



Raleigh Bus Rapid Transit (BRT): Equitable Development Around Transit

Public Meeting
February 27, 2020



Agenda

1. Bus Rapid Transit and Equitable Development around Transit

- *BRT*
- *Goals of this project*
- *What we heard*

2. Growing Equitably around Transit

- *Allowing people to live and work in walkable neighborhoods near BRT*
- *Affordability and equity*

3. What happens next

4. Open house/discussions





Wake County Transit Plan: Funded 2016

Expand Frequent Service

Expand existing frequent (15 mins) bus service from 17 to 83 miles.



Commuter Rail

Develop 37-mile system with service from Garner to Downtown Raleigh, N.C. State University, Cary, Morrisville and the Research Triangle Park continuing to Durham.



Bus Rapid Transit

Implement 20 miles of Bus Rapid Transit.



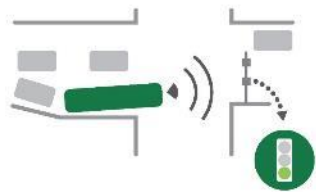
What is Bus Rapid Transit (BRT)?



FREQUENT ON-TIME SERVICE



ENHANCED FARE COLLECTION SYSTEMS



TRANSIT SIGNAL PRIORITY



BUS RAPID TRANSIT BRANDING



DEDICATED LANES



SPECIALIZED VEHICLES

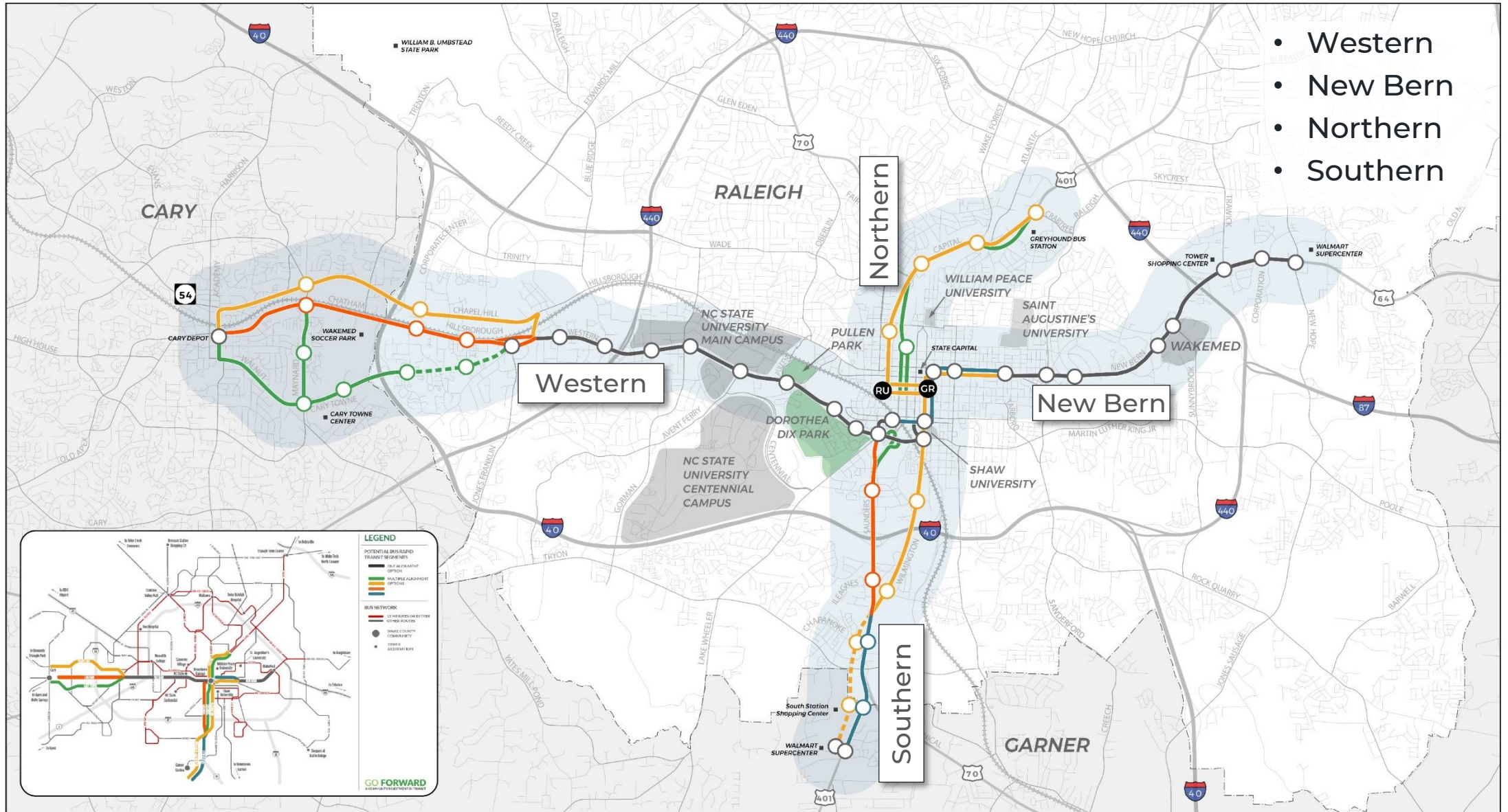


ENHANCED STATIONS

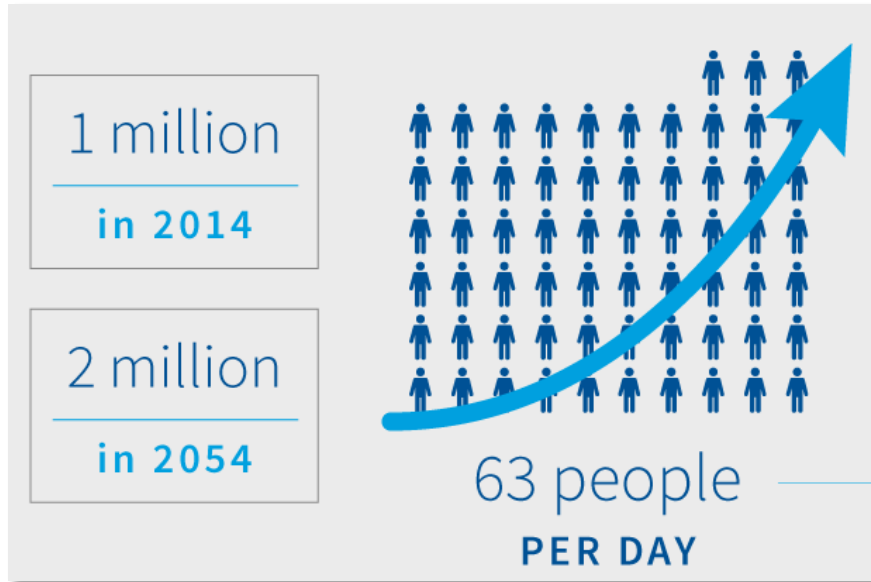


Raleigh BRT Corridors

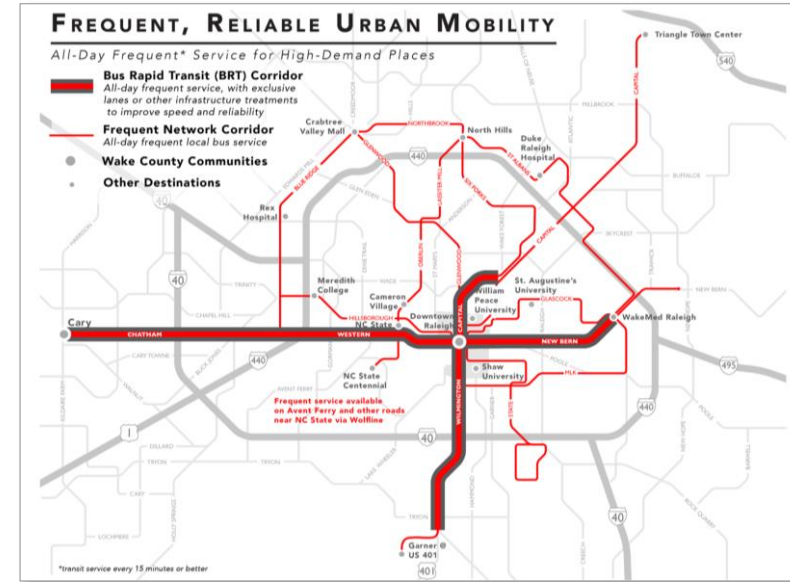
- Western
- New Bern
- Northern
- Southern



Purpose of the Study



Issue



Opportunity

- How much of the city's future growth should be accommodated near BRT?
- How do we ensure benefits are shared?

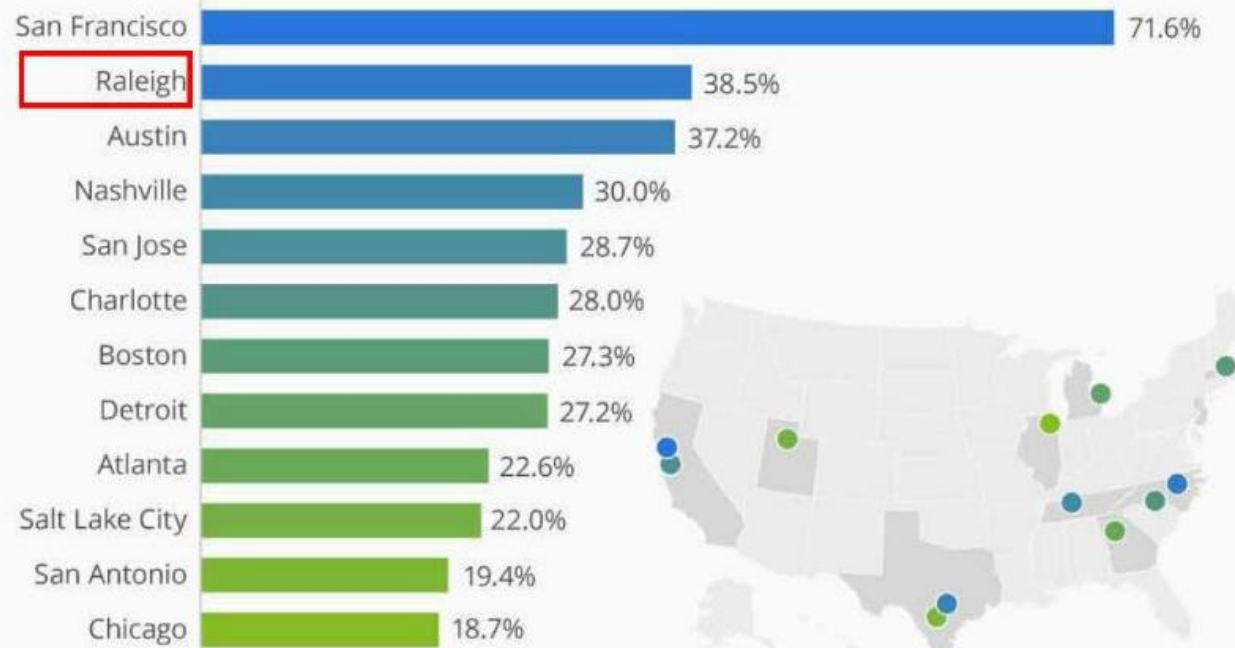


Why Plan Around BRT? Opportunity = Growth



America's Top Spots for Tech Jobs

Areas with the greatest increase in technology jobs (2010 to 2015)

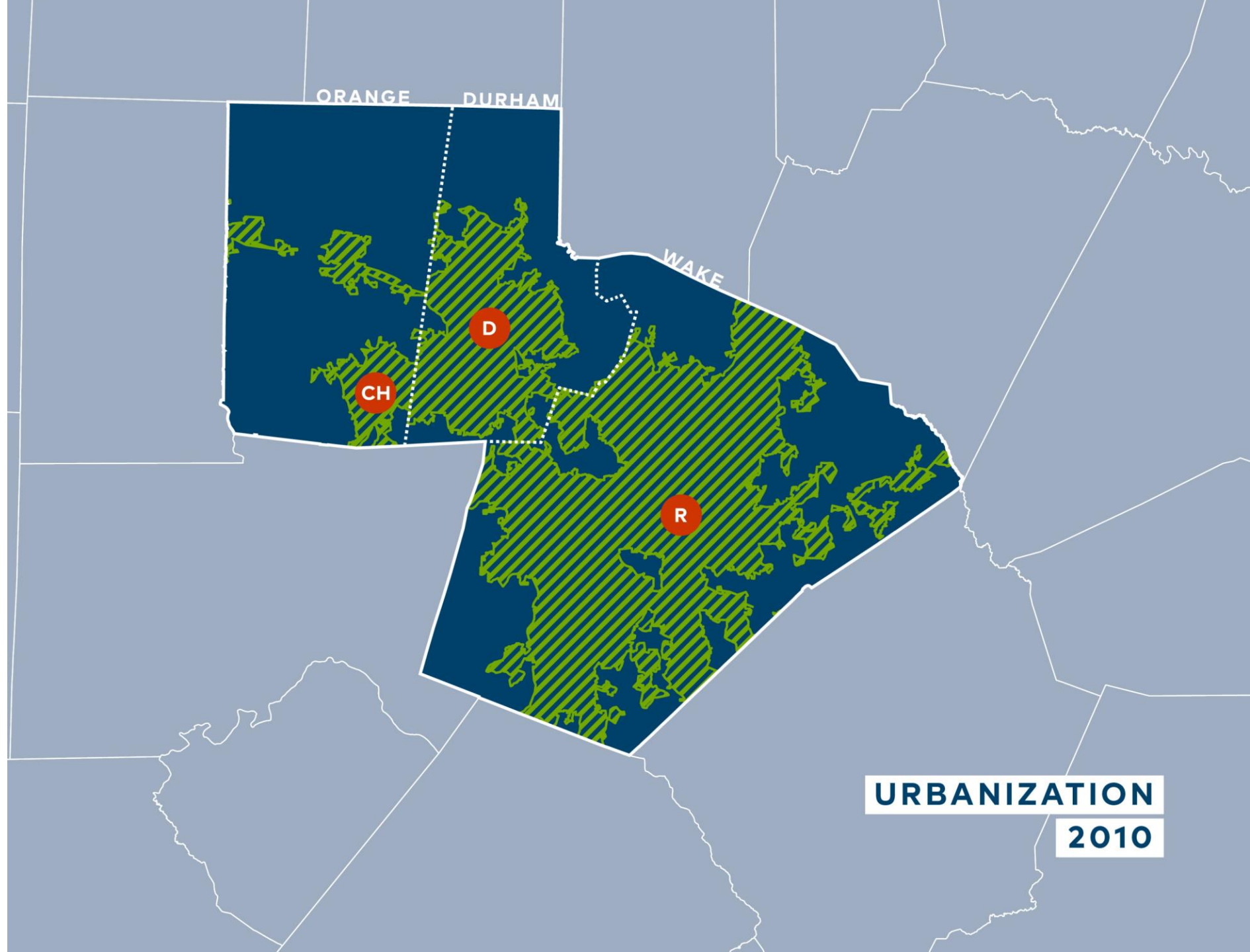


@StatistaCharts Source: NY Times





Raleigh's History: Growing Outward





Implications: Housing Affordability

As commutes grow longer ...



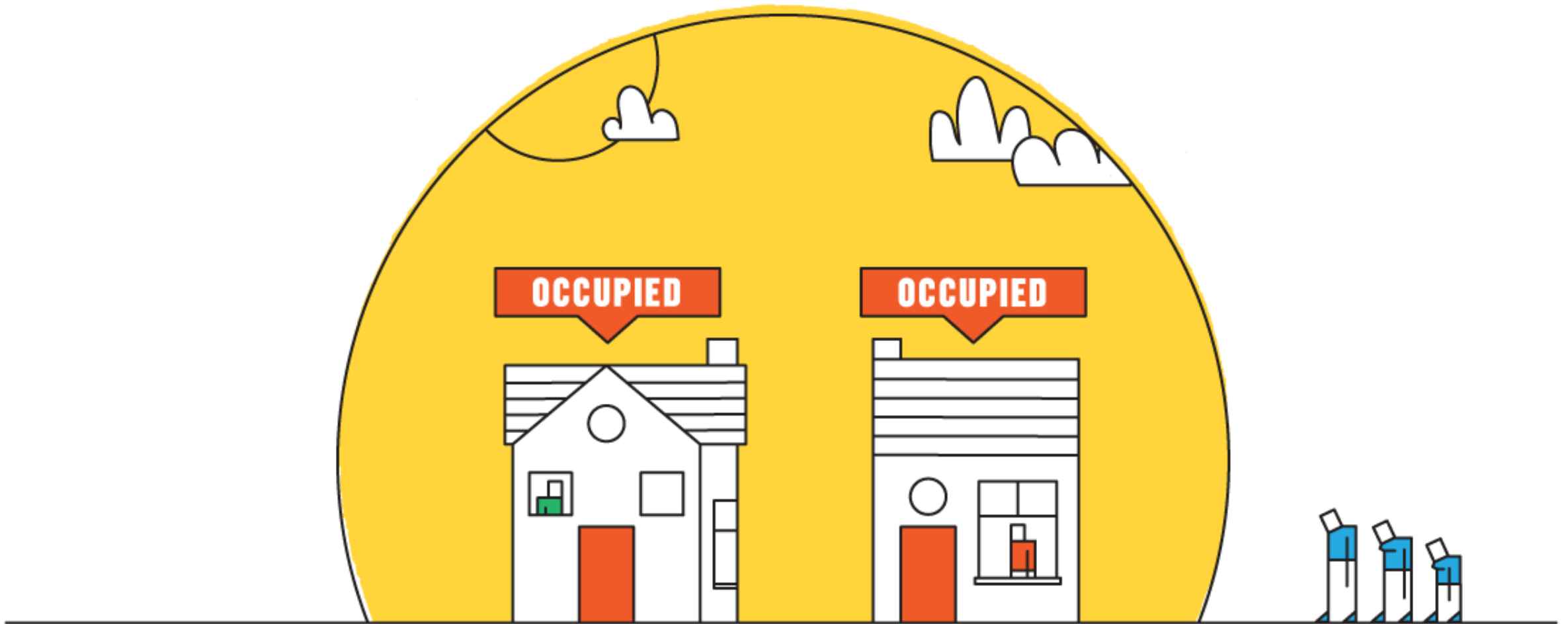
Demand for walkable places closer to opportunity rises



Housing: Why is the Rent So High?



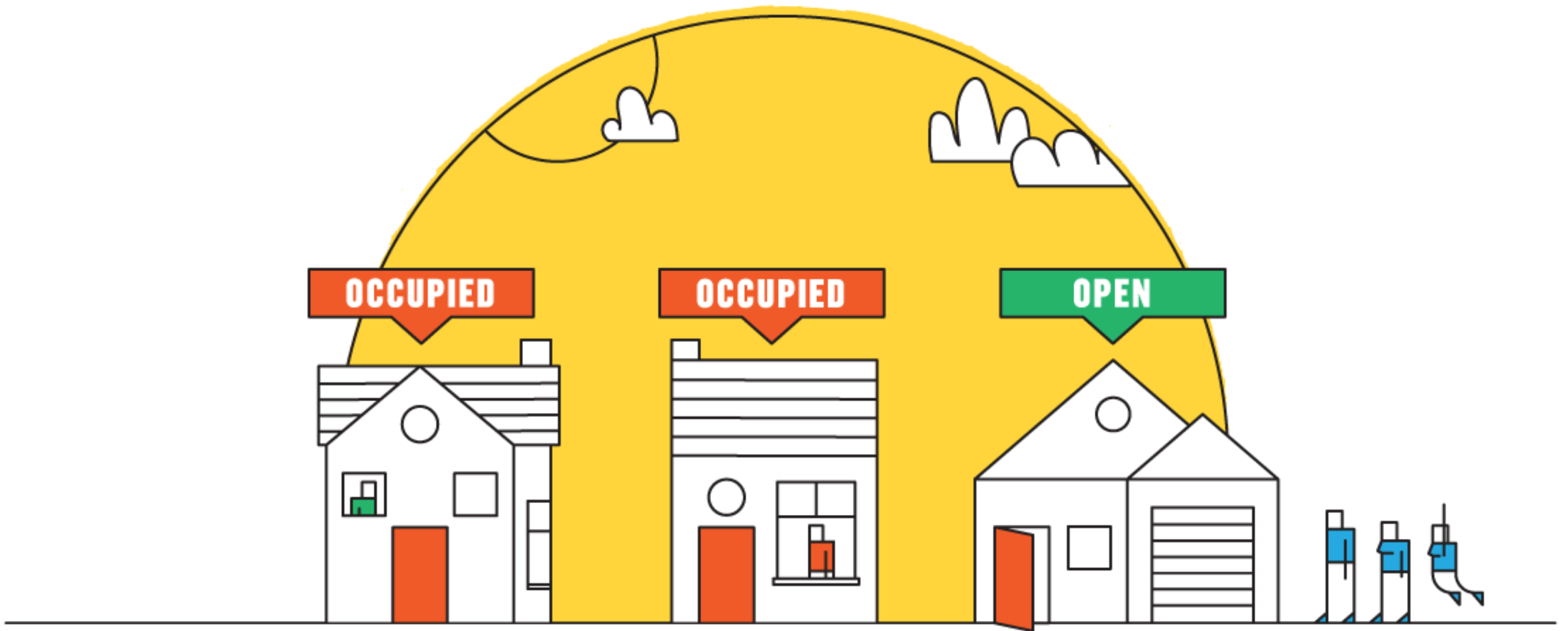
One Reason: When There Aren't Enough Homes, Everyone Competes For Them – and Rent Goes Up



People Get Priced Out of the City and Travel Farther to Get to Work



More Housing is Part of the Solution (But Not the Only One)





Question is not *whether* Raleigh grows, but *how*

Wake County has 1.1 million people and is projected to grow by 600,000 people by 2040

Raleigh is closing in on 500,000 and is projected to grow by up to 200,000 people by 2040



What are the Trade-Offs?

Understanding the Trade-Offs

Grow More Around Driving

- Means less change around transit stations
- Likely means more change in places such as Brier Creek or other areas on the edges of the city
- More driving per person
- Higher carbon and other air pollution emissions than growing around transit
- Walking trips typically more recreational





Understanding the Trade-Offs

Grow More Around Transit

- Means more change around transit stations
- Less driving per person
- Reduces carbon emissions and other air pollution
- Allows more people to live a walkable lifestyle
- Creates more housing options and opportunities for new affordable housing units near transit
- Connects transit users to more job opportunities
- Better supports the investment in transit

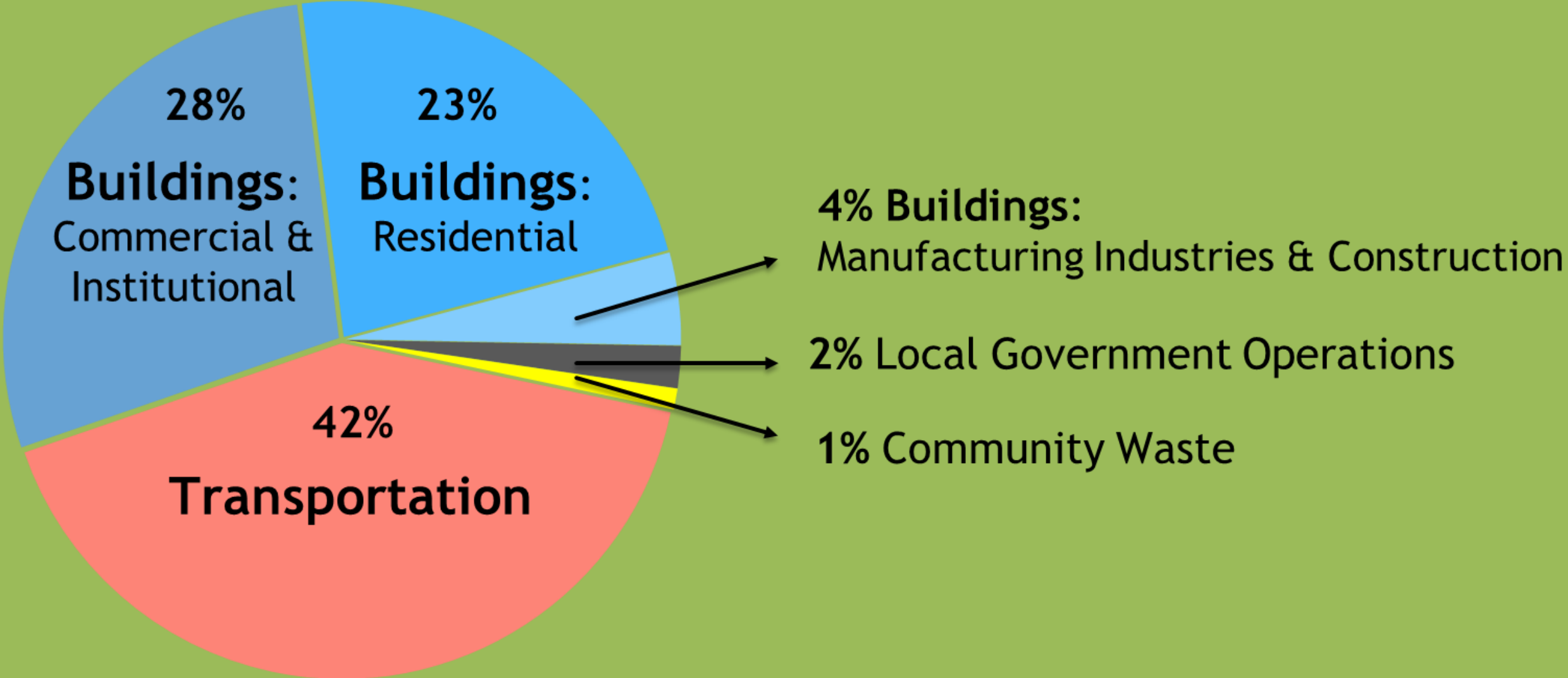


The background of the slide features two industrial smokestacks. The one on the left is tall and has alternating dark and light horizontal bands. The one on the right is shorter and solid-colored. Both are emitting thick, billowing white plumes of smoke that rise into a dark, overcast sky filled with heavy, grey clouds. The overall tone is somber and industrial.

Sustainability

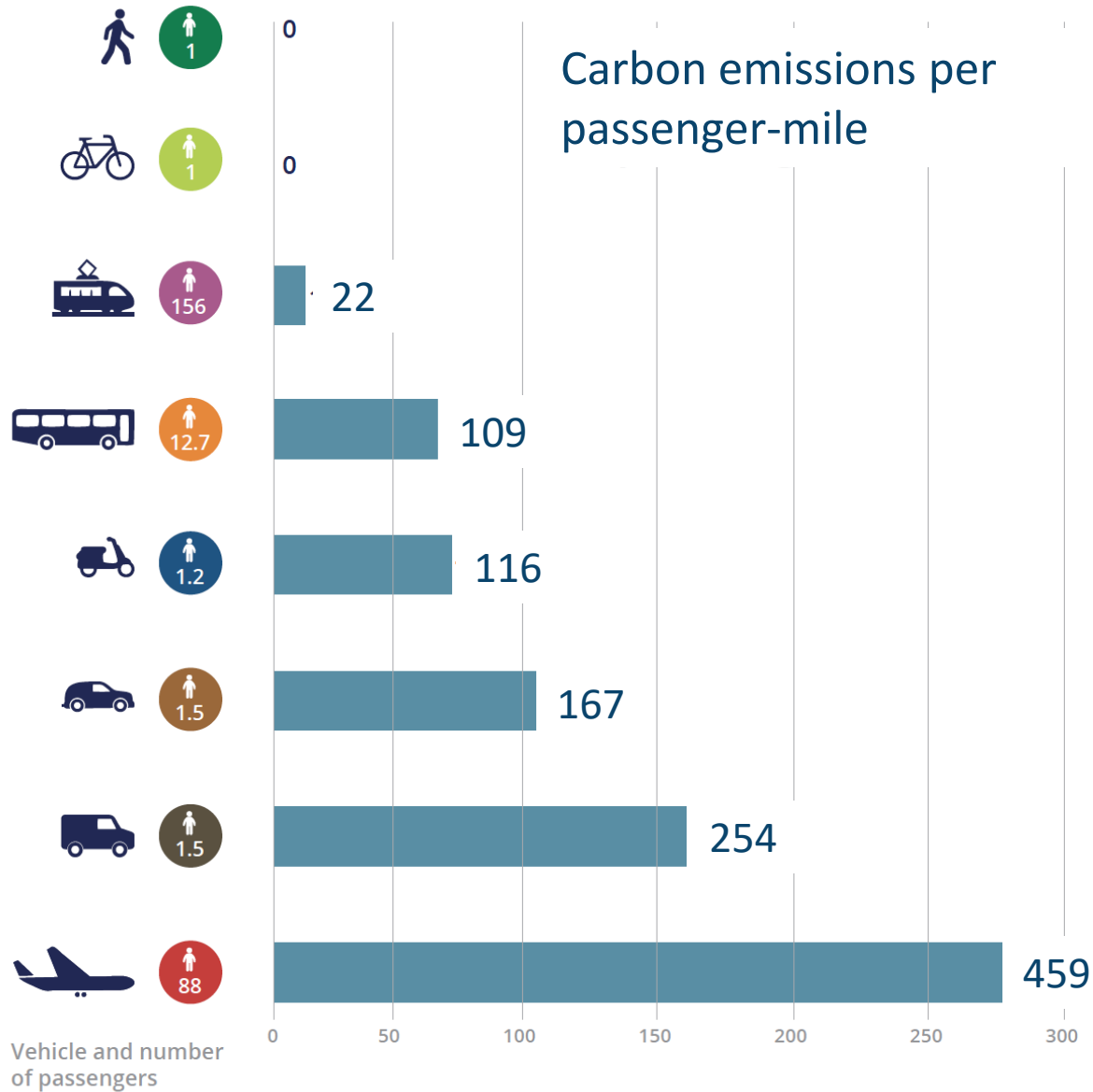
**City Council recently set a goal for
greenhouse gas reductions:
80% by 2050**

Main Sources of Emissions





Transportation Choices Affect Emissions





What We Heard: Outreach

- Kickoff meeting
- Two workshops
- 1000+ survey participants
- Talking with riders at GoRaleigh Station and on the bus
- 60,000+ postcards
- Dozens of “pop-up” events, community meetings, BRT events





What We Heard About Affordability

It's important to ensure affordable housing options exist near BRT

84%

I strongly support taller buildings if that means more affordable housing is provided

72%

A broader range of housing types should be allowed in residential areas near BRT

85+%



What We Heard About Growing Around Transit

I live in a place where I can walk to destinations and fast, frequent transit exists

46%

I would like to live where I can walk to destinations and fast, frequent transit exists

88%

It's important that Raleigh allow new homes and jobs near BRT

95%



What We Heard: How *Much* Should We Grow Around Transit?

DON'T CHANGE
Retain Current Zoning



Maximum 3 Stories

Maximum 3 Stories

<20%

MEDIUM DENSITY
Moderate Transit Support

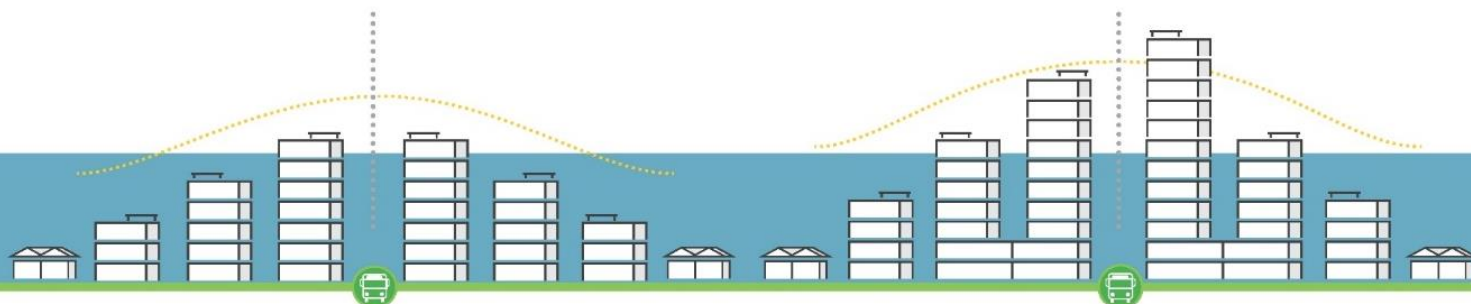


Maximum 4 Stories

Maximum 7 Stories

20-30%

HIGHER DENSITY
Grow Around Transit



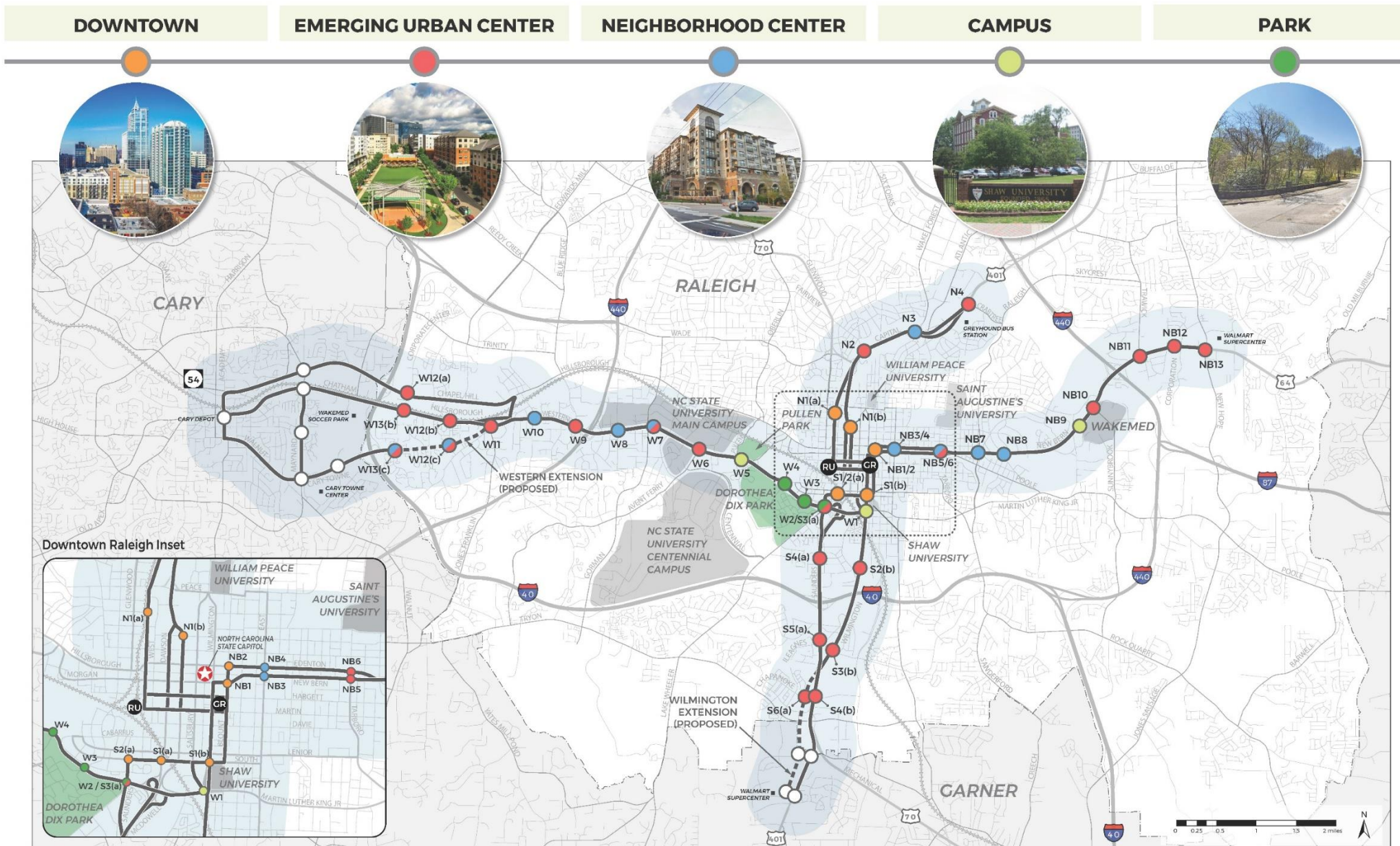
Maximum 7 Stories

Maximum 12 Stories

30+%



Station Place Type





Station Place Type: Emerging Urban Center





Station Place Type: Neighborhood Center





Station Place Type: Park, Campus





What We Heard: How *Much* Should We Grow Around Transit? A lot.

Don't change	2%
Some additional transit support	23%
<u>Grow around transit</u>	75%



What Does Growing Around Transit *Look* Like?



In Core Station Areas, A Mix of Uses, An Active Street



Hillsborough Street, Raleigh, NC



West Morgan Street, Raleigh, NC



Richmond Street, Boston, MA

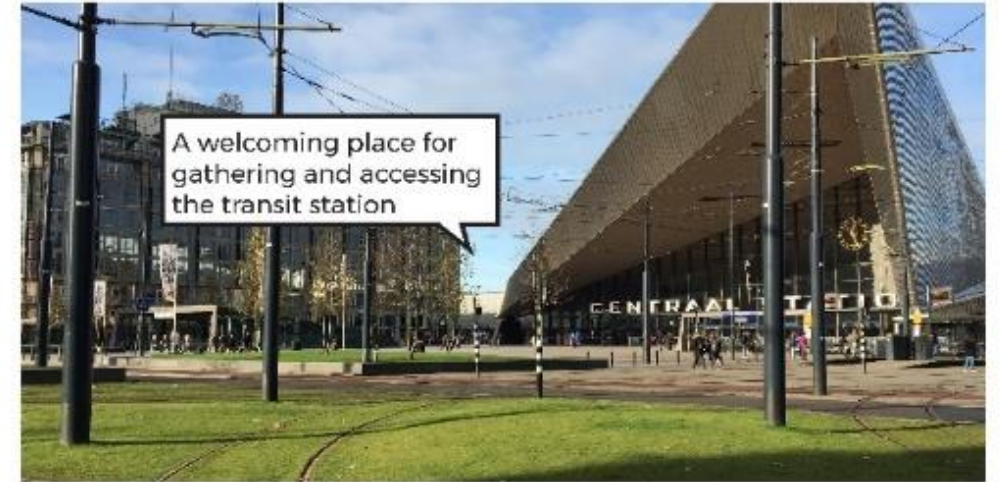


Santana Row, San Jose, CA

Great, Active Public Spaces



1st Street and Howard Street,
San Francisco, CA



Rotterdam Central,
Rotterdam, Netherlands



St Catherine Street, Montreal, QC, Canada



Rue Roy, Montreal, QC, Canada



Walkable, Safe, Comfortable Streets





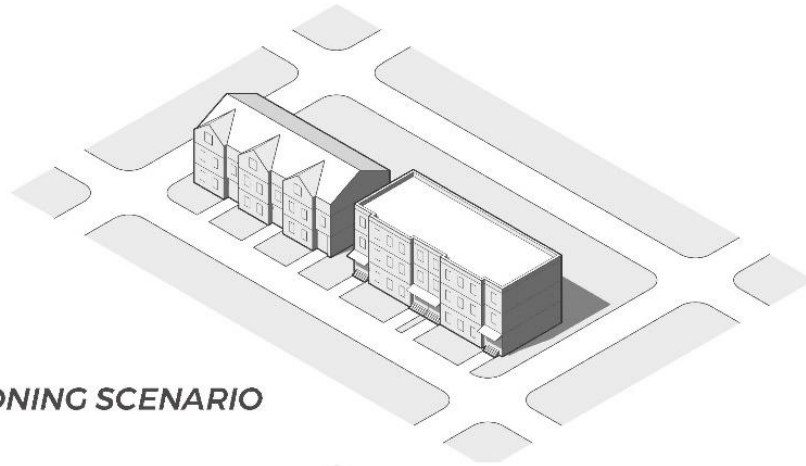
Equitable Development Around Transit



Zoning for Affordability, not Exclusion

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.



BASE ZONING SCENARIO



TOD OVERLAY SCENARIO





Affordable Housing Tools

- Control the Land: Acquire Properties for Housing
- Ease Tax Burdens – Rebates for Low-Income Residents
- Cut Red Tape: Reduced Fees, Expedited Processing
- Keep Residents in Place: Homeowner Rehab Assistance
- Stop the Musical Chairs: Allow More Homes





More Equity Programs

- Anti-Predatory Purchase
- Tenant Legal Assistance
- Youth Skills and Local Workers
- Small Business Retention Program
 - BRT Construction
 - Small Business Grant
 - Small Business Revolving Loan





How Can These Tools Be Funded?

Affordable Housing Fund

- Expand existing fund
- Bond, corporate contributions

Equity Fund

- A percentage of future new tax revenue along corridors goes directly back into equity goals





Next Steps

1) Final Report: Policy/Funding Recommendations – April/May

2) Create and Apply the Affordability Bonus

- Apply this year through zoning changes focused on commercial/mixed use properties directly along corridors

3) Plan Around Stations

- Community-focused process
- Looks closely at land use, public space, pedestrian safety near stations
- Begin later this year along New Bern, other corridors follow



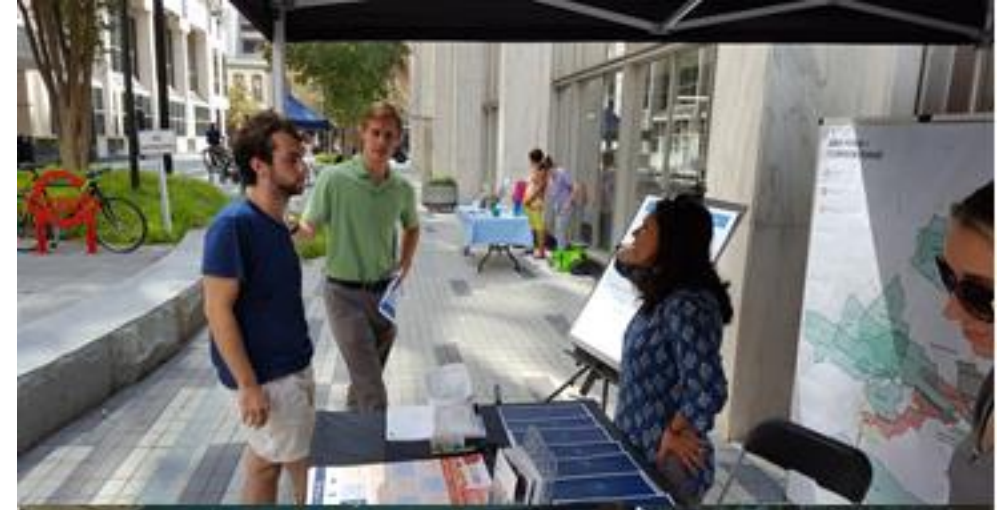
TOD OVERLAY SCENARIO





Next Steps: An Ongoing Focus on Equity

- This is not a one-time conversation
- Affordable housing production and preservation
- Small business retention
- Equitable Development program management (an ongoing effort to track housing production and affordability near BRT)
- Ongoing dialogue and outreach on how to use proceeds of an Equity Fund





Next Steps: Tonight and Ongoing

1. Take the survey
2. Stay involved at raleighnc.gov/brt
3. Create the Equitable City

