2030 COMPREHENSIVE PLAN

JANUARY 2014 PROGRESS REPORT

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2030 COMPREHENSIVE PLAN

I. INTRODUCTION

The 2030 Comprehensive Plan was adopted by City Council in October 2009. During the adoption process, staff and City Council committed to an annual review wherein recent trends could be analyzed and past decisions compared with the policy guidance contained within the Plan. Additionally, Action Item IM 3.2 states that an annual progress report shall be prepared that includes key accomplishments, critical issues and key implementing agencies. Each year, staff provides a detailed account of the past year's actions, and how these actions align with policy direction contained within the Plan. If recent actions or emerging trends shift policy, a recommendation to amend the Plan may be provided.

2014 marks the five-year anniversary of the 2030 Comprehensive Plan, and as called for in Policy IM 3.1, staff will initiate a five year update to the Comprehensive Plan at the start of Fiscal Year 15 (July 2014). The update represents an opportunity to evaluate the past five years of implementation, take a fresh look at the data and trends, and address new issues that have emerged. The process will engage stakeholders both inside and outside the City organization to both propose new ideas as well as to weigh in on ideas and issues brought forward by Planning staff. Once complete, the five-year update will be presented to the Planning Commission for review and recommendation to the City Council.

This report reviews the zoning decisions of 2013, examines emerging trends in the field of planning that might merit inclusion in the Plan, and reviews progress of the short-term, mid-term and on-going action items in the Action Matrix.

II. 2013 CITY COUNCIL ACTION ITEMS

A. REZONING ACTIONS

Action Item LU 1.4 states that the City should "Maintain the currency of the Future Land Use Map through periodic reevaluation and revision of the map based on analysis of growth and development needs and trends, small area studies and special area studies." One opportunity to review the Future Land Use Map is in concert with recent rezoning actions. Each rezoning request is analyzed for consistency with the Comprehensive Plan and the Future Land Use Map. Not every rezoning that is approved is consistent with the Plan or Map. The following is a synopsis of the rezoning actions in 2013.

There were 35 rezoning requests submitted in 2013; another four rezoning cases from 2012 were decided in 2013. One of these requests was withdrawn prior to the public hearing. There are ten pending cases. This leaves 28 rezoning requests that were considered under the 2030 Comprehensive Plan. Staff performed an analysis of each request, making a determination of the consistency of the request. Consistency is judged based on applicable policy guidance contained within the Plan and the land use classification on the Future Land Use Map. Table 1 provides the number and percentage of consistent and inconsistent rezoning requests for 2013.

Table 1: 2013 Rezoning Cases

Disposition	Number	Consistent (Percentage of total)	Inconsistent (Percentage of total)
Approved	24	14 (58%)	10 (42%)
Denied	4	3 (75%)	1 (25%)
TOTAL	**28**	**17 (61%)**	**11 (39%)**

Of the 24 approved rezoning requests, 10 were inconsistent with the 2030 Comprehensive Plan and/or the Future Land Use Map. Four of these inconsistent cases would permit an increase in residential density beyond the recommendation for the future land use classification. Six of the inconsistent cases introduced either retail or office uses in areas designated as appropriate for residential uses. One such case introduced retail uses in the watershed; however, a master plan was approved with the request to ensure the effects of development were not detrimental to the watershed area. Table 2 details the ten inconsistent requests approved by City Council.

Table 2: Approved Cases Found Inconsistent with the Comprehensive Plan

Case Number	Rezoned From	Rezoned To	Future Land Use Map Designation
Z-35-12/Oberlin Rd	R-20 & O&I-1	O&I-2 CUD w/ PBOD	Office and Residential Mixed Use/ Medium Density Residential
Z-37-12/Hillsborough St	NB & I-2 w/ PBOD/PDD	To AMEND PBOD/PDD	Neighborhood Mixed Use/ High Density Residential
Z-1-13/Jones Franklin Rd	R-4	O&I-1 CUD	Moderate Density Residential
Z-2-13/Wake Forest Rd and Wake Towne Dr		To AMEND O&I-2 CUD w/ SHOD-2	Office/ Research & Development
Z-5-13/Falls of Neuse Rd	RR w/ WPOD & SHOD-1	RR PDD w/ WPOD & SHOD-1	Rural Residential
Z-11-13/New Hope Church Rd	R-6	O&I-1 CUD	Moderate Density Residential
Z-14-13/East Six Forks Rd	R-6	O&I-1 CUD w/ PBOD	Medium Density Residential
Z-17-13/Thornton Rd	R-4	TD CUD	Low Density Residential/ Public Parks & Open Space
Z-20-13/Landmark Dr	O&I-CUD	CX-5-PL, CX-4-PL, NX-4, OX-3 AND OX-4 ALL CUD	Office & Residential Mixed Use
Z-26-13/Hillsborough St	NB,O&I-2 & I-2 w/ PDD & PBOD & NB CUD w/ PBOD ALL w/ SRPOD	NX-5-L-CU w/ SRPOD	Neighborhood Mixed Use/ High Density Residential

Staff performs an analysis of amending the Future Land Use Map to align with the recent inconsistent approvals. While it is possible to simply change the Future Land Use Map to align with recent approvals, each rezoning action should be reviewed to determine whether it should be considered a special exception or a true shift in policy. There may be an instance where the Future Land Use Map designation is still appropriate, regardless of a recently approved inconsistent district. In the case of the ten approved inconsistent cases, staff recommends that no amendments be made to the Future Land Use Map.

B. Text Change Actions

The City Council also reviews alterations to the Zoning Code through the Text Change process. In some instances changes to the Zoning Code may be a reaction to an existing deficiency. In other instances, a more proactive approach can address anticipated issues, guided in particular by the adopted Comprehensive Plan Action Items.

A text change can be initiated by a citizen, City Staff, Planning Commission, or the City Council. With the adoption of the 2030 Comprehensive Plan, staff committed to analyze each text change in accord with the policy directives of the Plan. The only text change for 2013, TC-1-13, was requested by staff and was approved. This text change amended language relating to rezoning filing dates in order to reduce confusion about the process during the transition to the Unified Development Ordinance.

III. Emerging Issues

Each year, staff reviews current trends that may impact the 2030 Comprehensive Plan. General maintenance of the Plan is important: examination and inclusion of recent trends keeps the Plan relevant. This year staff identified four emerging issues that may impact the Comprehensive Plan: Resilient Communities, Innovation Districts, Sharing Economy and Autonomous Vehicles. There are no related Comprehensive Plan amendments recommended in association with these emerging issues at this time; however these topics would be appropriate to explore further as part of the five-year update.

A. Resilient Communities

More frequent natural disasters such as heat waves, droughts, floods, and storms, along with man-made ones such as hazardous materials accidents and others, threaten our health and safety, our economic prosperity, our energy security, and our way of life. Local governments are on the front lines of these challenges and must respond. In the face of such unforeseen threats, a resilient community withstands and sustains such impacts without impacting the overall community health. Resilient Communities are defined as those that have the ability to bounce back from adverse situations by actively influencing and preparing for economic, social, and environmental change. They have high level of social capital which indicates access to good information,

communication networks, and wide variety of resources to rely on when the need arises. Resilient Communities for America organization brings together elected officials committed to creating more prepared communities.

The City of Raleigh provides a number of critical services to our citizens that must operate at all times. In order to maintain these services, the City must be able to recover quickly and effectively to ensure uninterrupted services. The most pressing resilience priorities for the City are:

- Create continuity of government and continuity of operations plan for the City. This will involve a thorough examination of determining our critical needs, finding vulnerable gaps that can lead to interrupted service, and planning for ways to address these gaps.

- Provide generated power to critical City facilities.

- Work with vendors through purchasing contracts to ensure the City has a supply of gas and other fuels during a disaster to maintain operations.

- Develop communications networks and plans that are redundant and reliable during a disaster.

- In addition to continuity planning, develop long-term, sustainable strategies to ensure lasting operations and instill a cultural change throughout the City that leans towards these more sustainable methods.

The City is currently participating in a joint **Hazard Mitigation Plan** in partnership with the County and other municipalities. The City has undertaken a number of strategies to improve our resiliency. For example, we have identified critical functions and ensured they are able to sustain themselves during a disaster when power is interrupted, phones are not operable, and when computer systems are down. We have created backup procedures that include backup generated power, utilization of priority wireless cell coverage, and paper backups to critical computer systems.

Other examples include the following: conversion of some our vehicles to propane to create diversity in our fuel demand needs; use of biodiesel and producing biofuels onsite at facilities; emphasizing renewable energy, including solar photovoltaic, solar thermal and geothermal; and substantial investments in energy efficiency. These efforts not only provide for a more sustainable city, but one that is more resilient as we are not reliant on a single energy source to continue operations. The City's 2012 Council-adopted **"Roadmap to Raleigh's Energy Future: Climate Energy Action Plan"** was a collaborative team prioritization to identify, test, evaluate and implement innovative technologies, policies, programs, strategies, partnerships and financing approaches. It has employed and recommends future pilot and demonstration projects and grants to improve the City's internal operations.

An emphasis on multi-modal transportation, rainwater harvesting and green infrastructure, residential energy efficiency, clean water initiatives and the **City's Greenprint** and **2030**

Comprehensive Plan all contribute to long-term resiliency communitywide. As numerous communities across the nation are addressing their resiliency, Raleigh is proud to be in the lead by continuing to find innovative and efficient ways to increase our resiliency while maintaining a sustainable and healthy community.

B. INNOVATION DISTRICTS

Innovation Districts seek to cluster established and developing companies of various sizes to support collaboration and innovation. These mixed use districts can include office, residential and retail uses, as well as well-maintained public spaces and transit access for round the clock activity and social interaction. A growing number of companies are seeking to collocate with related businesses in environments that blur the lines between work and play and that allow workers to mingle and share ideas. Innovation Districts are a physical change in response to major economic and demographic trends. They reflect a shift away from physical isolation toward open innovation and collaborative efforts among businesses and institutions, as well as a growing desire among workers for livable, walkable, connected places.

Innovation Districts can be organized around almost any economic sector. For example, the Northwest Michigan Council of Governments is working to organize innovation districts around food systems and food innovation, an idea from the Michigan Good Food Charter (www.nwm.org). In Winston-Salem, NC, the Wake Forest Innovation Quarter is expected to become a leading hub for innovation in biomedical science and information technology (www.wakeforestinnovationquarter.com). An Innovation District in the South Boston Waterfront aimed at web and start-up companies has attracted 100 technology companies since being designated by the City in 2012 (www.boston.com). The Cortex Innovation Community in St. Louis, MO is a 200-acre technology district integrated into residential city neighborhoods (www.cortexstl.com). The Broad Street Arts and Cultural District recognizes arts, culture and entertainment as catalysts for economic development in Virginia's capital city, Richmond (http://www.yesrichmondva.com/neighborhood-revitalization/Broad-Street-ArtBiz-District).

Innovation Districts are a tool for cities in realizing meaningful local economic change (Katz and Bradley, *The Metropolitan Revolution*). Whether they are the result of an informal agglomeration of companies or strategic recruiting efforts on the part of the city or a developer, Innovation Districts can be supported by physical planning and policy. Physical planning for and implementation of transportation and infrastructure improvements and expansion can encourage growth of an Innovation District. Policy incentives can be district-wide, such as annual allocation of resources for branding and promotion. Targeted incentives might include expedited reviews. In some cases a city may go so far as to grant an Innovation District a unique zoning classification. Under the newly adopted Unified Development Ordinance, such Districts could be encouraged as overlays in areas identified for mixed uses.

Citrix's move to relocate its headquarters to the old Dillon Supply steel warehouse just west of downtown Raleigh may be the most recent evidence of a burgeoning spontaneous Innovation

District in Raleigh. Citrix CEO Mark Templeton specifically cited proximity to downtown as a recruiting advantage for the company. **Policy ED 5.1 Economic Development Amenities** and **Policy 5.6 Designing Knowledge Industry Workplaces** are supportive of the development of Innovation Districts.

C. SHARING ECONOMY

The sharing economy describes a range of activities, services, spaces and goods that represent an alternative to the individual ownership economy. Best exemplified by things like carsharing, bikesharing, cooperatives, community farms, shared housing and shared workspaces, the sharing economy has the potential to impact city form and infrastructure, city coffers, and human interactions and relationships.

Shareable, a non-profit, and the Sustainable Economies Law Center created a sharing economy urban policy primer which focuses on four general areas: transportation, food, housing and job creation. Shared transportation (carsharing, bikesharing, ridesharing) could decrease car ownership and use as well as the space needed for parking in urban areas. (The popularity of carsharing may be impacted by the emergence of autonomous vehicles, discussed next, as the carshare car could come to you rather than the other way around.) Other possible benefits include decreased pollution and congestion. Several Comprehensive Plan policies and actions relate to encouraging shared transportation modes, including **Policy 2.14 Employer-Based Trip Reduction**, **Action T 2.6 Reducing Single Occupant Driving**, **Policy DT 2.13 Car and Bicycle Sharing**, and **Action DT 2.13 Car Sharing and City Vehicles**. With the recent arrival of Zipcar, shared transportation is an increasingly viable mobility option in Raleigh.

Local food production (community farms) has the potential to create local jobs and decrease the negative transportation impacts from importing food from distant locations. **Action EP 9.4 Local Food Systems** directs the city to explore opportunities to develop and expand local food systems (including community gardens and urban farms). In addition, the Unified Development Ordinance establishes standards for both community gardens and urban farms.

Different types of shared housing - from cooperatives to accessory dwelling units to short-term rentals – may affect the nature and form of neighborhoods and will certainly have an impact on the development review process and zoning policy. Although backyard cottages were considered during the Unified Development Ordinance creation process, this development option was ultimately omitted due to concerns about potential negative impacts.

Shared workspaces and crowd-funding have the potential to lower barriers to entry for small businesses, which could, in turn lead to job growth. The emergence of co-working spaces and business incubators such as HQ Raleigh, American Underground, Design Box, and ThinkHouse shows interest in this type of sharing economy among Raleigh residents.

D. Autonomous Vehicles

Recent technological advances and private investment have brought commercially-available self-driving vehicles closer to reality. Although widespread adoption of autonomous vehicles is likely several decades away, the potential for this technology to reshape transportation patterns, travel habits and urban form makes it an important emerging issue for urban areas.

Todd Litman of the Victoria Transport Policy Institute recently published a paper on the potential impacts of autonomous vehicles and their implications for transportation planning. Among the possible beneficial impacts that he discusses:

- Reduction of congestion, parking costs, accidents, roadway costs and pollution emissions. Increased mobility for non-drivers.
- Elimination of the need for conventional public transit service.
- Reduction of and more productive use of parking space if autonomous vehicle taxi service becomes a primary means of transportation.

Some potential increased costs or problems have been identified with widespread adoption of self-driving vehicles. The possibilities include:

- Increased production costs for roadway infrastructure/additional equipment.
- Security and privacy concerns.
- System failure.
- Road users taking additional risks since they feel safer.
- Induced vehicle travel as a result of increased convenience and affordability.
- Social equity concerns that other modes might be made less convenient.
- Reduced employment of vehicle drivers or car repair workers.
- Misplaced planning emphasis if technological fixes cause planners to ignore more cost-effective transportation projects such as pedestrian and transit improvements, demand management, etc.
- Higher prices for car purchase and maintenance costs.
- Increased sprawl and lower density development since road users would likely experience faster commutes and would also be able to complete other tasks during their commutes.

Widespread use of autonomous vehicles is still many years away, but as their impact may be revolutionary and transformative, it is not too early for cities to begin thinking about the implications for land use and transportation planning. For example, city policies regarding parking and density will influence the economics of autonomous taxis/carsharing versus private vehicles. Further, the incorporation of autonomous technology into transit vehicles would radically change the cost structure of that industry.

IV. Action Items

The 2030 Comprehensive Plan includes many policies that provide guidance to elected and appointed officials, city staff and the general public. These policies convey general principles that relate to action items. Action items provide specific tasks for the City to undertake to implement Plan policies. The action items are consolidated into an "Action Matrix" in an appendix to the Comprehensive Plan. This matrix identifies key information about each action item: time horizon for completion, responsible agency, action type and whether or not capital funding is required for implementation. The Plan contains four time horizons for the action items: short-, mid-, long-term and on-going items.

Table 3: Action Matrix Time Horizon

Term	Description	Number
Short-term	1 to 2 years	146
Mid-term	3 to 5 years	161
Long-term	6 to 10 years	58
On-going	No pre-determined start/end time	100

For this annual report, Planning staff coordinated with other City departments to review the progress of the on-going and short- and mid-term actions in the Plan. Staff asked a few basic questions regarding progress and implementation of each action item. In response, a number of changes to the Action Matrix are recommended. These recommendations take the form of:

- Additional or amended policy language contained within the Plan.
- Completed action items to be removed from the Plan
- Reclassification of time frame to mid-term or long-term.
- Change in type or responsible agency to better reflect intent and ownership.
- Change in whether or not capital funding is required for implementation.

There are 410 on-going, short-, or mid-term action items in the Comprehensive Plan. There is a general reduction in the number of short-term and mid-term action items from the 2012 totals. Sixty-one action items have been completed during 2013, and 275 on-going, short-, or mid-term action items are currently in progress.

Table 4: Action Item Status

Stage	Number
Implemented	61
In Progress	275
Not Started	58
No Reporting	16
TOTAL	**410**

V. ALTERATIONS

Based on the information in the first three sections of this report and input from numerous City departments about action item progress, staff offers a range of recommendations for the text, maps and Implementation Element of the Plan. Subsections A and B represent recommendations generated by staff. Items are grouped by similar recommendation where appropriate and the remaining items are arranged in the order that they appear in the Comprehensive Plan. Where staff recommends additions to the text, new language is shown in **bold underline**. Where staff recommends removal of text, the removed language is shown as ~~strikethrough~~. Section C contains all citizen petitions for amendments to the Comprehensive Plan.

A. TEXT

1. Staff recommends **removal** of these 48 completed action items:

    ~~Action LU 2.5 Regulatory Incentives~~
    ~~As part of the update to the City's development regulations, incorporate where appropriate incentives aimed at achieving Comprehensive Plan policies for development and redevelopment. Incentives can include bonuses, streamlined approvals, enhanced flexibility, or other mechanisms.~~

    ~~Action LU 8.1 Common Open Space~~
    ~~During the update of the City's development regulations, revise the zoning ordinance to require common usable open space within newly-constructed subdivisions.~~

    ~~Action LU 8.2 Open Space Networks~~
    ~~Study amending the City's subdivision regulations to require the preservation of ecological resources such as contiguous woodlands, wetlands, floodplains, riparian areas, Significant Natural Heritage Areas, and priority wildlife habitats identified in the "NC Wildlife Action Plan" as part of a development's open space requirements.~~

    ~~Action LU 10.1 Performance Standards for Big Box Retail~~
    ~~During the update of the City's development regulations, consider zoning revisions that establish locational and requirements and/or performance and design standards for big box retail.~~

    ~~Action T 1.2 Transportation Impact Analysis~~
    ~~Develop and adopt regulations that establish a threshold to require a multimodal transportation impact analysis (TIA) for all proposed new and expanded development, as well as zoning map amendments. These regulations should meet or exceed the requirements detailed in NCDOT Traffic Impact Analysis Guidelines.~~

~~Action T 3.1 Designation of Complete Streets~~
~~Develop a framework for designating roadways under a Complete Streets classification. Create a hierarchy that accommodates multiple modes of travel serving pedestrians, bicyclists, transit vehicles and users, and motorists of all ages and abilities.~~

~~Action T 3.2 Redefining Road Classification~~
~~Develop a comprehensive roadway network that categorizes streets according to function and type while considering all of the potential users and the surrounding land use context.~~

~~Action T 5.1 Sidewalk Inventory~~
~~Update the sidewalk inventory to help determine gaps in connectivity and areas in need of rehabilitation.~~

~~Action T 5.2 Updating Sidewalk Standards~~
~~Update sidewalk standards and requirements after the completion of the Public Realm Study.~~

~~Action T 5.13 Pedestrian Plan~~
~~Develop a pedestrian plan with a multi-year priority and funding stream to repair and expand pedestrian connections throughout the City.~~

~~Action T 6.4 Criteria for Changing On-Street Parking Regulations~~
~~Adopt a set of criteria for evaluating changes to the on-street parking regulations such as requests for no-parking and loading zones.~~

~~Action EP 1.2 Public Facility Energy Audit~~
~~Conduct a "Public Facility Energy Audit" to determine how the City of Raleigh can improve energy efficiency and reduce costs related to energy consumption in public buildings and operations.~~

~~Action EP 1.7 Green Training~~
~~Partner with the North Carolina Cooperative Extension and other local institutions and agencies to develop a program that trains City of Raleigh residents in implementing green building practices and fostering on-site energy generation in their homes, neighborhoods, and businesses.~~

~~Action ED 1.2 Mixed-Use Zoning Incentives~~
~~Develop and adopt zoning mechanisms that reward and/or require mixed-use development, mindful of physical and economic feasibility considerations.~~

~~Action ED 5.5 Mixed-Use Zoning Incentives~~
~~Provide zoning incentives for residential development in and near targeted business districts with mixed-use potential due to pedestrian and/or transit accessibility.~~

Action ED 8.6 Economic Development Website
Create an economic development- focused web page hosted by the City. This page would consolidate data analysis and reports, economic development plans and studies, links to internal and external economic development resources, and other relevant information.

Action H 1.2 Zoning for Mixed Income
As part of the update of the City's development ordinances, include zoning provisions such as the creation of an inclusionary housing program that encourages mixed-income developments throughout the City.

Action H 3.5 Rooming Houses and Transitional Housing
Update the regulations for the spacing, density, licensing, and upkeep of rooming houses and transitional housing.

Action H 4.5 Focus on the Housing Needs of the Physically Challenged
Include an enhanced focus on the housing needs of the physically challenged in the City's revised development regulations; in particular ensure that housing accessible to residents with physical challenges is included along transit corridors and near transit stations.

Action PR 2.5 Zoning Incentives for Recreation
Explore zoning incentives for developers and land owners to increase recreational amenities and tie-ins to municipal recreational projects on their property or as part of new developments.

Action PR 4.1 ADA Accessibility Plan
Develop and implement an accessibility plan for all park facilities that meets the requirements outlined in the Americans with Disabilities Act (ADA).

Action PR 4.3 Open Space in New Development
As part of the update to the City's development regulations, require the private sector to provide usable, publicly accessible open spaces and paths in new developments, and ensure that they are connected to the public sidewalks and/or the greenway system.

Action PR 4.5 Performance Standards for Recreation Facilities
Revise the private development process to include performance standards and incentives for integrating public recreation facilities, such as neighborhood and community center buildings, into development site plans.

Action PU 1.2 Enterprise Resource Planning and Utility Rates
As part of the ongoing Enterprise Resource Planning (ERP) project, build into the next utility billing system the flexibility to implement a variety of pricing strategies, including tiered water rates, consistent with the goals of full cost pricing and using price as a demand management tool. (The ERP project is a major overhaul of the City's IT infrastructure as relates to finance, billing, human resources, and other core business functions.)

Action PU 2.1 Update of Municipal Code
Update Part 8, Chapter 2, Article B of the City's municipal code governing utility extensions as needed for consistency with the utility extension policies of this Plan and innovations such as re-use water.

Action PU 3.5 Water-Saving Incentives
Determine the feasibility of using incentives to encourage existing users to switch to water-saving devices and appliances.

Action PU 4.1 Residential FOG Collection and Re-use Program
Design and implement a residential FOG (fats, oils, and grease) collection program, similar in concept to curbside recycling. The key is to provide households with a convenient alternative to dumping FOG down the drain, coupled with a public education campaign highlighting both the benefits to the sewer infrastructure and to water quality, as well as the opportunity to capture and utilize the FOG to create biofuels.

Action CS 3.1 CPTED Development Plan Review
Include components of the Crime Prevention through Environmental Design (CPTED) program in the Development Plan review process.

Action CS 3.2 CPTED Partnerships
Partner with private and non-profit sectors to create demonstration projects throughout the City that incorporate CPTED design elements.

Action CS 3.3 Police Facility Plan
Conduct a public facilities plan for public safety to identify police station, office space, parking, and support facilities that will be required to maintain service and meet future needs.

Action CS 3.4 NE/NW Raleigh Field Offices
Evaluate need for field offices in northeast and northwest Raleigh.

Action CS 3.5 Training Facility Economies
Examine ways to work with Wake County to share space and costs at the Police training facility.

Action UD 5.2 Retaining Landscaping
Require that new construction or additions retain existing landscaping and vegetation to the greatest extent possible.

Action UD 7.1 Lighting Standards
Review and revise development regulations regarding the design, number, and placement of light fixtures, and their colocation with other streetscape elements on single poles (i.e. street lighting, pedestrian lighting, and banners).

Action UD 7.4 Transit Supportive Design Guidelines
Codify relevant design guidelines as standards that support transit and other modes of travel. Such standards should be applied in the development review process in mixed-use centers and along multi-modal transportation corridors.

Action RC 1.1 Transit Agency Coordination Plan
Develop a plan to integrate the activities of the numerous regional transit agencies, such as schedules, routes, and fare collections.

Action RC 1.3 Sales Tax Feasibility Study
Consult with other regions including the Charlotte region to determine if and how implementation of a regional sales tax to fund transit might be applicable in Raleigh.

Action RC 4.6 Pedestrian Access to Schools
Coordinate with WCPSS to incorporate pedestrian accessibility into all school location decisions and site plans.

Action DT 1.9 Density Bonuses for Public Benefits
Review the density bonus regulations and refine, if necessary, to ensure that the incentives offered foster the desired public benefits.

Action DT 2.4 No Right on Red
Consider prohibiting right turns on red in downtown to improve pedestrian safety and mobility.

Action DT 2.16 Downtown Parking Model
Maintain and use the parking model developed as part of the 2008 Downtown Parking Master Plan to determine the need for new facilities.

Action DT 2.17 Curb Parking Inventory
Undertake a comprehensive inventory and study of curb parking in downtown, and identify locations and hours where additional curb parking can be provided. Update the inventory whenever changes to curb parking locations and regulations are made.

Action DT 4.1 Zoning for Downtown Housing
During the update to the City's development regulations, review and reduce regulatory impediments that inhibit the adaptive use of commercial buildings for housing.

Action AP-BC 1 Brier Creek Parkway Transit Easement
Establish a transit easement in the street buffer yard along the south side of Brier Creek Parkway from Alm Street to Aviation Parkway. The easement from Alm Street to Globe Road has been established. The remaining section is from Globe Road to Aviation Parkway.

~~Action AP-KC 2~~
~~Longview Gardens Preservation~~
~~Explore National Register Historic District designation for the Longview Gardens neighborhood.~~

~~Action AP-KC 5 New Bern Corridor Plan~~
~~Begin corridor planning process for New Bern Avenue from downtown to the I-440 Beltline.~~

~~Action AP-MV 1 Centennial to North Campus Connectivity~~
~~The greenway system should connect to the University's open space network to help facilitate pedestrian and bicycle traffic between the North Campus and Centennial Campus. A pedestrian underpass could be built to enable pedestrians to cross Western Boulevard. In addition, the University's concept for a "people-mover" (automated rail) would also facilitate movement of students and faculty between the two campuses.~~

2. Staff recommends removal of these five action items:

   ~~Action EP 5.3 Planting Incentives and Standards~~
   ~~During the update of the City's development regulations, explore opportunities to develop reforestation standards and afforestation incentives.~~

   North Carolina law requires water saving devices in new construction.
   ~~Action PU 3.2 Water-Saving Devices~~
   ~~Change appropriate regulations to mandate water-saving devices in new construction.~~

   The Unified Development Ordinance abolished the Downtown Overlay District.
   ~~Action AP-DWG 1 Downtown Overlay District~~
   ~~Extend the Downtown Overlay District south to DuPont Circle and Mountford Street and west to the Boylan Heights Historic District, and support specific rezoning recommendations to facilitate and support the desired land uses and redevelopment objective. See Map AP-DWG 2 for this and other zoning actions.~~

   Utilization of air rights was determined to be infeasible.
   ~~Action AP-DWG 6 Air Rights~~
   ~~Determine the feasibility of utilizing air rights over the Railroad Wye area to maximize development potential within the Station Area Core.~~

   This policy has been superseded by site plans approved since the adoption of the Area Plan and is no longer achievable.
   ~~Policy AP-SV 15 Concord Roundabout Service Road~~
   ~~A second service road should be extended east from the Concord roundabout along the rail right-of-way to connect with the Dan Allen parking deck access road.~~

3. Staff recommends **revising** these ten action items:

Action EP 3.11 ~~Zoning Amendment~~ <u>Protections</u> for Steep Slopes
~~Amend the zoning code to prohibit~~ <u>Study whether the development code should be amended to regulate</u> the regrading and development of steep slopes of 15 percent or greater to conserve the natural contours of the City and prevent soil erosion.

The South Person-South Blount Streets redevelopment area has been designated as a local historic overlay district.
Action HP 2.6 Downtown Historic Overlays
Consider designating local historic overlay districts in downtown for Fayetteville Street National Register district **and** Depot National Register district~~, and South Person-South Blount Streets redevelopment plan area~~.

The Planned Development district is a tool for implementing detailed form-based plans.
Action DT 1.2 Form-Based Zoning in Downtown
Explore the use of **Planned Development districts with master plans in downtown to provide more detailed design and form standards for key sites**. ~~form-based zoning to guide infill and mixed-use development downtown.~~

Transportation staff has determined that an east/west connection between N. Blount St. and N. Glenwood Ave., north of Peach St is not feasible.
Action DT 2.1: Study expansion of the downtown grid north along Capital Boulevard.
Create new roadway connections throughout downtown to better disperse and serve the growing traffic volumes. Specifically explore: S. West St. to W. Lenoir St. over the railroad tracks; W. Morgan St. to Western Blvd. west of Central Prison.~~; and a new east/west connection between N. Blount St. and N. Glenwood Ave., north of Peace St~~

Action DT 2.5 Downtown **Streetscapes** ~~Streets Design Standards~~
As part of future downtown planning, adopt as necessary any specific streetscape plans that may be needed to enhance the public realm along streets with a unique or unusual character or dimensions. ~~Develop downtown-specific design standards for street, sidewalk, and bicycle networks for incorporation into the Street Design Manual. Specifically, conduct a study to define, designate and develop street sections and design standards for inclusion in the Street Design Manual for key types of streets within downtown.~~

Action AP-DWG 13 Saunders North Redevelopment Plan **Implementation** ~~Funding~~
Pursue **opportunities to advance implementation of** ~~funding sources to implement~~ the Saunders North Area Redevelopment Plan as quickly as possible.

Special R-6 is a legacy zoning district not included in the Unified Development Ordinance:
Action AP-KC 1 King Charles Rezoning
Rezone the properties in the central and north sections from R-10 to ~~Special~~ R-6 to make the zoning more compatible with actual development.

Staff recommends revising this action item:
Action AP-SP 3 South Park Redevelopment ~~Plan Amendment~~
Ensure that ~~Amend the~~ South Park **redevelopment efforts respect** ~~Redevelopment Plan to reflect~~ the lot size and setback requirements of the NCOD, **as well as**~~and to include~~ the Residential Rehabilitation Design Guidelines.

Action AP-WO 4 Wade-Oberlin Intersection Studies
Two troublesome intersections should be studied for traffic congestion mitigation. One is the confluence of Sutton, Smallwood, Bellwood and **Cameron** ~~Daniels~~ streets, which has stop signs in close proximity to one another. The second is a localized congestion problem on Oberlin Road at the YWCA and Mayview Road.

Action IM 3.4 ~~Community Inventory~~ **Data Book** Updates
Update the ~~data~~ **information** in the ~~Community Inventory Report~~ **Data Book** every year.

4. Staff recommends changing the timeframe from **short-term to mid-term** for these 24 action items:

   Action T 2.7 Special Transportation Studies
   Undertake special studies for the three areas identified in the introduction to this section:
   1. Six Forks/Wake Forest Road Corridor
   2. Centennial Parkway/Lake Wheeler Road/ Maywood Avenue Area
   3. Atlantic Avenue Corridor

   Action T 5.10 Pedestrian Crossing Standards
   Establish standards for maximum distances between pedestrian crossings that are also associated with roadway classification to enhance walking and transit use.

   Action T 6.2 Shopping Center Park and Ride
   Require shopping centers on existing or planned transit routes that provide 400 or more parking spaces to designate at least 5 percent of the required spaces as "Park and Ride" spaces. In addition, amend the parking design standards in the Street Design Manual to encourage these spaces to be contiguous and located near the transit facility. See also B.5 ' Public Transportation'.

   Action EP 3.2 Low Impact Development Ordinance
   Develop and adopt an incentive based Low Impact Development (LID) ordinance so that rainwater is retained and absorbed on-site as an alternative to traditional approaches that include piping, channelization, and regional detention.

Action EP 6.1 Habitat Plan
Formulate a wildlife habitat plan to define, map, protect, and restore Raleigh's native and priority habitats, particularly those identified in the North Carolina Wildlife Action Plan. The plan should establish a program of action for protecting and enhancing wildlife habitats and preserving biodiversity through a range of strategies including land acquisition, park and greenway conservation and interpretation, augmented development regulations, and intergovernmental coordination. If priority habitats occur outside current City control, seek methods and partnership to conserve the ecological areas.

Action EP 6.3 Invasive Species Control
Develop a program to increase awareness of, contain, and possibly eradicate the problem of invasive plants and insects.

Action EP 7.6 Demolition Debris
Require a waste diversion statement to be submitted at the time of application for a demolition permit; the statement should include a list of material types and volumes anticipated from the demolition and the market or destination for those materials. Consider requiring the same for construction permits.

Action EP 9.3 Renewable Energy Education
In partnership with NC GreenPower, conduct a public education and outreach effort to encourage the purchase of renewable energy options from local providers.

Action EP 9.5 Environmental Indicators
Create and maintain an Environmental Indicators Report documenting environmental trends.

Action ED 2.1 Selecting Revitalization Focus Areas
Prioritize three to five revitalization areas within the City's urban centers, corridors, or neighborhoods for near-term focus of City redevelopment efforts, maintaining those priorities until the areas reach the "tipping point" at which the private sector is likely to take the investment lead. Within those areas focus resources on successive subareas of three to four blocks. Selection of target revitalization areas should be driven by objective criteria that measure need and potential. See also Map ED-1: Target Areas for Economic Development,

Action ED 8.7 Prioritization Methodology
Develop a prioritization methodology to evaluate opportunity areas and to determine how redevelopment investments would best be made.

Action H 2.7 Fast-Tracking Affordable Units
Provide an expedited or fast-tracking development review process for housing developments that include at least 10 percent affordable units or 20 percent workforce units.

Action H 2.8 Review of Potential Barriers
Review existing regulations and development processes (including the city's Scattered Site Policy) to determine what modifications could remove barriers and provide incentives for affordable housing production.

Action PR 4.6 Comprehensive Aquatics Plan
Implement the City Council-adopted Comprehensive Aquatics Plan by phasing in an equitable geographic distribution of improvements over time. Re-evaluate the plan in 2018.

Action PU 3.1 Falls Lake Water Supply Study
Request that the Army Corps of Engineers perform what is known as a 219 study to look at any modifications to the current allocation configuration, including reallocating water in the conservation and flood pools to match changing climate conditions.

Action CS 4.1 Measuring Level of Service
Develop a mechanism to identify levels of service to determine the capacity of police, fire protection, and emergency services to meet community needs.

Action HP 1.1 Historic View Corridors
Conduct a historic view corridor analysis. Develop strategies to protect identified historic view corridors.

Action HP 2.11 Assessing Impacts to Historic Resources
Revise the review standards for rezoning petitions, subdivisions, and site plan applications to require that submittals provide an analysis of potential impacts on local or National Register-listed historic resources. Where adverse impacts are identified, require proposals to minimize and mitigate such impacts.

Action AC 2.1 Arts Overlay Zones
Consider amending the City's Zoning Code to create Arts/Entertainment Overlay Districts.

Action AC 2.2 Cultural Enterprise Zones
Designate Cultural Enterprise Zones to provide tax incentives and subsidies that attract cultural organizations and private investors to culturally viable areas of the City.

Action AC 5.1 South Park and Olde East Cultural Districts
Implement the planned Cultural Districts for South Park and Olde East Raleigh.

Action DT 1.3 Downtown Plan
Develop a physical master plan that provides a vision for downtown's development.

Action DT 1.4 Downtown Infrastructure
Study and determine the locations and existing capacity of the transportation, water, sewer, and stormwater networks to ensure their capacity to accommodate forecasted demand.

Action AP-DWG 7 Railroad Wye Rail Yard
Evaluate alternative locations for the existing rail yard and develop strategies to improve the visual quality of the Railroad Wye.

5. Staff recommends changing the timeframe from **short-term to mid-term**, changing the action type from **development regulations to study/plan**, and **revising** these two action item to reflect the change in type:

Action EP 2.4 Environmentally Sensitive Development Controls
~~As part of the City's update of its development regulations, revise the City's regulations to~~ Study and consider opportunities to encourage reduction of excessive cut and fill grading and the destruction of significant trees, vegetation, and Priority Wildlife Habitats (as identified by programs and agencies such as the North Carolina Natural Heritage Program and North Carolina Wildlife Resources Commission).

Action EP 6.2 Habitat Protection Regulations
~~During the update of the City's development regulations determine~~ **<u>Determine</u>** how to best address conservation, protection, and preservation of wildlife and habitats. Use the body of knowledge, designations and tools available through the NC Natural Heritage Program, NC Wildlife Resources Commission, and other conservation oriented organizations and agencies. Explore the creation of a wildlife habitat overlay district modeled after that used by the City of Tampa, Florida.

6. Staff recommends changing the timeframe from **short-term to mid-term** and **revising** these three action items:

Action H 2.20 Projects Involving City-Owned Land
Establish a procedure in the land ~~development~~ **<u>disposition</u>** process to ensure that residential or mixed-use projects involving City-owned land, as defined in Raleigh's Scattered Site Policy, include 15 to 20 percent of all residential units as affordable to households below 80 percent of AMI.

Action AP-DWG 2 Industrial-2 Rezoning
Rezone ~~much of~~ the existing Industrial-2 (I2) classification to **<u>district classifications established by the Unified Development Ordinance to support recommendations of the Future Land Use Map</u>** ~~Business (B) classification as noted on the plan zoning map~~.

Action AP-DWG 3 South Saunders Rezoning

Rezone properties along W. Lenoir and S. Saunders to ~~Residential Business~~ **district classifications established by the Unified Development Ordinance**, to support the **recommendations of the Future Land Use Map** ~~Residential/Office/Retail mix of uses~~.

7. Staff recommends changing the timeframe from **short-term to long-term** for these four action items:

   Action T 5.14 Railroad Greenway Trails
   Partner with railroad entities to locate additional greenway trails along existing rail lines.

   Action RC 5.1 Downtown and North Hills Branch Libraries
   Encourage the construction of downtown and North Hills branch libraries.

   Action DT 4.3 Tools and Regulations for Affordable Housing
   Develop and implement financial and development tools and regulations (e.g. increased density bonuses) that will incentivize the inclusion of affordable housing in and around downtown.

   Action AP-OER 1 Olde East Raleigh NCOD
   Consider a Neighborhood Conservation Overlay District to encourage infill residential development in the central sections of East Raleigh that would retain the historic architectural character of the neighborhood.

8. Staff recommends changing the timeframe from **short-term to long-term** and **revising** these two action items:

   Action RC 2.4 Rural Development Guidelines
   Prepare rural development guidelines for the Long-Range ~~USA~~ **Urban Service Area** with collaboration ~~between~~ **among** the City, Wake County, adjacent municipalities and affected residents and property owners.

   Action DT 7.8 Wayfinding System ~~Development~~ **Enhancement**
   ~~Fund and develop a wayfinding system for downtown, working with other public agencies and private entities to identify points of interest.~~ Explore the use of new technology solutions that provide information to visitors **to enhance or supplement the downtown wayfinding system.**

9. Staff recommends changing the timeframe from **short-term to on-going** for these 14 action items:

    Action LU 7.3 Promoting Commercial Reinvestment
    Identify incentives and other economic development tools to promote reinvestment in underperforming commercial corridors.

    Action LU 8.3 Acquisition of Vacant Lots
    Identify smaller vacant lots within developed areas for potential acquisition for public open space.

    Action ED 1.1 Strategic Revitalization Plans
    Undertake strategic revitalization plans for select retail corridors to identify appropriate zoning and the infrastructure and public realm improvements necessary to catalyze economic development.

    Action ED 1.4 Retail Property Code Enforcement
    Actively enforce City codes to assure that commercial centers contain well-maintained buildings, parking facilities, signage, lighting, landscaping, and pedestrian amenities.

    Action ED 6.3 Cultural Resource Preservation
    Provide development or financial incentives for preservation of cultural resources.

    Action ED 7.2 Downtown Arts Development
    Target resources to secure appropriate adaptable building stock in the downtown area in order to meet the needs of creative industries and transit access.

    Action ED 8.4 Economic Development Communication
    Convene regular meetings of economic development stakeholders within City departments, economic development organizations, partner organizations, and the private sector to coordinate and focus their economic development activities.

    Action UD 1.6 Using Zoning to Achieve Design Goals
    Explore zoning and other regulatory techniques to promote excellence in the design of new buildings and public spaces.

    Action RC 4.3 Partnerships with Design and Construction Staff
    Establish new and maintain current partnerships with WCPSS Facilities Design and Construction staff.

Action RC 4.4 Rezoning Impacts on Schools
Implement recently adopted guidelines for evaluating the impact of re-zonings and proposed site plans on the school system.

Action DT 3.2 Facade Improvement Incentives
Incentivize improvements to building and storefront facades.

Action IM 1.2 Annual Review of Development Regulations
Annually review and update the City's regulations to account for any adopted Comprehensive Plan amendments, emerging issues, and market or real estate trends.

Action IM 3.2 Annual Progress Report
Prepare and publish an annual easy-to-digest report on Comprehensive Plan progress including key accomplishments, critical issues, and key implementing agencies.

Action IM 4.2 Area Studies and Comprehensive Plan Amendments
Create an annual comprehensive amendment process that incorporates area and corridor study policies and land use and zoning changes to more efficiently and systematically implement recommendations.

10. Staff recommends changing the timeframe from **short-term to on-going** and changing the type from **study/plan to systems/support** for these two action items:

Action PR 5.4 Identifying Conservation Lands
Identify lands that can be conserved and managed for their outstanding natural features, landscapes and assets, and cultural heritage values as part of a system of open spaces and green infrastructure.

Action DT 1.8 Identifying Transition Areas
As part of any Area Plans undertaken for areas adjoining the downtown, define the areas and methods appropriate for transitional form, use, and scale between downtown and established residential neighborhoods.

11. Staff recommends changing the timeframe from **short-term to on-going** and **revising** these three action items:

Action ED 8.3 Economic Development Administration
~~Create and maintain~~ **Maintain** an administrative structure to increase the City's economic development capacity and to coordinate economic development activities and performance measures.

Action RC 4.7 School Site Location Working Group
~~Establish an~~ **Maintain** inter-jurisdictional site location working group to identify available property for future school locations.

Action DT 4.2 Promoting Downtown as a Neighborhood
Work with the Downtown Raleigh Alliance **and other Downtown advocacy groups** to promote downtown as a residential neighborhood for singles, couples, and families.

12. Staff recommends changing the timeframe from **mid-term to on-going** for these two action items:

Action ED 5.3 Infrastructure Investments in Underperforming Areas
Identify the infrastructure investments required to make sites in under-performing areas more competitive for economic development.

Action CS 1.7 Shared Space
Investigate joint agreements between City departments to maximize space and share costs.

13. Staff recommends changing the timeframe from **mid-term to on-going** and changing capital funds needed from **no to yes** for these two action items:

Action EP 3.4 Water Quality Management Projects
Identify and retrofit specific sites in the City of Raleigh where water quality management projects can be installed in existing developments.

Action EP 3.12 Watercourse Restoration
Create a program for identifying and prioritizing degraded or channelized watercourses and seasonal streams for future daylighting and restoration, including incentives for undertaking such projects on private property.

14. Staff recommends assigning a timeframe of **long-term** to these three action items:

Action EP 1.8 Solar and Co-generation Incentives
Study and consider financial incentives to encourage homebuilders and home owners to install solar and other co-generation technologies.

Action EP 1.9 Energy Efficient Construction
Study and adopt LEED-like energy efficient construction standards that can be used when older buildings are renovated or adapted for new uses, since it may be difficult for older buildings to meet LEED standards.

Action AP-WO 3 Oberlin Road Historic Program
Develop a cultural/historic program to celebrate and prominently display Oberlin Road's history, especially its significance in the African-American community.

15. Staff recommends changing the responsible agency from **Planning and Development (DCP) to Park, Recreation and Cultural Resources (PRCR)** for these two action items:

Action RC 6.5 Regional Open Space Plan
Work with other jurisdictions and stakeholders to develop a regional open space plan to ensure the continued existence of recreational and natural areas and to provide for regional accessibility and linkages for pedestrians and bicyclists.

Action RC 6.7 Wildlife Habitats
Coordinate wildlife habitat conservation, restoration, and management with Wake County municipalities, the North Carolina Wildlife Resources Commission, Wake Nature Preserves Partnership, and other relevant stakeholders.

16. Staff recommends these five action items be **revised and converted to policies**:

~~Action ED 7.1~~ **Policy ED 7.6** Adaptive ~~Reuse~~ **Use** for the Arts
~~Explore~~ **Pursue** opportunities to ~~re-use~~ **adapt** obsolete industrial and commercial buildings for **use by** artists and other creative industries.

~~Action H 1.3 Zoning for~~ **Policy H 1.9** Housing Diversity
~~As part of the update of the City's development ordinances, develop zoning provisions for transit-oriented development that promote~~**Promote** housing diversity and affordable housing choices for households at 50 percent of AMI or below in the immediate area around transit corridors.

~~Action H 3.4~~ **Policy H 3.5** ~~Eliminating Barriers to~~ Supportive Housing
~~Review zoning regulations controlling location of~~ **Promote development of additional** housing serving persons with disabilities ~~and rooming houses to eliminate any undue barriers and facilitate development of additional units~~.

~~Action UD 6.1~~ **Policy UD 6.5** ~~New~~ Planting Techniques
~~Study and integrate new planting~~ **Planting** techniques in streetscape design **should include wide** ~~including wider~~ planting/landscape strips between the curb and sidewalk and tree pits that will extend tree life. Refer to Streets Design Manual.

~~Action PR 5.2 Code~~ **Policy PR 5.5** Requirements for Accessible Open Space **in Partnership Projects**
Ensure public access to open space in projects with public financial partnerships, such as downtown parking garages, plazas, and squares.

17. Staff recommends **revising** these five policies:

    The Unified Development Ordinance and Street Design Manual define new street typologies; the term "thoroughfares" is obsolete.
    Policy T 1.5 Context Sensitive Road Design
    "Context Sensitive" approaches shall be used for new roadways or widening of existing roads to minimize impacts to historic business districts and neighborhoods and sensitive natural areas (particularly in watershed protection, conservation management and metro park protection areas). (4, 5, 6) *See Text Box: Sensitive Area* **Streets** ~~Thoroughfares~~*.*

    The Unified Development Ordinance does not require Planning Commission review of site plans.
    Policy T 4.8 Bus Waiting Areas
    Development ~~subject to Planning Commission review and~~ located within existing and planned bus transit corridors should coordinate with CAT to provide a stop facility that is lit and includes a shelter, bench, and other amenities (such as a waste receptacle) as appropriate. (4, 6)

    The latest rail transit plan proposes a different station location than Reynolds Coliseum.
    Policy AP-SV 9 Stanhope Village Commons
    An open, pedestrian-oriented commons should be provided within the southeast portion of the Stanhope Village Plan area. This space should ~~create a pedestrian~~ link to **the** NC State **campus pedestrian network** and the proposed ~~Reynolds Coliseum rail~~ transit station**s near the university**.

    Policy AP-SV 11 Stanhope Village Connectivity
    A strong connection should be made from Stanhope Village eastward, to NC State's employment and educational centers and the ~~rail~~ **proposed** transit station**s near the university**. ~~to be located near Reynolds Coliseum.~~

    Policy AP-WO 4 Cameron Village Shopping Center
    Cameron Village Shopping Center is bounded by Clark Avenue, Oberlin Road, Smallwood Drive and the rear property lines of shopping center property facing **Clark** ~~Woodburn~~ Avenue. The tallest buildings should be located in the Shopping Center.

18. This amendment would clarify the total number of action items needing capital funds. This amendment would occur on page 3 within the Introductory section, 1.1 The Purpose of the Comprehensive Plan, under the section that describes the Plan's relationship to the Capital Improvement Program.

> *Item 1.1:* **Relationship to the Capital Improvement Program** (Page 3)
>
> The Comprehensive Plan provides guidance on the need to manage growth and development and to continue investment in the City's physical infrastructure and buildings. The Plan recommends enhancing the capital improvement planning and budgeting process by implementing more explicit ties between the Comprehensive Plan and the development of the Capital Improvement Program (CIP) as well as the establishment of priorities among various potential capital investments. In addition, for each recommended action in this 2030 Raleigh Comprehensive Plan, the Implementation Element identifies whether capital dollars are required to implement that action. There are about ~~70~~ **75** such actions in the Plan where the need for capital funds is indicated.

19. Block perimeter standards were incorporated into the Unified Development Ordinance to promote greater connectivity of the City's street network. Staff recommends **removal** of the following action item and text box:

    ~~Action T 2.9 Connectivity Index~~
    ~~Adopt connectivity index standards within the subdivision regulations to promote greater connectivity of the City's street network (see Text Box: Measures of Roadway Connectivity for detailed description).~~

    ~~Measures of Roadway Connectivity~~
    ~~A Connectivity Index can be used to quantify how well a roadway network connects destinations. Indices can be measured separately for motorized and non-motorized travel, taking into account nonmotorized shortcuts, such as paths that connect cul-de-sacs, and barriers such as highways and roads that lack sidewalks. Several different methods can be used:~~

    ~~The number of roadway links divided by the number of roadway nodes. Links are the segments between intersections, not the intersections themselves. Cul-de-sac heads count the same as any other link end point. A higher index means that travelers have increased route choice, allowing more direct connections for access between any two locations. Dead-end and cul-de-sac streets reduce the index value. This sort of connectivity is particularly important for non-motorized accessibility. A score of 1.4 is the minimum needed for a walkable community. (Ewing, 1996).~~
    - ~~The ratio of intersections divided by intersections and dead-ends, expressed on scale from zero to 1.0. An index over 0.75 is desirable. (USEPA, 2002).~~
    - ~~The number of surface street intersections within a given area, such as a square mile. The more intersections, the greater the degree of connectivity.~~
    ~~An Accessibility Index can be calculated by dividing direct travel distances by actual travel distances. For example, if streets are connected on relatively small blocks and have good sidewalks, people can travel nearly directly to destinations, resulting in a low index. If the~~

~~street network has many unconnected dead-ends and blocks are large, people must travel farther to reach destinations, resulting in a higher index. An average value of 1.0 is the best possible rating, indicating that pedestrians can walk directly to a destination. An average value of 1.5 is considered acceptable.~~

20. Staff recommends changing the timeframe from **mid-term to long-term** and the Responsible Agency from **Parks, Recreation and Cultural Resources (PRCR) to Public Works (PW)** for this action item:

    Action EP 2.1 Green Infrastructure Plan
    Complete a Green Infrastructure Plan that includes a natural heritage inventory, to define a program for protecting, conserving and stewarding Raleigh's natural resources, wetlands, waterbodies, urban forests, landscapes, priority wildlife habitats, and important natural features, emphasizing their value in terms of carbon sequestration. Work with the Environmental Advisory Board and similar citizen committees as appropriate. Incorporate the spatial principals of landscape ecology in the planning effort.

21. Declining per-capita water use (nationwide) and projected increases in water and sewer rates using the tiered conservation system, prompt the Public Utilities Department to recommend shifting priority to education regarding water use efficiency and the value of water as a resource and a utility. Staff recommends changing the timeframe from **short- term to on-going**, changing the action type from **development regulations to systems/support**, and **revising** this action item to reflect the change in type:

    Action EP 3.3 ~~Permanent~~ Conservation Measures
    ~~Develop and implement permanent water conservation measures to reduce overall water usage by residents, businesses, government, and institutions. Charge the City of Raleigh's Water Conservation Task Force with recommending specific measures.~~ **<u>Monitor water conservation efforts to date to measure reduction by residents, businesses, government and institutions. Continue to promote efficiency and the value of water though public education. Prepare and publish an annual report on the per capita water use of all customer classes.</u>**

22. Staff recommends assigning a timeframe of **on-going** and **revising** this action item:

    Action H 2.17 Land for Affordable Housing
    ~~Create a program to purchase~~ **<u>Purchase</u>** and "bank" vacant land or land that can be redeveloped to support affordable housing.

23. Staff recommends changing the lead Responsible Agency from **Planning and Development (DCP) to Community Development (CD)** for this action item:

    Action H 2.18 Sustainability Incentives
    Provide financial incentives to developers of affordable housing to ensure that homes are designed to minimize energy costs and meet sustainable design principles.

24. Staff recommends assigning a timeframe of **mid-term** to this action item:

    Action H 3.1 Ending Homelessness Action Plan
    Implement prevention, housing, and service strategies outlined in the 2005 document Ending Homelessness: The Ten-Year Action Plan (see text box).

25. Staff recommends changing the lead Responsible Agency from **Parks, Recreation & Cultural Resources (PRCR) to Public Works (PW)** for this action item:

    Action PR 3.4 Stream Buffer Acquisition
    Develop a program to accelerate greenway acquisition to incorporate at least 100-foot wide vegetative buffers or the entire 100-year floodplain, whichever is greater, along designated streams through additional funding and/or regulations.

26. Staff recommends changing the lead Responsible Agency from **Planning and Development (DCP) to Public Utilities (CORPUD)** for this action item:

    Action PU 2.3 Re-use Pipe Ordinance
    Prepare ordinance text regarding the provision of re-use pipes for irrigation in subdivisions or other allowable uses of reclaimed water.

27. The Unified Development Ordinance requires that plant materials in required landscaping be able to survive on natural rainfall. Staff recommends changing the timeframe from **short-term to long-term** and changing the action type from **development regulations to study/plan**:

    Action PU 3.4 Drought-Tolerant Landscaping
    Adopt landscaping ordinances that mandate or incentivize the use of drought-resistant plant species to minimize the need for irrigation.

28. Staff recommends changing the lead Responsible Agency from **Public Utilities (CORPUD) to Public Works (PW)**, changing the timeframe from **mid-term to long-term**, and **revising** the action item:

    Action PU 4.2 Pigeon House Branch ~~Demonstration Project~~ **Restoration**
    ~~Construct a demonstration project for Pigeon House Branch, Raleigh's most impaired stream, that utilizes re-use water to augment stream flow and improve water quality.~~ **Implement a stream restoration project after assigning total maximum daily waste load for the Pigeon House Branch. Evaluate reclaimed water for its effectiveness to support restoration efforts that augment stream flows and improve water quality.**

29. Staff recommends changing the timeframe from **mid-term to long-term** and **revising** this action item:

    Action UD 1.1 ~~Downtown~~ Wayfinding Improvements
    ~~Implement the recommendations of the Downtown Raleigh Wayfinding Study, and expand its scope to incorporate other~~ **Explore coordinate wayfinding strategies for** mixed use areas in the City **to enhance identity and wayfinding.**

30. Staff recommends changing the timeframe from **mid-term to on-going** and changing the action type from **study/plan to systems/support** for this action item:

    Action HP 2.1 Existing Survey and Designation Reports
    Evaluate previous survey areas and designations; update surveys and designation reports as necessary to reflect current professional standards, new historical contexts, and the passage of time. Include view corridor, landscape, and archaeological considerations.

31. Staff recommends changing the timeframe from **mid-term to on-going** and **revising** this action item:

    Action AC 1.6 Downtown Art Installations
    Install **and maintain** public art ~~in locations reserved for art installations~~ on Fayetteville Street, ~~and~~ in City Plaza**, and other downtown locations reserved for art installations**.

32. Staff recommends changing the Responsible Agency from **City Manager's Office (CMO) to Community Development (CD)** for this action item:

    Action RC 2.7 Inter-local Agreement on Affordable Housing
    Create an inter-local governmental agreement that promotes a regional approach to affordable housing countywide.

33. Staff recommends changing the responsible agency from **Parks, Recreation and Cultural Resources (PCRC) to City Manager's Office (CMO)** for this action item:

    Action DT 5.7 Downtown College Athletic Space
    Coordinate with downtown colleges for the mutual use and development of shared athletic fields and facilities that can serve both the general public and students.

34. Staff recommends changing the timeframe from **mid-term to long-term** for this action item:

    Action AP-KC 6 King Charles Traffic Circle
    Improve King Charles traffic circle through landscaping.

35. To reflect current organization of City departments, staff recommends **revising** the table of Internal Agency Acronyms as follows:

Internal Agencies	Acronym
~~Administrative Services Department~~ **Budget and Management Services**	~~ASD~~ **B&MS**
~~Parks and Recreation Department~~ **Parks, Recreation and Cultural Resources**	~~P&R~~ **PRCR**
Transportation Planning, Office of	**OTP**
Sustainability, Office of	**OS**

36. Staff recommends changing the responsible agency from **Parks and Recreation Department (P&R) to Parks, Recreation and Cultural Resources (PRCR)** for all applicable action items.

37. Staff recommends changing the responsible agency from **Administrative Services Department (ASD) to Budget and Management Services (B&MS)** for all applicable action items, with the exception of the following which should be changed to **City Manager's Office (CMO)**:

    Action ED 3.1 Business Assistance Program
    Maintain the Business Assistance Program for minority- and women-owned businesses.

38. Staff recommends adding **Office of Sustainability (OS)** as the primary internal responsible agency for the following action items:

    - Action EP 1.7
    - Action EP 1.8
    - Action EP 1.9
    - Action EP 2.3
    - Action EP 9.3
    - Action CS 1.2
    - Action PU 6.2

39. Staff recommends adding **Office of Transportation Planning (OTP)** as the primary internal responsible agency for the following action items:

- Action T 1.1
- Action T 2.3
- Action T 2.4
- Action T 2.5
- Action T 2.7
- Action T 2.8
- Action T 3.4
- Action T 4.3
- Action T 4.5
- Action T 4.9

- Action T 5.6
- Action T 5.10
- Action T 7.2
- Action RC 1.2
- Action RC 6.4
- Action DT 2.2
- Action DT 2.7
- Action DT 2.10
- Action DT 2.12
- Action AP-A-2

- Action AP-AW-9
- Action AP-CP-1
- Action AP-CP-6
- Action AP-C-1
- Action AP-DWG-5
- Action AP-DWG-9
- Action AP-DWG-10
- Action AP-OER-2
- Action AP-SP-1
- Action AP-WO-4

B. MAPS

Part of the analysis of the Comprehensive Plan is to ensure accuracy of the Future Land Use Map through regular review and maintenance. The Future Land Use Map is one of many maps contained within the Plan; other maps in the Plan will be reviewed for necessary revisions during the five-year update in 2014. The item in this subsection describes a staff proposal for a city-initiated amendment to the Future Land Use Map. The item will be presented to the Planning Commission for review and recommendation to the City Council separately from this annual Progress Report.

1. CP-3-14 Bland Road/Wake Forest Road Area (Wake County Parcel Identification Numbers: 1715-49-9025, 1715-49-8039, 1715-49-7250, 1715-59-0299, 1715-49-8599)

This proposed amendment is for 6 parcels in the Bland Road vicinity to be designated as Office and Residential Mixed Use category on the Future Land Use Map. The subject properties are currently designated for Moderate Density Residential Use. Subsequent to an initial rezoning evaluation of one of the subject parcels, Planning Commission directed planning staff to conduct an analysis to assess the suitability of all 6 parcels for office and residential mixed use designation. Planning staff held a meeting to discuss this proposal with the affected property owners and surrounding neighbors. There is general consensus and support from property owners and surrounding neighbors for this Future Land Use Map change. The proposed Office and Residential Mixed Use category applies 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.

C. **CITIZEN PETITIONS FOR COMPREHENSIVE PLAN AMENDMENTS**

Citizen petitions for Comprehensive Plan Amendments are considered twice a year. These petitions will be presented to the Planning Commission for review and recommendation to the City Council separately from this annual Progress Report.
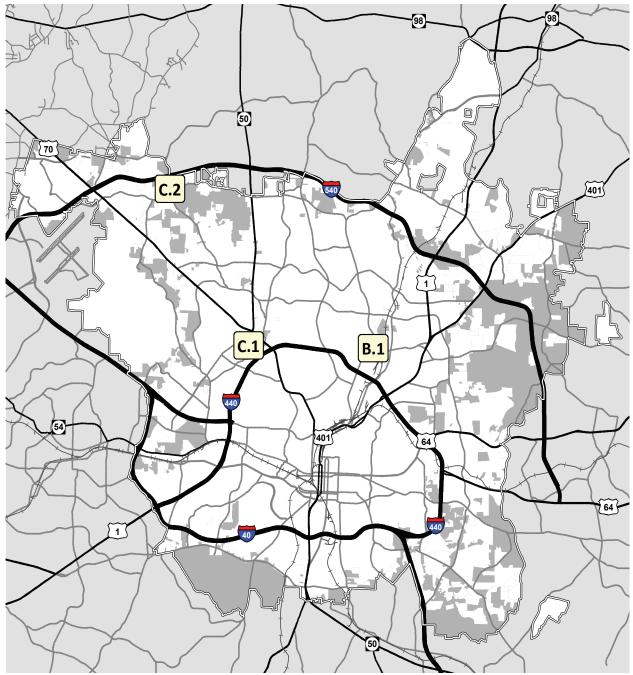
1. CP-1-14 Area South of Crabtree Valley Mall (Wake County Parcel Identification Number 0795-39-9646)

This requested amendment was submitted through citizen petition for one (1) parcel south of Crabtree Valley Avenue and Edwards Mill Road to be designated as Medium Density Residential on the Future Land Use Map. The citizen petition was submitted by a representative of an adjoining property owner. The subject property is currently designated Regional Mixed Use. The proposed Medium Density Residential Use category applies to garden apartments, townhomes, condominiums, and suburban style apartment complexes.

2. CP-2-14 Area South of Leesville/Strickland Road Intersection (Wake County Parcel Identification Numbers: 0788-04-7444, 0788-04-8627, 0788-04-8872 and 0788-04-5738)

This requested amendment was submitted through citizen petition for the entirety of three (3) parcels and only the portion of a fourth parcel to the east of Leesville Road, to be designated as Neighborhood Mixed Use on the Future Land Use Map. The citizen petition was submitted by a representative of the subject property owner. The subject properties are currently designated Office and Residential Mixed Use. The proposed Neighborhood Mixed Use category applies to neighborhood shopping centers and pedestrian-oriented retail districts.

Location of Mapping Alterations

B.1 Bland Road/Wake Forest Road Area (CP-3-14)
C.1 Area South of Crabtree Valley Mall (CP-1-14)
C.2 Area South of Leesville/Strickland Road Intersection (CP-2-14)