



# Staff Report – Case CP-7-14

## Comprehensive Plan Amendment

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## Comprehensive Plan Recommendations

The proposed amendments are divided into sections: Plan text and Plan maps. Section 1 includes proposed amendments to text.

There are five alterations to the Street Plan map. A map accompanies each map request in Section 2. The maps show the existing conditions, with an explanation detailing the request.

### Section 1—Plan Text

<p><i>Item 1.1: Transportation Element – Roadway System and Transportation Demand Management</i> The request would alter the title of the map on page 69 of the document.</p>
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It is recommended to rename Map T.1 to “Street Plan” from its current title of “Street Typology Map.” This new title is already reflected in the text of the remainder of the 2030 Comprehensive Plan. One subsequent amendment will be required to Section 8.5.1.A in the City’s Unified Development Ordinance to reflect changing the name of the map. The purpose of the recommended edit is to clarify the intention and role of the map as the City’s official Street Plan.

### Section 2—Street Plan Map

The following proposed edits would modify the street plan map contained within the Plan. Each request is analyzed below. A map of the existing conditions is shown under each request. All of the subject properties are shown in grey.

***Item 2.1: Street Plan Map – Cross Link Road***

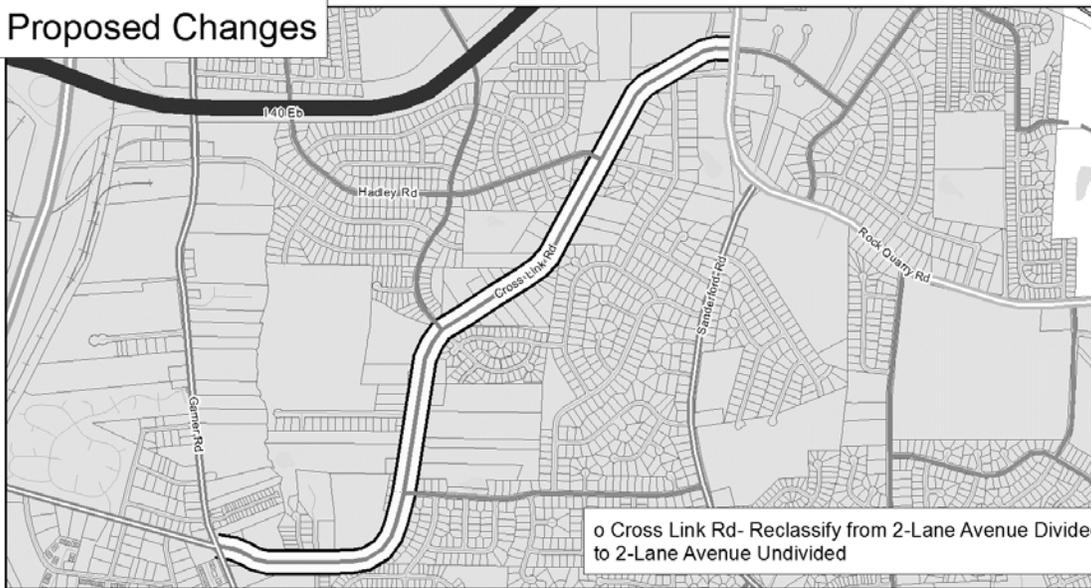
This amendment would change the designation of Cross Link Road from 2-Lane Avenue Divided to 2-Lane Avenue Undivided

It is recommended to reclassify Cross Link Road from Garner Road to Rock Quarry Road from “Two-lane Avenue, Divided” to “Two-lane Avenue, Undivided,” with the key difference being the omission of a center turn-lane or median from future consideration of any street improvements. This reclassification will correct an error made with the previous translation of the Thoroughfare Plan, as there are no plans to widen this portion of Cross Link Road. This change will more accurately reflect conditions on the ground with the existing cross-section.

### Current Street Plan



### Proposed Changes



o Cross Link Rd- Reclassify from 2-Lane Avenue Divided to 2-Lane Avenue Undivided

— Proposed Addition or Alteration of Street Plan; XXX Proposed Portion to Remove from Street Plan

***Item 2.2: Street Plan Map – Stonehenge Park Area***

This amendment would remove the proposed extension of Stonehenge Park Drive to Howard Road. The Neighborhood Street classification would be removed from Stonehenge Park Drive, Benbridge Drive and Wetherson Lane.

This amendment proposes to reclassify several streets in the Stonehenge Park area based on recent development patterns and existing street sections. The current plan illustrates several streets in this area as “Neighborhood Streets,” which prescribes a 36-foot curb and gutter section on 64 feet of right-of-way. These streets include Wetherson Lane, Bembridge Drive, and Stonehenge Park Drive. There is a missing segment of Stonehenge Park Drive that is proposed to traverse a vacant property to align with North Creek Run. It is unlikely that this missing link can be constructed as shown as the parcel was not included in the adjacent subdivision. It will likely be developed as a single-family home, which will be exempt from the City’s exaction requirements as a Plot Plan. Another street connection has been approved with a new subdivision plan to the west of this proposed extension, which will satisfy the City’s interconnectivity needs in this context. The remaining streets in this amendment do not meet the minimum cross-section requirements for a Neighborhood Street and would be classified as either “Neighborhood Local” or “Neighborhood Yield” streets (note that these streets are not included in Map T.1).

### Current Street Plan



0 187.5 375 750 1,125 1,500 Feet

### Proposed Changes



- o Stonehenge Park Dr- Remove Proposed Extension to Howard Rd and Remove the Neighborhood Street Classification
- o Benbridge Dr- Remove the Neighborhood Street Classification
- o Wetherson Ln- Remove the Neighborhood Street Classification

— Proposed Addition or Alteration of Street Plan; X X X Proposed Portion to Remove from Street Plan

**Item 2.3: Street Plan Map – Glenwood South/Peace Street**

On West Johnson Street, add an extension classified as Proposed Main Street Parallel Parking connecting the existing portion of West Johnson Street to Capital Boulevard, and add the Main Street Parallel Parking Classification to the existing portion of West Johnson Street.

For North Harrington Street, remove the Avenue 2-Lane Undivided classification from existing portion of North Harrington Street to the northwest of the West Johnson Street intersection, and add Proposed Avenue 2-Lane Undivided from the intersection with West Johnson Street North to West Peace Street.

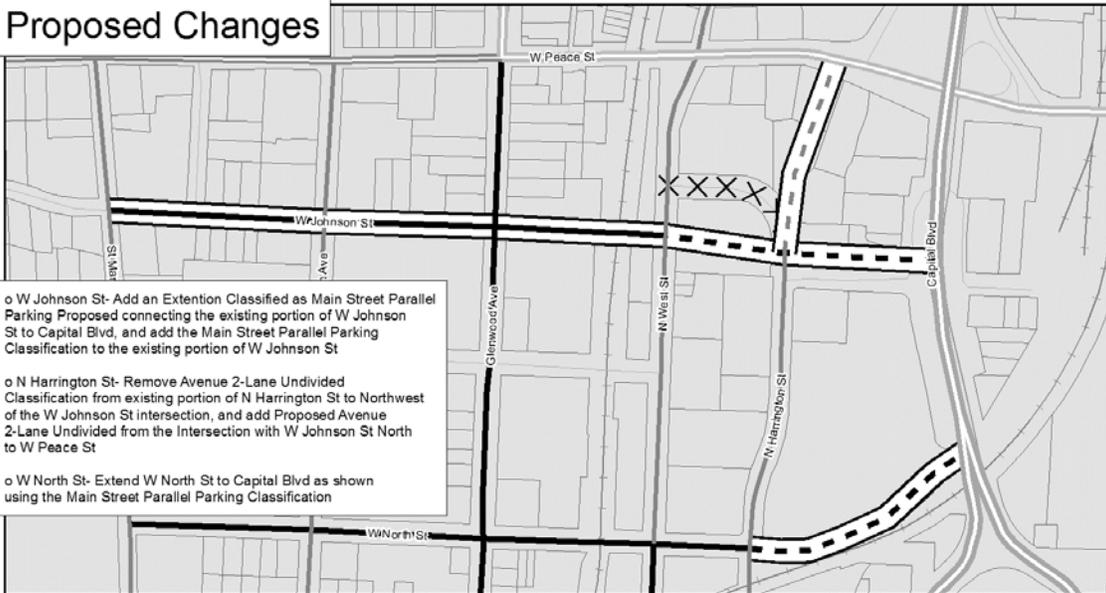
Extend West North Street to Capital Boulevard using the Main Street Parallel Parking classification.

These amendments have been generated in response to the Capital Boulevard Corridor Plan and the subsequent planning for the replacement of the Peace Street Bridge at Capital Boulevard by NCDOT. This project proposes to reconstruct the existing half-clover design and replace it with a configuration that utilizes surface streets to provide connections from Capital Boulevard to Peace Street and to Glenwood South. These changes include the realignment and extension of North Harrington Street north of W. Johnson Street, and the shift of W. Johnson Street between North Harrington Street and Capital Boulevard. In conjunction with this change, it is recommended to extend W. Johnson Street between Harrington and North West Street. This amendment also includes the extension of W. North Street from Harrington to Capital Boulevard, which was recommended in the original Capital Boulevard Corridor Plan. As part of these amendments, North Harrington Street would be classified as a “Two-lane Avenue, Undivided” street, and W. North Street and W. Johnson Street (east of St. Mary’s Street) would be “Main Street, Parallel Parking.”

## Current Street Plan



## Proposed Changes



- o W Johnson St- Add an Extension Classified as Main Street Parallel Parking Proposed connecting the existing portion of W Johnson St to Capital Blvd, and add the Main Street Parallel Parking Classification to the existing portion of W Johnson St
- o N Harrington St- Remove Avenue 2-Lane Undivided Classification from existing portion of N Harrington St to Northwest of the W Johnson St intersection, and add Proposed Avenue 2-Lane Undivided from the Intersection with W Johnson St North to W Peace St
- o W North St- Extend W North St to Capital Blvd as shown using the Main Street Parallel Parking Classification

Proposed Addition or Alteration of Street Plan   
 Proposed Portion to Remove from Street Plan

***Item 2.4: Street Plan Map – Skycrest Drive West Area***

Realign Skycrest Drive Extension to better follow existing Tarheel Clubhouse Road (east-west).

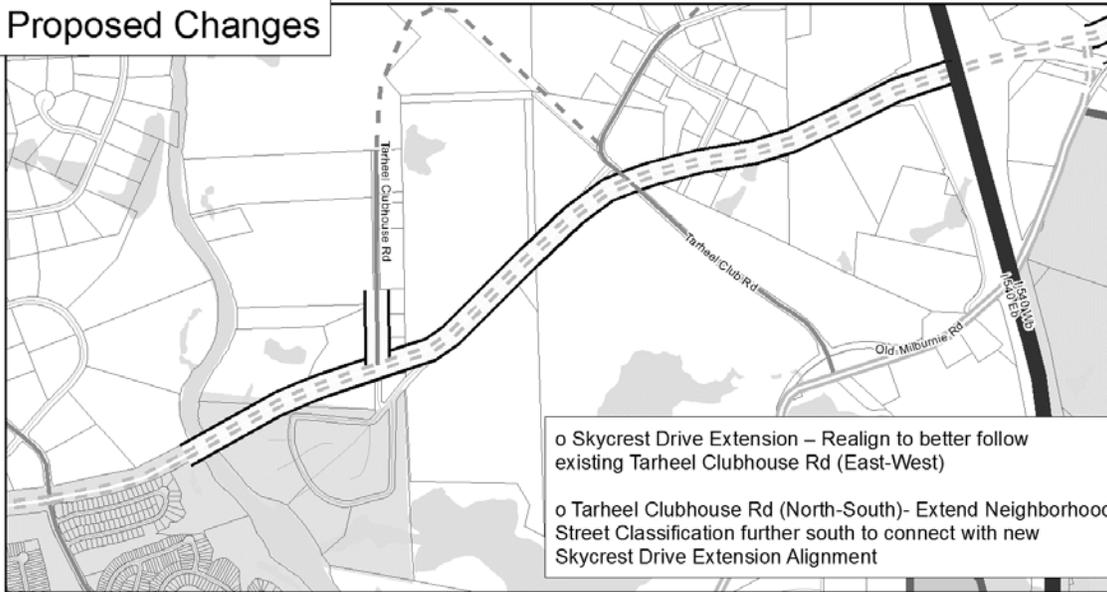
Extend the Neighborhood Street Classification for Tarheel Clubhouse Road further south to connect with the new Skycrest Drive Extension.

It is recommended to update the alignment of the proposed Skycrest Drive Extension from the Neuse River to a proposed interchange at I-540. Multiple alignments have been explored for this area, and the recommended alternative utilizes more existing right-of-way via previous dedications and by subsuming a portion of Tarheel Clubhouse Road. It is anticipated that the recommended alternative will have less environmental impact than the current version, however all alternatives entail some degree of community impact with the potential relocation of existing homes in the area. The recommended alignment as proposed attempts to minimize these community impacts.

### Current Street Plan



### Proposed Changes



- o Skycrest Drive Extension – Realign to better follow existing Tarheel Clubhouse Rd (East-West)
- o Tarheel Clubhouse Rd (North-South)- Extend Neighborhood Street Classification further south to connect with new Skycrest Drive Extension Alignment

— Proposed Addition or Alteration of Street Plan; XXX Proposed Portion to Remove from Street Plan

**Item 2.5: Street Plan Map – Skycrest Drive East Area**

Realign the future intersection of Old Milburnie Road with Forestville Road and Skycrest Drive extension, and change the classification of Old Milburnie Road from Avenue 2-Lane Divided to Avenue 4-Lane Divided.

Remove the portion of Skycrest Drive Extension east of Old Milburnie Road and realign it to connect with Forestville Road.

Add the 4-Lane Divided classification to Forestville Road

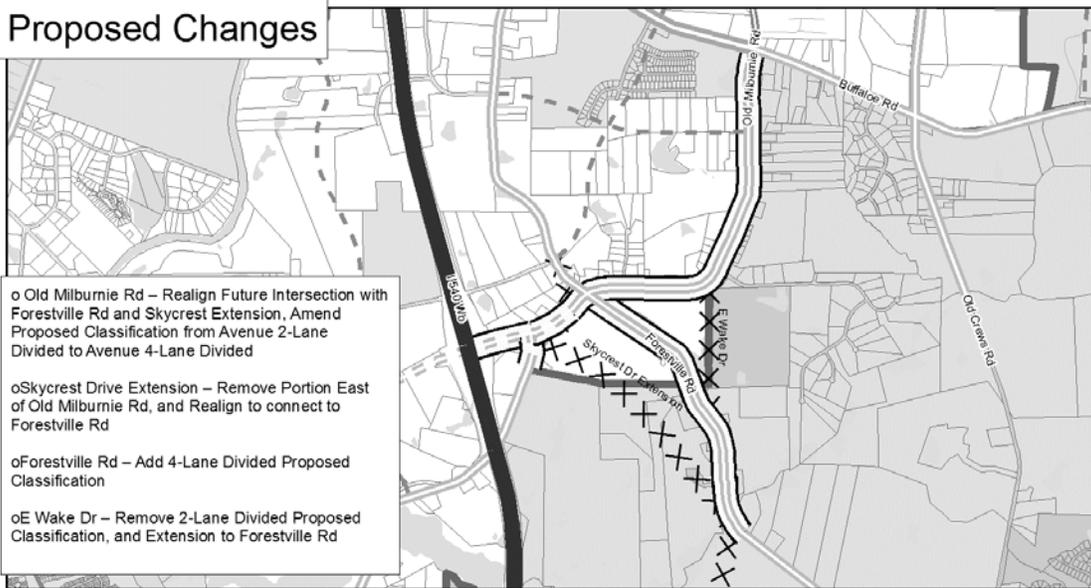
Remove the 2-Lane Divided classification from East Wake Drive, and remove its extension to Forestville Road.

These amendments have been generated by the Northeast Area Study (NEAS) conducted recently by the Capital Area Metropolitan Planning Organization (CAMPO). This study evaluated transportation and land use systems for northeast Wake County and for portions of Franklin County. It is proposed to align the proposed extension of Skycrest Drive east of I-540 with Old Milburnie Road; this realignment subsequently upgrades Old Milburnie from “Two-lane Avenue, Divided” to “Four-lane Avenue, Divided” from Forestville Road to Buffaloe Road. No realignments of Forestville Road are required under this scenario, therefore the “Four-lane Avenue, Divided” classification is applied along the existing alignment of Forestville Road from Old Milburnie Road to Knightdale’s planning jurisdiction. East Wake Drive would also be declassified by this action. It is anticipated that these changes will utilize more of the existing right-of-way in this area and have fewer environmental and community impacts.

### Current Street Plan



### Proposed Changes



- o Old Milburnie Rd – Realign Future Intersection with Forestville Rd and Skycrest Extension, Amend Proposed Classification from Avenue 2-Lane Divided to Avenue 4-Lane Divided
- o Skycrest Drive Extension – Remove Portion East of Old Milburnie Rd, and Realign to connect to Forestville Rd
- o Forestville Rd – Add 4-Lane Divided Proposed Classification
- o E Wake Dr – Remove 2-Lane Divided Proposed Classification, and Extension to Forestville Rd

————— Proposed Addition or Alteration of Street Plan;    XXX Proposed Portion to Remove from Street Plan

**CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER’S REVIEW AND RECOMMENDATION:**

The following lists of considerations for the Planning and Development Officer’s review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

**1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**

The proposed amendments are intended to address changes in vehicular and land development patterns.

**2. The proposed amendment is in response to changes in state law;**

N/A

**3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**

The proposed changes will improve traffic circulation in the various parts of the City in which they are located.

**4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;**

Policy T 1.1 Coordination with Land Use Map

Transportation planning, development, expansion, and investment in transportation facilities should be coordinated with the Future Land Use Map.

Policy T 2.2 Defining Future Rights-of-Way

As resources permit, move from "conceptual" routes for future streets to more specifically mapped future rights-of-way, backed by engineering studies. Mapping streets also determines where to install water and sewer infrastructure and reduces the need for easements across private property.

Policy T 2.3 Eliminating Gaps

Eliminate “gaps” in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

Policy T 2.5 Multi-modal Grids

All new residential, commercial, or mixed use developments that construct or extend roadways should include a multi-modal network (including non-motorized modes) that provides for a well-connected, walkable community, preferably as a grid or modified grid.

Policy T 2.16 Assessing Changes in Road Design

Subject all proposed changes to the treatment of existing vehicular rights-of-way, such as changes to the number and type of travel lanes, to a study prior to implementation to determine the impacts on the larger network and the level of service of all relevant modes.

**5. The impact the proposed amendment has with regard to:**

**A. Established property or proposed development in the vicinity of the proposed amendment;**

The proposals will improve access to nearby properties

**B. Existing or future land use patterns;**

The proposals are the result of analysis of projected roadway needs based on the Future Land Use Map and Urban Form Map.

**C. Existing or planned public services and facilities;**

The proposed changes to the street map take into consideration planned public services and facilities.

**D. Existing or planned roadways;**

The proposals increase efficiency in the roadway network.

**E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**

The proposed changes to the street map are the result of analysis of these environmental factors.

**F. Other policies of the Comprehensive Plan.**

Policy LU 4.1 Coordinate Transportation Investments with Land Use  
Ensure that transportation decisions, strategies, and investments are coordinated with and support the City's land use objectives.

Policy LU 4.3 Directing Transportation Investments

Target transportation facilities, services, and investments to promote and accommodate the growth this Comprehensive Plan anticipates in mixed-use centers, commercial corridors, and residential neighborhoods while reducing reliance on single occupancy vehicles.

Policy LU 4.5 Connectivity

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

**STAFF RECOMMENDATION:**

Approval based on the above lists of considerations for the Planning and Development Officer's review.

**STAFF COORDINATOR:**

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