



MASTER PLAN DOCUMENT

September 2004

Master

SOUTHEAST RALEIGH STREETSCAPE MASTER PLAN

Plan CITY OF RALEIGH

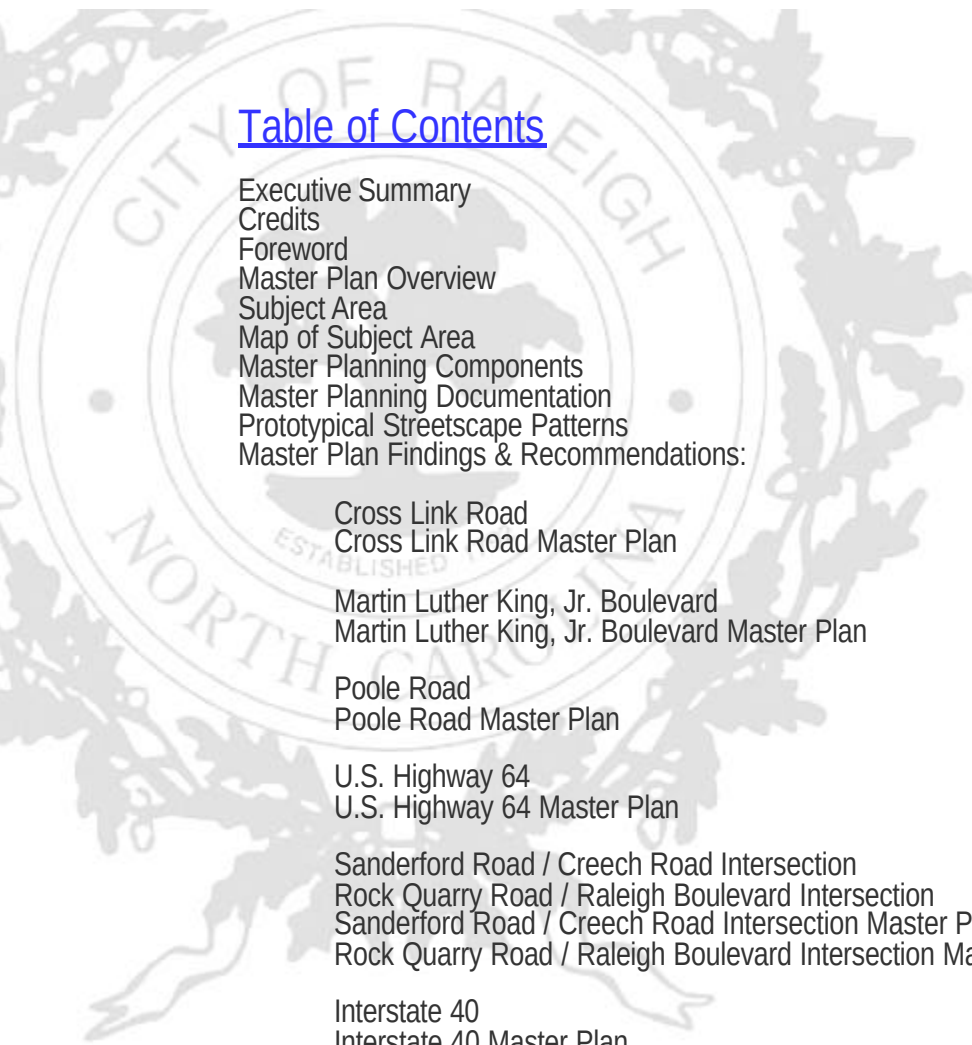
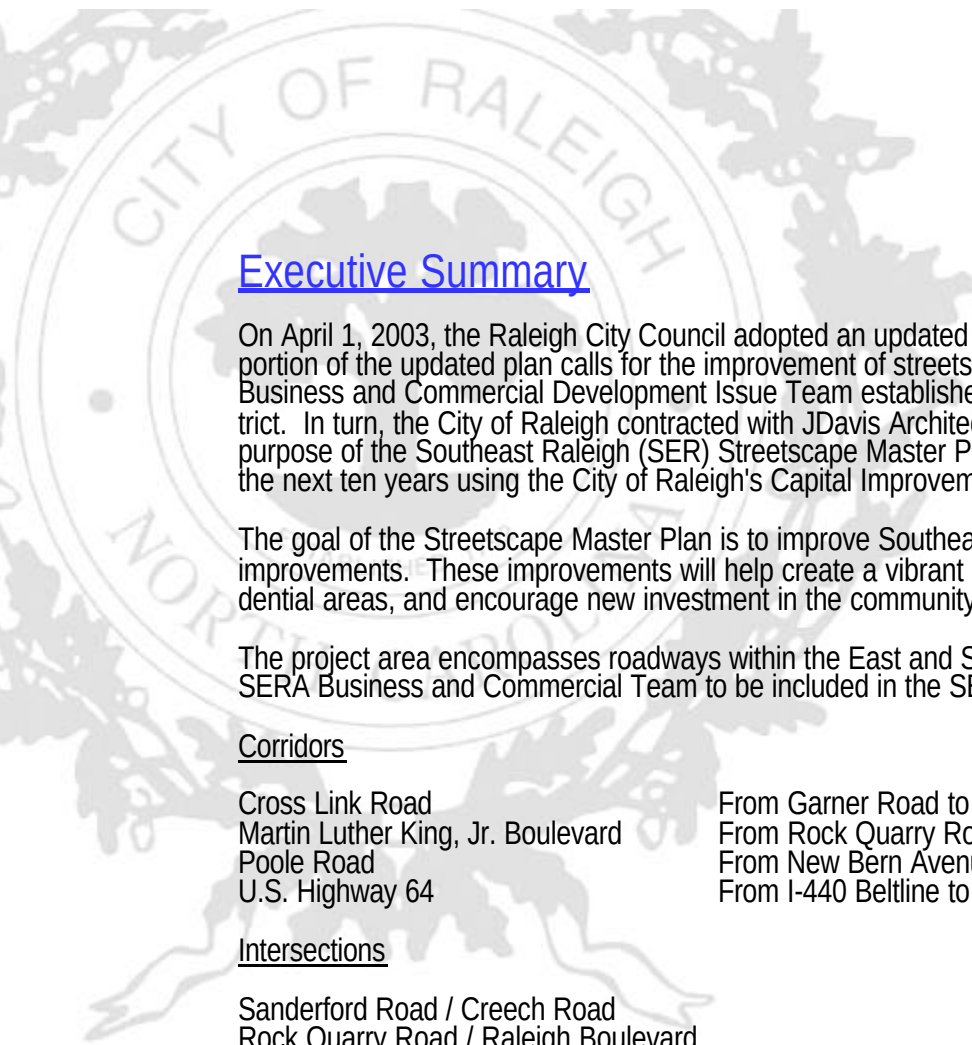


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Executive Summary

On April 1, 2003, the Raleigh City Council adopted an updated Southeast District Plan to guide development in the Southeast District. A portion of the updated plan calls for the improvement of streetscapes along selected corridors. The Southeast Raleigh Assembly (SERA) Business and Commercial Development Issue Team established and ranked priority areas for streetscape improvements throughout the district. In turn, the City of Raleigh contracted with JDavis Architects, PLLC to prepare a Streetscape Master Plan for Southeast Raleigh. The purpose of the Southeast Raleigh (SER) Streetscape Master Plan is to provide guidance for implementing streetscape improvements over the next ten years using the City of Raleigh's Capital Improvement Program (CIP) funding.

The goal of the Streetscape Master Plan is to improve Southeast Raleigh through the design and implementation of physical streetscape improvements. These improvements will help create a vibrant and unique identity for the community, support existing businesses and residential areas, and encourage new investment in the community.

The project area encompasses roadways within the East and Southeast Districts. The road corridors and intersections selected by the SERA Business and Commercial Team to be included in the SER Streetscape Master Plan are as follows:

Corridors

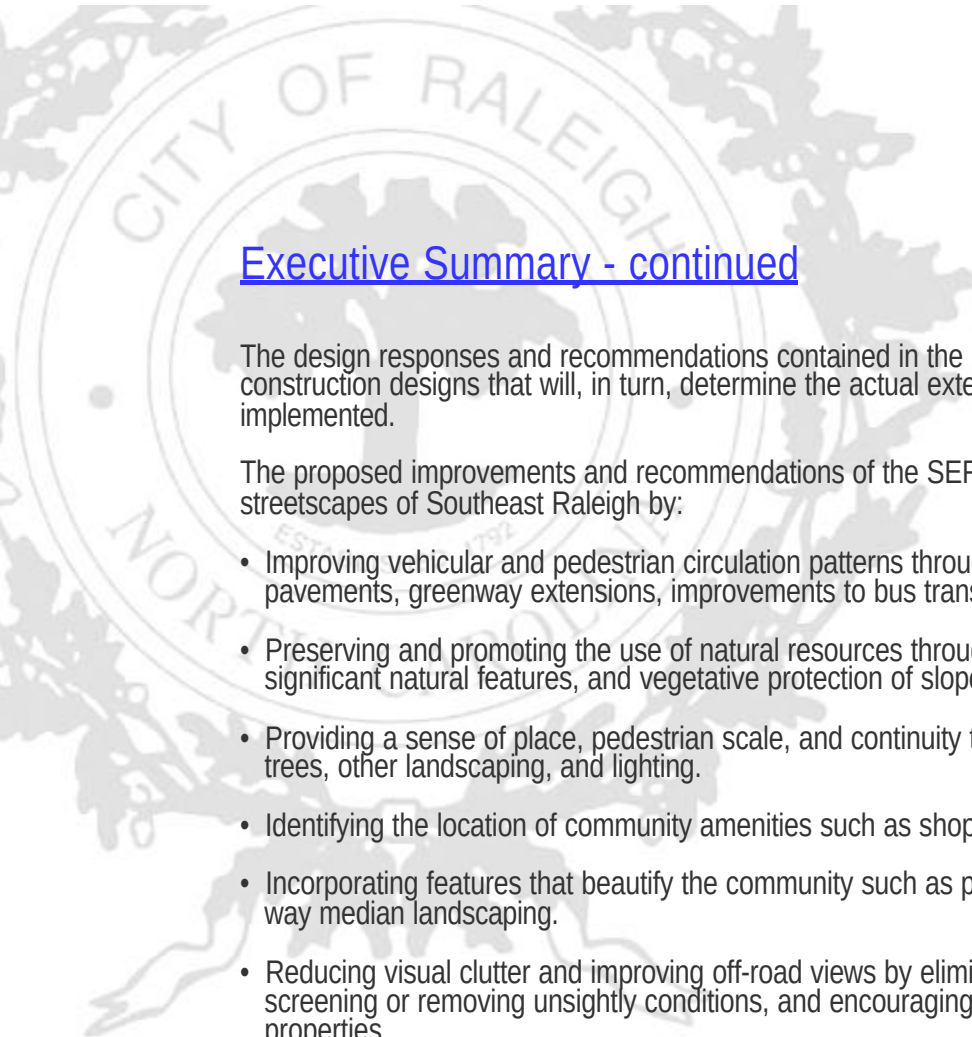
Cross Link Road
Martin Luther King, Jr. Boulevard
Poole Road
U.S. Highway 64

From Garner Road to Rock Quarry Road
From Rock Quarry Road to Poole Road
From New Bern Avenue to Martin Luther King, Jr. Blvd.
From I-440 Beltline to Neuse River

Intersections

Sanderford Road / Creech Road
Rock Quarry Road / Raleigh Boulevard
Interstate 40 at Jones Sausage Road
Interstate 40 at I-440 Beltline

The development of the SER Streetscape Master Plan was a joint effort requiring the collaboration and input of City of Raleigh Staff and Commissions, the Southeast Raleigh Assembly, the Southeast Raleigh community, and JDavis Architects. Two meetings with the SERA Business and Commercial Team and an open house meeting with the community were conducted to solicit input on key community issues, thematic design responses, and priorities. Meetings with City of Raleigh Staff were conducted throughout the process to determine the feasibility of the various recommendations and proposals. A draft Master Plan was presented to the City of Raleigh Appearance Commission on June 17, 2004 for their review and comments. The current Master Plan is a response to the creative and constructive comments provided by the stakeholders throughout the process.



Executive Summary - continued

The design responses and recommendations contained in the Master Plan are conceptual and thematic in nature. They will guide future construction designs that will, in turn, determine the actual extent, configuration, type, and cost of the streetscape improvements that are implemented.

The proposed improvements and recommendations of the SER Streetscape Master Plan will provide functional and/or aesthetic value to the streetscapes of Southeast Raleigh by:

- Improving vehicular and pedestrian circulation patterns through sidewalk extensions, additional crosswalks, modifications to curbs and pavements, greenway extensions, improvements to bus transit stops and access, and traffic calming measures.
- Preserving and promoting the use of natural resources through proposed tree conservation, protection of views, improving access to significant natural features, and vegetative protection of slopes.
- Providing a sense of place, pedestrian scale, and continuity to streetscapes and neighborhoods through intersection plantings, street trees, other landscaping, and lighting.
- Identifying the location of community amenities such as shopping areas, employment areas, parks, and gardens with directional signage.
- Incorporating features that beautify the community such as public art, landscaping, vegetative screens or privacy barriers, and road way median landscaping.
- Reducing visual clutter and improving off-road views by eliminating abandoned signage, relocating fences, screening off-road parking, screening or removing unsightly conditions, and encouraging or requiring adjacent property owners to undertake improvements on their properties.
- Providing identity to the Southeast Raleigh community by installing gateway signage and landscaping along high visibility intersections and at entranceways into the community.

The streetscape improvements will either be implemented as part of a short-range implementation program to be conducted between 2005 and 2009 or a long-range implementation program beginning in 2010. Budget estimates for each corridor or intersection were prepared and are included with the project schedule. The SERA Business and Commercial Issue Team prescribed a priority ranking that would direct investment to areas that would provide the greatest benefit to the community at large. The priority ranking is as follows:

- | | |
|----|---|
| #1 | Rock Quarry Road / Raleigh Boulevard Intersection |
| #2 | Cross Link Road |
| #3 | Poole Road |
| #4 | Sanderford Road / Creech Road Intersection |
| #5 | Martin Luther King, Jr. Boulevard |
| #6 | U.S. Highway 64 |
| #7 | Interstate 40 |

Credits

JDavis Architects, PLLC gratefully acknowledges the participation of City Staff, the Southeast Raleigh Assembly, City of Raleigh Commission members, and Southeast Raleigh Residents in the formulation of the Southeast Raleigh Streetscape Master Plan. Those who have contributed are as follows:

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Charles Meeker, Mayor
James West, Mayor Pro Tempore
Janet Cowell
Michael Regan
Neal Hunt
Jessie Taliaferro
Thomas Crowder
Philip Isley

City of Raleigh Planning Commission

Richard Thompson, Chairman
Mark Everett, Vice-Chairman
Jim Baker
Scott Cutler
Erin Kuczmarski
David Mallette
Jack Reed
Russ Stephenson
Claude Trotter, Jr.
Maha Chambliss
Betsy Kane

City of Raleigh Appearance Commission

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Brian Starkey
Chad Meadows
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Hillman Duncan
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Lillian Thompson

Administrative Services Department

Luther Williams

Southeast Raleigh Assembly

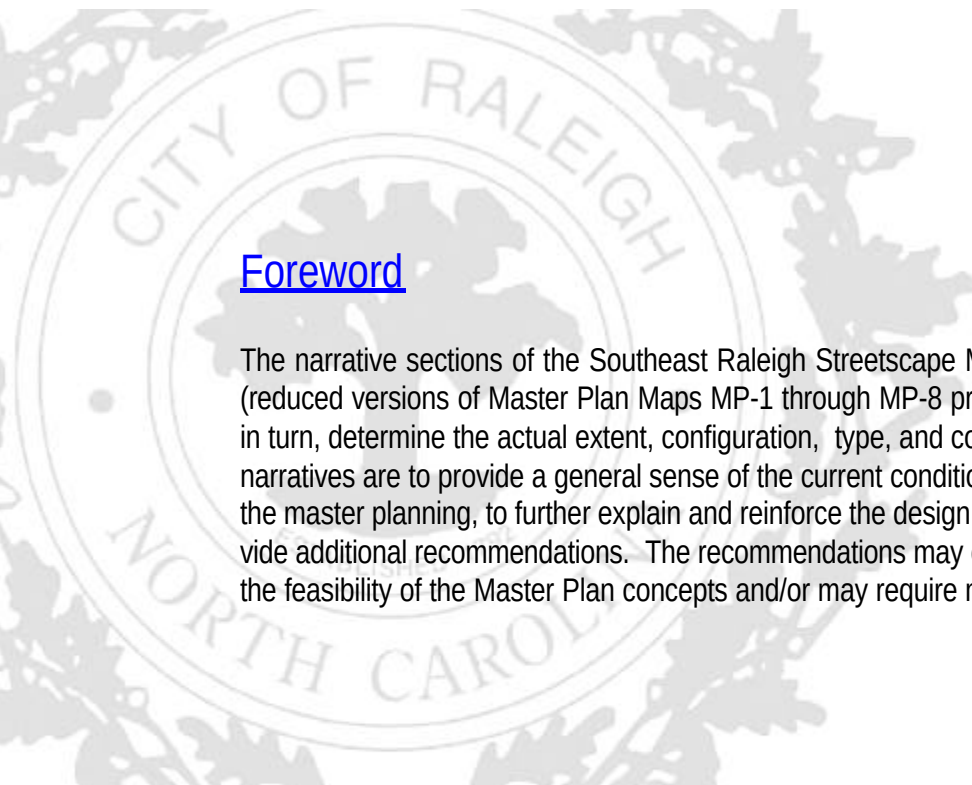
Mark Williard
Craig Ralph
Leroy Reynolds
Ed Wills
Timothy Figgins
Joseph M. Sansom

Southeast Raleigh Residents

Locke Moore
James and A.D. Earp
William Goodwin
William Brown
Colethia Hinton
Margaret B. Douglass
Corre Robinson
Kirk Parker
Loretta L. Fellers
Fred Jetter
Jan Crofts
Lenton J. Williams
Theodore and Louise Sewell

JDavis Architects, PLLC

Marty Linn, RLA
Larry Zucchini, RLA
Vince Bayyan, Consultant to JDavis



[Foreword](#)

The narrative sections of the Southeast Raleigh Streetscape Master Plan are intended as a companion document to the Master Plan maps (reduced versions of Master Plan Maps MP-1 through MP-8 provided herein). Both should be used to guide future detailed designs that will, in turn, determine the actual extent, configuration, type, and cost of the streetscape improvements that are implemented. The purpose of the narratives are to provide a general sense of the current conditions that exist along the corridors and at the intersections that are the subject of the master planning, to further explain and reinforce the design intent of the concepts and responses presented in the Master Plan, and to provide additional recommendations. The recommendations may call for additional study by City of Raleigh Staff or future designers to determine the feasibility of the Master Plan concepts and/or may require more fully developed designs.



Master Plan Overview

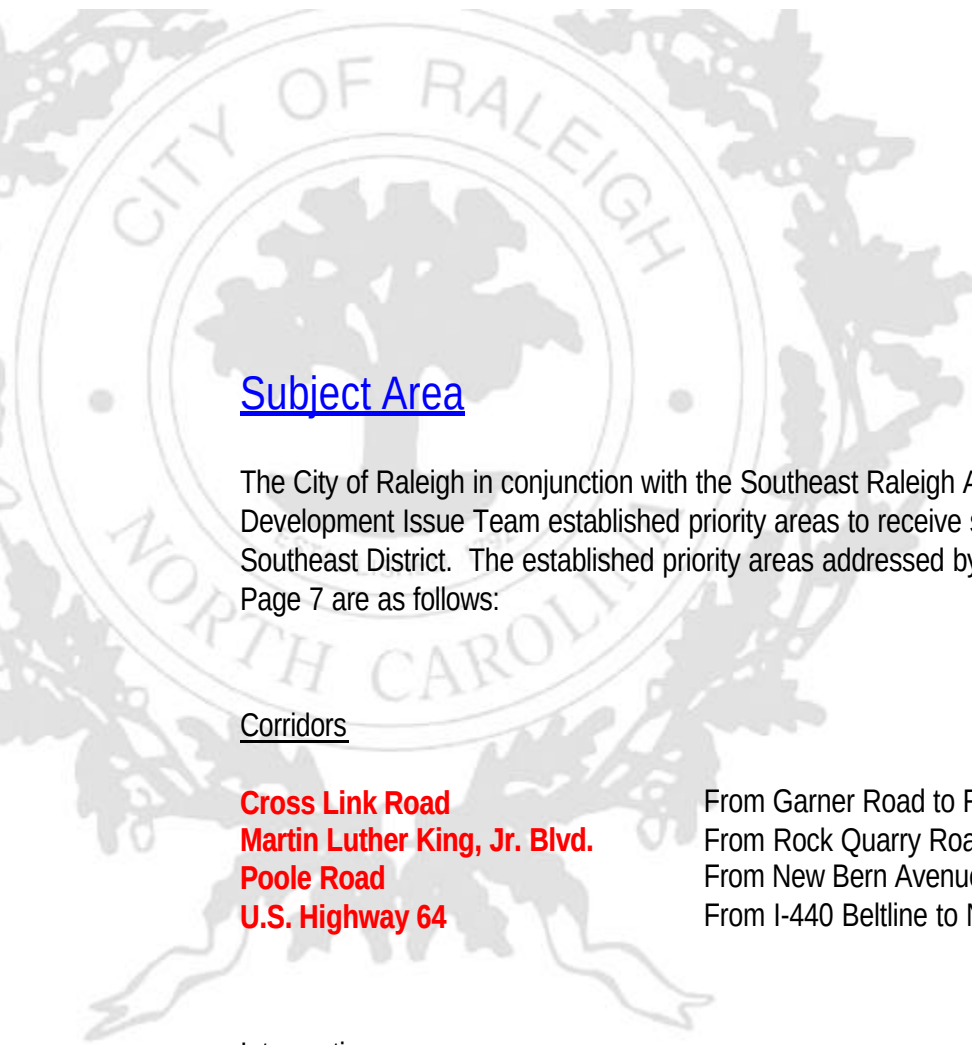
Purpose and Intent

The Southeast Raleigh (SER) Streetscape Master Plan provides guidance for future design and implementation of streetscape improvements for selected corridors and intersections within Southeast Raleigh. The intent of the plan is to present design concepts, patterns, and recommendations formed through the involvement and input of City of Raleigh Staff and Commissions, the Southeast Raleigh Assembly, the Community, and JDavis Architects that can be applied to provide functional and/or aesthetic value to the streetscapes.



Objectives

The improvements initiated by the Master Plan and ultimately achieved through implementation should create a vibrant and unique identity for the community, support existing businesses and residential areas within the community, and encourage new investment in the area.



Subject Area

The City of Raleigh in conjunction with the Southeast Raleigh Assembly (SERA) Business and Commercial Development Issue Team established priority areas to receive streetscape improvements within the Southeast District. The established priority areas addressed by the Master Plan and shown on the map on Page 7 are as follows:

Corridors

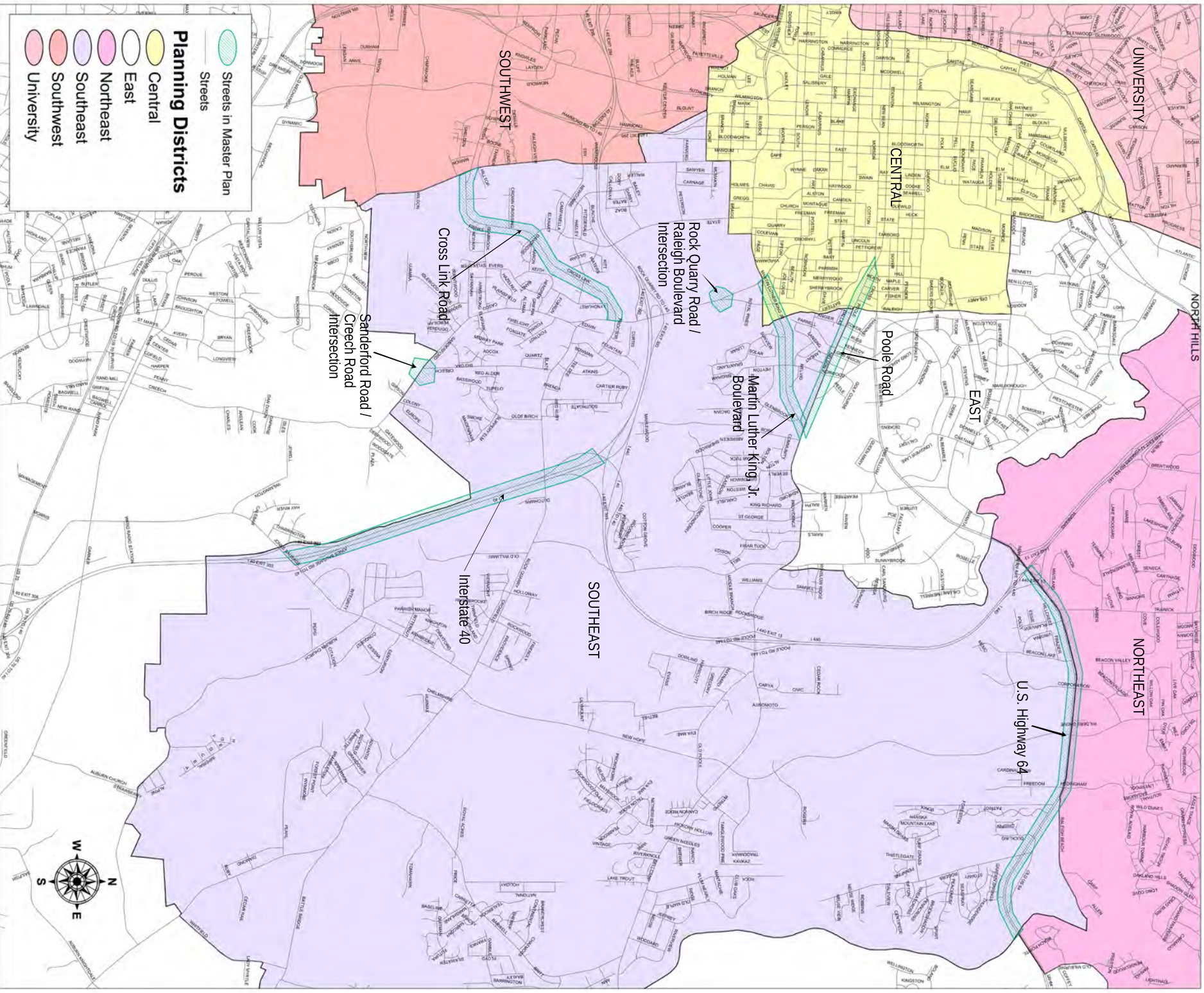
Cross Link Road
Martin Luther King, Jr. Blvd.
Poole Road
U.S. Highway 64

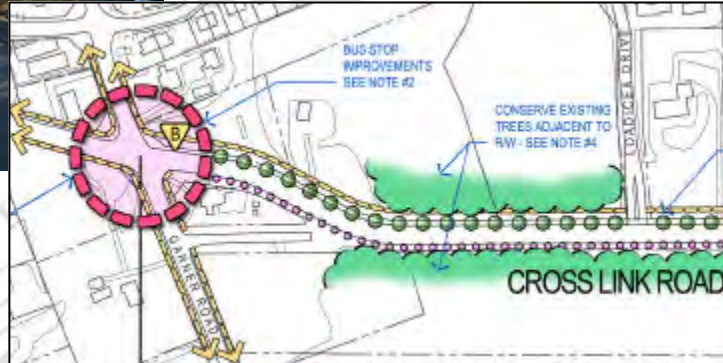
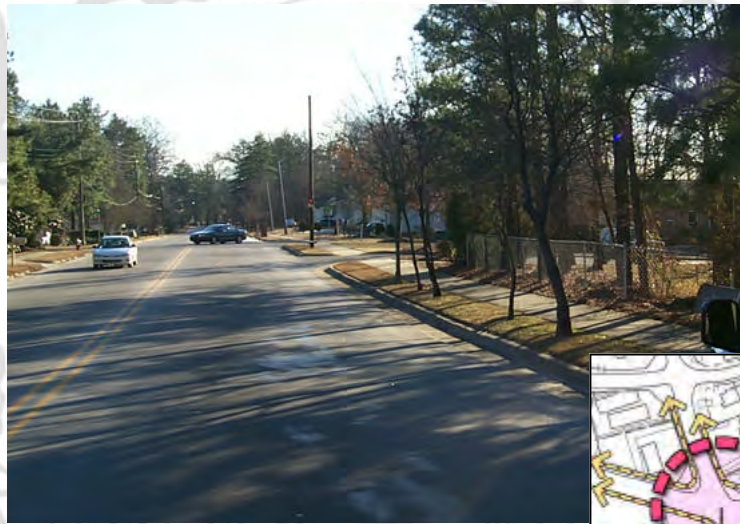
From Garner Road to Rock Quarry Road
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From I-440 Beltline to Neuse River

Intersections

Sanderford Road / Creech Road
Rock Quarry Road / Raleigh Boulevard
Interstate 40 at Jones Sausage Road
Interstate 40 at I-440 Beltline

Southeast Raleigh Streetscape Master Plan Map of Subject Area





Crosslink Road

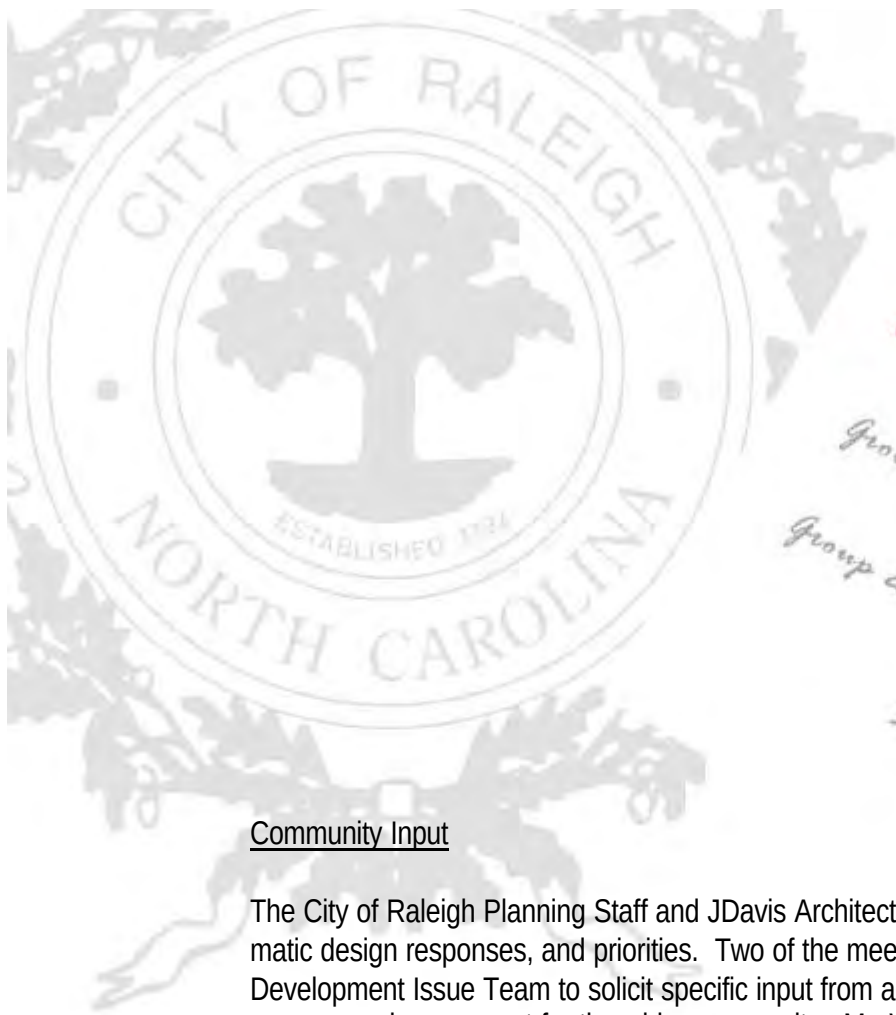
- The group remembers this area as a quiet neighborhood road.
- Changes over the years included widening of the road and new subdivisions. They would like to see sidewalks put in continuously at least on one side of the road.
- Their description of the street now is as a quiet street. They like the addition of trees to the area but say it is not well-maintained. They like it because it gives a “neighborhood look” to the community. They expressed the desire to keep the road a two-lane road with no future widening. Elements about the conceptual design they liked were the trees and intersection landscaping. The intersection landscapes should be kept low-profile.

Master Planning Components

Three distinct components of work were undertaken during the master planning process. The input and/or findings obtained from those components of work are the basis of the plan's recommendations. The components are Current Conditions Analysis and Mapping, Community Input, and Master Plan Documentation.

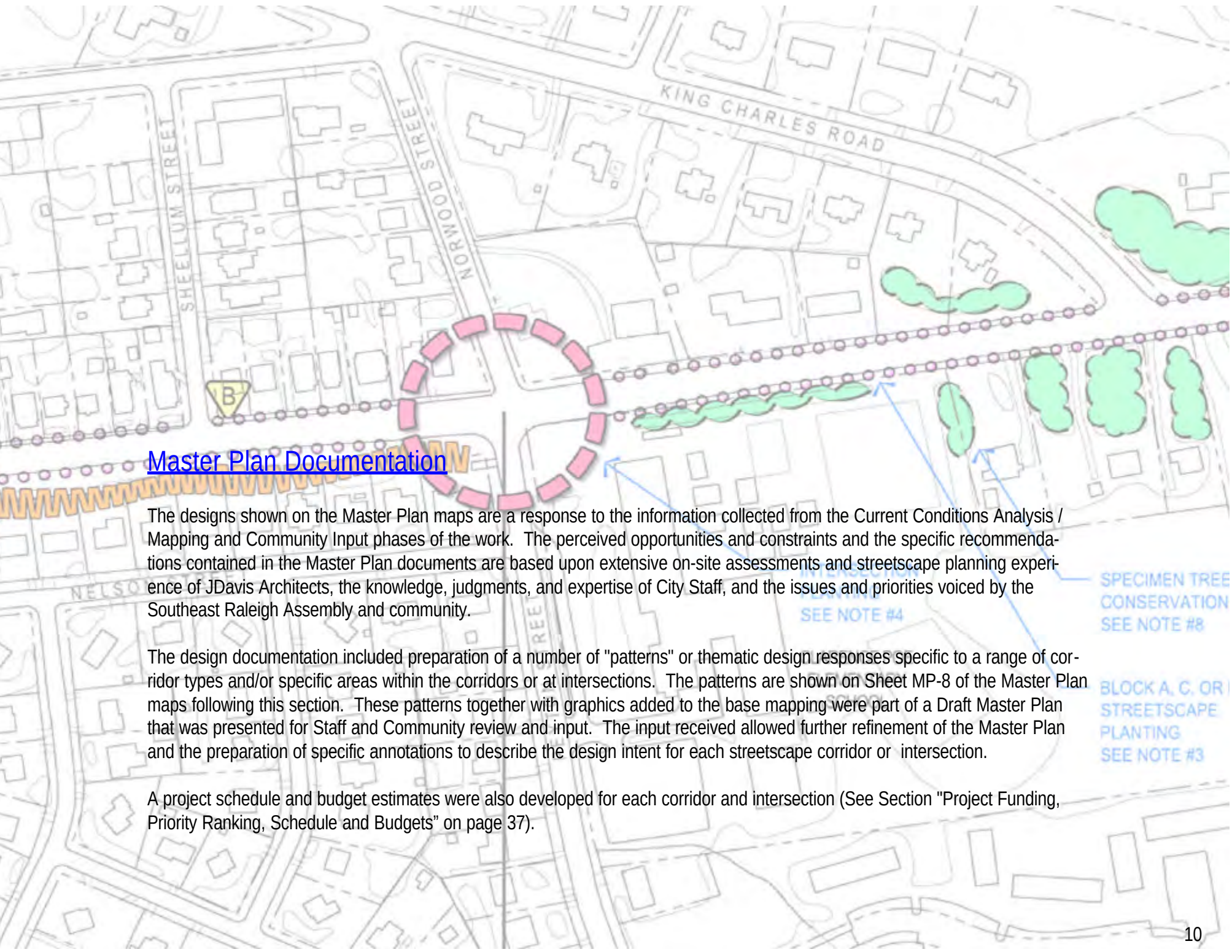
Current Conditions Analysis and Mapping

A current conditions analysis was conducted for each corridor and intersection. The analysis included an extensive digital photographic inventory, an on-site inventory of existing improvements such as power lines, sidewalks, etc., and assembly of base mapping from GIS data. This phase of the work also included review of applicable sections of the City of Raleigh Comprehensive Plan. The specific documents that were reviewed include the Southeast District Plan, East District Plan, Cross Link Small Area Plan, U.S. 64 East Corridor Plan, Martin Luther King, Jr. Boulevard Corridor Plan, and Rock Quarry Road Corridor Plan. Appendix A includes a list of applicable findings derived from these documents. Subsequent meetings were conducted with City Staff to present the current conditions, discuss the findings, and establish a framework for the Master Plan.



Community Input

The City of Raleigh Planning Staff and JDavis Architects organized three meetings to solicit input on key community issues, thematic design responses, and priorities. Two of the meetings were conducted with the SERA Business and Commercial Development Issue Team to solicit specific input from adjacent business and property owners. The third meeting was conducted as an open house event for the wider community. Mr. Vincent Bayyan of The Griot Group, Consultant to JDavis Architects, served as the primary facilitator for the meetings. Appendix B includes minutes of the meetings. The minutes reveal that a number of perspectives and insights were presented in these forums. Ultimately, the Business and Commercial Development Issue Team was left to determine the priority ranking for implementation of the streetscapes. To their credit, it is evident that the final ranking is indicative of their decision to direct investment in areas that provide the greatest benefit to the community at large.



Master Plan Documentation

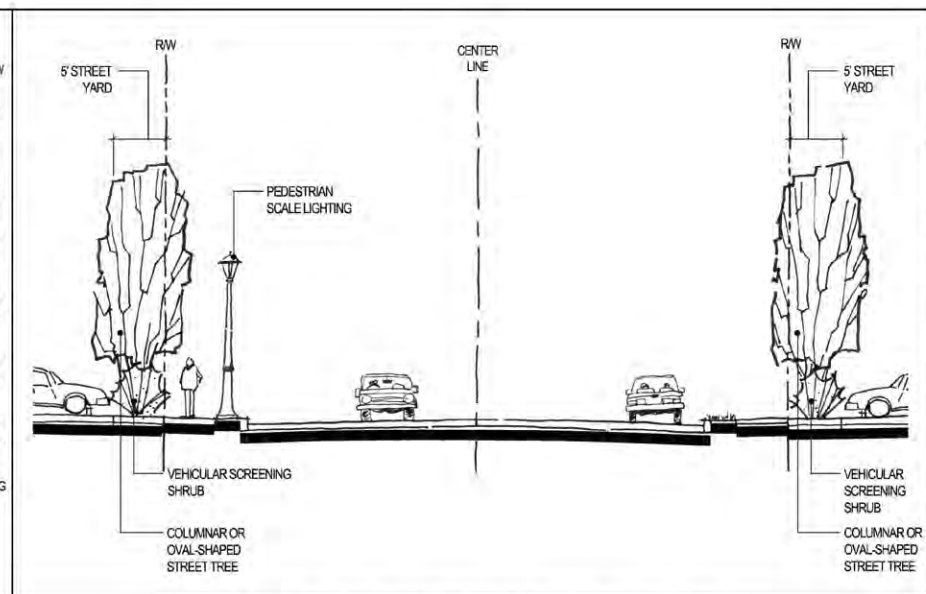
The designs shown on the Master Plan maps are a response to the information collected from the Current Conditions Analysis / Mapping and Community Input phases of the work. The perceived opportunities and constraints and the specific recommendations contained in the Master Plan documents are based upon extensive on-site assessments and streetscape planning experience of JDavis Architects, the knowledge, judgments, and expertise of City Staff, and the issues and priorities voiced by the Southeast Raleigh Assembly and community.

The design documentation included preparation of a number of "patterns" or thematic design responses specific to a range of corridor types and/or specific areas within the corridors or at intersections. The patterns are shown on Sheet MP-8 of the Master Plan maps following this section. These patterns together with graphics added to the base mapping were part of a Draft Master Plan that was presented for Staff and Community review and input. The input received allowed further refinement of the Master Plan and the preparation of specific annotations to describe the design intent for each streetscape corridor or intersection.

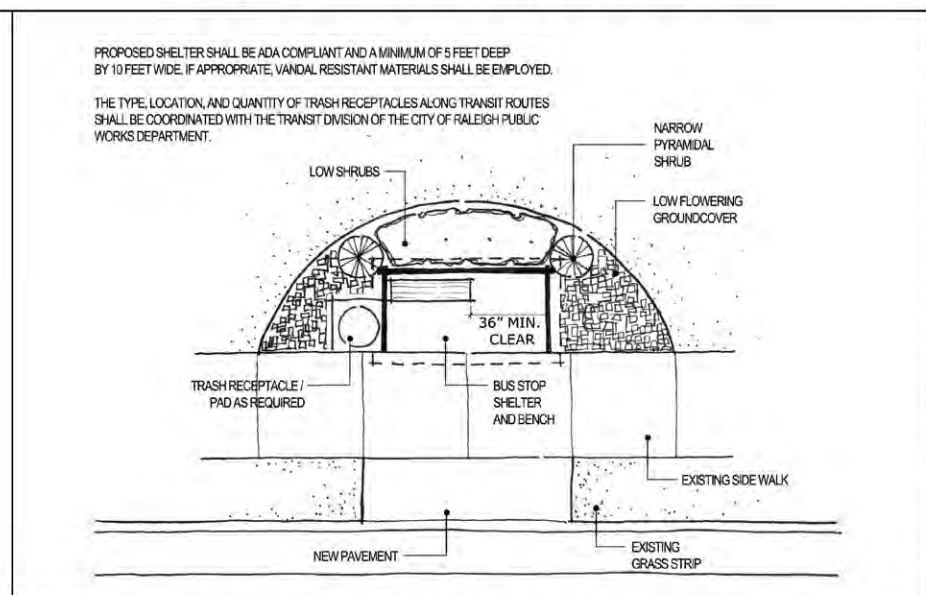
A project schedule and budget estimates were also developed for each corridor and intersection (See Section "Project Funding, Priority Ranking, Schedule and Budgets" on page 37).

SPECIMEN TREE
CONSERVATION
SEE NOTE #8

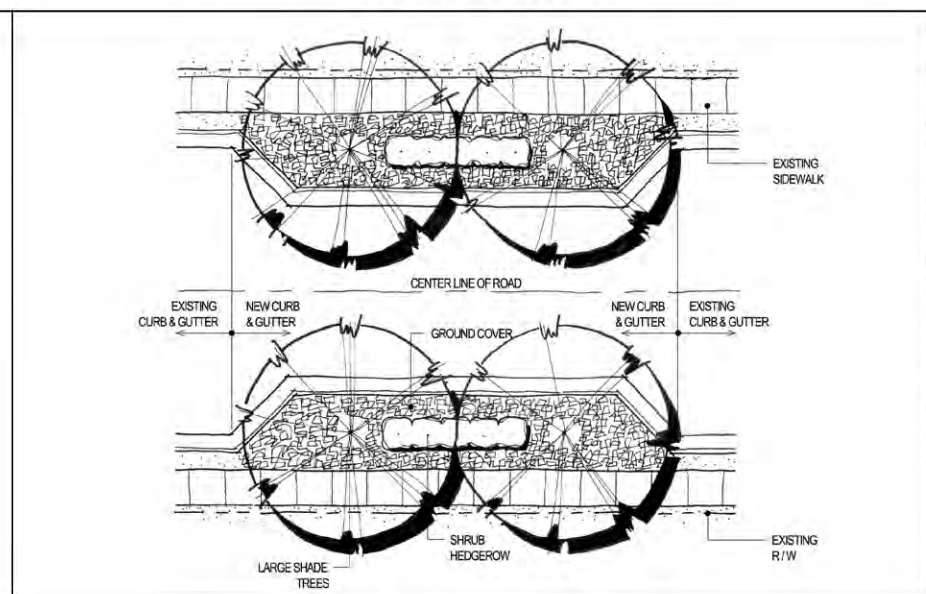
BLOCK A, C, OR
STREETSCAPE
PLANTING
SEE NOTE #3



COMMERCIAL STREETSCAPE PATTERN



BUS STOP PATTERN



STREET BULBOUT PATTERN

Master Plan Findings & Recommendations

CROSS LINK ROAD

Master Plan for Cross Link Road follows this Section

Character and Conditions

Cross Link Road disguises its proximity to the I-440 beltline and the City's downtown. Within close proximity to both, the street maintains its more rural character along much of its length. This is undoubtedly due in part to the large lot residential land use that predominates and to the forested undeveloped tracts along the west end of the road. Much of the current land use has existed for some time; however, there are clear signs that the road corridor is changing with current or recent development and that further development of vacant properties will come in the near future.

Cross Link Road performs as a neighborhood collector street and is currently two lanes across a 41-foot cross-section. Southgate Shopping Center is located at the east end of the road. Access to Biltmore Hills Community Park exists from Cross Link Road at a point midway between Garner Road and Rock Quarry Road. Street trees that, for the most part, are failing and randomly spaced exist along portions of the road.



Master Plan Findings & Recommendations

CROSS LINK ROAD

Opportunities and Constraints

Community input was primarily focused on the nature of the road itself with regard to pedestrian and vehicular safety. There is a perception that the road is too wide to promote travel safety along the road. It is apparent that some of the damage to street trees along the road has been due to automobile accidents.

Recommendations of the Cross Link Road Small Area Plan together with comments received from the various meetings conducted during this study seem to support preservation of the current rural character of the street; however, the randomness of the current land uses segment the streetscape. Little opportunity for visual continuity or a common thread exists along the corridor.

The proposed improvements may be constrained by the willingness of adjacent property owners to grant easements for the installation of intersection plantings, to work with City of Raleigh Staff in the conservation of significant existing trees adjacent to the right-of-way, and to allow the installation of off-road improvements and possible assumption of maintenance responsibilities.



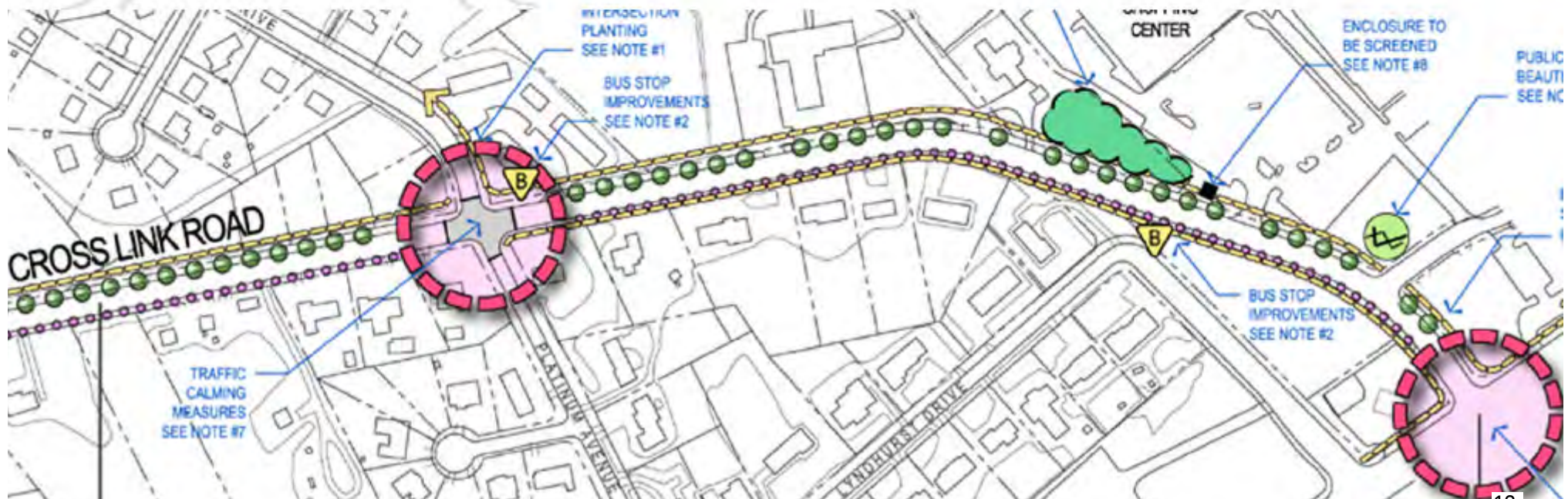
Master Plan Findings & Recommendations

CROSS LINK ROAD

Primary Design Responses & Recommendations

The City of Raleigh should determine which types of land use and densities are appropriate for any future development along Cross Link Road. Current zoning should be amended, if necessary, to accommodate the desired land uses and densities. Recombination or subdivision of existing lots in order to create a less random land use pattern should be encouraged and supported by City Staff.

Cross Link Road should receive a complete overhaul of its current streetscape plantings. All existing trees within the right-of-way should be removed. Replacement street trees should be planted on both sides of the road. Smaller ornamental trees shall be placed on the south side of the road to accommodate existing overhead power lines. The location of smaller ornamental trees should be coordinated with the location of existing trees on adjacent properties as well.



Master Plan Findings & Recommendations

CROSS LINK ROAD

Primary Design Responses & Recommendations - continued

The safety of Cross Link Road with regard to motorists, cyclists, and pedestrians should be studied by the City's Public Works Department. If warranted, traffic calming measures should be considered. Of particular concern is the straight segment of Cross Link Road in either direction from the intersection of Cross Link Road and Hadley Drive. Bulb-outs could be considered at the intersection to facilitate safer pedestrian movements at the intersection. Additional measures to assist in traffic calming, if deemed appropriate by the Public Works Department could include adding left turn lane markings at the Cross Link Road / Dandridge Drive intersection.

Bicycle markings and signage should be added in both directions along Cross Link Road to supplement the City's current system of bicycle routes (a portion of Cross Link Road is currently part of the system).

Provide a display area for public art with an appropriate level of hardscape and landscape improvements at the entrance to Southgate Shopping Center.

The City of Raleigh should direct the appropriate City Staff to determine if incentives can be granted for conservation of tree stands on properties immediately adjacent to the right-of-way. Incentives may include reductions to or elimination of the standard requirements for street yard landscaping.

Existing bus transit stops should be improved or added as indicated on the Master Plan map. Improvements shall include an ADA compliant shelter and bench, concrete pad-mounted trash receptacle, new pavement between the curb and sidewalk for loading and unloading of pedestrians, and plantings in accordance with the pattern shown on Master Plan Sheet MP-8. In addition, the intersections in and around bus transit stops should be inspected and sidewalk ramps provided, if needed, to ensure ADA compliant accessibility to transit stops. The Transit Division of the City of Raleigh Public Works Department should review and approve all proposed improvements.



Master Plan Findings & Recommendations

MARTIN LUTHER KING, JR. BOULEVARD

Master Plan for Martin Luther King, Jr. Boulevard follows this Section

Character and Conditions

Although classified as a secondary arterial and consisting of four lanes with independent turn lanes, Martin Luther King, Jr. (MLK) Boulevard "feels" more like a residential collector road. Perhaps the reason is due in large part to a fairly wide landscape median located through most of the Master Plan's subject area. Large trees within a limited portion of the landscape median and the adjacent residential properties provide an even greater sense of the neighborhood feel of the roadway.

MLK Blvd. is well constructed and maintained. Some additional plantings consisting of low-level shrubs exist within the median and are being maintained by the City of Raleigh Parks & Recreation Department's Highway Division.

There are a number of undeveloped properties fronting onto MLK Boulevard. Most of the properties appear to be low-lying parcels that may be constrained by wetlands and/or riparian buffers. Generally, these properties are fully forested and provide a thick vegetative edge to the road.

Two notable community amenities are located adjacent to MLK Boulevard. The Martin Luther King, Jr. Memorial Garden is located at the southwest quadrant of the intersection of MLK Boulevard and Rock Quarry Road. A relatively new retail shopping center is located at the southeast quadrant of MLK Boulevard and Raleigh Boulevard.



Master Plan Findings & Recommendations

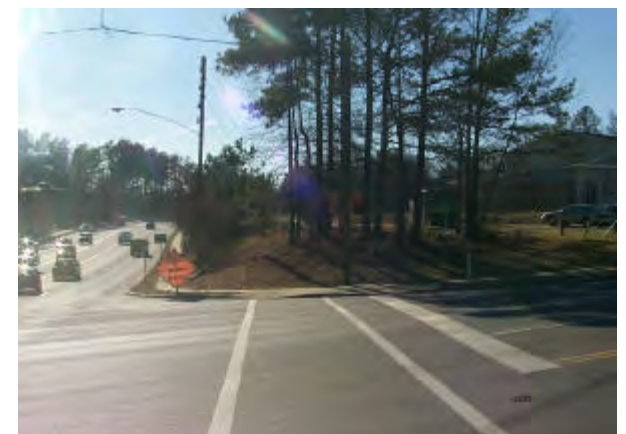
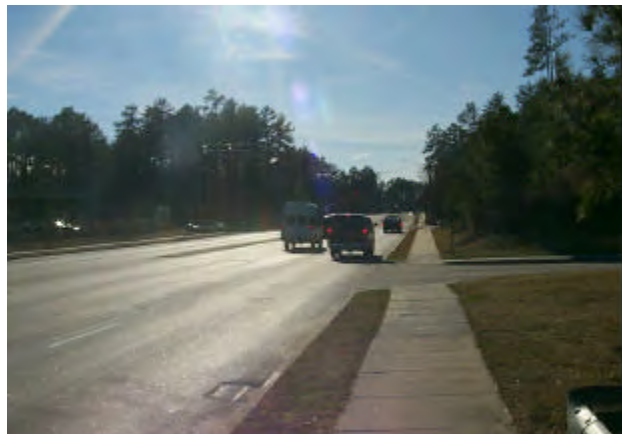
MARTIN LUTHER KING, JR. BOULEVARD

Opportunities and Constraints

Limited input was received through the public process concerning the proposed improvements to MLK Boulevard. This may well be a reflection of the community's overall satisfaction with current conditions. Accordingly, much of what is proposed on the Master Plan design for MLK Boulevard is a continuation of what has already begun to take shape along the corridor. There is opportunity to supplement the current median plantings.

Street trees can and should be introduced at the curb; however, the size of the proposed street trees will be constrained by existing overhead power lines in some areas and the space available between the curb and sidewalk.

There appears to be considerable opportunity to provide a unified planting at the major intersections as identified on the plans. These treatments will provide continuity to the streetscape in an area where the rhythm of street trees is typically interrupted. These plantings will also provide visual definition to these large intersections. As with some improvements along Cross Link Road, the ability to achieve a consistent intersection planting may be constrained by the willingness of property owners to grant easements and by physical obstructions in some cases.



Master Plan Findings & Recommendations

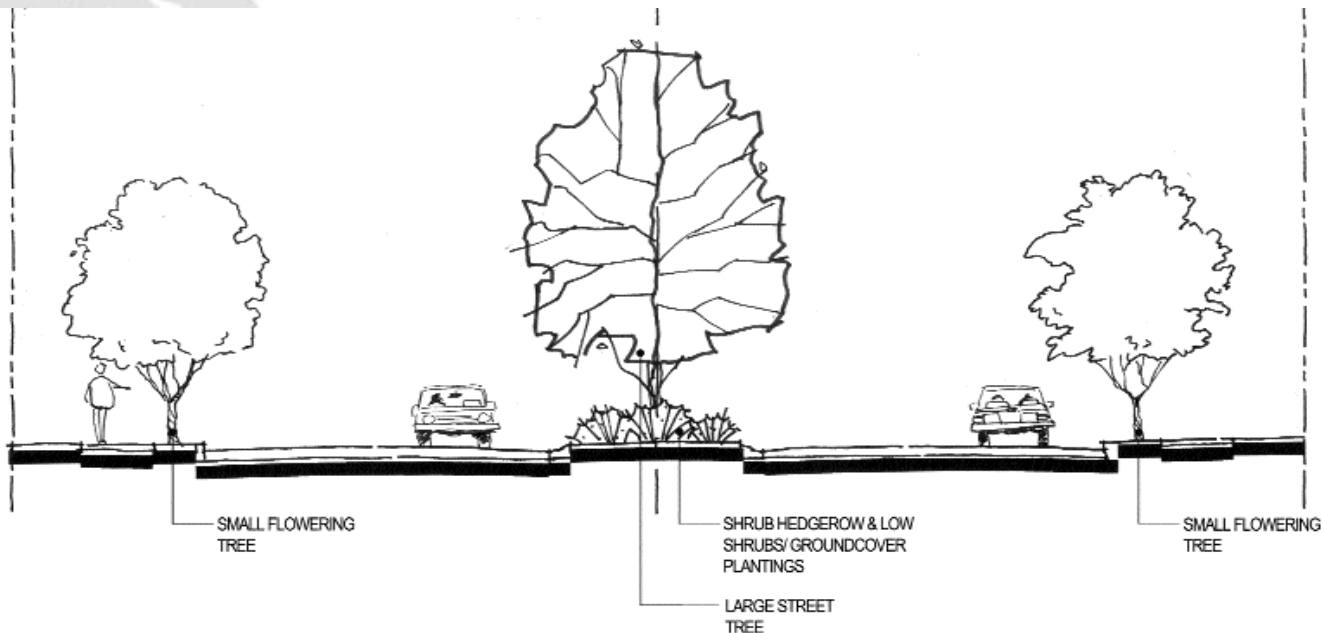
MARTIN LUTHER KING, JR. BOULEVARD

Primary Design Responses & Recommendations

As noted above, the primary design response to MLK Boulevard is to supplement the current streetscape plantings with additional median plantings, curbside street trees, and plantings at major intersections.

Conservation of existing wooded areas on adjacent properties should be a priority of the Streetscape Master Plan. Protection of a significant portion of the vegetation immediately adjacent to the road by private property owners and/or future developers could be offset with reductions or elimination of other street yard landscaping requirements. As with the Cross Link Road recommendation, City of Raleigh Staff may want to develop a policy that provides incentives in this regard.

Martin Luther King, Jr. Memorial Garden is a community amenity that warrants improved visibility. A limited number of directional signs and a more prominent monument sign at the garden would provide an awareness of its location and presence to residents and visitors alike. The monument sign for the garden should be designed with the input of the committee involved in the original design of the garden. Directional signs should be consistent or at least compatible with tract identification signs currently being evaluated under a program initiated by the City of Raleigh.



Master Plan Findings & Recommendations

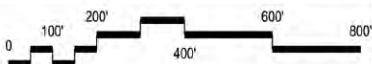
MARTIN LUTHER KING, JR. BOULEVARD

Primary Design Responses & Recommendations - continued

In order to discourage or prevent use of the median for parking or turning movements, a hedgerow of medium sized shrubs should be planted between the existing or proposed large median trees. A temporary barrier should be installed and maintained until the hedgerow is mature enough to fully function as the barrier. At that time, which is estimated to be five years following installation of the hedgerow, the temporary barrier should be removed. The proposed hedgerow should stay clear of intersections to the extent that sight distances for motorists are adequately preserved. These improvements together with soil remediation and the addition of crosswalks and median walkways at safe crossing points between intersections in the residential zones should be added in conjunction with the above proposed median barrier. The City's Urban Forester should be consulted concerning the soil remediation requirements.

To provide visual continuity, the City should begin to replace the current "cobra" style street lights and wood poles along Martin Luther King, Jr. Boulevard with the fiberglass poles and street light fixtures installed as part of the former improvements to Western Boulevard.





Master Plan Findings & Recommendations

POOLE ROAD

Master Plan for Poole Road follows this Section

Character and Conditions

There is considerable visual disparity in the character of Poole Road between New Bern Avenue and Martin Luther King Boulevard. The blocks of the corridor closest to New Bern Avenue contain a mix of residential, commercial, and institutional uses. For the most part, these uses are in decline and are under utilized. In general, the section of Poole Road between New Bern Avenue and Peyton Street is in need of varying degrees of redevelopment. On the whole, the section of Poole Road between New Bern Avenue and Raleigh Boulevard (identified as Block A on the Master Plan) is in greatest need of redevelopment.

The section of Poole Road between Peyton Street and Martin Luther King, Jr. Boulevard also contains a mix of residential, commercial, and institutional uses; however, this section of Poole Road exhibits an altogether different character. In general, the existing uses are located on much larger lots than those properties to the west. As a rule, these properties are in exceptional condition and are well maintained.



Given the considerable difference in density between these sections of Poole Road, it is unlikely that redevelopment of the uses alone will bring continuity to the whole. Creating a unified streetscape will perhaps provide the continuity needed for this stretch of Poole Road to look and feel like they are part of one neighborhood.



Master Plan Findings & Recommendations

POOLE ROAD

Opportunities and Constraints

With the level of decline present along much of the Poole Road corridor, the ability to make an impact is a significant challenge; however, accepting the opportunity to invest in the streetscape may be the very thing that initiates a public and community determination to move more quickly toward redevelopment of the corridor.

The ability to make significant progress in the near future may be constrained by the ability of adjacent property owners to participate and contribute in a significant way to redevelopment initiatives. It may also be constrained by a lack of neighborhood security. The measures employed by business operators along the corridor and the comments received from the community would seem to suggest that there is a heightened need for security in this area. Any redevelopment efforts will need to address security issues and provide the means to ensure safety for the area residents and businesses.



Master Plan Findings & Recommendations

POOLE ROAD

Primary Design Responses & Recommendations

Poole Road is a stark environment with respect to the streetscape. It is in dire need of some streetscape plantings; however, due to the width of the 4-lane road and the available right-of-way, there is inadequate space between the curb and sidewalk on either side of the road in which to install street trees. The Transportation Division of the Public Works Department has indicated that the level of existing traffic along Poole Road does not warrant the current 4-lane section.

Accordingly, the introduction of intermittent medians or bulbouts along Poole Road could provide the area needed to install street trees and mitigate the expanse of pavement that currently exists. Generally, the bulbouts may be the preferred option for the residential zones located along Block A and C of the corridor. Intermittent medians may perform best for the commercial zone located along Block B and the large lot residential and institutional zones located along Block D.



Additional plantings are needed in the commercial zone of Poole Road to screen large expanses of off-street parking. Together with the proposed street tree plantings, evergreen shrubs and/or ornamental grasses shall be planted in a landscape easement outside of the right-of-way along commercial property frontages. This treatment will be a more compact but effective substitute for the City of Raleigh standard landscape street yard requirement.

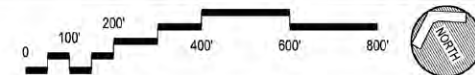
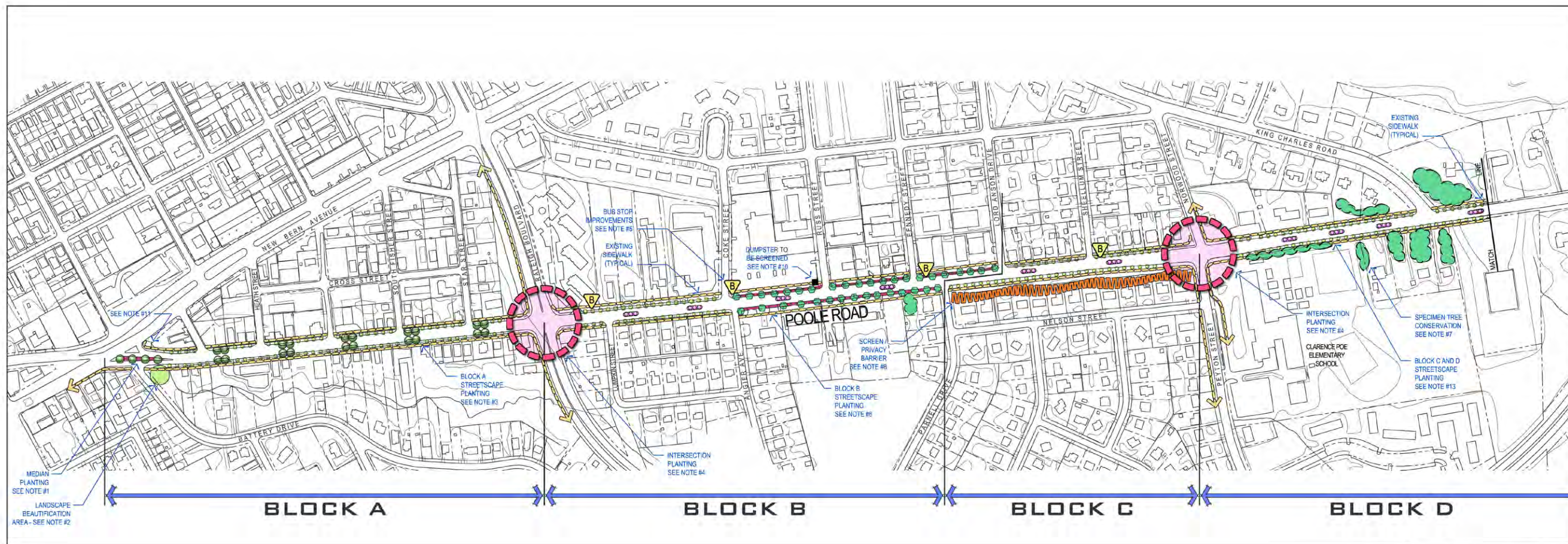
The City of Raleigh Inspections Department should assess the current condition of commercial properties with respect to their conformance with the City of Raleigh landscape ordinance and notify current property owners of specific requirements and a timetable for improvements that need to be met.

POOLE ROAD

Some limited improvements to portions of the Clarence Poe Elementary School would provide added beauty to the Poole Road streetscape. The City should petition or partner with Wake County Public Schools to replace the existing chain link fence adjacent to the Poole Road right-of-way. The replacement fence should be located in a manner that ensures the protection and optimum visibility of the existing mature Oaks, Crape Myrtles, and Pines that also occupy space adjacent to the Poole Road right-of-way. Renovation of the turf grass and the provision of larger mulch areas at the base of the mature trees are also recommended. The City's Urban Forester should suggest specific measures that would lengthen the life span of the mature trees.

The number and frequency of transit stops would indicate a heavily utilized transit system within this part of Southeast Raleigh. Accordingly, existing bus transit stops should be improved or added as indicated on the Master Plan map. Improvements shall include an ADA compliant shelter and bench, concrete pad-mounted trash receptacle, new pavement between the curb and sidewalk for loading and unloading of pedestrians, and plantings in accordance with the pattern shown on Master Plan Sheet MP-8. In addition, the intersections in and around bus transit stops should be inspected and sidewalk ramps provided, if needed, to ensure ADA compliant accessibility to transit stops. The Transit Division of the City of Raleigh Public Works Department should review and approve all proposed improvements.





BLOCK A

EXISTING CONDITIONS INVENTORY:

ROAD WIDTH	45' B-B
# OF TRAVEL LANES	2
ROADWAY PARKING	BOTH SIDES
STRIP WIDTH	2.5' BOTH SIDES
SIDEWALKS	BOTH SIDES
OVERHEAD POWER	BOTH SIDES
STREET LIGHTING	BOTH SIDES
LAND USE	SINGLE & MULTI FAMILY RESIDENTIAL / CHURCH MIX

#1 CONCRETE ISLAND TO DEMOLISHED AND MEDIAN CURB & GUTTER TO BE INSTALLED IN ORDER TO PROVIDE AREA FOR PLANTING. PLANTING TO CONSIST OF SMALL TREES AND LOW LEVEL SHRUBS OR GROUND COVER. PLANTINGS SHOULD MAINTAIN AN UNOBSTRUCTED VIEW ACROSS THE MEDIAN BETWEEN 2 FT. AND 6 FT. ABOVE THE GROUND PLANE.

#2 EASEMENT TO BE ACQUIRED TO INSTALL AND MAINTAIN PLANTING IN THIS LOCATION. PLANTING TO CONSIST OF A GROUPING OF SMALL TO MEDIUM HEIGHT FLOWERING TREES.

#3 STREETScape PLANTING SHALL CONSIST OF LARGE TREE-FORM SHRUBS PLANTED IN THE GRASS STRIP BETWEEN THE CURB AND SIDEWALK AND LARGE SHADE TREES, LOW SHRUBS, AND GROUND COVER PLANTED IN INTERMITTENT BULBOUS AS SHOWN ON THE MASTER PLAN MAP. THE CONFIGURATION OF PROPOSED BULBOUS AND SUGGESTED PLANTING PATTERN IS SHOWN ON SHEET MP-8. THE LOCATION OF PROPOSED BULBOUS AND EXISTING DRIVEWAYS SHALL BE COORDINATED.

#4 LANDSCAPE EASEMENT TO BE ACQUIRED AT EACH QUADRANT OF THE INTERSECTION FOR A PLANTING CONSISTING OF MEDIUM SHADE TREES AND A HEDGEROW OF SHRUBS. A SUGGESTED INTERSECTION STREETSCAPE PATTERN IS SHOWN ON SHEET MP-8. NOTE THAT SHRUBS SHALL BE PLACED OUTSIDE OF A TRIANGULAR SIGHT DISTANCE AREA MEASURED 20 FEET ALONG EACH RIGHT-OF-WAY LINE FROM THE INTERSECTION. THE PROPOSED PLANTING PATTERN MAY BE UNFEASIBLE AT SOME QUADRANTS OF THE INTERSECTION DUE TO EXTREME NATURAL FEATURES, EXISTING UTILITIES, AND/OR OTHER IMPROVEMENTS.

#5 LANDSCAPE EASEMENT TO BE ACQUIRED AT EXISTING BUS STOP FOR IMPROVEMENTS INCLUDING A SHELTER WITH INTEGRATED BENCH AND PLANTING. A SUGGESTED BUS STOP PLANTING PATTERN IS SHOWN ON SHEET MP-8. THE SHELTER MATERIALS AND INSTALLATION SHALL MEET THE REQUIREMENTS OF CAPITAL AREA TRANSIT AND THE CITY OF RALEIGH.

BLOCK B

EXISTING CONDITIONS INVENTORY:

ROAD WIDTH	45' B-B
# OF TRAVEL LANES	4
ROADWAY PARKING	NONE
STRIP WIDTH	2.5' BOTH SIDES
SIDEWALKS	BOTH SIDES
OVERHEAD POWER	BOTH SIDES
STREET LIGHTING	BOTH SIDES
LAND USE	COMMERCIAL / SINGLE & MULTI FAMILY RESIDENTIAL

#6 BLOCK B STREETSCAPE SHALL BE CONSISTENT WITH BLOCKS C AND D EXCEPT ALONG THE ROAD ADJACENT TO COMMERCIAL PROPERTIES AS SHOWN ON THE MASTER PLAN MAP. THE STREETSCAPE ADJACENT TO THE COMMERCIAL PROPERTIES SHALL INCLUDE INTERMITTENT LANDSCAPED MEDIANS AND STREETSCAPE PLANTINGS CONSISTING OF COLUMNAR OR OVAL-SHAPED STREET TREES AND A HEDGEROW OF SHRUBS AND/OR ORNAMENTAL GRASSES TO SCREEN PARKING, SERVICE, AND DISPLAY AREAS. THE PLANTINGS SHALL BE LOCATED IN A 5-FOOT WIDE AREA OUTSIDE THE RIGHT-OF-WAY. LANDSCAPE EASEMENTS TO BE ACQUIRED FOR PLANTINGS OUTSIDE THE RIGHT-OF-WAY, PAVEMENTS AND FENCING WITHIN 5 FEET OF THE RIGHT-OF-WAY WILL NEED TO BE REMOVED OR RELOCATED TO ACCOMMODATE THE SHRUB PLANTINGS. IN ADDITION, PEDESTRIAN SCALE STREET LIGHTING IS PROPOSED TO BE LOCATED IN THE RIGHT-OF-WAY ADJACENT TO COMMERCIAL PROPERTIES. THE SUGGESTED PLANTING PATTERN IS SHOWN ON SHEET MP-8.

#7 EXISTING SPECIMEN TREES LOCATED ON PRIVATE PROPERTIES ADJACENT TO THE RIGHT-OF-WAY SHALL BE CONSERVED.

#8 SCREEN / PRIVACY BARRIER PLANTING TO BE LOCATED ADJACENT TO FENCED REAR YARDS OF RESIDENTIAL PROPERTIES. SHRUBS SHALL BE EVERGREEN AND SHALL REACH A MATURE HEIGHT OF BETWEEN 5 AND 8 FEET WITH A COMPARABLE SPREAD.

#9 SUPPLEMENTAL PLANTINGS TO BE INTRODUCED TO EXISTING MEDIAN PLANTING. TRANSPLANTING OF EXISTING PLANTS INTO A MORE CONSOLIDATED GROUPING SHOULD BE CONSIDERED.

#10 PLANTING TO BE INSTALLED TO SCREEN EXISTING DUMPSTERS.
MAINTENANCE OF PLANTING TO BE ASSUMED BY OWNER OF SHOPPING CENTER.

#11 EXISTING PLANTING LOCATED ON THE CORNER OF POOLE ROAD AND NEW BERN AVENUE EAST OF THE POOLE ROAD MEDIAN TO BE RENOVATED.

BLOCK C

EXISTING CONDITIONS INVENTORY:

ROAD WIDTH	45' B-B
# OF TRAVEL LANES	4
ROADWAY PARKING	NONE
STRIP WIDTH	2.5' BOTH SIDES
SIDEWALKS	BOTH SIDES
OVERHEAD POWER	BOTH SIDES
STREET LIGHTING	BOTH SIDES
LAND USE	SINGLE FAMILY RESIDENTIAL

BLOCK D

EXISTING CONDITIONS INVENTORY:

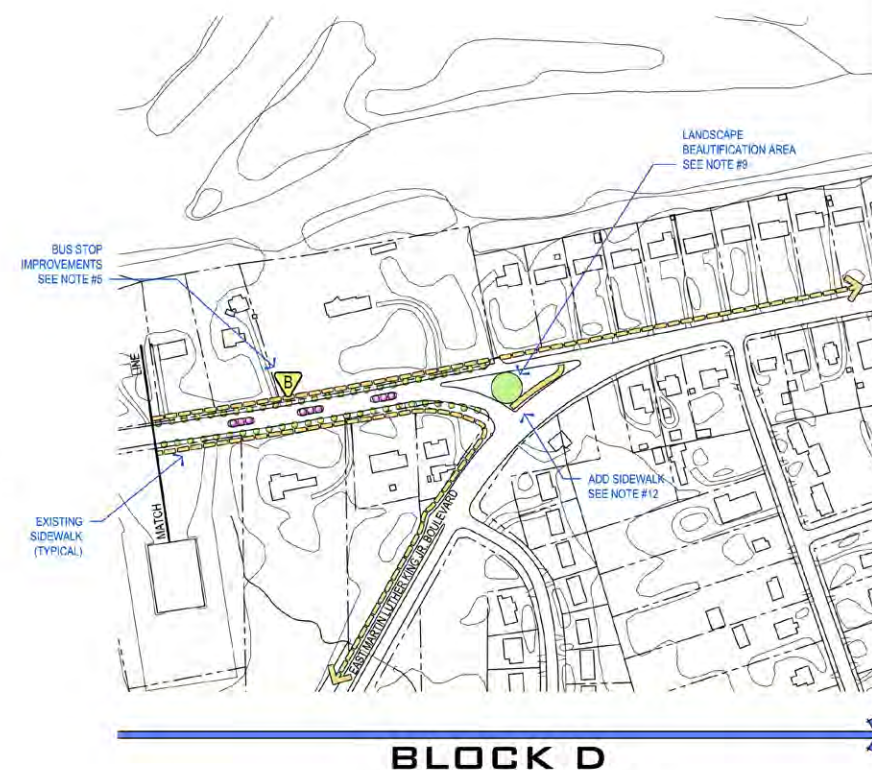
ROAD WIDTH	45' B-B
# OF TRAVEL LANES	2
ROADWAY PARKING	BOTH SIDES
STRIP WIDTH	2.5' BOTH SIDES
SIDEWALKS	BOTH SIDES
OVERHEAD POWER	BOTH SIDES
STREET LIGHTING	BOTH SIDES
LAND USE	INSTITUTIONAL / SERVICE BUSINESS / SINGLE FAMILY RESIDENTIAL

#12 INSTALL SIDEWALK AND RAMPS CONNECTING EXISTING SIDEWALK ALONG NORTH SIDE OF MLK, BLVD. WITH EXISTING SIDEWALK ALONG NORTH SIDE OF POOLE ROAD.

#13 STREETSCAPE PLANTING SHALL CONSIST OF LARGE TREE-FORM SHRUBS PLANTED IN THE GRASS STRIP BETWEEN THE CURB AND SIDEWALK AND SMALL FLOWERING TREES, LOW SHRUBS, AND GROUND COVER PLANTED IN INTERMITTENT MEDIANS AS SHOWN ON THE MASTER PLAN MAP. THE CONFIGURATION OF THE MEDIAN AND SUGGESTED PLANTING PATTERN IS SHOWN ON SHEET MP-8. THE LOCATION OF EXISTING INTERMITTENT MEDIANS TOGETHER WITH POSSIBLE MODIFICATIONS TO EXISTING DRIVEWAY LOCATIONS SHALL BE COORDINATED.

LEGEND

	INTERSECTION STREETSCAPE		EXISTING SIDEWALK		LARGE SHADE TREE
	TREE CONSERVATION AREA		PROPOSED SIDEWALK		COLUMNAR OR OVAL SHAPED TREE
	LANDSCAPE BEAUTIFICATION AREA		CROSSWALK		SMALL TREE
			MEDIAN REFUGE		FLOWERING TREE
	SCREEN / PRIVACY BARRIER		BUS STOP		LARGE TREE-FORM SHRUB
	SLOPE PLANTING		DIRECTIONAL SIGNAGE		
			GATEWAY / MONUMENT SIGNAGE		SHRUBS
	EXISTING GREENWAY				
	PROPOSED GREENWAY				



Master Plan Findings & Recommendations

U.S. HIGHWAY 64

Master Plan for US Highway 64 follows this Section

Character and Conditions

With the pending opening of the U.S. Highway 64 Bypass that is currently under construction, it is hard to imagine that the character of U.S. Highway 64 wouldn't dramatically change. Presumably, a considerable volume of traffic will be displaced from U.S. Highway 64 to the 64 Bypass. This change alone will significantly affect the current character of U.S. Highway 64.

Currently, U.S. Highway 64 is the conduit for significant travel to and from points east of the City. Between the I-440 Beltline and New Hope Road, U.S. Highway 64 is a six-lane divided road with turn lanes and is heavily traveled. East of New Hope Road, U.S. Highway 64 is a four-lane divided road.

Commercial uses predominate along the highway frontage. A profusion of commercial properties on relatively small lots line the highway between the I-440 Beltline and New Hope Road. The number of access ways connecting the properties with the highway and the effect of these movements upon the highway traffic flow and safety has been the subject of a number of recommendations contained in the Southeast District Plan and the U.S. 64 Corridor Plan.



Master Plan Findings & Recommendations

U.S. HIGHWAY 64

Character and Conditions - continued

Given the complexity of vehicle movements, the volume of traffic, and the expanse of road right-of-way that currently exists, U.S. Highway 64 is not friendly to pedestrian movements.

Development along the corridor has happened randomly over a fairly long period of time. An extensive amount of individual small tract development along the corridor has created no discernable continuity or patterns of development. Current street yard landscaping along property frontages are marginal and do little to provide any continuity to the streetscape.

Median plantings were implemented approximately fifteen years ago. Since then, most of the plantings have declined and many are currently in need of replacement.



Master Plan Findings & Recommendations

U.S. HIGHWAY 64

Opportunities and Constraints

With the advent of the U.S. 64 bypass, there will come an opportunity to respond to changing traffic patterns. The findings of the City's Comprehensive Plan may be made more readily attainable with the changes that will come. In time, perhaps U.S. Highway 64 could be more pedestrian friendly.

Whatever the future realities, it can be expected that the corridor will demand more study and a systematic plan to develop and redevelop the corridor in a manner that creates an environment that is productive to business enterprise while serving the needs of the community.

Achieving the current recommendations for the U.S. Highway 64 streetscape between the I-440 Beltline and New Hope Road will certainly be affected by the complexities of the roadway, off-road accesses, public utilities, and the ability to achieve off-road landscape easements. The recommendations for the highway streetscape east of New Hope Road should not be particularly subject to any significant constraints.



Master Plan Findings & Recommendations

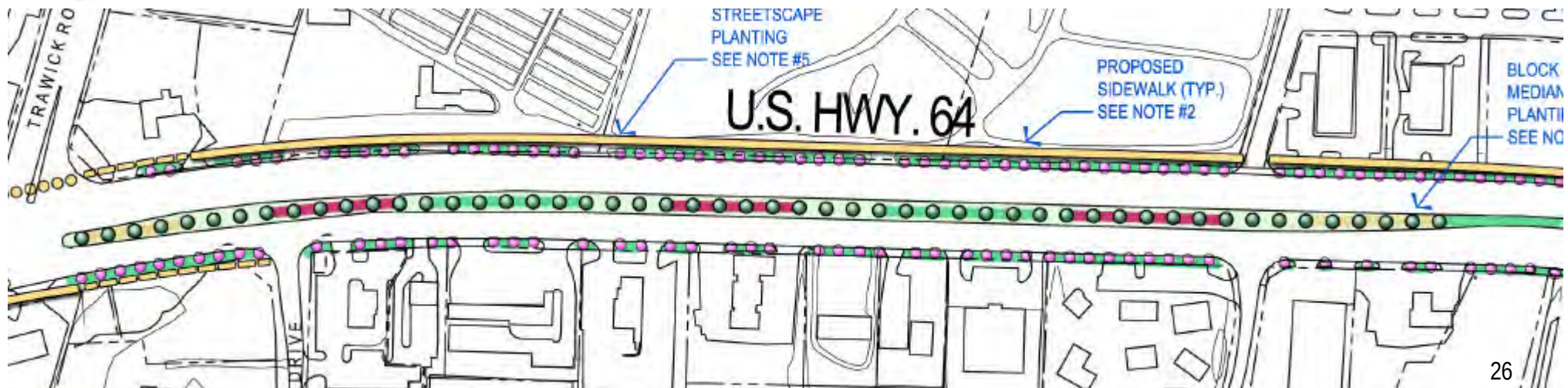
U.S. HIGHWAY 64

Primary Design Responses & Recommendations

Replacement of the current median plantings will provide a significant aesthetic improvement to the U.S. Highway 64 streetscape. Current plantings excluding the existing Crape Myrtles are in decline and need replacement. Small trees and shrubs exhibiting a variety of habits, textures, and colors will provide extended seasonal interest and visual appeal for the highway. The Crape Myrtles should receive a concentrated program of renovation including structural pruning as determined by the City of Raleigh Urban Forester to restore and ensure the long-term vitality of the plants.

Continuity along the highway between the I-440 Beltline and New Hope Road will be provided by small flowering trees and shrub hedgerows along the frontages of the adjacent commercial properties. The plantings will also serve to screen off-road views of the parking, display, and service areas associated with the commercial properties while maintaining the views necessary for successful retail sales. Proposed plantings shall be combined with existing streetscape plantings that meet the desired purposes. Landscape easements on adjoining properties may be necessary to provide adequate room for the plantings.

Sidewalks and crosswalks at intersections should be provided to allow safe pedestrian access in and around U.S. Highway 64. Crosswalks shall bisect the ends of existing medians, wherever possible, and the ends of medians modified to provide a safe refuge for pedestrians crossing the highway. The suggested extent and location of these improvements are shown on the Master Plan drawings.



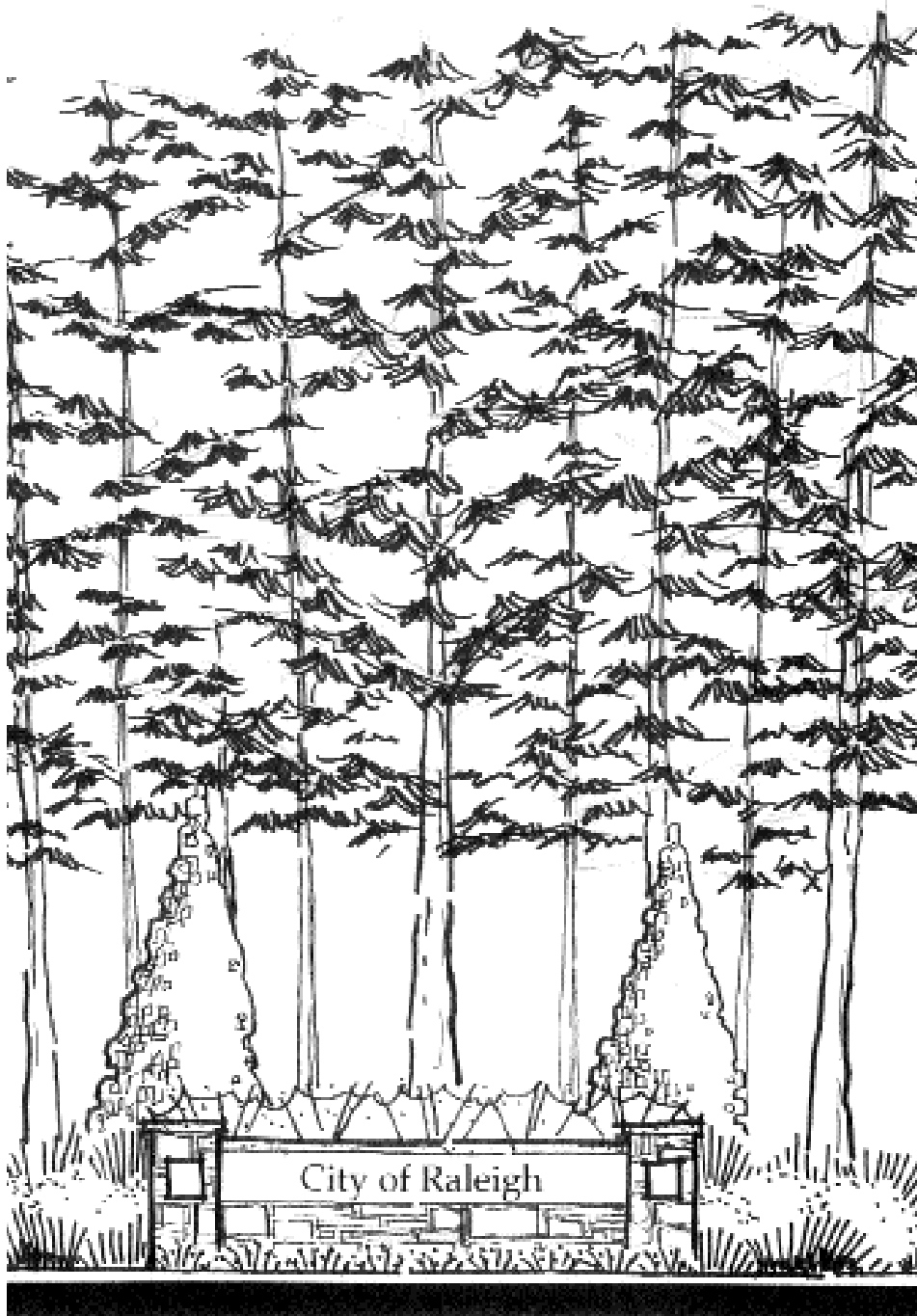
Master Plan Findings & Recommendations

U.S. HIGHWAY 64

Primary Design Responses & Recommendations - continued

U.S. Highway 64 is a gateway corridor into the City of Raleigh. Accordingly, the currently existing gateway signage located at Tower Shopping Center should be removed. A new gateway sign and accompanying landscape area around the sign should be constructed on the west side of the Neuse River in accordance with the suggested design shown on the Master Plan drawings.

The quantity and visual impact of signage along U.S. Highway 64 is readily apparent. The City of Raleigh Inspections Department should make an assessment of existing signage along the highway to determine if the requirements of the signage ordinance are being met. Property owners should be notified if any signs do not meet the current ordinance and be given a timetable to correct the non-conformity. As a minimum, signage that is out of service shall be required to be removed.



Master Plan Findings & Recommendations

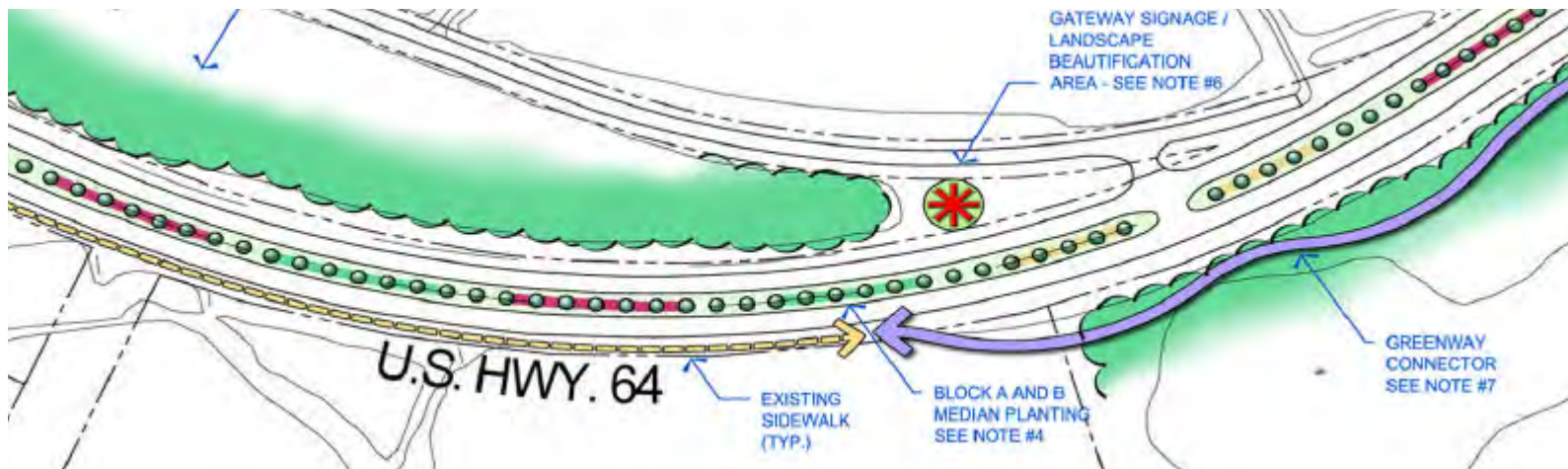
U.S. HIGHWAY 64

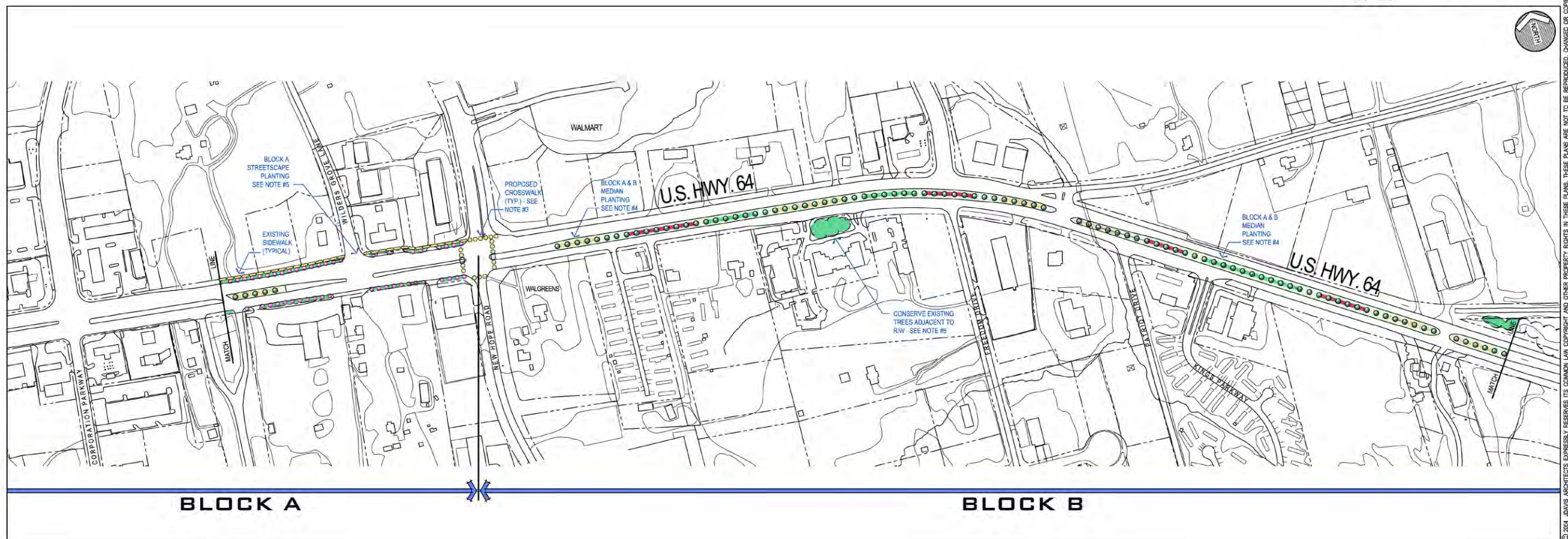
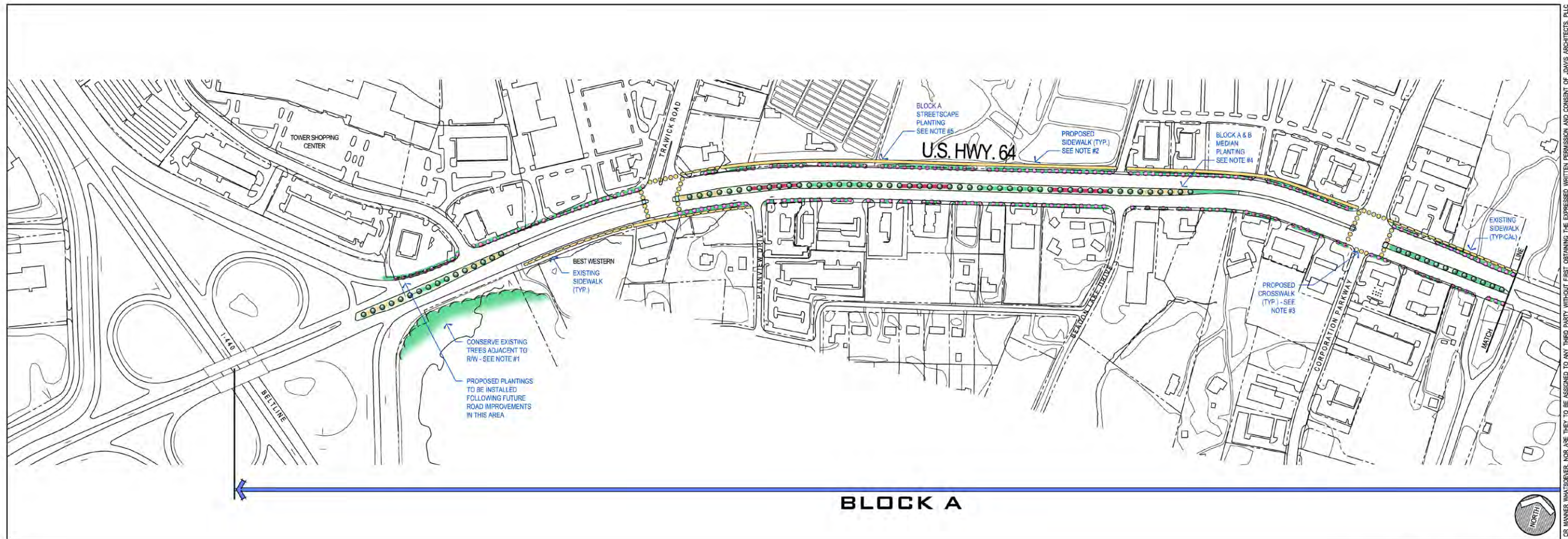
Primary Design Responses & Recommendations - continued

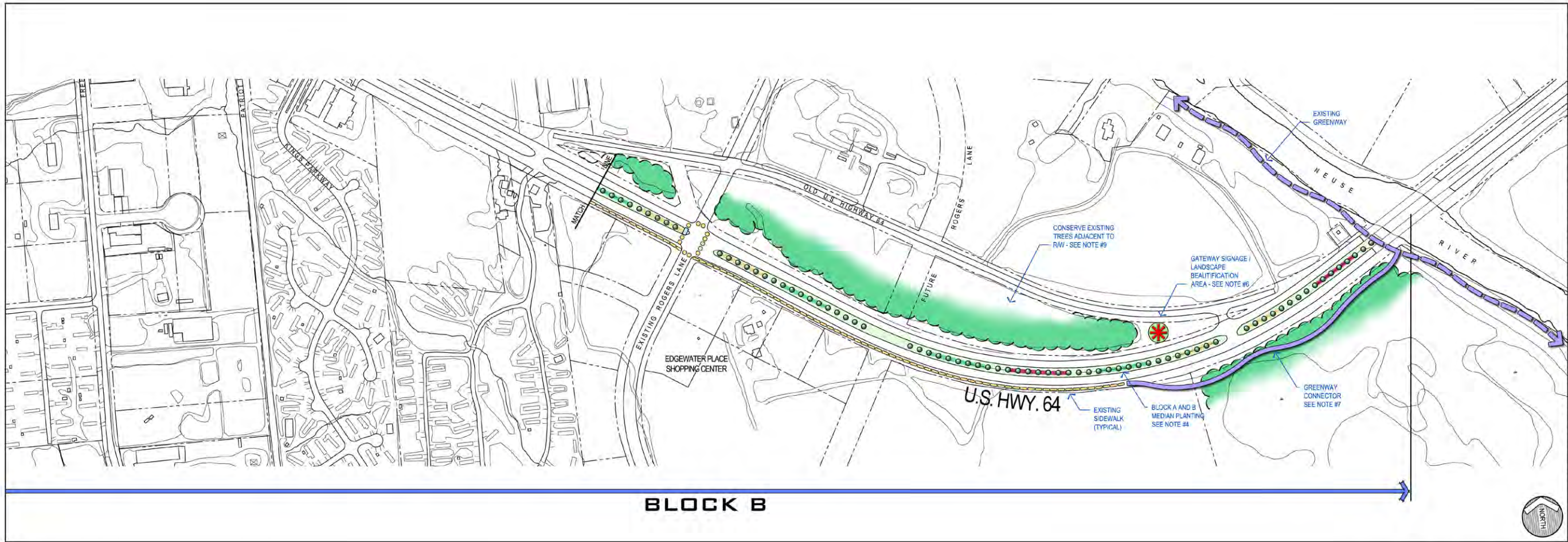
The City of Raleigh Inspections Department should conduct an assessment of landscape compliance for properties immediately adjacent to the highway and shall notify property owners if their property is deemed non-compliant. As a minimum, parking lots adjacent to the highway should be renovated to meet the City of Raleigh landscape code. Additionally, use of the required City of Raleigh street yard for parking or display should be prohibited and notice of such violations provided to property owners.

The Neuse River provides a significant natural amenity for recreational use by the community. A greenway, boat launches, and parking is currently provided. Further development by the City of Raleigh of these amenities including an improved greenway trail, picnic areas, and other amenities may be of value for further study, design, and implementation.

Though the development of adjacent properties between U.S. Highway 64 and Old U.S. Highway 64 may be currently limited, abandonment of Old U.S. Highway 64 would provide greater development potential to these lands. Conservation of existing trees on these lands will be of considerable value to the U.S. Highway 64 streetscape. Any plan to abandon Old U.S. Highway 64 and/or develop these properties should require a determination of the extent of conservation that is justified and in the mutual interest of both the property owners and community.







BLOCK B

BLOCK A

EXISTING CONDITIONS INVENTORY:

# OF TRAVEL LANES	6 LANE DIVIDED WITH TURNING LANE NORTH SIDE, NEW HOPE TO CORPORATION
SIDEWALKS	BOTH SIDES, FROM BELTLINE TO CORPORATION
OVERHEAD POWER STREET LIGHTING	BOTH SIDES, FROM BELTLINE TO CORPORATION
LAND USE	SHOPPING CENTER / HIGHWAY BUSINESS

BLOCK B

EXISTING CONDITIONS INVENTORY:

# OF TRAVEL LANES	4 LANE DIVIDED SOUTH SIDE, APARTMENT TO EDGEWATER PLACE SHOPPING CENTER
SIDEWALKS	NORTH SIDE, NEW HOPE TO EDGEWATER PLACE SHOPPING CENTER
OVERHEAD POWER	NONE
STREET LIGHTING	SHOPPING CENTER / HIGHWAY BUSINESS
LAND USE	CHURCH / MULTI FAMILY RESIDENTIAL VACANT

#1 EXISTING TREES GREATER THAN 3 CALIPER INCHES SHALL BE CONSERVED WITHIN THE CITY OF RALEIGH REQUIRED S.H.O.D. AREA.

#2 SIDEWALK TO BE ADDED TO ALLOW PEDESTRIAN MOVEMENTS BETWEEN SECTIONS OF EXISTING SIDEWALK.

#3 CROSSWALKS TO BE ADDED WHERE INDICATED ON THE PLAN TO PROVIDE SAFER PEDESTRIAN ACCESS ACROSS STREETS. CROSSWALKS SHOULD INTERSECT MEDIANS TO PROVIDE AN INTERMEDIATE STOPPING PLACE FOR PEDESTRIANS.

#4 ALL EXISTING TREES AND SHRUBS WITHIN THE US 64 MEDIAN EXCLUDING THE EXISTING Crape MYRTLES SHALL BE REMOVED TO ACCOMMODATE THE PROPOSED NEW MEDIAN PLANTING. PROPOSED PLANTING SHALL CONSIST OF SMALL TREES AND INTERMITTENTLY PLACED ROWS OF SHRUBS. A VARIETY OF TREES AND SHRUBS SHALL BE SELECTED TO PROVIDE VARIATION IN HABIT, TEXTURE, AND COLOR. SIGHT DISTANCES AT INTERSECTIONS SHALL BE PRESERVED. ALL IMPROVEMENTS SHALL BE SUBMITTED FOR NCDOT REVIEW AND APPROVAL. EXISTING Crape MYRTLES SHALL BE REMOVED TO INCLUDE PROPER STRUCTURAL PRUNING, ROOT FERTILIZATION, AND APPROPRIATE DEPTH OF MULCHING.

#5 STREETSCAPE PLANTING SHALL CONSIST OF SMALL, FLOWERING TREES AND A HEDGEROW OF SHRUBS TO PROVIDE CONTINUITY TO THE DEVELOPMENT PATTERN AND PROVIDE SCREENING OF PARKING, SERVICE, AND DISPLAY AREAS ON ADJACENT PROPERTIES. LANDSCAPE EASEMENTS TO BE ACQUIRED IF NECESSARY TO PROVIDE SPACE FOR PLANTINGS.

#6 LANDSCAPE EASEMENT TO BE ACQUIRED TO INSTALL GATEWAY SIGNAGE AND PLANTING IN THIS LOCATION. GATEWAY SIGNAGE TO BE LOW PROFILE MONUMENT SIGN THAT MAINTAINS SOME MEASURE OF COMPATIBILITY WITH THE EXISTING GATEWAY SIGNAGE LOCATED NEAR THE INTERSECTION OF NEW BERN AVENUE AND POOLE ROAD. PLANTING TO CONSIST OF A SHRUB BACKDROP FOR THE SIGN, LARGE PYRAMIDAL SHRUBS, GRASSES, AND GROUND COVER. THE SUGGESTED PLANTING PATTERN IS SHOWN ON SHEET MP-8. NOTE THAT LIGHTING IS NOT PROPOSED TO BE PART OF THIS IMPROVEMENT.

#7 GREENWAY CONNECTOR TO PROVIDE LINKAGE BETWEEN EXISTING NEUSE RIVER GREENWAY AND PUBLIC SIDEWALK ALONG THE SOUTH SIDE OF US 64. GREENWAY TO BE CONSTRUCTED TO CITY OF RALEIGH STANDARDS. EASEMENTS AS NEEDED TO CONSTRUCT GREENWAY TO BE ACQUIRED. GREENWAY SIGNAGE TO BE INSTALLED AT CONNECTION BETWEEN PROPOSED GREENWAY AND EXISTING PUBLIC SIDEWALK.

#8 EXISTING SPECIMEN TREES LOCATED ON PRIVATE PROPERTIES ADJACENT TO THE RIGHT-OF-WAY SHALL BE CONSERVED.

#9 EXISTING TREES GREATER THAN 3 CALIPER INCHES SHALL BE CONSERVED. THE DEPTH OF THE CONSERVATION AREA SHALL BE DETERMINED BY CITY OF RALEIGH STAFF AT THE TIME A DEVELOPMENT PROPOSAL IS SUBMITTED FOR ANY SUBJECT PROPERTY.

LEGEND

	INTERSECTION STREETSCAPE		MEDIAN REFUGE
	TREE CONSERVATION AREA		BUS STOP
	LANDSCAPE BEAUTIFICATION AREA		DIRECTIONAL SIGNAGE
	SCREEN / PRIVACY BARRIER		GATEWAY / MONUMENT SIGNAGE
	SLOPE PLANTING		LARGE SHADE TREE
	EXISTING GREENWAY		COLUMNAR OR OVAL-SHAPED TREE
	PROPOSED GREENWAY		SMALL TREE
	EXISTING SIDEWALK		FLOWERING TREE
	PROPOSED SIDEWALK		LARGE TREE-FORM SHRUB
	CROSSWALK		SHRUBS

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**SOUTHEAST RALEIGH
STREETSCAPE MASTER PLAN**
City of Raleigh Planning Department
Raleigh, North Carolina

PROJECT:	COR-03156	DATE:	9/08/04
REVISIONS:			
DRAWN BY:	STBITAA		
CHECKED BY:	MAL		
CONTENT:	US HIGHWAY 64		

Master Plan Findings & Recommendations

SANDERFORD ROAD / CREECH ROAD INTERSECTION

Master Plan for Sanderford Road / Creech Road Intersection follows the Rock Quarry Road / Raleigh Boulevard Section

Character and Conditions

The intersection of Sanderford Road and Creech Road lies at the southern boundary of the city's Southeast District boundary and the northern boundary of the Town of Garner. Properties adjacent to the southern right-of-way line of Sanderford Road and Creech Road east and immediately west of the intersection are within the Town of Garner's extra-territorial jurisdiction. There is no obvious transition between the land use patterns found on one side of the intersection and the other. Some new development has occurred north of the intersection with construction of a church. A number of properties in and around the intersection are vacant.

Land use in and around the intersection is for the most part residential; however, a community convenience store exists at the northern apex of the intersection. The character of the area is distinctly rural and it is clear that full development potential has not yet come to the area. This condition is likely due to its distance from community services and conveniences.



Master Plan Findings & Recommendations

SANDERFORD ROAD / CREECH ROAD INTERSECTION

Opportunities and Constraints

The intersection has been identified as a gateway to the City of Raleigh and the configuration of the intersection provides the opportunity to locate a gateway sign and plantings at the northern apex of the intersection adjacent to the convenience store property; however, given conditions and traffic volume at the intersection, the value of a gateway sign of the magnitude proposed for U.S. Highway 64 or the Rock Quarry Road / Raleigh Boulevard intersection is questionable.

It may be necessary to acquire an easement on the convenience store property to adequately position and fit the proposed gateway sign and associated landscape beautification area. This requirement coupled with a needed renovation of the convenience store and its property may prove to be some of the constraints to providing an attractive setting at the gateway intersection.



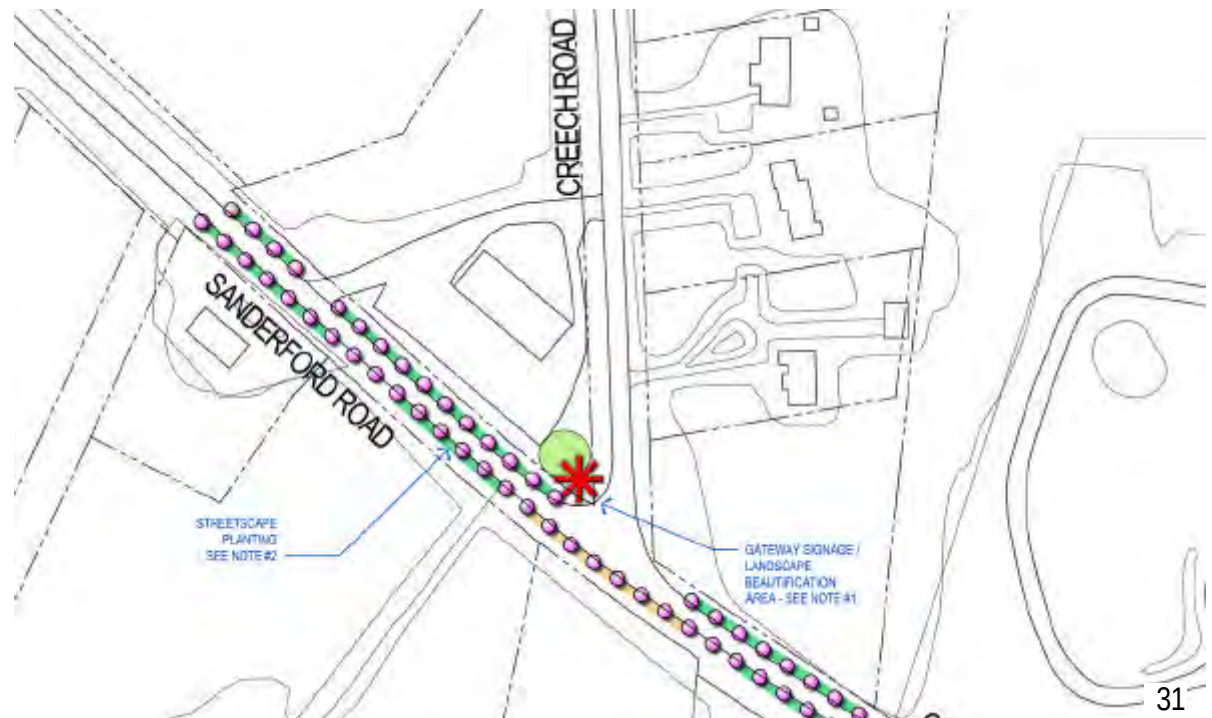
Master Plan Findings & Recommendations

SANDERFORD ROAD / CREECH ROAD INTERSECTION

Primary Design Responses and Recommendations

In addition to a gateway sign and landscape beautification area, further strengthening of the entranceway should be provided with a planting of flowering street trees and a variety of intermittently placed shrub hedgerows. Significant road improvements including widening of the road are being planned for this area. Therefore, the design of the proposed streetscape improvements as well as the timing of the installation may need to be adjusted to adequately respond to and follow the future road improvements.

The City of Raleigh Inspections Department should investigate evidence of dumping at a vacant property just north of the intersection on the east side of Sanderford Road. The Owner of the property should be directed to address the unsightly nature of the condition.



Master Plan Findings & Recommendations

ROCK QUARRY ROAD / RALEIGH BOULEVARD INTERSECTION

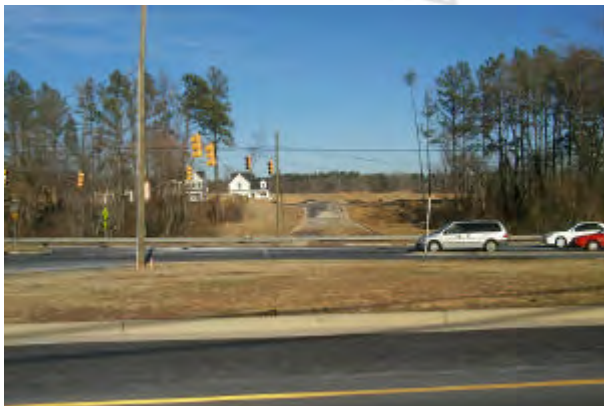
Master Plan for Rock Quarry Road / Raleigh Boulevard follows this Section

Character and Conditions

Lying just north of the I-440 Beltline interchange at Rock Quarry Road, the Rock Quarry Road / Raleigh Boulevard intersection is a high visibility intersection within the Southeast Raleigh community. The merging of the two roads into a Y-shaped intersection creates a right-of-way that is in excess of 200 feet wide at the intersection. A significant stand of large pine trees is located at the northern apex of the intersection. The tree stand strongly reinforces the form of the intersection.

A single-family housing subdivision is currently under construction to the east of the intersection. The main entrance road to the subdivision will connect to the intersection in the near future.

A State of North Carolina Correctional Center occupies all of the property to the west of the intersection.



Master Plan Findings & Recommendations

ROCK QUARRY ROAD / RALEIGH BOULEVARD INTERSECTION

Opportunities and Constraints

As with the Sanderford Road / Creech Road intersection, this intersection has been identified as a site for establishment of gateway signage. Likewise, the form of the intersection provides an excellent and highly visible opportunity for a gateway feature.



Given the expanse of the intersection, visual framing or enclosure of the intersection would be of value as well as coordinating the intersection improvements with future improvements of the adjacent subdivision and correctional center.

An updating of the Correctional Center signage would be of considerable benefit to the overall aesthetic value of the intersection.

The suggested improvements and recommendations will require teamwork between the City and the State of North Carolina and the cooperation of adjoining property owners or associations since much of what is specified is outside of the current road right-of-way.

Master Plan Findings & Recommendations

ROCK QUARRY ROAD / RALEIGH BOULEVARD INTERSECTION

Primary Design Responses and Recommendations

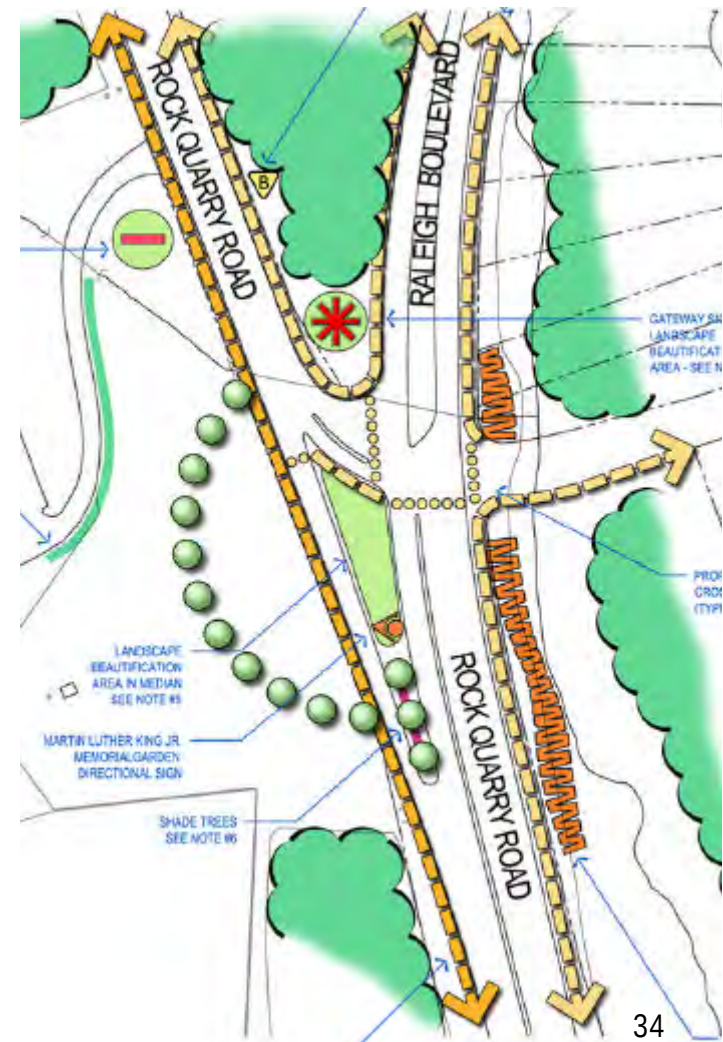
Gateway signage and the accompanying landscape beautification is the hallmark of the intersection improvements and is to be located at the northern apex of the intersection. A minimum number of existing trees should be cleared to accommodate the proposed improvements in this area. It is likely that some filling will need to be accomplished as part of these improvements as the off-road property currently sits below the road level.

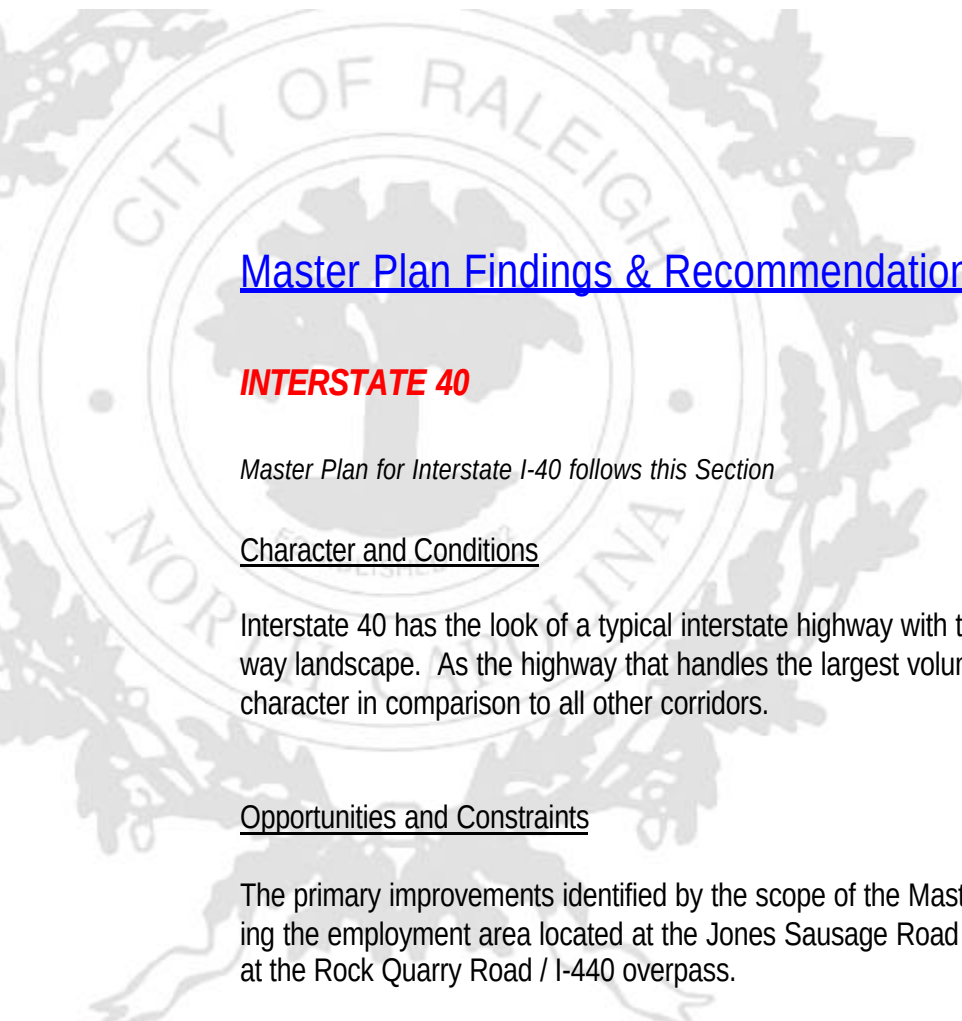
Proposed large shade trees configured into a broad arc on the correctional center property will frame the intersection to the west. The intersection will be framed on the east by existing trees within the subdivision's common area that runs along the road frontage. Supplemental support of this edge will be provided by a proposed vegetative screen / privacy barrier.

Because of the high visibility of this intersection, key beautification elements that are recommended include renovation or replacement of the current Correctional Center signage, vegetative screening of the Correctional Center parking lot, and replacement of the existing wood signalization poles and exposed wiring at the intersection with metal poles and mast arms.

Additional pedestrian linkages and safe movements are needed in and around the intersection. Accordingly, crosswalks and other minor linkages at the intersection are proposed to provide safe pedestrian movements in and around the intersection. City of Raleigh Transportation Staff should assess and implement any additional signalization features that are needed to provide adequate safety for pedestrians at this busy intersection.

As with other corridors, conservation of significant stands of existing trees in visual proximity to the intersection should be a priority.





Master Plan Findings & Recommendations

INTERSTATE 40

Master Plan for Interstate I-40 follows this Section

Character and Conditions

Interstate 40 has the look of a typical interstate highway with the characteristic tree-lined edges typical of much of the North Carolina interstate highway landscape. As the highway that handles the largest volume of traffic coming into and going out of the Capital City, Interstate 40 has a unique character in comparison to all other corridors.

Opportunities and Constraints

The primary improvements identified by the scope of the Master Plan to be implemented included providing signage along the interstate for identifying the employment area located at the Jones Sausage Road interchange and providing signage along the interstate for identifying shopping centers at the Rock Quarry Road / I-440 overpass.

In assessing the above signage needs, it has become apparent that there is an opportunity along Interstate 40 just south of its merging with the I-440 Beltline to provide a dramatic gateway signage feature and a concentration of beautification landscaping.

Because of the significance and visibility of the gateway signage and plantings and its potential usefulness at other major gateway corridor locations, it may be beneficial for the City to develop a separate contract for the design, review, approval, and implementation of this work. If included as part of the Southeast Raleigh Streetscape Master Plan, the opportunity may be significantly delayed as a result of the priority ranking of the Interstate 40 improvements unless the current ranking is elevated to a higher priority.

Master Plan Findings & Recommendations

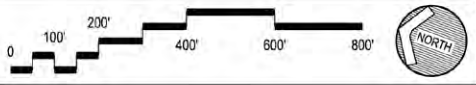
INTERSTATE 40

Primary Design Responses and Recommendations

The signage to be implemented for identification of shopping centers at the Rock Quarry Road interchange would best be located on the I-440 Beltline between Interstate 40 and the Rock Quarry Road Interchange. This location as opposed to a location south of the I-400 Beltline on Interstate 40 would be visible to not only Interstate 40 traffic coming from south of Raleigh but also traffic traveling along the inner Beltline.

Due to the inherent complexity of gaining approvals for the Gateway Signage / Landscape Beautification Zone in the right-of-way of Interstate 40, it may be in the best interest of the City to pursue these improvements separately and outside the scope of the Southeast Raleigh Streetscape Master Plan. A preliminary inquiry indicated that NCDOT does not allow gateway signage within highway right-of-way; however, it should be noted that at least one creative signage solution has been approved in New Bern, North Carolina. In addition to achieving approval of the NCDOT, federal approval of all proposed improvements may be required as well. Contrarily and if deemed appropriate, the timetable of these improvements could be moved to a short-range position in the current priority ranking and the work associated with the improvements could be included as part of the other proposed signage improvements to Interstate 40.





- #1 DUE TO THE PROMINENCE OF THE CITY GATEWAY ALONG INTERSTATE 40 AND ITS IMPACT ON OTHER POTENTIAL GATEWAY IMPROVEMENTS ALONG MAJOR HIGHWAYS APPROACHING THE CITY, A SEPARATE AND DISTINCT CONTRACT SHOULD BE AWARDED FOR A COMPREHENSIVE DESIGN OF THE PROPOSED GATEWAY SIGNAGE / LANDSCAPE BEAUTIFICATION ZONE. THE EXTENT AND NATURE OF THE SIGNAGE SHOULD BE DISCUSSED WITH THE TRAFFIC ENGINEERING BRANCH OF THE NCDOT DIVISION OF HIGHWAYS PRIOR TO THE PREPARATION OF SIGNAGE DESIGNS. SIGNAGE WILL NEED TO COMPLY WITH THE POLICIES OF NCDOT AS SPECIFIED IN THE "TRAFFIC ENGINEERING PRACTICES AND POLICY LEGAL" GUIDELINES (TEPL) AND "MANUAL ON UNIFORM TRAFFIC DEVICES" (MUTCD). THE ZONE SHALL INCLUDE A VARIETY OF ROADSIDE PLANTINGS TO INCLUDE LARGE TREES, PYRAMIDAL TREES AND/OR SHRUBS, LARGE ORNAMENTAL SHRUBS, AND ORNAMENTAL GRASSES PLANTED IN INTERMITTENT MASSES AT INTERVALS AND SPACINGS APPROPRIATE TO THE SPEED OF MOTORISTS. DESIGNS AND ENCROACHMENT AGREEMENTS SHALL BE REVIEWED AND APPROVED BY THE NCDOT ROADSIDE ENVIRONMENTAL UNIT.
- #2 PROTOTYPICAL HIGHWAY SIGNAGE TO BE INSTALLED TO DENOTE SHOPPING AT ROCK QUARRY ROAD INTERCHANGE. DESIGN TO BE COORDINATED WITH NCDOT.
- #3 PROTOTYPICAL HIGHWAY SIGNAGE TO BE INSTALLED TO DENOTE EMPLOYMENT AREA AT JONES SAUSAGE ROAD INTERCHANGE. DESIGN TO BE COORDINATED WITH NCDOT.

LEGEND

 DIRECTIONAL SIGNAGE



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PROJECT:	COR-03156	DATE	9/08/04
REVISIONS:			
DRAWN BY:	STB		
CHECKED BY:	MAL		
CONTENT:	INTERSTATE 40		

SOUTHEAST RALEIGH STREETSCAPE MASTER PLAN

City of Raleigh Planning Department
Raleigh, North Carolina

Project Funding, Priority Ranking, Schedule, and Budgets

Funding

Implementation of the streetscape improvements will be managed by corridor or intersection and will be ordered based upon priority ranking of each corridor or intersection. Funding of the streetscape improvements within each corridor or at each intersection will occur over the next 10 years using the City of Raleigh Capital Improvement Program (CIP). Though a few sources of funding were discussed during the master planning process, no current sources of funding that would be appropriate to the scope of the proposed work were identified.

Priority Ranking

The community, staff, and consultant worked together to determine the appropriate order of ranking for each of the corridors and intersections. The final ranking were determined at a meeting with the SERA Business and Commercial Issue Team held on May 24, 2004. The priority ranking is as follows:

#1	Rock Quarry Road / Raleigh Boulevard Intersection	#5	Martin Luther King, Jr. Boulevard
#2	Cross Link Road	#6	U.S. Highway 64
#3	Poole Road	#7	Interstate 40
#4	Sanderford Road / Creech Road Intersection		

Project Schedule and Budget Estimates

Each of the corridors or intersections is either part of a short-range implementation program to be conducted between 2005 and 2009 or a long-range implementation program beginning in 2010 with an expected completion in 2014. The specific timeliness and budgetary estimates for design and construction of each corridor or intersection are shown on Pages 38 & 39.

Budget Estimates were based upon the concepts presented in the Master Plan and at best provide an order of magnitude. More detailed estimates should be prepared following preliminary design of the improvements deemed feasible to better reflect the expected construction costs of the improvements.

At the recommendation of the Parks and Recreation Department, an estimated quantity and the associated costs for replacement plants have been included in the budget estimates.

In accordance with City Council approval of the Parks, Recreation and Greenway Advisory Board task force report on Park and Highway Maintenance, maintenance cost projections will need to be prepared for each corridor and intersection as part of the detailed estimates.

Southeast Raleigh Streetscape Master Plan

Project Schedule and Budget Estimate

SHORT-RANGE IMPLEMENTATION PROGRAM

Corridor / Intersection	2005	2006	2007	2008	2009
Rock Quarry Road / Raleigh Blvd. Intersection					
Design Timeline	Jan - June				
Bid / Construction Timeline		July - Mar			
Budget Estimate		\$384K			
Cross Link Road					
Design Timeline		April - Dec			
Bid / Construction Timeline			Jan - Dec		
Budget Estimate			\$430K		
Poole Road					
Design Timeline				Oct - Jun	
Bid / Construction Timeline					July - June
Budget Estimate					\$475K

Southeast Raleigh Streetscape Master Plan

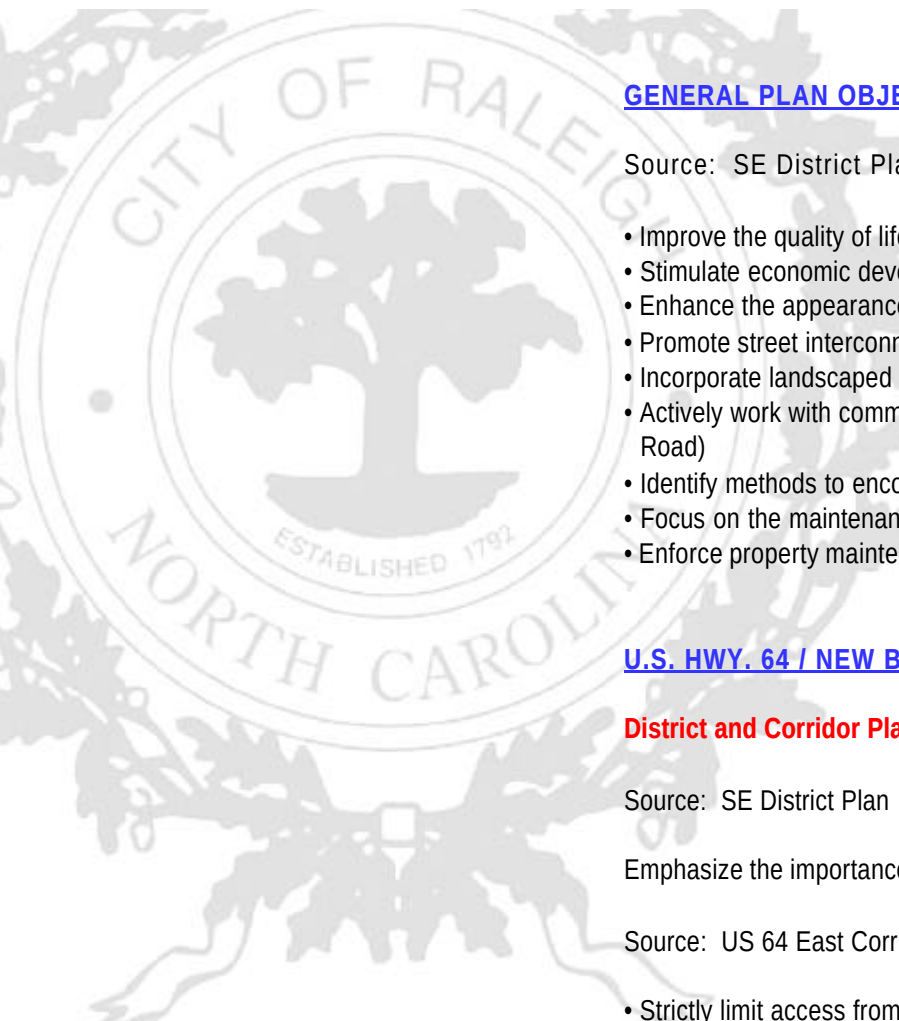
Project Schedule and Budget Estimate

LONG-RANGE IMPLEMENTATION PROGRAM

Corridor / Intersection	2010	2011	2012	2013	2014
Sanderford Road / Creech Road Intersection					
Design Timeline					
	Jan - June				
Bid / Construction Timeline					
		July - Dec			
Budget Estimate		\$85K			
Martin Luther King, Jr. Blvd.					
Design Timeline					
		Jan - Sept			
Bid / Construction Timeline					
			Oct - Aug		
Budget Estimate			\$465K		
U.S. Highway 64					
Design Timeline					
				Oct - Jun	
Bid / Construction Timeline					
				July - Dec	
Budget Estimate				\$1,100K	
Interstate 40					
Design Timeline					
				Oct-Dec	
Bid / Construction Timeline					
					Jan - June
Budget Estimate					\$12K



APPENDIX A



GENERAL PLAN OBJECTIVES – APPLICABLE TO ALL STREETSCAPES

Source: SE District Plan

- Improve the quality of life for residents
- Stimulate economic development
- Enhance the appearance of businesses, housing, and roadways
- Promote street interconnectivity and pedestrian linkages among neighborhoods
- Incorporate landscaped medians in thoroughfares, particularly in employment areas and at district entrances
- Actively work with community to plan and implement streetscape improvements along major thoroughfares (US 64 and Poole Road)
- Identify methods to encourage the inclusion of public art and civic uses in village centers
- Focus on the maintenance of streetscape landscaping
- Enforce property maintenance

U.S. HWY. 64 / NEW BERN AVENUE

District and Corridor Plan Objectives

Source: SE District Plan

Emphasize the importance of visual resources

Source: US 64 East Corridor Plan

- Strictly limit access from adjacent land
- Expand intersections spatially and open views
- Mark the crossing of the Neuse River as the focal point of the corridor
- Preserve scattering of mature deciduous trees and visually significant ridgeline at Wilder's Grove
- Encourage creation of a symbiotic relationship between development and the natural conditions of the Neuse River
- Development should promote use and enjoyment of the Neuse River

Existing Conditions / Character / Constraints

Source: US 64 East Corridor Plan

- Gateway Corridor
- Strong landforms and gradual grade change to and from Neuse River
- Views of the Neuse River could create an entry feature

District and Corridor Plan Recommendations / Opportunities

Source: SE District Plan

Code enforcement

Provide additional landscaping and place a welcome to Raleigh sign near the edge of Raleigh's jurisdiction

Source: US 64 East Corridor Plan

- Emphasize continuous nature of the corridor with median plantings
- Encourage preservation of existing small stands of mature hardwoods
- Impart unity and continuity with special streetyard design and S.H.O.D.s
- Implement two special design treatment areas as gateway elements and transitions to the river
- Provide access to adjacent land via collector streets or parallel public access roads
- Preserve some of the tree stands beyond the SHOD requirement along Beltline
- Allow no additional median cuts between Tower and Beacon Plaza Shopping Centers
- Implement buffer streetyards due to numerous intersection openings at Wilder's Grove
- Opportunity for lengthy streetyards in undeveloped land adjacent to Neuse River
- Develop connective streetyard along north and south side between Hedingham Blvd. and the proposed Southall Road extension
- Incorporate tree stand running east of Hedingham Blvd. and south towards lakes into existing greenway
- Protect mature hardwood forests within the streetyard approaching the Neuse River
- Employ a pedestrian linkage near Patriot Drive (crosswalk, underpass, etc.) in conjunction with the greenway crossing
- Connecting the residential west side with the nonresidential uses on the east side of the Neuse River have potential for recreational and pedestrian / bikeway use
- Create natural area along the Neuse River for greenway and river access
- Preserve significant tree stands as part of future proposed development of the strip of land between US 64 and Old US 64
- Additional bikeways are needed east of the Neuse River with access to pedestrian linkage sites on the river and along greenways

CROSS LINK ROAD

District and Small Area Plan Objectives

Source: SE District Plan

- Encourage the inclusion of public art and civic uses in village centers

Source: Cross Link Small Area Plan

- Encourage Owners of long lots to combine and/or subdivide for low-density residential uses
- Work with all parties necessary to improve collector streets and thoroughfares so that safe routes for motorists, cyclists, and pedestrians are available

District and Small Area Plan Recommendations / Opportunities

Source: SE District Plan

- Replant landscaping, including trees, which have been lost due to automobile accidents

Source: Cross Link Small Area Plan

- Study the feasibility of placing signal lights at appropriate places along Cross Link Road and/or reducing the speed limit in order to promote traffic safety
- Complete sidewalk improvements slated for Cross Link Road
- Place directional sign on Cross Link Road to guide people to the park

ROCK QUARRY ROAD / RALEIGH BOULEVARD INTERSECTION

Corridor Plan Objectives

Source: Rock Quarry Road Corridor Plan

- Encourage distinctive landmarks such as fountains, public art, or distinctive architecture to create identities at designated locations
- Signs should be attached to buildings or detached in the form of low-profile ground signs. Signs should compliment the architectural styles of existing and proposed buildings with regard to scale, color, and texture

District and Corridor Plan Recommendations / Opportunities

Source: SE District Plan

- Provide landscape improvements and place a welcome to Raleigh sign at the intersection

Source: Rock Quarry Road Corridor Plan

- Provide greenways and greenway connectors, consisting of a pedestrian and bicycle pathway between the Walnut Creek greenway and the MLK, Jr. Memorial Garden

MARTIN LUTHER KING JR. BOULEVARD

Corridor Plan Objectives

Source: MLK, Jr. Blvd. Corridor Plan

- Enhance the visual quality as a memorial boulevard and as an entry to the Southpark neighborhood
- Preserve the residential scale and upgrade the character of development
- Identify appropriate land uses
- Redevelopment of vacant properties with single-family homes
- Identify potential locations for convenient professional and commercial neighborhood support services
- Encourage future residential development along the boulevard
- Assure the safety and convenience of pedestrian crossings as connections between neighborhoods
- Retain Employment Area designation for SW quadrant of MLK and Raleigh Blvds. – orientation of structures shall be toward Raleigh Blvd., not MLK
- Assure an attractive corridor
- Maintain local neighborhood and institutional identities
- Assure that the boulevard does not become a physical barrier dividing the neighborhood
- Protect the character and importance of the MLK, Jr. Memorial Gardens as development occurs
- Address problem areas of visual disorder and deterioration
- Initiate a community campaign to emphasize maintenance of yards and buildings in order to improve the area appearance

Existing Conditions / Character / Constraints

Source: MLK, Jr. Blvd. Corridor Plan

- Primary residential thoroughfare

District and Corridor Plan Recommendations / Opportunities

Source: SE District Plan

- Complete sidewalk study and identify funding to construct missing sidewalk segments

Source: MLK, Jr. Blvd. Corridor Plan

- Provide pedestrian friendly crossings at all major intersections
- Protect existing visual amenities such as tree stands, open space, and scenic views
- Clearly mark and signal pedestrian crossings
- Assist residents with property frontage with coordination and design of driveways and parking to assure a safe and convenient means of access to their homes.
- Prepare a detailed landscape plan with an emphasis on plant materials that will identify and give special character to areas along the corridor and buffer housing from the road - plan would supplement planting approved with road construction project.

- Prepare a detailed landscape plan with an emphasis on plant materials that will identify and give special character to areas along the corridor and buffer housing from the road – plan would supplement planting approved with road construction project
- Establish protective yards to serve as a buffer and transition area between designated Employment Areas and the boulevard
- Protect Gatling Branch, Walnut Creek and their associated wetlands. Vegetative cover should remain undisturbed on slopes greater than 15%
- Emphasize the MLK, Jr. Memorial Garden by establishing a strong visual edge on the adjacent corners via evergreen vegetation and walls to allow an open view of the garden from the road• Assist residents with property frontage with coordination and design of driveways and parking to assure a safe and convenient means of access to their homes.

POOLE ROAD

Existing Conditions / Character / Constraints

Source: East District Plan

- Commercial zone (Residential Retail) between Coke Street and Lord Anson Drive

District Plan Recommendations / Opportunities

Source: SE District Plan

- Prepare a strategy to address economic redevelopment and appearance issues between New Bern Avenue and Raleigh Boulevard

CREECH ROAD / SANDERFORD ROAD INTERSECTION

District and Small Area Plan Objectives

Source: SE District Plan

- Incorporate landscaped medians in thoroughfares at district entrances

Source: Cross Link Small Area Plan

- Encourage the placement of curb, gutter, and sidewalks on both sides of Sanderford Road from Rock Quarry to Creech Road according to City policies and standards

District and Small Area Plan Recommendations / Opportunities

Source: SE District Plan

- Extend Sanderford / Creech Road to the I-40 / Jones Sausage Road interchange
- Install landscaping and welcome to Raleigh sign at the neighborhood focus area

Source: Cross Link Small Area Plan

- The Neighborhood Focus Area should develop at the lower end of the retail guideline scale because of its location within an established neighborhood

INTERSTATE 40

District Plan Recommendations / Opportunities

Source: SE District Plan

- Install sign directing traffic to the Jones Sausage Road Employment Area



APPENDIX B

Southeast Raleigh Streetscape Master Plan

Community Forum Meeting Notes

Southeast Raleigh High School

April 21, 2004

7:00-8:30 PM

The meeting began with Vincent Bayyan, the meeting facilitator, introducing himself. Each of the meeting attendees introduced themselves and where they live in the community. Marty Linn, Project Consultant, JDavis Architects, was introduced, as well as, Kat Simon-Agolory and Erin Posey from the City of Raleigh Planning Department.

Mr. Bayyan reviewed guidelines for effective community forums. The statements were as follows:

- 1) This is a safe environment.
- 2) There are no right or wrong answers or thoughts.
- 3) Everyone is valued equally.
- 4) Everyone will be heard.
- 5) Keep the main thing the main thing.
- 6) RESPECT!

Mr. Bayyan gave a presentation on the project overview which detailed the project objectives, project schedule and funding, project area, key project elements, project media, scope of master streetscape plan, and future meeting dates. A summary of the points are listed below:

- **Project Objectives:** The purpose of the streetscape plan will be to (1) improve the community through design and implementation of streetscape improvements; (2) create a vibrant and unique identity for the community; (3) provide support to existing businesses and residential areas and; (4) encourage new investment in the southeast Raleigh community.
- **Project Schedule and Funding:** These improvements will take place over next 10 years. This current project engages preparation of conceptual master plan (not construction drawings). The construction design and physical implementation of the designs are separate and future phases of the work and beyond the scope of the current contract. The funding source for these improvements is the City of Raleigh's Capital Improvement Program (CIP).

- **Project Area:** The project areas are as follows:
 - Martin Luther King Boulevard (From Rock Quarry Road to Poole Road)
 - Poole Road (From New Bern Avenue to Martin Luther King Boulevard)
 - Crosslink Road (From Garner Road to Rock Quarry Road)
 - US 64/ New Bern Avenue (From 440 Beltline to Raleigh Boundary)
 - Rock Quarry Road/ Raleigh Boulevard Intersection
 - Sanderford Road/ Creech Road Intersection
 - Interstate 40 Signage Locations at 440 Beltline and Jones Sausage Road
- **Key Elements of Project:** There are three key elements of the project: (1) data analysis and mapping, (2) community input and (3) streetscape master plan documentation.
- **Project Media:** The project media will consist of the actual Southeast Raleigh Streetscape Master Plan as well as digital photographs, summaries of community input and responses, presentation graphics/renderings and a web page.
- **Scope of Master Streetscape Plan:** The steps to complete the plan are as follows: (1) conduct current conditions analysis/prepare mapping, (2) community input, (3) draft Master Streetscape Plan, (4) refine Master Streetscape Plan based on community input and city staff review, and (5) final review and acceptance of Master Streetscape Plan.
- **Future Meeting Dates:** The next community meeting will be held at the end of May with the Business and Commercial Issue Team of the Southeast Raleigh Assembly. A public hearing for the plan is scheduled for Tuesday, July 20, 2004, City Council meeting.

After the presentation, the community was given an opportunity to ask questions. Ms. Margaret Douglass asked if this was a meeting where community input would still be able to affect design or if the concepts presented were going to be taken further regardless of community input. Mr. Linn stated that this was just the middle of the project and that community input is welcomed and valued. The design suggestions from the plan will be modified based on input gathered during the meeting.

Mr. Joe Sansom asked a question concerning appropriation of funds for the project. He was interested in the amount of money available for use on the streetscape project in the current fiscal year. Mrs. Simon-Agolory stated that the money for this project is coming from the City's Capital Improvement Program (CIP) and that there is \$300,000 available this fiscal year and approximately \$2 million available for the overall project until 2010. She also explained that as soon as the master plan is completed, one project would be immediately implemented.

A citizen asked if they were allowed at other meetings sponsored by the City. Mrs. Simon-Agolory stated that everyone is welcomed at all subsequent meetings concerning this project and that each person will be notified of future meetings.

Mr. Craig Ralph asked about Garner Road and why it was not included in the Southeast Streetscape Master Plan. Mrs. Simon-Agolory stated that Garner Road is under another budget, and it is currently being addressed. She explained that these streets were selected by the Business and Commercial Development Team of the SERA who set forth these streets in the Southeast District Plan as needing the most attention. [The Southeast District Plan can be found at <http://www.raleigh-nc.org/planning/CP/southeast.htm>.] Mr. Sansom, a member of the SERA Business and Commercial Issue Team, added that the streets were also selected based on what streets could be affected with the least amount of money.

Mr. Linn gave a presentation that reviewed the current conditions of each street covered by the master plan. He followed this with pictures of current community-wide streetscapes that were appealing.

Mr. Linn described the types of plantings that would be implemented in the master plan. They are: 1) street trees, shrubs, etc., 2) special treatments, e.g., along slopes, banks; 3) intersection plantings (patterns).

Mrs. Douglass asked a question about designing (street trees, etc.) on both sides of the road. Mr. Linn stated that it is ideal to design along both sides, but there are issues like power lines, property issues, etc. that would need to be taken into consideration.

Mr. Linn explained items on the legends of each concept drawing that the community was to review. Everyone then separated into groups to study the conceptual designs and provide feedback on the streetscape design suggestions. Each group was asked to answer the following questions on their particular street:

- 1) Please share your most vivid memories of the targeted street/intersection going back to 1980. *(Remember that your focus should remain on the aesthetics of the streets.)*
- 2) What physical changes occurred over the years that were noteworthy? What changes did you like? What changes presented a challenge for you?
- 3) Describe the target street/intersection now...What do you like? What could be improved upon?
- 4) After reviewing the proposed ideas as shown on the Streetscape Master Plan suggestions, what things do you think are good about the design?
- 5) What things do you feel are unnecessary or unwanted?
- 6) What things would you like to see included that are not shown on the design?
- 7) What street or intersection improvements should receive priority?

The feedback for each individual street or area is listed at the end of this summary.

After the group reporting was finished, everyone was given the opportunity to ask any further questions. Mr. Locke Moore expressed concern about the environmental conditions of the streets, especially those in his neighborhood (near Cross Link Rd. and Platinum Avenue). He would like to see traffic sensors at traffic lights in the area. Also, he would like to see the implementation of "left on one-way," which enables drivers to make left turns on one-way streets when there is no conflicting traffic.

Mr. Corre Robinson asked about the area of Raleigh Boulevard between Poole Road and Martin Luther King, Jr. Boulevard. He wanted to know what, if anything, would be done in this area and he expressed a desire for more plantings in this area. He also asked about the status of other areas, such as Raleigh Blvd., which are not included in the master plan. Mrs. Simon-Agolory explained that there is an effort now to inventory all streetscape areas that the city maintains. These areas will be added to the streetscape map but will not be included in the streetscape master plan per se.

Mr. Moore wanted to express his desire for better basic street maintenance in the general area e.g., keeping lines on streets painted for better visibility.

Comments from Community on Streets in the SER Streetscape Master Plan

US 64/ New Bern Avenue and I-40

- Extend median to crosswalk to create a safe-haven island for people crossing.
- Consider value of commercial property if canopy shade trees are planted. There is a potential to block signage.
- Additional crosswalks are needed at US 64 and Trawick Road.
- New Hope is listed incorrectly on the map.
- The curve cut on map is closed off (for Wilders Grove Lane), but it currently exists.
- There is concern about maintenance of landscapes. Will property owners incur any expense?
- I-40 proposal reviewed and no additional suggestions were given.

Rock Quarry Road/Raleigh Boulevard & Creech Road/Sanderford Road Intersections

- The group remembered this area as an undeveloped farming area.
- Physical changes over the years have been the widening of Rock Quarry Road to four lanes. Changes the group liked were the growth of single family communities in the Rock Quarry area. This group would like to continue to see more single family homes instead of apartments.
- Southeast Raleigh High School needs to improve its appearance.
- There is high traffic in this area that is a concern. How can the streetscape design be used to slow down traffic?
- More improvement is needed along Rock Quarry Road in addition to the streetscape improvements- especially in the flea market area.

Poole Road

- Group expressed desire to thicken tree stand along Raleigh Blvd. between Poole Road. and MLK, Jr. Blvd.
- Group liked streetscape design concepts for Poole Road. They liked the idea of giving more attention to the intersection at Raleigh Blvd. and the area of Poole Road west of Raleigh Blvd.
- They felt that the area of Poole Road west of Raleigh Blvd. should be priority for implementation.
- The groups suggested that the design plan for Poole Road and Coke Street be revisited. There may be a need for columnar trees or flowering trees instead of shade trees due to existing trees in yard.

Crosslink Road

- The group remembers this area as a quiet neighborhood road.
- Changes over the years included widening of the road and new subdivisions. They would like to see sidewalks put in continuously at least on one side of the road.
- Their description of the street now is as a quiet street. They like the addition of trees to the area but say it is not well-maintained. They like it because it gives a “neighborhood look” to the community. They expressed the desire to keep the road a two-lane road with no future widening.
- Elements about the conceptual design they liked were the trees and intersection landscaping. The intersection landscapes should be kept low-profile.
- They were interested in the type of traffic calming method that would be used at the proposed intersection along Crosslink Road.
- Things they would like to see included that are not in the design are: sidewalks on both sides of the street, shelters for bus stops, traffic sensors at intersection of Crosslink Road and Platinum Avenue., restriping for turn lane (near State Street and Hadley Road.)

Southeast Raleigh Streetscape Master Plan

Notes from a meeting with City Staff

Tuesday, May 11, 2004

Attendees: Marty Linn, JDavis Architects; Kat Simon-Agolory, Planning Department; Irvin Dickey, Parks and Recreation Department; Wayne Schindler, Parks and Recreation Department; Larry Zucchini, JDavis Architects; Liz Zimmerman, Parks and Recreation Department; Mark Williard, Southeast Raleigh Assembly; Vince Bayyan, JDavis Architects; Lillian Thompson, Southeast Raleigh assembly; Bob Mosher, Planning Department; Gil Johnson, Public Works Department; Vince Bayyan, JDavis Architects.

Kat opened the meeting by welcoming the attendees and explaining that this meeting was one in a series of meetings. The first meeting was held back in January with City staff, followed by a smaller community meeting with the SERA Business and Commercial Team in March, and a community forum in April.

Marty stated that the goal of the meeting is to review the draft plan to ensure that city staff is comfortable with the plan and that the plan demonstrates an achievable end product. He proceeded to review each of the design elements of each street contained within the master plan. Each street was examined in terms of program (what should happen on the street), opportunity (what the corridor is all about), and issues (topics that present challenges). Below is a summary of comments made about each street and other comments made by City staff.

Crosslink Road

PROGRAM: REPLACEMENT OF EXISTING STREET TREES, TRAFFIC CALMING, FUTURE PARK/GARDEN SITE, NEW SIGNAGE FOR BILTMORE HILLS PARK, PUBLIC ART AT SHOPPING CENTER, BUS STOP IMPROVEMENTS, INTERSECTION PLANTINGS

Opportunity: Unify neighborhood with streetscape planting

Issues: Street trees/shrubs between sidewalk and curb, traffic calming, conservation of wooded edge

- Parks and Recreation staff asked about the park shown on the Crosslink streetscape. They pointed out that there is a park in close proximity at Biltmore Hills. Marty explained that this park would have a different function and was pinpointed because of the unique view it has of the downtown Raleigh skyline.

- A question was raised by Marty about how to get the most tree preservation in this area and other areas covered by the plan. Bob shared that there will be a Public Hearing in July concerning tree preservation. Kat added that the Streetscape Master Plan will be an amendment to the SE District Plan, and as such, all site plans will be evaluated against it.
- Crosslink does have a continuous sidewalk on one side of the street.
- The criteria for bus stops (CAT) must be researched.

Martin Luther King Boulevard

PROGRAM: MEMORIAL GARDEN MONUMENT AND DIRECTIONAL SIGNAGE, SUPPLEMENTAL MEDIAN PLANTINGS, FLOWERING STREET TREES, INTERSECTION PLANTINGS

Opportunity: Supplement successful and attractive area boulevard

Issues: Street trees between sidewalk and curb, conservation of wooded edge

- Martin Luther King, Jr. Boulevard is already an attractive street; so the master plan will simply supplement an already good-looking area. As such, not many improvements are proposed for the road.
- Parks staff raised a question about the fiscal impact for maintenance of these proposals. Fiscal impact statements are required by City Council. This plan will have to include this analysis.
- Alex suggested that new curbs and sidewalks be added.
- MLK is maintained by the City currently. Additional improvements would require a fiscal impact statement.

Poole Road

PROGRAM: FLOWERING STREET TREES, COMMERCIAL ZONE STREETScape INCLUDING PARKING SCREENING AND PEDESTRIAN SCALE LIGHTING, SCREEN / PRIVACY PLANTING, CONSERVATION OF SPECIMEN TREES, GATEWAY BEAUTIFICATION, BUS STOP IMPROVEMENTS

Opportunity: Encourage redevelopment via streetscape improvements

Issues: Chain link fencing in street yards, screen / privacy barriers, security

- Poole Road has diverse land uses. Redevelopment is obviously needed in some areas. The condition of many of the houses is deteriorated, and much of the commercial area is blighted. Because of the more concentrated attention that the area needs, Poole Road falls down further on the priority list. The reason being that streetscape improvements will not impact the area until other issues are resolved.
- There are many chain-link fences along the property lines. Lillian mentioned that there may be an opportunity to employ Crime Prevention Through Environmental Design (CPTED) techniques in the area to make it safer.
- Bob shared an example from Capital Boulevard where many lots came to the edge and were nonconforming. The City of Raleigh received permission from owners and planted a tree for them. Also, the Inspections Department enforced the landscape ordinance and signage ordinance.
- One way to handle the problem is to work with Larry Strickland to send out inspectors to enforce the code.
- An idea arose to have the area residents participate in the Neighbor Woods program. Liz stated that there may or may not be funding for the type of trees the streetscape plan suggests for the area. Furthermore, the NeighborWoods program would not establish a continuous streetscape because participation in the program is completely voluntary. The amount of return varies. The NeighborWoods program has a thoroughfare component as well as a residential component.
- There are plans in the future to give Poole Road attention. Next year the area will undergo a planning process such as a small area plan.
- Another option is to get a landscape easement in which the tree would be on the owner's property, but the tree is treated like a city tree. This option allows the city access to maintain the tree.
- Lighting is an issue on Poole Road. Pedestrian scale lighting was suggested but Gil shared that the lighting can be very expensive (over \$1,000 per month on a six-block area). There are 2 blocks of lighting on Poole Road currently. It was suggested that the goal should be just to increase the level of lighting in the area. Transportation handles street lighting for City.

US 64

PROGRAM: REPLACEMENT OF MEDIAN PLANTINGS, STREET TREES AND PARKING SCREENING BETWEEN BELTLINE AND NEW HOPE ROAD, PEDESTRIAN SAFETY VIA CROSS-WALKS AND ADDITIONAL SIDEWALK, GATEWAY SIGNAGE, NEUSE RIVER GREENWAY

Opportunity: Unify commercial zone, initiate recreational development of Neuse River, overall beautification

Issues: Enforcement of signage and street yard regulations, conservation of wooded edge, property access

- US 64 is the monster of the group and as such is at the bottom of the priority list.
- The City of Raleigh does not maintain US 64 beyond the I-440 Beltline. NCDOT must be involved in the implementation of any streetscaping past the beltline.
- The city maintains thoroughfares through a reimbursement program with the State. In order for the City to maintain beyond the beltline, an alteration to the Powell Bill must be made between the City and the State. If this is done, a fiscal impact analysis will need to be completed.
- Richard Taylor can be approached about donating Crape Myrtles for the project. He owns a nursery on US 64.
- Lillian mentioned Wal-Mart and Walgreens. All new development will be responsible for installing landscaping as they develop.
- Marty emphasized that US 64 has major signage enforcement issues that need to be recognized.
- Bob recommended that inspectors look at signage and landscaping along the corridor and enforce the regulations.
- Beyond our city limit, the Town of Knightdale maintains streetscaping on New Bern.

Sanderford Road/Creech Road (Intersection)

PROGRAM: GATEWAY SIGNAGE AND BEAUTIFICATION, STREETSCAPE PLANTINGS

Opportunity: Emphasize community gateway, beautification

Issues: Off-road dumping, redevelopment of existing retail, sense of place

- This site falls lower on the priority because of location. Not much traffic frequents the area.
- It was even questioned why it is on the priority list.
- The area is in need of redevelopment, but this redevelopment is expected several years from now.
- The area presents an opportunity to install gateway signage.

Raleigh Blvd/Rock Quarry Road (Intersection)

PROGRAM: GATEWAY SIGNAGE AND BEAUTIFICATION, GREENWAY CONNECTOR, SCREEN / PRIVACY BARRIER, REDEVELOPMENT OF CORRECTIONAL CENTER SIGNAGE

Opportunity: Emphasize high-profile community gateway

Issues: Coordination with State government, conservation of wooded edge

- The City must coordinate with the State for the improvements on state property (Wake County Women's Correction Facility).
- This is a high priority area.
- The City must negotiate with property owners to keep tree stands intact as development occurs.
- We must ensure that the new DHIC development is landscaped properly.
- There is no sidewalk on the east side of the intersection. Sidewalks are needed.
- Transportation must be consulted on the best place for a crosswalk.

I-40

PROGRAM: DIRECTIONAL SIGNS FOR SHOPPING AND EMPLOYMENT AREA, CITY GATEWAY SIGNAGE AND BEAUTIFICATION

Opportunity: Marketing of Southeast Raleigh and featuring of major city gateway

Issues: Coordination with NCDOT

- There could be significant gateway signage at the City limit.
- There is a wildflower program currently in place on I-40.
- Coordination with the NCDOT is in order for this project.

The Priority Areas are as follows:

1. Rock Quarry / Raleigh Blvd. Intersection
2. Cross Link Road
3. Interstate 40
4. Poole Road
5. MLK, Jr. Boulevard
6. US Hwy. 64
7. Sanderford / Creech Intersection

Southeast Raleigh Streetscape Master Plan

Notes from meeting with

SERA Business and Commercial Issue Team

Municipal Building - Room 305

May 24, 2004

6:30-8:00 PM

Kat Simon-Agolory began the meeting by reviewing the progress made on the plan since the initial meeting with the Business and Commercial Business Team on March 8, 2004. A community meeting was held in April, and two meetings have been held with City staff.

Vince Bayyan gave a more in-depth review of the April 21st community meeting. He stated that invitations were sent out to SE Raleigh residents living on or adjacent to a road contained in the SER Streetscape Master Plan. Of the 980 invitations sent out, only 19 people attended the meeting. Vince Bayyan reviewed project objectives and recapped the happenings and feedback from the April meeting.

Leroy Reynolds asked what areas were represented by the meeting attendees. The stakeholders of each area were well-represented with the exception of Martin Luther King Jr. Boulevard.

Locke Moore mentioned the building of 10,000 new houses in the areas of Rock Quarry, Poole, and Jones Sausage Roads. He emphasized that we will need to look at growth in the future for the entire SE area. Kat Simon-Agolory responded to his comments by stating that Planning and Transportation staff is working on this exact concern. Examples are the widening of New Hope Rd. and the widening of Jones Sausage Rd., which will lessen the current traffic problems in the areas. These projects are already in the Capital Improvement Program (CIP) plan.

Ed Wills asked about representation from the downtown area. This area is not included in the SER Streetscape Master Plan and thus was not represented at the meeting.

Leroy Reynolds stated that since these streetscape projects will span several years, they must be sensitive to development over time. There will be many changes over the next 10 years, and the SER Streetscape Master Plan must be flexible enough to grow with and complement these changes.

Marty Linn added that some things will obviously impact the plan such as the US 64 Bypass, which will significantly change the nature of US 64, one of the streets in the plan. Leroy Reynolds went on to say that there will be many external forces impacting the plan and that the plan should include a footnote stating that some external issues cannot be addressed in the plan. Marty Linn responded saying that the City needs plans that are flexible. At this level, the SER Streetscape Master Plan is a conceptual plan and is flexible. The next step, construction drawings, will be very specific and detailed in nature. The New Hope Road area was pointed out as one of the most rapidly changing areas in the City.

Joe Sansom suggested that the plan be done in conjunction with the transportation plan. Eric Lamb from the Transportation Department will review the plan and is a member of the SER Streetscape Master Plan Advisory Committee. Kat Simon-Agolory added that these projects will be reviewed on an annual basis as well to make sure that they are in harmony with other City plans.

Vince Bayyan added that City staff last met on May 11th to review the preliminary plan and to ensure that the plan is achievable. Important questions such as who is responsible for maintenance were asked. Additional research will be conducted to follow-up on all other issues raised at the staff meeting. Lillian Thompson added that other discussions included how to get property owners to preserve their vegetative edge and how to encourage redevelopment along Poole Road.

Mark Williard suggested that Poole Rd. must be addressed with other types of actions. Timothy Figgins agreed stating that it is a complex issue of which comes first — the chicken or the egg (referring to the streetscape along Poole Road versus other redevelopment efforts along the corridor). Leroy Reynolds said that first a sidewalk project must be completed before any other streetscape improvements can commence. Joe Sansom believes that even if the City could put large amounts of money into Poole Road, we would not see any results.

Lillian Thompson focused the group's attention on other areas such as I-40 where there is a wonderful opportunity to install gateway signage into Southeast Raleigh.

Joe Sansom asked if all the trees along Crosslink Road would be taken out. Marty Linn explained that it is difficult to create uniformity in streetscape without doing so. The trees will be taken out but replaced to create a streetscape with continuity. The two discussed the matter further in private.

At this point, everyone had the opportunity to view the plans. The following comments were given:

Crosslink

- Joe Sansom raised questions about the inclusion of bike lanes. Marty Linn explained that the bike lanes have the effect of slowing drivers down because the lanes are perceived to be narrower.
- A question was raised about the pedestrian connection between Lyndhurst Drive and the shopping center. The connection may be a crosswalk or a hard surface path connecting the neighborhood to the shopping center. The group opposed this path. Joe Sansom stated that it should be taken off because of an imminent new development on the property.
- The group agreed that slowing down traffic on the road is a priority. Since the road is so wide, drivers tend to drive faster. Leroy Reynolds suggested reducing the speed limit on the road.
- Claude Trotter added that a center turn lane near the intersections of Hadley/Platinum and Dandridge Drive should be added to the plan.

Poole Road

- The street has some major redevelopment issues as discussed above.
- Claude Trotter suggested that the stretch of Poole Road from Raleigh to Peyton should not have the highest priority. It should be on the bottom of the priority list because of the acute challenges in the area. He would not suggest investing in streetscape improvements in the area in the near future.
- Leroy Reynolds offered another perspective saying that where the greatest problems are, the greatest opportunities lie.
- Marty Linn offered another view saying that the City should put money where people will notice it most. An example is MLK. It is already a nice street so improving it more will not bring as much attention as improving Poole Road.
- At this point, there was further discussion about Poole Rd.
- Marty Linn added that Poole Road will not be the cheapest corridor to develop. It will require significant financial investment.

US 64

- Leroy Reynolds stated that there must be reconciliation between state- and city-maintained streets. Kat Simon-Agolory assured that this will be reconciled.
- Ed Wills asked about new developments coming in such as Wal-Mart, etc. He wondered why we would do so much there when they do not need that much help. Marty Linn responded saying that Wal-Mart and others will do their own landscaping. There is a major difference in the plan past New Hope Road., where there are only median plantings proposed.

- Timothy Figgins added that there is a big difference on US 64 when coming from Knightdale into Raleigh. The Raleigh side is obviously neglected.
- The group agreed that plantings will greatly help the aesthetics of US 64.

In interest of time, Marty Linn asked for last comments on other streets and other general comments. Other comments were as follows:

- The group agreed that special attention must be given to maintenance of the streetscapes once implemented. Funding must be set aside exclusively for maintenance purposes.
- Leroy Reynolds stated that we cannot do everything with a streetscape plan. The City must address many other issues, and these issues should be mentioned in the plan. Kat Simon-Agolory agreed stating that is the role of the comprehensive plan and other plans such as redevelopment plans, small area plans, etc.
- Redevelopment is needed in the Sanderford/Creech Rd. area, but this is expected several years from now.
- Mark Williard suggested that the group has two goals: (1) to create gateways and (2) to improve less than desirable areas. These criteria should help the group prioritize the streets. He pointed the group to prioritizing the areas. Leroy Reynolds suggested that the edge areas should be given lower priority than internal areas. Ed Wills directed the group back to downtown stating that the downtown areas are where strength comes from.

Based on the consensus of the group, the priority list was determined to be the following:

1. Rock Quarry Rd./Raleigh Blvd.
2. Crosslink Rd.
3. Poole Rd.
4. Sanderford/Creech Rd. Intersection
5. MLK
6. US 64
7. I-40

The meeting ended at 8:00 PM.



APPENDIX C

Recommended Plant Species

The following list is intended to provide a guide to species of trees and shrubs that may successfully function within the settings of the Southeast Raleigh corridors and intersections that are part of the Master Plan. More detailed studies will be required for specific species or varieties that will best respond to the particular circumstances or physical limitations of the site. Availability, cost, required maintenance levels, growth habit, soils, and other design considerations will need to be addressed for each corridor or intersection in a more comprehensive manner.

Large Street Trees

<u>Common Name</u>	<u>Botanical Name</u>
Chinese Elm	Ulmus parvifolia
Fruitless Sweetgum	Liquidambar styraciflua 'Rotundiloba'
Green Vase Zelkova	Zelkova serrata 'Green Vase'
Red Maple	Acer rubrum 'October Glory'
Sawtooth Oak	Quercus acutissima
Shumard Oak	Quercus shumardii
Sycamore	Platanus occidentalis
Willow Oak	Quercus phellos

Columnar / Oval-Shaped Street Trees

<u>Common Name</u>	<u>Botanical Name</u>
Bowhall Maple	Acer rubrum 'Bowhall'
European Hornbeam	Carpinus betulus 'Fastigiata'
Queen Elizabeth Hedge Maple	Acer campestre 'Queen Elizabeth'

Medium to Small Flowering Street Trees

<u>Common Name</u>	<u>Botanical Name</u>
Chinese Fringe Tree	Chionanthus retusus
Forest Pansy Redbud	Cercis canadensis 'Forest Pansy'
Lily Magnolia	Magnolia liliiflora
Okame Flowering Cherry	Prunus x incamp 'Okame'
Star Magnolia	Magnolia stellata

Large Evergreen Shrubs

<u>Common Name</u>	<u>Botanical Name</u>
Nellie Stevens Holly	Ilex x 'Nellie R. Stevens'
Threadleaf Falsecypress	Chamaecyparis pisifera 'Filifera'
Waxleaf Ligustrum	Ligustrum lucidum
Yaupon Holly	Ilex vomitoria

Large Flowering Shrubs

<u>Common Name</u>	<u>Botanical Name</u>
Chaste Tree	Vitex agnus-castus
Doublefile Viburnum	Viburnum plicatum tomentosum
Eastern Snowball	Viburnum opulus 'Sterile'
Showy Forsythia	Forsythia x intermedia 'Lynwood Gold'

Medium Shrubs

<u>Common Name</u>	<u>Botanical Name</u>
Burgundy Loropetalum	Loropetalum chinese 'Burgundy'
Chinese Rose	Rosa chinensis
Compact Burningbush	Euonymus alatus 'Compactus'
Dwarf Burford Holly	Ilex cornuta 'Burfordii Nana'
Indian Hawthorn	Raphiolepis indica
Summersweet	Clethra alnifolia 'Hummingbird'
Winter Jasmine	Jasminum nudiflorum

Low Shrubs

<u>Common Name</u>	<u>Botanical Name</u>
Carissa Holly	Ilex cornuta 'Carissa'
Crimson Pygmy Barberry	Berberis thunbergii atropurpurea 'Crimson Pygmy'
Dwarf Gold Threadleaf Cypress	Chamaecyparis pisifera 'Filifera Aurea Nana'
Dwarf Yaupon	Ilex vomitoria 'Nana'
Goldmound Spirea	Spiraea x bumalda 'Goldmound'
Harbour Dwarf Nandina	Nandina domestica 'Harbour Dwarf'
Sherwood Abelia	Abelia x grandiflora 'Sherwood'