

IN THIS ISSUE

Annexation Permit Matrix
Commerce Place Streetscape Project Update
Weekly Digest of Special Events

Council Follow Up Items

New Bern Avenue Bus Rapid Transit – CP-7-22 and Rezoning Z-92-22 (Council Members Harrison, Forte, and Jones)
GoRaleigh Transit Service - Bus Stop Improvement Program (Council Member Patton)
Municipal Elections (Council Member Patton)
Property Revaluation Website Information (Mayor Pro Tem Melton)
Tennis Program Fees (Council Member Harrison)

INFORMATION:

Annexation Permit Matrix

Staff Resource: Christopher Golden, Planning & Development, 996-6368, christopher.golden@raleighnc.gov

In response to questions from Council and applicants regarding what permits can be obtained inside and outside the ETJ under various annexation situations, Planning and Development/Comprehensive Planning Division/Development Services/Building and Safety/Raleigh Water and Communications all partnered to create the attached matrix, which makes clear what permits can be issued under the various annexation situations that exist for properties both inside and outside the ETJ.

This matrix will be distributed across all departments and divisions and available to the public via the city website. This matrix helps clarify the permitting process and ensures consistency of administration and response.

(Attachment)

Commerce Place Streetscape Project Update

Staff Resource: Ken Bowers, Planning & Development, 996-2633, ken.bowers@raleighnc.gov

During the April 18, 2023, City Council meeting staff was requested to provide a specific streetscape plan for Phase 2 of the project to the Council by the end of Q1 2024. As part of the design process, the City hosted a half-day community engagement event on Commerce Place during the monthly First Friday event on November 3, 2023, to inform the public and gather feedback to announce the future of Commerce Place. Reflections on the community engagement event and online survey findings are detailed in the staff attached memorandum included with the *Update* materials.

To activate the site sooner and gain insights to inform the long-term design, staff are pursuing a two-phased approach to design and implementation. The Phase 1 design is also detailed in this memo, and staff expects installation to begin in Spring 2024. This will likely include surface paint to beautify the space and illustrate the division of pedestrian and vehicle zones, as well as movable planters, tables and chairs, safety improvements, and a conversion to one-way traffic. Phase 1 was selected by the Appearance Commission as their annual Legacy Project, providing \$5,000 to support an Artist in Residence. The artist, Mary Carter Taub, was unanimously selected for this role by a selection committee in December.

(Attachment)

Weekly Digest of Special Events

Staff Resource: Sarah Heinsohn, Office of Special Events, 996-2200, sarah.heinsohn@raleighnc.gov

Included with the *Update* materials is the special events digest for the upcoming week.

(Attachment)

Council Member Follow Up Items

Follow Up from the January 2 Council Meeting

New Bern Avenue Bus Rapid Transit – CP-7-22 and Rezoning Z-92-22 (Council Members Harrison, Forte, and Jones)

Staff Resource: Bynum Walter, Planning & Development, 996-2178, bynum.walter@raleighnc.gov

During the meeting, Council received the recommendation of the Planning Commission for Comprehensive Plan Amendment CP-7-22: New Bern Station Area Planning, as well as rezoning case Z-92-22: New Bern Avenue Transit Overlay District. Council requested that staff provide information related to the three (3) additional recommendations that the Planning Commission included in the report to the City Council. Those recommendations are:

1. Authorize a text change to review how **Neighborhood Transitions** are applied within the Transit Overlay District (TOD).

2. Authorize a study to review the interaction between maximum building heights and the TOD's **Density Bonus**.
3. Authorize a **Displacement Study** to identify areas most at risk for displacement and to identify policies and actions to stabilize them.

In addition, Council Member Forte raised the issue of land banking and asked for additional information on that topic. Council Member Jones asked for information about how the impact and effects of the -TOD could be evaluated. Included with the *Update* materials is a staff memorandum prepared in response to the Council inquiries.

(Attachment)

GoRaleigh Transit Service - Bus Stop Improvement Program (Council Member Patton)

Staff Resource: David Walker, Transportation-Transit, 996-3942, david.walker@raleighnc.gov

During the meeting, staff was requested by Council to provide updated information on bus stop locations and bus stop improvements. GoRaleigh serves over 1400 bus stops throughout Raleigh and in surrounding municipalities. The Bus Stop Improvement Program plans, designs, and constructs bus stop improvements throughout the GoRaleigh system. Stop improvements are prioritized based on stop ridership; stops with over 10 boardings per day qualify for a full shelter buildout and stops with ridership between three and nine boardings per day qualify for seating. There are exceptions to these thresholds including: stops in front of affordable housing locations, hospitals, senior centers, and park facilities.

Currently the GoRaleigh system has about 19,500 boardings per weekday with 85 percent of riders boarding at 305 stops. GoRaleigh currently has 280 stops with shelters, 72 percent of daily riders' board at a sheltered stop. This year GoRaleigh is slated to improve 49 stops, with 43 of these sites being full shelter buildouts.

The City receives funding from the Wake Transit Plan (WTP) ½ cent sales tax in support of continued improvements to existing bus stops and new bus stops. Two million dollars is programmed from the WTP for these improvements annually. Funding is scoped for standard bus shelter improvements and for enhanced stops. Enhanced stops are generally for high ridership and/or multiple routes serving one stop. Enhanced stops are designed to have larger shelters, higher levels of lighting, bike racks and real-time passenger information signs providing bus arrival information. Enhanced stops receive separate funding from standard bus shelters. Traditionally, the annual funding amounts built approximately 35-40 standard shelters and two enhanced stops. Recent construction bids have seen a higher cost than normal; therefore, the number of improvements per year is dependent on current construction costs.

GoRaleigh continues to add new sites into the design process. Over 100 sites are in the design process at any given time, with each site taking approximately one year to reach the construction phase. In 2022, transit staff began installing a new amenity "pedestal seats" (a smaller two seat bench) in locations that meet ADA requirements. These seats can be deployed much quicker as a temporary solution until a full buildout can be completed. These are also good options at lower ridership stops that may not qualify for improvements but have known usage by seniors or individuals with disabilities. In 2023, an additional 24 stops received new seating, either a traditional bench or a pedestal seat.

Transit staff also collaborates with the Roadway Design Construction and Mobility Strategy and Infrastructure Divisions as they make improvements to the City's infrastructure. As new projects begin, transit staff participates as a stakeholder and makes requests for ADA improvements at bus stops to include extra concrete for benches and shelters. It is much more cost effective to have this work completed as part of a larger infrastructure project. Once the project is complete, transit staff can quickly and easily add the amenities.

Previously information regarding this item may be found in *Update Issue* [2023-23](#) (June 16).

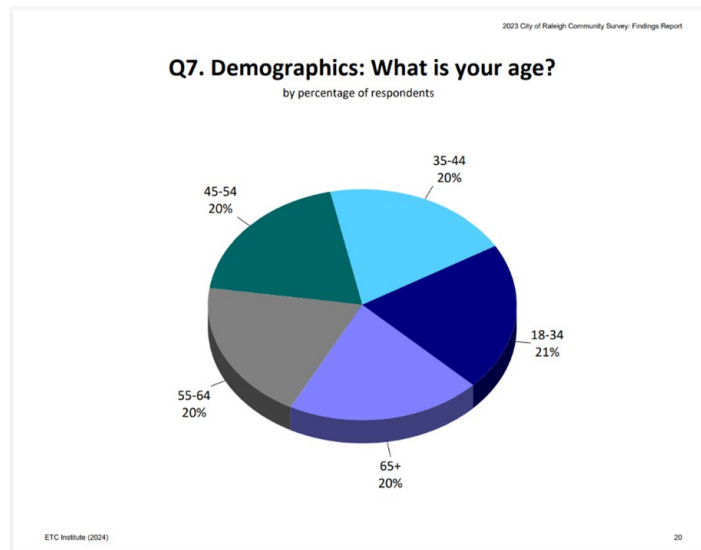
(No attachment)

Follow Up from the January 16 Council Meeting

Municipal Elections (Council Member Patton)

Staff Resource: Tiesha Mosley, Office of Community Engagement, 996-2707, tiesha.mosley@raleighnc.gov

Following the staff presentation, Council requested the age demographics for survey participants of the 2023 Elections Process Survey Findings Report. The requested information is provided below.



(No attachment)

Property Revaluation Website Information (Mayor Pro Tem Melton)

Staff Resource: Allison Bradsher, Finance, 996-4970, allison.bradsher@raleighnc.gov;

Robin Deacle, Communications, 996-3002, robin.deacle@raleighnc.gov

During the meeting, staff was requested to include links to the property tax information on the Wake County website. The information was posted on Tuesday afternoon (<https://raleighnc.gov/make-payments/news/wake-county-announces-2024-property-revaluation>). The news item is also linked on the

front page. It includes basic information about the revaluation and links to resources at Wake County. We will update the page when the revenue-neutral tax rate is published.

(No attachment)

Tennis Program Fees (Council Member Harrison)

Staff Resource: Stephen Bentley, Parks, 996-4784, stephen.bentley@raleighnc.gov

During the meeting, Council asked staff about the cost of various fees associated with the Tennis Program in the Raleigh Parks, Recreation and Cultural Resources Department (PRCR). Information regarding the Tennis Program can be found [here](#).

Below is a listing of the City fees associated with Tennis Program:

- **Court Fees:**
 - \$0 for Drop-in play day or night (Drop-in play is when the courts are not reserved, and are free to use)
 - \$5/hr. for reservations day or night
- **Ball Machine Rental:**
 - \$12/hr.
- **Group Instruction:**
 - 12 classes for \$132 Resident
 - 12 classes for \$147 Non-Resident

- **Private Instruction:**

	<u>Resident</u>	<u>Non-Resident</u>
1 person private	\$48	\$63
2 persons	\$26 each	\$33.50 each
3 persons	\$20 each	\$25 each
4+ persons	\$15 each	\$18.75 each

City staff expect SWING fees to be more than PRCR since they are a for profit entity. This has been a consistent position throughout the ongoing partnership. No terms in the existing lease and anticipated amendment inform the SWING pricing models. Portions of the SWING revenue will support the public benefits of the partnership in the form of annual rent to the City, youth scholarships, youth employment, Raleigh Youth Council grant and building and maintaining the free public park like amenities (trails, play, restrooms, etc.). SWING is not comparable to a private country club or racquet club, which generally require initiation fees and ongoing membership costs. The public will be able to access the SWING facility, rent a court and play.

(No attachment)

Permits and connections allowed under different annexation scenarios, inside and outside Raleigh's ETJ

Permits	Inside ETJ			Outside ETJ			References
	With annexation (effective date of public hearing)	With annexation (delayed effective date)	Without annexation	With annexation (effective date of public hearing)	With annexation (delayed effective date)	Without annexation	
Issuance of all UDO required permits		 <small>Certificates of Occupancy can be issued prior to the approved annexation effective date, so long as Council has approved the connection to/extension of water and sewer to the site and the site has connected to these services.</small>	 <small>Outside of an individual single-family home in the ETJ with well and septic access to water and sewer (without annexation), connection to water and sewer is required for certificates of occupancy to be issued.</small>		 <small>Delayed effective date annexations not permitted outside of the ETJ.</small>	 <small>Raleigh has no development regulation jurisdiction outside of its ETJ</small>	 UDO, Sec. 14-1008 Sec. 14-1008. - Extraterritorial Application of Code
Issuance of all permits, standards and connections covered by the utility handbook	 <small>Connections cannot occur until Council has approved the annexation.</small>	 <small>Connections/metering can occur prior to the effective date (once acceptance criteria and utility connection stub permits are paid for) but cannot occur until Council has approved the annexation + approved the connection to/extension of water and sewer). If connection is granted by Council prior to the effective date of the annexation, accounts will be charged outside rates until the annexation becomes effective. It is the responsibility of the property owner to contact Raleigh Water to switch to inside rates once the annexation becomes effective. It is not automatic.</small>	 WITH COUNCIL ACTION <small>Connection could occur with council approval of utility extension/connection (at outside rates).</small>	 <small>Connections cannot occur until Council has approved the annexation.</small>	 <small>Delayed effective date annexations not permitted outside of the ETJ.</small>	 WITH COUNCIL ACTION <small>In emergency situations with council approval (on a case by case basis for existing development where there is a threat to public health, safety and welfare and to Raleigh's drinking water supply.) This only applies to properties in our service area in which there is availability.</small>	 Raleigh Public Utilities Handbook
Issuance of all permits covered by the right of way handbook					 <small>Delayed effective date annexations not permitted outside of the ETJ.</small>	 <small>Raleigh has no development regulation jurisdiction outside of its ETJ.</small>	 Transportation Right of Way Provisions Sec. 14-1008. - Extraterritorial Application of Code
Issuance of all permits included by the North Carolina Department of Insurance (NCDO)				 <small>Work governed by NCDOI permit may not commence on site before annexation.</small>	 <small>Work governed by NCDOI permit may not commence on site before annexation.</small>	 <small>With a binding contract with the local AHJ - Authority Having Jurisdiction.</small>	 2018 North Carolina State Building Code: Administrative Code and Policies Section 204.3.1

To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Ken Bowers, Deputy Director
Department	Planning and Development
Date	January 16, 2024
Subject	Update on Commerce Place Streetscape Project

Commerce Place Streetscape Project

During the April 18, 2023 City Council meeting, The City Council accepted a bid of \$450,000 from Turnbridge Equities for the City-owned parcel at 322 W. Davie Street. At their May 16 meeting, Council then voted to allocate half of the proceeds towards the City’s affordable housing fund while reserving the other half for potential streetscape improvements along Commerce Place that would be implemented through a partnership between the City and the adjacent property owners—Turnbridge Equities and Empire Properties. Staff have engaged in discussions with the private partners, who support improvements and reimagining this industrial alley as a pedestrian-priority space.

Staff committed to bringing a specific streetscape plan back to the Council before any money would be committed to a project, which is still in progress. Staff expects to return the streetscape plan to Council by the end of Q1 2024. As part of the design process, the City hosted a half-day community engagement event on Commerce Place during First Friday on November 3, 2023 to inform the public and gather feedback to inform the future of Commerce Place. Survey findings are detailed in this memo.

It has been contemplated that streetscape construction would occur in tandem with the development project proposed by Turnbridge Equities. Given current economic conditions, it may be two or more years before a permanent change to the Commerce Place streetscape can begin construction. Therefore, Staff has moved forward, with support from the private partners to pursue a temporary, tactical phase (“Phase 1”) that will test a streetscape concept in the field before finalizing a design, gaining valuable experience and data while activating the street sooner than would otherwise be possible. This incremental approach has demonstrated value and success in public space

projects across the country, including the redesign of New York’s Times Square and other notable examples.

The Phase 1 design is detailed in this memo and staff expects installation to begin in Spring 2024. This will likely include surface paint to show the division of pedestrian and vehicle zones, as well as movable planters, tables and chairs, and other improvements.

Appearance Commission Legacy Project

On October 19, 2023, the Appearance Commission unanimously selected Commerce Place as their annual Legacy Project and approved a \$5,000 grant toward an Artist in Residence for Phase 1. The work of the artist will bring a creative element to the project that will help contribute even more to the identity of the Warehouse District. UPG worked with the Office of Raleigh Arts to form a selection committee for the Artist in Residence, which unanimously selected Mary Carter Taub on December 8, 2023. Staff will present to the Appearance Commission again in February 2024 to request an additional \$5,000 to put toward the materials for the art installation on the street.

Community Engagement on November 3rd

City staff hosted an open street event on November 3rd that coincided with First Friday festivities. For the event, Commerce Place was closed to traffic and included two food vendors, live music, outdoor games, and poster boards, allowing participants to choose priorities for the future streetscape and vote on precedent images from other communities. Staff was on hand to explain options, answer questions, and receive input. More than 280 people voted on their design priorities and many more passed through the street to enjoy the programming. Here is a 1-minute [recap video](#) of the event.

Survey Findings

Following the November 3rd event, the City released an online survey to provide an opportunity for a wider audience to share their thoughts on the future design of Commerce Place and 87 people participated.

The responses from the online survey and in-person community engagement event were consistent in their findings. The key take-aways are listed below and the complete community engagement report can be found [here](#).

- The two most preferred design styles are:
 - *Traditional* - traditional paving, light poles, and furnishings to match surrounding area.
 - *Playful Eclectic* - “more is more”, overlapping elements and eye-catching colors.
- The top three elements to include in the street are *Greenery*, *Streeteries*, and *Public Art*.

These findings will be used to inform the more permanent, Phase 2 street design and programming.

Phase 1 Street Design

Phase 1 will introduce tactical improvements to the street that are temporary, but the design is intended to test the desired streetscape for permanent installation during Phase 2. This streetscape has been collaboratively designed and iterated by UPG in collaboration with Turnbridge and Empire, and with feedback from Transportation and Fire.

Key features of the Phase 1 design include:

1. **Travel Lane:** The Travel Lane is a one-way street that flows south from Martin St to Davie St, buffered by Botts' Dots to separate this area from the Walkable Shared Space for pedestrians. (Botts' Dots are round, raised pavement markers of the type installed at the Hillsborough-Pullen roundabout.)
2. **Walkable Shared Space (inside fire zone):** This is a pedestrian area (5-ft in width) on either side of the Travel Lane, that also serves as a shared space with the fire zone (combined width with Travel Lane of 20-ft). On the south end of the street, the Walkable Shared Space shifts completely to the east side of the travel lane, but the fire zone remains the required 20-ft width.
3. **Pedestrian and Furnishings Zone:** The Pedestrian and Furnishings Zone will be a pedestrian-only area, buffered by bollards and large planter boxes. Within this area will also be streeteries on the north and south end of the streets, paid for by the property owners and operated by the tenants on Commerce Place. This part of the street will be painted, to make a clear distinction from the shared spaces with vehicles.

The latest draft design is included in Appendix A. A larger-scale version can be provided on request.

Next Steps

The primary next steps for the project planned by staff are as follows:

- Finalize detailed design for Phase 1
- Finalize cost estimates and funding sources for Phase 1
- Plan materials procurement and installation of Phase 1, targeting Spring 2024 for installation and opening event
- Develop the streetscape plan for Phase 2
- Present the draft Phase 2 streetscape plan to Council for authorization, targeting end of Q1 2024 for presentation. Following Council authorization, the streetscape plan would move through the adoption process set forth in the UDO. This process is subject to a pending text change and would involve a review and

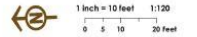
recommendation from the Design Review Commission (formerly the Appearance Commission) and a public hearing before adoption by the City Council.

Appendix A: Phase 1 Draft Design

Commerce Place Tactical First Phase (for internal City use only, drafted 12/01/2023) ALT 1- ONE WAY VEHICLE TRAVEL

NOTE:
Turning left into and out of the street accommodates the Peace Engineering (PE) of the vehicle specified for this use area only.
In accordance with recommendations from FEMA Technical Report FEMA-HM-27-056.
2024 CUE needs to include the proposed 4.25' fire clearance, there is a need for a separate furniture zone between the shared street and the pedestrian exclusion zone.

- Pedestrian and Furnishings Zone
- Area Set Aside for Streetery Potential
- Shared Space (inside fire zone)
- Shared Space, Travel Lane
- Bolt's Dots (4' apart)
- 20' Fire Clearance Boundary



To	Marchell Adams-David, City Manager
Thru	Patrick O. Young, AICP, Director
From	Bynum Walter, AICP, Assistant Director
Department	Planning and Development
Date	January 19, 2024
Subject	Follow up from January 2, 2024 City Council Meeting – Report of Planning Commission for New Bern Avenue and BRT

During the January 2, 2024 meeting, City Council received Planning Commission’s recommendations for Comprehensive Plan amendment CP-7-22 New Bern Station Area Planning and rezoning Z-92-22 New Bern Avenue TOD. Council Member Harrison requested that staff provide information related to three additional recommendations that the Planning Commission made to City Council:

1. Authorize a text change to review how **Neighborhood Transitions** are applied within the Transit Overlay District (TOD).
2. Authorize a study to review the interaction between maximum building heights and the TOD's **Density Bonus**.
3. Authorize a **Displacement Study** to identify areas most at-risk for displacement and to identify policies and actions to stabilize them.

Council Member Forte raised the issue of land banking and asked for additional information. Council Member Jones asked for information about how the impacts and effects of the -TOD could be evaluated.

-TOD Background

Details regarding the provisions of Raleigh’s Transit Overlay District (-TOD) can be found in [UDO Sec. 5.5.1](#). The overlay was established with the creation of the UDO, first effective in 2013. As implementation of recommendations of the [Equitable Transit Oriented Development Guidebook](#), the overlay was amended by TC-17A-20 in October 2021.

The purpose of the -TOD is to allow more housing options; create connected walkable streets; encourage affordable housing and employment; and support all modes of transportation. Regulations address prohibited uses, parking, streets, amenity area, density bonus, dimensional standards, tree conservation, commercial uses, and non-conformities.

The -TOD was first applied to parcels in the Western and Southern BRT corridors during the summer of 2022 (Z-18-22 and Z-19-22). More recently, TC-2-23 was adopted in October of 2023 and removed prohibition of single-unit and two-unit living from the -TOD. A pending rezoning, Z-92-22, proposes to apply the overlay across parcels in the New Bern Avenue BRT Corridor.

Neighborhood Transitions

Currently, the -TOD relaxes Neighborhood Transitions that might otherwise be required by [UDO Sec. 3.5](#). While Zone A/Protective Yard is required, neither Zone B/Use Restrictions nor Zone C/Height and Form apply to detached house, tiny house, attached house, townhouse, or apartment building types in the -TOD. Depending on its configuration, Zone A/Protective Yard can vary between 10 and 50 feet. Removing Zone B and C regulations in the -TOD reduces the minimum transition area from 50 feet to as little as 10 feet. During review and adoption of TC-17A-20, both Planning Commission and City Council considered this aspect of the -TOD.

Compact development with smaller setback requirements is fundamental to neighborhoods that allow more housing options and support all modes of transportation. In defining the overlay, many development considerations were evaluated; TC-17A-20 included a combination of elements – including relaxed Neighborhood Transition requirements – that work together to encourage compact development around BRT.

Should Council wish to revisit Neighborhood Transitions requirements in the -TOD, staff could evaluate the impact of requiring more than the current minimum 10-foot protective yard; requiring some or all aspects of Zones B and C; or options for a new transition standard unique to -TOD.

Density Bonus

Initially suggested by the Equitable Transit Oriented Development Guidebook, the -TOD includes a density bonus for certain types of development. In residential development, a housing affordability bonus allows that height in stories may be increased by 50 percent when 20 percent of additional units are affordable to families at 60 percent of area median income (AMI), or below, for no less than 30 years. In non-residential development, an employment bonus allows that height in stories may be increased by 30 percent.

The residential density bonuses must be voluntary to comply with state law, and the regulations must be balanced to be financially beneficial to developers who opt-in to the regulation – otherwise it will not be used, and no affordable units would result.

Specific to housing, there are three elements to affordability in a project – the percentage of affordable units, the duration of affordability, and the depth of affordability. Each carries a cost. While maximizing them all may be desirable, obtaining more of one means either less of another or a greater public subsidy. The density bonus is likely to be most impactful in districts currently zoned for three to five stories with

density bonuses up to five stories and seven stories respectively. In areas already zoned for seven-story buildings or more, increasing the density bonus beyond seven stories requires changing construction typology from mid-rise to more expensive high-rise construction. The higher cost of these typologies may not be supported by market rents in all areas eligible for the bonus; in areas where market conditions do not encourage higher density development, developers will not choose to opt-in to the overlay even if it is made available to them.

In Raleigh, affordable housing is typically built with significant public subsidy, both state and local dollars. The density bonus is unique in that it delivers affordable units from private development without public subsidy. The density bonus also benefits subsidized affordable housing development. New Bern Crossings, for example, benefitted from reduced development costs by having entitlement to additional height without the cost and time required by an individual rezoning. Four projects are currently in development that will bring the first bonus units to market in Raleigh:

	Bonus Type	Development Type	Dwelling Units	Bonus Units	Affordable AMI
Casitas Aqui II	Density	Market-Rate w/Affordable	22	2	60%
1415 Hillsborough St	Height	Market-Rate w/Affordable	100	8	60%
5710 Glenwood Ave	Density	Market-Rate w/Affordable	26	3	60%
New Bern Crossings	Height	100% Affordable	192	48	60%
601 Method Rd	Density	Market Rate w/Affordable	9	5	60%
Total			349	66	

These developments are all utilizing the housing affordability density bonus of the Frequent Transit Development Option (FTDO), not the -TOD. The first development in the -TOD to utilize the density bonus can be expected in the Western or Southern BRT corridors where the overlay has been in place for about 18 months.

The rate of utilization of the FTDO density bonus suggests that the regulations are well-balanced. Raleigh typically provides gap financing for about 500 dwelling units per year and utilization so far is more than a 10 percent increase in affordable units being delivered. There is clearly enough incentive to the market to make inclusion of affordable units worthwhile. So far, the rate of utilization is not high enough to indicate an opportunity to deepen the affordability requirements to a lower AMI or higher percentage of units.

Should Council wish to revisit density bonus requirements in the -TOD, staff could evaluate adjusting a combination of factors: reducing or increasing the number of additional stories available; consider tying the amount of affordability and the bonus to underlying land values, requiring a higher or lower percentage of affordable units;

increasing or decreasing affordability in relationship to AMI; or a longer or shorter period of affordability.

Displacement Study

In her motion to recommend that City Council authorize a displacement study, Planning Commissioner Bennett referenced six examples from around the US: [Austin, Texas \(2018\)](#); [Portland, Oregon \(2013\)](#); [San Francisco, California \(2019\)](#); [Minneapolis, Minnesota \(2019\)](#); [Seattle, Washington \(2016\)](#); and [Boston, Massachusetts \(2020\)](#).

Each of these studies is designed differently and uses a different methodology to make some kind of comparison – between two time periods, between a smaller (neighborhood) and larger (city or metro) geography, or both. From the [National Neighborhood Indicators Partnership Guide to Measuring Neighborhood Change to Understand and Prevent Displacement](#) a general definition of a displacement study is “a neighborhood-level analysis to understand where change is happening, what it looks like, and where it might happen in the future.” An effective study pairs that analysis with policies and actions that acknowledge and respond to recent and anticipated change. The New Bern Station Area Planning report does both of these things.

Across these six example studies, the most commonly referenced individual pieces of data include: race, age, income, family status, educational attainment, housing tenure, building year constructed, and home sales prices. New Bern Station Area Planning began in 2021 with an [analysis of existing conditions](#). This document included analysis of race, age, income, housing tenure, building year constructed, and home sales prices, plus transit-specific information such as traffic volume, vehicle crashes, and sidewalk coverage. It also included qualitative information titled [“The Story of New Bern.”](#) The New Bern Station Area Plan establishes the baseline necessary to understand recent and anticipated change in this area of Raleigh.

Additionally, the final New Bern Station Area Planning report translated this analysis into policy and action recommendations for City Council to consider and adopt. Highlights of the policy and action recommendations address:

- Deepening affordability of housing that the city funds in the corridor
- Preservation of existing naturally occurring affordable housing
- Expanding the availability of financial support for existing homeowners
- Increasing funding for small business support

The current suite of actions in the plan are estimated to have a budget cost of \$31 – 47 million. Council may wish to provide guidance about priority issues and range of cost before directing staff to develop further policies and actions related to neighborhood stabilization in response to displacement.

Based on the above, staff believes that the studies and recommendations above constitute a displacement plan, but we stand ready to receive direction from Council regarding any additional elements of study you deem necessary and appropriate.

Land Banking

There are opportunities for Raleigh to acquire property within the BRT corridors to support the strategic development of affordable housing. Building affordable housing near BRT is important because transit provides access to employment, schools, and opportunity without adding the additional cost burden of car ownership. As the number of available parcels near the BRT stations diminishes through redevelopment, supporting land acquisition is an important way to influence where affordable housing is placed along the BRT corridors. By controlling the land, acquisition allows the city to achieve a higher percentage of affordable units for longer terms and at deeper levels of affordability.

In addition to providing financial support to numerous affordable housing developments in the BRT corridors, the city has made several significant purchases in BRT corridors:

Property	BRT Corridor	Purchase or Financing	Units or Acres
NC DMV, 1100 New Bern	New Bern	Purchase	5.88 ac.
Duplex Village (portion of)	New Bern	Purchase	±120
Washington Terrace	New Bern	Financing	360
King's Ridge	New Bern	Financing	100
Milner Commons	New Bern	Financing	156
Lake Haven	New Bern	Financing	56
Jeffries Ridge	New Bern	Financing	32
Zack's Grocery Mart Corner of New Bern & Raleigh Blvd.	New Bern	Purchase	3.4 ac.
East College Park Phase I&II	New Bern	Financing	91
Martin Haywood Phase I&II	New Bern	Financing	16
Cottages of Idlewild	New Bern	Financing	18
SE Raleigh Promise	New Bern	Financing	27
New Bern Crossings	New Bern	Financing	192
Pines at Peach Road	Southern	Financing	119
Thrive at South End	Southern	Financing	90
Cargill, 1400 S. Blount St.	Southern	Purchase	10.05 ac.
2916-3100 S. Wilmington St.	Southern	Purchase	11.08 ac.
Hampton Spring	Western	Financing	56
5508 Western Blvd., 5507 & 5511 Hillsborough St.	Western	Purchase	3.57 ac.
Moore Square	All	Purchase	165

Housing and Neighborhoods' efforts to advance development of affordable housing in the BRT corridors is ongoing, including partnership with Planning and Development's Division of Real Estate to work together to identify strategic sites for acquisition. The Affordable Housing Bond spending plan for Fiscal Year 23 totals around \$12.2 million, and of that around \$6 million is budgeted for direct acquisition of sites near the BRT corridors.

Raleigh is also a partner in the Wake County Affordable Housing Preservation Fund. The \$61.6 million fund is administered by Self-Help Ventures Fund and designed to keep nearly 3,200 units in Wake County affordable over the next 15 years. Raleigh contributed \$4 million to the fund.

Raleigh Housing and Neighborhoods is also exploring opportunities for an expanded land banking program based on a model developed in Orange County, NC, which focuses on preserving existing NOAH housing opportunities.

Evaluating Impacts and Effects of BRT and -TOD

The City of Raleigh will measure impacts and effects in terms of maintaining and enhancing affordability and diversity to ensure long term commitments to equitable growth, relative to current patterns. The fundamental goal is to grow more around transit while ensuring equity, particularly in the form of housing affordability. These goals are only as meaningful as the mechanisms for achieving them are effective – and achieving effectiveness requires ongoing monitoring.

The Equitable Transit Oriented Development Guidebook directed setting up a program to gather information on a set of metrics. Staff are already monitoring this set of metrics, including:

- Usage of the -TOD Overlay and density bonus

The -TOD overlay is mapped across 1,067 acres in the Southern and Western BRT corridors. If approved, rezoning Z-92-22 would map the overlay across 691 parcels totaling 682 acres in the New Bern Avenue corridor. As previously noted, no projects have yet used the density bonus to increase entitlement, but these regulations have only been in place for about 18 months. Given the long life cycle of development projects, first projects utilizing the density bonus could be expected in the next six to nine months.

- Production of new housing units and availability of existing housing

Raleigh has tools in place to track housing production. These include [Missing Middle](#) metrics and city-wide data about residential permitting. Producing more market-rate units relative to “baseline” in the New Bern corridor is an important metric, as it directly measures the overall availability of housing in the area. More housing availability is the key tool Raleigh has to reduce upward pressure on housing prices in this high-demand area.

- Production of new affordable units

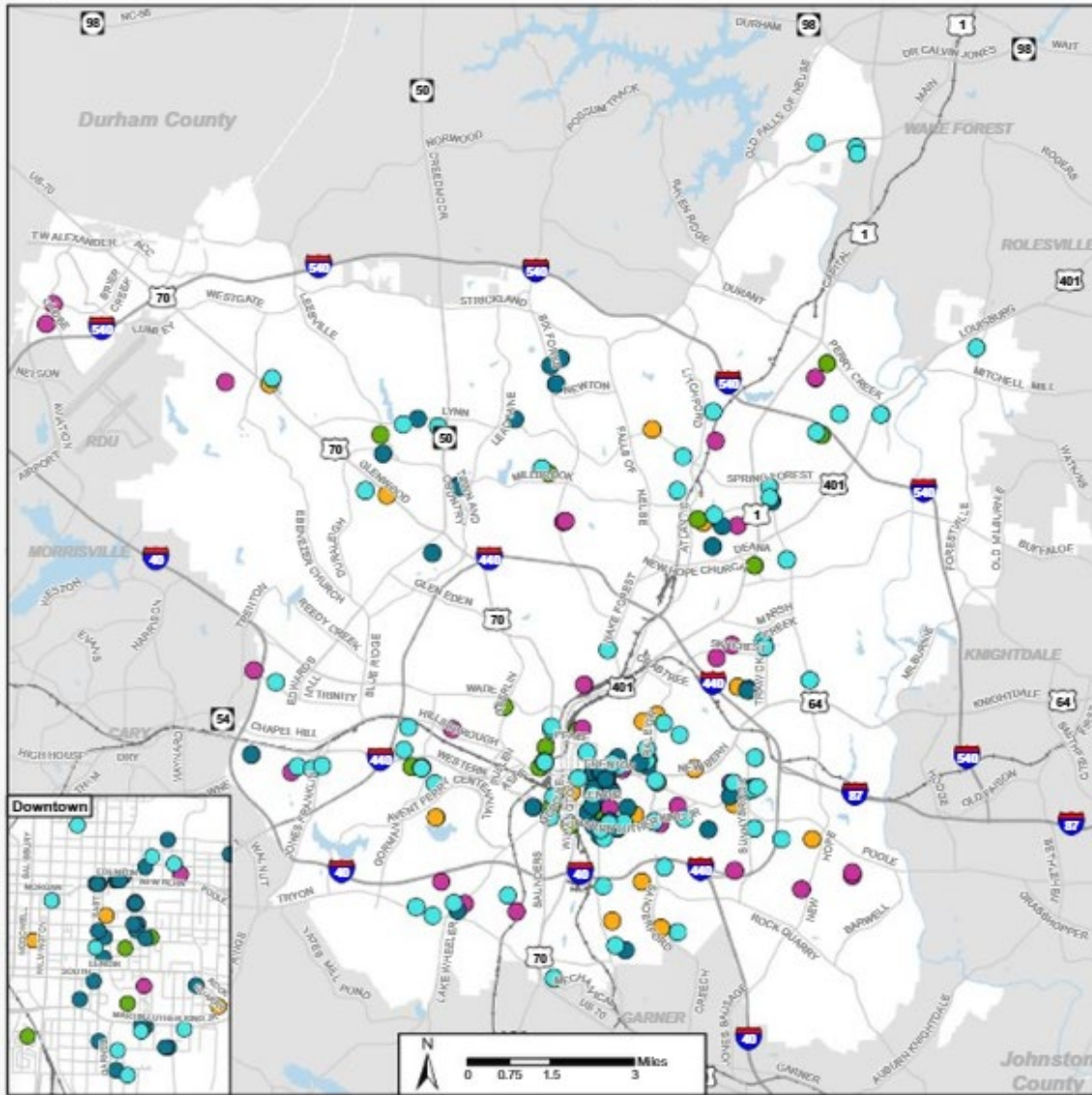
Housing and Neighborhoods tracks this information closely. In 2016, Raleigh established an aspirational goal to create 570 affordable units per year for 10 years, for grand total of 5,700 of housing units by 2026. Through Fiscal Year 22-23, the city has created and preserved 3,439 units, with another 2,261 remaining of the total goal.

Year 1 FY 15-16	317
Year 2 FY 16-17	489
Year 3 FY 17-18	519
Year 4 FY 18-19	790
Year 5 FY 19-20	449
Year 6 FY 20-21	308
Year 7 FY 21-22	156
Year 8 FY 22-23	411
FY 23 – 25 Remaining	2,261

- Number of persons experiencing homelessness or in temporary housing
Wake County Continuum of Care completes the annual Point In Time Count for Wake County, including Raleigh.
- Number of subsidized and “naturally occurring” affordable units

Also tracked by Housing and Neighborhoods, the inventory of subsidized affordable units is captured in a snapshot by Map H-1: Subsidized Affordable Housing.

Map H-1: Subsidized Affordable Housing



- North Carolina Housing Finance Agency Low-Income Housing Tax Credits
- Raleigh Housing Authority Public Housing
- Affordable City-Owned Rentals
- City Joint Venture Rentals
- Federally Funded

Map created 8/9/2018 by the Raleigh Department of City Planning

Staff will monitor other metrics such as number and percent of housing cost-burdened households and longitudinal patterns in average household income in the BRT corridors. No individual metric can capture the full picture and collective patterns among the metrics will need to be carefully evaluated over time.

Weekly Events Digest

Friday, January 19 – Thursday, January 25

City of Raleigh Office of Special Events
specialevents@raleighnc.gov | 919-996-2200 | raleighnc.gov/special-events-office

Permitted Special Events

No permitted special events are scheduled during this time.

Other Upcoming Events

[Detroit Red Wings vs. Carolina Hurricanes](#)

Friday, January 19
PNC Arena

[The Magic of Rodgers and Hammerstein – NC Symphony](#)

Friday, January 19 & Saturday, January 20
Meymandi Concert Hall

[Introduction to Honey Bees and Beekeeping](#)

Saturday, January 20
Pullen Park Community Center

[Virginia Tech vs. NC State](#)

Saturday, January 20
PNC Arena

[Shen Yun Performing Arts 2024](#)

Saturday, January 20 & Sunday, January 21
Memorial Auditorium

[Strike and Stay: The Story of the Plott Hound](#)

Sunday, January 21
City of Raleigh Museum

[Minnesota Wild vs. Carolina Hurricanes](#)

Sunday, January 21
PNC Arena

[Job Fair](#)

Wednesday, January 24
Method Community Park

[Spanish Small Business Workshop](#)

Thursday, January 25
Walnut Creek Wetland Center

[Dave Barnes](#)

Thursday, January 25
Fletcher Opera Theater

[New Jersey Devils vs. Carolina Hurricanes](#)

Thursday, January 25
PNC Arena

Public Resources

[Event Feedback Form](#): Tell us what you think about Raleigh events! We welcome feedback and encourage you to provide comments or concerns about any events regulated by the Office of Special Events. We will use this helpful information in future planning.

[Road Closure and Road Race Map](#): A resource providing current information on street closures in Raleigh.

[Online Events Calendar](#): View all currently scheduled events that impact city streets, public plazas, and Dorothea Dix Park.