



NEW BERN AVENUE

STATION AREA PLAN

DRAFT PLAN AND RECOMMENDATIONS

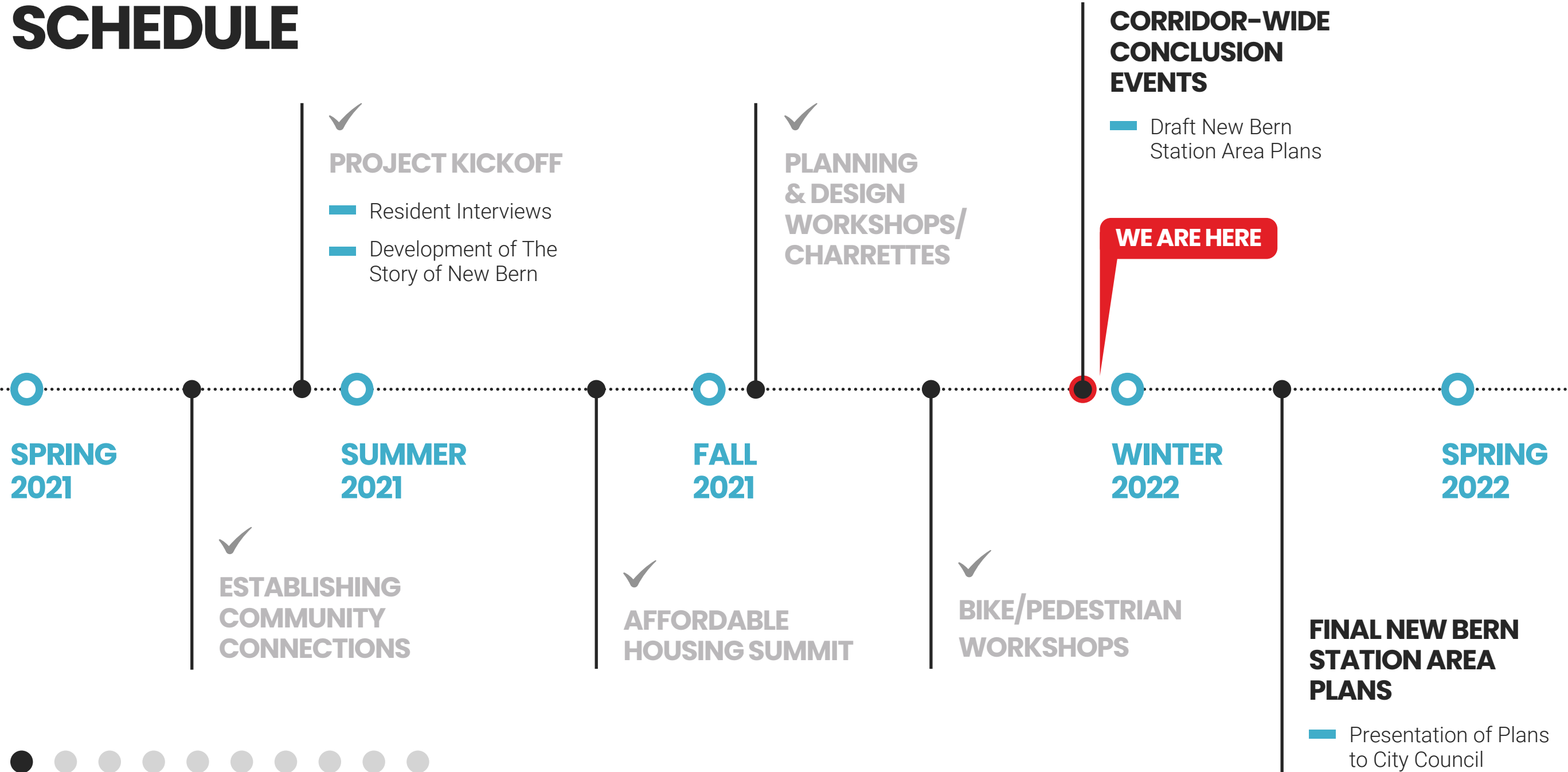
12.14.2021



INTRODUCTION



SCHEDULE



PROJECT TOPICS/TASKS



1 IMPLEMENT ETOD PROCESS

Implement the Equitable Transit Oriented Development (ETOD) Process



2 PUBLIC OUTREACH

Public Outreach that builds trust



3 ZONING/POLICY CHANGES

Regulatory Changes (City Initiated Zoning Amendments)



4 AFFORDABLE HOUSING

Affordable Housing Investments



5 PEDESTRIAN/BIKE SAFETY

Capital Projects for Station Area Safety



6 URBAN DESIGN/ STREETScape

Urban Design Interventions



PROCESS

we are here.



INFORM

- Provide balanced and objective information to the public
- Assist in understanding the problem, alternatives and/or solutions

"We will keep you informed"



CONSULT

- Obtain public feedback on analysis, alternatives and/or decision

"We will listen to you and provide feedback on how you influenced the decision"



INVOLVE

- Work directly with the public throughout the process
- Ensure public concerns are understood and considered

"We will work with you to ensure your feedback is reflected on the decision"



COLLABORATE

- Partner with the public in each aspect of the decision
- Include the public into the development of alternatives and solutions

"We will look to you for advice and incorporate your recommendations into the decision"



EMPOWER

- Place final decision-making in the hands of the public

"We will implement what you decide"

PUBLIC PARTICIPATION GOAL

OUR PROMISE TO THE PUBLIC

INCREASING IMPACT ON THE DECISION

ENGAGEMENT OVERVIEW

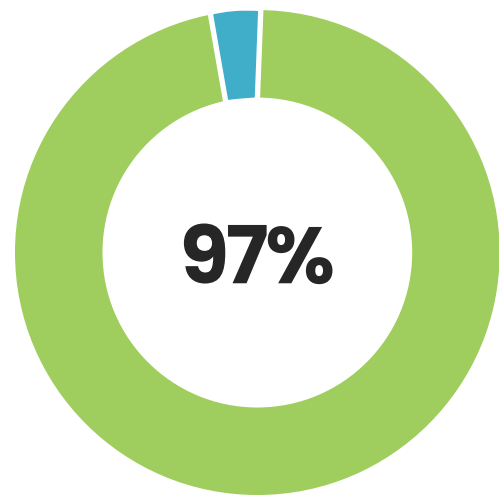
- + June 2021: Kickoff Meeting
- + August 2021: Resident Interviews + Development of The Story of New Bern
- + September 2021: Affordable Housing Summit + Western Stations Public Workshop
- + October 2021: Raleigh Walking & Biking Summit + Middle and Eastern Stations Public Workshops



NEW BERN PUBLIC WORKSHOPS
Source : Stantec

WHAT WE LEARNED

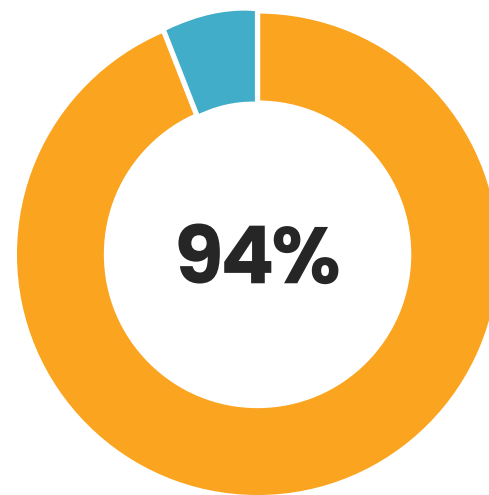
CHANGE NEAR BRT STATIONS



97% Fine with more change near BRT stations if it means improving walkability and reducing carbon emissions and air pollution

3% I'd rather not see much change around BRT stations

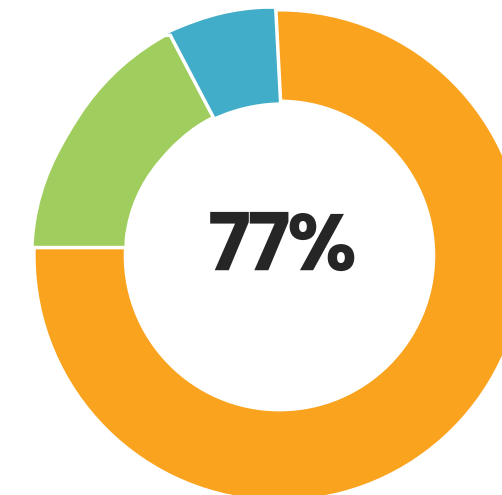
TALLER BUILDINGS NEAR BRT STATIONS



94% Fine with taller buildings and more change near BRT stations if it means allowing a wide range of affordable housing options and more shopping and offices in the surrounding area

6% I'd rather not see much change around BRT stations

DEEP AFFORDABILITY



How important is it to create deeply affordable housing opportunities for low and very low income households along the corridor?

77% Very Important/Important

16% Somewhat Important

8% Not Important



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VISION AND GUIDING PRINCIPLES



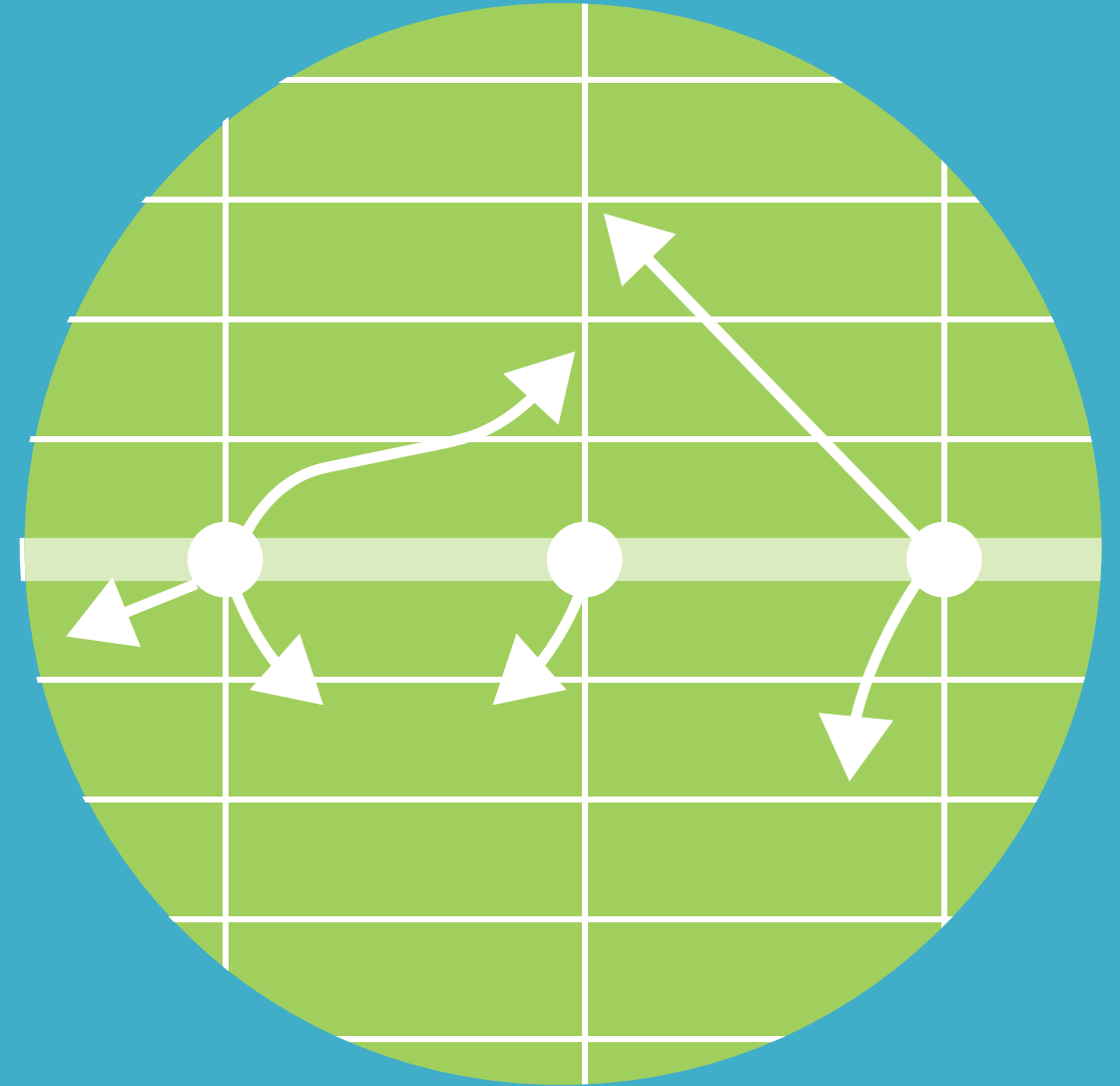
CORRIDOR VISION

“New Bern Avenue’s transformation prioritizes the creation of opportunities for current and new residents to thrive together. From diverse and affordable new housing options, to support to businesses and entrepreneurs, this growth aims to broaden equitable access to residents and visitors, all connected through high-quality mobility options.”



NEW BERN IS A CONNECTOR

Not only does the New Bern Avenue Corridor connect communities, but it also **connects people** to jobs, services, housing, amenity and nature.



NEW BERN IS A CONNECTOR

✓ **GOAL #1**

Prioritize **safe pathways** to/from New Bern Avenue for **bike and pedestrians**

✓ **GOAL #2**

Support the **replanting/investment of landscape** and **public realm improvements** along New Bern Avenue that will not be part of the BRT Project

✓ **GOAL #3**

Identify **strategic improvements** to the public realm that will **support walkability** throughout New Bern Avenue Corridor



GROW, TOGETHER

Raleigh is experiencing unprecedented growth, but growth **brings opportunity** as well. Everyone should have the same opportunity to participate in this, **together**.



GROW, TOGETHER

✓ **GOAL #1**

Provide **sustained education** about the overall growth strategy, options, rights and what this change means

✓ **GOAL #2**

Develop clear materials about the changes, and a single-stop **resource center** for this information

✓ **GOAL #3**

Target growth at **strategic sites** that can accommodate new forms of buildings and capitalize on **Missing Middle** strategies for existing communities



EMBRACE NEW BERN'S PERSONALITIES

The cultural heritage of each **community, natural landscapes and historic businesses** along the corridor will provide guidance to the future **personality of New Bern Avenue.**



EMBRACE NEW BERN'S PERSONALITIES

✓ **GOAL #1**

Establish **streetscape standards, wayfinding and cultural paths** related to each of the three geographic areas of New Bern Avenue

✓ **GOAL #2**

Create **landscape standards** for new development aligned to each area's personality

✓ **GOAL #3**

Provide **building and urban design guidelines** that highlight the historic and architectural influences of each area, and provide direction for **new development**

PREPARE FOR CHANGE

New Bern's transformation includes **new mobility choices, amenities and development types**. Policies and partnerships are required to **guide change so that it benefits everyone**.



PREPARE FOR CHANGE

✓ **GOAL #1**

Identify **amendments to base zoning** along the corridor that support Transit-Oriented Development (**TOD Overlay**)

✓ **GOAL #2**

Identify **actionable steps, roles, responsibilities** to ensure this plan continues the work completed to date

✓ **GOAL #3**

Prioritize acceptable activities that qualify for award of **Equity Fund** money

✓ **GOAL #4**

Reduce **carbon emissions** and **improve community health** by allowing more people to live and work in walkable places served by transit



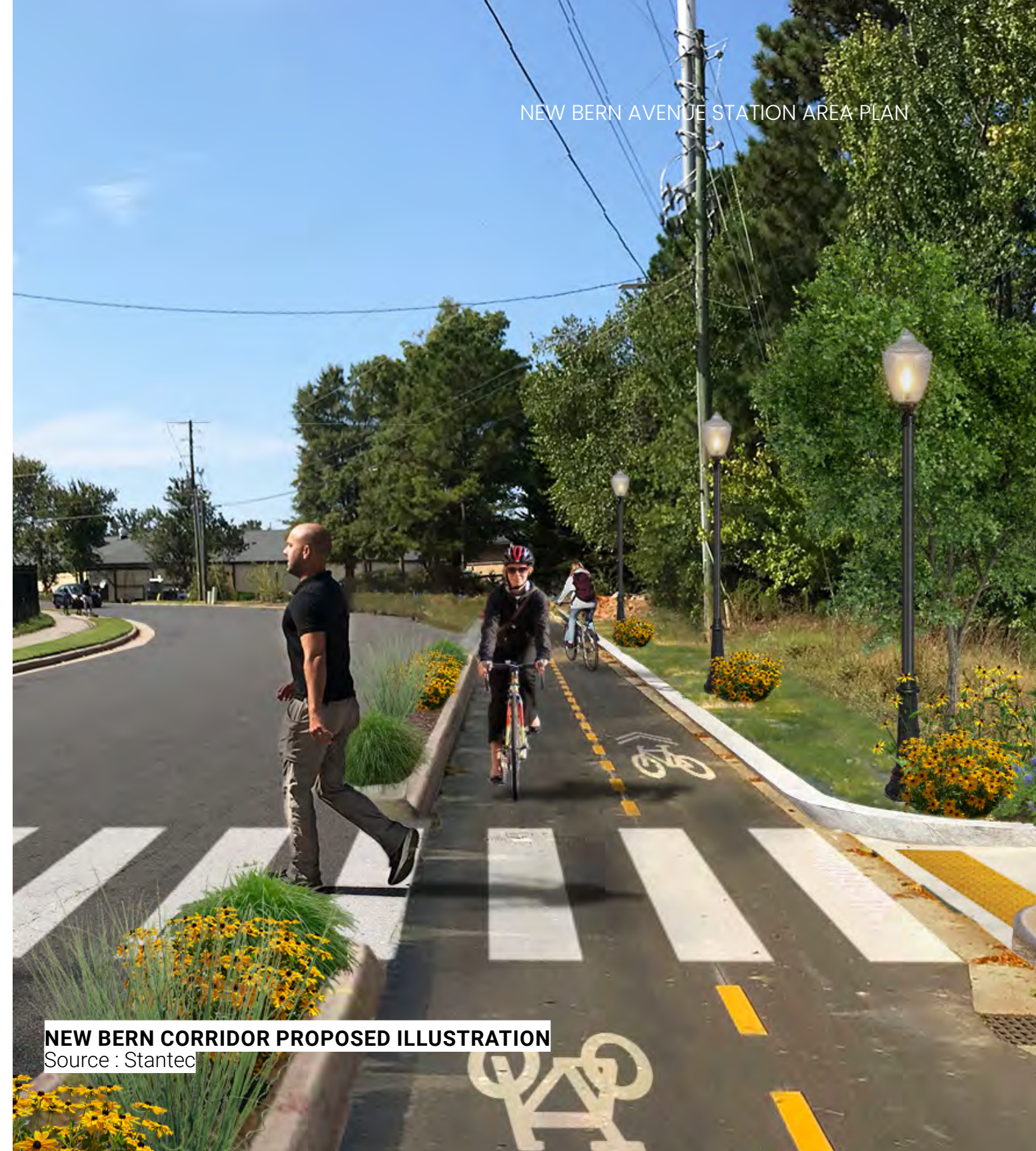
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URBAN FRAMEWORK




CORRIDOR URBAN FRAMEWORK

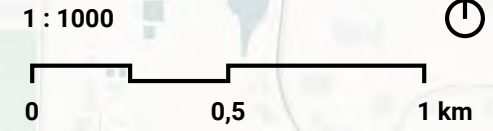
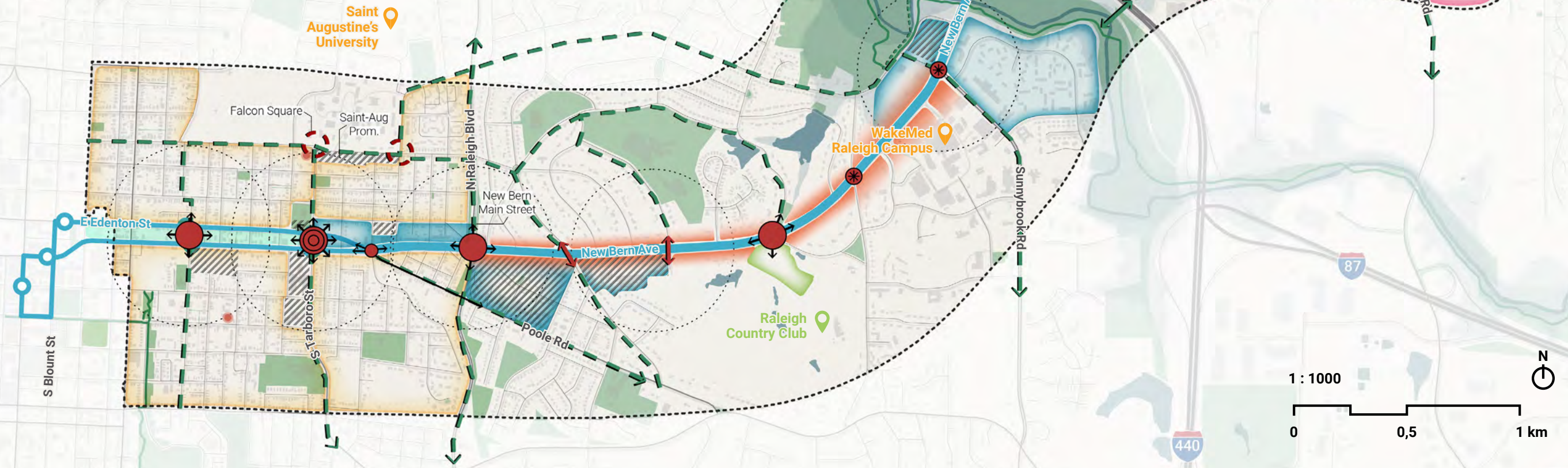
- + **Western Stations:** A series of streetcar communities built closest to downtown
- + **Middle Stations:** More car-centric suburban developments focused on housing in park-like settings
- + **Eastern Stations:** A corridor that dominated by car-centric retail uses























NEW BERN CORRIDOR PROPOSED ILLUSTRATION
Source : Stantec

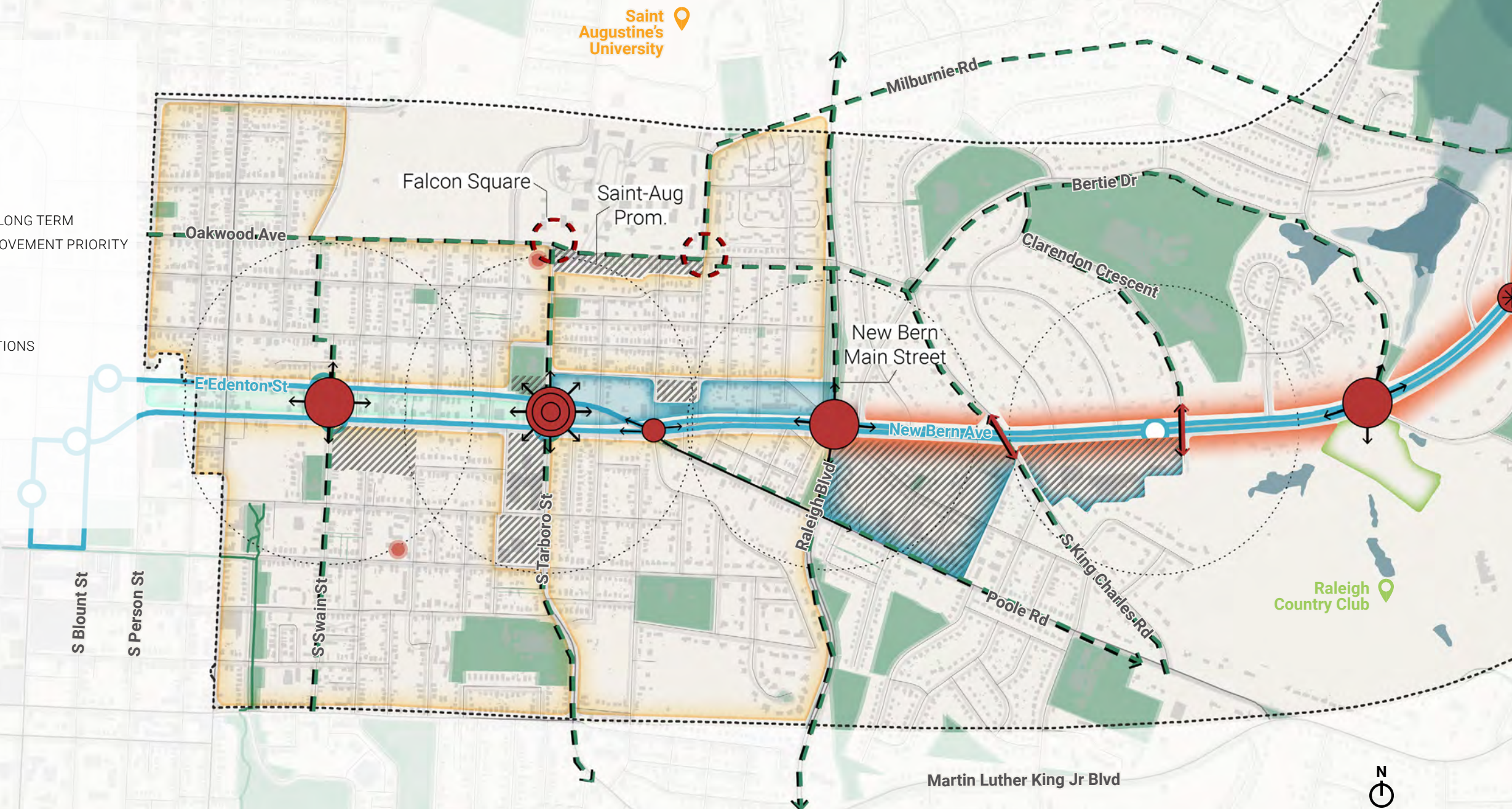
3 URBAN FRAMEWORK MAP

- | | | | |
|---|---|---|---------------------------------|
|  | STUDY AREA |  | PARK/NATURAL SPACE |
|  | BRT STATIONS AND CORRIDOR |  | EXAMPLE SITE |
|  | 1/4 MILE BUFFER (5-MIN WALK) |  | AREA OF CHANGE WITH TRANSITIONS |
|  | URBAN NODE |  | AREA OF CHANGE |
|  | COMMERCIAL NODE |  | AREA OF LONG TERM CHANGE |
|  | MEDICAL DISTRICT GATEWAY |  | TRANSPORT SUPPORTIVE SPINE |
|  | PEDESTRIAN/BIKE CONNECTOR |  | LIMITED AREA OF CHANGE |
|  | PEDESTRIAN/BIKE CONNECTOR LONG TERM |  | ORGANIC GROWTH DISTRICTS |
|  | PEDESTRIAN/BIKE SAFETY IMPROVEMENT PRIORITY |  | POTENTIAL OPEN SPACE |
|  | PEDESTRIAN/BIKE CONNECTOR |  | INDUSTRIAL/ JOB CENTER |






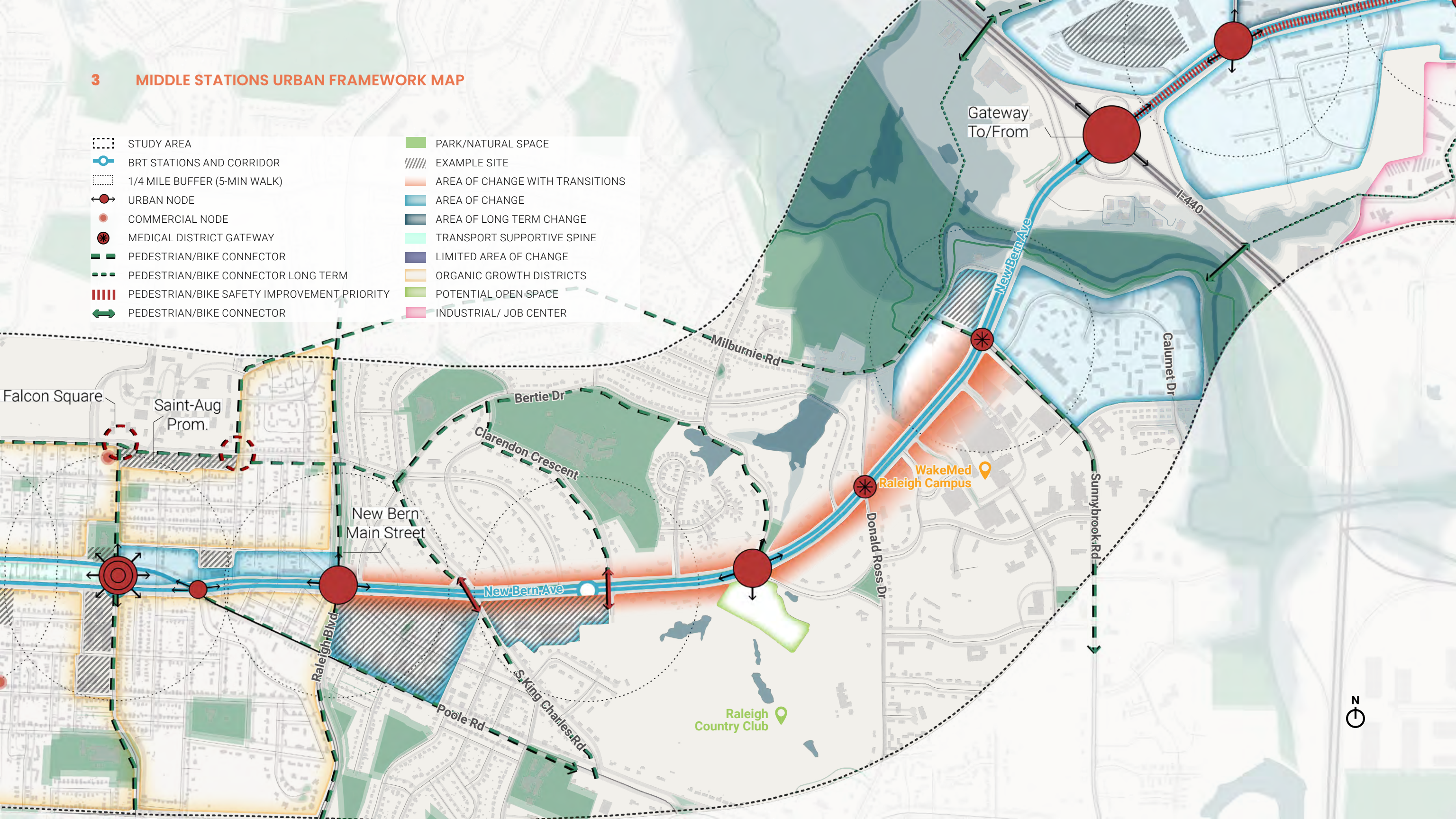
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



















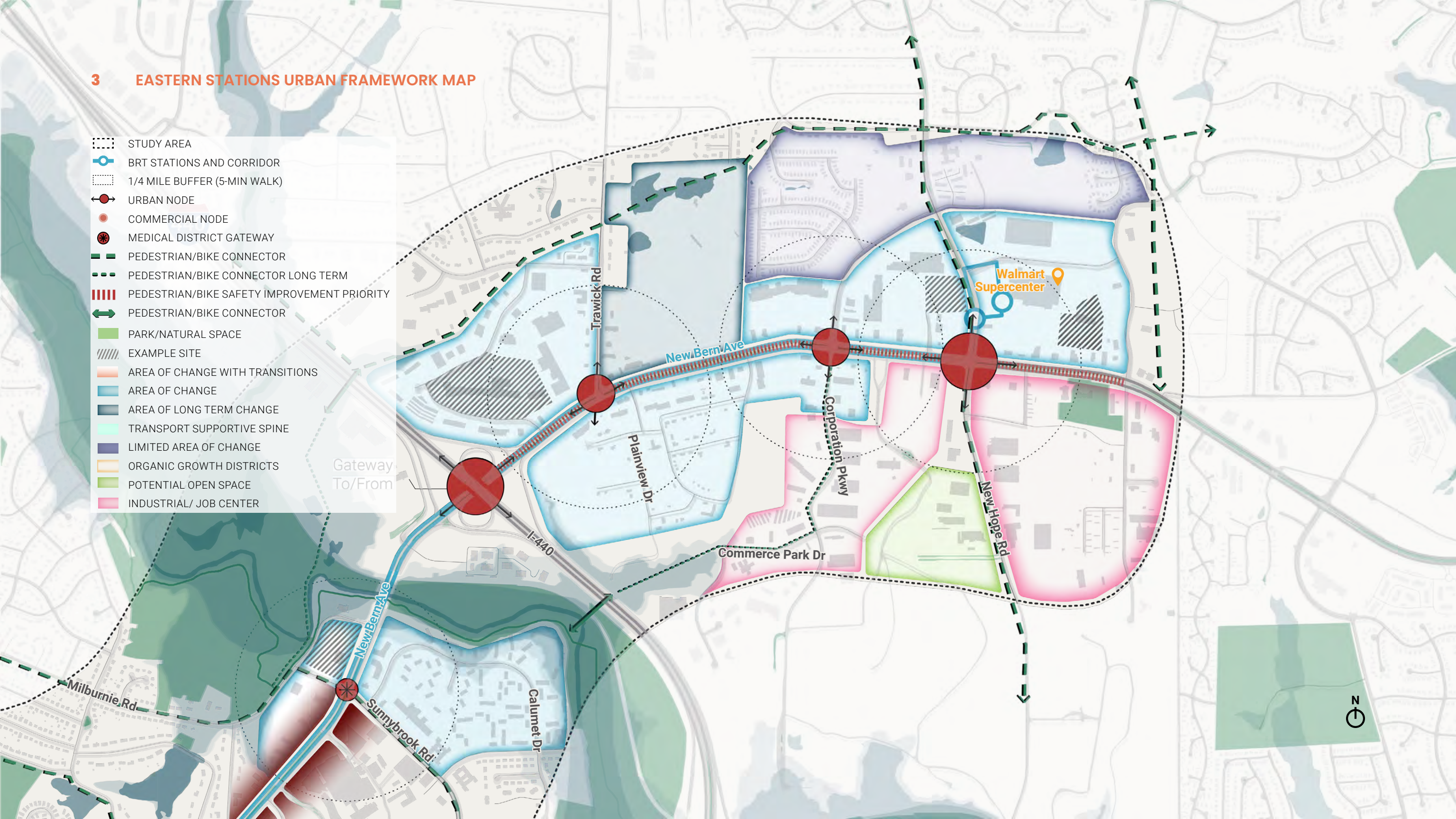
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4

COMMUNITY AND ECONOMIC DEVELOPMENT



KEY CORRIDOR THEMES

- + Strong **diversity of neighbors** and **intergenerational** makeup of community
- + Value of living near Downtown while still having a **tight-knit community**
- + Residents love being able to **walk to small businesses** within the neighborhood



NEW BERN CORRIDOR PROPOSED ILLUSTRATION
Source : Stantec

APPROACH



1
Maintain Diversity



2
Create Lift



3
Collaborate With
Community



4
Connect People With
Places



ACTION/PROJECT/POLICY*	DEPARTMENT AGENCY		TIMELINE	PLANNING-LEVEL COST CATEGORIES
	LEAD	SUPPORT		
1: MAINTAIN DIVERSITY				
Prioritize current and former residents for affordable rental housing opportunities	Planning and Development	Housing and Neighborhoods	Short-term	Low cost
Create a New Bern small business assistance fund to retain existing small businesses	Housing and Neighborhoods	Finance	Medium-term	Moderate cost
Preserve existing affordable rental units	Housing and Neighborhoods	Finance	Medium-term	Moderate cost
Support current homeowners with funding for repairs	Housing and Neighborhoods	Finance	Medium-term	High cost
Support current homeowners with property tax relief	Housing and Neighborhoods	Finance	Medium-term	Moderate cost
2: CREATE LIFT				
Increase the supply of subsidized rental units affordable to renters with incomes between 30% and 80% AMI	Housing and Neighborhoods	Finance	Medium-term	High cost
Provide financial and technical support to existing and new businesses along New Bern that reinforce and support Black Main Street programs	Housing and Neighborhoods	Finance	Medium-term	High cost



* refers to policy rather than geographic-location

ACTION/PROJECT/POLICY*	DEPARTMENT AGENCY		TIMELINE	PLANNING-LEVEL COST CATEGORIES
	LEAD	SUPPORT		
2: CREATE LIFT				
Provide financial and technical support existing businesses during BRT Construction	Finance	Housing and Neighborhoods	Medium-term	High cost
Expand opportunities for Black-owned businesses	Housing and Neighborhoods	Equity and Inclusion	Medium-term	Low cost
Engage, train and hire local works for various civic projects along the corridor	TBD	TBD	Short-term	Moderate cost
3:				
Create a community-based center where various City agencies, contractors and partners can work directly with residents	Community Engagement	Equity and Inclusion	Long-term	High-cost



* refers to policy rather than geographic-location

ACTION/PROJECT/POLICY*	DEPARTMENT AGENCY		TIMELINE	PLANNING-LEVEL COST CATEGORIES
	LEAD	SUPPORT		
2: CREATE LIFT				
Acquire the former DMV site and develop it to support affordable housing and economic development	Housing and Neighborhoods	Community Engagement	Medium-term	Moderate cost
Partner with St. Augustine's to jointly support mixed-use development	Housing and Neighborhoods	Planning and Development	Long-term	Moderate cost
3: REBUILD COMMUNITY TRUST				
Create a shared leadership model of community partnerships	Community Engagement	Equity and Inclusion	Medium-term	Moderate cost



* refers to policy rather than geographic-location

ACTION/PROJECT/POLICY*	DEPARTMENT AGENCY		TIMELINE	PLANNING-LEVEL COST CATEGORIES
	LEAD	SUPPORT		
2: CREATE LIFT				
Use City-owned property to support the development of new subsidized housing, including innovative and diverse housing types	Planning and Development	Housing and Neighborhoods	Long-term	Moderate cost
3: REBUILD COMMUNITY TRUST				
Create a shared leadership model of community partnerships**	Community Engagement	Equity and Inclusion	Medium-term	Moderate cost

** Also applies to Eastern Stations



* refers to policy rather than geographic-location

5

HISTORY AND CULTURE



KEY CORRIDOR THEMES

- + New Bern Avenue is a **cultural and historic icon** in the history of Raleigh and its people
- + To **preserve the Corridor's identity**, it is critical to note that New Bern Avenue is not a single entity
- + Preserving a **series of identities** that exist within a larger integrated corridor



NEW BERN AVENUE HISTORIC PHOTOGRAPHS
Source : Stantec

APPROACH



1
Protect Historic Spaces



2
Promote Historical and Cultural Assets



3
Present the History of each Community















RECOMMENDATIONS

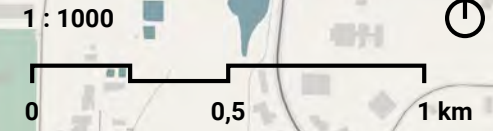
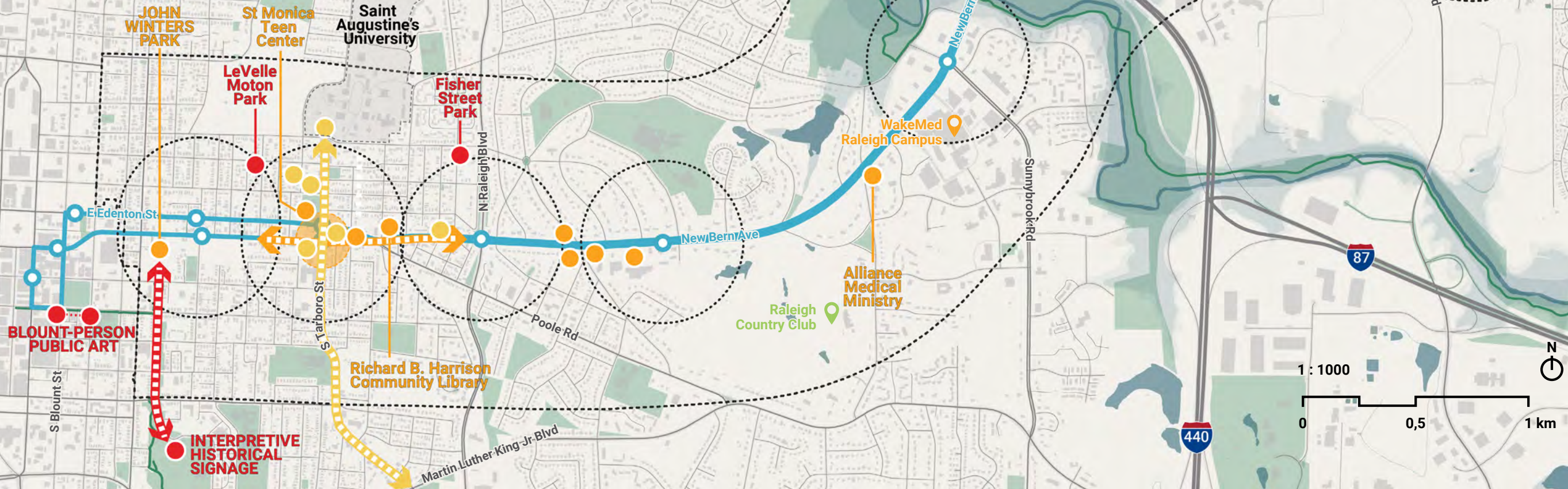
- ✓ Concise framework for **historic storytelling** along New Bern Avenue
- ✓ New Bern Avenue Public Art Committee that works on **Public Art Installations**















NEW BERN AVENUE MIDDLE STATIONS AREA
Source : Stantec

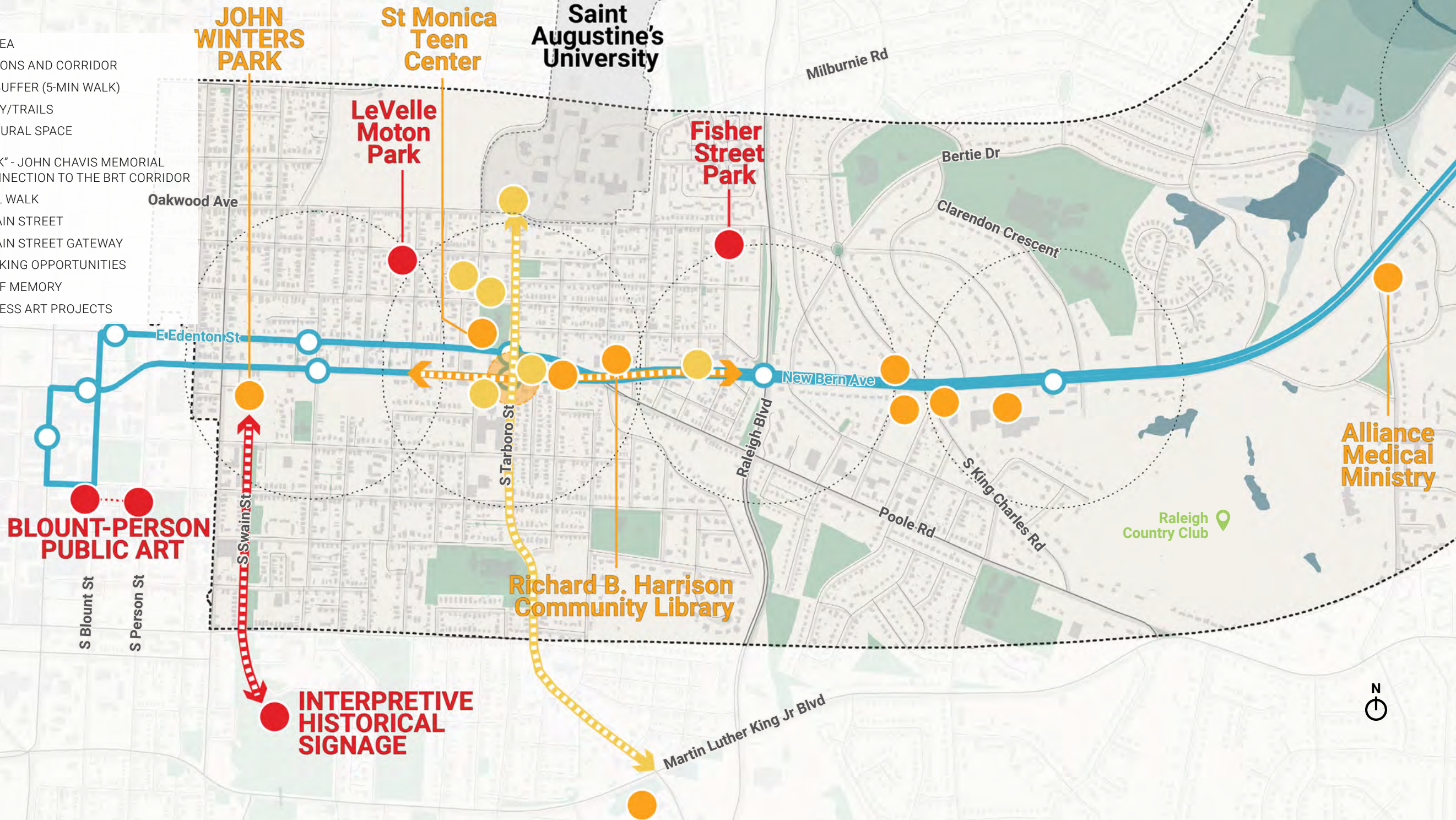
5 HISTORY AND CULTURE MAP

-  STUDY AREA
-  BRT STATIONS AND CORRIDOR
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-  GREENWAY/TRAILS
-  PARK/NATURAL SPACE
-  "ART WALK" - JOHN CHAVIS MEMORIAL PARK CONNECTION TO THE BRT CORRIDOR
-  CULTURAL WALK
-  BLACK MAIN STREET
-  BLACK MAIN STREET GATEWAY
-  PLACEMAKING OPPORTUNITIES
-  PLACES OF MEMORY
-  IN-PROGRESS ART PROJECTS



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6

MOBILITY



KEY CORRIDOR THEMES

- + New Bern Avenue **functions differently** today than in years past
- + **Crashes and Safety** concerns remain present
- + **Equity** considerations may be overlooked



NEW BERN CORRIDOR PROPOSED ILLUSTRATION
Source : Stantec

APPROACH



1
Focus on Safety



2
Increase Access



3
Acknowledge Equity

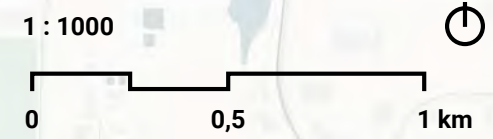
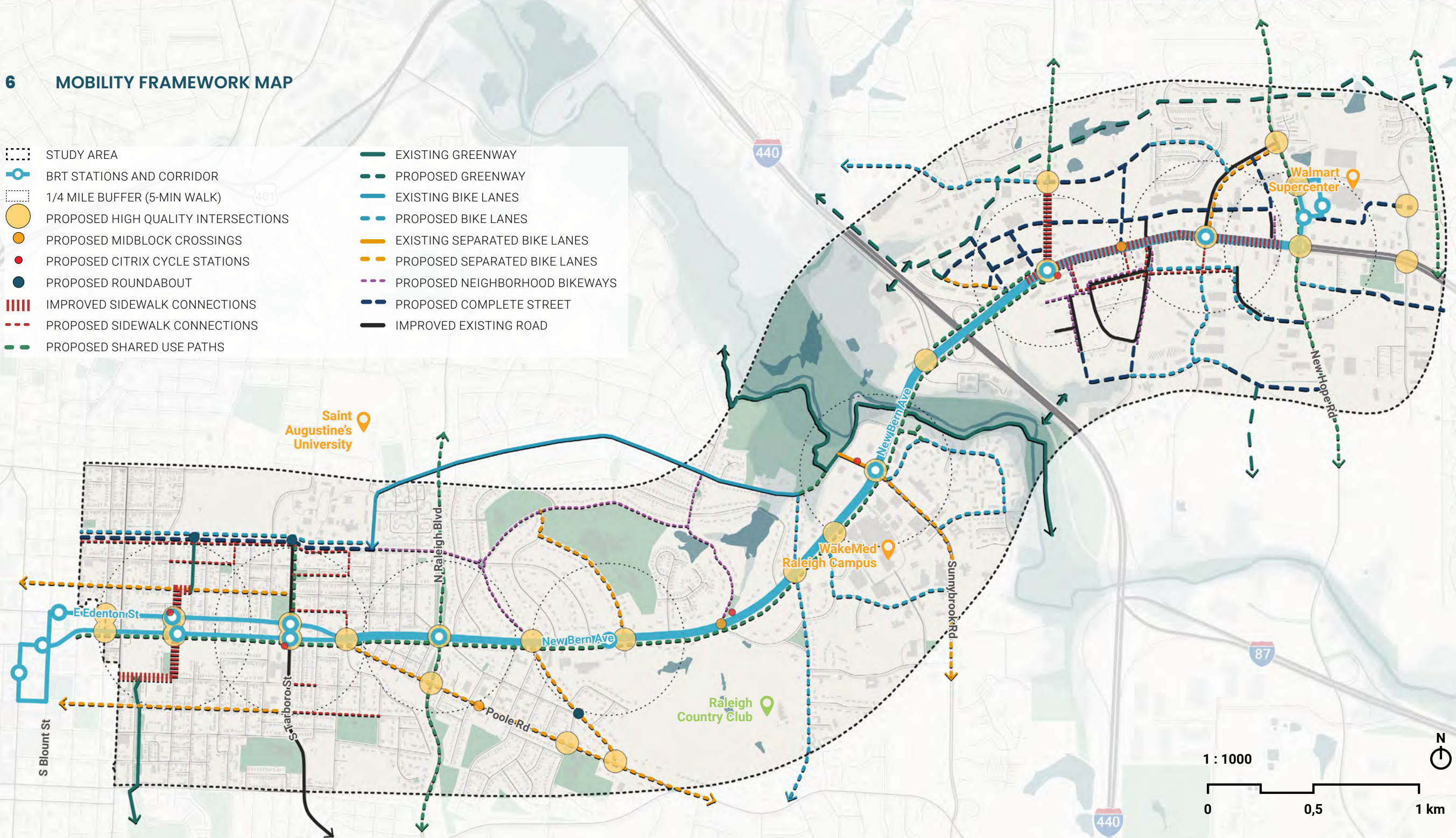


4
Set to Action





















6 MOBILITY FRAMEWORK MAP

- STUDY AREA
- BRT STATIONS AND CORRIDOR
- 1/4 MILE BUFFER (5-MIN WALK)
- PROPOSED HIGH QUALITY INTERSECTIONS
- PROPOSED MIDBLOCK CROSSINGS
- PROPOSED CITRIX CYCLE STATIONS
- PROPOSED ROUNDABOUT
- IMPROVED SIDEWALK CONNECTIONS
- PROPOSED SIDEWALK CONNECTIONS
- PROPOSED SHARED USE PATHS
- EXISTING GREENWAY
- PROPOSED GREENWAY
- EXISTING BIKE LANES
- PROPOSED BIKE LANES
- EXISTING SEPARATED BIKE LANES
- PROPOSED SEPARATED BIKE LANES
- PROPOSED NEIGHBORHOOD BIKEWAYS
- PROPOSED COMPLETE STREET
- IMPROVED EXISTING ROAD



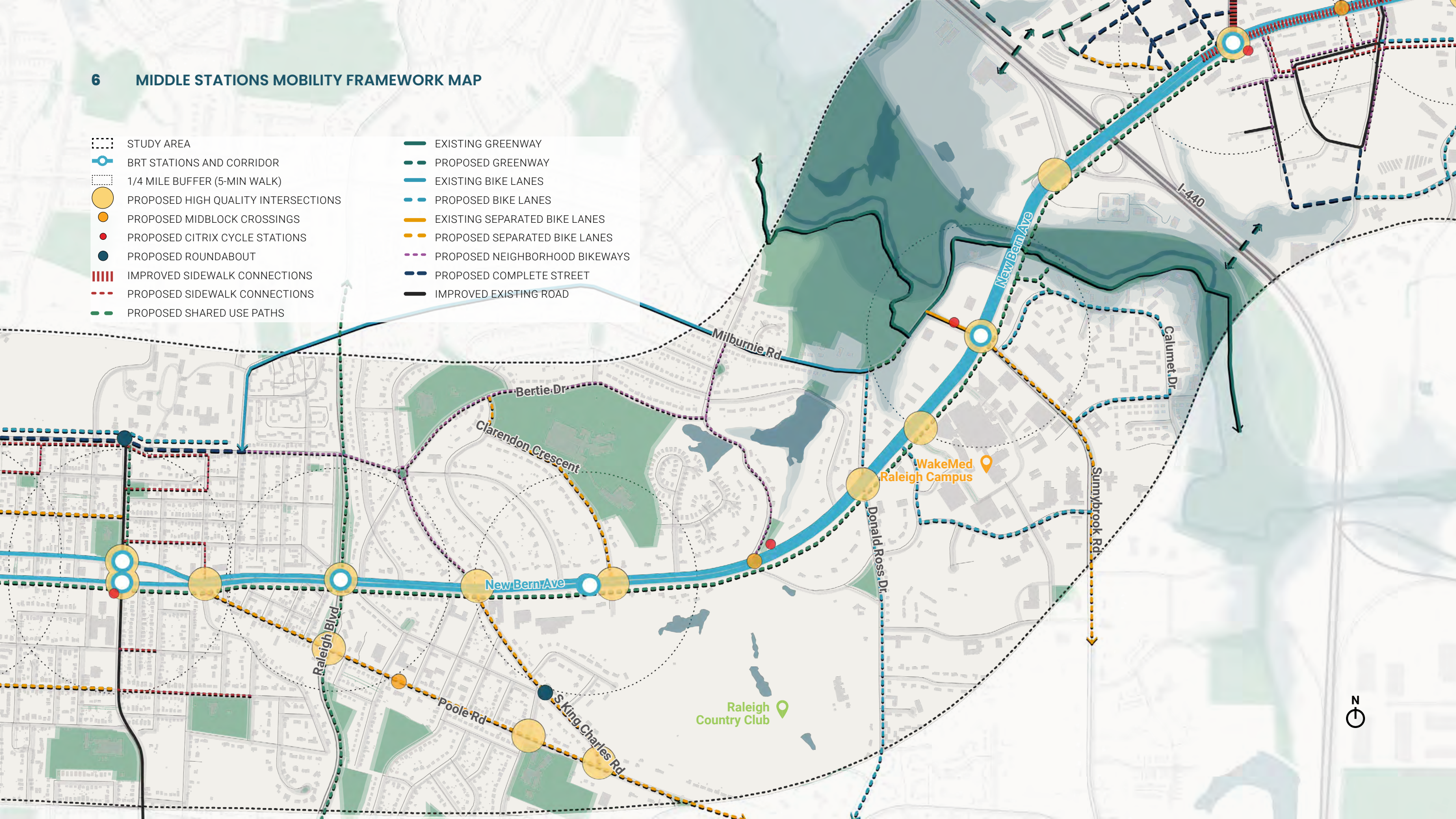
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


















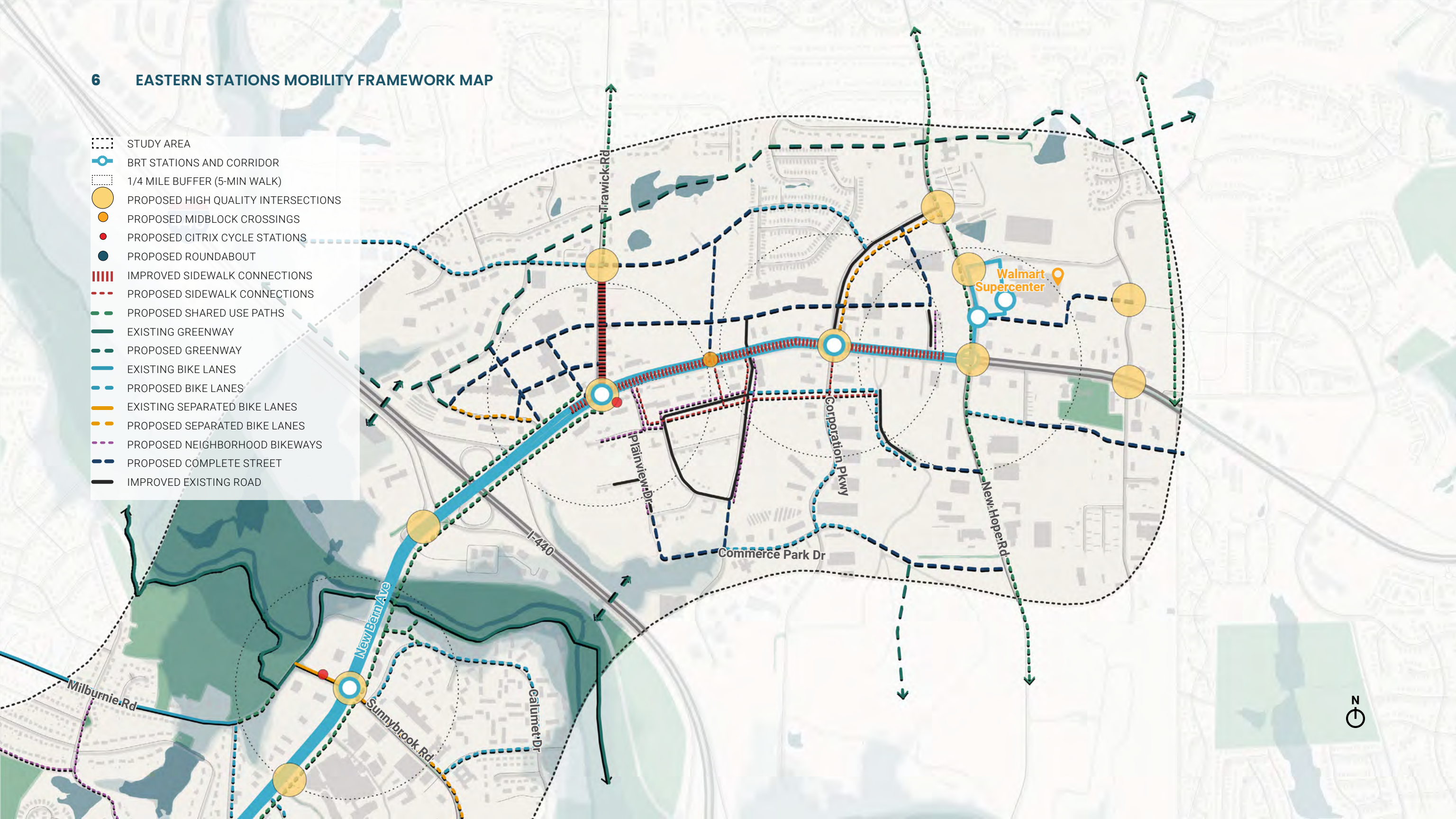
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-  PROPOSED COMPLETE STREET
-  IMPROVED EXISTING ROAD



ACTION/PROJECT/POLICY*	DEPARTMENT AGENCY		TIMELINE	PLANNING-LEVEL COST CATEGORIES
	LEAD	SUPPORT		
2: INCREASE ACCESS				
Station Access - first/last mile focus	Transportation	Engineering Services	Medium-term	Moderate cost
3: ACKNOWLEDGE EQUITY				
Prioritize non-vehicle modes*	Sustainability	Transportation	Medium-term	Low cost
Rebalance mobility priority*	Equity and Inclusion	Sustainability	Medium-term	Low cost
4: SET TO ACTION				
Neighborhood Traffic Management Program marketing campaign	Transportation	Engineering Services	Short-term	Low cost



* refers to policy rather than geographic-location

ACTION/PROJECT/POLICY*	DEPARTMENT AGENCY		TIMELINE	PLANNING-LEVEL COST CATEGORIES
	LEAD	SUPPORT		
1: FOCUS ON SAFETY				
Oakwood Ave traffic calming mini roundabouts	Transportation	Engineering Services	Short-term	Low cost
Tarboro St traffic calming and streetscape [Lane/Jones]	Transportation	Engineering Services	Short-term	Moderate cost
Tarboro crossing @ Gatling St	Transportation	Engineering Services	Short-term	Low cost
2: INCREASE ACCESS				
Sidewalk Connections (various locations)	Transportation	Engineering Services	Medium-term	Moderate cost
3: ACKNOWLEDGE EQUITY				
High-quality intersection crossings (various locations)	Transportation	Engineering Services	Medium-term	Low cost
4: SET TO ACTION				
New Bern Ave south side Shared use Path	Transportation	Engineering Services	Short-term	Moderate cost



* refers to policy rather than geographic-location

ACTION/PROJECT/POLICY*	DEPARTMENT AGENCY		TIMELINE	PLANNING-LEVEL COST CATEGORIES
	LEAD	SUPPORT		
1: FOCUS ON SAFETY				
High-quality intersection crossings (various locations)	Transportation	Engineering Services	Short-term	Low cost
Midblock crossing @ Longview Lake Dr	Transportation	Engineering Services	Short-term	Moderate cost
4: SET TO ACTION				
Neighborhood bikeways (various locations)	Transportation	Engineering Services	Short-term	Low cost
King Charles bikeways	Transportation	Engineering Services	Medium-term	Low cost



* refers to policy rather than geographic-location

ACTION/PROJECT/POLICY*	DEPARTMENT AGENCY		TIMELINE	PLANNING-LEVEL COST CATEGORIES
	LEAD	SUPPORT		
1: FOCUS ON SAFETY				
High-quality intersection crossings (various locations)	Transportation	Engineering Services	Short-term	Low cost
Trawick Dr intersection crossing	NCDOT	Transportation	Short-term	Moderate cost
2: INCREASE ACCESS				
I-440 SUP connection	NCDOT	Transportation	Medium-term	High-cost
Sidewalk Connections (various locations)	Transportation	Engineering Services	Long-term	Moderate cost
3: ACKNOWLEDGE EQUITY				
Rebalance mobility priority*	Sustainability	Transportation	Long-term	Low cost
4: SET TO ACTION				
Road diet along Corporation Pkwy	Transportation	Engineering Services	Short-term	Low cost
Park once and walk*	Sustainability	Transportation	Short-term	Low cost



* refers to policy rather than geographic-location



OPEN SPACE AND PUBLIC REALM



KEY CORRIDOR THEMES

- + Enhancing **existing resources**
- + Adding **new small spaces** where possible and **connecting** them all to each other
- + Create a **corridor-wide system** that is greater than the sum of its parts



NEW BERN CORRIDOR PROPOSED ILLUSTRATION
Source : Stantec

APPROACH



1
Evaluate Existing Assets



2
Develop Larger System
Identity
















3
Expand Partnerships

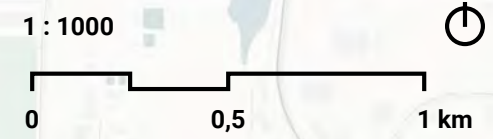
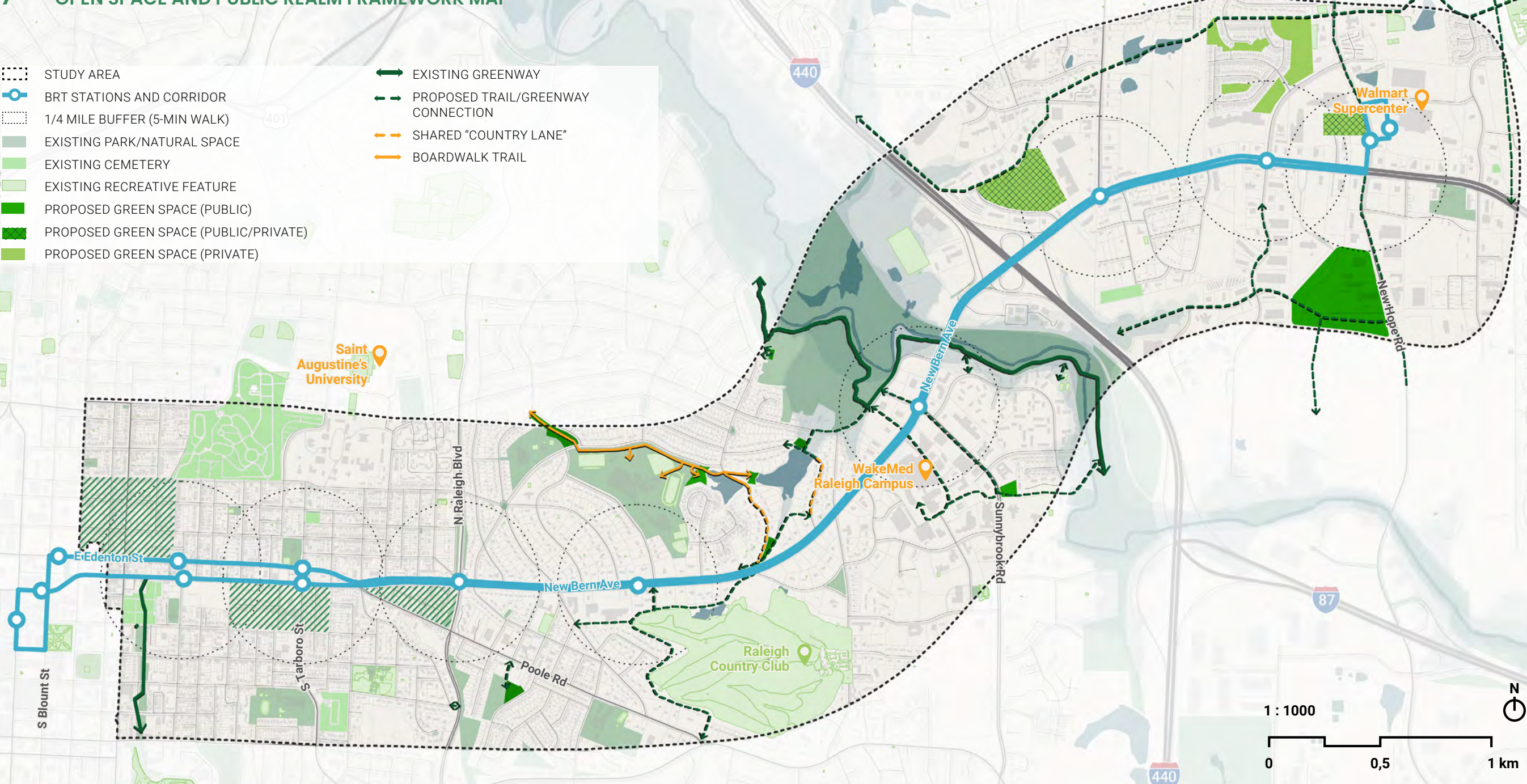


4
Create Design Templates
















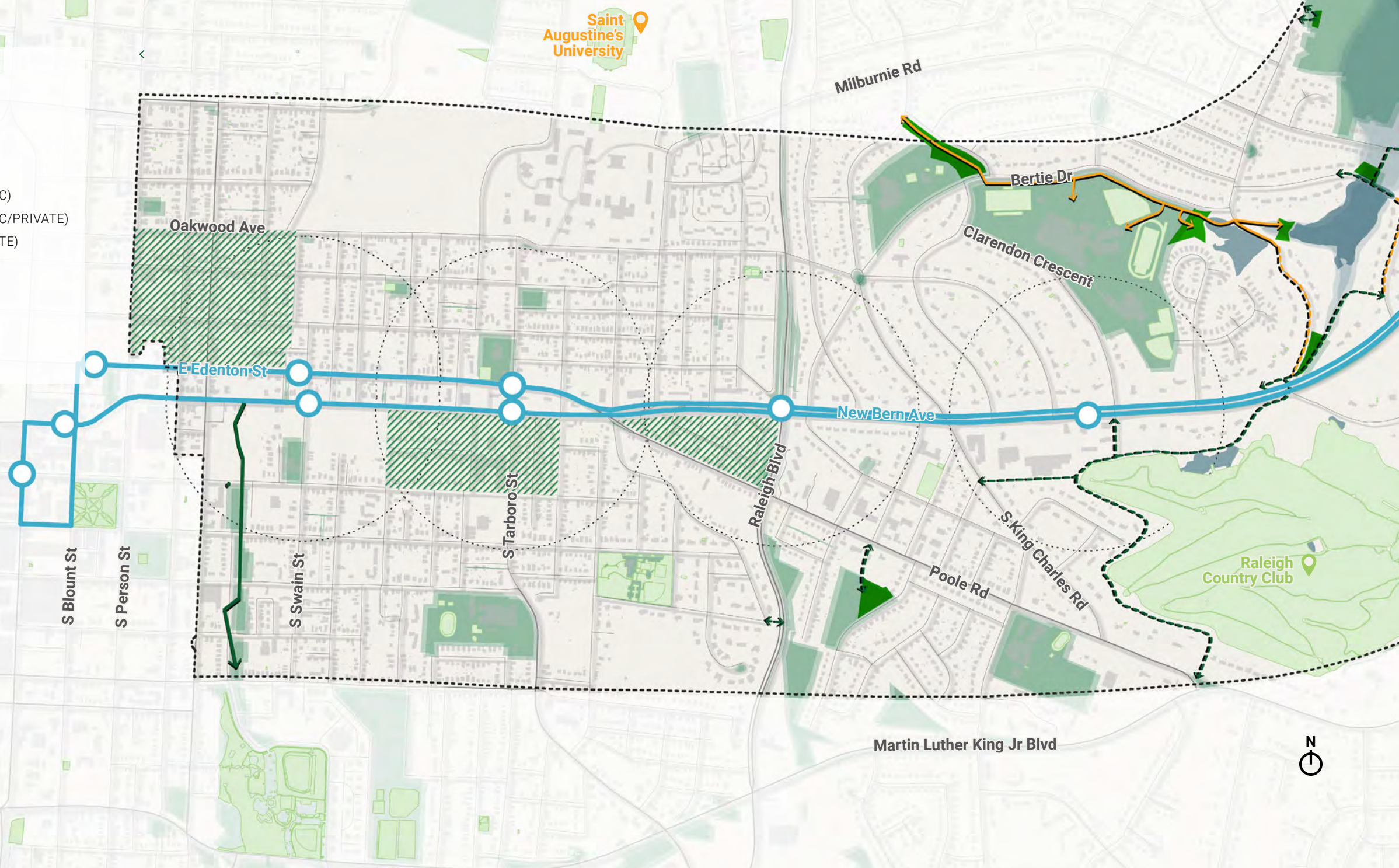
7 OPEN SPACE AND PUBLIC REALM FRAMEWORK MAP

-  STUDY AREA
-  BRT STATIONS AND CORRIDOR
-  1/4 MILE BUFFER (5-MIN WALK)
-  EXISTING PARK/NATURAL SPACE
-  EXISTING CEMETERY
-  EXISTING RECREATIVE FEATURE
-  PROPOSED GREEN SPACE (PUBLIC)
-  PROPOSED GREEN SPACE (PUBLIC/PRIVATE)
-  PROPOSED GREEN SPACE (PRIVATE)
-  EXISTING GREENWAY
-  PROPOSED TRAIL/GREENWAY CONNECTION
-  SHARED "COUNTRY LANE"
-  BOARDWALK TRAIL
















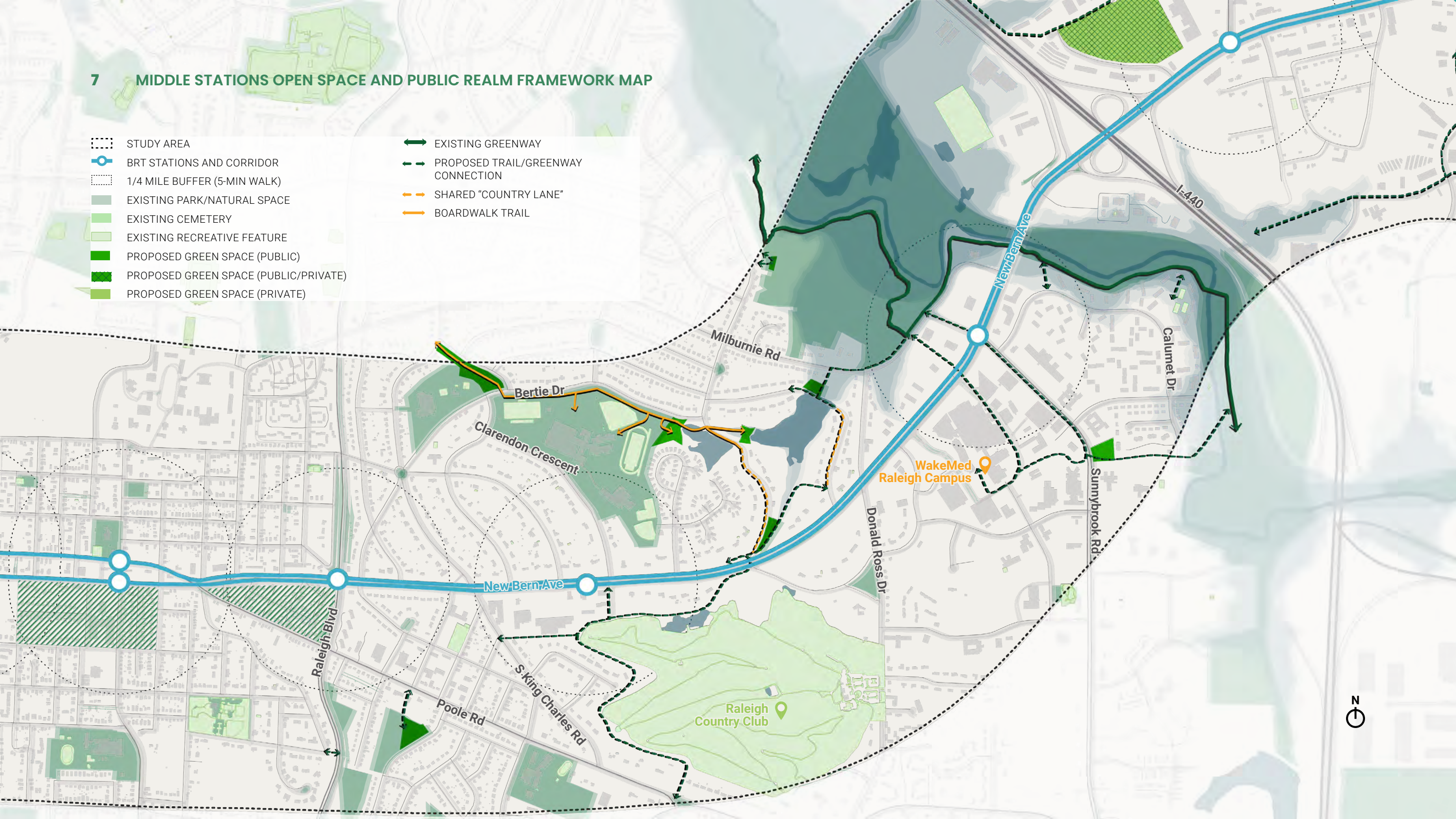
7 WESTERN STATIONS OPEN SPACE AND PUBLIC REALM FRAMEWORK MAP

-  STUDY AREA
-  BRT STATIONS AND CORRIDOR
-  1/4 MILE BUFFER (5-MIN WALK)
-  EXISTING PARK/NATURAL SPACE
-  EXISTING CEMETERY
-  EXISTING RECREATIVE FEATURE
-  PROPOSED GREEN SPACE (PUBLIC)
-  PROPOSED GREEN SPACE (PUBLIC/PRIVATE)
-  PROPOSED GREEN SPACE (PRIVATE)
-  EXISTING GREENWAY
-  PROPOSED TRAIL/GREENWAY CONNECTION
-  SHARED "COUNTRY LANE"
-  BOARDWALK TRAIL










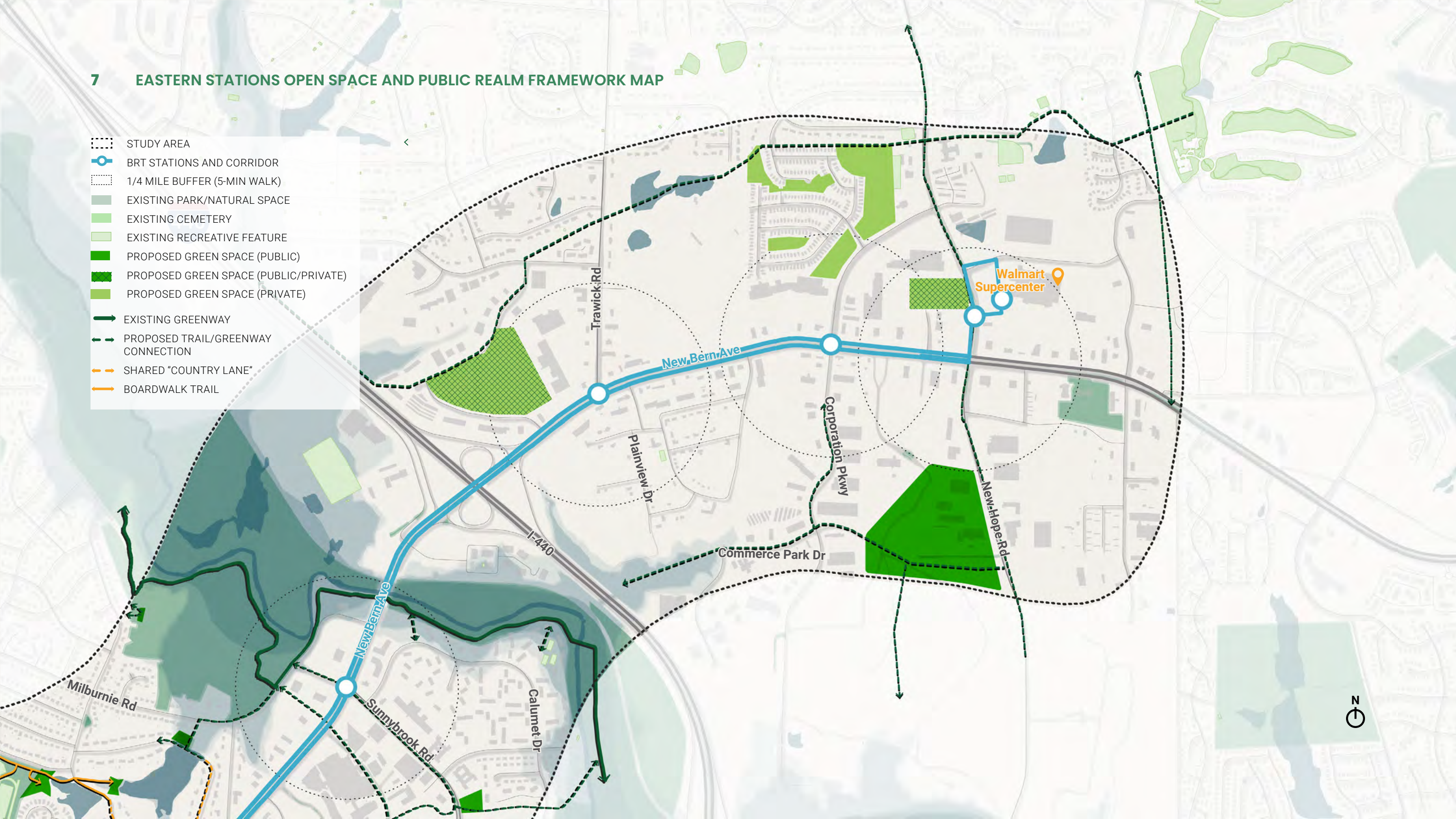
7 MIDDLE STATIONS OPEN SPACE AND PUBLIC REALM FRAMEWORK MAP

-  STUDY AREA
-  BRT STATIONS AND CORRIDOR
-  1/4 MILE BUFFER (5-MIN WALK)
-  EXISTING PARK/NATURAL SPACE
-  EXISTING CEMETERY
-  EXISTING RECREATIVE FEATURE
-  PROPOSED GREEN SPACE (PUBLIC)
-  PROPOSED GREEN SPACE (PUBLIC/PRIVATE)
-  PROPOSED GREEN SPACE (PRIVATE)
-  EXISTING GREENWAY
-  PROPOSED TRAIL/GREENWAY CONNECTION
-  SHARED "COUNTRY LANE"
-  BOARDWALK TRAIL



7 EASTERN STATIONS OPEN SPACE AND PUBLIC REALM FRAMEWORK MAP

-  STUDY AREA
-  BRT STATIONS AND CORRIDOR
-  1/4 MILE BUFFER (5-MIN WALK)
-  EXISTING PARK/NATURAL SPACE
-  EXISTING CEMETERY
-  EXISTING RECREATIVE FEATURE
-  PROPOSED GREEN SPACE (PUBLIC)
-  PROPOSED GREEN SPACE (PUBLIC/PRIVATE)
-  PROPOSED GREEN SPACE (PRIVATE)
-  EXISTING GREENWAY
-  PROPOSED TRAIL/GREENWAY CONNECTION
-  SHARED "COUNTRY LANE"
-  BOARDWALK TRAIL



ACTION/PROJECT/POLICY*	DEPARTMENT AGENCY		TIMELINE	PLANNING-LEVEL COST CATEGORIES
	LEAD	SUPPORT		
2: DEVELOP LARGER SYSTEM IDENTITY				
Use green and blue assets to connect BRT Stations and Crabtree Creek Trail	Parks, Recreation, and Cultural Resources	Transportation	Short-term	Moderate cost
Develop new walking paths to WakeMed Raleigh campus	Parks, Recreation, and Cultural Resources	Engineering	Medium-term	Low cost
Expand the 'blue ribbon' trail system	Parks, Recreation, and Cultural Resources	Engineering	Long-term	Low cost



* refers to policy rather than geographic-location

LAND USE AND ZONING



KEY CORRIDOR THEMES

- + Zoning and Land Use Policy amended in strategic ways along New Bern Avenue to ensure **certainty to new development** opportunities
- + Signal **where changes will occur** along the corridor and **what measures will be in place** to incorporate new development



NEW BERN CORRIDOR PROPOSED ILLUSTRATION
Source : Stantec

APPROACH



1
Rezone Base
Districts



2
Adjust Building
Form



3
Match Local
Identity



4
Activate Streets



5
Enhance Pedestrian
Connections



TOD OVERLAY DISTRICT

- + Create a **walkable and engaging** public realm around the station areas
- + Promote a variety of **mixed-use development** types with active uses, densities that support the **levels of intensity** required for a transit-oriented environment



NEW BERN MIDDLE STATIONS EXISTING DEVELOPMENT

Source : Stantec

✓ **AFFORDABILITY BONUS**

Allows **more height** in exchange for **affordable housing** units

✓ **EMPLOYMENT BONUS**

Allows **more height** for **job-generating** uses

✓ **RESIDENTIAL-ZONED PARCELS**

Allows **additional building types** and density to provide more places to live **near BRT**

✓ **MINIMUM PARKING**

Removes minimum parking **requirements** and prohibits **auto-oriented uses**

✓ **BUILDING FRONTAGE**

Requires that buildings **front the street** and **wider sidewalks**

✓ **BICYCLE PARKING + AMENITIES**

Requires bicycle parking and, for development near transit, **rider amenities**



CORRIDOR PROPOSED LAND USE AND ZONING

✓ PROPOSED TOD OVERLAY

Target areas with **development potential**

Create continuity in space to facilitate a **comfortable pedestrian experience**

Connect the community to transit

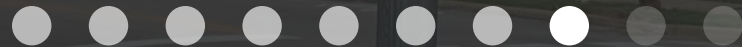
✓ PROPOSED HEIGHT BONUS

Building heights that is **sensible to the surrounding community**

✓ PROPOSED ZONING CHANGES

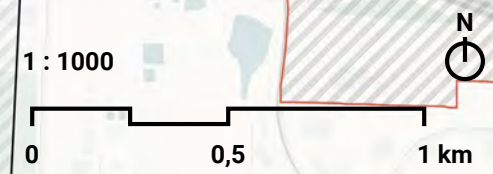
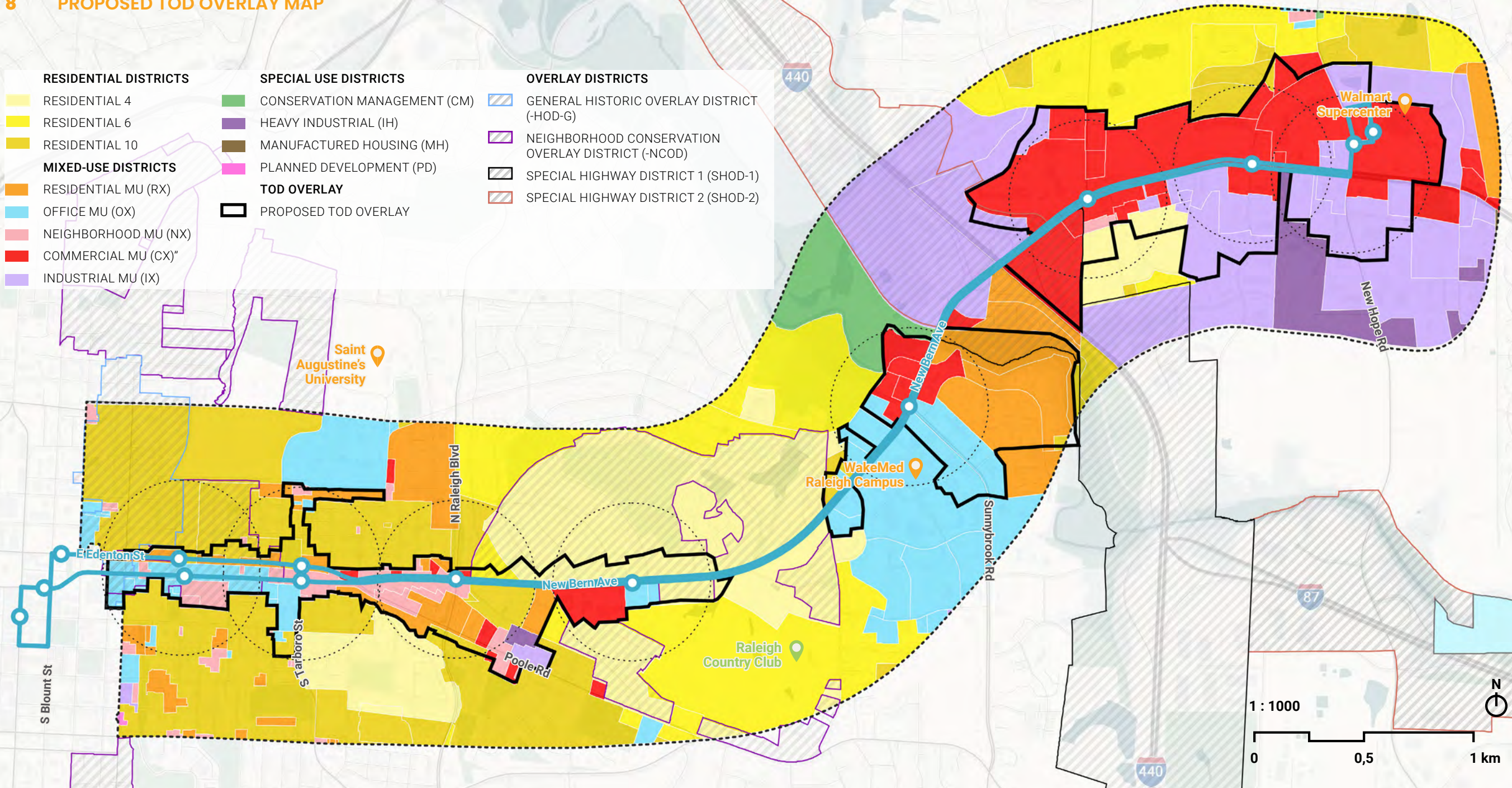
Proposed base zoning changes target areas **immediately adjacent to stations**

Bring the **right uses and densities** next to stations









8 PROPOSED TOD OVERLAY MAP

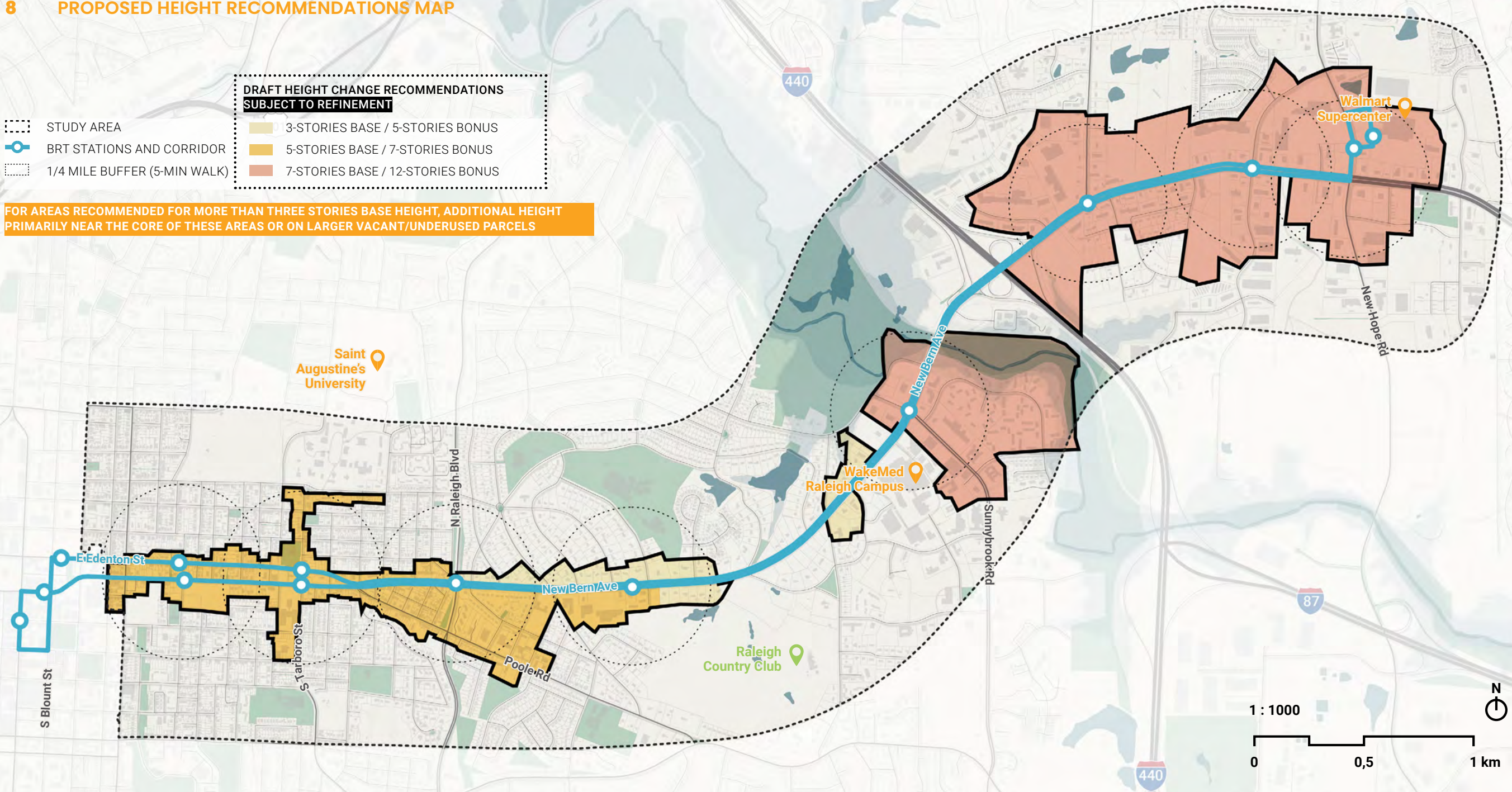
- | | | |
|------------------------------|------------------------------|--|
| RESIDENTIAL DISTRICTS | SPECIAL USE DISTRICTS | OVERLAY DISTRICTS |
| RESIDENTIAL 4 | CONSERVATION MANAGEMENT (CM) | GENERAL HISTORIC OVERLAY DISTRICT (-HOD-G) |
| RESIDENTIAL 6 | HEAVY INDUSTRIAL (IH) | NEIGHBORHOOD CONSERVATION OVERLAY DISTRICT (-NCOD) |
| RESIDENTIAL 10 | MANUFACTURED HOUSING (MH) | SPECIAL HIGHWAY DISTRICT 1 (SHOD-1) |
| MIXED-USE DISTRICTS | PLANNED DEVELOPMENT (PD) | SPECIAL HIGHWAY DISTRICT 2 (SHOD-2) |
| RESIDENTIAL MU (RX) | TOD OVERLAY | |
| OFFICE MU (OX) | PROPOSED TOD OVERLAY | |
| NEIGHBORHOOD MU (NX) | | |
| COMMERCIAL MU (CX) | | |
| INDUSTRIAL MU (IX) | | |



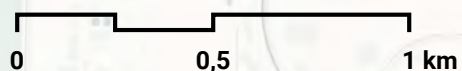
8 PROPOSED HEIGHT RECOMMENDATIONS MAP

 STUDY AREA	 3-STORIES BASE / 5-STORIES BONUS
 BRT STATIONS AND CORRIDOR	 5-STORIES BASE / 7-STORIES BONUS
 1/4 MILE BUFFER (5-MIN WALK)	 7-STORIES BASE / 12-STORIES BONUS


FOR AREAS RECOMMENDED FOR MORE THAN THREE STORIES BASE HEIGHT, ADDITIONAL HEIGHT PRIMARILY NEAR THE CORE OF THESE AREAS OR ON LARGER VACANT/UNDERUSED PARCELS







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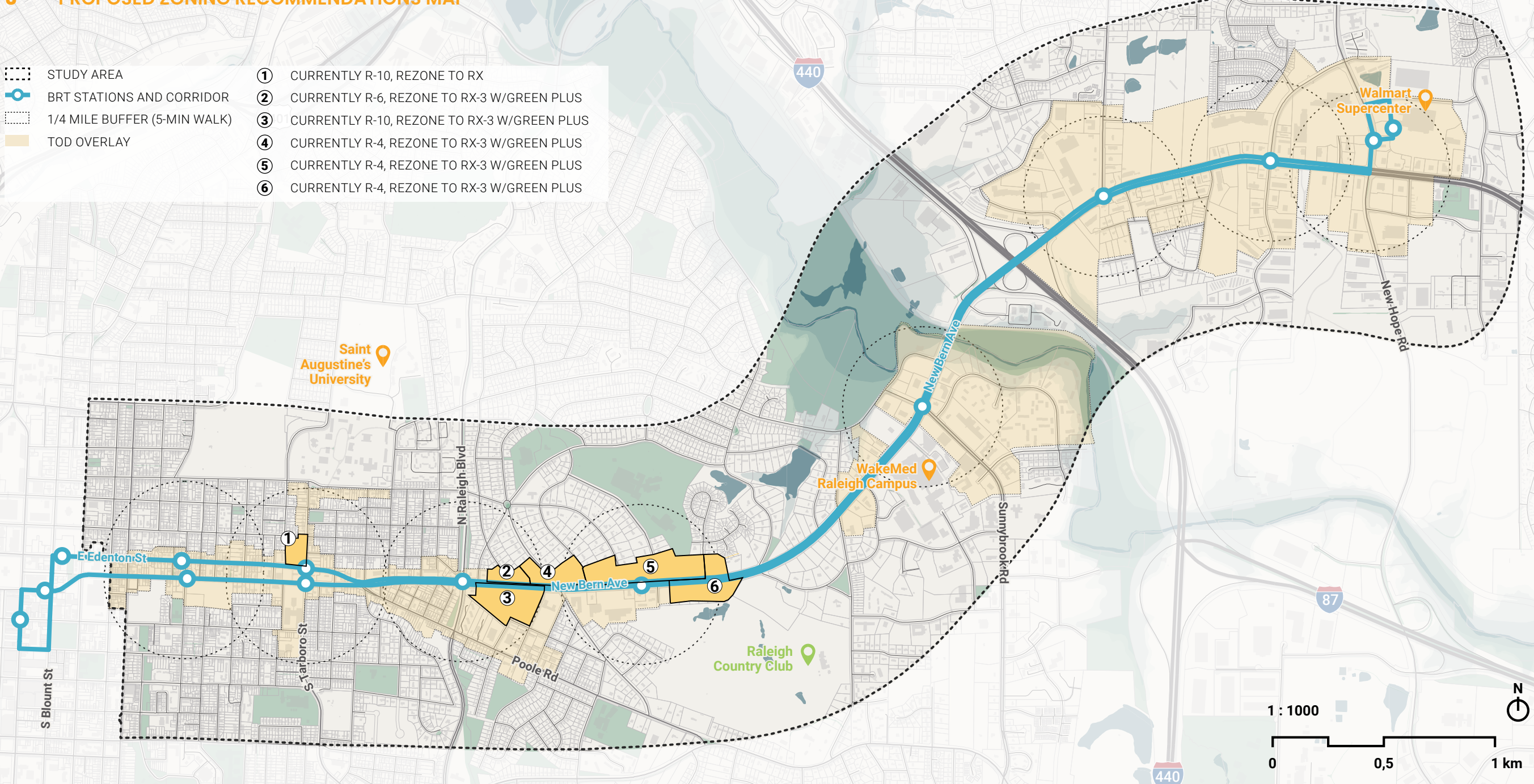


0 0,5 1 km



8 PROPOSED ZONING RECOMMENDATIONS MAP

-  STUDY AREA
 -  BRT STATIONS AND CORRIDOR
 -  1/4 MILE BUFFER (5-MIN WALK)
 -  TOD OVERLAY
- ① CURRENTLY R-10, REZONE TO RX
 - ② CURRENTLY R-6, REZONE TO RX-3 W/GREEN PLUS
 - ③ CURRENTLY R-10, REZONE TO RX-3 W/GREEN PLUS
 - ④ CURRENTLY R-4, REZONE TO RX-3 W/GREEN PLUS
 - ⑤ CURRENTLY R-4, REZONE TO RX-3 W/GREEN PLUS
 - ⑥ CURRENTLY R-4, REZONE TO RX-3 W/GREEN PLUS



WESTERN STATIONS PROPOSED LAND USE AND ZONING

✓ **PROPOSED TOD OVERLAY**

Implement new standards to mimic the local urban character (10' street setbacks & well-landscaped street protective yards)

Activate new development and increase the presence along the street (entry spacing & pedestrian access standards)

✓ **PROPOSED HEIGHT BONUS**

Increase building height maximums

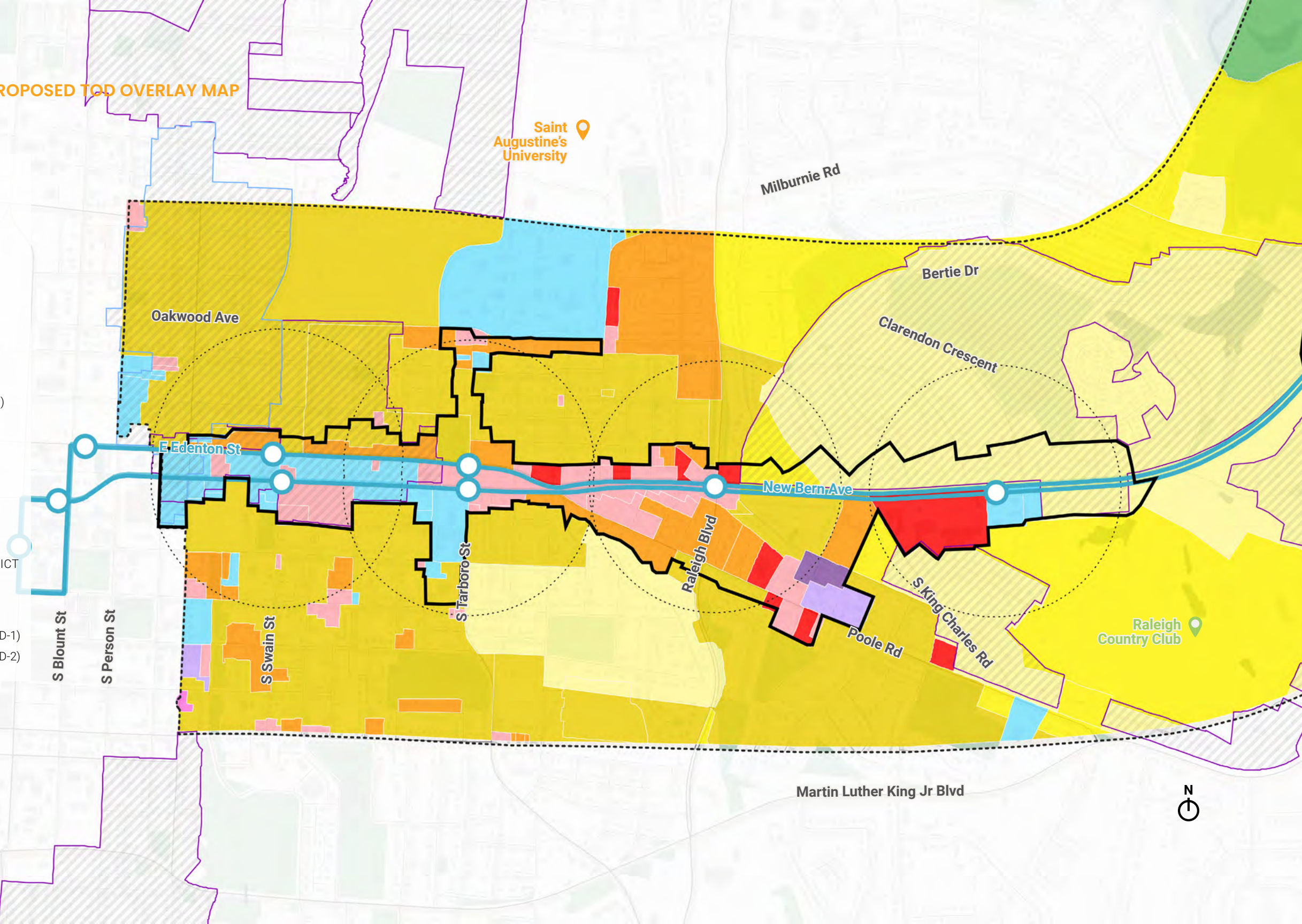
✓ **PROPOSED ZONING CHANGES**

Minimal base district rezoning (1 property – R-10 to RX)

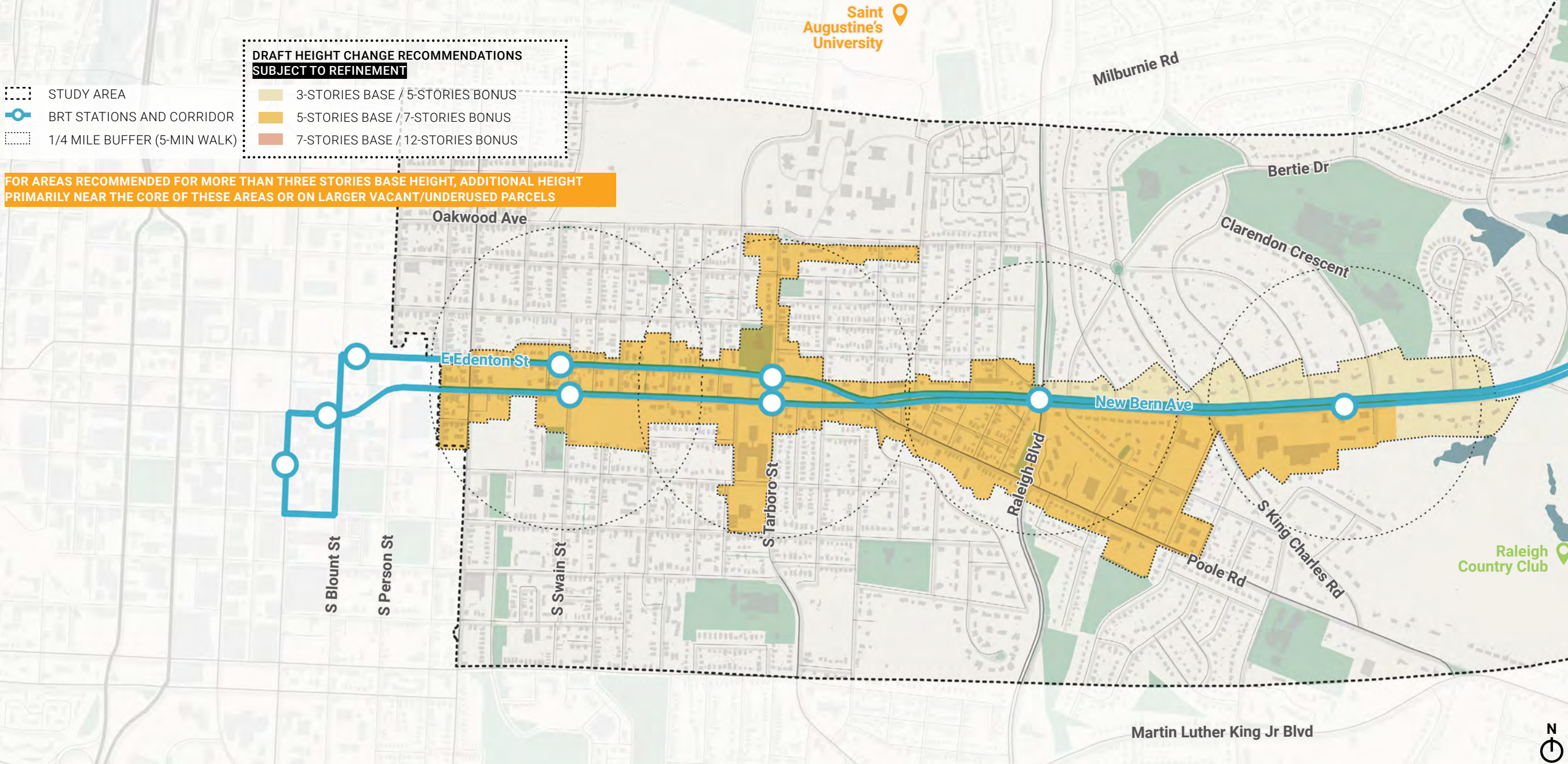


8 WESTERN STATIONS PROPOSED TOD OVERLAY MAP

- RESIDENTIAL DISTRICTS**
- RESIDENTIAL 4
- RESIDENTIAL 6
- RESIDENTIAL 10
- MIXED-USE DISTRICTS**
- RESIDENTIAL MU (RX)
- OFFICE MU (OX)
- NEIGHBORHOOD MU (NX)
- COMMERCIAL MU (CX)
- INDUSTRIAL MU (IX)
- SPECIAL USE DISTRICTS**
- CONSERVATION MANAGEMENT (CM)
- HEAVY INDUSTRIAL (IH)
- MANUFACTURED HOUSING (MH)
- PLANNED DEVELOPMENT (PD)
- TOD OVERLAY**
- PROPOSED TOD OVERLAY
- OVERLAY DISTRICTS**
- GENERAL HISTORIC OVERLAY DISTRICT (-HOD-G)
- NEIGHBORHOOD CONSERVATION OVERLAY DISTRICT (-NCOD)
- SPECIAL HIGHWAY DISTRICT 1 (SHOD-1)
- SPECIAL HIGHWAY DISTRICT 2 (SHOD-2)



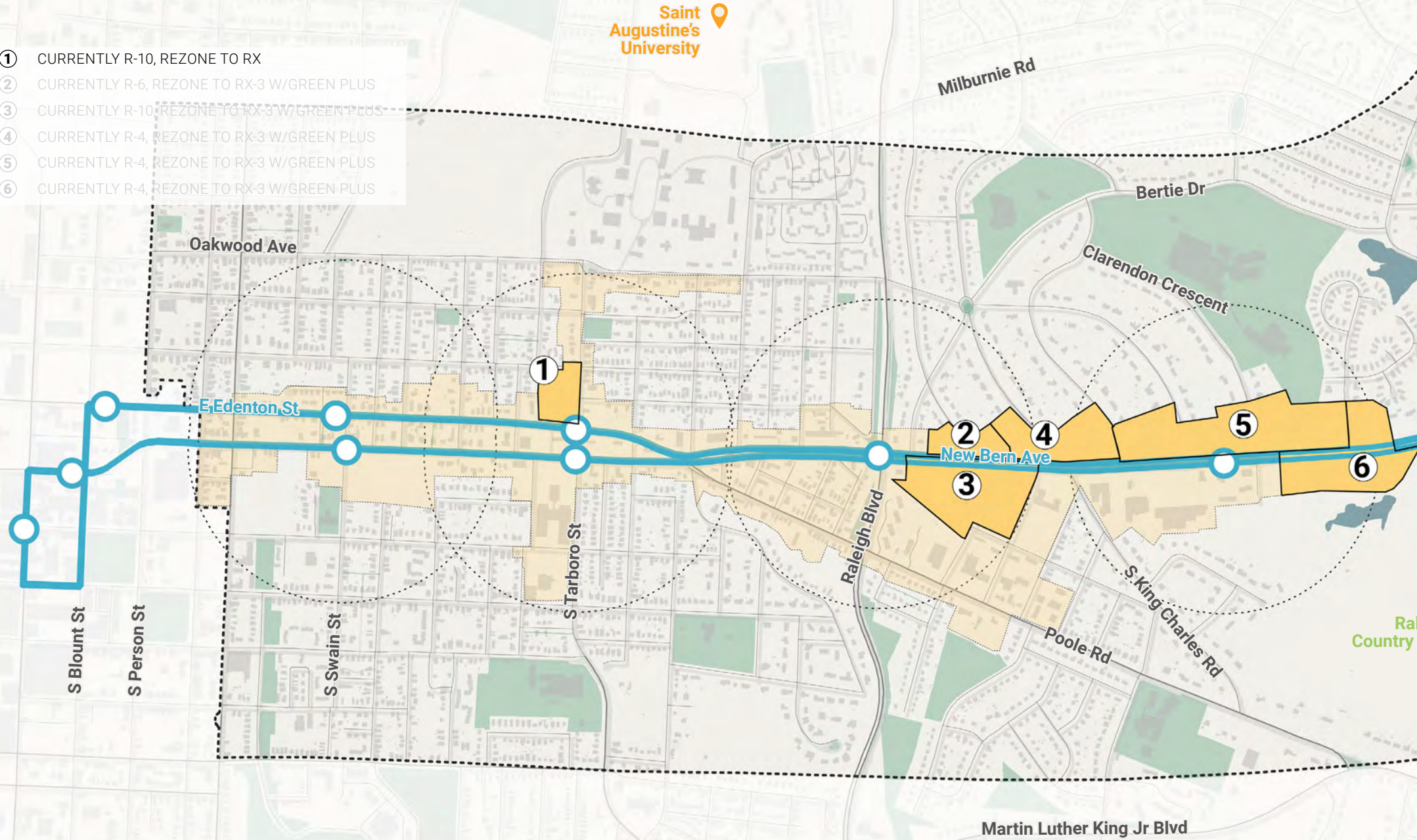
8 WESTERN STATIONS PROPOSED HEIGHT RECOMMENDATIONS MAP



8 WESTERN STATIONS PROPOSED ZONING RECOMMENDATIONS MAP

- STUDY AREA
- BRT STATIONS AND CORRIDOR
- 1/4 MILE BUFFER (5-MIN WALK)
- TOD OVERLAY

- 1 CURRENTLY R-10, REZONE TO RX
- 2 CURRENTLY R-6, REZONE TO RX-3 W/GREEN PLUS
- 3 CURRENTLY R-10, REZONE TO RX-3 W/GREEN PLUS
- 4 CURRENTLY R-4, REZONE TO RX-3 W/GREEN PLUS
- 5 CURRENTLY R-4, REZONE TO RX-3 W/GREEN PLUS
- 6 CURRENTLY R-4, REZONE TO RX-3 W/GREEN PLUS



MIDDLE STATIONS PROPOSED LAND USE AND ZONING

✓ **PROPOSED TOD OVERLAY**

Implement new standards to mimic the local suburban character (30' street setbacks & well-landscaped street protective yards)

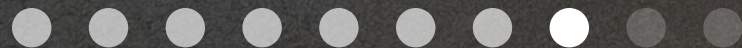
Activate new development and increase the presence along the street (entry spacing & pedestrian access standards)

✓ **PROPOSED HEIGHT BONUS**

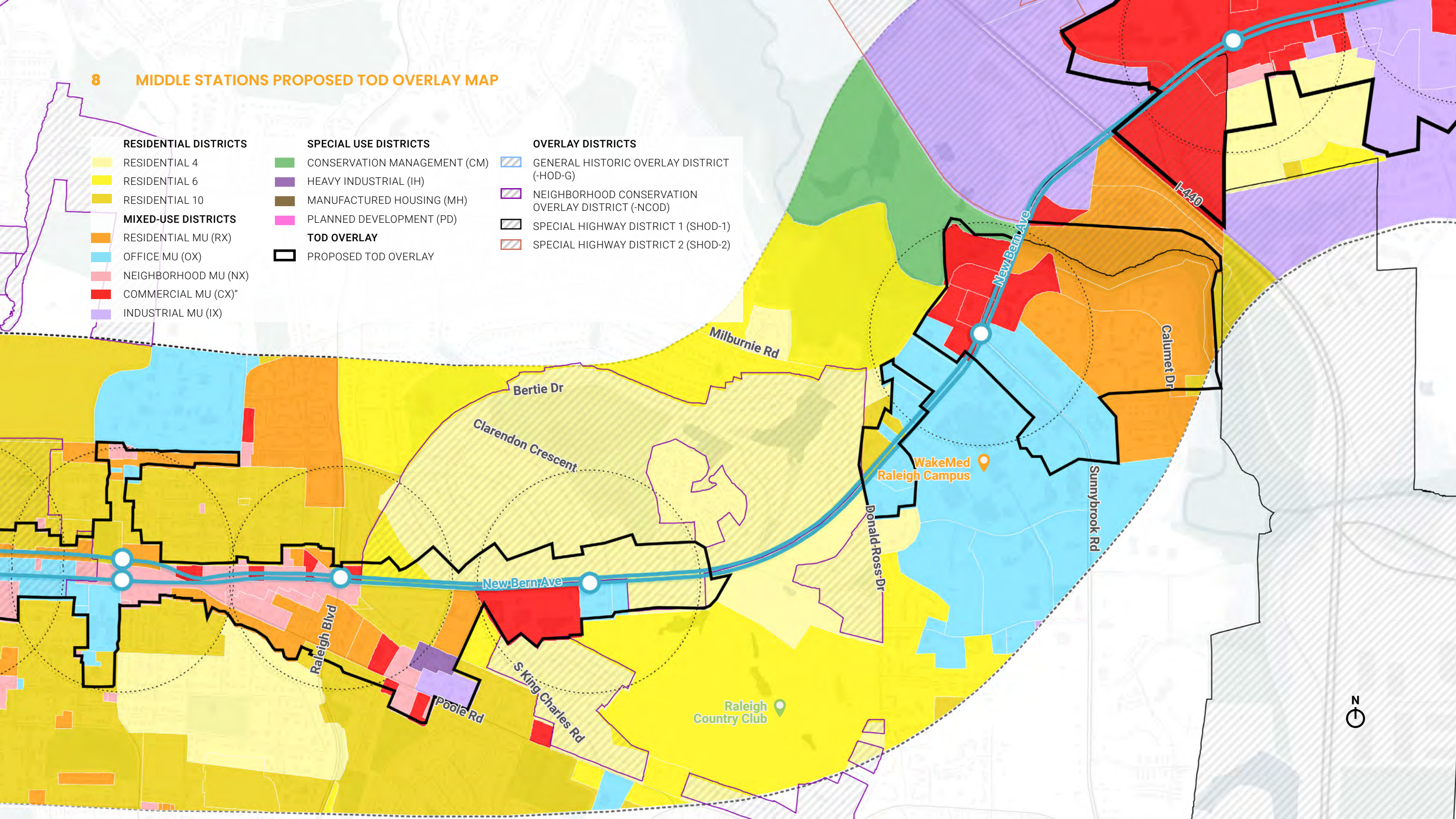
Increase building height maximums (residential 3 base-5 bonus, mixed use near Raleigh Blvd 5 base-7 bonus, near Crabtree Creek 7 base-12 bonus)

✓ **PROPOSED ZONING CHANGES**

Moderate base district rezoning (multiple properties – primarily residential to mixed-use with some residential to R-10)



8 MIDDLE STATIONS PROPOSED TOD OVERLAY MAP



RESIDENTIAL DISTRICTS

- RESIDENTIAL 4
- RESIDENTIAL 6
- RESIDENTIAL 10
- MIXED-USE DISTRICTS**
- RESIDENTIAL MU (RX)
- OFFICE MU (OX)
- NEIGHBORHOOD MU (NX)
- COMMERCIAL MU (CX)
- INDUSTRIAL MU (IX)

SPECIAL USE DISTRICTS

- CONSERVATION MANAGEMENT (CM)
- HEAVY INDUSTRIAL (IH)
- MANUFACTURED HOUSING (MH)
- PLANNED DEVELOPMENT (PD)
- TOD OVERLAY**
- PROPOSED TOD OVERLAY

OVERLAY DISTRICTS

- GENERAL HISTORIC OVERLAY DISTRICT (-HOD-G)
- NEIGHBORHOOD CONSERVATION OVERLAY DISTRICT (-NCOD)
- SPECIAL HIGHWAY DISTRICT 1 (SHOD-1)
- SPECIAL HIGHWAY DISTRICT 2 (SHOD-2)

Milburnie Rd

Bertie Dr

Clarendon Crescent

New Bern Ave

Raleigh Blvd

Poolle Rd

S. King Charles Rd

WakeMed Raleigh Campus

Raleigh Country Club

Donald Ross Dr

Sunnybrook Rd







Calumet Dr

I-440

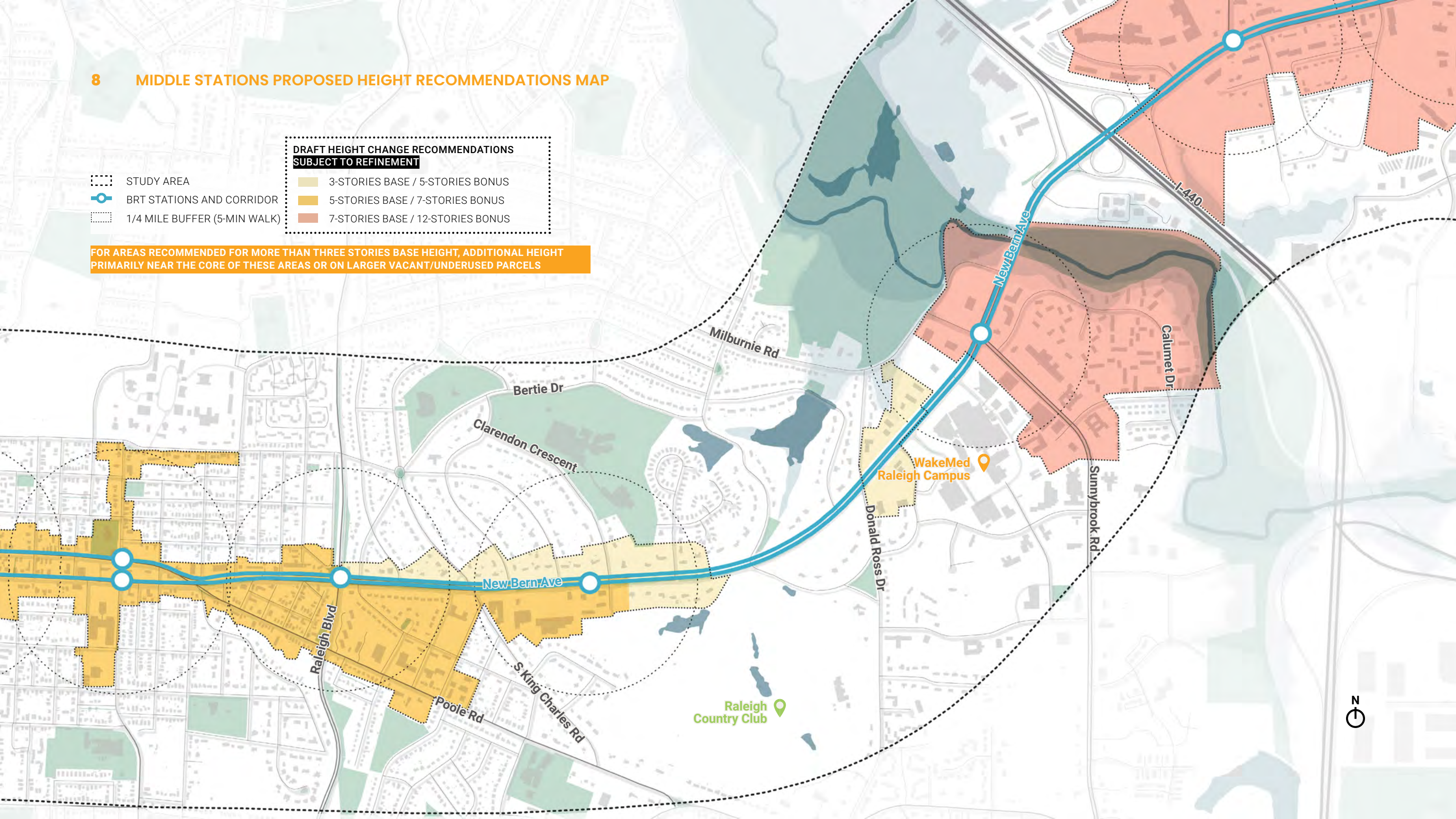
New Bern Ave







8 MIDDLE STATIONS PROPOSED HEIGHT RECOMMENDATIONS MAP

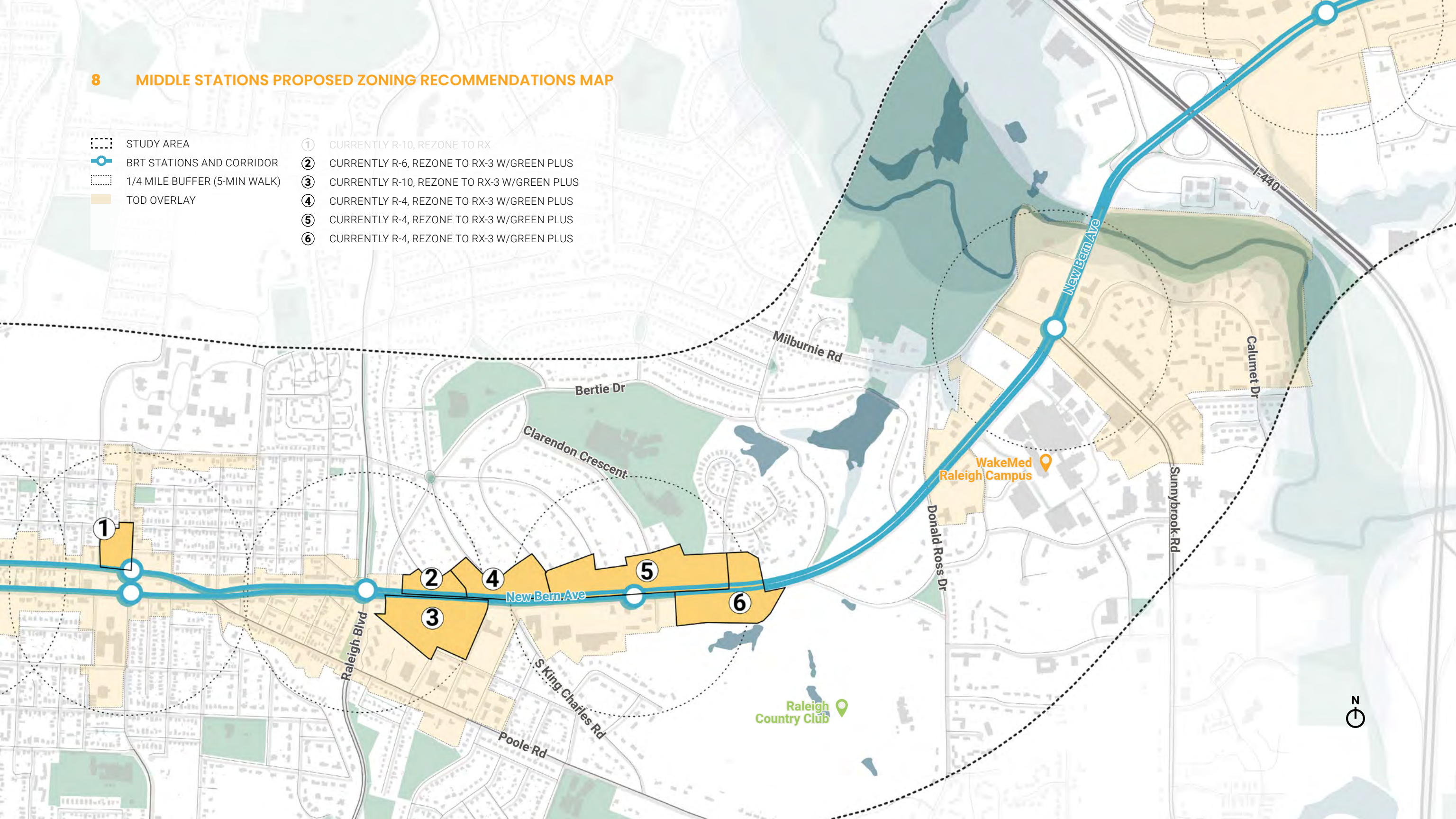
 STUDY AREA	 3-STORIES BASE / 5-STORIES BONUS
 BRT STATIONS AND CORRIDOR	 5-STORIES BASE / 7-STORIES BONUS
 1/4 MILE BUFFER (5-MIN WALK)	 7-STORIES BASE / 12-STORIES BONUS

FOR AREAS RECOMMENDED FOR MORE THAN THREE STORIES BASE HEIGHT, ADDITIONAL HEIGHT PRIMARILY NEAR THE CORE OF THESE AREAS OR ON LARGER VACANT/UNDERUSED PARCELS



8 MIDDLE STATIONS PROPOSED ZONING RECOMMENDATIONS MAP

-  STUDY AREA
 -  BRT STATIONS AND CORRIDOR
 -  1/4 MILE BUFFER (5-MIN WALK)
 -  TOD OVERLAY
- ① CURRENTLY R-10, REZONE TO RX
 - ② CURRENTLY R-6, REZONE TO RX-3 W/GREEN PLUS
 - ③ CURRENTLY R-10, REZONE TO RX-3 W/GREEN PLUS
 - ④ CURRENTLY R-4, REZONE TO RX-3 W/GREEN PLUS
 - ⑤ CURRENTLY R-4, REZONE TO RX-3 W/GREEN PLUS
 - ⑥ CURRENTLY R-4, REZONE TO RX-3 W/GREEN PLUS



EASTERN STATIONS PROPOSED LAND USE AND ZONING

✓ **PROPOSED TOD OVERLAY**

Implement new standards to mimic the local commercial character (10'-30' street setbacks)

Activate new development and moderately increase the presence along the street (entry spacing & pedestrian access standards)

✓ **PROPOSED HEIGHT BONUS**

Increase building height maximums (base 7, bonus 12)

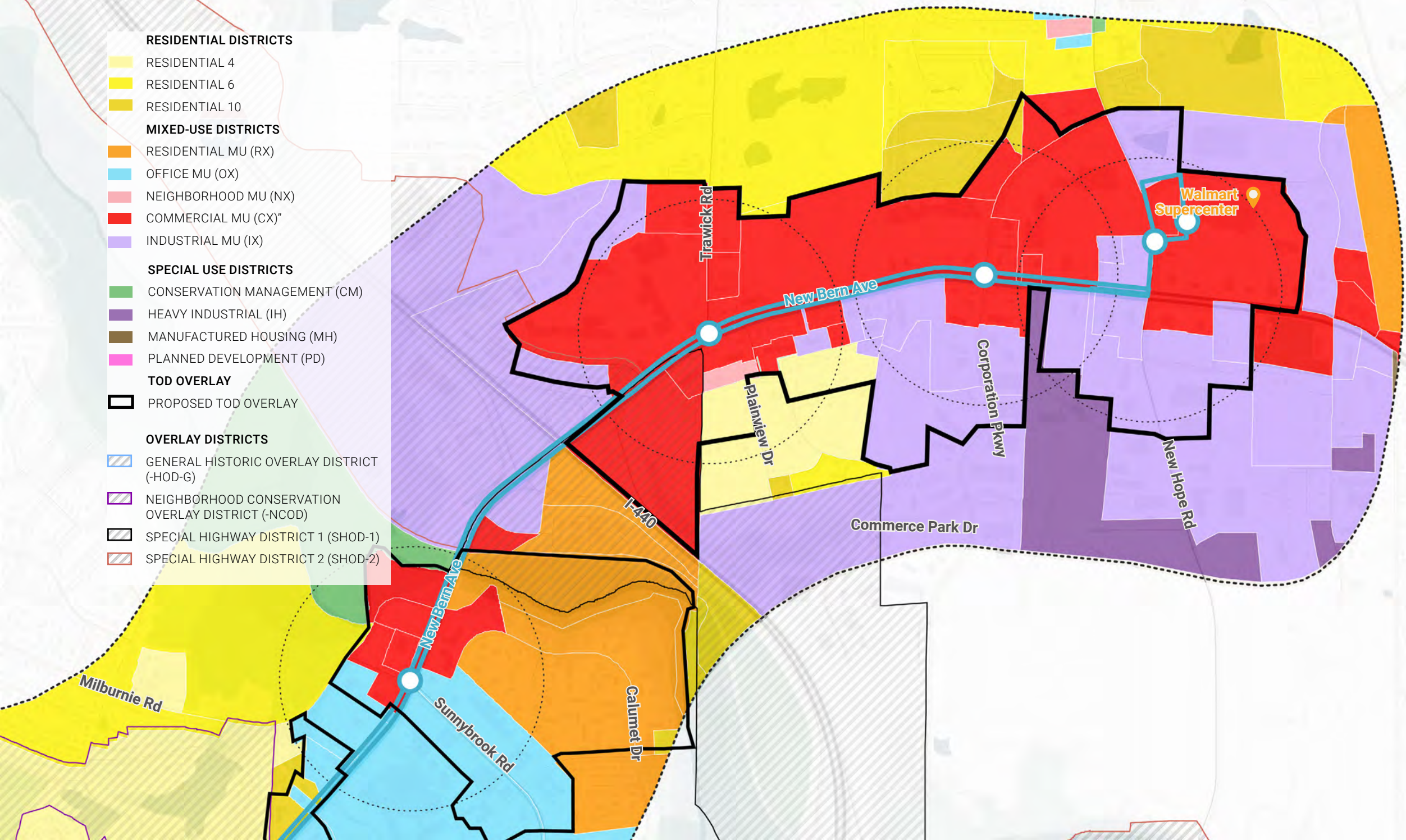
✓ **PROPOSED ZONING CHANGES**

Minimal base district rezoning (5 properties – IX to CX)









8 EASTERN STATIONS PROPOSED TOD OVERLAY MAP

- RESIDENTIAL DISTRICTS**
- RESIDENTIAL 4
- RESIDENTIAL 6
- RESIDENTIAL 10
- MIXED-USE DISTRICTS**
- RESIDENTIAL MU (RX)
- OFFICE MU (OX)
- NEIGHBORHOOD MU (NX)
- COMMERCIAL MU (CX)
- INDUSTRIAL MU (IX)
- SPECIAL USE DISTRICTS**
- CONSERVATION MANAGEMENT (CM)
- HEAVY INDUSTRIAL (IH)
- MANUFACTURED HOUSING (MH)
- PLANNED DEVELOPMENT (PD)
- TOD OVERLAY**
- PROPOSED TOD OVERLAY
- OVERLAY DISTRICTS**
- GENERAL HISTORIC OVERLAY DISTRICT (-HOD-G)
- NEIGHBORHOOD CONSERVATION OVERLAY DISTRICT (-NCOD)
- SPECIAL HIGHWAY DISTRICT 1 (SHOD-1)
- SPECIAL HIGHWAY DISTRICT 2 (SHOD-2)

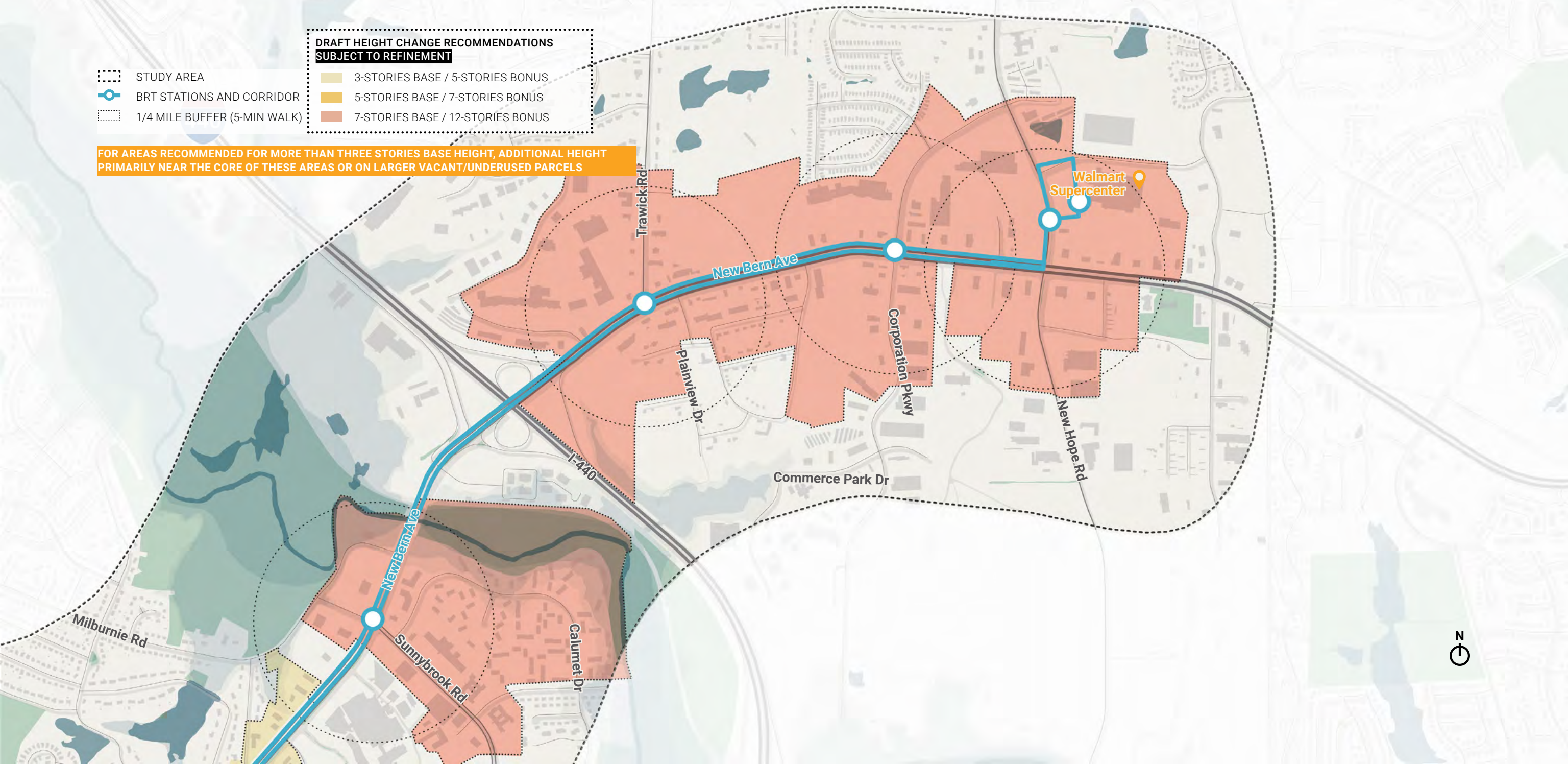


8 EASTERN STATIONS PROPOSED HEIGHT RECOMMENDATIONS MAP

**DRAFT HEIGHT CHANGE RECOMMENDATIONS
SUBJECT TO REFINEMENT**

 STUDY AREA	 3-STORIES BASE / 5-STORIES BONUS
 BRT STATIONS AND CORRIDOR	 5-STORIES BASE / 7-STORIES BONUS
 1/4 MILE BUFFER (5-MIN WALK)	 7-STORIES BASE / 12-STORIES BONUS

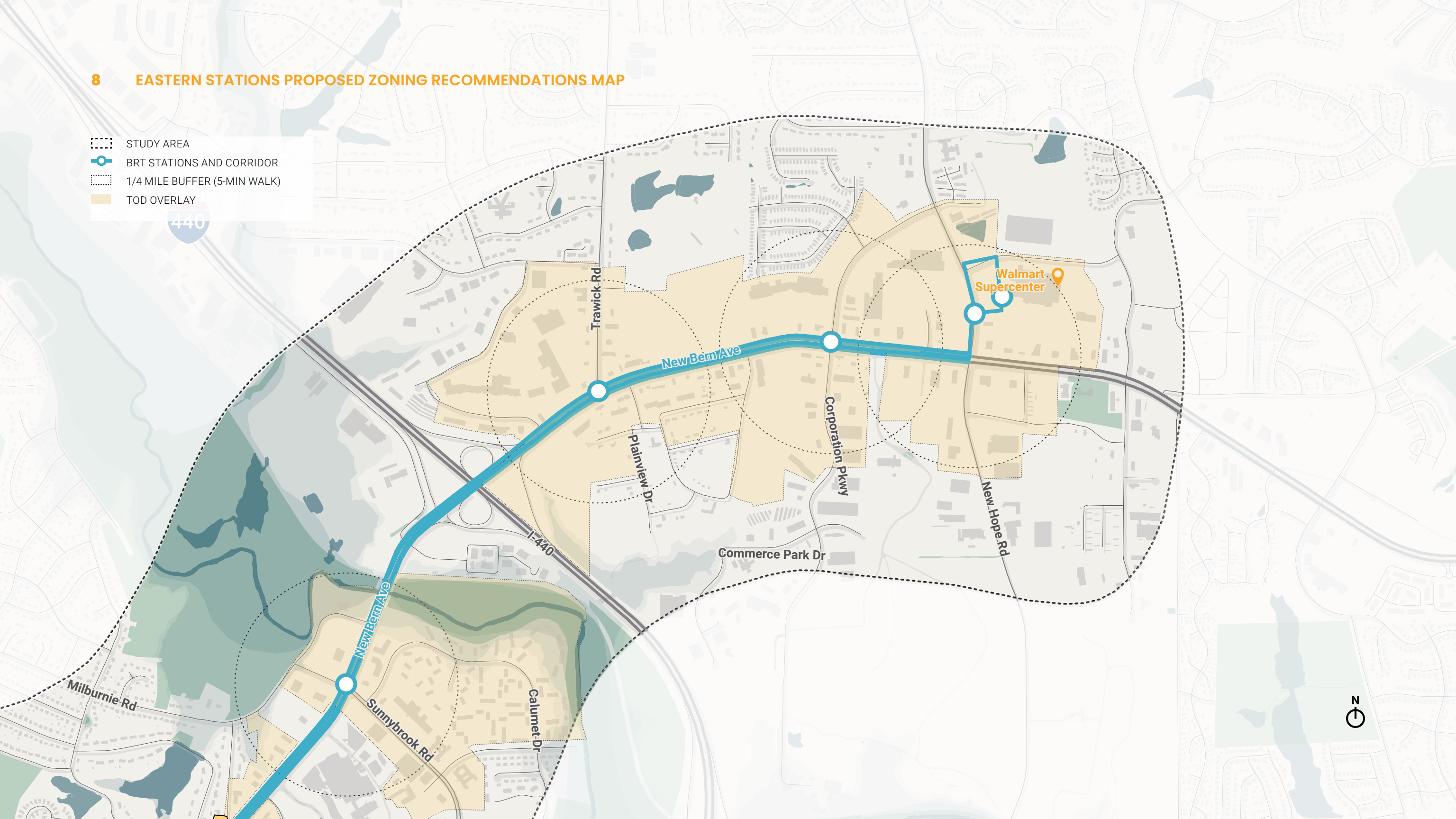
FOR AREAS RECOMMENDED FOR MORE THAN THREE STORIES BASE HEIGHT, ADDITIONAL HEIGHT PRIMARILY NEAR THE CORE OF THESE AREAS OR ON LARGER VACANT/UNDERUSED PARCELS



8 EASTERN STATIONS PROPOSED ZONING RECOMMENDATIONS MAP

- STUDY AREA
- BRT STATIONS AND CORRIDOR
- 1/4 MILE BUFFER (5-MIN WALK)
- TOD OVERLAY

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ACTION/PROJECT/POLICY*	DEPARTMENT AGENCY		TIMELINE	PLANNING-LEVEL COST CATEGORIES
	LEAD	SUPPORT		
1: REZONE BASE DISTRICTS				
Strategically rezone base districts under the TOD Overlay to generate transit-supportive growth	Planning and Development	TBD	Short-term	Low cost
2: ADJUST BUILDING FORM				
Implement increased height maximums for base districts under the TOD Overlay and revise bonus height requirements in TOD to generate appropriately scaled growth for each of the 3 station areas	Planning and Development	TBD	Short-term	Low cost
3: MATCH LOCAL IDENTITY				
Require new setbacks and street protective yard standards to reflect the different local character along the corridor	Planning and Development	TBD	Short-term	Low cost
4: ACTIVATE STREETS				
Require additional frontage-based requirements for TOD that generate an active and engaging street edge	Planning and Development	TBD	Short-term	Low cost
5: ENHANCE PEDESTRIAN CONNECTIONS				
Require additional standards for direct access and street-facing entrances to enhance pedestrian connectivity between the sidewalk and the building	Planning and Development	TBD	Short-term	Low cost



* refers to policy rather than geographic-location

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ACTION



MEASURING PROGRESS

- + To ensure the actions and recommendations in this plan are implemented, the following reporting metrics should be published annually by the City of Raleigh to highlight progress made, adjustments required or identifying new policies that might be required to further these ideas.



NEW BERN CORRIDOR PROPOSED ILLUSTRATION
Source : Stantec

PLAN METRICS

1 Mobility Metrics

- 1.1: Crash trends (vehicle, bike/ped)
- 1.2: Trail counts along Crabtree Creek or Neuse River Greenway Trails
- 1.3: Ridership trends by stop/station
- 1.4: Preference surveys of transit riders regarding first/last mile conditions

2 Housing Affordability Metrics

- 2.1: Annual Report measuring affordable housing supply in terms of units added, existing NOAH stock, and projected units created/needed through existing programs
- 2.2 : Annual Report on new development along corridor, housing supply count and reporting on what developments implemented TOD-overlay projects with bonusing

3 Community Development Metrics

- 3.1: Annual report to monitor Storefront Raleigh activities (number of new businesses, engagement summary, annual investment summary, new job census)
- 3.2 : Establishment of New Bern Business Improvement District



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NEXT STEPS



UPCOMING DATES



1
Online Surveys

December 14 – January 14,
2022



2
Refinement

January 2022



3
**Publish of Draft
Full Plan**

Jan/Feb 2022



4
**Final Community
Check-in**

Feb/March 2022



5
**City Council
Approvals**

Spring 2022



THANK YOU!

SIGN UP FOR PROJECT EMAILS ON THE WEBSITE!

<https://raleighnc.gov/station-area-plan-new-bern>

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QUESTIONS?

