

CAPITAL BOULEVARD



CORRIDOR STUDY



Summary Report on the
Capital Boulevard Corridor Study
First Public Workshop
June 24, 2010

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Appendix A—Table Notes

1 Introduction

1.1 PURPOSE AND SCOPE

The first public meeting for the Capital Boulevard Corridor Study was held on June 24, 2010. This meeting corresponds to Task 1.4 in the Scope of Work, which is the final task of the first phase of the project. The focus of the first phase is project scoping, and has included meetings with a working group of City departments and an intergovernmental stakeholders meeting with State, County and City representatives. A Briefing Book has also been prepared during Phase 1 as means to identify issues and provide background information to the participants in the first workshop.

The workshop's purpose was both to confirm the direction for the study, as well as to gain initial input as to the issues and opportunities that the study should cover. Accordingly, participants were asked to provide input on the following topics:

- Whether the proposed scope of work was comprehensive;
- Whether the proposed study area was logical and sufficiently inclusive;
- Whether all the relevant issues for study had been identified; and
- What additional opportunities and constraints the project team should be aware of during the course of the study.

Based on the results of the public workshop, the following tasks will close out the first phase of the project:

- This summary report will be finalized, published, and uploaded to the Capital Boulevard Corridor Study project web page.
- The scope of work and study area will be revised as necessary to reflect public input.

1.2 PUBLIC WORKSHOP FORMAT

The public workshop was held at Bobby Murray Chevrolet, 1820 Capital Boulevard. The intent was to hold the workshop in the vicinity of the study area as a gesture of convenience and to generate engagement among residents, property and business owners, and government stakeholders.

At the public workshop, a brief presentation of the history of the corridor and a preliminary inventory of known issues was followed by small-group discussions. In the small-group discussions participants reviewed the study area, identified key issues and opportunities, and refined next steps.

The public workshop was publicized widely in local news media, including print and television, as well as on the City's web site. Turnout for the meeting, estimated at about 200 participants, fully utilized the capacity of the venue.

1.3 HOW THE INPUT WAS COMPILED AND ANALYZED

At each of the small-group discussion tables, facilitators asked the following questions to spur discussion. Recorders noted responses.

- Do the scope and study area make sense? What would you modify?
- Did we miss any issues? What would you add? Which are most important?
- What are the best opportunities for positive change?
- What constraints stand in the way of realizing the opportunities?

A comment form was distributed to all participants upon check-in at the registration desk. They were asked to submit additional comments at the conclusion of the meeting or to fax them to the Department of City Planning. They also were encouraged to submit comments through email. All table notes were compiled verbatim and can be viewed in their raw format in **Appendix A** of this report.

Staff read through the table notes and written comments several times to get a sense of points of commonality and recurring themes across the comments. These themes are written up in this report, with accompanying staff analysis and responses. Where appropriate, supporting quotes from the notes and comments are included in the narrative. The intent is to demonstrate the integrity of the public process by:

- Capturing all comments received during and after the workshop;
- Reviewing each comment; and
- Analyzing and reacting to the major themes that emerges from the comments.

2 Scope and Study Area

Participants in the workshop were provided with maps of the proposed study area and an outline version of the scope of work. In addition, the opening presentation provided a summary of the scope. The full draft of the scope of work had been available on the project web site for several weeks prior to the workshop date.

Participants were asked to provide their opinions as to whether the study area boundaries were appropriately drawn, and whether the specific work tasks in the scope made sense and were sufficiently comprehensive.

2.1 SCOPE OF WORK

In general, participants felt that the scope of work was logical and comprehensive. *"Good to go."* *"The scope seems comprehensive."* While there was extensive commentary on the scope, most of the comments were on topics already addressed in the scope. However, there were many suggestions for how the scope could be improved.

Several participants focused on the need for the scope to include a phasing plan. *"Scope seems aggressive—should it be phased?"* Some framed the phasing issue in terms of geography, others in terms of time: *"Phase the study area by looking at smaller segments at a time."* *"Are there any plans to identify short and long term phasing of the plan?"* One person concentrated on the idea of starting with a catalytic project: *"There is no first step catalyst that appears to be the key to getting the project started."*

Staff agrees that phasing will be critical to the successful implementation of the plan, and that this phasing should identify immediate, short and long-term actions. In terms of geographic phasing, staff would suggest that geographic sub-areas may be useful for the analytical phase of the project, but may not be a good basis for identifying which actions should move first.

In addition to phasing, some participants commented on the need to address funding and incentives for reinvestment. *"Funding."* *"Explore ideas as to how to provide incentives to attract development and shopping."* Fortunately, a white paper on potential funding sources and mechanisms has been added to the scope in response to an offer of pro bono consultant services.

Several topics were seen as missing from the scope of work, including habitat and ecology; crime and public safety; and sustainability. *"Habitat and ecology missing from scope."* *"There is no focus on the*

theme of sustainability..." While these were generally contained within the scope, more explicit references will be added in response to these comments.

2.2 STUDY AREA

There were many comments on the study area, many of which objected to the exclusion of the adjacent neighborhoods from the study area boundaries: "*Should include immediately surrounding residential areas.*" "*Why are residential areas not included in the study area? Project will have impact on those neighborhoods linked by access issues.*"

The study area specifically excluded residential areas because it is anticipated that there will be no recommendations for land use changes or capital projects specifically within those neighborhoods. However, the participants are correct that the study will have implications for these neighborhoods, and that connections to these neighborhoods should be a focus of the study.

Much of the study area boundary corresponds to the location of the rail lines, and in many places these railroads delineate the boundary between the commercial and industrial land uses that line Capital Boulevard and the residential areas beyond. However, there is also an area of industrial use between the Glenwood Yards and the Roanoke Park neighborhood that some wanted included in the study area: "*Should include transition areas between residential and industrial/commercial zone.*" This area merits scrutiny during the study even though access from Capital Boulevard is limited.

The I-440 interchange was not included in the study area as no changes to this interchange are contemplated. One commenter highlighted the need to look at the ability of bikes and pedestrians to cross this bridge. While the study will not directly tackle this issue, pedestrian and bicycle issues are now routinely incorporated into the City's input on any modifications or redesigns of interchange facilities.

3 Issues

As part of the introductory presentation, participants were presented with a preliminary list of identified issues the study should address, and asked if there was anything missing from the list. These issues were as follows:

- **Traffic:** 60,000 vehicles per day traverse the busiest stretch of the corridor.
- **Access management:** The corridor has a proliferation of curb cuts, many on curves or in blind locations. At the same time, some properties are poorly served by roadway access.
- **Rail and bus transit:** CAT serves the northern leg of the corridor, and the regional rail project would traverse the corridor and have two or more stations in or near the study area.
- **Southeast High Speed Rail:** The project proposes several new grade separations or street closure in or near the study area.
- **Pedestrians and bicyclists:** Neither is well accommodated in the corridor today.
- **Water quality:** The Pigeon House Branch is the most impaired water body in Raleigh.
- **Flooding:** The study area has a history of flooding from both major storm events as well as localized flash flooding.
- **Public land:** Several significant properties are owned by the City, County and State.
- **Greenways:** A greenway paralleling the Pigeon House Branch has been on the City's greenway plan for some time, but no feasible means of accomplishing this link has been identified.
- **Private investment:** There is a general sense that private development within the study area has lagged, and that supportive public investments and land use policies could help stimulate a significant private sector response.

Participants generally affirmed these issues, but also brought up new issues not on the list above. Participants also elaborated upon the issues above by providing more specific examples.

Starting with the roadway, participants identified a number of major issues, including the lack of connectivity; safety concerns; and difficulty with wayfinding. With regards to connectivity, the limited-access nature of Capital Boulevard, combined with the adjacent railroad lines and yards, makes for very limited access to the corridor from adjoining streets and neighborhoods. *"Connectivity and road access is the top issue."* *"The highest priority would be the access. It is confusing in addition to being useless."*

One potential solution offered was a better system of access roads. *"Need access or marginal roads bridging the neighborhood."* Access roads would address another problem, which is the proliferation of curb cuts. *"Traffic—too many curb cuts. US-1 is confused about what it wants to be."* These curb cuts are

one safety issue, particularly when they are located on segments of the highway with poor visibility or merging traffic. The extension of West Street was another idea to improve access: *"West Street extending north parallel to Capital Boulevard would help development gain access and have an alternative lower volume road."*

Another safety issue concerns the southbound "S" curve at the southern end of Capital Boulevard, terminating at Land Street. *"Can we reevaluate that 'S' curve at the southern end of the corridor study?"* The curve goes under the CSX rail line, and one person claimed that the bridge drips a slippery substance onto the roadway, creating a hazard: *"Under the railroad bridge where Dawson and McDowell split, a slick fluid comes down and makes the road surface treacherous...police confirmed there was a recurring problem with an undetermined fluid."*

One table singled out the ramps at Fairview Road for particular comment. This interchange was constructed in 1961 and replaced a grade-level intersection that was causing left-turn backups. Issues noted included sight lines and the unusual design of the facility. *"Businesses on Fairview are hidden right now by the flyover."* *"Left-hand exits are not desirable."* *"Re-establish the original opening to Capital from Fairview."* This last suggestion is likely not desirable from a safety and congestion perspective. In a written comment, one person recommended eliminating the interchange altogether and closing the rail crossing, noting that it would decrease traffic through the neighborhood and eliminate the need for train horns.

The poor aesthetics of the corridor were highlighted by many participants. *"Capital Boulevard does its job by moving traffic, but is unpleasant to the eye."* The major aesthetic issue was the condition of property within the corridor. *"Run down/abandoned buildings, aka appearance."* *"Discourage strip malls, reduce seedy businesses."* Some also noted the character of some of the businesses within the study area, particularly the sexually-oriented establishments. *"Adult theme isn't welcome in the area."*

The connectivity issues identified for vehicles are more pronounced for the non-motorized modes, i.e., biking and walking. From the perspective of a cyclist or pedestrian, there are few places to cross Capital Boulevard, and fewer still to cross the adjoining railroad, effectively severing neighborhoods which are otherwise geographically close to each other. *"Need access across Capital Boulevard."* *"Access to the properties across the railroads, overpasses over the railroads, access to high-speed rail."*

Flooding was also discussed by participants, and two types of mitigation were proposed. The first concerned reducing the "flashiness" of the stream by improving stormwater control on adjacent properties, including low-impact technologies such as pervious pavement, and creating locations for stormwater storage. *"Floodplain—opening up the creek will help abate flooding."* The second concerned

the acquisition of properties within the 100-year flood plain. *"Prioritize the areas within the floodplain... This particular area may not be conducive to buildings; may be better suited as a park or river walk area."* This latter strategy needs to be approached carefully, as there are many active businesses located within floodplain areas. However, it does provide an effective means of preventing future harm to persons and property from flood events. As one participant noted, resolving flooding issues will be good for economic development in the long term: *"If you take care of flooding issues you will increase the level of private investment."*

A few other issues were raised during the table discussions. These include the presence of pollution and contamination within the corridor; public health considerations, which include air quality and physical activity; and the need for a market study to understand the potential future value of the real estate in the study area.

4 Opportunities

Major opportunities considered by workshop participants included greenways, open space, new uses, multi-modal transportation, interchange facilities design, and incentives.

There has been a long-standing proposal for a greenway to run the length of the study corridor, and greenways emerged as the number one opportunity, referenced in participant comments more than any other. The greenway could be an organizing element of the final plan: *"Greenway should be a high visibility amenity—start with that and plan everything else around it."* A greenway could be part of a new system of open spaces: *"Top opportunity is to create a park system, greenway, and river walk that is connected to Devereux park."* A greenway would also facilitate bicycle and pedestrian movement in the corridor: *"This project would create open green space in the corridor and would allow for multimodal transportation—the ability to get in and out of downtown of bikes/foot."* Lastly, the greenway could be linked to flood control measures, including the restoration of portions of the floodplain: *"Controlling flood area to create a river walk."*

Raleigh's greenway corridors consist of the combination of a protected land along a stream corridor and a paved multi-use path. While manmade barriers may require the two to be separated in places, the Pigeon House Branch is the logical location for the greenway, and the greenway in turn could convert this neglected waterway into an amenity for adjacent land uses and the nearby neighborhoods. One step will be to uncover and de-channelize the stream wherever practical. *"Dig up and 'daylight' Pigeon House Creek."* Such a project can also have flood mitigation and control benefits. *"Use the floodplain as an opportunity to create a park or green area within this corridor."* *"Use floodplains as green open space."*

Creating a new open space and recreational amenity could help attract new uses to the study area, and workshop participants had a wide range of opinions regarding what sorts of uses would be desirable. For many, the focus was on local-serving commercial land uses that provide gathering places for nearby residents. *"Bring more 'neighborhood' type businesses to the corridor."* *"Shopping and entertainment can act as magnet to bring people in from flanking neighborhoods."* *"Grocery store; local vendors preferred."* Others want to see destination uses in the area. *"Anchor store would be welcome."*

One use that emerged in several comments was a farmer's market. *"Farmer's market...pubs, post office, grocery..."* *"The redeveloped Capital Boulevard area could support a local farmers market...people would get community interaction there; drinking coffee, chilling, noshing, hanging out, seeing and being seen."* Devereux Meadows was once home to a minor league ball park, and a couple of participants brought up the idea of returning sports to the corridor. *"Create destination—ball park, RBC Center..."* *"Baseball*

stadium. "Finally, while the corridor is not attractive for residential use today, some saw the potential for new mixed-use development that could provide a more affordable alternative to downtown condos and apartments. *"Good old fashioned mixed use!" "Lower-cost living options for downtowners."*

To access these new uses, participants want to see multi-modal transportation options in the corridor, including bicycle and pedestrian facilities. *"Provide ample opportunities for biking, walking, and other multi-modal transportation..." "Larger right-of-ways for bikes and pedestrians..."* Improvements to the bus system were also identified as opportunities. *"Improve bus amenities (shelters) and their accessibility." "Provide better and more frequent public transportation within the corridor."*

Accommodating multiple modes will likely require changes and improvements to the car-centric design of the roadway and its interchanges, none of which provide reasonable accommodations for cyclists and walkers. One idea is a system of access roads to separate local and through traffic. *"Use existing West Street as access for vehicles and extend it down along the tracks north to take some of the volume off Capital Boulevard and to access warehouse district." "Develop parallel access roads to enhance access to commercial properties without getting on Capital Boulevard."*

There were also several comments regarding the need to redesign the interchange facilities along the corridor. *"Interchange with Wake Forest and Atlantic should be simplified." "Need to fix Automotive/Wake Forest/Brookside/Atlantic interchange." "Rework the interchanges using offset roundabouts..."* The age of these facilities provides the opportunity to fund these redesigns as part of normal bridge replacement projects. *"Many bridges are at the end of their lifespan and will need to be replaced soon. Having a plan in place will allow them to be reconstructed for many of the noted improvements."* Whatever improvements are made, however, the heavy traffic loads in the corridor cannot be neglected. *"Road's arterial function needs to remain an important criterion."*

There has been little new investment in the study area during the past few decades. Bringing new uses and investment to the corridor may require incentives in addition to catalytic investments. These incentives could target existing property owners and properties. *"Creating incentives for property owners to make significant re-investments or complete upgrades." "Tax incentives, grants, or a fund to assist existing landowners with building renovations and smaller beautification projects."* They could also target specific building types. *"Incentives and funds for private redevelopment of industrial buildings."* However such incentives might be targeted, appropriate funding mechanisms will be needed.

5 Constraints

Major constraints considered by workshop participants included existing zoning conditions and land use patterns, the rail tracks and future Southeast High Speed Rail plans, floodplain realities, and funding imperatives. Their comments suggest that these issues create major restrictions on what might be accomplished along the corridor in the future unless they can be overcome.

To set the stage for new land uses in the corridor, attendees suggested *"change the zoning."* Currently, Industrial zoning presents a restriction to expanded development and new uses. Suggestions were made to change that Industrial zoning to Mixed-Use zoning. The 2030 Comprehensive Plan's future land use scenario for the corridor is generally aligned with participant concerns and helps pave the way for future rezonings in the study area. The new Unified Development Ordinance, currently being drafted, will provide a new suite of mixed-use districts and frontage standards for implementing such land use recommendations.

"Rail corridors are immovable objects." The railroad tracks are a major constraint in that they *"[Railroad tracks] border both sides of the scope area."* The anticipated highspeed rail is considered a potential constraint (and opportunity) on development throughout the corridor. *"The high speed rail is a major factor in constricting connectivity. It will have an impact on surrounding land use. This may impact the ability to develop."* Another participant weighed in by commenting *"If we fail to properly plan and implement the high speed rail (such as selecting the right track), we could stifle development."*

In addition to the railroad tracks, the floodplain is a major constraint. As suggested in the *Issues* section of this report, the floodplain restricts development in that area. Flash floods can be mitigated through better stormwater management practices to protect those concerns currently located there. Future development needs to be carefully considered.

Attendees consistently went beyond a wish list to strategies for getting the job done, including leadership and funding opportunities. *"There needs to be a clear leader of this project who is tasked with ensuring the continued pressure needed to complete this massive project."* Significant cost is associated with the many implementation scenarios under discussion during the workshop. Creative financing suggestions included *"Use taxes to raise money for this project such as a POF or TIF (Tax Increment Financing)"* and *"Initial work needs to be done on funding opportunities and a financial strategy."* *"There is no current funding mechanism to help current landowners fix up their property."*

In addition to the major constraints mentioned above, issues concerning the Pigeon House Branch, infrastructure repair and attractiveness, accessibility, and transportation were viewed as limitations to future success. There was extensive conversation about a water feature along the corridor and the clean up and realignment of Pigeon House Branch along the greenway: *"Greenway/river walk [are] constraints as it switches sides."* *"Need to determine how many businesses have the stream running underneath them."* *"A river walk will provide some challenges due to the Department of Water Quality's buffer requirements and the Corps of Engineers stream projects. The stream and its surrounding flood plain and buffers will have to be left in a better condition than they are now."* One commenter suggested that *"preserving the creek and redeveloping land may present conflicting goals."*

Interchanges and aging bridges from Peace Street to Automotive/Wake Forest/ Brookside/Atlantic need repair and realignment. The *Issues* section of this report reviews the connectivity and issues debated, especially the major impediments pedestrians and bicyclists experience along and across the corridor.

Limited access roads are a barrier to future development and business attraction. One participant suggests that we *"Create frontage roads/service roads to limit access along Capital Boulevard."* Several table discussions were held about extending West Street to provide more access to current and future development, small business, and local shopping.

Public transportation can serve as a key amenity, but currently is fraught with problems along Capital Boulevard. Participants discussed their concerns and a desire for more attention to be paid. Participants insisted that we need to *"provide better and more frequent public transportation on the corridor."* The corridor needs to be safe for all. In addition to a lack of shelter for bus riders, there are no sidewalks on either side *"buses stop only a few feet away from traffic, and don't feel safe."*

Workshop participants have a vision and want to *"Develop a corridor that creates a place, destination, and cohesive neighborhood as opposed to an unattractive highway facility."*

In addition to its importance as a major traffic thoroughfare in and out of Downtown Raleigh, the future corridor ideally will be a place of well-planned, successful development that is accessible to local business enterprises, the communities that border it and the people who drive, bike, walk, or take public transportation to it.

Current and potential constraints include the necessity for the entire community to work together and reach consensus. Participants mentioned the government stakeholders, landowners, the business community, and neighborhoods bordering the corridor. *"Cohesiveness and willingness [especially] on the*

part of all governmental agencies to come to consensus on this project is a potential barrier. There are many moving parts that need to come together and [they will need to] agree on many critical issues.”
“Public and private investment will eventually transform the corridor.”

6 Conclusions

With about 200 participants, the first workshop on the Capital Boulevard Corridor Study has provided a wealth of input regarding the issues, opportunities, and constraints within the study area. The participants have also provided helpful suggestions regarding the scope of work that will be incorporated into the final project workplan. The following is a summary of the general conclusions that emerged from the analysis of the input received from the workshop.

6.1 AMENDMENTS TO THE SCOPE OF WORK

In response to public comments on the scope of work, the following changes are proposed:

- Explicitly mentioning ecological and environmental issues;
- Placing more emphasis on funding; and
- Including a discrete task related to an analysis of phasing options.

Conflicting recommendations were received regarding the study area. A key concern is the impact of activity in the study area on adjacent neighborhoods; however, this can be addressed in the study without impacting the study area boundaries. No change in the boundaries is proposed at this time.

6.2 MAJOR THEMES: ISSUES, OPPORTUNITIES AND CONSTRAINTS

The following bullets represent a distillation of the major themes that have emerged from the analysis of the public input. The list is by no means exhaustive, but it hopefully captures the most important points that the project team need to keep in mind as the project moves forward.

- **Connect the neighborhoods.** The neighborhoods adjacent to Capital Boulevard are cut off from the uses in the corridor and from each other. New vehicular, pedestrian and bicycle access points are needed.
- **Bridge the canyon.** Between Peace Street and Atlantic Avenue, there is no means for pedestrians or cyclists to get from one side of the corridor to the other. This issue can be

addressed through either new facilities (i.e. a bridge) or redesigns of existing facilities (e.g. interchanges).

- **Improve the interchanges.** Most of the interchanges in the corridor are geometrically substandard, have inadequate or missing provisions for pedestrians and cyclists, have poor sight lines, and are confusing to navigate. As these facilities age out, there is a major opportunity to replace them with new designs.
- **Put water at the center.** The Pigeon House Branch, even in its degraded state, resonates as an organizing element in the corridor. It should be daylighted, cleaned up, and made accessible. New development should incorporate the stream as an amenity, rather than treat it as a storm sewer to be hidden.
- **Deal with flooding.** Much property within the corridor is at continual risk of flood damage. Meaningfully dealing with the flooding problem and improving water quality will require restoring lost floodplain functionality and improving stormwater management on both public and private property. A holistic approach can create new open space and greenway opportunities at the same time.
- **Complete a greenway.** Along with the Pigeon House Branch, a greenway corridor from the Crabtree Creek to downtown can be an organizing element that unites the different segments of the study area.
- **Emphasize multimodal transportation.** Designed exclusively for cars, the corridor needs better transit service and quality facilities for bikes and pedestrians. At the same time, the study must remain mindful of the steady traffic volumes that use the roadway and the corridor's role as a major vehicular gateway to a growing downtown.
- **Attract new uses.** Local residents feel that the current uses in the corridor have little to offer them. Fortunately, the large amount of underutilized land and buildings provides opportunities for new uses if a suitable physical and economic environment can be provided.
- **Help existing business and property owners.** While the aesthetics of Capital Boulevard don't receive much praise, it remains a place where people earn their livelihoods. The existing business and property owner community should be encouraged and assisted in reinvesting and upgrading their assets.
- **Be visionary.** The issues identified in the study area are not amenable to incremental tinkering. Rather, bold plans for major investments will be needed to make a significant difference to the environmental, transportation and land use challenges that are the focus of the study.
- **Be realistic.** At the same time, a visionary plan that is not backed by the implementation and funding tools necessary to carry the vision forward is of little use. The final plan needs to look forward to the future while also working backwards from implementation to ensure that proposed projects and improvements can actually be built.

Appendix A: Table Notes

TABLE #1

Did we miss any issues? What would you add? What would you modify?

- Pedestrian bridges
- Vehicular circulation
- Pedestrian, lack of access
- Crossing between North and South bound lanes
- “Jug handles” like in NJ (a.k.a. “No left turn”)
- Adult” theme isn’t welcome to the area (e.g. Foxy Lady, Adult Super Center)
- Castle News and Video
- This area is linear, revisit comprehensive plan and revisit zoning
- Not “big-box” (e.g. Lowes, Home Depot)

What are the best opportunities for positive change?

- Increase green areas and mixed use
- Greenways
- Recreational opportunities (Recreational Opportunity Spectrum model may be appropriate to investigate)
- Northbound side a big park with waterway
- Southbound side with frontage road and sidewalks with commerce
- Control Flooding
- Examples: San Antonio Riverwalk, Richmond, VA Shockoe Slip / Shockoe Bottom area
- Locks and dams to control flow
- Coordination with Local, State and Federal governments
- Aesthetic values
- Industrial buildings “ugly” and abandon in areas
- Vegetation lacking
- “Waterway” on Northbound side could be visually improved
- Keep north of I-440 and downtown Raleigh in mind when redesigning Downtown Blvd.
- Anchor store would be welcome
- Grocery store; Local vendors preferred
- Make Downtown Blvd. unique to Raleigh

What constraints stand in the way of realizing the opportunities?

- Current zoning

- Traffic flow
- Could be relieved with diverting traffic to Raleigh Blvd. and Atlantic Ave.
- Stop and go at Crabtree Blvd.
- Bottle-neck going into downtown

TABLE #2

Do the scope and study area make sense? What would you modify?

- The scope seems comprehensive
- Are there any plans to identify short and long terms phasing of the plan? This will most likely be identified through additional research
- Use caution in the phasing so that you don't tear down areas and then are unable to replace them. We will identify the priorities in phase 3 and 4
- There should be a plan to connect downtown to midtown as this would create money to develop (private business)
- Tie Six Forks to Capital with roadways, Crabtree greenway, transit (trolley, streetcar, rubber tired)
- Get more visual with the project. Use other methods to display project such as 3D modeling. Use character sketching.
- Identify that this is a gradual change and that revitalization will take place slowly. Improvements will raise the property values
- Should work to identify the assets within the corridor. Look at the infrastructure within the corridor to see if there are properties, areas, etc that the City can use to their advantage. Ex. Pigeon Creek to a river walk

Did we miss any issues? What would you add? Which are most important?

- Connectivity and road access is the top issue
- Public Transportation – how can you tie the roadway into the corridor? Can't access the rails because of the height. Sidewalks, greenways and bike trails need to be built to enhance the commuter's options. Presently, the physical constraints prevent people from taking advantage of the area
- Is the northern point of the project too large in scope? Use this area to connect to Six Forks
- Has the City of Raleigh ever taken on such a large scale project? Are there any lessons we can learn from past history? Look at the arena master plan. Look to other cities for examples of best practice

- The highest priority would be the access. It is confusing in addition to being useless. There are too many one ways and cross connects. There is a conflict between local traffic and pass through traffic. Think of other options such as the Big Dig in Boston
- There is insufficient infrastructure to support the traffic flow and connectivity
- The layout is confusing and is not a good signal for visitors. This is the Capital City and this corridor should serve to establish a gateway
- Prioritize the areas within the floodplain. There is an issue with the credibility of some of these businesses. Can the City acquire property to remove it, or remove constraints in this area to allow for redevelopment? This particular area may not be conducive to buildings; may be better suited as a park or river walk area

What are the best opportunities for positive change?

- Top opportunity is to create a park system, greenway, and river walk that is connected to Devereux park
- Use the floodplain as an opportunity to create a park or green area within this corridor. The issues with the water are serious, but it can be used to the City's advantage
- Develop the park/greenway opportunities in this area. Could connect to Lyon's Park and/or the boardwalk. May consider tying the area together with greenways. Connect to Devereux Field Park in the heart of Downtown
- This project would create open green space in the corridor and would allow for multimodal transportation – the ability to get in and out of DT on bikes/foot
- We should seek opportunities to develop the land around the rail stops. Give some consideration to how development could be spurred around the railway

Top Issue: Connectivity and road access

Top Opportunity: Create a park system, greenway, and river walk that is connected to Devereux Park

Top constraint: Existing zoning conditions and land use. Use taxes to raise money for this project such as a POF or TIF

What constraints stand in the way of realizing the opportunities?

- Existing zoning conditions and land use. Use taxes to raise money for this project such as a POF or TIF (tax increment financing)
- The high speed rail is a major factor in constricting connectivity. It will have an impact on surrounding land use. This will impact the ability to develop
- If we fail to properly plan and implement the high speed rail (such as selecting the right track), we could stifle development
- Taxes, zoning and funding are a major constraint

- Cohesiveness and willingness on the part of all governmental agencies to come to a consensus on this project is a potential barrier. There are many moving parts that need to come together and agree on many critical issues
- There needs to be a clear leader of this project who is tasked with ensuring the continued pressure needed to complete this massive project

TABLE #3

Do the scope and study area make sense? What would you modify?

- Phase the scope area: (1) Lane St to Wade Ave (2) Wade Ave to Atlantic Ave (3) Atlantic Ave to I-440
- Traffic – accessibility, access to exits, (i.e. Peace Street treacherous, overpasses
- Need to tie in east and west side communities, especially with focus on retail and residential
- Side access road could be extend on West Street north and add pedestrian overpass
- Fix flood issues, add river walk on northern side
- Incentives for private/public partnership
- Funding
- Limitation of the railroad tracts. Which side will high speed train access?
- Pedestrian volume at Capital and Fenton Street, no sidewalks or put transit stop @ automotive near Circus.

What are the best opportunities for positive change?

- Pedestrian overpasses to join with neighbors
- Greenways closer to the railroad tracks @ Capital Blvd
- Use existing West Street as access for vehicles and extend it down along tracks north to take some of the volume off Capital Blvd and to access warehouse district
- Atlantic Ave to I-440 is more of a beautification issue

What constraints stand in the way of realizing the opportunities?

- Railroad tracks border both side of scope area
- Limited access roads
- Access to Wade Ave exit off Capital Blvd dangerous with merging traffic and location of gas station
- Greenway/River walk constraints as it switches sides

TABLE #4**Do the scope and study area make sense? What would you modify?**

- Love the idea of greenway and open space
- Big project/ huge area
- Only know what I am driving past, was unfamiliar with the various layers located further off of the road
- So much to do, very ambitious
- Overwhelmed- where to start – seems like transit stops are a jumping of point
- Multi-modal center – where money is focused
- How will zoning be addressed – changing over business types
- Appreciation for pro-bono work
- Pedestrian and transit – how does this influence development
- Connection of greenways
- Transition areas –Downtown to Capital Blvd.
- Neighborhood to business
- Business to road/car
- Traffic- Not so bad, consistent use from 70s to today
- Will it become congested
- Good location close to downtown
- Right now, I don't want to live on Capital Blvd
- Transportation – What is included: cars, bikes, walking
- No purpose to walk or bike would never ride bike there
- There are no alternatives at present to getting through
- Looking for “equal alternatives” “a choice”
- Adding residential – would want to walk to a few businesses
- Bus Stop: scary with tons of trees; Only feet away from traffic – didn't feel safe

What are the best opportunities for positive change?

- Still need road
- Still need buses
- Corridor for rail exists
- Choice to let people walk or bike
- Dedicated bike lanes to separate bicycles from cars
- Pigeon house branch:
- Creek is an opportunity to do something with water
- Help with flood issues – porous concrete
- Examples such as San Antonio River Walk or American tobacco campus “feature”

- A beautiful way to come into the city
- Existing structures – no real preference
- Development patterns: ripple effect of one place to start and then a ripple of development occurs around the 1st development

What constraints stand in the way of realizing the opportunities?

- Flooding/ flood plain
- Rail lines
- Costs and financing
- Emotional investment
- Overcoming politics
- Adjacent neighborhoods
- Existing infrastructure
- Speed of transformation. Phasing
- Coordination of development efforts
- Ability to make connections across the boulevard

Top opportunity: Create a river walk and greenway trail along the creek as well as some type of connection between the neighborhoods on either side of the ‘valley’

Top constraint: A river walk will provide some challenges due to DWQ buffer requirements and Corps of Engineers stream projections. The stream and its surrounding flood plain and buffers will have to be left in a better condition than they are now

Questions: What are the preferred locations for Roadway, creek, train tracks, sanitary sewer mains, and greenway trail?

What is city owned?

TABLE #5

Do the scope and study area make sense? What would you modify?

- More landscaping in the medians.
- Traffic safety improvements. Under the railroad bridge where Dawson & McDowell split, a slick fluid comes down off the bridge and makes the road surface treacherous. One of the participants had totaled her car there under those conditions. Police confirmed there was a reoccurring problem with an undetermined fluid
- Explore ideas as to how to provide incentives to attract development and shopping. There are currently businesses on the Blvd that don’t mesh with residential neighborhoods. Wouldn’t put a coffee shop near Foxy Lady for instance

- The “River walk” idea from the Comp. Plan Big Ideas activity should be included in the scope. It would add a great feature to the area
- Capital Blvd creates a chasm between the neighborhoods which results in people getting back into their cars. Would like the redevelopment to provide opportunities for pedestrians to travel across the chasm easily. Affected neighborhoods are Mordecai, Five Points, Whitaker Mill, Belvidere Park, and Woodcrest
- Watkins Grill is a great, traditional, family restaurant off the Atlantic exit but it’s extremely hard for neighborhood folks to get there by foot. The entire redevelopment of Capital Blvd. needs to focus on how to provide for pedestrians. Give the neighborhood folks a chance to get out of their cars. Provide multi-modal transportation opportunities. Provide a way for people to get downtown without having to drive
- Bring the boulevard down to human scale with the use of bigger trees. Plant more than just crepe myrtles
- First step should be providing the infrastructure which will provide the developers with incentive to construct there. The infrastructure should be aesthetically pleasing and functional
- There are no sidewalks now. No accommodations for pedestrians. A resident recently needed to walk from the Belvidere Park neighborhood to Hodges Road. There were no sidewalks, no pedestrian lights; no provisions for pedestrians. Very unsettling. Very dangerous
- Participants want to be able to get out of their cars and go someplace such as the post office, grocery shopping, hardware store, coffee shop etc. Currently, there is nothing in the area that supports the residents
- Create frontage roads/ service roads to limit access along Capital Blvd. and provide safer access to businesses and neighborhoods located in close proximity to the Boulevard
- Explore adding stop light at or near the intersection of Peace St. and Capital Blvd. to slow traffic
- People in this area would like to be able to go shopping closer to their neighborhood, rather than driving to the grocery store in Cameron Village

What are the best opportunities for positive change?

- Farmers’ market, sidewalks, pubs, post office, grocery, the flood area
- The redeveloped Capital Blvd area could support a local farmers market, similar to the one that is held downtown on Wednesdays. People would get community interaction there: drinking coffee, chilling, noshing, hanging out, seeing and being seen. Tarboro does it great
- Tons of wasted land and opportunity there. Nothing currently there to interest people or to slow vehicles down
- Could be a satellite location for park and ride. Mass transit could be provided to and from downtown, bikes could be rented, or people could travel by trolley. Trolleys provide lots of ambience; would need to provide lots of routes
- From the confluence of the rail lines to Wade is the ugliest reach of the Blvd. Frontage road(s) that could accommodate shops is already in place there

- It is difficult to understand why bus stops along Capital Boulevard do not have pedestrian amenities to, from, or at those locations
- Connecting neighborhoods across the Boulevard, and providing multi-modal access and opportunities

What constraints stand in the way of realizing the opportunities?

- Existing infrastructure, property owners who refuse to participate, constriction of the site between the railroads, the flood area

TABLE #6

What are the best opportunities for positive change?

- River Walk along Pigeon House Branch (PHB)
- Aesthetics
- Greenway along stream
- Ways to cross “valley” to connect neighborhoods
- DWQ were told could not mess with the stream buffers. We impact buffers all the time as part of our projects and this is acceptable provided what remains is better than what we started with
- PHB is a degraded stream that is entrenched, straightened, channelized, and culverted in many locations. Would not be difficult to come up with a holistic improvement plan for the entire corridor that we could present to the State and Corps as part of a variance request. Would have to garner staff support first
- Should be able to daylight portions of the stream which should give us some leverage to reduce the buffer in other locations. Possible daylighting sites include the area between West Street and Peace (just outside of the study area); along the Sanitation Parking Lot; and some of the larger culverts along the roadway (Cellular Communication Place). In other areas, the stream is severely channelized and we should be able to get credit for “enhancing” the stream corridor

What constraints stand in the way of realizing the opportunities?

- May be difficult to incorporate the desired “river walk” as the state will be looking for 50’ vegetated buffers from top of bank. Could set river walk back or may be able to sell the state on allowing us to reduce the buffer in some areas by providing wider buffers and tributary treatment in other locations. One other possibility is elevating the riverwalk on a boardwalk to allow vegetation to grow underneath similar to many of the greenway trails through the wetlands. Will need to draw up several scenarios to see if the State would support any of them

- Probably need to look at where we can intercept tributaries and piped flow coming into the main stem of the stream as these may be other sites for some credit through the installation of smaller BMPs to capture and treat the runoff before it reaches PHB
- May want to get a copy of the study area and draw in where we think the stream should go assuming there are no other constraints. Then we can see how the roadways, RR and other infrastructure can fit. Will probably need to work around the sewer mains depending on their depth as it would be difficult and expensive to relocate them at this stage

TABLE #7

Do the scope and study area make sense? What would you modify?

- Should include immediately surrounding residential areas
- Should include transition areas between residential and industrial/commercial zone
- Should include more of Capital Blvd northwards in regard to traffic issues
- Should include Wake Forest Road and Blount Street to Downtown in regard to traffic issues
- Most think scope is fairly adequate and reasonable

Did we miss any issues? What would you add? Which are most important?

- Run down/abandoned buildings, aka appearance
- Nice residential areas surrounding study area, but study area is 'nasty'
- Transitions between residential to industrial areas are too harsh
- Environmental concerns such as pollutants and flooding
- Capital Blvd. does its job by moving traffic, but is unpleasant to the eye
- Concerns over increase of traffic if area is developed

What are the opportunities for positive change?

- Greenway improvements
- Pedestrian/bike improvements
- Transit
- Mixed-use development
- Gateway to city
- Flooding control/improvements
- Area serves a purpose, but could do more
- Major improvements to and creation of greenway
- Controlling flood area to create a riverwalk
- Could be zoned for mixed-use
- Tax incentives for local business/developers to spur development (TIF)

TABLE #8**Do the scope and study area make sense? What would you modify?**

- Why are residential areas not included in the study area? Project will have impact on those neighborhoods linked by access issues (i.e. Woodcrest, Belvidere)
- Then have to include Mordecai, Whitaker Mill?
- Limited to area where change will happen
- Concerns of adjacent neighborhoods should be addressed
- Process approved – appears sound and appropriate
- City, County & State & Federal interests
- What is the impact on local businesses? Tax valuation etc.
- Public and private investment will eventually transform the corridor
- Study area boundary represents corridor and what can be transformed; inclusion of adjacent residential areas particularly Woodcrest because of access; as long as concerns/issues are addressed it can remain the same

What are the best opportunities for positive change?

- Positive change – Riverwalk – group likes this idea
- Multi-use transit-oriented development
- Create Destination – ball park, RBC Center bring the community together
- Connect Six Forks to Capital - CONNECTIVITY
- Don't want to increase car traffic
- Add light rail- where will that run?
- Greenway addresses bicycle access issues
- Access control

What constraints stand in the way of realizing the opportunities?

- Appearance a major complaint
- Land uses need to be corrected – nude bookstores, pawn shops, foxy lady, used cars etc. Change zoning
- Will local businesses comply to appearance restrictions
- How do we force them out?
- Type of business, regulated by Zoning
- Trash on streets
- Capital Inn trashy, police calls elevated in this area
- Milner Inn

- Foxy lady
- Restrict number of car lots on Capital- is it possible??
- Car lots go where other lots are, limit & they may all move
- Type of business doesn't bother us – it's the appearance
- Flea Market – plastic bags blow across the street. Can zoning impact this?? Any way to get rid of it?
- Transportation issues – inclusion of bike/ped
- Conflicting goals – preserving creek and redeveloping land
- Settle rail issue FIRST. Which side of Capital?? Then determine Stop Location.
- Regional and Transit
- Open Space
- Addressing concerns of adjacent residential neighborhoods
- Spur transit oriented development
- Floodplain and rail tracks major constraints
- Restoration of entire Pigeon House creek area

TABLE #9

Do the scope and study area make sense? What would you modify?

- Unusual that the scope is bounded by railroads – separates residential from industrial
- Plan should surround neighborhoods inside and outside the present scope
- Residential neighborhoods were left out of the study area
- Just outside the railroad (site boundary) on NW – exists a concrete block and finishing (cut) area that creates a lot of dust. Is not in the study scope because it's outside of the RR line. It is zoned for future residential in this Include this in the area's scope
- Abandoned industrial site, The Steel Center (?) is a recycling center now. Mixed-use plan for this questionable area

Did we miss any issues? What would you add? Which are most important?

- Dept of Corrections is in the floodplain – we don't want to build there
- Not a lot of access to Capital Blvd., so traffic changes can and will affect the surrounding neighborhoods
- Grade-separated RR access
- Industrial zoning should happen where the tracks cross roads
- Broad area to the NE - Greenway is to go to Anderson Point – can be a nice amenity for this broad NE area
- Five Points should be incorporated as part of the plan

- Add greenways to help transitions between neighborhoods, as a way to bridge the two neighborhoods on either side of the tracks
- Need access or marginal roads bridging the neighborhood
- Change the character of Capital – stop n go as opposed to freeway feel?
- Change character at the beltline perhaps
- Businesses on Fairview are hidden right now by the flyover
- Single point open interchange (One stoplight that lets a lot traffic to move – urban diamond – like 5 points - visual issues
- Left-hand exits are not desirable
- Daylighting Pigeon House Creek as much as possible. 5 years ago there were minnows in Pigeon Branch House
- Access to the service road on the north side
- Re-establish the original opening to Capital from Fairview
- Create another service road inside RR tracks – for pedestrians, slow-moving traffic, bicycles. Can bring this center from industrial to mixed-use
- Can be a future greenway
- Access between and across the tracks from north neighborhood to south neighborhood
- Track needs to be pushed away from industrial
- Floodplain – opening up the creek will help abate flooding
- Include pervious paving / green streets to deal with water on-site, slow it down
- A creek beside Wade Ave

What are the best opportunities for positive change?

- Devereux Meadows back as a ballpark
- Creek for play
- Greenways – there was once a path to Devereux Meadows behind Adams There was a path to the water – access for kids to play (between Gastonwood and Parkridge)
- Urban Greenway – Riverwalk
- Turning Devereux onto a destination
- People come from airport down Wade into the Museum area. This population includes international visitors
- Mixed-use potential on the east side of the middle RR tracks crossing – fairly close to Six Forks Rd

Top Opportunities:

- Home Depot or some other commercial to rival North Hills shopping and make shopping more convenient for people south of 440
- NC Rail Division is excited about redevelopment. Their offices are near Capital and Dortch

- Blount Street used to bisect area of scope
- River Walk connecting Devereux Field,
- Residential-to-residential connection as Blount Street used to be across Capital.
- GATEWAY TO DOWNTOWN. Slow down traffic across – more stop and go, small-scale traffic
- **Top Issues:**
- Connectivity – pedestrian, car, bicycle
- There is more money for Charlotte to Raleigh route
- Blount Street used to bisect area of scope
- **Top Constraints:**
- Traffic Constraints, Norfolk Southern RR
- Landowners are secretive with information – landowners are not PR people – they are “hardware business” people
- Rules around railroads

TABLE #10

Do the scope and study area make sense? What would you modify?

- Good to go.
- The railroad might be a constraint, where will it be & will it create blockages?
- Where are important linkages, both for greenways & vehicles?

What is the most pressing issue you'd like to see the study address?

- Make sure there are no bottlenecks- good linkages with roads, less confusing
- Better signage
- Terrible circulation/accessibility across capital for cyclists & pedestrians
- Protect creek & greenway, create linkages from greenway to surrounding development via alternate transportation
- Create separate crossing, above or below, for pedestrians & cyclists (Portland)
- Aesthetics

What are the best opportunities for positive change?

- Industrial dominated zones could be made more usable for the public
- Uniform aesthetic guidelines- signage
- Capital used to be a nice entrance to the city, it could be again
- High-speed rail- don't close intersections, keep & create more crossings (like art museum bridges)

- Public investment to improve connectivity
- Interchange with Wake Forest & Atlantic should be simplified
- Create view sheds that are attractive
- Improve wayfinding
- Daylight the creek
- Larger right-of-ways for bikes & pedestrians, wider buffer
- Light-rail shares stops with buses
- Good old-fashioned mixed use!
- We need residents among businesses
- Improve bus amenities (shelters) and their accessibility
- Greenways should be made to feel safer

What constraints stand in the way of realizing the opportunities?

- Too much emphasis on cars; too many cars
- Money
- Political will

TABLE #11

Do the scope and study area make sense? What would you modify?

- Need to consider rail lines- if the rail corridors are going to widen, project boundaries should too, and should take into account rail impacts on surrounding neighborhoods
- Consider boundary expansion if the greenway works better just outside of it (i.e., away from busy roads)
- Stream daylighting should definitely be a part of the project, as should greenway- it could be a great draw for people and a nice entrance corridor
- Need to look at rezoning properties
- Need to determine what will happen to existing businesses
- Need to look at whether there are brownfield sites in corridor, and consider whether brownfield sites might adversely impact ability to redevelop (cost prohibitive?) and if it is possible to put parks on brownfields
- Examine how to get access to corridor from surrounding neighborhoods
- Need to look at land use and design first
- Need to determine how many businesses have the stream running underneath them

What are the best opportunities for positive change?

- Greenway should be a high visibility amenity- start with that and plan everything else around it

- Consider traffic noise- might be an impediment to living on corridor
- Parking is important, but it should be tucked under. Growing up rather than out is a priority- we want density
- Road's arterial function needs to remain an important criteria
- All modes of transportation must be considered
- Need to include retail
- Need to consider how to cross Blvd, and where it is safe to do so
- Need to think about how to get transit routes to run directly to RTP instead of through downtown- i.e., Wade or 440?
- Consider providing transit station access directly adjacent to the Greenway
- Some industrial uses are ok- wine wholesaler employs 250 people! Need truck access
- Improve pedestrian access and increase auto access to businesses
- Need to fix Automotive/Wake Forest/Brookside/Atlantic interchange
- Need to add access to Wake Forest Rd from Capitol southbound
- Need to reduce cut through traffic in neighborhoods (lots of people use Fenton instead of Crabtree to get to Raleigh Blvd)
- Fix Crabtree Blvd too!

What constraints stand in the way of realizing the opportunities?

- Taxpayers shouldn't foot the bill for new buildings in floodplain in event of a flood
- Want to keep Fairview open
- MONEY
- Rail expansion
- Geography/topography
- Stream restoration cost
- Existing buildings in flood plain
- Should examine project implementation phasing

Top issue: Land Use, Density

Top opportunity: Stream Restoration, Greenway

Top constraint: Money, Traffic Volume

TABLE #12

Do the scope and study area make sense? What would you modify?

- There is no 1st step catalyst that appears to be the key to getting the project started
- What do we do with the road (bury it, keep it as-is, turn into a boulevard, turn into a highway)?

- Crime and public safety (as well as perception of public safety) need to be addressed.
- Condition of existing infrastructure (roads, bridges, pipes, etc.) – are we at immediate risk of failure?
- There is a major lack of pedestrian friendly connectivity to get across this “island” or “void” of a corridor.
- There is no focus on a theme of sustainability (energy, water, environment, social, economic)
- Adjacency needs to be considered in terms of how any changes within the corridor will interact with existing development outside the corridor
- What should the speed limit be on the road?

What are the best opportunities for positive change?

- Tourism!
- Use natural topography to establish zones of strategic uses
- Bring more “neighborhood” type businesses to the corridor
- Develop a pedestrian friendly boulevard with adjacent green infrastructure corridor.
- Use floodplains as green open space
- Re-direct the stream centerline of Pigeon House Branch.
- Create a regional BMP in the existing median to promote development through the incentive of not requiring individual lots to provide costly BMPs
- Transit – make it responsible, consider using the center of the roadway, bring in a unique streetcar
- Rework the “interchanges” using offset roundabouts in series to provide the cross connections while not disrupting the natural north-south flow of traffic (and potentially increasing developable land)

What constraints stand in the way of realizing the opportunities?

- Land ownership
- Current zoning and master plans.
- Economic challenges to promote small businesses
- \$\$\$ funding \$\$\$
- Rail corridors are “immovable objects”

TABLE #13

Do the scope and study area make sense? What would you modify?

- Study area should extend to include the I-440 Interchange to address pedestrian connectivity on the overpass and between the ramps along Capital Blvd.

- Study area should extend to include bound by Wake Forest Road, Whitaker Mill Road, Atlantic Ave, and the railroad tracks

Did we miss any issues? What would you add? Which are most important?

- Develop a market study to determine the right mix for redevelopment that includes an assessment of current property values and anticipated property values at full build-out.

What are the best opportunities for positive change?

- Develop a riverwalk that would parallel Pigeon House Creek creating a gateway to the City
- Provide better and more frequent public transportation within the corridor
- Develop a grand boulevard with pedestrian bridges and landscaped medians
- Develop human scale development that incorporates accommodations for pedestrians and cyclists
- Develop grade separations or interchanges at the most congested intersections and insure they are all pedestrian friendly and accessible
- Modify zoning designations to allow for a mix of residential, retail, office, and other types of commercial development
- Provide better access to the current greenway system and construct additional walking trails adjacent to the creek
- Develop the corridor in a manner that creates a place, destination, and cohesive neighborhood as oppose to an unattractive highway facility
- Develop parallel access roads to enhance access to commercial properties without getting on Capital Blvd.
- Improve corridor landscaping through the development of comprehensive streetscape implementation strategy that is integrated along the entire corridor
- Provide ample opportunities for biking, walking, and other multi-mode transportation throughout the corridor area

What constraints stand in the way of realizing the opportunities?

- Limited sidewalk connectivity along entire corridor
- Crosswalks are needed at key intersections. There is an immediate need for a crosswalk at Fenton Street and Capital Blvd.
- Noise Issues with frequent trains, identification of quiet zones is necessary
- High traffic volumes and safety
- Flooding problems and developing appropriate mitigation strategies
- Railroad ROW areas may impact the potential to redevelopment some good development sites
- Need for curb-cut consolidation
- Need for better access is landlocked parcels

Questions requiring follow-up

- How does the Pigeon House Creek currently flow from start to end, are there plans for channelization?
- Any there any land acquisition in the corridor currently underway for redevelopment?
- Are there any economic development incentives that can be used to help acquire land within the corridor for redevelopment?
- What is the status of the Wade Avenue Bridge over Capital Blvd? Is it up for repair or replacement in the near future?
- What is the schedule for the Peace Street bridge repairs or replacement?
- What is the existing traffic between Wade Avenue to Peace Street and from Wade Avenue to I-440?
- What are the dimensions of the RR ROW within the corridor?
- What is the feasibility of constructing a water infiltration facility near the Creek within the corridor?
- At what speed will trains travel within SEHSR corridor?
- Reference for concept review: I-75 in Dallas at State Route 635

TABLE #14**Do the scope and study area make sense? What would you modify?**

- The study area is a good target however the two residents that lived south of 440 would like to see study area extend south. Habitat and ecology missing from scope.

Did we miss any issues? What would you add? Which are most important?

- Traffic – too many curb cuts, US-1 is confused about what it wants to be

What are the opportunities for positive change?

- Connectivity, Connecting of east and west neighborhoods important to expand same amenities to both

What constraints stand in the way of realizing the opportunities

- Greenway not connected, Accessibility

TABLE #15**Do the scope and study area make sense? If not, what are would you like to modify?**

- City covered issues well
- Has the flood plain been laid over the maps?

Did we miss any issues? What would you add? Which are most important?

- Everything is on the table right now in terms of what will be done
- If you take care of flooding issues you will increase level of private investment
- Area needs to compliment where it ends Downtown

What are the best opportunities for positive change?

- Opportunities are great
- Moving forward—zoning
- Integration between high speed, triangle transit and city
- State agencies all tied together

What constraints stand in the way of realizing the opportunities?

- Water quality problems

Questions:

- Will there be citizens' advisory board like the high-speed rail project?
- What is the relationship City has with businesses?
- Many businesses have moved out. Is City speaking with businesses?

TABLE #16**Do the scope and study area make sense? If not, what are would you like to modify?**

- Yes. It seems like it would be tough to expand beyond the railroad tracks
- There might want to be consideration of the properties just across the train tracks at Fairview (along Bickett??) that are light industrial and don't fit adjacent residential neighborhood
- Has there been any thought into expanding study down multi-modal corridor through Downtown and tie into multi-modal station?

Did we miss any issues? What would you add? Which are most important?

- Can we reevaluate that 'S' curve at the southern end of the corridor study?

- Maintenance and upkeep of existing buildings
- Administrative controls as a mechanism for change and quick improvement

What are the best opportunities for positive change?

- Tying land use and redevelopment into light rail stops
- Create nodes of activity around light rail stops with restaurants, bars, retail, greenway trail
- Take advantage of waterways within corridor – make them better and highlight them
- Rezone from Industrial Zoning
- Combine public open space and gathering space with mixed use, retail, restaurants, bars
- Building on the greenway corridor and the connections with that
- Re-evaluating Capital/Atlantic/Wake Forest interchange
- Dig up and ‘daylight’ Pigeon House Creek
- Are there unrealized portions of Bicentennial Plan that we can incorporate?
- Create a riverwalk and connect people to it
- Create places for outdoor entertainment (concerts, performances)
- Better neighborhood pathways – sidewalks, bike lanes, crosswalks to get to corridor – not just bridges and large improvements – small improvements in the local neighborhoods – connect them
- Tax incentives, grants, or a fund to assist existing landowners with building renovations and smaller beautification projects
- Tax incentives or a fund to assist with overall redevelopment
- City, County, or State to invest in existing buildings as leasable space – occupy some of them and make them look better and add more people to corridor – perhaps this is a 5-10 year fix, but will help image of corridor and will bring life to corridor

What constraints stand in the way of realizing the opportunities?

- Industrial Zoning designation (current zoning)
- Access management and NCDOT issues
- Capital/Atlantic/WF Road interchange
- Increased cost associated with redeveloping old industrial sites – site remediation
- No current funding mechanisms to help current landowners with fixing up their property

TABLE #17

Do the scope and study area make sense? What would you modify?

- Scope makes sense; about right; needs to go further North, but understands the terminus point at I-440

- Go out and say this is Phase I
- Transit study and this study should coordinate; make sure that Capital Blvd is part of the conversation
- Should include an agreement that Capital Blvd. is a major traffic corridor serving downtown Raleigh and whose ability to continue to provide for multimodal mobility in a safe and efficient manner needs to be maintained

Did we miss any issues? What would you add? Which are most important?

- Need access across Capital Blvd.
- Regional transit stop at Whittaker Mill Rd.

What are the best opportunities for positive change?

- Business attraction
- Greenway
- Pedestrian access
- Bus stops, walkways, and shelter
- Many bridges are at the end of their life span and will need to be replaced soon. Having a plan in place will allow them to be reconstructed for many of the noted improvements.

What constraints stand in the way of realizing the opportunities?

- Funding
- Narrow band of property between rail and road
- Need 'maximum' set backs
- Zoning
- The area unattractive to businesses
- Transit
- Lack of incentives
- Paying for connectivity
- Narrow width of space between the two RR corridors.

TABLE #18**Do the scope and study area make sense? What would you modify?**

- Scope seems aggressive - Should it be phased?
- Lots of underutilized/abandoned buildings
- Acts as major barrier between neighborhoods that flank Capital Blvd

- Is Capital Blvd meant to remain a major vehicular artery?

Did we miss any issues? What would you add? Which are most important?

- Public Health considerations should be included
- Should the residences be included for access and
- What is the main focus of the study? Connections

What are the best opportunities for positive change?

- One of Raleigh's front doors/gateways
- Capital Blvd acts as a barrier so reconnect the grid between the neighborhoods
- Shopping and entertainment can act as magnet to bring people in from flanking neighborhoods
- Slow traffic down or remove it from the pedestrians concern
- Bury traffic or depress it and have mixed-uses above at ground level
- Tunnel under rail tracks for further connection across and to neighborhoods.
- Can industrial program move or change its appearance? Clean up?
- Water features, take advantage of what is currently in place—Crabtree Creek/stream/lake
- Use this area as a catalyst to connect to other parts of city, branching out along the greenway through adjacent neighborhoods
- Pedestrian routes and destinations are key to bringing people and business
- Baseball stadium
- Reuse of existing buildings
- Higher density, responsible land use
- Lower cost living options for downtowners
- Parks/Open space/Public space and program
- Appropriate scale in buildings
- Public transportation/safe access, what is in place is hazardous

What constraints stand in the way of realizing the opportunities?

- \$
- Zoning
- Traffic
- Property owners
- Rail lines - can provide a buffer between uses but also act as a barrier...needs study
- Can a long term vision be maintained?
- Greenway doesn't connect to neighborhoods

OTHER COMMENTS SUBMITTED BY WORKSHOP PARTICIPANTS

Do the scope and study area make sense? What would you modify?

- Overboard-Breakdown into 2-3 segments
- Good scope
- Ambitious
- Residential development
- Alternatives for modes of transportation
- Safety
- Add a small amount of area between West street, Harrington street and Lane street
- Sounds good
- Maintain the scope of the study and phase the project
- Phase the study area by looking at smaller segments at a time
- Water quality and aquatic eco function are related and would benefit from between St. Mary's and West Streets
- Seems appropriately sized
- Scope and study area is too large
- Reduce to segments starting closest to Downtown
- Scope and study area make sense
- Keep focus within the beltline
- Geographic phases seemed to be a good approach
- Streetscape. Businesses need to be seen not covered by trees. Be very wary of adding more impervious areas

Did we miss any issues? What would you add? Which are most important?

- Prioritize timing
- Whole neighborhoods traditionally connected are blocked by corridor/revitalize retail investments
- Where to start—transit, main issue
- Appreciation for pro bono work
- Greenway connection to outside area
- Transition area into Downtown
- Traffic issues-minor but existent
- Transit, walkability
- West Street extending north parallel to Capital blvd., would help development gain access and have an alternative lower volume road
- Please include state & Wake Co public health in stakeholders meetings
- Public/private joint ventures

- Access to the properties across the railroads, overpasses over the railroads, access to high-speed rail
- Impact on adjacent neighborhoods (on both sides)
- Discourage strip malls, reduce seedy businesses
- Improve Pigeon House health, green development
- Missed the opportunity to promote a pro-business stance with development of the corridor
- Visual, size of study
- Funding. Any thought to analyzing it from a brownfield perspective? This could jump start redevelopment
- Most important: Mix land uses; improve pedestrian access, safety, comfort, same with public transportation
- Pedestrian accessibility
- Property ownership: some property owners don't live in state and are not interested in community
- All travel modes
- Funding assistance to property owners

What are the best opportunities for positive change?

- Focus residents to find historical assets, creeks, sidewalks
- Rail, bus, separate bike, walk
- Water feature very important
- Pigeon House Branch
- Current warehouse uses
- Incentives to upgrade structures
- Transit investment will encourage increased park areas
- Tie in to light rail
- Incentives & funds for private redevelopment of industrial buildings
- Government-owned properties should be consolidated into a master plan first. Get rid of the garbage truck lot. Make area conducive to development by private sector
- Vehicle and pedestrian access and best and highest use
- Clean up the area. Beautification
- Opening up the creek, sidewalks
- River walk
- Current zoning, funding, train tracks on both sides
- High speed trains & high speed transportation
- Land use, promote commercial, possibly residential. Need to bring more foot traffic opportunity
- Better pedestrian connectivity, incentives for businesses/creation of redevelopment
- Promote a mix of business and residential opportunities
- Sidewalks and greenways

- River walk, pedestrian bike friendly, (bike lines and greenways), zoning
- Remove city sanitation at corner of peace and capital
- Creating incentives for property owners to make significant re-investments or complete upgrades
- Overall planning guiding force – consensus among property owners, businesses, residents
- Great that City is taking long view
- If zoning is changed to mixed use, could influence type of travel
- Look at DOT's schedules for bridge repair

What constraints stand in the way of realizing the opportunities?

- a. \$s, historical uses, railroads
- b. Traffic. Make limited access highway with parallel access roads. Put in bridges across capital so local traffic (shoppers) can travel to opposite sides of capital. Current highway doesn't promote better uses for the land at present
- c. Flood management. Capital Blvd alignment
- d. Heavy traffic, existing bridges, difference in elevations
- e. Financing. Initial work needs to be done on funding opportunities and a financial strategy
- f. Flooding/stream health, brownfields
- g. Public apathy and resources
- h. Economy
- i. For Devereux Meadows, getting City to agree
- j. Existing business and uses
- k. The large number of property owners. However, if a vision can be developed that can win support of property owners and general public and units of government that constraint can be overcome
- l. Corridor
- m. Need to make sure it becomes a compliment to Downtown
- n. Does not concern nearby residential areas flooding
- o. Do not increase built upon area
- p. Add more greenways
- q. Costs to redevelop for property owners

Emailed Comment

1. I live near the intersection of Capital Blvd. and Fairview Rd. There is a large quality of life issue living near the N&S railyard/railroad. The two biggest issues with the railroad is that they must sound there horn (at all hours of the night!) at the intersection with Fairview and when they couple railcars this causes extremely loud bangs and heavy vibration throughout the area. Since I doubt that N&S is going to abandon the railyard anytime soon, I would like to suggest the following:

- a. Install safety gates at the Fairview crossing so they do not have to sound their horn anymore.

or

- b. Eliminate the Fairview entrance/exit ramp all together. I believe this is the best option. It would benefit the area in the following ways: Decrease high speed traffic on Fairview and other residential neighborhoods. There are many children and families in the Five Points and Roanoke Park area that cross Fairview.
 - a. Eliminate the safety hazard at the RR and Fairview crossing. Very bad line of sight.
 - b. Eliminate requirement of trains blowing their horn at RR and Fairview intersection. The N & S are blowing their horns day and night. It is almost impossible to get a full night's rest in the Hayes Barton subdivision.
 - c. Eliminate the dangerous entrance ramp from Fairview onto Capital Blvd. Capital Blvd. and downtown are just as easily accessible along Glenwood Ave. and Wade Ave. The exit ramp and entrance on Fairview are redundant.
 - d. Enhance the opportunity to create a bike path or greenway along Capital Blvd. It would allow more flexibility for changes in the Capital Blvd. Corridor Study.
2. I view the primary purpose of the corridor between Peace Street and the Wake Forest Rd./Atlantic Ave. intersection as a multi-use transportation corridor. It is already defined by Capital Boulevard itself and the railroads. In the future, the addition of high speed rail, light rail and a greenway system that would connect downtown and the Crabtree creek greenway AND a greenway that would connect the 5 points neighborhoods to the Mordecai neighborhoods.

The second most important objective is the environmental issues surrounding the Pigeon Branch creek and flood plain.

The third most important is transitioning the remaining land use from industrial/warehouse to commercial/retail. After focusing so much on the transportation and environmental portion on this area, I just do not see how residential would fit in this area.

Thanks for letting my voice be heard. I though the meeting last night went very well.