



## Staff Report – CP-3A-16

### Comprehensive Plan Amendment

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## Map LU-3 Future Land Use Amendment

This is a City-initiated amendment for 137 parcels to change designations on Map LU-3 Future Land Use to reflect recommendations of the Cameron Village and Hillsborough Street area plans. The subject properties are generally located west of downtown Raleigh in the Hillsborough Street and Oberlin Road corridors. The following changes to MAP LU-3 Future Land Use are proposed:

1. South of Hillsborough Street between Interstate-440 and Turner Street, 24 parcels are proposed to be changed from Neighborhood Mixed Use to Community Mixed Use.

The 2030 Comprehensive Plan describes the 24 parcels' existing Future Land Use category of **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. Residential and mixed-use projects with upper story housing are also supported by this designation. Where residential development complements commercial uses, it would generally be in the Medium density range. NX is the most appropriate zoning district for these areas. Heights would generally be limited to three stories, but four or five stories could be appropriate in walkable areas with pedestrian-oriented businesses.

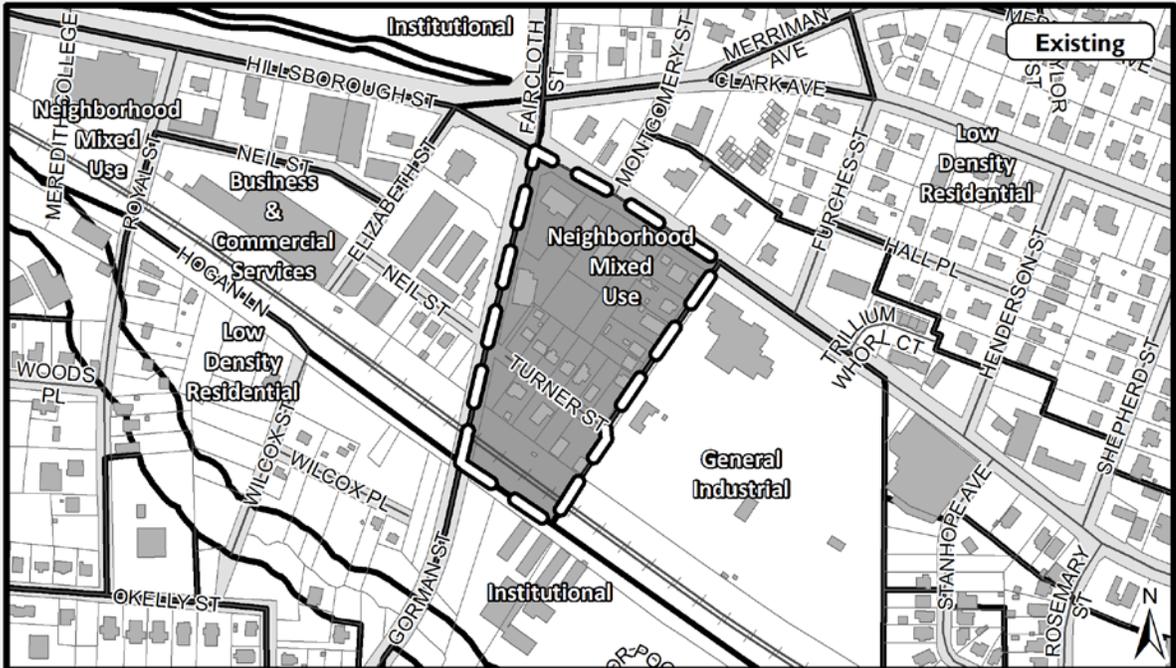
The 2030 Comprehensive Plan describes these 24 parcels' proposed Future Land Use category **Community Mixed Use**:

This category applies to medium-sized shopping centers and larger pedestrian oriented retail districts such as Cameron Village. Typical commercial uses include large-format supermarkets, larger drug stores, department stores and variety stores, clothing stores, banks, offices, restaurants, movie theaters, hotels, and similar uses that draw from multiple neighborhoods. Development intensities could be higher than in Neighborhood Center areas, with mid-rise buildings as well as low rise buildings. Where residential development occurs, ground floor retail would be encouraged and minimum building heights might be applied in transit-rich areas. Heights would generally be in the three to five story range, although additional height up to 12 stories would be appropriate in TOD areas and at the core of mixed use centers. CX is the primary corresponding zoning district for these areas. Appropriate urban form standards for frontage should be applied, recognizing that some of the designated areas are established neighborhood "main streets" and others are suburban auto-oriented shopping plazas or strip centers fronting on high-volume arterial roadways. For both this category and Neighborhood Mixed Use, greater height should include appropriate transitions and be accompanied by a pedestrian-friendly relationship to the public realm.

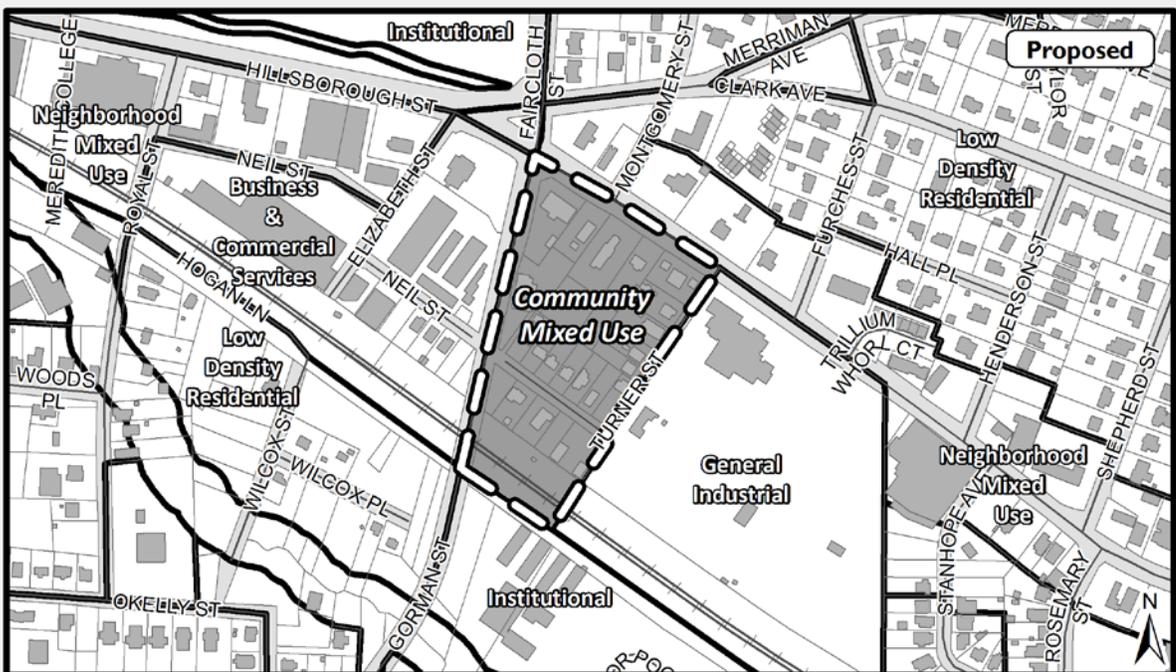
Map follows on next page.

# Proposal to Amend the Future Land Use Map

Existing Designation: Neighborhood Mixed Use



Proposed Designation: Community Mixed Use



2. In the Stanhope Village vicinity 18 parcels located south of Hillsborough Street between Turner and Concord streets, as well as two (2) parcels on the north side of Smallwood Drive between Oberlin Road and Daniels Street are proposed to be changed from Office and Residential Mixed Use to Neighborhood Mixed Use.

The 2030 Comprehensive Plan describes these 20 parcels' existing Future Land Use category of **Office and Residential Mixed Use**:

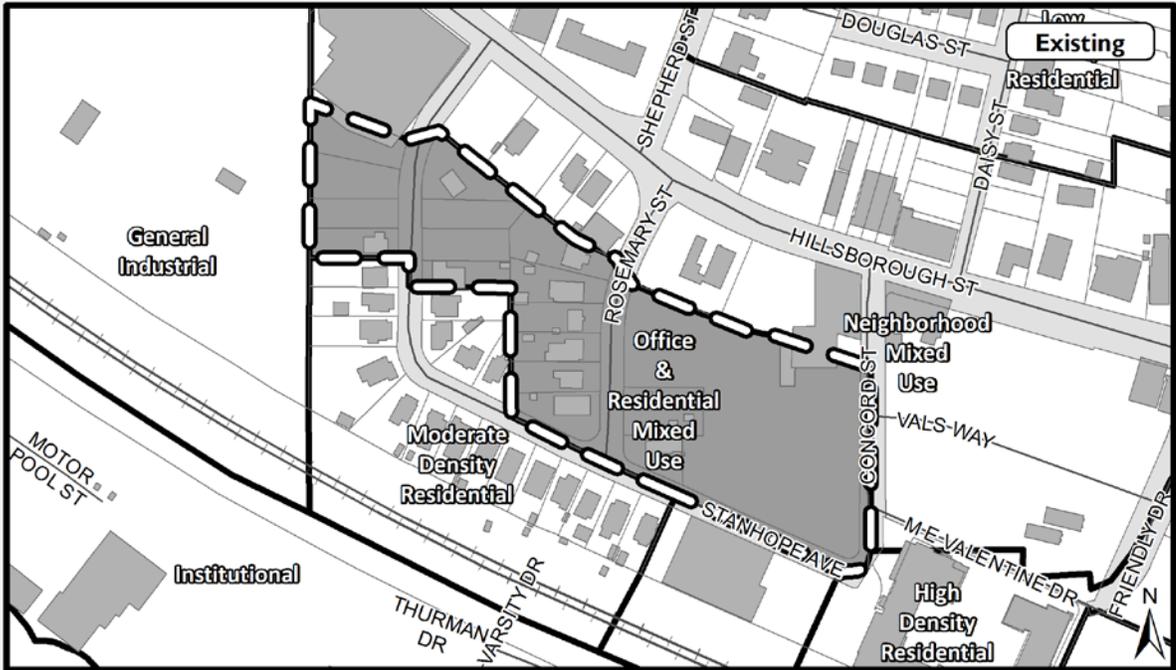
This category is applied primarily to frontage lots along major streets where low density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of residential and office use. Retail not ancillary 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. OX is the closest corresponding zoning district. Higher-impact uses such as hotels and hospitals are not contemplated or recommended in this land use category except as limited uses in appropriate locations. Heights would generally be limited to four stories when near neighborhoods, with additional height allowed for larger sites and locations along major corridors where adjacent uses would not be adversely impacted.

See item one for the 2030 Comprehensive Plan description of **Neighborhood Mixed Use**, the proposed Future Land Use category for the 20 parcels comprising item two.

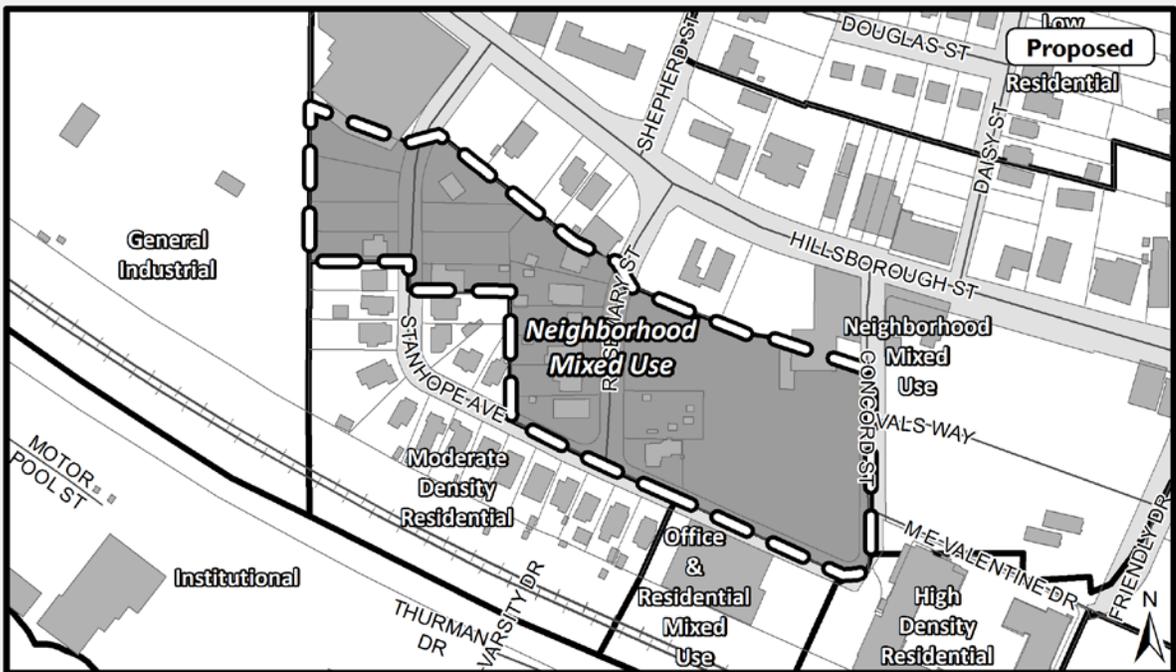
Maps follows on next two pages.

# Proposal to Amend the Future Land Use Map

Existing Designation: Office & Residential Mixed Use

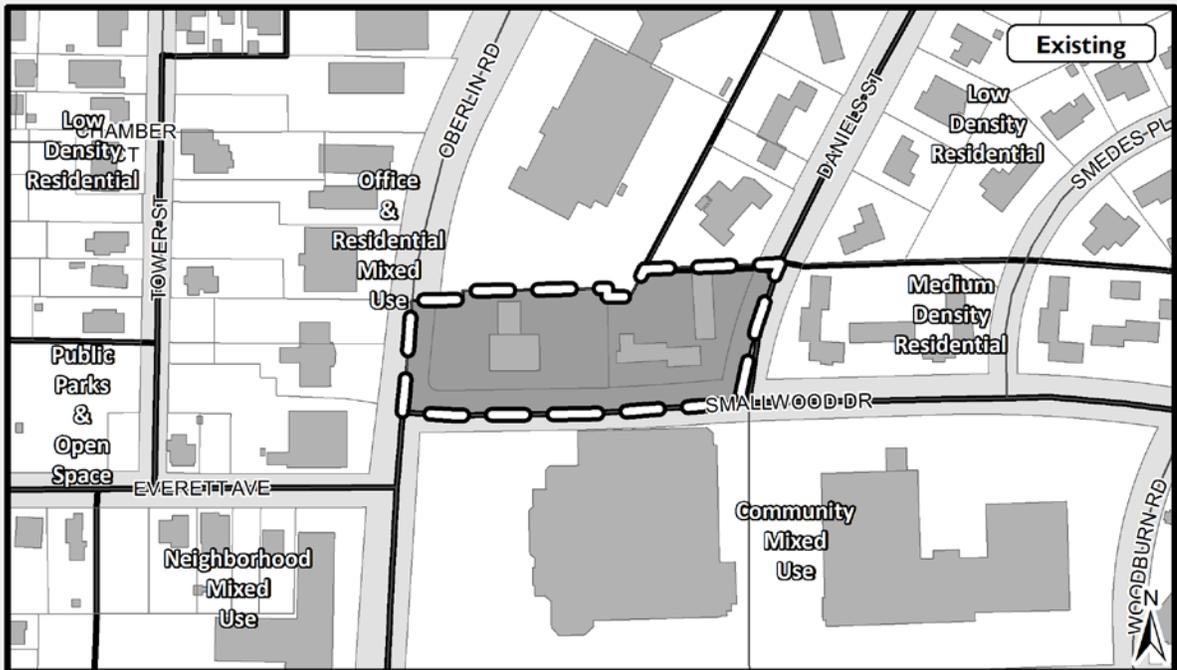


Proposed Designation: Neighborhood Mixed Use

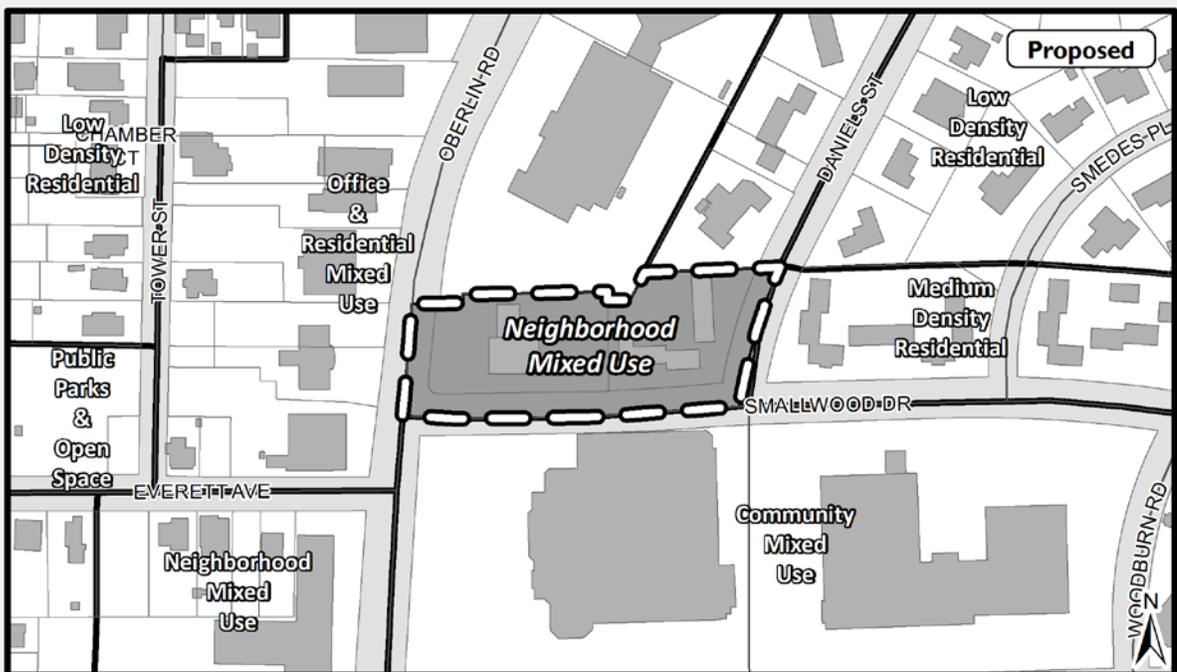


# Proposal to Amend the Future Land Use Map

Existing Designation: Office & Residential Mixed Use



Proposed Designation: Neighborhood Mixed Use



3. On the south side of Clark Avenue between Horne Street and Oberlin Road approximately 69 parcels of Moderate Density Residential are proposed to be changed to Office and Residential Mixed Use.

The existing Future Land Use category for this area is **Moderate Density Residential**, which is described by the 2030 Comprehensive Plan:

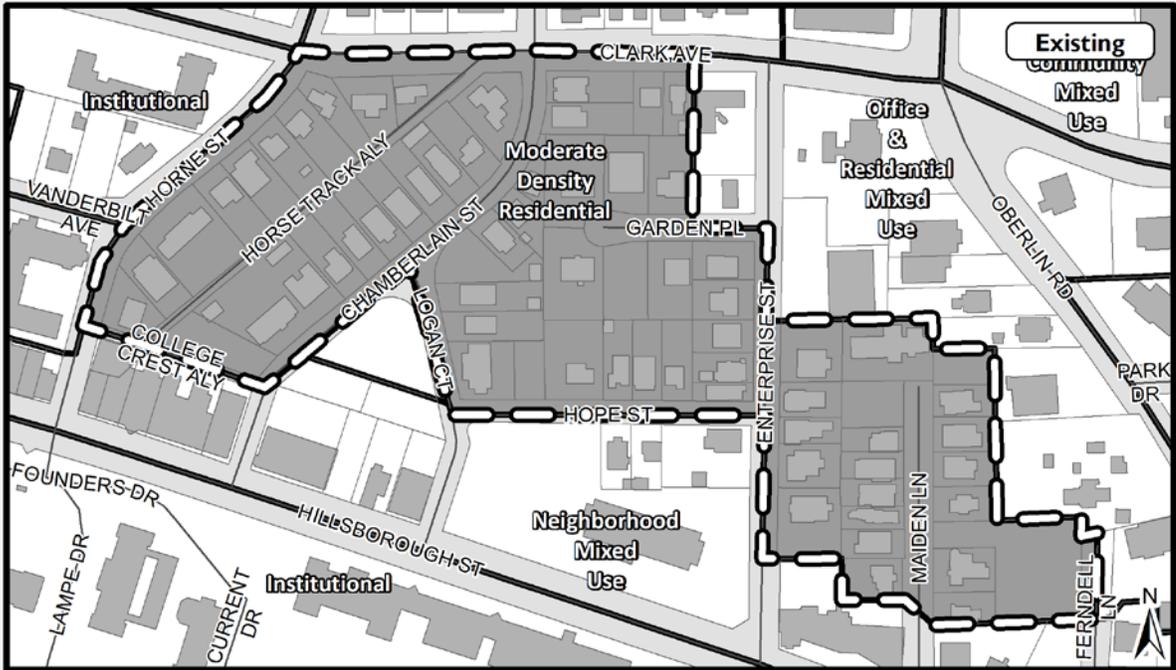
This category applies to some of the city's older single family residential neighborhoods, along with newer small lot single family subdivisions and patio home developments. Other housing types including townhouses and multifamily dwellings would be consistent with this designation as long as an overall gross density not exceeding 14 units per acre was maintained. Gross density in these areas would be 6 to 14 units per acre. Corresponding zoning districts are R-6 and R-10, or RX conditioned to limit density.

See item two for the 2030 Comprehensive Plan description of **Office and Residential Mixed Use**, which is the proposed Future Land Use category for item three.

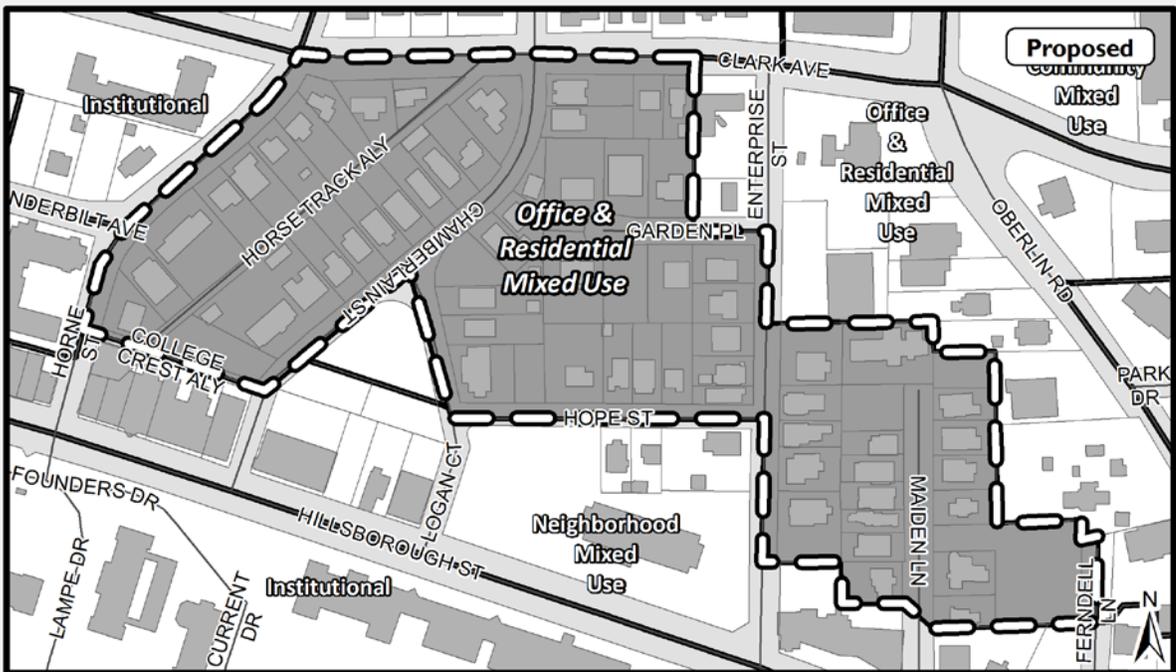
Map follows on next page.

# Proposal to Amend the Future Land Use Map

Existing Designation: Moderate Density Residential



Proposed Designation: Office & Residential Mixed Use



4. On the west side of Oberlin Road between Everett Avenue and Stafford Avenue 24 parcels of Neighborhood Mixed Use & Moderate Density Residential are proposed to be changed to Office and Residential Mixed Use.

See item one for the 2030 Comprehensive Plan for a description of **Neighborhood Mixed Use**, the existing Future Land Use category for the 24 parcels comprising item four.

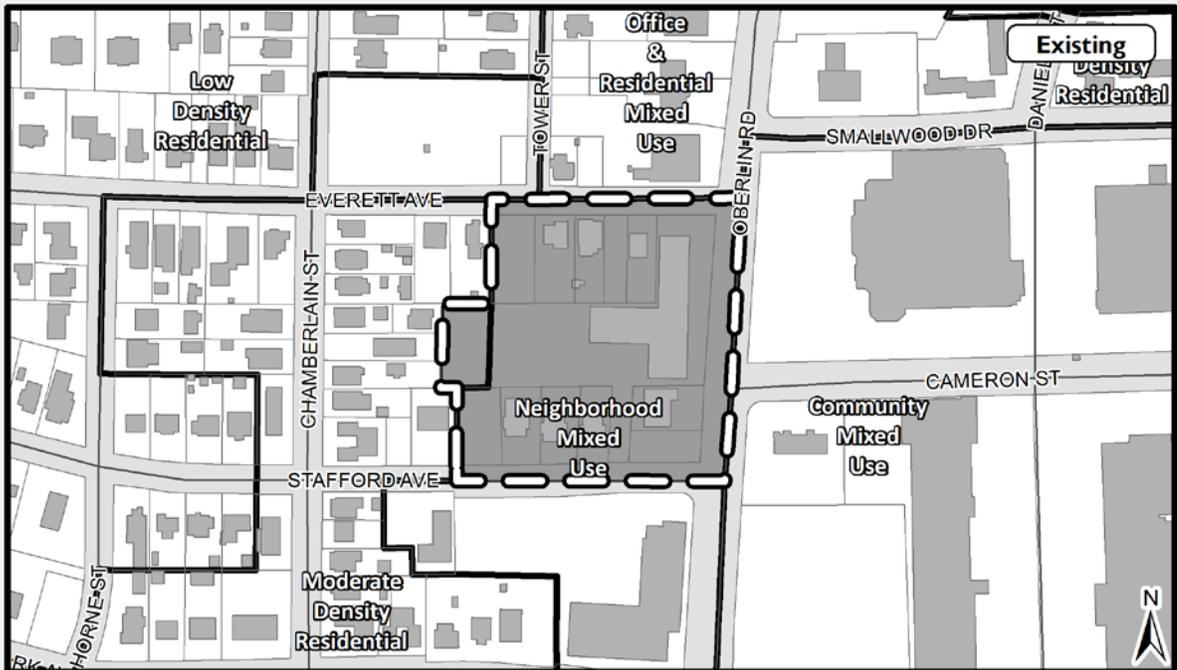
See item three for the 2030 Comprehensive Plan for a description of Moderate Density Residential, the existing Future Land Use category for a portion of 505 Oberlin Road.

See item two for the 2030 Comprehensive Plan description of **Office and Residential Mixed Use**, which is the proposed Future Land Use category for item four.

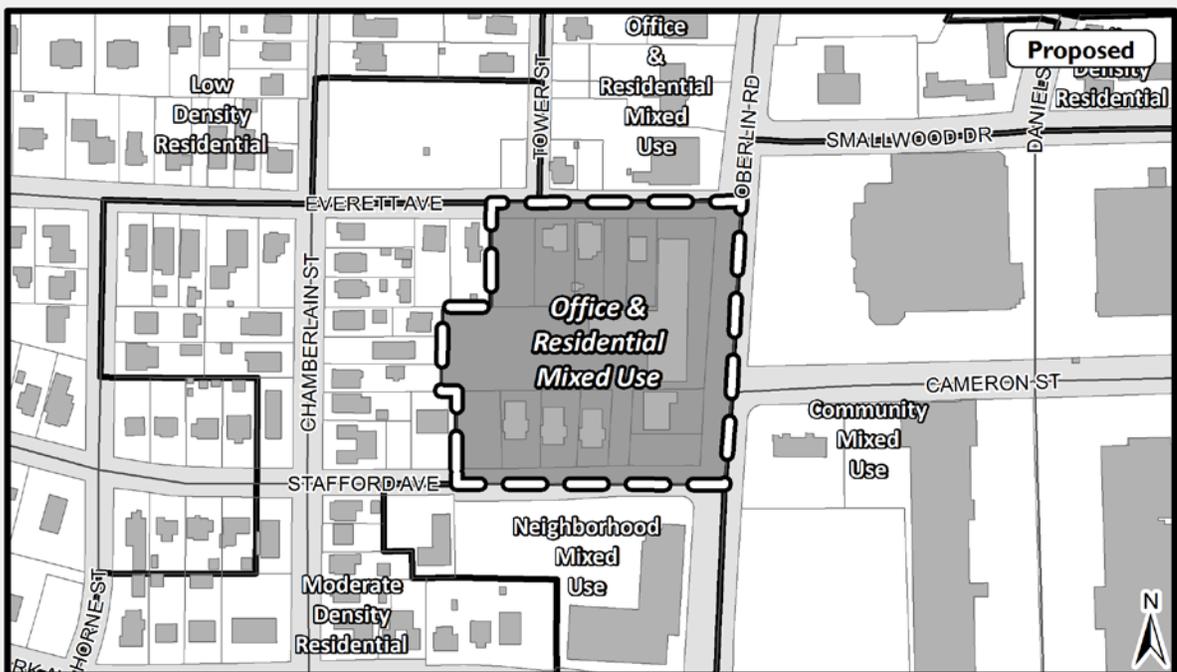
Map follows on next page.

# Proposal to Amend the Future Land Use Map

Existing Designation: Neighborhood Mixed Use & Moderate Density Residential



Proposed Designation: Office & Residential Mixed Use



## **CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

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

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

The proposed amendment incorporates the recommendations of the Cameron Village and Hillsborough Street area plans into the 2030 Comprehensive Plan.

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

*n/a*

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

The proposed amendment better reflects the expectations of the community and provides greater clarity and certainty about the future use of these properties.

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

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

**Policy LU 1.1 – Future Land Use Map Purpose**

The Future Land Use Map and associated Comprehensive Plan policies shall be used to guide zoning, ensure the efficient and predictable use of land capacity, guide growth and development, protect public and private property investments from incompatible land uses, and efficiently coordinate land use and infrastructure needs.

**Policy LU 4.4 Reducing VMT Through Mixed Use**

Promote mixed-use development that provides a range of services within a short distance of residences as a way to reduce the growth of vehicle miles traveled (VMT).

**Policy LU 5.4 Density Transitions**

Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

**Policy LU 5.5****Transitional and Buffer Zone Districts**

Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character.

**Policy LU 6.2****Complementary Uses and Urban Vitality**

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

**Policy IM 4.2 Area Study Content and Intent**

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

**Policy AP-SV 3 Concord Street Land Uses**

Concord Street should be an active pedestrian oriented street with diverse retail, restaurant, and entertainment uses on the ground floor and with mostly residential and some office uses above.

**Policy AP-WO 2 Wade-Oberlin Land Use Compatibility**

While intensification of uses in the Wade- Oberlin area is anticipated, such intensification should not have significant adverse impacts on surrounding low-density neighborhoods or cause significant traffic congestion.

**Policy AP-WO 5 Wade-Oberlin Retail**

Cameron Village Shopping Center should continue as the main retail location. Retail outside of Cameron Village Shopping Center should only be located in vertically mixed-use structures that are in close proximity (preferably adjacent) to the shopping center, and should complement the pedestrian scale of the area.

**Policy AP-WO 13 Oberlin Road Corridor**

Office properties located on Oberlin Road between Clark Avenue and Everett-Smallwood may be redeveloped or converted to vertically mixed-use office, residential, and convenience/ personal services retail sales in conjunction with the redevelopment of the Shopping Center. Oberlin Road north of Everett- Smallwood (except the northeast corner of Oberlin and Smallwood) should remain office and institutional, with only accessory retail as permitted in the Office and Institutional zoning district.

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

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

While changing a property's designation on the Future Land Use Map does not change existing entitlements, it does establish new policy guidance in the event of redevelopment or rezoning.

**B. Existing or future land use patterns;**

The intent is to alter existing and future land use patterns in the event of redevelopment or rezoning, as described in the amendment.

**C. Existing or planned public services and facilities;**

The proposed changes to the Future Land Use Map take into consideration planned public services and facilities.

**D. Existing or planned roadways;**

The proposed changes to the Future Land Use Map take into consideration existing and planned roadways.

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

This area of Raleigh is already developed extensively; changes proposed here are not likely to alter the existing and forecasted impacts.

**F. Other policies of the Comprehensive Plan.**

No other relevant policies were identified.

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Bynum Walter, [bynum.walter@raleighnc.gov](mailto:bynum.walter@raleighnc.gov)



# **Staff Report – CP-3B-16 Smallwood Avenue; its intersection with Cameron Street and Sutton Drive; its intersection with Clark Avenue, Peace Street, and Bellwood Avenue**

## **Comprehensive Plan Amendment**

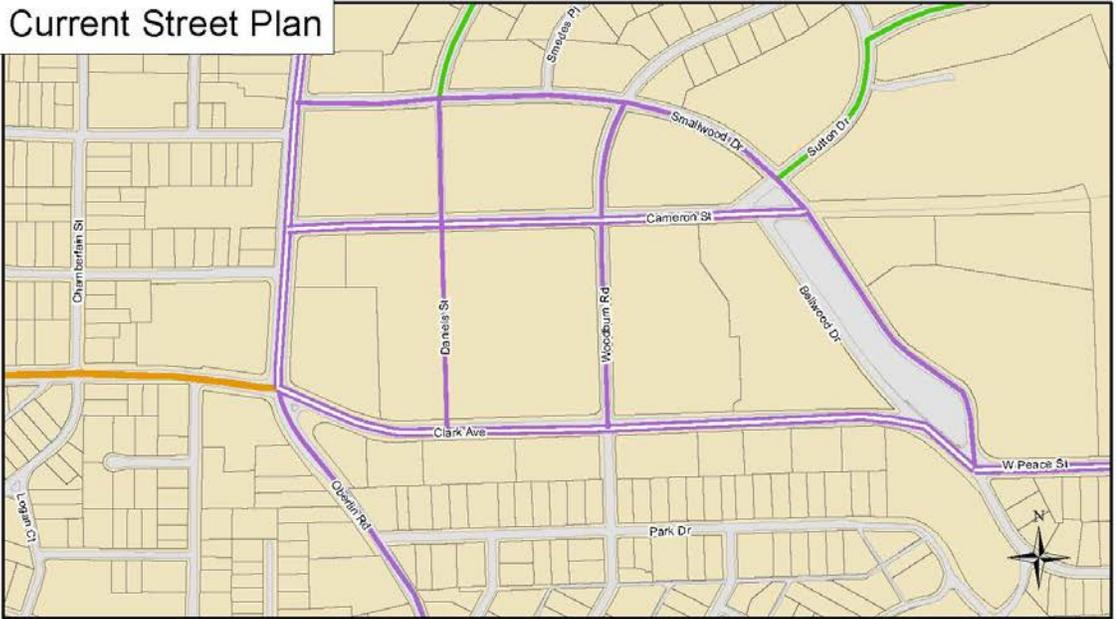
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### **Street Plan Amendment**

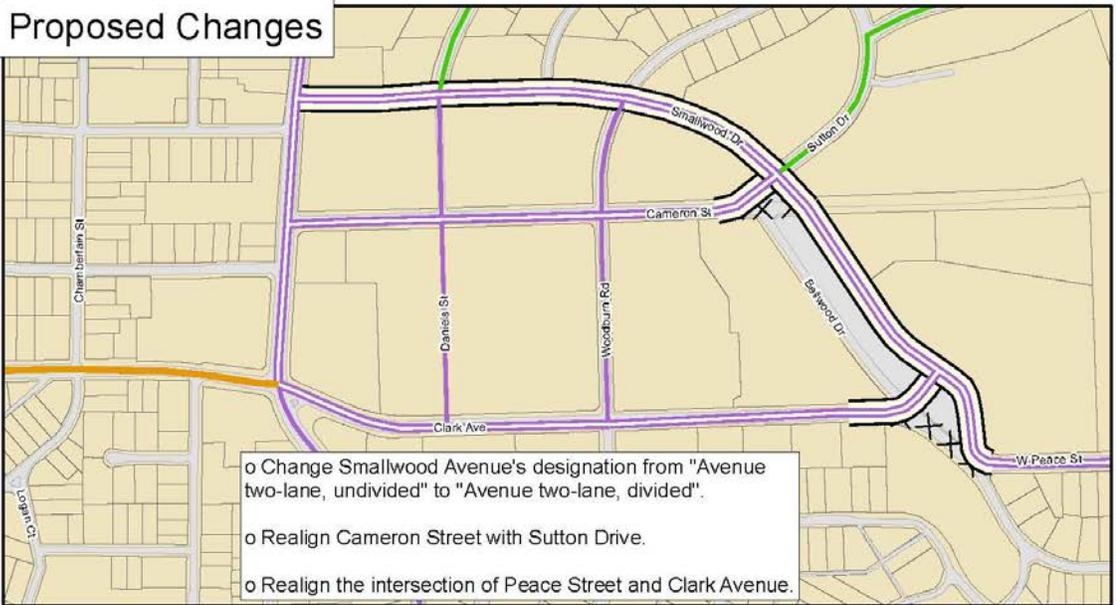
This is a city-initiated amendment to the Street Plan, a document within the Comprehensive Plan. The proposed amendment reflects Street Plan recommendations contained within the Cameron Village and Hillsborough Street small area plans. The proposed amendment would:

- Change Smallwood Avenue’s designation from Avenue two-lane, undivided to Avenue two-lane, divided proposed, as well as the alter the alignment of two of the avenue’s intersections, the first with Cameron Street and Sutton Drive, the second with Peace Street and Clark and Bellwood avenues. The intersection realignments would create continuous, priority east-west flow along Smallwood Avenue between Peace Street and Oberlin Road.
- Add three new Neighborhood Streets making east-west connections between Oberlin Road to Daniels Street.

### Current Street Plan

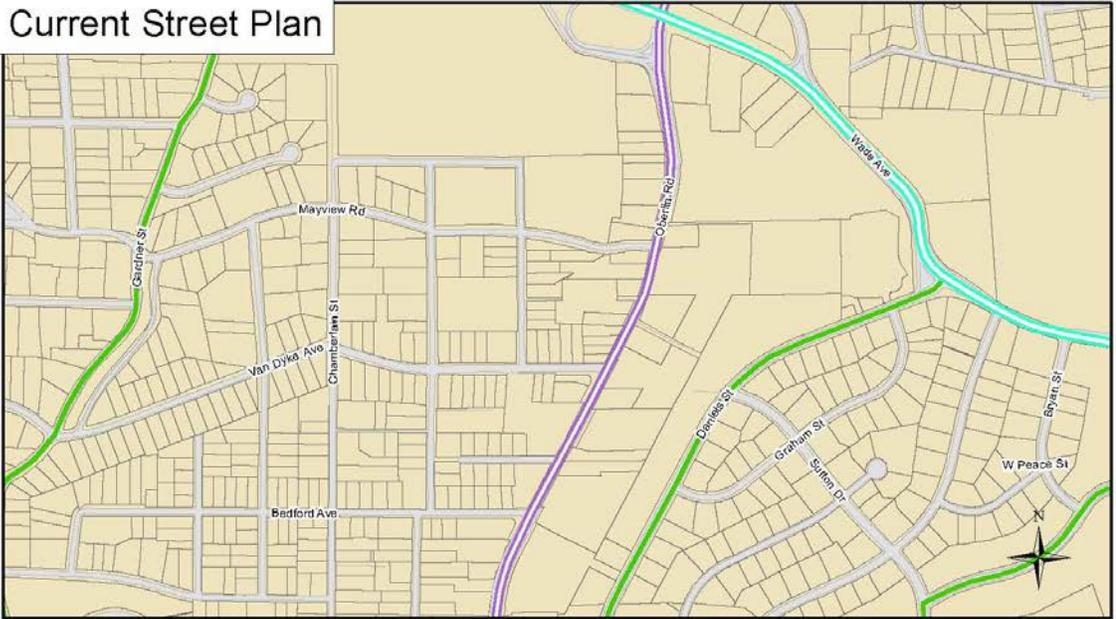


### Proposed Changes

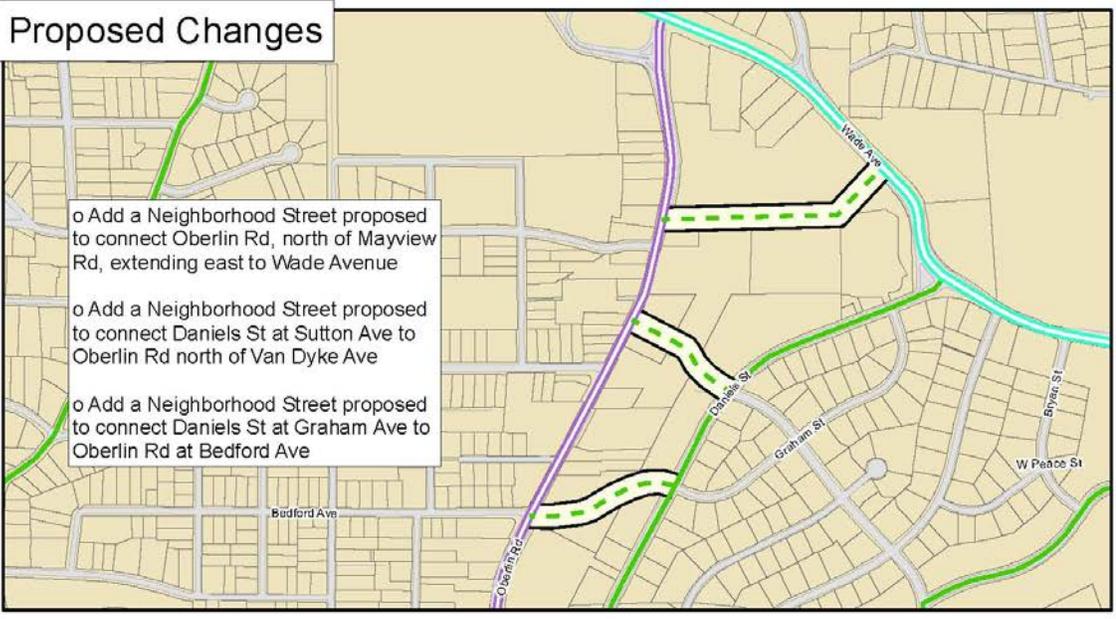


— Proposed Addition or Alteration of Street Plan; X X X Proposed Portion to Remove from Street Plan

### Current Street Plan



### Proposed Changes



- o Add a Neighborhood Street proposed to connect Oberlin Rd, north of Mayview Rd, extending east to Wade Avenue
- o Add a Neighborhood Street proposed to connect Daniels St at Sutton Ave to Oberlin Rd north of Van Dyke Ave
- o Add a Neighborhood Street proposed to connect Daniels St at Graham Ave to Oberlin Rd at Bedford Ave

— Proposed Addition or Alteration of Street Plan;    X X X Proposed Portion to Remove from Street Plan

## **CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

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

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

The proposed amendment incorporates the recommendations of the Cameron Village and Hillsborough Street area plans into the 2030 Comprehensive Plan.

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

*n/a*

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

The proposed amendment enhances connectivity, eliminates gaps in the roadway system, and provides a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

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

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

**Policy LU 2.1 - Placemaking**

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

**Policy LU 4.5 - Connectivity**

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

**Policy T 2.3 - Eliminating Gaps**

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

**Policy T 2.4 Road Connectivity**

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

**Policy T 2.6 - Preserving the Grid**

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

**Policy IM 4.2 Area Study Content and Intent**

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

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

- A. Established property or proposed development in the vicinity of the proposed amendment;**  
The proposals will improve access to nearby properties.
- B. Existing or future land use patterns;**  
The proposals are the result of analysis of projected roadway needs based on the Future Land Use Map and Urban Form Map.
- C. Existing or planned public services and facilities;**  
The proposed changes to the Street Plan take into consideration planned public services and facilities.
- D. Existing or planned roadways;**  
The proposals increase efficiency in the roadway network.
- E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**  
The proposed changes to the street map are the result of analysis of these environmental factors.
- F. Other policies of the Comprehensive Plan.**

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Bynum Walter, [bynum.walter@raleighnc.gov](mailto:bynum.walter@raleighnc.gov), 919-996-2178



## Staff Report – CP-3C-16

### Comprehensive Plan Amendment

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#### Area Plan 4.1 Cameron Village and Hillsborough Street

This is a city-initiated amendment to the 2030 Comprehensive Plan to incorporate new area plan policies and actions. The proposed amendment would create a new area plan called 4.1 Cameron Village and Hillsborough Street and replace area plans 18. Stanhope Village and 21. Wade-Oberlin. Existing policies that are still relevant in these two area plans are incorporated into 4.1 Cameron Village and Hillsborough Street with the new policies and action items recommended by the Cameron Village and Hillsborough Street Small Area Plans.

Key Policies that serve as guidance for rezoning are noted by (KP).

The new area plan section would read as follows:

##### 4.1. Cameron Village and Hillsborough Street

This area plan addresses the area shown in Map AP-CVH-1. The plan area encompasses the Cameron Village shopping center and its environs, stretching from Hillsborough Street to Wade Avenue; and includes the Hillsborough Street corridor and adjacent neighborhoods from Meredith College to St. Mary's School. The Cameron Village area is designated as a City Growth Center on the Growth Framework Map, and Hillsborough Street is identified elsewhere in the plan as an important transit and multimodal corridor and main street. Contained within the study area are the largest inside-the-Beltline retail center; the university main street for the City's largest educational institution, NC State University; and many of Raleigh's most desirable residential neighborhoods. The study area has become a magnet for new mixed-use development over the past decade, with the residential areas seeing substantial investment in rehabilitation and infill new construction. The policies presented in this section are intended to implement the recommendations of the Cameron Village and Hillsborough Street Area Plan. The complete Area Plan document can be found on the City's website.

##### Policy AP-CVH 1 Complete Pedestrian and Bicycle Networks

Establish "Complete Streets" that accommodate vehicles, cyclists, pedestrians, transit, and parking. Expand the pedestrian network with new sidewalks, repairs, and improvements. Incorporate bicycle facilities along key streets, and dedicated enhanced linkages between NCSU and the neighborhoods using Gorman and Gardner streets.

##### Policy AP-CVH 2 Improve and Expand Parks and Open Space

Seek opportunities to enhance existing open spaces and create new open spaces through the development process. Larger new developments in the plan area should provide enhanced outdoor amenity areas that contribute to a gracious and inviting public realm. (KP)

#### Policy AP-CVH 3 Increase Transit Options

Improve public transportation service quality within the study area through implementation of the Wake Transit Plan and improved coordination with other providers including GoTriangle and NCSU Wolfline. Consolidate and improve stops, incorporate new technology, and facilitate partnerships with employers to encourage transit use.

#### Policy AP-CVH 4 Distribute and Calm Traffic

Prioritize transportation network modifications that enhance connectivity, including realignment of Smallwood and Bellwood drives between Clark Avenue/Peace Street and Cameron Street, and lane reassignment on Oberlin Road between Clark Avenue to Wade Avenue to better accommodate turning movements, parking, bicycles, and pedestrians. Increase network connectivity by bisecting the superblock along Oberlin Road, between Wade Avenue and Smallwood Drive, with one or more new connections.

#### Policy AP-CVH 5 Plan for Adequate and Accessible Parking

Address parking needs by actively managing and expanding on-street parking, studying existing surface parking lots for efficiency, developing a shared parking network, evaluating parking-related city policy as it applies to mixed-use development and continued encouragement of alternative means of transportation, and encouraging provision of public parking in new private developments.

#### Policy AP-CVH 6 Zone for the Future

Rezoning petitions should be consistent with the policy guidance in this area plan as well as the recommendations from Map AP-CVH 1. (KP)

#### Policy AP-CVH 7 Promote Quality Design

Building on the foundation created in the Unified Development Ordinance, new developments should incorporate transition areas, setbacks, stepbacks, and design that improves the public realm. Design, massing, and height should respond to the contextual setting. (KP)

#### Policy AP CVH-8 Return Daniels Street to Public Right-of-Way

In the event of private redevelopment, encourage the return Daniels Street to public right-of-way between Smallwood Drive and Clark Avenue and implementation of a new streetscape to serve multi-modal traffic that can also serve as a plaza when closed for special events. (KP)

#### Policy AP-CVH 9 Hillsborough Street Building Frontages (originally AP-SV 1)

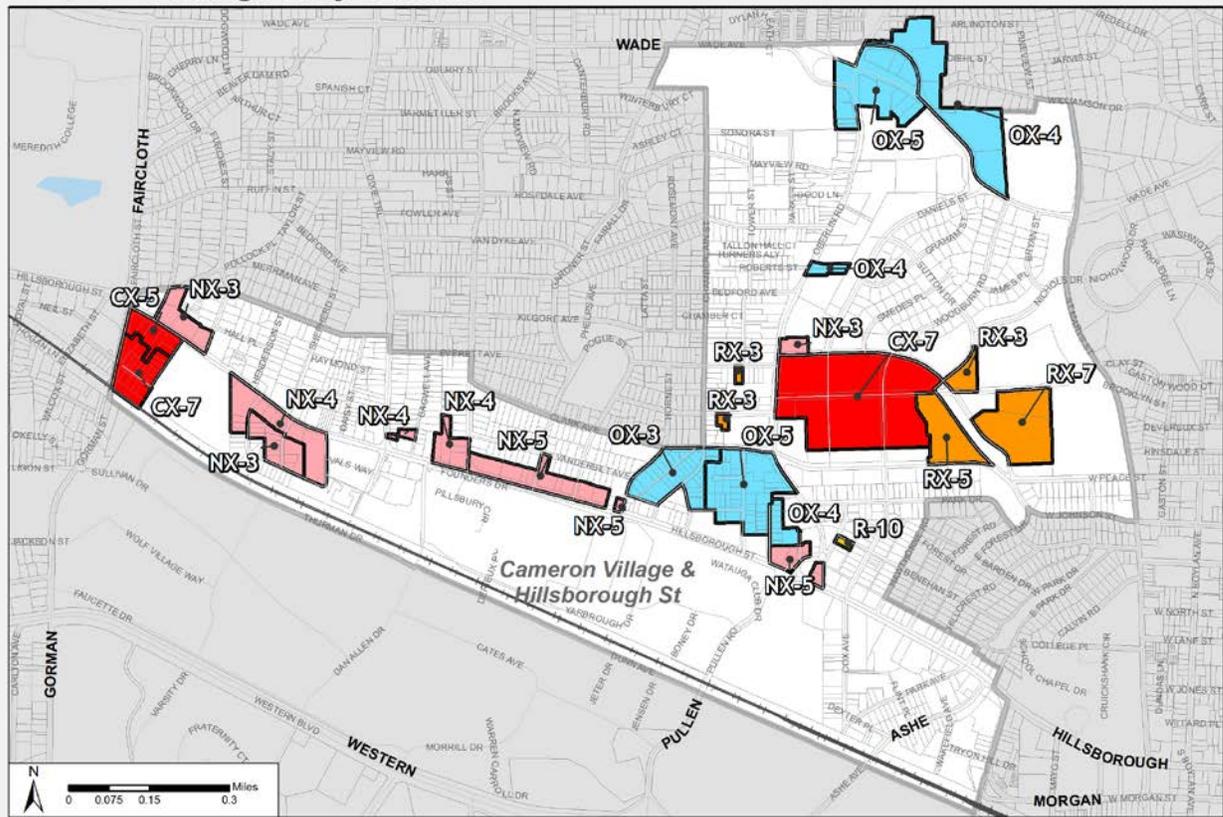
In the Stanhope Village area, Hillsborough Street should have an identifiable and relatively continuous building frontage, punctuated by focal point buildings and accessory plazas notched in at mid-block with pedestrian passageways to parking behind. (KP)

#### Policy AP-CVH 10 Mayview Housing Redevelopment (originally AP-WO 12)

Future redevelopment of Mayview public housing should emulate the surrounding vernacular architecture with common open spaces, direct access to Jaycee Park, and a maximum height of three stories. The incorporation of mixed-income residences would enhance the social fabric of the neighborhood. (KP)

Policy AP-CVH 11 Old Rex Hospital Site (originally AP-WO 14)  
 No additional retail uses should be allowed on Wade Avenue with the exception of the North Carolina Department of Employment Security (the old Rex Hospital) on the northwest corner of Wade Avenue and St. Mary's Street, which may be redeveloped into mixed-use residential and office, with retail uses limited to Accessory Retail Sales not to exceed 5 percent of total built square footage. Building height should be limited to four stories or 50 feet and adjacent to single family residential should be limited to a maximum of two stories or 25 feet. Building heights in excess of 25 feet should require a one foot for one foot step back. Residential densities should be limited to 30 units per acre. On-site parking should comply with the Urban Design policy UD 2.6 'Parking Location and Design'. (KP)

### AP-CVH1: Zoning Policy Guidance



<b>Recommended Zoning</b>	Office Mixed Use (OX-)	Plan Area
Residential-10 (R-10)	Neighborhood Mixed Use (NX-)	
Residential Mixed Use (RX-)	Commercial Mixed Use (CX-)	

Map created 12/9/2016 by the City of Raleigh Department of City Planning

## **CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

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

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

The proposed amendment reflects new planning performed for the Cameron Village and Hillsborough Street areas, two rapidly-evolving parts of the city.

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

*n/a*

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

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

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

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

#### **Policy IM 4.1 Area Planning Studies**

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

#### **Policy IM 4.2 Area Study Content and Intent**

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

result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

**Policy IM 4.3 Existing Area Plans**

As part of the update and re-examination process, remove existing, adopted Area Plans from the Comprehensive Plan as they become fully implemented, or if they are superseded by future area planning studies.

**Policy LU 2.1 - Placemaking**

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

**Policy LU 2.2 Compact Development**

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

**Policy LU 2.5 Healthy Communities**

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

**Policy T 2.6 - Preserving the Grid**

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

**Policy LU 2.7 Future Studies in High Density Areas**

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

**Policy LU 4.1 Coordinate Transportation Investments with Land Use**

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

**Policy LU 4.9 Corridor Development**

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

**Policy LU 6.2 Complementary Uses and Urban Vitality**

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

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

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

**Policy LU 4.5 - Connectivity**

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

**Policy T 2.3 - Eliminating Gaps**

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

**Policy T 2.6 - Preserving the Grid**

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

*(Note: The proposed amendment is both consistent and inconsistent with this policy; while removal of the proposed connection would preserve the existing street network, it would not extend the grid.)*

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Bynum Walter, [bynum.walter@raleighnc.gov](mailto:bynum.walter@raleighnc.gov), 919-996-2178



# Staff Report – CP-3D-16

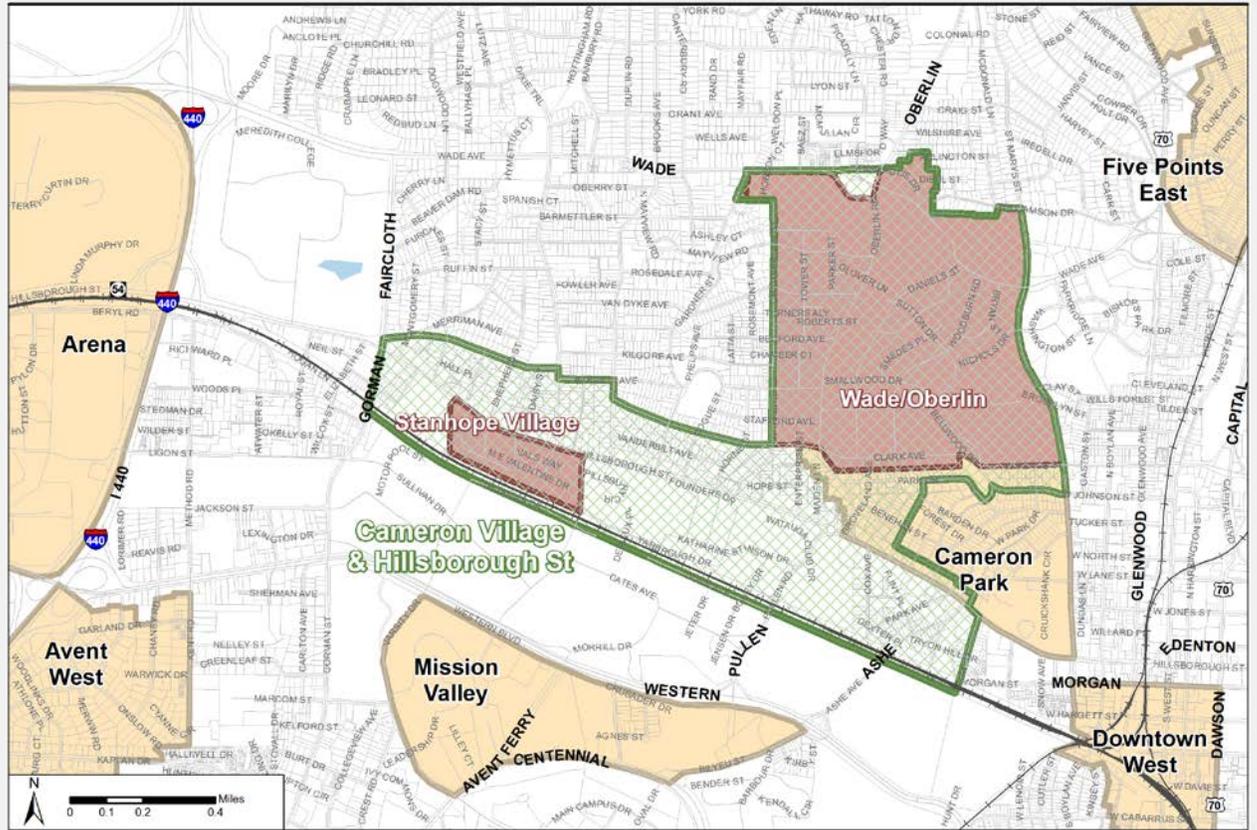
## Comprehensive Plan Amendment

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### Map AP-1 Area Plan Locations Amendment

This is a city-initiated amendment to the Map AP-1 Area Plans Locations, a document within the 2030 Comprehensive Plan. The proposed amendment would add the area plan boundary of the new area plan 4.1 Cameron Village and Hillsborough Street Small Area Plans and remove the area plan boundary for 18. Stanhope Village and 21. Wade-Oberlin.

# Amendment to AP-1: Area Plan Locations



- Area Plans
- Area Plan Added
- Area Plan Removed

Map created 12/9/2016 by the City of Raleigh Department of City Planning

## **CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

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

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

The proposed amendment ensures internal consistency among 2030 Comprehensive Plan maps.

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

*n/a*

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

*n/a*

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

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

**Policy IM 4.1 Area Planning Studies**

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

**Policy IM 4.2 Area Study Content and Intent**

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan's text or maps should be introduced to ensure internal consistency for the areas involved.

**Policy IM 4.3 Existing Area Plans**

As part of the update and re-examination process, remove existing, adopted Area Plans from the Comprehensive Plan as they become fully implemented, or if they are superseded by future area planning studies.

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

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

The proposed amendment has no impact with regard to A-F.

**STAFF RECOMMENDATION:**

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

**STAFF COORDINATOR:**

Bynum Walter, [bynum.walter@raleighnc.gov](mailto:bynum.walter@raleighnc.gov), 919-996-2178