



IN THIS ISSUE

Call for Ideas for Downtown Raleigh
Pollinator Week Celebration June 21-27
Appearance Commission Membership and Quorum
Weekly Digest of Special Events

Council Follow Up Items

Wade Avenue – Future Plans (Council Member Knight)
Public Comment – Village Bar, 616 Glenwood Avenue
Laurel Hills Community - Coyotes (Mayor Baldwin)
Missing Middle Housing Initiatives Update (Mayor Baldwin)
Public Comment – Resident at 712 Carolina Pines Avenue (Mayor Baldwin)
Wake Bus Rapid Transit: Program Update (Councilmember Buffkin)

INFORMATION:

[Call for Ideas for Downtown Raleigh](#)

Staff Resource: Mary Vigue, Budget and Management Services, 996-4270, mary.vigue@raleighnc.gov

During the City Council May 11 work session, Listening Session on Reopening Downtown, Mayor Baldwin requested the Big Ideas award be expanded to focus on ideas for downtown Raleigh. Two calls for ideas have been released: one internally for City employees and another externally for community members. Employees and community members are encouraged to submit ideas around rethinking how residents and visitors engage in the downtown area.

Over the next few weeks, the [public call for ideas](#) will be amplified on the City's website and social media as well as Downtown Raleigh Alliance's social media and listservs.

The submission deadline for ideas is Friday, July 23. Submissions will be vetted by a team of City staff and the Downtown Raleigh Alliance, and finalists will be presented to City Council. Winners will receive an award and recognition from City Council.

(No attachment)

Pollinator Week Celebration June 21-27

Staff Resource: Silas Charles Craig III, Raleigh Parks, 996-4115, charles.craig@raleighnc.gov

In 2021 the City joined the National Wildlife Federation [Mayors' Monarch Pledge](#) joining hundreds of other U.S. communities committed to creating habitat for the monarch butterfly and other pollinators, and to educate residents about how they can make a difference at home and in their community.

Raleigh Parks is committed to promoting the valuable ecosystem services provided by bees, birds, butterflies, and all pollinators. National Pollinator Week is an annual event celebrated internationally in support of pollinator health. Pollinator Week marks a necessary step toward addressing the urgent issue of protecting declining pollinator populations.

Raleigh Parks will be promoting pollinator gardens via social media from June 21 - 27 and will also host a plant give away at the Moore Square Market on June 27 from 11:00 am to 3:00 pm. It's a great time to celebrate pollinators and spread the word about what we can do to protect them.

Here are three (3) easy steps Raleigh Parks is taking that you can join in on today.

1. Raleigh Parks promotes [Pollinator Lawns](#); low maintenance open areas where plants can bloom prior to mowing.
2. Raleigh Parks encourages you to have a [Healthy Landscape](#) by using best management practices such as composting, mulching, proper watering and using the right plant in the right place.
3. Raleigh Parks has prioritized planting native plants and creating [Monarch Waystations](#) in our parks, you can do the same thing in your home garden or in your community.

To learn more about the Raleigh Parks Monarch Waystation Program visit: [Wildlife and Pollinator Program | Raleighnc.gov](#)



Photos from Monarch Waystation at Sassafras All Children's Playground at Laurel Hills Park

(No attachment)

Appearance Commission Membership and Quorum

Staff Resource: Carter Pettibone, Planning and Development, 996-4643, carter.pettibone@raleighnc.gov

As a result of a UDO text change in 2020, the Appearance Commission took over responsibility for the review of design alternates from the Board of Adjustment. Design alternates require a quasi-judicial public hearing, so the Commission must conform to State law pertaining to membership and quorum for quasi-judicial hearings. Planning and Development staff, with the support of the Appearance Commission, will request authorization for a text change to the UDO to amend the composition of the Commission from 15 members with no alternates to a combination of regular and alternate members, with no reduction in total membership. This would structure the Commission in a manner similar to the Board of Adjustment and the Raleigh Historic Development Commission's Certificate of Appropriateness Committee, the other City bodies that deliberate quasi-judicial matters.

In addition to the request for a text change authorization, amendments to the Commission's bylaws and a recommendation on which current members would become regular or alternate members would be brought forth for consideration following approval of the text change.

(Attachment)

Weekly Digest of Special Events

Staff Resource: Derrick Remer, Special Events Office, 996-2200, derrick.remer@raleighnc.gov

Included with the *Update* materials is the special events digest for the upcoming week.

(Attachment)

Council Member Follow Up Items

Follow Up from the February 2 City Council Meeting

Wade Avenue – Future Plans (Council Member Knight)

*Resource: Travis Crane, Planning and Development, 996-2656, travis.crane@raleighnc.gov
Eric Lamb, Transportation, 996-2161, eric.lamb@raleighnc.gov*

During the meeting Council requested a report on long term plans for Wade Avenue, from the perspective of both City as well as State of North Carolina (NCDOT) planning for improvements. Staff has coordinated with NCDOT to ascertain future plans; included with the *Update* materials is a staff memorandum and corridor map prepared in response to the request.

(Attachments)

Follow Up from the May 4 City Council Meeting

Public Comment – Village Bar, 616 Glenwood Avenue

Staff Resource: Chief C.L. Deck-Brown, Police, 996-3155, cassandra.deck-brown@raleighnc.gov

During the meeting Council received comments from Woody Biggs regarding noise issues from The Village bar, 616 Glenwood.

Included with the *Update* materials is a staff memorandum prepared in response to the request.

(Attachment)

Follow Up from the May 18 City Council Meeting

Laurel Hills Community - Coyotes (Mayor Baldwin)

Staff Resource: Chief C.L. Deck-Brown, Police, 996-3155, cassandra.deck-brown@raleighnc.gov

During the meeting Mayor Baldwin reported being contacted by residents of Laurel Hills and reports of coyotes. Council requested staff to hold a community meeting to discuss the issue with residents.

Included with the *Update* materials is a staff memorandum prepared in response to the request.

(Attachment)

Follow Up from the June 1 City Council Meeting

Missing Middle Housing Initiatives Update (Mayor Baldwin)

Staff Resource: Charles Dillard, Planning and Development, 996-4631, charles.dillard@raleighnc.gov

During the meeting Council requested staff to provide a review of “flag lots” as those relate to multiple and ongoing Missing Middle housing initiatives. Included with the Update materials is a staff memorandum that includes a review of all Missing Middle housing work completed to date, including approved text changes and those under review. The memo includes a review of benefits, constraints, and peer city approaches as they relate to flag lots. A more comprehensive review of flag lot research and proposed ordinance language will be included in a forthcoming “Missing Middle 2.0” report to City Council, to be delivered in later this calendar year.

(Attachment)

Public Comment – Resident at 712 Carolina Pines Avenue (Mayor Baldwin)

Staff Resource: Chief C.L. Deck-Brown, Police, 996-3155, cassandra.deck-brown@raleighnc.gov

During the public comment portion of the meeting, a resident residing at 712 Carolina Pines Avenue addressed council with concerns about neighboring properties, noise, and loud music. Staff was asked to follow up with the resident.

Included with the *Update* materials is a staff memorandum prepared in response to the request.

(Attachment)

Follow Up from the June 15 Work Session

Wake Bus Rapid Transit: Program Update (Councilmember Buffkin)

Staff Resource: Kelly McChesney, Raleigh Arts, 996.5657, kelly.mcchesney@raleighnc.gov

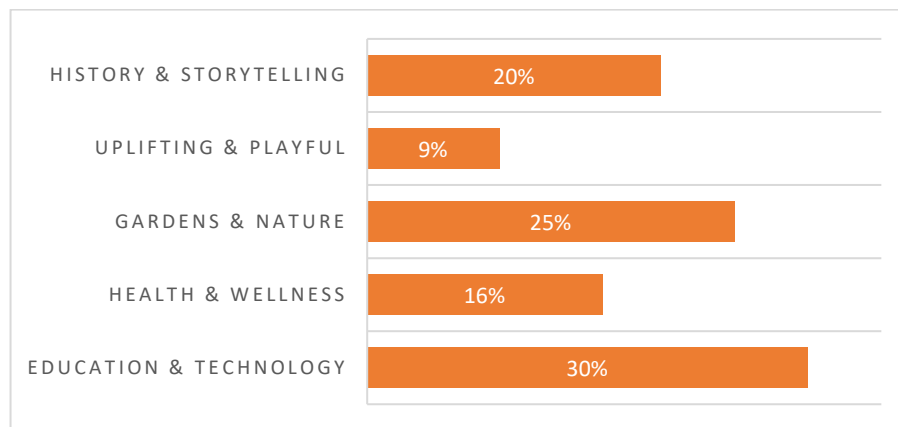
Meghan Finnegan, Transportation - Transit, 996.4180, meghan.finnegan@raleighnc.gov

During the Work Session, Council requested staff to provide context for the methodology related to how survey respondents indicated preference for different types of art, during the Wake BRT Spring Virtual Open House (VOH).

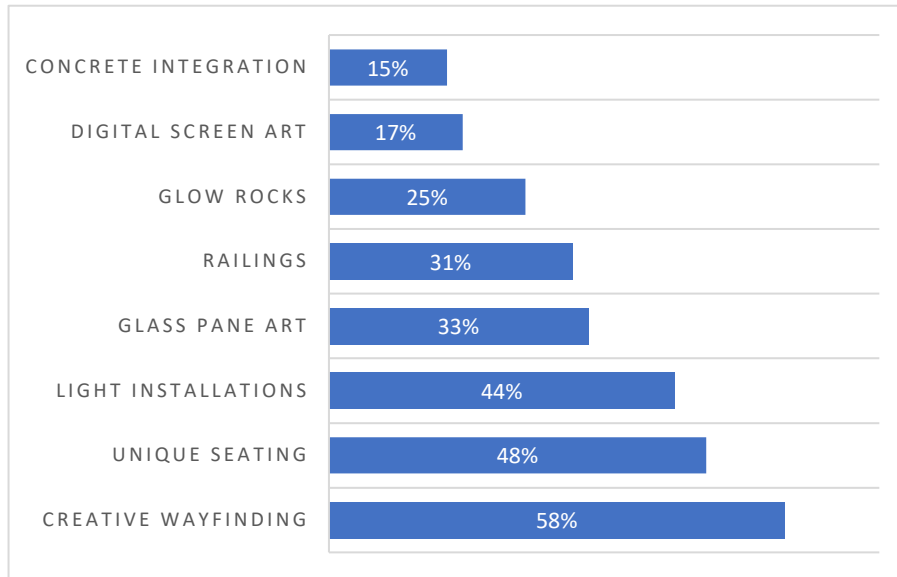
During the Spring VOH, participants were asked two art-related questions. There were over 400 responses to the following survey prompt:

With the project team, Artist-in-Residence Dare Coulter is working with the community to create conceptual ideas and inspiration for art integration into the BRT program. Help develop future artwork by answering the question(s) below.

1. Pick the top theme you would like to see incorporated into future artwork along the New Bern Avenue BRT project.



2. Below is a sampling of art projects from across the country that show different types of art. Which examples excite you the most? Pick three.



(No attachment)

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Carter Pettibone, Senior Urban Designer
Department	Planning and Development
Date	June 23, 2021
Subject	Appearance Commission Membership and Quorum

Since the Appearance Commission took on the added role of reviewing Design Alternates last October, the Commission has faced challenges with respect to maintaining a voting quorum in the quasi-judicial public hearings.

State law requires that a majority of the members are required to decide a quasi-judicial design alternate request. With 15 regular members, a minimum of 8 members must vote in favor to approve a design alternate request. This is a tall hurdle compared to the City's other quasi-judicial bodies, which have reduced membership numbers and utilize alternate members. For instance, the Board of Adjustment (BOA) has 5 regular voting members and 3 alternate members. The Raleigh Historic Development Commission (RHDC) utilizes a subcommittee with 5 regular members and 2 alternate members. In each instance, the alternate members become voting members in the event of a commissioner absence or recusal.

Prior to conducting quasi-judicial public hearings, the typical attendance at Appearance Commission meetings was 9-10 members, which was adequate for the Commission's advisory role. Since October, attendance at meetings with quasi-judicial hearings has been problematic. At only two of those six meetings was attendance 10 or more members. In one instance an applicant chose to continue his case instead of facing the prospect of needing a unanimous vote of the eight members present to receive approval of the request.

Staff discussed the issue and potential options with the Commission at its June 17, 2021 meeting. The Commission supports the idea of using regular and alternate members similar to the BOA and RHDC, with no reduction in total membership. The Commission is comfortable with 9 regular members and six alternates. The Commission also wants to structure review of non-quasi-judicial items so that the entire membership can participate in those matters. Staff believes that the change in membership structure can solve the issues related to obtaining a quorum and would ease the burden of obtaining an almost unanimous decision for design alternate requests.

To begin the process for changing the Commission's membership composition, a text change is required to amend the UDO section that specifies 15 members with no alternates to a

combination of regular and alternate members. Planning and Development staff will request authorization for the text change at the July 6, 2021 City Council meeting.

While drafting the text change, staff would work with the Commission and City Attorney's office to draft applicable amendments to the Commission's bylaws. Staff would also work with the Commission to identify which of the current members would fall into the two membership categories. The Commission would bring forward the bylaw amendments and recommendation for regular and alternate members to City Council following approval of the text change.

Weekly Events Digest

Friday, June 25 – Thursday, July 1

City of Raleigh Office of Emergency Management and Special Events
specialevents@raleighnc.gov | (919) 996-2200 | raleighnc.gov/special-events-office

Permitted Special Events

[Ride Raleigh! A Scooter Safety Event](#)

Raleigh Union Station Plaza

Saturday, June 26

Event Time: 11:00am - 3:00pm

Associated Road Closures: No roads will be closed for the event. Union Station Plaza will be used from 10:00am until 4:00pm.

[Flight Day with Y Guides](#)

Dorothea Dix Park, Big Field

Saturday, June 26

Event Time: 12:00pm - 3:00pm

Associated Road Closures: Blair Drive between Umstead Drive and Barbour Drive and Barbour Drive/Biggs Drive between Blair Drive and Goode Street will be closed from 9:00am until 4:00pm. Big Field will also be used during this time.

[Dine Out Downtown Fayetteville Street](#)

Fayetteville Street District

Saturday, June 26

Event Time: 5:00pm - 9:00pm

Associated Road Closures: Fayetteville Street between Hargett Street and Martin Street, and Hargett Street and Martin Street between Salisbury Street and Wilmington Street will be closed from 3:00pm until 11:00pm. Note that local traffic will have access to the 100 and 300 blocks of Fayetteville Street.

[Movies on the Lawn: 50 First Dates](#)

Dorothea Dix Park, Flowers Field

Saturday, June 26

Event Time: 8:30pm - 10:00pm

Associated Road Closures: Dawkins Drive will be closed and Flowers Field will be used from 7:00pm until 11:00pm.

[Black Flea Market](#)

Raleigh Union Station Plaza

Sunday, June 27

Event Time: 1:00pm - 5:00pm

Associated Road Closures: No roads will be closed for the event. Union Station Plaza will be used from 11:00am until 6:00pm.

Raleigh Union Station Community Yoga Programs

Raleigh Union Station Plaza

Sunday, June 20 through Thursday, June 24

Event Times: 5:00pm - 8:00pm on Mondays, Wednesdays, and Thursdays; 6:00pm - 8:00pm on Tuesdays; and 9:30am - 11:00am on Sundays

Associated Road Closures: No roads will be closed for the events. Raleigh Union Station Plaza will be used during the above dates and times from 3-22-21 until 11-24-21. Details regarding class registration can be found through [Yoga Soul·lect·tive](#) for Mondays, [Oak City Yoga](#) for Tuesdays and Wednesdays, and [Current Wellness](#) for Thursdays and Sundays.

[Noon Tunes @ City Plaza: NC Opera presents Opera About Town](#)

City Plaza

Wednesday, June 30

Event Time: 12:00pm - 1:00pm

Associated Road Closures: No roads will be closed for the event. The off-street portion of City Plaza will be used from 10:30am until 2:00pm.

Other Upcoming Events

[Love is Life, the Vitiligo Experience](#)

Friday, June 25

John Chavis Memorial Park

[Performance Edge 2021 Summer Showcase](#)

Saturday, June 26

Fletcher Opera Theater

[Acorn Live Music Series – Wake Moody](#)

Sunday, June 27

Chapel at Dix Park

[Moore Square Market](#)

Sunday, June 27

Moore Square

[Amped Up Music Series: Dillon Fence w/Arson Daily](#)

Thursday, July 1

Red Hat Amphitheater

Public Resources

[Pilot Text Alert Program](#): Sometimes spontaneous events happen downtown and in other areas that could affect local businesses. If you'd like to receive notifications when those events happen, including unpermitted ones, sign up for text alerts.

[Event Feedback Form](#): Tell us what you think about Raleigh events! We welcome citizen and participant feedback and encourage you to provide comments or concerns about any events regulated by the Office of Emergency Management and Special Events. We will use this helpful information in future planning.

[Road Closure and Road Race Map](#): A resource providing current information on street closures in Raleigh.

[Online Events Calendar](#): View all currently scheduled events that impact City streets, public plazas, and Dorothea Dix Park.

Council Member Follow Up



Raleigh

MEMO

TO: Patrick O. Young, AICP
Michael Moore

FROM: Eric J. Lamb, PE, FITE
Travis R. Crane

DEPARTMENT: Transportation
Planning and Development

DATE: June 17, 2021

SUBJECT: City Council Follow Up - Wade Avenue

During the February 2, 2021 City Council meeting, staff was asked to provide additional information regarding the future of Wade Avenue. This request was raised in conjunction with a request to rezone approximately two acres of property on the south side of Wade Avenue to the east of Canterbury ([Z-35-20](#)). Staff in the Transportation and Planning & Development Departments have coordinated to provide information regarding land use and capital projects around Wade Avenue.

Wade Avenue is maintained by the North Carolina Department of Transportation (NCDOT) and runs between Capital Boulevard and I-40 through a variety of contexts over its six-mile run. West of I-40, it functions as a full freeway, while inside the Beltline much of the corridor is four lanes with no median and few turn lanes. The Raleigh Street Plan (Comprehensive Plan Map T.1) provides a prescription for the ultimate build out of all major streets and designates Wade Avenue as a future four-lane divided avenue east of Faircloth Street. Between Faircloth Street and I-440, Wade Avenue is projected to need a six-lane divided avenue footprint. West of I-440, the Comprehensive Plan designates Wade Avenue as a freeway facility. For the purpose of this evaluation, staff will focus on Wade Avenue between I-440 and Capital Boulevard.

Traffic Volumes

Inside the I-440 Beltline, traffic volumes along Wade Avenue range between 30,000 and 38,000 vehicles per day (vpd) per NCDOT Annual Average Daily Counts conducted in 2019. The highest volumes (36,000-38,000 vpd) occur between I-440 and Faircloth Street. East of Faircloth Street, volumes range between 30,000 and 35,000 vpd. Traffic volumes in the corridor have increased sporadically, ranging between 0.7% and 2.2% annual increases between 2002 and 2016.

Prior to 2009, Wade Avenue was classified as a secondary arterial thoroughfare in previous versions of the City's Comprehensive Plan. This standard correlated to a future six-lane street. The Street Plan was amended in 2009 to downgrade Wade Avenue to a major thoroughfare (four-lane divided avenue) east of Faircloth Street. This amendment was in part due to the constraints of existing development and bridges along the corridor, and that ultimately constructing six lanes was neither realistic nor desirable as an outcome.

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

One Exchange Plaza
1 Exchange Plaza, Suite 1020
Raleigh, North Carolina 27601

City of Raleigh
Post Office Box 590 • Raleigh
North Carolina 27602-0590
(Mailing Address)

Crashes

From January 1, 2018 to January 1, 2021, Wade Avenue experienced 499 total crashes between Faircloth Street and Capital Boulevard. While there were no fatalities during this time period, 88 of these crashes (17.6%) involved injuries, four of which resulted in severe, life-threatening injuries. 94 of these crashes (18.8%) occurred at night, and 105 (21%) happened during wet conditions. Only 13 of these crashes (2.6%) involved impairment due to drugs or alcohol.

The total crash rate for Wade Avenue is 510.44 crashes per 100 million vehicle miles (100MVM). By comparison, NCDOT statistics for similar facilities indicate that this rate is slightly below average (534.10 crashes/100MVM) for other four-lane undivided primary routes in urban areas.¹

The most predominant type of crash in the corridor is “Rear End, Slow or Stop”, representing 38.7% of all crashes between Faircloth Street and Glenwood Avenue. The second most frequent crash type is “Sideswipe, Same Direction”, at 19% of all crashes. The prevalence of both of these crash types is a known problem with four-lane undivided avenue street sections, as crashes occur where drivers have stopped to make left turns and oncoming traffic either collides with those stopped vehicles or swerves to avoid them. It is likely that the steep vertical curvature and tight horizontal curves along Wade Avenue contribute to some of these crashes as well, either by facilitating higher speeds or limiting sight distances.

Land Use Pattern

The zoning pattern on Wade Avenue can be viewed in three distinct sections: the eastern section between Capital and Oberlin; the middle section between Oberlin and Faircloth; and the western section between Faircloth and Blue Ridge.

The land use pattern in the eastern section between Capital and Oberlin contains some industrial zoning at Capital, with Office Mixed Use or Residential Mixed-Use zoning to the west, where larger lot sizes are present. There is one instance of Planned Development on the south side of Wade in this section, that permits office and residential uses. Mid-rise office buildings with surface parking dominate, with three- and four-story apartments clustered around St. Mary’s Street. The zoning here mostly permits three- and four-story buildings. There are small pockets of land that permit five- and seven-story buildings. The former Rex Hospital campus located at the northwest corner of Wade Avenue and St. Mary’s Street is one of the larger privately-held parcels in this area.

The middle section between Oberlin and Faircloth is mostly residential in nature. The predominant zoning is either Residential-4 or Residential-6 here, where lots either front directly on Wade Avenue, or the side and rear yard abut Wade Avenue. These residential zoning categories primarily permit single- and two-family uses. Jaycee Park occupies a large amount of land on the south side of Wade Avenue between Gardner and Oberlin.

The western section between Faircloth and Blue Ridge contains more diversity in zoning. The Ridgewood Shopping Center is the lone spot of coordinated retail along the entire corridor. Meredith College occupies a vast amount of land on the south side of Wade, but the buildings are mostly located far south of the Wade Avenue frontage. Institutional uses dominate this section of Wade Avenue, with Meredith, NCSU and the State of North Carolina being the largest land holders.

¹ Source: NCDOT Three-Year Crash Rates, 2015-2017

Future Land Use

The Future Land Use map designations closely resemble the zoning pattern for the entire corridor. The eastern section is mostly designated as appropriate for Office and Residential Mixed Use, Medium Density Residential or High Density Residential. There is a small portion of land deemed appropriate for Moderate Density Residential. The Cameron Village residential neighborhood is designated Low Density Residential.

The middle section is dominated by the Low Density Residential land use category mapped over most of the existing single family units on Wade Avenue. There are small pockets of Moderate Density Residential that reflect the existing built density. Larger properties (Meredith College, churches, assisted living facilities) are shown as appropriate for Institutional uses. Jaycee Park is shown as Public Parks & Open Space, while the Ridgewood Shopping Center is designated as Neighborhood Mixed Use.

The western section is mostly designated as Institutional or Public Facilities. The lot pattern is much larger in this area, representative of larger governmental or institutional users. The first instance of Community Mixed Use designation is located just west of Blue Ridge Road. This area is also the only recent instance of coordinated area planning. The area on Blue Ridge Road south of Wade Avenue was the subject of an area planning process in 2012 that produced the Blue Ridge Corridor Study. This city-led study produced some specific land use and transportation policies and action items.

There are some specific capital improvement projects identified in the Area Plan. Most notably is an action item that calls for the redesign on the Wade Avenue Bridge at Blue Ridge Road and enhanced street and greenway connections.

Capital Projects

The current focus on improvements to Wade Avenue are outside the I-440 Beltline. NCDOT is including widening and lane improvements between I-440 and Edwards Mill Road as part of the scope of the I-440 Beltline widening project that is currently under construction. NCDOT has also examined the potential to widen Wade Avenue to six lanes between Edwards Mill Road and I-40.

NCDOT has identified the need for a Spot Safety project along Wade Avenue between St. Mary's Street and Daniels Street to address crashes in this area. This section already has left turn restrictions in place at Bryan Street and at Woodburn Road, and NCDOT's proposal would add a monolithic median, minor widening, and possible signalization of the Daniels Street intersection.

The City has focused its recent efforts on improving pedestrian safety and accessibility along Wade Avenue. There is currently a sidewalk project programmed between Gardner Street and St. Mary's Street that fills in missing links and connects to Oberlin Road. This sidewalk project is part of a larger batch of sidewalk projects in development by our Engineering Services Department and is slated to begin construction sometime later this year.

Strategies for Improvement

There are a number of challenges with making wholesale improvements to Wade Avenue to address the safety and traffic issues. From a technical perspective, the corridor would benefit most from the addition of a raised, landscaped median with turn lanes at major intersections. Adding a median would provide a substantial increase in safety and reduce the rear-end and sideswipe crashes that are currently prevalent. The addition of a median would allow for a slight increase in the traffic capacity of the corridor. A narrow monolithic island is already in place between Glenwood Avenue and Capital Boulevard.

The corridor would also benefit substantially from connected bicycle and pedestrian facilities. There is no transit service along Wade Avenue east of Faircloth Street.

In order to add a median and bike/ped facilities between Faircloth Street and Glenwood Avenue, substantial public right-of-way would have to be acquired on both sides of the street. This represents a significant cost item for such a project given existing development, and it's possible that right-of-way acquisition could be more expensive than the construction component. It may be more feasible and cost-effective to construct the project asymmetrically and buy out one side of the street or the other for such a project. Staff has yet to develop detailed conceptual cost estimates for these approaches, but early estimates for this type of project are in the \$40-50 million range. For reference, there are over 70 individual parcels on the north side of Wade Avenue; and there are over 60 individual parcels on the south side, including large parcels at Jaycee Park and Meredith College.

Wade Avenue is a state-maintained facility, and a widening project would be eligible for funding from NCDOT. Project applications are submitted through the Capital Area MPO (CAMPO) and scored through NCDOT's SPOT process. SPOT breaks projects into three tiers (Statewide, Regional, and Division-based) and ranks projects based on a number of factors including cost-effectiveness and congestion abatement which are built into the enabling STI legislation. Unfortunately, we believe a project on this part of Wade Avenue would score poorly in this process as it would rank in the highly competitive Division project tier. It would also be hampered by its low cost-benefit ratio and the minor congestion abatement that adding a median would entail.

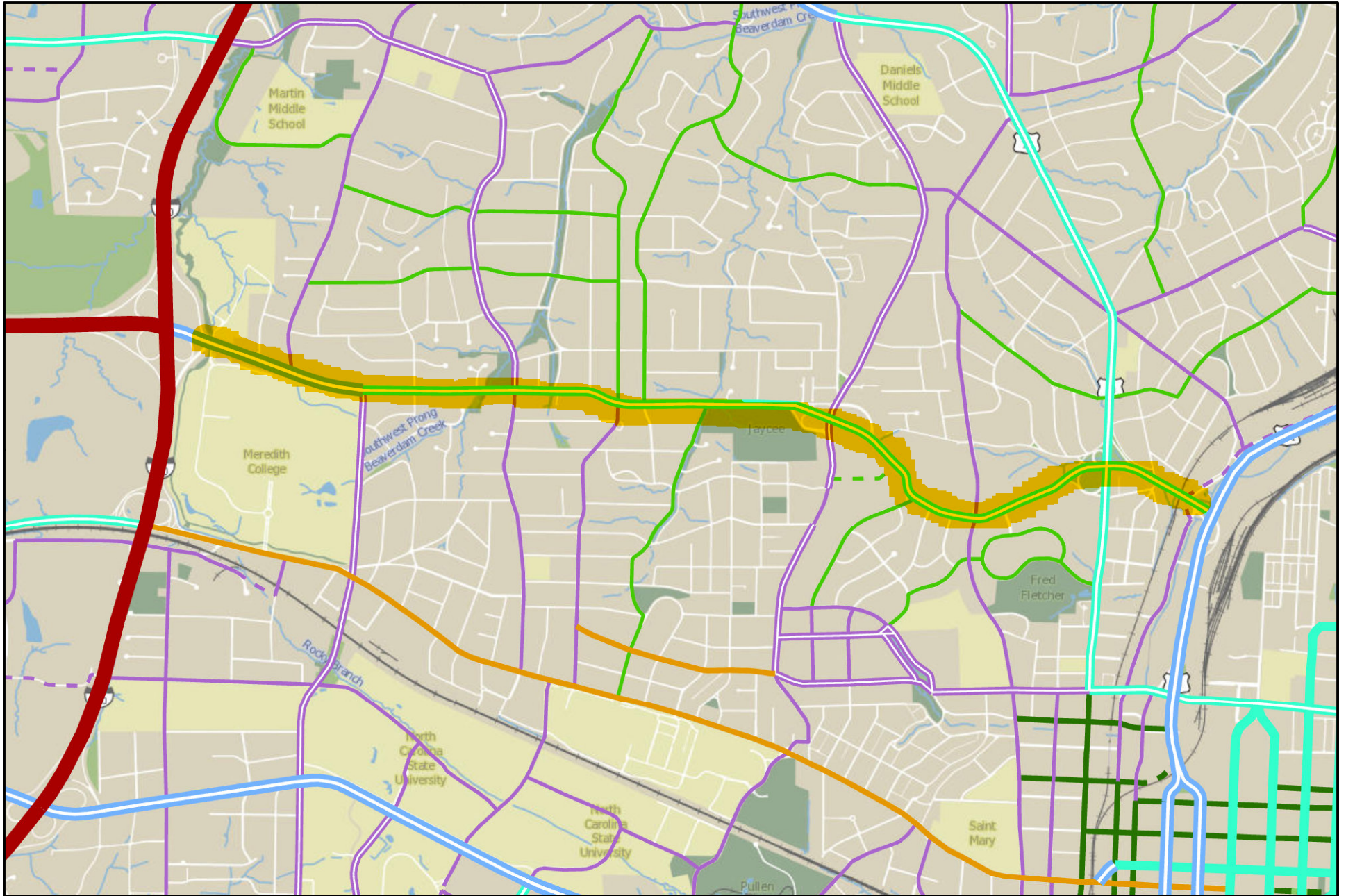
Absent any options for state/federal funding, the next best bet for funding a project here would be through a future transportation bond referendum. At \$40-50 million as previously noted, this project would represent the allocation of a significant portion of available funds from a single referendum (for comparison, the 2017 Transportation Bond was \$206.7 million).

Summary

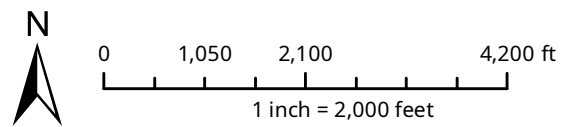
While the zoning pattern varies throughout the corridor and existing zoning could accommodate additional development, large-scale redevelopment opportunities are limited. There are several factors that contribute – mostly small-sized individually-held residential lots in the eastern and central sections that make assemblage difficult; a cost-prohibitive widening of the only existing arterial to serve development; and large governmentally-owned or operated parcels that pose a specific challenge to redevelopment.

While large-scale development is not a likely scenario for a majority of the parcels on Wade Avenue, there are some limited opportunities for infill redevelopment on parcels that front Wade Avenue similar in nature to the Z-35-20 rezoning request. Smaller, more modest infill opportunities may reflect the most logical development scenario for much of the corridor.

This type of incremental increase to residential density in the corridor will have negligible net impacts on the current transportation functionality. Given that the cost of street modification is prohibitive based on existing constraints, some level of redevelopment of Wade Avenue frontages may incrementally create opportunities and space for transportation improvements.



Wade Avenue Corridor - Street Plan



To	Marchell Adams-David, City Manager
From	Cassandra Deck-Brown, Police Chief
Department	Police
Date	June 16 th , 2021
Subject	Council Response – Laurel Hills Community Coyote Concerns

This memo responds to a request from Mayor Baldwin concerning coyotes in the Laurel Hills community. The Mayor asked that staff hold a community meeting with residents and address existing regulations regarding coyotes in Raleigh.

Mayor Baldwin's office was contacted by Mr. H. Dean Mitchell about ongoing issues with coyotes in the Laurel Hills community. He is concerned about the presence of coyotes in his neighborhood and fears that residents may be harmed if steps are not taken to relocate the canines to a more suitable habitat. In response, conversations were held with potential meeting participants and a virtual public event was scheduled for June 9th, 2021. Meeting attendees included North Carolina Wildlife Resources Commission Biologist Greg Batts, personnel from Raleigh Animal Control and the Raleigh Police Department, and citizens of Raleigh who wished to participate in the virtual event. This event, which was open to the public and did not require registration, was promoted by local media outlets and drew interest from several persons. Approximately 10-minutes into the event, it was interrupted by persons intent on derailing the meeting. The public meeting was immediately ended, and a phone call was held with Mr. Mitchell to address his concerns.

Mr. Mitchell voiced concerns about a coyote den behind his residence and the possibility for them to be dangerous. He asked that the coyotes be removed and relocated to another area. Mr. Mitchell said that the potential for encounters with coyotes in the community has decreased his quality of life. Personnel from the NC Wildlife Resources Commission and Raleigh Animal Control Unit recommended implementing a "community approach" which promotes coexisting with wildlife. Recommendations for encountering coyotes were presented and included being big and loud, waving arms in the air, fencing-in property and spreading commercially available products that mimic the scent of animals known to be natural predators to local wildlife.

If coyotes cause damage to personal property or are deemed a threat to public safety, property owners can apply for a depredation permit from the NC Wildlife Resources Commission. The permit allows property owners to have the animals trapped and later euthanized. NC Wildlife Resource Commission Biologist Greg Batts said that even though coyote sightings are on the rise throughout NC, the animals are not causing a threat to property or the public. Additional information on coyote encounters can be found at <https://www.humanesociety.org/resources/coyotes-people-encounters>.

Personnel from the City Attorney's Office were consulted and reported they are researching a potential ordinance prohibiting the feeding of certain wild animals.

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Ken Bowers, Deputy Director Britany Waddell, Assistant Director Charles Dillard, Senior Planner Keegan McDonald, Senior Planner
Department	Planning and Development
Date	June 18, 2021
Subject	Council Follow-up Item: June 1, 2021 Meeting Missing Middle Housing Initiatives Update

Introduction

Missing Middle housing is a primary focus of Raleigh’s goal of expanding housing supply and adapting neighborhoods to meet increasing demand for more walkable, sustainable communities. Generally, Missing Middle refers to a spectrum of building types that is denser than single family housing, but smaller in scale than typical mid-rise apartment buildings. To date, two text changes have been approved and three have been drafted or are in review, while four additional studies into programs and standards to further incentivize and reduce barriers to Missing Middle have been authorized.

Approved Text Changes

TC-16-19 – Accessory Dwelling Units: This text change removed barriers to building ADUs, establishing a regulatory framework that allows shallow setbacks and permits taller ADUs, relative to peer cities. The ordinance permits ADUs in residential zoning districts citywide and removed a previous requirement for an ADU Overlay District.

TC-6-18 – Cottage Courts: This text change removed barriers to developing Cottage Courts and incentivized their construction through the provision of a density bonus. The primary barriers removed included previously large lot standards and a requirement of common ownership, rather than fee simple lot development.

TC-1(A)-20 – Parking Requirements: This text change reduced parking requirements for multi-unit living and removed parking requirements and established a parking maximum of no more than two on-site parking spaces per dwelling unit in the Downtown District (DX-). This text change could be superseded by the authorized text change that, if approved, would eliminate parking requirements citywide.

Drafted Text Changes

TC-5-20 – Missing Middle Housing: A comprehensive text change that would expand the allowance for townhomes, duplexes, and small apartment buildings in Raleigh’s residential districts. Following the June 1 City Council meeting, staff is in the process of revising the proposed ordinance to expand missing middle housing options. Generally, the proposed revision would set Attached House (duplex) standards equivalent to those for Detached Houses. An additional option would modify townhouse and apartment standards in a manner that is roughly commensurate to the density standards afforded Attached Houses and would reduce site area requirements for small apartment buildings in the R-10 district.

TC-17-20 – Transit Overlay Districts: A text change that would replace the existing Transit Overlay District (TOD) with two revised overlay districts that add provisions to promote diverse housing supply, walkability and transit ridership, primarily along planned Bus Rapid Transit (BRT) routes. Due to City Council’s requested revisions to TC-5-20 that further reduce barriers to missing middle housing citywide, staff considers many of the standards proposed for the Transit Overlay District-Residential (TOD-R) to be redundant. Therefore, staff recommends bifurcating TC-17-20 into two separate text changes, the first of which would revise the Transit Overlay District (TOD), which was reviewed at the Planning Commission’s June 15 Text Change Committee meeting. The Committee has requested a time extension to allow staff to provide some additional information. Equitable Transit Oriented Development Overlay (ETOD) would be proposed for public review immediately. This text change would propose a revised TOD-R and would require additional study. The two proposed Overlays are described below:

Transit Oriented Development Overlay: The overlay would grant density bonuses in exchange for desired development types such as affordable housing and transit-supportive retail uses. Other elements include a prohibition on certain auto-oriented uses, a two-story minimum building height, urban frontage/streetscape requirements, and more flexible tree conservation, amenity area and neighborhood transition standards. An initial provision to remove parking requirements with the TOD has been obviated with the recently authorized text change that would remove parking requirements citywide. The mapping of the proposed overlay would be established initially on mixed-use properties adjacent to BRT routes, but ultimately determined through the Station Area Planning processes.

Transit Overlay District-Residential: A second portion of the proposed TC-17-20 would establish a separate TOD overlay for residential districts near BRT and some high-frequency transit routes. Generally, the TOD-R would mimic the standards proposed in TC-5-20, but with slightly higher density entitlements. Additionally, the Overlay would permit the Apartment building type in R-6 districts, a provision not currently proposed for R-6 districts in TC-5-20. The mapping of the proposed overlay would be determined through the Station Area Planning processes for each of the four BRT routes.

Authorized Studies

ADU Incentive Programs and Regulatory Standards: In November 2020, staff presented to City Council a report on best practices in incentivizing the development of ADUs. The report included recommendations both for programs and development standards. Staff will provide a separate update to these ADU initiatives in a future Weekly Update edition. Staff also is in the process of determining fee assessment policies for ADUs, given that national experience illustrates that fee reduction is the most effective incentive toward their development.

Tiny Homes: At the April 6, 2021 City Council meeting, Council authorized staff to draft a text change to permit and incentivize tiny home development. The authorized text amendment contained three components:

1. A modification to UDO definitions to permit tiny homes as primary or accessory dwelling units;
2. A reduction in the minimum parking requirements for tiny homes; and
3. An allowance for tiny homes to be included as part of a cottage court development with an accompanying density bonus.

The authorized text amendment contemplated a new definition for tiny homes on wheels to differentiate three building types from recreational vehicle and manufactured housing and permit them as a permanent dwelling unit. However, following study led by the City Attorney's office, staff has determined that only those building types regulated by either the manufactured homes or modular home standards would be permitted as permanent living. Less regulated "Tiny Homes on Wheels" that conform to ANSI standards and proposed by local advocates, would not be legally permitted as permanent dwellings. In sum, staff is prepared to draft an ordinance to clarify and incentivize the use of manufactured and modular homes as primary and accessory dwellings. Council recently authorized a text change to remove parking requirements for all uses citywide, and such text change would apply to tiny homes as well.

Missing Middle 2.0: In response to continued high demand for housing and related impacts to Raleigh's neighborhoods and communities, staff continues to study additional incentives and regulatory practices that could augment the initiatives outlined above. Study topics include the following:

1. Flag Lots – Described in greater detail below, Flag Lots are typically "flag shaped" lots that have a narrow street frontage connecting to a larger site core. Flag lots are frequently smaller than district standards otherwise permit, but some examples are the same size as regular lots, save for their frontage.
2. Small Lots – To facilitate infill development, some municipalities permit lots smaller than their corresponding district dimensional standards, typically provided that any buildings constructed on such lots are also relatively small.

Durham and Seattle offer a Small Lot option, while other peer cities like Asheville and Portland offer a base residential district with lot standards smaller than those permitted today or proposed in TC-5-20 or TC-17-20.

3. **Setback Relief** – Building setbacks are a primary limiting factor in the development of missing middle housing. In response to increased demand for housing units and denser neighborhoods, many cities have begun relaxing setbacks on a general basis, or a limited basis in exchange for the provision of additional housing units. It should be noted that both TC-5-20 and TC-17-20 propose reductions from today’s setback standards.
4. **Multiple ADUs** – Initially described in the 2020 ADU Report, many cities and the state of California now permit multiple ADUs. Some cities permit two detached ADUs, while others allow one attached and one detached unit. San Diego permits more than two ADUs within the vicinity of high frequency transit. A significant barrier to multiple ADUs on a single lot is the NC Building Code, which regulates properties that contain three or more units by the commercial code. The commercial code requires costly construction standards such as sprinkler systems.
5. **Floodplain Small Lots** – Raleigh, like many cities, includes neighborhoods that are affected by flooding and the related costs to homeowners who are required to purchase flood insurance as a result. Staff has begun to study the benefits, constraints, and feasibility of permitting the subdivision of residential lots impacted by the floodplain, such that the resulting lot is no longer within the flood zone but is smaller than the district standard. In such cases, staff has explored permitting that such units be exempt from district standards to allow for renovation, addition, or redevelopment.

Flag Lots: A component of the “Missing Middle 2.0” study detailed above, Flag Lots are an important tool in facilitating and incentivizing the development of infill housing on small lots. Flag Lots serve multiple useful purposes toward the goal of increasing housing supply. Subdividing to create a flag lot is one way for homeowners to receive traditional mortgage and/or construction loans to construct second units on their properties – currently most lending institutions do not extend financing for construction of ADUs, because there is no way for the ADU to secure the loan. Flag Lots can also help fight displacement of households that are “house rich and cash poor” – through subdivision and sale of a portion of their property, such households can receive a needed infusion of cash while being able to remain in their neighborhood. Below is a summary of the benefits and constraints in permitting Flag Lots, as well as a summary of peer city precedents:

Benefits:

- Facilitates traditional lending products to construct additional dwellings
- Efficient land use

- Allows for much-needed incremental density at existing scale
- Can prevent displacement of homeowners in rapidly appreciating neighborhoods

Constraints:

- Neighborhood unfamiliarity
- Potential for emergency access complications
- Utility provision and maintenance
- Stormwater regulations

Peer city precedents:

- Durham, through its recent “Expanding Housing Choices” initiative, permits Flag Lots and provides a “Reduced Pole Option” in high-growth Urban Tier areas. Since adoption, X Flag Lots have been created, facilitating X new housing units.
- Austin permits flag lots with pole widths of 20’ or more, though a reduced width option is available.
- Flag Lots are widely permitted elsewhere.

Staff recommends the following potential timeline for a UDO text change permitting Flag Lots and any other desired elements of the Missing Middle 2.0 study:

- June 25: City Manager’s Update
- June/July: Preparation of report and proposed ordinance language
- Fall: Text Change Public Review Process

To	Marchell Adams-David, City Manager
From	Cassandra Deck-Brown, Chief of Police
Department	Police
Date	June 17 th , 2021
Subject	Council Response – Noise Complaints from Ms. Edna Quintana

This memo responds to Mayor Baldwin’s request for follow-up on comments made by Ms. Edna Quintana concerning noise generated by her neighbors.

Ms. Edna Quintana has lived at 712 Carolina Pines Avenue since 2006, when her daughter purchased the home for her. Ms. Quintana is a 74-year-old female with multiple issues related to noise sensitivity, anxiety, and other social matters.

Ms. Quintana’s calls to Raleigh-Wake Emergency Communications Center (ECC) have increased drastically over time: from 2006-2010 she averaged 50 calls for service (CFS) per year; from 2011-2015 she averaged 135 CFS per year; from 2016 to 2020 she averaged 187 CFS per year; and in 2021 she is on track for over 300 CFS. The overwhelming majority of these CFS are noise complaints that were deemed as unfounded when investigated by the police. Additionally, she called various City of Raleigh departments an average of nine times a day in February and March of this year. These departments include Police, Solid Waste Services, Transportation, and the City Clerk.

The Southwest District Commander, Captain Tim Tomczak has developed a rapport with Ms. Quintana and assisted her in getting access to transportation services. The police department’s Trauma Counselor, and additional mental health agency counselors, have attempted to assist Ms. Quintana. Police personnel have connected Ms. Quintana with most mental health counseling service providers in Wake County, including Adult Protective Services. Continuity of these services have been difficult.

Ms. Quintana’s calls to ECC about her new neighbors residing at 708 Carolina Pines have included complaints about them cutting their own lawn, blowing their own leaves, being on their own property but close to her property, opening and closing car doors, and driving in and out of their own driveway. Her neighbors have filed a harassment report because of Ms. Quintana’s repeated unfounded calls.

Many resources have been devoted to this issue. Many officers and civilians have gone above and beyond to assist Ms. Quintana. The police department and the ECC have implemented new protocols for how personnel respond to calls from Ms. Quintana. The Southwest District Commander speaks with Ms. Quintana almost daily and visits with her weekly. Police personnel will continue to work with her, for as much as she is willing to allow us and others to provide appropriate service to her while trying to balance the resources available.

To	Marchell Adams-David, City Manager
From	Cassandra Deck-Brown, Chief of Police
Department	Police
Date	May 19 th , 2021
Subject	Council Response – The Village Nightlife Complex

This memorandum responds to a request from Council for information concerning The Village Nightlife Complex and complaints stemming from this location.

The Village Nightlife Complex opened in early 2021 and has been the subject of calls to the Police Department and Emergency Communications Center for loud music heard by residents living on the streets located north of W. Peace Street. Since the business's opening, the Emergency Communications Center has received approximately 34-complaints of loud music from the property. Police personnel have met with and/or conversed with all complainants who were willing to do so. The complaints concern very loud music and bass stemming from the business that can be heard inside the residences on streets adjacent to the 500-700 blocks of W. Peace Street.

The Village Nightlife Complex, owned by Mr. Daniel Lovenheim, opened as an outdoor nightlife venue with an exterior DJ booth and amplified music speakers erected outside the confines of the existing structures on the property. This entertainment venue occupies three locations within the Glenwood South Hospitality District previously occupied by independent businesses, restaurants, and bars. The complex inhabits 616 Glenwood Avenue (formerly Harry's Guitar Shop), 517 W. Peace Street (formerly the Black Flower Bar and Restaurant), and 513 W. Peace Street (formerly the Flash House Bar and Restaurant). Currently, only two of these locations have interior space that can be occupied, while the third location appears to be a storage area. Maximum interior occupancy for 517 W. Peace Street is 35 persons, and 513 W. Peace Street's occupancy is 72 persons. The entire venue area can accommodate a combined interior and exterior occupancy of approximately 1260 persons.

Raleigh City Code §12-2127 (*Hospitality District Entertainment Permit Required*) states that establishments operating within a hospitality district that permit amplified entertainment must obtain a Hospitality District Entertainment Permit (HDEP). Mr. Lovenheim does not possess the required HDEP for the Village Nightlife Complex and attempts to educate him about the importance of the HDEP have not yet resulted in him obtaining the permit. Businesses within the hospitality district not possessing the required HDEP and having amplified entertainment that can be consistently heard outside the property violate §12-2127.

In accordance with §12-5002 (*Measurement Techniques*), police department personnel have attempted to obtain sound meter readings from the property line of The Village Nightlife Complex. A successful sound meter reading was achieved on April 23rd, 2021 and resulted in a reading above the 55-decibel limit as delineated in §12-5008 (*Sound Magnification*). A civil

citation for violation of §12-5006 (*Unlawful Noise*) was issued to the manager on April 28th, 2021. Two additional citations have been given to The Village Nightlife Complex managers since the first citation was issued.

Police personnel have collaborated with the City Attorney's Office and Wake County District Attorney's Office to determine a more effective response to future noise complaints stemming from The Village Nightlife Complex. Additional complaints arising from the business, accompanied by sufficient evidence the amplified entertainment is originating within the confines of the venue's footprint, could result in a criminal citation for violating §12-2127 (*Hospitality District Entertainment Permit Required*), as well as civil citations for continuing to operate without the required HDEP.