

Comprehensive Plan Update: Round II Public Meetings & White Paper Public Input

User	Comment	Potential Change to WP	Received
MS	What about communication strategies for the update, within these goals? How will this be communicated to the public?	4 public workshops held in May; white paper available online for public comment. Planning Commission and City Council review will be public meetings.	Online
MS	I think good graphics are really good communication pieces. Really a one-page infographic providing a summary of the new plan (vs and/or in addition to the white paper) may be a good way to communicate this information effectively w/ the public.	Redline draft will be generated to document specific changes. Summary communication tool, will also be required.	Online
DP	A major issue not addressed here is the current state of most existing moderate-to-high traffic roads in the city. The vast majority are badly degraded and riddled with potholes and bumps, creating dangerous travel conditions that can damage vehicles and lead to accidents. The standard maintenance response seems invariably to be short-term patching, which helps very little, and often results in an equally bumpy, dangerous ride. I would suggest, given that alternate transportation methods seem on the very distant horizon, a comprehensive, well-resourced strategy for long-term repaving repairs throughout the city be prioritized.	Already addressed in Plan by Action T 2.8.	Online
MS	Glad to see Wake Transit, Bike Share, Bike plan here. I think that these may lend to some other sections as well - specifically housing, economic development and the downtown sections?	These plans are highlighted in the Transportation Element section of the white paper. They are relevant and will also be incorporated in other elements of the Comprehensive Plan.	Online
LAB	Regarding the city's aging infrastructure, the city should re-evaluate whether curb-side leaf removal is a sustainable or cost effective service. The equipment outlay and staffing costs are high; curbside leaves/water deteriorate streets and curb faces; and the leaves stray into the street causing public safety concerns for motorists and cyclists. Bagged leaves for pick up and on-site mulching should be considered.	Consider policy and/or action in H.2 Solid Waste to address yard waste management.	Online
MS	What specific efforts will there be for cross-communication/collaboration between regional agencies. How specifically, will they work together? Instead of just incorporating plans produced by each regional agency, perhaps it would be worthwhile to have more coordinated efforts to actually work together on planning efforts, etc.	Already addressed in Element L. Regional & Inter-Jurisdictional Coordination	Online
LT	The big themes for me are sustainable communities through healthy policies that connect impending development in heavily residential communities like in the NE. This means pedestrian traffic as a very high priority (increases property values) over all the bike lanes.	WP proposes that sustainability and resilience be better incorporated throughout the Plan.	Email
LT	Another is design, I lived in a community where design (based on excellence) was part of the culture so that buildings introduced into the environment would become iconic art forms that capture the imagination of the surrounding community or strong emphasis on quality of life that Raleigh wants to promote (in landscaping, public art, etc.)	Design Guidelines proposed to be revised to supplement UDO requirements.	Email

LT	Another thought that comes to mind is not letting our greenways become an ambitious experience (safe during the day and dangerous at night). I would like to see a solution using solar generated lighting solutions that 'pop up through the trees to capture sunlight and bring it into the park at dusk to light the darkest areas. As a single active person I do not like the idea of massive 'non-safe' greenways. This concept of well lighted areas could serve many areas of Raleigh.	Consider policy and/or action to address safety in public open spaces.	Email
LT	Of course a big one is managing change in old communities around downtown. As this plan matures it holds the vision for our potential. It will be important to balancing the desires of those we count on to develop and those we count on to support those developments (the immediate surrounding communities; and those affected by the change in other parts of the city) is an important challenge for shaping the city as livable by staying the course on proper management of Neighborhood Conservation Overlay Districts. There is dividing up land and there is extreme division. If the developer or owner shoots for the most amount of 'bang for the buck' (capitalism versus extreme capitalism) then it may not be the best deal for the community which are partners in establishing what works for Overlay Districts. The changing demographics, the cost of living, the desire for more density, and the economic divisions prevalent in our country, I hope and trust that with this progressive Comp Plan update that a true blending of all important elements will allow for balanced change between 'text changed' development initiatives, and sustainable community quality of life.	Consider revision to A.8 Neighborhood Conservation.	Email
LT	I am very excited about minority business development because, I am one, and this city needs more millionaires to sit at the table without the stress of having to conform to business practices that serve the interests of larger communities at the detriment of their own, no matter where we live in the city. May I add that the updated document was well written and reflected many new ideas. The presentation was good as well. I am glad there is an update every five years. My hope is that Raleigh finds its personality in all this planning to emerge with character and determination to influence development comprehensively as a positive experience for our diverse population. I also recognize that citizens have to embrace this potential and act as welders/forgers of those 'small area plans' as well as this Comp Plan Update.	Addressed by Actions ED 3.6 and 3.7.	Email
WM	Quality of life in the Fayetteville Street District has, at times, been degraded by lax enforcement and over promotion of high-impact commercial uses related to nightlife. Associated negative outcomes are positioned to bleed into outlying neighborhoods where rezoning is poised to accommodate establishments which can function as night clubs in what, prior to the UDO, were strictly residential neighborhoods. For LU 7.5's objectives to be met consistent strict enforcement pertaining to nightlife is suggested. It is also suggested that allowing establishments with bar service till 2:00 AM into formally residential neighborhoods be curtailed.	Downtown Element is proposed to be revised to address how to manage and maintain successful revitalization of the area.	Email

WM	Some initiatives listed in these sections seem to place value on preserving the heritage of and communities associated with a number of neighborhoods under pressure from gentrification (e.g. South Park). Much language in these sections seems to reflect a desire to blunt the negative outcomes associated with gentrification (e.g. displacement of longtime residents, homogenization of communities, historic overlay districts losing their designations due to historic housing stock being lost). Success with A.8 and D.2 would, in part, be marked by development and revitalization without displacement of so many longtime families in neighborhoods now under pressure. The South Park Heritage Walk (SPHW) was conceived to offer us a way to encourage revitalization without displacement. Phase II of the SPHW is to be the non-street/non-park elements envisioned to help keep people in the neighborhood in place (fighting displacement and gentrification) and protecting opportunities for affordable housing. The SPHW is unfunded. Funding it now would perhaps help preserve communities now being lost despite the measures detailed in the comprehensive plan and be in line with sentiments expressed in A.8 and D.2 relative to neighborhood and community conservation and preservation. To date the community has been told by Parks, Recreation and Cultural Resources staff that elements of the SPHW will be incorporated into the Moore Square project. If Phase II is not funded and implemented we will be in the odd position of remembering and sharing community history through Phase I, but losing the community being remembered and honored. However even for that unappetizing outcome Phase I will need to be implemented.	Funding for individual projects, including South Park Heritage Walk, addressed in annual budget process.	Email
WM	Failure to include noise pollution connected to special events and nightlife in C.8 is an oversight which denies the Fayetteville Street District becoming a more livable neighborhood.	Consider revision of C.8 Light and Noise Pollution Controls to address noise other than highway and airport traffic.	Email
WM	Consider emphasizing battery drop off recycling points, making them more common.	Addressed by C.7 Material Resource Management	Email
WM	Raleigh's water supply is, in part, drawn from lakes where the use of gasoline powered engines is permitted which seems to be at odds with EP 2.5	Boats are prohibited on Lake Benson, limited on Lake Wheeler, and regulated on Falls Lake by multiple agencies.	Email
WM	The positioning promoted in ED 6.1 is at risk due to over programming with events which are not in line with enhancing the Raleigh brand.	Downtown Element is proposed to be revised to address how to manage and maintain successful revitalization of the area.	Email
WM	Sports should not equate with a downtown sports stadium—sports stadiums are well known economic losers and do not contribute to vitality and job creation as boosters typically claim: https://www.stlouisfed.org/Publications/Regional-Economist/April-2001/Should-Cities-Pay-for-Sports-Facilities . Suggest amending ED 6.1 to specifically require any sports stadium to: (a) Be 100% funded by private money and (b) Be placed far from downtown where it will not contribute to urban blight, in town traffic congestion, and displace families.	Consider policy and/or action to address funding, location of a potential stadium.	Email

WM	<p>ED 6.2 has been overdone to the point where Raleigh’s downtown core is challenged living up to the promises made in the Downtown Plan relative to: Living Downtown: The “Living” and “Growing Up & Growing Old” objectives espoused in the downtown plan are not able to be fulfilled because business interests are favored over residents’ interests (e.g. quality of life and public health). Vision (page 11 of the downtown plan): The current Downtown plan calls for a downtown which “works equally well for residents” and “Downtown Raleigh will be an urban neighborhood providing opportunities for households of varied age and incomes, from singles to families, to lead healthy, productive, and fulfilling lives.” Suggest deemphasizing providing programs supporting restaurants and bars—these businesses have done well and are not in need of our support.</p>	<p>Downtown Element is proposed to be revised to address how to manage and maintain successful revitalization of the area. Revisions will be coordinated with other Elements of the Plan, including Economic Development.</p>	Email
WM	<p>For years the Sir Walter has provided Raleigh’s downtown core with diversity called for in numerous sections of city plans—a sentiment echoed in H 1.1. The Sir Walter provides Raleigh’s downtown core with diversity based on age, socioeconomics, and race. These much desired “diversity attributes” will be lost if the Sir Walter’s new owner(s) move out the current residents and utilize the building differently. The Sir Walter represents an opportunity for the city council to develop a plan to preserve the Sir Walter community’s vital contribution to downtown diversity which, in my opinion, the city council should explore. Suggestion: Engage HR&A to study the Sir Walter business and land use model and come up with a proposal which : 1) Sees the city purchase the Sir Walter with the intent of maintaining it as affordable housing. 2) Calls for property improvements focused on apartment upgrades. 3) Yields an ownership and governance model for managing and maintaining the Sir Walter in perpetuity as downtown core affordable housing. 4) Contributes much wanted diversity and affordable housing in our state capital’s downtown core. 5) Has a neutral impact on Raleigh’s balance sheet and leads to a path for the city to exit the enterprise financially neutral or better. Obs.: HR&A is engaged managing the Downtown Disposition Study on behalf of the city council. HR&A’s areas of expertise including real estate, economic development, crafting governance models including public private partnerships, and deep experience working hand in glove with municipal governments shaping policy, suggests HR&A may be up to the task. The recently passed city budget features a property tax hike projected to support approximately 200 new affordable housing units. If the 140 Sir Walter units are lost in the future that is a net gain of approximately 60 affordable housing units. The Sir Walter is well positioned to deliver on city administration stated goals concerning affordable housing and diversity without requiring a property tax hike. HR&A may be able to help define and implement a “use assets already in place” solution.</p>	<p>Sir Walter is privately owned property.</p>	Email
WM	<p>H 2.4’s success is in doubt because displacement of long term residents is spreading through traditionally African American neighborhoods which community members predict is leading to Raleigh completely losing these communities, close to downtown. The South Park Heritage Walk (SPHW) is an initiative envisioned and developed in the gentrification-affected community. The Phase II is envisioned to help neighborhood people maintain their homes (countering displacement associated with gentrification) and protecting opportunities for affordable housing. Perhaps it is time to fund the SPHW.</p>	<p>Funding for individual projects, including South Park Heritage Walk, addressed in annual budget process.</p>	Email

WM	How much programming of public space is judicious? It is increasingly common for public spaces in Raleigh to be positioned as public amenities which will contribute more to the common good when business interests (e.g. professional planners and programmers, event managers, café and restaurant operators) are tied into how public spaces' uses are envisioned, planned, and managed. Moore Square is an example—it is being reimagined because, according to PRCR staff and Sasaki Associates Moore Square has been hurt by use that is “un-orchestrated.” This diagnosis calls for a prescription which includes programming. Caution is urged because it is reasonable to observe Moore Square has suffered from neglect not from being “un-orchestrated.” In this context the word un-orchestrated seems to automatically suggest a need for activities to be managed, orchestrated, or programmed at Moore Square. The perception that Moore Square has suffered because it was “un-orchestrated” is akin to telling community members, for Moore Square to be a successful public space it must be “orchestrated” or “programed” which may be in conflict with the spirit of PR 1.5.	Downtown Element is proposed to be revised to address how to manage and maintain successful revitalization of the area.	Email
WM	PR 5.4 implies parking space is at a premium and is a key to improving park access. The Moore Square Master Plan calls for losing 30 parking spots on the Martin Street edge of Moore Square to an 18 foot granite ribbon which will border the square and fill in the parking spots. The rationale given for losing the 30 parking spaces is to gain the ability to hold Farmer’s Markets and other programmed activities on the Martin Street edge of the square. The rationale shared by Parks, Recreation and Cultural Resources staff is that the benefits gained by adding programmed activities will offset and surpass the benefits enjoyed from the 30 parking spots being lost. Please consider reviewing and commenting on the Parks, Recreation and Cultural Resources Department’s plan to lose 30 parking spots on as it seems to be in opposition to PR 5.4.	Construction documents are in development for Moore Square renovation. The park is anticipated to close for construction in Fall of 2016.	Email
WM	PR 6.1 implies it is important to maintain quality park space to serve the public interest and that fiscal responsibility and budgetary support are necessary to satisfy this public interest. Relative to John Chavis Memorial Park (JCMP) it is reasonable to observe that we have fallen short. To fulfill the imperative of PR 6.1 aggressive financial support for JCMP is necessary now. This observation is underlined by the decades of neglect to which JCMP has been subject. It is hard, perhaps impossible, for the community served by JCMP to view PR 6.1’s mandate “...support of the park system with growth as envisioned in the Comprehensive Plan to provide quantity and quality of programs, facilities, and facilities maintenance expected by citizens.” as being fulfilled in an equitable manner when JCMP is underfunded after decades of neglect.	Funding for individual projects, including John Chavis Memorial Park, addressed in annual budget process.	Email
WM	In the Fayetteville Street Distric sidewalk space has been public space in transition. The FSD’s sidewalks are being what in academic circles is commonly characterized as “privatized” for the benefit of business owners who offer sidewalk service into the early morning hours and are able to use the public right of way to store their tables, chairs, and benches 24/7 365.	Downtown Element is proposed to be revised to address how to manage and maintain successful revitalization of the area.	Email
WM	Perhaps it is time to consider enhancing the downtown library so it can accommodate more books, a comprehensive selection of periodicals, and more people. Perhaps it is time to invest more into a first class downtown library and less in the ongoing development of the downtown core as a hospitality hub. According to Karen Mann, Marketing and Communications Manager at the North Carolina Lodging and Restaurant Association, 12% of North Carolina’s workforce are employed in the restaurant business. Perhaps this level of workforce penetration suggests we can take our foot off the gas helping restaurants and instead think about helping libraries provide entertainment and leisure to citizens and also help them better prepare themselves for the 21st century educational and workforce opportunities.	Recent renovations to Richard B. Harrison Library and Cameron Village Library have directed resources in the downtown vicinity; currently no plan for expansion or replacement of Fayetteville Street Express Library.	Email

WM	Placing a permanent food/drink concession in Nash Square is, in my opinion, is a nonstarter. Why commercialize this lovely well used space?	Action DT 3.9 addressed by Moore Square Master Plan; Downtown Plan identifies Nash Square as a contemplative space. Consider removal/revision of action.	Email
WM	For DT 4.2, to succeed, the FSD must become and maintain itself as a truly diverse, livable, welcoming area which, over the mid and long term is becoming the home to diversified retail. More effective nightlife and special events management and maintaining the Sir Walter as affordable housing (see page 5) will contribute to the Raleigh "brand promise" associated with downtown being a great place for singles, couples, and families being fulfilled while at the same time achieving city leader stated goals associated with downtown diversity.	Downtown Element is proposed to be revised to address how to manage and maintain successful revitalization of the area.	Email
1	I believe the comprehensive plan should recognize the need to revise zoning regulations so that the intent expressed in an overlay district is achieved not undermined by zoning setbacks that aren't consistent with existing development. I support a limit of 45% impervious surface development.	Revisions to the UDO are made through the Text Change process, rather than modification to the Comprehensive Plan.	In person
2	Programs to help businesses that provide fresh fruits and veggies to the community should be encouraged. How can City funds help established businesses reach more customers, especially in food deserts? Grants? Land? Incentives to convenience stores?	Environmental Protection Element is proposed to be revised to include policies and actions related to the promotion of local food systems and urban agriculture.	In person
3	Concern about clear cutting ITB and destruction of smaller houses to build huge houses that are incompatible in neighborhood contribute to stormwater runoff.	Related issues currently being discussed by Growth & Natural Resources Committee. Consider revision to A.8 Neighborhood Conservation.	In person
4	Infill compatibility Regs - make stronger to meet stated intent. The intent of the res infill compatyibility is to accommodate and encourage compatible development in existing res neighborhoods while enforcing established character of the n'hoods mitigating adverse impacts on adjacent houses.	Related issues currently being discussed by Growth & Natural Resources Committee. Consider revision to A.8 Neighborhood Conservation.	In person
5	Need stronger language to protect neighborhoods. Nothing taller than 3 stories next to single family homes. Use AND instead of OR language	Related issues currently being discussed by Growth & Natural Resources Committee. Consider revision to A.8 Neighborhood Conservation.	In person
6	Need to allocate more green space to off set the higher density of apartments. Not enough green space for all the dogs! At the site!!	Revisions to the UDO are made through the Text Change process, rather than modification to the Comprehensive Plan.	In person

7	Capital Blvd corridor study between I440 - I540	This project is slated to begin during fiscal year 2017.	In person
8	Thanks for your time and talent and talks. Overall, I am impressed with the work of the Planning department, and the expertise going into the study and proposals. Specifically, I have great concerns about the razing of Raleigh. We can find infill tools that help to mitigate the losses of neighborhoods, even within the American capitalistic way. Must make intents of Comp plan match the UDO and Code.	Related issues currently being discussed by Growth & Natural Resources Committee. Consider revision to A.8 Neighborhood Conservation.	In person
9	Distribute low income housing throughout all areas of town, not just the east side where property values are lower.	Housing Elementis proposed to be revised to include Affordable Housing Location Policy recently adopted by City Council.	In person
9	Include solar access as a protection for properties adjacent to development.	Revisions to the UDO are made through the Text Change process, rather than modification to the Comprehensive Plan.	In person
10	Concerns: teardowns/mcMansions, ISB, UDO weakened and allowed; strengthen Infill stds; Affordable housing so important to help people who need it. Does the plan support this? What metrics exist? Will COR commit to provide certain # by year? Public hearings were compressed into 1 week. Not enough time to publicize. Need more sessions. Transition zones. Should favor existing homeowners with transition, green space, etc.	Related issues currently being discussed by Growth & Natural Resources Committee. Consider revision to A.8 Neighborhood Conservation.	In person
10	Transit- make sure it serves those who rely on it.	A more holistic update to the Comprehensive Plan based on the Wake County Transit Plan will be undertaken following the referendum vote anticipated this fall.	In person
11	Transit can't meet Raleigh's needs in the short term - need an emphasis on ride-share & TDM - need circulators in the neighborhoods - City-sponsored push for ridesharing.	A more holistic update to the Comprehensive Plan based on the Wake County Transit Plan will be undertaken following the referendum vote anticipated this fall.	In person
12	Great Plan! Would like to see close relationship between housing and transportation when the language is developed for the amendments.	A more holistic update to the Comprehensive Plan based on the Wake County Transit Plan will be undertaken following the referendum vote anticipated this fall.	In person

13	Traffic on Falls between Strickland and Capital Blvd has dramatically increased over the past 3 years what is being done to prevent another 'six forks' disaster?	Portions of Falls of Neuse have traffic volumes similar to the busier sections of Six Forks. Traffic is significantly higher north of 540 than immediately to the south. Along with Capital Boulevard, Falls of Neuse is a key route connecting Wake Forest and Northeast Raleigh with 540. Capital Boulevard north of 540 is to become a limited access highway, which should provide additional capacity parallel to Falls. In addition, City Council has authorized an update to the Falls of Neuse corridor plan in this year's budget	In person
14	New affordable housing strategy is a very positive thing. Looking for options city wide is important goal for city.	Housing Elementis proposed to be revised to include Affordable Housing Location Policy recently adopted by City Council.	In person
15	Object to new development policy re: residents obtain copies of development plans.	Revisions to the UDO are made through the Text Change process, rather than modification to the Comprehensive Plan.	In person
15	More \$s for HOD & NCOD	Money appropriated in adopted fiscal year 17 budget.	In person
15	Open SR center @___ weekends	This is an operations decision for Parks, Recreation and Cultural Resources Department.	In person
16	Very concerned that infill compatibility standards need to be strengthened to match stated intent. Current teardowns being replaced by McMansions negatively impact environmental conservation goals with increased waste in landfill, negative impact on stormwater runoff, without increasing density and leading to less affordability. High density infill does not seem to be meeting goals of affordability and also contributing to traffic because transit infrastructure is not in place.	Related issues currently being discussed by Growth & Natural Resources Committee. Consider revision to A.8 Neighborhood Conservation.	In person
16	I am also concerned about Air BNB and granny flats being co-opted for business interests by speculators rather than truly being part of the sharing economy.	Revisions to the UDO are made through the Text Change process, rather than modification to the Comprehensive Plan. Accessory Dwelling Units are currently being studied by staff at Council direction.	In person

17	Really looking forward to seein the capital area improvement plan implented. West St & Devereux Park	Funding for individual projects addressed in annual and capital budget process.	In person
18	Rezoning proposals should include a neighborhood compatibility scale, when the proposal/property is adjacent to residential neighborhoods. For example, a rezoning for a gas station or destination shopping center is not good for residential neighborhoods	Comprehensive Plan provides policy guidance for all rezonings; key policies are proposed to be more clearly identified as part of the Update.	In person
19	Cohousing coming to Raleigh specifically Active Adult Communities who want to age in place in community. May need zoning identification website: raleigh-cohousing.com	Addressed by E.4 Fair Housing, Universal Design, and Aging in Place.	In person
20	Implementation of impervious surface limits not to exceed 45%. Set backs for overlay districts.	Revisions to the UDO are made through the Text Change process, rather than modification to the Comprehensive Plan.	In person
SM	Residential Infill Compatibility standards need to be tightened up to meet their stated intent. Because they are not accomplishing those objectives as currently written. I would like to see the City Council appoint a task force to study how to make these standards more effective, similar to how there have been task forces to address airbnb, bikes, outdoor dining downtown, etc. This needs to happen quickly before more teardowns and McMansions make it impossible to preserve the unique character of our neighborhoods	Related issues currently being discussed by Growth & Natural Resources Committee. Consider revision to A.8 Neighborhood Conservation.	Email
SM	I would like to see mass transit options in place BEFORE more high density building is approved in areas where traffic is already a problem so that the traffic doesn't spill over into neighborhood streets	A more holistic update to the Comprehensive Plan based on the Wake County Transit Plan will be undertaken following the referendum vote anticipated this fall.	Email
SM	I would like to see more protection of Raleigh's tree canopy, including on lots smaller than two acres. I wrote the following op-ed that recently appeared in the N&O and it pretty well summarizes why I feel these issues are important:	Extent of municipal regulation is limited by NC enabling legislation.	Email

SM	<p>In a March 24 N&O article about stormwater fees, Mayor McFarlane was quoted as saying that she believed Raleigh residents were most concerned about drivers speeding through neighborhoods and about stormwater drainage. I agree that those are serious problems, but I think if we look at the root causes of both of those issues, in many cases they can be traced back to what I consider to be inappropriate development. When multi-story apartment complexes are built in areas (Hillsborough Street, Clark Avenue, Oberlin Road) where existing infrastructure can't handle the increased volume of traffic, drivers start cutting through neighborhood streets that were never designed for that kind of traffic or for that volume of traffic. I have heard members of the City Council say that Raleigh needs to have more high-density infill to prevent sprawl, but in my opinion Raleigh needs to have appropriate transit infrastructure in place first. (Also in my opinion, it would have made more sense to spend money on adding and improving bus shelters rather than putting in bike lanes and supporting bike share programs – bus shelters would have been a bigger benefit to a larger group of citizens and would have had a more significant impact on traffic congestion.)</p>	<p>A more holistic update to the Comprehensive Plan based on the Wake County Transit Plan will be undertaken following the referendum vote anticipated this fall.</p>	Email
SM	<p>As far as stormwater drainage, a huge problem in my opinion is the increasing practice, especially in older neighborhoods inside the belt line, of tearing down small houses, clear-cutting lots, and building huge houses with huge driveways that overwhelm their lots and tower over nearby houses, contributing not only to stormwater runoff (real-life examples recently on my street – Oak Grove Circle – of this runoff causing serious property damage to neighbors), but to increased waste to landfill when entire houses and huge trees are scrapped in favor of this kind of development (which causes great environmental harm to entire communities while benefiting only a few developers).</p>	<p>Related issues currently being discussed by Growth & Natural Resources Committee.</p>	Email
SM	<p>Additionally, this kind of development will contribute to sprawl because when \$300k-\$500k homes are torn down inside the belt line, many developers insist they must replace them with \$1M+ homes in order to make a profit. That means that pretty soon only multi-millionaires will be able to afford homes (or apartments) inside the belt line. Our teachers, sanitation workers, restaurant staff, and other middle class workers will be forced further out into the suburbs and will need to commute to their jobs in the city, further contributing to sprawl. I implore our City Council and City Planners to PLEASE take a closer look at the multi-story apartment development that is running rampant in Raleigh and that will turn us into gridlocked cities like Atlanta if we don't act soon. And I also implore them to PLEASE take a closer look at the UDO's Infill Compatibility Regulations -- let's make them stronger to meet the stated intent: The intent of the residential infill compatibility standards is to accommodate and encourage compatible development in existing residential neighborhoods, while reinforcing the established character of the neighborhood and mitigating adverse impacts on adjacent homes. All you have to do is drive around Raleigh to find many examples of this infill that illustrate exactly what I'm talking about. Several like-minded Raleigh residents have been discussing these issues recently with Russ Stephenson and at both Kay Crowder's District D Neighborhood meetings and Bonner Gaylord's District E Neighborhood meetings, but I think it is imperative for the entire council and city planning and transportation staff to act quickly before we destroy what we love most about our City of Oaks.</p>	<p>Related issues currently being discussed by Growth & Natural Resources Committee. Consider revision to A.8 Neighborhood Conservation.</p>	Email

TG	<p>1) The referendum has officially been set for transit - this can be updated on page 9. 2) Since the transit plan was drafted with a lot of public engagement and has been adopted by CAMPO and GoTriangle with City representation the thinking is that the Transit Plan is the Plan regardless of the vote. As such it may make sense to not finalize related sections until after the vote, but It doesn't make sense to think about the corridors separately in the Comp plan update.</p> <p>This is especially true since there is a close relationship between the Wake Plan and the COR corridor plans (New Bern, South Gateway). Recommend tweaking the language on page 15 (second column). 3) Growth Framework Map - Page 13</p> <p>- The update here is going to take a dialogue to determine exactly what needs to be shown on this map. Most of the TOD's shown on the existing map will need to be changed. What is written (required changes) is accurate but understates the extent of change. Recommend adding language regarding a public process to vet the framework map to show intent to change and evolve but respect existing communities. To me, it makes sense to focus on corridors rather than nodes (but we need a larger process to determine what is actually helpful). This was a controversial issue in the original plan.</p>	A more holistic update to the Comprehensive Plan based on the Wake County Transit Plan will be undertaken following the referendum vote anticipated this fall.	Email
JHC	I agree with the types of updates and improvements that are proposed for the Regional and Inter-Jurisdictional Coordination section of the plan update, as outlined on page 26 of the white paper. When you reach the stage where you would like Triangle J COG staff to suggest appropriate language, please let us know. The Center Of the Region Enterprise (CORE), the Triangle Development & Infrastructure Partnership and our work with the MPOs on regional development scenarios, along with several water resource, alternative fuels and Transportation Demand Management projects, have all included significant Raleigh involvement, and can be expected to continue to do so in the future.	Staff will continue to engage Triangle J COG staff as the Update progresses	Email
JKH	#1 CAVE dwellings. In our 70s w've thought about downsizing to an apartment, convenient to a grocery, etc. But so many apartment projects in Raleigh, brand new or older, in DT or Cameron Village, are caves, i.e. apts with windows on only one wall. Is there a way the 2030 Comp plan update can offer incentives for developers to design and build affordable apartments with windows spanning at least two (2) walls, and preferably three (3) walls?	Extent of municipal regulation is limited by NC enabling legislation.	Post
JKH	#2 is LOW density neighborhoods. At CAC meetings and elsewhere, we repeatedly hear elected officials talk about 'defending' single family dwellings in our neighborhoods. But we want to see Raleigh become a truly dense and mixed-use city. Is there a way the 2030 Comprehensive Plan Update can provide incentives for City Council, for Raleigh's Planning staff and for developers to participate in modern urban design workshops along the lines of Patrick Condon's Seven Rules for Sustainable Communities: Design Strategies for the Post-Carbon World? Vancouver has successfully used 'granny cottages' to meet its affordable housing needs, while avoiding urban sprawl, loss of home values and increased road construction costs.	Accessory Dwelling Units are currently being studied by staff at Council direction.	Post
JKH	#3 is FAST traffic fixations. We reside on Kaplan Drive and love the traffic calming Raleigh brought to this street in the last year. We would love to see 20 mile-per-hour zones around all our schools. We would love to see money spent now on sidewalks near all our schools and libraries. We would love to see the Melbourne Road exit and entrance ramps at the 440 eliminated from our neighborhood. We would love to see effective traffic calming and protected bike lanes on Avent Ferry Road. Is there a way the 2030 Comprehensive Plan can aggressively prioritize street use by pedestrians and bike riders over fast cars?	Already addressed by B.3 Complete Streets: Hierarchy and Design.	Post

WF	<p>One of the most misunderstood and misused words in the English language is “greenways.’ Coined in the 1950s, it has no precise and agreed upon definition. As a consequence it is applied to: (1) single, unconnected, and even isolated corridors, as well as systems, (2) site scale, local & regional scales, state & national scales, (3) natural habitats, restoration projects, designed/constructed landscapes and urban hardscapes, (4) hiking trails, bicycle paths, and motor roads with narrow corridors; all for example. Thus, for the foreseeable future it is important for Raleigh to be alert and diligent to the need to protect its “brand” of greenways. At this point in its evolution, the Capital City Greenway system is almost entirely a natural habitat based corridor system, with small areas of restored landscape. If its greenway-brand is to be recognizable in the future, and its dilution avoided, then attention and diligence will be required. I am convinced that Raleigh’s brand can be shown to yield the greatest combination of positive public purposes, but the final documentation has not yet been prepared. Those steps were recommended by Councilor Crowder, ratified by the Council, and included in the 2030 Comprehensive Plan. A multi step Green Infrastructure study, policy, planning, implementation process awaits attention; as does a proposed amendment to the City Code definition of “Public Infrastructure” to include greenways along with roads, water, and sewer systems that must be interconnected and continuous in order to properly function. As a result of those sequential steps, new insights into the public value of the greenway system will emerge, as well as how it can best be optimized. This in turn will inform how the greenway-brand can best be pursued. The attached article presents Houston for brand-comparison [see file copy: Architects Newspaper]. Their bayou based ‘East to West’ system is previously channelized and nearly shadeless. [Raleigh cancelled proposed channelization projects on Crabtree & Walnut Creeks in the 1970s, so its topography and vegetation still reflect its pre-colonial character.] As the US approaches having a majority-urban population, this can be a powerful branding consideration. But, that</p>	<p>Consider revision to F.3 Greenway System Land and Trails.</p>	Post
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