



Staff Report – CP-5D-17

Comprehensive Plan Amendment

Area Plan AP-SF – Six Forks Road Corridor

This is a city-initiated amendment to the 2030 Comprehensive Plan to incorporate a new area plan. The proposed amendment would create a new area plan titled AP-SF Six Forks Road Corridor. The policies and actions presented in this section are intended to implement the recommendations of the Six Forks Road Corridor Study report. The complete corridor study document can be found on the City's website.

The new area plan section would read as follows:

AP-SF Six Forks Road Corridor

This area plan addresses the area shown in Map AP-SF-1. The plan area encompasses the Six Forks Road corridor, from the intersections of Six Forks Road and Lynn Road and Sandy Forks Road and Spring Forest Road south to the intersection of Six Forks Road and Ramblewood Drive. The width of the study area is typically from one parcel to one block deep, with the exception of a larger area around the Six Forks Road and Millbrook Road intersection. The study area was expanded in this location to encompass additional commercial and multi-family uses along Millbrook Road.

Six Forks Road is the heart of Raleigh's midtown. This corridor is home to churches, banks, schools and shopping with several established neighborhoods in close proximity. Anchored on south at the I-440 interchange by North Hills, a successful and growing mixed-use center that includes retail, restaurants, entertainment, offices and residential living and services as a destination for the entire city. Six Forks Road is also a major transportation corridor that connects I-440 and I-540 through midtown and north Raleigh.

The corridor performs a multitude of functions: as a thoroughfare, commercial corridor and neighborhood connector. It is used extensively by not only by the residential neighborhoods flanking the corridor, but by business and institutional patrons and various modes of traffic travelling a major north-south thoroughfare. It must function as a system, serving each of these players in different capacities.

The Six Forks Road Corridor Study identifies transportation and streetscape design options and strategies to improve the corridor at all scales, with a particular focus on how transportation and streetscape strategies impact placemaking, multi-modal accessibility, and economic development. The study takes into account previous studies and initiatives that impact the corridor, as well as the goals and priorities of the communities the corridor impacts

The policies presented in this section are intended to implement the recommendations of the Six Forks Road Corridor Study. The complete Area Study document can be found on the City's website.

Policy AP-SF-1 Six Forks Road Corridor

Reposition Six Forks Road as a "Complete Street" extending from Interstate-440 to Lynn Road that maintains six lanes for vehicle traffic divided by a landscaped median, establishes separated bicycle and pedestrian facilities, and accommodates vehicles, cyclists, pedestrians, and transit.

Policy AP-SF-2 Six Forks Road Streetscape Design

Incorporate streetscape improvements for Six Forks Road that use one of two design types developed as part of the Six Forks Road Corridor Study. The Urban Boulevard would be used in the vicinity of the North Hills development near I-440 and in the area surrounding the Millbrook Road intersection, while the Parkway Boulevard type is recommended for the areas between North Hills and the Millbrook Road intersection vicinity and the area north of Millbrook Road.

Policy AP-SF-3 Neighborhood Gateways

Establish neighborhood gateways along Six Forks Road at the entrances to adjacent residential neighborhoods that incorporate neighborhood identification signage, landscaping, public art, streetscape features, and curb extensions to shorten the distance for pedestrians to cross the streets intersecting with Six Forks Road.

Policy AP-SF-4 Environmental Sensitivity

Emphasize a commitment to environmental design in the corridor by integrating stormwater management techniques into the design of the streetscape at the sidewalk and in the median.

Policy AP-SF-5 Public Art

Incorporate public art into the streetscape design along the corridor, both with freestanding pieces and integration with streetscape elements and transit stops.

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 reflects new planning performed for the Six Forks Road Corridor north of Interstate-440, a rapidly-evolving part of the city.

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 amendment helps further the overall growth objectives of the Comprehensive Plan, including directing growth to designated growth centers and multi-modal corridors, orienting development towards proposed transit investments, and promoting sustainable development patterns.

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

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

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 IM 4.2 Area Study Content and Intent

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or

special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

Policy LU 2.1 Placemaking

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

Policy LU 2.2 Compact Development

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development.

Policy LU 2.5 Healthy Communities

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.

Policy LU 2.7 Future Studies in High Density Areas

As necessary, undertake detailed studies and plans for growth centers, mixed-use centers, and transit station areas (rail or bus transfer nodes) to identify areas appropriate for higher-density mixed-use development.

Policy LU 4.1 Coordinate Transportation Investments with Land Use

Ensure that transportation decisions, strategies, and investments are coordinated with and support the City's land use objectives.

Policy LU 4.2 Transportation in Support of Walkable Neighborhoods

Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Comprehensive Plan for the surrounding neighborhood.

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 LU 4.6 Transit-Oriented Development

Promote transit-oriented development around planned transit stations through appropriate development regulation, education, station area planning, public-private partnerships, and regional cooperation.

Policy LU 4.7 Capitalizing on Transit Access

Sites within a half-mile of planned and proposed fixed guideway transit stations should be developed with intense residential and mixed-uses to take full advantage of and support the City and region’s investment in transit infrastructure.

Policy LU 4.9 Corridor Development

Promote pedestrian-friendly and transit supportive development patterns along multi-modal corridors designated on the Growth Framework Map, and any corridor programmed for “transit intensive” investments such as reduced headways, consolidated stops, and bus priority lanes and signals.

Policy LU 6.1 Composition of Mixed-Use Centers

Mixed-use centers should be comprised of well-mixed and integrated developments that avoid segregated uses and have well planned public spaces that bring people together and provide opportunities for active living and interaction.

Policy LU 6.2 Complementary Uses and Urban Vitality

A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments to maintain the City’s livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistent with this policy.

Policy LU 6.3 Mixed-Use and Multi-Modal Transportation

Promote the development of mixed-use activity centers with multi-modal transportation connections to provide convenient and accessible residential and employment areas.

Policy LU 7.1 Encouraging Nodal Development

Discourage auto-oriented commercial “strip” development and instead encourage pedestrian-oriented “nodes” of commercial development at key locations along major corridors. Zoning and design standards should ensure that the height, mass, and scale of development within nodes respects the integrity and character of surrounding residential areas and does not unreasonably impact them.

Policy LU 7.4 Scale and Design of New Commercial Uses

New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

Policy LU 7.6 Pedestrian-Friendly Development

New commercial developments and redeveloped commercial areas should be pedestrian-friendly.

Policy LU 8.3 Conserving, Enhancing, and Revitalizing Neighborhoods

Recognize the importance of balancing the need to increase the housing supply and expand neighborhood commerce with the parallel need to protect neighborhood character, preserve historic resources, and restore the environment.

Policy LU 10.1 Mixed-Use Retail

Encourage new retail development in mixed use developments.

Policy LU 10.6 Retail Nodes

Retail uses should concentrate in mixed use centers and should not spread along major streets in a linear "strip" pattern unless ancillary to office or high-density residential use.

Policy T 1.3 Multi-modal Transportation Design

Offer residents safe and attractive choices among modes including pedestrian walkways, bikeways, public transportation, roadways, railways, and aviation. The street patterns of newly developed areas should provide multi-modal transportation alternatives for access to and circulation between adjacent neighborhoods, parks, shopping centers, and employment areas.

Policy T 1.4 Increasing Mobility Choice

Diversify the mobility choices for work trips by targeting transit investments along corridors that connect concentrations of office, retail, and residential uses.

Policy T 2.6 Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

Policy T 2.17 Bridge Improvements

Coordinate with NCDOT for bridge monitoring, maintenance, and rehabilitation. Bridge improvements should be considered when roadway investments are being pursued.

Policy T 3.1 Complete Street Implementation

For all street projects and improvements affecting the public right-of way, consider and incorporate Complete Street principles and design standards that provide mobility for all types of transportation modes (pedestrian, bicycle, auto, transit, freight) and support mutually-reinforcing land use and transportation decisions. Work with NCDOT to implement these design standards for state maintained roads within the City's jurisdiction.

Policy T 4.1 Promoting Transit

Promote and support quality transit services to enhance mobility options and to meet the needs of the City's residents and visitors, with a focus on transit-dependent households.

Policy T 4.3 Fixed Guideway Priorities

Prioritize fixed-guideway transit investments in corridors with the greatest potential to attract riders and shape development and redevelopment.

Policy T 5.1 Enhancing Bike/Pedestrian Circulation

Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown,

in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

Policy T 5.3 Bicycle and Pedestrian Mobility

Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.

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

- A. Established property or proposed development in the vicinity of the proposed amendment;**
- B. Existing or future land use patterns;**
- C. Existing or planned public services and facilities;**
- D. Existing or planned roadways;**
- E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**
- F. Other policies of the Comprehensive Plan.**

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 2.3 Eliminating Gaps

Eliminate “gaps” in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

Policy T 2.6 Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

STAFF RECOMMENDATION:

Approval based on the above list of considerations for the Planning and Development Officer’s review.

STAFF COORDINATOR:

Carter Pettibone, carter.pettibone@raleighnc.gov, 919-996-4643