

# 2030 Comprehensive Plan Update



## 1 Introduction

Round I—Public Meetings for the Five-Year Comprehensive Plan Update took place in March and May of 2015. The meetings were promoted through the City’s Govdelivery system to all citizens who had registered their interest in public events and the Comprehensive Plan. Buildup for the workshops began with the social media site, MindMixer, through which viewers were asked pertinent questions related to the Plan based on their involvement in the development of the original plan and their perspective since. Viewers were also encouraged to discuss issues that would be presented at the public meetings.

### Round I—Public Meeting Dates and Locations

- March 17, Brier Creek Community Center
- March 19, Millbrook Community Center
- March 25, John Chavis Memorial Community Center
- May 6, Carolina Pines Community Center

## 1.1 Public Meeting Overview

Meetings were held at four locations in Raleigh. The intent was to rotate venues throughout the city so that each major quadrant of Raleigh’s geography hosted a Comprehensive Plan Update public meeting. The meetings were held on four different nights. All the meetings were conducted using the same format that included wall displays listing information for voting and discussion. Each meeting began with a presentation touching on the past five years of trends and plan implementation. The session was followed by a one-hour breakout session, report out, and general discussion. Meeting handouts included Comp Plan Update: Workshop Discussion Questions; a listing of the six themes from the Plan; and a listing of the 13 City Wide elements from the Plan. Attendance on each night ranged from 2 to 40 attendees with the total attendance at approximately 100 people.

## **1.2 Public Meeting Format**

Each workshop consisted of a 20-minute presentation that included an overview of growth and development trends since 2009, progress in implementing the six vision themes of the Plan, and emerging trends in comprehensive planning. At the end of the presentation, instructions were given for the breakout session that participants were asked to attend and an overview of wall displays that attendees would review, discuss, and then indicate their top choices with colored dots. The wall displays posed three questions: 1) rankings on the importance of the vision themes; 2) the City's progress implementing the vision themes; and 3) the relative importance of each of the trends outlined in the meeting handout.

## **1.3 Major Findings from the Public Workshops**

In general, attendees voted that all the vision themes are 'very important' and the City has made progress on them all. In particular, Economic Prosperity and Equity received some high marks, while Expanding Housing Choices, Managing our Growth, and Growing Successful Neighborhoods and Communities received a proportional number of votes ranging from 'some progress' to 'minimal progress.' The displayed trends and issues as well received a proportional number of votes ranging from 'very important' to 'somewhat important.' Autonomous Vehicles, Local Food Systems and Resilient Communities received a few 'not important' votes.

Attendees were then given an opportunity to participate in facilitated small-group discussions and to rank the Comprehensive Plan vision themes, trends, and development actions relative to the City's growth matrix. Attendees were also given the opportunity to discuss issues with the group at large at the conclusion of each meeting. The full notes from those conversations are contained in section 2. Based on a review of those notes, the following major themes emerged:

1. A strong emphasis on social equity and inclusion. The City of Raleigh has a healthy economy and a growing downtown, but the benefits are not as broadly shared as they could be. Some respondents raised issues regarding how rising downtown values are leading to gentrification in nearby neighborhoods. Affordable housing and access to jobs are two equity issues that got frequent mention.

2. The need for better transit, with particular emphasis on making improvements to bus service, including better frequencies, span of service, and passenger information and amenities. Improved transit service is seen as key to providing better access to jobs for those who need them. The discussion dovetails nicely with the Wake County Transit Strategy process currently underway.
3. A strong desire to protect Raleigh's neighborhoods from the impacts of growth and infill development. Growth trends have been meeting the Comprehensive Plan goal for accommodating a majority of new development in centers and corridors, but this has resulted in significant changes in intensity at the edge of some neighborhoods.
4. While environmental issues got less play during the discussions than some other issues, preserving water quality remains a major concern of meeting participants.

## 1.4 Implications for the Comprehensive Plan Update

Based on the results of the small group discussions, the following implications for the Comprehensive Plan Update have been identified. Key implications involve Housing, Transit & Buses, Social Equity & Gentrification, Neighborhoods, Water Quality, and Communication.

- **Housing:** The Housing element of the plan should continue to emphasize policies that support increasing affordable housing throughout the city. Diversity of housing continues to resonate with people, but they questioned how the Plan addresses people who don't have choices. The challenge of homelessness will continue to grow in the future.
- **Transit Service & Investment:** The Land Use, Transportation, and Housing elements all can include policies that promote sustainable, transit-accessible development. Key for participants is more connectivity and equitable distribution of the transit system. There is a need to address how people are supposed to get around, get to their jobs, or have access to the things they need to survive if they can't afford a car or have aged out of driving. Commenters emphasized that improvements to the bus system are as important as fixed-guideway investments.

- **Social Equity & Gentrification:** The Economic Prosperity and Equity, along with Growing Successful Neighborhoods and Communities, vision comments provide feedback in support and for improvement of all City Wide Elements of the Plan. Participants agreed that while Raleigh has been economically prosperous, that prosperity has not spread to everyone. The City might address inequities through encouraging development and job creation in less prosperous areas, particularly Southeast Raleigh. In addition to creating more mixed income housing, there is a need to protect and balance making neighborhoods more vibrant without them becoming too expensive for people who currently live there.
- **Water Quality:** The Environmental and Public Utilities elements can address how to protect the city's watershed and environment generally for future generations, including more policies and action items to incorporate green infrastructure in future developments throughout the city.
- **Communication:** Communication might be reinforced, particularly in the Implementation element. It may need a stronger presence. Collaboration among departments was a stated goal, as was greater transparency in the decision-making process. People want more information on how rezonings work and they encourage the City to get ahead of development rather than being in a reactionary position.

## 2 Public Meeting Discussion Questions and Responses

The following is an outline and summary of the questions posed to the discussion groups and include:

- How do you rank each vision theme in importance and how much progress has Raleigh made in realizing these themes since 2009?
- The presentation highlighted a number of emerging trends and issues impacting the future development of Raleigh. How would you rank these trends and issues in importance (consider your top 3 trends and top 3 issues)?
- The City has set a goal of directing 60 percent of its future growth into centers and corridors, rather the sprawling further out onto undeveloped land. Recent development trends have been meeting this goal. Is the goal still valid?

Generally, attendees considered all of the themes of the Plan to be important. Transportation, Affordable Housing and Growing Successful Neighborhoods were high priorities in the discussions.

### Question 1

*The Comprehensive Plan is organized around six vision themes:*

- *Economic Prosperity & Equity*
- *Expanding Housing Choices*
- *Managing our Growth*
- *Coordinating Land Use & Transportation*
- *Greenprint Raleigh—Sustainable Development*
- *Growing Successful Neighborhoods and Communities*

*How do you rank each vision theme in importance? How much progress has Raleigh made in realizing these themes since 2009?*

One group's rankings included the following:

1. Expanding Housing Choices
2. Coordinating Land Use and Transportation
3. Economic Prosperity and Equity
4. Growing Successful Neighborhoods and Communities
5. Greenprint Raleigh—Sustainable Development\
6. Managing our Growth

Another group's rankings included the following:

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

Following are the comments as transcribed by note takers in each small group for each of the six themes.

### **1. Economic Prosperity & Equity**

- We should support a living wage for all. One participant noted that many low-wealth residents survive on less than \$30,000/year (family of four).
- One participant noted that the magnet school system saved the city.
- Raleigh has been economically prosperous but it hasn't been spread around to everyone, specifically to those in South Raleigh.
- City might address it through encouraging development in those underdeveloped areas and provide incentives for development in those areas.

- Those who live in SE Raleigh complain that they have to travel outside it to do any shopping ( i.e. go to Knightdale for Target).
- One participant had the idea that we should give good PR to developers who choose to develop in those underserved areas like SE Raleigh.
  - Ensure better transit for those areas – transit and equity are linked!
  - Specifically an issue is that transit doesn't reach Barwell Rd and Battle Ridge. It needs to expand past Poole Rd in SE Raleigh.

## 2. Expanding Housing Choices

- My highest priority among these is housing choices and affordable housing. The apartments which are being built are geared toward high-income people. This is the start of a process of gentrification, where putting in new development does not necessarily guarantee that quality of life will be maintained for the people who live in these areas now. I understand that growth is coming, and it needs to be planned for, but we also need to plan for affordable housing in conjunction with that.
- What can we do? Can we set aside a particular number of units, or percentage of new units, designated as affordable housing? I see rent control in Raleigh's future. Because you have to ask yourself, will everyone have a chance to live in these new places that are being created? You have to remember the communities that already exist. How are they going to be priced out? Are they going to have to move? Will more people of their similar income level be able to live in the same area, or will it be only accessible to people of a much higher income level?
- We need more affordable housing:
  - Possibly bonuses to incentivize. Currently, the availability of housing is not equitable. Developers should back housing for lower-wealth residents.
  - Safe and successful neighborhoods require housing diversity including affordable housing.
  - Incorporating affordable housing in growth centers is vitally important. Must include mixed use AND mixed income.
  - Consider affordability not just in terms of housing cost, but housing + transportation costs.
- Create more mixed income housing. A better mix would allow people to live in Raleigh in affordable housing. What are the metrics used for measuring the need, construction, and preservation of affordable housing?

- Need to balance making neighborhoods more vibrant without making them too expensive for people who already live there
- Regional perspective: many people who can't afford to live in Raleigh still work here; be aware of the suburbanization of poverty.
- We need to follow UDO/ zoning issues.

### **3. Managing our Growth**

- We haven't started with one perspective. The land use side is going well. Note rush hour traffic is better now than it was 20 years ago! The problem is there are no alternatives to RTP. Raleigh's plan should recognize that the center of the region is Morrisville.
- There's been rapid growth – it needs to be better managed to ensure that it doesn't harm existing neighborhoods, their character/charm (participant specifically cited 7-story Hillsborough building). The majority of one group agreed with this sentiment.
- Participant noted that we're in a turning point for development where there is so much in pipeline and we can either get it right and integrate it well or ruin a lot.
- Participant stated that City seems to react to development rather than "get ahead of it." They implement good rules, but then the developers find a way around them.
- If the City wants neighborhoods to accept development, it needs to be vibrant, not staid/boring.
- Concerns about limiting undesirable uses concentrating in certain areas of the City (i.e. pawn shops, dollar stores, etc.).
- Residents recognized the City's progress overall in achieving vision themes, but had concerns that their area of the city (South Raleigh) was lagging behind.

### **4. Coordinating Land Use & Transportation**

- Participants indicated that coordinating land-use and transportation is the foundation for everything else and that coordinating land use and transportation is key to future sustainability.
- Transportation is an overarching issue that needs a lot of work, though great so much is being thought about.
  - There needs to be more connectivity and it needs to be comprehensive.

- Transportation is a big topic. People would like to see a better bus system, with better headways, and bus shelters where there are none currently. Must meet fundamental needs (like benches) first, before tackling “high-quality service” aspirations.
- We need a network of high quality bus services. There is a big need to have bus benches and shelters across the system.
- We need transit connections to public facilities and parks.
- There needs to be transparency and accountability related to implementation. Case in point: 16 new shelters are announced on the City website, but where are they going to go? There is no map.
- Moving further and further out, workers are moving to surrounding communities in the county, outside of Raleigh’s boundaries. This leads to less efficient transportation options.
- It’s important to look at the right of ways and plan better to avoid future congestion.
- Length of time infrastructure projects take, in particular, Tryon Road in SW Raleigh.
- Coordination between NCDOT and City
  - Budget: The surrounding area, the people in neighborhoods, should have input in how impact fees get spent. How are these improvement projects prioritized? People should know where this money is going, and should be able to weigh in on how it gets spent before the development occurs. We know where these projects are going to have an impact, and which are the areas that need help.
  - Part of the issue is the coordination between NCDOT and Raleigh Transportation. Is there coordination there? Is there coordination between these other governments—Cary, Durham, Raleigh?

## 5. **Greenprint Raleigh – Sustainable Development**

- Water quality is a top priority. We need to keep it clean. Participants were divided on how much of a priority this should be.
- One participant said it’s important but not as important as other themes like “economic prosperity and equity.” Others argued that it is very important and stated that given how much development is happening, if we don’t really focus on sustainability right now then we’ll be stuck with a lot of unsustainable development.



- Doesn't want focus to be on sustainability for nice areas when other areas languish.
- One participant argued for need mandate for gray water management and green infrastructure and that voluntary program won't be enough.
- We need to focus on watershed protection and environmental protection. No development in the water shed. We need to think as part of a bigger region.

## 6. Growing Successful Neighborhoods and Communities

- We need to protect neighborhoods.
  - For instance, intelligent infill in Five Points. Several historic homes being demolished for McMansions. The massing and height seem off. It seems teardowns are everywhere. In five points a 100-year-old tree was cut down.
  - Other areas need to be vibrant, not just the downtown. Don't just focus energies on downtown.
- Maybe more economic incentives for basic services. For instance, the food coop in SE Raleigh, a known food desert.
- City needs to focus communication efforts
  - Help communities organize and make decisions for themselves
  - Need more of a focus for City to work together and join forces with local groups/non-profits to combine knowledge and resources for more effective project.
- Zoning and Development
  - You need to plan for parking to go along with new development.
  - You need to plan for infrastructure, to prioritize infrastructure surrounding new development. Not just the streets and sidewalks right outside an apartment building, but what about the whole area around there, the neighborhoods which have to bear the burden of that increased traffic.
  - My neighborhood was told that if we wanted our road re-paved, we would have to pay for the sidewalks to be built, through a homeowner assessment. Nobody would ever do that, that's not a feasible thing.
  - The Comp Plan should zero in on what is there now, what we already have, what the development is like, and cater toward that, encourage it to be the same. Can we do property entitlement in these areas? Historic preservation is an important tool the city can use.

- The Planning department signs off on this new development in North Raleigh, near Falls of Neuse and Dunn Road. The only access points will be residential streets to this new mixed-use stuff. The City will NOT allow access off of Falls of Neuse. That road is state owned. The solution for them is to put all of that traffic onto residential streets. And these are streets, some of them, that don't have sidewalks as it is. It is unsafe. There are already four grocery stores in this area. We don't need one more. You talked about homogeneity of development—why isn't the City doing more to fill the blight that's there, the unoccupied buildings that are already available, that are empty now? Why add new buildings?
- Within a few weeks, the City is going to see 50,000 new re-zoning cases.
- The City took notifications out of the newspaper. I see what's going on there.
  - People will still get notifications mailed directly to them, if their address is being affected.
  - We were told, with this development at Falls of Neuse and Dunn Road: If this doesn't get approved, you might get something even worse.
  - Currently, the neighborhood mixed use designation is supposed to serve the community within a half-mile. But the UDO allows for anything that fits on site. It would allow a Walmart, a regional attraction, or anything else that fits. That's what destroys neighborhoods.
- How are we doing when it comes to the balance of encouraging compact development and protecting neighborhoods? If you further gentrify apartments in the city center, middle-class people are going to have to move out. They are going to go a bit farther out, and rehab old buildings there. These areas, in South Raleigh, Southeast, they are going to be yuppified, just like the Warehouse District. Except then there's pressure on the people who live there now, who currently live there, they are going to be pushed farther out. You can't let that happen. You need to encourage mixed-income development in ALL of these areas. It can't just be more housing for new people moving to the city who are prosperous on their own. You need to make sure you provide options, real options, for the people who live in these areas now, and who are going to be forced out by newcomers. It's this cascading effect of gentrification that you need to plan for.

- Frankly, NO, the city is NOT striking that balance well. Raleigh is really two cities. North Raleigh is not about intensity, about transit. North Raleigh is the antithesis of those things. You can't force it to be something it isn't.
- Older neighborhoods have no sidewalks.
- North Hills, that is dense. It's getting denser. You can't have your cake and eat it too. You can move there and not have to have a car.
- We are dying a death by 1000 cuts right now. Water bill goes up a little bit. Gas goes up a little bit. Taxes increase a little bit. It is easy to get priced out of somewhere when you take all of those things into account, too.
- One place to focus on is in West Raleigh along Ridge Road. There are so few left turning arrows there, it creates a real problem with all the new traffic. Especially for buses. These buses need to make left turns, and they cannot get through the lights, which causes the whole system to back up.

## Question 2

*The presentation highlighted a number of emerging trends and issues impacting the future development of Raleigh. How would you rank these trends and issues in importance (consider your top 3 trends and top 3 issues)?*

One group ranked the trends as follows:

1. Sharing Economy
2. Return on Investment
  - Discussion centered on sharing economy and concerns about ROI and making sure the City gets quality development
3. Citizen Engagement

Other participants in other groups and nights did not necessarily rank the trends but, as the following illustrates, discussion points indicate some of the priorities that emerged and replicate the priorities of Question 1.

### **1. Economic Prosperity and Equity**

- **Innovation Districts**
  - Innovation Districts and tech, cutting edge, need to maintain and build those sectors and businesses
- **Sharing Economy**
  - No comments

## 2. Expanding Housing Choices

- **Affordable Housing**

- These issues and trends are nice, but they do not address or apply to working class people. The Comp Plan has not adequately addressed affordable housing.
- Densification addresses some of the problems, provides some benefits, by increasing the supply of housing. But unless you are in that \$300,000 bracket, you can't really afford to live downtown. Where are people supposed to go?
- How does the Comp Plan address gentrification? There are a lot of great things that come along with that. But how do you mitigate the effects?
- Take Moore Square. It'd be great to see it redeveloped. A lot cleaner. A great space for the city, for all the development around it. But where are those people going to go? Because somebody has to lose in that situation.
- When you force people to move farther away from downtown, farther away from your jobs, then transit becomes an issue right along with that.
- Economic trends indicate that poverty levels are not going the way we would all like to see. They are going to increase. Even if the percentage goes down, the actual number of people living in poverty is going to go up. There is going to be a demand for affordable housing, and I don't see that addressed here.
- The city pushed healthcare farther outside downtown when it closed down Jones Warehouse.
- All of these things, they all come back to transportation. How are people supposed to get around, get to their jobs, or have access to the things they need to survive if they can't afford a car or have aged out of that? And how do we provide neighborhoods that aren't homogenized, because that is not where I want to retire. Being stuck in a place like that, "age in place" in a place like that, would be hell. Somewhere that everything is homogenized by a developer, enabled by this kind of planned development, where he has a captive audience and can plop down whatever he wants even if it isn't authentic to the neighborhood.
- The City talks a lot about providing choices. Different housing types, etc. So how is the Comp Plan addressing people who don't have choices?
- NE Durham (Hope 6) development—has that been successful? (mixed responses from discussion group). Does Raleigh's Housing & Neighborhoods department finance that sort of thing?
  - Response: some Federal and State funding involved

- What can the City do when it comes to subsidized housing? I'd like to see rehabilitation of old buildings for affordable housing.
  - What happened to Builders of Hope? They are gone now.
- **Lifecycle Housing**
  - Life-cycle housing, aging in place, is also something the comp plan should consider. How do growth centers play into this? Can a different housing model be provided?

### **3. Managing our Growth**

- **Implementation Models**
  - Implementation needs to be communicated to the community and how those decisions are made regarding priorities.
  - Communication / Priorities / Implementation.
  - Need benchmark for all city programs and plans; not just the Comp Plan.
  - Need standard metrics to measure it. How it impacts financially on neighborhoods. Evaluate issues before and after.
  - How do we communicate the challenges and barriers to implementation that are special to each part of the city? For instance: large, slow-moving landholders; floodplains; railroads; NCDOT; relying on development where/when there is little development.
- **Return on Investment**
  - No comments.
- **Scenario Planning**
  - You need to evaluate changes and monitor new needs that get created (scenario planning). You have to remember that even if you're doing infill downtown, that still affects the existing neighborhoods outside of downtown.

### **4. Coordinating Land Use and Transportation**

- **Autonomous Vehicles**
  - Transit Plan and autonomous vehicles (need to tie in).
  - Energy efficiency.
  - Lot of development (Transportation first and then Land Use).

- Transportation in coordination with Affordable Housing; maintain the AH stock.
- Encourage Affordable Housing Mix along Transit Lines.
- Mixed Income neighborhoods are important along Transit lines.
- Mixed Income neighborhood – transit corridor.
- **Complete streets**
  - Blount / Person: Very desirable areas
- **Multi-modal Transit**
  - Multi Modal Transit for comprehensive equitable system will also make the City more able to adjust to change (oil prices, new transit modes, etc.)
  - Transit/ multi-modal options is proportional to Affordable Housing and neighborhoods stability
  - I lived in San Francisco, and Bay Area Regional Transit was great.
  - But no transit system in the country has ever made a **profit**. They all lose money.
  - But roads don't make a profit either. All of these things require tax money. It all comes from somewhere, whether it's taxes or user fees.
  - Most people, you saw in the presentation, most people drive 35 miles per day.
  - Transit system would be great, but you have to choose between ridership and accessibility. Do you have poor service, but you reach everybody? Or do you provide excellent service, but only between a few places? You can't have it all with these sorts of things.
  - How could we use vans or small buses, to fill those gaps in service? They could act as shuttles between places.
    - But nobody in the county is asking for that. Nobody wants bus service. Nobody uses it.
  - When it comes to choosing between rail or bus / Bus Rapid Transit, what happens when jobs move away from infrastructure?
  - Do you build good, flexible buses instead of laying down infrastructure that can't move?
  - The City has tried to predict where growth is going to happen before, and it has gotten it wrong. Everyone says it's happening downtown, and then it happens out on 540.
  - Roads don't make money. Potholes don't fill themselves. No transit systems are profitable. Buses make money. Light rail does not.
  - The City needs to target a transit system at those people who need to get moved around—aging population, low-income population. How can people without cars still maintain a good quality of life?
  - What the city needs to do is make it (the bus system) idiot-proof. I'd love to become more of a user of the bus system, but I don't know where to start. You

- need to make it hard to mess up. People don't know how to use it. We don't know where the routes go, or how much it costs, how much cash we should have on us. You need to put out a guide, a guided tour, to introduce people to using the bus system. There aren't enough people using it that you can just watch people, and pick it up. Like when you go to a new city and use the subway for the first time, you might be lost, but you can watch other people and see how it's done. It doesn't work like that here. If all you do is drive a car, that's all you know. You should put out a guide that tells me exactly what to do and what to expect from taking the bus downtown. Make it part of a fun thing. Part of a festival. Encourage people, make it part of the marketing for a festival, and have a guide that goes along with it that makes it impossible for us to mess it up.
- As a driver, I hate roundabouts. I will avoid those at all costs. 3 roundabouts within a half-mile are going in on Hillsborough street, trying to make it a complete street and bike friendly. They have pedestrian crosswalks planned there, but no lights. How are you supposed to get across the road?
    - Not everyone has a problem with roundabouts
    - You can't take Hillsborough Street anywhere. It's a mess. And it's only getting worse.
    - That's the idea with smaller block sizes. You make it so that all streets are connected. You can use Wade Avenue, use something else.
    - Clark, places like that, is getting more and more congested because of this idea. You can't keep dumping traffic onto secondary streets. It's becoming more and more of a problem.
  - When we displace traffic, what are the unintended consequences? You have to think about that. It affects the residents that live here.
  - Everett gets thousands of cars every day. It's this tiny two-block stretch of road, in a neighborhood, but it gets hundreds or probably thousands of cars per day, from people cutting through, to avoid the main intersections.
  - What is the City's long-term plan for getting rid of cars?
    - The City doesn't want to get rid of cars.
    - Bus system is part of it.
  - Bus plan update ongoing is good. Better coordination between existing different transit systems and providers.
  - Increasing access to transit is important.
  - Frequency is important to increase transit usage.
  - Balance ridership and coverage for SE Raleigh; coverage and frequency issues.
  - ROI in transit takes a lot of time. Subsidize public transit for the needy.
  - Bus system first focus, regional connection next.

## 5. Greenprint Raleigh—Sustainable Development

- **Local Food Systems**

- Why is it so hard for people to have a little personal farm? Like irregardless?
- That was an issue because the neighbors came out and opposed it.
- How can you object to something like a small personal farm? Even if it is in the city.
- It depends on the zoning. Residential zoning, it's not allowed. It's more of a process. Commercial zoning it is allowed. Or maybe it's the other way around. It's a different standard.
- Food can be grown almost anywhere. It is such an important community builder. The city needs to think about zoning as a way to encourage that kind of thing. To remove all the barriers.
- There is nothing like this going on in North Raleigh. Needing to get in a car to go drive to a community farm totally defeats the purpose. That should be addressed.
- How can you facilitate that sort of development? What tools does the city have?
- Will we eventually end up with a valuation that asks, is the best use of this land really as a farm? A garden? Or is it better as a 5-story office building? How are we going to answer that question?
- Local food system should be encouraged and policies considered.

- **Resilient Communities**

- SE Raleigh, this is a lower income area. What kind of businesses can locate there? Something that is not factories that will destroy those areas. But something that fits in, that would help that area prosper without destroying the environment and without pushing people out.
- Traditionally, the City has not acted as developer. It doesn't select the businesses that move into a place. Through zoning it can direct some of that, but not in the particulars. What it can do is, through the Economic Development Office, it can help identify sites for developers and businesses that have expressed an interest in locating in Raleigh. It can provide them with options of sites that might be suitable for their location.
- Does the City have funds to invest in job development? Green collar jobs are a trend that the city should get on. You are killing two birds with one stone in that situation. You are providing jobs to workers, working class people, and



you are being environmentally responsible as a city at the same time. People would rehab their houses, solar panels, etc., if the City would subsidize that. Successful Communities are Resilient Communities

- There is not an equitable response to cleanup after storm events
- See-click-fix does not get responses
- Small things cannot be completed, so how can we have confidence in the City Stormwater falls into that too. Green infrastructure. Low impact development. That creates jobs, and that is a better way to manage water. Rather than letting everything collect and becoming a big problem farther downstream, farther down the process, you deal with those things on site.
- I think we should think of the Comp Plan, rather than dictating exactly what gets done, you should think of it as bumpers on a bowling alley lane. It doesn't say "you are going to score a 6, or you are going to score a 9" it just has the bumpers there to make sure you head in the right direction. They are not going to tell you exactly what to do, but they do provide buffers.
- When we talk about Resilient Communities, is the city looking into Aquaponics at all? Hydroponics? There are a lot of techniques out there than can be done anywhere, that are very efficient in terms of resources and they don't take up much space. You can have a farm on a semi-trailer, or a shipping container.

## **6. Growing Successful Neighborhoods and Communities**

- **Citizen Engagement**

- CAC's – less input; development/ neighborhoods, community engagement has been reduced.
- We appreciate forums to allow citizens to know and give input and participate.
- Continue concern with how to reach people who do not have online access.
- Collaboration between departments needs to be a goal for the city.
- Desire for more inter-departmental coordination.
- Need for more transparency in the decision-making process, and how priorities are determined.
- Need for more follow-through in implementation: getting things accomplished increases confidence in the planning process.
- Foster new innovation to sustain Raleigh's growth and reputation as a city of opportunity.

- **Healthy Communities**

- Prosperity coming to the city, but it is not being felt by those who have been here waiting for it for a long time. Same people in the community who have been left out in the past are still being left out.

### Question 3

*The City has set a goal of directing 60 percent of its future growth into centers and corridors, rather the sprawling further out onto undeveloped land. Recent development trends have been meeting this goal.*

*(Recall that in 2014 that growth consisted of nearly 5,000 housing units and over 5 million square feet of non-residential floor space—60 percent of this would be 3,000 units and 3 million square feet.)*

***Is the goal still valid, or should it be revisited?***

- Good goal for now, but further concentration in those areas could reduce neighborhood quality and character.  
It is important to continue to have this goal.
- A lot of growth, but frustration. UDO re-mapping... the number of re-zoning cases is shocking!
- There are limitations from the State level.
- UDO and Comp Plan working together.
- How is the future land use affecting people today?
- Yes, the goal is still valid, but....
- Need to do a better job of balancing adverse impacts of tall buildings and dense development. I have concerns about preserving neighborhood character – tall buildings often don't mesh well with existing neighborhoods
- New buildings often lack interesting and/or compatible design
- Desire for step backs with taller buildings to eliminate 'canyon' effect.
- Also more, smaller parks to serve new compact developments.
- More emphasis on historic and character preservation of neighborhoods needed more coordination w/ CACs.
- We've lost our ability to 'land grab' (annex).
- Growth is probably going to happen in SE/SW Raleigh.
- We should disincentivize teardowns.
- There was a split in opinion regarding the further subdivision/infill in less-dense single-family neighborhoods. Some wanted the option from a financial point of view.

- A concern about the potential for high-rise development in the warehouse district that would block views of the skyline from Dix. John Kane's proposal for the Dillion Supply block was cited.

***Is the City striking the right balance between encouraging compact development and protecting neighborhoods from adverse impacts?***

- Density is developing high quality living and includes affordable housing.
- Balance density and neighborhood protection.
- Right balance is needed. Student housing, other types of housing is needed and should tie in to demographic needs
- SF-MF mix is ok Southern Corridor has been neglected.
- Corridor Plans are well thought out.
- Hillsborough Street is built out.
- Six Forks Corridor Study – great plan and recommendations. Have concern about traffic impacts on the roads.

***What actions would you recommend the City take to help achieve your preferred balance?***

- Reevaluate Zoning/ FLUM interaction.
- Density cap for mixed-use districts is needed. No cap has resulted in increase in four bedroom apartment buildings on Hillsborough Street. I don't want a monoculture of student housing on Hillsborough Street.
- Incentives are not enough to create affordable housing.
- Find ways to incorporate housing for all levels of wealthier and mixed incomes.
- What are appropriate incentives for inclusionary zoning?
- Need a percentage of property tax increases to off-set cost to allow for low income housing.
- More information on how rezonings work. There is not a larger community understanding of how rezoning will affect them.
- Maintain character; use the growth to offer jobs to local community members.