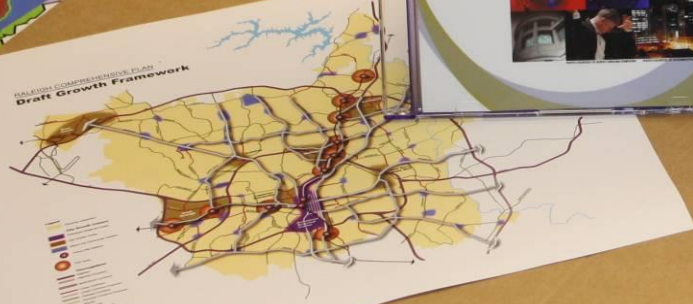
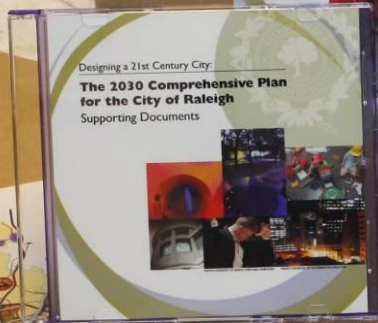


Six Best Practices for Creating a Comprehensive Plan

Mitchell Silver, FAICP
Memphis, TN
2.1.17



- 1. Purpose of a comprehensive plan**
- 2. Be clear on the problems you are solving**
- 3. Setting the framework**
- 4. Understand the value of land**
- 5. Engagement process**
- 6. Adoption and Implementation**



Purpose of a comprehensive plan



Role of planning

- **Manage growth and change.** Planning deals with **risk and uncertainty about the future**. Plans for present and future generations. Planning is about place, but also about people.
- Planners shall have **special concern** for the long-term consequences of present **actions**. There are also **consequences for no action!**
- Have **ONE** comprehensive plan and not many fragmented and diassociated plans.
- When you say **no** to something, you are saying **yes** to something else. What are you saying yes to?



Plan vs. Code

- The **Comprehensive Plan** is a public policy document – a blueprint. It should represent your city's **vision and values** for the future. **A plan helps local government manage growth or change, decision-making, public improvements and capital investment.**
- The **Development Code** “codifies” part of the vision and values to ensure the future is predictable. The purpose of zoning is to **protect the public health, safety and welfare.**



Be clear on the problems you are solving

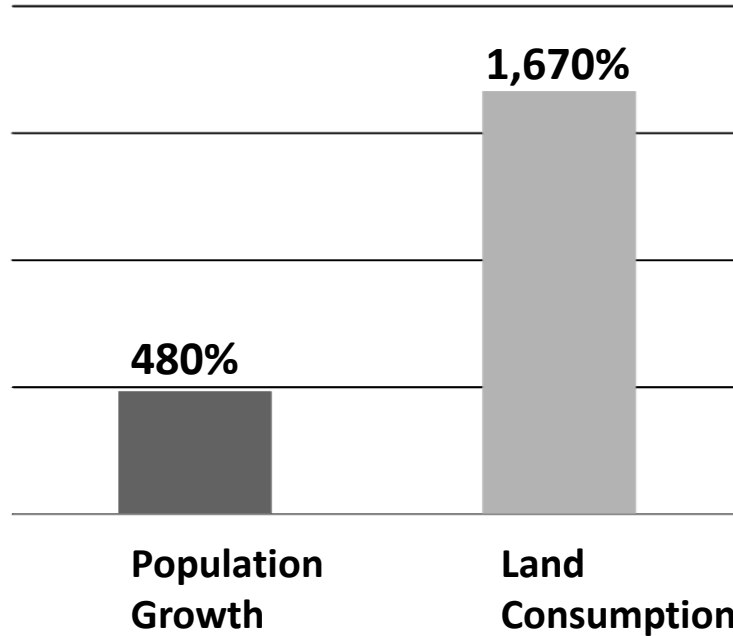


21st Century Issues and Challenges

- Graying and browning of America
- Rise of the single person households
- Traditional family is changing
- Aging infrastructure
- Climate change
- Water
- Energy
- Obesity, public health, food security
- Jobs and the economy
- **Equity, Income Inequality**
- **Affordable places, Gentrification**



Growth in the Triangle's Urban Population & Land Area, 1950 - 2000



Triangle land consumption was 3.5 times the population growth

The “Planning Raleigh 2030” Challenge

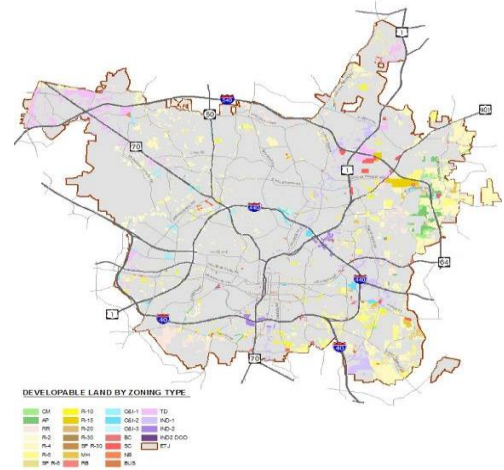
How will Raleigh manage growth over the next 20 years?

Raleigh must find where to place:

- **120,000 dwellings units (270,000 people)**
- **170,000 jobs (85 million s.f. of non-residential)**
- Land for infrastructure and open space

As of 2010, Raleigh has about:

- **19,000 acres to develop within Raleigh’s jurisdiction**
- 20,000 acres outside our ETJ
- **Low density and sprawl was no longer an option!**





Selected List of Challenges

- Not everyone believed proactive planning was vital to our competitiveness
- **Had a small town identity. Had to transition from “Mayberry to Metro”**
- Growing fast – 12,000 to 15,000 newcomers a year
- **Would run out land to develop in 20 years. Running out of water.**
- Sprawl was fiscally irresponsible and too expensive to maintain
- **Was not aware demographics shifts and its implications**
- Did not offer housing, transportation and lifestyle choices for new markets

The New Reality in the U.S.

- More older Americans. Longer life expectancy.
- More diversity and multiculturalism.
- More people with disabilities. More multi-gen households
- More single mothers. Fewer couples getting married
- Immigration and migration will continue.
- By 2030, majority of households will be single persons.
- By 2044, no majority race.



Household Change in the U.S (1960-2025)

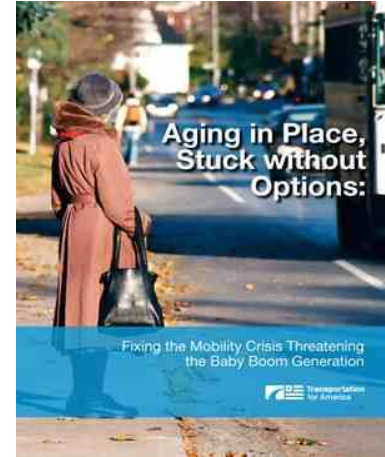
	1960	2000	2025
Households with children	48%	33%	28%
Households without children	52%	67%	72%
<i>Single person households</i>	13%	26%	28%



Source: US Census for 1960 and 2000; Arthur Nelson's projections based on Riche (2003) and Masnick, Belsky and Di (2004)

Implications of an Aging Population

- Land use patterns and transportation choices will change as millions of aging Americans realize they can no longer drive.
- **600,000 over the age of 70 stop driving every year. Visits to friends will drop by 65%.**
- NIMBYism may grow.



Plan for the Generations

Greatest Generation	1901-1924
Silent/Mature Generation	1923-1945
Baby Boom Generation	1946-1964
Generation X	1965-1981
Generation Y	1982-1995
Generation Z	1996-today



Future Consumer Demand



**Future consumer
preferences and
market demands**

Implications of the Generational Shift

- It's not just about **“What's Next”** but **“Who's next”**
- **Clash of values - 20th century vs. 21st century**
- **There will be tension between over the next 10 years as generations transform attitudes and values.** Generation X and Y will begin to influence laws and public policy.
- 20th Century belongs to us. 21st Century belongs to them. Let them own it.



Setting the framework



Comprehensive Plan

Designing a 21st Century City:
**The 2030 Comprehensive Plan
for the City of Raleigh**
Volume II: Community Inventory
Public Hearing Draft—March 5, 2009

Designing a 21st Century City:
**The 2030 Comprehensive Plan
for the City of Raleigh**
Supporting Documents

RALEIGH COMPREHENSIVE PLAN
Draft Growth Framework



2030 Comp Plan Is Defined by Six Themes



Economic Prosperity & Equity



Expanding Housing Choices



Managing Our Growth



Coordinating Land Use & Transportation



Greenprint Raleigh—Sustainable Development



Growing Successful Neighborhoods & Communities



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Introduction and Framework

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Policy LU 7.5**High-Impact Commercial Uses**

Ensure that the City's zoning regulations limit the location and proliferation of fast food restaurants, sexually-oriented businesses, late night alcoholic beverage establishments, 24-hour mini-marts and convenience stores, and similar high impact commercial establishments that generate excessive late night activity, noise, or otherwise affect the quality of life in nearby residential neighborhoods. (3, 6)

**Policy LU 7.6****Pedestrian-Friendly Development**

New commercial developments and redeveloped commercial areas should be pedestrian-friendly. (4, 5, 6)

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

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

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

Action LU 7.2**Height and Bulk Hierarchy**

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

Action LU 7.3**Promoting Commercial Reinvestment**

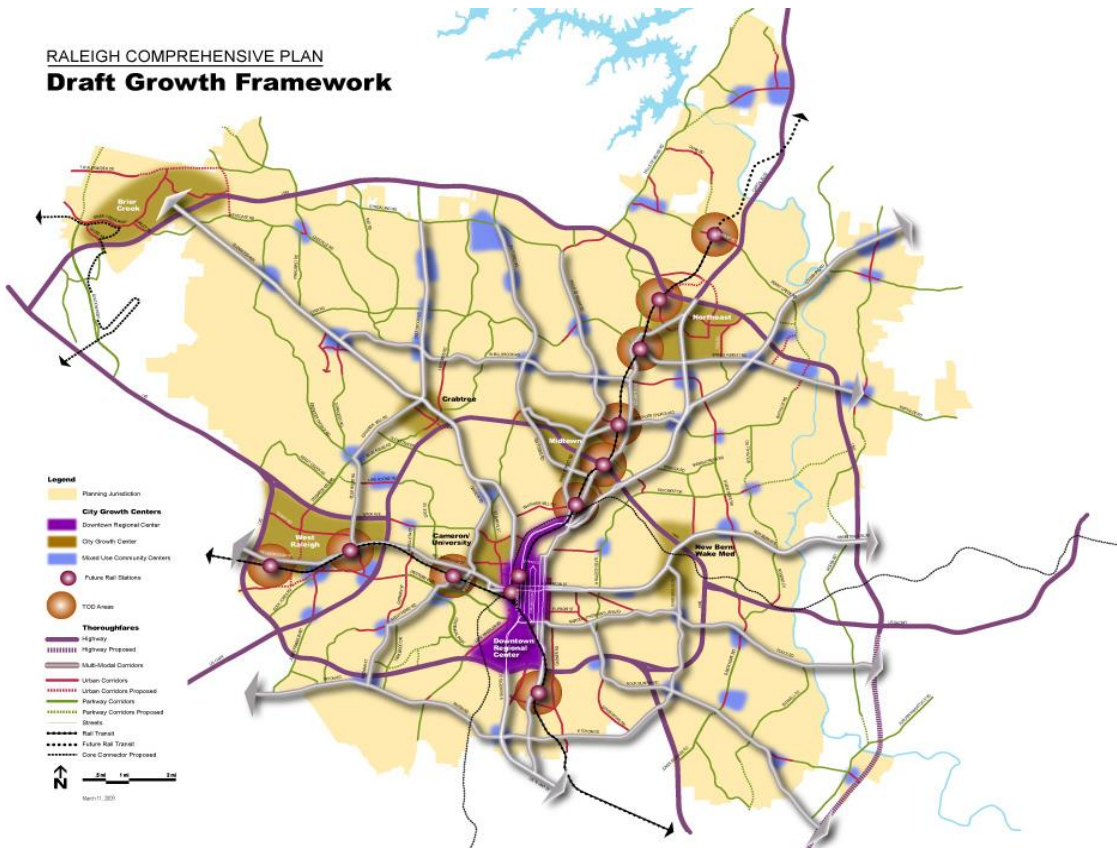
Identify incentives and other economic development tools to promote reinvestment in underperforming commercial corridors.

See also Element D: 'Economic Development' for additional corridor development and revitalization policies and actions.

A.8 Neighborhood Conservation and Development

One of Raleigh's major assets is its tree-lined, historic residential neighborhoods and street-car suburbs within and adjacent to downtown Raleigh. The City also has a number of historic districts. The inner-ring suburbs of the 1950s and 1960s are also well-regarded due to their housing stock, mature trees, and connectivity to surrounding

Growth Framework Map



New direction: 60% to 70% of all new growth will be directed to 8 growth centers and 12 multi-modal corridors.

Understand the value of land



Strategic planning adds value

- It would take 600-single family homes on a **150-acre** subdivision to equal the tax value of the Wells Fargo Capital Center, which sits on **1.2 acres** of land.
- Wells Fargo Capital Center in downtown Raleigh has **90 times the tax value per acre** than the average suburban acre.



Return on Investment

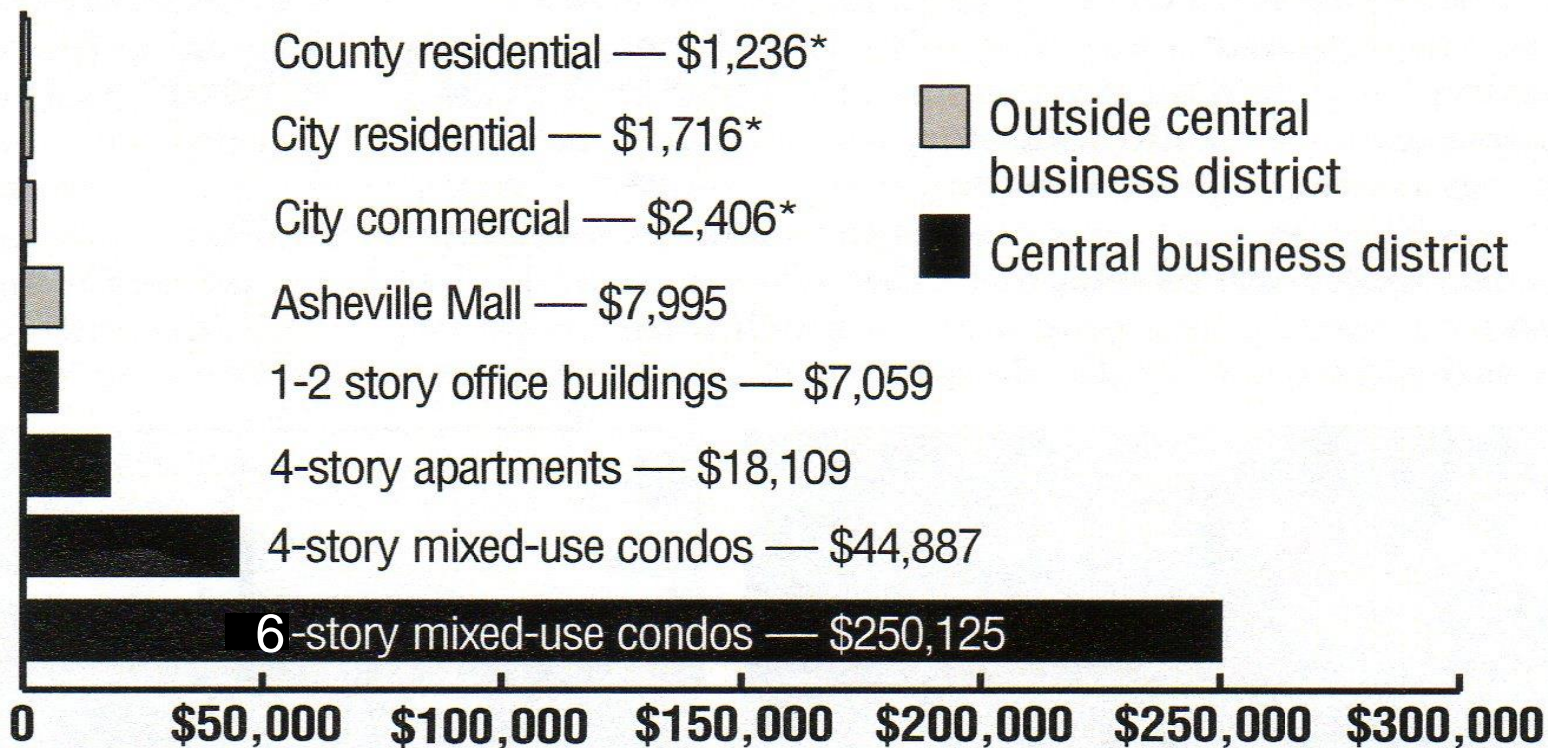
- **Downtown high rise residential on 3-acre site** pays off its infrastructure in **3 years**. The return on infrastructure investment is **35%**.
- **Suburban multi-family complex on a 30-acre site** pays off its infrastructure in **42 years**. The return on infrastructure investment is **2%**.





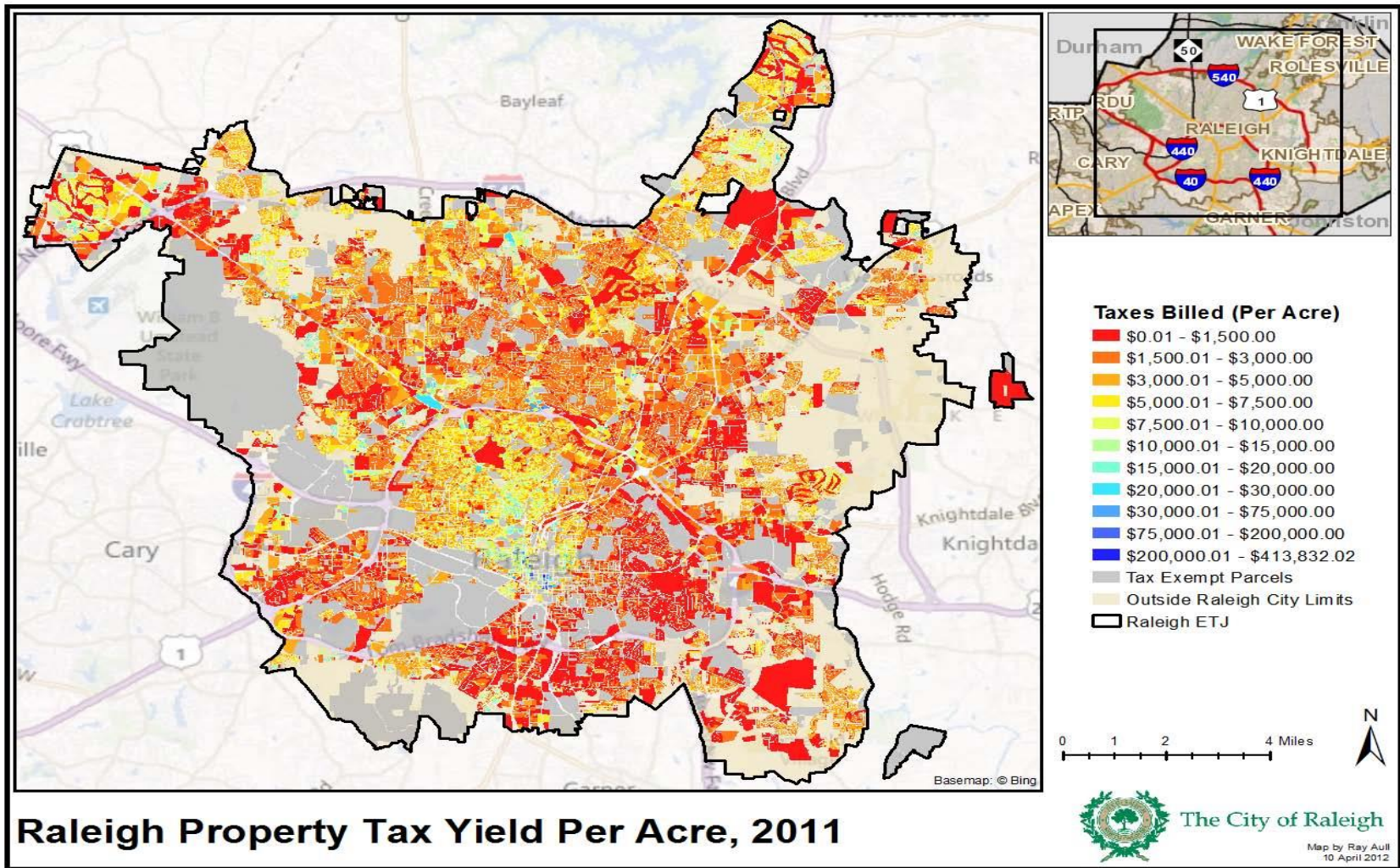
Land Consumed (Acres):	34.0	0.5
Real Estate Taxes/Acre:	\$ 6,500	\$640,000
Total City Taxes/Acre:	\$ 50,800	\$414,000
Residents per Acre:	0.0	90.0
Jobs per Acre:	5.9	73.7

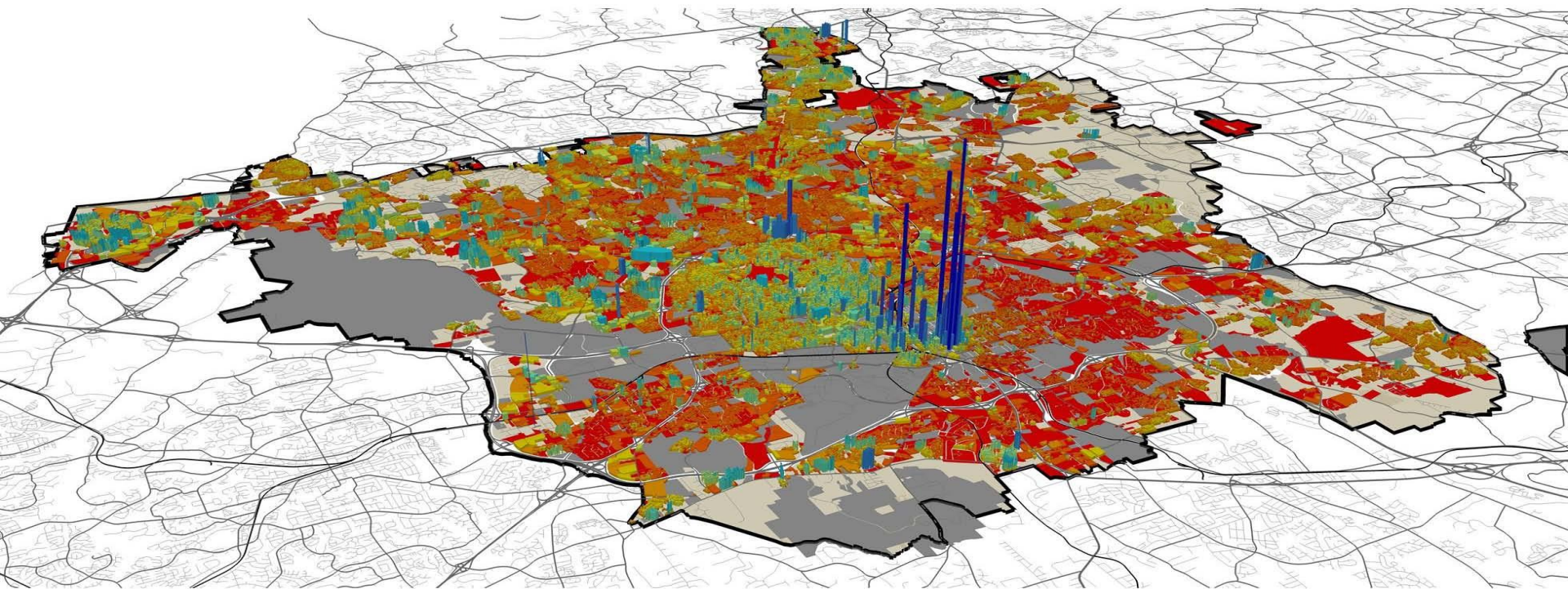
Annual tax yield per acre: Asheville, North Carolina



New Urban News; Source: Joe Minicozzi, Public Interest Projects.

*Average values as per Board of Realtors



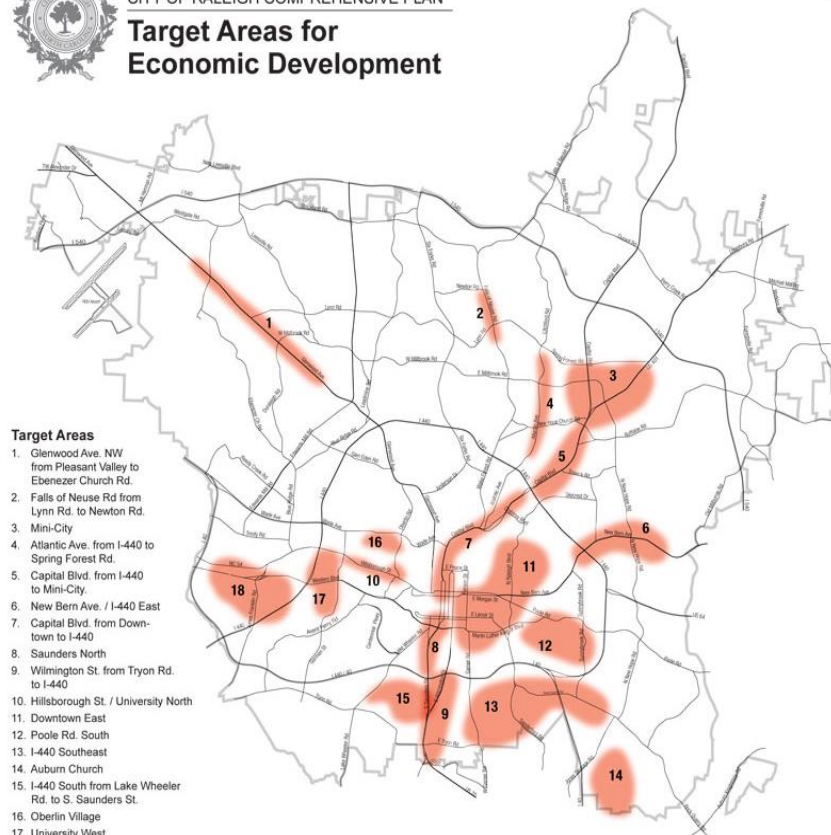


Leveraged Public Investment



CITY OF RALEIGH COMPREHENSIVE PLAN

Target Areas for Economic Development



The engagement process



Engaging Generations

- Greatest Generation Public Meetings, direct mail, votes
- Silent/Chosen/Mature Public Meetings, direct mail, votes
- Baby Boom Public Meetings, Social Media, web, votes
- **Gen. X** **Public & Interactive Meetings, Social Media, web**
- **Gen. Y** **Social media, web, interactive meetings**
- **Gen. Z** **Social media, web, interactive meetings**



PLANNING the City of Raleigh for the Next Generation

The Department of City Planning will be leading the effort to update the City's Comprehensive Plan. Three rounds of large public meetings will be held at different locations across the city in November 2007, March 2008 and November 2008. Roundtable discussions will also be held throughout the process to focus on specific issues and opportunities facing the city. There will be periodic meetings with the City Planning

Commission and City Council to provide updates and obtain feedback. A draft Comprehensive Plan is scheduled to be published in October 2008. A final draft plan will be published in January 2009 with City Planning Commission and City Council public hearings to follow. The roundtable discussions and the City Planning Commission and City Council meetings will be open to the public.



1 RESEARCH THE PLAN



- Collect all citywide plans and policies
- Conduct an audit of the existing plans and policies
- Document existing conditions
- Prepare base maps

2 DEFINE THE PLAN



- Evaluate data
- Analyze trends
- Identify key themes
- Meet with the public
- Establish vision framework

3 DEVELOP THE PLAN



- Incorporate public input
- Develop policy options and recommendations
- Develop maps and other illustrations
- Meet with the public

4 REFINE THE PLAN



- Release Draft Plan for public comment
- Meet with the public
- Incorporate changes

5 ADOPT THE PLAN



- Public Review Draft
- City Council and City Planning Commission hold public hearings
- Adopt and finalize the Plan

*
Inter-Agency
Working Group
Kickoff

*
Consultant
Kickoff

*
Public
Kickoff



PLANNING
Raleigh 2030
planningraleigh2030.com



City Council
Hearings



JAN FEB MAR APR MAY JUNE JULY AUG SEPT OCT NOV DEC JAN FEB MAR APR MAY
2007 2008 2009





The Raleigh Department of City Planning PRESENTS

DESIGNING A 21ST CENTURY CITY

Urban designers, planners, policy makers and interested citizens—join us to consider, discuss and understand the implications of decisions made today that affect our city's future.

November 2, 2006

Dr. Donald Shoup:
What Are the Hidden Costs of Free Parking?

February 8

Urban Trends and the Urban Age:
How Do We Design a 21st Century City?

May 10

Transit-Oriented Development:
How Do We Get There from Here?

September 20

Public Realm:
How Do We Create a Pedestrian-Friendly City?

November 8

A Model For Urban Form:
Traditional Codes versus Form-Based Codes?

By 2008 Raleigh will emerge as one of the top 50 cities in America, and the northern anchor of the Atlantic Piedmont megaregion.

GET ANSWERS TO YOUR QUESTIONS:

What are the top issues that Raleigh faces as the 21st century unfolds?

How can we accommodate growth?

How can cities position themselves in the new global economy?

What can Raleigh learn from other emerging 21st Century cities? What are their best practices?

How are other megaregions planning for sustainability, multinucleated cities, transit, demographic trends and density?

What is the roadmap to the future?

ALL LECTURES ARE FREE AND OPEN TO THE PUBLIC. REGISTER NOW FOR THE FEBRUARY 8 LECTURE!

February 8, 2007

6:00-8:30 p.m.

The Progress Energy Center for the Performing Arts in Raleigh, NC

Paul Farmer, Executive Director & CEO, American Planning Association—Opening Remarks

OUR PRESENTER

Bruce Katz is the Vice President at the Brookings Institution and Founding Director of the Brookings Metropolitan Policy Program. The Metro Program seeks to redefine the challenges facing cities and metropolitan areas. Mr. Katz regularly advises leaders and policy makers on the competitiveness of metro areas. His recent publications include *Redefining Urban and Suburban America*, Volumes 1-3, ed. with Robert E. Lang.

To access Mr. Katz's publications and presentations, see www.brookings.edu/metro.

A special thank you to our sponsors for
The Art of Downtown Living Home Tour
Join us for the next tour **May 18**.

To attend the lecture, please register at www.raleighnc.gov.

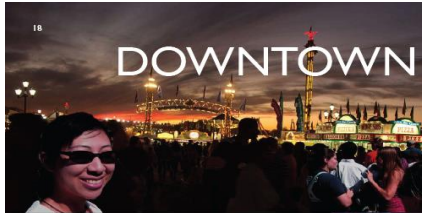
For more information on the lecture and to sign up for the lecture series mailing list, email trisha.hasch@ci.raleigh.nc.us or call 919-807-8480.



Big Ideas and Kids City

WE ARE
MAKING
NEW
HISTORY

BIG ideas RALEIGH



The Vital Center of the Region

Big idea, well-timed, exciting direction, high speed heavy rail, regional connector rail, downtown, urban and local home, walkability, shopping – the list is endless and making our way. Investment save life and existing fabric are a tribute to the people who worked together to build a vision. That said the corridor remains busy put Raleigh on the map as world-class city the business and quality of life.

- Stimulate the downtown, gold waterfront, improve business aspect of Market Center King. Jr. Boulevard with walkable streets. Designate a location for a new arena.
- Build a arena wheel or the world's first four wheel/heller counter combination.
- Be establish a downtown library and grocery store.
- Implement arts initiatives which might include installations and murals.
- Create District Downtown District.
- Install a great digital screen showcasing all cultural events.
- Install a great digital screen for online video gaming, competitions, Raleigh about go World Cyber Game organization.
- Retain the edge of downtown.
- Avenue should connect downtown with neighborhoods.
- Strengthen and expand the original Christmas Plan by adding eight new full block squares.



WE ARE
MAKING
NEW
HISTORY



OVERHEARD

What did Wil Shriner
send to U.S. troops in
Iraq and Afghanistan?
You'll never guess.
Page 27A

THE BIG ISSUE

What course should Raleigh chart for future growth?

MORE IDEAS INSIDE

A windshield tour of development in Eastern Wake County. **BLOG BITS 28A**

Readers respond: What happened to thrift? **FINAL WORD 28A**

Illegal immigrants and the ire they provoke. **SUNDAY FORUM 29A**

Are journalists in Iraq covering what's really going on there? **PUBLIC EDITOR 31A**

www.newsobserver.com/news/q

What should Raleigh look like in 2030?

We want your ideas on the city's future.

Take a drive along the edges
of Raleigh. You'll see some of

FROM NOW TO 2030

Where do you stand on future



Fayetteville Street, as seen from the Capitol. The tallest structure at the time was the Citizens National Bank. It was demolished in 1964. The Grand Theatre, at left, burned down in 1928.

NEWS & OBSERVER FILE PHOTO



Imagine Raleigh without sprawl

BY BOB GEARY

In the run-up to this week's public hearing on Raleigh's draft comprehensive plan, the advice to city leaders from a stream of visiting experts has been remarkably unified. Success, experts say, depends on taking city life "back to the future."

The era of suburban sprawl is ending, these planners maintain, not simply because of high gas prices, but because it is fundamentally unsustainable. As Christopher Leinberger, a fellow at the Brookings Institution in Washington, D.C., put it in a recent talk, the more "drivable suburban" neighborhoods a city allows, the lower the quality of life becomes for everyone living in them. The fastest-growing market now, said Leinberger, a developer, is for "walkable urban" places: the kind Raleigh doesn't have, yet needs to create, that are modeled on what cities were before cars took them over.

Such places are far more complicated to build and manage than the suburbs, Leinberger said. But done right, these areas improve as they grow. They have more cultural diversity and housing options—and with public transit, the chance for people to save money by owning fewer cars, or none. If Raleigh fails to create them, Leinberger warned, "You will be left in the 20th century."

The question for Raleigh is where these walkable urban places should be.

Leinberger's analysis and the other experts' jibes with the basic goal of the comprehensive plan to curb sprawl and guide development into desig-

However, Raleigh Planning Director Mitch Silver, who will present a revised draft of the comprehensive plan at a joint public hearing of the City Council and Planning Commission Thursday, doesn't think the highway and rail-transit locations conflict. He says Raleigh will grow fast enough over the 20-year span of the comprehensive plan for both to develop successfully.

Silver argues that given the number of strip malls in Raleigh, the city must encourage their redevelopment, using "very robust" bus service and a new zoning code for highway spaces.

But Silver is aware of the question, and posed

thoroughfares and skinny or missing sidewalks? he asked.

Simon Atkinson, a professor of planning at the University of Texas School of Architecture, shook his head. "The suburb was designed not to have a public realm." The whole point of suburbs, Atkinson added, is privacy.

In contrast, the walkable urban places that the planners describe are typically located on a grid of city streets, not highway thoroughfares. They feature sidewalk storefronts, public plazas and parks that help to offset the mass of high-density housing developments. They usually

Most such places are accessible by transit or by car, bicycle and on foot, said James Charlier, a Boulder, Colo., transportation planner who spoke at the conference. Once people arrive, though, there are "pedestrian districts" where people can hang out, have fun, shop and live—while the cars are parked.

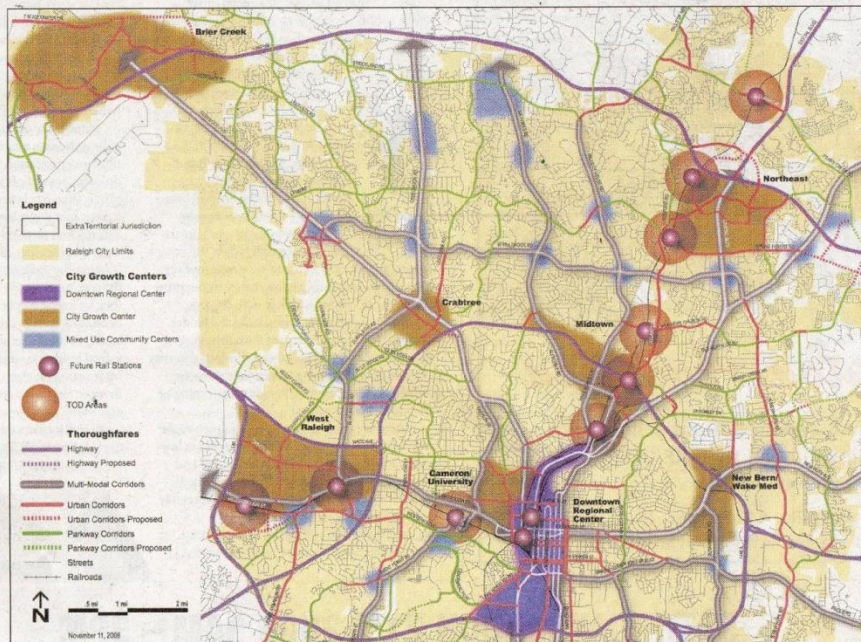
Charlier calls them pedestrian districts to distinguish the real pedestrian places from the new fad of "pedestrian-friendly" roadways that, despite cosmetic changes, continue to function as "traffic sewers" hostile to walkers.

The only way to turn a highway mall into an urban place is to tear it down, start over on a street grid and connect it to the adjoining neighborhoods, he said.

At the same conference, Mindy Fullilove, professor of clinical psychology at Columbia University Medical Center in New York, said true urbanism is characterized by a sense of connectedness that allows people of diverse backgrounds and incomes to nonetheless feel that they live in the same community and share an identity with the same "great place."

At a time of rapid upheaval in the world, Fullilove said, people yearn for the kind of stability and belonging that existed—before urban renewal cut through it—in the Hill district of Pittsburgh where her parents grew up. It was a relatively poor, predominantly African-American community of row houses, storefronts and apartments. There were no high-rises, nothing fancy. But it was a place where people believed "whatever problems you have ... you can get together and solve them."

Studies show that in such neighborhoods, the incidence of mental illness even for the poorest people is less than it is for the well-off who live



MAP FROM CITY OF RALEIGH. FOR COMPLETE MAP, VISIT WWW.INDIVTEK.COM

City of Raleigh Draft Comprehensive Plan
QUICK GUIDE 8



What will Raleigh look like in 2030 and how will the plan affect me?

While it may not be obvious how the Plan affects the average person, it will touch every resident of Raleigh by shaping how the City grows and develops. Below are 20 predictions derived from how the Plan identifies and addresses the challenges and opportunities of the City's future growth.

1. Raleigh's population should be approximately 600,000 (about the size of Charlotte or Baltimore today).
2. Raleigh will emerge as the central city in the Triangle metropolitan region.
3. More places like North Hills will emerge. The Comprehensive Plan lists six such centers in addition to Downtown Raleigh.
4. Downtown Raleigh will emerge as a major transportation hub for rail along the east coast.
5. The size of the downtown will grow in size southward toward I-40 with new office buildings, residential buildings, shops, parks and entertainment venues.
6. Raleigh will have public transit such as high-speed rail, commuter rail, streetcars, bus and express bus routes that connect the entire city and region. Getting around the region without a car will be much easier.
7. Raleigh will have more affordable housing options accessible to transit corridors and new transit areas.
8. Raleigh will have sufficient water capacity to handle future growth.
9. Pedestrian and bike-friendly networks will be more prevalent in subdivisions, neighborhoods and along key thoroughfares.
10. Sprawling development patterns will wane.
11. Growth in downtown and in other centers and corridors around the City will help keep taxes stable.
12. Green building design and sustainable planning will become standard business practice.
13. Water conservation will become part of our everyday lifestyle.
14. The City's vision for the future will be more predictable.
15. The City will hold itself accountable by updating the public on the plan's progress annually.
16. The comprehensive plan establishes a framework for a growing economy that will maintain jobs, protect assets such homes while sustaining the outstanding quality of life.
17. The number of people per household will get smaller, the average square footage of a housing unit will get smaller, of the average age of a Raleigh resident will be older and the City will be more ethnically and racially diverse.
18. More neighborhoods will be protected through Historic Preservation, Neighborhood Conservation or other tools.
19. There will be more arts and cultural districts and amenities for the public to enjoy.
20. Raleigh and the surrounding jurisdictions will break the bad habit of Atlanta-style development patterns and work together as a region.

How Can I Stay Engaged?

Please attend the draft Plan workshops, in addition, another way to stay informed is to visit the Comprehensive Plan website at www.phplanning.org. The Raleigh Department of City Planning posts meeting notices and documents on this web page. You can also comment on draft documents and see summaries of previous public comments and meetings. The full text of the draft Comprehensive Plan is available online and web-based comments can be entered for any Plan paragraph, policy, and action item. The draft Comprehensive Plan is also available for review at all public libraries and also in CD and is available through the Department of City Planning.

For more information, contact the City of Raleigh Department of City Planning at 516-2626 or visit the project web site at www.planningraleigh2030.com.



Next Steps

City staff, residents, and other interested stakeholders will gather at the following meetings to celebrate the creation of a draft 2030 Comprehensive Plan and to comment on its contents:

- » December 3: Release of the draft 2030 Comprehensive Plan – Raleigh Convention and Civic Center, 7:00 – 9:00 p.m.
- » Public Workshops (same content at three different locations) all from 6:30-8:30 p.m.
 - January 13, North Raleigh – Providence Baptist Church
 - January 14, Downtown – Moore Square Museum Magnet Middle School
 - January 15, Southeast Raleigh – Church of God of Prophecy
- » Comment Period: Comments on the draft Plan will be taken from December 3, 2008, through January 31, 2009.

The final steps in the Comprehensive Plan process – including a final revision to the Plan based on public input, a public hearing with the City Council and Planning Commission, Planning Commission review and recommendations, and City Council review and adoption – will take place in the spring and summer of 2009.

DRAFT PLAN AVAILABLE FOR REVIEW!

It's written in ink, but not etched in stone. We want your comments and continued participation!

City of Raleigh Comprehensive Plan EXECUTIVE SUMMARY

December 2008



Photo courtesy of goodnightraleigh.com

VISION THEMES



Economic Prosperity and Equity



Geographic Balance – Sustainable Development



Expanding Housing Choice



Coordinating Land Use and Transportation



Managing Our Growth

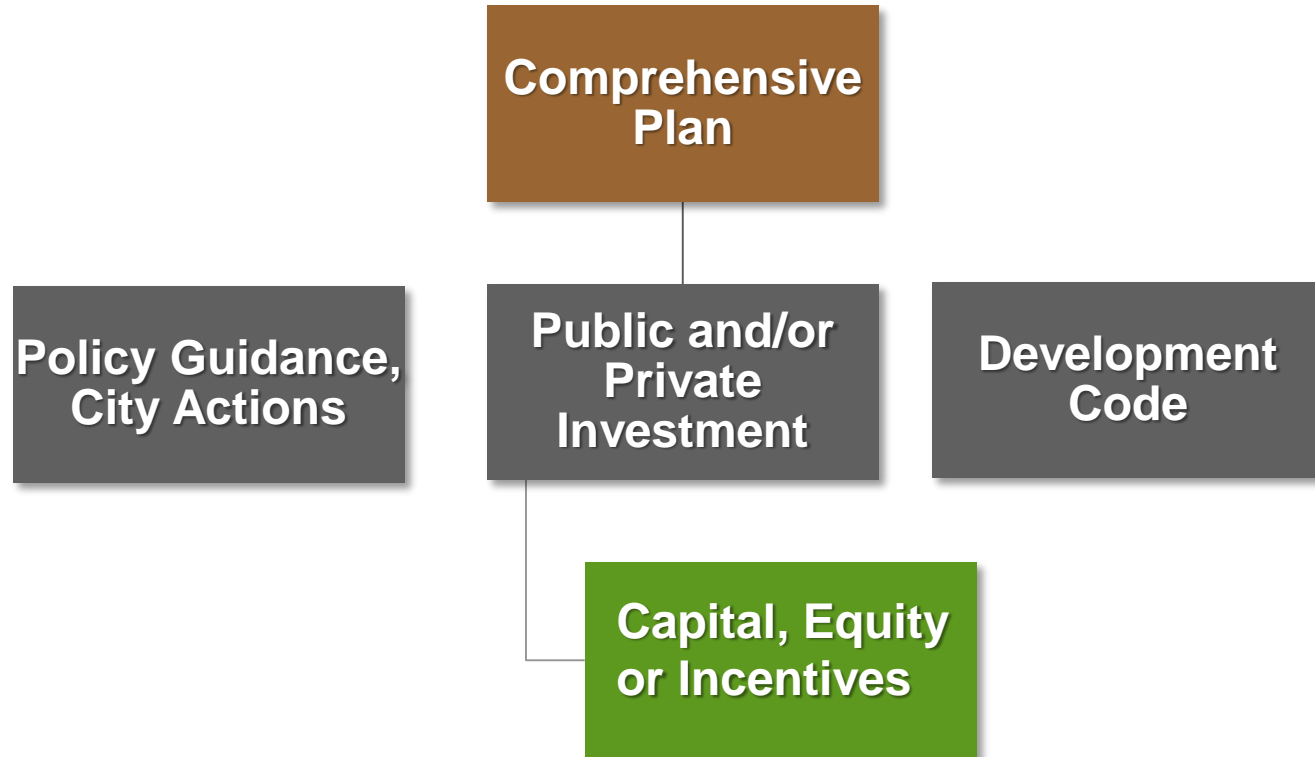


Growing Successful Neighborhoods and Communities

Implementation



How to implement a Plan



Focus on implementation!

- Policy recommendations
- Action items
- Development code
- Design Guidelines or standards
- Incentives
- Special assessment districts
- Tax increment financing
- Capital improvement program
- Bonds or General Fund
- Referenda (sales tax, property tax)
- Public Private Partnerships
- Grants



New Implementation Team

- **Moving from plan to action**
- Oversee Comprehensive Plan implementation
- Ensures consistency with other department plans
- Creates a matrix for all plan recommendations
- **Cost estimates in area plans and/or studies**
- **Annual reports to City Council about progress**
- Identify funding options
- Capital Improvement Program, GIS mapping



Number	Action	Responsible Agency	Time Frame	Action Type	Priority Level	Capital Funds Needed (Y/N)
Action T 4.10	Local Financing for Transit	DCP, DOF, ASD, 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	Transit Stop Design	PW	Short-term	Program/ organization		N
B.5 Pedestrian and Bicycle Circulation						
Action T 5.1	Sidewalk Inventory	PW	Mid-term	Study/ plan		N
Action T 5.2	Updating Sidewalk Standards	DCP, CAO, PW	Short-term	Development Regulations		N
Action T 5.3	Sidewalk Requirements	DCP, CAO, PW	Short-term	Development regulations		N
Action T 5.4	Sidewalk Funding	PW	Short-term	Program/ organization		Y
Action T 5.5	Trail and Path Width	P&R	On-going	Systems/ support		Y
Action T 5.6	Bicycle Plan Implementation	PW	On-going	Systems/ support		N
Action T 5.7	Reserved					
Action T 5.8	Pedestrian and Bicycle Facilities in Development Regulations	DCP, CAO, PW	Short-term	Development Regulations		N
Action T 5.9	Personal Motorized Modes	PW, P&R	Long-term	Study/ plan		N
Action T 5.10	Pedestrian Crossing Standards	DCP, CAO, PW	Short-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	Pedestrian Plan	PW	Short-term	Study/ plan		N
Action T 5.14	Railroad Greenway Trails	P&R, DCP	Mid-term	Systems/ support		Y
B.6 Parking Management						
Action T 6.1	Large Surface Lots	DCP, CAO	Short-term	Development Regulations		N
Action T 6.2	Shopping Center Park and Ride	DCP, CAO, PW	Short-term	Development Regulations		N
Action T 6.3	Parking Study Implementation	DCP, CAO	Short-term	Development Regulations		N
Action T 6.4	Criteria for Changing On-Street Parking Regulations	PW	Mid-term	Program/ organization		N
Action T 6.5	Parking Lot Landscaping	DCP, CAO	Short-term	Development Regulations		N
B.7 Transportation Safety Improvements						
Action T 7.1	Street Lighting	PW	On-going	Systems/ support		N
Action T 7.2	Crash Analysis	PW	Mid-term	Systems/ support		N

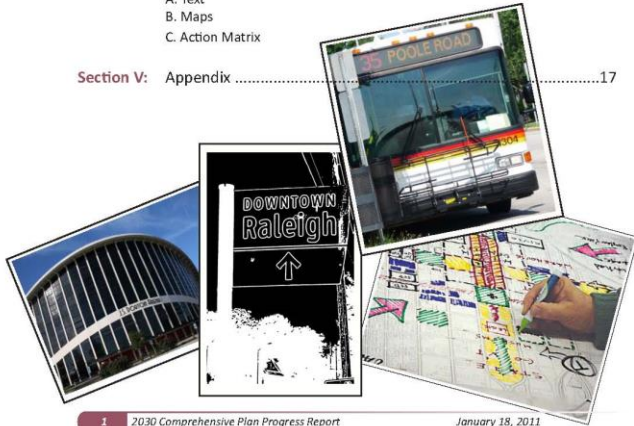
2030 Comprehensive Plan



JANUARY 2011 PROGRESS REPORT

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Annual Progress Reports

- Review annually for emerging issues
- Policies or actions implemented
- Policies or actions to be added or removed
- Update plan every five years

Right Rules, Right Places



Raleigh's New Development Code

Building a 21st Century City

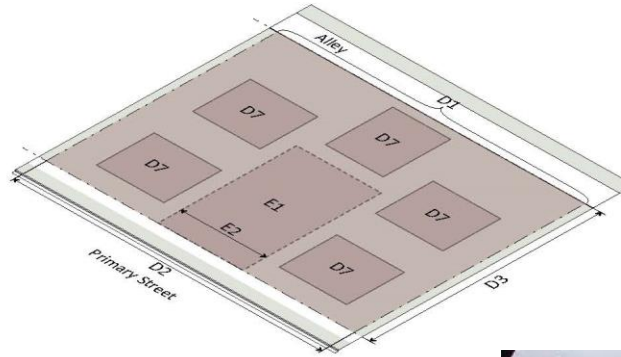
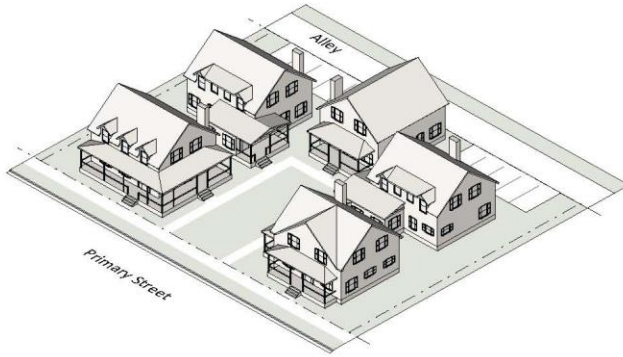
Next generation coding

Rethink purpose of codes

Meet demands of future markets

Article 2.4. Additional Housing Patterns

Sec. 2.4.1. Cottage Court



A. Description

A cottage court is a group of small houses centered around a common open space or courtyard. The cottage court limits the scale of each house, providing an opportunity for more affordable units. The central court enhances the character of the area through the provision of consolidated open space. Cottage courts are built on infill sites in established residential neighborhoods or in new neighborhoods. Residents may share common facilities such as open space, parking and storage areas.

B. Districts Allowed In

R-10, RX-, OX-, NX-, CX-

C. Building Types Allowed

Detached house, attached house

D. Site Dimensions

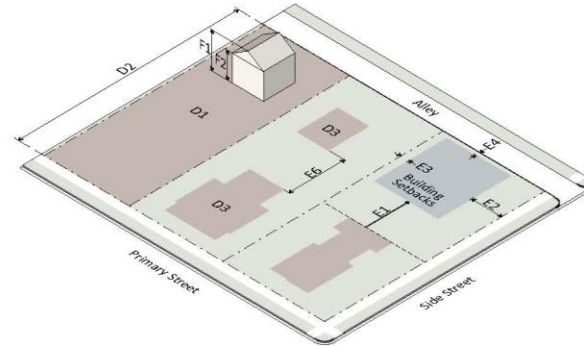
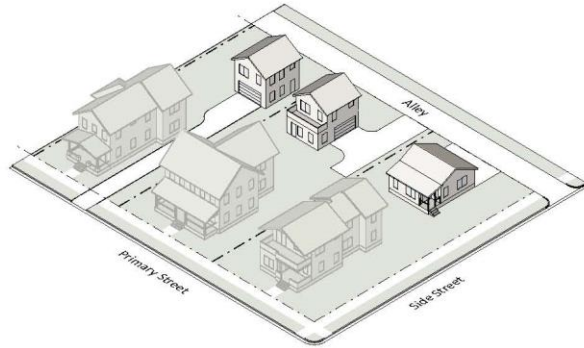
- D1 Area (min)
- D2 Width (min)
- D3 Depth (min)
- D4 Dwelling units per min site area (max)
- D5 Lot area per dwelling unit (min)
- D6 Dwelling units per project (max)
- D7 Building footprint (max)
- D8 Detached accessory structure footprint (max)

E. Internal Courtyard

- E1 Area (min)
- E2 Width (min)
- E3 Additional area per unit (min)



Sec. 2.4.2. Backyard Cottage



LOT SIZE	>40,000 sf	20,000 to 39,999 sf	10,000 to 19,999 sf	6,000 to 9,999 sf	4,000 to 5,999 sf
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A. Description

A backyard cottage is a small self-contained dwelling unit located on the same lot as a detached house but is physically separated from the main house. Backyard cottages typically include a living room, sleeping area, kitchen, and bathroom and have a lockable entrance door. A backyard cottage may be located above garage.

B. Districts Allowed In

R-1, R-2, R-4, R-6, R-10, RX-, OX-, NX-, CX-

C. Building Types

A backyard cottage is allowed on a lot associated with a detached house provided the lot is at least 4,000 square feet in size.

D. Lot Specifications

D1 Area (min)	40,000 sf	20,000 sf	10,000 sf	6,000 sf	4,000 sf
D2 Depth (min)	150'	150'	150'	120'	100'
D3 Dwellings units per lot (max)	2	2	2	2	2
D4 Additional on-site parking	1 space	1 space	1 space	1 space	1 space
D5 Living area (max)	800 sf	800 sf	700 sf	550 sf	450 sf

E. Building Setbacks

E1 From primary street (min)	Must be located to the rear of the house				
E2 From side street (min)	20'	20'	20'	20'	20'
E3 From side lot line (min)	10'	5'	5'	5'	5'
E4 From rear lot line (min)	10'	5'	5'	5'	5'
E5 From alley (min)	4' or 20'	4' or 20'	4' or 20'	4' or 20'	4' or 20'
E6 Building separation (min)	35'	35'	20'	16'	16'

F. Height

F1 Overall height (max)	25'	25'	25'	25'	25'
F2 Wall plate height (max)	15'	15'	15'	15'	15'

G. Vehicular Access

From alley; or street when no improved alley present



- **Ensure everyone understands the purpose of a comprehensive plan**
- **Make sure you know the problems you are solving**
- **Have a vision, communicate your values and set a framework**
- **You must understand the value of land**
- **Have a diverse, creative and inclusive engagement process**
- **Implementation is the most important part of the plan**

