New Bern Avenue Corridor Study

Raleigh’s Cultural Corridor

Final Report
Adopted - January 17, 2012
Acknowledgements

Thank you to the following people and organizations that have contributed greatly to the development of the study process and recommendations.

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South Central CAC
East CAC
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North Carolina Division of Public Health
Business Owners
Property Owners
North Carolina State Department of Transportation
All citizen participants and public workshop attendees
New Bern Avenue has long served as the eastern gateway into Raleigh and contains a wealth of cultural, institutional, and architectural history that contributes to the roadway’s identity as Raleigh’s Cultural Corridor. Established in 1792 by the William Christmas Plan for Raleigh, New Bern Avenue is one of the four original ceremonial roadways radiating out from the State Capitol building. The corridor provides a historical time line for the physical development of the city’s neighborhoods and institutions from the early 1800s to today.

Over time this eastern gateway into Raleigh has become tarnished due to aging infrastructure, declining economic conditions, and the loss of the terminating view from New Bern Avenue of the State Capital building. The goal of this study is to identify specific issues along the corridor, opportunities to enhance the appearance and function of the corridor, and appropriate actions necessary to implement improvements that will present New Bern Avenue to visitors and residents as a model gateway that communicates Raleigh’s pride in its cultural and architectural history.

Study Area
The study area includes the roadway and property frontage along a 3.5 mile segment of New Bern Avenue and Edenton Street from Swain Street to Crabtree Creek and the adjacent I-440 interchange. Current roadway and development design along the corridor can be classified into three distinct character areas: (1) historic urban, (2) suburban residential, and (3) medical campus. The three character areas are reflected throughout this report and influence design and land use recommendations accordingly.

Historic Urban Area

The Historic Urban area extends from Downtown past Swain Street to Raleigh Boulevard. The corridor is lined with street trees and sidewalks on both sides and the character of the adjacent historic neighborhoods are aesthetically pleasing and comfortably scaled. The streets are wide and one-way. The presence of many intersections and occasional on-street parking do little to reduce the traffic speed. The Tarboro Street intersection with New Bern-Edenton is the first activity node and acts as a gateway to the College Park and Idlewild neighborhoods, and St. Augustine’s College. The area requires a wayfinding system to help identify important landmarks to visitors. The commercial district east of Tarboro Street to...
Study Summary

Raleigh Boulevard needs appearance and safety improvements for pedestrians, bicycles, and transit users. An urban approach to site design for this commercial area would better serve residents as explained further in the Street Design and Land Use sections of this report.

The **Suburban Residential** character area begins at Raleigh Boulevard and extends east to Donald Ross Drive. The character changes dramatically at the start of this district where a planted median divides east- and west-bound traffic. The landscaped single family homes of the Longview Gardens neighborhood dominate the corridor to the north. Each roadway section includes a two-lane ribbon pavement and gravel shoulders with grassed swales. No sidewalks are provided even though numerous bus stops and high-use pedestrian paths exist along the road shoulders. While not pedestrian friendly, the mature trees and landscaped median make this area pleasant and attractive. This district contains a significant landmark, the Milner Memorial Presbyterian Church, which sits on a high point with large, mature trees and a landscaped front lawn.

Crossing the King Charles intersection, the Longview Shopping Center is the corridor’s second activity node. While aging and in poor condition, the shopping center provides, retail, services and restaurants that are in short supply along the corridor. East of the shopping center the residential development pattern along both sides of the corridor is set far away from the street. Landscaping is the dominant feature and forms a narrow edge to the study area.

The **Medical Campus** character area extends from Donald Ross Drive to Crabtree Creek and the end of the study area. The park-like quality of the previous area changes into the offices and commercial buildings associated with the WakeMed campus. The planted median dominates the view along what continues as an auto-oriented arterial, with sidewalks reappearance sporadically on the southern edge of the roadway.

Approaching the high point of the district, the study area’s final and largest landmark appears. The WakeMed main building and its associated campus sit high in the landscape and dominate the surrounding development. The medical center, in conjunction with the Wake County Human Services and Wake Technical Community College campus buildings, create the substance of an important and very busy activity node along the New Bern Corridor. Even though the area medical services attract a large number of employees and visitors, very few commercial services are conveniently available in the immediate area.
Study Summary

Process
An essential element of the study was an extensive public outreach effort that emphasized identifying issues and interests important to residents and property owners. The public outreach effort included three well-attended public meetings, numerous CAC updates, and stakeholder reviews. The first meeting was a Public Workshop held in December, 2010, to confirm the scope of work and to identify issues and opportunities along the corridor. These findings and an existing conditions background is included in the Issue & Opportunities Report which was provided to the public in February, 2011.

A second meeting was a Public Design Workshop held in March, 2011, to detail and discuss specific opportunities to address issues and to consider implementation priorities. The ideas from this meeting were then further explored by City staff in relation to design, cost, and feasibility. The most promising ideas were then detailed for presentation and posting on the web.

The third meeting was a Public Open House held in August, 2011, at which the draft recommendations, based upon the previous meeting discussions, were presented along with a short- and long-term implementation strategy. The results from these meetings are included in this report in the form of Objectives and Actions.

Key Opportunities & Recommendations
The following specific elements provide a general summary of the thematic maps that follow this section. The maps help to illustrate the location of implementation activities. Also included at the end of the report is an Action Spreadsheet that identifies city departments that are responsible for the implementation of specific actions, estimates on the cost of improvements, and identifies the short-term or long-term time frame for action implementation.

Cultural Landscape
The cultural landscape of the New Bern Avenue corridor is diverse and provides a historical timeline of the city’s physical development from the Urban Neighborhoods of the 1800s to 1920s, Suburban Neighborhoods of the 1930s to 1950s, and the Medical District from the 1970s to the present. Each area has a unique set of cultural and physical characteristics that contribute to the history and sense of place established along the corridor. These elements are important to recognize and preserve not only to maintain that sense of place, but also to recall the efforts of past generations and their contributions to the evolution of what we know today as the New Bern Avenue corridor. Opportunities to recognize the history and identity of each area are possible through landscape plantings, public art, and wayfinding signage.

Land Use & Redevelopment
Land use changes to the Comprehensive Plan’s Future Land Use Map are recommended to better position the sites for appropriate development, both maintaining residential character and/or providing opportunities for commercial development. Three primary soft sites offering good opportunities for redevelopment were identified through the study. Recommended scale and massing are illustrated by several photographic examples with the primary guidance being provided by the land use amendments and proposed frontage typologies.

Frontage Typologies
Frontage typologies are an element of the proposed Unified Development Ordinance (UDO) that will guide the orientation of buildings along a public street. Establishing a street wall or edge is important in defining the public space along the corridor. Typically, the public space is defined by buildings in an urban environment and by landscaping in a suburban environment due to the need for frontage parking which results in greater building setbacks. Both situations are accommodated in the study recommendations based upon the characteristics of the corridor area.

Roadway Design
New Bern Avenue is classified as a Secondary Arterial Thoroughfare in the City’s 2030 Comprehensive Plan and serves as a major east-west commuting route into Downtown Raleigh. The current roadway cross-section is a four-lane median divided roadway from I-440 to Poole Road and operates as a bifurcated one-way pair from Poole Road to the State Capitol. Roadway modifications are recommended (see pages 12-14) that are necessary to support a Complete Streets design strategy and to address specific needs within the corridor to improve transit, bike, and pedestrian accommodations as well as to improve stormwater management techniques. The North Carolina Department
Study Summary

of Transportation (NCDOT) is responsible for maintenance of New Bern Avenue. Any roadway improvements within the state maintained right-of-way must be coordinated with and approved by NCDOT.

Sidewalks/Crosswalks/Lighting

Pedestrian infrastructure varies widely throughout the corridor with the majority of sidewalks located west of Tarboro Street. Opportunities have been identified to extend and connect sidewalks along the corridor, into neighborhoods, and to greenway trails. This will not only improve pedestrian safety, but also support transit use. Block lengths also vary throughout the corridor, and a more consistent street grid with pedestrian scaled blocks exists west of Tarboro Street. The width of the roadway and traffic speed also impacts the safety of crossings to the east. The length between signalized intersections/crosswalks encourages jaywalking and limits connectivity between the two sides of the corridor. The location of additional crosswalks and median refuges for pedestrians are identified to improve these conditions. Street lighting has also been evaluated and enhancements are recommended to improve the overall conditions for street traffic and for pedestrians.

Transit Patterns

The New Bern Avenue corridor is one of the highest ridership Capital Area Transit (CAT) routes in the city. Recent improvements to the most heavily used stops with shelters, benches, and trash receptacles have greatly enhanced conditions for riders. Triangle Transit express routes operated by CAT have improved bus service through the area for commuters. Future CAT improvements include reducing the bus headways to 15 minutes all day and continued upgrading of transit passenger amenities. Bus Rapid Transit (BRT) is also being discussed as a means of further reducing headways to a minimum of 10 minutes, and intelligent transportation technologies in the form of real-time bus arrival information at selected stops will also be deployed soon. Roadway cross sections are included to help illustrate how the road design can accommodate BRT lanes.

Stormwater

A proactive approach to stormwater quantity and quality management is important in the re-development of the New Bern Avenue corridor. Surface water quality is a significant issue throughout the City of Raleigh. The western portion of the study area drains into Pigeon House Branch, which is the city’s most degraded stream. Opportunities exist to enhance buffers, retrofit Best Management Practices (BMP), reduce effective impervious area, upgrade utilities, and revisit landscape classification along with greater source controls in order to help protect and rebuild the waterway. For the portions of the corridor at or near the top of drainage divides, there is significant opportunity to implement model linear stormwater management practices to manage or even treat much of the runoff. Any efforts to manage and mitigate impacts from stormwater runoff within the state maintained right-of-way must be coordinated with and approved by NCDOT. Enhanced stormwater treatment of roadway runoff, though, is consistent with and supports the goals of both the NCDOT and City of Raleigh NPDES Municipal Separate Storm Sewer System (MS4) permits.

Landscape Patterns

Among the important distinguishing assets along the corridor are the mature large canopy trees that provide significant benefits to the urban landscape, improve air and water quality, reduce heat island impacts, and increase property values. The protection of significant individual trees and tree stands is recommended in the study area in conjunction with property redevelopment and roadway improvements. The opportunity exists to install a highly diverse and sustainable urban landscape with new plant materials along the corridor. A more detailed streetscape plan is recommended to achieve this goal.

Public Safety/Health

Public safety and health are important considerations along the corridor and for the surrounding business areas and neighborhoods. In coordination with the Raleigh Police Department and Wake County Health & Human Resources, individual studies have been prepared that concentrate on these issues and recommend courses of action.
Crime Prevention through Environmental Design (CPTED) is defined as the proper design and effective use of the built environment that can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life. The goal of CPTED is to reduce opportunities for crime that may be inherent in the design of structures or neighborhoods. CPTED recommendations hope to improve the physical environment in four areas which are the main principles of CPTED: (1) natural surveillance, (2) natural access control, (3) territorial reinforcement and (4) maintenance. The application of these principles assists in reducing crime incidence as well as improving quality of life. A CPTED evaluation was recommended as part of the New Bern corridor study to identify problem locations and areas which could be addressed through the manipulation or redesign of physical features. In collaboration with the Raleigh Police Department, trained officers developed a detailed CPTED evaluation for the study area and design solutions were recommended to help reduce the incidence of crime. The areas of concentration for the evaluation included the perimeter, parking areas, utility lighting, and general public spaces. The feasibility of these recommendations is dependent on further evaluation by City staff.

Health Impact Analysis (HIA) is a “combination of procedures or methods by which a policy, program, or project may be judged as to the effects it may have on the health of a population.” A rapid HIA process includes about 14 elaborate steps that broadly fit into the 6 HIA categories of screening, scoping, assessment, recommendations, reporting, monitoring and evaluation.

In collaboration with Wake County Health and Human Resources and the State Health agency, a Rapid HIA process has been initiated and is underway for the New Bern corridor area to access the health impacts of the proposed study to the area residents. The HIA team participated in the third public workshop for the New Bern study, conducted surveys, and collected feedback from the meeting attendees. Major impacts identified were the deficiency of healthy food choices for area residents, lack of interconnected sidewalks, and risks to pedestrian safety and health. The HIA report with more details on the health impacts is pending completion.

Recommended Comprehensive Plan Amendments
Several amendments to the Comprehensive Plan are recommended in the corridor study for which specific property owner notification and public hearing advertisement procedures must be followed for adoption. The amendments are in two categories: (1) Future Land Use Map amendments and (2) Thoroughfare Plan amendments, and are noted below.

Future Land Use Map Amendments (illustrated on the Land Use & Redevelopment map)
- Neighborhood Mixed Use to Moderate-Density Residential – north side of Edenton Street between Swain Street and Heck Street
- Neighborhood Mixed Use to Office & Residential Mixed Use – between Edenton Street and New Bern Avenue from Swain Street to State Street and south side of New Bern Avenue from Camden Street extended to State Street
- Moderate Density Residential to Neighborhood Mixed Use – south side of New Bern Avenue from Pettigrew Street to Battery Drive
- Moderate Density Residential to Neighborhood Mixed Use – behind frontage properties on north side of New Bern Avenue from Hill Street to Waldrop Street
- Neighborhood Mixed Use to Low Density Residential – south side of New Bern Avenue from Longview Center to Clarendon Crescent
- Neighborhood to Low Density Residential – south side of New Bern Avenue from Clarendon Crescent to Raleigh Country Club property
- Office Research & Development to Office and Residential Mixed Use – north side of New Bern Avenue from Donald Ross Drive to the extension of the hospital entrance
- Office Research & Development to Community Mixed Use – north side of New Bern Avenue from hospital entrance to one lot west of Shanta Drive
- Community Mixed Use to Public Parks & Open Space – floodplain area on north side of Millburnie Road
- Public Facilities to Institution – two locations on WakeMed campus

Thoroughfare Plan Amendments (illustrated on Roadway Design map)
- Amend the Comprehensive Plan to realign Poole Road, a Minor Thoroughfare, to intersect New Bern Avenue at Hill Street
- Amend the Comprehensive Plan to realign Calumet Drive, a Collector Street, to intersect New Bern Avenue at Millburnie Drive
Cultural Landscape

Objectives

CL.1 Recognize and highlight the cultural and historical significance of the neighborhoods adjacent to the corridor

CL.2 Preserve the unique mid-century quality of houses and buildings within the Longview Gardens neighborhood area

CL.3 Reinforce the neighborhood and institutional history within the corridor through signage, public art, and landscaping

CL.4 Improve wayfinding directions to landmarks along and within close proximity of the corridor

CL.5 In accordance with the 2030 Comprehensive Plan Policy AC 5.3 pursue the creation of a cultural district to highlight the rich cultural identity

Actions

CL A.1 Support the preparation of a local oral history documentation of the cultural and historical importance of corridor neighborhoods in coordination with WakeMed

CL A.2 Develop design guidelines that integrate mid-century architectural features for new development in the Suburban Neighborhood corridor area

CL A.3 Coordinate with the Percent for Public Art Program to include specific public art elements that will relate to the cultural characteristics of the corridor

CL A.4 Identify funding sources and install appropriate wayfinding signage in coordination with NCDOT and City of Raleigh Public Works

CL A.5 Create a cultural district for the Idlewild, College Park, and St. Augustine's College neighborhood area

Two-story Greek Revival style house was built for Henry Porter, a prominent Henry Porter House: Built before 1850 at 555 New Bern Avenue. The Rock Quarry Road to Union Square.

Built by Raleigh businessmen in 1832 from the state stone quarry on the northeast corner of North State Street and New Bern Avenue. It site redeveloped.

The city baseball field stood here from the 1930’s to the 1940’s. National Cemetery: Located on the 500 block of Tarboro Road. Land for this site from the Moore Square area in the 1850’s. In the 1990’s it moved again and the site redeveloped.

Hunter School was built in the 1920’s. Between Advise Street and Rock Quarry Road where the Lucile Stone Quarry: The site of the state stone quarry is four blocks south.

This important school for boys took the northeast corner of North State Street and New Bern Avenue. It site redeveloped.

Old State Fairgrounds: The State Fair with its large racetrack was located two blocks south. It operated from 1853 to 1872. The “Fair Grounds Hospital, ” the first military hospital in North Carolina, was established here in 1861.

Seven landscaped acres contained four hundred acres, with North, South, East, and West Streets as the boundaries. Plan, drawn by surveyor and legislator William Christmas in 1792.

St. Augustine’s College: A historic African-American college that attracted many blacks in search of an education to Raleigh in the late 1800’s and early 1900’s. St. Augustine’s College, Rosewood Improvement: Located on the 500 block of Tarboro Road, NW Corner.

Toward February 23, 1867.

Shaw University: Historic African –American college located in the United States. Constructed for the higher education of black women in the 1870’s. Estey Hall, built in 1874, is the first building.

St. Monica’s Catholic School operated from the 1900’s to 1960 to serve African-American children. The city baseball field stood here from the 1930’s to the 1940’s.

St. Augustine’s College: A historic African-American college that attracted many blacks in search of an education to Raleigh in the late 1800’s and early 1900’s. St. Augustine’s College, Rosewood Improvement: Located on the 500 block of Tarboro Road, NW Corner.
Land Use & Redevelopment

Objectives
LU.1 Build upon the character of the three corridor segments to support a livable and sustainable community
LU.2 Evaluate the Future Land Use Map for appropriate classifications
LU.3 Encourage redevelopment of higher residential densities and vertical mixed-uses
LU.4 Encourage the development of service-oriented businesses within the WakeMed area
LU.5 Provide for an appropriate land use and density transition between commercial and residential uses
LU.6 Identify ways to create deeper lots with New Bern Avenue road-frontage to support expanded business opportunities

Actions
LU A.1 Amend the Future Land Use Map to include land use changes depicted on the map
LU A.2 Implement appropriate transition standards when UDO districts are mapped along the corridor
LU A.3 Provide information necessary to encourage redevelopment of identified soft sites in a pattern defined by the recommended land uses and street frontages
LU A.4 Evaluate the former nightclub site on Milburnie Road to determine if it should be acquired by the city as a greenway access or canoe launch to Crabtree Creek
LU A.5 Explore additional property acquisition in the College Park neighborhood behind the existing businesses on the north side of New Bern Avenue between Hill Street and Raleigh Boulevard
**Frontage Typologies**

**Objectives**
FT.1 Define corridor frontage typologies and development standards for the space between the public right-of-way and building façades in order to create a safe, convenient and transit supportive pedestrian environment.

**Actions**
FT A.1 Utilize the recommended frontage typology standards to guide the evaluation of site plan and rezoning proposals for properties with corridor frontage:
- Green – Pedestrian friendly areas; setback between 10 and 30 feet from street. Landscaped front yard; no parking between building façade and street.
- Urban Limited – For mixed use areas; building setback between 5 and 20 feet. No parking in front of building, but allowed to sides.
- Parking Limited – Maximum of two rows of parking between building façade and street. Building setback is between 10 and 100 feet.

FT A.2 Adopt the above typology definitions as part of the UDO.
Streetscape Design
Section 1 of 3
Swain Street to Raleigh Boulevard

Objectives
SD.1 Consider roadway modifications to support a complete streets design strategy
SD.2 Improve pedestrian safety at major intersections
SD.3 Identify additional pedestrian crossings where the distance between traffic signals is greater than 1,000 feet
SD.4 Improve transit, bike, and pedestrian accommodations throughout the corridor

Actions
SD1 A.1 Implement a road diet to reduce both New Bern Avenue and Edenton Street to two lanes, and add bike lanes, curb extensions, and on-street parking
SD1 A.2 Amend the Comprehensive Plan to realign Poole Road, a Minor Thoroughfare, to intersect New Bern Avenue at Hill Street
SD1 A.3 Pursue funding in the Capital Improvement Program (CIP) or from outside grant sources for the design and construction of the proposed roadway improvements and landscape installations
SD1 A.4 Coordinate with NCDOT the design of all recommended roadway improvements and landscape installations
SD1 A.5 Reduce the number of curb cuts in the commercial area to foster better safety and aesthetic appeal and use ramp-type driveways
SD1 A.6 Provide design assistance to the Wake County Harrison Library to increase parking and provide a street side courtyard to increase visibility
SD1 A.7 Evaluate roadway directional changes to re-establish the vehicular view to the State Capitol

Swain St. to Tarboro St. section along Edenton St.
Swain St. to Tarboro St. section along New Bern Ave.
Tarboro St. to Raleigh Blvd. section along New Bern Ave.
Streetscape Design
Section 2 of 3
Raleigh Boulevard to Donald Ross Drive

Actions
SD2 A.1 Study traffic impacts of lane reductions and on-street parking and driveway consolidations for the commercial area between Poole Road and Raleigh Boulevard
SD2 A.2 Coordinate with property owner to combine multiple driveways at Duplex Village on New Bern Avenue
SD2 A.3 Design improvements to reduce lanes and introduce a pedestrian island at the King Charles Road and New Bern Avenue intersection
SD2 A.4 Install pedestrian crosswalks at King Charles Road, Lord Ashley Road, Lord Berkley Road, and Clarendon Crescent to accommodate safe access to the Longview commercial area and Enloe High School
SD2 A.5 Incorporate best management practices for stormwater in the design and construction of roadway improvements on New Bern Avenue
Streetscape Design
Section 3 of 3
Donald Ross Drive to Crabtree Creek

Actions
SD3 A.1 Reduce intersection roadway width and install pedestrian crosswalks at the Sunnybrook Road and New Bern Avenue intersection
SD3 A.2 Amend the Comprehensive Plan to relocate Calumet Drive, a Collector Street, to intersect New Bern Avenue at Milburnie Road
SD3 A.3 Install sidewalk extensions on Sunnybrook Road from New Bern Avenue to Milburnie Road and the existing greenway access
Sidewalks, Crosswalks & Street Lighting

Objectives
SL.1 Improve pedestrian, bicycle, and lighting facilities within the corridor to create a safe, healthy, and walkable environment.
SL.2 Improve the connectivity of sidewalks and bike trails along the corridor and into neighborhoods.

Actions
SL A.1 Install painted crosswalks at all signalized intersections and across streets intersecting the corridor.
SL A.2 Install median pedestrian refuge areas at identified locations with heavy pedestrian use.
SL A.3 Install sidewalks along both sides of New Bern Avenue from Raleigh Boulevard to the proposed Calumet-Milburnie intersection.
SL A.4 Install a sidewalk on the south side of New Bern Avenue between Poole Road and Raleigh Boulevard.
SL A.5 Extend sidewalks as identified to improve connectivity between the corridor and adjacent neighborhoods.
SL A.6 Upgrade street light system to include new fixtures and lumen upgrades as noted.
SL A.7 Identify funding sources and pursue grants to implement the proposed streetscape and pedestrian improvements.
Transit Patterns

Objectives
TP.1 Improve street cross sections to include multi-modal transit options that interconnect bike trails, sidewalks, and bus stops
TP.2 Continue to improve bus service and passenger stop accommodations
SL.3 Introduce bus rapid transit (BRT) network to improve and enhance mobility throughout the corridor service area

Actions
TP A.1 Coordinate with NCDOT to implement the median running BRT design and station locations from Raleigh Boulevard to I-440
TP A.2 Pursue funding grants to support the design and implementation of a BRT system along New Bern Avenue and Edenton Street into downtown Raleigh
TP A.3 Work collaboratively with Community Development staff to incorporate public transit access into the planned revitalization of the College Park and Idlewild neighborhoods
TP A.4 Consider a long-term study for possible streetcar service in this corridor
Stormwater Management

Objectives

SM.1 Improve stormwater runoff quality through implementation of best management practices

SM.2 Pursue stream restoration efforts along feasible sections of the corridor

SM.3 Identify baseline and enhanced stormwater management practices for the different corridor sections

SM.4 Preserve and upgrade existing lakes and water bodies

Actions

SM A.1 Coordinate with the Raleigh Country Club to design and fund a stream restoration at the southeast quadrant of the intersection of King William Road with New Bern Avenue

SM A.2 Include initiatives in the stream restoration project to control the growth of invasive species

SM A.3 Design and implement the baseline and additional stormwater enhancements as noted for each corridor section

SM A.4 Integrate Low Impact Development techniques with all stormwater improvements to future roadway design and NCDOT approvals

SM A.5 Coordinate with CAC and neighborhood organizations to provide public education on stormwater management practices, programs, and prevention
Public Realm Landscape

Objectives
PR.1 Reinforce or create as necessary a unifying visual streetscape identity within each corridor character area.
PR.2 Provide a highly diverse and sustainable urban landscape along the corridor.
PR.3 Provide guidance on the selection of street tree species and spacing.
PR.4 Provide resources necessary to support large maturing trees in the streetscape that thrive for over 30 years.
Public Realm
Landscape

Actions
PR A.1 Use a variety of recommended street trees and median plantings as noted to guide landscape planting design for the corridor
PR A.2 Protect large canopy trees along the roadside during future roadway and property development
PR A.3 Expand tree planting space along the corridor to a minimum of 8 feet to 12 feet to accommodate large maturing trees
PR A.4 Explore overhead electrical line relocation options to allow the planting of large maturing trees on the north side of the corridor
PR A.5 Medians with curb and gutter should be a minimum of 20 feet to accommodate large-maturing trees on a roadway not exceeding 35 mph
PR A.6 Trees installed in a hardscape should include an underground root expansion system a minimum of 1,000 cubic feet for a large maturing tree
PR A.7 Plan and budget to implement a streetscape planting plan that will extend the landscape aesthetics and environmental functionality of the New Bern-Edenton Streetscape Master Plan east of Raleigh Boulevard to I-440
Public Safety & Public Health

- The CPTED evaluation is complete and the report is available for review
- A Rapid HIA has been initiated and is underway for the New Bern Avenue study area

Objectives
PS.1 Identify crime-prevalent areas which could be controlled through policing and redesign of physical features
PS.2 Prioritize crime prevention actions based on their impacts to the community
PS.3 Increase security and monitoring of businesses to control establishment of open drug dealing points
PS.4 Observe and recommend improvement in natural surveillance, natural access control, territorial reinforcement, and maintenance
PS.5 Evaluate the health impacts of the New Bern Avenue Corridor Study to the area residents.

Actions
PS A.1 Complete a Crime Prevention Through Environmental Design (CPTED) evaluation of the area in collaboration with Raleigh Police Department
PS A.2 Initiate proactive enforcement to reduce and control the increase in Part 2 crimes (disorderly conduct, drugs, prostitution, assault, vandalism)
PR A.3 Conduct analysis of crime statistics over a span of previous 4 years
PR A.4 Interview residents and property owners about general crime and safety concerns
PR A.5 Review all crime prevention actions on a quarterly basis to determine their effectiveness and readjust as needed
PR A.6 Coordinate with Raleigh Public Works department staff to evaluate the feasibility and alternatives for street closings identified in the CPTED evaluation
PR A.7 Follow up with State Governor’s Crime Prevention office for potential grants or funding options for crime prevention/reduction initiatives
PR A.8 Implement the following design recommendations to reduce crime in commercial areas:
  - Additional exterior lighting and maintenance of existing fixtures
  - Clear promotional obstructions from windows to increase natural surveillance
  - Secure electrical box to avoid manipulation or vandalism
  - Additional exterior cameras with mirrors inside the business
  - Robbery suppression training for owner and employees from the Raleigh Police Department
  - Secure building rear and unwanted areas by adding hostile/dense vegetation, exterior lighting, and possible fence/retaining wall, gated with key lock
  - Proper maintenance to remove debris, graffiti and grime from building
  - Add lighting to pay phone area and enclose sitting area with planter and hostile vegetation. Repaint parking spaces
  - Trim shrubbery and trees so as to increase line of sight and light distribution
  - Reduce access points by adding gates and hostile vegetation to perimeter
PR A.9 Prepare a Health Impact analysis (HIA) in collaboration with Wake County Human Services and the North Carolina Division of Public Health
<table>
<thead>
<tr>
<th>TOPIC AREA</th>
<th>ACTION ITEM NUMBER</th>
<th>ACTION</th>
<th>IMPLEMENTATION TIMELINE</th>
<th>IMPLEMENTATION STATUS</th>
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<tbody>
<tr>
<td>CULTURAL LANDSCAPE</td>
<td>CL A.1</td>
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<td>Short-term</td>
<td>City Planning, Community Services, Raleigh Historic Development Commission, Citizens Advisory Council</td>
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<td>CL A.2</td>
<td>Develop design guidelines that integrate mid-century architectural features for new development in the Suburban Neighborhood corridor area</td>
<td>Long-term</td>
<td>City Planning/Urban Design Center, Raleigh Historic Development Commission</td>
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<td>CL A.3</td>
<td>Coordinate with the Percent for Public Art Program to include specific public art elements that will relate to the cultural characteristics of the corridor</td>
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<td>CL A.4</td>
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<td>NEW BERN HISTORY MARKER TOUR</td>
<td>HM A.1</td>
<td>Create a cultural district for the Idlewild, College Park, and St. Augustine’s College neighborhood area</td>
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<td>City Planning, Citizens Advisory Council, residents</td>
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<td></td>
<td>HM A.2</td>
<td>Produce a history marker tour brochure and coordinate with the North Central CAC to host the first annual walking tour kickoff celebration</td>
<td>Short-term</td>
<td>City Planning, North Central CAC, Community Services</td>
</tr>
<tr>
<td>LAND USE &amp; REDEVELOPMENT</td>
<td>LU A.1</td>
<td>Amend the Future Land Use Map to include land use changes depicted on the map</td>
<td>Short-term</td>
<td>City Planning</td>
</tr>
<tr>
<td></td>
<td>LU A.2</td>
<td>Implement appropriate transition standards when UDO districts are mapped along the corridor</td>
<td>Short-term</td>
<td>City Planning/Urban Design Center, Development Services</td>
</tr>
<tr>
<td></td>
<td>LU A.3</td>
<td>Provide information necessary to encourage redevelopment of identified soft sites in a pattern defined by the recommended land uses and street frontages</td>
<td>Short-term</td>
<td>City Planning, Urban Design Center, Community Development</td>
</tr>
<tr>
<td></td>
<td>LU A.4</td>
<td>Evaluate the former nightclub site on Milmontine Rd. to determine if it should be acquired by the city as a greenway access or canoe launch to Crabtree Creek</td>
<td>Short-term</td>
<td>City Planning, Parks &amp; Recreation, Real Estate</td>
</tr>
<tr>
<td>FRONTAGE TYPOLOGIES</td>
<td>FT A.1</td>
<td>Utilize the recommended frontage typology standards to guide the evaluation of site plan and rezoning proposals for properties with corridor frontage: - Green - Pedestrian friendly areas; setback between 10 and 30 feet from street. Landscaped front yard; no parking between building façade and street. - Urban Limited - For mixed use areas; building setback between 5 and 20 feet. No parking in front of building, but allowed to sides. - Parking Limited - Maximum of two rows of parking between building façade and street. Building setback is between 10 and 100 feet.</td>
<td>Long-term</td>
<td>TBD</td>
</tr>
</tbody>
</table>

**Actions Table**

This table includes all the actions identified on the content specific maps of the preceding pages in order to specify the short-term (2-5 years) and long-term (5-15) schedule and track their implementation.
<table>
<thead>
<tr>
<th>FT A.2</th>
<th>Adopt the above typology definitions as part of the Unified Development Ordinance</th>
<th>Short-term</th>
<th>NA</th>
<th>City Planning, Development Services, City Attorney</th>
<th>To be implemented with the adoption of the UDO</th>
</tr>
</thead>
<tbody>
<tr>
<td>SD1 A.1</td>
<td>Implement a road diet to reduce both New Bern Ave. and Edenton St. to two lanes, and add bike lanes, curb extensions, and on-street parking.</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works</td>
<td>To be implemented with the Annual Update of the Comprehensive Plan</td>
</tr>
<tr>
<td>SD1 A.2</td>
<td>Amend the Comprehensive Plan to redesign Poole Rd., a Minor Thoroughfare, to Intersect New Bern Ave. at HRI St.</td>
<td>Short-term</td>
<td>NA</td>
<td>City Planning/Transportation Planning, Public Works</td>
<td></td>
</tr>
<tr>
<td>SD1 A.3</td>
<td>Pursue funding in the Capital Improvement Program (CIP) or from outside grant sources for the design and construction of the proposed roadway Improvements and landscape Installations</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works</td>
<td></td>
</tr>
<tr>
<td>SD1 A.4</td>
<td>Coordinate with NCDOT the design of all recommended roadway improvements and landscape installations</td>
<td>Short-term</td>
<td>NA</td>
<td>City Planning, Office of Transportation, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SD1 A.5</td>
<td>Reduce the number of curb cuts in the commercial area to foster better safety and aesthetic appeal and use ramp-type driveways.</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works</td>
<td></td>
</tr>
<tr>
<td>SD1 A.6</td>
<td>Provide design assistance to the Wake County Harrison Library to increase parking and provide a street side courtyard to increase visibility.</td>
<td>Long-term</td>
<td>NA</td>
<td>City Planning/Urban Design Center, Transportation Planning</td>
<td></td>
</tr>
<tr>
<td>SD1 A.7</td>
<td>Evaluate the following roadway directional changes to reestablish the view to the State Capitol</td>
<td>Long-term</td>
<td>NA</td>
<td>City Planning/Transportation Planning</td>
<td></td>
</tr>
<tr>
<td>ROADWAY DESIGN SECTION 2 [Raleigh Blvd. to Donald Ross Dr.]</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SD2 A.1</td>
<td>Study traffic impacts of lane reductions and on-street parking for the commercial area between Poole Rd. and Raleigh Blvd.</td>
<td>Long-term</td>
<td>NA</td>
<td>City Planning/Transportation Planning, Public Works</td>
<td></td>
</tr>
<tr>
<td>SD2 A.2</td>
<td>Coordinate with property owner to combine multiple driveways at Duplex Village on New Bern Ave.</td>
<td>Short-term</td>
<td>NA</td>
<td>City Planning/Transportation Planning, Public Works, property owner</td>
<td></td>
</tr>
<tr>
<td>SD2 A.3</td>
<td>Design improvements to reduce lanes and introduce a pedestrian island at the King Charles Rd. and New Bern Ave. intersection</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works</td>
<td></td>
</tr>
<tr>
<td>SD2 A.4</td>
<td>Install pedestrian crosswalks at King Charles Rd., Lord Ashley Rd., Lord Berkeley Rd., and Clarendon Crescent to accommodate safe access to the Longview commercial area and Enloe High School</td>
<td>Short-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works</td>
<td></td>
</tr>
<tr>
<td>SD2 A.5</td>
<td>Incorporate best management practices for stormwater in the design and construction of roadway improvements on New Bern Ave.</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, Stormwater Management</td>
<td></td>
</tr>
<tr>
<td>ROADWAY DESIGN SECTION 3 [Donald Ross Dr. to Crabtree Crawl]</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SD3 A.1</td>
<td>Reduce Intersection roadway width and install pedestrian crosswalks at the Sunnybrook Rd. and New Bern Ave. intersection</td>
<td>Short-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SD3 A.2</td>
<td>Amend the Comprehensive Plan to relocate Calumet Dr., a Collector Street, to Intersect New Bern Avenue at Millburnie Rd.</td>
<td>Short-term</td>
<td>NA</td>
<td>City Planning, Office of Transportation, Public Works, NCDOT</td>
<td>To be implemented with Annual Update of the Comprehensive Plan</td>
</tr>
<tr>
<td>SD3 A.3</td>
<td>Install sidewalk extensions on Sunnybrook Rd. from New Bern Ave. to Millburnie Rd. and the existing greenway access</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SL A.1</td>
<td>Install painted crosswalks at all signalized intersections and across streets intersecting the corridor</td>
<td>Short-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SL A.2</td>
<td>Install median pedestrian refuge areas at identified locations with heavy pedestrian use</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SL A.3</td>
<td>Install sidewalks along both sides of New Bern Ave. from Raleigh Blvd. to the proposed Calumet-Millburne Intersection</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SL A.4</td>
<td>Install a sidewalk on the south side of New Bern Ave. between Poole Rd. and Raleigh Blvd.</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SL A.5</td>
<td>Extend sidewalks as identified to improve connectivity between the corridor and adjacent neighborhoods</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SL A.6</td>
<td>Upgrade street light system to include new fixtures and luminaires as noted</td>
<td>Short-term</td>
<td>TBD</td>
<td>Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SL A.7</td>
<td>Identify funding sources and pursue grants to implement the proposed streetscape and pedestrian improvements</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>TP A.1</td>
<td>Coordinate with NCDOT to implement the median running BRT design and station locations from Raleigh Blvd. to I-480</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>TP A.2</td>
<td>Pursue funding grants to support the design and implementation of a BRT system along New Bern Ave. and Edenton St. into downtown Raleigh</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>TP A.3</td>
<td>Work collaboratively with Community Development staff to incorporate public transit access into the planned revitalization of the College Park and Idlewild neighborhoods</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Community Development, Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>TP A.4</td>
<td>Consider a feasibility study for possible streetcar service in this corridor</td>
<td>Short-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SM A.1</td>
<td>Coordinate with the Raleigh Country Club to design and fund a stream restoration at the southeast quadrant of the intersection of King William Rd. with New Bern Ave.</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning, Property Owner, Public Works/Stormwater, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SM A.2</td>
<td>Include initiatives in the stream restoration project to control the growth of invasive species</td>
<td>Long-term</td>
<td>TBD</td>
<td>Public Works/Stormwater, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SM A.3</td>
<td>Design and implement the baseline and additional stormwater enhancements as noted for each corridor section</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning, Public Works/Stormwater, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SM A.4</td>
<td>Integrate Low Impact Development techniques with all stormwater improvements to future roadway design and NCDOT approvals</td>
<td>Long-term</td>
<td>TBD</td>
<td>Public Works/Stormwater, City Planning/Transportation Planning, NCDOT</td>
<td></td>
</tr>
<tr>
<td>SM A.5</td>
<td>Coordinate with CAC and neighborhood organizations to provide public education on stormwater management practices, programs, and prevention</td>
<td>Short-term</td>
<td>NA</td>
<td>City Planning, Public Works/Stormwater, NCDOT</td>
<td></td>
</tr>
<tr>
<td>PR A.1</td>
<td>Use a variety of recommended street trees and median plantings as noted to guide landscape planting design for the corridor</td>
<td>Long-term</td>
<td>NA</td>
<td>City Planning, Parks &amp; Rec.</td>
<td>To be implemented following roadway improvements</td>
</tr>
<tr>
<td>FR A.2</td>
<td>Protect large canopy trees along the roadside during future roadway and property development</td>
<td>Short-term</td>
<td>NA</td>
<td>City Planning, Parks &amp; Rec.</td>
<td></td>
</tr>
<tr>
<td>FR A.3</td>
<td>Expand tree planting space along the corridor to a minimum of 8 feet to 12 feet to accommodate large maturing trees</td>
<td>Short-term</td>
<td>NA</td>
<td>City Planning, Parks &amp; Rec.</td>
<td></td>
</tr>
<tr>
<td>FR A.4</td>
<td>Explore overhead electrical line relocation options to allow the planting of large maturing trees on the north side of the corridor</td>
<td>Long-term</td>
<td>TBD</td>
<td>Public Works, Parks &amp; Rec.</td>
<td></td>
</tr>
<tr>
<td>FR A.5</td>
<td>Medians with curb and gutter should be a minimum of 20 feet to accommodate large maturing trees on a roadway not exceeding 35 mph</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Transportation Planning, Public Works, NCDOT, Parks &amp; Rec.</td>
<td>To be included in roadway design</td>
</tr>
<tr>
<td>FR A.6</td>
<td>Trees installed in a landscape should include an underground root expansion system a minimum of 1,000 cubic feet for a large maturing tree</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning, Parks &amp; Rec.</td>
<td>To be included in streetscape design</td>
</tr>
<tr>
<td>FR A.7</td>
<td>Plan and budget to implement a streetscape planting plan that will extend the landscape aesthetics and environmental functionality of the New Bern-Edenton Streetscape Master Plan east of Raleigh Blvd. to I-440</td>
<td>Long-term</td>
<td>TBD</td>
<td>City Planning/Urban Design Center, Parks &amp; Rec.</td>
<td></td>
</tr>
<tr>
<td><strong>PUBLIC SAFETY &amp; PUBLIC HEALTH</strong></td>
<td><strong>FS A.1</strong></td>
<td>Complete a Crime Prevention Through Environmental Design (CPTED) evaluation of the area in collaboration with Raleigh Police Department</td>
<td>Short-term</td>
<td>NA</td>
<td>City Planning/Transportation Planning, Raleigh Police Department</td>
</tr>
<tr>
<td>FS A.2</td>
<td>Initiate proactive enforcement to reduce and control the Increase in Part 2 crimes (disorderly conduct, drugs, prostitution, assault, vandalism)</td>
<td>Short-term</td>
<td>NA</td>
<td>Raleigh Police Department</td>
<td>Underway</td>
</tr>
<tr>
<td>FS A.3</td>
<td>Conduct analysis of crime statistics over a span of previous 4 years</td>
<td>Short-term</td>
<td>NA</td>
<td>Raleigh Police Department</td>
<td>IMPLEMENTED</td>
</tr>
<tr>
<td>FS A.4</td>
<td>Interview residents and property owners about general crime and safety concerns</td>
<td>Short-term</td>
<td>NA</td>
<td>Raleigh Police Department</td>
<td>IMPLEMENTED</td>
</tr>
<tr>
<td>FS A.5</td>
<td>Review all crime prevention actions on a quarterly basis to determine their effectiveness and readiness as needed</td>
<td>Long-term</td>
<td>NA</td>
<td>Raleigh Police Department</td>
<td></td>
</tr>
<tr>
<td>FS A.6</td>
<td>Coordinate with Raleigh Public Works department staff to evaluate the feasibility and alternatives for street closings identified in the CPTED evaluation</td>
<td>Short-term</td>
<td>NA</td>
<td>Raleigh Police Department, Public Works, Office of Transportation</td>
<td>To be implemented</td>
</tr>
<tr>
<td>FS A.7</td>
<td>Follow-up with State Governor's Crime Prevention office for potential grants or funding options for crime prevention/reduction initiatives</td>
<td>Long-term</td>
<td>NA</td>
<td>Raleigh Police Department</td>
<td></td>
</tr>
<tr>
<td>FS A.8</td>
<td>Implement design recommendations to reduce crime in commercial areas</td>
<td>Short-term</td>
<td>NA</td>
<td>Raleigh Police Department, property owners</td>
<td>To be implemented by property owners</td>
</tr>
<tr>
<td>FS A.9</td>
<td>Prepare a Health Impact Analysis (HIA) in collaboration with Wake County Human Services and the North Carolina Division of Public Health</td>
<td>Short-term</td>
<td>NA</td>
<td>City Planning, Wake County Human Services, NC Division of Public Health, property owners, residents, businesses</td>
<td>Underway</td>
</tr>
</tbody>
</table>