



# Midtown-St. Albans Area Plan

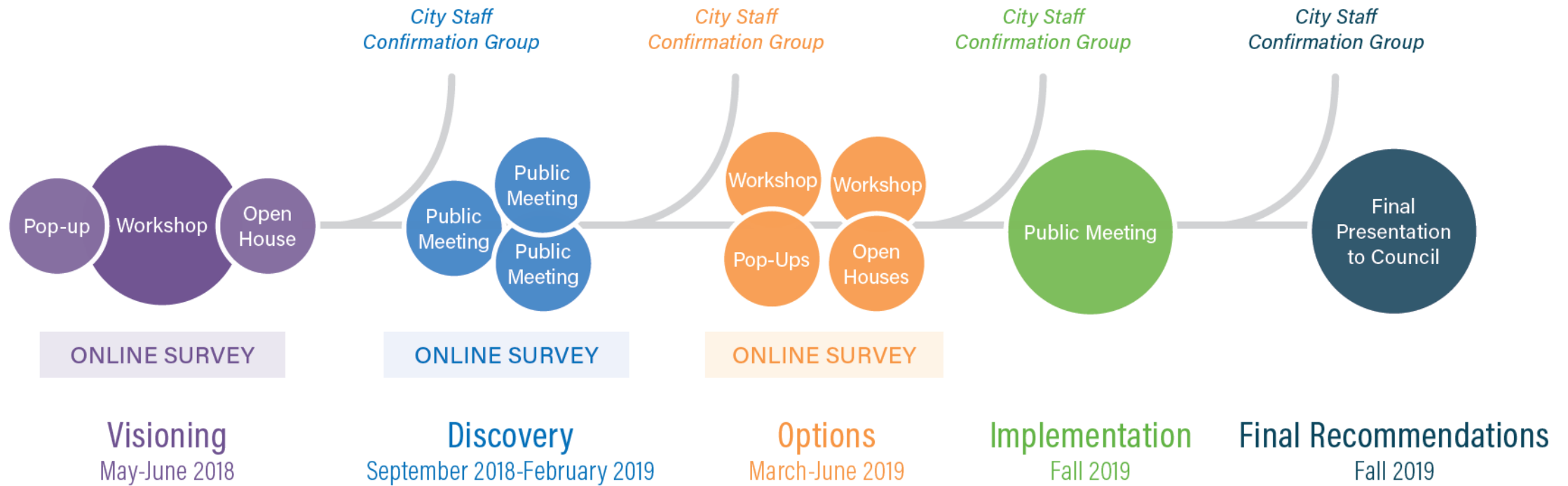
Confirmation Group Meeting 7

October 30, 2019



# Process to Date

*We are here!*



## Today's Discussion Points

- Recap of outreach effort for September/October input phase
- Input from September/October meetings and survey
- Final recommendations
- Next steps

## Goals for final input stage

- Objectives
  - > Confirm final plan recommendations
  - > Understand *what the community priorities are*



# Outreach

- Postcard mailing – to all addresses (site and mailing) in or near study area - 7,100 postcards
- Email notices sent to apartments, large employers
- Social media – frequent posts before events
- Confirmation Group outreach

# Final Input Phase

## Two in-person meetings

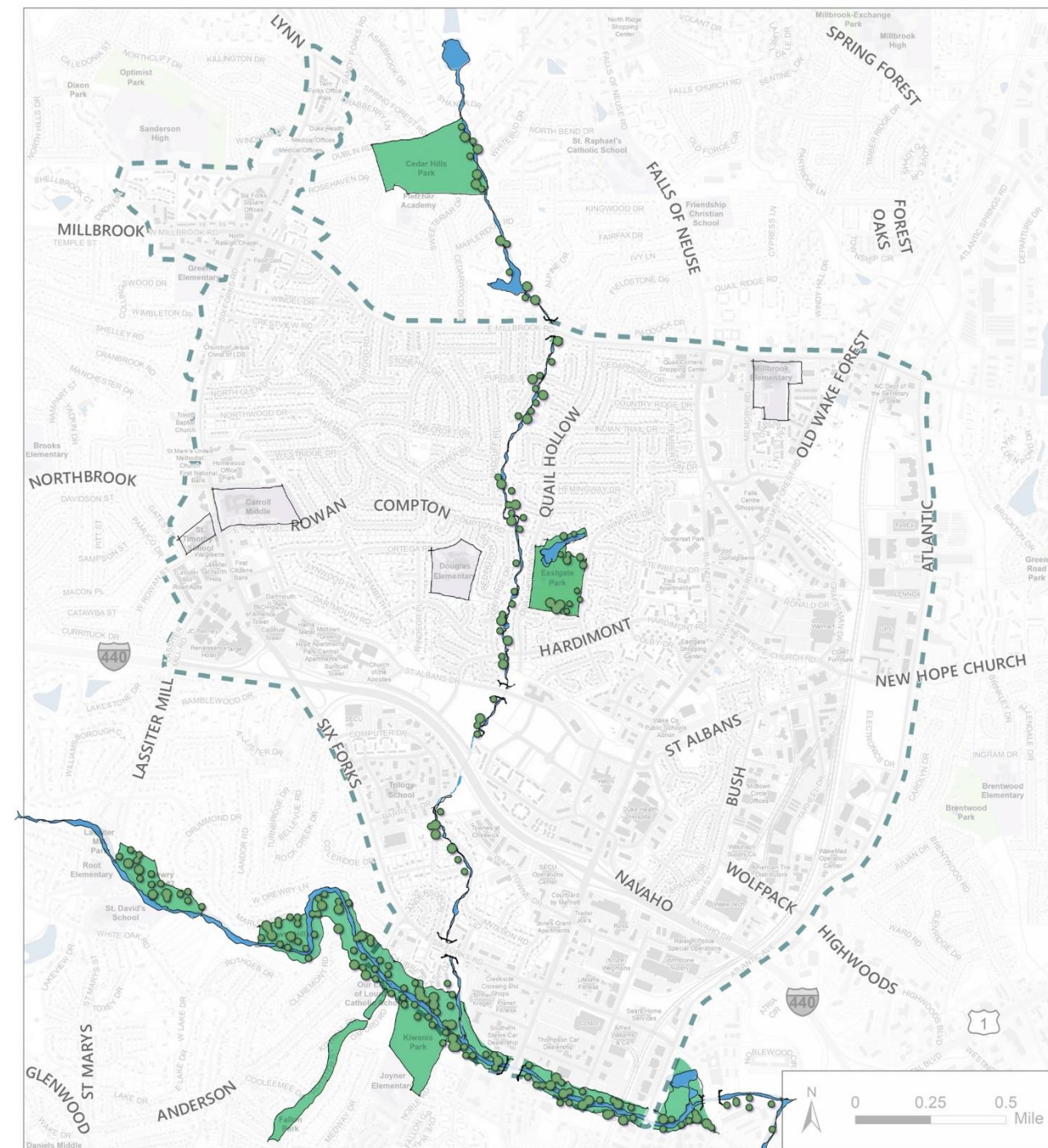
- Saturday, September 28. 9:30 a.m. Trinity Baptist Church. One presentation.
- Thursday, October 3. 5 p.m. Wake Tech Beltline Campus. Presentations at 5 p.m. and 6 p.m.
- Format:
  - In-depth presentation that tells story of process and how it got to these recommendations
  - Prioritization exercise/Open house
- Approximately 70 participants

## Online survey

- More than 300 participants

# Seven Big Moves

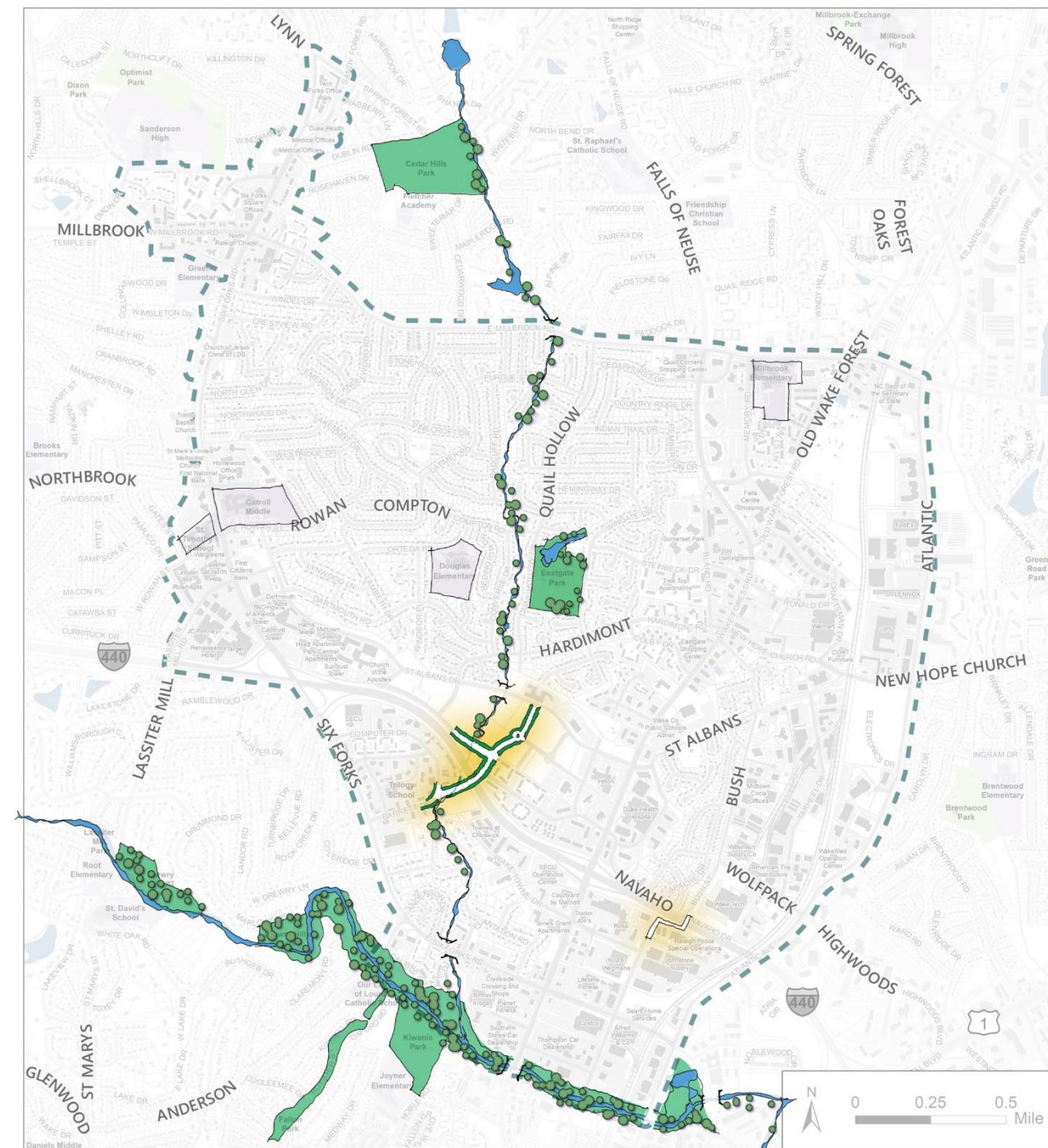
- 1. The Beltline crossing.** A new bridge over I-440 between Six Forks Road and Wake Forest Road.
- 2. Green streets.** Slower speeds, safer streets, green infrastructure on Quail Hollow and other key streets
- 3. A connected street network.** Creating or expediting other key Midtown transportation 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.





# Seven Big Moves

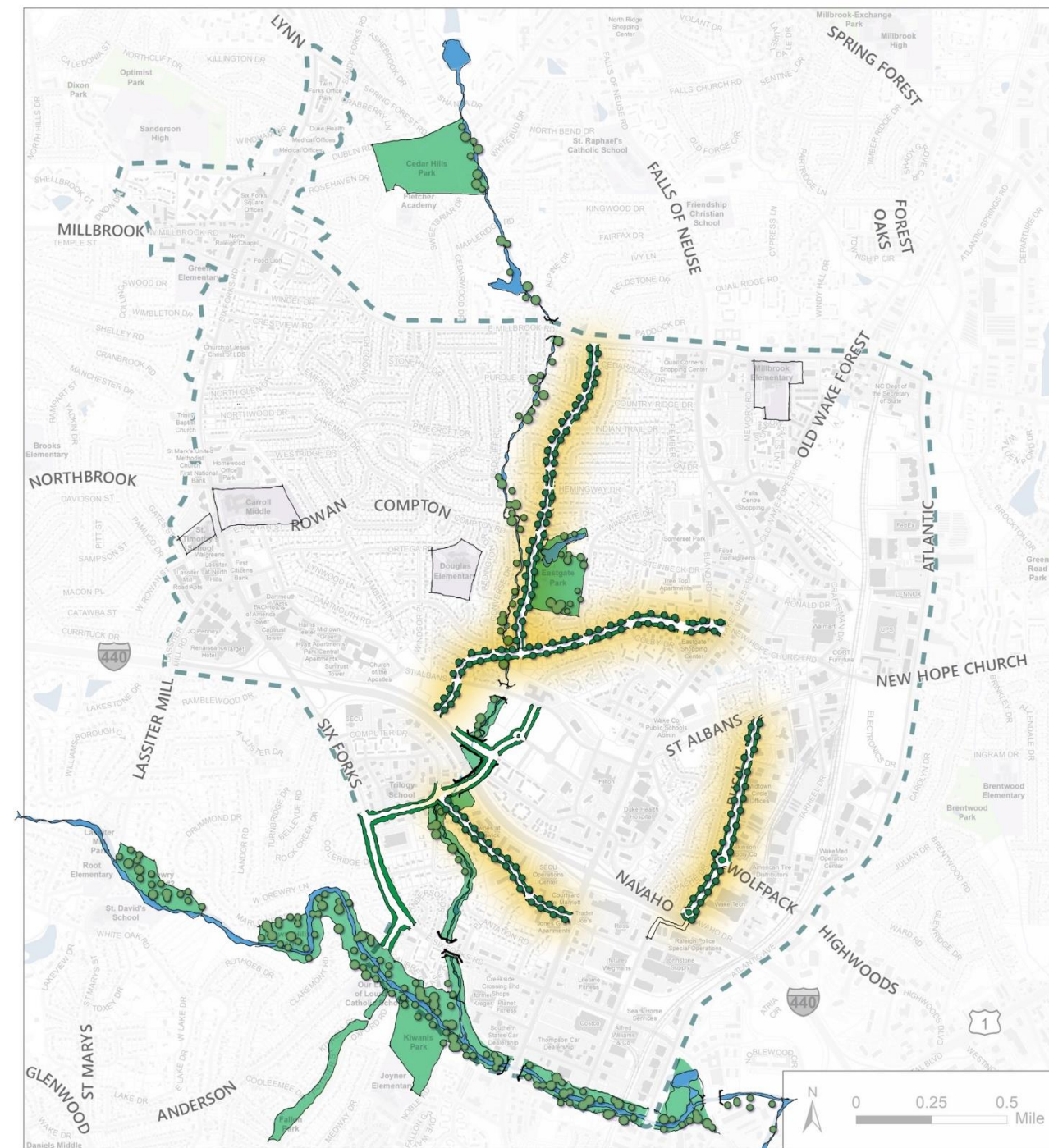
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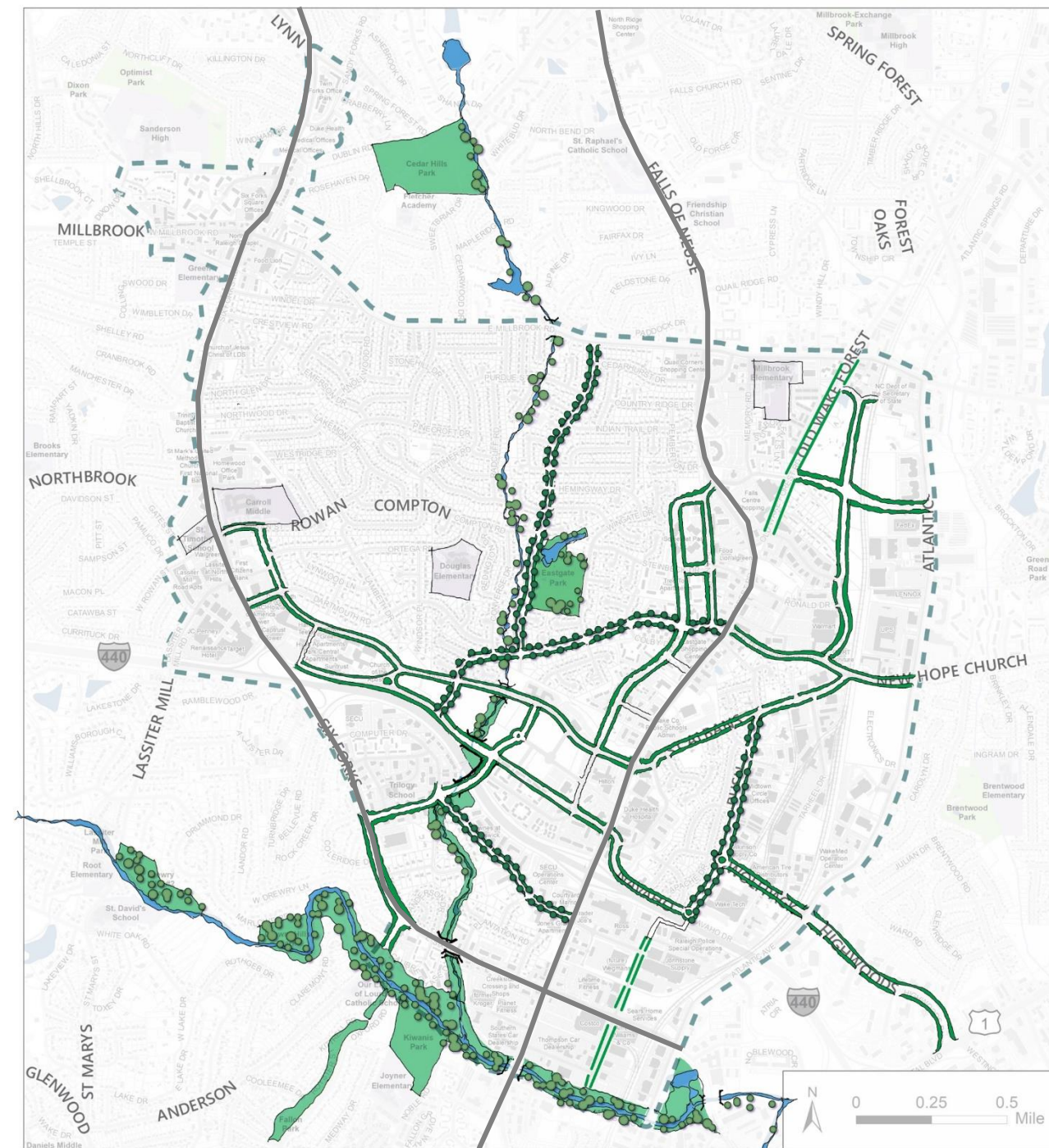
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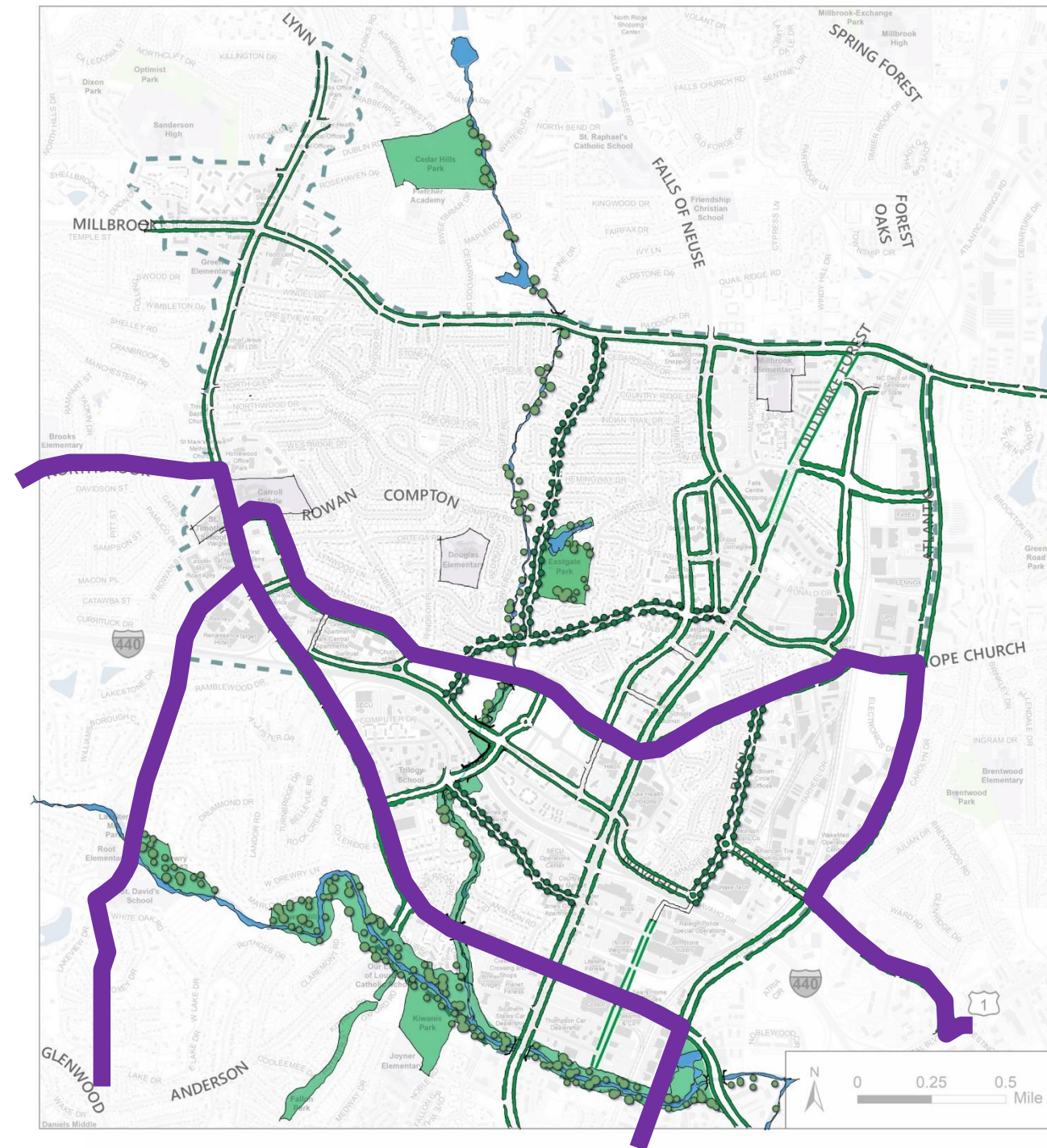
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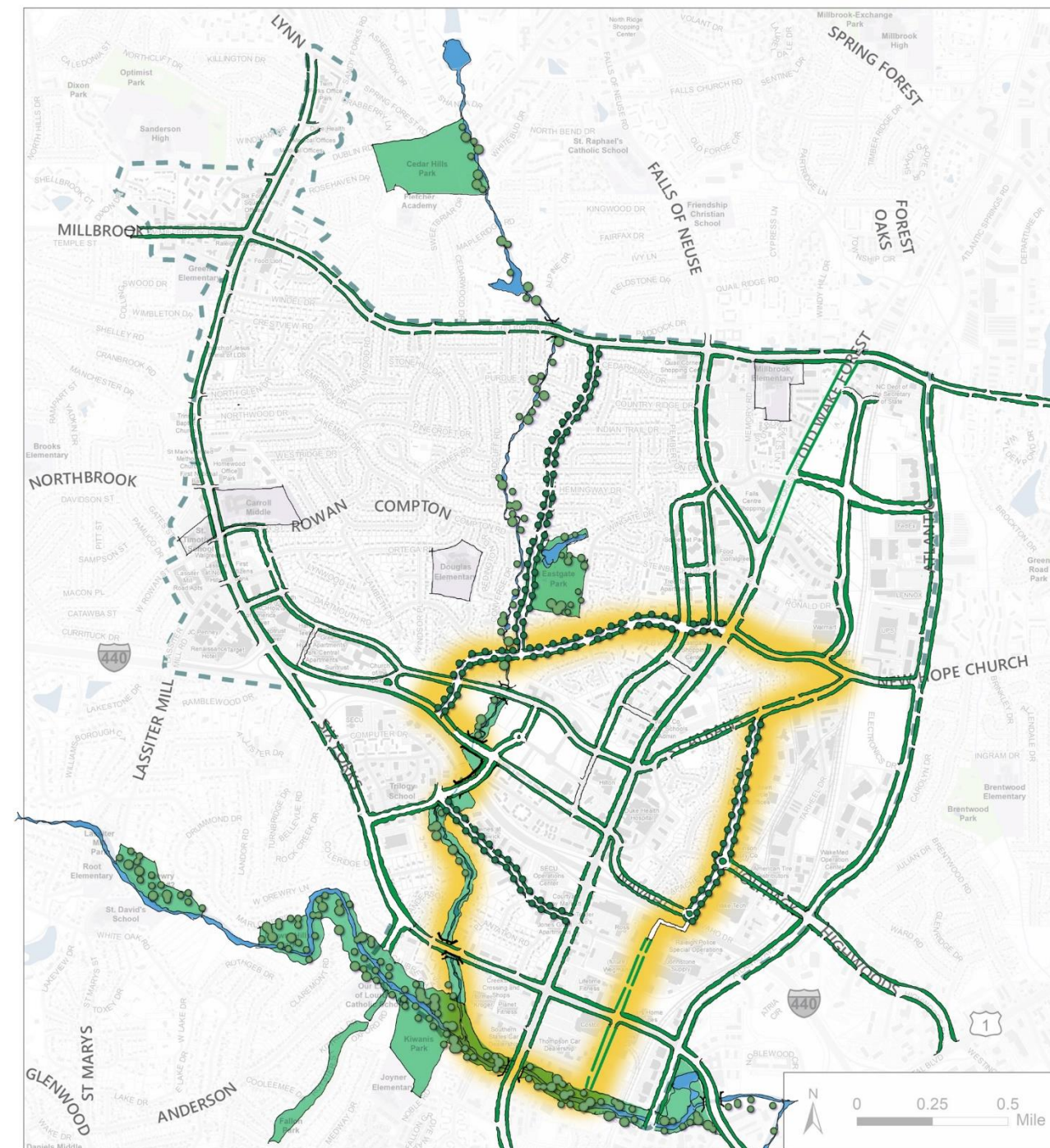
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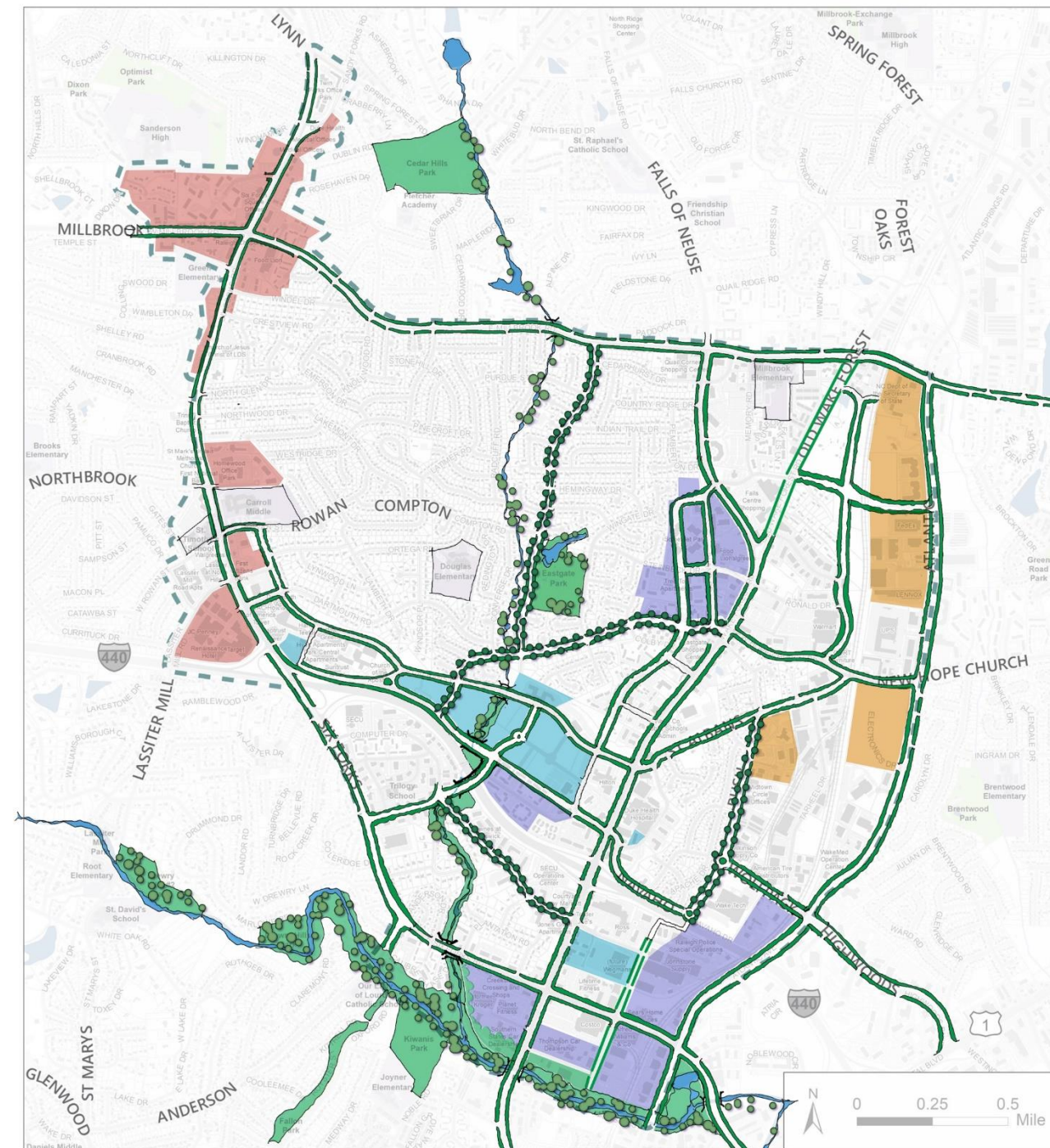




# Seven Big Moves

**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

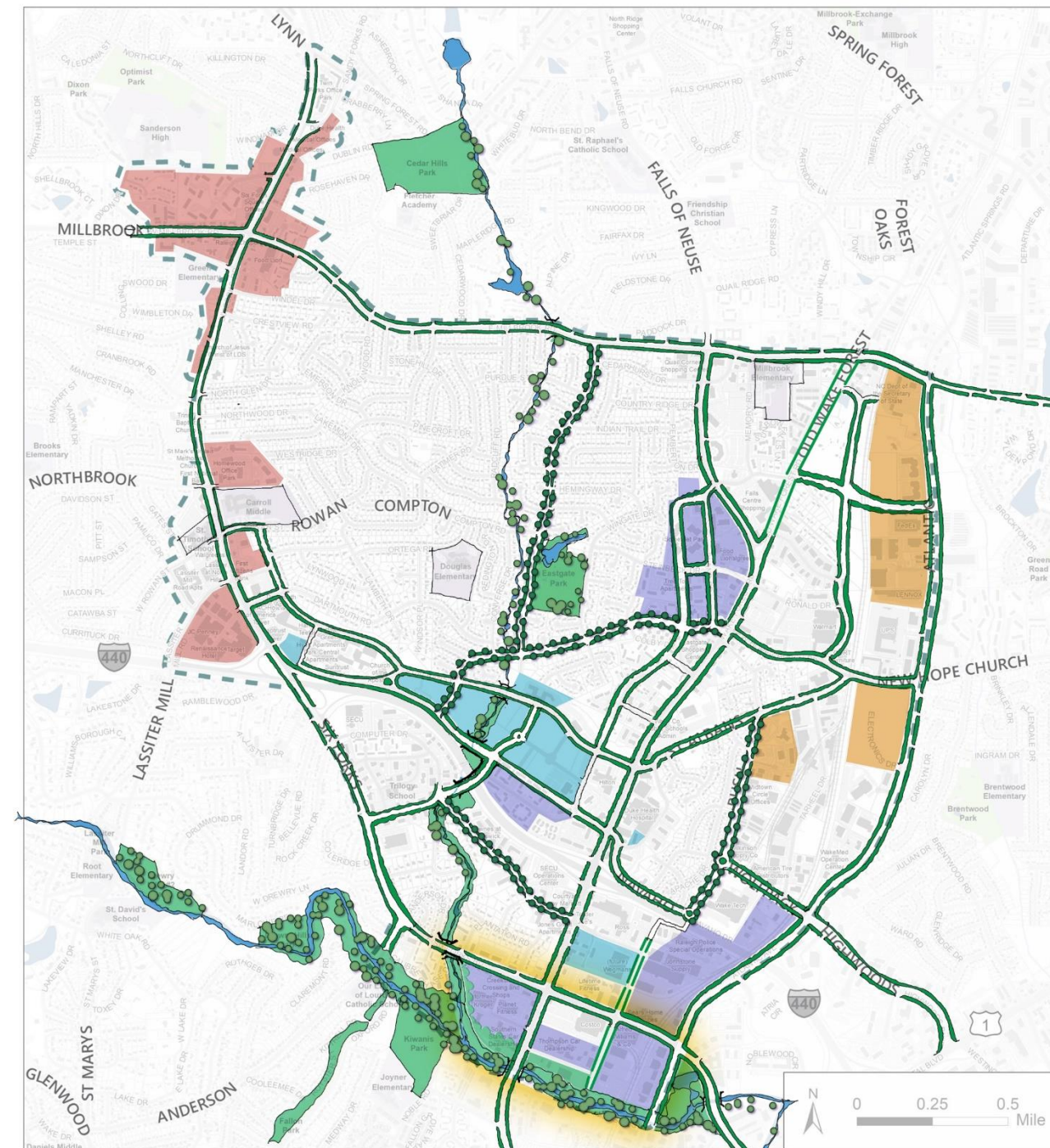




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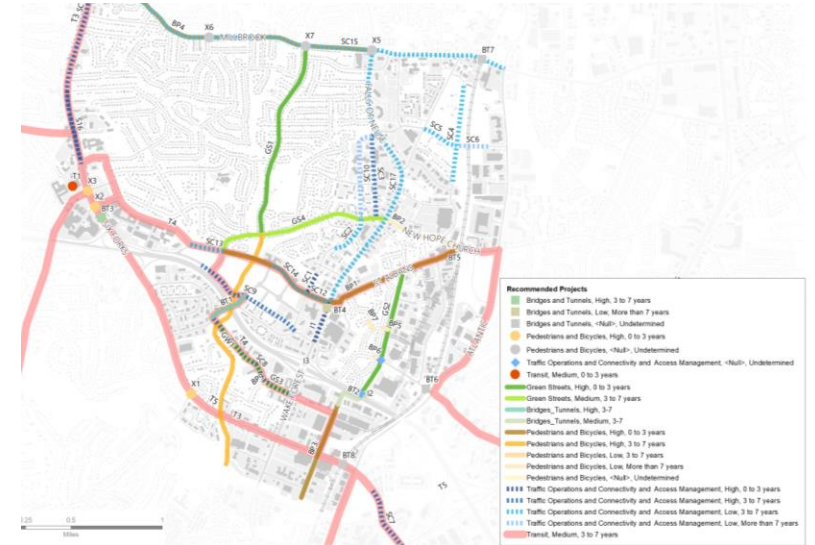
# Plan Prioritization Exercise

- Format

- > Small groups
- > Allocate finite “Midtown Bucks” across projects
- > Can buy a lot with 25 bucks, but not everything

- Feedback

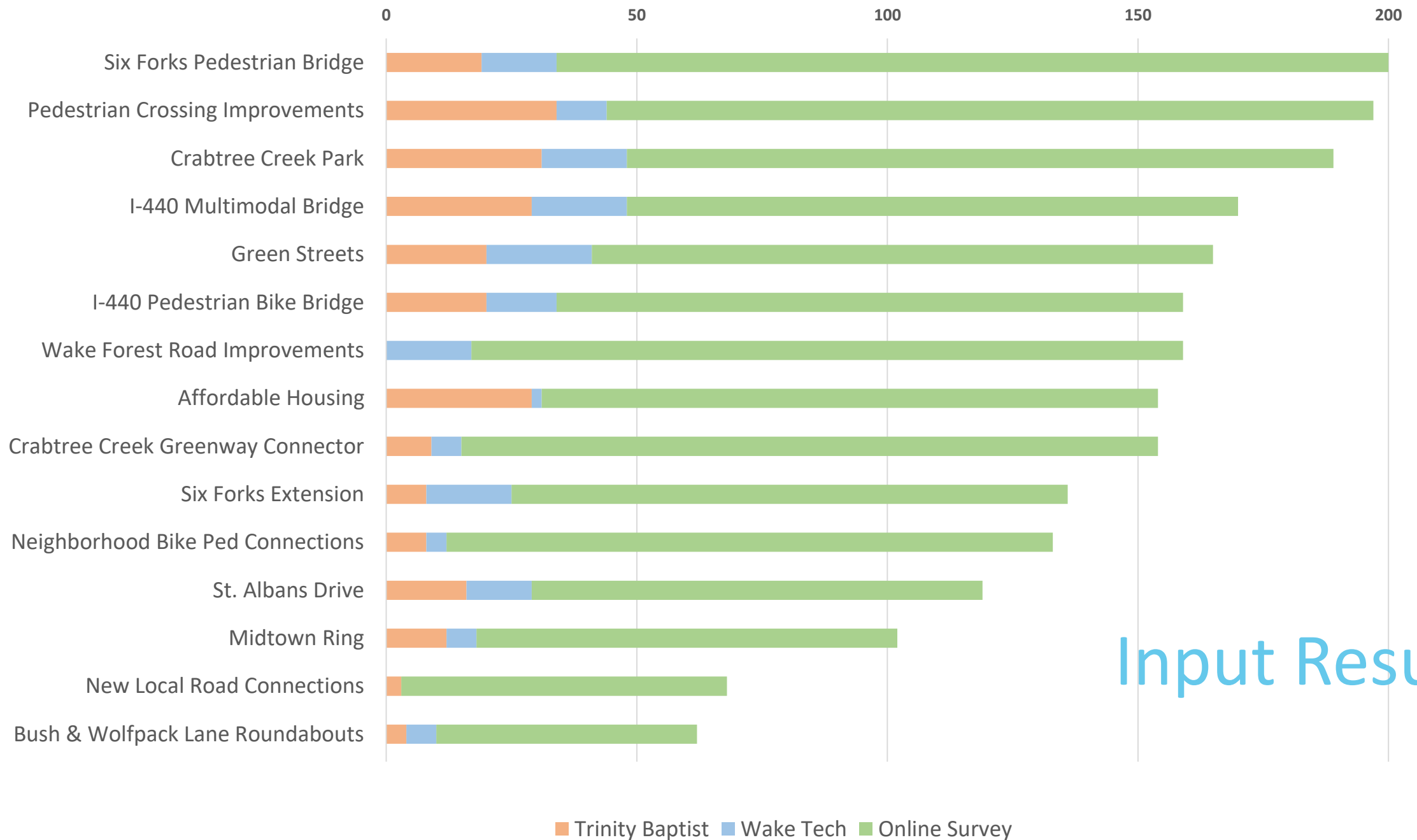
- > Each group spent time discussing projects, then reported out results
- > Results incorporated into plan – not the sole form of prioritization, but an important one



\$\$\$\$\$



Source: CNU



Input Results



# Six Forks Pedestrian Bridge

## RELATIVE COST



## CONTINGENCY

This project is contingent upon redevelopment of North Hills and private public partnerships.

## PROJECT CATEGORY

✓ Midtown Moves

## PROS



Improved Comfort



Improved Safety



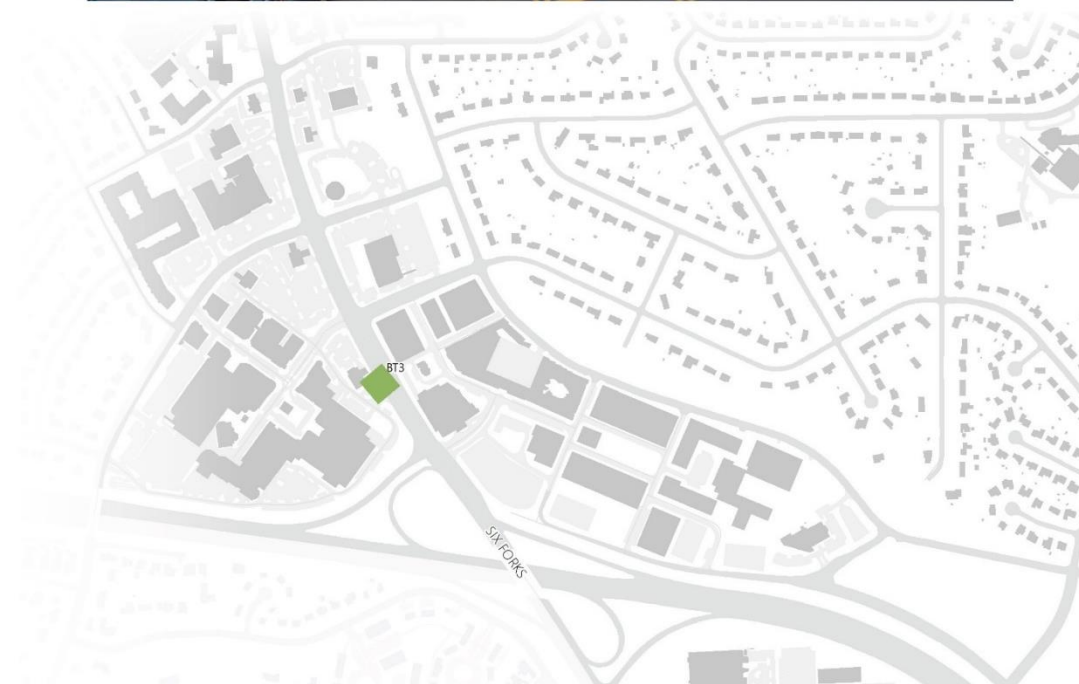
Supports Land Use Goals



Reduced Carbon Emissions

## Description

This project is a pedestrian bridge between across Six Forks Road at Dartmouth Road in the North Hills area. The bridge is for pedestrians only and connects the commercial properties across Six Forks Road.



# Pedestrian Crossing Improvements

## RELATIVE COST



## RELATIONSHIP TO OTHER PROJECTS

Some projects may depend on roadway widenings, such as those on Six Forks Road.

## PROS



Improved Comfort



Traffic Calming



Improved Safety

## CONS



May Reduce On-Street Parking



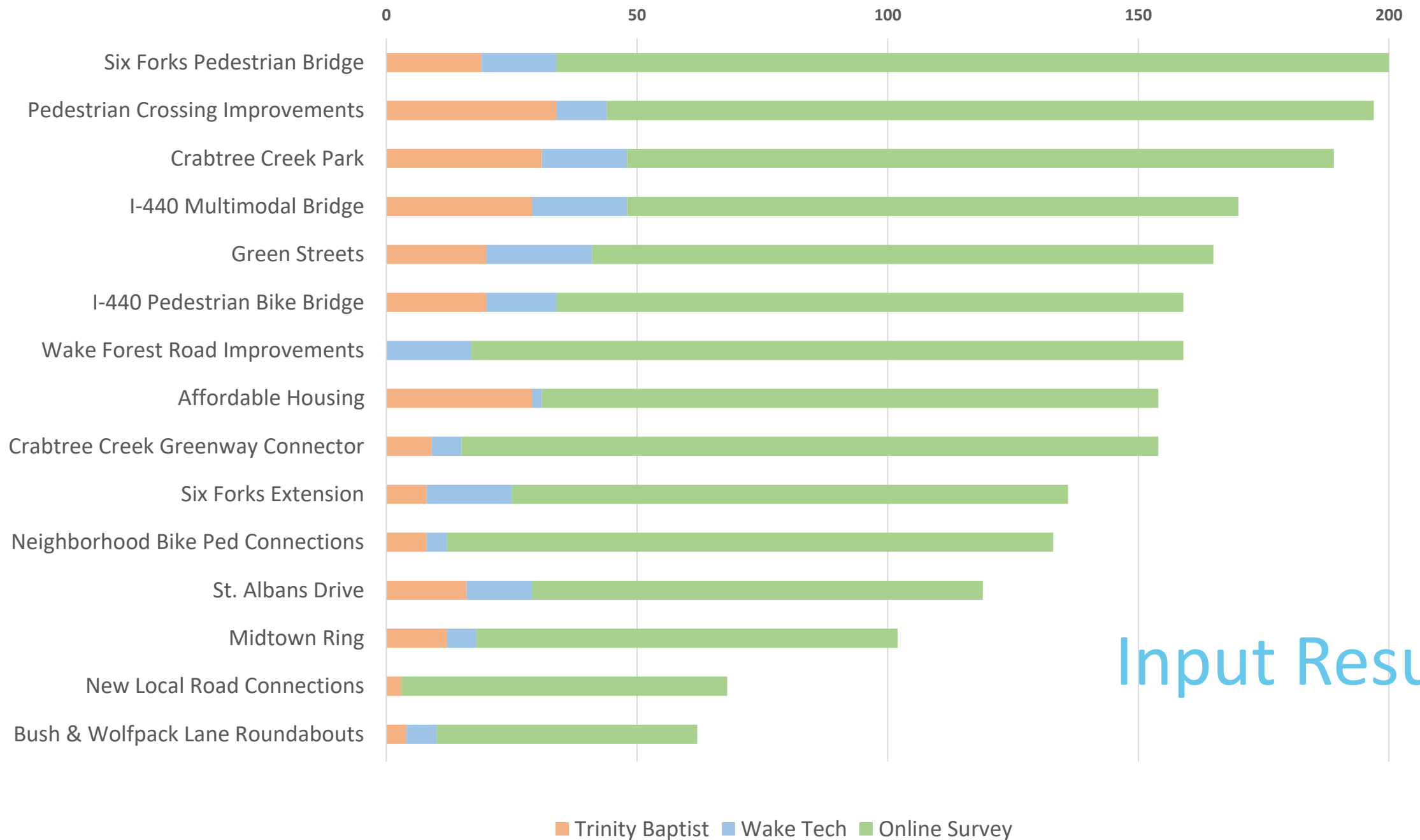
Acquire private property

## Description

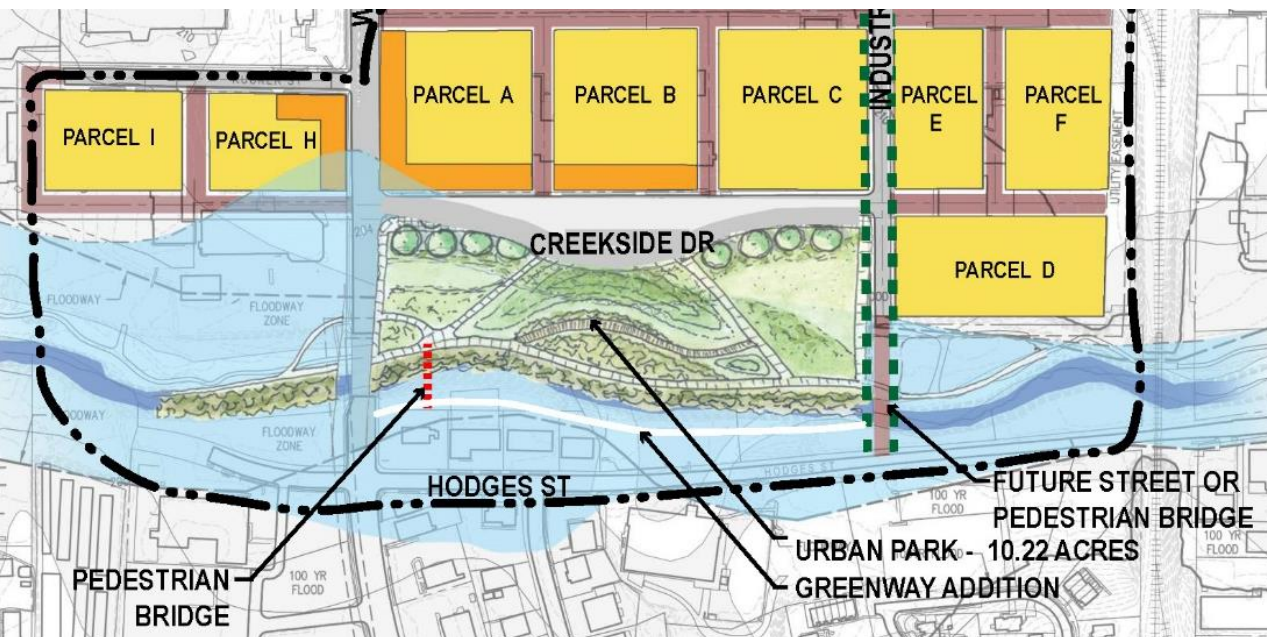
This project is a group of safety improvements for pedestrians crossing the streets. These improvements include high visibility crosswalks, signage, lighting, pedestrian refuge islands, changes to roadway markings, and other elements.







# Midtown Waterfront Park



## RELATIVE COST



## RELATIONSHIP TO OTHER PROJECTS

This project is assisted by private public partnerships and redevelopment of the area north of Crabtree Creek.

## PROS



Supports Land Use Goals



Reduced Flooding



More Bike & Pedestrian Options

## CONS



Greenway Susceptible To Flooding



Acquire private property

## Description

This project is the creation of new public park space north of Crabtree Creek between Wake Forest Road and Atlantic Avenue. This includes restoration of Crabtree Creek, improvements to the existing greenway, and two pedestrian bridges across Crabtree Creek. The new park serves as a catalyst for redevelopment in nearby areas.





# The Beltline Crossing

## RELATIVE COST



## 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

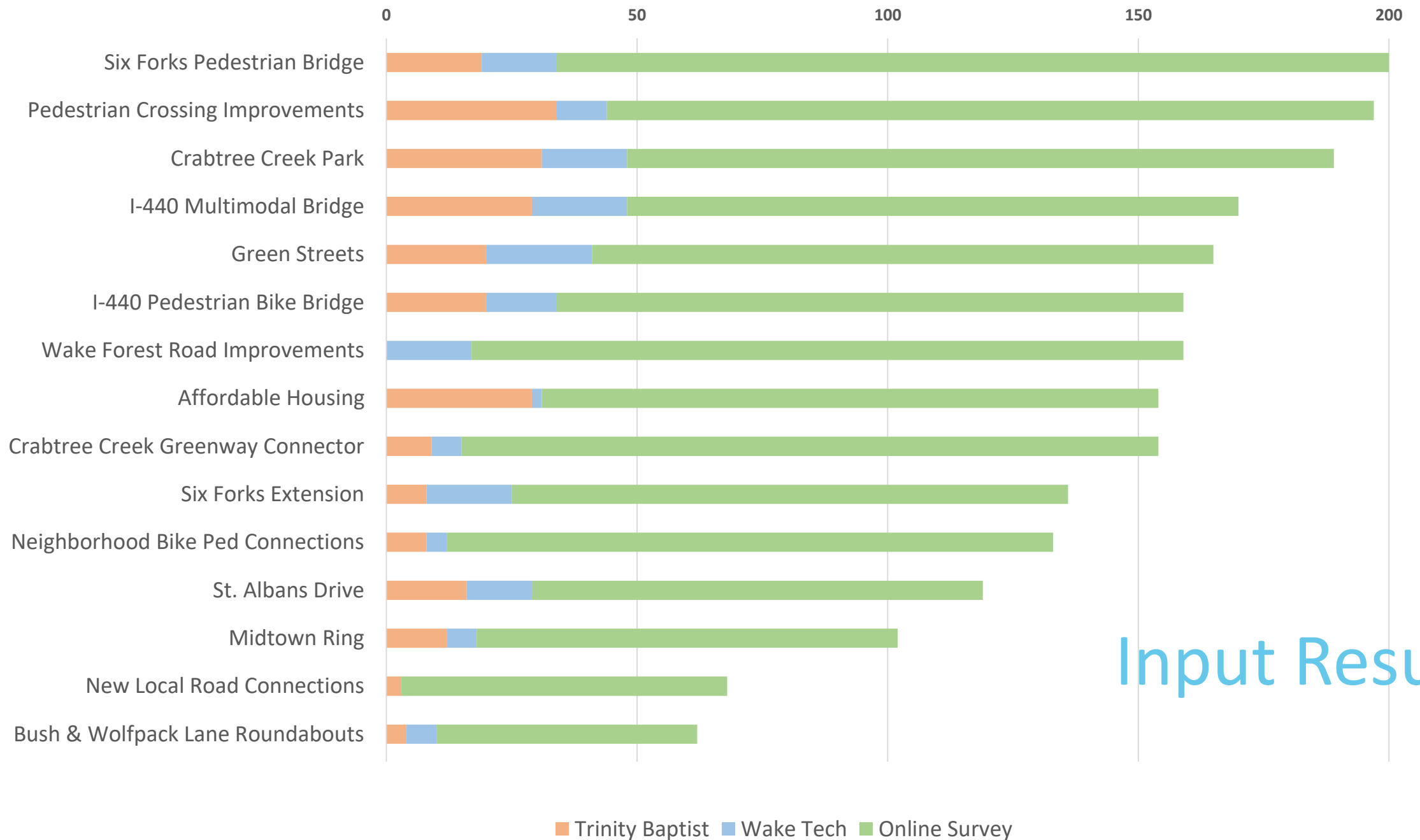


Acquire private property

## 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.







# 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.



# Bike/Ped Bridge

## RELATIVE COST



## RELATIONSHIP TO OTHER PROJECTS

This project depends on pedestrian and bicycle improvements on Bush Street and Industrial Drive.

## PROS



Improved Comfort



Shorter Connections



More Bike & Pedestrian Options



Carbon reduction

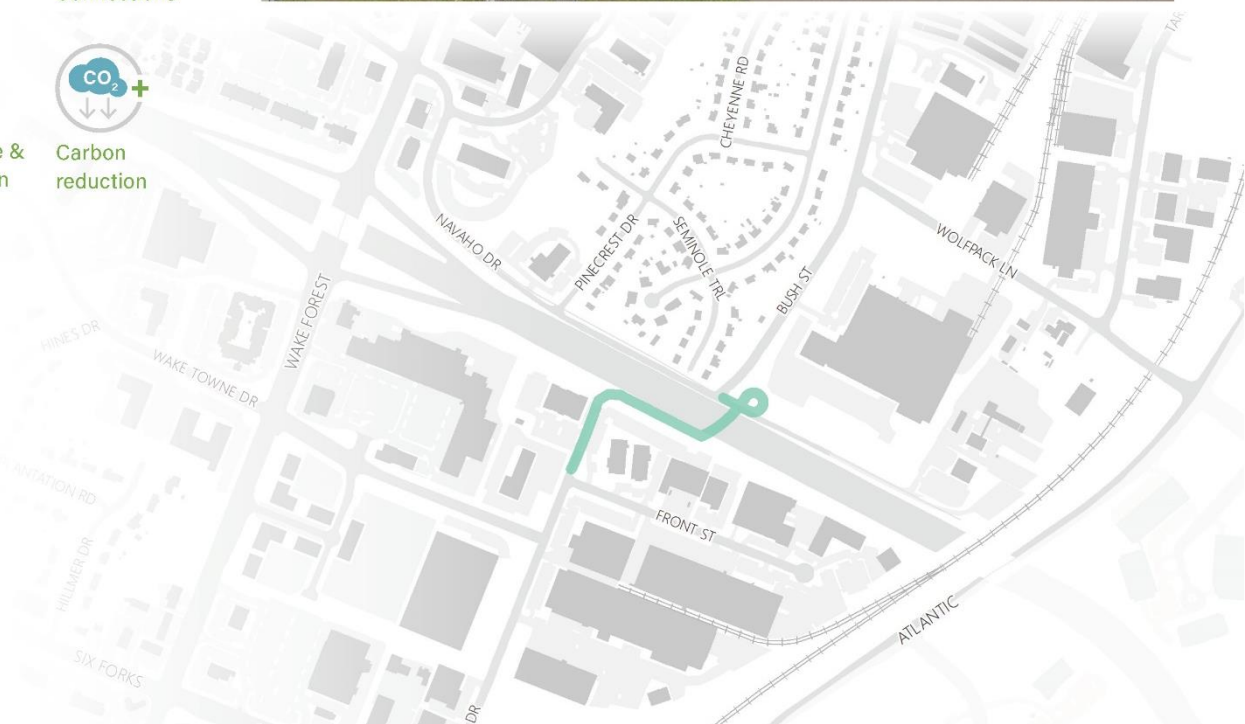
## CONS



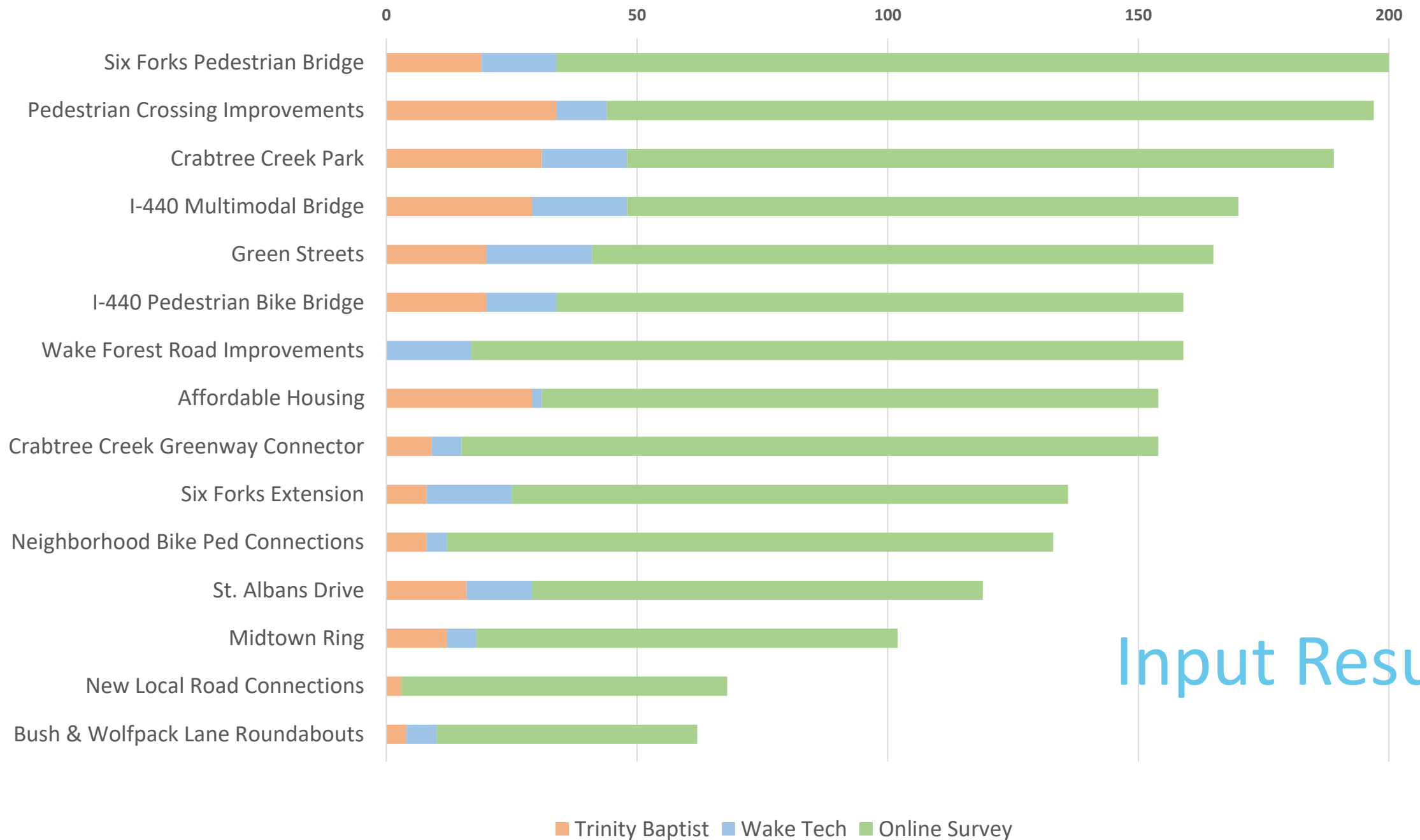
Acquire private property

## Description

**This project is a new bridge over I-440 from Bush Street to Industrial Drive.** The bridge is only for pedestrians and bicyclists and connects the Green Streets of Industrial Drive, Bush Street, and the Midtown Ring.







# Wake Forest Road Improvements

## RELATIVE COST



## RELATIONSHIP TO OTHER PROJECTS

None.

## PROS



Improved Safety



Shorter Connections

## CONS



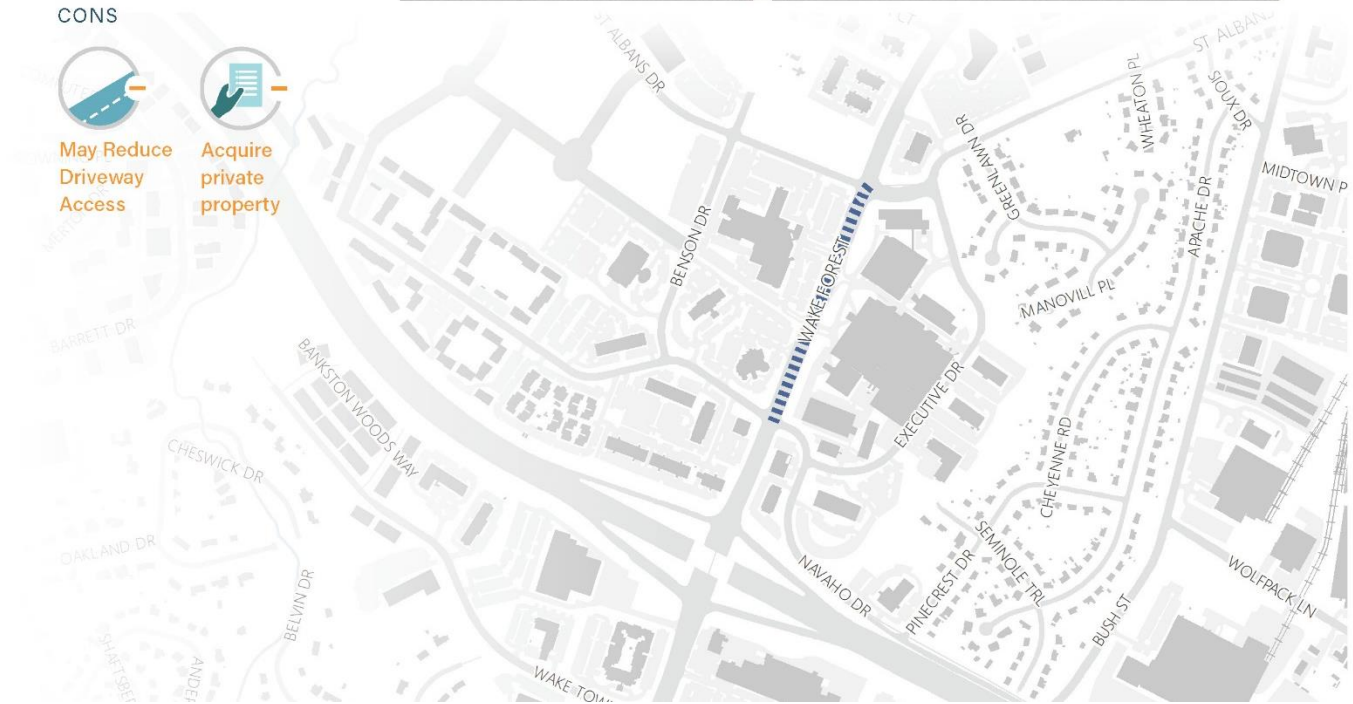
May Reduce Driveway Access



Acquire private property

## Description

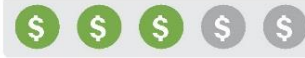
This project is the improvement of Wake Forest Road from St. Albans Drive to Navaho Drive. This includes the addition of turning lanes on Navaho Drive and St. Albans Drive, a traffic signal at the Executive Drive intersection, and other improvements to reduce vehicle delays and improve access to the hospital.





# Affordable Housing

## RELATIVE COST



## RELATIONSHIP TO OTHER PROJECTS

None.

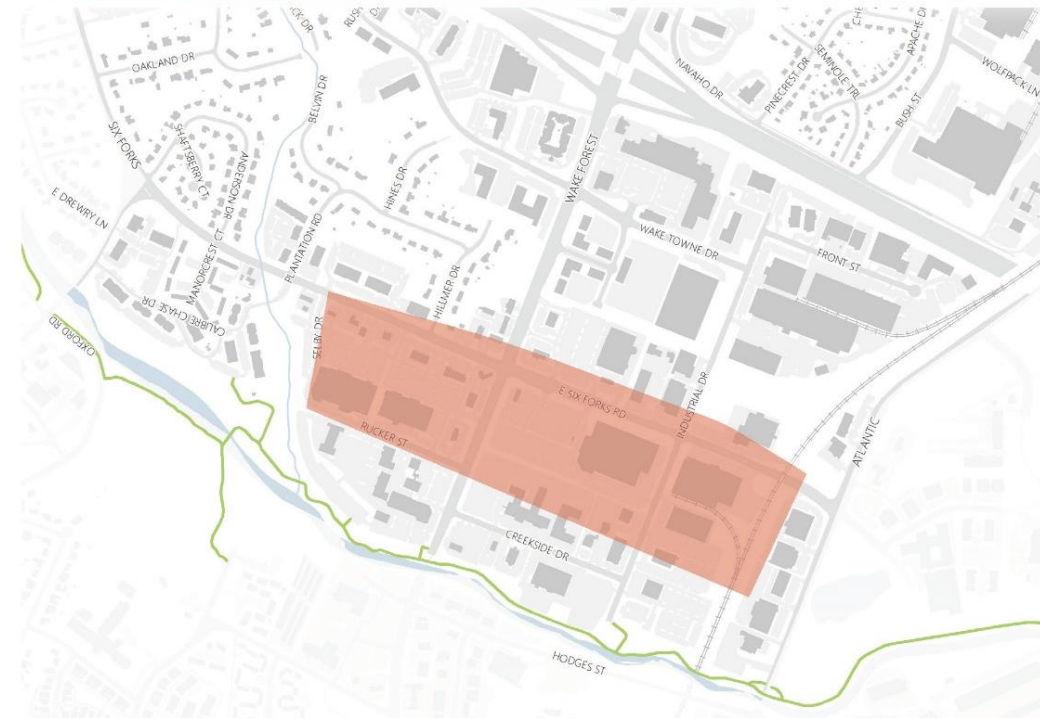
## PROS

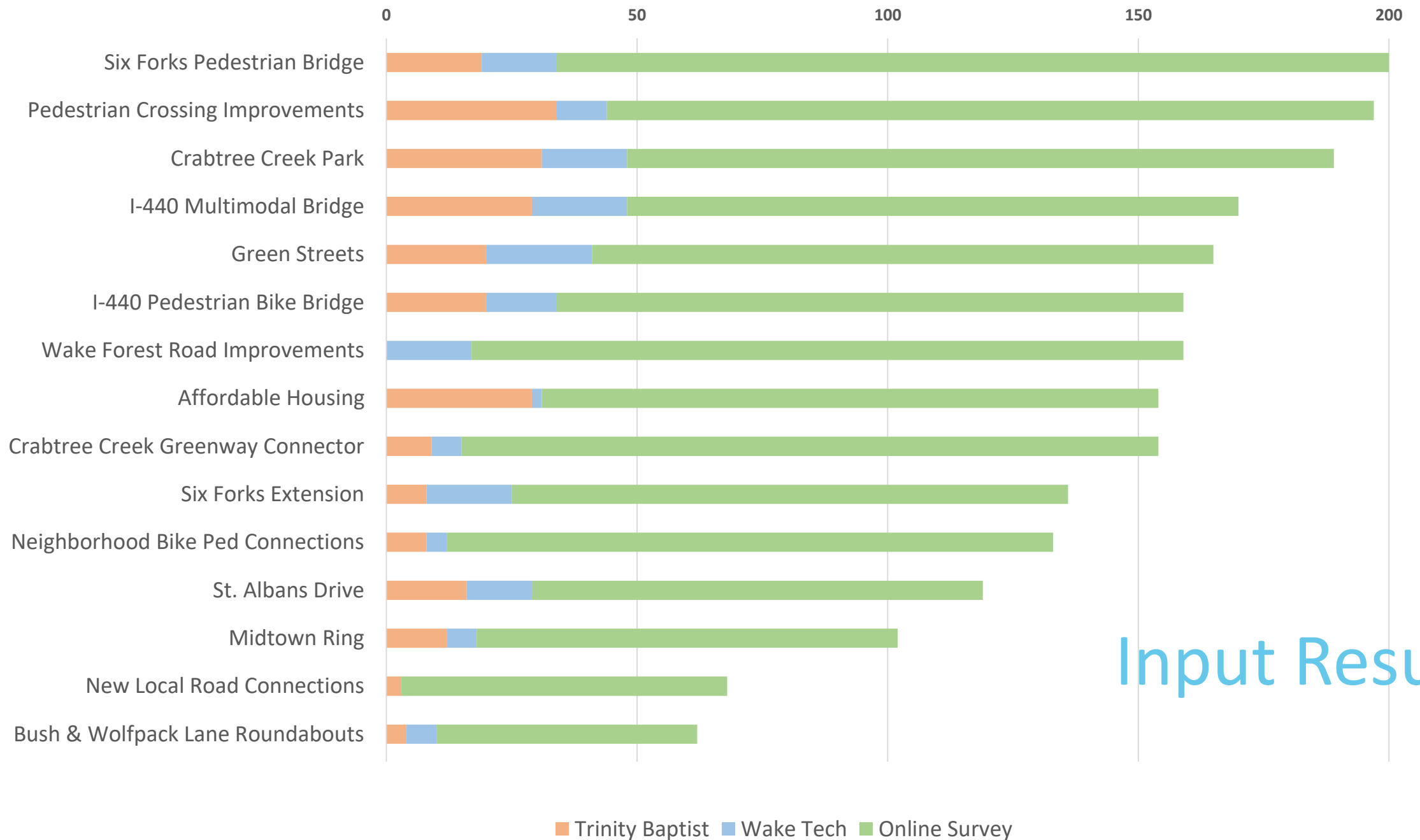


Supports  
Land Use  
Goals

## Description

This project provides funding to acquire land for 100 affordable housing apartments in the Midtown-St. Albans area. In addition to providing housing options in Midtown, this project addresses housing needs for individuals and families whose incomes qualify for housing programs.







# Greenway Connector

## RELATIVE COST



## RELATIONSHIP TO OTHER PROJECTS

This project depends on a new I-440 bridge.

## PROS



Improved Comfort



Improved Safety



More Bike & Pedestrian Options



Traffic Calming



Carbon reduction

## CONS



Greenway Susceptible To Flooding



Acquire private property

## Description

This project is a new section of greenway from Quail Hollow Drive across I-440 to the existing Crabtree Creek Greenway. The greenway is for bicyclists and pedestrians. An alternative route south of I-440 (shown by the dashed line) follows local streets instead of along Big Branch Creek.



# Six Forks Extension

## RELATIVE COST



## CONTINGENCY

None.

## PROJECT CATEGORY

✓ Midtown Moves

## PROS



Enhanced  
transit  
access and  
efficiency



Supports  
Land Use  
Goals



Shorter  
Connections

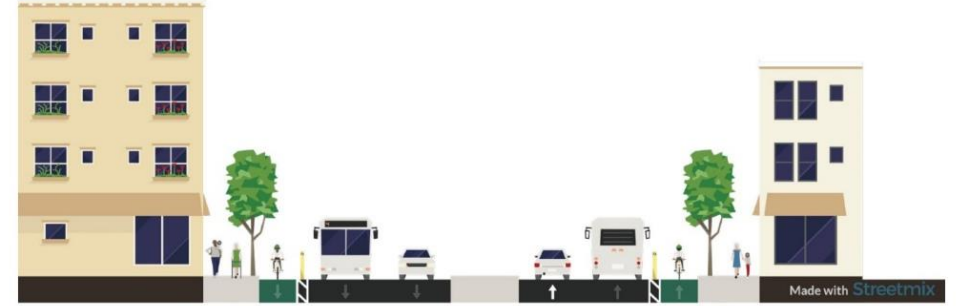


Acquire  
private  
property

## CONS

## 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.





# Neighborhood Pedestrian Connections

## RELATIVE COST



## CONTINGENCY

This project is not contingent upon other projects.

## PROJECT CATEGORY

✓ Midtown Moves

## PROS



Supports  
Land Use  
Goals



Shorter  
Connections



More Bike &  
Pedestrian  
Options



Reduced  
Carbon  
Emissions

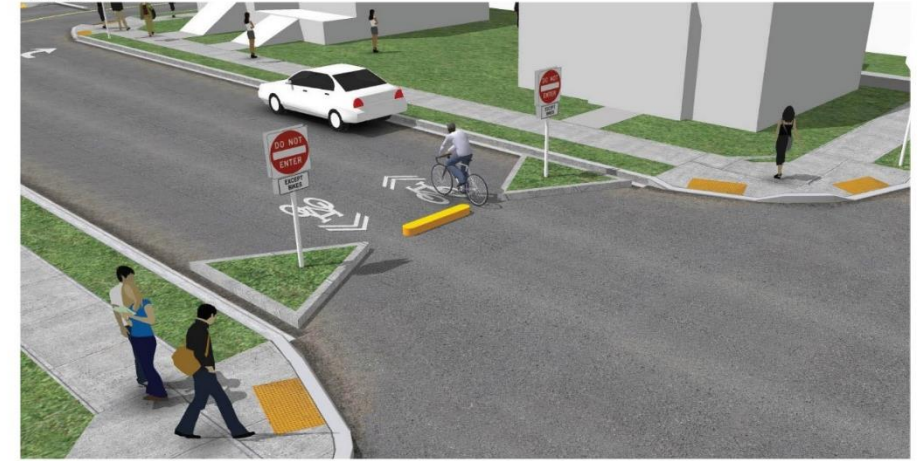
## CONS



Acquire  
private  
property

## Description

This project is a group of new bicycle and pedestrian connections between existing roads. The connections are for pedestrians and bicyclists only. The connections include Cheyenne Road, Pinecrest Drive, Utica Drive, and Hines Drive.



# St. Albans Drive

## RELATIVE COST



## RELATIONSHIP TO OTHER PROJECTS

This project depends on development along St. Albans Drive.

## PROS



Improved Comfort



Improved Safety



More Bike & Pedestrian Options



Enhanced transit access and efficiency

## CONS



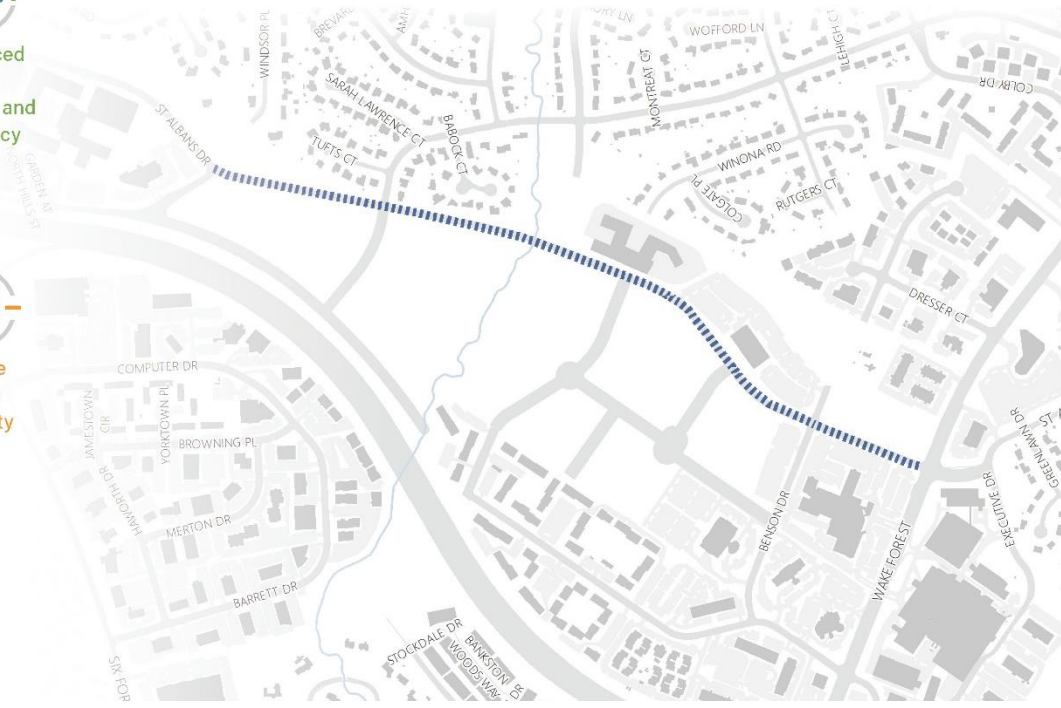
May Reduce Driveway Access



Acquire private property

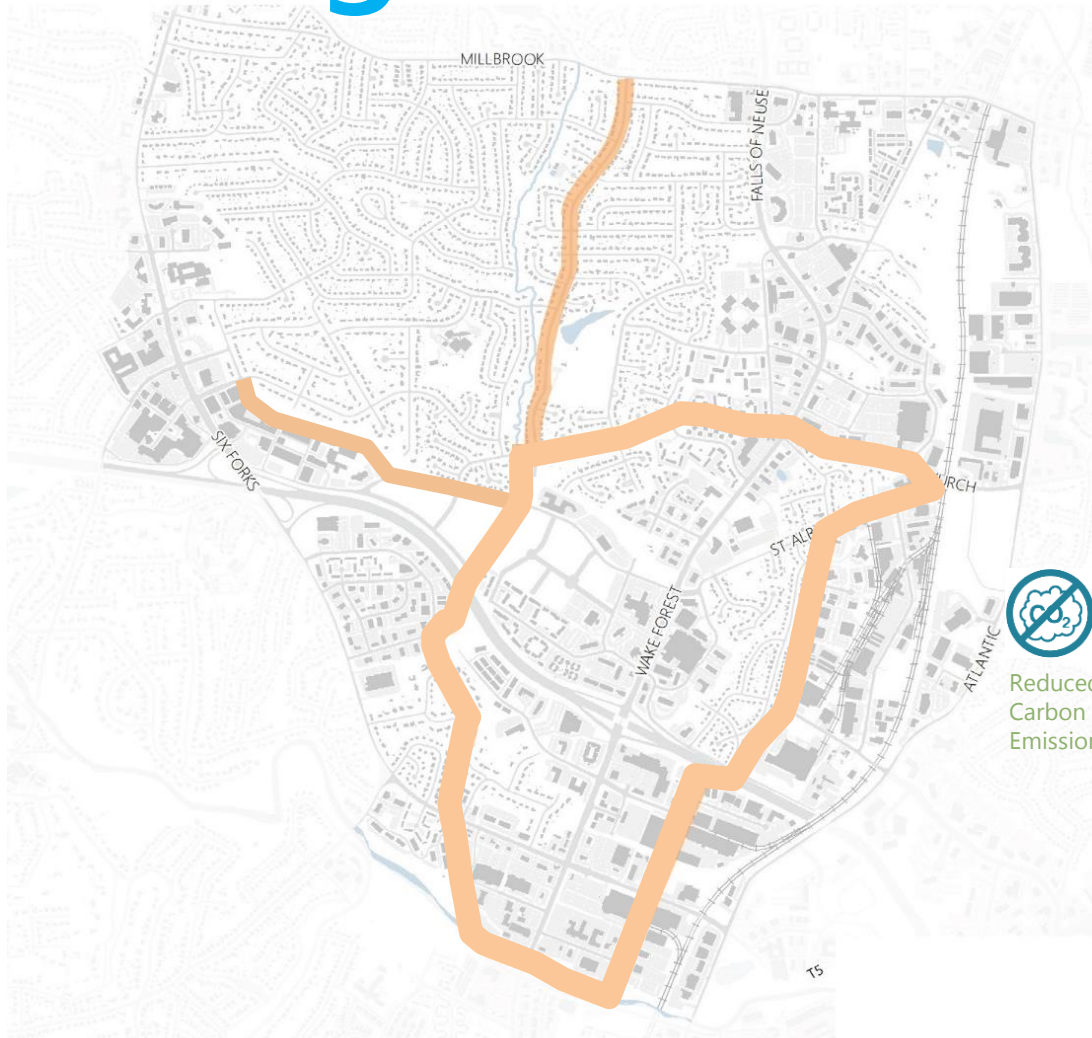
## Description

This project includes the addition of turn lanes, a median, partial widening, and a shared-use path along St. Albans Drive from North Hills Street to Wake Forest Road. The widened 4-lane section is between Benson Drive and Wake Forest Road.





# The Midtown Ring



## 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

## PROS



Improved Comfort



Improved Safety



More Bike & Pedestrian Options



Traffic Calming



Reduced Carbon Emissions

## CONS



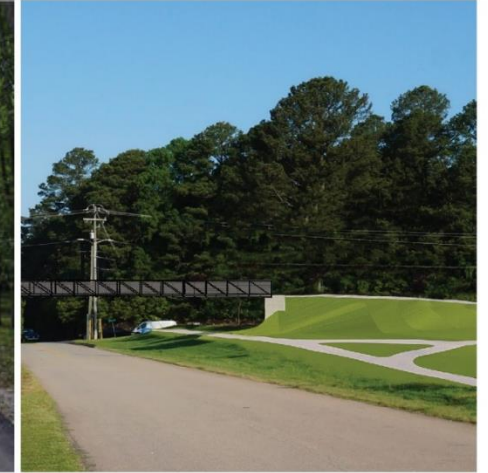
Greenway Susceptible To Flooding



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.





# Local Street Connections

## RELATIVE COST



## CONTINGENCY

This group of projects is assisted by new development in the respective areas.

## PROJECT CATEGORY

✓ Midtown Moves

## PROS



Improved Comfort



Improved Safety



More Bike & Pedestrian Options



Supports Land Use Goals



Shorter Connections

## CONS

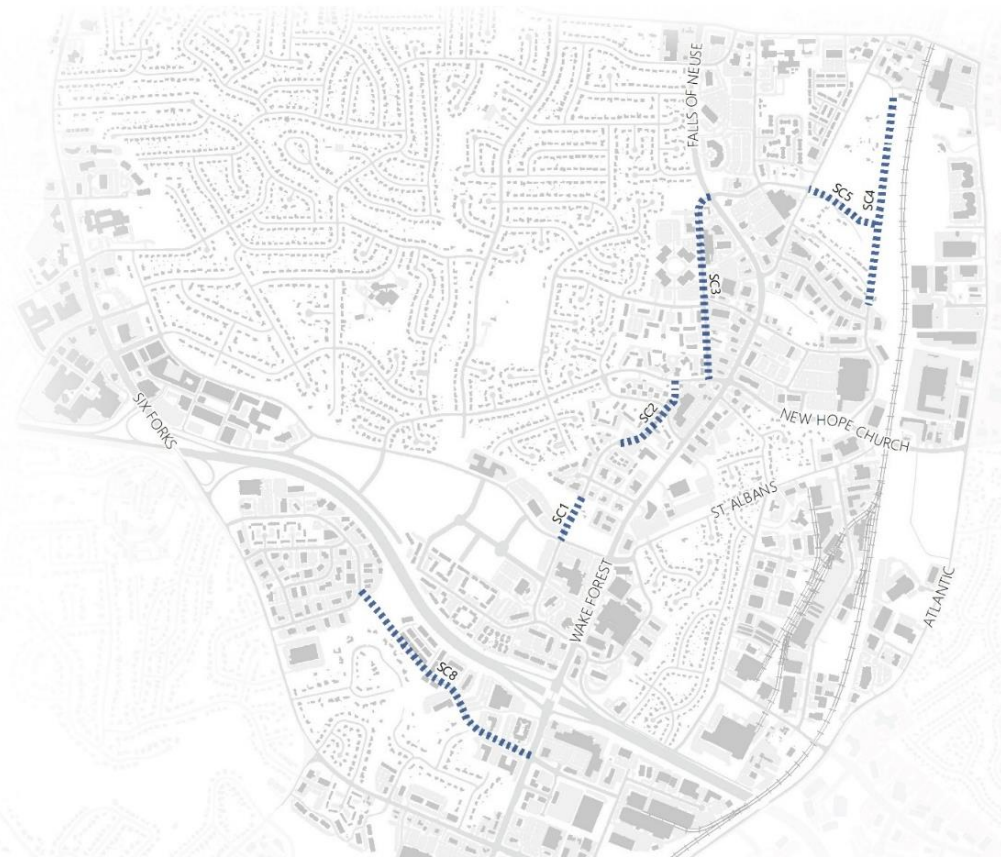
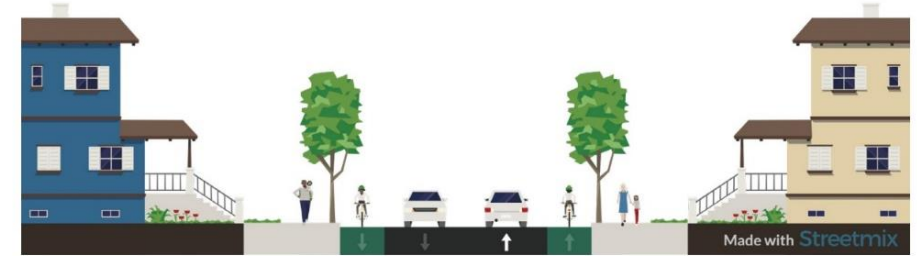


Acquire private property

## Description

This project is a group of new 2-lane roadway connections and Complete Street improvements along Bland Road from Falls of Neuse Road to Hardimont Road.

The new roadways provide connections between neighborhoods, and the Complete Streets improvements on Bland Road include bicycle, pedestrian, and transit facilities.





# Bush/Wolfpack Roundabouts

## RELATIVE COST



## RELATIONSHIP TO OTHER PROJECTS

None.

## PROS



Supports  
Land Use  
Goals



Shorter  
Connections

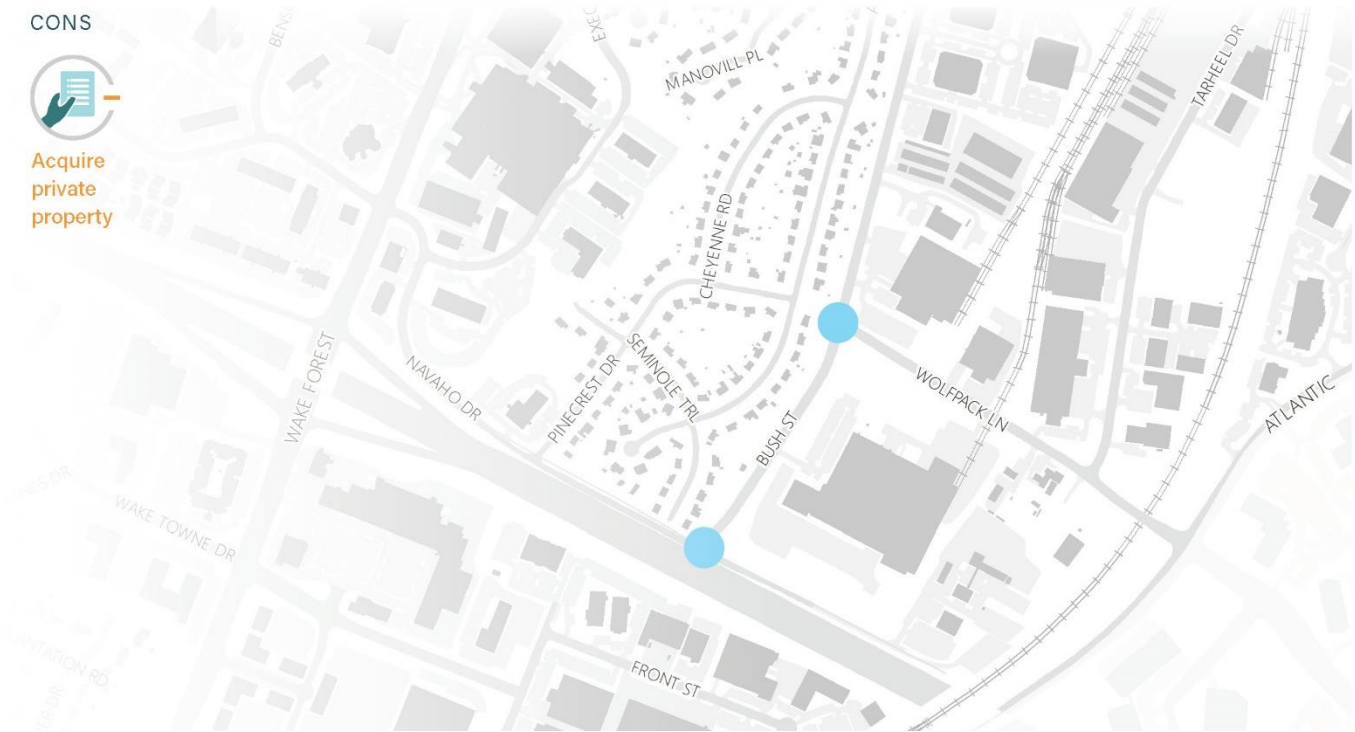
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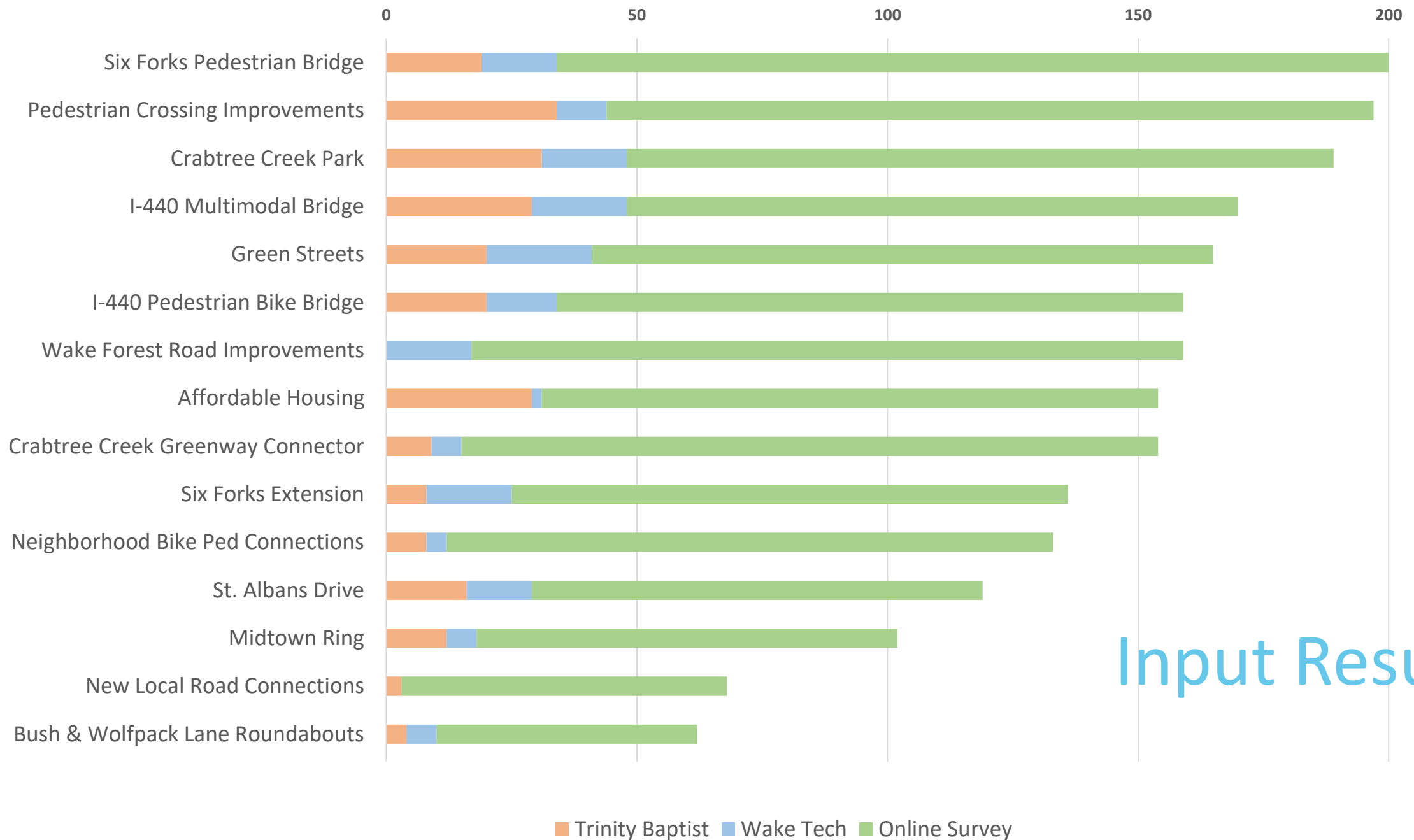


Acquire  
private  
property

## Description

This project is a pair of roundabouts at the intersections of **Bush Street at Navaho Drive** and **Bush Street at Wolfpack Lane**. These are single-lane roundabouts that include marked crosswalks for pedestrians and bicyclists.





Input Results



# Pacific Drive Extension/Railroad Overpass

## RELATIVE COST



## RELATIONSHIP TO OTHER PROJECTS

This project depends on the extension of Pacific Drive from Wake Forest Road to proposed Craftsman Drive extension

## PROS



Supports  
Land Use  
Goals



Shorter  
Connections



Improved  
Comfort



Improved  
Safety



More Bike &  
Pedestrian  
Options

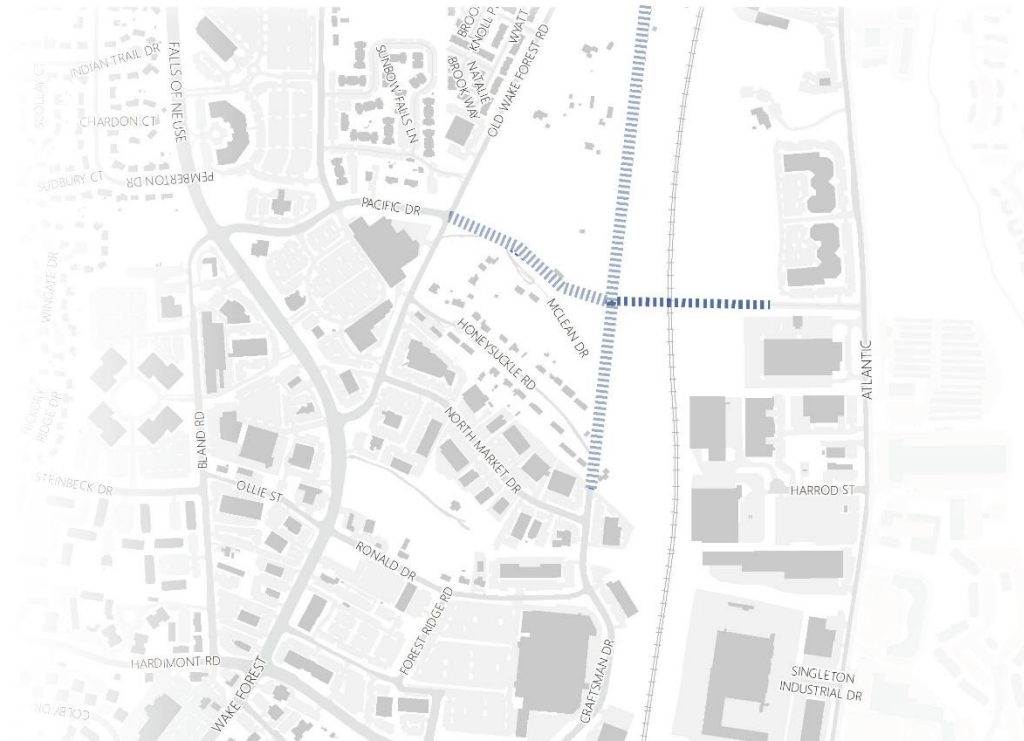
## CONS



Acquire  
private  
property

## Description

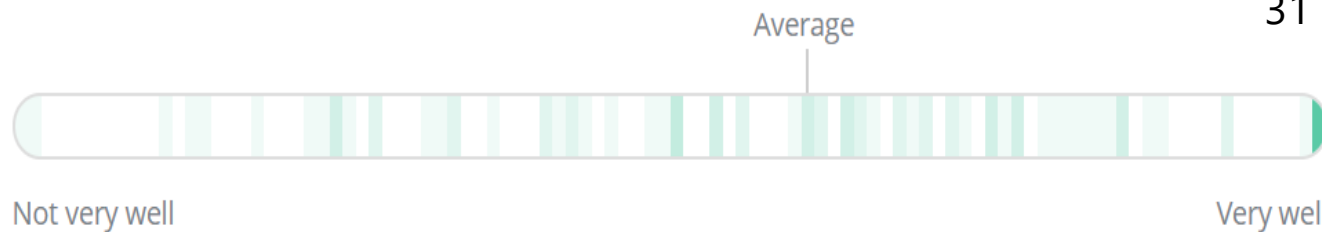
This project is an extension of Pacific Drive from the proposed Craftsman Drive extension over the railroad tracks to Atlantic Avenue. The new roadway connection is a 2-lane divided avenue with facilities for pedestrians and bicyclists.



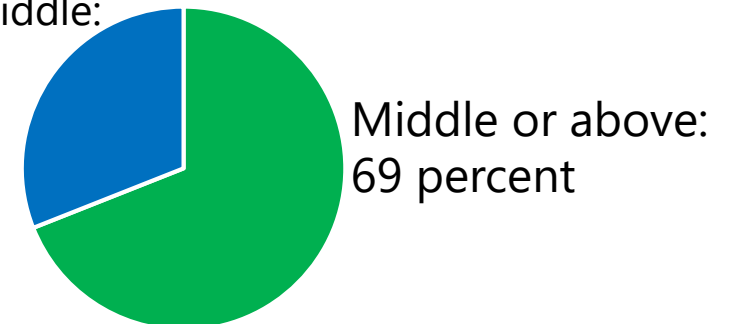
# Midtown: Six Forks



How well does this meet goals for allowing more housing and employment options while respecting lower-scale residential areas?



Less than middle:  
31 percent

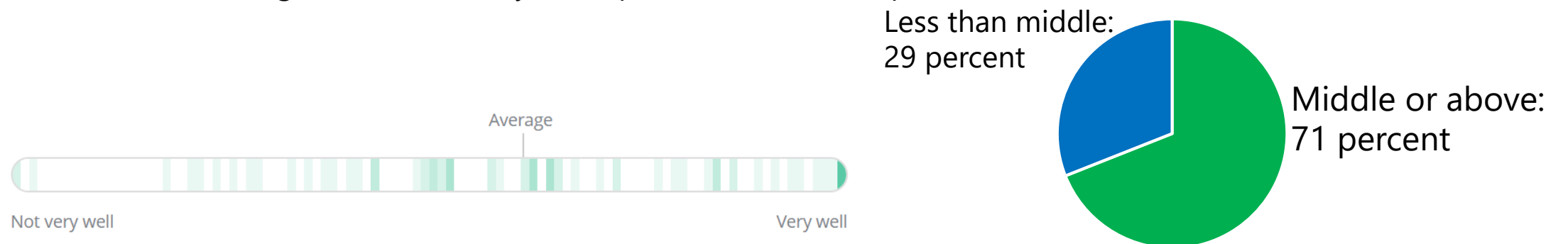




# Midtown: Six Forks

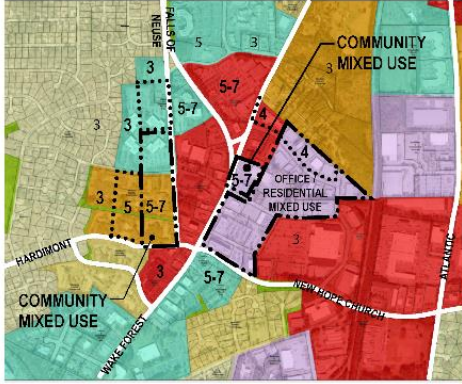


Future study of street connections and transportation issues on and near Rowan Street – how well does this meet goals of walkability, safe speeds, more travel options?





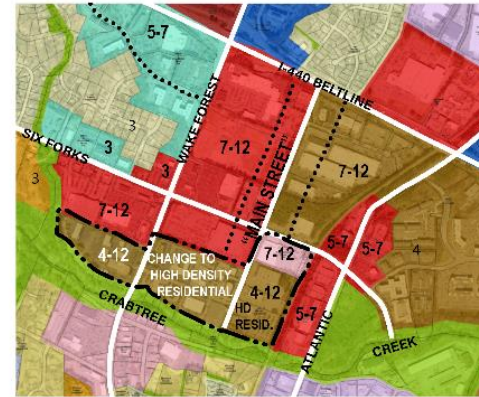
# Land Use Recommendations



1

## Wake Forest / Falls of Neuse

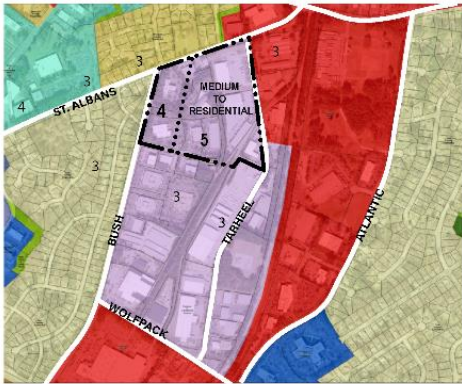
- » Greater mix of land uses
- » Higher land use Intensities
- » Retail focus area
- » Improved walkability / Mobility



4

## Crabtree / Wake Forest

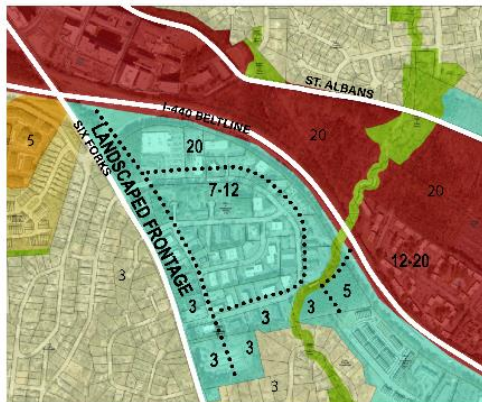
- » High intensity housing with green space
- » Floodplain / stormwater enhancement
- » Improved access to employment center
- » Improved walkability with a "main street"



2

## Atlantic / St. Albans

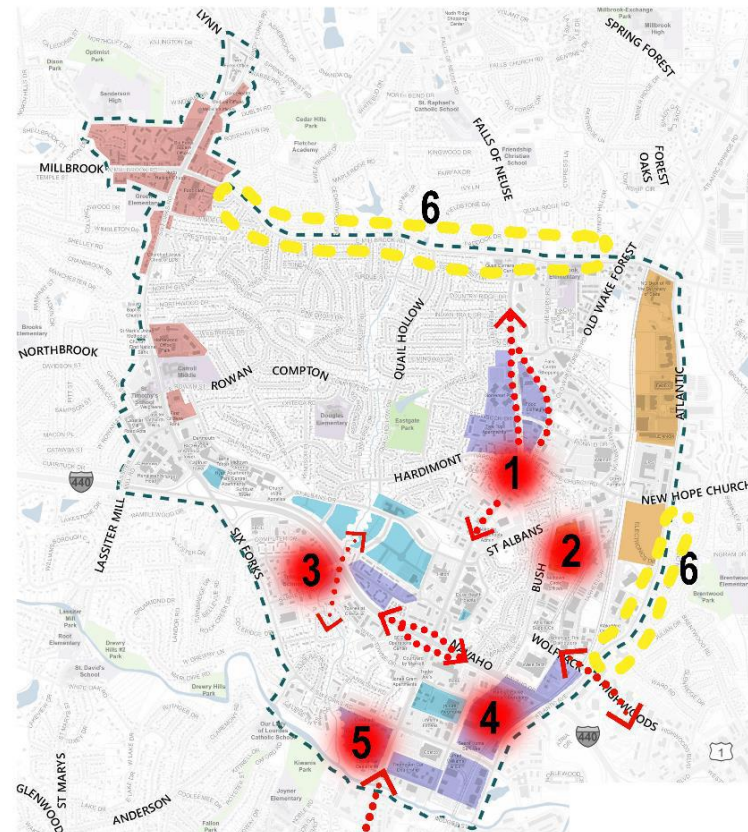
- » Convert industrial land use to housing
- » Additional housing options near employment center
- » "Missing middle" opportunities



3

## I-440 Crossing / Six Forks

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





## Input: Takeaways

- Lower priority ≠ not supported
- Walkability projects strongly supported – not an afterthought, but the primary focus
- Six Forks Pedestrian Crossing
- Affordable Housing
- Midtown Ring – Combined with individual pieces, strongly supported
- **What are your thoughts and takeaways?**

## Final recommendations

- Include Midtown land use recommendations as proposed
- Include Midtown/Six Forks recommendations as revised
- Include all proposed projects, with emphasis on strong support/priority for walkability-related projects

**Does this align with the input we've received?**



# Confirmation Group schedule/adoption process

- 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.

# Questions/Discussion