Cameron Village
Hillsborough Street

Public Charrette - Closing Session

April 1, 2015 - NCSU Talley Student Union

LORD AECK SARGENT

Agenda

Background

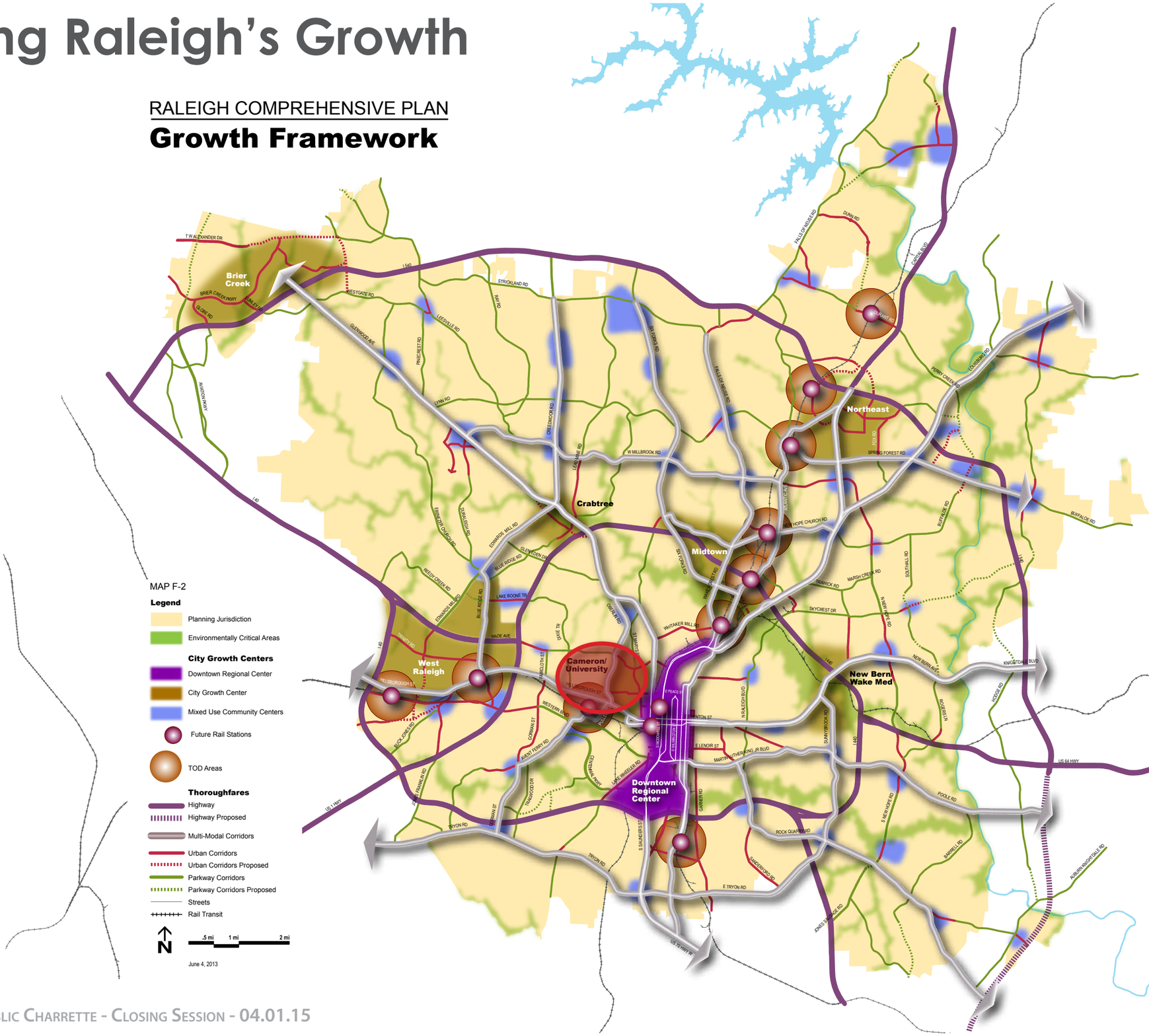
Recap of March 30th Workshop

Planning Stations

Guiding Raleigh's Growth

RALEIGH COMPREHENSIVE PLAN

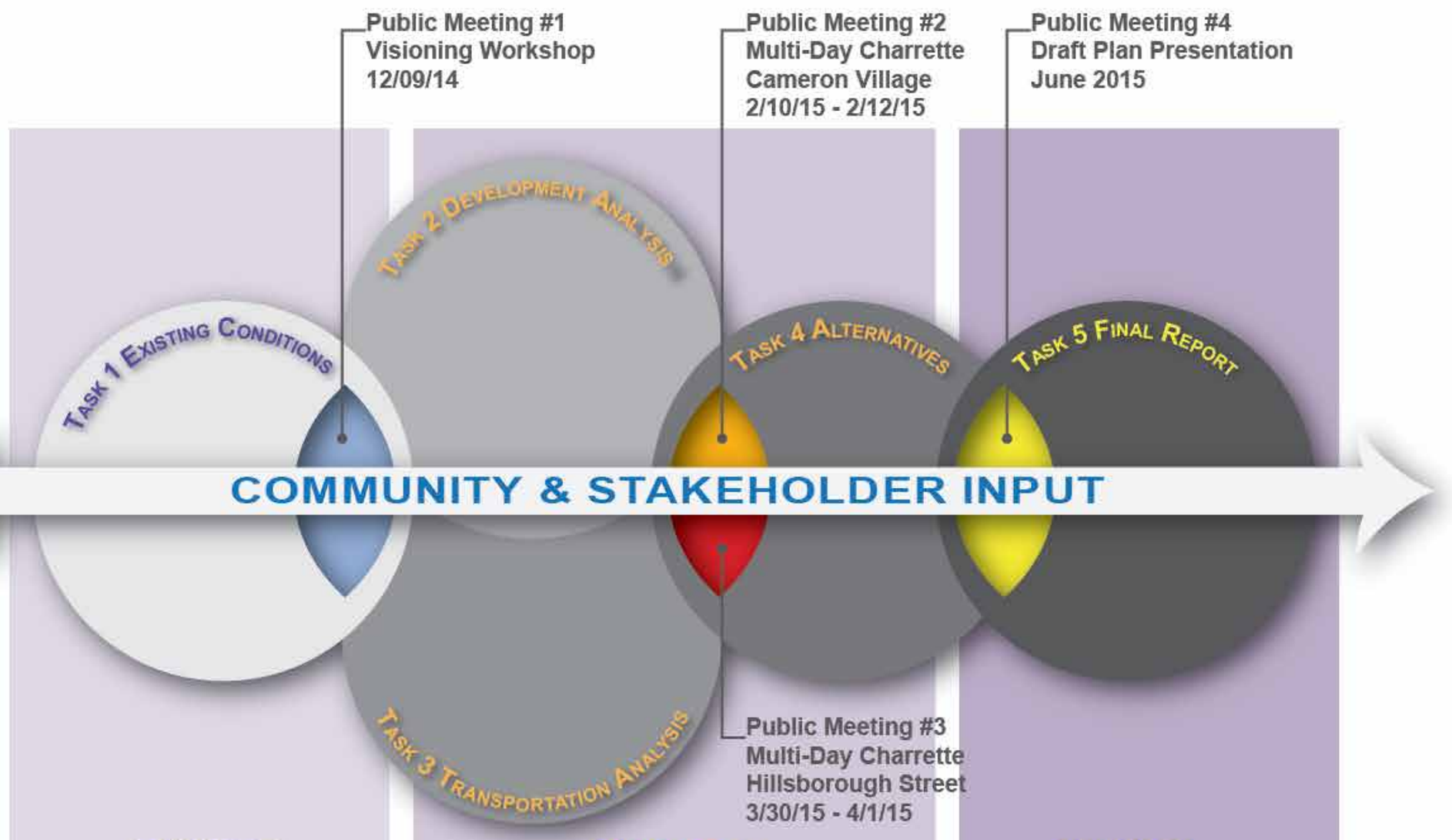
Growth Framework



Cameron Village
Hillsborough Street

Process Overview

Multi-Day Charrette
Cameron Village



PHASE 1
Existing Conditions & Visioning

- Existing Conditions / Planning Efforts
- Transportation & Traffic Analysis
- Market Opportunities
- Stakeholder Interviews

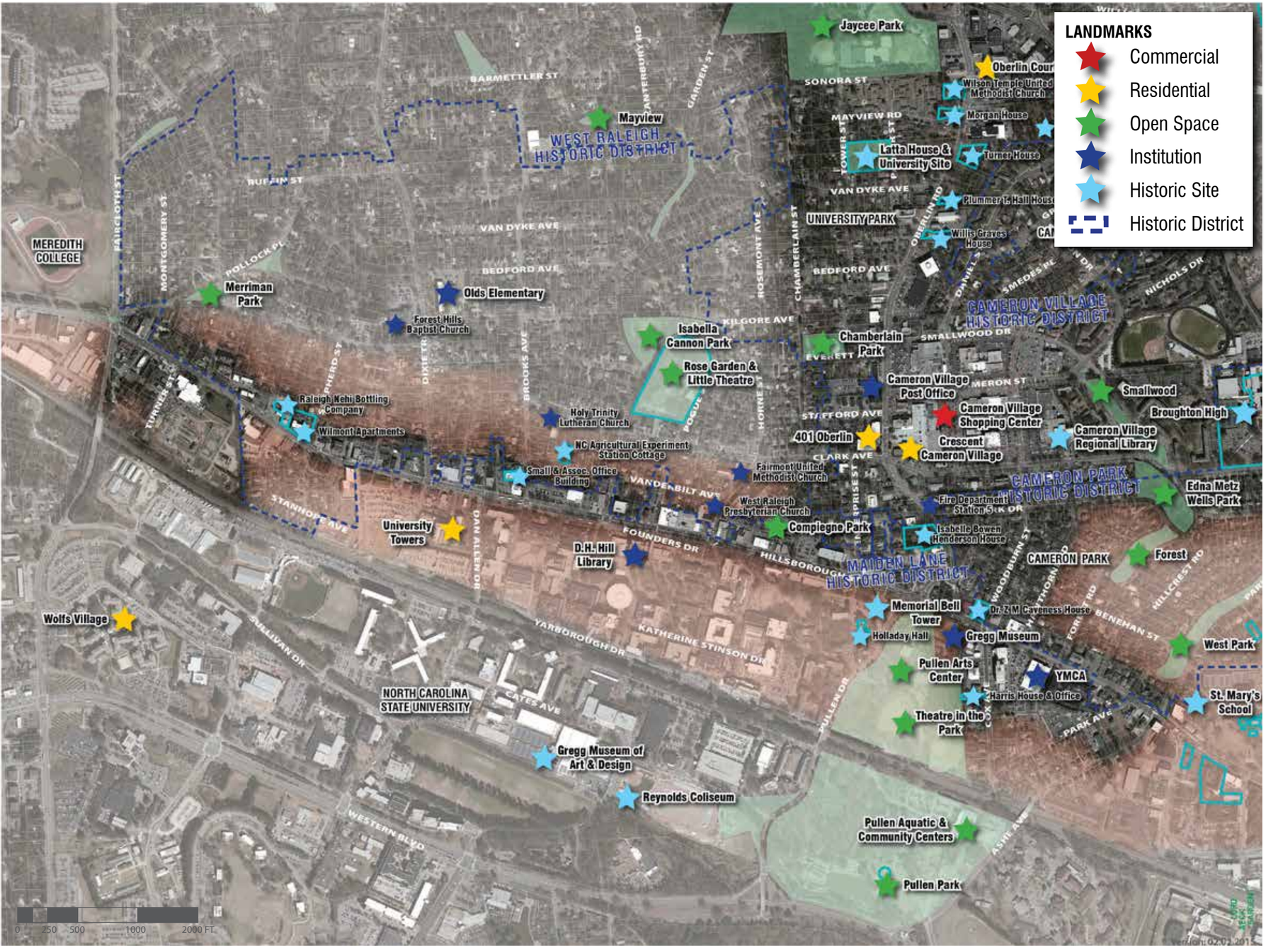
PHASE 2
Development Scenarios, Transportation Analysis, & Alternatives

- Development Framework Plans
- Redevelopment Scenarios
- Existing & Proposed Traffic & Parking Analysis
- Catalytic Project Identification
- Transit Service, Street, & Land Use Options

PHASE 3
Implementation & Final Report

- Cost Projections
- Implementation Tools, Incentives, & Financing Alternatives
- Access and Roadway Improvements Plan
- Redevelopment Opportunities
- Future Land Use

Key Features



Hillsborough Street Study Area

Historic Features / Districts

- St. Mary's School
- Harris House and Office
- Gregg Museum
- Dr. Z M Caveness House
- Memorial Bell Tower
- Isabelle Bowen Henderson House
- Small & Assoc. Office Building
- Wilmont Apartments
- Raleigh Nehi Bottling Company
- Cameron Park Historic District
- Maiden Lane Historic District
- West Raleigh Historic District

Institutions

- North Carolina State University
- Fire Department Station 5
- YMCA
- Gregg Museum
- Fairmont United Methodist Church
- West Raleigh Presbyterian Church
- Holy Trinity Lutheran Church

Open Space

- West Park
- Compiegne Park
- Pullen Park Arts Center
- Rose Garden & Little Theatre
- Isabella Cannon Park
- Merriman Park

Mixed-Use Development (Commercial and Residential)

- University Towers
- Stanhope

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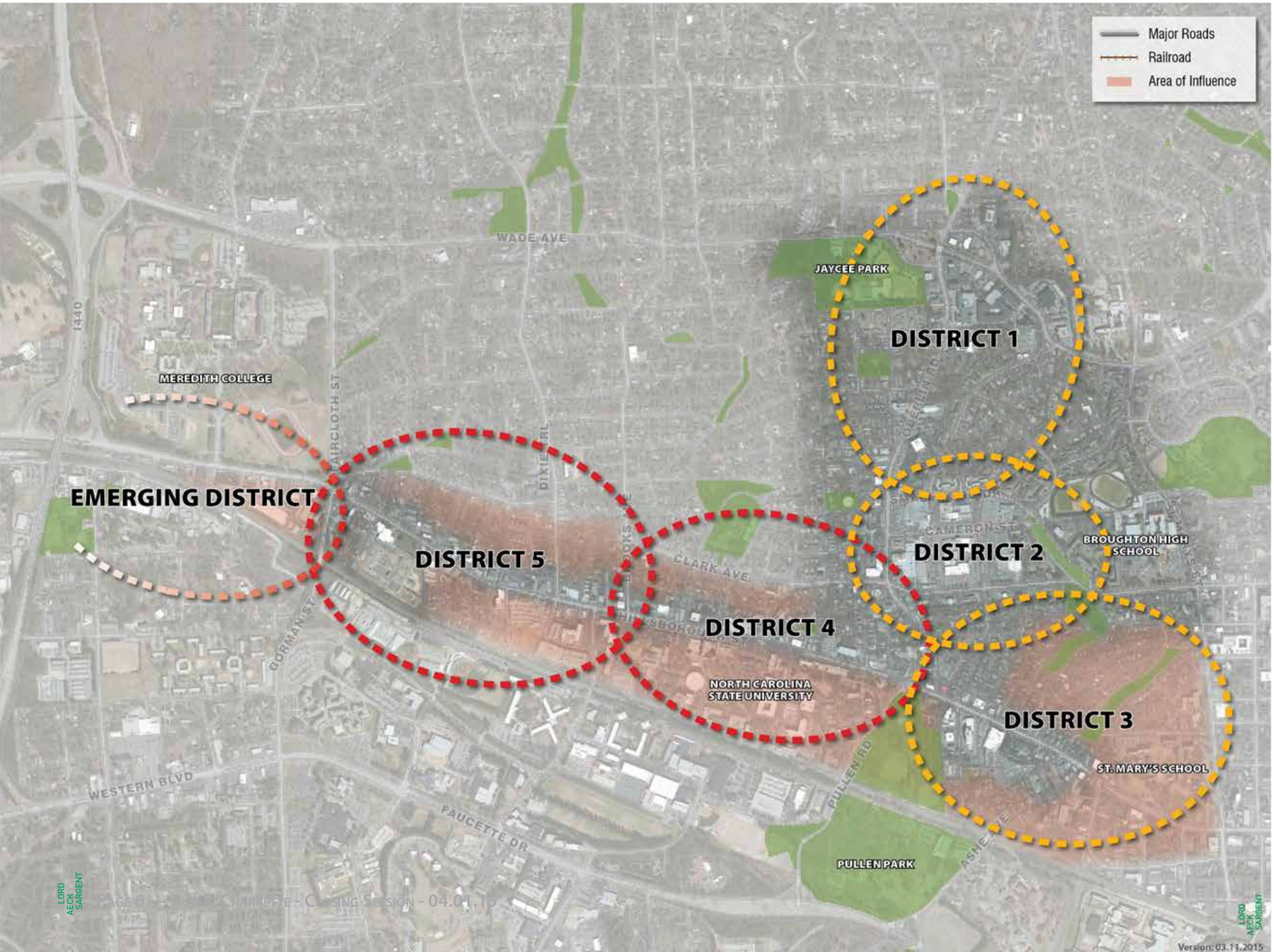
DISTRICTS


Major Roads
Railroad
Area of Influence
WADE AVE
JAYCEE PARK
DISTRICT 1
I-440
MEREDITH COLLEGE
FAIRCLOTH ST
DIXIE TRL
EMERGING DISTRICT
DISTRICT 5
BROOKS AVE
CLARK AVE
DISTRICT 2
BROUGHTON HIGH SCHOOL
GORMAN ST
DISTRICT 4
NORTH CAROLINA STATE UNIVERSITY
DISTRICT 3
ST. MARY'S SCHOOL
WESTERN BLVD
FAUCETTE DR
PULLEN RD
PULLEN PARK
ASHE AVE
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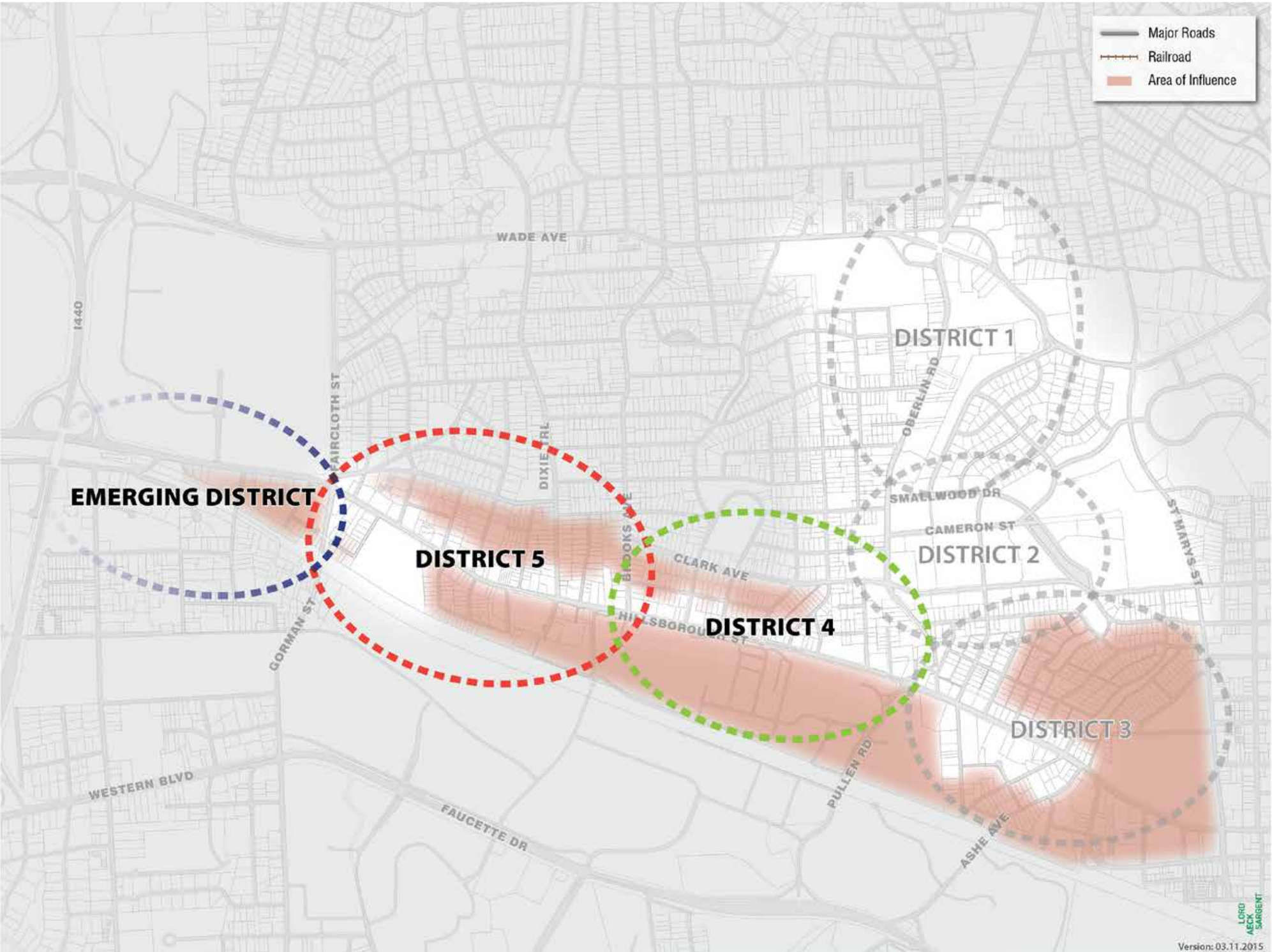
District Analysis



Hillsborough Street Charrette

Discussing Districts 4, 5, & Emerging District

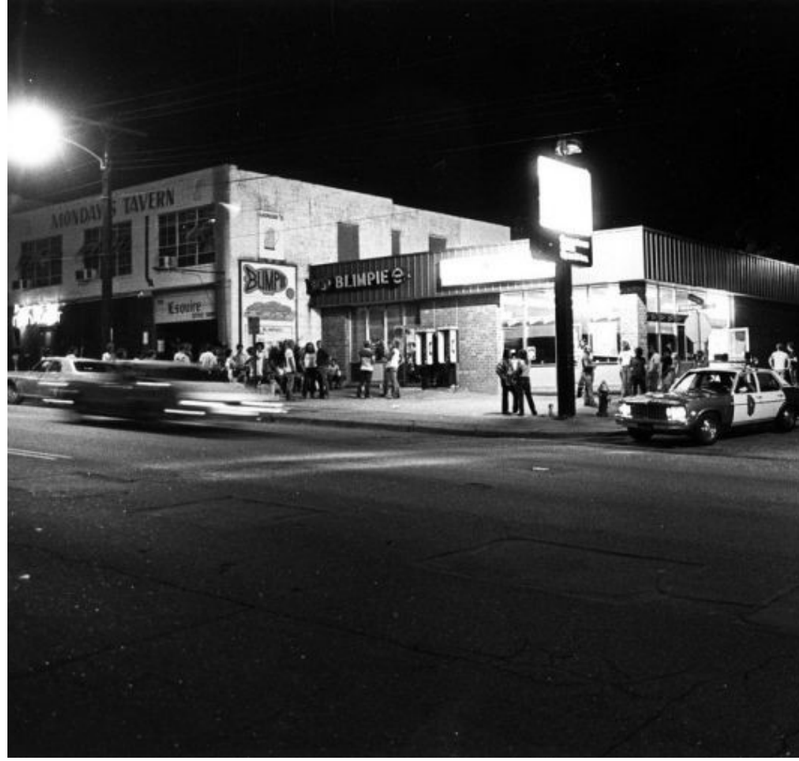
March 30, 2015 - April 1, 2015
Location: NCSU Talley Student Union

Cameron Village Charrette

Discussed Districts 1, 2, & 3

February 10-12, 2015
Location: St. Mary's School

See website for follow-up survey: http://www.raleighnc.gov/business/content/PlanUrbanDesign/Articles/CameronHillsborough.html



Hillsborough Street Then and Now

Where do we go from here?

- What is unique about this place?
- How do we make it a place for even more people?
- What improvements need to be made to support what is here today and the future vision?

Public Workshop

Hillsborough Street Charrette

Discussing Districts 4, 5, & Emerging District

March 30, 2015 - April 1, 2015
Location: NCSU Talley Student Union

Attendees: 90+ people

Major Recommendations

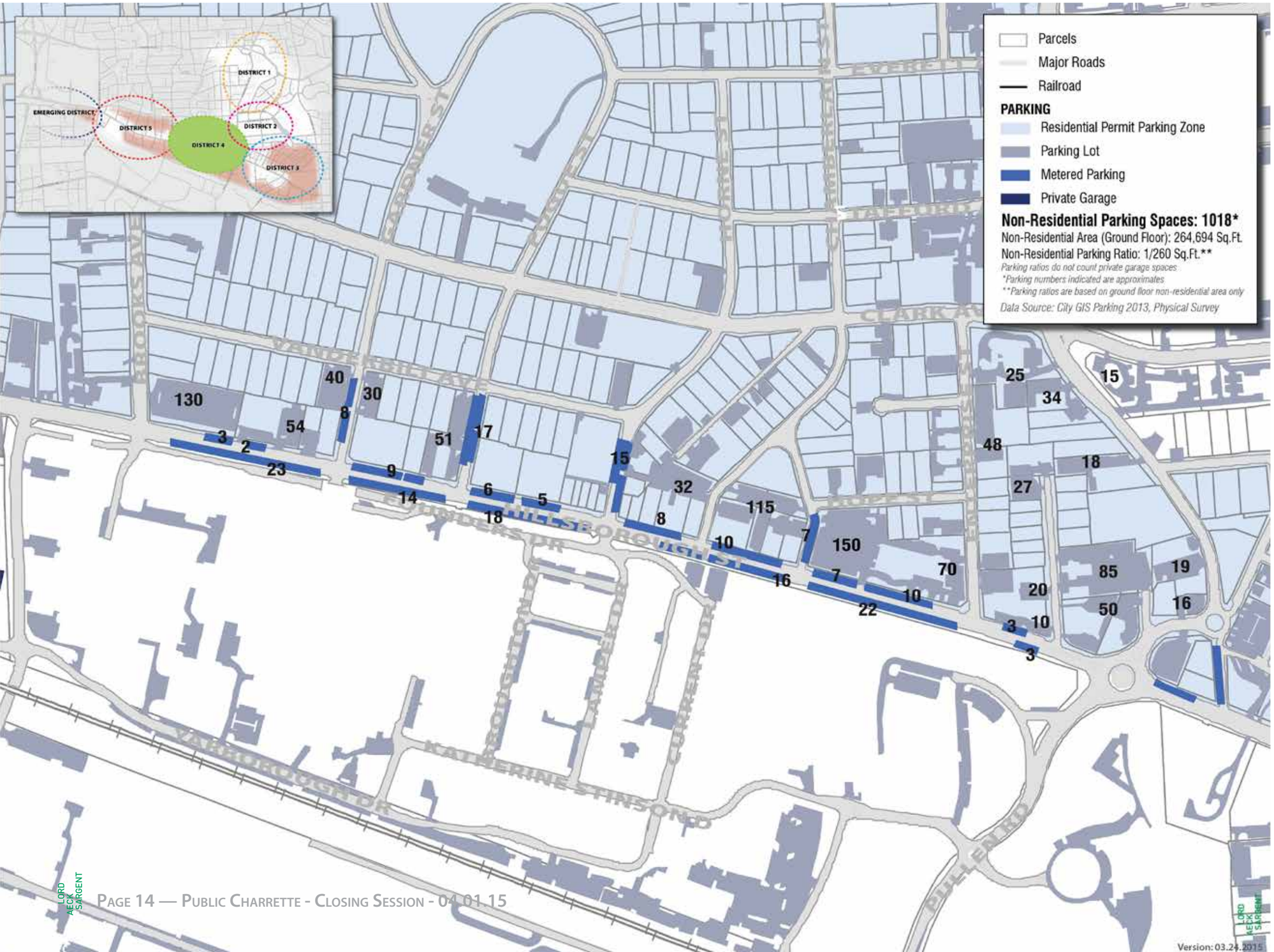
Public Realm Network

Open Space & Public Realm Improvements

Major Recommendations

Parking Strategies

District 4 Parking Assessment



District 4

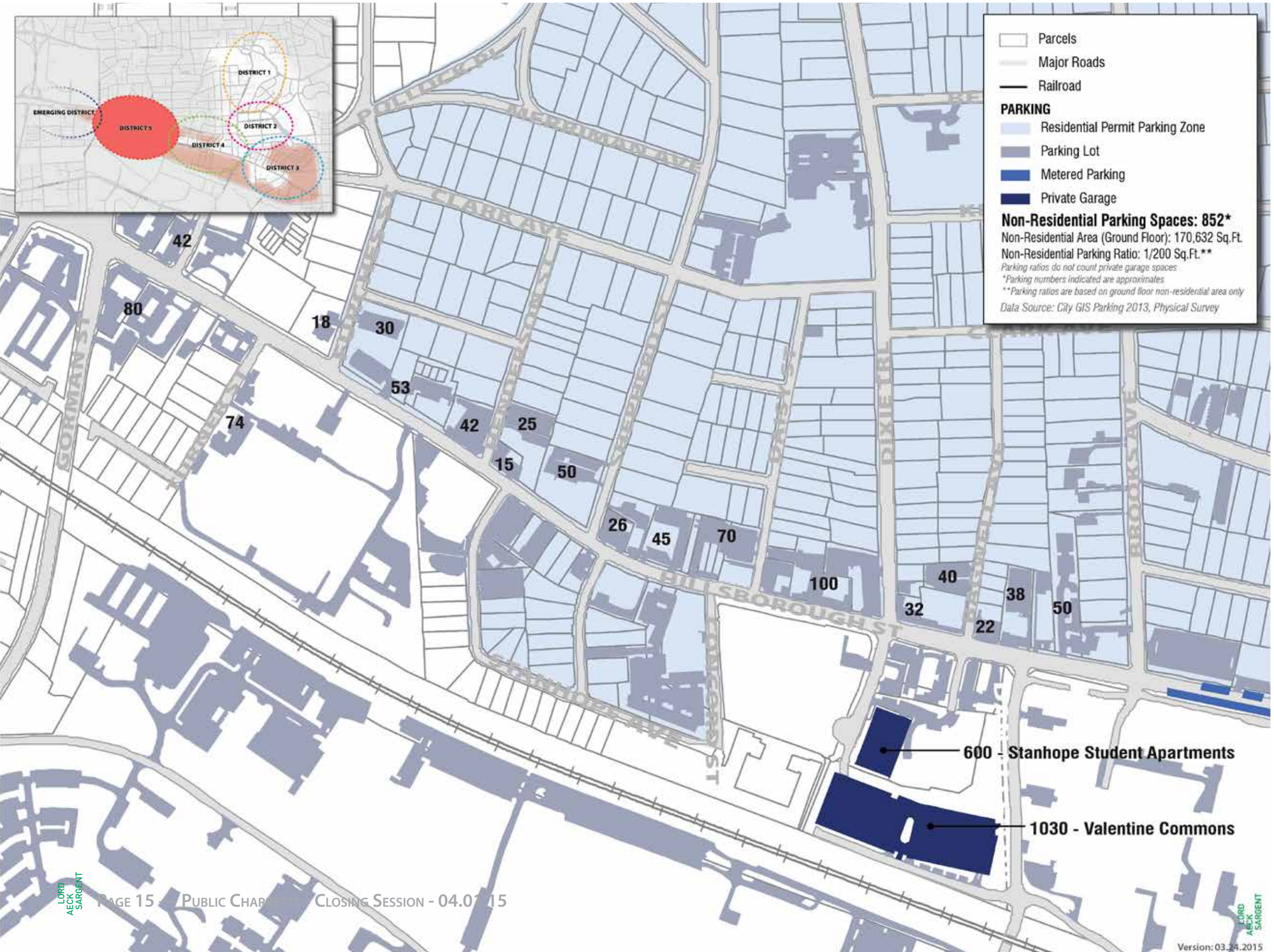
- 1,018 Non-Residential Parking Spaces
- 1 Parking Space / 260sf

** Parking numbers are approximate*

1 parking space / 200sf is typical for a mixed-use development

1 parking space / 300sf is typical for an urban transit-oriented development

District 5 Parking Assessment



District 5

- 852 Non-Residential Parking Spaces
- 1 Parking Space / 200sf
- Private parking garage within Valentine Commons offers leased spaces to residents and the public
- Private parking garage within the Stanhope Student Apartments

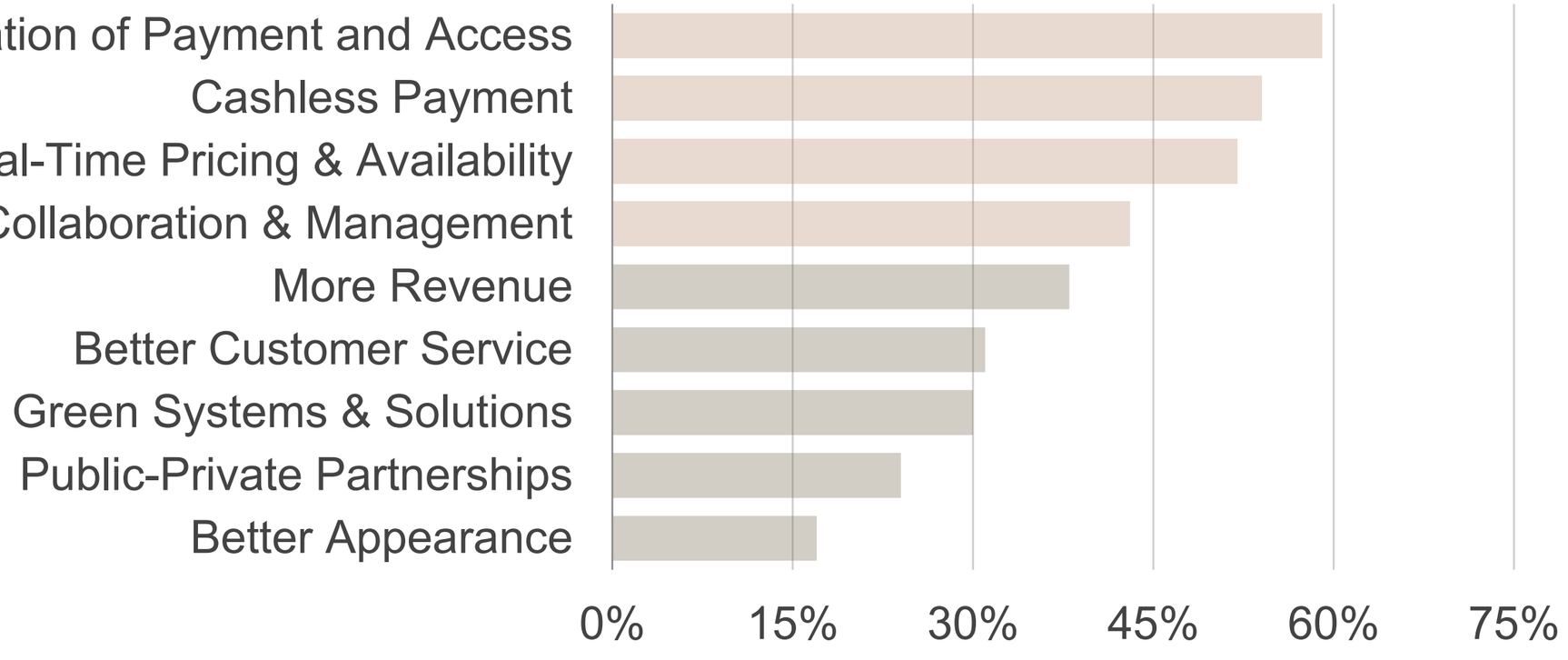
** Parking numbers are approximate and do not include private garage counts*

1 parking space / 200sf is typical for a mixed-use development

1 parking space / 300sf is typical for an urban transit-oriented development

Parking Assessment

CONTEXT: National Strategies & Trends



Biggest Trends in Parking, 2013
(parking.org, partial)

Parking Assessment

Context: The Current Situation

What are the current conditions for parking on/near Hillsborough Street?

1. Surface Parking
2. Meters
3. Residential Parking Overlay District

Parking Assessment

Context: The Current Situation

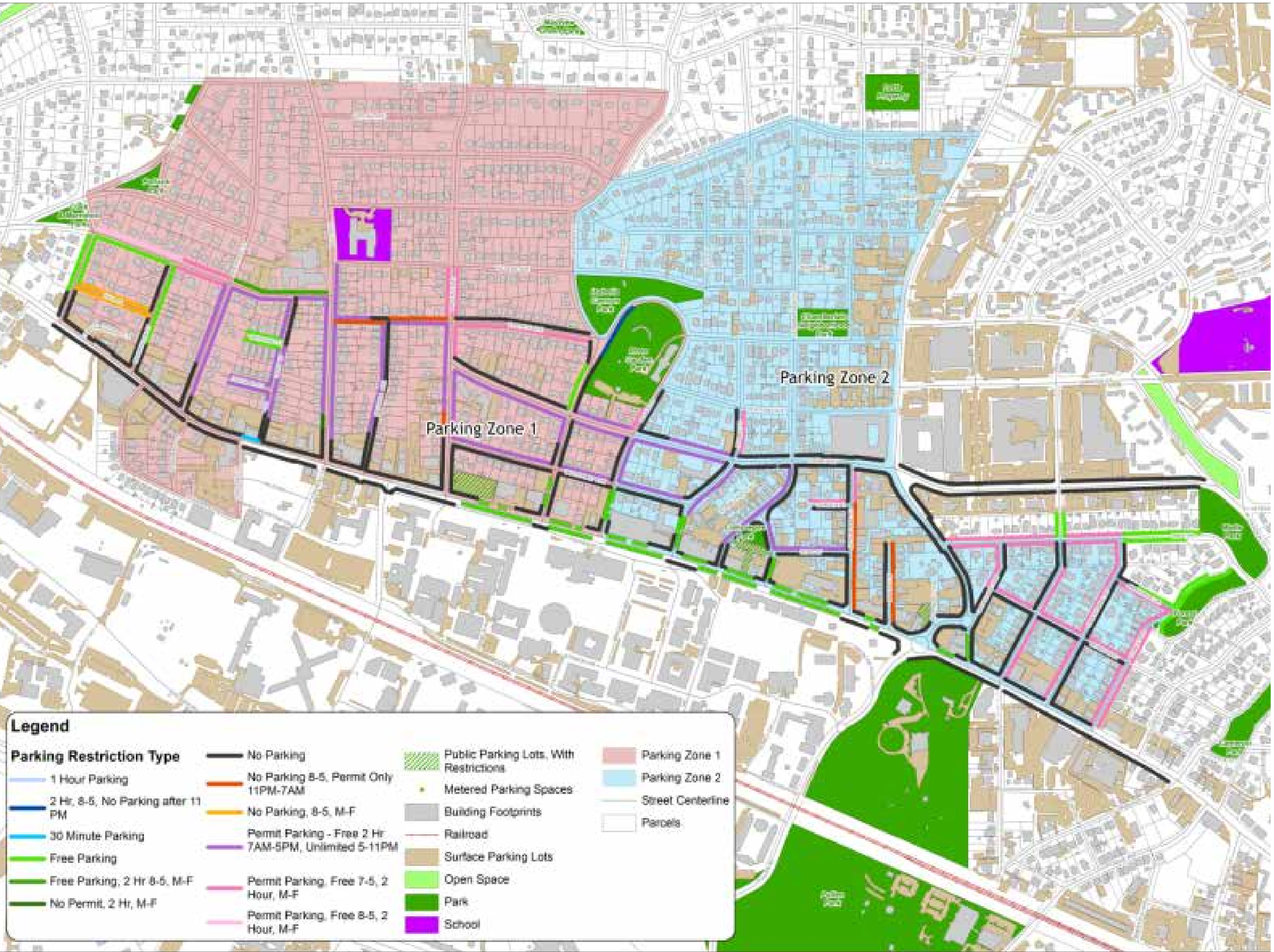
Parking Now

- **Fairly Easy on Weekends**
- **Tough During the Week, Including Lunch Peak**
- **Limited Management Now**
- **A Non-Resident Can Have a Hard Time Knowing Where to Find Parking**

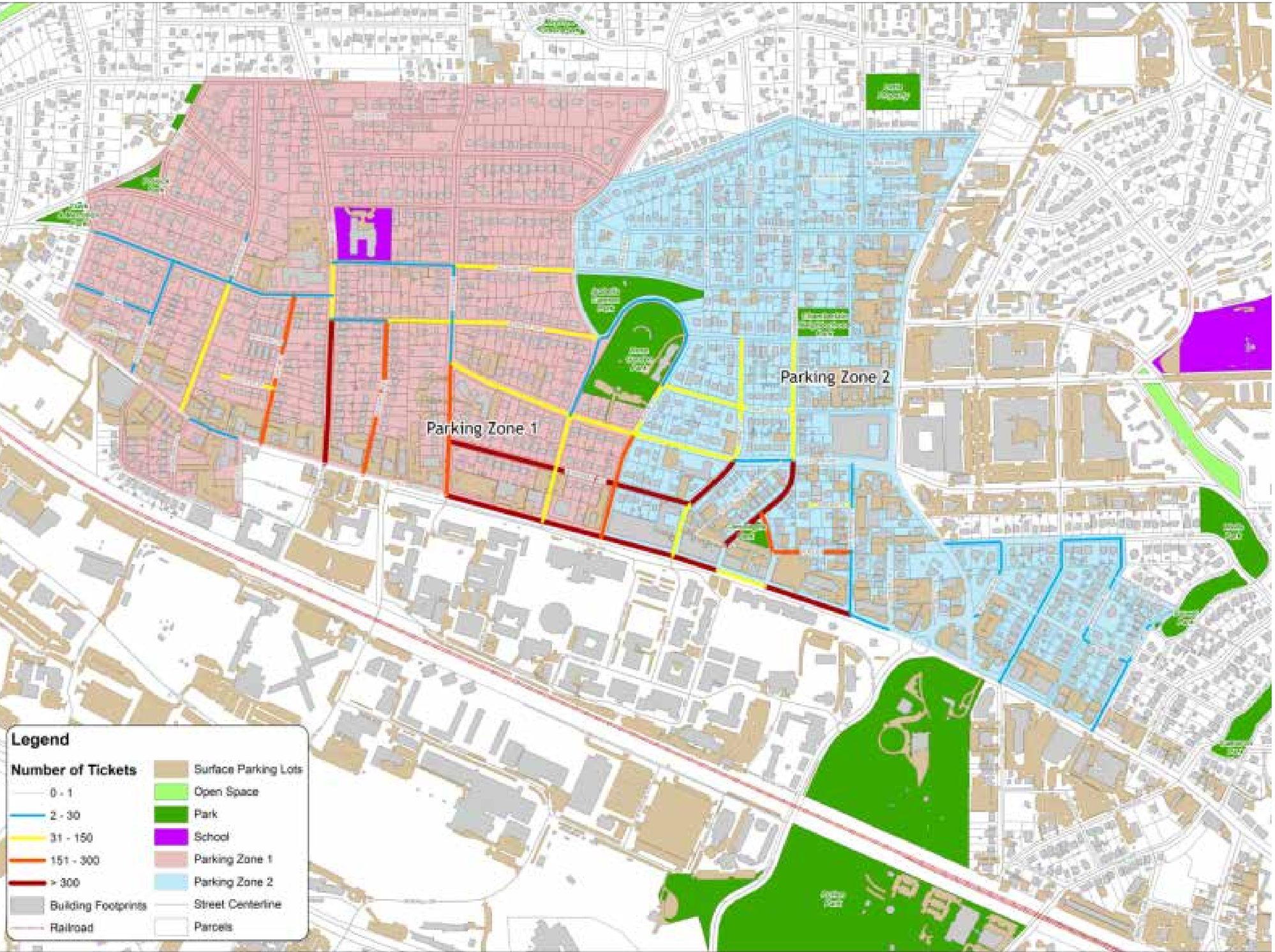
At 6pm, can you park to the left for 2 hours or 5 hours? With or without a permit?

Parking Assessment

Current Parking Conditions



Parking Assessment



Enforcement & Demand

Number of Violations for One Month

Parking Assessment

Parking Strategies: Short-Term

- Provide Better Wayfinding for Parking (preferably as part of an overall wayfinding program)
- Clarify Parking Permit Regulations
- Expand Residential Parking Permit Zones to Faircloth
- Extend Metering West and North (with permit allowed)

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Parking Assessment

Parking Strategies: Mid- and Long-Term

Improve Management

- Technology
- Public-Private Ventures
- Coordinate / Consolidate Existing Parking Facilities

Increase Capacity

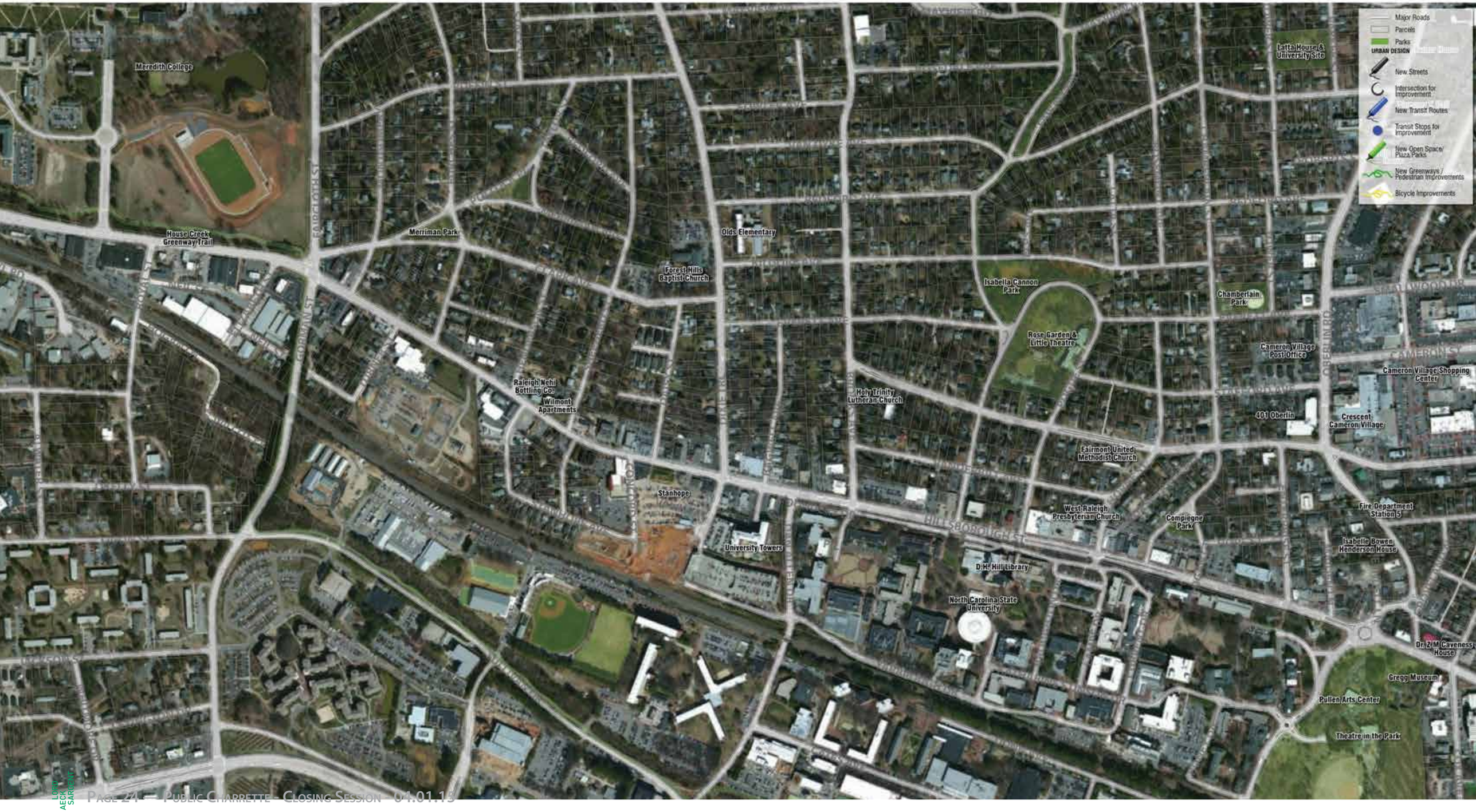
- A New Deck (North Hall or corner of Brooks?)
- Require New Development / Tenants to Lease Spaces

The parking lot at Fairmont Methodist Church is fairly idle most of the day

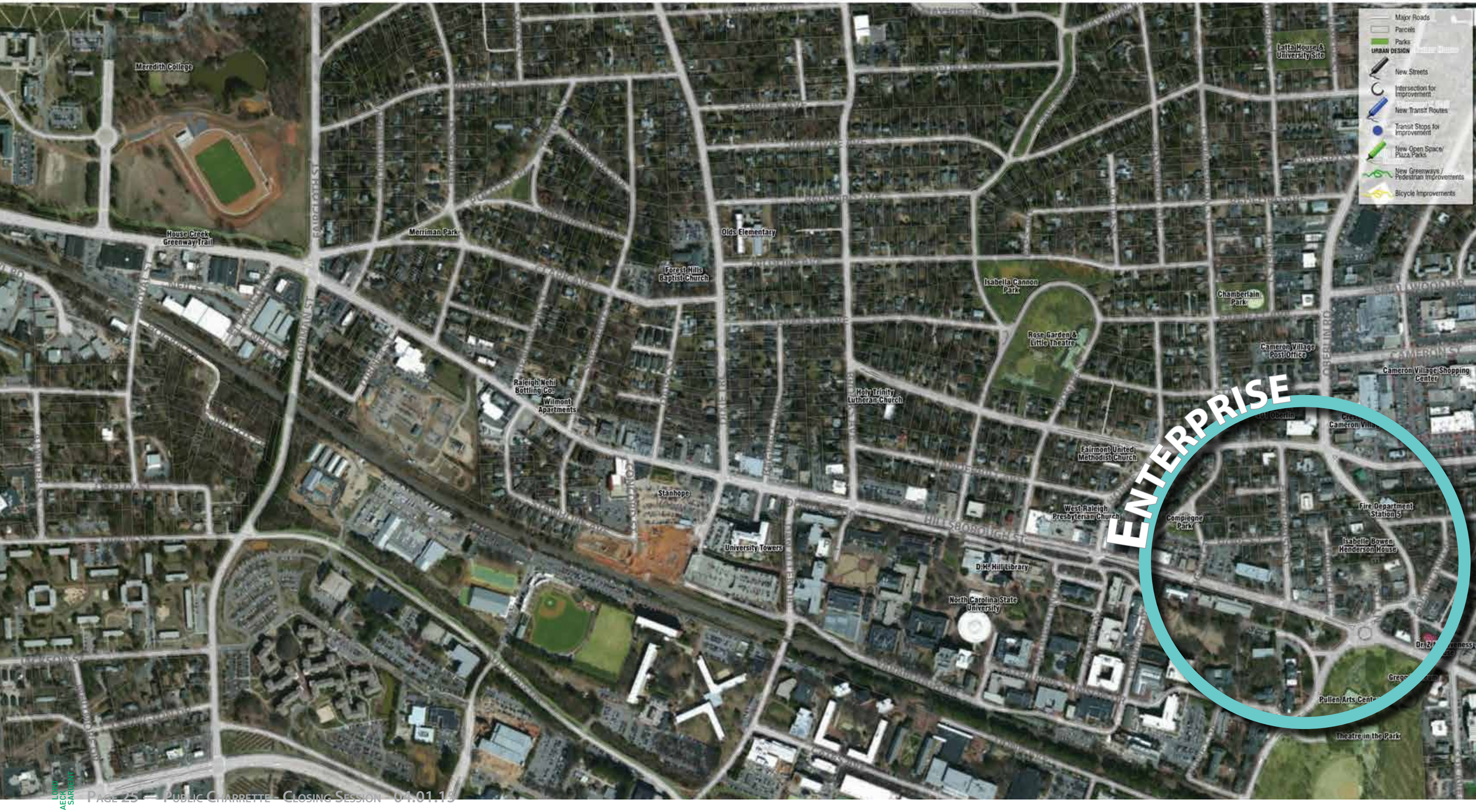
Major Recommendations

Development Framework

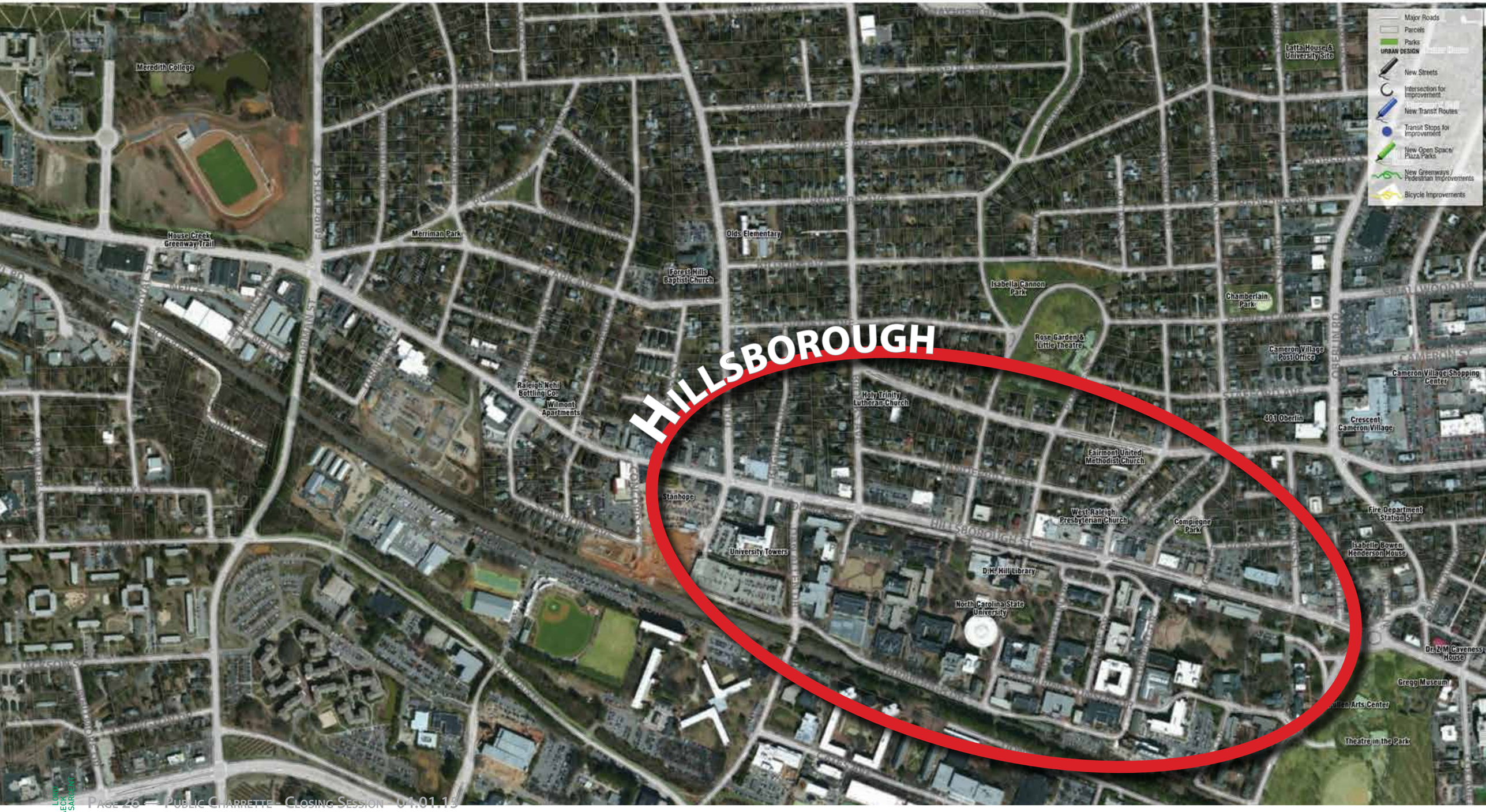
Development Focus Areas



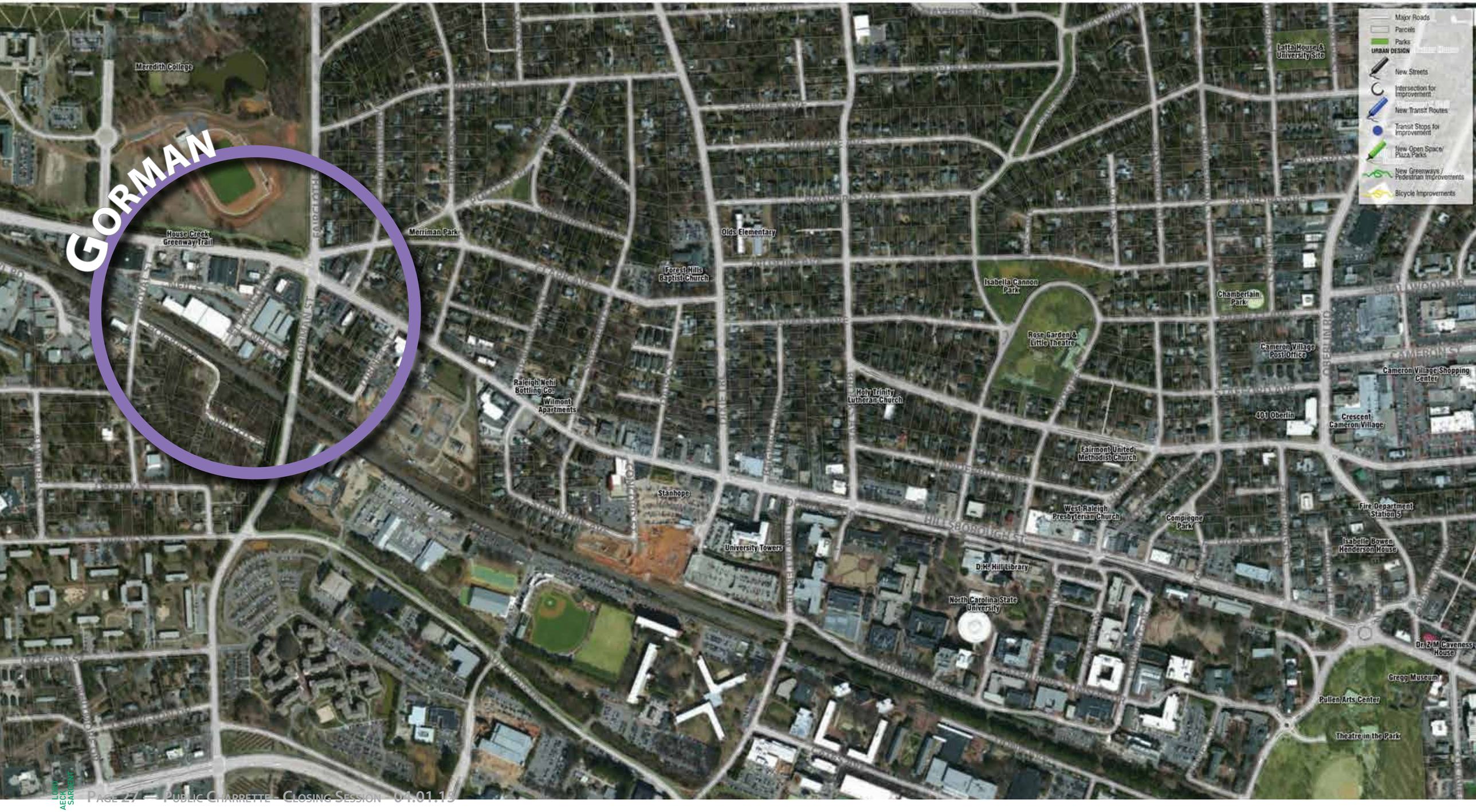
Development Focus Areas



Development Focus Areas



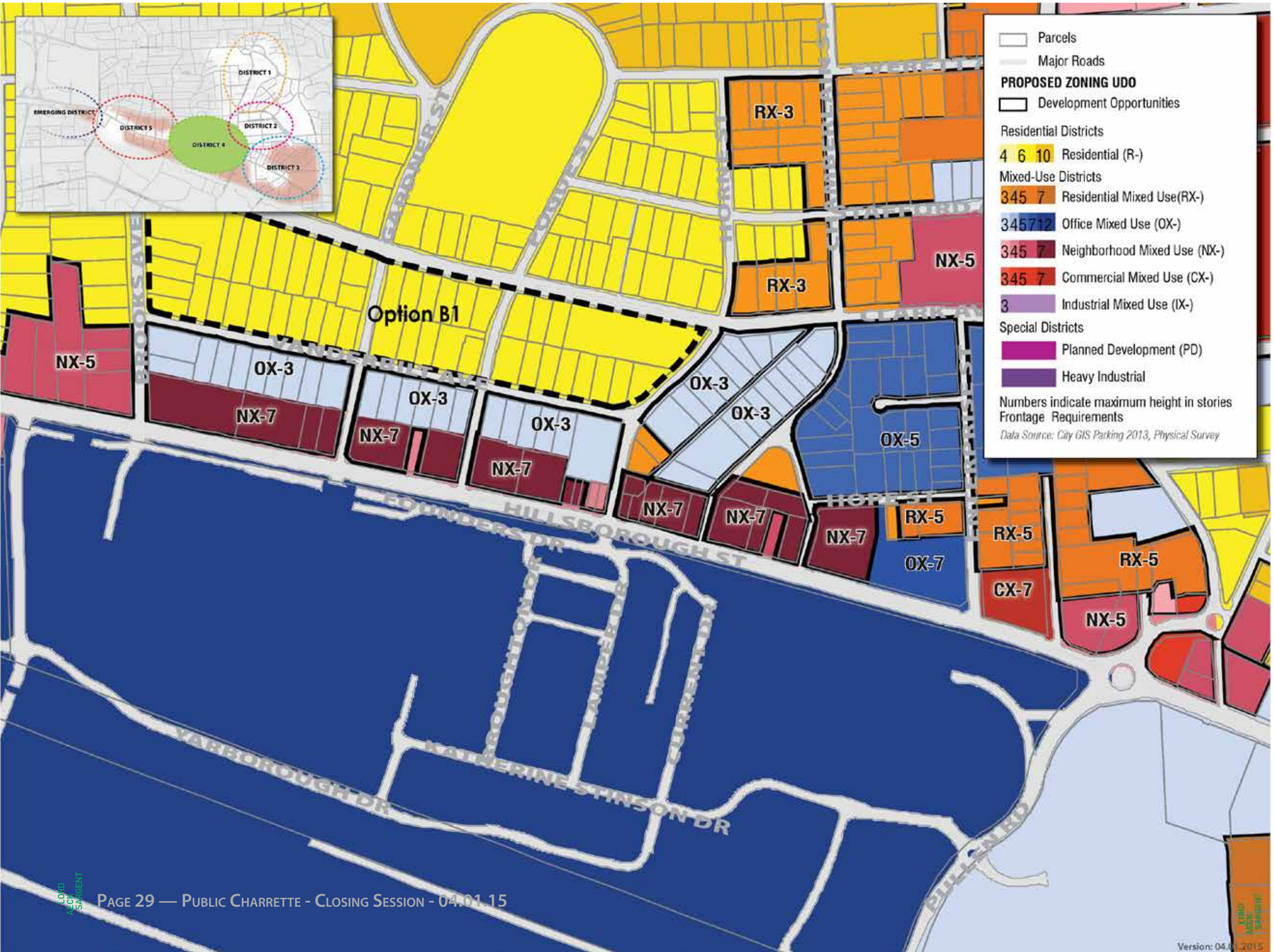
Development Focus Areas



District 4 Growth Scenario A

Growth Scenario A

District 4 Growth Scenario B



Growth Scenario B

District 4 - Enterprise Growth Scenarios

Enterprise Street - Today

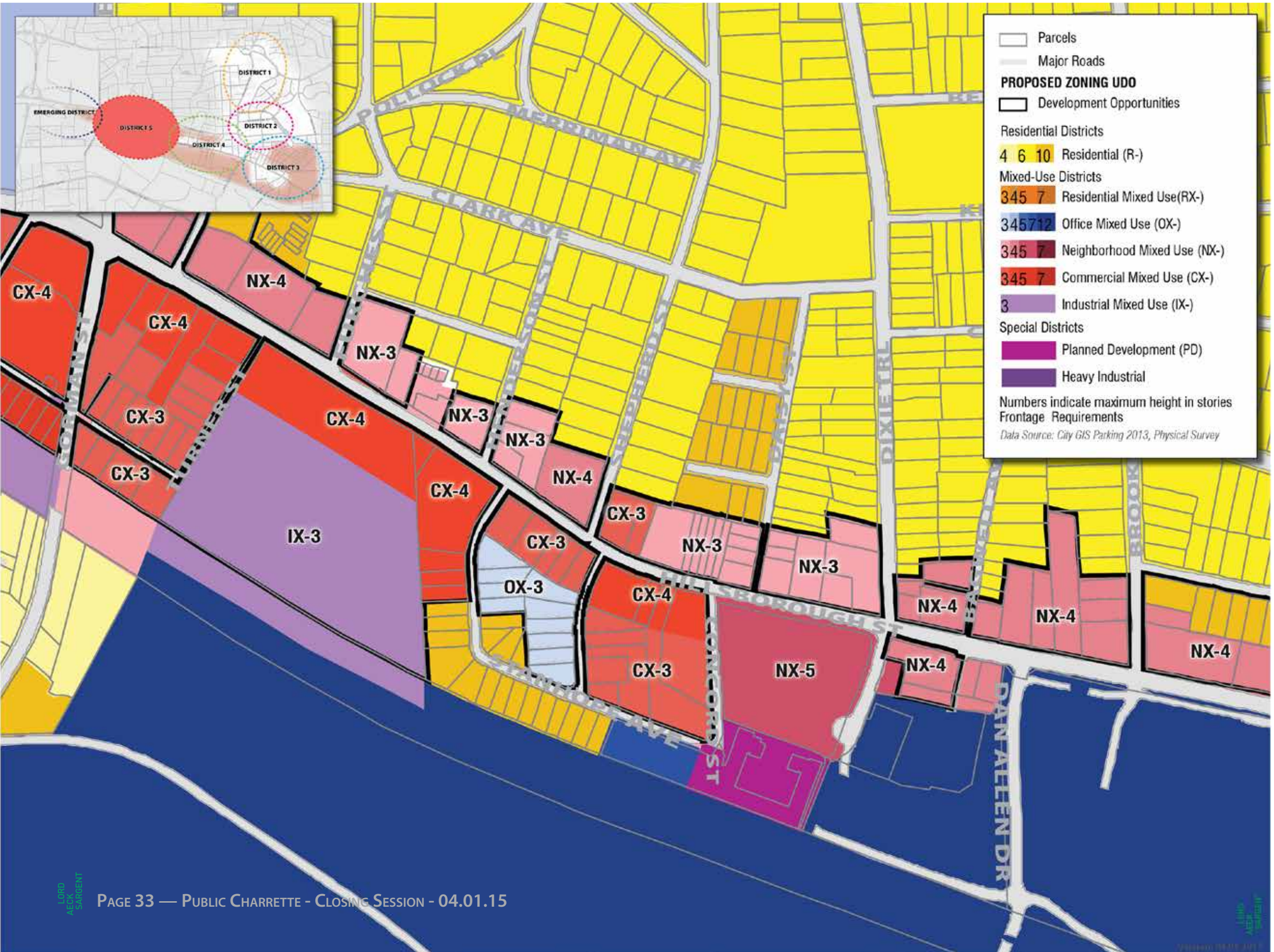
District 4 - Enterprise Growth Scenarios

Enterprise Street - Growth Scenario A

District 4 - Enterprise Growth Scenarios

Enterprise Street - Growth Scenario B

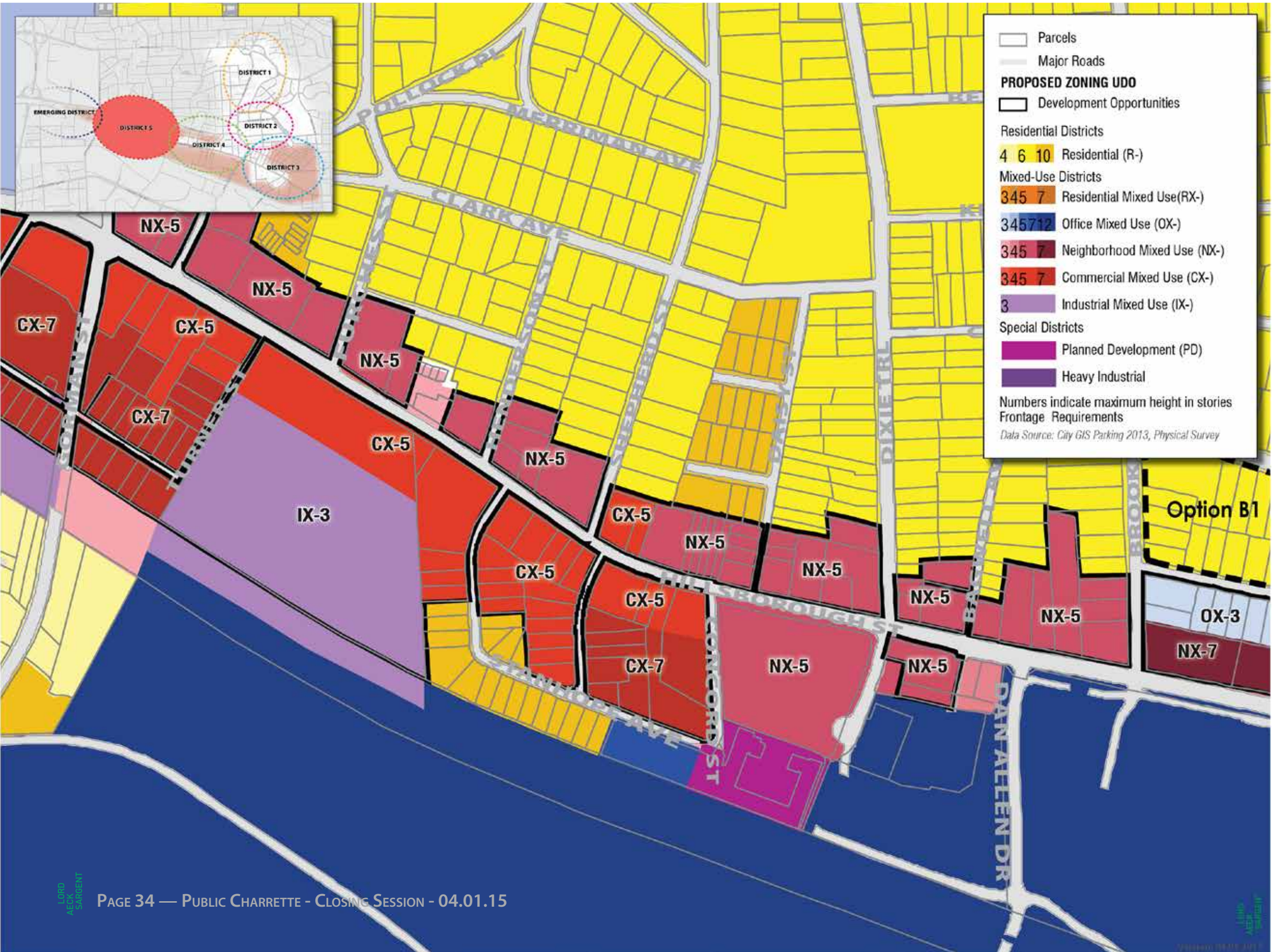
District 5 Growth Scenario A



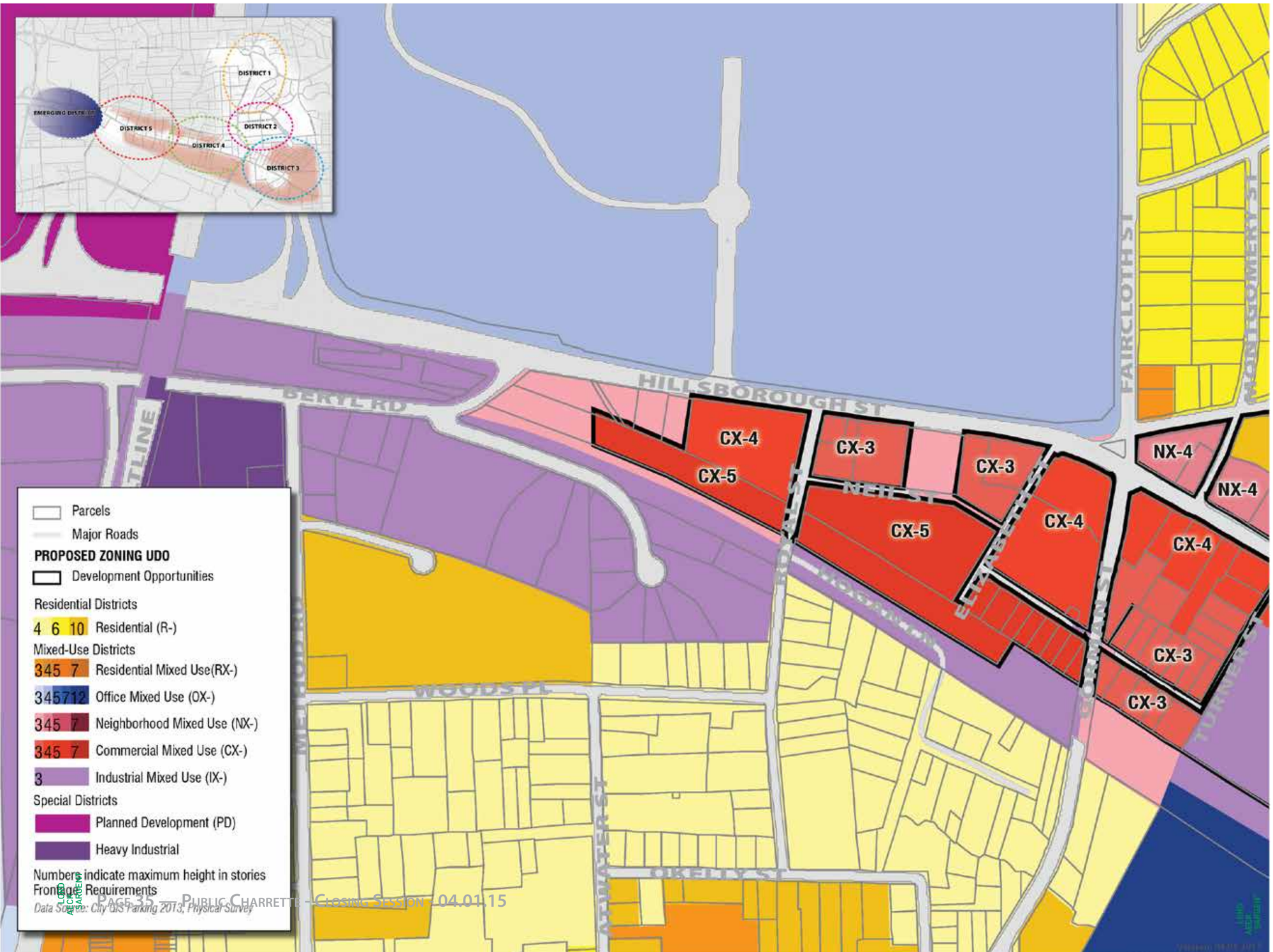
Growth Scenario A

District 5 Growth Scenario B

Growth Scenario A

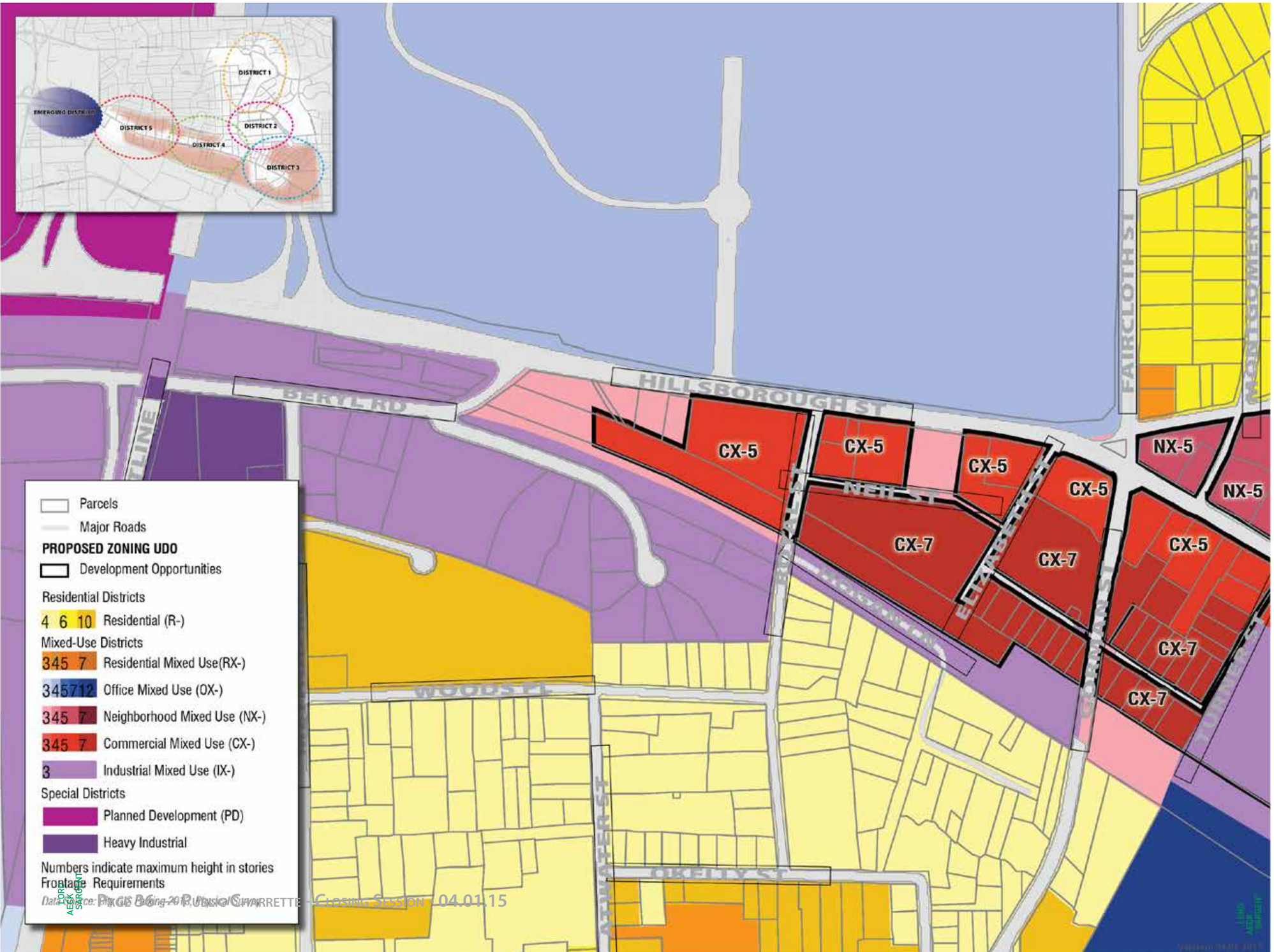


Emerging District Growth Scenario A



Growth Scenario A

Emerging District Growth Scenario B



Growth Scenario B

Transition Areas

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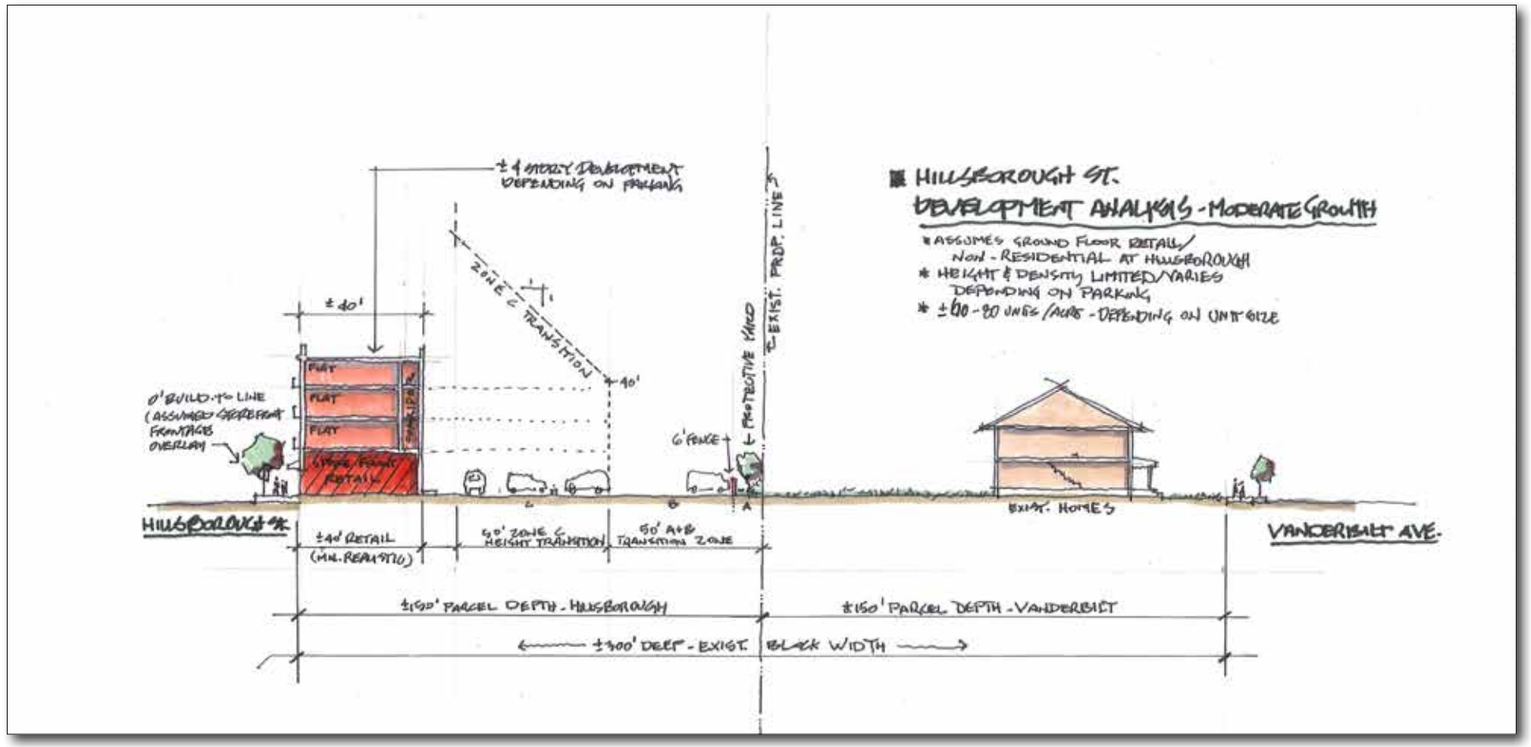
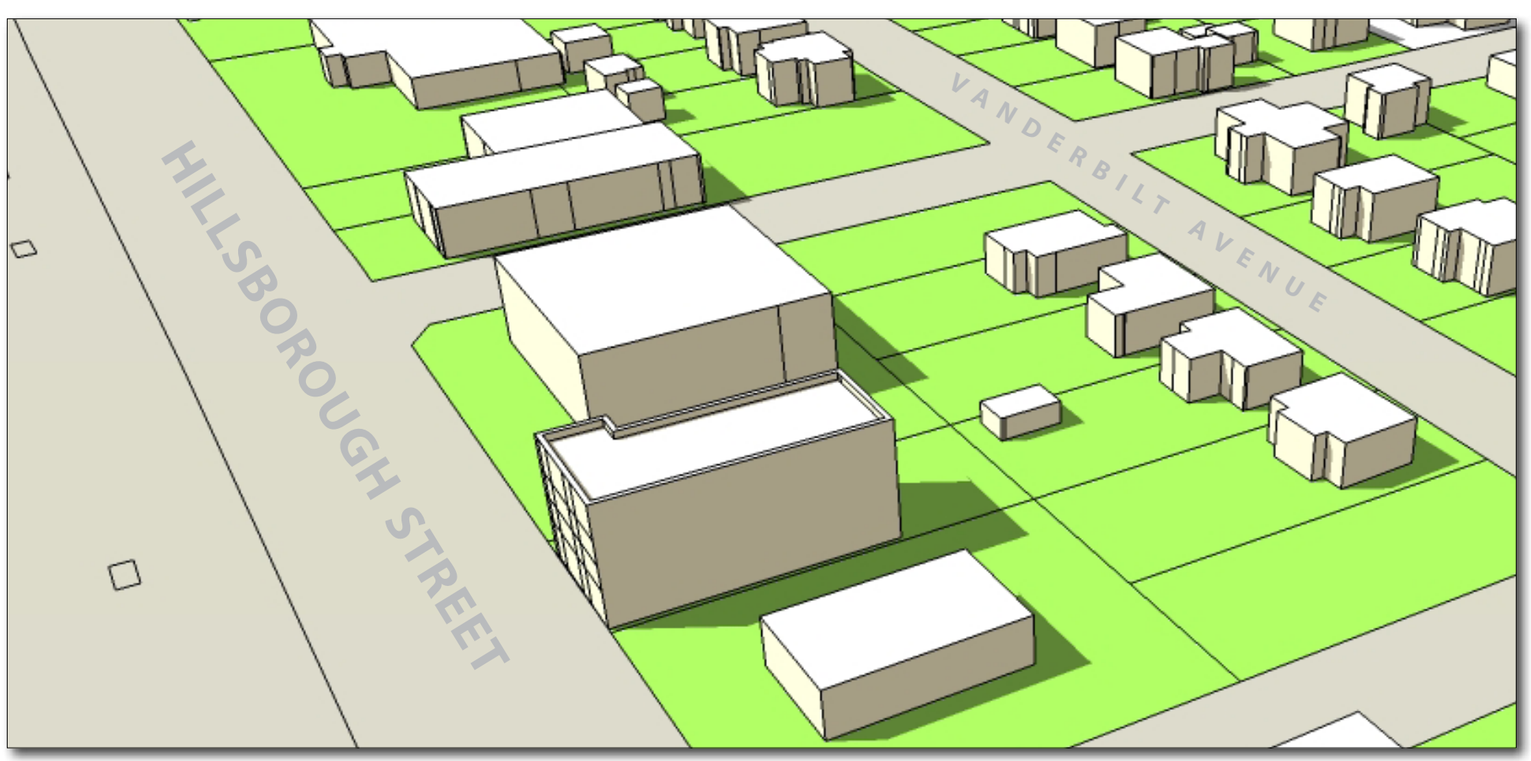
Development Studies

Case Study: Scenario A

- Approximately 150’ parcel depth
- Approximately 300’ block depth
- Minimal ability for structured parking
- More likely to occur incrementally on smaller assemblages or individual parcels

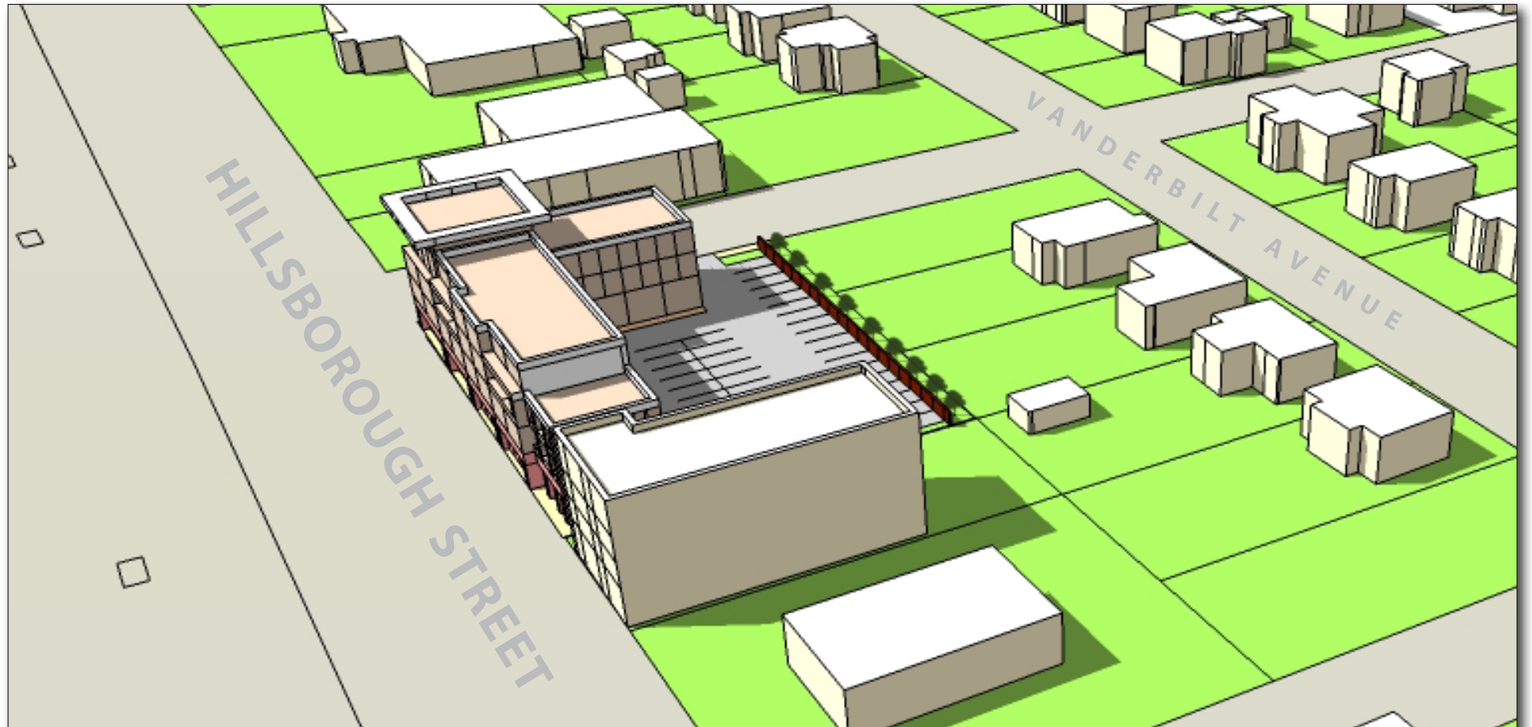


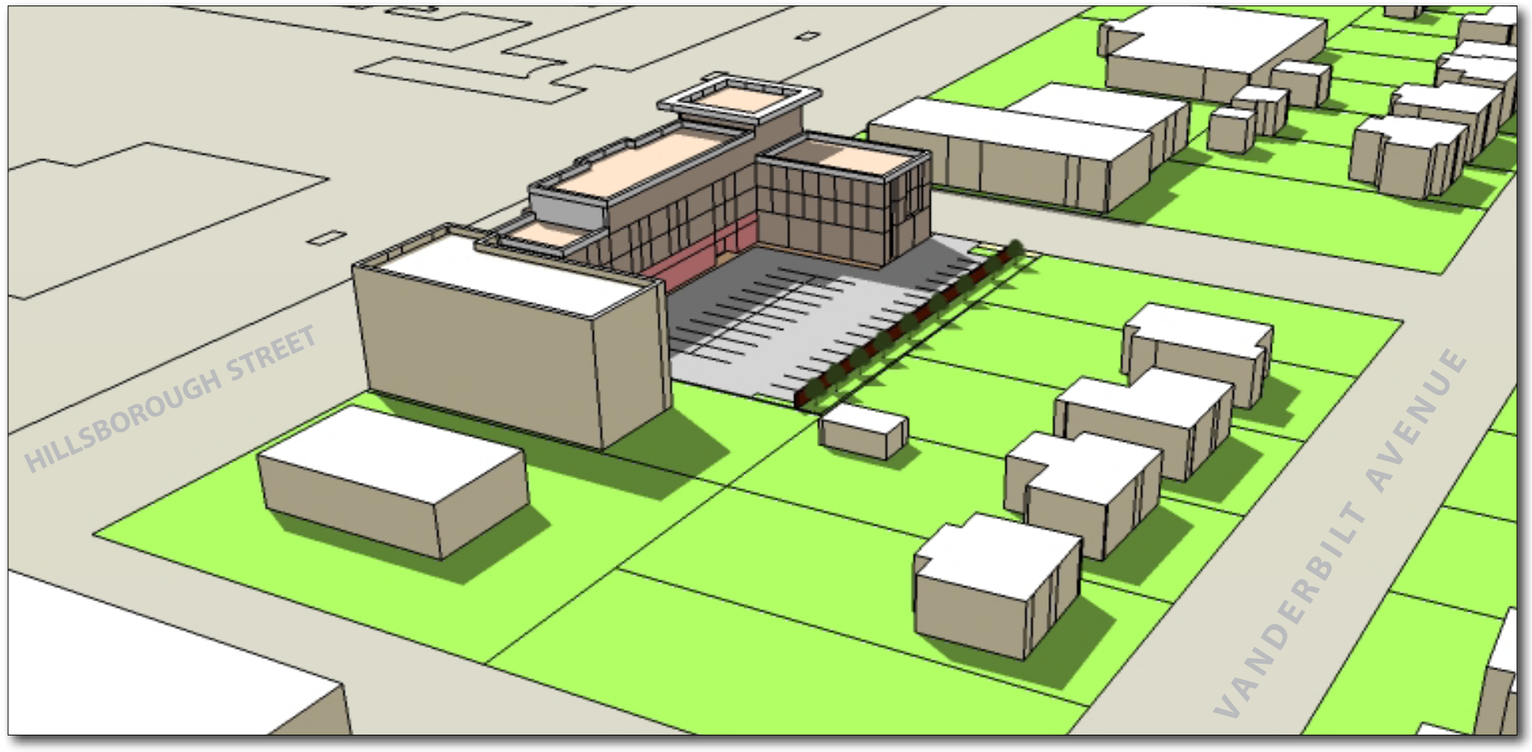


Development Studies

Case Study: Scenario A

- Equates to Approximately 60-80 units per acre
- 4 Story Development Most Likely

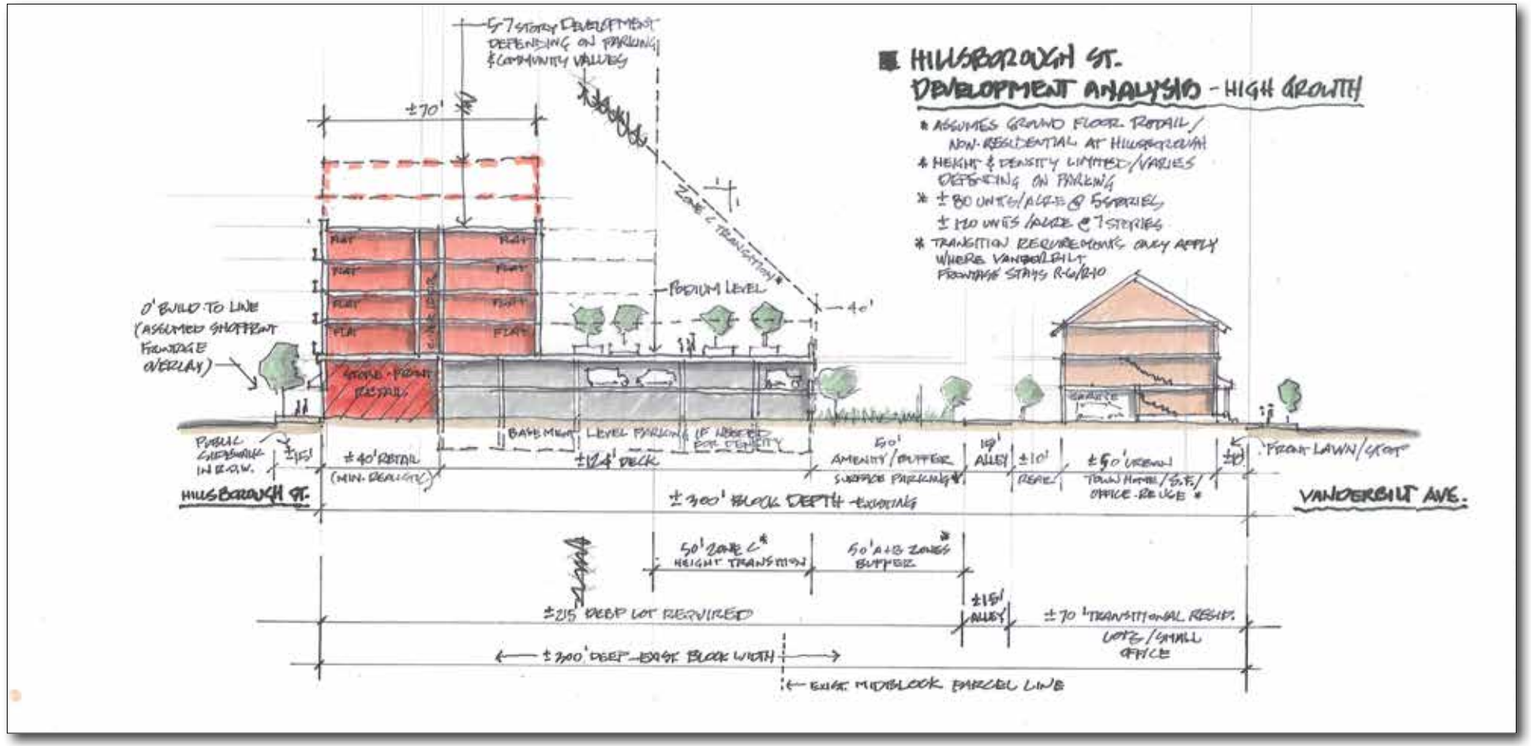




Development Studies

Case Study: Scenario B

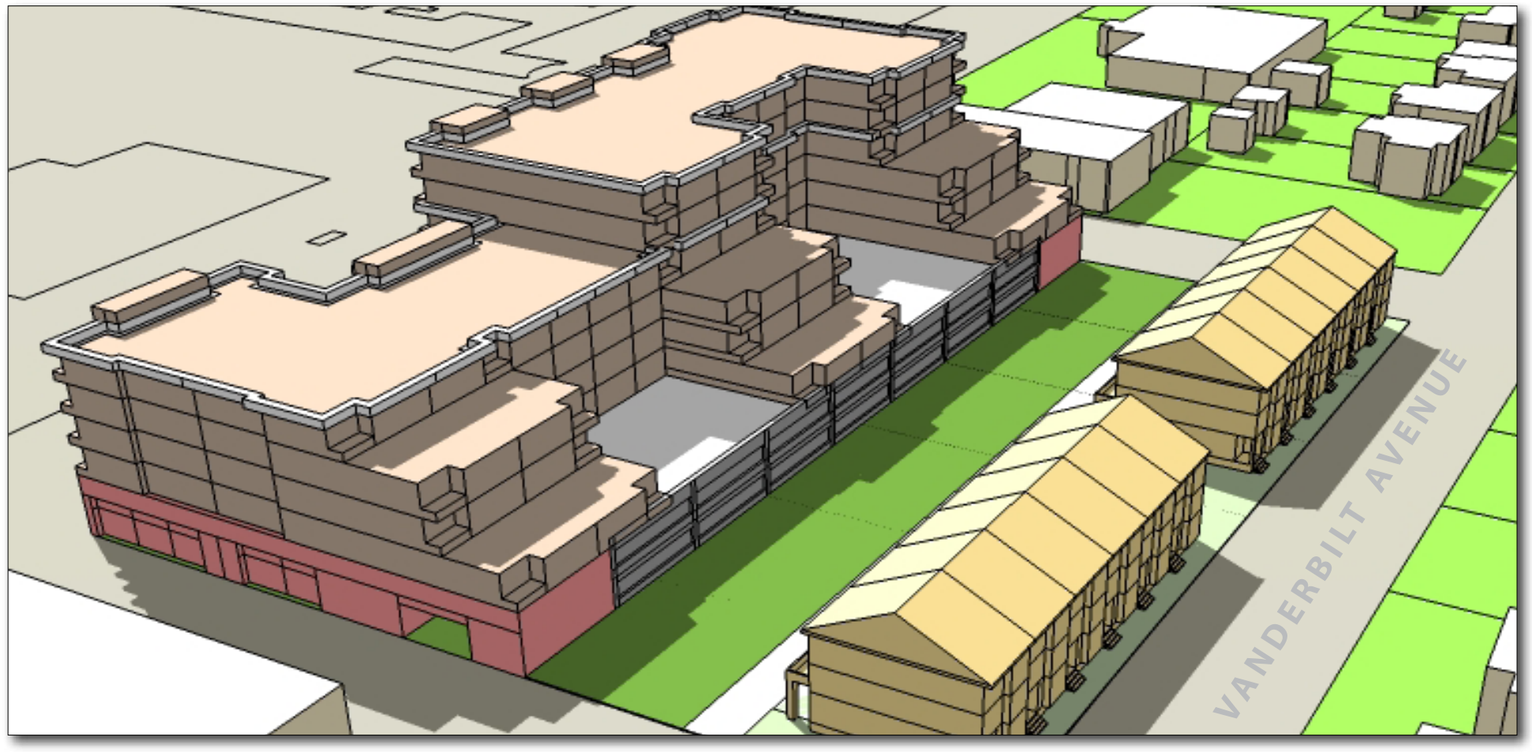
- Requires full parcel depth for redevelopment - 300’
- Integrated structured parking - allows for more dense development
- More likely to require parcel assembly



Development Studies

Case Study: Scenario B

- Equates to Approximately 80-120 units per acre
- 5-7+ Story Development Possible
- Lower scale residential along back side of block
- Massing, scale and transition guidelines take on added importance due to larger buildings



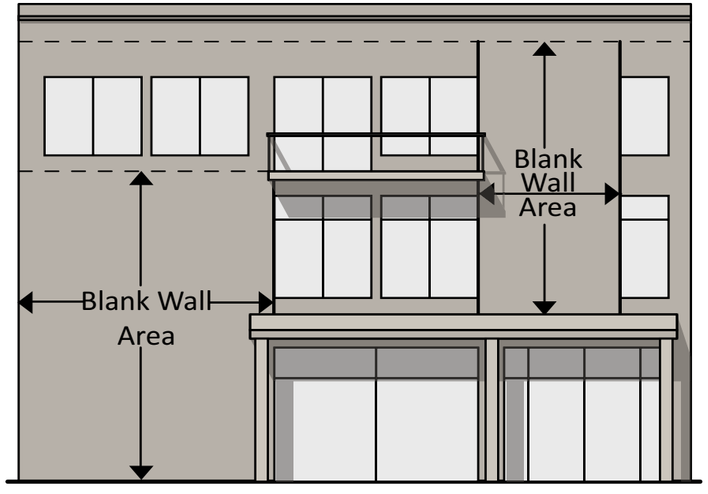
Development Studies

Massing & Scale Controls

- FENESTRATION
  - -50% Ground Level (min)
  - -20% Upper Level (min)

- BLANK WALLS
  - -Minimize blank walls
  - -20’ (max) in any direction

- PEDESTRIAN ACCESS TO BUILDINGS
  - -Required on primary streets
  - -50’ spacing between entries (max)



Frequent Building Entries Make a Building More Inviting

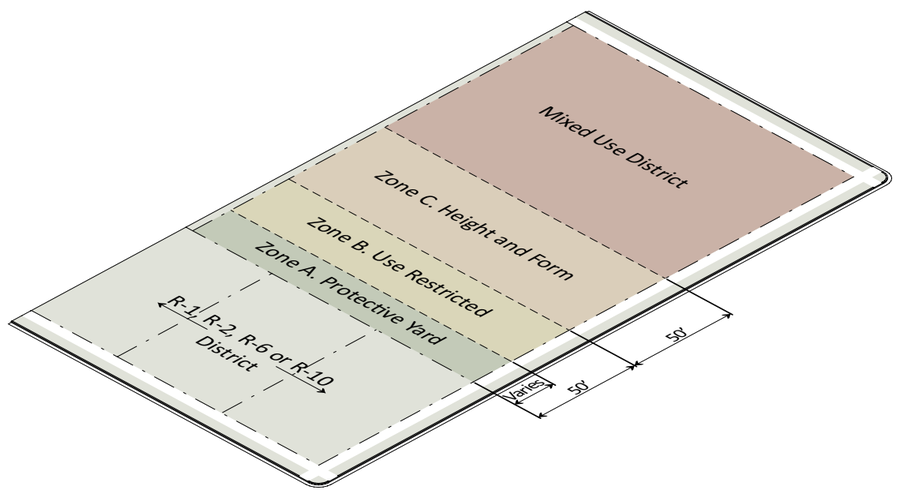
Development Studies

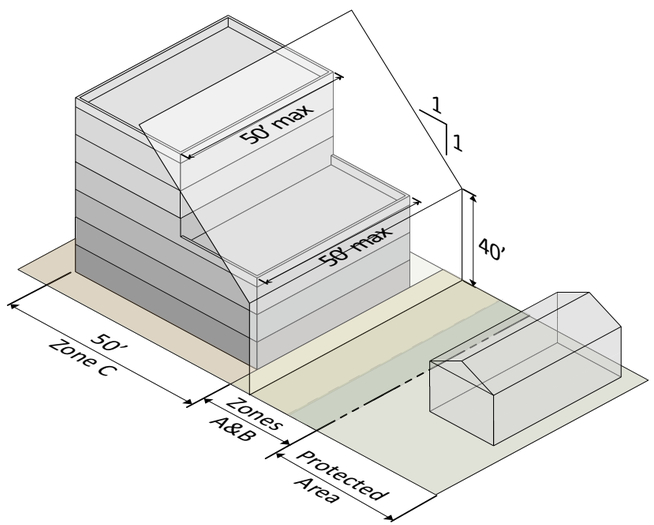
Massing & Scale Controls

- URBAN SETBACKS
  - -0’ (min) to 15’ (max.) front setback
- FLOOR HEIGHTS
  - -13’ ground floor (min)
  - -9’ upper floors (min)
- TRANSITIONS TO RESIDENTIAL
  - -50’ buffer (Zones A+B)
  - -50’ transitional heights (Zone C)

Minimal Front Building Setback Promotes Walkability & Interaction

Taller Ground Floor Helps Emphasize Pedestrian Zone





Development Studies

Massing & Scale Controls

ON LARGER BUILDINGS... break up the massing to create the appearance of multiple buildings by:

- VARIED CORNICE HEIGHTS
- EMPHASIS ON INDIVIDUAL BAYS/BUILDINGS
- VARIATION IN MATERIALS/ DETAILS
- UNDULATED FACADES

Planning Stations

Public Realm Network

Parking Strategies

Development Framework

- Growth Scenario Maps
- Transition Areas
- Development Standards