

Peace Streetscape & Parking Plan

SSP-1-02

Revised 3/15/05

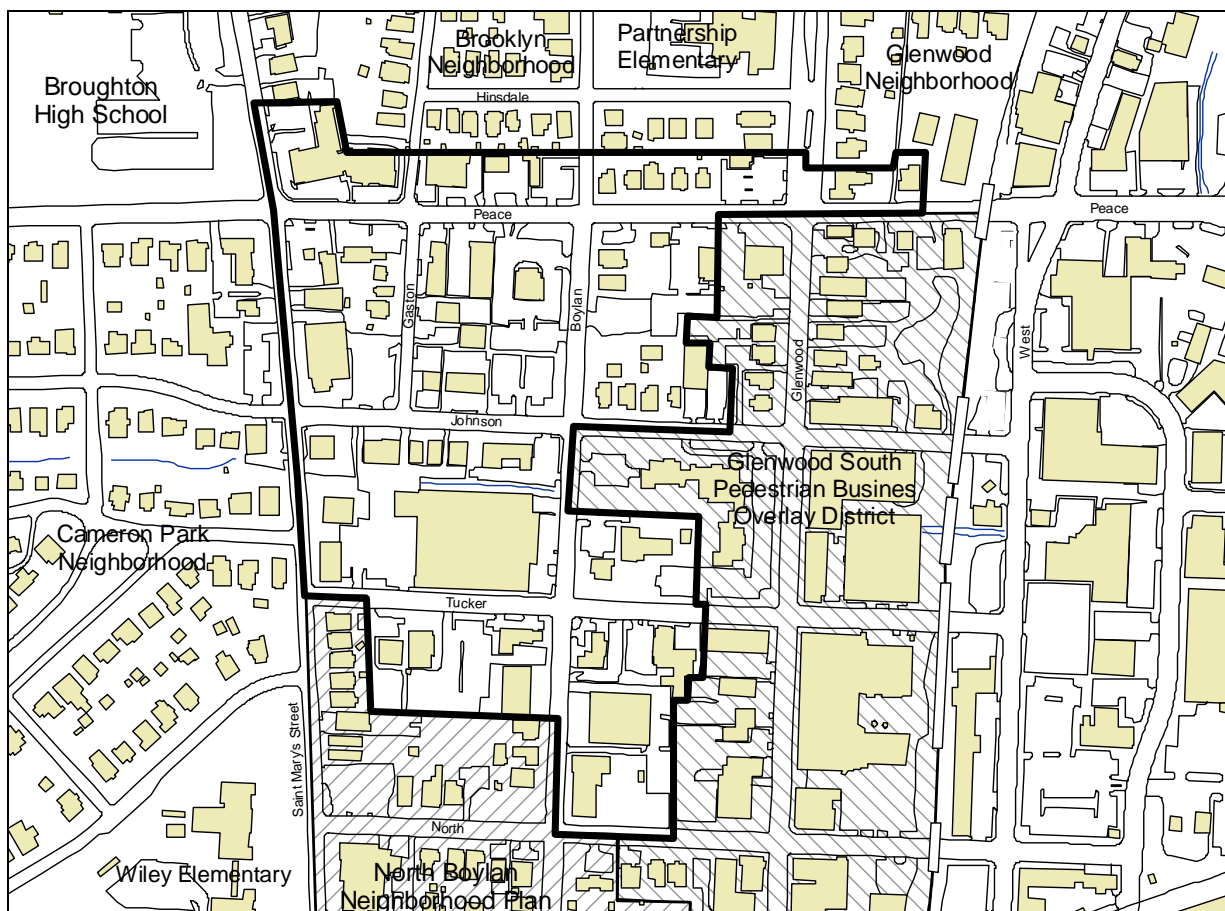
Introduction

Project Boundary

The Peace Streetscape Plan includes commercially zoned properties along Peace Street from West Street to Saint Mary's Street and extends south to North Street as shown on the project boundary map. The plan area shares a boundary with the Glenwood South Streetscape Plan to the east and the North Boylan Neighborhood Plan to the south. Several low density residential neighborhoods including Cameron Park, Brooklyn and Glenwood border the plan area to the west and north. Three public schools also border the plan area: Broughton High School, Partnership Elementary and Wiley Elementary.

Streetscape Concept

Originally developed as a residential area in the early 1900's, the area has now transitioned to primarily small commercial uses. Peace Street serves as the primary connection between the Downtown State Government Center and several eastern neighborhoods (such as Oakwood and Mordecai) to the Cameron Village City Focus Area. Being the northern edge of the downtown commercial area, transition in scale and use to the existing residential areas to the north and west are important considerations along Peace and Saint Mary's Streets. The plan area consists of a well connected grid of streets with buildings typically set forward adjacent to the sidewalk. This development pattern supports a walkable environment that can be enhanced through the implementation of streetscape improvements and site design guidelines for future development. The following streetscape recommendations build upon the existing characteristics, accommodate a transition in development intensity and establish unifying elements for the streetscape.



Plan Area Boundary

Streetscape Standards

Roadway Design

Peace Street consists of a 4-lane cross-section measuring about 38 feet between curbs within a right-of-way ranging from 50 feet at Saint Mary's Street to 65 feet at Glenwood Avenue. Numerous issues have been identified for this heavily traveled thoroughfare including vehicle speed, sight distance, pedestrian safety, and unsafe turning movements. A redesign of the street to a three-lane section from Clark Avenue to Glenwood Avenue, including two travel lanes and a center turn lane, would help to remedy the identified safety issues. Improvements would include new lane markings between the existing street curbs and the redesign of traffic signals. The three-lane section will maintain the current levels of service at all intersections as well as provide a protected left turn lane, wider travel lanes, a reduction in turning movement conflicts, and a greater separation between pedestrian areas and travel lanes.

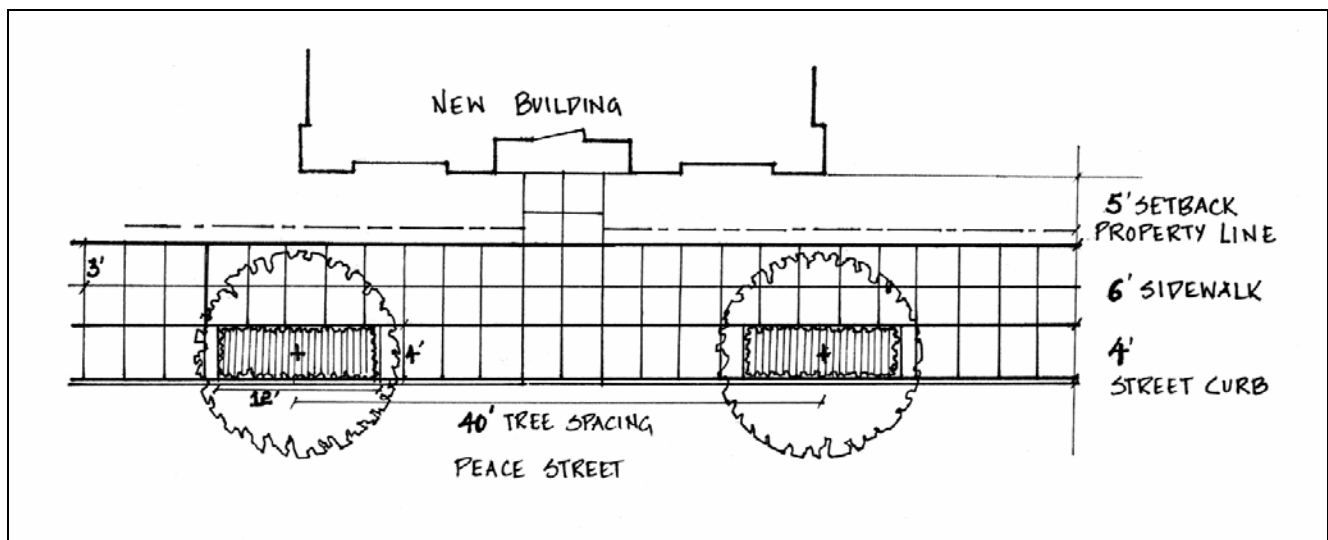
In addition to the new lane design for Peace Street, the layout of several building front parking lots and the coordination of driveway locations will be proposed to individual property owners to help improve vehicular and pedestrian safety. The proposed driveway and parking layout designs will be implemented through the streetscape improvement program.

Sidewalks

Along both sides of Peace Street from Glenwood Avenue to Saint Mary's Street, a 10 foot concrete sidewalk with a scored grid pattern is recommended as shown on the detail below. The setback area between the street right-of-way and building face may be landscaped with plant materials or paved with sidewalk materials consistent with those recommended to allow use of the space for outdoor seating and/or temporary product displays. Existing parking may remain in front of buildings until the site is redeveloped.

New sidewalks in the remainder of the Peace Streetscape area will be concrete per city standards with a minimum width of 5 feet and a landscape strip of 4 feet between the curb and sidewalk. Street intersections throughout the plan area will include two HC Ramps per corner aligned with pedestrian crosswalk markings between street corners.

Where driveways cross the sidewalk, the concrete sidewalk pavement pattern shall extend across the driveway. A ramp type driveway design should be used when possible to prevent interruption of the sidewalk with handicap ramps down to the driveway.

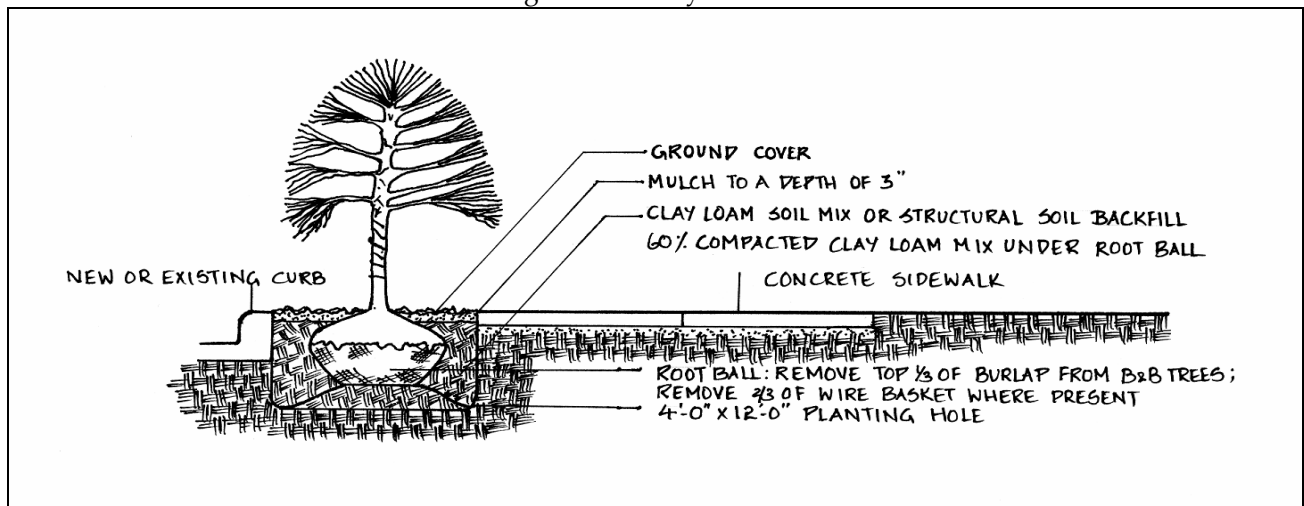


Street Trees

The recommended street tree for Peace Street is the 'Evelyn' hedge maple (*Acer campestre* 'Evelyn'). This tree was selected for its ability to adapt to urban environmental conditions and its upright branching habit. The branches are slender and branch profusely to create a fine texture particularly during winter. The tree species reaches a mature height of 30 to 35 feet. Within the remainder of the plan area, a variety of appropriate tree species may be used to infill the streetscape where opportunities exist.

Tree planting size should be 2" to 2.5" caliper and be spaced 40' on center. An open tree planter measuring 4 feet by 12 feet should be used for each tree. The existing soil should be removed from the planter to a depth of 3 feet and replaced with an engineered structural soil to extend under the sidewalk to provide adequate root zone. Groundcovers are encouraged in the planters to soften the street edge and provide site interest. English ivy or liriopie may be used as a base planting with seasonal annual plantings maintained by the property owner.

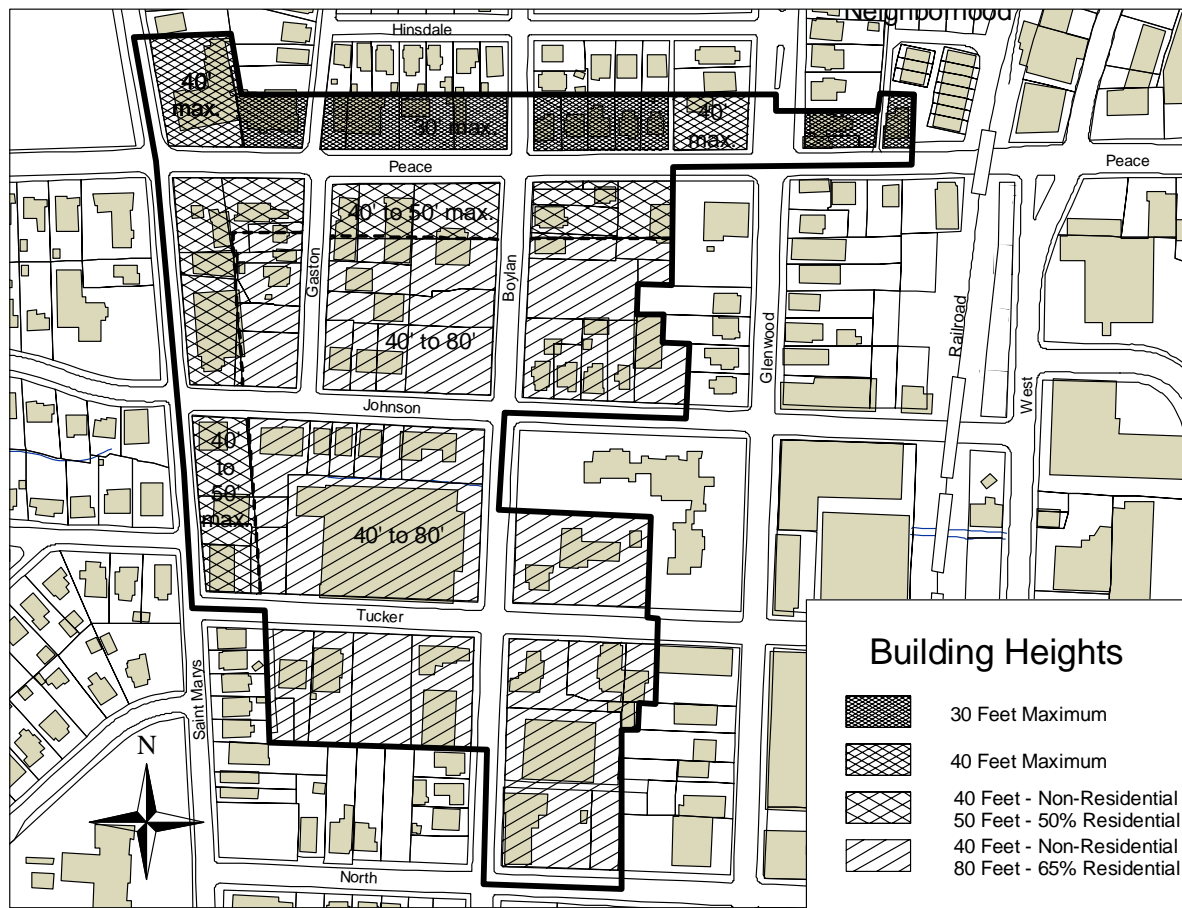
Tree placement should relate to the architectural elements of the adjacent buildings and be coordinated with business uses so not to interfere with loading and visibility needs.



Building Height

Building height guidelines are recommended to establish a sense of unifying space within the public streetscape, to provide appropriate transition to adjacent lower intensity development, and to allow greater building heights in appropriate areas.

- Along north side of Peace Street
 - 30 foot maximum
 - 40 foot maximum at the northeast corner of Peace Street and St. Mary's Street and at the northwest corner of Peace Street and Glenwood Avenue.
- Along east side of St Mary's Street (100' depth) and south side of Peace Street (100' depth)
 - 40 foot maximum for non-residential.
 - 50 foot maximum for buildings with at least 50% residential.
- Plan interior area, Boylan, Gaston, Johnson, Tucker Streets
 - 40 foot maximum for non-residential.
 - 80 foot maximum for buildings with at least 65% residential.
 - Additional height to a maximum of 120 feet may be considered by City Council when the site and building design is found to conform to the guidelines in Appendix A of the Downtown Urban Design Guide and the procedures described in 102132.2(d). The additional height must include a one foot building setback for every two feet in height above 60 feet. This setback may be inclusive of any setback from the building setback line and must include a minimum setback of at least 10 feet.



Building Facade

The front face of each building on the street contributes to the overall streetscape and should relate in scale and provide interest to pedestrians along the sidewalk. Large windows with product displays and open views to inside activity are encouraged for commercial uses. Building entrances should open onto the sidewalk and welcome customers to the business inside. Residential buildings should include a primary entrance onto the street. Adaptive use of existing residential structures is encouraged and should be remodeled to reflect the buildings original character.

New buildings and existing buildings undergoing renovation, as required in 10-2055(e)(2), shall break up blank exterior building walls that exceed 15 linear feet by including any one or more of the following:

- A public doorway made of transparent material.
- A doorway made of opaque materials and recessed at least 3 feet.
- A stairway directly available at street level to the public, but not fire escapes or false stairways.
- A fenestration element in keeping with the surrounding architecture of at least 12 square feet in area and no more than 4 feet above the sidewalk at its lowest point.

Building Setback

The building setback from the Peace Street right-of-way shall be 5 feet. The additional building setback will help to achieve a desirable height-to-width ratio for good spatial definition along Peace Street and provide adequate streetscape area along the busy thoroughfare. Along the remaining streets in the Peace Streetscape area, a maximum 10 foot setback is allowed to reflect the existing built pattern. Buildings may be set to the right-of-way as long as a 10 foot area is provided between the curb and building front for streetscape improvements.

Transition along the rear of plan area properties fronting on Peace Street, Saint Mary’s Street and Tucker Street to existing single family residential uses must be carefully considered with intense redevelopment, especially in relation to building height. A rear yard setback ratio of one-half foot for each foot in height is required.

Vehicular Parking Areas

Parking lots along the frontage of an urban street create gaps in the streetscape and separate business uses from the walking public. Vehicular parking areas shall be located to the rear and sides of buildings away from the public right-of-way. New vehicular parking areas, including additions to parking areas existing prior to the application of a PBOD, shall not be located in any portion of the site parallel to and adjoining a thoroughfare. Parking areas may be located behind the front wall of the principal building when a closed decorative wall is built to screen the parking from the sidewalk. The wall shall be 3.5 to 5 feet high, be constructed of an opaque material that complements the primary structure, and include visual articulation with architectural segmentation at least every nine feet.

Parking decks are encouraged within block interiors wrapped with liner buildings with active storefronts along public streets. Parking decks along thoroughfares shall include ground level commercial storefronts or residential uses. Parking decks along other public streets shall include ground level commercial storefronts or residential uses along at least 50% of the street level frontage wall. The parking deck frontage along a non-thoroughfare that is used to accommodate ground level uses may be developed at the time of construction or may be designed for later conversion as long as landscaped setbacks are utilized to soften the visual impact of the structure adjacent to the sidewalk. The deck shall be designed to include a variety of architectural elements that relate to the design of the primary structure and neighborhood.

Signage

The design and placement of signage should complement the architectural character of the building and be oriented towards the pedestrian. Small high-quality signs are encouraged to enhance the appearance of the building and streetscape.

The following signage types are encouraged: Awning signs, window stencils, wall signs (when internally lit text should be illuminated with opaque background). Low profile ground signs are allowed on private property as allowed by the city code.

The following signage types are prohibited:

Medium and high profile ground signs, projecting signs, internally lit wall signs, back lit signs, off-premise signs, internally illuminated awning signs and internally illuminated signs that do not have an opaque background.

Awnings

Awnings are encouraged at building entrances and windows to provide cover over the sidewalk, to create an intimate space along the sidewalk for window shopping and to reduce the scale of a building for pedestrians. Awnings must be at least 7 feet above the sidewalk at their lowest point with any supporting structure located a minimum of 8 feet above the sidewalk. An encroachment agreement approved by City Council is necessary if the awning projects into the public right-of-way.

Overhead Utilities

A major electrical transmission line is located on the north side of Peace Street and a smaller transmission line on the south side of Peace Street. Also on the south side are street light, BellSouth, Time Warner, and traffic signal lines. These services are located lower on the wooden transmission line poles with service connections often crossing the street, creating an unorganized cluttered appearance within the streetscape.

Undergrounding these utilities along Peace Street would greatly reduce overhead clutter and eliminate many wooden service poles that will interfere with proposed streetscape improvements. Consolidation and removal of unnecessary lines throughout the remainder of the plan area should also be explored. Peace Street includes signalized intersections at Glenwood Avenue, Boylan Avenue and Saint Mary's Street. These signal systems should also be upgraded using metal poles, mastarms, street lights, and pedestrian crossing signals. Feasibility and cost estimates must be prepared by the individual utility companies to determine the necessary budget levels for these needed improvements.

Street Lights

Adequate lighting of the sidewalk and street area is essential to creating a safe and inviting streetscape. Additional street lighting may be necessary to achieve the appropriate levels needed within the business area along Peace Street. A short-term solution is to increase the wattage and number of lighting fixtures in the area using existing poles. In the long-term, street lighting improvements will be included in the utility undergrounding study for Peace Street. Cobra head light fixtures on steel poles should be used in combination with bollard style lighting for pedestrian areas.

Street Furniture

Street furnishings provide an important level of detail that improves the comfort and convenience of the streetscape for pedestrians and business patrons. Facilities to accommodate transit use and to enhance personal safety are also important to the quality of the streetscape. Use of a consistent street furniture style is recommended on-site within 50 feet of the right-of-way to maintain a consistent streetscape treatment.

Recycling facilities should be included in the streetscape at locations convenient for use as pedestrian activity increases and the need warrants.

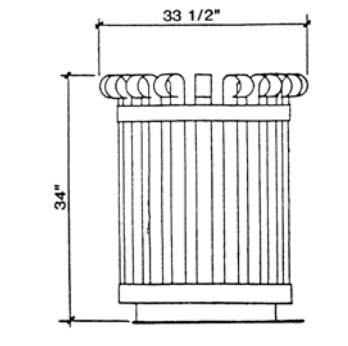
Businesses are encouraged to share dumpster facilities rather than placing individual receptacles on the street for pickup. Dumpsters should be located in the least obtrusive area and be screened from the public right-of-way.

Bicycle parking spaces shall be provided for all new buildings and for existing buildings undergoing renovation, as required in 10-2055(e)(2), at a rate of at least one bicycle space for every 20 required automobile spaces. Bicycle parking shall be located within easy access from the street.

Litter Receptacle:

Victor Stanley, Inc.

Model No. S-21 32 gallon



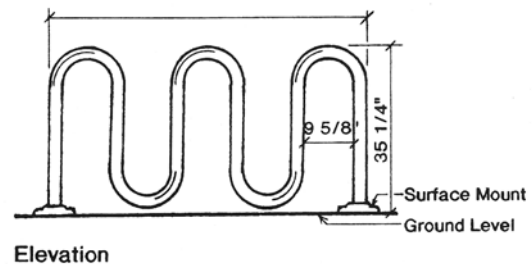
Bike Rack:

Model No. RB 07

Brandir International, Inc.

200 Park Avenue, Suite 303E

New York, NY 10166 (212) 505-6500



Streetscape Implementation

Recommendations

The streetscape recommendations included in this plan are conceptual in nature until specific actions are taken to assure implementation. A coordinated effort by the city and area business/property owners will be necessary to achieve the discussed objectives. Listed below are necessary actions:

- Rezone the plan area to Pedestrian Business Overlay District. This action will adopt as code the recommended standards relating to building placement and design, streetscape design and implementation, and parking standards.
- Allocate funding in the Capital Improvements Program for consultant services to prepare detailed construction plans to identify, in coordination with business/property owners, the placement of street trees, furniture, lighting, and sidewalk paving. The construction plans should also include cost estimates for installation of streetscape improvements.
- Coordinate with companies with overhead utilities in the preparation of feasibility and cost estimates for undergrounding facilities to determine the budget estimates for the improvements. Estimates for undergrounding to include electrical, telephone, cablevision, traffic signal and street lights as well as intersection improvements to include traffic signal mastarms and pedestrian signals.
- Authorize restriping the Peace Street travel lanes from Glenwood Avenue to Clark Street as a three-lane section consisting of two travel lanes and a center turn lane.
- Coordinate with Norfolk-Southern railroad improvements at the business area entry created at the railroad bridge over Peace Street just west of West Street. Improvements should include low maintenance landscaping, lighting, and sidewalk repairs.
- As properties redevelop within the Peace Street Business Area, improvements to the streetscape are required as specified in the streetscape plan (10-2055(e)(9)). These improvements may include sidewalk repairs, street tree plantings and participation in lighting improvements.

Streetscape Maintenance

A standard maintenance policy has been established for the public right-of-way area between the street curb and the private building frontage on the street. Property owners are responsible for maintaining along their street frontage all sidewalks, street trees, and building fixtures that overhang the sidewalk such as awnings or light fixtures. Maintenance of any vegetative plantings in tree planter areas or in above sidewalk planters shall also be the responsibility of the property or business owner. Maintenance or replacement of street trees must be reviewed by the City Arborist.

Parking Strategy

The Peace Street area was originally subdivided and developed as a modest single family neighborhood. Most of the dwellings have now been converted to commercial uses or the lots recombined and redeveloped with larger single uses. Retail uses are located primarily along Peace and Saint Mary's Streets, changing to office uses within the interior of the plan area. Residential uses include several houses on Gaston Street and Boylan Avenue and a new nine-unit townhouse development east of Glenwood on the north side of Peace Street. Development interests have been expressed about building additional high density housing within the plan area as encouraged by the incentives of the Downtown Residential Housing Overlay District that covers the area.

The plan area includes 1,045 off-street parking spaces and 189 on-street spaces with great variations in demand for both the off-street and on-street parking. On-street public parking is available sporadically throughout the area, though limited by various parking restrictions. The on-street parking is most heavily utilized along the 500 block of Boylan Avenue adjacent to the Office of the State Fire Marshal, along the 600 block of Tucker Street adjacent to the Raleigh Housing Authority offices, and in the office concentration along the 700 block of Johnson Street. Several of the office uses in the high demand areas have limited off-street parking resulting in employees using the on-street parking. Opportunities exist to share excess off-street parking in some areas to open street parking to customers.

Retail uses along Peace Street generally meet parking demands with off-street parking available at the business site. Many of these commercial uses have narrow parking areas between the sidewalk and building, creating conflicts with pedestrians and vehicles moving along the street. On-street parking is not allowed on Peace Street and is not recommended. Opportunities do exist to reduce Peace Street pedestrian/vehicular conflicts and increase off-street parking on Gaston Street in coordination with business owners.

Pedestrian traffic is generated by Broughton High School and local office uses to the Peace Street retail area and appears to be on the increase from the adjacent residential neighborhoods. Sidewalk and streetscape improvements will help to encourage walking by creating an attractive and safe pedestrian environment. A change in character to higher intensity development and greater diversification of land uses, including more residential, will also contribute to the convenience of walking and less dependence on vehicles and parking for access. The following recommendations are intended to accommodate pedestrian oriented development, improve access to the Peace Street area through various modes of arrival (pedestrian, automobile, and transit), maximize the efficient use of parking, and to preserve on-street parking in the area for customer use.

Implemented through application of the Pedestrian Business Overlay District:

- Allow a 30% reduction in the required off-street parking for all commercial and recreational land uses for those properties that implement the streetscape standards of this plan, or
- Allow a 45% parking reduction for the first 2500 square feet of commercial and recreational land uses contained in a single building for those properties that implement the streetscape standards of this plan.
- The developer shall determine the allocation of parking credits to business establishments in a multi-use building.

Initiated by City of Raleigh

- Implement streetscape improvements as recommended for Peace Street to enhance the safety, convenience and attractiveness of the pedestrian environment to support walking.
- Extend the sidewalk on the west side of Gaston Street to Peace Street and provide crosswalks at various intersections along Peace and Saint Mary's Street to improve pedestrian connections from the adjacent residential neighborhoods into the business area.
- Explore the costs/benefits of extending a noon trolley service from the State Government Center along Peace Street to Cameron Village. Frequent service is necessary to maximize convenience and support ridership.
- Coordinate with property owners to remove unnecessary on-street parking restrictions and return these areas to the available parking inventory. An analysis of on-street parking has been prepared that recommends several opportunity areas to focus on.
- Consider application of a two-hour maximum on-street parking limit throughout the plan area.
- Support the coordination of property owners in sharing excess off-street parking through design assistance and providing typical liability arrangements.