

# Comprehensive Plan Amendment Petition



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

**A request to amend the 2030 Comprehensive Plan text, maps or content.**

### Applicant Information

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Phone \_\_\_\_\_

Fax # \_\_\_\_\_

Email \_\_\_\_\_

### Requested Amendment

Future Land Use Map  
(Cite all affected parcels  
below)

Plan Text (Cite relevant  
section/page below)

Area Plan Map/Text (Cite  
all affected parcels and  
relevant section/page below)

Other Map  
(Specify name/map number)

Brief Description of Amendment:

The undersigned applicant(s) hereby certifies that, to the best of his or her knowledge and belief, all information supplied with this application is true and accurate.

Signature \_\_\_\_\_ Date \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

### Office Use Only

File # CP- \_\_\_\_\_ Fee Paid \_\_\_\_\_ Check # \_\_\_\_\_ Received By \_\_\_\_\_

## Directions for Filing a Comprehensive Plan Amendment Petition

**1 Filing a Petition:** A petition must be clearly and accurately written or typed. Petitions may be filed in person at One Exchange Plaza or by mail: Planning & Development PO Box 590, Raleigh, NC 27602. Petitions to amend the Comprehensive plan must be approved by the City Council, upon a recommendation by the Planning Commission. Submittal of a Comprehensive plan amendment must be in accordance with the filing schedule (coming soon).

**2 Fee:** A fee as specified on the [Development Fee Schedule](#) must be submitted with this petition. Fees are due at the time of petition submittal, and are non-refundable.

### Information That Must be Submitted with Petition

**A Description of requested amendment to the Comprehensive Plan**

Clearly explain the amendment to the Comprehensive Plan. If the request is to alter the Plan text, cite the section, page number and policy or action short title. Suggested text amendments should be submitted in 'blackline' or 'strikeout' format (text recommended to be removed should be strikethrough, added text should be bold). If the request is to alter the future land use map, list all affected parcels (by PIN or address), area of request, the current designation and recommended designation. Suggested amendments to any map should be described and illustrated. List any applicable area plans that provide detailed guidance for the property, with any suggested amendments. The Comprehensive Plan can be found online at [www.raleighnc.gov/cp](http://www.raleighnc.gov/cp)

**B Conditions that warrant the plan amendment**

Describe the conditions that warrant the plan amendment such as unforeseen circumstances or the emergence of new information, unanticipated changes in development patterns, rezoning, transportation improvements, economic opportunities, etc.

**C Relevance of the amendment to the Plan's six vision themes**

(1. Economic Prosperity and Equity 2. Expanding Housing Choices 3. Managing Our Growth 4. Coordinating Land Use and Transportation 5. Greenprint Raleigh 6. Growing Successful Neighborhoods and Communities)

Explain how the amendment addresses the six guiding themes of the Comprehensive Plan.

**D How the amendment advances public health, safety and general welfare**

Explain how the amendment advances and protects the general health, safety and welfare of the citizens.

### Comprehensive Plan Amendment Checklist

*Please check off each space or "N/A" for not applicable. Submit all required documentation to the Planning Department.*

Checklist	Completed	N/A
Had pre-application meeting with Planning staff to discuss proposal	<input type="checkbox"/>	<input type="checkbox"/>
Completed and signed petition	<input type="checkbox"/>	<input type="checkbox"/>
Attached map clearly showing boundaries of area and requested Comprehensive Plan Amendment	<input type="checkbox"/>	<input type="checkbox"/>
Attached written statement that addresses subsections A, B, C and D	<input type="checkbox"/>	<input type="checkbox"/>
Applicable fee (make check or money order payable to: City of Raleigh)	<input type="checkbox"/>	<input type="checkbox"/>
Additional information as required (traffic study, etc.)	<input type="checkbox"/>	<input type="checkbox"/>

***Comprehensive Plan Amendment  
RCRX Recommendations for Future Land Use Map, Map T-1 Street Plan, and Map T-5 Future  
Interchange Locations  
Supporting Information***

**A. Description of requested amendment to the Comprehensive Plan**

The purpose of this amendment is to revise the Future Land Use Map, Map T-1 “Street Plan”, and Map T-5 “Future Interchange Locations” to incorporate recommendations made by the Raleigh-Cary Rail Crossing study (RCRX). The RCRX plan document was adopted by the City Council in April of 2016. This plan was initiated to investigate alternative means for the North Carolina Railroad corridor to cross public streets. The study area surrounds the railroad corridor between Western Boulevard and Hillsborough Street as it runs from North Carolina State University to the east side of Cary. RCRX makes recommendations about specific interchange designs that would facilitate multi-modal transportation as well as enhancing development opportunities in their immediate vicinity.

The amendment proposes to modify the Future Land Use, Street Plan, and Future Interchange Location maps to show the recommendations of the study. The Street Plan and Future Interchange Location map amendments reflect the alignment and degree of grade separation that are needed to support the transportation design recommendations of the plan. The Future Land Use map is proposed to be amended to encourage development patterns that maximize the benefits of the transportation recommendations in terms of economic development and urban revitalization.

The proposed changes to each map can be found in the Appendix of this document.

**B. Conditions that warrant the plan amendment**

This amendment arises from the adoption by City Council of the RCRX study as official City policy in the spring of 2016. The RCRX study included two rounds of public outreach beginning in the Fall of 2014 and continuing through the Spring of 2015. Public input was sought to provide an initial understanding of the vision and issues for the study area. That information was combined with technical analysis to create generalized design ideas. For the second round of outreach, the public was invited to participate in a design charette to refine the ideas into specific design alternatives.

The design alternatives, along with related policy recommendations, were compiled into the study report which was adopted by the Raleigh City Council and the Cary Town Council. The report was then presented at a public hearing held by CAMPO.

The proposed amendments would align the policy maps of the Comprehensive Plan with the specific policy recommendations of the RCRX study. This alignment ensures consistency between City plans and increases clarity of policy for citizens, property owners, and developers who may be affected by these policies.

### **C. Relevance of the amendment to the Plan's six vision themes**

The relevance of the amendment to the Vision Themes of the 2030 comprehensive Plan is described below.

1. **Economic Prosperity and Equity:** The alignment of the Future Land Use Map, Map T-1, and Map T-5 with the RCRX recommendations creates consistency amongst policies that gives residents and private-sector actors confidence about future infrastructure improvements. This confidence increases the likelihood that private investments will be made in new development in the vicinity of the proposal. Increased multi-modal flow and transportation safety can also increase interest in private-sector investment in the study area. Additionally, reducing conflicts between rail and vehicular travel can increase mobility between employment centers along the study area. The improved mobility can increase the labor supply for employers and employment opportunities for workers. Logistics in the form of rail freight and truck freight movement may also be aided by the proposal.
2. **Expanding Housing Choices:** The proposed Future Land Use Map changes support new housing in more places than before as well as a greater variety of housing types in some areas.
3. **Managing Our Growth:** The proposed amendment encourages infrastructure to be built that can enhance pedestrian and cyclist safety. Proposed Future Land Use Map changes will encourage a more vibrant mix of uses that support infill development and walkable, mixed-use communities.
4. **Coordinating Land Use and Transportation:** The proposed changes include both land use and transportation policies that are coordinated to produce synergistic effects. The recommendations of the RCRX study will also help to support investments made as a result of the Wake County Transit Plan.
5. **Greenprint Raleigh:** The amendment promotes infill development and redevelopment that reduces demand for greenfield sites.
6. **Growing Successful Neighborhoods and Communities:** The amendment proposes to increase connectivity for existing neighborhoods as well as to expand housing choice, shopping and personal service options, and employment opportunities.

### **D. How the amendment advances public health, safety and general welfare**

This amendment is based on recommendations that are designed to improve safety at crossings and create new development opportunities in undervalued areas of the city.

Appendix

Section 1: Proposed changes to Map T-1 “Street Plan”

1. Remove the designation on the segment of Beryl Road extending south from Hillsborough Street and crossing the rail right-of-way. Add a new segment to Beryl Road east of Method Road and connecting to Royal Street. Improve Royal Street between Beryl Road and Hillsborough Street. The Map T-1 designation for new segments and improvements is “Avenue Two-Lane, Undivided.”

Figure 1: Existing Street Plan for Beryl Road

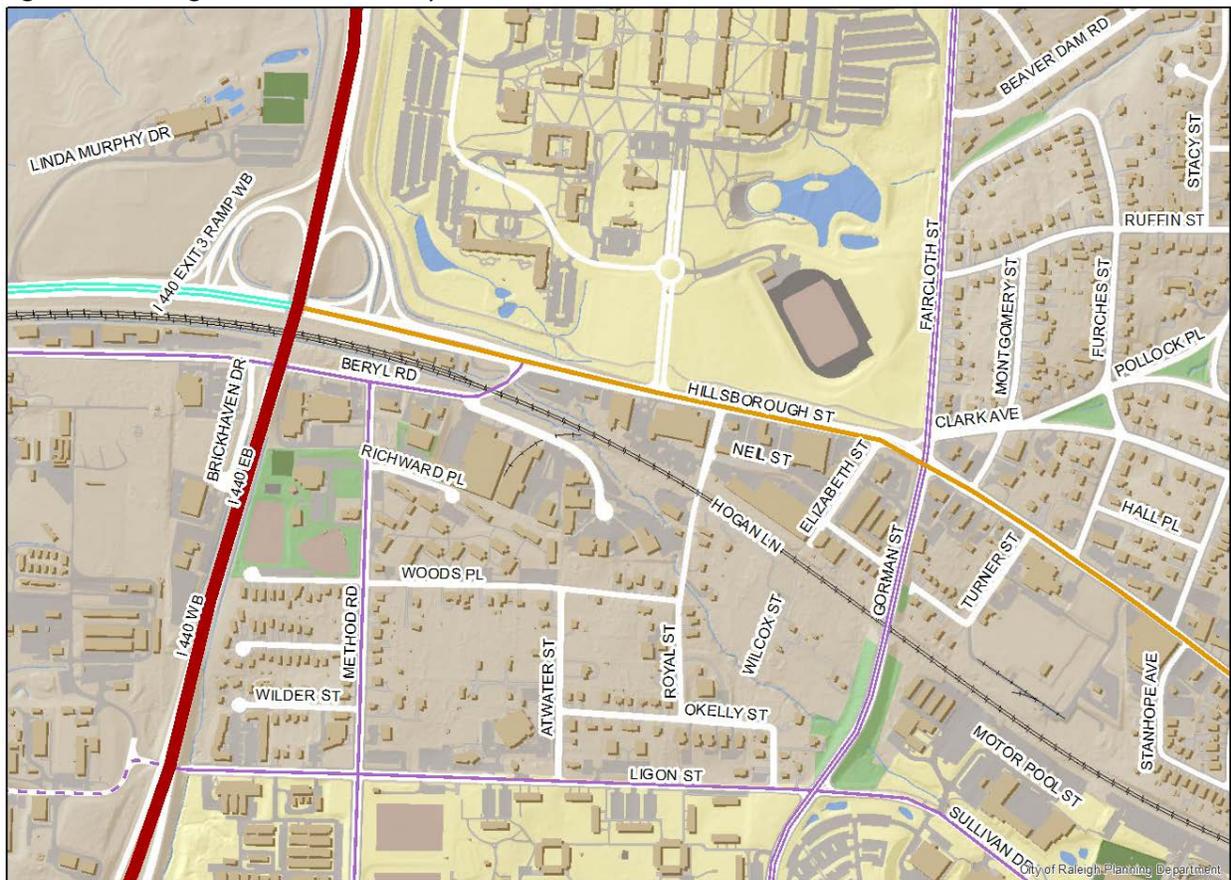
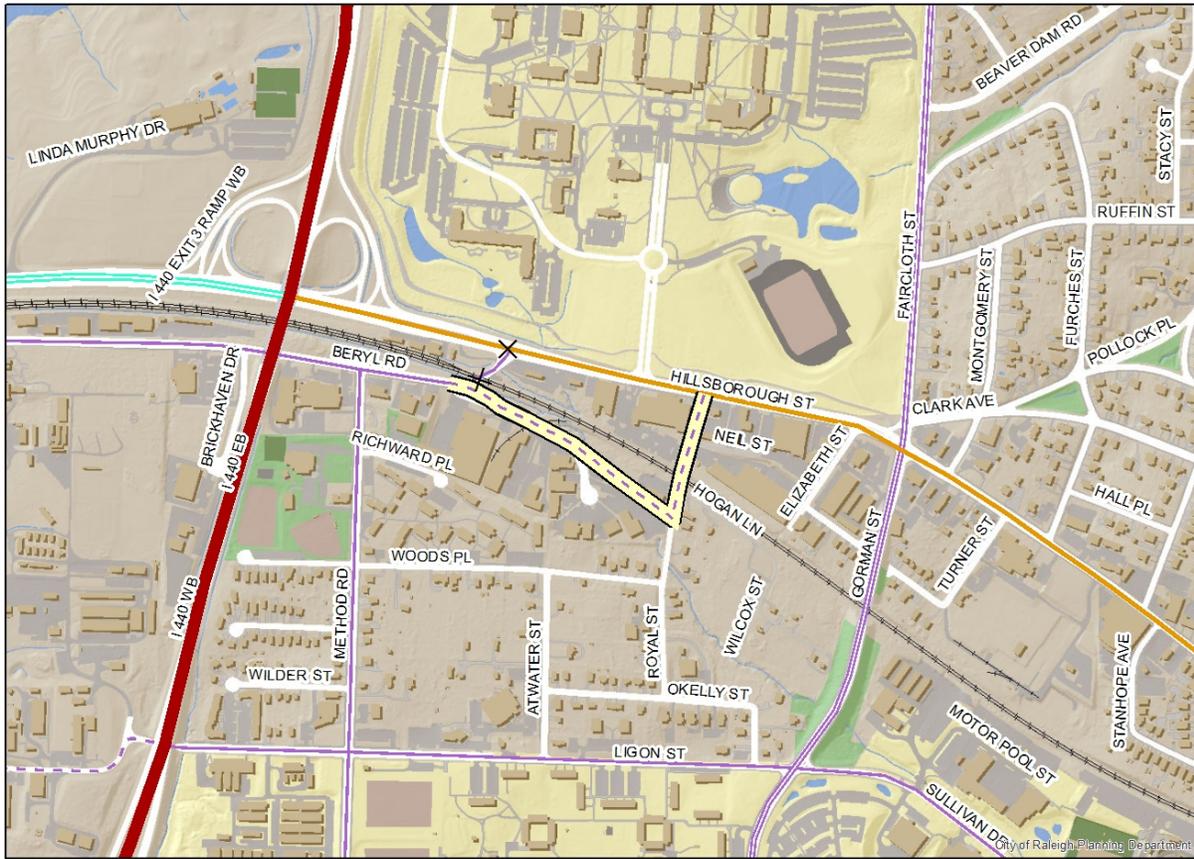


Figure 2: Proposed Amendment for Beryl Road



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

2. Realign Powell Drive to the north/northeast between Carolina Avenue and Hillsborough Street such that it aligns with Youth Center Drive. Remove the existing designation for Powell Drive between Carolina Avenue and Hillsborough Street. The designation of Powell Drive on the new segment is "Avenue Two-lane, Undivided."

Figure 3: Existing Street Plan for Powell Drive

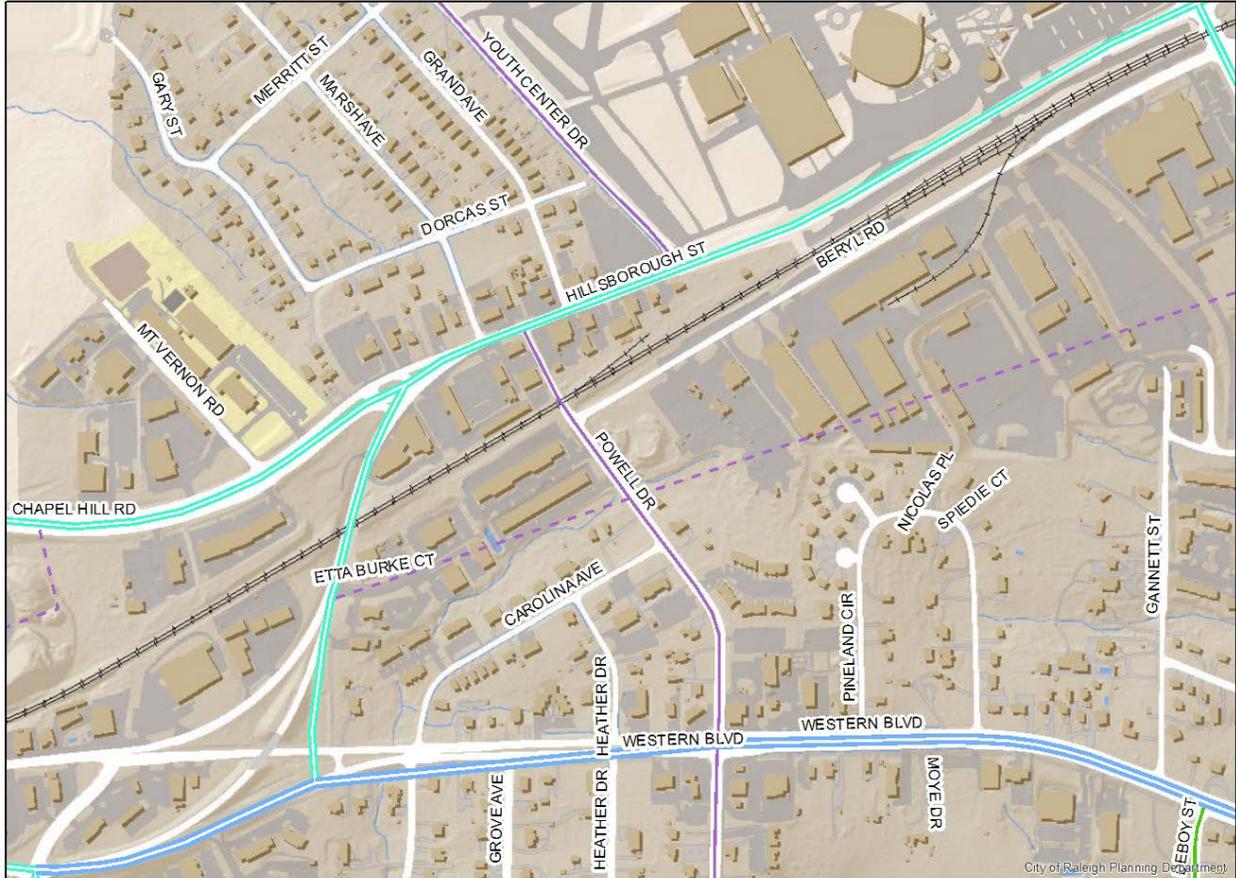
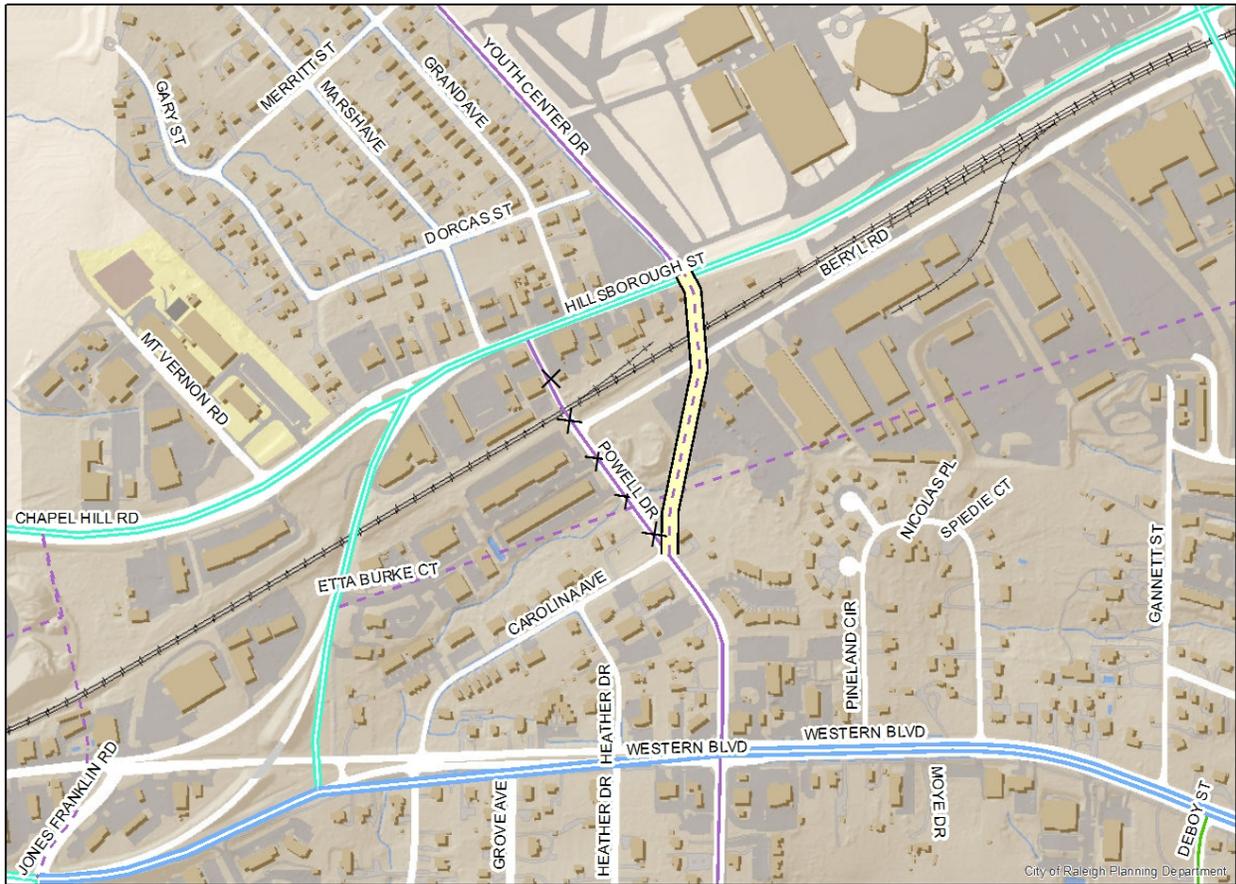


Figure 4: Proposed Amendment for Powell Drive



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

3. Extend Jones Franklin Road north to Chapel Hill Road. Add a new designation for the segment of Jones Franklin Road between Western Boulevard and Chapel Hill Road. The Map T-1 designation for this segment is "Avenue Four-Lane, Divided."

Figure 5: Existing Street Plan for Jones Franklin Road

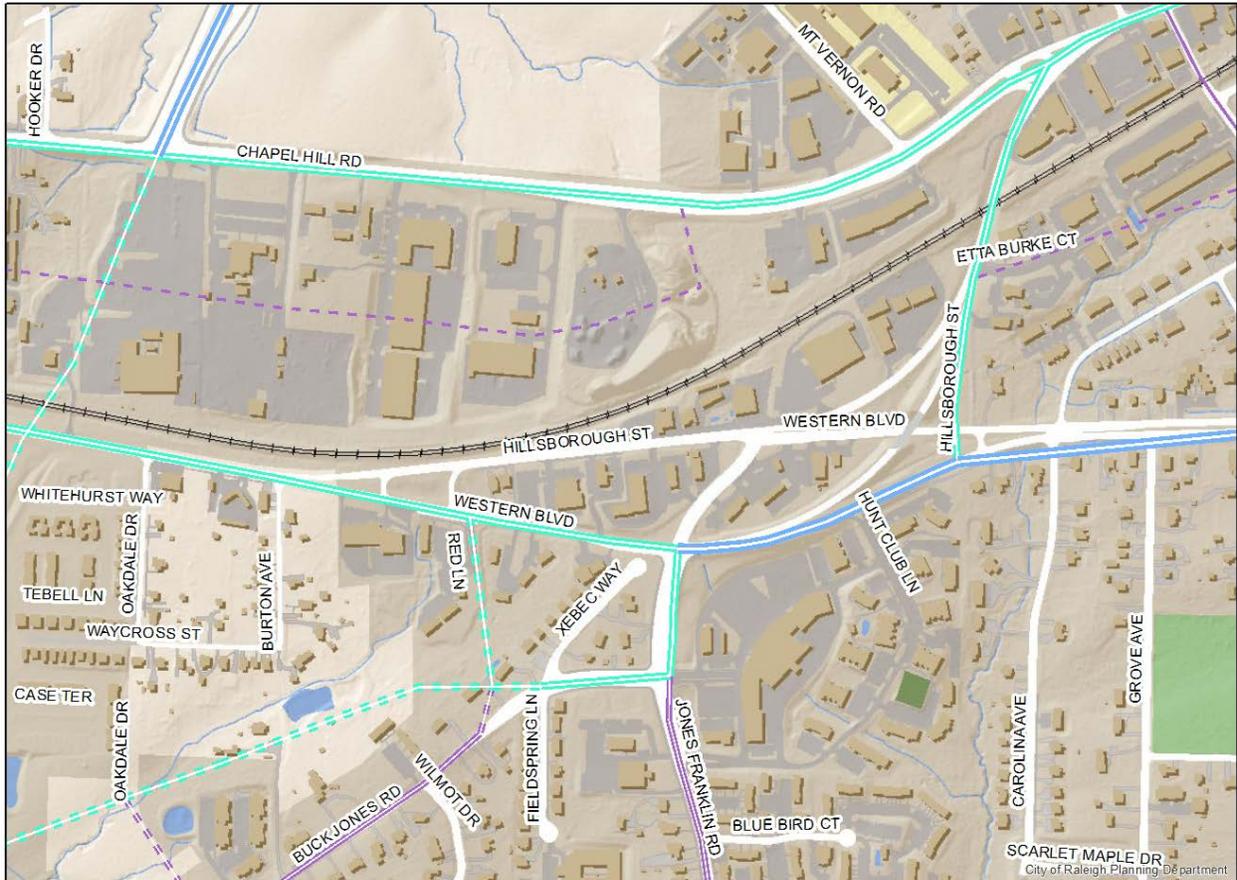
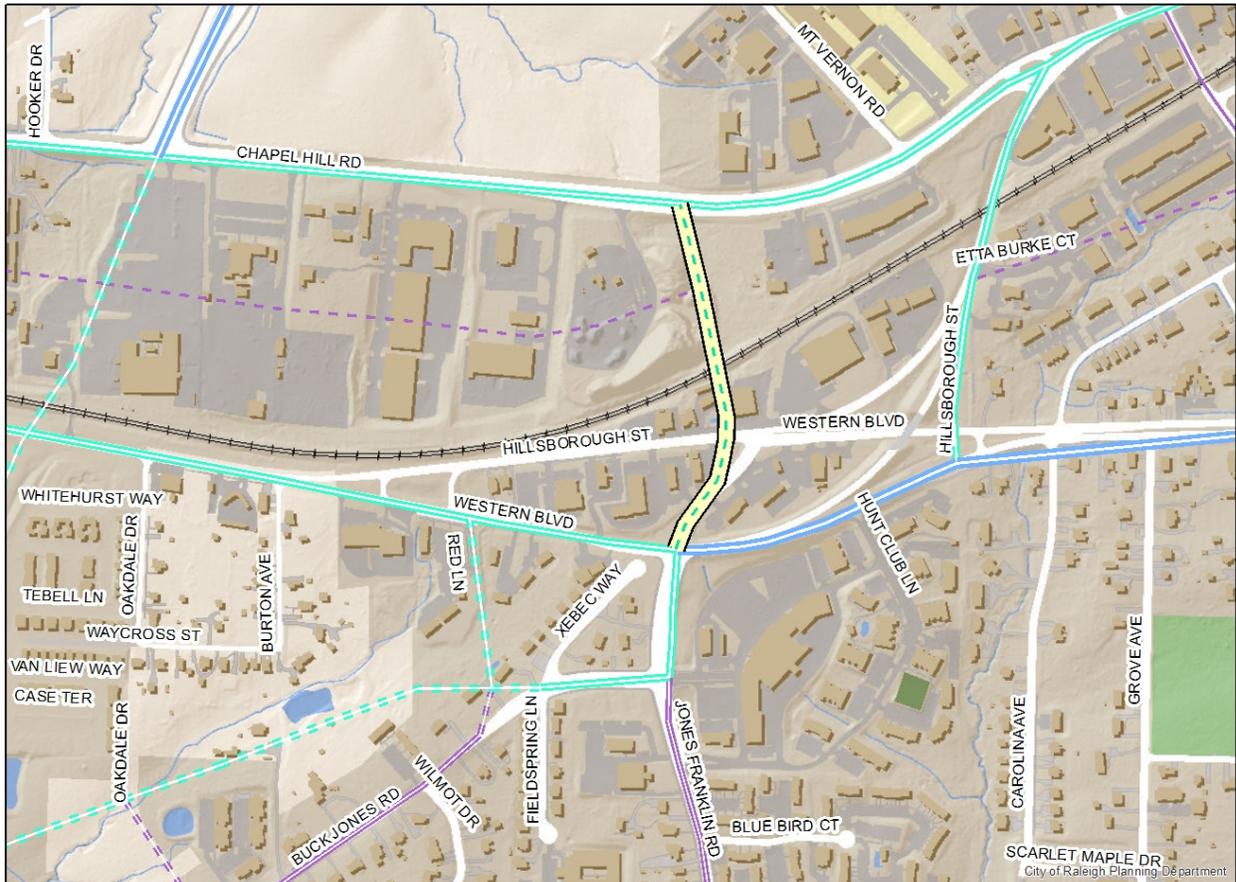


Figure 6: Proposed Amendment for Jones Franklin Road



— Proposed Addition or Alteration of Street Plan

4. Remove the proposed east-west collector segment between Nowell Road and Germantown Road. Remove the proposed segment of Nowell Road between Germantown Road and Hillsborough Street. Extend the "Avenue Two-Lane, Undivided" designation along Nowell Road and Germantown Road in the segments south of the proposed east-west collector.

Figure 7: Existing Street Plan for Nowell Road

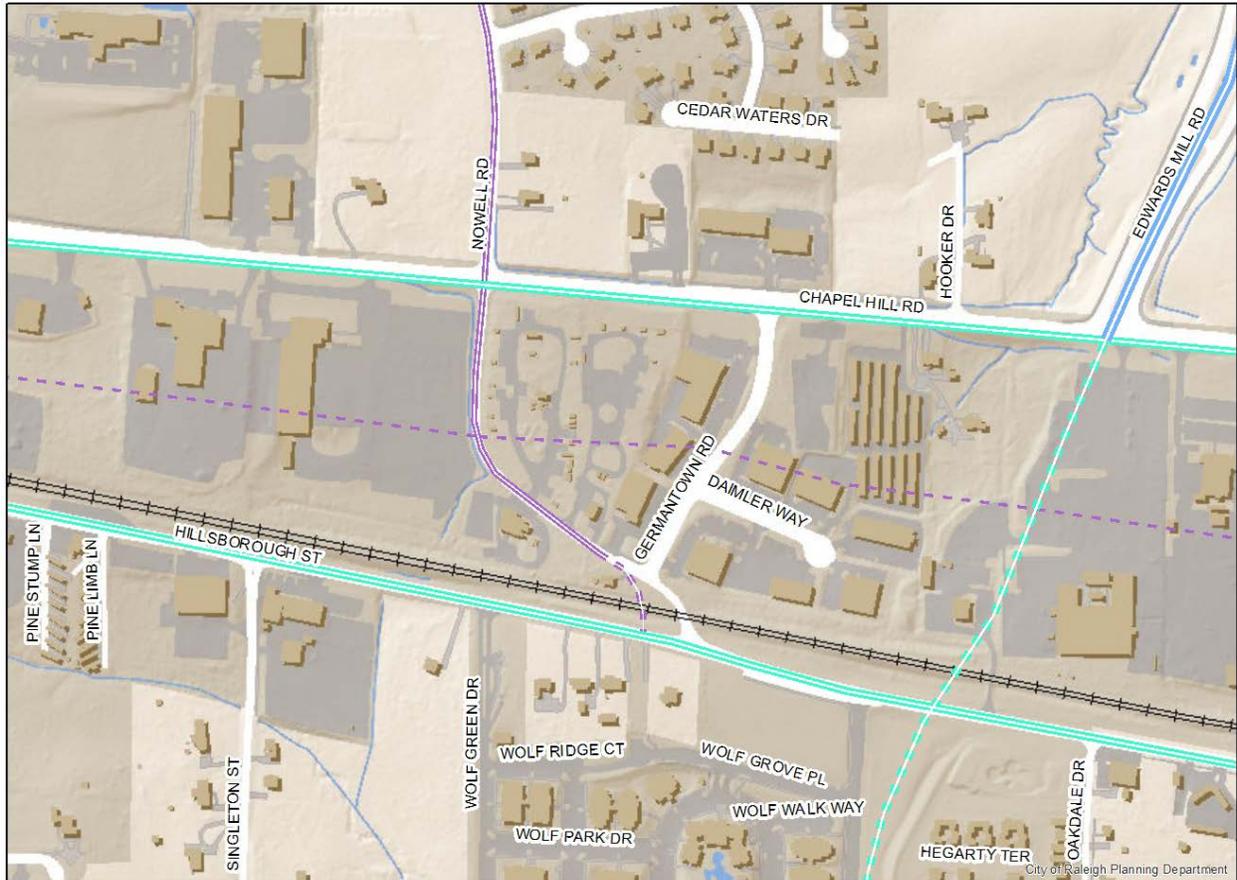
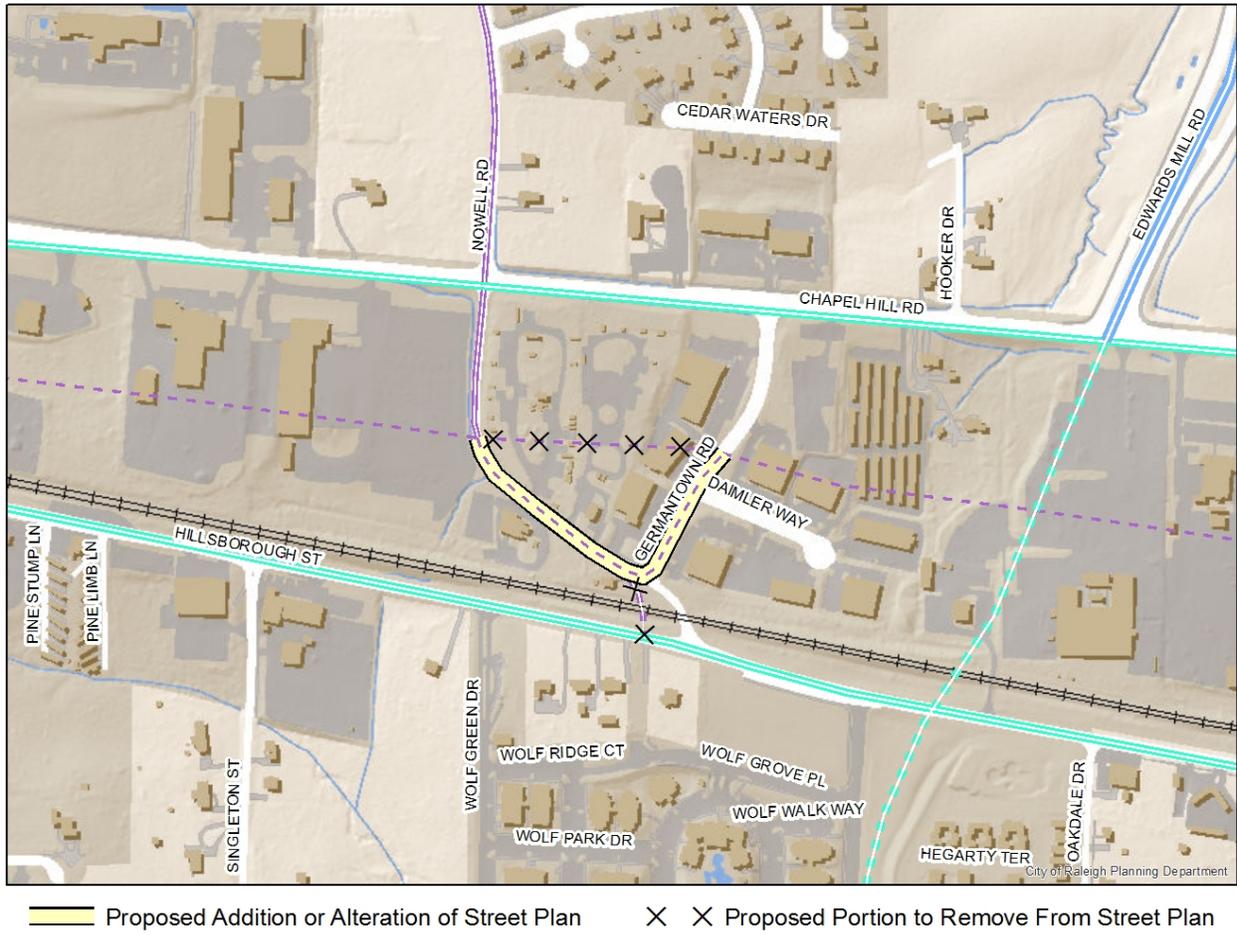


Figure 8: Proposed Amendment for Nowell Road



5. Extend Corporate Center Drive south to Bashford Road. The designation of the new segment is "Avenue Two-Lane, Undivided."

Figure 9: Existing Street Plan for Corporate Center Drive

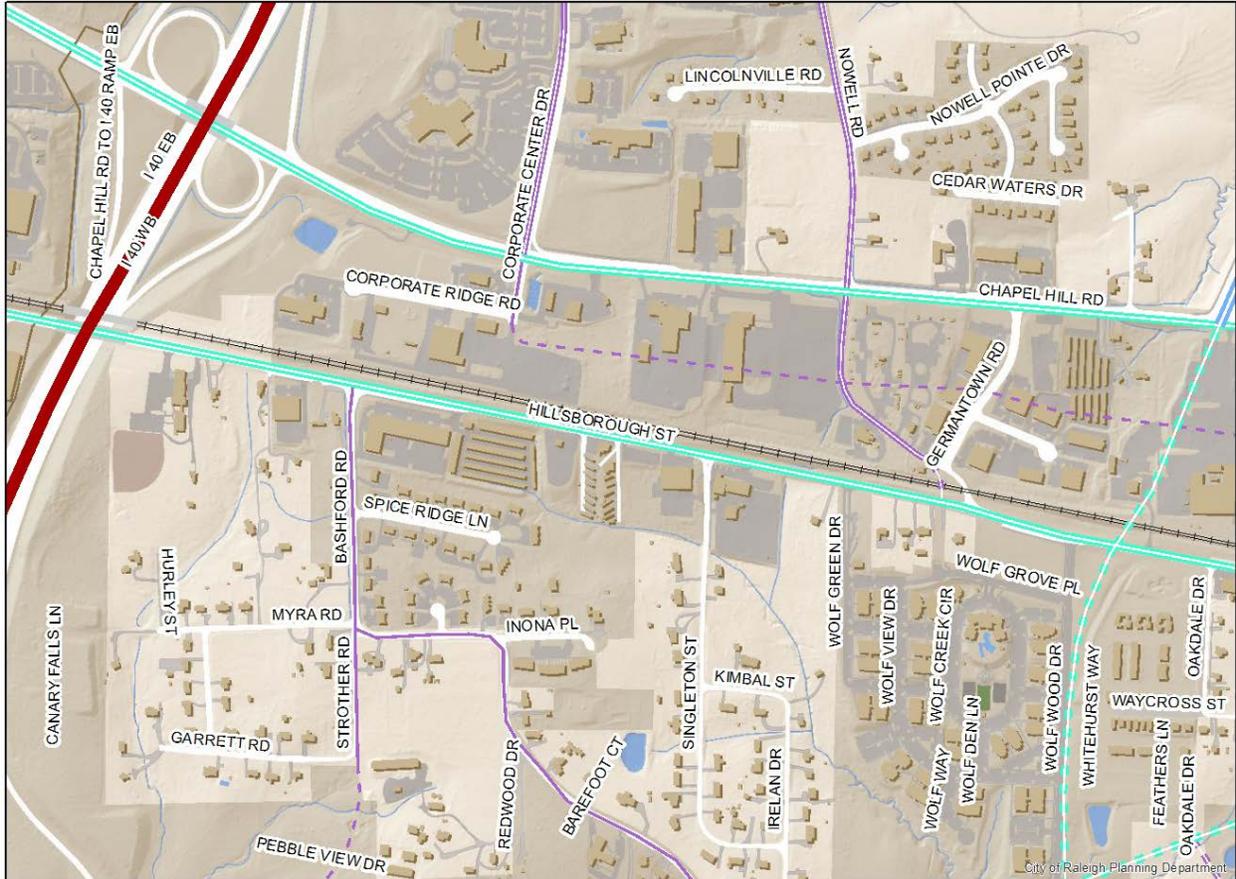
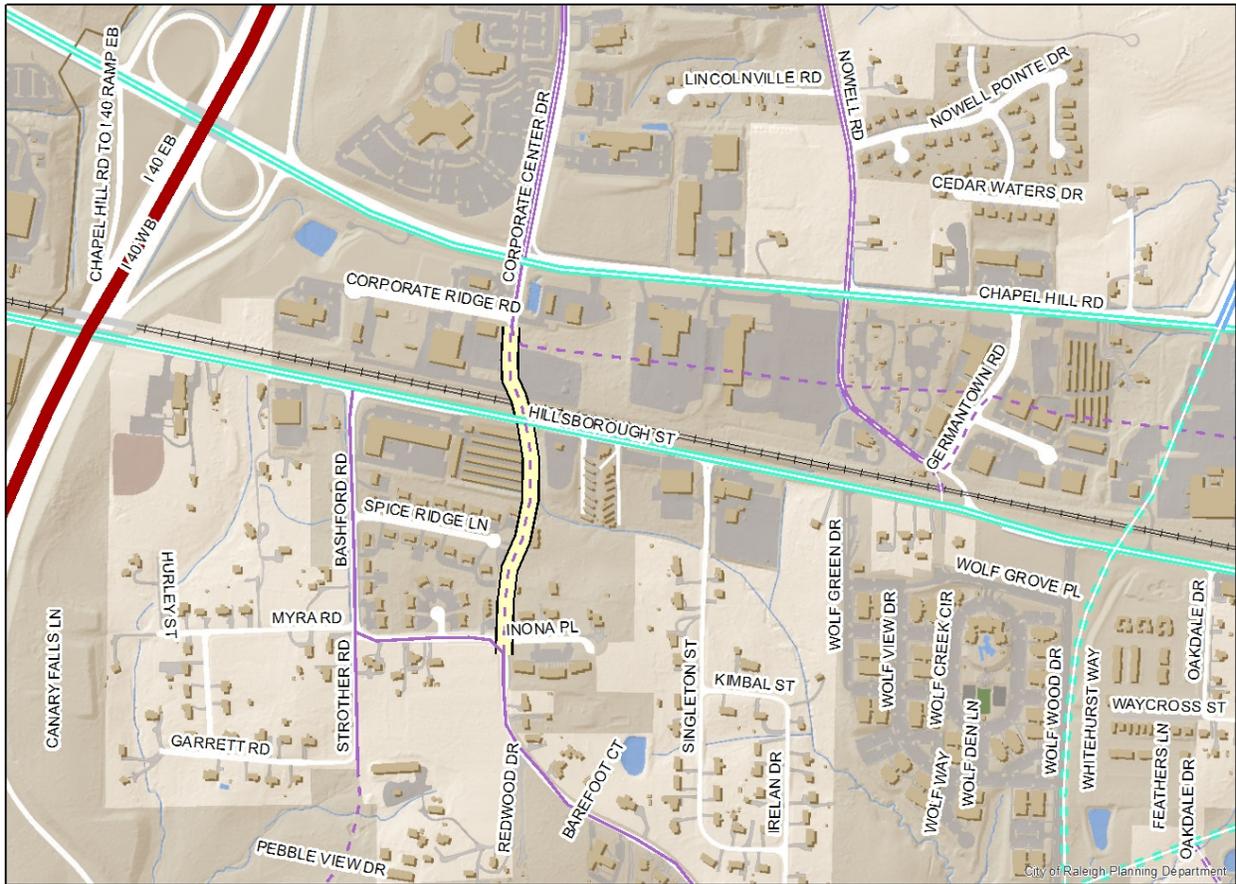


Figure 10: Proposed Amendment for Corporate Center Drive

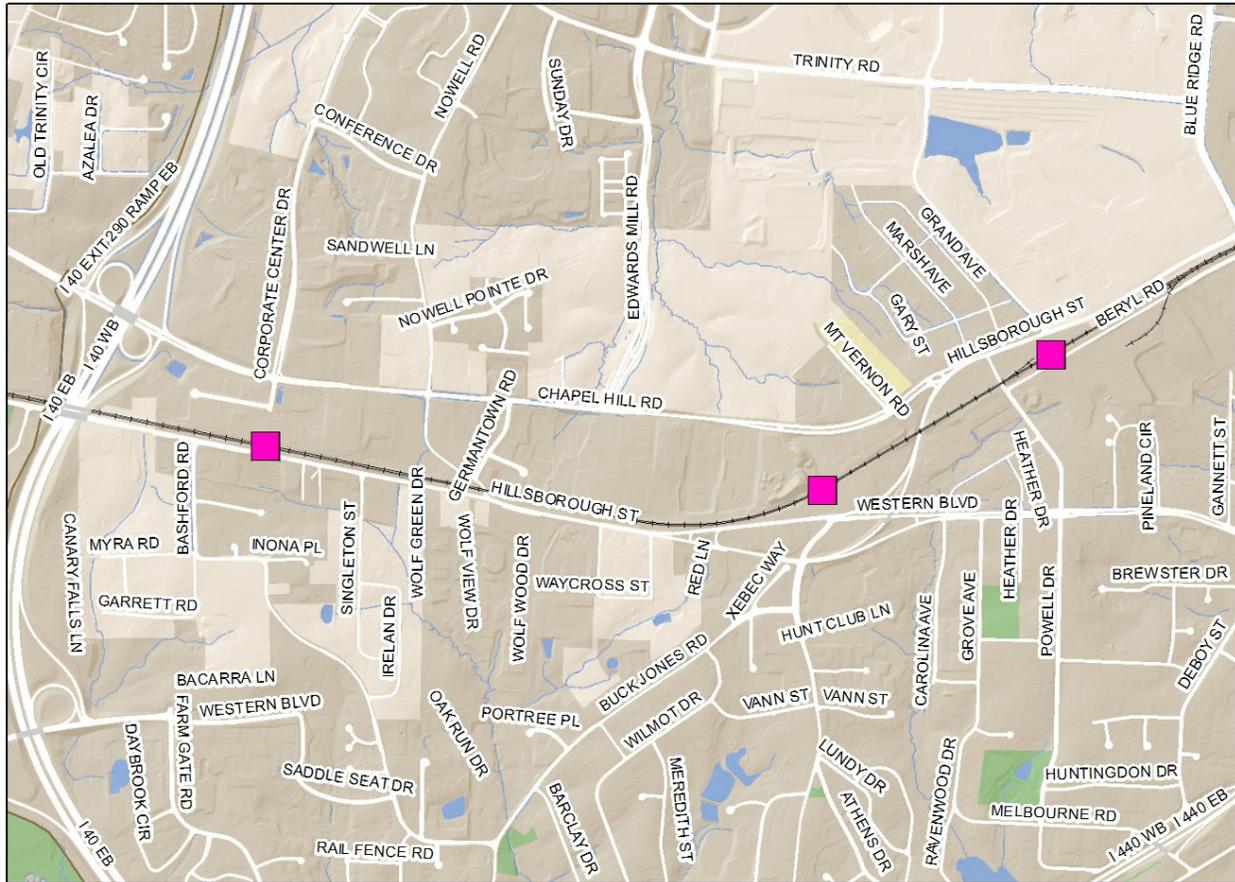


— Proposed Addition or Alteration of Street Plan

## Section 2: Proposed changes to Map T-5 “Future Interchange Locations”

1. Add three Grade Separations to the map as shown below, corresponding to locations of new rail crossings with the following streets as proposed for Map T-1 “Street Plan”:
  - a. Corporate Center Drive
  - b. Jones Franklin Road
  - c. Powell Drive

Figure 11: Proposed Grade Separations



■ Proposed Grade Separations

### Section 3: Proposed changes to the Future Land Use Map

1. Designate as “Office and Residential Mixed Use” the area bounded by Nowell Road to the west, the North Carolina rail corridor to the south, Chapel Hill Road to the north, and the eastern boundary of the Wake County tax parcel having PIN 0784115618 as shown in Figure 13. The existing Future Land Use Map designation in this area is split between “High Density Residential” and “Medium Density Residential” (Figure 12), which are defined as:

**High Density Residential:** This category would apply to apartment buildings and condominiums. Conforming zoning would consist of the RX district with a height limit of 5 to 12 stories, depending on location and context. Other zoning districts which permit multi-family housing, appropriately conditioned, could be conforming as well. Although this is a residential zone, ground floor retail uses (with upper story housing) may be appropriate under certain circumstances. Comprehensive Plan Land Use Element policies should be consulted for additional guidance.

**Medium Density Residential:** This category applies to garden apartments, townhomes, condominiums, and suburban style apartment complexes. It would also apply to older neighborhoods with a mix of single-family and multi-family housing. RX zoning with a three or four story height limit is appropriate for these areas.

The new designation would be “Office & Residential Mixed Use”, which is defined as:

**Office & 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.



2. Designate as “Medium Density Residential”, except for areas currently designated “Public Parks & Open Space”, the area bounded by Method Road to the west, Woods Place to the south, Beryl Road and the North Carolina rail corridor to the north, and to the east by Royal Street and the eastern boundary of the Wake County tax parcel having PIN 0794139360 as shown in Figure 14. The existing Future Land Use Map designation in this area is split between “Business and Commercial Services”, “Moderate Density Residential”, and “Low Density Residential” (Figure 15), which are defined as:

**Business and Commercial Services:** This category is for higher-impact or “heavy” commercial activities that would not be compatible with residential uses, or that have locational needs (such as frontage along freeways, expressways, or other major streets) that are not conducive to mixed use development. Examples would include auto dealerships, auto repair and service businesses, lumberyards, nurseries, contractor suppliers, warehousing, printers, truckstops, distribution centers, and other uses that are quasi-industrial or highway-oriented in character. These areas would generally be zoned IX. Housing would be limited, but live-work units or housing combined with an employment-generating ground floor could be permitted in certain locations.

**Moderate Density Residential (6 – 14 units per acre):** This category applies to some of the city’s older single family residential neighborhoods, along with newer small lot single family subdivisions and patio home developments. Other housing types 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.

**Low Density Residential (1 – 6 units per acre):** This category encompasses most of Raleigh’s single family detached residential neighborhoods, corresponding roughly to the R-2, R-4, and R-6 zoning districts (but excluding parks within these districts). It also identifies vacant or agricultural lands—in the city and in the county—where single family residential use is planned over the next 20 years. Smaller lots, townhouses and multifamily dwellings would only be appropriate as part of a conservation subdivision resulting in a significant open space set-aside. As defined in the zoning regulations, manufactured home parks could also be appropriate in this land use category.

The new designation would be “Medium Density Residential”, which is defined as:

**Medium Density Residential:** This category applies to garden apartments, townhomes, condominiums, and suburban style apartment complexes. It would also apply to older neighborhoods with a mix of single-family and multi-family housing. RX zoning with a three or four story height limit is appropriate for these areas.

Figure 14: Existing Future Land Use Map at Beryl Road

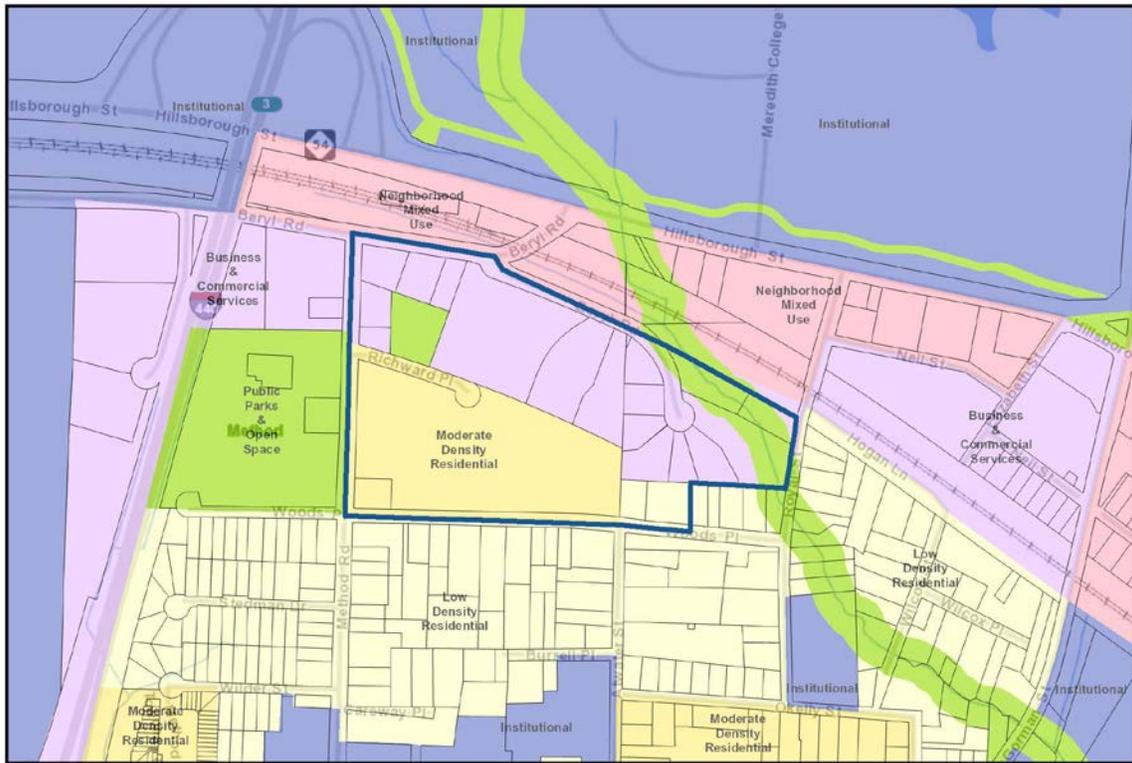


Figure 15: Area Proposed to be Designated “Medium Density Residential” with the exception of any areas currently designated “Public Parks & Open Space”

