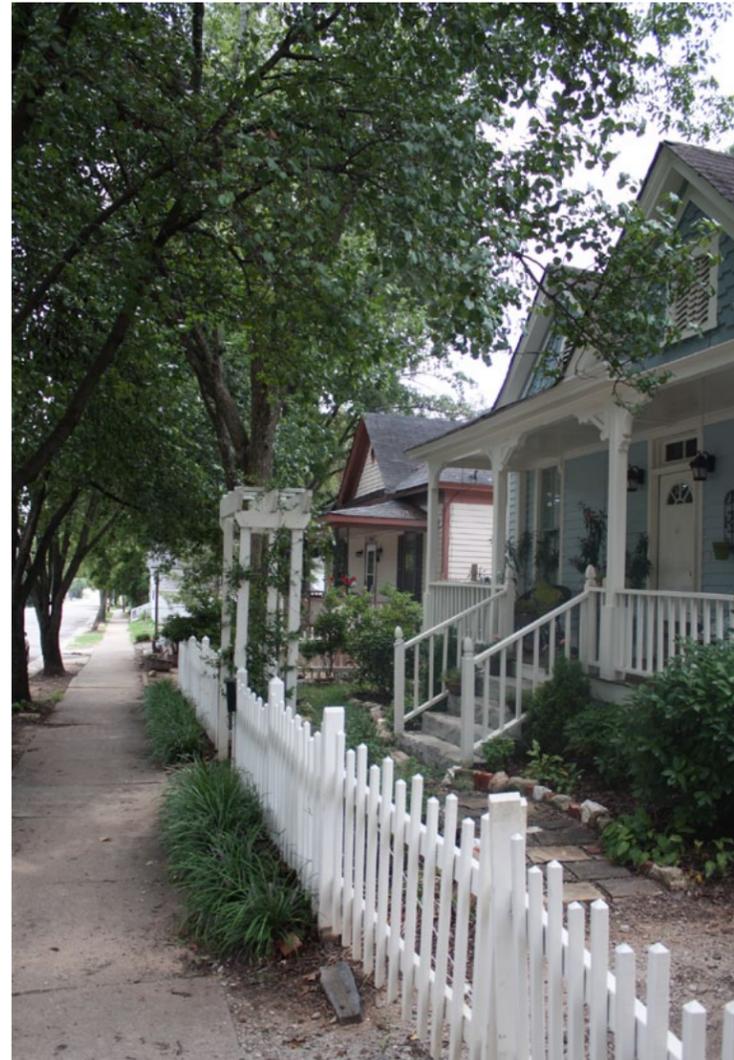


BLOUNT STREET-PERSON STREET CORRIDOR STUDY



Briefing Book Draft
October 23, 2012



OVERVIEW

Introduction

The Blount Street and Person Street corridors can be seen through multiple lenses: as major urban thoroughfares, commercial corridors and as neighborhood streets. They pass through distinct communities with strong histories, different needs and priorities, yet they must function as a system, serving each of these communities in different capacities. The corridors are used by bicyclists, pedestrians, automobile drivers and transit riders. Over the years, numerous citizen and government-led studies and initiatives have looked at portions of the study area to try to improve the character of the sub-districts, focusing on pedestrian safety, cultural and historic assets, and improving the character of the public realm and adjacent businesses.

The Study is funded by the 2010 Transportation Bond approved by the taxpayers of the City of Raleigh. These bond funds enabled the City to hire a multidisciplinary consultant team lead by AECOM, with subconsultants Alta Design & Planning and Susan Hatchell Landscape Architecture, PLLC.

Plan purpose

The Blount St-Person St Corridor Study will identify multi-modal transportation and streetscape design options and programmatic strategies to improve the corridors, with a particular focus on how transportation and streetscape strategies impact placemaking and economic development. The study will take into account the numerous previous studies and initiatives that impact the corridors, as well as the goals and priorities of the communities the corridors encompass.

Briefing book

This briefing book serves as an informational resource for the Blount St- Person St Corridor Study. The following sections provide a basis of understanding of the study area and will help inform staff, consultants and community members as the project moves forward. The briefing book includes:

- Scope of work executive summary
- Associated projects and studies
- Transportation conditions
- Urban design and public realm conditions
- Overview of area's historic and cultural significance
- Maps

Briefing book acknowledgments

The briefing book was compiled by staff in the Raleigh Urban Design Center (Grant Meacci, Elizabeth Alley, Carter Pettibone, Rachel Stark and Micah Kordsmeier) and Planning and Development (Sharon Felton and Jorge Gao).

SCOPE OF WORK EXECUTIVE SUMMARY

The Blount St-Person St Corridor Study will cover the entire Blount St-Person St corridor, from a point 400 feet north of the intersection of Wake Forest Road at Old Louisburg Road to a point 800 feet south of the intersection of Hammond Rd at I-40. The study will feature at least 4 different subareas for the purpose of transportation analysis, streetscape design and community outreach. Analysis will be performed at the subarea scale and full project corridor scale, with acknowledgement of potential impacts to the broader transportation system. As a result, the Study will provide implementable strategies for improving the multi-modal functionality of the corridors as well as the communities and districts the corridors encompass. Project components will include:

Traffic analysis:

- Definition & limits of subareas
- Collection and analysis of baseline/existing conditions including: traffic counts, pedestrian counts, pedestrian accommodations, turning movements, signal plans, timing plans, transit routes, transit headways, sidewalk inventory, bike facilities inventory, on-street parking space inventory (City to provide location of spaces, cost of parking, and duration of parking period) Confirmation of preliminary assumptions
- Identification of potential scenarios such as: partial 2-way conversion, full 2-way conversion, road diet for various sections of the corridor
- Creation of AM and PM traffic models in Synchro for all subareas and overall project area for existing conditions and proposed roadway scenarios
- Identification of scenario impacts on subareas and various modes of transportation
- Accident analysis/TEAAS strip study for all subarea segments
- HCM 2010 Level-of-Service analyses for automobile, pedestrian, bicycle and transit modes utilizing Synchro software
- Travel-time runs

Streetscape, urban design and planning:

- Streetscape design for corridor and subareas
- Recommendations for improvements to adjacent properties to support streetscape design
- Policy and Comprehensive Plan amendment recommendations where appropriate
- Placemaking and wayfinding/ interpretive signage strategies
- Project renderings, sketches, plans, sections and details

Project implementation:

- Functional design of corridors, including modifications to adjacent properties
- Proof of concept of major design elements
- Cross sections and plans of all options and subareas
- Preliminary cost estimates
- Cost/Benefit analyses of alternatives
- Phased implementation plan

Project Outreach:

- Subarea stakeholder workshops and charrettes
- Combined corridor meetings
- City Council and Commission updates and approvals
- Collateral materials for project website and meetings
- Project graphics, technical reports, executive summaries

Project Outcome:

The study will provide detailed multi-modal transportation and streetscape recommendations based upon stakeholder input and a thorough understanding of community values, history, and future development scenarios. The study will include detailed transportation scenario models, streetscape plans, and analysis of the potential impacts to community character and economic development potential, as well as recommendations, cost estimates and strategies for project implementation.

ASSOCIATED PROJECTS & STUDIES

The Blount St- Person St Corridor Study is informed by numerous previous and ongoing initiatives, including but not limited to:

Community initiatives

Person Street Business District Charrette
 Person Street Partnership
 Moore Square business group
 SPERNA (South Park East Raleigh Neighborhood Association)
 South Park East Raleigh Heritage Walk, SPERNA Knowledge Maps

Government initiatives

Livable Streets Plan (City of Raleigh)
 Moore Square Master Plan (City of Raleigh)
 Capital Boulevard Corridor Study (City of Raleigh)
 Unified Development Ordinance (City of Raleigh)

TRANSPORTATION CONDITIONS

BLOUNT ST - PERSON ST CORRIDOR TRANSPORTATION CHARACTERISTICS		
Total Corridor Length	5.92	miles
Speed Limit *	35	mph
Maintained by	NCDOT	
Number of Intersections	75	
Number of Signalized Intersections	36	
Peron St 2009 AADT Volume	8700	vpd
Person St AADT % Change Since 2007	-16%	
Blount St 2009 AADT Volume	8180	vpd
Blount St AADT % Change Since 2007	-6%	
Wake Forest Rd 2009 AADT Volume	12000	vpd
Wake Forest Rd AADT % Change Since 2007	-8%	
Hammond Rd 2009 AADT Volume	9200	vpd
Hammond Rd AADT % Change Since 2007	+2%	
Transit Routes	2	CAT & TTA
Potential Accident Hotspots	Blount/Bledsoe	
	Person/Hoke	

URBAN DESIGN & PUBLIC REALM

The Blount St-Person St study area is a complex, diverse, and lengthy corridor. Existing and future land uses include residential at every level of intensity, office and institutional, neighborhood and pedestrian-oriented retail, central business district, industrial, and mixed uses. Within each of these, the corridor features a variety of typologies that represent different eras of construction and different treatments in the urban landscape and built environment. Small houses in some areas have little set back from the street; grand houses in others are more 25 feet from the street. Pedestrian routes range from foot-beaten dirt paths to 15+ foot brick-paved sidewalks. Street sections range from tree lined, one-way thoroughfares to a six-lane divided road. Identifying characteristics in the Blount St-Person St Corridor include land uses, the character of the built environment, street typologies, and prominent landmarks, each of which have and continue to shape the experiences and perceptions of users. It's unlikely that a resident of any one part of this corridor conceives of it as a single, unified whole.

STREETS

Throughout the corridor, a gridiron block structure is intact, providing strong connections to the neighborhoods and districts adjacent to Blount and Person Streets, and strong interconnectivity with thru cross-streets at regular intervals. Sidewalks are fairly continuous throughout most of the corridor, except along Wake Forest Road (east-side only) and below Bragg Street (intermittent and sometimes unpaved). The span of Wake Forest Road to Capital Boulevard is more poorly connected, with cul-de-sacs, "superblock" development, and the very strong disruption caused by Capital Blvd to the west. Cross-streets intersect Wake Forest Road from the east at oblique angles, causing some difficulty for pedestrians and extending block lengths. Distances between marked pedestrian crossings in this area tend to be quite long, although blocks are no longer than the recommended maximum of 660 feet. Below Hoke Street, Blount and Person become Hammond Road, a divided 6-lane road leading to Interstate 40.

Blount and Person Streets are treated consistently throughout the corridor, with three lanes of one-way traffic throughout. The exceptions are Wake Forest Road and Hammond Road. Marked pedestrian crossings are infrequent outside of the core of downtown (cross-street markings at signalized intersections are more common) and almost no crossings exist at mid-block or unsignalized intersections. Most of the corridor allows street parking directly on Blount Street and Person Street, with some sporadic exceptions. Nearly all cross-streets allow on-street parking.

The large majority of the corridor offers pedestrians sidewalks on either side of Blount and Person Streets. These sidewalks are typically concrete and 4 to 6 feet in width, although they are wider or treated with brick in some areas (such as Blount between Peace and Edenton Streets). Much of Wake Forest Road offers sidewalks on just one side of the street, and below Bragg Street neither Blount nor Person have sidewalks at all (despite the homes that line Person Street here). Most intersections feature curb ramps for compliance with the Americans with Disabilities Act, even when there are no marked crossings at the bottom of these ramps. There are no bicycle facilities on the roadway. Cars have come to dominate the perception of this corridor when Blount and Person Streets were converted to a one-way pair in the 1960s. Today, vibrant pedestrian activity around Moore Square and the comings and goings of the Moore Square Transit Center contrast markedly with the narrow sidewalks and underutilized deserted bus stops that extend up and down Blount and Person. The roads' stoplights are timed so as to move automobiles fluidly into and out of downtown, to Capital

Boulevard in the north and I-40 to the south. Pedestrian markings and signals are inconsistent, more common in the middle and less so the farther one moves out of the core of Downtown.

SPATIAL DEFINITION

- **Spatial Definition:** Much of the corridor features very good spatial definition, with strong enclosure formed by buildings, fencing and walls, or plantings. Front entrance façades nearly always face the most prominent public street. The exceptions are found in the state government area, where surface parking and vacant lots interrupt the building line, and at Wake Forest and Capital Blvd, and Hammond Road where commercial shopping centers or industrial uses feature no spatial definition whatsoever. Pedestrian interest is best in the North Person business district and in proximity to Moore Square, where storefronts feature awnings and plenty of transparency, as well as the residential districts north of here. The buildings fronting the corridor in portions the central business district lack the ground floor activity and transparency that can be found on East Hargett or Wilmington Streets.
- **Automobile Parking:** Parking is the dominant feature of the corridor between Polk and Morgan Streets, where surface parking for state government employees fills two entire city blocks and two half-blocks. In other areas such as the pedestrian-scaled retail district on North Person, street parking is plentiful with some additional one-bay parking fronting businesses. Shopping centers at Wake Forest and Brookside as well as Person and Franklin feature large amounts of parking frontage, as do a few multifamily and institutional uses scattered throughout the corridor. Single family houses in the northern end of the corridor typically have their own driveways, while homes in the South Park area frequently park solely on the street.
- **Building placement:** Building placement varies throughout the corridor, largely depending on the year constructed. Buildings erected before 1950 tend to be placed nearer to and oriented toward the street. Parking, if any is present at all, is located at the side or rear of the structure. Newer buildings – usually commercial or office/institutional uses – are much more likely to locate parking in front and to be set farther back from the street. Buildings lining the east side of Wake Forest are nearly all oriented askew from the street, giving them triangular frontages but not necessarily deeper setbacks. Many of them use fencing or landscaping along the street frontage to maintain a streetwall. Multifamily residential and office/institutional buildings in this area, as well as all commercial buildings at its intersection with Capital Boulevard, utilize front parking and deep setbacks, and are more likely to be internally focused. The campuses of Shaw University and William Peace University are internally focused, as is typical of University campuses with few structures oriented to the street and surface parking often fronting streets.

URBAN OPEN SPACE

People congregate in a variety of places along the corridor. Nodes are centers of attraction and activity. These include Moore Square and Mordecai Park, Shaw University and William Peace University, the commercial district on North Person, and – perhaps most of all – the Moore Square Transit Center. More privately, people throughout the South Park neighborhood can be seen sitting and visiting on front porches and outside church doors. Landmarks are points of reference or prominent visual features. Distinctive nodes and landmarks are highlighted in the following districts discussion.

- **Publicly Owned Lands:** Publicly owned open space in the study area can be found at Mordecai Historical Park, Moore Square, and the Bragg Street mini park. Of these, only Bragg Street Mini Park includes recreational facilities like basketball courts and a playground. All of them provide pleasant pocket refuges available to the general public. The larger Chavis and Oakwood Parks are accessible from the corridor but lie several blocks eastward. At the southern end of the corridor, the Walnut Creek greenway provides an east-west recreational corridor that connects a number of parks, the South Park neighborhood, and downtown Raleigh, although it can only be accessed on Wilmington Street, west of the study area, or Garner Road to the east. There are pockets of open space located in the triangular medians formed by oblique intersections such as Wake Forest and Person or Blount and Person at Hoke Street, however they are not accessible. Shaw University and William Peace University both offer open space that is privately owned but publicly accessible.
- **Privately Owned Gathering Spaces:** The Salvation Army Community Center (Wake Forest and Sasser) offers recreational opportunities to the public as well. William Peace University and Shaw University both offer campuses that can be accessed by visitors on foot. A number of vacant, grassy areas exist throughout the study area, such as those at Blount Street Commons or the corner of Person and Lenoir Streets, but it is unclear whether the public is welcome to use these spaces for gathering. Finally, Raleigh City Farm on Franklin Street at Blount Street offers a view of urban agriculture.

- **Public Art:** Public art is limited to the prominent acorn statue in Moore Square. Wayfinding and gateway signage, neighborhood entry signs, and historical markers are also prevalent throughout the area.

- **Site Landscaping:** Most landscaping features take the form of tree-lined streets throughout the corridor, which provides comfort to pedestrians and beauty to drivers. More recent commercial or institutional uses employ shrubs and other vegetative screening in front of parking areas, and many homes on Wake Forest feature fences or retaining walls. There are occasional extended gaps in tree coverage or plantings.

OVERVIEW OF AREA'S HISTORICAL AND CULTURAL SIGNIFICANCE

Blount Street and Person Street date to the original 1792 Christmas Plan for the city of Raleigh. The pair runs between Delway Street / Wake Forest Road to the north and Hammond Road to the south, a span of roughly two miles. Blount Street is named for Thomas Blount, an officer in the Revolutionary Army, a member of the U.S. House of Representatives, and a Commissioner of Location, which designated the site at which the state's capital was to be built (Battle pg. 26-27). Person Street is named for Thomas Person, a prominent individual who served in a Revolutionary militia and was an early benefactor to the University of North Carolina (ibid., p. 26). Blount Street was extended above North Street in 1872, extending the city's boundaries northward. The 1959 Thoroughfare Plan for the City of Raleigh called for the conversion of the streets to a one-way pair, and the work was completed in the mid 1960s. (The 2002 Livable Streets plan for downtown Raleigh calls for consideration of returning the streets to two-way traffic.) In 1966, plans called for an expressway on the east side of downtown, whose 200-foot right of way would have cleared the blocks between Bloodworth and East Streets, just east of Person. The plan was never implemented, and Person and Blount Street now serve as important north-south connectors on the east side of downtown. Blount Street was lowered in 1967-68 at Shaw University in order to accommodate a pedestrian overpass connecting the two sides of its campus. In 2009, between 6,600 and 9,400 vehicles traveled Blount Street each day. This actually represents a decline from 1998, when 10,000 to 12,000 vehicles moved along the corridor daily (NCDOT).

Over the whole course of their development, from their northern to their southern ends, the streets have connected institutions crucial to the development of a middle and professional class, black and white, in Raleigh. North Blount is home to Peace College (now William Peace University), the Executive Mansion, and numerous state government offices. The city's first permanent church was founded here, as was the future Meredith College, founded in 1891 as Baptist Female University. The Murphey School, opened in 1887 and rebuilt in 1916, would later become the first public school in Raleigh to integrate, when William Campbell (later mayor of Atlanta) entered second grade in 1960. In the middle portion of Blount Street, Moore Square temporarily hosted early schools and churches, City Market fed the city, and blacks found on East Hargett Street a place they could own and operate their own businesses. Finally, to the south, Second Baptist Church (now Tupper Memorial Baptist Church) gave the fledgling Shaw University a temporary home until it opened its campus nearby in 1871. The School for the Negro Deaf, Dumb, and Blind was the first of its kind to provide educational opportunities to black children with speech and visual impairments. The Masonic Temple Building, still standing and built from the bricks of a prior white Masonic lodge, provided fraternal opportunities to the black middle class and served as a "incubator for black-owned businesses" (RHDC p. 18). And Chavis Park (1937) provided recreation not only to Raleigh's black families but to black families from across the state, many of whom had no parks of their own in the Jim Crow era. In an oral history project, John W. Winters recalled the importance of these institutions to Southeast Raleigh: "You see, most of our real history either exists in structures relating to educational institutions [...] or to fraternal organizations like the Masons [...], or with the churches" (Simmons-Henry, p. 59).

Running through this institutional tale is a story of racial division and coming together. Wealthy whites populated North Blount while professional and aspiring blacks found homes at the south end. Even so, it was Murphey School, on North Blount that was Raleigh's first public school to integrate. In the middle, mixture has been a defining feature since at least 1865: black Union soldiers were billeted (quartered) on Moore Square after the war until 1871. At City Market (1914), blacks and whites operated stalls next to one another, open to customers of either skin color.

BLOUNT STREET-PERSON STREET CORRIDOR STUDY

"These guys I am telling you about now were white and I am telling you what they did. And they all got along like family. They were integrated. I can tell you that! They loved each other. Now you cannot tell me they did not, because my daddy could run over there and say, "Let me have two dollars" [...]. They were like family. They were scratching each other's backs so they have to love one another" (Rufus D. Hodge in Simmons-Henry, p. 67).

EARLY HISTORY

The northern section, once Raleigh's most fashionable residential neighborhood, developed after the Civil War until the early twentieth century. Peace College began construction in 1858 but its building was commandeered by the Confederate Army and then the Freedmen's Bureau until 1872. During this time, Raleigh's population grew 60 percent between 1860 and 1870. In response, Blount Street was extended northward in 1872 past North Street, the city's prior boundary. The already-prominent area's stature was further enhanced in 1883 when Burke Square was selected as the site for the new Executive Mansion. Architecture in the area is predominantly Queen Anne, Second Empire, and Italianate, although a few antebellum examples of Greek Revival survive. The North Carolina Medical Society building, designed by Milton Small in 1970, is the area's only example of midcentury modern architecture.

The middle section, around Moore Square, peaked as a commercial hub for the city in the early twentieth century, especially with the construction of City Market in 1914 and the success of Raleigh's "Black Wall Street" on East Hargett. In addition to the market, it's reported that 14 groceries operated nearby this flourishing commercial hub. The Lightner Arcade, one of only two hotels open to blacks, was an important social and entertainment gathering place for the African American community. Even during this commerce heyday, the area continued to serve its residential community. Hugh Morson High School opened its doors on Person Street in 1924. The area declined in the 1950s, when a new state farmer's market opened in North Raleigh, suburban growth and the emergence of large-scale grocery stores dampened downtown commerce, and the pressures of desegregation caused the decline of black-owned business districts. Morson High School was demolished in 1966 to make way for the Terry Sanford Federal Building, completed in 1968. The project required the creation of a superblock and the closure of Morgan Street, between Person and Bloodworth Streets.

In the southern section, Raleigh saw the rise of its black professional class, centered in the homes surrounding Shaw University. While Shaw's campus opened in 1871, the pace of development truly burgeoned in the early twentieth century. The area around South Park was subdivided for development in 1907. Houses in the area are predominantly modest in size and style, though often with decorative flourishes, including shotgun, Triple A, and side-gabled homes. There are a smattering of "high-style" buildings as well, including Greek Revival, Queen Anne, and the later Craftsman style. Finally, small commercial buildings such as neighborhood groceries dot the area. In the years during and after World War II, many deteriorated historic residences were demolished and blocks cleared for multi-family uses and large-scale redevelopment. The Works Progress Administration erected in 1937 a park for African Americans, at Boundary Street two blocks east of Person. A crowd of 3,000 visited the park for its first holiday weekend over the 4th of July holiday (N&O July 6, 1937). The previously nameless park was dedicated as Chavis Park in May 1939 (N&O May 11, 1939). The construction of Chavis Heights (1940), a "city within itself for 231 Negro families", marks the close of this area's earliest history and a transition to the recent past. Maye Ligon, recorded in an oral history interview,

recalled the day she moved into Chavis Heights as "the happiest day of my life." She remained there for more than 40 years (Simmons-Henry, p. 88). Perhaps symbolic of this close, Tupper Memorial Baptist Church (1912) was veneered in brick in 1957.

AGE OF BUILDINGS

Buildings in the study area span the entire history of Raleigh – a 225 year period. The oldest building, Mordecai House, dates to 1785, and White Hall to 1799. Twenty-three buildings remain from the 19th century, mainly Reconstruction-era. An additional 227 existed prior to World War II. The remaining 181 were constructed after 1939. (142 buildings, however, have no construction year listed.) There is no distinct spatial pattern – buildings of all ages are scattered throughout the corridor. The study area is home to many significant historical buildings, including Estey Hall (Shaw University), the Prince Hall Masonic Temple Building, the Executive Mansion, the Heck-Andrews House, the Murphey School, and the campus of Peace College. The North Carolina Medical Society building, across Person from Burke Square, is the most distinguished building in the modernist style and was designed by noted Raleigh architect Milton Small.

RECENT HISTORY AND PLANS

By the end of World War II, the Blount St-Person St corridor faced enormous pressures on this early history and the existing character of its neighborhoods. The large, majestic homes of North Blount were subdivided for rental and fell into disrepair. Beginning in 1969, the state of North Carolina's Heritage Square Plan led to the demolition of many historic but dilapidated homes to provide parking for its rapidly expanding employee base. The destructive policy gave rise to Raleigh's historic preservation movement, in 1976 the area was designated Raleigh's first historic district, and the state government adopted an official policy of adaptive reuse. Many of the remaining historic homes in the area have been converted to office use for state government or non-governmental organizations. In the middle section, the opening of a new state farmer's market in north Raleigh during the 1950s and the growth of suburban supermarkets ushered in the decline of City Market. At this time, desegregation pressured the viability of the black-owned businesses along east Hargett, the historically black Shaw University, and the traditionally black neighborhoods throughout southeast Raleigh.

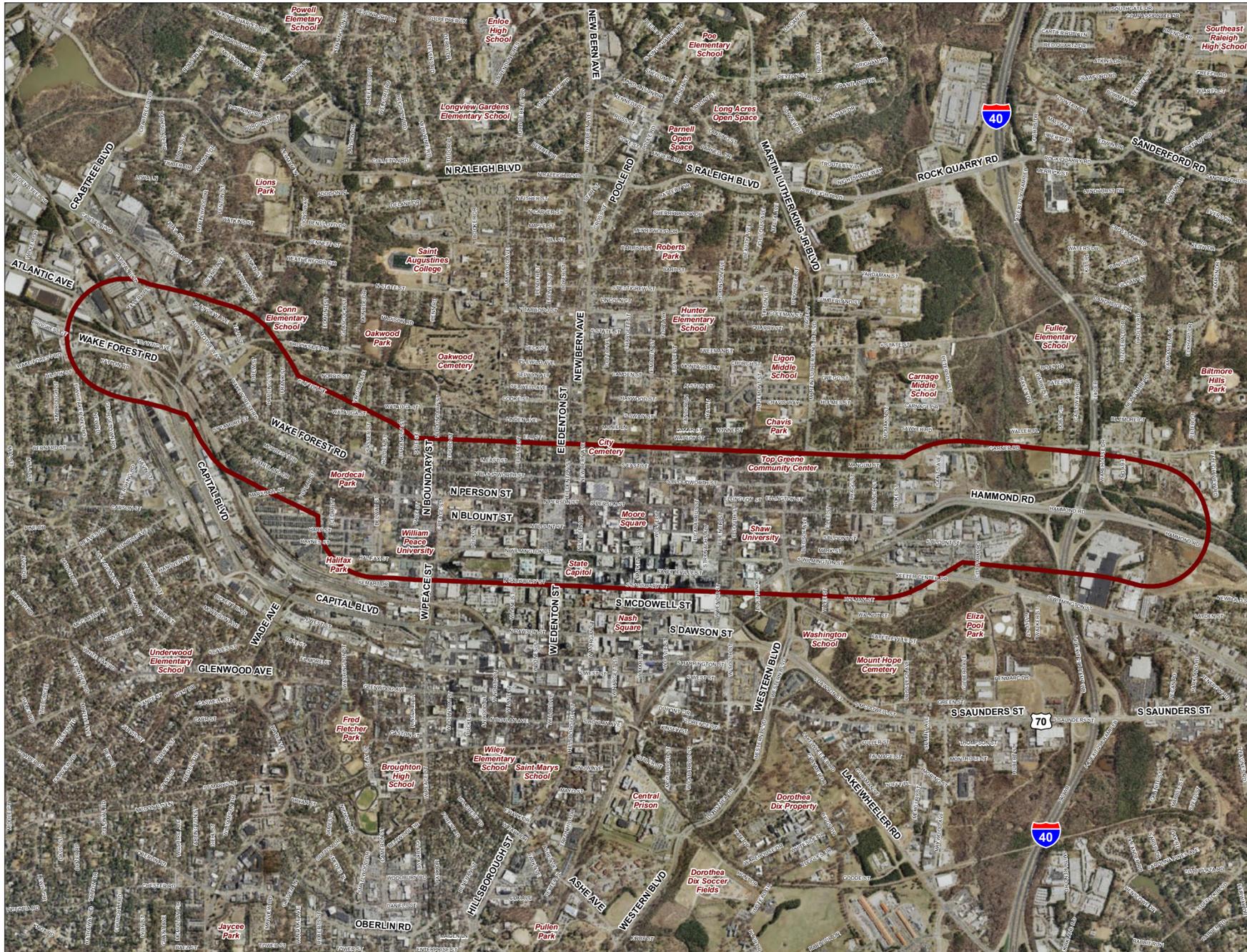
The northern and middle sections of the Blount/Person corridor have seen renewed interest and growth over the past decade. In 2002, Raleigh's Livable Streets plan called for the designation and development of an historic corridor along Blount Street, connecting Peace College to Shaw University. That same year, the state of North Carolina began seeking a private developer to purchase and redevelop six-blocks of state-owned property along Blount and Person Streets. This development, known as Blount Street Commons and begun in 2007, now features neotraditional townhouses and carriage homes as well as relocated historic homes and sites for new construction. Across the street from its southern boundary, the historic Murphey School continues to provide affordable senior housing while its auditorium is now used by the Burning Coal Theatre Company.

A design competition for the renovation of Moore Square was undertaken in 2010 and the resulting master plan was adopted in 2011. The plan is intended to reinvigorate Moore Square as an urban public space. In the surrounding area, local developers have helped reactivate street life and ground floors by successfully adapting a number of historic buildings for retail, dining, and office uses. There are a number of new condominiums in the City Market area as well, including Founders'

Row and Palladium (2004). Finally, the area has seen the return of urban educational opportunities. Exploris Middle School, a charter school, operated across Hargett Street from Moore Square between 1998 and 2009 before moving to a Warehouse District location. Moore Square Museum Magnet School opened in 2002 with a focus on museum education and partnerships with downtown museums.

In 2006, a preliminary plan for renovating Chavis Park and its historic carousel was publicized, and in March 2011 architectural designs and site plans were presented to the community. Construction, which includes restoring and relocating the carousel, is scheduled for completion in 2012-2013. The southern end of the corridor was struck by a severe tornado in the spring of 2011, causing major damage to Shaw University and surrounding neighborhoods. Additionally, the City of Raleigh recently created a South Person / South Blount local Historic Overlay District, as called for by the 2030 Comprehensive Plan. With this addition nearly the entire corridor will be covered by historic overlay districts. Most recently, the South Park- East Raleigh neighborhood was designated as one of Raleigh's first Cultural Districts in 2012.

BRIEFING BOOK DRAFT



Blount Street - Person Street Corridor Study

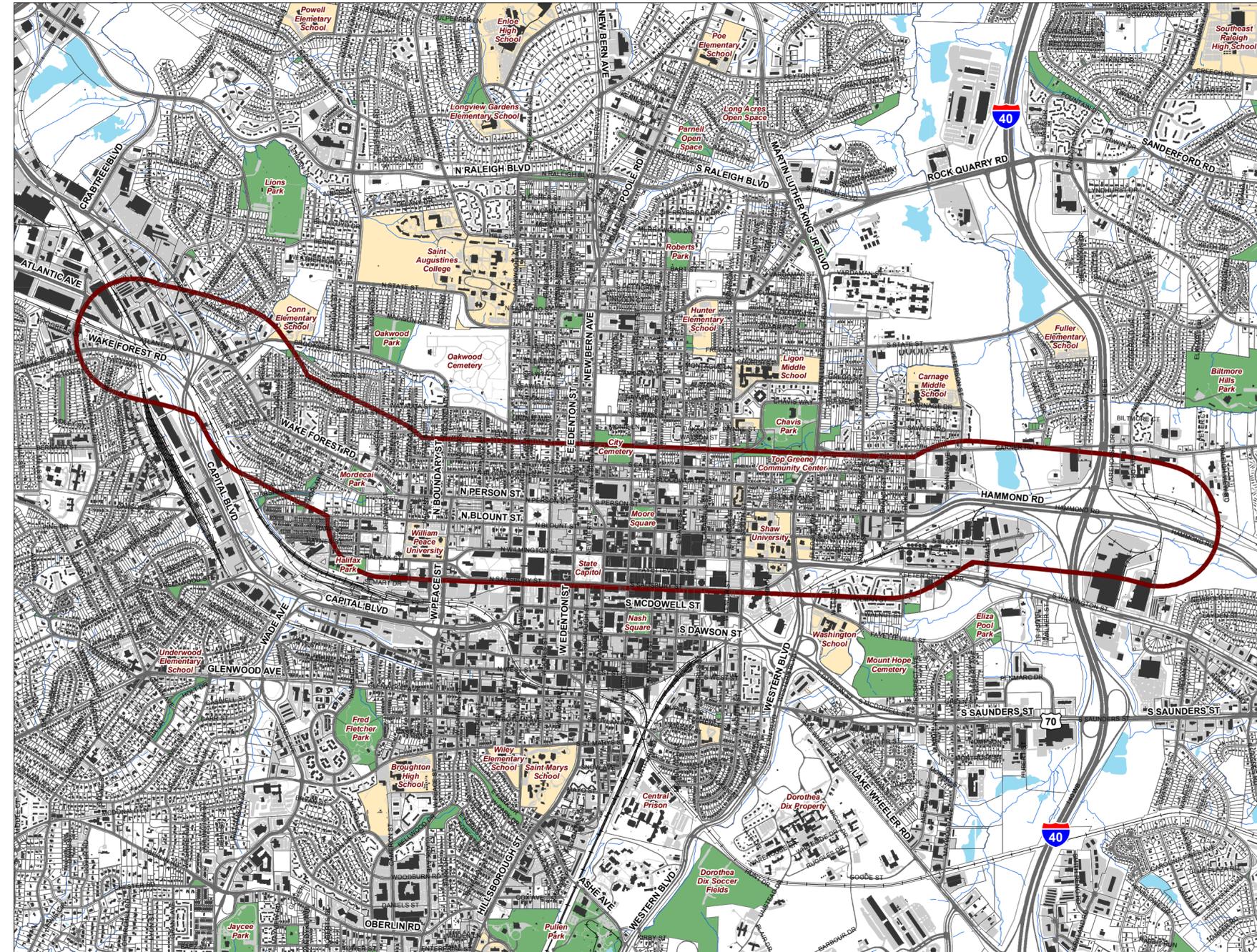
2011
Aerial Photo

Legend
 Area of Influence

10/02/12

Scale - 1" = 1800'

0 900 1,800
Feet



Blount Street - Person Street Corridor Study

Planimetric

Legend

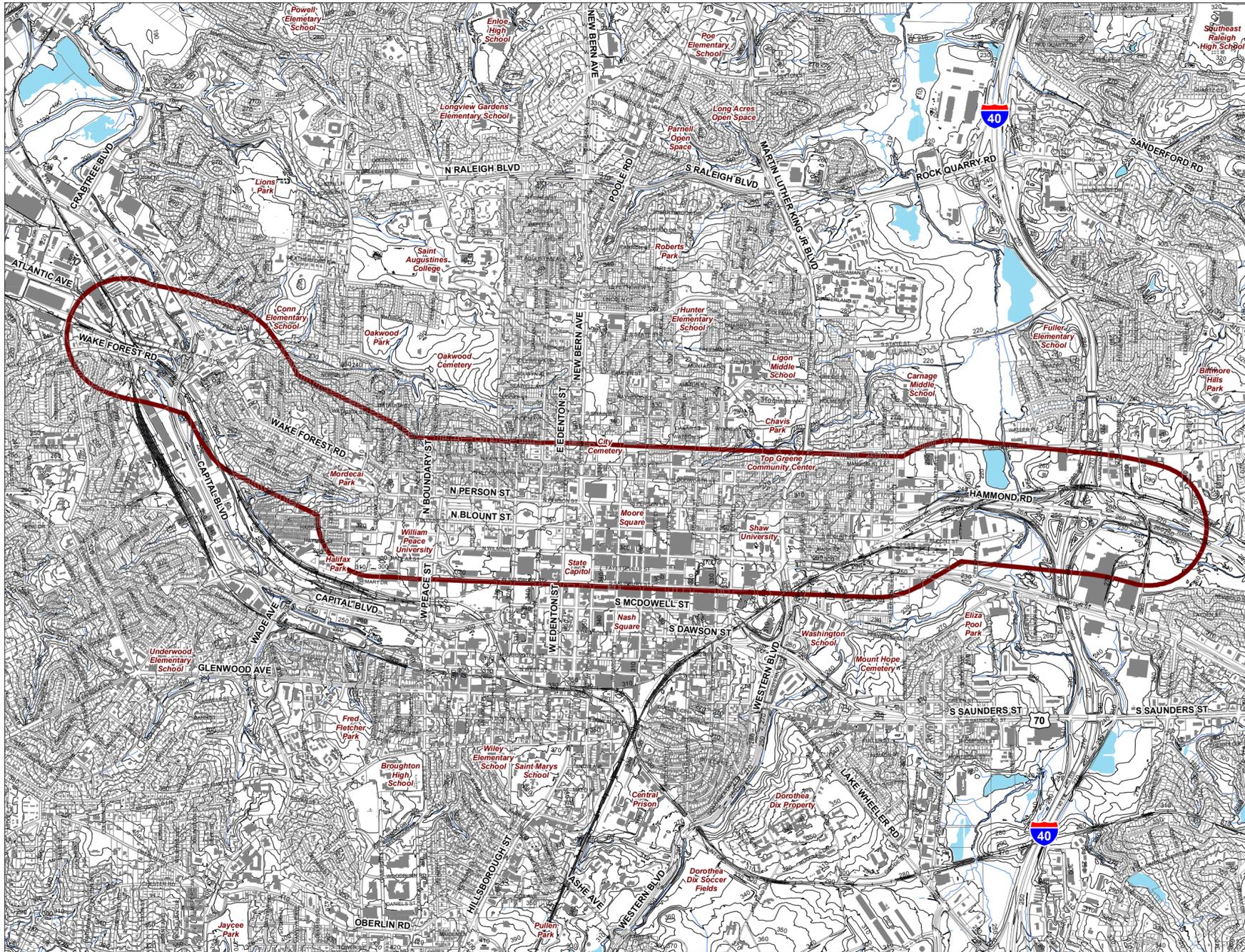
- Area of Influence
- Parcels
- Buildings
- Streets
- Sidewalks/Driveways/Parking
- Railroads
- Parks
- Schools
- Bodies of Water
- Streams/Rivers

10/02/12

Scale - 1" = 1800'

0 900 1,800
Feet





Blount Street - Person Street Corridor Study

Topography

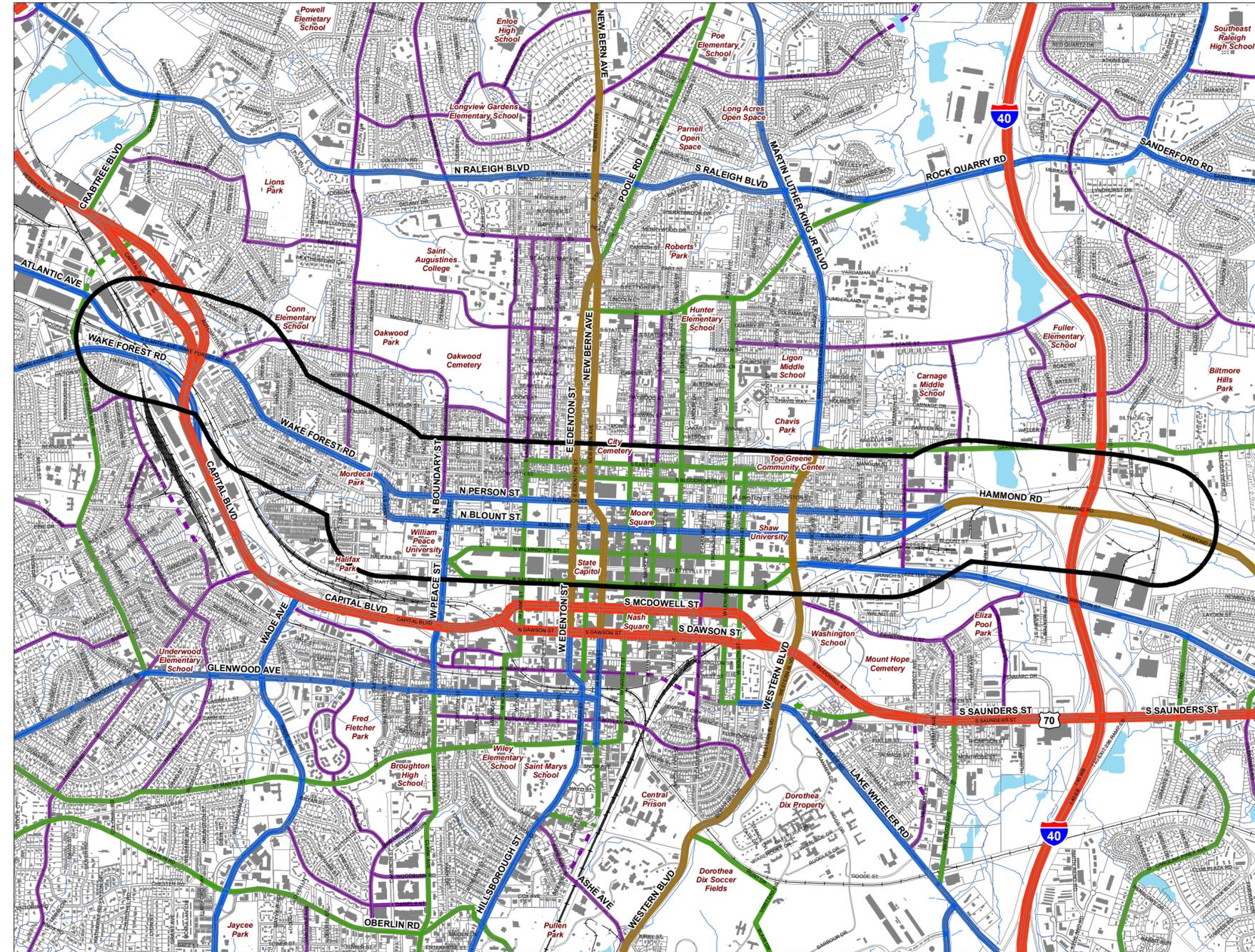
- Legend**
- Area of Influence
 - Parcels
 - Buildings
 - Streets
 - Railroads
 - Bodies of Water
 - Streams/Rivers
 - 10' Topography Lines

10/02/12

Scale - 1" = 1800'

0 900 1,800 Feet

RALEIGH URBAN DESIGN CENTER
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Blount Street - Person Street Corridor Study

Thoroughfare Plan

- Legend**
- Area of Influence
 - Parcels
 - Buildings
 - Streets
 - Railroads
 - Bodies of Water
 - Streams/Rivers
 - Principal Arterials
 - Secondary Arterials
 - Major Thoroughfares
 - Minor Thoroughfares
 - Minor Thoroughfares Proposed
 - Collectors
 - Collectors Proposed

10/02/12

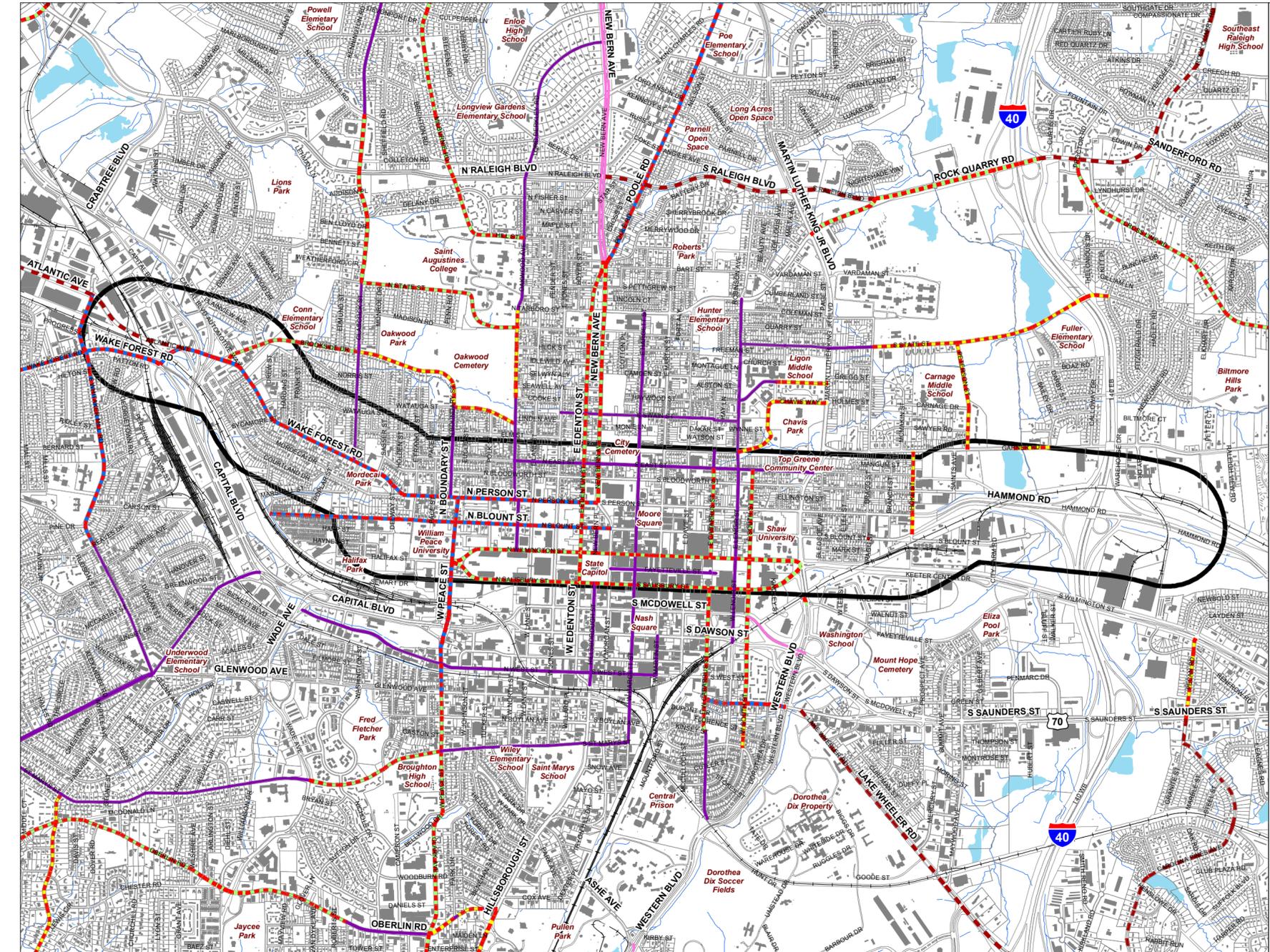
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Table T-1 Summary of Thoroughfare System Classification

Classification	Typical Two-Way Volumes	Typical Section	Examples
Principal Arterial	40,000 Vehicles per Day (VPD) and above	At least three lanes in each direction, with medians and limitations or restrictions on driveway access	I-40, I-440, US 1 (Capital Blvd.), US 70 (Glenwood Ave.), US 401 (Louisburg Rd.)
Secondary Arterial	25,000 – 45,000 VPD	Three lanes in each direction, with medians or a center turn lane and limitations on driveway access	NC 50 (Creedmoor Rd.), Wake Forest Rd., Falls of Neuse Rd., Hammond Rd., Brier Creek Pkwy.
Major Thoroughfare	15,000 – 35,000 VPD	Two lanes in each direction, with medians or a center turn lane and limitations on driveway access	Millbrook Rd., Lynn Rd., Hillsborough St., Blue Ridge Rd., Leesville Rd., Martin Luther King Jr. Blvd.
Minor Thoroughfare	8,000 – 20,000 VPD	At least one lane in each direction, with medians or a center turn lane	Clark Avenue, Ray Rd., Newton Rd., Lassiter Mill Rd., St. Marys St., Tarboro Rd.
Collector Street	2,000 – 8,000 VPD	One lane in each direction	Method Rd., Athens Dr., Marvino Ln., Harps Mill Rd., Falls River Ave., Old Poole Rd.



Blount Street - Person Street Corridor Study

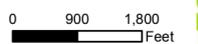
Proposed Bicycle Network

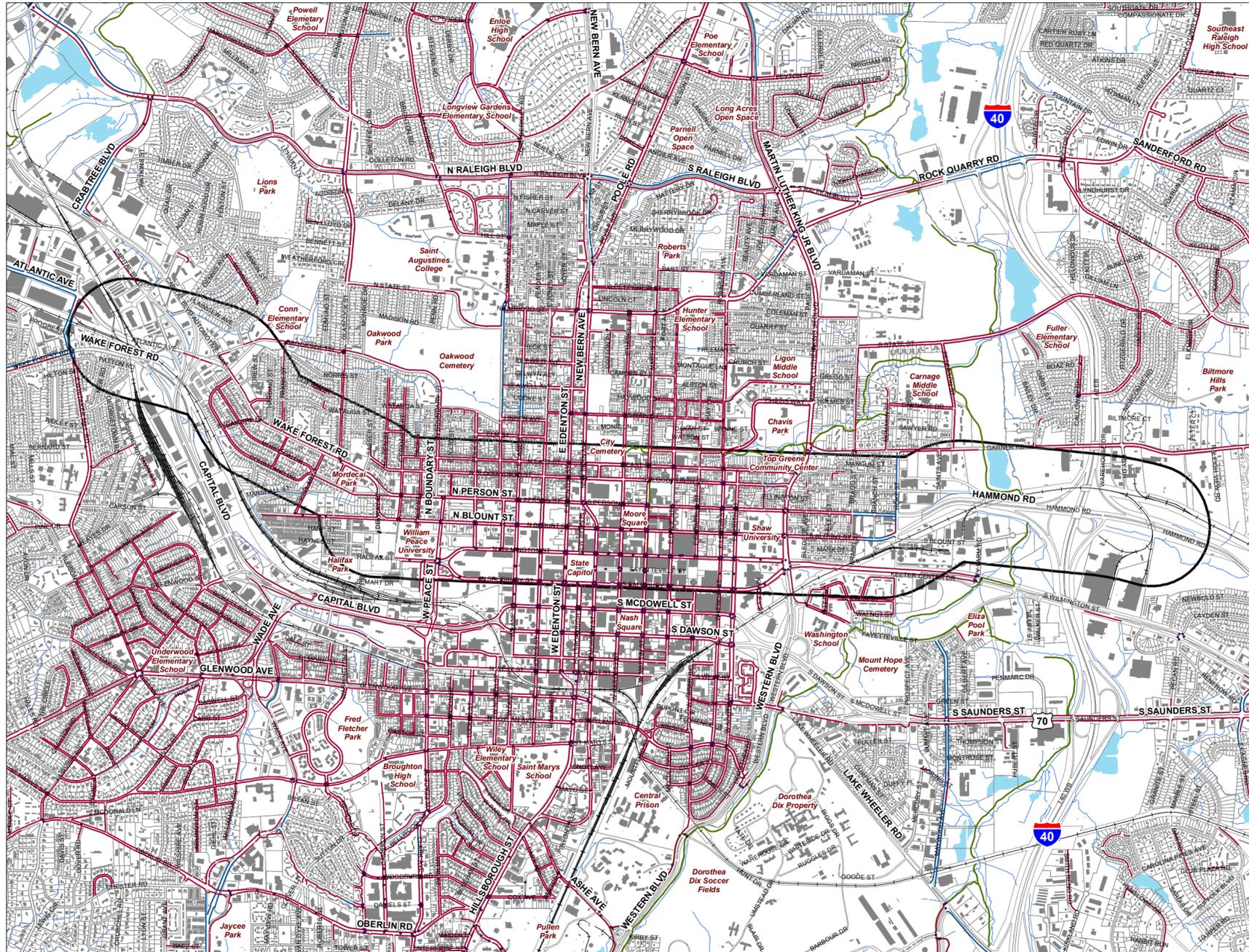
Legend

- Area of Influence
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers
- Proposed Bicycle Network**
 - Sharrow Stripe
 - Wide Lane, Restripe
 - Bicycle Lane, Road Diet
 - Bicycle Lane, Stripe
 - Bicycle Lane, Restripe
 - Bicycle Lane, New Construction
 - Paved Shoulder, New Construction
 - Bicycle Lane, Existing

10/02/12

Scale - 1" = 1800'





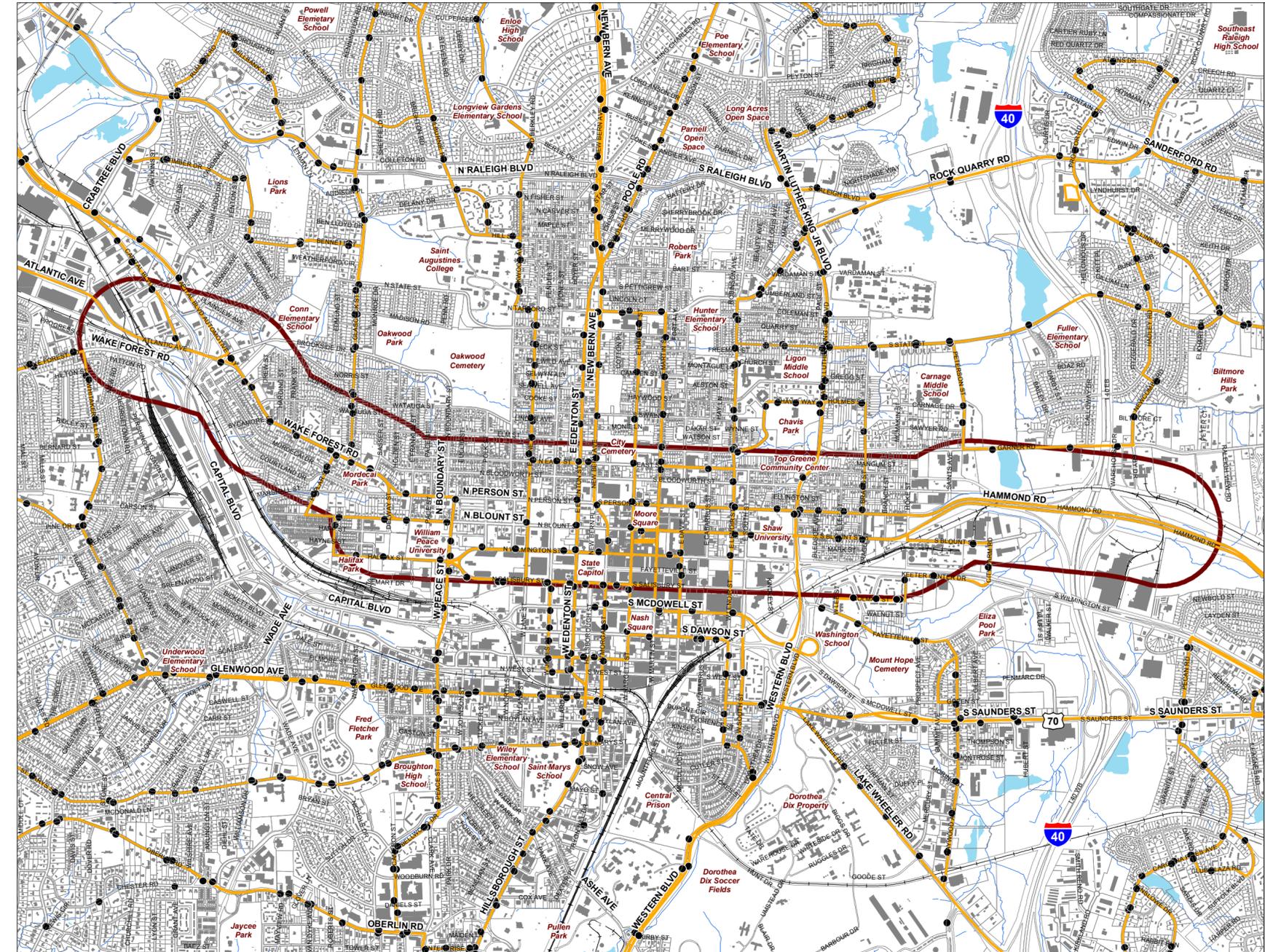
Blount Street - Person Street Corridor Study

Pedestrian Circulation

- Legend**
- Area of Influence
 - Existing Sidewalk
 - Proposed Sidewalk
 - Greenway Trails
 - Crosswalks
 - Parcels
 - Buildings
 - Streets
 - Railroads
 - Bodies of Water
 - Streams/Rivers

10/02/12
 Scale - 1" = 1800'
 0 900 1,800 Feet

 RALEIGH URBAN DESIGN CENTER
 An Office of Planning and Development



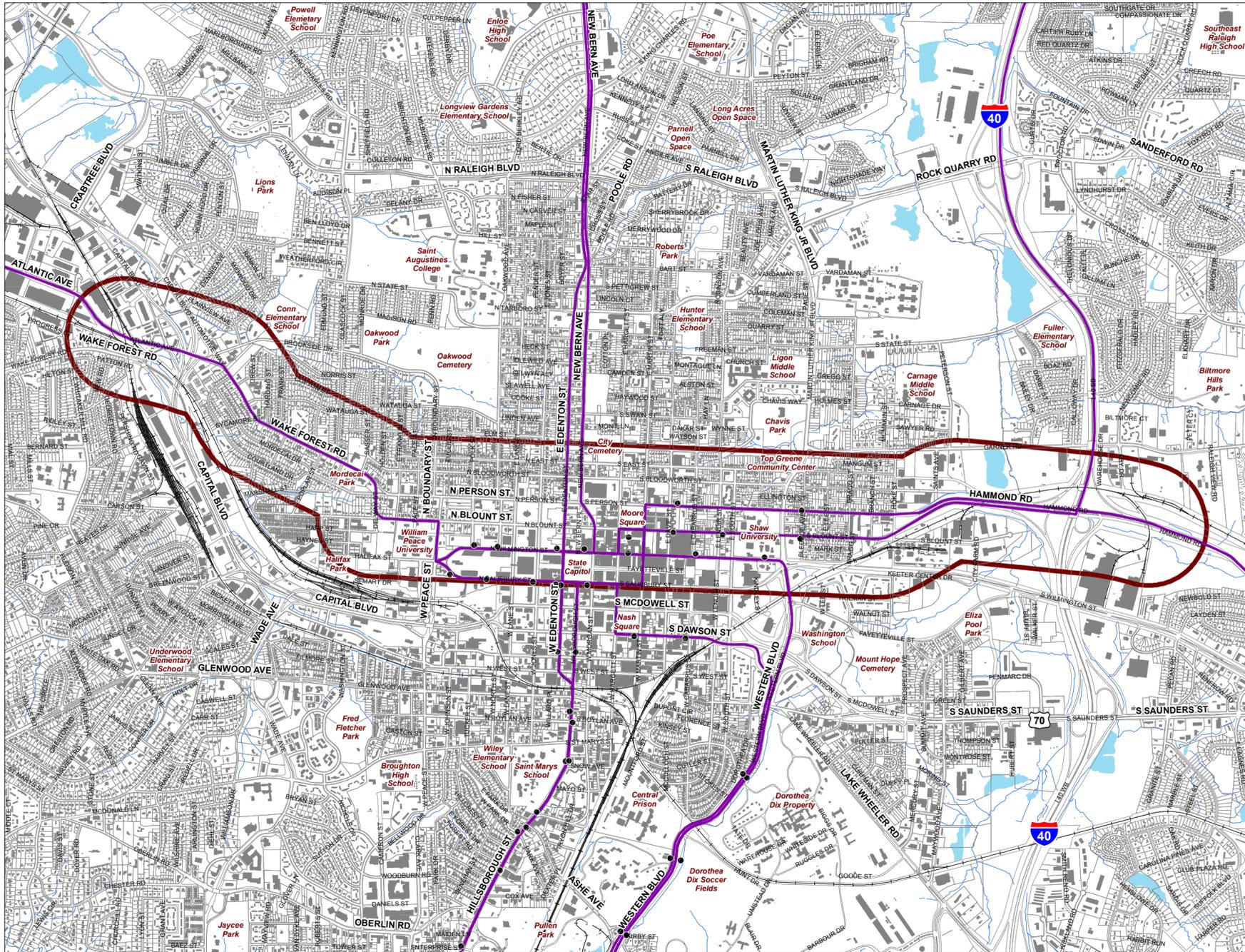
Blount Street - Person Street Corridor Study

Capital Area Transit

- Legend**
- Area of Influence
 - CAT Bus Routes
 - CAT Bus Stops
 - Parcels
 - Buildings
 - Streets
 - Railroads
 - Bodies of Water
 - Streams/Rivers

10/02/12
 Scale - 1" = 1800'
 0 900 1,800 Feet

 RALEIGH URBAN DESIGN CENTER
 An Office of Planning and Development



Blount Street - Person Street Corridor Study

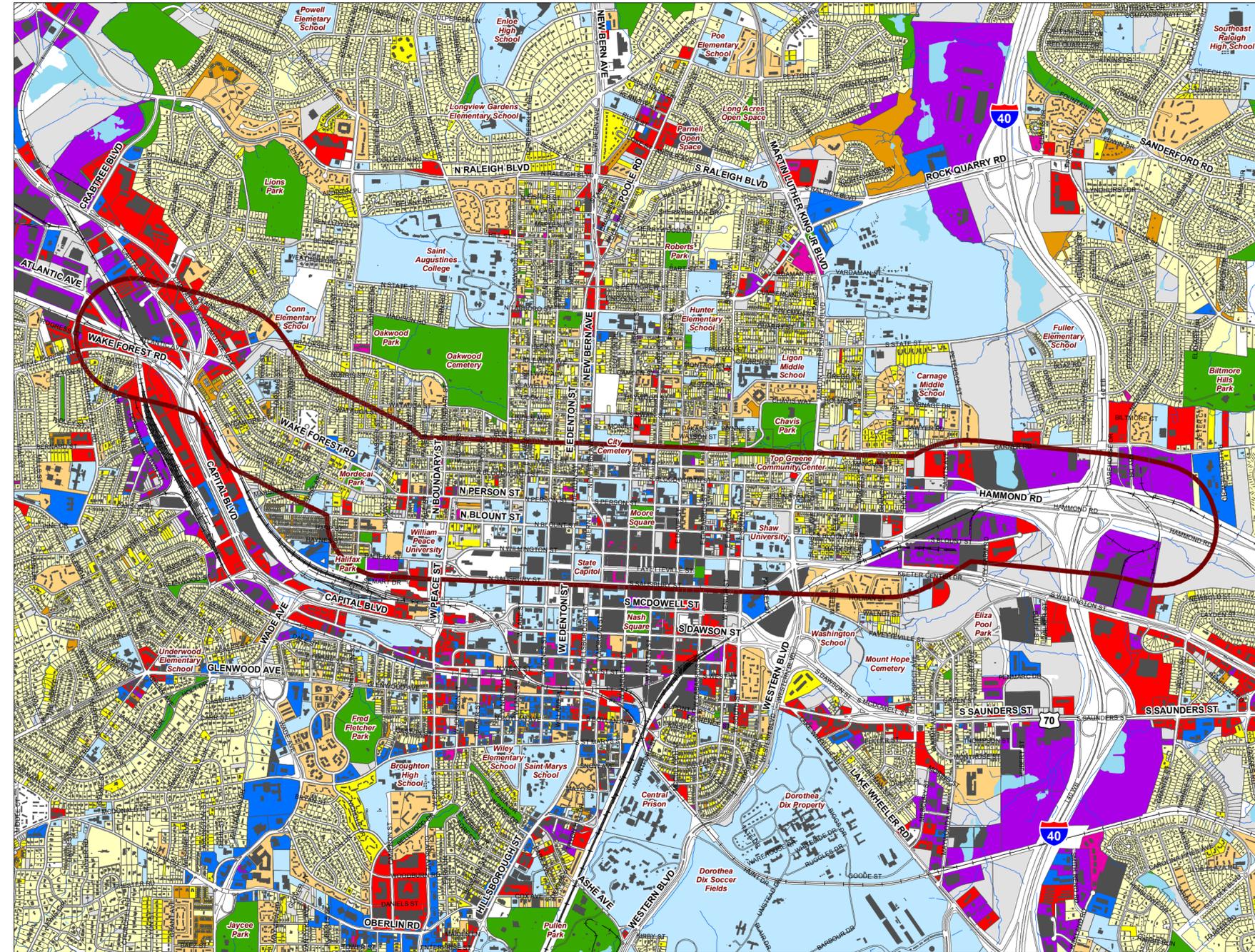
Triangle Transit

Legend

- Area of Influence
- Triangle Transit Bus Routes
- Triangle Transit Bus Stops
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers

10/02/12

Scale - 1" = 1800'



Blount Street - Person Street Corridor Study

Existing Land Use

27.6% of the study area is currently in institutional use and 23.4% is publicly owned. Another 10% of land is dedicated to infrastructure and transportation, mainly surface parking. Residential uses occupy 21.4%. Industrial uses, largely at the far southern end of the corridor, take up 37.28%. Just over 8% of the study area is given to retail uses, and nearly 9% lies vacant.

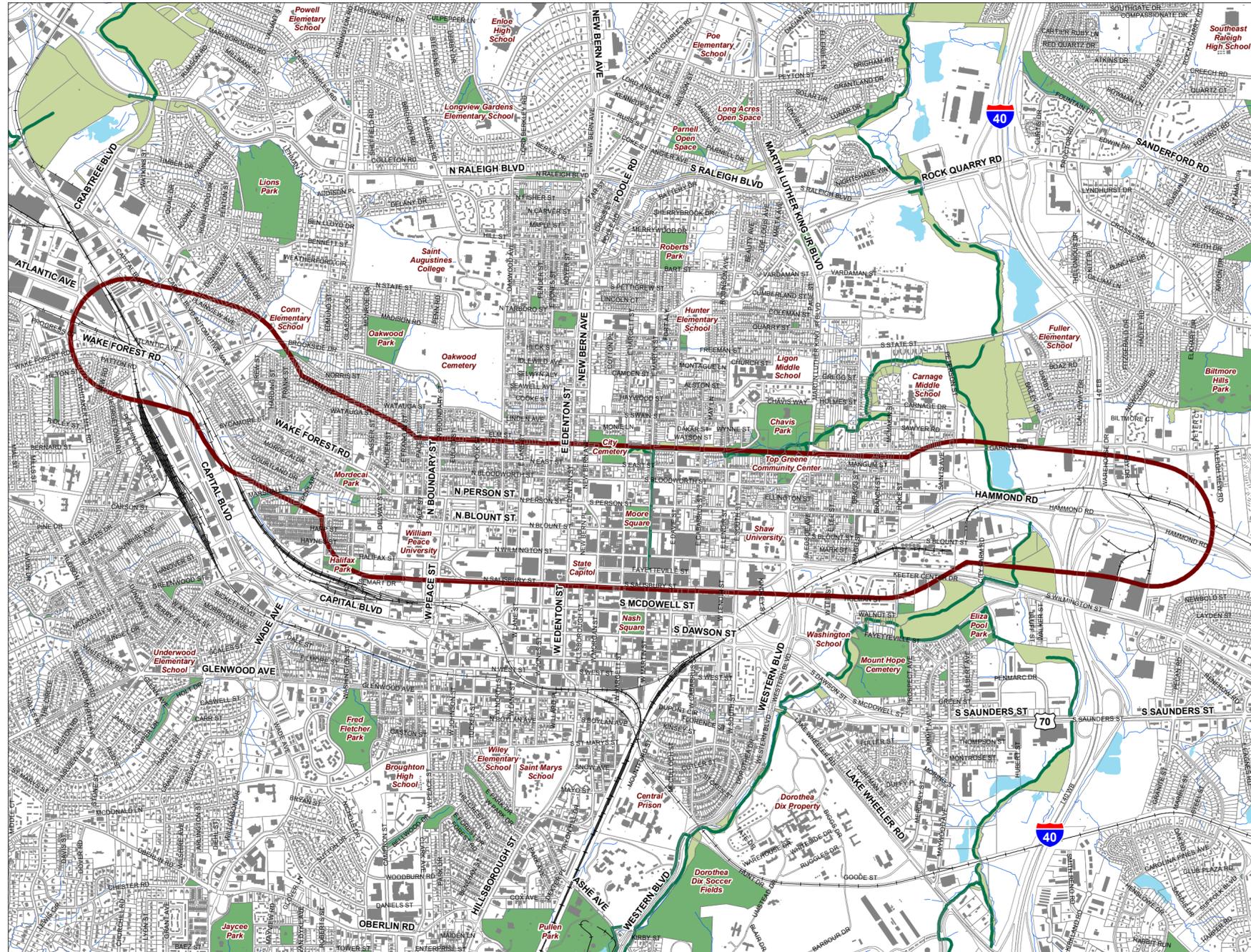
Legend

- Area of Influence
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers
- Existing Land Use**
- SINGLE FAMILY
- TOWNHOUSE, MULTIPLEX RESIDENTIAL
- APARTMENT, CONDOMINIUM RESIDENTIAL
- OTHER RESIDENTIAL
- RETAIL
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL
- MIXED USE
- INFRASTRUCTURE AND TRANSPORTATION
- PARKS, GREENWAYS, OPEN SPACE, GOLF
- AGRICULTURAL
- VACANT
- No Information

10/02/12

Scale - 1" = 1800'





Blount Street - Person Street Corridor Study

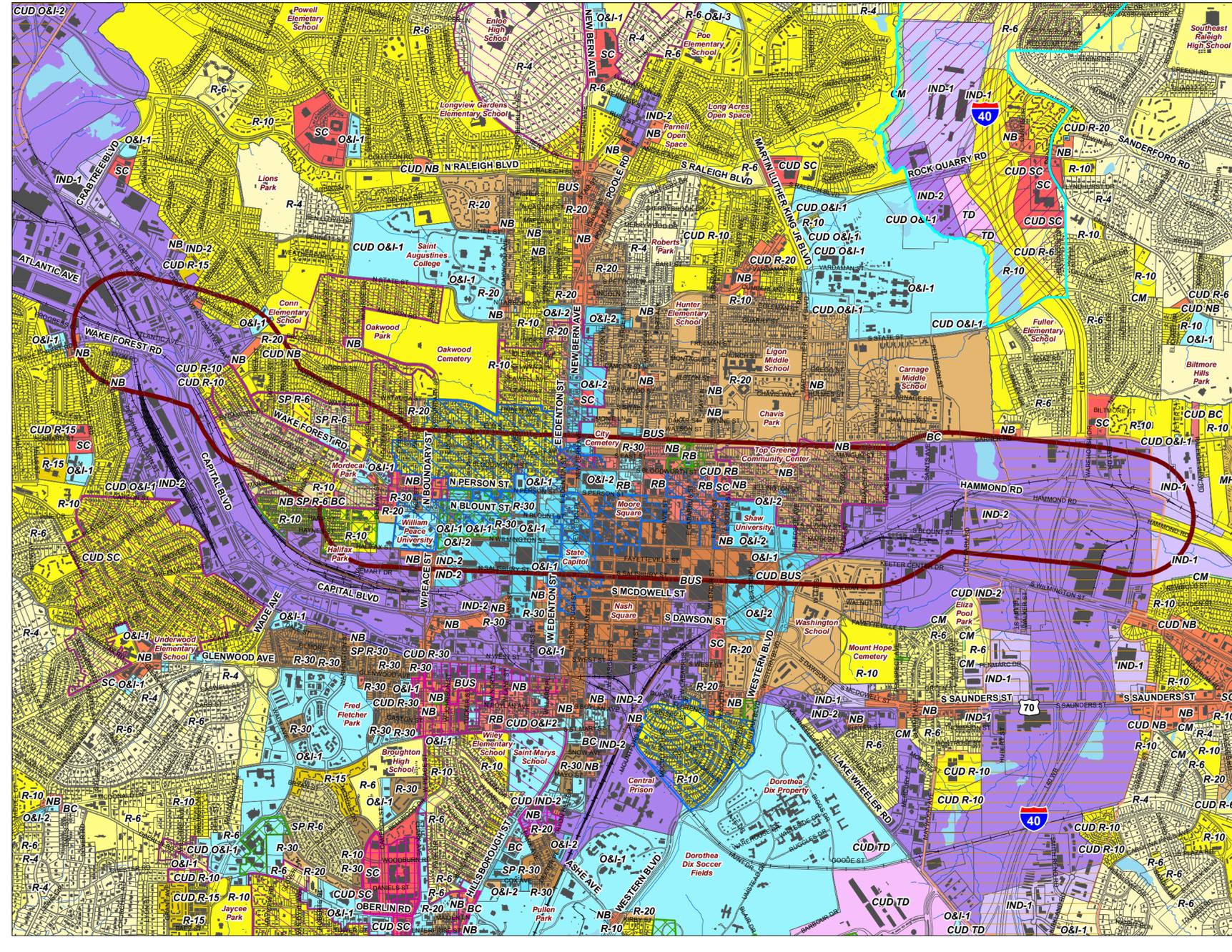
Parks and Greenways

Legend

- Area of Influence
- Parks
- Greenway Property
- Greenway Trails
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers

10/02/12

Scale - 1" = 1800'



Blount Street - Person Street Corridor Study

Zoning

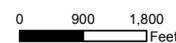
Differences in zoning separates the corridor into five distinct segments: industrial, residential and institutional, retail and business, institutional, and residential. The presence of nearly every overlay district in the Zoning Handbook further refines the allowable uses in the area. Neighborhood Conservation and Historic Overlay Districts help to preserve and enhance the existing character of their surroundings. The Downtown Overlay District promotes intense development by specifying more uniform standards for density, setbacks, height, and floor area ratios. The Pedestrian Business Overlay encourages the continued walkability of pedestrian-oriented retail districts.

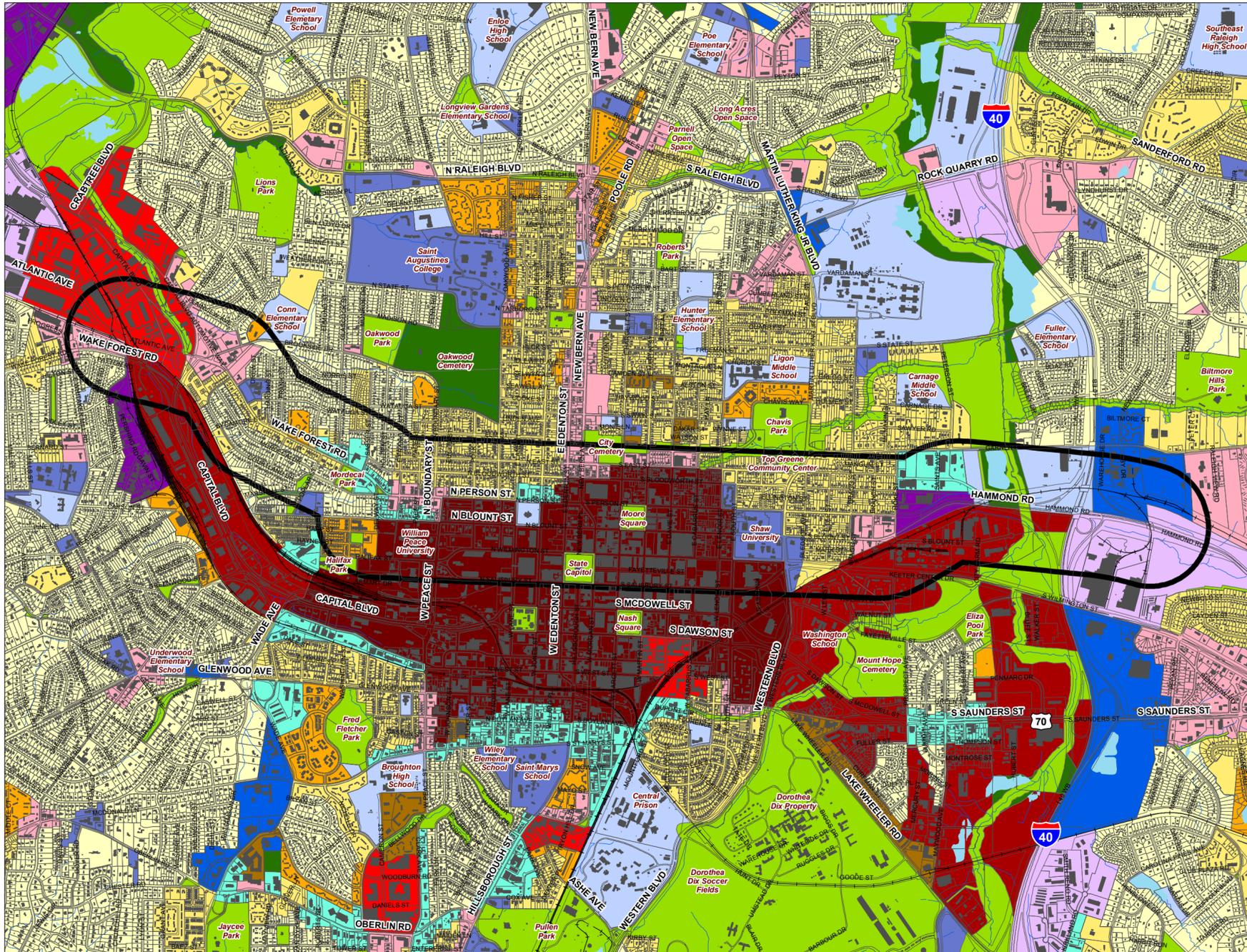
Legend

- Area of Influence
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers
- DOD
- HOD
- NCOD
- PBOD
- PDD
- SHOD-1
- SHOD-2

10/02/12

Scale - 1" = 1800'





Blount Street - Person Street Corridor Study

Future Land Use Map

Legend

- Area of Influence
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers
- Future Land Use Map (FLUM)**
- Public Parks & Open Space
- Private Open Space
- Rural Residential
- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- High Density Residential
- Office & Residential Mixed Use
- Office/Research & Development
- Institutional
- Public Facilities
- Neighborhood Retail Mixed Use
- Business & Commercial Services
- Community Retail Mixed Use
- Regional Retail Mixed Use
- Central Business District
- General Industrial

10/02/12

Scale - 1" = 1800'

0 900 1,800 Feet



Low Density Residential (1-6 units per acre)

This category encompasses most of Raleigh's single family detached residential neighborhoods, corresponding roughly to the R-2, R-4, and R-6 zoning districts (but excluding parks within these districts). It also identifies vacant or agricultural lands—in the city and in the county—where single family residential use is planned over the next 20 years. Clustered housing, duplexes, and other housing types would be consistent with this designation as long as an overall gross density not exceeding 6 units per acre was maintained. As defined in the zoning regulations, manufactured home parks could also be appropriate in this land use category.

Moderate Density Residential (6-14 units per acre)

This category applies to some of the city's older single family residential neighborhoods, along with newer small lot single family subdivisions and patio home developments. Other housing types would be consistent with this designation as long as an overall gross density not exceeding 14 units per acre was maintained. Gross density in these areas would be 6 to 14 units per acre. The SPR-30 (Special Residential -30) zoning district could also be appropriate in this land use category. Other corresponding zoning districts are R-6 and R-10.

Office Residential-Mixed Use

This category is applied primarily to frontage lots along thoroughfares where low density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of moderate to medium density residential and office use. Retail not ancillary to employment and/or residential uses is discouraged so that retail

can be more appropriately clustered and concentrated in retail and mixed-use centers at major intersections and planned transit stations. The Office and Institution zones provide the closest match with the proposed use pattern, although higher-impact uses such as hotels and hospitals are not contemplated or recommended in this land use category.

Neighborhood Mixed Use

This category applies to neighborhood shopping centers and pedestrian-oriented retail districts. The service area of these districts is generally about a one mile radius or less. Typical uses would include corner stores or convenience stores, restaurants, bakeries, supermarkets (other than super-stores/centers), drug stores, dry cleaners, video stores, small professional offices, retail banking, and similar uses that serve the immediately surrounding neighborhood. While this is primarily a commercial category, mixed-use projects with upper story housing are also supported by this designation. Most of the areas mapped with this designation are currently zoned NB (Neighborhood Business) or SC (Shopping Center). Where residential development complements commercial uses, it would generally be in the Moderate to Medium density range (less than 28 units per acre).

Multiple zoning districts could be developed for this category in the future, recognizing that some of the designated areas are established neighborhood "main streets" and others are suburban auto-oriented shopping plazas or strip centers. Although housing would be allowed in all cases, there could be greater incentives for "vertical mixed use" or higher density housing (up to about 40 units per acre) where these zones adjoin future transit stations, or are on traditional "walking" streets.

Regional Mixed Use

This category applies to the Triangle Town Center area, the Brier Creek area, and the North Hills/Midtown and Crabtree Centers. The intent is to identify the major retail and service hubs that draw customers from across the city. These areas may include high-density housing, office development, hotels, and region-serving retail uses such as department stores and specialty stores. The areas with this designation are currently zoned O&I-2, SC, and TD.

Public Facilities

This category identifies large publicly owned non-park properties, including public schools, city facilities (such as libraries, fire stations, public works yards, etc.), stadiums, state government facilities, the fairgrounds, and federal government facilities (postal distribution centers, etc.). Such sites are identified on the Future Land Use Map if they cover more than about two acres.

Institutional

This category identifies land and facilities occupied by colleges and universities, large private schools, hospitals and medical complexes, religious organizations, and similar institutions. Smaller institutional uses such as churches are generally not mapped unless they are sites that are more than two acres in size. Institutional properties may be public or private.

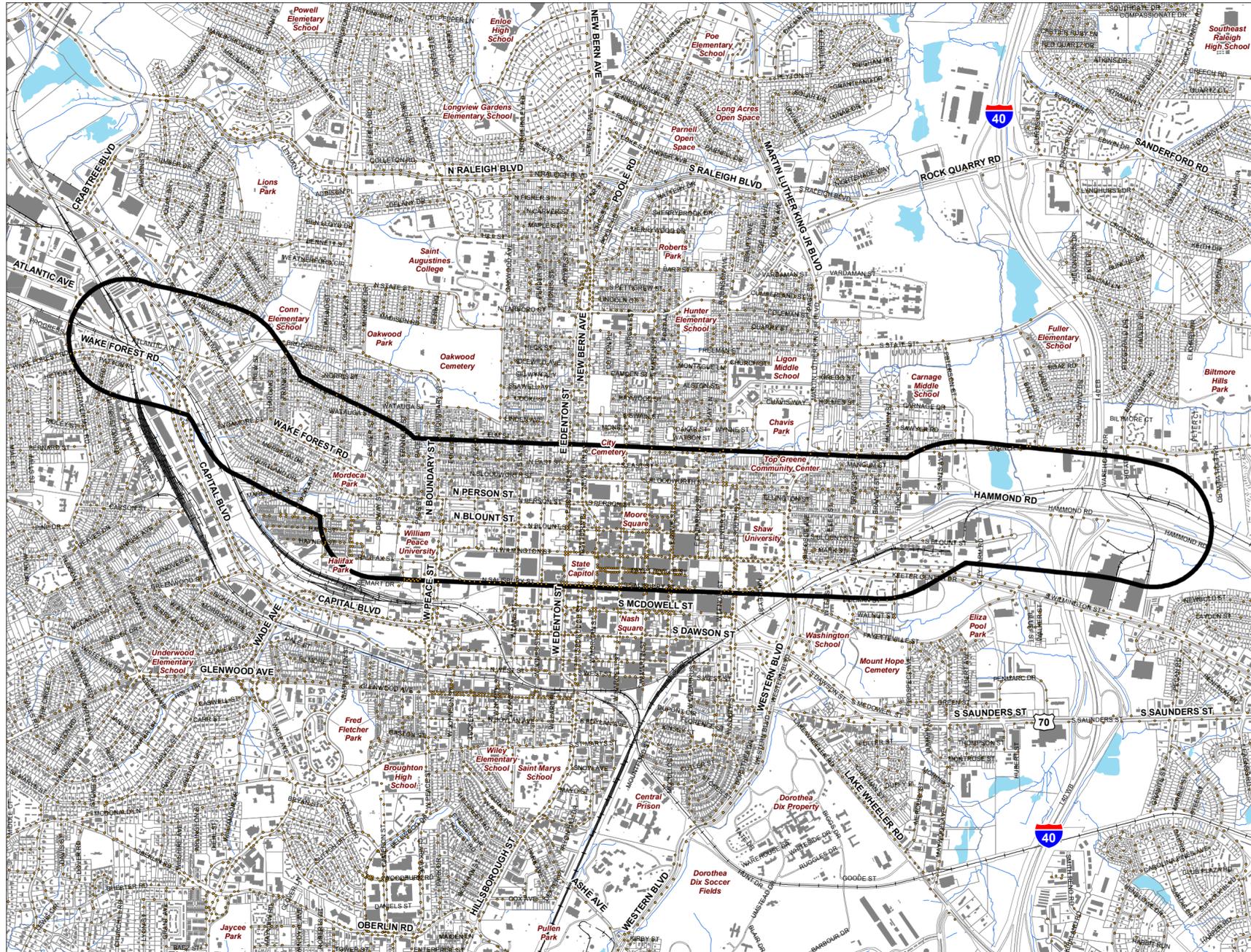
Public Parks and Open Space

This category applies to permanent open space intended for recreational or re-

source conservation uses. Included are neighborhood, community, and regional parks and greenways. Greenways include both existing greenway property as well as potential greenway corridors designated in the Comprehensive Plan and subject to regulation under the City code. Also included are publicly owned lands that are managed for watershed protection, resource conservation, hazard prevention, and the protection of important visual resources. Land with this designation is intended to remain in open space in perpetuity. Where potential greenway corridors are mapped (typically as buffers to streams identified in the City's Greenway Master Plan), greenway dedication will be subject to the City's code requirements during the subdivision and site planning process, but shall not be a part of the rezoning process unless voluntarily offered.

Central Business District

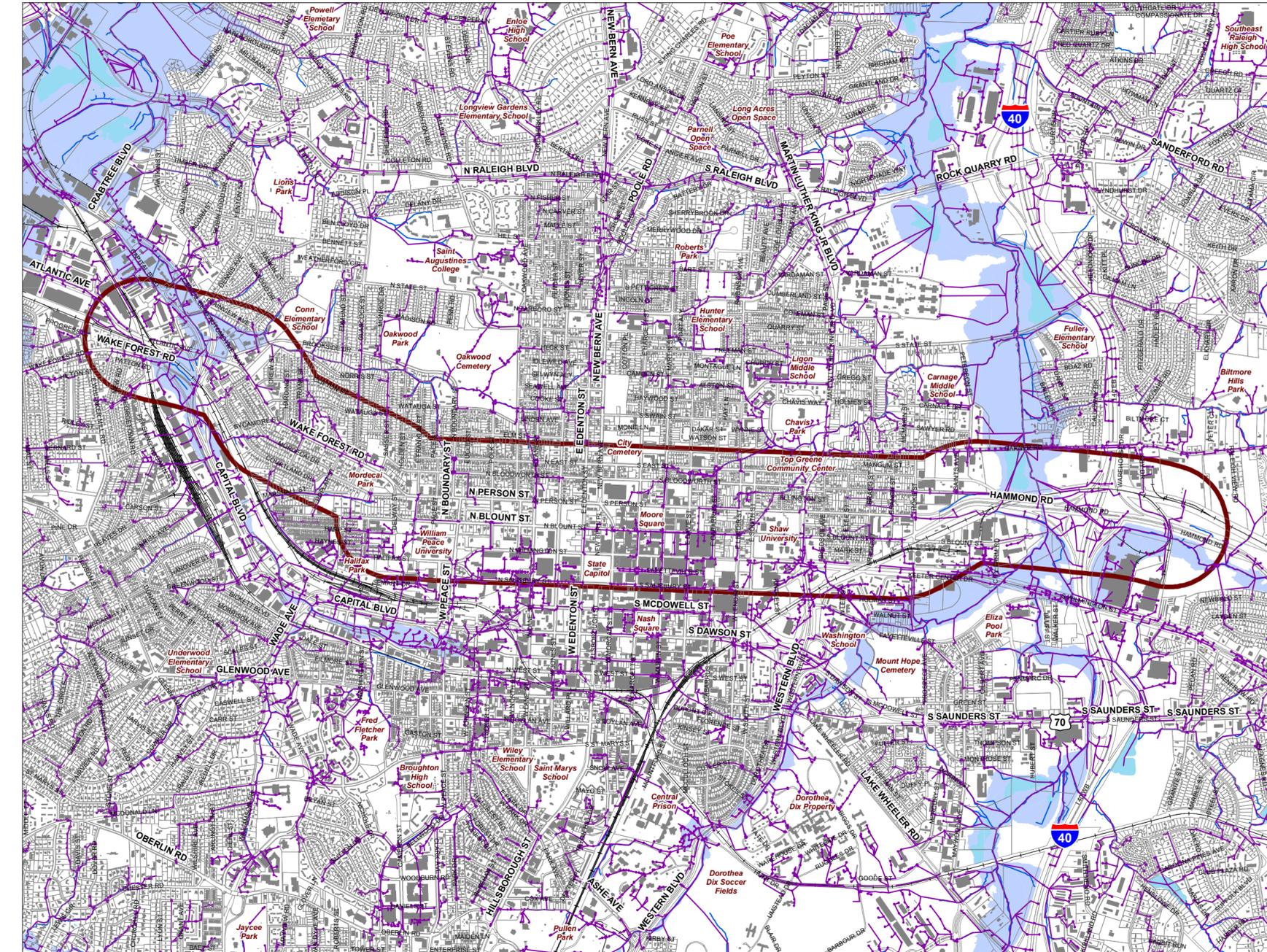
This category applies to the Raleigh Central Business District, and is intended to enhance Downtown Raleigh as a vibrant mixed use urban center. The category recognizes the area's role as the heart of the city, supporting a mix of high-intensity office, retail, housing, government, institutional, visitor-serving, cultural, and entertainment uses. Multiple zoning districts apply within the CBD, corresponding to the different character and vision for its various neighborhoods. The maximum residential density in this area would be 320 units per acre, with densities tapering off towards edge areas adjacent to established residential neighborhoods, but not falling below 40 units per acre. The closest conforming zoning district to this designation is "Bus" (Business) with DOD (Downtown Overlay District).



Blount Street - Person Street Corridor Study Street Lighting

- Legend**
- Area of Influence
 - Street Lights
 - Parcels
 - Buildings
 - Streets
 - Railroads
 - Bodies of Water
 - Streams/Rivers

10/02/12
Scale - 1" = 1800'
0 900 1,800 Feet



Blount Street - Person Street Corridor Study Hydrology

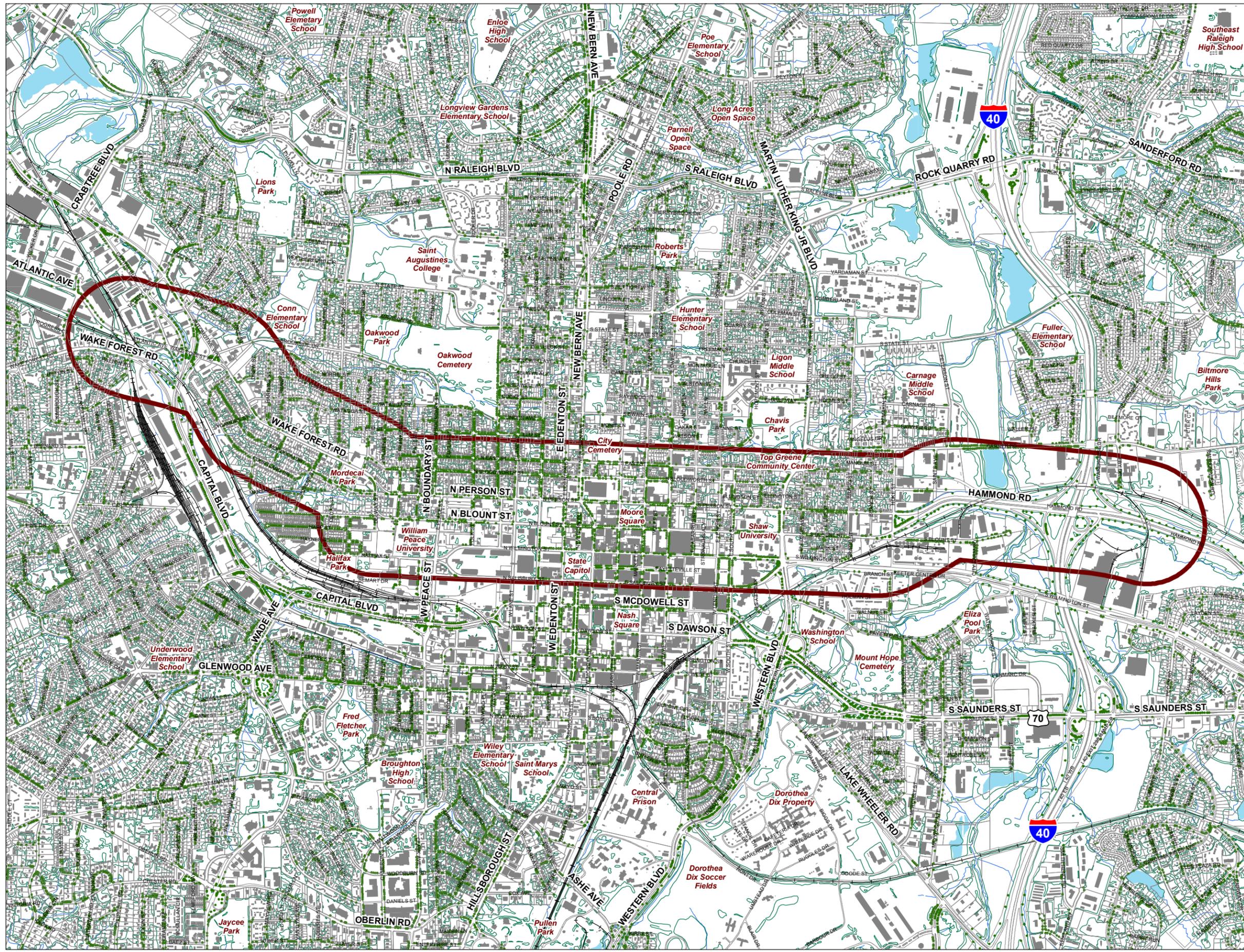
- Legend**
- Area of Influence
 - Bodies of Water
 - Streams/Rivers
 - Floodplain
 - Stormwater Pipes/Culverts
 - Stormwater Inlets/Junctions
 - Parcels
 - Buildings
 - Streets
 - Railroads

10/02/12
Scale - 1" = 1800'
0 900 1,800 Feet



Blount Street - Person Street Corridor Study

Vegetation



- Legend**
-  Area of Influence
 -  Street Trees
 -  Vegetation
 -  Parcels
 -  Buildings
 -  Streets
 -  Railroads
 -  Bodies of Water
 -  Streams/Rivers

10/02/12

Scale - 1" = 1800'



0 900 1,800 Feet