

Manager's Update

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Budget Work Session Monday, March 14 – REMOTE ELECTRONIC Format

Reminder that Council will meet in second of three scheduled budget work sessions on **Monday at 4:00 P.M.** The agenda for the work session was published Thursday:

<http://boarddocs.com/nc/raleigh/board.nsf>

The remaining scheduled budget work sessions in advance of the FY2022-23 proposed budget are as follows:

Monday, April 11, 4:00 P.M.

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

Regular Council Meeting Tuesday, March 15; Lunch Work Session at 11:30 - Lunch Will be Provided

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.**, also in the **Council Chamber**.

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

INFORMATION:

2022 Lake Wheeler Invitational: Intercollegiate Women's Rowing Competition

Staff Resource: Scott Payne, Parks, 996.4825, scott.payne@raleighnc.gov

Lake Wheeler Park will host an intercollegiate rowing event April 21 - 23, co-sponsored by the UNC-Chapel Hill and Duke University women's rowing teams. Lake Wheeler Park will be closed to all public access starting Thursday, April 21, but will reopen on Sunday, April 24. Teams competing include: Boston College, Boston University, Bucknell University, Clemson University, Duke University, Georgetown University, Syracuse University, University of Central Florida, University of Kansas, University of Louisville, University of Miami, University of Oklahoma, University of North Carolina, University of Pennsylvania, Temple University; and the US Naval Academy. Spectators will be permitted to access the event for a fee.

(No attachment)

2020 Census Count Question Resolution Operation

Staff Resource: Christopher Golden, Planning & Development, 996-6368, christopher.golden@raleighnc.gov

The 2020 Census Count Question Resolution Operation (CQR) provides an opportunity to request that the Census Bureau review boundaries and/or housing counts from the 2020 Census. Adjustments through the 2020 Census CQR do not change the 2020 count nor impact redistricting. The City of Raleigh 2020 Census count for population came in at a lower number than the 2019 Census estimate. However, an internal estimate prepared by staff, based on housing units constructed since the 2010 Census, estimated the population of Raleigh in January 2020 within 1,000 of the Census count. While the difference between the Census Bureau's 2019 estimate and 2020 count is significant, the fact that it comes close to an internally prepared estimate suggests that it's unlikely that there's a large discrepancy between the Census count and reality.

Staff reviewed the case for Raleigh to challenge under the CQR program and determined that the City is likely not eligible to challenge under the criteria set forth by the CQR program. Currently not included in the CQR program, there may be a future opportunity to review and challenge Group Quarters counts in a forthcoming program, at which time staff with Planning and Development will revisit the issue and provide an update to Council if needed.

(Attachment)

Trenton Woods Way Parking Concerns

Staff Resource: Matthew Currier, Transportation, 996-4041, matthew.currier@raleighnc.gov

On January 19, 2021, City Council approved a “No Parking Anytime” restriction in the Trenton Place subdivision along the south side of Trenton Woods Way. The restriction was requested due to the street width and concerns that cars parked along the street restricted the ability for two-way traffic to safely navigate through the entrance to the neighborhood. Representatives from the neighborhood had petitioned for the entire neighborhood to be “no parking”; however, staff’s recommendation to Council has been to leave a small portion of the neighborhood open to on-street parking as it is consistent with regulations across the City for streets of similar widths.

At the November 2, 2021, City Council Meeting, a representative from the neighborhood spoke during public comment to ask Council to move forward with “no parking” restrictions for the entire neighborhood as was originally petitioned. Council asked for staff to review the parking situation again in this area and bring back potential solutions or recommendations. Since the passing of the original Council item, staff have continued to work to try and find a solution to the core of this issue which is a lack of parking near the gate entrance to Umstead Park.

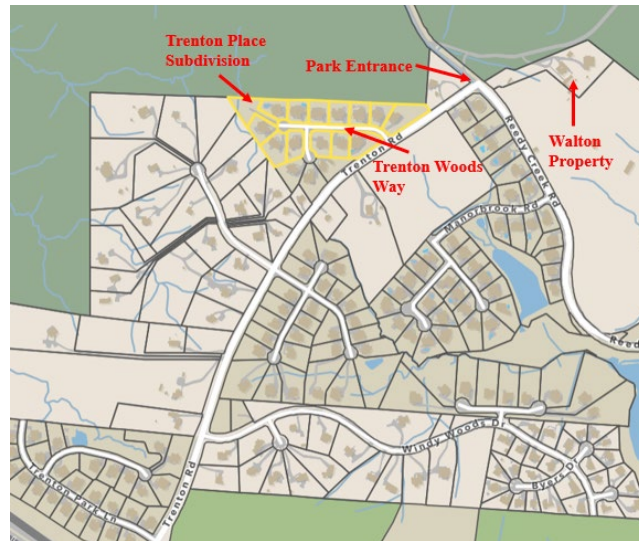
Several options that Council can consider to mitigate or lessen the parking impacts on Trenton Woods Way follow below:

Collaboration with State of North Carolina to buy, build, and manage a nearby parking lot

Staff from Transportation and Parks, Recreation and Cultural Resources met with representatives from Umstead Park and the State of North Carolina to discuss the issue and options for resolution to the parking concerns generated by this entrance to Umstead Park. All of the staff on the call were aware of the issue and explored all viable options to find resolution. Limited parking availability in and around the Park, growth in the Triangle area, and the popularity of Umstead State Park have paralleled each other over the last two decades. Parking continues to be a challenge at many of the entrances to Umstead and the park struggles to manage the limited parking that currently exists within its boundaries.

Staff brought up the option of partnering and purchasing a nearby parcel (see map below) owned by the Walton Family. This parcel could be used to expand the park and create a parking area for visitors. The State mentioned that they have been interested in procuring this property for over a decade as it is one of the few properties left where they could expand the parking. However, the Walton family has not been willing to sell the land to date. The State was going to reassess this option and reach back out if they believed this could move forward.

To date, Raleigh staff have not received an update from the State. Staff believe this could be the most viable solution; however, if a parking lot is established in this area, it could raise the demand for this park entrance and potentially lead to the same overflow parking concerns that we see today during peak times.



Installation of no parking signs throughout the Trenton Place Subdivision

Parking could be restricted throughout the remaining areas in the Trenton Place subdivision during all times or only during certain times of the day where concerns exist.

As previously noted during the initial recommendation to Council, this would be inconsistent with staff's typical approach to utilizing "No Parking" signage on public rights of way. Typically, staff only recommend a no parking condition in circumstances where parked cars cause a street to become too narrow to safely traverse or would otherwise cause sightline issues at intersections. The conditions that currently exist along Trenton Woods Way are similar to many residential streets in Raleigh that are 26 feet in width. This street is unique in that the parking demand is caused mainly by external pressure related to the entrance to Umstead Park.

While this option would solve the parking issue on Trenton Woods Way, there is no way to predict if that parking demand would migrate to the next closest residential street along Trenton Road and require us to install similar measures along those streets.

Installation of double yellow center line along Trenton Woods Way

Staff could install a double yellow center line along Trenton Woods Way to clearly define the two travel lanes along this section of street. Since the street width is only 26 feet, (including curb and gutter), this would create two 10.5-foot-wide travel lanes and leave no space along the street available to be used for parking, as those parked cars would be obstructing a travel lane.

The installation of a double yellow line on a residential street typically requires trip generation in excess of 2000 cars a day, or unique conditions along the street like hills or curves which would cause safety concerns. Staff have been made aware of illegal U-turns occurring along the street by cars looking to park. The installation of a double yellow center line would discourage that behavior.

Staff would not typically recommend this solution as it falls outside of the required warrant thresholds, and Trenton Woods Way is relatively straight and flat, with only 13 houses fronting on the street. As with the previous option, this option would solve the parking issue on Trenton Woods Way, but there is no way to predict if the parking demand would migrate to the next closest residential street and require us to install similar measures along those streets as well.

Installation of Residential Permit Zone for Trenton Place Subdivision

Staff could work with the neighborhood to petition for a Residential Permit Zone throughout the neighborhood. Residential permit zones are limited to a “resident-only” condition for 8 hours a day. Staff would coordinate with the neighborhood to design the program to limit access during the times of peak poor parking behavior.

Council would need to make exceptions to the ordinance in order to allow this zone as it would not meet the minimum size requirements of 8 contiguous block faces needed. Another concern is that the program would be created with an expectation that there would not be any permits sold as the current HOA rules prohibit residents from parking on the street today. The typical purpose of a residential permit zone is to make curb space available to residents who are unable to access it due to outside pressure.

Given these issues, staff would not recommend this solution as it is inconsistent with current ordinances and purposes of the program.

(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

General Follow Up Items

Small Business “Parking Relief” Program – Update and Program Sunset June 30

Staff Resource: Michael Moore, Transportation, 996-3030, michael.moore@raleighnc.gov

In December 2020, City Council directed staff to investigate the creation of a temporary Small Business Parking Relief program. The intent of the program is to provide temporary parking relief for restaurants, retailers, and personal service businesses in downtown by offering a limited number of free parking passes at specific public parking garages during the ongoing public health crisis.

Staff launched the temporary COVID-19 Downtown Small Business Parking Program on January 6, 2021, with the advice and assistance of partners at both the Downtown Raleigh Alliance and The Car Park/McLaurin Parking. This program was further extended by the Council to December 31, 2021, and then again to March 31, 2022. Included with the *Update* materials is a staff memorandum with additional information and background.

(Attachment)

Commercial Truck Traffic on Falls of Neuse Road (Council Member Cox)

Staff Resources: Chief Estella Patterson, Police, 996-3155, estella.patterson@raleighnc.gov

In follow up to a constituent email, included with the *Update* materials are two memoranda prepared by the Raleigh Police Department in response to an inquiry regarding commercial truck traffic on Falls of Neuse Road, including the results of a recent enforcement campaign.

(Attachments)

Follow Up from the February 15 City Council Meeting**Public Comment – James Blaylock - Taxi Rates (Interim Status)**

Staff Resources: Chief Estella Patterson, Police, 996-3155, estella.patterson@raleighnc.gov

During the meeting James Blaylock spoke to Council regarding status of taxi rates. Following the comments Council requested staff to review the taxi rate structure and determine if adjustment(s) is appropriate. RPD personnel were asked to review the Taxi Fare Schedule, as seen in RCC § 12-2043, and determine if taxi rates are competitive with digital dispatch (Uber and Lyft) rates. A review and proposal to revise taxi rates was last completed by RPD in 2018. Changes to the digital dispatch rates have likely occurred since the last review and additional research will be undertaken in order to provide a fair and accurate proposal.

The review of new data and rate proposal will be completed and submitted prior to March 15, 2022.

(No attachment)

Public Comment – Curtis Johnson

Staff Resources: Chief Estella Patterson, Police, 996-3155, estella.patterson@raleighnc.gov

During the meeting Council requested staff to follow-up on a matter presented by Curtis Johnson during the public comment portion of the February 15 and March 1 meetings. Mr. Johnson has appeared before Council several times since 2017 concerning the same issue.

Included with the *Update* materials is a staff memorandum providing a history as well as previous reports.

(Attachment)

Tree Conservation and Planting Text Change Engagement (Council Member Knight)

Staff Resource: Justin Rametta, Planning & Development, 996-2665, justin.rametta@raleighnc.gov

During the meeting Council authorized a text amendment to the Unified Development Ordinance (UDO) to enhance tree planting and preservation requirements throughout the city. During discussion, Council Member Knight expressed interest in the creation of a tree conservation task force or board to assist with the development of the text change. In-lieu of creating a new board, staff has proposed a detailed engagement plan that will include outreach to multiple existing boards and commissions with knowledge and experience in environmental matters.

Included with the *Update* materials is a staff memorandum describing the proposed engagement plan.

(Attachment)

Western Boulevard Street Plan Amendments and RCRX Study Analysis (Council Member Buffkin)

Staff Resource: Dhanya Sandeep, Planning & Development, 996-2659, dhanya.sandeep@raleighnc.gov

During the meeting, Council requested staff to provide additional information on two planning items:

- (1) Staff analysis of the street plan recommendations made by the Planning Commission for the Western Boulevard corridor; and
- (2) An overview of the 2018 RCRX Rail study recommendation for the Jones Franklin extension and how that relates to the discussion.

Included with the *Update* materials are two staff memoranda to address these items. The first memo provides an executive summary, followed by an overview of the context and purpose of the Street Plan, an overview of the amendments proposed by the Western Boulevard Plan, a planning analysis of the street plan segments recommended for removal by the Planning Commission, along with staff recommendations.

A separate memo provides a summary of the RCRX study and the Jones Franklin Street extension along with staff recommendation. A memo that provides additional background information on the RCRX rail study for this area was included in a January weekly update (*Issue 2022-02*, January 14), under [Council Follow-Up: CP-11-21 & The Jones Franklin Extension](#).

(Attachments)

Follow Up from the March 1 City Council Meeting

Calls for Service – Quality Inn on New Bern Avenue (Council Member Branch)

Staff Resources: Chief Estella Patterson, Police, 996-3155, estella.patterson@raleighnc.gov

During the meeting Council requested staff to provide a report on calls for service to the referenced establishment. Included with the *Update* materials is a staff memorandum in response to the request.

(Attachment)

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Christopher Golden, Planning Supervisor
Department	Planning and Development
Date	March 11, 2022
Subject	2020 Census Count Question Resolution Operation

The 2020 Census Count Question Resolution Operation (CQR) provides an opportunity for local government to request that the Census Bureau review perceived discrepancies in the decennial census count. This review is limited in scope as defined by the Census Bureau. The pre-defined scope includes any potential errors related to the boundary of a municipality or errors associated with housing counts. If certain geographic or processing errors are discovered during research, the Census Bureau will resolve the errors and distribute revised counts.

The deadline to submit for review is June 30, 2023.

The Two Types of Review

Boundary Review: Municipalities can request review of legal government unit boundaries in effect as of January 1, 2020, and the associated addresses affected by the boundaries.

Count Review: Municipalities can request review of the geographic location or placement of housing and associated population. This review can include any processing errors that may have excluded valid housing and associated population data.

A successful review could alter the official census count for the City; however, success is defined by the following:

Boundary Review: Inaccurate boundaries for a jurisdiction in the census results in housing being left out of a jurisdiction's count.

Housing Review: The boundary was correct, but housing units were incorrectly placed as outside a jurisdiction's boundaries, or the housing was excluded because of inaccuracies in census records for specific living quarters.

Staff has reviewed the Census data and evaluated the review criteria. The table below shows the official 2020 Census count, which was delivered in the fall of 2021. The table also includes the 2019 Census estimate, which was an estimate delivered by the Census Bureau in preparation for the Decennial Census.

Raleigh's 2020 Census Counts	Population
2019 Census estimate	474,069
2020 Census count	467,665
Difference:	-6,404

The 2020 Census count is lower than the 2019 Census estimate. However, Planning and Development Department prepared an internal estimate based on housing units constructed since the 2010 Census. This internal estimate suggests a population (as of January 2020) to be 468,631. This internal estimate represents a difference of 966 from the official 2020 Census count.

While the difference between the Census' 2019 estimate and 2020 count is significant, the internally prepared estimate suggests that it's unlikely that there is a large discrepancy between the Census count and reality. If an undercount did occur it could have occurred because of vacancies in student housing related to the pandemic, showing a decline of 923 individuals since the 2010 Census despite an increase in enrollment at area universities during the same period. One possible explanation for the discrepancy is a pandemic related undercount while another possible explanation is the shift of students to off campus housing during the same 10-year period.

Additionally, Planning and Development staff has determined that the Census correctly included all appropriate parcels and did not identify any areas where housing was excluded through error or placed outside of the City's boundaries. As a result, staff suggests that Raleigh should not request a review.

Possibility to Challenge Under the 2020 Post-Census Group Quarters Review (PCGQR)

Due to municipalities nationwide concerned about an undercount of group quarters facilities such as college residence halls, nursing homes and prisons, the Census Bureau is reviewing program proposal to address those issues.

The program will be called the 2020 Post-Census Group Quarters Review (PCGQR) and if approved, would begin in the Spring of 2022 and close in September 2023, allowing local governments to request that the Census Bureau review their population counts for group quarter facilities. Any population adjustments would appear in future population estimates and not change the 2020 count nor impact redistricting.

Planning and Development will provide an update to Council regarding the status of this program and request further guidance once the Census Bureau has established the PCGQR program if there appears to be cause for a review.

Weekly Events Digest

Friday, March 11 – Thursday, March 17

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

Permitted Special Events

Raleigh St. Patrick's Day Parade

Fayetteville Street District & State Capital District

Saturday, March 12

Event Time: 10:00am - 11:30am

Associated Road Closures: The following roads will be closed from 8:00am until 12:00pm for parade staging:

- N. Wilmington Street between Peace Street and E. Lane Street
- Polk Street between Blount Street and Wilmington Street
- E. North Street between Blount Street and Wilmington Street
- W. Morgan Street between S. Salisbury Street and Fayetteville Street

The parade route will be closed from 9:50am until 12:30pm. Note that all cross-streets one block in each direction will be detoured, and see below for turn-by-turn details:

- Start at the intersection of N. Wilmington Street and E. Lane Street
- Head south on Wilmington Street
- Right onto E. Morgan Street
- Left onto Fayetteville Street
- Right onto W. Davie Street
- Left onto S. Salisbury Street
- Finish at Lenoir Street

Wings of the City Community Picnic

Dorothea Dix Park, Harvey Hill & Chapel

Saturday, March 12

Event Time: 11:00am - 2:00pm

Associated Road Closures: Harvey Hill will be used, and Umstead Drive between Richardson Drive and Cranmer Drive and S. Boylan Avenue between Tate Drive and Umstead Drive will be closed from 10:00am until 2:30pm.

Glenwood South St. Patrick's Day Festival

Glenwood South

Saturday, March 12

Event Time: 12:00pm - 11:00pm

Associated Road Closures: Glenwood Avenue between North Street and Lane Street will be closed from 6:00am on 3-12-22 until 2:00am on 3-13-22. North Street between Glenwood Avenue and the Blue Ridge Realty parking lot entrance will be closed from 6:00am until 11:00pm on 3-12-22.

St. Patrick's Block Party

Tucker Street

Saturday, March 12

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

Associated Road Closures: Tucker Street between Glenwood Avenue and the entrance to the 510 Glenwood parking deck will be closed from 8:00am until 11:00pm.

Glenwood South St. Patrick's Day Festival

Glenwood South

Thursday, March 17

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

Associated Road Closures: North Street between Glenwood Avenue and the Blue Ridge Realty parking lot entrance will be closed from 6:00am until 11:00pm.

Other Upcoming Events

Dream Theater – Top of the World Tour

Friday, March 11

Memorial Auditorium

Beethoven Emperor Concerto – North Carolina Symphony

Friday, March 11 & Saturday, March 12

Meymandi Concert Hall

DTR Sandwich Week

Friday, March 11 – Sunday, March 13

Downtown Raleigh

Snow White – Carolina Ballet

Friday, March 11 – Sunday, March 27

Fletcher Opera Theater

Stream Cleanup at Chavis Park

Saturday, March 12

John Chavis Memorial Park

Hurricanes vs. Flyers

Saturday, March 12

PNC Arena

MAPL Raleigh Volleyball Tournament

Saturday, March 12 & Sunday, March 13

Raleigh Convention Center

Marisela

Sunday, March 13

Memorial Auditorium

District E Listening Session on Parks & Greenways

Wednesday, March 16

Virtual

Dan Tyminski Band - PineCone

Thursday, March 17

Fletcher Opera Theater

Weekly Events Digest

Friday, March 11 – Thursday, March 17

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

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	Michael Moore, Director
From	Matthew Currier, Parking Manager
Department	Transportation
Date	March 11, 2022
Subject	Small Business Parking Relief Program Update

Background

In December 2020, City Council directed staff to investigate the creation of a temporary Small Business Parking Relief program. The intent of the program is to provide temporary parking relief for restaurants, retailers, and personal service businesses in downtown by offering a limited number of free parking passes at specific public parking garages during the ongoing public health crisis.

Staff launched the temporary COVID-19 Downtown Small Business Parking Program on January 6, 2021, with the advice and assistance of partners at both the Downtown Raleigh Alliance and The Car Park/McLaurin Parking. This program was further extended by the Council to December 31, 2021, at the September 21, 2021, meeting.

At the November 16, 2021, Council meeting, City Council was presented with 3 potential options on how to move forward with the program:

Option 1: Take no action on the program and allow it to sunset as of 12/31/21.

Option 2: Extend current program to March 31, 2022, and update Council in February 2022 on parking deck utilization and discuss next steps.

Option 3: Extend current program to March 31, 2022, and transition evening participants to our \$20 Downtown Employee evening rate program and daytime participants to a 50% discount monthly rate from April 1- June 30, 2022, to provide them a glidepath to a program ending on June 30, 2022.

Council voted at that meeting to move forward with Option 3 as outlined above.

Program Update

Below are the final enrollment figures for the program.

- 63 Businesses applied and 53 met the criteria and are approved into the program
- 334 access cards were approved across 5 parking decks
- 272 of those access cards were activated and used by the businesses
- Program provided total value of \$78,250 in free parking to businesses through 3/31/22

Location	Approved Passes	Activated Passes
City Center	85	68
Wilmington Street	83	78
Convention Center	10	5
Moore Square	91	79
Municipal Deck	65	42
Total:	334	272

Current Off-Street Parking Conditions

Raleigh Parking has continued to see a slow and steady recovery of monthly parking account purchases over the last several months. The demand from returning office workers has been particularly strong over the last 60 days and staff have been made aware that a large tech company in downtown is preparing to bring back workers in the next month. They will be utilizing a large amount of their 1,500 parking spaces made available to them through an existing parking agreement.

Below is a breakdown, by parking deck, of the maximum number of monthly accounts made available for sale in each deck compared against the committed monthly accounts as of 2/28/2022 in the parking decks that are a part of the Small Business Parking Program. Committed monthly accounts are both the monthly accounts currently sold and the contractually obligated commitments required by existing parking agreements and need to be available upon request.

The available accounts shown below represent the current inventory of monthly accounts available for sale in each of the parking decks.

Location	Max Accounts For Sale	Committed Accounts	Available Accounts	% Committed
City Center	2,185	2,185	-	100%
Wilmington Street	674	504	170	75%
Convention Center Underground	434	205	229	47%
Moore Square	546	469	77	86%
Municipal Deck	250	250	-	100%
Total	4,089	3,613	476	88%

While there are only a limited number of monthly accounts still available at these parking decks, it may still not look that way to visitors of the decks. Staff are still seeing average occupancy rates below 40% in most of the parking decks. This is signaling that office workers are back in some capacity and are preparing to park downtown often enough to justify purchasing a monthly pass, but are not coming downtown daily yet.

The Municipal Parking Deck is currently fully sold for monthly accounts with 50 customers on a waitlist to get into the deck. There are currently 42 active Small Business Parking Program participants in the deck. This is the first time during the program where Staff are seeing the program impact capacity in the parking decks that has a financial impact.

Staff have continued to take a conservative approach to overselling the parking decks at ~20% to limit the risk of all monthly parking customers arriving on the same day and some of those customers not being able to access the deck. This may be adjusted over time as hybrid workplace models become more prevalent and parking behavior normalizes, but at the moment, Staff views pushing the oversell upward as risky and could lead to having to cancel some monthly accounts in the future to manage demand.

Given the current loosening of COVID restrictions and increase in demand from office workers, Staff anticipates the remaining available monthly passes in these decks to be almost completely sold out by the end of June.

It is also important to note that there are still plenty of monthly accounts available in the City owned surface lots just to the east of Moore Square and just south of Red Hat Amphitheater. Monthly accounts in these lots are only \$60-\$75/month and provide some of the least expensive parking options in downtown.

Outreach to Program Participants

Staff, in coordination with The Car Park/McLaurin have sent out two notifications to the program participants to make them aware of the program changes and to work with them to find the best parking option going forward. To date, 40 of the 272 activated passes have decided on their path forward. The Car Park/McLaurin is actively reaching out to the remaining pass holders to work with them before the program change on 4/1/2022. About half of the participants have decided to move forward at the discounted rate with the others deciding to cancel their accounts. There was one account staff was able to convert to the Downtown Evening Employee Parking Program which allows customers to park from 3pm-6am Monday-Sunday for only \$20.

To help with the transition for workers, Staff have allowed the individual pass holders to continue at the discounted rate as of 4/1/2022, even if their employer is not willing to continue to participate. Staff hopes this can help these individuals over the 3-month discount period find a permanent parking solution.

To	Marchell Adams-David, City Manager
Thru	Estella Patterson, Chief of Police
From	Scott Oosterhoudt, Deputy Chief of Police
Department	Police
Date	February 21 st , 2022
Subject	Council Response – Falls of Neuse Truck Route

On February 8th, 2022, Councilmember Cox received correspondence from a Raleigh resident concerning commercial trucks utilizing the northern portion of Falls of Neuse Road as a way out of the city. The email was forwarded to Raleigh City Manager Marchell Adams-David and Police Chief Estella Patterson. Police department personnel were assigned to investigate the concern and provide written follow-up.

The City of Raleigh Traffic Schedule No. II (*Local Truck Routes*) designates Falls of Neuse Road, from Wake Forest Road to the City Limits, as a *local truck route*. Raleigh City Code § 11-2132 identifies *local truck routes* and specifies when trucks can travel on the roadways. Trucks making deliveries to businesses or residents in areas adjacent to Falls of Neuse Road may utilize the roadway for travel. Trucks making deliveries anywhere in Raleigh can utilize Falls of Neuse Road as a way to get from their last stop to a *through truck route* or out of the city limits. This would be consistent with commercial trucks traveling Falls of Neuse Road to I-540 or US-1.

Police department personnel conducted focused patrols on Falls of Neuse Road, north of I-540 and observed commercial trucks traveling through the area. Two of these vehicles were followed and, on each occasion, the trucks made stops at businesses on or adjacent to Falls of Neuse Road, in the Wakefield community.

Commercial trucks identified in § 11-2132 as *through trucks*, or trucks not making stops in Raleigh, are prohibited from using Falls of Neuse Road as a way out of the city. They must utilize *through truck routes* as a way out of the city. To determine if a *through truck* is utilizing Falls of Neuse Road as an avenue through the city, it would need to be followed by a law enforcement officer from a point outside of Raleigh, through the city, and to a location where the truck was exiting the city. This would be a resource intense initiative that would potentially yield negative results.

RPD personnel will continue to monitor Falls of Neuse Road for potential violations of Raleigh City Code § 11-2132.

To	Marchell Adams-David, City Manager
Thru	Estella Patterson, Chief of Police
From	Scott Oosterhoudt, Deputy Chief of Police
Department	Police
Date	March 7, 2022
Subject	Council Response – Falls of Neuse Truck Route (Update)

On February 8th, 2022, Councilmember Cox received correspondence from a Raleigh resident concerning commercial trucks utilizing the northern portion of Falls of Neuse Road as a way out of the city. The email was forwarded to Raleigh City Manager Marchell Adams-David and Police Chief Estella Patterson. Raleigh Police Department personnel were assigned to investigate the concern and provided an initial written follow-up, dated February 21, 2022.

RPD personnel continued their attentiveness on Falls of Neuse Road for violations of truck route restrictions. On March 3, 2022, along with North Carolina State Highway Patrol Troopers and Motor Carrier Division Officers, they conducted an enforcement campaign in the Falls of Neuse Road and I-540 area. Truck route violations and speeding were a focus of this campaign. As result of the enforcement effort, 59 traffic stops were conducted resulting in 49 violations. Most traffic stops involved passenger vehicles with two of the stops involving tractor trailers. The truck operators were cited for speed and weight violations but were not found to be violating the truck route restrictions.

Police personnel will continue their vigilance for violations of the truck route restrictions on Falls of Neuse Road, north of I-540.

To	Marchell Adams-David, City Manager
From	Estella Patterson, Chief of Police
Department	Police
Date	March 6, 2022
Subject	Council Request Response-Curtis Johnson

This memorandum serves as a response to a recent request by City Council members to follow-up on a matter presented by Curtis Johnson during the public comment portion of the February 15th & March 1 council meetings. Mr. Johnson has appeared before Council several times since 2017 concerning the same issue.

On February 21st, 2022, Internal Affairs Unit Captain Hodge contacted Curtis Johnson regarding his ongoing concern surrounding a domestic disturbance incident in which the Raleigh Police Department responded in 2017. Mr. Johnson reiterated his concern as he has in the past and provided the same information pertaining his complaint of being arrested by officers. Captain Hodge asked Mr. Johnson if he had any additional information or concerns that had not been previously addressed. Mr. Johnson acknowledged that he was addressing the same concern from 2017 and is still not satisfied with the outcome.

The Raleigh Police Department has worked diligently to follow up with Mr. Johnson regarding his concerns about the 2017 incident. An internal investigation was conducted and adjudicated. It was determined the matter was properly handled by responding officers and charged against Mr. Johnson were handled through the proper criminal judiciary process. Mr. Johnson has repeatedly indicated that he intends to take legal action against the City of Raleigh.

Please see the attached memorandum to Mr. Johnson in 2019 and previous memorandums submitted to City Council regarding this issue.



Raleigh MEMO

TO: Ruffin L. Hall, City Manager
FROM: Chief C.L. Deck-Brown, Raleigh Police Department
CC: Marchell Adams-David, Assistant City Manager
DATE: January 7, 2020
SUBJECT: Request and Petitions of Citizens

Introduction

At the February 19, 2019, City Council meeting, Mr. Curtis Johnson appeared before Council after filing a citizen petition to express his concern about a past police response and arrest situation. Mr. Johnson has filed prior petitions and has appeared before Council in the past concerning this issue.

Issue

Mr. Johnson is referring to an incident that occurred on March 27, 2017 at his address in Raleigh. Mr. Johnson called the police on multiple occasions on this date to report issues related to a domestic disturbance at his residence. Each of these calls resulted in a police response with officers attempting to find a solution to this ongoing domestic situation. After the third call and a thorough investigation, Mr. Johnson was charged with Assault on a Female, Filing a False Police Report and Resisting a Public Officer.

After several missed appointments, Mr. Johnson met with the Raleigh Police Internal Affairs Unit and was interviewed on July 19, 2017. Mr. Johnson indicated that he was upset because the officers responding to the call on March 27, 2017 charged him and not the female subject. Mr. Johnson had pending charges at the time he spoke with Internal Affairs to report this incident.

After Mr. Johnson spoke at the Council meeting on February 19, 2019, Deputy Chief R. Council met with Mr. Johnson to discuss the situation and provided updated contact information so that his concerns could be discussed further. On February 22, 2019, Internal Affairs Captain C. Barnett attempted to make contact with Mr. Johnson but was unsuccessful. On February 22, 2019, Deputy Chief R. Council spoke with Mr. Johnson again in order to facilitate communication with Internal Affairs. On February 25, 2019, Captain C. Barnett spoke with Mr. Johnson by phone in order to follow up on this matter. Mr. Johnson indicated that he was still upset that the female involved in the above incident was not arrested. Mr. Johnson asked additional personnel related

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

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

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

1

inquiries about the responding officers that could not be shared by statute. Mr. Johnson was provided information regarding this personnel statute. Mr. Johnson indicated that he intends to take legal action against the police department but did not provide details on the specific allegation or timeline.

The arrest situation occurring on March 27, 2017 was handled properly by responding officers and appropriate criminal charges were filed. The concerns voiced by Mr. Johnson were handled through the proper judiciary process. These charges have been resolved at this time with Mr. Johnson pleading guilty to the Resisting Public Officer charge.

The Raleigh Police Department has worked diligently to follow up with Mr. Johnson regarding his concerns associated with the March 27, 2017 incident.

Attached please find memoranda to Mr. Curtis Johnson dated December 2019 and previous memorandums submitted to Council.

2

December 27, 2019

Curtis Bernard Johnson.
1311 Bethel Rd
Raleigh NC 27610

Dear Mr. Johnson

The Raleigh Police Department's Internal Affairs Unit originally received a concern by you on July 3, 2017 about a police response to your residence occurring on March 27, 2017. The concern was involving an incident in which you were arrested for resist, obstruct and delay a law enforcement officer, filing a false police report and assault on a female. In addition to the incident occurring on March 27, 2017, the police responded to your residence 13 times due to incidents involving you and the same individual dating back to 2015. You were asked to speak with the Internal Affairs Unit about your complaint, originally scheduling an appointment for July 11, 2017. That appointment was cancelled twice by you before speaking to an Internal Affairs investigator on July 19, 2017. During this interview, it was explained that your pending charges needed to be adjudicated through the court system. The courts adjudicated your case on July 28, 2017 with a guilty verdict for resist, delay, and obstruct.

On February 19, 2019, you spoke with Deputy Chief R.C. Council, who then requested that the Internal Affairs Unit contact you again. On February 25, 2019, you spoke with me about your complaint. I explained to you that NC personnel laws prevent me from discussing certain details on investigations involving employees. You requested a copy of the applicable laws. This request was mailed to you on February 29, 2019 and a receipt was signed by you upon delivery.

On February 27, 2019, you contacted the Internal Affairs unit and stated that you did not need anything further from the police department. We have received no further correspondence from you since that time. We have concluded our investigation into this matter. The actions of the responding officers involved in the March 27, 2017 incident were determined to be appropriate and lawful.

Sincerely,

Craig Barnett, Captain
Raleigh Police Department
Internal Affairs Unit



Raleigh MEMO

TO: Ruffin Hall, City Manager
FROM: Louis Buonpane, Chief of Staff
CC: C.L. Deck-Brown, Police Chief
R.C. Council, Deputy Chief
DATE: August 29, 2019
SUBJECT: September 3 City Council Meeting - Requests & Petitions of
Citizens - Curtis Johnson

Mr. Johnson has petitioned to appear before the City Council on several occasions. He seeks information regarding a previous arrest incident.

Attached please find memoranda from the Police Department dated February 2019 and January 2018 regarding previous petitions from this citizen.

Please advise if you require any additional information at this time.

Attachments

Municipal Building
222 West Hargett Street
Raleigh, North Carolina 27601

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

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(Mailing Address)

**CITY OF RALEIGH
NORTH CAROLINA**

INTER-OFFICE CORRESPONDENCE

TO: Ruffin Hall
Raleigh City Manager

FROM: Chief C.L. Deck-Brown **DATE:** February 28, 2019
Raleigh Police Department

SUBJECT: RESPONSE TO CITIZEN PETITION

MESSAGE:

At the February 19, 2019, City Council meeting, Mr. Curtis Johnson appeared before Council after filing a citizen petition to express his concerns about a past police response and arrest situation. Mr. Johnson has filed prior petitions and has appeared before Council in the past on this issue. (See attached memorandum that was dated January 10, 2018.)

Mr. Johnson appears to be referring to an incident that occurred on March 27, 2017 at his address in Raleigh. Mr. Johnson called the police on multiple occasions on this date to report issues related to a domestic disturbance at his residence. Each of these calls resulted in a police response to this location with officers attempting to find a solution to this ongoing domestic situation. After the third call and a thorough investigation, Mr. Johnson was charged with Assault on a Female, Filing a False Police Report and Resisting a Public Officer.

After several missed appointments, Mr. Johnson met with the Raleigh Police Internal Affairs Unit and was interviewed on July 19, 2017. Mr. Johnson indicated he was upset because the officers who responded to the call on March 27, 2017 charged him and not the female subject. Mr. Johnson had pending charges at the time he came to Internal Affairs to report this incident.

After Mr. Johnson spoke at the Council meeting on February 19, 2019, Deputy Chief Rob Council met with Mr. Johnson to discuss the situation and provide updated contact information so his concerns could be further discussed. On February 22, 2019, Internal Affairs Unit (IAU) Captain Barnett attempted to make contact with Mr. Johnson but was unsuccessful. On February 22, 2019, Deputy Chief Council spoke with Mr. Johnson again in order to arrange communication with Internal Affairs. On February 25, 2019, Captain Barnett spoke with Mr. Johnson by phone in order to follow up on this matter. Mr. Johnson indicated that he was still upset that the female involved in the above incident was not arrested. He asked additional personnel related inquiries about the officers that could not be shared by statute. Mr. Johnson was provided information on this personnel statute. Mr. Johnson further indicated that he intends to take legal action against the police department but did not provide details on the specific allegation or timeline.

The arrest situation from March 27, 2019, was investigated by responding officers and appropriate charges were filed. The concerns voiced by Mr. Johnson were best handled through the normal judiciary process. These charges have been resolved at this time with Mr. Johnson pleading guilty to the Resisting a Public Officer in this matter.

The Raleigh Police Department will continue to work with Mr. Johnson should he have additional concerns regarding this matter.

Attachment

**CITY OF RALEIGH
NORTH CAROLINA**

INTER-OFFICE CORRESPONDENCE

TO: Ruffin Hall
Raleigh City Manager

FROM: Chief C.L. Deck-Brown
Raleigh Police Department

DATE: January 10, 2018

SUBJECT: RESPONSE TO CITIZEN PETITION

MESSAGE:

Mr. Curtis Johnson has filed the attached petition.

Mr. Johnson appears to be referring to an incident that occurred on March 27, 2017 at his address in Raleigh. Mr. Johnson called the police on multiple occasions on this date to report issues related to a domestic disturbance at his residence. Each of these calls resulted in a police response to this location with officers attempting to find a solution to this ongoing domestic situation. After the third call and a thorough investigation, Mr. Johnson was charged with Assault on a Female, Filing a False Police Report and Resisting a Public Officer.

Mr. Johnson has an extensive history with the female subject involved in this matter. They have a tumultuous, on again off again relationship that has resulted in criminal charges being filed against both subjects on multiple occasions. Mr. Johnson and this subject share twenty domestic-related incidents reported to RPD dating from 03/27/15 to 05/25/17. Many of these reported incidents involve domestic disturbances, trespassing, drug usage and assaults. Mr. Johnson and the female subject have received services from our Family Violence Intervention Unit with respect to domestic violence counseling services, substance abuse counseling referrals and possible employment opportunities.

After several missed appointments, Mr. Johnson met with the Raleigh Police Internal Affairs Unit and was interviewed on 7/19/17. Mr. Johnson indicated he was upset because the officers who responded to the call on 03/27/17 charged him and not the female subject. Mr. Johnson had pending charges at the time he came to Internal Affairs to report this incident.

The Raleigh Police Department will continue to monitor this situation and work toward a solution to this ongoing domestic situation.

Attachment

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Justin Rametta, AICP, Planning and Zoning Administrator
Department	Planning and Development
Date	March 3, 2022
Subject	TC-2-22, Tree Conservation and Planting, Text Change Engagement Plan

A text change to amend the Unified Development Ordinance's (UDO) Tree Conservation and planting requirements was discussed at the February 8, 2022, City Council work session and was ultimately authorized at the Council's regular meeting on Feb 15, 2022.

The text change will aim to achieve three main objectives intending to expand tree preservation and planting citywide as follows:

1. Apply Tree Conservation regulations to lots as small as one acre in size (current threshold is two acres).
2. Explore the implementation of a Champion or Specimen Tree Ordinance to provide increased protection for large, healthy trees of significance.
3. Include tree planting requirements for smaller lots that are not obligated to comply with Tree Conservation regulations.

Given the likelihood this text change will draw wide interest from the community, covering a broad spectrum of interests and opinions, a robust outreach and engagement plan is needed. All text changes go through a public input and review process that includes being placed on the Text Change Engagement Portal, Planning Commission review (where public comment is permitted), and public hearings during City Council meetings. Staff in Planning and Development and Parks, Recreation, and Cultural Resources will conduct additional outreach for this unique text change as described below.

Outreach has already begun with forestry professionals who work in the City. Prior to drafting specific language for the amendment, staff will also discuss the text change at the meetings of the Boards and Commissions listed below. The purpose of these meetings will be to solicit feedback on how to best achieve the stated objectives of the text change and should preclude the need for the creation of any new advisory bodies specifically for this amendment.

- **Parks, Recreation, and Greenway Advisory Board** - This board serves as the official citizen advisory board to the City Council on issues related to parks, greenway, and recreation policy matters, and meetings are open to the public.
- **Environmental Advisory Board (EAB)** - The EAB provides City Council with expert and comprehensive advice on various matters related to environmental quality and safety. Meetings are open to the public.
- **Stormwater Management Advisory Commission (SMAC)** - This commission is a citizen advisory board. Members report to Raleigh City Council on stormwater policies and initiatives. Meetings are open to the public.
- **Development Services Advisory Committee (DSAC)** - The Development Services Advisory Committee (DSAC) reviews administrative policies and procedures to ensure consistent compliance with Raleigh's development standards. They also make recommendations on process improvements.
- **Planning Commission** – The Planning Commission plays an advisory role in every text amendment to the UDO. Ordinance language is typically reviewed in detail by the Commission's Text Change Committee, who makes recommendations to the full Commission, who in turn makes recommendations to the City Council. An intermediate review step will be added for this text amendment whereby the Commission will have an opportunity for input prior to the formulation of detailed draft language.

Staff will then produce a draft ordinance and place it on the [Text Change Engagement Portal](#). This is another opportunity for the public to provide feedback in the form of comments and questions, to which staff provides written responses. Other engagement opportunities will include an "Ask-A- Planner" or similar in-person or virtual event where staff can provide an explanation of the draft text change and answer questions from the general public and the creation of a dedicated webpage to describe the changes.

Feedback received from all of the above will be summarized and transmitted to the Planning Commission as part of their review and recommendation on the text change and ultimately to the City Council prior to the public hearing in which the text change will be considered for adoption.

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young AICP, Director
From	Dhanya P. Sandeep AICP, Senior Urban Designer Jason Myers, Transportation Planning Supervisor
CC	Ken Bowers AICP, Deputy Director Travis Crane, Assistant Director Michael Moore, Director, Transportation Paul Kallam, Assistant Director, Transportation
Department(s)	Planning and Development; Transportation
Date	March 11, 2022
Subject	Council Follow-up Item: Feb 15, 2022 Western Boulevard Corridor Street Plan Amendments

I. Introduction

At their February 15th meeting, City Council requested analysis of the street plan recommendations made by the Planning Commission for the Western Boulevard corridor. This memo provides an overview of the context and purpose of the Street Plan, an overview of the amendments proposed by the Western Boulevard Plan, a planning analysis of the street plan segments recommended for removal by the Planning Commission, along with staff recommendations.

II. Executive Summary

A BRT system is not self-contained and relies heavily on other modes of connectivity. Pedestrians, bicyclists, and transit users all rely on the street network to complete their trips; well-connected street networks serve as the fundamental skeleton that supports the success of BRT systems. Connected streets offer many benefits to the community and help reduce congestion, enhance walkability, and reduce dependency on automobiles. A look at peer city BRT corridors and their surrounding street networks makes it apparent that Raleigh's existing network is lacking, while successful examples of BRT corridors are surrounded by well-gridded street networks. Thus, planning for complete streets and multimodal connectivity is important to the planning of BRT in Raleigh.

Raleigh has a few tools and strategies in place to address street connectivity. The two key connectivity tools most utilized are the Street Plan map and the UDO Block Perimeter Standards. The Street Plan map of the Comprehensive Plan serves as a blueprint for key thoroughfares, arterials, and collector streets. Many links were added through focused area/corridor plans.

The City's adopted Unified Development Ordinance includes Block Perimeter standards that link street connectivity standards to each zoning district. New streets are required of subdivisions and tier 3 site plans (ie: site plans with significant development impacts), while allowing for

smaller scale development without triggering dedication or construction. Text changes adopted in 2019, modified the standards, creating exemptions for many development sites. Since then, the city has increasingly relied on area plans to identify key street connections in the Street Plan, to ensure connectivity in areas where critical links are missing.

The Western Boulevard Corridor study made recommendations that would enhance access and connectivity between the BRT corridor and its surrounding neighborhoods. A couple of street connections in the Jones Franklin/Western intersection were discussed in detail at the Planning Commission, as concerns were raised. The two specific segments and a staff recommendation for each are summarized below:

- 1) **Fieldspring Lane:** This is a designation of an existing cul-de-sac local street and its extension to Jones Franklin Road. The connection would provide alternate route of access for this block as some properties redevelop in the future with additional density supported by the BRT service. Currently, access to the single-family homes and senior apartment housing is limited to one access point along the BRT corridor.
Staff Recommendation: Staff evaluated resident concerns, Planning Commission comments, and best practices for transit supportive urban form. Given the proximity of this cul-de-sac to the future BRT station, it is important to plan to increase connectivity in the station area to accommodate future growth, mobility, and circulation. However, the Street Plan is not the best tool in this case. Staff recommends including this connection in the area specific guidance map within the Area Plan section of the Comprehensive Plan. This option does not imply a plan to widen the street or impact single family residential properties but encourages a well-connected grid and strengthens block perimeter standards if redevelopment occurs in the future.
- 2) **Plaza West Shopping Center:** These proposed streets would provide a framework for redevelopment of the Plaza West shopping center into a transit-oriented development centered around human scale streets. The site is at the intersection of Western Boulevard and Jones Franklin Road where a BRT station is planned. The proposed street connections are also intended to enhance access and connectivity to BRT for the neighborhoods to its east and south as well as improve access from BRT to a city park.
Staff Recommendation: After discussing the plan with the owner of the Plaza West property, staff proposed to Planning Commission, a potential adjustment to the street amendment. In this option, the north-south street alignment would be adjusted so that Map T-1 more closely represents the most feasible and least impactful way to implement the street plan. The suggested alternate alignment generally follows existing Hunter Club Lane, a private street, to achieve the desired north-south connectivity. Staff recommends including this alternate alignment in the street plan to ensure that the benefits of BRT are shared widely.

Conclusion to the Executive Summary

The rest of this memo contains a more detailed planning analysis as well as detailed alternatives for Fieldspring Lane and the Plaza West Shopping Center.

III. Street Plan Background

Benefits of Street Connectivity

Research shows there are significant public benefits of well-connected streets. Well-connected streets are more resilient to adverse events, help reduce congestion, improve livability by being more walkable, and reduce overall vehicle miles traveled (VMT). Well-designed, context-sensitive streets help create safer, more walkable places that encourage active healthy living.

Many policies of the Comprehensive plan support street connectivity, including:

- **LU 4.5 Connectivity:** New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alt. means of access along corridors
- **T 1.3 Multimodal Transportation Design:** Offer residents safe and attractive choices among modes including pedestrian walkways, bikeways, public transportation, roadways, railways, and aviation. The street patterns of newly developed areas should provide multimodal transportation alternatives for access to and circulation between adjacent neighborhoods, parks, shopping centers, and employment areas
- **T 2.3 Eliminating Gaps:** Eliminate “gaps” in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses
- **T 2.4 Road Connectivity:** The use of cul-de-sacs and dead-end streets should be minimized

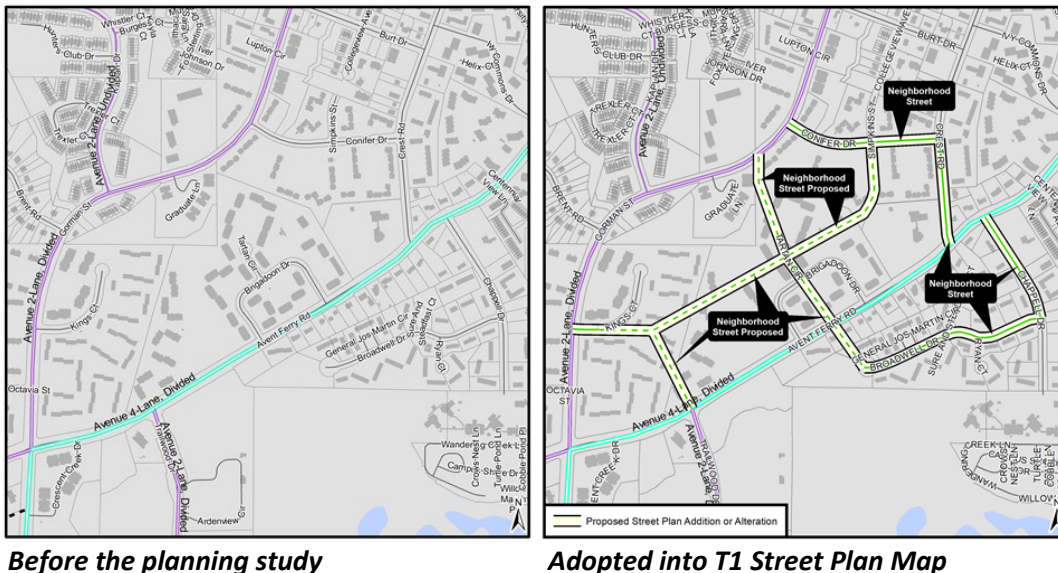
Street Plan and Connectivity Standards

Raleigh’s Street Plan has served as a valuable tool for planning the street network critical to serving the city’s planned growth. The original William Christmas Plan for Raleigh was essentially a plan for streets and block. The modern street plan dates to the 1960’s when it primarily served as a blueprint for key throughfares and major arterials. Over time, collector streets were added to the plan to ensure a higher level of connectivity. Many of the planned collector streets were designated by corridor plans and other focused planning studies.

In 2013, the city adopted a new Unified Development Ordinance (UDO). The UDO includes block perimeter standards to increase Raleigh’s Street connectivity. These standards tied the level of street connectivity required of a new development to the development’s zoning district. New streets, whether they are required by the Street Plan or block perimeter standards, are required of subdivisions and tier 3 site plans, and are not required for building upfits, additions, and changes of use.

In 2019, text changes TC-2-19 and TC-6-19 modified how the standards are applied, reducing the number of development sites required to build new streets and contribute to improving connectivity. Area plans completed since this time, such as the Avent Ferry Corridor Study and the Midtown-St. Albans Area Plan, have included more detailed additions to the Street Plan to support the goals of these plans.

The following maps compare a section of the Street Plan *before* and *after* adoption of the Avent Ferry Corridor Plan. The street plan was amended in conjunction with the adoption of the plan in 2019.



Before the planning study

Adopted into T1 Street Plan Map

IV. Street Connectivity and Bus Rapid Transit

The success of a BRT system depends on a strong and sustainable ridership base and modal choices that allow transit users plan complete trips and have access to stations. More direct routes to access BRT stations leads to more people being able to rely on transit. This user choice is influenced significantly by the street network around BRT stations. Hence, a BRT system is not self-contained and relies heavily on integrated planning with other modes. The Institute for Transportation and Development Policy (ITDP) BRT Planning Guide states that *“Pedestrian connectivity to a BRT station is also a function of the layout of area roads and paths.”* When areas are connected only to arterial roads and lack interconnectivity to other areas, the walkability to BRT stations is limited as trips are longer and often on busier arterials. However, interconnected street networks provide greater accessibility for pedestrians, are more resilient, and offer alternate routes to avoid traffic congestion.

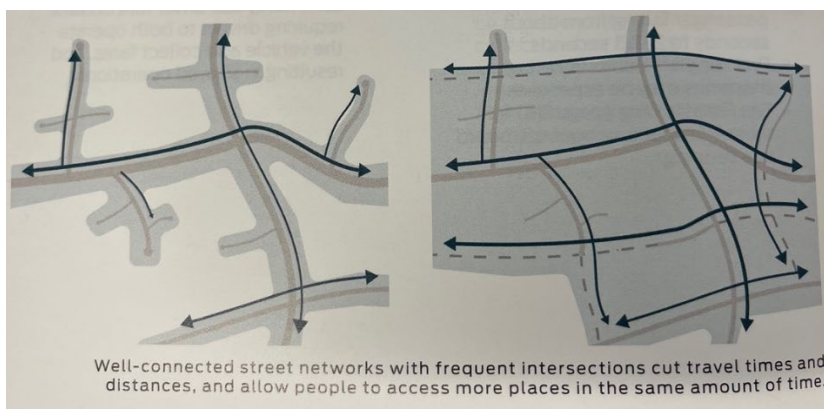


Image Source: NACTO Transit Street Design Guide

An excerpt from the National Association of City Transportation Officials (NACTO) *Transit Street Design Guide*¹ notes that *“Complete Trips Need Complete Networks: Transit, walking, and bicycling are mutually supportive, and thrive on connected grid street networks. While not every street can provide the highest level of comfort to every mode, a complete active transportation*

¹ <https://nacto.org/publication/transit-street-design-guide/>

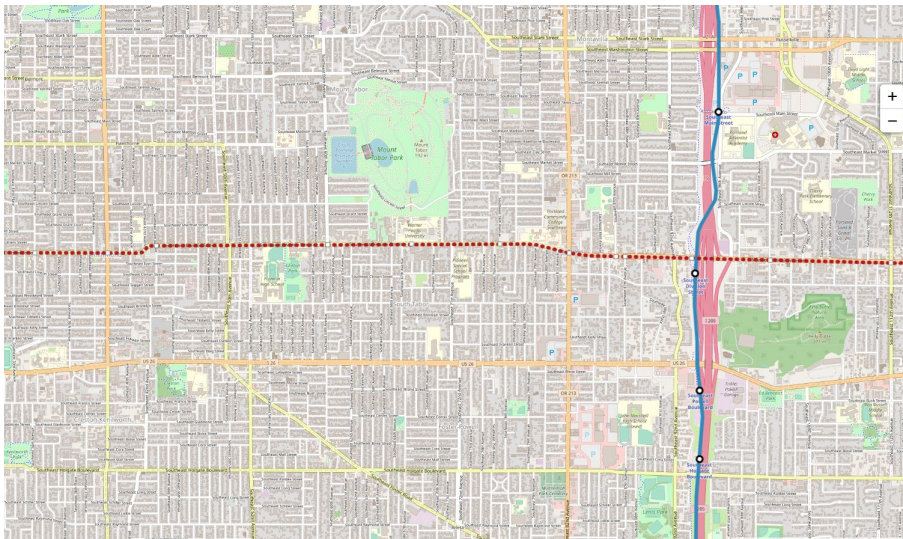
network is indispensable in achieving the full potential of transit, expanding the reach of transit stops and multiplying the desirability of living or working near transit. When people use transit for one trip, bikes for another, and their feet for a third, all on the same corridor, the street has succeeded.”

BRT Street Grid Analysis

A quick street grid comparison to BRT systems in peer cities demonstrates the challenge Raleigh will have in providing walkable access to BRT. The maps below are taken from ***Transit Explorer 2²*** and are at the same scale. The online map allows comparison to existing and planned transit corridors worldwide.

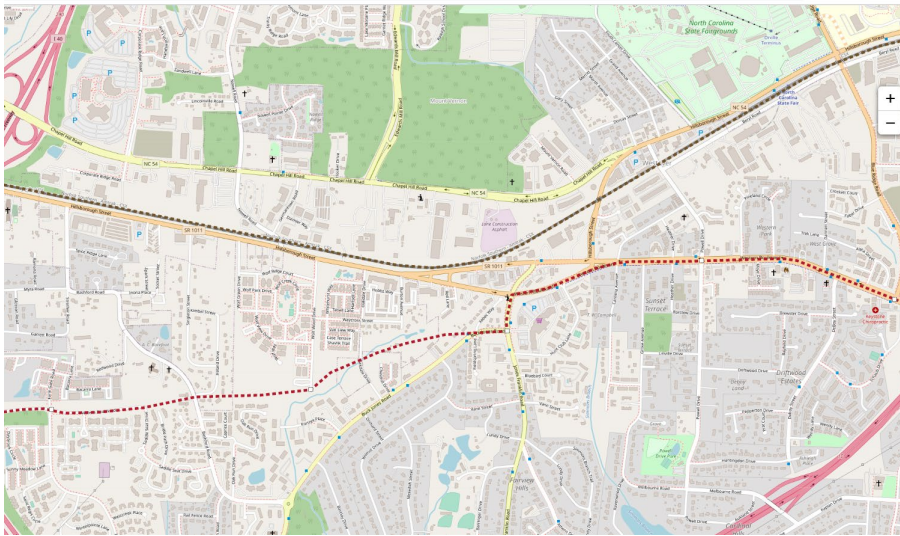


Richmond GRTC Pulse



Portland Frequent Express Division (Planned)

² <https://www.thetransportpolitic.com/transitexplorer>



Raleigh Western Boulevard BRT (Planned)

When we review the Raleigh Western BRT corridor street network, we see a stark contrast with many peer cities. The corridor currently lacks street grid density. Without intentional planning to support the BRT system, it is unlikely that our investments will earn the anticipated outcome for the city and the region.

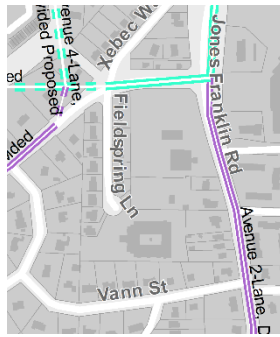
V. Planning Analysis and Recommendations

At the Planning Commission’s Committee of the Whole meetings, public comments evolved largely around opposition of street connections in two areas around the Jones Franklin intersection. The area is uniquely situated to take advantage of the opportunity presented by Bus Rapid Transit because it is a connection point to existing or potential feeder transit services on Buck Jones Road, Athens Drive, and Jones Franklin Road as well as being a historic commercial node with currently underutilized land. Through the Equitable Development Around Transit plan, and now the Western Boulevard Corridor Study, plans for the area have evolved from the 2011 area plan that was focused on a previous light rail plan.

Two specific sets of amendments are reviewed in detail below:

a. Fieldspring Lane

The Fieldspring Lane designation and extension to Jones Franklin was recommended as a solution to enhance the east-west street grid connectivity to the area south of the Jones Franklin BRT station and to eliminate dead end streets near the BRT stations. Fieldspring Lane is a public street cul-de-sac that serves 14 single-family lots and an affordable senior-housing complex at its terminus, all zoned R-6. The street is currently built with a narrow sidewalk on one side, within a 45 ft right-of-way. Because it is a dead end, there is only one access point.



Existing



Proposed

The proposed extension to Jones Franklin would enhance the access and connectivity of the neighborhood to surrounding areas and offer additional mobility routes, by providing a way out of the neighborhood to Jones Franklin, rather than solely relying on its access to the Western Boulevard BRT corridor. In residential areas, practice has been to only map *Neighborhood Streets* (UDO Section 8.5.2.B.3) and not narrower *Neighborhood Local* (UDO Section 8.5.2.B.2) and *Neighborhood Yield* (UDO Section 8.5.2.B.1) streets. Thus, designating Fieldspring Lane as a Neighborhood Street implies a plan to widen it to meet the standards of UDO Section 8.5.2.B.3.

Residents expressed concerns about the amendment, including the impacts to their property of bringing the street up to the Neighborhood Street standards in UDO Section 8.5.2.B.3.

After evaluation of the issues, staff identified four options for the Planning Commission to consider:

Options for Fieldspring Lane Amendments:

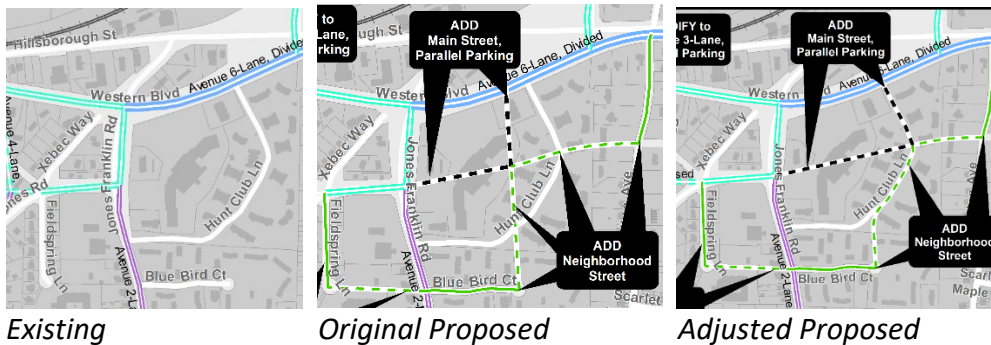
Options	Benefits	Impacts
Option 1: Street Plan Amended as originally proposed	<ul style="list-style-type: none"> Enhanced connectivity, mobility+ circulation options Removes a cul-de-sac near BRT station 	<ul style="list-style-type: none"> Potential impacts to property when redeveloped Cul-de-sac desired by residents removed 45' existing Vs. 64' proposed ROW
*Option 2: Include connection in area specific guidance map	<ul style="list-style-type: none"> Encourages well-connected grid as redevelopment occurs Eliminates implied impacts to property owners 	<ul style="list-style-type: none"> Cul-de-sac desired by residents may be removed Guidance is not a requirement when block perimeter is met
Option 3: Include non-motorized connection in area specific guidance map	<ul style="list-style-type: none"> Encourages a non-motorized connection No impacts to property owners 	<ul style="list-style-type: none"> Connection cannot be required by admin site plan review Cul-de-sac will remain Cannot assure well connected grid
Option 4: Remove all plan guidance on Fieldspring Lane	<ul style="list-style-type: none"> No impacts to property owners Status quo option 	<ul style="list-style-type: none"> Cul-de-sac will remain Cannot assure well connected grid Not supportive of city's equitable TOD vision

Staff Recommendation for Fieldspring Lane: After evaluating concerns, Planning Commission comments, and best practices for transit supportive urban form, staff recommends ***Option 2** that will include this connection in the area specific guidance map section of the Comprehensive Plan. This option will not have implied impacts to single family residential property owners but encourages a well-connected grid and strengthens block perimeter standards if redevelopment occurs in the future. Given the proximity of this cul-de-sac to the future BRT station, it is important to plan to increase connectivity in the station area to accommodate future growth, mobility, and circulation.

b. Plaza West Shopping Center

The Plaza West shopping center site, developed with apartments and an office building, is located at the intersection of Western Boulevard and Jones Franklin Road, where a BRT station is proposed. The site has topographical differences that offer the unique opportunity to accommodate tuck-under parking while creating an active street edge. There are no direct street connections from the center to the surrounding neighborhoods. The site is currently zoned for CX-3-GR and designated for community mixed use in the Future Land Use Map. With the Emerging Urban Center station typology designation, redevelopment for higher densities up to 12 stories or more could be consistent with the Comprehensive Plan.

The proposed east-west connection on the shopping center site would extend Barstow Drive and provide access between the transit-oriented redevelopment, the existing neighborhood, the city-owned Jackson Park, and the BRT station. Providing paths alternate to the BRT route will help shorten travel distances, streamline traffic circulation, increase resiliency, and alleviate pressure off the BRT route. The shopping center site can add up to 25 percent of gross floor area without triggering a Tier 3 site plan review, which is the threshold (UDO Section 10.2.8) that will require right-of-way dedication for new street connections adopted into the Street plan map.



Options	Benefits	Impacts
*Option 1: Use adjusted street map	<ul style="list-style-type: none"> Enhanced connectivity, mobility+ circulation options Better position site for TOD opportunities Consistent with ETOD goals 	<ul style="list-style-type: none"> Potential impacts to property when redeveloped
Option 2: Include connection in area specific guidance map	<ul style="list-style-type: none"> Encourages well-connected grid as redevelopment occurs 	<ul style="list-style-type: none"> Guidance is not a requirement when block perimeter is met

		<ul style="list-style-type: none"> • Allow near-term strip redevelopment at transit node • Inconsistent with city's ETOD goals
Option 3: Remove all plan guidance on streets in the Plaza West Area	<ul style="list-style-type: none"> • No impacts to property owners 	<ul style="list-style-type: none"> • Not support street connectivity and grid • Not resilient option • Prevents access to existing City Park • Not supportive of city's equitable TOD vision

Staff Recommendation for Plaza West Shopping Center: After discussing the plan with the owner of the Plaza West property, staff proposed to Planning Commission, a potential adjustment to the street amendment. In this preferred ***Option 1**, the north-south street alignment would be adjusted so that Map T-1 more closely represents the most feasible and least impactful way to implement the street plan. The recommended alternate alignment generally follows existing Hunter Club Lane, a private street, to achieve the desired north-south connectivity. Staff recommends including this alternate alignment in the street plan to ensure that the benefits of BRT are shared widely.

V. Future Work

Retrofitting our disconnected and incomplete street grid remains critical to Raleigh's sustainable future. While the Street Plan can continue to serve as a valuable tool for implementing our connectivity goals, staff recognizes the challenges associated with this tool. It is not easy to garner community consensus on all street connections deemed important by planners. Therefore, staff recommends that Council endorse further research into other tools and strategies to address connectivity at a city-wide scale. A few potential examples of other tools include the use of a connectivity index, refining existing block perimeter standards or adding new provisions for transit-supportive locations, refining use of area plans to ensure street connectivity without including local streets in the Street Plan, and improving the ability for the City to contribute to the construction of new public streets when required by an adopted plan.

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young AICP, Director
From	Dhanya P. Sandeep AICP, Senior Urban Designer JP Mansolf AICP, Senior Planner
CC	Ken Bowers AICP, Deputy Director Travis Crane, Assistant Director Michael Moore, Director, Transportation Paul Kallam, Assistant Director, Transportation Jason Myers, Transportation Planning Supervisor
Department	Planning and Development
Date	March 11, 2022
Subject	Council Follow-up Item: Feb 15, 2022 Western Boulevard Corridor + RCRX Rail Study Recommendations

Introduction

At the February 15th City Council meeting, Councilor Buffkin requested additional information on the 2018 RCRX Rail study recommendation for the Jones Franklin extension and how that relates to the Western Boulevard Corridor Street plan amendments discussion.

This memo provides a summary of the RCRX study, and the Jones Franklin Street northern extension recommended for the Western/Jones Franklin intersection. A separate memo that provides additional background information on the RCRX rail study for this area was included in the January 14th, 2022, Managers Update report, under [Council Follow-Up: CP-11-21 & The Jones Franklin Extension](#).

I. RCRX Rail Crossing Study and Jones Franklin Extension

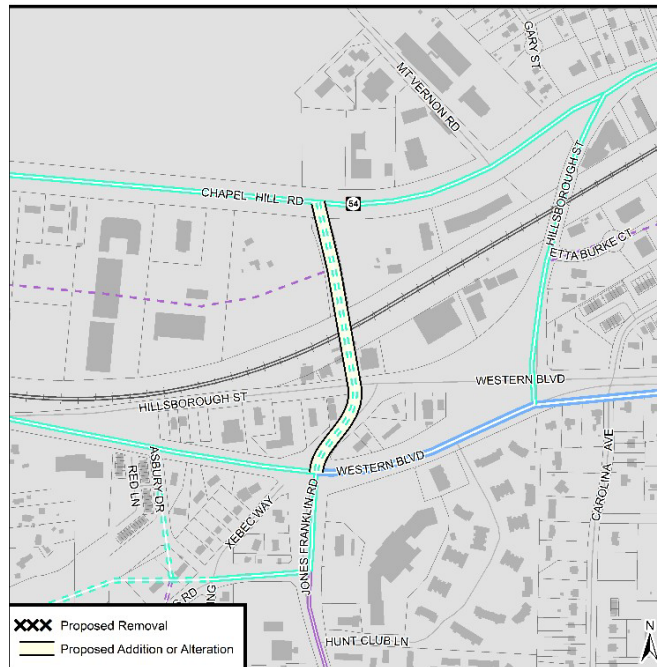
The Raleigh-Cary Rail Crossing study adopted in 2016, evaluated at-grade rail crossings along the North Carolina rail corridor between Raleigh and Cary. The recommendations from that study were incorporated into City policy through amendments to the Future Land Use Map, Map T-1 Street Plan, and Map T-5 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 City 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. Therefore, the Jones Franklin north extension between Western Boulevard and Chapel Hill Road is not included in the current Street plan map.

II. Planning Analysis

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.

Proposal to Amend the Street Plan



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

An extension of Jones Franklin Road would provide additional north/south connectivity if constructed and would likely be consistent with adopted plans and policies. Council discussed connectivity in this area during their January 4, 2022, deliberation and approval of CP-11-21 which removed a proposed 2-Lane Avenue, Undivided Street that would have provided a connection between a proposed extension of Edwards Mill Road and where a northern extension of Jones Franklin Road would have been located. During their discussion of CP-11-21, Council indicated that they anticipated 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. Staff analysis indicates that industrial uses in this area, given its proximity and convenient access to the rail line, are unlikely to redevelop in a way that supports transit-oriented development. The city has very limited industrially zoned land and our land use policies recommend preservation of existing industrial uses.

Future transportation plans also indicate that other areas are more appropriate for increased street connectivity. CP-4(A)-17, the street amendments associated with the RCRX study, adopted three other grade-separated railroad crossings. 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. 2017 cost estimates for the three crossings 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 planned commuter rail line that is currently being studied by GoTriangle, 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 are 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 primarily serve industrial properties.

With the proposed BRT station at the Western/Jones Franklin intersection and street amendments coming out of the Western Boulevard Corridor study, there is the potential opportunity to reevaluate the old Jones Franklin extension as part of a series of high-value connections in this area. A potential amendment could be considered with the upcoming Station Area Planning process for the Western Bus Rapid Transit (BRT) corridor. The effort would involve conducting 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. BRT station nodes would be analyzed for 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 Western BRT station area planning is expected to commence in late Fall of 2022.

III. Staff Recommendation

Staff recommends the Station Area Planning option as the most appropriate avenue to include a more comprehensive study of the station area at the Western/Jones Franklin BRT node and coordinate other potential connectivity improvements that could include an extension of Jones Franklin Road. This approach 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.

To	Marchell Adams-David, City Manager
Thru	Estella Patterson, Chief of Police
From	Rico Boyce, Field Operations Major
Department	Police
Date	March 7, 2022
Subject	Council Response – Quality Inn (4716 New Bern Avenue)

From March 14, 2019, through March 3, 2022, RPD personnel have responded to 958 calls for service at the Quality Inn. Of the 958 calls generated, 597 were received via 911 and 361 were initiated by officers. During this timeframe, officers made 58 physical arrests and issued nine criminal citations. The top five types of calls reported and/or initiated at the Quality Inn were security checks (174), drug violations (65), disturbances (59), 911 hang ups (59) and warrant service (49).

In the summer of 2019, the Southeast District conducted a proactive enforcement initiative along the New Bern Avenue corridor, focusing on hotels and motels. At that time, the Quality Inn was not an area where there was much criminal activity. However, at the conclusion of the enforcement initiative in the Fall of 2020, several hotels and motels along New Bern Avenue began to employ private security resources to maintain peace and order on their property. The increased private security presence along the New Bern Avenue corridor aided Raleigh Police Department to maintain real and perceived safety in the area.

During the second quarter of 2021, criminal activity at the Quality Inn began to increase, and the police department quickly deployed resources to deter this activity and maintain safety for our community members. Police personnel from the Field Operations Division, Special Operations Division and the Detective Division have worked collaboratively to reduce criminal activity at this location. Several drug and weapon violation arrests have been made in the parking lot.

Shortly after the start of this year, the Southeast District Commander, spoke with the on-site management about the increase in criminal activity and some of the maintenance issues at their location. The on-site management have been slow to repair and improve several building maintenance issues as well as address the criminal activity that is occurring on their property. The Southeast District Commander also contacted the Raleigh Fire Department for assistance with inspecting the Quality Inn for possible code violations.

RPD will continue to deploy resources along the New Bern Avenue corridor that aligns with the City of Raleigh's Strategic plan. Police personnel will work with the parent company of the Quality Inn, Choice Hotel, to promote a safe and vibrant atmosphere by educating community members on City services and the latest safety measures that help support a thriving community.