



# NEW BERN STATION AREA PLANNING STUDY

## **MIDDLESTATIONS**

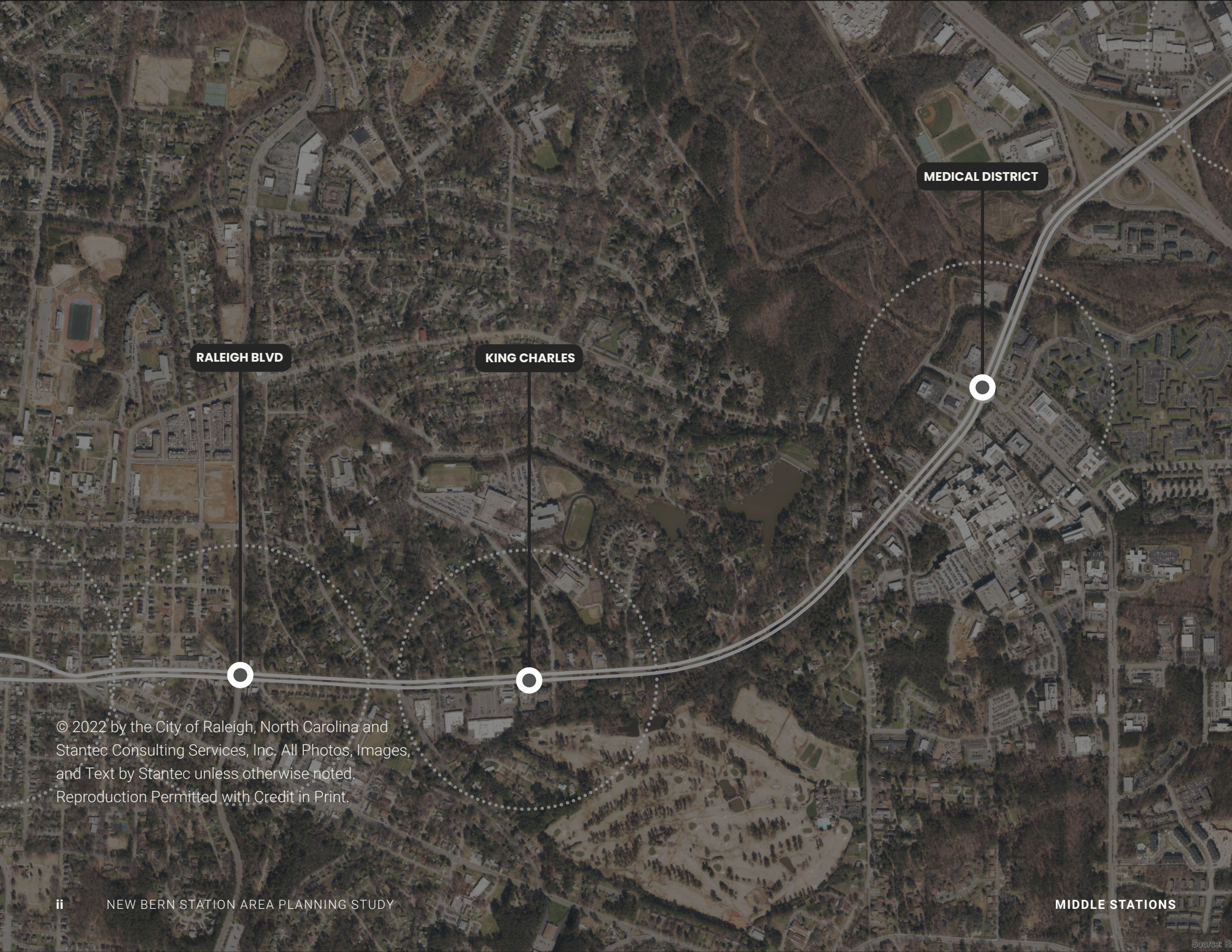
07.06.2022

RALEIGH BLVD

KING CHARLES

MEDICAL DISTRICT





**RALEIGH BLVD**

**KING CHARLES**

**MEDICAL DISTRICT**

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# PLAN ACKNOWLEDGMENTS

The New Bern Station Area Planning Study: Middle Stations report was prepared by Stantec, for the City of Raleigh Planning and Development Department in close collaboration and engagement with community members, city staff, subconsultants and other local stakeholders.

## CITY OF RALEIGH

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1

# VISION & GUIDING PRINCIPLES



# 1 VISION AND GUIDING PRINCIPLES

## OUR STORY

### THE STORY OF NEW BERN AVENUE: MIDDLE STATIONS

A history of racial segregation directly shaped the demographics and community design within these areas of New Bern Avenue. While this is the defining nature of these spaces today, **it must be recognized as part of the past to ensure new development does not repeat these mistakes in the future.**

The layout and housing pattern within the Middle Stations Area provides a record of the racial disparities in housing choices and opportunities. Indeed, these **exacerbated inequities in wealth building** caused by educational and employment discrimination.

For example, the Longview Gardens neighborhood originally included restrictive covenants that prohibited African American families from purchasing property there. **New development should consider opportunities for a variety of housing choices, business types, and amenities that provide opportunities to all** who wish to live or work anywhere within or along New Bern Avenue.

### HISTORIC DEVELOPMENT OF THE MIDDLE STATIONS AREA

This segment of the corridor is considered “Inner Ring” and is defined by a suburban pattern and some of the first suburban-style development within Raleigh. **The area is characterized by a street pattern of “loops and lollipops” – blocks that are**

**less grid-like, large and long with cul-de-sacs throughout.**

Landscape acts as the defining element along this station area. Large setbacks and heavy planted and wooded areas are a stark contrast to the urbanized areas west of Raleigh Boulevard.



## MIDDLE STATIONS COMMUNITY VISION STATEMENT

**“Our community prioritizes place, thoughtful redevelopment and the natural environment, to grow together strategically.”**

To us this means:

- Ensuring all new development includes new green spaces.
- As the corridor evolves, we see an expansion of housing choices that blend into the established neighborhoods and offer a variety of price points.
- New Bern Avenue’s role as a green gateway into Downtown is enhanced through unique placemaking, neighborhood centers and a strategic increase in density.

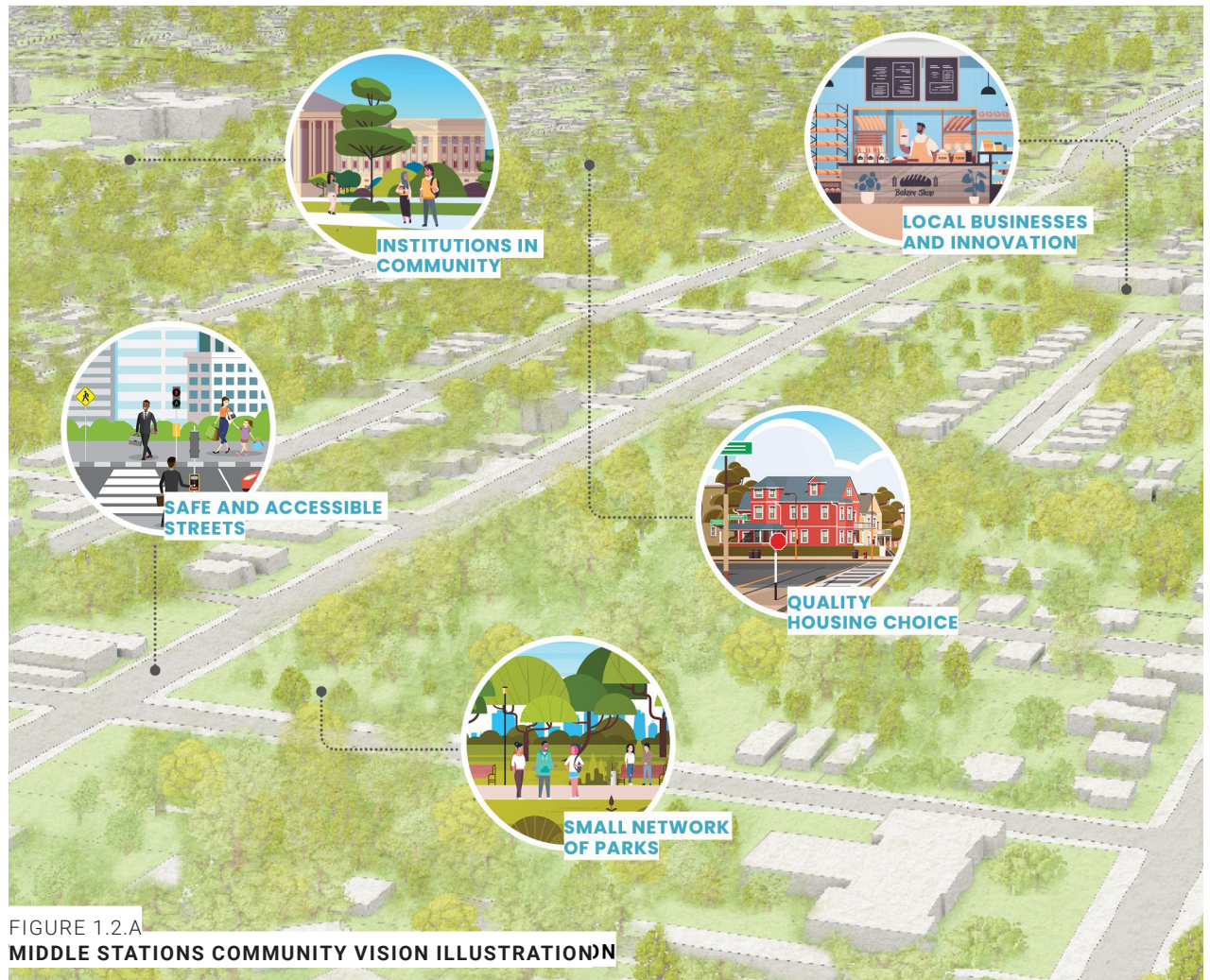


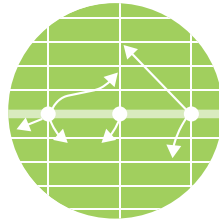
FIGURE 1.2.A  
MIDDLE STATIONS COMMUNITY VISION ILLUSTRATION



## CORRIDOR GUIDING PRINCIPLES

New Bern Avenue is an important historic corridor. The following are approaches specific to the Middle Stations Area along New Bern Avenue. These are divided among the corridor-wide Principles established in Section 1 of this plan.

Additional recommendations specific to these approaches are located on specific themes further in this plan.



**NEW BERN IS A  
CONNECTOR**



**GROW,  
TOGETHER**



**EMBRACE  
NEW BERN'S  
PERSONALITIES**



**PREPARE FOR  
CHANGE**



**WALKING TOUR IN AREA'S NEIGHBORHOODS**



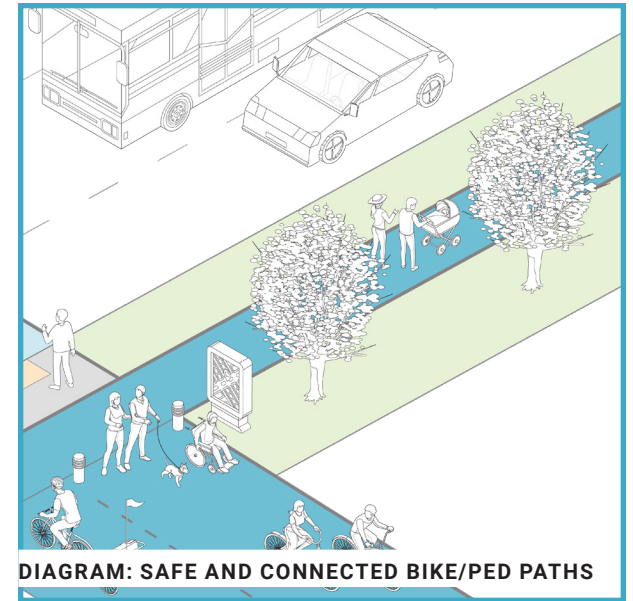
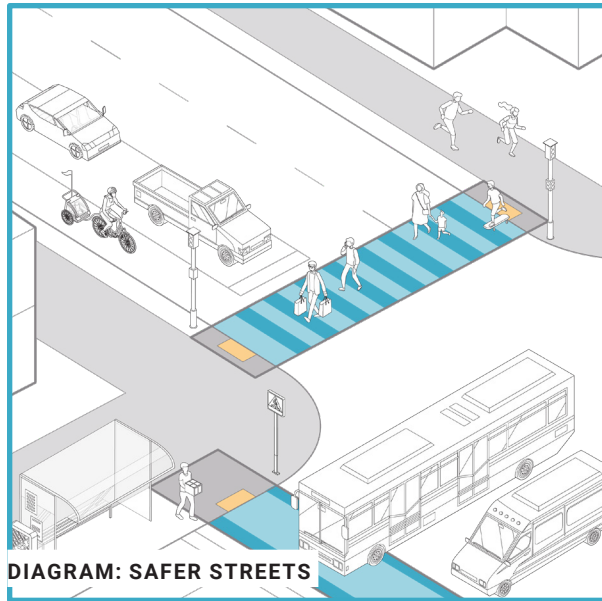
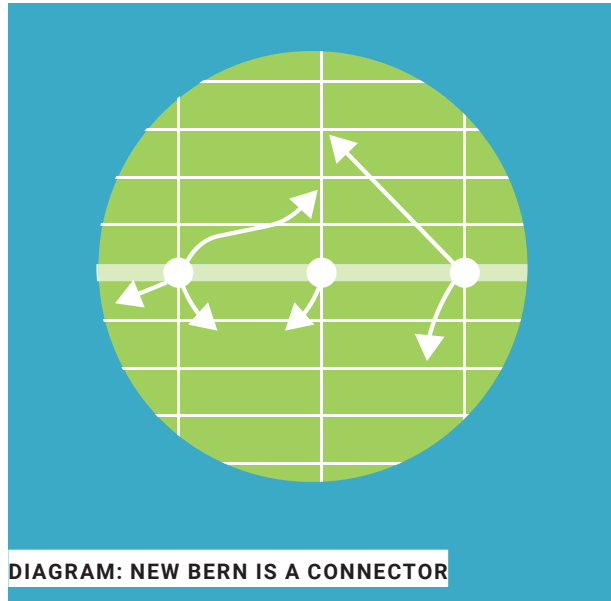
**ENLOE HIGH SCHOOL PUBLIC WORKSHOP**



**STAKEHOLDER MEETING FOR WESTERN STATIONS**

## NEW BERN IS A CONNECTOR

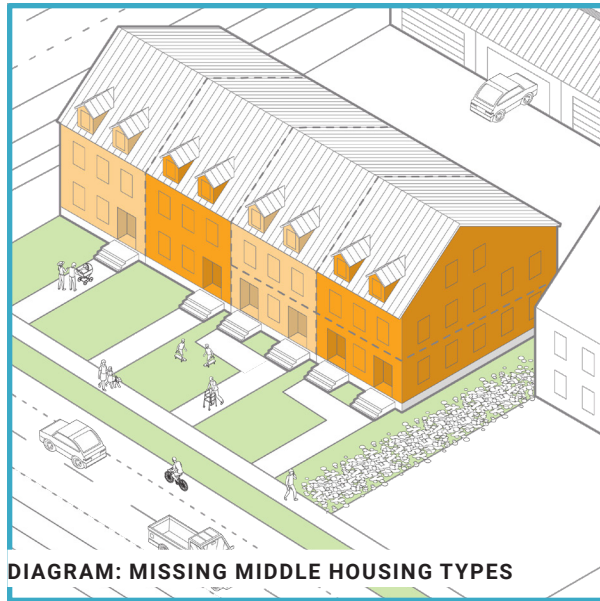
- Where possible, create new safe **North/South connections** along New Bern Avenue.
- Connectivity from **Oakwood Boulevard**.
- Support **safe walks to schools**.
- Complete connections to the **Crabtree Creek Path**.





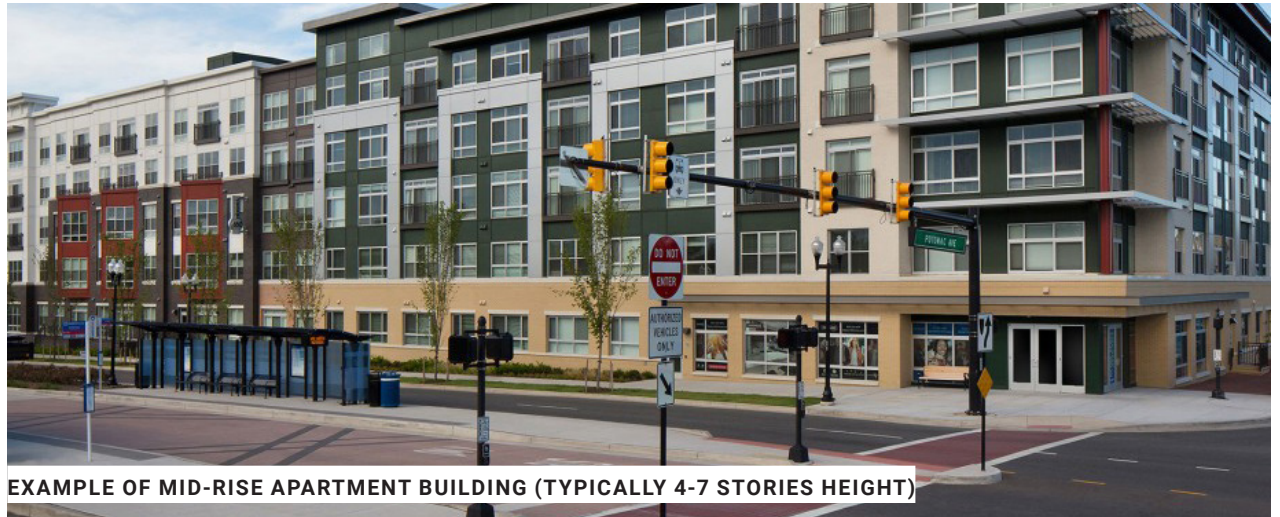
## GROW, TOGETHER

- **Concentrated density:** Strategic sites that have shown **potential for redevelopment or better utilization should accommodate higher density.** These increases support growth along all segments of the corridor.
- **Edge infill:** Properties in the Longview Gardens area must consider **new construction that can accommodate higher forms of development,** but also leave room for transitions into lower density areas.



## EMBRACE NEW BERN'S PERSONALITIES

- **Establish landscape guidelines** that reinforce New Bern Avenue's personality within the Middle Stations area.
- Embrace a **wider variety of housing options** that complement existing built forms.
- Support innovative approaches to development in the WakeMed area **that support health and wellness.**



EXAMPLE OF MID-RISE APARTMENT BUILDING (TYPICALLY 4-7 STORIES HEIGHT)



DIAGRAM: EMBRACE NEW BERN'S PERSONALITIES

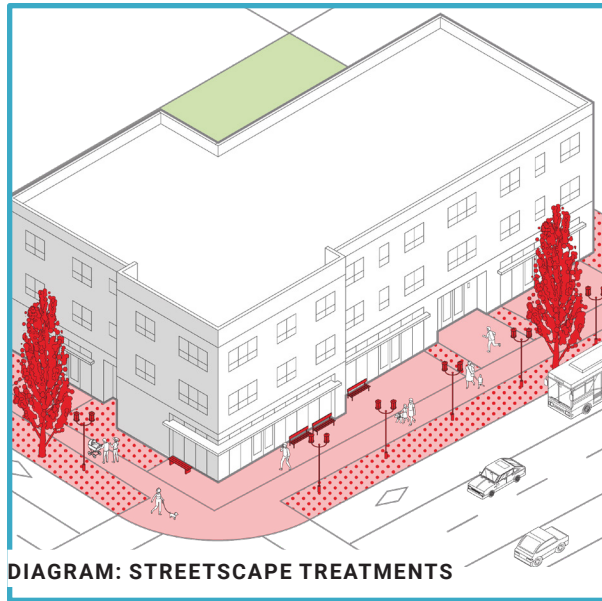
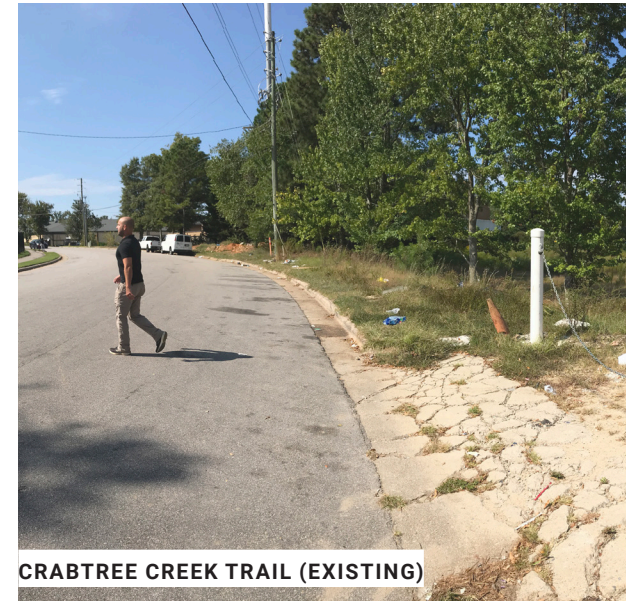


DIAGRAM: STREETSCAPE TREATMENTS

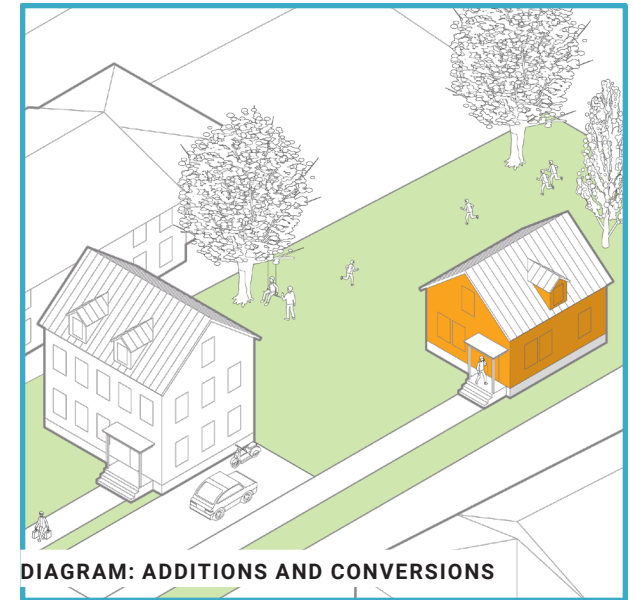
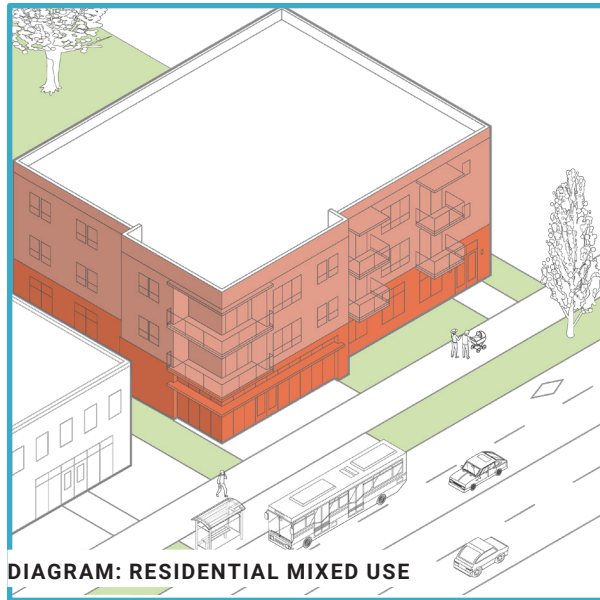


CRABTREE CREEK TRAIL (EXISTING)



## PREPARE FOR CHANGE

- **Undertake strategic rezoning within the TOD Overlay** to support growth around planned **BRT** station areas.
- Introduce policy revisions to **remove limitations** and **ensure new development** has a strong presence along the street.
- **Emphasize on pedestrian connection** between the public sidewalk and active ground floor uses.



2

# COMMUNITY & ECONOMIC DEVELOPMENT



## 2 COMMUNITY AND ECONOMIC DEVELOPMENT

### RECOMMENDATIONS

#### PARTNER WITH WAKEMED

As a jobs and service center, WakeMed has the potential to make significant impact on any future development in the Middle Stations Area. With much of the residential and retail areas already established, strategic planning for growth should happen as a partnership between WakeMed and the City of Raleigh.

- Establish **a working partnership with WakeMed** to help support its growth and expansion to serve the community.



WAKEMED HOSPITAL BUILDING

#### SUPPORT REDEVELOPMENT OF EXISTING RETAIL

- Support **redevelopment of existing retail and commercial space to maximize potential** in a way that complements the existing development pattern.
- Allow **more residential development near retail districts** to provide merchants more customers.



EXAMPLE OF STREET ACTIVATION BY LOCAL RETAIL

#### PROVIDE AFFORDABLE HOUSING OPPORTUNITIES

Reimagine design of existing city-owned lots to provide more affordable housing with the same resources, such as:

- **Smaller building footprints**
- **Co-housing**
- **Denser, more connected developments**
- **Institutional affordable housing to support short-term rentals for students and contracted employees**



EXAMPLE OF LOW-TO-MID RISE APARTMENTS

ACTION/PROJECT/POLICY*	TIMELINE	PLANNING-LEVEL COST CATEGORIES
<b>POLICY: GROW AROUND TRANSIT</b>		
<b>Support the region's investment in transit and improve housing choice and environmental sustainability by allowing more people to live and work near BRT stations and frequent transit.</b>		
<b>POLICY: HOUSING FOR ALL</b>		
<b>Create long-term deeply affordable housing units through zoning incentives and direct subsidies.</b>		
<b>ACTIONS</b>		
Apply the TOD overlay and rezone base districts to allow more people to live and work near transit and to incentivize affordability (refer to map for details).	Near-term	Low Cost
Retain and Enhance Canopy Trees. Apply the Green Plus frontage in order to require preservation and planting of canopy trees.	Near-term	Low Cost
<b>Note:</b> Refer to the Corridor Report for specific recommendations for this area.		



# 3 **MOBILITY**

# 3 MOBILITY

## APPROACH

In contrast to the Western Stations Area, the Middle Stations Area is more suburban in nature, automobile-oriented and less walkable with its large blocks and more distant destinations. Still, there are several **existing and planned bicycle facilities that could be expanded** to create a viable multimodal network.



EXAMPLE OF SEPARATED BIKE LANE (TWO-WAY)



MILBURNIE AT CHATHAM LN (EXISTING BIKE LANE)



1

FOCUS ON SAFETY



2

INCREASE ACCESS



3

ACKNOWLEDGE EQUITY



4

SET TO ACTION

MOBILITY APPROACH



## SEPARATION OF MODES

Fully separated bicycle and pedestrian facilities are critical for safety and mobility in this station area because of higher traffic volumes, speeds, and number of lanes.

There is potential for separated bike lanes to attract new riders, **as many bicyclists feel more comfortable being physically separated from motor vehicle traffic.**

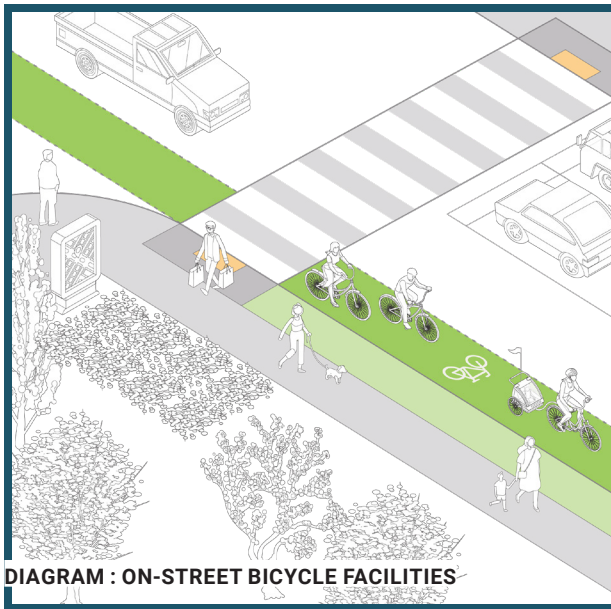


DIAGRAM : ON-STREET BICYCLE FACILITIES

## CONNECTING TO OPEN SPACE AND GREENWAYS

Connecting residents of the Middle Station Area with the Crabtree Creek Greenway is especially important for building an active transportation network and supporting a walkable/bikeable BRT system.

At present, the planned New Bern Avenue side path will end at Sunnybrook Road, just short of directly connecting to this regional trail.

## EQUITABLE ACCESS TO EMPLOYMENT

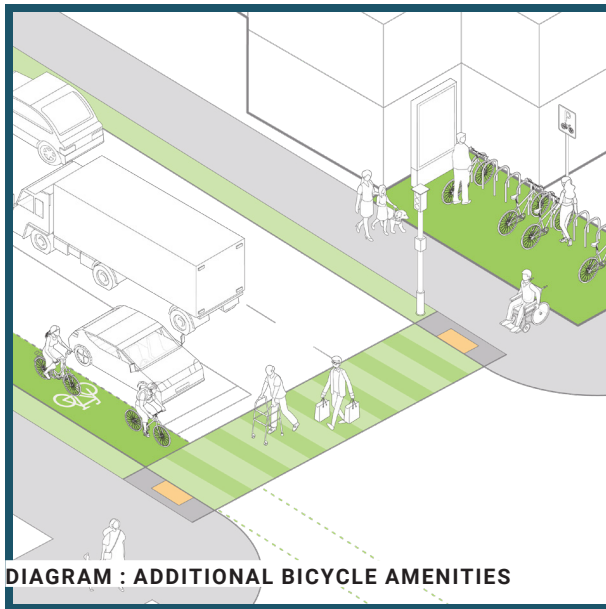


DIAGRAM : ADDITIONAL BICYCLE AMENITIES

The middle section of the study area is a gateway to employment for people with a wide range of incomes. It is the location of WakeMed Raleigh hospital's main campus and an important route into downtown Raleigh for people commuting from eastern parts of the city.

## CONNECTIVITY AND CROSSING IMPROVEMENTS

New Bern Avenue currently acts as a significant barrier to north-south travel. Basic crossing improvements at signalized and mid-block locations will mitigate these impacts.

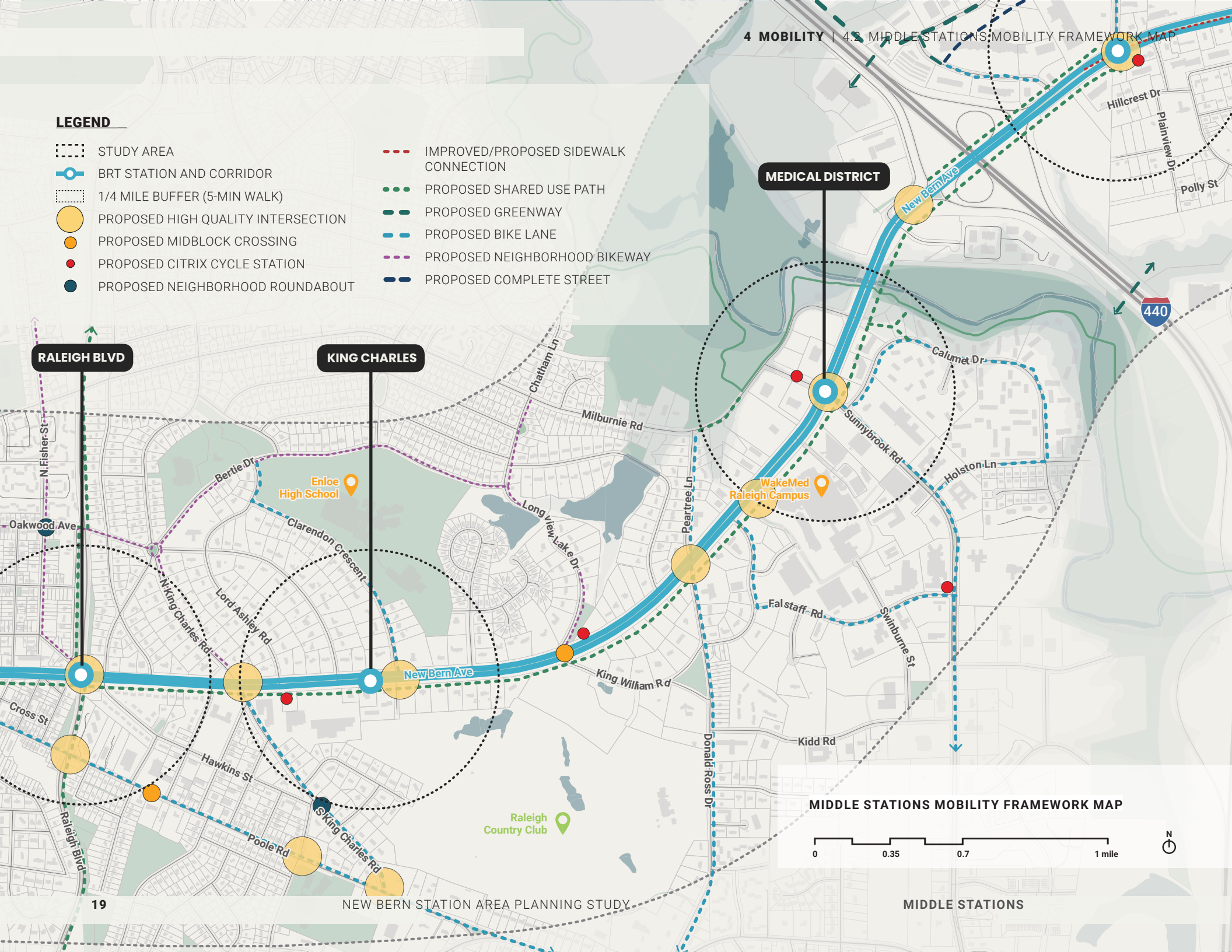
## MIDDLE STATIONS MOBILITY FRAMEWORK MAP

This Mobility Framework Map is used to guide the more detailed elements within this plan.

See [Map Middle Stations Mobility Framework Map](#) on the next page.

## LEGEND

- STUDY AREA
- BRT STATION AND CORRIDOR
- 1/4 MILE BUFFER (5-MIN WALK)
- PROPOSED HIGH QUALITY INTERSECTION
- PROPOSED MIDBLOCK CROSSING
- PROPOSED CITRIX CYCLE STATION
- PROPOSED NEIGHBORHOOD ROUNDABOUT
- IMPROVED/PROPOSED SIDEWALK CONNECTION
- PROPOSED SHARED USE PATH
- PROPOSED GREENWAY
- PROPOSED BIKE LANE
- PROPOSED NEIGHBORHOOD BIKEWAY
- PROPOSED COMPLETE STREET



MIDDLE STATIONS MOBILITY FRAMEWORK MAP

0 0.35 0.7 1 mile



MIDDLE STATIONS



## RECOMMENDATIONS

### BUILD UPON EXISTING AND PLANNED FACILITIES

- Extend the side path along New Bern Avenue to connect with the Crabtree Creek Greenway near Calumet Drive as well as the Yonkers Road side path.
- Expansion of Citrix Cycle stations at Shanta Dr and Longview Lake Dr.



FIGURE 4.3.A  
CALUMET DR TO CRABTREE CREEK BEFORE



CALUMET DR TO CRABTREE CREEK AFTER



## BALANCE MOBILITY IMPROVEMENTS

- Enhance bicycle lanes and crossings along Poole Road and add a roundabout at the S King Charles Rd/Norwood St/Hawkins St intersection.
- Add separated bicycle lanes along Poole Road to connect households that may not have access to a motor vehicle with nearby grocery/shopping destinations.



NEW BERN AVE AND LONGVIEW DR BEFORE



NEW BERN AVE AND LONGVIEW DR INTERSECTION AFTER



Connect the New Bern Avenue side path with shorter improvements and crossing enhancements on north-south streets like King Charles Rd, Longview Lake Dr, Peartree Ln, and Shanta Dr.





## REBALANCE MOBILITY PRIORITIES: PEDESTRIANS-BICYCLISTS-TRANSIT-CARS.

As the multimodal network is implemented it will be important to do so in a way that reinforces plans currently in place, such as the Raleigh Downtown Transportation Plan, the BikeRaleigh Plan, the Raleigh Pedestrian Plan, the Capital Area Greenway Master Plan (update underway), and other mobility-related plans.

These plans call for bikeway improvements to Oakwood Avenue, Lenoir Street, and Raleigh Boulevard, just to name a few. Similarly, plans to add Citrix Cycle stations at Swain and Tarboro streets near planned BRT stations are valuable multimodal investments.



POOLE RD BEFORE



POOLE RD STREETSCAPE AFTER



ACTION/PROJECT/POLICY*	TIMELINE	PLANNING-LEVEL COST CATEGORIES
<b>POLICY: CONNECT PEOPLE TO STATIONS</b>		
It will be safe and easy to walk to BRT stations from nearby neighborhoods. This means filling in sidewalk gaps, improving pedestrian facilities at intersections, and designing and installing other first/last mile connections to stations.		
<b>ACTIONS</b>		
Design and install midblock crossing @ Longview Lake Dr	Medium-term	\$1 million
Design and install Crabtree Creek Greenway access @ Calumet Dr	Medium-term	\$100,000
Design and install Sunnybrook Road multiuse path	Near-term	\$1 million
Design and install neighborhood bikeways (various locations)	Near-term	Low cost
Design and install King Charles @ Norwood St roundabout	Medium-term	\$500k-\$1 million
Design and install King Charles bikeways	Medium-term	Low cost

\* refers to policy rather than geographic-location

### TOTAL COST OF MIDDLE STATIONS MOBILITY IMPROVEMENTS



4

# OPEN SPACE & PUBLIC REALM



## 4 OPEN SPACE AND PUBLIC REALM

### APPROACH

While the Middle Stations Area offers a significant amount of open space, the location and type of space does not align with community desires. Existing spaces tend more toward naturalized areas than actual park space, with few usable active parks within 1/4 mile of most homes.

Few of these spaces have amenities (such as restrooms and walking paths) and many existing homes are not within walking distance of open space infrastructure like playgrounds and sports fields. While there is nature all around, it is difficult to be “within” nature via any public facilities.



EXISTING VIEW OF LONGVIEW LAKE DRIVE

### MIDDLE STATIONS OPEN SPACE AND PUBLIC REALM FRAMEWORK MAP

This Open Space and Public Realm Framework Map is used to guide the more detailed elements within this plan.

See [Map 5.2.A Middle Stations Open Space and Public Realm Framework Map](#) on the next page.



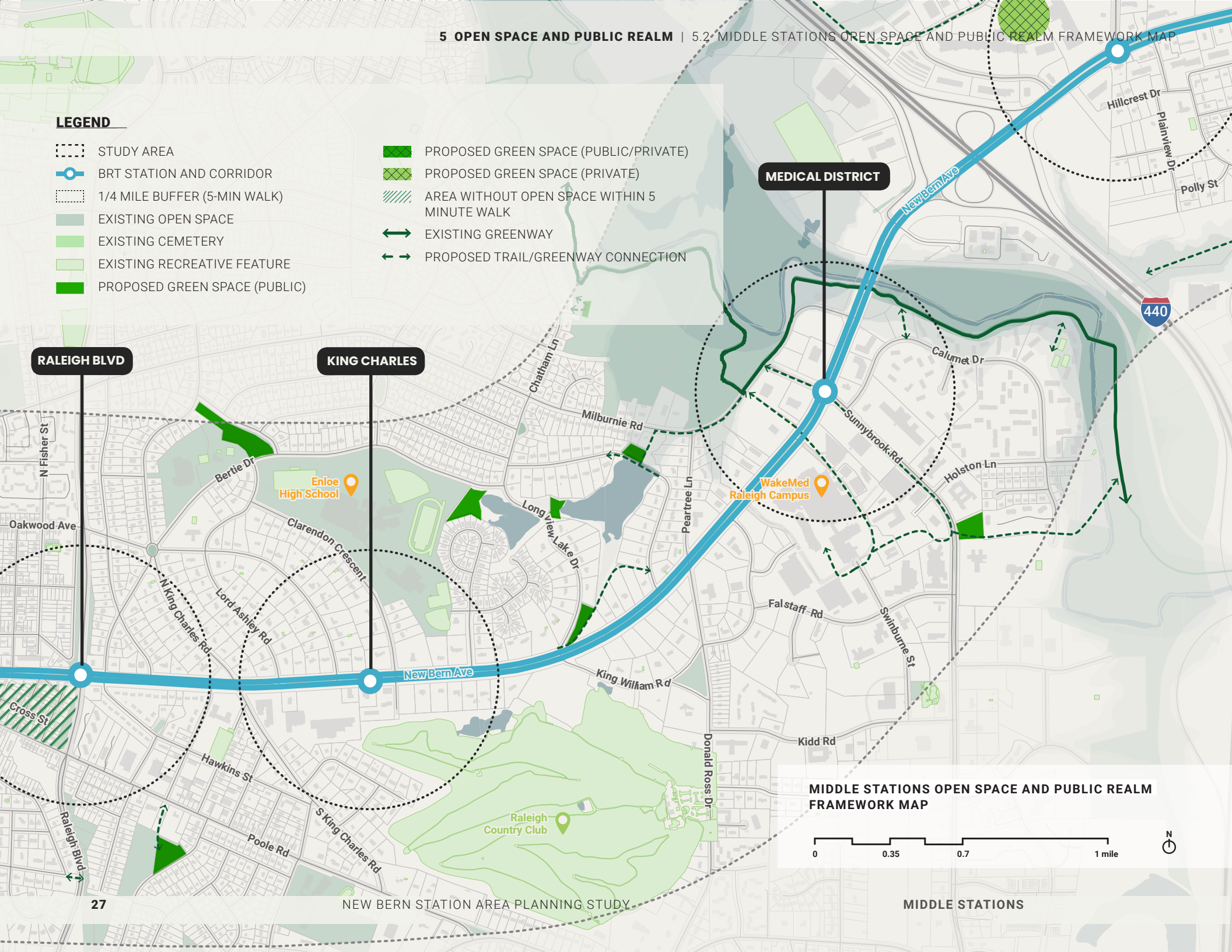
EXISTING DAM AT LONGVIEW LAKE DRIVE

- 1  EVALUATE EXISTING ASSETS
- 2  DEVELOP LARGER SYSTEM IDENTITY
- 3  EXPAND PARTNERSHIPS
- 4  CREATE DESIGN TEMPLATES

OPEN SPACE APPROACH

LEGEND

- STUDY AREA
- BRT STATION AND CORRIDOR
- 1/4 MILE BUFFER (5-MIN WALK)
- EXISTING OPEN SPACE
- EXISTING CEMETERY
- EXISTING RECREATIVE FEATURE
- PROPOSED GREEN SPACE (PUBLIC)
- PROPOSED GREEN SPACE (PUBLIC/PRIVATE)
- PROPOSED GREEN SPACE (PRIVATE)
- AREA WITHOUT OPEN SPACE WITHIN 5 MINUTE WALK
- EXISTING GREENWAY
- PROPOSED TRAIL/GREENWAY CONNECTION



MIDDLE STATIONS OPEN SPACE AND PUBLIC REALM FRAMEWORK MAP





## RECOMMENDATIONS

### ENHANCE THE NATURAL

Seek ways to further improve natural areas. While other open space assets along New Bern Avenue are more formal or organized, a natural “wild” landscape is the predominant theme along this segment of the corridor.

### CONNECT ASSETS

Use nature assets (green open spaces, vegetation, trees) to connect BRT Stations and Crabtree Creek Trail.

### SEEK “WIN-WINS” BETWEEN NATURE AND PEOPLE

Consider integration of new walking paths and targeted open space opportunities that provide new access to open spaces.

### DEVELOP CLEAR WALKING PATHS

Encourage the development of walking paths to and from the WakeMed New Bern Avenue Campus (Future alignment, either through or along WakeMed’s campus, is to be determined).



**COUNTRY LANE MAKEOVER: A CONCEPTUAL IDEA TO IMAGINE NATURE WALKS ALONG LONGVIEW LAKE DRIVE**

5

# LAND USE & ZONING



## 5 LAND USE AND ZONING

### APPROACH

- Implement new standards to mimic the local suburban character: 30' street setbacks and well-landscaped street protective yards.
- Activate new development and increase street presence through entry spacing and pedestrian access standards.
- Increase building height maximums.
- Moderate base district rezoning: multiple properties – primarily residential to mixed-use with some residential to R-10.

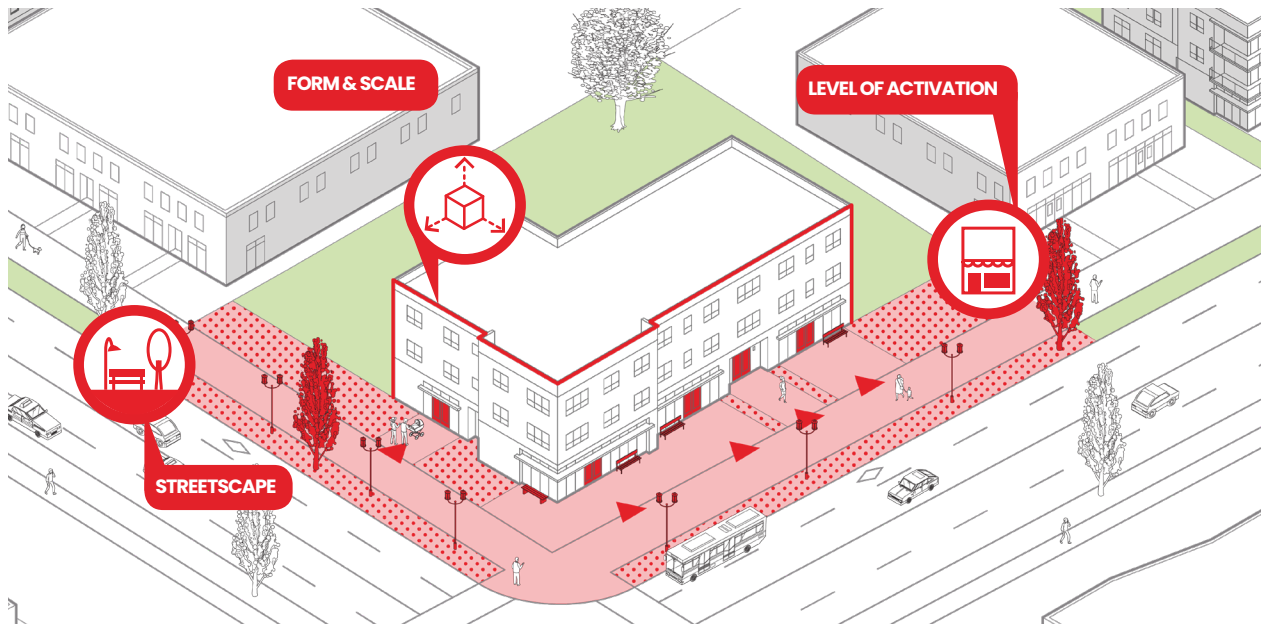


DIAGRAM: STREET-LEVEL ACTIVATION TREATMENTS NEAR STATION AREAS



1

REZONE BASE DISTRICTS



2

ADJUST BUILDING FORM



3

MATCH LOCAL IDENTITY



4

ACTIVATE STREETS



5

ENHANCE PEDESTRIAN CONNECTIONS

LAND USE AND ZONING APPROACH

## MIDDLE STATIONS PROPOSED LAND USE AND ZONING MAP

This Middle Stations Proposed Land Use and Zoning Map is used to guide the more detailed elements within this plan.

- See [Map 6.2.A Middle Stations Existing Land Use and Zoning Conditions Map](#) on the next page.
- See [Map 6.2.B Middle Stations Proposed Zoning and Height Recommendations Map](#) on the next page.

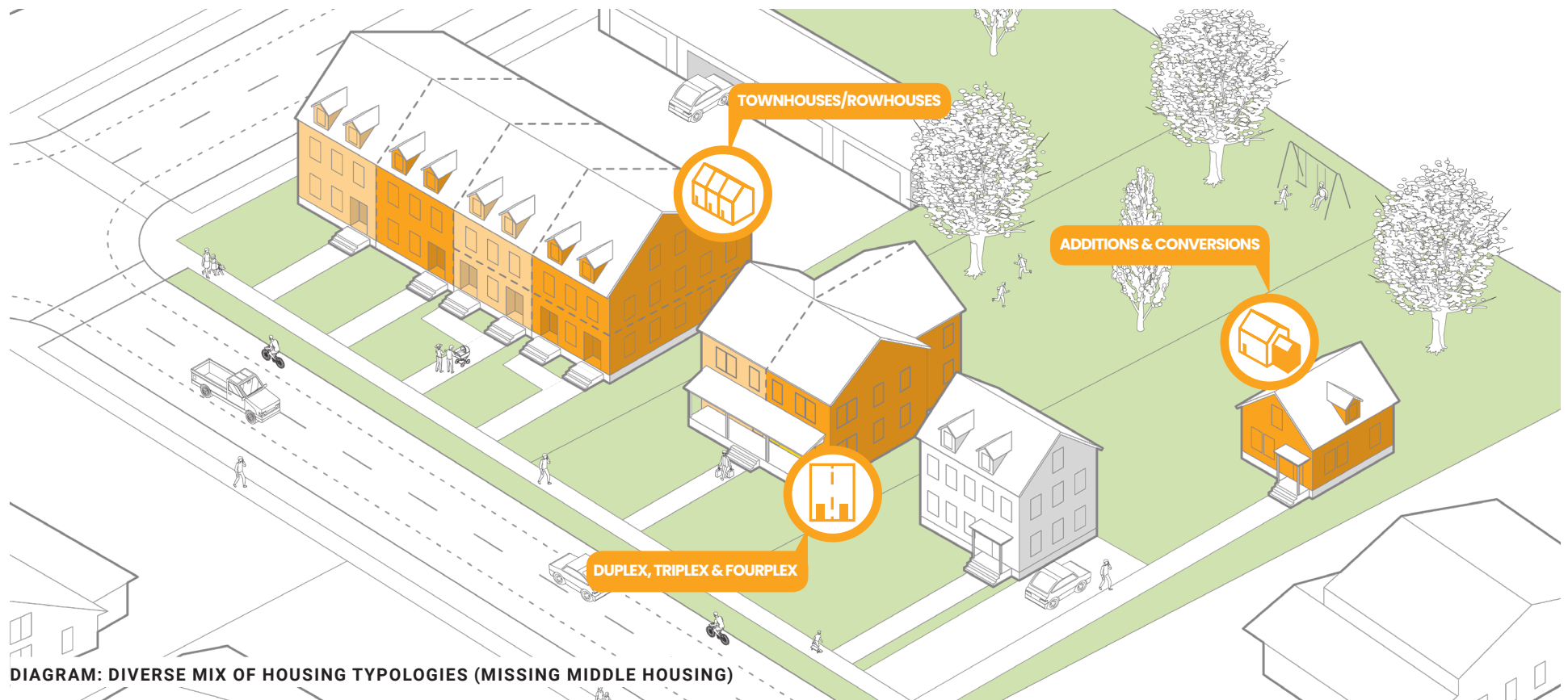
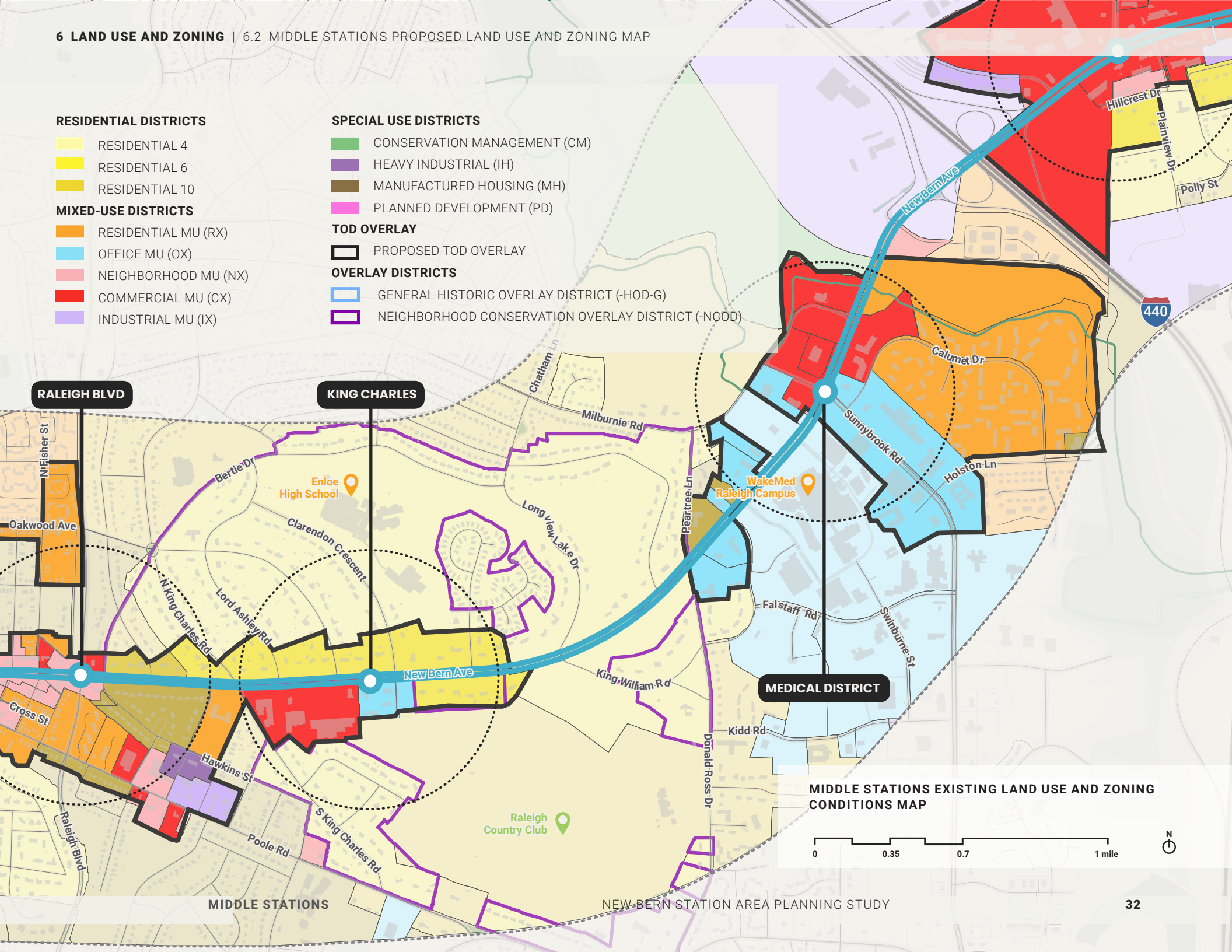





DIAGRAM: DIVERSE MIX OF HOUSING TYPOLOGIES (MISSING MIDDLE HOUSING)










## LEGEND


-  STUDY AREA
-  BRT STATIONS AND CORRIDOR
-  1/4 MILE BUFFER (5-MIN WALK)

## PROPOSED ZONING CHANGE TO





-  RESIDENTIAL 10 (R-10)
-  RESIDENTIAL MU (RX-3)
-  RESIDENTIAL MU (RX-5)
-  NEIGHBORHOOD MU (NX-3)

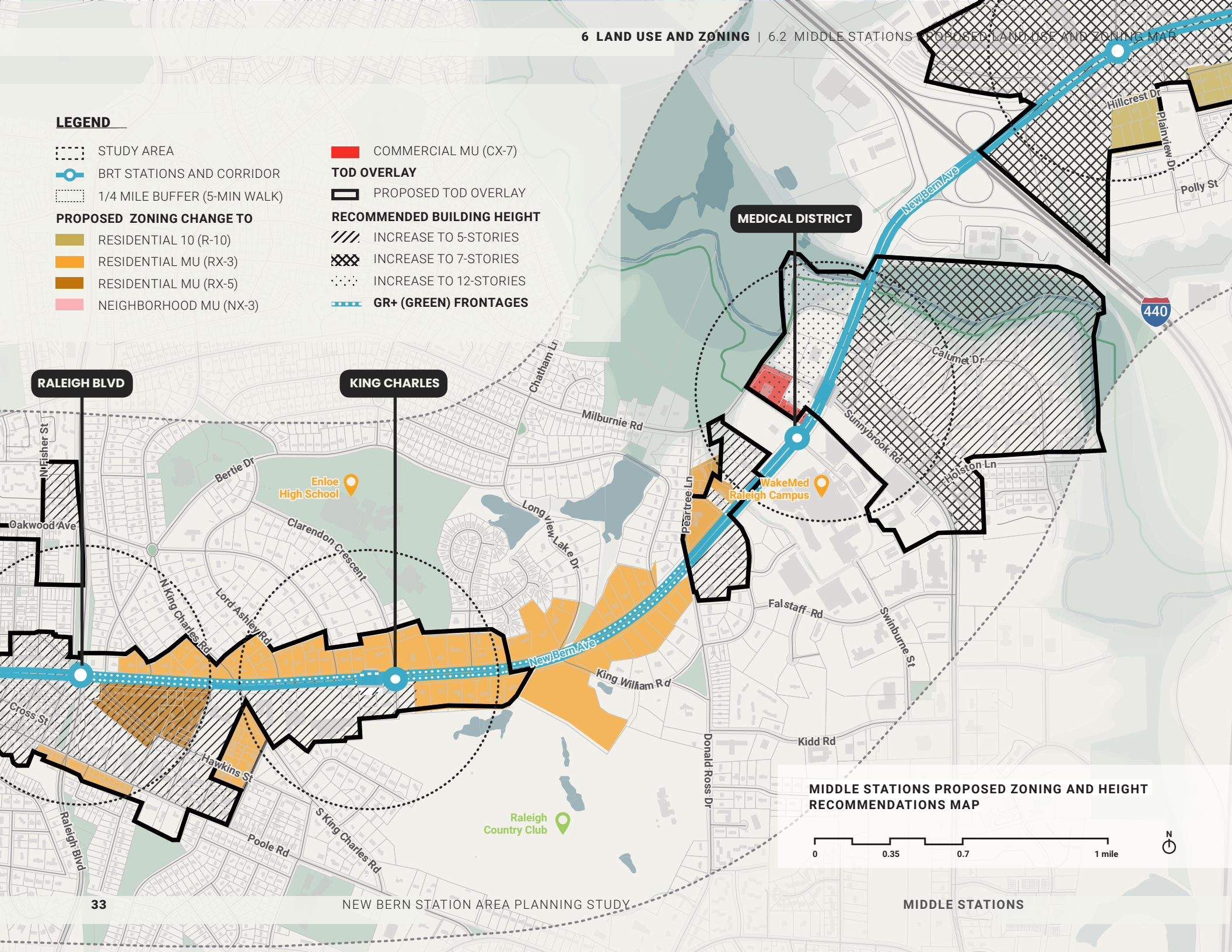
-  COMMERCIAL MU (CX-7)

## TOD OVERLAY

-  PROPOSED TOD OVERLAY

## RECOMMENDED BUILDING HEIGHT

-  INCREASE TO 5-STORIES
-  INCREASE TO 7-STORIES
-  INCREASE TO 12-STORIES
-  GR+ (GREEN) FRONTAGES



MIDDLE STATIONS PROPOSED ZONING AND HEIGHT RECOMMENDATIONS MAP

0 0.35 0.7 1 mile



MIDDLE STATIONS

NEW BERN STATION AREA PLANNING STUDY



## RECOMMENDATIONS

ACTION/PROJECT/POLICY*	TIMELINE	PLANNING-LEVEL COST CATEGORIES
<b>REZONE BASE DISTRICTS</b>		
Strategically rezone base districts under the TOD Overlay to generate transit-supportive growth	Near-term	Low cost
<b>ADJUST BUILDING FORM</b>		
Implement increased height maximums for base districts under the TOD Overlay and revise bonus height requirements in TOD to generate appropriately scaled growth for each of the 3 station areas	Near-term	Low cost
<b>MATCH LOCAL IDENTITY</b>		
Require new setbacks and street protective yard standards to reflect the different local character along the corridor	Near-term	Low cost
<b>ACTIVATE STREETS</b>		
Apply Urban Frontage Standards that generate an active and engaging street edge	Near-term	Low cost
<b>ENHANCE PEDESTRIAN CONNECTIONS</b>		
Require additional standards for direct access and street-facing entrances to enhance pedestrian connectivity between the sidewalk and the building (TOD block sizes, block perimeter that supports walkability)	Near-term	Low cost









\* refers to policy rather than geographic-location

# 6 **ACTION**



## 6 ACTION

### SUMMARY OF ALL RECOMMENDATIONS

<p><b>GROW AROUND TRANSIT</b></p>  <p><b>GROW WITH TRANSIT</b> Support <b>investment in transit</b> and <b>improve housing choice</b> and <b>environmental sustainability</b></p>	<p><b>HOUSING FOR ALL</b></p>  <p><b>AFFORDABLE</b> Create long-term <b>affordable housing units</b> through <b>zoning incentives</b> and <b>direct subsidies</b></p>	<p><b>PUBLIC PLACES AROUND TRANSIT</b></p>  <p><b>\$1.5–\$2.5M</b> Create new <b>public spaces in key locations</b> and <b>tell the story of the area</b> through <b>public art</b> and <b>memorials</b></p>
<p><b>AFFORDABLE HOUSING OPTIONS</b></p>  <p><b>\$30–\$36M</b> Add to <b>affordable housing options</b>, including for <b>low and very low income households</b></p>	<p><b>DEEPEST AFFORDABILITY</b></p>  <p><b>FOCUS</b> Dedicate funding to housing opportunities <b>for households below 30 percent of the area median</b></p>	<p><b>CELEBRATE BLACK RALEIGH</b></p>  <p><b>\$800K–\$1M</b> Sustain New Bern Avenue as a center of <b>Black culture</b> and <b>economic opportunity</b></p>
<p><b>OPPORTUNITY FOR ALL</b></p>  <p><b>\$400K–\$10M</b> Create <b>more job and entrepreneur opportunities</b> along New Bern and other BRT corridors</p>	<p><b>PUT PEDESTRIANS FIRST</b></p>  <p><b>\$1–\$3M</b> Making the corridor a place that is <b>comfortable and safe for people walking and taking transit</b>, by <b>prioritizing pedestrian safety</b>.</p>	<p><b>CONNECT PEOPLE TO STATIONS</b></p>  <p><b>\$6–\$8M</b> Filling in sidewalk gaps, <b>improving pedestrian facilities at intersections</b>, and designing and installing other <b>first/last mile connections to stations</b></p>
<p><b>SUMMARY OF RECOMMENDATIONS AND ESTIMATE COST/INVESTMENT</b></p>		



