

Manager's Update

raleighnc.gov



Issue 2022-09

March 4, 2022

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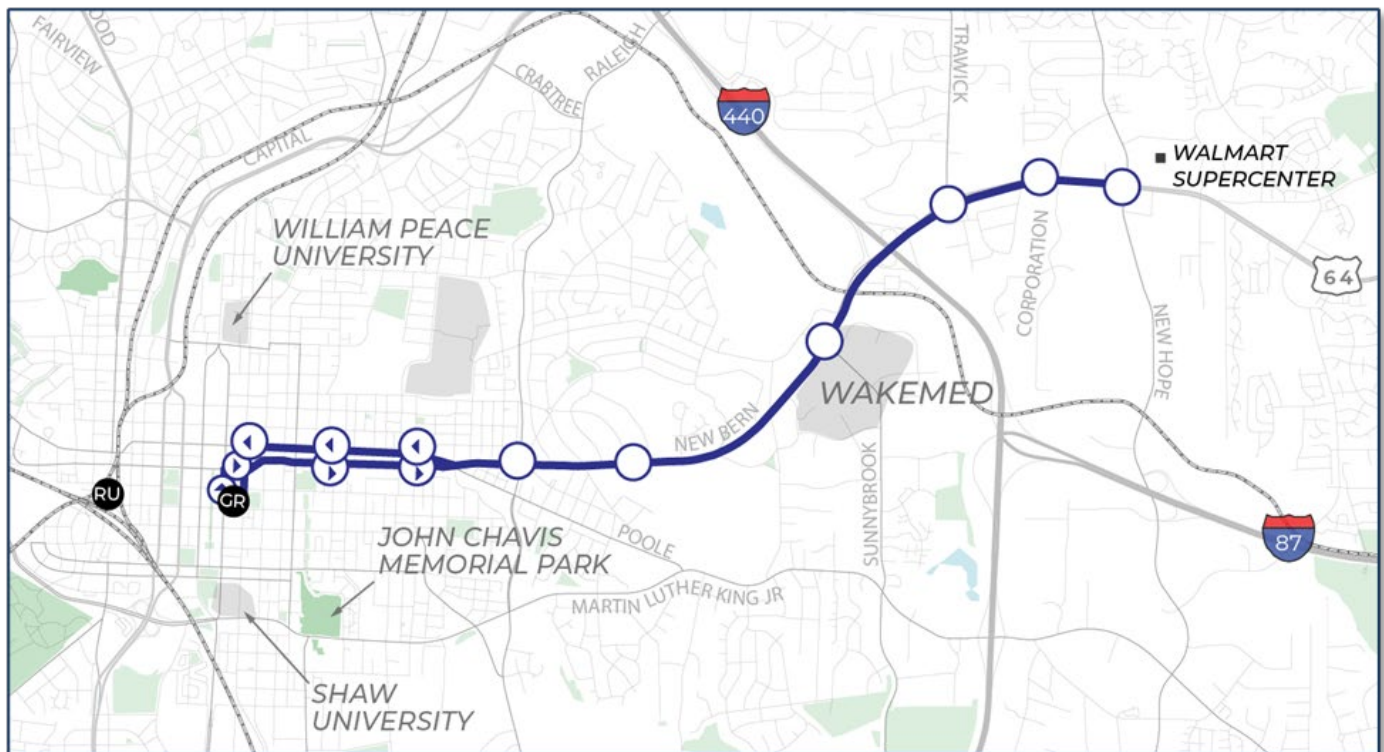
Wake Bus Rapid Transit: New Bern Avenue – Final Design Update

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

The City of Raleigh is the designated sponsor for the Wake Transit Plan Bus Rapid Transit (BRT) program and continues to advance various aspects including planning and design. An update regarding the program was last provided in Issue 2022-04 of the *Manager's Update* (January 28, 2022). The following information is focused on final design and upcoming public engagement efforts related to the New Bern Avenue BRT project.

This project will connect Downtown Raleigh to WakeMed and New Hope Road via fast and reliable BRT service. BRT will use dedicated transit lanes and transit signal priority to ensure frequent and on-time-service. Project improvements along New Bern Avenue will include 19 enhanced station platforms, curb & gutter, piped stormwater infrastructure, green stormwater infrastructure (GSI), multi-use path on the south side of New Bern Avenue, sidewalk on the northside of New Bern Ave, water and sewer main upgrades, landscaping, and overall improved connectivity. This project will include ADA compliant handicap ramps, high visibility pavement markings, and updated traffic & pedestrian signal designs with leading pedestrian intervals (LPI) and audible beaconing pedestrian signals. The Wake BRT: New Bern Avenue project is currently in the 90% design phase. Real Estate acquisition is anticipated to begin in Spring 2022 and construction is projected to begin in late Fall 2022/Winter 2023.

Implementing the New Bern BRT project will involve some changes to on-street parking, loading zones, and bike lanes. The full project scope is shown in the map below. The project area within the downtown core encompasses 26 block faces along Wilmington St., Blount St., Morgan St., New Bern Ave., Edenton St., and State St. Within this area, the New Bern BRT project will result in a loss of 85 of the existing 392 on-street parking spaces and three of the existing 16 loading zones. These areas are well-served by several city-owned parking decks in the area, including the Wilmington St. Deck, Moore Square Deck, and Blount St. Deck, and well as privately managed parking decks. Staff continue to work with affected businesses to identify alternate loading zone locations where feasible.



Within the project limits, the existing bike lanes on Blount Street, Wilmington Street and Morgan Street will be converted to shared bus-bike lanes, except for Blount Street between Hargett Street and Martin Street which will retain the dedicated bike lane. It is important to note that these are interim conditions as all facilities will be converted to dedicated bus-only lanes with the implementation of the Western and Southern BRT corridor projects. Concerns regarding the loss of dedicated bike lanes was previously raised during a November 16, 2021, response presentation by staff to concerns the Bicycle and Pedestrian Advisory Committee (BPAC) raised to the City Council. Staff are currently evaluating alternatives in the context of requirements of both the BRT program and other nearby capital projects. Given current staffing vacancies, we anticipate alternatives would be evaluated and vetted through community outreach and local advocacy organizations as part of a focused Downtown Transportation Study Update that is planned to start in FY23.

Staff is working to communicate these impacts to downtown businesses in advance of construction activities. Starting the week of March 7 and continuing through the end of the month, project consultants will go door-to-door to approximately 130 downtown businesses that have been identified as being impacted by the BRT project. The consultants will share a schedule and overview of the project, as well as staff contact information. On-site Staking and Real Estate Acquisition notification letters will be mailed to property owners with easement impacts the week of March 7 ahead of acquisition efforts which are

anticipated to start later this spring. Copies of the downtown canvassing information card and the staking and acquisition letter to be provided to corridor property owners and residents are enclosed with this *Update* for reference.

(Attachment)

Bikeshare Program Branding Change

Staff Resource: Barbara Godwin, Transportation, 996-2504, barbara.godwin@raleighnc.gov

Beginning March 10, the City's bikeshare program vendor, Bewegen Technologies, Inc. (Bewegen), will initiate changes to the program's name and brand. The current title sponsor, Citrix Systems, Inc., has served as the bikeshare program's title sponsor since the system launched in spring 2019 and has opted not to renew their sponsorship for the program.

The bikeshare program known as "Citrix Cycle" will be rebranded as "Cardinal Bikeshare."

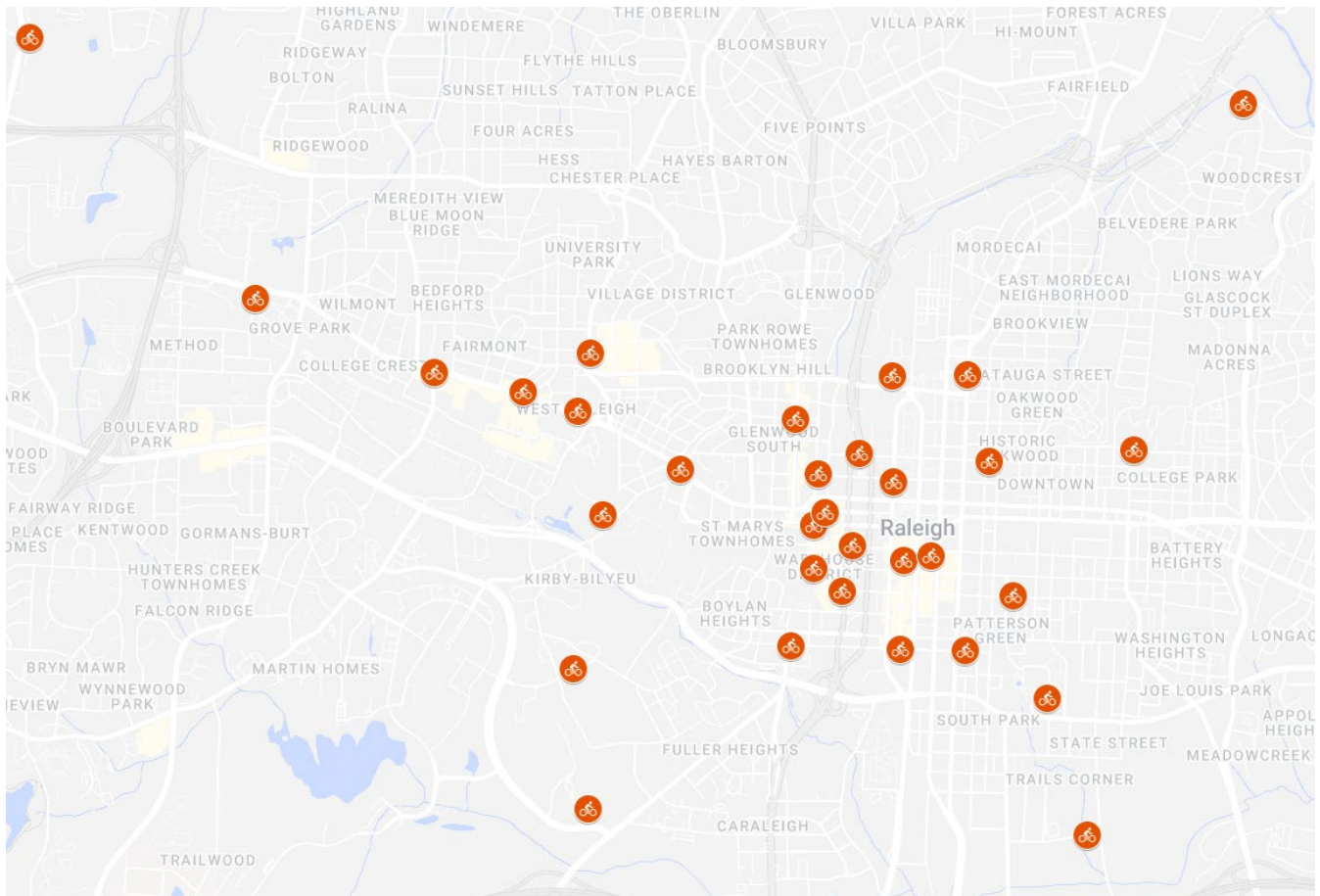
Since 2017, Bewegen has operated as the City's bikeshare program vendor, and contractually owns the naming rights, branding rights, and sponsorship displays over it. Vendor rebranding will take place over the course of two months this spring, beginning with the 32 bikeshare stations, and followed by changes to the 340 bikes available in the fleet. Bewegen will complete these changes during non-peak hours to create minimal disruptions in service and to users. The bikeshare website and mobile application will also be rebranded to become "Cardinal Bikeshare."

The functionality of the system will remain intact throughout the rebranding process.

As a reminder, the City owns the bikeshare station infrastructure and bicycles. Bewegen will continue to be fully responsible for the maintenance and operations of the system, including securing any sponsorships to offset potential operating costs.

Staff will provide additional updates once all rebranding deliverables are complete, prior to May 1, 2022.

Existing Bikeshare Station Network



(No attachment)

Weekly Digest of Special Events

Staff Resource: Sarah Heinsohn, Special Events Office, 996-2200, 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 February 15 Work Session

Marketing of Raleigh Greenways

Staff Resource: Kellee Beach, Parks, Recreation, & Cultural Resources, 996-4816, kellee.beach@raleighnc.gov

During the work session, the Council requested information about how the greenway system is incorporated into the City's overall marketing efforts. The Raleigh Parks greenway system is an integral part of the City of Raleigh's array of services that positively impact the lives of our residents and visitors. Greenways uniquely complement the programs, events, services, open spaces, community centers, and other facilities offered by Raleigh Parks. Intending to reach new residents, visitors, and those who have called Raleigh home for many years, Raleigh Parks uses a broad range of content and strategy to promote the greenway system. Enclosed with this *Update* is a memo relaying an overview of strategies used to market the greenway to the community and to visitors.

(Attachment)

Follow Up from the February 15 Meeting

History of the Parkway Frontage on Louisburg Road (Council Member Cox)

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

During the meeting, Council Member Cox requested information about the history of the Parkway (PK) zoning frontage along Louisburg Road, including a list of approved rezoning cases that had removed the frontage. Enclosed with this *Update* is a memo that provides a history of the frontage and the requested list of cases.

(No Attachment)

Public Comment – Update on Artistic Trash Receptacles for Glenwood South

*Staff Resources: Michael Moore, Transportation, 996-3030, michael.moore@raleighnc.gov
Stan Joseph, Solid Waste, 996-3245, stan.joseph@raleighnc.gov*

At the public comment portion of the February 15, 2022, City Council meeting, Mr. Ross Yeager provided an update his on-going efforts to address the cleanliness of Glenwood South. Following his comments, Mayor Baldwin requested an update on earlier requests to install additional "artistic" trash receptacles in the Glenwood South area. She also requested that staff investigate addressing graffiti adjacent to the existing railroad corridors. Due to the complexities and bureaucracy inherent in collaborating with the railroads on access and work within their rights-of-way, additional work is needed. A discussion of this request will be shared the Council in a future Manager's Update in April.

Additional Waste and Recycling Receptacles

The Glenwood South hospitality district is currently served by 12 dual Big Belly trash and recycling stations along Glenwood Avenue. These original Big Bellies were installed as a City pilot program with ARRA grant funding in 2011. Since that time the district has grown in popularity, and adjacent streets are now seeing a significant increase in pedestrian traffic and litter as new development in Smokey Hollow are opening and the Warehouse and Fayetteville districts are growing and connecting with this vibrant area.

In response to Council requests, staff from Solid Waste Services, Transportation, and Raleigh Arts have met to develop a plan for adding waste receptacles in the area to address the growing litter and cleanliness issues. Staff collaborated on several key issues including placement, receptacle design, inclusion of recycling, and service options, and other operational details.

Staff has identified 15 locations for trash and recycling receptacles on the blocks immediately east and west of Glenwood Avenue, from Johnson Street to Jones Street, and identified a smooth-sided receptacle that can be wrapped with vinyl art, like the traffic signal cabinets around Downtown. A sample receptacle has been ordered so a demonstration unit can be created and tested .

The Glenwood South Neighborhood Collaborative is supportive of additional receptacles and the president has endorsed the proposed locations. The Collaborative will meet on March 7, 2022, and staff will share details of the initiative for discussion and feedback.

Solid Waste Services and Transportation staff anticipate deploying these additional trash and recycling receptacles to 15 locations in Summer 2022; art “wraps” will follow shortly thereafter. The estimated total cost to purchase, install and add two unique art elements, one for all trash and one for all recycling, is \$28,000. The estimated ongoing operational cost for Solid Waste Services to empty these receptacles twice weekly is \$15,720 per year. Enclosed with this *Update* is a map showing the proposed locations of the receptacles in the Glenwood South area.

(Attachment)

Wake BRT: New Bern Avenue - Canvassing Materials

Downtown Canvassing Card

TRANSPORTATION

Wake BRT: New Bern Ave



CONSTRUCTION STARTS FALL 2022

Wake Bus Rapid Transit (BRT): New Bern Ave will connect downtown Raleigh to WakeMed and New Hope Rd via fast and reliable BRT service. BRT will use dedicated transit lanes and transit signal priority to ensure frequent and on-time service.

IMPROVEMENTS INCLUDE:

- 19 enhanced transit platforms
- Green stormwater infrastructure
- A multi-use path on the south side of New Bern Ave
- Sidewalk on the northside of New Bern Ave
- Water and sewer main upgrades
- Landscaping
- Overall improved connectivity

Impacts to downtown within the BRT project limits include a reduction of bike lanes, parking and loading zones.



Wake BRT platform amenities include seating, weather protection, ADA accessible boarding, digital signage with real time arrival information, trash & recycling, off-board ticketing, art and much more!

PROJECT TIMELINE:

- Spring 2022 - Right-of-Way and Easement Acquisition
- Fall 2022 - Start Construction
- Fall 2024 - Services Begins

HAVE QUESTIONS?
Contact:
Sean Driskill
sean.driskill@raleighnc.gov
Het Patel
het.patel@raleighnc.gov



raleighnc.gov
Search: Wake BRT: New Bern Ave

Staking and Acquisition Notice



Wake Bus Rapid Transit (BRT): New Bern Ave

We are connecting downtown Raleigh to WakeMed and New Hope Rd via fast and reliable BRT service. BRT will use dedicated transit lanes and transit signal priority to ensure frequent and on-time-service. The Right of Way and Easement Acquisition phase of the project is underway. Survey crews are marking proposed easements, and the City's Real Estate Analysts are contacting impacted property owners.

FOR MORE INFORMATION
VISIT: Raleighnc.gov/Projects
SEARCH: Wake BRT: New Bern Ave

raleighnc.gov/transportation  **Raleigh
Transportation**

IMPROVEMENTS ARE COMING
We are dedicated to improving mobility and connectivity for all modes of transportation. Improvements include:

- Dedicated transit lanes
- 19 enhanced station platforms
- Curb and gutter
- Piped stormwater infrastructure
- Green stormwater infrastructure
- Sidewalks
- Multi-Use-Paths
- Water and sewer main replacement
- Street lights
- Public art
- Landscaping

Construction is scheduled for Fall 2022.

QUESTIONS?
CONTACT: Sean Driskill, PE
sean.driskill@raleighnc.gov

 **Raleigh
Transportation**

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Weekly Events Digest

Friday, March 4 – Thursday, March 10

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

Permitted Special Events

No permitted special events are scheduled at this time.

Other Upcoming Events

[First Friday](#)

Friday, March 4
Downtown Raleigh

[Hurricanes vs. Penguins](#)

Friday, March 4
PNC Arena

[Rachmaninoff Symphony No. 2 – North Carolina Symphony](#)

Friday, March 4 & Saturday, March 5
Meymandi Concert Hall

[Sanctuary Road – North Carolina Opera](#)

Friday, March 4 – Sunday, March 6
Fletcher Opera Theater

[2022 Rumble in Raleigh Invitational](#)

Saturday, March 5 & Sunday, March 6
Raleigh Convention Center

[Hurricanes vs. Kraken](#)

Sunday, March 6
PNC Arena

[The Intense Tour](#)

Sunday, March 6
Meymandi Concert Hall

[DTR Sandwich Week](#)

Monday, March 7 – Sunday, March 13
Downtown Raleigh

[Hurricanes vs. Avalanche](#)

Thursday, March 10
PNC Arena

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	Oscar Carmona, Director
From	Kellee Beach, PRCR Communications Administrator
Department	Parks, Recreation and Cultural Resources
Date	March 1, 2022
Subject	Council Work Session Follow-up Item: February 15, 2022 Greenway Marketing

The Raleigh Parks greenway system is an integral part of the City of Raleigh's array of services that positively impact the lives of our residents and visitors. Greenways uniquely complement the programs, events, services, open spaces, community centers, and other facilities offered by Raleigh Parks. They provide access and connection to amenities and space to walk, run, and bike or reflect, often surrounded by nature. Intending to reach new residents, visitors, and those who have called Raleigh home for many years, Raleigh Parks uses a broad range of content and strategy to promote the greenway system. We look forward to exploring new ideas for marketing and outreach as a complement to our current strategy.

Marketing Content

The content for Raleigh Parks greenway promotion is varied but typically falls into these key categories:

- ***General knowledge and awareness***
Information about how to access and explore the trail that best meets their needs based upon the terrain, length of the trail, and location.
- ***Safety and Etiquette***
Reminders to be alert and share the trails so all users can enjoy the system.
- ***Benefits of greenway trails***
In addition to connecting people and places, greenways protect natural habitats, improve health through active living, improve transportation, and reduce the impacts of flooding in floodplain areas.
- ***Physical activity and mental health promotion***
- ***Nature exploration and highlights of unique features found along the trails.***

Marketing Strategy

To reach a diverse community, the marketing communications strategy for Raleigh Parks greenways includes an extensive mix of methods and communications channels to reach a broad audience.

Digital Marketing

- The City of Raleigh [Greenways](#) website:
 - Helps users [find a trail](#), including trail maps, a trail list, access to parking, and safety and rules. In addition, the [Park Locator tool](#) connects users to amenities, including greenway trails based upon the address or location they enter.
 - Notifies users of [Greenway Alerts](#) with an interactive closure map, notifications of detours, and the ability to request alerts by email or text.
 - Promotes [Greenway Planning and Development](#) projects, including the [Greenway Master Plan](#).
- GovDelivery is a system used to provide information via email or text to subscribers interested in a particular topic. Users can sign up through My Raleigh Subscriptions or [Text to Subscribe](#).
 - Greenways (project updates and general info): 7,046 subscribers
 - Greenway Alerts (closure/detour notifications): 4,129 subscribers
 - Parks and Recreation News and Events (includes greenway updates): 16,872 subscribers
- City of Raleigh and Raleigh Parks social media channels provide updates on widespread greenway closures or impacts (i.e., post-storm events) and targeted promotional messaging. Posts often include safety and etiquette reminders or highlights of trail segments to explore.

Print Marketing

- Hard copy greenway maps are distributed through Raleigh Parks facilities, by mail upon request, and through other partner locations, like the NC Museum of Art Welcome Center.
- The Leisure Ledger program catalog is distributed three times per year and includes information about the greenway system.
- On-site trail signage provides information about the trail system and safety rules and etiquette.
- Pop-up campaign signage is used on trails periodically to highlight priority safety or etiquette messages. These are typically in the format of yard signs or pavement decals.

Campaigns

Campaigns highlight specific messages in a memorable and unique way. In Spring 2021, a greenway “Share the Trails” campaign was launched encouraging users to spot signs and decals related to safety and post and tag them on social media. Campaigns including Raleigh Parks Bucket List and Passport to Parks encouraged exploration of less popular sections of greenway, while the Heart Healthy Month encouraged the use of trails for exercise and social connection.

The Communications Department will support our efforts with an upcoming video series highlighting human interest stories along the greenway system. One video will share the

perspective of an enthusiastic user of the greenways and one will highlight a recent art installation. Each video will include the following points about the Capital Area Greenway System:

- Began in the 1970s
- Today: 117 miles of trails
- One of the nation's premier greenway systems
- Environmental protection, recreation, transportation

Programs and Partnerships

Many programs and events take place on or around Raleigh Parks greenways and provide a natural opportunity to educate and promote the system. A few examples include:

- Permitted races on the greenways, including partnerships for the City of Oaks Marathon and Raleigh Half Marathon.
- Nature programming often includes exploring the trails with participants to learn about the surrounding wildlife, flora, and fauna.
- Through the Volunteer program, participants help maintain areas surrounding the greenways and often educate other visitors as well.
- The Raleigh Parks Marketing Ambassador program meets the community where they are. From community events to wellness fairs, a team of trained staff brings materials, maps, and promotional items and engage directly with the community to help connect them to the parks or trails that best meet their specific needs.

In addition, Raleigh Parks works with several partners to extend and amplify reach beyond the City of Raleigh. We will continue to partner with other organizations to promote the Capital Area Greenways as a unique, treasured local resource as well as a destination for travelers.

Convention and Visitor's Bureau

Working with the Convention and Visitor's Bureau, we highlight the extensive trail system as well as showcase its broader connection to regional trails. In addition to highlighting greenways in the "things to do" section and in "hiking & greenway trails in Raleigh, NC", targeted articles include:

- [How to Plan a Perfect Fall Bike Ride on the Neuse River Greenway Trail in Raleigh, NC](#)
- [How to Bike from Raleigh to Durham Using the East Coast Greenway](#)
- [Discovering Inspiration Along the Greenway](#)

East Coast Greenway

Raleigh Parks partners with East Coast Greenway to sign and brand segments of this national 3,000 mile Maine to Florida walking and biking route, portions of which pass through Raleigh. In addition, the partnership promotes [connectivity across the Triangle](#).

Mountains to the Sea Trail

Our greenway system also contains key segments of the State of North Carolina's Mountains to the Sea Trail. This relationship further highlights the statewide importance and exposure to our destination greenway system.

Oaks and Spokes

Oaks and Spokes is a valuable partner who not only shares and amplifies messages but also hosts workshops and helps us gather valuable feedback from stakeholders.

NC Museum of Art

North Carolina Museum of Art distributes Capital Area Greenway maps through their visitor center and shares messaging with their visitors and stakeholders through social media.

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	John Anagnost, Senior Planner
Department	Planning and Development
Date	March 1, 2022
Subject	Public Hearing Agenda Item: March 15, 2022 Meeting History of Parkway Frontage

During the February 15, 2022 City Council meeting, Council Member Cox requested information about the history of the Parkway (PK) zoning frontage along Louisburg Road, including a list of approved rezoning cases that had removed the frontage. This memo provides a history of the frontage and the requested list of cases.

Parkway Definitions

The PK Frontage is a zoning district that can be applied with Mixed Use districts. Frontages are an additional layer of zoning that are intended to provide greater specificity to urban form. They provide additional regulations about the relationship between a building and the street right-of-way. Frontages are recommended by the 2030 Comprehensive Plan to be applied in areas designated on the Urban Form map.

There are seven frontages, four of which are considered “Urban” by the Comprehensive Plan and the UDO. The Urban category indicates that a frontage requires development to be located close to public streets and support pedestrian activity. The 2030 Comprehensive Plan also notes that frontages can be Hybrid or Suburban.

The PK frontage is the only frontage defined in the UDO that fits in the Suburban category. The intent statement for PK in the UDO reads, “The -PK Frontage is intended to provide a heavily landscaped buffer between the roadway and adjacent development to ensure a continuous green corridor along the street right-of-way”.

Parkway Locations

In many cases, the PK frontage is mapped along streets that are also designated as Parkway Corridors on the Urban Form Map. Louisburg Road is a Parkway Corridor. The Parkway Corridor definition states, “These are corridors where multimodal access is not emphasized, and a heavily landscaped approach to street frontage is either called for in adopted plans, or represents the prevailing character of the area. A suburban approach to frontage is recommended.”

Many limited access highways in Raleigh are mapped with the Parkway Corridor. Parkway Corridors also tend to be major streets of four or six lanes and divided by medians. They are usually streets maintained by NCDOT. The Parkway Corridor designation is generally mapped on the segments of these streets that are near the periphery of Raleigh where

development is lower density and the City limits approach exurban areas. This is the case for Louisburg Road. The Parkway Corridor is mapped on Louisburg Road starting at its intersection with Capital Boulevard. It continues to the northern extent of Raleigh's city limits and zoning jurisdiction at Lillie Liles Road.

There is one area in this portion of Louisburg Road that contains other Urban Form designations. The property around the intersection of Louisburg Road and Forestville Road is mapped with a Mixed Use Center and multiple Urban Throughfares on surrounding collector streets. This combination of designations can create conflicts when a single parcel has frontage on both a Parkway Corridor and an Urban Throughfare. The Urban Form policy in areas like this is normally interpreted to recommend a vegetated buffer along Louisburg Road with walkable areas within adjoining development. No single zoning frontage supports this mix of urban forms.

History of Parkway

The history of the PK frontage starts with the adoption of the 2030 Comprehensive Plan in 2009. The Comprehensive Plan applied the Parkway Corridor to a number of streets. At that time, the PK frontage did not exist because Raleigh's zoning was defined by a previous zoning code, which is commonly referred to as the "Part 10 Code". Part 10 refers to the chapter of Raleigh's code of ordinances in which zoning regulations are found.

Under the Part 10 Code, the Parkway Corridor designations were primarily implemented through one of four overlay districts known as the Special Highway Overlay District. These Special Highway Overlay Districts (SHOD-1 thru SHOD-4) were applied to the zoning map in areas where a tree-lined buffer was desirable adjacent to a major thoroughfare. SHOD-1 and SHOD-2 are currently mapped around limited access highways. SHOD-3 and SHOD-4 were mapped along major streets.

During drafting of the UDO, there was a concerted effort to remove superfluous overlay zoning districts. Two such districts that were not codified in the UDO were SHOD-3 and SHOD-4. These two overlay districts were replaced with the Parkway frontage. The adoption of the UDO in 2013 and the citywide remapping in 2016 applied the PK frontage in locations where SHOD-3 and SHOD-4 overlays were previously located.

The reason that PK was used to replace SHOD-3 and SHOD-4 overlays is that all three overlays applied similar requirements. Specifically, a site with one of these overlays is required to provide a protective yard or tree conservation area (TCA) along the major street where the site has frontage. It should be noted that the SHOD-3 and SHOD-4 required 25-foot average width yards. The PK frontage requires a 50-foot average width yard.

Most of the length of Louisburg Road that is mapped with the Parkway Corridor on the Urban Form Map was mapped with the SHOD-3 and SHOD-4 overlays. One important difference between the SHOD-3 and SHOD-4 overlays and the PK frontage is that frontages can only be applied to Mixed Use districts. This means that the UDO remapping could not apply the PK to residential districts along Louisburg Road. However, the guidance from the Urban Form Map designates areas that are appropriate for parkway frontages, and rezoning requests are analyzed according to this guidance.

Relationship to Tree Conservation Areas

Raleigh first applied TCA regulations in 2005. Prior to that time, the state had not granted the City legal authority to require preservation of existing tree cover. Since 2005, TCA requirements have applied to sites larger than two acres in all zoning districts under the Part

10 Code as well as in the UDO, regardless of zoning district. One of the areas regulated by TCA requirements is the portions of parcels that are adjacent to major streets. This type of TCA is often referred to as “thoroughfare TCA”. The UDO identifies thoroughfare TCA as a primary TCA area.

Primary TCA areas must be the first areas conserved to meet the minimum percentage of site area set forth in the TCA requirements. For most districts, the minimum site area percentage for TCA is 10%. Additionally, TCA can exceed 10% of the site area if the primary TCA areas present on the site exceed that amount of area. There is an absolute cap on landscaping, which includes TCA, of 30% of site area except in protected watersheds.

For the PK frontage, TCA may count toward the landscaping requirements along the street. This was also true of SHOD-3 and SHOD-4. Conversely, all three overlays require the yard to be planted if existing trees are not sufficient to serve as TCA. In most other situations where TCA requirements apply, tree cover is only required if existing trees are present. If there are no existing trees or the existing trees are not dense enough to meet TCA standards, no TCA is required. A consistent effect of these overlays has been to ensure that trees are present in the area along the major street whether or not the site has any trees present before development.

Rezoning History

There has been one zoning case along Louisburg Road since the UDO remapping in 2016 that removed the PK frontage:

- Z-19-2020 at 4300 & 4301 Fox Road*

Additionally, there have been rezoning sites abutting Louisburg Road that were mapped with residential or Wake County zoning and rezoned to a mixed-use district without including the PK frontage:

- Z-21-2017 at 4428 James Road and 4506 Louisburg Road
- Z-13-2019 at 8211 & 8225 Louisburg Road*
- Z-34-2020 at 8705 Louisburg Road
- Z-40-2021 at 0 & 8031 Louisburg Road*

The rezoning cases marked with asterisks in the lists above included zoning conditions to require tree planting areas with depths ranging from 15 to 50 feet along Louisburg Road. Case Z-34-2020 was a split zoning that included the PK frontage for about two-thirds of the site's frontage along Louisburg Road. Figures 1 and 2 on the following page show the location of these rezoning cases.

Conclusion

Raleigh's Comprehensive Plan and zoning regulations have been coordinated to identify corridors where the area alongside the street should have forested areas with depths of 25 to 50 feet. Louisburg Road from Capital Boulevard to the city limits is one of those corridors. The PK frontage on Louisburg Road supports the corridor's Urban Form Map designation and represents the closest translation in current UDO regulations of SHOD-3 and SHOD-4 overlays from the legacy zoning code. Rezoning requests since the application of PK frontage during the 2016 remapping have not significantly reduced consistency of application of frontage in the corridor.

Figure 1: Louisburg Road Rezoning Cases (South)

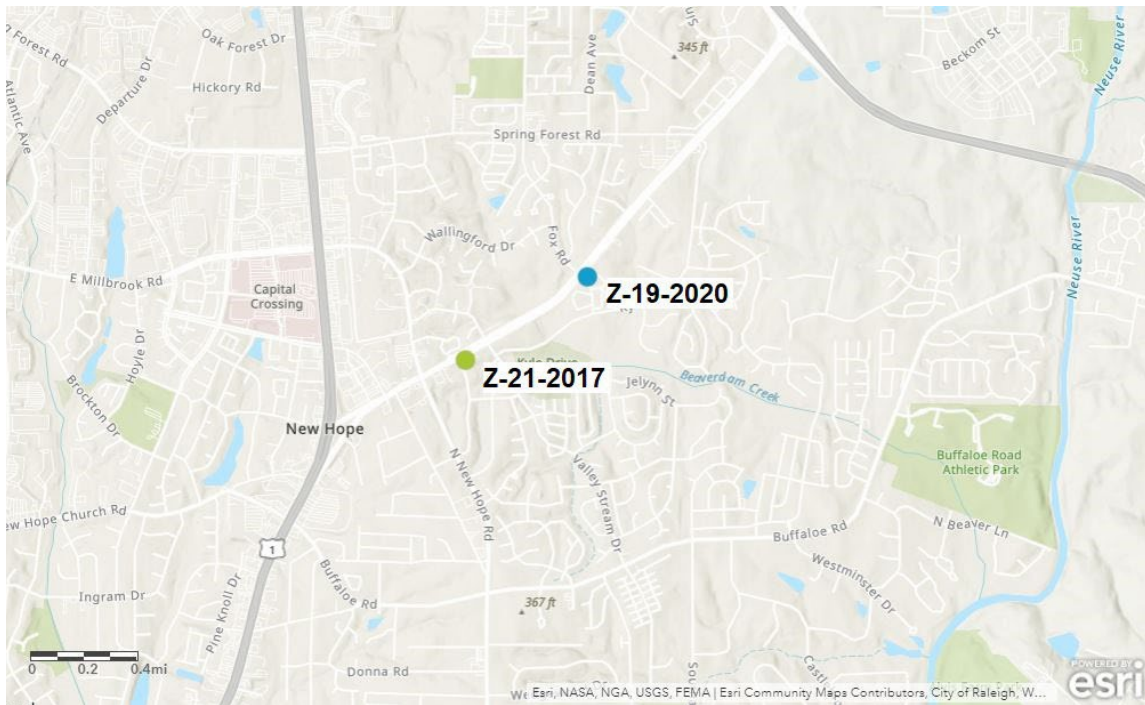
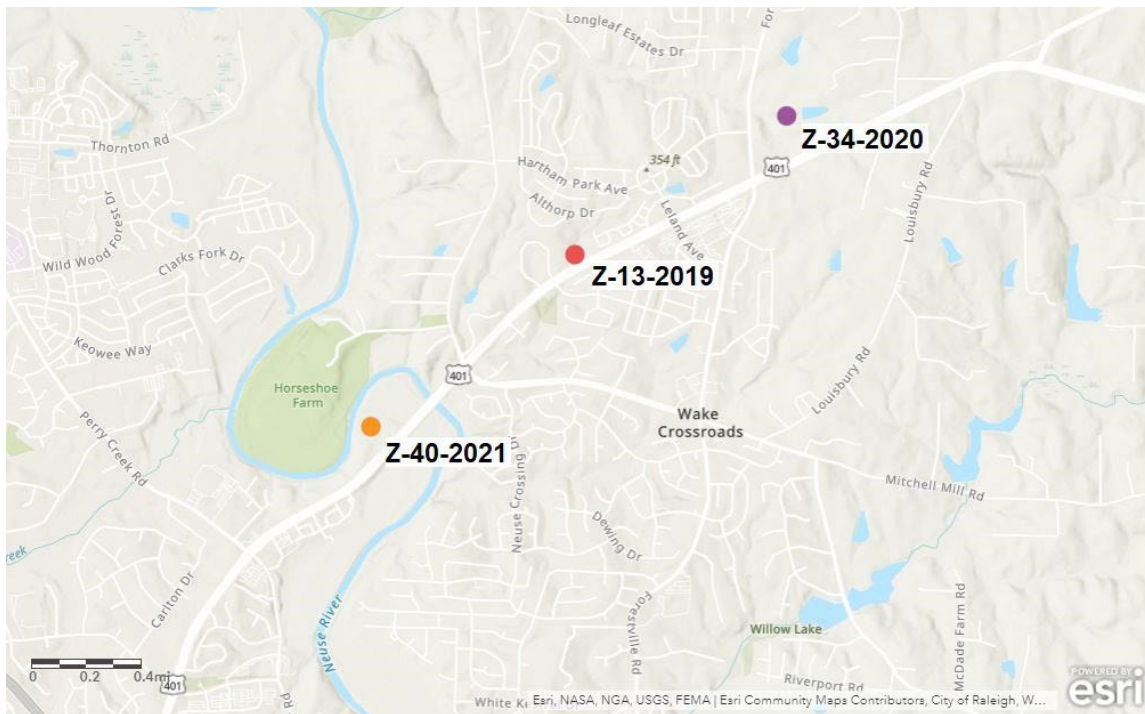
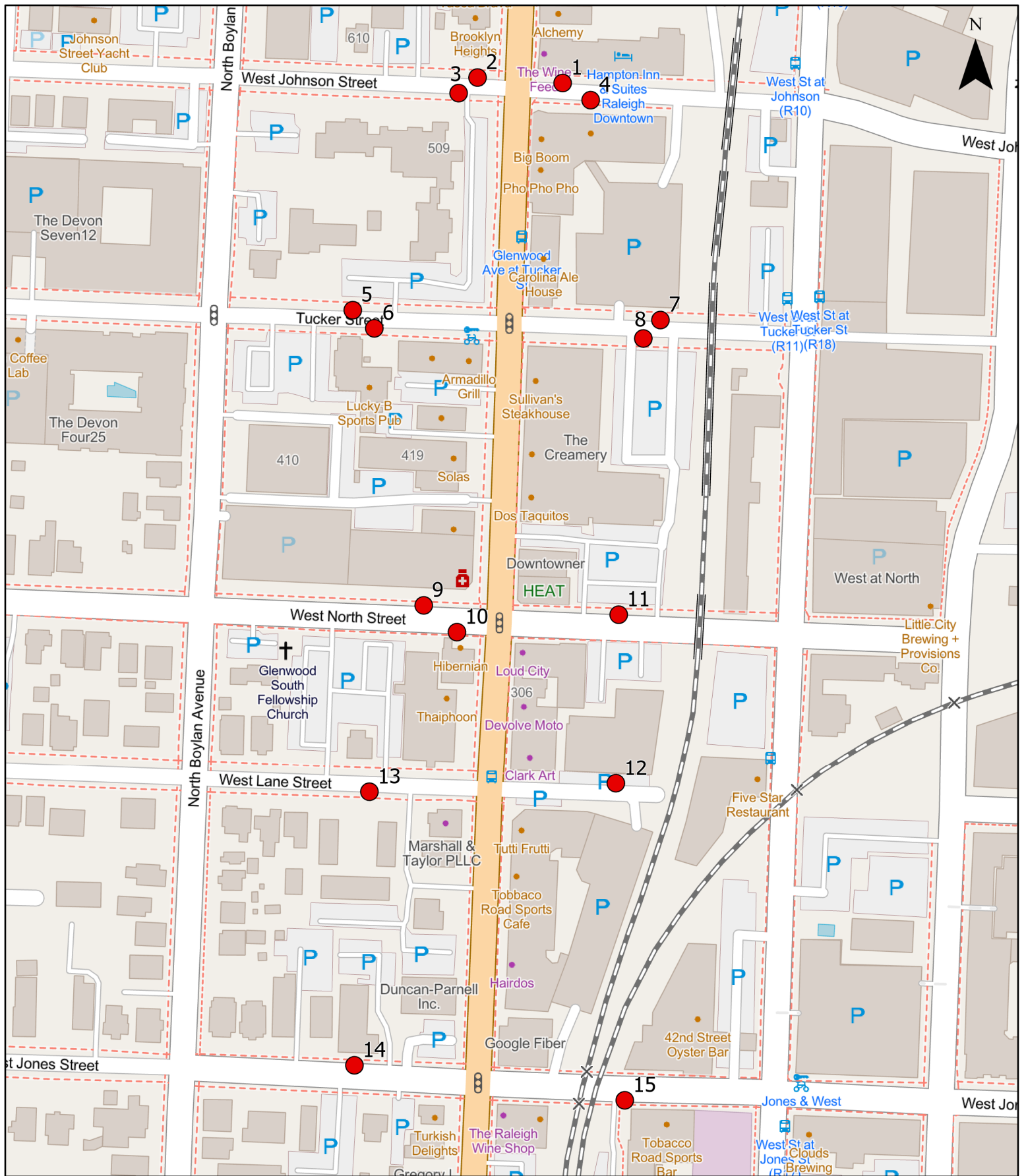


Figure 2: Louisburg Road Rezoning Cases (North)





Proposed Glenwood South Area Trash and Recycling Receptacles

● Proposed Locations

0 100 200 Feet