



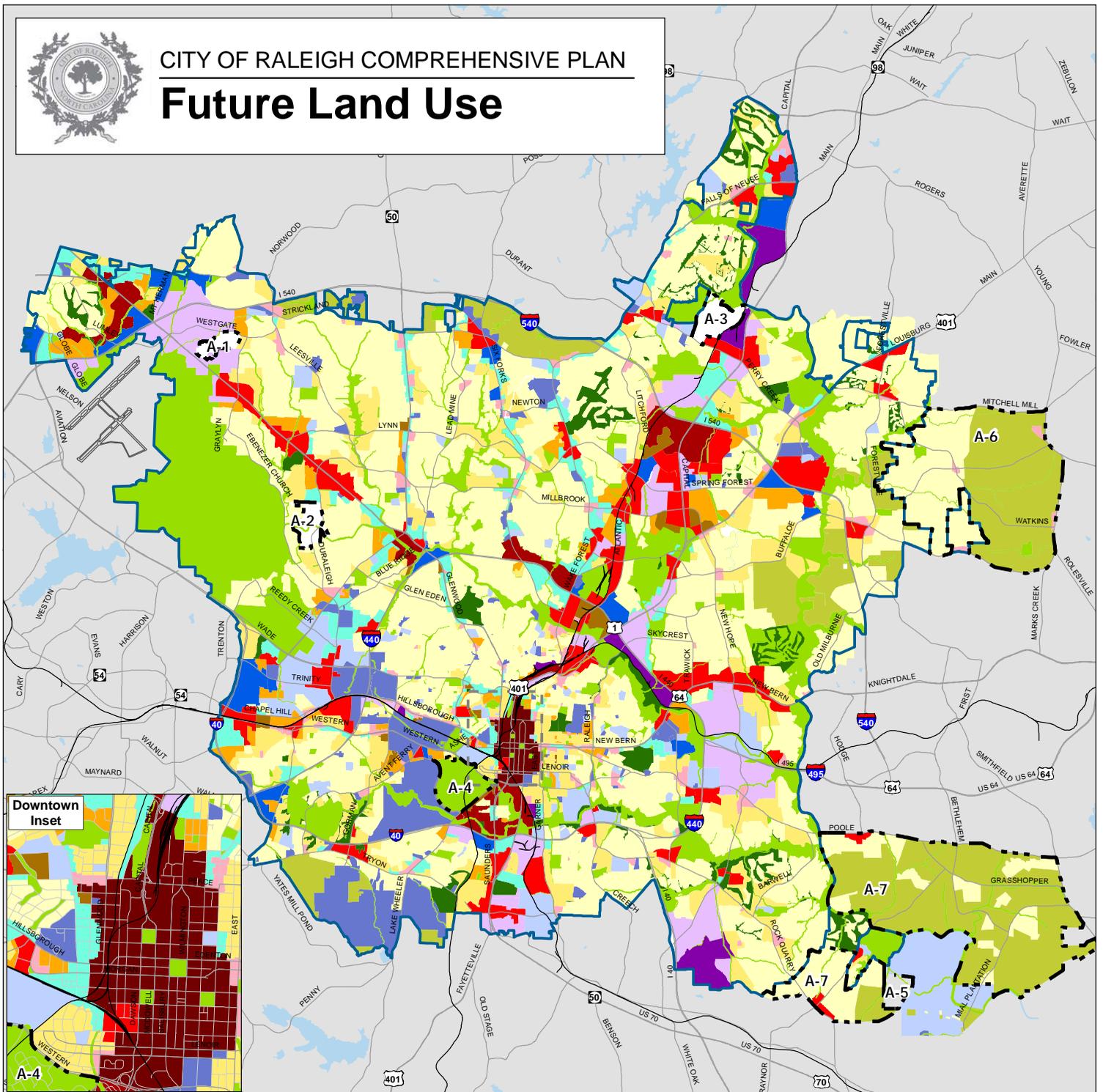
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CITY OF RALEIGH COMPREHENSIVE PLAN

Future Land Use



MAP LU-3

- | | | | |
|--|--------------------------------|--|--------------------------------|
| | Rural Residential | | Central Business District |
| | Low Density Residential | | Office/Research & Development |
| | Moderate Density Residential | | Business & Commercial Services |
| | Medium Density Residential | | General Industrial |
| | High Density Residential | | Public Facilities |
| | Office & Residential Mixed Use | | Institutional |
| | Neighborhood Mixed Use | | Public Parks & Open Space |
| | Community Mixed Use | | Private Open Space |
| | Regional Mixed Use | | Special Study Areas |

Raleigh Jurisdictional Limit

Special Study Areas

- A-1: Northwest Quarry
- A-2: Duraleigh Quarry
- A-3: Major Industrial/Chemical Facility
- A-4: Dorothea Dix Campus
- A-5: Southeast Waste Facility
- A-6: North Urban Service Area
- A-7: South Urban Service Area



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Map created 5/6/2015 by the City of Raleigh
Department of City Planning

A.2 City-Wide Growth

Raleigh has expanded and grown dramatically over the last 20 years based on an auto-dependent land use pattern of segregated land uses. Due to rising infrastructure and energy costs, diminishing land resources, local environmental impacts, and global climate change, Raleigh is now committed to a smart growth pattern of development for its future and desires to be a model “sustainable city.” Raleigh’s citywide growth policies seek to guide development and redevelopment and promote more compact development, walkable neighborhoods, and transit-accessible corridors to use land efficiently, increase connectivity, lower vehicle miles traveled, and improve air quality.

Policy LU 2.1

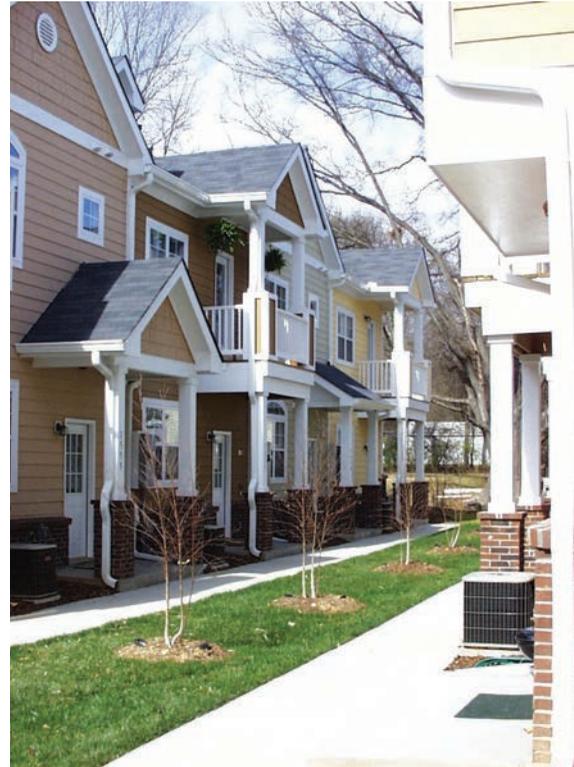
Placemaking

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. (1, 2, 3, 4, 5, 6)

Policy LU 2.2

Compact Development

New development and redevelopment should use a more compact land use pattern to support the efficient provision of public services, improve the performance of transportation networks, preserve open space, and reduce the negative impacts of low intensity and non-contiguous development. (1, 2, 3, 4, 5, 6)



Policy LU 2.3

Cluster Development

Cluster development should be used to achieve open space preservation in those areas of the City planned for rural residential land uses on the Future Land Use Map. (1, 2, 3, 5)

Policy LU 2.4

Large Site Development

Developments on large sites should set aside land for future parks and community facilities to help meet identified needs for public amenities and services and to offset the impacts of the development. (1, 2, 5)



Policy LU 2.5

Healthy Communities

New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks. (4, 5, 6)

See Element I: 'Urban Design' for additional policies and actions related to pedestrian-friendly design.

Action LU 2.2

Reserved

Policy LU 2.6

Zoning and Infrastructure Impacts

Carefully evaluate all amendments to the zoning map that significantly increase permitted density or floor area to ensure that impacts to infrastructure capacity resulting from the projected intensification of development are adequately mitigated or addressed. (3, 4)

Action LU 2.3

Reserved

Action LU 2.1

Future Studies in High-Density Areas

As necessary, undertake detailed studies and plans for growth centers, mixed-use centers, and transit station areas (rail or bus transfer nodes) to identify areas appropriate for higher-density mixed-use development.

Action LU 2.4

Reserved

Action LU 2.5

Reserved

Action LU 2.6

Targeting Development Incentives

Target incentives for designated redevelopment areas and areas for public intervention to encourage new mixed-use center development, multi-family residential, and office uses. (Refer to Element D: 'Economic Development' for recommended redevelopment and intervention areas.)

Action LU 2.7

Reserved

A.3 Annexation, ETJ and USA

North Carolina provides annexation authority for municipalities to provide for their orderly growth and expansion over time (see text box: *North Carolina Law on Annexation*). Currently, Raleigh encompasses 89,550 acres of land within its city limits, but has the potential to annex an additional 24,057 acres within its extra-territorial jurisdiction (ETJ). Beyond its current ETJ, Raleigh has the potential to annex an additional 18,934 acres from its Urban Service Area (USA). No additional land area is available beyond these limits due to annexation agreements with neighboring jurisdictions that have essentially carved out all of Wake County except protected watersheds into urbanizing areas. Therefore, Raleigh has approximately 43,000 acres available for future annexation and expansion. As stated below, Raleigh's annexation policies focus on managing annexation outside of the ETJ to provide for more compact and orderly growth and to better phase land development with infrastructure, public services, and facilities within the ETJ prior to annexation and urban expansion into the Urban Service Area.

Map LU-4 illustrates areas available for future annexation, both within the City's ETJ and outside the ETJ but within the USA. The map also shows watershed lands within the ETJ that the City has agreed never to annex, even though the City exercises land use authority over these areas.

Much of Raleigh's annexation activity, both within and outside of its ETJ, is a result of annexation petitions from landowners wishing to connect to the City's utility infrastructure. Annexation policies are closely related to policies on utility extensions, and vice versa. Policy guidance on utility extension can be found under G.2 'Utility Extensions' in Element G: 'Public Utilities'.



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. (3, 6)

Action LU 8.1

Reserved

Policy LU 8.13

Traditional Neighborhood Development

Encourage Traditional Neighborhood Development (TND) and planning for large undeveloped sites within the City’s municipal boundaries to improve neighborhood and street connectivity. Traditional Neighborhood Development is an urban form characterized by compact, pedestrian-oriented design, which provides a variety of uses and diverse housing types within easy walking distance, and is anchored by a central public space and civic activity (school, library, church, or similar institution). (2, 3, 4, 5, 6)

Action LU 8.2

Reserved

Policy LU 8.14

Student-Oriented Housing

Encourage student-oriented housing, including fraternities, sororities, dormitories and rent-by-the-room, multi-bedroom apartments, to locate in the area immediately adjacent to colleges/ universities, in transit-oriented development areas, or in downtown. (2, 3, 4, 6)

Action LU 8.3

Acquisition of Vacant Lots

Identify smaller vacant lots within developed areas for potential acquisition for public open space.

Action LU 8.4

Reserved

Action LU 8.5

Reserved

See also Element J: 'Historic Preservation' for additional policies and actions related to neighborhood conservation.

**A.9 Research and Development/
Institutional Land Uses**

Raleigh is well-known regionally and nationally for its level of excellence in colleges and universities, research and development industries, and hospital research and care. However, since these public and private institutions and industries often have large campus settings, their future growth and expansion could affect adjacent residential neighborhoods. Due to their contribution to the City's economic and social fabric, Raleigh wants to encourage additional institutional growth while protecting existing neighborhoods through proactive planning and communication.

Policy LU 9.1

Planning for the Tech Sector

Plan for and designate adequate land for offices, laboratories, business incubators, and flex space buildings to accommodate Raleigh's growing technology industries on the Future Land Use Map. (1, 3)

Policy LU 9.2

Coordinating Institutional Growth

Expand and encourage partnerships among the City's many large institutions to coordinate future growth and development of these institutions with surrounding land uses and neighborhoods. (1, 3, 6)

Policy LU 9.3

Hospitals

Plan for and designate adequate land for the equitable distribution of hospitals and their facilities throughout the City on the Future Land Use Map. (1, 3, 6)

Policy LU 9.4

Health Care Industry

Support the continued growth and expansion of the City's health care providers to serve the needs of Raleigh's residents. (1, 3, 6)

Action LU 9.1

Reserved



Action LU 9.2

Small Area Studies in Institutional Areas

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

Action LU 9.3

Reserved

enclosed retail shopping mall. The remainder of Raleigh’s retail uses are located in commercial shopping centers along the City’s major streets. Raleigh’s retail policies focus on strengthening its current mixed-use centers, encouraging retail uses within new pedestrian-friendly, mixed-use centers, and minimizing the impact of auto-oriented commercial retail uses.

Policy LU 10.1

Mixed-Use Retail

Encourage new retail development in mixed-use developments. (3, 4)

Policy LU 10.2

Retail in Industrial Zones

Discourage retail uses in industrial zones to maintain viable industrial areas and avoid an oversupply of retail uses. (1, 3)

Policy LU 10.3

Ancillary Retail Uses

Ancillary retail uses in residential and office developments located in areas designated High Density Residential, Office Residential—Mixed Use and Office/Research and Development should not be larger in size than appropriate to serve primarily the residents, employees, visitors, and patrons of the primary uses in the area; should preferably be located within a mixed-use building; and should be sited to minimize adverse traffic, noise, and visual impacts on adjoining residential areas. (3, 4)

A.10 Retail Land Uses

Raleigh’s retail uses are primarily located within mixed-use centers—such as downtown Raleigh, North Hills, and Crabtree Valley—and along commercial corridors. Downtown Raleigh contains a number of mixed-use districts—Fayetteville Street, Moore Square, Glenwood Avenue—that provide an expanding base of local retail goods and services and limited national retailers. Cameron Village is one of the first retail shopping centers built in this country after WWII, and offers a strong and diverse mix of local and national retailers in a pedestrian-friendly environment. North Hills is the location of Raleigh’s first enclosed retail shopping mall, built with large national department stores to anchor smaller national and local retailers. North Hills is now a pedestrian-oriented lifestyle center with a greater mix of office and residential uses. Crabtree Valley, Raleigh’s second and larger enclosed shopping mall, is also undergoing a transformation into a more mixed-use center, and is attracting more retail uses through infill development. Triangle Town Center is Raleigh’s most recently built

Policy LU 10.4

Siting of Regional Retail

Regional retail uses—including big box, power centers, and regional malls—should be located where access is available from at least two roadways providing a minimum of four-lanes each. Access should be obtained from both roadways. (3, 4)

Policy LU 10.5

Regional Retail and Residential Areas

Regional retail uses should not be located adjacent to areas designated for Low- to Moderate-Density Residential use on the Zoning Map or Future Land Use Map, or areas currently developed for such use. (3, 4)

Policy LU 10.6

Retail Nodes

Retail uses should concentrate in mixed-use centers and should not spread along major streets in a linear "strip" pattern unless ancillary to office or high-density residential use. (3, 4)

Action LU 10.1

Reserved

See also Element D: 'Economic Development' for additional policies related to retail and economic development.

A.11 Industrial Land Uses

The City's industrial areas support a variety of uses. Industrial uses occupy approximately 3,600 acres or 3.7 percent of the City's jurisdiction. These uses are typically concentrated along rail corridors and the roads that run parallel to them, with some corresponding to warehousing and distribution areas adjacent to interstate highways, such as the area off of the I-40 interchange with Jones Sausage Road in southeast Raleigh. While only 3.7 percent of the City's jurisdiction is occupied by industrial uses, over 10 percent of the land is zoned for industrial uses (Industrial-1 and -2). The majority of industrially-zoned lands are developed with office or retail uses, which are currently permitted as-of-right within industrial zoning districts. The Comprehensive Plan text and the Future Land Use Map address the location, zoning, and compatibility aspects of Raleigh's industrial areas.

Policy LU 11.1

Preserving Industrial Land

Support land use policies that protect competitive opportunities to locate industrial, flex, and warehouse sites near major transportation corridors and the airport. (1, 4)

Policy LU 11.2

Location of Industrial Areas

Accommodate industrial uses— including municipal public works facilities—in areas that are well buffered from residential uses (and other sensitive uses such as schools), easily accessed from major roads and railroads, and characterized by existing concentrations of industrial uses. Such areas are generally designated as "General Industrial" on the Future Land Use Map. (3, 4, 6)



Policy T 1.4

Increasing Mobility Choice

Diversify the mobility choices for work trips by targeting transit investments along corridors that connect concentrations of office, retail, and residential uses. (4, 6)

Sensitive Area Streets

Sensitive area streets are generally designed with a shoulder and swale section. They are typically utilized within a Metro Park or Watershed Protection Overlay District, or in other areas approved by the City Council. Special design standards for these streets are contained within the Raleigh Street Design Manual.

Action T 1.1

Corridor Preservation

Create a “tool kit” of actions to help preserve future transportation corridors through development review and land use planning.

Policy T 1.5

Context Sensitive Road Design

“Context Sensitive” approaches shall be used for new roadways or widening of existing roads to minimize impacts to historic business districts and neighborhoods and sensitive natural areas (particularly in watershed protection, conservation management and metro park protection areas). (4, 5, 6)
See Text Box: Sensitive Area Streets.

Action T 1.2

Reserved

Policy T 1.6

Transportation Impacts

Identify and address transportation impacts before a development is implemented. (3, 4)

Action T 1.3

Context Sensitive Solutions

Adopt Context Sensitive Solution practices to determine the most appropriate transportation improvements to minimize environmental impacts and serve adjacent and future land uses within a multi-modal network. These practices should be included in a revision to the Raleigh Street Design Manual.

- development (2.2 units per acre);
- City of Charlotte: Daily Trips \geq 2,500 VPD; or affects a location with a high crash history; or takes place at a high congestion location (vehicles/capacity > 1); or creates a fourth leg at an existing signalized intersection; or exacerbates an already difficult situation (railroad crossing, school access, etc.).

Thresholds for Transportation Impact Analysis

NCDOT has adopted guidelines for when and how a Transportation Impact Analysis (TIA) should be performed. Many local jurisdictions, including Wake County, have also adopted TIA thresholds, typically lower than those chosen by NCDOT. NCDOT recommends a TIA when one of the following conditions is met:

- Access is from a four-lane street or greater;
- Daily trips exceed 3,000 vehicles per day (VPD);
- Within 1,000 feet of an interchange;
- Affects a location with a high crash history;
- Involves existing or proposed median crossover;
- Involves an active roadway construction project; or
- Involves an active TIP project.

Some example thresholds from local jurisdictions include:

- City of Durham: Peak Hour Trips \geq 150 Vehicles per Hour (VPH);
- Wake County: Peak Hour Trips \geq 100 VPH or Daily Trips \geq 1,000 VPD;
- Town of Cary: Peak Hour Trips \geq 20 VPH and any development where expected trips exceed traffic generated by R-20

B.2 Roadway System and Transportation Demand Management

Raleigh is currently served by a mixture of streets striking different balances between the two major functions: providing mobility for through traffic, and providing access to adjacent land uses. Historically, Raleigh’s roadway system was planned according to the common functional classification scheme of arterials, thoroughfares and collectors. This approach, while useful for determining road function and width, did not provide for much variation in street design based on land use context, nor did it identify how to implement a “complete streets” approach to integrating other modes (pedestrians, cyclists, and transit riders) within the right-of-way.

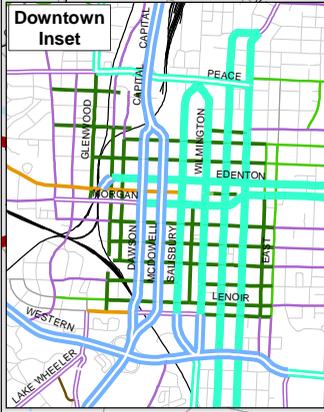
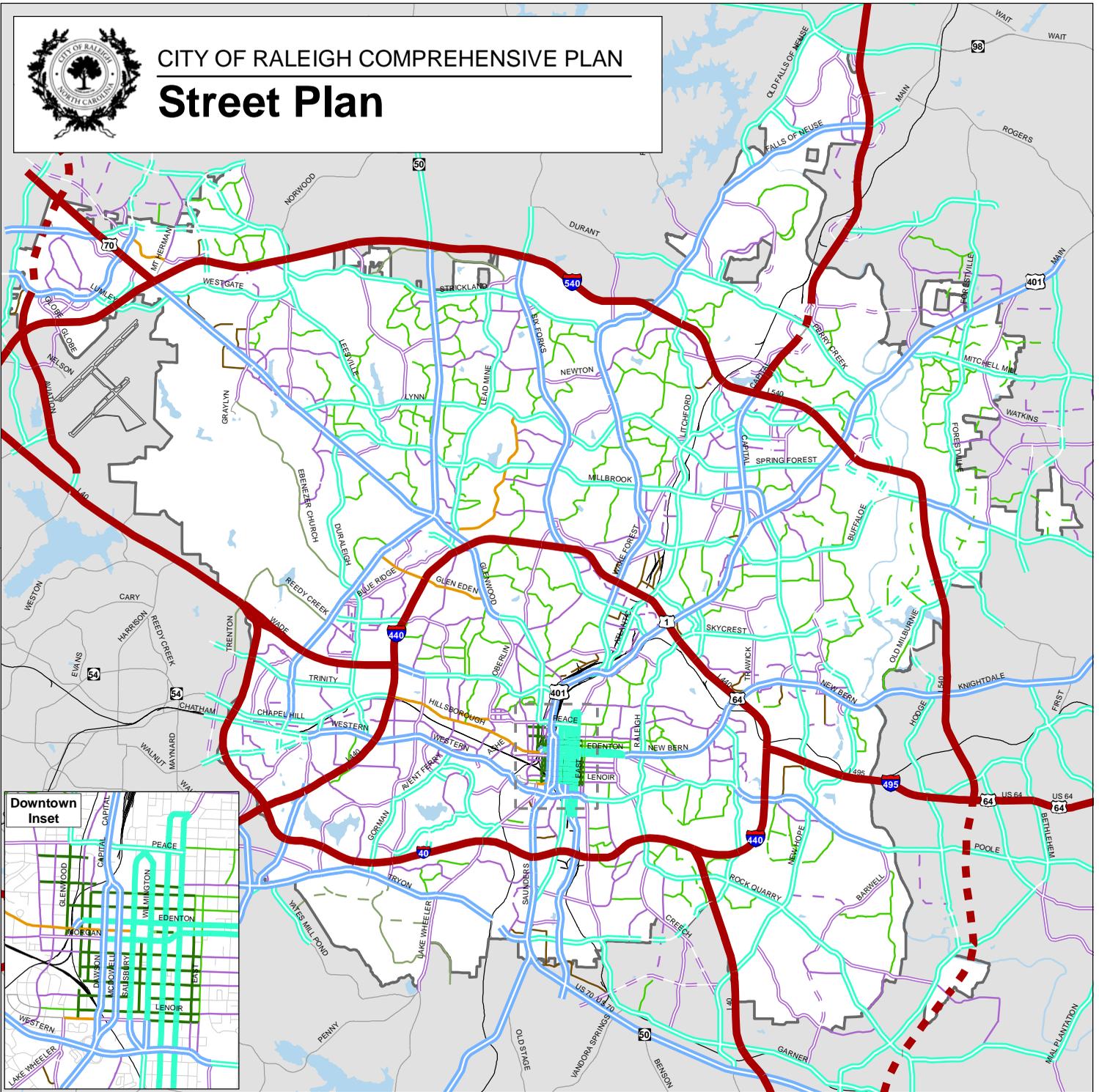
With the adoption of a new development code in 2013, Raleigh has implemented an entirely new street classification system that is reflected in three locations: the policy basis for the street system is described in this section of the Comprehensive Plan; the regulatory requirements are set forth in the Unified Development Ordinance; and the engineering standards are detailed in the Raleigh Street Design Manual. The new street classification system addresses contexts ranging from high volume avenues to low-speed neighborhood streets and mixed-use main streets. It also sets forth requirements for bicycle and pedestrian facilities within streets. The function and purpose of each of the street types illustrated on **Map T.1** are described below:

Street System

Map T.1 reflects the adopted Street Plan for the



CITY OF RALEIGH COMPREHENSIVE PLAN Street Plan



MAP T-1

A. Sensitive Area Streets

- Sensitive Area Parkway
- Sensitive Area Parkway Proposed
- Sensitive Area Avenue
- Sensitive Area Avenue Proposed

B. Local Streets

- Neighborhood Street
- Neighborhood Street Proposed
- Multifamily Street
- Multifamily Street Proposed

C. Mixed Use Streets

- Avenue 2-Lane, Undivided
- Avenue 2-Lane, Undivided Proposed

- Avenue 2-Lane, Divided
- Avenue 2-Lane, Divided Proposed
- Avenue 3-Lane, Parallel Parking
- Avenue 3-Lane, Parallel Parking Proposed
- Main Street, Parallel Parking
- Main Street, Parallel Parking Proposed
- Main Street, Angle Parking
- Main Street, Angle Parking Proposed

D. Major Streets

- Avenue 4-Lane, Parallel Parking
- Avenue 4-Lane, Parallel Parking Proposed
- Avenue 4-Lane, Divided
- Avenue 4-Lane, Divided Proposed

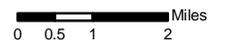
- Avenue 6-Lane, Divided
- Avenue 6-Lane, Divided Proposed
- Multi-Way Boulevard, Parallel Parking
- Multi-Way Boulevard, Parallel Parking Proposed
- Multi-Way Boulevard, Angle Parking
- Multi-Way Boulevard, Angle Parking Proposed

E. Industrial and Service Streets

- Industrial Street
- Industrial Street Proposed

Other Streets

- Limited Access Highway
- Limited Access Highway Proposed
- Raleigh Jurisdictional Limit



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Department of City Planning

redevelopment; and in some cases the City and affected property owners would greatly benefit from resolving uncertainty regarding future alignments. The remaining three areas and the study purpose are described below:

1. **Six Forks/Wake Forest Road Corridor:** Evaluate the growth projections for this area from I-440 to Wake Forest Road. Future volume projections indicate roadways in this area may be significantly over capacity in the future.
2. **Centennial Parkway/Lake Wheeler Road/Maywood Avenue Area:** Evaluate future roadway improvements and connectivity needs, consistent with the recommendations of the “Big Ideas” workshops to accommodate a new land use vision for this area.
3. **Atlantic Avenue Corridor:** Evaluate the growth projections for the corridor between Capital Boulevard and Millbrook Road. Future volume projections indicate Atlantic Avenue may be over capacity in the future and may warrant reclassification.

Policy T 2.1

Integration of Travel Modes

Promote and develop an integrated, multi-modal transportation system that offers safe and attractive choices among modes including pedestrian walkways, bikeways, public transportation, roadways, railways, and aviation. (3, 5, 6)

Policy T 2.2

Defining Future Rights-of-Way

As resources permit, move from "conceptual" routes for future streets to more specifically mapped future rights-of-way, backed by engineering studies. Mapping streets also determines where to install water and sewer infrastructure and reduces the need for easements across private property. (3, 5)

Policy T 2.3

Eliminating Gaps

Eliminate “gaps” in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses. (3, 4, 5)

Policy T 2.4

Road Connectivity

The use of cul-de-sacs and dead-end streets should be minimized. (3, 5)

Policy T 2.5

Multi-modal Grids

All new residential, commercial, or mixed-use developments that construct or extend roadways should include a multi-modal network (including non-motorized modes) that provides for a well-connected, walkable community, preferably as a grid or modified grid. (4, 6, 5)



work-at-home programs, employee education, and preferential parking for carpools/vanpools. (3, 5)

Policy T 2.15

Sensitive Road Design

Ensure that all new roadway projects and major reconstruction projects preserve existing trees and topography to the maximum extent feasible and provide an adequate street tree canopy while providing for the safest facility possible. Involve relevant experts (such as a certified arborist) in project planning when implementing this policy. (5)

Policy T 2.16

Assessing Changes in Road Design

Subject all proposed changes to the treatment of existing vehicular rights-of-way, such as changes to the number and type of travel lanes, to a study prior to implementation to determine the impacts on the larger network and the level of service of all relevant modes. (3, 4)

Policy T 2.17

Bridge Improvements

Coordinate with NCDOT for bridge monitoring, maintenance, and rehabilitation. Bridge improvements should be considered when roadway investments are being pursued. (3, 5)

Policy T 2.18

Roadway Tree Canopies

Provide additional tree canopies consistent with recommendations from the Urban Forestry Division. Along multi-lane roads with planted medians, this reduces the visual height-to-width ratio of the overall streetscape and provides pedestrian refuges at signalized crossings. (5)

Action T 2.1

Transportation Demand Management

Develop a City of Raleigh Transportation Demand Management Plan or adopt the Triangle Region TDM Plan to reduce the use of single-occupant vehicles. The plan should contain elements such as: transit and vanpool subsidies, ride matching services, commuter information center, and telecommuting.

Action T 2.2

Access Management Plan

Establish a flexible Access Management Plan that identifies and helps preserve priority corridors.

Action T 2.3

Right-of-Way Reservation

Conduct detailed analyses of proposed corridors and roadway connections to establish alignments, and take proactive

steps to resolve future corridors and connections via development coordination or by acquisition.

Action T 2.4

Limited Access Lane Management

Coordinate with NCDOT on limited access facilities to investigate the feasibility of establishing lane management policies such as high occupancy vehicle (HOV) lanes, truck lanes, express lanes, and toll lanes.

Action T 2.5

Inter-modal Facility Prioritization

Work with CAMPO in the prioritization of inter-modal transportation facilities to ensure that adequate funding consideration for the planning and programming of these facilities is being given as part of CAMPO's Transportation Improvement Program (TIP).

Action T 2.6

Reducing Single Occupant Driving

Provide incentives for public-private transportation partnerships (such as car sharing companies) to establish pilot programs within downtown, activity centers, and other appropriate areas to reduce single-occupant vehicles. (5)

Action T 2.7

Special Transportation Studies

Undertake special studies for the three areas identified in the introduction to this section:

1. Six Forks/Wake Forest Road Corridor
2. Centennial Parkway/Lake Wheeler Road/Maywood Avenue Area
3. Atlantic Avenue Corridor

Action T 2.8

Transportation Funding Strategy

Develop a funding strategy for all maintenance and new construction transportation projects, including public/private partnerships for construction of strategic transportation facilities. The strategy should reflect a multi-modal approach to transportation issues.

Action T 2.9

Reserved



B.3 Complete Streets: Hierarchy and Design

Transportation corridors should be more than just roadways for automobiles. Corridors can be designed and classified to reflect a balance between various modes and surrounding land uses. The term "Complete Streets" refers to streets that are designed to enable safe access and mobility for all users (i.e., pedestrians, bicyclists, motorists, and transit riders) of all ages and abilities. The urban form, trees, and buffers along such streets should also relate to the modes of transportation they support and the land uses they serve. Complete streets further social justice by accommodating users of different means and abilities, and enhance real estate value by improving the public realm.

While the CAMPO Comprehensive Transportation Plan classifies roadways based on vehicle capacity and function, the Raleigh Street Plan provides guidance on how streets should relate to the land uses they serve, and the role of pedestrian and bicycle circulation and transit. Raleigh has transitioned to a new typology that includes the dimensions of street character and land use in addition to capacity and function, and broadens the notion of capacity to encompass the movement of people, not just cars. The new classifications include typologies such as Avenues, Boulevards, Parkways, and Main Streets.

NCDOT is considering similar transitions to its street classification system as part of its implementation of its Complete Streets Policy. The Street Map, displayed in Map T-1, further applies a new system of street overlays as part of the Growth Framework Map (see Map F-1 in 2 'Framework'). There are four types of corridors identified on the Map: highway, multi-modal, urban, and parkway. These types have been applied to all existing and proposed major streets within the City.

- **Highways:** These are limited-access, grade separated roadways providing little to no direct access to adjacent land uses. NCDOT maintains jurisdiction over these facilities and no changes are proposed to how these are planned and developed.
- **Multi-modal Streets:** Transit and non-motorized modes are anticipated to provide a significant share of the total capacity of these streets, and the street right-of-way should be managed accordingly. Where bus is the transit mode, these streets should be targeted for improvements such as turn-out lanes, shelters and benches at every stop. Queue jump lanes, signal priorities, and exclusive lanes for transit may also be appropriate. Some transit streets may eventually convert to streetcar service, and for all such streets, a high level of pedestrian facilities and amenities should be provided. Land uses are expected to directly connect to and address the street. Bicycles should be accommodated. Alternative cross-sections may be employed to meet these goals.
- **Urban Streets:** These are like multi-modal streets but are not anticipated to have the same level of transit service. Urban streets can be narrower than other streets in the same classification, and should include on-street parking (where appropriate) and enhanced pedestrian facilities.
- **Parkways:** These streets are suburban in nature and more likely to be framed by landscaping rather than buildings. More traditional cross-sections can be employed on these streets. Landscaped medians are encouraged.

Implementing a Complete Streets Network

The City of Raleigh is dedicated to improving the lives, health, and well-being of our residents and visitors, regardless of age, income, health, or mode of transport. A network of Complete Streets across the City contributes to both livability and sustainability in that it provides safe and equitable mobility choices, recognizes all users regardless of physical ability or mode of travel, provides amenities and infrastructure for all modes, and complements adjoining architectural, economic, community, and land use patterns. With a Complete Streets Policy, the City recognizes that all streets are different and that the needs of various users must be balanced. Such a network will be accessible to users of all ages and ability—including bicyclists, pedestrians, transit users, motorists, freight providers, and municipal and emergency service providers—and ensure that all users experience a functional and visually attractive environment.

In developing a Complete Streets network, transportation improvements may include a wide variety of facilities and amenities, as appropriate, to meet the needs of all users. These may include but are not limited to:

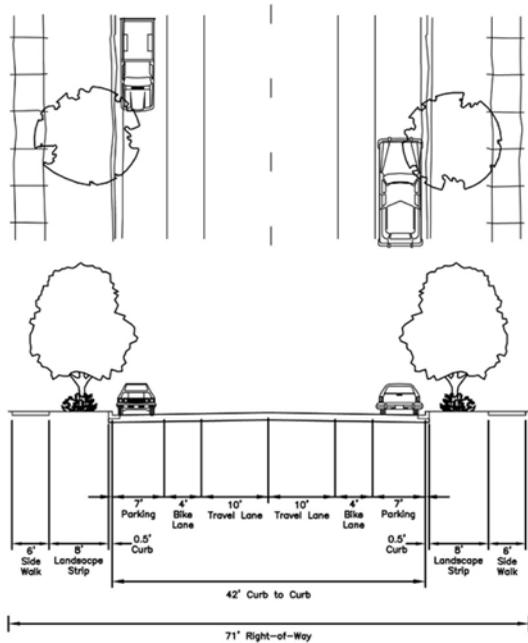
- Rush Hour Only service to outlying communities;
- Sidewalks and pedestrian safety improvements, such as traffic signals, roundabouts, bulb-outs, curb extensions, high visibility crossings, buffer zones, and shared use pathways;
- Bicycle safety improvements, such as bike lanes bike parking, cycle tracks, wide outside lanes, sharrows, paved shoulders, and signal detection;
- ADA compliance and full accessibility;
- Transit infrastructure including bus shelters, benches, trash cans, and pads;
- Street- and pedestrian-level lighting;
- Street trees, landscaping, street furniture, and adequate stormwater/drainage facilities;
- Access for emergency services without compromising safety or accessibility; and,
- Infrastructure for freight providers, including designated routes, large turning radii, and loading zones.

Complete street designs should be context-sensitive, consider local needs, and incorporate up-to-date design standards appropriate for the project setting. Each project must be considered both individually and as part of a connected network. Design should consider such elements as natural features, adjacent land uses, input from local stakeholders and merchants, community values, and future development patterns as outlined in the City's Future Land Use Map, Comprehensive Plan, and adopted studies. When determining the community context and the feasibility of implementing Complete Streets concepts, there should be a balance between the safety of all users, the roadway's vehicular level-of-service, and the multi-modal quality-of-service.

The City's Complete Streets Policy applies to all street projects, including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in pavement marking. The City will actively look for opportunities to repurpose rights-of-way to enhance connectivity for all travelers. The development of a Complete Streets network will be achieved incrementally through single projects, as well as through continuing minor improvements, maintenance, and operational activities. The City will need to work closely with local, regional, and federal transportation agencies to promote compliance, as well as collaborate with all users of the public rights-of-way - such as utilities- to ensure that the principles and practices of Complete Streets are embedded within their planning, design, construction, and maintenance activities.



Figure T-1: Sample Complete Streets Cross Section



Source: Sacramento Transportation and Air Quality Collaborative

Policy T 3.1

Complete Street Implementation

For all street projects and improvements affecting the public right-of way, consider and incorporate Complete Street principles and design standards that provide mobility for all types of transportation modes (pedestrian, bicycle, auto, transit, freight) and support mutually-reinforcing land use and transportation decisions. Work with NCDOT to implement these design standards for state-maintained roads within the City’s jurisdiction. (3, 4, 5, 6) See Text Box: *Implementing a Complete Streets Network*

Policy T 3.2

Accommodating Multiple Users

Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate right-of-way for safe and convenient movement for all users including bicyclists, pedestrians, transit riders, and motorists. Manage the use of rights-of-way to best serve future travel demand (e.g., Multi-modal Streets—incorporate wider sidewalks where appropriate). (3, 5)

Policy T 3.3

Redefining LOS

Expand the City’s use of level of service standards to include bicycle (BLOS), and pedestrian (PLOS), and transit (TLOS) levels of service. (3, 5)

Policy T 3.4

Pedestrian-Friendly Road Design

Design Complete Street amenities with the pedestrian in mind, avoiding the use of traffic control and safety devices that favor vehicles. (4, 5, 6)

Policy T 3.5

Medians

Limit the use of undivided multi-lane streets and utilize raised or landscaped medians, where feasible, to improve safety and vehicle throughput while providing opportunities for pedestrian refuges and landscaping. (5)

Action T 3.1

Reserved

Action T 3.2

Reserved

Action T 3.3

Reserved

Action T 3.4

Transportation Data Collection

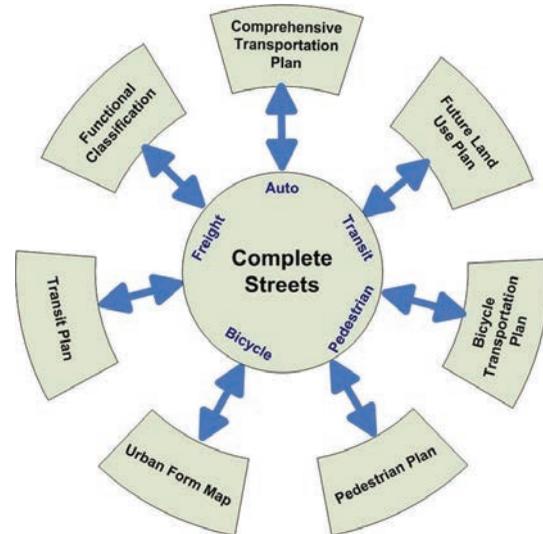
Collect data that supports the monitoring of roadway, transit, bicycle, and pedestrian performance measures such as level of service. (Refer to Bicycle Transportation Plan to obtain BLOS)

Action T 3.5

Operationalizing Complete Streets

Restructure planning, design, and construction procedures to accommodate the new Complete Streets approach in every project.

Figure T-2



B.4 Public Transportation

While Raleigh supports efforts for a regional transit system, emphasis must also be placed on improving transit services within the City. Additional transit services will be required to enhance mobility options, reduce vehicle miles traveled, and



Policy T 4.1

Promoting Transit

Promote and support quality transit services to enhance mobility options and to meet the needs of the City's residents and visitors, with a focus on transit-dependent households. (1, 2, 5)

Policy T 4.5

Transit Efficiency

Promote transit efficiency by reducing waiting time and transfer time within the Capital Area Transit (CAT) system and to other transit providers. (3)

Policy T 4.2

Short-Term Bus Improvements

Enhance local and regional bus transit service in the short-term along key corridors where long-term rail transit improvements are planned and identified in the Regional Transit Vision Plan. (3, 4, 5)

Policy T 4.6

Event-Based Transit Services

Substitute event-based transit services for on-site parking capacity where feasible, to free land for other uses around event locations. (3, 4, 5, 6)

Policy T 4.3

Fixed Guideway Priorities

Prioritize fixed-guideway transit investments in corridors with the greatest potential to attract riders and shape development and redevelopment. (5)

Policy T 4.7

Transit Availability

Increase the availability of public transportation between residential and employment areas, as well as to regional facilities such as RDU International Airport and Research Triangle Park. (2, 5, 6)

Policy T 4.4

R.O.W. Reservation for Transit

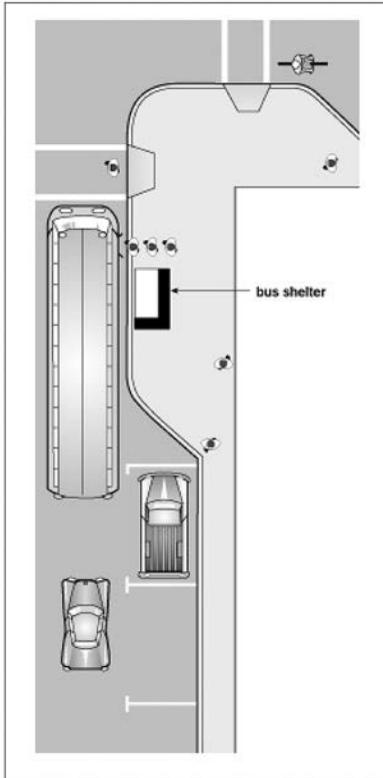
Preserve right-of-way for future transit and require that new development and redevelopment provide transit easements for planned alignments, rail stations, and bus stops within existing and planned transit corridors as identified in the Regional Transit Vision Plan. (3, 4, 5)

Policy T 4.8

Bus Waiting Areas

Developments located within existing and planned bus transit corridors should coordinate with CAT to provide a stop facility that is lit and includes a shelter, bench, and other amenities (such as a waste receptacle) as appropriate. (4, 6)

Picture T-3 Bus Stop Design



Bus Stop Standards

(distances represent the appropriate no parking zone to encompass the actual stopping point of the bus, plus room for it to approach and leave the stop)

Near side of intersection: 85 – 100 feet in length

Mid-block: 130 – 175 feet in length

Far side of intersection: 80 – 85 feet in length

Policy T 4.9

Sidewalk Improvements Near Transit

Coordinate with local transit providers to identify sidewalks within one-third mile of transit stops in need of enhancement for persons with disabilities. (4)

Policy T 4.10

Transit-First Features

Incorporate features such as traffic signal priority, queue jumps, and exclusive transit lanes to improve transit operations and reliability, where appropriate. (3, 5)

Policy T 4.11

Demand-Responsive Transit

Support the provision of demand-responsive services [e.g., expansion of Accessible Raleigh Transportation (ART) and paratransit services] and other transportation services for those unable to use conventional transit. (1)

Policy T 4.12

Special Needs

Provide adequate and accessible transit for residents and visitors with special needs, including senior citizens, the disabled, and transit-dependent persons. (1)

Policy T 4.13

Crosstown Travel

Create routes and a network of secondary transfer hubs that facilitate cross-town and suburb-to-suburb travel patterns. (4, 5)



bicycle lanes, frontage roads with on-street parking, and/or grade separated crossings. (1, 4, 5, 6)

Policy T 5.14

Rails to Trails

Encourage the development of greenway trails along existing rail corridors. (3, 4, 5, 6)



Action T 5.3

Reserved

Action T 5.4

Reserved

Action T 5.5

Trail and Path Width

Develop and maintain greenway trails and multi-use paths to be no less than ten feet wide as identified in the 2008 City of Raleigh Bicycle Transportation Plan and current AASHTO standards.

Action T 5.1

Reserved

Action T 5.6

Bicycle Plan Implementation

Maintain and implement the Comprehensive Bicycle Transportation Plan.

Action T 5.2

Reserved

Action T 5.7

Reserved

Action T 5.8

Reserved

Action T 5.9

Personal Motorized Modes

Consider how and to what extent personal motorized modes of travel, including Segways and other emerging Personal Accessibility Vehicles (PAVs), might safely be accommodated within the pedestrian and bicycle network

Action T 5.10

Pedestrian Crossing Standards

Establish standards for maximum distances between pedestrian crossings that are also associated with roadway classification to enhance walking and transit use.

Action T 5.11

Crosswalk Safety

Widen crosswalks and install durable painted crosswalks and/or other investments to increase pedestrian safety and visibility at crossings.

Action T 5.12

Pedestrian Signals

Install countdown pedestrian signals at important intersections.

Action T 5.13

Reserved



Action T 6.2

Shopping Center Park and Ride

Require shopping centers on existing or planned transit routes that provide 400 or more parking spaces to designate at least 5 percent of the required spaces as “Park and Ride” spaces. In addition, amend the parking design standards in the Street Design Manual to encourage these spaces to be contiguous and located near the transit facility. *See also B.5 ‘Public Transportation’.*

Action T 6.4

Reserved

Action T 6.5

Reserved

Action T 6.3

Reserved

B.7 Transportation Safety Improvements

While it is important to provide a multi-modal transportation system that efficiently moves users to their destinations, it is more important that the users arrive to their destinations safely. Reducing the conflict points between modes, such as vehicles with bicycles and pedestrians, can greatly enhance safety.

Traffic calming is another way to enhance safety and is a common desire in many neighborhoods and communities. As traffic levels increase on major streets, drivers will use alternative routes to make their trips. This additional through traffic, which is typically generalized as traveling above posted speeds, is undesirable in residential areas.

Policies in this section support the provision of a safe multi-modal transportation network for all users. Policies include consideration of traffic calming, bicycle and pedestrian crossings, and crash analysis.

Policy T 7.1

Safety Improvements

Work with all parties necessary to improve the multi-modal transportation system so that safe routes for motorists, transit riders, bicycles, and pedestrians are provided. (5, 6)

Policy T 7.2

Traffic Calming

Incorporate traffic calming techniques and treatments into the design of new or retrofitted local and neighborhood streets, as well as within school, park, and pedestrian-oriented business areas, to emphasize lower auto speeds, encourage bicycling and walking, and provide pedestrians with a convenient, well-marked, and safe means to cross streets. (3, 5, 6)

Policy T 7.3

Transportation Safety Data

Maintain data necessary to assess roadway safety performance and support enforcement and education. Data may include traffic volume data for major roadway network facilities, geographically referenced crash report data, and digital crash report archives for injury crashes. (5, 6)

Policy T 7.4

Road Capacity and Safety

Evaluate and document the safety impacts of proposed roadway capacity projects including impacts to bicycle and pedestrian safety. (6)

Policy T 7.5

Reducing Cut-Through Traffic

Work with the community on an individual-project basis to identify feasible solutions to lessen the impacts of major street improvements on local streets. (5)

Action T 7.1

Street Lighting

Add street lights where necessary to critical intersections, bus shelter stops, and neighborhood dark spots and maintain existing street lights to enhance safety. Remove lights where they are unnecessary for safety and where a reduction in lighting would be an environmental enhancement.

Action T 7.2

Crash Analysis

Review locations with high vehicular crashes involving pedestrians and bicyclists to identify needed improvements.



Policy EP 1.12

Air Quality Improvements

Reduce the number of air quality days categorized as 'unhealthy' or 'hazardous,' based on the Air Quality Index readings provided by the North Carolina Department of Environment and Natural Resources, Division of Air Quality. (5)

Policy EP 1.13

Evaluating Development Impacts On Air Quality

Evaluate potential air emissions from new and expanded development, including transportation improvements and municipal facilities, to ensure that measures are taken to mitigate any possible adverse impacts. These measures should include construction controls to reduce airborne dust and requirements for landscaping and tree planting to absorb carbon monoxide and other pollutants. (5)

NC GreenPower

To increase the use of electricity generated from renewable resources, such as solar, wind, biomass, and water, the City of Raleigh could lead by example by participating in the statewide program *NC GreenPower*. The program enables energy providers to sell blocks of energy from renewable resources, and is offered through most private utilities in North Carolina, including Progress Energy in Raleigh.

Adopted Fossil Fuel Reduction Goal

The City of Raleigh has established a goal, adopted by the City Council on April 17, 2007, of reducing fossil fuel consumption by 20 percent from 2006 levels by 2011. The goal assumes that a 20 percent reduction is made from a baseline year and does not include a growth variable. For example, if the City consumes 100 gallons of fossil fuels in 2006, the goal is to have fossil fuel consumption at 80 gallons by 2011 regardless of growth. This will require even higher reduction rates when normalized on a per capita basis. To achieve this goal, the City is targeting three initiatives:

- Establishing a citywide fossil fuel budget;
- Investing in the transformation of the City's vehicle fleet; and
- Broad changes in protocol and policy, ranging from encouraging telecommuting to shared service calls.

LEED Certification for New and Existing Municipal Buildings

On May 20, 2008 the City Council adopted as policy the Environmental Advisory Board's recommendations on LEED (or the equivalent) certification for municipal buildings, as follows:

New Construction

(1) All new City of Raleigh construction and additions encompassing 10,000 gross square feet or more of building area should achieve a Silver level certification of the US Green Building Council's LEED Green Building Rating System for New Construction (LEED—NC). A higher equivalent rating (Gold or Platinum) should be sought where practical and as funding is available.

(2) All City of Raleigh construction and additions encompassing less than 10,000 square feet of building area would not seek LEED Silver level

certification but would be designed and built to be eligible for Silver certification, plus meet requirements for energy and water efficiency as follows:

- i. **Energy**
Achieve minimum energy efficiency of 30% better than code required by the American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE) 90.1-2004 (ASHRAE 90.1 version required in the 2006 NC Building Code).
- ii. **Water**
Achieve a 30 percent water use reduction as quantified by LEED water efficiency standards.

Existing Buildings

(3) All existing City of Raleigh buildings and facilities should use the US Green Building Council’s LEED Green Building Rating System for Existing Buildings (LEED–EB) as a guide. The application of these standards is intended to maximize sustainability benefits within existing resources and provide a means of benchmarking environmental and financial performance improvements in City practices.

Certification of existing buildings under LEED–EB should be evaluated for technical and economic feasibility and pursued at the highest feasible level of certification on a case by case basis as funding and resources are available.

Action EP 1.1

Green Purchasing

Establish and promote a “green purchasing” program that emphasizes the purchase and use of environmentally-friendly products and services by City agencies, ranging from biodiesel buses to ‘green’ catering.

Action EP 1.2

Reserved

Action EP 1.3

Energy Retrofits

Implement a retrofitting program for public buildings based on the “Public Facility Energy Audit” to maximize sustainability benefits within existing resources.

Action EP 1.4

LEED-EB

Evaluate the certification of existing public buildings under LEED-Existing Buildings (EB) (or the equivalent) for technical and economic feasibility and pursue the highest feasible level of certification on a case-by-case basis as funding and resources are available.

Action EP 1.5

LEED-ND

Explore adopting the U.S. Green Building Council’s Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND), or the equivalent, as a City standard.



Action EP 1.6

LEED Incentives

Encourage and provide incentives for buildings that would qualify for Gold or Platinum LEED certification, or the equivalent.

Action 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.

Action EP 1.7

Reserved

Action 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.

Action EP 1.8

Solar and Co-generation Incentives

Study and consider financial incentives to encourage homebuilders and home owners to install solar and other co-generation technologies.

Action EP 1.12

Charging Stations

When viable, install charging stations for electric automobiles in public parking lots and garages.

Action EP 1.9

Energy Efficient Construction

Study and adopt LEED-like energy efficient construction standards that can be used when older buildings are renovated or adapted for new uses, since it may be difficult for older buildings to meet LEED standards.

C.2 Design with Nature

The State of North Carolina is known for its natural beauty. As the capital city of North Carolina, Raleigh should aspire to conserve and preserve the natural resources that define the City's "sense of place" and green infrastructure. The design of the City should reflect Raleigh's commitment to protecting and enhancing its environment. Design with nature is more than the development and stewardship of a first-class park and greenway

system. Rather, it is a commitment to understanding the ecological significance of place and to grow the community in a manner that both respects and takes advantage of natural resources. An “ecosystem” approach to growth should become the hallmark of how the City grows and flourishes. The focus of such an approach is not growth versus no growth, but rather on the type of growth and development that occurs and where it occurs. The following policies and actions help to guide growth and development, thereby conserving, protecting, and enhancing Raleigh’s natural resources. *See also Element F: ‘Parks, Recreation, and Open Space’ for more on this topic.*

Policy EP 2.1

Green Infrastructure

Ensure protection of Raleigh’s unique and significant green infrastructure – its natural resources, landscapes, and ecological systems – through best practices management, stewardship and land use regulations. (3, 5)

Policy EP 2.2

Environmentally Sensitive Development

Ensure Raleigh’s growth and land development practices are compatible with the City’s natural form, vegetation, topography, and water bodies and streams. This will decrease erosion, reduce stormwater run-off and flooding, improve water quality, protect wildlife habitat, and provide buffers and transitions between land uses. See **Map EP-1: Greenprint** for environmental resources. (3, 5)

Policy EP 2.3

Open Space Preservation

Seek to identify all opportunities to conserve open space networks, mature existing tree stands, steep slopes, floodplains, priority wildlife habitats, and significant natural features as part of public and private development plans and targeted acquisition. (3, 5, 6)

Policy EP 2.4

Scenic Vistas and Views

Explore options for protecting and creating scenic vistas and views of natural landscapes and features that are important in establishing, enhancing, and protecting the visual character of the City, mindful of other goals such as preserving and enhancing the City’s tree canopy. (5)

Policy EP 2.5

Protection of Water Features

Lakes, ponds, rivers, streams, and wetlands should be protected and preserved. These water bodies provide valuable stormwater management and ecological, visual, and recreational benefits. (3, 5)

Policy EP 2.6

Greenway System

Continue to build a park and greenway system that is: interconnected; protects native landscapes, water quality, and areas of ecological significance, such as priority wildlife



habitats; and serves the broad and diverse outdoor recreation needs of community residents. (1, 3, 4, 5, 6)

of conserving 5,000 acres of land by 2030. *See also Element F: 'Parks, Recreation, and Open Space'.*

Policy EP 2.7

Road Design and Landscape Preservation

Encourage the preservation of natural features and systems when designing new roadways by separating in-bound and out-bound lanes as they pass through natural features such as large clusters of trees, rocky outcrops or water courses. (3, 5) *See also Element B: 'Transportation'.*

Action EP 2.3

Green Infrastructure Team

Establish a green infrastructure team within City government that is comprised of the City's Sustainability Coordinator and members from the City Manager's office, Planning, Parks and Recreation, Public Utilities, and Public Works departments. The purpose is to develop a program of action, built upon the recommendations of the green infrastructure plan, for day-to-day implementation of these recommendations.

Action EP 2.1

Green Infrastructure Plan

Complete a Green Infrastructure Plan, that includes a natural heritage inventory, to define a program for protecting, conserving and stewarding Raleigh's natural resources, wetlands, waterbodies, urban forests, landscapes, priority wildlife habitats, and important natural features, emphasizing their value in terms of carbon sequestration. Work with the Environmental Advisory Board and similar citizen committees as appropriate. Incorporate the spatial principals of landscape ecology in the planning effort.

Action EP 2.4

Environmentally Sensitive Development Controls

Study and consider opportunities to encourage reduction of excessive cut and fill grading and the destruction of significant trees, vegetation, and Priority Wildlife Habitats (as identified by programs and agencies such as the North Carolina Natural Heritage Program and North Carolina Wildlife Resources Commission).

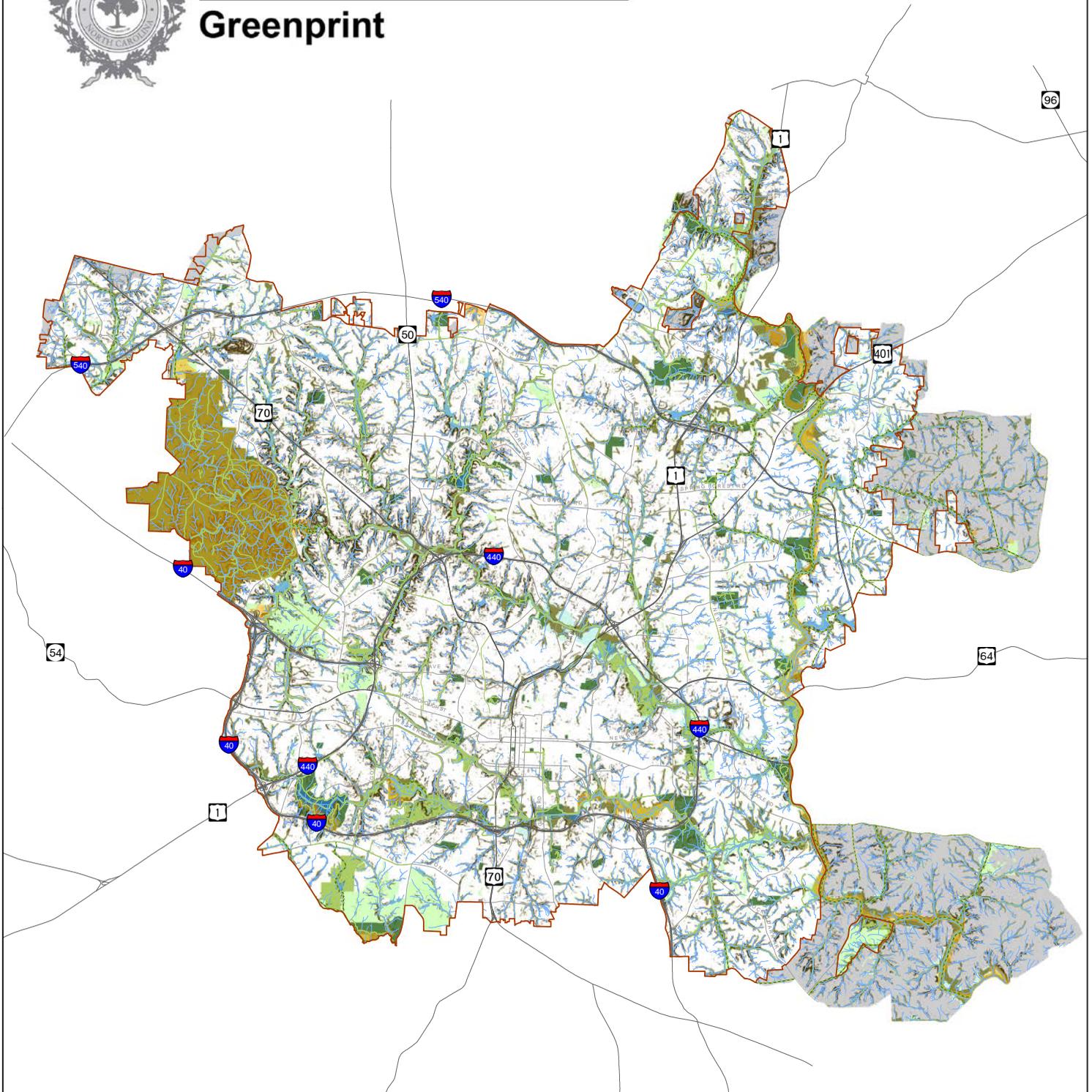
Action EP 2.2

Park Acquisition

Annually acquire a minimum of 250 acres of land for parks, greenway corridors, or open space to meet the Raleigh Parks Plan's goal



Greenprint



MAP EP-1

- Greenway Trail, Existing
- Greenway Trail, Planned
- Streams and Creeks
- Significant Natural Heritage Areas
- Slope >= 15%
- Lakes and Ponds
- Public & Private Open Space
- Parks
- Greenway Corridors
- Hydric soils
- Floodplain
- Urban Service Area

- ETJ
- Highway
- Major Streets



0 0.5 1 2 Miles

Map created 10/7/2009 by the City of Raleigh
Department of City Planning & GIS Division



Policy EP 3.9

Water Conservation

Promote water conservation even during periods of adequate supply, not just during drought. Water conservation saves energy and normalizes practices, which will help the City cope with the ups and downs of rainfall patterns. (3, 5)

Policy EP 3.13

Erosion BMPs

Best Management Practices (BMPs) should be used on all construction sites to control soil erosion and minimize sediment run-off. (3, 5)

Policy EP 3.10

Groundwater Protection

Protect groundwater from the adverse effects of development. Land development and use should be managed to reduce the likelihood of groundwater contamination. (3, 5)

Policy EP 3.14

Wastewater Reuse

Consider wastewater recycling/reuse systems at wastewater treatment facilities to further reduce the nitrogen and phosphorus load to the Neuse River system and to reduce potable water consumption for non-essential purposes. (3, 5)

Policy EP 3.11

Watershed Protection and Open Space

Continue to support and develop programs that protect open space lands in Raleigh watershed protection areas such as the Upper Neuse Watershed and the Little River Watershed. (3, 5)

Policy EP 3.15

Grading Controls

Pursue a risk-based analysis approach to prevent soil erosion by limiting the amount of disturbed areas allowed and restricting mass grading as much as practicable. (3, 5)

Policy EP 3.12

Mitigating Stormwater Impacts

Potential stormwater impacts from new development on adjoining properties should mimic pre-development conditions and control the rate of runoff so as to avoid erosion of stream banks, inundation of natural waterways and to allow the recharging of groundwater. The intent is to avoid environmental and economic damage to the adjacent properties and City infrastructure. (3, 5, 6)

Policy EP 3.16

Stormwater Management

Pursue stormwater management initiatives by participating in countywide and regional partnerships to develop innovative and consistent practices. (1, 3, 5)

Policy EP 3.17

Graduated Water Rates

Use rate structures to encourage water conservation by providing incentives to customers for reduced water usage. (1, 3, 5)

Action EP 3.1

Demonstration Projects

Work with other City departments, regional partners, and the local development community to promote demonstration projects within the City of Raleigh that use multiple water conservation measures on single sites. Incorporate Best Management Practices (BMPs) such as green roofs, bioretention cells, permeable pavers, large- and small-scale rainwater harvesting, innovative wastewater treatment and re-use systems, and grey water. Offer incentives, such as grants, fee waivers, tax breaks, and/or density bonus or transfer provisions for participating in demonstration programs.

Action EP 3.2

Low Impact Development Ordinance

Develop and adopt an incentive-based Low Impact Development (LID) ordinance so that rainwater is retained and absorbed on-site as an alternative to traditional approaches that include piping, channelization, and regional detention.

Action EP 3.3

Conservation Measures

Monitor water conservation efforts to date to measure reduction by residents, businesses, government and institutions. Continue to promote efficiency and the value of water through public education. Prepare and publish an annual report on the per capita water use of all customer classes.

Action EP 3.4

Water Quality Management Projects

Identify and retrofit specific sites in the City of Raleigh where water quality management projects can be installed in existing developments.

Action EP 3.5

Illegal Discharges

Identify and eliminate illegal discharges into the City's sewer and stormwater systems and its waterways through inspections and enforcement.

Action 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.



Action EP 3.7

Stormwater Plan Review

Review all stormwater management plans for new development and redevelopment with a critical evaluation of approaches to nitrogen reduction as well as downstream flooding and erosion reductions.

Action EP 3.11

Protections for Steep Slopes

Study whether the development code should be amended to regulate the regrading and development of steep slopes of 15 percent or greater to conserve the natural contours of the City and prevent soil erosion.

Action EP 3.8

Erosion Control Inspections

Increase efforts and resources dedicated to sediment and erosion control inspections.

Action EP 3.12

Watercourse Restoration

Create a program for identifying and prioritizing degraded or channelized watercourses and seasonal streams for future daylighting and restoration, including incentives for undertaking such projects on private property.

Action EP 3.9

Upper Neuse Initiative

Continue to provide both financial and political support for the conservation of land in key areas identified by the Upper Neuse Clean Water Initiative.

C.4 Flood Reduction and Preparedness

Throughout its history, Raleigh has experienced damaging floods from a variety of rainfall events. The City's greenway system has acted as an effective buffer for floodwaters, limiting to some degree even more damaging losses. The City needs to adopt a watershed approach to stormwater management, flood reduction, and flood preparedness. This watershed approach needs to target drainage basins most susceptible to frequent flooding and should define facilities, programs, and policies necessary to improve preparedness and reduce the risks associated with flooding.

Floodplain areas and drainage basins within Raleigh's jurisdiction are illustrated on Map EP-2. The map shows that the largest floodplain areas are found along the Upper Neuse River and Crabtree and Walnut Creeks.

Action EP 3.10

Wastewater Treatment Demonstration Project

Develop or support the development of an innovative wastewater treatment and re-use system demonstration project to treat wastewater. An ideal location may be at Randleigh Farms, a planned model sustainable development on City-owned land.

While this bridge permits land-based wildlife to cross underneath the street, the rip-rap destroys any aquatic ecosystem.



Policy EP 4.1

Daylighting Streams

Discourage further channelization and piping of streams and focus instead on projects that “daylight” or uncover buried streams. Install bridge systems instead of culverts for stream crossings where feasible in order to help maintain the natural ecosystem associated with the stream. (3, 5)

Policy EP 4.2

Floodplain Conservation

Development should be directed away from the 100-year floodplain. (3, 5) See Text Box: Floodplains.

Policy EP 4.3

Development in the Floodplain

Pursue regulatory approaches that avoid the future expansion of the floodplain. Floodplain development should not abridge the natural role of floodplains to absorb water, recharge the groundwater and avoid flooding downstream. (3, 5)

Policy EP 4.4

Acquisition of Flood-Prone Land

Pursue City acquisition of properties, easements and/or development rights located within the 100-year floodplain to protect and preserve sensitive natural areas. (1, 3, 5)

Floodplains

National studies clearly illustrate that the greatest loss of life and highest property damage in flood-prone areas occurs in the flood fringe, where land development continues to be permitted. There is economic justification for prohibiting development in the flood fringe. Additionally, an undisturbed floodplain helps preserve existing vegetation and wildlife habitats, decreases erosion, provides natural stormwater management, improves water quality, and provides land for aquifer recharge.



Action EP 5.3

Reserved

its wildlife habitat and a wide range of “priority species” including songbirds that are indigenous to North Carolina. “Priority species” of fish and wildlife are identified in the North Carolina Wildlife Action Plan and provide a useful resource for Raleigh’s wildlife conservation efforts. For example, the North Carolina Wildlife Action Plan identifies priority species that inhabit some City waterbodies such as Walnut Creek and the Neuse River corridor.

Action EP 5.4

Utility Coordination

Coordinate with utility companies to plant, manage, and maintain healthy street trees that can establish mature and natural canopies without interfering with infrastructure operation.

Policy EP 6.1

Aquatic Habitat

Seek to prevent further and/or potential aquatic degradation and impairment of biological communities by strengthening urban stream water quality measures. (5) See also C.3 ‘Water Quality and Conservation’.

Action EP 5.5

Tree Planting Guidelines

Develop new street tree planting guidelines that address appropriate root space, location of planting sites, viable soils, and other issues that support the growth and function of healthy trees.

Policy EP 6.2

Seasonal Pools and Streams

Protect and restore seasonal pools and intermittent streams, and their buffers that are home range/breeding habitat for water dependent species. (3, 5)

Action EP 5.6

NeighborWoods

Explore expanding the NeighborWoods residential tree planting program beyond its current funding for 1,500 trees per year.

Policy EP 6.3

Special Status Species

Place a high priority on protecting rare, threatened, and endangered species habitats and migratory corridors, as defined by Federal and State agencies, from development and its impacts through methods such as land acquisition, park and greenway stewardship, improved development regulations, intergovernmental coordination, and mitigation. (3, 5)

C.6 Wildlife and Habitat Protection and Preservation

Rapidly urbanizing communities such as Raleigh are in danger of losing their areas of wildlife habitat. Protecting the diversity of plant and animal species known as “biodiversity” is important. Raleigh still has the opportunity to protect and enhance

Policy EP 6.4

Biodiversity and City Park Lands

Strive to maintain and improve species diversity and populations in the parks inventory through enhanced plantings and habitat management. (3, 5)

Action EP 6.1

Habitat Plan

Formulate a wildlife habitat plan to define, map, protect, and restore Raleigh’s native and priority habitats, particularly those identified in the North Carolina Wildlife Action Plan. The plan should establish a program of action for protecting and enhancing wildlife habitats and preserving biodiversity through a range of strategies including land acquisition, park and greenway conservation and interpretation, augmented development regulations, and intergovernmental coordination. If priority habitats occur outside current City control, seek methods and partnership to conserve the ecological areas.

Action EP 6.2

Habitat Protection Regulations

Determine how to best address conservation, protection, and preservation of wildlife and habitats. Use the body of knowledge, designations and tools available through the NC Natural Heritage Program, NC Wildlife Resources Commission, and other conservation-oriented organizations and agencies. Explore the creation of a wildlife habitat overlay district modeled after that used by the City of Tampa, Florida.

Action EP 6.3

Invasive Species Control

Develop a program to increase awareness of, contain, and possibly eradicate the problem of invasive plants and insects.

C.7 Material Resource Management

Comprehensive material resource management does not just include waste management, but also the management of inputs and consumption patterns. While recycling is a big step in the right direction, it is insufficient by itself as a means of achieving sustainability, as it merely deals with a fraction of the resources involved in the current linear system of extraction, production, distribution, consumption, and disposal. In order to be truly sustainable, Raleigh must take more steps toward a closed loop or “zero waste” system of production. Such a system requires that Raleigh maximize its existing recycling and re-use efforts, while ensuring that products used by both City staff and City residents are designed for the environment and have the potential to be repaired, re-used, or recycled.

The City is examining replacing the traditional approach to waste disposal with a new paradigm, exemplified by the Cradle-to-Cradle design credo “waste = food,” that repositions waste streams as resources. Examples include the commonplace, such as recycling programs and re-use of water; to emerging practices, such as mining of FOG (fats, oils, grease) for biofuels, and producing usable methane from landfills and anaerobic digestion of sanitary wastes.

See also H.2 ‘Solid Waste’ in Element H: ‘Community Facilities and Services’ for related policies and actions.



changes, some commercial corridors will suffer the ill effects of obsolescent facilities with corresponding low rents, high vacancies, deteriorating building stock, and general decay. With the constant outward drive of sprawl, it is easy for private retailers to abandon these older commercial districts and move on to modern shopping centers further out from the center city. Facilities are left behind physically and economically, blighting otherwise healthy adjoining neighborhoods. Renewal and re-use can counter this trend, but they often require public investment. Long-term economic and environmental sustainability demands re-use and re-invention of the city’s aging commercial corridors. This is particularly true along gateway corridors, which frame visitors’ and residents’ image of the city.

Policy ED 1.1

Corridor Revitalization

Stimulate the revitalization and redevelopment of Raleigh’s aging commercial corridors and centers through the use of targeted economic development programs, zoning, land use regulations, public investments in infrastructure, and incentives. (1, 3, 5, 6)

Policy ED 1.2

Mixed-Use Redevelopment

Promote mixed-use redevelopment strategies as a means of enhancing economic development in commercial corridors and creating transit- and pedestrian-friendly environments. (1, 2, 3, 4, 5, 6)

Policy ED 1.3

Gateway Reinvestment

Focus reinvestment efforts on those commercial areas that also serve as key gateways to the city and downtown, such as Capital Boulevard, New Bern Avenue, and South Saunders Street. (1, 3, 6)



Policy ED 1.4

Focusing City Interventions

Emphasize and focus intervention efforts on those aspects of corridor improvements that are directly under City control, such as transportation enhancements and public realm improvements. (1, 3, 5, 6)

Action ED 1.1

Strategic Revitalization Plans

Undertake strategic revitalization plans for select retail corridors to identify appropriate zoning and the

infrastructure and public realm improvements necessary to catalyze economic development.

Action ED 1.2

Reserved

Action ED 1.3

Shopping Center Revitalization Incentives

Offer incentives in targeted areas to owners of aging shopping centers with consistently high vacancy rates or visible deteriorating physical conditions where the market indicates potential for effective revitalization.

Action ED 1.4

Retail Property Code Enforcement

Actively enforce City codes to assure that commercial centers contain well-maintained buildings, parking facilities, signage, lighting, landscaping, and pedestrian amenities.

D.2 Neighborhood Reinvestment

Raleigh’s outstanding neighborhoods have allowed the City to attract and retain residents and workers. Successful neighborhoods can benefit from easy access to support retail and services. Quality retail in or near a residential neighborhood can provide a gathering place for residents while reducing the need to drive to meet basic needs. The

increased “sense of place” and convenience of such neighborhoods can provide a competitive advantage when attracting “knowledge industry” workers. It can also help retain existing residents.

Sustainable economies need quality housing and neighborhoods in close proximity to jobs, including opportunities for residents at all income levels. Revitalization can be a long process, but it is most effective when efforts focus block-by-block rather than being spread thinly over many neighborhoods simultaneously.

Policy ED 2.1

Neighborhood Reinvestment

Encourage reinvestment to improve existing neighborhoods and to attract skilled workers to Raleigh. (1, 2, 3, 6)

Policy ED 2.2

Resource Allocation

Provide resources through existing and new programs to revitalize targeted under-performing businesses and residential areas. (1, 3, 5, 6)

Policy ED 2.3

Focusing Redevelopment

Focus redevelopment efforts on a small number of neighborhoods each year. Continue public involvement until the economics shift and private investment can take over. (1, 3, 5, 6)



site has water, sewer, and roadway access and has undergone a Phase 1 environmental assessment).

Action ED 5.2

Targeted Economic Development Plans

Facilitate economic development plans and projects for targeted areas that have not participated in the City's economic expansion. *For more information about areas targeted for economic development, see Text box: Areas of Intervention: A Geographic Focus for Economic Development.*

Action ED 5.3

Infrastructure Investments in Underperforming Areas

Identify the infrastructure investments required to make sites in under-performing areas more competitive for economic development.

Action ED 5.4

Capital Improvement Funding

Identify funding sources and mechanisms for undertaking and maintaining public realm and capital improvements to support economic development.

Action ED 5.5

Reserved

Action ED 5.6

Disposal of City-Owned Land

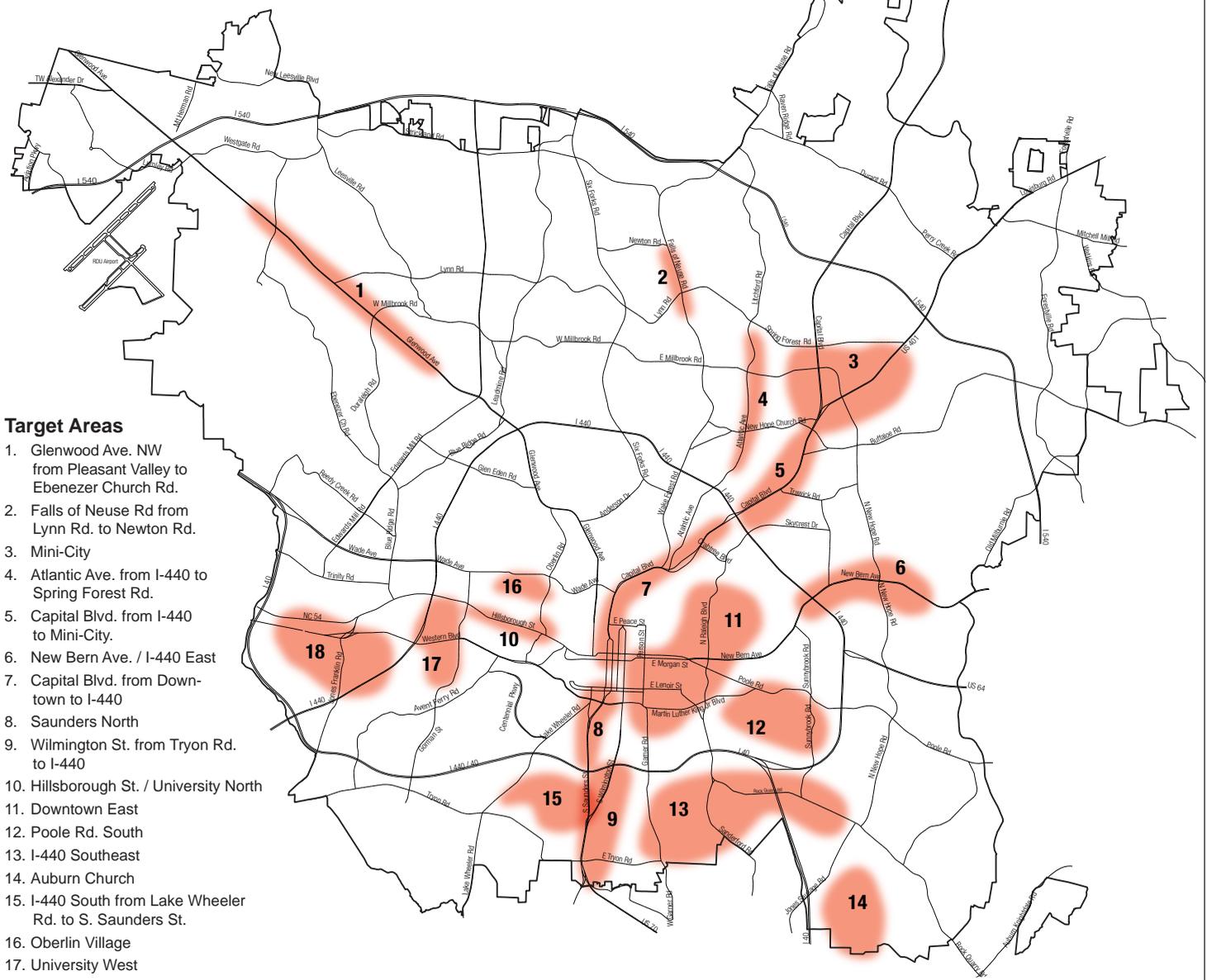
Develop criteria and a strategy for disposing of City-owned lands. Explore the formation of partnerships between multiple public entities to master develop and maximize the utility of publicly-controlled land.

Areas of Intervention: A Geographic Focus for Economic Development

An analysis of Raleigh was conducted to identify areas that demonstrate a need for economic development intervention and that also present opportunities for economic development. Areas were scored according to a number of variables. Each of these areas appears on **Map ED-1: Target Areas for Economic Development**. Areas shaded in red correspond to geographies with both an abundance of housing code violations and instances of tax arrears (need), as well as concentrations of underutilized land (opportunity). The map is an illustrative tool based upon quantitative analysis and is intended to provide the City with an identification of under-performing areas that can benefit from economic development activities. *See Section 4.7 of the Community Inventory (Volume II) for more details about this analysis.*



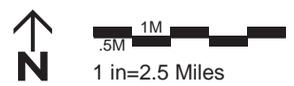
Target Areas for Economic Development



Target Areas

1. Glenwood Ave. NW from Pleasant Valley to Ebenezer Church Rd.
2. Falls of Neuse Rd from Lynn Rd. to Newton Rd.
3. Mini-City
4. Atlantic Ave. from I-440 to Spring Forest Rd.
5. Capital Blvd. from I-440 to Mini-City.
6. New Bern Ave. / I-440 East
7. Capital Blvd. from Downtown to I-440
8. Saunders North
9. Wilmington St. from Tryon Rd. to I-440
10. Hillsborough St. / University North
11. Downtown East
12. Poole Rd. South
13. I-440 Southeast
14. Auburn Church
15. I-440 South from Lake Wheeler Rd. to S. Saunders St.
16. Oberlin Village
17. University West
18. NC 54 / Jones Franklin Rd.

MAP ED-1



Map created 10/29/2008 by City of Raleigh
Department of City Planning & GIS Division



Policy ED 7.4

Creative Workforce Retention

Attract and retain creative individuals by promoting educational opportunities, diverse and affordable neighborhoods, and flexible low-cost commercial space and creation of attractive and affordable environments. (1)

Policy ED 7.5

University Partnerships

Partner with area universities to develop strategies to support creative industries. (1)

Policy ED 7.6

Adaptive Use for the Arts

Pursue opportunities to adapt obsolete industrial and commercial buildings for use by artists and other creative industries.

Action ED 7.1

Reserved

Action ED 7.2

Downtown Arts Development

Target resources to secure appropriate adaptable building stock in the downtown area in order to meet the needs of creative industries and transit access.

D.8 Organizational Structure and Functions

Economic development cuts across disciplines and organizations. Effective attraction and retention of businesses, workforce development, and neighborhood/corridor redevelopment depend on joint efforts by the City, County, State, and regional economic development organizations, the private sector, and non-profit institutions. Currently, the City’s economic development initiatives are conducted by several different departments and coordinated within the Office of the City Manager.

Economic development efforts must be as efficient and effective as possible in supporting and expanding the City’s tax base, particularly in times of limited fiscal resources. Coordinated efforts can capitalize on and leverage the activities of the County, State, region, and the private sector. The following policies and actions focus on the recommended economic development functions for Raleigh and the administrative structure necessary to implement them.

Policy ED 8.1

Economic Development Capacity

Increase the City’s economic development capacity and ability to coordinate economic development activities and performance measures. (1, 2, 3, 6)

Policy ED 8.2

Internal Coordination

Coordinate the many economic development entities and City departments to allow Raleigh to better capitalize on local economic development opportunities. (1, 3, 6)

See also Element K: ‘Arts and Culture’ for additional policy guidance and implementing actions related to the arts.

Policy ED 8.3

Economic Development Equity

Undertake economic development efforts, funding, and planning equitably throughout the City. (1, 3, 6)

Policy ED 8.4

Leveraging Academic Institutions

Work closely with the State of North Carolina, local colleges, universities, research institutions, and the Chamber of Commerce to maximize their contributions in shaping the City's economic future. (1, 3, 5)

Policy ED 8.5

External Coordination

Coordinate with other local, regional, State, and non-profit agencies to address economic and community development issues in a cost-effective manner. (1, 6)

Policy ED 8.6

Limiting Economic Burdens

Obtain revenue in a manner that does not place an undue burden on either businesses or residents, or on any single economic sector. (1)

Action ED 8.1

Economic Development Vision and Strategic Plan

In cooperation with local and regional economic development organizations, institutions, and other stakeholders, develop an economic development vision and strategic plan that includes definition and scope, policies and procedures, goals and objectives, a work program, and performance measures.

Action 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.

Action ED 8.3

Economic Development Administration

Maintain an administrative structure to increase the City's economic development capacity and to coordinate economic development activities and performance measures.

Action ED 8.4

Economic Development Communication

Convene regular meetings of economic development stakeholders within City departments, economic development organizations, partner organizations,



and the private sector to coordinate and focus their economic development activities.

Action ED 8.5

Reinvestment Partnerships

Partner with health care centers, universities, and colleges in cooperative redevelopment/reinvestment programs and ventures, focusing first on identified revitalization and redevelopment areas adjacent to these institutional uses.

Action ED 8.6

Reserved

Action ED 8.7

Prioritization Methodology

Develop a prioritization methodology to evaluate opportunity areas and to determine how redevelopment investments would best be made.



Policy H 1.3

Energy Efficiency

Ensure that all new publicly-supported housing construction and rehabilitation meet energy efficiency standards, such as those set by the current SystemVision Energy Guarantee Program. (2, 5)

Policy H 1.4

Assisted Housing Design

All housing, including assisted and market rate housing, should be designed so that it blends with the context of the neighborhood in which it is located, emphasizing quality design and appearance. (1, 2, 6)

Policy H 1.5

Scattered Site Infill

Support small, scattered-site rental developments on infill lots where appropriate and where design respects the neighborhood scale and context. (1,2, 4, 5, 6) *See also Policy LU 8.12 'Infill Compatibility' and Action LU 8.4 'Infill Standards'.*

Policy H 1.6

Housing Preservation

Encourage the preservation of existing housing units whenever feasible, especially structures of historic or architectural significance. (2, 5)

Policy H 1.7

Public Housing Alteration

The Raleigh Housing Authority (RHA) should jointly plan with City departments, and City departments should take the initiative in assisting the RHA, in the early stages of major renovations, large new developments, and redevelopments, such as projects undertaken under the HOPE VI program, so as to facilitate a smooth land development process. (6)

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. (2)

Policy H 1.9

Housing Diversity

Promote housing diversity and affordable housing choices for households at 50 percent of AMI or below in the immediate area around transit corridors.

Action H 1.1

Affordable Rental Program Expansion

Acquire and maintain, through the City of Raleigh's Affordable Rental Program, additional affordable rental units for households below 50 percent of median income throughout all areas of the city.

Action H 1.2

Reserved

Action H 1.3

Reserved

Action 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.

Action 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.

E.2 Affordable and Workforce Housing

As of 2000, more than 26,500 low-income households experienced a housing cost burden, spending more than 30 percent of their gross income on housing costs, up 32 percent from 1990. Among low-income renter households with incomes less than \$20,000, 89 percent experienced a cost burden. These cost-burdened households comprised 62 percent of households in this income bracket and 30 percent of all households in Raleigh. A total of almost 8,000 families are on the waiting list for public housing or Housing Choice Vouchers. Even at somewhat higher incomes, many public sector employees and service providers find themselves priced out of the local housing market. Without an adequate base of workforce housing, Raleigh employers will experience a shortage of potential workers in important segments of the economy. In these times of high gasoline prices, transportation costs are absorbing a larger and larger share of household budgets, reducing the opportunities to move farther out to find lower-cost housing. Within rental housing, the greatest affordable housing need is for households with incomes below 60 percent of the area median family income (AMI). For ownership housing, affordable housing typically responds to the needs of households with incomes up to 80 percent of AMI, while workforce housing addresses the needs of households earning up to 120 percent of AMI. Raleigh is facing two challenges: creating new affordable and workforce housing, and preserving existing affordable housing.

Map H-1: Affordable Assisted Housing, identifies and illustrates housing in Raleigh by affordable rental units, low income housing tax credit units, joint venture units, housing authority, and other rental units.



Action H 2.7

Fast-Tracking Affordable Units

Provide an expedited or fast-tracking development review process for housing developments that include at least 10 percent affordable units or 20 percent workforce units.

Action H 2.11

Reserved

Action H 2.8

Review of Potential Barriers

Review existing regulations and development processes (including the city's Scattered Site Policy) to determine what modifications could remove barriers and provide incentives for affordable housing production.

Action H 2.12

Monitoring of Expiring Subsidies

Track existing rental housing units with federal expiring use subsidy contracts or affordable rents to mitigate the loss of these units.

Action H 2.9

Reserved

Action H 2.13

Foreclosure Acquisition

Consider establishing a program to advance funds for the acquisition foreclosed or other existing properties for the purposes of providing long term affordable housing.

Action H 2.10

Educational Material for Removing Barriers

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

Action H 2.14

Impact Fee Waivers

Develop a funding mechanism to pay impact fees imposed on affordable housing units and provide capital grants to reduce land acquisition and site development costs in developments that serve very low-income households, particularly in downtown.

Action H 2.15

Reserved

Action H 2.19

Create Partnership Program

Develop and implement a partnership program to increase local nonprofit housing providers' administrative and programmatic capacity.

Action H 2.16

Housing Program Capacity

Determine and implement the appropriate level of staffing to implement the Comprehensive Plan's housing policies and actions.

Action H 2.20

Projects Involving City-Owned Land

Establish a procedure in the land disposition process to ensure that residential or mixed-use projects involving City-owned land, as defined in Raleigh's Scattered Site Policy, include 15 to 20 percent of all residential units as affordable to households below 80 percent of AMI.

Action H 2.17

Land for Affordable Housing

Purchase and "bank" vacant land or land that can be redeveloped to support affordable housing.

Action H 2.21

Affordable Housing Production Goal

Develop a mechanism for establishing a measurable affordable housing production goal.

Action H 2.18

Sustainability Incentives

Provide financial incentives to developers of affordable housing to ensure that homes are designed to minimize energy costs and meet sustainable design principles.

Action H 2.22

Non-Profit Support

Financially support the activities of non-profits to provide transitional, emergency housing services, and permanent housing for the homeless.



E.3 Supportive and Special Needs Housing

Wake County, the City of Raleigh, Wake Continuum of Care, and Triangle United Way developed Ending Homelessness: The 10-Year Action Plan in 2005, a comprehensive strategy for ending homelessness. That strategy focuses on providing “housing first” and then addressing other needs through intensive case management. It draws together the efforts of a range of government and non-profit organizations to address this deep-seated social problem. One of the keys is increasing the supply of affordable housing, particularly for persons working in minimum- and other low-wage jobs. (Refer to Map H-2: Supportive Housing for supportive housing locations in Raleigh.)

Supportive housing is housing accompanied by direct services designed to help individuals and families overcome the health, social, financial, and employment problems that contributed to their homelessness. Many units are designed as transitional housing available to individuals and families for a limited period of time as they prepare to move into long-term housing.

Policy H 3.1

Homelessness Prevention

Address the root causes of homelessness resulting from re-entry, deinstitutionalization, and poverty by supporting workforce training, access to transportation, access to affordable child care, counseling and other strategies to help low-income residents reach self-sufficiency and afford housing. (1, 2, 4, 5, 6)

Policy H 3.2

Supportive Services

Continue and strengthen linkages and coordination between all public agencies and Public Housing Authorities (PHAs) that provide affordable housing and supportive services and businesses. (1, 2)

Policy H 3.3

Assistance to Homeless Service Providers

Promote the efforts of governmental, non-profit organizations, and the private sector such as, the Continuum of Care Collaborative, Wake County Supportive Housing, Wake County Housing and Community Development to increase the supply of transitional, emergency housing services and permanent housing for the homeless. (1, 2, 6)

Policy H 3.4

Integrated Core Programs

Support Wake County in creating an integrated, comprehensive system of care to provide health and behavioral health care, housing, and social services. (1, 2)

Policy H 3.5

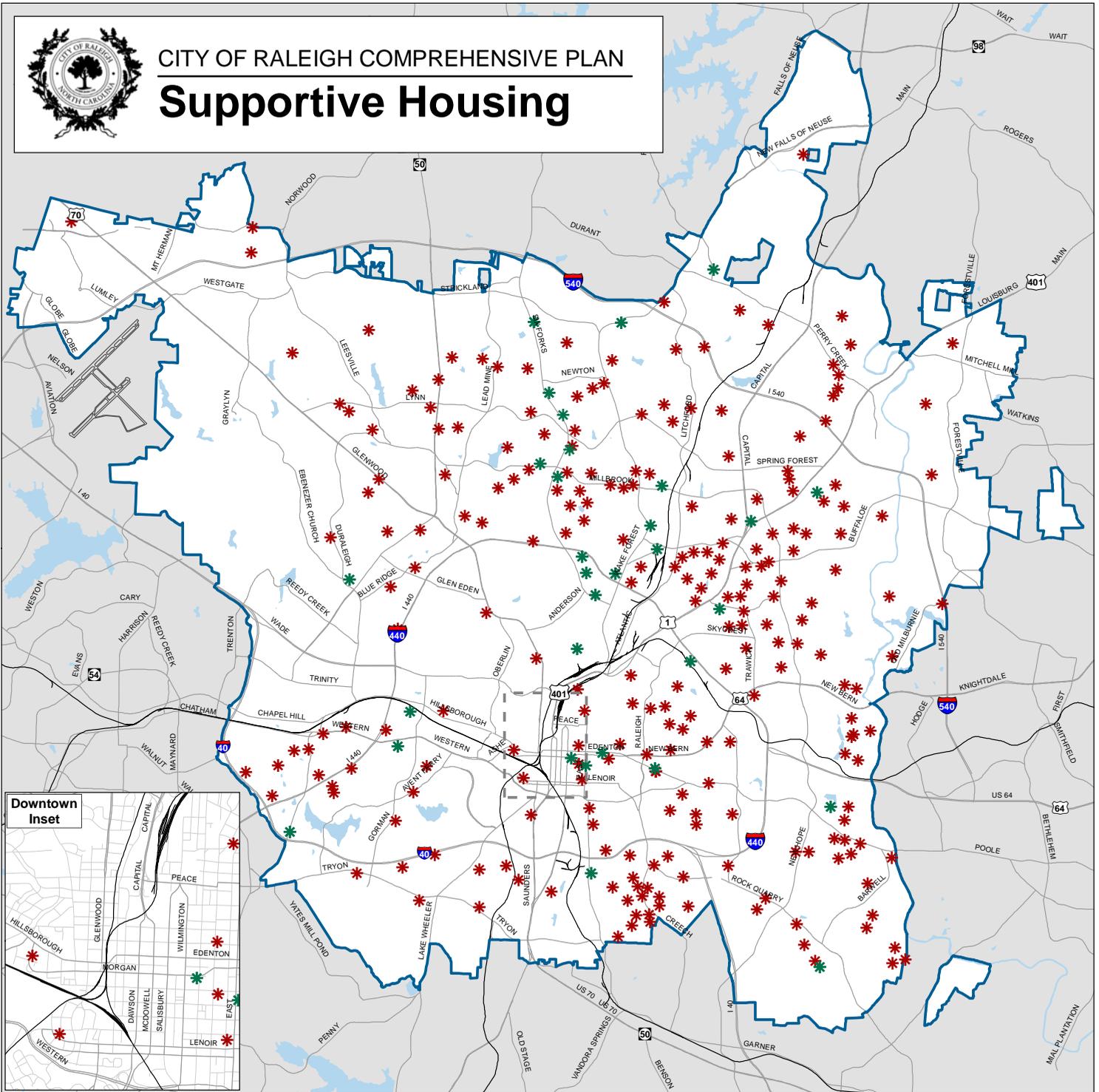
Supportive Housing

Promote development of additional housing serving persons with disabilities.



CITY OF RALEIGH COMPREHENSIVE PLAN

Supportive Housing



MAP H-2

- * Special Care Facilities
- * Supportive Housing

□ Raleigh Jurisdictional Limit



0 0.5 1 2 Miles

Map created 9/24/2013 by the City of Raleigh
Department of City Planning



Action 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).

Action H 3.2

Very Low Income Rentals

Continue to develop and preserve additional homeownership and rental units that are affordable to households below 50 percent of median income.

Action H 3.3

Transitional and Emergency Housing

Financially support the activities of non-profits to provide transitional and emergency housing services for the homeless.

Ending Homelessness: The Ten-Year Action Plan

The following is a summary of the strategies outlined in the 2005 Council-adopted document Ending Homelessness: The Ten-Year Action Plan. The strategies below address three of the Plan's objectives: Prevention, Housing, and Services and Support.

Objective: Prevention

Prevent individuals and families from becoming homeless through comprehensive discharge planning and targeted resources.

- A. Create and execute comprehensive discharge plans for people leaving institutions.
- B. Design and implement an integrated prevention effort.
- C. Pursue prevention activities within the public school system.

Objective: Housing

Expand the availability and choices of permanent housing that are affordable to individuals and families with extremely low incomes.

- A. Increase the supply of permanent affordable housing.
- B. Develop resources for supportive services available to those in housing.
- C. Educate funders, developers, and citizens.
- D. Establish a Housing First model (permanent housing provided immediately to persons who are homeless, along with voluntary supportive services).

Objective: Services and Support

Enhance services and support for people who are homeless, at-risk of homelessness, or recently homeless to help them achieve maximum independence and self-sufficiency.

- A. Expand the capacity to serve people with mental illnesses and/or substance use disorders.
- B. Expand current multi-service centers to serve as "one stop shops."
- C. Implement targeted services for those with special needs.
- D. Promote an integrated, comprehensive system of care.

Action H 3.4

Reserved

Action H 3.5

Reserved

With the rapidly growing number of aging households, Raleigh will face increasing needs for housing suited to the needs of the elderly and other persons with disabilities and housing that can evolve to meet the residents' changing needs over their lifetime. Incorporated at the time the home is built, universal design includes wider doorframes, structural accommodations for adding grab bars at a later date, counters that can be accessed by persons in wheelchairs, and other features that would allow persons with disabilities to function. Beyond the housing unit itself, access to transit is very important for the elderly and persons with disabilities.

Policy H 4.1

Fair Housing Act Enforcement

Ensure enforcement of the federal Fair Housing Act to provide equal access to housing and prevent unfair lending practices. (1, 2)

Policy H 4.2

Aging in Place

Promote universal design and lifecycle housing to facilitate the ability of homeowners and neighborhood residents to age in place in their homes and neighborhoods. (1, 2, 6)

Policy H 4.3

Housing for the Disabled

Support development of accessible housing for residents with disabilities, particularly near transit stations and corridors. (1, 2, 4, 6)

E.4 Fair Housing, Universal Design, and Aging in Place

The federal Fair Housing Act prohibits discrimination by landlords, real estate companies, banks or other lending institutions, and homeowner insurance companies that makes housing unavailable to persons because of race or color, religion, sex, national origin, familial status, or disability. While progress has been made, discrimination still impacts Raleigh families, closing them out of the market and preventing access to quality housing. The 2007 Analysis of Impediments to Fair Housing Choice identified significant disparities in local area mortgage lending and real estate transactions between minority and non-minority households that affect the ability of minority households to obtain mortgage financing and buy homes. The Analysis also identified the lack of effective and consistent fair housing enforcement to be a barrier. The City does not have a fair housing department or agency to receive complaints, conduct testing, and promote education and outreach and does not have the legislative authority to undertake such programs.



Policy H 4.4

Housing for Seniors

Provide and fund housing rehabilitation programs that assist elderly homeowners to repair, modernize and improve the energy efficiency of their homes, and remove barriers to age in place. (2, 3)

Action H 4.4

City Sponsored Residential Construction and Rehabilitation

Expand Community Development's use of universal design and visitability in City-sponsored residential construction and rehabilitation, including infill developments in Redevelopment Areas.

Action H 4.1

Tax Relief for Seniors

Explore additional property tax relief mechanisms for elderly and low-income households facing rising tax cost burdens.

Action H 4.5

Reserved

Action H 4.2

Fair Housing Ordinance Review

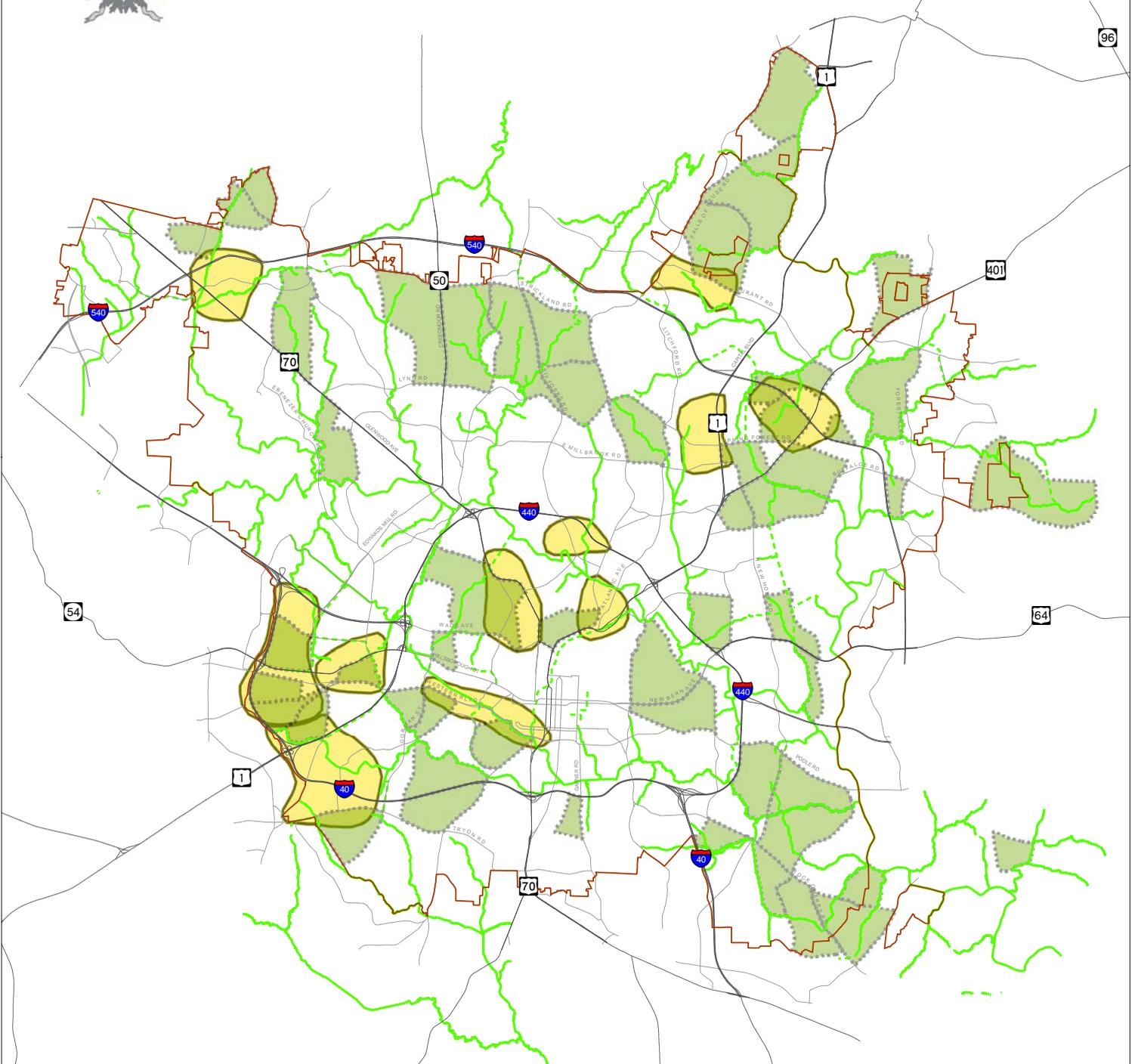
Make any changes needed in the City's Fair Housing Ordinance to become substantially equivalent with the federal Fair Housing Act as amended and actively pursue enforcement.

Action H 4.3

Reserved



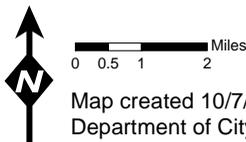
Park Search Areas



MAP PR-2

- Greenway Corridors
- Future Greenway Connectors
- Neighborhood Park Search Areas
- Community Park Search Areas

- ETJ
- Highway
- Major Streets



Action PR 2.4

Facility Fee for Acquiring and Developing New Parks

Monitor the effectiveness of the City Facility Fee Program and propose updates if appropriate.

Action PR 2.5

Reserved



Policy PR 3.1

Greenway Trail Expansion

Continue to expand Raleigh's greenway trail network by providing minimum ten-foot wide multi-use paths that follow corridors and connect other greenways, parks, and schools, and that also provide safe integration into on-road facilities. (4, 5, 6)

F.3 Greenway System Land and Trails

The City of Raleigh is blessed with a Capital Area Greenway program that has preserved over 3,760 acres along stream corridors and tributaries of Walnut Creek, Crabtree Creek, and the Neuse River. These lands are primarily in the floodplain, and as such are managed for conservation of the natural resources found there. These protected lands also provide the opportunity for a nationally known greenway trail system of over 68 miles. Pedestrian and bicycle access to these areas offers a unique opportunity to experience nature in the midst of a city of over 400,000 people. The goals of the Capital Area Greenway program are:

- Preserve natural characteristics of the land;
- Preserve wildlife corridors;
- Preserve riparian buffers as a means of protecting water quality;
- Preserve stream corridors to manage storm water runoff;
- Provide buffers for multiple land uses;
- Provide opportunities for passive recreation; and
- Provide multi-use trails for recreation and safe transportation routes.

Policy PR 3.2

Greenway Awareness

Increase public awareness of and facilitate access to links provided by the Capital Area Greenway to nearby communities. (6)

Policy PR 3.3

Riparian Greenways

Acquire parkland along important riparian corridors including the Neuse River and Crabtree and Walnut creeks to create green "fingers" that provide natural and recreational amenities. (3, 5)



Policy PR 4.3

Recreational Facility Adequacy

Collaborate with partners in the public and private sectors to develop innovative park arrangements and spaces that help provide a diversity of needed recreational facilities. (3, 6)

Policy PR 4.6

Universal Access

Develop recreational facilities that are universally accessible to all residents. Update existing facilities when new construction is planned, or when renovations are undertaken to, be compliant with new City and federal regulations as they come into effect. (6)

Policy PR 4.4

Park Visibility

Enhance access to and awareness of Raleigh's recreational opportunities by locating and developing some active recreational facilities along major streets near other commercial development and in highly visible areas. (5, 6)

Policy PR 4.7

Joint Use of Schools

Seek and work collaboratively, when feasible, with other municipal, county, and state entities on the joint use of school properties for public recreation. (3)



Policy PR 4.8

Private Parks

Encourage the provision of tot lots, pocket parks, and other privately-held and -maintained park spaces within residential developments to complement public park facilities. (6)

Policy PR 4.5

Child-Friendly Parks

Provide child-friendly parks and open spaces across the City, including downtown. (6)

Policy PR 4.9

Adequate Indoor Facilities

Seek to provide adequate indoor and all-weather facilities for a wide variety of active living choices for all generations. (6)

Policy PR 4.10

Indoor Facility Construction

When in keeping with a System Integration Plan and/or adopted Master Plan, Community Parks, Neighborhood Parks, or Special Parks should be considered for the construction of indoor facilities for recreation, community meetings, social activities, and/or special uses such as arts, aquatics, or environmental education. (6)

Action PR 4.1

Reserved

Action PR 4.2

Sustainable Practice Development

Use nationally accepted sustainable design principles and best management practices in park design.

Action PR 4.3

Reserved

Action PR 4.4

Creating Opportunities for Active Living Choices

Acquire and develop new multi-use fields, trails, and courts as often as practical to support formal and informal opportunities for active living choices by all generations.

Action PR 4.5

Reserved

Action 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.

Action 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.



F.5 Open Space and Special Landscapes

Park lands and open spaces provide the opportunities for organized programs, informal or unprogrammed activities, and the conservation of special spaces for the long-term benefit of the public. A variety of public open spaces contributes to the health and well-being of citizens and visitors, the conservation of wildlife and wild land, and the mitigation of environmental impacts from development. These spaces may include transportation rights-of-way and entrance gateways, stream corridors, public areas of downtown, and a variety of park lands specifically managed to provide flexible and diverse opportunities. Policies should remain flexible to balance the need for investment in spaces with the need for long term flexibility.

The City is in the midst of major developments in the downtown area. This places special pressure on public urban spaces, especially historic Moore Square and Nash Square parks. It also creates opportunities for innovative landscapes currently unavailable in Raleigh, such as rooftop plazas and gardens.

See also C.2 'Design with Nature' in Element C: 'Environmental Protection' for additional policies related to the preservation and use of open spaces and landscapes.

Policy PR 5.1

Protecting Heritage Sites

In addition to acquiring land suitable for park facility development, work with local land trusts to acquire and conserve sites with significant natural heritage that are currently unprotected from development (as defined by the North Carolina Natural Heritage Program). (5)

Policy PR 5.2

Unique or Endangered Public Landscapes

Ensure that park planning, facilities, and management respect and conserve resources and landscapes such as Significant Natural Heritage Areas and N.C. Wildlife Action Plan priority habitat areas. (5)

Policy PR 5.3

Interpretive Conservation Activities

Maximize ecosystem conservation and promote interpretive and educational activities in unique ecological areas and habitats in partnership with other governmental and non-governmental agencies. (5)

See also C.9 'Environmental Education, Awareness and Coordination' in Element C: 'Environmental Protection'.

Policy PR 5.4

Improving Park Access

Public spaces should be included in private developments that can connect to and benefit from their proximity to public infrastructure and spaces such as greenway trails, public sidewalks, and plazas. (3, 5, 6)

Policy PR 5.5

Requirements for Accessible Open Space in Partnership Projects

Ensure public access to open space in projects with public financial partnerships, such as downtown parking garages, plazas, and squares.

Action PR 5.1

Mandatory Greenway Dedication

Continue the program of mandatory greenway land dedication from residential development to further the goals of the Capital Area Greenway program, and explore expanding it to non-residential development.

Action PR 5.2

Reserved

Action 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.

See also I.3 'Appearance and Function of Raleigh's Corridors' in Element I: 'Urban Design'.

Action PR 5.4

Identifying Conservation Lands

Identify lands that can be conserved and managed for their outstanding natural features, landscapes and assets, and cultural heritage values as part of a system of open spaces and green infrastructure.

F.6 Management and Stewardship

As a steward of public land, recreational facilities, and natural resources, the City must manage with a goal of efficiency, equitable quality and access,

and long term public benefit. Management and stewardship of parklands and facilities includes maintenance of existing developed parks as well as proper stewardship and management of undeveloped parklands and natural areas. This requires a commitment from City employees, the public and their elected representatives to plan for the operating funds necessary to maintain sites, structures, and systems for their expected life cycle. Additionally, new capital development, renovation of existing facilities, and replacement of facilities when life-cycles are over should be planned and fully funded.

Promoting citizen involvement in stewardship activities such as clean-ups, minor construction, and landscaping will continue to build community knowledge and support of the parks and greenway system. Numerous partner organizations and agencies exist in the area that can further the mission of the City of Raleigh Parks and Recreation Department.

Policy PR 6.1

Budget Adequacy

Ensure that capital and operating budget support of the park system keeps pace with growth as envisioned in the Comprehensive Plan to provide the quantity and quality of programs, facilities, and facilities maintenance expected by citizens. (1, 3)





Policy PU 1.6

Full Cost Pricing

Encourage full-cost pricing to recognize the real long-term cost of service, which includes maintaining infrastructure in a state of good repair, and to promote environmentally sound decisions by customers. (1, 3)

Action PU 1.1

Reserved

Action PU 1.2

Reserved

G.2 Utility Extensions

As Raleigh continues to develop, the City’s growth must proceed hand-in-hand with the expansion of the City’s utility systems. Leapfrog development patterns and unplanned extensions undermine the goal of system efficiency by increasing the quantity of piping and pumping necessary to serve a given amount of development. Under current pricing schemes, higher costs are borne equally by all customers regardless of location, resulting in inefficient cross-subsidies.

The City’s current Capital Improvement Program includes new utility extensions to other towns including Wendell and Zebulon where Raleigh has formal utility merger agreements. These new water and sewer mains will cut across eastern Wake County, including through Raleigh’s short- and long-range Urban Service Areas. No physical barrier will exist to prevent connections to these mains from adjoining properties—only strongly-written and -enforced policies can forestall the premature spread of urban growth into these urban reserves.

The policies below address these issues through the coordination of system expansion and new development, and ensuring that developers benefiting from public infrastructure participate in the financing of that infrastructure. Another key objective is that land use planning, through the orderly extension of the City’s Extraterritorial Jurisdiction, should precede rather than follow annexation and the extension of utility infrastructure.

Policy PU 2.1

Utility Service Extension Outside the City

- Ensure that proposals to extend utility service outside the City are:
- Consistent with service expansion plans;
- Not into current or future water supply watersheds except in accordance with Falls Lake and Swift Creek small area plan policies;

- Sufficient in capacity to accommodate the extension;
- Meet City standards; and
- Enhance the contiguous development of the City (1, 3, 5)

See also Area Plan 7: 'Falls Lake' and Area Plan 19: 'Swift Creek' for City of Raleigh policies on annexations and utility extensions in specific areas of these water supply watersheds.

Policy PU 2.2

Utility Extension Beyond Raleigh's Jurisdiction

Limit the extension of public utilities outside of Raleigh's jurisdiction to cases in which:

- there is a threat to public health, safety and welfare and to Raleigh's drinking water supply,
- such extensions are necessary to serve merger communities, or
- such extensions provide the ability to provide interconnects with other utility systems for use in times of drought or extreme weather. (3)

See also A.3 'Annexation, ETJ and USA' for additional City of Raleigh policies on annexations outside the existing Raleigh Extraterritorial Jurisdiction (ETJ).

Policy PU 2.3

Emergency Utility Extension

Allow only existing development posing a specific threat to public health, safety, and welfare and to Raleigh's drinking water supply to connect to emergency utility extensions. (3)

Policy PU 2.4

Water and Sanitary Sewer Installation

Require that water and sanitary sewer lines installed by property owners are constructed along the entire adjacent right-of-way or through the entire property as appropriate to permit further extension to adjacent properties. (1, 3, 6)

Policy PU 2.5

Water and Sanitary Sewer Access

Require that developers provide water and sanitary sewer service to all lots within a subdivision. (3, 5, 6)

Policy PU 2.6

Re-use Water Infrastructure

Consider requiring that residential developers provide "purple pipe" re-use water infrastructure to all lots in a subdivision, as the availability of re-use water expands. Consider restricting the use of potable water for irrigation when re-use water is available. (3, 5)

Action PU 2.1

Reserved



Policy PU 3.8

Water System Performance Management

Apply current Best Management Practices (BMPs) to Raleigh’s drinking water systems. Ensure that management strategies shift the focus from compliance to sustainability and improved performance. (1,3, 5)

Policy PU 3.12

Water Service Adequacy

Provide adequate water service to all currently unserved lots within the City. (1, 3, 6)

Policy PU 3.9

Watershed-Based Planning

Adopt watershed-based approaches to water supply planning to promote decisions based on a holistic view of the entire water system (See Text Box: A Holistic Approach to Watersheds). (3, 5)

Policy PU 3.13

Conservation Education

Engage the public to promote an understanding of the need for water conservation and reuse. (3, 5, 6)

Policy PU 3.10

Water Quality Improvements

Improve potable water quality through the preservation and restoration of natural landscape features such as lakes, floodplains, wetlands, and their buffers. (3, 5)

Policy PU 3.14

Calibration of Safe Yield

Consult with Army Corp of Engineers as necessary to maintain an accurate calibration of safe yield factor for Falls Lake, so that recent climate and stream flow data are reflected in the City’s water supply planning models. (3, 5)

See also Element C: ‘Environmental Protection’ for related policies.

Action PU 3.1

Falls Lake Water Supply Study

Request that the Army Corps of Engineers perform what is known as a 219 study to look at any modifications to the current allocation configuration, including reallocating water in the conservation and flood pools to match changing climate conditions.

Policy PU 3.11

Protection of Water Supply

Protect the water supply from incompatible uses and activities that could compromise drinking water quality and safety. (1, 5)

Action PU 3.2

Reserved

Action PU 3.3

Water Conservation

Continue the City’s water conservation public education campaign to promote water awareness and an ethic of managing water usage.

Action PU 3.4

Drought-Tolerant Landscaping

Adopt landscaping ordinances that mandate or incentivize the use of drought-resistant plant species to minimize the need for irrigation.

Action PU 3.5

Reserved

A Holistic Approach to Watersheds

A holistic view of the water system recognizes that any decision made regarding withdrawal, discharge, or modification has impacts that ripple through the entire watershed. Urban

uses are now an integral part of overall hydrology, making a complete return to a “state of nature” not only infeasible but also problematic. For example, if rainwater harvesting were to become pervasive, it would dramatically alter flow patterns in small streams, probably decreasing base flows in dry weather, and impacting what may be a fragile aquatic habitat accustomed to current flow patterns. An alternative would be to extend the re-use system, but that might require increased releases from Falls Lake to maintain downstream minimum flows. These examples illustrate how decisions increasingly involve complex interactions with a broad range of issues, requiring a more holistic approach than in the past.

G.4 Wastewater Collection and Dispersal

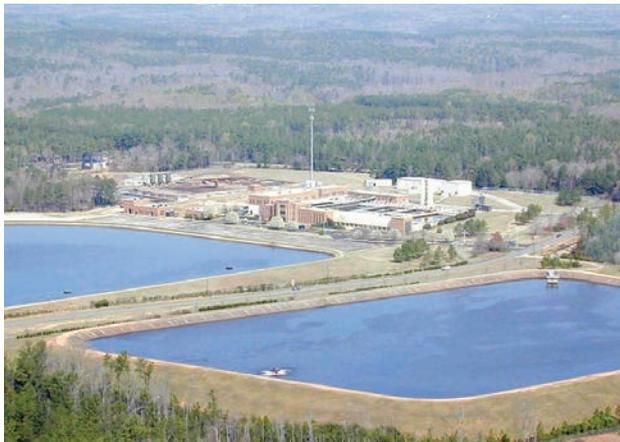
With the growth in the City’s water demand will come a corresponding increase in wastewater generated. Additional investments will be needed to increase capacity at Raleigh’s wastewater treatment plants as well as the sewer pipes and pump stations that convey wastewater to these plants. Wherever possible, gravity systems are preferred over pressure collection systems for reasons of reliability and lower operating and maintenance costs. Also, private wastewater treatment systems are discouraged because inadequately-maintained and -monitored systems can lead to poor quality in nearby streams and rivers. Wastewater flows are expected to increase by about 41 million gallons per day between 2006 and 2030 (based on projected system-wide average annual flows).

While wastewater has traditionally been viewed as a by-product to be disposed of, it will increasingly be viewed as a resource from which to wring extended value. Reclaimed water will be dispersed into a variety of receiving environments, moving beyond irrigation to include wetland and stream augmentation and even groundwater recharge. Mining re-use water from the wastewater stream can forestall the need to increase the capacity of



sewer trunk lines by reducing total downstream flows. The City already has an award-winning program that uses bio-solids to complete the nutrient cycle on City-owned farmland. In the future, bio-solids may be utilized as a source of energy through combustion or as a source of methane.

The following policies are intended to address wastewater in the context of promoting long-term resource efficiency and sustainability.



Policy PU 4.1

Wastewater Treatment

Provide sufficient wastewater treatment in the most efficient manner to eliminate any potential for health hazards. (3, 6)

Policy PU 4.2

Wastewater Service Adequacy

Provide adequate wastewater service to all currently-unserved lots within the City. (1, 3, 6)

Policy PU 4.3

Sewer Line Replacement

Provide for the replacement of aging sanitary sewer collection systems to prevent overflow and backups. (3, 5)

Policy PU 4.4

Wastewater Collection System Expansion

Expand the wastewater collection system to serve potential annexation areas, urbanizing areas, and long-term growth areas with gravity sewer extensions and minimal use of pump stations. (3, 5)

Policy PU 4.5

Reclaimed water

Expand the re-use programs for wastewater treatment plant effluent and expand the use of reclaimed water for non-potable water uses. (3, 5)

Policy PU 4.6

Package Treatment Plants

Allow no privately-owned or -operated package wastewater treatment plants in City service and jurisdictional areas. (3, 5)

Policy PU 4.7

Pump Stations and Force Mains

Ensure that pump stations and force mains are environmentally sound and operationally efficient. They should be provided with on-site emergency electric generators and wireless communication equipment to monitor their status. They are preferably temporary facilities that can be replaced by gravity sewers. (3, 5)

Policy PU 4.8

Pressure Collection

Allow no new pressure collection sewer systems in City service and jurisdictional areas. (3, 5)

Policy PU 4.9

Sewer Overflows

Maintain the sewer collection system with the goal to eliminate sanitary sewer system overflows. (3, 5)

Policy PU 4.10

Fats, Oils, and Grease Disposal

Promote the proper disposal of Fats, Oils, and Grease (FOG) for households to help prevent sewer line clogging. (3, 5)

Policy PU 4.11

Bio-solids and Methane Gas Reuse

Provide for the beneficial re-use of 100 percent of bio-solids and methane gas production from all wastewater treatment plants, unless impractical. (3, 5)

Action PU 4.1

Reserved

Action PU 4.2

Pigeon House Branch Restoration

Implement a stream restoration project after assigning total maximum daily waste load for the Pigeon House Branch. Evaluate reclaimed water for its effectiveness to support restoration efforts that augment stream flows and improve water quality.



crime targets and creating in offenders a perception of risk.

- 4. **Target Hardening:** Accomplished by features that prohibit entry or access: window locks, dead bolts for doors, and interior door hinges.

Source: CPTED Watch The City of Raleigh supports the national CPTED program and encourages implementation of its recommendations in facilities siting, design, and construction activities.

Action CS 3.1

Reserved

Action CS 3.2

Reserved

Action CS 3.3

Reserved

Action CS 3.4

Reserved

Action CS 3.5

Training Facility Economies

Examine ways to work with Wake County to share space and costs at the Police training facility.

Action CS 3.6

Police Training Center

Complete construction of a Police Training Center on City-owned land at Battle Bridge Road adjacent to the current Police Range facility.

Action CS 3.7

Field Operation Units

Continue to plan and operate field operation units in combination with other public facilities. These sites are generally located in the northwest, northeast, southeast, and southwest portions of the Raleigh metropolitan area and are typically part of outlying Municipal Service Centers.

H.4 Fire and Emergency Response

The Fire Department protects life and property by providing fire prevention, fire suppression, rescue, emergency medical services, hazardous materials response, and life safety education for residents of the City of Raleigh. Construction plans reflect the Department’s core response time mandate. The Department maintains an ISO Class III Fire Protection rating. The purpose of the Insurance Service Organization is to give insurance companies a uniform system on which to base their insurance premiums. The ISO uses a consistent set of guidelines to evaluate a fire department, including the number of personnel on duty, training, level of personnel (paid or volunteer), the amount of water the fire department can get to a fire, and the amount and quality of equipment used such as fire engines and hand tools. In the nation only 3.6 percent of fire departments are an ISO Class III.

The Department also follows standards established by the National Fire Protection Association to strategize the location of fire stations. The location strategy incorporates the Department’s design and construction commitment to environmental initiatives to capitalize on solar energy and water re-use, adhering to the City’s sustainability policies and procedures.

Policy CS 4.1

Fire and Emergency Response Facilities

Plan and provide for fire and emergency facilities adequate to protect the health, life, livelihood, and property of Raleigh’s current and future citizenry and business. (1, 3, 4, 6)

Policy CS 4.2

Ancillary Fire Protection Facilities

Provide facilities equipped to meet the operational needs of the Department, including training and fire equipment service and repair. (3)

Policy CS 4.3

Fire Protection Service Standards

Adhere to standards established by the ISO and the National Fire Protection Association. Maintain the ISO Class III Fire Protection Rating. (6)

Policy CS 4.4

Response Time Standards

Maintain standards in response time/coverage for fire calls and emergency medical response calls as outlined in the National Fire Protection Association 1710 (standard for the organization and deployment of fire suppression operations, emergency medical operations, and special operations): one minute from 911 call to wheels rolling and four minutes total response time. (6)

Action CS 4.1

Measuring Level of Service

Develop a mechanism to identify levels of service to determine the capacity of police, fire protection, and emergency services to meet community needs.

H.5 Health and Human Services

While the City of Raleigh does not provide health and human services directly, the City does influence the actions of private sector health care providers (including the three major hospital systems—WakeMed, Rex, and Duke Healthcare) through zoning and development review. The City of Raleigh partners with the county in working to address human service needs—including childcare and elder care. Moreover, the City’s plans and



Policy UD 1.9

Skyline Views

Views of the evolving downtown skyline from downtown gateway corridors should be preserved. Public and private investments should take advantage of opportunities to create new skyline views. (3, 4)

Action UD 1.3

U.S. 401 Corridor

Preserve and protect the visual resources associated with the historic, residential, and rural atmosphere of the U.S. 401 corridor through the use of tools such as frontage standards.

Policy UD 1.10

Frontage

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

Action UD 1.4

Gateway Design in Focus Areas

Develop special gateway design treatment for focus areas, such as the three crossings of the Neuse River: Capital Boulevard, Louisburg Road, and New Bern Avenue.

Action UD 1.1

Wayfinding Improvements

Explore and coordinate wayfinding strategies for mixed use areas in the City to enhance identity and wayfinding.

Action 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.

Action UD 1.2

Falls of Neuse Corridor

Maintain and protect the character of the Falls of Neuse corridor adjacent to the Falls Lake watershed north of Durant Road by preserving the extensive roadside vegetation, the Falls Lake dam, and Falls Community.

Action UD 1.6

Using Zoning to Achieve Design Goals

Explore zoning and other regulatory techniques to promote excellence in the design of new buildings and public spaces.

I.2 Design of Mixed-Use Developments

Walkable mixed-use developments are critical to the future of Raleigh and cities around the world. They are efficient in terms of land use and urban service delivery. They encourage the use of mass transit and help in the preservation of open space.

They create active and vibrant urban spaces. By encouraging new mixed-use neighborhoods to also be mixed-income neighborhoods, the City can ensure that low- and moderate- income residents have equal access to all the advantages and opportunities of urban living.

Good urban design helps promote and implement the ideals of mixed-use neighborhoods. Residential uses should be connected to retail uses and transit through safe and attractive sidewalks that are universally accessible. Shared open spaces should be welcoming, well-lit, and equipped to serve a diverse group of users. Transit stops should function efficiently and protect riders from the elements during all seasons.

See also Element A: 'Land Use' for additional policies related to mixed-use and land use and transportation coordination.

Policy UD 2.1

Building Orientation

Buildings in mixed-use developments should be oriented along streets, plazas, and pedestrian ways. Their facades should create an active and engaging public realm. (4, 6)

Policy UD 2.2

Multi-modal Design

Mixed-use developments should accommodate all modes of transportation to the greatest extent possible. (1, 2, 3, 4, 5, 6)

Policy UD 2.3

Activating the Street

New retail and mixed-use centers should activate the pedestrian environment of the street frontage in addition to internal pedestrian networks and connections, particularly along designated Main Street corridors. (4, 6)

Policy UD 2.4

Transitions in Building Intensity

Establish gradual transitions between large-scale and small-scale development. The relationship can be improved by designing larger buildings to reduce their apparent size and recessing the upper floors of the building to relate to the lower scale of the adjacent properties planned for lower density. (6)

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

Policy UD 2.5

Greenway Access

Safe and clearly marked access points to the City's greenway system should be provided in new and existing mixed-use centers where feasible. (4, 5, 6)



Action UD 5.1

LEED-ND Program

Implement the new LEED Neighborhood Design (ND) certification program (currently under development by the U.S. Green Building Council) for neighborhoods as a possible new strategy to reduce energy and resource consumption and improve the long-term sustainability of Raleigh.

Action UD 5.2

Reserved

residents to walk more frequently to meet their daily needs. This will also help in reducing vehicle miles traveled (VMT) and help the City to uphold its commitment to implement the U.S. Mayors Climate Protection Agreement.

See also B.5 'Pedestrian and Bicycle Circulation' in Element B: 'Transportation' for additional actions and policies related to pedestrian-friendly design.

Policy UD 6.1

Encouraging Pedestrian-Oriented Uses

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

I.6 Pedestrian-Friendly Design

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

Pedestrian-friendly design not only encourages social engagement and active urban spaces, it has been proven to promote the health and well-being of residents. Obesity and obesity-related diseases such as hypertension and diabetes are a national concern today. Ensuring that all future development within the City is pedestrian-friendly will encourage



Policy UD 6.2

Ensuring Pedestrian Comfort and Convenience

Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area, avoid excessive setbacks, and provide direct pedestrian connections. On-street parking should be provided along pedestrian-oriented streets and surface parking should be to the side or in the rear. This should be applied

in new development, wherever feasible, especially on Transit Emphasis and Main Street corridors and in mixed-use centers. (4, 6)

Policy UD 6.3

Pedestrian Scale Lighting

Ensure that pedestrian-scale lighting is provided as a means of providing a safe and visible pedestrian realm as well as establishing a theme or character for different streets and neighborhoods. (6)

See also C.8 'Light and Noise Pollution Controls'.

Policy UD 6.4

Appropriate Street Tree Selection

Street tree plantings should be appropriate to the function of the street. For example:

- Trees on commercial streets should complement the face of the buildings;
- Trees on residential streets should shade both the street and sidewalk, and serve as a visual buffer between the street and the home; and
- In high traffic areas and downtown, trees should be planted in tree wells with grates over the top to protect the roots. (5, 6)

Policy UD 6.5

New Planting Techniques

Planting techniques in streetscape design should include wide planting/landscape strips between the curb and sidewalk and tree pits that will extend tree life. Refer to Street Design Manual.

Action UD 6.1

Reserved

Action UD 6.2

Reserved

1.7 Design Guidelines

Urban design guidelines help promote coordinated and high quality development and enhance the public realm and the City's image. In Raleigh, a number of guidelines were included in the 1989 Comprehensive Plan. There also exist numerous other design guidelines outside the 1989 Comprehensive Plan (See Text Box: *Guidelines*). As part of the planning effort for the Comprehensive Plan, a thorough audit of all the existing guidelines was undertaken to determine which guidelines should become part of the 2030 Comprehensive Plan. As a result of the sheer number and complexity of the existing guidelines, the age of some of the guidelines, and the overlap between the guidelines and zoning regulations, the audit resulted in a substantially shortened list of guidelines for inclusion. Relevant citywide design guidelines are contained in Table UD-1, while downtown-specific guidelines are located in M.7 'Urban Design' in Element M: 'Downtown Raleigh'. These guidelines replace and supersede prior adopted guidelines.

The policies below contain broad guiding principles that should influence the review of all new development in the City, as well as guidance regarding the application of the Design Guidelines for Mixed-Use Areas listed at the end of this section.



Guidelines

Raleigh's 1989 Comprehensive Plan included a Guidelines Element that provided guidance on the design of various urban form elements. The guidelines included were:

- Frontage Lots on Thoroughfares Guidelines, adopted 1981;
- Focus Area Height Guidelines, adopted 1987;
- Office Floor Area Ratio and Building Lot Coverage Guidelines, included in the 1989 adoption of the 2020 Plan;
- Transit Oriented Development, included in the 1989 adoption of the 2020 Plan;
- Retail Use Guidelines, adopted 1991;
- Regional Center Urban Design Guidelines, included in the 1998 Update of the 2020 Plan;
- Urban Design Guidelines for Mixed Use Neighborhood and Village Centers, adopted 2002; and
- Transit Oriented Development Guidelines, adopted 2004.

While most of these guidelines were developed in response to an identified need at the time, and have been useful in addressing those issues, many are now obsolete or have been superseded. A good example is the Transit Oriented Development Guidelines adopted in 1989. These were superseded by the Transit Oriented Development Guidelines in 2004, but had not been removed from the 1989 Comprehensive Plan as of 2008. Similarly, the Office Floor Area Ratio and Building Lot Coverage Guidelines are no longer used since the information overlaps the Zoning Code, in which case the Code takes precedence.

In addition to the Guidelines included in the 1989 Comprehensive Plan, there also exist numerous other design guidelines, including:

- Design Guidelines for Raleigh Historic Districts;
- Downtown Streetscape Master Plan;
- Fayetteville Street Downtown Urban Design Handbook;
- Guidelines for Exterior Rehabilitation for the Moore Square Historic District;
- Raleigh Downtown Urban Design Guidelines;
- Standards for Private Use of Public Spaces: A Downtown Urban Design Handbook; and
- Raleigh Street Design Manual.

Policy UD 7.1

Economic Value of Quality Design

Recognize and emphasize the economic value of quality design in redevelopment, infill, adaptive use of existing structures, and development of public spaces. (1, 6)

Policy UD 7.2

Promoting Quality Design

Promote quality urban design through the use of design standards, zoning regulations, promotional materials, design awards, programs, and competitions. (6)

Policy UD 7.3

Design Guidelines

The Design Guidelines in **Table UD-1** shall be used to review rezoning petitions and development applications for mixed-use developments; or rezoning petitions and development applications along Main Street and Transit emphasis corridors or in City Growth, TOD and Mixed-Use centers, including preliminary site plans and development plans, petitions for the application of the Pedestrian Business or Downtown Overlay Districts, Planned Development Districts, and Conditional Use zoning petitions. (4, 6)

Action UD 7.3

Reserved

Action UD 7.1

Reserved

Action UD 7.2

Reserved

Action UD 7.4

Reserved



Action UD 7.5

Reserved

Action UD 7.6

Reserved

Action UD 7.7

Reserved

Action UD 7.8

Reserved

Table UD-1 Design Guidelines for Mixed-Use Developments

#	Guideline
Elements of Mixed-use Developments	
1	All mixed-use developments should generally provide retail (such as eating establishments, food stores, and banks), and other uses such as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian-friendly form.
Mixed-use Areas/Transition to Surrounding Neighborhoods	
2	Within all mixed-use areas, buildings that are adjacent to lower density neighborhoods should transition (height, design, distance, and/or landscaping) to the lower heights or be comparable in height and massing.
Mixed-use Areas/The Block, The Street, and The Corridor	
3	<p>A mixed use area’s road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major street.</p> <div data-bbox="937 918 1475 1237" data-label="Diagram"> <p>The diagram illustrates two street network configurations. On the left, labeled 'Discouraged', a residential area with a school and a commercial center is shown with a road network that is not well-integrated with the surrounding community's network. On the right, labeled 'Preferred', the same residential area and facilities are shown with a road network that provides multiple, direct paths for movement to and through the mixed-use area, connecting it to the surrounding community's network.</p> </div>
4	<p>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Street Plan.</p> <div data-bbox="937 1295 1475 1668" data-label="Diagram"> <p>The diagram shows a street layout with various zones and distances. It includes labels for '1/8 - 1/4 Mile Walking Distance', 'Gore Areas', 'Transition Area (Off-Use, Retail & Residential)', and 'Edge Area'. The diagram illustrates how streets interconnect within a development and with adjoining development, showing the placement of various zones and the importance of providing multiple paths for movement.</p> </div>
5	New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.
Site Design/Building Placement	



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. (1, 2, 3, 4, 5, 6)

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. (3, 6)



Policy HP 2.8

Preservation and Capital Project Planning

Protect and mitigate the adverse impacts of City capital projects on National Register-listed and -eligible resources. (1, 2, 3, 4, 5, 6)

Policy HP 2.5

Conserving Older Neighborhoods

Develop plans and programs to conserve older neighborhoods that have a unique scale and identity, but are not yet protected by an overlay district. (1, 2, 3, 4, 5, 6)

Action HP 2.1

Existing Survey and Designation Reports

Evaluate previous survey areas and designations; update surveys and designation reports as necessary to reflect current professional standards, new historical contexts, and the passage of time. Include view corridor, landscape, and archaeological considerations.

Policy HP 2.6

Contextual Historic Landscapes

Retain, protect, and maintain access to open spaces and significant natural features such as streams, mature trees, and hills that are adjacent to and contribute to a historic resource. (3, 5, 6)

Action HP 2.2

Periodic Updates of Survey

Conduct survey updates when necessary but at least every 10 years to identify resources gaining significance due to the passage of time.

Action HP 2.3

Historic Resource GIS Data

Use GIS to map current and future historic architectural survey information and to identify areas of cohesive character. Apply preservation planning tools in these areas.

Action 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.

Action HP 2.5

Local Landmark Designation

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

Action HP 2.6

Downtown Historic Overlays

Consider designating local historic overlay districts in downtown for Fayetteville Street National Register district and Depot National Register district.

Action HP 2.7

Applying Zoning Regulations and Planning Tools

Use Historic Overlay Districts, Neighborhood Conservation Overlay Districts, and other zoning regulations and planning tools in response to neighborhood requests for protection and conservation.

Action HP 2.8

Transfer of Development Rights

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

Action HP 2.9

Reserved

Action HP 2.10

Preservation Criteria for Capital Projects

Establish and apply project planning criteria that require evaluation and mitigation of adverse impacts to historic resources for all City capital projects.



Action AC 1.2

Public Art Master Plan

Develop a public art master plan that reflects a coordinated vision to bring privately-funded art to the public realm. The plan should highlight significant places in the City and include an inventory of possible future sites for public art.

Action AC 1.3

Reserved

Action AC 1.4

Public Art Funding

Explore innovative public and private funding opportunities for public art.

Action 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.

Action AC 1.6

Public Art Installations

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

K.2 Art and Entertainment Districts

The Moore Square Arts District is currently Raleigh’s only prominent arts district. It is not formally designated, but its image is shaped by the presence of several art galleries, anchored by Artspace. Glenwood Avenue and the Warehouse District are two other areas that are up-and-coming arts districts due to the clustering of numerous galleries. Beyond downtown Raleigh, there are some art galleries in the North Hills Mall area, which is being promoted as the Midtown Entertainment District.

There are no incentives such as property tax credits for artists and arts establishments that locate in these arts districts. The City of Raleigh Arts Commission, however, has worked with arts organizations to help purchase buildings downtown, including Artspace and Burning Coals Theater. It also helps to fund the First Friday Gallery Walk, an organized arts outreach effort in the Moore Square Arts District.

Entertainment venues in Raleigh are scattered around the City. However, the Progress Energy Center for the Performing Arts has four theatres located within its building space. It could be considered as an entertainment complex and anchor for a larger entertainment district that extends up Fayetteville Street to the Raleigh Convention Center and over to Moore Square and Artspace.

Creating arts and entertainment districts in areas where a number of visual or performing arts venues are located will revitalize and activate under-utilized areas and encourage artists to locate their studios in the area. Arts districts can also attract private and public sector development and housing investments to a neighborhood. Collaboration interdepartmentally and with the county and state is another capacity-building tool the City can use to formalize the designation and funding of arts and entertainment districts. This can go a long way toward promoting the arts in Raleigh.

Policy AC 2.1

Arts Districts Promotion and Designation

Promote and sustain arts districts. Encourage the designation of existing clusters of arts establishments as Arts Districts. (1, 3, 6)

Action 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.

Policy AC 2.2

Leveraging Funds for Arts

Coordinate with the county and state to formally adopt and designate Arts and Entertainment Districts to leverage revitalization funds for the arts. (1, 3, 6)

Action AC 2.4

Moore Square, Glenwood and Warehouse Arts Districts

Work with arts groups and artists active in the following areas to formalize and designate the following as Arts and Entertainment Districts:

- Moore Square Arts District
- Glenwood Avenue Arts District
- Warehouse Arts District.

Action 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.)

Arts/Entertainment Overlay Districts

Arts/Entertainment Overlay Districts are mixed-use areas where a high concentration of arts and cultural facilities serve as an anchor of attraction supplemented by restaurants and retail uses. They are overlay zones in the Zoning Code and are used to encourage a scale of development, a mixture of building uses, and other attributes that foster the arts and facilitate pedestrian and vehicular movement. Arts/Entertainment Overlay Districts also require that a designated percentage of the ground level area of the buildings be occupied by arts and related uses, such as art centers, art galleries, art schools, artists’ housing and studios, art supply stores, book stores, museums, and theaters.

Developers are allowed bonus densities if they meet the requirements of the overlay district. Other requirements pertaining to design,

Action AC 2.2

Cultural Enterprise Zones

Designate Cultural Enterprise Zones to provide tax incentives and subsidies that attract cultural organizations and private investors to culturally viable areas of the City. (See Text Box: Cultural Enterprise Zones.)



Policy RC 1.7

Regional Bicycle Planning

Provide regional bicycle mobility, developing cross-jurisdiction bicycle corridors such as that proposed by Triangle J Council of Governments' (TJCOG) Center of the Region Enterprise (CORE). (4, 5)

Action RC 1.1

Reserved

Action RC 1.2

Regional Transit Vision

Invest in an expanded regional bus system followed by long-term investments in rail transit, as recommended in the Special Transit Advisory Commission's Regional Transit Vision Plan.

Action RC 1.3

Reserved

L.2 Land Use and Growth Management

The City of Raleigh currently exercises planning and zoning authority within its incorporated limits (its taxing and municipal service area) as well as its extra-territorial jurisdiction (ETJ), an area outside of the incorporated limits where the City has been granted land use authority by Wake County. The City also has annexation agreements with adjacent municipalities delineating areas that are programmed for eventual annexation by Raleigh. Wake County's Land Use Plan recognizes these annexation agreement boundaries by designating the future growth areas of all Wake County cities and towns as Short or Long Range Urban Service Areas (USAs), depending upon the anticipated time horizon for utility extension. These areas currently consist primarily of undeveloped land, farmland, and low-density residential uses, and they comprise all land in the county outside of water supply watersheds.

Recent development patterns have consumed land at a faster rate than population growth, due to low density development patterns. Coordination with Wake County and other adjacent municipalities is required to develop a countywide growth management plan. Approaches that provide for more compact and orderly growth and better coordination of land development with infrastructure and public facilities are required. Future annexation areas should remain predominately undeveloped until developable and redevelopable land areas within current jurisdictional boundaries are more fully utilized. Many growth management initiatives exist, as described in this Element's Overview, but a unified and coordinated approach to a more sustainable pattern of growth does not.

Central to encouraging compact growth is the provision of affordable and accessible housing. The City currently collaborates with Wake County, the Raleigh Housing Authority, the North Carolina Housing Finance Agency, and private housing developers to produce and preserve affordable and supportive housing throughout the City. As land

becomes more expensive, the need to coordinate affordable housing development with public facility development will become more critical.

Policy RC 2.1

Regional Smart Growth Promotion

Work with regional and local groups to promote smart growth, focusing growth in already developed areas, creating walkable and livable communities, increasing transportation options, and preserving green spaces. (3, 4, 5, 6) *See also Element A: 'Land Use'.*

Policy RC 2.2

TJCOG Land Use Strategies

Pursue opportunities through TJCOG to more effectively address regional land use and growth management challenges, while preserving local planning autonomy. (3, 4, 5) *See also Element A: 'Land Use'.*

Policy RC 2.3

Regional TOD Strategies

Encourage a regional distribution of land uses and economic activities that will encourage transit-oriented development patterns rather than development patterns based on the single-occupant automobile. Provide for more compact and efficient patterns of development to support transit and non-motorized travel. (1, 3, 4, 5) *See also Element A: 'Land Use' and Element B: 'Transportation'.*

Policy RC 2.4

Employer-Assisted Housing

Work with Wake County and the State of North Carolina to create employer-assisted housing programs to encourage employees to live in or near downtown Raleigh. (1, 2, 3, 4, 5, 6) *See also Element A: 'Land Use', Element K: 'Arts and Culture', and Element E: 'Housing'.*

Policy RC 2.5

Housing and Neighborhood Planning

Ensure interdepartmental and intergovernmental coordination and funding of housing and neighborhood planning activities and programs. (2, 3, 6) *See also Element A: 'Land Use'.*

Policy RC 2.6

Regional Coordination on Emerging Issues

Promote intergovernmental coordination to focus on emerging development issues, such as reinvigorating aging commercial centers and corridors. (1, 3, 5, 6) *See also Element A: 'Land Use'.*

Policy RC 2.7

Regional Open Space Networks

Support initiatives, such as the Triangle Green Print initiatives, that work to create a protected, linked network of natural areas, wildlife habitats, and greenspaces throughout the region. Specifically, accelerate connections between greenway systems throughout the region. (3, 5, 6)



Policy RC 2.8

Shared Corridors

Ensure coordination between the City and adjacent municipalities in land use development, access, and natural resource protection along shared corridors linking the municipalities. (3, 4, 5, 6)

Policy RC 2.9

Coordinating Schools, Libraries, and Parks

Foster collaboration with WCPSS and Wake County Libraries in co-locating these facilities. (3, 5, 6)

Policy RC 2.10

School and Library Planning

Work with Wake County to plan for land adequate to meet present and future public school and library needs. (3, 5, 6)

Policy RC 2.11

Concurrency and County Facilities

Coordinate with the State of North Carolina and Wake County to ensure appropriate infrastructure is planned or in place when siting facilities. (3, 4, 5)

Policy RC 2.12

County and State Government Facilities Planning

Coordinate with the State of North Carolina and Wake County to enhance transit, bicycle and pedestrian access to new and existing government facilities, encourage compact and efficient use of publicly-owned lands, and leverage public investments to spur complementary private investment. (3, 5, 6)

Policy RC 2.13

Developments of Regional Impact

Coordinate with State, County and regional agencies in the project review procedures of developments likely to cause land use, transportation, and environmental impacts beyond the political boundaries in which they occur-projects of this type are referred to as Developments of Regional Impact (DRIs) in many states. (3, 4, 5)

Action RC 2.1

Regional Growth Management Agreement

Promote the adoption of a voluntary regional agreement among the Triangle's cities and counties containing principles addressing how to manage future regional urban growth and services. *See also Element A: 'Land Use'.*

Action RC 2.2

Regional Growth Management Initiatives

Participate in regional initiatives to manage growth, conserve land, and increase regional mobility, such as the TJCOG’s Development and Infrastructure Partnership and the Wake County Growth Issues Task Force.

Action RC 2.3

State and County Role in Park Acquisition

Pursue a greater state and county role in acquiring and funding regional park facilities.

Action RC 2.4

Rural Development Guidelines

Prepare rural development guidelines for the Long-Range Urban Service Area with collaboration among the City, Wake County, adjacent municipalities, and affected residents and property owners.

Action RC 2.5

Reserved

Action RC 2.6

Regional Land Use Maps

Work with TJCOG and Triangle counties and municipalities to prepare regional existing and future land use maps. Use these maps to analyze land capacity and impacts on a regional basis.

Action RC 2.7

Inter-local Agreement on Affordable Housing

Create an inter-local governmental agreement that promotes a regional approach to affordable housing countywide.

L.3 Economic Development Initiatives

One of the nation’s most rapidly growing regions, the Triangle is benefiting from long-term investments in major educational institutions and the Research Triangle Park. The expanding base of technology industries continues to generate new jobs and the area’s highly-touted and affordable quality of life provides regional employers with a competitive advantage for attracting and retaining qualified workers.

The Triangle’s component jurisdictions are increasingly connected as employees cross-commute, new businesses develop to serve companies throughout the region, and existing industry spins off new businesses. The region is recognized as an economic powerhouse for biotech innovations, medical breakthroughs, technological advancements, state-of-the-art educational institutions and advanced research—a pivotal factor in its economic longevity. Continued cultivation of growing industries, particularly information, biosciences, and other technologies will foster continued economic prosperity for Raleigh and the region.

Coordination between jurisdictions in the region and with the State will be critical to protecting Raleigh’s high quality of life and continuing economic success. Employment and development will need to be distributed equitably and efficiently to prevent market saturation and uneven, single-use patterns of development. Resources and efforts from various regional actors will be required to address job readiness and job transitions as manufacturing jobs decrease and other sectors replace them.



Policy RC 4.4

School and Library Planning

Work with Wake County to plan for and designate land adequate to meet present and future public school and library needs. (1, 3, 6)

Policy RC 4.5

College and University Planning

Encourage increased cooperation and partnerships between college and universities and surrounding communities. (1, 3, 6)
See also Element D: 'Economic Development'.

Policy RC 4.6

Co-location of Schools and Housing

Coordinate with WCPSS to co-locate affordable housing, with priority given to households below 50 percent of AMI, in conjunction with new schools to encourage economic diversity within new neighborhoods and schools, encourage walking, and reduce the need for busing. (2, 3, 4, 6)

Policy RC 4.7

Sustainable Schools

Promote use of sustainable development practices for schools, including construction of high performance facilities that conserve water and energy. (3, 5, 6)

Action RC 4.1

School Enrollment Projections

Use common population forecasts and future land use projections for the City and County to improve the accuracy of enrollment projections.

Action RC 4.2

Financing of School Construction

Explore possible alternatives to the property tax to fund the capital costs of school construction and new infrastructure.

Action RC 4.3

Partnerships with Design and Construction Staff

Establish new and maintain current partnerships with WCPSS Facilities Design and Construction staff.

Action RC 4.4

Rezoning Impacts on Schools

Implement recently adopted guidelines for evaluating the impact of re-zonings and proposed site plans on the school system.

Action RC 4.5

Distance Learning

Encourage WCPSS to expand the use of online, virtual, and distance learning to allow a broader population to take advantage of educational opportunities without significantly adding to the need for new buildings or instructional space.

Action RC 4.6

Reserved

Action RC 4.7

School Site Location Working Group

Maintain inter-jurisdictional site location working group to identify available property for future school locations.

L.5 Public Libraries

As the population and demand for library services grow, so does the need to build new facilities. The Wake County Public Libraries 2007 Master Plan includes both service elements and capital elements. The service elements outline the core services and service priorities of the system. North Hills is one of the top six recommended projects and downtown Raleigh is designated as a horizon project in the 2007 Library Service Analysis. The analysis concluded that overall status is good. All libraries had been renovated, remodeled, or newly constructed with the past decade. Excellent service, cost effectiveness, and productivity are hallmarks of the growing system.

Wake County Public Libraries has developed facilities through library bonds dating back to the establishment of the system in the mid 1980s. A \$10 million bond referendum in 1993 and \$35 million bond referendum in 2003 helped fund many of the system's current facilities. There are two library projects in the planning stages that will be the last ones funded from the 2003 bond. These projects are the Leesville Branch Library (2009) and Northeast Regional Library (2010). The 2003 Library Bond has helped WCPL keep pace, but on-going population growth is once again placing libraries at capacity levels. In 2007 another bond was issued in response to recommendations outlined in the 2007 Master Plan. For more information on the 2007 Master Plan, see the *Community Inventory Report*.

Policy RC 5.1

Library System Investment

Continue the County's investment in libraries by continuing to expand the library system to reach the unserved and under-served populations. Ensure adequate access to library services in future growth areas. (3, 6)



Action DT 1.2

Form-Based Zoning in Downtown

Explore the use of Planned Development districts with master plans in downtown to provide more detailed design and form standards for key sites.

Action DT 1.3

Downtown Plan

Develop a physical master plan that provides a vision for downtown's development.

Downtown Development

As redevelopment occurs across downtown, the increasing workforce and residential density will result in increased demand on existing infrastructure. Key investments in infrastructure, facilities, and open space have the ability to catalyze new private development that will help grow downtown as a regional employment center, vibrant urban neighborhood, and entertainment destination.

Across downtown, public entities such as the State of North Carolina, Wake County, and the City of Raleigh control large swaths of land. Many of these sites are currently underdeveloped, underutilized, or house services that soon will be relocated. In some cases, these publicly-controlled sites are considered opportune for redevelopment through public-private partnerships. Key sites along the axial streets and at other locations downtown where relatively large land assemblies are possible can become suitable for major activity generators. Opportunities to restore elements of the Christmas Plan, both the northern squares and the street grid, are also possible. The redevelopment of these sites through public-private partnerships presents opportunities to advance the City's goals and push the marketplace beyond what is feasible via private market activity alone.



Policy DT 1.5

Supporting Retail Growth

Encourage the scale and intensity of development needed to strengthen downtown's capacity to support a vibrant retail environment. (1, 3, 4, 6)

Policy DT 1.6

Providing Downtown Development Opportunities

Ensure a pipeline of suitable development sites through regulatory measures, infrastructure investments, and assistance with site assembly. (1, 3, 6)

Policy DT 1.7

Redevelopment of City-Owned Sites

Redevelop City-owned sites such as Devereux Meadows to include a mix of uses that will advance the vision of downtown as a vibrant employment, population, cultural, arts, and entertainment center. Where appropriate, integrate greenway trails and/or other recreational and open space amenities. (1, 3, 4, 6)

Policy DT 1.8

Air Rights Development

Encourage the sale or lease of the air rights over publicly-owned transportation infrastructure such as City-owned parking garages and transit facilities. (1, 3, 4, 6)



Policy DT 1.9

Higher Education Institutions

Support the integration of higher education institutions into the downtown. (1, 6)

Policy DT 1.10

Downtown as a State Office Center

Encourage the administrative headquarters for all departments of the State of North Carolina to be located within downtown. (1, 6)

Action DT 1.4

Downtown Infrastructure

Study and determine the locations and existing capacity of the transportation, water, sewer, and stormwater networks to ensure their capacity to accommodate forecasted demand.

Action DT 1.5

Downtown Strategic Plan Update

Develop a strategic plan update for downtown that identifies potential catalytic public investments and align these with the Capital Improvement Program.

Action DT 1.6

Development Site Database

Create and maintain a database of available and underutilized downtown sites suitable for development and redevelopment. Create a marketing strategy to make these sites attractive development opportunities.



Policy DT 1.14

Compatible Mix of Uses on Downtown Perimeter

Encourage a compatible mix of housing options, community-serving institutional uses, and neighborhood-serving retail within the neighborhoods surrounding downtown. (1, 2, 3, 6)



Action DT 1.8

Identifying Transition Areas

As part of any Area Plans undertaken for areas adjoining the downtown, define the areas and methods appropriate for transitional form, use, and scale between downtown and established residential neighborhoods.

Policy DT 1.16

High Density Public Realm Amenities

High-density developments downtown should include public realm amenities, such as publicly-accessible open space, public art, seating areas, and water features that complement the building and its nearby uses. (1, 6)

Achieving Vibrancy through Density

To support initiatives such as a vibrant urban retail environment, high quality transit, and the development of new recreational and cultural venues, dense development downtown is desirable. Like the citywide growth policies that focus on infill development within centers and corridors, high-density, mixed-use development will help to foster a downtown that is accessible by transit, supports a mix of incomes, ages and cultures, and has an vibrant street life and cultural scene.

Policy DT 1.17

Auto-Oriented Businesses

Development, building types, and building features with an automobile orientation, such as drive-throughs, should not be developed in downtown or in pedestrian-oriented business districts. (4, 6)

Policy DT 1.15

High Density Development

Highest density development should occur along the axial streets (Hillsborough Street, Fayetteville Street and New Bern Avenue), major streets (as identified by the Street plan), surrounding the squares, and within close proximity to planned transit stations. (1, 3, 4, 6)

Action DT 1.9

Reserved

Action DT 1.10

Reserved

Action DT 1.11

Reserved

- Improving conditions for pedestrians and bicycles;
- Designating and designing streets to serve various modes;
- Expanding choice in public transportation and making successful links from proposed transit to the downtown core;
- Designing and managing our parking resources more efficiently; and
- Minimizing conflicts created by freight and deliveries to businesses and residents.

Multi-modal and Connected Street Grid

As Downtown redevelops into a compact mixed-use center, new transportation connections will be needed to complement existing connections. Downtown's compact and connected street grid has been and remains its greatest asset, as the grid disperses rather than concentrates traffic and provides multiple routes to the same destination. The grid permits downtown streets to function with a high level of service while serving the greatest intensity of land use. Street closings, superblocks, and an over-abundance of one-way streets erode the functionality of the grid and should be avoided. As transportation continues to evolve, the grid will help downtown adapt and prosper.

The City's greenway system plays a significant role in providing recreational opportunities for downtown residents and visitors. The greenway system should be expanded in downtown. Because downtown presents a more urban development pattern compared to other areas of the City, an urban greenway type should be incorporated on the streets identified as Green Streets on **Map DT-4**. An urban greenway is defined as a street meeting the requirements specified by Action DT-19 'Green Street Design Standards'.

M.2 Transportation

With over 38,000 jobs, 35,000 parking spaces, three million visitors annually, and an increasingly dense residential neighborhood, Downtown Raleigh is the largest trip generator in the City and within the life of this Plan may become the largest in the region. Great downtowns accommodate multiple modes of transportation and public realm improvements that promote and balance traffic, transit, walking, and bicycling.

The key transportation issues in downtown include:

- Making new mobility connections in a compact environment;



Policy DT 2.1

Multi-modal Downtown Transportation System

Downtown should be well served by the broadest range of transportation options, including bikeways, sidewalks, greenway trails, roadways, streetcars, light rail, and buses. (4, 5)



Policy DT 2.2

Protect the Downtown Street Grid

Preserve, protect, and extend the downtown grid pattern of small blocks and interconnected streets. Maintain existing rights-of-way to the greatest extent possible. Explore the creation of new roadway connections within and adjacent to downtown, including opportunities to extend the grid north of Peace Street and along Capital Boulevard. (4)

Policy DT 2.5

Widen Sidewalks

In new streetscape designs, provide expansive sidewalks and widen existing sidewalks to a 14-foot minimum where there is available right-of-way. (4, 5)

Policy DT 2.3

Restore Two-Way Traffic

Improve circulation within downtown by converting one-way streets to two-way traffic flow, where feasible. (4)

Policy DT 2.6

Pedestrian Bridges and Tunnels

Strongly discourage pedestrian overhead bridges or underground tunnel connections across the public right-of-way. (6)

Policy DT 2.4

Access from Grade-Separated Crossings

Due to its often adverse effects on adjacent land uses, avoid new rail or roadway flyovers and bridges within downtown if the opportunity exists to locate new facilities on existing grade separated crossings. (1, 4, 6)

Policy DT 2.7

Ped-Bike Benefits on Green Streets

For all public/private sector design and traffic engineering/operations decisions made for the Green Streets shown on Map DT-4, pedestrians, bicyclists, and environmental benefits should be given equal priority to vehicular traffic flow and other street functions, including but not limited to parking and loading functions. (1, 4, 6)

Policy DT 2.8

Priority Pedestrian Streets

For all public/private sector design and traffic engineering / operations decisions made for Priority Pedestrian Streets shown on Map DT-4, the needs, safety, and comfort of pedestrians should be given priority. (1, 4, 6)

Policy DT 2.9

Downtown Green Streets

Preserve and expand the City's greenway system along Green Streets in downtown, using it to help connect housing, employment, commercial, and recreational areas. (3, 4, 5, 6)

Policy DT 2.10

Downtown Alleys

Encourage the preservation and protection of existing internal alleyways in downtown. (6)

Action 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.

Action DT 2.2

Lane Striping Study

Study lane striping in downtown to ensure that the number and widths of lanes match traffic loads: minimizing conflicts between through-traffic and parked vehicles to provide for the safety of pedestrians and bicycles; and maximizing opportunities for on-street parking.

Action DT 2.3

Downtown Public Realm Study

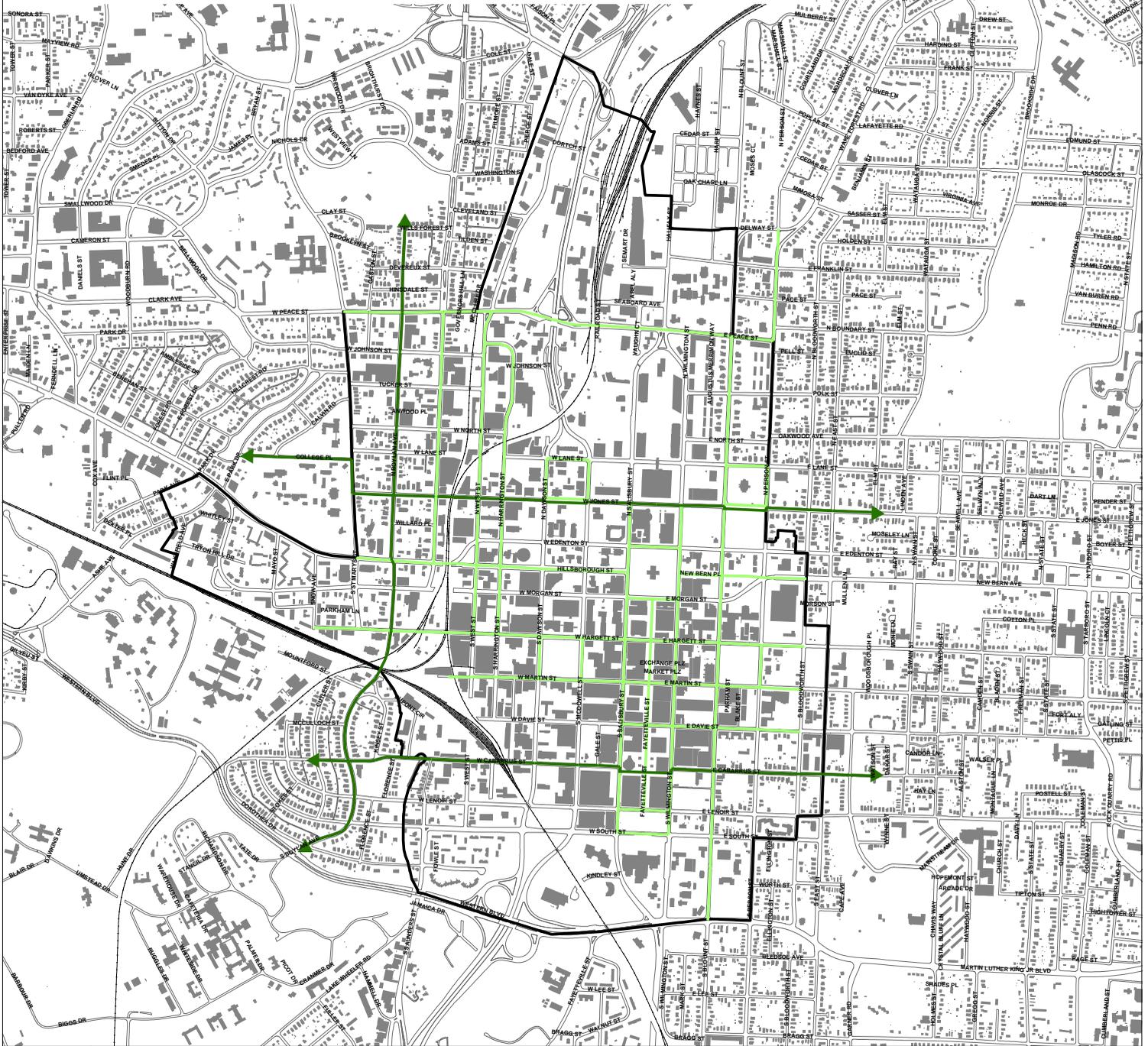
Fund and implement the recommendations of the Downtown Public Realm Study, including a comprehensive pedestrian-improvement and streetscape strategy.

Action DT 2.4

Reserved



Priority Pedestrian & Green Streets



MAP DT-4

Public Realm Improvements

-  Green Streets
-  Priority Pedestrian Streets
-  Downtown Element Boundary

-  Buildings
-  Railroads
-  Streets



0 375 750 1,500 Feet

Map created 10/7/2009 by the City of Raleigh
Department of City Planning & GIS Division

Action DT 2.5

Downtown Streetscapes

As part of future downtown planning, adopt as necessary any specific streetscape plans that may be needed to enhance the public realm along streets with a unique or unusual character or dimensions.

Action DT 2.6

Priority Pedestrian Street Improvements

As part of the Public Realm Strategy, identify pedestrian enhancements for Priority Pedestrian Streets indicated on Map DT-4, and schedule implementation as part of the Capital Improvement Program.

Action 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.

Action 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.

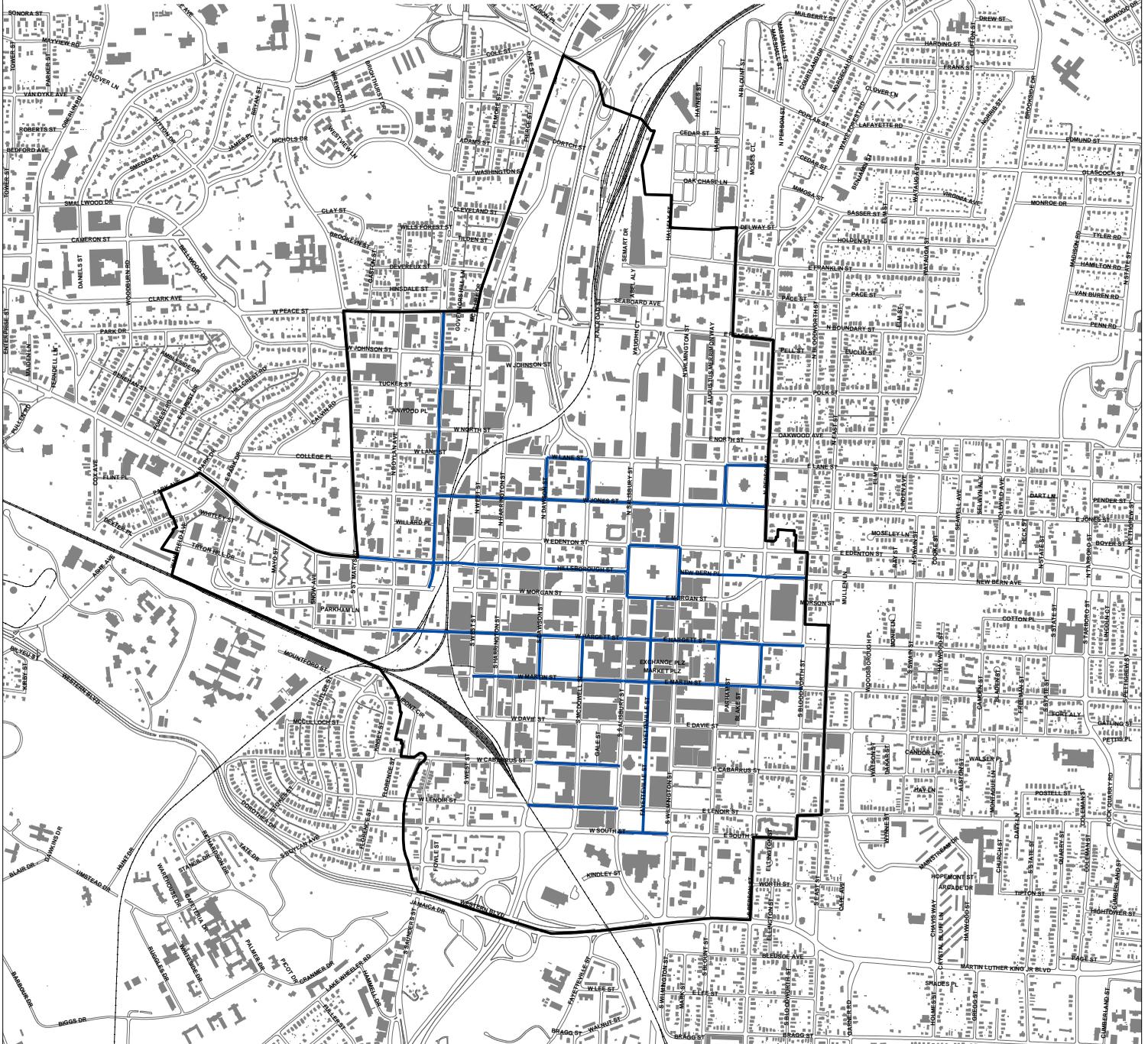
Action DT 2.9

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.



Parking Garage Constraints

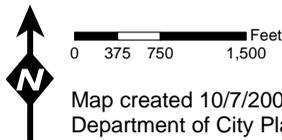


MAP DT-5

Parking Garage Constraints

- Parking Garage Constraints
- Downtown Element Boundary

- Buildings
- Railroads
- Streets



Map created 10/7/2009 by the City of Raleigh
Department of City Planning & GIS Division

Action DT 2.15

Reserved

Action DT 2.16

Reserved

Action DT 2.17

Reserved

Action DT 2.18

Reserved

Action DT 2.19

Reserved

M.3 Economic Development

A strong and diversified downtown economy is critical to the prosperity of the residents of Raleigh and the region. Downtown’s unique character and geography – including close access to universities, its status as the hub of government, and a compact, pedestrian-oriented urban character have provided downtown with a competitive economic advantage. Both now and in the future, Raleigh’s ability to attract a talented and diverse workforce, foster ideas and innovation, and make strategic infrastructure investments will be key components to downtown’s economic growth and success.

The critical economic development issues facing downtown Raleigh that are addressed in this section include:

- Activating streets through the provision of retail and active uses;
- Bolstering the economic climate through the recruitment and retention of businesses; and
- Expanding hospitality and tourism

Expanding Retail for Active Streets

No matter how tall their skylines, downtowns succeed or fail at the street level—compare Los Angeles, with towering skyscrapers but empty sidewalks, with Alexandria, VA, which has no tall buildings but is a lively and active destination. The convenience and vibrancy offered by successful street-level retailing is a downtown’s key competitive advantage, and the selling point that justifies downtown rents and prices. The land use aspect of creating retail space is included here within



Policy DT 4.2

Adaptive Use for Housing

Encourage the adaptive use of functionally obsolete commercial buildings for housing. (2, 3, 6)

Policy DT 4.3

Expanding Downtown's Affordable Housing Supply

Preserve and expand the existing supply of affordable housing in and near downtown. (2, 3, 4, 6)

Policy DT 4.4

Mixed Income Housing

Encourage mixed-income housing downtown. (1, 2, 3, 6)

Action DT 4.1

Reserved

Action DT 4.2

Promoting Downtown as a Neighborhood

Work with the Downtown Raleigh Alliance and other Downtown advocacy groups to promote downtown as a residential neighborhood for singles, couples, and families.

Action DT 4.3

Tools and Regulations for Affordable Housing

Develop and implement financial and development tools and regulations (e.g. increased density bonuses) that will incentivize the inclusion of affordable housing in and around downtown.

See also E.2 'Affordable and Workforce Housing' in Element E: 'Housing' for additional information regarding affordable housing on publicly-owned sites.

M.5 Parks, Recreation and Open Space

Downtown has a need for parks and open spaces that provide recreational opportunities for residents, workers, and visitors.

Downtown is a planned capital with a system of five park-like squares laid out as part of its original development pattern. This provides recreational opportunities for residents and visitors that are unique to Downtown Raleigh. Working to take advantage of the five-square plan for its original and expanded purposes is a priority.

The supply, quality, and usability of parks and recreational spaces in Downtown needs to be increased, including extending the greenway system within Downtown. New development should provide its fair share of open space and existing parks and recreational facilities to better serve the growing population.

In order to address these concerns, this section concentrates on the following issues:

- Maintaining and improving a healthy open space to resident ratio
- Expanding an insufficient Downtown parks and recreational presence
- Restoring and Enhancing Raleigh's historic squares

Open Space in New Development

As the population continues to grow and new development comes on-line, additional open space will be required to maintain a healthy ratio of open space to population.



Policy DT 5.1

Green Roofs as Open Space

Encourage the use of roof gardens, green roofs, and other environmentally sustainable options for use as private open space in new downtown developments. (4, 5, 6)

Action DT 5.1

Fees for Open Space

Create a fund supported by development fees and fee-in-lieu of open space and public art provisions to bank open space and pay for public realm amenities in downtown.

Parks and Recreational Facilities

As the population of downtown increases, the amount of open space and recreational facilities must keep pace. The public sector has the opportunity to create new parks, recreational facilities, and open spaces and refurbish existing facilities for use by residents, workers, and visitors in downtown. Private development, as it comes on-line, will also participate in providing park and open spaces.

Policy DT 5.2

Increasing Downtown Open Space

Increase public parkland, recreational facilities, and open spaces for downtown residents, workers, and visitors. Seek traditional and non-traditional means for providing these amenities. (3, 5, 6)



Policy DT 7.10

Extending the Christmas Plan

Pursue opportunities to expand upon the William Christmas Plan by adding new squares and open spaces. (6)

Action DT 7.4

Caswell Square

Work with the State of North Carolina to reclaim Caswell Square in accordance with State Government Complex Master Plan.

Policy DT 7.11

Facilities in Public Spaces

Include public and private facilities such as museums, underground parking, centers, markets, restaurants, services, retail pavilions, and vending opportunities in new and existing public spaces, where appropriate. (3, 5, 6)

Action DT 7.5

Moore and Nash Square Ownership

Develop an agreement with the State of North Carolina to transfer the control of Moore and Nash squares back to the City.

Policy DT 7.12

Plaza/Square Perimeter Uses

Downtown plazas, parks, and squares should be ringed by activity. Require ground floor active use surrounding publicly-accessible open spaces and encourage upper level balconies, terraces, and gathering spaces. (1, 6)

Vistas and Gateways

There are several vantage points providing views of all or parts of downtown from a distance. Generally, these views are of the upper portions of buildings, thus making the skyline an important aspect of Raleigh's image. Distinctive crown features, building placement, the accentuation of architectural features through lighting, and the screening of mechanical equipment all factor in creating a distinctive skyline. In addition to the skyline, other vistas and ceremonial entrance points into downtown provide a sense of arrival and a highlighted appreciation of significant buildings that contribute to a unique sense of place. The reinforcement and emphasis of these features are essential steps toward creating a civic identity.

Action DT 7.3

Nash and Moore Square Improvements

Schedule, design, plan, and budget for improvements to Nash and Moore squares that will enhance each square as a distinct destination.

Policy DT 7.13

Landmark and Viewshed Protection

Preserve important cultural landmarks, viewsheds, focal points, and terminated vistas. (6)

Policy DT 7.14

Skyline Definition

The tops of tall buildings should be designed to positively contribute to creating a distinctive skyline. (6)

crown features for tall buildings and buildings on prominent sites that have high visibility from key gateways.

Policy DT 7.15

Downtown Gateways

Prominent gateways into downtown such as South Saunders Street south of the intersection with South Street, Edenton Street at Bloodworth and East streets, Morgan and Hillsborough streets at St. Mary’s Street, and Capital Boulevard by the train tracks at Peace Street, shall be enhanced to create a sense of arrival and define the geographic boundaries of downtown. (6)

Action DT 7.7

Reopening New Bern

Assess the feasibility of reopening the 100 and 200 blocks of New Bern Place as a connected public street for pedestrians and vehicles, and to restore views to the Capitol.

Policy DT 7.16

Special Intersections

The respective intersections of Hillsborough and New Bern streets with Dawson-McDowell and Person-Blount streets, should receive special treatment to emphasize the intersection of axial streets (ceremonial corridors) with major traffic arteries. (6)

Wayfinding

As downtown continues to grow in population, employment, and visitation, a more comprehensive system of visual communication is needed. This system will help guide users to downtown destinations and transportation facilities, and should utilize existing and developing technologies for its development and maintenance.

Policy DT 7.17

Downtown Wayfinding

Promote and maintain a high-quality wayfinding system downtown, including a consistent and effective system for both public and private parking decks. (1, 3, 4)

Action DT 7.6

Regulations for Building Crowns

During the update to the City's development regulations, investigate changes to the regulations that address

Action DT 7.8

Wayfinding System Enhancement

Explore the use of new technology solutions that provide information to visitors to enhance or supplement the downtown wayfinding system.



Action AP-BC 1

Reserved

Action AP-BC 2

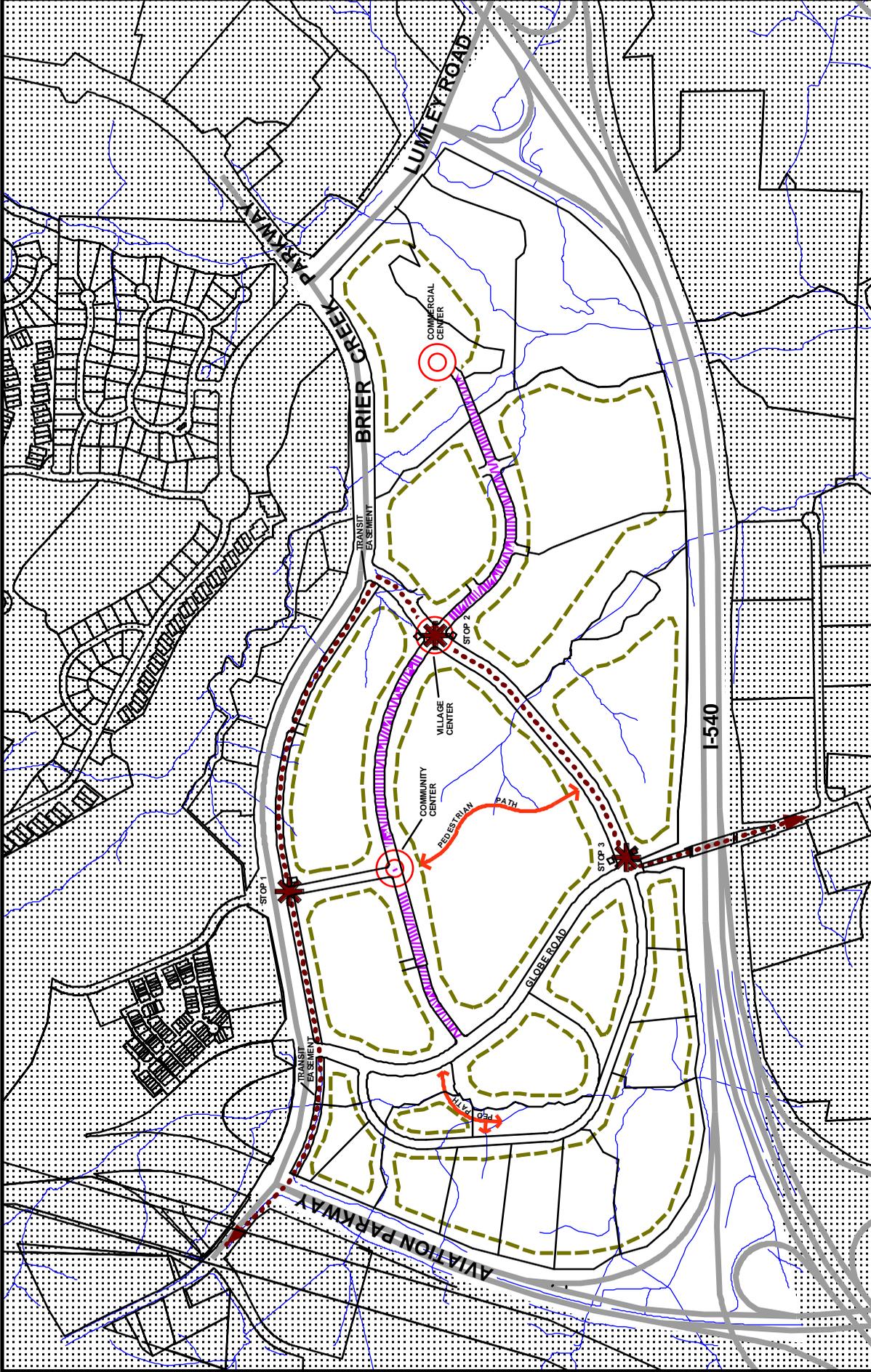
CORE Transit Loop Coordination

Coordinate with Triangle J COG and CORE municipality/county representatives on the regional transit system design identified in the CORE Report.

Action AP-BC 3

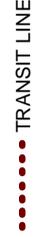
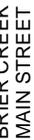
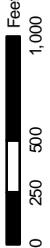
Brier Creek Village Center Traffic Planning Coordination

Coordinate the location and design of traffic calming devices, pedestrian/bicycle systems, and pedestrian crosswalks through the Brier Creek Village Center with the review and approval of development site plans.



MAP AP-BC1

Brier Creek Plan - Master Plan

-  TRANSIT STOPS
-  ACTIVITY NODES
-  PEDESTRIAN PATHWAY
-  TRANSIT LINE
-  LAND USE AREAS
-  BRIER CREEK VILLAGE
-  MAIN STREET
- 
-  Feet
0 250 500 1,000

Map created 10/7/2009 by the City of Raleigh
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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.

Policy AP-DWG 12

Streetscape Design

Streetscape improvements should be sensitive to the context of the Historic District and make use of existing materials and design standards including granite curbing, sidewalk relationships, alleyways, street trees and pedestrian lighting.

Convention Center District

This fifteen acre area generally bounded by W. Cabarrus, S. Dawson, S. West, and W. South streets has been identified as a High Density Mixed-Use District, supporting the highest intensity development as a transition from the South Saunders neighborhood to the Convention Center and Downtown.

Policy AP-DWG 13

Development Intensity

Encourage higher intensity development along Dawson Street with a reduction in scale and intensity along S. West Street as a transition to the Saunders North Redevelopment Area.

Policy AP-DWG 14

Convention Center Service Uses

Mixed use development with an emphasis on hotel and service retail to support the Convention Center is encouraged along with office, residential and structured parking.

Boylan Transition District

This nineteen acre area south of the NC Railroad corridor and adjacent to a historic single family neighborhood has been identified as a Medium Density Mixed-Use District with an emphasis on residential uses, historic structures and transitional building scale.

Policy AP-DWG 15

Building Scale

The area between the railroad and Cabarrus Street east of the Boylan Heights neighborhood should include a mix of residential and office uses scaled to establish a transition to the adjacent single family historic district. Residential uses should increase adjacent to the historic district and building heights should be reduced.

Policy AP-DWG 16

North Boylan Heights

Development in the area north of Boylan Heights and west of the Multi-Modal Transit Center should be limited to a mix of office and residential uses.

Saunders North Retail District

The seven acre commercial area facing S. Saunders and W. South Streets has been identified as a retail service area for the neighborhood. The area is included in the Saunders North Redevelopment Plan to establish mechanisms for the removal of substandard conditions and incompatible uses, as well as set forth tools for redevelopment, revitalization, stabilization and new economic development and investment opportunities.

Policy AP-DWG 17

Neighborhood Commercial Center

Encourage the revitalization and redevelopment of the W. South Street/S. Saunders Street commercial area as a neighborhood retail/mixed-use center serving not only the area residents, but also visitors to the nearby Convention Center and Performing Arts Center.

Policy AP-DWG 18

Live/Work Opportunities

Encourage Live/Work opportunities in the area through mixed use buildings with office and residential above retail uses.

Saunders North Residential District

This fifteen acre area has been identified for primarily residential redevelopment and along with the adjacent Retail District is included in the Saunders North Redevelopment Plan. The Redevelopment Plan and associated actions will provide a more secure and stable environment for continued investment in this section of the City, and will contribute to the continued growth and stabilization of Downtown Raleigh to the east and the historic neighborhoods to the west and north.

Policy AP-DWG 19

Neighborhood Conservation

The northern section of the South Saunders Street neighborhood should be conserved through single family rehabilitation and sensitive detached single family infill.

Policy AP-DWG 20

Community Landmark

Encourage the expansion of the existing church facility or otherwise compatible institutional/residential uses within the southwest quadrant of S. Saunders and W. Lenoir Streets as a community landmark.

Implementation Items

The following actions are included to implement the policies of this Area Plan.

Action AP-DWG 1

Reserved

Action AP-DWG 2

Industrial-2 Rezoning

Rezone the existing Industrial-2 (I-2) classification to district classifications established by the Unified Development Ordinance to support recommendations of the Future Land Use Map.



Action AP-DWG 3

South Saunders Rezoning

Rezone properties along W. Lenoir and S. Saunders to district classifications established by the Unified Development Ordinance to support the recommendations of the Future Land Use Map.

Action AP-DWG 6

Reserved

Action AP-DWG 4

Two-Way Traffic Conversions

Convert Dorothea Drive, W. South Street, W. Lenoir Street and W. Morgan street to two-way traffic to improve connectivity and encourage storefront retail development. *See Map AP-DWG 3 for this and other transportation actions.*

Action AP-DWG 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.

Action AP-DWG 5

Streetscape Improvements

Develop streetscape plans and other public realm enhancements to improve pedestrian connectivity and the general appearance of the area consistent with downtown streetscape design standards. Plans should be prepared for the following streets within the plan area: Cabarrus, South, Hargett, Martin, West, Glenwood (Morgan to Hillsborough) and generally within the Depot District. See Map AP-DWG 4 for this and other public realm improvements.

Action AP-DWG 8

Reserved

Action AP-DWG 9

Street and Pedestrian Connections

Improve street and pedestrian connections to provide convenient access from the Multi-Modal Transit Center area to Glenwood South, Downtown Core, Convention Center and Downtown neighborhoods.

Action AP-DWG 10

Boylan Avenue Pedestrian Connection

Explore the feasibility of a pedestrian connection from Boylan Avenue through the Multi-Modal Transit Center to S. West Street.

Action AP-DWG 11

Rosengarten Greenway

Implement the Rosengarten Urban Greenway from Dorothea Drive to Cabarrus Street connecting to the Rocky Branch Greenway. Improve and expand the existing park on the north side of Lenoir Street as part of the Rosengarten Urban Greenway explore the feasibility of an expanded open space in the DuPont Circle area.

Action AP-DWG 12

Rosengarten Street Extension

Study the feasibility of extending Rosengarten Lane as a new street between W. South Street and Dorthea Drive to support development with single family infill.

Action AP-DWG 13

Saunders North Redevelopment Plan Implementation

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



13. King Charles

The King Charles Neighborhood Plan area is located just east of downtown Raleigh and is generally bounded by Raleigh Boulevard, Poole Road, Peartree Lane, and Crabtree Boulevard. The plan derives its name from King Charles Road, which runs the entire length of the plan area. The plan area is approximately 890 acres and is divided into three sections: south, central, and north.

The King Charles Plan area is composed of many varied neighborhoods with respect to age, size, and neighborhood characteristics. These neighborhoods began developing in the 1940s with the Longview Gardens, Longview Park, and Windsor Park neighborhoods. The Longview communities are legacies of Clarence Poe, editor and publisher of *The Progressive Farmer* magazine and the founder of *Southern Living* magazine. “Long View” as a name in Raleigh dates back to the early 1920s when Mr. Poe began assembling land for his home and farm along New Bern Avenue. After World War II, the family’s 800-acre farm was developed into a residential development called Longview (Long View Center, 2001).

Today the upkeep and maintenance of properties in the plan area is generally good; however, deterioration is a growing neighborhood concern with an increase in absentee property ownership. While commercial developments are not included in the plan boundary, these areas affect the neighborhoods of King Charles. Longview Shopping Center on New Bern Avenue and the Lockwood Shopping Center on Glascock Road are adjacent to the plan boundary. The intent of this plan is to provide a vision for future growth, preserve the unique character of the neighborhoods, protect and enhance property values through stabilization of neighborhood assets, and increase the sense of community among residents.

Policy AP-KC 1

Neighborhood Character

Protect the residential integrity and historic character of the neighborhood.

Policy AP-KC 2

Appearance

Improve the appearance of neighborhood streets and entry ways.

Action AP-KC 1

King Charles Rezoning

Rezone the properties in the central and north sections from R-10 to R-6 to make the zoning more compatible with actual development.

Action AP-KC 2

Reserved

Action AP-KC 3

King Charles Park Revitalization

Revitalize existing parks in the King Charles area, especially the greenway and the traffic circle on Culpepper Drive.

Action AP-KC 4

Raleigh Boulevard-New Bern Streetscape Improvements

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

Action AP-KC 5

Reserved

Action AP-KC 6

King Charles Traffic Circle

Improve King Charles traffic circle through landscaping.

Action AP-KC 7

New Bern Bus Stop Improvements

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

Action AP-KC 8

King Charles Zoning Map Amendment

Undertake an Official Zoning Map Amendment to apply the King Charles North/Central Neighborhood Conservation Overlay District (NCOD) by July 1, 2012 before the Built Environmental Characteristics and Regulations in the Zoning Code sunset.



I 4. Mission Valley

At present, Mission Valley is a University-based service area consisting of retail and businesses mainly in the area of the Western Boulevard and Avent Ferry Road intersection, businesses such as WRAL that have been in the area for many years, ancillary University and other institutional uses, residential enclaves, and University-related residential development.

This plan was prepared in anticipation of development intensifying in the area and the possibility of increased transit service in the area.

Policy AP-MV 1

Mission Valley Targeted Growth

Specific locations within the study area should evolve into a denser mix of uses (see map).

Policy AP-MV 2

Mission Valley Student Housing

Student housing is encouraged in the area, with the exception of the eastern end of the Catholic Diocese property adjacent to Pullen Park Terrace.

Policy AP-MV 3

Avent Ferry-Centennial Streetscapes

Avent Ferry Road and Centennial Parkway should evolve into more urban streetscapes.

Policy AP-MV 4

Western Boulevard Design

Western Boulevard should retain its landscaped “boulevard” character, without a proliferation of curb cuts.

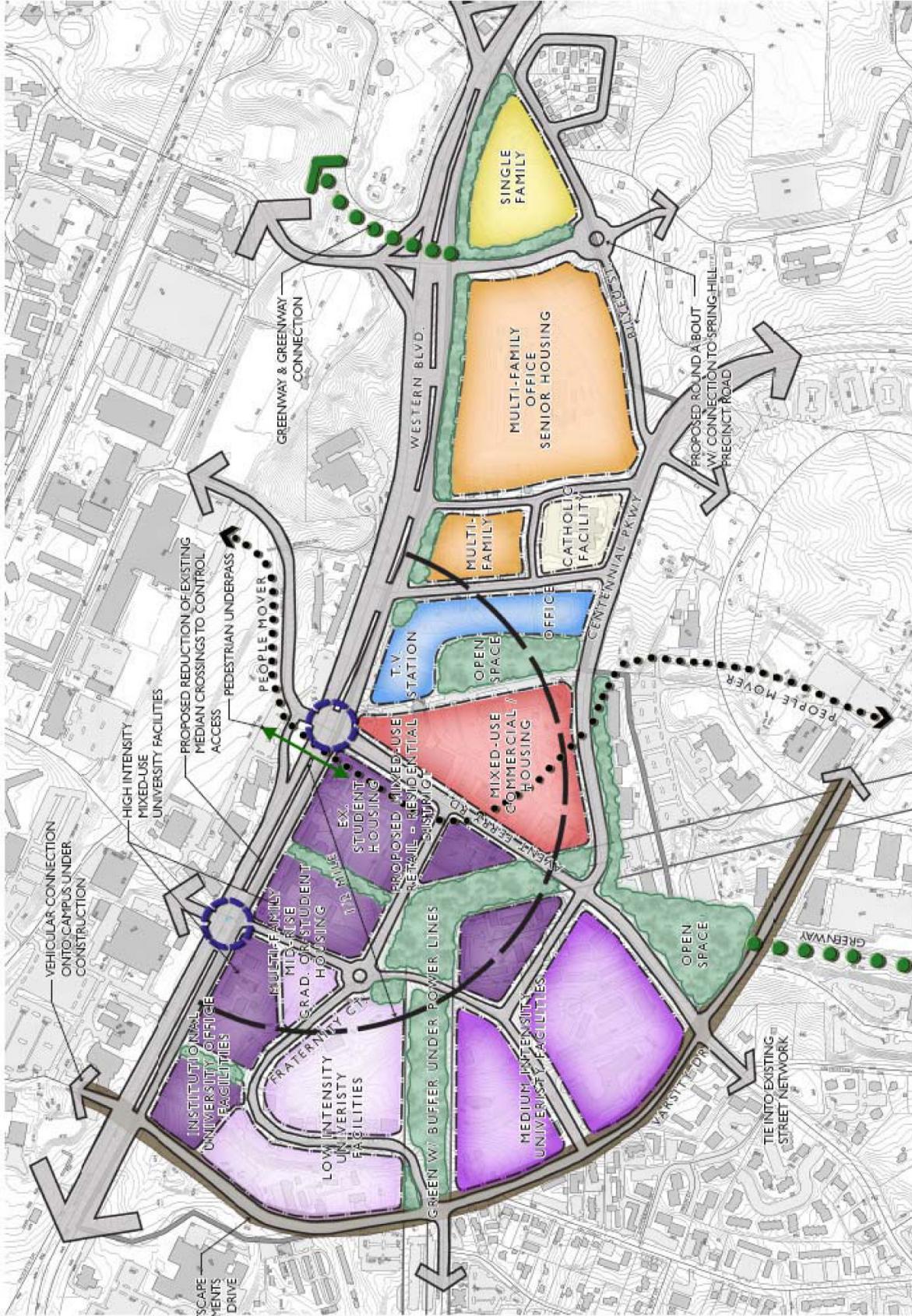
Policy AP-MV 5

Roman Catholic Diocese Property

The Catholic Diocese property should develop as primarily residential, beginning with lower density single-family residential as an extension of the Pullen Park Terrace neighborhood, and increasing in density in the direction of Avent Ferry Road. A mix of attached and detached residential should be supported in this area, linking the Pullen Park Terrace neighborhood, Pullen Park, and the Dorothea Dix campus.

Action AP-MV 1

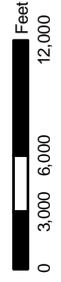
Reserved



MAP AP-MV1

Mission Valley Plan

- MIXED USE COMMERCIAL & HOUSING
- MULTIFAMILY; OFFICE
- SINGLE FAMILY
- INSTITUTIONAL
- LOW INTENSITY UNIVERSITY FACILITIES
- MEDIUM INTENSITY UNIVERSITY FACILITIES
- OFFICE
- OPEN SPACE
- PEOPLE MOVER



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17. South Park

The intent of this plan is to provide guidance for future zoning and development and to preserve the character of the neighborhood by guiding change as rezoning petitions, infill, and new development occur. South Park is a part of a much larger predominantly African American residential area that includes the southeast quadrant of the original city limits. Rich in local African American history, a number of historic buildings and homes in the South Park neighborhood still stand and are recognized as part of the East Raleigh-South Park National Register Historic District. Character is added to the neighborhood through the homes of notable residents and community leaders.

The approximately 263-acre plan area is east of downtown. The South Park plan boundary noted on the attached map includes Shaw University, the John P. “Top” Greene Community Center, and a portion of Chavis Park. The plan area is bounded by Cabarrus Street to the north; Little Rock Creek, Chavis Park, Holmes Street, and Carnegie Drive to the east; Peterson Street and Hoke Street to the south; and Garner Road and Wilmington Street to the west.

The 2007 Neighborhood Plan boundary was expanded northward in this plan to include an area bounded by Wilmington Street, Cabarrus Street, East Street, and Lenoir Street. It was also expanded eastward to include portions of Chavis Park, property bounded by Martin Luther King, Jr. Boulevard, Holmes Street, Bragg Street and Little Rock Creek, and property bounded by Martin Luther King, Jr., Boulevard, Blount Street, Bledsoe Avenue, and Wilmington Street. (See **Map AP-SP-1**).

Policy AP-SP 1

South Park Downtown Transition

Encourage mixed-use development (small-scale Office, Retail, and/or Residential uses) in the area bounded by Cabarrus, East, Lenoir, and Wilmington streets.

Policy AP-SP 2

South Park Focal Point

Encourage commercial, office, and residential uses in the area defined by Person Street, Bragg Street, Hammond Road, and Hoke Street in order to create a neighborhood focal point and economic development opportunity for the South Park area.

Policy AP-SP 3

South Park Owner Occupancy

Encourage increased owner-occupied housing in South Park by encouraging housing that accommodates a mixture of income levels through public and private housing programs.

Policy AP-SP 4

Character of South Park Infill

Infill residential development should reflect the existing historic building types in the South Park study area.

Policy AP-SP 5

South Park Historic Preservation

Emphasize the historic significance of the South Park neighborhood through the promotion and protection of contributing historic elements.

Policy AP-SP 6

South Park/Downtown Overlay Overlap

Where the South Park plan overlaps the Downtown Overlay District, the intent of the Downtown Overlay District shall prevail.

Action AP-SP 3

South Park Redevelopment

Ensure that South Park redevelopment efforts respect the lot size and setback requirements of the NCOD, as well as the Residential Rehabilitation Design Guidelines.

Action AP-SP 1

South Park Pedestrian Improvements

Allocate Capital Improvement Program (CIP) dollars for pedestrian crossing improvements at the intersection Martin Luther King, Jr. Boulevard and Wilmington/Salisbury streets, and for sidewalks along Bloodworth Street (between Worth Street and Martin Luther King Jr., Boulevard), Blount Street (between Bragg and Hoke streets), Person Street (between Lenoir and Martin Luther King, Jr. Boulevard), Hoke Street, and South Street (between Blount and Person streets).

Action AP-SP 4

South Park Zoning Amendment

Amend the zoning map to reflect the land use recommendations and policies of the South Park Area Plan.

Action AP-SP 2

Garner Road Pedestrian Improvements

Improve pedestrian safety crossings along Garner Road at McMakin Street and Hoke Street by installing sidewalks and clearly marking crosswalks (CIP implementation item).



18. Stanhope Village

The plan area lies on the south side of Hillsborough Street between Dan Allen Drive on the east, the Progress Energy facility to the west, and the railroad corridor on the south. The area has significant redevelopment potential and the main goal of the plan is to provide a consensus framework for a compact, diverse, and pedestrian-oriented urban redevelopment – meeting the needs of the adjacent stakeholders, strengthening the surrounding communities, and addressing municipal goals for more sustainable patterns of growth.

Urban Design

Policy AP-SV 1

Hillsborough Street Building Frontages

Hillsborough Street should have an identifiable and relatively continuous building frontage, punctuated by focal point buildings and accessory plazas notched in at mid-block with pedestrian passageways to parking behind.

Policy AP-SV 2

Concord Street as a Public Space

Concord Street should serve as the primary public space and entry feature for the area. This street should include on-street parking and areas for public seating and temporary events, such as markets or festivals.

Policy AP-SV 3

Concord Street Land Uses

Concord Street should be an active pedestrian-oriented street with diverse retail, restaurant, and entertainment uses on the ground floor and with mostly residential and some office uses above.

Policy AP-SV 4

Residential Uses

Residential uses should be predominant, particularly for the upper floors of mixed-use buildings and within the interior of the plan area.

Policy AP-SV 5

Entry Stoops for Stanhope Village Housing

Ground level residential uses in Stanhope Village should provide entry stoops and landscaped stoop yards fronting the street.

Policy AP-SV 6

Stanhope Village Balconies

Upper floor residential units should have balconies.

Policy AP-SV 7

Concord Street Flexible Shoulder Zone

A multi-use zone should be provided on Concord Street between the travel lanes and the sidewalk. This land should serve as convenience diagonal parking that can be incrementally converted into outdoor seating and dining or other periodic uses such as a street fair or a Saturday morning market.

Policy AP-SV 8

Stanhope Village Scale Transitions

A transition in scale should be provided for any redevelopment adjacent to existing single-family neighborhoods along Stanhope Avenue and Rosemary Street. Any parking structure in proximity to the existing neighborhood should be either wrapped by active uses or screened. Parking deck openings visible from nearby occupied structures should contain elements such as louvers to block deck light and noise sources. Exterior lighting fixtures should be shielded so that direct illumination is contained on-site. Vehicular access to structured parking from Stanhope and Rosemary streets should be minimized.

Pedestrian and Bike Access

Policy AP-SV 9

Stanhope Village Commons

An open, pedestrian-oriented commons should be provided within the southeast portion of the Stanhope Village Plan area. This space should link to the NC State campus pedestrian network and the proposed rail transit stations near the university.

Policy AP-SV 10

Pedestrian Access Within Stanhope Village

Pedestrian and bicycle access to and within Stanhope Village is crucial and should be a central focus of the circulation system. New and existing streets should have narrow travel lanes, very low vehicular speeds, and clear preference given to pedestrians at pedestrian/auto crossings.

Policy AP-SV 11

Stanhope Village Connectivity

A strong connection should be made from Stanhope Village eastward, to NC State’s employment and educational centers and the proposed transit stations near the university. An eventual connection to the south, across the railroad corridor, is desirable and should be provided if practical. Pedestrian connections to the Stanhope neighborhood and along Hillsborough Street are very important.

Roadways and Parking

Policy AP-SV 12

Stanhope Village On-Street Parking

Maximize the utilization of curb space for on-street parking in the Stanhope Village area.

Policy AP-SV 13

Stanhope Village Parking Design

Structured parking should accommodate most parking demand in the Stanhope Village area. Wherever possible, structured parking should be wrapped with active uses, especially at the street level. Surface parking should be restricted to small lots with minimum street frontage and screened from pedestrian view.

Policy AP-SV 14

Stanhope Village Service Road

A service road should be located behind the buildings facing Hillsborough Street, with the existing McKnight Street right of way to be abandoned.



Policy AP-SV 15

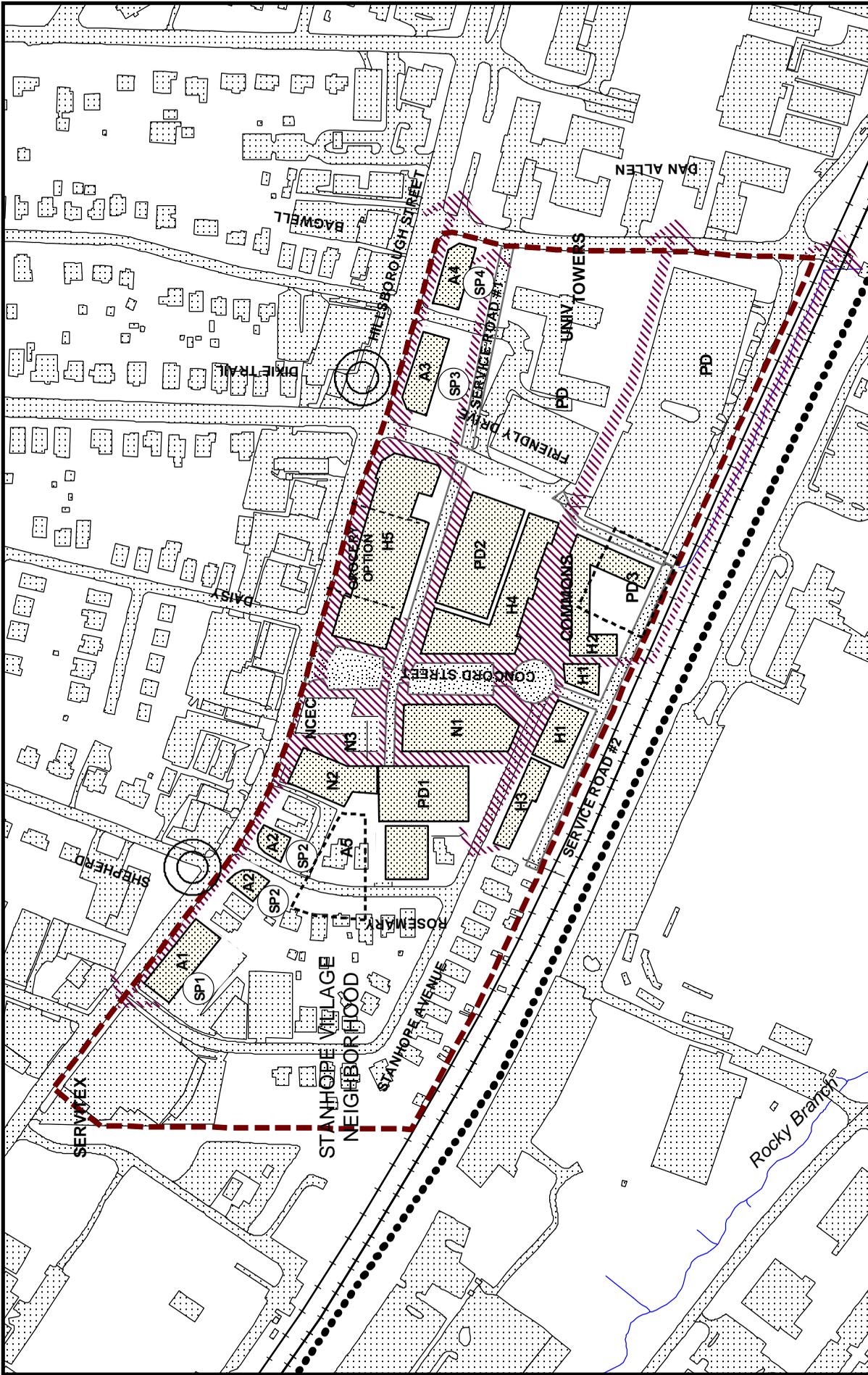
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Construction of Infrastructure

Policy AP-SV 16

Stanhope Village Infrastructure Improvements

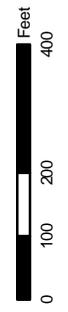
In order to encourage completion of phased projects, project infrastructure improvements in Stanhope Village including roads, streetscapes, and other pedestrian and landscape elements should be constructed in the initial project phase.



MAP AP-SV1

Stanhope Village Plan - Pedestrian Circulation

-  TRAFFIC CIRCLES
-  SURFACE PARKING
-  PARKING DECK
-  PROPOSED BUILDINGS
-  PROPOSED STREETS
-  EXISTING BUILDINGS
-  PROJECT BOUNDARY
-  PEDESTRIAN CIRCULATION
-  TRANSIT CORRIDOR



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21. Wade/Oberlin

The plan area is bounded by St. Mary’s Street on the east, by Clark Avenue on the south, by Chamberlain Street on the west, and by the northern property lines of parcels on the north side of Wade Avenue on the north. This plan has a horizon of up to 15 years, to about 2018. All policies in the Wade-Oberlin Plan pertaining to permitted uses, building bulk and height, and other aspects of development typically regulated by zoning are intended to be implemented through the rezoning of property. Until such time as zoning reflects the Plan policies, however, the applicable zoning standards shall continue to control these fundamental parameters determining the development potential of particular sites.

Policy AP-WO 1

Wade-Oberlin Vision

The Wade-Oberlin area should evolve into a livelier pedestrian and transit-oriented mixed-use center.

Policy AP-WO 2

Wade-Oberlin Land Use Compatibility

While intensification of uses in the Wade-Oberlin area is anticipated, such intensification should not have significant adverse impacts on surrounding low-density neighborhoods or cause significant traffic congestion.

Policy AP-WO 3

Protecting Wade-Oberlin’s Neighborhood Character

The strengths of the Wade-Oberlin area (viable commercial uses in close proximity to various housing densities within a pedestrian-friendly

street grid) should be enhanced by careful design of new structures and open spaces, with an emphasis on scale, pedestrian activity, and streetscapes that will harmoniously connect non-residential to residential areas.

Policy AP-WO 4

Cameron Village Shopping Center

Cameron Village Shopping Center is bounded by Clark Avenue, Oberlin Road, Smallwood Drive, and the rear property lines of shopping center property facing Clark Avenue. The tallest buildings should be located in the Shopping Center.

Policy AP-WO 5

Wade-Oberlin Retail

Cameron Village Shopping Center should continue as the main retail location. Retail outside of Cameron Village Shopping Center should only be located in vertically mixed-use structures that are in close proximity (preferably adjacent) to the shopping center, and should complement the pedestrian scale of the area.

Policy AP-WO 6

Wade-Oberlin Transition

Buildings at the edges of Wade-Oberlin’s non-residential area should step down in development intensity to the surrounding residential area, and not be more than two or three stories in height if adjacent to single-family housing.

Policy AP-WO 7

Oberlin Road Main Street

Oberlin Road should evolve as the “main street” of the area, with improved pedestrian amenities and streetscaping.

Policy AP-WO 8

Wade-Oberlin Auto-Oriented Retail

Automobile drive-throughs, front-of-lot parking areas, and excessive number of curb cuts associated with retail uses are discouraged throughout the Wade-Oberlin plan area.

Policy AP-WO 9

Wade-Oberlin Street Continuity

The existing public street network in Wade-Oberlin should remain intact.

Policy AP-WO 10

Wade-Oberlin Traffic Calming

Traffic calming measures should be considered with any proposed redevelopment in the Wade-Oberlin study area.

Policy AP-WO 11

Oberlin Village Land Uses

The Oberlin Village neighborhood should be preserved with its current residential uses: single-family houses and apartment units.

Policy AP-WO 12

Mayview Housing Redevelopment

Mayview public housing should eventually be redeveloped into new housing (three-story maximum height) emulating the surrounding vernacular architecture with common open spaces and direct access to Jaycee Park. The conversion of these units into mixed-income residences would enhance the social fabric of the neighborhood.

Policy AP-WO 13

Oberlin Road Corridor

Office properties located on Oberlin Road between Clark Avenue and Everett-Smallwood may be redeveloped or converted to vertically mixed-use office, residential, and convenience/personal services retail sales in conjunction with the redevelopment of the Shopping Center. Oberlin Road north of Everett-Smallwood (except the northeast corner of Oberlin and Smallwood) should remain office and institutional, with only accessory retail as permitted in the Office and Institutional zoning district.

Policy AP-WO 14

Old Rex Hospital Site

No additional retail uses should be allowed on Wade Avenue with the exception of the North Carolina Department of Employment Security (the old Rex Hospital) on the northwest corner of Wade Avenue and St. Mary’s Street, which may be redeveloped into mixed-use residential and office, with retail uses limited to Accessory Retail Sales not to exceed 5 percent of total built square footage. Building height should be limited to four stories or 50 feet and adjacent to single family residential should be limited



to a maximum of two stories or 25 feet. Building heights in excess of 25 feet should require a one foot for one foot step back. Residential densities should be limited to 30 units per acre. On-site parking should comply with the Urban Design policy Policy UD 2.6 'Parking Location and Design'.

Action AP-WO 1

Wade-Oberlin Streetscape Plan

Develop and implement a Comprehensive Streetscape Plan for Daniels Street, Oberlin Road, Smallwood Drive, Clark Street, and any other appropriate streets (per the City's determination) in the Study Area. The Streetscape Plan should encompass travel lanes, on-street parking, medians, enhanced pedestrian and bicycle access, plantings, lighting, public transit, and additional safety and calming features.

Action AP-WO 2

Daniels Street and Oberlin Road Cross-Section Standards

The following street cross-sections should be considered in the streetscape plan:

Daniels Street

Within the existing cross-section, provide one vehicular travel lane in each direction, a center median, and parallel parking on the west side. Within the existing right-of-way (ROW) provide a continuous sidewalk (5 foot minimum width) on the east side and an extension of the sidewalk on the west side between Smallwood Drive and Wade Avenue.

Oberlin Road, Between Mayview and Bedford

Within the existing cross-section, provide one vehicular travel lane and a striped bicycle lane in each direction. Within the existing ROW, provide a street tree zone on both sides of the street with trees planted at a regular interval no further than approximately 40 feet apart and new continuous sidewalks (5 foot minimum width). Align the driveway for the Wade-Oberlin (Crosland) Development access road with new roundabout at Mayview Road.

Oberlin Road, Between Bedford and Park

Within the existing cross-section, provide one vehicular travel lane and a striped bicycle lane in each direction with a center turn lane and/or a median. Provide adequate space between the bicycle lanes and curbs for parallel parking, turn lanes, or transit stops. Within the existing ROW on both sides of the street and provide for continuous sidewalks that are a minimum of ten feet in width. Provide a roundabout at the Clark-Oberlin intersection per the Hillsborough Street Reconstruction Plan.

Oberlin Road, Between Park and Groveland

Within the existing cross-section, provide one vehicular travel lane and a striped bicycle lane in each direction. Within the existing ROW, provide a street tree zone on both sides of the street with trees planted at a regular interval no further than approximately 40 feet apart and a new continuous sidewalk (5 foot minimum width).

Action AP-WO 3

Oberlin Road Historic Program

Develop a cultural/historic program to celebrate and prominently display Oberlin Road's history, especially its significance in the African-American community.

Action AP-WO 4

Wade-Oberlin Intersection Studies

Two troublesome intersections should be studied for traffic congestion mitigation. One is the confluence of Sutton, Smallwood, Bellwood and Cameron Streets, which has stop signs in close proximity to one another. The second is a localized congestion problem on Oberlin Road at the YWCA and Mayview Road.

Action AP-WO 5

Cameron Village Bus Loop

Consider provision of a bus route loop to include Cameron Village, the State Government Center regional rail stop, and sites downtown including hotels, the convention center, the BTI Center, the downtown regional rail stop at the Wye, and portions of Hillsborough Street. Another possible stop on the loop would be the NCSU regional rail station.

Action AP-WO 6

Cameron Street Improvements

The City, School Board, and property owners should work together to improve the appearance and vitality of the area along Cameron Street from its intersection with Sutton Drive eastward to Broughton High School.

Action AP-WO 7

Wade-Oberlin Urban Greenway

Development of an urban greenway that would run through the Wade-Oberlin area and connect Jaycee Park on the north to Clark Avenue on the south should be considered. This trail would connect the existing greenway trail along Gardner Street through Cameron Village to the Edna Metz Wells Park as shown on Map AP-WO-1. There is also an opportunity to connect at this point to Fred Fletcher Park. This connection may run along the rear property line of Broughton High School.



Policy IM 3.3

Internal Consistency

All amendments to the Comprehensive Plan shall be reviewed for consistency against adopted plan policies. Any policies, existing or proposed, found to be in conflict shall be revised or removed to achieve consistency. (3)

Policy IM 3.4

Amendment Criteria

Require the proponent of a Comprehensive Plan amendment to demonstrate its need and justification, as follows:

- Significant changes have occurred since the adoption of the Comprehensive Plan and necessitate the proposed amendment; Inconsistencies in land use or other plan policies exist in the adopted Comprehensive Plan that affect the City's efficient growth and development;
- The City's ability to achieve the goals of the Comprehensive Plan will be increased, or the operations of City government will be enhanced;
- The Comprehensive Plan's policies or actions inhibit the ability of the City to achieve other public policy objectives; Substantial improvement in the quality of life for City residents will be achieved; and
- Adoption of the proposed amendment is necessary to incorporate public policies established by the City government that are not reflected in the Comprehensive Plan. (3, 6)

Action IM 3.1

Reserved

Action IM 3.2

Annual Progress Report

Prepare and publish an annual easy-to-digest report on Comprehensive Plan progress including key accomplishments, critical issues, and key implementing agencies.

Action IM 3.3

Monitoring of Existing Conditions

Develop additional data collection and analysis tools for continuous monitoring of issues such as land use and development activity, vacant land and development capacity, and changes in quality (improvement or decline) of environmental and natural resources.

Action IM 3.4

Data Book Updates

Update the information in the Data Book every year.

N.4 Small Area Studies

To create a more predictable planning framework for the future, Raleigh has updated its planning procedures to replace Area Plans with area-specific planning studies. These studies will be undertaken as part of the Department of City Planning's work program for defined geographic areas that require

more focused study and outreach, and will produce more detailed recommendations, than can be provided by the Comprehensive Plan. The intent of such studies is to guide long-range development; stabilize and improve neighborhoods, corridors, or other defined areas to achieve citywide goals; and attain economic and community benefits. These area-specific studies will be used, where appropriate, to develop amendments to the Comprehensive Plan, the Future Land Use Map, and/or the Capital Improvement Plan. The studies may also generate strategic recommendations to be implemented outside of the Comprehensive Plan process. However, these area specific studies will not be adopted in toto as a part of the Comprehensive Plan. The following policies and actions provide guidance on how the City will allow and consider area-specific studies in the future.

Policy IM 4.1

Area Planning Studies

Prepare area-specific planning studies for parts of the City where detailed direction or standards are needed to guide land use, economic development, transportation, urban design, and other future physical planning and public investment decisions. The focus should be on areas or corridors that offer opportunities for revitalization or new residential, commercial, and mixed-use development and redevelopment, areas with challenges or characteristics requiring place-specific planning actions and public interventions, and areas designated “special study area” on the Future Land Use Map. (1, 3, 5)

Policy IM 4.2

Area Study Content and Intent

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation

requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan’s text or maps should be introduced to ensure internal consistency for the areas involved. (3)

Policy IM 4.3

Existing Area Plans

As part of the update and re-examination process, remove existing, adopted Area Plans from the Comprehensive Plan as they become fully implemented, or if they are superseded by future area planning studies. (3, 6)

Action IM 4.1

Area Study Priorities

Undertake specific area studies for selected areas, starting with the areas highlighted in D.5 ‘Economic Development and Land Use’ in Element D: ‘Economic Development’.

Action 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.

Action IM 4.3

Area Studies and the CIP

Consider the capital improvement recommendations from area and corridor studies during the City’s annual capital improvement planning process.

The Action Plan Matrix includes the responsible agency, the timeframe for implementation, level of priority, and whether actions will require capital funds for implementation. Relative to the timeframe designation, short-term actions should be completed within one to two years, mid-term actions should be completed within three to five years, long-term actions should be completed within five to ten years, and on-going actions should remain a constant priority of the City.

Responsibilities are assigned at the departmental level. Where multiple departments are specified, the first to be listed is the designated lead agency, with subsequently-listed departments in a supporting role. Most actions involve multiple departments, in keeping with the intent to mobilize expertise across the City’s organization to ensure the best achievable outcome for all undertakings.

N.5 Action Plan

This section of the Implementation Element includes an “Action Plan Matrix” that summarizes all actions in the Comprehensive Plan. All of the actions listed in the Matrix are excerpted from the Plan’s Elements, and the reader is advised to consult the relevant chapter for more information and additional context for each action listed.

Action Matrix

The Action Plan Matrix is maintained as a spreadsheet document for ease of maintenance. It is incorporated into this document by reference, and can be downloaded as a PDF at the [website](#) of the City of Raleigh Department of City Planning.

The following tables contain the key to all the terms and acronyms used in the action matrix.

Timeframe

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

Action Type

Term	Description
Development regulations	Zoning, codes, ordinance-related; site planning and development
Study/plan	Studies, plans, evaluations, research into options, inventories, demonstration projects

Term	Description
Coordination/outreach	Convening and coordinating; educating, promoting, marketing
Systems/support	Adjustments to or expansion of current core systems; continuing support to systems currently in place; implementation of pre-existing plans/programs; improvements to infrastructure, community facilities
Program/organization	Programmatic changes/additions; development of new tools, processes, and programs; creation of new institutions
Financial	Issues of funding and financing

Internal Agency Acronyms

Internal Agencies	Acronym
Budget and Management Services	B&MS
City Attorney's Office	CAO
City Clerk's Office	CCO
City Manager's Office	CMO
City Planning, Dept. of	DCP
Community Development Department	CD
Community Services Department	CS
Emergency Communications Center	ECC
Finance, Department of	DOF
Information Technology Department	IT
Inspections Department	INSP
Parks, Recreation, and Cultural Resources	PRCR
Public Affairs Department	PA
Public Utilities Department	CORPUD
Public Works Department	PW
Raleigh Convention and Conference Center	RCCC
Raleigh Fire Department	RFD
Raleigh Police Department	RPD

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
ELEMENTS OF THE COMPREHENSIVE PLAN					
ELEMENT A LAND USE					
A.1 Future Land Uses					
Action LU 1.1	Reserved				
Action LU 1.2	Reserved				
Action LU 1.3	Special Study Area Plans	DCP	Mid-term	Study/ plan	N
Action LU 1.4	Future Land Use Map Maintenance and Revision	DCP, CAO	On-going	Study/ plan	N
Action LU 1.5	Reserved				
Action LU 1.6	Reserved				
A.2 City-wide Growth					
Action LU 2.1	Future Studies in High-Density Areas	DCP	On-going	Study/ plan	N
Action LU 2.2	Reserved				
Action LU 2.3	Reserved				
Action LU 2.4	Reserved				
Action LU 2.5	Reserved				
Action LU 2.6	Targeting Development Incentives	DCP, CAO	Short-term	Development regulations	N
Action LU 2.7	Reserved				
A.4 Land Use and Transportation Coordination					
Action LU 4.1	Reserved				
Action LU 4.2	Reserved				
Action LU 4.3	Station Area Plans	DCP	Mid-term	Study/ plan	N
A.5 Land Use Compatibility					
Action LU 5.1	Reserved				
Action LU 5.2	Reserved				
Action LU 5.3	Reserved				
A.6 Mixed Use Development					
Action LU 6.1	Reserved				
A.7 Commerical District and Corridors					
Action LU 7.1	Reserved				

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action LU 7.2	Reserved				
Action LU 7.3	Promoting Commercial Reinvestment	DCP, CD	On-going	Study/ plan	N
A.8 Neighborhood Conservation and Development					
Action LU 8.1	Reserved				
Action LU 8.2	Reserved				
Action LU 8.3	Acquisition of Vacant Lots	DCP, CAO	On-going	Program/ organization	N
Action LU 8.4	Reserved				
Action LU 8.5	Reserved				
A.9 Research and Development/Institutional Land Uses					
Action LU 9.1	Reserved				
Action LU 9.2	Small Area Studies in Institutional Areas	DCP	On-going	Study/ plan	N
Action LU 9.3	Reserved				
A.10 Retail Land Uses					
Action LU 10.1	Reserved				
A.11 Industrial Land Uses					
Action LU 11.1	Reserved				
Action LU 11.2	Reserved				
A.12 Large Site Development					
Action LU 12.1	Reserved				
Action LU 12.2	Dix Property Acquisition	CMO	Mid-term	Systems/ support	Y
Action LU 12.3	Dix Property Plan	DCP, PRCR, PW	Mid-term	Study/ plan	N
ELEMENT B TRANSPORTATION					
B.1 Land Use and Transportation Coordination					
Action T 1.1	Corridor Preservation	OTP, PW, DCP	Mid-term	Program/ organization	N
Action T 1.2	Reserved				
Action T 1.3	Context Sensitive Solutions	PW	Mid-term	Program/ organization	N
B.2 Roadway System and Transportation Demand Management					
Action T 2.1	Transportation Demand Management	PW	Mid-term	Study/ plan	N
Action T 2.2	Access Management Plan	PW	Mid-term	Study/ plan	N
Action T 2.3	Right of Way Reservation	OTP, PW, DCP	Mid-term	Study/ plan	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action T 2.4	Limited Access Lane Management	OTP, PW	Short-term	Coordination/ outreach	N
Action T 2.5	Intermodal Facility Prioritization	OTP, PW	On-going	Coordination/ outreach	N
Action T 2.6	Reducing Single Occupant Driving	PW, DCP	Short-term	Program/ organization	N
Action T 2.7	Special Transportation Studies	OTP, PW, DCP	Mid-term	Study/ plan	N
Action T 2.8	Transportation Funding Strategy	OTP, PW	On-going	Financial	Y
Action T 2.9	Reserved				
B.3 Complete Streets: Hierarchy and Design					
Action T 3.1	Reserved				
Action T 3.2	Reserved				
Action T 3.3	Reserved				
Action T 3.4	Transportation Data Collection	OTP, PW	Mid-term	Study/ plan	N
Action T 3.5	Operationalizing Complete Streets	PW	Mid-term	Program/ organization	N
B.4 Public Transportation					
Action T 4.1	Multi-Modal Transportation Center	DCP, PW	Mid-term	Systems/ support	Y
Action T 4.2	Transit Stop Evaluations	PW	On-going	Study/ plan	N
Action T 4.3	Intercity Fixed Route Transit	OTP, DCP, PW	Mid-term	Study/ plan	N
Action T 4.4	Streetcars	PW	Long-term	Study/ plan	N
Action T 4.5	Transit Infrastructure	OTP, PW	Mid-term	Study/ plan	N
Action T 4.6	Park and Ride lots	TT, PW	Short-term	Systems/ support	Y
Action T 4.7	Shared Parking and Transit	TT, PW	Short-term	Study/ plan	N
Action T 4.8	Secondary Transit Hubs	PW	Short-term	Systems/ support	Y
Action T 4.9	Commitment to Regional Rail	OTP, TT, PW	Mid-term	Coordination/ outreach	N
Action T 4.10	Local Financing for Transit	DCP, DOF, B&MS, CMO	Mid-term	Program/ organization	Y
Action T 4.11	Bench and Shelter Standards	PW	Mid-term	Systems/ support	N
Action T 4.12	Bench and Shelter Siting	PW	Mid-term	Coordination/ outreach	N
Action T 4.13	Reserved				
B.5 Pedestrian and Bicycle Circulation					
Action T 5.1	Reserved				
Action T 5.2	Reserved				

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action T 5.3	Reserved				
Action T 5.4	Reserved				
Action T 5.5	Trail and Path Width	PRCR	On-going	Systems/ support	Y
Action T 5.6	Bicycle Plan Implementation	OTP, PW	On-going	Systems/ support	N
Action T 5.7	Reserved				
Action T 5.8	Reserved				
Action T 5.9	Personal Motorized Modes	PW, PRCR	Long-term	Study/ plan	N
Action T 5.10	Pedestrian Crossing Standards	OTP, DCP, CAO, PW	Mid-term	Development Regulations	N
Action T 5.11	Crosswalk Safety	PW	Long-term	Systems/ support	Y
Action T 5.12	Pedestrian Signals	PW	On-going	Systems/ support	Y
Action T 5.13	Reserved				
Action T 5.14	Railroad Greenway Trails	PRCR, DCP	Long-term	Systems/ support	Y
B.6 Parking Management					
Action T 6.1	Reserved				
Action T 6.2	Shopping Center Park and Ride	DCP, CAO, PW	Mid-term	Development Regulations	N
Action T 6.3	Reserved				
Action T 6.4	Reserved				
Action T 6.5	Reserved				
B.7 Transportation Safety Improvements					
Action T 7.1	Street Lighting	PW	On-going	Systems/ support	N
Action T 7.2	Crash Analysis	OTP, PW	Mid-term	Systems/ support	N
B.8 Commercial Truck and Rail Freight					
Action T 8.1	Railroad Crossing Safety	PW	On-going	Systems/ support	N
Action T 8.2	Improving Freight Movement	PW	Long-term	Systems/ support	N
ELEMENT C ENVIRONMENTAL PROTECTION					
C.1 Energy Security and Climate Change Preparedness					
Action EP 1.1	Green Purchasing	DOF, B&MS, CMO	Short-term	Outreach	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action EP 1.2	Reserved				
Action EP 1.3	Energy Retrofits	PRCR, PW	Long-term	Program/ organization	Y
Action EP 1.4	LEED-EB	PRCR	Long-term	Program/ organization	Y
Action EP 1.5	LEED-ND	DCP, CAO	Mid-term	Study/ plan	N
Action EP 1.6	LEED Incentives	DCP, CAO	Mid-term	Study/ plan	N
Action EP 1.7	Reserved				
Action EP 1.8	Solar and Co-generation Incentives	OS	Long-term		
Action EP 1.9	Energy Efficient Construction	OS	Long-term		
Action EP 1.10	Community Supported Energy	CORPUD	Long-term	Study/ plan	N
Action EP 1.11	Rooftop Energy	PW, PRCR	Long-term	Study/ plan	N
Action EP 1.12	Charging Stations	PW	On-going	Systems/ support	Y
C.2 Design with Nature					
Action EP 2.1	Green Infrastructure Plan	PW, PRCR, DCP	Long-term	Study/ plan	N
Action EP 2.2	Park Acquisition	PRCR	Mid-term	Program/ organization	Y
Action EP 2.3	Green Infrastructure Team	OS, Various	Mid-term	Coordination/ outreach	N
Action EP 2.4	Environmentally Sensitive Development Controls	DCP, CAO	Mid-term	Study/plan	N
Action EP 2.5	Reserved				
C.3 Water Quality and Conservation					
Action EP 3.1	Demonstration Projects	CORPUD, PW	Mid-term	Coordination/ outreach	N
Action EP 3.2	Low Impact Development Ordinance	DCP, CAO	Mid-term	Development Regula- tions	N
Action EP 3.3	Conservation Measures	CORPUD, DCP, CAO	On-going	Systems/support	N
Action EP 3.4	Water Quality Management Projects	PW	On-going	Systems/ support	Y
Action EP 3.5	Illegal Discharges	PW, CORPUD	On-going	Systems/ support	N
Action EP 3.6	Land Acquisition for Stormwater Control	PW, CORPUD	Mid-term	Program/ organization	N
Action EP 3.7	Stormwater Plan Review	PW	On-going	Systems/ support	N
Action EP 3.8	Erosion Control Inspections	PW, INSP	Mid-term	Systems/ support	N
Action EP 3.9	Upper Neuse Initiative	CORPUD, PRCR	On-going	Systems/ support	Y
Action EP 3.10	Wastewater Treatment Demonstration Project	CORPUD	Long-term	Coordination/ outreach	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action EP 3.11	Protections for Steep Slopes	DCP, CAO	Short-term	Development Regulations	N
Action EP 3.12	Watercourse Restoration	PW, DCP	On-going	Program/ organization	Y
C.4 Flood Reduction and Preparedness					
Action EP 4.1	Flood Mitigation Funding	PW	Long-term	Financial	Y
Action EP 4.2	Flood Preparedness	PW	Mid-term	Program/ organization	N
Action EP 4.3	Floodplain Management Best Practices	PW	Mid-term	Program/ organization	N
Action EP 4.4	Floodplain Regulations	DCP, CAO	Long-term	Development Regulations	N
Action EP 4.5	Watershed Studies	PW	Long-term	Study/ plan	N
C.5 Tree Canopy Conservation and Growth					
Action EP 5.1	Reserved				
Action EP 5.2	Urban Forestry Plan	PRCR	Mid-term	Study/ plan	N
Action EP 5.3	Reserved				
Action EP 5.4	Utility Coordination	PRCR, PW	On-going	Systems/ support	N
Action EP 5.5	Tree Planting Guidelines	PRCR, PW	Mid-term	Program/ organization	N
Action EP 5.6	NeighborWoods	PRCR	Long-term	Program/ organization	N
C.6 Wildlife and Habitat Protection and Preservation					
Action EP 6.1	Habitat Plan	PRCR	Mid-term	Study/ plan	N
Action EP 6.2	Habitat Protection Regulations	PRCR	Mid-term	Study/ plan	N
Action EP 6.3	Invasive Species Control	PRCR	Mid-term	Coordination/ outreach	N
C.7 Material Resource Management					
Action EP 7.1	Pay-As-You-Throw	SWS	Mid-term	Coordination/ outreach	N
Action EP 7.2	Reserved				
Action EP 7.3	Waste-to-Energy Demonstration	SWS, PRIV	Mid-term	Study/ plan	Y
Action EP 7.4	Environmentally-Friendly Product Use	SWS	Short-term	Study/ plan	N
Action EP 7.5	Recycled Material Purchasing	DOF, B&MS, CMO	Short-term	Systems/ support	N
Action EP 7.6	Demolition Debris	DCP, CAO, INSP	Mid-term	Development regulations	N
Action EP 7.7	Environmentally Preferable Purchasing	DOF, B&MS, CMO	Mid-term	Program/ organization	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
C.8 Light and Noise Pollution Controls					
Action EP 8.1	Reserved				
Action EP 8.2	Dark Sky Incentives	DCP, CMO	Mid-term	Development regulations	N
C.9 Environmental Education, Awareness and Coordination					
Action EP 9.1	Environmental Education Programs	PRCR	Mid-term	Coordination/ outreach	N
Action EP 9.2	Public School Environmental Component	PRCR, WCPSS	Short-term	Coordination/ outreach	N
Action EP 9.3	Renewable Energy Education	OS, CMO	Mid-term	Coordination/ outreach	N
Action EP 9.4	Local Food Systems	PRCR, DCP, CS	Long-term	Study/ plan	N
Action EP 9.5	Environmental Indicators	PRCR, DCP	Mid-term	Program/ organization	N
Action EP 9.6	Reserved				
ELEMENT D ECONOMIC DEVELOPMENT					
D.1 Commercial Corridor Reinvestment					
Action ED 1.1	Strategic Revitalization Plans	DCP	On-going	Study/ plan	N
Action ED 1.2	Reserved				
Action ED 1.3	Shopping Center Revitalization Incentives	DCP, CMO, CD	On-going	Financial	N
Action ED 1.4	Retail Property Code Enforcement	DCP, CAO, INSP	On-going	Program/ organization	N
D.2 Neighborhood Reinvestment					
Action ED 2.1	Selecting Revitalization Focus Areas	DCP, CD	Mid-term	Program/ organization	N
Action ED 2.2	Community Oriented Government	CMO, CS, CD, INSP	On-going	Systems/ support	N
Action ED 2.3	Developing Funding Resources	CMO, CD, DCP	Mid-term	Financial	N
Action ED 2.4	Site Acquisition	CMO	On-going	Systems/ support	N
Action ED 2.5	Neighborhood Grants for Community Benefits	CS, DCP	Mid-term	Study/ plan	Y
Action ED 2.6	Reserved				
D.3 Entrepreneurs and Business Development					
Action ED 3.1	Business Assistance Program	CMO	On-going	Systems/ support	N
Action ED 3.2	Entrepreneurial Education	DCP, CMO	On-going	Coordination/ outreach	N
Action ED 3.3	Wake Tech Green Collar Program	DCP, CMO	Long-term	Coordination/ outreach	N
Action ED 3.4	Reserved				

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
D.4 Workforce Training and Access to Employment					
Action ED 4.1	Education and Emerging Sectors	DCP, CMO	On-going	Coordination/ outreach	N
Action ED 4.2	Summer Job Programs	CS	On-going	Coordination/ outreach	N
Action ED 4.3	Wake County Retraining Coordination	CS	On-going	Coordination/ outreach	N
D.5 Economic Development and Land Use					
Action ED 5.1	Certification of Industrial Sites	DCP	On-going	Coordination/ outreach	N
Action ED 5.2	Targeted Economic Development Plans	DCP, CD	On-going	Coordination/ outreach	N
Action ED 5.3	Infrastructure Investments in Underperforming Areas	DCP, PW	On-going	Study/ plan	N
Action ED 5.4	Capital Improvement Funding	DOF, B&MS, DCP	On-going	Systems/ support	N
Action ED 5.5	Reserved				
Action ED 5.6	Disposal of City-Owned Land	DCP, CAO, B&MS	Mid-term	Program/ organization	N
D.6 Hospitality and Tourism					
Action ED 6.1	Downtown Cultural Investments	CMO, RCCC	On-going	Systems/ support	N
Action ED 6.2	Downtown Tourism Itineraries	DCP, RCCC, PA	Long-term	Coordination/ outreach	N
Action ED 6.3	Cultural Resource Preservation	DCP, CMO	On-going	Development regulations	N
D.7 Creative Industries					
Action ED 7.1	Reserved				
Action ED 7.2	Downtown Arts Development	CMO, DCP	On-going	Program/ organization	N
D.8 Organization Structure and Functions					
Action ED 8.1	Economic Development Vision and Strategic Plan	DCP, CMO, CD	Mid-term	Study/ plan	N
Action ED 8.2	Economic Development Annual Report	DCP	Long-term	Program/ organization	N
Action ED 8.3	Economic Development Administration	DCP, CMO	On-going	Program/ organization	N
Action ED 8.4	Economic Development Communication	DCP, CMO	On-going	Coordination/ outreach	N
Action ED 8.5	Reinvestment Partnerships	DCP, CMO	On-going	Coordination/ outreach	N
Action ED 8.6	Reserved				
Action ED 8.7	Prioritization Methodology	DCP, CD	Mid-term	Program/ organization	N
ELEMENT E HOUSING					
E.1 Quality and Diversity of Housing					
Action H 1.1	Affordable Rental Program Expansion	CD	On-going	Systems/ support	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action H 1.2	Reserved				
Action H 1.3	Reserved				
Action H 1.4	Consistency Between Plans	DCP, CD, RHA	On-going	Coordination/ outreach	N
Action H 1.5	City and RHA Meetings	DCP, CD, RHA	On-going	Coordination/ outreach	N
E.2 Affordable and Workforce Housing					
Action H 2.1	Housing Trust Fund	CD	Mid-term	Financial	N
Action H 2.2	Community Land Trust	CD	Mid-term	Program/ organization	N
Action H 2.3	Inclusionary Housing Ordinance	CD, DCP	Mid-term	Program/ organization	N
Action H 2.4	Bundling Public Sites	CD, DCP, CAO	Mid-term	Systems/ support	N
Action H 2.5	Scattered Site Policy Change	CD, DCP	Short-term	Systems/ support	N
Action H 2.6	Review of Housing Loan Policies	CD	Mid-term	Study/ plan	N
Action H 2.7	Fast-Tracking Affordable Units	DCP, CAO	Mid-term	Development regulations	N
Action H 2.8	Review of Potential Barriers	DCP, CAO	Mid-term	Development regulations	N
Action H 2.9	Reserved				
Action H 2.10	Education Material for Removing Barriers	CD, DCP, WCPSS	Short-term	Coordination/ outreach	N
Action H 2.11	Reserved				
Action H 2.12	Monitoring of Expiring Subsidies	CD	On-going	Systems/ support	N
Action H 2.13	Foreclosure Acquisition	CD	Mid-term	Study/ plan	Y
Action H 2.14	Impact Fee Waivers	DOF, DCP	Mid-term	Financial	N
Action H 2.15	Reserved				
Action H 2.16	Housing Program Capacity	CD, PERS	On-going	Systems/ support	N
Action H 2.17	Land for Affordable Housing	CD, CMO	On-going	Program/ organization	
Action H 2.18	Sustainability Incentives	CD,DCP, CMO	Mid-term	Program/ organization	N
Action H 2.19	Create Partnership Program	CD	Mid-term	Program/ organization	N
Action H 2.20	Projects Involving City Owned Land	CMO, DCP	Mid-term	Program/ organization	N
Action H 2.21	Affordable Housing Production Goal	CD, DCP	Short-term	Study/ plan	N
Action H 2.22	Non-Profit Support	CMO, CD	Mid-term	Financial	Y
E.3 Supportive and Special Needs Housing					
Action H 3.1	Ending Homelessness Action Plan		Mid-term		

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action H 3.2	Very Low Income Rentals	CD	On-going	Systems/ support	N
Action H 3.3	Transitional and Emergency Housing	CD, CMO	On-going	Financial	N
Action H 3.4	Reserved				
Action H 3.5	Reserved				
E.4 Fair Housing, Universal Access and Aging in Place					
Action H 4.1	Tax Relief for Seniors	DOF, CD	Mid-term	Study/ plan	N
Action H 4.2	Fair Housing Ordinance Review	CD, CAO	Short-term	Development regulations	N
Action H 4.3	Reserved				
Action H 4.4	City Sponsored Residential Construction and Rehabilitation	CD	On-going	Program/ organization	N
Action H 4.5	Reserved				
ELEMENT F PARKS, RECREATION AND OPEN SPACE					
F.1 Planning for Parks					
Action PR 1.1	Parks Plan Update	PRCR	On-going	Study/ plan	N
Action PR 1.2	Greenway Plan Update	PRCR	Short-term	Study/ plan	N
F.2 Park System and land Acquisition					
Action PR 2.1	Innovative Strategies for Acquisition	PRCR	Short-term	Study/ plan	N
Action PR 2.2	Grant Requests and Partnerships	PRCR	On-going	Systems/ support	N
Action PR 2.3	Parkland Search Methodologies	PRCR	On-going	Systems/ support	N
Action PR 2.4	Facility Fee for Acquiring and Developing New Parks	PRCR	On-going	Systems/ support	N
Action PR 2.5	Reserved				
F.3 Greenway System Land and Trails					
Action PR 3.1	Capital Area Greenway	PRCR	Long-term	Systems/ support	Y
Action PR 3.2	Neuse River Land Acquisition	PRCR	On-going	Systems/ support	Y
Action PR 3.3	Neuse River Trail	PRCR	Mid-term	Systems/ support	Y
Action PR 3.4	Stream Buffer Acquisition	PW, PRCR	On-going	Systems/ support	Y
F.4 Recreational Facilities and Programs					
Action PR 4.1	Reserved				
Action PR 4.2	Sustainable Practice Development	PRCR	Short-term	Program/ organization	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action PR 4.3	Reserved				
Action PR 4.4	Creating Opportunities for Active Living Choices	PRCR	On-going	Systems/ support	Y
Action PR 4.5	Reserved				
Action PR 4.6	Comprehensive Aquatics Plan	PRCR	On-going	Systems/ support	Y
Action PR 4.7	Senior Center Feasibility Study	PRCR	Mid-term	Systems/ support	Y
F.5 Open Space and Special Landscapes					
Action PR 5.1	Mandatory Greenway Dedication	PRCR	On-going	Systems/ support	N
Action PR 5.2	Reserved				
Action PR 5.3	Streetscape, Gateway and Public Space Improvements	PRCR, CMO	On-going	Systems/ support	N
Action PR 5.4	Identifying Conservation Lands	PRCR	On-going	Systems/support	N
F.6 Management and Stewardship					
Action PR 6.1	Innovative Maintenance Strategies	PRCR	Long-term	Program/ organization	N
Action PR 6.2	Adopt-A-Park/ Adopt-A-Trail	PRCR	Mid-term	Systems/ support	Y
Action PR 6.3	System Integration Plan Implementation	PRCR	On-going	Systems/ support	N
Action PR 6.4	Historic Cemeteries	PRCR	Mid-term	Systems/ support	Y
Action PR 6.5	Awareness of Natural Resource Areas	PRCR	On-going	Coordination/ outreach	N
Action PR 6.6	Stewardship Capacity	PRCR, CMO	Mid-term	Systems/ support	N
ELEMENT G PUBLIC UTILITIES					
G.1 Sytems and Adequacy					
Action PU 1.1	Reserved				
Action PU 1.2	Reserved				
G.2 Utility Extensions					
Action PU 2.1	Reserved				
Action PU 2.2	Utility Plan Updates	CORPUD	On-going	Study/ plan	N
Action PU 2.3	Reuse Pipe Ordinance	CORPUD, DCP, CAO	Short-term	Development regulations	N
Action PU 2.4	Dual Plumbing Incentives	CORPUD	Mid-term	Study/ plan	N
Action PU 2.5	Merger Town Development Policies Regarding Utilities	DCP, CORPUD	On-going	Coordination/ outreach	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
G.3 Drinking Water					
Action PU 3.1	Falls Lake Water Supply Study	CORPUD	Mid-term	Study/ plan	N
Action PU 3.2	Reserved				
Action PU 3.3	Water Conservation	CORPUD, PA	On-going	Systems/ support	N
Action PU 3.4	Drought Tolerant Landscaping	DCP, CAO, PRCR	Long-term	Study/plan	N
Action PU 3.5	Reserved				
G.4 Wastewater Collection and Dispersal					
Action PU 4.1	Reserved				
Action PU 4.2	Pigeon House Branch Restoration	PW, CORPUD	Long-term	Study/ plan	Y
Action PU 4.3	Biosolids Target	CORPUD	Long-term	Program/ organization	N
Action PU 4.4	Methane Capture at Neuse River Plant	CORPUD	Mid-term	Program/ organization	N
Action PU 4.5	Solar Arrays at Neuse River Plant	CORPUD	Long-term	Study/ plan	Y
G.5 Stormwater					
Action PU 5.1	System Inventory and Illicit Discharge Protocol	PW	Mid-term	Program/ organization	N
Action PU 5.2	Stormwater Fee Review	PW	On-going	Systems/ support	N
Action PU 5.3	Drainage Basin Studies	PW	Long-term	Study/ plan	N
Action PU 5.4	Green Infrastructure Study	PW, PRCR	Mid-term	Study/ plan	N
Action PU 5.5	Stormwater Basin Solids Removal	PS	Long-term	Coordination/ outreach	N
G.6 Energy and Telecommunications					
Action PU 6.1	Distributed Generation Pilot Project	PS	Long-term	Program/ organization	N
Action PU 6.2	Cogeneration Pilot Project	OS, PS	Mid-term	Study/ plan	N
Action PU 6.3	Coordination with Utilities	DCP, CORPUD, PW	On-going	Coordination/ outreach	N
ELEMENT H COMMUNITY FACILITIES AND SERVICES					
H.1 Community Facilities and Services					
Action CS 1.1	Land Demand Projections	DCP, various	On-going	Study/ plan	N
Action CS 1.2	Sustainable Development Plans	OS, B&MS, various	Mid-term	Study/ plan	N
Action CS 1.3	Land Acquisition	B&MS, PRCR, RFD, CORPUD	On-going	Systems/ support	Y

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action CS 1.4	Reserved				
Action CS 1.5	Building Design Team	CMO, PRCR	Short-term	Program/ organization	N
Action CS 1.6	Retrofitting of Municipal Buildings	PRCR	Long-term	Systems/ support	Y
Action CS 1.7	Shared Space	CMO	On-going	Coordination/ outreach	N
H.2 Solid Waste					
Action CS 2.1	Enterprise Resource Planning and Solid Waste	SWS, IT, DOF	Mid-term	Program/ organization	N
Action CS 2.2	Full-Cost Accounting for Waste Management	SWS	Mid-term	Systems/ support	N
Action CS 2.3	Mandatory Recycling	SWS	Mid-term	Study/ plan	N
Action CS 2.4	Solid Waste Monitoring	SWS	Short-term	Program/ organization	N
Action CS 2.5	Alternative Waste Disposal Techniques	SWS	Mid-term	Study/ plan	N
Action CS 2.6	Solid Waste Services and Design Standards	SWS, CMO	Short-term	Coordination/ outreach	N
Action CS 2.7	Regulations for Recyclables Storage	DCP, CAO	Short-term	Development regulations	N
Action CS 2.8	Retrofits to Facilitate Recycling	SWS, DCP	Mid-term	Study/ plan	N
H.3 Public Safety					
Action CS 3.1	Reserved				
Action CS 3.2	Reserved				
Action CS 3.3	Reserved				
Action CS 3.4	Reserved				
Action CS 3.5	Training Facility Economics	RPD	Short-term	Study/ plan	N
Action CS 3.6	Police Training Center	RPD, PW	Short-term	Systems/ support	N
Action CS 3.7	Field Operation Units	RFD	On-going	Study/ plan	N
H.4 Fire and Emergency					
Action CS 4.1	Measuring Level of Service	DCP, RFD, RPD	Mid-term	Program/ organization	N
H.5 Health and Human Services					
Action CS 5.1	Reserved				
ELEMENT I URBAN DESIGN					
I.1 Raleigh's Identity					
Action UD 1.1	Wayfinding Improvements	PW, DCP	Long-term	Systems/ support	Y
Action UD 1.2	Falls of Neuse Corridor	DCP, PW	On-going	Systems/ support	N
Action UD 1.3	US-401 Corridor	DCP	On-going	Systems/ support	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action UD 1.4	Gateway Design in Focus Areas	DCP, PW, PRCR	Mid-term	Program/ organization	Y
Action UD 1.5	New Bern Avenue Planting Guidelines	PW, PRCR	On-going	Systems/ support	N
Action UD 1.6	Using Zoning to Achieve Design Goals	DCP, CAO	On-going	Development regulations	N
I.2 Design of Mixed-Use Developments					
Action UD 2.1	Reserved				
Action UD 2.2	Reserved				
I.3 Appearance and Function of Raleigh's Corridors					
Action UD 3.1	Reserved				
Action UD 3.2	Reserved				
Action UD 3.3	Reserved				
Action UD 3.4	Interstate Signage	PW	Long-term	Coordination/ outreach	N
I.4 Creating Inviting Public Spaces					
Action UD 4.1	Reserved				
I.5 Designing Successful Neighborhoods					
Action UD 5.1	LEED-ND Program	DCP, B&MS	Long-term	Systems/ support	N
Action UD 5.2	Reserved				
I.6 Pedestrian-Friendly Design					
Action UD 6.1	Reserved				
Action UD 6.2	Reserved				
I.7 Design Guidelines					
Action UD 7.1	Reserved				
Action UD 7.2	Reserved				
Action UD 7.3	Reserved				
Action UD 7.4	Reserved				
Action UD 7.5	Reserved				
Action UD 7.6	Reserved				
Action UD 7.7	Reserved				
Action UD 7.8	Reserved				
ELEMENT J HISTORIC PRESERVATION					
J.1 Raleigh's Historic Identity					

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action HP 1.1	Historic View Corridors	DCP	Mid-term	Study/ plan	N
Action HP 1.2	Evaluation of Archaeological Significance	DCP	Short-term	Study/ plan	N
Action HP 1.3	Cultural Tourism Marketing	DCP, RCCC	On-going	Coordination/ outreach	N
Action HP 1.4	Wayfinding Signage	DCP, PW	Long-term	Systems/ support	N
Action HP 1.5	Special Street Signs	DCP, PW	Mid-term	Study/ plan	N
J.2 Planning, Zoning and Neighborhood Conservation					
Action HP 2.1	Existing Survey and Designation Reports	DCP	On-going	Systems/support	N
Action HP 2.2	Periodic Updates of Survey	DCP	On-going	Study/ plan	N
Action HP 2.3	Historic Resource GIS Data	DCP, IT	On-going	Systems/ support	N
Action HP 2.4	Historic Landscape Surveys	DCP	Mid-term	Study/ plan	N
Action HP 2.5	Local Landmark Designation	DCP	Mid-term	Program/ organization	N
Action HP 2.6	Downtown Historic Overlays	DCP, CAO	Short-term	Development regulations	N
Action HP 2.7	Applying Zoning Regulations and Planning Tools	DCP, CAO	On-going	Development regulations	N
Action HP 2.8	Transfer of Development Rights	DCP	Mid-term	Study/ plan	N
Action HP 2.9	Reserved				
Action HP 2.10	Preservation Criteria for Capital Projects	DCP	Mid-term	Program/ organization	N
Action HP 2.11	Assessing Impacts to Historic Resources	DCP, CAO, INSP	Mid-term	Development regulations	N
Action HP 2.12	Economic Hardship Provisions	DCP	Mid-term	Program/ organization	N
J.3 Housing and Building Codes, Rehabilitation, and Adaptive Reuse					
Action HP 3.1	Parking Reduction for Adaptive Use	DCP	On-going	Development regulations	N
Action HP 3.2	Historic Resources and Affordable Housing	DCP	Mid-term	Study/ plan	N
Action HP 3.3	Housing Code and Preservation Coordination	DCP, INSP	On-going	Coordination/ outreach	N
Action HP 3.4	City Repair and/or Acquisition	DCP, INSP	Mid-term	Program/ organization	N
Action HP 3.5	Unsafe Building Code and Preservation	DCP, INSP	Mid-term	Study/ plan	N
Action HP 3.6	Demolition Permit Conditions	DCP, CAO, INSP	Short-term	Development regulations	N
Action HP 3.7	Demolition Denial Criteria	DCP, INSP	Short-term	Study/ plan	N
J.4 Coordination and Outreach					
Action HP 4.1	Public Outreach	DCP	On-going	Coordination/ outreach	N
Action HP 4.2	Preservation Advocacy Group	DCP	Long-term	Program/ organization	N
Action HP 4.3	Rehabilitation Development Corporation	DCP, CD	Long-term	Program/ organization	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action HP 4.4	In The Districts Newsletter	DCP	Short-term	Systems/ support	N
Action HP 4.5	Certified Local Government	DCP	On-going	Systems/ support	N
Action HP 4.6	Preserve America Designation	DCP	Mid-term	Coordination/ outreach	N
J.5 Funding and Incentives					
Action HP 5.1	Historic Overlay District Tax Deferral	DCP	Mid-term	Coordination/ outreach	N
Action HP 5.2	Historic Preservation Loan Fund	DCP	Mid-term	Study/ plan	N
Action HP 5.3	Preservation Easements and Acquisition	DCP	On-going	Coordination/ outreach	N
Action HP 5.4	Preserve America Grants	DCP	Mid-term	Financial	N
Action HP 5.5	Property Tax Freeze for Certified Rehab	DCP	Mid-term	Coordination/ outreach	N
ELEMENT K ARTS AND CULTURE					
K.1 Public Art					
Action AC 1.1	Comprehensive Art Program	CMO	Short-term	Coordination/ outreach	N
Action AC 1.2	Public Art Master Plan	CMO, DCP, PRCR	Mid-term	Study/ plan	N
Action AC 1.3	Public Art Approval Process	CMO	Short-term	Program/ organization	N
Action AC 1.4	Public Art Funding	CMO	Mid-term	Study/ plan	N
Action AC 1.5	Density Bonuses for Art	DCP, CAO	Long-term	Study/ plan	N
Action AC 1.6	Public Art Installations	CMO	On-going	Systems/ support	Y
K.2 Art and Entertainment Districts					
Action AC 2.1	Arts Overlay Zones	DCP, CAO	Mid-term	Development regulations	N
Action AC 2.2	Cultural Enterprise Zones	DCP, CAO	Mid-term	Development regulations	N
Action AC 2.3	Arts in RFPs	DCP, CMO	Short-term	Systems/ support	N
Action AC 2.4	Moore Square, Glenwood and Warehouse Arts Districts	DCP, CAO	Short-term	Development regulations	N
K.3 Arts and Cultural Venues					
Action AC 3.1	Underwriting Arts Costs	PRCR, CMO	Short-term	Program/ organization	N
Action AC 3.2	Venue Inventory	CMO, PRCR	On-going	Systems/ support	N
Action AC 3.3	Reserved				
K.4 Economic Development Through the Arts					
Action AC 4.1	Attracting Artists	CMO	On-going	Program/ organization	N
Action AC 4.2	Arts and Music Partnership	CMO	Mid-term	Program/ organization	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action AC 4.3	Cultural Directory	CMO	Short-term	Coordination/ outreach	N
Action AC 4.4	Cultural Tours	CMO	On-going	Coordination/ outreach	N
Action AC 4.5	Action Blueprint for Raleigh Arts	CMO	On-going	Systems/ support	N
K.5 Artistic and Cultural Identity					
Action AC 5.1	South Park and Olde East Cultural District	DCP, CD	Mid-term	Systems/ support	N
Action AC 5.2	Cultural Heritage Office	DCP, CMO, RCCC	Long-term	Program/ organization	N
ELEMENT L REGIONAL AND INTER-JURISDICTIONAL COORDINATION					
L.1 Transportation Investments					
Action RC 1.1	Reserved				
Action RC 1.2	Regional Transit Vision	OTP, PW	Mid-term	Financial	Y
Action RC 1.3	Reserved				
L.2 Land Use and Growth Management					
Action RC 2.1	Regional Growth Management Agreement	DCP, CMO	Mid-term	Coordination/ outreach	N
Action RC 2.2	Regional Growth Management Initiatives	DCP, PW	On-going	Coordination/ outreach	N
Action RC 2.3	State and County Role in Park Acquisition	PRCR, CMO	Long-term	Coordination/ outreach	N
Action RC 2.4	Rural Development Guidelines	DCP, CAO	Long-term	Development regulations	N
Action RC 2.5	Reserved				
Action RC 2.6	Regional Land Use Maps	DCP	Mid-term	Program/ organization	N
Action RC 2.7	Inter-local Agreement on Affordable Housing	CD, CMO	Mid-term	Coordination/ outreach	N
L.3. Economic Development Initiatives					
Action RC 3.1	Job Retraining Programs	DCP, CMO	On-going	Coordination/ outreach	N
Action RC 3.2	Research Triangle Regional Partnership	DCP, CMO	On-going	Coordination/ outreach	N
Action RC 3.3	Green Technology Strategy	DCP, CMO	Mid-term	Study/ plan	N
L.4 Education Investments					
Action RC 4.1	School Enrollment Projections	DC	On-going	Systems/ support	N
Action RC 4.2	Financing of School Construction	DCP, DOG	Short-term	Study/ plan	N
Action RC 4.3	Partnerships with Design and Construction Staff	DCP, PW, CORPUD	On-going	Coordination/ outreach	N
Action RC 4.4	Rezoning Impacts on Schools	DCP	On-going	Systems/ support	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action RC 4.5	Distance Learning	IT, HR	Long-term	Coordination/ outreach	N
Action RC 4.6	Reserved				
Action RC 4.7	School Site Location Working Group	DCP	On-going	Coordination/ outreach	N
L.5 Public Libraries					
Action RC 5.1	Downtown and North Hills Branch Libraries	CMO	Long-term	Coordination/ outreach	Y
Action RC 5.2	Wake County Coordination on Library Siting	DCP	On-going	Systems/ support	N
L.6 Environmental Sustainability and Natural Resources					
Action RC 6.1	Neuse River Corridor Extension	PRCR	Long-term	Study/ plan	Y
Action RC 6.2	Participation in UNRBA Initiatives	PW, CORPUD	On-going	Coordination/ outreach	N
Action RC 6.3	Stormwater Discharge Alternatives	PW	On-going	Systems/ support	N
Action RC 6.4	Air Pollution Mitigation Projects	OTP, PW	Mid-term	Study/ plan	N
Action RC 6.5	Regional Open Space Plan	PRCR, DCP	Mid-term	Study/ plan	N
Action RC 6.6	Regional Climate Action Planning	DCP	Long-term	Study/ plan	N
Action RC 6.7	Wildlife Habitats	PRCR, DCP	On-going	Coordination/ outreach	N
L.7 Public Facilities and Infrastructure					
Action RC 7.1	Solid Waste Plan Implementation	SWS	On-going	Systems/ support	N
Action RC 7.2	Emergency Water Transmission	CORPUD	On-going	Coordination/ outreach	N
Action RC 7.3	Landfill Capacity Monitoring	SWS	On-going	Systems/ support	N
Action RC 7.4	Regional Stormwater Management Plan	PW	On-going	Systems/ support	N
ELEMENT M DOWNTOWN RALEIGH					
M.1 Future Land Uses					
Action DT 1.1	Reserved				
Action DT 1.2	Form-Based Zoning in Downtown	DCP	Short-term	Study/ plan	N
Action DT 1.3	Downtown Plan	DCP	Mid-term	Study/ plan	N
Action DT 1.4	Downtown Infrastructure	PW, CORPUD	Mid-term	Study/ plan	N
Action DT 1.5	Downtown Strategic Plan Update	DCP, PW	Mid-term	Study/ plan	N
Action DT 1.6	Development Site Database	DCP	Mid-term	Study/ plan	N
Action DT 1.7	Disposal of City-Owned Land	DCP, CMO, B&MS	Mid-term	Study/ plan	N
Action DT 1.8	Identifying Transition Areas	DCP	On-going	Systems/support	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action DT 1.9	Reserved				
Action DT 1.10	Reserved				
Action DT 1.11	Reserved				
M.2 Transportation					
Action DT 2.1	Expand the Downtown Grid	DCP, PW	Long-term	Study/ plan	Y
Action DT 2.2	Lane Striping Study	OTP, PW	Mid-term	Study/ plan	N
Action DT 2.3	Downtown Public Realm Study	DCP, PW, PRCR	Mid-term	Systems/ support	Y
Action DT 2.4	Reserved				
Action DT 2.5	Downtown Streetscapes	DCP, CAO, PW	Short-term	Development regulations	N
Action DT 2.6	Priority Pedestrian Street Improvements	DCP, PW, B&MS	Mid-term	Systems/ support	Y
Action DT 2.7	Pedestrian Counts	OTP, PW, DCP	On-going	Study/ plan	N
Action DT 2.8	Green Street Design Standards	PW, DCP, PRCR	Long-term	Study/ plan	N
Action DT 2.9	Incorporate Greenways in the Pedestrian Network	PW, PRCR, DCP	Mid-term	Systems/ support	N
Action DT 2.10	Alleyway Study	OTP, PW, DCP	Mid-term	Study/ plan	N
Action DT 2.11	Downtown Circulators	PW	Mid-term	Systems/ support	Y
Action DT 2.12	Downtown Fixed Rail Transit Study	OTP, DCP, PW	Short-term	Study/ plan	N
Action DT 2.13	Car Sharing and City Vehicles	PW	Short-term	Program/ organization	N
Action DT 2.14	Moore Square Station Redesign	PW, DCP	Mid-term	Systems/ support	Y
Action DT 2.15	Reserved				
Action DT 2.16	Reserved				
Action DT 2.17	Reserved				
Action DT 2.18	Reserved				
Action DT 2.19	Reserved				
M.3 Economic Development					
Action DT 3.1	Financial Assistance for New Retailers	DCP, CMO	Long-term	Study/ plan	N
Action DT 3.2	Façade Improvement Incentives	DCP	On-going	Systems/ support	N
Action DT 3.3	Retail Study Implementation	DCP	Mid-term	Coordination/ outreach	N
Action DT 3.4	Downtown Retail Space Inventory	DCP	On-going	Coordination/ outreach	N
Action DT 3.5	Downtown Economic Development Study	DCP	Mid-term	Study/ plan	N
Action DT 3.6	Promotion of Downtown Assistance Programs	DCP, CMO	Mid-term	Coordination/ outreach	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
Action DT 3.7	Coordinating Downtown Business Programs	DCP, CMO	Long-term	Coordination/ outreach	N
Action DT 3.8	Heritage Tourism in Downtown	DCP, PA	Mid-term	Coordination/ outreach	N
Action DT 3.9	Concessions in Downtown Squares	DCP, PRCR, CMO, CAO	Long-term	Coordination/ outreach	N
Action DT 3.10	Coordinating Heritage Tourism Organizations	RCCC	On-going	Coordination/ outreach	N
Action DT 3.11	Support for Creative Talent	CMO	Long-term	Program/ organization	N
Action DT 3.12	Recruiting Hospitality Uses	CMO, DCP	On-going	Coordination/ outreach	N
M.4 Housing					
Action DT 4.1	Reserved				
Action DT 4.2	Promoting Downtown as a Neighborhood	DCP	On-going	Coordination/ outreach	N
Action DT 4.3	Tools and Regulations for Affordable Housing	DCP, CAO, CD	Long-term	Development regulations	N
M.5 Parks, Recreation and Open Space					
Action DT 5.1	Fees for Open Space	DCP, DOG, PRCR	Long-term	Program/ organization	N
Action DT 5.2	Downtown Parks Plan	PRCR, DCP	Short-term	Study/ plan	Y
Action DT 5.3	Reserved				
Action DT 5.4	BID Open Space Improvements	CMO	Mid-term	Systems/ support	N
Action DT 5.5	Halifax Mall	DCP, PRCR	Short-term	Study/ plan	N
Action DT 5.6	Chavis Park	PRCR	Mid-term	Study/ plan	Y
Action DT 5.7	Downtown College Athletic Space	CMO, PRCR	On-going	Coordination/ outreach	Y
M.6 Community Facilities and Services					
Action DT 6.1	Downtown Library	DCP, WCCS	Mid-term	Coordination/ outreach	N
M.7 Urban Design					
Action DT 7.1	Reserved				
Action DT 7.2	Downtown Planting Standards	DCP, PRCR	Short-term	Development regulations	N
Action DT 7.3	Nash and Moore Square Improvements	DCP, PRCR	Long-term	Study/ plan	Y
Action DT 7.4	Caswell Square	DCP, PRCR, B&MS	Long-term	Coordination/ outreach	N
Action DT 7.5	Moore and Nash Square Ownership	CMO, PRCR	Long-term	Program/ organization	N
Action DT 7.6	Regulations for Building Crowns	DCP, CAO	Short-term	Development regulations	N
Action DT 7.7	Reopening New Bern	PW	Long-term	Study/ plan	N
Action DT 7.8	Wayfinding System Enhancement	DCP, PW	Long-term	Study/ plan	Y

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
AREA PLANS					
AP-1. Arena Small Area Plan (adopted 7/17/01)					
Action AP-A-1	Hillsborough Street Streetscape Improvements	DCP, PW	Long-term	Program/ organization	Y
Action AP-A-2	Trinity Road Streetscape Plan	OTP, DCP	Mid-term	Study/ plan	N
Action AP-A-3	Arena Area Bus Line	PW	Mid-term	Systems/ support	Y
AP-2. Avent West Neighborhood Plan (adopted 3/15/05)					
Action AP-AW-1	Traffic Calming on Beltline Accessways	PW	Mid-term	Study/ plan	N
Action AP-AW-2	Kent Road Parking	PW	Short-term	Study/ plan	N
Action AP-AW-3	Avent West Stop Signs	PW	Short-term	Study/ plan	N
Action AP-AW-4	Avent Ferry Crosswalk	PW	Short-term	Systems/ support	Y
Action AP-AW-5	Avent West Greenway Links	PRCR, PW	Long-term	Systems/ support	Y
Action AP-AW-6	Athens Drive School Crossing	PW	Mid-term	Study/ plan	N
Action AP-AW-7	Athens West Sidewalks	PW, PRCR	Mid-term	Study/ plan	N
Action AP-AW-8	Lake Dam Road Crosswalk	PW	Short-term	Systems/ support	Y
Action AP-AW-9	Western Boulevard Median Replacement	OTP, PW	Mid-term	Systems/ support	N
AP-3. Brier Creek Village Center Plan (adopted 4/6/04)					
Action AP-BC-1	Reserved				
Action AP-BC-2	CORE Transit Loop Coordination	DCP, PW	On-going	Coordination/ outreach	N
Action AP-BC-3	Brier Creek Village Center Traffic Planning Coordination	PW, DCP	On-going	Study/ plan	N
AP-4. Cameron Park Neighborhood Plan (adopted 7/20/04)					
Action AP-CP-1	Hillsborough Streetscape Improvements	OTP, PW, DCP	Mid-term	Systems/ support	Y
Action AP-CP-2	Cameron Park Neighborhood Conservation Overlay District	DCP, CAO	Short-term	Development regulations	N
Action AP-CP-3	Reserved				
Action AP-CP-4	West Park Drive Curb	PW	Mid-term	Systems/ support	Y
Action AP-CP-5	College Place Parking Study	PW	Short-term	Study/ plan	N
Action AP-CP-6	Oberlin Road Lane Study	OTP, PW	Mid-term	Study/ plan	N
AP-5. Crabtree Small Area Plan (adopted 6/4/02)					
Action AP-C-1	Glenwood Avenue Pedestrian Bridge	OTP, PW, PRIV	Short-term	Systems/ support	Y

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
AP-6. Downtown West Gateway					
Action AP-DWG-1	Reserved				
Action AP-DWG-2	Industrial-2 Rezoning	DCP, CAO	Mid-term	Development regulations	N
Action AP-DWG-3	South Saunders Rezoning	DCP, CAO	Mid-term	Development regulations	N
Action AP-DWG-4	Two-Way Traffic Conversions	PW, DCP	Short-term	Development regulations	Y
Action AP-DWG-5	Streetscape Improvements	OTP, DCP, PW	Mid-term	Systems/ support	Y
Action AP-DWG-6	Reserved				
Action AP-DWG-7	Railroad Wye Rail Yard	DCP, PW	Mid-term	Study/ plan	N
Action AP-DWG-8	Reserved				
Action AP-DWG-9	Street and Pedestrian Connections	OTP, PW, DCP	Short-term	Study/ plan	N
Action AP-DWG-10	Boylan Avenue Pedestrian Connection	OTP, PW, DCP	Short-term	Study/ plan	N
Action AP-DWG-11	Rosengarten Greenway	PRCR, DCP	Mid-term	Systems/ support	Y
Action AP-DWG-12	Rosengarten Street Extension	PW, DCP	Mid-term	Systems/ support	N
Action AP-DWG-13	Saunders North Redevelopment Plan Implementation	CD, DCP	Short-term	Financial	Y
AP-8. Falls of Neuse Corridor Plan (adopted 11/21/06)					
Action AP-FON-1	Falls of Neuse Multi-Purpose Path	PW	Short-term	Systems/ support	Y
Action AP-FON -2	Durant/Shadowlawn Drive Connections	PW, PRIV	Long-term	Systems/ support	N
Action AP-FON -3	Dehijuston/Raven Ridge Road Connection	PW, PRIV	Long-term	Systems/ support	N
Action AP-FON -4	Dunn/Falls of Neuse Access	PW, PRIV	Long-term	Study/ plan	N
Action AP-FON -5	Reserved				
AP-13. King Charles Neighborhood Plan (adopted 9/21/04)					
Action AP-KC-1	King Charles Rezoning	DCP, CAO	Short-term	Development regulations	N
Action AP-KC-2	Reserved				
Action AP-KC-3	King Charles Park Revitalization	PRCR	Mid-term	Program/ organization	Y
Action AP-KC-4	Raleigh Blvd/New Bern Streetscape Improvements	DCP, PW	Long-term	Program/ organization	Y
Action AP-KC-5	Reserved				
Action AP-KC-6	King Charles Traffic Circle	PRCR	Long-term	Systems/ support	Y
Action AP-KC-7	New Bern Bus Stop Improvements	PW	Mid-term	Systems/ support	Y

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
AP-14. Mission Valley Small Area Plan (adopted 4/17/07)					
Action AP-MV-1	Reserved				
AP-15. Olde East Raleigh Small Area Plan (adopted 9/18/07)					
Action AP-OER-1	Olde East Raleigh NCOD	DCP, CAO	Long-term	Development regulations	N
Action AP-OER-2	Olde East Raleigh Capital Improvements	OTP, DCP, PW	On-going	Coordination/ outreach	Y
Action AP-OER-3	Olde East Raleigh Redevelopment Plan Amendments	CD, DCP	Mid-term	Study/ plan	N
Action AP-OER-4	Olde East Raleigh Rezoning	DCP, CAO	Short-term	Development regulations	N
AP-17. South Park Neighborhood Plan (adopted 5/15/07)					
Action AP-SP-1	South Park Pedestrian Improvements	OTP, PW	Mid-term	Systems/ support	Y
Action AP-SP-2	Garner Road Pedestrian Improvements	PW	Mid-term	Systems/ support	Y
Action AP-SP-3	South Park Redevelopment	CD, DCP	Mid-term	Study/ plan	N
Action AP-SP-4	South Park Zoning Amendment	DCP, CAO	Short-term	Development regulations	N
AP-21. Wade-Oberlin Small Area Plan (adopted 11/5/03)					
Action AP-WO-1	Wade-Oberlin Streetscape Plan	DCP, PW	Mid-term	Study/ plan	Y
Action AP-WO-2	Daniels Street and Oberlin Road Cross-Section Standards	DCP, PW	Mid-term	Study/ plan	N
Action AP-WO-3	Oberlin Road Historic Program	DCP, CD	Long-term	Coordination/ outreach	N
Action AP-WO-4	Wade-Oberlin Intersection Studies	OTP, PW	Short-term	Study/ plan	N
Action AP-WO-5	Cameron Village Bus Loop	PW	Long-term	Systems/ support	Y
Action AP-WO-6	Cameron Street Improvements	PW	Long-term	Coordination/ outreach	N
Action AP-WO-7	Wade-Oberlin Urban Greenway	PRCR	Long-term	Study/ plan	Y
AP-22. Wake Crossroads Small Area Plan (adopted 2/15/05)					
Action AP-WC-1	Wake Crossroads Greenway	PRCR	Long-term	Systems/ support	Y
Action AP-WC-2	Reserved				
Implementing the Plan					
ELEMENT N IMPLEMENTATION					
N.1 Zoning Regulations and Consistency					
Action IM 1.1	Reserved				
Action IM 1.2	Annual Review of Development Regulations	DCP, CAO	On-going	Development regulations	N

Number	Action	Responsible Agency	Time Frame	Action Type	Capital Funds Needed (Y/N)
N.2 Relation to Capital Improvement Planning and Other City Plans					
Action IM 2.1	CIP Review Criteria	B&MS, DCP, CMO	Short-term	Systems/ support	N
Action IM 2.2	Revision of Other Plans	DCP, various	Mid-term	Study/ plan	N
N.3 Comprehensive Plan Updates and Amendments					
Action IM 3.1	Reserved				
Action IM 3.2	Annual Progress Report	DCP	On-going	Program/ organization	N
Action IM 3.3	Monitoring of Existing Conditions	DCP, IT	Long-term	Program/ organization	N
Action IM 3.4	Data Book Updates	DCP	On-going	Systems/ support	N
N.4 Small Area Studies					
Action IM 4.1	Area Study Priorities	DCP	Long-term	Study/ plan	N
Action IM 4.2	Area Studies and Comprehensive Plan Amendments	DCP	On-going	Program/ organization	N
Action IM 4.3	Area Studies and the CIP	B&MS	On-going	Program/ organization	N

Number	Action	Responsible Agency	Time Frame	Action Type	Status	Capital Funds Needed (Y/N)
ELEMENTS OF THE COMPREHENSIVE PLAN - COMPLETED ACTION ITEMS						
ELEMENT A LAND USE						
A.1 Future Land Uses						
Action LU 1.1	Zoning Update	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 1.2	Zoning Innovations	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 1.5	Incorporate Adopted Regulations into Zoning	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 1.6	Update Subdivision and Site Plan Regulations	DCP, CAO	Short-term	Development regulations	Completed	N
A.2 City-wide Growth						
Action LU 2.2	Zoning for Smarter Growth	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 2.3	Strengthening Site Plan Standards	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 2.4	Linking Development and Infrastructure	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 2.5	Regulatory Incentives	DCP, CAO	Short-term	Development Regulations	Completed	N
Action LU 2.7	Land Conservation Approaches	DCP, CAO	Short-term	Development regulations	Completed	N
A.4 Land Use and Transportation Coordination						
Action LU 4.1	Accommodating Mixed Uses	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 4.2	Connective Site design	DCP, CAO	Short-term	Development regulations	Completed	N
A.5 Land Use Compatibility						
Action LU 5.1	Buffering and Screening Regulations	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 5.2	Interface Area Standards	DCP	Short-term	Study/ plan	Completed	N
Action LU 5.3	Zoning Changes to Reduce Conflicts	DCP, CAO	Short-term	Development regulations	Completed	N

Number	Action	Responsible Agency	Time Frame	Action Type	Status	Capital Funds Needed (Y/N)
A.6 Mixed Use Development						
Action LU 6.1	Zoning Standards for Mixed Use	DCP, CAO	Short-term	Development regulations	Completed	N
A.7 Commercial District and Corridors						
Action LU 7.1	Zoning Changes to Reduce Land Use Conflicts in Commercial Zones	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 7.2	Height and Bulk Hierarchy	DCP, CAO	Short-term	Development regulations	Completed	N
A.8 Neighborhood Conservation and Development						
Action LU 8.1	Common Open Space	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 8.2	Open Space Networks	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 8.4	Infill Standards	DCP, CAO	Mid-term	Development regulations	Completed	N
Action LU 8.5	Infill Procedures	DCP	Short-term	Development regulations	Completed	N
A.9 Research and Development/Institutional Land Uses						
Action LU 9.1	Zoning for the Tech Sector	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 9.3	Institutional Overlay District	DCP, CAO	Short-term	Development regulations	Completed	N
A.10 Retail Land Uses						
Action LU 10.1	Performance Standards for Big Box Retail	DCP, CAO	Short-term	Development regulations	Completed	N
A.11 Industrial Land Uses						
Action LU 11.1	Industrial Zoning Amendments	DCP, CAO	Short-term	Development regulations	Completed	N
Action LU 11.2	Industrial Land Use Compatibility	DCP, CAO	Short-term	Development regulations	Completed	N
A.12 Large Site Development						
Action LU 12.1	PDD Revisions for Large Sites	DCP, CAO	Short-term	Development regulations	Completed	N

Number	Action	Responsible Agency	Time Frame	Action Type	Status	Capital Funds Needed (Y/N)
ELEMENT B TRANSPORTATION						
B.1 Land Use and Transportation Coordination						
Action T 1.2	Transportation Impact Analysis	PW, DCP, CAO	Short-term	Development regulations	Completed	N
B.2 Roadway System and Transportation Demand Management						
B.3 Complete Streets: Hierarchy and Design						
Action T 3.1	Designation of Complete Streets	DCP, PW	Short-term	Program/organization	Completed	N
Action T 3.2	Redefining Road Classification	PW	On-going	Program/organization	Completed	N
Action T 3.3	Street, Sidewalk and Driveway Access Handbook	DCP, PW	Short-term	Development regulations	Completed	N
B.4 Public Transportation						
Action T 4.13	Transit Stop Design	PW	Short-term	Program/organization	Completed	N
B.5 Pedestrian and Bicycle Circulation						
Action T 5.1	Sidewalk Inventory	PW	Mid-term	Study/ plan	Completed	N
Action T 5.2	Updating Sidewalk Standards	DCP, CAO, PW	Short-term	Development regulations	Completed	N
Action T 5.3	Sidewalk Requirements	DCP, CAO, PW	Short-term	Development regulations	Completed	N
Action T 5.4	Sidewalk Funding	PW	Short-term	Program/organization	Completed	Y
Action T 5.7	Bicycle and Pedestrian Coordinator	CMO, PW	Short-term	Financial	Completed	Y
Action T 5.8	Pedestrian and Bicycle Facilities in Development Regulations	DCP, CAO, PW	Short-term	Development regulations	Completed	N
Action T 5.13	Pedestrian Plan	PW	Short-term	Study/ plan	Completed	N
B.6 Parking Management						
Action T 6.1	Large Surface Lots	DCP, CAO	Short-term	Development regulations	Completed	N
Action T 6.3	Parking Study Implementation	DCP, CAO	Short-term	Development regulations	Completed	N

Number	Action	Responsible Agency	Time Frame	Action Type	Status	Capital Funds Needed (Y/N)
Action T 6.4	Criteria for Changing On-Street Parking Regulations	PW	Mid-term	Program/organization	Completed	N
Action T 6.5	Parking Lot Landscaping	DCP, CAO	Short-term	Development regulations	Completed	N
B.7 Transportation Safety Improvements						
B.8 Commercial Truck and Rail Freight						
ELEMENT C ENVIRONMENTAL PROTECTION						
C.1 Energy Security and Climate Change Preparedness						
Action EP 1.2	Public Facility Energy Audit	PRCR	Short-term	Study/ plan	Completed	N
Action EP 1.7	Green Training	WCES	Short-term	Coordination/ outreach	Completed	N
C.2 Design with Nature						
Action EP 2.5	Environmental Feature Protection	DCP, CAO	Short-term	Development regulations	Completed	N
C.3 Water Quality and Conservation						
C.4 Flood Reduction and Preparedness						
C.5 Tree Canopy Conservation and Growth						
Action EP 5.1	Tree and Landscape Ordinance Amendments	DCP, CAO, P&R	Short-term	Development regulations	Completed	N
C.6 Wildlife and Habitat Protection and Preservation						
C.7 Material Resource Management						
Action EP 7.2	Composting	SWS	On-going	Coordination/ outreach	Completed	N
C.8 Light and Noise Pollution Controls						
Action EP 8.1	Lighting Regulation	PW, CAO, INSP	Mid-term	Development regulations	Completed	N
C.9 Environmental Education, Awareness and Coordination						
Action EP 9.6	Urban Agriculture Regulations	DCP, CAO, CMO	Short-term	Development regulations	Completed	N
ELEMENT D ECONOMIC DEVELOPMENT						
D.1 Commercial Corridor Reinvestment						

Number	Action	Responsible Agency	Time Frame	Action Type	Status	Capital Funds Needed (Y/N)
Action ED 1.2	Mixed-Use Zoning Incentives	DCP, CAO	Short-term	Development regulations	Completed	N
D.2 Neighborhood Reinvestment						
Action ED 2.6	Neighborhood Commercial Regulations	DCP, CAO	Short-term	Development regulations	Completed	N
D.3 Entrepreneurs and Business Development						
Action ED 3.4	Home Based and Cottage Industry Regulation	DCP, CAO	Short-term	Development Regulations	Completed	N
D.4 Workforce Training and Access to Employment						
D.5 Economic Development and Land Use						
Action ED 5.5	Mixed-Use Zoning Incentives	DCP, CAO	Short-term	Development regulations	Completed	N
D.6 Hospitality and Tourism						
D.7 Creative Industries						
D.8 Organization Structure and Functions						
Action ED 8.6	Economic Development Website	DCP	Short-term	Program/organization	Completed	N
ELEMENT E HOUSING						
E.1 Quality and Diversity of Housing						
Action H 1.2	Zoning for Mixed Income	DCP, CAO	Short-term	Development regulations	Completed	N
E.2 Affordable and Workforce Housing						
Action H 2.9	Accessory Dwelling Unit Standards	DCP, CAO	Short-term	Development regulations	Completed	N
Action H 2.11	Parking Reductions	DCP, CAO	Short-term	Development regulations	Completed	N
Action H 2.15	Affordable Property Assessments	DOF	Short-term	Study/ plan	Completed	N
E.3 Supportive and Special Needs Housing						
Action H 3.5	Rooming Houses and Transitional Housing	DCP, CAO	Short-term	Development regulations	Completed	N
E.4 Fair Housing, Universal Access and Aging in Place						

Number	Action	Responsible Agency	Time Frame	Action Type	Status	Capital Funds Needed (Y/N)
Action H 4.3	Universal Design and Lifecycle Housing	DCP, CAO	Short-term	Development regulations	Completed	N
Action H 4.5	Focus on the Housing Needs of teh Physically Challenged	DCP, CAO	Short-term	Development regulations	Completed	N
ELEMENT F PARKS, RECREATION AND OPEN SPACE						
F.1 Planning for Parks						
F.2 Park System and land Acquisition						
Action PR 2.5	Zoning Incentives for Recreation	DCP, PRCR	Short-term	Development regulations	Completed	N
F.3 Greenway System Land and Trails						
F.4 Recreational Facilities and Programs						
Action PR 4.1	ADA Accessibility Plan	PRCR	Short-term	Study/ plan	Completed	N
Action PR 4.3	Open Space in New Development	DCP, CAO, PRCR	Short-term	Development regulations	Completed	N
Action PR 4.5	Performance Standards for Recreation Facilities	DCP, CAO, PRCR	Short-term	Development regulations	Completed	N
F.5 Open Space and Special Landscapes						
F.6 Management and Stewardship						
ELEMENT G PUBLIC UTILITIES						
G.1 Sytems and Adequacy						
Action PU 1.1	Infrastructure Plans and Future Land Use Map	CORPUD	Short-term	Study/ plan	Completed	N
Action PU 1.2	Enterprise Resource Planning and Utility Rates	CORPUD, IT, DOF	Mid-term	Program/ organization	Completed	N
G.2 Utility Extensions						
Action PU 2.1	Update of Municipal Code	DCP, CAO, CORPUD	Short-term	Development regulations	Completed	N
G.3 Drinking Water						
Action PU 3.5	Water-Saving Incentives	CORPUD	Mid-term	Study/ plan	Completed	N
G.4 Wastewater Collection and Dispersal						
Action PU 4.1	Residential FOG Collection and Re-use Program	CORPUD, SWS	Mid-term	Program/ organization	Completed	N
G.5 Stormwater						

Number	Action	Responsible Agency	Time Frame	Action Type	Status	Capital Funds Needed (Y/N)
G.6 Energy and Telecommunications						
ELEMENT H COMMUNITY FACILITIES AND SERVICES						
H.1 Community Facilities and Services						
Action CS 1.4	Development Plans Review Group	CMO	Short-term	Program/organization	Completed	N
H.2 Solid Waste						
H.3 Public Safety						
Action CS 3.1	CPTED Development Plan Review	RPD, DS	Short-term	Systems/support	Completed	N
Action CS 3.2	CPTED Partnerships	RPD, DCP	Mid-term	Study/ plan	Completed	N
Action CS 3.3	Police Facility Plan	RPD	Mid-term	Study/ plan	Completed	N
Action CS 3.4	NE/NW Raleigh Field Offices	RPD	Mid-term	Study/ plan	Completed	N
H.4 Fire and Emergency						
H.5 Health and Human Services						
Action CS 5.1	Zoning for Health and Human Services	DCP	Short-term	Development regulations	Completed	N
ELEMENT I URBAN DESIGN						
I.1 Raleigh's Identity						
I.2 Design of Mixed-Use Developments						
Action UD 2.1	Regulatory Barriers to Mixed Use	DCP, CAO	Short-term	Development regulations	Completed	N
Action UD 2.2	Stepbacks for Taller Buildings	DCP, CAO	Short-term	Development regulations	Completed	N
I.3 Appearance and Function of Raleigh's Corridors						
Action UD 3.1	Corridor Overlay Districts	DCP, CAO	Short-term	Development regulations	Completed	N
Action UD 3.2	Undergrounding Utilities	PW	Long-term	Systems/support	Completed	Y
Action UD 3.3	Parking Lot Design Standards	DCP, CAO	Short-term	Development regulations	Completed	N
I.4 Creating Inviting Public Spaces						

Number	Action	Responsible Agency	Time Frame	Action Type	Status	Capital Funds Needed (Y/N)
Action UD 4.1	Open Space Standards	DCP, CAO	Short-term	Development regulations	Completed	N
I.5 Designing Successful Neighborhoods						
Action UD 5.2	Retaining Landscaping	DCP, CAO	On-going	Development regulations	Completed	N
I.6 Pedestrian-Friendly Design						
Action UD 6.2	Street Tree Provisions	DCP, P&R, CAO	Short-term	Development regulations	Completed	N
I.7 Design Guidelines						
Action UD 7.1	Lighting Standards	DCP, CAO	Short-term	Development regulations	Completed	N
Action UD 7.2	Zoning Code Review	DCP, CAO	Short-term	Development regulations	Completed	N
Action UD 7.3	Street, Sidewalk, and Driveway Access Handbook Revision	DCP, PW	Short-term	Development regulations	Completed	N
Action UD 7.4	Transit Supportive Design Guidelines	DCP, CAO	Short-term	Development regulations	Completed	N
Action UD 7.5	Siting of Service Equipment	DCP, CAO	Short-term	Development regulations	Completed	N
Action UD 7.6	Sign Ordinance Revisions	DCP, CAO	Short-term	Development regulations	Completed	N
Action UD 7.7	PBOD and PD-CU Overlay Revisions	DCP, CAO	Short-term	Development regulations	Completed	N
Action UD 7.8	Unity of Development	DCP, CAO	Short-term	Development regulations	Completed	N
ELEMENT J HISTORIC PRESERVATION						
J.1 Raleigh's Historic Identity						
J.2 Planning, Zoning and Neighborhood Conservation						
Action HP 2.9	Limited Historic Overlay District	DCP	Short-term	Study/ plan	Completed	N
J.3 Housing and Building Codes, Rehabilitation, and Adaptive Reuse						
J.4 Coordination and Outreach						
J.5 Funding and Incentives						

Number	Action	Responsible Agency	Time Frame	Action Type	Status	Capital Funds Needed (Y/N)
ELEMENT K ARTS AND CULTURE						
K.1 Public Art						
K.2 Art and Entertainment Districts						
K.3 Arts and Cultural Venues						
Action AC 3.3	Live/Work Regulations	DCP, CAO	Short-term	Development regulations	Completed	N
K.4 Economic Development Through the Arts						
K.5 Artistic and Cultural Identity						
ELEMENT L REGIONAL AND INTER-JURISDICTIONAL COORDINATION						
L.1 Transportation Investments						
Action RC 1.1	Transit Agency Coordination Plan	PW	Mid-term	Study/ plan	Completed	N
Action RC 1.3	Sales Tax Feasibility Study	DCP, PW	Short-term	Coordination/ outreach	Completed	N
L.2 Land Use and Growth Management						
Action RC 2.5	Developments of Regional Impact	PW, DCP	On-going	Coordination/ outreach	Completed	N
L.3. Economic Development Initiatives						
L.4 Education Investments						
Action RC 4.6	Pedestrian Access to Schools	DCP	On-going	Coordination/ outreach	Completed	N
L.5 Public Libraries						
L.6 Environmental Sustainability and Natural Resources						
L.7 Public Facilities and Infrastructure						
ELEMENT M DOWNTOWN RALEIGH						
M.1 Future Land Uses						
Action DT 1.1	Downtown Zoning District	DCP, CAO	Short-term	Development regulations	Completed	N
Action DT 1.9	Density Bonuses for Public Benefits	DCP, CAO	Short-term	Development regulations	Completed	N
Action DT 1.10	Zoning and High Density Development	DCP, CAO	Short-term	Development regulations	Completed	N

Number	Action	Responsible Agency	Time Frame	Action Type	Status	Capital Funds Needed (Y/N)
Action DT 1.11	Regulation of Drive-Through Uses	DCP, CAO	Short-term	Development regulations	Completed	N
M.2 Transportation						
Action DT 2.4	No Right on Red	DPW, PW	Short-term	Study/ plan	Completed	N
Action DT 2.15	Downtown Parking Master Plan	PW, DCP	Short-term	Systems/ support	Completed	N
Action DT 2.16	Downtown Parking Model	PW, DCP	On-going	Systems/ support	Completed	N
Action DT 2.17	Curb Parking Inventory	PW	Mid-term	Study/ plan	Completed	N
Action DT 2.18	Parking In-Lieu Fee	DCP, CAO, PW	Mid-term	Development regulations	Completed	N
Action DT 2.19	Downtown Loading and Service Regulations	DCP, CAO, PW	Short-term	Development regulations	Completed	N
M.3 Economic Development						
M.4 Housing						
Action DT 4.1	Zoning for Downtown Housing	DCP, CAO	Short-term	Development regulations	Completed	N
M.5 Parks, Recreation and Open Space						
Action DT 5.3	Development Regulations for Open Space	DCP, CAO	Short-term	Development regulations	Completed	N
M.6 Community Facilities and Services						
M.7 Urban Design						
Action DT 7.1	Managing High-Rise Impacts	DCP, CAO	Short-term	Development regulations	Completed	N
AREA PLANS						
AP-1. Arena Small Area Plan (adopted 7/17/01)						
AP-2. Avent West Neighborhood Plan (adopted 3/15/05)						
AP-3. Brier Creek Village Center Plan (adopted 4/6/04)						
Action AP-BC-1	Brier Creek Parkway Transit Easement	DCP	Short-term	Systems/ support	Completed	N
AP-4. Cameron Park Neighborhood Plan (adopted 7/20/04)						

Number	Action	Responsible Agency	Time Frame	Action Type	Status	Capital Funds Needed (Y/N)
Action AP-CP-3	Cameron Park Mixed Use Zoning	DCP, CAO	Short-term	Development regulations	Completed	N
AP-5. Crabtree Small Area Plan (adopted 6/4/02)						
AP-6. Downtown West Gateway						
Action AP-DWG-8	S. West Street Extension	PW, DCP	Short-term	Study/ plan	Completed	N
AP-8. Falls of Neuse Corridor Plan (adopted 11/21/06)						
Action AP-FON -5	Falls of Neuse/Wide River Drive Connection	PW, PRIV	Long-term	Systems/ support	Completed	Y
AP-13. King Charles Neighborhood Plan (adopted 9/21/04)						
Action AP-KC-2	Longview Gardens Preservation	DCP	Mid-term	Study/ plan	Completed	N
Action AP-KC-5	New Bern Corridor Plan	DCP, PW	Short-term	Study/ plan	Completed	N
AP-14. Mission Valley Small Area Plan (adopted 4/17/07)						
Action AP-MV-1	Centennial to North Campus Connectivity	PRCR, NCSU, PW	Mid-term	Systems/ support	Completed	N
AP-15. Olde East Raleigh Small Area Plan (adopted 9/18/07)						
AP-17. South Park Neighborhood Plan (adopted 5/15/07)						
AP-21. Wade-Oberlin Small Area Plan (adopted 11/5/03)						
AP-22. Wake Crossroads Small Area Plan (adopted 2/15/05)						
Action AP-WC-2	Wake Crossroads Zoning	DCP, CAO	Short-term	Development regulations	Completed	N
Implementing the Plan						
ELEMENT N IMPLEMENTATION						
N.1 Zoning Regulations and Consistency						
Action IM 1.1	Revision of Development Regulations	DCP, CAO	Short-term	Development regulations	Completed	N
N.2 Relation to Capital Improvement Planning and Other City Plans						
N.3 Comprehensive Plan Updates and Amendments						
Action IM 3.1	Amendment Process Protocol	DCP	Short-term	Program/ organization	Completed	N
N.4 Small Area Studies						

