



Raleigh

Planning and Development

Quarterly Stakeholders Meeting

February 9, 2023



Agenda

- Vacancies
- Text changes
- Stormwater online update
- Urban Projects Group
- Community Questions
- Question & Answer



Development Related Vacancies

Current Vacancies:

- Raleigh Water - 1 Sr. Engineer // 1 Engineer
- Stormwater - Plan review – 1 Sr. Plan Reviewer // Inspections – 1 Engineering Support Supv. and 1 Engineering Specialist
- Transportation – 1 Sr. Engineer // 1 Engineer in ROW services

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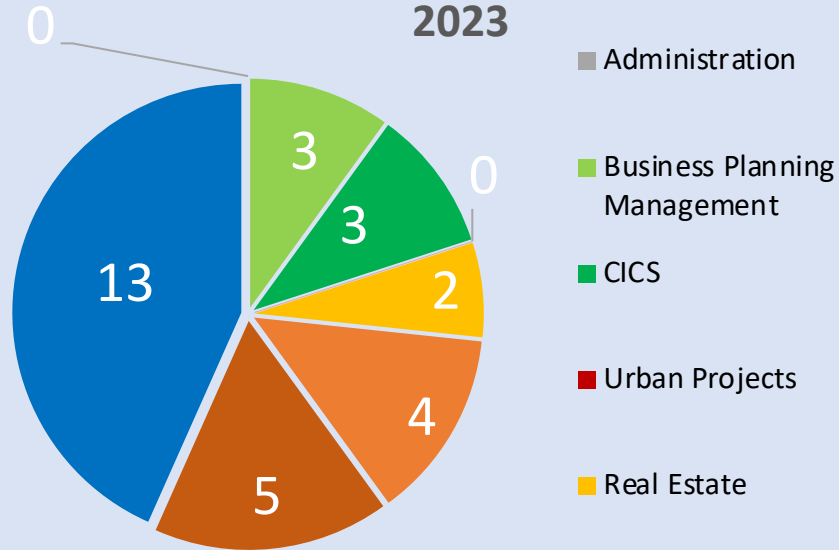
193

Vacant Positions as of February 23

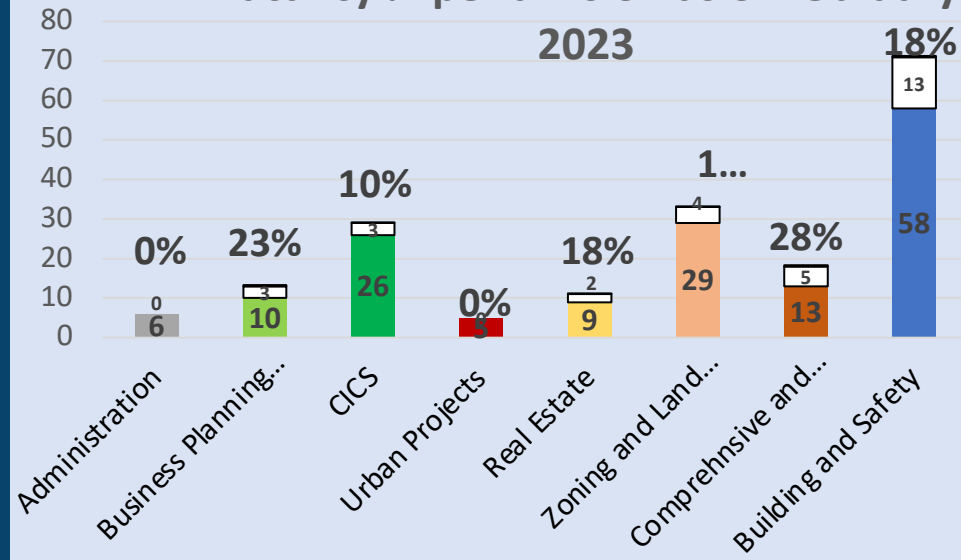
30

15.7%

PlanDev Vacancies as of February 2023



Vacancy % per division as of February 2023



Text Change Update

Keegan McDonald





Case Number	Case Name	Description
TC-20-20	Permit Choice and Vested Rights	Codified procedures for permit choice and vested rights.
TC-16-21	Neighborhood Commercial	Expands allowances for stand-alone commercial uses in residential districts.
TC-19-21	Protective Yards	Permits limited variances to certain use standards.
TC-1-22	Food Trucks and Mobile Vending	Creates flexibility for food truck and mobile vending operators.
TC-2-22	Tree Preservation and Planting	Creates Tree Conservation Area requirements for lots 1-2 acres in size, create significant or heritage tree provisions require tree planting for smaller lots that don't require tree conservation area.
TC-7-22	Co-Living	Create a new group living use titled co-living.

Stormwater Update

Sally Hoyt



Raleigh Permits Update

Katie Dombrowski





Raleigh Permits

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Ken Bowers, AICP



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About the Urban Projects Group

The City of Raleigh's **Urban Projects Group** (UPG) was established as a division of the Planning and Development Department in 2022 to accelerate plan and project implementation through internal coordination, external partnerships, and problem solving.

To achieve this mission, UPG leverages a variety of economic, policy, real estate, and design tools, in partnership with many other City departments and external stakeholders.

In the beginning...

(2003)

1. Complete a Fayetteville Street Renaissance
2. Fund & build a new Convention Center and Hotel
3. Improve the pedestrian environment
4. Undertake regulatory reform
5. Expand downtown management

Livable Streets Five in Five



FIVE IN FIVE INTRODUCTION

After months of meetings, attended by hundreds of people, proposing thousands of initiatives the Livable Streets Framework Plan and Action Strategy has identified five key strategies to undertake in the next five years—**The 5 in 5**.

1. **Complete a Fayetteville Street Renaissance** to reinvigorate the Street as the heart of Raleigh, our ceremonial corridor and the premiere address for office, events and cultural activity.
2. **Fund and build a new Convention Center & Hotel** to attract conventions and trade shows and improve the business environment for hotels, restaurants and other visitor services.
3. **Improve the pedestrian environment** making downtown accessible to everyone. Balance the needs of pedestrians against those of the car. Create an attractive, well lit, safe environment that links office and residential uses to amenities such as restaurants, museums and other venues.
4. **Undertake regulatory reform** to improve the business climate by removing regulatory impediments, making it just as easy to do business downtown as any place in the region. Explore adding incentives in the regulations.
5. **Expand downtown management** to take a one stop approach to management and advocacy.

There are a total of over 130 strategies proposed in the Action Plan under twelve headings. These five were chosen because of their ability to catalyze the others, to build momentum and to excite all members of the community. One or more of the Livable Streets Partners has agreed to accept responsibility for each of the five. Each has already begun moving toward completion. As one is finished, others will be undertaken until we have the vibrant, active and livable streets that we all desire.



Ingredients

Fayetteville Street Renaissance	<ul style="list-style-type: none">▪ Street & streetscape design▪ Large scale capital projects▪ Ground floor retail/retail kiosks▪ Outdoor dining
Convention Center & Hotel	<ul style="list-style-type: none">▪ Large-scale civic project▪ Public-Private partnerships
Improve the pedestrian realm	<ul style="list-style-type: none">▪ Streetscapes▪ Place-making▪ Two-way street conversions
Regulatory reform	<ul style="list-style-type: none">▪ Downtown zoning▪ Parking reform▪ Public space permitting & management
Downtown management	<ul style="list-style-type: none">▪ Downtown Raleigh Alliance▪ Downtown Action Group (DAG)

Bold Visions need Bold Implementation



Implementation is a Coordination Problem

TOOLS

- Feasibility studies
- Targeted outreach
- Zoning overlays, Planned Development, Graduated Density
- Reimbursement Agreements, Development Agreements, other P3
- Grants

DEPARTMENTS

- Planning & Development
- Parks, Recreation & Cultural Resources
- Housing & Neighborhoods
- Transportation
- Engineering Services—Stormwater
- Raleigh Water
- City Attorney
- City Manager

Two Critical Needs

INTERDEPARTMENTAL COORDINATION

- Early-stage civic project design & planning
- Improvements to the public realm
- Area & corridor plan implementation

ELEVATING DEVELOPMENT OUTCOMES

- Partnerships for plan & project implementation
- Proactive outreach & engagement with the development industry
- Intake, analysis, and vetting of P3 proposals

Creating an Urban Projects Group

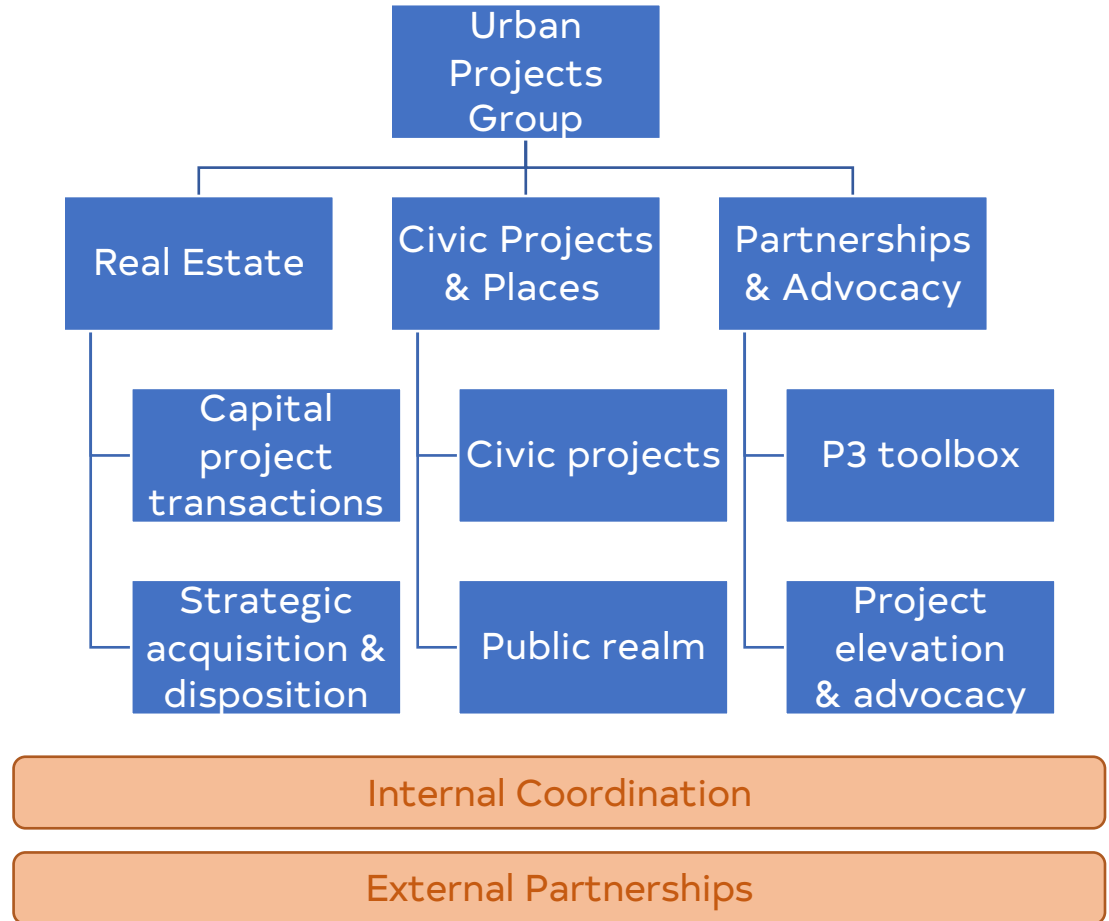
Urban Design
Center

Real Estate

Project
Advocacy

Urban Projects

Functional Organization Chart



Advancing Implementation through Public-Private Partnerships

Sharing costs, benefits, and risks

Finding alignment in time & space

Benefits, Costs, & Risks

Benefits

The development and the public should benefit

The partnership should deliver benefits compared with procurement

Costs

Cost sharing should balance:

- Public and private benefits
- Public benefits and public costs

Risks

Predevelopment

- Fatal flaws
- Permitting

Construction

- Cost overruns
- Unforeseen issues

Operations

- Maintenance
- Damage/disasters

Example: Hodges Street Greenway Bridge



Benefits, Costs, & Risks

Benefits

Development gets a connection to greenway

Access from adjacent neighborhoods is provided

Costs

Bridging the Crabtree Creek is expensive

Developer pledges project delivery and 20 – 30% of total cost (estimated)

Risks

Floodplain location creates permitting risk

Costs may escalate during construction

P3 Toolbox: Statutory Authority

- **Statutory development agreement** (160D, Article 10; requires Council approval)
- **Non-statutory "development agreement"** (terminology for a general agreement with developer)
- **P3 construction contracts** (143-128.1C, comes with payment and performance bond requirements)
- **Reimbursement agreements** (160A-309 & 160A-499)
- **Downtown development projects** (160D-1315)
- **Ground leases for affordable housing** (160A-278)
- **Land sales** (160A, Article 12; Charter authority)

160A-309: Intersection and Roadway Improvements

- Enables cities to contract with a developer or property owner (or their contractee) for public intersection or roadway improvements that are adjacent or ancillary to a private land development project
- Public bidding waived if public cost is \leq \$250,000 or contracting for the improvement separately is impracticable
- City "may enact ordinances and policies setting forth the procedures, requirements, and terms for (such) agreements..."

160D-1315: Downtown development projects

- Original authority granted in 1987 for a city to partner with a private enterprise to **plan, construct, and manage** buildings or complexes that may house both public and private facilities
- Applies to **capital projects in the city's CBD**, with **at least one building** and including **both public and private facilities**
- If the project includes property acquired by the local government directly, it may convey property interests pursuant to G.S. 160D-1312, and **Article 12 of Chapter 160A** (property disposition requirements) **does not apply**
- The developer can **construct the entire project** or any portion
- If local government funds constitute 50% or less of the total joint project costs, **Article 8 of Section 143** (public contract requirements) **does not apply**

Process: Today



Typically, the City's first touch point with a development project comes when an applicant submits for development review.*

Often, plans are too established at this stage to allow the flexibility needed for a partnership.

*Usually via a Sketch Plan or Administrative Site Review (ASR).

Process: Proposed



Becoming aware of and engaged with projects at the earliest stages creates more opportunities for partnerships to maximize public and private benefits from a project.

UPG is working with **Downtown Raleigh Alliance, Raleigh Chamber,** and other partners to become engaged in projects earlier in the process and identify partnership opportunities.

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Questions?



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Community Questions

- **Question -*Fire Code conflicting with the approved City of Raleigh street section***
–Based on this application of the Fire Code, no one would be able to build the “Avenue 2-lane Divided” or the “Busway 2-lane” street sections as they’re currently approved in the UDO.
- **City Response** – Fire has worked on some solutions that have been discussed with staff, however the code interpretation stands and is accurate. Staff will continue to monitor and evolve alternate solutions as they become available.



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Community Questions

- **Question - *3-unit buildings Missing Middle calls for triplexes*** - will they require commercial building code compliance?
 - City Response – Building code is clear on the definition of residential vs. commercial. Three-unit review is based on the type of construction (attached vs. detached)
- **Question – What is the status of demolition permits?**
 - City Response – We haven't identified any problems with the current process but are open to research specific examples if provided.

Questions?

