SOUTHERN GATEWAY CORRIDOR STUDY

Briefing Book Draft

June 3, 2013

RALEIGH URBAN DESIGN CENTER
An Office of Planning and Development

Objective:
The objective of the Kick-off Workshop is to develop a vision for the character of the roadways and adjacent land uses into the future. The information gathered in preparation for and during the workshop will provide a framework of data, observations and community input that will be used to generate momentum toward a full corridor study to occur in 2014.

Outcome:
The outcome of the workshop is intended to provide a clearly documented vision for the corridor area and summary report that will be used to generate donations and potential grants to fund a more detailed study.

Preliminary Themes and Issues

Themes:

- Roadway Capacity
- Multimodal Transit Infrastructure
- Public Realm /Streetscape
- Neighborhood Character and Connection
- Building Form and Height
- Land Use/Future Land Use and Zoning

Preliminary list of issues:

- Corridor identity and aesthetics
- Pedestrian and bicycle mobility
- Lack of east-west vehicular connection
- Underutilization of South Wilmington Street
- Lack of sidewalk connectivity on primary streets and to/within neighborhoods
- Development constraints (i.e. floodplain)
- Lack of retail and community services
- Vacant and underutilized sites

Scope of Work:

1. Baseline Data Report (Briefing Handbook)
Staff will prepare a report that contains background information on the study area. This book will not include a detailed inventory and analysis, which will be completed in later phases of work, but will include base maps and general information about the corridor, its history, and the overall project area.

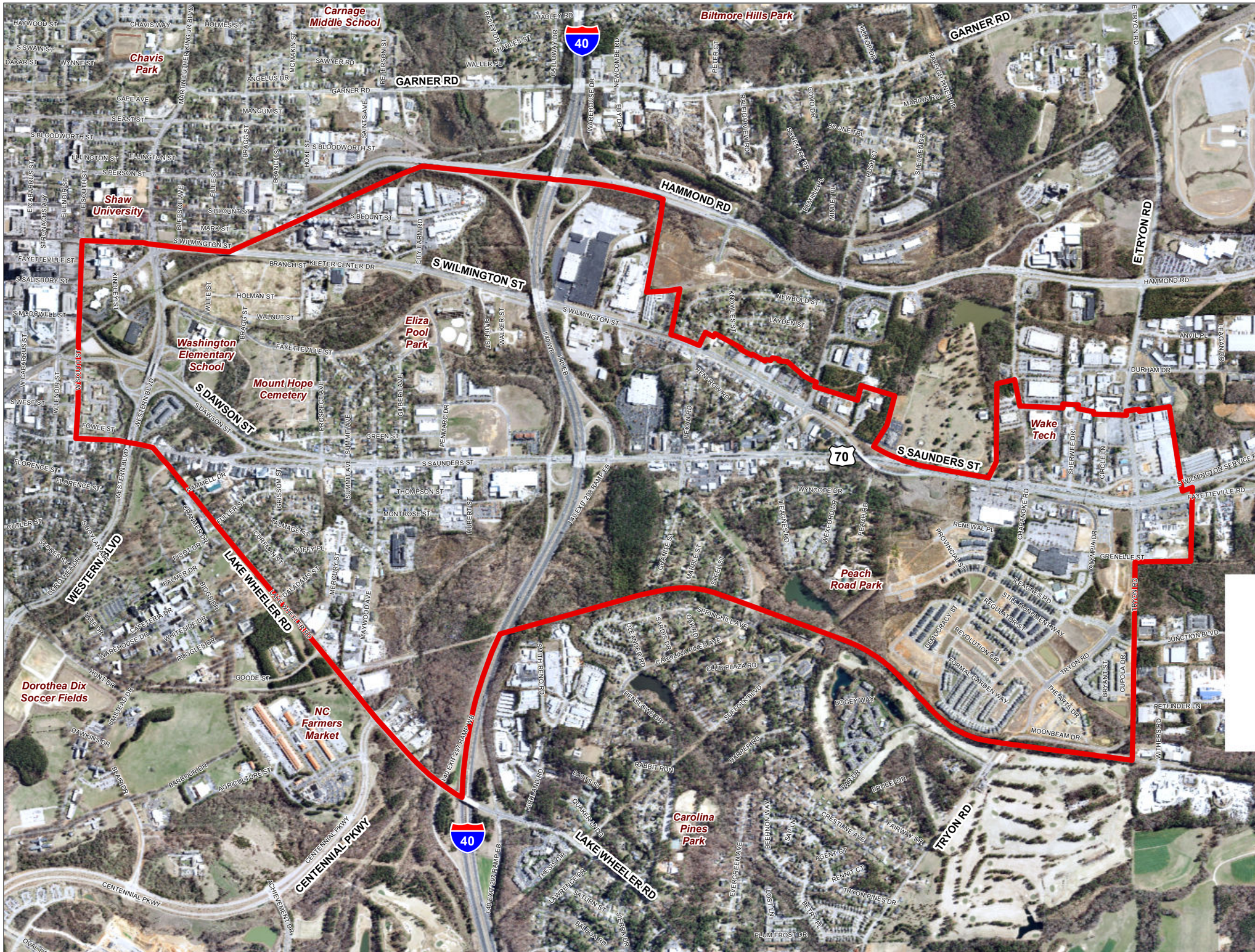
Contents:
a. Study Area
b. Maps (zoning, land use, aerials, thoroughfare, etc.)
c. Existing Conditions Photo Inventory
d. Preliminary summary of themes and issues

2. Visioning Workshop
A public workshop will be scheduled, preferably for a venue in or near the proposed study area, to brainstorm ideas and develop a guiding vision for the corridor study. Participants will have been invited to review the scope and baseline data report in advance, and copies will be available at the meeting. A brief presentation of the scope and existing conditions will be followed by a facilitated discussion to address the issues, opportunities and vision for the study area.

Typical Workshop Agenda:
a. Opening remarks and agenda
b. Presentation highlighting issues
c. Goal of design workshop
d. Virtual walking tour
e. Breakout groups (with facilitators)
- Develop summary of issues, opportunities and ideas
- Communicate issues, opportunities and ideas on maps
- Identify quick fixes, if any

f. Team report out
g. Wrap-up
h. Discuss next steps

3. Vision Document
The outcome of the workshop will be compiled into a summary report that will contain: a list of study priorities, a refined study area limits and a vision statement that will describe the future opportunity of the area and guide the project through future phases of work.



Southern Gateway Corridor Study

2012 Aerial Photo

The proposed Study Area is defined by a specific boundary outlined in red on this aerial photograph. It generally runs from South Street in Downtown to the intersection of South Wilmington Street and Tryon Road and includes property on both sides of South Saunders Street and South Wilmington Street. A wider area to the west of South Saunders Street encompasses properties to Lake Wheeler Road, I-440, and the rail line.

Legend

Proposed Study Area

05/22/13

Scale - 1" = 0.25 mile

0 0.125 0.25 Miles

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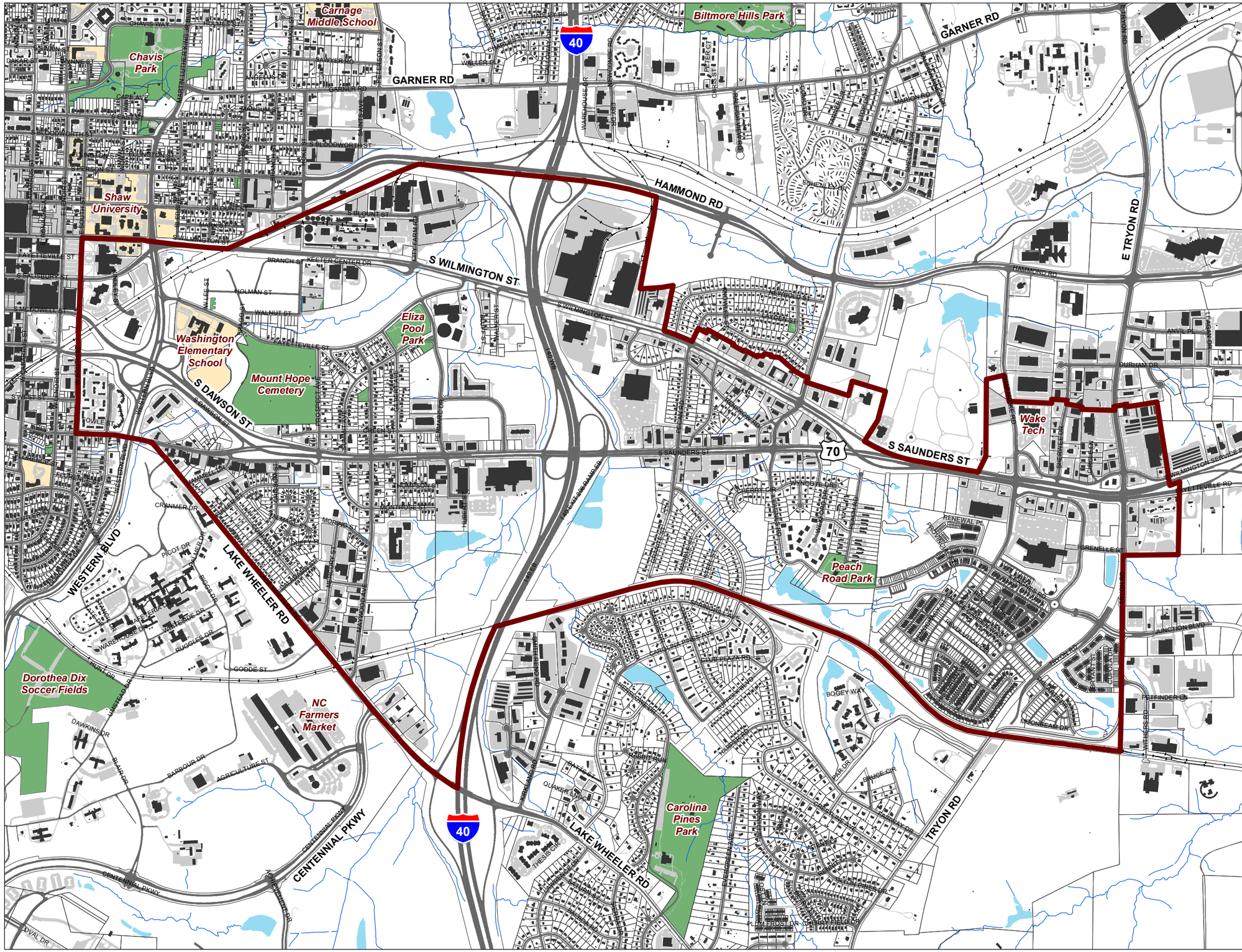

Southern Gateway Corridor Study

Planimetric

The proposed Study Area as depicted on this map is largely comprised of buildings and surface parking directly along the main corridors and large swaths of undeveloped land along creeks and in the vicinity of the I-440 interchange. Please note, updated information for the Renaissance Park development to the south of the study area is not reflected on this map.

Legend

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

05/22/13

Scale - 1" = 0.25 mile

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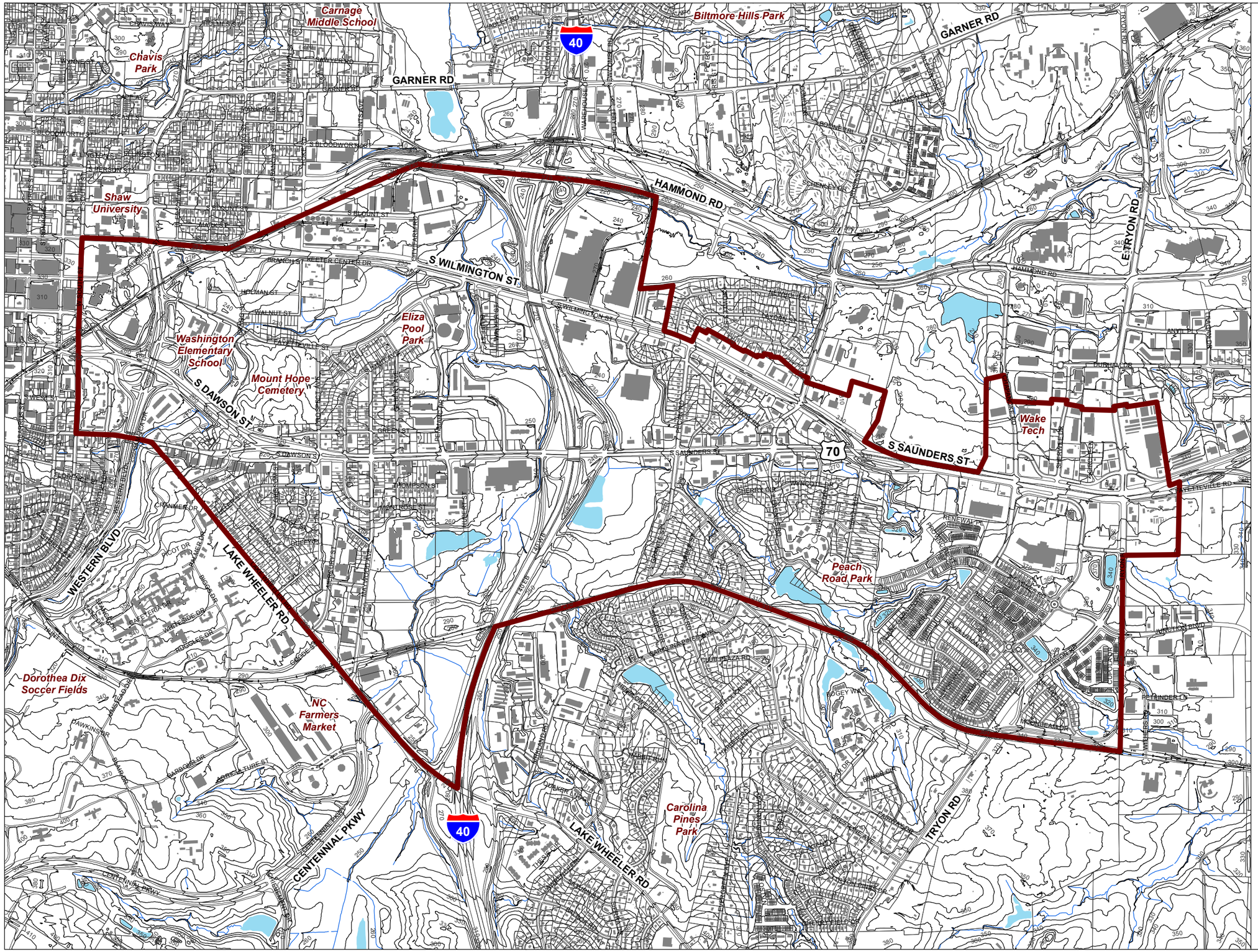
Southern Gateway Corridor Study

Topography



The topography in the area is defined by a high point of 380 feet, associated with the Grenelle Street and Tryon Road intersection at the southern edge of the study boundary, and falls approximately 160ft to the eastern edge of the study boundary near the I-440 and Hammond Road interchange. South Saunders and South Wilmington Streets are generally located along ridgelines with topography sloping down to the creek beds to the east and west.

Legend

- Proposed Study Area
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers
- 10' Topography Lines

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Scale - 1" = 0.25 mile

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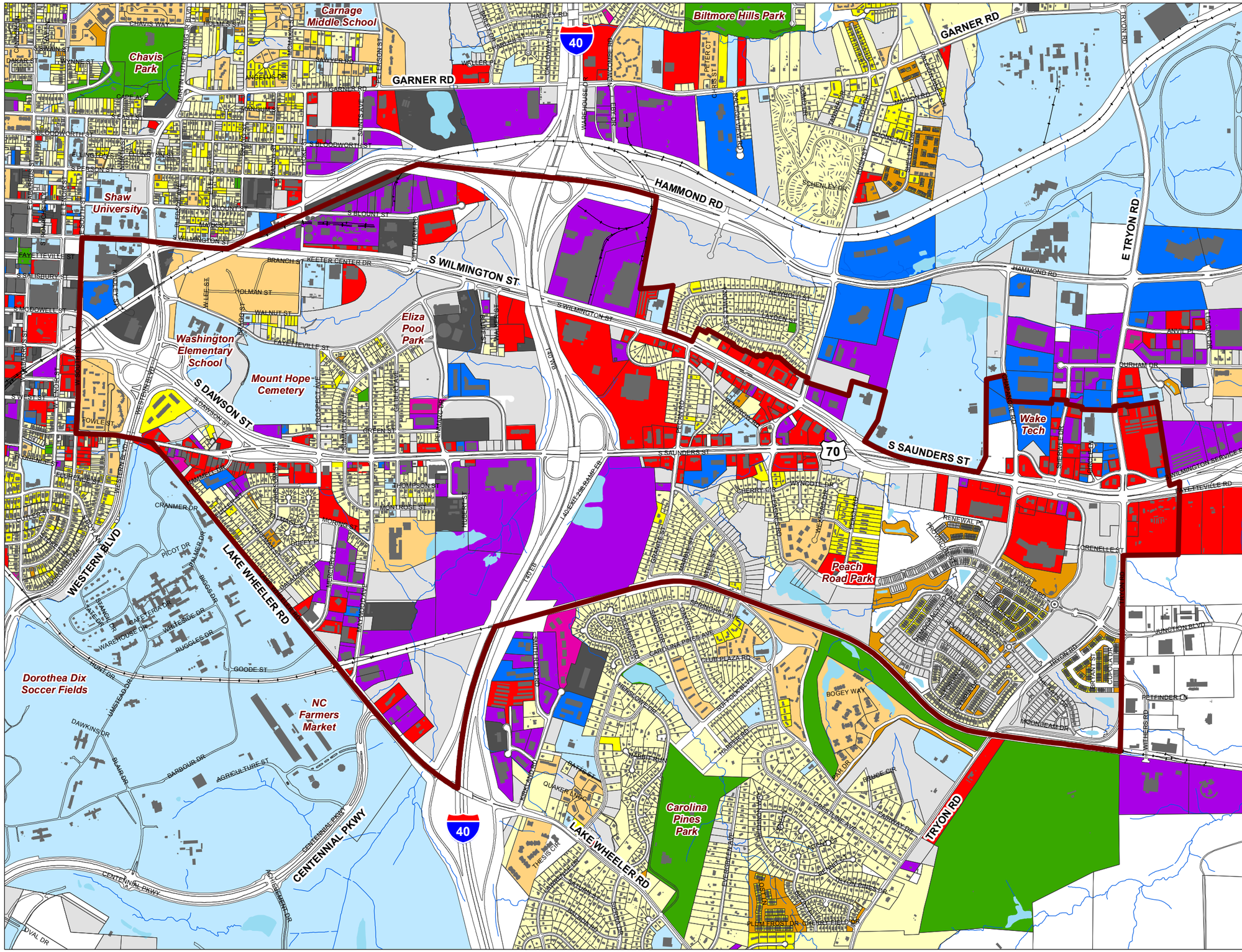

Southern Gateway Corridor Study

Existing Land Use

The existing land use is predominantly a mix of commercial and industrial uses along the corridors, with large vacant properties along creeks and near I-440 interchanges. Single-family residential is interspersed within and surrounding the study area.

Legend

- Proposed Study Area
- 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

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Scale - 1" = 0.25 mile

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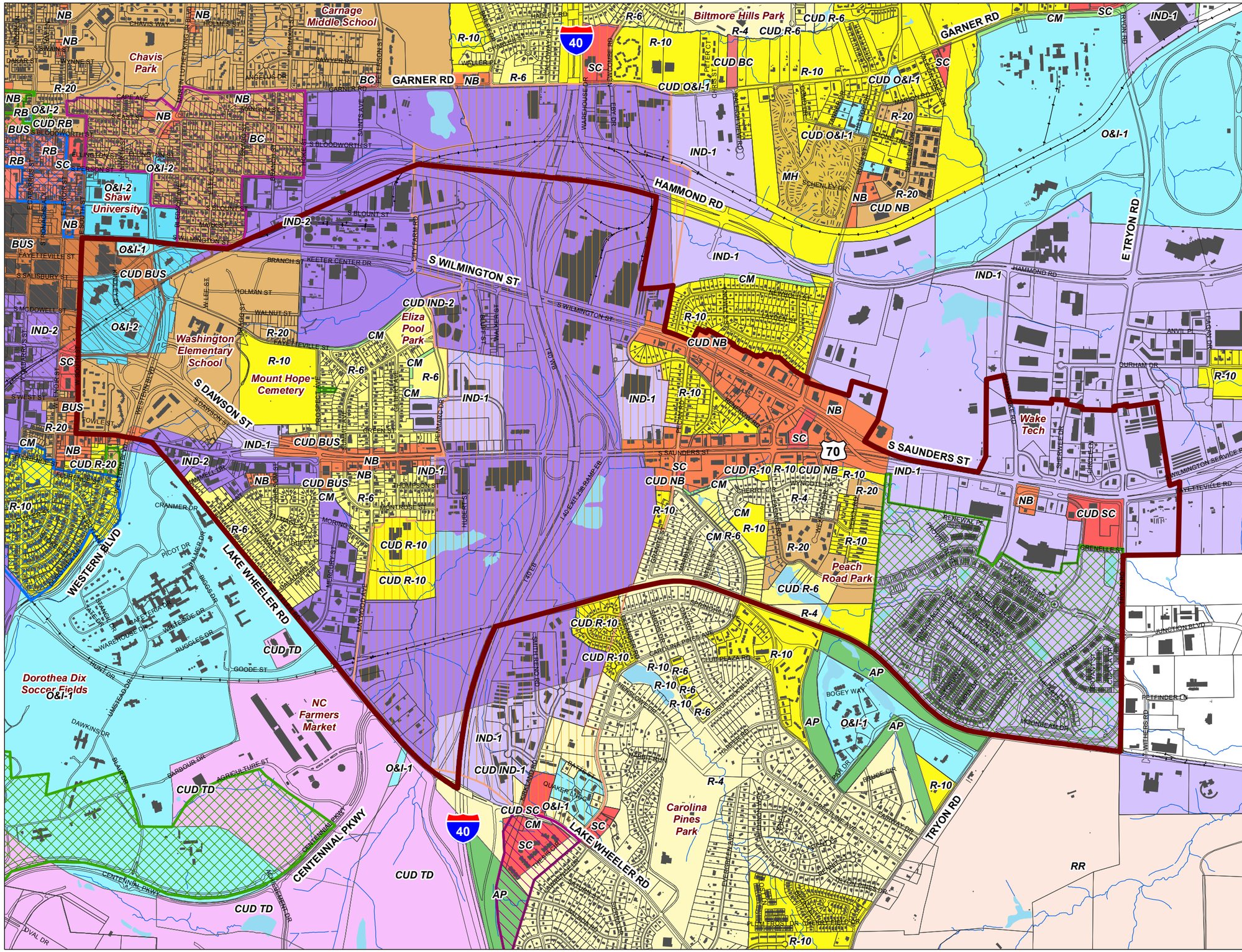

Southern Gateway Corridor Study

Zoning

The study area is characterized by a number of different base zoning districts, as is reflected in the corresponding variety of land uses. There is a significant amount land zoned as one of the Industrial districts. Shopping Center and Neighborhood Business zoning covers the area at the intersection of South Saunders and South Wilmington Streets as well as retail uses along South Saunders Street north of Penmarc Drive. Zoning Overlays consist of Special Highway Overlay Districts along I-440, a Planned Development District for the Renaissance Park development, and Downtown Overlay District for in Downtown to the north. Single and multi-family districts make up residential and institutional uses within the study area.

Legend

- Proposed Study Area
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers
- Downtown Overlay District
- Historic Overlay District
- Neighborhood Conservation Overlay District
- Planned Development District
- Special Highway Overlay District-1
- Special Highway Overlay District-2

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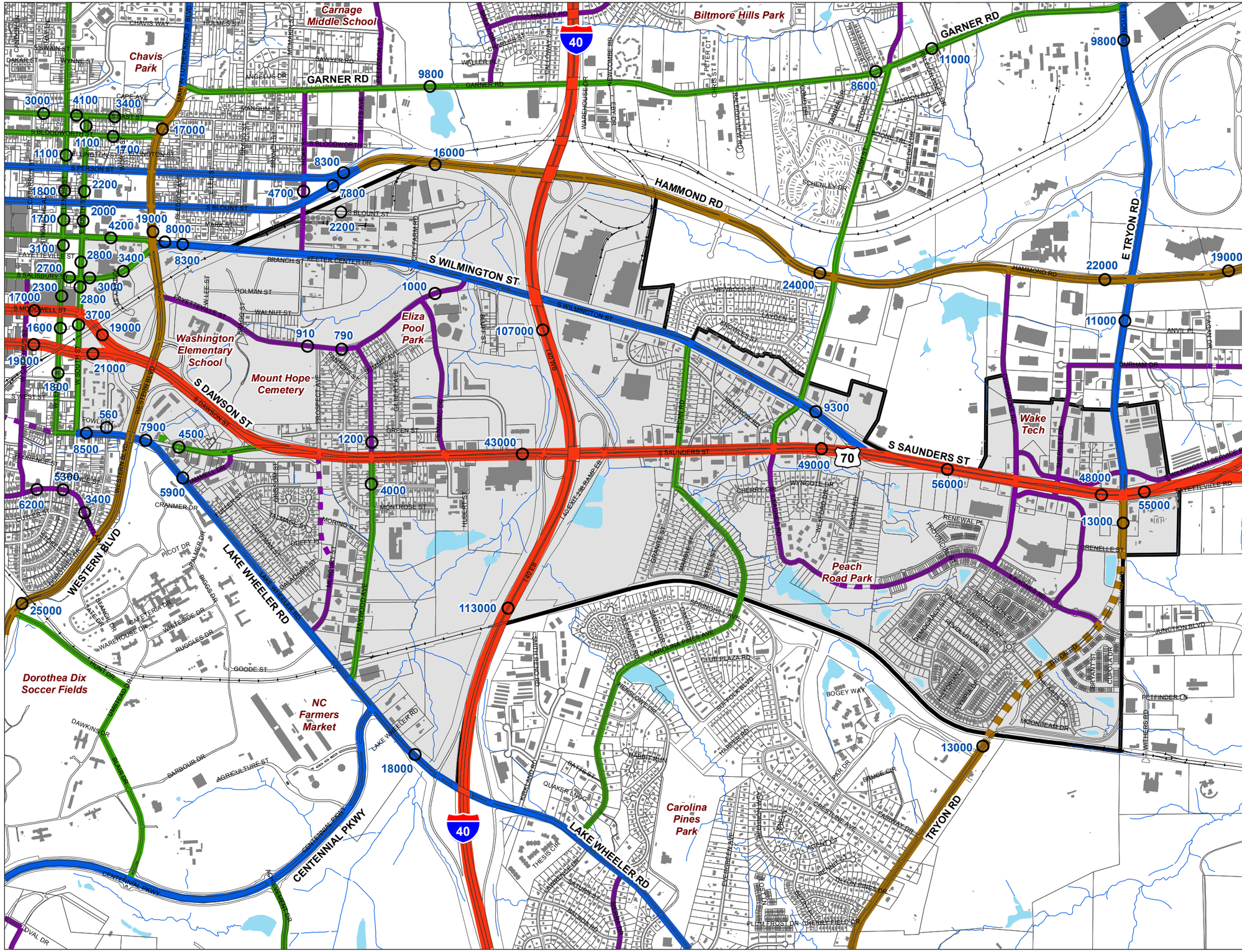

Southern Gateway Corridor Study

Thoroughfare Plan and Average Daily Traffic Volume

I-440 and South Saunders Street are classified as principal arterials while South Wilmington Street south of Martin Luther King Jr, Boulevard is characterized as a major thoroughfare on the City's Thorough Fare Plan. Average annual daily traffic (AADT) numbers fall between 43,000 and 56,000 along South Saunders Street. More information on thoroughfare classification can be found on the following page.

Legend

- Proposed Study Area
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers
- Principal Arterials
- Secondary Arterials
- Secondary Arterials Proposed
- Major Thoroughfares
- Major Thoroughfares Proposed
- Minor Thoroughfares
- Minor Thoroughfares Proposed
- Collectors
- Collectors Proposed
- 2012 AADT Counts

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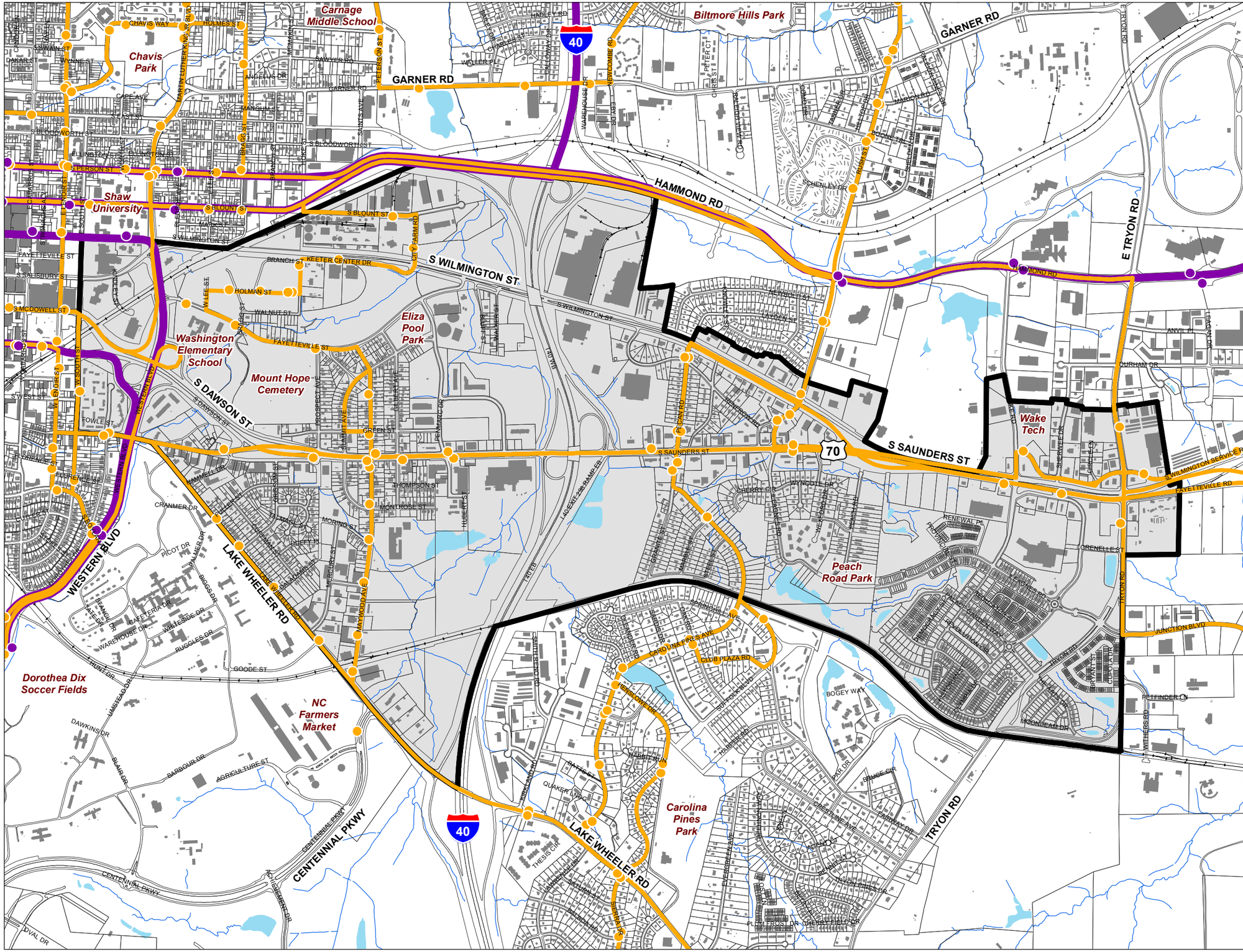
Table T-1 Summary of Thoroughfare System Classification

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.

Southern Gateway Corridor Study

Transit Routes

The proposed study area is well served by bus, as South Saunders Street is a prominent north-south route for Capital Area Transit (CAT). The study area is served by Routes 7, 7C, 11, 19, 21, 27, 28, 36, and 40 E. Six Forks Road has been designated as a Premium Transit Corridor in the CAT 2040 Transit Development Plan. Triangle Transit also operates bus routes along the periphery of the study area.



Legend

- Proposed Study Area
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers
- CAT Bus Stops
- CAT Bus Routes
- TTA Bus Stops
- TTA Bus Routes

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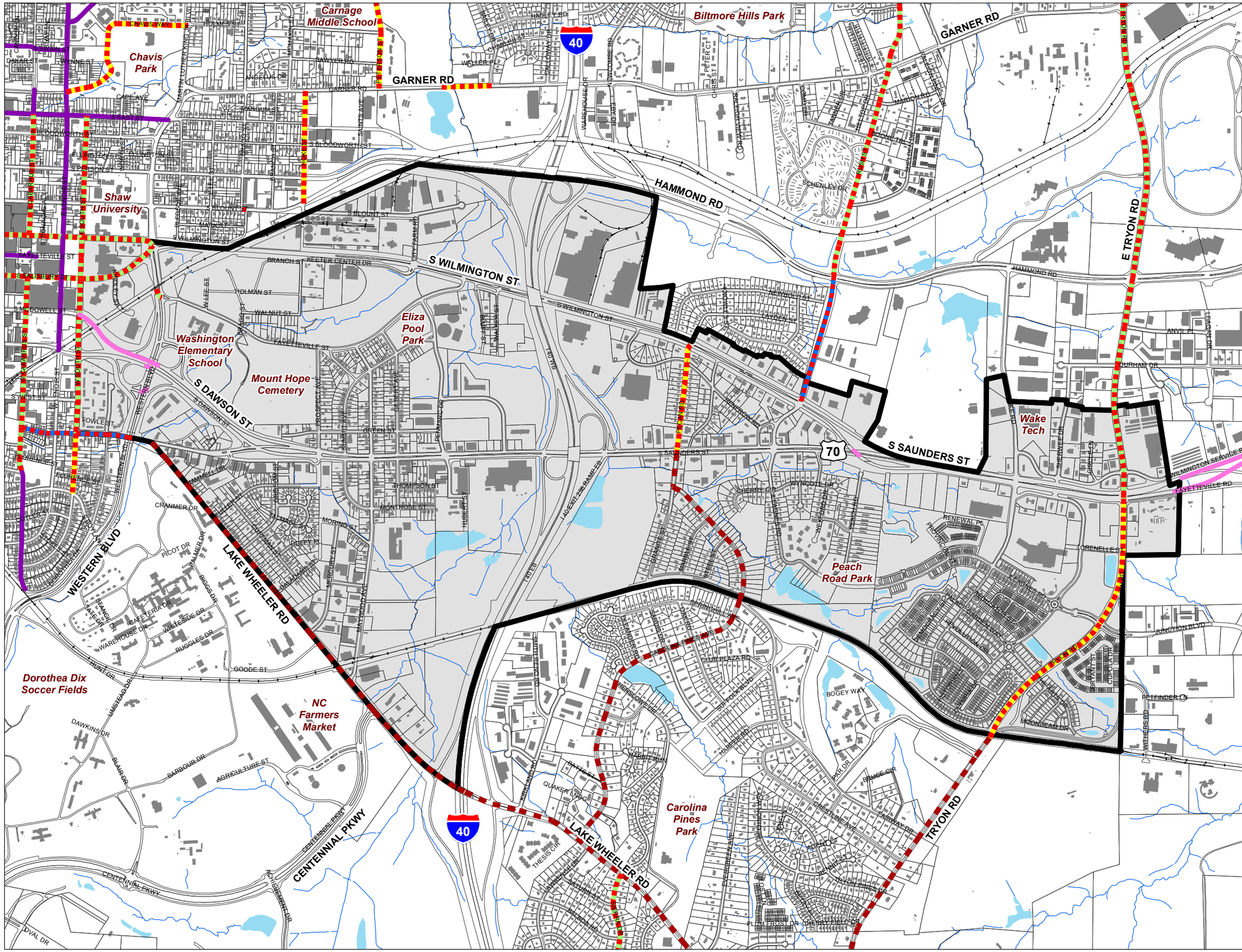

Southern Gateway Corridor Study

Proposed Bicycle Network

The proposed bicycle network represented on this map reflects the bicycle facilities recommended in the City's Bicycle Transportation Plan, which envisions various treatments for several area streets. Bicycle facility types are described on the following page.

Legend

- Proposed Study Area
- 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

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Scale - 1" = 0.25 mile

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RECOMMENDED FACILITY TYPES

A variety of bicycle facilities are recommended due to 1) the range of skill and comfort levels involved in bicycling, and 2) the range of conditions for bicycling on different roadway environments. These recommendations are at a planning level only and will require further analysis before implementation.

Raleigh's bicycle route network is made up seven core types of bicycle facilities. Descriptions and standards for each type are described in *Chapter 4: Bicycle Facility Standards*. The images and descriptions below are provided for a quick reference when viewing the *Bicycle Facility Network Maps* (pages 4-15 through 4-19).

Note: Bicycle lanes are the preferred type of on-road bicycle facility as determined by the Bicycle Plan Steering Committee and supported by the public input into this process. It was judged that bicycle lanes create clearly designated separated spaces that would encourage more bicycling among all user groups.

Bicycle Lane

See pages 7-12 to 7-16 for details.

A bicycle lane is a portion of the roadway that has been designated by striping, signing, and pavement markings for the preferential and exclusive use of bicyclists. Bicycle lanes are always located on both sides of the road (except one way streets), and carry bicyclists in the same direction as adjacent motor vehicle traffic. The minimum width for a bicycle lane is four feet; five- and six-foot bike lanes are typical for collector and arterial roads.

Shared Lane Marking ("Sharrow")

See page 7-11 for details.

It is recommended that bicycle shared lane markings (or 'sharrows') be approached incrementally as a new facility treatment. Shared lane markings are used on roadways where dedicated bicycle lanes are desirable but are not possible due to physical or other constraints. Placed in a linear pattern along a corridor (typically every 100-250 feet), shared lane markings make motorists more aware of the potential presence of cyclists; direct cyclists to ride in the proper direction; and remind cyclists to ride further from parked cars to avoid 'dooring' collisions.

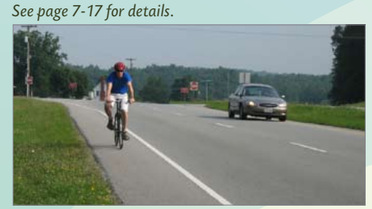
Wide Outside Lanes

See page 7-8 and 7-10 for details.

A wide outside lane refers to the through lane closest to the curb and gutter of a roadway. The American Association of State Highway and Transportation Officials (AASHTO) standard lane width to accommodate both motorists and bicyclists is 14'. This facility type allows motorists to more safely pass slower moving bicyclists without changing lanes. Wide outside lanes are intended for bicyclists with traffic-handling skills.

Paved Shoulders

See page 7-17 for details.



Paved shoulders are the part of a roadway which is contiguous and on the same level as the regularly traveled portion of the roadway. There is no minimum width for paved shoulders, however a width of at least four feet is preferred. Ideally, paved shoulders should be include in the construction of new roadways and/or the upgrade of existing roadways, especially where there is a need to more safely accommodate bicycles.

Signed Bicycle Routes

See pages 4-11 and 7-10 for details.

This designation refers to the City of Raleigh's original signed bicycle routes. Rather than a specific a bicycle facility type, these routes contain combinations of facilities, if any. This Plan recommends discarding the current system (the reasoning behind this recommendation is outlined on page 4-11). In the future, signed bicycle routes may emerge from the newly developed bicycle facility network for the City that have greater function, utility, and safety.

Multi-Use Paths/Greenways

See pages 7-32 to 7-34 for details.

Multi-use paths are completely separated from motorized vehicular traffic and are constructed in their own corridor, often within an open-space area. Multi-use paths include bicycle paths, rail-trails or other facilities built for bicycle and pedestrian traffic. The term 'greenway' is used only for those multi-use paths and sidepaths that are indicated on the Capital Area Greenway map and included in the City's Comprehensive Plan.

Sidepaths

See page 7-18 for details.

Multi-use paths located within the roadway corridor right-of-way, or adjacent to roads, are called 'Sidepaths'. Sidepaths are most appropriate in corridors with few driveways and intersections. Bicycle routes where side paths are recommended should also have adequate on-road bicycle facilities (such as paved shoulders or bicycle lanes) wherever possible.

Network Map Sub-Category Definitions

As indicated in the legend of the Bicycle Facility Network Map, some facilities are broken down into sub-categories for method of development. Those for bicycle lanes are explained below:

Bicycle Lane - Road Diet: Road diets typically involve reducing the number of travel lanes (from a four-lane road to a two-lane road with center turn lane, for example) allowing adequate space for bicycle lanes. Road diets also have traffic calming benefits.

Bicycle Lane - Stripe: Refers to projects that require only the striping of a bicycle lane, with no other changes needed to the roadway or existing roadway striping.

Bicycle Lane - Restripe: Refers to projects that require restriping travel lanes (often to a more narrow width) allowing adequate space for bicycle lanes. Narrowing the widths of travel lanes has been demonstrated to have no affect on overall roadway capacity (for more on this topic, refer to the following page, 4-6).

Bicycle Lane - New Construction: Refers to projects that require adding additional pavement width to the roadway to allow adequate space for bicycle lanes. These were determined based on future roadway reconstruction schedules and/or lack of opportunity with the current roadway environment.

Other facilities also have sub categories shown on the maps, indicating whether they are existing, planned, or proposed. These are defined as follows:

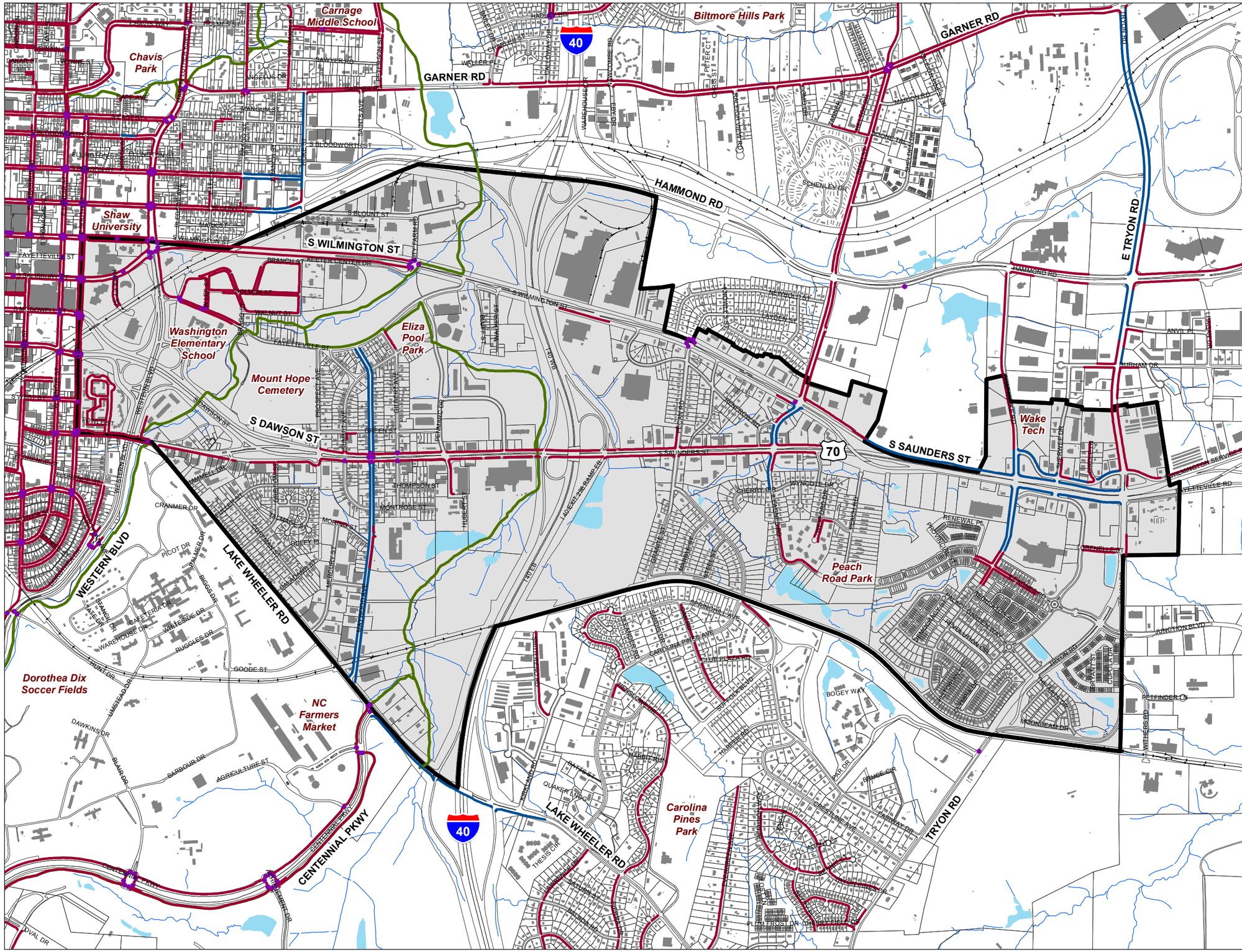
Proposed: Bicycle facilities labeled as 'proposed' are recommendations that came out of the Bicycle Plan planning process.

Planned: Bicycle facilities labeled as 'planned' already appear in previously adopted City of Raleigh plans.

Existing: Bicycle facilities labeled as 'existing' are already constructed and in use.

Southern Gateway Corridor Study

Pedestrian Circulation



This map shows the various infrastructure for pedestrian circulation, including greenways, crosswalks, and existing and proposed sidewalks. Between the South Dawson Street and South Wilmington Street intersections South Saunders is bounded on both sides by sidewalks. The lack of sidewalk access along other portions of the street and South Wilmington Street, as well as the absence of sidewalks connecting to and within adjacent neighborhoods, remains problematic. Please note, updated information for the Renaissance Park development to the south of the study area is not reflected on this map.

Legend

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

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Scale - 1" = 0.25 mile

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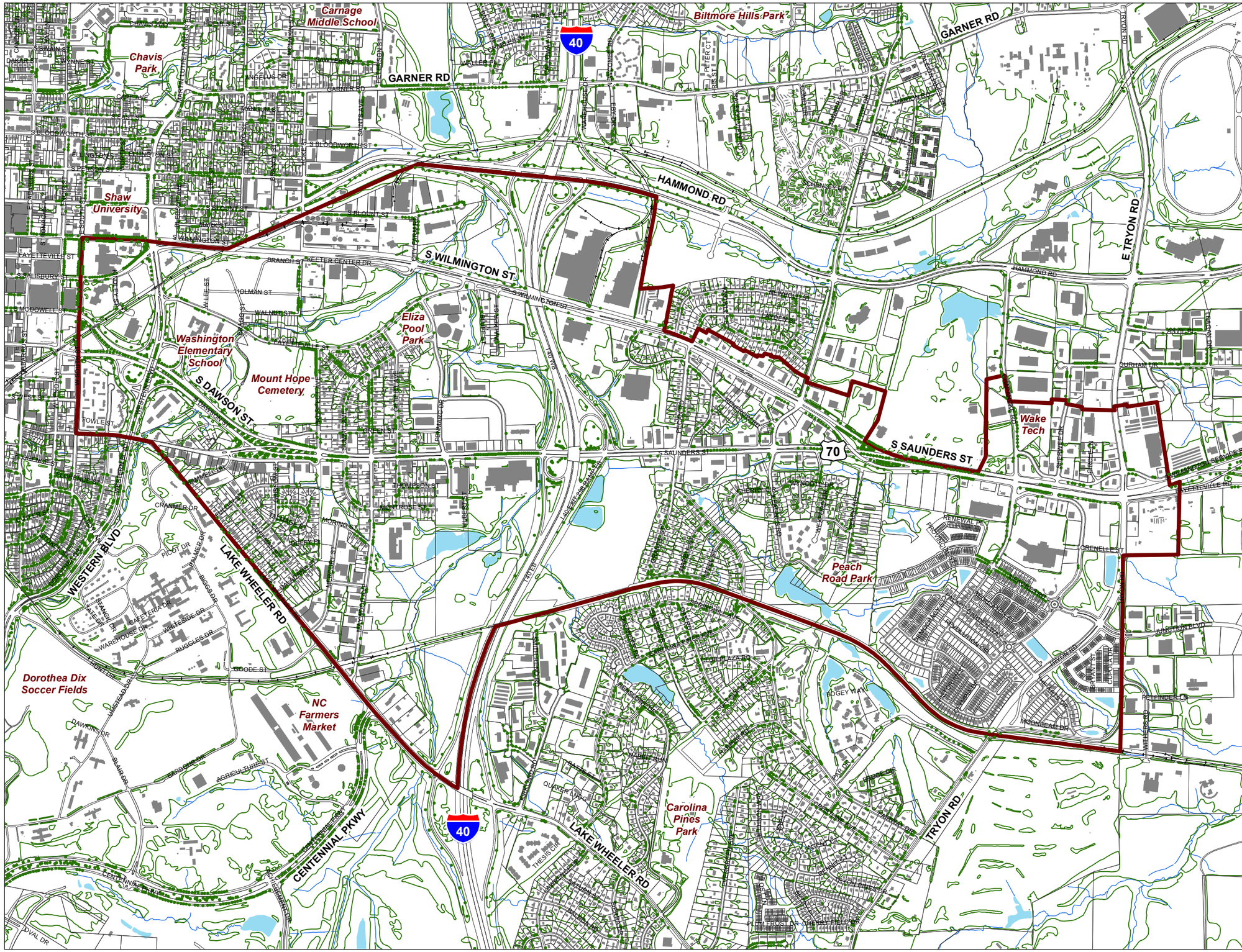
Southern Gateway Corridor Study

Vegetation



This map indicates both the location of street trees in public rights-of-way and the limits of tree cover on parcels in the area. As shown on the map, South Saunders Street and South Wilmington Street lack consistent tree planting patterns. Please note, updated information for the Renaissance Park development to the south of the study area is not reflected on this map.

Legend

- Proposed Study Area
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers
- Street Trees
- Vegetation

05/22/13

Scale - 1" = 0.25 mile

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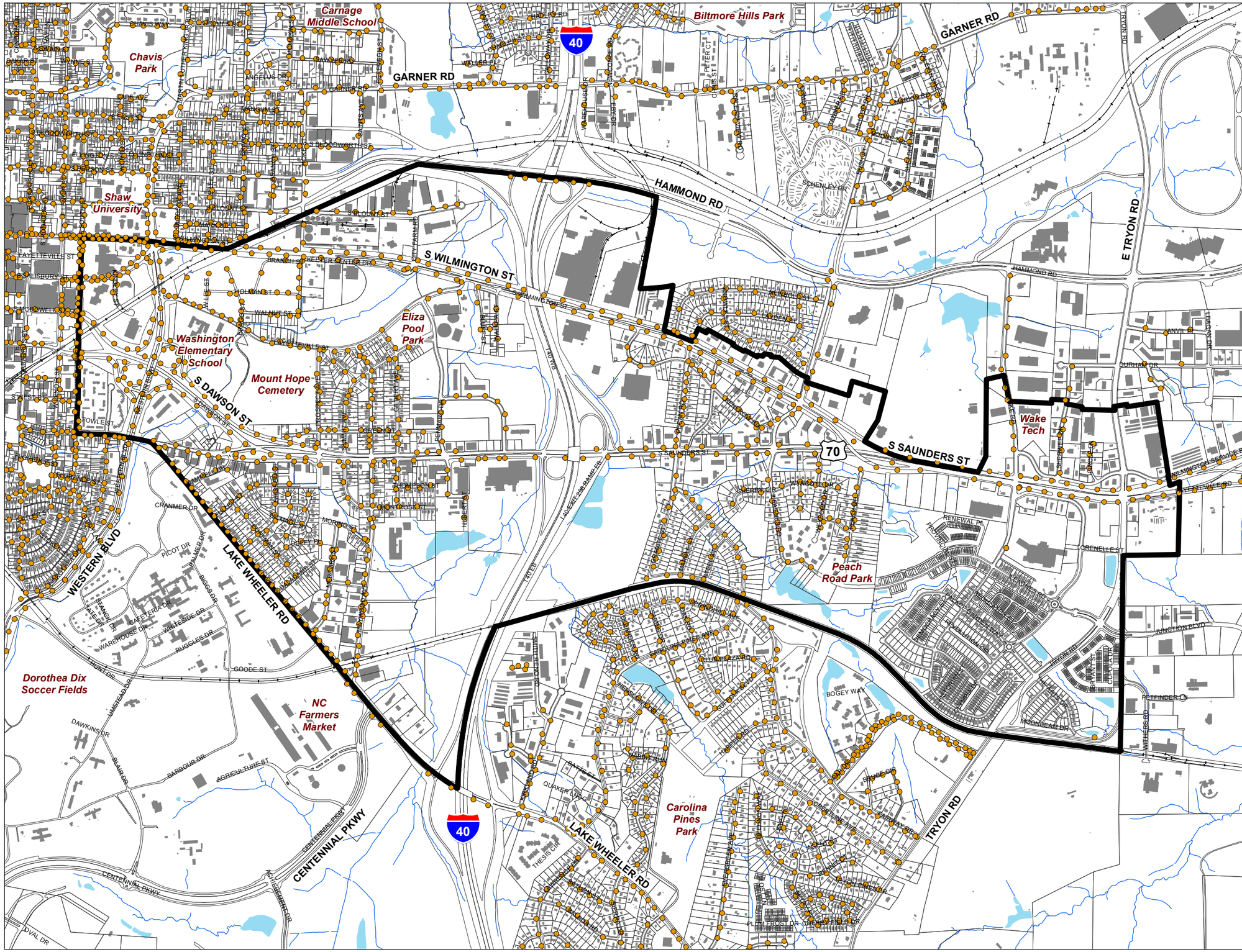
Southern Gateway Corridor Study

Street Lighting



Location of street lights in public rights-of-way are shown on this map, which was developed from a right-of-way inventory completed in 2006. A handful of gaps can be seen along South Saunders Street. Please note, updated information for the Renaissance Park development to the west of South Saunders and north of Tryon Road is not reflected on this map.

Legend

- Proposed Study Area
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers
- Street Lights

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Scale - 1" = 0.25 mile

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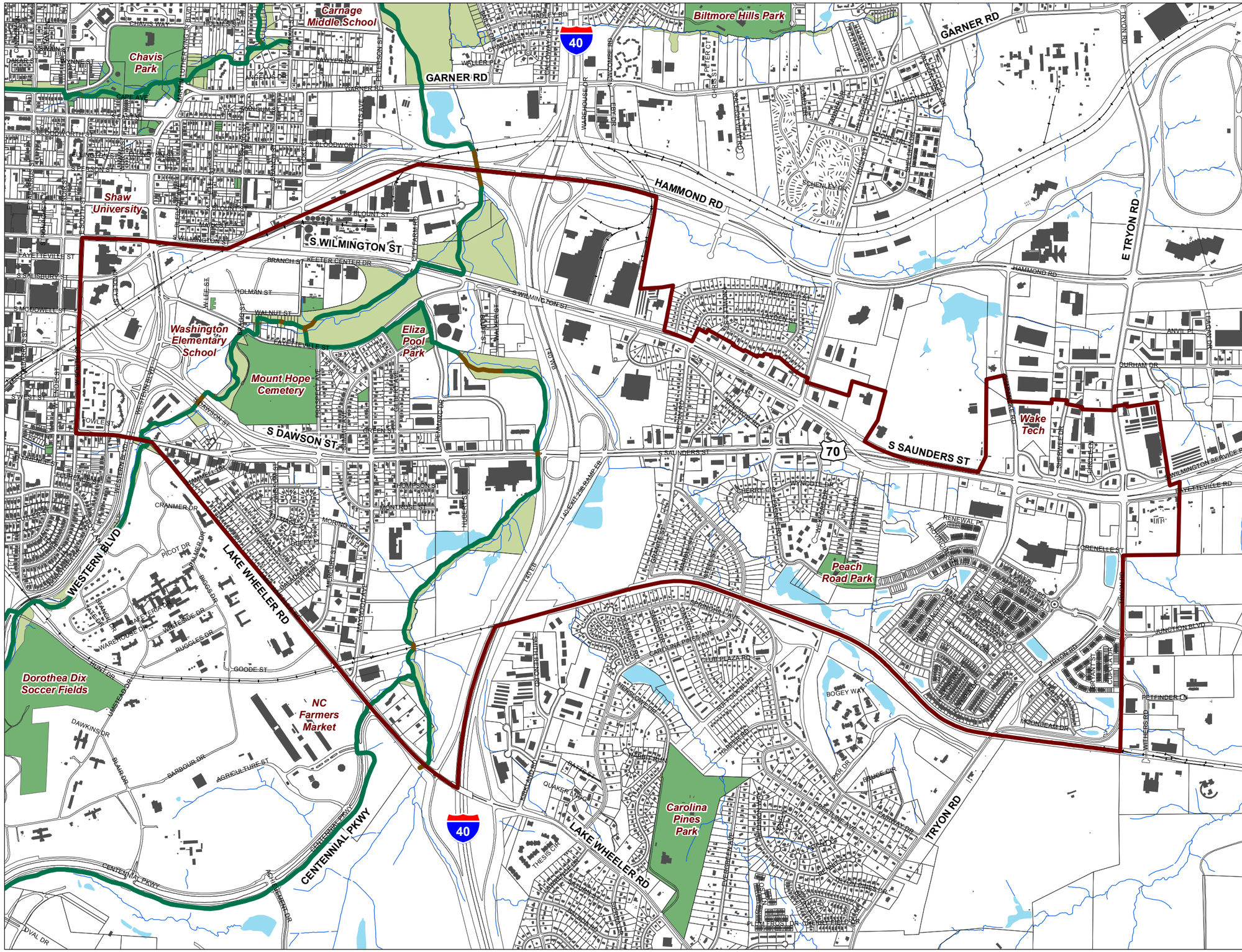
Southern Gateway Corridor Study

Parks and Greenways



Several City park properties are located within the proposed study area and a number of other parks are in close proximity. The northern portion of the study area is well served by greenway trails, including Rocky Branch Trail, Middle Walnut Creek Segment, Eliza Pool Connector, and the Centennial Bikeway Connector.

Legend

- Proposed Study Area
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers
- Parks
- Greenway Property
- Greenway Trails
- Greenway Trail Structures

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Scale - 1" = 0.25 mile

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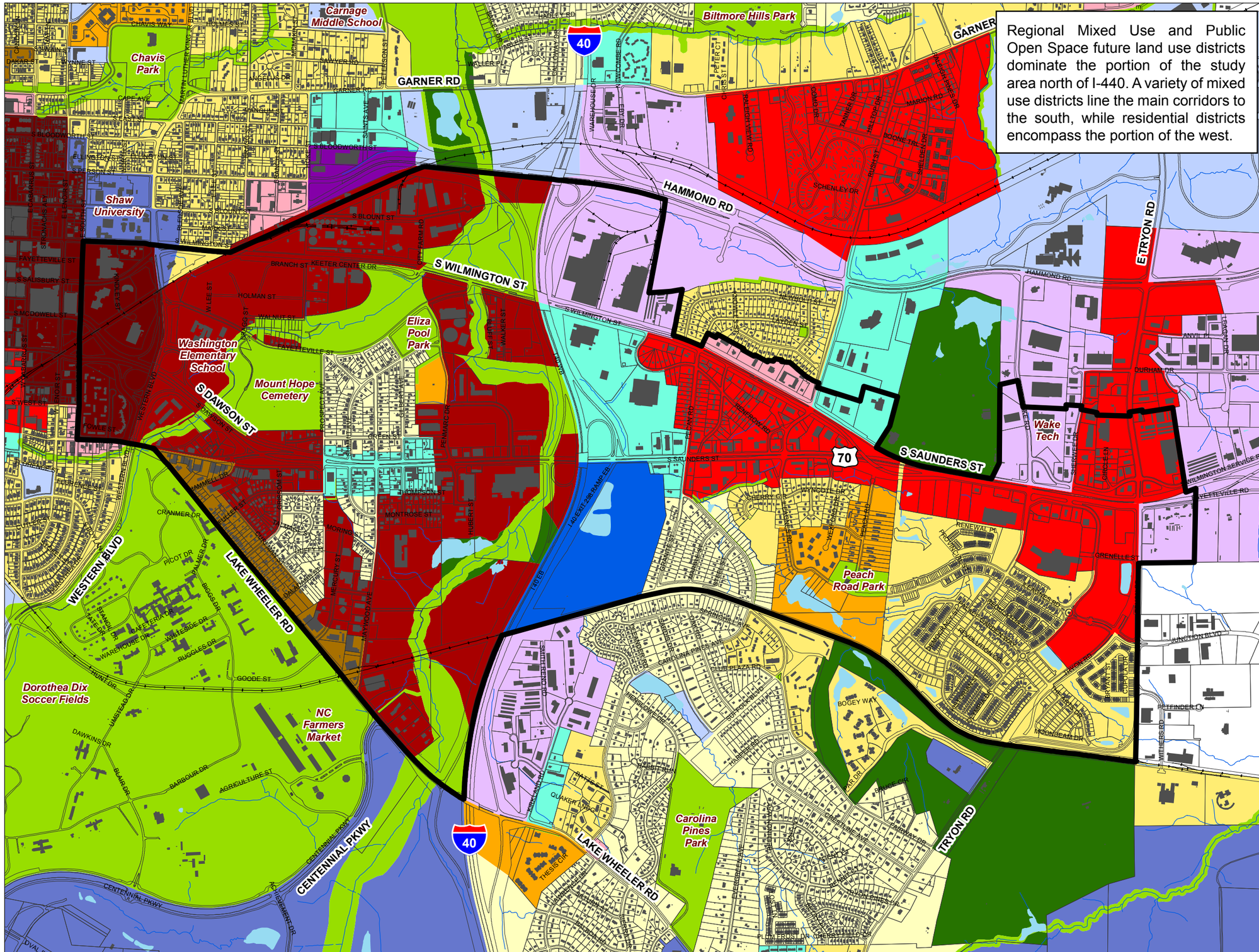
Southern Gateway Corridor Study

Future Land Use Map (2030 Comp Plan)



Regional Mixed Use and Public Open Space future land use districts dominate the portion of the study area north of I-440. A variety of mixed use districts line the main corridors to the south, while residential districts encompass the portion of the west.

Legend

- Proposed Study Area
- Parcels
- Buildings
- Streets
- Railroads
- Bodies of Water
- Streams/Rivers

Future Land Use Map (FLUM)

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

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Scale - 1" = 0.25 mile

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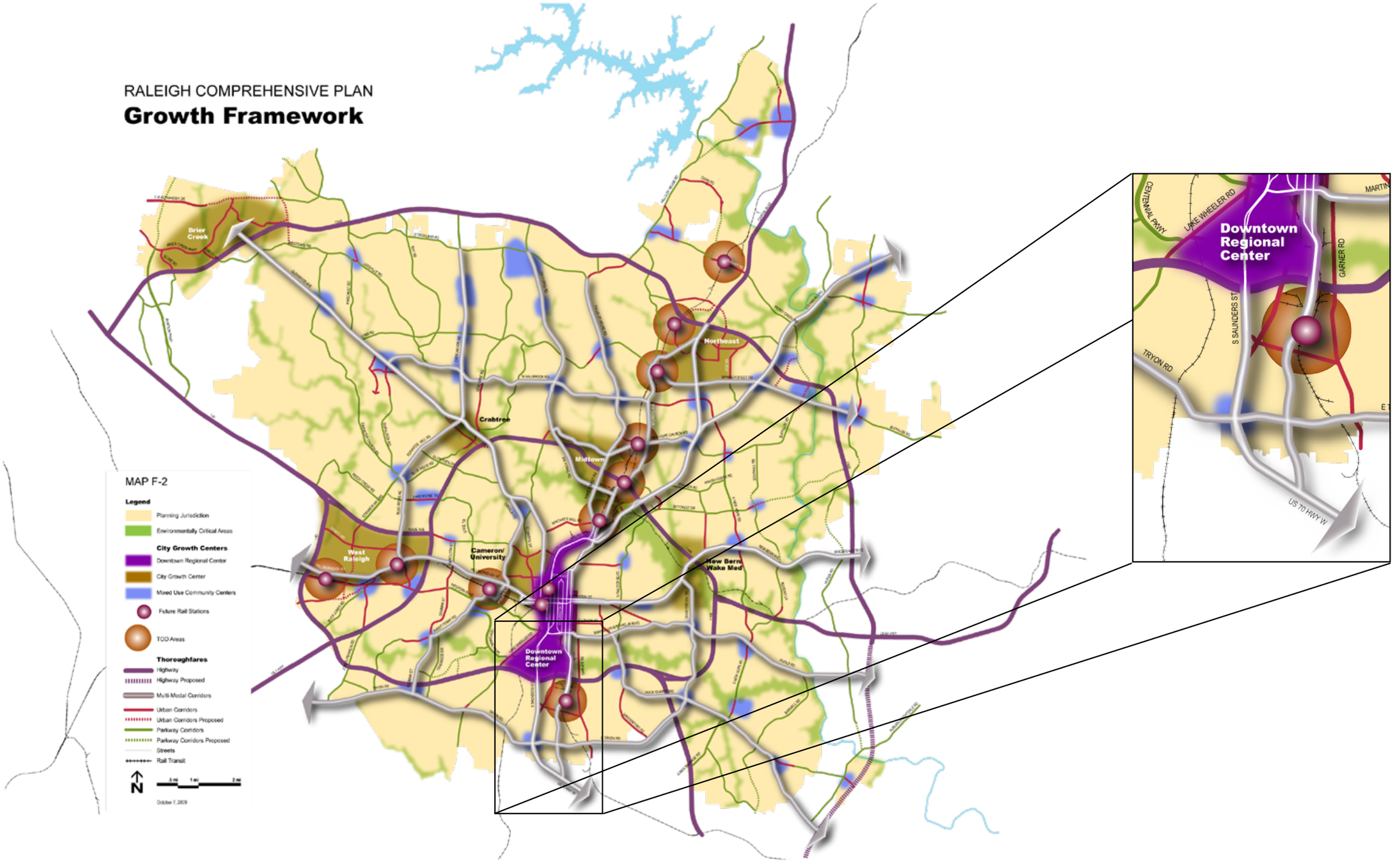
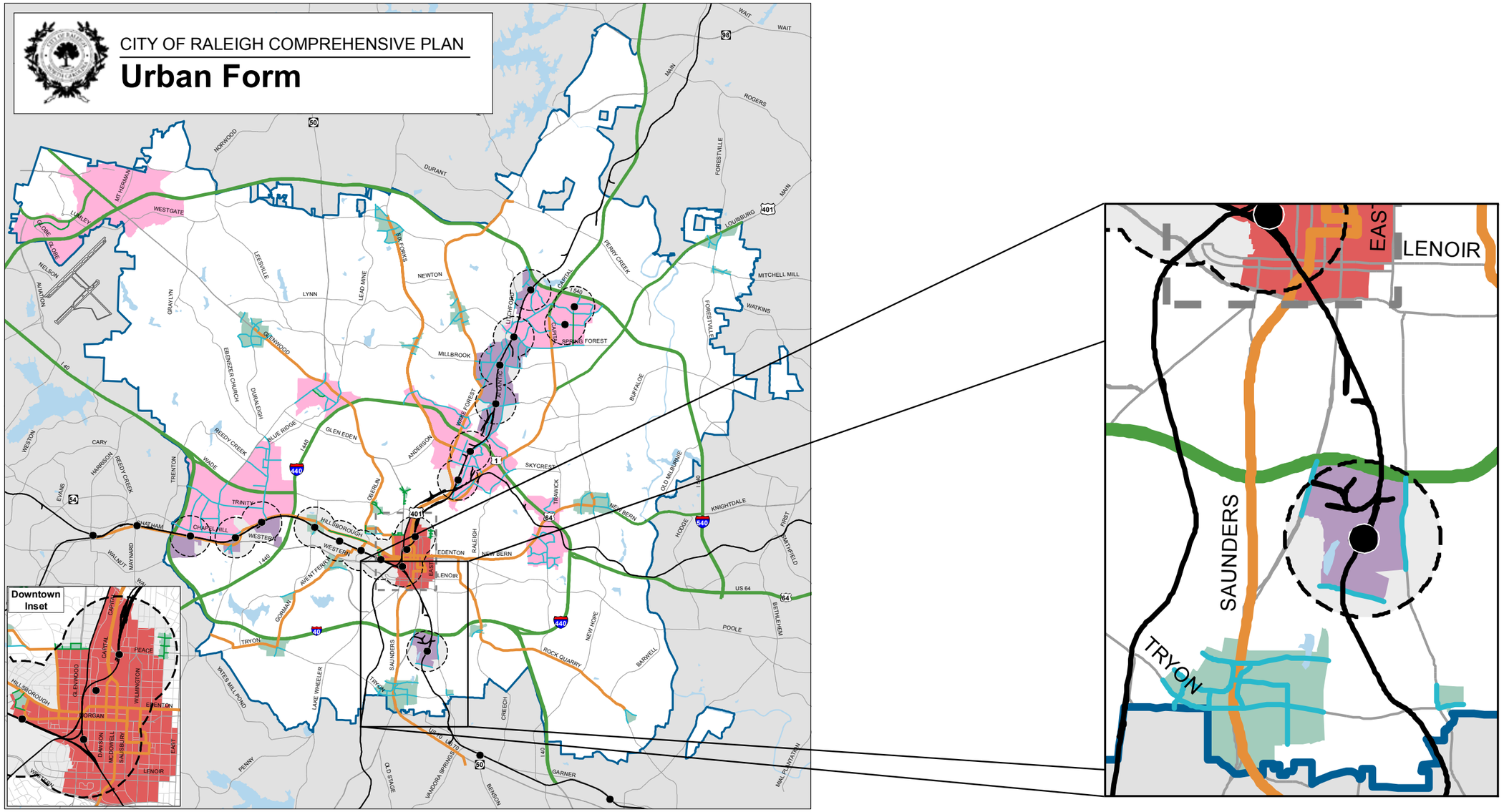
RALEIGH COMPREHENSIVE PLAN

Growth Framework



CITY OF RALEIGH COMPREHENSIVE PLAN

Urban Form



MAP UD-1

Centers

- Downtown
- City Growth Centers
- Transit Oriented Districts (TODs)
- Mixed-Use Centers

Corridors

- Main Streets
- Transit Emphasis Corridors
- Urban Thoroughfares
- Parkway Corridors

- Future Fixed-Guideway Transit
- Transit Stop Half-Mile Buffers
- Raleigh Jurisdictional Limit

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Map created 5/10/2013 by the City of Raleigh Department of City Planning

BACKGROUND ANALYSIS

SURROUNDING AREA CHARACTER

BACKGROUND ANALYSIS

SURROUNDING AREA CHARACTER

BACKGROUND ANALYSIS

SURROUNDING AREA CHARACTER

BACKGROUND ANALYSIS

SURROUNDING AREA CHARACTER

BACKGROUND ANALYSIS

SURROUNDING AREA CHARACTER