

2030 Comprehensive Plan



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Introduction

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

This report intends to review the zoning decisions post-adoption, examine recent trends that might merit inclusion in the Plan and review progress of the short term and on-going action items in the Action Matrix. There are three sections to this report. Section I contains a review of all rezoning actions and text changes to the Zoning Ordinance in 2011; Section II reviews the Action Matrix, and Section III contains the proposed alterations to the Comprehensive Plan. Additional detail, such as reference maps and the full Comprehensive Plan Action Item Matrix, will be available at the public hearing for Comprehensive Plan amendments or for discussion, as requested by City Council.

I. 2010 Council Actions

A. Rezoning Actions

Action Item LU 1.4 states that the City should *"Maintain the currency of the Future Land Use Map through periodic reevaluation and revision of the map based on analysis of growth and development needs and trends, small area studies and special area studies."* One opportunity to review the Future Land Use Map is in concert with recent rezoning actions. Each rezoning request is analyzed for consistency with the Comprehensive Plan and the Future Land Use Map. Not every rezoning that is approved is consistent with the Plan or Map. The following is a synopsis of the rezoning actions in 2012.

There were 34 rezoning requests submitted in 2012. There are six rezoning requests from 2012 pending Council review. Four of these requests were withdrawn prior to the public hearing.

Staff performed an analysis of each request, making a determination of the consistency of the request. Consistency is judged based on applicable policy guidance contained within the Plan and the land use classification on the Future Land Use Map. Table 1 provides the number and percentage of consistent and inconsistent rezoning requests for 2012. The cases deemed as inconsistent were all inconsistent with the future land use designation.

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Table 1: 2012 Rezoning Cases

Disposition	Number	Consistent (Percentage of Total)	Inconsistent (Percentage of Total)
Approved	27	21 (77.7%)	6 (22.2%)
Denied	1	1 (100%)	0
Pending	6	1 (20%)	5 (80%)
Withdrawn	(4)	-	-
Totals	34	23	11

Of the 27 approved rezoning requests, six were inconsistent with the Comprehensive Plan future land use map. The inconsistent approvals requested a rezoning from a less intense zoning classification to a more intense classification. One of the requests was a rezoning from a general use retail category to a conditional use retail category. Table 2 details the six inconsistent requests approved by City Council. There are six pending zoning cases; five of which are inconsistent with the Future Land Use Map. These requests are not analyzed in this report.

Table 2: Inconsistent Cases That Were Approved

Case Number	Rezoned from	Rezoned to
Z-2-12 5424 Rock Quarry Rd.	Residential-4 & Neighborhood Business Conditional Use District	Neighborhood Business Conditional Use District
Z-3-12 Glenwood Av.	Special Residential-30 (SP R-30)	Residential Business Conditional Use District (RB CUD)
Z-10-12 Westgate Rd.	NB CUD, O&I-1 CUD, TD CUD, TD, R-4 with AOD & SHOD-2	IND-1 CUD with SHOD-2
Z-31-12 Spring Forest Road	O&I-1 CUD	O&I-2 CUD
Z-36-12 (SSP-8-12) Hillsborough St. & Enterprise Ct.	Residential-20 and Neighborhood Business with Pedestrian Business Overlay	Neighborhood Business Conditional Use with Pedestrian Business Overlay
Z-39-12 Sandy Forks Rd	Residential-4	O&I-1 CUD

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

B. Text Change Actions

The City Council also reviews alterations to the Zoning Code through the Text Change process. In some instances changes to the Zoning Code can be a reactionary response to an existing deficiency. In other instances, a more proactive approach may address issues or future development trends. The Action Items contained within the Comprehensive Plan provide guidance for proactive solutions. Many text

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changes approved in 2012 were in response to a deficiency identified with the Zoning Code or a change to State enabling law.

A text change can be initiated by City Council, Planning Commission, City staff, or a citizen. With the adoption of the 2030 Comprehensive Plan, staff committed to analyze each text change in accord with policy directive contained within the Plan. Table 3 contains all text change requests reviewed in 2012.

Table 3: Text Changes Reviewed in 2012

Text Change	Disposition	Relevant Policies	Consistent?	Relevant Actions	Implemented
TC-1-12: Certified Action voting	Approved	n/a	n/a	n/a	n/a
TC-2-12: Hospitality House	Approved	LU 9.4	yes	n/a	n/a
TC-4-12: Food Trucks II	Approved	ED 3.7; ED 5.9	yes	n/a	n/a
TC-6-12: Temporary Event Signage	Approved	n/a	n/a	UD 7.6	partially

There were fewer text change requests in 2012, mostly due to the on-going review of the Unified Development Ordinance. Staff received two requests for text changes from the public: TC-2-12, TC-4-12. The remaining text changes were either staff or City Council requested.

II. Action Items

Staff has prepared the annual audit of short term and on-going Comprehensive Plan action items. At the time of adoption of the 2030 Comprehensive Plan, there were 450 short term and on-going action items. By December 2012, 264 items had been implemented or have changed status (to on-going, mid-term, etc.). Of the remaining 186 items in the current audit, 76 have been completed in 2012, 63 have changed status, and 47 have not been started.

Table 4: Action Matrix Time Horizon

Term	Description
Short-Term	1 to 2 years
Mid-term	3 to 5 years
Long-term	6 to 10 years
On-going	No predetermined start/end time

The Plan contains three time horizons for the action items: short- mid- and long-term items. There are also “on-going” items without a specific time frame.

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For this annual report, Planning staff coordinated with other City departments to review the progress of the short-term actions in the Plan. There are a total of 186 short-term items represented in this year's annual audit, represented in the table below.

Stage	Number
Completed	76
In-Progress	60
Changed Status	3
Not Started	47
	186

Short-term items require constant review and potential prioritization through a Comprehensive Plan Update process, expected by policy every 5 years. This report presents the short term items that have not been started below for Council review. Proposed alterations to the Comprehensive Plan, including the entire Action Item Matrix, are to be presented in public hearing as part of the upcoming Comprehensive Plan amendment. Staff recommendations for alterations are presented in the final section of this report.

Action Item Number	Action item description	Lead City Department	Nature of Action Item	Funding required ?	Status as of December 2012
Action DT 3.2	Facade Improvement Incentives: Incentivize improvements to building and storefront facades.	DCP	Development regulations	N	Not started
Action EP 3.3	Permanent Conservation Measures: Develop and implement permanent water conservation measures to reduce overall water usage by residents, businesses, government, and institutions. Charge the City of Raleigh's Water Conservation Task Force with recommending specific measures.	DCP, CAO	Development Regulations	N	Not started
Action EP 3.11	Zoning Amendment for Steep Slopes: Amend the zoning code to prohibit the regrading and development of steep slopes of 15 percent or greater to conserve the natural contours of the City and prevent soil erosion.	DCP, CAO	Development Regulations	N	Not implemented through the UDO.

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Action EP 5.3	Planning Incentives and Standards: During the update of the City's development regulations, explore opportunities to develop reforestation standards and afforestation incentives.	DCP, CAO	Development Regulations	N	Not started
Action H 1.3	Zoning for Housing Diversity: As part of the update of the City's development ordinances, develop zoning provisions for transit-oriented development that promote housing diversity and affordable housing choices for households at 50 percent of AMI or below in the immediate area around transit corridors.	DCP, CAO	Development regulations	N	Not started
Action H 3.4	Eliminating Barriers to Supportive Housing: Review zoning regulations controlling location of housing serving persons with disabilities and rooming houses to eliminate any undue barriers and facilitate development of additional units.	DCP, CAO	Development regulations	N	Not started
Action H 3.5	Rooming House and Transitional Housing: Update the regulations for the spacing, density, licensing, and upkeep of rooming houses and transitional housing.	DCP, CAO	Development regulations	N	Not started
Action CS 2.7	Regulations for Recyclables Storage: Update the site plan regulations to include mandatory accommodations for recycling in all new public (and private) developments.	DCP, CAO	Development regulations	N	Not started
Action UD 7.1	Lighting Standards: Review and revise development regulations regarding the design, number, and placement of light fixtures, and their co-location with other streetscape elements on single poles (i.e. street lighting, pedestrian lighting, and banners).	DCP, CAO	Development regulations	N	Not started

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Action AC 2.1	Arts Overlay Zones: Consider amending the City's Zoning Code to create Arts/Entertainment Overlay Districts.	DCP, CAO	Development regulations	N	Not started
Action DT 7.6	Regulations for Building Crowns: During the update to the City's development regulations, investigate changes to the regulations that address crown features for tall buildings and buildings on prominent sites that have high visibility from key gateways.	DCP, CAO	Development regulations	N	Not started
Action LU 2.6	Targeting Development Incentives: Target incentives for designated redevelopment areas and areas for public intervention to encourage new mixed-use center development, multi-family residential, and office uses. (Refer to Element D: 'Economic Development' for recommended redevelopment and intervention areas.)	DCP, CAO	Development regulations	N	Not started
Action H 2.7	Fast-Tracking Affordable Units: Provide an expedited or fast-tracking development review process for housing developments that include at least 10 percent affordable units or 20 percent workforce units.	DCP, CAO	Development regulations	N	Not started
Action H 4.5	Focus on the Housing Needs of the Physically Challenged: Include an enhanced focus on the housing needs of the physically challenged in the City's revised development regulations; in particular ensure that housing accessible to residents with physical challenges is included along transit corridors and near transit stations.	DCP, CAO	Development regulations	N	Not started

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Action AC 2.2	Cultural Enterprise Zones: Designate Cultural Enterprise Zones to provide tax incentives and subsidies that attract cultural organizations and private investors to culturally viable areas of the City.	DCP, CAO	Development regulations	N	Not started
Action AC 2.4	Moore Square, Glenwood and Warehouse Arts Districts: Work with arts groups and artists active in the following areas to formalize and designate the following as Arts and Entertainment Districts: Moore Square Arts District; Glenwood Avenue Arts District; Warehouse Arts District.	DCP, CAO	Development regulations	N	Not started
Action RC 2.4	Rural Development Guidelines: Prepare rural development guidelines for the Long-Range USA with collaboration between the City, Wake County, adjacent municipalities, and affected residents and property owners.	DCP, CAO	Development regulations	N	Not started
Action AP-OER-1	Olde East Raleigh NCOD: Consider a Neighborhood Conservation Overlay District to encourage infill residential development in the central sections of East Raleigh that would retain the historic architectural character of the neighborhood.	DCP, CAO	Development regulations	N	Not started
Action AP-WC-2	Wake Crossroads Zoning: Adopt Zoning Code standards that will support the recommended Wake Crossroads neighborhood center development pattern, especially in relation to building setbacks, mix of uses, and parking requirements.	DCP, CAO	Development regulations	N	Not started

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Action DT 4.3	Tools and Regulations for Affordable Housing: Develop and implement financial and development tools and regulations (e.g. increased density bonuses) that will incentivize the inclusion of affordable housing in and around downtown.	DCP, CAO, CD	Development regulations	N	Not started
Action PU 3.2	Water Saving Devices: Change appropriate regulations to mandate water-saving devices in new construction.	DCP, CAO, CORP UD	Development regulations	N	Not started
Action EP 7.6	Demolition Debris: Require a waste diversion statement to be submitted at the time of application for a demolition permit; the statement should include a list of material types and volumes anticipated from the demolition and the market or destination for those materials. Consider requiring the same for construction permits.	DCP, CAO, INSP	Development regulations	N	Not started
Action HP 2.11	Assessing Impacts to Historic Resources: Revise the review standards for rezoning petitions, subdivisions, and site plan applications to require that submittals provide an analysis of potential impacts on local or National Register-listed historic resources. Where adverse impacts are identified, require proposals to minimize and mitigate such impacts.	DCP, CAO, INSP	Development regulations	N	Not started
Action HP 3.6	Demolition Permit Conditions: Institute permit mechanisms based upon specific criteria and findings so that demolition permits for National Register designated property or Raleigh designated historic resources approved for removal are only issued at the time of submittal for new construction building permits.	DCP, CAO, INSP	Development regulations	N	Not started

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Action PR 4.5	Performance Standards for Recreation Facilities: Revise the private development process to include performance standards and incentives for integrating public recreation facilities, such as neighborhood and community center buildings, into development site plans.	DCP, CAO, P&R	Development regulations	N	Not started
Action PR 5.2	Code Requirements for Accessible Open Space: Ensure public access to open space in projects with public financial partnerships, such as downtown parking garages, plazas, and squares.	DCP, CAO, P&R	Development regulations	N	Not started
Action PU 3.4	Drought Tolerant Landscaping: Adopt landscaping ordinances that mandate or incentivize the use of drought-resistant plant species to minimize the need for irrigation.	DCP, CAO, P&R	Development regulations	N	Not started
Action T 6.2	Shopping Center Park and Ride: Require shopping centers on existing or planned transit routes that provide 400 or more parking spaces to designate at least 5 percent of the required spaces as "Park and Ride" spaces. In addition, amend the parking design standards in the Streets, Sidewalks, and Driveway Access Handbook to encourage these spaces to be contiguous and located near the transit facility. See also B.5 'Public Transportation'.	DCP, CAO, PW	Development Regulations	N	Not started
Action T 5.10	Pedestrian Crossing Standards: Establish standards for maximum distances between pedestrian crossings that are also associated with roadway classification to enhance walking and transit use.	DCP, CAO, PW	Development Regulations	N	Not started

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Action PR 2.5	Zoning Incentives for Recreation: Explore zoning incentives for developers and land owners to increase recreational amenities and tie-ins to municipal recreational projects on their property or as part of new developments.	DCP, P&R	Development regulations	N	Not started
Action DT 7.2	Downtown Planting Standards: Develop tree planting standards addressing tree selection, placement, and spacing for all downtown streets.	DCP, P&R	Development regulations	N	Not started
Action ED 8.7	Prioritization Methodology: Develop a prioritization methodology to evaluate opportunity areas and to determine how redevelopment investments would best be made.	DCP, CD	Program/ organization	N	Not started
Action CS 4.1	Measuring Level of Service: Develop a mechanism to identify levels of service to determine the capacity of police, fire protection, and emergency services to meet community needs.	DCP, RFD, RPD	Program/ organization	N	Not started
Action DT 2.4	No Right on Red: Consider prohibiting right turns on red in downtown to improve pedestrian safety and mobility.	PW	Study/ plan	N	Not started
Action HP 1.2	Evaluation of Archaeological Significance: Research other municipal archaeology programs and consider incorporating archaeological considerations in development plan review to ensure that archaeological significance is evaluated.	DCP	Study/ plan	N	Not started
Action DT 1.3	Downtown Plan: Develop a physical master plan that provides a vision for downtown's development.	DCP	Study/ plan	N	Not started

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Action HP 3.7	Demolition Denial Criteria: Explore feasibility of seeking local state enabling legislation modeled after New Bern, NC to allow demolition to be denied based on meeting specific criteria.	DCP, INSP	Study/ plan	N	Not started
Action DT 5.5	Halifax Mall: Investigate adapting Halifax Mall into a recreational resource. Encourage the State to allow recreational uses at appropriate times.	DCP, P&R	Study/ plan	N	Not started
Action EP 7.4	Environmentally-Friendly Product Use: Work with regional agencies to explore options for assuring the use of compostable plastic, recyclable paper, and/or re-usable checkout bags by stores throughout the region, as well as a reduction in the use of polystyrene foam (styrofoam) food service containers, including those in the City of Raleigh (similar ordinances in other cities apply to grocery stores with gross annual sales exceeding two million dollars, and pharmacies with five or more City locations; penalties apply for organizations in violation).	SWS	Study/ plan	N	Not started
Action AP-AW-4	Avent Ferry Crosswalk: Create a crosswalk across from the Avent West neighborhood to the Raleigh Greenway system.	PW	Systems/ support	Y	Not started
Action AP-AW-8	Lake Dam Road Crosswalk: Create a crosswalk at the footbridge on Lake Dam Road near Avent Ferry Road.	PW	Systems/ support	Y	Not started
Action CS 3.1	CPTED Development Plan Review: Include components of the Crime Prevention through Environmental Design (CPTED) program in the Development Plan review process.	RPD, DS	Systems/ support	N	Not started

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Action CS 3.6	Police Training Center: Completed construction of a Police Training Center on City-owned land at Battle Bridge Road adjacent to the current Police Range facility.	RPD, PW	Systems/ support	N	Not started
Action RC 4.7	School Site Location Working Group: Establish an inter jurisdictional site location working group to identify available property for future school locations.	DCP	Coordination/ outreach	N	Not started
Action DT 4.2	Promoting Downtown as a Neighborhood: Work with the Downtown Raleigh Alliance to promote downtown as a residential neighborhood for singles, couples, and families.	DCP	Coordination/ outreach	N	Not started
Action AC 5.1	South Park and Olde East Cultural District: Implement the planned Cultural Districts for South Park and Olde East Raleigh.	DCP, CD	Systems/ support	N	Not started
Action AP-WO-3	Oberlin Road Historic Program: Develop a cultural/historic program to celebrate and prominently display Oberlin Road's history, especially its significance in the African-American community.	DCP, CD	Coordination/ outreach	N	Not started

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III. Alterations

The proposed alterations to the Comprehensive Plan are a response to city initiatives over 2012. There are no citizen requests for a text or map alterations to consider at this time.

The most significant of city initiatives related to the Comprehensive Plan in 2012 has been the process to produce an entirely new development code. The Unified Development Ordinance (UDO) process has raised awareness of development discussion and policy areas within the Comprehensive Plan that require clarification or enhancement. The other city initiatives requiring Comprehensive Plan alternation are the result of policy coordination in the specific areas of the Airport Overlay District and Affordable Housing. The Growth Framework Map, Thoroughfare Map, and Transit Facilities Maps require amendment per adopted Area Plans and studies approved by City Council in 2012.

Alternations to the Comprehensive Plan are grouped below into two amendment packages, identified by A. "CP-2-13" and B. "CP-1-13". CP-1-13 Comprehensive Plan Recommendations have been pulled out from the general proposed alterations for separate consideration as they are tied specifically to the Unified Development Ordinance which is still under City Council review.

The Comprehensive Plan text proposed for amendment is indented and shown in aerial font.

Text which is to be removed is shown as ~~struckthrough~~ and new text is shown in **bold** typeface.

A. CP-2-13 Comprehensive Plan Recommendations, 2012 Initiatives

The proposed amendments are organized into three numbered sections: Plan text, Plan maps, and Other Maps.

Section A.1. includes proposed amendments to text, not directly related to the Unified Development Ordinance (UDO). There are three staff-initiated requests to amend the text contained within the Plan; the first related to greater mitigation required for residential development in the Airport Overlay District; the second related to updating data within the Affordable Housing element; the third related to the annual update of the Annual Action Matrix.

Section A.2. includes eleven proposed alterations to the Future Land Use Map. All of these alterations are the result of approved Small Area/Corridor Studies brought to Council in 2012.

Section A.3. includes alterations to other supporting maps contained within the Plan. Comparative maps, showing current and proposed conditions, will accompany the staff presentation at the upcoming public hearing.

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A.1 Plan Text

Item 1.1: Land Use – Environmental Protection

Staff recommends that the following policy be included in the plan. The proposed policy would apply to properties that are located within the 65 dnl noise contour, but are not within the City of Raleigh Airport Overlay District. The application of this policy would help reduce future impacts of increased noise associated with air traffic in close proximity to residential uses. The policy discourages any increases in density unless mitigation is provided as suggested by the Raleigh Durham Airport Authority.

Policy EP 8.10 - Airport Noise Protection for Residential Uses

Rezoning of properties within the defined 65 dnl 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.

Item 1.2: Housing – Introduction

Staff recommends that the Defining Affordable Housing section with the Element E: Housing introduction be updated in accordance with new data received from staff.

“Workforce housing is generally thought of as housing affordable to essential public- and service-sector employees such as teachers, fire fighters and nurses. It is defined here as housing affordable to households with incomes up to 120 percent of AMI. As of ~~December 2008~~ **February 2012**, the HUD-determined AMI for a family of four in Raleigh is ~~\$74,900~~ **\$79,900.**”

Item 1.3: Implementation – Action Plan Matrix

Staff recommends that the Action Matrix be regularly updated by staff in accordance with feedback from on-going city wide review, awaiting formal Council alternation during a Comprehensive Plan Update process.

Staff has prepared a preliminary status audit of short term and on-going Comprehensive Plan action items. At the time of adoption of the 2030 Comprehensive Plan, there were 450 short term and on-going action items. By January 2012, 163 items had been implemented. Of the remaining 287 items in the current audit, 67 have been completed in 2012, 152 are on-going or in progress, and 74 have not been started. Many of the items that have not been started were identified in 2009 as possible changes to the development regulations, to be considered as part of the Unified Development Ordinance (UDO). Subsequently, during the development of the UDO, these items were not included.

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A.2 - Future Land Use Map

The following proposed edits would modify the future land use map contained within the Plan. Each request is described below; maps will accompany the staff presentation at the public hearing.

Items 2.1-2.3 coincide with the Capital Boulevard Corridor Study that was presented to City Council in 2012. Staff analyzed several areas within the corridor and determined that Future Land Use Map amendments were appropriate in three areas:

Item 2.1: Future Land Use Map – Peace Street at West Street

This amendment would designate properties north of Peace Street and on the east side of West Street to Public Parks and Open Space.

The subject properties are currently designated Central Business District on the Future Land Use Map and zoned as Industrial-2. City of Raleigh Solid Waste and Fleet Services were located on the property, but have since been relocated to a new facility. Much of this land is within the floodplain of the Pigeon House Branch. Bridge replacements and the inclusion of a median on Capital Boulevard will narrow this property even further. The lack of lot depth combined with several environmental constraints make this property an ideal candidate for open space. The new park land would also facilitate the construction of a greenway trail and stream restoration projects.

Item 2.2: Future Land Use Map – Capital Boulevard Corridor

This amendment would designate properties along Capital Boulevard from Wade Avenue to the Wake Forest Road interchange to Business and Commercial Services.

The subject properties are currently designated Regional Mixed Use on the Future Land Use map. Zoned as Industrial-2, the subject area is currently developed as auto-oriented retail, industrial and warehouse uses. The Business and Commercial Services designation was deemed a more appropriate classification due to the current zoning on the subject properties as well as its correlation with the future UDO zoning category of Industrial Mixed. This better suits the mix of uses on the ground, and uses envisioned for the future.

The Business and Commercial Services category is for higher-impact or “heavy” commercial activities, located primarily on heavily traveled thoroughfares or interstates with a variety of uses. These uses would include auto-oriented retail, auto sales and repair, warehousing, distribution and other uses that are quasi-industrial or highway-oriented in character.

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Item 2.3: Future Land Use Map – Six Forks and Atlantic

This amendment would designate properties at the intersection of Wake Forest Road and Atlantic Avenue to Community Mixed Use.

The subject properties are currently designated as Neighborhood Mixed Use, and it was determined that Community Mixed Use would be a more appropriate designation in this location. Current zoning on the subject properties is Industrial-1 with a variety of land uses including retail and flex space. Remapping this area to Community Mixed Use would be more compatible with recently proposed transit plans that located a station in this location.

The Community Mixed Use category envisions medium sized shopping centers and larger pedestrian oriented retail districts with residential development also envisioned in the medium to high density range. High density residential land uses being most compatible around proposed transit stations and transit oriented corridors.

Items 2.4-2.8 coincide with the New Bern Avenue Corridor Study that was presented to City Council in 2012. Staff analyzed several areas within the corridor and determined that Future Land Use Map amendments were appropriate in five areas:

Item 2.4: Future Land Use Map – Edenton Street

This amendment would designate properties north of Edenton Street between Swain Street and Heck Street to Moderate Density Residential, while properties between Edenton Street and New Bern Avenue and south of New Bern Avenue would be designated as Office & Residential Mixed Use.

The subject properties north of Edenton Street are currently designated as Neighborhood Mixed Use. Proposed request would amend this area to Moderate Density Residential. The Moderate Density Residential designation envisions a mix of housing types between 6-14 units per acre. Subject properties between Edenton and New Bern and south of New Bern Avenue are currently designated as Neighborhood Mixed Use. Proposal would amend these properties to Office & Residential Mixed Use, envisioning a mix of moderate to medium density residential with office uses.

Item 2.5: Future Land Use Map – New Bern Corridor

This amendment would designate properties south of New Bern Avenue between Pettigrew and Battery to Neighborhood Mixed Use, properties on northern side of New Bern from Hill to Waldrop Street as Neighborhood Mixed Use and properties at Boyer and Waldrop Street also to Neighborhood Mixed Use.

The subject properties are currently designated as Moderate Density Residential and Medium Density Residential. Proposed Future Land Use amendment would designate the subject areas as Neighborhood Mixed Use. Neighborhood Mixed would provide additional redevelopment opportunities in these areas. Amending the properties located adjacent to the frontage properties along New Bern would provide additional lot depth for redevelopment.

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Item 2.6: Future Land Use Map – New Bern Corridor

This amendment would designate properties south of New Bern Avenue from Longview Center to Clarendon Crescent to Office & Residential Mixed Use, and properties south of New Bern from Clarendon Crescent to Raleigh Country Club to Low Density Residential.

The subject properties are currently designated as Neighborhood Mixed Use. Properties west of Clarendon would be amended to Office Residential Mixed Use. Office Residential Mixed envisions a mix of moderate to medium density residential with office uses.

Subject properties east of Clarendon are proposed to be amended to Low Density Residential. This category applies to properties developed as single family residential between 1 and 6 units per acre.

Item 2.7: Future Land Use Map – New Bern Corridor

This amendment would designate properties north of New Bern Avenue from Donald Ross Drive across from Wake Med Hospital to Office & Residential Mixed Use and properties north of New Bern from hospital entrance to Shanta Drive to Community Mixed Use. Property south and east of the intersection of New Bern and the Wake Med entrance is proposed to be amended to Institutional.

The subject properties located west of New Bern Avenue are currently designated as Office/Research and Development on the Future Land Use Map. Proposal would amend the southern portion of these properties to Office & Residential Mixed, with the northern portion being proposed as Community Mixed Use. Office Residential Mixed envisions a mix of moderate to medium residential with office uses while Community Mixed applies to medium sized shopping centers and larger pedestrian oriented retail districts with residential development also envisioned in the medium to high density range. High density residential land uses being most compatible around proposed transit stations and transit oriented corridors. The subject property located across New Bern Avenue adjacent to Wake Med is currently designated as Public Facilities, and is proposed to be amended to Institutional. This category would better align with adjacent land uses.

Item 2.8: Future Land Use Map – Wake Med Hospital

This amendment would designate properties at the intersection of Swinburne and Falstaff Street to Institutional.

The subject property is currently designated as Public Facilities, and is proposed to be amended to Institutional. Being located adjacent to Wake Med, and in close proximity to the main campus, the Institutional designation would be a more compatible category for the subject property.

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Items 2.9-2.11 coincide with the Blue Ridge Road District Study that was presented to City Council in 2012. Staff analyzed several areas within the corridor and determined that Future Land Use Map amendments were appropriate in three areas:

Item 2.9: Future Land Use Map – Blue Ridge Corridor

This amendment would designate properties along Blue Ridge Road between Trinity and Wade Avenue to Community Mixed Use.

The subject properties are currently designated as Neighborhood Mixed Use on the Future Land Use Map, with a small portion of Institutional located along the eastern edge. The proposed amendment would designate this area Community Mixed Use. The Community Mixed Use category envisions medium sized shopping centers and larger pedestrian oriented retail districts with residential development also envisioned in the medium to high density range. High density residential land uses being most compatible around proposed transit stations and transit oriented corridors.

Item 2.10: Future Land Use Map – Blue Ridge Corridor

This amendment would designate properties along Blue Ridge from Wade Avenue to Reedy Creek on the west and Wade Avenue to Harden Road on the east to Community Mixed Use. Additional properties between District Drive and Reedy Creek Road would be designated as Office & Residential Mixed Use.

The subject properties are currently designated as Public Facilities on the Future Land Use Map. Proposal would amend the Northwestern portion of these properties to Office & Residential Mixed, with the Southeastern portion being proposed as Community Mixed Use. Office Residential Mixed envisions a mix of moderate to medium residential with office uses, while Community Mixed applies to medium sized shopping centers and larger pedestrian oriented retail districts with residential development also envisioned in the medium to high density range. High density residential land uses being most compatible around proposed transit stations and transit oriented corridors.

Item 2.11: Future Land Use Map – Blue Ridge Corridor

This amendment would designate properties along Blue Ridge Road located southwest of the main Rex Hospital Campus to Office & Residential Mixed Use.

The subject properties are currently designated as a mix of Future Land Use categories. The majority of the area is designated as Office/Research and Development, with Neighborhood Mixed Use located at the corner of Lake Boone and Blue Ridge as well as the far eastern edge of the subject area. Medium Density Residential is located at the Southeastern corner of the subject properties. The entire area is being proposed to be amended to Office & Residential Mixed Use.

Office Residential Mixed envisions a mix of moderate to medium density residential with office uses.

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A.3 - Other Maps

Each request is described below, with maps to accompany staff presentation at the public hearing.

Item 3.1: Framework – Growth Framework

This request would amend the Growth Framework Map north of Wade Avenue, east of Edwards Mill Road and along the Blue Ridge Road Corridor. The proposed amendment would extend the City Growth Center into this area.

Extension of the City Growth Center represents the change from an historic rural/suburban area to a distinctly urban area. Development will expand and encompass higher density residential, community mixed use, and commercial. This designation change is the outcome of long-standing discussions among property, institutional and business owners in the area as well as a significant public process that defined a vision and action plan for the area.

Item 3.2 – Transportation – Map T-1 Arterials, Thoroughfares & Collector Streets

This request would amend the Thoroughfare Map to reflect the changes brought forward with the Capital Boulevard Corridor Study.

The proposed roadway improvements recommended in this study include consolidation of the northbound and southbound lanes along Capital Boulevard between Wake Forest Road and Crabtree Boulevard, redesigned interchanges and bridges, and roadway extensions to create new parallel local access streets on both sides of the corridor. The recommended roadway projects are designed improve vehicular flow and safety and improve multi-modal accessibility to facilitate better opportunities for new residential development and economic development.

Below are the proposed street realignments, extensions, and street reclassifications associated with this study to help facilitate these improvements.

Street Realignments and Extensions

- **West Street Extension** – Extend West Street from Wade Avenue to Wake Forest Road as a collector street.
- **Whitaker Mill Road** - Delete extension of Whitaker Mill Road from Atlantic Avenue to Capital Blvd. Realign Whitaker Mill Road as a collector street from Atlantic Avenue to Wicker Drive.
- **Person Street Extension** – Extend and realign from Automotive Way to Crabtree Boulevard as a collector street.
- **Capital Boulevard** – Realign northbound lanes to run parallel with southbound lanes eliminating the current bifurcation of Capital Blvd between Wake Forest Road and Crabtree Boulevard.

Street Reclassifications

- **Capital Boulevard** – Remove principal arterial designation from existing northbound lanes from Wake Forest Road to Crabtree Boulevard.
- **Laurelbrook Street**- Reclassify as a collector street from Wicker Drive to Hodges Street.

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Item 3.3: Transportation – Map T-1 Arterials, Thoroughfares & Collector Streets

This request would amend the Thoroughfare Map to reflect the Blue Ridge Road District Study Streets Framework and Streets Hierarchy Map.

The Blue Ridge Road District Study aims to transform the New Bern Avenue Corridor to a “complete street” with proposed enhancements for transit, bicycle, and pedestrian accommodations throughout the corridor. The study provides specific design details to improve pedestrian safety at major intersections and recommends a secondary street network to enhance connectivity and relieve congestion on Blue Ridge Road.

Below are the proposed street realignments, extensions, and street reclassifications associated with this study to help facilitate these improvements.

Street Realignments and Extensions

- **Blue Ridge Road** – Extend from Duraleigh Road to Edwards Mill Road as a minor thoroughfare.
- **Ligon Street** – Extend from I-440 to Blue Ridge Road as a collector street.
- **Pylon Drive** – Extend from Blue Ridge Road to Hillsborough Street as a collector street.
- **Lake Drive** – Extend from Macon Pond Road to District Drive as a collector street.
- **Atrium Drive** – Extend from Lake Boone Trail to Blue Ridge Road Ext as a collector street. Extend from Sunset Ridge Road to Reedy Creek Road.
- **New Collector Streets** – Connection between Blue Ridge Road Ext and Reedy Creek Road; connection between Atrium Drive and Landmark Drive; and a connection from Blue Ridge Road to Wade Avenue.

Street Reclassifications

- **Beryl Road** – Remove collector street designation from Pylon Drive to Powell Drive.
- **Pylon Drive** – Reclassify as a collector street from Beryl Road to Blue Ridge Road.
- **Ligon Street** – Reclassify as a collector street from Method Road to I-440.

Item 3.4 – Transportation – Map T-2 Planned Transit Facilities

This request would amend the Transit Facilities Map to reflect the changes brought forward with the 2040 Metropolitan Transportation Plan.

Item 3.5: Framework – Growth Framework

This request would amend the overall Growth Framework Map to adjust the locations of future rail stations to align with the recently amended Transportation Plan.

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B. CP-1-13 Comprehensive Plan Recommendations

The following Comprehensive Plan Amendments are being proposed in conjunction with the Unified Development Ordinance. The proposed amendments are organized into three numbered sections: Future Land Use, Urban Design and Future Land Use Map Amendments.

Section B.1. includes all proposed amendments to Future Land Use section within the Land Use Element of the plan. There are four requests to amend the text within this section of the plan. The proposed changes include several text amendments, policy amendments as well as the introduction of height standards designated by Future Land Use.

Section B. 2. includes amendments proposed within the Urban Design element of the plan. There are a total of 20 amendments proposed within this section, including the introduction of the City of Raleigh Urban Form Map, as well as several policies detailing frontage standards that will correlate with the proposed map.

Section B.3. proposes 43 amendments to the Future Land Use Map. The proposed amendments would modify several areas throughout the City that are currently designated as “Neighborhood Mixed Use” or “Office/Research and Development”.

The Plan text to be amended is indented and shown in *aerial font*. Text which is to be removed is shown as ~~strike through~~ and new text is shown in **bold** typeface.

B.1 - Future Land Use

Item 1.1: Land Use Element – Future Land Uses

The request would alter text within the definitions of Future Land Use Categories on pages 32-36.

The Future Land Use designations would be updated to better instruct the intended development within the mixed use areas of the city. Staff is proposing an alteration to the future land use categories so that the mixed use zoning districts proposed in Unified Development Ordinance (UDO) are guided by height limitations and not density caps.

Reference to legacy zoning districts will also be removed and replaced by proposed UDO zoning districts. Reference to “cluster developments” will be replaced with “conservation subdivisions”.

The proposed edits would modify the land use categories in the Comprehensive Plan as follows:

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Rural Residential (1 unit per acre and under)

This category is generally mapped over areas zoned “R1RR” (or areas in the ETJ/ USA with rural residential land use designations and rural County zoning) where intensification to more urban uses is not expected due to watershed constraints and existing fragmented parcel patterns. Rural Residential areas are generally developed with “ranchettes,” hobby farms, estates, large-lot subdivisions, or clustered housing with large common open space areas. The intent of this designation is to preserve the rural character of these areas and achieve compatible resource conservation objectives such as watershed conservation and tree protection. Overall densities in these areas would be less than one unit per acre, although clustered housing on large tracts could result in small pockets of more densely developed land.

Low Density Residential (1-6 units per acre)

This category encompasses most of Raleigh’s single family detached residential neighborhoods, corresponding roughly to the R-2, R-4, and R-6 zoning districts (but excluding parks within these districts). It also identifies vacant or agricultural lands—in the city and in the county—where single family residential use is planned over the next 20 years. ~~Clustered housing, duplexes, and other housing types would be consistent with this designation as long as an overall gross density not exceeding 6 units per acre was maintained.~~ **Smaller lots, townhouses and multifamily dwellings would only be appropriate as part of a conservation subdivision resulting in a significant open space set-aside.** As defined in the zoning regulations, manufactured home parks could also be appropriate in this land use category.

Moderate Density Residential (6-~~10~~14 units per acre)

This category applies to some of the city’s older single family residential neighborhoods, along with newer small lot single family subdivisions and patio home developments. Other housing types **including townhouse and multifamily dwellings** would be consistent with this designation as long as an overall gross density not exceeding ~~10~~14 units per acre was maintained. Gross density in these areas would be 6 to ~~10~~14 units per acre, **with higher densities only available through conservation development with a significant open space set-aside.** The SPR-30 (Special Residential -30) zoning district could also be appropriate in this land use category. Other Corresponding zoning districts are R-6 and R-10, **or RX conditioned to limit density.**

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Medium Density Residential (~~14-28 units per acre~~)

This category applies to garden apartments, townhomes, condominiums, and ~~one- to three-story~~ suburban style apartment complexes. It would also apply to older neighborhoods with a mix of single-family and multi-family housing with gross densities in the 14-28 unit per acre range. **RX zoning with a three or four story height limit is appropriate for these areas, although five stories could be appropriate if coupled with enhanced amenities, more open space, or superior design.** Most of these areas are zoned R-15 and R-20.

High Density Residential (~~28 units per acre or more~~)

This category would apply to apartment buildings and condominiums. Conforming zoning **would consist of the RX district with a height limit of 5 to 12 stories, depending on location and context.** ~~districts would include R-30.~~ Although this is a residential zone, ground floor retail uses (with upper story housing) may be appropriate ~~permitted~~ under certain circumstances. Comprehensive Plan Land Use Element policies should be consulted for additional guidance.

Office Residential—Mixed-Use

This category is applied primarily to frontage lots along thoroughfares where low density residential uses are no longer appropriate, as well as office parks and developments suitable for a more mixed-use development pattern. This category encourages a mix of ~~moderate to medium density~~ residential and office use. Retail not ancillary to an employment use is discouraged so that retail can be more appropriately clustered and concentrated in retail and mixed-use centers at major intersections and planned transit stations. **OX is the closest corresponding zoning district.** ~~The Office and Institution zones provide the closest match with the proposed use pattern, although Higher-impact uses such as hotels are not contemplated or recommended in this land use category~~ **except as limited uses in appropriate locations. Heights would generally be limited to four stories when near neighborhoods, with additional height allowed for larger sites and locations along major corridors where adjacent uses would not be adversely impacted.**

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Neighborhood Mixed-Use

This category applies to small-scale neighborhood shopping centers and small pedestrian-oriented retail districts. The service area of these districts is generally less than one mile. Typical uses would include corner stores or convenience stores, restaurants, bakeries, supermarkets (other than super-stores/centers), drug stores, dry cleaners, video stores, small professional offices, retail banking, and similar uses that serve the immediately surrounding neighborhood. ~~While this is primarily a commercial category,~~ **Residential and** mixed use projects with upper story housing would also be supported by this designation. ~~Most of the areas mapped with this designation are currently zoned NB (Neighborhood Business) or SC (Shopping Center).~~ Where residential development complements commercial uses, it would generally be in the Moderate to Medium density range (less than 28 units per acre).

~~Multiple zoning districts could be developed for this category in the future, recognizing that some of the designated areas are established neighborhood “main streets” and others are suburban auto-oriented shopping plazas or strip centers. Although housing would be allowed in all cases, there could be greater incentives for “vertical mixed use” or higher density housing (up to 40 units per acre)~~ **NX is the most appropriate zoning district for these areas. Heights would generally be limited to three stories, but four or five stories could be appropriate in walkable areas with pedestrian-oriented businesses.** ~~where these zones adjoin future transit stations, or are on traditional “walking” streets.~~

Community Mixed-Use

This category applies to medium-sized shopping centers and larger pedestrian-oriented retail districts such as Cameron Village. Typical commercial uses include supermarkets, larger drug stores, department stores and variety stores, clothing stores, banks, offices, restaurants, movie theaters, hotels, and similar uses that draw from multiple neighborhoods. Development intensities could be higher than in Neighborhood Center areas, with mid-rise buildings as well as low rise buildings. Where residential development occurs, ground floor retail would be encouraged and minimum **building heights** ~~density standards~~ **might be applied in transit-rich TOD areas. Heights would generally be in the three to five story range, although additional height up to 12 stories would be appropriate in TOD areas and at the core of mixed-use centers.** Densities would generally be in the Medium range (14-28 UPA); although High Density (up to about 70 units per acre) would be appropriate around proposed transit stations and along transit-intensive corridors. Most of these areas are now zoned SC and O&I-1. A few are zoned O&I-2.

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CX is the primary corresponding zoning district for these areas. Appropriate urban form standards for frontage should be applied. Multiple zoning districts could be developed for this category in the future, recognizing that some of the designated areas are established neighborhood “main streets” and others are suburban auto-oriented shopping plazas or strip centers **fronting on high-volume arterial roadways.** Although housing would be allowed in all cases, there could be greater incentives for “vertical mixed use” or higher density housing where these zones adjoin future transit stations, or are on traditional “walking” streets. For both this category and Neighborhood Mixed Use, **greater height** higher densities should **include appropriate transitions and** be accompanied by enhanced public benefits and amenities and **a pedestrian-friendly relationship to the public realm.**

Regional Mixed-Use

This category applies to the Triangle Town Center area, the Brier Creek area, and the North Hills/Midtown and Crabtree Centers. The intent is to identify the major retail and service hubs that draw customers from across the city. These areas may include high-density housing, office development, hotels, and region-serving retail uses such as department stores and specialty stores. **These areas would typically be zoned CX. Heights could be as tall as 12 to 20 stories in core locations, but should taper down to meet the context of surrounding development. As in other mixed-use areas, taller buildings should be accompanied by enhanced pedestrian amenities.** The areas with this designation are currently zoned O&I-2, SC, and TD.

Central Business District

This category applies to the Raleigh Central Business District, and is intended to enhance Downtown Raleigh as a vibrant mixed use urban center. The category recognizes the area’s role as the heart of the city, supporting a mix of high-intensity office, retail, housing, government, institutional, visitor-serving, cultural, and entertainment uses. Multiple zoning districts **might** apply within the CBD, corresponding to the different character and vision for its various neighborhoods, **with DX being the primary district for the mixed use core of downtown. Heights in the downtown could reach as high as 40 stories in the core, but would taper down to meet the adjacent neighborhoods at a height of three to four stories.** The maximum residential density in this area would be 320 units per acre, with densities tapering off towards edge areas adjacent to established residential neighborhoods, but not falling below 40 units per acre. The closest conforming zoning district to this designation is “Bus” (Business) with DOD (Downtown Overlay District).

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Office/ Research and Development

This category identifies major employment centers where housing is not considered an appropriate future land use. Principal uses are office parks, free-standing office buildings or corporate headquarters, banks, research and development uses, hotels, and ancillary service businesses and retail uses that support the office economy. This category can also apply in appropriate locations to office-industrial hybrids such as light fabrication and assembly ancillary to an R&D use, flex parks, and office-distribution combinations. **OP is the most appropriate zoning district for this category, although OX could be used if conditioned to restrict housing development.** ~~Most of these areas are currently zoned O&I-1, O&I-2, O&I-3, or Thoroughfare District (TD).~~

Business and Commercial Services

This category is for higher-impact or “heavy” commercial activities that would not be compatible with residential uses, or that have locational needs (such as thoroughfare or interstate frontage) that are not conducive to mixed use development. Examples would include auto dealerships, auto repair and service businesses, lumberyards, nurseries, contractor suppliers, warehousing, printers, truckstops, distribution centers, and other uses that are quasi-industrial or highway-oriented in character. **These areas would generally be zoned IX. Housing would be limited, but live-work units or housing combined with an employment-generating ground floor could be permitted in certain locations.** ~~Most of these areas are currently zoned TD and I-1.~~

General Industrial

This category designates areas programmed for industrial land uses, including manufacturing, concrete plants and other extractive industries, junkyards/ scrap yards, and outdoor storage uses. These uses tend to have greater impacts than the commercial service uses, and may require additional buffering or separation from nearby uses. Some of these uses are dependent on rail for freight movement, and others require convenient thoroughfare or interstate access for truck deliveries and shipments. ~~Most of these areas are zoned I-1 and I-2.~~ Railyards, power plants, and similar uses are also included in this designation. **Most of these areas should be zoned IH to prevent use conflicts with housing or retail.**

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Institutional

This category identifies land and facilities occupied by colleges and universities, large private schools, hospitals and medical complexes, religious organizations, and similar institutions. Smaller institutional uses such as churches are generally not mapped unless they are sites that are more than two acres in size. Institutional properties may be public or private. **While institutional uses are permitted in a variety of zoning districts, large institutions in a campus setting such as universities and major hospitals are appropriately zoned CMP.**

Item 1.2: Land Use Element – Future Land Uses

The request would introduce Table LU-2 in the Land Use Element of the plan. The proposed table would designate recommended building heights for each specific Future Land Use category.

This item would provide guidance for mapping a height category in conjunction with a mixed use zoning district. Because the density ranges have been removed, intensity will be defined by the maximum height permitted. The new table would identify the appropriate height for the future land use categories. The UDO prescribes detailed building heights measured by number of stories for each zoning district. The inclusion of this text and corresponding table into the Comprehensive Plan will create policy guidance for rezonings to the new mixed use districts.

The proposed amendment would insert a new table into the plan, with the associated table description below:

Heights in Mixed Use Land Use Categories

Table LU-2 sets forth the preferred building height ranges for the multifamily and mixed use land use categories. This table should be used as a guide to determining appropriate building heights when property is rezoned using one of the mixed use districts in the Unified Development Ordinance. It is not intended to supersede the height permitted on any property under its current zoning. Appropriate building heights will vary based on context, and the appropriate height provided through future zoning actions should be determined based on site-specific characteristics and with reference to the relevant Comprehensive Plan Policies.

The table defines recommended height according to one of three contexts: Edge, Core/Transit, or General. A large development site (more than 30 acres, collectively) may have a Core/Transit condition near the center of the property, an Edge condition where building heights taper to meet surrounding context, and a General condition in between.

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The areas are defined as:

- **Edge areas** are located within 100 to 150 feet of a low- to moderate-density residential area zoned for 3-story development. Permitted height in edge areas should generally match the surrounding area and not exceed 4 stories when located directly adjacent to existing three story structures.
- **Core/Transit areas** refer to areas located within the core of a mixed-use center of about 30 acres or more; within a quarter mile of a fixed-guideway transit stop; or fronting along a corridor programmed for high-capacity, frequent bus transit. In employment areas, taller buildings may also be contemplated on large sites with adequate buffers from low-scale areas, such as Highwoods.
- **General areas** refer to locations not corresponding to the above guidelines. Buildings in these areas can be taller than in edge locations, but should not be as tall as core locations.

While the above guidance is generally applicable, adopted area plans may provide further definition of these three areas or recommend particular height categories.

Recommended Height Designations—Building Heights			
Category	Core/Transit	General	Edge
Medium Density Residential	Min. of 2 stories Max. of 5 stories	Max. of 3 — 4 stories	3 stories
High Density Residential	Min. of 2 stories Max. of 7 — 12 stories	Max. of 3 — 5 stories	Max. of 3 — 4 stories
Neighborhood Mixed Use	Min. of 2 stories Max. of 5 stories	Max. of 3 — 4 stories	3 stories
Community Mixed Use	Min. of 2 stories Max. of 7 — 12 stories	Max. of 3 — 5 stories	Max. of 3 — 4 stories
Regional Mixed Use	Min. of 2 stories Max. of 4 — 20 stories	Max. of 5 — 7 stories	Max. of 3 — 4 stories
Central Business District	Min. of 3 stories Max. of 20 — 40 stories	Max. of 5 — 12 stories	Max. of 3 — 4 stories
Office-Residential Mixed Use	Min. of 2 stories Max. of 5 — 7 stories	Max. of 3 — 5 stories for office; max. of 4 stories residential and/or mixed use	Max. of 3 — 4 stories
Office/Research & Development	Min. of 2 stories Max of 7 — 12 stories	Max. of 5 — 7 stories	Max. of 3 — 4 stories

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Item 1.3: Land Use Element – Future Land Uses

The request would alter Policy LU 1.2 on page 36 of the document.

Policy LU 1.2 – Future Land Use Map and Zoning Consistency

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. See Text Box: Evaluating Zoning Proposals and Consistency with the Comprehensive Plan. (3,4,5,6)~~

Item 1.4: Multiple Element Sections

The request would remove several Action Items from multiple Elements throughout the Comprehensive Plan. This list of items will be implemented with the adoption of the Unified Development Ordinance and should therefore be removed from the Plan document. The Action Items are listed in sequential order, grouped by Element.

Land Use Element

~~LU 1.1 Zoning Update~~

~~Update the Zoning Ordinance to reflect the Future Land Use Map classifications and associated land use recommendations.~~

~~LU 1.2 Zoning Innovations~~

~~Study the incorporation of new tools into the Zoning Ordinance, such as Floor Area Ratios to control building bulk, form-based overlays, and performance-based zoning.~~

~~LU 1.5 Incorporate Adopted Regulations into Zoning~~

~~Incorporate all development regulations currently located in adopted plans into the Zoning Ordinance, including the standards from Streetscape and Parking Plans for Pedestrian Business Overlay Districts.~~

~~LU 1.6 Update Subdivision and Site Plan Regulations~~

~~Update the subdivision and site plan regulations to reflect that if there is a conflict between the Comprehensive Plan and the Zoning Code, the Zoning Code shall apply.~~

~~LU 2.2 Zoning for Smarter Growth~~

~~During the update of the development regulations, consider changes to existing zoning districts or the creation of new districts that will result in development patterns that implement the City's land use policies for more walkable, transit supportive, and compact development. Consider the use of minimum densities and requirements for more integrated mixed use development.~~

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LU 2.3 Strengthening Site Plan Standards

As part of the update of the City's development regulations, seek ways to improve the site plan review process by adopting more objective review standards, strengthening the standards for administrative review, and broadening the range of site plans that are reviewed administratively.

LU 2.4 Linking Development and Infrastructure

During the update of the development regulations, consider regulations that would require the appropriate public infrastructure and facilities to be programmed before new development is permitted.

LU 2.7 Land Conservation Approaches

During the update of the development regulations, consider regulatory approaches that promote land conservation and retard urban sprawl within Raleigh, especially in areas planned for Rural Residential on the Future Land Use Map. Such approaches may include a mandatory cluster provision. Cluster development refers to building homes on smaller lots while maintaining a minimum portion of the site as open space. This is a density-neutral technique in that the same number of homes is built as the zoning originally permitted.

LU 4.1 Accommodating Mixed Uses

During the update of the City's development regulations, revise the zoning regulations to permit mixed-use, including retail uses, in appropriate areas.

LU 4.2 Connective Site Design

Amend site plan submittal standards to require provision of site improvements that support connective site design for the future development of contiguous properties, such as inter-parcel access, stub streets and sidewalks, greenway connectivity, and grading elevations.

LU 5.1 Buffering and Screening Regulations

During the update of the City's development regulations, review and amend the buffering and screening requirements between high-intensity land uses and lower-density residential uses. Differentiate between contexts where buffering is the preferred option, and contexts where an urban design solution (integration of height and building elements) is appropriate.

LU 5.2 Interface Area Standards

Work with citizens and the development community to define transition or "interface" areas for those areas planned for higher and more dense commercial development that are adjacent to lower density residential areas or designated historic districts and structures. Define tapering standards or establish building "step-backs."

LU 5.3 Zoning Changes to Reduce Conflicts

As part of the revisions to the zoning regulations, develop text amendments that:

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- Define appropriate buffering, screening, and landscaping requirements along the edges between residential and commercial and/or industrial zones;
- Identify appropriate urban design treatments for managing transitions in mixed-use and urban settings;
- More effectively manage the non-residential uses that are permitted as a matter of right within commercial and residential zones to protect neighborhoods from new uses which generate external impacts, including institutions such as schools, churches, and daycares;
- Ensure that the height, density, and bulk requirements for commercial districts balance business needs with the need to protect the scale and character of adjacent residential neighborhoods; and
- Provide for ground-level retail where appropriate while retaining the residential zoning along major corridors.

LU 6.1 Zoning Standards for Mixed Use

Revise the Zoning Ordinance to modify setback and buffering to the site design requirements within designated mixed-use centers and mixed-use zoning districts to ensure compatibility and encourage dynamic communities.

LU 7.1 Zoning Changes to Reduce Land Use Conflicts in Commercial Zones

As part of the update of the zoning regulations, consider text amendments that:

- More effectively control the uses that are permitted as a matter of right in commercial zones;
- Avoid the excessive concentration of particular uses with the potential for adverse effects, such as convenience stores, fast food establishments, and liquor-licensed establishments; and
- Consider performance standards to reduce potential conflicts between certain incompatible uses.

LU 7.2 Height and Bulk Hierarchy

Revise the City's Zoning Ordinance to differentiate the height and bulk requirements for commercial and residential development based on its location within a designated center.

LU 8.4 Infill Standards

As part of the Zoning Code update, introduce new zoning districts and/or other zoning tools for infill development.

LU 8.5 Infill Procedures

Make changes to the City's procedures (including administrative review) for approving infill residential development proposals to improve consistency and predictability of the process that will ensure that such developments are compatible with the built environment of established neighborhoods into which they are placed.

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LU 9.1 Zoning for the Tech Sector

As part of the update to the City's development regulations, consider the creation of a new zoning district targeting office, research and development, and flex space development, including associated light assembly, fabrication and distribution. This district should include performance standards encouraging a higher quality of development than is typical for traditional industrial areas.

LU 9.3 Institutional Overlay District

Work with higher education institutions to prepare an overlay district for large institution and campus uses, such as colleges, universities, hospitals, and research centers, that tailors zoning requirements more closely to the needs of these institutions.

LU 11.1 Industrial Zoning Amendments

Amend the Zoning Ordinance to remove retail uses as "by-right" uses permitted within industrial zones.

LU 11.2 Industrial Land Use Compatibility

During the revision of the zoning regulations, develop performance standards and buffering guidelines to improve edge conditions where industrial uses abut residential uses, and to address areas where residential uses currently exist within industrially zoned areas.

LU 12.1 PDD Revisions for Large Sites

Revise the City's Planned Development District (PDD) regulations to encourage more fine-grained planning of large site developments through an approved master plan, which may establish custom land use regulations to apply after the master plan is approved.

Transportation Element

T 5.8 Pedestrian and Bicycle Facilities in Development Regulations

Update the City's development regulations to require pedestrian and bicycle facilities—including bike racks, bike trails, and signed crosswalks—within mixed use centers, future transit station areas, employment centers, office buildings, multi-family developments, and public parks. Revise subdivision regulations to require developers to provide, and homeowners associations to maintain, pedestrian and bicycle facilities to accepted standards of design, construction, and maintenance within all new developments.

T 6.1 Large Surface Lots

Revise the City's development regulations to require large parking lots to be visually and functionally segmented into smaller lots with cross access.

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T 6.3 Parking Study Implementation

Implement the recommendations of the “Right-sizing Citywide Parking Standards” study and the Downtown Parking Master Plan, including:

- ~~Permitting shared parking arrangements as of right downtown, in activity centers, and mixed-use developments; Developing parking standards specific to different types of development patterns, such as downtown, mixed-use centers, and pedestrian-oriented business districts;~~
- ~~Revise curbside management and on-street parking techniques on City thoroughfares to best manage these transportation resources to serve multiple uses (e.g., through traffic during peak periods, local residents, shoppers, houses of worship, special events, and others);~~
- ~~Revising off-street parking standards to reduce and/or adjust minimums and add maximums; and~~
- ~~A fee-in-lieu of parking option for development downtown and in other areas where the City intends to provide municipal parking.~~

T 6.5 Parking Lot Landscaping

Environmental Protection Element

EP 2.5 Environmental Feature Protection

As part of the update to the City’s development regulations, explore incentive mechanisms that encourage developers to preserve lakes, ponds, wetlands, and other sensitive natural features.

EP 5.1 Tree and Landscape Ordinance Amendments

Amend existing regulations as needed to ensure that the urban forest is conserved during the development process, with priority given to preserving the most ecologically beneficial trees or grouping of trees. Review the criteria for allowing alternates to improve the effectiveness of the ordinance.

EP 8.1 Lighting Regulation

Consider revisions to the lighting ordinance to reduce night-time light pollution and spill-over lighting on adjacent properties, and to incorporate new lighting technologies such as LEDs.

EP 9.6 Urban Agriculture Regulations

Audit the City's regulations and amend where necessary to facilitate community gardening and urban food production in appropriate locations. Address food growing as a principle permitted use.

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Economic Development Element

ED 2.6 Neighborhood Commercial Regulations

During the update of the City's development regulations, review provisions that prevent integration of small commercial establishments within neighborhoods to allow inclusion of cafes, restaurants, corner stores (that do not sell liquor), and other desirable local good and services.

ED 3.4 Home Based and Cottage Industry Regulation

During the update to the City's development regulations, review regulations on home-based business to maintain appropriate regulations but also accommodate the growing trend of low-impact, home-based businesses.

Housing Element

H 2.9 Accessory Dwelling Unit Standards

During the update of the City's development regulations, examine and then expand the number of zoning districts where accessory dwelling units are permitted.

H 2.11 Parking Reductions

Reduce off-street parking requirements for developments containing affordable housing units, and maximize the availability of on-street parking in the vicinity of such developments.

H 4.3 Universal Design & Lifecycle Housing

Incorporate the principle of "aging in place" in the City's revised development regulations for residential construction in new subdivisions and multifamily communities. Such regulations should address accessibility, visibility, housing type diversity, and the ability to access goods, services and amenities without a car.

Community Services Element

CS 5.1 Zoning for Health and Human Services

Evaluate zoning in urban centers and priority corridors to ensure health and human services facilities siting can be accommodated.

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Urban Design Element

~~UD 2.1 Regulatory Barriers to Mixed Use~~

~~Reevaluate the requirements in the development code for separation of uses, transitional protective yards, and large setbacks to allow alternate means of compliance for landscape requirements and encourage connectivity of public spaces.~~

~~UD 2.2 Stepbacks for Taller Buildings~~

~~During the update of the City's development regulations, consider additional stepbacks for multi-story buildings based on the height of the building.~~

~~UD 3.1 Corridor Overlay Districts~~

~~Develop Corridor Overlay Districts to implement the intended development pattern along Multi-modal, Urban and Parkway corridors.~~

~~UD 3.2 Undergrounding Utilities~~

~~Underground utility lines as part of long-term corridor design plans.~~

~~UD 3.3 Parking Lot Design Standards~~

~~Revise zoning regulation provisions for parking lot design, including location relative to building placement, pervious and impervious surfaces, screening, and shade tree coverage. Regulations for parking lot landscaping should maximize the potential for tree growth.~~

~~UD 4.1 Open Space Standards~~

~~Revise the site plan standards for new developments and redevelopment of existing sites to incorporate requirements for providing public plazas or publicly accessible open spaces.~~

~~UD 6.2 Street Tree Provisions~~

~~Update design standards and zoning regulation provisions to incorporate appropriate requirements for the selection, placement, and spacing of street trees.~~

~~UD 7.2 Zoning Code Review~~

~~Re-evaluate provisions of the City's Zoning Code related to overlay districts, development, and sign regulations to improve standards related to design.~~

~~UD 7.5 Siting of Service Equipment~~

~~Develop standards for the location of transformers and HVAC equipment and other building-mounted, non-street utility meters and service equipment. These standards should address the relation of such structures to buildings and public spaces, as well as suggestions for screening.~~

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UD 7.6 Sign Ordinance Revisions

Re-evaluate and revise the City's sign ordinance. Signage should be human scale and serve both pedestrians and automobiles.

UD 7.7 PBOD and PD-CU Overlay Revisions

Revise the zoning regulations for the Pedestrian Business Overlay District and the Planned Development Conditional Use Overlay District to make the application and amendment process more efficient and less onerous.

UD 7.8 Unity of Development

Revise the Unity of Development regulations to allow for more diversity in the styles and materials of new construction.

Historic Preservation

HP 2.9 Limited Historic Overlay District

Explore creation of a new historic overlay district that would require limited design review for existing structures as a means of making historic designation more appealing to eligible residential districts.

Arts & Culture Element

AC 3.3 Live/Work Regulations

During the update to the City's development regulations, incorporate flex/live work space for artists and other creative professionals as appropriate.

Downtown Element

DT 1.1 Downtown Zoning District

As part of the City's update of its development regulations, amend the zoning ordinance to create a new "Downtown" zoning district to regulate mixed use development in the downtown. This general use district would replace the current zoning scheme of different base districts plus a downtown overlay, and would roughly correspond to the area mapped "Central Business District" on the Future Land Use Map. Floor Area Ratio (FAR) should be the primary tool for regulating development intensity in the Downtown District zone.

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DT 1.10 Zoning and High Density Development

During the update of the City's development regulations, define ways to manage high-density development so that it is sited in appropriate areas

and that new developments include public realm amenities.

DT 1.11 Regulation of Drive Through Uses

Amend the Zoning Code to prohibit drive-throughs in downtown and

pedestrian-oriented business districts.

DT 2.18 Parking In-Lieu Fee

Revise the zoning ordinance to provide a "fee-in-lieu" option for downtown whereby developers can buy out of their minimum parking requirements by contributing towards the provision of City-provided parking.

DT 2.19 Downtown Loading and Service Regulations

During the update of the City's development regulations, review the sufficiency of regulations in the Zoning Code for off street loading and service areas downtown.

DT 5.3 Development Regulations for Open Space

During the update to the City's development regulations, identify ways to provide visible open space within new residential, non-residential, and mixed-use developments. Include methods to incentivize the provision of publicly accessible open space, such as a restructuring of the density bonus system.

DT 7.1 Managing High Rise Impacts

During the update of the City's development regulations, consider ways to address the impacts of new buildings, especially towers, on adjacent public and private property related to the height/width ratio of streets, wind and shadow, privacy, setbacks, stepbacks, and adequate spacing of towers. Determine the allowed degree of shade cast from buildings on major public spaces such as Moore and Nash squares.

Implementation Element

IM 1.1 Revision of Development Regulations

Undertake a comprehensive revision to the City's development regulations following the adoption of the Comprehensive Plan.

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Area Plans

~~AP-CP-3 Cameron Park Mixed Use Zoning~~

~~Request changes to the City zoning code to allow mixed-use structures in Transition Area A (along Hillsborough Street); for instance, ground floor offices with dwellings on upper floors.~~

~~AP-WC-2 Wake Crossroads Zoning~~

~~Adopt Zoning Code standards that will support the recommended Wake Crossroads neighborhood center development pattern, especially in relation to building setbacks, mix of uses, and parking requirements.~~

B.2. - Urban Design

Item 2.1: Urban Design Element – Introduction

The request would insert additional text detailing frontages within the Urban Design Element.

This item would introduce language into the Plan regarding frontages. Frontages are a component of zoning that provides a relationship between the building and the right-of-way. This language and subsequent Urban Form Map would provide policy guidance for location of frontages.

The Unified Development Ordinance contains two types of frontage: suburban and urban. The suburban category contains three approaches, while the urban has four. Staff proposes that frontages be described in three contexts in the Comprehensive Plan: suburban, hybrid and urban. This would provide an additional level of flexibility in examining the character of an area at the rezoning stage.

The proposed amendment would insert explanatory text in the Plan:

Frontage and Urban Design

Frontage refers to the approach a commercial, mixed-use or multifamily development takes towards the street. The parameters of frontage include the placement of the building on the site, the location of primary entrances, landscaping provided along the front of the property, and the location of parking. Frontage is a fundamental urban design attribute, as it governs the relationship between private investment on private land, and the public's investment in the public realm.

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The suburban approach to frontage, seen throughout Raleigh, emphasizes streetyard landscaping and, for retail, an abundance of front door parking. In urban settings where land is scarce and pedestrians abundant, buildings are often located at or near the front property line(s) and the quality of the frontage depends more on architecture than landscaping. A hybrid approach to frontage combines allowance for front door parking with smaller setbacks and quality pedestrian connections.

As Raleigh continues to develop and redevelop, a more urban and pedestrian-friendly approach to frontage is desired, consistent with the movement towards multimodal transportation solutions. While pedestrian-friendly designs are always welcomed, not all sites are appropriate for an urban approach to frontage. An Urban Form Map has been adopted to provide guidance as to when frontage should be directly shaped by zoning. The map is based upon the following principles:

- Urban frontage should be used in urban locations, such as downtown, pedestrian business districts, and Transit Oriented Development (TOD) areas to create streetwalls and a pedestrian-oriented environment. In these contexts, vehicular access and front door parking is accommodated on-street. Off-street parking is located at the sides or rear of buildings, but never between the building and the street.
- Hybrid frontage should be used in intensifying suburban areas, particularly where multi-modal investments are programmed to occur, and where on-street parking is not an option for front-door access. In such areas urban frontage, if used at all, would be confined to side or interior streets where on-street parking is an option. Elsewhere, off-street front door parking would be available but limited in depth so that pedestrian connections remain convenient and direct.
- Suburban frontage is an acceptable solution where densities are low and multi-modal access is not anticipated to be significant within the time horizon of the plan, or where other frontage approaches are not feasible or practical. While pedestrian access and circulation must still be accommodated, prescriptive standards for building location are not required, and front door parking is an acceptable design solution.

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Item 2.2: Urban Design Element – Urban Form Map

The request would introduce Map UD-1 Urban Form to the Urban Design Element within the Comprehensive Plan. Item 2.2 would also propose introductory text in association with the map. This new policy guidance and map would be used to evaluate rezoning requests; specifically, the application of a frontage. The Urban Form Map consists of centers and corridors that highlight appropriate locations for added urban form guidance. Based on built context, area plan guidance, or programmed transportation improvements, the Urban Form Map identifies key locations for the application of frontages.

Urban Form Map (Inclusion of Map into Comprehensive Plan)

The Urban Form Map is comprised of centers and corridors, and includes two types of designations. Areas where frontage is recommended, and specific locations have been identified, are designated with a solid color. Areas where frontage is generally recommended, but where property-specific guidance has yet to be developed, are highlighted with a transparent color. In these areas, frontage standards would be applied either through the rezoning petition process, referencing Comprehensive Plan policies, or through future area plans.

The Urban Form map draws from a variety of sources: Area Plans, the Downtown Element of the Comprehensive Plan, areas zoned for Pedestrian Business, policy guidance found elsewhere in the Comprehensive Plan, the Growth Framework Map, planned transit and streetscape investments, the presence of curbside parking, and in some cases areas recognized for their distinctive character. It is anticipated that the Urban Form map will evolve and gain specificity with the completion of more area studies for specific centers and corridors.

The following text describes the centers and corridors that appear on the Urban Form Map. These areas include only a minority of property frontage in the City. Outside of these areas, frontages will comply with general ordinance requirements.

Centers

- **Downtown: The Downtown Element boundaries define the Downtown. An urban approach to frontage is recommended throughout Downtown, and the Downtown Element provides specific guidance.**

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- City Growth Centers: These designations, based on the Growth Framework Map, are where significant infill development and redevelopment are anticipated in the future. While an urban and/or hybrid approach to frontage is recommended to encourage walkability, built conditions and site constraints may require alternative approaches. Some City Growth Centers are subject to area plans which provide frontage guidance, such as Northeast and Brier Creek.
- Transit Oriented Districts (TODs): TODs should utilize an urban frontage approach where possible, and a hybrid approach elsewhere to ensure a pedestrian-friendly urban form. Specific frontage recommendations will be developed as part of future TOD plans.
- Mixed-Use Centers: Ranging from small neighborhood retail nodes to larger mixed-use areas, this category captures special areas where a more walkable and mixed-use development pattern is desired. Some of these correspond to centers with an adopted area plan, some are established centers such as the Five Points business district, and others are activity nodes located along Transit Emphasis Corridors (see below). As additional corridor and area plans are completed, more such centers will appear on the Map.

Corridors

- Main Streets: This designation applies to traditional, pedestrian commercial streets, both existing (e.g. Hillsborough Street) and proposed as part of an area plan (e.g. parts of Oberlin Road). An urban frontage approach is recommended.
- Transit Emphasis Corridors: A subset of the Multi-Modal corridors on the Growth Framework Map, these corridors are identified in the Wake County Bus plan and programmed for a much higher level of bus-based service, including frequent buses, amenities at every stop, the completion of the pedestrian network, and potentially traffic signal priority for transit. As these corridors are major thoroughfares and arterials, a hybrid approach to frontage is recommended.

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- **Urban Thoroughfares: A subset of Multi-Modal and Urban corridors on the Growth Framework Map, these areas are planned or programmed for public investments such as bike lanes and or pedestrian-oriented streetscapes that encourage multiple modes. An urban or hybrid frontage approach is recommended, based on context.**
- **Parkway Corridors: These are corridors where multi-modal access is not emphasized, and a heavily landscaped approach to street frontage is either called for in adopted plans, or represents the prevailing character of the area. A suburban approach to frontage is recommended.**

Item 2.3: Urban Form Element – Raleigh’s Identity

The request would alter Policy UD 1.4 on page 236 of the document.

Policy UD 1.4 – Maintaining Façade Lines

~~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, **unless doing so results in substandard sidewalks.** 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. (3, 6)

Item 2.4: Urban Form Element – Raleigh’s Identity

The request would alter Policy UD 1.7 on page 236 of the document.

Policy 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.** (3,4,5)

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Item 2.5: Urban Form Element – Raleigh’s Identity

The request would introduce Policy UD 1.10 into this section of the document. This policy will be used to guide rezoning cases when frontages apply to a site.

Policy UD 1.10 – Frontage

Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form. See the text box on the Urban Form Map in the Overview section for more guidance. (3,4,6)

Item 2.6: Urban Form Element – Raleigh’s Identity

The request would alter Action UD 1.3 on page 237 of the document.

Action UD 1.3 – U.S. 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.**

Item 2.7: Urban Form Element – Raleigh’s Identity

The request would alter Action UD 1.6 on page 237 of the document.

Action UD 1.6 – Using Zoning to Achieve Design Goals

Explore zoning and other regulatory techniques to promote excellence in the design of new buildings and public spaces. ~~Zoning should include incentives or requirements for façade features; window placement, courtyards, buffering, and other exterior architectural elements that improve the compatibility of structures, including roof structures, with their surroundings while promoting high architectural quality.~~

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Item 2.8: Urban Form Element – Design of Mixed-Use Developments

The request would alter the introductory text for the Design of Mixed-Use Developments section on pages 237-238 of the document.

Design of Mixed-Use Developments

Walkable mixed-use developments are **critical to** the future of ~~urban planning in~~ Raleigh and cities around the world. They are efficient in terms of land use and urban service delivery. They encourage the use of mass transit and help in the preservation of open space. They create active and vibrant urban spaces. By encouraging new mixed-use neighborhoods to also be mixed-income neighborhoods, the City can ensure that low- and moderate- income residents have equal access to all the advantages and opportunities of urban living.

Item 2.9: Urban Form Element – Design of Mixed-Use Developments

The request would alter Policy UD 2.3 on page 238 of the document.

Policy 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.** (4,6)

Item 2.10: Urban Form Element – Design of Mixed-Use Developments

The request would alter Policy UD 2.4 on page 238 of the document.

Policy UD 2.4 – Transitions in Building Intensity

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. (6) See also A.6: 'Land Use Compatibility' in Element A: Land Use for additional policies and actions related to transitions.

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Item 2.11: Urban Form Element – Design of Mixed-Use Developments

The request would remove Policy UD 2.6 within the Design of Mixed-Use Developments section on page 239. The Unified Development Ordinance implements this Policy through the new zoning regulations.

Policy UD 2.6 – Parking Location and Design

~~New surface parking lots should be avoided within mixed-use centers. Instead, shared parking garages with active ground floor uses and architectural treatments for all facades visible from a public right-of-way should be used. (4,6)~~

Item 2.12: Urban Form Element – Appearance and Function of Raleigh’s Corridors

The request would alter Policy UD 3.3 on page 240 of the document.

Policy 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.** (3,4,6)

Item 2.13: Urban Form Element – Appearance and Function of Raleigh’s Corridors

The request would alter Policy UD 3.4 on page 240 of the document.

Policy UD 3.4 – Enhanced Streetwalls

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 street walls with relatively continuous facades built to the front lot line to provide a sense of enclosure and improve pedestrian comfort.

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Item 2.14: Urban Form Element – Appearance and Function of Raleigh’s Corridors

The request would alter Policy UD 3.7 on page 240 of the document.

Policy UD 3.7 – Parking Lot Placement

New parking lots on designated Urban or Multi-Modal Main Street and Transit Emphasis corridors on the Growth Framework Map should be generally located at the side or rear of buildings when on-street parking is available, with only limited front door parking provided elsewhere. Where feasible, existing parking lots abutting these on such corridor should be landscaped to create a pedestrian-friendly streetscape with business visibility. (1, 4, 5, 6) See also B.6 'Parking Management' in Element B: 'Transportation' for additional policies and actions.

Item 2.15: Urban Form Element – Appearance and Function of Raleigh’s Corridors

The request would create new Policy 3.12. This policy was recommended by the Planning Commission during the review of the UDO. The policy would provide guidance when mapping urban frontages when a conflict arises with heritage and champion trees.

Policy UD 3.12 – Heritage and Champion Trees

When either heritage or champion trees are located adjacent to Urban Thoroughfares or Main Streets, the application of frontage which would encourage the removal or destruction of the tree is discouraged.

Item 2.16: Urban Form Element – Creating Inviting Public Spaces

The request would alter Policy UD 4.2 on page 242 of the document.

Policy UD 4.2 – Streets as Public Spaces

Design streets as the main public spaces scaled for pedestrian use within City Growth, **TOD** Regional, and Mixed-use Centers as designated on the **Urban Form Growth Framework** Map. (6)Item 2.17: Urban Form Element – Pedestrian-Friendly Design

The request would alter the introductory text for the Pedestrian-Friendly Design section on page 245 of the document.

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Item 2.18: Urban Form Element – Pedestrian-Friendly Design

The request would alter Policy UD 6.1 on page 245 of the document.

Pedestrian-Friendly Design

Raleigh's pedestrian network is strongest within downtown, Planned Development Districts, pedestrian business Overlay districts/**Main Streets**, and mixed-use centers. In other parts of the City, pedestrian connections are often missing. While the development code provides for the dedication of adequate open space, sidewalks, tree conservation, and connectivity, these issues are addressed on a site-by-site basis rather than in a comprehensive network-based approach. In some cases, the development code actually impedes connectivity by requiring separation of uses and transitional protective yards.

Policy UD 6.1 – Encouraging Pedestrian-Oriented Uses

New development, streetscape, and building improvements in Downtown, pedestrian business-districts **Main Streets** and TOD areas should promote high intensity, pedestrian-oriented use and discourage automobile-oriented uses and drive-through uses. (4, 6)

Item 2.19: Urban Form Element – Pedestrian-Friendly Design

The request would alter Policy UD 6.2 on page 245 of the document.

Policy 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 the 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** urban corridors and in mixed-use centers. (4, 6)

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Item 2.20: Urban Form Element – Design Guidelines

The request would alter Policy UD 7.3 on page 248 of the document. This policy statement relates to the application of the urban design guidelines. The amendment would remove language related to the Pedestrian Business Overlay District. The guidance would alert the reader that the Urban Design Guidelines would be analyzed during in conjunction with information contained on the Urban Form Map.

Policy 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** ~~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. (4, 6)

B.3 - Future Land Use Map

Item 3.1: Future Land Use Map Amendments

This request contains 43 proposed amendments to the Future Land Use Map. Planning staff analyzed areas throughout the City to determine compatibility of certain Future Land Use categories with current land uses and the surrounding area. Criteria staff used also included subject property size, location and future UDO zoning districts that would align with the classification. The two classifications that staff analyzed were the Neighborhood Mixed Use and Office/Research Development categories. In many instances, the designations were considered compatible as is. In the 43 areas proposed for amendment, staff felt an alternate Future Land Use designation was more consistent with the surrounding area, and would better align with future UDO zoning categories. A map of the subject area showing the proposed amendment will be presented at the public hearing.