



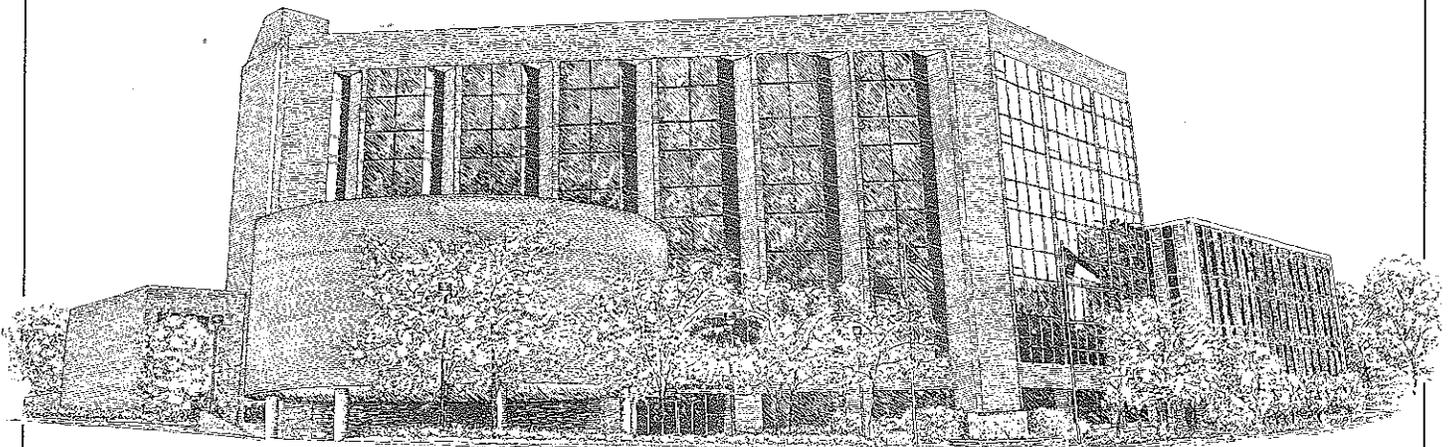
Official Agenda

RALEIGH CITY COUNCIL

Nancy McFarlane, Mayor
Kay C. Crowder, Mayor Pro Tem
Mary-Ann Baldwin
Corey D. Branch
David N. Cox
Bonner Gaylord
Russ Stephenson
Dickie Thompson

TUESDAY, MARCH 8, 2016
4:00 P.M. WORK SESSION
CONFERENCE ROOM 305

Avery C. Upchurch Government Complex



222 West Hargett Street, Raleigh, North Carolina 27602



A. MEETING CALLED TO ORDER BY THE MAYOR**B. AGENDA****1. Six Forks Road Corridor Study**

Carter Pettibone and Tim Bender, City Planning

During the February 2 Council meeting, staff presented the Forks Road Corridor Study. The study was conducted by a consultant team led by Design Workshop and directed by the Department of City Planning, the Urban Design Center, and the Office of Transportation Planning. The study identified, evaluated, and prepared recommendations for street and streetscape improvements to Six Forks Road from Interstate 440 to Lynn Road. The study also analyzed and provided recommendations for potential redevelopment areas along the corridor. Staff will present an overview of the study, with a focus on concerns raised during the February 2 presentation. Included with the agenda packet is a copy of the executive summary from the study. The full study is available for download at the following web link:

<http://www.raleighnc.gov/business/content/PlanDev/Articles/UrbanDesign/SixForksCorridorStudy.html>

2. Downtown Facilities

Ben Canada , Budget & Management Services and
Beth Nooe, City Planning

Staff will review potential options for future downtown city facilities. The presentation will provide background information on existing facilities, discuss why the city might consider a centralized civic campus, review preliminary options, and propose next steps. It would be appropriate for Council to provide feedback and direction during this work session.

3. Raleigh-Cary Rail Crossing (RCRX) Study

Todd Delk, City Planning

Over the last 18 months, the City has been participating in the Raleigh-Cary Rail Crossing Study, conducted by the Capital Area Metropolitan Planning Organization (CAMPO) in partnership with City of Raleigh, Town of Cary, North Carolina Department of Transportation (NCDOT), GoTriangle, North Carolina Railroad Company, and Norfolk Southern Railroad. The purpose of the study was to evaluate potential improvements to the at-grade highway/rail crossings from NE Maynard Road to Gorman Street in Raleigh, and to study how changes at the crossings will affect future land uses and the community.

A range of options were considered for each crossing and then evaluated based on design, traffic operations, and economic development. After the conclusion of the analysis and input from the public, one alternative was determined to be most feasible at each existing and proposed future crossing.



City Of Raleigh

NORTH CAROLINA

Memo

To: Mayor McFarlane and Council Members

Ruffin Hall, City Manager

From: Carter Pettibone, AICP, Urban Planner

Roberta Fox, AIA, ASLA, Assistant Planning Director, Design and Planning

Date: January 21, 2016

Re: Six Forks Road Corridor Study

CC: Ken Bowers, AICP, Planning Director; Eric Lamb, PE, Transportation Planning Manager

In September 2012 members of the community, led by City Staff, met to begin drafting a vision for the Six Forks Road corridor between Interstate-440 and Lynn Road. The resulting vision statement and accompanying documentation led to the funding of a corridor study. CIP funds were augmented by donations solicited by the Midtown Raleigh Alliance.

The corridor study process, led by the consultants Design Workshop and Stantec Engineering, began in May 2014. The goal of the study is to create a long term vision for the Six Forks Road corridor between I-440 and Lynn Road that includes improvements and phasing scenarios that are widely supported and achievable. The study will also identify and analyze public-realm, infrastructure, connectivity, and urban design improvements for the corridor.

The study has helped provide implementable strategies for improving the streetscape, “imageability”, wayfinding, land use mix, and multi-modal functionality of the corridor as well as enhancing connections to adjacent neighborhoods. The study investigated changes in urban form that result in proposed land use and transportation changes to the Comprehensive Plan to help set a pattern for redevelopment that leads toward a more walkable and mixed use vision for the corridor.

Following the public process for developing the corridor study, a comprehensive draft plan document was presented to the community in early 2015. Staff also presented the plan to and solicited feedback from area Community Advisory Councils and various City commissions, including the Stormwater Management Advisory Commission, Bicycle and Pedestrian Advisory Commission, Appearance Commission, and Planning Commission. Consultants and staff then further investigated potential off-

corridor improvements, and developed cost estimates and an implementation plan for proposed recommendations.

Staff recommends adoption of the study report. Staff can then initiate implementation of recommended items, including associated Comprehensive Plan amendments.

Attached is a copy of the executive summary.

Six Forks Road Corridor Study - Executive Summary

General

The Six Forks Corridor is designed to accommodate current multi-modal transportation needs. Once completed, it will become an even more attractive home for the various land uses that exist along its length and will aid its continued evolution into an important address for Midtown Raleigh. The Planning and Design Team, working with the Urban Design Center, the Community, Stakeholders and state and local agencies, have created a plan that will make the roadway safer to travel on and across. It will enable people to walk and bike its length in comfortable, separated and dedicated systems that are framed by landscapes that provide a distinct character and tie the streetscape together.

The Corridor will become more transit friendly, by simplifying the bus stop locations and by providing a regular rhythm of bus shelters that will have signage, lighting, seating and landscaping. Entrances into existing neighborhoods will become more attractive and pedestrian-scaled, with buildings that front onto streets and traffic calming devices that provide places for identity signage. The design of the stormwater system will include environmentally responsible techniques that capture and clean water in a naturalized system and light fixtures will protect the night sky and use lower amounts of electricity. Art will be integrated into the design of the various elements and will become a visible part of the experience of living and working along the Corridor. Finally, the Corridor will be designed to an adaptable aesthetic theme that is sensitive to the various environments and contexts through which the roadway travels.

Process

The plan for the Six Forks Corridor was created in front of the Community and Stakeholders and was scrutinized by state and local agencies for its technical competency. To the best of their ability, the Planning and Design Team created a master plan that interprets and consolidates the inputs received during the process into a plan that maximizes as much benefit and opportunity to as many interests as possible, while being elegant in its execution.

Theme and Character

The Corridor travels through a diverse pattern of land uses. At each end, commercial uses along with a growing mixed use community suggest a more urbanized pattern and image, whereas the center portion of the Corridor, populated by churches, schools and neighborhoods, presents a softer landscape character with large canopy trees, lawns, and varied building setbacks. The theme and character design of "Urban Boulevard" and "Parkway Boulevard" acknowledges these complimentary characters and the fact that the Corridor will evolve over time.

Multi-modal Roadway Design

The roadway design includes three lanes of travel in each direction, with dedicated left turn lanes and a continuous landscaped center median for access management. Pedestrians are better accommodated with highly visible crosswalks at all of the intersections and the addition of new signals where it is warranted. A center median extends the length of the Corridor, varying in design character depending upon the space it is traveling through, while maximizing the number of places where large trees can be planted within it.

Pedestrians, Bicycle and Transit accommodations are an important part of the Corridor's program and use of space. Each side of the roadway includes adequately sized sidewalks and bicycle lanes that are separated from each other by planting space. The bicycle lane is actually located above the curb,

creating a safer and more comfortable place for bicyclists to ride. The plan cleans up the current bus stop locations and provides regularly spaced bus shelters that have signage, benches, protection from the elements, and planting, making them an attractive and visible part of the new streetscape, which will help to promote ridership.

Redevelopment Opportunities and Long Term Planning Concepts

Several properties along the Corridor will most likely undergo change in order to take advantage of growing market potential. The plan focuses on seven of these potential properties and provides an analysis of their near and long-term potential. The plan promotes the concept that the redevelopment of these properties can enhance the quality of the Corridor and provide more interconnectivity than exists currently, which will help ease automobile pressures on Six Forks Road and allow residents more options for circulating along the Corridor. To help define this better, the master plan proposes planning frameworks consistent with the Unified Development Ordinance that suggest how these properties might link together, the heights they should build to, the nature of the internal streets, and the type of building frontage that should occur along the internal streets and Six Forks Road.

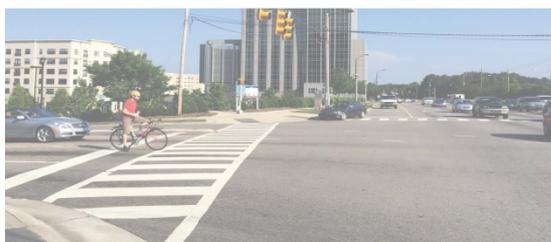
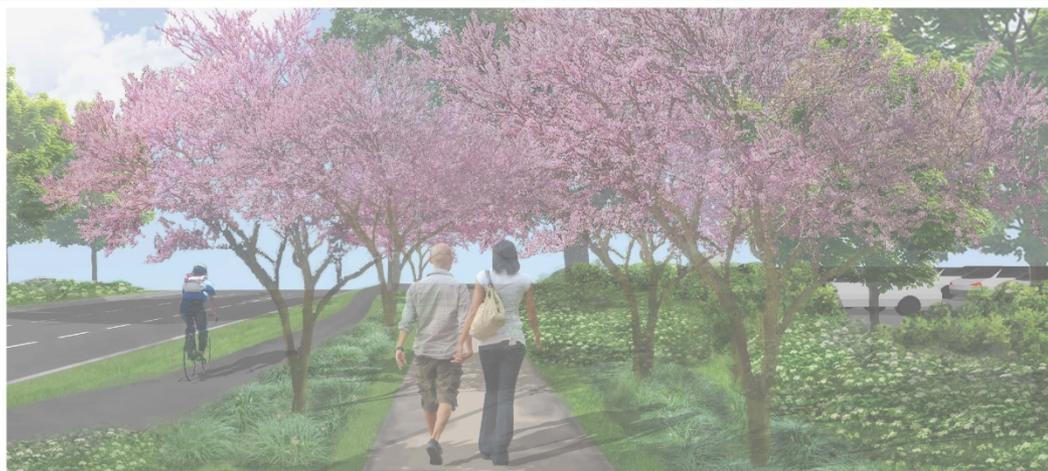
Conclusion

The Master Plan for the Six Forks Corridor accommodates, as much as possible, the desires of the Community, the requirements of state and local agencies, the realities of the existing site conditions and the potential for growth that can be expected along the Corridor. It provides a plan that if acted upon, will enhance the Corridor's livability and identity and enable the Corridor to fulfill its destiny to become an important address for the City of Raleigh.

Six Forks Road Corridor Study

Raleigh, North Carolina

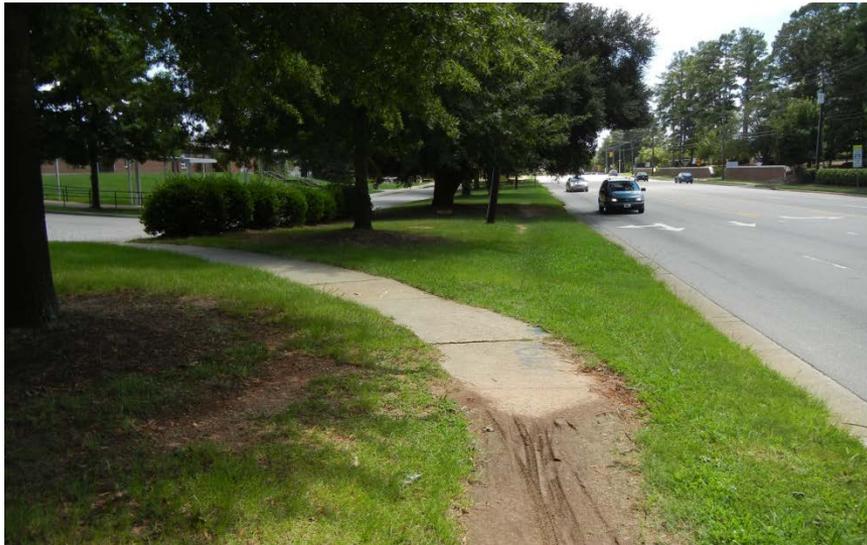
PROJECT STUDY DOCUMENT
November 2014

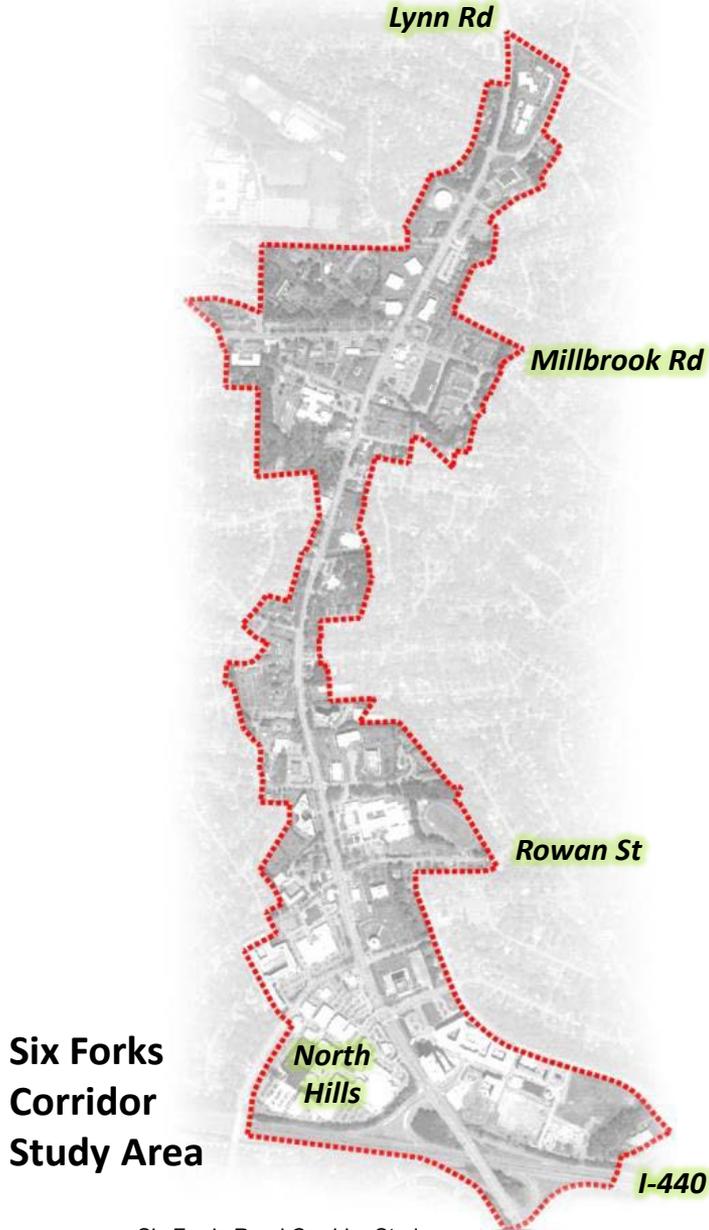


DESIGNWORKSHOP

Six Forks Road Corridor – Why are we here?

- Highly congested corridor
- Increasing development pressure
- Growing pedestrian demand
- Poor bicycle accessibility





Six Forks Corridor Vision - Goals

- Unique sense of place
- Enhanced fluidity of movement
- Environmental sensitivity
- Enhanced connectivity
- Transportation modes of all types
- Active pedestrian life
- Safety and accessibility
- Attractive urban thoroughfare
- Irresistible gathering place



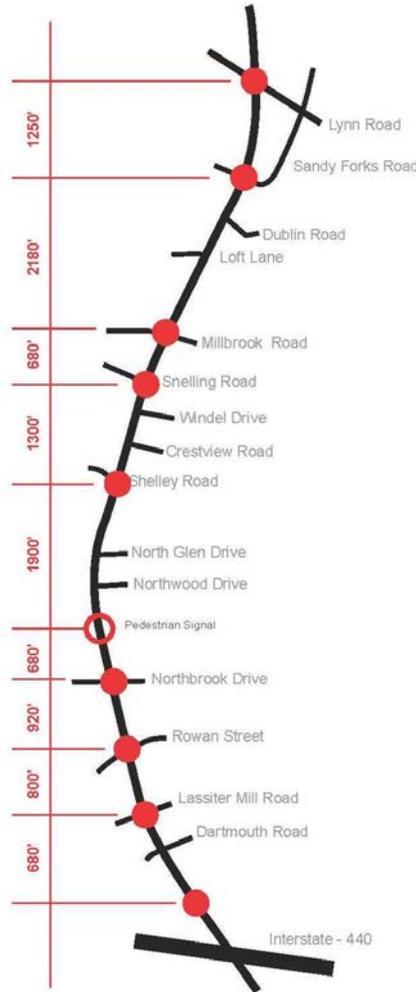
Six Forks Road Corridor – History

- 1989 – Thoroughfare Plan – Secondary Arterial (6 lanes with median)
- 2003 – North Hills redevelopment begins
- 2005 – Transportation Bond – Millbrook Road Intersection project
- 2012 – Visioning Workshop
- 2013 – UDO Street Plan – Avenue, 6 Lane, Divided
- 2014 – Corridor Study kickoff with consultants
- 2015 – Draft Plan presentation

**Six Forks
Corridor
Study Area**



Right-of-Way Widths



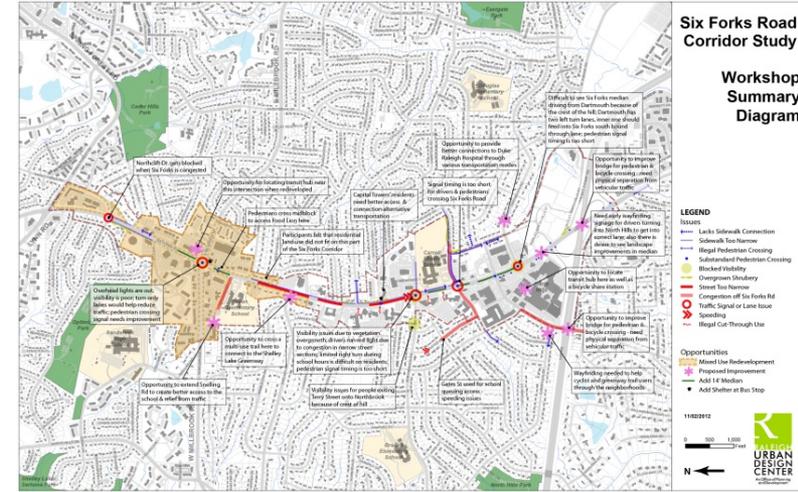
Intersection and Signal Spacing

Six Forks Road Corridor – Existing Conditions

- 2.3 miles in length
- 29,000-48,000 vehicles/day
- 9 different cross sections
- 52' to 120'+ wide ROW
- Speed limits
 - 35 mph south of Millbrook
 - 45 mph north of Millbrook
- Crash rate is 2.68x state average
- Inconsistent intersection and signal spacing

September 2012 Visioning Workshop

- 77 attendees
- Group presentation and breakout tables
- Vision statement
- Additional comments after workshop



Six Forks Road Corridor Study



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Council Work Session - 03/08/2016

Examples of walkable urban boulevards

South Boulevard,
Charlotte, NC →



← Park Avenue, NYC



Examples of walkable urban boulevards (cont.)

Wisconsin Avenue,
Bethesda, MD ↕↔





Six Forks Road Corridor Study

May 2014 Public Kickoff

- 2 meetings – 62 attendees total
- Keypad polling and “paper doll” exercise
- 3 focus groups – 35 attendees
- Additional on-line polling and comments
- Total polling – 205 responses
 - Safety and traffic flow rated poorly
 - Most important objectives – improve auto circulation and safety, reduce congestion, improve pedestrian and bicycle safety
 - Most important roadway fix – make lanes and lane widths consistent
 - Access management – install medians
 - Create balanced plan, mindful of costs and additional ROW

Summer 2014 – Evaluation of goals, design, and technical aspects

Doesn't Meet Goals

Too Many Impacts



	5 Lane Section (Existing Condition)	6 Lane Section 106' (Maximized Efficiency)	6 Lane Section 125' (Goldilocks)	6 Lane Section 146' (Fully Loaded)
Level of Service	Red	Light Green	Light Green	Light Green
Travel Time	Red	Light Green	Light Green	Light Green
Safety	Red	Light Green	Light Green	Light Green
Bike Infrastructure	Red	Light Orange	Light Green	Light Green
Pedestrian Infrastructure	Light Orange	Light Orange	Dark Green	Dark Green
Transit Infrastructure	Red	Light Orange	Dark Green	Dark Green
Aesthetics and Character	Red	Red	Light Green	Dark Green
Edge Impact	Dark Green	Dark Green	Light Orange	Red
Connectivity	Light Orange	Light Green	Light Green	Light Green
Real Estate Value	Light Orange	Light Orange	Light Green	Dark Green
Business Accessibility	Light Orange	Light Green	Light Green	Light Green
Cost	Dark Green	Light Green	Light Orange	Red

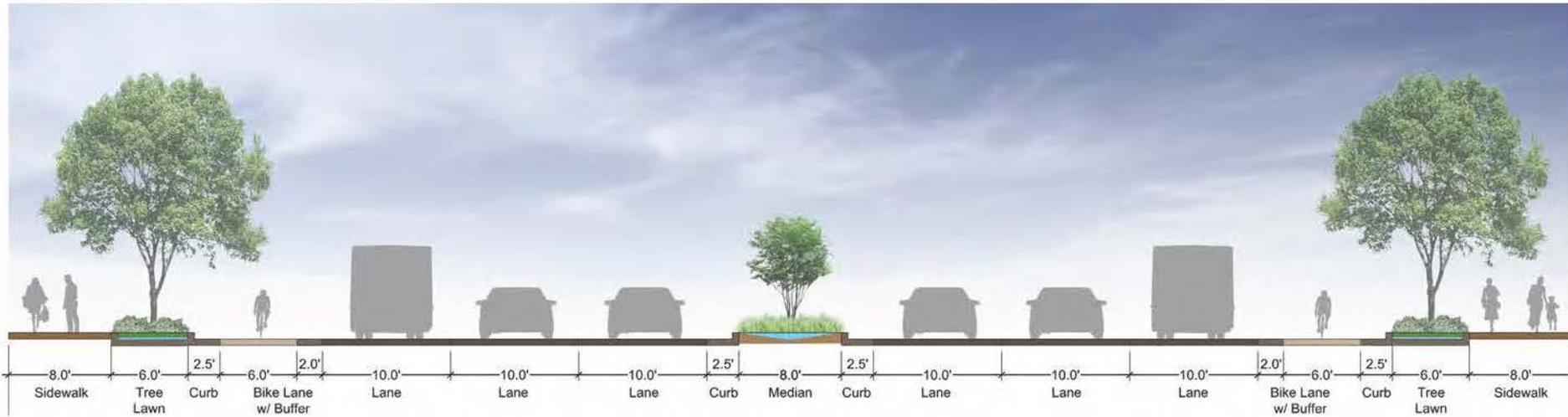
September 2014 Design Workshop

1st night – 23 attendees

- Group presentation and stations by topic
- Concerns raised over 6 lanes

2nd night – 26 attendees

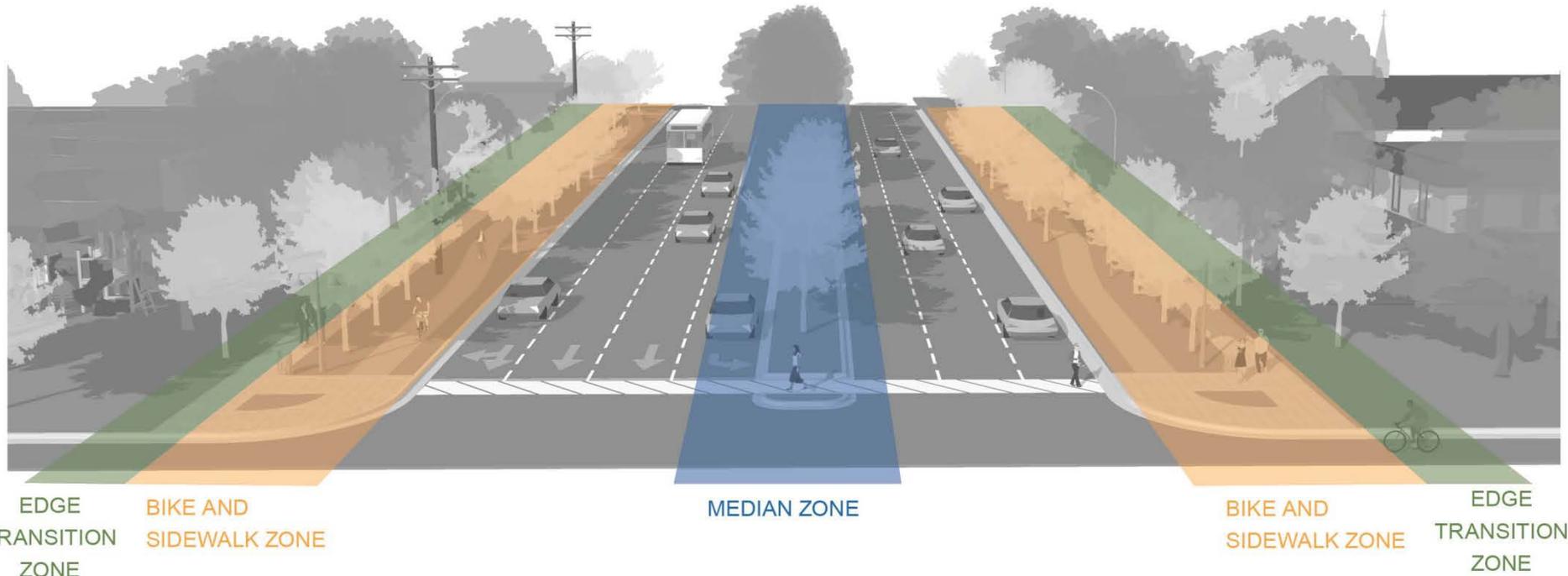
- Feedback on design concepts



SCENARIO 3 - 126' wide Section - "Goldilocks"

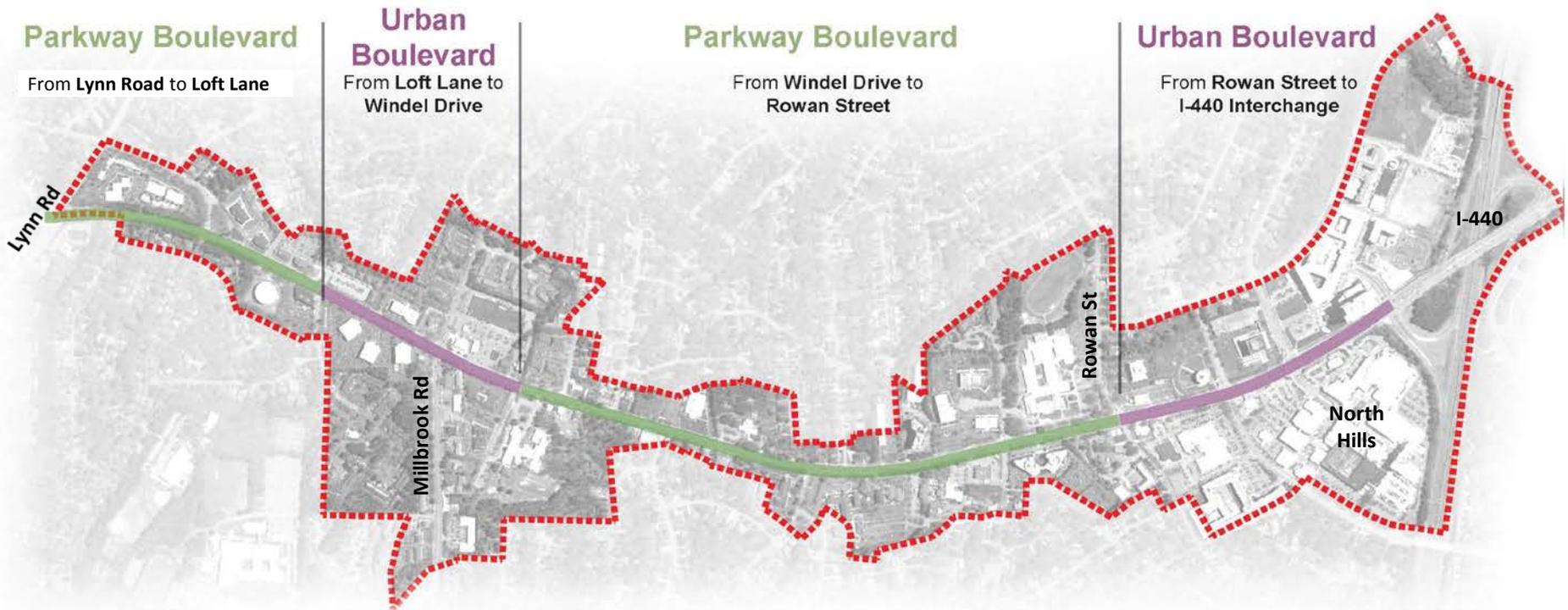
January 2015 Draft Plan Presentation

- 135 people attended
- Complete Street that accommodates all users & modes of travel
 - Meets traffic demand
 - Creates safe, separated zones for bike and pedestrians
 - Provides landscaped median and designs for the edge conditions
 - Reduces speed limit to 35 mph

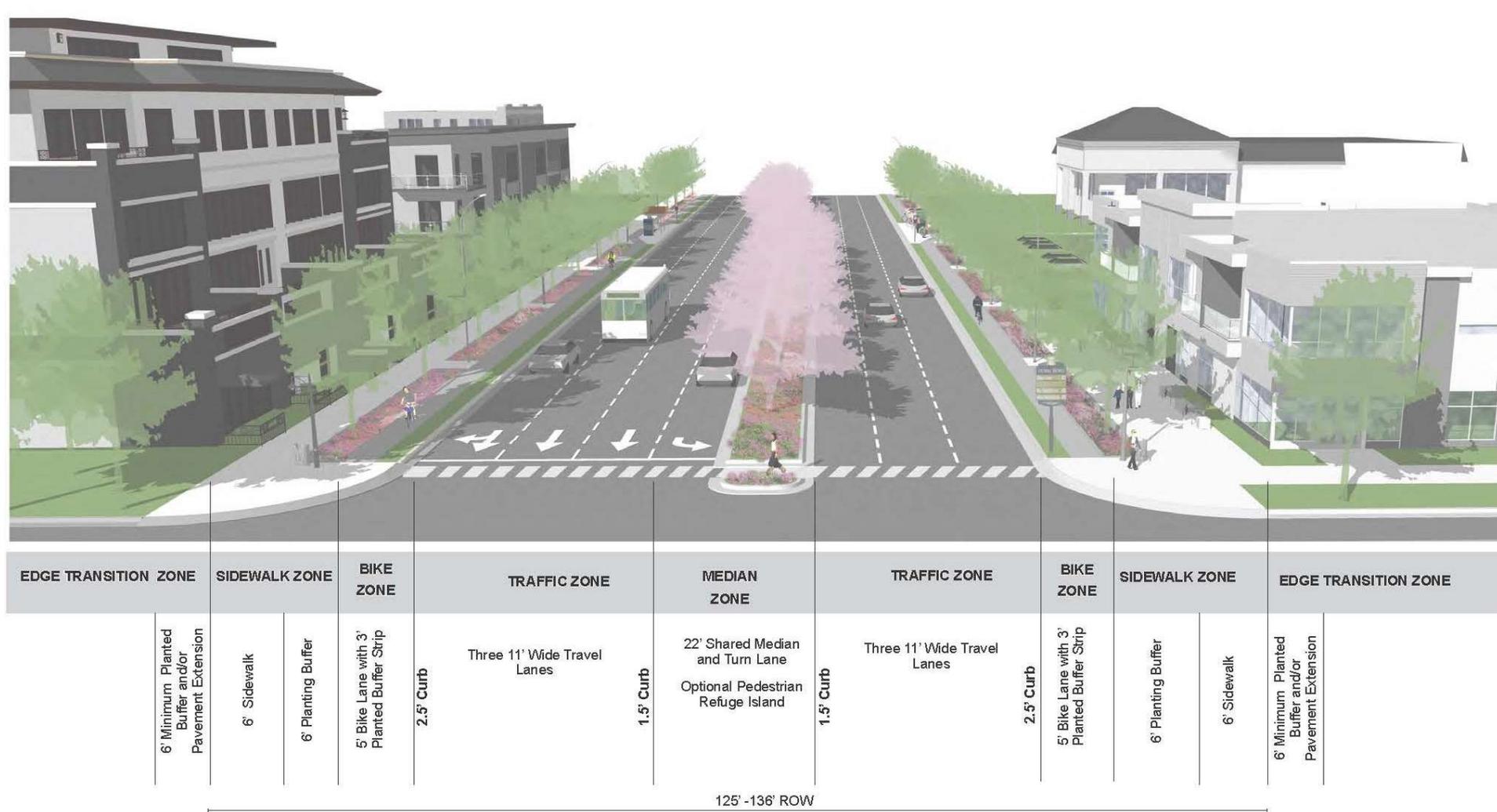


Two Distinct Streetscape Characters

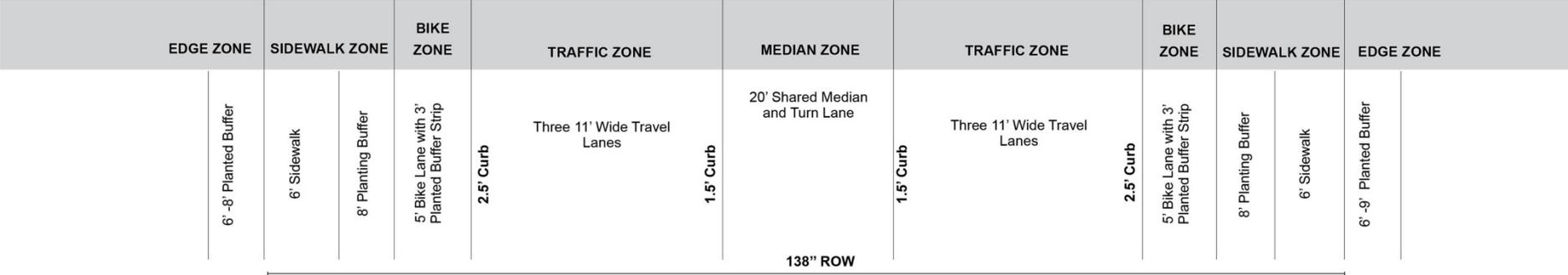
- Each sensitive to the context it goes through



Urban Boulevard Streetscape Type



Parkway Boulevard Streetscape Type



After Draft Plan Presentation...

- 4 CAC meetings – 110 attendees
- City Commission Meetings
 - SMAC
 - BPAC
 - Appearance Commission
 - Planning Commission
- Public comment period:
 - Email – 104 comments
 - SeeClickFix – 27 comments
 - Cityzen – 52 comments
 - Cityzen Polls – 120 votes
- Overwhelmingly positive feedback
- “All or nothing” comments – if 6 lanes, must include everything



Costs and Benefits of Bus Lanes

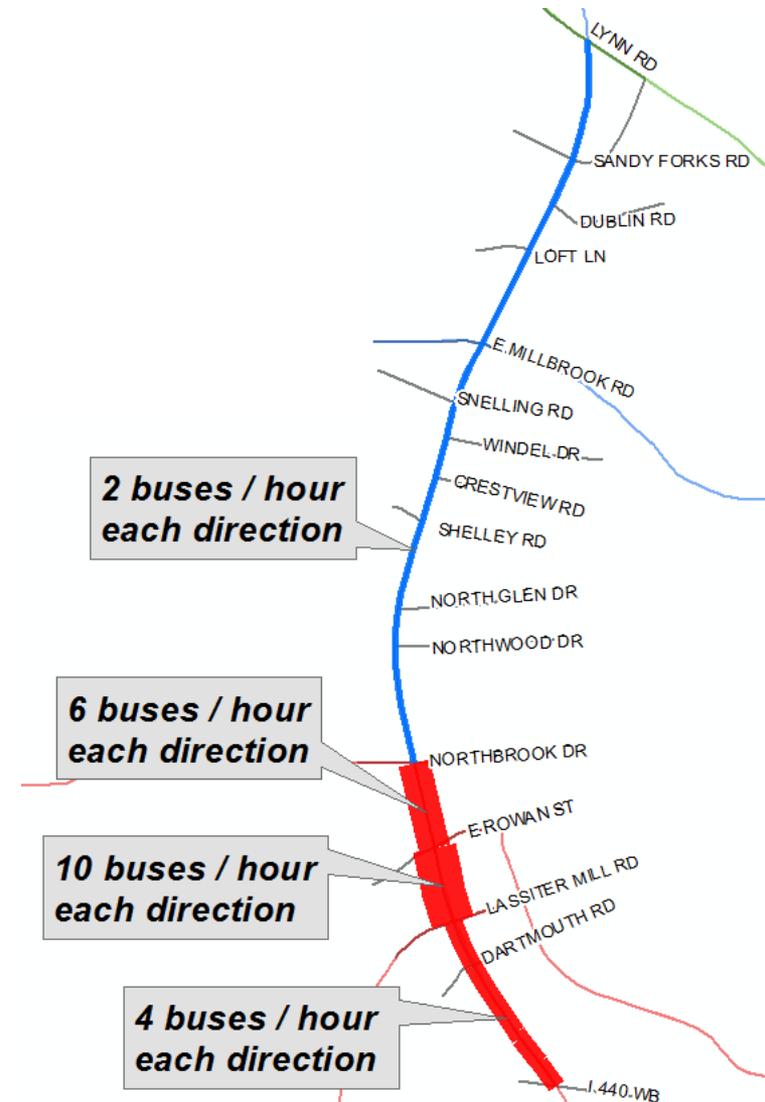
- Benefits
 - Improved travel time and reduced delay
 - Improved reliability and on-time performance

- Costs
 - Reduced traffic and parking capacity
 - Enforcement



Best Practices for Bus Lanes

- Need at least 10-12 buses per peak hour in each direction
- Buses should carry equivalent of 40%-60% of people in adjacent lane



Other Transit Efficiency Tools

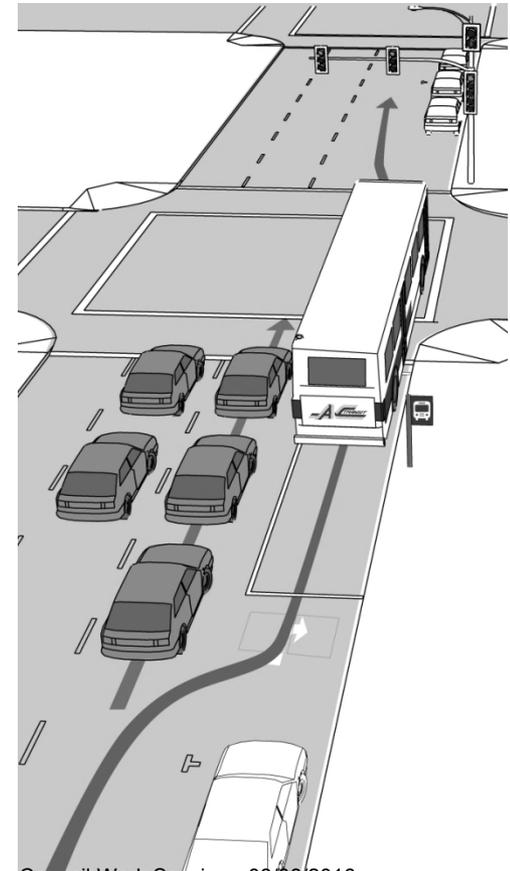
- Bus stop consolidation
- Pre-board fare collection
- All-door boardings
- Traffic signal priority
- Queue jumps



Six Forks Road Corridor Study



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Council Work Session - 03/08/2016

Transit Stops

- Consolidate existing stops (●) to new enhanced stops (●) spaced for ¼-mile walking radius (○)
- New and attractive bus shelters with signage & furniture



Six Fords Road Corridor Study



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Multimodal Level/Quality of Service Improvements

Mode	Existing LOS	LOS with Plan
	D / E / F	C / D
	D / E	C
	E	B
	D / E / F	B / C / E

Six Forks Corridor Plan provides:

- Unique sense of place
 - *Plan tailored to Six Forks Corridor*
- Enhanced fluidity of movement
 - *LOS for all modes improved*
- Environmental sensitivity
 - *LID components included*
- Enhanced connectivity
 - *Key street connections*
 - *Continuous bike/ped facilities*
- Transportation modes of all types
 - *Improved facilities for each mode*



Six Forks Corridor Plan provides:

- Active pedestrian life
 - *6' or wider sidewalks for whole corridor*
 - *Improved pedestrian crosswalks*
- Safety and accessibility
 - *Reduced 35 mph speed limit*
 - *More signals spaced at regular intervals*
- Attractive urban thoroughfare
 - *Two designs sensitive to commercial, mixed use, and residential context*
- Irresistible gathering place
 - *North Raleigh's Main Street*



Measures of Success

- 3X the area for bikes, pedestrians and streetscape
- Consistent lanes, with only a 26% increase in asphalt
- 10 new high quality bus shelters
- 52 high visibility crosswalks
- Over 4 miles of grade separated bike lanes
- Over 4 miles of new wider sidewalks
- Almost 8 million gallons per year of stormwater runoff treatment
- Three new traffic signals
- Locations for over 700 canopy and flowering trees
- Over 3 acres of planted medians
- Plans for 10 neighborhood gateways
- **Measurable increase in LOS for cars, bikes, pedestrian and transit**



Questions?

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THE FUTURE OF DOWNTOWN CITY FACILITIES

March 8, 2016

TODAY'S AGENDA

- **Background and context**
- **Why does the City need a centralized campus?**
- **Scenario Analysis**
- **Next Steps**

BACKGROUND AND CONTEXT

STRATEGIC PLAN

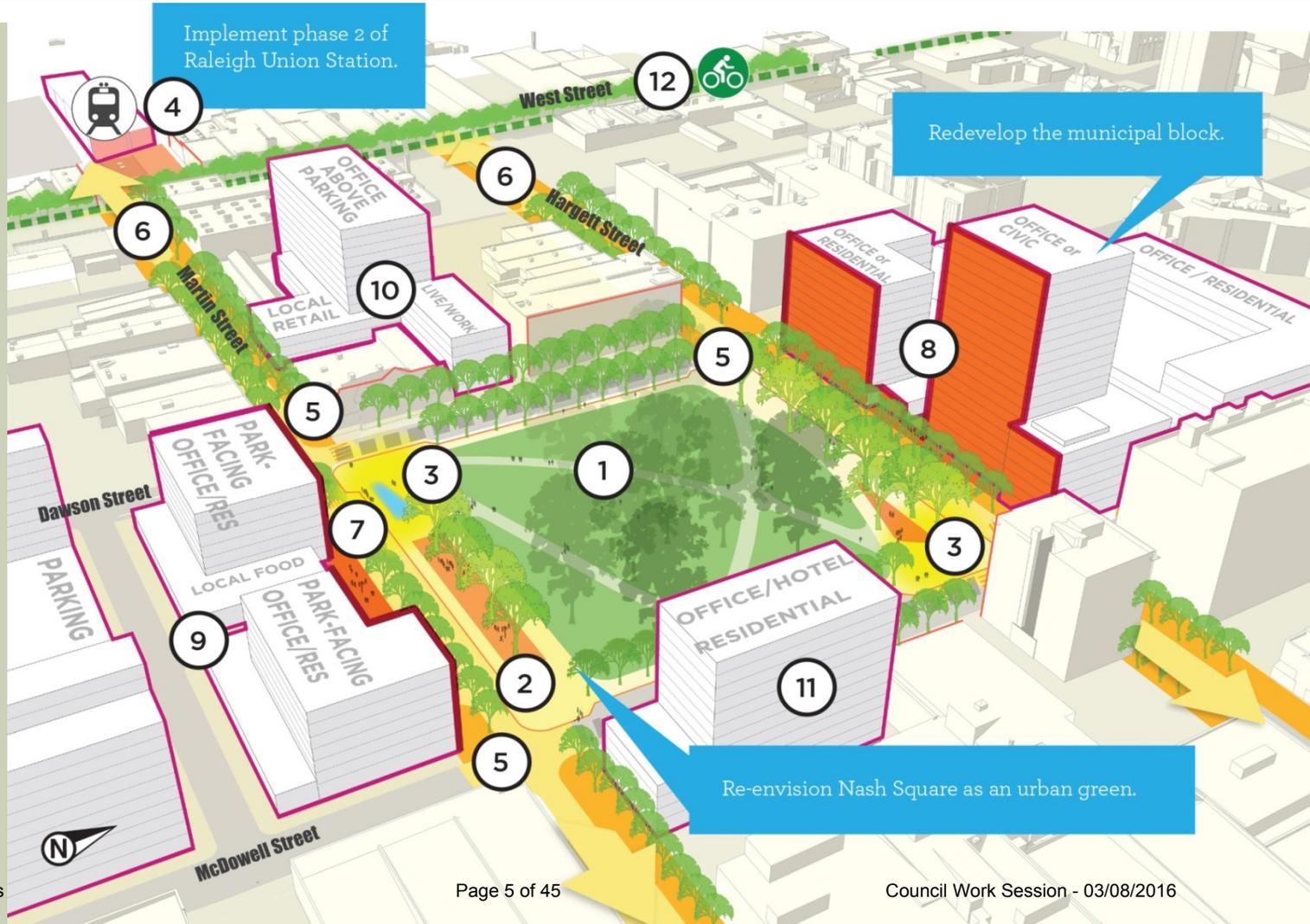
■ Organizational Excellence

- Objective 2: Align facilities, staff and technology with organizational needs.
 - Initiative 3: Plan a centralized campus that provides easy access to staff and citizens and promotes effective collaboration.

■ Complements other initiatives in Economic Development and Innovation

- Increase opportunities for downtown private development
- Realize the best return on downtown assets and minimizing public expenditures

DOWNTOWN PLAN



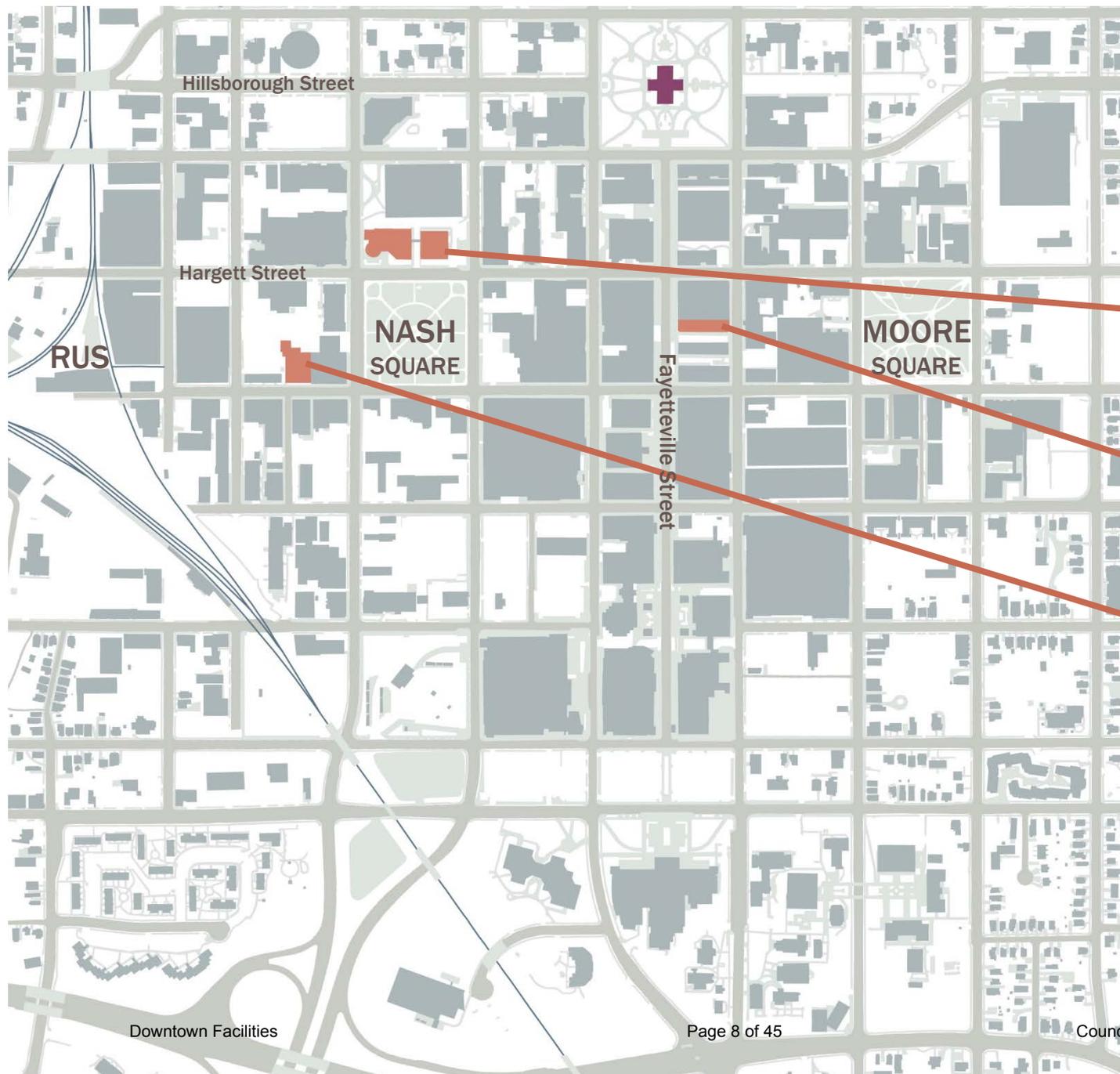
Nash Square

CONNECTIONS TO OTHER CITY EFFORTS



DOWNTOWN PROPERTIES

- 1,100 city staff work downtown
- Expect over 10% increase over next 5 years

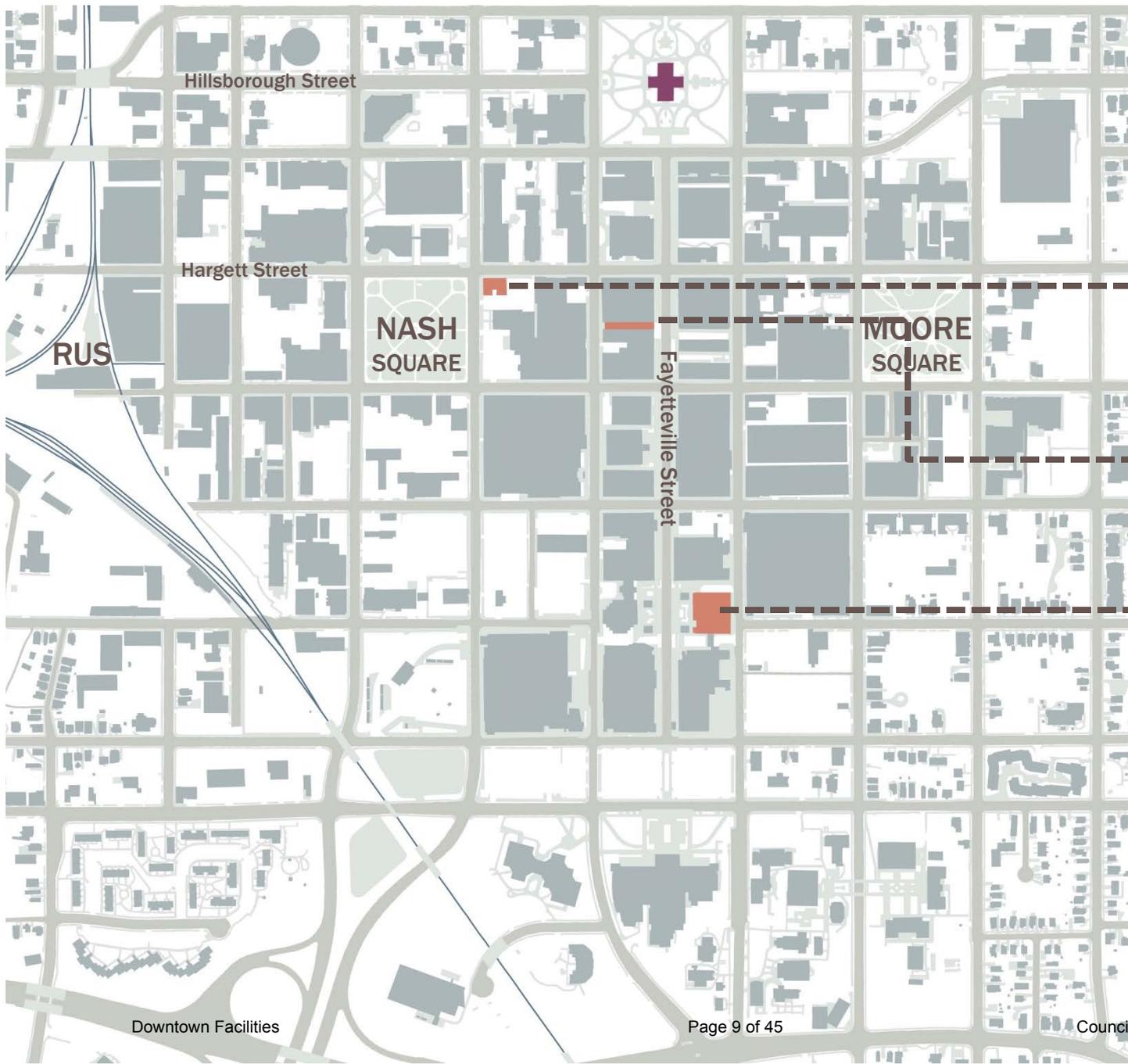


CITY OWNED BUILDINGS

AVERY C. UPCHURCH GOVERNMENT COMPLEX

ONE EXCHANGE PLAZA

DILLON BUILDING

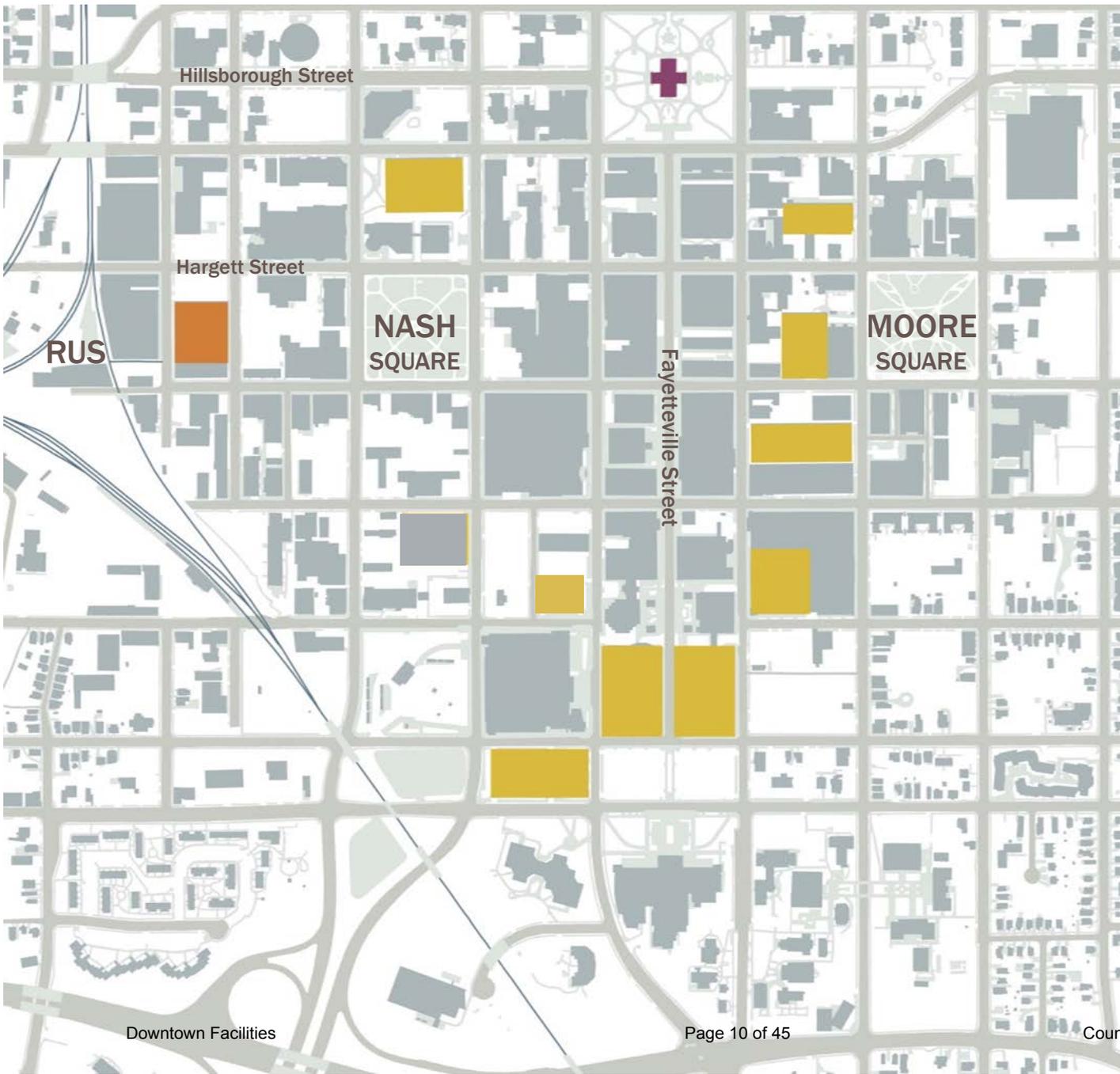


**OTHER
LEASED
SPACES**

**Professional
Building**

Briggs Building

Bank of America



CITY OWNED PARKING GARAGES



PARKING DEMAND IN DOWNTOWN

- Municipal deck built in 1984
- 602 spaces

BUILDING SQFT

120,000 SQFT

45,000 SQFT

101,000 SQFT

AGE OF BUILDING

**33 YEARS
(1983)**

**51 YEARS
(1965)**

**31 YEARS
(1985)**

**10 YEAR CAPITAL
MAINTENANCE**

\$1,465,000

\$1,050,000

\$3,003,000

EMPLOYEES

379

146

303

**CITY OWNED
BUILDINGS**

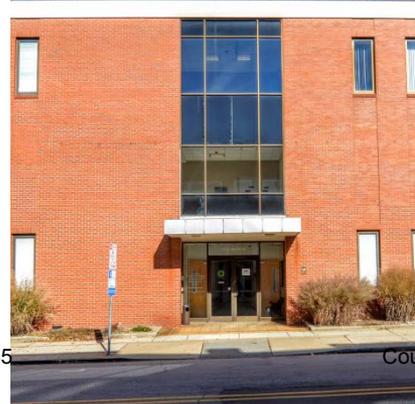
Downtown Facilities

**RALEIGH
MUNICIPAL
BUILDING**

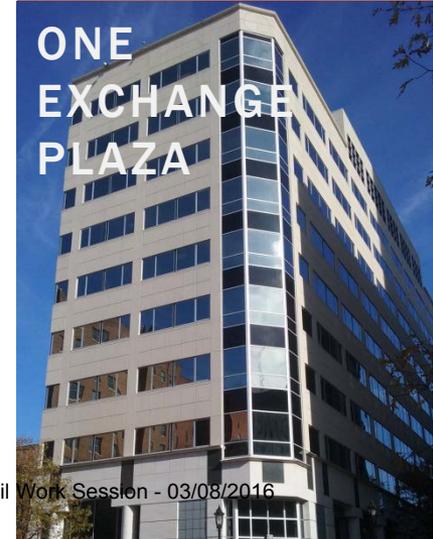


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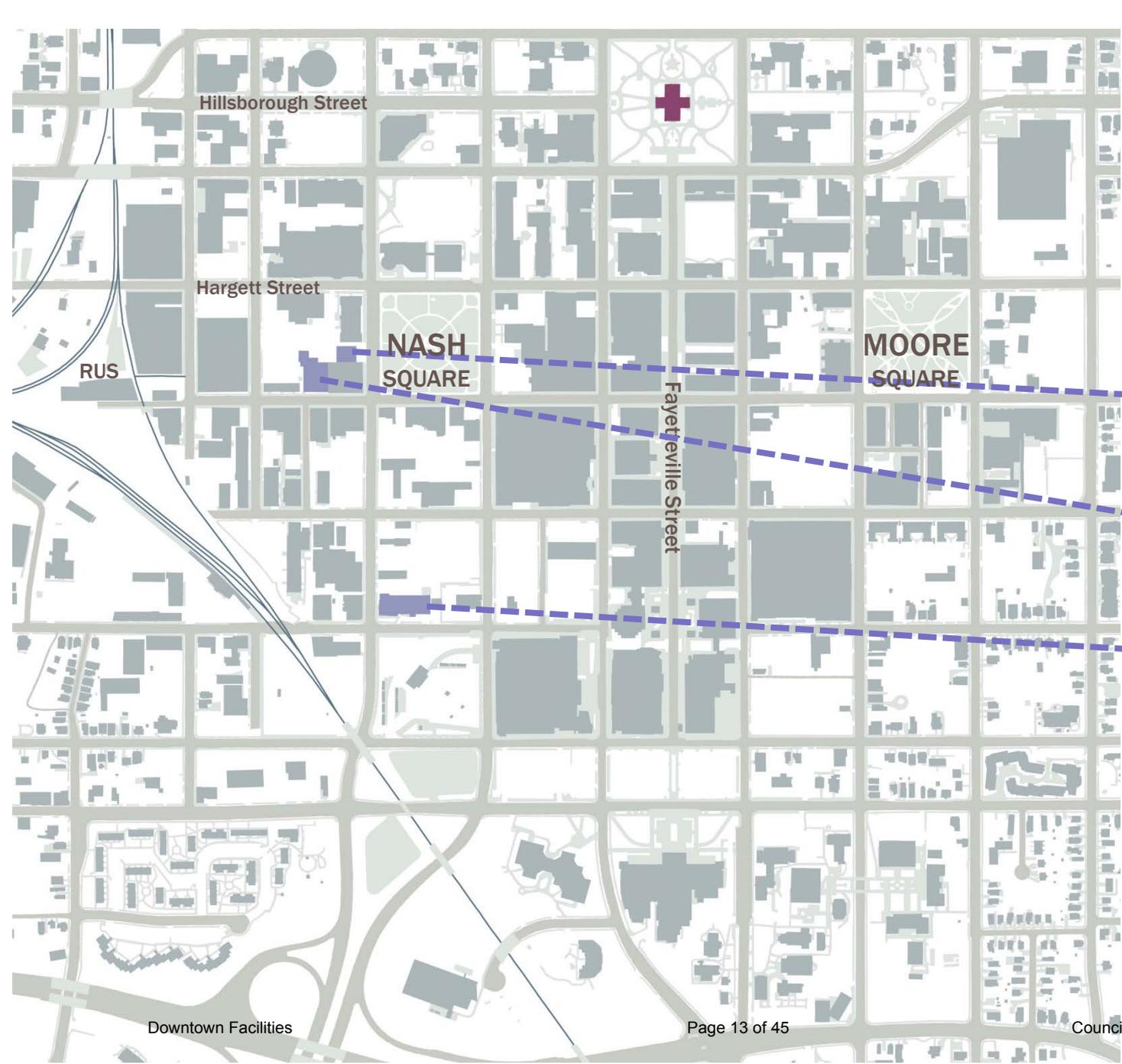
**DILLON
BUILDING**



**ONE
EXCHANGE
PLAZA**



Council Work Session - 03/08/2016



PUBLIC SAFETY FACILITIES

Fire Station 1

Fire Administration at Dillon Building

Downtown District Police Station

WHY DO WE NEED A CENTRALIZED CAMPUS?

ASSUMPTIONS

- **Concentrated on:**
 - **Services that benefit from co-location**
 - **Customer service opportunities**
- **Public safety facilities not a focus**
 - **Public not openly invited to these buildings**
 - **Emergency Communications and Emergency Management functions moving to new CCC**
 - **Other efforts could address Fire and Police needs**

WHY DO WE NEED A CENTRALIZED CAMPUS?

- 1. Improve Customer Service and Civic Engagement**
- 2. Improve Staff Efficiency**
- 3. Enhance economic development opportunities**

IMPROVE CUSTOMER SERVICE AND CIVIC ENGAGEMENT

- Serve over 500 walk-in customers per day
- 130,000 walk-in customers per year
- 9 service locations spread across 3 buildings



IMPROVE CUSTOMER SERVICE AND CIVIC ENGAGEMENT

- Opportunities to co-locate public-facing services
 - Allows fees and fines collected in a common location
- Closer proximity between parking and services
 - Development Services Center can be difficult to reach, especially when customers carry blueprints
- Security improvements
- Improve accessibility
- Improved connectivity for transit riders, pedestrians, bicyclists



IMPROVE CUSTOMER SERVICE AND CIVIC ENGAGEMENT

- City facilities host over 400 public meetings per year
 - City Council and committees
 - Boards and Commissions
 - Advisory committees
- Limited meeting room capacity
 - Only 4 conference rooms set up for 20+ individuals
 - Only 1 conference room set up for 50+ individuals (OEP 701)
- Some public meetings re-located to Convention Center



OEP 701

Downtown Facilities



RMB 303

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RMB 305

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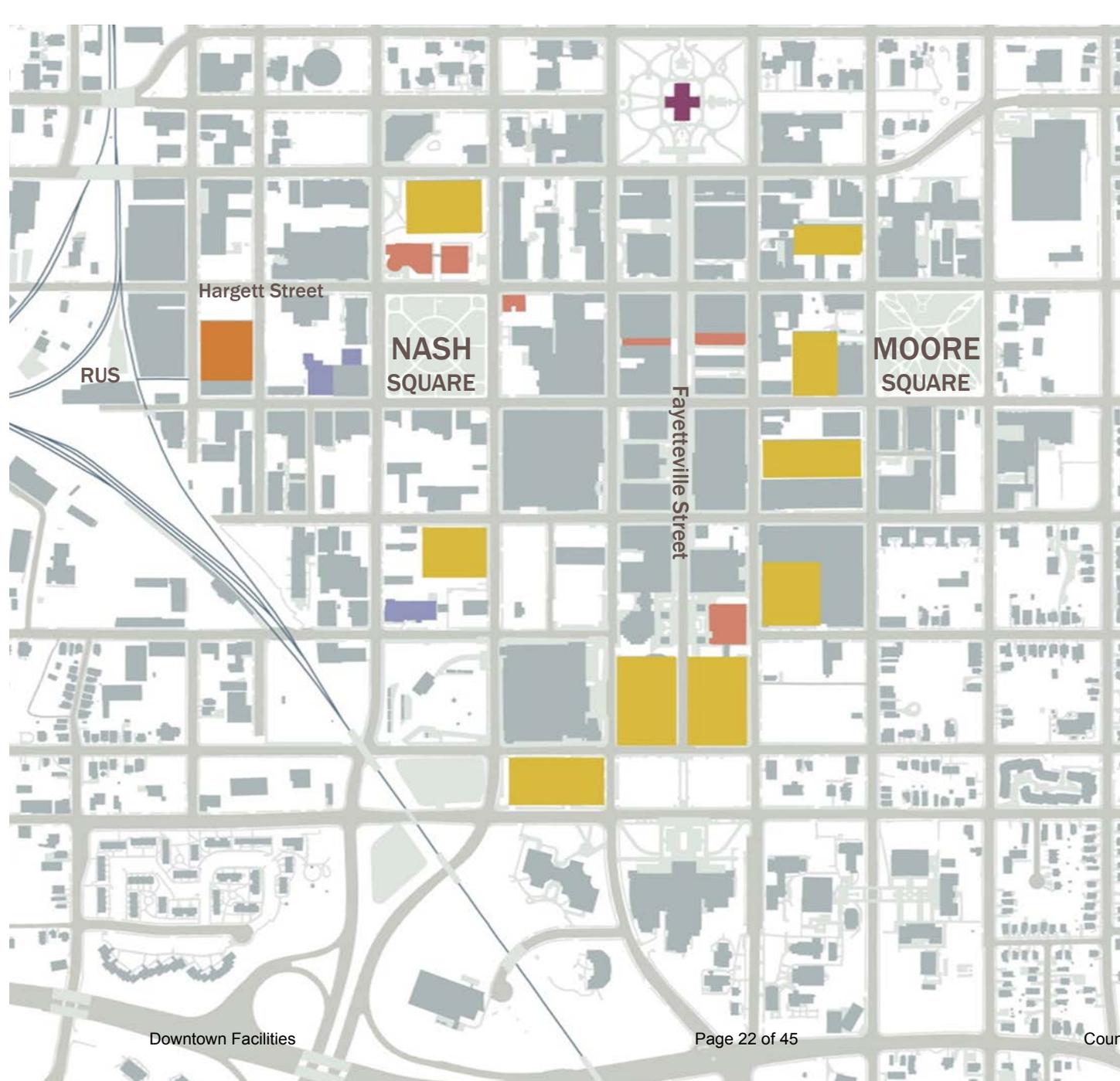
IMPROVE CUSTOMER SERVICE AND CIVIC ENGAGEMENT

- Consider Council chamber and meeting space improvements and to enhance civic engagement
- Explore ADA access improvements
- Few meeting spaces available for public use
- Other cities provide civic space for
 - Neighborhood meetings
 - Special events
 - Public art space
 - Community performance space



WHY DO WE NEED A CENTRALIZED CAMPUS?

1. Improve Customer Service and Civic Engagement
2. Improve Staff Efficiency
3. Enhance economic development opportunities



IMPACT OF DISPERSED CAMPUS

- Lost employee productivity due to travelling among downtown buildings

IMPROVE STAFF EFFICIENCY

- Some city departments located in different buildings

Department	Buildings
City Planning	One Exchange Plaza, Briggs Building
Parks, Recreation, and Cultural Resources	Raleigh Municipal Building, Professional Building
Public Works	Raleigh Municipal Building, One Exchange Plaza
Finance	Raleigh Municipal Building, Professional Building
Human Resources	Raleigh Municipal Building, One Exchange Plaza
Housing & Neighborhoods	Dillon Building, One Exchange Plaza

IMPROVE STAFF EFFICIENCY

■ Efficient Office and Meeting Space

- Most existing space structured as traditional offices and cubicles
- Meeting spaces not designed for project teams or workgroups
- No dedicated training spaces
- Opportunities to explore more collaborative office spaces, technological improvements



IMPROVE STAFF EFFICIENCY

- **Traditional approach includes offices and cubicles**
 - Increases construction costs-could require 33% additional space over the long-term
 - Provides space for focused work
- **New Trends approach includes open work spaces and project team rooms**
 - Opportunities to build efficiently - requires less new square footage, minimizing new construction cost, while promoting staff collaboration
 - Modular space provides long-term flexibility



IMPROVE STAFF EFFICIENCY

- **Explore other efficiencies**
 - On-site food service
 - Employee health services
 - Other opportunities to save employee time, complement other city initiatives

WHY DO WE NEED A CENTRALIZED CAMPUS?

1. Improve Customer Service and Civic Engagement
2. Improve Staff Efficiency
3. **ENHANCE ECONOMIC DEVELOPMENT OPPORTUNITIES**

RALEIGH: A GROWING CITY

- Downtown's population has increased 53% since 2000 and is poised for an increase of nearly 40%
- Public investment in downtown has yielded a more than 2 to 1 return on investment with over \$2.5 billion in completed and under-construction projects.
- \$385 million in current and recently completed construction in downtown, adding over 2 million square feet of new space.
- At the end of 2014, downtown Raleigh had over 1,800 residential units under construction with hundreds more planned

Credit 2015 State of Downtown Report

ENHANCE ECONOMIC DEVELOPMENT OPPORTUNITIES

- A centralized civic campus will enhance opportunities by
 - Freeing up assets for private development
 - Generating more property tax revenues
 - Including retail and office space in new central campus
- Property disposition - Proceeds from sale of city owned buildings would offset costs of new construction

ENHANCE ECONOMIC DEVELOPMENT OPPORTUNITIES

- Centralizing into one campus frees up other assets for private development

Redevelopment Opportunity



101,000 SQFT of Office Space



ENHANCE ECONOMIC DEVELOPMENT OPPORTUNITIES

■ Property tax values of city-owned assets

RMB Block (all structures)	\$60.8 M
One Exchange Plaza	15.8 M
East Moore Square parcels	6.8 M
Downtown District Police St.	5.0 M
Dillon Building	4.1 M
Fire Station #1	3.0 M
TOTAL	\$95.6 M

ENHANCE ECONOMIC DEVELOPMENT OPPORTUNITIES

- **Consider retail space along sidewalk**
 - Actively use the publicly-accessible space
 - Consider diverse uses, not just retail or food
- **Square footage built for future city use could be leased**
 - Lease to organizations that complement city services or enhance employee recruitment and retention?
 - Could provides additional revenue to offset project costs

IN PROGRESS..

COMPLEMENT
INVESTMENT
AROUND
NASH SQUARE
AND THE
WAREHOUSE
DISTRICT

Dillon
Redevelopment

News and
Observer Block
Redevelopment

Raleigh Union
Station

HQ Raleigh
Expansion

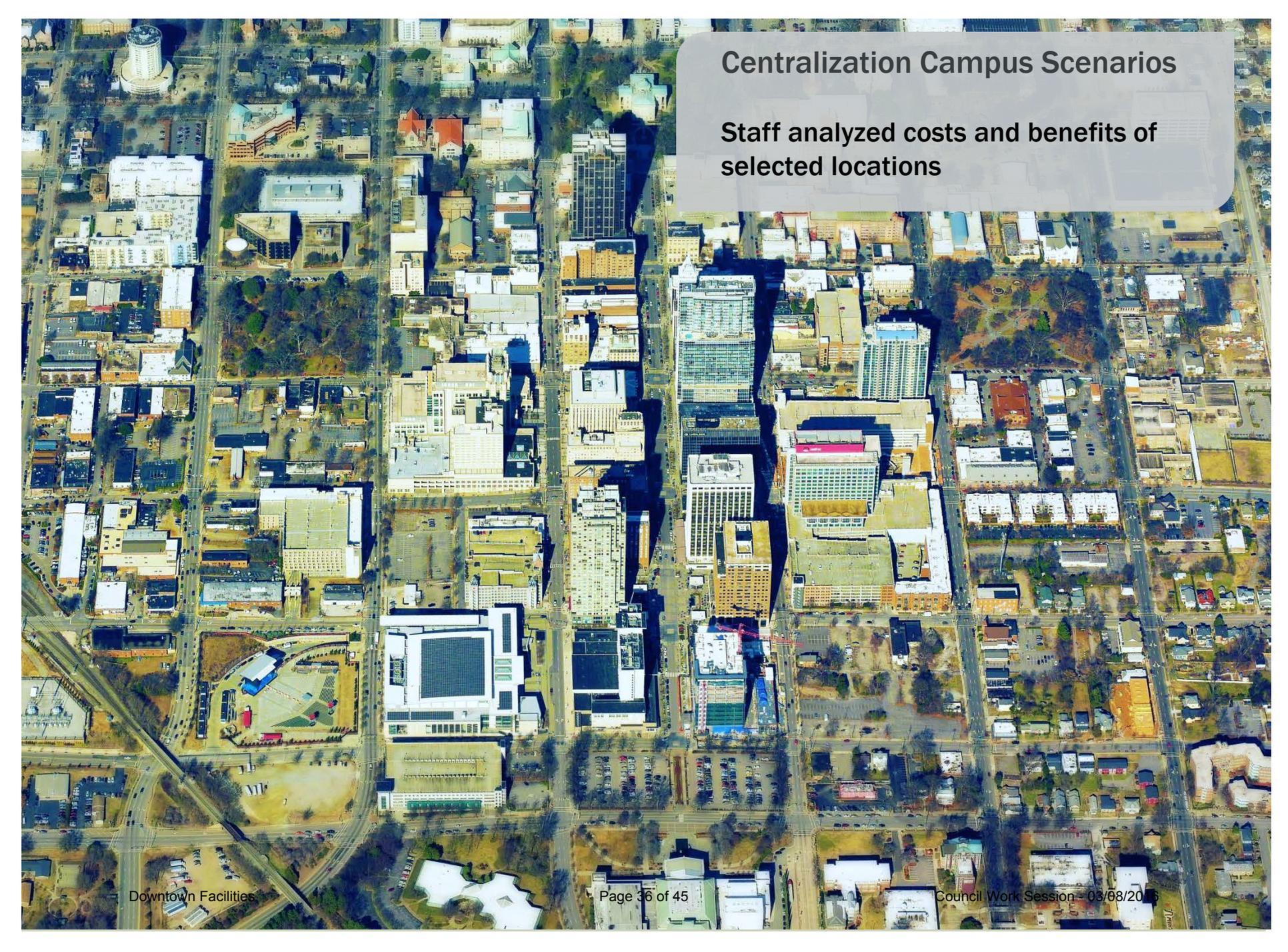
POTENTIAL DEVELOPMENT..



COMPLEMENT INVESTMENT AROUND NASH SQUARE AND THE WAREHOUSE DISTRICT

- Re-visioning of Nash Square
- Dillon Building and Fire St #1
- Expansion of Multimodal Station

CENTRALIZATION SCENARIOS

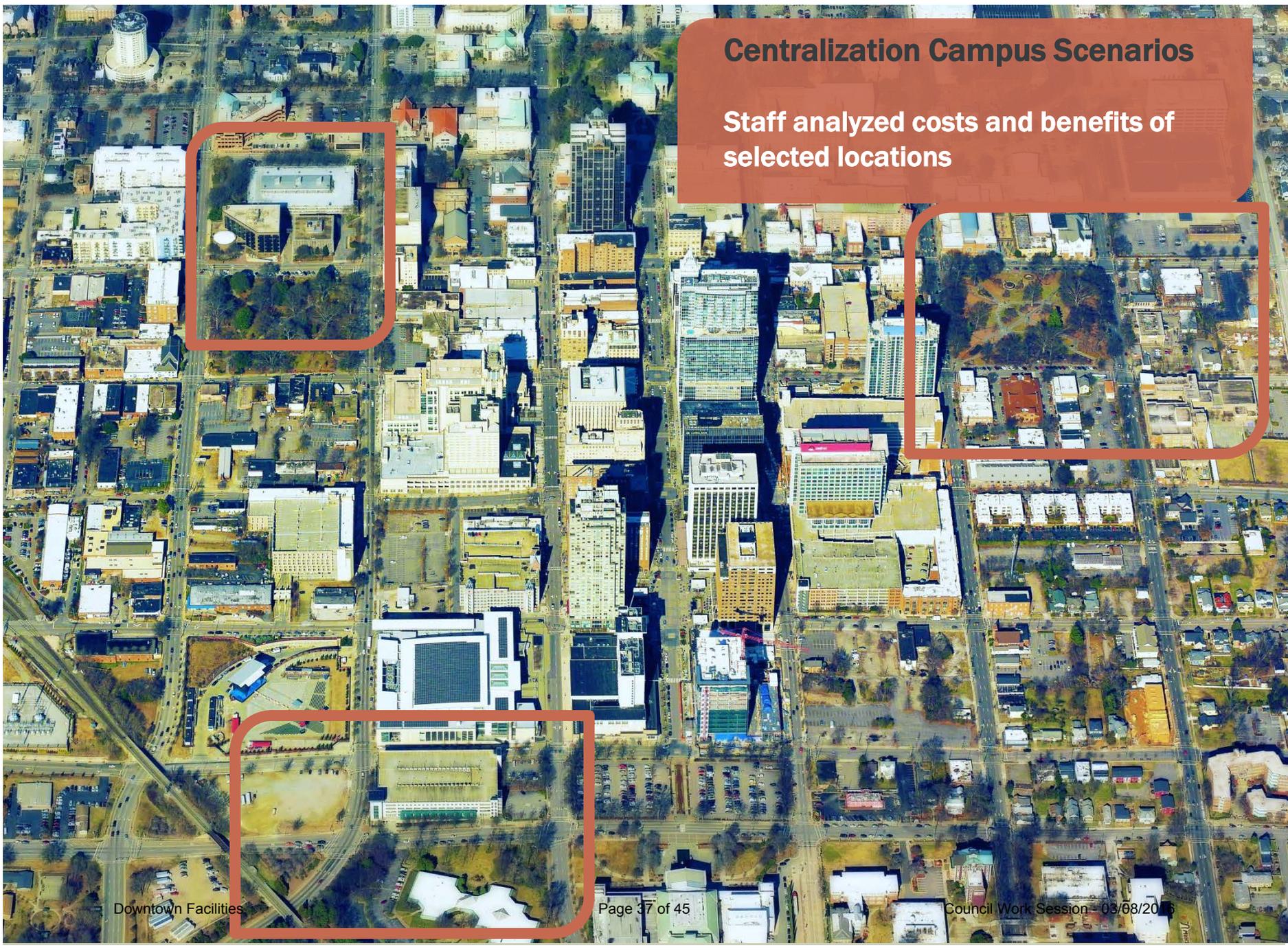
An aerial photograph of a city campus, showing a dense grid of buildings, streets, and parking lots. A semi-transparent grey text box is overlaid in the upper right quadrant. The text inside the box discusses centralization campus scenarios and the analysis of costs and benefits for selected locations. The background shows various architectural styles, including modern glass-fronted buildings and older, more traditional structures. There are also some green spaces and trees interspersed among the buildings.

Centralization Campus Scenarios

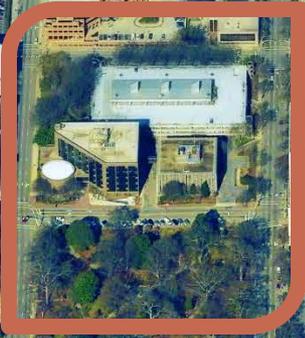
Staff analyzed costs and benefits of selected locations

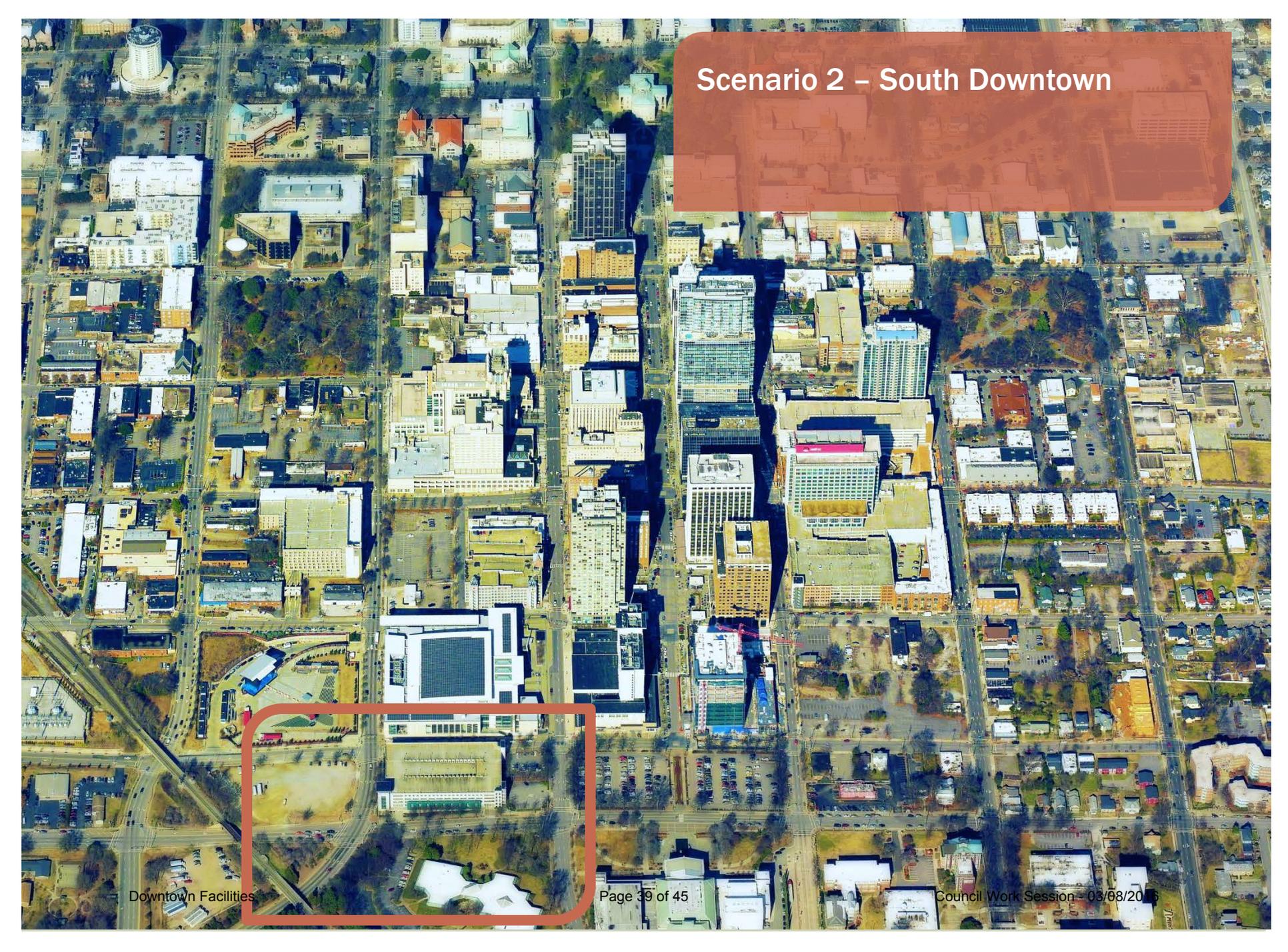
Centralization Campus Scenarios

Staff analyzed costs and benefits of selected locations



Scenario 1 – Municipal Block



An aerial photograph of a city's downtown area, showing a dense grid of buildings, streets, and parking lots. A large, semi-transparent red rectangle is overlaid in the upper right quadrant of the image. In the lower left, a smaller red rounded rectangle highlights a specific area containing a large, rectangular building and an adjacent open lot. The overall scene is a high-angle, top-down view of an urban environment.

Scenario 2 – South Downtown

An aerial photograph of a city downtown area. A large, semi-transparent red box is overlaid on the top right portion of the image. Within this red box, a smaller, rounded red outline highlights a specific area containing several buildings and a park-like space with trees. The rest of the image shows a dense urban grid with various buildings, streets, and parking lots.

Scenario 3 – East Downtown

CENTRALIZATION SCENARIOS

Scenario	Pros	Cons	Cost Implications
1 Municipal Block	<ul style="list-style-type: none"> Minimize new construction, reduces project cost Existing block can accommodate building and parking needs Some infrastructure already in place 	<ul style="list-style-type: none"> Temporary loss of parking deck and certain operations will create difficulties for customers and employees Not a “fresh start” with all new complex 	Least Expensive Option \$
2 South Downtown	<ul style="list-style-type: none"> Accessible via car, transit, pedestrian Opportunity for all new campus, new look Stimulate investment south of downtown core 	<ul style="list-style-type: none"> Requires more land acquisition Requires more constructed square footage 	More Expensive \$\$
3 East Downtown	<ul style="list-style-type: none"> Opportunity for all new campus, new look Stimulate investment east of downtown core 	<ul style="list-style-type: none"> Requires more land acquisition, and parcel assembly Requires more constructed square footage 	Most Expensive Option \$\$\$

CENTRALIZATION SCENARIOS

- **Police and Fire facilities evaluated separately**
 - Public not openly invited into these facilities
 - Co-location may not benefit public safety agencies
- **Currently assessing public safety training needs**
- **While treated as separate set of decisions, future plans for public safety facilities will be coordinated with:**
 - Economic development plans
 - Centralized campus plans
 - Police and Fire response time goals

CENTRALIZATION SCENARIOS

- **Impacts of doing nothing**
 - **Financial and economic costs**
 - Ongoing lease and facility maintenance costs
 - Foregone increases in taxable real estate
 - Foregone improvements in energy efficiency and lower utility costs
 - **Missed opportunities**
 - As staff grow, may rely more on “patchwork” of leased space
 - Fewer options to provide better customer service through facility design
 - Fewer options to improve citizen experience at city meetings
 - Real estate optimal for private development may continue as city facility

POTENTIAL NEXT STEPS

- **Propose Assumptions and Criteria**
 - Propose major assumptions staff would use during the master planning phase, and receive Council's feedback
 - Request approval to move forward with RFQ process
- **Master planning funded - \$800K in Adopted CIP**
- **Conduct RFQ process to select consultant that will work with staff to complete a civic campus master plan**



QUESTIONS ?

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City of Raleigh

North Carolina

March 1, 2016

MEMORANDUM

TO: Ruffin Hall, City Manager

FROM: Todd Delk, PE, Senior Planning Engineer

RE: Raleigh-Cary Rail Crossing Study

Over the last 18 months, the City has been participating in the Raleigh-Cary Rail Crossing Study, conducted by the Capital Area Metropolitan Planning Organization (CAMPO) in partnership with City of Raleigh, Town of Cary, North Carolina Department of Transportation (NCDOT), GoTriangle, North Carolina Railroad Company, and Norfolk Southern Railroad.

The purpose of this study was to evaluate potential improvements to the at-grade highway/rail crossings from NE Maynard Road in Cary to Gorman Street in Raleigh, and to study how changes at the crossings will affect future land uses and the community. In addition to looking at existing crossings, this study also considered possible new roadway extensions across the railroad within the corridor.

Following the first public meetings in November 2014, design began on a range of solutions at each existing crossing. Several new roadway extensions, either currently included on the local transportation plan or identified as part of this study, were evaluated. This corridor is part of the Sealed Corridor Program developed by NCDOT in conjunction with the railroad agencies. Therefore, only grade separations were considered for new crossings.

A range of options were considered for each crossing and then evaluated in a three-tiered analysis process based on design constraints and impacts, traffic operations, and economic development opportunities. After the conclusion of the analysis and input from the public, one alternative was determined to be most feasible at each existing and proposed future crossing. The designs for these recommended alternatives were further refined to develop cost estimates

A summary of the recommendations for crossing in Raleigh is provided here in Table 1. The recommendations have been presented to the West Citizens Advisory Council and the members of the Method Road community and received positive feedback. The draft report is available for review at www.rcrxstudy.com.

If you have additional questions about this study, feel free to contact me at 919.996.2661 or todd.delk@raleighnc.gov.

Table 1. Recommended Rail Crossing Alternatives

Crossing	Crossing Type	Recommendation	Time Frame	Potential Cost Estimate*
Corporate Center Drive	Future	Extend Corporate Center Drive south to Bashford Road with a bridge over the railroad	Long-term	\$22 million
Nowell Road	Existing at-grade	Close Nowell Road railroad crossing in conjunction with extension of Corporate Center Drive and/or Edwards Mill Road across the railroad	Long-term	\$36,000
Edwards Mill Road	Future	Extend Edwards Mill Road south to future Western Boulevard extension with a railroad bridge over the new road	Long-term	\$48 million
Jones Franklin Road	Future	Extend Jones Franklin Road north to Chapel Hill Road with a railroad bridge over the new road	Long-term	\$33 million
Powell Drive	Existing at-grade	Realign Powell Drive to connect with Youth Center Drive with a railroad bridge over the realigned road	Long-term	\$44 million
Beryl Road	Existing at-grade	Close Beryl Road crossing and extend Beryl Road east to Royal Street; maintain Royal Street at-grade crossing	Mid-term	\$7 million
Royal Street	Existing at-grade			

Raleigh-Cary Rail Crossing



Crossing Tracks, Connecting Communities



Project Genesis & Overview

2

- **Part III of CAMPO Rail Study from Raleigh to RTP**
 - Respond to increased discussions of light, commuter, passenger and high-speed rail

- **HIGH-LEVEL CONCEPTUAL DESIGNS**
 - Test impacts of design, traffic, and development

- **PLANNING FOR STREET CONNECTIVITY AS RAIL PROJECTS MOVE FORWARD**
 - Document public involvement, expedite projects in future if funded

Project Participants

3



NC Capital Area **Metropolitan Planning Organization**



Triangle



Primary Questions

4

- How can we improve safety at existing at-grade crossings?
- How should we cross railroad where local plans propose new roads?
- How will potential road/rail improvements affect future land uses and the community?

Project Time Line

5

- **DISCOVERY** (*Summer – Winter 2014*)
 - ▣ Learn about existing land uses and travel patterns
 - ▣ Public meeting - November 2014 @ Method Rd.

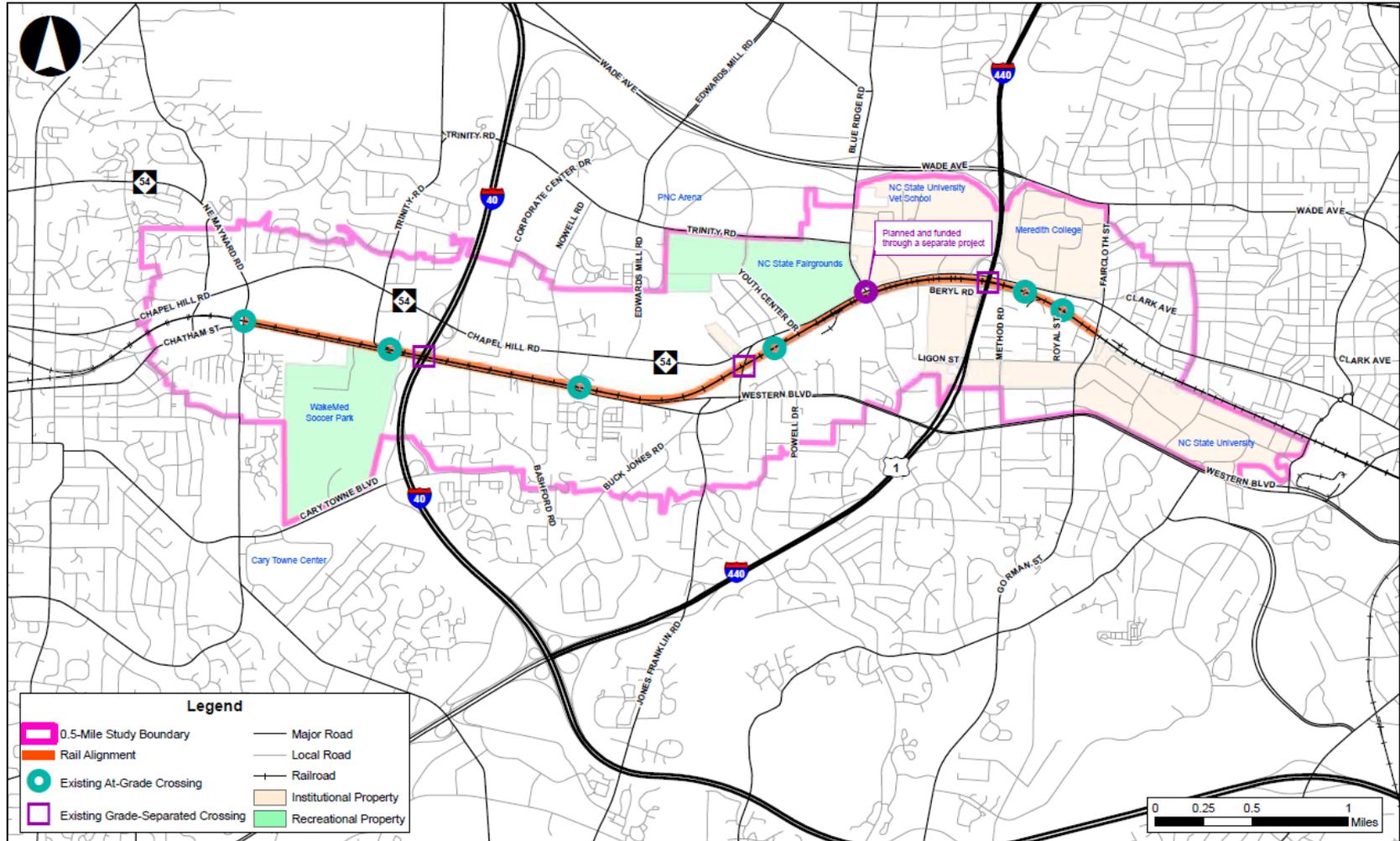
- **ALTERNATIVES** (*Winter 2014 – Summer 2015*)
 - ▣ Explore a range of alternatives, understand effects on the community
 - ▣ Public meeting - March 2015 @ Fairgrounds

- **BREAK** (*Summer 2015 – Fall 2015*) for Wake Transit Plan

- **RECOMMENDATIONS** (*Winter 2015 – Spring 2016*)
 - ▣ Identify most feasible alternatives

Study Area

6



Alternative Selection Process

7

- Tier I – Based on design (topography, impacts)
 - ▣ **Rail over Road** (railroad bridge)
 - ▣ **Road over Rail** (roadway bridge)
 - ▣ **Crossing Closure**
- Tier II – Based on traffic/operations
 - ▣ Study performed counts and analyzed existing/future networks
- Tier III – Based on economic development potential
 - ▣ Study performed market assessment and forecast

Design Assumptions

8

All Alternatives

- **Typical street sections based on Raleigh Streets Plan (includes sidewalks, bike lanes)**
- Design for Speed limit + 5
- Standard roadway design
- Retaining walls vs. slopes based on adjacent existing and potential land uses
- **Attempt to move roads out of railroad ROW**
- Railroad elevation not moved because long impacts and effect on nearby crossings

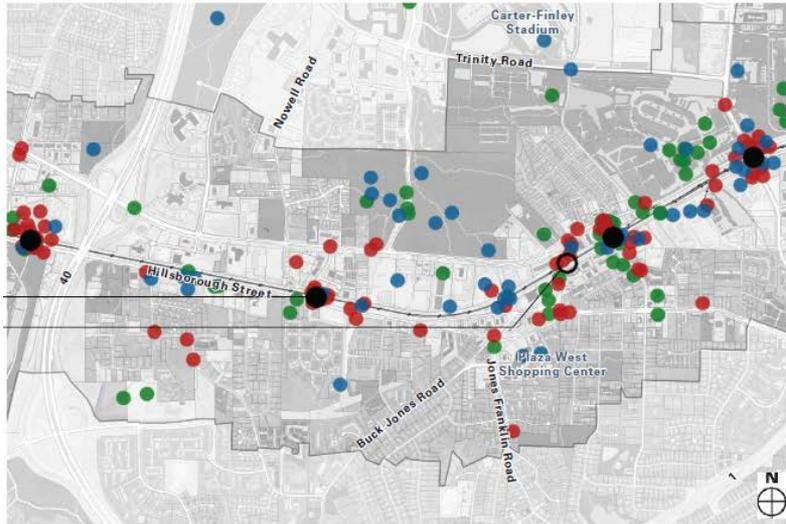
Rail over Road

- Vertical clearance 17 feet over roadway (girder to road)
- **Railroad bridge (no tunnels)**
- Median bents for 4-lane roads

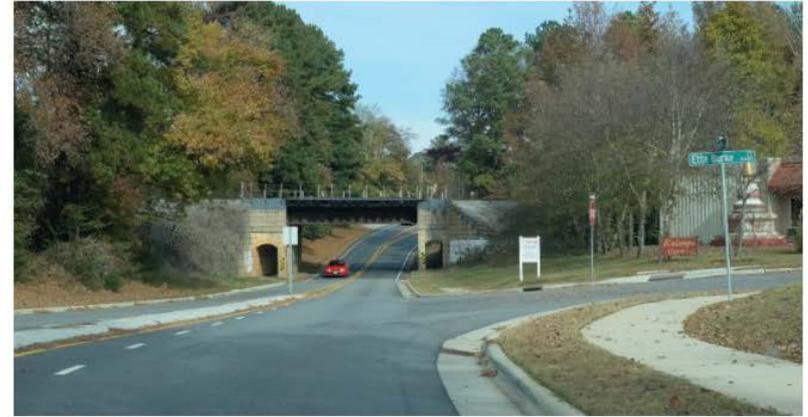
Road Over Rail

- Vertical clearance 23 feet over railroad (girder to rail tie)
- Retaining walls vs. slopes based on adjacent land uses
- **Bridges span 200' RR ROW**

What We Heard – I-40 to Jones Franklin



- | | | |
|--|---|--|
| <p>STRENGTHS</p> <ul style="list-style-type: none"> » Pedestrian infrastructure on Western Boulevard and Edwards Mill Road » Traffic flow on Hillsborough » Uses such as Furniture shop, Tile/Marble Depot, Auto shop, Family Farm Supply, Ole Time BBQ, and Plaza West Shopping Center » New development such as The Retreat and Wolf Creek apartments | <p>WEAKNESSES</p> <ul style="list-style-type: none"> » Incomplete pedestrian and bike network » Speed of Hillsborough impacts pedestrian safety » Western Boulevard and Hillsborough Street interchange configuration » Game day traffic on Nowell Road » No place to hang out: lack of food, entertainment, services » Industrial land uses | <p>OPPORTUNITIES & VISIONS</p> <ul style="list-style-type: none"> » Multi-modal path on Hillsborough Street » Edwards Mill Road underpass |
|--|---|--|



Hillsborough Street underpass

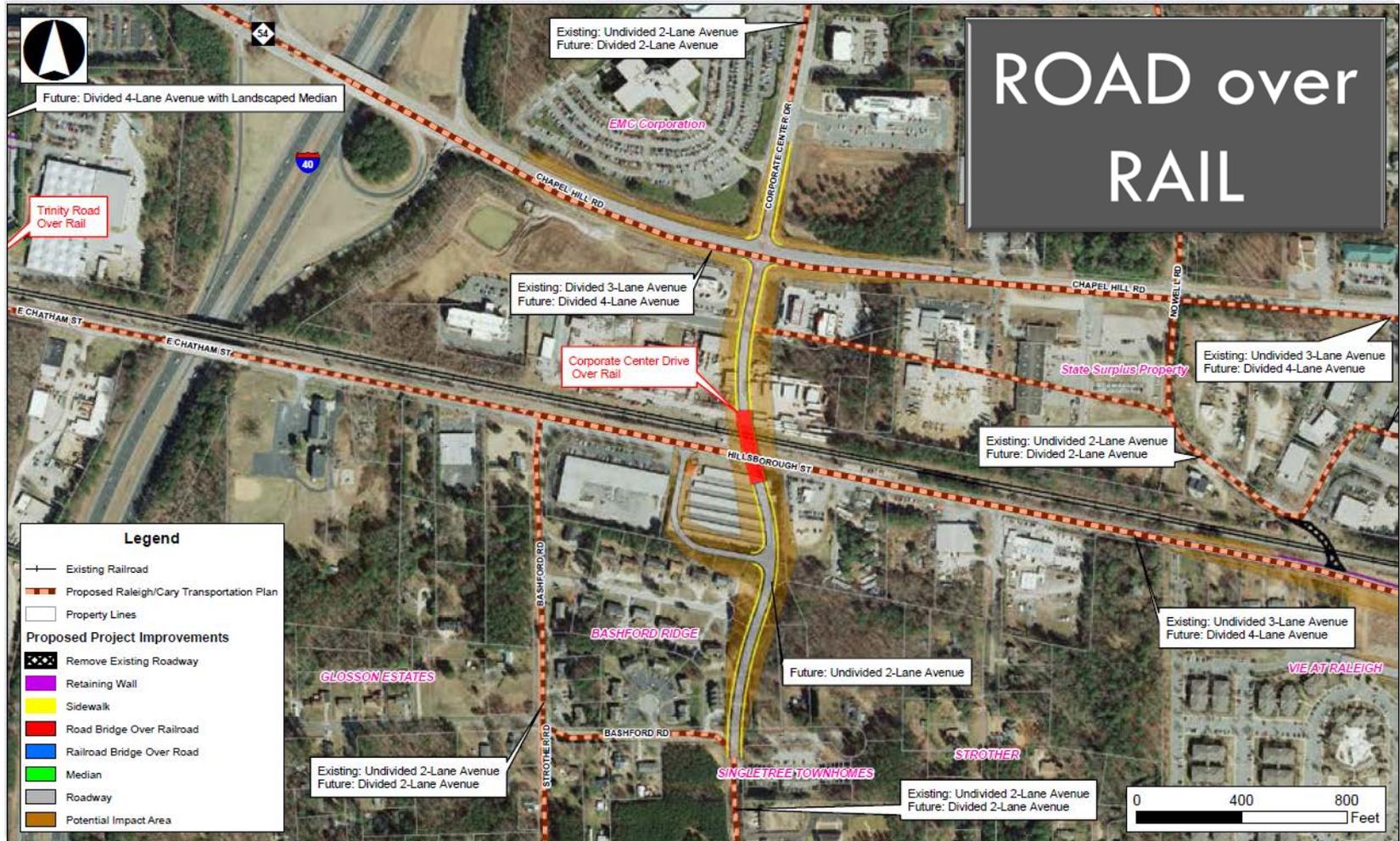


Nowell Road crossing



The University House at The Retreat

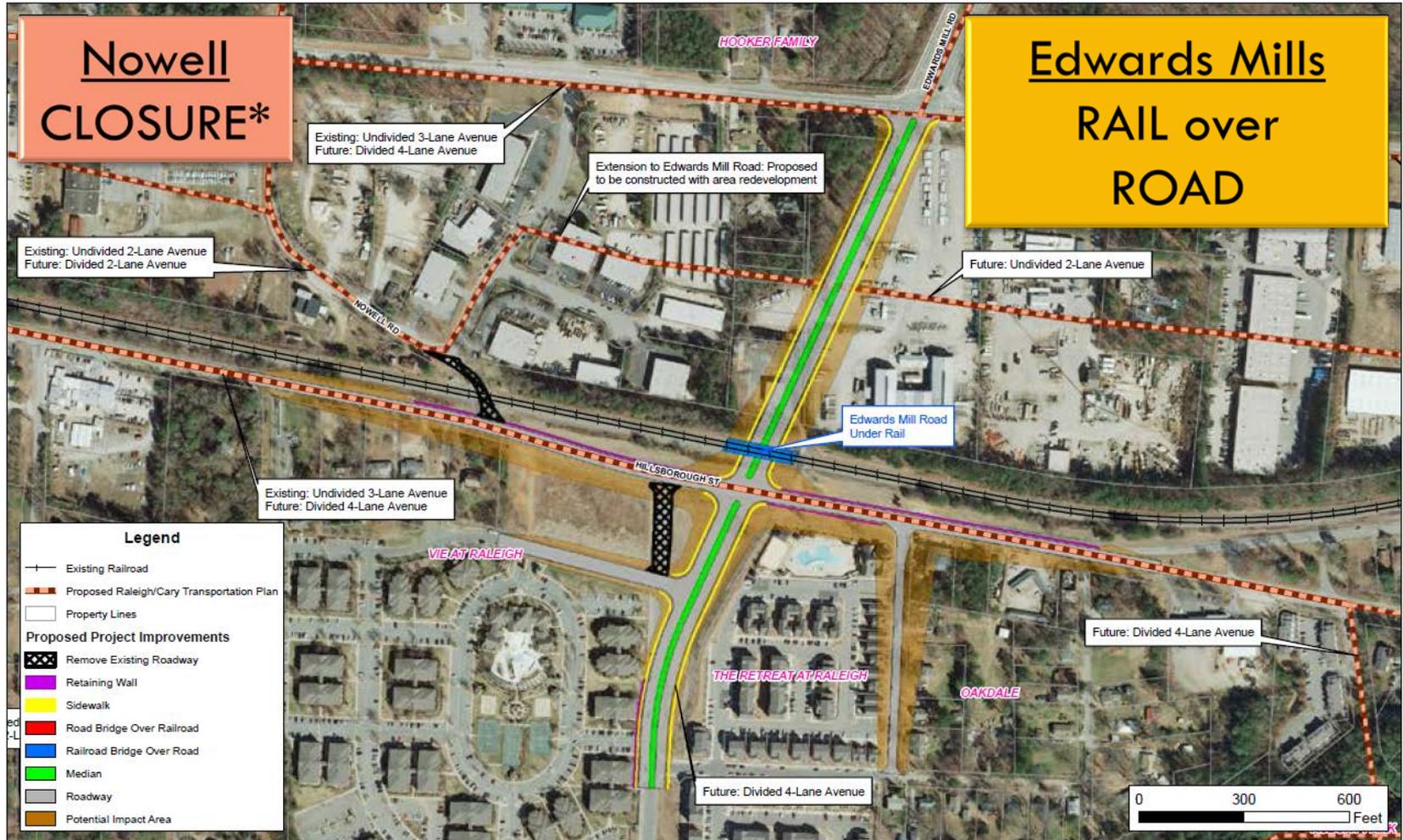
Recommendations – Corporate Center Dr.



Recommendations – Corporate Center Dr.



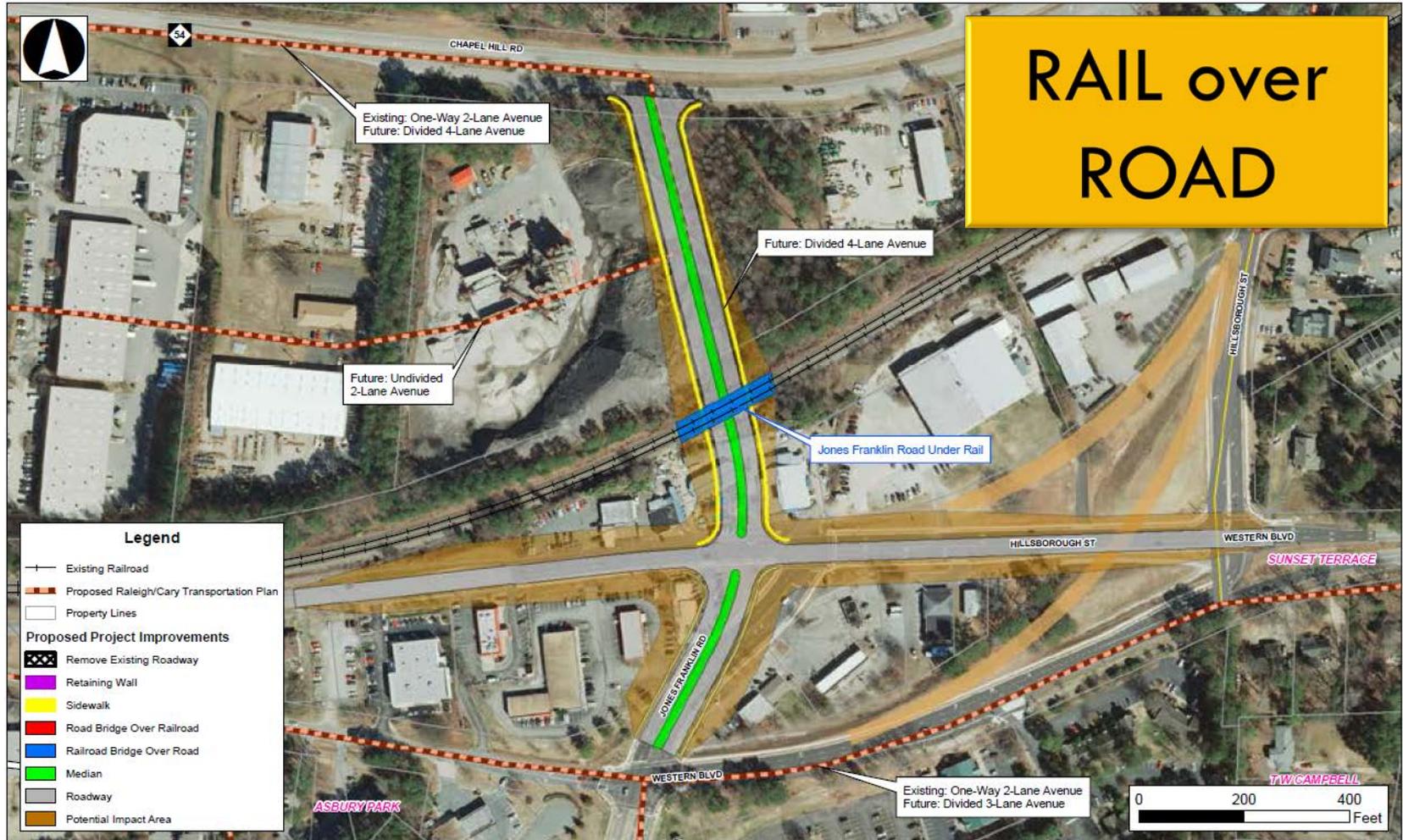
Recommendations – Nowell Dr./Edwards Mill Rd.



Recommendations – Nowell Dr./Edwards Mill Rd.

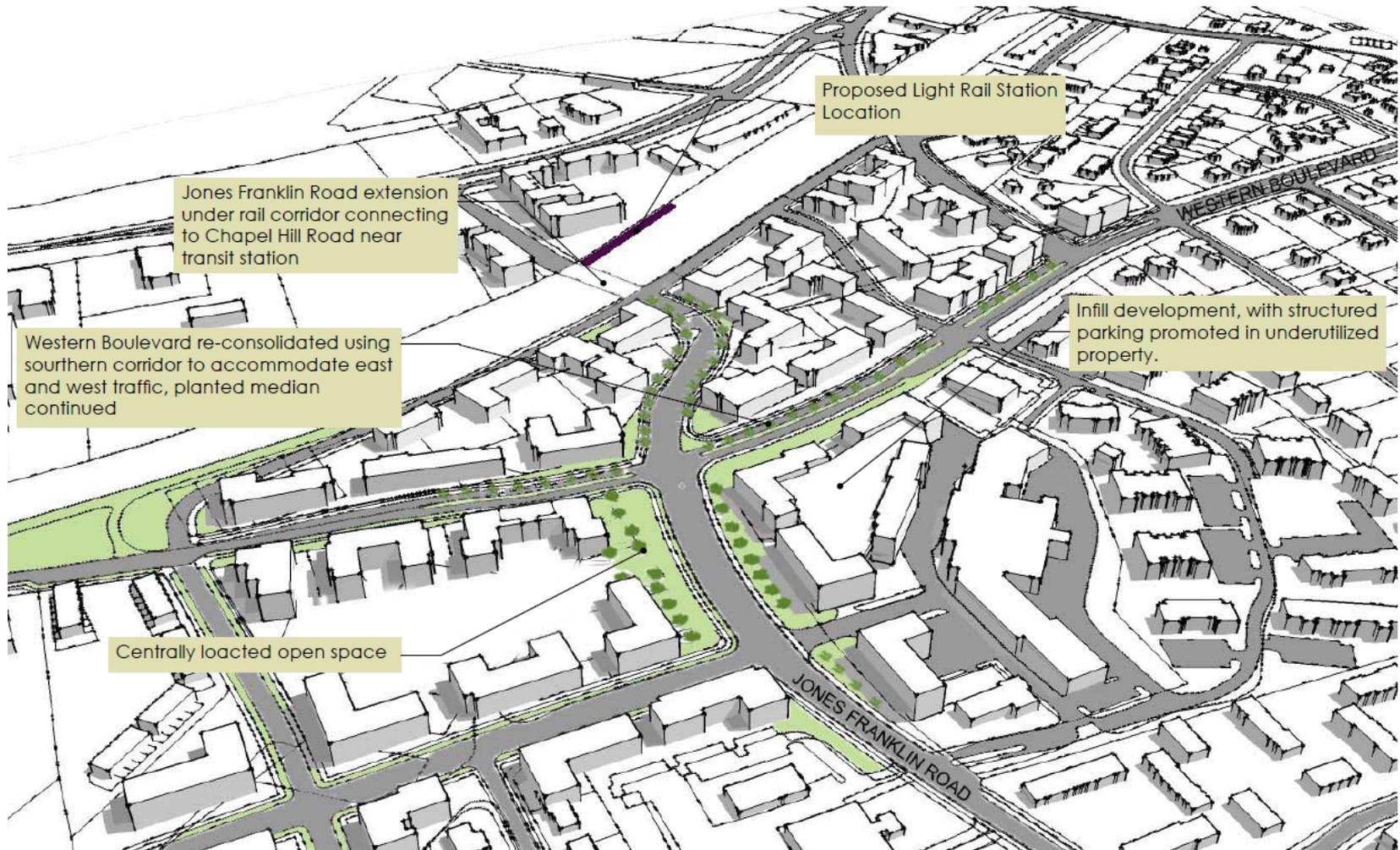


Jones Franklin Rd. Small Area Plan (2011)

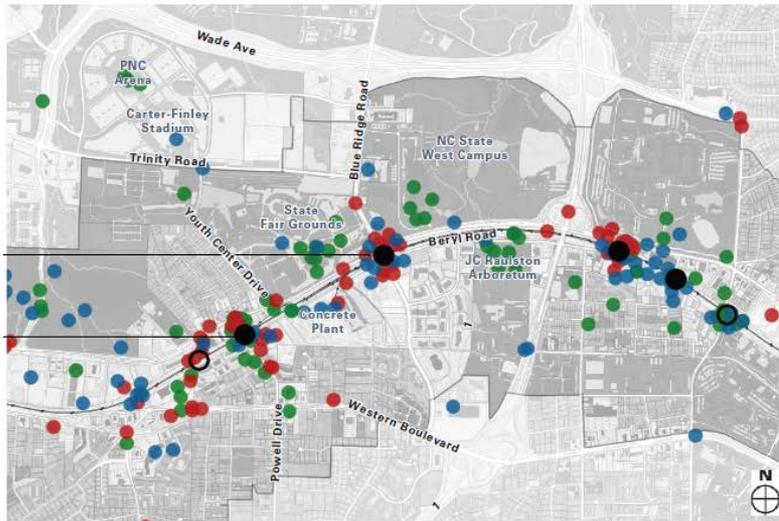


Jones Franklin Rd. Small Area Plan (2011)

17



What We Heard – Fairgrounds Area



- **STRENGTHS**
 - » Neighborhoods such as Westover
 - » Access from Powell Drive, Edwards Mill Road, Beryl Road, Blue Ridge Road and the Beltline
 - » Multiple rail crossing points
 - » Destination uses such as Rex, sports venues, State Fairgrounds, and Burke Brothers Hardware
 - » Potential for intensification and infill
- **WEAKNESSES**
 - » Access is choked at some points such as to Westover and Rex Hospital
 - » Lack of pedestrian infrastructure
 - » Influx of traffic for big events at PNC Arena, Carter-Finley Stadium and the Fairgrounds
 - » Truck traffic
 - » Commuter traffic
 - » Concrete plant
- **OPPORTUNITIES & VISIONS**
 - » Add pedestrian and bike infrastructure
 - » Better use of Youth Center Drive
 - » Redevelop industrial areas, particularly the concrete plant
 - » Develop middle class amenities that may serve residents as well as visitors
 - » Hospitality uses



Beryl Road at the Powell Drive crossing



Blue Ridge Road crossing

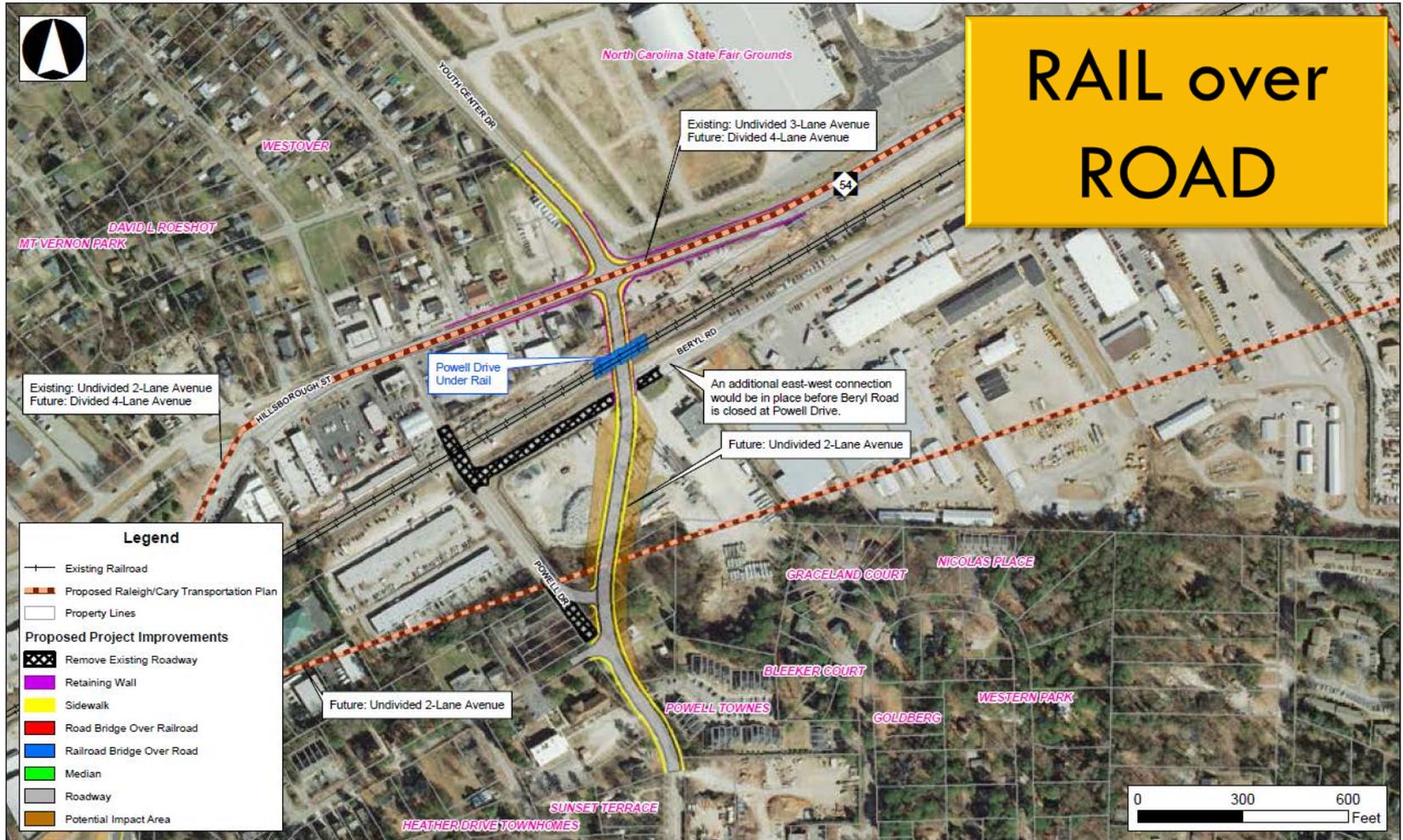


Burke Brothers Hardware

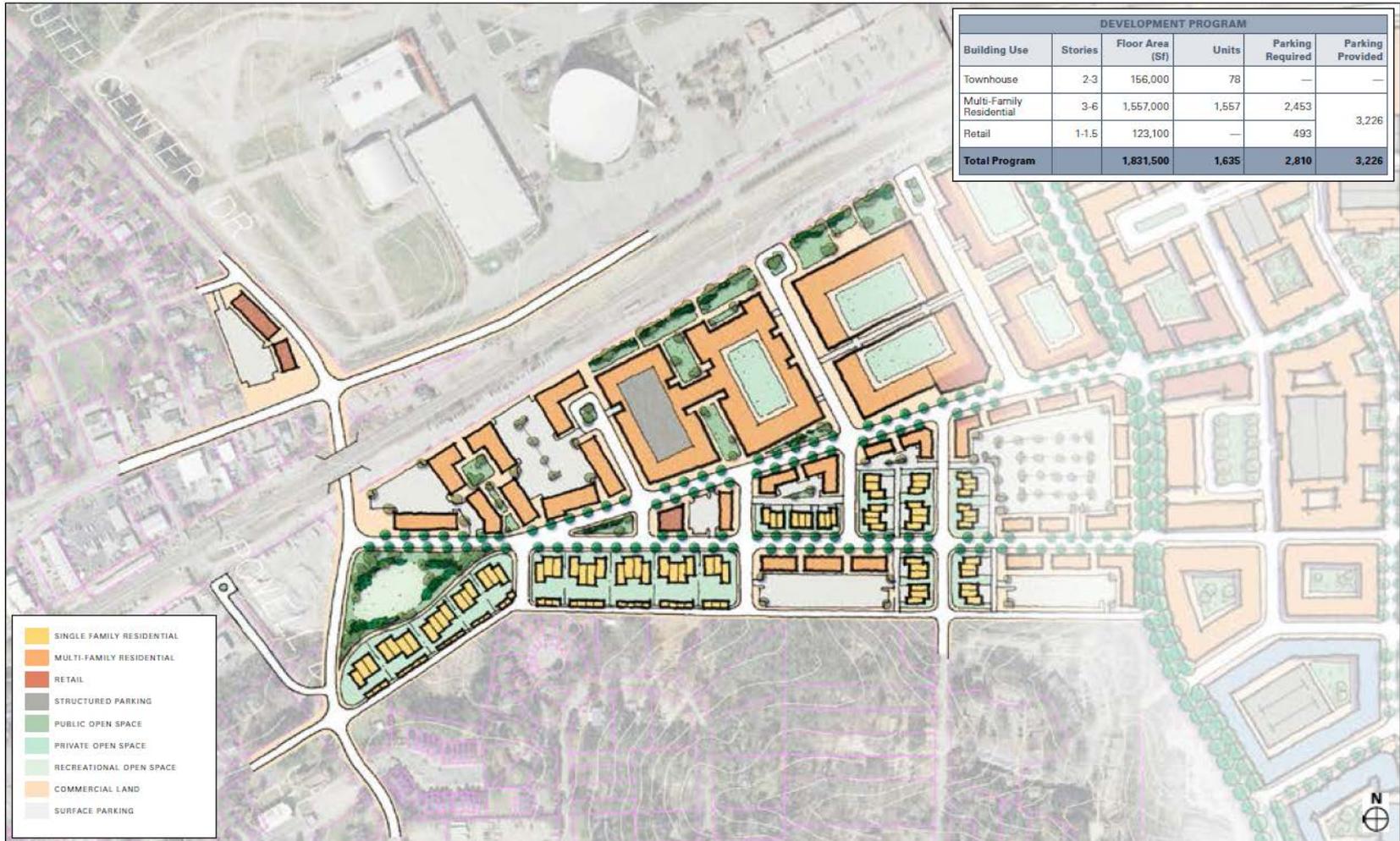


Powell Drive crossing

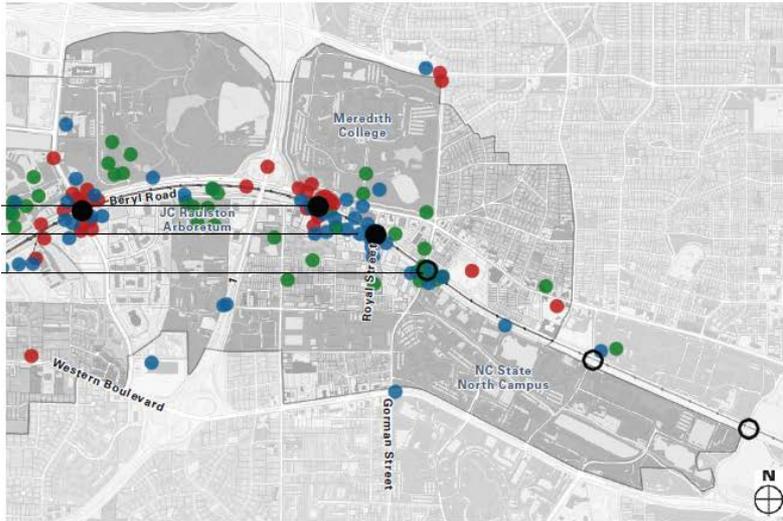
Recommendations – Powell Dr.



Recommendations – Powell Dr.



What We Heard – I-440 to Gorman



- **STRENGTHS**
 - » Destination uses such as the JC Raulston Arboretum, NC State, the post office and Neomonde
 - » Method neighborhood
- **WEAKNESSES**
 - » Frequent attempts to cross the tracks as the gates come down at Beryl Road crossing
- **OPPORTUNITIES & VISIONS**
 - » Extend Beryl Road to Royal Street (may allow closing one of the existing at grade crossings)



Rocky Branch Trail on NC State North Campus



JC Raulston Arboretum



Royal Street crossing



Beryl Road crossing

Recommendations – Beryl Dr./Royal St.

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Recommendations – Beryl Dr./Royal St.



Summary of Recommendations

Crossing	Existing Type	Recommendation	Cost*
Corporate Center	Future	Roadway bridge over rail connecting to Bashford Rd.	\$22M
Nowell	Existing at-grade	Closure in conjunction with Corporate Center or Edwards Mills improvements	\$36K
Edwards Mill	Future	Rail bridge over roadway	\$48M
Jones Franklin	Future	Rail bridge over roadway	\$26M
Powell	Existing at-grade	Rail bridge over roadway realigned to Youth Center Dr.; closure of crossing	\$44M
Beryl + Royal	Existing at-grade	Closure of Beryl crossing with Beryl Rd. extension to Royal St. and improvements to Royal St.	\$5M

Future Studies & Designs

29

- Update Streets and Future Land Use Plans to inform future improvements & project decisions
 - Short-term: None
 - Mid-term: Beryl Rd. closure & extension to Royal St.
 - Long-term: Grade separations
 - Wake Co. Transit Plan → Corporate Center Dr. (ROAD over RAIL)
 - Raleigh CIP Budget → Edwards Mill Rd. Extension (RAIL over ROAD)
 - High Speed Rail → Powell Dr. & Jones Franklin Rd. (RAIL over ROAD)
- Designs will be refined with project funding
 - More public input through NEPA & design phases

Next Steps

30

- **Raleigh City Council Meeting**
 - April 5th or 19th – Council Chambers
 - NCDOT Request for Council to Adopt or Endorse Report

- **CAMPO Executive Board Meeting**
 - April 20th, 4:00 PM – CAMPO Board Room
Bank of America Building
421 Fayetteville Street, Suite 203

Raleigh-Cary Rail Crossing



Crossing Tracks, Connecting Communities

QUESTIONS?

TODD DELK, PE – SR. PLANNING ENGINEER
OFFICE OF TRANSPORTATION PLANNING
TODD.DELK@RALEIGHNC.GOV