



# Reflecting Raleigh

THE NEXT COMPREHENSIVE PLAN



Raleigh  
Planning

## Sustain-a-City: Infrastructure and Services

*The following questions were submitted by attendees at a Community Conversation on May 29, 2025.*

- 1. Not strictly related to tonight's topic, but when the BRT lines get up and running, will the existing bus network be updated (changes to routes, stops, etc.) to accommodate and incorporate the faster corridors?**

***Staff response:***

Future Bus Rapid Transit (BRT) routes are likely to replace existing routes in the four BRT designated corridors. Due to the high frequency of BRT schedules, additional service in those areas will not be needed. Existing bus routes that operate outside of the four designated BRT corridors will experience minimal changes, though. Future BRT routes will primarily operate in dedicated bus lanes, which will limit their interaction with existing buses as well. To learn more about BRT, visit the project page [here](#).

- 2. What is the city's plan to address the constant influx of people without compromising the legacy of communities that made Raleigh great in the first place? As a Raleigh native and someone who hopes to be a homeowner here one day, I like many other young people am scared that I might not be able to afford it.**

***Staff response:***

As one of the nation's fastest growing cities, Raleigh must balance new development while also managing change in existing neighborhoods. Adding new housing throughout the city will help make more neighborhoods financially accessible to more people. More townhouses, duplexes, and small apartment buildings in existing neighborhoods will offer less expensive housing options compared to the detached housing alternative, which is the most expensive housing type. The Next Comprehensive Plan will include policies that promote maintaining Raleigh's built characteristics while accommodating new growth and infill development. View the [Community Conversation on Neighborhood Change](#) to learn more about why neighborhoods evolve and how that has impacted Raleigh.

### **3. How do residents voice their concerns about the services that we need?**

#### ***Staff response:***

[Reflecting Raleigh](#) is the process for developing the Next Comprehensive Plan. To ensure the next plan incorporates perspectives from all residents, we have been seeking input by visiting various events, Community Conversations, and surveys. View the [Engagement Strategy](#) to learn more about these efforts for future phases of Reflecting Raleigh. Outside of the Reflecting Raleigh process, you can reach out to your Councilmember directly to share your input.

### **4. How much consideration is being given to walkability in new neighborhoods?**

#### ***Staff response:***

Much consideration is being given to walkability! Enhancing walkability in existing neighborhoods and planning for walkability in new ones is a core component of the city's comprehensive plan. Walkability means more than safe and comfortable sidewalks, though they are essential to walkable places. Walkability requires close and convenient access to goods, services, and jobs. Enhancing walkability in Raleigh's future means building more places for people to live near existing activity centers: improving access to places people could walk to. Enhancing walkability also means building new neighborhood serving commercial centers in places where people already live, providing new options for places to walk to for various errands or tasks. True walkability depends on safe, comfortable, interesting, and useful walks connecting people with places they need to go.

### **5. Are mixed use buildings a good option for services and tax purposes?**

#### ***Staff response:***

Mixed-use buildings generate far greater tax revenue per acre compared to single use buildings. They are a valuable source of revenue for the city and offer a range of services that a community may require. The ability to diversify the uses of a property allows it to adapt to the changing needs of the community. If managed well, a mixed-use building can serve as an excellent source of taxable income for both the city and the property owner. Additionally, mixed-use buildings allow public utility services to be more sustainable. This sort of development decreases the need for extending utility lines and creates a central point other services like solid waste and fire.

### **6. Until BRT, and possibly other options, come online, how do you entice people to use mass transit and leave cars at home?**

#### ***Staff response:***

Behavioral changes in transportation require that alternatives to car trips have to be equally or more convenient than driving. By expanding routes, increasing frequency, improving scheduling, and offering reliable service, mass transit can become a more convenient option for residents over driving their own vehicles. GoRaleigh and other transit options serving Wake County and the Triangle are continuously analyzing existing routes and ridership to improve transit options. As BRT routes come into service, residents will continue to benefit from Raleigh's growing transit network.

**7. How much is the County working with [the City] on zoning regarding density?**

***Staff response:***

Specific zoning regulations are set by cities based on state regulations and are outlined in a Unified Development Ordinance (UDO) or in their municipal code. Raleigh's zoning code is outlined in the City's [Unified Development Ordinance \(UDO\)](#). While there may be similarities in regulations between cities, greater coordination on zoning at the county level is not required. The existing Comprehensive Plan has a section on regional and interjurisdictional coordination. This includes policies related to smart growth, encouraging Transit Oriented Development (TOD) policies, and funding for housing and neighborhood improvement projects. Policies like this encourage density, multi-modal access, and mixed-use development, especially in areas planned for higher levels of transit service. These goals and policies reflect existing guidance and zoning regulations Raleigh has at the local level. Learn more about the Comprehensive Plan's Interjurisdictional policies [here](#).

**8. What current and future initiatives that consider a multi-municipality approach?  
Ex. Water (Raleigh and Garner)**

***Staff response:***

Wake County does have regional plans for transportation, watershed management, economic development, public amenities housing funding, and infrastructure. As a result, the current [Comprehensive Plan](#) has policies and actions that support coordination with these topics.

**9. Please talk about Raleigh's plan for affordable housing.**

***Staff response:***

Raleigh has a detailed and robust plan for affordable housing. The city set a goal to create at least 570 affordable each year for the next 10 years, 2016-2026. This goal would result in 5,700 new affordable units being constructed. This goal is focused on creating and preserving affordable units for individuals considered Low and Moderate Income, as defined by the US Department of Housing and Urban Development. For Raleigh, this means ensuring housing is not more than 30% of an individual or family's gross monthly income. As of February 2025, there are at least 7,149 affordable units built or in the pipeline for construction. The city is meeting its development goals by subsidizing affordable housing construction of new single-family homes and townhomes through gap financing, using money from the [Housing Bond](#) voters passed in 2020. The city also incentivizes affordable unit dedication through height bonuses in certain areas of the city and preserves existing housing through homeowner assistance programs. Learn more about affordable housing initiatives in Raleigh [here](#).

**10. How can we encourage growth in “activity centers” if we don’t say no to developers who want to build on outskirts?**

***Staff response:***

Areas throughout the city planned for higher density have zoning that allows for mixed-use development (commercial and residential). Areas that currently receive or are anticipated to receive more frequent transit service also have a zoning overlay that allows for development of additional housing types on smaller lot sizes. These districts also permit additional height in exchange for affordable unit dedication, which incentivizes greater development intensity in designated activity centers and parts of the city where there is or will be good access to resources like retail, employment, and transit.

**11. You mentioned that City Council and others have agreed to slow growth in low density areas in order to manage growth more sustainably, and in a cost-effective manner. Can you tell us more about what this slower growth looks like?**

***Staff response:***

As a city, our goal is to manage growth in an equitable and sustainable manner. This involves investing resources in areas that have been underutilized and underserved. The city is also placing a greater emphasis on dense mixed-use developments. Most of these developments are taking place inside the 440 beltline and in designated city growth centers, such as Crabtree and Triangle Town Center. By promoting density within existing areas, the city can ensure future development is sustainably supported by transit, infrastructure, and city services.

**12. Do you have characteristics of the population in Raleigh? (kids, youth, seniors, adults)**

***Staff response:***

You can find demographic data in the Reflecting Raleigh [Engagement Strategy Report](#).

**13. If we have high density development, how will you make it so that high density areas (like historic Oakwood) are actually affordable to people and connects to walkability? (Housing, food/restaurants, services)**

***Staff response:***

Raleigh’s Transit Overlay District and the Frequent Transit Development Option, support density in areas slated for higher transit service, allowing additional height in exchange for affordable unit dedication, or encouraging additional residential density by allowing smaller lot sizes. At the same time, Historic Overlay Districts (HODs), such as the Oakwood Historic Overlay District, and Neighborhood Conservation Overlay Districts (NCODs), often referred to together as character protection overlays, can limit density by requiring larger lot sizes and limiting height in order to preserve the look and feel of existing neighborhoods. As Raleigh grows, balancing these priorities will be key to ensuring affordability and access to high-quality, vibrant neighborhoods. Learn more about [Character Preservation Overlay Districts here](#).

**14. What is putting more strain on Raleigh's infrastructure needs: downtown neighborhoods' existing density levels or new development on the outer edges of the city? And why?**

***Staff response:***

Generally, new development on the outer edges of the city puts more strain on infrastructure and services. Low-density development further from existing neighborhoods and mixed-use centers often require the extension of public utility connections and additional provision of services like fire, solid waste, and public amenities. Promoting denser development within the city's core areas helps ensure that the city can provide residents access to amenities and services sustainably into the future. To learn more about this topic, view the [Infrastructure and Services Keynote Address](#) that touched on the economic and long-term costs of sprawling development.

**15. What is needed to create meaningful community, where neighbors are friends, even if a wall or a yard separates you? What can the city do to encourage that type of "development?"**

***Staff response:***

Meaningful community can be created in low-density neighborhoods and in denser multi-family housing. Regardless of housing type, neighbors can build connections. Amenities like public parks, open spaces, communal areas, community centers, and nearby businesses can help create spaces for neighbors to connect. The Comprehensive Plan has policies that support this by encouraging walkability, mixed-use development, access to open space and public amenities, and designing streetscapes for public uses.