INFORMATION:

City Offices Closed in Observance of Veterans Day

City offices will be closed on Monday, November 12 in observance of the Veterans Day holiday.

Work Session - Tuesday, November 13 - 4:00 P.M.

The regularly scheduled monthly second Tuesday work session will be held in the Council Chamber beginning at 4:00 P.M.

The agenda for the work session was posted to the electronic agenda management system yesterday.

Downtown Transportation Plan Survey Open

Staff Resource: Mila Vega, Transportation, 996-4123, mila.vega@raleighnc.gov

The Raleigh Downtown Transportation Plan (RDTP) team held a public meeting to gather feedback on four multi-modal transportation alternatives for the downtown area. The RDTP will provide recommendations on right of way (ROW) priorities for bicycles, pedestrians, transit, vehicles, parking and urban design. It will also include recommendations for Bus Rapid Transit (BRT) routing through downtown. The goal is to develop an implementable plan that will address modal priorities and set the vision for how transit and multimodal transportation serves Downtown Raleigh.
Staff provided a brief overview of the scenarios to the City Council on October 16 and presented information to the public with the intent to inform them of the initiative and solicit feedback. Public feedback will be used to refine the scenarios with the final goal of selecting a preferred scenario.

In excess of 100 attendees participated in the event over the course of the evening, many of which shared input on the four proposed multimodal scenarios and took the online survey created for the project. The meeting provided educational information explaining various transit, bicycle and pedestrian improvements proposed in each multimodal scenario and offered the public an opportunity to ask questions and provide input about the pros and cons of each scenario as well as their opinion on various tradeoffs required when implementing various transportation modes in Downtown. The input received at the public meeting as well as via the online website will be documented and the results will be shared with the technical team, the advisory committees and the City Council.

The online survey will be open to the public through November 16 and is accessed via the project website: [https://goraleigh.org/downtownplan](https://goraleigh.org/downtownplan). All materials presented to the public at the open house are also available on the project website.

**Direct Survey Links:**

- English: [https://publicinput.com/3476](https://publicinput.com/3476)
- Spanish: [https://publicinput.com/3488](https://publicinput.com/3488)

(No attachment)

**2030 Comprehensive Plan Update - Council Review and Adoption Process**

*Staff Resource: Bynum Walter, City Planning, 996-2178, bynum.walter@raleighnc.gov*

The 2030 Comprehensive Plan Update process is now in the final phase (Review and Adoption phase). Council Members will recall that to begin this phase on September 17 each Council Member received both an electronic and hard-copy review draft of the Plan Update, along with associated reference materials.

Since that date, Planning staff have met individually with Council Members to review the materials and be available to answer any questions. Included with the *Weekly Report* materials is a staff memorandum summarizing staff responses to questions received and to comments that have been raised during these individual Council sessions.

(Attachment)

**Boylan Avenue Traffic Signals**

*Staff Resource: Jed Niffenegger, Transportation, 996-4039, jed.niffenegger@raleighnc.gov*

More than one year ago staff received an inquiry regarding the potential for removing several of the traffic signals on Boylan Avenue and replacing these with multi-way stops. The request references a similar initiative from in the Oakwood Area. Staff conducted traffic signal warrant studies for three intersections along the Boylan Avenue Corridor: Boylan at South, Lenoir and Cabarrus Streets. None of the three intersections met any warrants for signalization, which infers that a traffic signal is not the most effective method to dictate right-of-way.
The topic came up again earlier this summer at a community meeting in the Boylan area. At the meeting staff received positive feedback about a potential change; as a result staff reserved a slot on a future Central CAC meeting agenda. To help get the word out, more than 1000 flyers were mailed to the Boylan Heights Neighborhood informing residents about the meeting and the potential conversion to multi-way stops. The Central CAC met November 5 and staff gave a brief presentation of the benefits of converting the signals to multi-way stops. Benefits highlighted include slower speeds along the corridor, less delay for vehicles on side streets, and increased safety for pedestrians. Following the staff presentation, attendees present voted unanimously in support of the change.

Over the course of the next month, staff will perform necessary field work for a 60 to 90-day trial period using multi-way stops to control the three intersections. During the trial period, the signals will not be removed but rather converted to flash red indications at all approaches. Staff will conduct speed studies before and after to measure the effect of the change; should the trial prove successful staff will present Council with an agenda item to modify the traffic schedule denoting right-of-way control changing to multi-way stops. Below is a graphic indicating the intersections in the trial period.

(No attachment)

**Annual Traffic Calming Projects - Construction and Installation Update**

*Staff Resource: Jed Niffenegger, Transportation, 996-4039, jed.niffenegger@raleighnc.gov*

In summer 2017, staff began the public involvement process to gauge residential support for traffic calming treatments on 10 streets. Following a robust public engagement process, staff recommended and the City Council authorized the design of traffic calming treatments on eight streets: Ujamaa Drive, Fairview Road-Southeast, Pineview Drive, Sycamore Grove Lane, Grantland Drive, Granville Drive, Edmund Street, and Huntleigh Drive-Middle. Following the authorization for the projects, staff prepared contract documents and plans for advertisement of bids. The project was advertised in September 2018; in an attempt to get multiple competitive bids, staff notified contractors that previously bid on similar work and alerted them of
the project. Despite these efforts, only two contractors requested plans and no bids were received. Staff advertised the project again and received no bids for a second time. Staff suspects the lack of bids is due to the contract duration coinciding with the winter months. Cold weather is not conducive for concrete and asphalt work; in addition the batch plants usually slow and/or stop production during extended periods of cold weather.

Due to the lack of bids, staff believes will re-advertise the projects in early 2019. This timing will align with the start of the resurfacing season and should encourage multiple competitive bids. Staff will also shorten the contract duration (90 days to 75 days) so work can be completed sooner despite the later start. Lastly, staff will also send mailers to residents living on and around the 8 streets to inform of the change and of the intentions going forward. Residents were originally informed the goal was to have the treatments installed by the end of 2018.

This update is to provide some background before the mailers are sent to the residents. Council members may receive inquiries related to the project delay. As a reminder for Council, below is a graphic which shows the locations of the traffic calming projects.

(No attachment)

**Residential Parking Permit Program-- Cameron Park**

*Staff Resource: Tony Howard, Transportation, 996-4047, charles.howard@raleighnc.gov*

In August 2018 staff received a petition from residents of Cameron Park requesting a new *Residential Parking Permit “K”* program in the neighborhood and vicinity. Residents have been working with staff since August 2017 regarding ongoing concerns with the influx of non-residential vehicles parked throughout streets associated with growth and development from nearby Hillsborough Street. Frequent complaints
include non-residential vehicles parked for multiple days without movement, leaving residents struggling to find convenient on-street parking.

Several streets in Cameron Park are part of the existing Residential Parking Permit “B” program, and residents initially requested placing additional restrictions and expansion of the existing program. Staff met with neighborhood representatives on multiple occasions to discuss options and attempt to identify appropriate restrictions that would better facilitate the growing needs of the overall neighborhood. After a large neighborhood meeting in March 2018 it was determined that extended restrictions were not needed by all parties in the existing program, and that creation of a new, second permit zone from sections of the existing zone and current unrestricted zones in Cameron Park would be an alternate approach. Below is a graphic which indicates the residential streets and parking programs.

The Cameron Park request meets criteria of eight continuous block faces for a residential parking area and a minimum requirement of 70% approval from all affected households. Should the parking program request be authorized, non-residential patrons parking within certain streets in Cameron Park can park up to two hours during regular business hours, Monday to Friday (7:00 A.M. to 5:00 P.M.), with unrestricted parking from 5:00 P.M. to 11:00 P.M. The proposed restrictions and subsequent enforcement allow for short term parking on neighborhood streets for non-residents, while encouraging long-term non-resident parkers to seek other parking alternatives.

The following is the breakdown of the time restriction of the proposed “K” program:

- Cameron Park residential permit holders can park on-street, anytime, all days in the proposed Cameron Park “K” Permit Zone.
- Vehicles without a residential “K” permit can park from 7:00 A.M. to 5:00 P.M. with a 2-hour restriction Monday through Friday.
- All vehicles can park unrestricted from 5:00 P.M. to 11:00 P.M.
• Permit Only Parking will be 11:00 P.M. to 7:00 A.M. all days.

Council can anticipate a consent agenda item for the November 20 meeting; if the establishment of a Residential Parking Permit “K” program is authorized staff projects implementation by mid-December 2018.

**Weekly Digest of Special Events**

*Staff Resource: Derrick Remer, Special Events Office, 996-2200, derrick.remer@raleighnc.gov*

Included with the *Weekly Report* packet is the special events digest for the upcoming week.

*Attachment*

---

**Council Member Follow Up Items**

**General Follow Up Items**

**Civic Campus Phase I – Solicitation for Professional Design and Consulting Services**

*Staff Resource: Priscilla Williams, Engineering Services, 996-4147, priscilla.williams@raleighnc.gov  
Jim Greene, City Manager’s Office, 996-3070, jim.greene@raleighnc.gov*

During the September 18 City Council meeting Council approved the Civic Campus Master Plan, and authorized staff to release a *Request for Qualifications* (RFQ) for Phase I design services and develop a public and employee engagement plan for the design and construction phases. Staff indicated at the meeting that the scope of the RFQ would be shared with Council in advance of release; included with the *Weekly Report* materials is a staff memorandum describing the draft RFQ scope, proposed RFQ response sections, and draft evaluation criteria.

The adopted Civic Campus Master Plan incorporates a 20-story option for Phase I, at a budget of $190M. The new facility, to be located on the site of the 110 South McDowell Street building (old Police Headquarters), will accommodate all downtown City staff for up to 15 years of growth. Council expressed interest in seeking highly qualified design firms with experience in civic buildings of this magnitude for the design of the project. As many civic buildings are considered gateways to their cities, the RFP references the expectation that the new civic tower will be iconic and reflective of a 21st Century City of Innovation.

Council affirmed its commitment to a robust public and employee engagement effort for this project. Staff will present the strategy for the public and employee engagement to Council in the coming months.

If Council members have questions or concerns with the *Weekly Report* materials, please feel free to contact staff prior to November 21.

*Attachment*
Follow Up Item from the November 6 City Council Meeting

**Sanderford Road Park (Mayor Pro Tem Branch)**  
*Staff Resource: Scott Payne, Parks, 996-4825, scott.payne@raleighnc.gov*

During the meeting Council requested staff to review safety concerns around and in the Sanderford Road Park, specifically requesting attention around Creekside vegetation and a recent fire at the structure.

Staff assessed the park in response to the concern. The assessment suggests some vegetation management needs for the park, including pruning of limbs and invasive species removal which will enhance natural surveillance. The small stream that courses through the park falls under the Neuse River Buffer rules as administered by the NC Department of Environmental Quality. These rules place limits on vegetation and forest management within a specified distance from the top of the stream bank. Staff and volunteers working within the constraints of the Neuse River buffer rules will address the pruning and invasive species as part of the upcoming winter work program and through volunteer projects.

On October 20, 2018 the Fire department responded to a fire at the Sanderford Road Park comfort station and picnic shelter. The facilities suffered significant damage and a security fence has been erected around the space to maintain public safety while staff continues to work with RFD investigators and Risk Management staff to investigate the cause and process the insurance claim. Once the investigation completes and the insurance claim settled, staff will begin the process to rebuild.

*(No attachment)*
TO: City Council

FROM: Ken Bowers, Director
     Bynum Walter, Senior Planner
     Ira Mabel, Planner II

DEPARTMENT: City Planning

DATE: November 2, 2018

SUBJECT: 2030 Comprehensive Plan Update – Adoption Process

2030 Comprehensive Plan Update Adoption Process

Initiated in 2014, the Comprehensive Plan Update is a regularly planned five-year update to the 2030 Comprehensive Plan, which was adopted in 2009. The Plan Update is now in its final phase, the Review and Adoption phase, and the remaining work of that phase is for staff to present a review draft of the 2030 Comprehensive Plan Update to City Council.

To begin this phase, on September 17, 2018 each Council Member received:

- A review draft of the 2030 Comprehensive Plan Update.
- A ‘quick guide’ that highlights significant themes and changes proposed in the Update.
- A heretofore unpublished subsection of the Implementation section addressing the issue of public participation that could be incorporated into the Update.
- Blackline comparison documents that clearly indicate the changes proposed in the review draft versus the currently adopted 2030 Comprehensive Plan and the 2017 public comment draft.
- A complete inventory of comments received during the third round of public engagement (previously provided in Weekly Update 2018-03, January 19, 2018).

Since then, Planning Department staff have met individually with Council Members to review this material and answer any questions. This memo summarizes staff’s responses to questions and comments that have been raised during these meetings.
**Questions and Comments from Council Members**

**Alternative and Renewable Energy**

A Council Member asked why two actions from the Environmental Protection section, Actions EP 1.10 “Community Supported Energy” and EP 1.11 “Rooftop Energy,” were removed from the current draft of the Plan.

Overall, the actions in section EP-1 were revised to more accurately reflect the current state of the renewable energy industry. Specifically, the language in Actions EP 1.10 and 1.11 were incorporated into Actions EP 1.13 and 1.14, respectively:

- Action EP 1.10 called for the creation of opportunities for Community Supported Energy (CSE) projects. Action EP 1.13 instead supports more general financing and investment opportunities for cost-effective renewable energy projects, which could include CSEs.
- Action EP 1.11 called for using the rooftops of public facilities and parking garages for renewable energy generation. Action EP 1.14 instead considers all city-owned facilities for renewable energy facilities, not limited to rooftops only. It also adds an energy storage component to these projects, and advocates for public education elements to be included.
- Action EP 1.11 mentioned potentially adopting solar access regulations, presumably through a text change to the UDO. This concept received a generally negative reaction in the public review version of the Update. It was therefore not included in the Council review draft.

**Urban Design**

A Council Member raised concerns about two policies in the Urban Design section. First, that Policy UD 1.1 “Protecting Neighborhood Identity” should include a reference to infill standards. And second, that Policy UD 4.11 “Large Park Edges” might stimulate gentrification.

- Policy UD 1.1 directs the application of voluntary zoning tools such as NCODs and HODs to protect neighborhood character. The infill standards currently in the UDO are triggered rather than voluntary, and therefore their application is not at the discretion of Council, barring a text change.
- The intent of the residential infill compatibility standards in the UDO is “to accommodate and encourage compatible development in existing residential neighborhoods, while reinforcing the established character of the neighborhood and mitigating adverse impacts on adjacent homes.”
  - There are policies in the Comprehensive Plan that provide direct guidance for infill development, particularly LU 8.10 “Infill Development,” LU 8.11 “Development of Vacant Sites,” LU 8.12 “Infill Compatibility,” ED 5.8 “Supporting Retail Infill and Reinvestment,” and H 1.5 “Scattered Site Infill,” as well as many others that indirectly apply to the design and impact of both residential and commercial infill projects.
- There are two projects staffed by the Planning Department related to infill standards currently underway—the Commercial Hillside Development Manual and Residential/Infill Housing Hillside Development Manual. Future Comprehensive Plan amendments at the conclusion of these efforts to incorporate their findings will likely be warranted.
Planning staff is currently working on a memo outlining scopes of work for a potential Dix Park Edge plan. Should Council wish to pursue such a study, it would eventually be incorporated into the Comprehensive Plan via future amendments to Area Specific Guidance and all other relevant sections, including policies, actions, the Future Land Use Map, the Street Plan, etc. This would allow for more detailed and nuanced guidance about land uses at the edge of Dix Park that takes potential displacement into account.

**Policy Shift**

A Council Member requested an analysis of the overall direction of policies in the Update and requested an accounting of all the policy language that had been revised.

- Staff had no global intent to either weaken or strengthen policies, only to better align policies with current best practices or to conform with other plans and polices that have been adopted since 2009.
- The American Planning Association has produced guidelines for evaluating the substance, organization, and process of comprehensive plans, particularly with respect to sustainability-related issues. As part of developing this program, APA asked for volunteer communities to submit their plans for evaluation. The City of Raleigh participated in this effort in 2013, and the 2030 Comprehensive Plan received a pilot rating from APA’s Comprehensive Plan Standards for Sustaining Places. Staff reviewed the pilot rating early in the Update process to identify key topics to address during the Update. Proposals in the White Paper on topics such as resiliency and local food systems were a result of the first staff review. Staff completed a second review to assess additional opportunities (planning for hazard prevention and mitigation; implementation funding) to improve the ranking. This effort was reported in a Manager’s Report on March 17, 2017.
- Attached to this memo is a catalog of every policy revised, removed, or added in the Update. Revised policy items include both the original and replacement description and/or title language.

**Process and Communication**

A Council Member requested a recap of the Update process and the Planning Department’s communication with Council since it began.

- Included in this memo is a timeline of touchpoints with the City Council in an effort to provide information related to the Comprehensive Plan Update. These touchpoints were in-person during a meeting or through the publication of a document that was delivered to Council Members.
Next Steps

The 2030 Comprehensive Plan Update will follow the same standard process as other amendments to the Comprehensive Plan. It will be included on an upcoming Council Agenda as a special item, with staff’s recommendation to refer the document to Planning Commission for review. The presentation will not occur until staff has met with all City Council members and there is comfort moving forward.

Following a referral, Planning Department staff will present two or three sections of the Update at a time to Planning Commission over the course of a series of work sessions, each accompanied by a staff report explaining the changes that have been made. These presentations would be advertised as public meetings with the opportunity for all members of the public to provide comments.

Planning Commission would then have a 90-day review period, with the possibility of extensions from Council, to discuss the Update and make a recommendation. The Update will be presented to the City Council at a public hearing for discussion and a final action. Approval of the Update will officially amend the 2030 Comprehensive Plan.
## 2030 Comprehensive Plan Update Touchpoints with Council

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting/Publication</th>
<th>Summary of Communication</th>
<th>Attendees</th>
</tr>
</thead>
<tbody>
<tr>
<td>8/5/14</td>
<td>Council Meeting- Regular Session</td>
<td>Update mentioned during discussion about Transit Investment Strategy interlocal agreement.</td>
<td></td>
</tr>
<tr>
<td>9/16/14</td>
<td>Council Meeting- UDO Work Session</td>
<td>Update mentioned during discussion about revision to the four-part test language.</td>
<td></td>
</tr>
<tr>
<td>11/18/14</td>
<td>Council Meeting- Work Session</td>
<td>Staff presented a work plan for updating the Comprehensive Plan.</td>
<td></td>
</tr>
<tr>
<td>5/19/15</td>
<td>Council Meeting- Work Session</td>
<td>Update was mentioned in relation to implementing Wake County Transit Investment Strategy.</td>
<td></td>
</tr>
<tr>
<td>9/15/15</td>
<td>Council Meeting- Work Session</td>
<td>Update was an agenda item.</td>
<td></td>
</tr>
<tr>
<td>4/1/16</td>
<td>White Paper</td>
<td>White Paper summarized the Update process to date and recommended revisions to the Comp Plan.</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Meeting/Publication</td>
<td>Summary of Communication</td>
<td>Attendees</td>
</tr>
<tr>
<td>-----------</td>
<td>---------------------------</td>
<td>------------------------------------------------------------------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>6/21/16</td>
<td>Council Meeting-</td>
<td>Update was mentioned during BPAC’s work plan presentation.</td>
<td>• • • •</td>
</tr>
<tr>
<td></td>
<td>Regular Session</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7/12/16</td>
<td>Council Meeting-</td>
<td>Staff presented White Paper. (Meeting minutes not available)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Work Session</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8/2/16</td>
<td>Council Meeting-</td>
<td>Update was scheduled for the following work session.</td>
<td>• • • •</td>
</tr>
<tr>
<td></td>
<td>Regular Session</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9/20/16</td>
<td>Council Meeting-</td>
<td>White Paper was an agenda item, continued from July 12, 2016.</td>
<td>• • • •</td>
</tr>
<tr>
<td></td>
<td>Work Session</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3/17/17</td>
<td>Manager’s Report</td>
<td>Update status reported.</td>
<td></td>
</tr>
<tr>
<td>4/11/17</td>
<td>Council Meeting-</td>
<td>Transit element of Update was a combined agenda item with RDOT’s transit work plan.</td>
<td>• • • •</td>
</tr>
<tr>
<td></td>
<td>Work Session</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5/16/17</td>
<td>Council Meeting-</td>
<td>Update was an agenda item. Staff was authorized to move forward.</td>
<td>• • • •</td>
</tr>
<tr>
<td></td>
<td>Regular Session</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6/9/17</td>
<td>Manager’s Report</td>
<td>Public meeting announcement.</td>
<td></td>
</tr>
<tr>
<td>6/16/17</td>
<td>Manager’s Report</td>
<td>Planning100x100 announcement.</td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Meeting/Publication</td>
<td>Summary of Communication</td>
<td>Attendees</td>
</tr>
<tr>
<td>----------</td>
<td>-----------------------------------</td>
<td>-------------------------------------------------------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>6/30/17</td>
<td>Manager's Report</td>
<td>Public meeting status update and announcement.</td>
<td>Nancy McFarlane</td>
</tr>
<tr>
<td>7/14/17</td>
<td>Manager's Report</td>
<td>Summary of public meetings.</td>
<td>Mary-Ann Baldwin</td>
</tr>
<tr>
<td>10/20/17</td>
<td>Manager's Report</td>
<td>Public comment period announcement.</td>
<td>Corey Branch</td>
</tr>
<tr>
<td>11/3/17</td>
<td>Manager's Report</td>
<td>Public comment period announcement.</td>
<td>David Cox</td>
</tr>
<tr>
<td>12/1/17</td>
<td>Manager's Report</td>
<td>Public comment period announcement.</td>
<td>Kay Crowder</td>
</tr>
<tr>
<td>1/12/18</td>
<td>Manager's Report</td>
<td>Public comment period closed.</td>
<td>Thomas G. Crowder</td>
</tr>
<tr>
<td>1/19/18</td>
<td>Manager's Report</td>
<td>Summary of public comments.</td>
<td>Bonner Gaylord</td>
</tr>
<tr>
<td>4/20/18</td>
<td>Manager's Report</td>
<td>Update status reported in quarterly DCP Project Status memo.</td>
<td>Wayne Maiorano</td>
</tr>
<tr>
<td>7/3/18</td>
<td>Council Meeting-Regular Session</td>
<td>Update discussed during report of Mayor and Council</td>
<td>Stef Mendell</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>John Odom</td>
</tr>
<tr>
<td>7/13/18</td>
<td>Manager's Report</td>
<td>Update status reported in quarterly DCP Project Status memo.</td>
<td>Russ Stephenson</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Nicole Stewart</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Dickie Thompson</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Eugene Weeks</td>
</tr>
<tr>
<td>Date</td>
<td>Meeting/Publication</td>
<td>Summary of Communication</td>
<td>Attendees</td>
</tr>
<tr>
<td>--------</td>
<td>-------------------------</td>
<td>----------------------------------------------------------------</td>
<td>-----------</td>
</tr>
<tr>
<td>9/14/18</td>
<td>Manager's Report</td>
<td>Release of Council review draft of Update.</td>
<td></td>
</tr>
<tr>
<td>9/17/18</td>
<td>Meeting with Planning Director</td>
<td>Opportunity to discuss Council review draft.</td>
<td></td>
</tr>
<tr>
<td>9/18/18</td>
<td>Meeting with Planning Director</td>
<td>Opportunity to discuss Council review draft.</td>
<td></td>
</tr>
<tr>
<td>9/19/18</td>
<td>Meeting with Planning Director</td>
<td>Opportunity to discuss Council review draft.</td>
<td></td>
</tr>
<tr>
<td>9/26/18</td>
<td>Meeting with Planning Director</td>
<td>Opportunity to discuss Council review draft.</td>
<td></td>
</tr>
<tr>
<td>10/9/18</td>
<td>Meeting with Planning Director</td>
<td>Opportunity to discuss Council review draft.</td>
<td></td>
</tr>
<tr>
<td>10/9/18</td>
<td>Council Meeting-Work Session</td>
<td>Update mentioned during TODAH agenda item.</td>
<td></td>
</tr>
</tbody>
</table>
2030 Comprehensive Plan Update Policy Changes

3. Land Use

Revised Policies

LU 1.2 Future Land Use Map and Zoning
The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes.

Former description: The Future Land Use Map shall be used in conjunction with the Comprehensive Plan policies to evaluate zoning consistency including proposed zoning map amendments and zoning text changes. The Future Land Use Map shall not be used to review development applications which do not include a zoning map or text amendment.

LU 2.3 Open Space Preservation
Development plans that use only a portion of the overall site should be used to achieve open space preservation in those areas of the City planned for rural residential land uses on the Future Land Use Map.

Former title: Cluster Development

Former description: Cluster development should be used to achieve open space preservation in those areas of the City planned for rural residential land uses on the Future Land Use Map.

LU 3.3 Annexation Agreements
Support and honor current annexation agreements between the City of Raleigh and neighboring jurisdictions that essentially apportion the remaining unincorporated land within Wake County. Renew agreements as needed.

Former description: Support and honor current annexation agreements between the City of Raleigh and neighboring jurisdictions that essentially apportion the remaining unincorporated land within Wake County.

LU 4.5 Connectivity
New development and redevelopment should provide pedestrian, bicycle, and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

Former description: New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

LU 4.6 Transit-oriented Development
Promote transit-oriented development around planned bus rapid transit (BRT) and fixed commuter rail stations through appropriate development regulation, education, station area planning, public-private partnerships, and regional cooperation.

Former description: Promote transit-oriented development around planned transit stations through appropriate development regulation, education, station area planning, public-private partnerships, and regional cooperation.
LU 4.7 Capitalizing on Transit Access
Sites within walking distance of existing and proposed rail and bus rapid transit stations should be developed with intense residential and mixed uses to take full advantage of and support investment in transit infrastructure.

Former description: Sites within a half-mile of planned and proposed fixed guideway transit stations should be developed with intense residential and mixed-uses to take full advantage of and support the City and region’s investment in transit infrastructure.

LU 4.10 Development at Freeway Interchanges
Development near freeway interchanges should cluster to create a node or nodes located at a nearby intersection of two streets, preferably classified two-lane avenue or higher, and preferably including a vertical and/or horizontal mix of uses. Development should be encouraged to build either frontage or access roads behind businesses to provide visibility to the business from the major street while limiting driveway connections to the major street.

Former description: Development near freeway interchanges should cluster to create a node or nodes located at a nearby intersection of two streets, preferably classified minor thoroughfare or higher, and preferably including a vertical and/or horizontal mixture of uses. Development should be encouraged to build either frontage or access roads behind businesses to provide visibility to the business from the major thoroughfare while limiting driveway connections to the major thoroughfare.

LU 5.1 Reinforcing the Urban Pattern
New development should acknowledge existing buildings, and, more generally, the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.

Former description: New development should be visually integrated with adjacent buildings, and more generally with the surrounding area. Quality design and site planning is required so that new development opportunities within the existing urban fabric of Raleigh are implemented without adverse impacts on local character and appearance.

LU 6.1 Composition of Mixed-use Centers
Mixed-use centers should comprise a variety of integrated residential and commercial uses - mixed both vertically and horizontally - that have well-planned public spaces that bring people together and provide opportunities for active living and interaction.

Former description: Mixed-use centers should be comprised of well-mixed and integrated developments that avoid segregated uses and have well planned public spaces that bring people together and provide opportunities for active living and interaction.

LU 6.2 Complementary Land Uses and Urban Vitality
A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers to maintain the city’s livability, manage future growth, and provide walkable and transit accessible destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistently with this policy.

Former description: A complementary integration and mixture of land uses should be provided within all growth centers and mixed-use centers and developments to maintain the City’s livability, manage future growth, and provide walkable and transit accessible
destinations. Areas designated for mixed-use development in the Comprehensive Plan should be zoned consistent with this policy.

**LU 6.3 Mixed-use and Multimodal Transportation**
Promote the development of mixed-use activity centers with multimodal transportation connections to provide convenient access by means other than car to residential and employment areas.

*Former description: Promote the development of mixed-use activity centers with multi-modal transportation connections to provide convenient and accessible residential and employment areas.*

**LU 7.2 Shopping Center Reuse**
Promote the redevelopment of aging and high vacancy shopping centers into mixed-use developments with housing, commercial, and public recreation facilities.

*Former description: Promote the redevelopment of aging and high vacancy shopping centers into mixed-use developments with housing and public recreation facilities.*

**LU 7.3 Single-family Lots on Major Streets**
No new single-family residential lots should have direct vehicular access from major streets, in an effort to minimize traffic impacts and preserve the long-term viability of these residential uses when located adjacent to major streets.

*Former title: Single-Family Lots on Thoroughfares*

**LU 8.1 Housing Variety**
Accommodate growth in newly developing or redeveloping areas of the city through mixed-use neighborhoods with a variety of housing types.

*Former description: Accommodate growth in newly developing areas of the City through mixed-use neighborhoods with a variety of housing types.*

**LU 10.4 Siting of Regional Retail**
Regional retail uses—including big box stores, power centers, and regional malls—should be located where access is available from at least two roadways providing a minimum of four lanes each. Access should be obtained from both roadways.

*Former description: Regional retail uses—including big box, power centers, and regional malls—should be located where access is available from at least two roadways classified as Major Thoroughfare or higher on the Thoroughfare Map. Access should be obtained from both roadways.*

**LU 12.1 Planning Process for Large Sites**
Ensure the appropriate development of large sites proposed for redevelopment within Raleigh through visioning, design workshops, special studies, and iterative public involvement processes that build consensus as part of the site’s special study process.

*Former description: Ensure the appropriate development of large sites proposed for redevelopment within Raleigh—such as the Dorothea Dix Hospital property—through visioning, design workshops, special studies, and iterative public involvement processes that build consensus as part of the site’s special study process.*
**Removed Policies**

**LU 8.15 Reserved**
*Former title: Acquisition of Vacant Lots*

*Former description: Identify smaller vacant lots within developed areas for potential acquisition for public open space.*

**LU 9.5 Reserved**
*Former title: Small Area Studies in Institutional Areas*

*Former description: Prepare small area studies for the areas surrounding large educational, health care, and research facilities to ensure orderly, low-impact growth.*

**New Policies**

**LU 5.7 Building Height Transitions**
When a mixed-use or nonresidential area contemplated for building heights in excess of seven stories abuts an area designated for low or moderate density on the future land use map, building heights should not exceed a 45-degree plane starting 10 feet from the adjoining lower-density area. When any mixed-use or non-residential area is separated from an area of low- or moderate-density by an intervening street other than a Major Street, building faces along the frontage facing the residential area should not exceed three stories.

**LU 8.16 Accessory Dwelling Units**
Provide for and regulate Accessory Dwelling Units (ADUs) with zoning and overlay regulations that ensure compatibility with surrounding contexts while expanding housing options for Raleigh’s residents.

**LU 10.7 Micro-retail**
Within a strong regulatory framework, encourage small commercial hubs within and adjacent to established residential neighborhoods to improve non-automobile access to retail services.

**LU 11.6 Brownfields**
Identify incentives and other economic development tools to promote remediation of and reinvestment in formerly industrial properties.

**LU 12.5 Dix Property Planning**
Encourage the development of an iconic, beautiful, sustainable Dorothea Dix Park that is integrated into and supports the city’s community, ecology and economy, by engaging the public, private, and non-profit sectors, including the Dix Park Conservancy.
4. Transportation

Revised Policies

T 2.7 Conditions for Roadway Closure
No street, alley, or other public right-of-way shall be abandoned without the highest level of scrutiny and concurrence among affected city departments and utility companies. Right-of-way abandonment shall be subject to the following findings: The closure will not compromise the integrity of the city's street network, nor lead to a significant loss of vehicular, bicycle, or pedestrian connectivity; The closure will not impair the ability to provide utility service; The closure will not adversely impact the health, safety and welfare of the community, including access by emergency vehicles; The proposed closure is not in conflict with adopted Raleigh Historic Development Commission policy regarding street, alley, or other public right-of-way closures in local historic and National Register districts; The proposed closure is in the public interest.

Former description: No street, alley, or other public right-of-way shall be abandoned without the highest level of scrutiny and concurrence among affected City departments and utility companies. Right-of-way abandonment shall be subject to the following findings: The closure will not compromise the integrity of the City's street network, nor lead to a significant loss of vehicular or pedestrian connectivity; The closure will not impair the ability to provide utility service; The closure will not adversely impact the health, safety and welfare of the community, including access by emergency vehicles; The proposed closure is not in conflict with adopted Raleigh Historic Districts Commission policy regarding alley street, alley, or other public right-of-way closures in local historic and National Register districts; and, The proposed closure is in the public interest.

T 2.9 Curb Cuts
The development of curb cuts along public streets—particularly on major streets—should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity.

Former description: The development of curb cuts along public streets—particularly on thoroughfares and arterials—should be minimized to reduce vehicular conflicts, increase pedestrian safety and improve roadway capacity.

T 2.14 Employer-based Trip Reduction
Encourage employers to provide transit and bikeshare subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.

Former description: Encourage employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools.

T 2.18 Roadway Tree Canopies
Provide additional tree canopies consistent with recommendations from the Urban Forestry Division. Along multi-lane roads with planted medians, this reduces the visual height-to-width ratio of the overall streetscape and provides pedestrian refuges at signalized crossings

Former description: Provide additional tree canopies...reduces the visual height-to-width ratio of the overall streetscape and provides pedestrian refuges at signalized crossings
**T 3.1 Complete Street Implementation**
For all street projects and improvements affecting the public right-of way, consider and incorporate Complete Street principles and design standards that provide mobility for all types of transportation modes (pedestrian, bicycle, auto, transit, freight) and support mutually-reinforcing land use and transportation decisions. Work with NCDOT to implement these design standards for state-maintained roads within the city’s jurisdiction.

*Former description: Promote Complete Street design standards that provide mobility for all types of transportation modes (pedestrian, bicycle, auto, transit) and support mutually-reinforcing land use and transportation decisions. Work with NCDOT to implement these design standards for state-maintained roads within the City’s jurisdiction.*

**T 4.2 Short-term Bus Improvements**
Enhance local and regional bus transit service in the short-term along key corridors where long-term bus rapid transit improvements are planned and identified in the Wake County Transit Plan.

*Former description: Enhance local and regional bus transit service in the short-term along key corridors where long-term rail transit improvements are planned and identified in the Regional Transit Vision Plan.*

**T 4.3 High-quality Priorities**
Prioritize high-quality frequent transit investments in corridors with the greatest potential to attract riders and shape development and redevelopment.

*Former title: Fixed Guideway Priorities
Former description: Prioritize fixed-guideway transit investments in corridors with the greatest potential to attract riders and shape development and redevelopment.*

**T 4.8 Bus Waiting Areas**
Developments located within existing and planned bus transit corridors should coordinate with GoRaleigh to provide a stop facility that is lit and includes a shelter, bench, a waste receptacle, and other amenities as appropriate.

*Former description: Developments subject to Planning Commission review and located within existing and planned bus transit corridors should coordinate with CAT to provide a stop facility that is lit and includes a shelter, bench, and other amenities (such as a waste receptacle) as appropriate.*

**T 4.9 Pedestrian and Bicycle Improvements Near Transit**
Coordinate with local transit providers to identify pedestrian and/or bicycle needs within a reasonable distance of transit stops in need of enhancement for all transit users, including persons with disabilities.

*Former title: Sidewalk Improvements Near Transit
Former description: Coordinate with local transit providers to identify sidewalks within one-third mile of transit stops in need of enhancement for persons with disabilities.*
T 4.17 Reserved
Infrastructure investments impacting proposed streetcar corridors, such as new or replacement bridges, should be designed to accommodate such service in the future.

Former title: Anticipating Streetcar Service

T 4.18 Transit Service Coordination
Coordinate local bus route and schedule planning, including feeder services, with new fixed-guideway services, as they become available.

Former description: Coordinate local bus route planning including feeder services with new fixed-guideway services, as they become available.

T 5.1 Enhancing Bike/Pedestrian Circulation
Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

Former description: Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in centers, transit stations, and near schools, libraries, and parks.

T 5.3 Bicycle and Pedestrian Mobility
Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.

Former description: Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and designed to reduce conflicts.

T 7.2 Traffic Calming
Incorporate traffic calming techniques and treatments into the design of new or retrofitted local and neighborhood streets, as well as within school, park, and pedestrian-oriented business areas, to emphasize lower auto speeds, encourage bicycling and walking, and provide pedestrians with a convenient, well-marked, and safe means to cross streets. Particular consideration should be given to traffic calming measures on streets where additional connectivity is planned.

Former description: Incorporate traffic calming techniques and treatments into the design of new or retrofitted local and collector streets, as well as within school, park, and pedestrian-oriented business areas, to emphasize lower auto speeds, encourage bicycling and walking, and provide pedestrians with a convenient, well-marked, and safe means to cross streets.

T 7.5 Reducing Cut-through Traffic
Work with the community on an individual-project basis to identify feasible solutions to lessen the impacts of major street improvements on local streets.

Former description: Work with the community on an individual-project basis to identify feasible solutions to lessen the impacts of arterial, thoroughfare, and collector improvements on local streets.
**Removed Policies**

**T 4.17 Anticipating Streetcar Service**
Infrastructure investments impacting proposed streetcar corridors, such as new or replacement bridges, should be designed to accommodate such service in the future.

**New Policies**

**T 4.19 Service Targets and Evaluation**
Establish service and performance targets for the transit system to support the city’s overall vision for public transportation. Monitor the effectiveness of transit plan implementation and overall service performance to inform future planning efforts.

**T 4.20 Transit Efficiency**
Transit planning outcomes should equally value existing riders and potential riders, work based trips and non-work based trips, and finally door-to-door travel times and stop-to-stop travel times.

**T 4.21 System Appeal**
Improve the appeal of the transit system through marketing, outreach, and education campaigns.

**T 4.22 Regional Transit**
Lead, support, and develop countywide and regional public transportation services that contribute to the continued prosperity of the City of Raleigh, Wake County and the Triangle region. Lead regional planning efforts to improve transit services and pursue a regional transit system. Ensure local planning efforts are compatible with the regional vision.

**T 4.23 Bike, Ride and Car Share as Public Transportation**
Consider bike, ride and car share to be a component of the city’s public transportation network. Plan how to accommodate these forms of transportation and to coordinate them with existing and future transit services.

**T 4.24 Innovation**
The city’s transit and transportation demand management (TDM) efforts should reach out to innovators in the city to leverage grassroots resources and develop creative technology solutions that benefit public transportation users

**T 6.10 Parking Technology**
Use technological advances to make curbside and other parking easier to locate and pay for, and to potentially incorporate a dynamic pricing system aimed at ensuring that some spaces are always available in high-demand areas.

**T 7.6 Low-speed Streets**
The design speed for all Local Streets should not exceed 20 mph. The design speed for Mixed-Use Streets should not exceed 30 mph.

**T 10.1 Automated Vehicles**
The inclusion of automated vehicles into the city’s transportation system should support other goals, including reducing vehicle miles traveled, improving transportation safety, enhancing urban form, and supporting transit and other modes of travel.

**T 10.2 Ride-hailing and Vehicle Sharing**
Ride-hailing, vehicle sharing, and other innovations to the city’s transportation system should support other goals, including reducing vehicle miles traveled, improving transportation safety, and supporting transit and other modes of travel.
T 10.3 Curbside Space
Consider, in future studies and street designs, changes in parking demand created by the increased popularity of ride-hailing and vehicle sharing services. Ensure that adequate space is provided for drop-off areas and that excessive off-street parking is not required or constructed. Make designated spaces available for vehicle sharing services.

T 10.4 Bikeshare
Support bikeshare, both public and private, through city support of a public system and through appropriate regulation of any private systems.

5. Environmental Protection

Revised Policies

EP 1.1 Greenhouse Gas Reduction
Promote best practices for reducing greenhouse gas emissions as documented through the U.S. Mayors’ Climate Protection Agreement.

 Former description: Promote best practices for reducing greenhouse gas emissions as documented through the U.S. Mayors’ Climate Protection Agreement, the International Council for Local Environmental Initiatives (ICLEI), and the Sierra Club’s Cool Cities Program.

EP 1.2 Alternative Transportation Options
Promote the adoption of alternative fuel vehicles and advanced transportation technologies, both public and private.

 Former title: Vehicle Electrification

 Former description: Promote the electrification of transportation, both public and private.

EP 1.8 Sustainable Sites
Encourage the use of environmentally-friendly site planning and landscape design approaches and techniques such as those developed by the Sustainable Sites Initiative. Incorporate sustainable green infrastructure and low impact development practices to help control stormwater runoff and reduce pollutant impacts to streams.

 Former description: Encourage the use of environmentally-friendly site planning and landscape design approaches and techniques such as those developed by the Sustainable Sites Initiative.

EP 1.10 Alternative Energy Sources
Support the development and application of alternative energy sources, renewable energy technologies, and energy storage. Such technology should be used to reduce the dependence on imported energy, provide opportunities for economic and community development, and benefit environmental quality.

 Former description: Support the development and application of renewable energy technologies such as active, passive, and photovoltaic solar energy, fuel cells, and other sustainable sources. Such technology should be used to reduce the dependence on imported energy, provide opportunities for economic and community development.
EP 2.1 Natural Resource Protection
Ensure protection of Raleigh’s unique and significant natural resources – its natural areas, landscapes, and ecological systems – through best practices management, stewardship, conservation, restoration, and land use regulations.

Former title: Green Infrastructure

Former description: Ensure protection of Raleigh’s unique and significant green infrastructure – its natural resources, landscapes, and ecological systems – through best practices management, stewardship and land use regulations.

EP 2.3 Open Space Preservation
Identify opportunities to conserve open space networks, mature existing tree stands, steep slopes, floodplains, wetlands, and other sensitive riparian areas, priority aquatic and wildlife habitats, and significant natural features as part of public and private development plans and targeted acquisition.

Former description: Seek to identify all opportunities to conserve open space networks, mature existing tree stands, steep slopes, floodplains, priority wildlife habitats, and significant natural features as part of public and private development plans and targeted acquisition.

EP 2.4 Scenic Vistas and Views
Protect and create scenic vistas and views of natural landscapes and features that are important in establishing, enhancing, and protecting the visual character of the city, mindful of other goals such as preserving and enhancing the city’s tree canopy.

Former description: Explore options for protecting and creating scenic vistas and views of natural landscapes and features that are important in establishing, enhancing, and protecting the visual character of the City, mindful of other goals such as preserving and enhancing the City’s tree canopy.

EP 3.1 Water Quality Stormwater Control Measures
To complement structural controls, use non-structural Stormwater Control Measures (SCMs) to improve water quality, such as public education programs, monitoring and control of illicit discharges, expansion of the greenway concept to include safe floodplain connection and activation, and ongoing implementation of the city’s sediment control program.

Former title: Water Quality BMPs

Former description: Use non-structural Best Management Practices (BMPs) in an effort to improve water quality, such as public education programs, monitoring and control of illicit discharges, expansion of the greenway concept to include “receiving lands” that can absorb storm surge overflows, and update of the City’s sediment control program with an orientation toward performance measures

EP 3.2 Protection of Local Streams and the Neuse River
Protect and preserve local streams and the Neuse River, primary channel, major tributaries, intermittent headwaters streams, floodplains, and topography to improve overall water quality for drinking, fish and wildlife habitat, and fishing, boating, and other recreational uses.

Former title: Neuse River Protection
EP 3.3 Drinking Water Supply Protection
Protect major drinking water supply overlay districts through preservation of open space, community programs that promote tree coverage, floodplain protection and restoration, and sustainable limits to impervious surface cover.

Former description: Protect major water supply overlay districts through open space conservation, community programs that promote tree coverage, floodplain preservation, and limits to impervious surface cover.

EP 3.5 Watershed-focused Planning
Water quality and flooding should be managed using a watershed-focused approach. Such an approach uses performance-based strategies to enhance water quality and prevent or decrease flooding concerns in each watershed rather than applying citywide standards.

Former description: Water quality shall be managed using a watershed-focused approach. Such an approach uses performance-based strategies to enhance water quality and prevent or decrease downstream flooding in each watershed rather than applying citywide standards.

EP 3.7 Protecting and Restoring Streams
Preserve and restore the natural character of local and area streams and waterways through greenway acquisition, flood prone area regulation, purchase of properties in Neuse River Buffer and flood prone areas, drainage corridor and buffer protection, and improved public and private design and construction practices, including but not limited to stream stabilization and restoration.

Former title: Preserving Watercourses

Former description: Preserve the natural character of watercourses through greenway acquisition, flood prone area regulation, purchase of properties in Neuse River Buffer and flood prone areas, drainage corridor and buffer protection, and improved public and private design and construction practices.

EP 3.12 Mitigating Stormwater Impacts
Potential stormwater impacts from new development on adjoining properties should mimic pre-development conditions and control the peak rate of runoff and/or volume of runoff so as to avoid flooding of adjoining and downstream properties, erosion of stream banks, and to allow the recharging of groundwater. The intent is to avoid environmental and economic damage to the adjacent properties, city infrastructure, and receiving surface waters.

Former description: Potential stormwater impacts from new development on adjoining properties should mimic pre-development conditions and control the rate of runoff so as to avoid erosion of stream banks, inundation of natural waterways and to allow the recharging of groundwater. The intent is to avoid environmental and economic damage to the adjacent properties and City infrastructure.

EP 3.14 Wastewater Reuse
Expand wastewater recycling/reuse systems at wastewater treatment facilities to further reduce the nitrogen and phosphorus load to the Neuse River system and to reduce potable water consumption for non-essential purposes.

Former description: Consider wastewater recycling/reuse systems at wastewater treatment facilities to further reduce the nitrogen and phosphorus load to the Neuse River system and to reduce potable water consumption for non-essential purposes.
EP 3.16 Collaboration for Managing Stormwater
Pursue stormwater management initiatives that benefit and support the city and region by participating in countywide, regional, and statewide partnerships to develop innovative, consistent, and sustainable practices.

*Former title: Stormwater Management*
*Former description: Pursue stormwater management initiatives by participating in countywide and regional partnerships to develop innovative and consistent practices.*

EP 4.1 Daylighting Streams
Discourage further channelization and piping of streams and focus instead on projects that “daylight” or uncover buried streams. Pursue partnerships with the private sector to daylight streams that are currently buried.

*Former description: Discourage further channelization and piping of streams and focus instead on projects that “daylight” or uncover buried streams. Install bridge systems instead of culverts for stream crossings where feasible in order to help maintain the natural ecosystem associated with the stream.*

EP 4.3 Development in the Floodplain
Pursue regulatory approaches that avoid the future expansion of the floodplain. Floodplain development should not abridge the natural role of floodplains to absorb water, recharge the groundwater, improve water quality, and avoid flooding downstream.

*Former description: Pursue regulatory approaches that avoid the future expansion of the floodplain. Floodplain development should not abridge the natural role of floodplains to absorb water, recharge the groundwater and avoid flooding downstream.*

EP 4.4 Acquisition of Flood-prone Land
Pursue city acquisition of properties, easements and/or development rights located within the 100-year floodplain to protect public safety, reduce economic damages from floods, and preserve sensitive natural areas.

*Former description: Pursue City acquisition of properties, easements and/or development rights located within the 100-year floodplain to protect and preserve sensitive natural areas.*

EP 9.8 Landscaping and Gardening
Encourage environmentally responsible landscaping and gardening practices to reduce water use and water pollution, including increased use of drought-resistant and native plants and reduced use of pesticides, and increase pollinator supportive habitat including native and pollinator-friendly species to proliferate healthy pollinator populations. Strive to maintain best practices by promoted pollinator programs such as Bee City USA and support interactions among community advocates and public programs.

*Former description: Encourage environmentally responsible landscaping and gardening practices to reduce water use and water pollution, including increased use of drought-resistant plants and reduced use of pesticides.*
New Policies

EP 3.18 Green Infrastructure
Continue to improve surface water quality and protect water resources through the design, construction, and installation of green infrastructure (GI) for city projects and facilities. Green infrastructure uses vegetation, soils; and non-natural materials to absorb and filter polluted water that would normally runoff impervious surfaces directly into a waterway. Low impact development (LID) incorporates many of the principles related to green infrastructure. Widespread use of green infrastructure will also better prepare Raleigh for the effects of climate change along with managing the quality and quantity of stormwater runoff.

EP 4.8 Stream Crossing Infrastructure
Install bridge systems instead of culverts for stream crossings where feasible in order to maintain the natural ecosystem associated with the stream.

EP 8.10 Airport Noise Protection for Residential Uses
Rezoning of properties within the defined 65 decibel level of Raleigh Durham Airport Authority composite noise contour line and outside the Airport Overlay District, that propose to increase residential density or create new residential zoning is strongly discouraged. Exceptions to such rezoning may occur through a conditional use rezoning that adopts Raleigh Durham Airport Authority recommended noise mitigation measures.

EP 9.9 Food Systems Education
Facilitate partnerships between community gardens and community organizations to develop programs that educate the public about food systems (including environmental impacts), healthy eating, and food security.

6. Economic Development

Revised Policies

ED 1.3 Gateway Reinvestment
Focus reinvestment efforts on those commercial areas that also serve as key gateways to the city and downtown, such as Avent Ferry Road, Six Forks Road Corridor, and South Saunders Street (Southern Gateway Corridor Plan).

Former description: Focus reinvestment efforts on those commercial areas that also serve as key gateways to the city and downtown, such as Capital Boulevard, New Bern Avenue, and South Saunders Street.

ED 3.14 Corporate Headquarters
Target Raleigh as a location for corporate headquarters, with a particular emphasis on downtown locations.

Former description: Target Raleigh as a location for corporate headquarters, with a particular emphasis on downtown locations where Urban Progress Zone tax credits are available.
ED 5.11 Targeting Investment
Target incentives and programs for public and private investments in commercial and industrial areas based on criteria evaluating need and effectiveness. Need is demonstrated by socio-economic indicators and evidence of physical disinvestment. Effectiveness means that the target area is appropriate and ready for economic development.

Former description: Target incentives and programs for public and private investments in residential, commercial, and industrial areas based on criteria evaluating need and effectiveness. Need is demonstrated by socio-economic indicators and evidence of physical disinvestment. Effectiveness means that the target area is appropriate and ready for economic development.

ED 8.2 Internal Coordination
Coordinate the many economic development entities and city departments under the Office of Economic Development & Innovation to allow Raleigh to better capitalize on local economic development opportunities.

Former description: Coordinate the many economic development entities and City departments to allow Raleigh to better capitalize on local economic development opportunities.

ED 8.3 Economic Development Equity
With direction and leadership from the Office of Economic Development & Innovation, undertake economic development efforts, funding, and planning equitably throughout the city.

Former description: Undertake economic development efforts, funding, and planning equitably throughout the City.

New Policies
ED 7.6 Adaptive Use for the Arts
Pursue opportunities to adapt obsolete industrial and commercial buildings for use by artists and other creative industries.

7. Housing
Revised Policies
H 1.2 Geographic Dispersal of Affordable Units
Promote dispersal and production of affordable housing units throughout all areas of the city using the city’s Housing Location Policy adopted in 2015.

Former description: Promote dispersal and production of affordable and workforce housing units throughout all areas of the City.

H 1.4 Affordable Housing Design
All housing, including subsidized affordable and market rate housing, should be designed so that it blends with the context of the neighborhood in which it is located, emphasizing quality design and appearance.

Former title: Assisted Housing Design
**H 1.8 Zoning for Housing**
Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well-supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing. In areas characterized by detached houses, accommodations should be made for additional housing types while maintaining a form and scale similar to existing housing.

*Former description: Ensure that zoning policy continues to provide ample opportunity for developers to build a variety of housing types, ranging from single-family to dense multi-family. Keeping the market well supplied with housing will moderate the costs of owning and renting, lessening affordability problems, and lowering the level of subsidy necessary to produce affordable housing.*

**H 2.7 Affordable Set-asides in Projects**
Encourage a 20 percent minimum set-aside of affordable housing units in housing or mixed-use projects involving city-owned properties.

*Former description: Include a set-aside of affordable housing units in housing or mixed-use projects involving City-owned or other publicly-owned properties. For City-owned properties, the set-aside should be 15 to 20 percent.*

**H 2.10 Incentives on Private Sites**
Incentivize private developers to create new affordable housing on privately-owned sites through city funding.

*Former description: Provide incentives for the development of new affordable housing on privately-owned vacant sites.*

**H 2.12 Minimize Displacement**
Minimize residential displacement resulting from redevelopment activity and provide replacement housing.

*Former title: Avoiding Displacement
Former description: Support programs that minimize residential displacement by redevelopment activity and provide replacement housing in the general area of the original housing.*

**H 2.13 Transit Accessibility**
Preferentially locate affordable housing in areas with good access to transit services and/or locate transit in areas currently occupied by subsidized affordable housing.

*Former description: Preferentially locate affordable housing in areas with good access to transit services.*

**H 3.2 Supportive Services**
Strengthen linkages and coordination among all public and nonprofit agencies that provide affordable housing and supportive services.

*Former description: Continue and strengthen linkages and coordination between all public agencies and Public Housing Authorities (PHAs) that provide affordable housing and supportive services and businesses.*
H 3.3 Assistance to Homeless Service Providers
Promote the efforts of government agencies, the Continuum of Care, non-profit organizations, and the private sector to increase access to emergency shelter, rapid re-housing and homelessness prevention programs, as well as increase the supply of emergency housing, permanent housing, and permanent supportive housing for homeless individuals and families.

Former description: Promote the efforts of governmental, non-profit organizations, and the private sector such as, the Continuum of Care Collaborative, Wake County Supportive Housing, Wake County Housing and Community Development to increase the supply of transitional, emergency housing services and permanent housing for the homeless.

H 4.1 Fair Housing Act Enforcement
Promote enforcement of the federal Fair Housing Act through landlord training and conferences to provide equal access to housing and prevent unfair lending practices.

Former description: Ensure enforcement of the federal Fair Housing Act to provide equal access to housing and prevent unfair lending practices.

Removed Policies
H 1.3 Energy Efficiency
Ensure that all new publicly-supported housing construction and rehabilitation meet energy efficiency standards, such as those set by the current SystemVision Energy Guarantee Program.

H 1.7 Public Housing Alteration
The Raleigh Housing Authority (RHA) should jointly plan with City departments, and City departments should take the initiative in assisting the RHA, in the early stages of major renovations, large new developments, and redevelopments, such as projects undertaken under the HOPE VI program, so as to facilitate a smooth land development process.

H 2.2 Expanded Housing Assistance
Expand the City’s range of housing assistance programs benefiting low- and moderate-income persons by supplementing existing federal and state programs.

H 2.3 Non-Profit Capacity Building
Work with non-profit housing providers to expand their capacity to develop affordable housing.

H 2.4 Housing Preservation
Encourage reinvestment, preservation, and maintenance of the existing housing stock to prevent the conversion of existing affordable housing units to market-rate units, including funding the City’s housing rehabilitation programs.

H 2.8 Accessory Dwelling Units
Promote the construction of accessory dwelling units above garages, or “granny flats,” and cottage/small lot ordinances, to provide affordable and workforce housing options and help accommodate future citywide residential demand.

H 3.4 Integrated Core Programs
Support Wake County in creating an integrated, comprehensive system of care to provide health and behavioral health care, housing, and social services.

H 3.5 Supportive Housing
Promote development of additional housing serving persons with disabilities
New Policies

H 1.9 Housing Diversity
Promote housing diversity and affordable housing choices for households at 60 percent of AMI or below in the immediate area around transit corridors.

H 2.16 Existing Housing
Encourage reinvestment and maintenance of the existing housing stock to prevent the conversion of affordable housing units to market-rate units, including funding the city’s housing rehabilitation programs.

8. Parks, Recreation, and Open Space

Revised Policies

PR 2.5 Acquisition Opportunities
Pursue land acquisition when opportunities arise if the site is suitable for meeting the mission of the Parks, Recreation and Cultural Resources Department.

Former description: Pursue land acquisition when opportunities arise if the site is suitable for meeting the mission of the Parks and Recreation Department. This is especially pertinent for parks with special environmental or cultural significance or thematic metro parks.

PR 3.1 Capital Area Greenway System
Continue to expand Raleigh’s greenway trail network according to the guidelines established in the Capital Area Greenway Master Plan and the Capital Area Greenway Planning and Design Guide, in order to protect greenway corridors and connect greenway trails, parks, schools, and other destinations with safe integration into on-road facilities.

Former title: Greenway Trail Expansion

Former description: Continue to expand Raleigh’s greenway trail network by providing minimum ten-foot wide multi-use paths that follow corridors and connect other greenways, parks, and schools, and that also provide safe integration into on-road facilities.

PR 3.2 Public Awareness and Stewardship
Educate citizens about the benefits of supporting stewardship efforts of greenway corridors.

Former title: Greenway Awareness

Former description: Increase public awareness of and facilitate access to links provided by the Capital Area Greenway to nearby communities.

PR 3.3 Resilience and Green Infrastructure Network
Acquire and maintain greenways along important riparian corridors as identified in the Capital Area Greenway Planning and Design Guide in order to preserve the natural character of watercourses, promote water quality, and increase flood protection.

Former title: Riparian Greenways

Former description: Acquire parkland along important riparian corridors including the Neuse River and Crabtree and Walnut creeks to create green “fingers” that provide natural and recreational amenities.
PR 3.6 Regional Network
Complete the Capital Area Greenway system with connections to surrounding greenway corridors that are elements of a regional network.

*Former title: Greenway Connectivity*
*Former description: Expand the greenway system by connecting existing routes. Provide additional connections between the greenway trails and destinations throughout the City using designated upland routes where necessary.*

PR 3.8 Multi-modal Integration
Improve pedestrian and bicycle linkages by closing gaps in network connectivity and prioritizing connections to public transportation, streets, sidewalks, and other transportation corridors. Development along proposed Greenway Connectors should provide public access and infrastructure necessary to serve the needs of greenway trail users.

*Former title: Pedestrian Links to Greenways*
*Former description: Improve pedestrian linkages to existing and proposed greenway corridors. Development adjacent to a greenway trail should link their internal pedestrian network to the greenway trail where appropriate.*

PR 4.1 Flexible Facilities
Continue to plan, develop, and operate a variety of flexible indoor and outdoor facilities to support programs and multiple activities across the entire city with respect to sufficient quality, quantity, size, and geographic distribution, and to reserve space for future trends and services.

*Former description: Continue to plan, develop, and operate a variety of flexible indoor and outdoor facilities to support programs, multiple activities, and active and passive lifestyle pursuits across the entire City with respect to sufficient quality, quantity, size, and geographic distribution, and to reserve space for future trends and services.*

PR 4.3 Partnerships and Collaboration
Collaborate with partners in the public and private sectors to develop innovative park arrangements and spaces that help provide a diversity of needed recreational facilities.

*Former title: Recreational Facility Adequacy*

PR 4.4 Enhanced Access and Awareness
Enhance access to and awareness of Raleigh’s recreational opportunities by locating and developing some active recreational facilities along major streets near other commercial development and in highly visible areas.

*Former title: Park Visibility*

PR 6.4 Access to Natural Resources
Promote the public awareness and knowledge of access to natural resource areas within the regional park system.

*Former description: Evaluate the public awareness and knowledge of access to natural resource areas within the Raleigh park system and neighboring communities.*
Removed Policies

PR 3.4 Neuse River Access
Pursue opportunities to provide recreational access to the Neuse River, including both trail and paddling access.

PR 3.5 Stream Open Space Networks
Provide a continuous system of open spaces along designated stream corridors that link neighborhoods and park lands and, where possible, provide links to employment centers, schools, shopping areas, and transit rider facilities.

PR 3.7 Flood Plain and Upland Protection
Protect floodplain property or upland connections for greenways or public open space through the site development process of residential and non-residential sites.

PR 3.9 Infrastructure Projects and Greenways
Involve the City’s greenway planning staff in the planning and design of all infrastructure projects that impact a corridor identified in the Capital Area Greenway Master Plan.

PR 4.5 Child-Friendly Parks
Provide child-friendly parks and open spaces across the City, including downtown.

New Policies

PR 1.6 New Park Types and Acquisition Criteria
Establish new urban park types and acquisition criteria to ensure that Growth Centers in the city have adequate access to a mix of parks and open space types to meet needs.

PR 1.7 New Parks in Growth Centers
Create new urban parks and enhance existing urban parks throughout Growth Centers using proactive planning, partnerships and innovative approaches.

PR 1.8 Integrate Parks and Transportation Options
Utilize existing and future public transportation centers, greenway trails and pedestrian connections to provide access to parks, recreation and cultural opportunities throughout growth areas and city-wide.

PR 2.9 Plan for Bus and Bicycle Accessibility
Make transit and bike access a factor in selecting park sites.

PR 2.10 Plan for Proximity
Provide new parks or joint-use facilities so that every resident has access to a core neighborhood-based park experience within one-mile travel distance of their home or place of employment.

PR 3.10 Greenway Corridors
Support initiatives that work to create a protected, linked network of linear natural areas, wildlife habitats and greenspaces throughout the region. Continue to identify new corridor alignments as necessary to promote the goals of the Capital Area Greenway program.
PR 3.11 Greenway Transportation Network
Position and promote the Capital Area Greenway system trails as safe, healthy and sustainable travel alternatives.

PR 3.12 Signage and Wayfinding
Provide a sense of identity and utility for the greenway trail network through a program of consistent, selective, and strategic signage so as not to clutter or dominate the visual character of the greenway trails.

PR 3.13 Greenway-oriented Development
Development adjacent to a designated greenway corridor or greenway connector should provide links between internal pedestrian infrastructure and the greenway network, where appropriate. The development should pro-actively respond to greenways as an amenity, incorporating and maintaining greenway viewsheds and aesthetic character, as well as storm water management and flood control benefits.

PR 5.5 Encourage Public Open Space in Rezonings
Encourage the provision of publicly accessible open space during the consideration of zoning petitions.

PR 7.1 Contextual Development
Complement the ongoing growth and development of the Centennial and Main Campuses of North Carolina State University, the North Carolina Department of Agriculture’s State Farmer’s Market, and other regional institutions.

PR 7.2 Integration into Park System
Integrate into and build upon the city’s regional park and greenway system, and be mutually supportive of other city parks and cultural institutions.

PR 7.3 Design for Sustainability
Incorporate at a most fundamental level the notions of sustainability and the relationship between the health of the human spirit and landscape.

PR 7.4 Exemplary Planning and Design
Exhibit the highest level of planning principles and design innovation.

PR 7.5 Public Engagement
Demonstrate that sustained, broad and inclusive public engagement is essential to the long-term development, support and use of the park.

PR 7.6 Placemaking
Create a remarkable civic space that welcomes all that will embrace its history and legacy, showcase its beautiful and inspiring landscape and become a destination, a landmark, and an icon for the city.
9. Public Utilities

*New Policies*

**PU 6.8 City Facility Energy and Water Monitoring**
Monitor energy and water use of city facilities and establish benchmark for efficiency goals.

10. Community Facilities and Services

*New Policies*

**CS 4.5 Resilient Community Facilities**
Ensure that all city residents can quickly and safely access community facilities in times of disaster. Provide shelter, food, water, and information when necessary.

**CS 4.6 Vulnerable Populations**
Explicitly take into account the needs of vulnerable populations and neighborhoods in the emergency management planning process. These include areas and populations that face particular difficulties during and after disasters or emergencies due to economic status, lack of access to resources, lack of community institutions, geographical barriers, or similar issues.

**CS 5.8 Active Transportation and Healthy Communities**
Promote active transportation in existing and new communities as a preventative health care measure.

**CS 5.9 Recreational Facilities and Healthy Communities**
Ensure that each of Raleigh’s communities has ample access to recreational facilities, which are a key component of a preventative health care model.

**CS 5.10 Healthy Food Options**
Promote access to healthy food options, including farmers markets and grocery stories, particularly in areas that lack sufficient access to fresh fruits and vegetables.

11. Urban Design

*Revised Policies*

**UD 1.4 Maintaining Façade Lines**
Maintain the established building edge of neighborhood streets by aligning the front façade of new construction with the prevailing facades of adjacent buildings, unless doing so results in substandard sidewalks. Avoid violating this pattern by placing new construction in front of the historic façade line unless the streetscape is already characterized by such variations. Where existing façades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm.

*Former description:* Except for buildings in the Downtown and Pedestrian Business Overlays, generally maintain the established facade lines of neighborhood streets by aligning the front walls of new construction with the prevailing facades of adjacent buildings. Avoid violating this pattern by placing new construction in front of the historic facade line unless the streetscape is already characterized by such variations. Where existing facades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm.
UD 1.7 Scenic Corridors
Retain and enhance our visual and natural assets including vistas, boulevard medians, tree-lined streets, forested hillsides, wetlands, and creeks along scenic corridors into and through Raleigh, including designated Parkway Corridors on the Urban Form Map.

Former description: Retain and enhance our visual and natural assets including vistas, boulevard medians, tree-lined streets, forested hillsides, wetlands, and creeks along scenic corridors into and through Raleigh.

UD 2.3 Activating the Street
New retail and mixed-use centers should activate the pedestrian environment of the street frontage in addition to internal pedestrian networks and connections, particularly along designated Main Street corridors.

Former description: New retail and mixed-use centers should activate the pedestrian environment of the street frontage in addition to internal pedestrian networks and connections.

UD 2.4 Transitions in Building Identity
Establish gradual transitions between large scale and small-scale development. The relationship can be improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the adjacent properties planned for lower density.

Former title: Transitions in Building Intensity

Former description: Establish gradual transitions between large-scale and small-scale development. The relationship between taller, more visually prominent buildings and lower, smaller buildings (such as single-family or row houses) can be made more pleasing when the transition is gradual rather than abrupt. The relationship can be further improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the adjacent properties planned for lower density.

UD 3.3 Strip Shopping Centers
Ensure that zoning and parking standards discourage strip commercial shopping centers and auto-oriented building designs along Main Street and Transit Emphasis Corridors, and in City Growth, TOD and Mixed-Use Centers on the Urban Form Map.

Former description: Ensure that zoning and parking standards discourage strip commercial shopping centers and auto-oriented building designs.

UD 3.4 Enhanced Sidewalks
Promote a higher standard of storefront design and architectural detail in downtown and along the city’s Main Street corridors. Along walkable shopping streets, create streetwalls with relatively continuous facades built to the front lot line to provide a sense of enclosure and improve pedestrian comfort.

Former title: Enhanced Streetwalls

Former description: Promote a higher standard of storefront design and architectural detail along the City’s commercial streets. Along walkable shopping streets, create street walls with relatively continuous facades built to the front lot line to provide a sense of enclosure and improve pedestrian comfort.
UD 3.7 Parking Lot Placement
New parking lots on designated Main Street and Transit Emphasis corridors on the Urban Form Map should be located at the side or rear of buildings when on-street parking is available, with only limited front door parking provided elsewhere. Where feasible, parking lots abutting these corridors should be landscaped to create a pedestrian-friendly streetscape with business visibility.

 Former description: New parking lots on designated Urban or Multi-modal corridors on the Growth Framework Map should be generally located at the side or rear of buildings. Where feasible, existing parking lots on such corridors should be landscaped to create a pedestrian-friendly streetscape with business visibility.

UD 6.2 Ensuring Pedestrian Comfort and Convenience
Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area, avoid excessive setbacks, and provide direct pedestrian connections. On-street parking should be provided along pedestrian-oriented streets and surface parking should be to the side or in the rear. This should be applied in new development, wherever feasible, especially on Transit Emphasis and Main Street corridors and in mixed-use centers.

 Former description: Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area. On-street parking should be provided along the pedestrian streets and surface parking should be in the rear. This should be applied in new development, wherever feasible, especially on transit and urban corridors and in mixed-use centers.

UD 7.3 Design Guidelines
The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit Emphasis Corridors or in City Growth, TOD and Mixed-Use Centers, including preliminary site plans and development plans, petitions for the application of Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

 Former description: The Design Guidelines in Table UD-1 shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications in mixed-use areas such as Pedestrian Business Overlay Districts and mixed-use designations on the Future Land Use Map, including preliminary site plans and development plans, petitions for the application of the Pedestrian Business or Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions.

Removed Policies
UD 1.12 US-401 Corridor
Preserve and protect the visual resources associated with the historic, residential, and rural atmosphere of the U.S. 401 corridor through the use of tools such as frontage standards.
New Policies

**UD 1.13 Ecological Identity**
Promote and enhance ecological function in the design of private and public developments. Incorporate climate- and water-sensitive design features that support ecological health for plants, animals, and soils, as well as the city’s residents.

**UD 1.14 Community Identity**
Raleigh’s diversity is reflected in a range of architectural and landscape design traditions and styles. Public and private development should be consistent with and incorporate the aesthetic identities of the surrounding populations, including, but not limited to, neighborhood branding and wayfinding.

**UD 2.8 Open Space in Large Mixed-use Developments**
Large mixed-use developments should include a range of open spaces, from small parklets, to pocket parks, squares, and larger active and passive recreation areas. These spaces should serve the immediate and surrounding communities.

**UD 4.11 Large Park Edges**
Activate the edges of large city parks, such as Dorothea Dix Park, with active, mixed-use urban form. Such mixed-use developments should be permeable and provide visual and pedestrian access into and out of the adjacent open space.

**UD 4.12 Parklets**
Public space opportunities in established mixed-use centers like Downtown are limited. Encourage the reclamation and repurposing of underutilized, on-street parking spaces for use as small open spaces with amenities such as seating, plantings, and green infrastructure.

**UD 4.13 Urban Soundscape**
Encourage the use of trees, vertical landscapes such as trellises and green walls, and water features to absorb noise and to create comfortable and inviting environments in active-use areas and urban areas adjacent to major thoroughfares.

**UD 5.7 Neighborhood Commerce**
Promote small-scale commercial services in new and established neighborhoods to promote walking and cycling and to discourage unnecessary automobile trips.

**UD 5.8 Neighborhood Community Centers**
Ensure that each of Raleigh’s neighborhoods has well-programmed community facilities, including recreation centers and libraries, within walking distance.

**UD 8.1 Transit-oriented Development**
Promote dense, mixed-use development within the core area around transit stations. Development intensity should be greatest within walking distance of existing and proposed rail stations and bus rapid transit stations.

**UD 8.2 Transit Area Transitions**
There should be a transition of use, intensity and scale from higher-density transit corridors to adjacent neighborhoods. Developments of greater bulk and height in areas should be located immediately surrounding transit stations. As distance from such stations increases, development should taper down in bulk and height in order to balance the needs of transit-supportive density with established neighborhood character.
UD 8.3 Transit Area Infill
Encourage sensitive densification in areas surrounding transit routes by promoting “missing middle” housing and accessory dwelling units in nearby residential areas, and the retrofit or redevelopment of existing underutilized properties.

UD 8.4 Transit-supportive Pedestrian Networks
Sidewalks in areas within walking distance of rail transit stations and bus rapid transit stops should be no less than eight feet wide and should be accompanied by complementary streetscape elements such as plantings, bike racks, and furniture, including places to sit. Sidewalks in these areas should be prioritized over sidewalks in non-transit areas.

UD 8.5 Transit-supportive Bicycle Networks
Areas within two miles of fixed-rail and bus rapid transit stations should include on-street bike lanes and off-street bicycle paths, where feasible. Where such improvements cannot be made, traffic calming devices and other streetscape design interventions should be used to encourage bicycling to and from transit stations.

UD 8.6 Auto-oriented Uses in Transit Area
Automobile-oriented uses such as drive-thrus, which detract from the character and function of transit corridors and negatively affect the pedestrian environment, should be located away from transit stations.

UD 8.7 Connections to Transit Stops
Encourage additional street and pedestrian connections to help minimize travel distances to transit stops. When new street connections cannot be made, mid-block pedestrian connections can minimize walking distance for transit users.

UD 8.8 Station Area Public Realm
Private and public development within one-quarter of a mile of fixed-rail and bus rapid transit stations should include streetscapes and public spaces that allow transit users places to sit and rest when waiting for or alighting from transit.

UD 8.9 Transit Wayfinding
Within two miles of fixed rail and bus rapid transit stations, provide simple and easily identifiable signage and other wayfinding devices to promote ease of transit use.

UD 8.10 Transit Area Parking
Areas within close proximity of fixed rail and bus rapid transit stations are ideally suited for park-and-ride locations. Such parking facilities should be structured, rather than large lots, to limit visual and roadway clutter.

UD 8.11 Transit Area CPTED
Promote the use of Crime Prevention Through Environmental Design techniques within one mile of fixed rail and bus rapid transit stations to ensure that transit users are safe and comfortable while accessing and alighting from transit.
12. Historic Preservation

Revised Policies

HP 3.3 Adaptive Use and Parking
Additional parking required for nonresidential adaptive use should be located to the rear of the historic structure unless an historic pattern suggests otherwise.

Former description: Additional parking required for nonresidential adaptive use should be located to the rear of the historic structure.

HP 4.3 Interagency Coordination
Promote interagency coordination among the Department of City Planning; Development Services; Office of Sustainability; Public Utilities; Engineering Services; Communications; Parks, Recreation and Cultural Resources; Housing and Neighborhoods; and other departments/agencies as needed, as well as the State Historic Preservation Office, to provide the city with the most effective preservation programs and services.

Former description: Promote interagency coordination among the City Planning, Inspections, Public Works, Public Affairs, Parks and Recreation, Community Development, and other departments/agencies as needed, as well as the State Historic Preservation Office, to provide the City with the most effective preservation programs and services.

New Policies

HP 1.4 Cultural and Historic Resource Programming
Promote, coordinate, and strengthen the advocacy and advancement of public programs within the Historic Resources and Museum Program to further the cultural development of the City of Raleigh.

HP 3.8 Housing Assistance
Expand low- to mid-income housing assistance programs to include historic structures.

HP 4.9 Publicly-owned Historic Resource Awareness
Interpret Raleigh’s history through its historic properties, museums and programs to attract more use and visitation while balancing stewardship and preservation of resources.

HP 5.4 City Support for Publicly-owned Historic Resource Preservation
Coordinate and expand city funding and incentives for management of historic resources, to expand public access, and increase public access and visitation.
13. Arts and Culture

Revised Policies

AC 1.2 Public Art in Public Spaces and Public Projects
Incorporate site specific art in public facilities, parks and greenway trails, and along key public corridors. Incorporate public art into the planning stages of publicly-funded projects and projects on city-owned land.

Former description: Install public art in City, county, and state-owned public and community facilities, City parks, and the greenway system, and incorporate public art into the planning stages of publicly-funded projects and projects on City-owned land.

AC 1.3 Art and Façades
Support the use of building facades for art exhibitions and murals.

Former description: Support the temporary re-use of vacant and/or underutilized building facades for art exhibitions and murals.

AC 3.1 Supporting Arts and Culture
Inventory, support and maintain existing cultural facilities, programs, and events.

Former description: Support and maintain existing cultural facilities, programs, and events.

AC 3.3 Activate Non-traditional Venues
Encourage performances, exhibits, and events in non-traditional settings such as galleries and clubs in addition to traditional venues such as museums, historic sites, and concert halls.

Former description: Encourage performances and events in non-traditional settings such as galleries and clubs in addition to traditional venues such as museums and concert halls.

AC 3.7 Public-Private Partnerships
Explore and utilize public-private partnerships to create additional cultural centers in Raleigh.

Former description: Use public-private partnerships to create additional cultural centers in Raleigh.

AC 3.9 Live-Work Space
Encourage developers to include artist live-work, studio, rehearsal and performance spaces as an active ground floor use.

Former description: Encourage flex/live-work spaces and promote live-work units in affordable housing developments to provide housing options to artists and others who could benefit from such units.

Removed Policies

AC 2.1 Arts Districts Promotion and Designation
Promote and sustain arts districts. Encourage the designation of existing clusters of arts establishments as Arts Districts.

AC 2.2 Leveraging Funds for Arts
Coordinate with the county and state to formally adopt and designate Arts and Entertainment Districts to leverage revitalization funds for the arts.
AC 3.4 Cultural Partnerships
Partner with area agencies, groups, and institutions (including colleges and universities) to broaden the cultural facilities and programs available to the public.

AC 3.5 Encouraging Arts Clusters
Encourage connections between and among venues to locate proximate to one another in identifiable clusters or districts and in proximity to complementary uses such as coffee shops, dining and drinking establishments, and retail.

AC 5.3 Cultural Districts
Promote the creation of Cultural Districts and/or Heritage Trails to highlight the rich cultural identity of Raleigh.

New Policies
AC 1.4 Public Art in Private Development
Encourage the inclusion of public art in private development.

AC 1.5 Public Art Funding
Explore innovative public and private funding opportunities for public art.

AC 2.3 Encouraging Arts in Growth Centers
Encourage venues to locate proximate to one another in Growth Centers and near to complementary uses such as coffee shops, dining establishments, and retail.

AC 5.4 Community Identity
Encourage the use of public art to create an identity for the City of Raleigh and its many communities.

14. Regional and Interjurisdictional Coordination

Revised Policies
RC 6.5 Water Standards
Maintain the non-degradation standards and goals for water leaving Raleigh’s jurisdiction. These standards state that (a) water quality leaving Raleigh’s sanitary sewers (effluent) be as good as or better than water quality entering the city’s intake, and (b) water quality (runoff) entering the city’s storm sewers should have minimal degradation or contamination.

Removed Policies
RC 7.2 Balancing Infrastructure and Conservation
Collaborate with other jurisdictions to better balance the demand for infrastructure with the preservation of resources.
15. Downtown Raleigh

Revised Policies

DT 2.2 Protect the Downtown Street Grid
Preserve, protect, and extend the downtown grid pattern of small blocks and interconnected streets. Maintain existing rights-of-way to the greatest extent possible. Explore the creation of new roadway connections within and adjacent to downtown.

Former description: Preserve, protect, and extend the downtown grid pattern of small blocks and interconnected streets. Maintain existing rights-of-way to the greatest extent possible. Explore the creation of new roadway connections within and adjacent to downtown, including opportunities to extend the grid north of Peace Street and along Capital Boulevard.

DT 2.7 Bike Benefits on Greenway and Bicycle Connections
For all public/private sector design and traffic engineering/operations decisions made for the Greenway and Bicycle Connections as shown on Map DT-3, bicyclists should be given equal priority to vehicular traffic flow and other street functions, including but not limited to parking and loading functions.

Former title: Ped-Bike Benefits on Green Streets

DT 2.9 Downtown Greenway Connections
Preserve and expand the city’s greenway system along Greenway Connections as shown on Map DT-3, using it to help connect housing, employment, commercial, and recreational areas. Encourage the use of green infrastructure on Greenway Connections as part of the rezoning and development review processes.

Former title: Downtown Green Streets

Former description: Preserve and expand the City’s greenway system along Green Streets in downtown, using it to help connect housing, employment, commercial, and recreational areas.

DT 2.26 Active Ground-floor Parking Uses
Active ground-floor uses should be provided in all parking garages on Retail Streets (See Map DT-5).

Former description: Ground floor uses should be provided in all parking garages on all Pedestrian Priority streets (see Map DT-4) and active ground floor uses should be provided in all parking garages on Retail Streets (See Map DT-6).

DT 7.3 Streetwalls
The placement of buildings along the right-of-way should create a continuous streetwall that defines and accentuates the streets and squares.

Former description: Except as required by code, the placement of buildings along the right-of-way should create a continuous streetwall that defines and accentuates the streets and squares.
DT 7.4 Building Entries
The main entrance of new buildings should front onto a public street. Where buildings abut multiple streets of which one is an axial street, the axial street should be considered the primary frontage, and the main entrance of the building should front onto the axial street. This policy also applies, where practicable, to existing buildings undergoing major renovations or rehabilitation.

Former description: The main entrance of new buildings should front onto a public street. Where buildings abut multiple streets and one of which is an axial street, the main entrance of the building should front onto the axial street. This policy also applies, where practicable, to existing buildings undergoing major renovations or rehabilitation.

DT 7.15 Downtown Gateways
Enhance prominent gateways into downtown, such as South Saunders Street south of the intersection with South Street, Edenton Street at Bloodworth and East streets, Morgan and Hillsborough streets at St. Mary’s Street, and Capital Boulevard by the train tracks at Peace Street to create a sense of arrival and define the geographic boundaries of downtown.

Former description: Prominent gateways into downtown such as South Saunders Street south of the intersection with South Street, Edenton Street at Bloodworth and East streets, Morgan and Hillsborough streets at St. Mary’s Street, and Capital Boulevard by the train tracks at Peace Street, shall be enhanced to create a sense of arrival and define the geographic boundaries of downtown.

DT 7.18 Downtown Design Guidelines
The design guidelines in Table DT-1 shall be used to review rezoning, alternative means of compliance, special use permits, and planned development master plan applications in downtown.

Former description: The design guidelines in Table DT-1 shall be used to review development applications, including site plan applications, in the downtown.

Removed Policies
DT 1.13 Edge Area Intensity
In areas where the CBD designation is located in proximity to established residential neighborhoods, residential densities should taper to be compatible with adjacent development. Non-residential uses with the greatest impacts—such as theaters concentrated destination nightlife and retail and sports and entertainment uses—should be directed away from these edge areas.

DT 2.8 Priority Pedestrian Streets
For all public/private sector design and traffic engineering / operations decisions made for Priority Pedestrian Streets shown on Map DT-4, the needs, safety, and comfort of pedestrians should be given priority.
DT 2.24 Parking Garage Constrained Streets
Where underground or wrapped parking is not feasible on the streets identified on Map DT-5, parking garages should be screened using materials consistent with adjacent and/or proposed buildings, but without active uses above the ground level. Parking garages should not be visibly distinct from the buildings they serve. To achieve this, parking garages should be screened by using the same materials, fenestration, and other design elements of the buildings. In some cases, the internal venting of garages will be necessary. Vehicle entrances should be located away from the streets identified on Map DT-5.

DT 2.27 Parking Beneath City Squares
As financially feasible, construct underground parking facilities beneath new squares as part of an expanded square plan.

DT 3.2 Ground Floor Uses on Secondary Retail Streets
New development should dedicate at least 50 percent of its linear frontage along the public right-of-way of Secondary Retail Streets as identified on Map DT-6 for ground-floor space designed and constructed for the uses encouraged on primary streets or service retail and professional services including but not limited to: fitness centers, dry cleaners, shoe repair, and medical offices.

DT 6.1 Design Competitions for Public Facilities
Promote the use of design competitions for all major new downtown public facilities.

17. Implementation

Revised Policies
IM 3.1 Regular Updates
Update the Comprehensive Plan every one to two years to remain current and relevant, focusing on a specific area of pressing concern, informed by a significant public engagement process.

Former title: Five-Year Updates
Former description: Update the Comprehensive Plan every five years to remain current and relevant, with a particular focus on the Plan’s policy actions.

IM 3.4 Amendment Criteria
Adoption of the proposed amendment is necessary to incorporate public policies established by the city government that are not reflected in the Comprehensive Plan.

Former description: Require the proponent of a Comprehensive Plan amendment to demonstrate its need and justification, as follows: Significant changes have occurred since the adoption of the Comprehensive Plan and necessitate the proposed amendment; Inconsistencies in land use or other plan policies exist in the adopted Comprehensive Plan that affect the City’s efficient growth and development; The City’s ability to achieve the goals of the Comprehensive Plan will be increased, or the operations of City government will be enhanced; The Comprehensive Plan’s policies or actions inhibit the ability of the City to achieve other public policy objectives; Substantial improvement in the quality of life for City residents will be achieved; and Adoption of the proposed amendment is necessary to incorporate public policies established by the City government that are not reflected in the Comprehensive Plan.
Permitted Special Events

**OMAi Mapping Stories: Dorothea Dix Park Session**
Dorothea Dix Park, Ruggles Drive  
Friday, November 9  
Event Time: 6:00pm - 9:00pm  
Associated Road Closures: A portion of Ruggles Drive between Umstead Drive and Biggs Drive will be closed from 5:00pm until 10:00pm.

**Tobacco Road Customer Appreciation Event**
South Saunders Street  
Saturday, November 10  
Event Time: 8:00am - 5:00pm  
Associated Road Closures: South Saunders Street between Hammell Drive and Grissom Street will be closed from 8:00am until 5:00pm.

**NC Veterans Day Parade**
Fayetteville Street District  
Saturday, November 10  
Event Time: 8:30am - 12:00pm  
Associated Road Closures: S. Salisbury Street between Davie Street and South Street, Cabarrus Street between Salisbury Street and McDowell Street, and Lenoir Street between Salisbury Street and McDowell Street will be closed from 8:00am until 10:30am, and Edenton Street between N. Salisbury Street and N. Wilmington Street will be closed from 9:30am until 12:00pm. Additional roads will be closed from 8:30am until 10:30am to facilitate the parade route. Note that all cross streets one block in each direction will be detoured and see below for turn by turn details:

Start within the staging area on S. Salisbury Street heading south; Left onto Lenoir Street; Left onto Fayetteville Street; Left onto Morgan Street; Right onto Salisbury Street; Right onto Edenton Street; Left onto Wilmington Street; Right into the State parking lot for disassembly.

**The Sunday Supper: Come Together for the Coast**
Fayetteville Street District  
Sunday, November 11  
Event Time: 11:30am - 4:00pm  
Associated Road Closures: Fayetteville Street between Morgan Street and Martin Street and Hargett Street between Wilmington Street and Salisbury Street will be closed from 6:00am until 8:00pm.

Other Events This Weekend

**Travis Scott**
Friday, November 9  
PNC Arena

**Fall Arts Fair**
Saturday, November 10  
Fred Fletcher Park
Star City Games Regional Championship
Saturday, November 10
Raleigh Convention Center

NC State Men’s Basketball vs. Maryland Eastern Shore
Saturday, November 10
PNC Arena

OMAi Mapping Stories: Saint Agnes Session
Saturday, November 10
Saint Augustine’s University

Hurricanes vs. Red Wings
Saturday, November 10
PNC Arena

Iron & Wine
Saturday, November 10
Meymandi Concert Hall

The Great American Franchise Expo
Saturday, November 10 – Sunday, November 11
Raleigh Convention Center

North Carolina Bridal & Wedding Expo
Sunday, November 11
Raleigh Convention Center

NC State Women’s Basketball vs. Kent State
Sunday, November 11
Reynolds Coliseum

Public Resources

Event Feedback Form: Tell us what you think about Raleigh events! We welcome citizen and participant feedback and encourage you to provide comments or concerns about any events regulated by the Special Events Office that were held in the last month. We will utilize this helpful information in future planning.

Temporary Road Closures: A resource providing current information on street closures in Raleigh.

Online Events Calendar: View all currently scheduled events that are regulated by the City of Raleigh Special Events Office.
Council Member Follow Up
TO: Ruffin Hall, City Manager
FROM: Priscilla Tyree Williams, Construction Projects Administrator
DEPARTMENT: Engineering Services
DATE: November 9, 2018
SUBJECT: Civic Campus Phase I Request for Qualifications Update

At the September 18, 2018 City Council meeting, Council approved the Civic Campus Master Plan, and authorized staff to release a Request for Qualifications (RFQ) for Phase I design services and develop a public and employee engagement plan for the design and construction phases. Staff indicated at the meeting that the scope of the RFQ would be shared with Council. Attached are the draft RFQ scope, proposed RFQ response sections, and draft evaluation criteria.

The approved Civic Campus Master Plan incorporates a 20-story option for Phase I at a budget of $190M. The new facility, to be located on the site of the old Police Headquarters, will accommodate all downtown City Staff for up to 15 years of growth. Council expressed its interest in seeking highly qualified design firms with experience in civic buildings of this magnitude for this project. As many civic buildings may be considered gateways to their cities, the RFP references the City’s expectation that the new civic tower will be iconic and reflective of a 21st Century City of Innovation.

Council affirmed its commitment to a robust public and employee engagement effort for this project. Staff will present the strategy for public and employee engagement to Council in the coming months.

Architectural and engineering services are procured through a qualifications-based process prescribed in N.C.G.S. 143-64.31. Firms providing architectural and engineering services are selected on the basis of demonstrated competence and qualification. The City’s process for the procurement of the professional design and consulting services for the Civic Campus Phase I project will comply with N.C.G.S. 143-64.31. After issuance of the solicitation, interested firms will be invited to a mandatory pre-submittal meeting, which will include a guided site tour. Completed responses received by the deadline will be evaluated by a City Staff team and the highest ranked firms will be invited back to interview with a Selection Committee. The Selection Committee will be comprised of City Staff, community partners, and project stakeholders. The recommended firm and the list of finalists will be presented to Council for approval.

It is Staff’s intent to have the solicitation for professional services for the Civic Campus Phase I project issued on November 26, 2018. The scope of services requested include architectural design (including programming study, renderings, and physical model making); interior design; data center design; landscape architecture; urban design; plumbing, electrical, and mechanical...
engineering; structural engineering; site and civil engineering; acoustical engineering; LEED commissioning; geotechnical engineering; controls engineering; television studio design; and building security. Comprehensive construction administration is also a part of the scope of work. The selected designer shall be required to coordinate and cooperatively work with any consultants hired by the City.

Responses to the RFQ are due on January 14, 2019 with panel interviews of the shortlisted firms being held in February 2019.

To ensure the solicitation reaches a broad audience of firms interested in this iconic project, in addition to advertisement on the North Carolina’s Interactive Purchasing System (IPS), this project will be advertised on the websites of the American Institute of Architecture (AIA) and Urban Land Institute (ULI). A legal notice will be posted in the News & Observer, and a press release with a link to IPS will also be published.

If you have any questions or comments, please contact Jim Greene (jim.greene@raleighnc.gov) at 996-4651 or me (priscilla.williams@raleighnc.gov) at 996-4147.
Excerpts from the draft Request for Qualifications for Design and Consulting Services for the Civic Campus Phase I project

Draft Detailed Scope of Work

At a minimum, the consultant and its team will perform the following:

• Review of the Master Planning Report and associated documentation.
• Programming Phase including, but not limited to, detailed space needs study and project construction cost involving: validation of departmental growth projections, determination of building and user requirements, floor plate layouts, total building area, and adjacencies for effective and efficient delivery of programs and services.
• Building Security Consulting.
• Schematic Design preparation to include a physical model.
• Design Development preparation.
• Construction Document preparation.
• Minority and Women-owned Business Enterprise Participation Strategy.
• Certified Silver LEED commissioning.
• Permitting, reviews with agencies having jurisdiction including federal, state, county, and city governing bodies.
• Reviews for constructability, operability, and maintainability.
• Bidding Assistance including, but not limited to, bid advertisement, responding to written questions and issuing addenda, conducting pre-bid meeting, hosting bid opening, evaluating bids, recommending lowest, responsive bidder, etc.
• Comprehensive Construction Administration.
• Post Construction Warranty Inspections and Support.
• Project Development Life-cycle cost estimation and project scope/budget reconciliation.
• Value Engineering efforts as necessary to meet project budget.
• Public and Employee Engagement Plan support.
• Project updates including support/providing content for any City-sponsored internal and external websites or other update platforms.
• Recommendations for furniture, fixtures, and equipment.

Responses to the RFQ will be organized into the following proposed sections:

1. Response Cover Letter and Statements. Letter must acknowledge receipt of all addenda.
2. Corporate Background.
3. Financial Statements and Rate Information (Provided in a sealed envelope).
5. Public Engagement Experience.
7. Evidence of experience with projects of similar scope.
8. Any projects where there were legal or technical problems encountered and the final resolution(s).
9. References, Resumes and Other Information.
Draft Evaluation Criteria

• Adherence to the RFQ instructions.
• Specialized or appropriate expertise in the civic and commercial high-rise structure projects.
• Past performance on similar projects.
• Adequate staff for the project.
• Current workload and City projects awarded.
• Experience with the local construction market and sub-contractor environment.
• Experience with the City of Raleigh permitting process and working with other North Carolina regulatory agencies having jurisdiction.
• Experience with citizen and employee engagement, and formal presentations to the governmental bodies, the public, and executive leadership.
• Experience with alternate delivery methods including CMAR.
• Record of successfully completed projects without major legal or technical problems.
• Number and types of projects with legal or technical problems and final resolved outcomes.