



STAFF REPORT –CP-1C-19

Avent Ferry Corridor Comprehensive Plan Amendment Map T-1 Street Plan

OVERVIEW

This is a City-initiated amendment to Map T-1 Street Plan, a document within the 2030 Comprehensive Plan. The proposed amendment reflects the recommendations contained within the Avent Ferry Road Corridor Study. The amendment to Map T-1 will require the dedication of right-of-way and the construction of new streets when and if the underlying properties are redeveloped. The proposed amendment would:

- Add proposed new streets to the properties containing the Mission Valley Shopping Center and the Avent Ferry Road Shopping Center. These streets will be classified as *Main Street, Parallel Parking*.
- Add a network of proposed streets north and south of Avent Ferry Road between Chappell Drive and Gorman Street. These streets will be classified as *Neighborhood Street*.

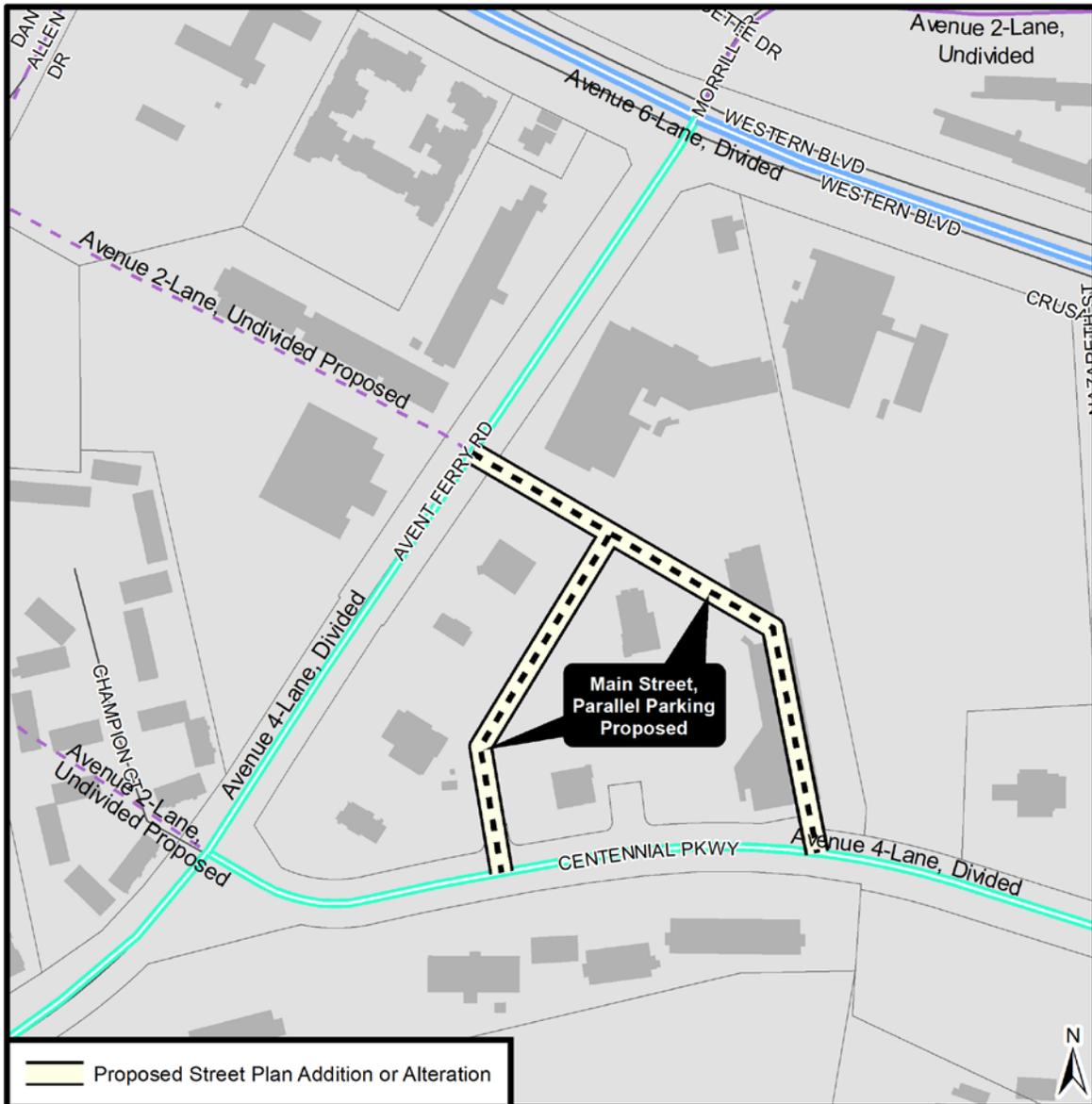
Main Street, Parallel Parking

This street type is recommended for the proposed streets at Mission Valley and Avent Ferry Shopping Center. Main Streets are most appropriate where buildings front on the sidewalk and active frontage and mixed uses exist. This street type is designed to keep vehicle traffic moving slowly and encourage multi-modal transportation. Bicycle lanes are not provided as cyclists are intended to use the full travel lane. Additional landscaping and traffic calming techniques that are well-suited for Main Streets include street trees in grated wells, bioretention areas, and curb bulb-outs with or without bioretention, and a high density of street furniture and public art. Main streets are also conducive to the use of permeable pavement in on-street parking areas or sidewalks. Pedestrian-scale lighting should be installed and utilities should be located underground to the greatest extent possible.



Width	
A: Right-of-way	73'
B: Back-of-curb to back-of-curb	41'
Streetscape	
C: Sidewalk (minimum)	10'
D: Planting area (minimum)	6'
Travelway	
E: Parking Lane	8.5'
F: Travel Lane	12'

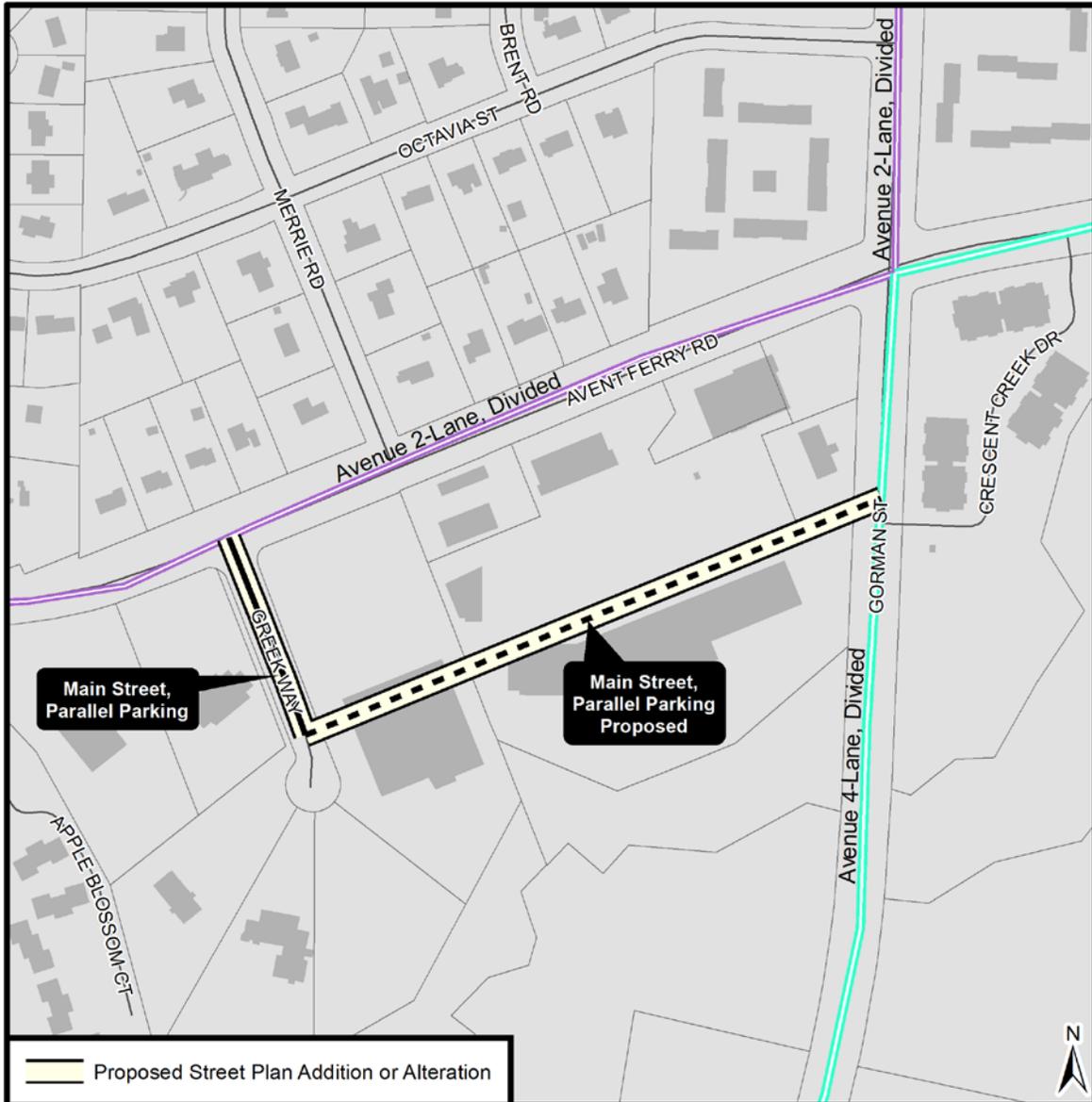
Proposal to Amend the Street Plan



Map T-1: Street Plan Changes

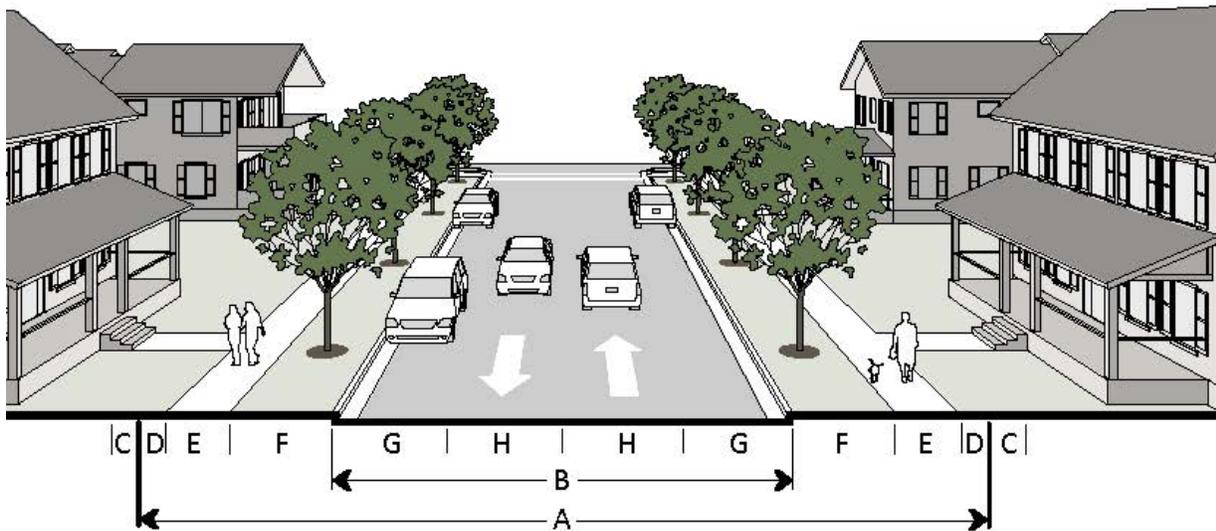
- Add new streets between Aventure Ferry Rd & Centennial Pkwy, on the current Mission Valley Shopping Center property, designated as Main Street, Parallel Parking

Proposal to Amend the Street Plan



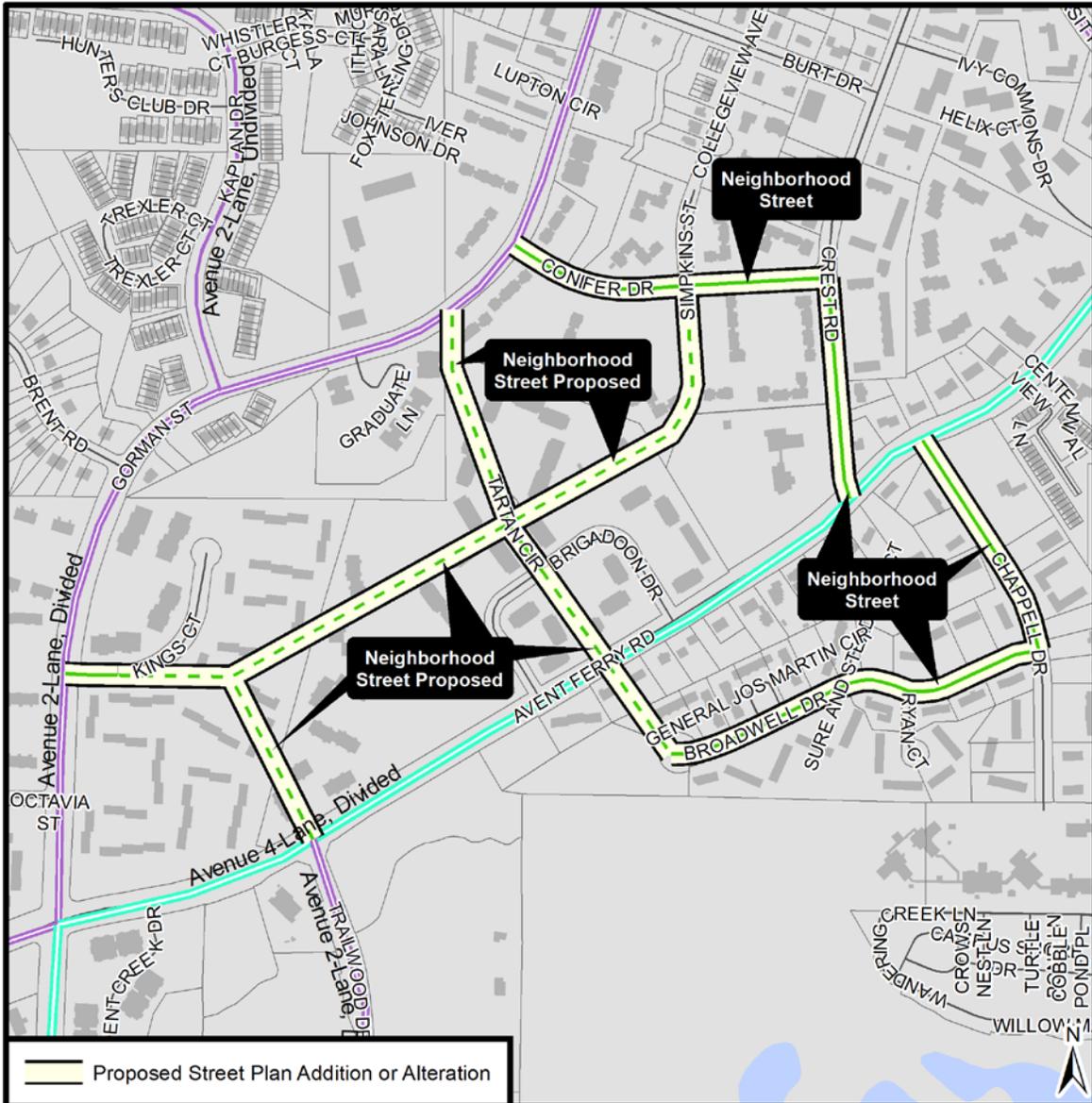
Neighborhood Street

This street type is recommended for the proposed streets north and south of Avent Ferry Road between Chappell Drive and Gorman Street. Neighborhood streets are appropriate in areas where residential uses may be compatible with non-residential uses in a mixed-use context. They accommodate on-street parallel parking on both sides and feature two general travel lanes for bicycles and automobiles. Sidewalks are required on both sides of the street. Traffic calming design elements such as intersection bulb-outs can help to moderate vehicle speeds. This street type is conducive to use of Green Stormwater Infrastructure (GSI) practices including curbside bioretention, bioretention in bulb-outs, and permeable pavement sidewalks.



Width	
A: Right-of-way	64'
B: Back-of-curb to back-of-curb	36'
Streetscape	
C: Utility placement, easement	5'
D: Maintenance strip (min)	2'
E: Sidewalk (min)	6'
F: Planting area (min)	6'
Travelway	
G: Parking Lane	8'
H: Travel Lane	10'

Proposal to Amend the Street Plan



Map T-1: Street Plan Changes

- Designate existing segments of Conifer Dr, Crest Dr, Chappell Dr, Broadwell Dr, Tartan Cir, & Kings Ct as Neighborhood Streets
- Add new Neighborhood Streets Proposed:
 - from Broadwell Dr across Avent Ferry Rd to Tartan Cir
 - from Tartan Cir north to Gorman St
 - from Kings Ct east to Tartan Cir and continuing to the intersection of Conifer Dr and Simpkins St
 - from intersection of Trailwood Dr and Avent Ferry Rd north to the Kings Ct extension

CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER’S REVIEW AND RECOMMENDATION:

The following list of considerations for the Planning and Development Officer’s review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;

The proposed amendment incorporates the recommendations of the Avent Ferry Road Corridor Study into the 2030 Comprehensive Plan. The corridor study was undertaken in anticipation of the growing development pressures along the corridor and in response to citywide growth trends. The proposed streets will help to ensure orderly development and lend predictability to future growth.

2. The proposed amendment is in response to changes in state law;

N/A

3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;

The Street Plan identifies the type and location of new streets throughout the city. The proposed amendment enhance street network connectivity, eliminates gaps in the roadway system, and provides a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;

Policy IM 4.1 Area Planning Studies

Prepare area-specific planning studies for parts of the City where detailed direction or standards are needed to guide land use, economic development, transportation, urban design, and other future physical planning and public investment decisions. The focus should be on areas or corridors that offer opportunities for revitalization or new residential, commercial, and mixed-use development and redevelopment, areas with challenges or characteristics requiring place-specific planning actions and public interventions, and areas designated “special study area” on the Future Land Use Map.

Policy LU 4.5 - Connectivity

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

Policy T 2.4 Road Connectivity

The use of cul-de-sacs and dead-end streets should be minimized.

Policy T 5.4 Pedestrian and Bicycle Network Connectivity

Continuous pedestrian and bicycle networks should be provided within and between existing and new developments to facilitate safe and convenient pedestrian and bicycle travel free of major barriers and impediments such as cul-de-sacs and large parking lots.

- This amendment will require the dedication of right-of-way and the construction of the new streets when and if the underlying properties are redeveloped. When completely implemented the new streets will improve overall connectivity along the corridor.
- The proposed street grid north and south of Avent Ferry Road between Chappell Drive and Gorman Street will transform over three dozen disjointed surface parking lots and five cul-de-sacs into a coherent network of Neighborhood Streets with on-street parking and sidewalks on both sides. The proposed grid will reconfigure the development pattern of over 100 acres of multifamily residential development and enhance connectivity between Avent Ferry Road and Gorman Street. These streets will diffuse traffic through the new network and alleviating congestion throughout the corridor.
- The proposed streets at Mission Valley divide the property into three blocks, slightly larger than downtown city blocks. This proposed configuration will replace the disjointed collection of surface parking lots with an urban and pedestrian oriented street grid with on-street parking and generous ten-foot sidewalks on both sides.
- The street proposed through the Avent Ferry Shopping Center will improve accessibility for pedestrians, cyclists, and motorists. The Main Street treatment will include on-street parking and generous ten-foot sidewalks on both sides. The new configuration is conducive to neighborhood scale mixed-use development.

5. The impact the proposed amendment has with regard to:

A. Established property or proposed development in the vicinity of the proposed amendment;

The proposed street plan amendments will reconfigure aging and auto-oriented development patterns with a more pedestrian-oriented and efficient network of streets.

B. Existing or future land use patterns;

The intent of the amendment is to reconfigure future land use patterns by providing a coherent street network.

C. Existing or planned public services and facilities;

The amendment takes into consideration planned public services and facilities. It is not anticipated that the development pattern envisioned in this plan would put undue stress on public services and facilities. The purpose of the amendments is to improve and alleviate street on public services and facilities.

D. Existing or planned roadways;

The amendment takes into consideration existing and planned roadways and identifies new public streets and has aligned proposed streets with existing infrastructure to maximize network efficiency.

E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;

This area of Raleigh represents a diverse landscape from high intensity shopping centers to suburban natural refuges like Lake Johnson Park. The streets proposed in this amendment are well suited to adapt Green Stormwater Infrastructure (GSI) that can improve upon the existing stormwater systems. The proposed streets will enhance the natural beauty of the corridor by providing planting areas on all new streets. The policy changes proposed here are anticipated to alter the existing and forecasted impacts.

STAFF FINDING:

The request is consistent overall with identified Comprehensive Plan policies.

STAFF COORDINATOR:

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