

RALEIGH BRT: EQUITABLE DEVELOPMENT AROUND TRANSIT

EQUITABLE TRANSIT-ORIENTED DEVELOPMENT



WHAT IS EQUITABLE TRANSIT-ORIENTED DEVELOPMENT (ETOD)?

TOD, or **Transit-Oriented Development**, is the concept of growing around transit and creating compact, walkable neighborhoods with easy access to high-frequency transit services.

TOD typically includes a mix of housing, office, retail, and other uses within walking distance of a transit station, to reduce the need for driving.

ETOD, or **Equitable Transit-Oriented Development**, adds a crucial “E” for **Equity** to the “TOD.”

ETOD represents Raleigh’s version of TOD to include space for residents of all income levels. It recognizes that it is critical for the benefits of the city’s investment in BRT (Bus Rapid Transit) to be shared broadly.

This means focusing on affordability along the BRT corridors, supporting small businesses, and creating a safe and comfortable walking environment for existing and future transit users.



ETOD BENEFITS FOR RALEIGH

Managing Our Growth



Raleigh can manage growth and congestion by concentrating new developments within its transit corridors in areas that may be underutilized, rather than growing outwards.

Expanding Housing Choices



Well-planned ETOD can provide ranges of housing choices around transit by transitioning smoothly from potentially higher, newer developments near stations, to existing lower-scale residential neighborhoods nearby.

Economic Prosperity and Equity



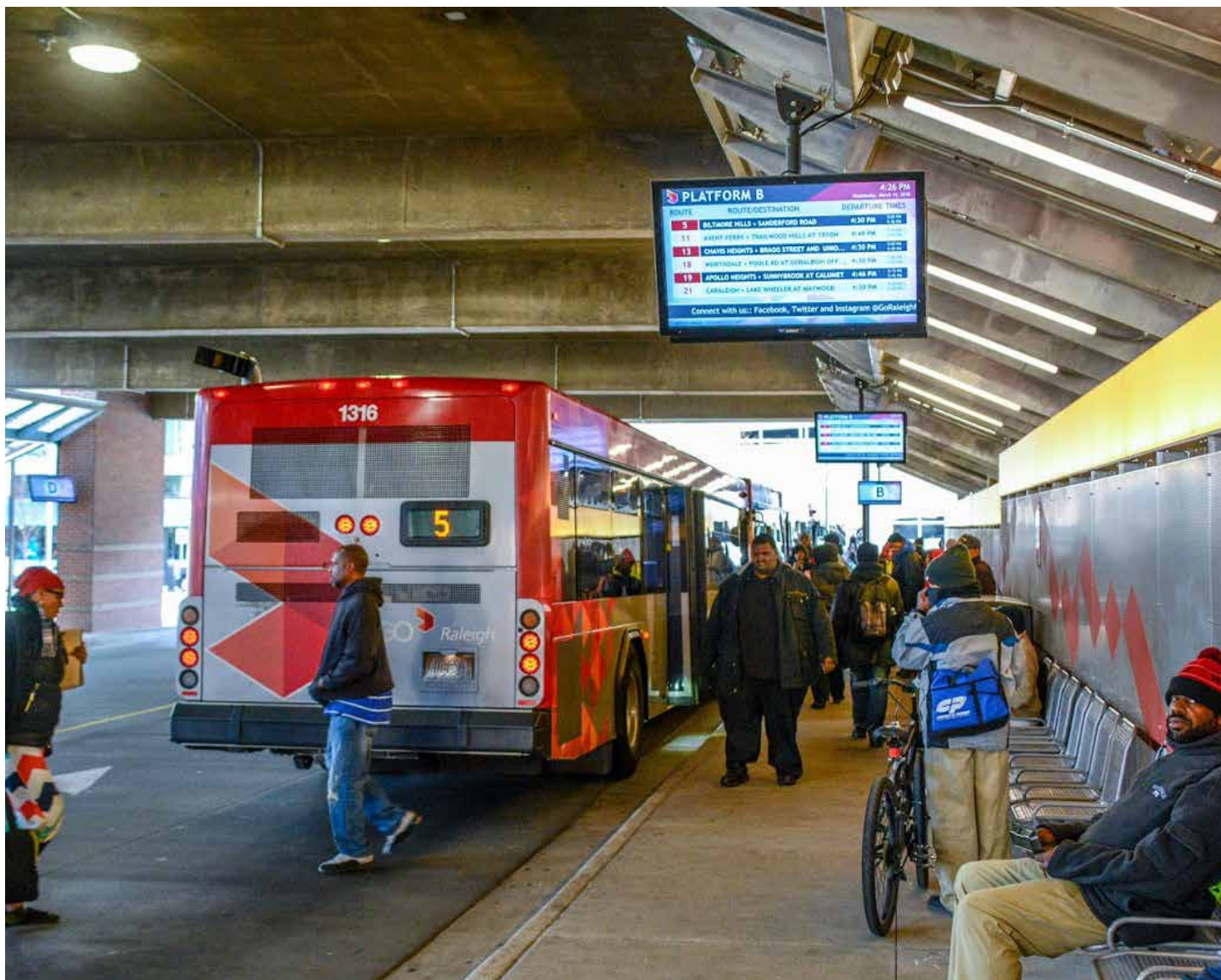
BRT will increase access to jobs and opportunity, and can reduce the financial burdens that come with car ownership. A focus on affordability means high-opportunity areas are accessible to residents of all income levels.

Coordinating Land Use and Transportation



In Raleigh, BRT corridors will serve as the high frequency spines of an integrated network of bus routes, bike lanes, and sidewalks that link jobs, housing, services, recreational, and mixed-use developments.

Greenprint Raleigh - Sustainable Development



Allowing more people to live and work in walkable places near frequent, reliable transit corridors means fewer vehicle miles traveled, and is a powerful tool for reducing carbon emissions and other air pollutants.

Growing Successful Neighborhoods



ETOD in Raleigh can develop a web of socially and economically diverse communities through unique station area planning that promotes walkability, safety, and connectivity to community assets like parks, schools, daycares, and grocery stores.

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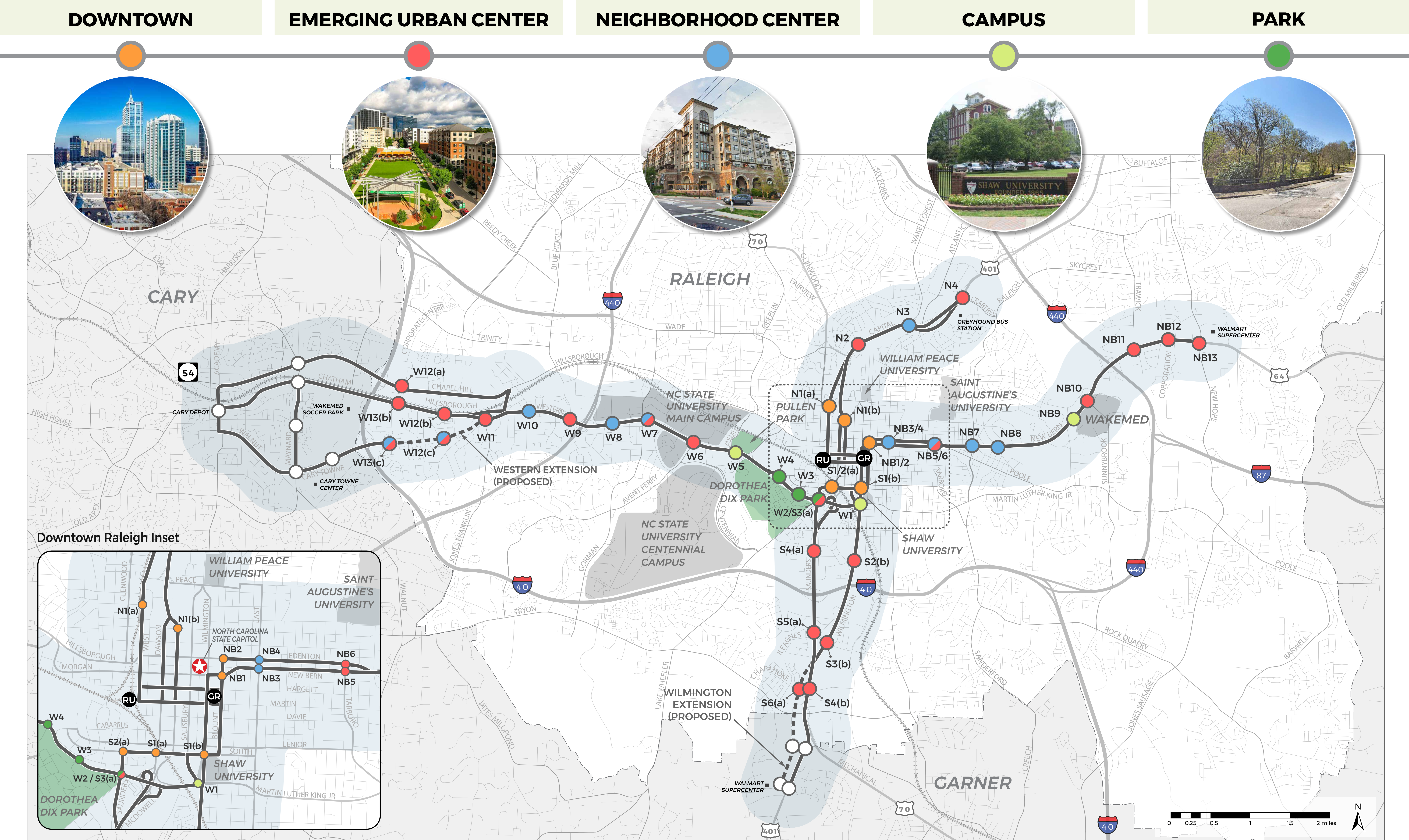
STATION PLACE TYPE MATRIX



	Downtown	Emerging Urban Center	Neighborhood Center	Campus	Park
Definition	Downtown center of commercial, civic, and cultural activities with regional destinations. A regional employment center.	Larger mixed-use centers of commercial and community activities.	Smaller centers that generally focus on providing services for the local community, where commercial areas are largely confined to a single intersection or single side of the street.	Regional employment centers consisting of a medical or university campus.	City park with entrance next to a BRT station that serves as a regional destination.
Representative Stations	GoRaleigh Station Raleigh Union Station	Former Kmart site on Western Blvd; Chapanoke Square on S. Wilmington Street	Longview Shopping Center along New Bern Ave at King Charles Road	Station near Shaw University	Dorothea Dix Park
Uses and Scales	<p>Medium-high to high density.</p> <p>Mixed uses consisting of residential, retail, office, civic, and cultural uses.</p> <p>Height could range up to 40 stories or more.</p>	<p>Medium to medium-high density.</p> <p>Mixed uses consisting of residential, retail, office, and community services.</p> <p>Height of up to 12 stories in the core of the station area, with careful transitions down to 3 or 4 stories at the edge.</p> <p>In some locations, particularly in larger centers, heights of up to 20 stories would be appropriate.</p>	<p>Medium density.</p> <p>Residential uses with local-serving retail and community services. Maintaining neighborhood scale as the center meets adjacent residential areas.</p> <p>Height of up to 7 stories in the core of the station area, with careful transitions down to 3 or 4 stories at the edge.</p>	<p>Density to be determined by station area planning.</p> <p>Generally medical or institutional uses in a campus form.</p> <p>Some areas include privately owned land where medium- or high-density uses may also be appropriate.</p>	<p>Mainly park uses with adjacent residential uses.</p> <p>Limited or no development at some stations.</p> <p>Station area planning would refine the desired uses and scale.</p>

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STATION PLACE TYPE MAP



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ETOD POLICY TOOLKIT - ZONING



1. TOD OVERLAY

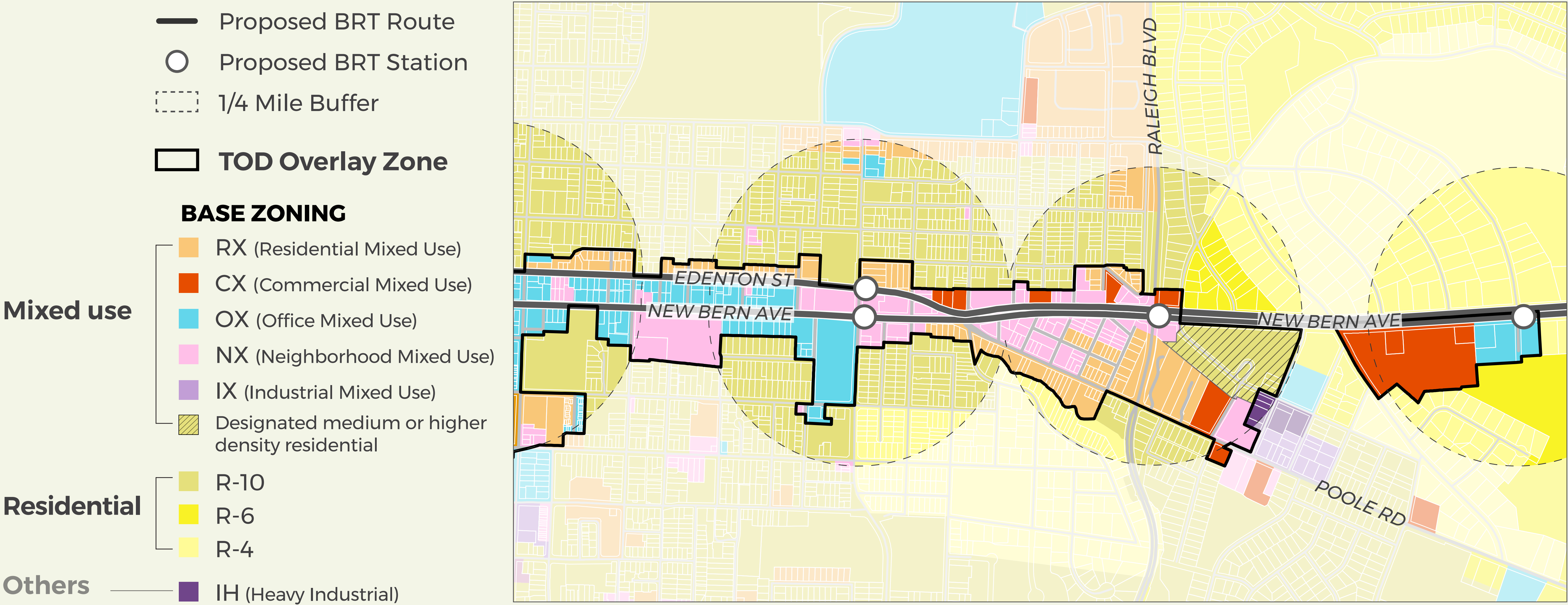
- A zoning “overlay” is applied on top of existing zoning districts to provide additional standards or flexibility. The proposed TOD Overlay is designed to create compact, walkable developments with affordable housing included in the station areas.
- Applies to mixed-use zones or areas designated for medium or higher density residential. Would apply along the BRT corridor, and to parcels that are within a 1/4 mile of a station and contiguous to similar parcels next to stations.
 - Initial application may focus on parcels fronting or near the corridors. Broader application can occur during station-area planing processes.
 - Prohibits auto-oriented uses, like fuel sales, self-service storage, towing yards, warehouses, distribution centers, etc.
 - Creates wider sidewalks, and a better pedestrian experience.
 - Provides a “**Density Bonus**” that allows more height in exchange for affordable housing units.
 - Reduces or removes parking requirements.

2. “TOD-R” ZONE

- The proposed TOD-R zone is designed to provide more diverse housing options that fit seamlessly into low-rise walkable neighborhoods near BRT stations.
- Applies to residential zones within ¼ mile distance from BRT stations, with potential to expand through station-area planning.
 - Allows duplex, triplex, and fourplex housing to be treated as detached house with respect to lot size, density, and other requirements.
 - Allows Accessory Dwelling Units (ADUs)
 - Maximum lot size for single-unit use

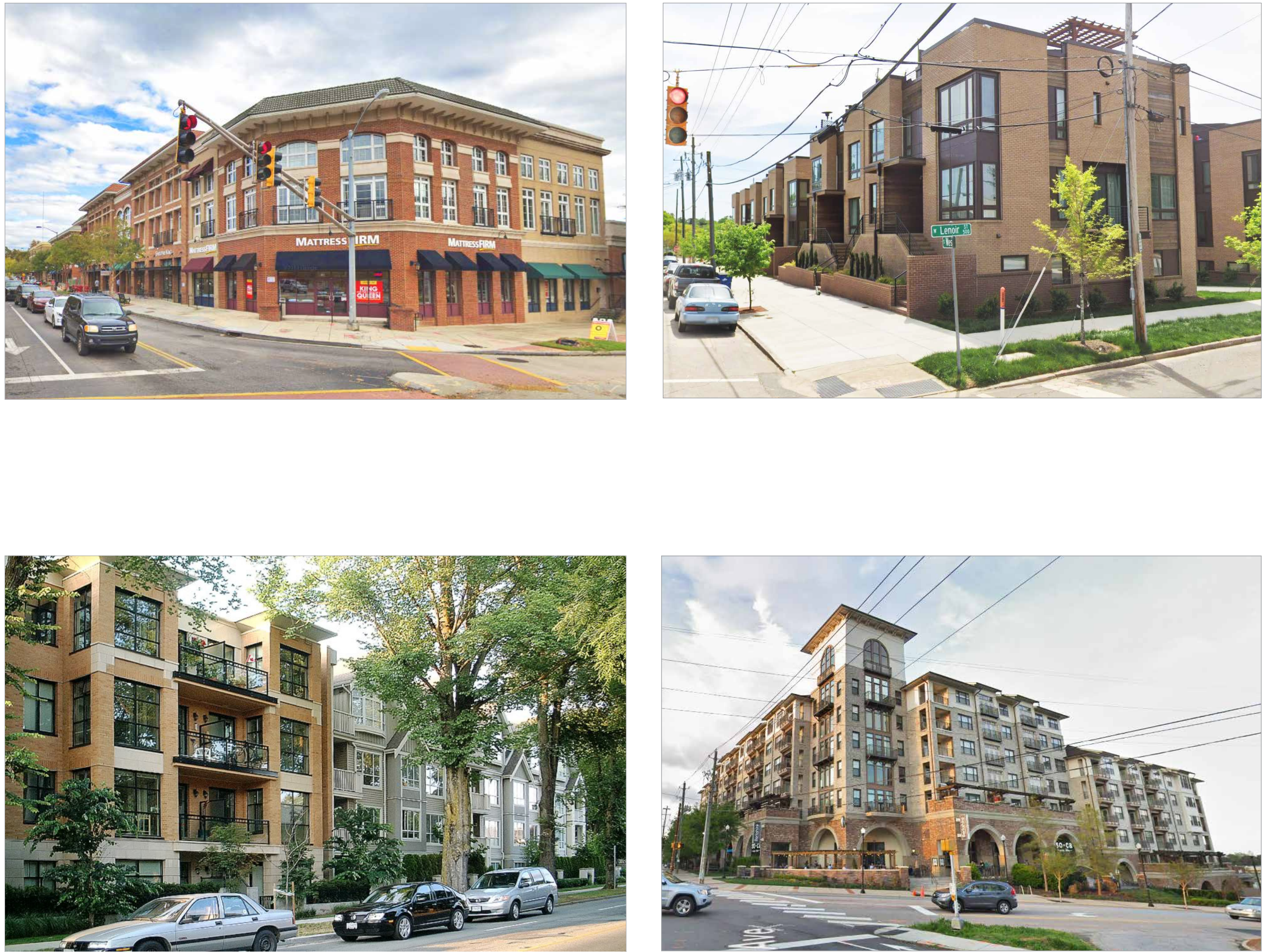
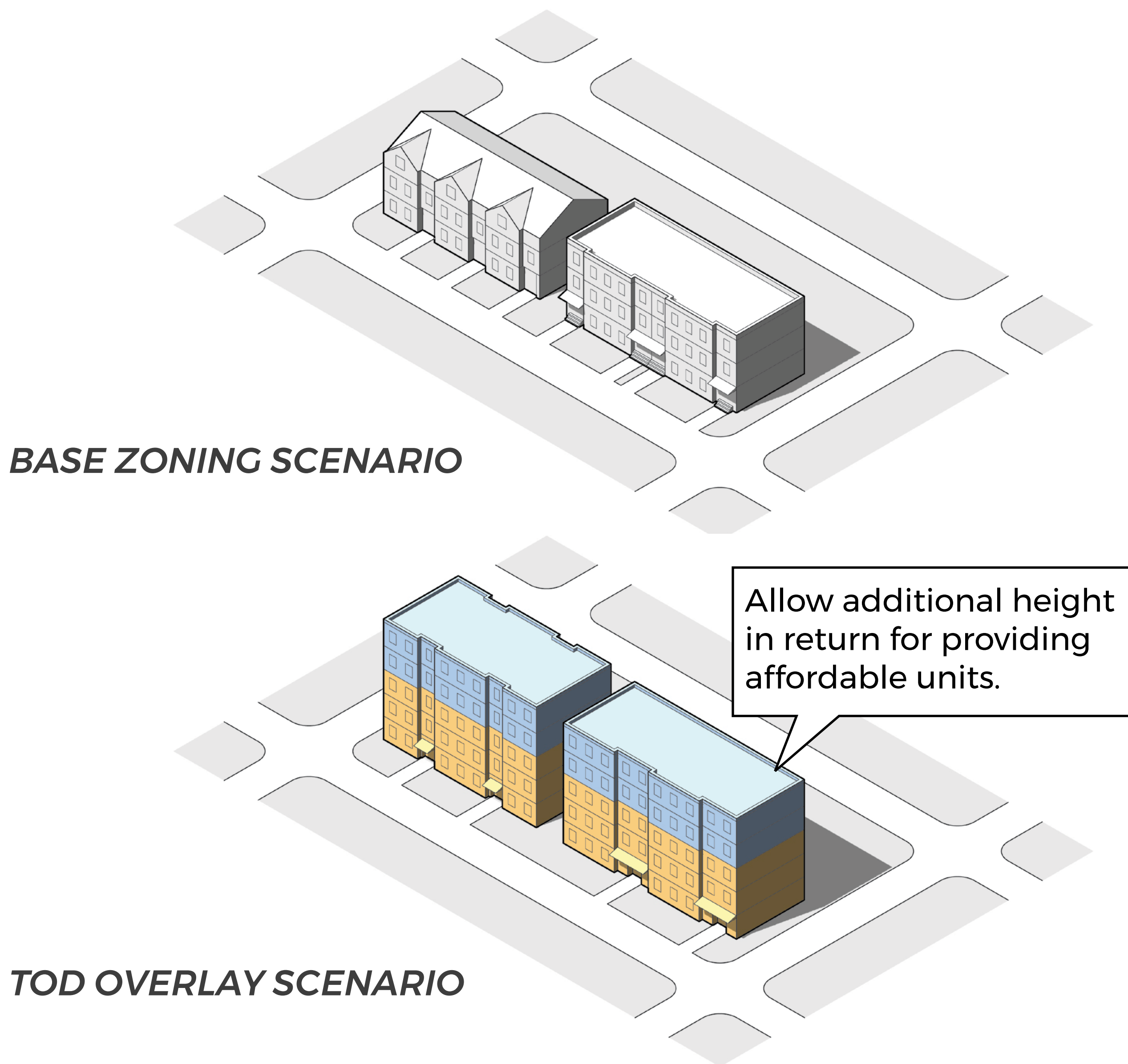
3. FUTURE ZONING CHANGES

- Changes of base zoning
- Potentially modifying and enlarging TOD Overlay and TOD-R zones



Density Bonus for Affordable Housing

To ensure the maximum number of affordable housing units can be built, the density bonus will be calibrated as 50% additional height over existing base zoning. In areas which allow a 3-story building, a 5-story building will be allowed.



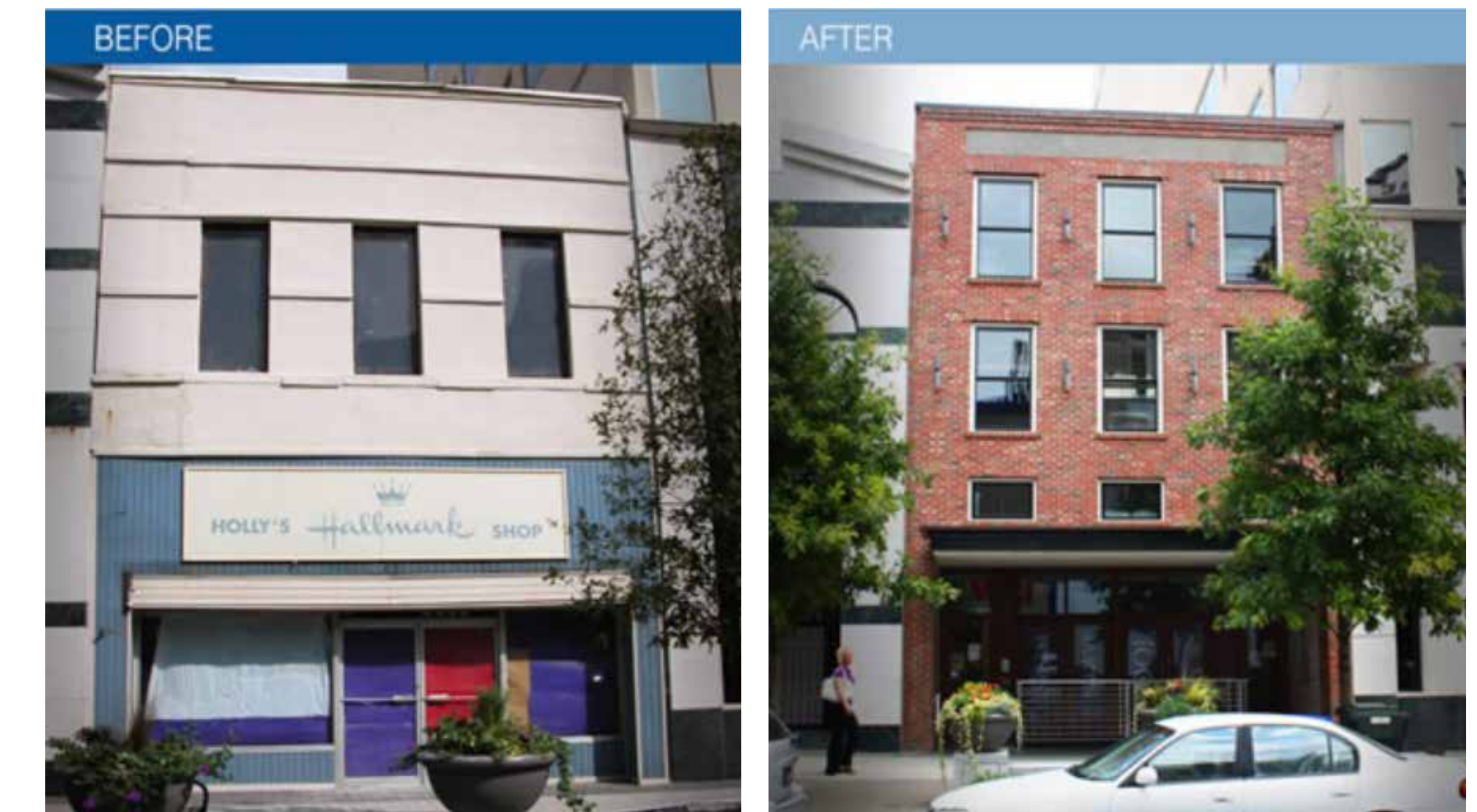
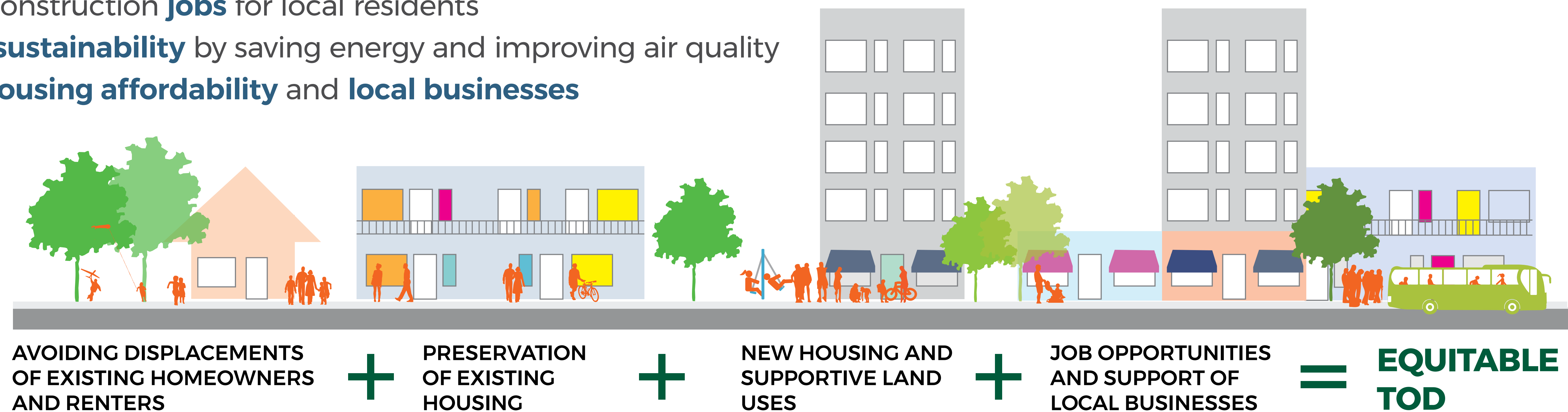
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ETOD POLICY TOOLKIT - FINANCING AND AFFORDABILITY



TRANSIT IMPROVES EQUITY

- **Prioritize** transit service for the people who need it the most
- Plan and **operate inclusively**
- Support construction **jobs** for local residents
- Enhance **sustainability** by saving energy and improving air quality
- Plan for **housing affordability** and **local businesses**



Example of business in Raleigh supported by the Facade Rehabilitation Grant Program

AFFORDABLE HOUSING TOOLS

- **TOD Site Acquisition:** Acquire land in BRT corridors for affordable housing.
- **Tax Reimbursement:** Explore the possibility of offering tax rebates for 5-10 years for developments with affordable housing.
- **Reduced or Eliminated Fees:** Incentivize affordable housing by refunding permitting and other fees.
- **Expedited Processing:** Prioritize projects with affordable housing in the zoning, planning, and building permit processes in order to shorten the review process by weeks to months, reducing risk and financing costs for affordable housing developers.
- **Homeowner Rehabilitation Assistance:** Increase funding to support income-eligible elderly, disabled, or low-income homeowners with financing the cost of housing repairs and improvements.
- **Increasing Housing Supply:** When a growing area doesn't allow enough housing to meet the need, the resulting competition for homes makes housing more expensive, particularly in high-opportunity areas. Allowing more housing, in conjunction with other tools, is an important part of the solution.

EQUITY PROGRAMS FOR RESIDENTS, WORKERS, AND BUSINESSES

- **Anti-Predatory Purchase:** Provide educational tools to inform property owners of the value of their property to ensure those who choose to sell are adequately compensated based on the current market
- **Property Tax Relief:** Provide assistance for low- or fixed-income homeowners.
- **Youth Skills and Local Workers:** Expand internships for high school students, with a focus on working on projects related to the area. Encourage the hiring of workers from the area where possible.
- **Small Business Retention Program:** Support businesses affected by BRT with in-kind and financial support through a combination of new and expanded programs:
 - **BRT Construction Grant:** Help businesses create alternate access points and increase visibility during construction
 - **Small Business Grant:** Support facade and internal physical improvements
 - **Small Business Revolving Loan:** Provide access to working capital for maintenance, operations, or expansion of small businesses in Downtown and along the corridors

HOW CAN THESE TOOLS AND PROGRAMS BE FUNDED?

Affordable Housing Fund: Expand the City's Housing Fund through new corporate partnerships, an enhanced commitment to funding affordable housing through property taxes, and the issuance of a bond. Support the preservation and development of affordable housing along BRT corridors to ensure low-income Raleigh residents benefit from access to employment, services, and amenities.

Equity Fund: Earmark a percentage of future new tax revenue generated within each of the corridors and Downtown toward an Equity Fund to support affordable housing tools and equity programs.

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ETOD DESIGN PRINCIPLES



ENCOURAGE MIX OF USES

1. Mixed-use development should be context-sensitive
2. Provide a mix of complimentary land uses to encourage a diverse and active environment within station areas
3. Create destinations that reinforce the use of transit
4. Activate ground floors to promote walking and connectivity
5. Provide a mix of housing types, including affordable and senior housing

Single-use development with limited street presence



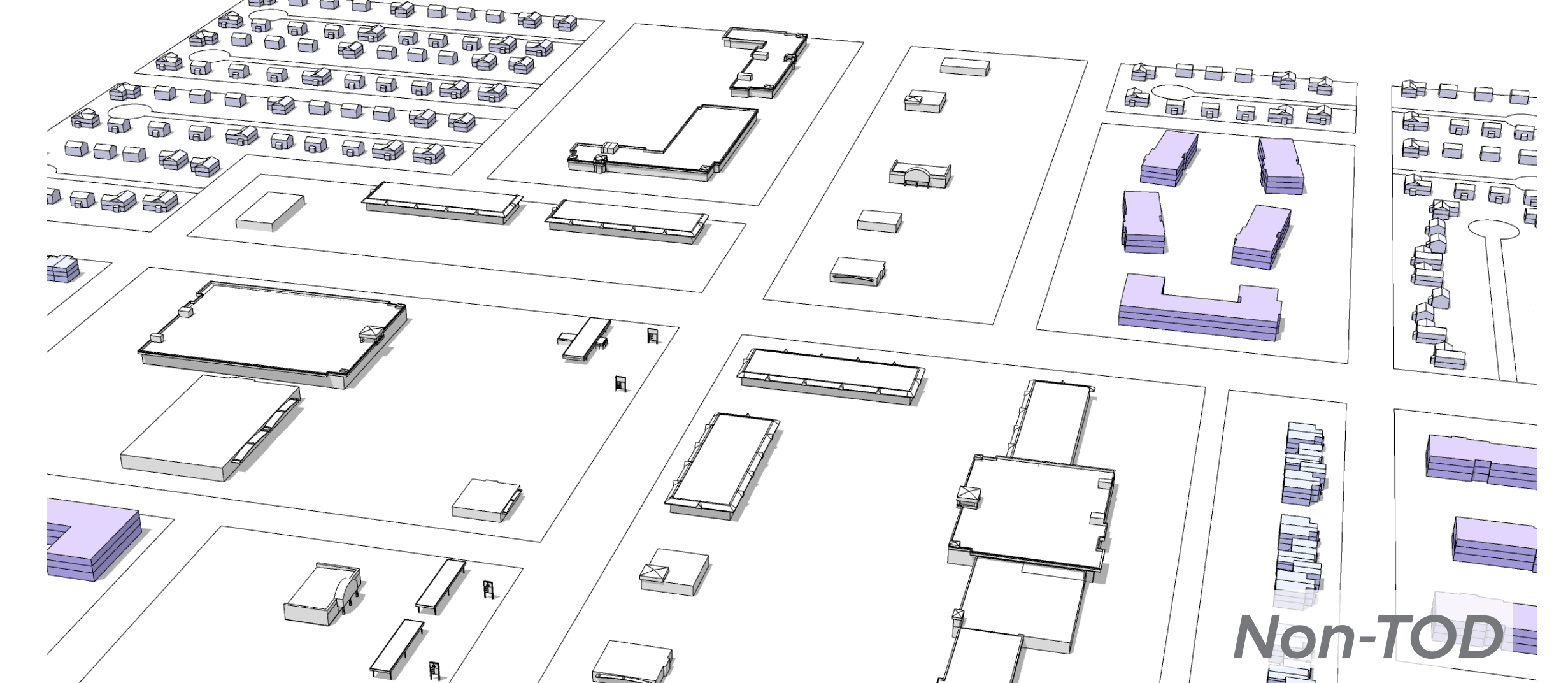
Mixed-use development with active ground floor storefronts and upper floor residential, office, or flex uses



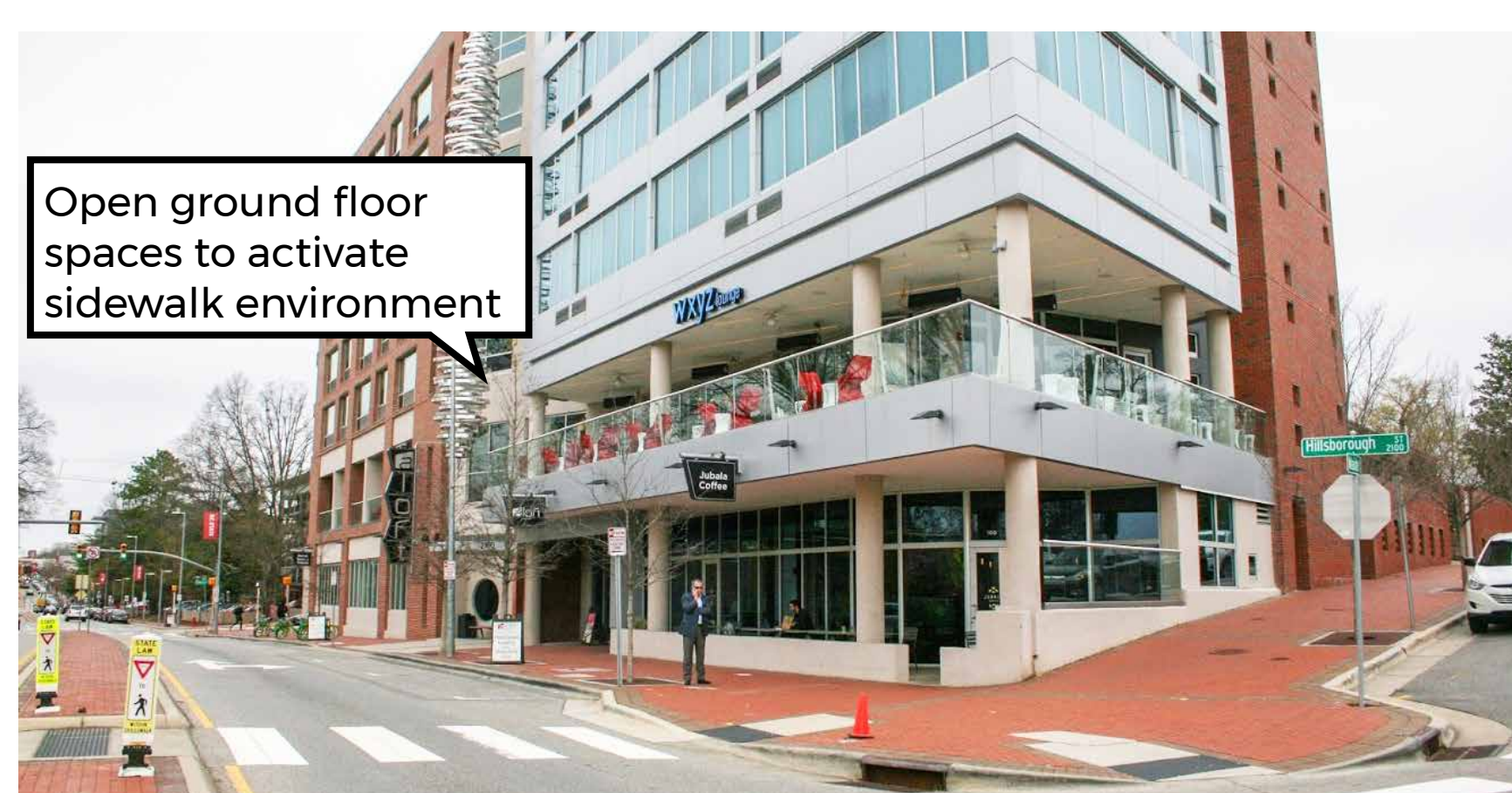
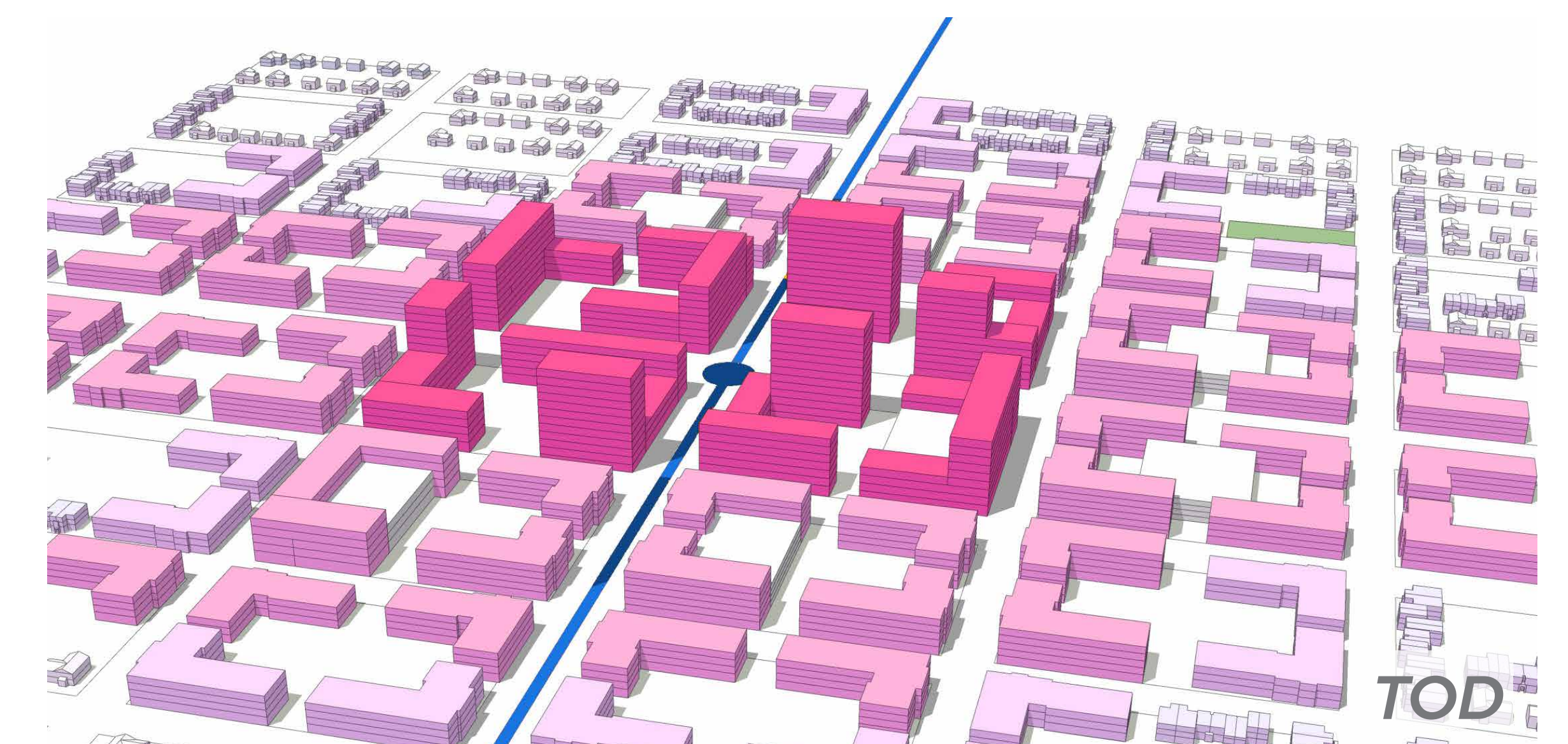
DISTRIBUTE DENSITY AROUND TRANSIT

1. Allow for contextually-appropriate higher densities near stations
2. Require minimum building height and bulk within station areas
3. Transition building height and bulk downward from the station to connect with adjacent, lower density districts and neighborhoods

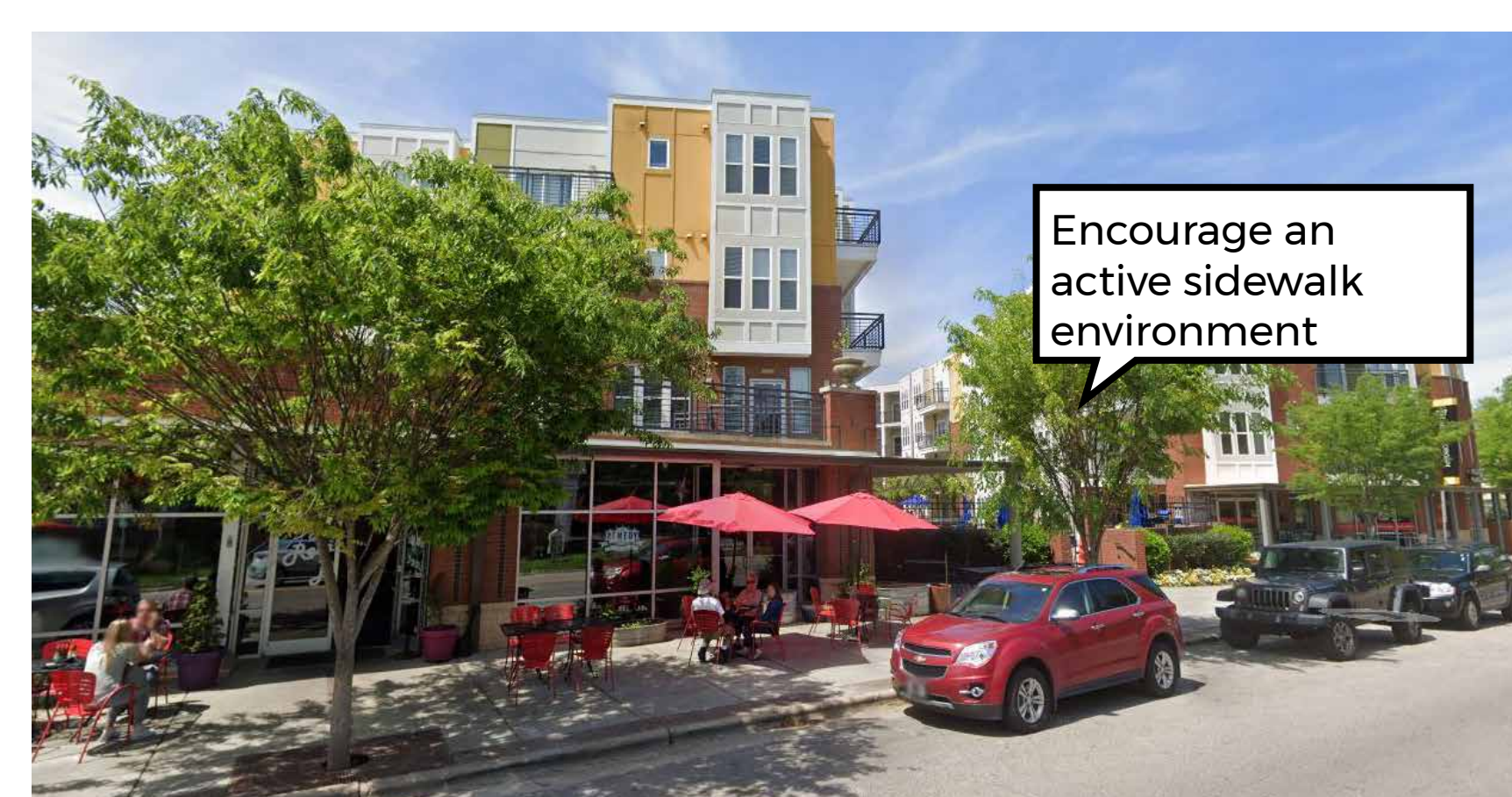
Dispersed auto-oriented urban form



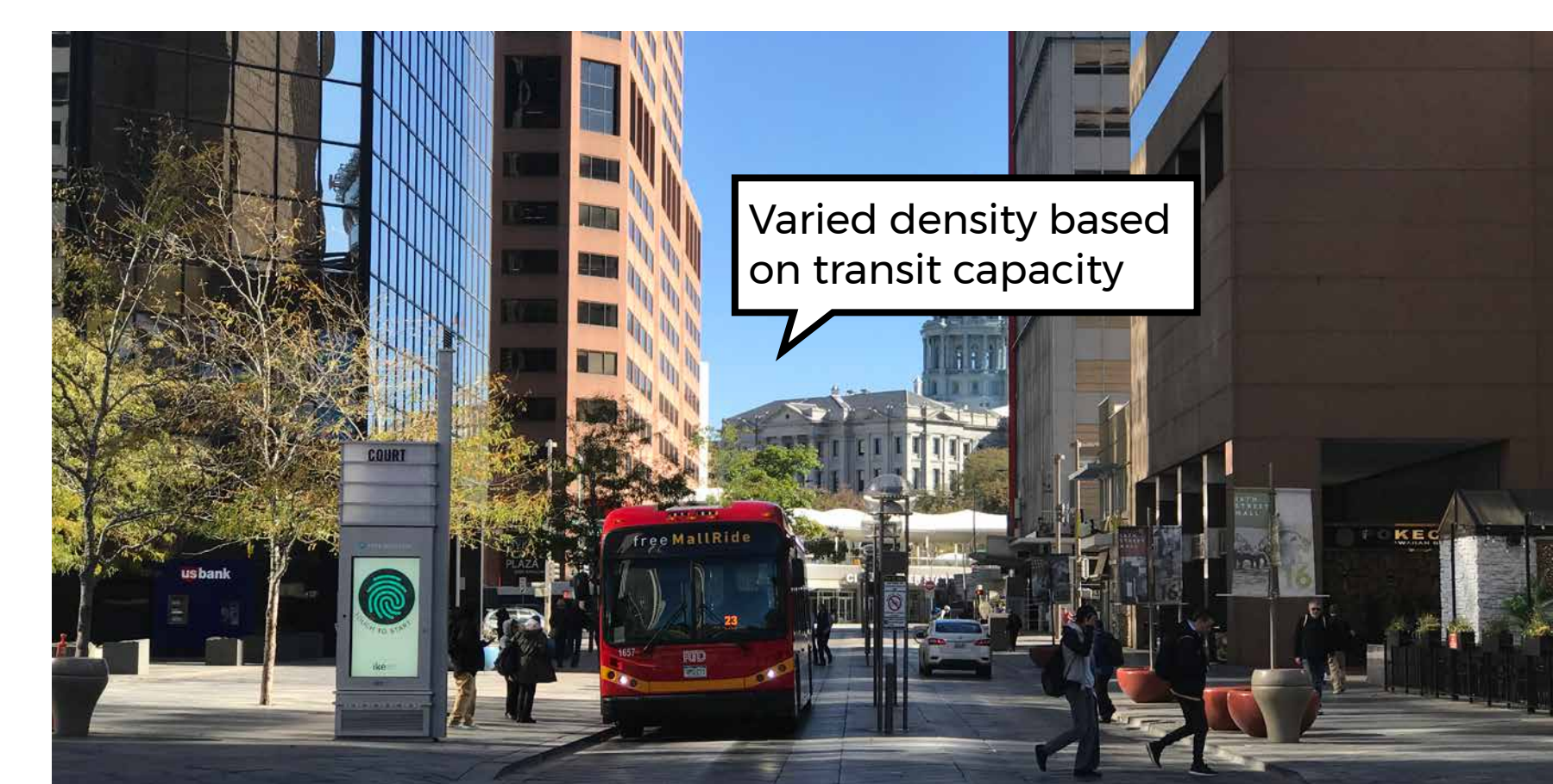
Transit-oriented density distribution with highest density near the station



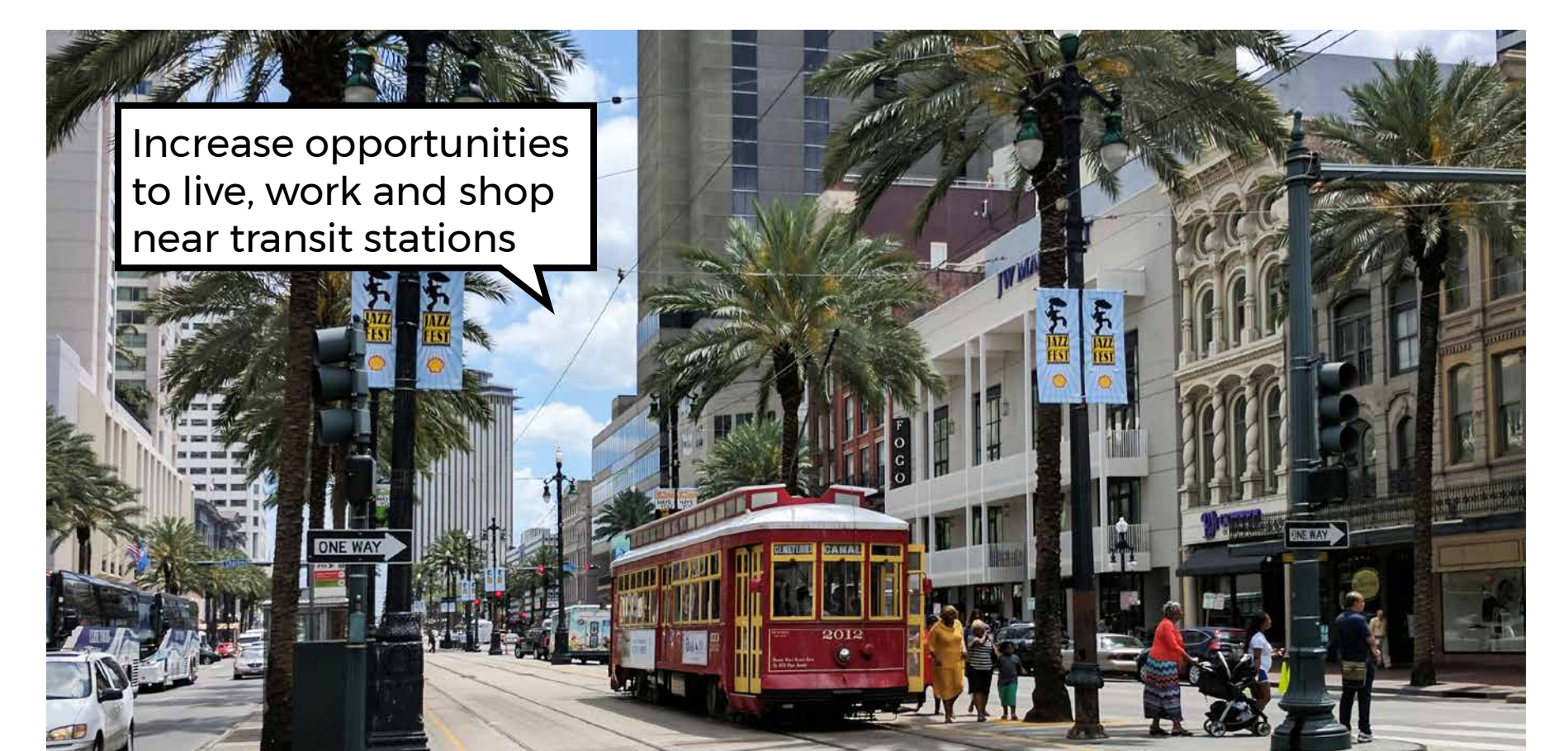
Hillsborough Street, Raleigh, NC



West Morgan Street, Raleigh, NC



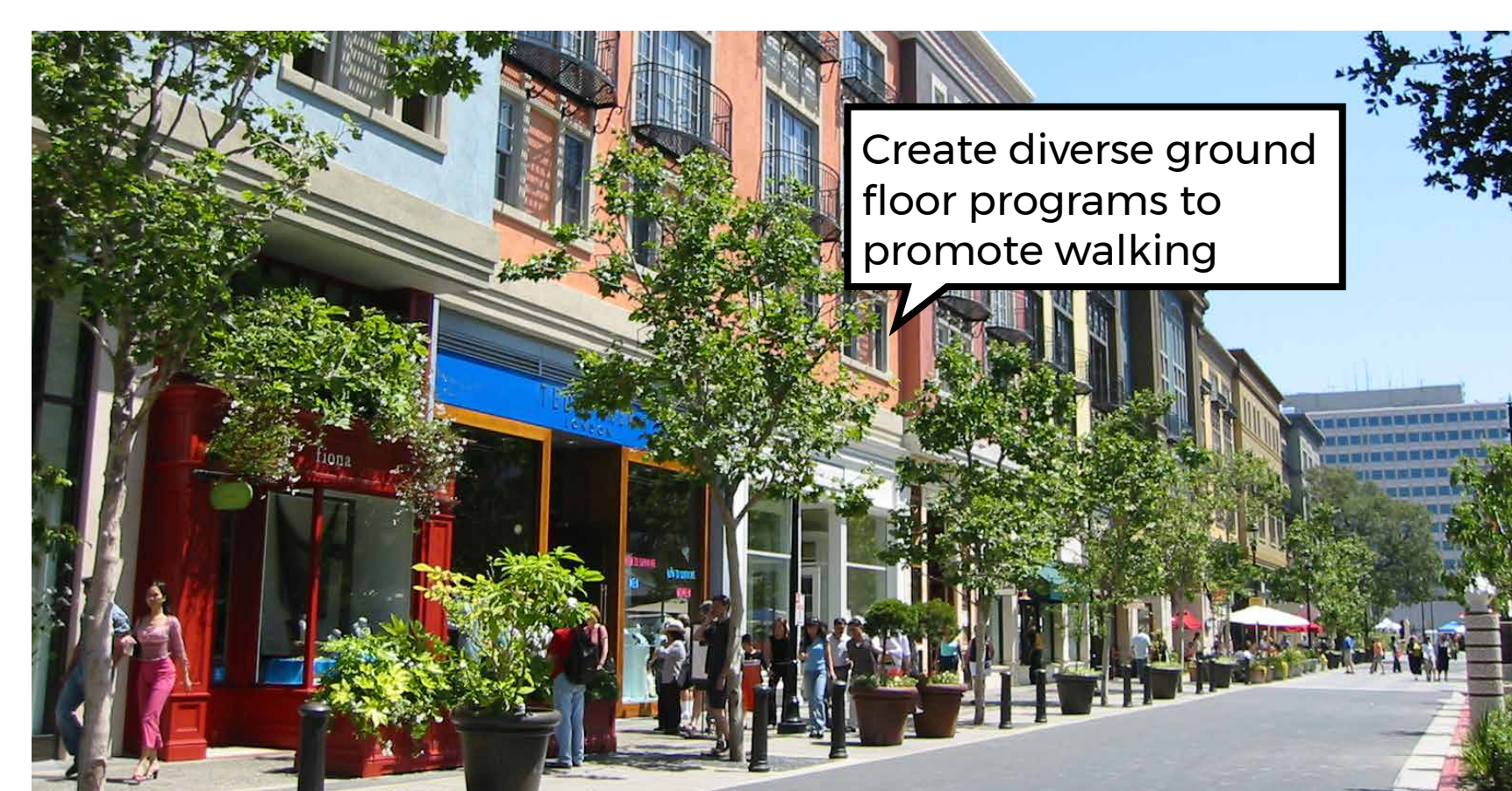
16th Street, Denver, CO



Canal Street, New Orleans, LA



Richmond Street, Boston, MA



Santana Row, San Jose, CA



Rosa Parks Transit Center, Detroit, MI



36th Street, Charlotte, NC

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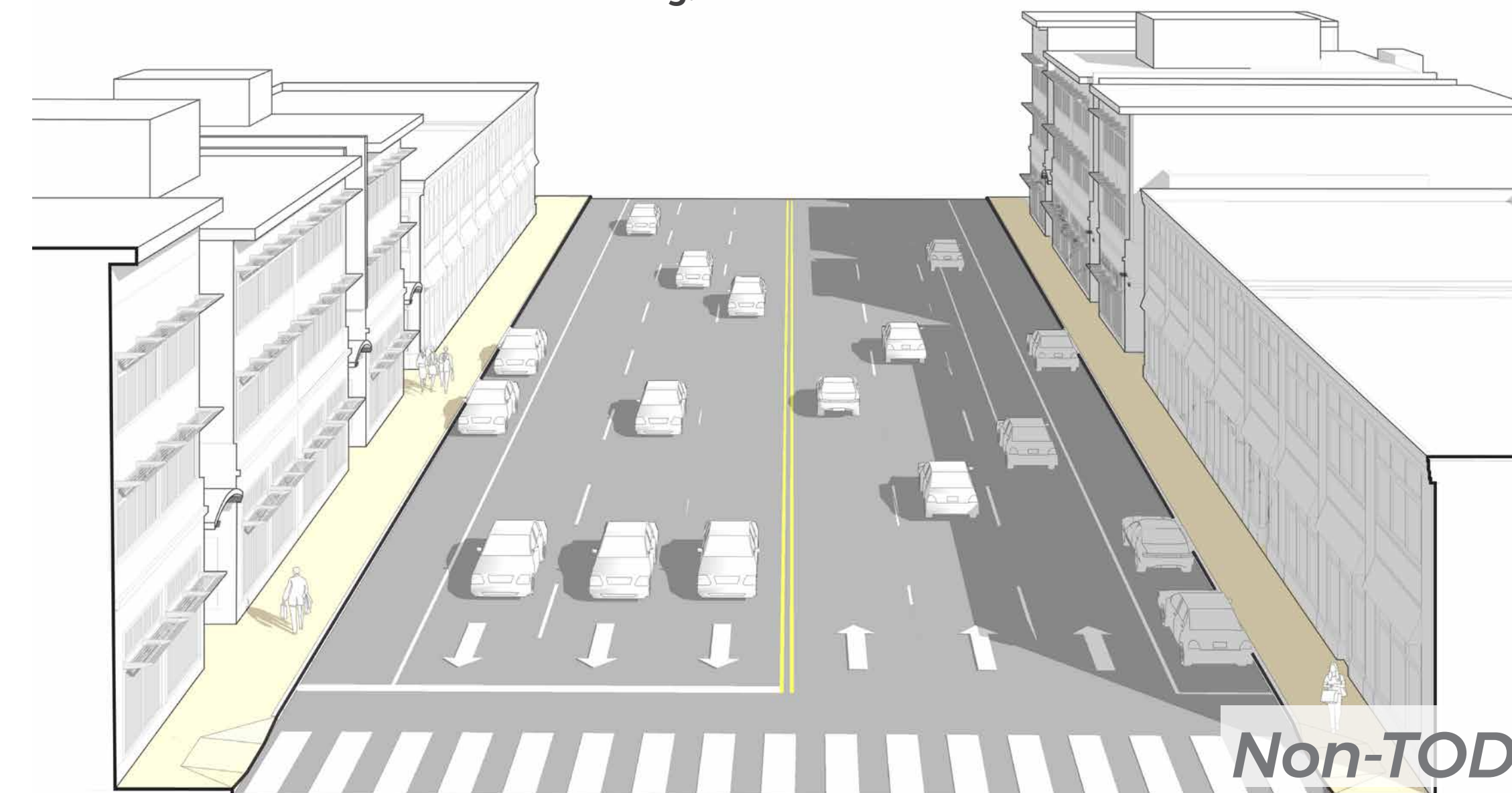
ETOD DESIGN PRINCIPLES



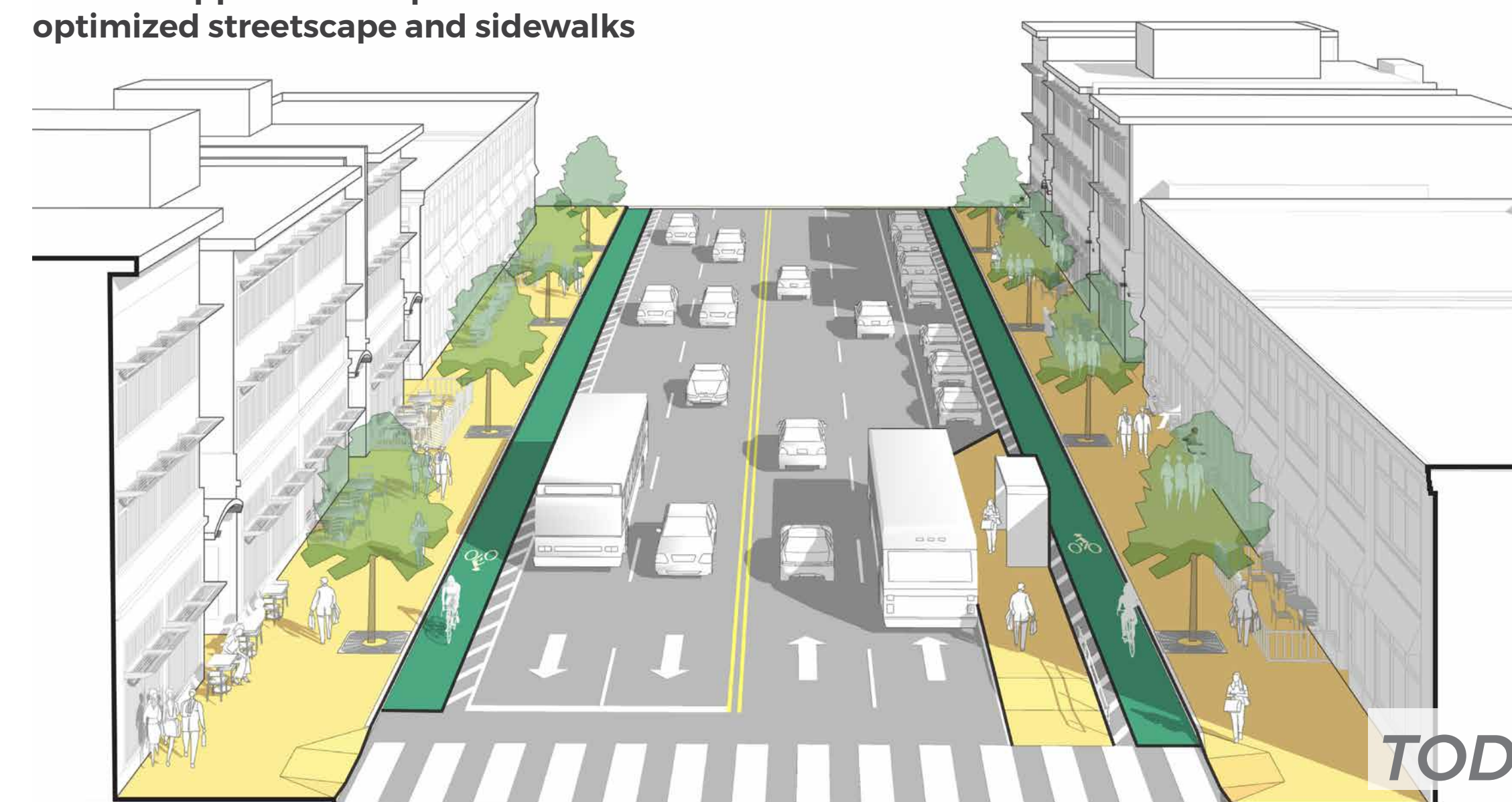
SAFE ACCESS TO TRANSIT

1. Policies for creating pedestrian and bike access within 1/2 mile of the stations:
 - No sidewalk gaps
 - Guarantee a safe pedestrian experience and a complete sidewalk network
 - Create protected bicycle lanes
 - Traffic speeds must be reduced to safe speeds for pedestrians
2. Provide micromobility and shared transit options:
 - Bike/scooter access
 - Connections to greenways that intersect with transit corridors

Street that is primarily designed for cars, and is unsafe and uncomfortable for walking.



Transit-supportive complete street with optimized streetscape and sidewalks



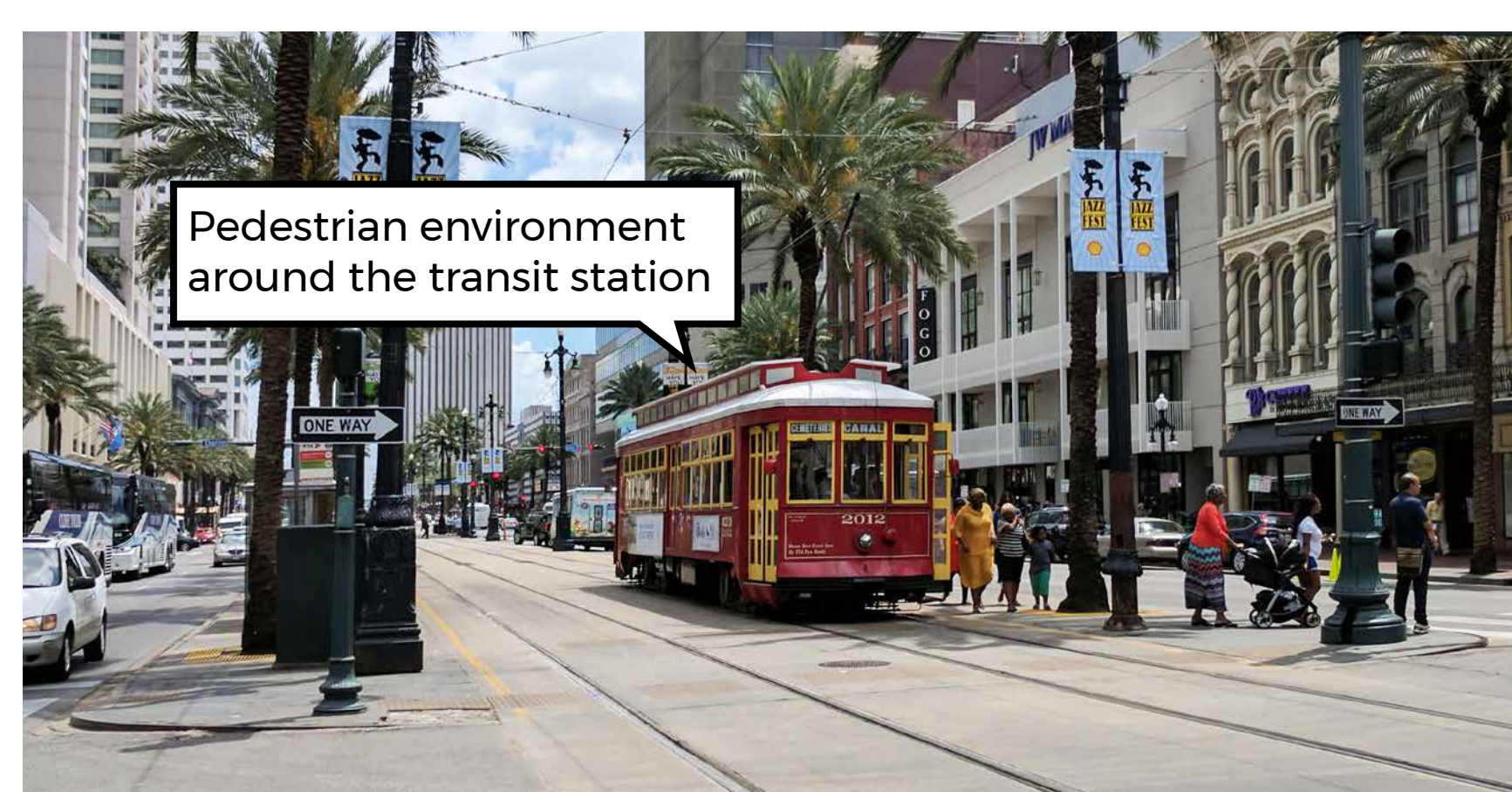
MANAGE PARKING EFFECTIVELY

1. Consider innovative parking management when identify parking needs
2. Encourage on-street parking
3. Locate and design parking facilities to optimize pedestrian environment
4. Provide park and ride facilities
5. Create shared parking standards
6. Avoid conflicts between pedestrians and vehicular traffic
7. Provide incentives to transit ridership

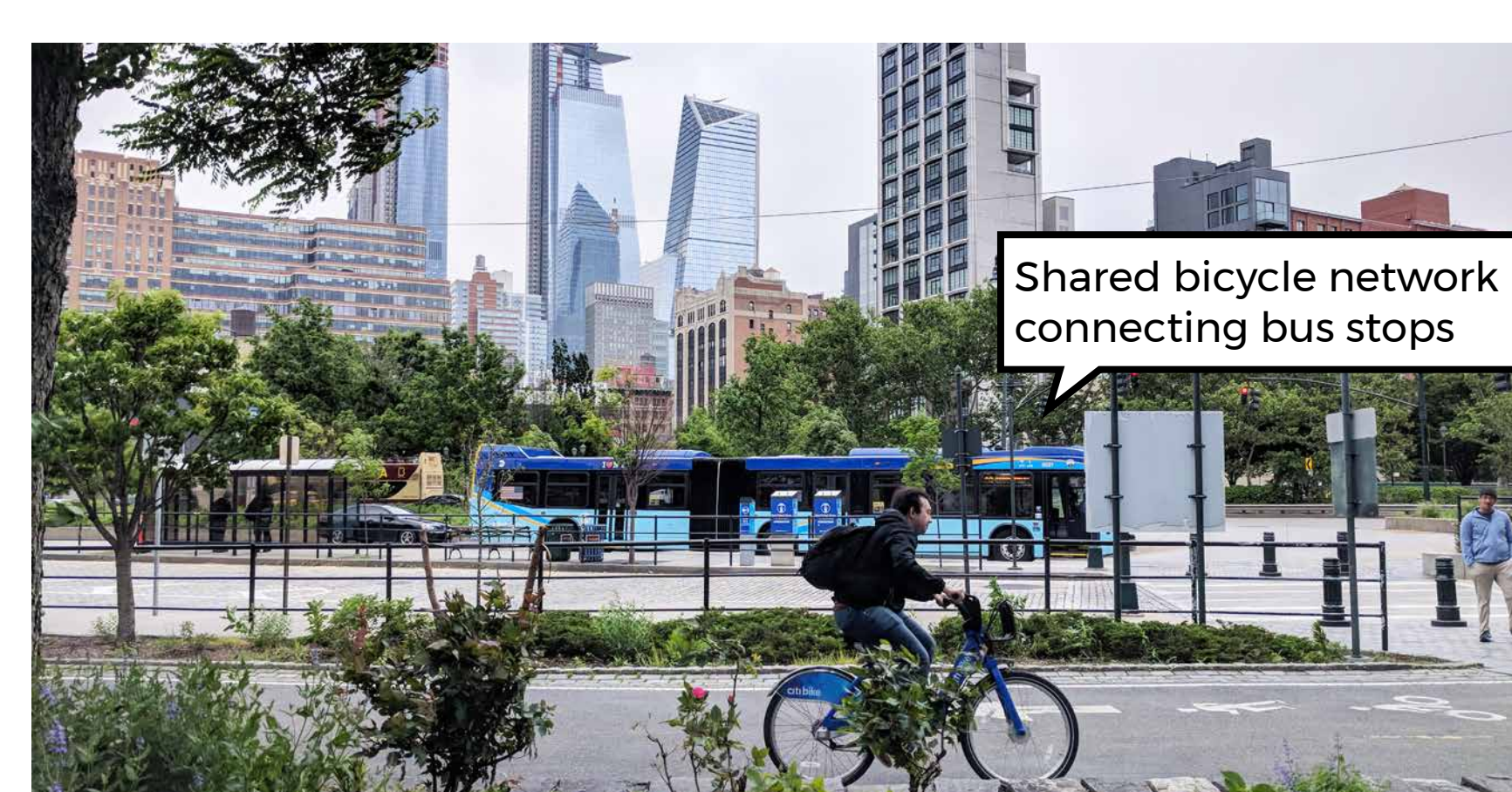
Underutilized wide streets and unpleasant pedestrian experience



Preferred design which conceals parking lots behind buildings and effectively manages street space with dedicated loading areas



Canal Street, New Orleans, LA



Hudson Greenway, New York City, NY



Park Street at North Hills, Raleigh, NC



Berkeley Bowl West Garage, Berkeley, CA



Union Station, Denver, CO



Hearst Avenue, Berkeley, CA



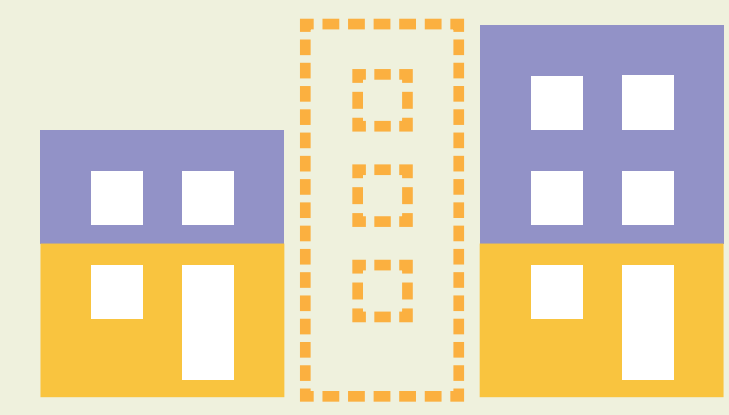
Camden Road, Charlotte, NC



Brooklyn, New York City, NY

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ETOD DESIGN PRINCIPLES



CONSIDER REPURPOSING AND INFILL DEVELOPMENT

1. Prioritize vacant and underutilized land for contextually-sensitive infill development
2. Consider repurposing existing buildings to include active ground floor and mixed upper floor uses
3. Leverage existing assets to maximize the value
4. Celebrate historic buildings, landmarks and other places of community to enhance a sense of place

Street with underutilized properties and a lack of active uses.



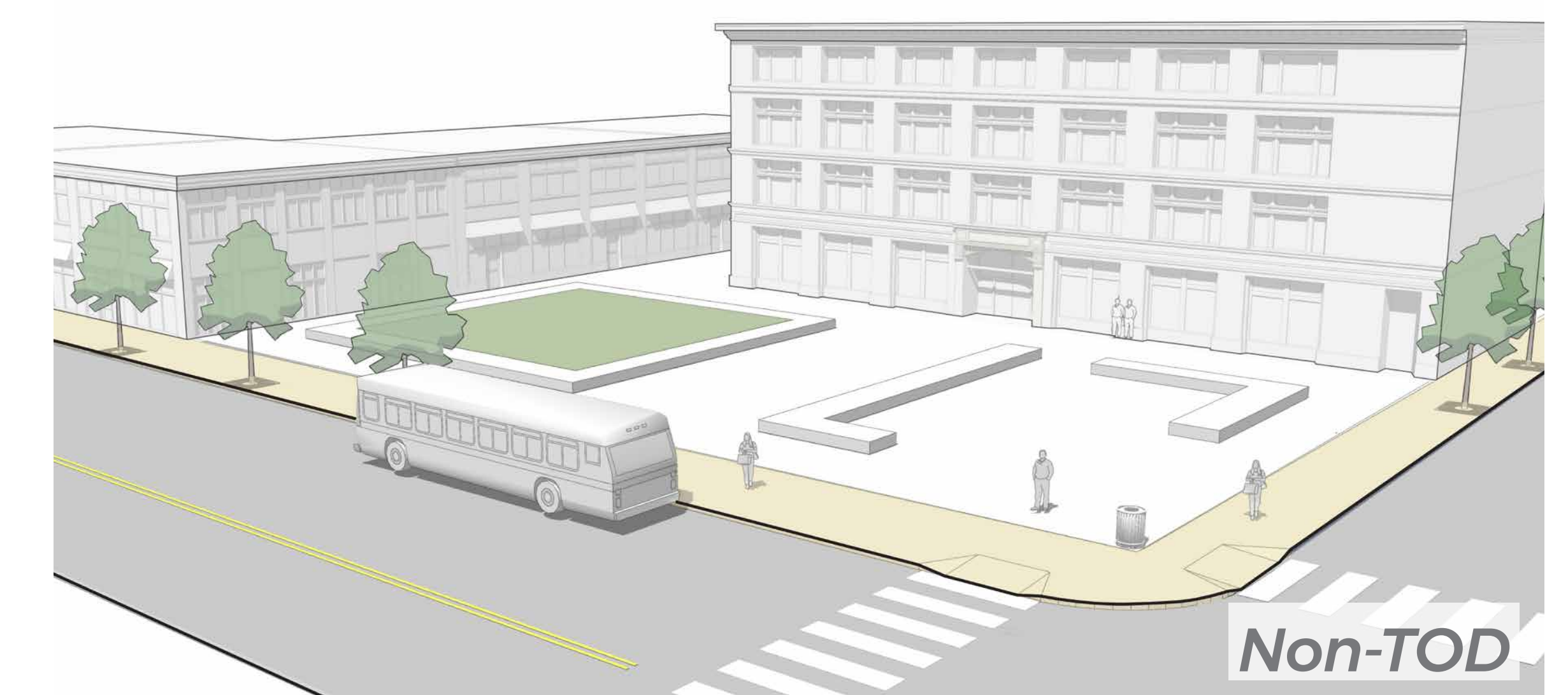
Repurposed existing building stock to include active ground floor uses and mixed upper floor uses that generate transit ridership



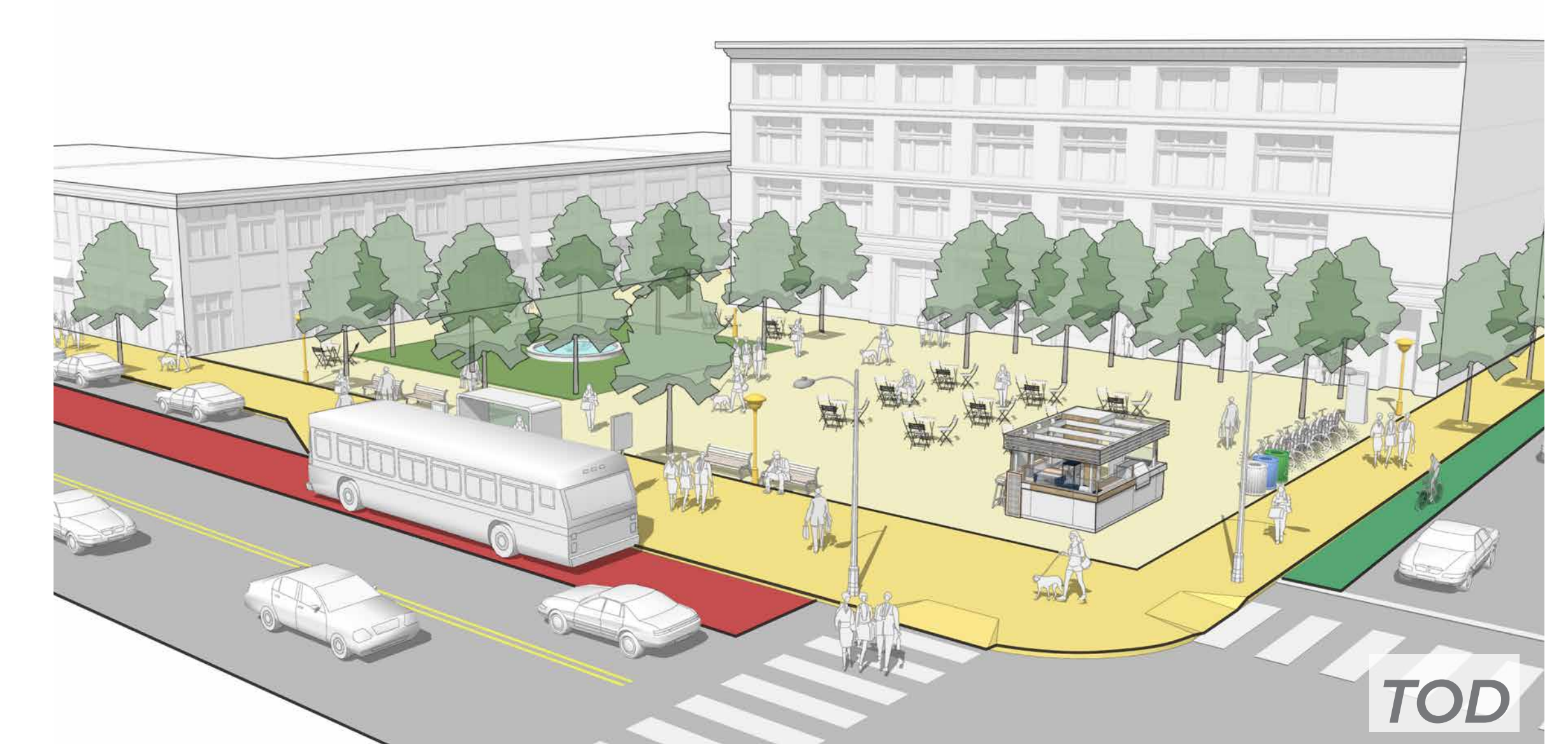
CREATE ENGAGING PUBLIC SPACES

1. Public spaces should be of a high quality and pedestrian-oriented to enhance the desirability of transit
2. Minimize building setbacks to create compact, pedestrian-scaled environments
3. Incorporate programs that welcome transit riders and serve community members
4. Encourage public/private partnerships for creation of usable open spaces

Poor public space design



Engaging and active civic plaza as a focal point of a multimodal circulation network



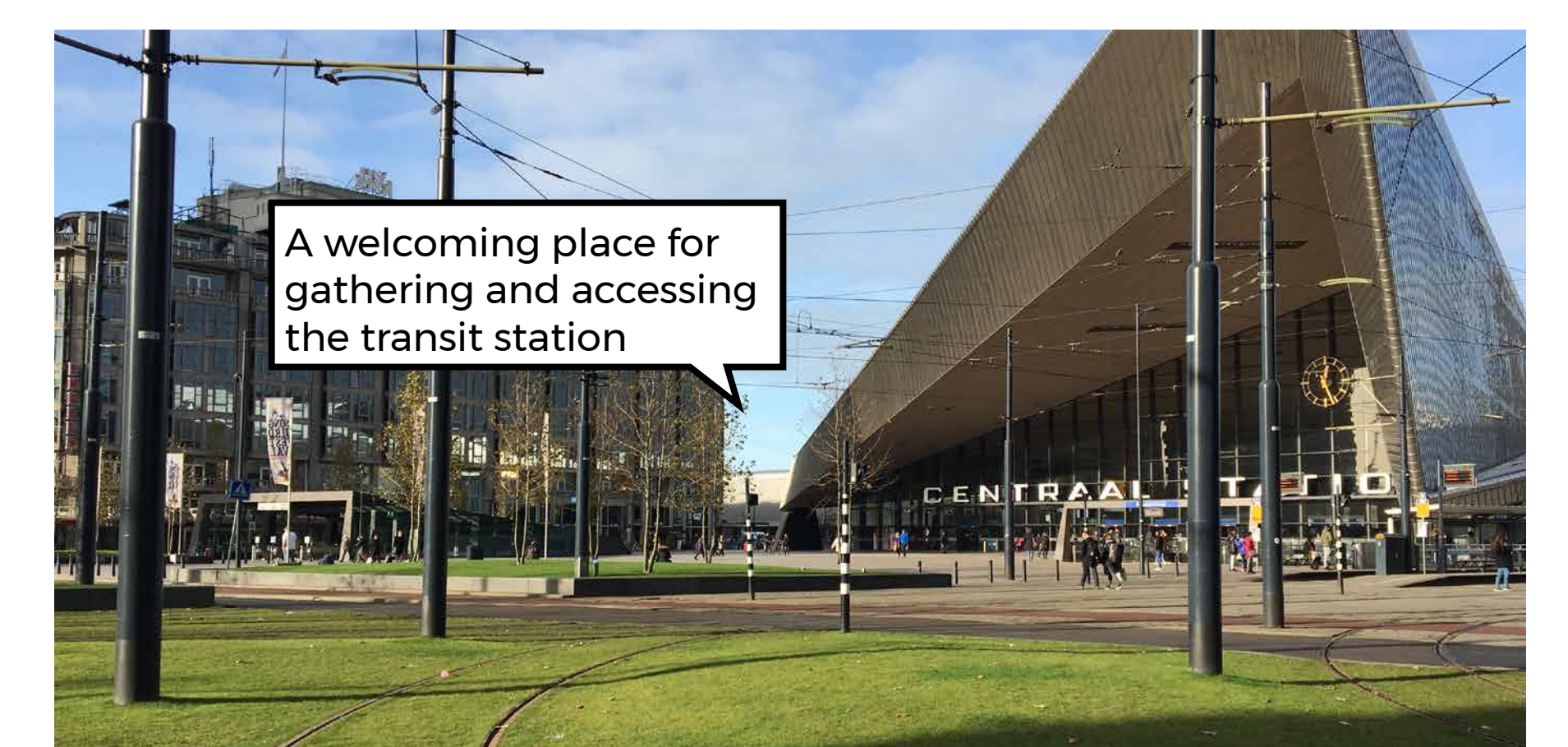
Park Street at North Hills, Raleigh, NC



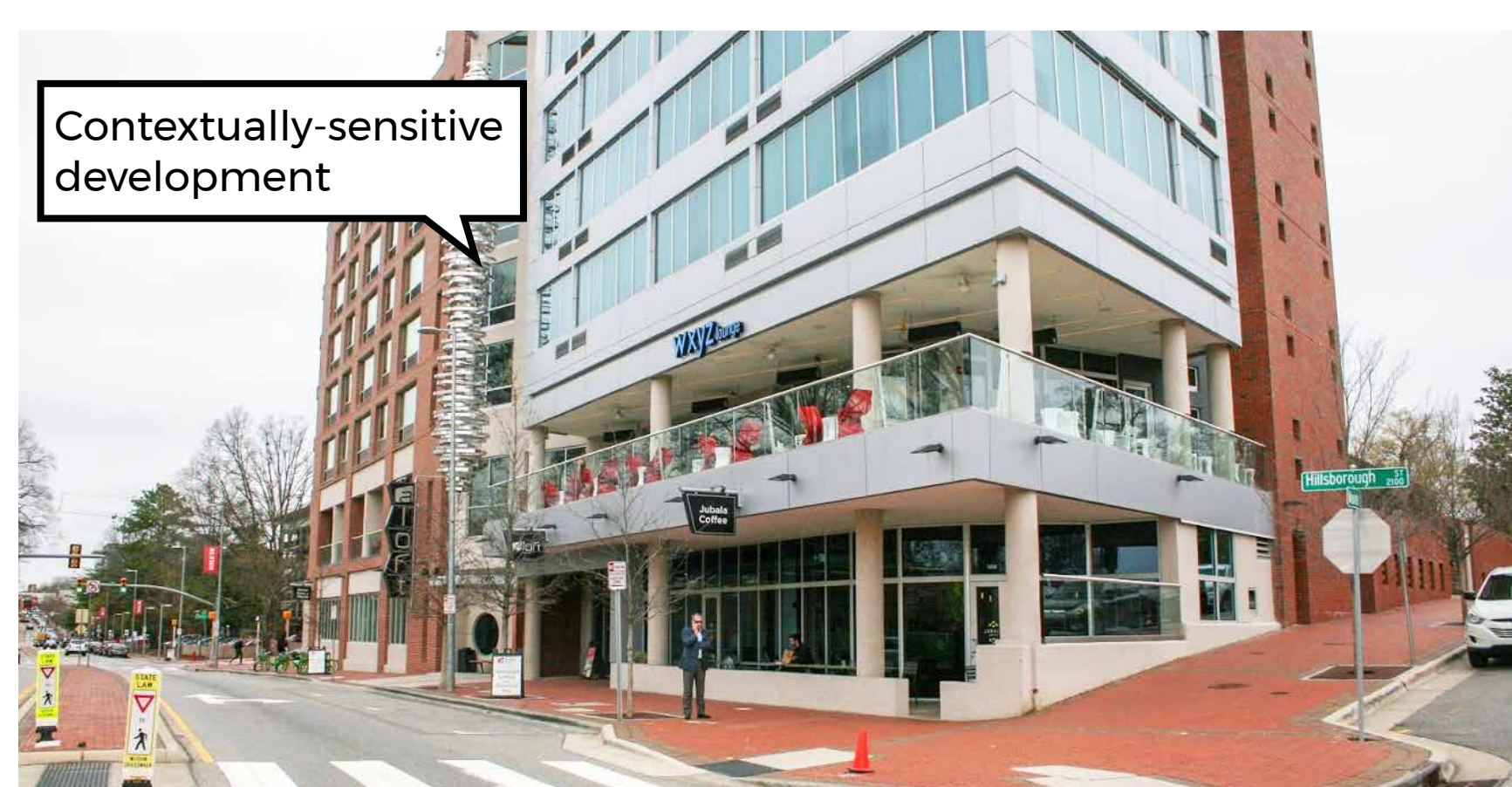
Mashpee Commons, Mashpee, MA



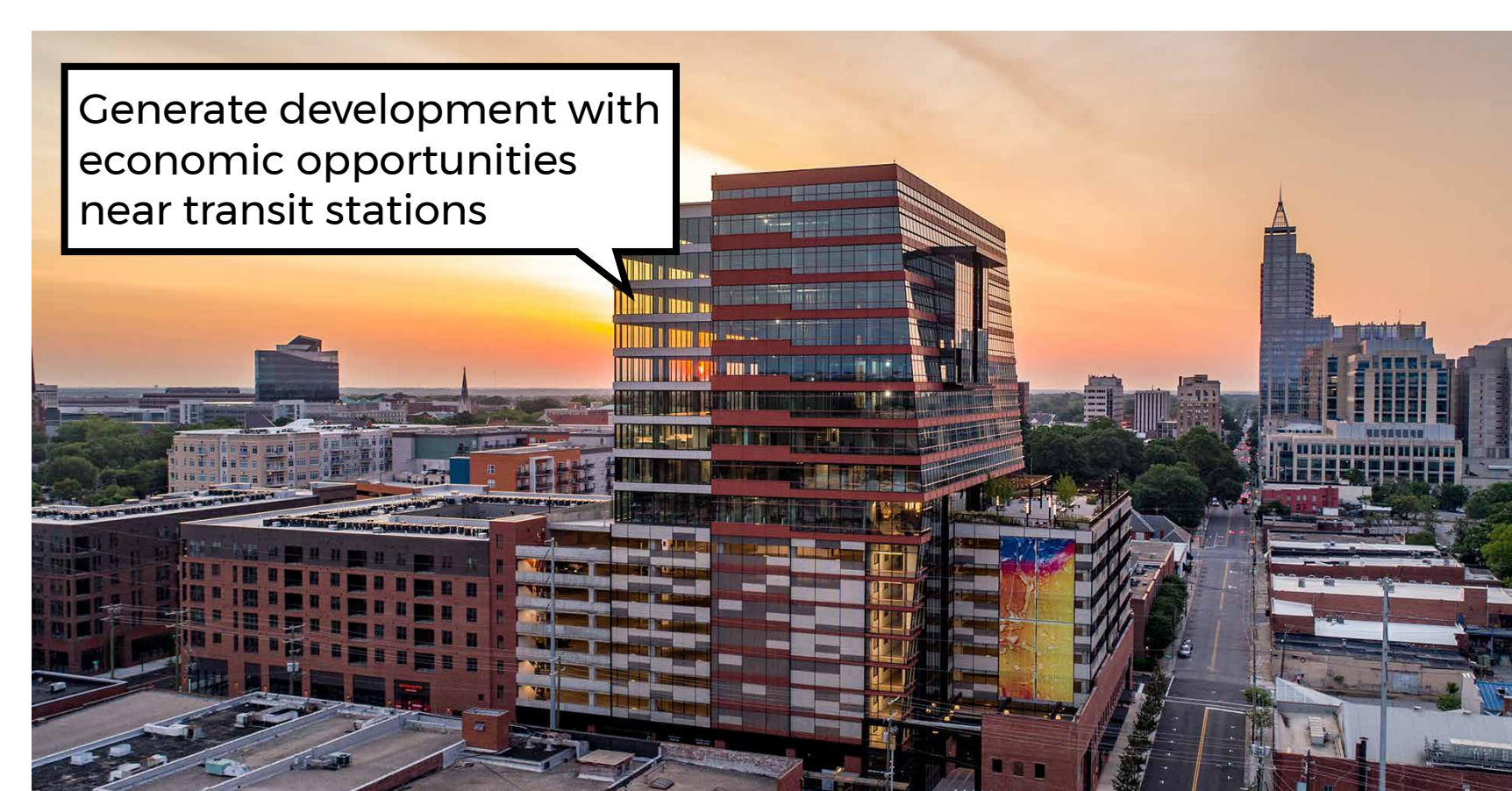
1st Street and Howard Street, San Francisco, CA



Rotterdam Central, Rotterdam, Netherlands



Hillsborough Street, Raleigh, NC



The Dillon, Raleigh, NC



St Catherine Street, Montreal, QC, Canada



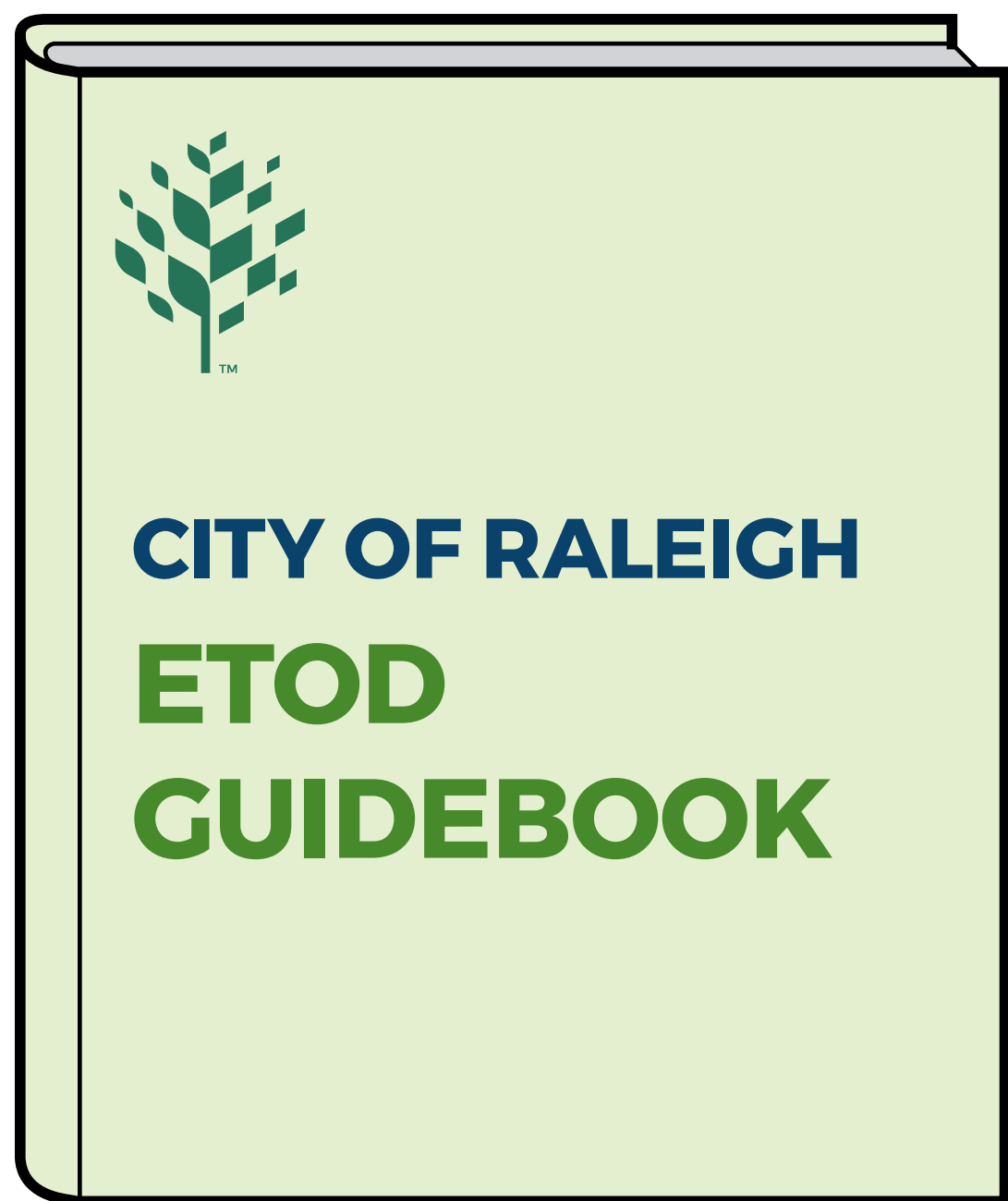
Rue Roy, Montreal, QC, Canada

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STATION AREA PLANNING PROCESS & ACTION PLAN



THE GUIDEBOOK FOR ETOD (Equitable Transit-Oriented Development)



The ETOD Guidebook will set out both a policy foundation and a design framework that are essential to fully and equitably realize the benefits of TOD along the BRT corridors in Raleigh. It will serve as a point of reference throughout the future planning process.

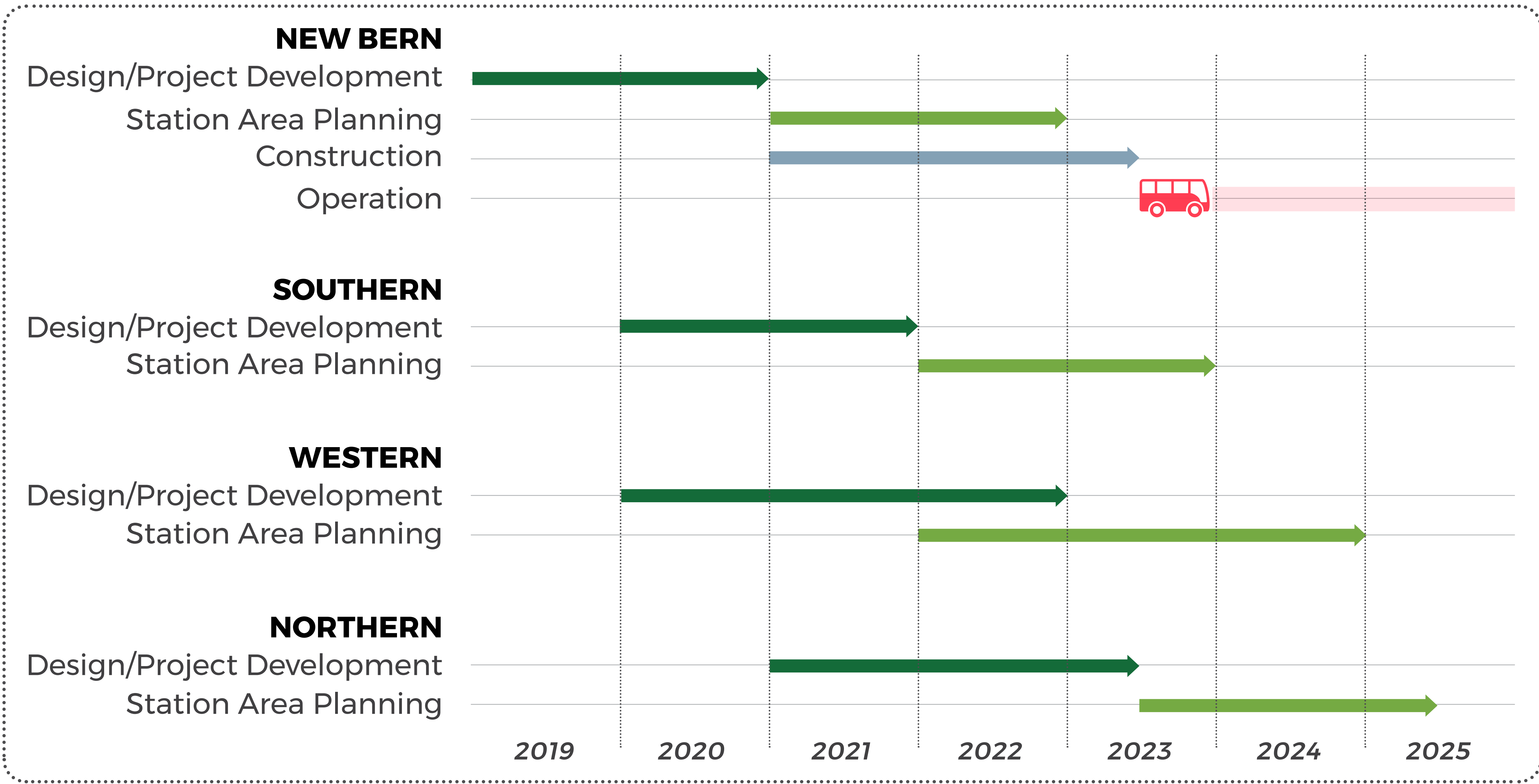
The ETOD Guidebook will include:

- 1. Introduction**
 - Introduction to EDAT
 - Benefits of ETOD for Raleigh
 - Goals for ETOD in Raleigh
- 2. Station Typology**
 - Station Typology Matrix
 - Station Typology Map
- 3. ETOD Policy Toolkit**
 - Zoning Tools
 - Financing Tools
 - Equity Programs
- 4. ETOD Design Principles**
 - ETOD Design Principles
 - General Station Area Planning Process
- 5. Action Plan**
 - Update Comprehensive Plan
 - Revise TOD Overlay and Create TOD-R
 - Apply TOD Overlay
 - Station Area Plan Schedule

STATION AREA PLANNING

Station area planning will be a major task. More than 30 individual Bus Rapid Transit stations will be fully operational in 2027. Ideally, station area plans are completed well in advance of the opening of BRT lines that include those stations.

A general timeline for BRT design, construction, and beginning of operations is below:



A CONTINUED FOCUS ON EQUITY

Equity won't be achieved by a single planning document or zoning change. Instead, it will take close attention and an ongoing conversation. This process recommends new or expanded programs that will continue to monitor and address equity-issues moving forward, including:

- Affordable housing production and preservation
- Small business retention
- Ongoing dialogue and outreach on how to use the proceeds of the Equity Fund
- Equitable Development program management (an ongoing effort to track housing production and affordability near BRT)