

New Bern Avenue Corridor Study



Raleigh's Cultural Corridor

Final Report

Adopted - January 17, 2012



Acknowledgements

Thank you to the following people and organizations that have contributed greatly to the development of the study process and recommendations.

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Overview

New Bern Avenue has long served as the eastern gateway into Raleigh and contains a wealth of cultural, institutional, and architectural history that contributes to the roadway's identity as **Raleigh's Cultural Corridor**. Established in 1792 by the William Christmas Plan for Raleigh, New Bern Avenue is one of the four original ceremonial roadways radiating out from the State Capitol building. The corridor provides a historical time line for the physical development of the city's neighborhoods and institutions from the early 1800s to today.

Over time this eastern gateway into Raleigh has become tarnished due to aging infrastructure, declining economic conditions, and the loss of the terminating view from New Bern Avenue of the State Capital building. The goal of this study is to identify specific issues along the corridor, opportunities to enhance the appearance and function of the corridor, and appropriate actions necessary to implement improvements that will present New Bern Avenue to visitors and residents as a model gateway that communicates Raleigh's pride in its cultural and architectural history.



New Bern Avenue Looking West Towards the Capitol Building

Study Area

The study area includes the roadway and property frontage along a 3.5 mile segment of New Bern Avenue and Edenton Street from Swain Street to Crabtree Creek and the adjacent I-440 interchange. Current roadway and development design along the corridor can be classified into three distinct character areas: (1) historic urban, (2) suburban residential, and (3) medical campus. The three character areas are reflected throughout this report and influence design and land use recommendations accordingly.



Historic Urban Area

Character Areas

The **Historic Urban** area extends from Downtown past Swain Street to Raleigh Boulevard. The corridor is lined with street trees and sidewalks on both sides and the character of the adjacent historic neighborhoods are aesthetically pleasing and comfortably scaled. The streets are wide and one-way. The presence of many intersections and occasional on-street parking do little to reduce the traffic speed. The Tarboro Street intersection with New Bern-Edenton is the first activity node and acts as a gateway to the College Park and Idlewild neighborhoods, and St. Augustine's College. The area requires a wayfinding system to help identify important landmarks to visitors. The commercial district east of Tarboro Street to

Study Summary

Table of Contents:

<u>Pages</u>	<u>Title</u>
3-7	Study Summary
8	Cultural Landscape
9	New Bern History Marker Tour
10	Land Use & Redevelopment
11	Frontage Typologies
12-14	Streetscape Design
15	Sidewalks & Street Lighting
16	Transit Patterns
17	Stormwater Management
18-19	Public Realm Landscape
20	Public Safety & Public Health
21	Actions Table



Study Summary



Suburban Residential Area

Raleigh Boulevard needs appearance and safety improvements for pedestrians, bicycles, and transit users. An urban approach to site design for this commercial area would better serve residents as explained further in the Street Design and Land Use sections of this report.

The **Suburban Residential** character area begins at Raleigh Boulevard and extends east to Donald Ross Drive. The character changes dramatically at the start of this district where a planted median divides east- and west-bound traffic. The landscaped single family homes of the Longview Gardens neighborhood dominate the corridor to the north. Each roadway section includes a two-lane ribbon pavement and gravel shoulders with grassed swales. No sidewalks are provided even though numerous bus stops and high-use pedestrian paths exist along the road shoulders. While not pedestrian friendly, the mature trees and landscaped median make this area pleasant and attractive. This district contains a significant landmark, the Milner Memorial Presbyterian Church, which sits on a high point with large, mature trees and a landscaped front lawn.

Crossing the King Charles intersection, the Longview Shopping Center is the corridor's second activity node. While aging and in poor condition,

the shopping center provides, retail, services and restaurants that are in short supply along the corridor. East of the shopping center the residential development pattern along both sides of the corridor is set far away from the street. Landscaping is the dominant feature and forms a narrow edge to the study area.

The **Medical Campus** character area extends from Donald Ross Drive to Crabtree Creek and the end of the study area. The park-like quality of the previous area changes into the offices and commercial buildings associated with the WakeMed campus. The planted median dominates the view along what continues as an auto-oriented arterial, with sidewalks reappearing sporadically on the southern edge of the roadway.

Approaching the high point of the district, the study area's final and largest landmark appears. The WakeMed main building and its associated campus sit high in the landscape and dominate the surrounding development. The medical center, in conjunction with the Wake County Human Services and Wake Technical Community College campus buildings, create the substance of an important and very busy activity node along the New Bern Corridor. Even though the area medical services attract a large number of employees and visitors, very few commercial services are conveniently available in the immediate area.



Medical Campus Area



Process

An essential element of the study was an extensive public outreach effort that emphasized identifying issues and interests important to residents and property owners. The public outreach effort included three well-attended public meetings, numerous CAC updates, and stakeholder reviews. The first meeting was a Public Workshop held in December, 2010, to confirm the scope of work and to identify issues and opportunities along the corridor. These findings and an existing conditions background is included in the Issue & Opportunities Report which was provided to the public in February, 2011.

A second meeting was a Public Design Workshop held in March, 2011, to detail and discuss specific opportunities to address issues and to consider implementation priorities. The ideas from this meeting were then further explored by City staff in relation to design, cost, and feasibility. The most promising ideas were then detailed for presentation and posting on the web.

The third meeting was a Public Open House held in August, 2011, at which the draft recommendations, based upon the previous meeting discussions, were presented along with a short- and long-term implementation strategy. The results from these meetings are included in this report in the form of Objectives and Actions.

Key Opportunities & Recommendations

The following specific elements provide a general summary of the thematic maps that follow this section. The maps help to illustrate the location of implementation activities. Also included at the end of the report is an Action Spreadsheet that identifies city departments that are responsible for the implementation of specific actions, estimates on the cost of improvements, and identifies the short-term or long-term time frame for action implementation.

Cultural Landscape

The cultural landscape of the New Bern Avenue corridor is diverse and provides a historical time line of the city's physical development from the Urban Neighborhoods of the 1800s to 1920s, Suburban Neighborhoods of the 1930s to 1950s, and the Medical District from the 1970s to the present. Each area has a unique set of cultural and physical characteristics

that contribute to the history and sense of place established along the corridor. These elements are important to recognize and preserve not only to maintain that sense of place, but also to recall the efforts of past generations and their contributions to the evolution of what we know today as the New Bern Avenue corridor. Opportunities to recognize the history and identity of each area are possible through landscape plantings, public art, and wayfinding signage.

Land Use & Redevelopment

Land use changes to the Comprehensive Plan's Future Land Use Map are recommended to better position the sites for appropriate development, both maintaining residential character and/or providing opportunities for commercial redevelopment. Three primary soft sites offering good opportunities for redevelopment were identified through the study. Recommended scale and massing are illustrated by several photographic examples with the primary guidance being provided by the land use amendments and proposed frontage typologies.

Frontage Typologies

Frontage typologies are an element of the proposed Unified Development Ordinance (UDO) that will guide the orientation of buildings along a public street. Establishing a street wall or edge is important in defining the public space along the corridor. Typically, the public space is defined by buildings in an urban environment and by landscaping in a suburban environment due to the need for frontage parking which results in greater building setbacks. Both situations are accommodated in the study recommendations based upon the characteristics of the corridor area.

Roadway Design

New Bern Avenue is classified as a Secondary Arterial Thoroughfare in the City's 2030 Comprehensive Plan and serves as a major east-west commuting route into Downtown Raleigh. The current roadway cross-section is a four-lane median divided roadway from I-440 to Poole Road and operates as a bifurcated one-way pair from Poole Road to the State Capitol. Roadway modifications are recommended (see pages 12-14) that are necessary to support a Complete Streets design strategy and to address specific needs within the corridor to improve transit, bike, and pedestrian accommodations as well as to improve stormwater management techniques. The North Carolina Department



Study Summary

of Transportation (NCDOT) is responsible for maintenance of New Bern Avenue. Any roadway improvements within the state maintained right-of-way must be coordinated with and approved by NCDOT.

Sidewalks/Crosswalks/Lighting

Pedestrian infrastructure varies widely throughout the corridor with the majority of sidewalks located west of Tarboro Street. Opportunities have been identified to extend and connect sidewalks along the corridor, into neighborhoods, and to greenway trails. This will not only improve pedestrian safety, but also support transit use. Block lengths also vary throughout the corridor, and a more consistent street grid with pedestrian scaled blocks exists west of Tarboro Street. The width of the roadway and traffic speed also impacts the safety of crossings to the east. The length between signalized intersections/crosswalks encourages jaywalking and limits connectivity between the two sides of the corridor. The location of additional crosswalks and median refuges for pedestrians are identified to improve these conditions. Street lighting has also been evaluated and enhancements are recommended to improve the overall conditions for street traffic and for pedestrians.

Transit Patterns

The New Bern Avenue corridor is one of the highest ridership Capital Area Transit (CAT) routes in the city. Recent improvements to the most heavily used stops with shelters, benches, and trash receptacles have greatly enhanced conditions for riders. Triangle Transit express routes operated by CAT have improved bus service through the area for commuters. Future CAT improvements include reducing the bus headways to 15 minutes all day and continued upgrading of transit passenger amenities. Bus Rapid Transit (BRT) is also being discussed as a means of further reducing headways to a minimum of 10 minutes, and intelligent transportation technologies in the form of real-time bus arrival information at selected stops will also be deployed soon. Roadway cross sections are included to help illustrate how the road design can accommodate BRT lanes.

Stormwater

A proactive approach to stormwater quantity and quality management is important in the re-development of the New Bern Avenue corridor. Surface water quality is a significant issue throughout the City of Raleigh. The western portion of the study area drains to Pigeon House Branch, which is the city's most degraded stream. Opportunities exist to enhance buffers,

retrofit Best Management Practices (BMP), reduce effective impervious area, upgrade utilities, and revisit landscape classification along with greater source controls in order to help protect and rebuild the waterway. For the portions of the corridor at or near the top of drainage divides, there is significant opportunity to implement model linear stormwater management practices to manage or even treat much of the runoff. Any efforts to manage and mitigate impacts from stormwater runoff within the state maintained right-of-way must be coordinated with and approved by NCDOT. Enhanced stormwater treatment of roadway runoff, though, is consistent with and supports the goals of both the NCDOT and City of Raleigh NPDES Municipal Separate Storm Sewer System (MS4) permits.

Landscape Patterns

Among the important distinguishing assets along the corridor are the mature large canopy trees that provide significant benefits to the urban landscape, improve air and water quality, reduce heat island impacts, and increase property values. The protection of significant individual trees and tree stands is recommended in the study area in conjunction with property redevelopment and roadway improvements. The opportunity exists to install a highly diverse and sustainable urban landscape with new plant materials along the corridor. A more detailed streetscape plan is recommended to achieve this goal.

Public Safety/Public Health

Public safety and health are important considerations along the corridor and for the surrounding business areas and neighborhoods. In coordination with the Raleigh Police Department and Wake County Health & Human Resources, individual studies have been prepared that concentrate on these issues and recommend courses of action.



Crime Prevention through Environmental Design (CPTED) is defined as the proper design and effective use of the built environment that can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life. The goal of CPTED is to reduce opportunities for crime that may be inherent in the design of structures or neighborhoods. CPTED recommendations hope to improve the physical environment in four areas which are the main principles of CPTED: (1) natural surveillance, (2) natural access control, (3) territorial reinforcement and (4) maintenance. The application of these principles assists in reducing crime incidence as well as improving quality of life. A CPTED evaluation was recommended as part of the New Bern corridor study to identify problem locations and areas which could be addressed through the manipulation or redesign of physical features. In collaboration with the Raleigh Police Department, trained officers developed a detailed CPTED evaluation for the study area and design solutions were recommended to help reduce the incidence of crime. The areas of concentration for the evaluation included the perimeter, parking areas, utility lighting, and general public spaces. The feasibility of these recommendations is dependent on further evaluation by City staff.

Health Impact Analysis (HIA) is a “combination of procedures or methods by which a policy, program, or project may be judged as to the effects it may have on the health of a population.” A rapid HIA process includes about 14 elaborate steps that broadly fit into the 6 HIA categories of screening, scoping, assessment, recommendations, reporting, monitoring and evaluation.

In collaboration with Wake County Health and Human Resources and the State Health agency, a Rapid HIA process has been initiated and is underway for the New Bern corridor area to assess the health impacts of the proposed study to the area residents. The HIA team participated in the third public workshop for the New Bern study, conducted surveys, and collected feedback from the meeting attendees. Major impacts identified were the deficiency of healthy food choices for area residents, lack of interconnected sidewalks, and risks to pedestrian safety and health. The HIA report with more details on the health impacts is pending completion.

Recommended Comprehensive Plan Amendments

Several amendments to the Comprehensive Plan are recommended in the corridor study for which specific property owner notification and public hearing advertisement procedures must be followed for adoption. The amendments are in two categories: (1) Future Land Use Map amendments and (2) Thoroughfare Plan amendments, and are noted below.

Future Land Use Map Amendments (illustrated on the Land Use & Redevelopment map)

- Neighborhood Mixed Use to Moderate-Density Residential – north side of Edenton Street between Swain Street and Heck Street
- Neighborhood Mixed Use to Office & Residential Mixed Use – between Edenton Street and New Bern Avenue from Swain Street to State Street and south side of New Bern Avenue from Camden Street extended to State Street
- Moderate Density Residential to Neighborhood Mixed Use – south side of New Bern Avenue from Pettigrew Street to Battery Drive
- Moderate Density Residential to Neighborhood Mixed Use – behind frontage properties on north side of New Bern Avenue from Hill Street to Waldrop Street
- Neighborhood Mixed Use to Low Density Residential – south side of New Bern Avenue from Longview Center to Clarendon Crescent
- Neighborhood to Low Density Residential – south side of New Bern Avenue from Clarendon Crescent to Raleigh Country Club property
- Office Research & Development to Office and Residential Mixed Use – north side of New Bern Avenue from Donald Ross Drive to the extension of the hospital entrance
- Office Research & Development to Community Mixed Use – north side of New Bern Avenue from hospital entrance to one lot west of Shanta Drive
- Community Mixed Use to Public Parks & Open Space – floodplain area on north side of Milburnie Road
- Public Facilities to Institution – two locations on WakeMed campus

Thoroughfare Plan Amendments (illustrated on Roadway Design map)

- Amend the Comprehensive Plan to realign Poole Road, a Minor Thoroughfare, to intersect New Bern Avenue at Hill Street
- Amend the Comprehensive Plan to realign Calumet Drive, a Collector Street, to intersect New Bern Avenue at Milburnie Drive



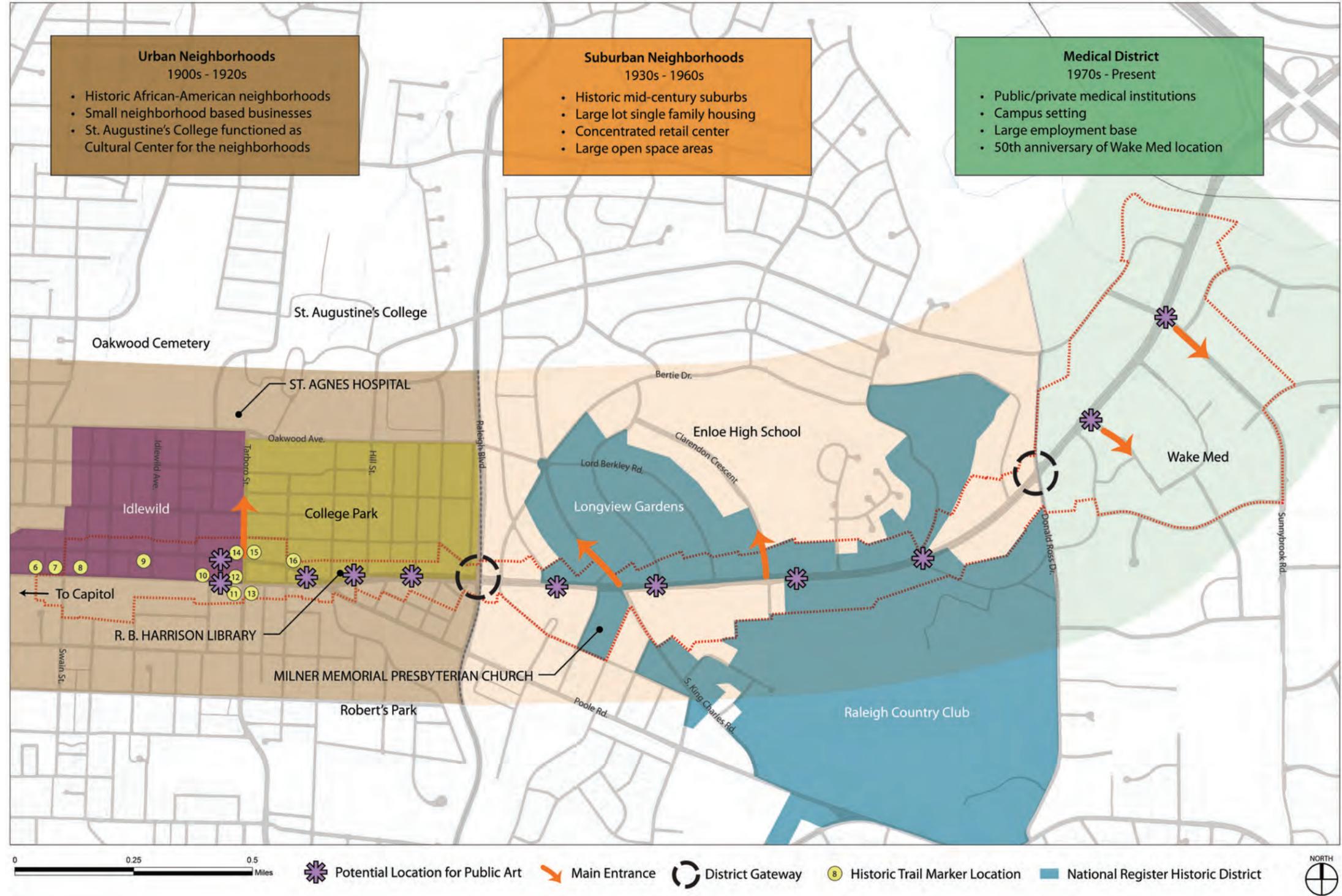
Cultural Landscape

Objectives

- CL.1 Recognize and highlight the cultural and historical significance of the neighborhoods adjacent to the corridor
- CL.2 Preserve the unique mid-century quality of houses and buildings within the Longview Gardens neighborhood area
- CL.3 Reinforce the neighborhood and institutional history within the corridor through signage, public art, and landscaping
- CL.4 Improve wayfinding directions to landmarks along and within close proximity of the corridor
- CL.5 In accordance with the 2030 Comprehensive Plan Policy AC 5.3 pursue the creation of a cultural district to highlight the rich cultural identity

Actions

- CL.A.1 Support the preparation of a local oral history documentation of the cultural and historical importance of corridor neighborhoods in coordination with WakeMed
- CL.A.2 Develop design guidelines that integrate mid-century architectural features for new development in the Suburban Neighborhood corridor area
- CL.A.3 Coordinate with the Percent for Public Art Program to include specific public art elements that will relate to the cultural characteristics of the corridor
- CL.A.4 Identify funding sources and install appropriate wayfinding signage in coordination with NCDOT and City of Raleigh Public Works
- CL.A.5 Create a cultural district for the Idlewild, College Park, and St. Augustine's College neighborhood area



New Bern History Marker Tour

Objectives

- HM.1 Highlight and promote the unique historical and cultural significance of the corridor in the evolution of Raleigh's early history
- HM.2 Acknowledge various historic elements and occurrences along the corridor through a series of informational plaques and/or historic highway markers

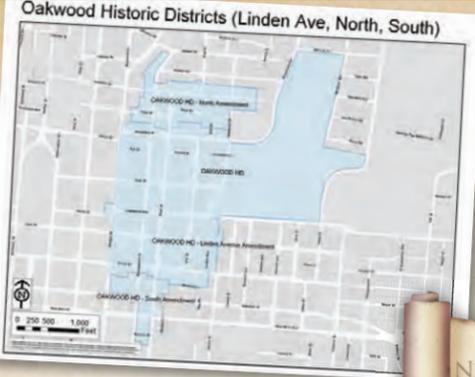
Actions

- HMA.1 Identify and map the locations of existing cultural markers situated in the corridor
- HMA.2 Produce a history marker tour brochure and coordinate with the North Central CAC to host the first annual walking tour kickoff celebration

NEW BERN AVENUE & EDENTON STREET HISTORY MARKER TOUR



1 New Bern Avenue & Person Street, SE Corner (Highway Marker)
Shaw University: Historic African-American college located seven blocks southwest, at 118 E. South Street. Oldest building, Estey Hall, built in 1874, is the first building constructed for the higher education of black women in the United States.



2 New Bern Avenue & Bloodworth Street, NE Corner
Oakwood Historic District: Developed four blocks north from about 1870 to 1900 as the earliest subdivision outside the original city limits.

3 Edenton Street & Bloodworth Street, NE Corner
Raleigh Male Academy, ca. 1884. This important school for boys took up the entire north side of Edenton Street between Bloodworth and East Streets.



4 New Bern Avenue & East Street, NW Corner
Original eastern boundary of the Raleigh city plan. The original city plan, drawn by surveyor and legislator William Christmas in 1792 contained four hundred acres, with North, South, East, and West Streets as the boundaries.

5 New Bern Avenue & East Street, SE Corner
City Cemetery occupies much of the 500 block of New Bern Avenue south to East Hargett Street. Originally established in 1798 as a four acre plot and later designated with two acre plots for citizens, one for "strangers" and one for blacks, mainly slaves.



6 New Bern Avenue & Ray Street, NW Corner
Henry Porter House: Built before 1850 at 555 New Bern Avenue. The two-story Greek Revival style house was built for Henry Porter, a prominent 19th century merchant.



7 New Bern Avenue & Swain Street, NW Corner
Hungry Neck: The area to the north between East and Swain Streets was called this name by residents in the early 1900's.

8 New Bern Avenue & Cooke Street, NW Corner
Experimental Railroad: This is the route of the "experimental railroad" built by Raleigh businessmen in 1832 from the state stone quarry on Rock Quarry Road to Union Square.

9 Edenton Street & Idlewild Avenue, SW Corner
Idlewild Neighborhood: Idlewild Avenue is the center of Idlewild, an early area of African-American home ownership. The Raleigh Land and Improvement Company subdivided Idlewild in 1891.



10 New Bern Avenue & N. State Street, NE Corner
Raleigh Primitive Baptist Church once stood on the northeast corner of North State Street and New Bern Avenue. It was relocated to this site from the Moore Square area in the 1850's. In the 1990's it moved again and the site redeveloped.



11 New Bern Avenue & Tarboro Road, SW Corner (Highway Marker)
Old State Fairgrounds: The State Fair with its large racetrack was located two blocks south. It operated from 1853 to 1872. The "Fair Grounds Hospital," the first military hospital in North Carolina, was established here in 1861.



12 New Bern Avenue & Tarboro Road, NW Corner
Stone Quarry: The site of the state stone quarry is four blocks south between Advise Street and Rock Quarry Road where the Lucile Hunter School was built in the 1920's.

13 New Bern Avenue & Tarboro Road, SE Corner
The city baseball field stood here from the 1930's to the 1940's. National Cemetery: Four blocks south are the seven landscaped acres of the National Cemetery, authorized by Congress on February 23, 1867.



14 Edenton Street & Tarboro Road, NW Corner (Highway Marker)
St. Augustine's College: A historic African-American college that attracted many blacks in search of an education to Raleigh in the late 1800's and early 1900's. St. Monica's Catholic School operated from ca-1929 to 1960 to serve African-American children.



15 Edenton Street & Tarboro Road, NE Corner
O'Rourke Cemetery: Located on the 500 block of Tarboro Road. Land for this cemetery was donated by prominent Raleigh Catholic John O'Rourke, whose house stood nearby in 1858.

16 Edenton Street & Pettigrew Street, NE Corner
College Park: This residential neighborhood is bounded by Tarboro Road on the west, Glascock Street on the north and New Bern Avenue on the south. The 1920's neighborhood took its name from St. Augustine's College and was one of the early areas of African-American home ownership.





Frontage Typologies

Objectives

FT.1 Define corridor frontage typologies and development standards for the space between the public right-of-way and building façades in order to create a safe, convenient and transit supportive pedestrian environment

Actions

- FT A.1 Utilize the recommended frontage typology standards to guide the evaluation of site plan and rezoning proposals for properties with corridor frontage
- Green – Pedestrian friendly areas; setback between 10 and 30 feet from street. Landscaped front yard; no parking between building façade and street.
 - Urban Limited – For mixed use areas; building setback between 5 and 20 feet. No parking in front of building, but allowed to sides.
 - Parking Limited – Maximum of two rows of parking between building façade and street. Building setback is between 10 and 100 feet.
- FT A.2 Adopt the above typology definitions as part of the UDO



Streetscape Design Section 1 of 3

Swain Street to Raleigh Boulevard

Objectives

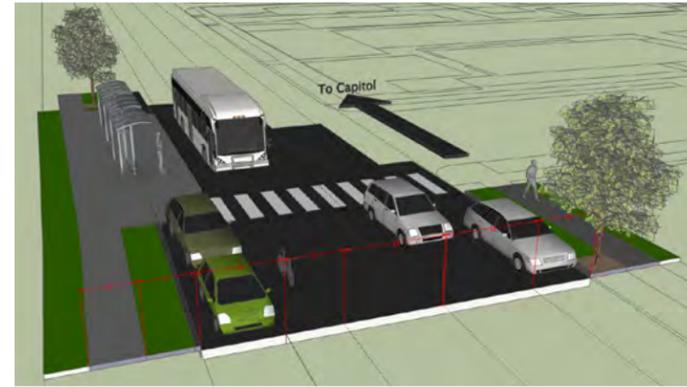
- SD.1 Consider roadway modifications to support a complete streets design strategy
- SD.2 Improve pedestrian safety at major intersections
- SD.3 Identify additional pedestrian crossings where the distance between traffic signals is greater than 1,000 feet
- SD.4 Improve transit, bike, and pedestrian accommodations throughout the corridor

Actions

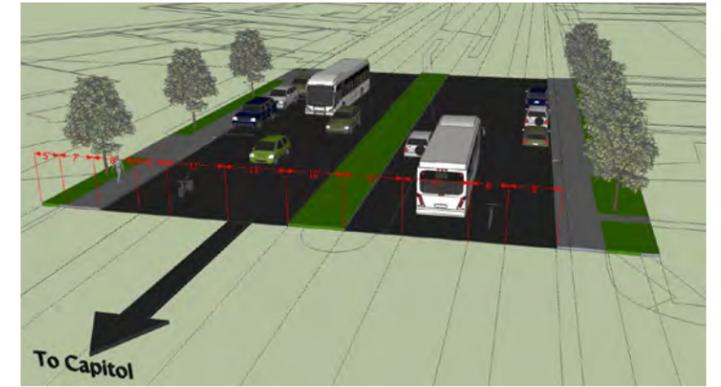
- SD1 A.1 Implement a road diet to reduce both New Bern Avenue and Edenton Street to two lanes, and add bike lanes, curb extensions, and on-street parking
- SD1 A.2 Amend the Comprehensive Plan to realign Poole Road, a Minor Thoroughfare, to intersect New Bern Avenue at Hill Street
- SD1 A.3 Pursue funding in the Capital Improvement Program (CIP) or from outside grant sources for the design and construction of the proposed roadway improvements and landscape installations
- SD1 A.4 Coordinate with NCDOT the design of all recommended roadway improvements and landscape installations
- SD1 A.5 Reduce the number of curb cuts in the commercial area to foster better safety and aesthetic appeal and use ramp-type driveways
- SD1 A.6 Provide design assistance to the Wake County Harrison Library to increase parking and provide a street side courtyard to increase visibility
- SD1 A.7 Evaluate roadway directional changes to re-establish the vehicular view to the State Capitol



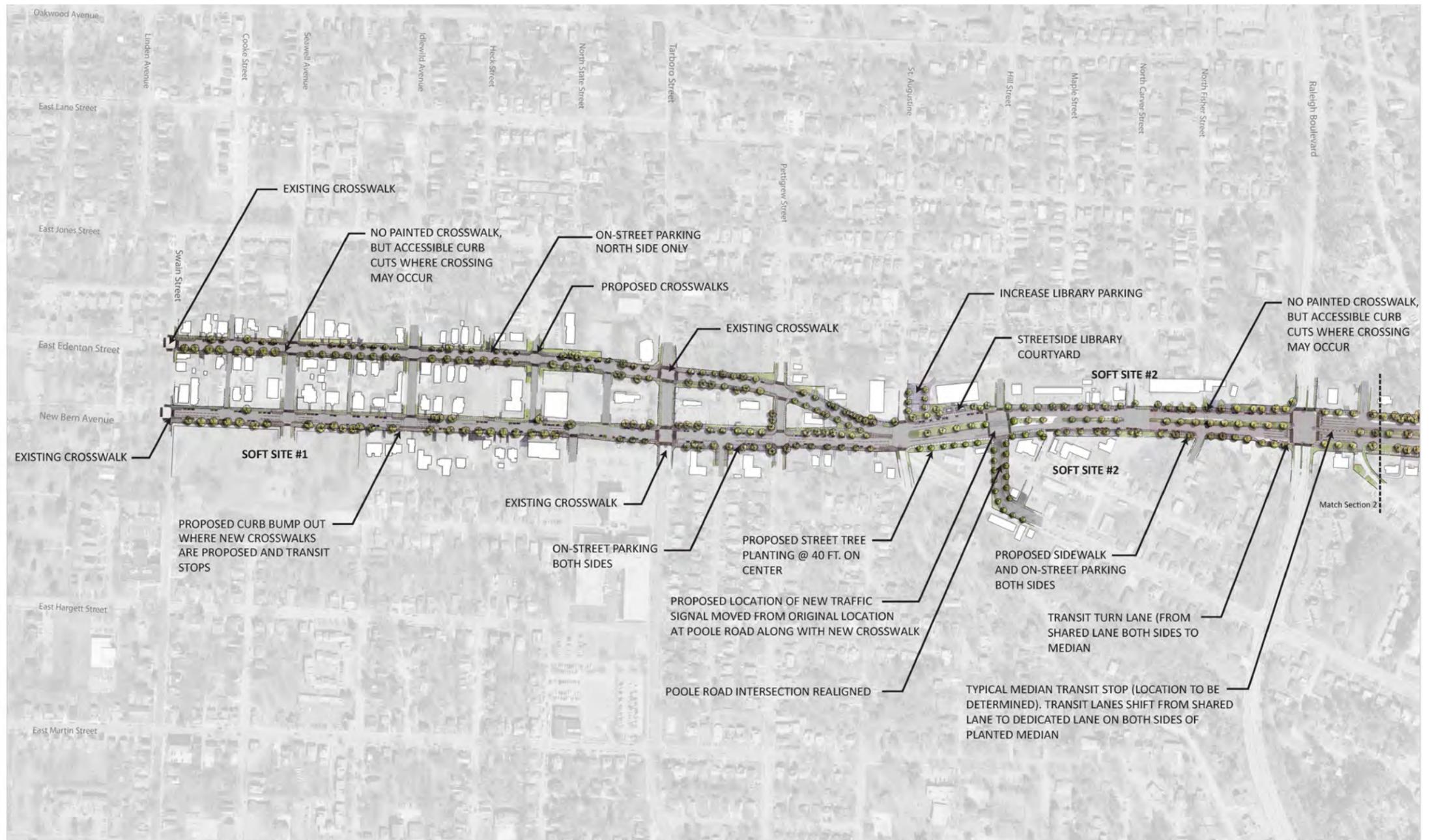
Swain St. to Tarboro St. section along Edenton St.



Swain St. to Tarboro St. section along New Bern Ave.



Tarboro St. to Raleigh Blvd. section along New Bern Ave.

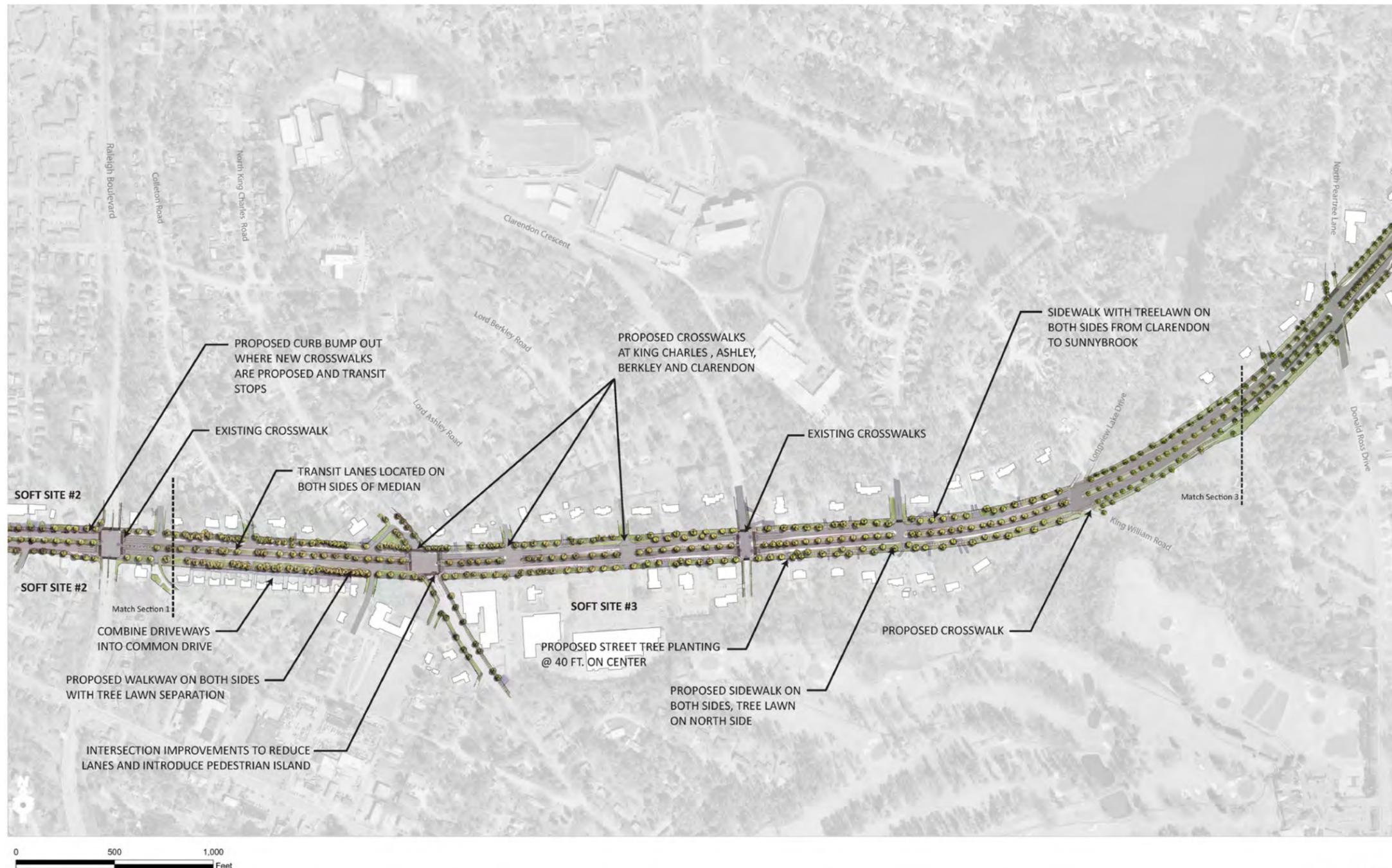




Raleigh Blvd. and New Bern Ave. Intersection



Raleigh Blvd. to Sunnybrook Rd. section along New Bern Ave.



Streetscape Design Section 2 of 3

Raleigh Boulevard to Donald Ross Drive

Actions

- SD2 A.1 Study traffic impacts of lane reductions and on-street parking and driveway consolidations for the commercial area between Poole Road and Raleigh Boulevard
- SD2 A.2 Coordinate with property owner to combine multiple driveways at Duplex Village on New Bern Avenue
- SD2 A.3 Design improvements to reduce lanes and introduce a pedestrian island at the King Charles Road and New Bern Avenue intersection
- SD2 A.4 Install pedestrian crosswalks at King Charles Road, Lord Ashley Road, Lord Berkley Road, and Clarendon Crescent to accommodate safe access to the Longview commercial area and Enloe High School
- SD2 A.5 Incorporate best management practices for stormwater in the design and construction of roadway improvements on New Bern Avenue

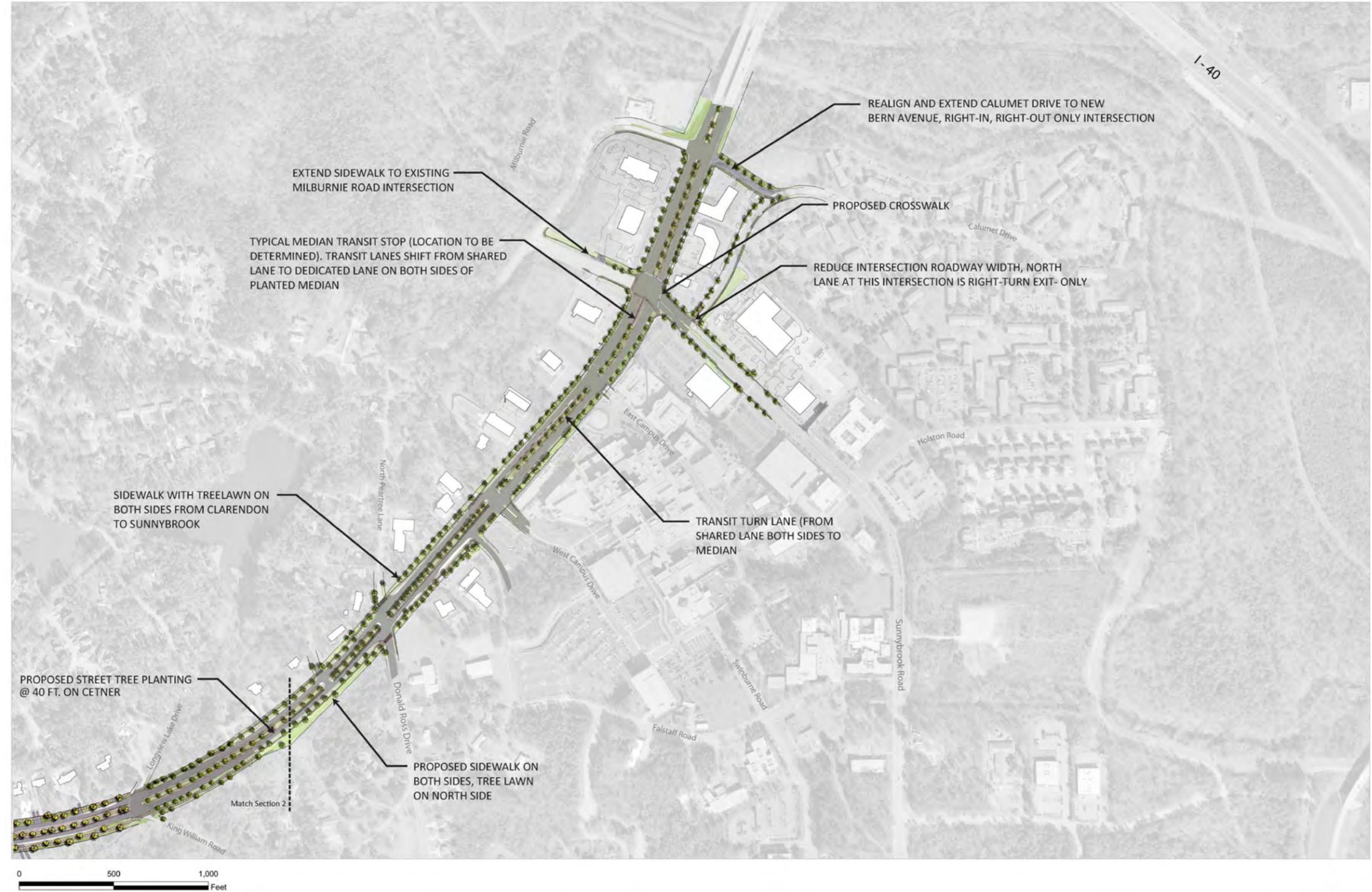


Streetscape Design Section 3 of 3

Donald Ross Drive to Crabtree Creek

Actions

- SD3 A.1 Reduce intersection roadway width and install pedestrian crosswalks at the Sunnybrook Road and New Bern Avenue intersection
- SD3 A.2 Amend the Comprehensive Plan to relocate Calumet Drive, a Collector Street, to intersect New Bern Avenue at Milburnie Road
- SD3 A.3 Install sidewalk extensions on Sunnybrook Road from New Bern Avenue to Milburnie Road and the existing greenway access



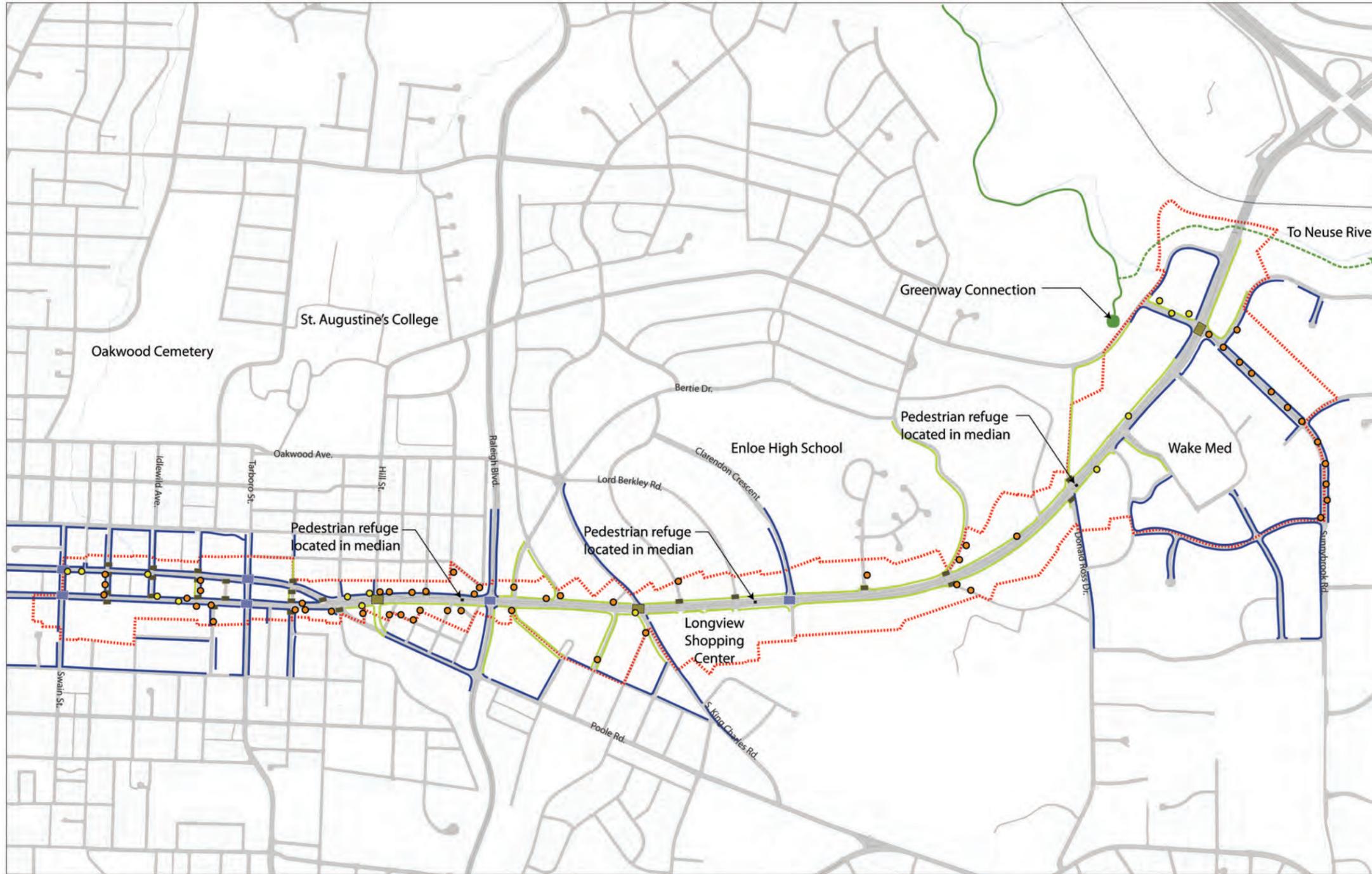
Sidewalks, Crosswalks & Street Lighting

Objectives

- SL.1 Improve pedestrian, bicycle, and lighting facilities within the corridor to create a safe, healthy, and walkable environment
- SL.2 Improve the connectivity of sidewalks and bike trails along the corridor and into neighborhoods

Actions

- SL A.1 Install painted crosswalks at all signalized intersections and across streets intersecting the corridor
- SL A.2 Install median pedestrian refuge areas at identified locations with heavy pedestrian use
- SL A.3 Install sidewalks along both sides of New Bern Avenue from Raleigh Boulevard to the proposed Calumet-Milburnie intersection
- SL A.4 Install a sidewalk on the south side of New Bern Avenue between Poole Road and Raleigh Boulevard
- SL A.5 Extend sidewalks as identified to improve connectivity between the corridor and adjacent neighborhoods
- SL A.6 Upgrade street light system to include new fixtures and lumen upgrades as noted
- SL A.7 Identify funding sources and pursue grants to implement the proposed streetscape and pedestrian improvements



- Existing Streetlights Needing Luminosity Upgrade
- Proposed Location for New Streetlights
- Existing Sidewalks
- Existing Crosswalks
- Proposed Sidewalks
- Proposed Crosswalks



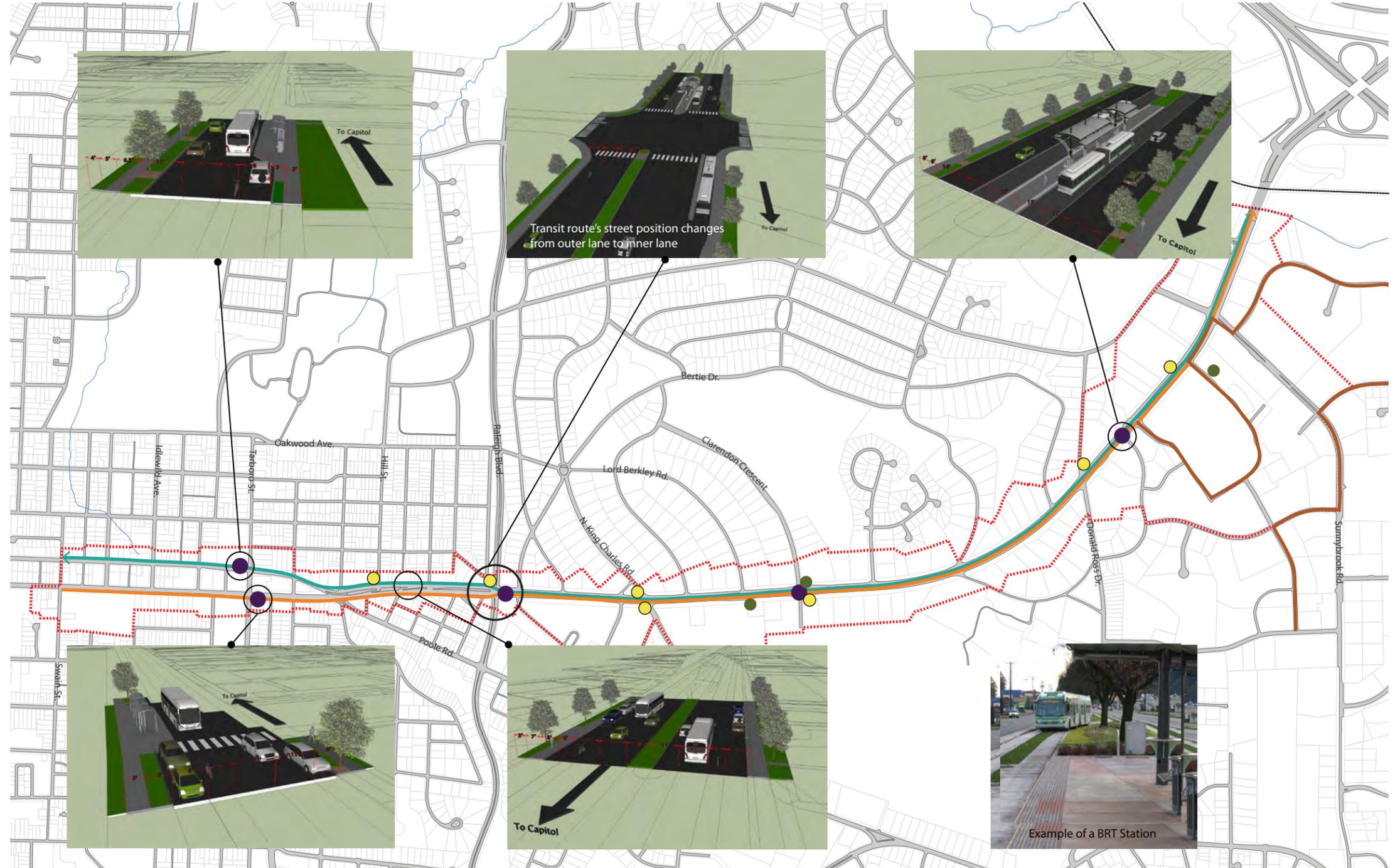
Transit Patterns

Objectives

- TP.1 Improve street cross sections to include multi-modal transit options that interconnect bike trails, sidewalks, and bus stops
- TP.2 Continue to improve bus service and passenger stop accommodations
- SL.3 Introduce bus rapid transit (BRT) network to improve and enhance mobility throughout the corridor service area

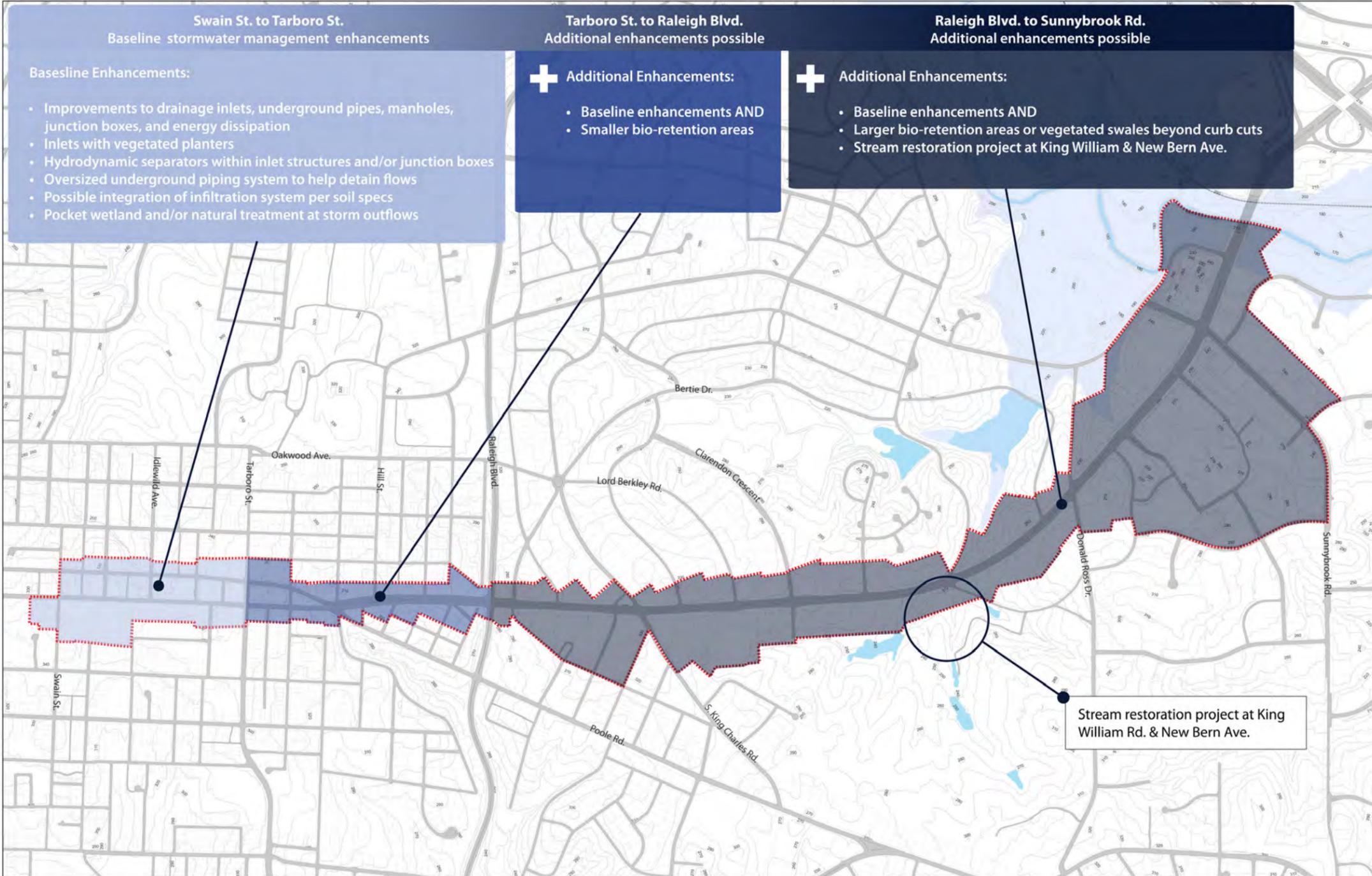
Actions

- TPA.1 Coordinate with NCDOT to implement the median running BRT design and station locations from Raleigh Boulevard to I-440
- TPA.2 Pursue funding grants to support the design and implementation of a BRT system along New Bern Avenue and Edenton Street into downtown Raleigh
- TPA.3 Work collaboratively with Community Development staff to incorporate public transit access into the planned revitalization of the College Park and Idlewild neighborhoods
- TPA.4 Consider a long-term study for possible streetcar service in this corridor



- Existing Wake Med Bus Circulator Route
- Proposed In-bound BRT Route
- Proposed Out-bound BRT Route
- Proposed BRT Station Locations
- Existing Bus Shelters on New Bern Ave.
- New Bus Shelters on New Bern Ave.





Stormwater Management

Objectives

- SM.1 Improve stormwater runoff quality through implementation of best management practices
- SM.2 Pursue stream restoration efforts along feasible sections of the corridor
- SM.3 Identify baseline and enhanced stormwater management practices for the different corridor sections
- SM.4 Preserve and upgrade existing lakes and water bodies

Actions

- SMA.1 Coordinate with the Raleigh Country Club to design and fund a stream restoration at the southeast quadrant of the intersection of King William Road with New Bern Avenue
- SMA.2 Include initiatives in the stream restoration project to control the growth of invasive species
- SMA.3 Design and implement the baseline and additional stormwater enhancements as noted for each corridor section
- SMA.4 Integrate Low Impact Development techniques with all stormwater improvements to future roadway design and NCDOT approvals
- SMA.5 Coordinate with CAC and neighborhood organizations to provide public education on stormwater management practices, programs, and prevention



Public Realm Landscape

Objectives

- PR.1 Reinforce or create as necessary a unifying visual streetscape identity within each corridor character area
- PR.2 Provide a highly diverse and sustainable urban landscape along the corridor
- PR.3 Provide guidance on the selection of street tree species and spacing
- PR.4 Provide resources necessary to support large maturing trees in the streetscape that thrive for over 30 years



Sample of Large Trees
(Not acceptable under power lines)



Willow Oak
(Quercus phellos)



Lacebark Elm
(Ulmus parvifolia)



River Birch
(Betula nigra)



Southern Magnolia
(Magnolia grandiflora)



Overcup Oak
(Quercus lyrata)

Sample of Small Trees
(Acceptable under power lines)



Eastern Redbud
(Cercis canadensis)

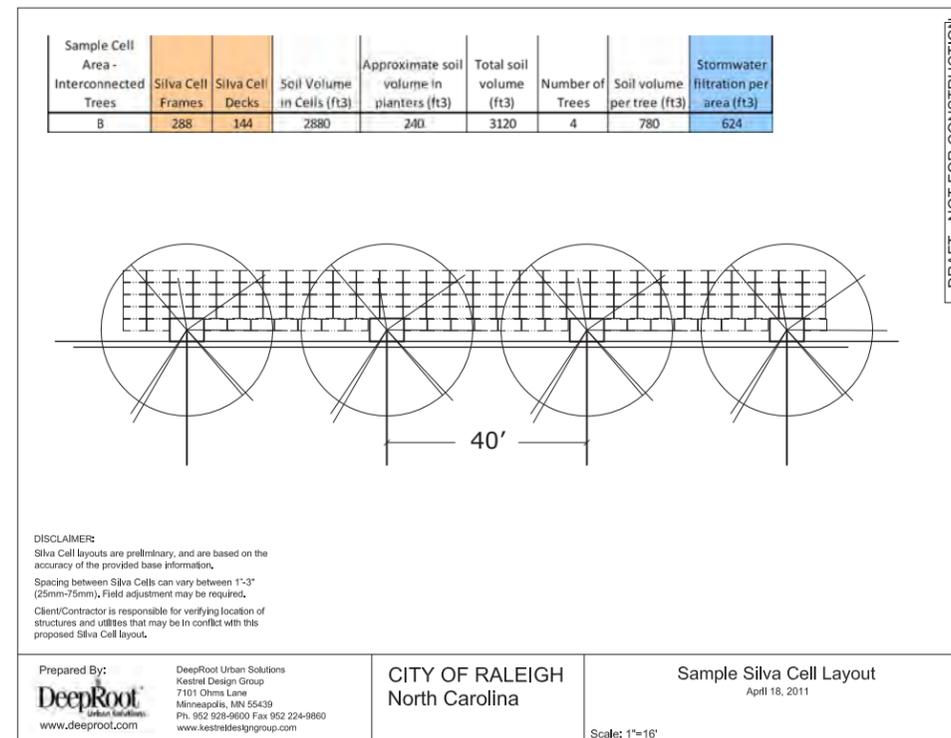
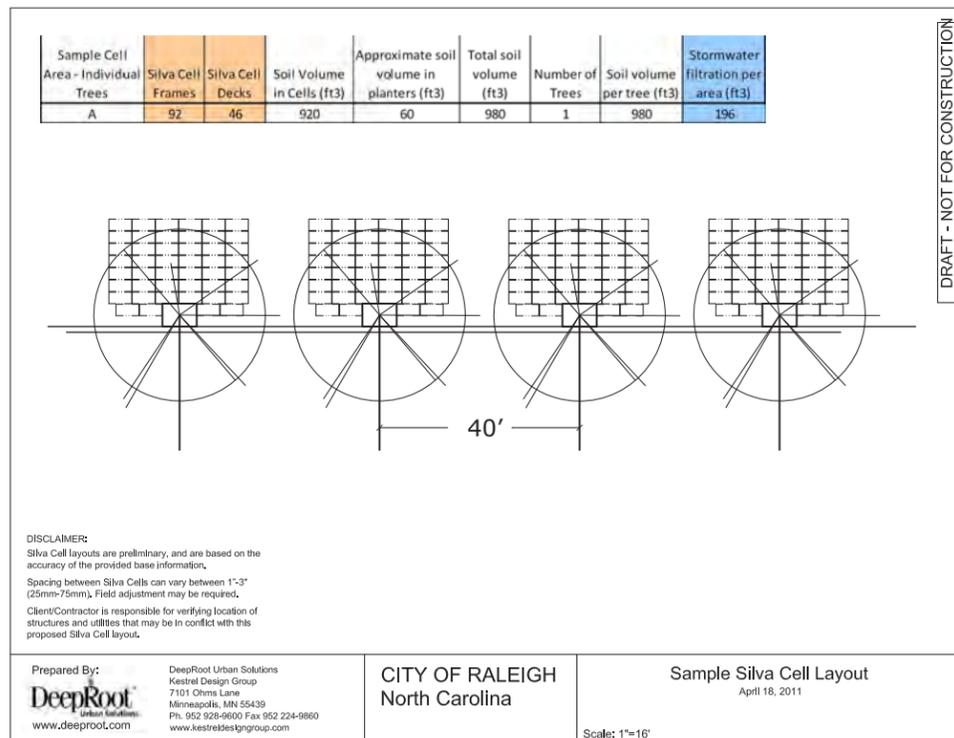


Chinese Pistache
(Pistacia chinensis)

Public Realm Landscape

Actions

- PR A.1 Use a variety of recommended street trees and median plantings as noted to guide landscape planting design for the corridor
- PR A.2 Protect large canopy trees along the roadside during future roadway and property development
- PR A.3 Expand tree planting space along the corridor to a minimum of 8 feet to 12 feet to accommodate large maturing trees
- PR A.4 Explore overhead electrical line relocation options to allow the planting of large maturing trees on the north side of the corridor
- PR A.5 Medians with curb and gutter should be a minimum of 20 feet to accommodate large-maturing trees on a roadway not exceeding 35 mph
- PR A.6 Trees installed in a hardscape should include an underground root expansion system a minimum of 1,000 cubic feet for a large maturing tree
- PR A.7 Plan and budget to implement a streetscape planting plan that will extend the landscape aesthetics and environmental functionality of the New Bern-Edenton Streetscape Master Plan east of Raleigh Boulevard to I-440



Public Safety & Public Health

- The CPTED evaluation is complete and the report is available for review
- A Rapid HIA has been initiated and is underway for the New Bern Avenue study area

Objectives

- PS.1 Identify crime-prevalent areas which could be controlled through policing and redesign of physical features
- PS.2 Prioritize crime prevention actions based on their impacts to the community
- PS.3 Increase security and monitoring of businesses to control establishment of open drug dealing points
- PS.4 Observe and recommend improvement in natural surveillance, natural access control, territorial reinforcement, and maintenance
- PS.5 Evaluate the health impacts of the New Bern Avenue Corridor Study to the area residents.

Actions

- PS A.1 Complete a Crime Prevention Through Environmental Design (CPTED) evaluation of the area in collaboration with Raleigh Police Department
- PS A.2 Initiate proactive enforcement to reduce and control the increase in Part 2 crimes (disorderly conduct, drugs, prostitution, assault, vandalism)
- PR A.3 Conduct analysis of crime statistics over a span of previous 4 years
- PR A.4 Interview residents and property owners about general crime and safety concerns
- PR A.5 Review all crime prevention actions on a quarterly basis to determine their effectiveness and readdress as needed
- PR A.6 Coordinate with Raleigh Public Works department staff to evaluate the feasibility and alternatives for street closings identified in the CPTED evaluation
- PR A.7 Follow up with State Governor's Crime Prevention office for potential grants or funding options for crime prevention/reduction initiatives
- PR A.8 Implement the following design recommendations to reduce crime in commercial areas:
- Additional exterior lighting and maintenance of existing fixtures
 - Clear promotional obstructions from windows to increase natural surveillance
 - Secure electrical box to avoid manipulation or vandalism
 - Additional exterior cameras with mirrors inside the business
 - Robbery suppression training for owner and employees from the Raleigh Police Department
 - Secure building rear and unwanted areas by adding hostile/dense vegetation, exterior lighting, and possible fence/retaining wall, gated with key lock
 - Proper maintenance to remove debris, graffiti and grime from building
 - Add lighting to pay phone area and enclose sitting area with planter and hostile vegetation. Repaint parking spaces
 - Trim shrubbery and trees so as to increase line of sight and light distribution
 - Reduce access points by adding gates and hostile vegetation to perimeter
- PR A.9 Prepare a Health Impact analysis (HIA) in collaboration with Wake County Human Services and the North Carolina Division of Public Health



TOPIC AREA	ACTION ITEM NUMBER	ACTION	IMPLEMENTATION TIMEFRAME	APPROXIMATE ESTIMATED COST	RESPONSIBLE DEPARTMENTS/DIVISIONS	IMPLEMENTATION STATUS
CULTURAL LANDSCAPE	CL A.1	Support the preparation of a local oral history documentation of the cultural and historical importance of corridor neighborhoods in coordination with WakeMed	Short-term	\$20,000	City Planning, Community Services, Raleigh Historic Development Commission, Citizens Advisory Council	
	CL A.2	Develop design guidelines that integrate mid-century architectural features for new development in the Suburban Neighborhood corridor area	Long-term	\$15,000	City Planning/Urban Design Center, Raleigh Historic Development Commission	
	CL A.3	Coordinate with the Percent for Public Art Program to include specific public art elements that will relate to the cultural characteristics of the corridor	Long-term	Funding determined by % cost of roadway construction	City Planning/Urban Design Center, Raleigh Arts Commission, Transportation Planning	
	CL A.4	Identify funding sources and install appropriate wayfinding signage in coordination with NCDOT and City of Raleigh Public Works	Short-term	NA	City Planning/Transportation Planning, , Urban Design Center, Public Works	
	CL A.5	Create a cultural district for the Idlewild, College Park, and St. Augustine's College neighborhood area	Short-term	NA	City Planning, Citizens Advisory Council, residents	
NEW BERN HISTORY MARKER TOUR	HM A.1	Identify and map the locations of existing cultural markers situated in the corridor	Short-term	NA	City Planning, Public Works	IMPLEMENTED
	HM A.2	Produce a history marker tour brochure and coordinate with the North Central CAC to host the first annual walking tour kickoff celebration	Short-term	\$3000	City Planning, North Central CAC, Community Services	IMPLEMENTED
LAND USE & REDEVELOPMENT	LU A.1	Amend the Future Land Use Map to include land use changes depicted on the map	Short-term	NA	City Planning	To be implemented with the Annual Update of the Comprehensive Plan
	LU A.2	Implement appropriate transition standards when UDO districts are mapped along the corridor	Short-term	NA	City Planning/Urban Design Center, Development Services	To be implemented with the adoption of the UDO
	LU A.3	Provide information necessary to encourage redevelopment of identified soft sites in a pattern defined by the recommended land uses and street frontages	Short-term	NA	City Planning, Urban Design Center, Community Development	
	LU A.4	Evaluate the former nightclub site on Milburnie Rd. to determine if it should be acquired by the city as a greenway access or canoe launch to Crabtree Creek	Short-term	NA	City Planning, Parks & Recreation, Real Estate	
	LU A.5	Explore additional property acquisition in the College Park neighborhood behind the existing businesses on the north side of New Bern Ave. between Hill St. and Raleigh Blvd.	Long-term	TBD	City Planning/Community Development	
FRONTAGE TYPOLOGIES	FT A.1	Utilize the recommended frontage typology standards to guide the evaluation of site plan and rezoning proposals for properties with corridor frontage <ul style="list-style-type: none"> Green – Pedestrian friendly areas; setback between 10 and 30 feet from street. Landscaped front yard; no parking between building façade and street. Urban Limited - For mixed use areas; building setback between 5 and 20 feet. No parking in front of building, but allowed to sides. Parking Limited - Maximum of two rows of parking between building façade and street. Building setback is between 10 and 100 feet. 	Short-term	NA	City Planning, Urban Design Center, Development Services	To be implemented with the adoption of UDO

Actions Table

This table includes all the actions identified on the content specific maps of the preceding pages in order to specify the short-term (2-5 years) and long-term (5-15) schedule and track their implementation.



Actions Table

	FT A.2	Adopt the above typology definitions as part of the Unified Development Ordinance	Short-term	NA	City Planning, Development Services, City Attorney	To be implemented with the adoption of the UDO
ROADWAY DESIGN SECTION 1 (Swain St. to Raleigh Blvd.)	SD1 A.1	Implement a road diet to reduce both New Bern Ave. and Edenton St. to two lanes, and add bike lanes, curb extensions, and on-street parking	Long-term	TBD	City Planning/Transportation Planning, Public Works	
	SD1 A.2	Amend the Comprehensive Plan to realign Poole Rd., a Minor Thoroughfare, to intersect New Bern Ave. at Hill St.	Short-term	NA	City Planning/ Transportation Planning, Public Works	To be implemented with the Annual Update of the Comprehensive Plan
	SD1 A.3	Pursue funding in the Capital Improvement Program (CIP) or from outside grant sources for the design and construction of the proposed roadway improvements and landscape installations	Long-term	TBD	City Planning/Transportation Planning, Public Works	
	SD1 A.4	Coordinate with NCDOT the design of all recommended roadway improvements and landscape installations	Short-term	NA	City Planning, Office of Transportation, Public Works, NCDOT	
	SD1 A.5	Reduce the number of curb cuts in the commercial area to foster better safety and aesthetic appeal and use ramp-type driveways	Long-term	TBD	City Planning/ Transportation Planning, Public Works	
	SD1 A.6	Provide design assistance to the Wake County Harrison Library to increase parking and provide a street side courtyard to increase visibility	Long-term	NA	City Planning/Urban Design Center, Transportation Planning	
	SD1 A.7	Evaluate the following roadway directional changes to reestablish the view to the State Capitol	Long-term	NA	City Planning/ Transportation Planning	
ROADWAY DESIGN SECTION 2 (Raleigh Blvd. to Donald Ross Dr.)	SD2 A.1	Study traffic impacts of lane reductions and on-street parking for the commercial area between Poole Rd. and Raleigh Blvd.	Long-term	NA	City Planning/ Transportation Planning, Public Works	
	SD2 A.2	Coordinate with property owner to combine multiple driveways at Duplex Village on New Bern Ave.	Short-term	NA	City Planning/ Transportation Planning, Public Works, property owner	
	SD2 A.3	Design improvements to reduce lanes and introduce a pedestrian island at the King Charles Rd. and New Bern Ave. intersection	Long-term	TBD	City Planning/ Transportation Planning, Public Works	
	SD2 A.4	Install pedestrian crosswalks at King Charles Rd., Lord Ashley Rd., Lord Berkley Rd., and Clarendon Crescent to accommodate safe access to the Longview commercial area and Enloe High School	Short-term	TBD	City Planning/ Transportation Planning, Public Works	
	SD2 A.5	Incorporate best management practices for stormwater in the design and construction of roadway improvements on New Bern Ave.	Long-term	TBD	City Planning/ Transportation Planning, Public Works, Stormwater Management	
ROADWAY DESIGN SECTION 3 (Donald Ross Dr. to Crabtree Creek)	SD3 A.1	Reduce intersection roadway width and install pedestrian crosswalks at the Sunnybrook Rd. and New Bern Ave. intersection	Short-term	TBD	City Planning/ Transportation Planning, Public Works, NCDOT	
	SD3 A.2	Amend the Comprehensive Plan to relocate Calumet Dr., a Collector Street, to intersect New Bern Avenue at Milburnie Rd.	Short-term	NA	City Planning, Office of Transportation, Public Works, NCDOT	To be implemented with Annual Update of the Comprehensive Plan
	SD3 A.3	Install sidewalk extensions on Sunnybrook Rd. from New Bern Ave. to Milburnie Rd. and the existing greenway access	Long-term	TBD	City Planning/ Transportation Planning, Public Works, NCDOT	



Actions Table

SIDEWALKS, CROSSWALKS, & STREET LIGHTING	SL A.1	Install painted crosswalks at all signalized intersections and across streets intersecting the corridor	Short-term	TBD	City Planning/ Transportation Planning, Public Works, NCDOT	
	SL A.2	Install median pedestrian refuge areas at identified locations with heavy pedestrian use	Long-term	TBD	City Planning/Transportation Planning, Public Works, NCDOT	
	SL A.3	Install sidewalks along both sides of New Bern Ave. from Raleigh Blvd. to the proposed Calumet-Milburnie intersection	Long-term	\$480,000 (construction only)	City Planning/ Transportation Planning, Public Works, NCDOT	
	SL A.4	Install a sidewalk on the south side of New Bern Ave. between Poole Rd. and Raleigh Blvd.	Long-term	\$70,000 (construction only)	City Planning/Transportation Planning, Public Works, NCDOT	
	SL A.5	Extend sidewalks as identified to improve connectivity between the corridor and adjacent neighborhoods	Long-term	\$550,000 (overall estimate for all sidewalk construction)	City Planning/Transportation Planning, Public Works, NCDOT	
	SL A.6	Upgrade street light system to include new fixtures and lumen upgrades as noted	Short-term	TBD	Public Works, NCDOT	
	SL A.7	Identify funding sources and pursue grants to implement the proposed streetscape and pedestrian improvements	Long-term	TBD	City Planning/Transportation Planning, Public Works, NCDOT	
TRANSIT PATTERNS	TP A.1	Coordinate with NCDOT to implement the median running BRT design and station locations from Raleigh Blvd. to I-440	Long-term	\$12 Million	City Planning Transportation Planning, Public Works, NCDOT	
	TP A.2	Pursue funding grants to support the design and implementation of a BRT system along New Bern Ave. and Edenton St. into downtown Raleigh	Long-term	TBD	City Planning/ Transportation Planning, Public Works, NCDOT	
	TP A.3	Work collaboratively with Community Development staff to incorporate public transit access into the planned revitalization of the College Park and Idlewild neighborhoods	Long-term	TBD	City Planning/Community Development, Transportation Planning, Public Works, NCDOT	
	TP A.4	Consider a feasibility study for possible streetcar service in this corridor	Short-term	TBD	City Planning/ Transportation Planning, Public Works, NCDOT	
STORMWATER MANAGEMENT	SM A.1	Coordinate with the Raleigh Country Club to design and fund a stream restoration at the southeast quadrant of the intersection of King William Rd. with New Bern Ave.	Long-term	TBD	City Planning, Property Owner, Public Works/Stormwater, NCDOT	
	SM A.2	Include initiatives in the stream restoration project to control the growth of invasive species	Long-term	TBD	Public Works/ Stormwater, NCDOT	
	SM A.3	Design and implement the baseline and additional stormwater enhancements as noted for each corridor section	Long-term	TBD	City Planning, Public Works/ Stormwater, NCDOT	
	SM A.4	Integrate Low Impact Development techniques with all stormwater improvements to future roadway design and NCDOT approvals	Long-term	TBD	Public Works/ Stormwater, City Planning/Transportation Planning, NCDOT	
	SM A.5	Coordinate with CAC and neighborhood organizations to provide public education on stormwater management practices, programs, and prevention	Short-term	NA	City Planning, Public Works/ Stormwater, NCDOT	
PUBLIC REALM LANDSCAPE	PR A.1	Use a variety of recommended street trees and median plantings as noted to guide landscape planting design for the corridor	Long-term	NA	City Planning, Parks & Rec.	To be implemented following roadway improvements



Actions Table

	PR A.2	Protect large canopy trees along the roadside during future roadway and property development	Short-term	NA	City Planning, Parks & Rec.	
	PR A.3	Expand tree planting space along the corridor to a minimum of 8 feet to 12 feet to accommodate large maturing trees	Short-term	NA	City Planning, Parks & Rec.	
	PR A.4	Explore overhead electrical line relocation options to allow the planting of large maturing trees on the north side of the corridor	Long-term	TBD	Public Works, Parks & Rec.	
	PR A.5	Medians with curb and gutter should be a minimum of 20 feet to accommodate large-maturing trees on a roadway not exceeding 35 mph	Long-term	TBD	City Planning/Transportation Planning, Public Works, NCDOT, Parks & Rec.	To be included in roadway design
	PR A.6	Trees installed in a hardscape should include an underground root expansion system a minimum of 1,000 cubic feet for a large maturing tree	Long-term	TBD	City Planning, Parks & Rec.	To be included in streetscape design
	PR A.7	Plan and budget to implement a streetscape planting plan that will extend the landscape aesthetics and environmental functionality of the New Bern-Edenton Streetscape Master Plan east of Raleigh Blvd. to I-440	Long-term	TBD	City Planning/Urban Design Center, Parks & Rec.	
PUBLIC SAFETY & PUBLIC HEALTH	PS A.1	Complete a Crime Prevention Through Environmental Design (CPTED) evaluation of the area in collaboration with Raleigh Police Department	Short-term	NA	City Planning/Transportation Planning, Raleigh Police Department	Underway
	PS A.2	Initiate proactive enforcement to reduce and control the increase in Part 2 crimes (disorderly conduct, drugs, prostitution, assault, vandalism)	Short-term	NA	Raleigh Police Department	Underway
	PS A.3	Conduct analysis of crime statistics over a span of previous 4 years	Short-term	NA	Raleigh Police Department	IMPLEMENTED
	PS A.4	Interview residents and property owners about general crime and safety concerns	Short-term	NA	Raleigh Police Department	IMPLEMENTED
	PS A.5	Review all crime prevention actions on a quarterly basis to determine their effectiveness and readdress as needed	Long-term	NA	Raleigh Police Department	
	PS A.6	Coordinate with Raleigh Public Works department staff to evaluate the feasibility and alternatives for street closings identified in the CPTED evaluation	Short-term	NA	Raleigh Police Department, Public Works, Office of Transportation	To be implemented
	PS A.7	Follow-up with State Governor's Crime Prevention office for potential grants or funding options for crime prevention/reduction initiatives	Long-term	NA	Raleigh Police Department	
	PS A.8	Implement design recommendations to reduce crime in commercial areas	Short-term	NA	Raleigh Police Department, property owners	To be implemented by property owners
	PS A.9	Prepare a Health Impact Analysis (HIA) in collaboration with Wake County Human Services and the North Carolina Division of Public Health	Short-term	NA	City Planning, Wake County Human Services, NC Division of Public Health, property owners, residents, businesses	Underway

