



IN THIS ISSUE

Dine Out Downtown Initiative to Resume
Equity Analysis in the Staff Report for Rezoning Cases
2019 Raleigh Data Book and Planning Snapshot Now Available
Rivertowne Redevelopment - Agreement for Water and Sewer Utility Service
Wakefield Small Area Study
Recreation Management Software System Successfully Launches

Council Follow Up Items

Sidewalk Petition Program

INFORMATION:

Dine Out Downtown Initiative to Resume

Staff Resource: Derrick Remer, Emergency Mgt. & Special Events, 996-4657, derrick.remer@raleighnc.gov

In the coming weeks the Downtown Raleigh Alliance (DRA) will be continuing the “Dine Out Downtown” initiative, providing an opportunity for local bars and restaurants to extend their seating into the street. The program will take place each Saturday from April 3 through June 26, alternating locations among Fayetteville Street, City Market, the Warehouse District, and Glenwood South.

Since the outset of the pandemic, the DRA has worked closely with the City staff to both advocate for and support local businesses, strategizing ways to bring residents and visitors back downtown to bolster the local economy while reestablishing a sense of safety in our community. The Dine Out Downtown initiative creates safe, communal, outdoor dining space for participating businesses. All COVID-19 protocols will be adhered to, including requiring face masks for attendees, maintaining appropriate social distancing in takeout lines, and limiting capacity to current mass gathering restrictions. DRA ambassadors and security officers will ensure safety for the event while monitoring for compliance to these requirements.

Dates and locations for the Dine Out experiences are as follows:

- Fayetteville Street: April 3, April 24, May 8, May 22, and June 26

- City Market: May 29 and June 19
- Warehouse District: April 17, May 1, and June 12
- Glenwood South: April 10, May 15, and June 5

Streets in each of these areas will be closed on the above dates from 3:00 – 11:00 P.M. to facilitate the extended seating, with the areas open to diners from 5:00 – 9:00 P.M. Additional information can be found on the [DRA website](#).

(No attachment)

Equity Analysis in the Staff Report for Rezoning Cases

Staff Resource: John Anagnost, Planning and Development, 996-2638, john.anagnost@raleighnc.gov

Staff have developed a new section for the staff report that accompanies rezoning cases. The purpose of the section is to provide additional background information about the rezoning area. This information is oriented around the topic of equity and includes demographic, environmental, and historical data. The section also sets forth a set of questions that prompt the staff reviewer to relate the compiled data with potential equity issues. For the purpose of this proposed staff report section, equity is largely framed through the lens of racial equity in the context of both the Raleigh and the North Carolina documented history of slavery and “Jim Crow” discrimination. That history has a demonstrable causal relationship to the disparities in contemporary economic outcomes between white residents and residents who are black, indigenous, or people of color.

The Planning Commission reviewed the section at the March 11 meeting. The commission recommended that the demographic items in the section be replaced with the Environmental Justice Screening and Mapping Tool (EJSCREEN) developed by the Environmental Protection Agency for federal projects. Staff will institute this change. A memo describing the development of the section and a template of the section are included with the *Update* materials.

(Attachment)

2019 Raleigh Data Book and Planning Snapshot Now Available

Staff Resource: Christopher Golden, Planning & Development, 996-9368, christopher.golden@raleighnc.gov

The **2019 Raleigh Data Book** is now available to the public. The Data Book is a yearly publication of the Planning and Development Department at the City of Raleigh. It serves as an update to the Community Inventory Report, first published in 2008. Planning staff combine data from federal, state, and regional agencies with city records to produce a wide-ranging snapshot of the residents, economy, resources, and infrastructure of the City.

This publication of the Data Book comes a little later than usual due to a new direction in focus which emphasizes and explores equity issues in the City of Raleigh. Additionally, a co-publication called the “**City of Raleigh Planning and Development Department Snapshot**” has been added which gives an overview about the work of the Planning and Development Department over throughout the course of 2019. While these two changes have been included in this most recent publication, the inclusion of and content included in this new direction is anticipated to evolve over time. The Department expects to address these items more

robustly in next year's publications. This year's Data Book as well as the Planning and Development Department Snapshot, can be found by clicking on following links:

2019 Raleigh Data Book

<https://cityofraleigh0drupal.blob.core.usgovcloudapi.net/drupal-prod/COR22/2019DataBook.pdf>

2019 City of Raleigh Planning and Development Department Snapshot

<https://cityofraleigh0drupal.blob.core.usgovcloudapi.net/drupal-prod/COR22/PlanningAndDevelopmentSnapshot2019.pdf>

(No attachment)

Rivertowne Redevelopment - Agreement for Water and Sewer Utility Service

Staff Resource: Aaron Brower, Raleigh Water, 996-3469, aaron.brower@raleighnc.gov

In 2006 the City satellite annexed a 359-acre property off Buffalo Road formerly known as the Rivertowne development (see attached map). A Joint Venture agreement with Buffalo Park, LLC, the original developer, was subsequently executed to extend water and gravity sanitary sewer to the site due to the assumption that the developer would not be able to successfully obtain approximately 40 offsite easements from private property owners that would be necessary to extend utility infrastructure to serve the site.

The joint venture agreement called for the City to acquire the necessary easements, bid, and manage the construction of the water and sanitary sewer to the site with the developer funding the design, easement acquisition, and construction with exception to any eligible oversized main reimbursements. The agreement also stated that the City would assess the property owners along the corridor that would be eligible to connect at a future date and any of those assessments collected would be reimbursed to the developer when they were received. At that time, the aforementioned approach was standard practice for joint venture agreements.

Due to the recession which followed the original agreement as well as changes in the composition of the development team, property development never commenced nor were the offsite easements obtained. While the original agreement did not specify an express expiration date, the agreement has been amended several times over the years (2010, 2013, and 2017) to extend certain deadlines such as sanitary sewer plan submittals and contract assignments to various entities. The City has been approached by the current developer, RWC Buffalo, LLC, to amend and restate the agreement for utility services to include the following notable provisions:

- Establishes that the terms of the agreement shall be binding to RWC Buffalo, LLC or their designated successor in interest.
- Establishes a 12-month construction schedule for the successful low bid contractor after notice to proceed with no liability to the City should contractor fail to do so.
- Establishes that the developer complete all necessary design work for the offsite water and sanitary sewer utility services by January 1, 2025 otherwise initiating an automatic termination of the contract.

- Removes any obligation on the part of the City to reimburse the Developer or its successors in interest through the use of special assessments. There shall be no special assessments levied for this project on private properties and Developer shall not be entitled to assessment reimbursements as a result thereof.
- The Developer shall be eligible for “major main” or “oversize” reimbursement for those water and sewer mains sized 12-inches and larger in diameter and for pump station and other equipment that is sized to accommodate such “major main” or oversize lines, all in accordance with standard City major main, pump station, and infrastructure reimbursement policies.

An agenda item will be submitted for Council authorization to amend and restate the agreement with RWC Buffaloe, LLC, which is anticipated for the April 6 City Council meeting. A brief history of notable actions associated with the project are included with the *Update* materials.

(Attachments)

Wakefield Small Area Study

Staff Resource: Hannah Reckhow, Planning and Development, 996-2622, hannah.reckhow@raleighnc.gov

On March 11 staff held an internal kickoff of the Wakefield Small Area Study with the consultant team, led by Stantec. The project schedule will include three phases of community engagement conducted over the spring and summer of 2021. In accordance with City of Raleigh COVID-19 guidelines, a variety of virtual tools will be used to connect with the public safely, including online interactive maps, surveys, and virtual live events. Non-virtual options for engagement activities, including paper copies of surveys, will be available as needed.

Moving forward, staff is developing the first phase of engagement to be held in late April and early May. This phase aims to deepen the understanding of the issues and opportunities in the study area and will include an online survey and a live, virtual *Ask-a-Planner* event. With a six-month timeline for this project in mind, staff is targeting mid-June to host a virtual “open house” workshop on plan options and late July for a virtual meeting to discuss the draft recommendations with the public.

(No attachment)

Recreation Management Software System Successfully Launches

Staff Resource: Scott Payne, Raleigh Parks, 996-4825, scott.payne@raleighnc.gov

On March 9 the new Recreation Management System (RMS) - RecTrac by Vermont Systems, Inc. (VSI) - successfully launched. This system is used for all aspects of the Parks, Recreation and Cultural Resources department service delivery including but not limited to: Activity Registration, Facility Reservations, Membership Management, League Scheduling, Ticket Sales, Gate Entry, Merchandise and Concessions Sales. The solution provided by VSI includes staff interfaces, integrated business intelligence, hosting services, hardware required for business operations, and a new ReLink experience for customers.

This project was led by a cross-functional team composed of members from PRCR, Finance, IT, and consultants from VSI. With the onset of the pandemic, all project work shifted to remote collaboration, yet the team was able to configure the system, deploy hardware, train users, complete data migration, and

launch the system in less than fourteen months. In addition, the project team used this opportunity to evaluate and revise departmental policies and procedures.

A combination of process and procedural changes, in conjunction with functionality provided via RecTrac, allow for improvements for both staff and customers. Some notable improvements allow customers to:

- Submit facility reservation requests online
- Browse and add items to a wish list
- Donate to the financial assistance program without creating an account
- Have financial assistance auto-applied when registering online
- Withdraw from programs online
- Reset ReLink account passwords
- Access past RecTrac receipts
- Add a child to multiple accounts to accommodate split households
- Purchase amusement tickets online
- Redeem amusement tickets by scanning a barcode from one's phone

The launch of the new system has been highly successful. In the two weeks since "go live," the system has processed 5,000 registrations with 3,781 clients registering online via ReLink. There have been over 300 requests submitted via the new online facility reservation process. Over 750 memberships have been purchased, including the first online membership sales and the first ever Raleigh Parks gift cards have also been sold. Staff is positive the system will provide a higher-level customer service experience for many years to come.

(No attachment)

Council Member Follow Up Items

General Follow Up Item

Sidewalk Petition Program

Staff Resource: Jason Myers, Transportation, 996-2166, jason.myers@raleighnc.gov

Kenneth Ritchie, Engineering Services, 996-4112, kenneth.ritchie@raleighnc.gov

On December 1, 2020, City Council adopted a Bicycle and Pedestrian Advisory Commission (BPAC) recommendation to construct approved petition sidewalk projects in order of priority set by a scoring system recommended by BPAC. Staff has scored the projects and would like to communicate the status of the program to Council. Staff has also received questions from Council Members about the status of the program or individual projects.

Current Scoring Results

The adopted scoring criteria considers proximity to parks, schools, and transit service as well as sidewalk connectivity, community vulnerability, cost effectiveness, safety, and the length of time since project approval. See the attached information sheet for more information on the scoring criteria. The results of the scoring exercise are as follows:

Project	From/To	Total Points
Latimer Rd	Rowan St-Compton Rd	19
Reynolds Rd	Camelot Dr-Lambeth Dr	19
Brighton Rd	Glascok St-Millbank St	18
Lambeth Dr	Dartmouth Rd-Latimer Rd	18
Freeman St, Postell St, Coleman St	Lenoir St-Coleman St	18
Rawls Dr	Poole Rd-Friar Tuck Rd	17
Valley Dr	Sawmill Rd-Rangecrest Rd	16
West Rowan St	Currituck Dr-Pamlico Dr	16
Valley Dr	Rangecrest Rd-Lynn Rd	15
Colleton Rd	Bertie Dr-Oakwood Ave	14
Inglewood Ln	Yadkin Dr-Manchester Dr	13
Brookhaven Dr	Glenwood Ave-York Elementary	13
Rembert Dr (B)	Winthrop Dr-Brookhaven Dr	13
Lake Boone Trl*	Edenburgh Rd-Glenwood Ave	12
Aberdeen Dr*	Rose Ln-End	12
Cobblestone Ct	Ridge Rd-End	11

**Lake Boone Trail and Aberdeen Drive are also street improvement petitions with assessments for the addition of curb and gutter.*

Project Status

Applying the above scoring to the Sidewalk Petition Program, and considering Engineering Services capacity and the availability of Capital Improvement Program funds, the following table outlines the work plan.

Project	From/To	Status	Budget Year
Old Deer Trl	Old Deer Trl-Mourning Dove Rd	Under Construction	FY21
Barksdale Dr	Timber Dr-Raleigh Blvd	Under Construction	FY21

Winthrop Dr	W. Millbrook Rd-Sleepy Hollow Dr	Under Construction	FY21
Fiesta Wy	Falls of Neuse Rd-Fiesta Way	Under Construction	FY21
Featherstone Dr	Six Forks Rd-Mourning Dove Rd	Under Construction	FY21
Whittier Dr	Killington Dr-Optimist Pool Park	Under Construction	FY21
Scotland St	Lassiter Mill Rd-Beaufort St	Final Design	FY21
Norris St	Glascok St-Norris St	Final Design	FY21
Oxford Rd	Reaves Dr-Overbrook Dr	Final Design	FY21
Plainview Ave	Dennis Ave-Plainview Ave	Final Design	FY21
Lake Boone Trl*	Edinburgh Rd-Glenwood Ave	Early Design	FY22
Latimer Rd	Rowan St-Compton Rd	Early Design	FY22
Reynolds Rd	Camelot Dr-Lambeth Dr	Early Design	FY22
Brighton Rd	Glascok St-Millbank St	Early Design	FY22
Lambeth Dr	Dartmouth Rd-Latimer Rd	Early Design	FY22
Freeman St, Postell St, Coleman St**	Lenoir St-Coleman St	Early Design	FY22
Rawls Dr	Poole Rd-Friar Tuck Rd	Early Design	FY22
West Rowan St	Currituck Dr-Pamlico Dr	Early Design	FY22
Valley Dr	Sawmill Rd-Rangecrest Rd	Conceptual Design	TBD
Valley Dr	Rangecrest Rd-Lynn Rd	Conceptual Design	TBD
Colleton Rd	Bertie Dr-Oakwood Ave	Conceptual Design	TBD
Inglewood Ln	Yadkin Dr-Manchester Dr	Conceptual Design	TBD
Brookhaven Dr	Glenwood Ave-York Elementary	Conceptual Design	TBD
Rembert Dr (B)	Winthrop Dr-Brookhaven Dr	Conceptual Design	TBD

Aberdeen Dr*	Rose Ln-End	Conceptual Design	TBD
Cobblestone Ct	Ridge Rd-End	Conceptual Design	TBD
*Lake Boone Trail and Aberdeen Drive are also street improvement petitions with assessments for the addition of curb and gutter.			
**The Freeman, Postell, and Coleman Street sidewalks serve Hunter Elementary School. Staff will recommend bundling this petition with nearby small sidewalk gaps and an intersection safety treatment near Ligon Middle School and funding the combined effort with existing budget for Safe Routes to School.			

Recent bids for petition sidewalk projects have been competitive. Staff is hopeful that this trend will continue and existing funding may also be able to fund additional projects in FY23. Projects without a listed budget year could be budget in FY23 if funding is allocated and/or bidding remains favorable, but this list of FY22 projects utilizes all currently available funding and Engineering Services capacity.

Project delivery for these types of sidewalks can vary. Generally, staff estimates a year for design and right-of-way acquisition and a year for construction. Therefore, projects budgeted in FY22 should be complete by the summer of 2023.

(Attachment)



memo

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	John Anagnost, Senior Planner
Department	Planning and Development
Date	March 26, 2021
Subject	Equity Analysis in the Rezoning Staff Report

Background

The Planning Commission has expressed interest in updating the 2030 Comprehensive Plan to directly address equity in relation to growth and infrastructure in Raleigh. One application of this update would be to evaluate the impacts of rezoning cases with a focus on how those impacts are improving or reducing equitable outcomes for current or future Raleigh residents. Staff are planning an update to the Comprehensive Plan to take place in the next 18 months.

During the period when that update is in development, it may be useful to update the rezoning staff report to provide additional information about the rezoning area. This information can help the Planning Commission and the City Council to have conversations about equity impacts even if they are not expressly identified in the Comprehensive Plan.

In response to this interest, a new section for the rezoning staff report documents demographic and geographic factors that relate to historical inequities or can point to methods for improving equity through rezoning. This memo describes the development and contents of the new section.

About Equity

Equity is a term that has many meanings to many people. For the purposes of this initiative, staff started with the concept of equity as the desire for similar levels of opportunity regardless of a person's racial and ethnic origins and current socio-economic circumstances. An important component of equity is that different people may need varying levels of resources in order to be able to have equivalent access to opportunities.

A person who has experienced significant disadvantages or hardships due to circumstances out of their control cannot reasonably be expected to reach their economic and socio-emotional goals to the same degree as a person who has not dealt with those same hardships. To present both of these hypothetical people with the same resources and expect similar levels of success is irrational.

From this abstract concept of equity, staff then considered the history of Raleigh. The local history informs us of the particular types of hardships that have been experienced by residents over multiple generations and have created the demonstrated inequities that we observe today.

In Raleigh, racial discrimination has been expressed for over 200 years through laws, economic practices, and social mores. This is arguably the greatest source of inequity in the lives of today's residents in Raleigh. Therefore, racial equity is the primary topic of the equity section. Inequity related to income is also an important component. However, due to racism, income is so closely associated with race in Raleigh that the two topics are difficult to disentangle.

Process

The 2030 Comprehensive Plan does not directly call for consideration of equity for many areas of Raleigh's growth planning. The one area where equity is specifically identified as a goal is in the location of public facilities. Despite this deficiency in the adopted policies, there are a number of topics in the Comprehensive Plan that are applicable to the rezoning process and have implications for equity.

To start to think about these topics, staff used the Racial Equity Toolkit from the Government Alliance on Race and Equity (GARE). This toolkit is a series of quantitative and qualitative questions that help the user identify local demographic and social data that can be used to inform collective decision-making processes. The answers to the questions help stakeholders think through the impacts of each alternative being considered.

Staff have applied the Racial Equity Toolkit to the rezoning equity section but with a reduced scope. The draft section contains demographic information about the rezoning request, the rezoning site, and the area around the rezoning site.

Some of this data has already been included in the rezoning staff report as part of the "Housing Affordability & Energy Efficiency Analysis". Due to the documented intersection of equity with both climate change and housing access, these data points are suitable for inclusion in the draft equity section. They also retain their value as individual metrics for those specific issues. The draft equity section includes the following metrics:

Metric	How It's Measured
Walk Score	0 to 100 with higher score indicating greater walkability
Transit Score	0 to 100 with higher score indicating greater transit service
Bike Score	0 to 100 with higher score indicating greater ability to travel by bicycle
HUD Low Transportation Cost Index	Percentage of census tracts that have higher transportation costs than the subject tract outperforms (percentile)
HUD Jobs Proximity Index	Percentage of census tracts that lower proximity to jobs than the subject tract outperforms (percentile)
Housing Energy Analysis	Annual energy use by housing type in British thermal units (BTUs)
Demographic Index (%)	The average of the percentage of people who are low income and the percentage of people who are minorities
People of Color Population (%)	Percent of individuals who are not white and not Hispanic.
Low Income Population (%)	Percent of households with income less than twice the federal poverty level
Linguistically Isolated Population (%)	Percent of individuals who live in a household where those over the age of 14 speak English less than "very well"
Population with Less Than High School Education (%)	Percent of individuals over 25 with educational attainment less than a high school diploma
Population under Age 5 (%)	Percent of individuals under the age of 5
Population over Age 64 (%)	Percent of individuals over the age of 64
Change in median, two-bedroom rent since 2015	Percent change

The first set of measures in the table express the level of access to multi-modal transportation and jobs experienced by residents of the rezoning area. The Housing Energy Analysis indicates the likely energy usage of housing units enabled by the proposed rezoning. These values can be interpreted as indicators of how affordable it may be to live in a certain location. However, real estate markets often account for this additional affordability. Lower inherent housing and transportation costs may not translate into housing prices that are accessible for low- and middle-income residents.

The last set of measures is meant to describe the resident population of the rezoning area. Specifically, the demographic data points were adapted from a Displacement Risk Index created by the City of Portland. These values are intended to provide insight into the likelihood that a historic community, and particularly communities of color, may be vulnerable and subject to rising housing costs that may lead them to move away from the area.

In addition to quantitative information, the draft equity section asks a series of qualitative questions. These questions can shed light on historical or environmental factors that may impose economic burdens, socio-emotional stressors, or health risks on current or future residents. While accurate data is harder to collect in response to qualitative questions, these items are important contributors to socio-economic disparities. The qualitative questions seek to provide context on topics like historic racial discrimination and disproportionate exposure to environmental hazards or toxins.

The final part of the equity section is a set of questions that prompts discussion of the preceding descriptive items. The questions do not attempt to directly assert causal relationships between the rezoning request and positive or negative impacts to equity. Instead, they ask how individuals residing in the rezoning area may be affected by the rezoning, according to the development pattern fostered by the requested zoning district.

Alternatives Considered

The draft equity section is the product of a process involving Planning and Development, Housing and Neighborhoods, and Office of Equity and Inclusion staff. During the development of the analysis, staff explored a variety of approaches to evaluating equity impacts. The following issues were discussed prior to arrival at the present format of the draft.

Should staff make judgments about causal relationships?

It is difficult to assert that one zoning district will clearly create a more equitable city, neighborhood, or environment when compared to another zoning district. Defining equity is complex and potentially subjective. Moreover, each zoning district allows a

range of development options. The existing and proposed zoning in a rezoning case often have overlapping development options. In some locations, housing types that are typically lower cost in the larger region are marketed for prices that are unaffordable for low- or middle-income households. Finally, the built environment is not the only determinant of equity. Considering all of these uncertainties, staff did not feel like it would be responsible to make conclusive statements about the degree of equity resulting from a zoning decision.

What quantitative data should be included?

There is a lot of demographic and economic data available that may be relevant to a rezoning decision. The same data can be used in a variety of ways. Too much data can be counterproductive if it obscures or confuses the decision at hand. For these reasons, staff sought to limit the amount of data presented in this section to that which would be relevant to changes to the built environment. In addition, staff tried to ensure that data could be gathered reliably and consistently across the city. We also tried to avoid using multiple metrics that may be representative of the same social or economic phenomena. Data points that were explored but ultimately omitted include poverty, unemployment, age, and English proficiency. These were removed because they were either closely associated with another metric or lacked a clear nexus with zoning decisions.

How should qualitative data be used?

The use of qualitative data adds important context to numeric data. It can also be subject to different interpretations depending on the audience. Collection of qualitative data tends to be time-consuming, and it may be difficult to produce equivalent qualitative data for different areas. Staff were aware of these nuances when selecting qualitative information to include in this section. Given the limited staff resources available for producing this research, it may not be possible to ensure that each case receives equal attention if the demanded information is too great.

Relevance to Adopted Policies

While the 2030 Comprehensive Plan does not provide strong guidance that is specific to equity, the contents of the draft equity section may affect consistency with some existing policies. These policies include:

- Policy LU 2.5 Healthy Communities
- Policy LU 2.6 Zoning and Infrastructure Impacts
- Policy LU 12.3 Reservations for Community Facilities
- Policy H 1.8 Zoning for Housing
- Policy HP 2.7 Mitigating Impacts on Historic Sites

For future rezoning staff reports, staff can note these policies independently within the equity section or include them in the existing policy evaluation section with notes referring to the equity section.

Next Steps

A template of the draft equity section is attached to this memo. Staff will add the section to the staff report for rezoning cases filed after May 1 unless otherwise directed.

Equity and Climate Change Analysis [DRAFT]

Transportation Cost and Energy Analysis

	City Average	Site	Notes
Transit Score	30	(score)	(Comparison of score to average)
Walk Score	30	(score)	(Comparison of score to average)
Bike Score	41	(score)	(Comparison of score to average)
HUD Low Transportation Cost Index	[Not applicable, index is expressed as a percentile.]	(score)	(Note any additional comments.)
HUD Jobs Proximity Index	[Not applicable, index is expressed as a percentile.]	(score)	(Note any additional comments.)

Source: [Walk Score](#) is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. HUD index scores are percentiles indicating how well the subject tract performs compared to all other census tracts in the United States. A higher percentile for Low Transportation Cost or Jobs Proximity indicates a lower the cost of transportation and higher access to jobs in the nearby area, respectively.

Housing Energy Analysis

Housing Type	Average Annual Energy Use (million BTU)	Permitted in this project?
Detached House	82.7	Yes/No
Townhouse	56.5	Yes/No
Small Apartment (2-4 units)	42.1	Yes/No
Larger Apartment	34.0	Yes/No

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

Housing Supply and Affordability

Does the proposal add or subtract from the housing supply?	Adds/Subtracts	(Additional notes)
Is naturally occurring affordable housing present on the site?	Yes/no	(Additional notes)
Does it include any subsidized units?	Yes/no	(Additional notes)
Does it permit a variety of housing types beyond detached houses?	Yes/no	(Additional notes)
If not a mixed-use district, does it permit smaller lots than the average? *	Yes/no	(Additional notes)
Is it within walking distance of transit?	Yes/no	(Additional notes)

*The average lot size for detached residential homes in Raleigh is 0.28 acres.

Demographic Indicators from EJSSCREEN*

Indicator	Site Area	Raleigh
Demographic Index** (%)		
People of Color Population (%)		
Low Income Population (%)		
Linguistically Isolated Population (%)		
Population with Less Than High School Education (%)		
Population under Age 5 (%)		
Population over Age 64 (%)		
% change in median rent since 2015		

*Environmental Justice Screening and Mapping Tool from the Environmental Protection Agency (<https://www.epa.gov/ejscreen>)

**The Demographic Index represents the average of the percentage of people who are low income and the percentage of people who are minorities

Health and Environmental Analysis

What is the life expectancy in this zip code tract? Is it higher or lower than the City average?	Life expectancy (yrs)	(Additional notes)
Are there known industrial uses or industrial zoning districts within 1,000 feet?	Yes/no	(Additional notes)
Are there hazardous waste facilities are located within one kilometer?	Yes/no	(Additional notes including number of facilities)
Are there known environmental hazards, such as flood-prone areas, that may directly impact the site?	Yes/no	(Additional notes)
Is this area considered a food desert by the USDA?	Yes/no	(Additional notes)

Land Use History

When the property was annexed into the City or originally developed, was government sanctioned racial segregation in housing prevalent?*	Yes/No	(Additional notes)
Has the area around the site ever been the subject of an urban renewal program?*	Yes/No	(Additional notes)
Has the property or nearby properties ever been subject to restrictive covenants that excluded racial groups?*	Yes/no	(Additional notes)
Are there known restrictive covenants on the property or nearby properties that restrict development beyond what the UDO otherwise requires?*	Yes/no	(Additional notes)

*The response to this question is not exhaustive, and additional information may be produced by further research. Absence of information in this report is not conclusive evidence that no such information exists.

Analysis questions

1. Does the rezoning increase the site's potential to provide more equitable access to housing, employment, and transportation options? Does the rezoning retain or increase options for housing and transportation choices that reduce carbon emissions?

Response:

2. Is the rezoning in an area where existing residents would benefit from access to lower cost housing, greater access to employment opportunities, and/or a wider variety of transportation modes? Do those benefits include reductions in energy costs or carbon emissions?

Response:

3. Have housing costs in this area increased in the last few years? If so, are housing costs increasing faster than the city average?

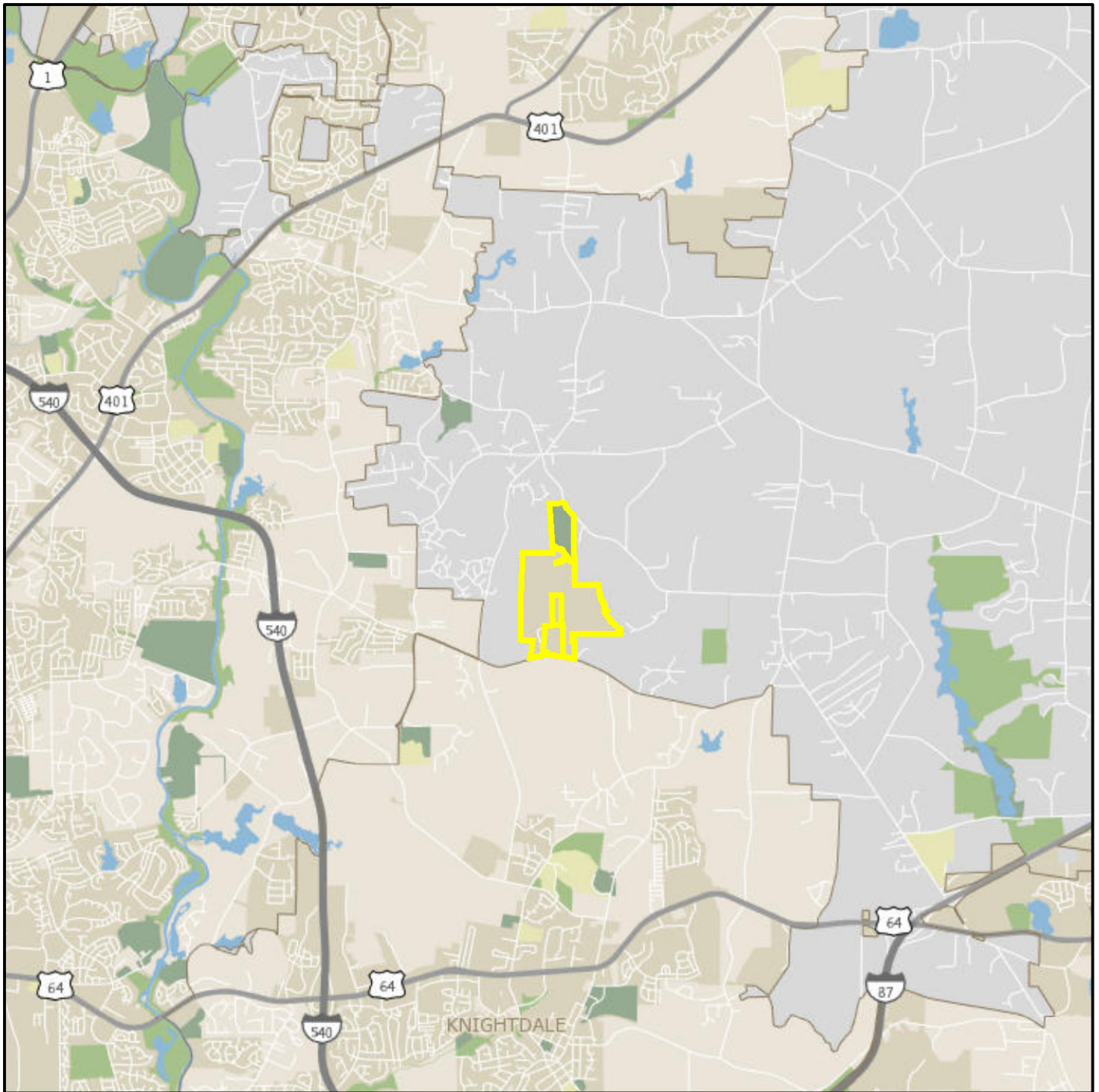
Response:

4. Are there historical incidences of racial or ethnic discrimination specific to this area that have deprived Black, Indigenous, and People of Color (BIPOC) of access to economic opportunity, public services, or housing? If so, does the rezoning request improve any current conditions that were caused, associated with, or exacerbated by historical discrimination?

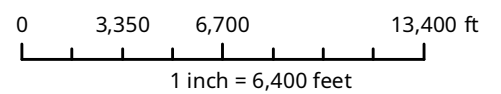
Response:

5. Do residents of the area have disproportionately low life expectancy, low access to health insurance, low access to healthy lifestyle choices, or high exposure to environmental hazards and/or toxins? If so, does the rezoning create any opportunities to improve these conditions?

Response:



2006 Rivertowne Satellite Annexation



Disclaimer

*iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.*

Rivertowne Development and Associated Water and Hodges Creek Outfall Extensions - Project History of Notable Actions Associated with Project

March 26, 2021

July 11, 2006 – The City Council voted to proceed with processing a satellite annexation of the Rivertowne property.

September 19, 2006 – The City Council voted to annex the Rivertowne property with an effective date of October 31, 2006.

November 7, 2006 – The City Council voted to approve a Joint Venture Agreement between the City of Raleigh and Buffalo Park, LLC to assist in the extension of water and sanitary sewer services to the property.

December 5, 2006 – The City Council voted to rezone the Rivertowne property of approximately 359 acres to Residential – 4 Conditional Use District in zoning case number Z-45-06 with an effective date of December 15, 2006.

August 7, 2007 – The City Council approved a rezoning requested of the developer to Shopping Center Conditional Use District for approximately 27.4 acres along the frontage of Buffalo Road in zoning case number Z-15-07 with an effective date of August 7, 2008.

May 6, 2008 – The City Council voted to purchase a 41.5 acre park site in Rivertowne development with the developer donating an additional 7.7 acres for a total park site of 49.3 acres.

June 16, 2008 – The North Carolina Department of Transportation issued a two party encroachment contract for the construction of the widening and street connections to NCSR 2215, Buffalo Road, required by Raleigh for the development of this tract.

July 25, 2008 – The Joint Venture Agreement by and between the City and Buffalo Park, LLC was executed.

August 5, 2008 – The City Council voted to accept an offer from the developer to allow the staff to purchase the park site under the original terms or at a discounted price in exchange for cash at closing.

September 17, 2008 – The City granted an administrative approval with conditions for S-79-07, a Preliminary Subdivision and Cluster Unit Development of approximately 307.52 acres that allows the creation of 709 single family lots, and 18 open space lots within the Residential-4 CUD zoned portion of the property, and 2 non residential lots and a public safety lot within the portion of the site zoned Shopping Center CUD. The future city park site was not a part of this subdivision.

September 25, 2008 – The Public Works Committee met to discuss the Hodges Creek Sanitary Sewer Outfall route and voted to accept the staff's recommendation to approve the assessment for the Hodges Creek Sewer Project and recommend that the Council adopt a resolution approving the project and advertise.

October 7, 2008 – City Council voted to accept the Public Works Committee recommendation to adopt a resolution approving the project as advertised.

February 6, 2010 – The City Council held a hearing and voted to purchase the park site utilizing the offered financing options.

February 24, 2010 – In association with the pending closing of the park purchase, the City and MacGregor Development signed a new agreement that supplemented and replaced the agreement dated July 25, 2008 Joint Development Agreement to provide utility service to the subdivision and the park site.

February 24, 2010 – An Escrow and Indemnity Agreement, by and between the City and MacGregor Development was executed which set aside \$226,746.25 for the acquisition of easement for the water and sewer extensions as well as the cost to extend the water and sewer.

February 26, 2010 – The City closed on the purchase of the park property.

June 4, 2013 – The City Council voted to amend/restate the 2010 Amended and Restated Agreement which was a recommendation from the Public Works Committee.

June 28, 2013 – The Amended and Restated Agreement for Utility Services by and between the City and RWC Buffalo, LLC was executed.

June 28, 2013 – The Amended and Restated Escrow Agreement by and between the City and RWC Buffalo, LLC was executed. The agreement required the deposit of an additional \$300,000 for the purposed of easement acquisition and water and sewer extensions for a total amount in escrow in excess of \$526,746.25.

January 3, 2017 – The City Council voted to approve a proposed contract amendment #1 to extend the deadlines within the 2013 agreement.

February 21, 2017 – The First Amendment to the Amended and Restated Agreement for Utility Services and the related Amended and Restated Escrow Agreement was executed to extend the deadline for the design and pre-bid services by the developer and the extension of completion date by the City.

2018 – Second Amendment to the Amended and Restated Escrow Agreement was executed due to escrow agent, James R. Rogers III, Esq., passing. Tryon Title Agency, LLC named appointed escrow agent under this second amendment and remains escrow agent as of the date of this history.

Council Member Follow Up

STREET AND SIDEWALK PETITION PROGRAM
Prioritization Methodology
ADOPTED by CITY COUNCIL 12/01/20

Prioritization Criteria	Scoring Criteria	Maximum Points
<p>Pedestrian Demand Generators <i>Projects located near major generators of pedestrian travel.</i></p>	<p><i>Proximity to a School</i></p> <ul style="list-style-type: none"> • <i>Less than ½ mile: 2 points</i> • <i>½ mile to 1 mile: 1 point</i> <p><i>Park, Community Ctr, Library, Greenway</i></p> <ul style="list-style-type: none"> • <i>Less than ½ mile: 2 points</i> • <i>½ mile to 1 mile: 1 point</i> <p><i>Proximity to Transit Service</i></p> <ul style="list-style-type: none"> • <i>Less than ½ mile: 2 points</i> • <i>½ mile to 1 mile: 1 point</i> 	<p>6</p>
<p>Sidewalk Connectivity <i>Projects that fill gaps in the pedestrian network.</i></p>	<p><i>Sidewalk Connectivity</i></p> <p>Contiguous on both ends of street: 2 points Contiguous on one end of street: 1 point</p> <p><i>Evidence of Pedestrian Foot Traffic</i></p> <p>Compacted Foot Path: 1 Point</p> <p><i>Existing Sidewalk on One Side</i></p> <p>No sidewalk on street: 5 points</p>	<p>8</p>
<p>Safety and Need <i>Projects that improve safety and serve vulnerable communities.</i></p>	<p><i>Pedestrian Accidents and Demand: Unlimited</i></p> <p><i>Wake County Vulnerability</i></p> <p>80th Percentile or Above: 3 points 60th Percentile or Above: 2 points 40th Percentile or Above: 1 point</p> <p><i>Years Since Successful Petition</i></p> <p>1 point per year (unlimited)</p> <p><i>Pedestrian Crashes</i></p> <p>1 point per crash (unlimited)</p>	<p>3 +</p>
<p>Funding Considerations <i>Project cost-effectiveness and the opportunities to combine into other City initiatives.</i></p>	<p><i>Estimated Cost Effectiveness</i></p> <p>Low Cost per Linear Foot: 2 points Medium Cost per Linear Foot: 1 point</p> <p><i>Project Partnering Opportunity</i></p> <p>May be combined with other City project: 1 point</p>	<p>3</p>
TOTAL:		20 +