



3. Brier Creek Village

This plan includes roughly 300 acres located south of Brier Creek Parkway, between Aviation Parkway and Lumley Road, and north of I-540. The goal of this plan is to expand upon the Triangle Regional Center Plan and Center of the Region Enterprise (CORE) recommendations with consideration of private property interests and market conditions to provide a design concept that will be implemented through zoning and a development Master Plan for the area.

The Village Center plan addresses the following objectives:

- Recommend land use patterns and development intensities;
- Coordinate public infrastructure elements including an interconnected street system, pedestrian network, transit corridor, and public open space;
- Incorporate an urban public school/park site into the overall design;
- Physically integrate buildings and activities within the Village Center through a network of pedestrian-oriented streets, walkways, and public spaces; and
- Functionally integrate development within the Village Center to create cohesion among between the various uses.

The Village Center urban design concept is organized upon a centrally-located pedestrian-oriented street (Bruckhaus Street) along which three activity nodes are identified and spaced about 1/4-mile apart. This Village Main Street generally parallels Brier Creek Parkway and extends east from Globe Road into the eastern activity node adjacent to Lumley Road. The western activity node includes the Brier Creek Elementary School-Community Center and a medium-density residential area. The central activity node is to serve as a commercial center and transportation network connection. The eastern activity node is envisioned as a concentration of retail and office services and a principal point of access to the Capital Area Greenway.

Policy AP-BC 1

Bruckhaus Street Design

The Bruckhaus Street cross-section should consist of a 68-foot public right-of-way including 2 travel lanes, parallel parking on each side, and a minimum 12-foot public landscape/sidewalk area on each side.

Policy AP-BC 2

Bruckhaus Street Promenade

A maximum ten-foot wide private promenade zone should be provided on the commercial or north side of Bruckhaus Street to accommodate business-related activities or green space for housing.

Policy AP-BC 3

Bruckhaus Street Residential Setback

The residential streetscape yard on the south side of Bruckhaus Street should include a maximum 20-foot building setback.

Policy AP-BC 4

Bruckhaus Street Public Realm

On both sides of Bruckhaus Street, buildings and landscaping should frame the public space area and orient primary entryways to the sidewalk and street.

Policy AP-BC 5

Alm Street Design

Alm Street between Globe Road and Brier Creek Parkway should consist of a 100-foot right-of-way and include two travel lanes and a median reserved for future transit use. Six-foot sidewalks and a six-foot planting zone between the curb and sidewalk on both sides of the roadway should be provided. Parallel parking should be included on the street if adjacent land uses warrant the need.

Policy AP-BC 6

Alm Street Driveways

Individual driveways onto Alm Street should be minimized by using internal residential streets to serve housing units.

Policy AP-BC 7

Pedestrian-Friendly Design

Pedestrian-oriented building facades and landscaping should define the street edge. Provide private sidewalk connections to the public sidewalk along Bruckhaus and Alm streets to aid pedestrian circulation.

Policy AP-BC 8

CORE Transit Loop Location

A segment of the Center of the Region (CORE) transit loop should extend through the Brier Creek Village Center to provide a convenient and time-efficient travel option through the region by connecting recommended mixed-use centers with two regional rail stops and the RDU Airport. Expanding upon the CORE transit loop

concept, a Bus Rapid Transit (BRT) system is envisioned initially that could transition to other technologies as development intensities increase and funding is allocated.

Policy AP-BC 9

CORE Transit Loop Regional Connections

A transit corridor separated from street traffic should extend through the Brier Creek Village Center with passenger stops located for convenient access from activity nodes and residential areas. The transit corridor enters the Village Center from the RDU Airport on the east side of Globe Road. From Globe Road the transit corridor turns east and runs down the middle of Alm Street in a median through the central activity node. It then turns west to parallel the south side of Brier Creek Parkway (using an easement to be located within the 50-foot street yard) to Aviation Parkway and into Durham County.

Policy AP-BC 10

Brier Creek Village Greenway Access

The Capital Area Greenway intersects the plan area extending north of the Village Center through an existing underpass beneath Brier Creek Parkway into the existing Brier Creek development and south of the Village Center through an existing underpass beneath I-540. Access points to the greenway within the Village Center should be provided at Brier Creek Parkway and at the Village Main Street adjacent to the eastern activity node.



Action AP-BC 1

Reserved

Action AP-BC 2

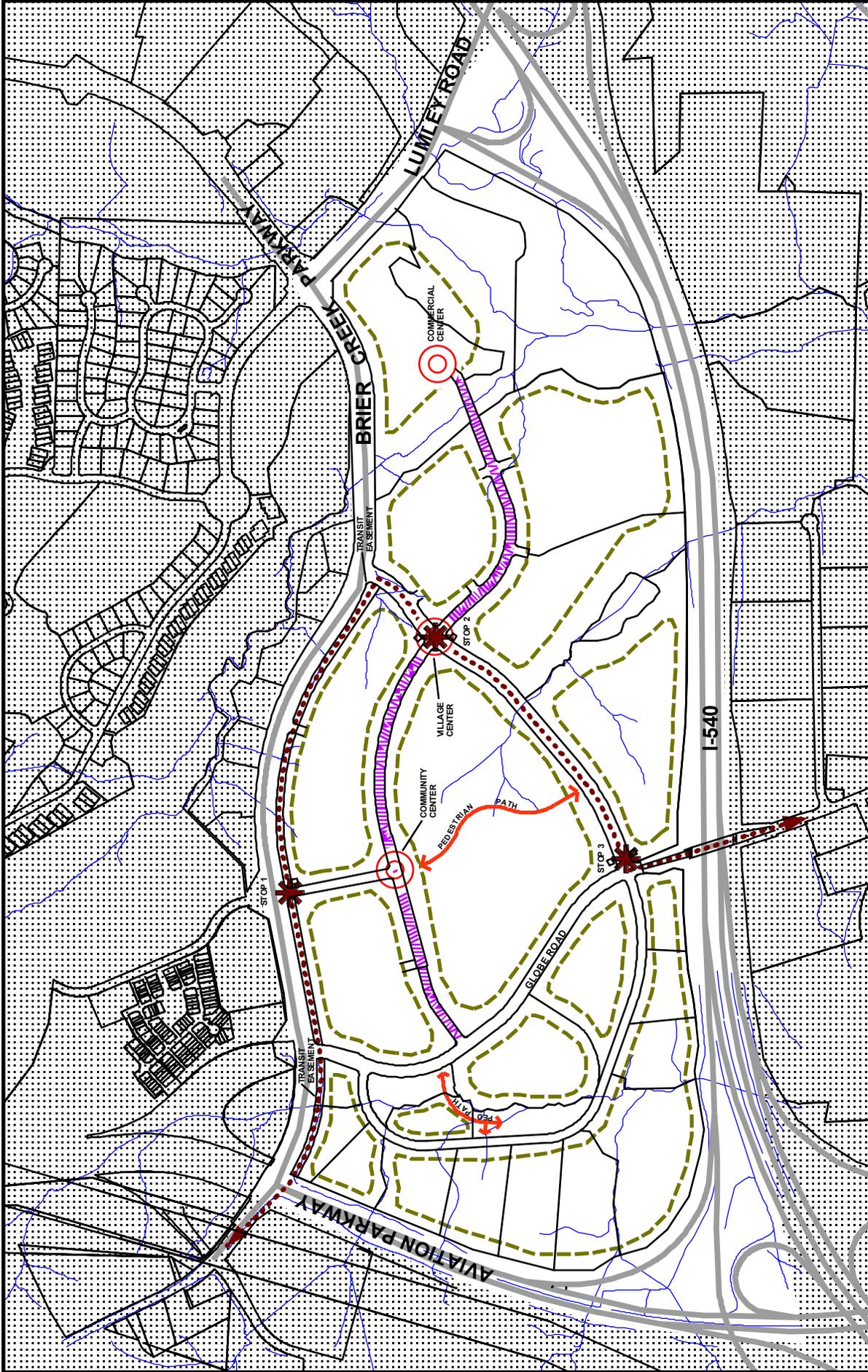
CORE Transit Loop Coordination

Coordinate with Triangle J COG and CORE municipality/county representatives on the regional transit system design identified in the CORE Report.

Action AP-BC 3

Brier Creek Village Center Traffic Planning Coordination

Coordinate the location and design of traffic calming devices, pedestrian/bicycle systems, and pedestrian crosswalks through the Brier Creek Village Center with the review and approval of development site plans.



MAP AP-BC1

Brier Creek Plan - Master Plan

-  TRANSIT STOPS
-  ACTIVITY NODES
-  PEDESTRIAN PATHWAY
-  TRANSIT LINE
-  LAND USE AREAS
-  BRIER CREEK VILLAGE MAIN STREET
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Feet

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Department of City Planning & GIS Division

