

2030 Comprehensive Plan Progress Report

November 2018



RALEIGH
DEPARTMENT OF
CITY PLANNING



The City of Raleigh

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1 Introduction

The 2030 Comprehensive Plan was adopted by City Council in October 2009. During the adoption process, City Council and staff committed to an annual review so that recent trends could be analyzed and past decisions compared with the policy guidance contained within the Plan. Staff provides a detailed account of the past year's actions, and how these actions align with policy direction contained within the plan. If recent actions or emerging trends shift policy, a recommendation to amend the Plan may be provided.

2014 marked the five-year anniversary of the 2030 Comprehensive Plan, and as called for in Policy IM 3.1, staff initiated the five-year update process. The update represents an opportunity to evaluate the status of implementation, take a fresh look at the data and trends, and address new issues that have emerged.

The update process has moved more slowly than originally planned to allow time for the Wake County Transit Plan to be completed so that ideas and decisions from that process could be reflected accurately in the 2030 Comprehensive Plan. The update process has included both interdepartmental "inreach" as well as an extensive public outreach campaign. It is vital that stakeholders both inside and outside of the City organization are provided with an opportunity to both propose new ideas as well as to weigh in on ideas and issues brought forward by Planning staff. The update is expected to be presented to the City Council and Planning Commission for consideration of adoption during 2018.

This report reflects on the process of implementing the 2030 Comprehensive Plan during 2016, and 2017. A Progress Report has not been completed since the first Public Engagement phase of the 2030 Comprehensive Plan Update concluded. Now that the Update process is moving toward City Council review, a Progress Report that documents implementation during the Update is appropriate.

2 Emerging Trends

This report highlights trends that may impact the 2030 Comprehensive Plan. General maintenance of the Plan is important: examination and inclusion of recent trends keeps the Plan relevant. This report examines two emerging trends: the Wake County Transit Plan and Legislative Changes to zoning consistency.

A. Wake County Transit Plan

The November 2016 passage of a half-percent sales tax increase to fund transit in Wake County set the stage for the largest expansion of transit in Raleigh's history. The tax increase will provide the bulk of the funding needed to implement the multibillion dollar Wake County Transit Plan, which will significantly broaden transportation options in the city. Commuter rail transit between Durham and Raleigh, a bus rapid transit (BRT) network spanning Cary and Raleigh, a frequent bus network serving Raleigh's urban core and inner-ring suburbs, and upgrades to frequency and coverage across the county are all planned for implementation by 2030.

The Wake County Transit Plan followed an intensive community conversation regarding the types of transit best suited to fulfilling the region's needs. It included a focused look at the trade-offs between considerations such as frequency, coverage, and infrastructure provision. In comparison to prior efforts, the plan represented a shift toward bus transit, although commuter rail remained a major element of the plan.

This large-scale transit implementation process requires close consideration of the relationship between transit and land use planning in Raleigh. While low-frequency transit is insufficient to influence development patterns, the types of transit and levels of service made possible by the new funding source will do so. This should be a mutually reinforcing relationship, with land use supporting higher levels of transit and, in turn,

transit enables more focused development that maximizes the public's return on investment.

The presence and quality of transit plays a substantial role in shaping policy in Raleigh's 2030 Comprehensive Plan, from height and density to urban design. This guidance was revised following the adoption of the Wake County Transit Plan and the subsequent funding referendum in order to reflect the types of transit to be implemented. Changes included updates to maps and policies in the Land Use, Transportation, and Urban Design sections of the Comprehensive Plan.

Highlights of the Wake County Transit Plan include:

- *A bus rapid transit (BRT) network aimed at improving the speed and quality of transit on selected corridors. Improvements will include dedicated bus lanes, traffic signal priority for buses, off board fare payment, and raised platforms. Initial BRT corridors have been identified as New Bern Avenue, Capital Boulevard, Western Boulevard, and South Wilmington Street.*
- *A commuter rail corridor, using existing railroad tracks, reaching from Durham to Raleigh and south to Garner. The corridor would include multiple trips in each direction during peak hours, with stations in locations including downtown, N.C. State University, Cary, Morrisville, and Research Triangle Park.*
- *A substantially expanded frequent bus network, defined as having service at least every 15 minutes throughout the day. The Transit Plan envisions funding improvements that would increase the frequent network from 17 to 83 miles, covering all major destinations in the core of the city.*

Preliminary work has begun on the Land Use-Transit Vision study, including an effort to ensure ongoing communications between the Department of City Planning and the various entities involved in implementing the Wake County Transit Plan. A formal project kickoff will take place in 2018 once more concrete transit plans to begin to emerge.

The purpose of the process is to significantly update the City's vision for how land use responds to transit investments. The current vision is contained in the Comprehensive Plan, and is substantially out of date. While the Comprehensive Plan update addresses some issues, including updating the Transportation section and the Urban Form Map to reflect the Wake County Transit Plan, additional refinements are needed.

This process will result in a high-level vision document accompanied by a set of recommendations for Comprehensive Plan and UDO amendments to align land use policy with expected transit provision. Both the vision and the update will be based on the most accurate possible estimates for the provision of upgraded transit services, both in terms of timing and type. It also will reflect research on the impact of specific transit types on market demand and will include case studies of similar transit projects and corresponding development patterns in other cities. The process will include a comprehensive review of all existing land use policies and regulations that are related to transit provision, as well as a consideration of policies that are not currently but should be tied to transit. It will be conducted with in-house resources.

B. Legislative Changes

The State Legislature recently adopted Session Law (S.L.) 2017-10, which includes changes to state law regarding zoning. The new law offers three options for the City Council when they take action on a rezoning request:

1. **Approve** the request, deem it **consistent** with the Comprehensive Plan, and explain why the request is reasonable and in the public interest.
2. **Deny** the request, deem it **inconsistent** with the Comprehensive Plan, and explain why the action to deny the request is reasonable and in the public interest.
3. **Approve** the rezoning request and then do all of the following:
 - *Declare that approval of the rezoning also constitutes an **amendment** to the Comprehensive Plan*
 - *Offer an explanation of the **change in circumstances** taken into account to meet the needs of the community*
 - *Make a statement why the approval is **reasonable and in the public interest.***

The first two options represent how the City Council has reviewed rezoning requests in the past. The third option adds new requirements for approval of a rezoning request when it is deemed to be inconsistent with the Comprehensive Plan. If the governing body approves a rezoning request that is inconsistent with the Plan overall, then pertinent policies must be removed from the Comprehensive Plan or revised to ameliorate the inconsistency.

This change will bring greater scrutiny to rezoning requests that are deemed inconsistent with the Comprehensive Plan. If the only point of inconsistency is the Future Land Use Map, the amendment would be focused on the subject property. Where the request is deemed inconsistent with text policies, the approval of an inconsistent zoning case will have far-reaching effects. Any approved, overall inconsistent rezoning request will cause the Comprehensive Plan to be amended in some fashion.

While the intent behind the legislation is not known, the practical impact will be to raise the bar for the approval of inconsistent cases. In the past, these were considered special exceptions to Plan policies. Under this new law, the approval of inconsistent cases amends the plan. Consistent cases, since they do not amend the Plan even if they are inconsistent with a few individual policies, will continue to be judged on their individual merits.

Of the 50 approved zoning requests from 2016 to 2017, four were deemed to be inconsistent with the Comprehensive Plan *overall*. Had the new law been in effect at the time of their approval, the following list of policies might have been subject to amendment or removal due to their inconsistency with the approved request. Additionally, the policies identified with the orange dot (●) signify “key policies” in the Plan. Key policies are a subset of policies in the Plan that are considered for relevance in the review of all rezoning petitions and are critical for a determination of plan consistency.

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.

Policy LU 1.3 Conditional Use Consistency

● Development within Raleigh’s jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

Policy LU 5.2 Managing Commercial Development Impacts

Manage new commercial development using zoning regulations and through the conditional use zoning and development review processes so that it does not result in unreasonable and unexpected traffic, parking, litter, shadow, view obstruction, odor, noise, and vibration impacts on surrounding residential areas.

Policy LU 5.4 Density Transitions

● Low- to medium-density residential development and/or low-impact office uses should serve as transitional densities between lower-density neighborhoods and more intensive commercial and residential uses. Where two areas designated for significantly different development intensity abut on the Future Land Use Map, the implementing zoning should ensure that the appropriate transition occurs on the site with the higher intensity.

Policy LU 5.5 Transitional and Buffer Zone Districts

Maintain and enhance zoning districts which serve as transitional or buffer areas between residential and commercial districts and which also may contain institutional, non-profit, and office-type uses. Zoning regulations and conditions for these areas should ensure that development achieves appropriate height and density transitions, and protects neighborhood character.

Policy LU 5.6 Buffering Requirements

● New development adjacent to areas of lower intensity should provide effective physical buffers to avoid adverse effects. Buffers may include larger setbacks, landscaped or forested strips, transition zones, fencing, screening, height and/or density step downs, and other architectural and site planning measures that avoid potential conflicts.

Policy LU 7.4 Scale and Design of New Commercial Structures

● New uses within commercial districts should be developed at a height, mass, scale, and design that is appropriate and compatible with surrounding areas.

Policy LU 8.12 Infill Compatibility

● Vacant lots and infill sites within existing neighborhoods should be developed consistently with the design elements of adjacent structures, including height, setbacks, and massing through the use of zoning tools including Neighborhood Conservation Overlay Districts.

Policy H 1.8 Zoning for Housing

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

Policy EP 8.5 Airport Overlay Zone

Keep the boundaries of the Airport Overlay District zone current with the future expansion plans of Raleigh-Durham International Airport to protect residents from impacts of increased flight patterns and activity.

Policy UD 5.1 Contextual Design

● Proposed development within established neighborhoods should create or enhance a distinctive character that relates well to the surrounding area.

Policy HP 2.4 Protecting Historic Neighborhoods

Protect the scale and character of the City's historic neighborhoods while still allowing compatible and context-sensitive infill development to occur.

Policy HP 2.7 Mitigating Impacts on Historic Sites

Development proposals adjacent to or including historic sites should identify and minimize or mitigate any negative development impacts on those sites.

Policy HP 3.4 Context Sensitive Design

Use the existing architectural and historical character within an area as a guide for new construction.

Policy AP-DWG 1 Zoning Consistency

Map AP-DWG-1 shall be used alongside the Future Land Use Map to evaluate the consistency of all proposed zoning maps amendments within the Downtown West Gateway plan boundaries. Where there is a conflict regarding preferred densities, the guidance in this Area Plan shall control.

Policy AP-DWG 4 Historic Preservation

Historically significant and contributing structures should be preserved and renovated wherever feasible and not in conflict with other major plan goals. New construction should use the existing architectural and historic character within the area as a guide.

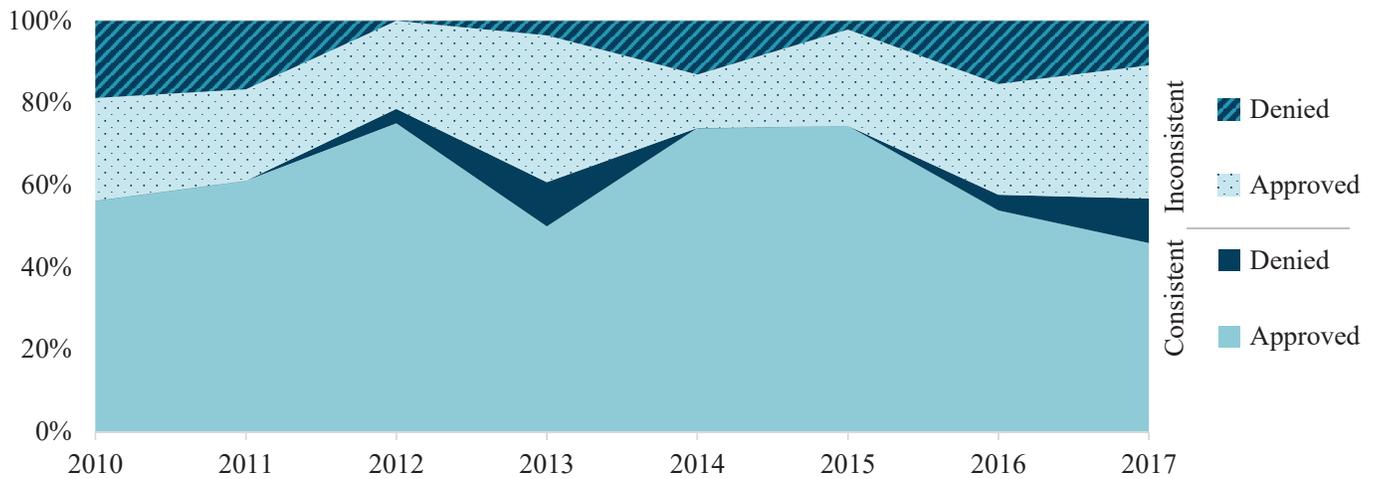
Policy AP-DWG 11 Development Character and Design

New development and redevelopment should reflect the existing scale, character, design, and building to street setbacks found in this historic industrial warehouse area with increased development intensities along Dawson Street. Existing vacant lots and parking lots should be in-filled with appropriate new construction that complements this historic industrial character. Modern buildings that incorporate the flavor of the existing design character of the district are encouraged.

Fourteen of the above policies are universal to the City; these policies represent common goals for the City at large. Many of these policies are also identified as “Key Policies,” and are critical to rezoning analyses. Two policies are part of the Downtown West Gateway area plan, which provide area specific guidance to rezoning sites, might also have been subject to amendment. Policies that provide area specific guidance are the result of fine grained area planning studies and are critical to implementing the recommendations of area plans. Both citywide and area specific plan maps and policies are subject to the new consistency requirements and may be amended or removed based on council action.

Figure 1 below shows the disposition of consistent and inconsistent cases since the adoption of the Comprehensive Plan. Since that time there has been a steady rate of approved inconsistent cases ranging from 13% to 36% of the annual case volume. Given the increased scrutiny of approving cases that are inconsistent with the Comprehensive Plan in response to S.L 2017-10, it is anticipated that the approval of inconsistent cases will decrease in 2018.

Figure 1: Rezoning Cases 2010-2017



3 City Council Action Items

A. Rezoning Actions

Action Item LU 1.4 states that the City should “Maintain the currency of the Future Land Use Map through periodic reevaluation and revision of the map based on analysis of growth and development needs and trends, small area studies and special area studies.” One opportunity to review the Future Land Use Map is in concert with recent rezoning actions. North Carolina law requires that the City Council make a finding on each rezoning decision regarding consistency with the Comprehensive Plan and whether the amendment is reasonable and in the public interest. The Council can and does approve rezonings deemed inconsistent with the Future Land Use Map and the 2030 Comprehensive Plan, but a finding of inconsistency places greater emphasis on showing how the decision advances the public interest.

	Total	Approved	Denied
Consistent	15	14	1
Inconsistent	11	7	4
TOTAL	26	21	5

2016 Zoning Decisions

There were 21 approved rezoning requests in 2016. Of the 21 approved rezonings, seven were inconsistent with the Future Land Use Map or the Comprehensive Plan overall. Table 1 and Figure 2 provide the number and percentage of all rezoning requests decided (not submitted) in 2016, both consistent and inconsistent. Table 2 details the seven inconsistent requests approved in 2016.

All of the cases from 2016 in this report were found to be inconsistent with the Future Land Use Map; one was also inconsistent with the Plan overall. In all but one case, the approved rezoning exceeded the land use envisioned in the Future Land Use Map. Council found that the requests were reasonable and in the public interest and that proposed zoning conditions mitigated any negative impacts of approval.

Figure 2: Zoning Cases 2016

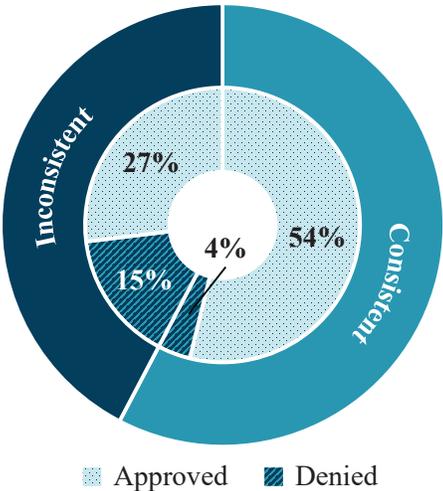


Table 2: Approved Cases Found Inconsistent with the Future Land Use Map (FLUM) and/ or the Comprehensive Plan in 2016

Case Number	Rezoned From	Rezoned To	FLUM Designation	FLUM Consistency	2030 Comp Plan Consistency
Z-46-15 West Lenoir Street	R-20	IX-4-UL-CU	Moderate Density Residential	✘	✔
Z-3-16 Forestville Road	R-4	RX-3-CU	Low Density Residential	✘	✔
Z-4-16 Oberlin Road	R-10 w/ SRPOD & NCOD	OX-3-PL-CU w/ SRPOD & NCOD	Moderate Density Residential	✘	✔
Z-5-16 Rock Quarry Road	NX-3-PK-CU and R-4	NX-3-CU and RX-3-CU-PL	Moderate Density Residential	✘	✔
Z-6-16 Leesville Road and Old Leesville Road	R-4 and R-6	NX-3-CU	Office & Residential Mixed Use	✘	✔
Z-9-16 Sandy Forks Road	R-4	OX-3-CU	Moderate Density Residential	✘	✔
Z-25-16 Leesville Road	IX-3 w/ AOD and SHOD-2	R-4 w/ SHOD-2	Office/Research & Development	✘	✘

✔ Consistent ✘ Inconsistent

Approved Cases Found Inconsistent with the FLUM and/or the Comprehensive Plan in 2016

Z-46-15 located on West Lenoir Street approved Industrial Mixed Use zoning in an area identified as Moderate Density Residential on the Future Land Use Map. This request was considered inconsistent with with Future Land Use Map but consistent with the Plan overall.

Z-3-16 located along Forestville Road mapped Residential Mixed Use zoning in an area designated as Low Density Residential on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map but consistent with the Plan overall.

Z-4-16 Oberlin Road mapped Office Mixed Use zoning in an area envisioned for Moderate Density Residential uses. The request was inconsistent with the Future Land Use Map but consistent with the Plan overall.

Z-5-16 Rock Quarry Road approved Neighborhood Mixed Use and Residential Mixed Use in an area envisioned for Moderate Density Residential Uses on the Future Land Use Map. This request was inconsistent with the Future Land Use Map but consistent with the Plan overall.

Z-6-16 Leesville Road and Old Leesville Road was a request to rezone property to Neighborhood Mixed Use zoning in an area designated as Office and Residential Mixed Use on the Future Land Use Map. This request was inconsistent with the recommendations of the Future Land Use Map but consistent with the Plan overall.

Z-9-16 Sandy Forks Road approved Office Mixed Use zoning in an area designated as Moderate Density Residential on the Future Land Use Map. This request was considered to be inconsistent with the recommendations of the Future Land Use Map but consistent with the Plan overall.

Z-25-16 Leesville Road approved Residential zoning in an area envisioned for Office/Research and Development on the Future Land Use Map. This request was considered inconsistent with the recommendations of the Future Land Use Map and inconsistent with the Plan overall.

2017 Zoning Decisions

There were 29 approved rezoning requests in 2017. Of the 29 approved rezonings, twelve were inconsistent with either the Future Land Use Map or the Comprehensive Plan overall. Table 3 and Figure 3 provide the number and percentage of all rezoning requests decided (not submitted) in 2017, both consistent and inconsistent. Table 4 details the twelve inconsistent requests approved in 2017.

Figure 3: Zoning Cases 2017

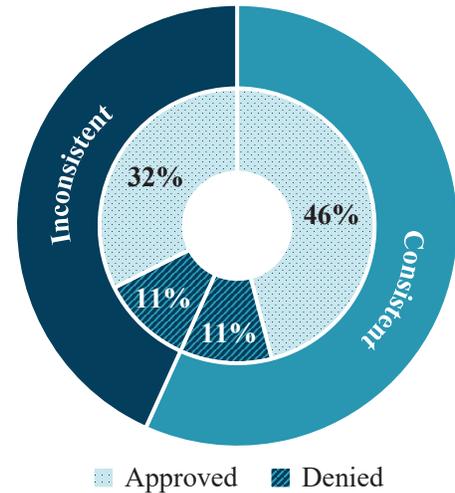


Table 3: Zoning Cases 2017

	Total	Approved	Denied
Consistent	21	17	4
Inconsistent	16	12	4
TOTAL	37	29	8

Table 4: Approved Cases Found Inconsistent with the Future Land Use Map (FLUM) and/or the Comprehensive Plan in 2017

Case Number	Rezoned From	Rezoned To	FLUM Designation	FLUM Consistency	2030 Comp Plan Consistency
Z-11-16 Rogers Lane	PD	RX-4-CU	Moderate Density Residential	✘	✔
Z-18-16 Homewood Banks	R-4 & R-6	RX-3-PL-CU	Moderate Density Residential, Regional Mixed Use, & Public Parks and Open Space	✘	✔
Z-23-16 Poole Road	R-6	CX-3-CU	Low Density Residential	✘	✔
Z-31-16 Cumberland Street & Rock Quarry Road	R-10	CX-3	Neighborhood Mixed Use	✘	✘

✔ Consistent ✘ Inconsistent

Table 4 (Continued): Approved Cases Found Inconsistent with the Future Land Use Map (FLUM) and/ or the Comprehensive Plan in 2016

Case Number	Rezoned From	Rezoned To	FLUM Designation	FLUM Consistency	2030 Comp Plan Consistency
Z-34-16 Glenwood Ave	R-6	OX-3-PL-CU	Low Density Residential	✘	✔
Z-36-16 Tarboro Street	RX-3	OX-3-CU	Medium Density Residential	✘	✔
Z-37-16 ACC Boulevard	PD	CX-7-PL	Office and Residential Mixed Use	✘	✔
Z-39-16 Green Acres Lane	R-10	IX-3-CU	Medium Density Residential	✘	✘
Z-42-16 Pearl Road and Queen Pierrette Street	NX-3-CU, R-6-CU, & R-4	R-10-CU	Neighborhood Mixed Use, Moderate Density Residential, & Low Density Residential	✘	✔
Z-8-17 Fox Road	R-4	R-10-CU	Low Density Residential	✘	✔
Z-9-17 Edwards Mill Road	R-4	RX-4-CU	Moderate Density Residential	✘	✔
Z-12-17 South Dawson Street	DX-4-SH	DX-12-UG-CU	Community Mixed Use	✔	✘

✔ Consistent ✘ Inconsistent

Approved Cases Found Inconsistent with the FLUM and/or the Comprehensive Plan in 2017

All but one of the inconsistent cases from 2017 were found to be inconsistent with the Future Land Use Map. In all cases the approved rezoning exceeded the land use envisioned in the Future Land Use Map. Council found that the requests were reasonable and in the public interest and that proposed zoning conditions mitigated any negative impacts of approval. In the case of Z-12-17 Dawson Street, the request was consistent with the Future Land Use Map but considered inconsistent overall. The decisions made by City Council in 2017 show a trend of approving requests that are more intense than what the Future Land Use Map envisions.

Z-11-16 located along Rogers Road mapped Residential Mixed Use zoning in an area designated as Moderate Density Residential on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map because there was no limitation on residential density. This request was considered consistent with the Plan overall.

Z-18-16 located at Homewood Banks Drive and Stony Crest Road mapped Residential Mixed Use zoning in an area designated as Moderate Density Residential, Regional Mixed Use, and Public Parks and Open Space on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map because the conditioned maximum density of 17 units per acre exceeds the recommendation of Moderate Density Residential that encumbered a portion of the subject site. The request was considered consistent with the Plan overall.

Z-23-16 located along Poole Road mapped Commercial Mixed Use zoning in an area designated as Low Density Residential on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map but consistent with the Plan overall.

Z-31-16 located along Cumberland Street and Rock Quarry Road mapped Commercial Mixed Use zoning in an area designated as Neighborhood Mixed Use on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map and inconsistent with the Plan overall.

Z-34-16 located along Glenwood Avenue mapped Office Mixed Use zoning in an area designated as Low Density Residential on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map but consistent with the Plan overall.

Z-36-16 located along North Tarboro Street mapped Office Mixed Use zoning in an area designated as Medium Density Residential on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map but consistent with the Plan overall.

Z-37-16 located along ACC Boulevard mapped Commercial Mixed Use zoning in an area designated as Office and Residential Mixed Use on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map but consistent with the Plan overall.

Z-39-16 located along Green Acres Lane mapped Industrial Mixed Use zoning in an area designated as Medium Density Residential on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map and inconsistent with the Plan overall.

Z-42-16 located along Pearl Road and Queen Pierrette Street mapped Residential-10 zoning in an area designated as Low Density Residential, Moderate Density Residential, and Neighborhood Mixed Use on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map but consistent with the Plan overall.

Z-8-17 located on Fox Road mapped Residential-10 zoning in an area designated as Low Density Residential on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map but consistent with the Plan overall.

Z-9-17 located along Edwards Mills Road mapped Residential Mixed Use zoning in an area designated as Moderate Density Residential on the Future Land Use Map. This request was considered inconsistent with the Future Land Use Map because the density conditioned in the request exceeded the recommendation of Moderate Density. The request was considered consistent with the Plan overall.

Z-12-17 located at Dawson Street mapped Downtown Mixed Use zoning in an area designated as Community Mixed Use on the Future Land Use Map. This request was considered consistent with the Future Land Use Map but considered inconsistent with the Plan overall.

Potential Future Land Use Map Changes Based on 2017 Decisions

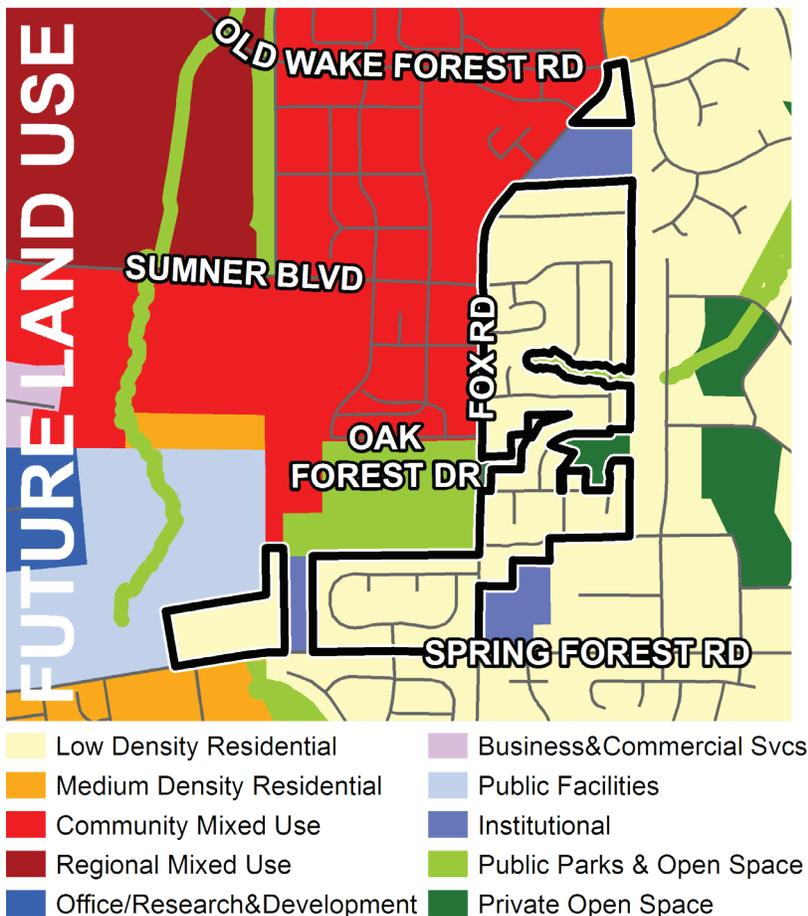
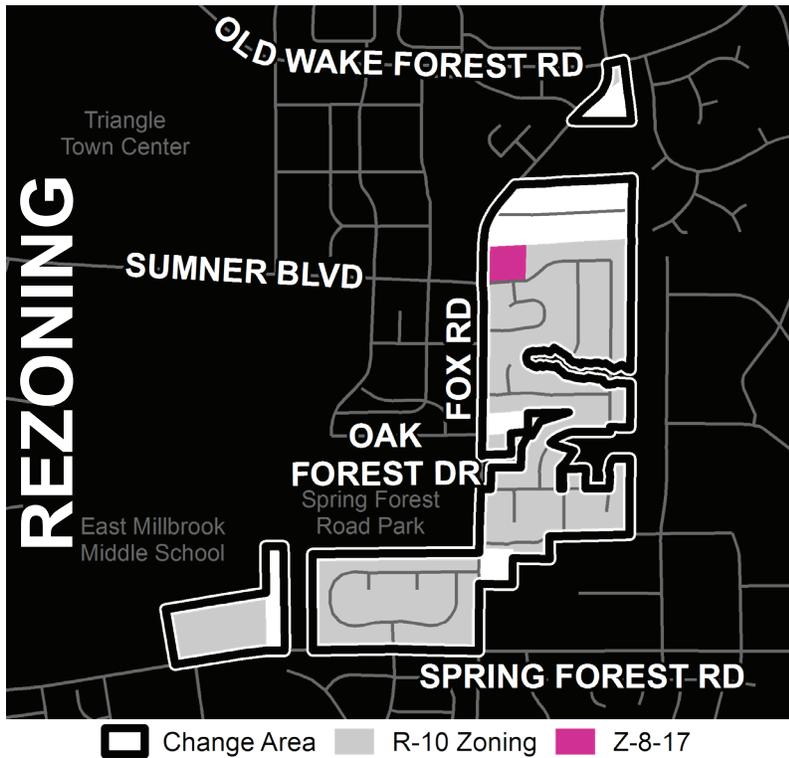
The approval of Z-8-17 Fox Road, located east of the Triangle Town Center Shopping Mall at the intersection of Sumner Boulevard and Fox Road, rezoned approximately one and one-half acres from R-4 to R-10-CU. The subject site is part of a nearly 45 acre swath of R-10 zoning that is identified as Low Density Residential on the Future Land Use Map. This approval of Z-8-17 followed a trend for the desire of increased density dating back to 1999. An examination of the larger area for a Future Land Use Map amendment may be appropriate.

Figure 4 contain a map of the rezoning and the Future Land Use Map of the area.

Trends in Rezoning

Over the last two years, the approval of inconsistent cases has increased by 5% from 28% to 32%. Inversely, the denial of consistent cases has also increased from 4% to 11%. These trends show an incremental departure from the policy guidance in the Comprehensive Plan. The approval of inconsistent cases is particularly noteworthy given Session Law (S.L.) 2017.10. It is cases of this category that would trigger a *de facto* Comprehensive Plan amendment under this law in the future.

Figure 4: Z-18-17 Rezoning and FLUM Guidance



B. Text Changes

The City Council reviews alterations to the Unified Development Ordinance through the Text Change Process. In some instances changes to the code may be a reaction to an existing deficiency. In other instances, a more proactive approach can address anticipated issues, guided by the adopted Comprehensive Plan Action Items. There were 42 text changes proposed during 2016 and 2017.

A text change can be initiated by a citizen, City Staff, Planning Commission, or the City Council. With the adoption of the 2030 Comprehensive Plan, staff committed to analyze each text change in accordance with the policy directives of the Plan.

2016 Text Changes

In 2016 the City Council considered 21 text changes. Two were denied and three are pending, the remaining 16 changes were approved. Table 5 details the 21 text changes considered in 2016.

Table 5: 2016 Text Changes

Case Number	Title	Initiated By	Status
TC-1-16	Story Height Measurement	Petition of Citizens	✓
TC-2-16	Exemptions from Active Stormwater Measures	Stormwater Management Advisory Commission	✓
TC-3-16	Historic Overlay Districts	Staff	✓
TC-4-16	Overnight Lodging Parking	Staff	✓
TC-5-16	New Bern-Edenton NCOD Amendment	Petition of Citizens	✗
TC-8-16	Construction, Surety, and Acceptance	Staff	✓
TC-9-16	North Ridge South NCOD	Petition of Citizens	✓
TC-10-16	Oberlin Village - Building Height	Growth and Natural Resources Committee	✓
TC-11-16	NCOD Height	City Council	✓
TC-12-16	Townhouse & Apartment Build-to Range	Planning Commission	✓

 Approved
  Pending
  Denied

Table 5 (Continued): 2016 Text Changes

Case Number	Title	Initiated By	Status
TC-13-16	Administrative Alternates and Zoning Conditions	Planning Commission	✓
TC-14-16	Short Term Rentals	City Council	✗
TC-15-16	Max Area for Commercial Uses in RX & OX	Staff	✓
TC-16-16	Dwelling Units in Congregate Care	Staff	✓
TC-17-16	Attics and Basements	Staff	–
TC-18-16	Veterinary Clinic Hospital	Petition of Citizens	✓
TC-19-16	Wall Signage	Petition of Citizens	✓
TC-20-16	Construction Safety Fencing	Petition of Citizens	✓
TC-21-16	Single Family Dwellings in Mobile Home Districts	Petition of Citizens	✓
TC-22-16	Driveway and Parking Setbacks (Combined with TC-7-17)	Petition of Citizens	–

 Approved
  Pending
  Denied

Approved

TC-1-16 Story Height Measurement amended the UDO to change the way story heights are measured.

TC-2-16 Exemptions from Active Stormwater Measures approved a requirement for all new development or redevelopment to assess the impact on stormwater.

TC-3-16 Historic Overlay District Development Ordinance, in Streetside Historic Overlay District, removed the review of paint color from changes made in Streetside Historic Overlay Districts.

TC-4-16 Overnight Lodging Parking reduced the amount of parking required for hotels in downtown.

TC-8-16 Construction, Surety, and Acceptance changed provisions for development-related improvements to reallocate a year of the required warranty period to the required construction period to allow for more time for infrastructure completion.

TC-9-16 North Ridge South NCOD created the standards for the North Ridge South NCOD, the first NCOD adopted since 2007.

Approved (continued)

TC-10-16 Oberlin Village - Building Height established that 25' is the maximum building height in the Oberlin Village NCOD.

TC-11-16 NCOD Height amended the way building height is measured for Neighborhood Conservation Overlay Districts that were adopted prior to the implementation of the Unified Development Ordinance and where a specific maximum building height measurement is listed in feet.

TC-12-16 Townhouse & Apartment Build-to Range increased the maximum build-to range from a 30 foot building setback to a maximum of a 55 foot building setback for the build-to requirement.

TC-13-16 Administrative Alternates and Zoning Conditions amended the UDO to prohibit access to administrative alternates from items associated with a zoning condition.

TC-15-16 Max Area for Commercial Uses in RX & OX approved an amendment to regulate the maximum area devoted to limited commercial uses, both singularly and cumulatively, in the RX and OX zoning districts.

TC-16-16 Dwelling Units in Congregate Care approved an amendment to allow Dwelling Units to be one of the continuum of care housing options provided within a Congregate Care facility.

TC-18-16 Veterinary Clinic Hospital added veterinary clinic/hospital as a limited use in the Office Mixed-use (OX-) district by listing it as its own specific use in the allowed principal use table.

TC-19-16 Wall Signage allowed improvements in the type and visibility of various wall and canopy oriented sign styles.

TC-20-16 Construction Safety Fencing added regulations requiring Construction Safety Barrier Fencing. The regulations require that construction safety barrier fencing be installed along property lines to protect adjacent properties from negative impacts associated with the construction activity.

TC-21-16 Single Family Dwellings in Mobile Home Districts allowed single-unit living in the Manufactured Housing District.

Denied

TC-5-16 New Bern-Edenton NCOD requested to amend the standards in the New Bern-Edenton NCOD to allow for fee-simple ownership townhouses. The request was denied.

TC-14-16 Short Term Rentals denied the creation of a new use called "short term residential lodging facility." City Council considered directing staff to prepare a different text change in November 2017. The motion was defeated in a vote of 3-4.

TC-17-16 Attics and Basements clarified the regulations related to attics and basements. As currently written, the UDO permits a basement or an attic, or both to add to the building massing without counting as a story

Pending

TC-6-16 Tree Conservation was retitled to TC-15-17 when the scope of the text change was amended. Please see TC-15-17 for details 2017 section.

TC-22-16 Driveway and Parking Setbacks is a pending amendment that would require driveways and parking areas be setback from side and rear property lines by 3.5 feet. The scope of this text change has been added to TC-7-17 Residential Infill Compatibility.

2017

In 2017 the City Council considered 17 text changes. Six are pending, the remaining 11 changes were approved. Table 6 details the 17 text changes considered in 2017.

Table 6: 2017 Text Changes

Case Number	Title	Initiated By	Status
TC-1-17	Historic Guidelines	Raleigh Historic Development Commission	✓
TC-2-17	Transit Facilities	Staff	✓
TC-3-17	Accessory Dwelling Units	Petition of Citizens	–
TC-4-17	Green Infrastructure and Low Impact Development	Staff	✓
TC-5-17	Cameron Park NCOD Building Height	Petition of Citizens	✓
TC-7-17	Infill Standards	Petition of Citizens	–
TC-8-17	City Code Covenants	Staff	✓
TC-9-17	Variance Expiration Time Periods	Staff	✓
TC-11-17	Senior Housing	Petition of Citizens	–
TC-12-17	Alley Transition	Staff	–
TC-14-17	Job Titles	Staff	–
TC-16-17	NCOD Development Standards	Staff	✓
TC-17-17	North Hills Neighborhood NCOD	Petition of Citizens	✓

✓ Approved

– Pending

✗ Denied

Table 6 (continued): 2017 Text Changes

Case Number	Title	Initiated By	Status
TC-18-17	Chapter 10	City Council	✓
TC-19-17	School Lot Size in DX	Petition of Citizens	✓
TC-20-17	NCOD Pendency	Planning Commission	✓

✓ Approved
⊖ Pending
✗ Denied

Approved

TC-1-17 Historic Guidelines repealed the Historic Development District Design Guidelines adopted in 2001 and replaced them with Design Guidelines for Raleigh Historic Districts and Landmarks.

TC-2-17 Transit Facilities inserted regulations related to transit amenities, which are required at the time of development plan review.

TC-4-17 Green Infrastructure and Low Impact Development amended various UDO sections for advancing green infrastructure and low impact development in Raleigh.

TC-5-17 Cameron Park NCOD Building Height increased the maximum building height in the Cameron Park NCOD by 8 feet to reflect a change in how the City measures building height.

TC-8-17 City Code Covenants discontinued the requirement of conveyance and a covenant between the City and the property owner for private stormwater control devices that address stormwater management on a single lot.

TC-9-17 Variance Expiration Time Periods extended the expiration timeframe of a variance from six months to 12 months.

TC-11-17 Senior Housing modified size requirements and use standards for Senior Living facilities.

TC-16-17 NCOD Development Standards expanded the list of items considered for regulation in an NCOD. These include minimum/maximum lot size, lot width, building entrances, building placement on the lot and distances between buildings.

TC-17-17 North Hills Neighborhood NCOD created the Neighborhood Conservation Overlay District specific to the North Hills neighborhood.

TC-18-17 UDO Chapter 10 Amendments increased the radius for mailed notice from 100 feet to 500 feet for rezoning requests and aligned the UDO with state law regarding protest petitions for rezoning.

TC-19-17 School Lot Size in DX excluded public or private schools in the Downtown District (DX) from the site size requirement of 500 square feet per enrolled pupil.

TC-20-17 NCOD Pendency removed language related to building permits and the pendency of a Neighborhood Conservation Overlay District. This change brought the UDO in to compliance with a state law NCGS §143-755 Permit Choice.

Approved (continued)

TC-12-17 Alley Transition is a pending text change that would allow the development of alley-ways in the City to offer additional opportunities for urban style housing options that offers a transition from established neighborhoods and commercial areas within a community area. This item is under review by City Council.

TC-14-17 Job Titles is a pending text change that would amend the UDO to reflect organizational changes regarding the titles of the Department of City Planning and the Department of Development Services.

Pending

TC-3-17 Accessory Dwelling Units is a pending text change that proposes a new Overlay District to allow construction of a free-standing, accessory residential structure on the same lot as a principal building. This item was referred to the Growth and Natural Resources Committee and is under consideration.

TC-7-17 Residential Infill Compatibility is a pending text change that aims to ensure that the character of a block is maintained and protected from the impacts of new and/or redevelopment. This item is currently at the Text Change Committee of the Planning Commission.

TC-15-17 Tree Conservation and Forestry is a pending text change that would modify the tree conservation regulations. This item is in staff development. **TC-6-16 Tree Conservation** has been incorporated into this text change.

C. Comprehensive Plan Amendments

Part of the analysis of the Comprehensive Plan is to ensure accuracy of policy text and policy maps through regular review and maintenance.

Amendments to the Plan – from both staff and citizens – are considered twice a year except in conjunction with the adoption of area specific guidance. Eleven amendments to the Plan were considered between 2015 and 2017.

2016 Amendments

CP-1-16 Omnibus Text Amendment was an amendment that removed from the Plan Action Items that have been completed through implementation; Action Items that should be removed due to a changing regulatory framework or obsolescence; that should be reassigned to a more appropriate city department; whose completion time frame should be adjusted; and that should be revised into Policies. This amendment was initiated by staff as a part of the 2030 Comprehensive Plan Update process.

CP-2-16 Economic Development Priority Areas was a staff initiated request to revise the Areas of Intervention to reflect new criteria used in the creation and administration of Map ED-1: Target Areas for Economic Development and to amend the nomenclature therein to align with other city documents. This amendment was adopted.

CP-3-16 Cameron Village and Hillsborough Street Area Plans was adopted to incorporate the following results of these two city-initiated Area Plans:

A. Future Land Use changed designations on the Future Land Use Map for 24 parcels from Neighborhood Mixed Use to Community Mixed Use; 20 parcels from Office and Residential Mixed Use to Neighborhood Mixed Use; 23 parcels from Moderate Density Residential to Office and Residential Mixed Use; and, 24 parcels from Neighborhood Mixed Use to Office and Residential Mixed Use.

B. Street Plan changed a portion of Smallwood Avenue's designation from Avenue two-lane, undivided to Avenue two-lane, divided proposed, as well as altered the alignment of two of the avenue's intersections, the first with Cameron Street and Sutton Drive, the second with Peace Street and Clark and Bellwood avenues; and, added one new Neighborhood Street making an east-west connection between Oberlin Road to Wade Avenue.

C. Area Plan created a new area plan titled Cameron Village and Hillsborough Street Area Plans to replace the Stanhope Village and Wade-Oberlin area plans.

D. Area Plan Locations amended Map AP-1 Area Plans Locations to identify the boundary of Cameron Village and Hillsborough Street and remove the boundaries for Stanhope Village and Wade-Oberlin.

CP-4-16 Southern Gateway Corridor Area Plan was adopted to incorporate the following results of this city-initiated Area Plan:

A. Street Plan revises the Street Plan to reflect recommendations contained within the study. The changes to the street plan realigned S. Saunders Street to remove its connection to S Dawson Street and S McDowell Street and made other extensions to improve the overall street grid.

B. Area Plan to creates a new area plan titled Southern Gateway for the Comprehensive Plan.

C. Area Plan Locations revises Map AP-1 Area Plans Locations to identify the boundary of the area plan.

CP-5-16 Morgan St was privately initiated and requested an alteration to the Street Plan to eliminate the planned extension of West Morgan Street to Ashe Avenue. This amendment was denied.

2017 Amendments

CP-1-17 Aviation Parkway was a citizen-initiated amendment to the Street Plan to change the designation of the segment of Aviation Parkway between Globe Road and US 70/Glenwood Avenue from Limited Access Highway to Avenue 4-Lane, Divided. This amendment was approved.

CP-2-17 Pollinator Habitat was staff initiated to reflect new consideration to be used in the landscaping of public property. The new considerations add pollinator friendly species to the existing promotion of drought-resistant, pollution-reducing, and climate-appropriate species. This amendment was approved.

CP-3-17 Priority Areas for Economic Development was a City Council-initiated amendment to expand economic development target areas and add new criteria for target area to policy. This amendment was approved.

CP-4-17 RCRX Recommendations is a pending staff initiated amendment to incorporate recommendations made as part of the Raleigh-Cary Rail Crossing Study into the three subject maps. The Raleigh-Cary Rail Crossing Study (RCRX) was adopted by the City Council on April 19, 2016.

CP-5-17 Six Forks Road Corridor Area Plan

was a staff initiated amendment that serves to incorporate the following results of this city-initiated Area Plan: This amendment was approved.

A. Future Land Use amends the Future Land Use Map to reflect the recommendations of the study.

B. Street Plan amends the Street Plan to reflect recommendations contained within the study.

C. Area Plan Locations amends Map AP-1 Area Plans Locations to identify the boundaries of the Six Forks Road Corridor Study.

D. Area Plan, to create a new area plan titled AP-SF Six Forks Road Corridor for the Comprehensive Plan.

Trends in Comprehensive Plan Amendments

Of the eleven amendments considered in 2016 and 2017, six of them involved changes to the Street Plan. A key component of the Comprehensive Plan is the Street Plan map. The City recognizes the importance of an efficient transportation network and regular review and maintenance of the Street Plan map keeps the Plan up to date with planning studies and development trends.

Three of the considered amendments were in conjunction with area planning studies. The Comprehensive Plan provides many universal policies growth and development. Area planning studies often result in fine grained and area specific policy guidance. Including the key policy recommendations from these types of studies in the Plan help to implement the recommendations of area planning studies. Beginning with CP-3-16 Cameron Village and Hillsborough Street Area Plans, City Planning has instituted a new practice of bringing forward for City Council review any area plan together with any associated comprehensive plan amendments. Considering the plan report and the amendments together facilitates a consistency among all Council-adopted documents.

Another trend identified in 2016 and 2017 were two amendments regarding economic development. These amendments updated the criteria used in the creation and management of Target Areas for Economic Development and identified a new target area on Map ED-1.

Given the adoption in 2017 of new legislative requirements related to rezoning requests and comprehensive plan consistency, it is reasonable to expect an increase in related comprehensive plan amendments. Two such amendments have already been filed in 2018 and are pending Council review.

4 Comprehensive Plan Update

A. Process

Typically, the annual progress report provides information about how implementation of the Comprehensive Plan has advanced during the previous year, reporting specifically on progress to complete action items in the Plan. This year the review draft of the 2030 Comprehensive Plan Update and the progress report will both be presented to City Council for review at about the same time. In recognition, this year's progress report includes a digest of changes to action items proposed by the Update.

Initiated in 2014, the Comprehensive Plan Update is a regularly planned five-year update to the 2030 Comprehensive Plan, which was adopted in 2009. Comprehensive Plan Policy IM 3.1 Five-Year Updates states that the Plan should be updated every five years to remain current and relevant. The Update process has been prolonged by intentional efforts to coordinate with the completion, adoption, and a voter referendum to fund the Wake County Transit Plan.

The Plan Update is now in its final phase, the Final Review and Adoption phase, and the remaining work of that phase is for staff to present a review draft of the 2030 Comprehensive Plan Update to City Council. Council may refer the review draft to Planning Commission for a detailed review and recommendations. Following the Planning Commission's review, City Council may conduct additional review or adopt the review draft, with any desired revisions. The Update is technically an amendment to the 2030 Comprehensive Plan that will require a public hearing before final City Council action.

The update has followed a multi-phase process:

1. Due Diligence
2. Outreach and In-reach (Public Engagement #1)
3. White Paper on Proposed Revisions
4. Public Engagement #2
5. Plan Drafting
6. Public Engagement #3
7. Final Review and Adoption

The Update process was initiated in 2014 with **Due Diligence**. This phase began with an update of the Databook, a yearly publication of City Planning that combines data from federal, state, and regional agencies with city records to produce a snapshot of the residents, economy, resources, and infrastructure of the city. Using the updated Databook, an analysis of new trends was conducted.

The **Outreach and In-reach** phase consisted of meetings with elected and appointed city boards and commissions, the Raleigh Citizens Advisory Committee (RCAC), and departmental focus groups. As a follow up to Outreach and In-reach, **Public Engagement #1** was completed during spring 2015. Three public workshops were held and online engagement tools were also used to solicit feedback. Input garnered during Outreach and In-reach and Public Engagement #1 was used to identify significant revisions to the Plan and was the basis for a White Paper that would guide future phases of the project.

City Council adopted a **White Paper** in 2016 which laid out key topics to be the focal points of the Update. The White Paper distills research, analysis, and input from the prior phases and it documents section-by-section the proposed revisions to be expected to the 2030 Comprehensive Plan in the remaining phases of the Update planning process. The 10 most significant changes identified by the White Paper:

1. Graphic Redesign
2. Key Policy Designation
3. Height and Transitions
4. Transit Plan
5. Resiliency
6. Affordable Housing
7. Water Supply
8. Local Food Systems
9. Downtown Section
10. Area Plans

Public Engagement #2 followed publication of the White Paper. A second series of public workshops were held and online engagement tools were also used to solicit feedback during the first half of 2016.

Feedback from each of the four phases completed up to this point, including two rounds of public engagement was used for the **Plan Drafting** phase. During this time, City Planning staff again worked closely with representatives of all city departments to facilitate an interdepartmental narrative update of the Plan. The product of this phase was the public comment draft of the Update, published online in installments throughout the summer of 2017.

As the public comment draft was being published, **Public Engagement #3** was organized to solicit input. This round of public engagement included:

1. A series of five public meetings, each with a specific topic (summer 2017).
2. Additional pop-up events held as part of the '100 Meetings in 100 Days' programs (summer/Fall 2017)
3. An online survey promoted with social media and email distribution (Fall 2017)
4. Email comments solicited via the activities listed above and through the Comprehensive Plan Update project page through December 2017.

During **Public Engagement #3**, appointed boards and commissions were reengaged also to reflect on the public comment draft of the Update. All told, these outreach efforts produced nearly 2,000 points of input from citizens, including approximately 300 comments. City Planning staff have compiled all input received during Public Engagement #3. The final set of comments are sorted by their relevant Comprehensive Plan section, with lengthier comments paraphrased by staff for the sake of brevity. A document listing all comments, along with three letters received was transmitted to City Council as part of Weekly Update 2018-03/January 19, 2018. City Planning has retained a record of all unabridged comments as directly submitted by the public.

The Plan Update is currently in the **Final Review and Adoption** phase. To initiate this phase, City Planning staff have used input received during **Public Engagement #3** to revise the public comment draft to create a review draft of the 2030 Comprehensive Plan Update for City Council discussion, review, and adoption.

B. Summary of Alterations

This report reflects the coordination between City Planning and all other city departments to review the progress of all action items in the Plan in the course of preparing the 2030 Comprehensive Plan Update. The Update proposes numerous recommended changes to action items. These recommendations take the form of:

- *Revision of action language.*
- *Removal of implemented or obsolete items.*
- *Inclusion of new action items.*

Based on the information in the first three sections of this report and input from numerous city departments about action item progress and the integration of new city programs, the 2030 Comprehensive Plan Update offers a range of recommended changes to action items. Table 11 shows the number of revised, removed, and new action items in the proposed Update. An in-depth analysis of why these changes are proposed will be brought forward as part of the formal review and adoption process for the 2030 Comprehensive Plan Update.

The 2030 Comprehensive Plan includes many policies related to the city’s physical and economic growth and development that provide guidance to elected and appointed officials, city staff, and Raleigh residents. These policies convey general principles that relate to action items.

Action items articulate specific tasks for the city to undertake to implement Plan policies. For each action item the Plan documents a time horizon for completion, responsible agency, action type, and whether or not capital funding is required for implementation. Table 7 depicts the breakdown of action items per timeframe.

Table 7: Action Matrix Time Horizon

Term	Description	Number
Short-term	1 to 2 years	59
Mid-term	3 to 5 years	70
Long-term	6 to 10 years	156
Ongoing	No pre-determined start/end time	133

Table 8 shows the number of revised, removed, and new action items in the review draft Update. A general summary of the major changes to each Plan section is included in the following pages. An in-depth analysis of why these specific changes are proposed will be brought forward during the formal review process for the 2030 Comprehensive Plan Update.

Table 8: Changes to Actions in the Comprehensive Plan Update

Plan Section	Revised	Removed	New
Land Use	3	-	1
Transportation	-	2	11
Environmental Protection	-	3	13
Economic Development	2	4	4
Housing	3	10	3
Parks, Recreation, and Open Space	1	7	19
Public Utilities	-	-	-
Community Facilities and Services	4	1	-
Urban Design	1	-	4
Historic Preservation	4	2	5
Arts and Culture	-	12	20
Regional and Interjurisdictional Coordination	1	1	-
Downtown Raleigh	1	12	1
Area Specific Guidance	2	12	64
Implementation	-	1	-
TOTAL	21	68	145

Revision Highlights by Section

The 2030 Comprehensive Plan comprises 17 sections. Changes to each section were forecasted in the 2030 Comprehensive Plan Update White Paper, published in April 2016, and the review draft is remarkably faithful to that preliminary set of recommendations. What follows is a brief narrative explanation of the revisions proposed to each section.

Land Use

The Land Use section is the primary source of policy guidance for the regulation of growth and development in the Comprehensive Plan. This section has three revised actions and one new action. The timelines for the three revised actions were changed from “long-term” to “ongoing.” These actions are related to area planning, fixed-guideway transit, and Dorothea Dix Park. The new action added to the Land Use section is related to “infill development.”

Transportation

The Transportation section of the Comprehensive Plan lays out a vision for future development of the city’s connectivity network for motorized and nonmotorized transportation. Two actions are proposed for removal from this section and eleven new actions are proposed. The two actions that are proposed for removal call for the exploration of intercity fixed route transit and streetcars along multimodal corridors such as New Bern Avenue. These actions are proposed for removal because they have been completed with the adoption of the Wake County Transit Plan and more specifically its provision for Bus Rapid Transit (BRT). The new actions proposed related to the adoption of the Wake County Transit Plan, the update to the city’s BicycleRaleigh Plan, bikeshare, and autonomous vehicles.

Environmental Protection

The Environmental Protection section examines Raleigh’s policy priorities and goals that contribute toward the city’s environmental sustainability and resilience. The proposed changes to the Environmental Protection section include the removal of three actions and thirteen new actions. The update to this section emphasizes the city’s commitment to resilience and the preparation for expected climate change impacts. Six of the new policies focus on renewable energy and energy efficiency; two new actions concern tree canopy and tree conservation; two new action items are related to the promotion of local food systems and urban agriculture; two new actions items relate to stormwater facilities and watershed protection; and one new action item explores dimming non-essential lighting.

Economic Development

The Economic Development section lays out a vision for the future of Raleigh’s economy and includes policies and actions designed to enhance the city’s competitive advantages and build on its culture of innovation. This section has two revised action items, four removed action items, and four new actions items. The changes proposed include action items on Green Collar Jobs and Green Technology, post-disaster strategic planning, and commercial reinvestment.

Housing

The Housing section emphasizes the importance of providing a range of housing types throughout Raleigh and assuring housing opportunities for all segments of the city’s population. This section has three revised, ten removed, and three new action items. These changes are in response to several key planning and policy documents that have come forward since the adoption of the 2030 Comprehensive Plan: the Consolidated Plan, the Affordable Housing Improvement Plan, and the Affordable Housing Location Plan.

Parks, Recreation, and Open Space

This section of the plan promotes the social, cultural, mental, and physical wellbeing of the residents of Raleigh by creating a more livable community with a higher quality of life and a sense of place and belonging. This section has one revised, seven removed, and nineteen new action items. Since the 2030 Comprehensive Plan was adopted in 2009, three major initiatives have been completed, each of which impact policies and action items within the Parks, Recreation, and Open Space section:

1. City acquisition of the 308-acre Dorothea Dix Park property;
2. Adoption of the new Parks, Recreation, and Cultural Resources System Plan; and
3. Departmental reorganization and name change to “Parks, Recreation, and Cultural Resources.

Public Utilities

The Public Utilities section addresses the city’s publicly provided utility systems such as water, wastewater, stormwater, and reclaimed water, as well as privately provided utilities such as electric and gas. No changes are proposed to the action items within the Public Utilities Section.

Community Facilities and Services

The Community Facilities and Services section describes how Raleigh allocated resources to specific service areas to support expected growth. This section has four revised action items and one removed action item proposed in the Update. Three of the revised actions are related to solid waste and one revised action item relates to police training facilities. The removed action item in this section relates to programming, concept, and design for new civic buildings.

Urban Design

The Urban Design section of the 2030 Comprehensive Plan guides the form of private and public development projects. This section has one revised and four new action items proposed in the Update. The five new policies relate to station area planning and transit-supportive infrastructure for fixed rail stations and bus rapid transit stations. The revised action item relates to the New Bern Avenue planting guidelines.

Historic Preservation

The Historic Preservation section offers recommendations to promote historic preservation of Raleigh’s cultural and architectural heritage. This section received four revised action items, two removed action items, and five new action items. One of the revised actions clarified language relating to wayfinding signage. The other three action items had changes made to their timeframe. Both of the removed action items relate to the federal program Preserve America. Three of the new action items concern the city’s museum program and the other two relate to digital technology and resource management.

Arts and Culture

The Arts and Culture section provides a framework to support the visual, performing, and literary arts in Raleigh. Its recommendations address arts issues and opportunities upon which the city should place special focus. Since the adoption of the 2030 Comprehensive Plan, the Parks, Recreation, and Cultural Resources Department has adopted the Raleigh Arts Plan. The Arts and Culture section has 12 removed action items and 20 new actions items each of which better align the 2030 Comprehensive Plan with the Raleigh Arts Plan.

Regional and Interjurisdictional Coordination

This section lays out a vision for enhanced collaboration to address issues of regional importance and has one revised action item and one removed action item. The revised action item relates to emergency water transmission and the removed action item relates to wildlife habitats.

Downtown Raleigh

The Downtown section provides action items to address the following topics as related to the city's central business district: land use, transportation, economic development, parks, recreation and open space, community facilities and services, and urban design. This section has one revised action item, twelve removed action items, and one new action item. The revised action relates to financial and development tools for affordable housing. The twelve removed action items concern a range of topics including street grid and design standards, planting standards, and the Moore Square Station redesign. The new action item relates to pedestrian counts along retail streets.

Area Plans

The Area Plans section of the Comprehensive Plan addresses issues specific to particular locations within the city that can only be addressed through policies and actions more specific than those proposed citywide. This section has two revised action items, seven removed action items, and sixty-four new action items. The two revised action items are in Arena Blue Ridge and relate to transportation matters. The seven removed action items are split among Arena Blue Ridge, Capital Boulevard, Downtown West Gateway, and King Charles. The new action items are included in these area plans: Arena Blue Ridge (31), Buffaloe New Hope (7), Blount Street/Person Street (7), Capital Boulevard (17), and New Bern (2).

Implementation

This section addresses how the policies and actions in all elements of the Comprehensive Plan should be carried out and has one removed action item. The removed action item addresses future amendments to the Comprehensive Plan that will incorporate newly completed area plans.

C. List of Revised, Removed, and New Action Items

Land Use

Revised Actions

LU 1.3 Special Study Area Plans

Undertake detailed land use planning in those areas designated as Special Study Areas on the Future Land Use Map before approval of development proposals or rezonings in the areas. Engage the public in the planning process.

- *Timeframe changed from On-going to Long-term.*

LU 4.3 Station Area Plans

Prioritize and prepare station area plans to guide development patterns within one-half mile of identified regional and local fixed guideway transit stops.

- *Timeframe changed from On-going to Long-term.*

LU 12.3 Dix Property Plan

Engage in a public planning process for the 80 acres of existing structures and 226 acres of open space.

- *Timeframe changed from On-going to Long-term.*

New Actions

LU 8.6 Infill Compatibility Analysis

Study regulations that govern infill development to ensure they meet the intent of infill policies while providing a reasonable opportunity for new construction to occur.

Transportation

Removed Actions

T 4.3 Intercity Fixed Route Transit

Explore, develop, and promote options for an intercity fixed-route transit system that will link neighborhoods to major activity centers in the region. Work with regional partners to use existing rail lines within the next 10 to 15 years, but also allow for services to run outside of existing rail lines in the longer-term.

T 4.4 Streetcars

Explore future streetcar service for key multi-modal corridors including New Bern and Glenwood avenues, and South Saunders and Hillsborough streets.

New Actions

T 4.14 Service Targets

Establish policy statements and service targets for mode-share and for ridership versus coverage, and establish timeframes for achieving these goals.

T 4.15 Frequent Network Map

Create a series of frequent network maps for public distribution that show where existing all-day frequent transit service is available.

T 4.16 Downtown Services

Investigate opportunities to improve the utility of public transportation services in downtown Raleigh, such as evaluating a potential fare-free downtown transit district that promotes the use of transit for short trips downtown. Evaluate the potential to consolidate fixed-route services into select transit corridors to create a downtown frequent network of services.

T 4.17 Paratransit Efficiency and Coordination

Investigate opportunities to improve paratransit service by identifying opportunities to coordinate with larger employers to create new fixed-route services where appropriate. Identify opportunities to improve the efficiency and quality of city-provided paratransit services to ensure that the City can continue to provide an effective paratransit service.

New Actions (continued)

T 4.18 Public Education and Marketing

Develop a public outreach campaign to identify public perception problems with public transportation and propose a framework for addressing concerns and educating the public to improve the appeal of the overall system.

T 4.19 Bike, Ride and Car Share

Identify opportunities to creatively leverage bike, ride and car share systems to augment public transit, enhance system connectivity, and reduce transit trip travel times. Identify creative ways to share local operating funds between these services and public transit that results in a more cost-effective network.

T 5.15 Bikeshare

Implement the recommendations of the 2014 Raleigh Bike Share Feasibility Study.

T 7.3 Traffic Calming

Develop a process to evaluate, and when appropriate, include, traffic calming through new development when it adds street connectivity.

T 10.1 Curbside Space

Study drop-off activity in high-demand locations (Glenwood South, Raleigh Convention Center, Performing Arts Center) and consider whether a reallocation of curbside space to provide additional drop-off zones is warranted.

T 10.2 Parking Demand

Study the effect of recent trends in transportation, particularly ride-hailing and vehicle sharing, on parking demand, both overall and for specific uses (such as hotels) and in specific areas. Reduce the amount of required parking as needed.

T 10.3 Automated Vehicles

Study the potential impact of automated vehicles and whether existing policy and regulation provide an adequate framework for accommodating automated vehicles into the city's transportation system. Consider how automated vehicles may affect travel demand and whether other transportation and land use policies may need to respond to these changes.

Environmental Protection

Removed Actions

EP 1.10 Community Supported Energy

Explore opportunities to develop Community Supported Energy (CSE) options which allow homeowners, landowners, farmers, co-operatives, schools, and others to install renewable energy projects up to 10 megawatts in size and to sell power to the grid for a fixed price.

EP 1.11 Rooftop Energy

Explore using the rooftops of public facilities and parking garages for renewable micro-power generation, such as solar and wind. Also explore the appropriateness and feasibility of instituting solar access regulations.

EP 3.6 Land Acquisition for Stormwater Control

Consider a program of action for acquiring the necessary land and/or easements to provide for the maintenance of the stormwater system on private property.

New Actions

EP 1.13 Renewable Energy Economic Development

Provide outreach and education to non-profits and affordable and multi-family housing developments to develop partnerships with local installers, banks and other service providers to encourage financing options and cost-effective renewable energy investments.

EP 1.14 Renewable Energy Deployment

Evaluate siting renewable energy facilities on City-owned property, including rooftops. Consider pairing renewable energy generation with on-site energy storage to improve reliability. Where feasible, emphasize exposure to the public through signage and other information to promote awareness of the benefits of renewable energy.

EP 1.15 Fleet Transformation

Implement the City's Fuel and Fleet Transformation Plan.

New Actions (continued)

EP 1.16 Renewable Energy and Energy Efficiency Education

Create and promote online and print educational material to help Raleigh residents and businesses understand, evaluate, and compare renewable energy and energy efficiency options for both new construction and retrofitting existing buildings.

EP 1.17 Home Efficiency Rating

Study and consider a “Home Efficiency Score” for use by developers and real estate agents to inform prospective buyers of the energy efficiency of homes.

EP 1.18 Energy Efficiency First Policy

Evaluate the adoption of an “Energy Efficiency First” policy for construction of new City facilities. Such a policy would make energy efficiency a higher priority than energy generation. Where practicable, energy efficiency and energy generation should both be evaluated in order to facilitate prioritization.

EP 3.13 Maintenance of Private Stormwater Facilities

Maintain easements and facilities acquired and constructed as part of the City’s Drainage Assistance Program.

EP 3.14 The Lower Little Rock Creek Walkable Watershed Concept Plan

Implement the recommendations identified in the plan to enhance pedestrian and bicycle connections, installing green infrastructure along identified corridors to help improve water quality within the watershed.

EP 5.7 Tree Canopy Assessment

Assess tree inventory to quantify carbon absorbed; monitor over time.

EP 5.8 Tree Conservation Ordinance

Review the Tree Conservation provisions in the Unified Development Ordinance. Identify areas of the existing code where additional conservation measures may be appropriate. Use Urban Forestry best practices to identify the most effective tree conservation measures in terms of desired benefits.

EP 8.3 Non-essential Lighting

Explore programs to dim non-essential parking lot or building lights overnight, which can be reactivated by a motion sensor.

EP 9.7 Urban Agriculture Plan

Develop an Urban Agriculture Plan to identify opportunities for urban agriculture and community gardens on City-owned property. The plan should include the following items: analysis of site suitability for agriculture; analysis of need using, but not limited to, income, food access, health indicators, history of environmental justice issues; and resources required from the City and private sector/nonprofit partners.

EP 9.8 Food System Plan

Develop a Food System Plan for Raleigh. Coordinate with Wake County to ensure consistency with the Wake County Food Security Plan.

Economic Development

Revised Actions

ED 2.5 Neighborhood Grants for Community Benefits

Consider a small neighborhood grant program to fund small community identified priority projects (e.g., play lot, community gardens, culture and arts initiatives) where the residents take responsibility for on-going operation and maintenance. Some grant funding is available through the Parks and Recreation and Community Services departments.

- Was “Reserved;” reinstated during Update process.

ED 3.3 Wake Tech Green Collar Program

Work with Wake Tech to provide training support to emerging “green-collar” industries to support green industry innovation in the region.

- Timeframe changed from On-going to Long-term.

Removed Actions

ED 2.2 Community-Oriented Government

Expand the use of the Community-Oriented Government model to increase coordination among community leaders, City departments, and affected stakeholders in order to prioritize and implement strategies for neighborhood improvement wherever feasible. The goal of Community-Oriented Government is to build strong relationships, provide solutions to complex community issues, create sustainable solutions for community concerns, and establish proactive measures to prevent community problems.

ED 5.1 Certification of Industrial Sites

Assist owners in preparing and certifying their industrially-zoned sites to become more competitive (a certified site has water, sewer, and roadway access and has undergone a Phase 1 environmental assessment).

ED 5.6 Disposal of City-owned Land

Develop criteria and a strategy for disposing of City-owned lands. Explore the formation of partnerships between multiple public entities to master develop and maximize the utility of publicly-controlled land.

ED 8.2 Economic Development Annual Report

Prepare an annual report on economic development and progress achieved toward the strategic plan’s goals and objectives.

New Actions

ED 1.5 Promoting Commercial Reinvestment

Identify incentives and other economic development tools to promote reinvestment in underperforming commercial corridors.

ED 3.5 Green Technology Strategy

Develop a regional strategy for attracting and supporting businesses and start-ups in the green technology industry with participation from regional economic development entities and research universities.

ED 3.6 Financial Assistance for New Retailers

Explore the creation of a loan pool, grant provisions, or revolving fund to provide gap financing to entrepreneurs interested in starting viable retail businesses downtown.

ED 8.8 Post-disaster Strategic Planning

In the event of a major disaster, conduct a strategic planning process focused on economic recovery, either along with or in addition to other recovery planning processes. The process would specifically consider economic recovery issues along with general recovery concerns. Initial efforts could be rapid and largely department-driven; in the case of larger disasters, a broader participatory effort could follow the initial response.

Housing

Revised Actions

H 1.1 Affordable Rental Program Expansion

Continue to create new programs to implement the 2015 Affordable Housing Location Policy that will provide incentives to private developers to preserve lower-cost rental communities in Raleigh instead of demolishing or converting them to upscale rental housing.

H 2.22 Non-Profit Support

Continue to financially support the activities of nonprofits to provide services to the homeless and those at-risk of homelessness, such as homelessness prevention and diversion, rapid rehousing, emergency shelter, and permanent supportive housing.

H 3.3 Financial Support for Nonprofits Addressing Homelessness

Continue to financially support the activities of nonprofits to provide services to the homeless and those at-risk of homelessness, such as homelessness prevention and diversion, rapid rehousing, emergency shelter, and permanent supportive housing.

- *Timeframe changed from Mid-term to On-going.*

Removed Actions

H 1.4 Consistency Between Plans

Review RHA annual action plans to ensure consistency with Raleigh's Consolidated Plan, neighborhood plans, and Raleigh's Redevelopment Area Plans.

H 1.5 City and RHA Meetings

Institute regular meetings between City departments and the RHA to review on-going or future construction/redevelopment projects.

H 2.1 Housing Trust Fund

Create a local dedicated source of funding for affordable housing which is recurring and included in the 5-year capital budget.

H 2.2 Community Land Trust

Create affordable housing using vehicles (such as a Community Land Trust, deed restrictions and shared equity appreciation mechanism) to assure long-term affordability of housing.

H 2.4 Bundling Public Sites

Bundle prime City-owned development sites, such as downtown sites, with sites located in neighborhoods in need of reinvestment and affordable housing and in High Priority Areas, as defined in Raleigh's Scattered Site Policy. Developers bidding to develop the prime sites would also have to make plans for the redevelopment of the bundled sites.

H 2.5 Scattered Site Policy Change

Modify the City's Scattered Site Policy to provide greater flexibility to developers to create more mixed-income communities by indexing local requirements to the requirements of the state low-income housing tax credit program so as to enable larger mixed-income developments and increase the number of affordable units produced, while ensuring that affordable units are distributed throughout the development.

H 2.6 Review of Housing Loan Policies

Review City housing loan policies to ensure that requirements for return on investment do not override goals of affordable and middle income housing.

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.

H 2.10 Education Material for Removing Barriers

Develop educational material promoting the benefits of having a balanced distribution of affordable units in Raleigh.

Removed Actions (continued)

H 3.1 Ending Homelessness Action Plan

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

New Actions

H 1.6 Housing Variety

Study housing policy and regulation with a focus on infill development and the accommodation of housing types such as duplexes, small apartments, and townhouses in areas where they are not currently permitted.

H 2.23 Additional Affordable Housing Tools

Explore creating additional affordable housing using vehicles (such as a Community Land Trust, deed restrictions, and long term shared equity appreciation mechanism) to assure long-term or permanent affordability of housing.

H 2.24 Zoning for Mixed Income

Develop zoning provisions for transit-oriented development that promote housing diversity and affordable housing choices available to households at 60 percent of AMI or below in the immediate area around transit corridors.

Parks, Recreation, and Open Space

Revised Actions

PR 1.2 Greenway Plan Update

Update and evaluate the implementation of the Capital Area Greenway Master Plan and the 2014 Capital Area Greenway Planning and Design Guide in order to promote the acquisition of land or easements for greenway corridors and the completion of the proposed trail system.

Removed Actions

PR 3.2 Neuse River Land Acquisition

Pursue the acquisition of environmentally sensitive and significant property along the Neuse River corridor to protect important natural resources and regional open space.

PR 3.4 Stream Buffer Acquisition

Accelerate greenway acquisition to incorporate at least 100-foot wide vegetative buffers or the entire 100-year floodplain, whichever is greater, along designated streams.

PR 4.6 Comprehensive Aquatics Plan

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

PR 4.7 Senior Center Feasibility Study

Implement the Senior Center Feasibility Study and review the potential for additional centers in the future, including satellite centers.

PR 5.3 Streetscape, Gateway and Public Space Improvements

Continue to pursue development of, and maintain a link to, the City's Capital Improvement Program and annual budget process for streetscape, gateway, and other special projects that improve neighborhoods, transportation corridors, and other public spaces.

Removed Actions (continued)

PR 6.4 Historic Cemeteries

Implement the Strategic Plan for the Inventory and Conservation of Raleigh's Historic Cemeteries and evaluate the plan in 2019.

PR 6.6 Stewardship Capacity

Provide an assessment of resources necessary to provide for the appropriate level of management and stewardship of the City's growing inventory of parks and open spaces. Incorporate this assessment into the budget process.

New Actions

PR 1.3 Promote Parks as Economic Assets

Continue to collaborate with the State of North Carolina and Wake County to promote regional recreation tourism and encourage economic development.

PR 1.4 Provide Regional Connectivity

Provide access through public transit, greenway trail, and bicycle facilities connectivity to regional recreation hub(s).

PR 2.6 Provision for Publicly Accessible Parks

Explore zoning incentives and other methods to encourage developers and land owners to provide publicly accessible open spaces and recreational amenities in the context of new development. Encourage new development to provide walkable connections and other tie-ins to nearby parks and greenways.

PR 3.5 Greenway Corridors

Acquire and maintain easements along all designated greenway corridors. Require greenway dedication whenever a tract of land within a proposed residential subdivision or site plan includes any part of a designated greenway, and pursue dedication or reservation of greenway land from non-residential development. Explore opportunities to require the construction of greenway trail infrastructure when new development occurs within a designated greenway corridor.

PR 3.6 Resilience and Green Infrastructure Network

Develop a program to accelerate greenway acquisition of contiguous land and quality natural resource areas along the full width of the 100-year flood plain or a 100-foot wide vegetative buffer, whichever is greater, through additional funding and/or regulations.

PR 3.7 Greenway Connection Improvements

Increase public awareness of and facilitate access to the Capital Area Greenway network by providing links to nearby communities and destination centers.

PR 3.8 Multi-modal Integration

Provide multi-modal access to trailhead locations, as well as adequate parking where feasible.

PR 3.9 Regional Network

Coordinate with adjacent municipalities and other entities in order to identify potential cross-jurisdictional connections. Examine potential partnerships and funding opportunities to implement regional trail connections including the Mountains-to-Sea Trail and East Coast Greenway.

New Actions (continued)

PR 3.10 Public Awareness and Stewardship

Promote the Raleigh Parks, Recreation and Cultural Resources Adopt-A-Trail program to individuals, businesses, and groups interested in supporting the Capital Area Greenway System.

PR 3.11 Signage and Wayfinding

Implement the Raleigh Greenways Master Sign Program throughout the system and improve to include wayfinding with comprehensive directions to and from the Capital Area Greenway system, nearby destination information, orientation indicators, educational and interpretive information, and route options within the system.

PR 3.12 Development Adjacent to Greenways

Implement the Capital Area Greenway Master Plan and engage greenway planning staff during rezoning and site development for residential and non-residential sites. Involve the City's greenway planning staff in the planning and design of all infrastructure projects that impact a corridor or proposed trail as identified in the Capital Area Greenway Planning and Design Guide.

PR 3.13 Implement Safety Education Program

Develop and implement a trail user safety and etiquette education program.

PR 3.14 Implement Maintenance Standards

Enhance and implement maintenance standards for existing greenway trails to ensure safe and comfortable travel by users.

PR 5.5 Inventory Private Park Facilities

Inventory/map private park facilities, amenities, and accessible open space.

PR 5.6 Amend UDO to Promote Open Space

Amend UDO Section 1.5.3 to allow for the provision of publicly accessible open space to meet the UDO outdoor amenity area requirements. Amend UDO Section 2.5.2 to include 'Areas that connect to neighboring open space, trails, or greenways' as Primary rather than Tertiary Open Space Allocation options for Compact and Conservation Residential Districts. Consider other changes as necessary to improve public access to parks and open spaces throughout the City, especially in high-growth areas.

PR 5.7 Facility Fees for Park Projects

Explore the use of Facility Fee revenue and other methods of public-private partnership to fund publicly accessible park development projects at the time of private development and new construction.

PR 5.8 Cost Sharing for Greenway Connections

Actively explore cost-share opportunities for the creation of new access points or connections between greenway easements and new development at the time of construction.

PR 7.1 Collaborative Master Planning

Create and implement a collaborative and comprehensive process for developing a Dorothea Dix Park Master Plan.

PR 7.2 Public Participation in Programming

Engage the public in park programming.

Community Facilities and Services

Revised Actions

CS 2.1 Enterprise Resource Planning and Solid Waste

As part of the Enterprise Resource Planning (ERP) project, build into Solid Waste Service's billing system the flexibility needed to implement the accounting and cost recovery practices identified in the Plan policies.

CS 2.2 Full-cost Accounting for Waste Management

Utilize full-cost accounting practices for identifying and monitoring all solid waste management program costs.

CS 2.6 Solid Waste Services and Design Standards

Develop and adopt regulations that establish Design Standards to accommodate Solid Waste Services operations.

CS 3.5 Training Facility Economics

Examine ways to work with Wake County to share space and costs at the Police Training Facility.

Removed Actions

CS 1.5 Building Design Team

Implement a procedure to include Raleigh Public Works Department Construction Management, Parks and Recreation, Solid Waste Services, and Sustainability staff in programming, concept and design phases for new civic buildings.

Urban Design

Revised Actions

UD 1.5 New Bern Avenue Planting Guidelines

Use tree types and planting locations on New Bern Avenue that avoid obscuring the view of the Capitol.

- *Moved to sub-section 11.3 Appearance and Function of Raleigh's Corridors.*

New Actions

UD 8.1 Station Area Plans

Study and implement land use, transportation and urban design recommendations for areas within one-half mile of fixed rail stations and one-quarter mile of bus rapid transit stations.

Recommendations should include guidance on density, use and bulk transitions from station areas to surrounding neighborhoods.

UD 8.2 Transit-supportive Pedestrian Networks

Create and implement pedestrian infrastructure plans in all areas within a one-mile radius of fixed-rail and bus rapid transit stations.

UD 8.3 Transit-supportive Bicycle Networks

Create and implement bicycle infrastructure plans in all areas within a two-mile radius of fixed-rail and bus rapid transit stations.

UD 8.4 Station Area Parking Facilities

Pursue acquisition and/or development of public parking facilities immediately surrounding transit stations through public funds and incentives to private developers.

Historic Preservation

Revised Actions

HP 1.4 Wayfinding and Interpretive Signage

Include historic resources in the City's wayfinding signage system. Explore the feasibility of wayfinding signs on the city Greenways. Strengthen the Capital City Trail as a heritage and cultural tourism resource.

HP 2.4 Historic Landscape Surveys

Conduct an open space and designed landscape survey and ensure that landscape significance is evaluated in every designation application.

- *Timeframe changed from Long-term to Mid-term.*

HP 2.5 Local Landmark Designation

Identify and designate any eligible properties not currently designated as Raleigh Historic Landmarks.

- *Timeframe changed from On-going to Mid-term.*

HP 2.8 Transfer of Development Rights

Explore the use of transfer of development rights to protect historic landmarks.

- *Timeframe changed from Long-term to Mid-term.*

Removed Actions

HP 4.6 Preserve America Designation

Seek designation of the City as a federal Preserve America Community.

HP 5.4 Preserve America Grants

Apply for federal Preserve America Community grants for heritage tourism projects.

New Actions

HP 1.6 Historic Resource Interpretation Through Digital Technologies

Expand educational and outreach opportunities afforded by existing and emerging electronic media, including specialized smartphone apps, GPS annotation, and touchscreen kiosks and displays.

HP 2.13 Historic Resource Management

Actively seek, acquire, manage, and program unique historic properties and assets that are critical to preserving the City's heritage and singular story.

HP 4.7 Increase Historic Sites and Museum Visitation

Advocate and promote traditional site-based visitation as well as utilize technology to provide remote experiences for non-site based visitation for city-owned properties.

HP 4.8 Historic Resources and Museum Program

Identify and document the mission, vision, and goals of the Historic Resources and Museum Program.

HP 4.9 Historic Resources and Museum

Evaluate the need and funding opportunities to development and implement a Historic Resources and Museum Plan.

Arts and Culture

Removed Actions

AC 1.4 Public Art Funding

Explore innovative public and private funding opportunities for public art.

AC 1.5 Density Bonuses for Art

Explore the possibility of expanding the public art density bonus provision for residential projects in the downtown overlay district to include commercial/mixed-use projects and projects in other areas in the City.

AC 1.6 Public Art Installations

Install and maintain public art on Fayetteville Street, in City Plaza, at other downtown locations, and in City parks and greenways.

AC 2.1 Arts Overlay Zones

Consider amending the City's Zoning Code to create Arts/Entertainment Overlay Districts. (See Text Box: Arts/Entertainment Overlay Districts.)

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. (See Text Box: Cultural Enterprise Zones.)

AC 2.3 Arts in RFPs

Include an arts component in development Requests for Proposals for City-owned sites, especially Sites 2 and 3 at the intersection of Fayetteville and South streets in downtown.

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.

AC 3.1 Underwriting Arts Costs

Include appropriate revenue-producing and fund raising activities in community cultural centers to help underwrite the costs of operation.

AC 3.2 Venue Inventory

Maintain an inventory of existing cultural venues and identify sites for future venues.

AC 4.2 Arts and Music Partnership

Develop a City-funded program of innovative public-private partnerships to support arts and music in Raleigh.

AC 4.5 Raleigh Arts Plan

Implement the recommendations outlined in the Raleigh Arts Plan to connect, communicate, and celebrate the arts.

AC 5.2 Cultural Heritage Office

Consider establishment of a new cultural heritage office tasked with managing City cultural assets and programs by coordinating departments with responsibilities for historic resources.

New Actions

AC 1.7 Public Art Installations

Work toward broader geographic distribution of public art throughout Raleigh's neighborhoods.

AC 1.8 Public Art in Public Projects

Involve public art artists at the planning stages of publicly-funded projects and projects on city-owned land.

AC 1.9 Public Art on the Capital Area Greenway

Utilize the City's Capital Area Greenway system as a venue for placement of public art as identified in the Capital Area Greenway Planning and Design Guide.

AC 1.10 Public Art Policy

Amend the existing City ordinance to increase incrementally the allocation for public art in City of Raleigh Capital Improvement Plan projects from 0.5 percent to 2 percent to allow for appropriately-scaled projects, for program support, and to broaden the types of capital projects receiving public art treatment.

AC 1.11 Iconic Artwork

Commission one or more bold, iconic works in Raleigh.

New Actions (continued)

AC 1.12 Private Development Incentives

Amend the UDO to allow developers unable to meet site development requirements to include public art as a design alternative.

AC 2.5 Dorothea Dix Park

In the long-range planning for the Dorothea Dix Park property, explore and plan for the opportunities for future arts venues and cultural programming.

AC 2.6 Cultural Venues in Growth Centers

Include smaller indoor and outdoor cultural venues in Growth Centers throughout the City, including dance, theatre and music venues, exhibit spaces and gathering spaces.

AC 3.4 Venue Inventory

Create and maintain an inventory of existing cultural venues and identify sites and partnerships for future venues. Develop an online, regional inventory of available venues and spaces.

AC 3.5 Activate Non-traditional Venues

Utilize empty storefronts and other vacant commercial spaces for temporary arts venues such as pop-up galleries and murals, encouraging street activation by artists.

AC 3.6 Partnerships

Partner with area agencies, groups, and institutions (including colleges and universities) to broaden the cultural facilities and programs available to the public.

AC 3.7 Shared Facilities

Develop shared facilities throughout the City that are universally accessible for art production and performances for the various artistic disciplines such as music, dance, theatre and media.

AC 3.8 Small Performance Venue

Develop a 1,500- to 1,800-seat performance venue that is universally accessible.

AC 3.9 Live-Work Space

Identify areas where live-work spaces are allowed and provide direction for development to engage the Office of Raleigh Arts in planning.

AC 4.6 Arts and Culture Foundation

Explore partnering with the private sector to establish a unified arts and culture foundation.

AC 4.7 Connect Artists and Businesses

Connect artists, arts organizations and arts-related businesses with local business resources to grow the arts contribution to the local innovative and entrepreneurial culture.

AC 5.3 Community Arts Training Program

Develop a Community Arts Training Program for artists and other community members to develop their capacity to utilize the arts in community settings, to support cross-sector uses of the arts, and to foster a network of individuals engaged in community-based arts.

AC 5.4 Creative Districts

Include the formation of arts or creative districts, building on and promoting concentrations of arts facilities, creative businesses, activities and events in Growth Centers.

AC 5.5 Community Events

Remove barriers to all for informal placemaking and short-term arts events and programs arising from the community.

AC 5.6 Creative Placemaking Working Group

Convene a creative placemaking working group representing various City of Raleigh departments such as Planning, Economic Development, Housing and Neighborhoods, Public Works, Parks, Recreation and Cultural Resources and others to identify and promote cooperative efforts for creative placemaking. When appropriate, additional stakeholders and community groups should be involved in the working group.

Regional and Interjurisdictional Coordination

Revised Actions

RC 7.2 Emergency Water Transmission

Participate in developing an inter-connected emergency water transmission system for the Research Triangle area.

Removed Actions

RC 6.7 Wildlife Habitats

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

Downtown Raleigh

Revised Actions

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.

Removed Actions

DT 1.7 Disposal of City-owned Land

Develop criteria and a strategy for disposing of City-owned lands within downtown. Explore the formation of partnerships between multiple public entities to master develop and maximize the utility of publicly-controlled land.

DT 2.1 Expand the Downtown Grid

Study expansion of the downtown grid north along Capital Boulevard. Create new roadway connections throughout downtown to better disperse and serve the growing traffic volumes. Specifically explore: S. West St. to W. Lenoir St. over the railroad tracks; W. Morgan St. to Western Blvd. west of Central Prison.

DT 2.7 Pedestrian Counts

Conduct a study of pedestrian counts on pedestrian and retail streets, and update the counts on a regular basis. Such a study is useful both for transportation planning as well as retail recruitment.

DT 2.8 Green Street Design Standards

Study, schedule, design, and fund new facilities that integrate sustainable streetscape technologies for the Green Streets identified on Map DT-4. Use initial implementation of Green Streets to refine the concept and identify additional streets where implementation is appropriate. Green Streets should include: Pedestrian amenities; Landscaped planting strips where space permits; Wider sidewalks, bicycle lanes, and mid-block crossings; Recommended speed limit maximums of 25 mph; Signage and wayfinding embedded into the concrete that clearly denotes the street as a green street and provides information about greenway connections; Pedestrian-scaled, energy-saving light-emitting diode (LED) street lighting; and Innovative stormwater management facilities such as porous pavers, tree boxes, and rain gardens.

DT 2.9 Incorporate Greenways in the Pedestrian Network

Expand and modify the downtown pedestrian wayfinding system to include the downtown greenway trails and other ties to the citywide greenway network.

DT 2.11 Downtown Circulators

Expand the use of circulators downtown.

DT 2.13 Car Sharing and City Vehicles

Explore contracting with an established car-sharing company to replace a portion of the City's existing vehicular fleet as a way of establishing a guaranteed market for car sharing in downtown.

Removed Actions (continued)

DT 2.14 Moore Square Station Redesign

Redesign and upgrade the Moore Square transit station to provide enhanced capacity, better passenger amenities and improved aesthetics. Explore the development of the air rights over the station and its access points.

DT 3.5 Downtown Economic Development Study

Conduct an economic development study to identify the representation of business sectors essential to downtown's economic success.

DT 3.7 Coordinating Downtown Business Programs

Coordinate and consolidate, as needed, the business recruitment and retention initiatives for downtown.

DT 7.2 Downtown Planting Standards

Develop tree planting standards addressing tree selection, placement, and spacing for all downtown streets.

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.

New Actions

DT 3.8 Pedestrian Counts

Conduct a study of pedestrian counts on retail streets, and update the counts on a regular basis.

Arena-Blue Ridge

- *Completed in 2012, Blue Ridge has been combined with Arena.*

Revised Actions

AP AB.11 Trinity Road Streetscape Plan

Prepare a streetscape plan for Trinity Road. The plan should include bicycle, pedestrian, and access improvements, building and parking locations to provide consistent character along the street, and tree plantings and design features to give the corridor definition. A unified directional signage system should be included.

AP AB.12 Arena Area Bus Line

A bus line should run along the Youth Center Drive from a future Fairgrounds rail or bus rapid transit station. The line should then access Carter-Finley Stadium, the Arena, and the Edwards Mill Road bus corridor. The route could continue west and south to serve development in the western portion of the plan area, and terminate at a future regional rail stop. At least the portion of the route east of Edwards Mill Road should include dedicated lanes.

Removed Actions

AP AB.10 Hillsborough Street Streetscape Improvements

A City streetscape improvement project should be undertaken for the Hillsborough Street corridor from Blue Ridge Road to just west of the Hillsborough-Chapel Hill Road crossover. This project should be done in conjunction with roadway improvements and construction of the Triangle Transit stop in front of Dorton Arena.

Buffaloe New Hope

- *This plan was completed in 2015.*

Blount Street/Person Street

- *This plan was completed in 2013.*

Capital Boulevard

- *This plan was completed in 2012.*

Removed Actions

AP CB.1 Peace Street Interchange

Redesign the Peace Street interchange with a “square loops” pattern on the south side of Peace Street. Remove one lane from Peace Street under Capital Boulevard to provide additional space for pedestrians and bicyclists. Rebuild the bridge to be more attractive by incorporating 14-foot sidewalks, vertical abutments, and retaining walls.

Cameron Village Hillsborough Street

- *This plan was completed in 2018.*

Downtown West Gateway

Removed Actions

AP DW.7 Railroad Wye Rail Yard

Evaluate alternative locations for the existing rail yard and develop strategies to improve the visual quality of the Railroad Wye.

AP DW.13 Saunders North Redevelopment Plan Implementation

Pursue opportunities to advance implementation of the Saunders North Area Redevelopment Plan as quickly as possible.

King Charles

Removed Actions

AP KC.4 Raleigh Blvd/New Bern Streetscape Improvements

Improve aesthetics through streetscape improvements and landscape plans for Raleigh Boulevard and New Bern Avenue.

AP KC.7 New Bern Bus Stop Improvements

Enhance appearance of bus stops on New Bern Avenue by adding shelters, benches, and trash receptacles.

New Bern

- *This plan was completed in 2012.*

West Morgan

- *This plan was completed in 2011.*

Implementation

Removed Actions

IM 4.2 Area Studies and Comprehensive Plan Amendments

Create an annual comprehensive amendment process that incorporates area and corridor study policies and land use and zoning changes to more efficiently and systematically implement recommendations.



The City of Raleigh

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