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
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

- 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

<table>
<thead>
<tr>
<th>Area</th>
<th>Percentage Increase</th>
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<tbody>
<tr>
<td>San Francisco</td>
<td>71.6%</td>
</tr>
<tr>
<td>Raleigh</td>
<td>38.5%</td>
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<tr>
<td>Austin</td>
<td>37.2%</td>
</tr>
<tr>
<td>Nashville</td>
<td>30.0%</td>
</tr>
<tr>
<td>San Jose</td>
<td>28.7%</td>
</tr>
<tr>
<td>Charlotte</td>
<td>28.0%</td>
</tr>
<tr>
<td>Boston</td>
<td>27.3%</td>
</tr>
<tr>
<td>Detroit</td>
<td>27.2%</td>
</tr>
<tr>
<td>Atlanta</td>
<td>22.6%</td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>22.0%</td>
</tr>
<tr>
<td>San Antonio</td>
<td>19.4%</td>
</tr>
<tr>
<td>Chicago</td>
<td>18.7%</td>
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Raleigh’s History: Growing Outward
As commutes grow longer … Demand for walkable places closer to opportunity rises

Implications: Housing Affordability
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
City Council recently set a goal for greenhouse gas reductions: 80% by 2050.
Main Sources of Emissions

- **Transportation**: 42%
- **Buildings:**
  - Commercial & Institutional: 28%
  - Residential: 23%
- **Other Sources:**
  - Manufacturing Industries & Construction: 4%
  - Local Government Operations: 2%
  - Community Waste: 1%
Transportation Choices Affect Emissions

Carbon emissions per passenger-mile

- Pedestrian: 22
- Bicycle: 109
- Public transit: 116
- Car: 167
- Minivan: 254
- Airplane: 459

Vehicle and number of passengers
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

<table>
<thead>
<tr>
<th>Statement</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>I live in a place where I can walk to destinations and fast, frequent transit exists</td>
<td>46%</td>
</tr>
<tr>
<td>I would like to live where I can walk to destinations and fast, frequent transit exists</td>
<td>88%</td>
</tr>
<tr>
<td>It’s important that Raleigh allow new homes and jobs near BRT</td>
<td>95%</td>
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What We Heard: How *much* Should We Grow Around Transit?

<table>
<thead>
<tr>
<th>Density Level</th>
<th>Growth Rate</th>
<th>Stories</th>
</tr>
</thead>
<tbody>
<tr>
<td>Don’t Change</td>
<td>&lt;20%</td>
<td>Maximum 3 Stories</td>
</tr>
<tr>
<td>Moderate Transit Support</td>
<td>20-30%</td>
<td>Maximum 4 Stories, Maximum 7 Stories</td>
</tr>
<tr>
<td>Grow Around Transit</td>
<td>30%+</td>
<td>Maximum 7 Stories, Maximum 12 Stories</td>
</tr>
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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%
- Grow around transit: 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, Rotgterdam, 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
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