



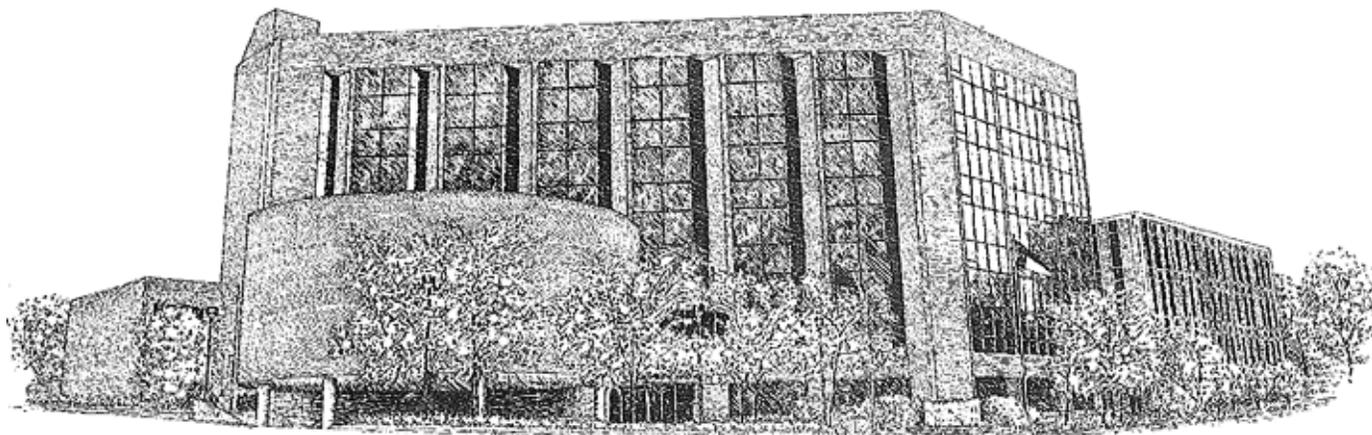
# Official Agenda

**RALEIGH CITY COUNCIL**

**Nancy McFarlane, Mayor**  
**Kay C. Crowder, Mayor Pro Tem**  
**Mary-Ann Baldwin**  
**Corey D. Branch**  
**David N. Cox**  
**Bonner Gaylord**  
**Russ Stephenson**  
**Dickie Thompson**

**TUESDAY, JULY 19, 2016**  
**11:30 A.M. LUNCH WORK SESSION**  
**CONFERENCE ROOM 305**

## **Avery C. Upchurch Government Complex**



**222 West Hargett Street, Raleigh, North Carolina 27602**



**A. MEETING CALLED TO ORDER BY THE MAYOR****B. AGENDA****1. Frontages and Build-To Requirements**

Ken Bowers, City Planning

This is a summary of the Planning Commission recommendations regarding Frontage and Build-To requirement in the Unified Development Ordinance. Over the previous nine months, the Planning Commission's Strategic Planning Committee and Planning staff conducted analysis of existing frontage and build-to regulations in order to provide greater clarity to staff and the development community, to amend regulations to ensure more uniform application of frontage, and to promote safe, comfortable and attractive urban environments.

These recommendations would initiate further analysis of four topic areas, with the potential for City-initiated Text Changes to resolve the identified issues. The four topic areas are the design of parking structures on Urban Frontages (UDO Sec. 3.4.2.B); Townhouse and Apartment Building type build-to requirements (UDO Secs. 2.2.3, 2.2.4, 3.2.3, and 3.2.4); Administrative Alternates (UDO Sec. 10.2.17); and Detached Frontage (UDO Sec. 3.4.4).

**2. Citizen Survey and What Works Cities Recap**

Monica Chaparro, Budget and Management Services

Adam Martin, Information Technology

Staff will provide updates on two projects: a Citizen Survey initiative and the Bloomberg Philanthropies' What Works Cities project. In coming months, Raleigh will embark on conducting its first ever Citizen Survey. During the work session, staff will provide City Council with an overview of the Citizen Survey process. In February, staff began its partnership with Bloomberg Philanthropies' What Works Cities to advance the use of data and evidence within the organization. The work focused on a pilot program within the Stormwater Division. Staff will provide a review of the pilot program.





## City of Raleigh North Carolina

To: Mayor McFarlane and Members of City Council

From: Ken Bowers AICP, Planning Director  
Charles Dillard, Planner II

Date: July 13, 2016

Re: Frontage and Build-To Requirements

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Since the Unified Development Ordinance's effective date in September 2013, Planning Commission has reviewed more than 90 rezoning petitions to apply a UDO district. A handful of issues related to application of zoning Frontages have been debated on more than one occasion. Several applicants have offered conditions as an alternative to a frontage recommended in the Comprehensive Plan because of some issue relating to the frontage standards and the specific property. The Commission referred those issues to its Strategic Planning Committee for in-depth discussion. The Planning Commission's Strategic Planning Committee met monthly from October, 2015 to May, 2016 to discuss these and other issues the UDO's existing regulation of building frontage.

As a result of Strategic Planning Committee review, the Planning Commission has recommended a series of revisions to Frontage regulations to the City Council for consideration. Ultimately the City Council may authorize one or more text changes to initiate further public discussion of a potential changes to the Unified Development Ordinance. The Planning Commission notes that frontage is the most desirable tool for regulating a building's relationship to the public realm, and prefers to see frontages used rather than zoning conditions wherever possible.

The suggested revisions address four aspects of Frontage:

1. Sec. 3.4.2.B Design of Parking Structures on Urban Frontages
2. Townhouse and Apartment Building type build-to requirements
3. Sec. 3.4.4 Detached (-DE)
4. Sec 10.2.17 Administrative Alternates

### **1. Sec. 3.4.2.B Design of Parking Structures on Urban Frontages**

Regarding Parking Structure regulations on Urban Frontages, the Planning Commission recommends a number of alterations and additions to existing regulations that would both promote more uniform application of frontage and ensure that developments including parking structures offer users a safe, comfortable, and attractive environment. Regarding uniform application of frontage, the Planning Commission acknowledges that

an existing regulation requiring active uses on all sides of parking structures in urban frontage districts presents a hardship for developers and that such hardship has an unintended consequence of impeding uniform frontage application, vis-à-vis zoning applications without frontage and the Administrative Alternate process, both aimed at avoiding the active use requirement. The requirement also lacks clarity, as all parking structures require space to accommodate ingress and egress, and all developments typically need some ground floor space dedicated to loading, mechanical equipment, and other functions. The recommended changes would have the following effects:

- A. Provide allowance for parking structure ingress/egress;
- B. Reduce the active use requirement to the portion of the ground story of structured parking necessary to meet the build-to requirement of the frontage, and;
- C. Provide new screening regulations for parking structure ground floor portions without active frontage.

Additional recommended changes would eliminate what are seen as overly prescriptive regulations. Specifically, Planning Commission recommends retaining a mandate that parking structure upper stories be screened with materials consistent with those used on the ground floor, but eliminating a requirement that window and architectural detailing be continued on upper floors.

All recommended changes to the Parking Structure regulations would have the effective of improving clarity for both Staff and the development community.

## **2. Townhouse and Apartment Building type build-to requirements**

With respect to the build-to requirements for Townhouses and Apartment Buildings, the Planning Commission recognizes that existing regulations require both building types to satisfy a build-to between 10 and 30 feet of the parcel boundary, irrespective of street type. This can result in these buildings types being built relatively close to high-traffic, auto-oriented major streets. The Planning Commission recommends expanding the range of build-to to 10 to 50 feet to increase flexibility in response to development context. This will provide a better ability to provide landscaping and buffers between residential units and busy streets.

## **3. Sec. 3.4.4 Detached (-DE)**

With respect to Detached Frontage (-DE), the Planning Commission recognizes loopholes in existing regulations that permit development patterns that are in conflict with the intent of the frontage. Specifically, Detached Frontage does not currently require detached buildings—quite large buildings could be constructed in –DE if a large enough site were assembled. The Commission recommends a number of potential solutions to ameliorate these issues:

- A. Adding a side-yard requirement for Apartment and Civic building types of between five and 10 feet would ensure separation (i.e. “detachment”) in –DE districts.
- B. Adding a maximum building footprint of 4,000 square feet within –DE districts would ensure a detached form and would prohibit destruction of detached neighborhood character.
- C. Prohibiting retail in RX- districts with –DE frontages would ensure that smaller multi-family developments in –DE districts are compatible with any adjacent residential uses, particularly low-density areas.
- D. Adding a maximum number of five (5) townhomes for an uninterrupted row of such buildings would ensure that a detached character is maintained in –DE districts.

Additionally, the Commission and staff suggest that such revisions to regulations could promote development of small-scale, multi-family buildings, otherwise known as the “missing middle,” that is compatible with existing

neighborhoods, yet that requires a density in excess of that permitted in R-10, the most intense residential district in the code. The combination of RX zoning and –DE frontage could permit triplexes, quadraplexes, and other classic missing middle housing types while still maintaining a detached residential character.

**4. Sec 10.2.17 Administrative Alternates**

Recognizing that frontage is the most desirable tool for regulating a building’s relationship to the public realm, the Planning Commission suggests prohibiting Administrative Alternates in cases where equivalent zoning conditions are offered in lieu of one of the seven defined frontages.





## Certified Recommendation of the City of Raleigh Planning Commission

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**SUBJECT: Zoning District Frontages and Build-To Requirements**  
**REQUEST: The proposed changes would require City Council authorization for a Unified Development Ordinance Text Change**

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**RECOMMENDATION:** Based on review and advice of the Strategic Planning Committee, the Planning Commission notes that frontage are the most desirable tool for regulating a building's relationship to the public realm and offers the following recommendations for alterations to regulations related to Frontages and Build-To requirements in the Unified Development Ordinance:

### **A. Sec. 3.4.2.B Design of Parking Structure on Urban Frontages**

In order to discourage conditional use rezoning cases aimed at avoiding frontage regulations, the Commission recommends the following changes as a first attempt at revising the existing Sec. 3.4.2:

1. The **portion of the** ground story of structured parking **necessary to meet the build-to requirement of the frontage** must have active uses (such as, but not limited to, residential, commercial, office or civic space) located between the parking structure and any public sidewalk.

Existing regulations present obstacles to achieving intent of frontage. The recommended alterations makes allowances for entrance/egress areas and considers limitation of ground floor active space attached to parking structures (i.e. limited depth of active space).

2. **Where the ground floor of structured parking is not screened by active uses, it must be fully enclosed so that cars are not visible from the right-of-way, and clad in materials used in the active frontage of the deck and any attached building.**

This recommendation would work in conjunction with the above regulation to ensure a safe, comfortable, and attractive streetscape alongside parking structures

3. Where upper stories of structured parking are located at the perimeter of a building, they must be screened so that cars are not visible from adjacent streets. Sloped ramps cannot be discernible along the perimeter of the

parking structure. Architectural and vegetative screens must be used to articulate the façade, hide parked vehicles and shield lighting. In addition, the ground floor ~~façade treatment (building materials, windows and architectural detailing)~~ shall be continued on upper stories.

The recommended amendment would eliminate overly prescriptive regulations and would encourage rezoning applicants to offer one of the defined frontages.

**B. Townhouse and Apartment Building type build-to requirements (various sections throughout)**

Under the UDO, Townhouses and Apartments are required to have a build-to between 10 and 30 feet, regardless of context. Concerns have arisen that such a build-to is not appropriate on major streets in suburban locations. The Commission recommends the following alteration:

1. Expand the build-to range from 10'-30' to 10'-50'.

Such an amendment would allow for townhome development on major streets while not requiring the buildings to be placed in close proximity to the street, thus mitigating a number of potential impacts from the roadway on townhome residents (e.g. noise, light, safety, etc.).

**C. Sec. 10.2.17 Administrative Alternates**

Equivalent zoning conditions are sometimes offered to avoid some regulations related to frontage. The Commission recommends the following amendment to the UDO:

1. Prohibit Administrative Alternates in cases where equivalent zoning conditions are offered.

Such an amendment would encourage zoning applicants to provide one of the seven defined frontages and would help eliminate uncertainty from the perspective of city staff and government.

**D. Sec. 3.4.4. Detached (-DE)**

The Commission recommends the following revisions to better realize the intent of –DE frontage:

1. Add a side yard requirement of between 5' and 10' (for Apartment and Civic Building Types and end/perimeter units of the Townhouse Building Type).

The current setback minimums for the Apartment, Civic, and Townhouse building types would permit a zero-side setback when the building is constructed in a non-combustible manner. The increase in minimum side yard

setbacks will ensure physical separation between properties and a detached built form.

2. Add a maximum building footprint to Detached frontage of 4,000 sq. ft.

There is no maximum standard for building footprint associated with the Detached frontage or any other frontage. Creating this standard will ensure that the detached form intended by the frontage is achieved. Staff has determined that 353 of 372 properties (95%) with adopted –DE frontage comply with this proposed standard.

3. Prohibit retail in RX- districts with –DE frontages.

The RX district currently allows a small amount of ancillary retail in an apartment building. The retail use must be located in a corner unit at the corner of two streets; cannot exceed 4,000 square feet in area; is limited to a certain palette of uses; and has limited hours of operation. This prohibition on retail in the RX district when the Detached frontage is mapped will ensure that these smaller multi-family developments are compatible with any adjacent low density residential. In addition, prohibition of retail in RX- districts with –DE frontages will protect residential communities in such areas from nuisance uses and potential impacts of such uses.

4. Add a maximum number of five (5) townhomes for an uninterrupted row of townhouses.

There is no limit to the number of attached townhouses in any zoning district. The introduction of a standard would ensure that the bulk and mass of a townhouse with the Detached frontage is compatible with the intent of the frontage. The Commission recommends a maximum of five (5) attached townhomes for the RX district with Detached frontage. Given that a typical townhouse is 16-20 feet wide, this regulation would yield a building face length of between 80 and 100 feet that is compatible with the intent of the frontage.

**FINDINGS AND REASONS:**

1. The recommendations are consistent with the Urban Form Map and pertinent guidance in the Comprehensive Plan.
2. The recommendations would promote offer of frontage, which is the most desirable tool for regulating a building's relationship to the public realm.
3. The recommendations would improve compatibility between the private development and the public realm, and between areas of different character.
4. The proposal would promote uniform application of frontage by prohibiting Administrative Alternates in cases where equivalent zoning conditions are offered.
5. The proposal would improve feasibility of parking structures on properties with frontage.
6. The proposal would promote city's vision of creating safe, comfortable, and attractive pedestrian realms, including those alongside parking structures.
7. The proposal would improve regulations on townhome building placement, particularly on major auto-oriented streets.
8. The proposal would allow for properties and areas designated with Detached Frontage (-DE) to maintain such a detached character.
9. The proposal would promote density and use transitions between areas of residential and commercial or mixed use character.
10. The proposal would allow for appropriate residential uses in RX- districts that are also designated with Detached Frontage
11. The proposal would promote and allow for construction of 3-6 unit apartment buildings in areas transitioning from residential to commercial or mixed-use character.

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**To PC:**  
**Case History:**

**To CC:**

**City Council Status:** \_\_\_\_\_

**Staff Coordinator:** Charles Dillard: (919) 996-2651; [charles.dillard@raleighnc.gov](mailto:charles.dillard@raleighnc.gov)

**Motion:**  
**Second:**  
**In Favor:**

**Opposed:**  
**Excused:**

This document is a true and accurate statement of the findings and recommendations of the Planning Commission.

**Signatures:** (Planning Director)

(PC Chair)

\_\_\_\_\_  
Date:

\_\_\_\_\_  
Date:



*City of Raleigh  
North Carolina*

**DATE:** January 15, 2016

**TO:** Rodney Swink, Chair  
Members of the Strategic Planning Committee

**FROM:** Bynum Walter, AICP  
Senior Planner, Long Range Planning

**SUBJECT:** Zoning District Frontages and Build-to Requirements

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At its November meeting, the Strategic Planning Committee discussed secondary regulations related to frontage and options for amending the UDO and/or Comprehensive Plan to better ensure uniform application of frontage. Based on further staff review, this memo provides greater detail on five specific frontage/urban form issues and potential policy or UDO changes:

- Parking structures in urban frontages
- Pedestrian entrance spacing requirements
- Detached frontage lot, coverage, and building type regulations
- Parking Limited frontages mapped on Transit Emphasis Corridors
- Townhouse and apartment building type build-to requirements

### **Options for Changing Policy**

The Urban Form Map of the Comprehensive Plan, area plans, and corridor studies are the primary policy tools the city employs to recommend frontage. Three options are available for refining the Comprehensive Plan's policy guidance with respect to frontage.

The primary tool is to implement additional area and corridor studies, both of which are required to provide focused, site-specific frontage recommendations. The Six Forks Corridor Study is the first post-UDO corridor study; frontages within the plan are recommended to a block-level of specificity.

Second, the recently released Wake County Transit Plan will inform a significant revision of the Urban Form Map. New information on proposed bus service routes, particularly high-frequency and Bus Rapid Transit routes, will inform a revised Urban Form Map that more accurately reflects growth centers and transit corridors. This revision will produce more accurate frontage recommendations.

Finally, the Comprehensive Plan calls for “hybrid frontage” on Transit Emphasis Corridors. Parking Limited frontage (-PL) is the only hybrid frontage option. Based on the draft Wake County Transit Plan, the designations for Transit Emphasis Corridors on the Urban Form Map will likely change and the application of –PL frontage to properties along some corridors may no longer be appropriate. While staff does not recommend a proactive removal of –PL frontage from such sites, applications for removal of –PL frontage on such sites should not be considered inconsistent based upon the Comprehensive Plan’s blanket recommendation for –PL frontage on Transit Emphasis Corridors.

## **Options for Changing Regulations**

The Unified Development Ordinance provides developers three options for addressing the relationship between their private investment and the public realm. The first is the unconditional application of one of the seven frontage types (Shopfront, Urban General, Urban Limited, Green, Parking Limited, Detached, and Parkway). The second is through the offering of equivalent zoning conditions that satisfy the intent of frontage as outlined in the Comprehensive Plan and the UDO while allowing for contextual limitations. The third option is through the application for an Administrative Alternate. Discussions among staff have identified options for amending each of these administrative processes.

### ***Amendments to UDO***

With regard to amending frontage regulations and related build-to regulations for certain building types, staff has identified five general regulations, the revision of which could produce greater clarity for developers and reduce the need for equivalent zoning conditions:

- Parking structures in urban frontages
- Pedestrian entrance spacing requirements
- Detached (-DE) frontage lot, coverage, building type and use regulations
- Signage regulations in Parking Limited frontage
- Townhouse and Apartment Building type build-to’s

### **Parking structures in urban frontages**

With respect to the design of parking structures on urban frontages – as seen with Z-1-15 (Dillon Supply), the general frontage requirements (Sec. 3.4.2) regarding structured parking are an obstacle to achieving unconditioned frontage application. Staff has identified a number of options for addressing this issue, and suggests the following language (revisions noted in italics) as a first attempt at revising:

1. *The portion of the ground story of structured parking necessary to meet the build-to requirement of the frontage must have active uses (such as, but not limited to, residential, commercial, office or civic space) located between the parking structure and any public sidewalk.*
2. *Where the ground floor of structured parking is not screened by active uses, it must be fully enclosed so that cars are not visible from the right-of-way, and clad in materials used in the active frontage of the deck and any attached building.*
3. *Where upper stories of structure parking are located at the perimeter of a building, they must be screened so that cars are not visible from adjacent streets. Sloped ramps cannot be discernible along the perimeter of the parking structure.*

Architectural and vegetative screens must be used to articulate the façade, hide parked vehicles and shield lighting. *In addition, the ground floor building materials shall be continued on upper stories.*

4. Upper stories of parking structure facades shall be designed with both vertical (façade rhythm of 20 feet to 30 feet) and horizontal articulation (aligning with horizontal elements along the block).

Alternatively, parking structure regulations could be removed from their current location in Sec. 3.4 – Frontage Requirements, and relocated to untie them from frontage regulations. Either option would result in parking structure regulations being applied more broadly than just in areas with an urban frontage:

1. Relocating parking structure regulations to UDO Chapter 1, Article 5 – Measurement, Exceptions & General Rules of Applicability
2. Relocating parking structure requirements to Article 3.5 - Transitions
3. Applying parking structure design regulations to those in –DX districts only

#### Pedestrian entrance spacing requirements

Urban Frontages (-SH, -UG, -UL, and -GR) contain maximum street-facing entrance spacing distances. These range from 50’ in Shopfront frontage to 100’ in Green frontage. These distance regulations are overly prescriptive and are not conducive to some retail typologies, particularly larger-format uses such as grocery stores. The Committee is asked to consider options for revising these regulations.

#### Detached Frontage (-DE) lot, coverage and building type regulations

Detached Frontage is intended for areas adjacent to roadways transitioning from residential to commercial. It accommodates neighborhood-scaled, low intensity commercial uses while maintaining the residential character of the street right-of-way. General buildings are prohibited in –DE districts, but apartments are allowed, as they must be in order to accommodate houses subdivided to three or more units. In addition, -DE contains no side yard, maximum lot width or use restrictions. Therefore, regulations do not exist that would prohibit the assemblage of an entire block face for a large apartment building, contradicting the intent of the frontage. Staff has identified a number of options for addressing this issue, and suggests the following language as a first attempt at revising:

1. Add a side yard requirement of between 5’ and 10’
2. Add a maximum lot width (~100’ to 200’)
3. Add a maximum building footprint to Detached frontage (~4,000 sq. ft.). Staff has determined that 19 of 372 properties with adopted –DE frontage have footprints larger than 4,000 sq. ft.
4. Prohibit retail in RX- districts with –DE frontages

#### Signage regulations in Parking Limited Frontage (-PL)

UDO Article 7.3 – Signs provides regulations for signage based on zoning district and frontage. An expressed concern of the development community is the prohibition of medium- and high-profile signs under Parking Limited frontage. Such restrictions are intended to ensure pedestrian safety and comfort, while also de-cluttering streetscapes. Staff does not recommend an amendment to the regulations, but the Committee could consider an amendment to allow such signs on a limited or regulated basis.

### Townhouse and Apartment building type build-to requirements

Related to Frontage, but a separate issue is Building Type build-to requirements. Under the UDO, Townhouses and Apartments are required to have a build-to between 10 and 30 feet, regardless of context. Concerns have arisen that such a build-to is not appropriate on major streets in suburban locations. Staff would like the Committee to consider possible solutions.

### *Equivalent Zoning Conditions and Frontage*

Regarding equivalent zoning conditions, staff has identified one possible amendment that could promote a more uniform application of frontage:

- Administrative Alternates - a prohibition on the use of Administrative Alternates in cases where equivalent zoning conditions are offered would encourage zoning applicants to provide one of the seven defined frontages. Such a prohibition could promote application of a defined frontage and would help eliminate uncertainty from the perspective of city staff and government.



*City of Raleigh  
North Carolina*

**DATE:** May 17, 2016

**TO:** Rodney Swink, Chair  
Members of the Strategic Planning Committee

**FROM:** Bynum Walter, AICP, Senior Planner  
Charles Dillard, Planner II  
Vivian Ekstrom, Planner II

**SUBJECT:** Zoning District Frontages and Build-to Requirements

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At its April meeting, the Strategic Planning Committee continued its discussion of frontage/urban form issues and potential UDO changes. Beginning in October, the Committee began discussing a number of topics, and in February voted out recommendations on four items related to frontage:

- Parking structures in urban frontages
- Pedestrian entrance spacing requirements
- Parking Limited frontages mapped on Transit Emphasis Corridors
- Townhouse and apartment building type build-to requirements

For parking structure regulations for properties in urban frontages, the committee recommended amending the UDO text as suggested by staff (see suggested amendments in the reference information section). For pedestrian entrance spacing requirements for properties with a frontage, the committee recommended keeping the regulations as is; the administrative alternate process seems to provide appropriate relief for property owners/developers that are unable to comply with these standards. For signage regulations in the Parking Limited frontage, the committee recommended keeping the regulations as is; the prohibition of medium-profile and high-profile ground signs seems appropriate for these areas. For the townhouse and apartment building type build-to requirements, the committee recommended expanding the build-to range from 10' - 30' to 10' - 50'; in addition, the committee recommended including language in the ultimate report to City Council that recognizes frontage as the most desirable tool for regulating a building's relationship to the public realm.

At its most recent April meeting, the Committee voted out a recommendation on a possible amendment to the UDO to prohibit Administrative Alternates in cases where equivalent zoning conditions are offered.

The remaining item was discussed at the April meeting and will be discussed at this May meeting:

- Detached (DE-) frontage lot size, building size, and use regulations

### **Remaining item for discussion and recommendation**

#### Detached Frontage (-DE) lot, coverage and building type regulations

Detached Frontage is intended for areas adjacent to roadways transitioning from residential to commercial. It accommodates neighborhood-scaled, low intensity commercial uses while maintaining the residential character of the street right-of-way. General buildings are prohibited in –DE districts, but apartment buildings are allowed. While the intent of –DE is to promote residential scale, low-intensity, mixed use, the frontage regulations are limited and do not prohibit assemblage of parcels or an entire block face for a large apartment building. To wit, -DE contains no side yard minimum, maximum lot width or land use restrictions.

In particular, staff sees the possibility of combining revised Detached frontage regulations with the RX-3/RX-4 districts to address “missing middle” housing. This typically refers to small multi-family buildings, courtyard apartments, and cottage courts. The idea is to accommodate modest density in building types that serve as a transition between lower density residential and more intense development.

Staff offers a few options for consideration that would reposition the Detached frontage regulations and encourage smaller multi-family housing developments where the Detached frontage is mapped. Staff suggests the following revisions to the Detached frontage regulations as a starting point for discussion:

1. Add a side yard requirement of between 5’ and 10’ (for Apartment and Civic Building Types only).

The current setback minimums for the apartment and civic building types would permit a zero-side setback when the building is constructed in a non-combustible manner. The increase in minimum side yard setbacks will ensure physical separation between properties.

2. Add a maximum building footprint to Detached frontage of 4,000 sq. ft.

There is no maximum standard for building footprint associated with the Detached frontage or any other frontage. Creating this standard will ensure that the intent of the frontage is achieved. Staff has determined that 353 of 372 properties (95%) with adopted –DE frontage comply with this proposed standard.

3. Prohibit retail in RX- districts with –DE frontages.

The RX district currently allows a small amount of ancillary retail in an apartment building. The retail use must be located in a corner unit at the corner of two streets; cannot exceed 4,000 square feet in area; is limited to a certain palette of uses; and has

limited hours of operation. This prohibition on retail in the RX district when the Detached frontage is mapped will ensure that these smaller multi-family developments are compatible with any adjacent low density residential.

4. Add a maximum number for an uninterrupted row of townhouses; i.e. maximum of 4 or 5 townhouses in one uninterrupted row.

There is no limit to the number of attached townhouses in any zoning district. The introduction of a standard would ensure that the bulk and mass of a townhouse with the Detached frontage is compatible with the intent of the frontage. Staff suggests a maximum of five attached townhomes for the RX district with Detached frontage. A typical townhouse is 16-20 feet wide. This would produce a building face of between 80 and 100 feet in length.

Two additional revisions were considered and discussed in previous meetings. The first of these is a maximum lot width requirement of 100 feet. This option remains open to discussion. The second was a potential maximum lot size in DE- districts. The side yard and building footprint requirements above most directly and simply address the issue of scale.

Attached are maps providing reference for the above items:

- Map 1: Detached Frontage Properties
- Map 2: Detached Frontage Properties (Aerial)
- Map 3: Base Zoning for Detached Properties
- Map 4: Zoning Overlays on Detached Frontage Properties
- Map 5: Current Land Use on Detached Frontage Properties
- Map 6: Building Footprint Size on Detached Frontage Properties
- Map 7: Lot Width on Detached Frontage properties.

### **Reference information on items for which the Committee has made recommendations**

The Committee has previously discussed these items and offered a recommendation. The items are listed below, as information.

#### Parking structures in urban frontages

At the January meeting, committee members discussed potential updates to the UDO to address concerns about parking structure design. There was some interest in expanding these design standards to parking structures throughout the city, not just on properties with an urban frontage. This could potentially be accomplished by requiring all parking structures to comply with regulations that address screening of upper stories (#3 – 4 in the list below), but leaving out regulations related to active uses on the ground floor for properties outside of downtown or without an urban frontage.

With respect to the design of parking structures on urban frontages, the general requirements (Sec. 3.4.2) regarding structured parking are an obstacle to achieving unconditioned frontage application. Zoning Case Z-1-15 (Dillon Supply) illustrates the prevalence of such obstacles. Staff has identified a number of options for addressing this issue, and suggests the following changes as a first attempt at revising:

1. The **portion of the** ground story of structured parking **necessary to meet the build-to requirement of the frontage** must have active uses (such as, but not limited to, residential, commercial, office or civic space) located between the parking structure and any public sidewalk.
2. **Where the ground floor of structured parking is not screened by active uses, it must be fully enclosed so that cars are not visible from the right-of-way, and clad in materials used in the active frontage of the deck and any attached building.**
3. Where upper stories of structured parking are located at the perimeter of a building, they must be screened so that cars are not visible from adjacent streets. Sloped ramps cannot be discernible along the perimeter of the parking structure. Architectural and vegetative screens must be used to articulate the façade, hide parked vehicles and shield lighting. In addition, the ground floor ~~façade treatment~~ (building materials, ~~windows and architectural detailing~~) shall be continued on upper stories.
4. Upper stories of parking structure facades shall be designed with both vertical (façade rhythm of 20 feet to 30 feet) and horizontal articulation (aligning with horizontal elements along the block).

Alternatively, parking structure regulations could be removed from their current location in Sec. 3.4 – Frontage Requirements, and relocated to untie them from frontage regulations. Either option would result in parking structure regulations being applied more broadly than just in areas with an urban frontage:

1. Relocating parking structure regulations to UDO Chapter 1, Article 5 – Measurement, Exceptions & General Rules of Applicability
2. Relocating parking structure requirements to Article 3.5 - Transitions
3. Applying parking structure design regulations to those in –DX districts only

#### Pedestrian entrance spacing requirements

Urban Frontages (-SH, -UG, -UL, and -GR) contain maximum street-facing entrance spacing distances. These range from 50' in Shopfront frontage to 100' in Green frontage. These distance regulations are overly prescriptive and are not conducive to some retail typologies, particularly larger-format uses such as grocery stores. The UDO does provide the option of an administrative alternate for pedestrian access requirements ([Section 1.5.8](#)). The Committee could also consider other options for revising these spacing requirements based on square footage of the particular use or the provision of other design features that help mitigate the impact of less frequent pedestrian entrances (e.g. additional transparency, additional streetscape amenities, public art, walk-up windows, etc.)

#### Signage regulations in Parking Limited Frontage (-PL)

UDO Article 7.3 – Signs provides regulations for signage based on zoning district and frontage. An expressed concern of the development community is the prohibition of medium- and high-profile signs under Parking Limited frontage. Such restrictions are intended to ensure pedestrian safety and comfort, while also de-cluttering streetscapes. Staff does not recommend an amendment to the regulations, but the Committee could consider an amendment to allow such signs on a limited or regulated basis.

#### Townhouse and Apartment building type build-to requirements

Related to Frontage, but a separate issue is Building Type build-to requirements. Under the UDO, Townhouses and Apartments are required to have a build-to between 10 and 30 feet,

regardless of context. Concerns have arisen that such a build-to is not appropriate on major streets in suburban locations. Staff would like the Committee to consider possible solutions.

### Equivalent Zoning Conditions and Frontage

Regarding equivalent zoning conditions, staff has identified one possible amendment that could promote a more uniform application of frontage:

- Administrative Alternates - a prohibition on the use of Administrative Alternates in cases where equivalent zoning conditions are offered would encourage zoning applicants to provide one of the seven defined frontages. Such a prohibition could promote application of a defined frontage and would help eliminate uncertainty from the perspective of city staff and government.

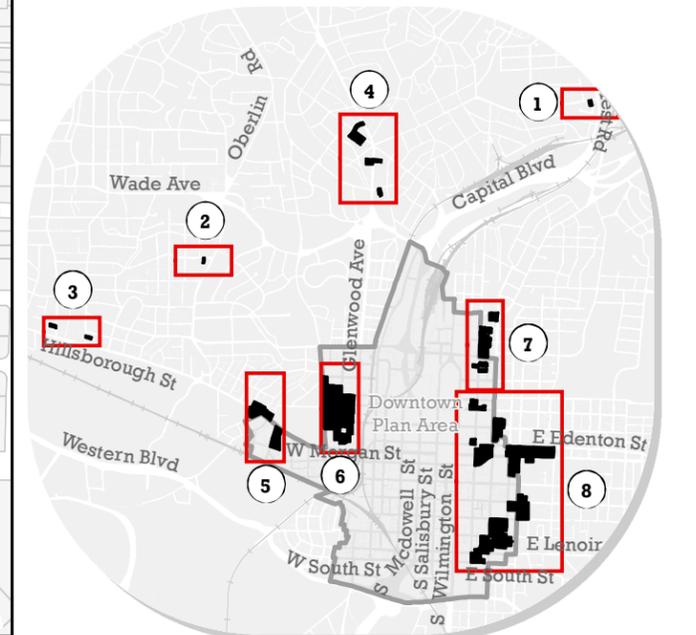


# Detached Frontage Properties



- Properties with -DE Frontage
- Downtown Plan Area

1 inch = 500 feet 0 125 250 500 750 1,000 Feet

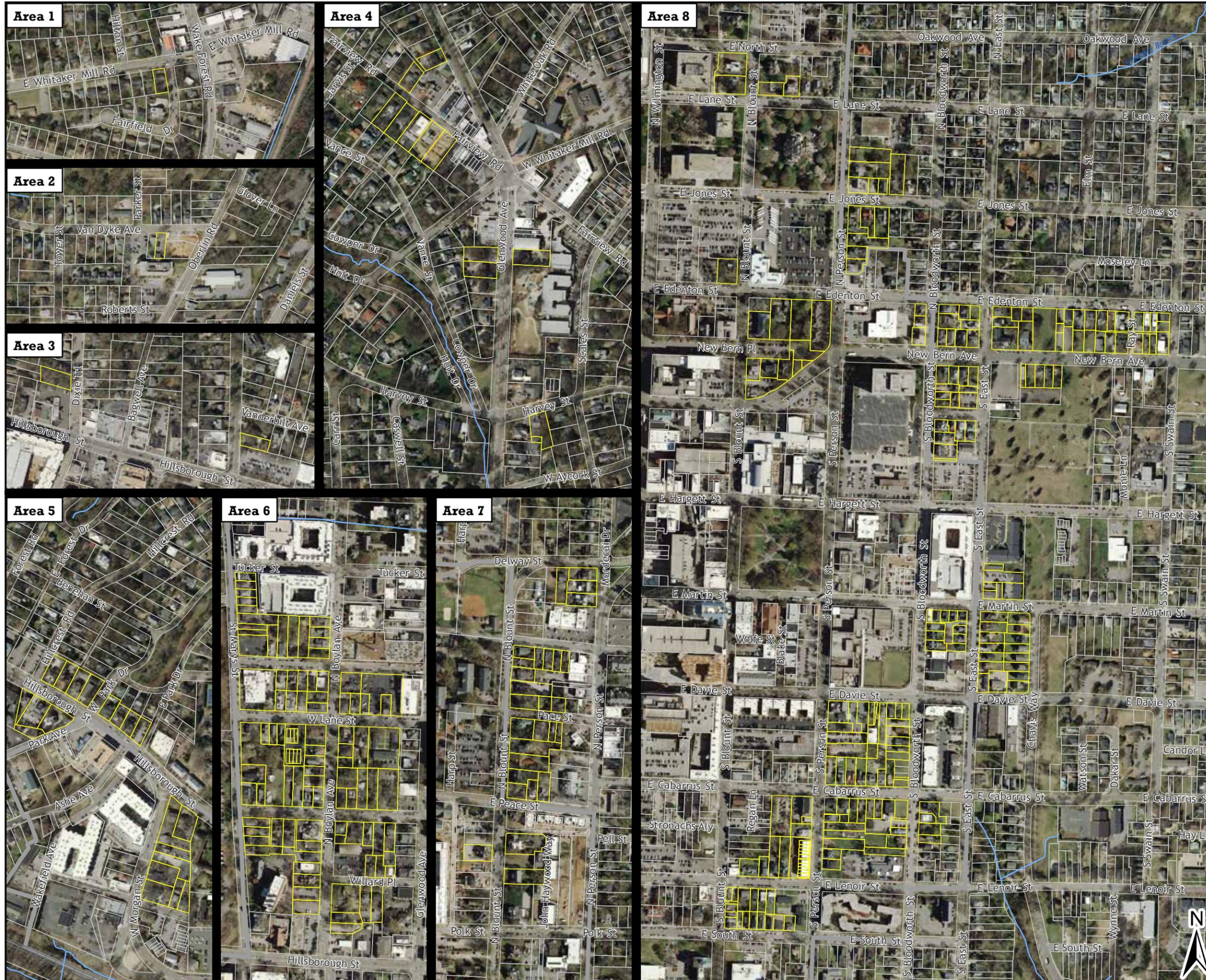
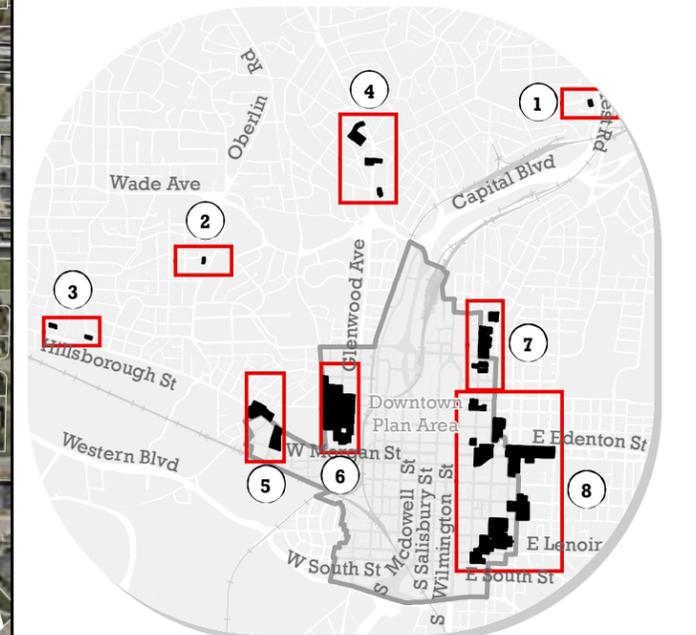




# Detached Frontage 2015 Aerials

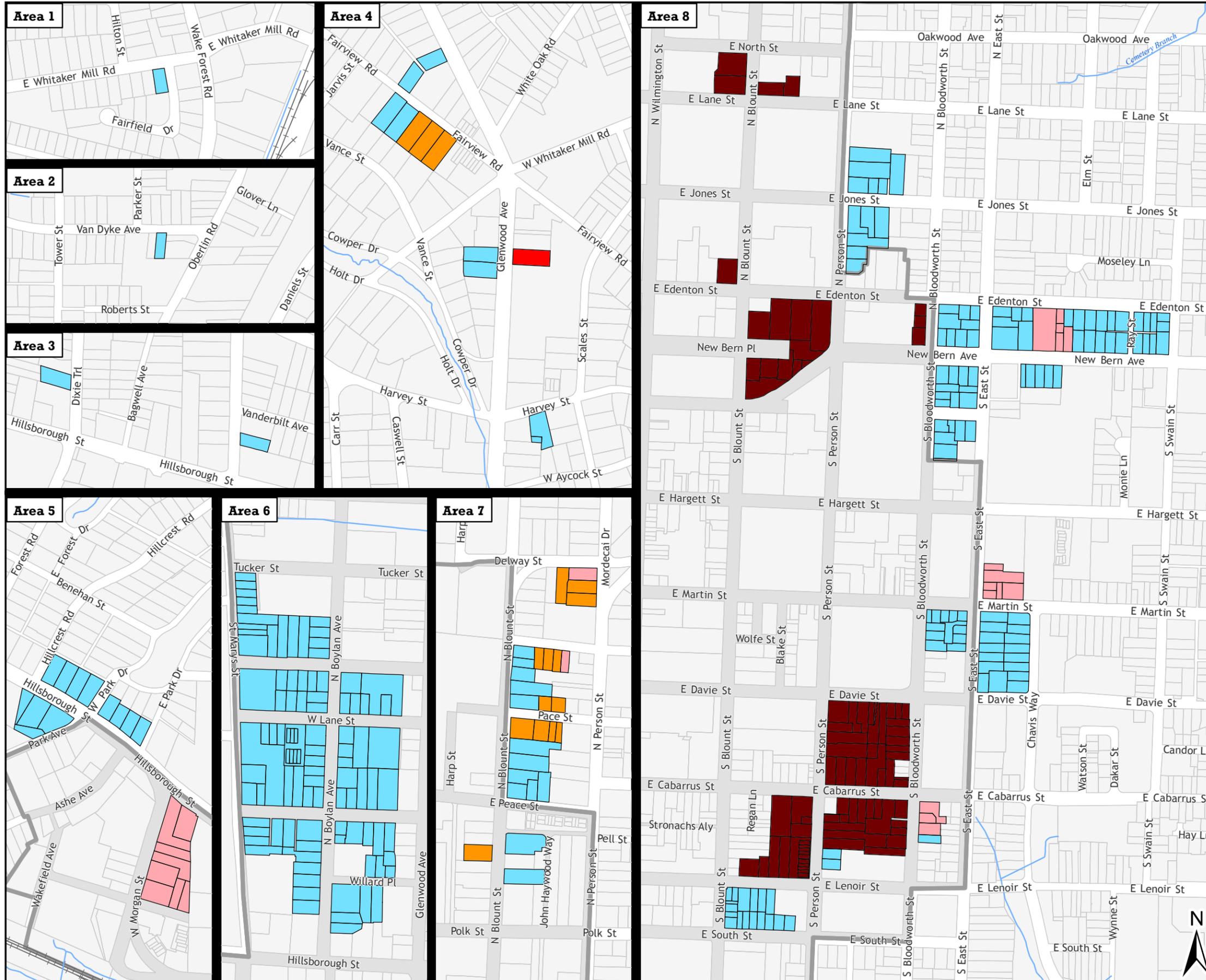
-DE Properties  
 Downtown Plan Area

1 inch = 500 feet





# Detached Frontage Base Zoning



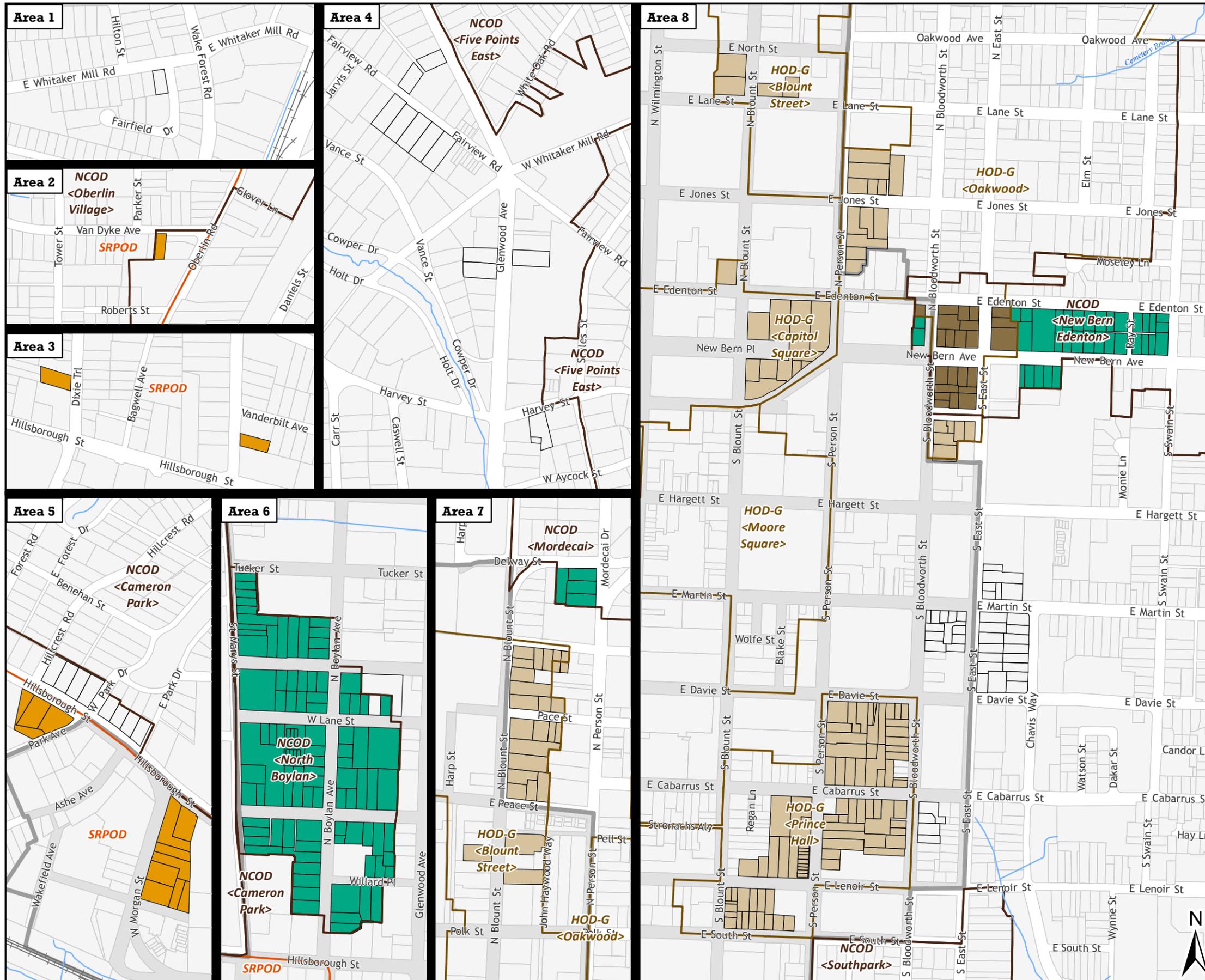
- DE Properties
- Downtown Plan Area
- Zoning of -DE Parcels**
- Residential Mixed Use (RX-)
- Office Mixed Use (OX-)
- Neighborhood Mixed Use (NX-)
- Commercial Mixed Use (CX-)
- Downtown Mixed Use (DX-)

1 inch = 500 feet 0 125 250 500 750 1,000 Feet





# Detached Frontage Overlay Zoning



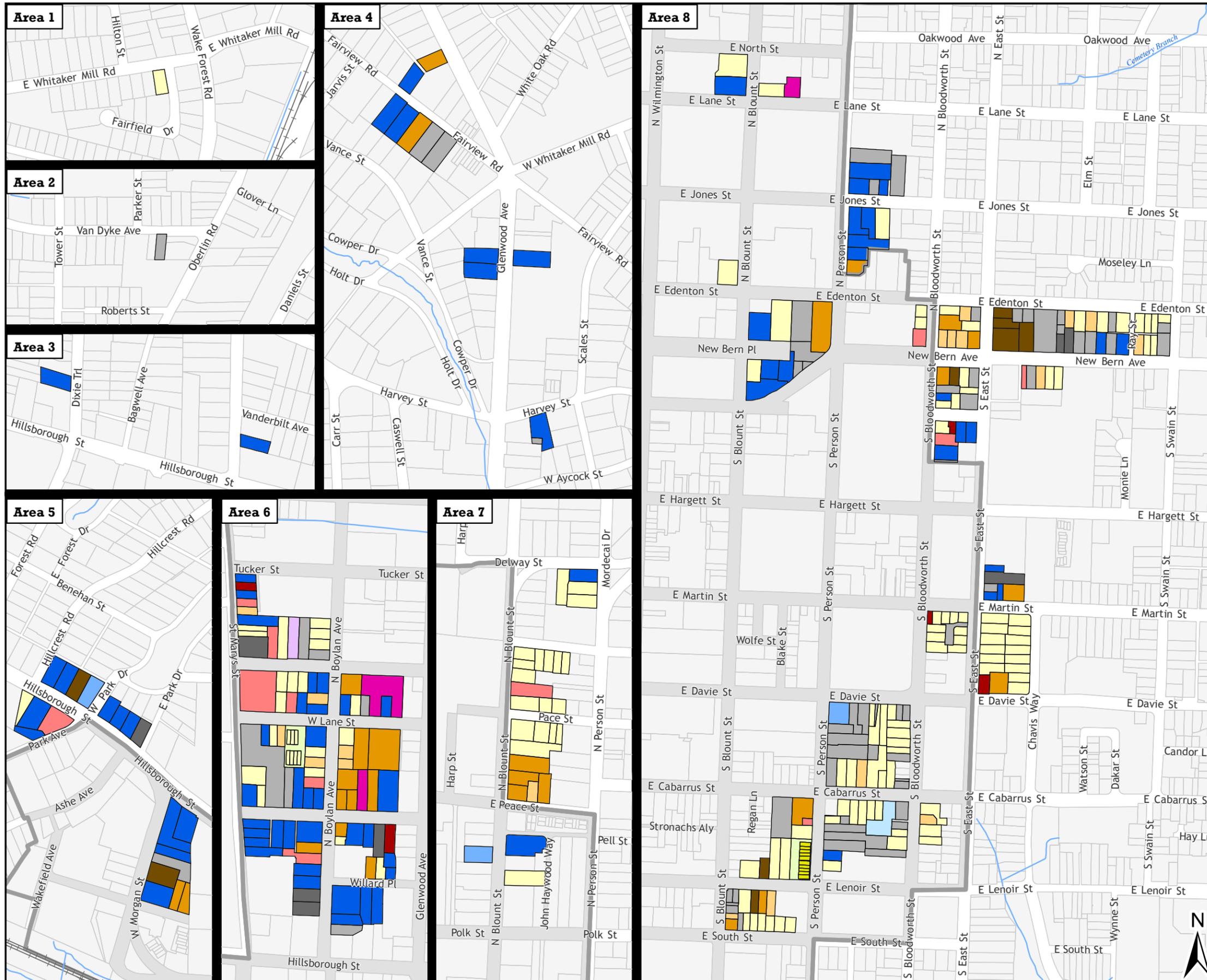
- DE Properties
- Downtown Plan Area
- Overlay Zoning of -DE Parcels**
- HOD-G
- HOD-G & NCOD
- NCOD
- SRPOD

1 inch = 500 feet 0 125 250 500 750 1,000 Feet



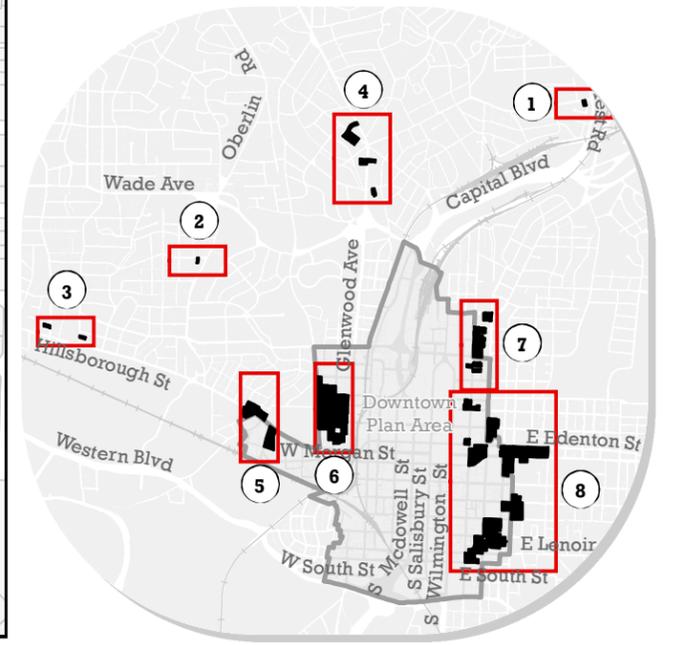


# Detached Frontage Land Use



- DE Properties
- Downtown Plan Area
- DE Property Use**
- Single-unit Living
- Townhouse Living
- Two-unit Living
- Multi-unit Living
- Group Living
- Open Space in a Subdivision
- Day Care
- Civic
- Office
- Mixed Use
- Personal Service
- Retail
- Light Industrial
- Parking
- Vacant

1 inch = 500 feet 
0
125
250
500
750
1,000
 Feet





# Detached Frontage Building Footprints



- DE Properties
- Downtown Plan Area
- Building Footprints**
- < 4,000 sqft
- > 4,000 sqft

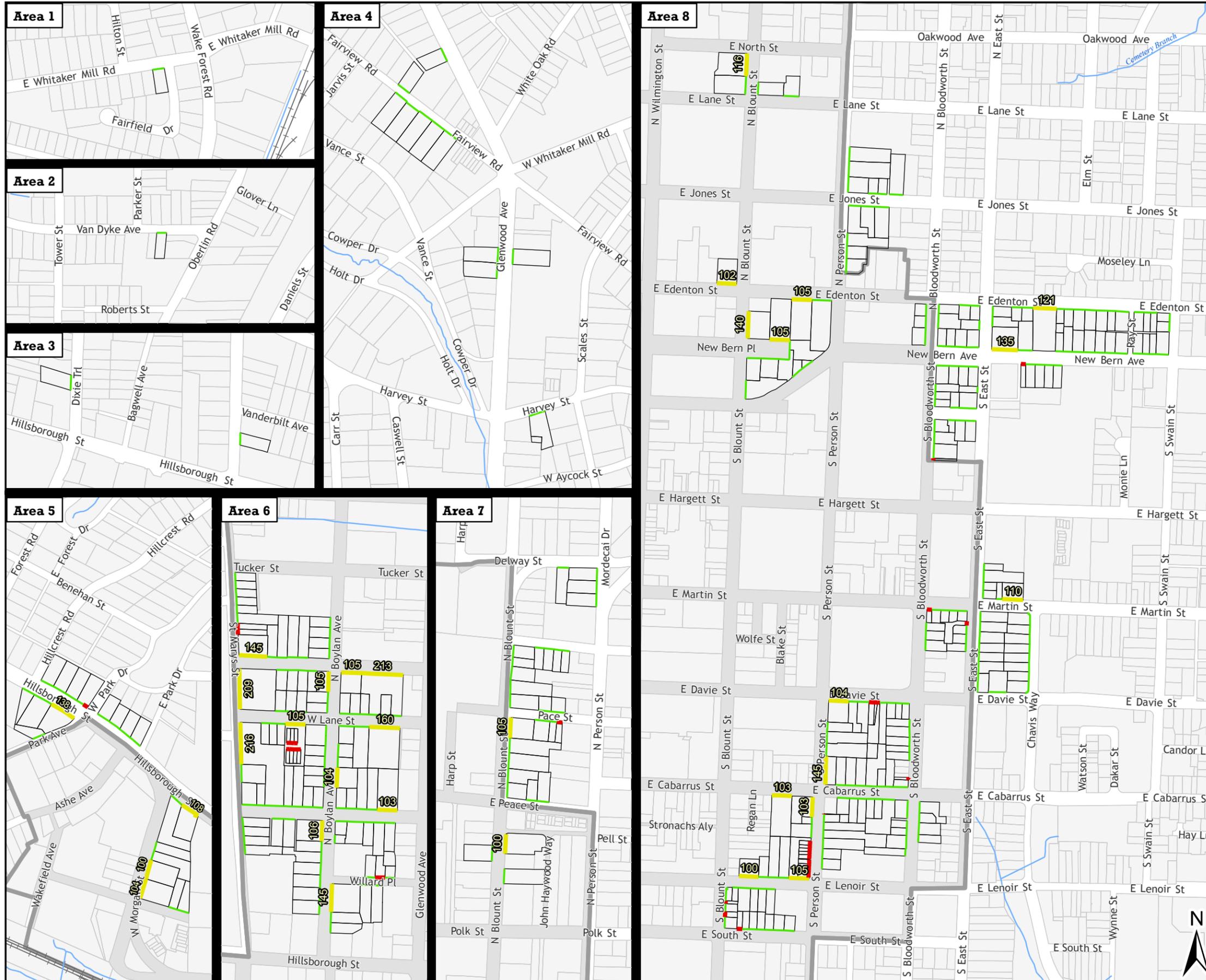
\*Building footprints estimated from parcel overlap with Raleigh Planimetric Building GIS Data (2014)

1 inch = 500 feet  0 125 250 500 750 1,000 Feet



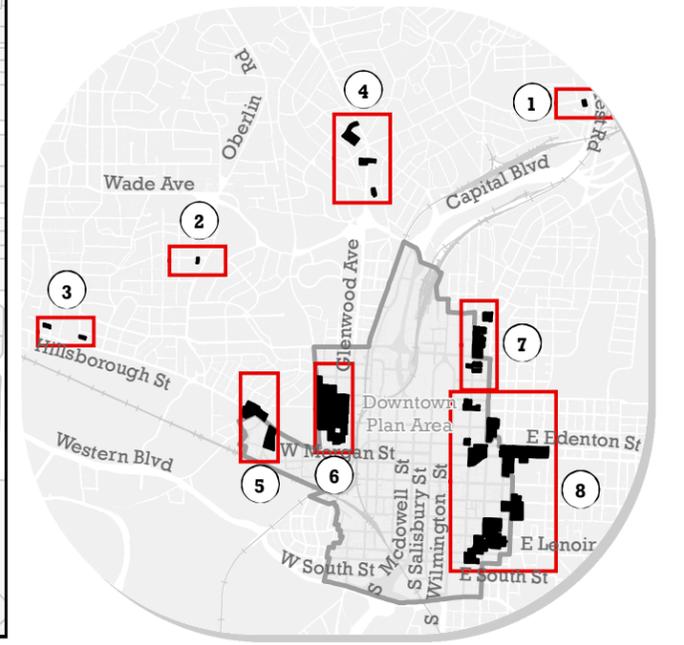


# Detached Frontage Lot Widths



- DE Properties
  - Downtown Plan Area
- Front Lot Width**
- < 30 feet
  - 30 - 100 feet
  - > 100 feet

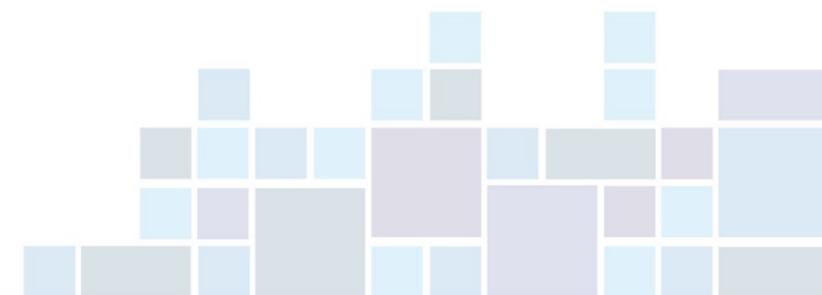
1 inch = 500 feet



# CITY COUNCIL WORK SESSION

19 July 2016

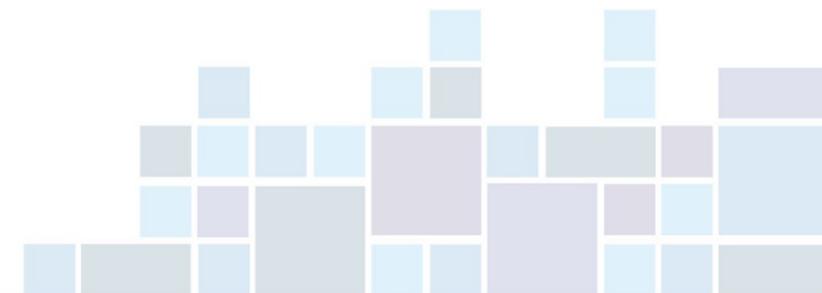
**Potential Text Change Topics Raised by Staff and Planning Commission**



# FRONTAGES AND BUILD-TO REQUIREMENTS

## 4 Recommendation Areas:

1. Design of Parking Structures on Urban Frontages
2. Townhouse and Apartment Building type build-to requirements
3. Administrative Alternates and Zoning conditions
4. Detached Frontage



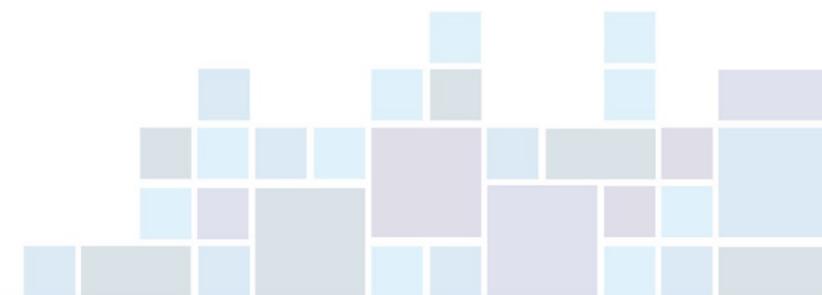
## HOW WERE THE TOPICS RAISED?

**Issues observed** during rezoning or development process (staff, Planning Commission, City Council)

**Planning Commission** reviewed these four topics in subcommittee discussion

### Typical path:

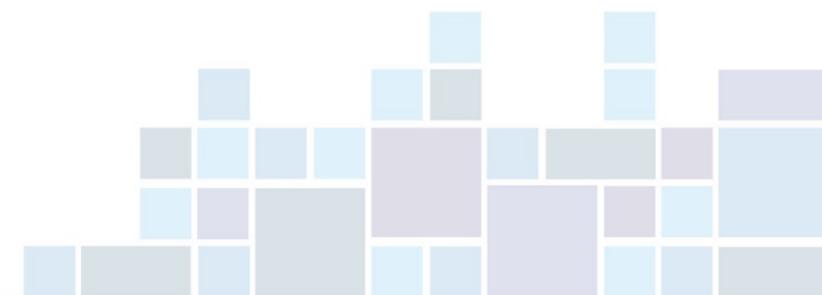
1. Staff requests authorization of text change.
2. Text is drafted and sent to Planning Commission for review.
3. City Council receives recommendation; conducts public hearing



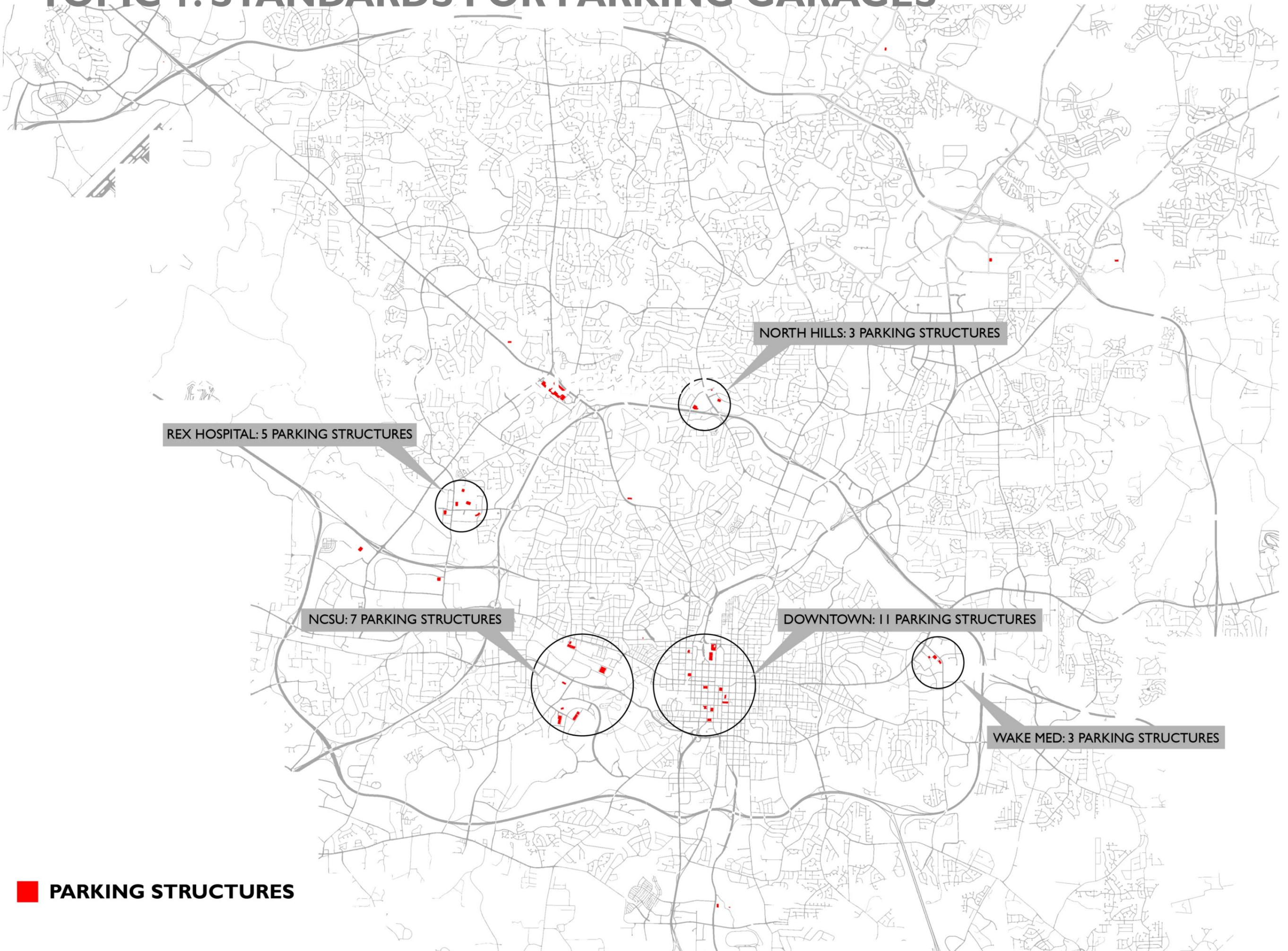
## TOPIC I: STANDARDS FOR PARKING GARAGES

Parking garages located on a parcel with an urban frontage must:

1. Contain ground story active uses
2. Screen parking area/ramps
3. Articulate building façade every 20 to 30 feet (horizontal and vertical)



# TOPIC I: STANDARDS FOR PARKING GARAGES



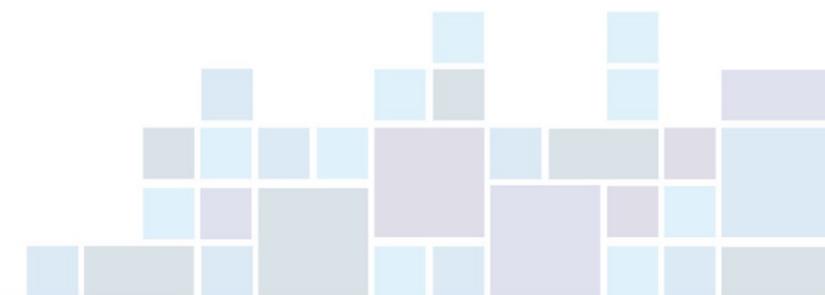
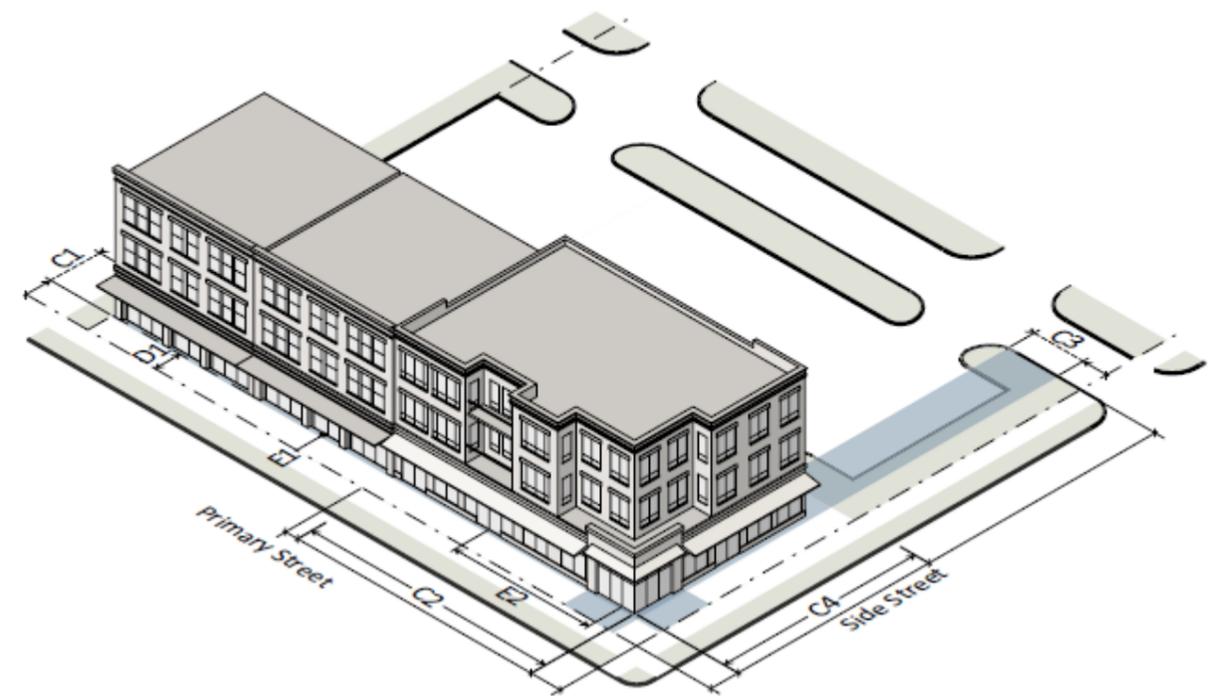
 **PARKING STRUCTURES**

## TOPIC I: STANDARDS FOR PARKING GARAGES

**ISSUE:** As written, regulations don't contemplate ingress/egress points to parking garage

- Depending on frontage, up to 80% of property must contain a building in the build-to area

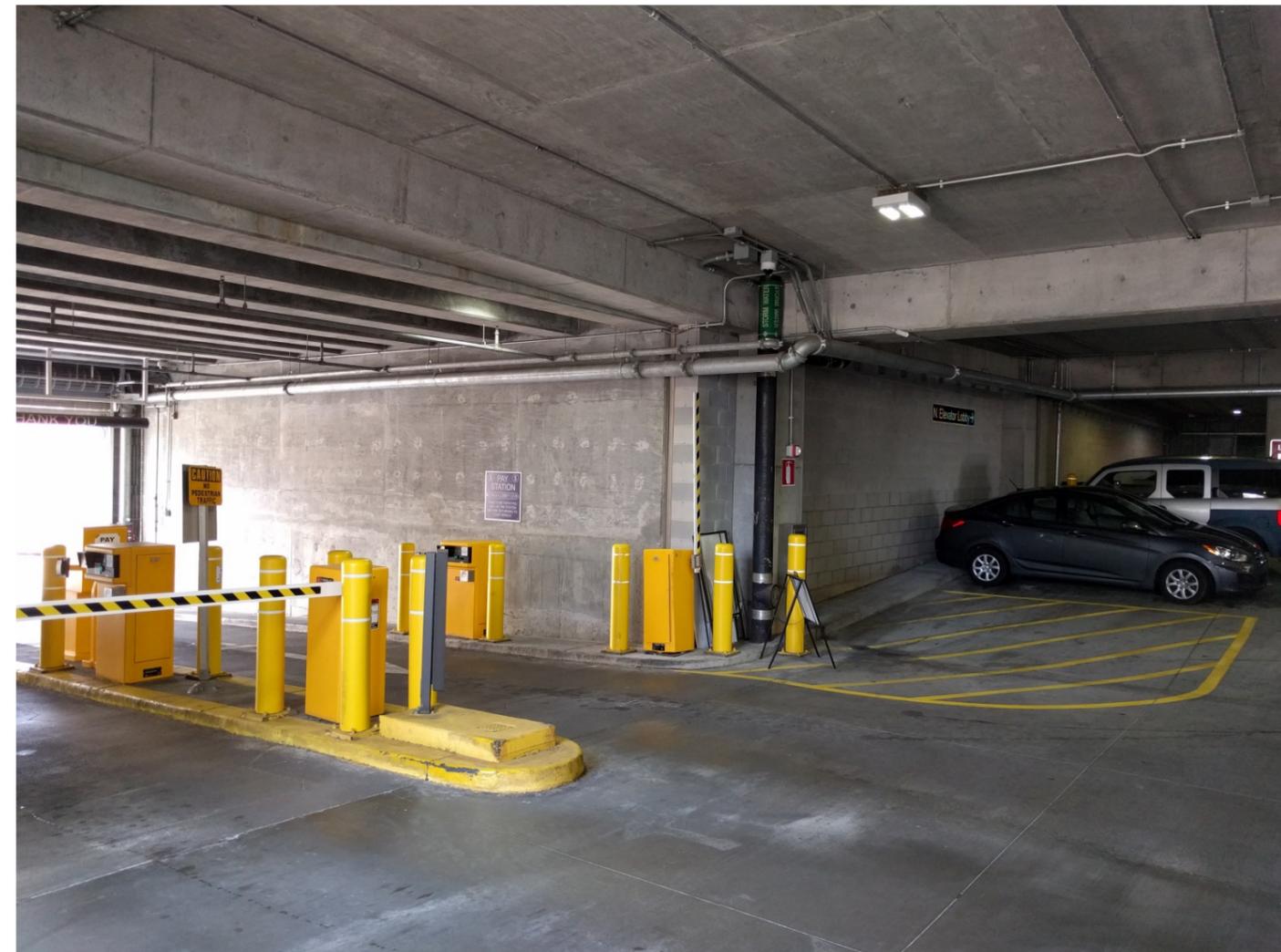
Sec. 3.4.9. Shopfront (-SH)



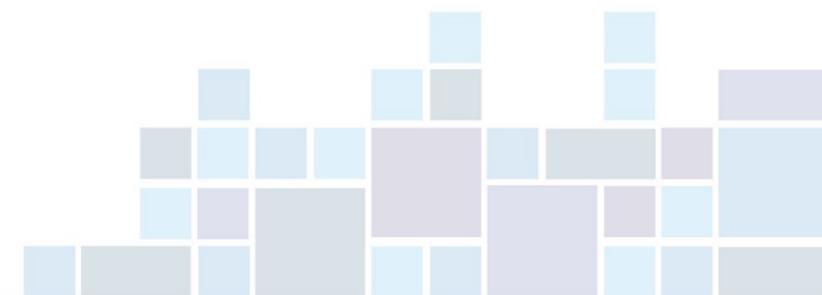
# TOPIC I: STANDARDS FOR PARKING GARAGES



Above: Parking  
Ingress/Egress, The L

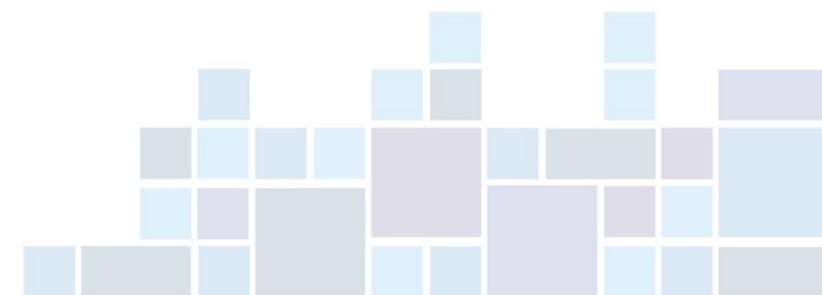


Above: Active Use  
Depth, The L

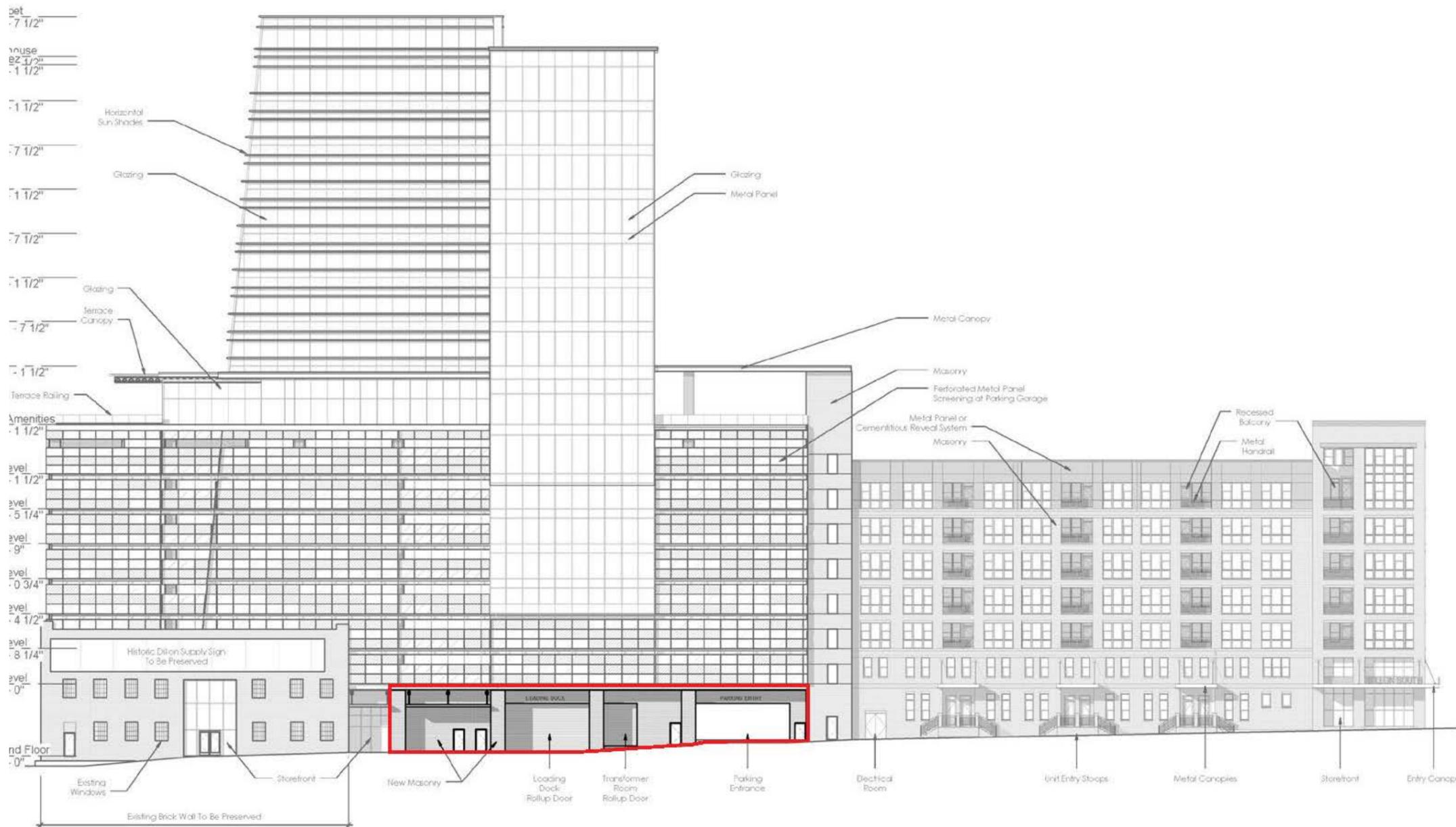


## TOPIC I: STANDARDS FOR PARKING GARAGES

**ISSUE:** The UDO requires 100% active use at the street level – where do service uses (also called “back of house”) locate?



# TOPIC I: STANDARDS FOR PARKING GARAGES

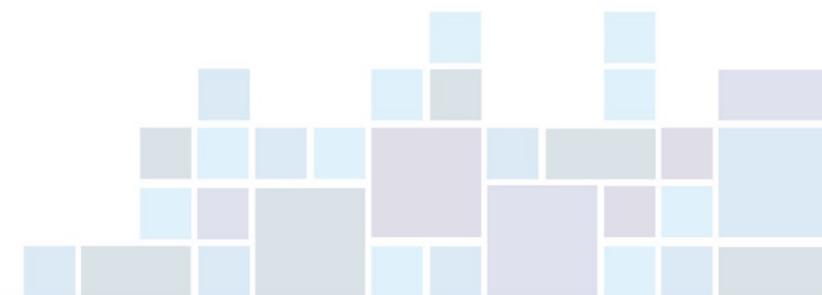


Parking Structure Ground Story,  
Dillon Supply Development

## TOPIC I: STANDARDS FOR PARKING GARAGES

**ISSUE:** The UDO requires façade treatment, fenestration and detailing for parking garages that are overly prescriptive

- The regulations require full screening of cars/ramps on upper stories
- Allow for architectural, vegetative landscaping screening



RALEIGH  
DEPARTMENT OF  
CITY PLANNING

# TOPIC I: STANDARDS FOR PARKING GARAGES

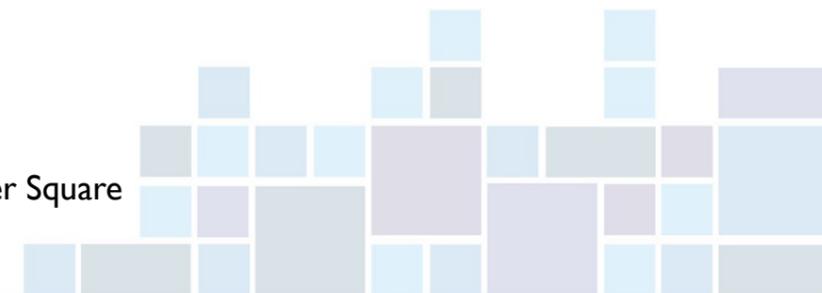


PNC Tower

## TOPIC I: STANDARDS FOR PARKING GARAGES



Alexander Square



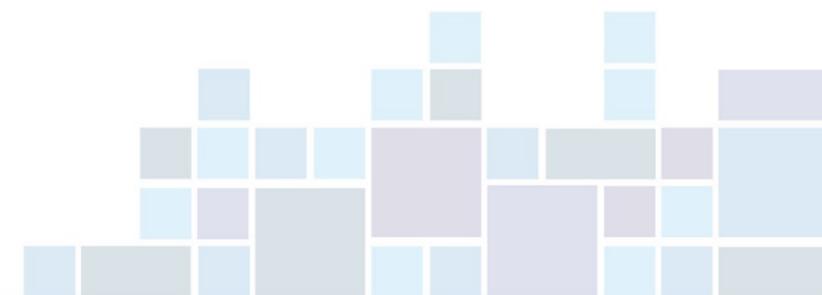
## TOPIC I: STANDARDS FOR PARKING GARAGES

**POTENTIAL SOLUTION:** Require active uses for the portion of building required to meet build-to

- e.g. If mapped with Shopfront, 80% of the lot width must have active uses

**POTENTIAL SOLUTION:** Retain requirement that all ground floor structured parking must be fully screened

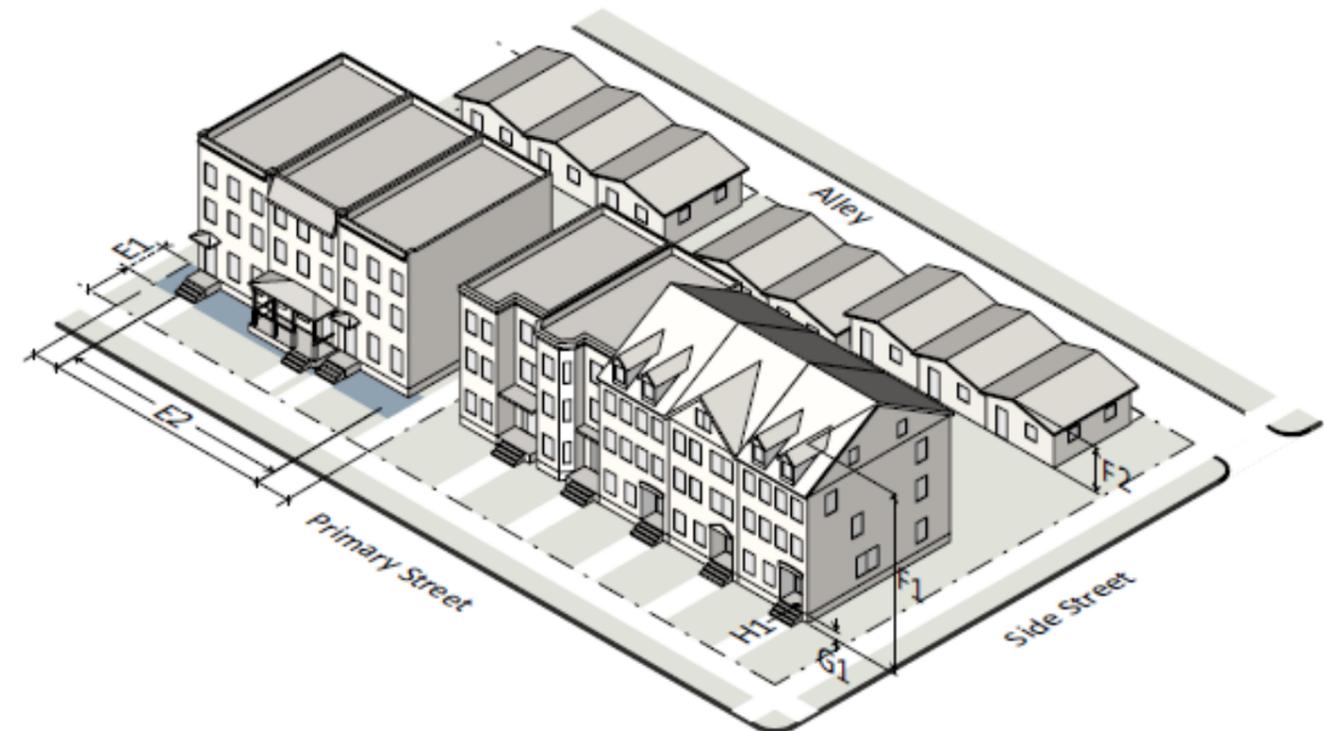
**POTENTIAL SOLUTION:** Clarify language for upper stories of structured parking



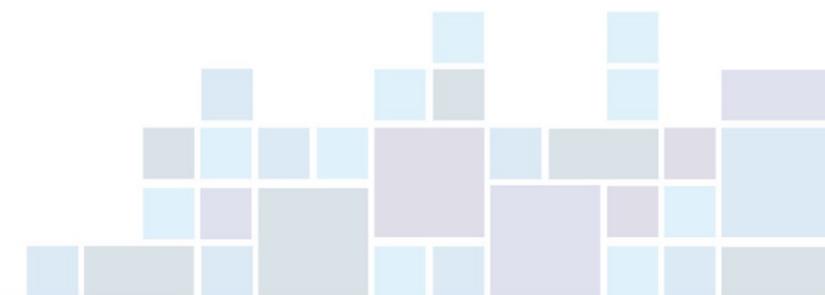
## TOPIC 2: BUILD-TO FOR APARTMENTS & TOWNHOUSES

The UDO requires a build-to of 10-30 feet for **all** townhouses and apartments, regardless of zoning

Build-to requires at least 70% of the lot width to be occupied by building at a specified distance



E. Build-to (Site)		R-10
E1	Primary street build-to (min/max)	10'/30'
E2	Building width in primary build-to (min)	70%

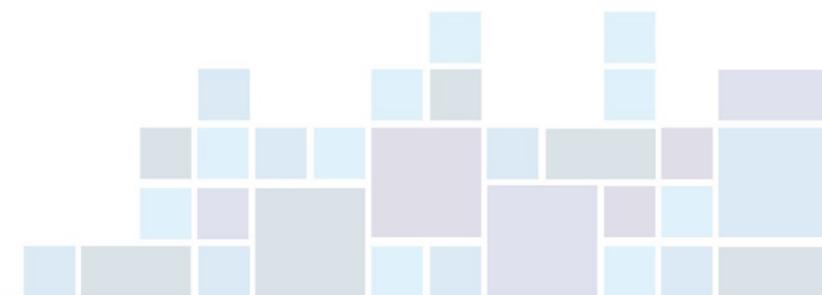


## TOPIC 2: BUILD-TO FOR APARTMENTS & TOWNHOUSES

**ISSUE:** The Townhome & Apartment build to (10' - 30') requires placement of such buildings close to the street, regardless of context and street type.

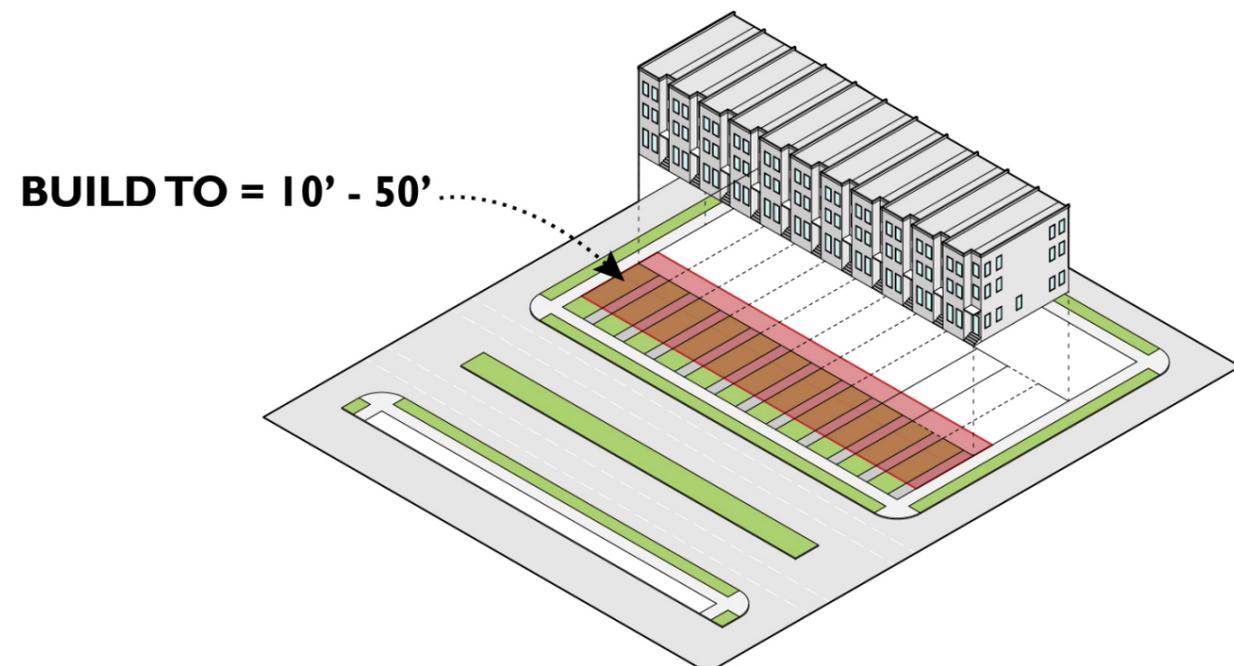
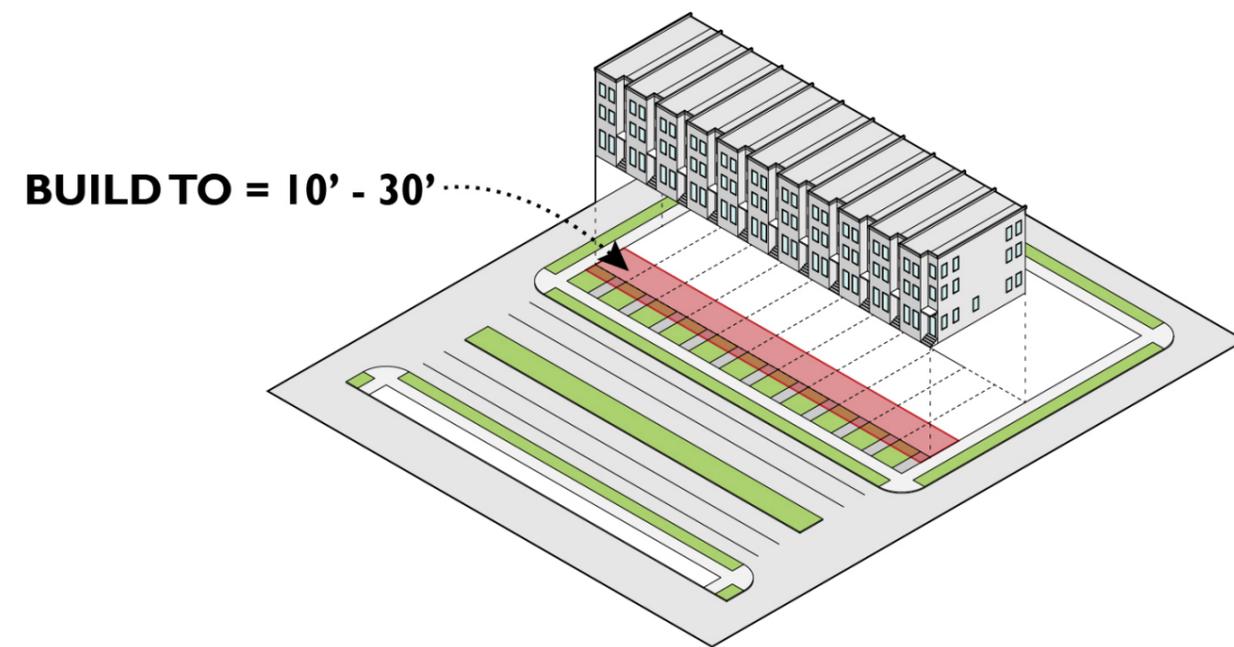
**ISSUE:** The build-to can cause irregular street rhythm on larger roadways, suburban areas

**STAFF OBSERVATION:** Rezoning applicants often choose to offer zoning conditions that replicate some frontage standards for apartments/townhouses



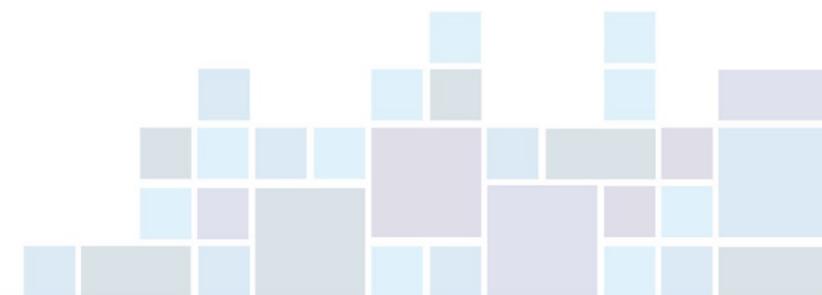
## TOPIC 2: BUILD-TO FOR APARTMENTS & TOWNHOUSES

**POTENTIAL SOLUTION:** Increase the build-to distance from 10-30 feet to 10-50 feet



## TOPIC 3: ADMINISTRATIVE ALTERNATES

- Administrative alternates can be granted for design related standards, such as build-to areas or blank wall area
- UDO contains considerations for the Planning Director when reviewing a request
- Considerations are framed by an intent statement

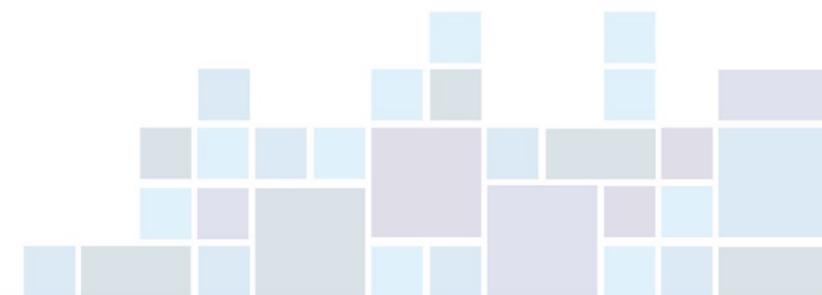


## TOPIC 3: ADMINISTRATIVE ALTERNATES

**ISSUE:** Rezoning applicants sometimes offer “equivalent” zoning conditions that replicate a frontage regulation

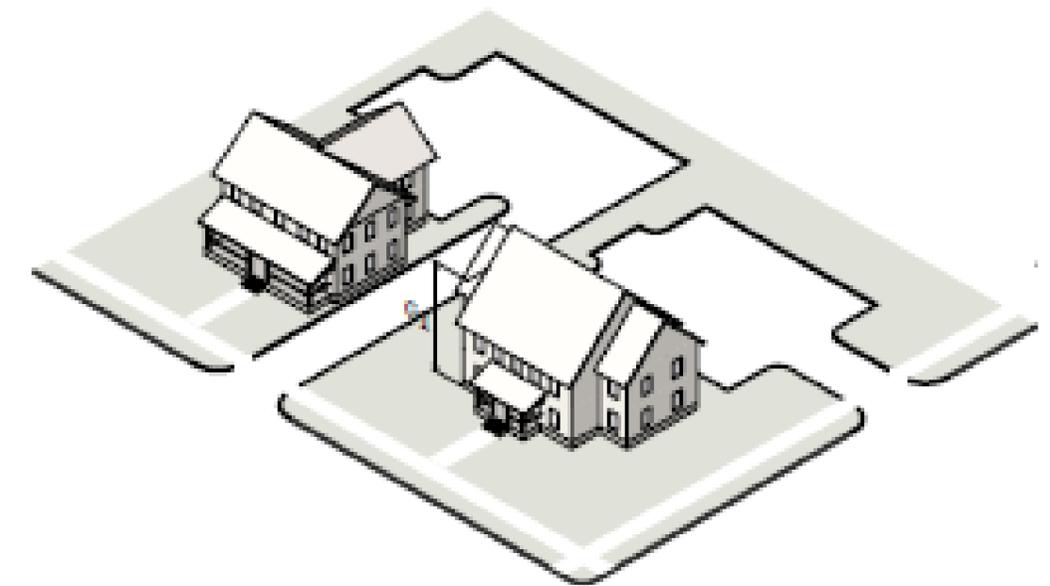
**ISSUE:** It is unclear if the developer would then be permitted to request an administrative alternate when an equivalent condition has been offered

**POTENTIAL SOLUTION:** Prohibit administrative alternates for properties where an equivalent zoning condition has been offered



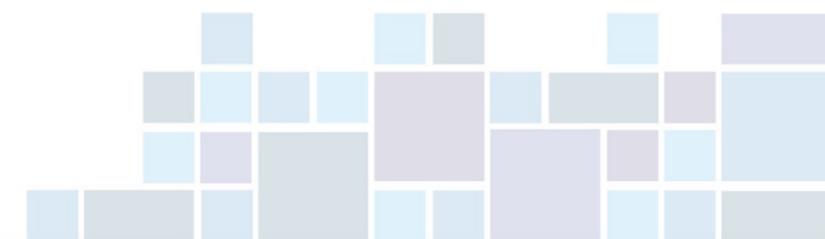
## TOPIC 4: DETACHED FRONTAGE

The Detached Frontage was intended to replicate residential character while allowing a transition to non-residential use



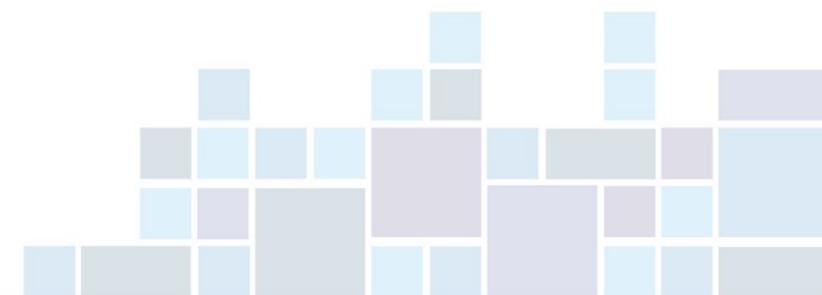
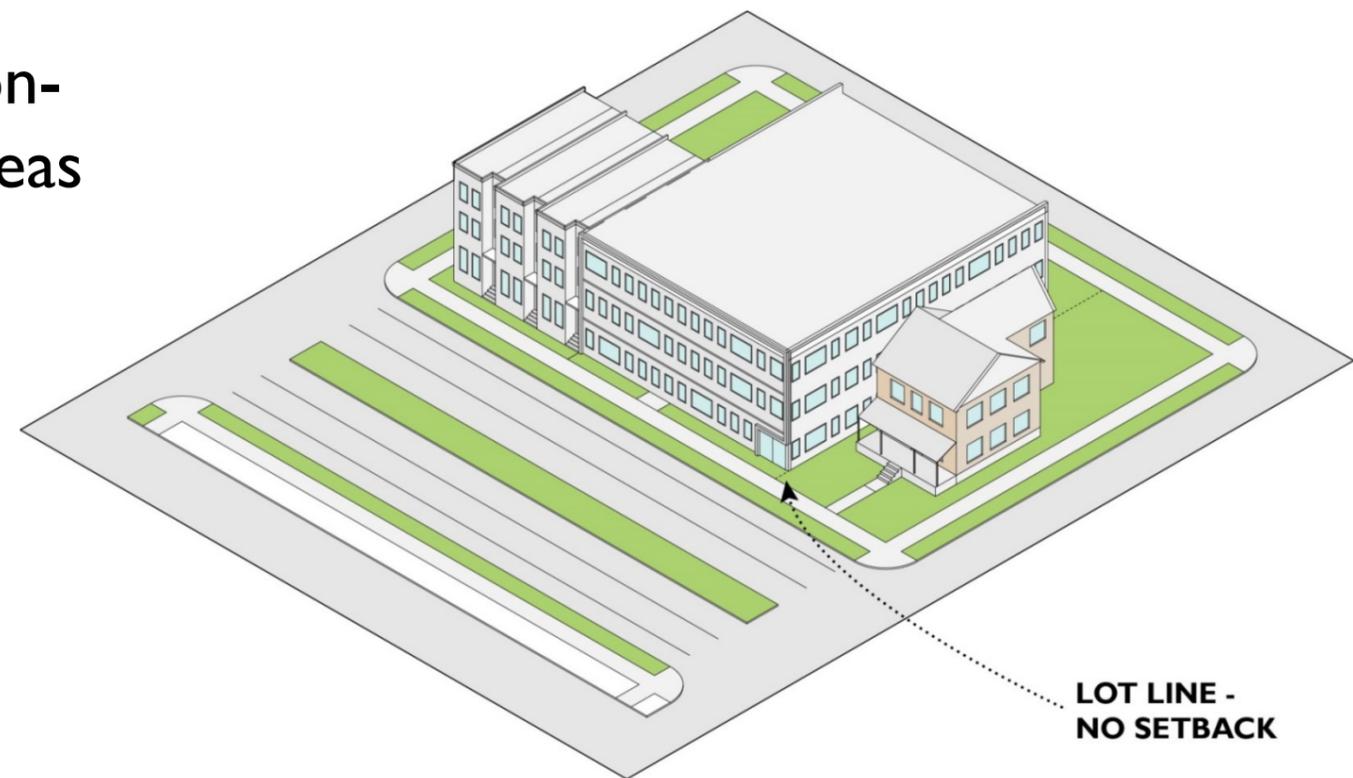
### B. Detached (-DE)

The -DE Frontage is intended for areas adjacent to roadways transitioning from residential to commercial. Accommodates neighborhood-scaled, low intensity commercial uses while maintaining the residential character of the street right-of-way.



## TOPIC 4: DETACHED FRONTAGE

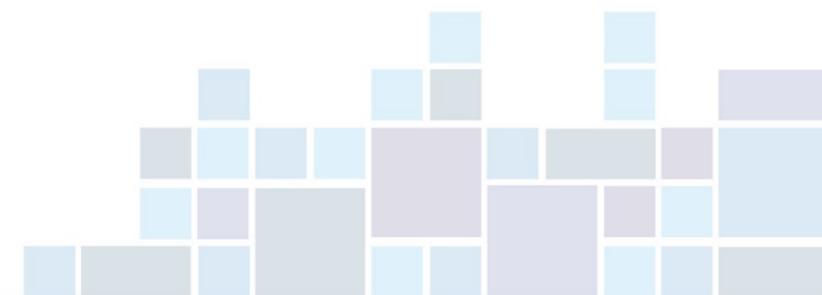
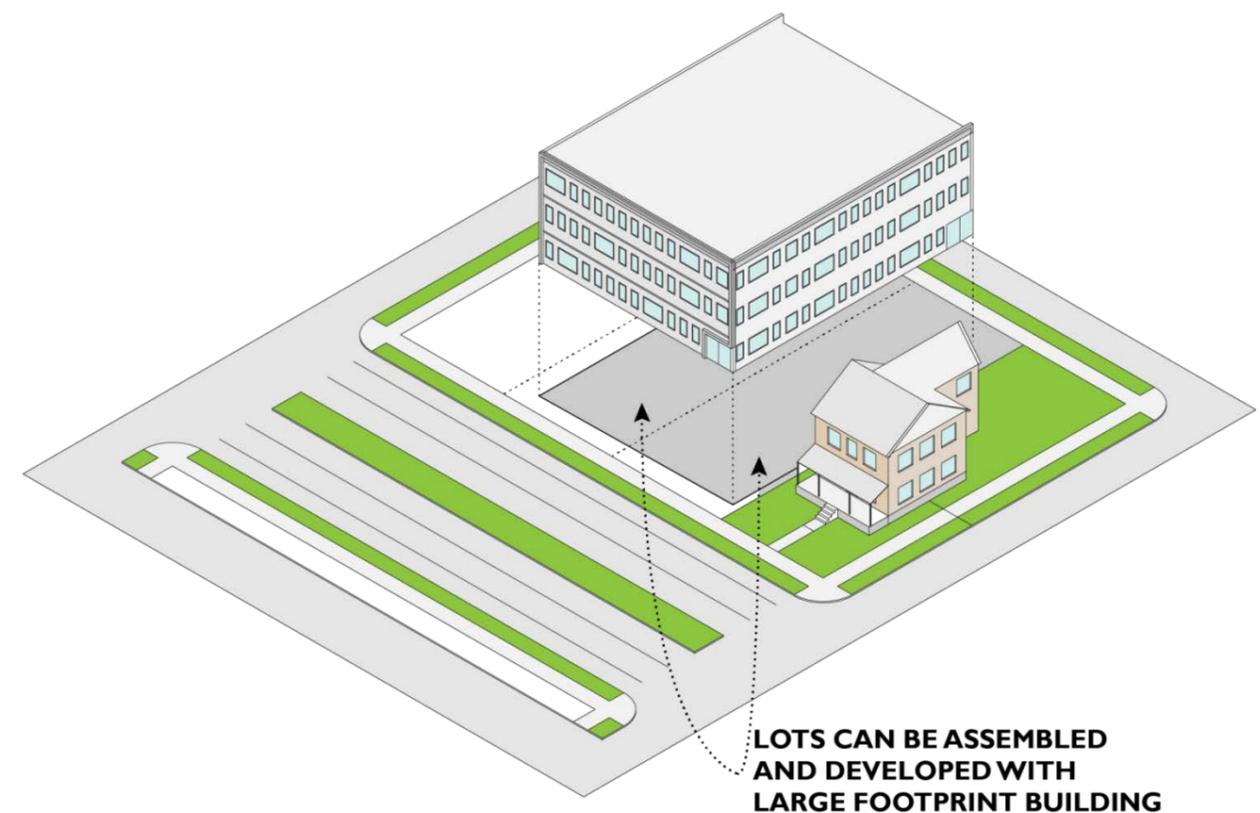
**ISSUE:** Detached frontage regulations allow Apartment and Civic building types, which do not themselves have a minimum side yard setback requirement. This could result in continuous, non-separated development of such structures in areas designated with Detached frontage.



## TOPIC 4: DETACHED FRONTAGE

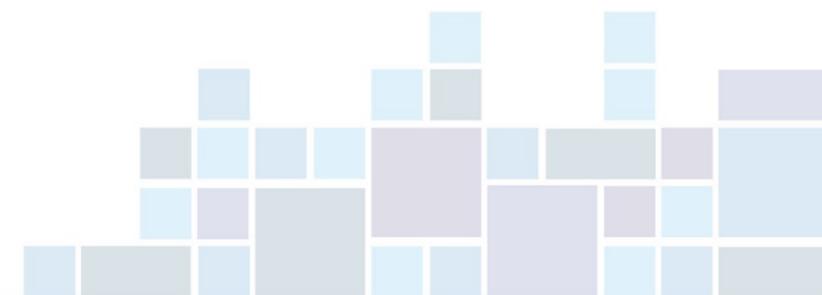
**ISSUE:** There is no maximum building size in Detached, which could produce large buildings that do not meet the intent of the frontage

**ISSUE:** There is no maximum to the number of townhouses that can be attached



## DETACHED FRONTAGE

**ISSUE:** Detached frontage intends to promote low-intensity commercial uses, yet higher-impact retail uses are permitted in Residential Mixed Use (RX-) districts with Detached frontage



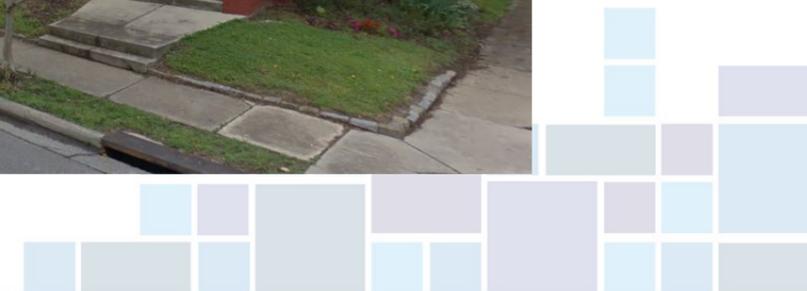
## DETACHED FRONTAGE

**ISSUE:** Raleigh lacks sufficient supply of smaller-scale multi-family buildings, known as the “missing middle”



Above: 200 Edenton St.

Left: Apartment building at Lane and East Streets



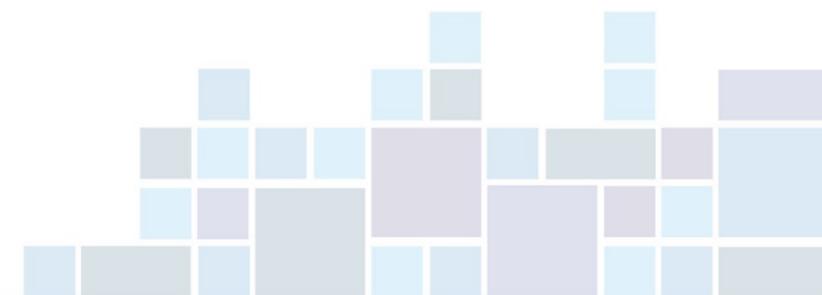
## DETACHED FRONTAGE

**POTENTIAL SOLUTION:** Add a side yard setback requirement for Apartments and Civic buildings, thus ensuring physical separate (i.e. detachment) between properties

**POTENTIAL SOLUTION:** Add a maximum building footprint (e.g. 4,000 sq. ft.) to Detached frontage regulations to prevent large buildings

**POTENTIAL SOLUTION:** Restrict retail uses in RX- districts with –DE frontages to encourage smaller multi-family developments that are compatible with any adjacent low density residential uses

**POTENTIAL SOLUTION:** Add a regulation for the maximum number of townhomes that can be constructed in one uninterrupted row (e.g. 5 townhomes)

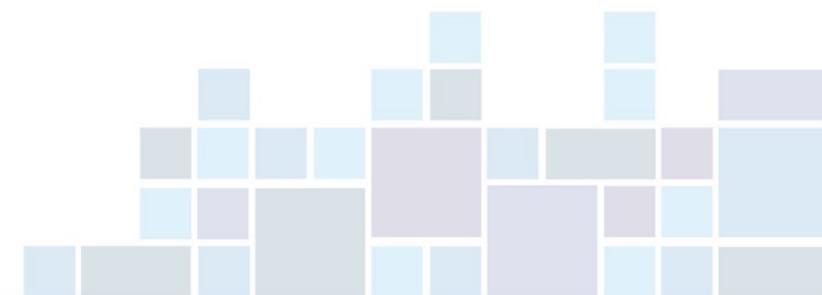


## CONSIDERATIONS

A text change has not been authorized for any of these items

If Council so directs, staff can request authorization to proceed at a future City Council meeting

If authorized, Planning Commission would provide a recommendation to the City Council





# PROJECT UPDATES: CITIZEN SURVEY & WHAT WORKS CITIES

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CITY COUNCIL / JULY 19, 2016

# Citizen Survey

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- Purpose
- Highlights of requested deliverables
- Timeline



# Citizen Survey

Implements Organizational Excellence Initiative:

*“Develop and implement stakeholder satisfaction surveys that have a visible and direct impact on decision making and service delivery.”*

# Citizen Survey

- Current surveying efforts are mostly subject-specific, sporadic, and/or not statistically significant.

Parks, Recreation & Cultural Resources	2013, informed PRCR System Plan process 2015, informed Raleigh Arts Plan Ongoing, in-house surveys to inform program development, individual park master planning, and new facility openings
Transportation	Every 3-5 years, targeted surveys to existing users only
Police	2015, informed workload study that was being conducted
Budget & Management Services	Annually, informs budget development
City Planning	Ongoing, informs comprehensive planning and other planning efforts

- Regularly administered, statistically significant citizen surveying is a common practice among our peers.

- |                 |                  |                 |                    |
|-----------------|------------------|-----------------|--------------------|
| Asheville, NC   | Charlotte, NC    | Houston, TX     | San Antonio, TX    |
| Atlanta, GA     | Davidson, NC     | Kansas City, MO | San Diego, CA      |
| Austin, TX      | Denver, CO       | Miami, FL       | San Francisco, CA  |
| Baltimore, MD   | Durham, NC       | Morrisville, NC | Virginia Beach, VA |
| Boston, MD      | Fayetteville, NC | Nashville, TN   | Wake Forest, NC    |
| Cary, NC        | Greenville, NC   | Phoenix, AZ     | Wilmington, NC     |
| Chapel Hill, NC | High Point, NC   | Portland, OR    | Winston-Salem, NC  |

# Citizen Survey

- **Purpose:**

- Provides local governments the opportunity to hear from the community in a manner that meets social science research standards and allows for statistically significant generalizations to be made
- Focused improvements to service delivery, strengthened communications with community stakeholders, and assistance with identifying clear priorities for use in strategic planning, performance management, and resource allocation
- “By definition, surveys constitute a two-way communication process that enhances the nature and quality of articulation between the government and the citizens.” *Centre for Good Governance*

# Citizen Survey

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## **Highlights of requested deliverables:**

1. Statistical significance
2. Sampling
3. Benchmarking
4. Results

# Citizen Survey

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## 1. **Statistically significant:**

- Oversampling for our population
  - 1,000 completed surveys
- 95% confidence level
- <5% margin of error

## 2. **Sampling:**

- Random sample
- Representative sample

# Citizen Survey

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## **3. Benchmarking:**

- Valuable contextual information
- (Desired) Vendor benchmarking database
  - General
  - Population
  - Geography
- Question design and selection determines our ability to benchmark against others

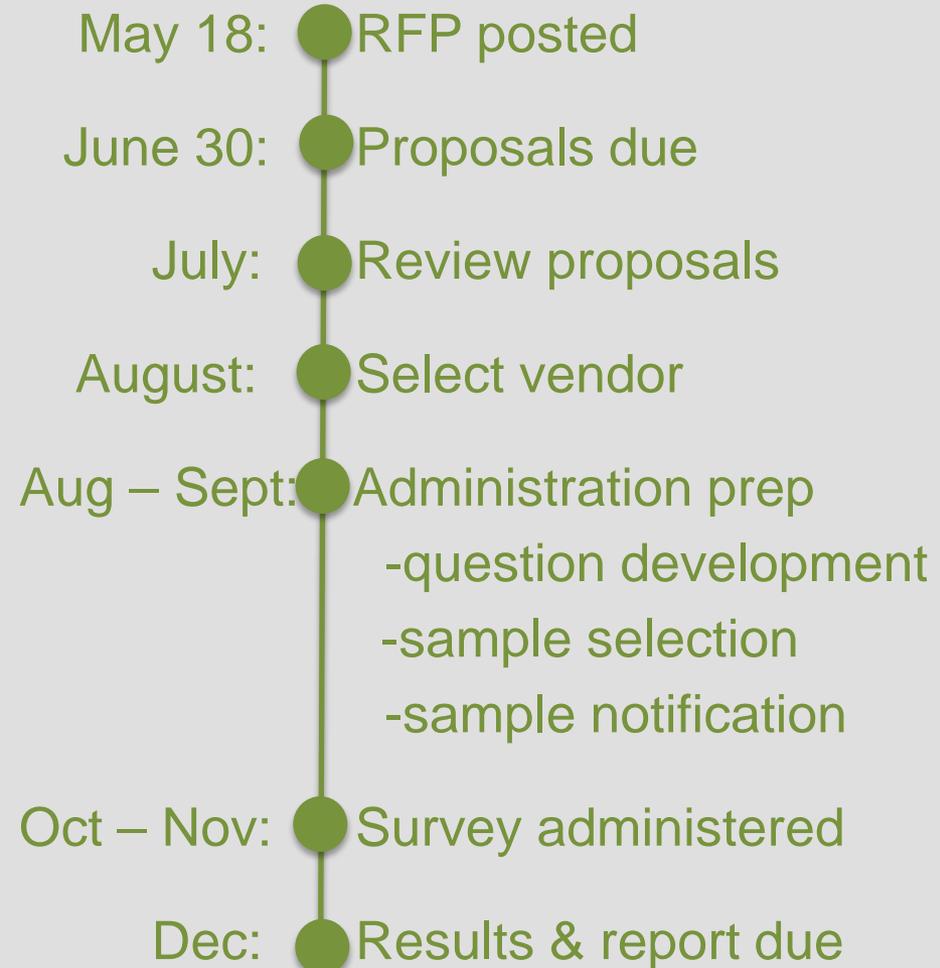
## **4. Results:**

- Vendor presentation
- Report and data file

# Citizen Survey

## Timeline

The quality of survey results begin with the sampling plan & survey and question design.



# Citizen Survey

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## Survey Design

- Appropriate length:
  - Survey fatigue
  - Response rate/Incomplete surveys
- Question quality:
  - Appropriate question design
    - Absence of double-barreled and leading questions
    - Appropriate response scales
- Question selection and development:
  - 19 Strategic Plan metrics require Citizen Survey data
  - Emphasis on benchmarking opportunities
  - Common topics and questions exist

# Citizen Survey

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- **Overall Community/Quality of Life**
  - Appearance (streets, public areas, etc.)
  - Image or reputation of City
- **Land Use, Zoning, and Code Enforcement**
  - Overall quality of new development
  - Code enforcement (weeds, abandoned buildings, etc.)
- **Transportation**
  - Ease of travel
  - Traffic flow on major streets
- **Services**
  - Utilities, Trash/Recycling, Yard Waste, Stormwater
  - Interactions with City staff
  - Communications (website, social media, etc.)

# Citizen Survey

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- **Wellness/Parks and Recreation/Arts**
  - City parks - quality and frequency of use
  - Opportunities to attend cultural activities
- **Public Safety**
  - Safety in your neighborhood during day/after dark
  - Safety in downtown during day/after dark
- **Leadership**
  - Overall direction City is taking
  - The job City government does at welcoming citizen involvement
- **Economic Sustainability**
  - Employment opportunities
  - Retail opportunities

# Citizen Survey

---

- Purpose
- Highlights of requested deliverables
- Timeline



# What Works Cities



We are a What Works City!  
**Raleigh, NC**

@RaleighGov

Join us! [whatworkscities.org](http://whatworkscities.org)

Consulting Partners: Johns Hopkins Center for Government Excellence  
Sunlight Foundation

# What Works Cities

- An initiative of Bloomberg Philanthropies designed to accelerate cities' use of data and evidence to improve people's lives.
- Assistance provided by world-class partners:
  - Results for America
  - Center for Government Excellence at Johns Hopkins (GovEx)
  - Sunlight Foundation
  - The Government Performance Lab at the Harvard Kennedy School
  - The Behavioral Insights Team
- Raleigh's involvement:
  - Applied in fall 2015
  - Formally accepted in January 2016
  - Began our work in February 2016

# What Works Cities

Comprehensive approach to turning data into valuable information for both the public and organization.

## Open Data

- Inventory Stormwater data for Open Data
- Prioritize Stormwater data stories
- Engage stakeholders in releasing Stormwater public data

## Performance Management

- Identify Key Performance Indicators for Stormwater
- Identify and develop processes to track and review Stormwater performance data
- Identify processes for reviewing Strategic Plan performance data

# PERFORMANCE MANAGEMENT

- Identified 10 Key Performance Indicators

- Operational and Outcome
- External and Internal
- Researched peers' KPIs
- Linked to division's goals and vision, as well as, strategic goals

- Discuss data

- CORSTAT

- Discuss Strategic Plan initiatives and data

Key Performance Indicator (KPI)	Measure(s)	Desired Trajectory
<b>1. Reduction in streets and structures affected by hazardous flooding and/or severe erosion and/or deficient infrastructure</b>	Number of reductions per year in street segments and/or structures affected by hazardous flooding and/or severe erosion	↑
<b>2. Projects that incorporate sustainable Green Infrastructure (GI)</b>	Number of projects per year that include sustainable GI measures (Track both City of Raleigh projects + non-City projects that City reviews/approves/permits)	↑
<b>3. City's Class Rating in the National Flood Insurance Program (NFIP) Community Rating System (CRS)</b>	City of Raleigh's Class Rating in the voluntary National Flood Insurance Program (NFIP) Community Rating System (CRS) (Class Ratings from 9 to 1, lower rating is better)	↓
<b>4. Impaired Streams</b>	Mileage of regulatory 303(d) impaired streams within Raleigh	↓
<b>5. Total Nitrogen load reduction</b>	Total number of pounds per year in Total Nitrogen (TN) pollutant load reduction into receiving surface waters within Raleigh reviews/approves/permits)	↑
<b>6. Volunteer engagement</b>	Total number of volunteer-hours per year for Stormwater Programs	↑
<b>7. Response time for stormwater customer service inquiries</b>	Average initial response time (in hours) for service inquiries, drainage complaints, and illicit discharge reports	↓
<b>8. Stormwater Capital Improvement Project Backlog</b>	Total cumulative dollar value of approved/funded Stormwater Capital Improvement Projects backlog	↓
<b>9. Customer satisfaction with City Stormwater Capital Improvement Projects</b>	Overall satisfaction rating from customers/property owners affected by City Stormwater Capital Improvement Projects, <u>from post- project area surveys</u>	↑
<b>10. Stormwater Infrastructure Actively Inspected and Maintained</b>	Total mileage of public stormwater infrastructure assets actively inspected, cleaned, and/or maintained per year including the number of catch basins/structures	↑

# What Works Cities Performance Management

## PERFORMANCE MANAGEMENT

- Identified 10 Key Performance Indicators
  - Operational and Outcome
  - External and Internal
  - Researched peers' KPIs
  - Linked to division's goals and vision, as well as, strategic goals
- Discuss data
- CORSTAT
  - Discuss Strategic Plan initiatives and data



# What Works Cities

## Open Data



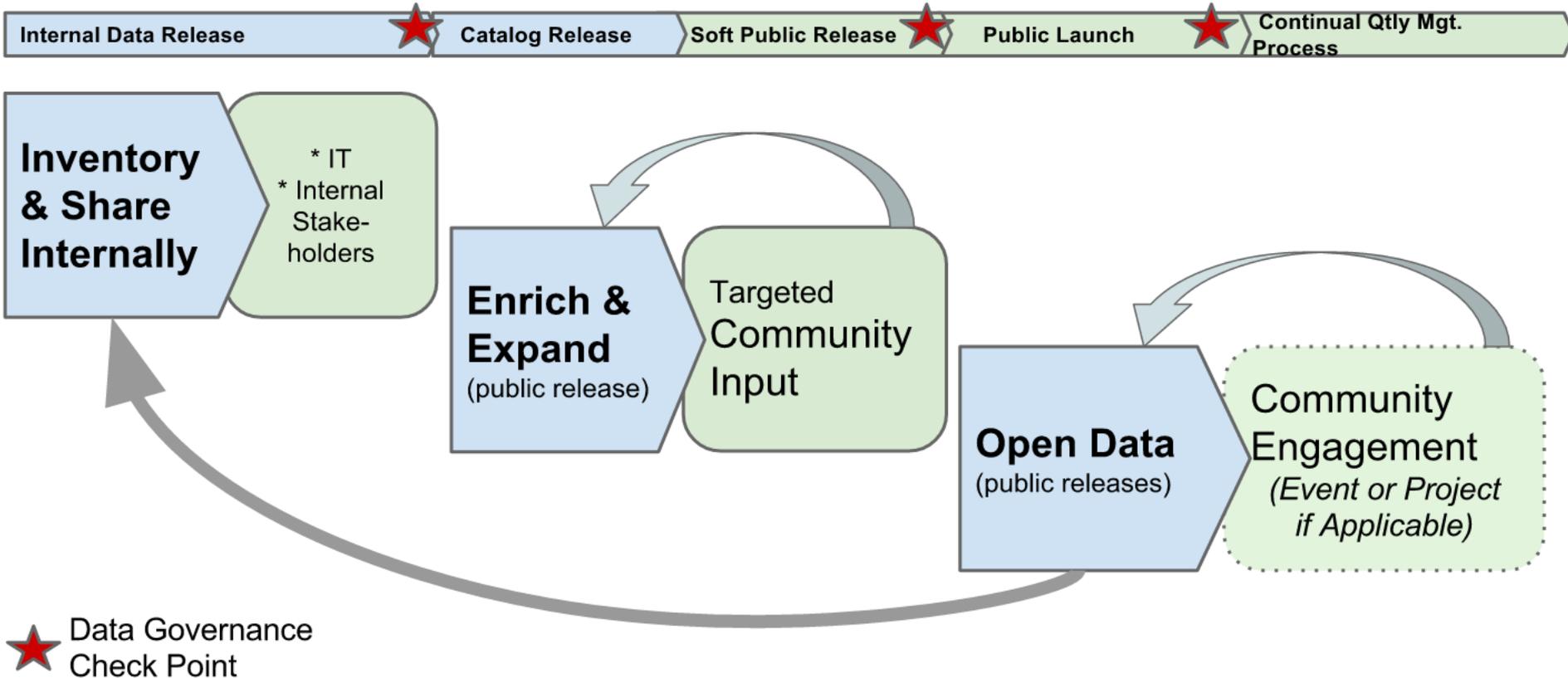
## OPEN DATA

- Data Inventory Workshops
  - 48 Datasets Identified
  - 6 containing 'Sensitive' info
  - 8 Digital Services Engagements Identified
- Dataset Prioritization
- SMAC Committee & Subcommittee Facilitation
- Data Release Support
  - Impervious Surface Accounts
  - Other High Priority datasets that support Strategic KPIs

# What Works Cities

## Open Data Engagement

### Departmental Data Sharing Engagement Process



# Putting Open Data to Work for Citizens



Sign Up Sign In

## Stormwater Billing Inquiry - Citizen Dashboard

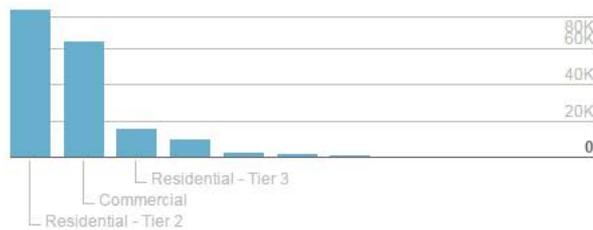
SOURCE DATASET Stormwater Impervious Surface A...

If you have received a Utilities bill that includes a Stormwater fee and are unsure why you are being charged, you can examine the data behind those fees using this dashboard...

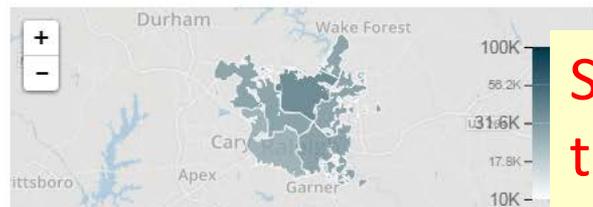
Show more ▾

Showing all Address with Stormwater Accounts

Number of Address with Stormwater Accounts by Billing\_Tier



Number of Address with Stormwater Accounts by Geocoded\_Address — City Council Districts



User types in their address in question



### Address\_Lookup

500 CAPRICE CT Raleigh, NC

Showing 5 of 5 matching results

Address_Lookup	Billing_Tier	Apportionment	Explanation
500 CAPRICE CT Raleigh, NC	Commercial	Yes	The property owner at this address must pay 0.8% of the impervious surface of the shared property at 649 OAK RUN DR
500 CAPRICE CT Raleigh, NC	Commercial	Yes	The property owner at this address must pay 0.8% of the impervious surface of the shared property at 649 OAK RUN DR
500 CAPRICE CT Raleigh, NC	Residential - Tier 2	No	This property owner is billed the full stormwater fee for this property
500 CAPRICE CT Raleigh, NC	Commercial	Yes	The property owner at this address must pay 0.8% of the impervious surface of the shared property at 649 OAK RUN DR
500 CAPRICE CT Raleigh, NC	Commercial	Yes	The property owner at this address must pay 0.8% of the impervious surface of the shared property at 649 OAK RUN DR

Sees each property that goes into their total Stormwater bill

...and an explanation



# What Works Cities

## Stormwater's Perspective

- Links program vision, mission, and strategic goals to operational reality
  - KPIs and open data highlight and communicate program results and outcomes
- Demonstrates alignment with and support of Strategic Plan
- Heightens importance of team and collaborative approach
- Supports adaptive management and continual improvement

### STORMWATER MANAGEMENT PROGRAM

#### VISION

**Accelerate the transformation of stormwater into a widely recognized asset for the Raleigh community by 2030.**

#### MISSION

**Manage stormwater to preserve and protect life, support healthy natural resources, and complement sustainable growth for the vibrant Raleigh community.**



**Next Steps:** Discuss and address lessons learned  
Discuss phasing of departments



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# PROJECT UPDATES: CITIZEN SURVEY & WHAT WORKS CITIES

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CITY COUNCIL / JULY 19, 2016