



Raleigh Midtown-St. Albans Area Plan

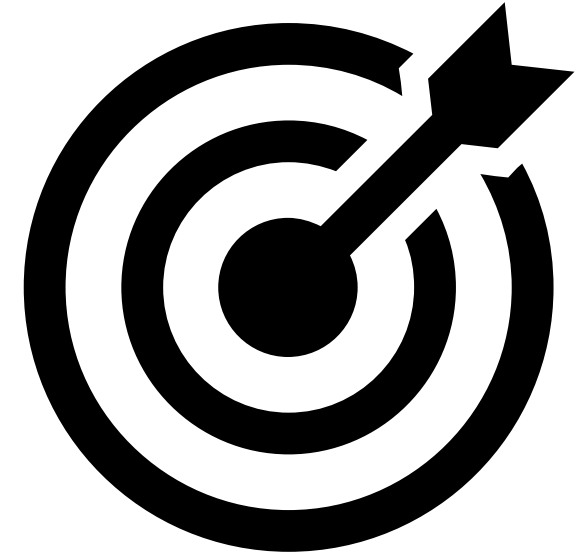
Presented by
VHB, 1/1 Studio, JDavis, Rose & Associates

July 30, 2019

Introductions

Today's Objectives

- **Update on outreach to date**
- **Review improvement concept development**
- **Discuss format for Fall meeting**

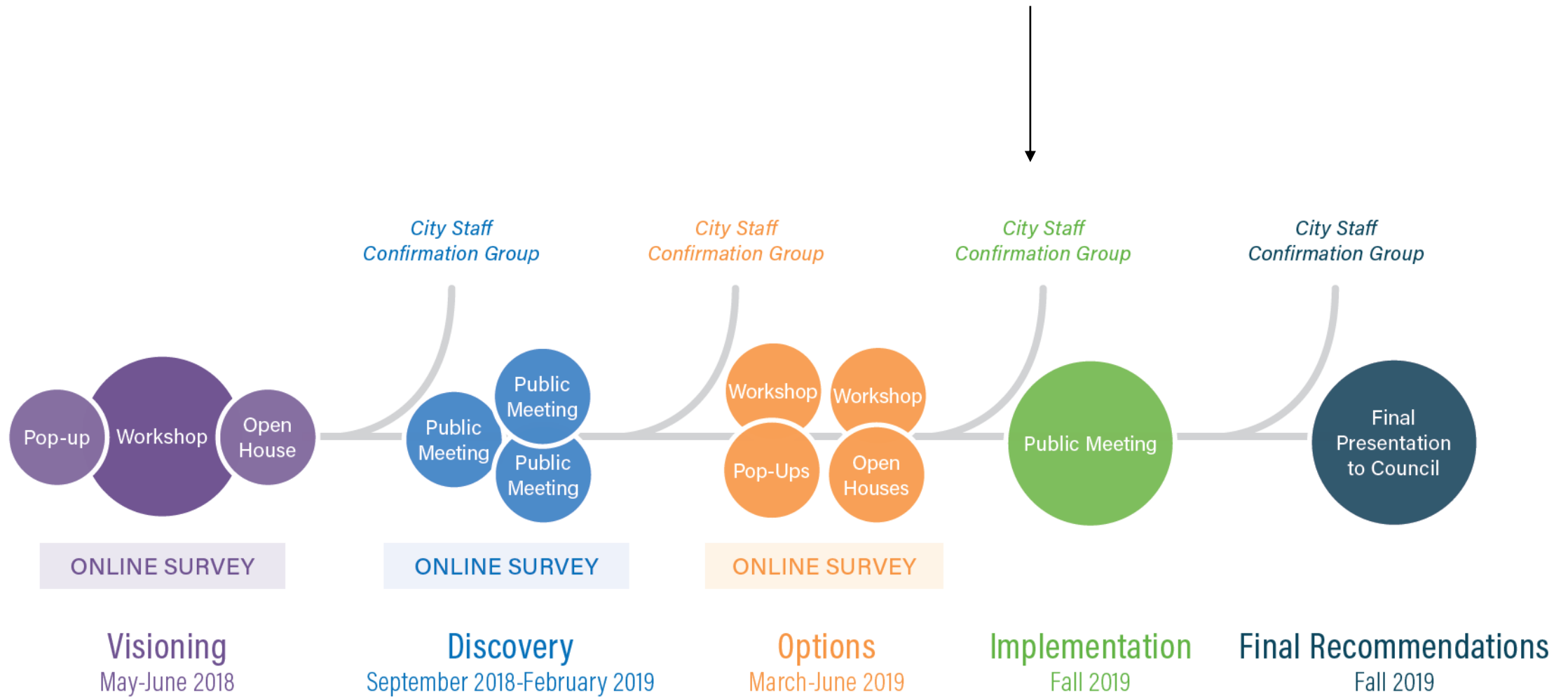


Today's Agenda

- **Outreach to Date** *~20 minutes*
 - Meetings and ongoing conversations
- **Public Feedback & Concept Development** *~60 minutes*
 - Overall issue framework
 - Detailed exploration
 - Overall master plan
- **Public Meeting Format** *~20 minutes*
 - Format and structure
- **Next Steps** *~10 minutes*

Process to Date

We are here!



Outreach to Date

Confirmation Group Accolades!

- Alicia Barfield set us up at the Duke Raleigh Employee Picnic
- Willard Ross set up the Midtown Ice Cream Social
- Tom Keville gave us a great room in the Hilton
- Many of you shared information your neighbors and communities.
- Some of you even responded "going" to our Facebook events!

Popping up all over Midtown

Half Day Drop in Meetings

- Big Saturday Meeting 10am – 3pm
 - Presentations on the hour
- Meeting in Spanish 6pm – 7pm
- Big Monday Meeting 3:30 – 7:30pm
 - Presentations at 3:30 and 6pm

Pop Ups

- Midtown Farmer's Market
- North Hills lunchtime popup
- Coastal Credit Union Ice Cream Social
- Duke Raleigh Employee Picnic
- HH Architecture

What we did differently

- Drop in meeting style with “rolling presentations” on the hour
- Spread the meetings across two weeks
- Conducted popups where people already are
- Created Facebook events for the meetings

Outreach to Date

- Mailed 7,055 postcards to both renters and owners
- 2 Govdelivery email blasts advertising meetings
- Facebook event pages for three big meetings
- Fliers were distributed to local non profits and businesses
- Press releases put out in English and Spanish
- Emailed 15 area apartment complexes

Midtown by the Numbers

- **367** Survey Respondents
 - Left **548** comments
- **328** Meeting Attendees

Observations -

- Decrease in number of survey participants
- Increase in the number of meeting attendees
- Demographics more closely represented the study area
 - 13% increase in renters responding
 - Majority of respondents are between 26 – 35
 - 2% increase respondents of color



Feedback & Concept Development

Public Workshops, Survey, and Concept Development

- Concepts have been further refined from the last round of public feedback
- Key themes and concept changes are shown for each project area

Interpreting the Dots

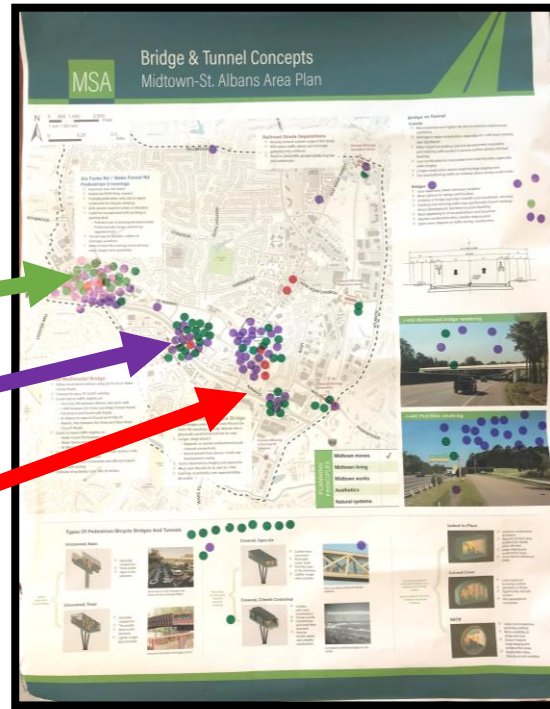
+ = Support concepts

! = Priority concepts

X = Oppose concepts

*Responses with dots > ~10% of all respective concept dots

 **+** = Performance Measures



Interpreting the Survey



Public Feedback

Pedestrian Improvements

- +** Ped refuge islands, I-440 crossing, Quail Hollow
- !** Crosswalks, I-440 crossing, ped route alts, Six Forks @ NHs, Bush St/Industrial
 - *Added Anderson Dr. & St. Albans @ Wake Forest*
- X** Crabtree Creek connection routing



Greenway Extension



Green Street Elements



I-440 Crossing



Improved On-Street Bicycle Facilities

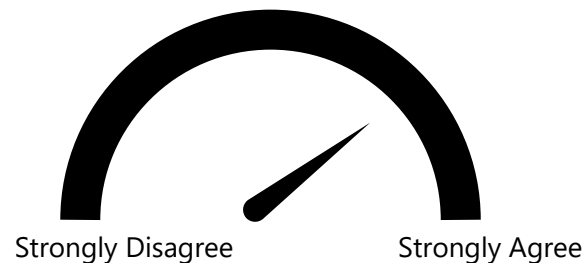


Public Feedback

Green Streets

- +** Cross Section of Green Street (parking + bike lanes, then parking + SUP) Bush St., Hardimont, Quail Hollow
- !** Stormwater bumpouts, SUP, Quail Hollow
- X** Hardimont, Navaho (east of Wake Forest), traffic calming

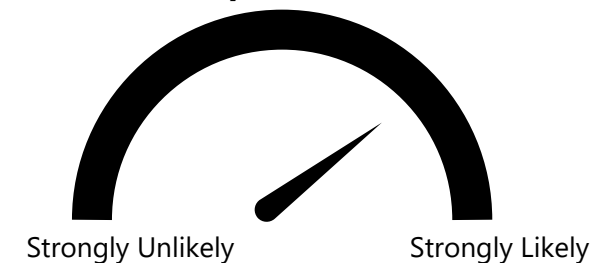
Green Street Locations



Greenway & Ped Networks

- +** Greenway extension, elements, I-440 Crossing, improved bike facilities
- !** Greenway extension, St. Albans Crossing, Bush St., Anderson Dr at Six Forks
- X** Anderson Forest neighborhood

Midtown Ring on Walk/Bike Use



Green Streets and Greenway Networks



In-Street
Infiltration
& Traffic
Calming



Commercial
Green Street



Stormwater
Bump-outs



Local Green
Street with
On-Street
Parking and
Shared-Use Path



Local Green
Street with
On-Street
Parking and
Separated
Bike Lanes



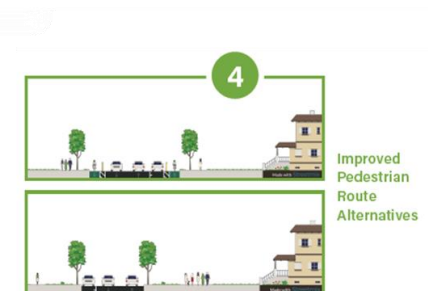
Pedestrian
Refuge Islands



Crosswalk
& Visibility
Enhancements



I-440 Crossing

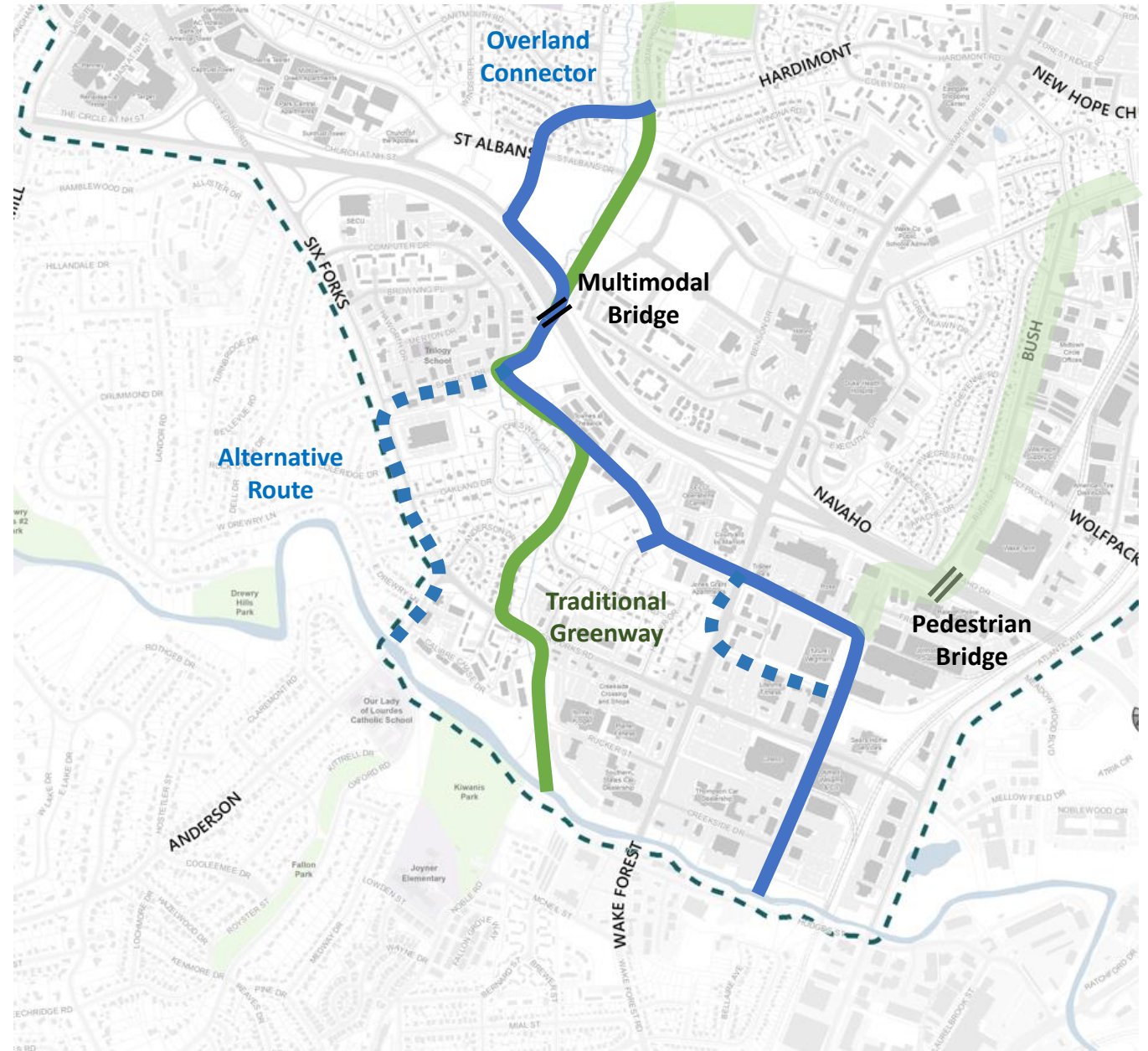


Improved
Pedestrian
Route
Alternatives

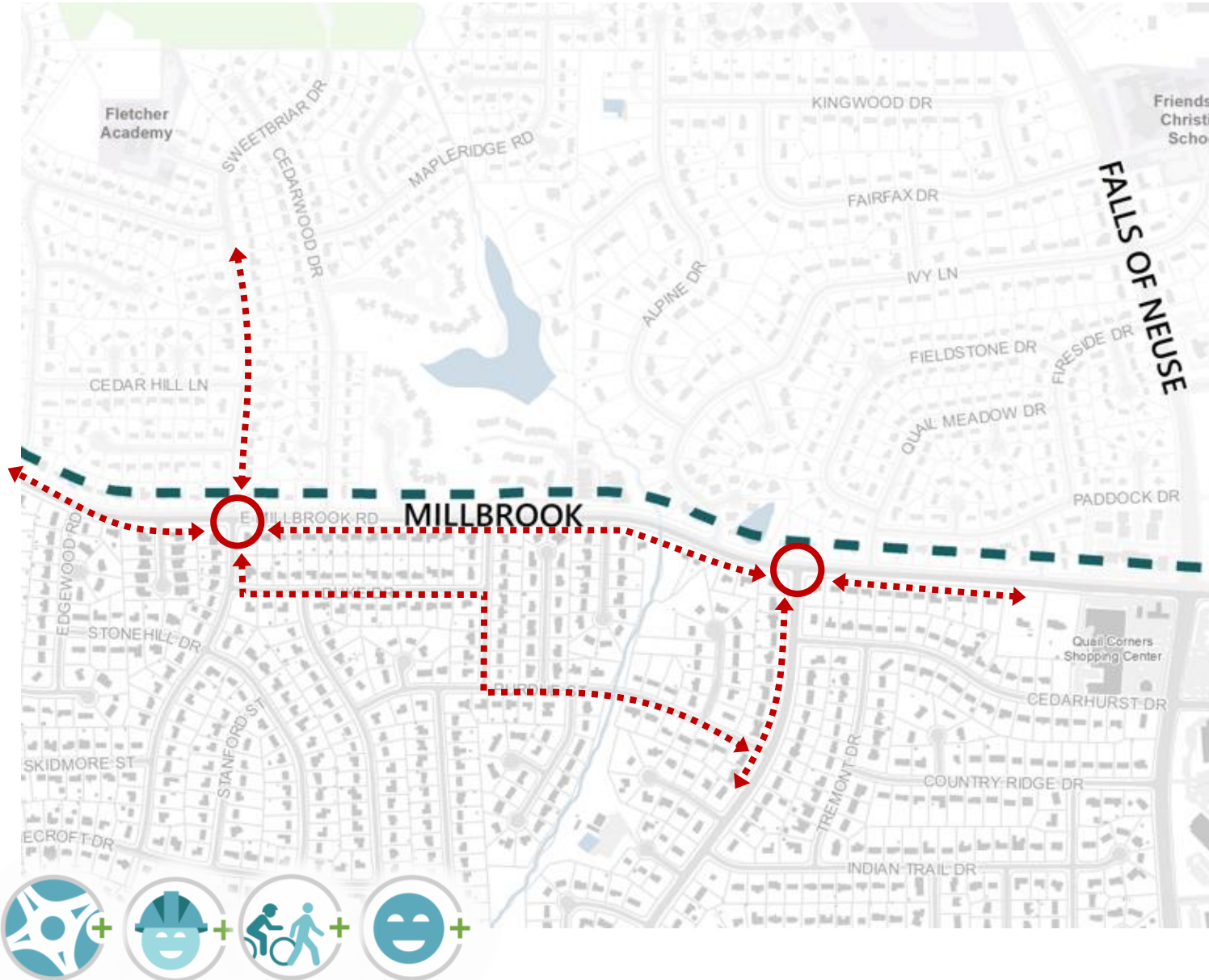
Greenway Connections

Desire for connected pedestrian and bicycle facilities south of Quail Hollow

- **Constraints:** Specific neighborhood opposition, topography, development costs
- **Options:** Overland connectors, traditional greenways, or hybrid. Also, bike/ped only extension of Quail Hollow south
- **Goals:** Connect to Crabtree, minimize unsafe intersection crossings, directness of route



Millbrook Rd - Bicycle & Pedestrian Connections & Safety



- Desire for improved bicycle and pedestrian mobility along Millbrook and across
- **Barriers:** No signalized intersections, high vehicle volumes and increasing
- **Opportunities:** existing sidewalks, connect recreation center with Quail Hollow Green Street
- Explore if appropriate for traffic signal or pedestrian crossing improvements (e.g. islands, Pedestrian Hybrid Beacon) at Quail Hollow & Sweetbriar Dr intersections
- Considered Road Diet to 3-lane section

Public Feedback

Bridge & Tunnel

+ Six Forks @ NHs, I-440 crossing, Bush St

! Six Forks @ NHs, Wake Forest @ St Albans, Ped/Bike crossing

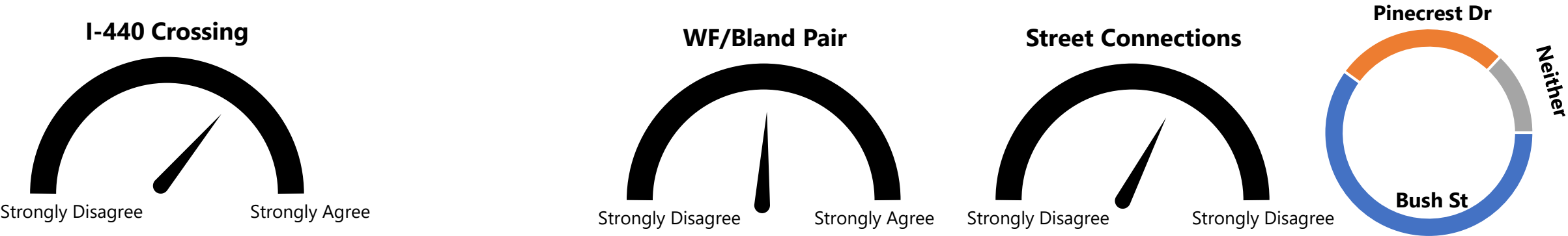
X *(Not at threshold)*

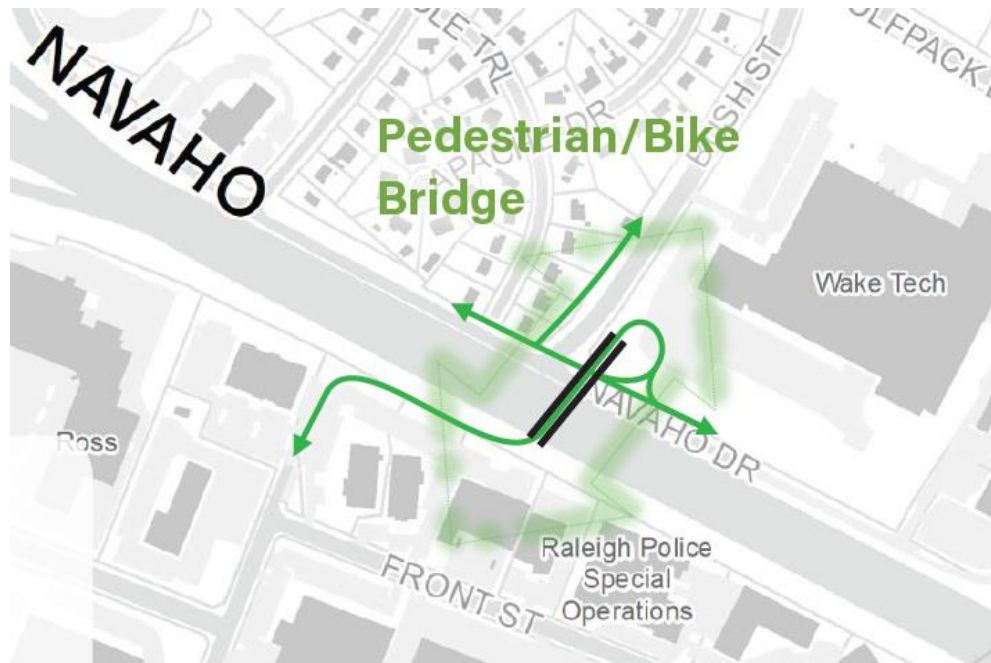
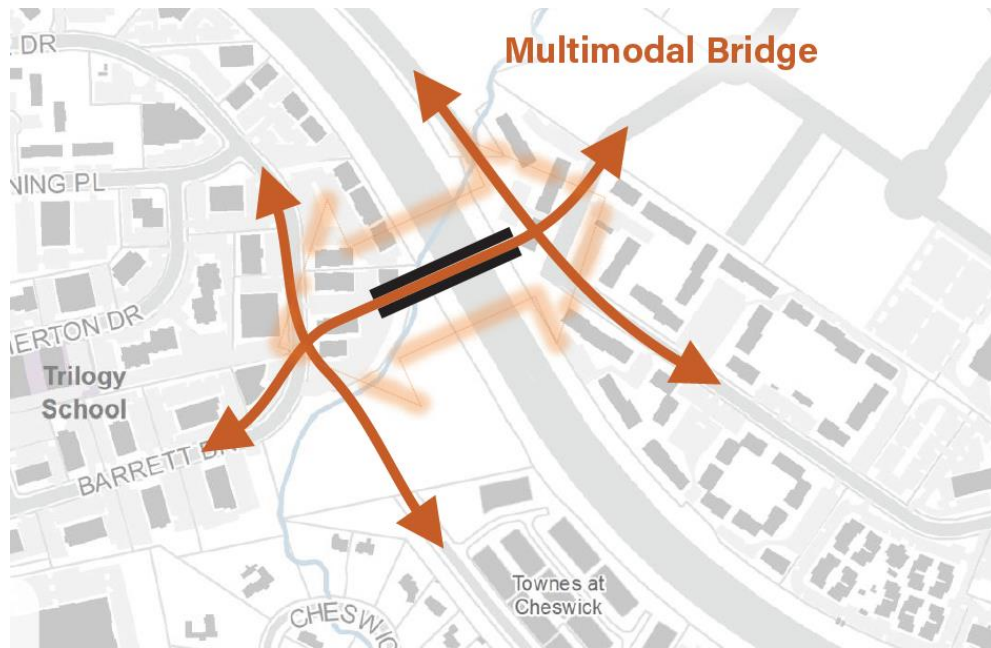
Connectivity & Access Management

+ I-440 bridge connection @ greenway

! Six Forks @ NHs

X WF/Bland Pair, South of I-440/East of WF

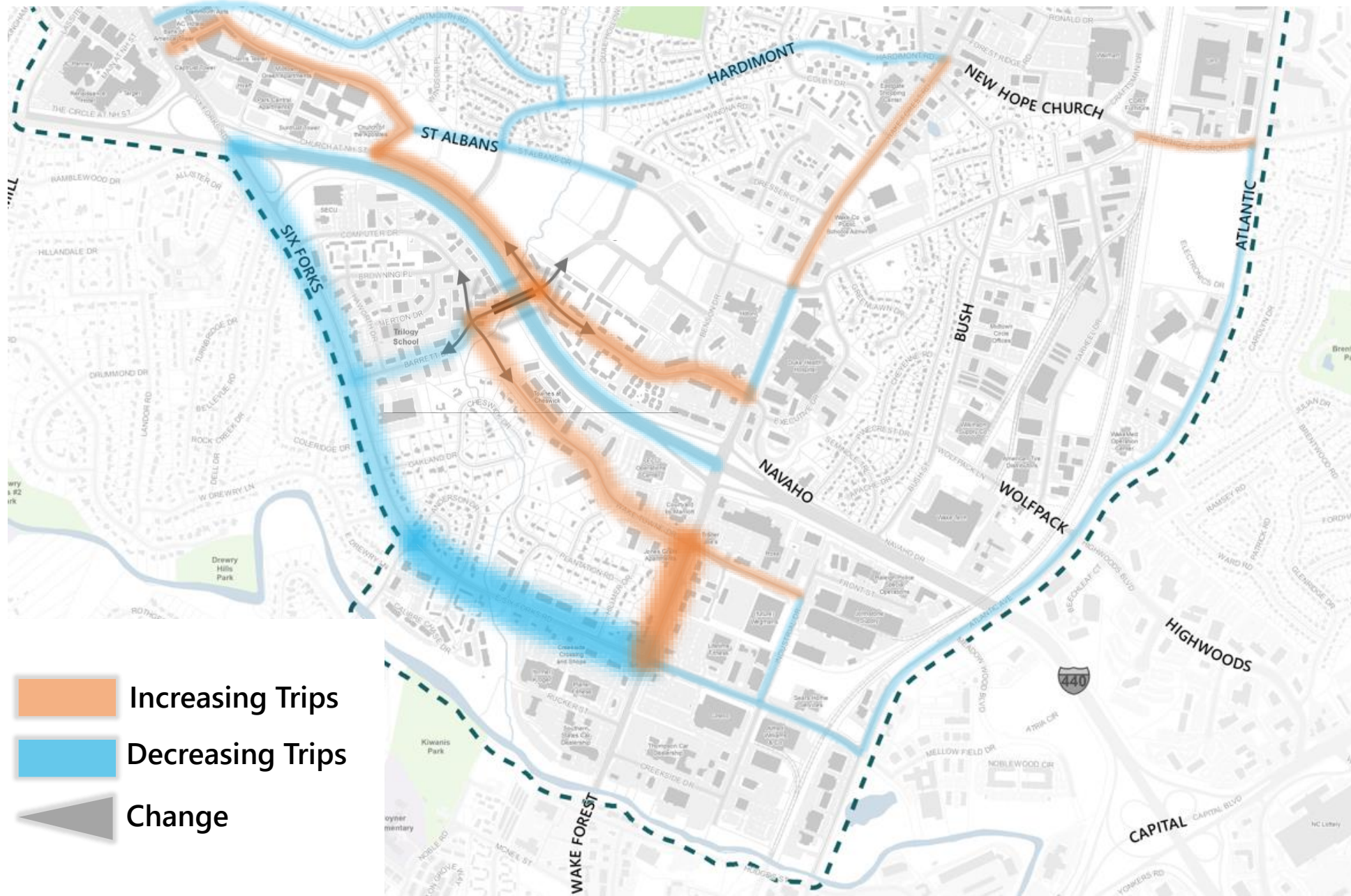




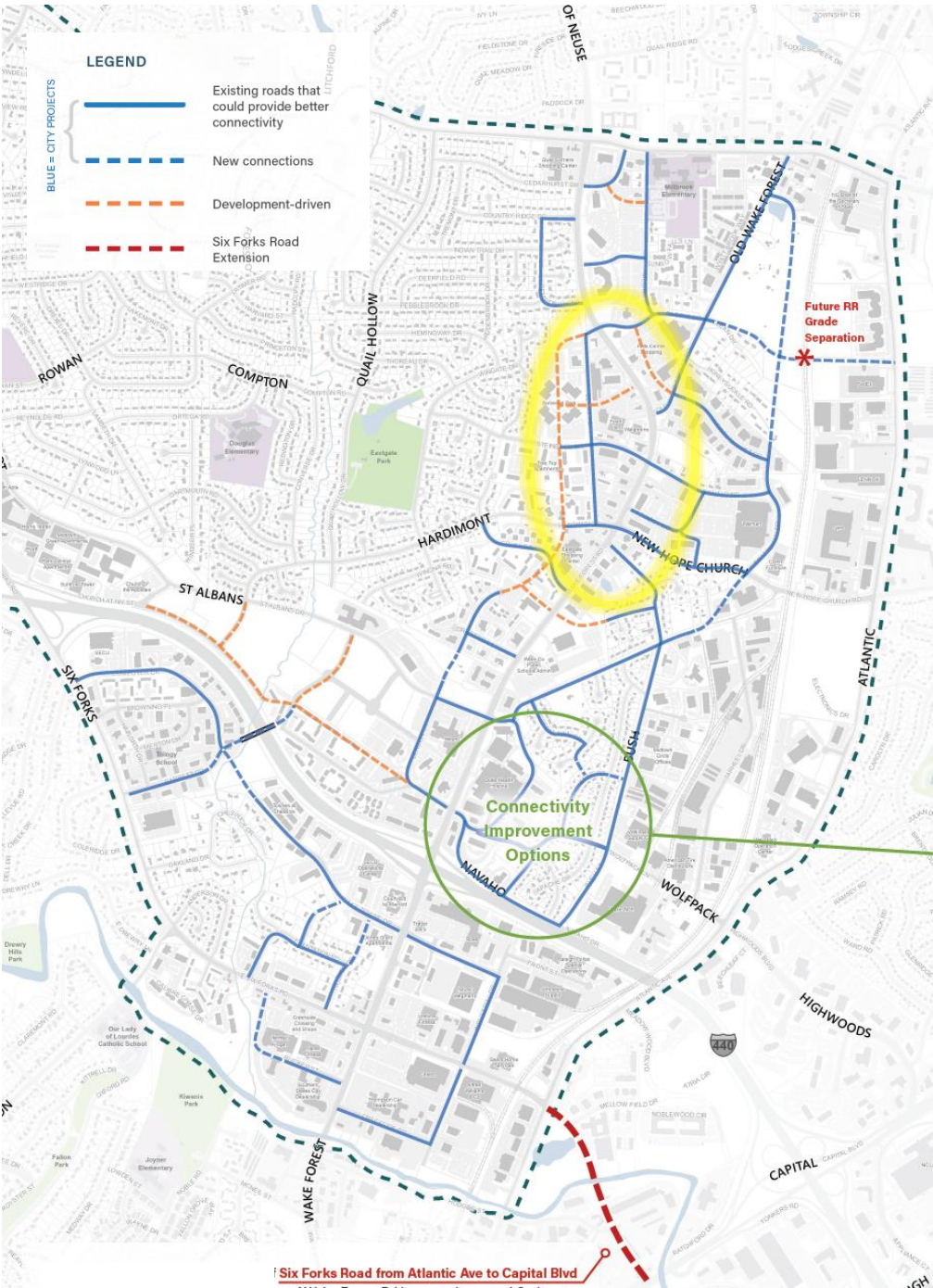
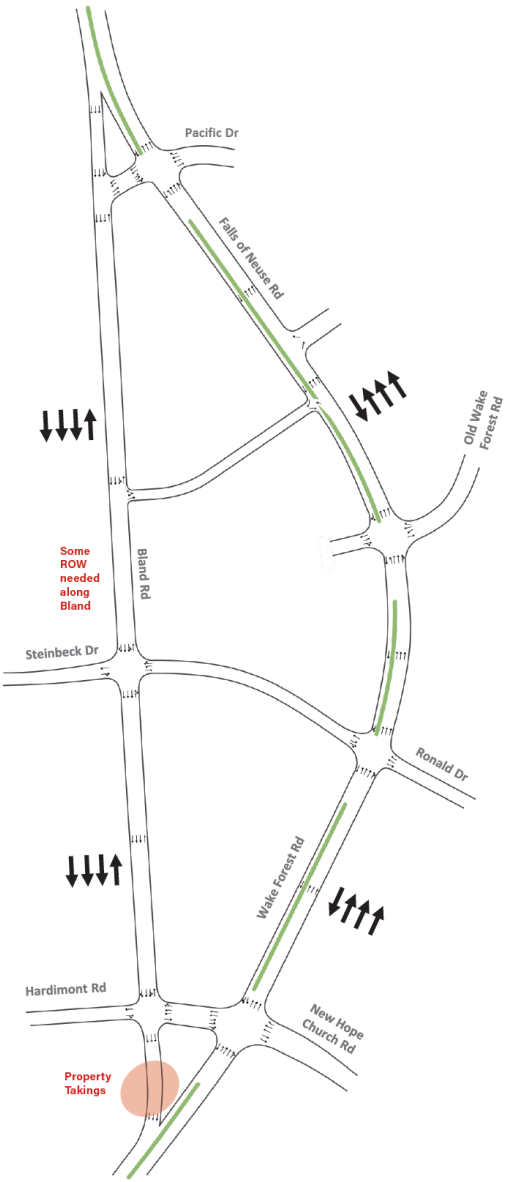
I-440 Bridge: Major Traffic Flows Using Bridge

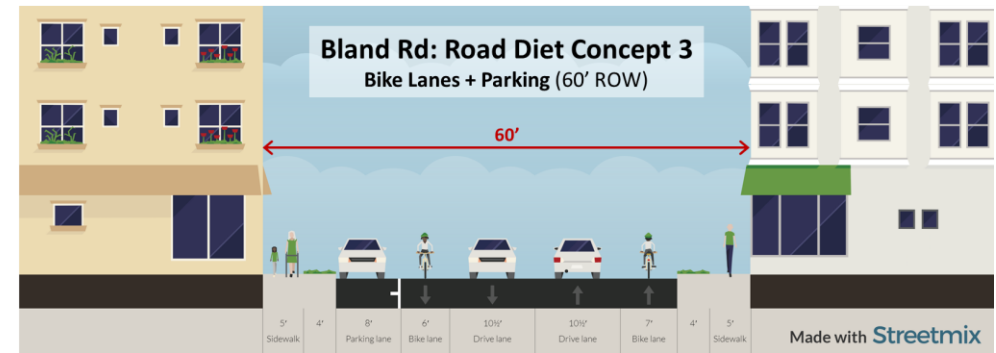
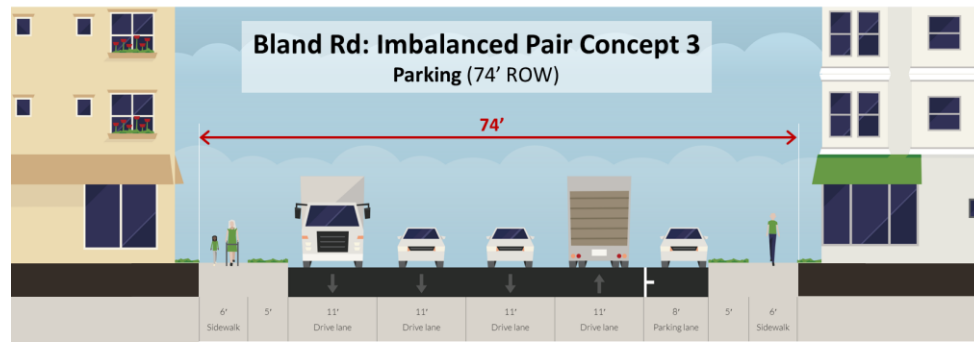
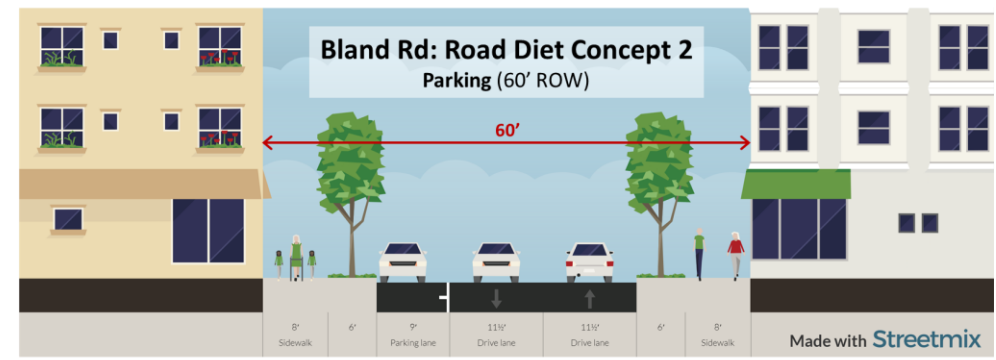
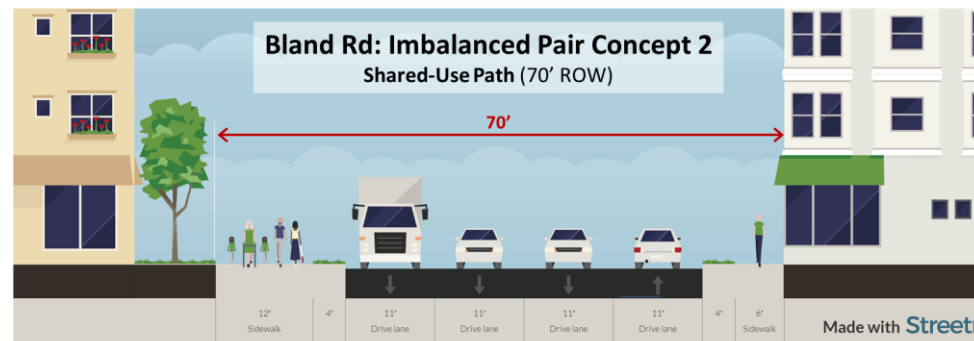
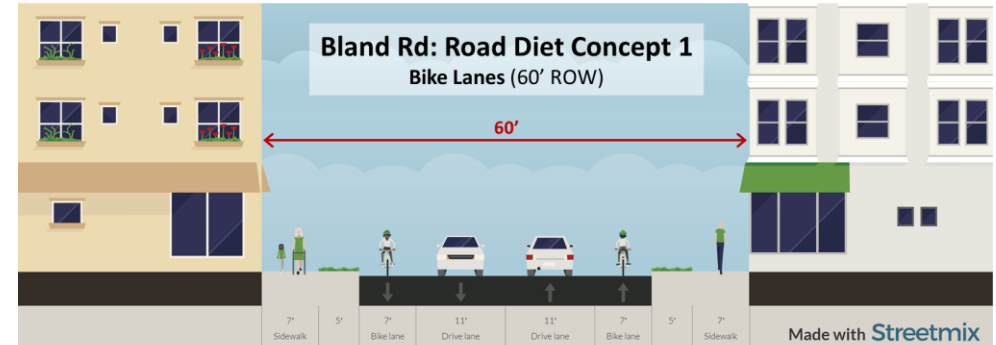
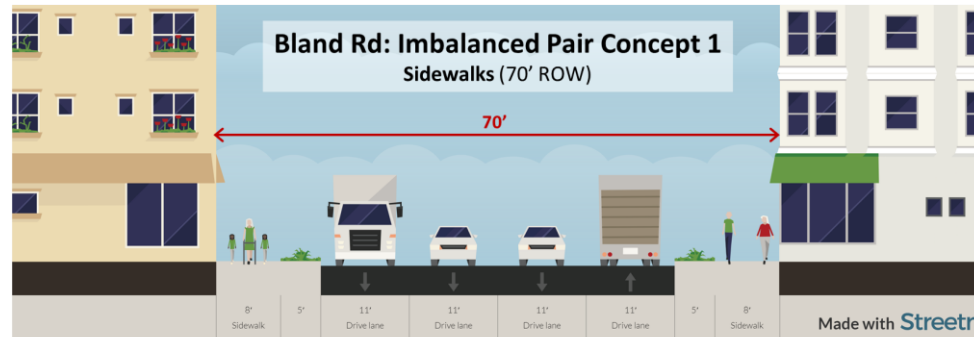
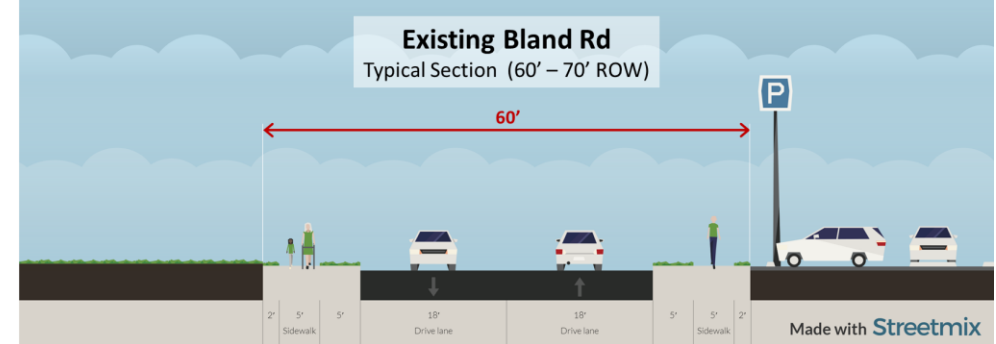


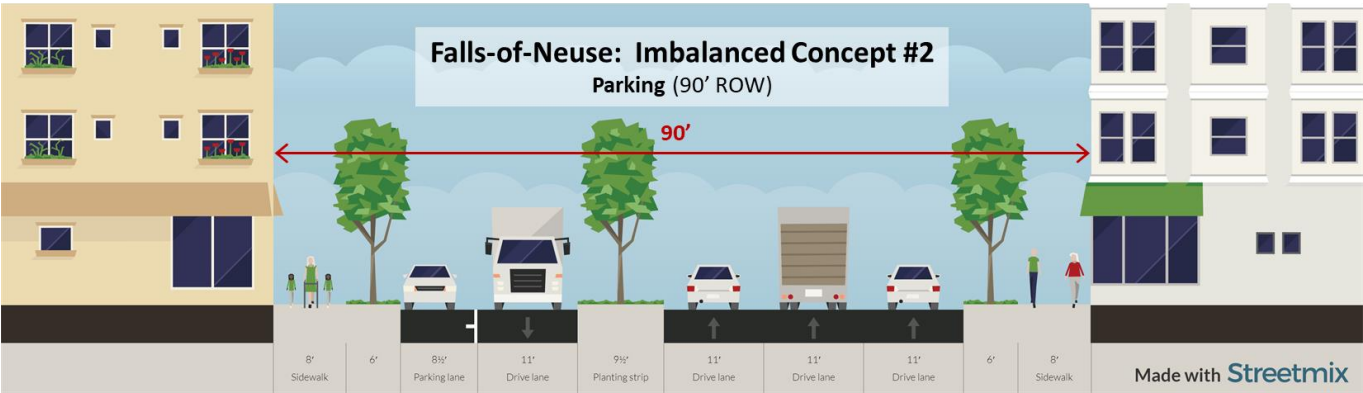
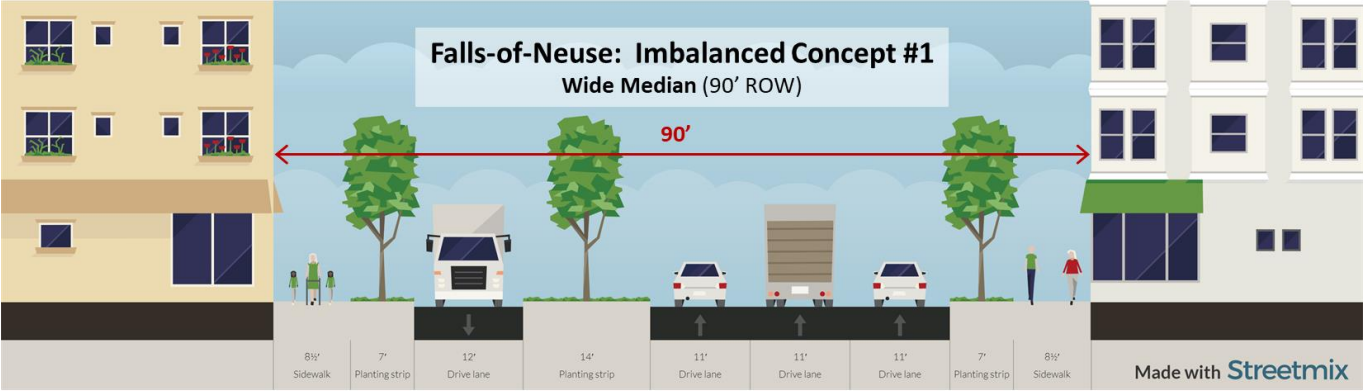
I-440 Bridge Impacts

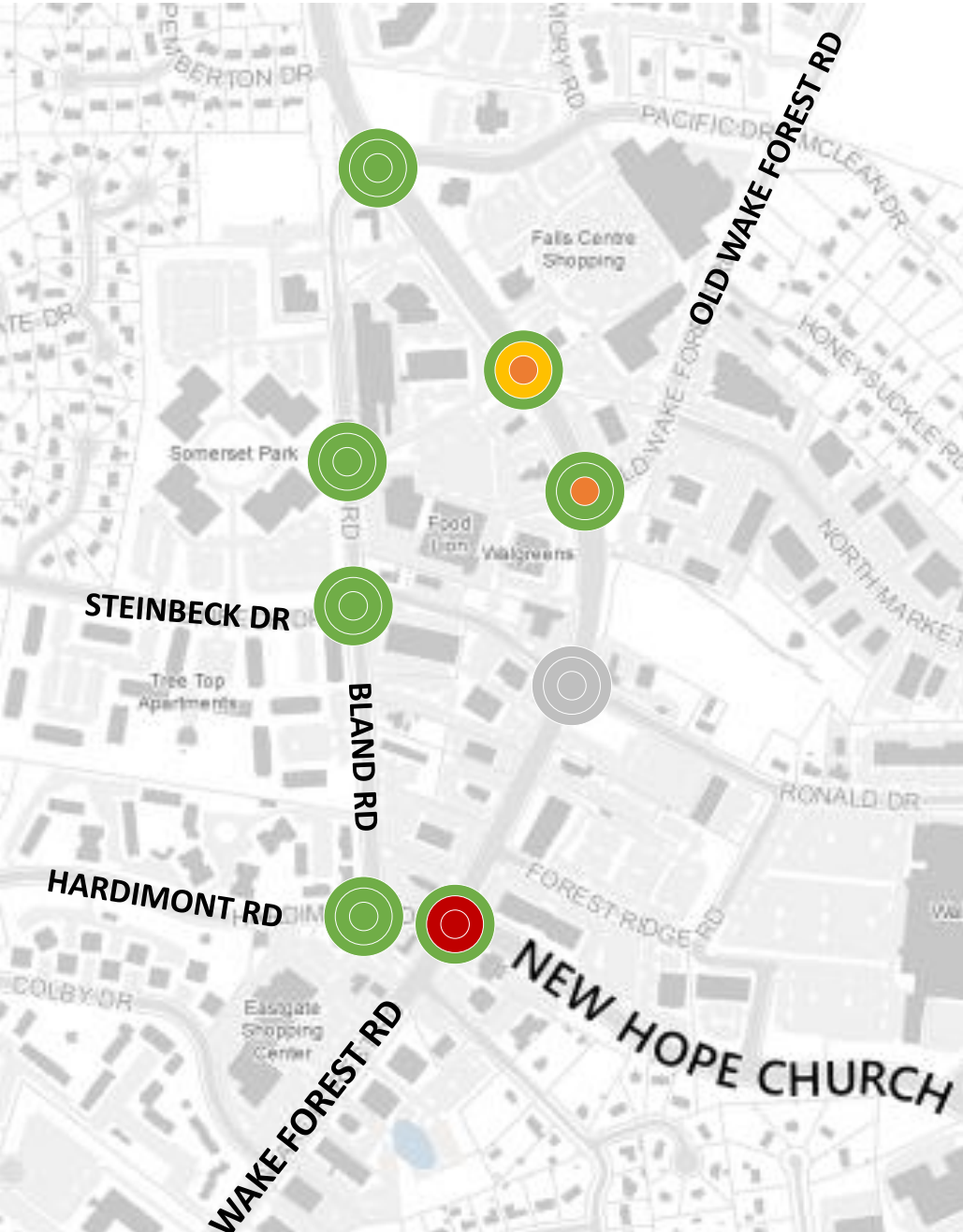


Wake Forest Corridor









Without Imbalanced Pair

Intersection Level-of-Service

A-C

D

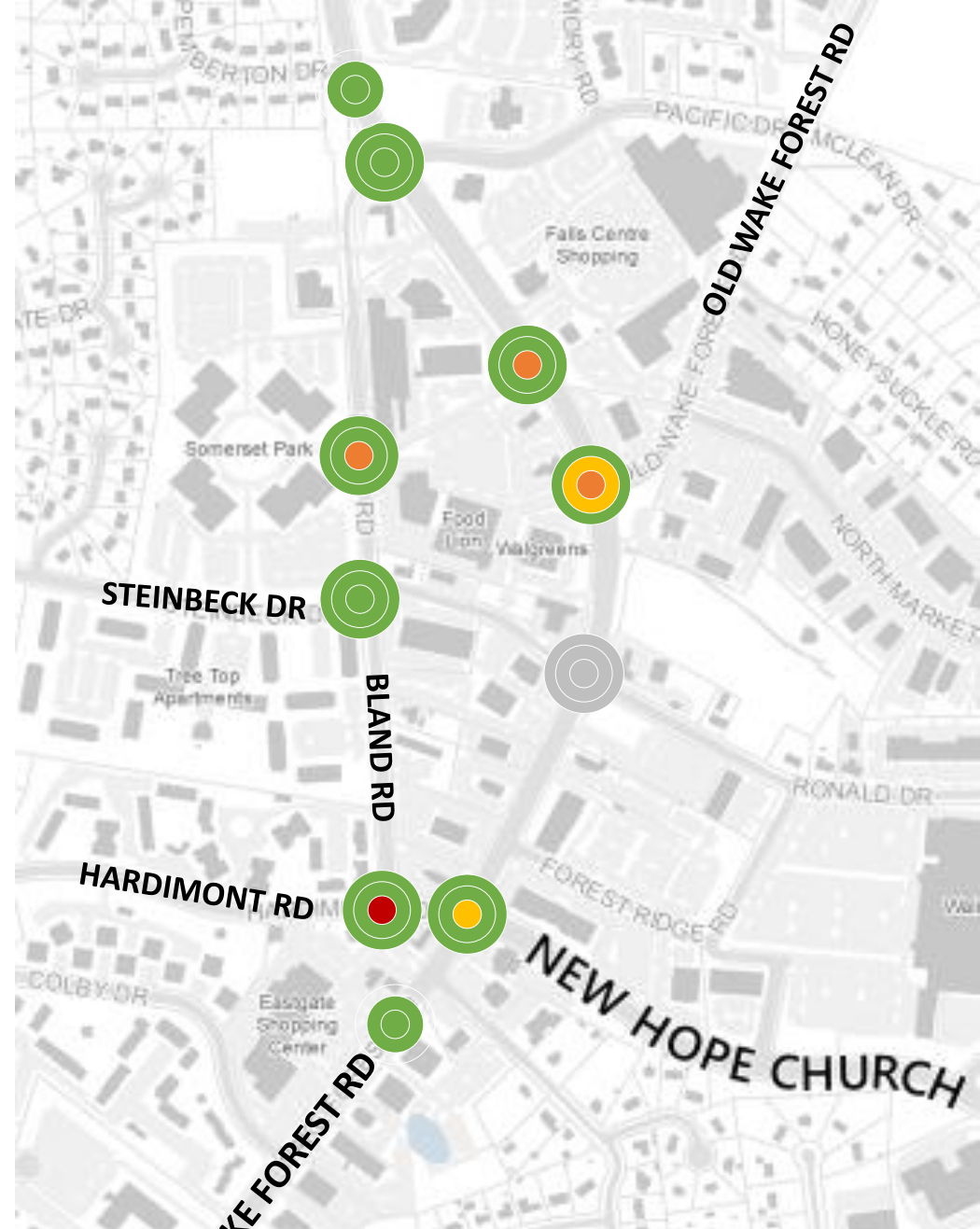
E

F

2045

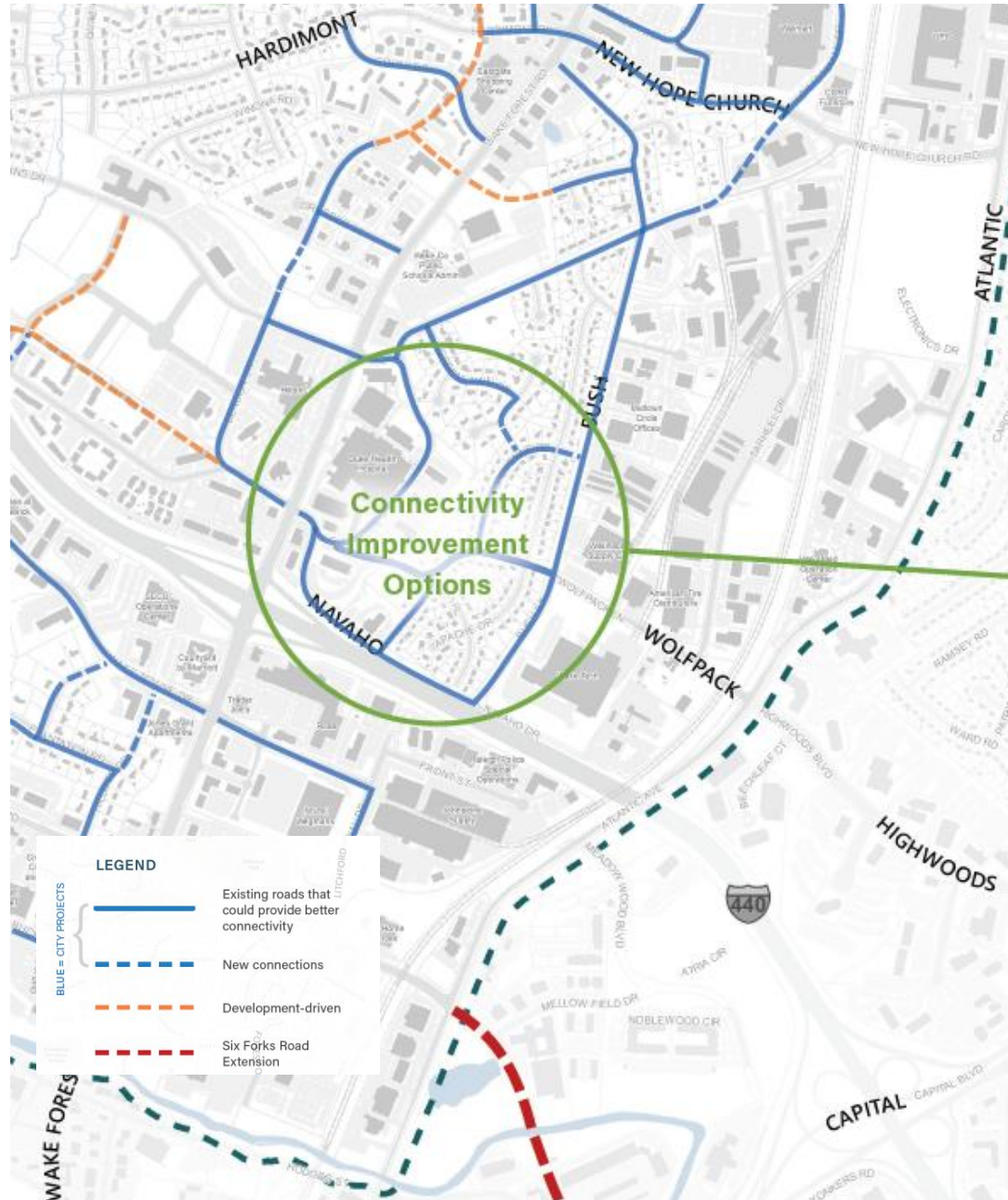
2030

2018



With Imbalanced Pair

Wolfpack-Navaho



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.

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



Public Feedback

Local Transit

+ Alternate BRT, Blue route

! Alternate BRT, Enhanced transit

X *(Not at threshold)*

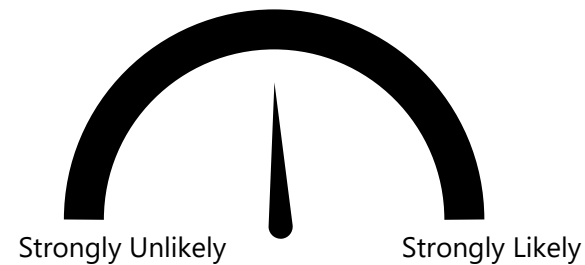
BRT Connections

+ Six Forks transit hub, Commuter Rail

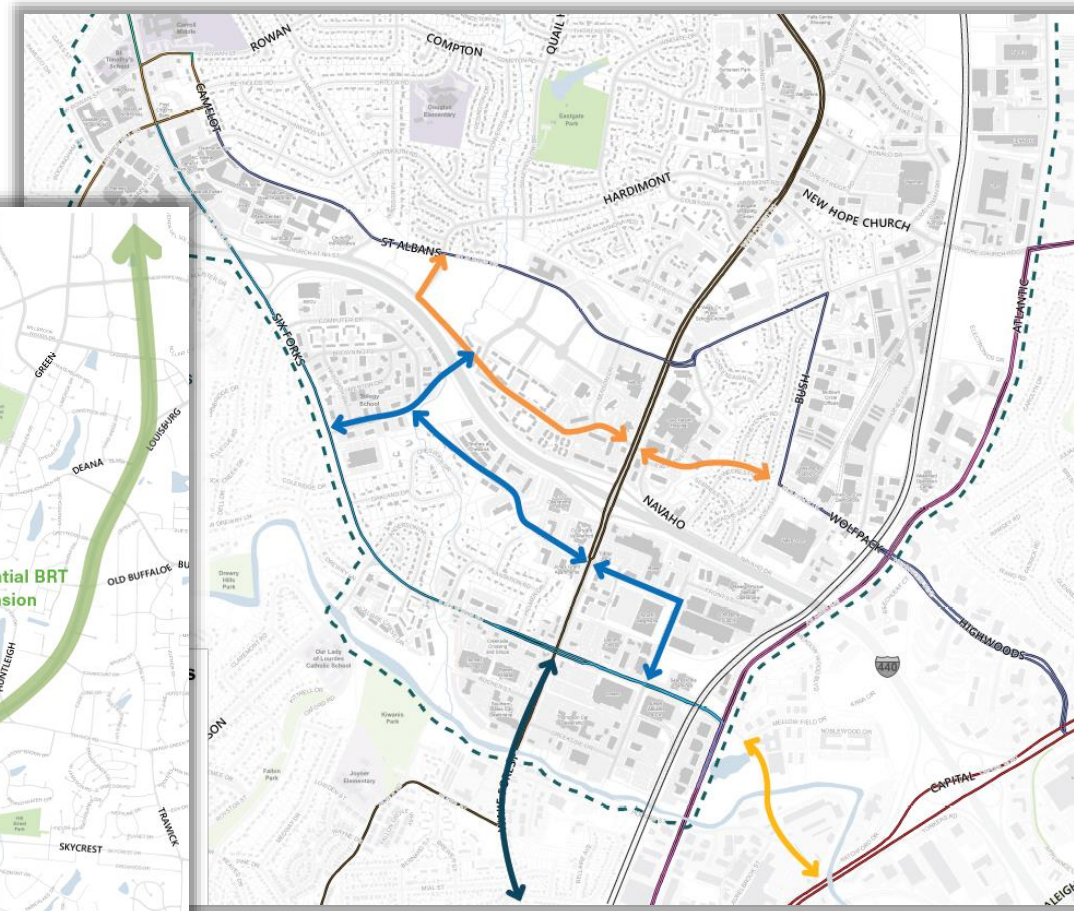
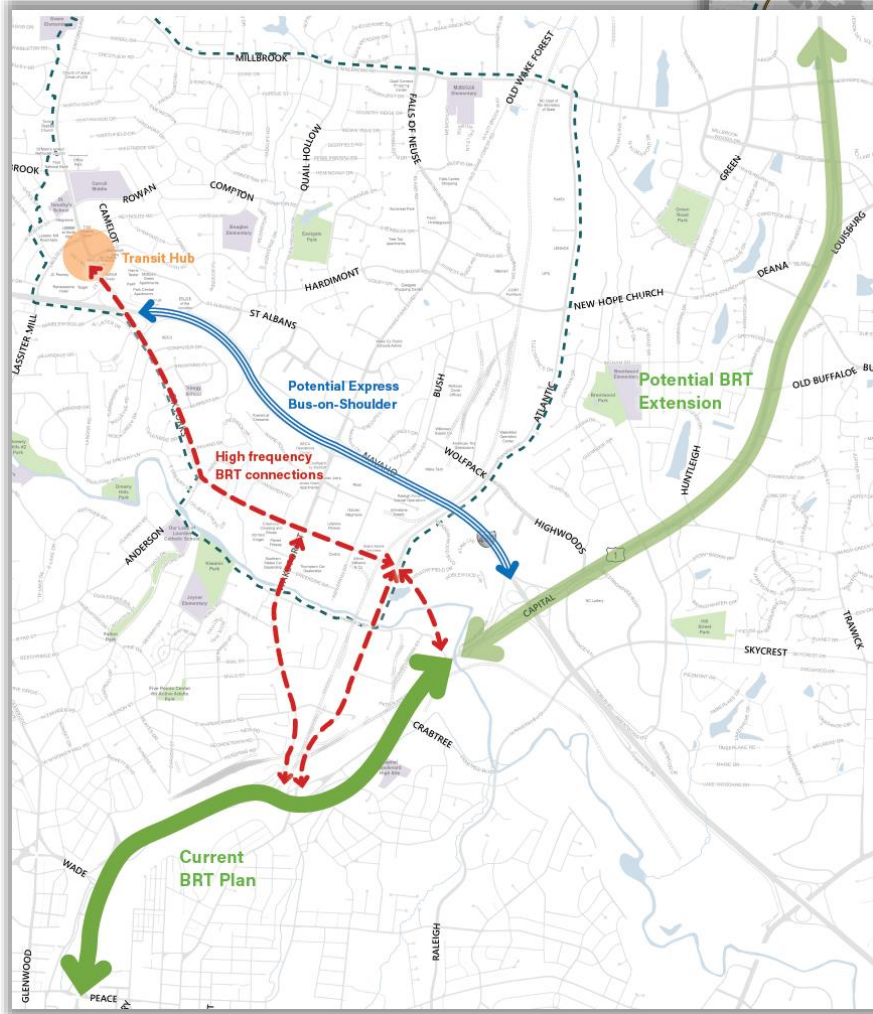
! BRT, Commuter Rail, BRT Extension

X BRT

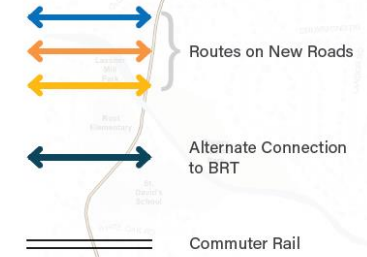
BRT Extension & Use



Transit Options



ALTERNATE/NEW BUS ROUTE OPTIONS



Wake Transit 2027 Routes



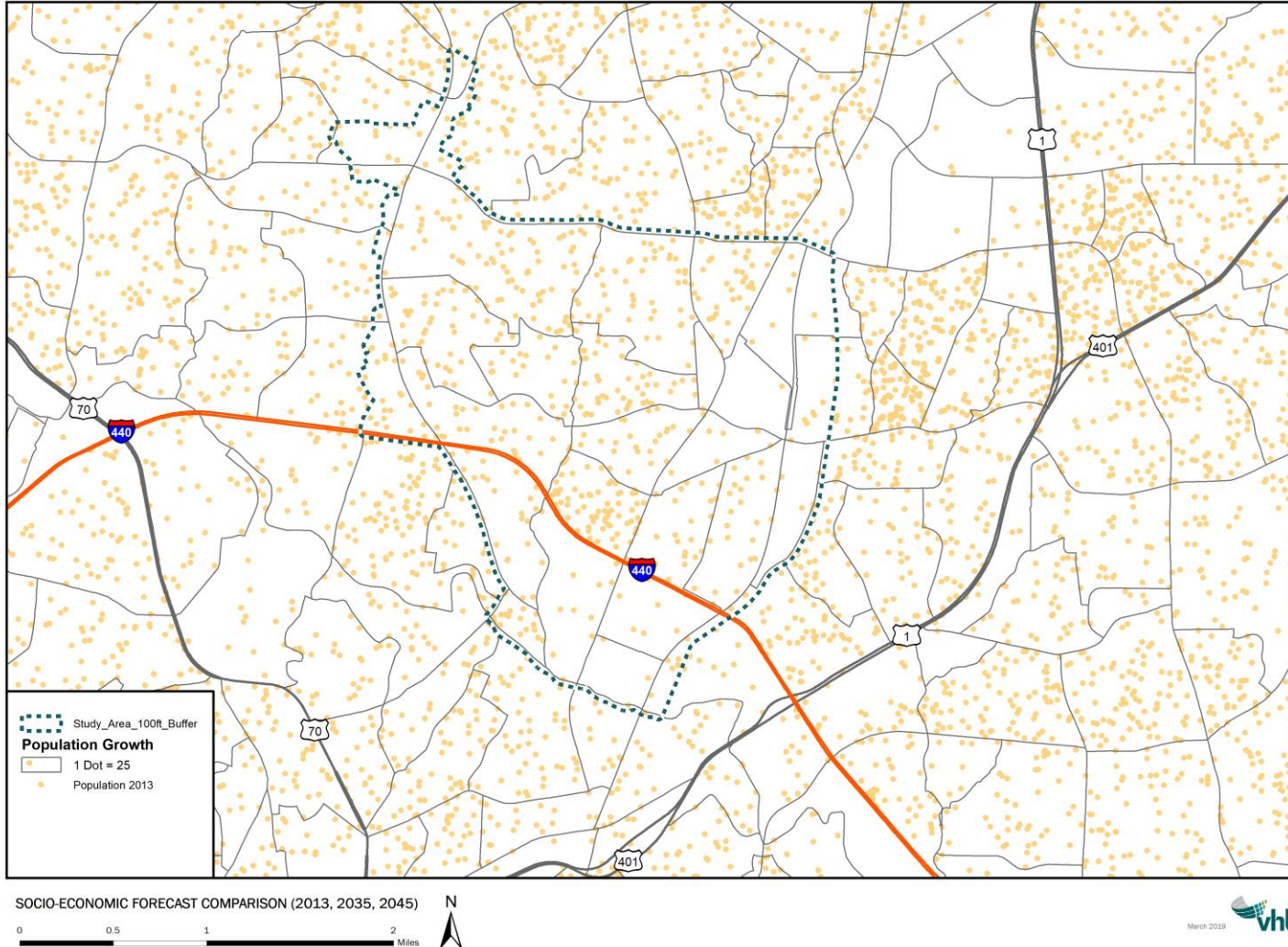
Potential Sequencing

Phase I: High frequency connection to Capital BRT
 Phase II: BRT Connection Options to North Hills via:

- Six Forks
- I-440
- St. Albans



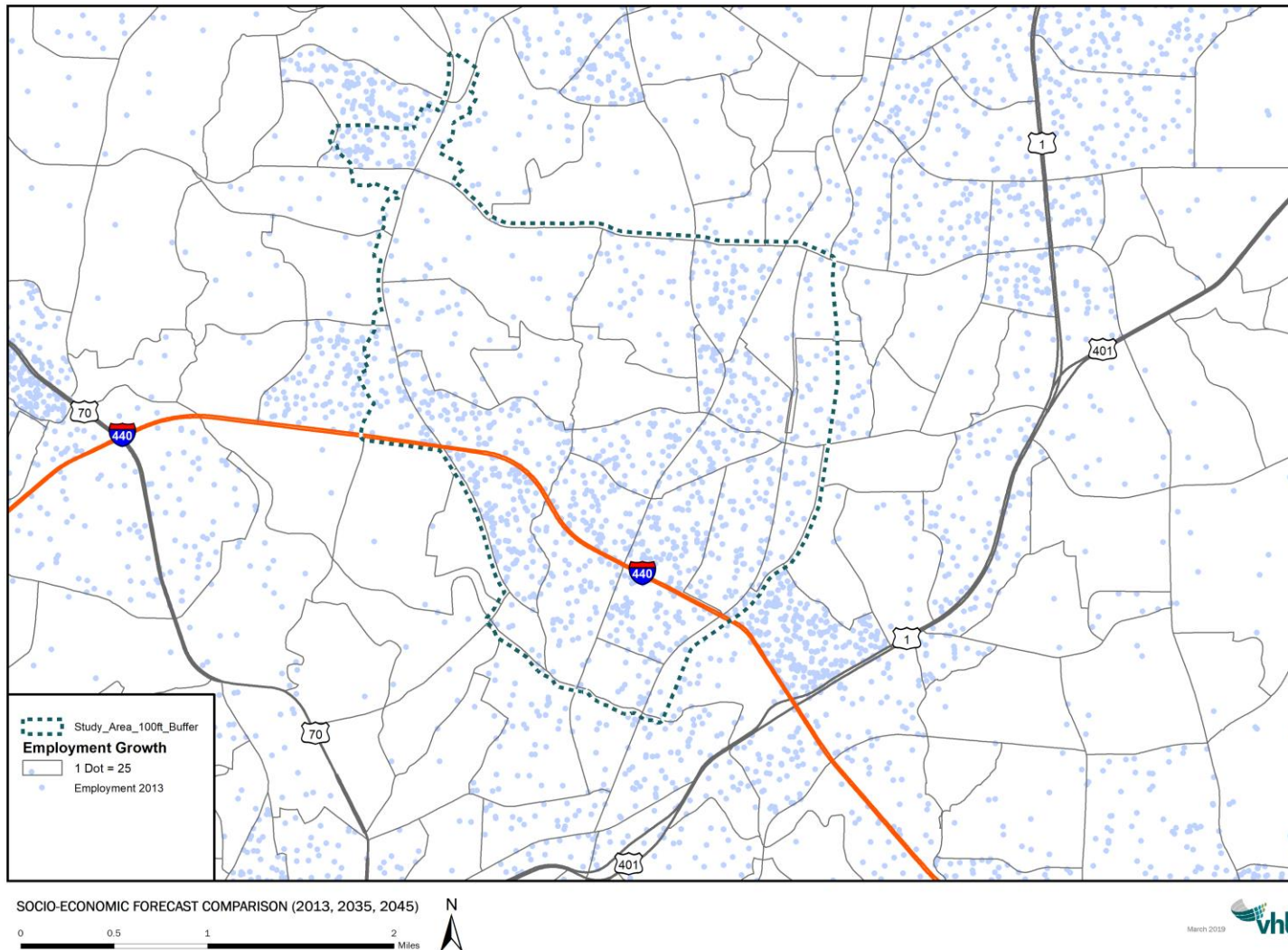
Population Growth



Population Forecast Process

- Base year population is from NC Office of State Management and Budget (OSMB)
- Municipalities provide base and future land use (zoning) information to regional model
- Population distribution is based on land use plans and future development.
- Anticipated growth on north side of I-440 corridor

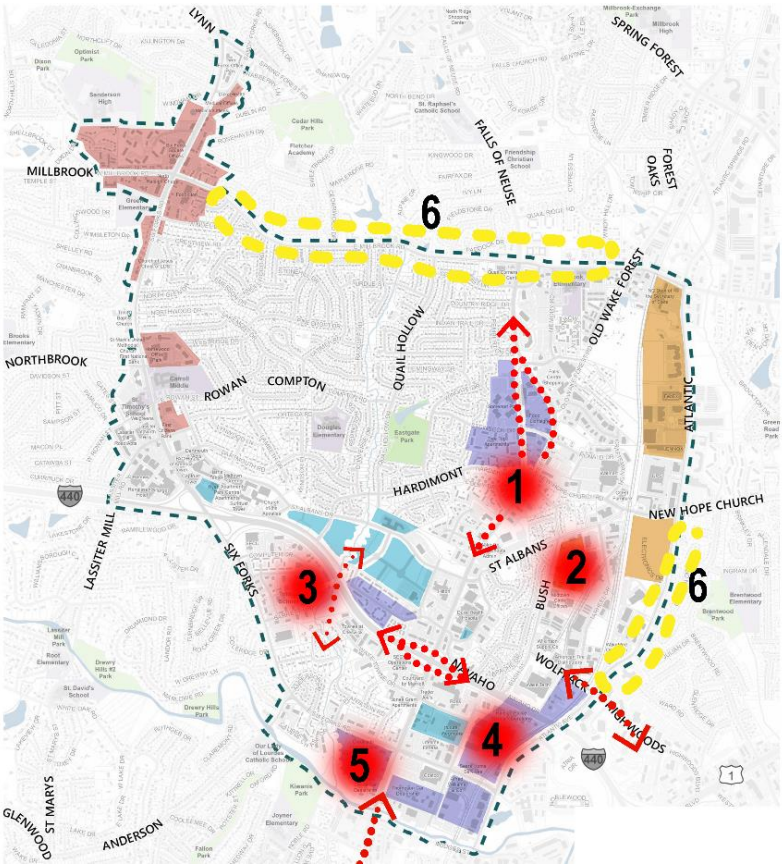
Employment Growth



Employment Forecast Process

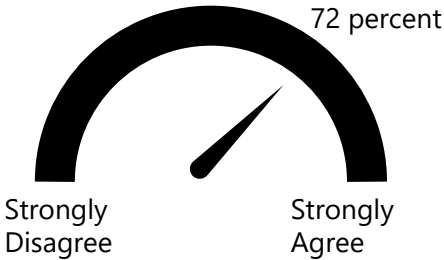
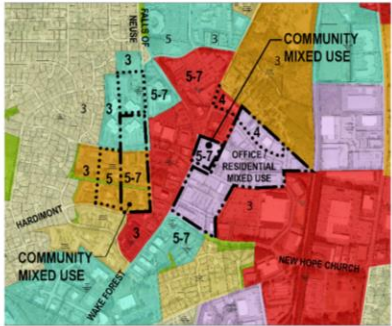
- Base year employment is from NC Employment Security Commission (ESC)
- Municipalities provide base and future land use (zoning) information to regional model
- Employment distribution is based on land use plans and future development
- Anticipated growth along I-440 corridor, also east of Wake Forest Rd

Public Feedback: Land Use Focus Areas



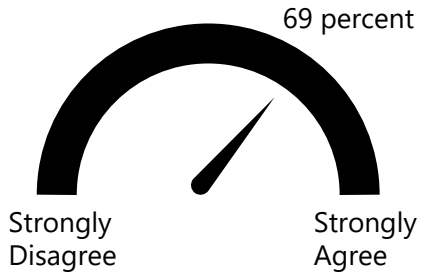
WAKE FOREST / FALLS OF NEUSE

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



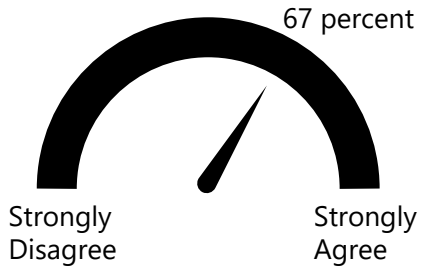
ATLANTIC / ST. ALBANS

- 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 / ACCESS
- IMPROVED WALKABILITY
- GREEN CORRIDOR EDGE

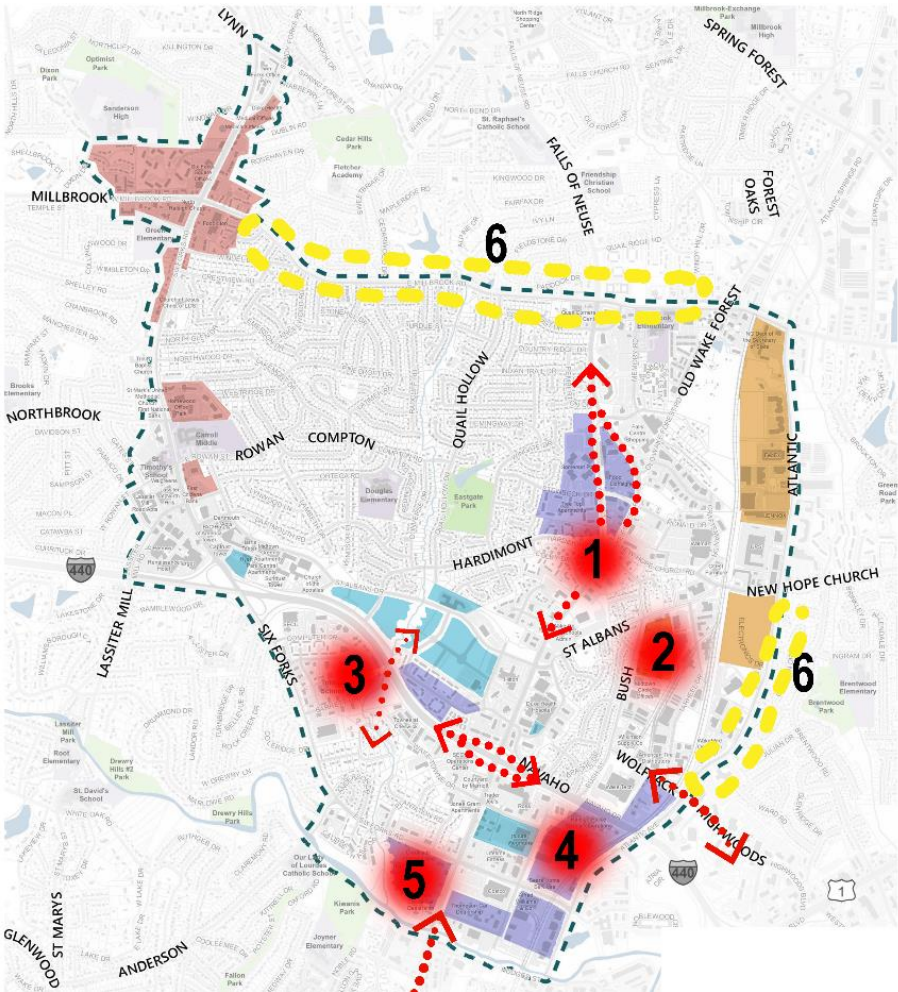


+ Wake Forest/Falls of Neuse, Atlantic/St. Albans, I-440 Crossing

! Missing Middle housing (along Millbrook/Atlantic)

X (Not at threshold)

Public Feedback: Land Use Focus Areas



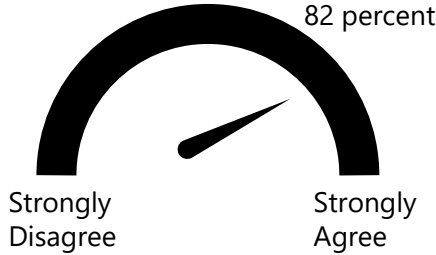
CRABTREE / WAKE FOREST

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

4/5



Create "Main Street"/Waterfront District



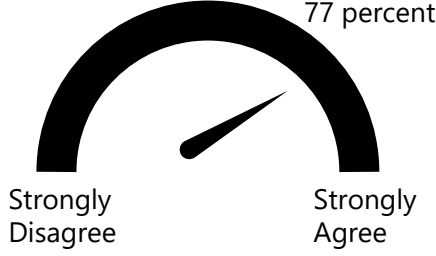
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4/5



Shift from retail to housing



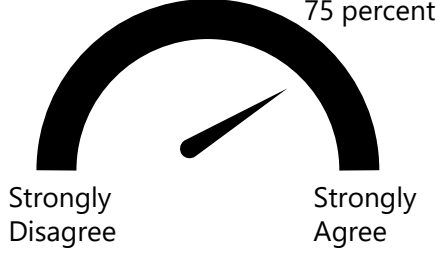
CRABTREE / WAKE FOREST

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4/5



Transition from 12 stories to three on edges



Public Feedback: Land Use

Other Feedback

- Rezoning proposals within a floodplain should include stormwater management/green space provisions that go beyond code (one green dot, no red)
- Rezoning proposals for taller residential buildings should include affordable units (multiple purple dots, no red)

- Six Forks Corridor Study



Source: Six Forks Corridor Study 2017 - City of Raleigh



Source: Six Forks Corridor Study 2017 - City of Raleigh

Public Feedback

Six Forks Corridor Study

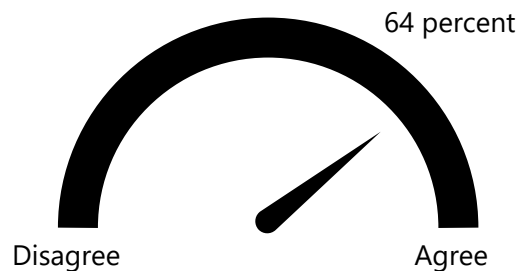
+ Height between North Hills and Millbrook (three/four stories)

! *(Not at threshold)*

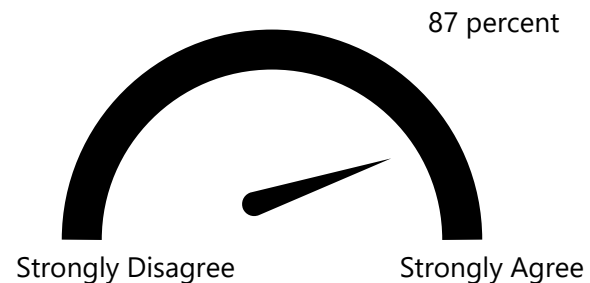
X Height/transitions at North Hills; Connectivity @ Northfield/Westridge Area (address through future study)

*Frontage approaches received minimal input – focus was on height

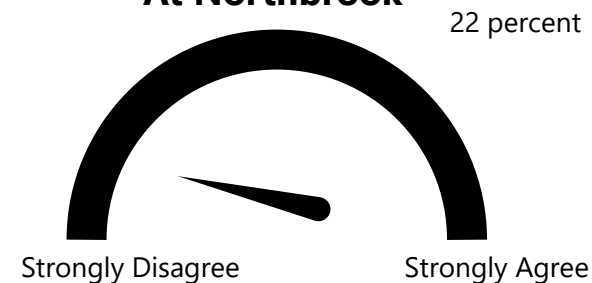
Millbrook Height



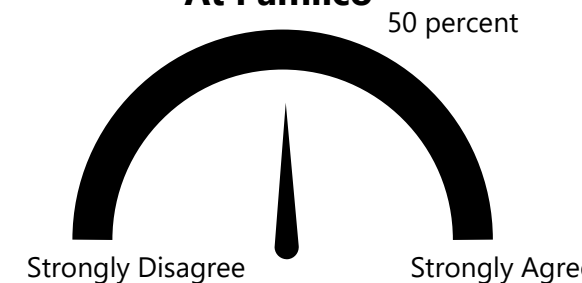
Six Forks Mixed Use



**Future Street Connections
At Northbrook**



**Future Street Connections
At Pamlico**



Fall Workshop Format

Next Steps

- Final round of input: Setting Priorities
- Online/in-person
- Open house – last week of September (targeting Sept. 24)
- Formal presentation
 - > Origin and study purpose
 - > Study process
 - > What we heard
 - > Future options; the “Big decisions,” short-term vs long-term
 - > Costs
- Feedback Stations
 - > Project prioritization

Confirmation Group schedule/adoption process

- Early/mid-September – review draft recommendations/preview open house
- Mid/late October – Review open house input and confirm final recommendations
- November – publish final report
- November – public comments on report
- December – Final meeting! Discuss comments on report and confirm final report
- January – deliver report and Comprehensive Plan amendments to City Council for referral to Planning Commission
- January – Planning Commission review begins. Group input.
- Winter/Spring 2020 – Planning Commission recommendation to City Council, City Council public hearing and adoption. Group input.

Discussion