



Streetscape Plan Application Handbook



Raleigh
Planning

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Introduction

The following handbook provides guidance and resources for the Streetscape Plan application process. The intent is to create an accessible pathway for more cohesive, thoroughly designed, people-oriented streetscapes to be developed in Raleigh.

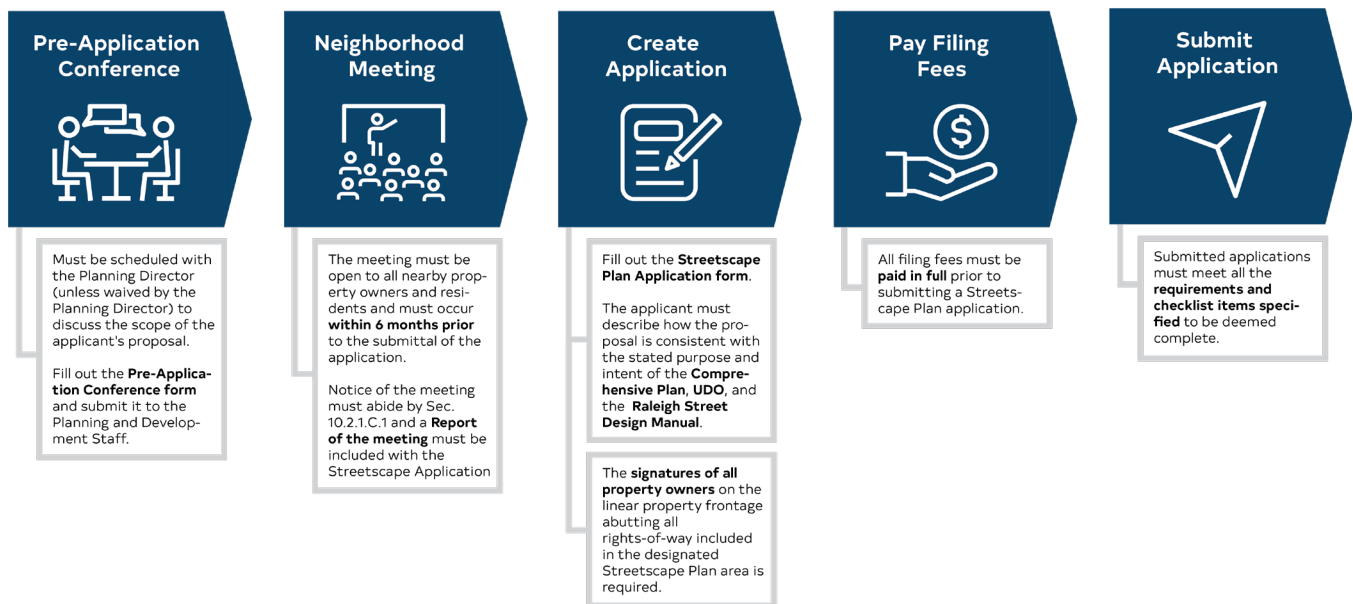
What is a Streetscape Plan?

A streetscape plan sets forth specific roadway and street requirements within a defined geographic area. It allows for the modification of any standard that is set forth in [Article 8.4](#) or [8.5](#) of the Unified Development Ordinance (UDO), but cannot be used to modify Private Street regulations.

A streetscape plan can be initiated by the City or by a property owner within the intended area of application. A Streetscape Plan includes the entirety of the right-of-way width up to the centerline along the property's frontage.

Any new development within the defined area must meet the standards set by the adopted Streetscape Plan.

Pre-Application Steps



Post-Application Steps



Pre-Application Conference

The applicant is responsible for scheduling a pre-application conference with the Planning Director to discuss the procedures, standards, and regulations required for approval (this may be waived at the discretion of the Planning Director).

This is a free-of-charge consultation offered by City staff to help the applicant better understand the Streetscape Application process and the scope of their proposal.

To schedule a pre-application conference, fill out the [Pre-Application Conference](#) form.

Neighborhood Meeting

The applicant must conduct a neighborhood meeting open to all nearby property owners and residents. The meeting must occur at a location proximate to the proposed Streetscape Plan area. The meeting must occur within 6 months prior to the submittal of the application.

Notice of the meeting must be provided in accordance with [Sec. 10.2.1.C.1](#) of the UDO.

The applicant must make a report of the neighborhood meeting including a list of people and organizations contacted about the meeting, the date, time, and location of the meeting, a roster of people in attendance at the meeting, and a summary of issues discussed. This report shall be included with the Streetscape Plan application submitted to the Planning and Development department.

A neighborhood meeting report form can be found within the [Streetscape Plan Application form](#).

Streetscape Plan Application

REQUIRED INFORMATION:

The Streetscape Plan application must include a map containing all essential information within the geographic extent of the proposed area including:

- » **Street names**
- » **Address and tax parcel identification numbers for all abutting properties**
- » **Zoning designations for all included properties**
- » **Location and description of existing conditions that may be impacted by the streetscape plan (infrastructure, buildings, structures, utilities, and easements)**

There must also be a written description of the purpose and intent of the Streetscape Plan, including details on how it is consistent with the City's Comprehensive Plan, UDO, and Raleigh Street Design Manual.

A cross-section detailing the components and minimum widths of sidewalks, travel lanes, bike lanes, etc., is required, along with details on the application of the cross-section.

A maintenance plan for the care of non-standard streetscape elements is required.

The applicant must obtain the signatures of all property owners of the linear property frontage abutting all right-of-way in the Streetscape Plan area.

REQUIRED (IF APPLICABLE) INFORMATION:

If the applicant chooses to differ from standard City designs and furnishings, the applicant must detail those proposed streetscape elements. Streetscape elements the applicant may choose to modify include:

- » **Sidewalk/pavement materials**
- » **Construction details**
- » **Street furniture types**
 - **Light fixtures**
 - **Benches**
 - **Bike racks**
 - **Garbage receptacles**
 - **Tree guards/grates**
 - **Other**

A streetscape application must be submitted in accordance with the general requirements of Sec. [10.2.1.B](#) of the UDO:

- » **All [filing fees](#) must be paid in full before the application can be reviewed (fee can be found under the Zoning and Land Development section).**

Use the [Streetscape Plan Application Form and Checklist](#).

Post-Application Process

Once submitted, the Streetscape Plan application is reviewed by the Planning Director. The Planning Director consults with the other heads of departments to assess if the application appropriately fulfills the requirements listed in the Design Checklist. The Planning Director makes a report, including their recommendation on action to take, and provides it to the Design Review Commission.

The [Design Review Commission](#) holds a public legislative hearing to discuss the application and consider the Planning Director's report. The commission must provide a recommendation and a report to the City Council within 60 days of receiving the application. (If a report is not provided in 60 days, the City Council will review the application without the input of the commission).

The [City Council](#) must hold a public legislative hearing to discuss the application within 60 days of receiving the commission's report. At the hearing, the Planning Director will present the request, along with the commission's recommendation, to Council.

Those in favor of the request will be given a total of 8 minutes to explain their support and those in opposition will be given a total of 8 minutes to explain their opposition. If more time is given to one side, it must be given to the other.

The City Council will move to approve, approve with conditions/revisions, or deny the application.

Design Checklist

A Streetscape Plan proposes a streetscape that is modified from the standard streetscapes described in [Article 8.4](#) and [8.5](#). These standard streetscapes are intended to serve as minimum standards, meaning the proposed Streetscape Plan should be an improvement to the pedestrian, transit, and/or vehicular experience.

Any change made from a standard streetscape cross-section should be justified via its consistency with the intent of the UDO and Comprehensive Plan.

The Streetscape Plan SHOULD:

- » Be consistent with the [Comprehensive Plan](#)
- » Be consistent with the stated purpose and intent of the [UDO](#) and [Raleigh Street Design Manual](#)
- » Be consistent with other right-of-way programs and adopted plans
- » Have a positive impact on the property in the vicinity of the Streetscape Plan area
- » Increase the safety of roadway and streetscape users
- » Be compatible with adjacent or nearby roadways/streetscapes
- » Be compatible with existing infrastructure and development patterns
- » Have appropriate transitions between adjacent street elements
- » Contribute to the unique character or identity of an area
- » Include environmentally responsible development practices
- » Be reasonable and in the public interest

The Streetscape Plan SHOULD NOT:

- » Add excessively to the maintenance responsibilities of the City
- » Add to congestion
- » Impact the functionality of transportation networks
- » Impact stormwater collection and conveyance

Application Guide

The following guide provides reference and recommendation for the Planning Analysis section of the Streetscape Plan application. Relevant City regulations and plans are referenced for each item.

Statement of Consistency with the Comprehensive Plan

The proposed Streetscape Plan should align with the intent and purpose of the [Comprehensive Plan](#). Applicants should pay special attention to [Section 11 Urban Design](#) of the Comprehensive Plan when designing their Streetscape Plan proposal. This section touches heavily on enhancing neighborhood identity, pedestrian safety and comfort, designing streets as high-quality public spaces, and complementary street plantings

Policies of note include (but are not limited to):

- » [UD 1.14 Community Identity](#)
- » [UD 3.5 Visually Cohesive Streetscapes](#)
- » [UD 3.4 Enhanced Sidewalks](#)
- » [UD 3.6 Median Plantings](#)
- » [UD 4.2 Streets as Public Spaces](#)
- » [UD 4.3 Improving Streetscape Design](#)
- » [UD 4.4 Management of Sidewalk Space](#)
- » [UD 4.5 Improving the Street Environment](#)
- » [UD 4.6 Activated Public Space](#)
- » [UD 4.10 Improving Pedestrian Safety](#)
- » [UD 6.1 Encouraging Pedestrian-oriented Uses](#)
- » [UD 6.2 Ensuring Pedestrian Comfort and Convenience](#)
- » [UD 6.3 Pedestrian-scale Lighting](#)
- » [UD 6.4 Appropriate Street Tree Selection](#)
- » [UD 6.5 New Planting Techniques](#)

Streetscape Plans

Comprehensive Plan Policy Review Guide

Vision Themes	
<p>Coordinating Land Use and Transportation</p>	<p>Raleigh will coordinate its transportation investments with desired land use patterns to plan more effectively for housing, employment and retail uses, and for public services. Higher density residential and mixed-use development, with housing options at all levels of affordability, will provide the land use pattern and the diverse customer base needed to support successful new local and regional public transit services. We will also have additional bicycle and pedestrian facilities and roadways that better serve us all.</p>
Key Policies	
<p>LU 2.5 Healthy Communities</p>	<p>New development, redevelopment, and infrastructure investment should strive to promote healthy communities and active lifestyles by providing or encouraging enhanced bicycle and pedestrian circulation, access, and safety along roads near areas of employment, schools, libraries, and parks.</p>
<p>LU 4.5 Connectivity</p>	<p>New development and redevelopment should provide pedestrian, bicycle, and vehicular connectivity between individual development sites to provide alternative means of access along corridors.</p>
<p>LU 4.10 Development at Freeway Interchanges</p>	<p>Development near freeway interchanges should cluster to create a node or nodes located at a nearby intersection of two streets, preferably classified two-lane avenue or higher, and preferably including a vertical and/or horizontal mix of uses. Development should be encouraged to build either frontage or access roads behind businesses to provide visibility to the business from the major street while limiting driveway connections to the major street.</p>

<p>LU 7.6 Pedestrian- friendly Development</p>	<p>New and redeveloped commercial and mixed-use developments should be pedestrian friendly.</p>
<p>UD 1.2 Architectural Features</p>	<p>Quality architecture should anchor and define the public realm. Elements of quality architecture include architectural accents and features conducive to pedestrian scale and usage, such as a distinct base, middle, and top (for high-rise buildings); vertical and horizontal articulation; rooflines that highlight entrances; primary entrances on the front façade; transparent storefront windows and activated uses on the ground floor; and corner buildings with defining landmark features.</p>
<p>UD 1.3 Creating Attractive Facades</p>	<p>Well-designed and articulated building facades, storefront windows, and attractive signage and lighting should be used to create visual interest. Monolithic or box-like facades should be avoided to promote the human quality of the street.</p>
<p>UD 1.4 Maintaining Façade Lines</p>	<p>Maintain the established building edge of neighborhood streets by aligning the front façade of new construction with the prevailing facades of adjacent buildings, unless doing so results in substandard sidewalks. Avoid violating this pattern by placing new construction in front of the historic façade line unless the streetscape is already characterized by such variations. Where existing façades are characterized by recurring placement of windows and doors, new construction should complement the established rhythm.</p>
<p>UD 1.10 Frontage</p>	<p>Coordinate frontage across multiple sites to create cohesive places. Encourage consistency with the designations on the Urban Form Map. Development in centers and along corridors targeted for public investment in transit and walkability should use a compatible urban form.</p>

Key Policies	
UD 2.2 Multimodal Design	Mixed-use developments should accommodate all modes of transportation to the greatest extent possible.
UD 2.3 Activating the Street	New retail and mixed-use centers should activate the pedestrian environment of the street frontage in addition to internal pedestrian networks and connections, particularly along designated Main Street corridors.
UD 3.1 Gateway Corridor Design Quality	Promote high quality development along gateway corridors to improve aesthetics and encourage higher levels of investment. Design of new development should contribute to the overall visual quality of the corridor and define the street space.
UD 4.11 Large Park Edges	Activate the edges of large city parks, such as Dorothea Dix Park, with active, mixed-use urban form. Such mixed-use developments should be permeable and provide visual and pedestrian access into and out of the adjacent open space.
UD 6.1 Encouraging Pedestrian-oriented Uses	New development, streetscape, and building improvements in Downtown, Main Streets, and TOD areas should promote high intensity, pedestrian-oriented use and discourage automobile-oriented uses and drive-through uses.
UD 8.4 Transit-supportive Pedestrian Networks	Sidewalks in areas within walking distance of rail transit stations and bus rapid transit stops should be no less than eight feet wide and should be accompanied by complementary streetscape elements such as plantings, bike racks, and furniture, including places to sit. Sidewalks in these areas should be prioritized over sidewalks in non-transit areas.
UD 8.5 Transit-supportive Bicycle Networks	Areas within two miles of fixed-rail and bus rapid transit stations should include on-street bike lanes and off-street bicycle paths, where feasible. Where such improvements cannot be made, traffic calming devices and other streetscape design interventions should be used to encourage bicycling to and from transit stations.

<p>UD 8.8 Station Area Public Realm</p>	<p>Private and public development within one quarter of a mile of fixed-rail and bus rapid transit stations should include streetscapes and public spaces that allow transit users places to sit and rest when waiting for or alighting from transit.</p>
<p>UD 8.9 Transit Wayfinding</p>	<p>Within two miles of fixed rail and bus rapid transit stations, provide simple and easily identifiable signage and other wayfinding devices to promote ease of transit use.</p>
<p>Other Relevant Policies</p>	
<p>LU 2.1 Placemaking</p>	<p>Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.</p>
<p>LU 4.1 Coordinate Transportation Investments with Land Use</p>	<p>Ensure that transportation decisions, strategies, and investments are coordinated with and support the city's land use objectives.</p>
<p>LU 4.2 Transportation in Support of Walkable Neighborhoods</p>	<p>Make the design and scale of transportation facilities compatible with planned land uses and with consideration for the character anticipated by this Comprehensive Plan for the surrounding neighborhood.</p>
<p>LU 4.9 Corridor Development</p>	<p>Promote pedestrian-friendly and transit-supportive development patterns along multimodal corridors designated on the Growth Framework Map, and any corridor programmed for "transit intensive" investments such as reduced headways, consolidated stops, and bus priority lanes and signals.</p>

<p>LU 4.16 Prioritize Pedestrian Safety over Driving</p>	<p>A comprehensive network of infrastructure catering to the safe and efficient travel of pedestrians and cyclists should connect station areas to residential areas. Transportation infrastructure improvements in station areas should prioritize all users above motorists, especially when competing for space in public rights-of-way.</p>
<p>T 1.1 Coordination with Land Use Map</p>	<p>Transportation planning, development, expansion, and investment in transportation facilities should be coordinated with the Future Land Use Map.</p>
<p>T 1.3 Multimodal Transportation Design</p>	<p>Offer residents safe and attractive choices among modes including pedestrian walkways, bikeways, public transportation, roadways, railways, and aviation. The street patterns of newly developed areas should provide multimodal transportation alternatives for access to and circulation between adjacent neighborhoods, parks, shopping centers, and employment areas.</p>
<p>T 1.4 Increasing Mobility Choice</p>	<p>Diversify the mobility choices for work trips by targeting transit investments along corridors that connect concentrations of office, retail, and residential uses.</p>
<p>T 1.5 Context-sensitive Road Design</p>	<p>"Context Sensitive" approaches shall be used for new roadways or widening of existing roads to minimize impacts to historic business districts and neighborhoods and sensitive natural areas (particularly in watershed protection, conservation management and metro park protection areas).</p>
<p>T 2.1 Integration of Travel Modes</p>	<p>Promote and develop an integrated, multimodal transportation system that offers safe and attractive choices among modes including pedestrian walkways, bikeways, ride sharing, public transportation, roadways, railways, and aviation.</p>
<p>T 2.5 Multimodal Grids</p>	<p>All new residential, commercial, or mixed-use developments that construct or extend roadways should include a multimodal network (including non-motorized modes) that provides for a well-connected, walkable community, preferably as a grid or modified grid.</p>

<p>T 2.8 Access Management Strategies</p>	<p>Appropriate access management strategies (i.e. location and spacing of permitted driveways) should be applied based on a roadway's functional characteristics, surrounding land uses, and the roadway's users.</p>
<p>T 2.9 Curb Cuts</p>	<p>The development of curb cuts along public streets—particularly on major streets—should be minimized to reduce vehicular conflicts, increase pedestrian safety, and improve roadway capacity.</p>
<p>T 2.15 Sensitive Road Design</p>	<p>Ensure that all new roadway projects and major reconstruction projects preserve existing trees and topography to the maximum extent feasible and provide an adequate street tree canopy while providing for the safest facility possible. Involve relevant experts (such as a certified arborist) in project planning when implementing this policy.</p>
<p>T 2.18 Roadway Tree Canopies</p>	<p>Provide additional tree canopies consistent with recommendations from the Urban Forestry Division. Along multilane roads with planted medians, this reduces the visual height-to-width ratio of the overall streetscape and provides pedestrian refuges at signalized crossings.</p>
<p>T 3.1 Complete Street Implementation</p>	<p>For all street projects and improvements affecting the public right-of way, consider and incorporate Complete Street principles and design standards that provide mobility for all types of transportation modes (pedestrian, bicycle, auto, transit, freight) and support mutually reinforcing land use and transportation decisions. Work with NCDOT to implement these design standards for state-maintained roads within the city's jurisdiction.</p>
<p>T 3.2 Integrating Multiple Users</p>	<p>Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate right-of-way for safe and convenient movement for all users including bicyclists, pedestrians, transit riders, and motorists. Manage the use of rights-of-way to best serve future travel demand (e.g., Multimodal Streets—incorporate wider sidewalks where appropriate).</p>

<p>T 3.4 Pedestrian-friendly Road Design</p>	<p>Design Complete Street amenities with the pedestrian in mind, avoiding the use of traffic control and safety devices that favor vehicles.</p>
<p>T 3.5 Medians</p>	<p>Limit the use of undivided multilane streets and utilize raised or landscaped medians, where feasible, to improve safety and vehicle throughput while providing opportunities for pedestrian refuges and landscaping.</p>
<p>T 4.8 Bus Waiting Areas</p>	<p>Developments located within existing and planned bus transit corridors should coordinate with GoRaleigh to provide a stop facility that is lit and includes a shelter, bench, a waste receptacle, and other amenities as appropriate.</p>
<p>T 4.9 Pedestrian and Bicycle Improvements Near Transit</p>	<p>Coordinate with local transit providers to identify pedestrian and/or bicycle needs within a reasonable distance of transit stops in need of enhancement for all transit users, including persons with disabilities.</p>
<p>T 4.12 Special Needs</p>	<p>Provide adequate and accessible transit for residents and visitors with special needs, including senior citizens, the disabled, and transit-dependent persons.</p>
<p>T 4.15 Enhanced Rider Amenities</p>	<p>Promote the use of transit facilities and services through enhanced pedestrian access and provisions for seating, shelter, and amenities.</p>
<p>T 5.1 Enhancing Bike/Pedestrian Circulation</p>	<p>Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.</p>
<p>T 5.2 Incorporating Bicycle and Pedestrian Improvements</p>	<p>All new developments, roadway reconstruction projects, and roadway resurfacing projects in the City of Raleigh's jurisdiction should include appropriate bicycle facilities shown in the Recommended Bikeway Network contained in the city's BikeRaleigh Plan.</p>

<p>T 5.3 Bicycle and Pedestrian Mobility</p>	<p>Maintain and construct safe and convenient pedestrian and bicycle facilities that are universally accessible, adequately illuminated, and properly designed to reduce conflicts among motor vehicles, bicycles, and pedestrians.</p>
<p>T 5.8 Workplace Bicycle Facilities</p>	<p>Encourage bicycle facilities, such as secured bicycle racks, personal lockers, and showers for new and existing office developments to encourage bicycling as an alternative mode for work commutes.</p>
<p>T 5.10 Building Orientation</p>	<p>All primary building entrances should front onto a publicly accessible, and easily discernible, and ADA-compliant walkway that leads directly from the street to the front door to improve pedestrian access.</p>
<p>T 5.11 New Bike Routes</p>	<p>Convert underused right-of-way along travel lanes and railroad corridors to bikeways or widen outside lanes wherever possible and desirable.</p>
<p>T 5.13 Pedestrian Infrastructure</p>	<p>Ensure that streets in areas with high levels of pedestrian activity (employment centers, residential areas, mixed-use areas, schools) support pedestrian travel by providing such elements as frequent and safe pedestrian crossings, large medians for pedestrian refuges, bicycle lanes, frontage roads with on-street parking, and/or grade separated crossings.</p>
<p>T 5.15 Facilities for All Ages</p>	<p>Bicycling and pedestrian infrastructure should be designed in a manner that is safe, accommodating, and functional for people of all ages and physical abilities.</p>
<p>T 6.1 Surface Parking Alternatives</p>	<p>Reduce the amount of land devoted to parking through measures such as development of parking structures and underground parking, the application of shared parking for mixed-use developments, flexible ordinance requirements, maximum parking standards, and the implementation of Transportation Demand Management plans to reduce parking needs.</p>

<p>T 6.3 Parking as a Buffer</p>	<p>Encourage the location of on-street parking and drop-off areas adjacent to sidewalks as a buffer to vehicular traffic, for customer convenience, for maximizing on-street parking turnover, and, in locations where significant physical separation is desired, between vehicle travel lanes and bicycle lanes. Parking between sidewalk areas and building fronts should be minimized.</p>
<p>T 6.8 Parking Lot Design</p>	<p>Parking areas should be designed to minimize conflicts with pedestrians.</p>
<p>T 6.9 Green Parking Facilities</p>	<p>Reduce stormwater runoff generated by parking facilities by promoting an increase in the use of tree planting and landscaping, green roofs for parking decks, and permeable materials for parking lots, driveways, and walkways.</p>
<p>T 7.1 Vision Zero</p>	<p>Work with all parties necessary to improve the multimodal transportation system so that safe routes for motorists, transit riders, bicycles, and pedestrians are provided. The goal is to eliminate transportation-related fatalities and severe injuries.</p>
<p>T 7.2 Traffic Calming</p>	<p>Incorporate traffic calming techniques and treatments into the design of new or retrofitted local and neighborhood streets, as well as within school, park, and pedestrian-oriented business areas, to emphasize lower auto speeds, encourage bicycling and walking, and provide pedestrians with a convenient, well-marked, and safe means to cross streets. Particular consideration should be given to traffic calming measures on streets where additional connectivity is planned.</p>
<p>T 10.3 Curbside Space</p>	<p>Consider, in future studies and street designs, changes in parking demand created by the increased popularity of ride-hailing and vehicle sharing services. Ensure that adequate space is provided for drop-off areas and that excessive off-street parking is not required or constructed. Make designated spaces available for vehicle sharing services.</p>
<p>UD 1.5 Pedestrian Wayfinding</p>	<p>Support the creation of a unified and comprehensive system of pedestrian wayfinding signs, kiosks, and other environmental graphics to provide directions to the pedestrian.</p>

<p>UD 1.6 City Gateways</p>	<p>Create more distinctive and memorable gateways at points of entry to the city, and points of entry to individual neighborhoods and neighborhood centers. Gateways should provide a sense of transition and arrival and should be designed to make a strong and positive visual impact.</p>
<p>UD 1.7 Scenic Corridors</p>	<p>Retain and enhance our visual and natural assets including vistas, boulevard medians, tree-lined streets, forested hillsides, wetlands, and creeks along scenic corridors into and through Raleigh, including designated Parkway Corridors on the Urban Form Map.</p>
<p>UD 1.8 Tree Planting and Preservation</p>	<p>Enhance Raleigh's image as a city of trees with a comprehensive tree planting program for every major roadway, and by protecting and preserving significant stands of existing trees along or adjacent to major roadways.</p>
<p>UD 1.14 Community Identity</p>	<p>Raleigh's diversity is reflected in a range of architectural and landscape design traditions and styles. Public and private development should be consistent with and incorporate the aesthetic identities of the surrounding populations, including, but not limited to, neighborhood branding and wayfinding.</p>
<p>UD 3.2 Highlighting Important Intersections</p>	<p>Promote the use of gateways and landmarks to highlight access points and important intersections along key corridors. Examples include the places where roadways split to become one-way pairs entering and exiting downtown (Blount-Person, Wilmington-Salisbury, McDowell-Dawson); the proposed roundabouts along Hillsborough Street at Rosemary, Pullen, and Morgan streets; and places where key streets merge (Louisburg-Capital, Wake Forest-Falls of Neuse, etc.).</p>
<p>UD 3.4 Enhanced Sidewalks</p>	<p>Promote a higher standard of storefront design and architectural detail in downtown and along the city's Main Street corridors. Along walkable shopping streets, create streetwalls with relatively continuous facades built to the front lot line to provide a sense of enclosure and improve pedestrian comfort.</p>

<p>UD 3.5 Visually Cohesive Streetscapes</p>	<p>Create visually cohesive streetscapes using a variety of techniques including landscaping, undergrounding of utilities, and other streetscape improvements along street frontages that reflect adjacent land uses.</p>
<p>UD 3.6 Median Plantings</p>	<p>Median plantings should be used where feasible and appropriate to preserve and enhance the visual character of corridors and boulevards.</p>
<p>UD 3.7 Parking Lot Placement</p>	<p>New parking lots on designated Main Street and Transit Emphasis corridors on the Urban Form Map should be located at the side or rear of buildings when on-street parking is available, with only limited front door parking provided elsewhere. Where feasible, parking lots abutting these corridors should be landscaped to create a pedestrian-friendly streetscape with business visibility.</p>
<p>UD 3.9 Parking Lot Design</p>	<p>Encourage efficient site design, shared parking between complementary uses, and reduced amounts of impervious surface in parking lot design. Where underground or below-grade parking is not feasible, parking garages should be wrapped with active retail uses along the entire vertical frontage of buildings along the public right-of-way. Garages should be architecturally screened so that stored vehicles are not visible from the adjacent right-of way.</p>
<p>UD 3.10 Planting Requirements</p>	<p>Enhance and expand the required planting and tree coverage for parking lots by incorporating design standards that promote long term tree growth and health. Planting standards should improve permeability and reduce the heat island effect.</p>
<p>UD 3.12 Heritage and Champion Trees</p>	<p>When either heritage or champion trees are located adjacent to Urban Thoroughfares or Main Streets, the application of frontage which would encourage the removal or destruction of the tree is discouraged.</p>
<p>UD 4.1 Public Gathering Spaces</p>	<p>Encourage the development of public gathering spaces within all developments. Such spaces should be designed to attract people by using common and usable open space, an enhanced pedestrian realm, streetscape activation, and retail uses.</p>

<p>UD 4.2 Streets as Public Spaces</p>	<p>Design streets as the main public spaces scaled for pedestrian use within City Growth, TOD, and Mixed-use Centers as designated on the Urban Form Map.</p>
<p>UD 4.3 Improving Streetscape Design</p>	<p>Improve the appearance and identity of Raleigh’s streets through the design of streetlights, paved surfaces, landscaped areas, bus shelters, street “furniture,” and adjacent building facades.</p>
<p>UD 4.4 Management of Sidewalk Space</p>	<p>Manage Raleigh’s sidewalk space in a way that promotes pedestrian safety, efficiency, and comfort and provides adequate space for tree boxes. Sidewalks should enhance the visual character of streets, with landscaping and buffer planting used to reduce the impacts of vehicle traffic.</p>
<p>UD 4.5 Improving the Street Environment</p>	<p>Create attractive and interesting commercial streetscapes by promoting ground level retail and desirable street activities, making walking more comfortable and convenient, ensuring that sidewalks are wide enough to accommodate pedestrian traffic, minimizing curb cuts and driveways, and avoiding windowless facades and gaps in the street wall.</p>
<p>UD 4.6 Activated Public Space</p>	<p>Provide urban squares, public plazas, and similar areas that stimulate vibrant pedestrian street life and provide a focus for community activities. Encourage the “activation” of such spaces through the design of adjacent structures; for example, through the location of shop entrances, window displays, awnings, and outdoor dining areas.</p>
<p>UD 4.7 Indoor/ Outdoor Transitions</p>	<p>Encourage private owners to take the “indoors” outdoors by extending interior space like dining areas and small merchandise displays onto walkways and plazas. Conversely, outdoor spaces should be integrated into the building by opening interior spaces like atriums to views, sunshine, and public use.</p>
<p>UD 4.9 Drought-tolerant Landscaping</p>	<p>Encourage the use of native, drought-resistant plants, and other xeriscaping techniques in landscaping public spaces (xeriscaping is landscaping which does not require irrigation).</p>
<p>UD 4.10 Improving Pedestrian Safety</p>	<p>Improve pedestrian safety by providing clear transitions between vehicular and pedestrian areas through landscaping and other streetscape improvements.</p>

<p>UD 4.12 Parklets</p>	<p>Public space opportunities in established mixed-use centers like Downtown are limited. Encourage the reclamation and repurposing of underutilized, on-street parking spaces for use as small open spaces with amenities such as seating, plantings, and green infrastructure.</p>
<p>UD 4.13 Urban Soundscape</p>	<p>Encourage the use of trees, vertical landscapes such as trellises and green walls, and water features to absorb noise and to create comfortable and inviting environments in active-use areas and urban areas adjacent to major thoroughfares.</p>
<p>UD 6.2 Ensuring Pedestrian Comfort and Convenience</p>	<p>Promote a comfortable and convenient pedestrian environment by requiring that buildings face the sidewalk and street area, avoid excessive setbacks, and provide direct pedestrian connections. On-street parking should be provided along pedestrian-oriented streets and surface parking should be to the side or in the rear. This should be applied in new development, wherever feasible, especially on Transit Emphasis and Main Street corridors and in mixed-use centers.</p>
<p>UD 6.3 Pedestrian-scale Lighting</p>	<p>Ensure that pedestrian-scale lighting is provided as a means of providing a safe and visible pedestrian realm as well as establishing a theme or character for different streets and neighborhoods.</p>
<p>UD 6.4 Appropriate Street Tree Selection</p>	<p>Street tree plantings should be appropriate to the function of the street. For example: Trees on commercial streets should complement the face of the buildings. Trees on residential streets should shade both the street and sidewalk and serve as a means of establishing a transition between the street and the home. In high traffic areas and downtown, trees should be planted in tree wells with grates over the top to protect the roots.</p>
<p>UD 6.5 New Planting Techniques</p>	<p>Planting techniques in streetscape design should include wide planting/landscape strips between the curb and sidewalk and tree pits that will extend tree life.</p>
<p>UD 8.11 Transit Area CPTED</p>	<p>Promote the use of Crime Prevention Through Environmental Design techniques within one mile of fixed rail and bus rapid transit stations to ensure that transit users are safe and comfortable while accessing and alighting from transit.</p>

Statement of Consistency with the Stated Purpose and Intent of the UDO

Regulations, requirements, and subsequent exceptions of standard streetscape types can be found in the [UDO](#). Although the applicant's proposed Streetscape Plan would be a deviation from the standard streetscape types listed, the design and cross-section of the proposed plan should be reasonable and integrate the essential components and standards of street types listed in the UDO. Deviations from the UDO should result in better pedestrian experiences, enhanced visual cohesiveness, adapting to the existing or future infrastructure and context, etc.

Relevant streetscape standards, cross-sections, and details can be found in sections:

- » **Sec. 8.4.1.D Streetscape Tree Planting**
- » **Sec. 8.4.1.E Streetscape Plans**
- » **Sec. 8.5.1.A Intent**
- » **Sec. 8.5.1.B Design Alternates Relating to Street Cross Sections**
- » **Sec. 8.5.3 - 8.5.9 Street Cross Sections**

Consistency with Other Right-of-Way Programs and Adopted Plans

The proposed Streetscape Plan should not interfere with other [right-of-way programs](#) and adopted plans. Conflicts with other permitted right-of-way activities such as outdoor dining, streeteries, parklets, sidewalk seating, and other major or minor encroachments should abide by the corresponding requirements, which can be found on the [City of Raleigh Outdoor Seating](#) page or the [City of Raleigh Encroachments](#) page.

Impact on Property in the Vicinity

The proposed Streetscape Plan should not negatively impact the business, customer and employee access, or aesthetics of adjacent properties. Any impacts to loading zones, pedestrian or vehicular access, or aesthetics should have a sufficient trade off and ultimately benefit local business owners. All property owners included in the Streetscape Plan area must sign the petition of approval for the Streetscape Plan application to be complete.

Impact on City's Maintenance Responsibilities

The proposed Streetscape Plan should not excessively or unreasonably contribute to the City's maintenance responsibilities. Streetscape elements outside of standard City elements should be accompanied with a maintenance plan that clearly outlines the upkeep and repair tasks along with what entity is to be responsible for each task.

Information on required maintenance tasks and the entity responsible is available on the [City of Raleigh Maintenance Responsibilities](#) page. The private developer or the owner of the associated business is responsible for the maintenance of:

- » **Parklets**
- » **Pushcarts**
- » **Outdoor merchandise sales**
- » **Street furniture and accessories**
- » **A-frame signs**
- » **Impacts on Congestion**

The proposed Streetscape Plan should not unreasonably increase vehicular congestion in the vicinity. The proposed cross-section should accommodate traffic circulation and encourage pedestrian and/or transit usage. The applicant should investigate the predicted traffic impacts of the Streetscape Plan. Traffic Impact Studies may be recommended for demonstrating the predicted traffic impact if the streetscape plan significantly reduces capacity compared with a standard streetscape.

Details on how to conduct a Traffic Impact Study are available in [Chapter 7 of the Raleigh Street Design Manual](#).

Impacts on Functionality of Transportation Networks

The proposed Streetscape Plan should not impact the access or efficiency of public transit or multimodal infrastructure. To best align with the intent of the Comprehensive Plan and UDO, the Streetscape Plan should include thoughtful integrations of public transit and bike or other micro mobility infrastructure. Ideally, the Streetscape Plan increases the appeal of transportation networks in order to decrease the public's dependency on personal automobiles.

The following (not exhaustive) elements contribute to the functionality of transportation networks:

- » **Bike lanes**
- » **Lane buffers (bike/pedestrian)**
- » **Bike infrastructure**
- » **Bus lanes**
- » **Pedestrian-scale lighting**
- » **Micro-mobility stations (bike/scooter share)**
- » **Wayfinding**
- » **Impacts on Stormwater Collection**

The proposed Streetscape Plan should not impact the collection and conveyance of stormwater in the vicinity compared with a standard streetscape. Green stormwater infrastructure is recommended to manage stormwater and improve water quality.

All plans will be subject to the stormwater regulations found in [UDO Section 9.2](#) as it relates to stormwater quality and quantity control.

The following (not exhaustive) streetscape elements should be detailed in this item:

- » **Surface materials** (including impermeability percentage)
- » **Green stormwater infrastructure**
- » **Stormwater control measure** (rainwater harvesting, green roof, etc.)
- » **Runoff control** (Gutters and channels)
- » **Open space areas**
- » **Watercourse buffers**

Safety of Roadway and Streetscape Users

The proposed Streetscape Plan should increase the safety of all streetscape users: pedestrians, bicyclists, public transit, and personal vehicles. The Streetscape Plan should consider and include **Complete Streets** principles and design standards.

Design details consistent with Complete Streets principles include but are not limited to:

- » **Sidewalk and pedestrian safety improvements**
- » **Bicycle safety improvements**
- » **ADA compliance**
- » **Transit infrastructure**
- » **Street and pedestrian level lighting**
- » **Street trees, landscaping, street furniture, stormwater/drainage facilities**
- » **Access for emergency services**
- » **Infrastructure for freight providers**

Compatibility with Adjacent Roadway and Streetscape

The proposed Streetscape Plan should align with nearby streetscape and roadway projects. Ongoing streetscape and roadway projects can be found on the City of Raleigh Projects page. The applicant should detail how the proposed Streetscape Plan does not conflict with and, ideally, supports any adjacent street projects.

Compatibility with Existing Development Patterns

The proposed Streetscape Plan should be consistent with existing development patterns in the vicinity. The applicant should consider the ratio of residential to retail units in the area, the existing neighborhood identity and demographic, and other land usage considerations. An analysis of adjacent **points of interest** (Raleigh landmarks, plazas, parks, venues, etc.) and how the Streetscape Plan is compatible with those is recommended.

Transitions Between Adjacent Roadway Elements

The proposed Streetscape Plan should be compatible with adjacent roadway elements and provide sufficient transitions if necessary. When street elements (vehicular lanes, bike lanes, sidewalks, etc.) of one width connect to another street element with a different width, the road taper length should abide by the formula provided in [Section 12.1.6 Roadway Transitions of the Raleigh Street Design Manual](#).

Unique Character or Quality Justifying the Request

The applicant should detail how the proposed Streetscape Plan establishes or enhances a unique character of the area. The Streetscape Plan should significantly improve the quality of the street for all users by supporting multiple policies listed in the [Comprehensive Plan](#). The applicant should consider and incorporate local history, culture, and arts into the design of the streetscape.

Environmentally Responsible Development

The proposed Streetscape should consider and support [Raleigh's Community Climate Action Plan \(CCAP\)](#). The applicant should detail the usage of sustainable building practices, the implementation of green infrastructure, multimodal infrastructure, and any other environmentally responsible development decisions.

Reasonableness and Public Interest

The proposed Streetscape should be reasonable and in the public's interest. Reasonableness will be measured in terms of the compliance to UDO standards, alignment with the intent of the Comprehensive Plan, impacts to City maintenance responsibilities, public interests served, and other factors identified in the above items.

The required report from the Neighborhood Meeting will contribute to determining if the plan is in the public's interest. The applicant should detail any other community engagement efforts taken and the results.

Online Resources:

Planning

- » [UDO](#)
- » [Raleigh Street Plan Map](#)
- » [Zoning Map](#)
- » [Urban Form Map](#)

Design

- » [Comprehensive Plan](#)
- » [Raleigh Street Design Manual](#)
- » [Standard Detail Drawings](#)

Application

- » [Streetscape Plan Application and Neighborhood Meeting Form](#)
- » [Pre-Application Conference Request Form](#)
- » [City Filing Calendar](#)
- » [Filing Fees](#)

Best Practices

The following is intended to serve as a guide for designing specific elements of a streetscape. From major design decisions, such as lane widths, to minor design decisions, such as bike racks, each decision can have a large impact on the streetscape users. The best practices described below are informed by extensive research conducted by urban designers on streetscape design best practices, , principles from the Comprehensive Plan, and external verified sources.

Delineated Spaces

Streetscapes should be designed to enhance the safety and experience of each user. Pedestrians, bicyclists, and automobiles should all be able to comfortably and safely move within their designated lanes. The design of the street or the use of streetscape elements should clearly indicate the distinction of pathways/lanes for each mode of users.

In the case of low-volume streets with slower speed limits, more subtle delineations can be used, such as furnishings, paving changes, plantings, etc.

In the case of high-volume streets with faster speed limits, more obvious delineations should be used, such as curbs, planting areas, stormwater channels, etc.

Curb Treatment

Curb usage should be strategized in accordance with pedestrian priority. In a shared street setting where pedestrians have priority across the entire width of the streetscape, a street without a curb is appropriate. The lack of curb indicates to drivers that pedestrians have priority to cross the travel lanes and leads to more cautious driving.

Curb cuts and driveways should be minimized to create an uninterrupted pedestrian experience.

Curb space should be managed in response to demand for parking, transit, drop-off, bicycle, loading, etc.

References:

- » [UD 4.5 Improving the Street Environment](#)
- » [DT 2.14 Use of Curb Space](#)

Paving

Alternate paving materials from standard asphalt and concrete should be considered when appropriate.

Varying paving material within a streetscape can be an effective method of delineating spaces.

Textured paving materials can be effective for slowing down vehicles and increasing pedestrian safety and comfort.

Selecting eco-friendly materials or materials with higher permeability offer sustainability benefits.

The paving of a streetscape plays a large role in the aesthetics and character of the area.

Seating

Opportunities for public seating are encouraged.

Unfixed seating provides flexibility for people to adapt the space as they wish.

Fixed seating should be strategized to be proximate to a Designated Activity (a point of interest that provides a source of entertainment or engagement).

Street facing restaurants should be allowed outdoor dining or streeteries when possible.

Reference:

- » [Urban Design Guideline #13](#)

Signage/Wayfinding

Regulatory signage should be strategized and kept to a minimum. The streetscape should rely on the design of the street to enforce drivers' and pedestrians' behaviors.

Customized signage that identifies the streetscape is encouraged to establish a sense of place.

Wayfinding should be utilized to identify places of significance in the area, celebrate the culture and history of the area, and to ease the pedestrian experience.

Reference:

- » [Custom Signage Plan Process](#)

Lighting

Lighting should be used to enhance safety and create visual interest.

Pedestrian scale lighting should be provided for pedestrian safety and to establish a character for an area.

Lighting should be strategically placed to maximize the coverage area. Targeted low level lighting is recommended.

If appropriate to the Streetscape Plan area and in abidance with City and [State Fire Codes](#), overhanging string lighting and tree canopy lighting is encouraged as a means of activation.

Reference:

- » [UD 1.3 Creating Attractive Facades](#)

GSI

Green Stormwater Infrastructure is highly recommended and may be eligible for reimbursement. Details on eligibility and general requirements of GSI installation can be found in Ordinance No. 2017 – 740 TC 398.

Along with assisting with the management of stormwater, GSI should enhance the visual interest of the streetscape.

GSI is an optimal opportunity for beautiful landscaping that attracts social interactions and activation.

Reference the EPA’s Green Streets Handbook for information on GSI techniques and relevant sit considerations.

Reference:

- » [Sec. 8.6.5. Stormwater Infrastructure](#)

Art Installations

Art installations are highly recommended to establish visual interest and encourage social activation.

Installations can take a wide variety of forms including wall art, surface art, sculptural art, and more. Interactive art provides an opportunity to engage the community.

Plantings

Tree conservation is encouraged when feasible to limit the loss of urban forestry. Additional tree plantings and canopy coverage is also highly recommended. Additional trees should be selected and planted in abidance with the City Tree Manual and should be approved by an ISA Certified Arborist or professional approved by the City’s Urban Forestry staff.

References:

- » [EP 5.3 Canopy Restoration](#)
- » [EP 5.4 Tree Selection](#)

Medians

Median plantings should be used when feasible to preserve and enhance the character of a corridor or boulevard. Along multilane roads, additional tree canopies are encouraged to provide refuge to pedestrians and reduce the visual height-to-width ratio. Stormwater control measures should be integrated into medians when applicable.

References:

- » [**UD 3.6 Median Plantings**](#)
- » [**T 2.18 Roadway Tree Canopies**](#)
- » [**AP-CB 7 Stormwater Management**](#)