

# Manager's Update

raleighnc.gov



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### City Offices Closed in Observance of Martin Luther King Jr. Day

City offices will be **closed** on **Monday, January 17** in observance of the **Martin Luther King Jr.** holiday.

### Regular Council Meeting Tuesday, January 18; Lunch Work Session at 11:30

Council will meet in regular work session at **11:30 A.M.** in the **Council Chamber**. Please note the agenda for the lunch work session is included with the regular meeting agenda and may be accessed via the BoardDocs electronic agenda system:

<https://go.boarddocs.com/nc/raleigh/Board.nsf>

The **regular** Council meeting begins at **1:00 P.M.** There will be a **Closed Session** immediately following the conclusion of the regular meeting.

**Reminder:** If there is an item you would like to pull from the consent agenda for discussion, please e-mail [mayorstaff@raleighnc.gov](mailto:mayorstaff@raleighnc.gov) by 11 A.M. the day of the meeting.

**You will be receiving information on joining the WebEx Events session in advance of the Council meeting; staff will be available to assist with log ins and joining the virtual City Council meeting.**

## INFORMATION:

### Reedy Creek Greenway Trail Closure at Edwards Mill and Reedy Creek Roads

Staff Resource: Lee Mai, Transportation, 796-6309, [lee.mai@raleighnc.gov](mailto:lee.mai@raleighnc.gov)

Starting Monday, January 17 the Reedy Creek Greenway Trail that passes beneath Edwards Mill Road at Reedy Creek Road will be closed. The contractor for the Bandwidth Headquarters project will be completing utility relocation, water/sewer/storm upgrades, and a culvert extension to add a turn lane and to realign the new greenway trail as part of the Bandwidth project.

This closure has been coordinated with NCDOT and will be in place for approximately 14 months for the safety of the public. An alternate greenway detour route will be provided with signage to direct pedestrians and cyclists around the temporary closure. Additional measures like thermo-striping and way-finding signs will be installed to highlight the detour for those using the greenway trail.

This work will expand and enhance the public greenway and tunnel crossing under Edwards Mill Road, which will include a new greenway trail along the frontage on Edwards Mill and a new sidewalk on the south side of Reedy Creek Road. Below is an image of the detour:



**Red:** Closure Area  
**Green:** Detour Route

(No attachment)

**Transit Overlay District (TOD) Mapping Neighborhood Meeting**

*Staff Resource: Hannah Reckhow, Planning and Development, 996-2622, [hannah.reckhow@raleighnc.gov](mailto:hannah.reckhow@raleighnc.gov)*

In October 2021 the City Council authorized staff to initiate a rezoning request to apply the Transit Overlay District along the future Western and Southern Bus Rapid Transit (BRT) routes. On November 16 and November 30, 2021, staff held virtual introductory meetings on the TOD Mapping process. The meetings covered the intent of the overlay district, steps in the rezoning process, and opportunities for public engagement. In addition, staff also held in-person “office hours” at Method Road Community Center and Walnut Terrace Community Center to answer questions.

The first neighborhood meetings for this city-initiated rezoning request will be held in January 2022. This is the first step of the rezoning process. A virtual meeting focused on areas around the future Western BRT route will be held on January 19 at 6 p.m. A virtual meeting focused on areas around the future Southern BRT route will be held January 20 at 6 p.m. More information about how to join the meetings can be found on the [TOD Mapping webpage](#).

Invitations have been sent to property owners and residents in and within 500 feet of the rezoning areas, and signs noticing the meeting dates have been posted along the two corridors. Once the first neighborhood meetings have been held, staff will complete a rezoning application and review of the requests will begin. This includes a second neighborhood meeting, Planning Commission review, and a public hearing held by the City Council.

*(No Attachment)*

**Parks, Recreation, and Cultural Resources Annual Report**

*Staff Resource: Oscar Carmona, Raleigh Parks, 996-4815, [oscar.carmona@raleighnc.gov](mailto:oscar.carmona@raleighnc.gov)*

Staff has published the 2020-2021 Parks, Recreation and Cultural Resources Department Annual Report highlighting the many significant accomplishments over the past year. Although the year was difficult and uncertain due to the onset and lingering effects of COVID, the Raleigh community sought out the parks, greenways, and open spaces as places to seek respite from all that was going on in the world. Staff continued to provide exceptional service by keeping these amenities open, clean, and safe.



Staff will continue to work to provide a model parks system for all citizens and visitors of Raleigh and remains committed to maintaining the parks and facilities in a clean and safe manner; to preserving and protecting the natural environment; to looking into Raleigh's unique culture at the museum and historic sites; and to providing the highest quality recreation opportunities for citizens of every age and ability.

The report is included with the *Update* materials and may also be accessed here: [Annual Report](#).

(Attachment)

### **Weekly Digest of Special Events**

Staff Resource: Sarah Heinsohn, Special Events Office, 996-2200, [sarah.heinsohn@raleighnc.gov](mailto:sarah.heinsohn@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 January 4 City Council Meeting

#### **Boards and Commissions Dashboard Update (Mayor Baldwin)**

Staff Resources: Beth Stagner, IT, 996-5485, [beth.stagner@raleighnc.gov](mailto:beth.stagner@raleighnc.gov)

Jim Alberque, IT, 996-2520, [james.alberque@raleighnc.gov](mailto:james.alberque@raleighnc.gov)

During the meeting staff was asked for an update on the new Boards and Commissions dashboard. Staff indicated that progress was being made and stated that a "soft rollout" would be made available to Council within the next 30 days. This update provides a brief status on the progress and next steps.

Staff has worked with the City Clerk's Office to ensure the data is current, being updated, and aligns with the corresponding visualizations. Staff also reviewed the security and access rights associated with this initial 'soft go-live' version of the dashboard. Staff conducted demonstrations for departmental staff board/commission liaisons and the council support staff; access was granted to them after the training.

Demonstration sessions will be scheduled with Council during the remainder of January, including the support staff. The sessions will include access permissions to the dashboard, virtual training session, and any questions.

(No Attachment)

#### **Comprehensive Plan Amendment CP-11-21 - Jones Franklin Ext. (Council Members Buffkin and Branch)**

Staff Resource: JP Mansolf, Planning and Development, 996-2692, [jp.mansolf@raleighnc.gov](mailto:jp.mansolf@raleighnc.gov)

During the meeting Council requested that staff provide a background review of the northern extension of Jones Franklin Road to Chapel Hill Road, as well as an overview of the 2017 Council decision not to amend the 2030 Comprehensive Plan to include the extension on Map T-1: Street Plan.



Included with the *Update* materials is a staff memorandum that provides information on the history of the proposed Jones Franklin Road extension and potential next steps if Council wishes to pursue amending the Comprehensive Plan to extend Jones Franklin Road north to Chapel Hill Road.

*(Attachment)*



# 2020 2021 Raleigh Parks Annual Report

## Letter from the Director



It is with great pleasure we present the 2020-2021 Parks, Recreation and Cultural Resources Department Annual Report highlighting our many significant accomplishments over the past year.

We all saw the important role parks play in improving and maintaining the health and wellness of our community during the pandemic. Parks and greenways experienced high usage numbers during this time, which reinforces how parks contribute to the vitality and well-being of our community and residents.

Planning and implementation continued to move forward on capital and bond projects. Please visit our website at <https://www.raleighnc.gov/parks> and search "current projects" to follow the progress.

- Dorothea Dix Park's 18 acre Plaza & Play project is well underway, and the parks' first public building, the Greg Poole, Jr. All Faith's Chapel, opened in May 2021. The Chapel will host various events including art performances, concerts, wellness classes and community events.
- When COVID-19 shut down our in-person programming, Recreation and Resources staff pivoted to building a collection of video resources

in order to continue offering exceptional experiences to our Raleigh community. The Play Anywhere initiative allowed us to offer value when families were homebound and needed to find ways to remain active and healthy.

- 2020 allowed us to complete several of our facility improvement projects, as well as open River Bend Park, the newly constructed John Chavis Community Center, and a brand new playground and challenge course at Barwell Road Park.
- In March 2021, we celebrated the 100th anniversary of the Historic Dentzel Carousel at Pullen Park Amusements!
- The Parks Division continued their on-going fleet transformation effort by purchasing electric equipment, vehicles and tools in order to reduce environmental impact. Look for their "We're Plugged In" trailer around downtown Raleigh!
- Our Equity Team staff led important conversations across the department on racial equity, implicit bias, and self-reflection. We also launched the Racial Equity Tour Program to provide employees with a deeper understanding of the historical context of facilities and places within the Raleigh Parks system.

We will continue to work hard to provide a model parks system for all citizens and visitors of Raleigh to enjoy and be proud of. We are committed to maintaining our parks and facilities in a clean and safe manner, to preserving and protecting our natural environment, to looking into Raleigh's unique culture at our museum and historic sites and providing the highest quality recreation opportunities for citizens of every age and ability.

In closing, I would like to sincerely thank City Council and the citizens of Raleigh whose continued and unwavering support make these accomplishments possible.

Sincerely,

Oscar Carmona, CPRE, Director





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## Park Projects | *Dix Park Progress*

# Plaza & Play

*Well Underway*

The 18-acre **Plaza & Play** project along Lake Wheeler Road aspires to be an inviting and inspiring public space for all ages. With one-of-a-kind play spaces, a grand civic plaza, a waterfall wall fountain, gardens, and areas to cookout and relax with family and friends, the Plaza & Play will welcome our community from across the street, throughout Raleigh and beyond. The site's history will come alive through public art, interpretive signage, and a rehabilitated historic house. The design for Plaza & Play, led by landscape architecture firm Michael Van Valkenburgh Associates, is well underway, with the third public meeting scheduled for July 2021.



# Greg Poole

## All Faiths Chapel

The chapel opened in May 2021 as the first public building in Dix Park. Built in 1956, the hospital's mid-century modern chapel is now beautifully restored to highlight original features like the stained-glass window, handcrafted wood paneling, stainless steel fixtures and terrazzo floors. Renovated by Dix Park Conservancy in 2020, the chapel and grounds provide all the amenities of a modern community gathering space while retaining its historic charm. Various events and activities will occur at the chapel, including concerts, history lectures, art performances and exhibits, wellness classes, and family weddings.



# The Creek Project

## Begins

The Rocky Branch, which runs along the northern border of Dix Park, has been displaced and polluted over time. The first step in restoring and enhancing the Rocky Branch is studying current conditions and identifying options for remediation and use of the creek and adjacent landfill area. To fund this work, the City and Dix Park Conservancy collectively applied for and were awarded four grants: Water Resource Development Grant, offered through the State Division of Water Resources; Land and Water Fund Grant; NC Environmental Enhancement Grant, offered through the NC Attorney General's Office; and Duke Energy Foundation Powerful Communities: Nature Grant.



Spring 2021 Dix Park welcomed the community back for a full outdoor program schedule – along with the first indoor classes in the newly renovated chapel. Along with returning favorites like Yoga in the Park and preschool nature programs, all-age art classes, youth yoga, Tai Chi, and birdwatching joined the line-up of free activities at Dix Park.

# In-Person Programs Return



## Early Park

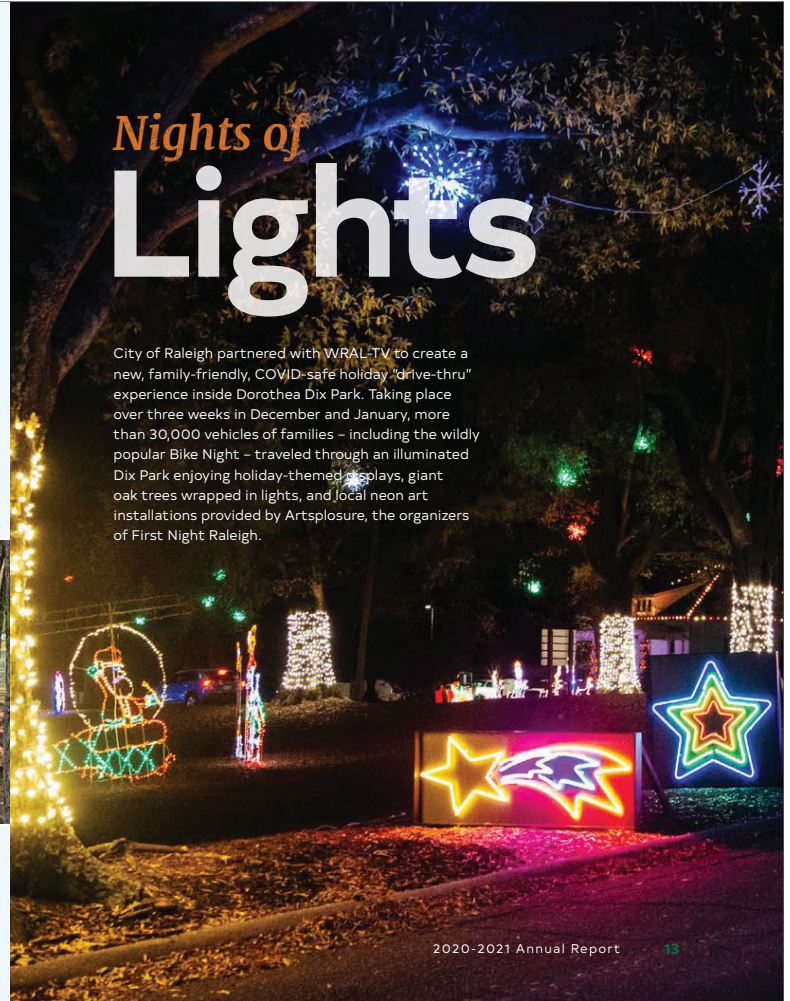
# Improve-ments

As we continue the transition from a 150-year-old state hospital campus to a 21st-century public park, new features and amenities are being added to make Dix Park more welcoming, comfortable, and fun. The first round of these enhancements includes a tree-shaded hammock grove, swinging benches around the Big Field, wayfinding and historical signs, two picnic and play areas – with swings, shade structures, and grills – along with bike racks and benches throughout the park.



## Nights of Lights

City of Raleigh partnered with WRAL-TV to create a new, family-friendly, COVID-safe holiday "drive-thru" experience inside Dorothea Dix Park. Taking place over three weeks in December and January, more than 30,000 vehicles of families – including the wildly popular Bike Night – traveled through an illuminated Dix Park enjoying holiday-themed displays, giant oak trees wrapped in lights, and local neon art installations provided by Artsposure, the organizers of First Night Raleigh.



## Park Projects (cont.)

# River Bend Park

River Bend Park opened in late 2020 and includes a playground, a kayak loading/unloading area, parking, restrooms, a kayak launch, and access to the Neuse River Greenway.

River Bend Park is one of several launch sites on the Neuse River for small non-motorized crafts, including canoes and kayaks.

In 2012, the City purchased 24.97 acres north of US Highway 401 and Interstate 540 from the Developer of 5401 North as a potential neighborhood park site. Raleigh citizens approved the 2014 bond referendum for parks, which allocated \$2 million for park master plan development and phase one construction of the River Bend Park site.





Park Projects (cont.)

# Historic

## John Chavis Memorial Park Community Center



The newly constructed John Chavis Community Center opened in June 2021 and includes a two-story center with a full-size indoor gym, elevated walking track, fitness center, and numerous classroom and meeting spaces. A renovation to the original Carousel House will allow for interior event space and exterior bathroom access. Linking these two buildings together will be a new central plaza with an integrated water feature and a large playground for all ages and abilities.

### The park was entered into the National Register of Historic Places on April 19, 2016.

The Raleigh City Council approved the Strategic Implementation Study on June 21, 2016. The study strategically refines the park master plan adopted in May 2014 and presents the park improvements expected using the 2014 Parks Bond funding.

The project's design phase began in the Fall of 2016, highlighted by numerous public input sessions. The Schematic Design was presented to the Raleigh Parks, Recreation, and Greenway Advisory Board on March 16, 2017, and was approved by the Raleigh City Council on March 21, 2017. The project was awarded a National Parks Service Outdoor Recreation Legacy Partnership Program Grant and City of Raleigh Stormwater Cost-share Program funds.



Raleigh Parks, Recreation and Cultural Resources

2020-2021 Annual Report

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## Community and Neighborhood Center Renovations



Raleigh Parks is excited to announce the completion of a few of our park projects! We have made facility improvements at [Sanderford Road Park](#), [Lake Lynn Community Center](#), [Eastgate Park](#), [Powell Drive Park](#), [Biltmore Hills Park](#), and [Ralph Campbell Neighborhood Center](#).

Please visit [raleighnc.gov](http://raleighnc.gov) to virtually tour these spaces.

### Barwell Road Park Improvements

This included the addition of a new playground, challenge course, and multipurpose field to the park. The park will also include shade structures and a drinking fountain. The "challenge course" is made of a series of obstacles with a start-and-stop timer at each end. The course provides varying levels of difficulty to make it fun for kids and can also be used for athletic training for teenagers and adults. In addition to the obstacle circuit, a two-lane, 40-yard sprint track will provide another area for training or challenging a friend to a race. The challenge course is provided by a donation from the Carolina Panthers partnering with the City of Raleigh on the project and opened in July 2021.



# Greenway

## Master Plan

The City of Raleigh's Parks, Recreation and Cultural Resources Department is excited to be updating the Greenway Master Plan. This project, completed in coordination with the PRCR System Plan Update, is the first update to the greenway plan since 1989.

The first Capital Area Greenway Master Plan was created in 1976, with updates occurring in 1986 and 1989. The original 1976 Plan, and subsequent updates, have been the guiding documents for staff, residents, land developers, and community groups. These updates emphasized using the greenway system for recreation and encouraged their inclusion in parks and recreation offerings in the city. The 1989 Update created a system hierarchy that identified corridors, connectors, nodes, and loops. However, corridors running along waterways remain the primary backbone of the system.

This project includes a robust public involvement process consisting of various opportunities for citizens to provide input into the plan. Members of the plan update team will be staffing booths at local events, holding public open house meetings, and creating an interactive, online survey.

# Lake Johnson

## Loop Trail

The completed Lake Johnson Loop Trail Project re-opened to the public on April 16, 2021, included repaving and improving drainage conditions along a one-mile section of the existing paved section of the Walnut Creek Trail that runs between the Lake Johnson Waterfront Center on the north side of Lake Johnson, and the dam located adjacent to Lake Dam Road. This segment is located on what's commonly referred to as Lake Johnson's East Loop Trail.



A year like 2020 has made us appreciate the importance of time outdoors, fresh air, and social interaction like never before. While our department has collaborated in the past with the City of Oaks Foundation to offer financial assistance for youth programs and environmental education, many popular summer camps and outdoor nature programs were canceled. So as families relied more heavily on our parks and nature preserves for the exercise, recreation, and connection to the community and the environment they had been missing this past year, our partnership focused more on improving existing parks and opening more natural spaces for the community to enjoy.

To celebrate Earth Day 2021, the Raleigh City Council accepted the donation of Joslin Garden from the City of Oaks Foundation. After ten years of planning and collaboration with the department to make this dream a reality, this 4.3-acre natural wonder in the heart of Raleigh will soon be enjoyed by residents and visitors, and a significant environmental legacy will be preserved. This new park features woods, streams, trails, and a diverse collection of native and exotic plants, arranged in formal and informal styles.

The garden has been enjoyed by neighbors for generations and more recently has hosted programming

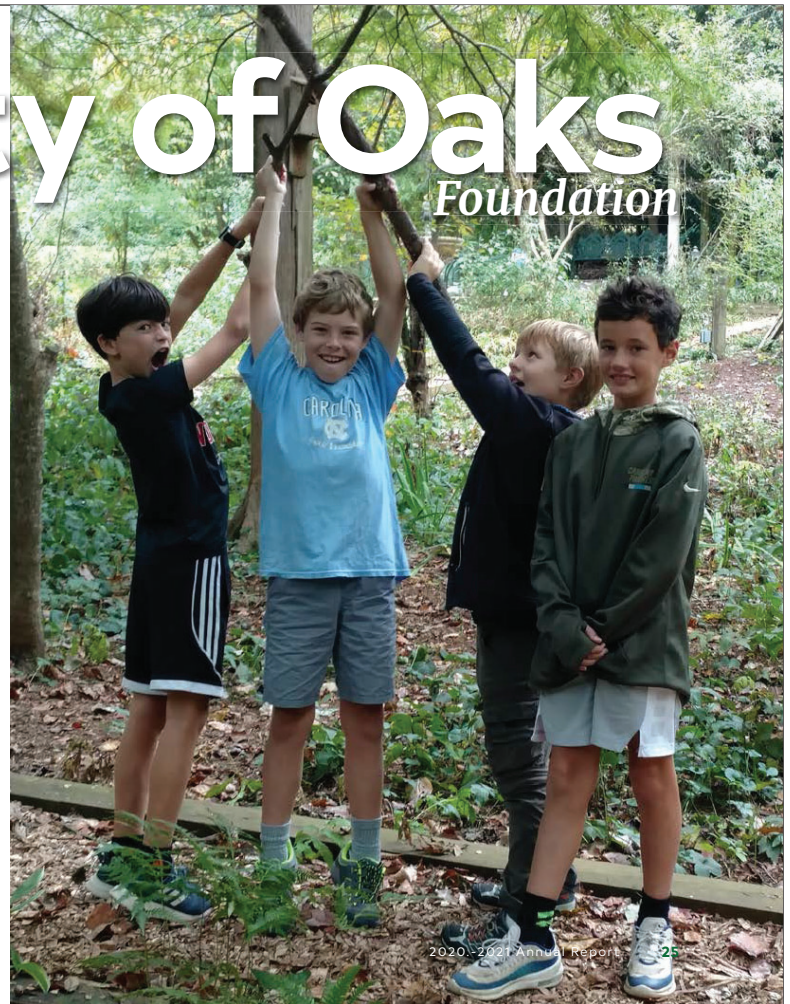
by the City of Oaks Foundation that has attracted visitors from all over the Triangle. Though COVID-19 led to the cancellation of recent events, the garden has hosted Easter egg hunts, Mothers' Day tea parties, outdoor art and music programs, and programs focused on nature and the environment. Visitors are welcome to see the park for themselves during business hours and from dawn to dusk on weekends.

Through additional collaboration with our department, the foundation has partnered with local businesses to provide over \$35,000 for teen programs and summer youth employment and over \$10,000 for other youth development programs like the Neighborhood Ecology Corps. It also facilitates the fundraising efforts for local volunteer groups aligned with Raleigh's parks, such as the Friends of Millbrook Dog Park and the Raleigh Riders program, which provides assisted biking through local parks. Finally, many people chose to partner with the foundation to make charitable donations for local park improvements and volunteer projects.

Working together with the City of Oaks Foundation, Raleigh's Parks, Recreation, and Cultural Resources Department helps maintain a great outdoors for a great Raleigh!



# City of Oaks Foundation



## The Numbers

**5%**  
Business Process Management  
\$2,675,600

**6%**  
Park Development & Communications  
\$3,416,386

**18%**  
Natural & Cultural Resources  
\$9,688,252

**34%**  
Parks/Grounds Maintenance  
\$18,410,197

**38%**  
Recreation  
\$20,641,461

In March of 2021, the department launched a new recreation management system, RecTrac and associated website, RecLink. RecTrac processes the registrations, rentals, memberships, ticket sales, and point-of-sale transactions for the programs and services offered by the department. RecTrac was configured and implemented completely remotely during the pandemic by an interdepartmental team of PRCR, Finance, and IT staff. RecTrac replaces the previous recreation management system, Class, implemented in the mid-1990s. PRCR also developed a virtual training program to accompany the launch, training over 550 end users in various aspects of the product. Some of the enhancements implemented with RecTrac include: better website performance, easier access to register with financial assistance, online boat rentals, online amusement ticket sales, and online facility rental requests. Through May 2021, RecTrac has processed over 30,000 activity enrollments, 60,000 facility reservations, and 1.6 million dollars in revenue.

The PRCR Department's 2020-2021 operating budget is **\$58,685,513**.

The Department's Capital Improvement Budget for FY20 is **\$1M**.

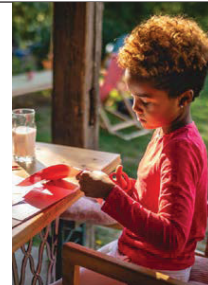
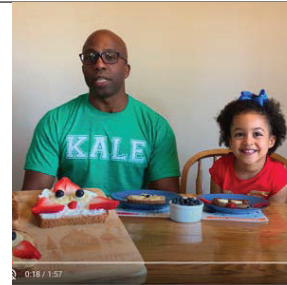
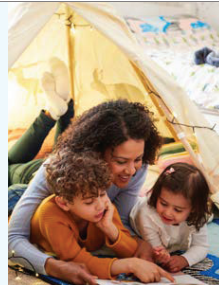


## Programs and Initiatives

# Serving the Community Through COVID-19

### REC Program

The Recreation and Education Center (REC) program was designed in response to rapidly changing family schedules due to COVID-19. This program is for elementary and middle school students participating in traditional, year-round, and modified school calendars, home school students, and participants enrolled in virtual learning. This program strives to provide a fun environment modified for the safety of staff and participants. Program operational hours are 8 a.m. to 5:30 p.m. Recreation and Education Centers (REC) activities include arts and crafts, active and quiet games, outdoor activities, physical activity, movies, cards and board games, and other activities. Time during the day is designated for each participant to participate in remote learning, digital time, or a quiet activity.



### Play Anywhere

The Play Anywhere initiative was launched to maintain the connection with the community during a time when our programs were canceled and facilities closed due to COVID-19. Over 50 staff members and facilities were challenged to think of ways to transition activities and programs traditionally held in person into a format that could be shared through the website. This program was developed in March 2020 in direct response to COVID-19 and the impact on Raleigh Parks operations. Raleigh Parks program and facilities staff were challenged to think of ways to transition activities and programs traditionally held in person into a format that could be shared through the website. As the community struggled to find a new norm at home, Raleigh Parks stepped in with easy, creative ways to remain active and healthy in various categories (Be Creative, Let's Explore, Be Well, Let's Learn, Be Active).

Play Anywhere has allowed us to maintain contact with current patrons and has allowed us to engage with a new audience. We have been able to offer value when families were homebound and needed to find ways to remain active and healthy. We are hopeful that it has allowed us to maintain and build relationships with the community that will increase revenue for program registration once we can offer in-person opportunities again. Through the Play Anywhere initiative, we created 117 videos and generated over 5,500 engagements through social media. As part of the Play Anywhere initiative, we created the "Laugh Line" where callers could hear a joke of the day and leave suggestions. Some days Raleigh Parks received over 100 calls.



## Programs and Initiatives (cont.)

The COVID pandemic hit in March 2020 (FY20), sending most Parks Maintenance employees home to work. In late June 2020, parks field employees began a staggered return to the workplace.

### Bee Hotels and Butterflies



To support urban agriculture and pollination efforts along with the City's BeeCity USA designation, Park Maintenance Staff installed Bee Hotels

to support non-hive bees. Certified Monarch Way Stations were installed at Brookhaven and Lake Lynn Parks and 3 locations along the Greenway system to support migrating Monarch butterflies. Greenhouse staff propagated hundreds of Asclepias plants for these Way Stations. These weigh stations' habitats will support the preservation of the species.

### Old Tree, New Life

One of the oldest Oak Trees in Nash Square (estimated at 120 years old) declined significantly in summer 2019 and was removed later that fall. The City of Raleigh commissioned artist Corey Lancaster to carve the newest Nash Square squirrel (Berkeley). Parks Staff helped to position and base the squirrel in place in August 2020.



### Volunteer and Invasive Management Services

The Volunteer Services program launched the Dix Park Garden Volunteer Program, Dix Park Monthly Maintenance Program and held four mini volunteer appreciation events. The Invasive Team partnered with the Resources Division to create an internal conservation crew program that will work at Resources sites to address invasive species.



# Parks Division Efforts





Programs and Initiatives (cont.)

# Pullen Park

## Carousel Centennial

The Historic Dentzel Carousel at Pullen Park Amusements will be celebrated its' 100th anniversary on March 28, 2021. Raleigh Parks provided a month of educational and fun family programs throughout April, including a virtual birthday celebration that included guest speakers sending their birthday wishes, a slideshow of old carousel photos, and a Zoom recording to present the centennial plaque.

Themed daily programs included Painting Mondays, Historic Tuesdays, Wurlitzer Wednesdays, Carousel Crafting Thursdays, Photography Fridays, and Snazzy Sundays.

# Greenway

## Safety Campaign + Master Plan

In April 2021, Raleigh Parks introduced the "Share the Greenways" campaign focusing on safety reminders across the Greenway System. Raleigh Parks challenged users to find four different safety messages on signage across the city - Stay Alert, Be Mindful of Speed, Stay to the Right, Pass on the Left, and Stay Connected.



Programs and Initiatives (cont.)

# We're

## Plugged In

As a part of the City of Raleigh's on-going fleet transformation effort, the Parks, Recreation and Cultural Resources Department has purchased electric vehicles, maintenance equipment, and tools which reduce fuel consumption, maintenance costs, and noise pollution, eliminate the chance of fuel spills, improve air quality, and prevent long-term adverse impacts to operators' hearing and health.

To date, the PRCR Department has purchased one Nissan Leaf (appropriately assigned to our Urban Forestry division), three Global Electric Motorcars (GEM) vehicles, three Polaris utility vehicles, four 60" zero-turn mowers, one 48" stand-up mower, and 80 pieces of handheld maintenance equipment (chainsaws, bed edgers, backpack blowers), and an electric bus.

The Central Business District Maintenance Crew (which often starts work before sunrise in high profile parks near residential condos and lofts) has found that noise complaints from urban dwellers have dropped significantly due to the electric mowers. This spring, the crew purchased a mobile charging trailer that charges the equipment while traveling between park sites. The Parks Division's next goal is to add permanent charging stations in parks and purchase electric equipment for ballfield and park crews.





# Diversity, Equity and Inclusion efforts

**Can we Talk Sessions** - These sessions are department-level conversations facilitated by the Equity Team. The discussions address topics on the local, state, and national level and include racial equity, implicit bias, and self-reflection. As we navigate the internal struggle of being 'professional' and 'human,' it is essential to acknowledge the feelings and viewpoints of colleagues to facilitate a stronger working environment. We want to use this time to have an open and authentic dialogue. A facilitated conversation will set the tone as employees use this time to process and examine the current state of our City and organization.

**Racial Equity Tours** - The PRCR Equity Team invited staff to participate in the 2021 Raleigh Racial Equity Tour Program. This collaborative endeavor aims to provide employees with a deeper understanding of the historical context of facilities and places within the PRCR system. This tour will also highlight and celebrate prominent local persons of color who advocated for social justice and change within Raleigh communities.

## Keeping in Touch

### Get Social with Raleigh Parks

Get Social with Raleigh Parks: the department embraces social media to keep members of the community engaged and to help us stay informed about what matters to them. We look at social media as a customer service tool, allowing us to interact with citizens, receive feedback and share information.

Our online social media community has grown to **46,965** members.

**18,146** Twitter followers

**15,984** Facebook followers

**434** Pinterest followers

**359** YouTube subscribers

**12,401** Instagram followers

### Join the conversation

Have a question about the parks? **Ask us.**

Have a shoutout about something fun in the parks? **Tell us.**

 [Facebook.com/raleighparks](https://www.facebook.com/raleighparks)

 [Twitter.com/raleighparks](https://twitter.com/raleighparks)

 [Instagram.com/raleighparks](https://www.instagram.com/raleighparks)

 [Pinterest.com/raleighparks](https://www.pinterest.com/raleighparks)



# Boards and Commissions

## Raleigh City Council\*

**Mayor:** Mary-Ann Baldwin  
At Large Council Member,  
Mayor Pro Tem: Nicole  
Stewart

At Large Council Member,  
Jonathan Melton  
Corey Branch  
Patrick Buffkin  
David Cox  
Stormie D. Forte  
David Knight

## Parks, Recreation and Greenway Advisory Board Members\*

**Chair:** Jennifer Wagner  
**Vice-Chair:** Beverley Clark  
Carol Ashcraft  
Karen Crispin  
Gregory Etheridge  
Kendall Harris  
Lex Jones  
Marsha Presnell Jennette  
Brad Johnson  
Christina Jones  
Rashawn King  
Carol Love  
Lindsay Saunders  
Dave Toms  
Charles Townsend

## Arts Commission Members

David Clegg  
Jamie Dawson (Vice-Chair)  
Isabel Villa-Garcia  
Moses T. Alexander Greene  
(Chair)  
Pam Hartley  
Bain Jones  
Judy Payne  
Angela Salamanca  
Shelley Smith  
Billy Warden  
Patty Williams

## Dix Park Leadership Team

**Mayor** Mary-Ann Baldwin,  
**Chair**  
Jim Goodmon, **Chair**, Dix Park  
Conservancy, **Vice-Chair:**  
Corey Branch, Raleigh City  
Council Member  
Orage Quarles, Vice Chair, Dix  
Park Conservancy  
Nancy McFarlane, Dix Park  
Conservancy  
Carlton Midyette, Dix Park  
Conservancy  
Jennifer Wagner, Chair, Parks  
Recreation Greenways  
Advisory Board  
Oscar Carmona, Director,  
Parks Recreation and Cultural  
Resources Department  
Tansy Hayward, Assistant City  
Manager  
Alicia Knight, Associate Vice  
Chancellor, University Real  
Estate and Development, NC  
State University  
David Smith, Deputy  
Commissioner, NC  
Department of Agriculture  
Shana Overdorf, Community  
Committee

## Management Team

Director: Oscar Carmona  
Administrative  
Superintendent: Helene  
McCullough  
Assistant Director: Ken Hisler  
Assistant Director: Sally  
Thigpen  
Assistant Director: Scott  
Payne  
Assistant Director: Stephen  
Bentley

## Historic Resources and Museum Program

Advisory Board  
Clare Bass  
Fred Belledin  
Alexander Casado  
Clarissa Goodlett  
Esther Hall  
Holmes Harden  
Matt Hobbs  
Alicia McGill  
Audrey Morgan  
Chip Patterson  
Edna Rich-Ballentine  
Mark Turner  
Jennifer Wagner, PRGAB  
Liaison

## City of Raleigh Historic Cemetery Advisory Board

**Chair:** Shelby Reap  
**Vice-Chair:** Melissa Timo  
Dr. Dru McGill  
Dr. Kimberly Mukhtarian  
Barden Culbreth  
Robin Hammond  
Caleb Smith

## Public Art and Design Board

**Chair:** Scott Hazard  
**Vice-Chair:** Linda Dallas  
Adam Cave  
Susan Cannon  
Lincoln Hancock  
Phillip Jefferson  
Angela Lombardi

\*at time of printing







## Weekly Events Digest

Friday, January 14 – Thursday, January 20

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

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### Permitted Special Events

#### [24<sup>th</sup> Annual North Carolina Right to Life March for Life](#)

State Capital District

Saturday, January 15

Event Time: 2:00pm - 3:00pm

Associated Road Closures: The march route will be closed from 2:00pm until 3:00pm. Note that all cross-streets one block in each direction will be detoured during the event, and see below for turn-by-turn details:

- Start on Jones Street in front of Bicentennial Plaza heading west
- Right onto Salisbury Street
- Right onto Lane Street
- Right onto Blount Street
- Right onto Edenton Street to finish at Bicentennial Plaza

#### [42<sup>nd</sup> Annual MLK Memorial March](#)

Capital District & Fayetteville Street District

Monday, January 17

Event Time: 10:00am - 12:00pm

Associated Road Closures: Edenton Street between Salisbury Street and Wilmington Street will be closed from 9:50am until 12:00pm. The march route will be closed from 10:50am until 12:00pm. Note that all cross-streets one block in each direction will be detoured during the event, and see below for turn-by-turn details:

- Start at Edenton Street between Salisbury Street and Wilmington Street heading west
- Left onto Salisbury Street
- Left onto Morgan Street
- Right onto Fayetteville Street
- Cross Lenoir Street for disassembly in Performing Arts Center parking lots between Lenoir Street and South Street

### Other Upcoming Events

#### [Beethoven Triple Concerto – North Carolina Symphony](#)

Friday, January 14 & Saturday, January 15

Meymandi Concert Hall

#### [Pop-up Museum Opening Reception](#)

Saturday, January 15

Chapel at Dix Park

#### [Hurricanes vs. Canucks](#)

Saturday, January 15

PNC Arena

#### [City of Oaks Challenge](#)

Saturday, January 15 – Monday, January 17

Raleigh Convention Center

**Town Hall on Race, Intention and Healing**

Tuesday, January 18 – Wednesday, January 19  
Virtual

**Social Equity Book Club: The Sum of Us**

Thursday, January 20  
Virtual

**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



To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	JP Mansolf, AICP, Senior Planner
Department	Planning and Development
Date	January 12, 2022
Subject	Council Follow-Up: CP-11-21 & The Jones Franklin Extension

## History and Context of the Jones Franklin Road Extension

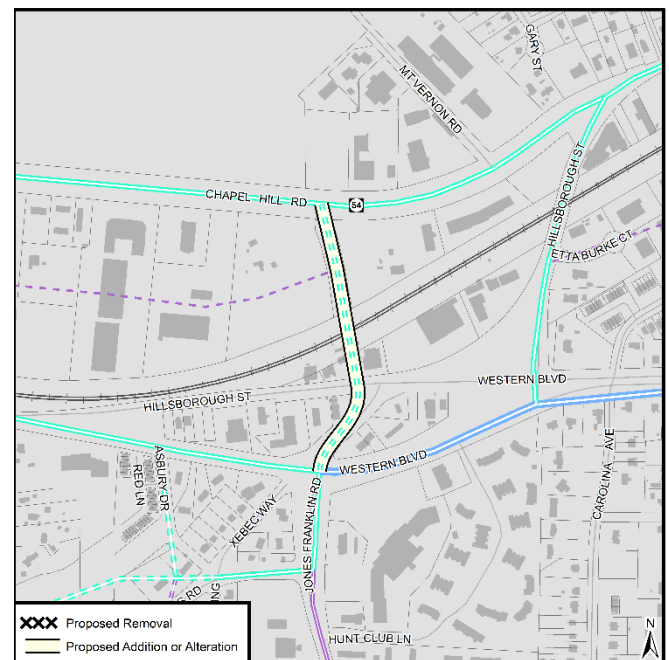
The extension of Jones Franklin Road north past its current terminus at Hillsborough Street has been shown on regional plans dating as far back as 1978. Jones Franklin is shown in the 1978 Raleigh-Cary-Garner-Apex Throughfare Plan and the 1997 CAMPO Thoroughfare Plan extending north to Chapel Hill Road and connecting further north to eventually become Edwards Mill Road.

A more detailed proposal to extend Jones Franklin Road north to Chapel Hill Road was proposed with the Raleigh Cary Railroad Crossing (RCRX) study conducted between 2014 and 2016. That study evaluated at-grade rail crossings along the North Carolina rail corridor between Raleigh and Cary.

The recommendations from that study were implemented through amendments to the Future Land Use Map, Map T-1 Street Plan, and Map T-5 Future Interchange Locations proposed as CP-4-17. One of the RCRX recommendations was a grade-separated railroad crossing at Jones Franklin Road between Hillsborough Street and Chapel Hill Road. To implement this crossing an Avenue 4-lane, Divided was proposed as a component of Comprehensive Plan Amendment CP-4-17 that would extend Jones Franklin Road north from its existing terminus at Hillsborough Street to Chapel Hill Road.

All the recommended amendments to the Comprehensive Plan were reviewed and adopted by Council on December 4, 2018 as CP-4(A)-17 except for the Jones Franklin Road extension, which was considered separately as CP-4(B)-17 and subsequently denied on November 6, 2019. The timeline of actions is shown in the table below. Several property owners commented at public meetings on the impacts to their

**Proposal to Amend the Street Plan**



- Extend Jones Franklin Rd from Western Blvd to Chapel Hill Rd as "Avenue 4-Lane, Divided"

businesses that the Jones Franklin Extension would have. Frank Castlebury, owner of 15 Jones Franklin Road, specifically raised concerns about the grade separation that would prevent access to his property from Jones Franklin Road. Access could be addressed at time of engineering. Tara Vassallo-Sotora, owner of Rising Sun Pools at 5608 Hillsborough Street expressed concern about the extension bisecting her property and possibly the loss of the ability to redevelop. Loss of the use of property could be considered in right-of-way acquisition costs.

Council's rationale to deny the amendment at the time was based on the impacts to existing businesses and the lack of a final Western BRT alignment to coordinate the connection with. Excerpts from the minutes of relevant Council and Committee meetings are included as an attachment to this memo.

<b>RCRX Comprehensive Plan Amendments Timeline</b>	
<i>Date</i>	<i>Action</i>
April 19, 2016	Council adopts RCRX Study
April 3, 2018	Council holds and closes the CP-4-17 public hearing and refers the amendments to the Transportation and Transit Committee and the Growth and Natural Resources Committee.
November 27, 2018	At a joint Transportation and Transit/Growth and Natural Resources Committee meeting CP-4-17 is separated into CP-4(A)-17 and CP-4(B)-17. The joint committee recommends keeping the Jones Franklin Road Extension in Committee as CP-4(B)-17 for further discussion, and approval for all other items as CP-4(A)-17.
December 4, 2018	Council adopts CP-4(A)-17
October 22, 2019	Transportation and Transit Committee recommends denial of CP-4(B)-17.
November 6, 2019	Council upholds the Committee recommendation and denies CP-4(B)-17.

### **Considerations of Potential Addition of Jones Franklin Extension**

Councilmember Buffkin had asked about the potential to pursue amending Map T-1 Street Plan to include the extension of Jones Franklin Road. Below are process and policy considerations relevant to a potential future Comprehensive Plan Amendment:

#### *Potential Planning Process*

The amendment could be considered with the upcoming Station Area Planning process for the Western Bus Rapid Transit (BRT) corridor. The effort would conduct a detailed community planning process for areas within a short walk of BRT stations along Western Boulevard. The planning process would look at how these areas would develop to support transit, ensure affordability, support small businesses, and improve pedestrian safety. Specifically, evaluation of how Future Land Use Map designations and the Street Plan would work together to support BRT service. There is a station planned for the intersection of Western Boulevard and Jones Franklin Road that would prompt analyzing the appropriate land use, street network, and pedestrian improvements to support that station, which would include the area of a potential Jones Franklin Road Extension. The timing of Western BRT station area planning has not been confirmed but is not expected to commence before Fiscal Year 2022-2023.

Alternatively, the amendment could be brought forth by staff as a stand-alone Comprehensive Plan Amendment. Council would authorize staff to move forward with the amendment, staff would conduct an analysis of consistency with the Comprehensive Plan, and Planning Commission would review and provide a recommendation to Council.

Of the two options staff considers the Station Area Planning option as the more appropriate avenue for this extension to be considered, as it would include a more comprehensive study of the station area and coordinate other potential connectivity improvements that could include an extension of Jones Franklin Road. It would ensure that the extension is a coordinated component of the larger community-based strategy to create a more walkable and transit friendly station area which includes potential land use implications. A stand-alone Comprehensive Plan Amendment would involve a more focused analysis of the extension itself.

#### *Policy Considerations*

An extension of Jones Franklin Road would provide additional north/south connectivity if constructed and would likely be consistent with adopted plans and policies. However, based on the approval of CP-11-21, Council has indicated that they anticipate this area to remain industrial, which means street connectivity should be prioritized less in the vicinity of the current industrial uses than in other areas along Hillsborough Street and Chapel Hill Road.

Future transportation plans would also indicate that other areas are more appropriate for increased street connectivity. CP-4(A)-17 adopted three other railroad crossings based on the RCRX study. These three crossings will likely be prioritized over a Jones Franklin crossing since they have been part of adopted plans since late 2018. Additionally, railroad crossings are expensive to construct which means crossings that have been adopted and that serve land uses that are enhanced by increased street connectivity (mixed-use and/or residential uses) will be prioritized over the Jones Franklin railroad crossing which would serve industrial uses that rely less on a well-connected street network. Current cost estimates for the three crossings currently planned are \$27 million for the Edwards Mill Extension, \$13 million for the Powell-Youth Center crossing, and \$20 million for the Corporate Center-Bashford Connector. A crossing at Jones Franklin would likely require similar levels of funding.

The future commuter rail line that is currently being studied has planned stops at Corporate Center Drive (.75 miles west) and Blue Ridge Road (1.3 miles east). This would indicate that mixed use and residential development is more likely to occur around those intersections and stations, and that increased street connectivity that involves constructing railroad crossings would support both commuter rail and BRT service at those areas rather than near the Jones Franklin and Chapel Hill Road intersection which would serve industrial properties.

## Excerpt from April 19, 2016 City Council Minutes

### RAIL STUDY – RALEIGH-CARY CROSSING – STUDY APPROVED

Over the last 18 months, the City has been participating in the Raleigh-Cary Rail Crossing Study, conducted by the Capital Area Metropolitan Planning Organization (CAMPO) in partnership with City of Raleigh, Town of Cary, North Carolina Department of Transportation (NCDOT), GoTriangle, North Carolina Railroad Company, and Norfolk Southern Railroad. The purpose of the study was to evaluate potential improvements to the at-grade highway/rail crossings from NE Maynard Road to Gorman Street and to study how changes at the crossings will affect future land uses and the community.

A range of options was considered for each crossing and then evaluated based on design, traffic operations, and economic development. After the conclusion of the analysis and input from the public, one alternative was determined to be most feasible at each existing and proposed future crossing. It would be appropriate to approve the study and the incorporated recommendations at this time. The full report had been made available online.

**Recommendation:** Approve the study.

Todd Delk, the City Planning Department made a PowerPoint presentation speaking of the genesis and overview of the project pointing out this is part III of CAMPO Rail Study from Raleigh to RTP and is to respond to increased discussions of light, commuter, passenger and high speed rail. It is to look at high level conceptual design and test the impacts of design, traffic and development and plan for street connectivity as rail projects move forward. It is to document public involvement, expedite projects in future if funded. He talked about the project participants which include NC Capital Area Metropolitan Planning Organization, State DOT, City of Raleigh, Town of Cary, North Carolina Railroad Company, GoTriangle, Norfolk Southern and CSX.

Mr. Delk pointed out the primary questions include.

- How can we improve safety at existing at-grade crossing?
- How should we cross railroad where local plans propose new roads?
- How will potential road/rail improvements affect future land uses and the community?

He went over the project timeline which started in the summer – winter of 2014 with the recommendations coming forth at this point. He presented a map showing the study area and the alternative selection process, the design assumptions and talked about what they had as it relates to the following locations: I-40 – to Jones Franklin Road Corporate Center Drive, Nowell Drive at Edwards Mill Road, Jones Franklin Small Area Plan, the fairgrounds area, Powell Drive, I-40 to Gorman Street, Beryl Drive/Royal Street and went over the following summary of study recommendations.

SUMMARY OF STUDY RECOMMENDATIONS		
Crossing	Existing Type	Recommendation
Corporate Center	Future	Roadway bridge over rail connecting to Bashford Rd.
Nowell	Existing at-grade	Closure in conjunction with Corporate Center or Edwards Mill improvements
Edwards Mill	Future	Rail bridge over roadway
Jones Franklin	Future	Rail bridge over roadway
Powell	Existing at-grade	Rail bridge over roadway realigned to Youth Center Dr.; closure of crossing
Beryl + Royal	Existing at-grade	Closure of Beryl crossing with Beryl Rd. extension to Royal St. and improvements to Royal St.

He went over future studies and designs which include update of streets and Future Land Use Plans to inform future improvements and project decisions and pointed out there is nothing in the short term period, mid term would include Beryl Road closure and extension to Royal Street explaining this is a potential NCDOT rail safety project. The long term relates to grade separations at Corporate Center Drive – road over rail, Edwards Mill Road extension rail over road; Powell Drive and Jones Franklin Road rail over road. The designs would be refined with project funding and there would be more input, etc. He stated staff recommends that the Council endorse the study and recommendations as proposed and staff will initiate comp plan amendments to update the streets and future land use maps. The next steps would be presentation at the CAMPO Executive Board meeting on April 20.

Mr. Thompson pointed out the vast majority of Trinity Road is in the City of Raleigh but the railroad track is actually in Cary and questioned how that split would be addressed. Mr. Delk pointed out Cary plans to take the road over the railroad and extend it to Cary Towne Boulevard however there are no time lines, etc. In response to questioning from Mr. Thompson, Mr. Delk state funded projects. Mr. Stephenson asked about the Wake transit plans, rail component and how it ties in.

Ms. Crowder moved approval as recommended by staff. Her motion was seconded by Mr. Stephenson and put to a vote which resulted in all members voting in the affirmative except Ms. Baldwin and Mr. Branch who were absent and excused. The Mayor ruled the motion adopted on a 6-0 vote.

**CP-4-17 – RCRX RECOMMENDATIONS – TRANSIT ISSUES REFERRED TO TRANSIT AND TRANSPORTATION COMMITTEE AND LAND USE ISSUES REFERRED TO GROWTH AND NATURAL RESOURCES COMMITTEE**

CP-4-17 RCRX Recommendations, a proposal to incorporate recommendations produced as part of the Raleigh-Cary Rail Crossing (RCRX) Study into the 2030 Comprehensive Plan. The study was adopted by City Council in April of 2016 and recommends changes to Map LU-3 "Future Land Use", Map T-1 "Street Plan", and Map T-5 "Future Interchange Locations." The purpose of the RCRX Study was to evaluate at-grade rail crossings along the North Carolina rail corridor between Raleigh and Cary. Scenarios were considered for closing, realigning, or converting these crossings to grade separated interchanges. The study made recommendations for modifications to the rail crossings, as well as related changes to the surrounding street network and land use guidance. This amendment would update the Comprehensive Plan maps to reflect the recommendations of the study.

The Planning Commission voted unanimously to recommend approval of the amendments (8-0) with an additional recommendation that the Future Land Use Map designation along Beryl Road be reconsidered by the City Council.

**Recommendation:** Conduct the public hearing. At the conclusion of the public hearing, City Council may choose to act on the case or defer for further review. Alternately, the City Council may choose to continue the public hearing to a date certain.

Planner Bynum Walter made a detailed presentation pointing out this relates to the Raleigh-Cary Rail Crossing Study which started in 2014 and was adopted in 2016. She talked about the recommendations including amendments to Future Land Use Map, Street Plan Map, and Future Interchange locations. She stated the Planning Commission recommends approval on an 8-0 vote and further recommends reconsideration of the Future Land Use Amendment at Beryl Road. She presented the study area map, talked about the basis of the study which included looking at ways to improve safety at existing at-grade crossings, how to be cross railroads where local plans propose new roads and how will the potential road/rail improvements affect future land use and the community.

Planner Walter provided information on the citizen input, alternative selection process, street plan recommendations, land use plan recommendations, and talked specifically about the Future Land Use Map amendments relating to Beryl Road and Edwards Mill Road. She went over those recommendations in detail outlining existing designations, proposed designations relating to land use in the two areas.

Planner Walter went over the street plan amendments relating to Beryl Road, Powell Drive, Jones Franklin Road, Nowell Road and Corporate Center Drive outlining the existing street plan map and the proposed amendments in the various areas. She also explained the future interchange locations, map amendments relating to Powell Drive, Jones Franklin Road and Corporate Center Drive. The crossing studied in Raleigh's jurisdiction include Corporate Center Drive (Road Bridge); Nowell Road (closure); Edwards Mill Road (rail bridge); Jones Franklin Road (rail bridge); Powell Drive (rail bridge); Beryl Road (closure) and Royal Street. She went over the future interchange location map amendments. Planner Walter went over the Comprehensive Plan analysis outlining consistent policies pointing out the only inconsistent policy is LU-11.1 preserving industrial land. She again went over the Planning Commission recommendation for approval of an 8-0 vote and reconsideration of the Future Land Use Map designation and Beryl Road.

The Mayor opened the hearing.

Kathleen Baker, owner of property at 3915 Beryl Road presented the following prepared statement.

I attended the Planning Commission meeting on February 27 and was surprised to learn that there was a recommendation RCRX study for to keep the zoning along Beryl Road as Light Industrial or Business and Commercial Services. I do not understand why the Planning Department is recommending these properties be zoned as Medium Density Residential rather than in keeping with the original industrial zoning of I-2 which it has been since at least 1962 when my building was built. There are no residences along the entire length of Beryl Road.

I also do not understand and could not get a definitive answer as to why a single property located at 4001 Beryl Road in this targeted area was singled out to be rezoned as Business and Commercial Services.

It seems to me that this does not make any logical sense to take industrial property and change it to Medium Density Residential or any form of residential for that matter that is adjacent to a road which will become a cut through to bypass the traffic lights on Hillsborough Street, a dual railroad track which services high speed Amtrak trains, CSX and Norfolk Southern freight trains and then Hillsborough Street which is already a busy

thoroughfare going in and out of Raleigh. Right now, the existing industrial properties provide a safe buffer and help to reduce the noise between these roads, railroad tracks and the existing residential areas. One of the Planning Commissioners also voiced his concern of significant leap from Industrial to Residential at the February meeting.

This property is my livelihood and to have it become Medium Density Residential would be financial suicide for me and I am sure the other property owners along this street. I would like to know that I am correct in my understanding that the City has no intention of forcing affected property owners to make the zoning change to Medium Density Residential and that I can sell this property as an Industrial Property?

This change will reduce the number of places of employment which is in direct conflict with the "considerations for the Planning and Development Officers review and recommendation."

This zoning change is also in direct conflict with Policy LU 11.1 preserving industrial land which supports land use policies that protect competitive opportunities to locate industrial, flex, and warehouse sites near major transportation corridors and the airport.

It is not right to change the zoning for one portion of Beryl Road and not all of it.

I question the logic of shutting down the Beryl Road crossing and affectively making Beryl Road an Avenue 2-lane and a more heavily traveled pass through from Blue Ridge Road to Royal Street. It will negatively affect my property, which now has for all intents and purposes, direct access to Hillsborough Street. It also will require the taking of properties and, in other ways, negatively affect the operations of all of the businesses that are not located along the south side of the road and those which surround the cul-de-sac at the east of Beryl Road. I was not the sole owner at that time and was not able to attend the public meetings; however, I oppose the closing of the Beryl Road crossing.

I emphatically oppose the city-initiated amendment to change the zoning of my property of Moderate Density Residential. We need to keep our businesses in place and the jobs that go with them.

Thank you for your time and consideration.

It was pointed out by Planner Walter and the Council that no zoning would change by this Comprehensive Planning amendment. It is only a Future Land Use Map.

Frank Castlebury, 5525 West Boulevard indicated he owns property at 5525 West Boulevard and he has asked Ed Sconfienza, The Site Group, to speak for him.

Ed Sconfienza, The Site Group, presented a packet of material outlining concerns, highlighted the following information:

#### Relevant Points

- The existing City of Raleigh street plan doesn't extend Jones Franklin to Chapel Hill Road
- The existing Hillsborough Street grade separated crossing is less than ¼ mile from the proposed Jones Franklin crossing (this isn't shown on Figure 11: proposed grade separations)
- City standard spacing for 4-6 lane minor or major thoroughfare is one mile; proposed spacing is about ¼ mile from the Hillsborough-Western Blvd. intersection and 1900' from the proposed Edwards Mill – Western Blvd intersection (too close by City standards)
- We've looked at several Jones Franklin to Chapel Hill Road concepts. They all have extreme impacts on small businesses in the area.
- The concepts that use the existing Buck Jones North of Western effectively eliminate access to the Castlebury properties from Jones Franklin. The grade from Western Boulevard precludes access from Western Blvd. If this road is extended, the only access to these properties will be a dead-end stub from the Hillsborough Street connection to Western Blvd.

#### SUMMARY AND REQUEST FOR FURTHER STUDY

- The Castlebury family is very concerned that the addition of the Jones Franklin extension and grade separated Railroad crossing will negatively impact their existing businesses and the potential for redevelopment



- We ask that the City further study the impacts on the affected properties in the area before adopting the Jones Franklin extension and grade separated railroad crossing. We've looked at three potential alignments and some of the related impacts, further study of the actual alignment and related impacts is warranted before adopting the Jones Franklin extension.
- We ask that the City consider Edwards Mill as a grade separated crossing rather than Jones Franklin.

Elton Parker, 1405 Dogwood Lane indicated he owns property along Beryl Road and talked about the vitality of the businesses in the area which are very active. He stated the proposals relating to Beryl Road do not make a lot of sense. He talked about a building he recently built in the area and pointed out it seems that the road goes through the building.

A woman indicated her family has owned Rising Sun Pools, 5608 Hillsborough Street for a number of years and the proposed realignment of one of the roads will go directly through the middle of their business. She talked about the history of their family business which started out in Quail Corners and moved to the Hillsborough Street area in the 1970s. She talked about the family being deeply imbedded in the community and if the road as proposed is extended it would put them out of business. She asked the Council to delay this decision and refer it to a committee.

Ed Jones indicated he owns property at 1304 Hillsborough Street explaining his business is located at the corner of Hillsborough and Powell Drive, opposite Powell Drive from Burke hardware. He stated if Powell Drive is closed it would dramatically impact both parties and asked the Council to carefully examine the proposed road changes before making a decision. He talked about the proposed extension of Jones Franklin/Chapel Hill Road and the property being very close to the designated corridor. He asked the Council to consider this plan very carefully.

The owner of property at 5611 Hillsborough Street talked about how he had to give up property for the widening of Hillsborough Street and indicated if Jones Franklin Road is extended in this area it will take more feet from his property. He stated it doesn't make sense that the City or others continue to take away property owners land and it is just not fair for the small businesses in the area.

No one else asked to be heard thus the hearing was closed.

Council Member Crowder talked about the land use changes, alignment connections, etc., and suggested that the land use issues be referred to Growth and Natural Resources Committee and the transportation part of the proposal be referred to Transportation and Transit Committee. She pointed out she felt this needed to be considered in small pieces.

Planner Walter again indicated approval of this Comprehensive Plan amendment would change no zoning. The various components were talked about. Council Member Thompson indicated this has been being discussed for a long time. He stated he understands the comments relative to Beryl Road. Council Member Cox indicated as he understands this study begin in 2014 and he would like some understanding on the background of the study. He pointed out this seems to incorporate some huge changes in the area based on a request to look at grade separations. The item was referred to Transportation and Transit and Growth and Natural Resources Committees.

**Excerpt from November 27, 2018 City Council Transportation and Growth and Natural Resources Committee  
Joint Meeting**

**CP-4-17 - RCRX Recommendations - Land Use and Transportation Issues - Nowell Road and Corporate Center Drive (4/3/18)**

The following information was contained in the agenda packet:

The City Council authorized the following case for Public Hearing on April 3, 2018. The public hearing was closed and the case was referred to the Transportation and Transit (TT) Committee and the Growth and Natural Resources (GNR) Committee.

CP-4-17 RCRX Recommendations, a proposal to incorporate recommendations produced as part of the Raleigh-Cary Rail Crossing (RCRX) Study into the 2030 Comprehensive Plan. The study was adopted by City Council in April of 2016 and recommends changes to Map LU-3 "Future Land Use", Map T-1 "Street Plan", and Map T-5 "Future Interchange Locations." The purpose of the RCRX Study was to evaluate at-grade rail crossings along the North Carolina rail corridor between Raleigh and Cary. Scenarios were considered for closing, realigning, or converting these crossings to grade separated interchanges. The study made recommendations for modifications to the rail crossings, as well as related changes to the surrounding street network and land use guidance. This amendment would update the Comprehensive Plan maps to reflect the recommendations of the study.

The Planning Commission voted unanimously to recommend approval of the amendments (8-0) with an additional recommendation that the Future Land Use Map designation along Beryl Road be reconsidered by the City Council.

Attached are a summary of the RCRX planning process, comments from affected property owners, the Planning Commission Certified Recommendation (including Staff Report), and the petition for the amendment.

Update for November 27: The Committees received the proposed amendments at a joint meeting on September 26, 2018. They requested that the items be organized by location and presented in groups. The first group of amendments, pertaining to Beryl Road and Powell Drive, was discussed at a joint meeting on October 10. The next group is to be discussed at this joint meeting is Nowell Road and Corporate Center Drive.

Senior Planner John Anagnost and Transportation Manager Eric Lamb presented this item with the assistance of a PowerPoint presentation that touched on the origins, purpose, timeline, citizen input, alternative selection process, Future Land Use, Street Plan, and Future Interchange Locations Map amendments, and recommendations. Several satellite images and maps for both Nowell Road and Corporate Center Drive were referenced.

COUNCILOR STEPHENSON ARRIVED TO THE MEETING AT 3:04 P.M.

Manager Lamb pointed out that there was not currently a funded timeframe for the Nowell Road closure or Edwards Mill extension. Edwards Mill Road would be designed to go under the train tracks and Nowell Road would not be closed until Edwards Mill Road was opened. The Committee discussed federal funding and grading.

The Committee discussed the impact of residential units due to the road bridge at Corporate Center Drive. Planner Anagnost stated that the impact on approximately 20 homes and several mini storage facilities would depend on private redevelopment of the area. Further discussion took place regarding the alignment of the crossing and the upcoming Bus Rapid Transit (BRT) extension.

A speaking opportunity was provided to the public; however, no one wished to speak.

Chairperson Crowder moved to uphold the Planning Commission's recommendation to approve CP-4-17 for Corporate Center Drive and Nowell Road. As discussed in a previous meeting, Beryl Road is recommended for approval with the amendment of the Future Land Use Map to reflect the shifting of the land use designation from Business and Commercial Services to Neighborhood Mixed Use. Jones Franklin Road should remain in both Committees. The motion was seconded by Councilor Mendell and after brief clarification from Planner Anagnost relating to the proposed designation for Beryl Road, was carried by a vote of 5-0. Councilor Thompson was absent and excused. Chairperson Crowder later made a friendly amendment to her motion to include approval of Powell Drive as recommended by the Planning Commission. The friendly amendment was seconded by Chairperson Branch and carried by a vote of 5-0. Councilor Thompson was absent and excused.

Chairperson Crowder moved to adjourn the GNR portion of the meeting at 3:31 p.m. The motion was seconded by Councilor Stephenson and upheld 4-0. Councilor Thompson was absent and excused.

**REPORT AND RECOMMENDATION OF THE GROWTH AND NATURAL RESOURCES COMMITTEE**

**CP-4-17 – RCRX RECOMMENDATIONS – LAND USE – VARIOUS ACTIONS TAKEN**

Council Member Crowder reported the Growth and Natural Resources and Transportation and Transit Committees jointly recommend upholding the Planning Commission's recommendation to approve CP-4-17 for Powell Road, Corporate Center Drive, and Nowell Road.

The Committees recommend adopting the recommendations as proposed in CP-4-17 for Beryl Road with the following amendment:

Amend "Map LU-3 Future Land Use" to reflect shifting the land use designation from Business and Commercial Services to Neighborhood Mixed Use for the area illustrated in the attached draft resolution.

The Committees further recommend retaining Jones Franklin Road in the Committees until additional information is available through planning processes in the area. The Committee assignments should be updated once a new Comprehensive Plan Amendment case file number is assigned.

Powell Road, Corporate Center Drive, Beryl Road and Nowell Road should also be removed from the Transportation and Transit Committee agenda.

On behalf of the Committee, Council Member Crowder moved the recommendation be upheld. Her motion was seconded by Council Member Branch. Council Member Thompson asked that he be excused from participation in this matter because of ownership of property in the area. Council Member Branch moved Council Member Thompson be excused from participation. His motion was seconded by Council Member Crowder and put to a vote which passed unanimously. The Mayor ruled the motion adopted on an 8-0 vote. The motion to approve the Growth and Natural Resources Committee recommendation was put to a vote which resulted in all members voting in the affirmative except Council Member Thompson who was absent and excused. The Mayor ruled the motion adopted on a 7-0 vote.

**REPORT AND RECOMMENDATION OF THE TRANSPORTATION AND TRANSIT COMMITTEE**

**CP-4-17 – RCRX RECOMMENDATION – TRANSPORTATION ISSUES – COMMENTS RECEIVED**

Council Member Branch stated under the Report and Recommendation of Growth and Natural Resources Committee, there was a joint report from that Committee and Transportation and Transit Committee related to this item

**TRANSPORTATION AND TRANSIT COMMITTEE – COMMENTS RECEIVED**

Council Member Branch reported there was an item left off of the Transportation and Transit Committee and it will be included in the recommendations at the next meeting.

## Excerpt from October 22, 2019 City Council Transportation and Transit Committee Minutes

**Item #17-04 – CP-4B-17 – RCRX Recommendations – Transportation Issues – Jones Franklin Road.** This item was previously discussed during a joint meeting with the Growth and Natural Resources Committee on October 10, 2018 and held over for further discussion.

The agenda included the following information:

CP-4-17 RCRX Recommendations is a staff-initiated proposal to amend the 2030 Comprehensive Plan to incorporate a recommendation produced as part of the Raleigh-Cary Rail Crossing (RCRX) Study. The study was adopted by City Council in April 2016 and recommends changes to Map LU-3 “Future Land Use”, Map T-1 “Street Plan”, and Map T-5 “Future Interchange Locations.” The purpose of the RCRX Study was to identify alternatives to at-grade rail crossings along the North Carolina rail corridor between Raleigh and Cary with the expectation that NCDOT will close many of these crossings in the future. Scenarios were considered for closing, realigning, or converting these crossings to grade separated interchanges. The study made recommendations for modifications to the rail crossings, as well as, related changes to the surrounding street network and land use guidance.

The Planning Commission voted unanimously (8-0) to recommend approval of all of the amendments in CP-4-17 with an additional recommendation that the Future Land Use Map designation along Beryl Road be reconsidered by the City Council. The City Council authorized CP-4-17 RCRX Recommendations for Public Hearing on April 3, 2018. The public hearing was closed and the case was referred to the Transportation & Transit committee and the Growth & Natural Resources committee. All but one of the items from the amendment were referred back to the City Council on December 4, 2018. These items were adopted as CP-4A-17. The remaining item was renumbered CP-4B-17.

CP-4B-17 RCRX Recommendations (Jones Franklin Road) would modify Map T-1 “Street Plan” to propose an extension of Jones Franklin Road north to Chapel Hill Road from its current endpoint at Hillsborough Street. The amendment proposes a designation of “Avenue 4-Lane, Divided” for the extension, as well as, for an existing but previously undesignated segment of Jones Franklin Road between Western Boulevard and Hillsborough Street. Previous discussion has suggested deferring action until more information about impacts from NCDOT construction and Bus Rapid Transit impacts and opportunities are known.

Planner John Anagnost used a PowerPoint presentation to summarize the proposed amendment.

Mayor Pro Tem Branch noted the planning portion of this item was in Growth and Natural Resources Committed with Councilor Crowder indicating she was not clear as to the reason behind the item remaining in her committee and stated she would contact staff to ascertain the reason why the item had not been reported out.

Attorney Michael Birch, Longleaf Law Partners, representing the Castlebury Properties and various property owners in opposition to the proposed amendment, talked about the proposed Jones Franklin Road extension noting the railroad crossing would not be at grade and referred to comments in opposition made previously at the Committee’s joint meeting with the Growth and Natural Resources Committee. He urged the Committee to recommend denial.

Mayor Pro Tem Branch questioned whether the denial was based on impact to existing businesses with Mr. Birch responding the impact would be to the Castlebury property itself and asserted the street plan would severely limit access to the property.

Frank Castlebury, 7 Jones Franklin Road (business address), talked about how his business would be impacted by the proposed amendment asserting his business would lose drive-by traffic. He indicated he grew up in West Raleigh and noted his family’s history of involvement in Raleigh business and civic activities goes back to the 1800’s. He talked about a \$100,000 investment he made in his business and property and asserted the proposed amendment would devastate the business. He urged the Committee to recommend denial.

Tarra Soto, Rising Sun Pools, 5808 Hillsborough Street, indicated her family has been in business for over 50 years at this location and pointed out the Jones Franklin Road extension would bisect the property. She urged the Committee to recommend denial.

Mayor Pro Tem Branch questioned the impact of removing the Jones Franklin Road extension from the street plan with Planner Anagnost responding there would be no impact as the extension was still in the planning stages. He noted with the closing of the Nowell Road railroad grade crossing would result in the loss of an additional north/south connection and indicated there are plans to create a north/south connection at Corporate Center Drive.

Councilor Crowder pointed out drivers could still use NC 54 as a connection and questioned why couldn’t a connection be created through the former concrete plant property with Transportation Manager Eric Lamb responding there is a 90-foot right-of-way dedicated north of Chapel Hill Road that is part of the Edwards Mill Road extension. He indicated there was going to be an overpass included in the original plans; however, it was removed. He pointed out the City Council



had approved a wide special residential zoning with transit station for light rail noting the zoning could still be used as a hub for BRT.

Councilor Crowder acknowledged north/south connectors are important; however, given the impact the amendment would have on the subject properties, she moved that Committee recommend denial of CP-4B-17 and remove the proposed Jones Franklin Road alignment from the street plan. Her motion was seconded by Mayor Pro Tem Branch and put to a vote that resulted in all Committee members voting in the affirmative except Councilor Cox who was absent and excused. Mayor Pro Tem Branch ruled the motion adopted on a 2-0 vote.

**REPORT AND RECOMMENDATION OF THE  
TRANSPORTATION AND TRANSIT COMMITTEE**

**CP-4(B)-17 – RCRX RECOMMENDATIONS – TRANSPORTATION ISSUES – JONES FRANKLIN ROAD – AMENDMENT  
DENIED**

The Committee recommends that CP-4B-17 be denied.

**Recommended Action:** Uphold the Committee's recommendation.

Mayor Pro Tem Branch explained the Committee recommends the City Council reject Comprehensive Plan Amendment CP-4B-17, pointing out it can be brought back up later via other projects. He moved approval of the Committee's recommendation. Council Member Crowder stated until the Council knows the lineup for Bus Rapid Transit, it cannot be sure if the alignment makes sense.

Mayor Pro Tem Branch's earlier motion was seconded by Council Member Crowder and put to a vote which resulted in all members voting in the affirmative except for Council Member Thompson, who was absent and excused. The Mayor ruled the motion adopted on a 7-0 vote.