

Wake Bus Rapid Transit (BRT) Station Area Planning

Introduction

Raleigh is one of the fastest growing U.S. cities. The mild climate, diverse workforce and proximity to Research Triangle Park and other jobs combine to make Raleigh a great place to live and work.

Growing around transit creates walkable, vibrant places that will keep Raleigh a great place to live, work and play.

The City is designing a network of bus rapid transit (BRT) routes, including:

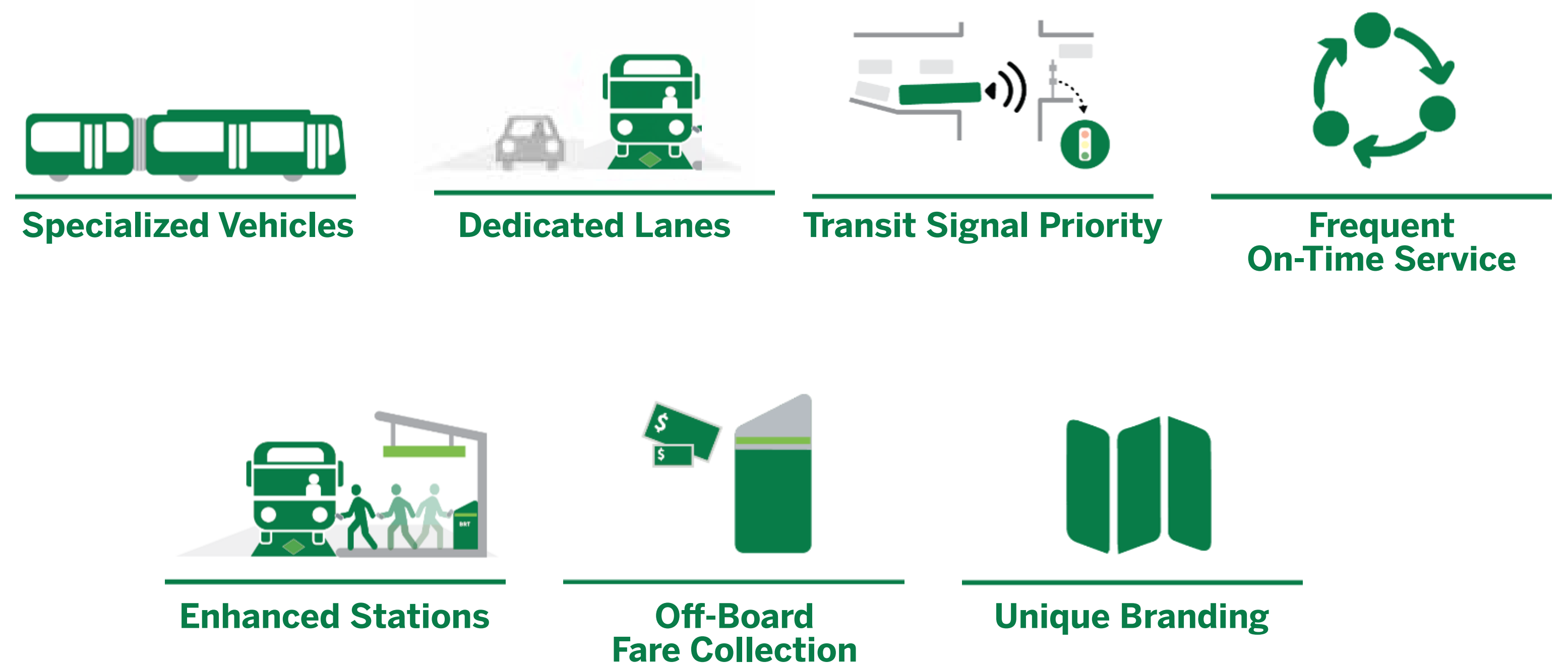
**Western BRT: Downtown Raleigh to Downtown Cary
12 Miles, 20 Stations**

**Southern BRT: Downtown Raleigh to Garner Station Blvd
5 Miles, 10 Stations**

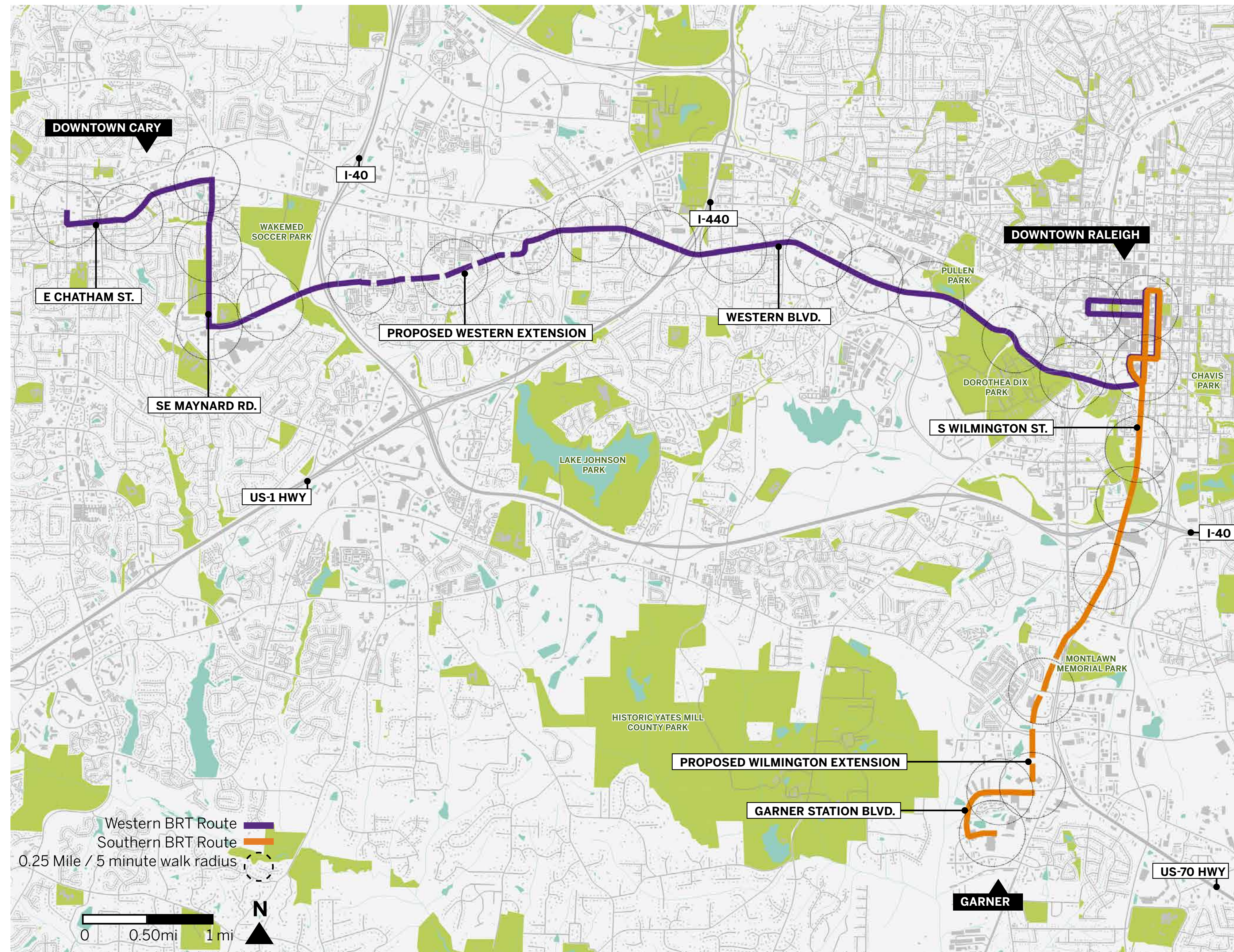
To gain the maximum benefit from community investment in transit, we are creating Station Area Plans.

What is Bus Rapid Transit?

- Connects people to jobs, education resources and other opportunities
- Provides walkable places that support both housing and commercial destinations
- Improves air quality by reducing the number of vehicles on the road
- Saves money for households who drive less or opt-out of car ownership



Wake Bus Rapid Transit (BRT) Station Area Planning Introduction



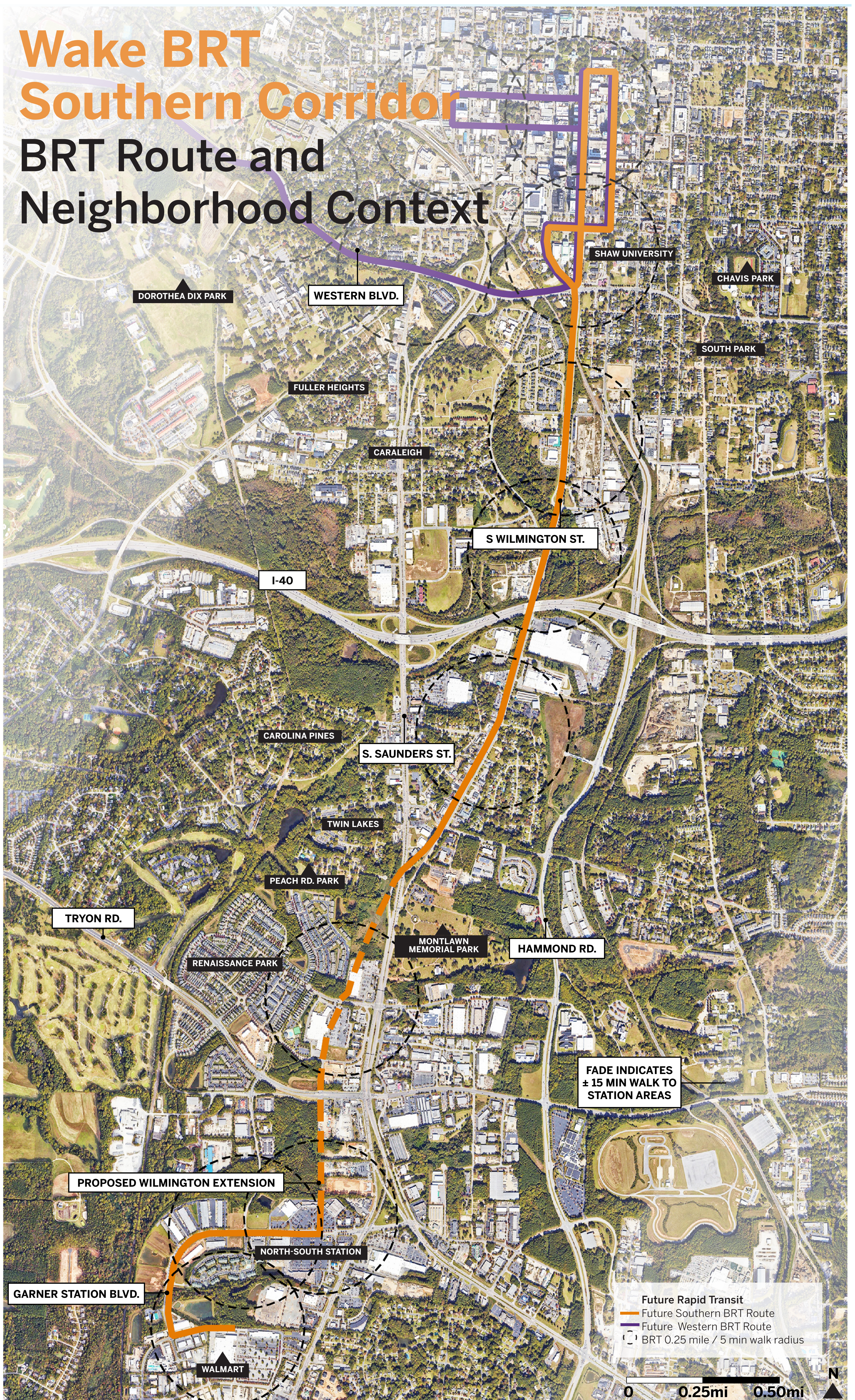
What is Station Area Planning?

- First and last mile mobility
- Land use and urban design
- Business support and stabilization
- Housing affordability and anti-displacement
- Effective and equitable engagement

What is Bus Rapid Transit?



Wake BRT Southern Corridor BRT Route and Neighborhood Context

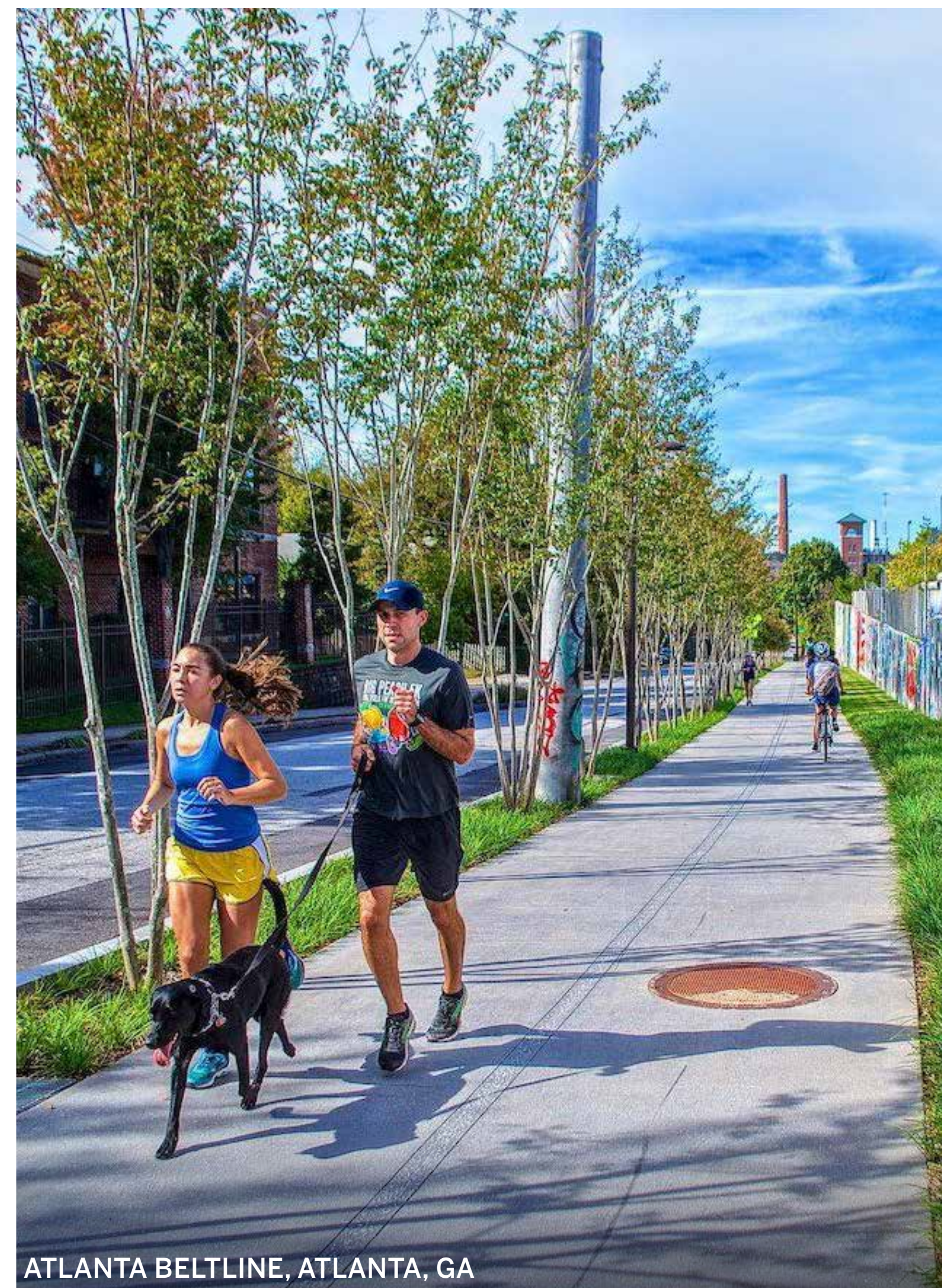


What is Station Area Planning?

Stronger Mobility



SEATTLE, WA



ATLANTA BELTLINE, ATLANTA, GA



PORTLAND, OR



HEALTH LINE, CLEVELAND, OH



CULTURAL TRAIL, INDIANAPOLIS, IN



DECATUR, GA



CHAMPAIGN, IL

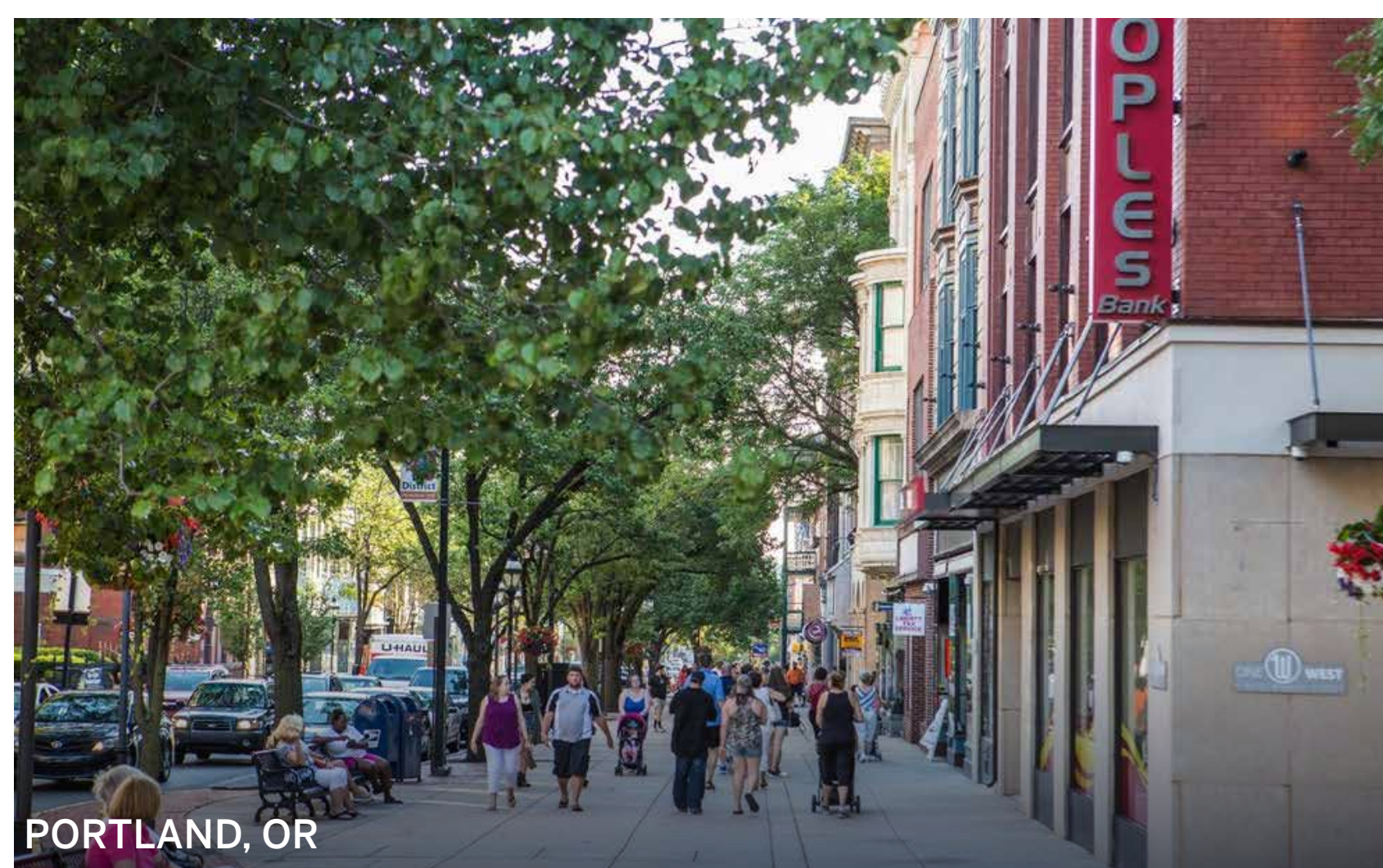
What is Station Area Planning?

Development Diversity



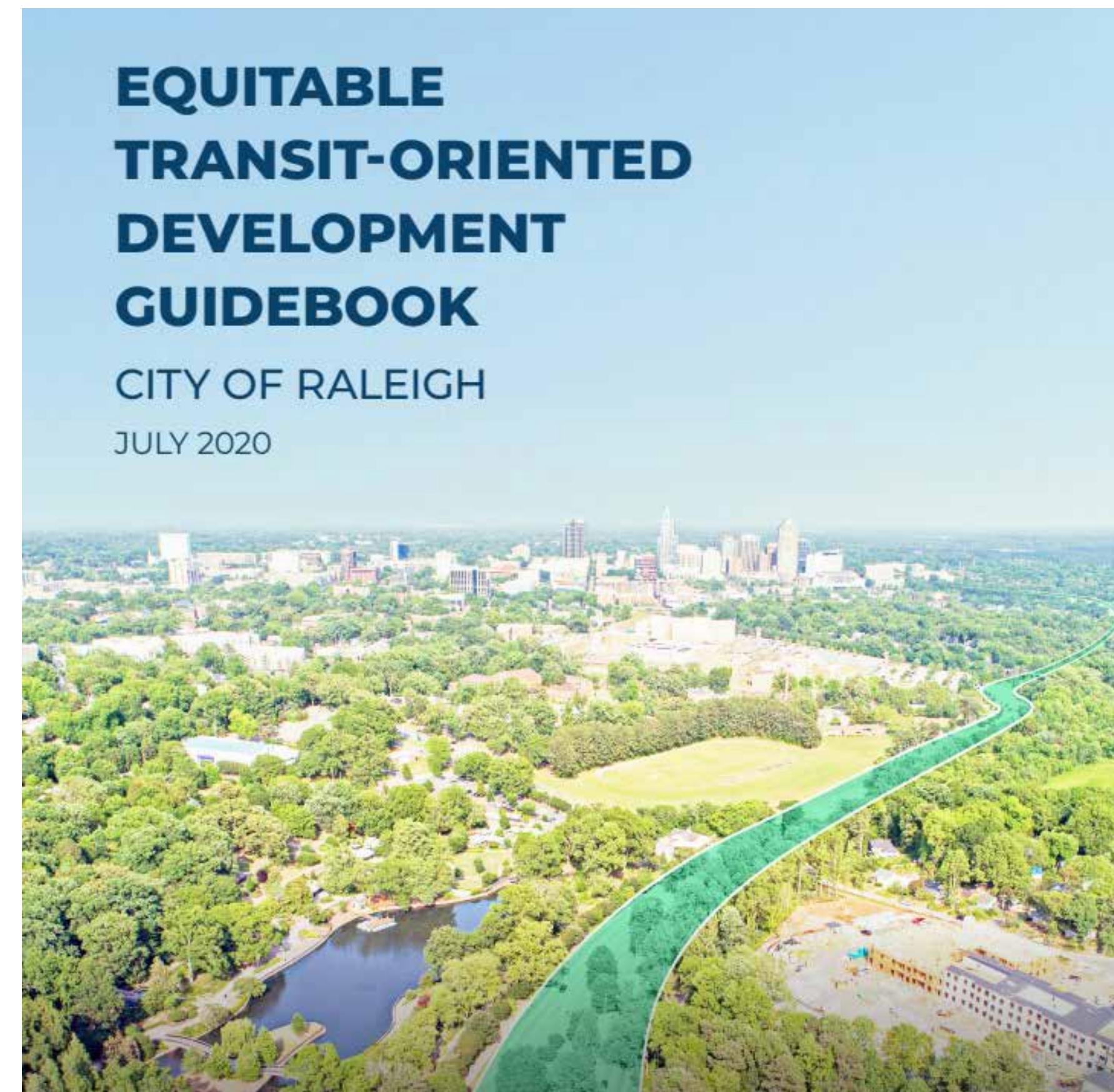
What is Station Area Planning?

Active Streets and Public Spaces



What is Station Area Planning?

Equity - Housing, Jobs, and Services

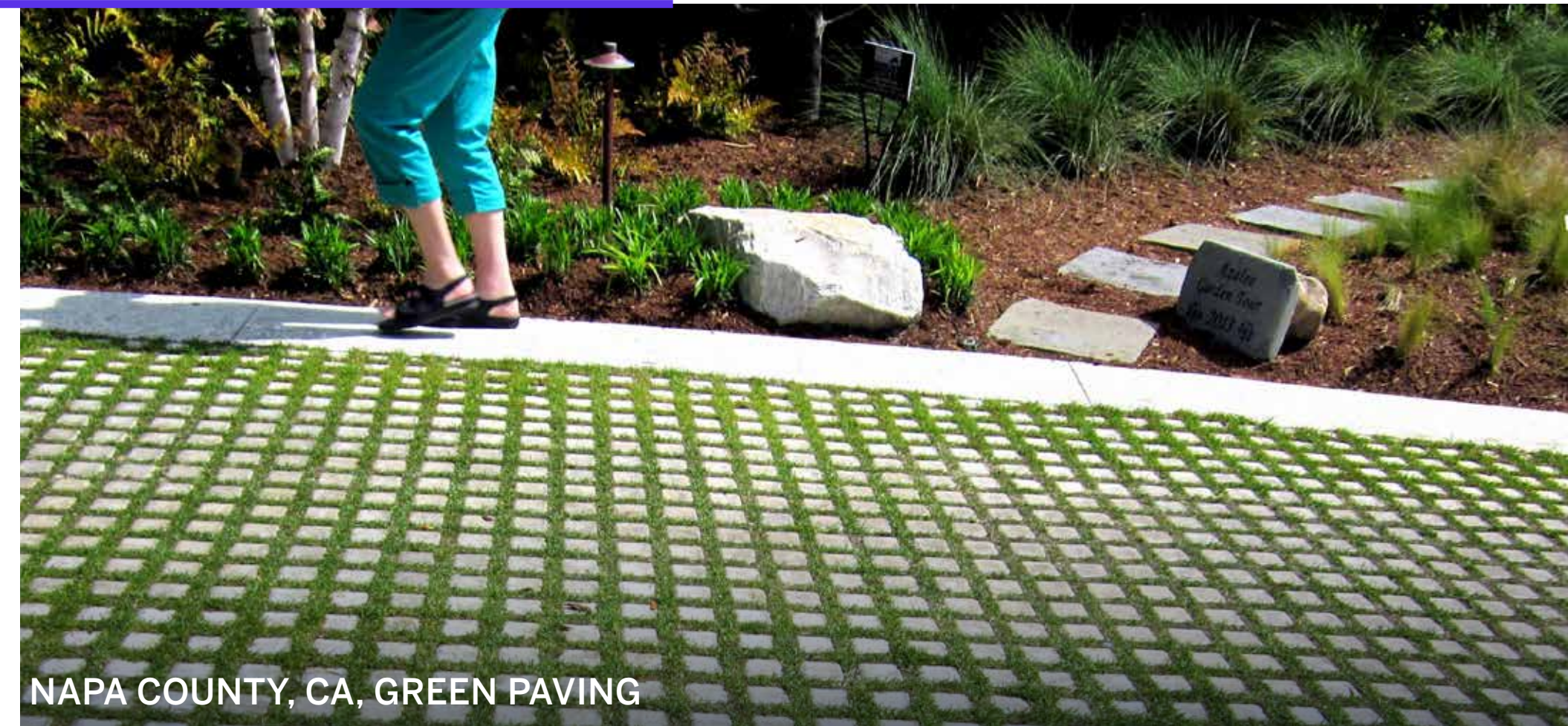


What is Station Area Planning?

Sustainable Landscapes



HOUSTON, TX, SUSTAINABLE STORMWATER MANAGEMENT



NAPA COUNTY, CA, GREEN PAVING



RENTON, WA, NATIVE PLANTINGS



PORTLAND, OR, STORMWATER PARKS



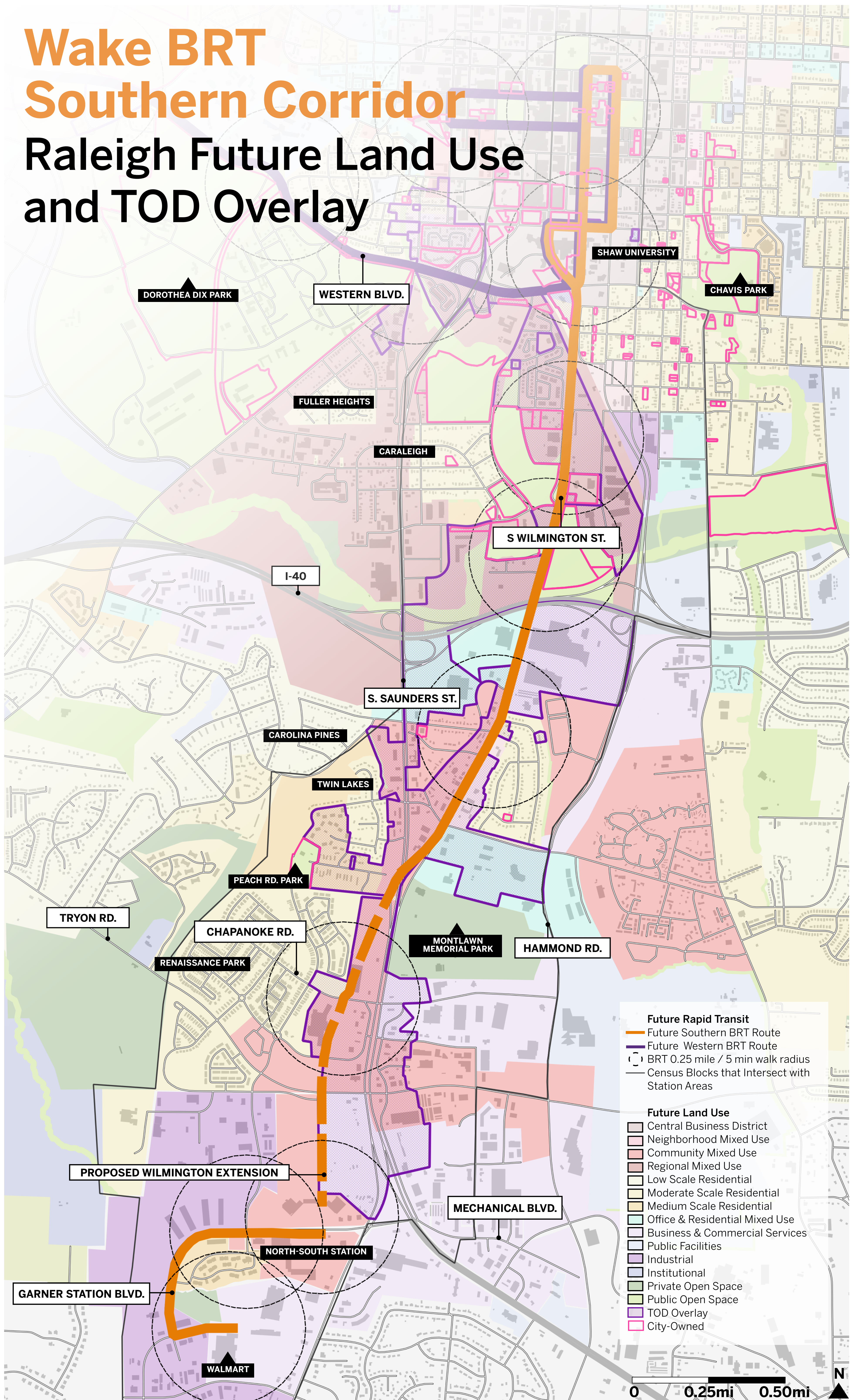
CHICAGO, IL, NATIVE PLANTINGS



CHICAGO, IL, LEARNING LANDSCAPES

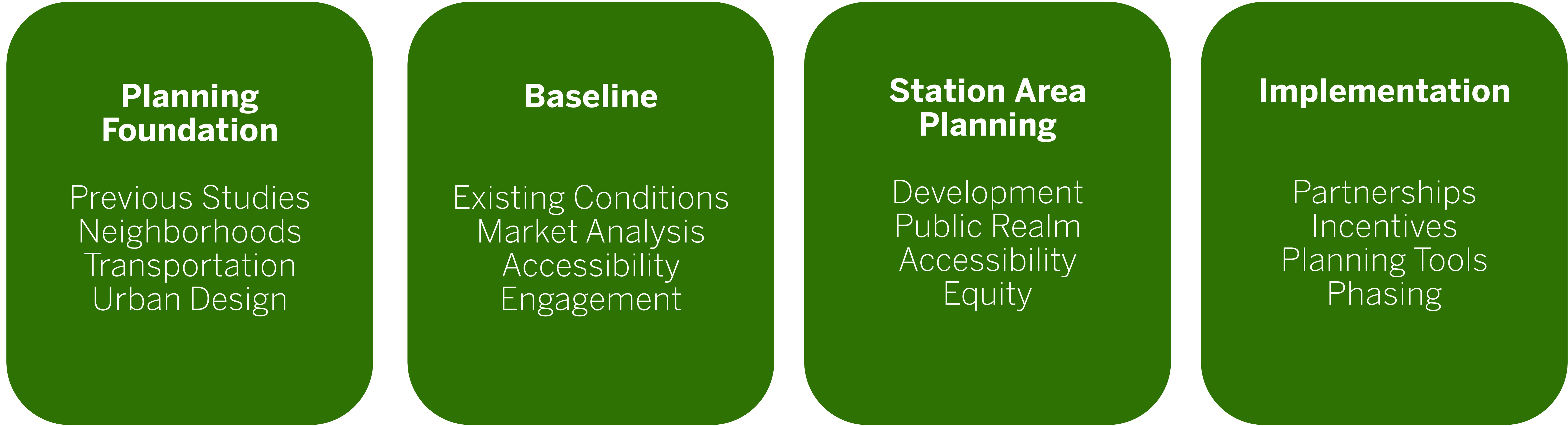
Wake BRT Southern Corridor

Raleigh Future Land Use and TOD Overlay



Station Area Planning Process

Key Steps in the Process



Fall 2023

Winter 2023-24

Spring 2024



What We've Heard So Far

Walkability

- Enable walking to goods, services, transit, jobs, restaurants
- Repair existing sidewalks
- Improve crosswalks
- Make streetscapes more appealing
- Increase tree canopy and shade
- Install more native trees and fruit trees
- Connect Raleigh and Garner sidewalks

Biking

- Connect existing sidewalks, trails and greenways
- Provide protected bikeways and shared use paths
- Improve bike paths
- Increase bike parking
- Create greenways connecting to parks and transit

Transit

- Provide quality bus stations
- Provide park and ride options
- Ensure access to jobs
- Ensure access to quality schools and daycare centers
- Increase street parking near transit
- Increase green spaces close to transit stops

Safety and Security

- Create safer conditions to walk to transit
- Improve intersections and pedestrian safety
- Provide better street lighting
- Ensure safety at bus stops and stations, especially at night

Housing

- Create more affordable and attainable housing options
- Increase the affordability of what is currently affordable housing
- Provide housing for those below 30% area median household income
- Increase housing options for temporary population

Mix of Activities and Use

- Make station areas destinations including dining, shopping, housing - a mix of uses
- Support small local businesses
- Create more places for dining, coffee shops, gathering with friends
- Provide safe indoor/outdoor family friendly dining
- Increase community spaces, libraries, parks, community centers

Public and Open Spaces

- Increase public outdoor spaces and parks/green spaces
 - Provide safe places for families to gather and play - playgrounds
 - Create more community gardens
 - Increase the number of soccer fields and public sporting facilities
 - Ensure easily maintained, attractive plantings in public spaces, green medians
 - Increase safe family-friendly public spaces
-

Station Area Concept Plans and Options

Topics to Consider

Please talk to facilitators, fill out a questionnaire or complete a survey on the City of Raleigh website to provide specific responses.

- What would make it easier to walk in station areas?
- What would make it easier to bike in station areas?
- How can we achieve equitable development around transit?
- What type of housing is needed?
- How can we create more affordable housing?
- How can we support retail and services?
- How can we support corridor businesses?
- What community facilities are needed?
- How can we incorporate arts and culture?
- How can we adapt existing land use, building height, and urban form to create the neighborhoods you want?
- Are there specific locations you think could have taller buildings?



Housing Affordability



Check out Raleigh Housing for more information!

What is Affordable Housing?

Housing is affordable when a household spends no more than 30% of their income for housing costs like rent, mortgage, and utilities.

Affordable Housing can be:

Legally Restricted Affordable Housing

includes rental units with mandated renter income requirements. Often Public Housing units, and Low-Income Tax Credit (LIHTC) properties.

Naturally Occurring Affordable Housing

refers to housing in the market that is affordable despite the absence of deed restrictions or public subsidy. This housing does not have any income requirements for tenants or maximum rents.

HOUSING FAST FACTS

46%

OF RENTER HOUSEHOLDS IN WAKE COUNTY ARE CONSIDERED HOUSING COST-BURDENED

36%

RENTAL UNITS IN THE SOUTHERN CORRIDOR ARE AFFORDABLE TO HOUSEHOLDS EARNING 60% AREA MEDIAN INCOME

800

LEGALLY RESTRICTED HOUSING UNITS ACROSS THE SOUTHERN CORRIDOR, 19% OF TOTAL HOMES

700

NATURALLY OCCURRING AFFORDABLE HOUSING UNITS ACROSS THE SOUTHERN CORRIDOR, 16% OF TOTAL HOMES

SAMPLE NATURALLY OCCURRING AFFORDABLE HOUSING PROPERTIES



Affordability Goals & Strategies



INCREASE AFFORDABLE HOME OWNERSHIP



PRESERVE EXISTING LOWER COST HOUSING



BUILD AFFORDABLE FOR-RENT HOUSING



SUPPORT EXISTING COST-BURDENED RESIDENTS



PREVENT DISPLACEMENT

EXISTING HOUSING PROGRAMS & FUNDING SOURCES

City of Raleigh General Housing Fund (Penny)	Wake Prevent!	Community Development Block Grants and Other Federal Programs
2020 Affordable Housing Bond Gap Financing	Housing Choice Voucher Program	Transit Overlay District Zoning
Public Land for Affordable Housing	Rental Assistance Housing Program	Community Land Trusts
Elderly and Disabled Rehab Grant, Emergency Rehab Grant	Tax Increment Grants	Wake County Affordable Housing Preservation Fund
Homebuyer Assistance	Affordable Homeownership Program	Homeowner Rehab and Repair Program

NEW HOUSING PROGRAMS AND FUNDING SOURCES FOR CONSIDERATION

Leverage Impact Investment Funds to Preserve Affordable Housing	Leverage partnerships and social impact capital financing as an additional source to preserve existing naturally occurring affordable housing units. <i>Best Practice: Ascent Housing, Charlotte, NC</i>
Assess the Equity Impact of New Housing Policies and Programs	Conduct racial and equity impact assessments for new housing programs before implementation to minimize adverse consequences of housing policy decisions. <i>Best Practice: REIA of Chicago Department of Housing's QAP, Chicago, IL</i>
Maintain and Expand Partnerships with Mission-Driven Organizations	Partner with mission-driven landowners and faith-based organizations to build community facilities and affordable housing on underutilized land. <i>Best Practice: Enterprise Community Partners Faith-Based Development Initiative, National</i>
Support Rent-to-Own Models for existing Deed-Restricted Affordable Housing	Implement programs that provide pathways to homeownership for existing renters living in legally restricted affordable housing or market rate housing. <i>Best Practice: Perpetual Housing Fund and Rocky Mountain Homes Fund, Utah</i>

First Mile - Last Mile Connectivity

Intersection and Bike Interventions

Intersection Interventions

Low Intervention



Medium Intervention



High Intervention

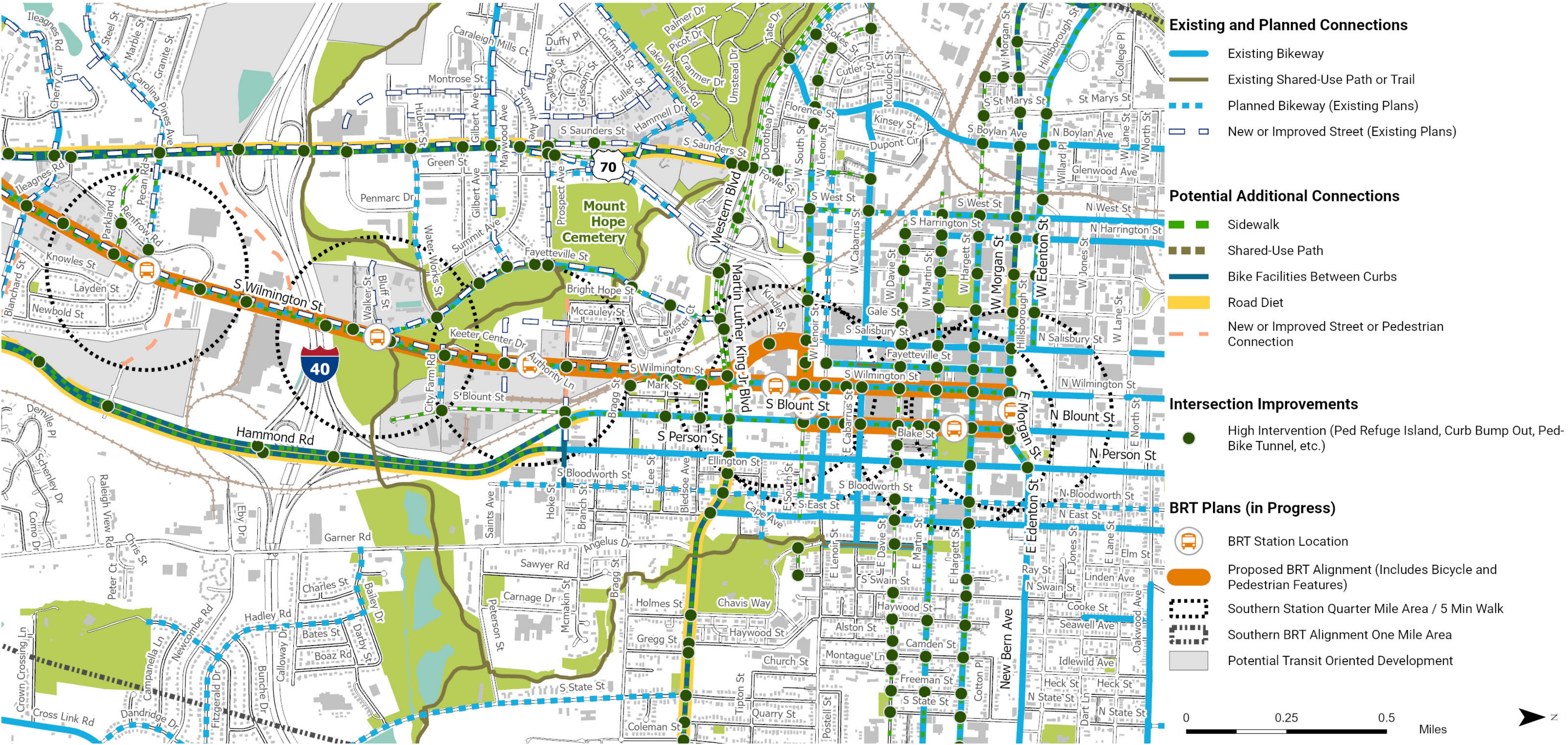


Bike Interventions



Wake BRT Southern Station Area Planning

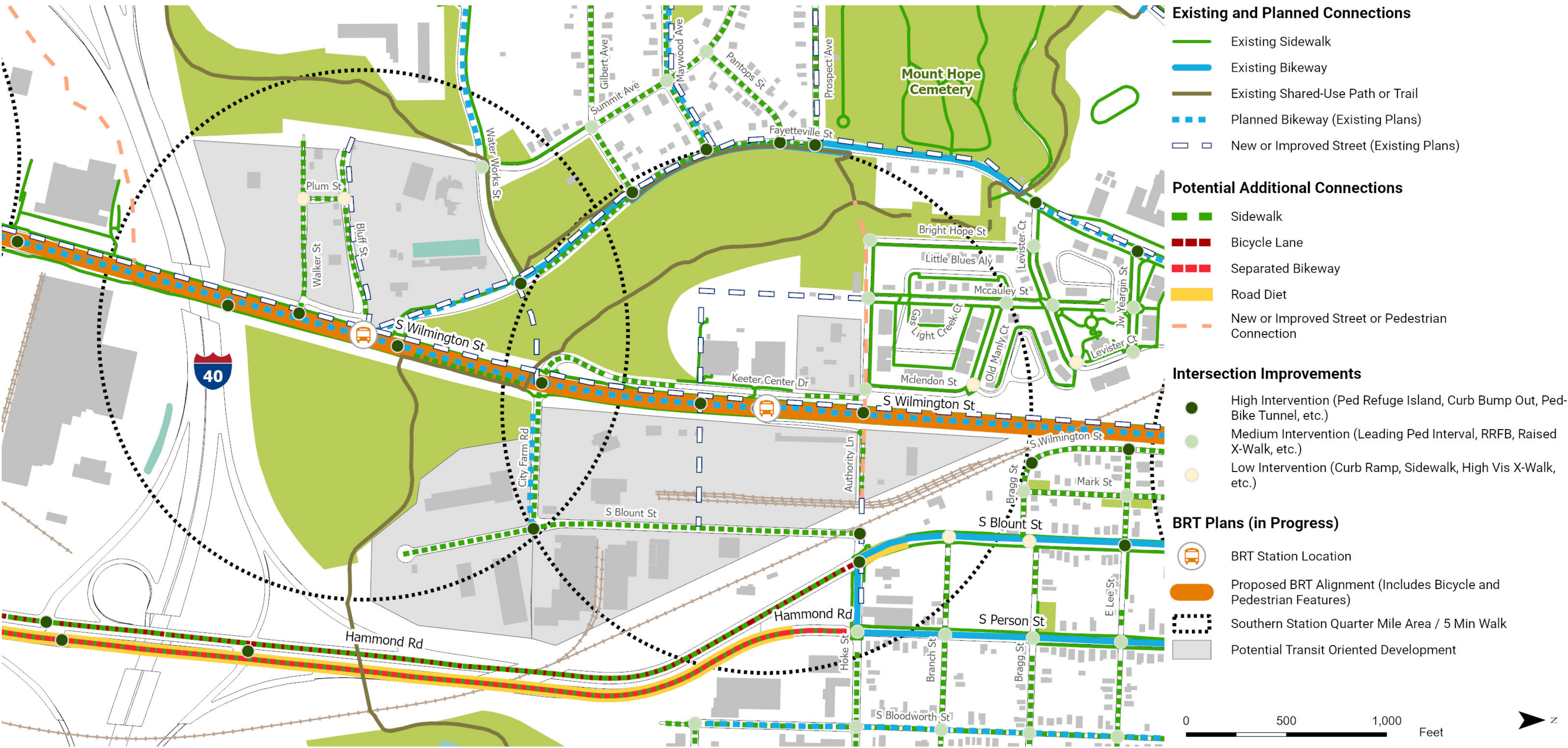
First Mile - Last Mile Connectivity: City Farm Rd. to Pecan Rd.



BRT plans shown are preliminary design plans as of December 2023, subject to change during final design.

Wake BRT Southern Station Area Planning

Station Area Connectivity: City Farm Rd. + Raleigh Concrete

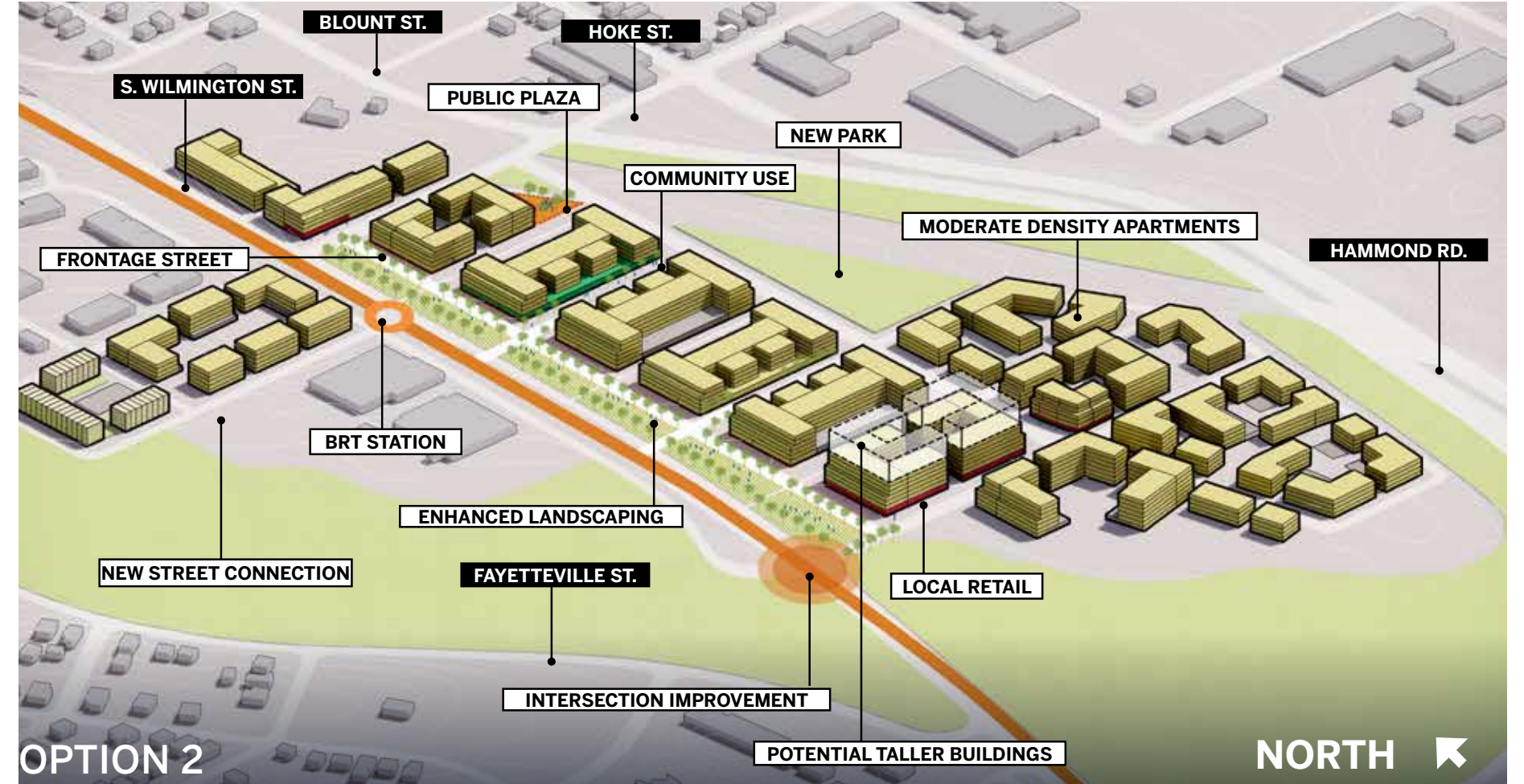
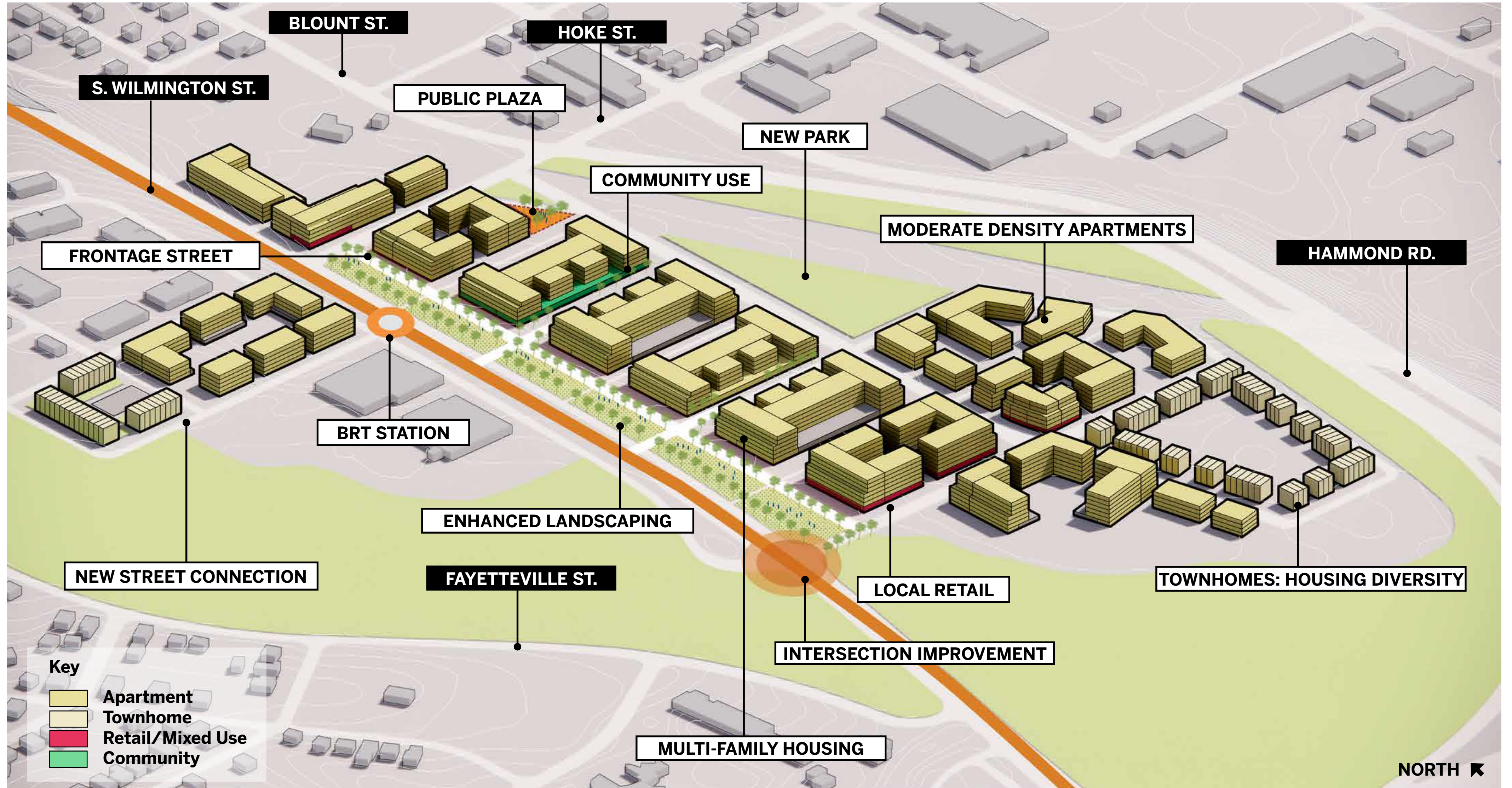


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City Farm Rd. Station Area

A New Downtown Connection Neighborhood

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Key Features

- Connected streets
- Walkable and bikeable
- Shared plazas
- Community open spaces
- Habitat restoration
- Progressive stormwater
- Affordable housing
- Local retail
- Community services
- Current zoning (IH, IX-3) permits industrial, commercial and some residential land uses
- TOD overlay: 50% height increase with affordable housing
- Future land use policy guidance supports more housing and commercial uses and taller buildings

Potential Net New Uses

Option 1			
Potential Uses	Square Feet	%	Homes: Approx
Residential	1,676,000	97.0%	1,185
Mixed-Use	25,000	1.4%	
Community	25,000	1.4%	
Total	1,726,000	100%	

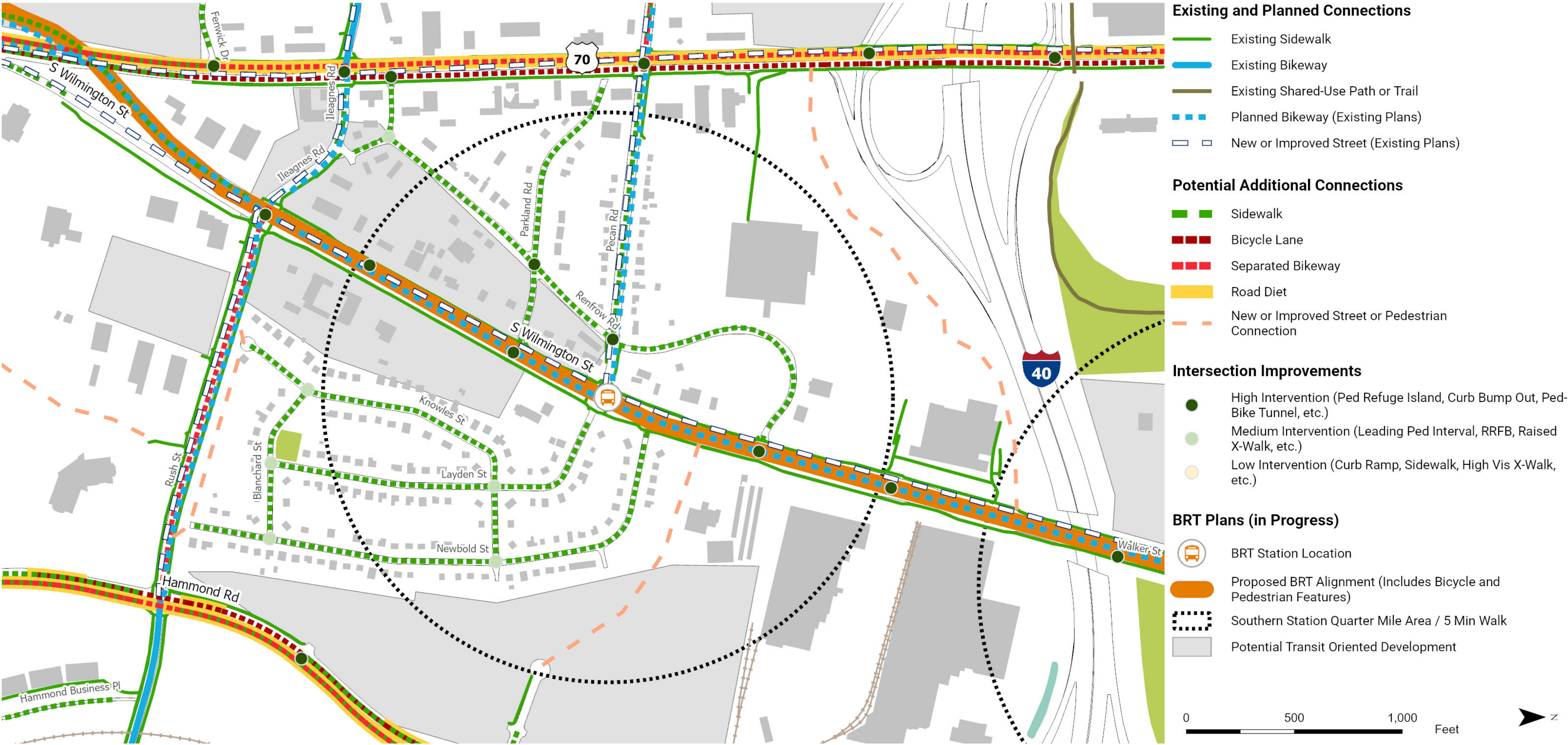
Option 1			
Potential Uses	Square Feet	%	Homes: Approx
Residential	1,868,000	97.0%	1,280
Mixed-Use	24,000	1.3%	
Community	26,000	1.4%	
Total	1,918,000	100%	

*All numbers approximate



Wake BRT Southern Station Area Planning

Station Area Connectivity: Pecan Rd.

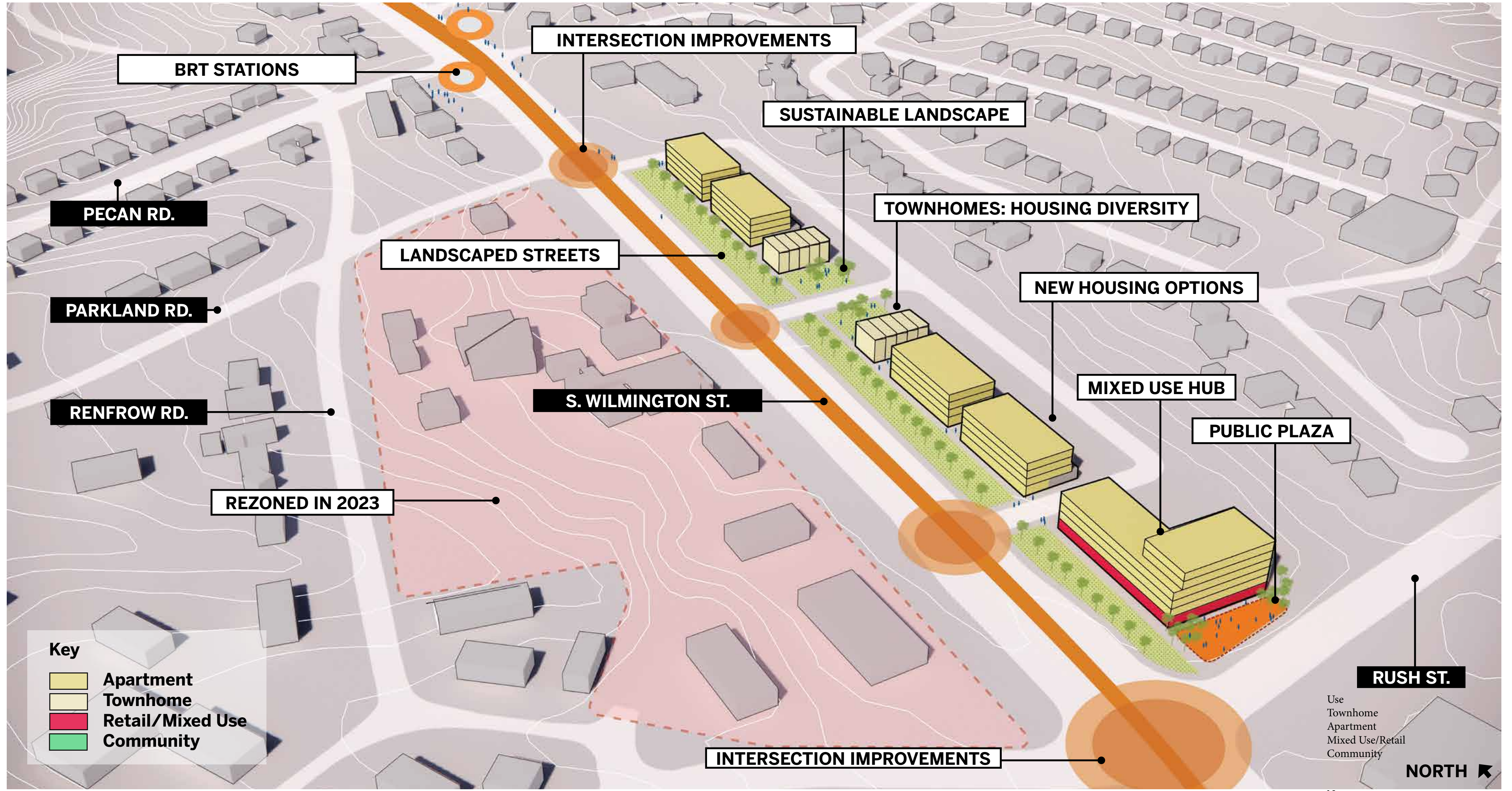


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Pecan Rd. Station Area

A Walkable Residential Corridor

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Key Features

- Community housing
- Focused mixed use
- Retail and service space
- Walkable S. Wilmington St.
- Enhanced intersections
- Strengthened bike routes
- New public plaza
- Sustainable landscape
- Current zoning (NX-3, CX-3) permits commercial and residential land uses up to 3 stories
- TOD overlay: 50% height increase with affordable housing
- Future land use policy guidance supports similar mix of land uses permitted currently and taller buildings



Potential Net New Uses

Pecan Rd.			
Potential Uses	Square Feet	%	Homes: Approx
Residential	110,000	92.0%	80
Mixed-Use	10,000	8.0%	
Community			
Total	120,000	100%	

*All numbers approximate

Wake BRT Southern Station Area Planning

First Mile - Last Mile Connectivity: Chapanoke Rd. to Rupert Rd.



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Wake BRT Southern Station Area Planning

Station Area Connectivity: Chapanoke Rd.

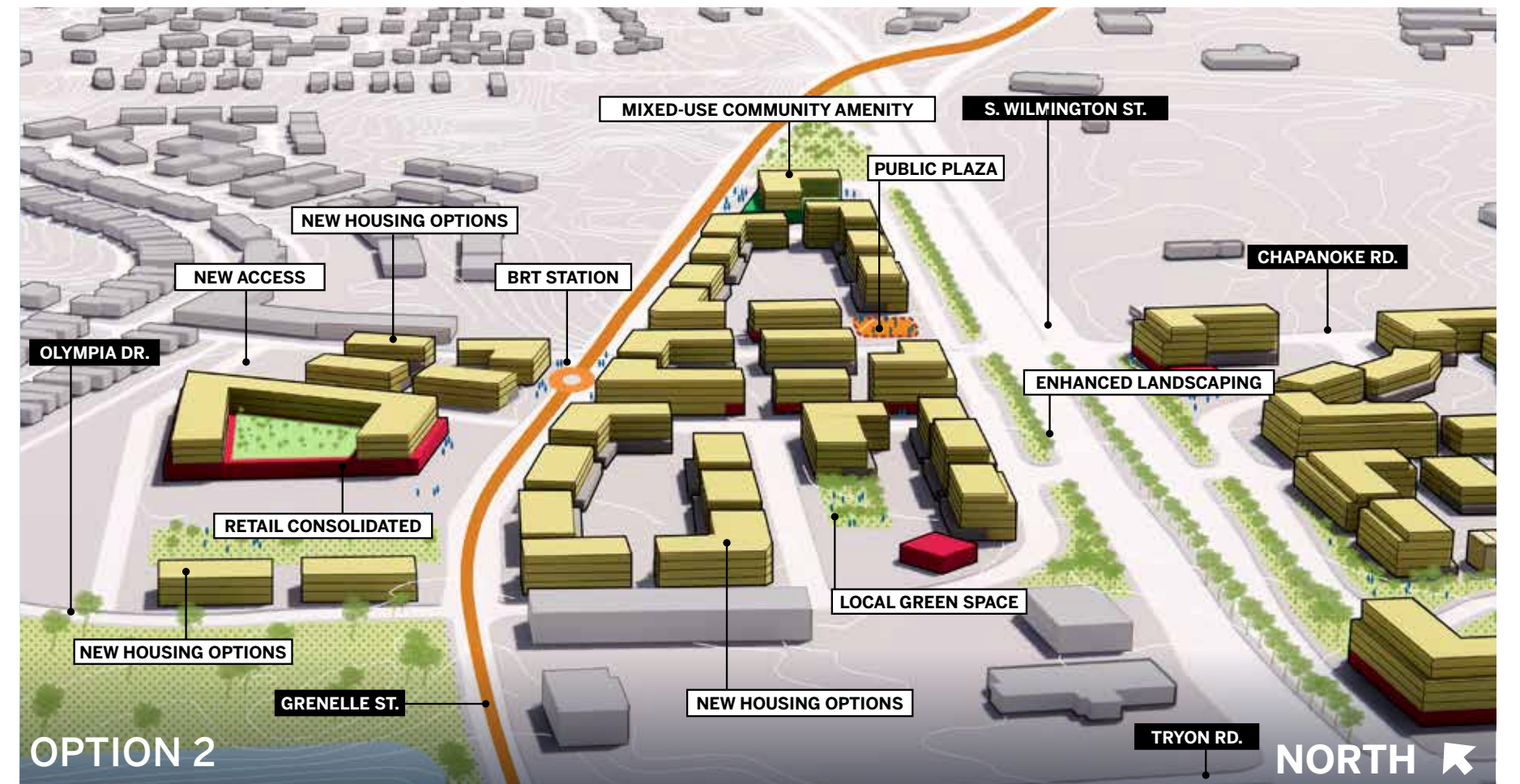
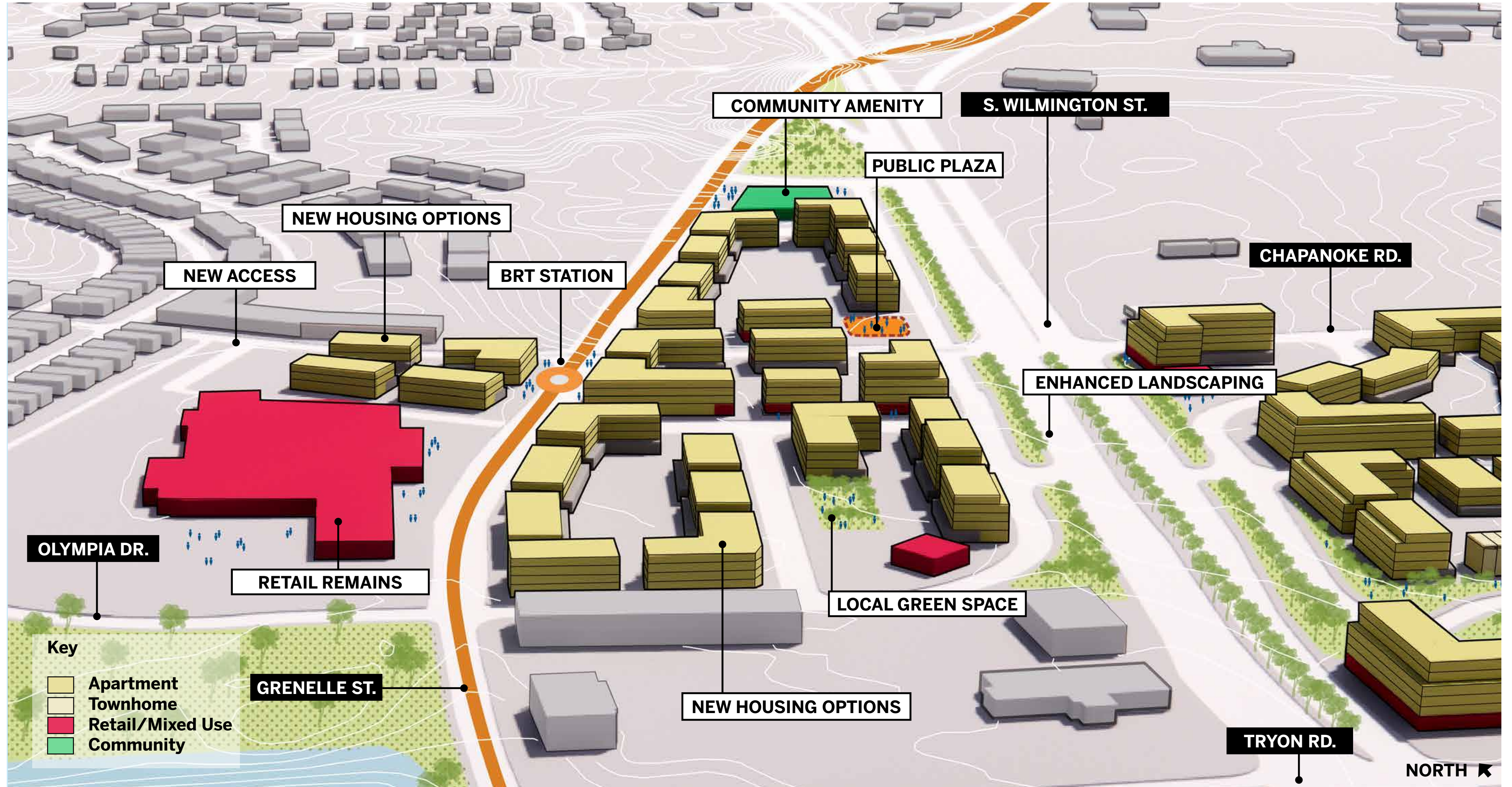


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Chapanoke Rd. West Station Area

A Diverse Transit Oriented Neighborhood

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Key Features

- New housing and retail
- Community uses
- A walkable street grid
- Enhanced crossings
- Bike connections
- Open spaces and greening
- Landscaped streets
- Current zoning (CX-3) permits commercial and residential land uses up to 3 stories
- TOD Overlay: 50% height increase with affordable housing
- Future land use policy guidance recommends similar mix of land uses permitted currently and taller buildings



Potential Net New Uses

Option 1			
Potential Uses	Square Feet	%	Homes: Approx
Residential	640,000	90.2%	430
Mixed-Use	40,000	5.6%	
Community	30,000	4.2%	
Total	710,000	100%	

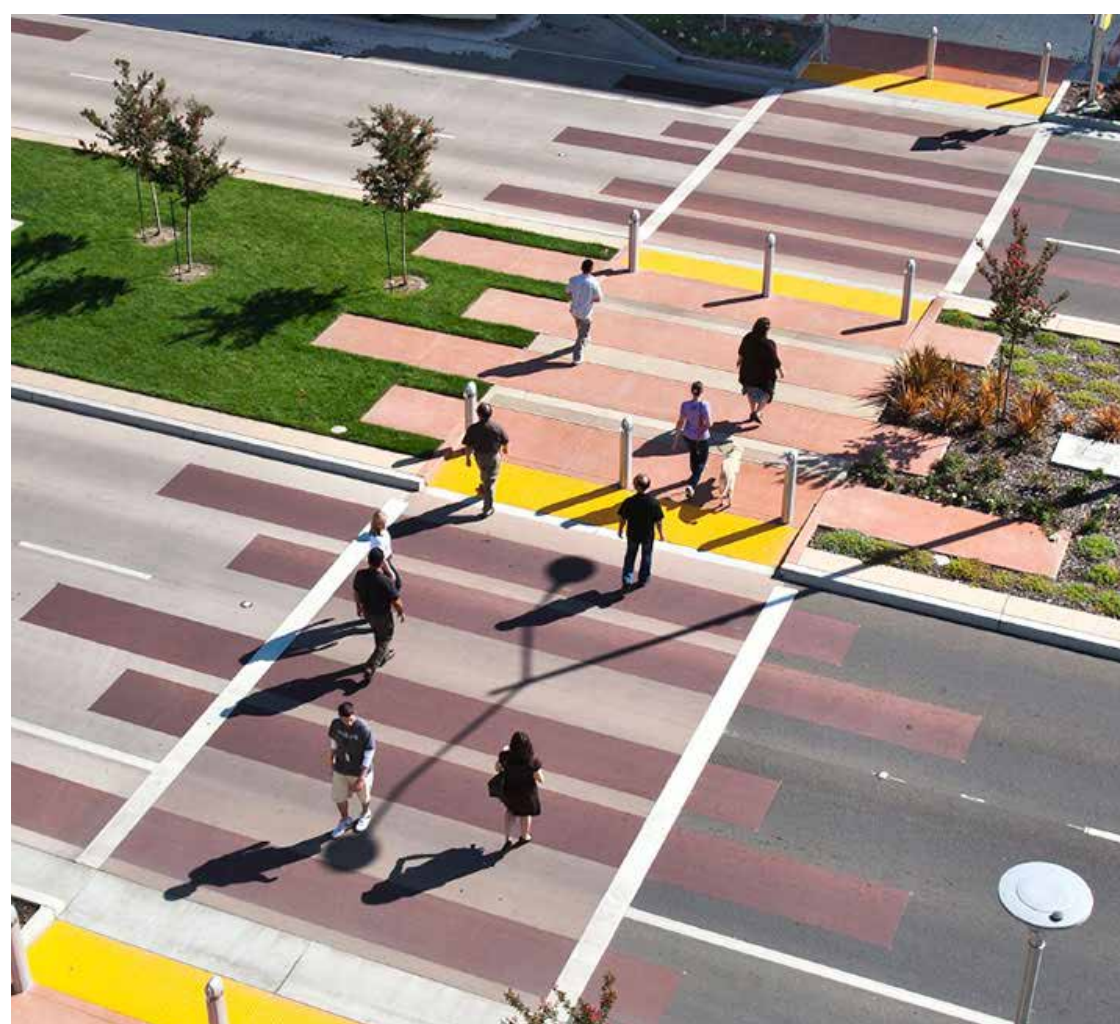
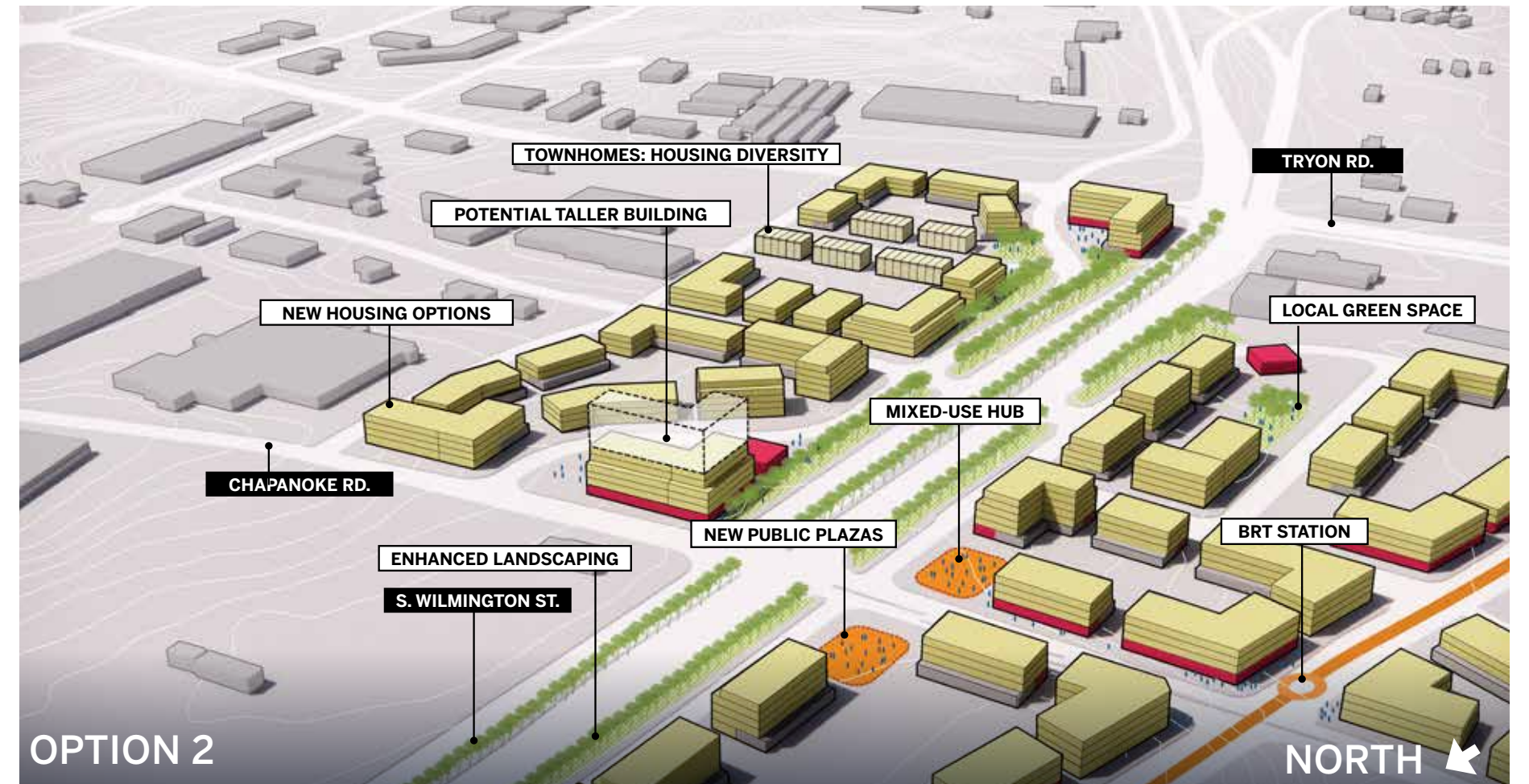
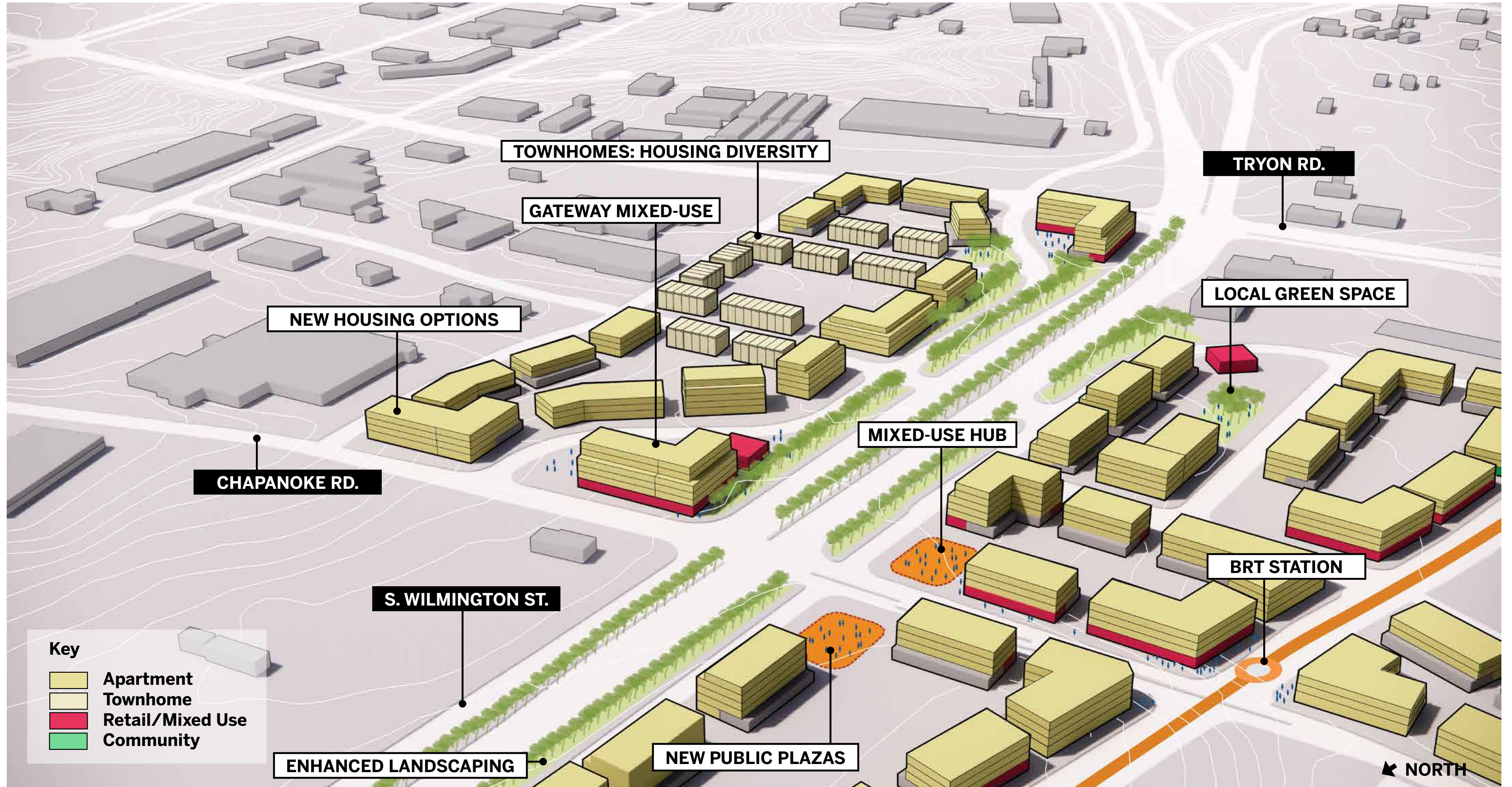
Option 1			
Potential Uses	Square Feet	%	Homes: Approx
Residential	810,000	83.5%	540
Mixed-Use	130,000	13.5%	
Community	30,000	3.0%	
Total	970,000	100%	

*All numbers approximate

Chapanoke Rd. East Station Area

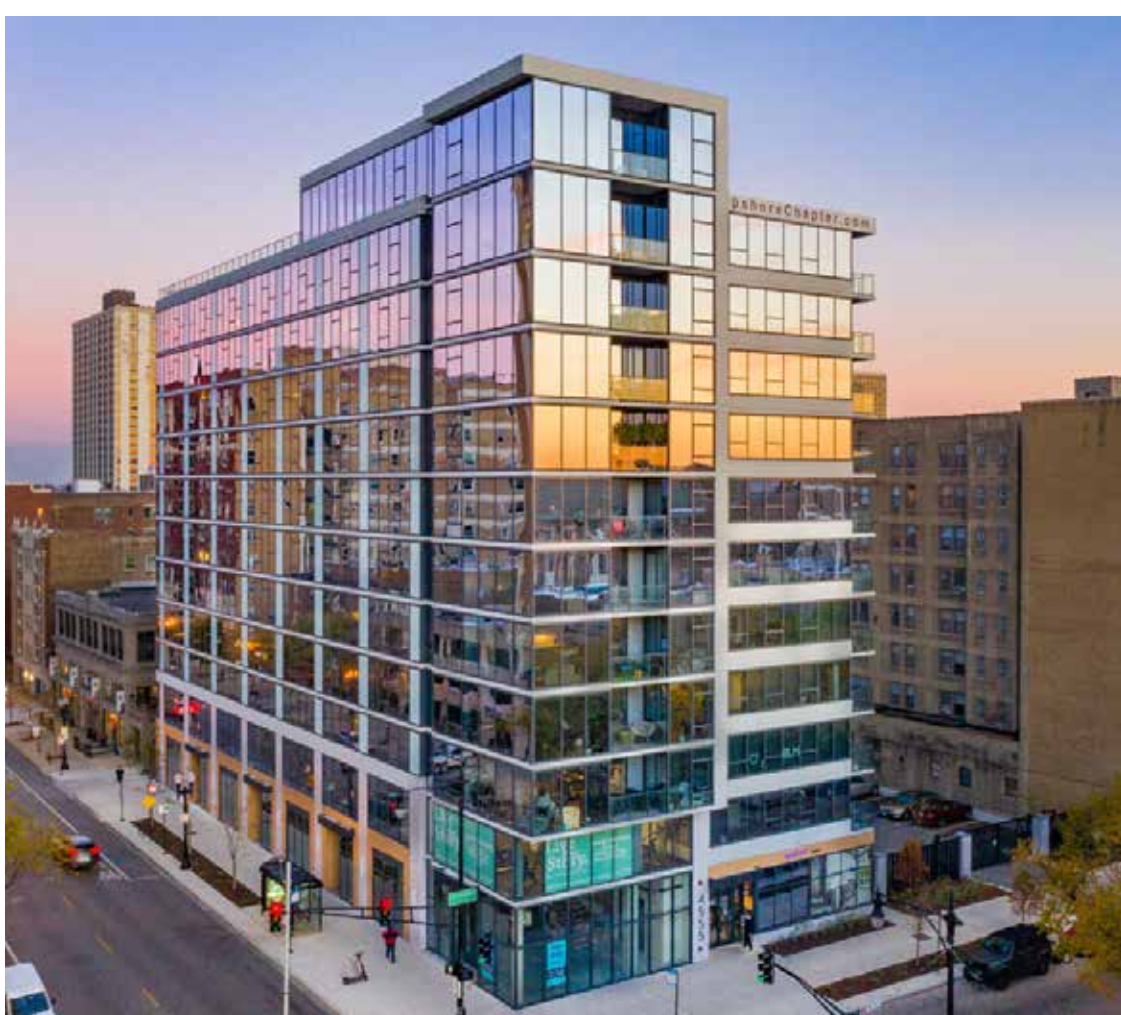
A Connected Residential Neighborhood

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Key Features

- Residential neighborhood
- Diverse housing types
- Retail at Chapanoke and Tryon
- Public plazas
- Improved Chapanoke pedestrian crossing
- Enhanced pedestrian and bike connections
- Trees and enhanced landscaping
- New public open space
- Current zoning (IX-3) permits industrial, commercial, and some residential land uses and up to 3 stories
- TOD Overlay: 50% height increase with affordable housing
- Future land use policy guidance supports a more commercial and residential land uses and taller buildings



Potential Net New Uses

Option 1			
Potential Uses	Square Feet	%	Homes: Approx
Residential	530,000	95%	350
Mixed-Use	30,000	5.4%	
Community			
Total	560,000	100%	

Option 1			
Potential Uses	Square Feet	%	Homes: Approx
Residential	560,000	95.0%	370
Mixed-Use	30,000	5.0%	
Community			
Total	590,000	100%	

Next Steps

The next steps in this process will advance draft final station area planning and implementation strategies for further public engagement. Key topics we will be considering are described below.

Station Area Planning

- Refinement of development uses and heights, public spaces and site connectivity goals
- Pedestrian and bike connections around BRT station locations
- First mile – last mile connectivity
- Sustainability strategies
- Coordination with the next stage of BRT design

Implementation Strategies

Affordable Housing Tools

- Preservation of existing affordable housing
- Menu of local, state and federal resources and tools – new affordable housing
- Potential new affordable housing resources and tools
- Potential new zoning tools

Business Stabilization

- Ideas for retaining, relocating or attracting businesses
- Providing new business spaces
- New uses for existing City programs (such as the Public Project Community Support Fund)

Planning Tools

- Use of Equitable Development Around Transit (City of Raleigh) tools
- Zoning code assessment
- Opportunities for zoning code updates
- Opportunities for policy or zoning map refinements

Timing, Responsibilities

- Overall schedules: two, five and 10-year phases
 - Lead agencies and departments
 - Potential resource requirements
 - Areas and topics for further study
-