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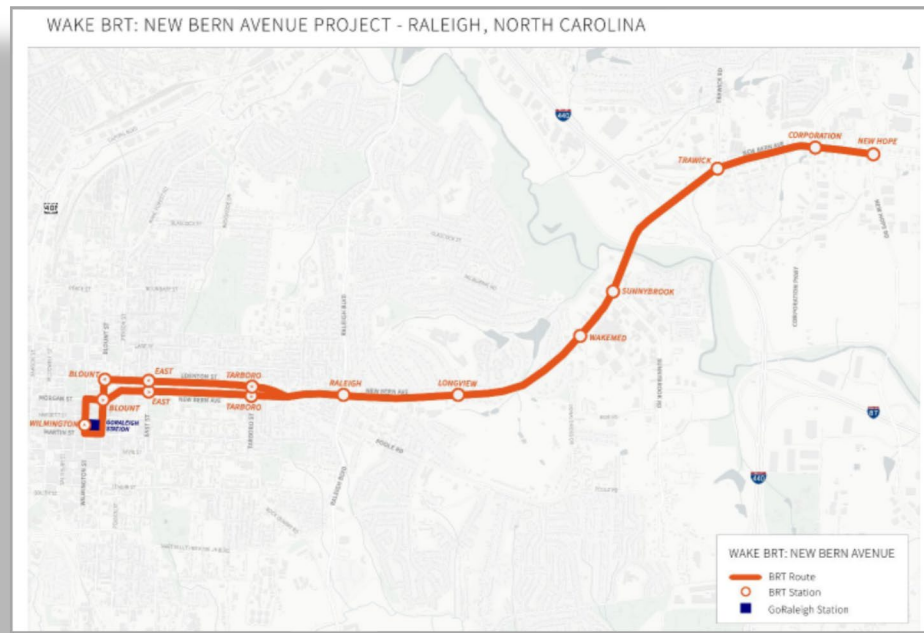
INFORMATION:

Federal Transit Administration Grant Awards Announced

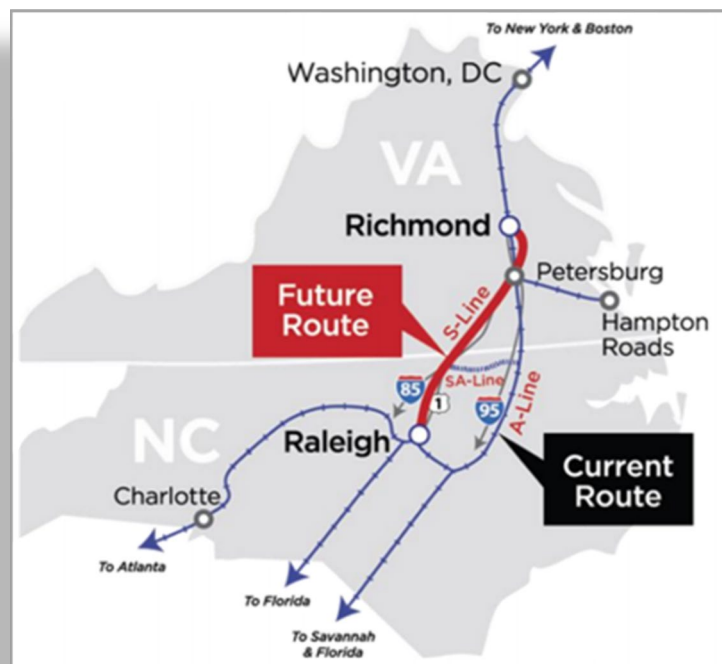
Staff Resource: Michael Moore, RDOT, 996-3030, michael.moore@raleighnc.gov

On December 17 the Federal Transit Administration (FTA) announced a total of \$544.3 million in federal funding allocations to seven transit infrastructure projects, including a \$35M allocation for the Wake Bus Rapid Transit (Wake BRT) New Bern Avenue project. Funding is provided through the FTA's Capital Investment Grants (CIG) Program. The project must meet additional requirements in law (such as completion of environmental screening) before the grant can be executed. Projects accepted into the CIG Program must go through a multi-year, multi-step process to be eligible for consideration to receive program funds.

This allocation is a key step in the process of bringing Bus Rapid Transit to the community. The City of Raleigh will continue advancing design for the Wake BRT New Bern Avenue project including coordination with FTA to demonstrate readiness to receive a construction grant agreement under the CIG Program. These next steps include developing final cost estimates for the project based on final design and completing review of these documents with FTA.



Also this past week, the FTA awarded the North Carolina Department of Transportation, Integrated Mobility Division, a \$900,000 grant to help Triangle area communities create plans for development along the S-Line rail corridor. The S-Line corridor is a rail line that starts at the Virginia border, runs through Raleigh, and ends at the South Carolina state line. NCDOT's planned purchase of the S-Line creates new potential for passenger rail service to help spur economic development, to better connect rural and urban communities, and to provide shorter, more reliable travel times for inter-city passenger rail travel to Richmond and beyond.



Credit: North Carolina Department of Transportation

The municipalities of Apex, Franklinton, Henderson, Raleigh, Sanford and Wake Forest have all committed matching funds for the grant. These communities will use the grant money to develop plans for the areas around the rail stations. The plans will explore how the rail stations will bolster economic development in their town centers and enable these communities to plan for connections to bus service, micro transit, bicycle paths and greenways.

(No attachment)

Community Climate Action Plan – Status Report

Staff Resource: Megan Anderson, Office of Sustainability, 996-4658, megan.anderson@raleighnc.gov

Staff recently received the first draft of the written plan from the consultants and are currently in the revision process. As Council may recall, a Community Climate Action Plan (CCAP) includes strategies and actions to address climate change and reducing greenhouse gas (GHG) emissions in support of the City Council goal of an 80% reduction in communitywide emissions by 2050. Additional work to incorporate resilience and equity, as a means to adapt to climate change and to consider the equity implications of the proposed strategies, is also currently being drafted. Completion of the CCAP document and community rollout is expected during the first quarter of 2021.

Included with the *Weekly Report* materials is a summary matrix of strategies and actions included in the draft CCAP. Revisions to the language are expected as the document is finalized but the strategies are provided here for Council's reference on the broad range of topic areas. Strategies and actions are intentionally written broadly so that all residents, organizations and businesses throughout the Raleigh community can see themselves in the strategies. The summary matrix does not address the role of the City in each strategy, but the full report does.

Staff facilitated both internal and external engagement with stakeholders throughout the fall to obtain feedback on the proposed strategies and equity impacts. Continued stakeholder engagement focusing on equity impacts will continue as a part of the implementation of CCAP.

(Attachment)

Downtown Pop Up Dog Park Returns

Staff Resource: Oscar Carmona, Raleigh Parks, 996-4815 oscar.carmona@raleighnc.gov

Due to popular demand, staff is once again partnering with the Downtown Raleigh Alliance (DRA) to offer a Downtown Pop Up Dog Park at the Avery C. Upchurch Municipal Complex, adjacent to the intersection of South Dawson and West Morgan streets. The dog park will be open from dawn to dusk beginning December 17 through Monday, March 1. This amenity provides an opportunity for dog owners to let their best friends enjoy an off-leash experience in a safe environment.

Additional information is available at the following web link:

<https://raleighnc.gov/news/2020-12-17-downtown-raleigh-pop-dog-park-returns>

(No attachment)

Council Member Follow Up Items

Follow Up from the December 1 City Council Meeting

Devereux Meadows Park Project - Stakeholder Committee – BPAC Liaison (Council Member Buffkin)

Staff Resource: Gary Claiborne, Raleigh Parks, 996-2677, gary.claiborne@raleighnc.gov

During the meeting Council authorized a contract amendment for the Devereux Meadow Park project to proceed to conceptual and schematic design. As part of this Stage II phase of the project, a stakeholder committee will be engaged to advise on the park, stream, and greenway design.

Council requested that a member of the Bicycle and Pedestrian Advisory Commission (BPAC) be appointed to the stakeholder committee. This representative would provide a focus on bicycle and pedestrian perspectives of the future park site. Staff coordinated with the commission and it has been determined that BPAC member **Liz Hester** will serve on the project stakeholder committee.

It is anticipated that Stage II of the project will start in January 2021, with the first stakeholder meeting projected to be scheduled for early Spring 2021.

(No attachment)

Council Reports - Motorcycles and Drag Racing - Capital Boulevard (Council Member Cox, Mayor Baldwin)

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

During the meeting Council Member Cox shared that he has been receiving reports of excessively loud motorcycles and drag racing on Capital Boulevard, from the vicinity of Mini City north to the Wake Forest jurisdiction. Mayor Baldwin also reported similar incidents on Capital Boulevard just north of downtown.

Included with the *Weekly Report* materials is a staff memorandum which provides additional information.

(Attachment)

Public Comment – Hisine McNeill -COVID-19 Impacts on Small Businesses (Mayor Baldwin)

Staff Resource: Mark Weldon, Office of Economic Dev. & Innovation, 996-3139, mark.weldon@raleighnc.gov

During the meeting Mr. McNeill, owner of Alpha Dawgs, Inc. located at 6209 Rock quarry Road expressed concerns about COVID-19 impacts on small businesses. Council requested that staff follow up with Mr. McNeill and brief him on program options that support small businesses including the Wake County small business loan program. Staff contacted Mr. McNeill December 3 and heard much about the frustration and struggle to keep his business open because of COVID-19 business restrictions, customer health fears, and dwindling options for financial resources. Also heard was a perception that larger businesses have an unfair advantage over smaller businesses like his for various loans and grant programs. Staff acknowledged the challenging environment, hearing similar concerns from the small business community.

No immediate financial solutions could be identified during the call. Mr. McNeill was able to secure some PPP assistance in August, but despite several applications to other programs, has been unable to secure further financial assistance. Financial resources for private businesses, as previously identified in Weekly Report Issue 2020-38 (October 9), have now been exhausted; these resources included the Wake Forward, Thread Capital, NC Jobs Retention Grant (NC-JRG), and the NC Mortgage – Utility – Rent Relief (NC-MURR).

Staff followed up with additional communication to Mr. McNeill on December 4, with additional resources including free Small Business Support agencies, Technical Assistance webinar replays, and local Business Alliances. Mr. McNeill shared he intends to remain engaged with Council and with staff to raise awareness of ongoing challenges to small business.

Staff continues to monitor for new local, state, and federal assistance programs, and will promptly communicate new resources to the small business community should additional support be identified. As a reminder for Council, listed below is a comprehensive list of financial resources (mostly exhausted) that have been tracked by the Office of Economic Development and Innovation to date:

US CARES SBA PPP – applications are closed

US CHAMBER OF COMMERCE – SAVE SMALL BUSINESS FUND – applications are closed

NC GOLDEN LEAF RAPID RECOVERY FOR SMALL BUSINESS – applications are closed

NC JOBS RETENTION GRANT (JRG) – applications closed October

NC – MURR – applications closed 11/12

NC IDEA BLACK ENTREPRENEURSHIP GRANT – applications closed 11/2

WAKE FORWARD – applications closed 11/16

WAKE COUNTY NONPROFIT ARTS RELIEF FUND – CARES Act, must be disbursed by Dec 31, application timeline not clear, limited to Arts non-profit organizations

WAKE HELPS (Utility Relief) – applications closed 11/30

THREAD CAPITAL COVID-19 RAPID RECOVERY LOAN – applications are closed

RALEIGH SMALL BUSINESS RELIEF FUND – applications closed in June

(No attachment)

Public Comment – Cameron Cox - 500 Block of Bragg Street (Mayor Baldwin)

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

During the meeting Cameron Cox spoke to the City Council regarding various issues with several properties in the vicinity of the 500 Block of Bragg Street, to include recent incidents of gunfire. Council requested that staff follow up directly with the citizen. Included with the *Weekly Report* materials is a staff memorandum which provides additional information.

(Attachment)

Category	Strategy	Action	Description
Buildings & Energy	Energy Efficient Practices	Promote programs, provide tools, and encourage non-residential facilities to track, benchmark, and report energy consumption.	Best practice energy management includes energy benchmarking/disclosure. Energy benchmarking/disclosure can promote transparency, awareness, cooperation, and help to reduce energy consumption.
		Promote programs, provide tools, and encourage non-residential facilities to conduct energy audits, provide preventive maintenance, commission, and retrocommission facilities.	Best practice energy management includes energy audits and preventative maintenance that help inform retro commissioning strategies to reduce energy consumption and improve building performance. Energy audits and preventative maintenance can promote transparency, awareness, cooperation, and help to reduce energy consumption.
		Promote programs, provide tools, and encourage residential facility energy tracking and benchmarking.	Best practice energy management includes energy benchmarking/disclosure. Energy benchmarking/disclosure can promote transparency, awareness, cooperation, and help to reduce energy consumption.
		Promote programs, provide tools, and encourage residential facility energy audits, preventive maintenance plans, commissioning, and retrocommissioning.	Best practice energy management includes energy audits and preventative maintenance that help inform retro commissioning strategies to reduce energy consumption and improve building performance. Energy benchmarking/disclosure can promote transparency, awareness, cooperation, and help to reduce energy consumption.
	Energy Efficiency Standards	Encourage and incentivize energy efficiency in construction and renovations in non-residential facilities.	Encourage and incentivize best practice energy practices and standards for commercial, industrial and institutional construction, including building to above minimum energy efficiency code requirements. Promote the utilization of existing programs, incentives, and rebates including utility programs such as Duke Energy's Smart Saver Rebates and Incentives, and Small Business Energy Saver programs, the Lower My Bill Toolkit and the Green Raleigh Review energy efficient building practices.
		Encourage and incentivize energy efficiency in construction and renovations in residential facilities, including affordable housing.	Encourage and incentivize best practice energy practices and standards for residential construction, including building to above minimum energy efficiency code requirements. Promote the utilization of existing programs, incentives, and rebates including utility programs such as Duke Energy's Residential New Construction incentive program, the Lower My Bill Toolkit, the Green Raleigh Review energy efficient building practices and System Vision for Affordable Housing. System Vision partnership with Advanced Energy creates best practice energy efficient Affordable Housing units that are healthy, safe and comfortable; with a 2-year guaranteed energy bill. Review and update as needed the existing city building standards for energy efficiency improvements.
	Energy Supply	Duke Energy and utility providers shift to clean energy sources.	Duke Energy is incorporating more renewable energy resources into the grid as it transforms to a greener grid mix. Duke Energy has committed to reducing ghg emissions in the short term by 50% by 2030. (as compared to a 2005 baseline)
	Renewable Energy	Continue to support and promote the expansion of renewable energy programs	The community benefit of a cleaner grid is decreased community-wide greenhouse gas emissions for energy. Support opportunities to extend the Duke Energy NC Solar Rebate Program beyond 2022 to 2030. A number of Duke Energy programs enable the Raleigh community to procure green power at competitive rates and should be encouraged and expanded. These programs include Green Source Advantage, Renewables, Shared Solar, Solar Leasing and other residential and commercial renewable projects.

Transportation & Land Use	Efficient Land Use	Promote development patterns that support safe, effective, and multi-modal transportation options, including auto, pedestrian, bicycle, and transit to minimize vehicle traffic by providing for a mixture of land uses, walkability, and compact community form.	Shift expected new development to compact development patterns and support equitable development around transit with a focus on increasing public transit ridership, housing affordability, accessibility to service, minimizing displacement, and providing economic development opportunities.
	VMT Reduction and Alternative Mobility	Implement congestion mitigation strategies to reduce traffic delays, idle time, and allow the efficient use of motor vehicles.	Congestion mitigation strategies reduce traffic delay, allowing vehicles to operate more efficiently. These strategies generally do not reduce VMT but decrease idling and stop-and-start driving conditions associated with higher levels of emissions. Emission reductions are generally small on a per-project basis but can cumulatively reduce emissions substantially. Many such projects are funded with Congestion Mitigation and Air Quality program funds; emissions benefits are accounted for in transportation planning during the conformity process.
		Promote access to and incentivize non-vehicle modeshare such as walking and biking.	Increasing non-vehicular modeshare is associated with compact development patterns. Continue to plan for development that promotes reductions in vehicle miles traveled. Continue to promote bikeshare, scooters and access to other mode share options.
		Support commuter trip efficiency programs such as transit, carpool, vanpool, biking, walking, teleworking, and alternative work schedules. Provide workforce outreach, education opportunities, and work with employers to alleviate traffic by reducing single occupancy vehicle commutes.	Continue to support commuter trip efficiency programs; explore opportunities to provide workforce education, outreach or incentives for employers. Commute Smart Raleigh offers an easy solution to help alleviate traffic congestion and employee stress with Transportation Demand Management (TDM). TDM seeks to move more people in fewer vehicles. Strategies can be used to decrease the use of the single occupancy vehicles (SOV) and encourage the use of alternatives such as transit, carpooling, vanpooling, bicycling, walking, parking strategies, teleworking and alternative work schedules.
		Improve freight efficiency by relieving capacity constraints at freight bottlenecks, improving access to intermodal facilities, and shifting freight modes from truck to rail.	Freight improvements decrease the greenhouse gas emissions from idling and traffic congestion, while supporting strategic investments that support economic growth, job creation, improved infrastructure and a higher quality of life. Freight efficiency improvements include relieving capacity constraints at freight bottlenecks, improving access to intermodal facilities, and shifting freight modes from truck to rail. The Raleigh community will benefit from the strategic investments in the Triangle Region Freight Plan and the VMT reduction of freight in Raleigh.
		Expand access and opportunities to public transit by increasing bus services, number of routes, improved stops and shelters, and implementation of bus rapid transit.	The Wake Transit Plan is part of a larger regional initiative to expand access and opportunities and help connect more people to jobs, schools, health care and entertainment. It will triple the County-wide bus service, increase the number of routes, improve bus stops and shelters, and implement bus rapid transit.
		Further promote public transit experience by improving availability, reliability, safety, and traveler experience.	Go Raleigh will continue to improve the availability, reliability, safety, and traveler experience for transit.
	Transportation Electrification and Alternative Fuels	Encourage, and incentivize adoption of alternative fuel and electric vehicles including personal vehicles and private fleets.	Implement strategies to support transition to alternative fuel and electric vehicles by implementing strategies such as those established in the Transportation Electrification Study. Encourage PEV Charging installation for general public use; and workplace and retail applications. Explore public private partnership opportunities. Develop communications/outreach for encouraging workplaces and businesses to install PEV charging stations.
		Encourage, promote, and plan the transition of bus fleets to alternative fuels and electric.	Transition fleets, including buses, and personal vehicles to alternative fuels and plug-in electric (battery electric and plug-in hybrid) vehicles (PEVs) where possible. This could include school system buses, private shuttle and commuter buses, university shuttles, etc. Encourage PEV Charging installation for general public use; and workplace and retail applications. Explore public private partnership opportunities. Develop communications/outreach for encouraging workplaces and businesses to install PEV charging stations in coordination with existing programs.
		Promote and encourage installation and utilization of electric vehicle charging stations in both public and private applications.	Continue to partner with the community to implement the actions and strategies identified in the City of Raleigh Transportation Electrification Study. Identify opportunities to encourage, incentivize or require EV adoption practices and consider equitable access.
		Transportation fuel efficiency improvements.	Fuel efficiency improvements will continue to occur as the transportation market evolves to higher fuel economy vehicles and is supported by future federal fuel economy standards that continue to support lower GHG emissions. These efficiency improvements will decrease the GHG emissions from the overall vehicle population over time.

Resilience & Cross Cutting	Green Infrastructure	Limit development in hazard-prone areas.	Preserve flood storage capacity by restricting development in floodplains
		Encourage and incentivize green infrastructure to reduce stormwater runoff and preserve flood storage capacity.	Encourage and incentivize green infrastructure to reduce stormwater runoff. Encourage participation in incentives and programs like the Raleigh Rainwater Rewards and GI/LID programs to continue to reduce runoff.
	Preservation and Green Space	Incentivize and encourage opportunities to support green space to promote carbon sequestration, natural habitats, food access and security, and to reduce urban heat islands.	Support open and natural space plans such as tree planting, pollinator habitats, reduction in urban heat islands, food access and urban agriculture and greenway development. Trees create and define spaces, connect people to others and nature, and benefit the environment by consuming carbon, cooling the air, providing habitat benefits, and collecting rainwater.
	Waste Reduction and Efficiency	Improve efficiency of waste collection including solid waste and recycling pickup process and route efficiencies.	Reducing waste bound for landfills and improving the efficiency of waste collection can reduce the VMT associated with transporting waste. Continue to work to improve trash and waste pickup processes and improving route efficiencies.
		Improve education and outreach on waste reduction and recycling.	Explore opportunities for education and outreach and planning for waste reduction throughout the supply chain and by consumers. Wake County will continue to offer Commercial Waste Reduction Grants to support businesses, institutions or nonprofits that want to divert waste from South Wake Landfill.
		Wastewater processing efficiency improvements and methane capture including bioenergy recovery (anaerobic digester).	Complete construction of the Bioenergy Recovery Project (BRP) at the Neuse River Resource Recovery Facility and consider future expansion and/or co-digestion of food waste, including yard waste. Benefits of the BRP process (also known as anaerobic digestion) include green energy production, with methane being captured and cleaned, converted to renewable natural gas, and used in the City's bus fleet. Other benefits of the BRP include: producing high-quality biosolids which can be distributed for beneficial uses; collecting fats, oils, and grease (FOG) which will reduce clogs in sewers and sewage spills, boost gas production in the anaerobic digesters, and generate revenue from FOG tipping fees; and implementing sidestream deammonification which will reduce the energy and eliminate the supplemental carbon used to treat the stronger ammonia load generated during digestion.
		Explore and promote additional waste diversion opportunities including organic waste collection (food, yard waste), composting, and other waste streams.	Additional diversion opportunities include pilot projects for organic waste collection (food, yard waste), and management via composting or anaerobic digestion; and opportunities to increase recycling of existing and new streams. The Wake County Waste Characterization Study identifies opportunities to further address waste diversion and there are Commercial Waste Reduction Grants available to Raleigh businesses, institutions or nonprofits that want to divert waste from South Wake Landfill. Develop infrastructure to account for potential pilot projects at yard waste center for curbside collection of yard waste and food waste.
	Innovation	Develop collaborative partnerships to identify opportunities and technologies to innovate in areas such as energy, transportation, waste, resilience, health, and equity.	Partner with key stakeholders to identify opportunities and technologies to innovate in areas such as energy, transportation, waste, resilience, health, equity, etc. Examples could include smart city applications such as the use of technology, drones, alternative transportation options, micro grids, battery storage, new waste reduction innovations, route optimization, truck efficiencies etc.
	Education and Outreach	Build community partnerships with thought leaders, technical experts, youth and other community leaders for climate action outreach and education.	Partner with nonprofits, other governmental units, community and technical experts to embed climate action information into outreach and education programs. Identify opportunities to educate the Raleigh community on green living, cost savings and climate education.
	Funding and Incentives	Identify and/or develop funding, incentives, and resources that support climate action.	Identify and/or develop funding and incentives that support climate action. Opportunities include embedding climate action into existing funding processes and providing information to stakeholders to assist and incentivize climate action. Examples include: funds available by local energy providers, policies and incentives listed on the Database of State Incentives for Renewables & Efficiency® (DSIRE) website, and grants and incentives that support climate action in areas such as transportation, development, economic development, environment, natural resources, equity, health, innovation, resilience and community building.
	Equity	Explore opportunities to grow green jobs and training programs in conjunction with the local organizations and educational institutions.	Identify opportunities to develop, support or strengthen green jobs training programs in partnership with local educational institutions and workforce training programs.
		Address climate equity and environmental justice in Raleigh through city services and partnerships.	Work with community partners to continue to address and identify climate equity and environmental justice issues.

Council Member Follow Up



Raleigh

MEMO

TO: Ruffin Hall, City Manager
Marchell Adams David, Assistant City Manager

FROM: Chief Cassandra Deck-Brown

DEPARTMENT: Police

DATE: December 16, 2020

SUBJECT: Council Response – Request from Council Member Cox

This correspondence serves as a response to Council concerning a request by Council Member Cox regarding careless and reckless driving in Raleigh.

Raleigh has experienced unprecedented events throughout the course of 2020 to include complaints related to an increase in speeding, careless and reckless, and/or aggressive driving.

A 30-day review was conducted regarding the report of careless and reckless driving calls for police service on Capital Boulevard from 11/15/2020 to 12/14/2020. Six (6) Careless & Reckless calls were noted regarding speeding along the Capital Boulevard corridor from the 1800 block, north to the 2600 block. Raleigh Police located one driver in these cases and a verbal warning was issued.

To address these types of incidents, a coordinated response was developed by Field Operations to address any potential illegal activity stemming from a car event that was recently scheduled for 7:00 PM on 12/12/2020 at 2840 Capital Blvd. These events can draw groups of car and motorcycle enthusiasts to the area. Subsequently, reports of careless & reckless driving are sometimes received when such events are ending. While cars did initially gather for this event, RPD officers personally contacted the organizers and all participants voluntarily complied with the restriction on mass gatherings, pursuant to Executive Order 181, and dispersed. As no violations were indicated at the time of this initial contact, RPD did notify the NC State Highway Patrol to advise them in the event such issues arose as they left the parking lot and entered onto the public right-of-way.

RPD will continue to work with local law enforcement partners, as well as the RPD's Public Information Office, to address this concern through a multi-faceted approach of enforcement and public education. Additionally, through education, the public is encouraged to call 911 as this behavior is witnessed to gain a more immediate and timely police response to these activities as vehicles are in motion at the time of occurrence.

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Raleigh

MEMO

TO: Ruffin Hall, City Manager
Marchell Adams David, Assistant City Manager

FROM: Chief Cassandra Deck-Brown

DEPARTMENT: Police

DATE: December 16, 2020

SUBJECT: Council Response – Request from Mayor Baldwin

This correspondence serves as a response to the City Council inquiry regarding the concerns expressed by Ms. Cameron Cox about the 500-block of Bragg Street.

A Raleigh Police Department Downtown District Sergeant contacted Ms. Cameron Cox on 11/24/2020 to discuss safety concerns in the Bragg Street area. She expressed appreciation for our efforts and noted that our response has always been quick and supportive of the neighborhood. She related that she is especially concerned about the impact of PJ's Convenience Store at 503 Bragg Street on the quality of life in the neighborhood. This location serves as a convenience store and gathering spot for nearby residents and visitors to the area.

PJ's Convenience Store is owned by Passage Home, a nonprofit organization focused on housing and income security that owns numerous properties in the general area. Ms. Cox related that she met with Seth Friedman, the director of Passage Home, and learned that PJ's store has two more years on their lease. He indicated that Passage Home tried to buy-out the store's lease but was not successful.

The Downtown District Sergeant reached out to Ms. Cox regarding her concerns on 12/10/2020. The Sergeant informed Ms. Cox about ongoing enforcement efforts to address violent crime in the Bragg Street and South Park area. Downtown District personnel will keep her informed of those efforts with information they are permitted to share.

A Crime Prevention Through Environmental Design (CPTED) evaluation is currently underway for the store at 503 Bragg Street and the surrounding area. The results of this evaluation are forthcoming. Once those recommendations are available, they will meet with the business owner to address additional steps that can be taken to ensure they are taking the necessary steps to remedy such concerns in and around this business to include quality of life, crime and any nuisance related issues.

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