

# Development Services Advisory Committee Meeting

Facilitated by Planning  
and Development

September 10, 2026



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# Agenda

1. Opening Remarks
2. Trail Oriented Development
3. Benchmark and Plan Review for Solid Waste Service
4. Stormwater Management Funds, Sureties and Nutrient Spreadsheet
5. Artificial Intelligence in Planning and Development
6. Meeting Adjourned

# Trail Oriented Development



# INTENT

CODIFY GREENWAY TRAIL-ADJACENT DEVELOPMENT STANDARDS

# Benefits of Trail Oriented Development

- **Leverage existing infrastructure**
- **Vibrant, Walkable Communities:** Bring housing, jobs, community spaces, and services closer to trails.
- **Increase accessibility & safety**
- **Mobility:** Encourage biking and walking for daily trips.

# Trail Oriented Development Standards

- **Connect internal pathways** to existing greenway trails at the time of development
- **Trail-oriented design** requiring frontage toward the greenway
- **Network connectivity** via street-side greenway trails





# Proposed UDO Amendments

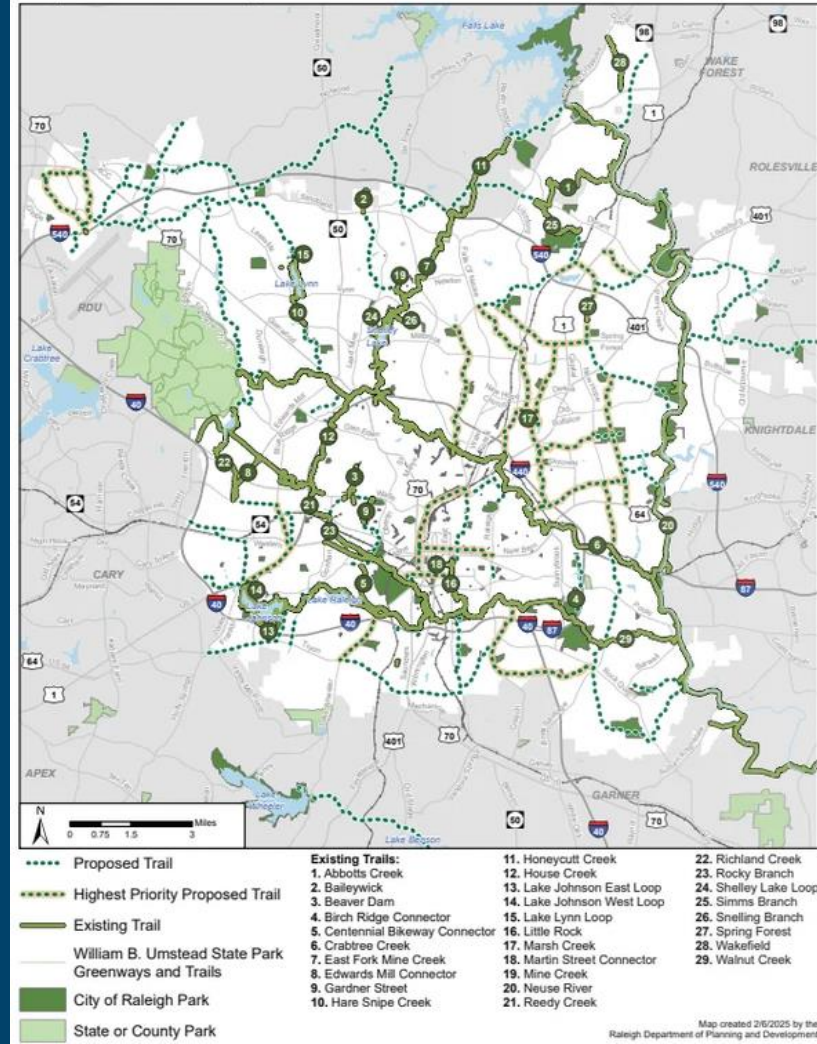
1. Greenway Connections
2. Greenway Frontage
3. Street-side Greenways



# Applicability

- Properties containing or adjacent to a Greenway Trail
- Comprehensive Plan, “Map PR-3: Greenway Trail Map”

Map PR-3: Greenway Trails





# GREENWAY CONNECTIONS

CONNECTIONS TO ADJACENT GREENWAY TRAILS

A photograph of a wooden boardwalk with railings, leading through a park-like area. In the background, there are trees and houses. The image is overlaid with a dark blue gradient.

# Greenway Connections

- Modeled on a subsection of the previously adopted **Clean Transportation Ordinance (TC-3-23)**
- Applies to Residential Subdivisions and Tier 3 Site Plans
- Sites containing or adjacent to existing greenway trails must provide at least one pedestrian connection per  $\frac{1}{4}$  mile of trail
- Connections shall conform with standard greenway design details

# Alternative Compliance for Greenway Connections

*Where strict compliance with applicable greenway standards is not feasible due to excessive elevation change, structural requirements, or major physical or natural barriers...*

- Alternative means of navigating elevation change
- Construction of access stub + easement for future construction
- Reduction in total # of required connections



# GREENWAY FRONTAGE

DEVELOPMENT STANDARDS: FENCING, PARKING, AMENITY AREAS



# Greenway Frontage

Regulates interface between principal buildings and adjacent greenways

## Requires

- Entrance facing the trail
- Amenity areas co-located with trail

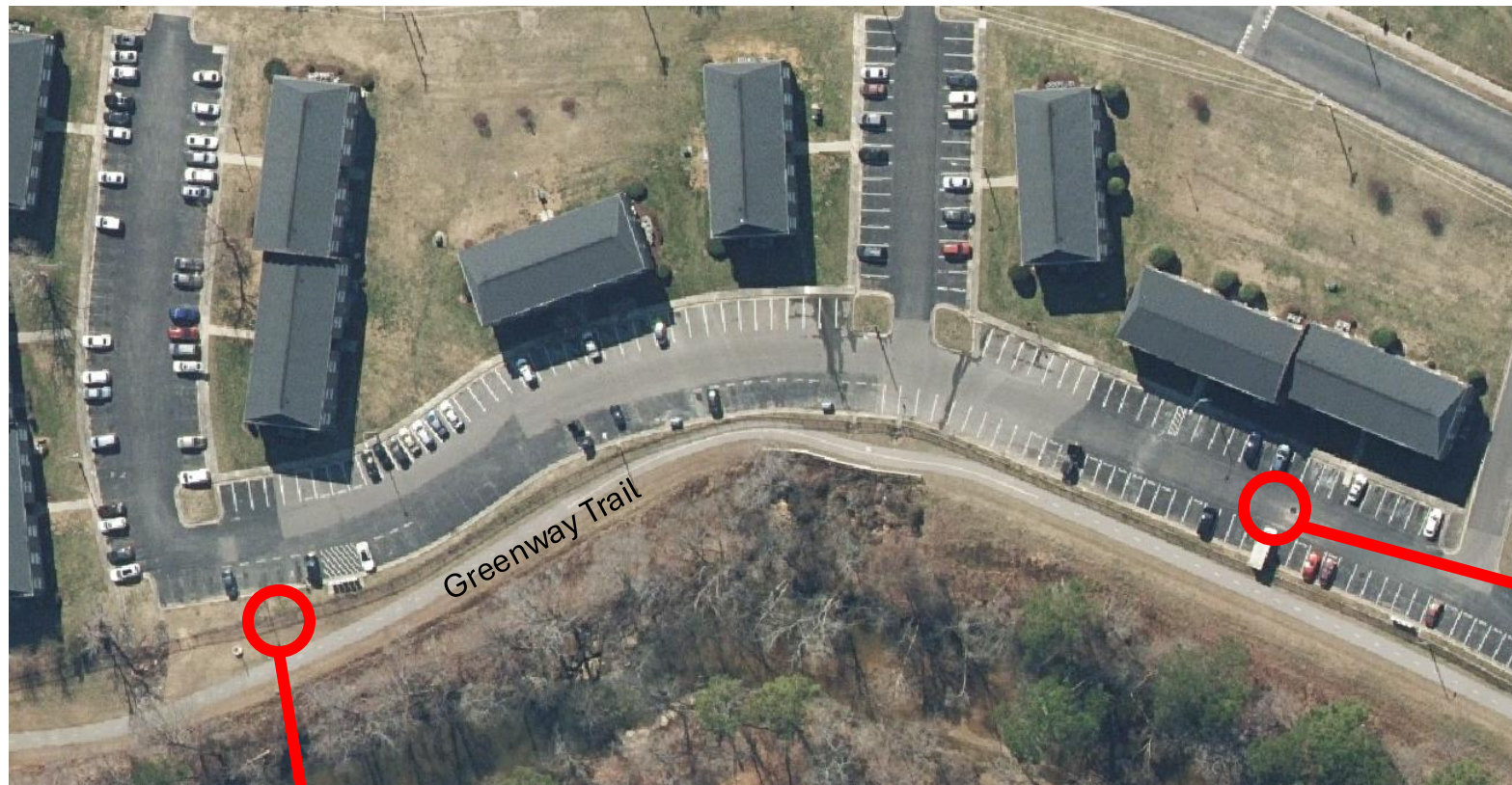
## Prohibits

- Barb-wire, razor-wire, and uncoated chain link fencing adjacent to greenway
- Mechanical equipment, off-street parking, and loading areas "shall not be located between principal buildings and an Existing Greenway Trail or Proposed Greenway Trail."





# Greenway Frontage



Greenway Trail

Chain Link Fencing

Off-Street  
Parking

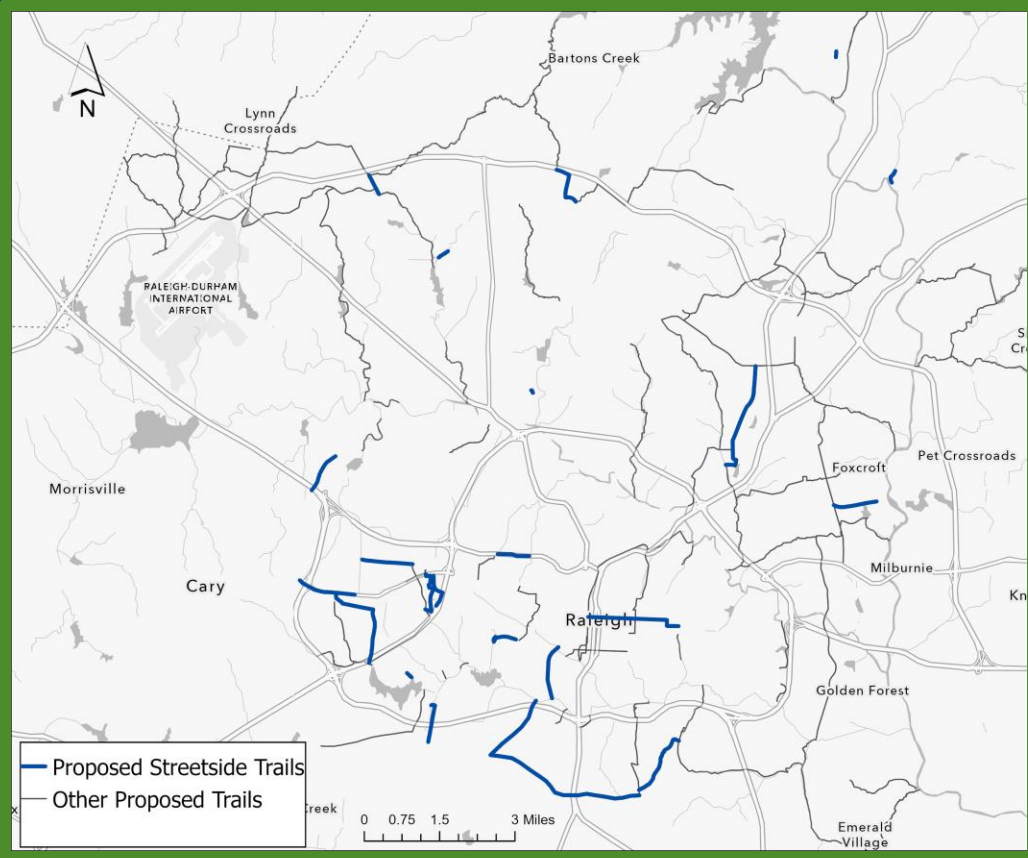
# Greenway Frontage



# STREETSIDE GREENWAYS

DEVELOPMENT STANDARDS: WIDTH, MATERIALS, STREET TREES, ETC.

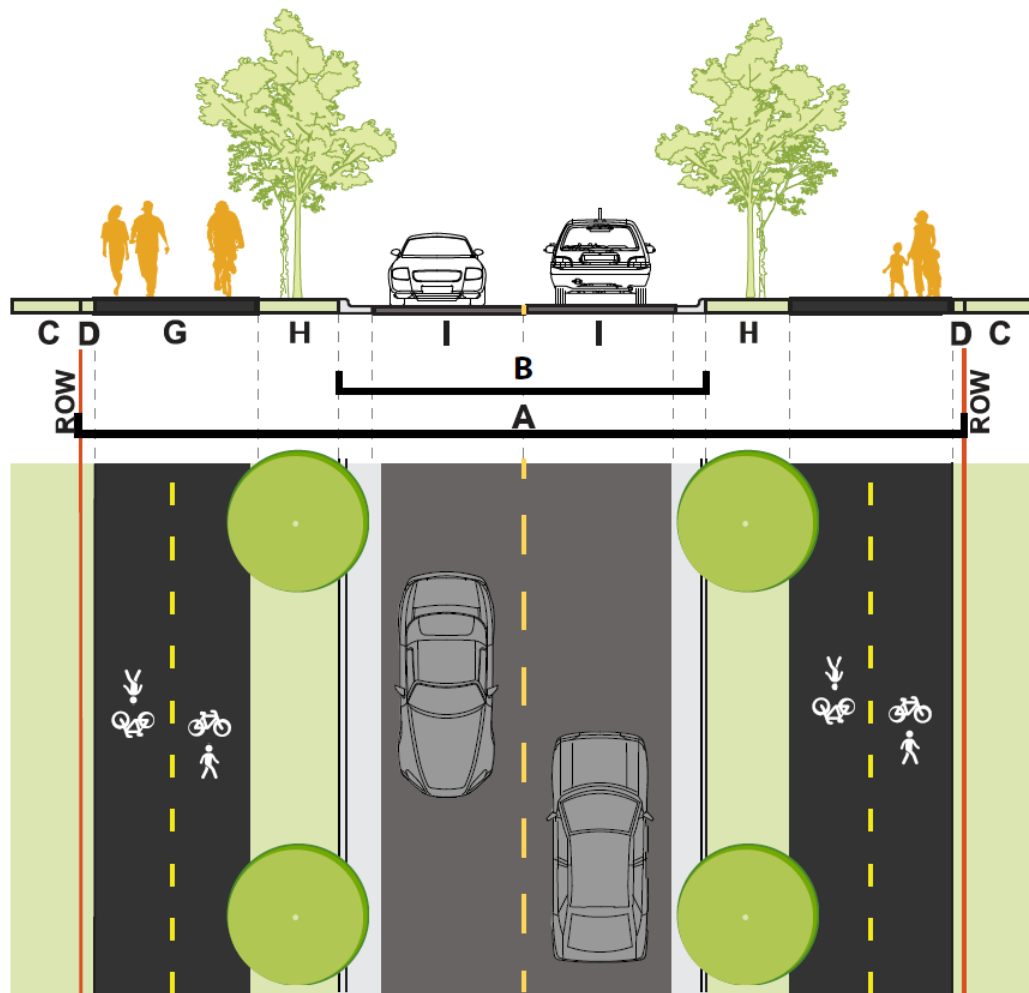
# Streetside Greenways



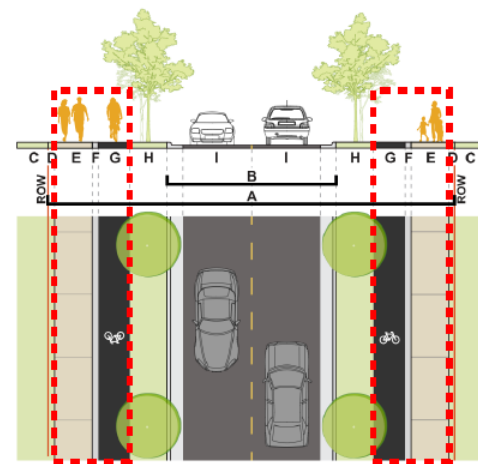
- Applies to **Mixed-Use** and **Major** streetscapes
- No additional right-of-way dedication required
- Standardized requirements for 12' MUP in place of separate sidewalk + bike lane



## 8.5.9.H. Greenway Multi-use Paths



**Example:** As applied to 8.5.5.A Avenue 2-Lane, Undivided



### Width

|   |                              |     |
|---|------------------------------|-----|
| A | Right-of-way width           | 66' |
| B | Back-of-curb to back-of-curb | 27' |

### Streetscape

|   |                                   |      |
|---|-----------------------------------|------|
| C | Utility placement, easement (min) | 5'   |
| D | Maintenance strip (min)           | 1'   |
| E | Sidewalk (min)                    | 6'   |
| F | Buffer (min; paved or paver)      | 1.5' |
| G | Bike Lane (min)                   | 5'   |
| G | Multi-Use Path                    | 12'  |
| H | Planting area (min)               | 6'   |

### Travelway

|   |             |     |
|---|-------------|-----|
| I | Travel lane | 11' |
|---|-------------|-----|

### General

|               |              |
|---------------|--------------|
| Walkway type  | Sidewalk     |
| Walkway type  | MUP          |
| Planting type | Tree lawn    |
| Tree spacing  | 40' o.c. avg |

# Questions?



# Benchmarks and Plan Review for Solid Waste





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# Inquiry

- “Please talk about adding Solid Waste to Project Reviews and the process they follow. The staff is very helpful but they might need more direction regarding their review requirements and expectations.”





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# Solid Waste Service

1. In conjunction & partnership with Planning & Development benchmark data reviewed, analyzed, and used to make plan approval adjustments.
  - SWS
2. SWS Process
  - Determine most effective collection based on type of development (commercial or residential).
  - Review street and community configuration to determine if public or private service is most effective, safe, does not increase collection cost that would impact all residents. Private hauler included roll out containers.
  - Work to provide City Services whenever possible by reviewing COR-SWS, routing, house count, and vehicle maneuverability in conjunction with applicants. This includes modifying containers storage requirements.

# Stormwater Management





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# Inquiry

**Stormwater fund:** Where is the City in reimbursing the funds collected into the fund? Use the following link to access the [Reimbursement webpage](#).

**Surety Processing:** Stakeholders report lengthy surety processing times due to staff workload.

DSAC recommendations:

- A new position is proposed to help process refunds.
- Consider a 1-acre threshold to reduce required sureties.
- Proposed text changes would also address costly flood studies for individual lots.

**Nutrient Spreadsheet:** What is the expected timeline for revisions, and how can industry representatives support the process?

# Artificial Intelligence in Planning and Development





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# Inquiry

Please provide an update on AI implementation in development services.

- IT and Tyler are reviewing AI capabilities for EP&L and the Customer Portal.
- Some AI tools will require future EP&L upgrades.
- IT is exploring Raleigh's participation in a Tyler AI pilot.
- P&D must prioritize potential uses, including:
  - Application completeness checks
  - Plan-review support
  - Customer-service assistance



# Meeting Adjourned

