

# Comprehensive Plan Amendment Petition



RALEIGH  
DEPARTMENT OF  
CITY PLANNING



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

A request to amend the 2030 Comprehensive Plan text, maps or content.

## Applicant Information

Name

Address

City

State

Zip

Phone

Fax #

Email

## Requested Amendment

☐ Future Land Use Map  
(Cite all affected parcels  
below)

☐ Plan Text (Cite relevant  
section/page below)

☐ Area Plan Map/Text (Cite  
all affected parcels and  
relevant section/page below)

☐ Other Map  
LU-5

Brief Description of Amendment:

The undersigned applicant(s) hereby certifies that, to the best of his or her knowledge and belief, all information supplied with this application is true and accurate.

Signature Jason Hardin Date \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

## Office Use Only

File # CP-\_\_\_\_\_ Fee Paid \_\_\_\_\_ Check # \_\_\_\_\_ Received By \_\_\_\_\_

## Directions for Filing a Comprehensive Plan Amendment Petition

**1 Filing a Petition:** A petition must be clearly and accurately written or typed. Petitions may be filed in person at One Exchange Plaza or by mail: Planning & Development PO Box 590, Raleigh, NC 27602. Petitions to amend the Comprehensive plan must be approved by the City Council, upon a recommendation by the Planning Commission. Submittal of a Comprehensive plan amendment must be in accordance with the filing schedule (coming soon).

**2 Fee:** A fee as specified on the [Development Fee Schedule](#) must be submitted with this petition. Fees are due at the time of petition submittal, and are non-refundable.

### Information That Must be Submitted with Petition

**A Description of requested amendment to the Comprehensive Plan**

Clearly explain the amendment to the Comprehensive Plan. If the request is to alter the Plan text, cite the section, page number and policy or action short title. Suggested text amendments should be submitted in 'blackline' or 'strikeout' format (text recommended to be removed should be strikethrough, added text should be bold). If the request is to alter the future land use map, list all affected parcels (by PIN or address), area of request, the current designation and recommended designation. Suggested amendments to any map should be described and illustrated. List any applicable area plans that provide detailed guidance for the property, with any suggested amendments. The Comprehensive Plan can be found online at [www.raleighnc.gov/cp](http://www.raleighnc.gov/cp)

**B Conditions that warrant the plan amendment**

Describe the conditions that warrant the plan amendment such as unforeseen circumstances or the emergence of new information, unanticipated changes in development patterns, rezoning, transportation improvements, economic opportunities, etc.

**C Relevance of the amendment to the Plan's six vision themes**

(1. Economic Prosperity and Equity 2. Expanding Housing Choices 3. Managing Our Growth 4. Coordinating Land Use and Transportation 5. Greenprint Raleigh 6. Growing Successful Neighborhoods and Communities)

Explain how the amendment addresses the six guiding themes of the Comprehensive Plan.

**D How the amendment advances public health, safety and general welfare**

Explain how the amendment advances and protects the general health, safety and welfare of the citizens.

### Comprehensive Plan Amendment Checklist

*Please check off each space or "N/A" for not applicable. Submit all required documentation to the Planning Department.*

Checklist	Completed	N/A
Had pre-application meeting with Planning staff to discuss proposal	<input type="checkbox"/>	<input type="checkbox"/>
Completed and signed petition	<input type="checkbox"/>	<input type="checkbox"/>
Attached map clearly showing boundaries of area and requested Comprehensive Plan Amendment	<input type="checkbox"/>	<input type="checkbox"/>
Attached written statement that addresses subsections A, B, C and D	<input type="checkbox"/>	<input type="checkbox"/>
Applicable fee (make check or money order payable to: City of Raleigh)	<input type="checkbox"/>	<input type="checkbox"/>
Additional information as required (traffic study, etc.)	<input type="checkbox"/>	<input type="checkbox"/>



# STAFF REPORT

## Comprehensive Plan Amendment CP-15-21: Frequent Transit Map

This is a city-initiated amendment to the 2030 Comprehensive Plan to revise Map UD-1 Urban Form Map. The changes involve designating a “Frequent Transit Area” that is within a half-mile of BRT routes and a quarter mile of non-BRT transit routes. Frequent transit is defined as transit with less than 15 minutes between buses or trains during peak hours

The “Frequent Transit Area” renames and expands the existing “Core Transit Area” by also including non-BRT frequent transit routes in addition to BRT routes. It also would more clearly recommend an urban approach to frontage in order to improve walkability.

The change would also rename the “Transit Station Areas” to “Bus Rapid Transit Area” to avoid potential naming confusion. The changes also include a slight modification to the “Bus Rapid Transit Area” along planned BRT routes that indicates where zoning specific to BRT stations would generally be mapped.

The purpose of the change is twofold:

- To provide policy support for regulatory changes that would allow more people to live and to work in areas served by frequent transit.
- To improve walkability in areas served by high levels of transit.

The amendment is a companion piece to text change TC-20-21, which would modify the Unified Development Ordinance to better support “missing middle” housing types such as duplexes, townhouses, and small apartments in areas near frequent transit. That change also would allow additional building height – to a total of five stories – for housing and employment-generating uses in existing mixed-use areas near frequent transit.

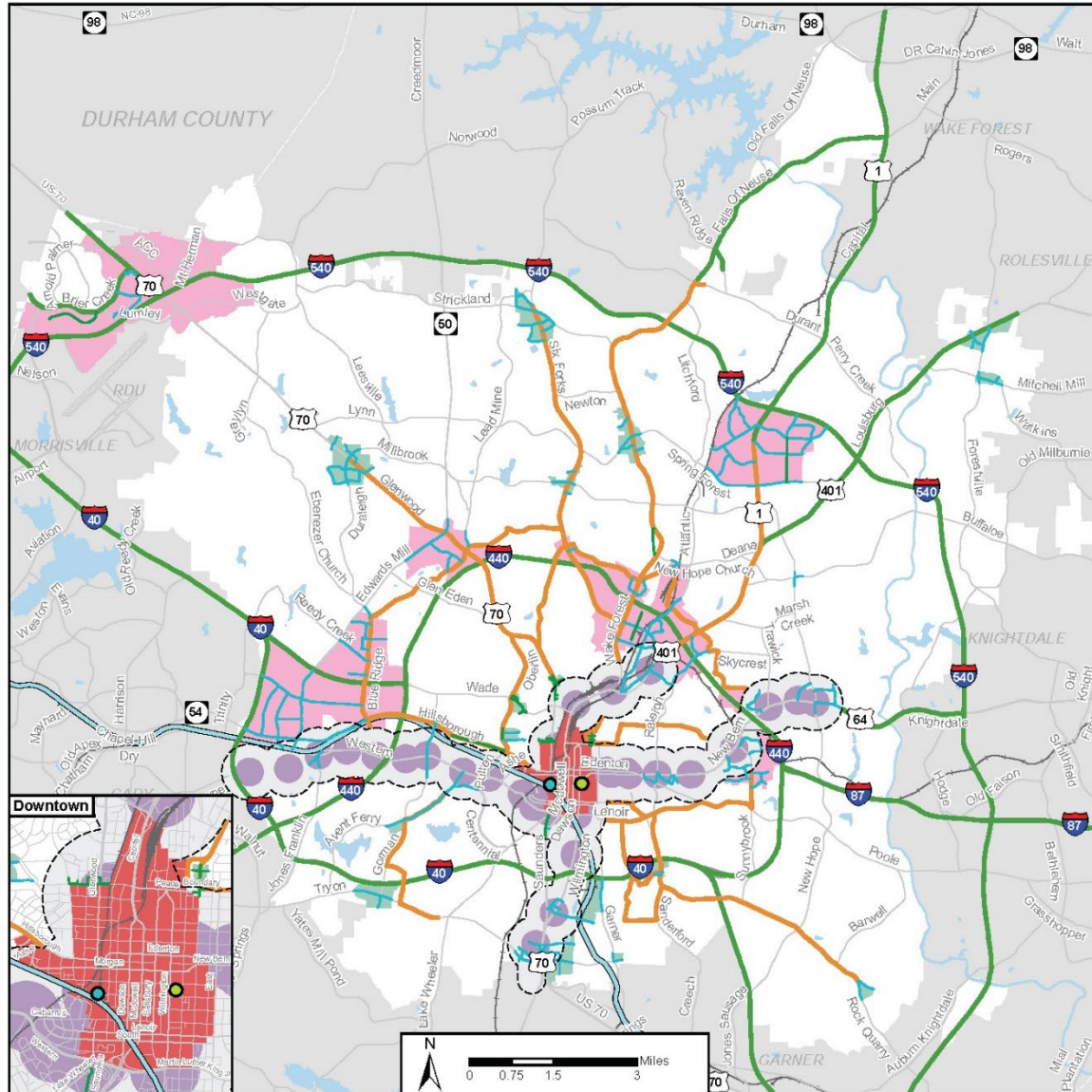
More broadly, it is intended to assist in removing barriers created by exclusionary zoning, improve affordability by allowing more units in more affordable housing types, and reduce per capita carbon emissions by allowing more units in housing types that are more energy efficient than detached houses.

The existing and revised maps are shown on the following two pages.

## Existing Map

Urban Design

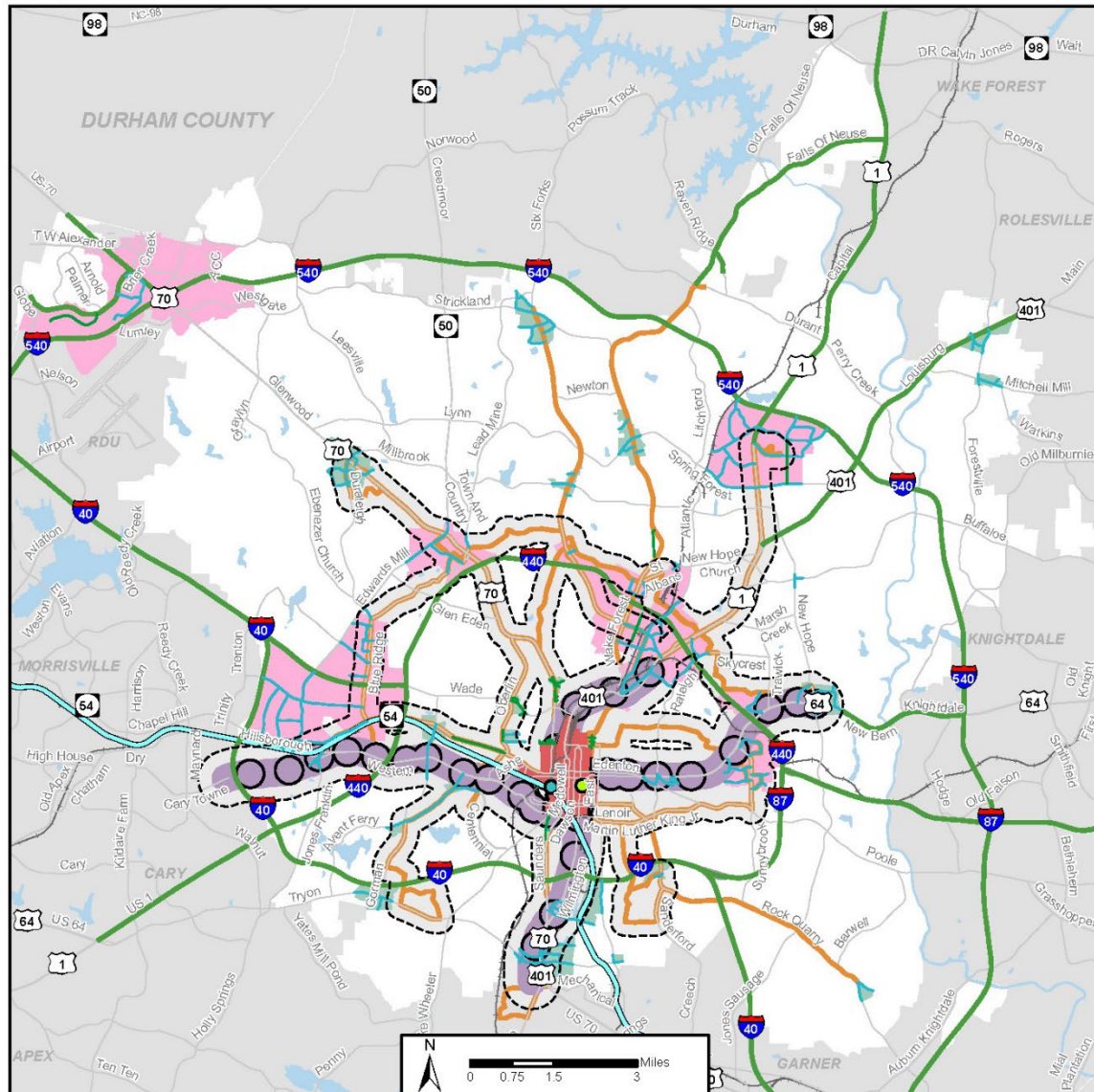
### Map UD-1: Urban Form



Map created 3/12/2021 by the Raleigh Department of Planning and Development

## Amended Map

Map UD-1: Urban Form



- |                             |                              |
|-----------------------------|------------------------------|
| ● Raleigh Union Station     | □ Transit Station Area       |
| ● GoRaleigh Bus Station     | □ Frequent Transit Area      |
| — Main Street               | ■ Bus Rapid Transit Corridor |
| — Urban Thoroughfare        | ■ Mixed-Use Center           |
| — Transit Emphasis Corridor | ■ City Growth Center         |
| — Parkway Corridor          | ■ Downtown                   |
| — Commuter Rail Corridor    |                              |

Map created 2/7/2022 by the Raleigh Department of Planning and Development



The change, as noted above, would rename and slightly modify two existing urban form categories in the Comprehensive Plan. The changes are shown below in strikethrough/underline format.

~~Core Transit Area: This designation refers to areas within a quarter-mile of corridors proposed for bus rapid transit or within a half-mile of identified transit station locations. An urban or hybrid approach to frontage is recommended, depending on context.~~

Frequent Transit Area: This designation refers to areas within a half mile of corridors proposed for bus rapid transit or within a quarter-mile of other frequent transit routes, defined as transit with less than 15 minutes between buses or trains during peak hours. An urban frontage is recommended.

~~Transit Station Areas: These areas are within a quarter-mile of a transit station that includes frequent bus service. An urban frontage is recommended in these areas to encourage walkability to the greatest extent possible.~~

Bus Rapid Transit Area: These areas are within a quarter-mile of planned BRT routes. An urban frontage is recommended in these areas to encourage walkability to the greatest extent possible.

## **CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:**

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

### **The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;**

The proposed amendment reflects changing conditions in multiple respects – demographically, economically, and environmentally. It reflects the reality of smaller household sizes, including younger couples without children and empty nesters, and increased desires among residents to live in walkable places. It also reflects the challenge of rising housing prices and the role that exclusionary zoning has played in that process. In addition to allowing more supply, missing middle housing types are by their nature more affordable than detached houses. Lastly, it recognizes the fact that missing middle housing types are more energy-efficient than detached houses, bringing down per capita carbon emissions from energy use. It also allows more people to live in walkable places near transit, which reduces carbon emissions from transportation while also improving community health.

### **2. The proposed amendment is in response to changes in state law;**

*n/a*

**3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;**

The amendment has broad benefits to the city as a whole. It helps further the overall objectives and all of the major themes of Comprehensive Plan, including the themes of **Economic Prosperity and Equity, Expanding Housing Choices, Managing Our Growth, Coordinating Land Use and Transportation, Greenprint Raleigh – Sustainable Development**, and **Growing Successful Neighborhoods and Communities**. Specifically, it benefits the city by improving housing choice, removing barriers created by exclusionary zoning, improving affordability by allowing more affordable housing types in more places, and reducing per capita carbon emissions by allowing housing types that are more energy efficient than detached houses.

**4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;**

The proposed amendment is consistent with every one of the Comprehensive Plan's six vision themes – the core of the plan itself.

The theme of **Economic Prosperity and Equity** is enhanced by removing the barriers created by exclusionary zoning practices that artificially limit access to living in high-opportunity areas. Similarly, the theme of **Expanding Housing Choices** is enhanced by allowing greater housing choice in neighborhoods across the city, allowing residents to choose from a larger selection of smaller, more affordable units than currently exists.

The theme of **Managing Our Growth** is enhanced by allowing more people to live in walkable places within the city rather than forcing many to move to the region's edge, with the accompanying damage to natural spaces and long-term infrastructure costs that result. Similarly, the theme of **Greenprint Raleigh-Sustainable Development** is strengthened not just by diminishing the demand for far-flung development, but by allowing people to live in more energy-efficient housing types and to live more walkable lifestyles.

The theme of **Coordinating Land Use and Transportation** is enhanced by allowing more people to live near walkable and transit-served areas. While the amendment applies broadly across the city, the high demand for walkability means that many new missing middle homes will likely be built or created in walkable places near transit.

Lastly, the theme of **Growing Successful Neighborhoods and Communities** is greatly enhanced by allowing more housing types. This permits older residents to downsize their homes while staying in their neighborhood, or younger residents or couples to find a small home in a neighborhood they like or even grew up in. Allowing more residents also supports neighborhood-serving businesses, and allows those businesses to adopt a more pedestrian-friendly form that caters to the neighborhood rather than relying on larger parking lots and car-oriented signage.

**5. The impact the proposed amendment has with regard to:**

**A. Established property or proposed development in the vicinity of the proposed amendment;**

The amendment applies broadly, to all areas near frequent transit. However, it supports existing property by allowing more options for property owners.

**B. Existing or future land use patterns;**

The amendment will tend to allow more people to live in walkable, transit-served places within the city rather than forcing them to live on the city's or region's edge.

**C. Existing or planned public services and facilities;**

The amendment would allow services and facilities to operate more efficiently by allowing more infill, rather than relying on new infrastructure that serves fewer people on the city's edge.

**D. Existing or planned roadways;**

The amendment would not directly impact existing or planned roadways.

**E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;**

The amendment will improve air quality and reduce per capita carbon emissions by allowing people to live in more energy efficient housing types. It will preserve natural spaces on the city's edge by allowing more housing opportunity and choice within the city, rather than forcing people to live on the city's edge.

**F. Other policies of the Comprehensive Plan.**

The amendment is consistent with a broad range of policies in the plan, as noted above.

**STAFF COORDINATOR:**

Jason Hardin, [Jason.Hardin@raleighnc.gov](mailto:Jason.Hardin@raleighnc.gov), 919-996-2657