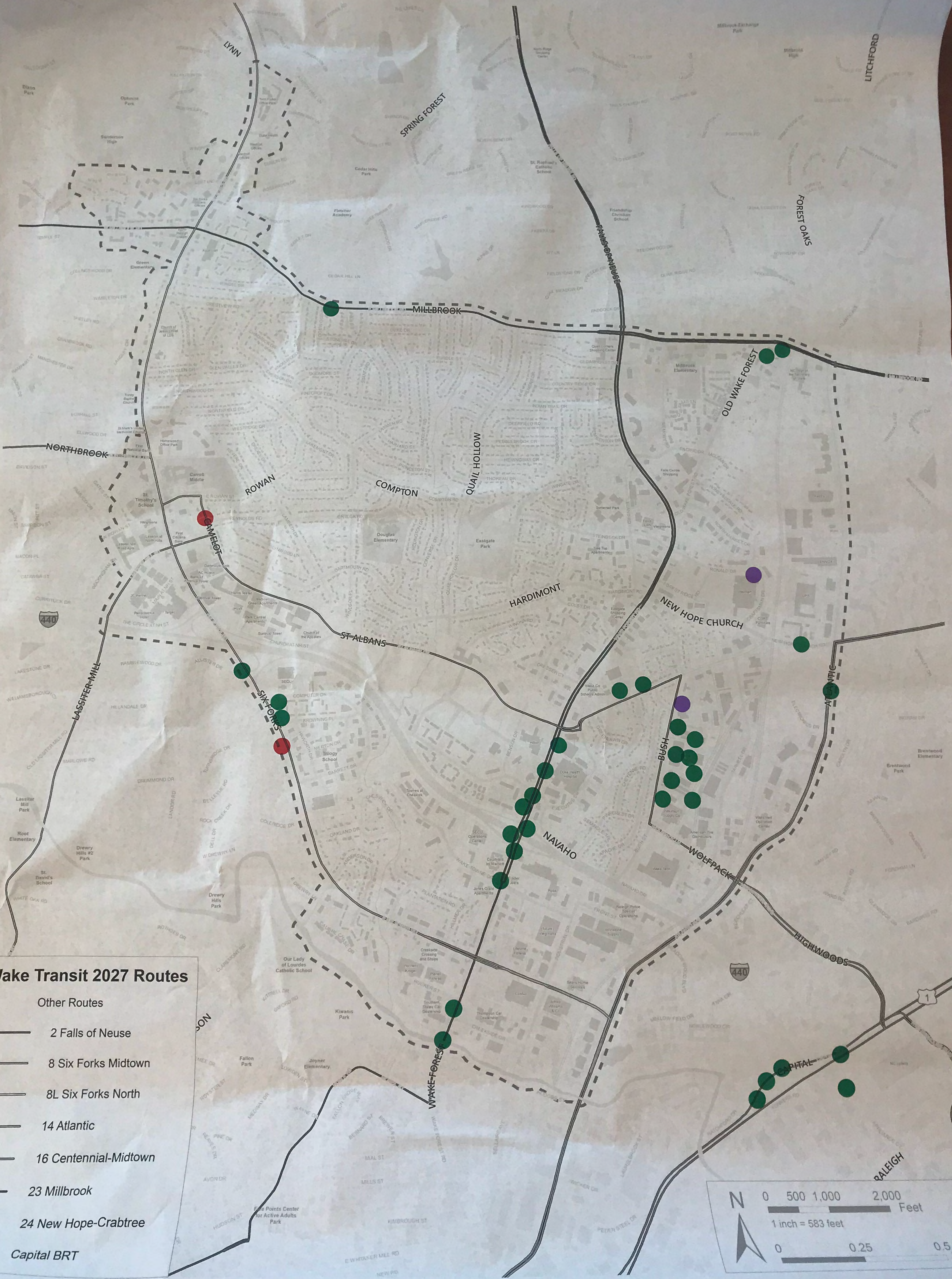
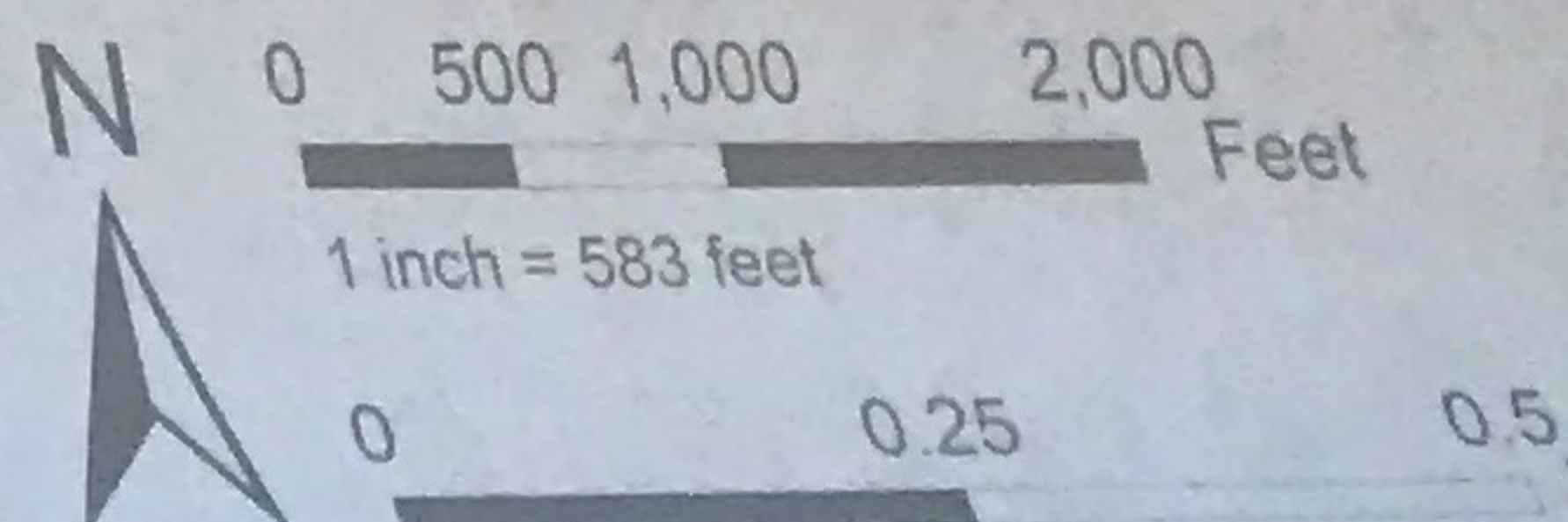
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Wake Transit 2027 Routes

Other Routes

-  2 Falls of Neuse
-  8 Six Forks Midtown
-  8L Six Forks North
-  14 Atlantic
-  16 Centennial-Midtown
-  23 Millbrook
-  24 New Hope-Crabtree
-  Capital BRT



TRANSIT

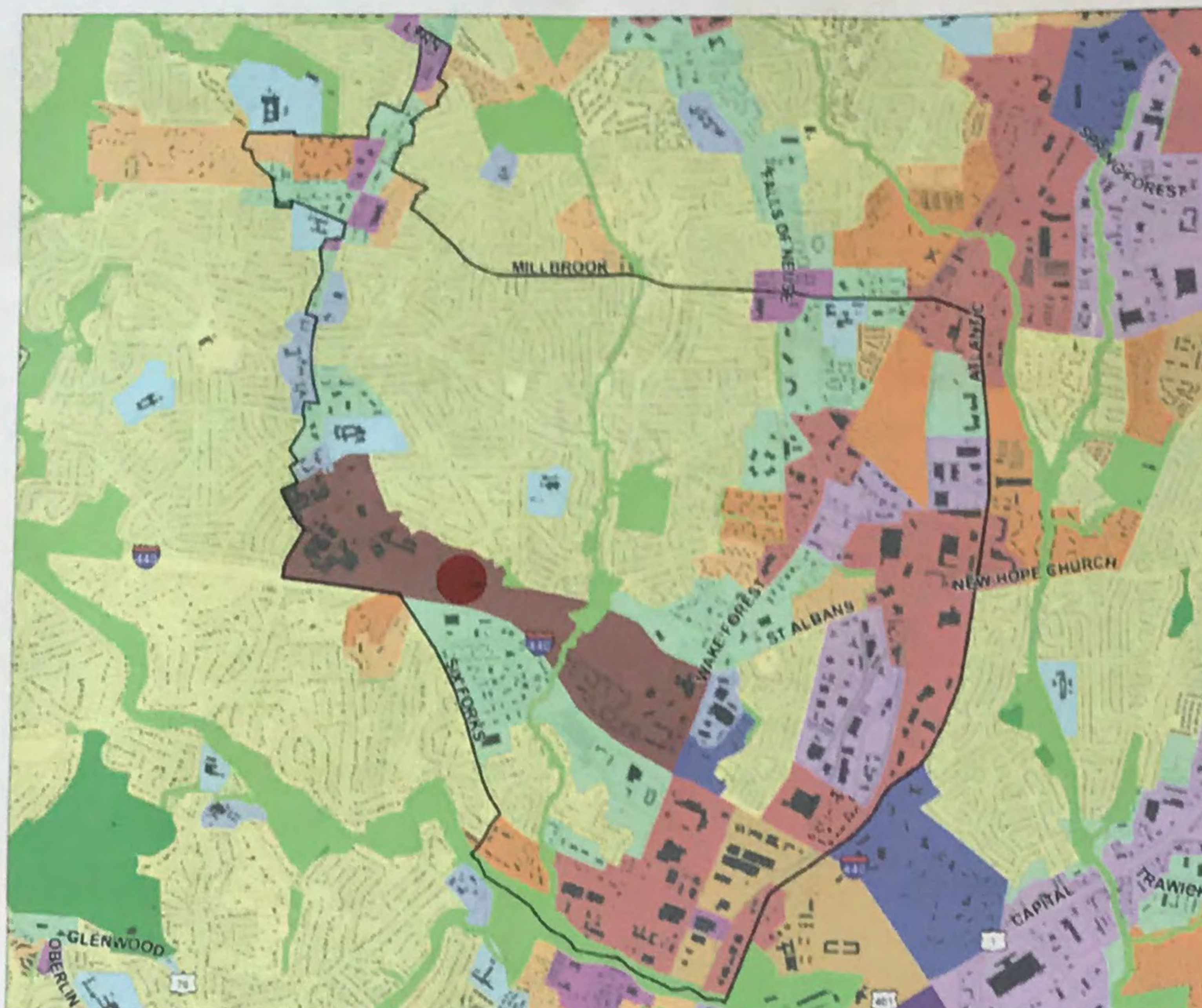
- Access to Transit - Dark at night
 - ↳ Safety at stops (high speed vehicles)
 - ↳ lack of sidewalks (St. Albans)
- SUGGEST YOU LOOK AT THE PEOPLE MOVERS AT TAMPA AIRPORT + PUT THAT SYSTEM ALL THROUGHOUT RALEIGH - FREE!
- Extending frequency for longer operating hours + ||
- Like cross-town routes + ||
 - ↳ not having to transfer Downtown
- Time point @ Millbrook affects traffic flow
- A Effect of Aging Population
- Potential for BRT connection along Hodges Road
- Excited for Rapid Transit
- Micro-transit through neighborhoods
- Lots of traffic make it hard to cross road + ||
to access bus route
- BUS/HOV lane along Six Forks

MSA 5/11/19

2030 Comprehensive Land Use Plan

Midtown-St. Albans Area Plan

- RURAL RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- MODERATE DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- NEIGHBORHOOD MIXED USE
- OFFICE & RESIDENTIAL MIXED USE
- COMMUNITY MIXED USE
- REGIONAL MIXED USE
- BUSINESS & COMMERCIAL SERVICES
- OFFICE / RESEARCH & DEVELOPMENT
- INSTITUTIONAL
- PRIVATE OPEN SPACE
- PUBLIC PARKS & OPEN SPACE
- PUBLIC FACILITIES
- GENERAL INDUSTRIAL
- PROPOSED STUDY AREA



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 & INSTITUTIONAL	
Private Open Space	Public Facilities	
	Institutional	

RESIDENTIAL



RURAL



LOW DENSITY



MODERATE DENSITY



MEDIUM DENSITY



HIGH DENSITY

MIXED USE



CENTRAL BUSINESS DISTRICT



REGIONAL



COMMUNITY



OFFICE & RESIDENTIAL



NEIGHBORHOOD

EMPLOYMENT



GENERAL INDUSTRIAL

• HOUSING IS GENERALLY DISCOURAGED IN THESE DESIGNATIONS.



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

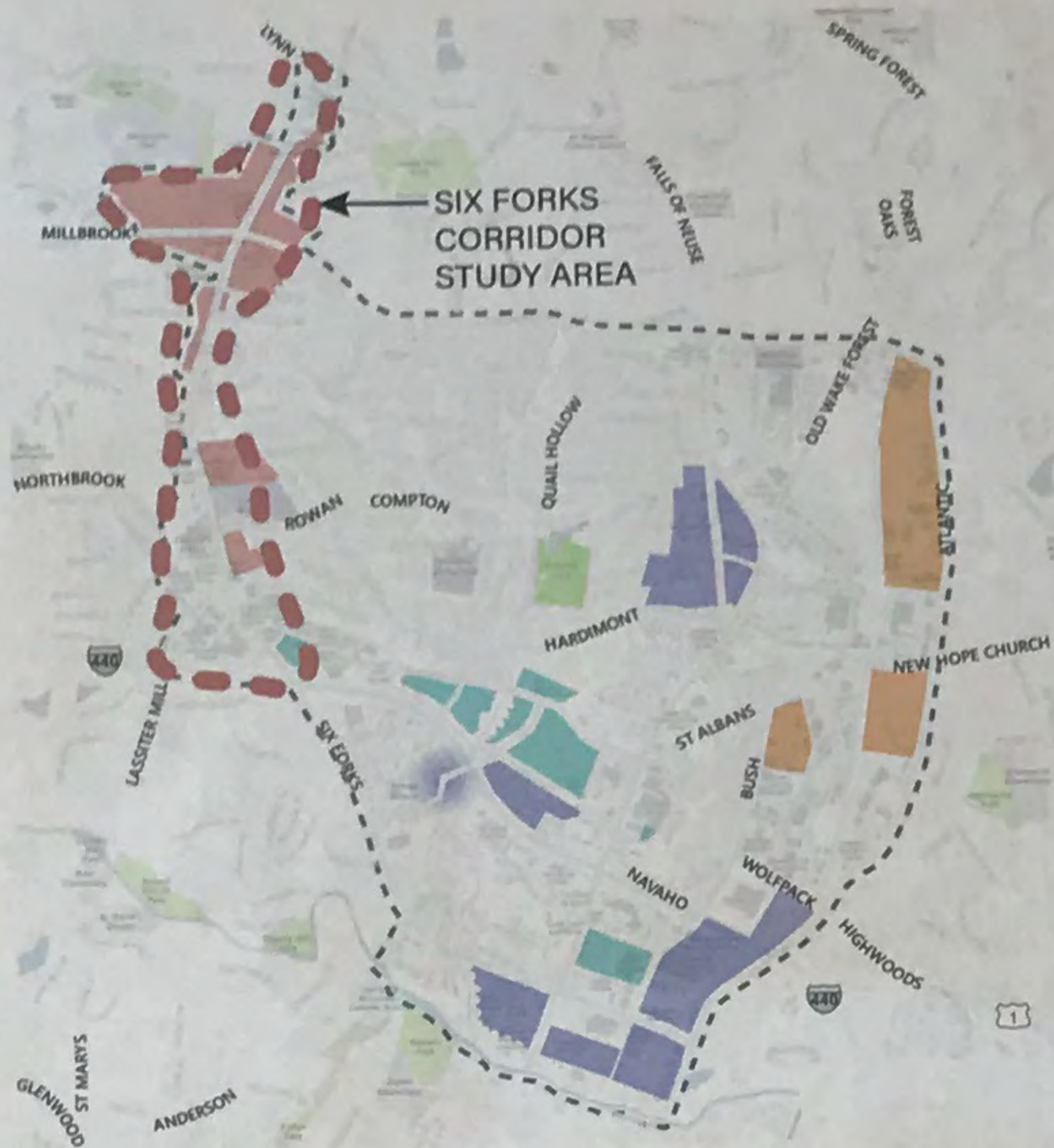
Six Forks Corridor Study

Midtown-St. Albans Area Plan



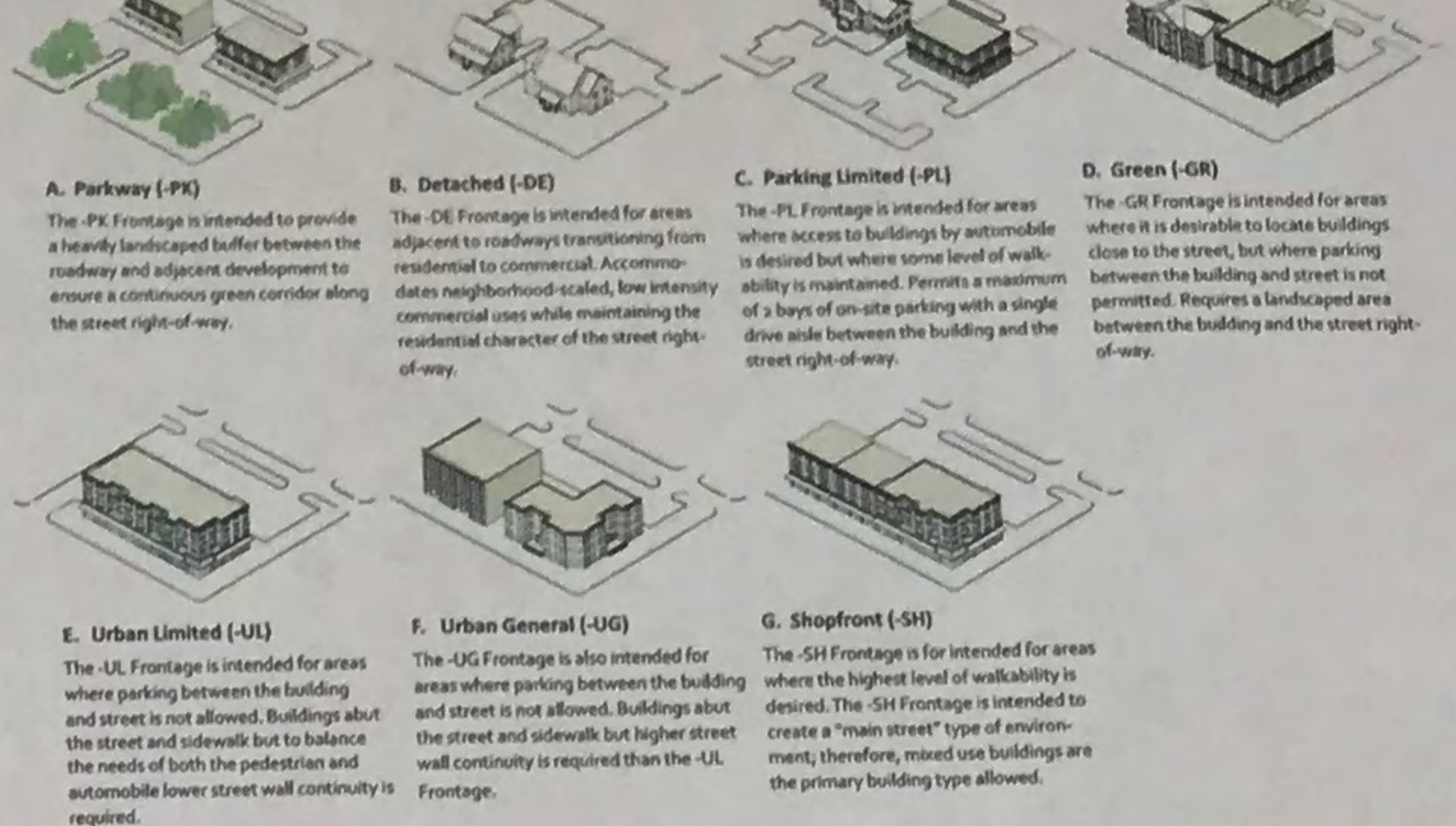
The recommendations are presented here to engage a second level of input and discussion as part of the Midtown - St. Albans Study.

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 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.



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. Where there is a conflict between the base dimensional standards and the frontage requirements, the frontage requirements control.



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.



Land Use Focus Area Concepts

Midtown-St. Albans Area Plan



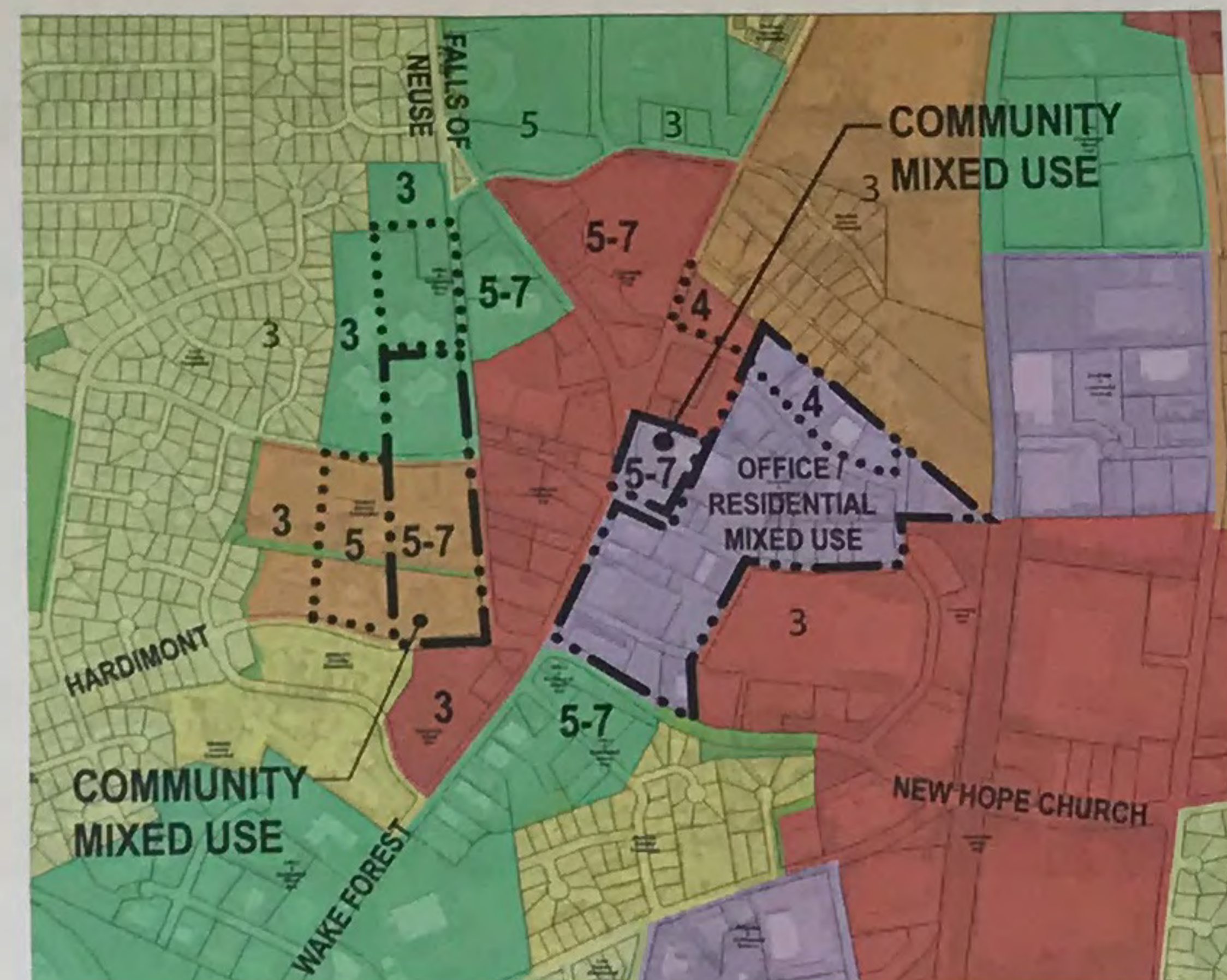
During the public engagement phase, community members expressed support for recommending appropriate land use transitions, providing more housing options and promoting walkable mixed use districts.

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

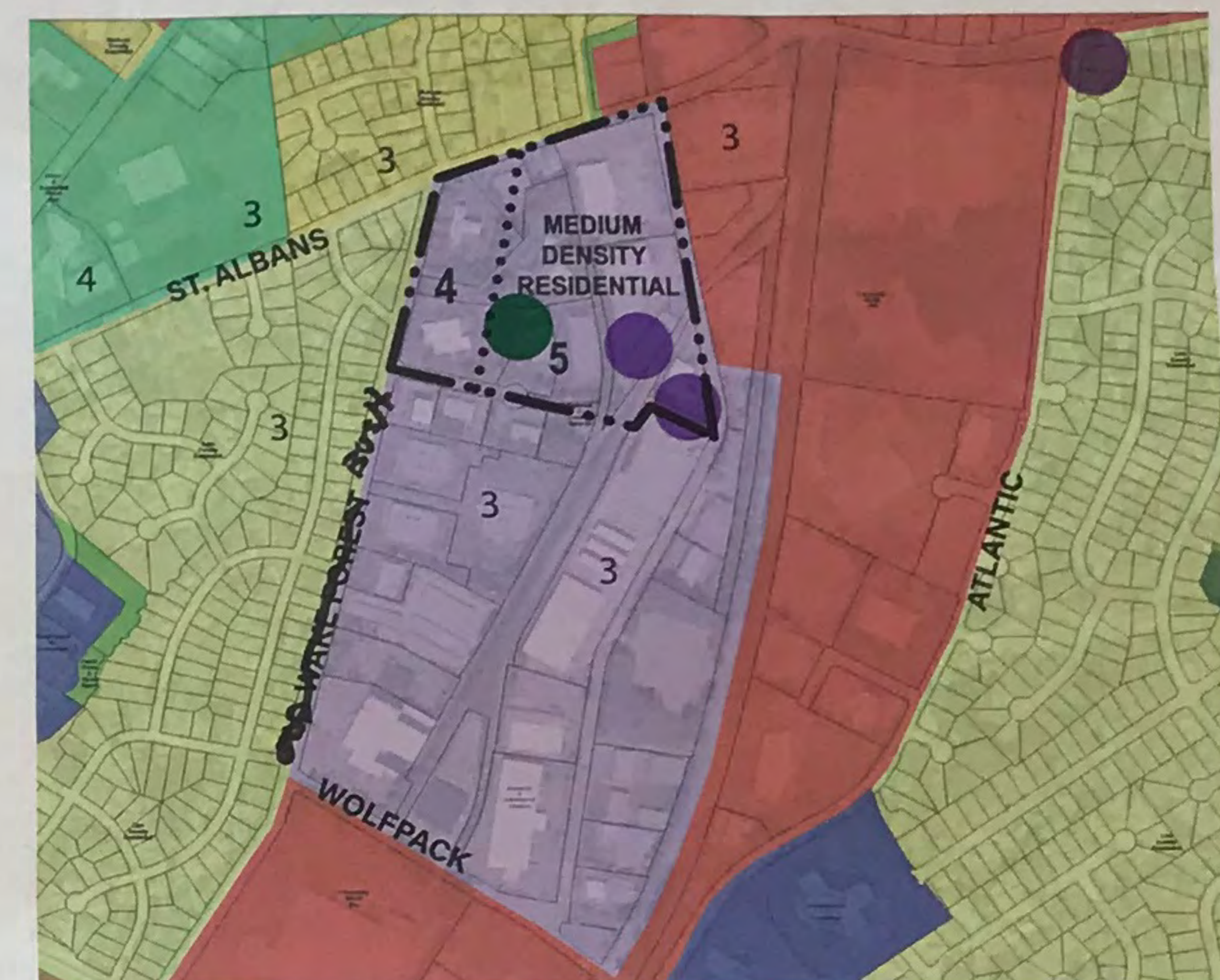
- GREATER MIX OF LAND USES
- HIGHER LAND USE INTENSITIES
- RETAIL FOCUS AREA
- IMPROVED WALKABILITY / MOBILITY



1

ATLANTIC / ST. ALBANS

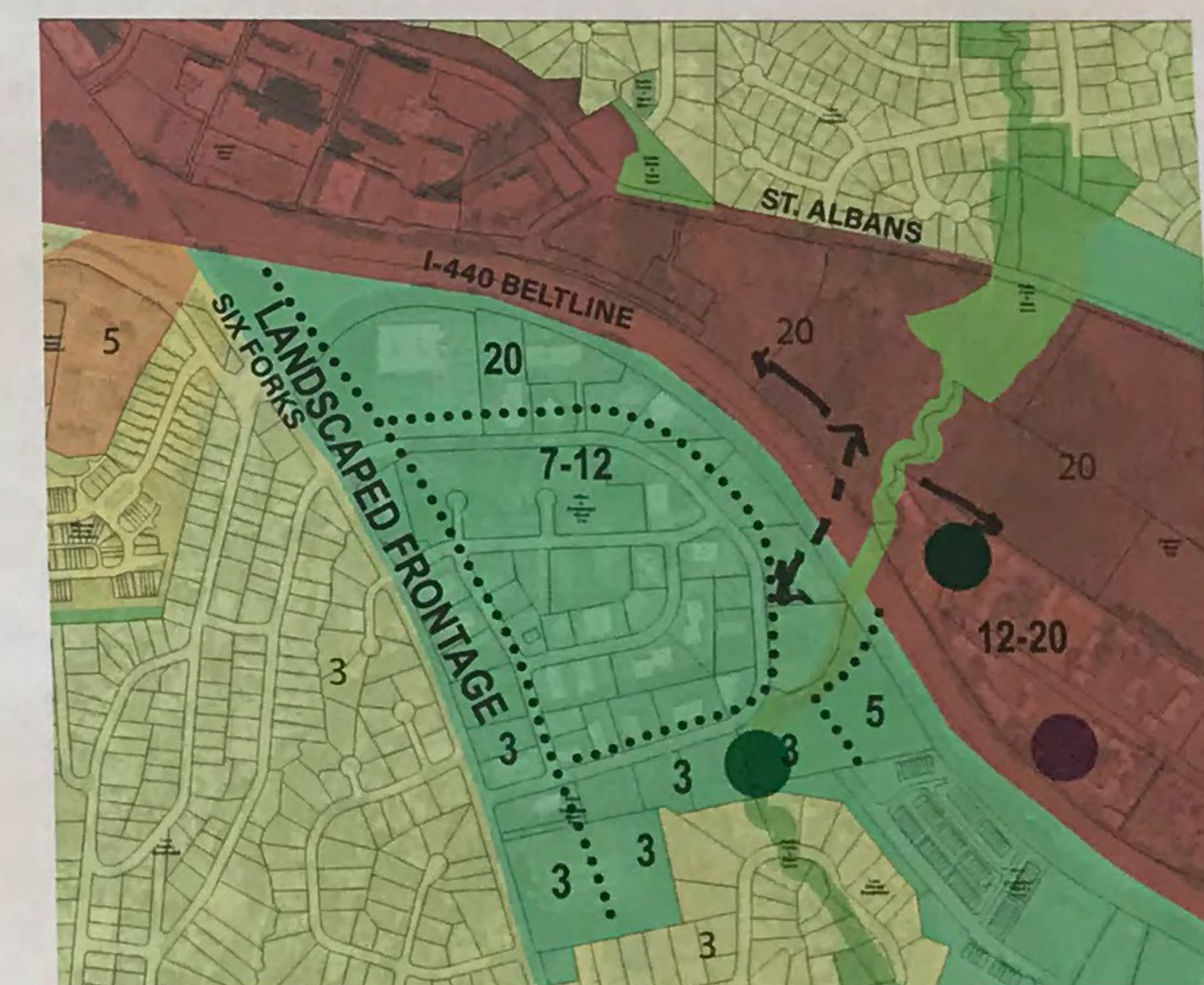
- CONVERT INDUSTRIAL LAND USE TO HOUSING
- ADDITIONAL HOUSING OPTIONS NEAR EMPLOYMENT CENTER
- "MISSING MIDDLE" OPPORTUNITIES



2

I-440 CROSSING / SIX FORKS

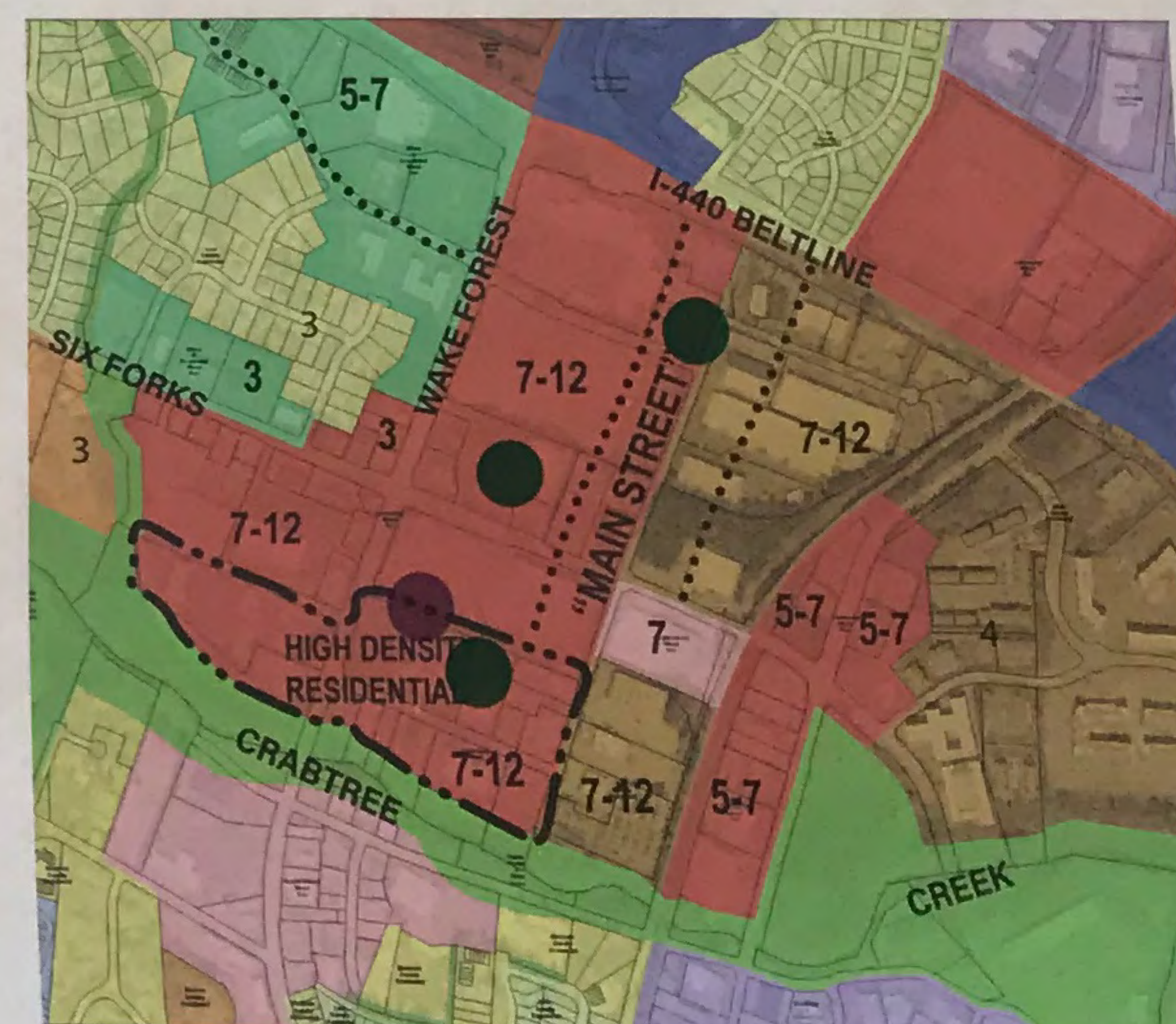
- EMPLOYMENT FOCUS
- HIGH INTENSITY OFFICE
- IMPROVED MOBILITY / ACCESS
- IMPROVED WALKABILITY
- GREEN CORRIDOR EDGE



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



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.

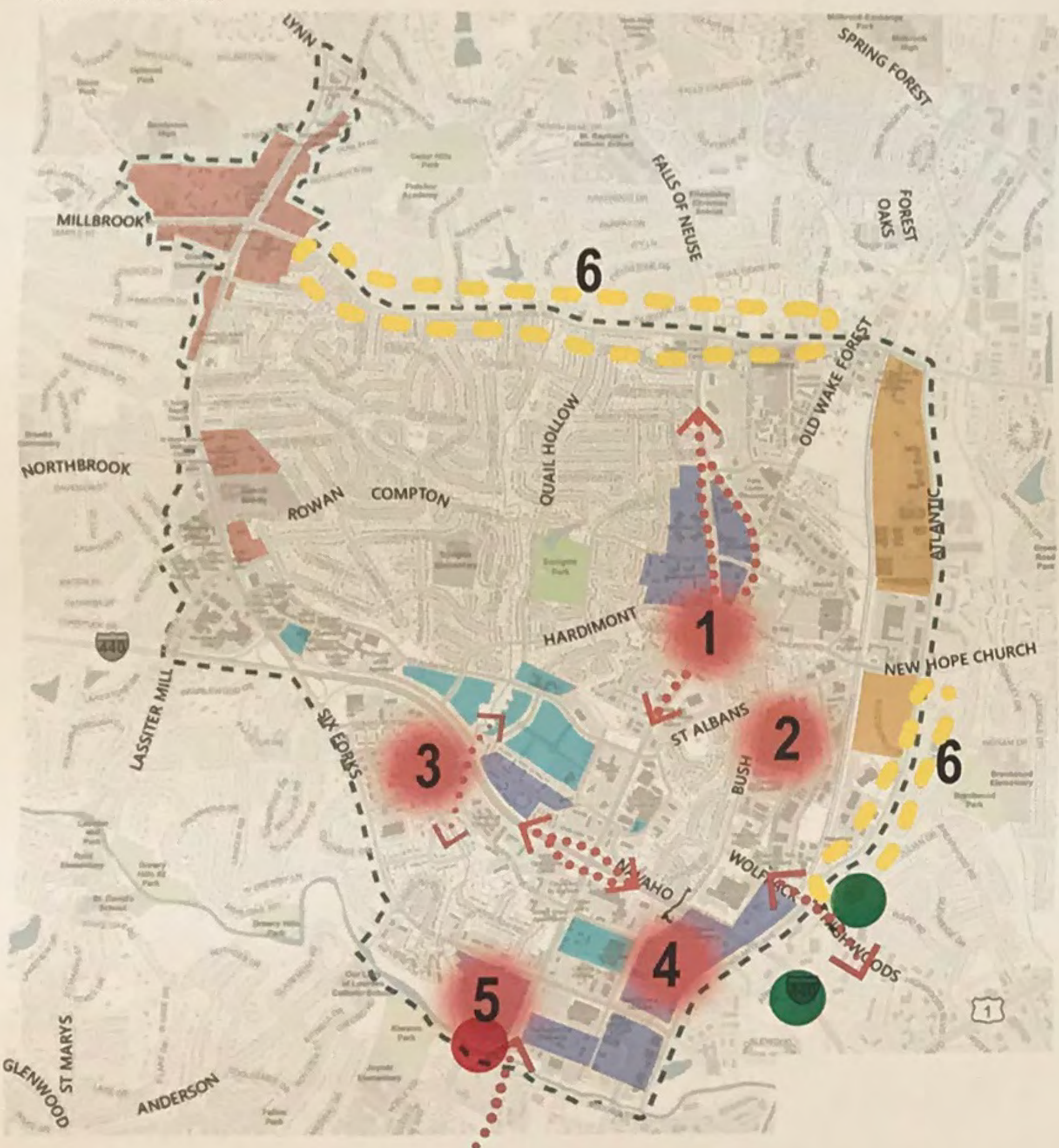
Generally, it has been the policy of the City to zone single family areas with single family zoning. However, the City also has a longstanding Comprehensive Plan policy of discouraging single family lots on major streets, preferring to promote development types where multiple units can share a common 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.



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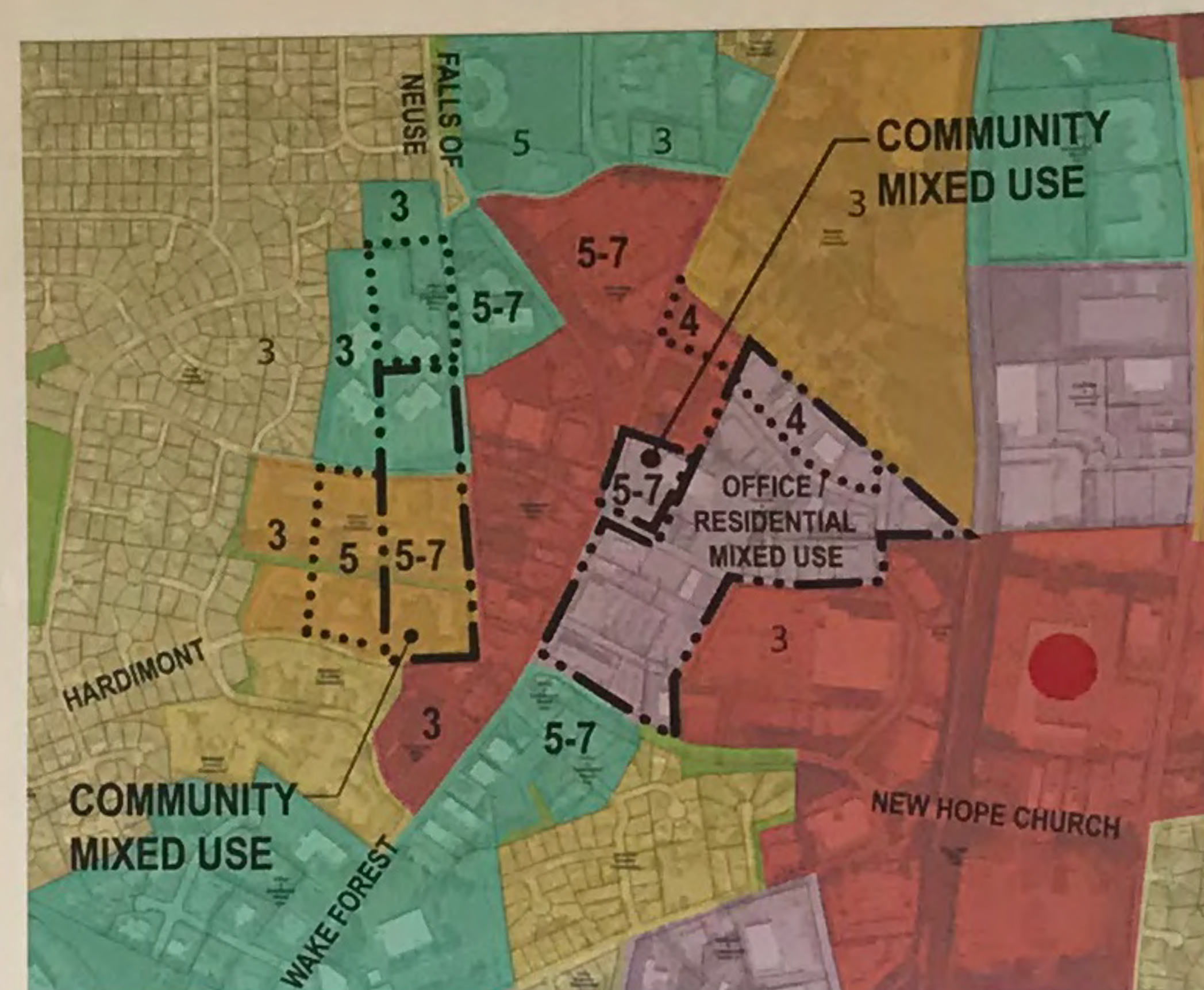
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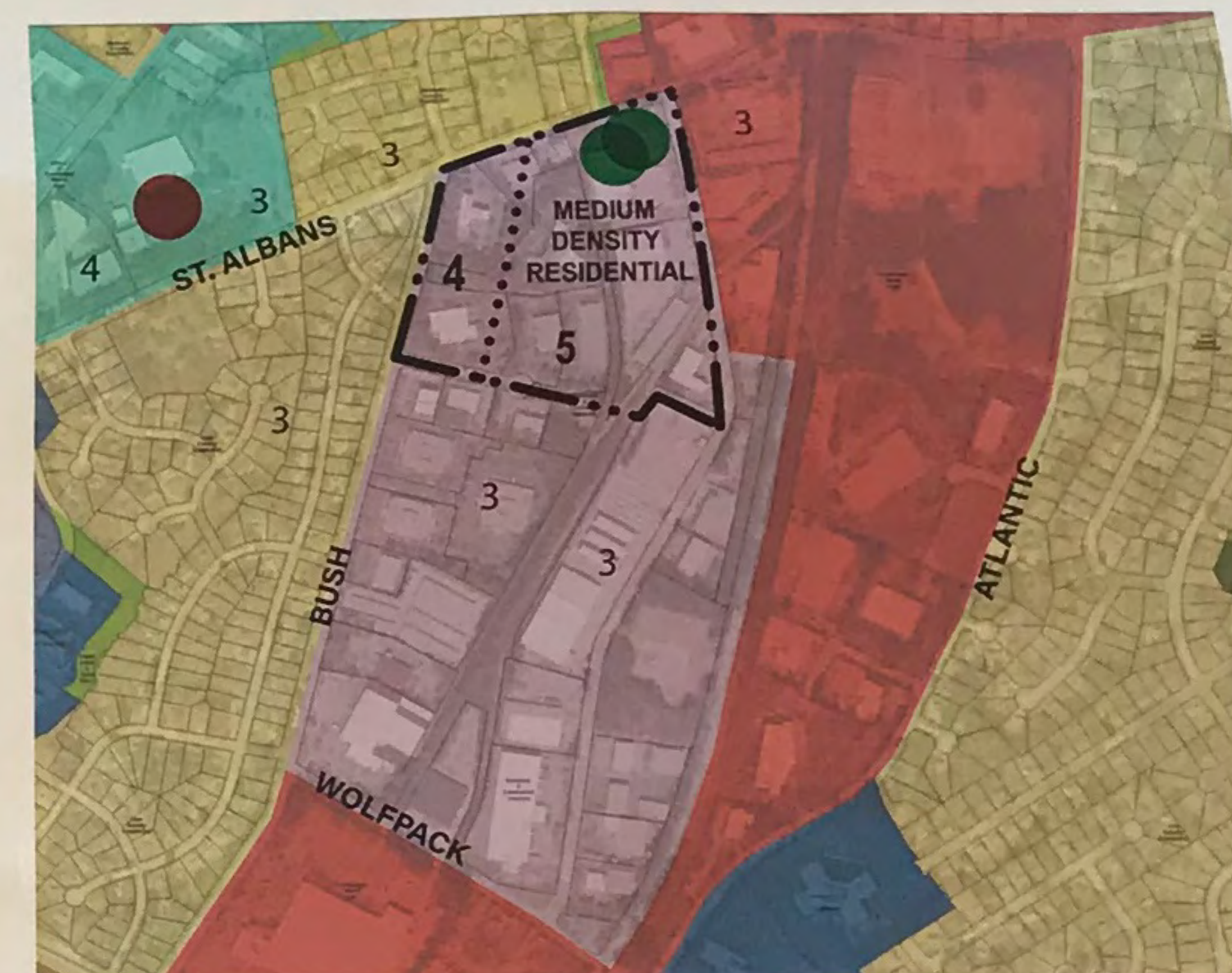
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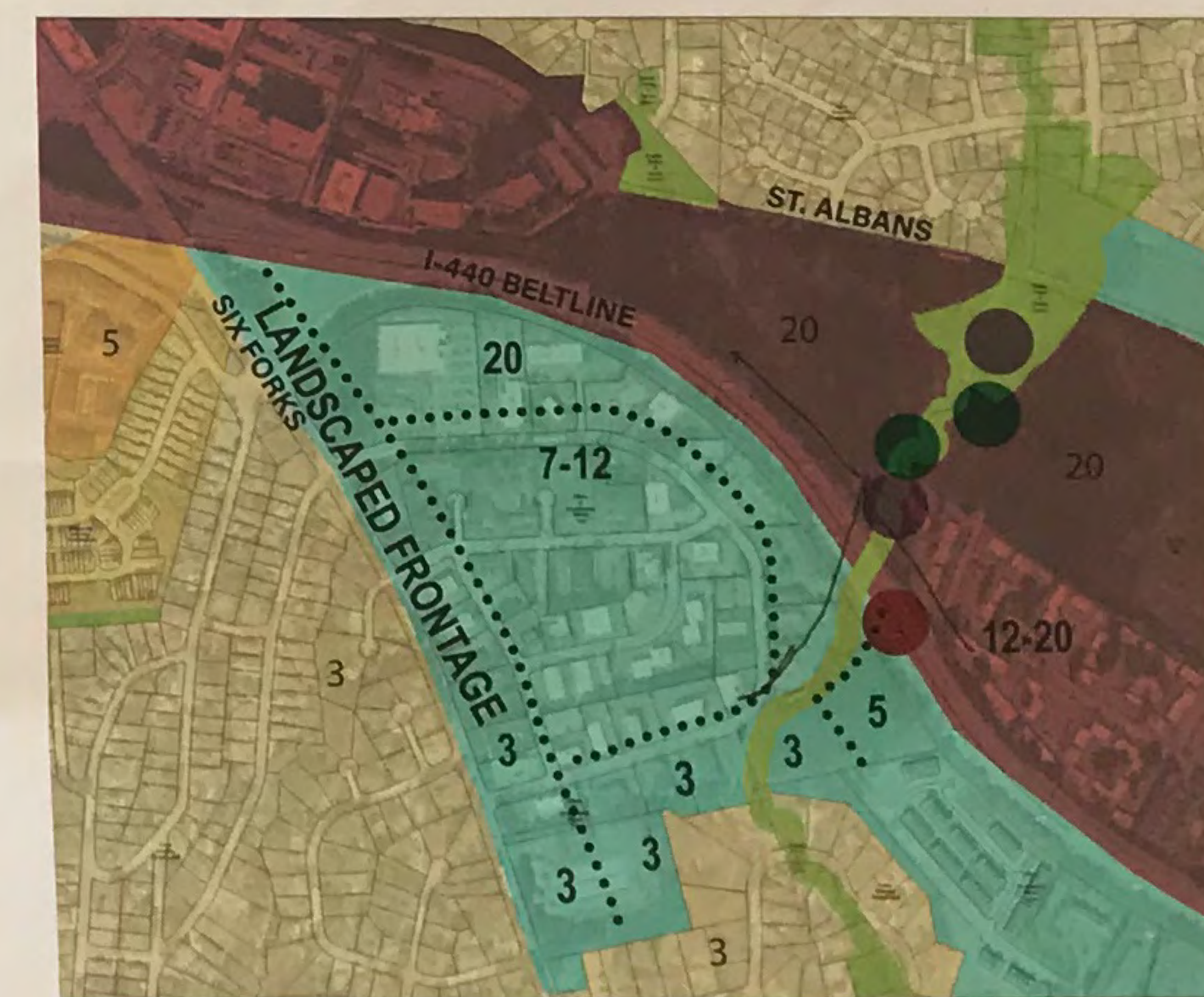
ATLANTIC / ST. ALBANS

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- ADDITIONAL HOUSING OPTIONS NEAR EMPLOYMENT CENTER
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I-440 CROSSING / SIX FORKS

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Corridor
Area
in
Midtown
Development

LEGEND

- 3 Stories
- 4 Stories
- 5 Stories
- 7 Stories
- 12 Stories
- 20 Stories

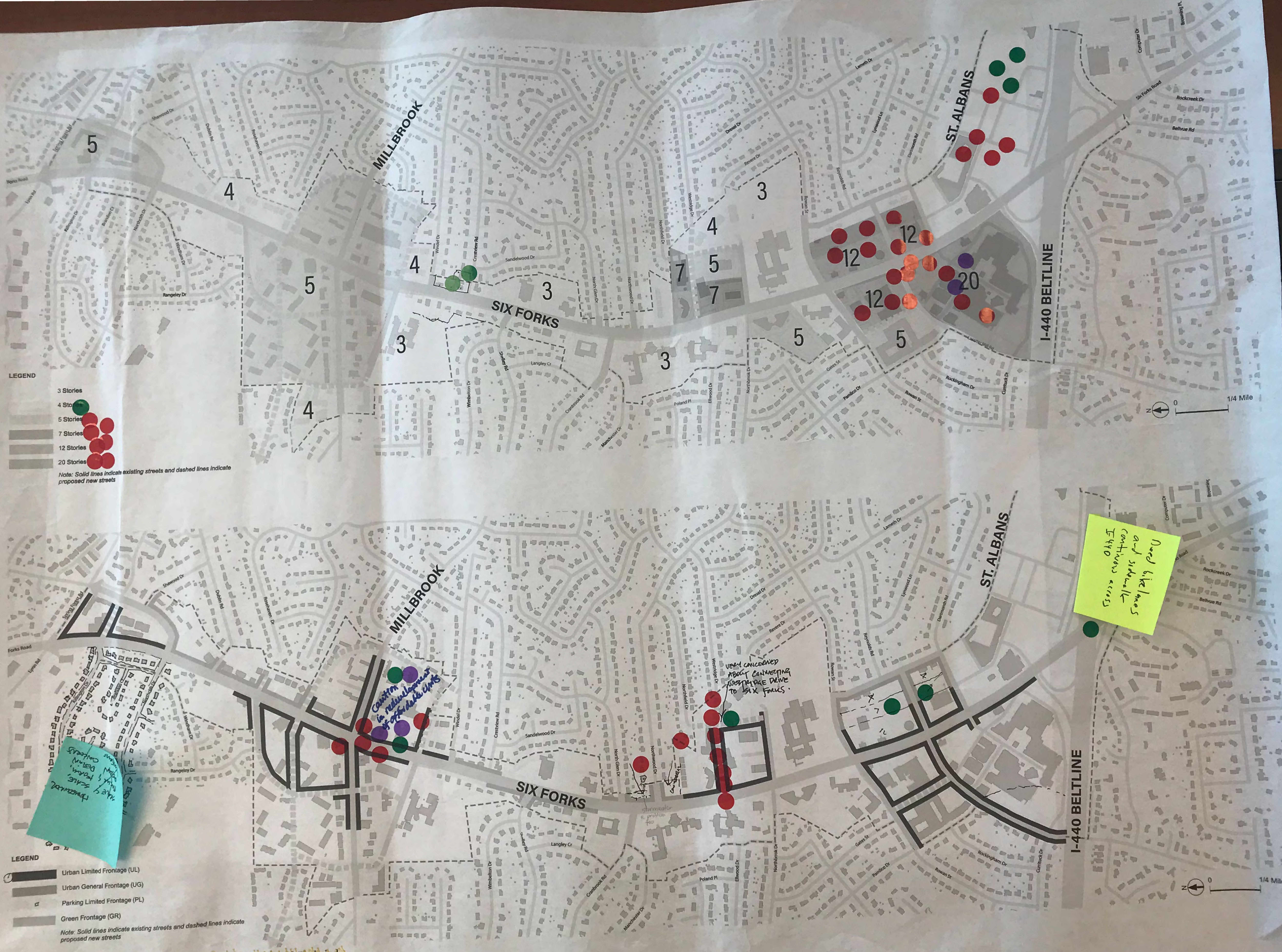
Note: Solid lines indicate existing streets and dashed lines indicate proposed new streets

LEGEND

- Urban Limited Frontage (UL)
- Urban General Frontage (UG)
- Parking Limited Frontage (PL)
- Green Frontage (GR)

Note: Solid lines indicate existing streets and dashed lines indicate proposed new streets

Source: Six Forks Corridor Study 2017 - City of Raleigh



LAND USE

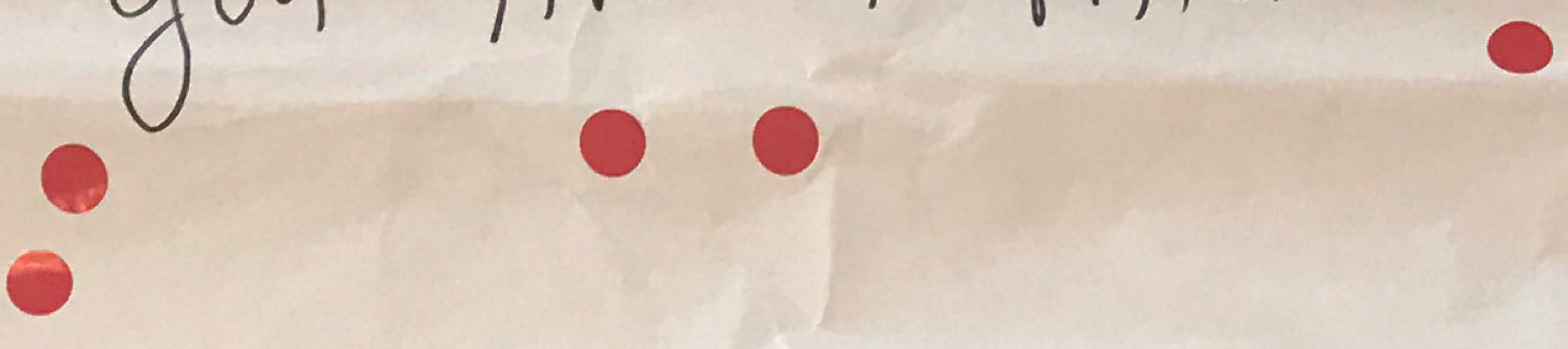
We need to get more creative / flexible about mixed types of housing in single family zoned areas. The comments about restrictions on the poster under missing middle need to be reconsidered - "policy of city" to keep single family areas devoid of alternative attractive housing. Get real about developing for the future - not the past. ●

● Save Raleigh

Use caution in redeveloping Millbrook / 6 Forks / Food Lion area - will be displacing affordable units of housing. ●●

- The proposed 20 story height limit at original North Hills and the proposed 12 story height limits on parcels at Larister Mill + Six Forks and on East side of Six Forks are highly objectionable. The neighborhoods contiguous to those parcels ~~will~~ do not need such large towers looming over them - 20 + 12 stories are too high AND the traffic generated by those large buildings will overwhelm Larister Mill, Six Forks, and the ~~new~~ more interior neighborhood streets.
- I AGREE ●

Do you live in Midtown?



If no, why not?

