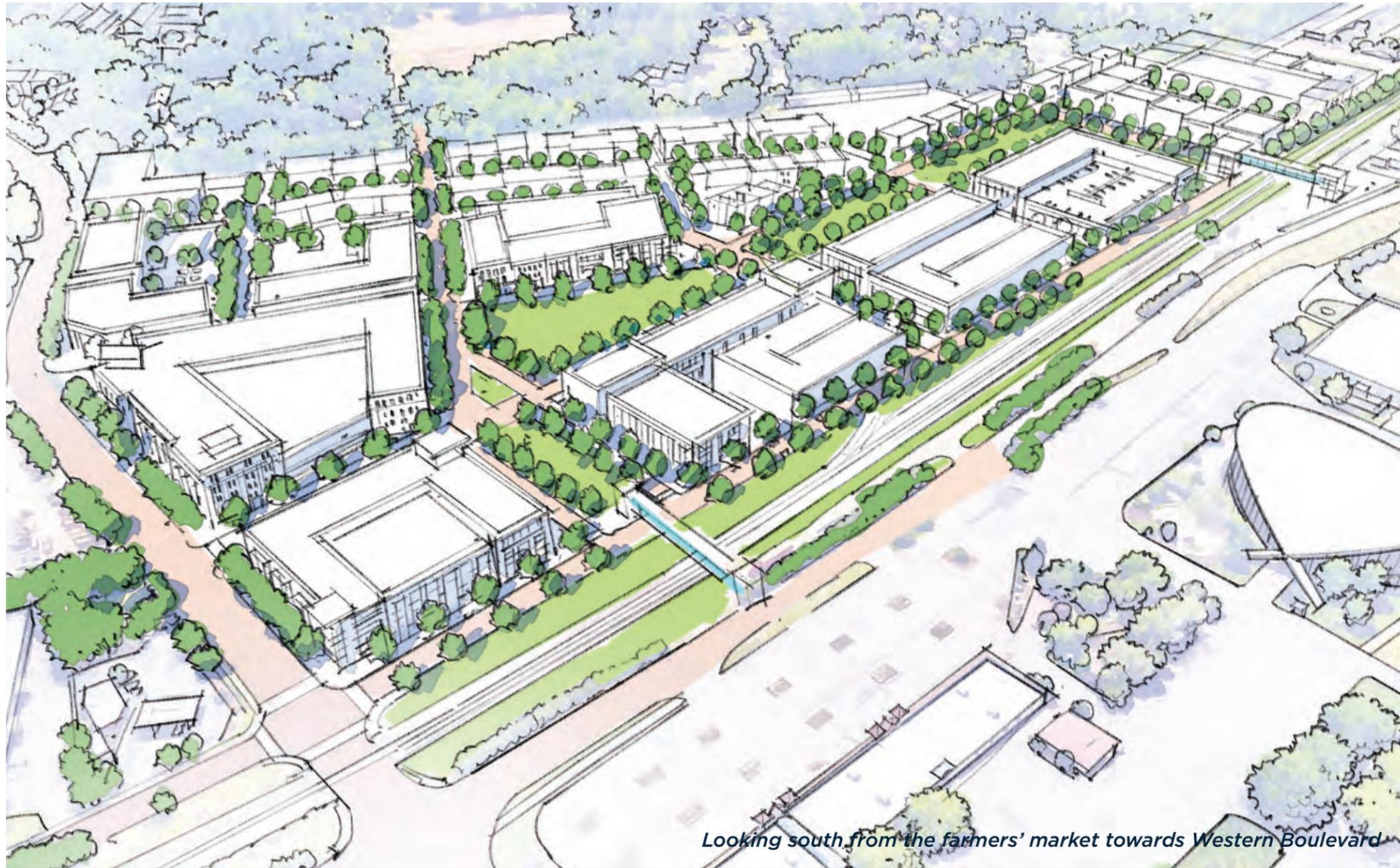


RALEIGH: Blue Ridge Road

Typology: Reimagining & Changing Low Intensity



VISION

Partner with public landowners to complement large, event-based land uses with strategic infill and multimodal connections to transit and the Capital Area Greenway system and support a mixed-use activity center near the intersection of Blue Ridge Rd. and Hillsborough St.



MARKET READINESS

5 = Strongest; 1 = Weakest

Current Market Strength



3
Residential



4
Office



2
Retail



3
Hotel

With significant anchors and a location close to the center of the Greater Triangle Region, the mobility hub area is well positioned for future development but lacks infrastructure supportive of denser development. The mobility hub area is very large and portions of the area, including large-scale redevelopment sites, are quite distant from the S-Line.

Nonetheless, with significant development underway at nearby Centennial Campus and existing development activity, there is potential for significant transformation in the long-term, with appropriate infrastructure investments. A mobility hub in the area could enhance the amount of 4-5 story multifamily apartments delivered, as well as catalyze additional office development in the area. Retail development would follow to accommodate the new residents and workers generated.

Development Demand Projection (20 years)



625 units
(No-Build = 320 units)
Residential



430,000 sq. ft.
(No-Build = 220,000 sq. ft.)
Office



42,000 sq. ft.
(No-Build = 9,000 sq. ft.)
Retail



80 rooms
(No-Build = 40 rooms)
Hotel

The development demand projections are estimates of the development activity that may occur by 2042 if a passenger rail station is built in this study area. The demand projections are based on historic development patterns, pipeline development projects, and a qualitative assessment of the future real estate market dynamics for each study area. The projections are not calibrated to the actual development capacity of the study area as determined by current land availability, current local zoning regulations, etc.

TOD Vision Plan

Legend

-  Retail/commercial or office building
-  High-density office/commercial mixed-use building
-  Low-density multi-family residential building
-  Residential-based mixed-use building
-  Townhomes
-  Single-family residential
-  Existing building
-  Trail/greenway
-  Parks/open space

BIG IDEA: Incentivize redevelopment of industrial sites south of the railroad tracks.

BIG IDEA: Build a pedestrian bridge to create a link between the new residents south of the tracks and the proposed trail, State Fairgrounds, Carter-Finley Stadium, and PNC Arena

BIG IDEA: Create a new public open space that links the new development to connections across the railroad tracks

BIG IDEA: Provides opportunities for Fairgrounds to reimagine their front door, with programmable open space fronting Hillsborough Street

The pedestrian bridge allows for access along both sides of the potential mobility hub area and keeping the connection to the Raleigh Market and NC State University

Explore joint-use parking garages shared by multiple uses, creating a park-once environment

BIG IDEA: Create new parks and plazas within the new development to serve as gathering spaces for residents.

Develop a network of complete streets supporting walkable blocks of residential, office, and commercial uses

Medium density transit supportive residential uses (e.g., townhomes) can create dense walkable neighborhoods adjacent to the station area

** This plan illustrates one potential development scenario that demonstrates principles of transit-oriented development. This concept does not demonstrate planned or programmed land development or infrastructure projects, unless otherwise indicated.*

Built Form & Development Recommendations - Blue Ridge Road

The below table summarizes the key elements of the built form that are best practices applicable to this typology. The table summarizes which of these elements are already in place within the current regulatory tools and zoning, what is not in place and which elements are in progress. For applicable elements, a policy recommendation or action item is recommended.

 Already in Place

 In Progress

 Not in Place

Built Form Needs	Status	Policy Recommendation/Action Item
Building & Architectural Character		
Retrofit industrial sites to support the creation of a mixed-use district.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Establish transitions in lot sizes and development character between large-lot industrial development in the area, event-supportive properties at the State Fairgrounds site, and smaller-lot development closer to the station.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Orient buildings close to and fronting streets, such as Beryl Road, Blue Ridge Road, Hillsborough Street, and future streets within redevelopment areas.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
The ground-floor design of buildings should engage streets and future park spaces/pedestrian connections with transparent façades (fenestration) and active uses.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
For buildings located on corners at primary intersections of Beryl Road, Blue Ridge Road, Hillsborough Street, or gateways to the station area, incorporate distinctive form variations that accentuate the building's prominent and visible location and can serve as a gateway to the mobility hub (e.g., additional building height relative to surrounding buildings, distinctive rooftops and rooflines, distinctive façade treatments, variations in building geometry, locating seating areas and outdoor dining spaces at street corners).		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Provide building frontage along pedestrian linkages to provide amenities and activate the public realm. Pedestrian connections should serve as extensions of public open space and be defined by special paving, street furnishings, and other activating uses.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Height, Massing & Development Transitions		
Encourage building heights of up to 4 stories in most instances; consider heights of up to 5 stories on a case-by-case basis around transit stations.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Provide transitions in height and massing to existing residential neighborhoods, such that buildings "step down" in height and scale in the vicinity of smaller-scale residential neighborhoods around the vicinity of Pineland Circle, Dorcas Street, and Grand Avenue.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Encourage the use of trees, vegetation, and green spaces as visual buffers and transitions between different land uses.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Break up the horizontal and vertical massing of buildings through approaches such as: <ul style="list-style-type: none"> • variations in façade elements, modulation of rooflines; • dividing single building masses into multiple buildings, especially on long blocks; • variations in building form and massing, such as step-backs and terracing. 		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Establish consistent building frontages along streets closest to the mobility hub by minimizing the space between buildings.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Encourage building heights of up to 4 stories in most instances; consider heights of up to 5 stories on a case-by-case basis around transit stations.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Infill Development and Adaptive Reuse		
Create a series of open spaces programmed to support future residents and commercial activity. Open spaces should be developed in high-visibility locations and framed by a public street and mixed-use development along each side.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Larger open spaces should be scaled appropriately for various programs and activities to facilitate community gatherings and public realm activation (e.g., outdoor concerts, festivals, all-inclusive play, social areas, etc.).		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Anchor each end of pedestrian bridge connections with amenities such as retail, food and beverage, and other attractions.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Incorporate smaller courtyards, plazas, other small green spaces as part of new development.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Extend and connect the street network as new development occurs. Create a grid of streets extending from Powell Drive, Beryl Road, and Blue Ridge Road to break up existing large parcels.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Encourage affordable housing options and a mix of housing types, including senior housing.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Parking		
Provide on-street, parallel parking on new streets in the vicinity of the mobility hub.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Wrap parking structures with active building frontage.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan

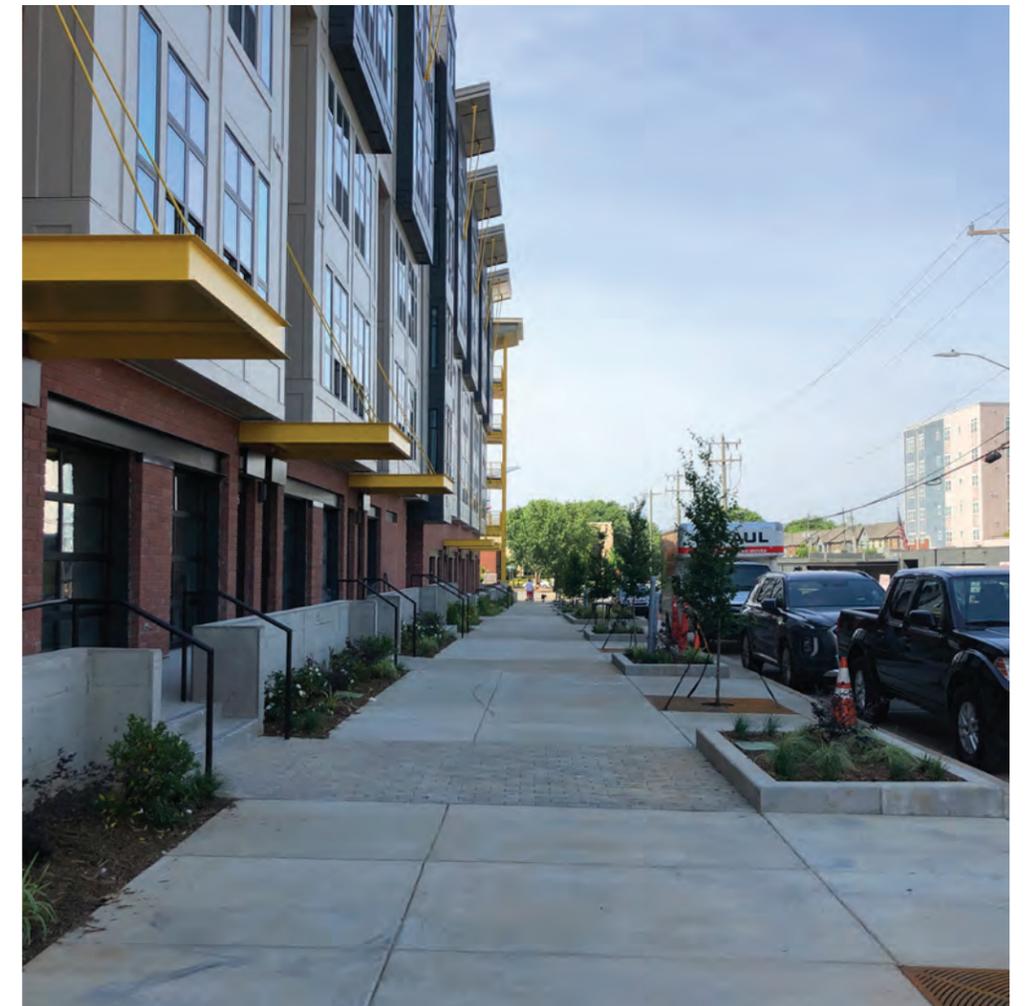
[continue >>](#)

Built Form & Development Recommendations - Blue Ridge Road

<< continue

Built Form Needs	Status	Policy Recommendation/Action Item
Locate off-street surface parking area at the rear and side of buildings while meeting Americans with Disabilities Act (ADA) requirements for accessible parking. In limited instances, front-lot "teaser" parking may be considered for local businesses, but parking should be limited to a single row of cars to maintain an attractive, pedestrian-oriented streetscape.	✓	Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Where feasible, incorporate parking structures into new development.	✓	Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Screen off-street surface parking and parking structures areas from surrounding land uses, utilizing trees, landscaping, and architectural treatments as visual buffers.	✓	Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Explore opportunities for shared parking arrangements between multiple lots, uses or buildings.	✓	Adopt a small area plan to recommend zoning alignment & update comprehensive plan

Precedent Image Examples of Built Form Recommendations



Open Space

The current development pattern creates limited opportunities for new open space in this study area. The concept illustrated here shows parks and plazas intertwined and integrated with new development. These park spaces will likely function as passive green space or gathering space where land uses are appropriate (e.g.: the mobility hub, retail areas). It also provides connections across the S-Line, notably along Youth Center Drive, that are intended to be part of a trail system that provides connections to the North Carolina State Fairgrounds, Carter-Finley Stadium, and PNC Arena.

KEY PROJECT ELEMENTS

- Create formal public open spaces / parks as part of new development.
- Enhance connections across the railroad tracks to support access to regional destinations including the NC State Fairgrounds, Carter-Finley Stadium, and PNC Arena.



Festival streets, like this one in Burlington, VT can provide unique opportunities to create a public gathering place when closed for special events while maintaining daily parking and circulation needs.



Parks and public spaces can function as community gathering spaces activating mobility hubs and transit stations.

Catalytic TOD Sites

Opportunity Sites

Three sites within the Blue Ridge Road Station area have been identified as strong candidates for supporting TOD.

A 5105 Beryl Rd
 NCDOT's 35.5-acre Equipment Depot is two blocks from the North Carolina State Fair Station. It contains offices and storage facilities but is largely covered by underutilized parking. Redeveloping the site provides an opportunity to consolidate State offices, facilitate new TOD with the largely underutilized site, and potentially catalyze new redevelopment in the adjacent legacy industrial sites. As multi-modal improvements are already proposed for Beryl Road, incentivizing redevelopment in the area below the tracks is a major priority for the station area, and the current public ownership provides clear joint development opportunities with NCDOT, the site is a clear first mover.

Parcel number: 784622977

B Blue Ridge Rd
 The 1.3-acre site, located at the corner of Pylon Dr. and Blue Ridge Rd., contains an unpaved parking lot that is currently used for construction storage. The site is two blocks from the station and a quarter mile from the larger Equipment Depot. Already owned by NCDOT, the site provides an opportunity to trigger other infill development in the surrounding legacy industrial area or provide new green space for the envisioned residential growth, while also providing opportunities for joint development.

Parcel number: 784735577

C 1301 Blue Ridge Rd
 This 10.8-acre site, located at the corner of Blue Ridge and Trinity Roads, is adjacent to the North Carolina State Fair Grounds and NC State's Centennial Campus. It contains a State Highway Patrol maintenance shop but is mostly occupied by surface parking. Just east of a new student housing development, the site provides opportunities for infill, mixed-use redevelopment that provides additional student housing, retail, and/or office space to support growth within NC State's West Campus area.

Parcel number: 7846444216



Catalytic TOD Sites - ACTION PLAN

The presence of institutional and entertainment anchors, such as NC State University, PNC Arena, and the North Carolina State Fairgrounds, position the mobility hub area for future development; however, the mobility hub area currently lacks infrastructure to support higher density development. As the mobility hub area continues to attract development interest from the repositioning of legacy industrial sites, the City's strategic direction for the mobility hub area should encourage TOD and desired development typologies.

Near-Term (12-18 months)

- Collaborate with City of Raleigh to identify funding needs for station, parking, and bike/ped improvements.
- Coordinate with NCDOT and the State of North Carolina to identify existing space needs within opportunity sites.
 - Begin discussions for potential site acquisition or joint development for the opportunity sites.
- Partner with NC State University and other anchor institutions to identify space needs which could be supported within the mobility hub area.

Mid-Term (2-5 years)

- Identify legacy industrial sites which could be repositioned to support TOD and consider pursuing site acquisition and assembly for redevelopment sites.
- Work with NCDOT to market publicly owned 'ripe' sites and leverage existing local incentives, including:
 - Tax abatements
 - Expedited review processes
 - TOD overlay
- Pursue state and federal infrastructure grants and funding in order to support multimodal and pedestrian improvements across the mobility hub area, especially along Hillsborough Street and Beryl Road.
 - The proposed Wolfpack Walk project can also serve as a catalyst to connect the station area to Carter-Finley Stadium and PNC Arena. The City should also coordinate with NC State University to pursue funding sources and partnership opportunities to support capital improvements.

Long-Term (5+ years)

- Support redevelopment of existing retail and commercial spaces to maximize lot development potential in a way that complements the City's desired development pattern.

Priority Infrastructure Projects

- 1 Hillsborough Street Multimodal Improvements**
 This project will install bicycle and pedestrian facilities within the mobility hub area to ensure people coming and going from the station are able to access the nearby regional destinations.
- 2 Pedestrian Bridges over the S-Line**
 This project will construct grade-separated crossings for pedestrians and cyclists, one near the current North Carolina State Fair Station, and the other near Youth Center Drive. These crossings will ensure access from the proposed parking area and development south of the railroad tracks to activities and destinations on the north side.
- 3 Beryl Road Multimodal Improvements**
 This project will install bicycle and pedestrian facilities within the mobility hub area to ensure people coming and going from the station are able to access the nearby regional destinations.
- 4 Wolfpack Walk**
 This project will construct a shared-use path connecting the mobility hub area to Carter-Finley Stadium and PNC Arena

Legend

Proposed infrastructure needed to support access to proposed S-Line mobility hubs and future development.

} {	Grade Separation
○	New/Improved Intersection
⊙	Roundabout
P	Station Area Parking
T	Trailhead
—————	CSX Railroad (Future S-Line Alignment)
———	Existing Greenway/Trail
- - - - -	Greenway/Trail Alignment
- - - - -	Pedestrian & Bicycle Bridge/Overpass
———	Bicycle Facilities
———	Sidewalk Improvements
———	Festival Street
Project Name	Locally Adopted/Planned Street Alignment*
Project Name	New Street
Project Name	NCDOT Planned or Funded Projects

*Planned by local jurisdiction, MPO/RPO, or NCDOT



RALEIGH: Midtown/Atlantic Avenue

Typology: Reimagining & Changing Low Intensity



VISION

Create a new “Midtown Green” creekside park and stormwater management asset, leverage commercial/residential redevelopment, and invest in east-west transportation access to support this area’s ongoing transition from an industrial/warehouse district to a mixed-use urban neighborhood with multimodal access opportunities.



MARKET READINESS

5 = Strongest; 1 = Weakest

Current Market Strength



Midtown Raleigh has been experiencing a mixed-use revival led by ground-up developments, like Midtown East, and adaptive re-use projects, like Dock 1053 and the Raleigh Iron Works. Private developers, stakeholders, and the city share a strong interest in developing this area as a more connected and transit-friendly neighborhood. Market projections indicate significant growth in multifamily housing which could more than triple the residential population in this study area.

Existing Development Demand Projection (20 years)



625 units
(No-Build = 300 units)

Residential



50,000 sq. ft.
(No-Build = 0 sq. ft.)

Office



135,000 sq. ft.
(No-Build = 125,000 sq. ft.)

Retail



0 rooms
(No-Build = 0 rooms)

Hotel

The development demand projections are estimates of the development activity that may occur by 2042 if a passenger rail station is built in this study area. The demand projections are based on historic development patterns, pipeline development projects, and a qualitative assessment of the future real estate market dynamics for each study area. The projections are not calibrated to the actual development capacity of the study area as determined by current land availability, current local zoning regulations, etc.

TOD Vision Plan

Legend

-  Retail/commercial or office building
-  High-density office/commercial mixed-use building
-  Low-density multi-family residential building
-  Residential-based mixed-use building
-  Townhomes
-  Single-family residential
-  Existing building
-  Trail/greenway
-  Parks/open space

Incorporate a range of commercial and office uses, including lower intensity surface parked development

Develop a network of complete streets supporting walkable blocks of residential, office, and commercial uses

Introduce a variety of residential housing types, including lower-density multi-family apartments and town homes

Develop a network of complete streets supporting walkable blocks of residential, office, and commercial uses

BIG IDEA: Focus highest density development around an expanded green space in the floodplain

BIG IDEA: Create new public open space in the floodplain and in multiple locations to support high-density mixed-use development

Integrate a network of urban community gathering spaces and open areas, including public plazas, rooftop gardens, and smaller pocket parks

Explore joint-use parking garages shared by multiple uses, creating a "park-once" environment

BIG IDEA: Leverage changes in traffic patterns created by the Six Forks Road extension to create a Complete Street by repurposing a vehicular travel lane to improved pedestrian and bicycling facilities



* This plan illustrates one potential development scenario that demonstrates principles of transit-oriented development. This concept does not demonstrate planned or programmed land development or infrastructure projects, unless otherwise indicated.

Built Form & Development Recommendations - Midtown/Atlantic Avenue

The below table summarizes the key elements of the built form that are best practices applicable to this typology. The table summarizes which of these elements are already in place within the current regulatory tools and zoning, what is not in place and which elements are in progress. For applicable elements, a policy recommendation or action item is recommended.

 Already in Place
  In Progress
  Not in Place

Built Form Needs	Status	Policy Recommendation/Action Item
Building & Architectural Character		
Encourage the incremental infill of mixed-use development at large, single-use commercial sites such as Midtown East.		
Orient buildings close to and fronting streets such as Six Forks Road, Wake Forest Road, and future streets, including primary intersections along these corridors.		
The ground-floor design of buildings should engage the public realm with transparent façades (fenestration) and active uses throughout the station area.		
For buildings located on corners at primary intersections or gateways to the mobility hub area, incorporate distinctive form variations that accentuate the building's prominent and visible location and can serve as a gateway to the station area (e.g., additional building height relative to surrounding buildings, distinctive rooftops and rooflines, distinctive façade treatments, variations in building geometry, locating seating areas and outdoor dining spaces at street corners).		
Consider additional building setbacks for elements such as outdoor dining areas and seating areas that activate the public realm throughout the area.		
Encourage the incremental infill of mixed-use development at large, single-use commercial sites such as Midtown East.		
Height, Massing & Development Transitions		
Encourage building heights of up to 20 stories.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan.
Provide transitions in height and massing between higher-intensity mobility hub area development and adjacent, lower-density districts and neighborhoods, such that buildings “step down” in height and scale in the vicinity of smaller-scale residential neighborhoods, particularly northwest of Wake Forest Rd. and Six Forks Rd.		
Locate taller buildings near the transit station and around large green spaces like those proposed along the stream corridor.		Adopted St. Albans Midtown Small Area Plan relects this with denser and taller uses along the railorad and future urban park.
Allow for a diverse mix of complementary uses, both horizontally along a street and vertically within buildings, to create a diverse and active environment within station areas. Accommodate a flexible range of uses within buildings while providing opportunities for shared spaces and facilities.		Adopted St. Albans Midtown Small Area Plan relects this with denser and taller uses along the railorad and future urban park. The plan calls for the change of industrial (IX) in this area to residential while promoting a mixed use.
Break up the horizontal and vertical massing of buildings through approaches such as: <ul style="list-style-type: none"> • variations in façade elements, modulation of rooflines; • dividing single building masses into multiple buildings, especially on long blocks; • variations in building form and massing, such as step-backs and terracing. 		
Distinguish the base, middle, and upper floors of building to create a human-scaled environment at street level. Incorporate changes in façade materials, cornice lines, and varied window treatments, as appropriate to the architecture and its surrounding context.		
Incorporate variations in form and massing into building design—such as step-backs and terracing—to create visual interest and variety, allow for sunlight at street level, and establish usable outdoor terraces.		
Establish consistent building frontages along existing and future streets by minimizing the space between buildings closest to the mobility hub and along open spaces; transition to lower intensities on blocks located further from the mobility hub, particularly near residential areas.		
Infill Development and Adaptive Reuse		
Develop a significant destination open space along the flood plain and Crabtree Creek Trail to facilitate environmental stewardship and to provide community space for existing and future residents.		Adopted St. Albans Midtown Small Area Plan identifies this in the plan and is being analyzed by the City of Raleigh.
Integrate a network of open spaces throughout the station area. These open spaces could serve as catalyst locations for mixed-use development.		Adopted St. Albans Midtown Small Area Plan identifies this in the plan and is being analyzed by the City of Raleigh.
Prioritize vacant and underutilized land, such as low-density commercial and parking fields, for contextually-sensitive infill development that accommodates a mix of neighborhood-serving and complementary uses.		
Extend and connect the street network from Six Forks and Wake Forest Road as new development occurs, including establishing a walkable, interconnected street grid within large parcels.		The St. Albans Midtown Small Area Plan provides guidance for a more grid like pattern and new streets as new development occurs. In addition to the streets already added to the Raleigh Street Map through the adoption of The Plan, adopt additional streets in the TOD vision in coordination with future development plans.
Incorporate courtyards, plazas, other small green spaces as part of new development.		
Encourage affordable housing options and a mix of housing types, including senior housing.		

[continue >>](#)

Built Form & Development Recommendations - Midtown/Atlantic Avenue

<< continue

Built Form Needs	Status	Policy Recommendation/Action Item
Multimodal Transportation & Parking		
Repurpose existing commercial buildings to include active ground floor and mixed upper floor uses to maximize the value of existing properties.	✓	
Encourage the provision of parking within parking structures that are wrapped and concealed and concealed by active building frontage, to foster a comfortable and active pedestrian environment. Require design considerations, such as landscaping, to conceal garage entrances where visible.	✓	
Locate vehicular access to garages and parking lots on secondary streets.	✓	
Off-street surface parking areas should be located at the rear and side of buildings while meeting Americans with Disabilities Act (ADA) requirements for accessible parking.	✓	
Explore opportunities for shared parking arrangements between multiple lots, uses or buildings.	✓	
Where feasible, incorporate parking structures into new development.	✓	
Screen off-street surface parking and parking structures areas from surrounding land uses, utilizing trees, landscaping, and architectural treatments as visual buffers. Integrate seating areas into surface parking lots and landscaping.	✓	
Integrate car sharing facilities, bicycle parking, micro mobility stations, etc. within parking facilities as well mobility hubs adjacent to the mobility hub area.	✓	
Consider shared and consolidated driveway access, where possible, for pedestrian safety and to maintain the integrity of the streetscape.	✓	
Eliminate minimum parking requirements for developments near mobility hub. Consider innovative parking management strategies and technologies when identifying parking needs.	✓	
Provide car-sharing facilities in public parking structures.	✓	
Encourage the provision of parking within parking structures that are wrapped and concealed and concealed by active building frontage, to foster a comfortable and active pedestrian environment. Require design considerations, such as landscaping, to conceal garage entrances where visible.	✓	

Precedent Image Examples of Built Form Recommendations



Open Space

Midtown Waterfront Park

This proposed park along Crabtree Creek is an expansion of a park concept currently identified in the *Midtown-St. Albans Area Plan*. This low-lying area contains a significant floodplain and flooding is a routine problem for local land owners. This park expands the concept of a “storm-resistant park,” retreating development from the floodplain in order to create a public space that adds value for nearby residents and new, infill development and expanding Raleigh’s recreational opportunities. The park also supports a waterway restoration effort to improve the appearance and function of Crabtree Creek.

Midtown Station Green

Significant density is expected in this study area. Formal park space serves local office and apartment towers while adding value as an event space.

KEY PROJECT ELEMENTS

- Use existing wetlands and low-lying areas to help address urban flooding.
- Expand the currently proposed park space along Crabtree Branch to encompass the entire floodplain.
- Use a formal open space to anchor the highest density development adjacent the proposed station.
- Expand access to the existing greenway system



Active green spaces offer a range of recreational opportunities.



Green stormwater infrastructure, like this rain garden, can add variety to the streetscape while helping reduce stormwater impacts in flood-prone areas.



The proposed park includes an opportunity for a signature pedestrian and bicycle connection across Crabtree Creek.



Greenway & trail connections serve both as recreational facilities as well as key transportation corridors for active transportation modes.

Catalytic TOD Sites

Opportunity Sites

There are four sites within the station area that can be utilized to support TOD.

A Spectrum (2505 Atlantic Ave)
The privately-owned 2.1 acre at 2505 Atlantic Ave is occupied by Raleigh's Spectrum News affiliate. It is located just east of the railroad and west of Atlantic Ave, in an office park, mostly covered by underutilized parking. Spectrum has expressed interest in developing a mixed-use tower to serve as an S-Line Station, while also gaining connectivity to the two locally targeted catalytic sites just east of the tracks through a station access street and multimodal adjustments along E Six Forks Road. Due to the current tenant interest in developing a station which may not require the City to purchase the site, it may have the opportunity to serve as a first mover for the station area.

Parcel number: 1715312820

B Crabtree Creek Park and Trail
This 36-acre site consists of sixteen publicly and privately-owned parcels west of the S Line, on both sides of Neuse River, E Six Forks Dr to the north, Hodges Dr to the South, and Industrial Dr to both the East and west. It sits south of a Costco on E Six Forks, east of a used car dealership, and contains two parcels on the existing Crabtree Creek Trail, a number of legacy industrial sites, a bar and concert venue, but mostly underutilized parking. The site encompasses the entire area's flood plain and has been identified as a site for a potential park. The proposed park would serve to enhance ongoing TOD investment in proximity to the potential train station and provide opportunities for land banking in the station area, while also benefitting from proposed multimodal path improvements, a new station access street, and additional road expansions. However, the number of individual owners connected to the site and expected duration of redevelopment may make this a longer term process, but this may be expedited by expanding transfer of development rights or density bonuses to owners.

Parcel number: 1715128398; 1715220264; 1715221386; 1715223405; 1715228363; 1715127084; 1715227766; 1715214431; 1715216788; 1715222139; 1715227027; 1715214906; 1715212597; 1715210867; 1715119593; 1715117801

C Industrial Drive/Bush St Parcels
This privately-owned site consists of five parcels totaling 31 acres south of Front St, east of Industrial Dr North, north of E six forks, and west of the S-Line. The site is largely undeveloped but contains four large warehouses, an examination center for the North Carolina Board of Cosmetic Arts Examiners which controls safety and consumer protection standards/licensing for salons, and is otherwise occupied by underutilized parking. The site is located along the ongoing Bush St extension and will be connected to the proposed station through the proposed access street over the tracks. The City can incentivize TOD to encourage redevelopment of the existing warehouses and also include already identified park sites along Bush Rd. With only two private owners, the City can expect a quicker purchasing process than required for the proposed Crabtree Park and Trail.

Parcel number: 1715338947; 1715432894; 1715331206; 1715332585; 1715334749

D Old Farmers Market (1401 Hodges St)
Owned by the State of North Carolina, this 21.3-acre site is occupied by the state Department of Public Safety, which originally served as the state farmer's market. It contains offices and storage facilities but is largely covered by underutilized parking. It is bordered on three sides by Crabtree Creek and sits to the northeast of an office park. Sitting along the existing, city-owned Crabtree Creek trail, it could provide an extension of the proposed Crabtree Park and Trail, provide a mixed-use hub for park/trail users, and facilitate multimodal improvements along Atlantic Ave and the railroad tracks.

Parcel number: 1715416298



Catalytic TOD Sites - ACTION PLAN

As Midtown Raleigh has established itself as a hotbed for new development within Raleigh, the implementation steps below are intended to allow the City to dictate the desired development form for the mobility hub area, with mid- to high-rise, TOD mixed-use developments. Additionally, the City should aim to enhance its existing toolkit to alleviate higher development costs and floodplain constraints incurred by the mobility hub area's proximity to Crabtree Creek.

Near-Term (12-18 months)

- Engage with private landowners who have expressed interest in partnering with the City to acquire and/or redevelop privately-owned sites.
- Evaluate the potential of creating a TOD overlay district in the mobility hub area to dictate desired TOD typologies and uses.
- Identify and pursue state and federal grants to support infrastructure projects, such as the Primary Station Access Street, Six Forks Roads Bicycle Safety improvements and Road Extension, and other multimodal improvements.

Mid-Term (2-5 years)

- As outlined in the 2020 Midtown-St. Albans Area Plan, continue to investigate the feasibility of land assembly tools and programs, such as land banking and transfer of development rights (TDR) to acquire and reposition land in Crabtree Creek floodplain zone.
- Identify legacy industrial sites within the station area which could be repositioned for TOD, either through a direct acquisition by the City or by facilitating land sales/swaps with private developers.
- Develop a suite of innovative finance tools that can be used to help fill funding gaps and allow for public and public-private development to support TOD, such as bond financing, and other local loan and grant programs.

Long-Term (5+ years)

- Launch additional financing tools to supplement existing menu of incentives.
- Support redevelopment of existing retail and commercial spaces to maximize lot development potential in a way that complements the City's desired development pattern.

Priority Infrastructure Projects

1 Primary Station Access Street
 This mobility hub area currently lacks a cohesive street network. This project is critical to providing “Day 1” access to the proposed train station. This street includes pedestrian and bicycle facilities and links the proposed bridge over I-440 to the station and Crabtree Creek Trail.

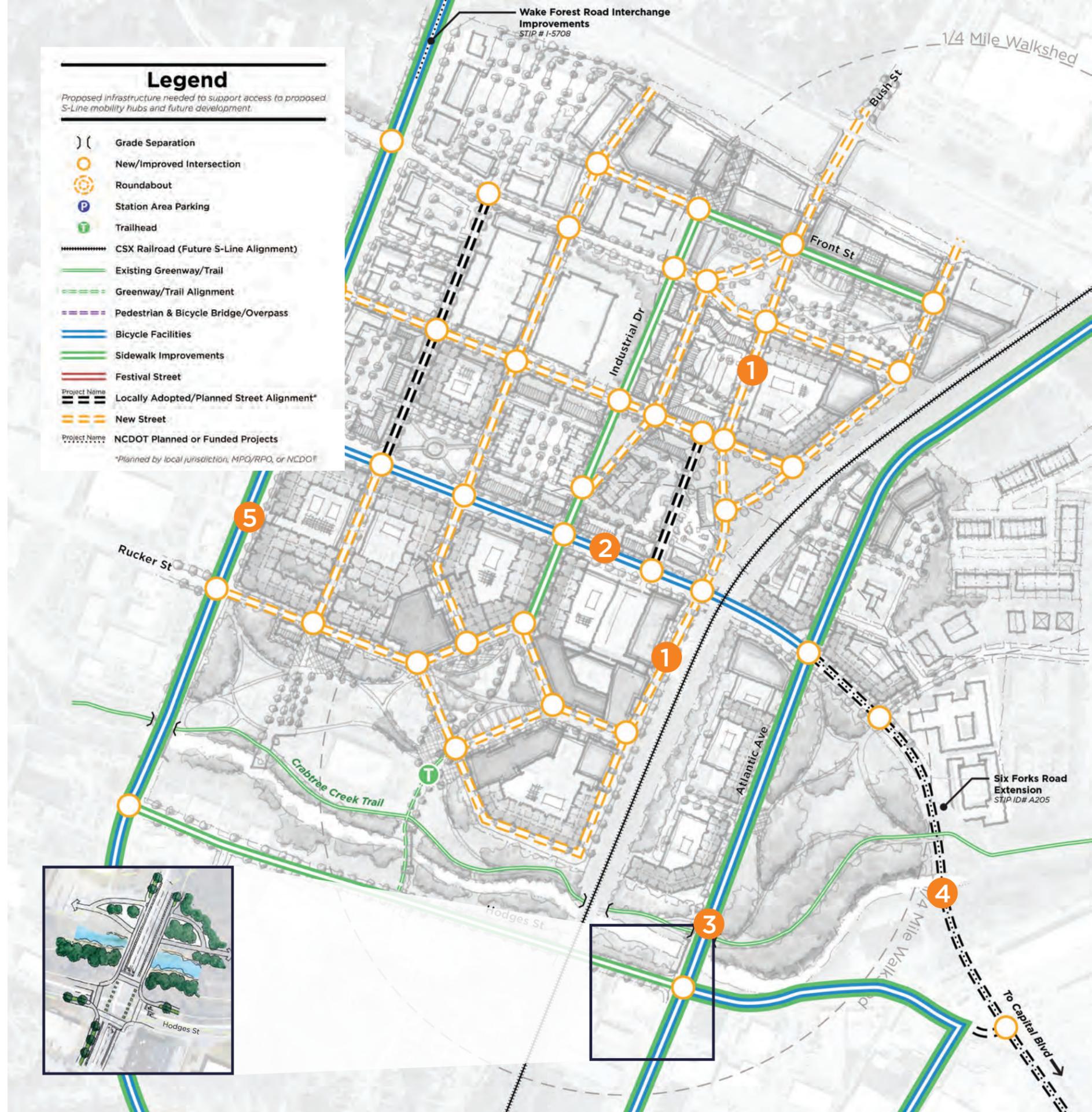
2 Six Forks Road Bicycle Safety Improvements
 This street is a primary access road for people and businesses west of the mobility hub. The street includes pedestrian facilities but currently lacks features for cyclists. This project will add bicycle facilities consistent with the Raleigh Street Map.

3 Atlantic Avenue Road Diet
 This street is a critical piece of the regional street network in Raleigh, and it currently lacks a complete network of pedestrian and bicycle facilities. This project will create a safer and more comfortable multimodal experience by completing the sidewalk network and installing bicycle facilities. It will reduce the number of travel lanes, allowing for the reallocation of space between the curbs to create a street that is consistent with the more urban vision for this station area. This project will require updates to the Raleigh Streets Plan, CTP, and MTP.

This project is predicated by the completion of the Six Forks Road Extension, which will divert traffic from Atlantic Avenue allowing traffic volumes to support a road diet.

4 Six Forks Road Extension
 This STIP project is critical to improving access the regional street network and Capital Boulevard. Completing this project allows for improved station access for residents and businesses to the east, in addition to diverting some traffic from Atlantic Boulevard to Capital Boulevard.

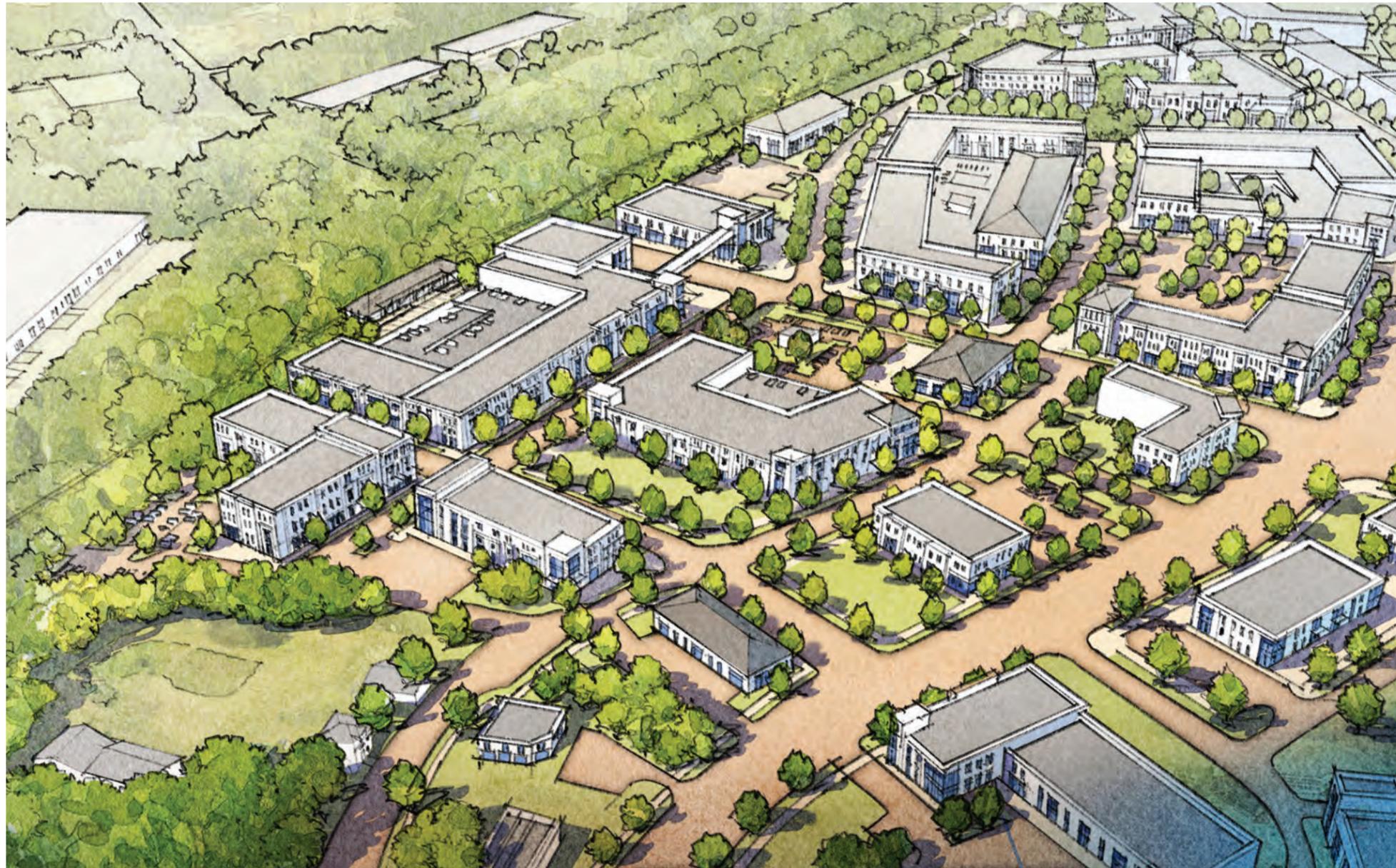
5 Wake Forest Road Multimodal Improvements
 This project will install pedestrian and bicycle facilities consistent with the Raleigh Streets Plan.



RALEIGH:

Spring Forest Road

Typology: Suburban



VISION

Use strategic urban infill development to create a neighborhood activity center with moderate density and appropriate transitions and connections to nearby employers, neighborhoods, and commercial areas.



MARKET READINESS

5 = Strongest; 1 = Weakest

Current Market Strength



Residential



Office



Retail



Hotel

The Spring Forest Rd. study area is one of the most active residential development markets along the S-Line Corridor. This study area is attracting significant interest from developers, with multiple private development projects in the pipeline. Much of the study area is auto-oriented and characterized by wide arterials and a lack of density.

Existing Development Demand Projection (20 years)



850 units
(No-Build = 525units)

Residential



100,000 sq. ft.
(No-Build = 50,000 sq. ft.)

Office



65,000 sq. ft.
(No-Build = 55,000 sq. ft.)

Retail

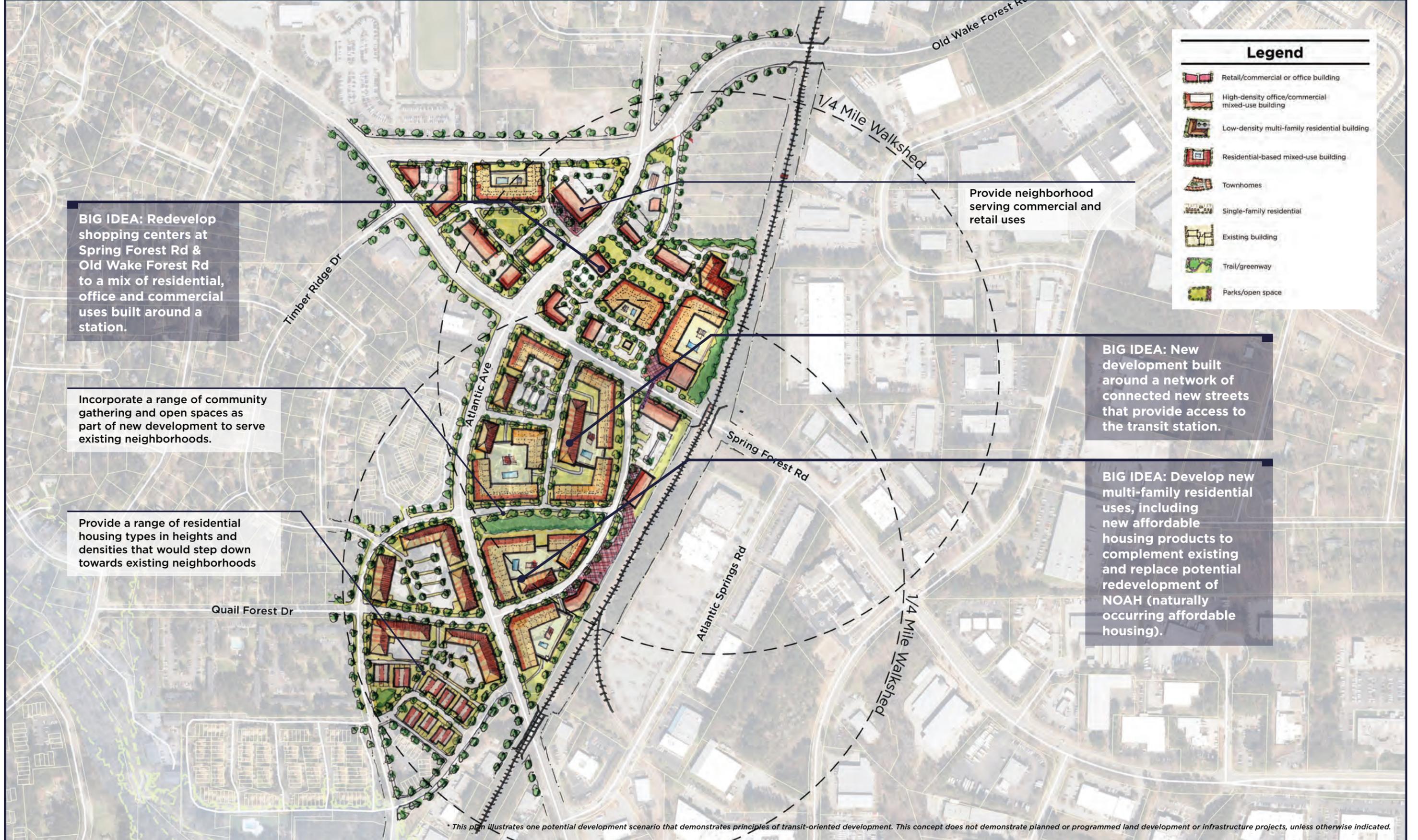


40 rooms
(No-Build = 40 rooms)

Hotel

The development demand projections are estimates of the development activity that may occur by 2042 if a passenger rail station is built in this study area. The demand projections are based on historic development patterns, pipeline development projects, and a qualitative assessment of the future real estate market dynamics for each study area. The projections are not calibrated to the actual development capacity of the study area as determined by current land availability, current local zoning regulations, etc.

TOD Vision Plan



Legend	
	Retail/commercial or office building
	High-density office/commercial mixed-use building
	Low-density multi-family residential building
	Residential-based mixed-use building
	Townhomes
	Single-family residential
	Existing building
	Trail/greenway
	Parks/open space

BIG IDEA: Redevelop shopping centers at Spring Forest Rd & Old Wake Forest Rd to a mix of residential, office and commercial uses built around a station.

Incorporate a range of community gathering and open spaces as part of new development to serve existing neighborhoods.

Provide a range of residential housing types in heights and densities that would step down towards existing neighborhoods

Provide neighborhood serving commercial and retail uses

BIG IDEA: New development built around a network of connected new streets that provide access to the transit station.

BIG IDEA: Develop new multi-family residential uses, including new affordable housing products to complement existing and replace potential redevelopment of NOAH (naturally occurring affordable housing).

* This plan illustrates one potential development scenario that demonstrates principles of transit-oriented development. This concept does not demonstrate planned or programmed land development or infrastructure projects, unless otherwise indicated.

Built Form & Development Recommendations - Spring Forest Road

The below table summarizes the key elements of the built form that are best practices applicable to this typology. The table summarizes which of these elements are already in place within the current regulatory tools and zoning, what is not in place and which elements are in progress. For applicable elements, a policy recommendation or action item is recommended.

 Already in Place

 In Progress

 Not in Place

Built Form Needs	Status	Policy Recommendation/Action Item
Building & Architectural Character		
Revitalize aging shopping centers along Spring Forest Road and Atlantic Avenue with mixed-use development. Discourage additional auto-oriented, single-use development in the station area.		
Establish consistent building frontages along streets closest to the station and major corridors, including Spring Forest Road and Atlantic Avenue, by minimizing the space between buildings.		
Orient buildings close to and fronting streets, primary intersections along major corridors, and future open spaces. The ground-floor design of buildings should engage the street with transparent façades (fenestration) and active uses throughout the study area.		
Minimize setbacks along major corridors, while still allowing for wide sidewalks and expansive streetscape elements. Additional setbacks should be considered for elements that activate the public realm, such as areas for seating and outdoor dining.		
Revitalize aging shopping centers along Spring Forest Road and Atlantic Avenue with mixed-use development. Discourage additional auto-oriented, single-use development in the station area.		Amend small area plan to recommend zoning alignment & update comprehensive plan
Establish consistent building frontages along streets closest to the station and major corridors, including Spring Forest Road and Atlantic Avenue, by minimizing the space between buildings.		
Height, Massing & Development Transitions		
Encourage building heights of up to 3 stories in most instances; consider heights of up to 4 stories on a case-by-case basis around transit stations.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Provide transitions in height and massing to existing residential neighborhoods, such that buildings “step down” in height and scale in the vicinity of smaller-scale residential neighborhoods, particularly those located north and west of the station area.		
Break up the horizontal and vertical massing of buildings through approaches such as: <ul style="list-style-type: none"> • variations in façade elements, modulation of rooflines; • dividing single building masses into multiple buildings, especially on long blocks; • variations in building form and massing, such as step-backs and terracing. 		
Encourage the use of trees, vegetation, and green spaces as visual buffers and transitions between different land uses, particularly near lower-density residential areas.		
Infill Development and Adaptive Reuse		
Extend and connect the street network from Atlantic Avenue and Spring Forest Road as new development occurs to improve the walkability of large blocks.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Incorporate green spaces (e.g., courtyards and other small green spaces) as part of new development throughout the study area.		
Encourage affordable housing options and a mix of housing types, including senior housing to support the development of an inclusive mixed-use area.		
Extend and connect the street network from Atlantic Avenue and Spring Forest Road as new development occurs to improve the walkability of large blocks.		
Incorporate green spaces (e.g., courtyards and other small green spaces) as part of new development throughout the study area.		
Parking		
Provide on-street, parallel parking on streets in the vicinity of the station.		
Locate off-street parking areas at the rear and side of buildings while meeting Americans with Disabilities Act (ADA) requirements for accessible parking.		
Screen off-street parking areas from surrounding land uses, utilizing trees, landscaping, and architectural treatments as visual buffers.		
Explore opportunities for shared parking arrangements between multiple lots, uses and/or buildings.		
Consider shared and consolidated driveway access, where possible, for pedestrian safety and to maintain the integrity of the streetscape.		
Provide on-street, parallel parking on streets in the vicinity of the station.		
Locate off-street parking areas at the rear and side of buildings while meeting Americans with Disabilities Act (ADA) requirements for accessible parking.		
Screen off-street parking areas from surrounding land uses, utilizing trees, landscaping, and architectural treatments as visual buffers.		
Explore opportunities for shared parking arrangements between multiple lots, uses and/or buildings.		

Open Space

The current suburban development pattern creates limited opportunities for new open space in this study area. The concept illustrated here shows parks and plazas intertwined and integrated with new development. These park spaces will likely function as passive green space or gathering space where land uses are appropriate (e.g.: the mobility hub, retail areas).

KEY PROJECT ELEMENTS

- Create public parks & plazas as part of new development
- Integrate plaza space into station access areas.
- Link open space with strong on-street design features.



Community amenities can serve new development as well as existing residents.



Parks and plazas can serve as community gathering spaces, which can add to the vibrancy of a new station area.



Plaza spaces near and adjacent to the station should serve as public gathering spaces for events and festivals.



Parking facilities can be shared among multiple uses, creating a park-once environment.



Catalytic TOD Sites

Opportunity Sites

Three sites within the Spring Forest Road mobility hub area have been identified as strong candidates for supporting TOD.

A

2431 Spring Forest Road

This privately-owned parcel is a 9+ acre shopping plaza with frontage on Spring Forest Road and Atlantic Ave and is adjacent to the railroad tracks. This site offers an opportunity to redevelop the site to include a train station or mobility hub and supporting TOD.

B

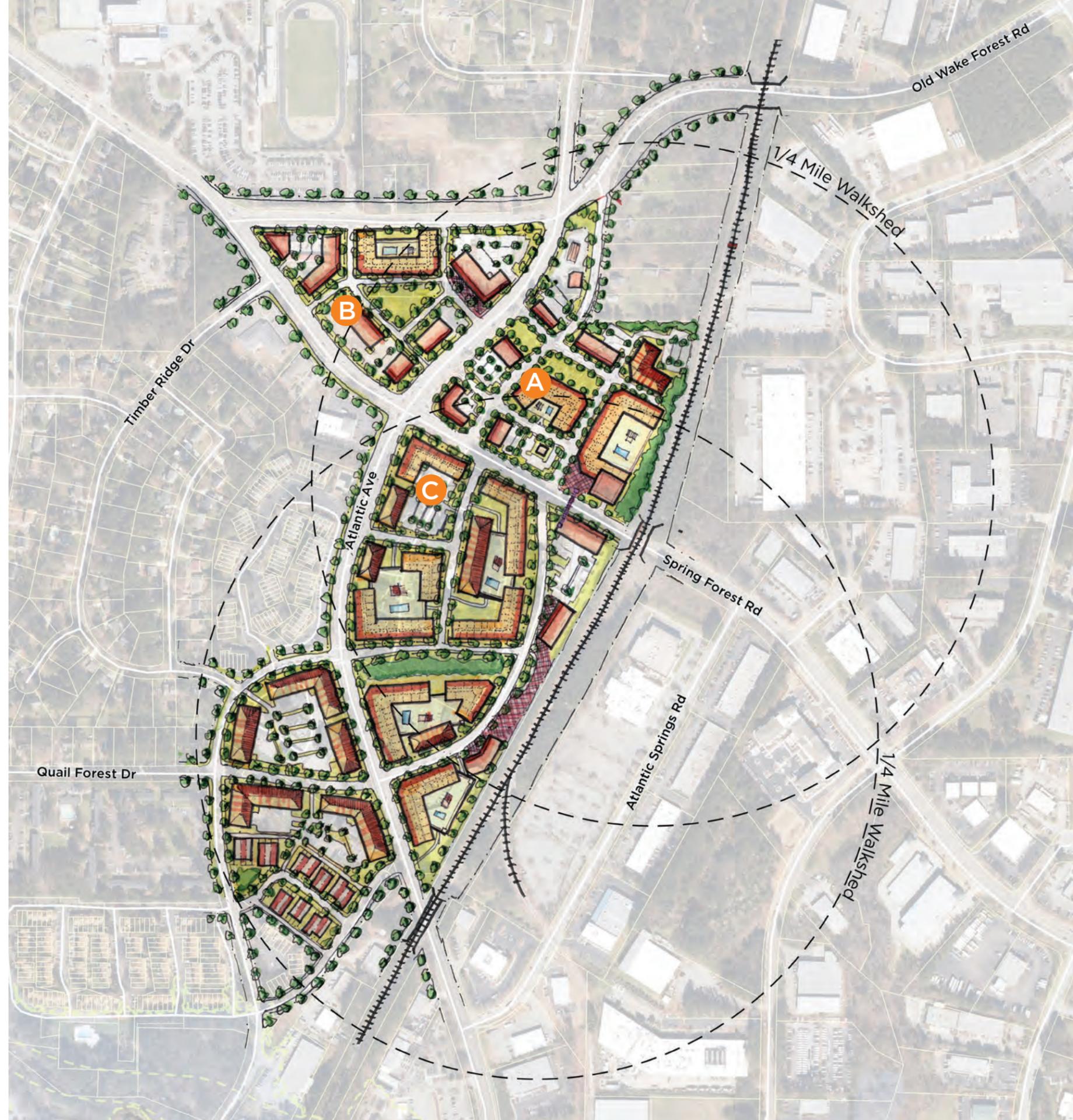
Atlantic Avenue and Spring Forest Road

This privately-owned 1.26 acre parcel is located on the corner of Atlantic Avenue and Spring Forest Road. This site is actively being developed as a retail shopping center today, however, in the future it could be well-positioned for reinvestment to support its highest and best use as a TOD site.

C

Cedar Springs Apartments

This privately-owned land is located on the corner of Atlantic Avenue and Spring Forest Road. This site currently offers naturally occurring affordable housing and should be preserved, however, its proximity to a proposed train station or mobility hub site could make the apartment complex attractive for redevelopment in the future.



Catalytic TOD Sites - ACTION PLAN

As Wake Forest experiences rapid population growth, available greenfield sites and lower-value commercial properties in the southern portion of town are being developed into single-family subdivisions. As one of the few remaining large-scale development sites, the Burlington Mills property can be repositioned as a mixed-use district and serve as the “Gateway to Wake Forest”. Additionally, the station area’s access to the Neuse River can offer enticing recreational amenities for future residents, workers, and visitors to the mobility hub area.

Near-Term (12-18 months)

- Engage in discussions with current Burlington Mills property owner to either acquire the property or facilitate transaction to trusted private development partner.
- Identify infrastructure funding needs for mobility hub, parking, and bike/ped improvements for the station area, especially as single-family residential developments expand into lots surrounding the mobility hub area.
- Coordinate with Wake County and other public agencies (i.e., Wake Technical Community College, Wake County Public Schools) to identify space needs which could be supported within the Study Area.
 - Administrative offices could serve as anchors for future TOD developments.
- Review the Town’s existing Unified Development Ordinance to ensure that moderate density residential uses are allowed by-right within the station area.
 - These uses include multifamily rental and single family attached housing typologies, such as townhomes, duplexes, and other small to medium scale housing typologies.

Mid-Term (2-5 years)

- Pursue state grants opportunities, such as the NC State Parks Trails Program Grant, to enhance greenway connections to the Neuse River Trail from Burlington Mills Site.
 - Commence greenway enhancements, such as the southern bridge to the Neuse River Trail as a recreational amenity for surrounding residential subdivisions and future Burlington Mills site users.
- Pursue other federal and state funding sources to support infrastructure costs and other open space enhancements, such as public parks.

Long-Term (5+ years)

- Leverage recreational amenities, surrounding residential base, and access to Capital Boulevard to attract office and other commercial tenants.
- Support development of surrounding Town-owned greenfield properties and redevelopment of existing commercial spaces to maximize lot development potential in a way that complements the Town’s desired development pattern.

Priority Infrastructure Projects

1

Otters Run Court Extension

This mobility hub area lacks a cohesive street network. This project helps enhance area street connections and provides improved access to the future mobility hub regardless of the ultimate location. This street includes pedestrian and bicycle facilities - including the addition of these facilities on the existing segment connecting to Atlantic Avenue.

2

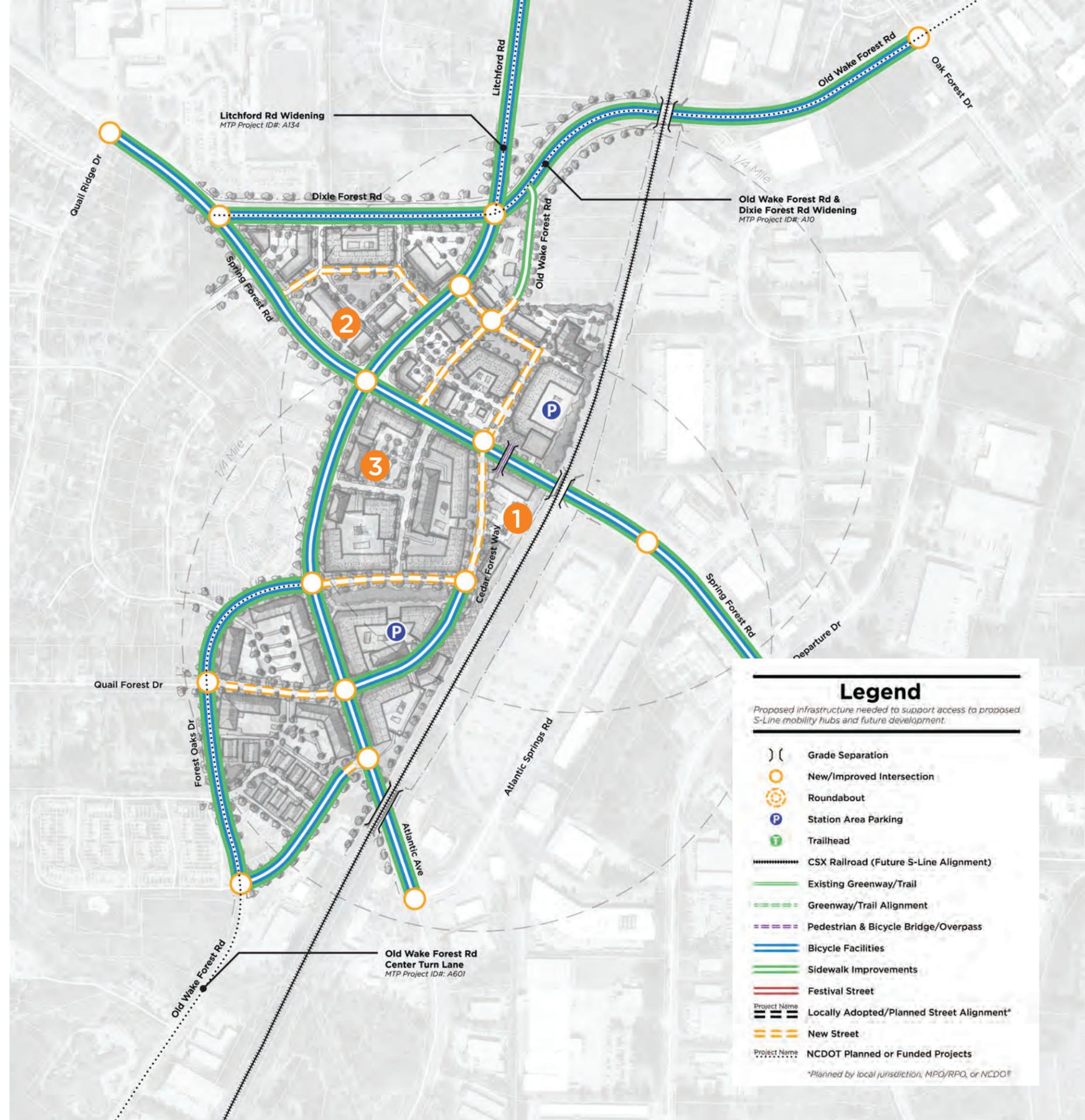
Spring Forest Road Streetscape

There are two primary streets to access the proposed mobility hub area - providing pedestrian and bicycle facilities consistent with the Raleigh Street Map is critical to creating safe and comfortable multimodal access to the mobility hub.

3

Atlantic Avenue Streetscape

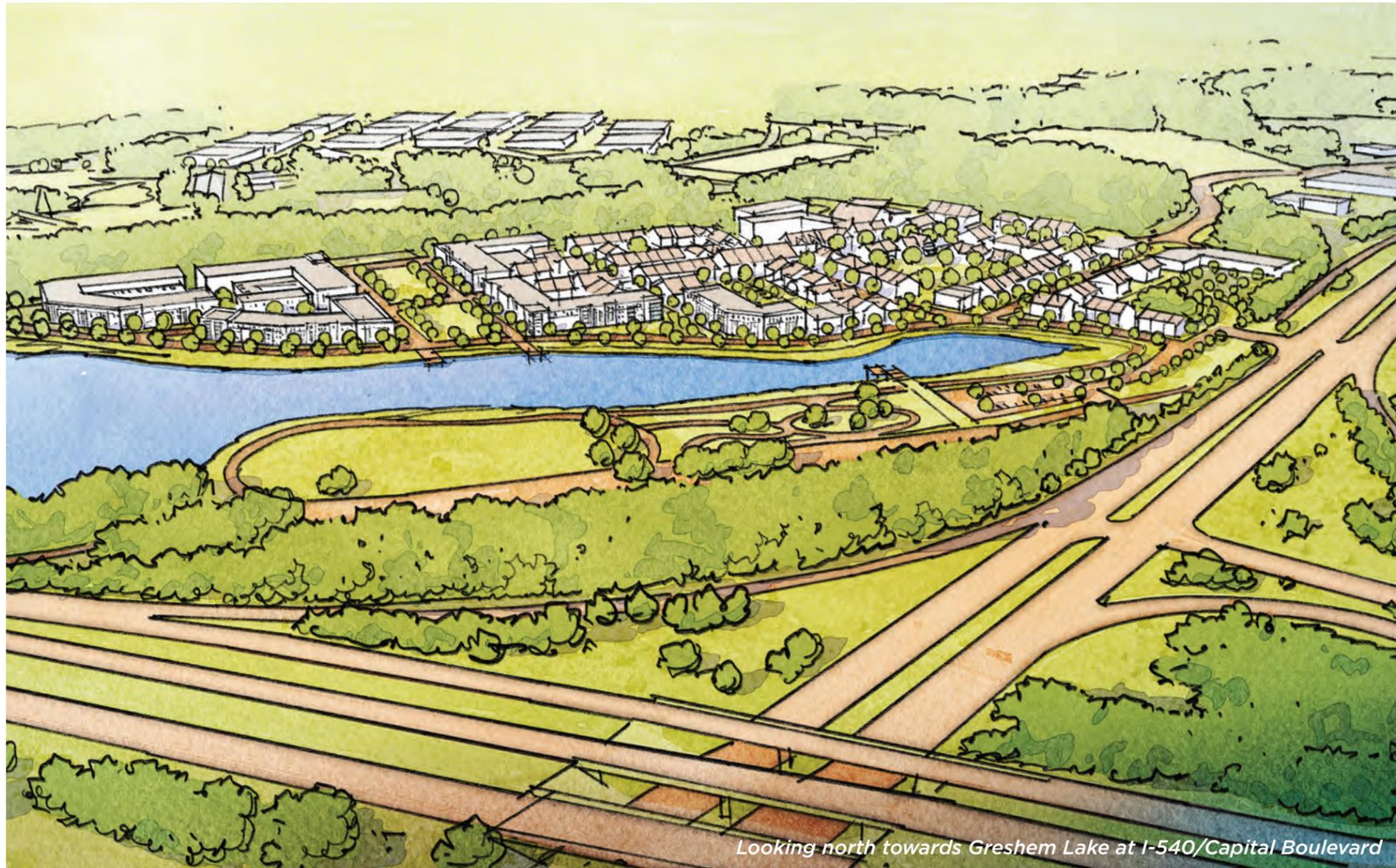
There are two primary streets to access the proposed mobility hub area - providing pedestrian and bicycle facilities consistent with the Raleigh Street Map is critical to creating safe and comfortable multimodal access to the mobility hub.



RALEIGH:

Gresham Lake Road

Typology: Reimagining & Changing Low Intensity



Looking north towards Gresham Lake at I-540/Capital Boulevard

VISION

Support a mobility hub with multimodal connections to adjacent commercial/ employment centers and park-and-ride access to I-540.



MARKET READINESS

5 = Strongest; 1 = Weakest

Current Market Strength



The area near the junction of I-540 and U.S. 1 is dominated by car dealerships and Lincoln Park North, a large warehouse and office space complex. The area is auto-oriented with little existing infrastructure to support the kind of walkability found in traditional TOD environments. Vehicular access to I-540 and U.S. 1 offers some market opportunities associated with TOD/Park-and-Ride configurations.

Existing Development Demand Projection (20 years)



625 units
(No-Build = 300 units)

Residential



50,000 sq. ft.
(No-Build = 0 sq. ft.)

Office



135,000 sq. ft.
(No-Build = 125,000 sq. ft.)

Retail



0 rooms
(No-Build = 0 rooms)

Hotel

The development demand projections are estimates of the development activity that may occur by 2042 if a passenger rail station is built in this study area. The demand projections are based on historic development patterns, pipeline development projects, and a qualitative assessment of the future real estate market dynamics for each study area. The projections are not calibrated to the actual development capacity of the study area as determined by current land availability, current local zoning regulations, etc.

TOD Vision Plan

Legend

-  Retail/commercial or office building
-  High-density office/commercial mixed-use building
-  Low-density multi-family residential building
-  Residential-based mixed-use building
-  Townhomes
-  Single-family residential
-  Existing building
-  Trail/greenway
-  Parks/open space

BIG IDEA: Create new community gathering places as part of new development and as a focal point for the station area.

By connecting to the planned roadway a key link between the west side of Gresham Lake and activities on the east side of the lake including parking opportunities, trails, and neighborhoods

The proposed pedestrian and trail network is a key link between the station area and potential development opportunities, these trails will connect neighborhoods, activities, and roadways.

BIG IDEA: Encourage a range of new residential uses in walkable development patterns.

Lower density commercial or office uses fronting Gresham Lake Road.

Medium density transit supportive residential uses (e.g., townhomes) can create healthy walkable neighborhood densities around station areas

BIG IDEA: Create a new green space comprised of variety of passive and active community spaces around Gresham Lake.



* This plan illustrates one potential development scenario that demonstrates principles of transit-oriented development. This concept does not demonstrate planned or programmed land development or infrastructure projects, unless otherwise indicated.

Built Form & Development Recommendations - Gresham Lake Road

The below table summarizes the key elements of the built form that are best practices applicable to this typology. The table summarizes which of these elements are already in place within the current regulatory tools and zoning, what is not in place and which elements are in progress. For applicable elements, a policy recommendation or action item is recommended.

 Already in Place
  In Progress
  Not in Place

Built Form Needs	Status	Policy Recommendation/Action Item
Building & Architectural Character		
Orient buildings close to and fronting streets, such as Gresham Lake Road, future streets, and primary intersections throughout the study area.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
The ground-floor design of buildings should engage streets, future park spaces/pedestrian connections, and Gresham Lake with transparent façades (fenestration) and active uses.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
For buildings located on corners at primary intersections such as at Gresham Lake Road and Capital Hills Drive or gateways to the station area, incorporate distinctive form variations that accentuate the building's prominent and visible location and can serve as a gateway to the mobility hub area (e.g., additional building height relative to surrounding buildings, distinctive rooftops, and rooflines, distinctive façade treatments, variations in building geometry, locating seating areas and outdoor dining spaces at street corners).		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Streets and buildings with active ground-floor uses should frame open spaces.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Create plazas at primary street corners to provide additional pedestrian amenities and a visual break from vertical development.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Orient buildings close to and fronting streets, such as Gresham Lake Road, future streets, and primary intersections throughout the study area.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Height, Massing & Development Transitions		
Encourage building heights of up to 4 stories in most instances; consider heights of up to 5 stories on a case-by-case basis around mobility hubs.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Encourage the use of trees, vegetation, and green spaces as visual buffers and transitions between different land uses.		The City's UDO has regulations for buffering between different land uses.
Break up the horizontal and vertical massing of buildings through approaches such as: <ul style="list-style-type: none"> • variations in façade elements, modulation of rooflines; • dividing single building masses into multiple buildings, especially on long blocks; • variations in building form and massing, such as step-backs and terracing 		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Establish consistent building frontages along future streets closest to the mobility hub by minimizing the space between buildings.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Infill Development and Adaptive Reuse		
A central open space should provide an active connection between the future mobility hub and the lakefront.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Extend a street network from Gresham Lake Road as new development occurs to create a walkable development pattern.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan and adjust the Street Plan alignment for Sumner Boulevard/Overlook Road.
Incorporate courtyards, plazas, other small green spaces as part of new development.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Encourage affordable housing options and a mix of housing types, including senior housing.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Multimodal Transportation & Parking		
Provide on-street, parallel parking on new streets in the vicinity of the mobility hub.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Lower-density development should include shared driveway access with located parking/service areas in the sides/rear of buildings.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
All off-street surface parking areas should meet Americans with Disabilities Act (ADA) requirements for accessible parking.		This is a City regulation and a requirement in the UDO.
Wrap parking structures with active building frontage.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
In limited instances, front-lot "teaser" parking may be considered for local businesses, but parking should be limited to a single row of cars to maintain an attractive, pedestrian-oriented streetscape.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Where feasible, incorporate parking structures into new development.		Adopt a small area plan to recommend zoning alignment & update comprehensive plan

[continue >>](#)

Built Form & Development Recommendations - Gresham Lake Road

<< continue

Built Form Needs	Status	Policy Recommendation/Action Item
Screen off-street surface parking and parking structures areas from surrounding land uses, utilizing trees, landscaping, and architectural treatments as visual buffers.	✓	This is a City regulation and parking structures must be screened either through wrapping the deck or by screening materials.
Explore opportunities for shared parking arrangements between multiple lots, uses or buildings.	✗	Adopt a small area plan to recommend zoning alignment & update comprehensive plan
Consider shared and consolidated driveway access, where possible, for pedestrian safety, shared parking access and to maintain the integrity of the streetscape.	✗	Adopt a small area plan to recommend zoning alignment & update comprehensive plan

Precedent Image Examples of Built Form Recommendations

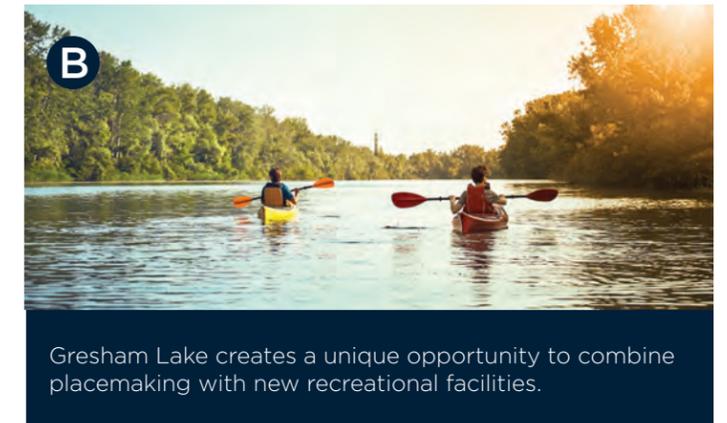


Open Space

Gresham's Lake offers a unique focal point for open space in this study area. Creating an attractive public space here supports the mobility hub area by making it a destination that serves nearby residents. The open space system includes a formal lawn that connects the proposed mobility hub directly to the lake. The area south of the lake includes a playground, athletic fields, a walking trail loop, and docks to provide access to the water.

KEY ELEMENTS

- Use Gresham's Lake as a focal point for new development and recreational activity
- Greenway loop around the lake
- Formal lawn that physically and visually connects the mobility hub to the lake Athletic field and playground



Catalytic TOD Sites

Opportunity Sites

Three sites within the Gresham Lake station area have been identified as strong candidates for supporting TOD. Potential opportunity sites include:

A

Concrete Supply Company (3740 Overlook Rd)

The 15.2-acre, privately-owned site is located between Gresham's Lake and the railroad. Located at the western end of a road entirely occupied by industrial development, the site holds a concrete manufacturer, a large amount of underutilized parking, and undeveloped areas in its northern, southern, and western portions. The site is also directly accessible to the proposed mobility hub access road and Capital Hills Drive/Sumner Boulevard connection projects. The site could serve as a mixed-use development connecting to or serving as the mobility hub area and provides an opportunity to spur additional redevelopment within the neighboring legacy industrial sites. Due to its proximity to the railroad, alignment with proposed infrastructure improvements, and its larger potential to spur TOD in the surrounding area, This site has strong potential as a first mover.

Parcel number: 1727451743

B

Southern Stone Supply (6921 Capital Blvd)

The 14.4-acre, privately-owned site sits at the southeast corner of Gresham's Lake on Capital Boulevard. The site contains a masonry contractor, antique store, and auction house, but mostly consists of outdoor storage for masonry supplies and undeveloped space. The site offers potential connections to the envisioned TOD at Concrete Supply Company while also providing potential greenway expansion opportunities around the lake.

Parcel number: 1727544934

C

3304 Clearfield Dr

This 8.5-acre, privately-owned site is located southwest of Gresham's Lake, adjacent to the railroad and north of I-540. It is currently undeveloped but provides a direct access point to the lake at its northern end. It is slated for upcoming redevelopment and will benefit from Sumner Drive redevelopment and could complement the potential TOD at Concrete Supply through additional mixed-use offerings, or additional greenspace to support the greenway expansion facilitated by Southern Stone Supply.

Parcel number: 1727249962



Catalytic TOD Sites - ACTION PLAN

While the station area currently lacks the infrastructure and market momentum to support TOD, the City can prime the station area for future TOD and higher-density development through public realm enhancements and infrastructure investments. Legacy industrial uses within the mobility hub area can also be repositioned to support mixed-use development as infrastructure improvements and public realm enhancements are completed.

Near-Term (12-18 months)

- Identify underutilized properties along Gresham Lake and Capital Boulevard which could be positioned by the City for joint development or public-private partnerships.
 - Consider acquiring underutilized properties along Gresham Lake and Capitol Boulevard, such as the Concrete Supply Company site, to reposition for joint-development or public-private partnerships.
- Review existing zoning code to ensure that desired TOD typologies can be developed by-right within the mobility hub area.

Mid-Term (2-5 years)

- Pursue federal and state infrastructure and recreation funding sources to support infrastructure costs and other open space enhancements, such as a greenway connection around Gresham Lake.
- Amend zoning code to allow for desired TOD typologies, as needed.
- Develop a suite of innovative finance tools that can be used to help fill funding gaps and allow for public and public-private development to support TOD, such as bond financing, and other local loan and grant programs.

Long-Term (5+ years)

- Launch additional financing tools to supplement existing menu of incentives.
- Continue to support redevelopment of existing retail and commercial spaces to maximize lot development potential in a way that complements the City's desired development pattern.

Priority Infrastructure Projects

1

Gresham Lake Road Multitodal Safety Improvements

This project will reconstruct Gresham Lake Road to prioritize pedestrian and bicycle travel while allowing for vehicular circulation to access businesses and the potential mobility hub. The street design allows for increased space for pedestrians, ample parking for new businesses, and creates opportunities to connect to new properties along Gresham Lake Rd.

2

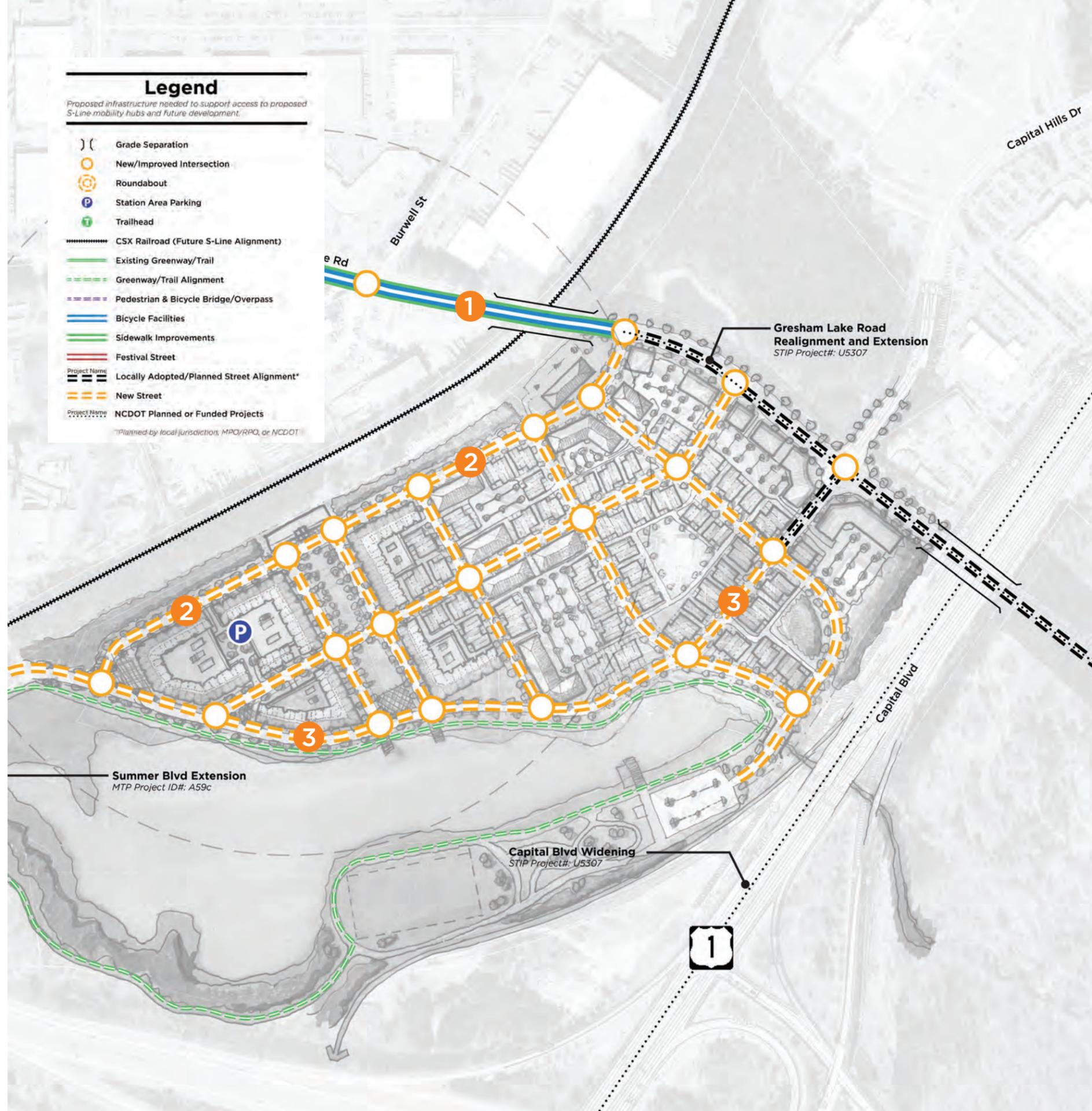
Station Access Road

A new street providing direct access to the station from Gresham Lake Road is critical for station access and general traffic circulation. This street, combined with the Capital Hills Dr/Sumner Blvd create the primary circulation routes for the site.

3

Capital Hills Drive / Sumner Boulevard

This project will connect Capital Hills Drive and Sumner Boulevard. This street will provide connections across the site and helps improve access to Gresham's Lake and the proposed amenities and open space encircling the lake. This alignment will require an update to the recommendation in the Raleigh Street Plan



Grant Funding Database

Federal

- Federal Historic Preservation Tax Incentives Program
- Opportunity Zone
- Community Development Block Grants (CDBG) (includes Building Demolition funds)
- INFRA Grants program
- Federal Historic Tax Credits

State

- State Rural Grants - Building Reuse (includes Vacant Building and Existing Building grants)
- State Transportation Improvement Program (STIP)
- Historic Preservation Tax Credits

Local

- Obligation Bond
- Capital Reserve
- Powell Bill



View Online Eligible Grants Dashboard
←----- (click here)

Raleigh Policy Recommendations

BLUE RIDGE ROAD - POLICIES SUMMARY

- Adopt an area plan to validate recommendations in this TOD Study through public/community feedback process. Incorporate appropriate guidelines within the area plan to help implement the vision of the transit-supportive built-form and uses around the mobility hub.
- Amend the 2030 Comprehensive Plan to incorporate area-specific guidance (policies and actions) from this study and as well as the area plan into the Transit Station Areas subsection and other applicable sections of the plan.
- Update the Street Plan to include street grid recommendations.
- Initiate an alignment rezoning for parcels bounded by the S-Line, Blue Ridge Road, and the proposed Youth Center Drive/Powell Drive extension to allow for greater density. Specifically, the uses and base dimensions associated with RX, CX, OX; height of 3-5 stories, and frontage typically PL, UL, or UG.

MIDTOWN/ATLANTIC AVENUE & SPRING FOREST ROAD - POLICIES SUMMARY

- For Spring Forest Road, adopt an area plan to validate recommendations in this TOD Study through public/community feedback process. Incorporate appropriate guidelines within the area plan to help implement the vision of the transit-supportive built-form and uses around the mobility hub area with the public., notably to expand opportunities to a create a walkable built environment.
- Amend the 2030 Comprehensive Plan to incorporate area-specific guidance (policies and actions) from this study and the area plan into the Transit Station Areas subsection and other applicable sections of the plan.
- Initiate an alignment rezoning for parcels between the S-Line and Otters Run Court from industrial to commercial, office and/or residential mixed-use districts. Specifically, the uses and base dimensions associated with RX, CX, OX; height of 3-5 stories, and frontage typically PL, UL, or UG.
- Initiate an alignment rezoning for the parcel north of Spring Forest Road and west of the S-Line to allow for additional height and denser form. Specifically consider height of up to 5 floors and frontage of PL, UL, or UG

GRESHAM LAKE ROAD - POLICIES SUMMARY

- Adopt an area plan to validate recommendations in this TOD Study through public/community feedback process. Incorporate appropriate guidelines within the area plan to help implement the vision of the transit-supportive built-form and uses around the mobility hub area
- Amend the 2030 Comprehensive Plan to incorporate area-specific guidance (policies and actions) from this study.
- Amend the Street Plan to incorporate area-specific guidance from this study.
 - Adjust the Street Plan alignment for Sumner Boulevard/Overlook Road.
- Initiate an alignment rezoning from industrial to commercial, office and/or residential mixed-use districts. Specifically, the uses and base dimensions associated with RX, CX, OX; height of 3-5 stories, and frontage typically UL, UG and consider the application of SH along the street connecting the station to the lake.