

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:

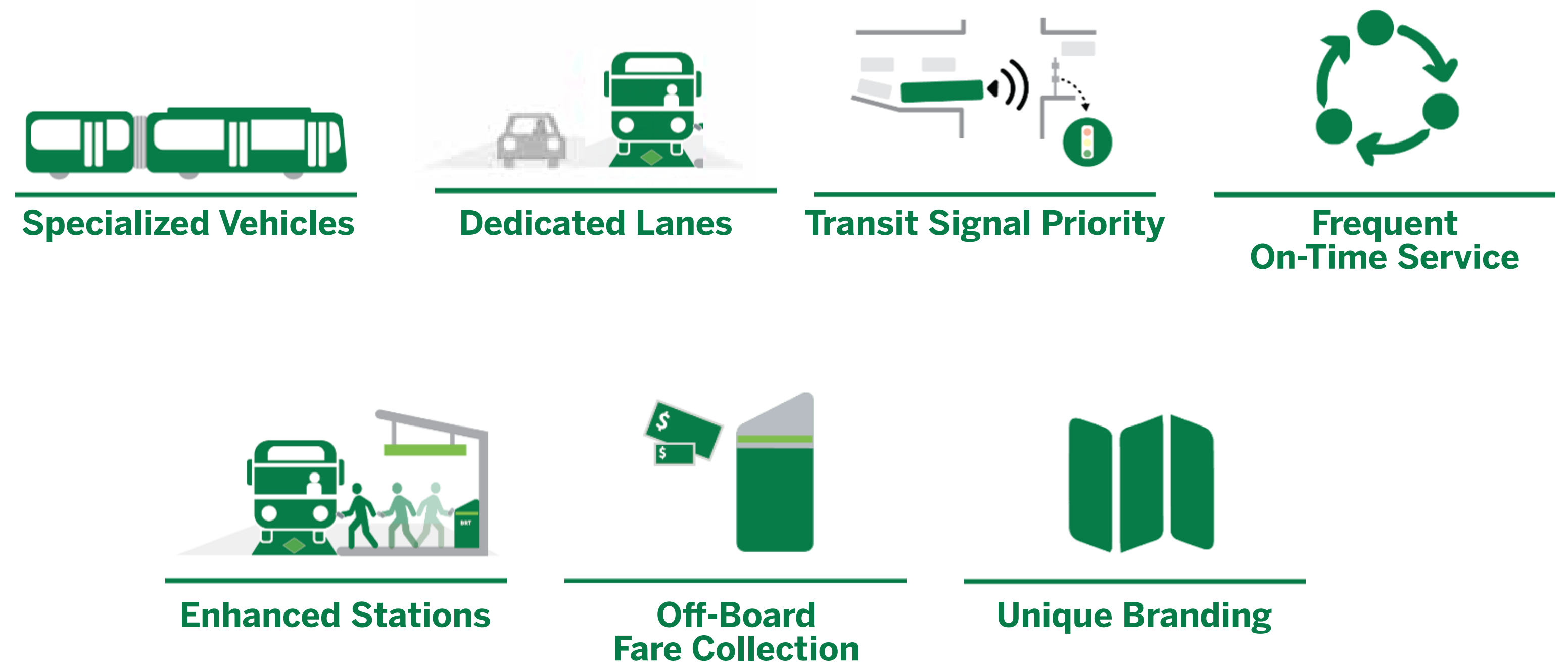
**Western BRT: Downtown Raleigh to Downtown Cary
12 Miles, 20 Stations**

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

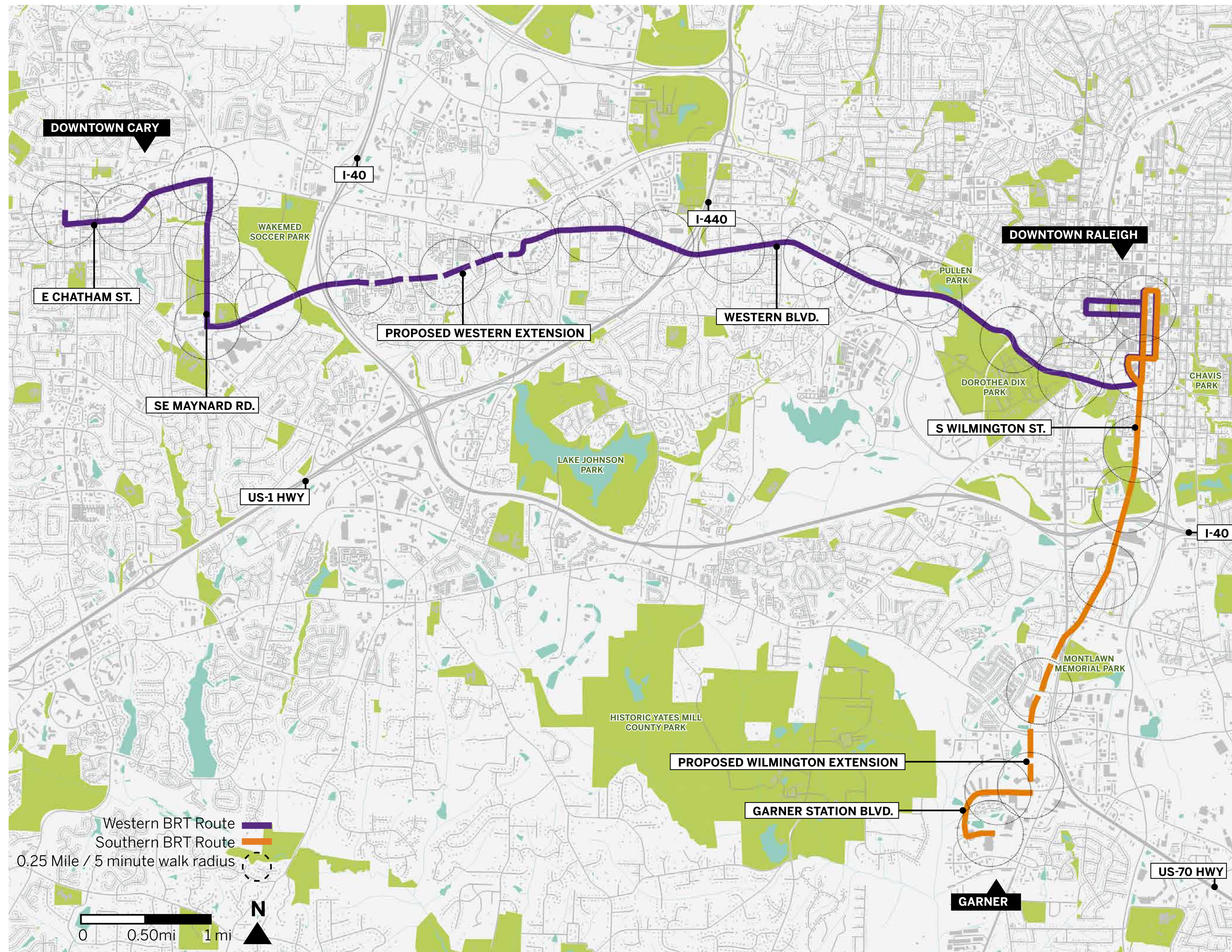
To gain the maximum benefit from community investment in transit, we are creating Station Area Plans.

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?

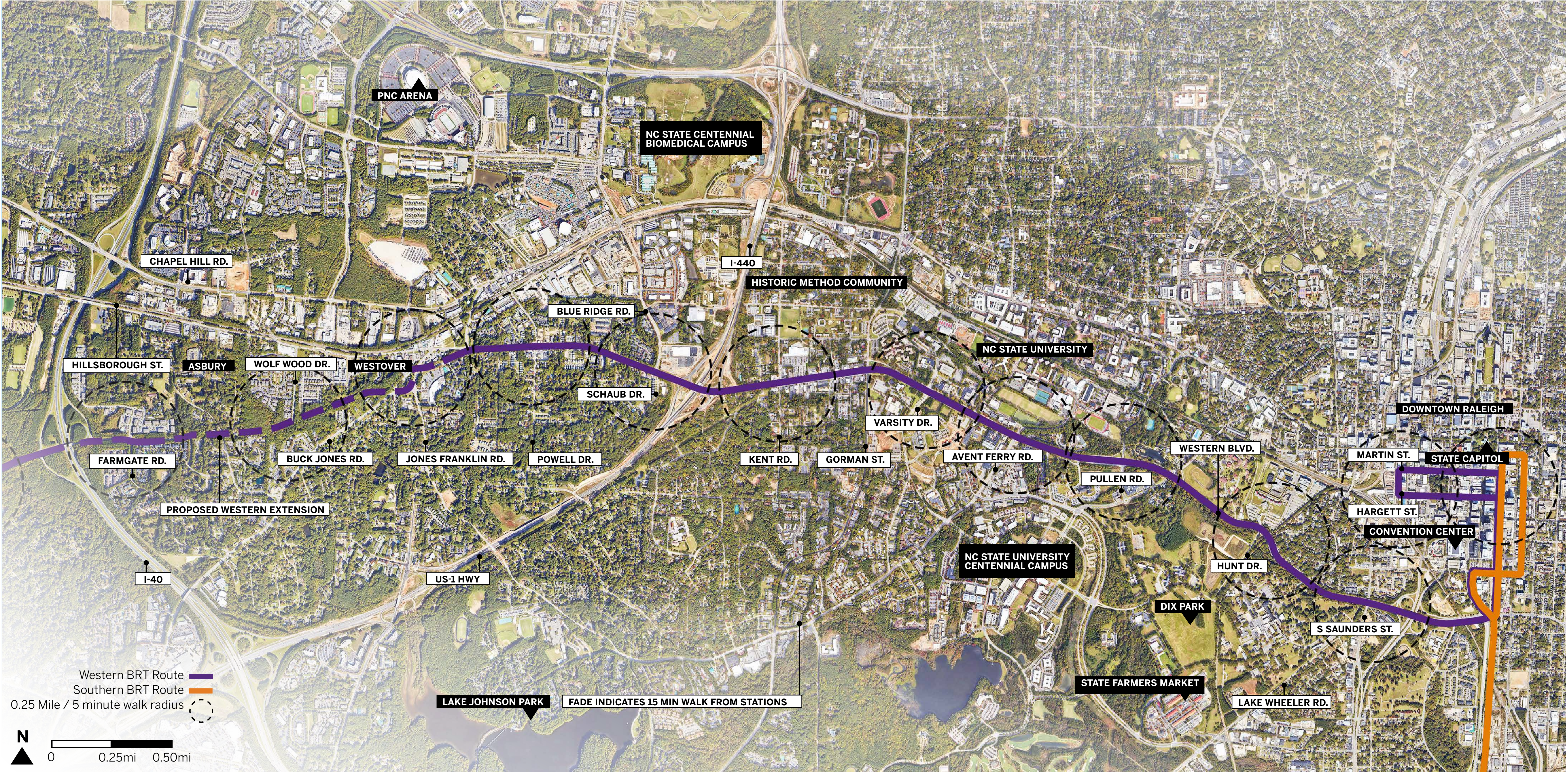
- First and last mile mobility
- Land use and urban design
- Business support and stabilization
- Housing affordability and anti-displacement
- Effective and equitable engagement

What is Bus Rapid Transit?



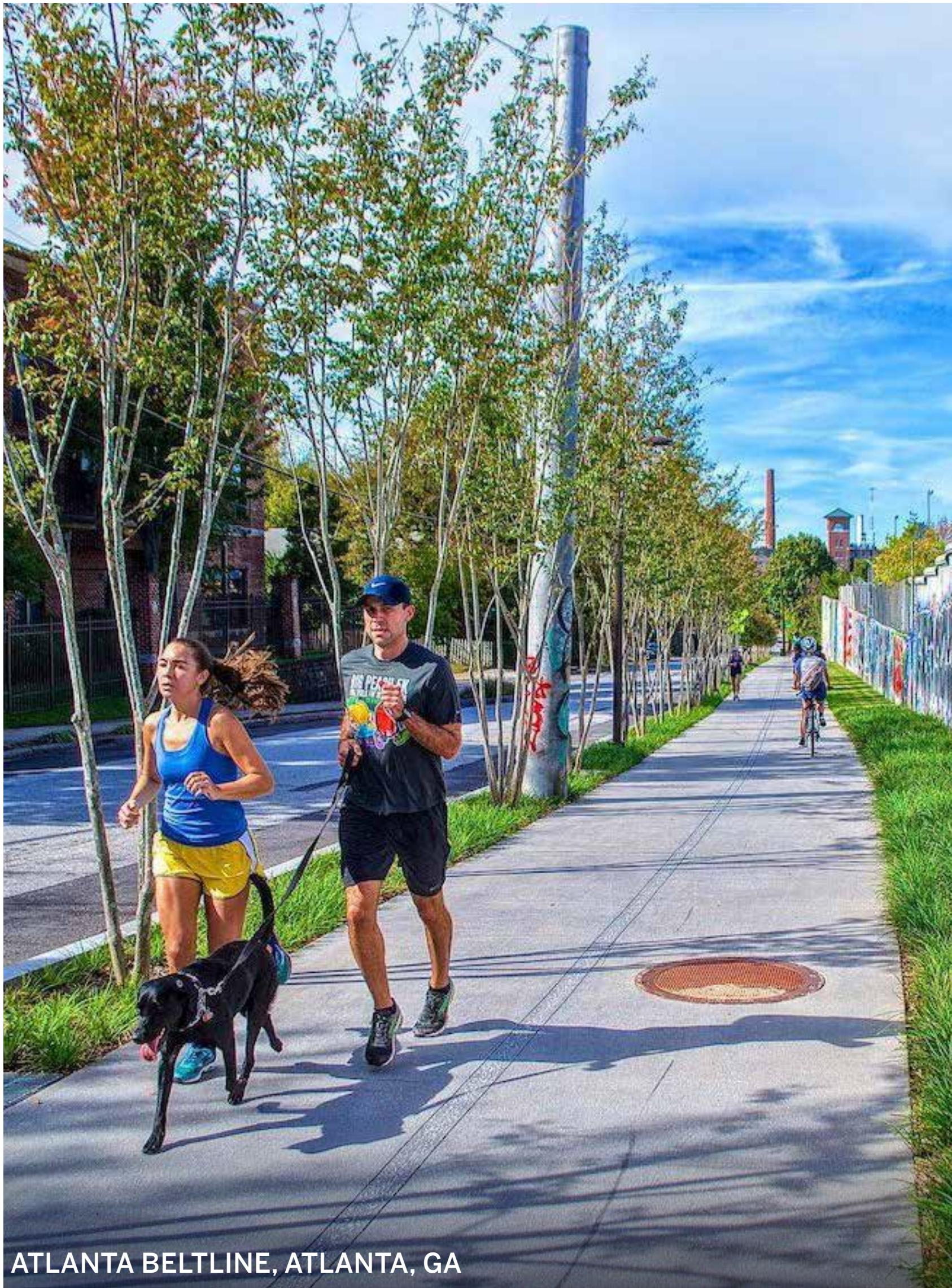
Wake Bus Rapid Transit Western Corridor

Bus Rapid Transit Route and Neighborhood Context



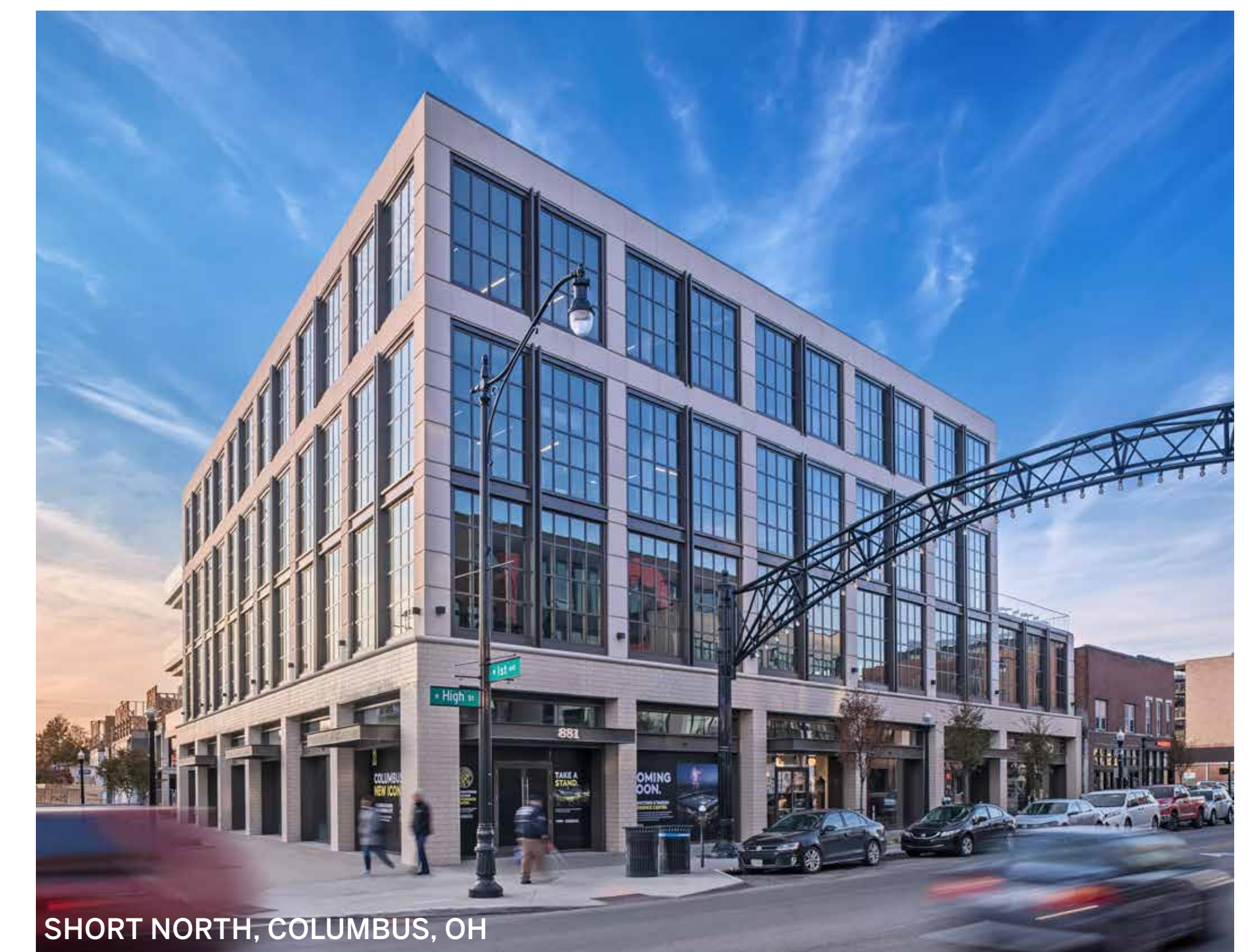
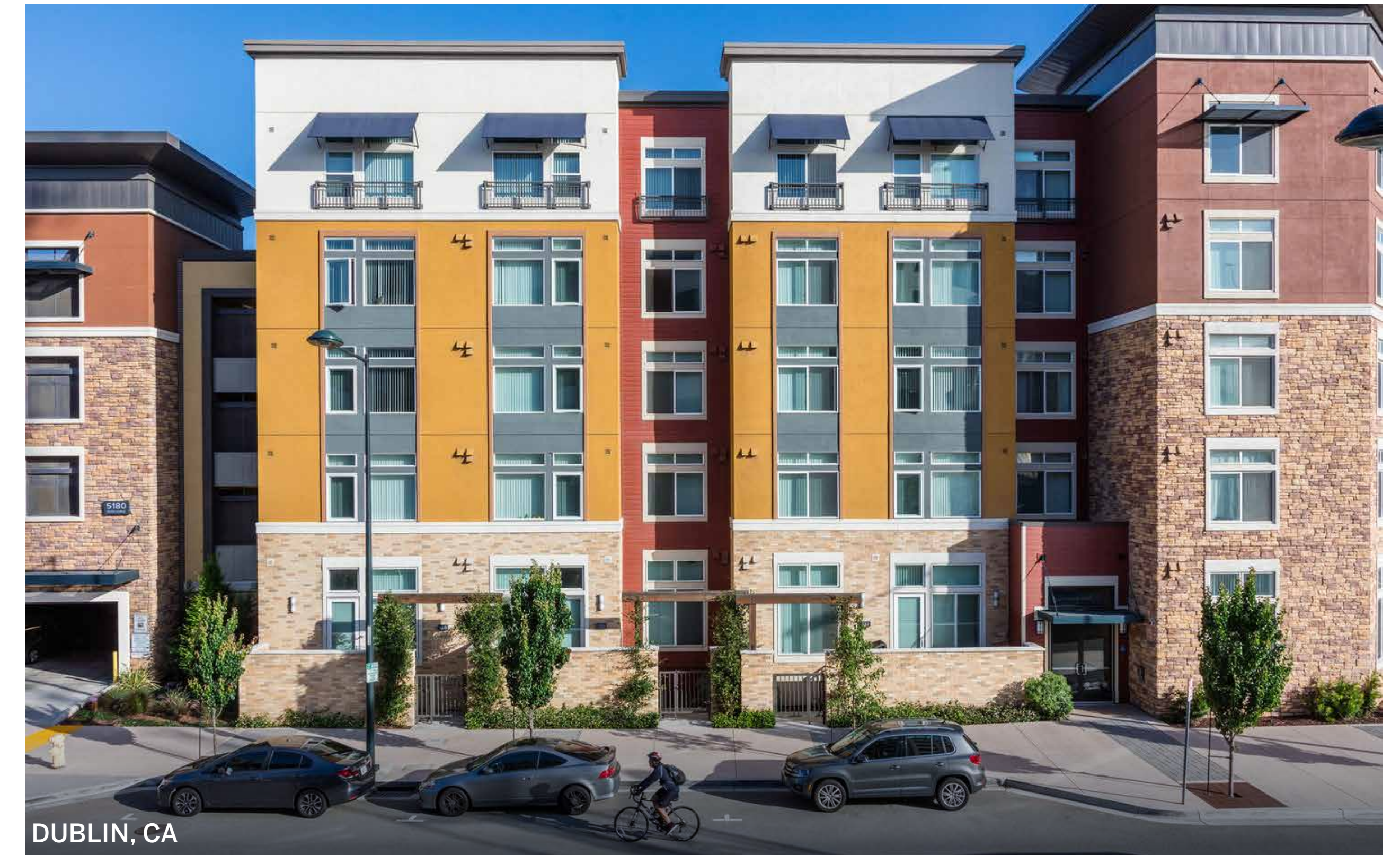
What is Station Area Planning?

Stronger Mobility



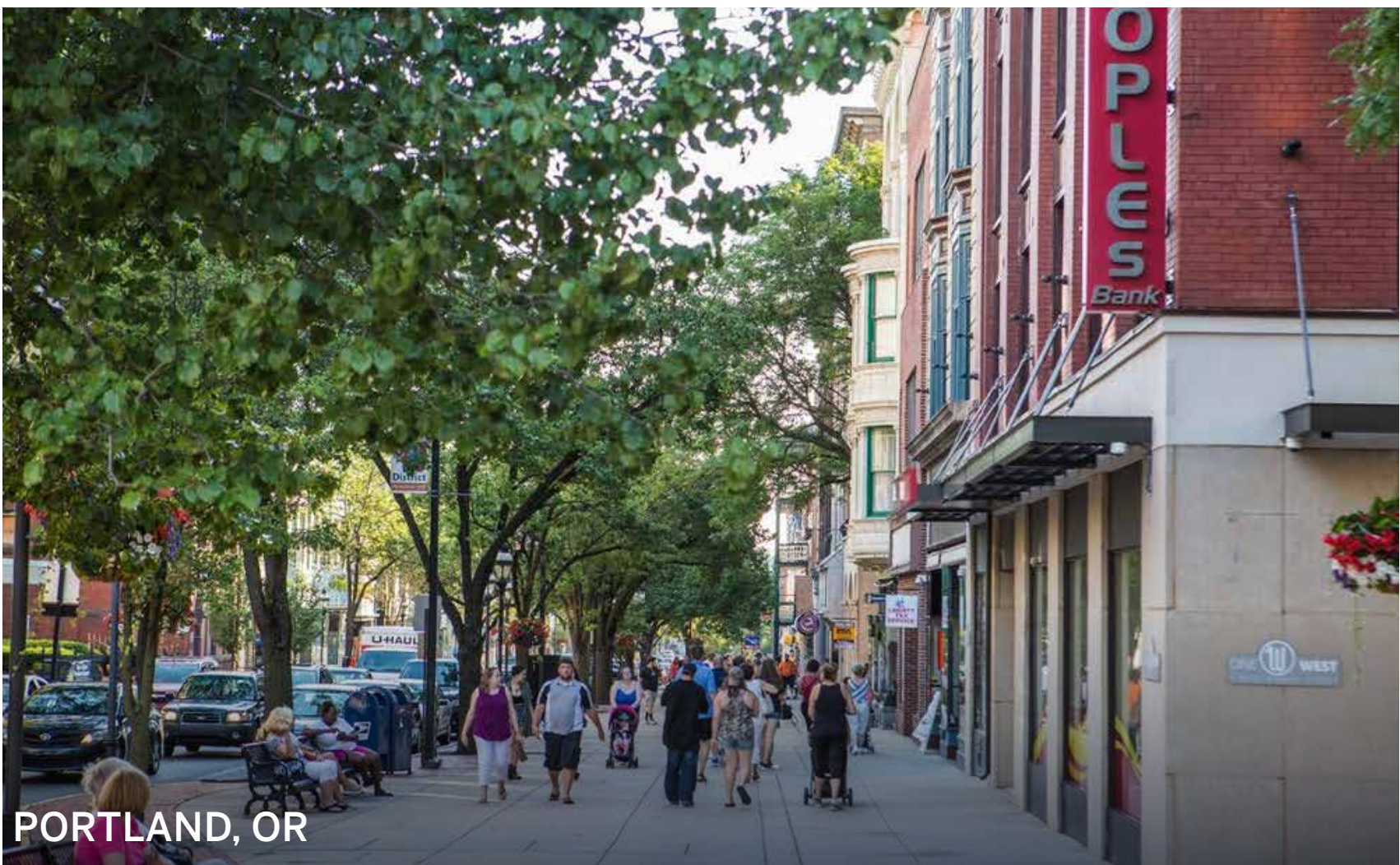
What is Station Area Planning?

Development Diversity



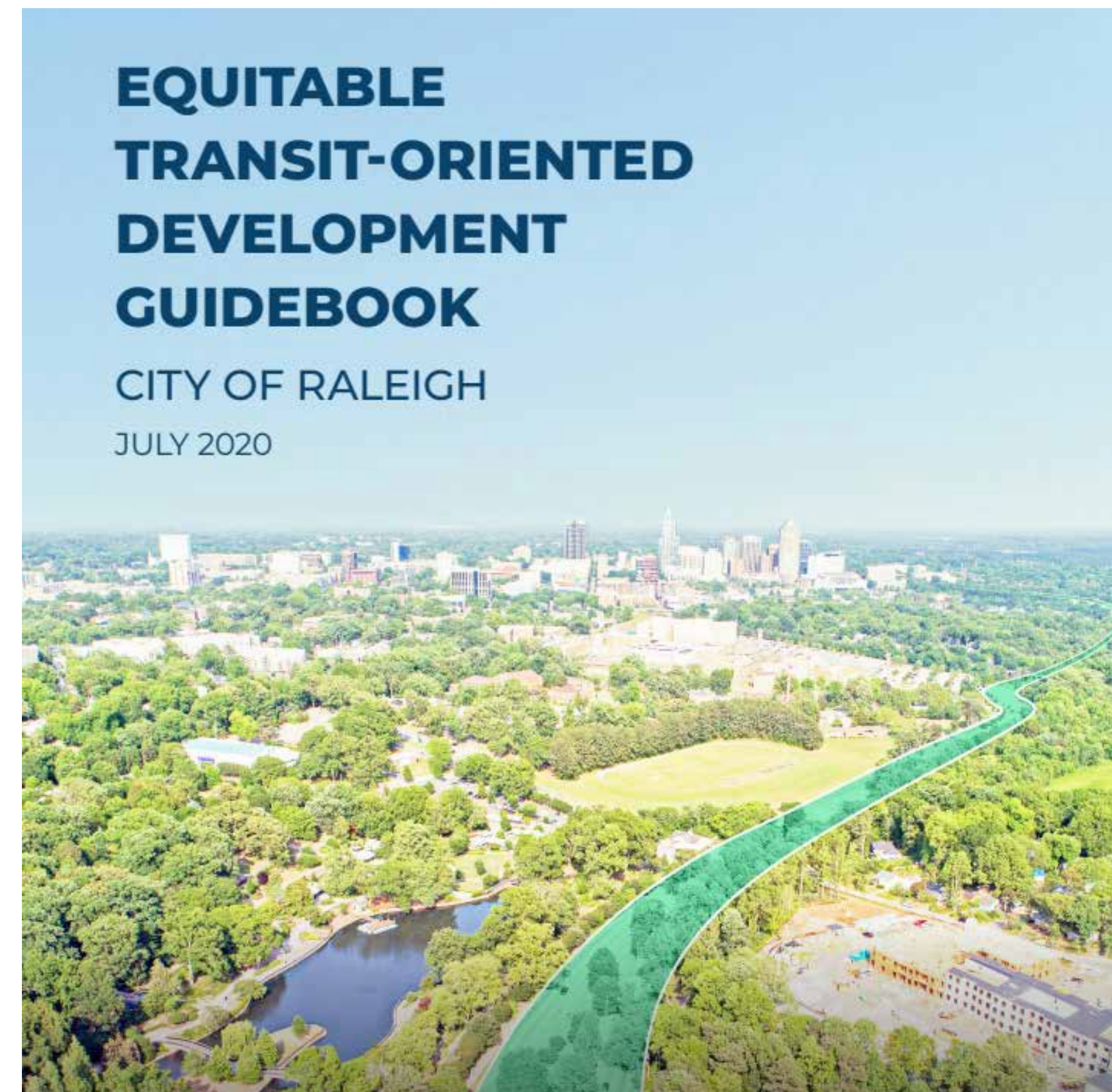
What is Station Area Planning?

Active Streets and Public Spaces



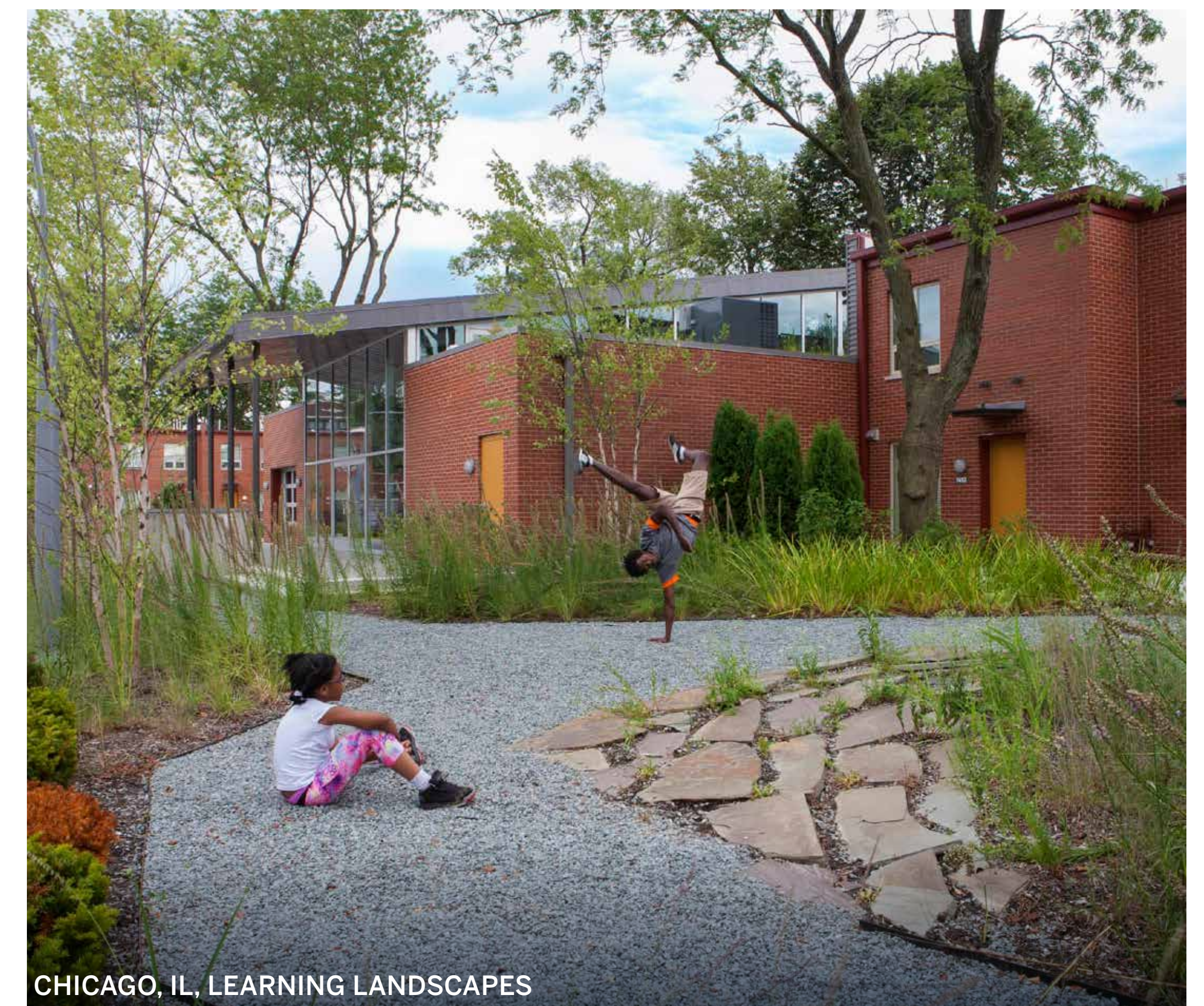
What is Station Area Planning?

Equity - Housing, Jobs, and Services



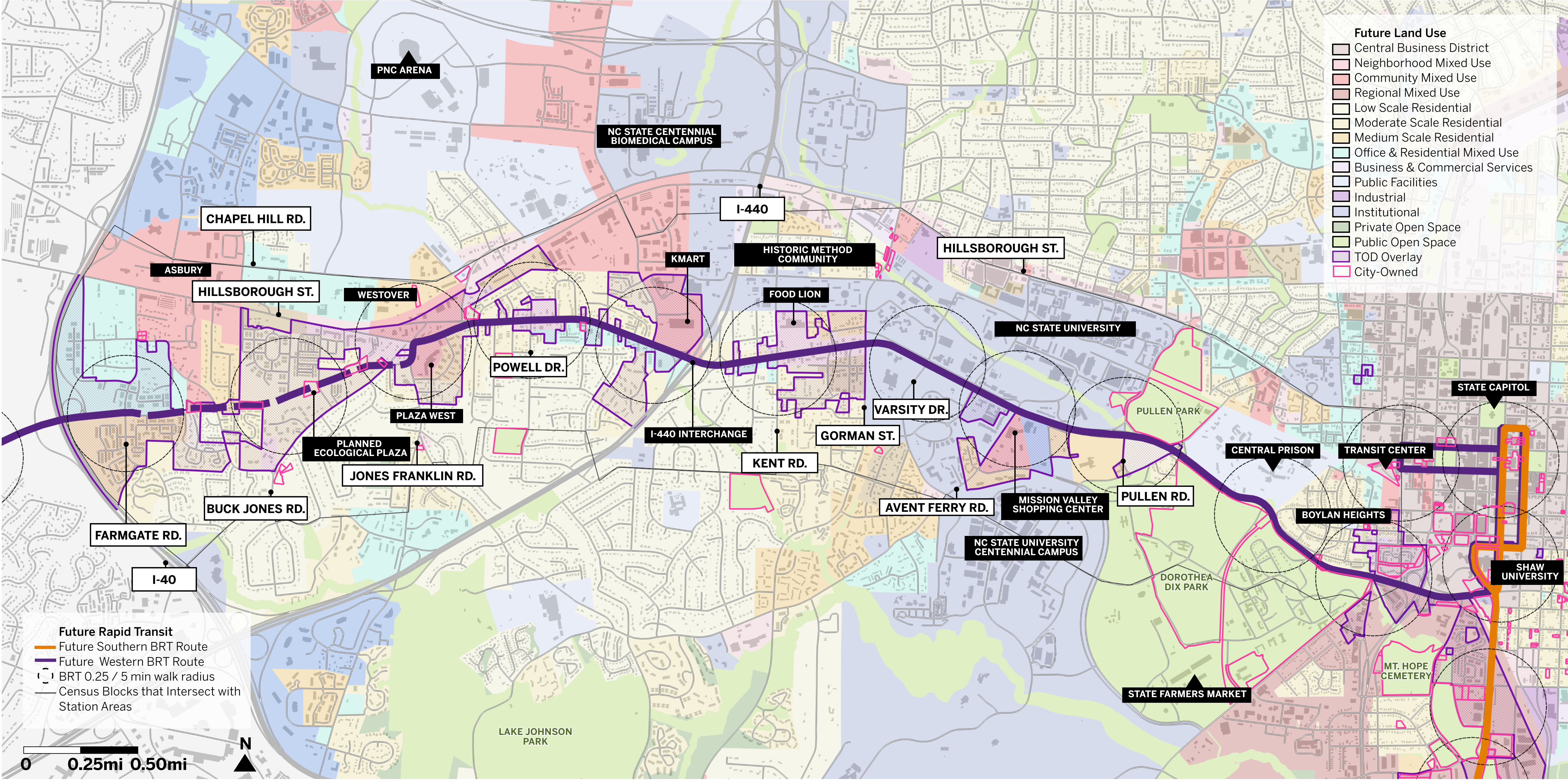
What is Station Area Planning?

Sustainable Landscapes



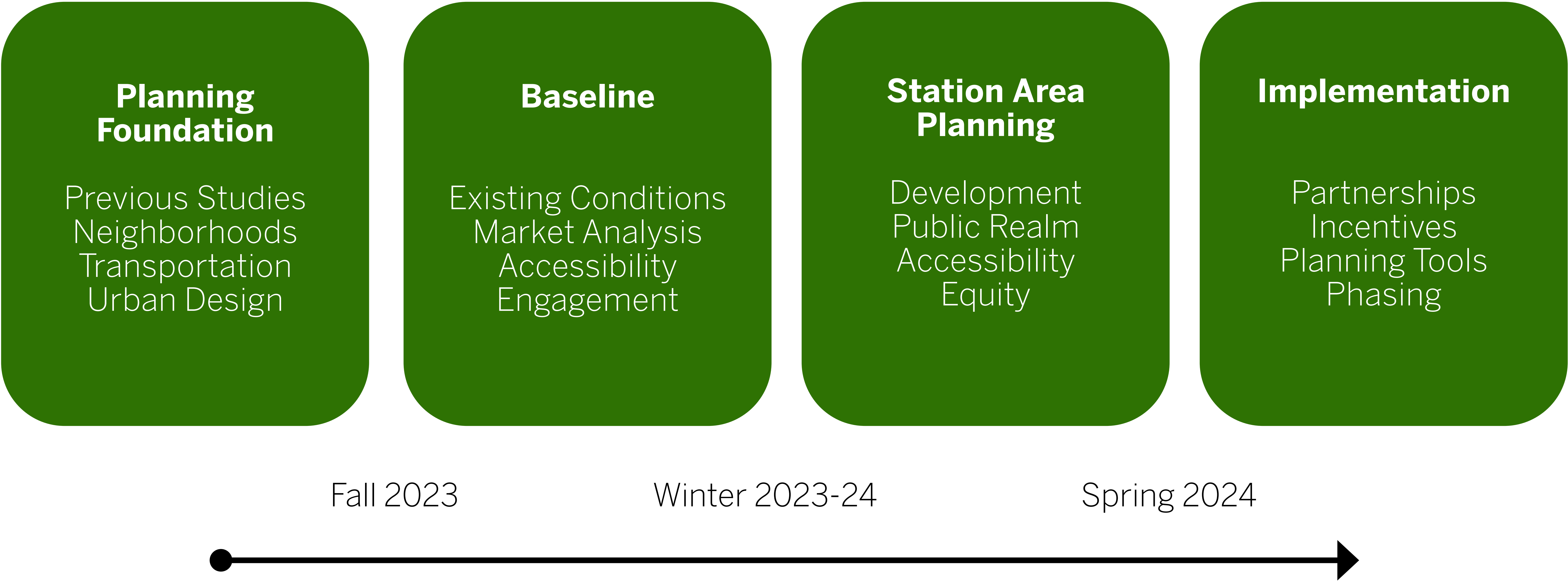
Western BRT Corridor Station Areas

Raleigh Future Land Use and TOD Overlay



Station Area Planning Process

Key Steps in the Process



What We've Heard So Far

Mobility

- Better sidewalks
- Better bike facilities and bike lanes
- Better connections to stations and destinations
- Provide safe access to stations and buses (traffic)
- Enhance connections to Dix Park

Housing

- Preserve affordable housing
- Incentivize Accessory Dwelling Units (ADUs)
- Encourage higher-density housing, smaller houses on smaller lots, housing options, affordable housing
- Provide initiatives for 30% AMI and below
- Prevent resident displacement

Mix of Activities and Use

- Ensure a variety of retail options, grocery store, pharmacy
- Replace car lots with restaurants, entertainment, and retail
- Smart use of former K-Mart: entertainment, restaurants and parks.
- Create destinations around existing stations.
- Increase restaurant options along Western Blvd
- Provide more coffee shops and restaurants.
- Add public amenities, including libraries, restrooms

Community Character

- Hope for Raleigh to foster a diverse community atmosphere
- Preserve historic places and protect historic spaces
- Honor historic institutions and their respective communities
- Wish for a reasonable and edgy atmosphere with intentional design
- Display images of everyday life, representing a diverse community
- Include community relevant art-themes in stations
- Give each station a distinctive identity

Business Support

- Prevent business displacement
- Keep businesses in place
- Focus development in commercial areas

Public and Open Spaces

- Add sidewalks, benches, kid-friendly spaces
 - Add walkable and bikeable connections
 - Provide off-road mountain bike trails closer to the town
 - Serene walking connections to Raleigh and Cary
 - Connect to existing greenways
 - Explore partnerships with the railroad for greenways
 - More green spaces, greenways to bus stops
 - Prioritize environmental conservation, specifically saving the trees
-

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 households 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

39%

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

850

LEGALLY RESTRICTED HOUSING UNITS ACROSS THE WESTERN CORRIDOR, 7% OF TOTAL HOMES

3,600

NATURALLY OCCURRING AFFORDABLE HOUSING UNITS ACROSS THE WESTERN CORRIDOR, 32% 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



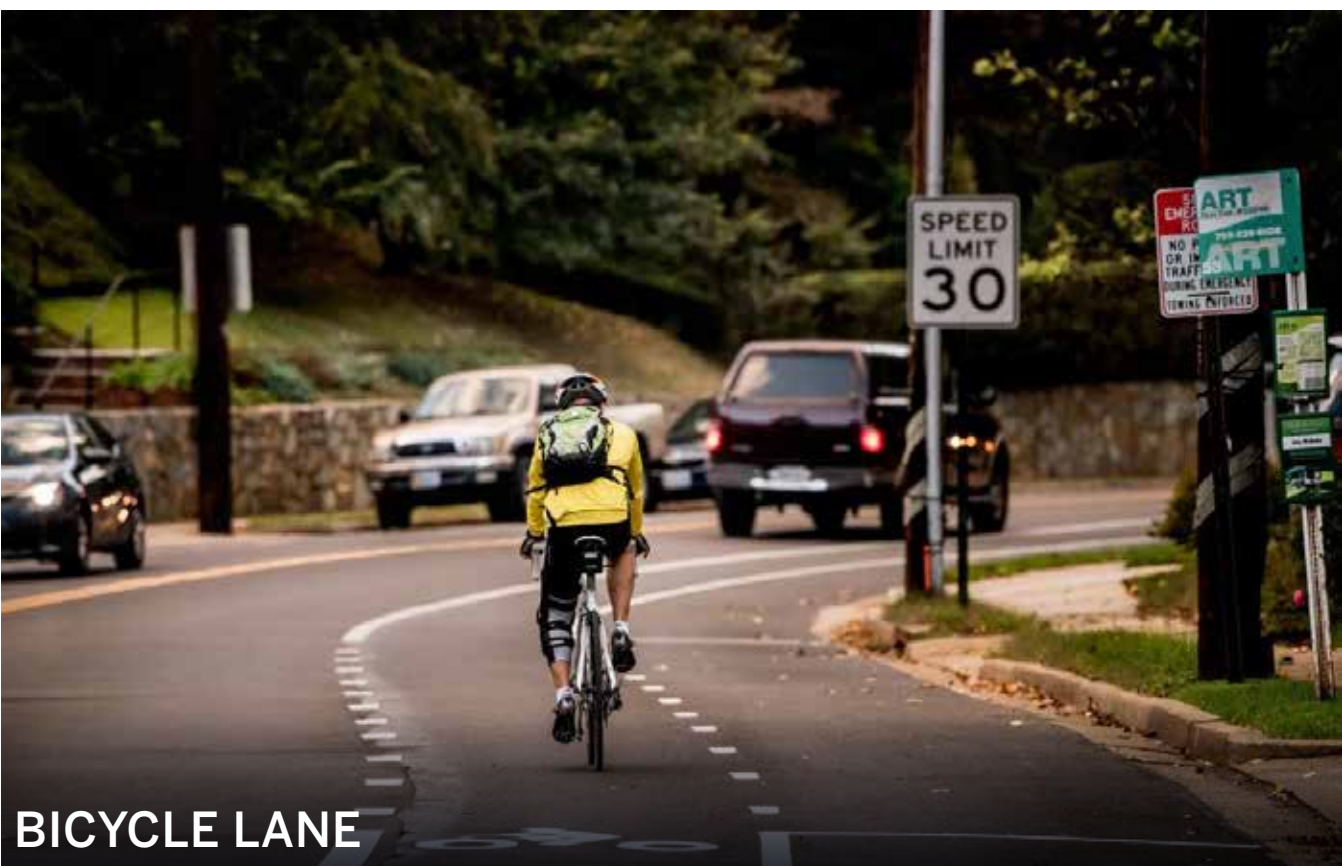
Medium Intervention



High Intervention

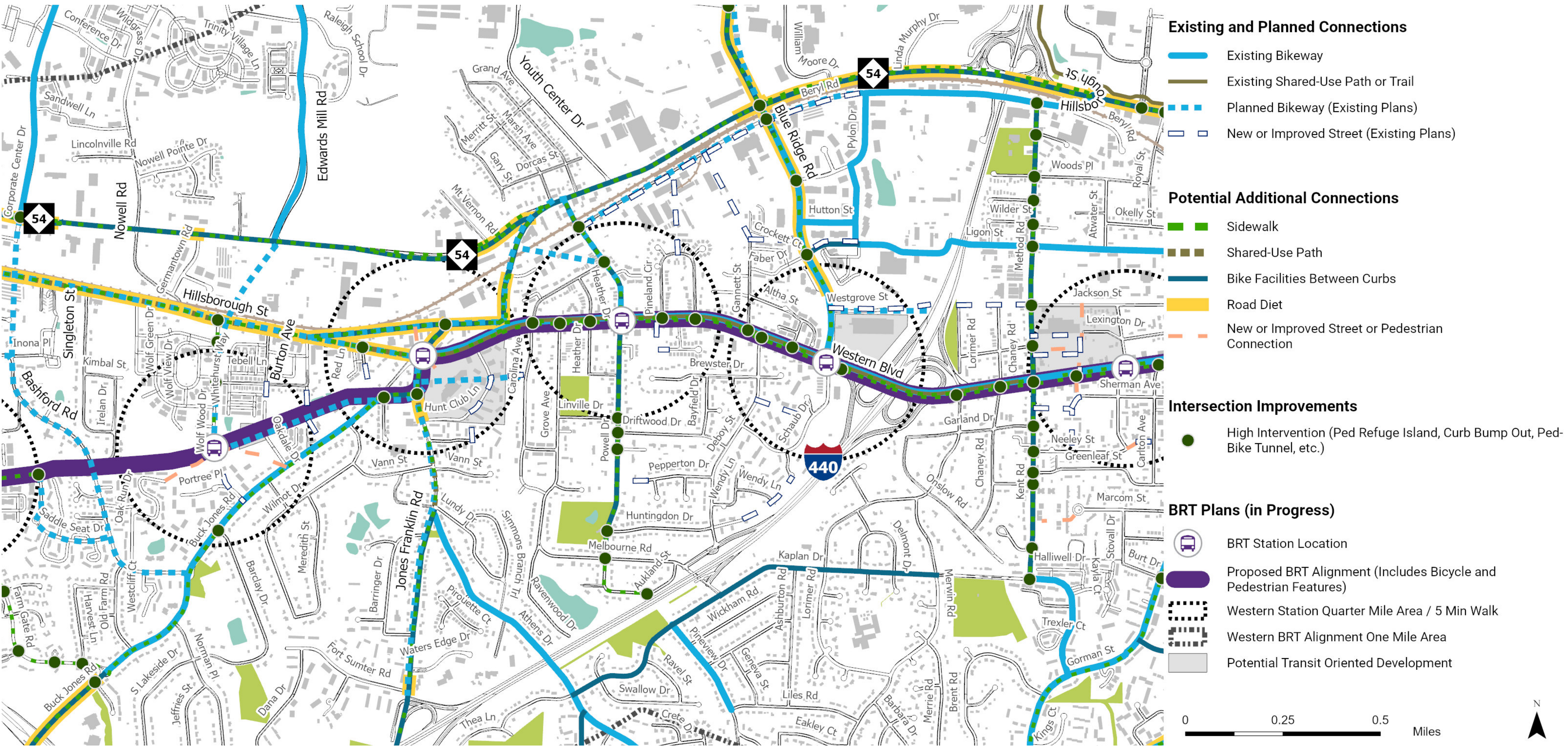


Bike Interventions



Wake BRT Western Station Area Planning

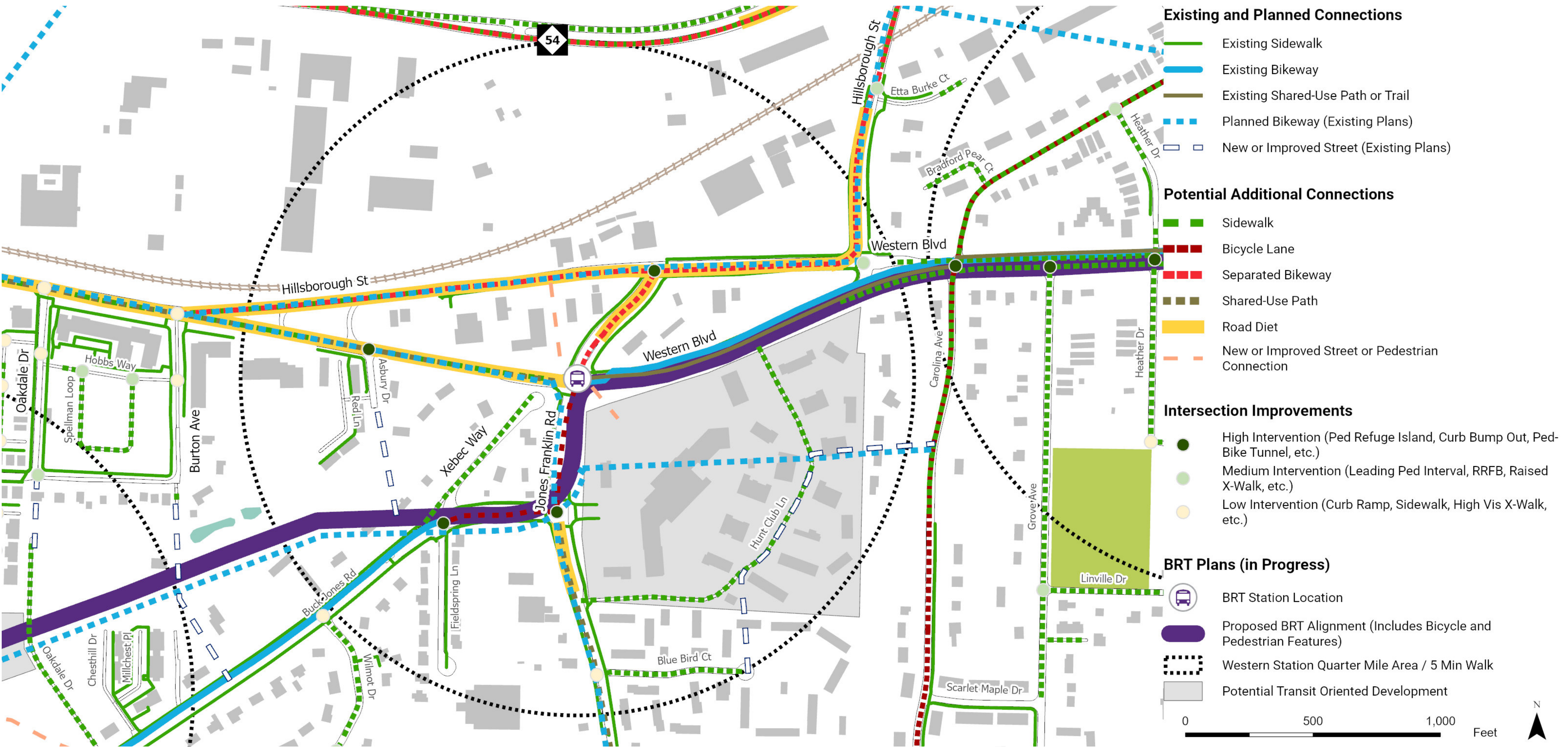
First Mile - Last Mile Connectivity: Plaza West to Blue Ridge Rd.



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

Wake BRT Western Station Area Planning

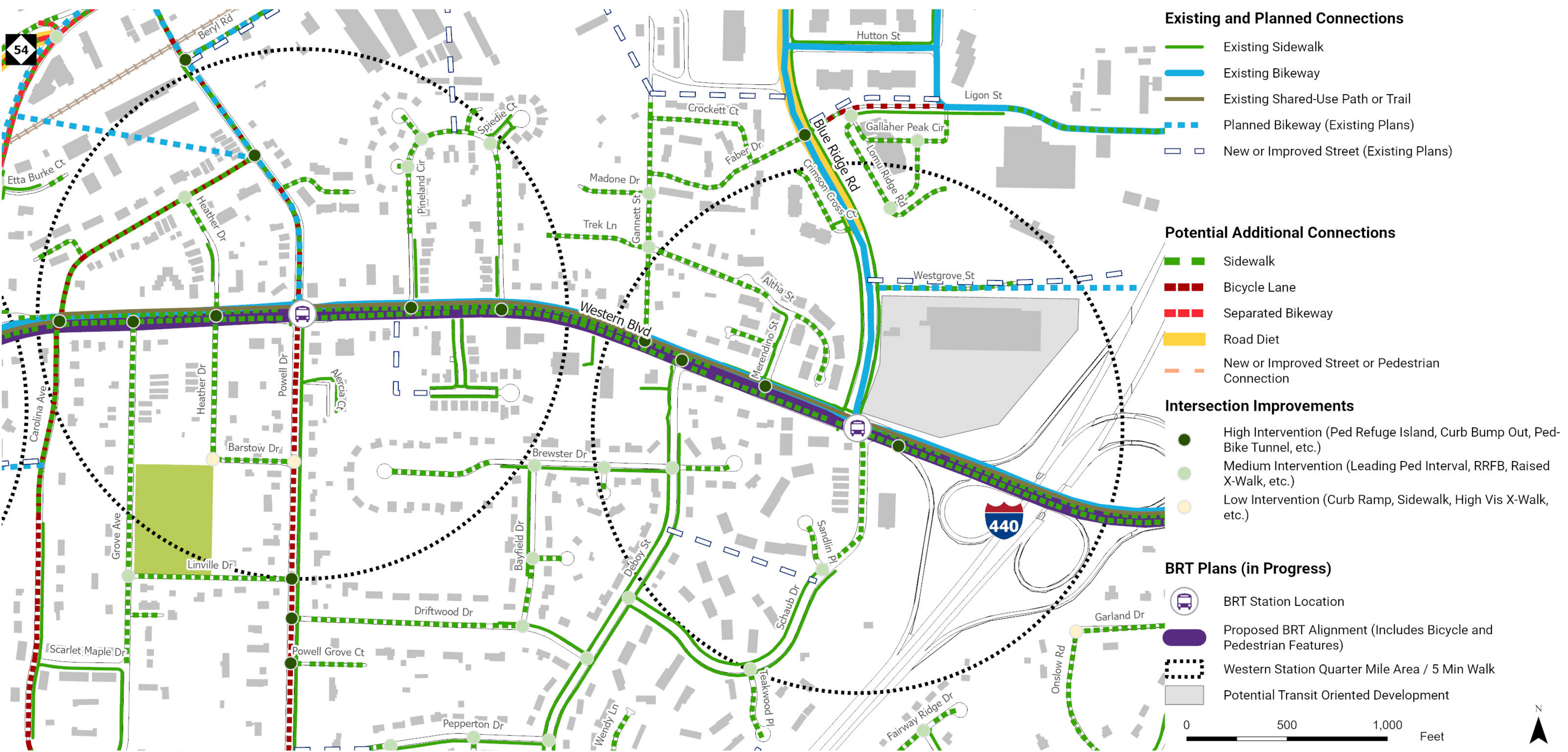
Station Area Connectivity: Plaza West



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Wake BRT Western Station Area Planning

Station Area Connectivity: Powell Dr. + Blue Ridge Rd.

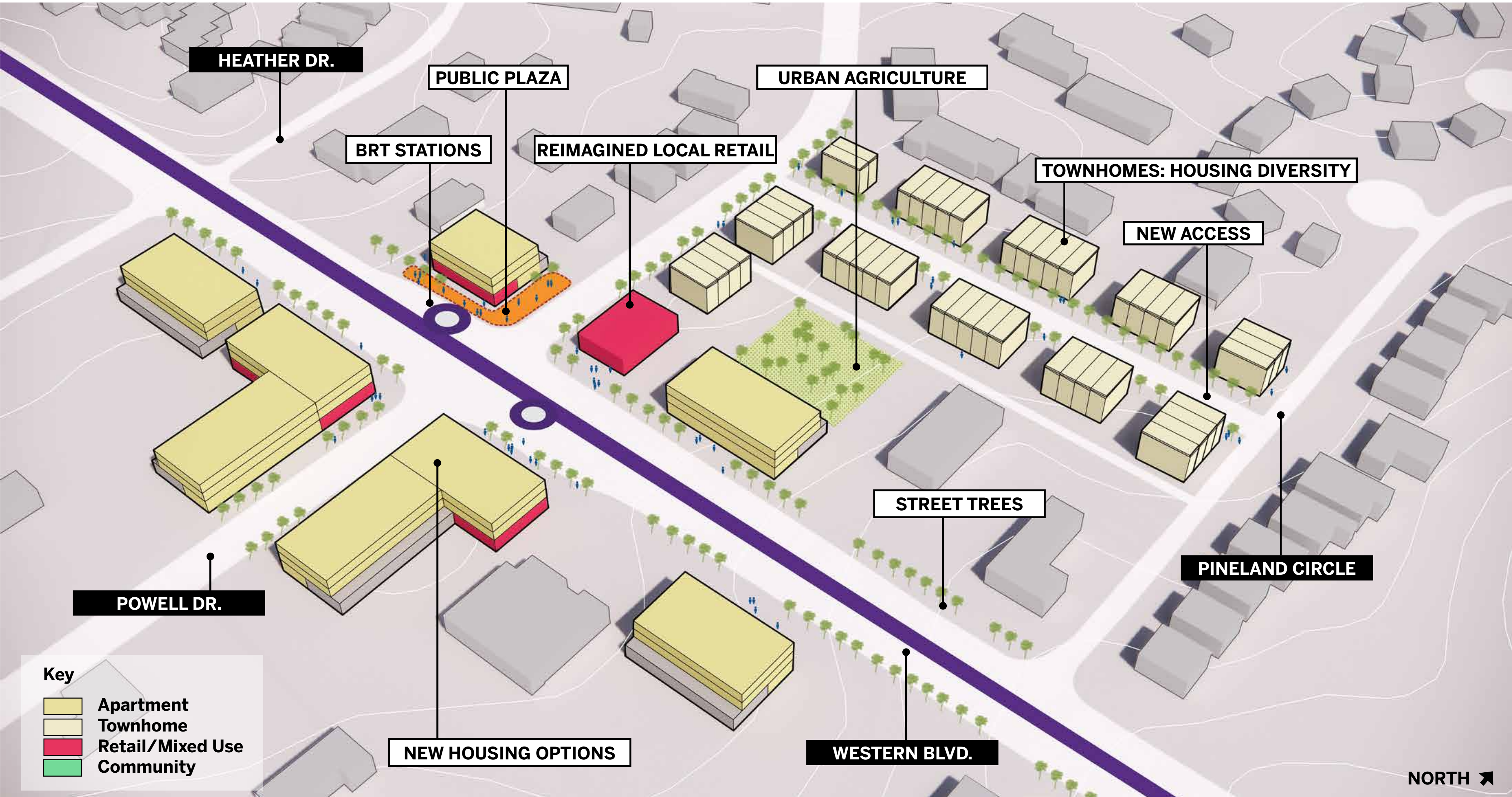


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Powell Drive

A New Village Center

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- ### Key Features
- New “village” center
 - Local retail services
 - Diverse housing options
 - Transition to neighborhood
 - Walkable streets and sidewalks
 - Enhanced pedestrian intersection
 - Small public spaces
 - Street trees
 - Current zoning predominantly (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



Potential Net New Uses

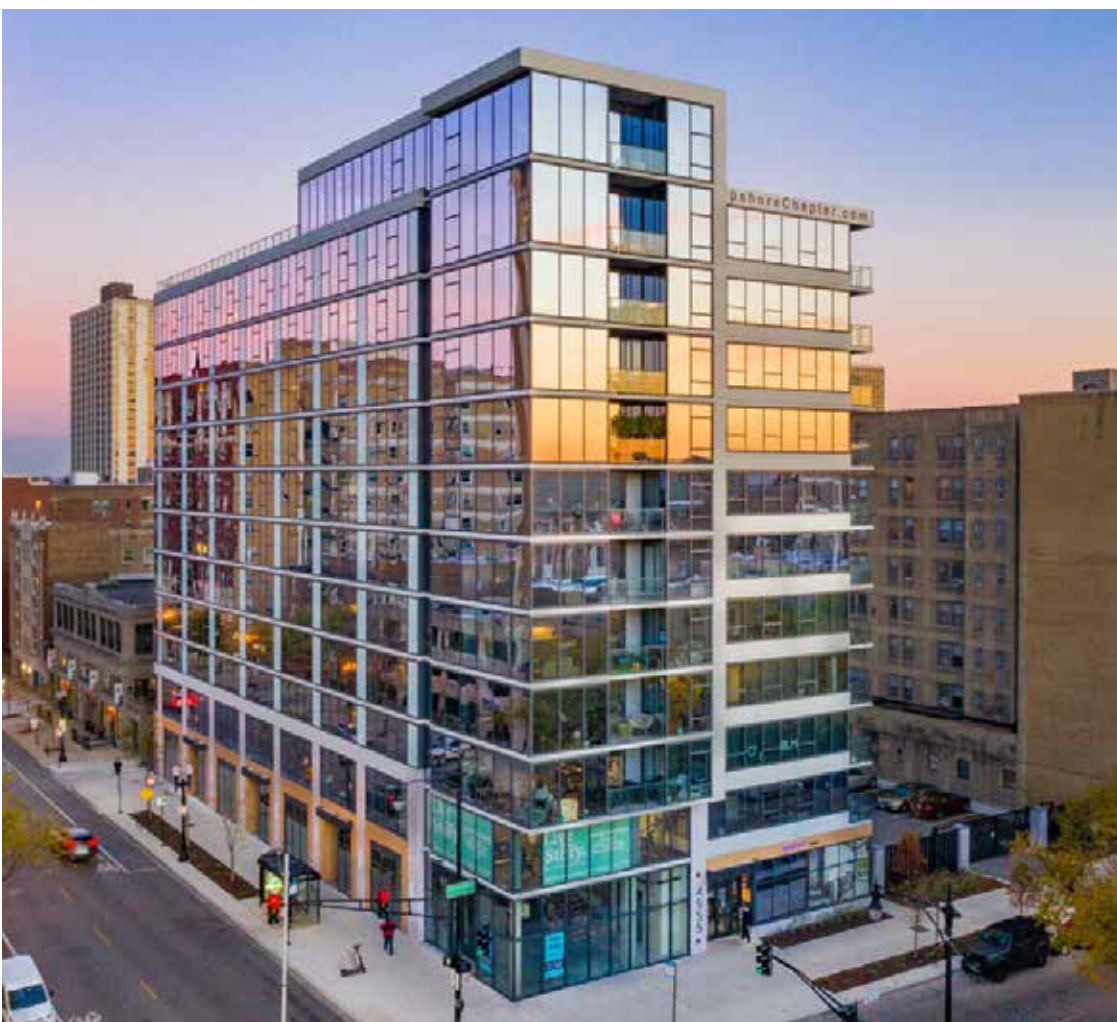
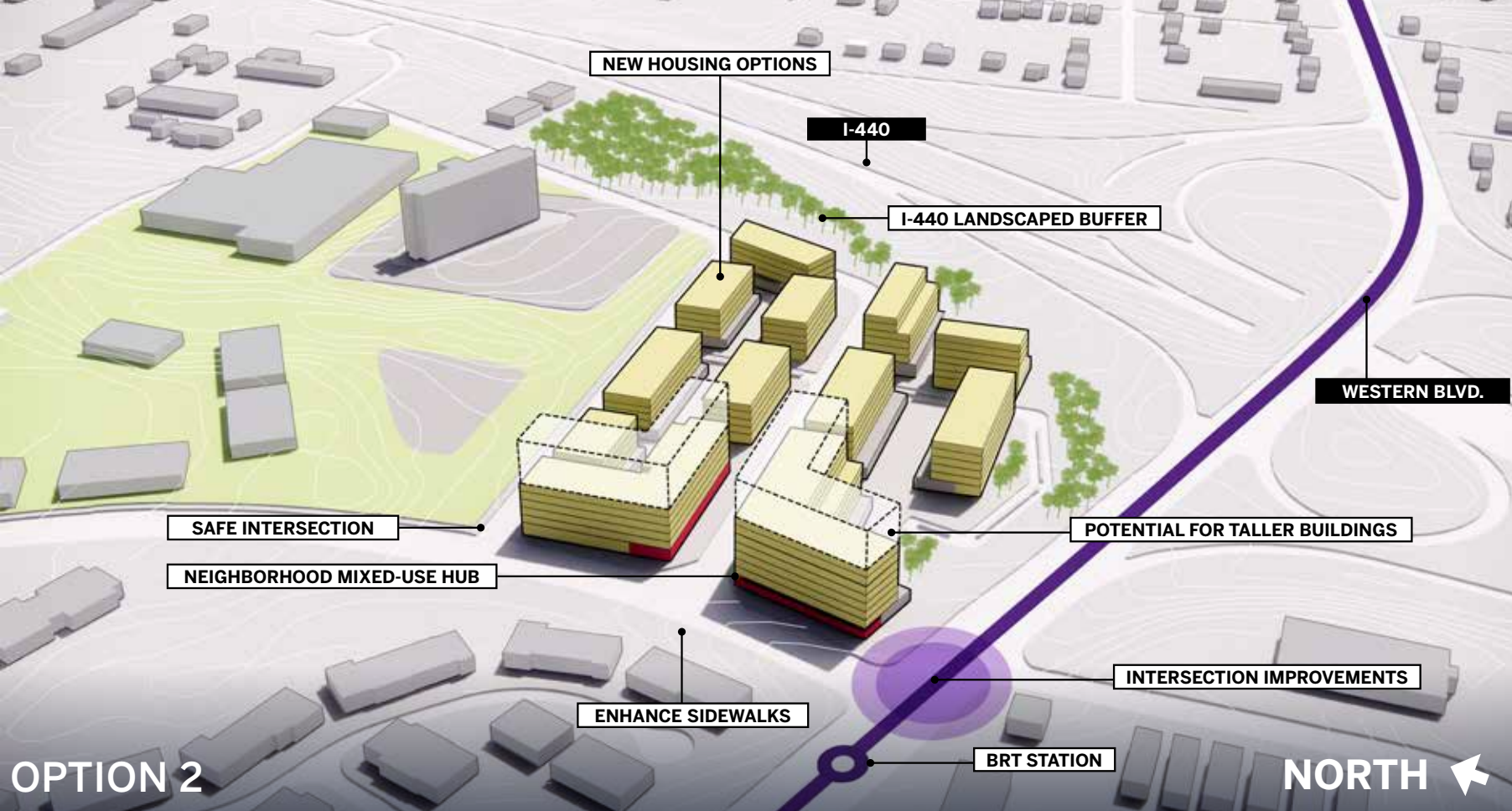
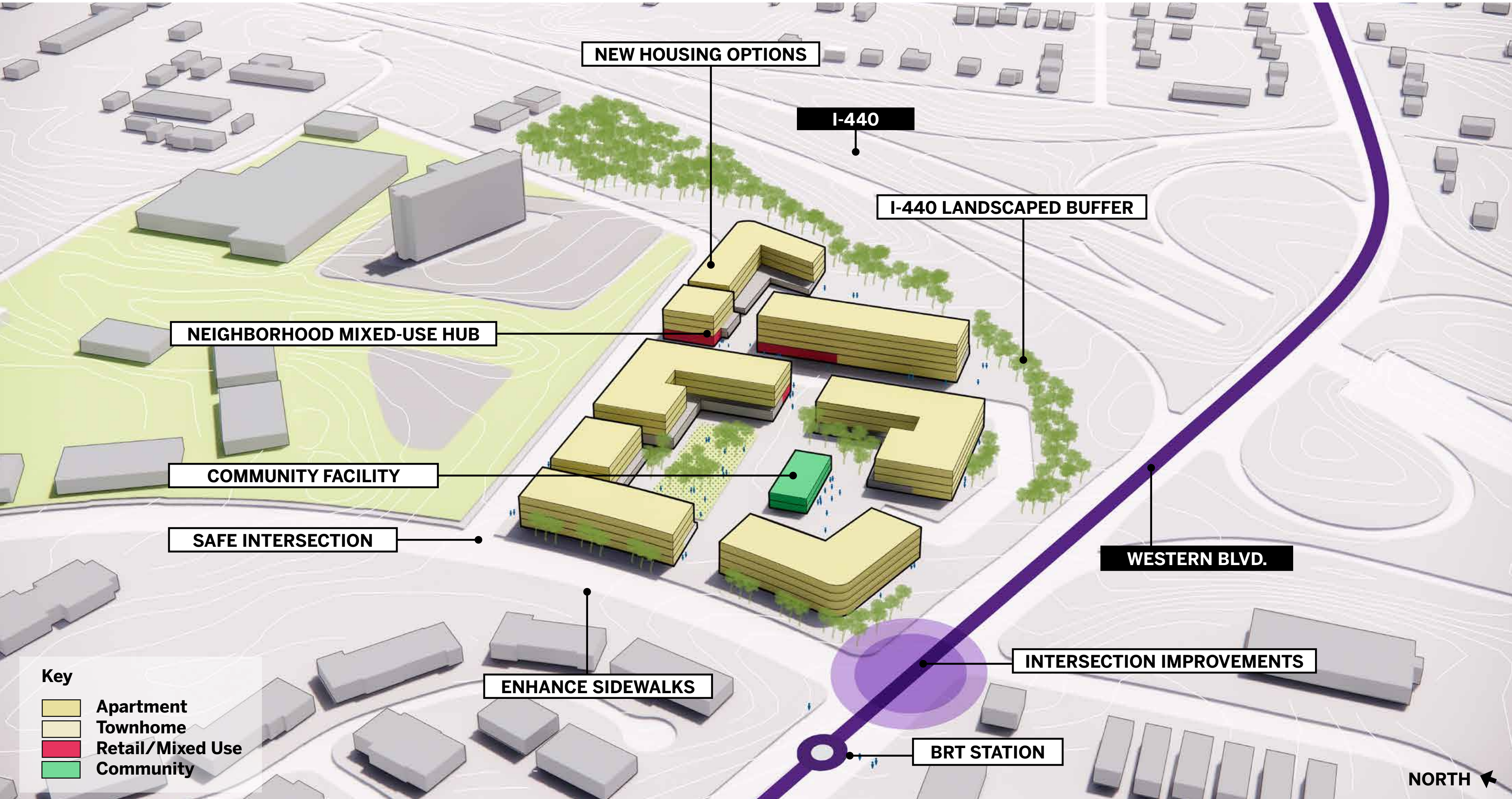
Powell Dr.			
Potential Uses	Square Feet	%	Homes: Approx
Residential	152,000	89.9%	100
Mixed-Use	17,000	10.1%	
Community			
Total	169,000	100%	

*All numbers approximate

Blue Ridge Road

Development Hub Inviting Residents and Transit Users

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- ### Key Features
- Walkable blocks
 - 4-5 stories
 - Landscape buffers I-440
 - Habitat, wetlands at SE
 - Mid block pedestrian and bike link
 - Connections to bike trails
 - Central North-South street
 - Neighborhood mixed-use hub
 - Community facility
 - Current zoning (CX-5) permits commercial and residential land uses up to 5 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

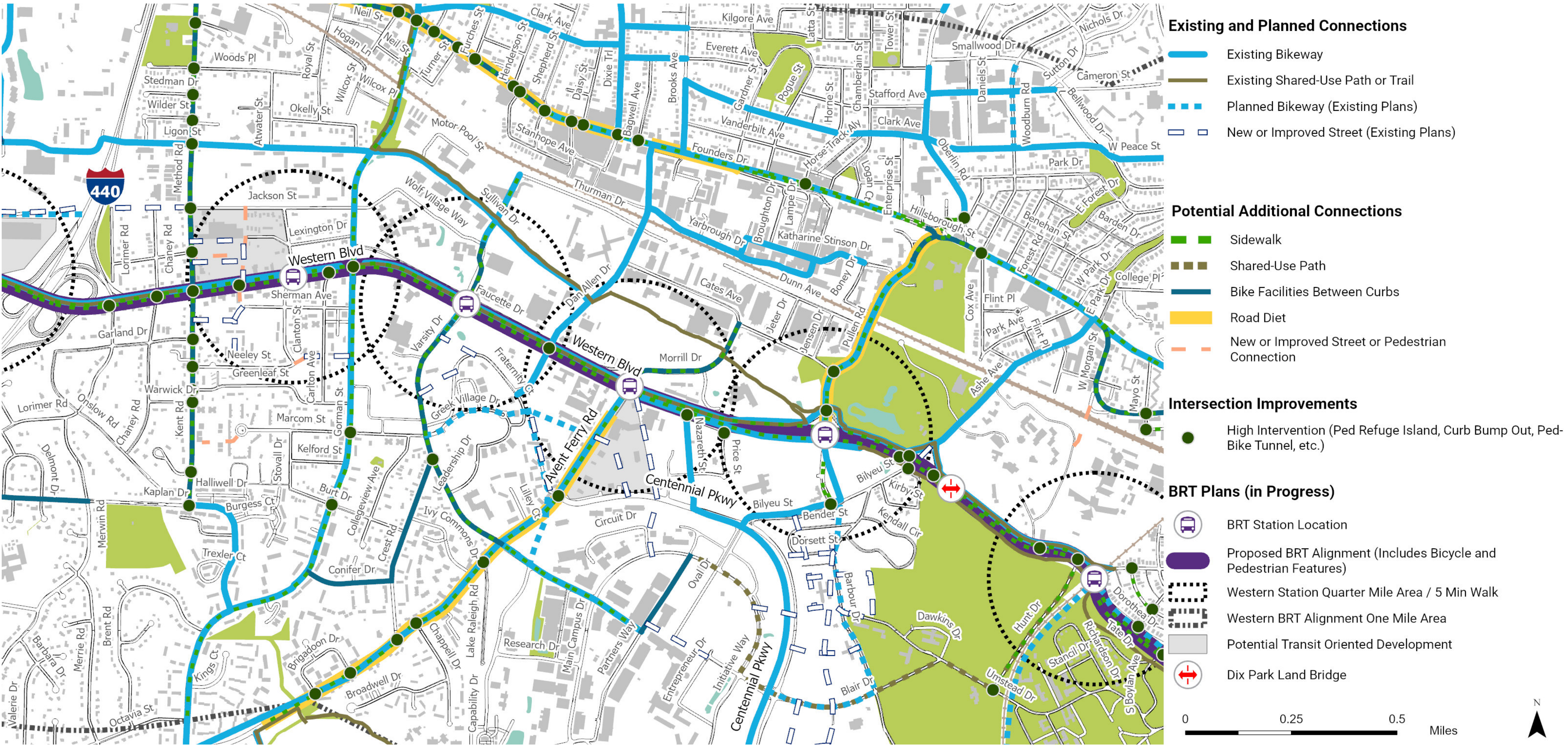
Option 1			
Potential Uses	Square Feet	%	Homes: Approx
Residential	361,200	92.5%	240
Mixed-Use	19,000	4.9%	
Community	10,000	2.6%	
Total	390,200	100%	

Option 2			
Potential Uses	Square Feet	%	Homes: Approx
Residential	567,000	97.0%	370
Mixed-Use	18,000	3.0%	
Community			
Total	585,000	100%	

*All numbers approximate

Wake BRT Western Station Area Planning

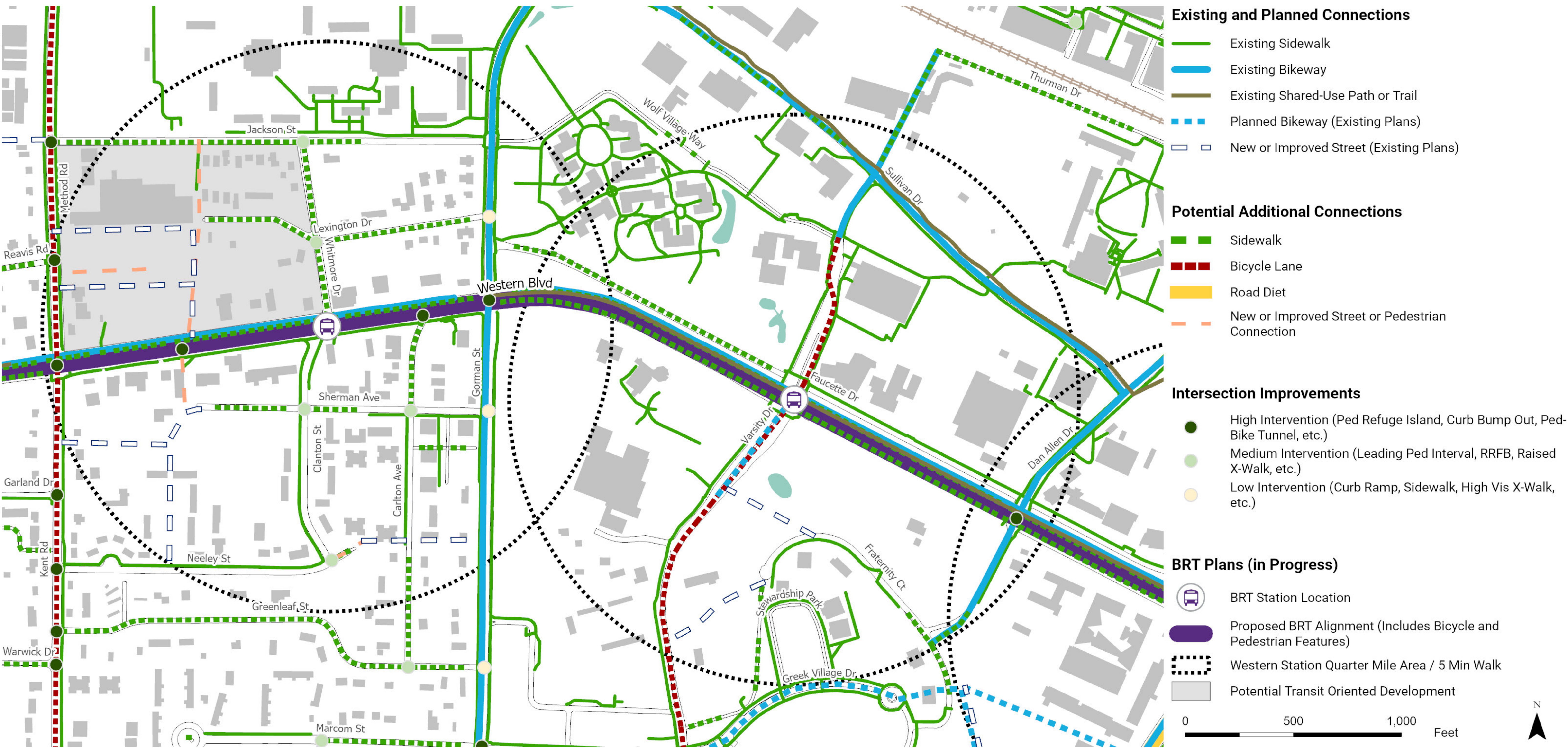
First Mile - Last Mile Connectivity: Method / Kent to Pullen Park



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Wake BRT Western Station Area Planning

Station Area Connectivity: Method / Kent + Gorman

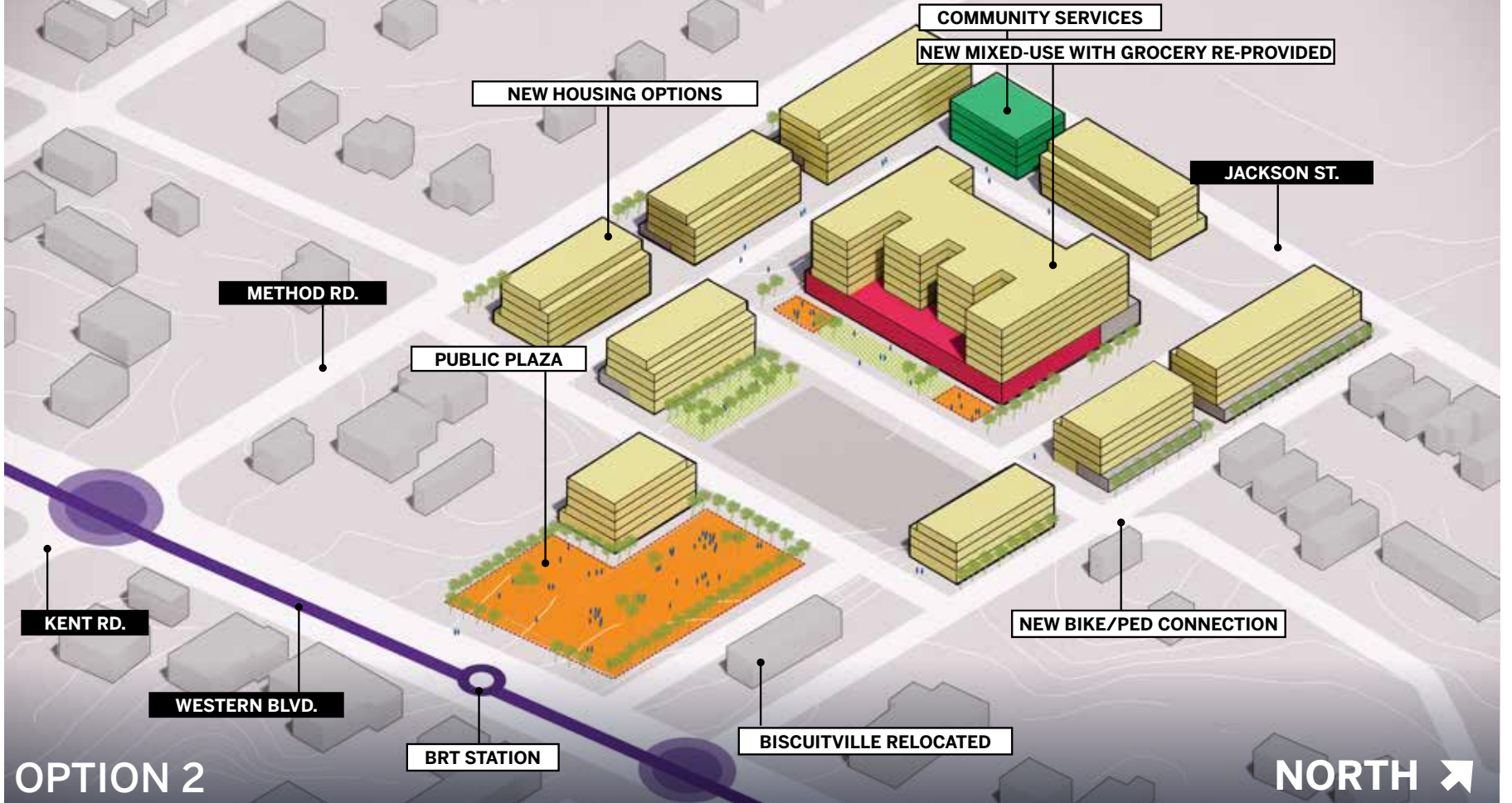
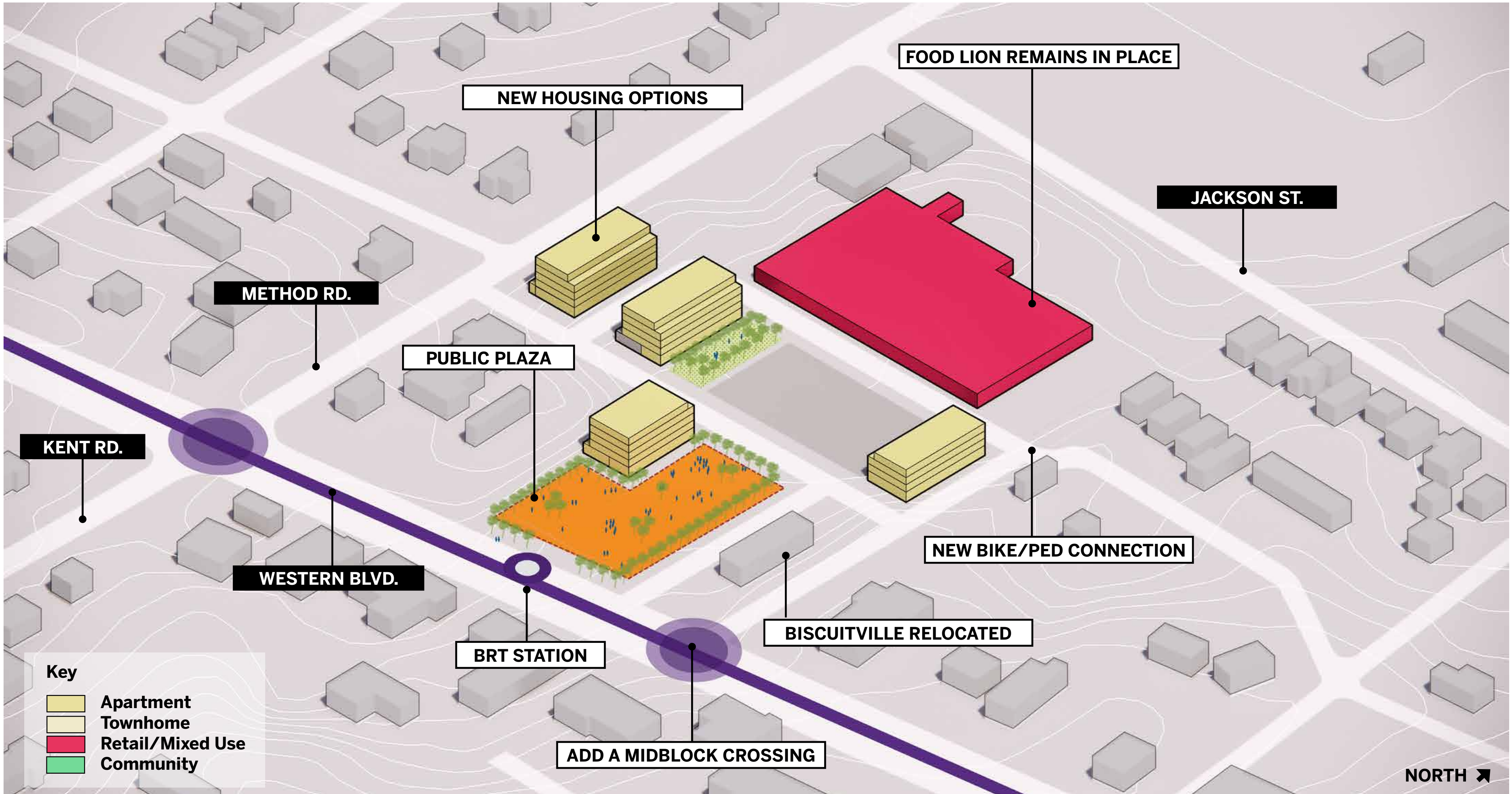


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Method-Kent Commercial

Creating Connections: Neighborhood Streets, Homes, Services

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Key Features

- Connected streets
- Walkable and bikeable
- Shared plazas
- Habitat restoration
- Progressive stormwater
- Grocery in mixed-use
- Western corridor homes
- Affordable housing
- Corridor retail
- Community services
- Current Zoning (NX-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



Potential Net New Uses

Option 1			
Potential Uses	Square Feet	%	Homes: Approx
Residential	91,000	100%	60
Mixed-Use			
Community			
Total	91,000	100%	

Option 1			
Potential Uses	Square Feet	%	Homes: Approx
Residential	462,000	90.2%	310
Mixed-Use	30,000	5.8%	
Community	20,000	4.0%	
Total	512,000	100%	

*All numbers approximate



Wake BRT Western Station Area Planning

Station Area Connectivity: Mission Valley + Pullen Park

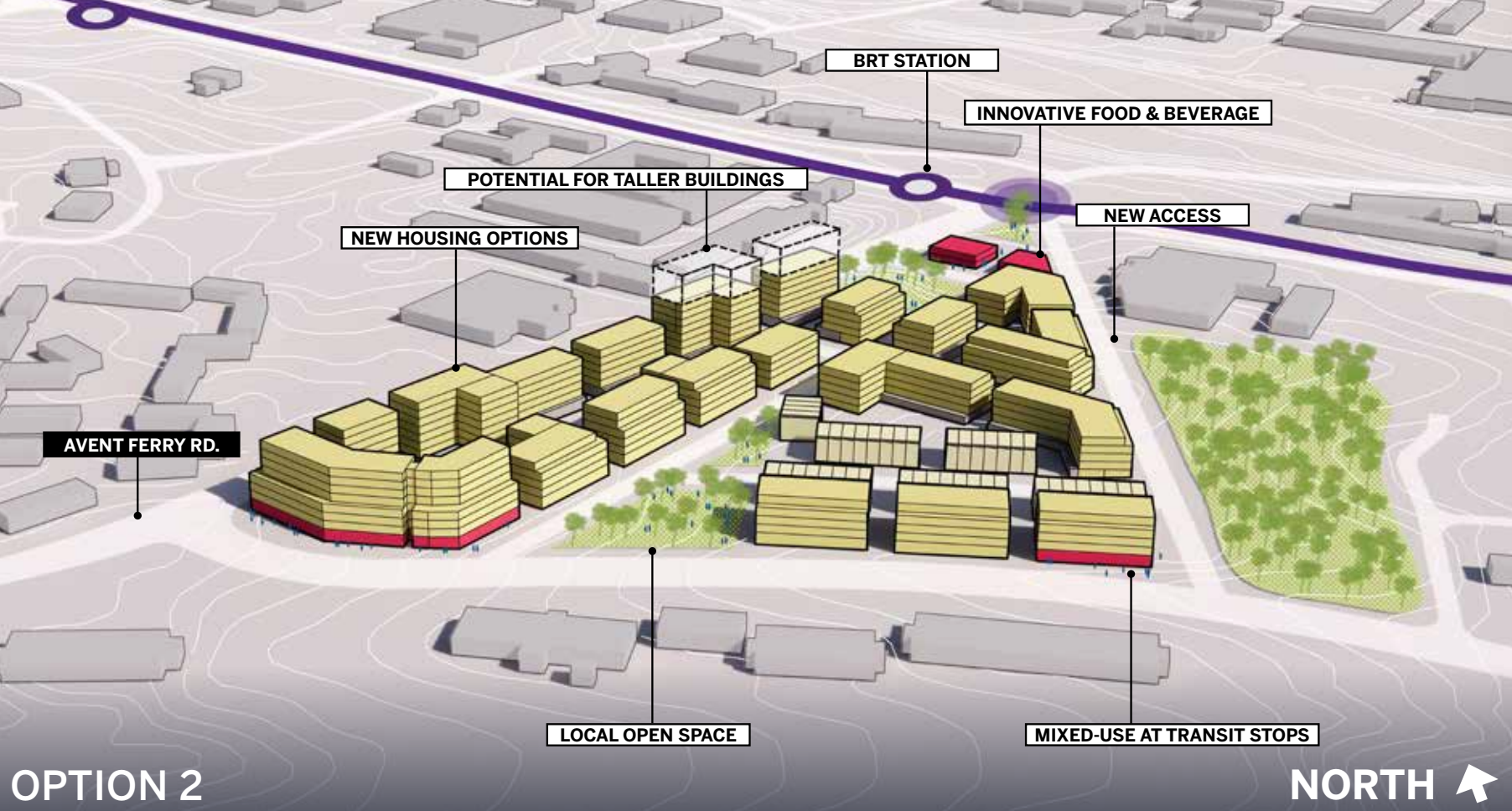
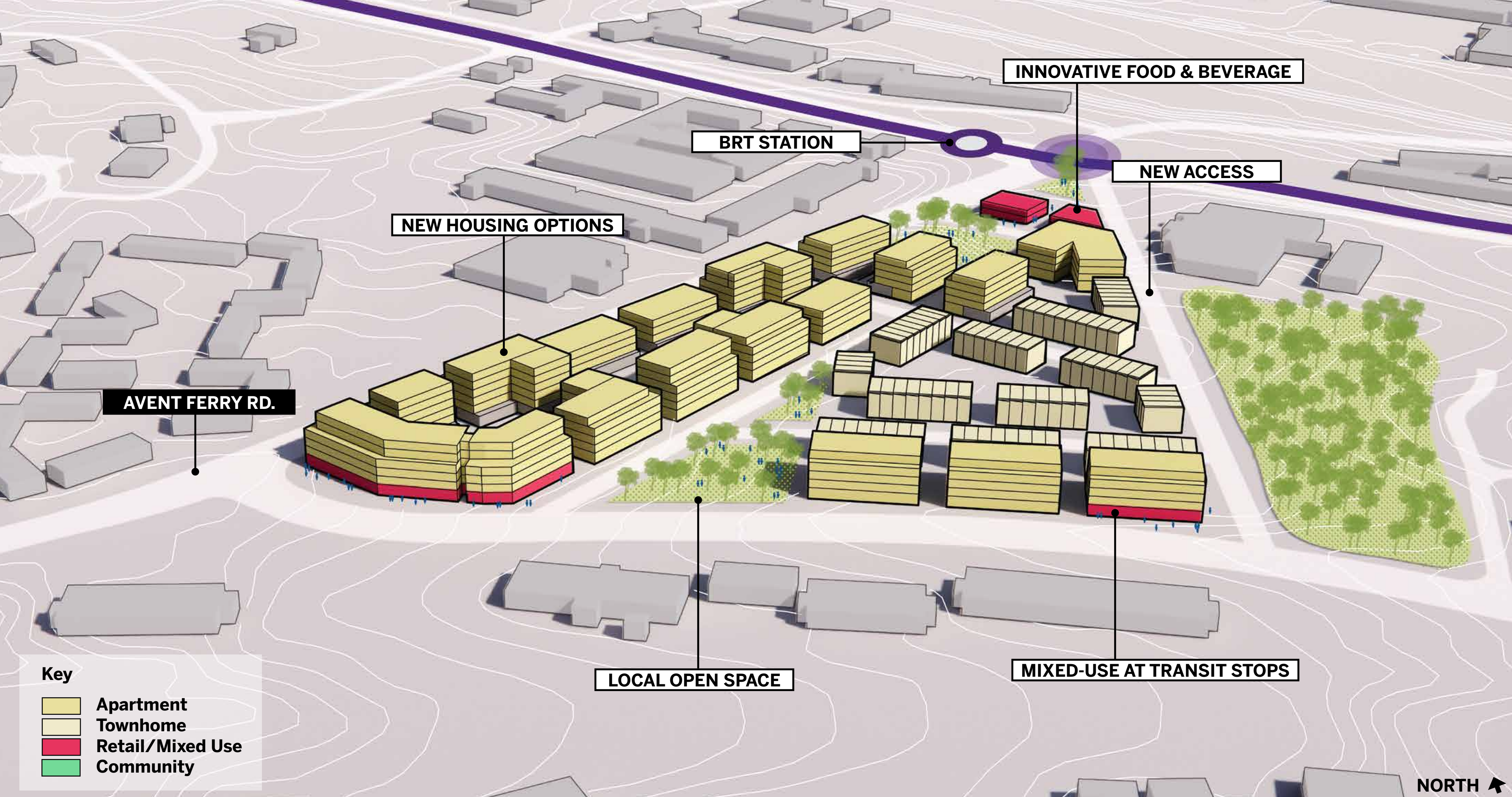


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Mission Valley

Diverse Housing in a Unique Neighborhood

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- ### Key Features
- Residential-focused
 - Street retail/mixed-use
 - Mixed-use at transit stops
 - Destination at North
 - Open space network
 - Central street
 - Phased segments responding to topography
 - Current Zoning (CX-3-PL) 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

Option 1			
Potential Uses	Square Feet	%	Homes: Approx
Residential	487,000	89.0%	325
Mixed-Use	60,000	11.0%	
Community			
Total	547,000	100%	

Option 1			
Potential Uses	Square Feet	%	Homes: Approx
Residential	674,000	91.8%	450
Mixed-Use	60,000	8.2%	
Community			
Total	734,000	100%	

*All numbers approximate

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
-