



## Letter from the Chair of the Raleigh Planning Commission

Not since 1959 has the City of Raleigh attempted to re-write its adopted development ordinance. As history would have it, that has changed. Over the past year the Planning Commission focused their efforts as documented towards reviewing the proposed text change TC-3-12 Unified Development Ordinance. The UDO is a complete re-write of Raleigh's development code. The new code is designed to simplify the City's development ordinances, introduce new zoning districts and address recent development trends into a concise document that is easy to interpret and understand for implementation.

At the February 2012 joint public hearing between City Council and Planning Commission, City staff presented a draft document of the UDO. In closing, City Council referred the draft to the Planning Commission for their review, scheduling of public hearings and to make their recommendations. Raleigh's City staff committed themselves in working tirelessly to generate analysis, offer solutions and numerous reports for the Commission's meetings. The Planning Commission commends City staff for their outstanding efforts and guidance during the review process.

Throughout the review process the Planning Commission devoted eight months in conducting 30 public meetings that resulted in approximately 55 hours in reviewing 170 public comments and made over 200 changes to the draft document. This review was a monumental task to say the least for the Commission. With a vote of relief and confidence the Commission returned the UDO to the Council on September 4 along with a 115 page report followed by a unanimous recommendation to adopt as amended.

The result of the UDO draft document is hopefully an easy to understand code that implements 62 action items from the 2030 Comprehensive Plan. If approved by City Council, the UDO is designed to assist Raleigh's citizens, business community and those conducting business in the city to save money, streamline the approval process, produce more predictable outcomes while creating flexibility within the code. In addition, the UDO will create and generate regulations that address market trends, incorporate best practices and address contextual issues and create development flexibility throughout the city.

While working to develop and adopt the best UDO possible for the city, the Planning Commission continued its normal duties and responsibilities in making recommendations to City Council on Comprehensive Plan items, reviewing requests to rezone property, site and development plans including changes to development regulations.

The Raleigh Planning Commission has cultivated a working relationship with the Charlotte Planning Commission. From this relationship both commissions will gain an understanding of how the two largest cities in the state conduct and decide their planning actions. In order to accomplish this, the City of Charlotte's Planning Commission traveled to Raleigh to observe a planning commission meeting in January and in turn our commission traveled to Charlotte in February to do the same. The meetings were successful and beneficial in helping establish a long-term commitment to continue the tradition of visits by each commission in alternate years.

As we look forward to another progressive year in planning and development, the City of Raleigh's Planning Commission is and remains committed to serving the public's interest in upholding high ethical principles and standards of all matters related to the planning process for the citizens of Raleigh.

Marvin T. Butler  
Chairman of the Planning Commission

## Raleigh Planning Commission 2011-2012

### Members:

Marvin Butler, Chair  
Term Ends: 6/30/13  
3rd Term

John Buxton  
Term Ends: 10/4/13  
1st Term

Linda Harris Edmisten, Vice-Chair  
Term Ends: 6/20/13  
3rd Term

Quince Fleming  
Term Ends: 3/3/13  
2nd Term

Mitch Fluhrer  
Term Ends: 3/20/14  
1st Term

Waheed Haq,  
Term Ends: 4/17/13  
3rd Term

Isabel Mattox  
Term Ends: 1/20/14  
2nd Term

Steven D. Schuster  
Term Ends: 12/2/12  
1st Term

Erin Sterling Lewis  
Term Ends: 11/16/13  
2nd Term

Adam Terando  
Term Ends: 10/4/13  
1st Term

### Letter from the Director of the Department of City Planning

The role of City Planning expanded during the past year to become a new unit of government called Planning and Development. This expansion brings together planning, transportation, economic development, development services, inspections, community development and urban design and has yielded huge benefits for the city.

Earlier this year, the City of Raleigh was awarded a TIGER grant for work to be done on Raleigh's Union Station project. The TIGER program, or Transportation Investment Generating Economic Recovery (TIGER) grant, provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. Over the course of this coming year, staff will continue work with our partner agencies and a design team, who will be selected, to continue the design development of the project. Construction is anticipated to begin in 2014.

A major area of focus for the Planning Department this past year was the work done on the Unified Development Ordinance (UDO). Raleigh's UDO proposes to move nearly all routine development approvals to a by-right administrative process. This is in contrast to current practice, in which otherwise approvable site plans for commercial and mixed-use developments go through a preliminary approval process by the Planning Commission or City Council. This major change is being implemented both as a result of recent changes in State law and the desire to provide greater certainty and lower approval costs to developers through objective standards. If adopted by Council, the new code will lead the way toward regulatory reform by producing more predictable outcomes.

In the past Raleigh's approach to Economic Development had been decentralized. Now with the formation of Raleigh's Economic Development Partnership there is a strategic approach that comprises all aspects of economic development. This vision is tied to the policies established in Raleigh's Comprehensive Plan and is designed to help build a strong economy that will attract companies and build jobs in Raleigh. The Office of Economic Development was established to support the City's economic strategic direction, projects and initiatives. Raleigh values economic prosperity for all and seeks to ensure that economic development and city planning work hand in hand.

The Department of City Planning has completed several studies this past year, which include the Capital Boulevard Corridor Study and the Blue Ridge Road District Study. City Council referred to both of these studies as "an excellent model for city planning". When implemented, these plans will transform the character of the area and enable safe access for all forms of travel including; pedestrians, bicyclists, motorist and public transportation.

Along with special projects and studies, the Planning Department continues to support a number of Boards and Commissions in addition to the Planning Commission and their sub-committees. This includes support for the City Council and Comprehensive Planning Committee; the Raleigh Appearance Commission and their sub-committees; the Raleigh Historic Development Commission; and the Passenger Rail Task Force. The Department also supports other Boards and Commissions on an as-needed basis, including the Environmental Advisory Board and the Bicycle and Pedestrian Advisory Commission.

The Planning Department also provides enhanced support to the 18 Citizen Advisory Councils (CACs). This broadens our exposure and provides pertinent information on planning initiatives. The geographic planner serves as a conduit for information to and from the CACs.

The formation of the new Planning and Development unit builds on the theme of creating and building a 21st Century City. I thank the Planning Commission, city staff, the development community and engaged citizens for making this another successful year in the City of Raleigh.



Mitchell Silver, AICP  
Director, Raleigh Department of City Planning



## Noteworthy Development Proposals

Development within Raleigh continued to mirror regional trends during the past year with overall strength in the multi-family housing market as well as mixed-use residential/commercial projects closer to Downtown. Several projects targeted toward the ever growing student population around North Carolina State University, the State's largest public university, were either initiated or just recently completed.

In the northwest, grading has commenced and permits have been issued for the 291 unit Crest at Brier Creek located on ACC Boulevard. This apartment community consisting of nine buildings and recreational amenities is the first new large scale housing project initiated in that part of Raleigh since the beginning of the economic slow down. Closer to Brier Creek Commons shopping center, AAC Real Estate has positioned its largest undeveloped tracts for multi-family housing. In addition, AAC Real Estate developed up to 1.63 million square feet of mixed use office, hotel, and retail space with completion of a new master plan and subsequent rezoning.

At the intersection of Louisburg and Spring Forest Roads, the 300 apartment Flats on 401 project has also broken ground. The proximity of The Flats on 401 to Wake Technical College's burgeoning north campus provides much needed housing in this fast growing area.

Capstone Development's Valentine Commons recently welcomed students to its 277 apartments adjacent NCSU's venerable main campus while the nearby mixed-use Stanhope Center II project has broken ground. Stanhope Center II was approved for up to 156 apartments, 49,000 square feet of retail and restaurant space, and up to 43,000 square feet of office space



## Noteworthy Development Proposals

with over 1,000 parking spaces in its multi-story deck. On NCSU's Centennial Campus, the 10 acre Greens at Centennial apartments were approved for 292 units with construction beginning this fall. Further out Hillsborough Street, near I-40, the 17 acre Retreat also just opened with a mix of rental products totaling 114 units.

Following on several years of successful redevelopment projects within Glenwood South, Carolina Ale House was approved for construction of a new 37,000 square foot building with over 27,000 square feet of restaurant space. On nearby Saint Mary's Street, 145 apartments and accompanying parking deck were approved with the 600 St. Mary's project while 425 North Boylan will add another seven stories and 250 apartments to the city's skyline.

The Cameron Village area renaissance continues with 401 Oberlin providing another 242 apartments and over 13,000 square feet of accompanying retail space.

In the heart of Downtown, the six story 239 unit Edison Apartments was approved on Davie Street near Progress Energy's towers. This 290,000 square foot building will include new ground level retail space replacing Raleigh's long time barbecue hub Clyde Coopers. On the opposite side of that block on Martin Street, the 23 story Skyhouse project was approved for 246 apartments and 19,000 square feet of retail space to revitalize the area closer to City Market and Moore Square Station.



425 North Boylan



The Retreat at Raleigh



## Noteworthy Text Changes from the past year

### **TC-11-11 North Carolina Building Code Effective 11-06-11**

This text change proposes to amend Part 10 Chapter 6 of the City Code to be consistent with recent changes made to the North Carolina Technical Building Codes. The new 2012 Codes have a mandatory effective date of March 1, 2012.

### **TC-10-11 Name Change, Raleigh Historic Districts Commission Effective 11-06-11**

This text change amends City Code to change the current name of the Raleigh Historic Districts Commission to the Raleigh Historic Development Commission. The commission requests to change its name to "Raleigh Historic Development Commission" in order to reflect its broader mission to identify, preserve, protect, and promote Raleigh's historic resources rather than the single duty of regulating the city's historic overlay districts. The commission submits, therefore, that the name "Raleigh Historic Development Commission" more accurately reflects the commission's duties and responsibilities.

This text change was initiated by the Raleigh Historic Districts Commission as part of its 50th Anniversary rebranding effort. The text change was reviewed and voted upon at the September 20, 2011 commission business meeting, and City Council authorized the text change for public hearing on October 4, 2011. On December 18, 2011 the commission launched a new brand in celebration of its 50th anniversary.

### **TC-08-11 Sign Identification Tags Effective 11-01-11**

This text change amends the City Code to no longer require the placement of a sticker on one of the faces of the sign that identifies the original permit number. Unnecessary regulation; continued loss of time and expense for the City's Zoning Inspectors and the sign contractor to achieve compliance.

This text change was initiated by the Planning Department's Planning and Zoning Division.

Following a review of existing regulations and process, this item was identified as unnecessary

and inefficient. Although this requirement may have had merit when it was initiated in the 1970s, this type of cataloguing is outdated and unnecessary given modern-day permitting and computer filing systems.

This process change enables the City's Zoning Inspectors to more efficiently utilize their time and reduce travel/expense in order to achieve final compliance with newly erected signs. This also reduces regulation on the sign contractor who is the responsible person for placing the sticker on the sign. Oftentimes, the contractor fails to place the sticker on the sign and, if located out of town, required to drive to Raleigh in order to simply place the sticker on the sign.

### **TC-07-11 PC Membership Effective 11-01-11**

This text change was proposed to revise the Planning Commission membership to increase the number of members residing within the city limits from 9 to 11 and reduce the number of members residing within the extraterritorial jurisdiction from 3 to 1.

This text change was initiated by the City Council, following a review of the population distribution of residents residing in the city limits and those residing in the extraterritorial jurisdiction.

NC State Statute 160A-362 requires proportional representation of a municipality's Planning Commission membership between the population residing within the Corporate Limits and its Extraterritorial Jurisdiction (ETJ). Currently, only 5% of the City's population resides in the ETJ and ETJ representation on the Planning Commission is 25% (3 of 12 members, appointed by the County Commissioners).

The adopted text change reduced the Planning Commission membership from 12 members to 10 members; and reduced the ETJ representation from three members to one member which more accurately represents Raleigh's demographic.

### **TC-06-11 Fire Prevention Ordinance Effective 06-04-11**

This text change amends the City Code to provide consistency between City regulations and the amended NC Fire Code. It also proposes fee increases and incorporates a number of required permits for a variety of business practices and operations in order to remain consistent with current development trends and enhanced code enforcement options.

The text changes also included moderate increases to the current fee schedule (approximately 20% fee increase since initially established in the mid-1990s) and new fire prevention inspections required for high occupancy special events and storage of flammable and explosive materials.



## Noteworthy Text Changes from the past year

### TC-05-11 Food Trucks Effective 10-01-11

This text change amends the Zoning Code to permit 'Food Trucks' to locate on commercially-developed properties subject to specific conditions.

In numerous cities throughout the Country, Raleigh included, food trucks are beginning to emerge as a food sales alternative with rising consumer demand. A food truck is defined as a "licensed, motorized vehicle or mobile food unit which is temporarily stored on a premise where food items are sold to the general public".

This text change was initiated by the City Council's Law and Public Safety Committee. Concerns related to the fact that these uses are currently not permitted to operate within the City of Raleigh, either parked on the public right-of-way or parked on private property. After lengthy discussions, the Committee determined not to permit food vending trucks to locate on the public right-of-way, but to propose allowing them to operate on private property as a secondary use, subject to conditions.

Mobile food trucks are permitted on private property in the City of Raleigh provided certain standards are met. Proper zoning must be in place, certain development standards must be met, and appropriate permits must be issued.

Food trucks are permitted in several zoning districts: Shopping Center, Neighborhood Business, Business, Thoroughfare District, Industrial-1 and Industrial-2. To locate on a property in one of these zoning districts, the property must have a primary use. An example of a primary use would be a building with an active use, or

an improved stand-alone parking lot. An unimproved grass or dirt lot is not a primary use. Food trucks may not conduct sales while parked on a public street. The only exception to this is when the City Council has approved a temporary street closing for a City-sponsored or neighborhood event. Other restrictions include: maximum number of trucks per property based on the size of the property, location on the property and relationship to nearby restaurants and other food trucks, designated parking location and hours of operation.

### TC-04-11 Plat Plan Effective 06-12-11

This text change expands the list of use categories defined as plot plans to include single-family detached dwellings and demolition/reconstruction having no increased demand on public infrastructure.

The changes proposed by this text change will ensure City Code compliance with State Law, requiring a direct relationship between a proposed development's impact on public infrastructure and the City's ability to require public dedications and public infrastructure improvements associated with the proposed development. The Planning Commission's revisions expand the plot plan definition to cover not only new single family construction resulting from the demolition of an existing single family structure, but proposes to include all existing single family lots and the reconfiguration or recombination of existing single family lots legally created prior to the effective date of this ordinance; and includes a provision that the City's acquisition of right-of-way for any existing lot which renders the

lot nonconforming will not preclude the issuance of a building permit for a single family dwelling.

### TC-3-12 Unified Development Ordinance

The Unified Development Ordinance (TC-3-12) is a complete re-write of Raleigh's development code. The current code had its genesis in the 1950s. Decades of incremental changes have resulted in an overly complex ordinance that is out of step with the times and our adopted Comprehensive Plan. The UDO introduces new zoning districts, tools and regulations to address recent development trends, and organizes them into a clear and logical framework.

Launched in October 2012 through a series of public workshops, the Draft UDO is now in the final stages of adoption. Upon the public hearing held in February 2012, the Planning Commission began their

review. After five months and 30 meetings, the Planning Commission presented their amendments to the City Council with a unanimous recommendation of approval on September 4, 2012. The Planning Commission reviewed 161 public comments and made over 200 changes to the draft document, compiled in a 115-page report to Council. Chair of the Planning Commission, Linda Harris Edmisten, referred to the UDO as a "modern, easy to understand code which implements 62 action items from the 2030 Comprehensive Plan".

Planning and Development staff, Ken Bowers, Christine Darges, Greg Hallam and Travis Crane, along with Deputy City Attorney Ira Botvinick, worked to generate analysis, solutions, and staff reports for the Commission meetings.

The City Council initiated their review of the UDO on September 24, 2012. They have adopted a weekly schedule for review.



## Planning & Development

October 2011

### Food Truck - Quick Reference Guide



Mobile food trucks are permitted on private property in the City of Raleigh provided certain standards are met.

Proper zoning must be in place, certain development standards must be met, and appropriate permits must be issued. This is a user-friendly guide to assist in explaining the permitting process and regulatory framework around the use of food trucks. For a complete process description please go to [www.raleighnc.gov](http://www.raleighnc.gov) and use the key word search "Food Trucks".

**Food Truck Description**

A food truck is a licensed, motorized vehicle or mobile food unit which is temporarily stored on a privately-owned lot where food items are sold to the general public. Food trucks are permitted in several zoning districts:

1. Shopping Center
2. Neighborhood Business
3. Business
4. Thoroughfare District
5. Industrial-1
6. Industrial-2

To locate on a property in one of these zoning districts, the property must have a primary use. An example of a primary use would be a building with an active use, or an improved stand-alone parking lot. An unimproved grass or dirt lot is not a primary use. Food trucks may not conduct sales while parked on a public street. The only exception to this is when the City Council has approved a temporary street closing for a City-sponsored or neighborhood event.

**Required Permits and Licenses:**

1. **Zoning Permit:** Provides specific information regarding the location of the food truck. The zoning permit must be signed by the property owner, and completed and submitted along with a site plan or plat plan. If a property owner has a permanently large enough to accommodate more than one food truck, only one zoning permit is required to be submitted showing the location of all food trucks.
2. **Food Truck Permit:** Allows operation of food truck in the City. Food truck permits must be submitted with proof of a City business license, NC sales and use certificate, Wake County vending permit, and may require the approval of a City home occupation permit.
3. **Business License:** Allows vendor to operate a business in the City of Raleigh.

Copies of food truck permit, the zoning permit and site or plat plan for all sites of which the food truck has received owner approval for vending must be kept on the food truck at all times. Each of these permits must be renewed annually on July 1st.

**Maximum Number of Trucks per Property:**

- For parcels less than a 1/2 acre in size, only one food truck is allowed on the property at the same time. Properties between 1/2 and 1 acre in size may have two food trucks at the same time.
- For parcels over 1 acre in size, a maximum of three food trucks are allowed on the property at the same time.
- Outdoor seating associated with a food truck is only permitted on lots at least two acres in size or greater.



## Noteworthy Zoning Cases from the past year

### Z-8-11

401 Oberlin Road is the northwest intersection of Clark Avenue and Oberlin Road. The 3-acre site was rezoned to allow for an urban mixed-use development across the street from the Cameron Village shopping center. The property was previously zoned for office and residential. A site plan (SP-72-11) was approved for the property which includes a 412,000 square foot mixed-use building with 242 dwelling units and 13,836 square feet of retail space with structured parking.

### Z-9-11

Crabtree Place is southeast of the intersection with Crabtree Valley and Creedmoor Road. Crabtree Place is a 12-acre site that was previously approved as a mixed use master plan. The request altered the conditions for development and incorporated a Pedestrian Business Overlay and as a result the product will have a more urban feel. The maximum building height is 120 feet and a streetscape plan was approved for the site.

### Z-10-11

The Hillcrest Neighborhood is on the south side of New Bern Avenue, east of the I-440 interchange, and west of Corporation Parkway. This large area rezoning of 52 acres included multiple residential properties that were previously zoned Industrial 1. City staff conducted an area study of the Hillcrest area that identified a more appropriate zoning pattern for the existing neighborhood. The City initiated the rezoning, which resulted in a primarily residential zoning pattern.

### Z-11-11

This property is on the North side of Franklin Street (east of its intersection with North

Blount Street). This request altered the zoning conditions to allow for agricultural use. The property previously contained retail activities; however, the revised zoning district would permit a unique reuse of this property. The property will have an urban farm and a fish hatchery.

### Z-12-11

This property is located on the South side of Hillsborough Street, northwest of its intersection with Friendly Drive. The zoning conditions were changed to reduce the residential density and to increase the allowable building height. The ground floor use has been changed to allow for retail space with dwelling units above. The rezoning would permit redevelopment of this property. A streetscape plan was adopted that will establish an urban street edge.

### Z-21-11

This zoning case established a historic overlay district for the area, which is located partially within the East Raleigh-South Park National Register Historic District as well as within the new South Park-East Raleigh Cultural District. This City initiated large area rezoning encompasses 23 1/2 acres and applies a historic overlay district to all the properties within the area. City staff conducted numerous outreach meetings and vetted the decision with the property owners and community. In April, residents of the new local historic district convened for an information fair;

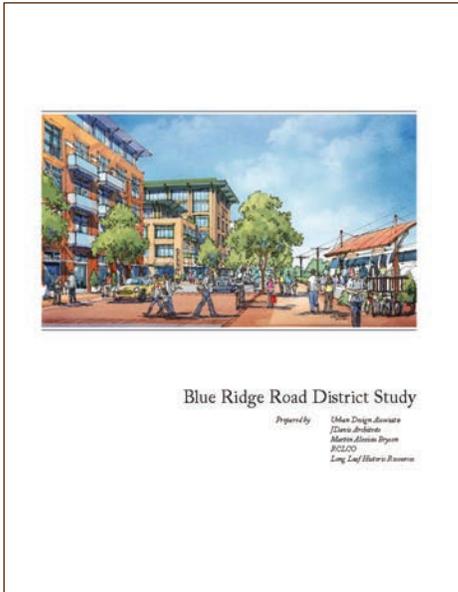


### 2011-2012 Raleigh Planning Commission

top row: Adam Terando, Steven D. Schuster, Quince Fleming  
middle row: Mitch Fluhrer, Waheed Haq, Marvin Butler, Erin Sterling Lewis  
bottom row: Linda Harris Edmisten, Isabel Mattox  
not pictured: John B. Buxton

a hot topic was the selection of a historically appropriate name to recommend to City Council for adoption. Out of this meeting came three suggestions: Prince Hall, Stronach's Alley, and the Deluxe. The Raleigh Historic Development District is currently conducting a poll to help determine the new name. The name will be proposed to council in October 2012.

## Special Projects—Ongoing & Completed



### Blue Ridge Road District Study

The Blue Ridge Road District study was undertaken to develop a blueprint for collaborative planning and development along the corridor by linking land use and transportation as a primary tool for long-term economic success. The study examined a three-mile stretch of Blue Ridge Road from Edwards Mill Road to Western Boulevard. The Blue Ridge Road Advisory Group, which includes public and private partners, is strategizing an implementation plan that focuses on value capture and coordinating property and business owners to undertake recommendations outlined in the draft study.

The goals for the project included:

- Develop better connectivity to and through the corridor.
- Leverage State and local policies and investments to support coordinated growth.
- Support communities and enhance economic competitiveness by providing equitable, affordable housing and access to employment opportunities.
- Guide development in order to conserve natural systems.

Specific recommendations cover transportation, green infrastructure, and development:

- Transportation includes converting the entire

length of Blue Ridge Road to a Complete Street with an expanded sidewalk network, connectivity between and throughout public property, roadway improvements, future light rail, and redesigning the Wade Avenue bridge to create an iconic landmark, all of which complement the NCDOT underpass project at Blue Ridge Road and Hillsborough Street, a community amenity in the works. The transportation recommendations were closely aligned with NCDOT's new Complete Streets policy. Under the new Complete Streets policy, adopted in 2009, NCDOT will collaborate with cities, towns, and communities during the planning and design phases of new streets or improvement projects. The Blue Ridge Road Corridor recommendations are the outcome of a close collaboration between the State, City, and community stakeholders and have resulted in a statewide model of multi-modal design for NCDOT.

- Green infrastructure highlights open space systems, a dominant feature in the study area. Strengthening the public realm and connecting it will create a cohesive district with enhanced walking and bicycling opportunities for people who live, work, and recreate in the area.
- Development focused on the series of well-established anchors which would drive redevelopment. The Blue Ridge Road District includes four sub-districts and corresponding anchors: (1) Health and Wellness—Rex Hospital; (2) Arts and Research—NC Museum of Art; (3) Entertainment and Education—NCSU and the NC State Fairgrounds; and (4) South of Hillsborough—adjacent to the proposed light rail system.

The study was accepted by Raleigh City Council at its September 4, 2012 meeting. City Council directed staff to initiate implementation of the recommended action items, including associated Comprehensive Plan amendments to the Land Use and Transportation elements for the January 2013 Public Hearing.

### Capital Boulevard Corridor Study

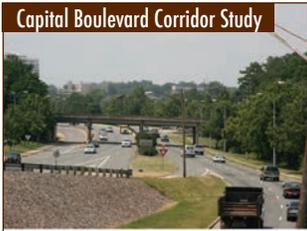
The Capital Boulevard Corridor Study was completed and presented to the City Council, and was unanimously adopted on Tuesday, August 7, 2012. Its adoption closes out the multi-year planning effort which kicked off in 2010. The ambitious plan calls for a comprehensive suite of capital projects in the corridor which will improve the roadway, extend new local streets with bicycle and pedestrian facilities, create two linear parks in the northern and southern reaches of the Pigeon House Branch floodplain, and complete a greenway corridor from downtown to Crabtree Creek. These public improvements will set the stage for significant private redevelopment at key property assemblages within the study area.

Office of Transportation Planning staff were called on late in the process to conduct a detailed traffic analysis of one of the study's key infrastructure recommendations: the replacement of the current interchange with Peace Street and Capital Boulevard with a new "square loop" design that integrates the ramp infrastructure into the downtown street grid. The audience for this analysis were both NCDOT, who are studying alternatives as part of a bridge replacement project for Capital over Peace;

capital  
boulevard  
corridor study report  
june 2012



## Special Projects—Ongoing & Completed



**Capital Boulevard Corridor Study**

**EXECUTIVE SUMMARY**

The Capital Boulevard Corridor Study presents an ambitious yet realistic vision for transforming the most-travelled and least-loved gateway into downtown Raleigh into a showcase for multimodal transportation and green infrastructure. The final report focuses on capital projects, in recognition that significant changes to the physical infrastructure of the corridor, not just new land use policies, are necessary to achieve meaningful change. It is also a vision plan, in that these project ideas, while tested for feasibility, will require future design and engineering studies to nail down the details. Yet in spite of its visionary nature, implementation of the study recommendations can begin almost immediately, by shaping pending capital investments in the corridor that are in the planning stage at the time of writing.

and downtown residents, who wanted an at-grade alternative to be analyzed. The study confirmed that the design performed well from a traffic perspective and significantly improves on the existing condition, and that an at-grade solution would create unacceptable congestion and delay. Bowman Kelly's sealed engineering report has since been submitted to NCDOT in support of the City's adopted preferred alternative.

Early implementation of the study recommendations is already underway in the southern end of the study area, where City staff are working with NCDOT on bridge replacement projects at Peace and Wade; and in the northern end, where land acquisition for what will eventually be the North Boulevard Park has commenced. City staff in Stormwater, Parks and Recreation, and Transportation will continue to be involved in ongoing implementation efforts, including more detailed design and planning for the new transportation and park facilities in the corridor.

### Raleigh Historic Development Commission Celebrates 50 Years of Service

Established in 1961, the Raleigh Historic Development Commission (RHDC) is City Council's advisory body in matters related to historic preservation. RHDC's mission is to identify, preserve, protect, and promote Raleigh's historic resources. The twelve-member commission has five standing committees, including:

- Certificate of Appropriateness (COA) Committee
- Community Awareness Committee
- Research Committee
- Executive Committee
- Nominations Committee

In May, the commission launched a year-long celebration with a museum exhibit co-sponsored with the Raleigh City Museum featuring Sears Kit Homes in Raleigh. In addition, Rosemary Thornton, the author of *The Houses that Sears Built*, presented Raleigh's treasure trove of kit homes in an event at the Rialto Theatre.

This fall, the commission is partnering with Arts Together and Marbles Kids Museum to host an art contest for Raleigh's youth, at which preschoolers through high school students will answer the question "What is your favorite OLD building in Raleigh?" The contest, which will culminate at RHDC's 50th birthday bash at Marbles during First Friday, November includes two Open Studios at Arts Together and a People's Choice Judging Event at Marbles.

**DEJANEWS**  
A NEWSLETTER PUBLISHED BY THE RALEIGH HISTORIC DEVELOPMENT COMMISSION

**Raleigh's Newest Historic Overlay District!**

On April 3, 2012, Raleigh City Council designated a new historic overlay district (HOD), the first in twenty years. The temporarily dubbed South Person/South Blount Street HOD represents both Raleigh's first African American and first mixed-use historic district. Located southeast of the Capital within the city's original boundaries, it encompasses about four city blocks and includes a number of late 19th and early 20th-century residences as well as commercial and institutional buildings dating from the first half of the 20th century.

Historically, the African American community has lived, worked, socialized, and worshipped in the area since Reconstruction, as the establishment of Shaw University in 1865 attracted newly-freed slaves and other Blacks. One of the district's oldest residences, the c. 1855 Greek Revival/Bellamy-Rogers-Bagley-Thomson-Pigues House (a Raleigh Historic Landmark) was purchased in 1919 by Dr. Albert Piques, Shaw University's Dean of Theology. Other styles of residential architecture include modest Queen Anne and Triplex shanties, larger Queen Anne models, Craftsman and Craftsman/Cultural Revival hybrids, and Neoclassical Revival and Minimal Traditional houses.

Residents were joined by civic buildings, churches, and businesses, especially along South Blount Street, as the area grew over the decades. Notable examples include the 1907 Bulwinkle Prince Hall Masonic Temple and the 1913 Gothic Revival Harper Memorial Baptist Church, each Raleigh Historic Landmarks. Smaller masonry commercial buildings dating from the 1940s and later can also be found along South Blount.

Two alleys provide further evidence of the historic mixed-use nature of the district. Bounding the block bounded by S. Wilmington, E. Calhoun, S. Blount, and E. Lester Streets, Stronach's Alley was once lined with small houses. The block itself was home to a church, hospital, music theatre, two missions, and a warehouse. Small residences also existed along Regan Alley, extending off E. Calhoun Street between South Person and South Blount. Although no longer bustling with activity today, the alleys serve as reminders of the district's unique character.

The Certificate of Appropriateness process will ensure that the district recognizes and maintains its special character: all buildings within the district will be subject to a review process should they wish to make exterior changes. South Person/South Blount joins Oldwood, Blount Street, Berlin Heights, Moore Square, and Capital Square as Raleigh's newest locally-designed and regulated districts. For more information, visit [www.rhdc.org](http://www.rhdc.org).

**Help name this historic district—details inside!**

### Union Station

The Planning and Development Department is continuing its work on the implementation of Raleigh's Union Station. In an effort that has spanned over 20 years, the City and its team of planners and designers has shown its commitment of implementing a multi-modal center in our Downtown. Funding has now become available and design work is moving forward.

Earlier this year, staff from City Planning, the Office of Transportation Planning, Transit Operations (Public Works), and the Urban Design Center lead the effort to submit an application for a federal TIGER grant to allow work to begin on the project. The TIGER program, or Transportation Investment Generating Economic Recovery (TIGER) grant, provides a unique opportunity for the U.S. Department of Transportation to invest in road, rail, transit and port projects that promise to achieve critical national objectives. The TIGER program enables USDOT to use a rigorous process to select projects with exceptional benefits, explore ways to deliver projects faster and save on construction costs, and make investments in our Nation's infrastructure that make communities more livable and sustainable.

Together with our partners at NCDOT-Rail Division and Triangle Transit, staff submitted the grant in March 2012. In June, we were pleased to learn that the Union Station Phase I project became one of 47 projects awarded a total of nearly \$500 million nationwide. This grant award, together with additional funds obtained by NCDOT and matching contributions from the City, have created a \$60 million dollar pot of funds which will allow the construction of the station, platforms, and infrastructure pieces; and allows the City to realize a fully functional phase I build out by 2017.

Over the course of this coming year, staff will continue work with our partner agencies and a design team who will be selected to continue the design development of the project. Construction is anticipated to begin in 2014.



## Planning & Development



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