



Midtown/St. Albans Area Plan



Briefing Book

April 2018



Table of Contents

Introduction	3
Site Information	4
Land Use	8
Transportation	14
Environment	19
Built Environment	21

Midtown/St. Albans Area Plan

Briefing Book

Objective

A primary objective of the Midtown/St. Albans Area Plan is to consider the transportation impacts of recent land use and zoning changes on existing and proposed transportation infrastructure in the Midtown area. Other topics likely will emerge during community visioning exercises.

Outcome

The study will provide detailed multi-modal transportation, streetscape, urban design, and land use recommendations that are based on stakeholder input and a thorough understanding of community values, history, and future development scenarios. These recommendations will act as policy guidance to future transportation, land use, and urban design decisions

Area planning process

The area planning process will put data collection, issues analysis, and a variety of public input opportunities to work in the formulation of alternatives and recommendations for the Midtown/St Albans area.

The process will include the following components:

- Visioning Workshop
- Inventory & Analysis
- Public Design Workshop
- Alternatives and Public Input
- Recommendations & Report

These components will occur over around 18 months and be overseen by a Confirmation Group - a body of residents, property-owners, and stakeholders that is selected by City Council. Throughout the planning process, the group will provide important feedback and ensure that the study reflects the needs and desires of area stakeholders.

Study area background

With the exception of downtown, the Midtown area includes the most intensive zoning within the City of Raleigh. Millions of square feet of new development are expected in the coming years. While an interstate highway and several arterial streets serve the area, it does not have the type of connectivity and grid pattern found downtown, creating a set of transportation challenges.

The area has seen extensive development in recent decades. North Hills is a nationally-recognized example of a suburban place retrofitted and redeveloped as a walkable urban center. Starting in 2003 with the redevelopment of an aging enclosed mall and strip center into a mixed-use development featuring retail, hotel, office, and residential, the approval of the North Hills East Master Plan in 2007 set the stage for an even more dramatic and ambitious transformation on the east side of Six Forks Road, featuring high-rise Class A office buildings, a variety of residential types, and even more retail. The build-out of North Hills, as summarized in an Urban Land Institute Case Study, includes roughly a million square feet of office and retail, over 500 hotel rooms, and nearly 1,400 residential units. A recent expansion of the master plan increased this potential even further.

The Six Forks Corridor Study, which explored options for widening Six Forks Road north of Interstate 440, and recent rezoning petitions along St. Albans Drive, which allowed greater intensities and heights, have raised community concerns about transportation impacts and transit options for the areas surrounding St. Albans Drive. St. Albans Drive currently serves as a transition line between the existing and proposed mixed-use development to the south and older, primarily residential, areas to its north. It also serves a more traditionally suburban commercial area and Duke Raleigh Hospital along Wake Forest Road, before turning northward to terminate at New Hope Church Road. With the recent rezoning changes and Six Forks Corridor improvements, St. Albans Drive area is poised to see significant change as this part of Raleigh continues to grow and transform. Neighborhood streets that connect into St. Albans—including Hardimont, Dartmouth, and Quail Hollow—may see traffic spillover from increased trips to and from the area.

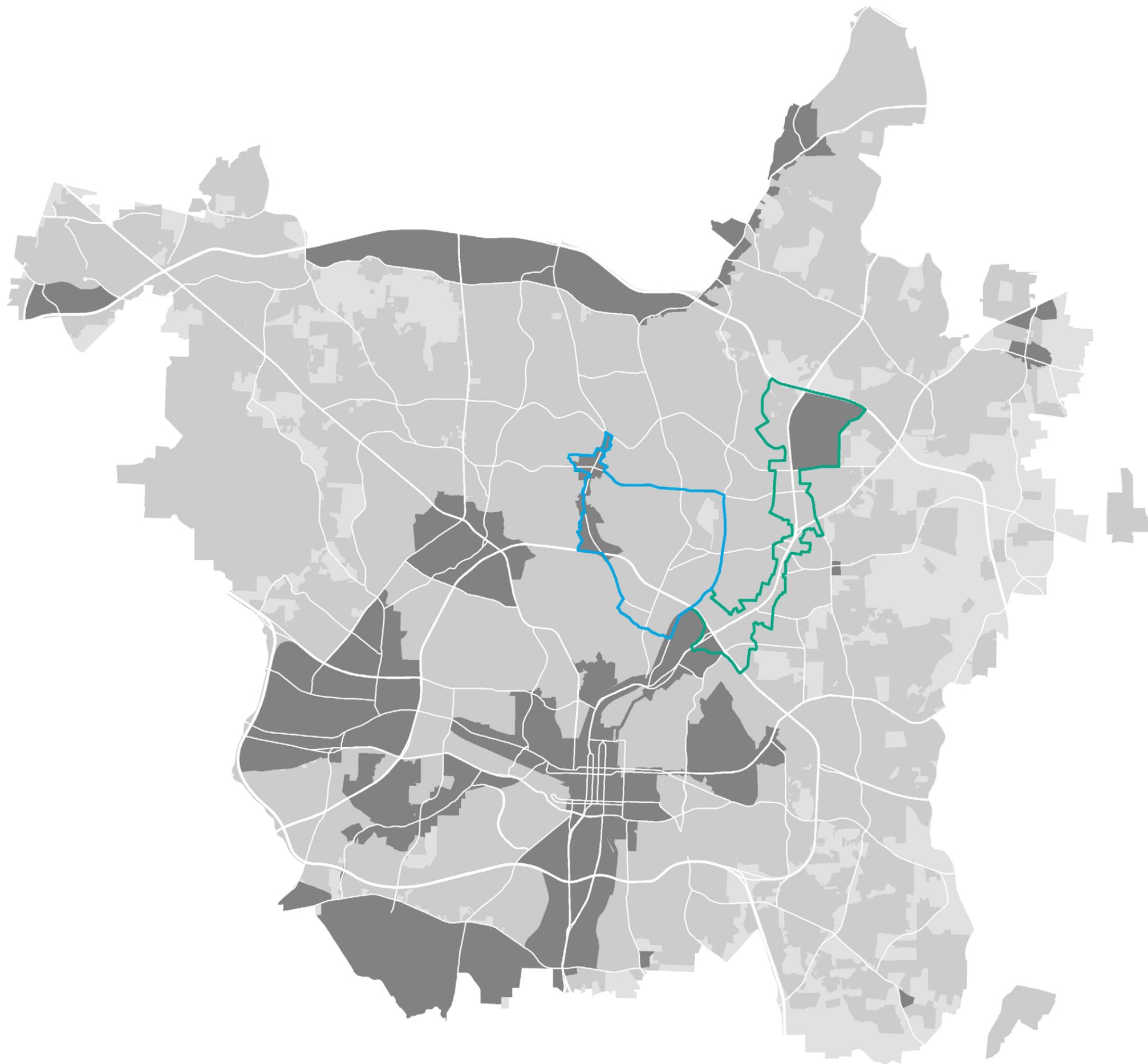
About this document

The briefing book is intended to provide the background information pertinent to the study. The briefing book contains basic information about current conditions and existing policy guidance. It does not contain a detailed inventory of issues and opportunities, which will be produced as part of the Inventory & Analysis stage of the study.

For more information:

More information is available on the Midtown/St. Albans project page. The page can be accessed [here](#) or under Active Plans on the Department of City Planning webpage. The staff contact for the Midtown/St. Albans Area Plan is Jason Hardin. He can be reached at 919-996-2657 or Jason.Hardin@raleighnc.gov.

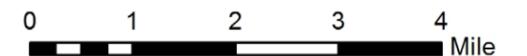
Site Location



-  Midtown/St. Albans Study Area
-  Capital Boulevard North Study Area
-  Existing Area Plans
-  City Limits
-  Raleigh ETJ

The Midtown/St. Albans area plan study area is adjacent to two existing area plans – the Six Forks Corridor Study and the Capital Boulevard Corridor Study. The study area for the Capital Boulevard North Corridor Study is also adjacent.

MIDTOWN-ST. ALBANS AREA PLAN





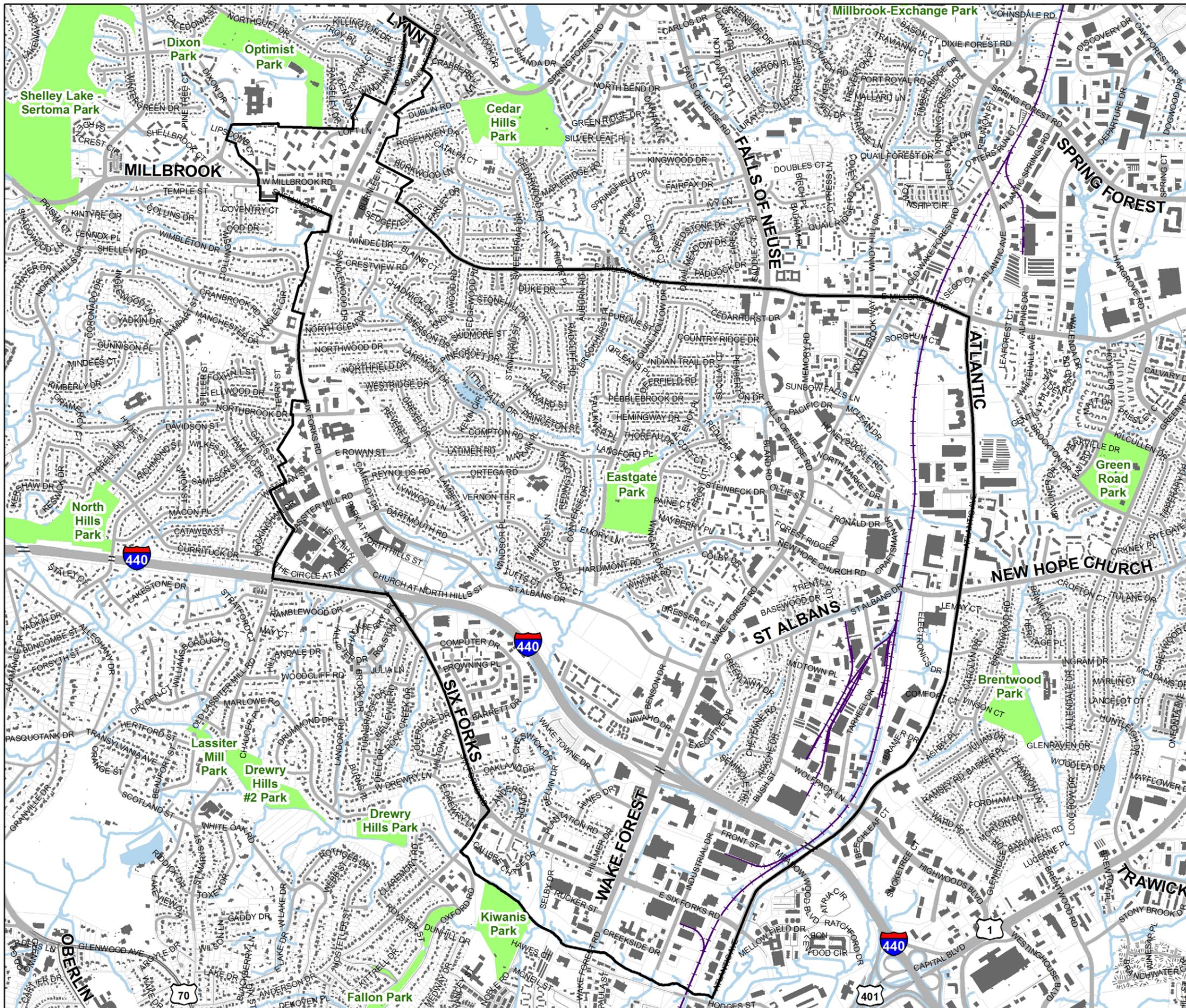
 Proposed Study Area

The study area extends from Atlantic Avenue in the east, Crabtree Creek in the south, Six Forks Road to the west, and East Millbrook Road to the north. The study area extends along Six Forks Road until Lynn Road.

MIDTOWN-ST. ALBANS AREA PLAN



0 0.25 0.5 0.75 1 Mile

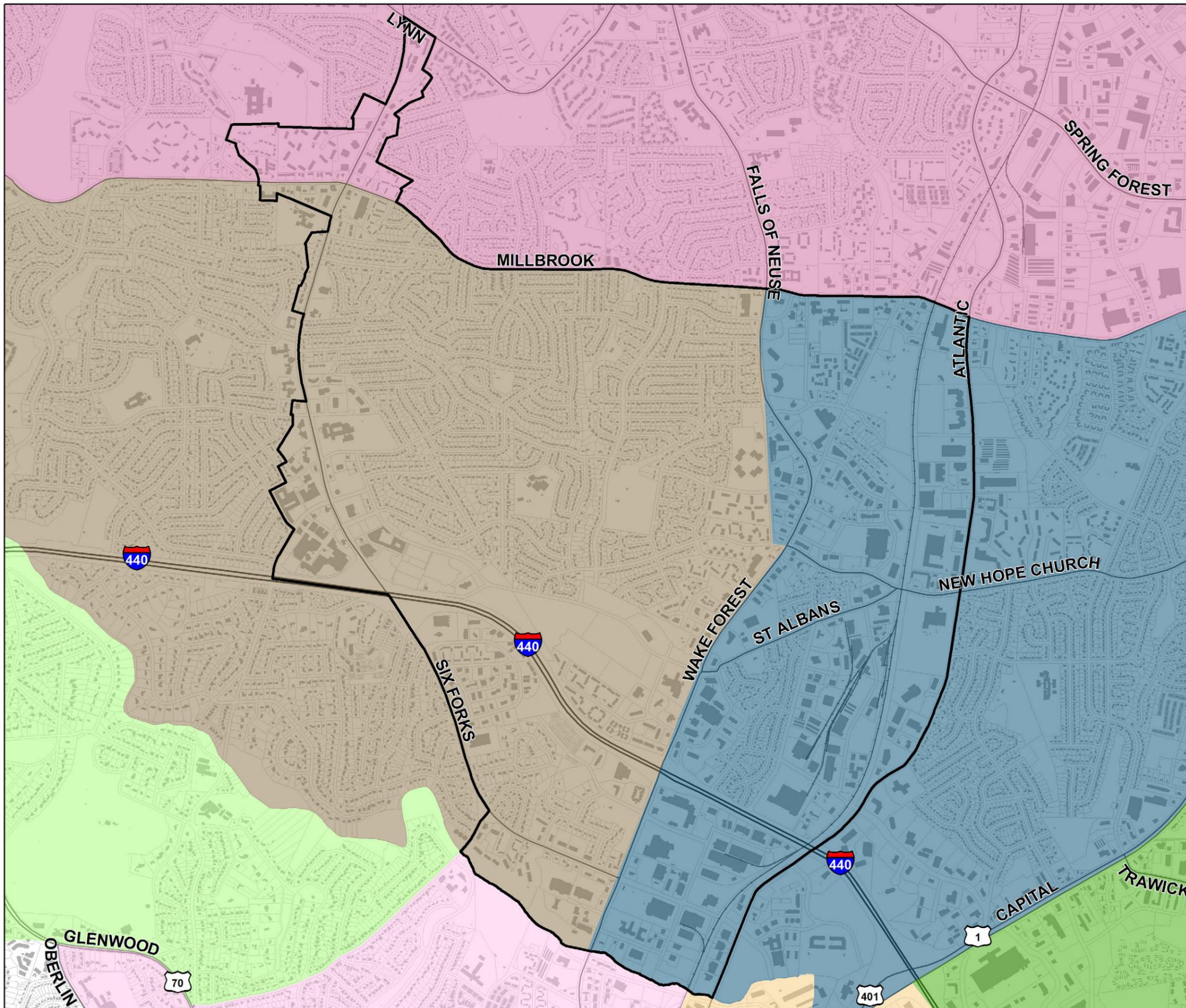


-  Parcel
-  Building
-  Road
-  Rail Lines
-  School
-  Park
-  Water
-  Proposed Study Area

The study area extends from Atlantic Avenue in the east, Crabbtree Creek in the south, Six Forks Road to the west, and East Millbrook Road to the north. The study area extends along Six Forks Road until Lynn Road.

MIDTOWN-ST. ALBANS AREA PLAN



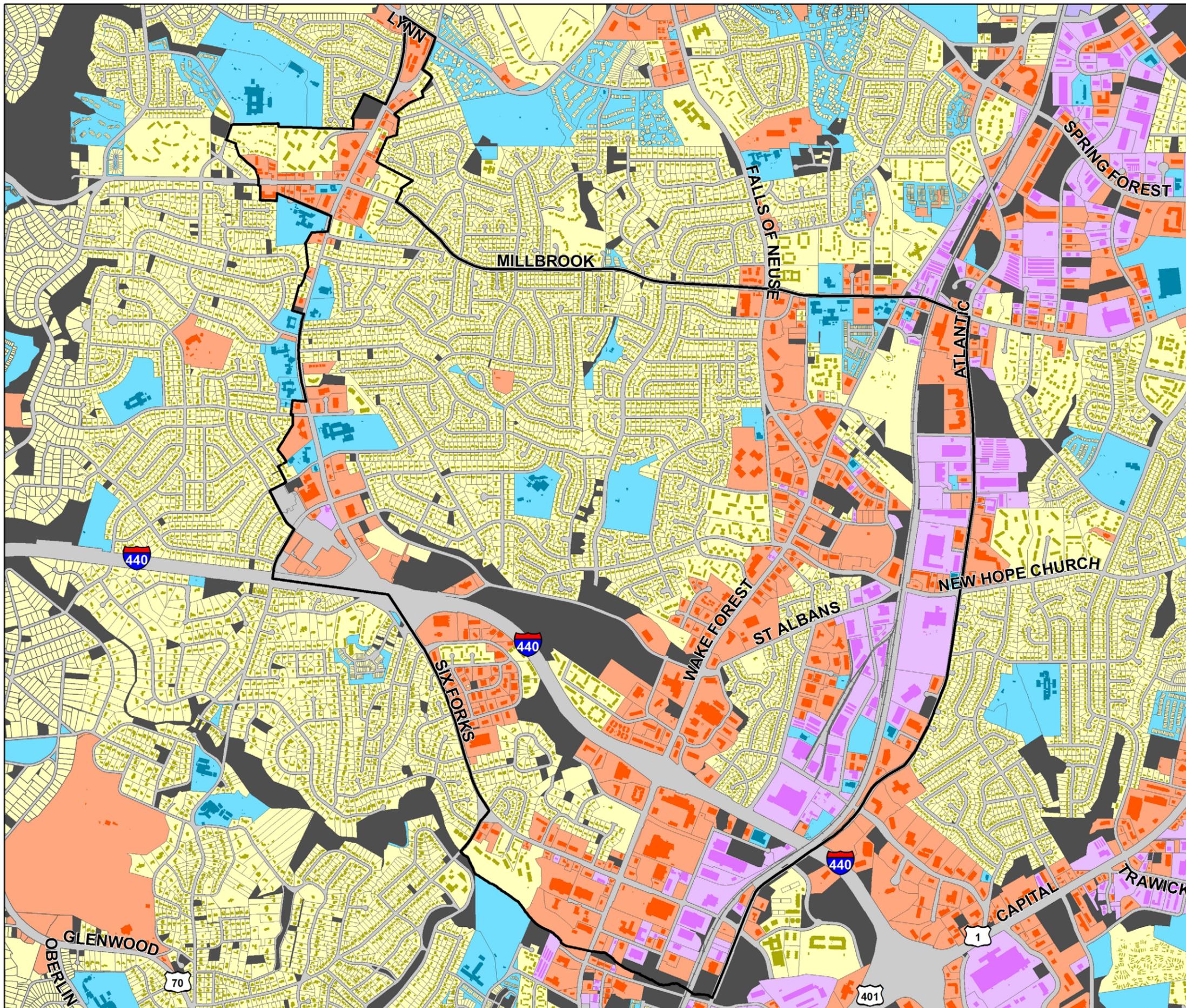


- Midtown
- Atlantic
- North
- Glenwood
- Five Points
- East
- Northeast
- Proposed Study Area

The study area includes Midtown, Atlantic, and North Citizen Advisory Councils (CACs). Glenwood CAC, Five Points CAC, and East CAC are adjacent to the south.

MIDTOWN-ST. ALBANS AREA PLAN

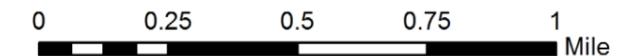


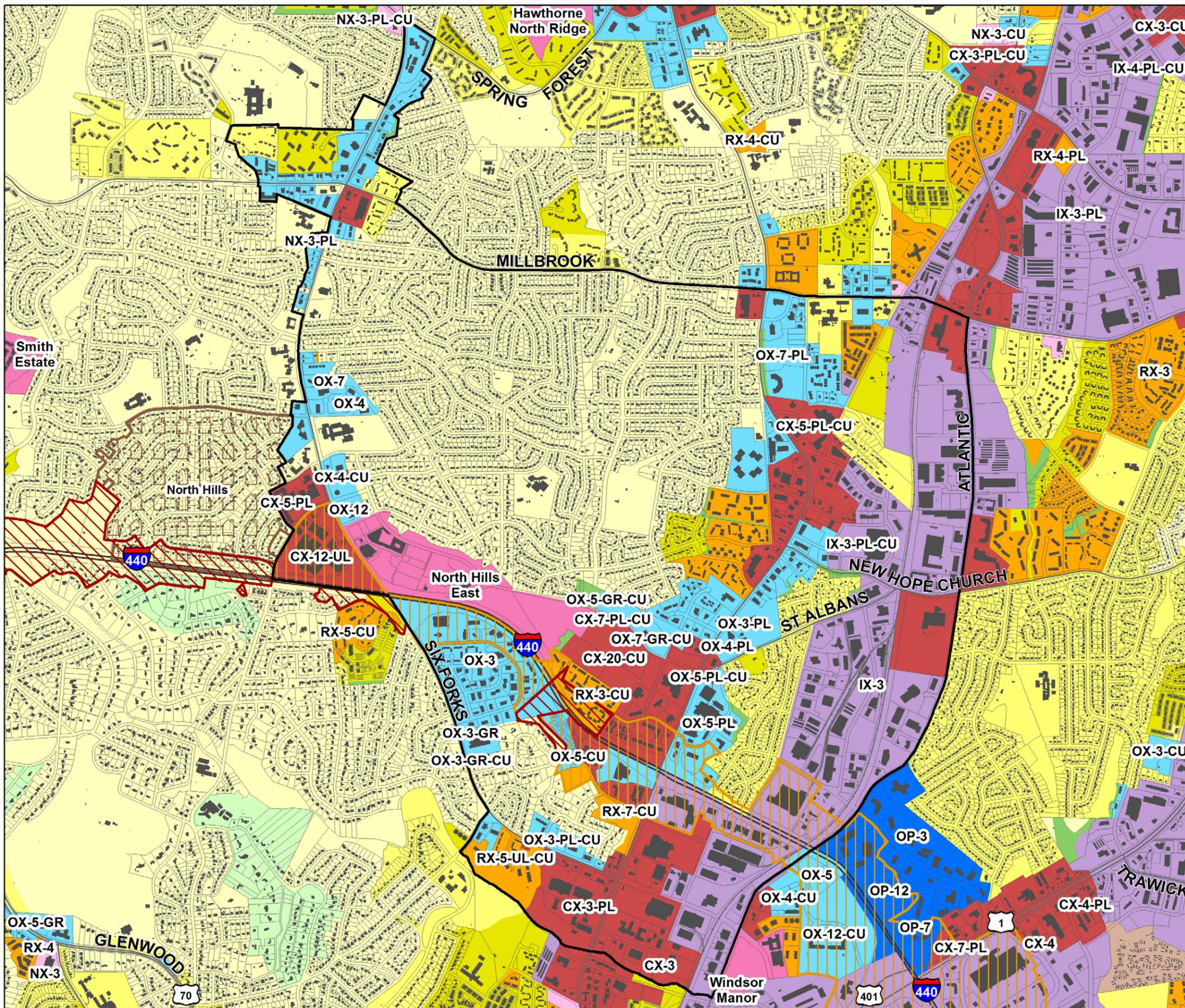


- Commercial
- Industrial
- Public and Institutional
- Residential
- Vacant
- Roads
- Proposed Study Area

The study area includes a mix of current land uses, with a strong presence of commercial, industrial, and residential uses.

MIDTOWN-ST. ALBANS AREA PLAN



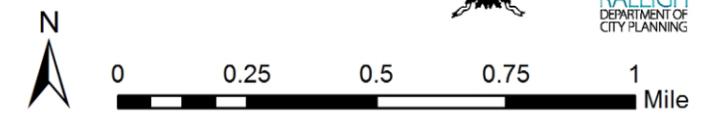


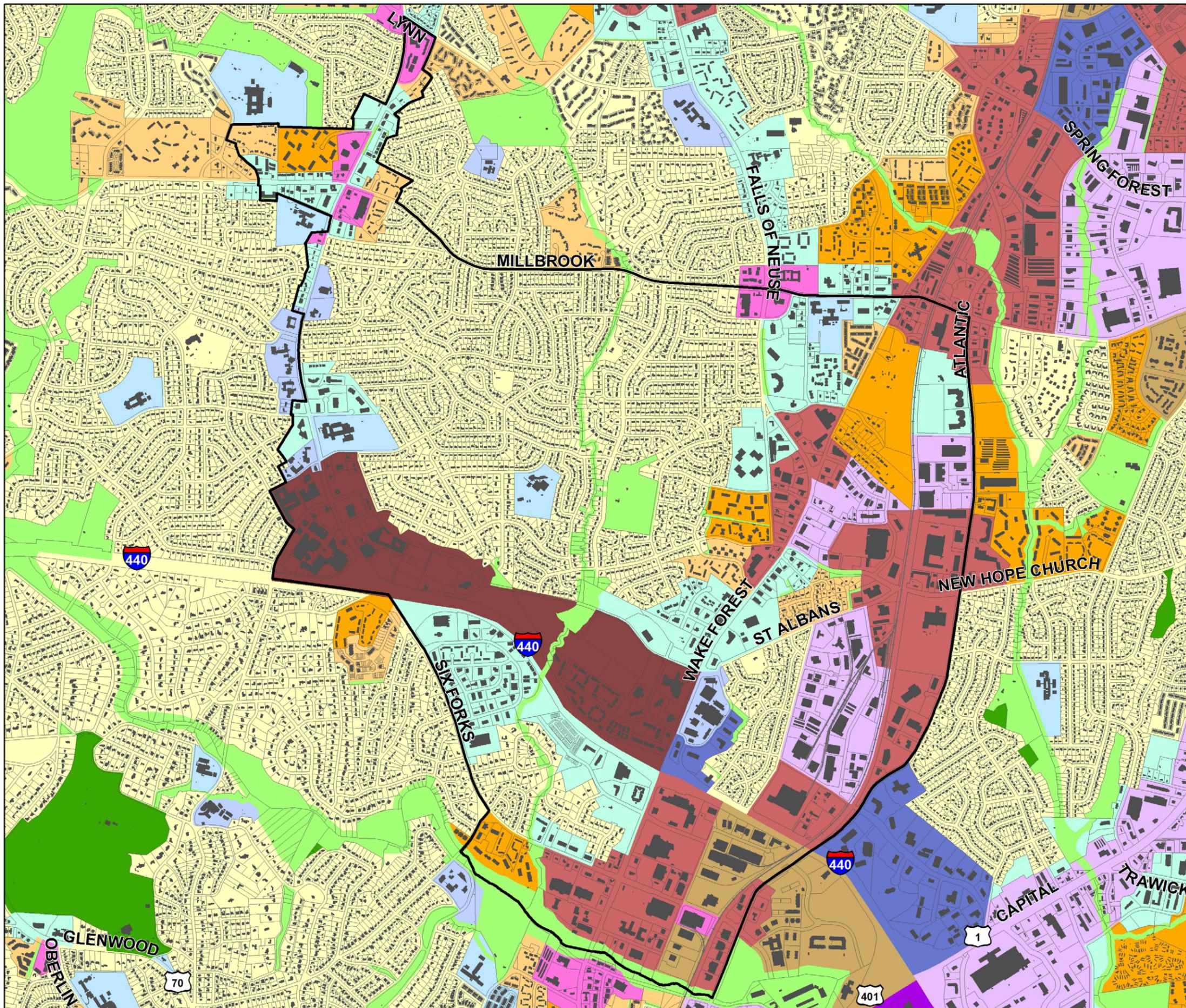
Zoning

- Residential-2
- Residential-4
- Residential-6
- Residential-10
- Residential Mixed Use
- Neighborhood Mixed Use
- Commercial Mixed Use
- Industrial Mixed Use
- Office Mixed Use
- Office Park
- Planned Development
- Conservation Management
- Manufactured Housing
- NCOD
- SHOD-1
- SHOD-2
- Proposed Study Area

Zoning is the legal tool to regulate the use of land, building size, height, and setbacks. Much of the study area is zoned for low density residential, Industrial Mixed Use, Office Mixed Use and Commercial Mixed Use. Many of the mixed-use districts along Wake Forest Road have a Parking Limited frontage. SHOD overlay districts surround I-440 in the south of the study area.

MIDTOWN-ST. ALBANS AREA PLAN



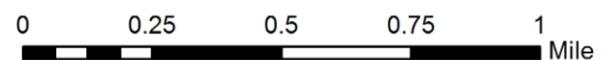


Future Land Use

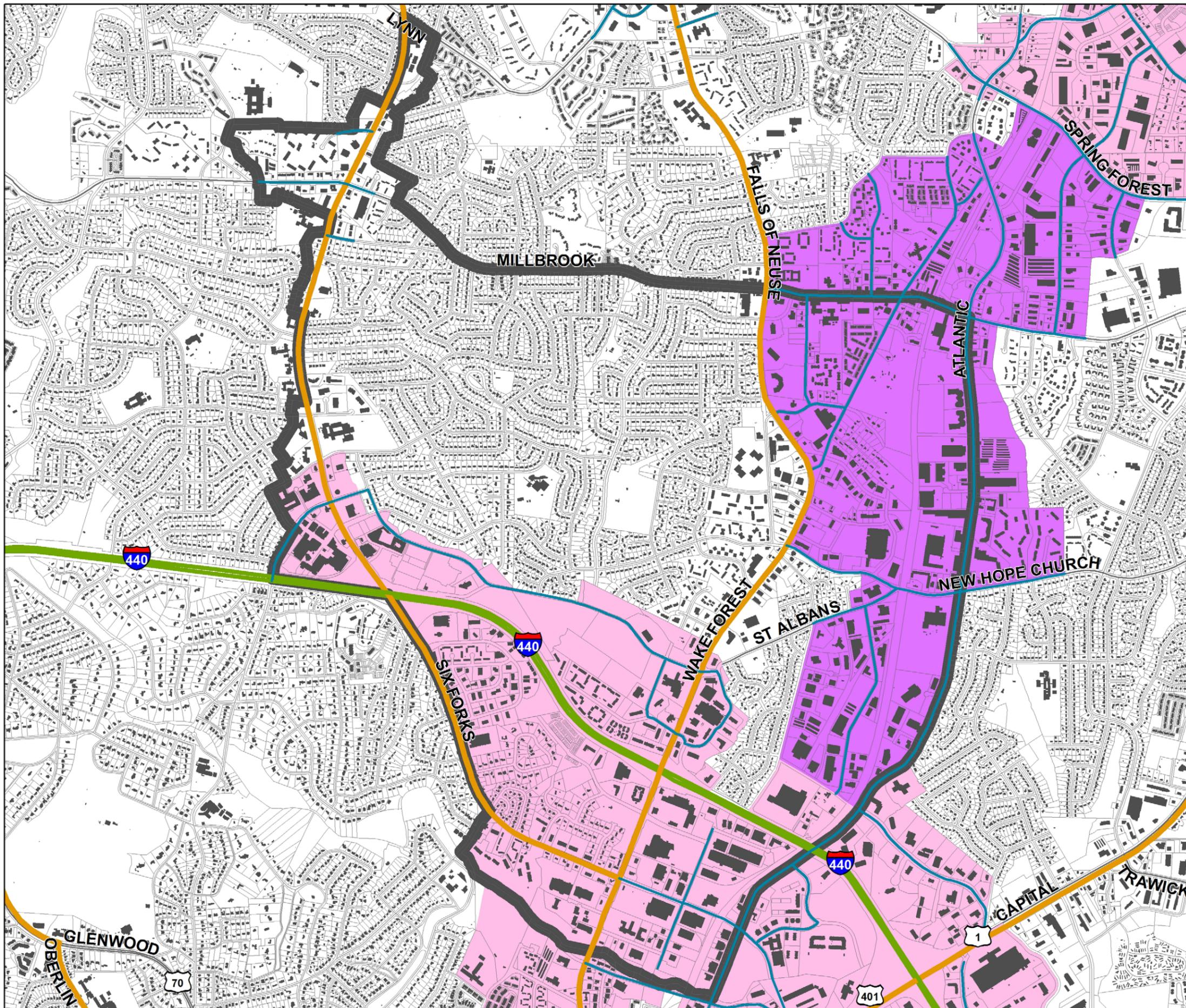
- Rural Residential
- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Mixed Use
- Office & Residential Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Business & Commercial Services
- Office/Research & Development
- Institutional
- Private Open Space
- Public Parks & Open Space
- Public Facilities
- General Industrial
- Proposed Study Area

The Future Land Use Map is a policy in the Comprehensive Plan that lays out the intended distribution and intensity of land in the next 20 years to achieve the plan's goals. Much of the study area is designated as Low Density Residential, Regional Mixed Use, Office & Residential Mixed Use, and Community Mixed Use. More information about Future Land Use designations can be found in the Land Use chapter of the Comprehensive Plan.

MIDTOWN-ST. ALBANS AREA PLAN



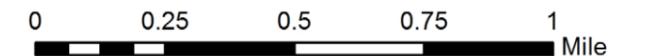
Urban Form



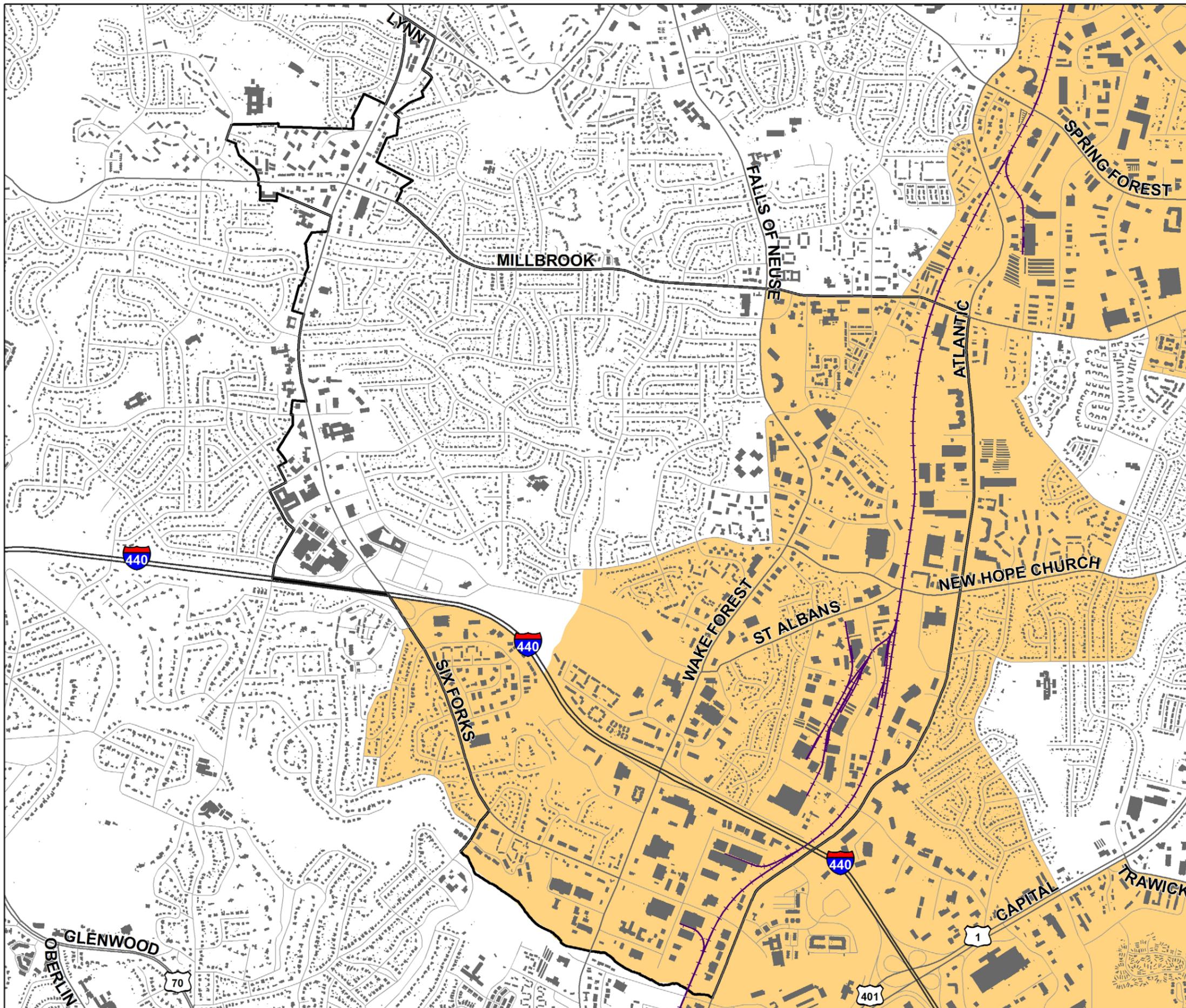
-  Parkway Corridors
-  Transit Emphasis Corridors
-  Urban Thoroughfares
-  City Growth Centers
-  Transit Oriented Districts (TODs)
-  Proposed Study Area

The Urban Form Map establishes types of centers and corridors to provide guidance on various elements of urban form, including recommended frontages and building height. Specific recommendations associated with these designations can be found in the Urban Design chapter of the Comprehensive Plan.

MIDTOWN-ST. ALBANS AREA PLAN



Economic Development Priority Areas

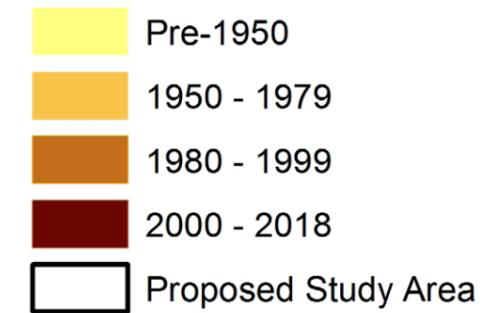
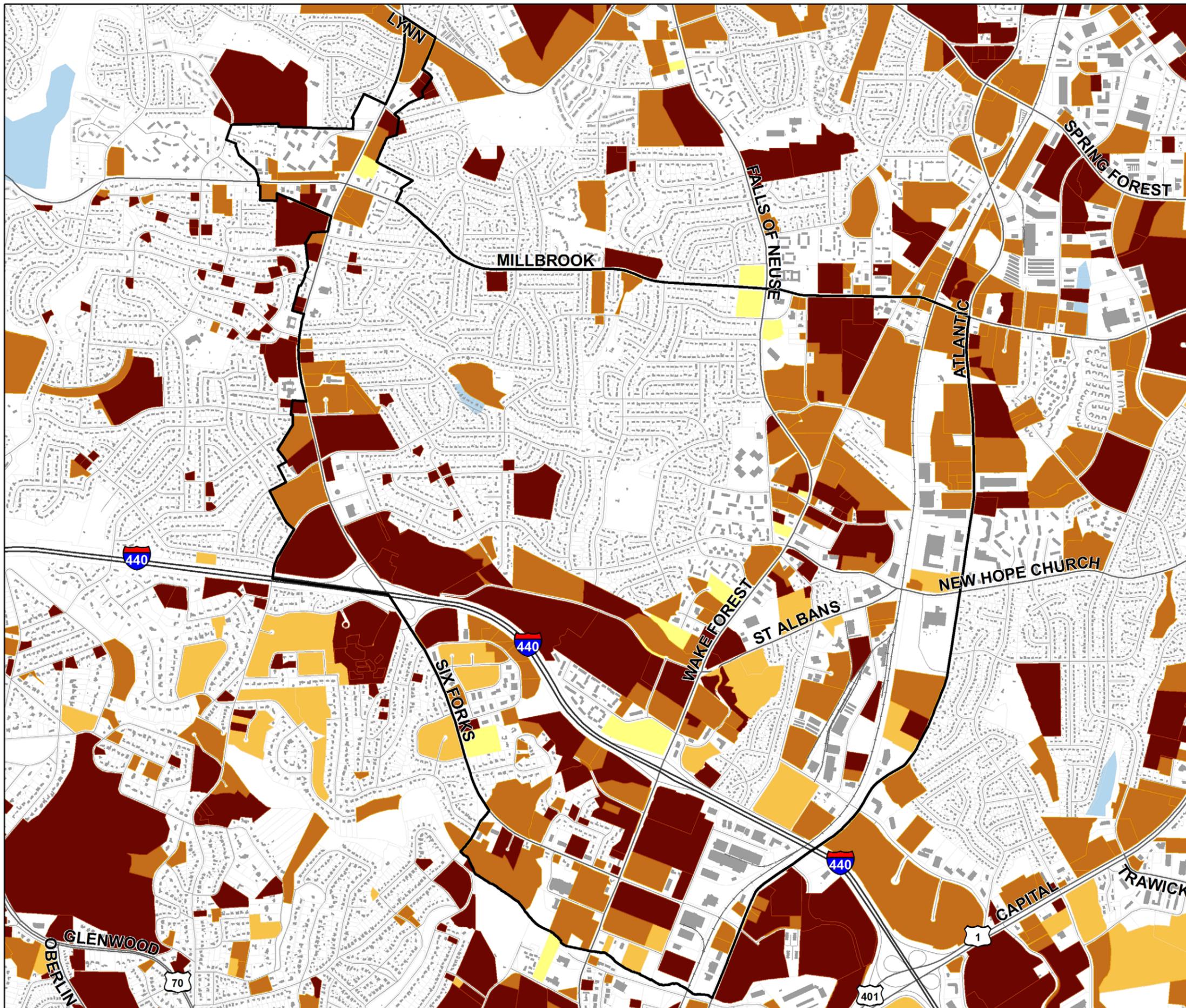


- Economic Development Priority Areas
- Building
- Rail Lines
- Proposed Study Area

Economic development priority areas are areas highlighted by the Comprehensive Plan that present opportunity for or demonstrate a need for economic development intervention. The designation is applied to block groups that are either at least 40% zoned for industrial use or considered "high poverty" and are at least 40% zoned for non-residential use.

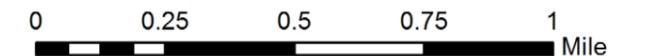
MIDTOWN-ST. ALBANS AREA PLAN



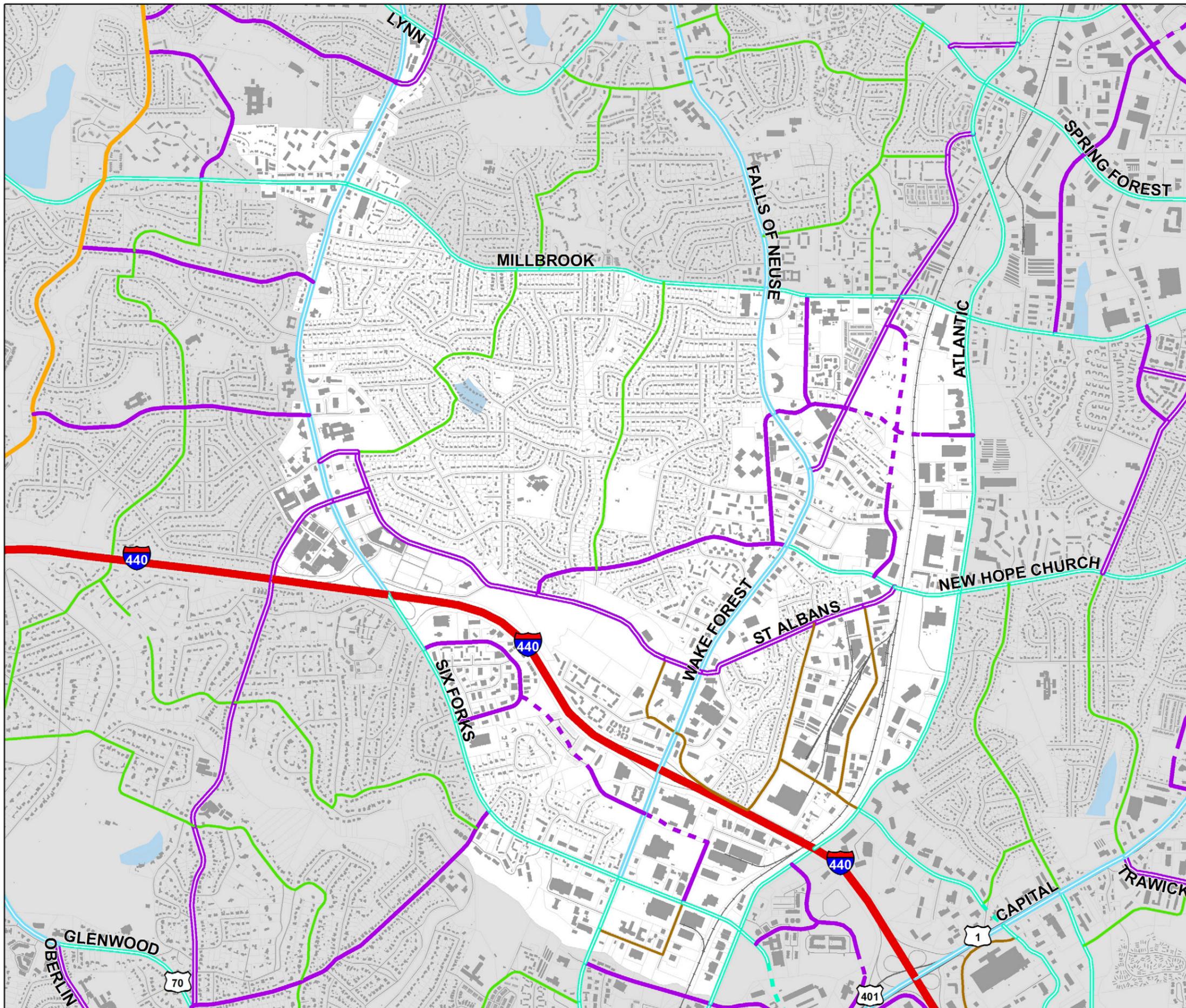


The City has a record of development plans – site plans, site review, and subdivision cases - that have been reviewed since 1900. In the study area, they have centered on the commercial corridors of Six Forks Road, Wake Forest Road, Atlantic Avenue, and I-440. More recent development plans about I-440.

MIDTOWN-ST. ALBANS AREA PLAN



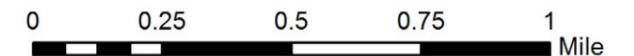
Street Plan

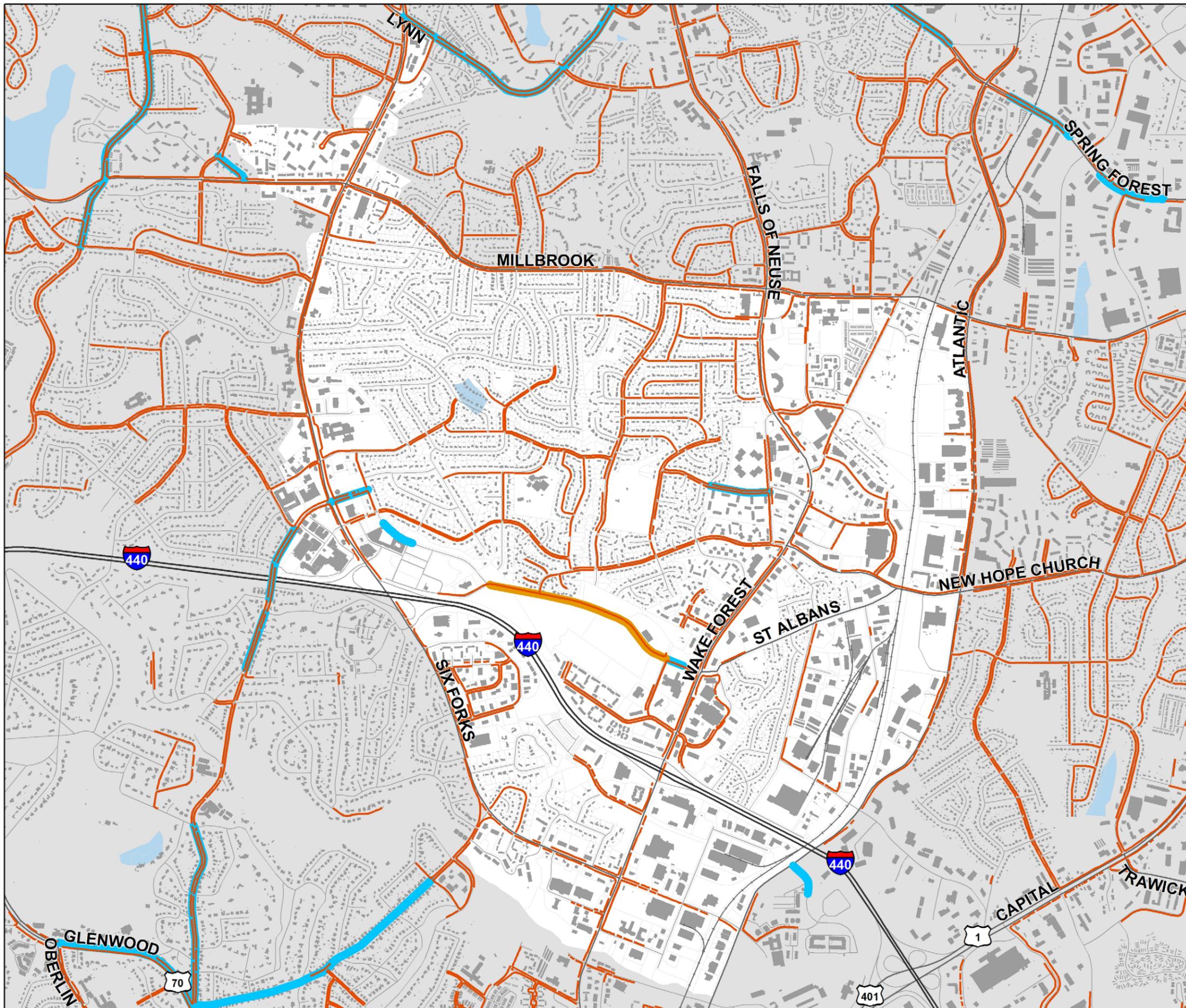


- Avenue 2-Lane, Divided
- Avenue 2-Lane, Undivided
- Avenue 2-Lane, Undivided Proposed
- Avenue 3-Lane, Parallel Parking
- Avenue 4-Lane, Divided
- Avenue 4-Lane, Divided Proposed
- Avenue 4-Lane, Parallel Parking
- Avenue 6-Lane, Divided
- Industrial Street
- Industrial Street Proposed
- Limited Access Highway
- Neighborhood Street
- Sensitive Area Avenue
- Proposed Study Area

The Street Plan is a component of the regional Comprehensive Transportation Plan. New connections proposed in the Street Plan include connecting Wake Towne Drive between Barrett Drive and Industrial Drive as a 2-Lane Avenue and extending Pacific Drive and Craftsman Drive as 2-Lane Avenues.

MIDTOWN-ST. ALBANS AREA PLAN

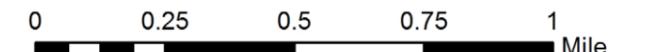


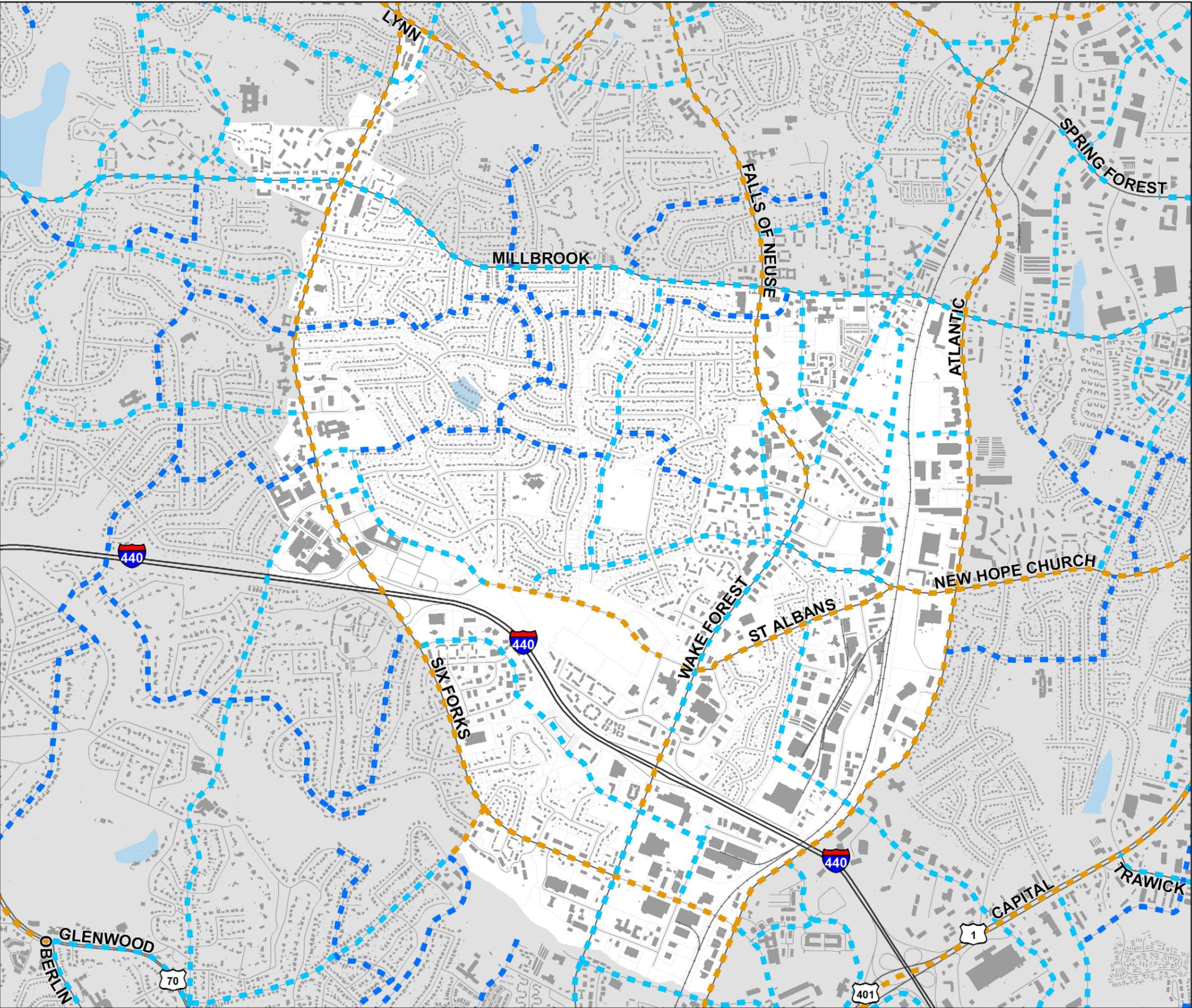


- Sidewalk
- Bicycle Lane
- Buffered Bicycle Lane
- Proposed Study Area

Sidewalks currently exist along many of the streets in the study area. There are limited bicycle facilities. Lassiter Mill Road, St Albans Drive, and Steinbeck Drive stand out.

MIDTOWN-ST. ALBANS AREA PLAN





Facility

- - - Bicycle Lane
- - - Separated Bikeway
- - - Neighborhood Bikeway
- Proposed Study Area

The BikeRaleigh Plan establishes the implementation framework for improving cycling conditions in Raleigh. A key feature of the plan is the identification of long term bikeway facilities. In the Midtown/St. Albans study area, this includes on-road facilities along major corridors and the facilitation of bicycle-friendly routes through residential areas.

MIDTOWN-ST. ALBANS AREA PLAN





Street Grid

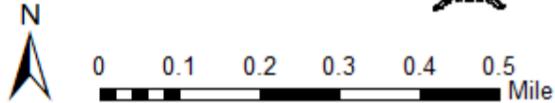
- A. Midtown/St. Albans study area**
- B. Downtown Raleigh**
- C. Oberlin Village**
- D. Five Points**

 Road

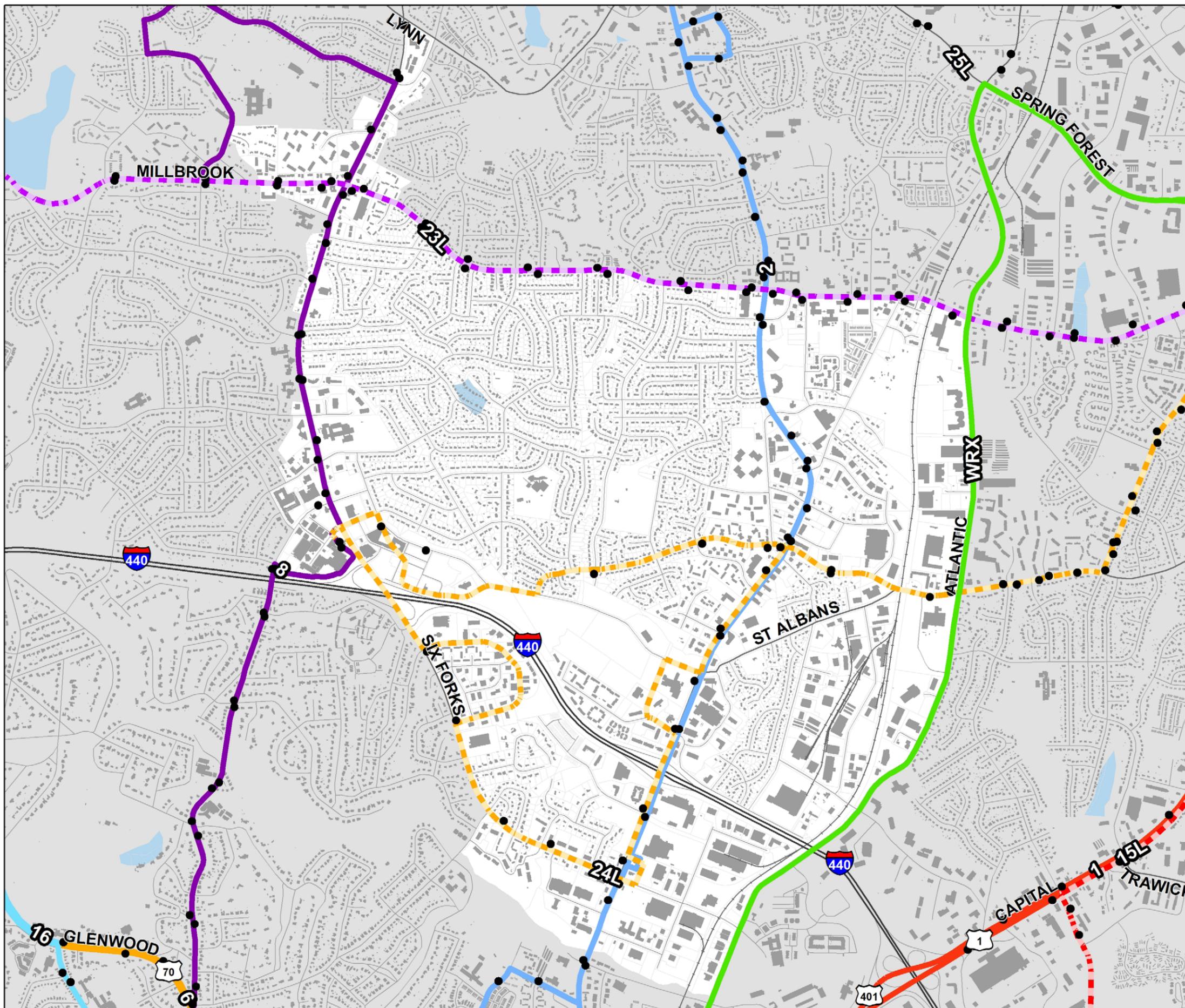
This map illustrates the existing street grid in the Midtown/St. Albans area. While the Beltline provides extensive access to and through the area, it disrupts the street grid within the area.

For contrast, the same total area at three other locations in Raleigh is shown above. They illustrate a much denser, connected street network than currently exists in the study area.

**MIDTOWN-ST. ALBANS
AREA PLAN**



Bus Routes



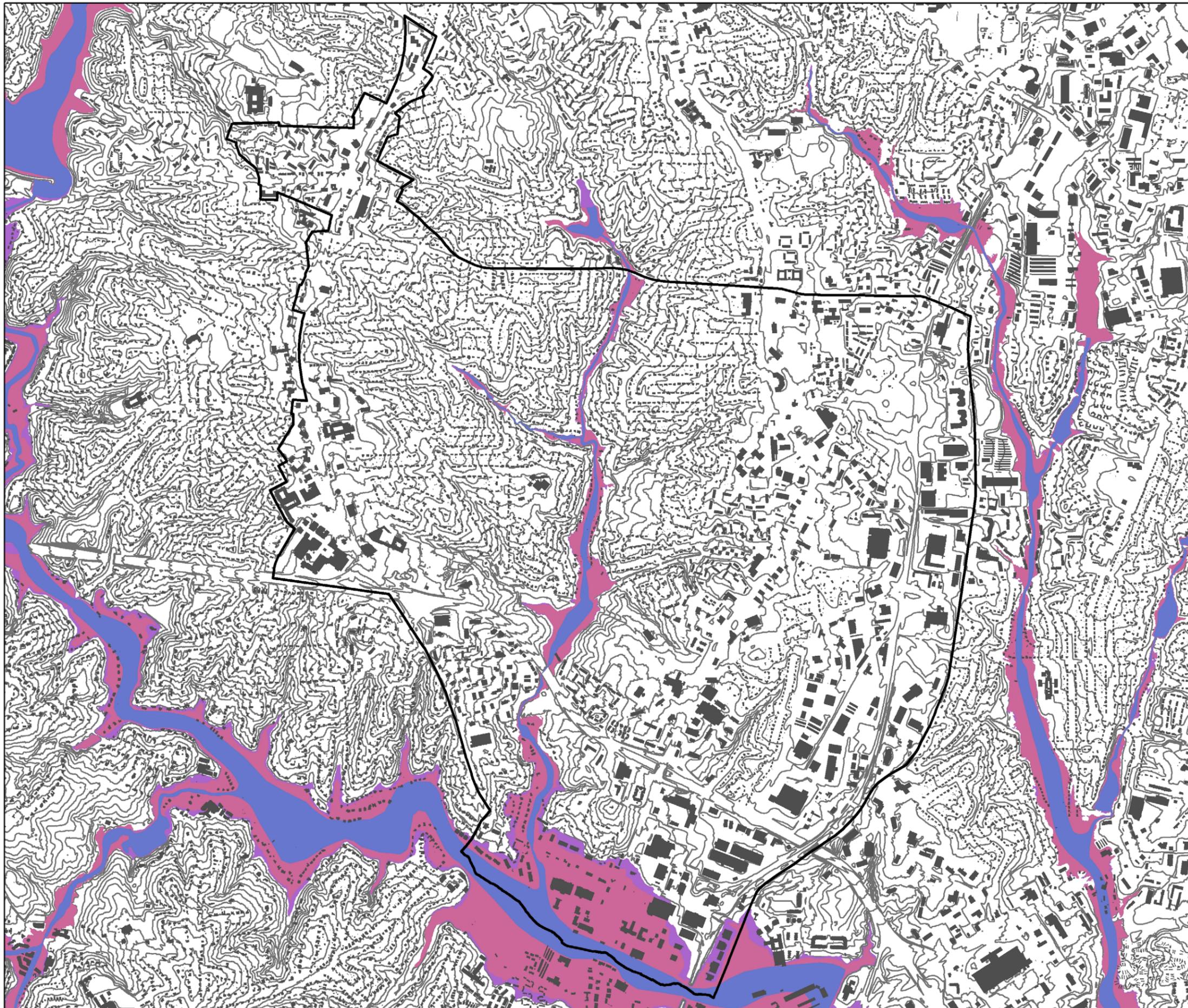
- Bus Stop
- Proposed Study Area

GoRaleigh and GoTriangle bus lines serve the study area. These routes see over 200,000 boardings annually, with Route 8 and Route 2 being the most frequently used. Atlantic Avenue and Capital Boulevard are identified in the Wake County Transit Plan as Frequent Network Corridors. This is a network intended to provide all-day frequent local bus service to compliment the Bus Rapid Transit Corridor south of the study area.

MIDTOWN-ST. ALBANS AREA PLAN



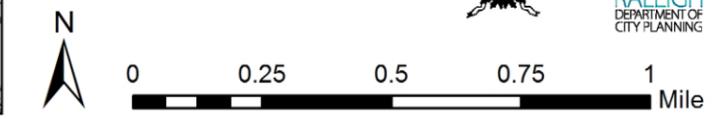
Floodplain & Topography



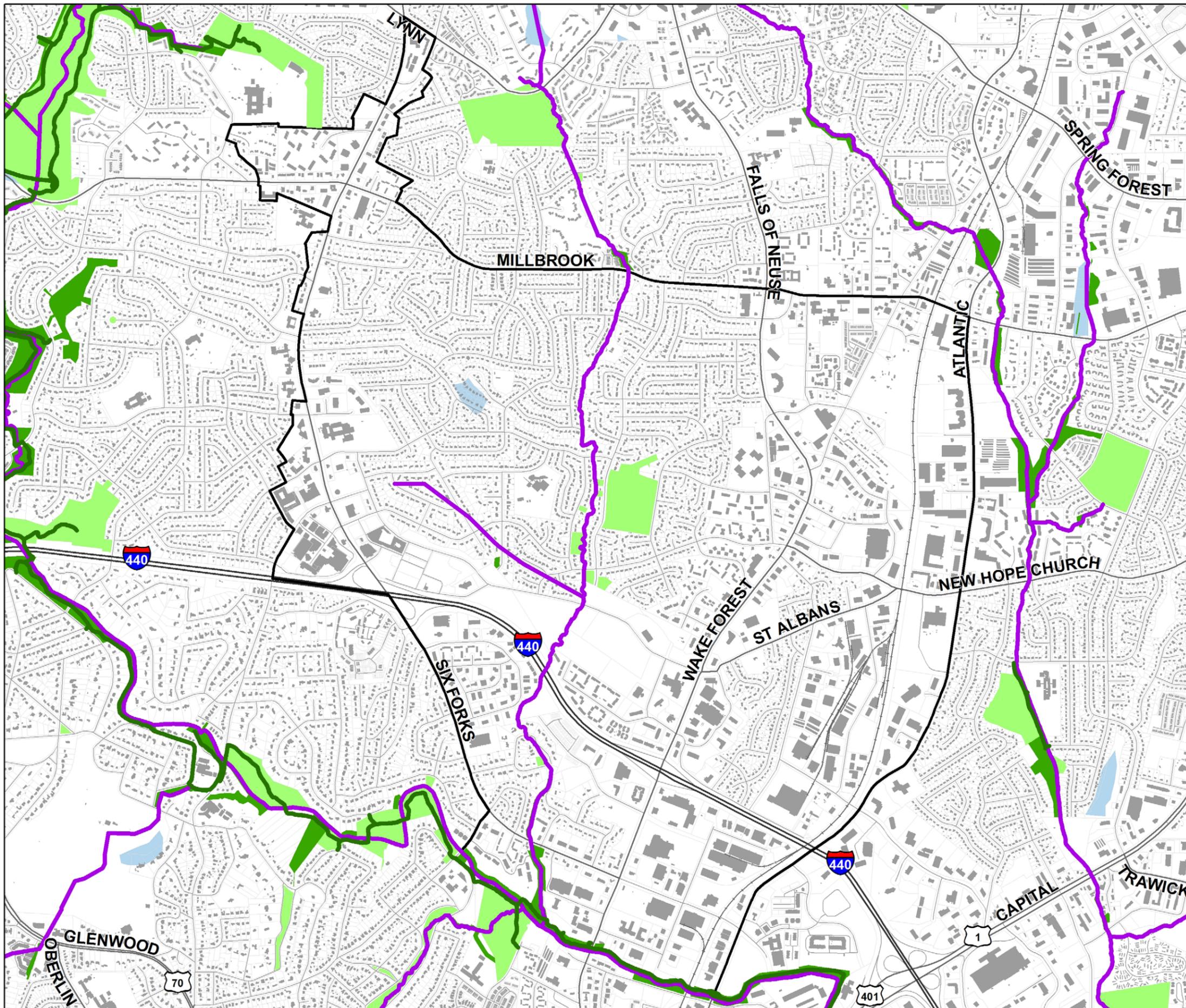
- Topography (10' contour)
- 0.2% chance OR 1% (future conditions)
- 1% annual chance of flood
- Floodway
- Proposed Study Area

Crabtree Creek marks the southern boundary of the study area, and floodplain covers a significant area north to E Six Forks Road. Floodplain associated with Big Branch Creek is relatively smaller in area.

MIDTOWN-ST. ALBANS AREA PLAN



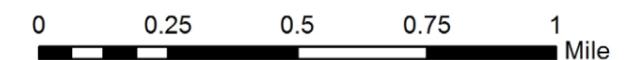
Greenways & Park Facilities



- Park
- Greenway
- Greenway Trail
- CAG Corridor Master Plan
- Proposed Study Area

The Capital Area Greenway Corridor Master Plan envisions greenway designation continuing north from existing facilities along Crabtree Creek past E Millbrook Road.

MIDTOWN-ST. ALBANS AREA PLAN

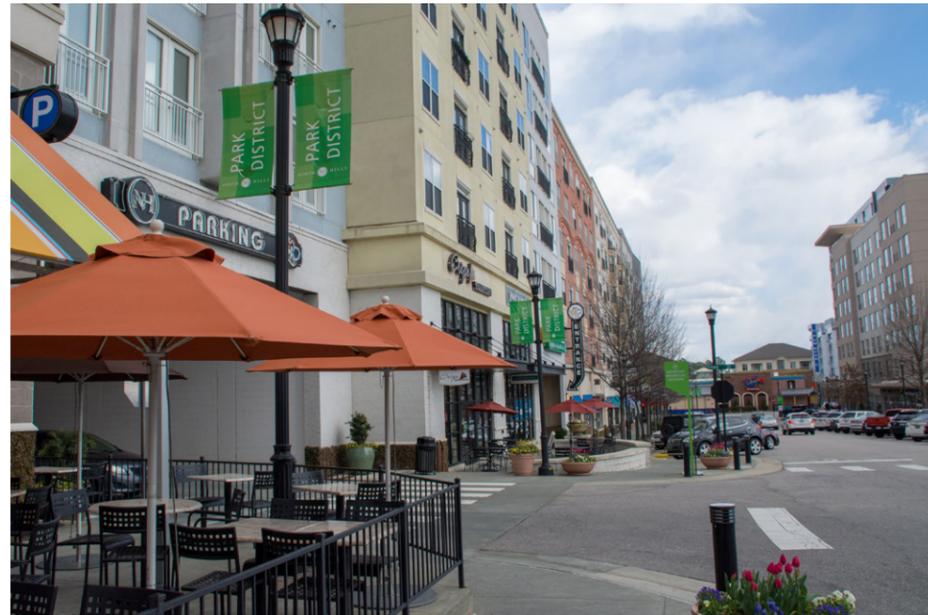




Area character



Area character



Area character



Area character



Area character



Area character



Area character



Midtown/St. Albans

Area Plan



RALEIGH
DEPARTMENT OF
CITY PLANNING

