

ORDINANCE NO. (2025) 785 TC 491
TC-11-24
Pedestrian Passages and Crosswalks

AN ORDINANCE TO AMEND THE PART 10
RALEIGH UNIFIED DEVELOPMENT ORDINANCE REGARDING PEDESTRIAN
CONNECTIVITY AND SAFETY

WHEREAS, Raleigh's Community Climate Action Plan (CCAP) is a path toward reducing greenhouse gas emissions while also addressing health, equity, and resilience; and

WHEREAS, the CCAP includes actions that involve reducing vehicle miles traveled, and making it safer and easier to make trips without a vehicle; and

WHEREAS, creating a more connected pedestrian network provides more options for mobility;

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF RALEIGH THAT:

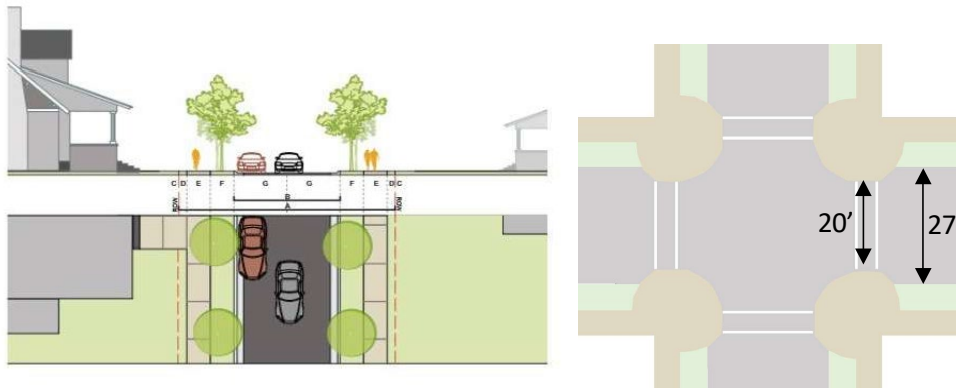
Section 1. Section 8.3.2.B. of the Part 10 Raleigh Unified Development Ordinance, Block Measurement, is hereby amended by adding the language shown in underline and removing the language shown in strikethrough:

1. A block is bounded by a public right-of-way (not including an alley). All public rights-of-way proposed as part of a development must be improved with a street.
2. Block perimeter is measured along the edge of the property adjoining the public right-of-way. Dead-end streets are measured from intersecting centerlines.
3. The maximum block perimeter shall be permitted to extend by ~~50%~~ 100% where the block includes a pedestrian passage (see Sec. 8.5.8.) ~~or an alley (Sec. 8.4.7.)~~ that connects the two streets on opposing block faces including pedestrian passages ~~and alleys~~ that connect dead-end streets. A property where an existing alley meets the 50% extension shall be deemed to meet block perimeter.
4. A block shall be permitted to be broken by a civic building or open lot, provided the lot is at least 50 feet wide and deep and provides a pedestrian passage meeting the requirements of Sec. 8.4.8. that directly connects the two streets on each block face.
5. Within a single phase of any subdivision or development, individual block perimeters shall be permitted to exceed the maximum by 25% provided that the average of all block perimeters in the phase does not exceed the maximum.

6. Where the block pattern is interrupted by public parkland, including greenways, that is open and accessible to the public, pedestrian access points shall be provided with a minimum spacing equal to $\frac{1}{2}$ of the maximum block perimeter.

7. Nothing in this provision would allow a public street stub to be extended as a pedestrian passage. When a public street is stubbed to a property and block perimeter is not met on that property, a pedestrian passage may not be used to meet block perimeter.

Section 2. Section 8.5.4.A of the Part 10 Raleigh Unified Development Ordinance, Neighborhood Yield, is hereby amended by adding the language shown in underline:



Width	
A Right-of-way width	55'
B Back-of-curb to back-of-curb	27'
C Intersections: Face of curb to face of curb for width of cross-street sidewalk	<u>20-21'</u>
Streetscape	
D Utility Placement, easement (min)	5'
E Right-of-way width	2'
F Back-of-curb to back-of-curb	6'
G Planting area (min)	6'
Travelway	
Parallel parking/travel lane	13.5
General	
Walkway type	Sidewalk
Planting type	Tree lawn
Tree spacing	40' o.c. avg
Parking type	Parallel

Section 3. Section 8.5.4.B of the Part 10 Raleigh Unified Development Ordinance, Neighborhood Local, is hereby amended by adding the language shown in underline:

Width

A Right-of-way width	59'
B Back-of-curb to back-of-curb	31'
C Intersections: Face of curb to face of curb for width of cross-street sidewalk	<u>20-21'</u>

Streetscape	
D Utility Placement, easement (min)	5'
E Right-of-way width	2'
F Back-of-curb to back-of-curb	6'
G Planting area (min)	6'
Travelway	
Parallel parking/travel lane	15.5
General	
Walkway type	Sidewalk
Planting type	Tree lawn
Tree spacing	40' o.c. avg
Parking type	Parallel

Section 4. Section 8.5.4.C of the Part 10 Raleigh Unified Development Ordinance, Neighborhood Street, is hereby amended by adding the language shown in underline:

Width	
A Right-of-way width	64'
B Back-of-curb to back-of-curb	36'
C Intersections: Face of curb to face of curb for width of cross-street sidewalk	<u>20-21'</u>
Streetscape	
D Utility Placement, easement (min)	5'
E Right-of-way width	2'
F Back-of-curb to back-of-curb	6'
G Planting area (min)	6'
Travelway	
Parallel parking lane	8'
Travel lane	10'
General	
Walkway type	Sidewalk
Planting type	Tree lawn
Tree spacing	40' o.c. avg
Parking type	Parallel

Section 5. Section 8.5.5.C of the Part 10 Raleigh Unified Development Ordinance, Avenue 3-Lane, Parallel Parking, is hereby amended by adding the language shown in underline:

Width

A Right-of-way width	95'
B Back-of-curb to back-of-curb	50'
C Intersections: Face of curb to face of curb for width of cross-street sidewalk	<u>33-34'</u>

Streetscape	
D Sidewalk (min)	8'
E Planting area (min)	6'
F Bike lane	5'
G Buffer (min; planted, paved, or paver)	6'
Travelway	
Parallel parking/travel lane	13.5
General	
Walkway type	Sidewalk
Planting type	Tree lawn
Tree spacing	40' o.c. avg
Parking type	Parallel

Section 6. Section 8.5.5.D of the Part 10 Raleigh Unified Development Ordinance, Main Street, Parallel Parking, is hereby amended by adding the language shown in underline:

Width	
A Right-of-way width	73'
B Back-of-curb to back-of-curb	41'
C Intersections: Face of curb to face of curb for width of cross-street sidewalk	<u>26-27'</u>
Streetscape	
D Sidewalk (min)	10'
E Planting area (min)	6'
Travelway	
F Parallel parking lane	8.5'
G Travel lane	12'
General	
Walkway type	Sidewalk
Planting type	Tree lawn
Tree spacing	40' o.c. avg
Parking type	Parallel

Section 7. Section 8.5.5.E of the Part 10 Raleigh Unified Development Ordinance, Main Street Angle Parking, is hereby amended by adding the language shown in underline:

Width	
A Right-of-way width	<u>96'</u>

B Back-of-curb to back-of-curb	64'
C Intersections: Face of curb to face of curb for width of cross-street sidewalk	<u>26-27'</u>
Streetscape	
D Sidewalk (min)	10'
E Planting area (min)	6'
Travelway	
F 60° angle parking lane	20'
G Travel lane	12'
General	
Walkway type	Sidewalk
Planting type	Tree lawn
Tree spacing	40' o.c. avg
Parking type	60° angle

Section 8. Section 8.5.6.A of the Part 10 Raleigh Unified Development Ordinance, Avenue 4- Lane, Parallel Parking, is hereby amended by adding the language shown in underline:

Width	
A Right-of-way width	121'
B Back-of-curb to back-of-curb	72'
C Intersections: Face of curb to face of curb for width of cross-street sidewalk	<u>55-56'</u>
Streetscape	
D Sidewalk (min)	10'
E Planting area (min)	6'
F Bike Lane	5'
G Buffer (min; planted, paved, or paver)	3.5'
Travelway	
Parallel parking lane	8.5'
Travel lane	11'
Median	11'
General	
Walkway type	Sidewalk
Planting type	Tree lawn
Tree spacing	40' o.c. avg
Parking type	Parallel
Minimum driveway spacing	300'

Section 9. If this ordinance or application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the ordinance which can be given separate effect and to this end the provisions of this ordinance are declared to be severable.

Section 10. This text change has been reviewed by the Raleigh Planning Commission.

Section 11. This ordinance has been adopted following a duly advertised legislative hearing of the Raleigh City Council.

Section 12. This ordinance has been provided to the North Carolina Capital Planning Commission as required by law.

Section 13. This ordinance shall be enforced as provided in N.C.G.S. 160A-175 or as provided in the Raleigh City Code.

Section 14. This ordinance is effective 30 days after adoption.

Adopted: September 2, 2025

Effective: October 1, 2025

Distribution: Planning & Development – Young, Bowers, Walter, Ray, Rametta, McDonald, Crane, Stegall
Sustainability – Nation
City Attorney – McDonald, Kibler, Poole, Bachl, Hargrove-Bailey

Street Design Manual

3.2.6 B Pedestrian Passage

Pedestrian Passageways provide additional pedestrian and bicycle connectivity through medium and large blocks. They may be used in any context. The type may also be applied to standalone greenways and shall be constructed of a durable material to facilitate pedestrian movements and are dedicated as public access easements. The addition of a pedestrian passage permits an increase in minimum block perimeter as per Section 8.3.2 B 3 of the UDO. Pedestrian Passageways are well-suited for incorporating permeable pavement as a GSI practice.

When a pedestrian passage intersects an internal access drive, the pedestrian passage shall take precedence in at least one of the following ways:

- The paving material for the passage will continue across the intersection
- The height of the access drive will meet the height of the pedestrian passage

Pedestrian passages can run parallel with and immediately adjacent to internal driveways or alleys. If this option is used, one of the following approaches must be used:

- The pedestrian passage is raised above the adjacent driveway or vehicular area.
- Both are at the same grade, but bollards or other permanent forms of physical separation are placed between the pedestrian passage and the adjacent driveway or vehicular area.

Passages existing as of (effective date of ordinance) are not deemed nonconforming with this section.