

Buffaloe-New Hope Area Plan

Revised Plan

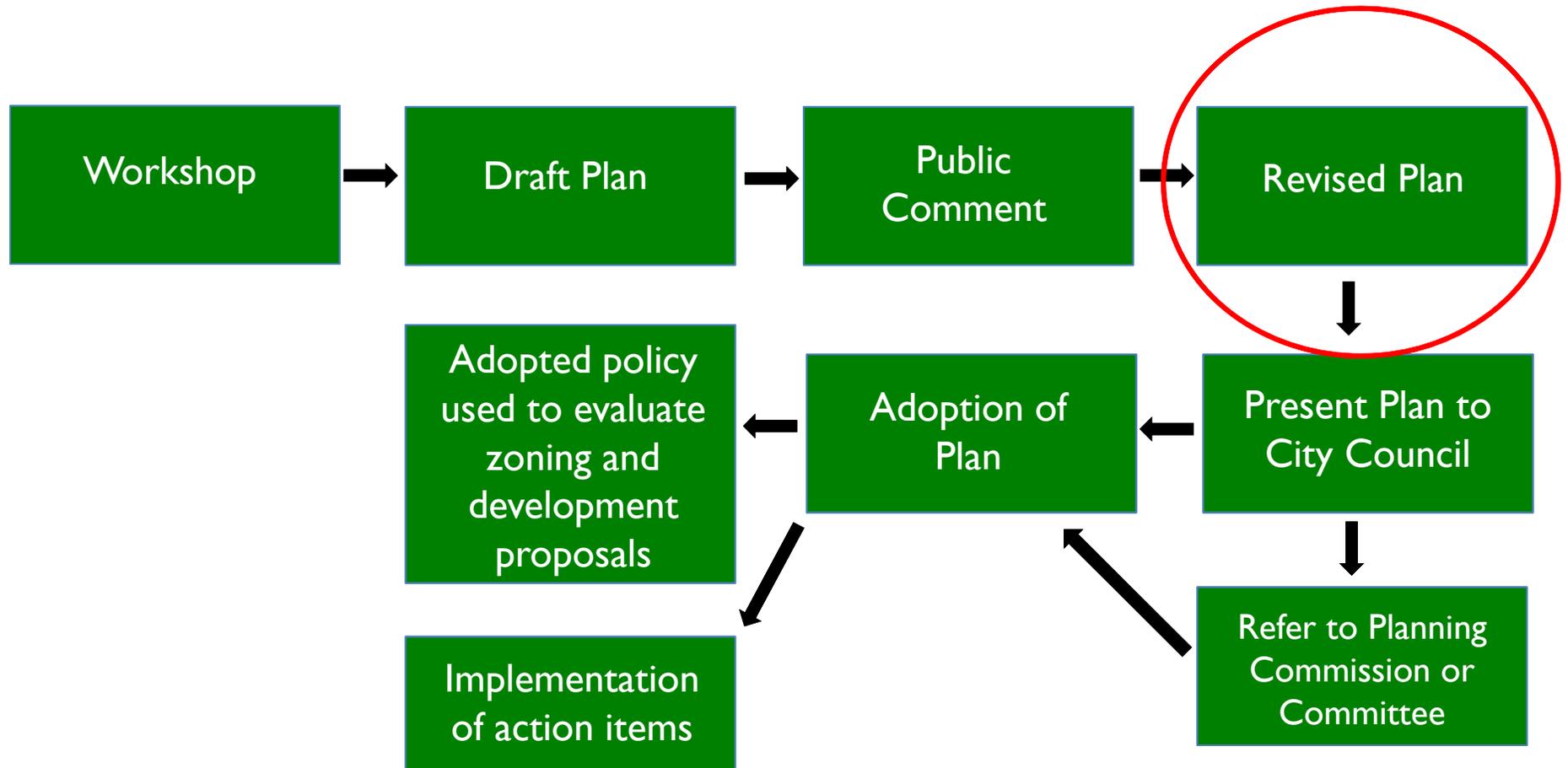
Northeast CAC Meeting
April 9, 2015



Agenda

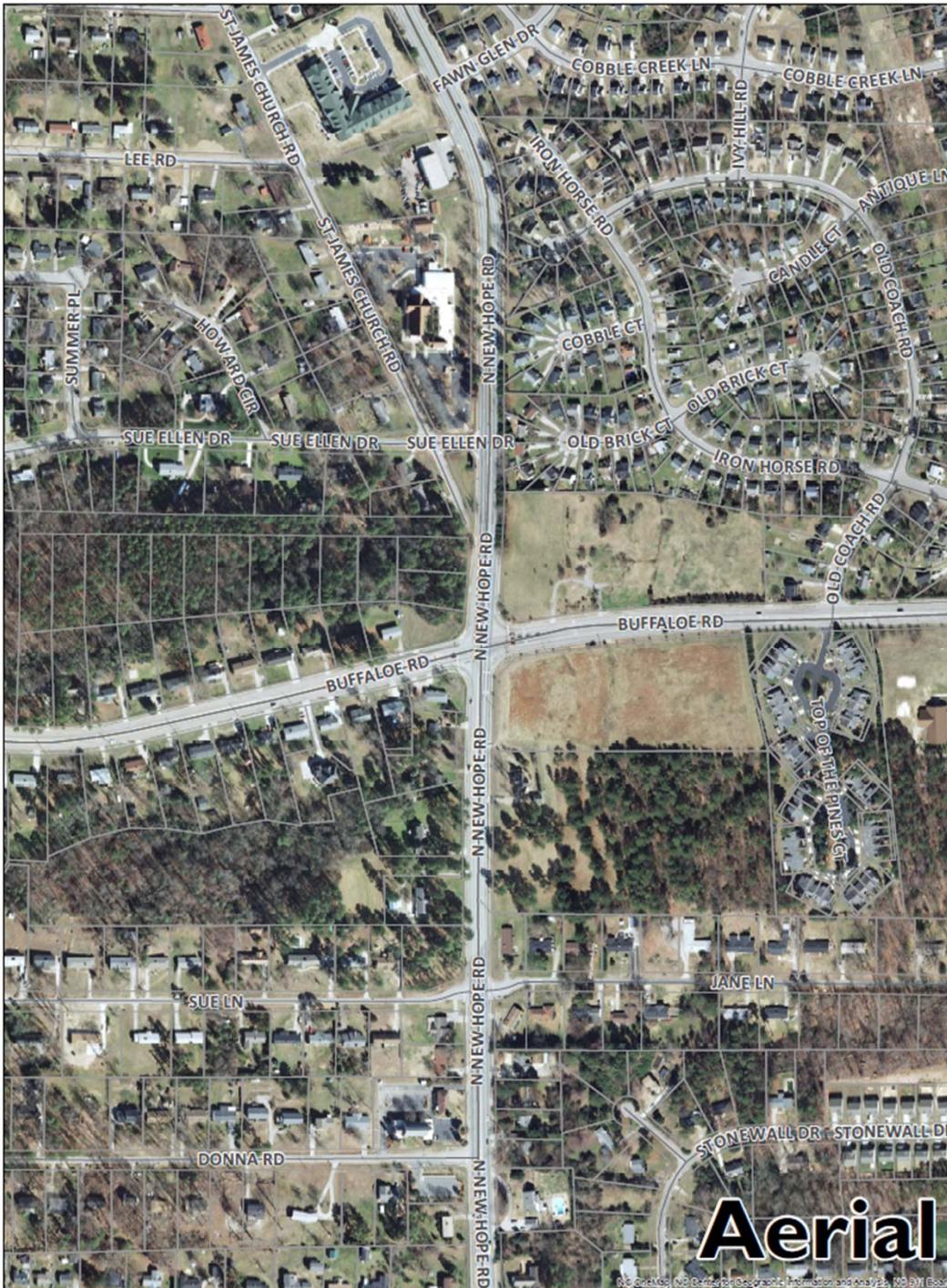
- Overview of process and where we are
- Area Plans
 - General purpose and use
 - Scope of Buffalo-New Hope Area Plan
- Comments received and plan revisions
- Next steps

Where are we?



Area Plans

- Reflect community's vision
- Framework of policies and action items that support vision
- Provides guidance, not adopted law like zoning regulations
- Important in shaping the nature of future development; provide foundation to assess rezoning proposals and development plans
- Guide public decision-making, esp. in terms of infrastructure projects



Buffalo-New Hope Area Plan

- Focused on vacant parcels on east side of intersection
- Constructive vision for future development
- Mitigating community impacts
- Intersection improvements for all transportation modes

Comments on Draft Plan

- Add stronger language; more specific limitations on potential development
- Concerns about viability of retail uses; recommendations for specific businesses
- Maintain residential zoning on vacant parcels at intersection
- Transportation concerns – bike/ped safety and traffic impacts
- Providing bicycle/pedestrian connections to other amenities
- Add graphic representations to illustrate concepts

Plan Revisions

- Tightened up community vision statement:

The Buffaloe-New Hope area will remain a neighborhood with a high quality of life. While the single-family character of the area will continue to be an important defining feature, new development at the intersection that brings complementary commercial, office, and/or residential uses will add to neighborhood vitality while also limiting potential impacts.

Plan Revisions

- Adjusted and refined policy language
 - Clearer wording added
 - Building height policy
 - Neighborhood transitions policy
 - Safety and accessibility for all transportation modes policy

BUILDING HEIGHT

Buildings that are part of new development on the vacant parcels at the Buffalo-New Hope intersection should be limited to **a maximum of** three-stories and 50 feet in height.

NEIGHBORHOOD TRANSITIONS

If redevelopment to a more intense use (**higher density residential, retail, office, or mixed-use**) occurs at the Buffalo-New Hope intersection, buffering and transition areas between these higher intensity uses and adjacent single family residential areas should exceed standards in Article 3.5 of the Unified Development Ordinance (UDO).

IMPROVING SAFETY ~~AND~~ ,ACCESSIBILITY, **AND CONNECTIVITY** FOR ALL TRANSPORTATION MODES

Any transportation projects implemented at the Buffalo-New Hope intersection and in its vicinity should take into consideration the needs of all transportation modes, including pedestrians, bicyclists, and vehicles. It is important to note the trade-offs involved in this policy. Making the intersection more pedestrian-friendly will likely impact traffic congestion. **Connectivity among residential areas, commercial areas, and community amenities should also be a priority.**

Plan Revisions

- Adjusted and refined action items
 - Added responsible agencies
 - Revised language based on City processes and procedures
 - Added more general wording to intersection pedestrian improvements action; not just limited to pedestrian crosswalks and signals

SIDEWALK REPAIR

~~Staff will repair existing sidewalk damage along Buffalo Road and New Hope Road.~~ **As citizen requests are received**, staff will repair sidewalk damage along Buffalo Road and New Hope Road. **The best way to notify staff of particular problem spots is to fill out the Public Works Department's Sidewalk Repair Request Form.**

LANDSCAPING MAINTENANCE

~~Staff will evaluate existing landscaping for sidewalk obstruction and perform maintenance if required.~~ Staff will evaluate existing landscaping **on City-owned lots and abandoned right-of-way** for sidewalk obstruction and perform maintenance if required. **Staff will also notify other property owners of any violations regarding sidewalk obstruction.**

PEDESTRIAN IMPROVEMENTS AT THE BUFFALOE-NEW HOPE INTERSECTION

Perhaps the strongest feedback received at the workshop was the need for pedestrian-focused improvements at the Buffalo - New Hope Road intersection. Although these roads are maintained by the North Carolina Department of Transportation (NCDOT), City staff will recommend to NCDOT the installation of pedestrian signals, ~~and~~ crosswalks, **and other improvements** at the intersection.

Plan Revisions

- Added graphic illustrations of zoning code concepts and potential intersection improvements







BUILDING
50' Max. Height

STREET
Existing Street

STREETSCAPE
19 ft Total Width
- 6' Planting Area
- 6' Sidewalk
- 5' Utility Area
- 2' Maintenance Strip

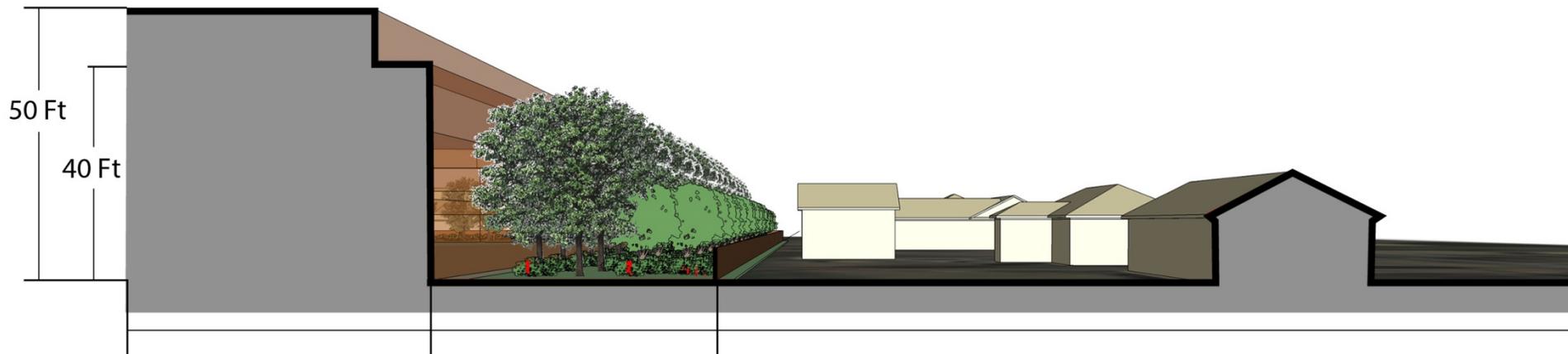
TREE ISLAND
18 ft Min.

DRIVE AISLE
22' Min.

TREE ISLAND
18 ft Min.

SIDEWALK
6' Min. Access





BUILDING

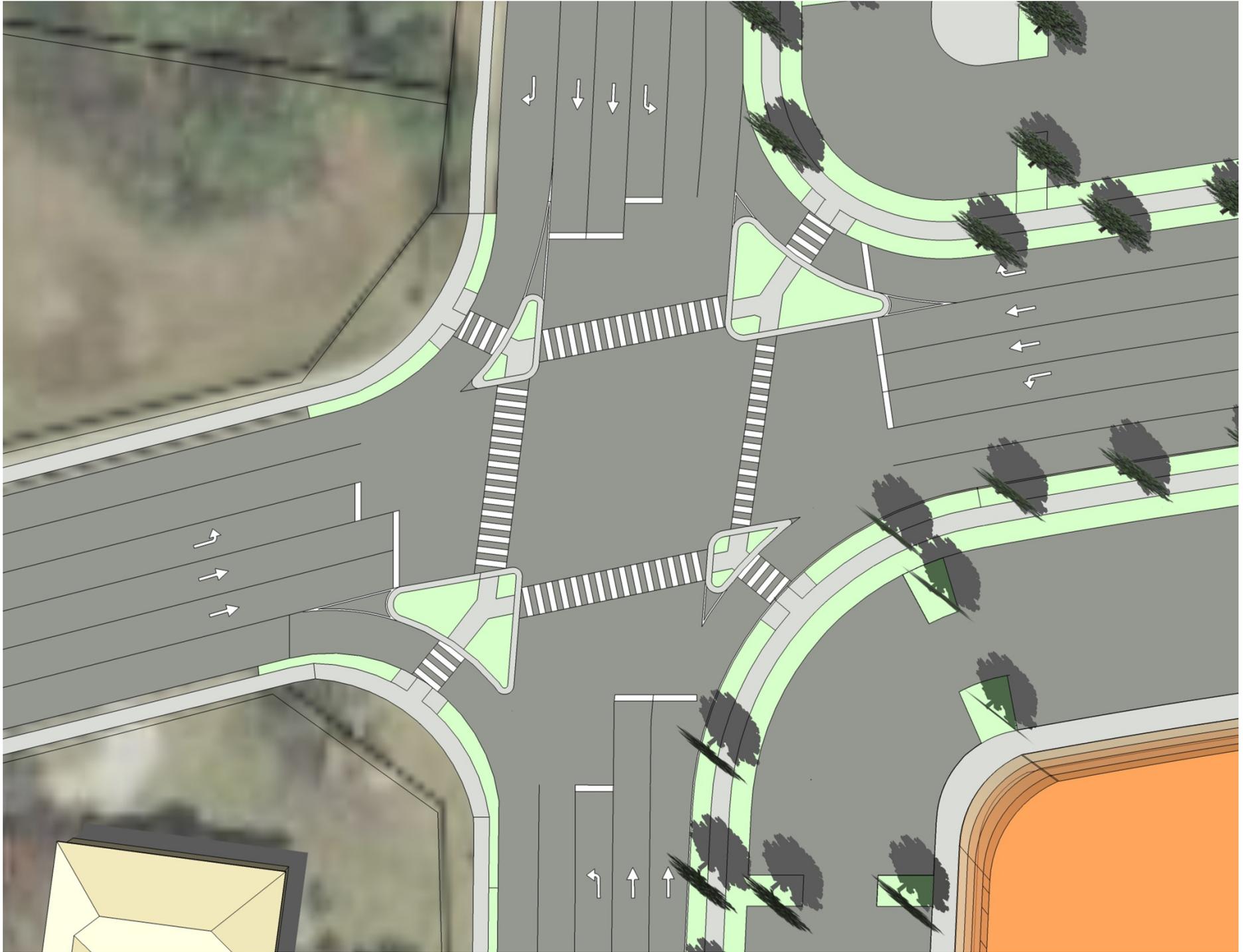
- 40 ft Max. HT w/
transition to 50 ft.

BUFFER

- Type 3 Protective
Yard 50' Width
- 6.5 ft HT Solid Fence

EXISTING HOMES

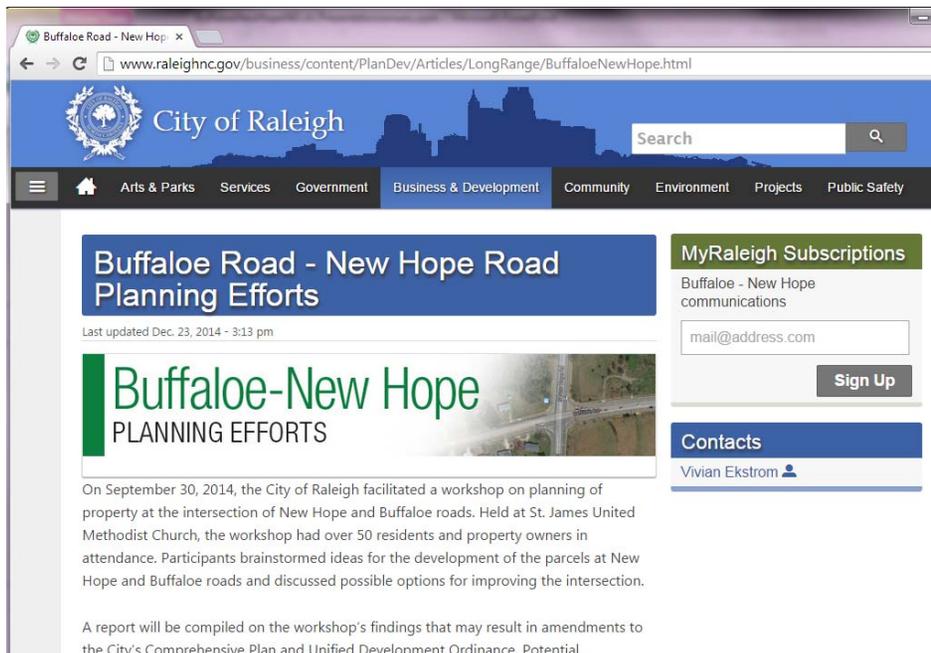
- Typically 1 Story Detached
- Heights Vary



Next Steps

- Present plan to City Council for adoption or further review (Planning Commission or committee)
- Chance for public comment during City Council or Planning Commission review

More Information



- www.raleighnc.gov
 - Keyword search Buffaloe-New Hope
 - MyRaleigh subscriptions – sign up for project notifications
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