

Transit Oriented Development

BOC Work Session

April 8, 2019



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Today's Objective

- Introduce Transit Oriented Development (TOD) and Connection to 2019 BOC Goals, Objectives, Initiatives
- Discuss Many Partners Involved in TOD
- Provide an Overview of Current Processes
- Discuss Next Steps and Further Information for BOC Committees in Future

What is Transit Oriented Development


- Transit-focused development
- Typically includes higher densities + mixed land uses
- Includes interconnected streets and sidewalks: multi-modal access and mobility
- May include multi-family housing and may address housing affordability



Rendering of TOD in Alameda, CA

TOD & BOC Goals, Objectives, and Initiatives

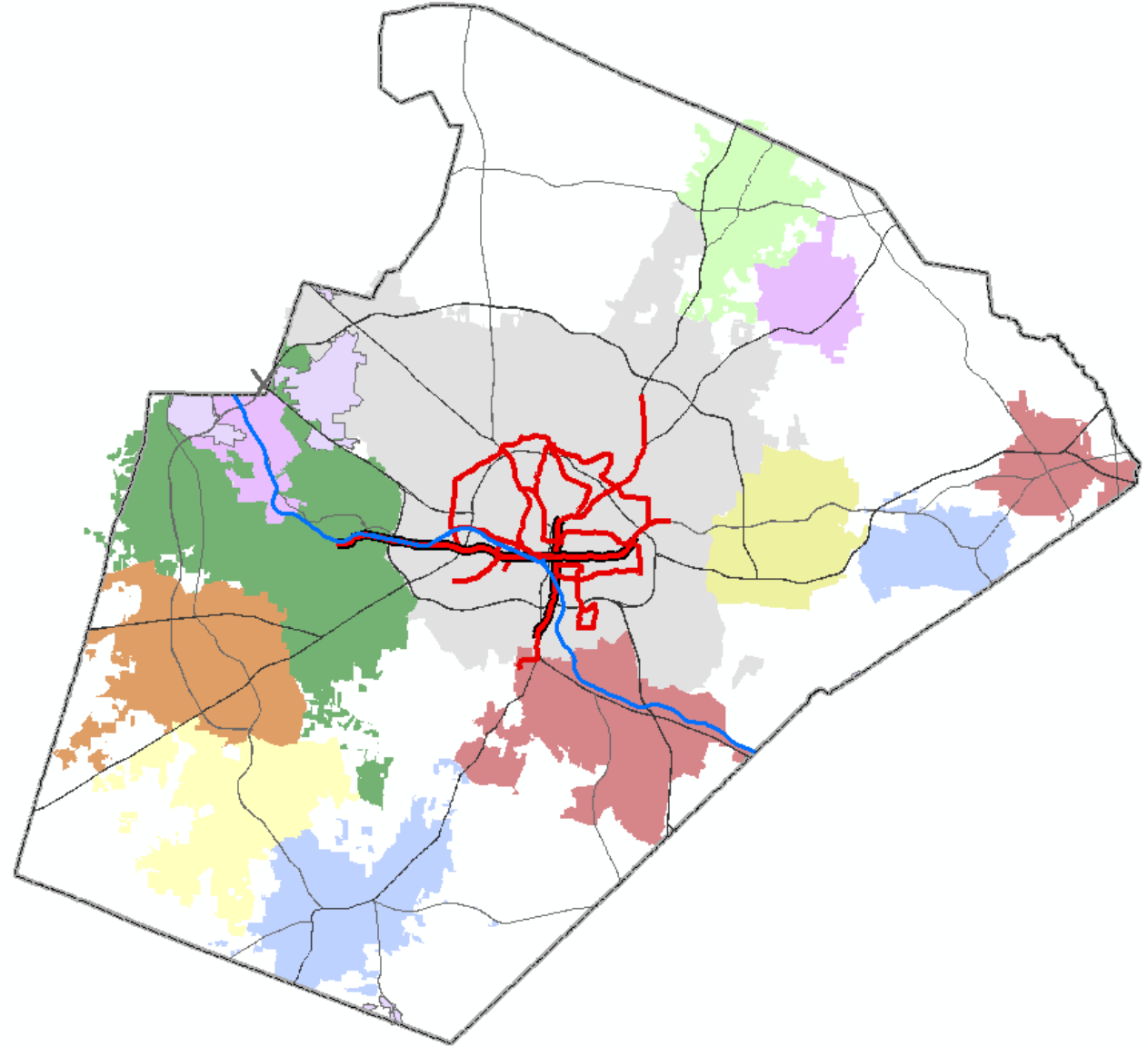
Wake County Board of Commissioners - 2019 Goals, Objectives, and Initiatives

 Growth and Sustainability Goal: Establish a deliberate and realistic approach to address growth and mobility while preserving our environment and enhancing our quality of life.	
Objective	Initiative
Objective GS1: Implement a comprehensive approach for preserving open space and developing parks and greenways to address gaps, leverage opportunities and resources, and enhance collaboration with municipal partners.	GS1.1: Set priorities and implement strategies for the use of new bond funds for parks, open space and greenways.
Objective GS2: Promote sustainability efforts throughout the county.	GS2.1: Update and implement the comprehensive solid waste plan to 1) extend the life of the landfill through recycling and technology, 2) maximize recycling, 3) reduce litter, and 4) engage the community through outreach and education.
Objective GS3: Address quality and quantity issues associated with water resources.	GS3.1: Collaborate with the Water Partnership on One Water initiatives, including 1) revise water resource policies to reflect current scientific data and understanding, 2) protect watershed and stream buffers, 3) participate actively in protection of Falls and Jordan Lakes, and 4) promote conservation measures on lands in current and potential watersheds.
	GS3.2: Encourage farmland preservation; revisit goals of Wake County Agricultural Economic Development Plan (WCAEDP).
Objective GS4: Develop and implement the long range transportation and land use plans.	GS4.1: Through completion of PLANWake, update and integrate Wake County's growth plans as it relates to land use and transportation systems plans.
	GS4.2: Convene Wake County municipalities and stakeholders to discuss growth, housing, sustainability, and zoning issues throughout the County.
Objective GS5: Guide the implementation of the Wake County Transit Plan.	GS5.1: Monitor and oversee the deliverables and processes established by the transit governance interlocal agreement.
	GS5.2: Encourage best development practices and create affordable housing opportunities in areas identified for transit improvement.
	GS5.3: Expand opportunities and implement strategies to address affordability of transit services and the needs in vulnerable communities and rural areas.
	GS5.4: Identify and recommend multi-modal transportation opportunities supporting the Wake County Transit Plan.

- GS4.2: Convene Wake County municipalities and stakeholders to discuss growth, housing, sustainability, and zoning issues throughout the County
- GS5.2: Encourage best development practices and create affordable housing opportunities in areas identified for transit improvement.

Land Use Jurisdiction and Wake Transit Plan

- All four BRT corridors are in the City of Raleigh's planning jurisdiction
 - One BRT corridor is shared between the City of Raleigh and Town of Cary
 - BRT service also extends into Garner
- Frequent Transit Network (15 minutes or better) are within City of Raleigh
- Commuter Rail is within multiple planning jurisdictions: Garner, Raleigh, Cary, Morrisville



Land Use and Wake County's Affordable Housing Plan

Strategies recommended to support, create and implement housing affordability in TOD corridors

- Land Use & Zoning changes that allow/incentivize affordable housing development
- Prioritization or creation of local funding stream to develop affordable housing along TOD corridors, including changes to Tax Credit/Non-Tax Credit Loan Program funding
- Incentive Overlay Districts that trade density for fully or partially subsidized affordable housing
- Creation or joint funding of an Acquisition Fund and Preservation Fund which competitively prioritize funding of developments along TOD corridors

4/8/19 WAKE COUNTY
COMMISSION UPDATE:
CITY OF RALEIGH INTEGRATED
TRANSIT, LAND USE AND
AFFORDABLE HOUSING PLANNING





Agenda

- Background
- Brief Update-Phase 1 Planning Items
- Focused Update- Transit Overlay District Potential Next Steps
- Brief update BRT Project Status



Background



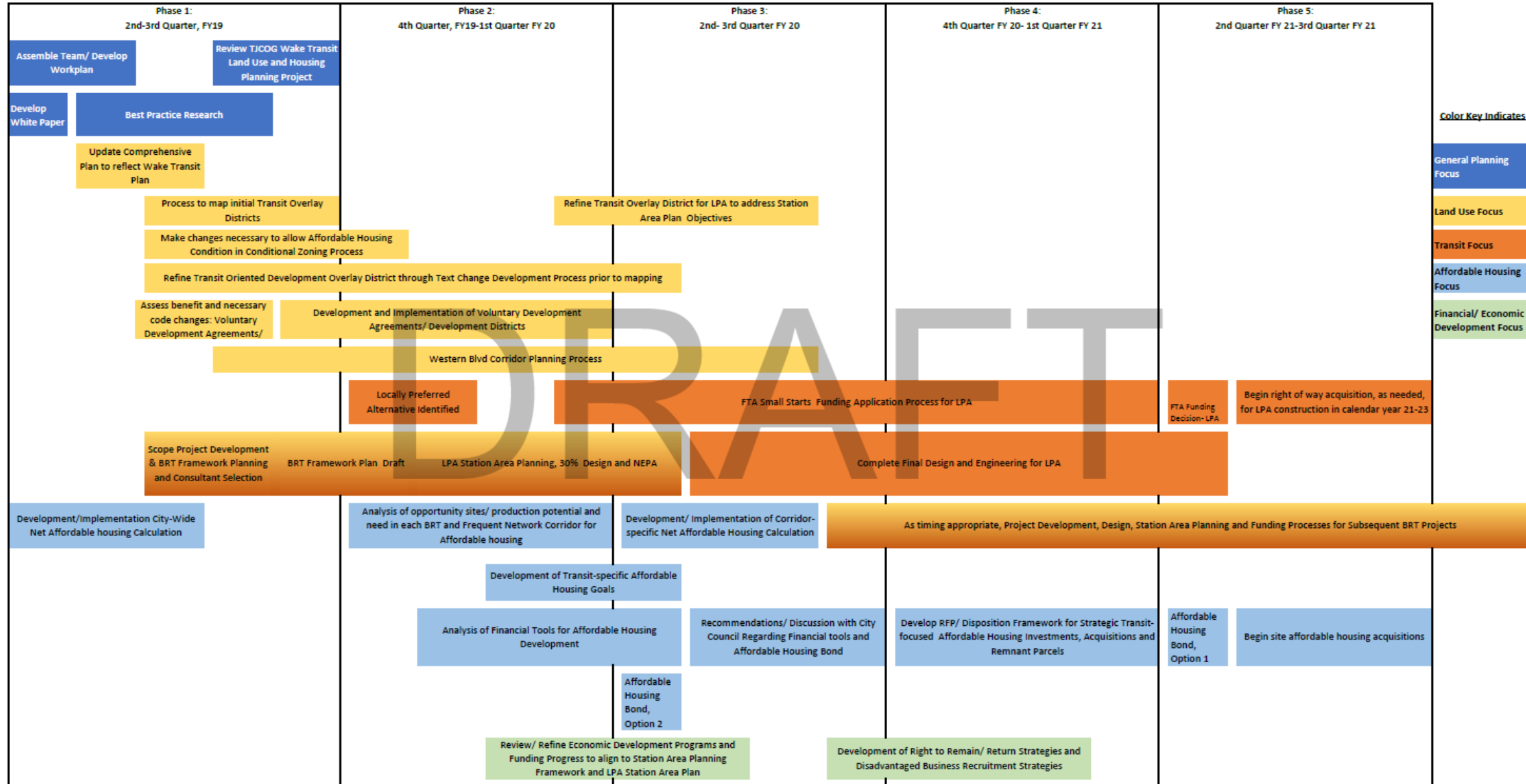
A Snapshot of Where We Started

- Transit Overlay District is available in current UDO
 - Adopted in 2013, no updates since
 - No TOD districts have been mapped
- Recent planning has taken place along all BRT corridors except Western, although station area plans still needed
- Comprehensive Plan Update entering review phase
- Affordable Housing Plan and Goals have been adopted
 - Establishes priority for proximity to transit
 - No specific housing production goals for transit areas
- Economic Development toolkit has been developed—no specific direction for Transit Areas



City Council Direction on July 3, 2018

- Provide an overview of best practices regarding the coordination of transit, land use and affordable housing
- Present a work plan and next steps that would:
 - Update/align the comprehensive plan with the adopted Wake Transit Plan
 - Map Transit Overlay Districts in areas where we should ensure transit compatible uses and development
 - Set affordable housing goals specific to transit corridors
 - Identify priority sites for the development of affordable housing
 - Create strategies and funding sources to incentivize and fund the development of affordable housing on transit corridors, including a recommendation for an Affordable Housing Bond
 - Identify Community and Economic Development strategies that will assist existing residents and businesses in BRT and CRT corridors



Color Key Indicates

General Planning Focus

Land Use Focus

Transit Focus

Affordable Housing Focus

Financial/ Economic Development Focus



Brief Update-Phase 1 Planning Items



Internal Work Plan, Phase 1

Policy and Regulation

- BRT Framework Plan
- Comprehensive Plan Update
- T.O.D. Overlay Districts
- Western Blvd Corridor Plan

Affordable Housing

- Develop/ Implement Net Affordable Housing Calculation
- Conditional Zoning and Affordable Housing

Transit Implementation

- Identification of Locally Preferred Alternative
- Develop Project Development, Design, BRT Framework and Station Area Planning Scope



Status Update Phase 1/ Short-term Work Items

Phase 1 Work Plan Item	Status
Comprehensive Plan Update to reflect Wake Transit Plan	Under City Council Review; pending referral to Planning Commission
Project Development and Design, BRT Framework Plan, and Station Area Planning	City Council Work Session Scheduled for 4/16; contact approval anticipated on/ before 5/7
Western Blvd Corridor Plan	Contract authorized at March 5 City Council Meeting
Net Affordable Housing Calculation	Complete
Conditional Zoning and Affordable Housing	Public hearing scheduled 4/2
Timing of Potential Affordable Housing Bond	Under City Council Discussion



Potential Next Steps re: Transit Overlay District



Existing Transit Overlay District (TOD)

- Prohibits uses and build forms not supportive of transit
 - Single family and duplex houses
 - Auto-oriented uses such as car washes, drive-throughs, vehicle repair
- Prohibits mapping of suburban (Parkway and Detached) frontage
- Imposes a minimum building height of two stories
- Significantly reduces required parking (similar to Downtown)
- Designed to work in concert with base district, frontage, height
 - Does not increase permitted development height or density
 - Does not allow any uses not permitted in base district



Transit Overlay District—Timing and Approach options discussed on 10-9-2018

1. Map to only existing stations (RUS & GoRaleigh at Moore Square)
2. Map based on information currently available in the Major Investment Study (all alternatives)
 - Broad application
 - Narrow, strategic application
3. Delay mapping until specific station locations are available through project development
4. Refine TOD tool before mapping



Risk/Benefit Considerations

Risk 1:

Map TOD overlay in wrong places, must correct later

- High probability
- Moderate impact
 - Error is correctable, but costs political capital and staff effort
- Rezoning must have basis, cannot be arbitrary

Risk 2:

Fail to map TOD overlay, adverse development occurs

- Low probability
 - Risk decreases the closer we are to project development
- High impact
 - Error is *not* correctable, use likely to persist for some time

Thank you!



Raleigh

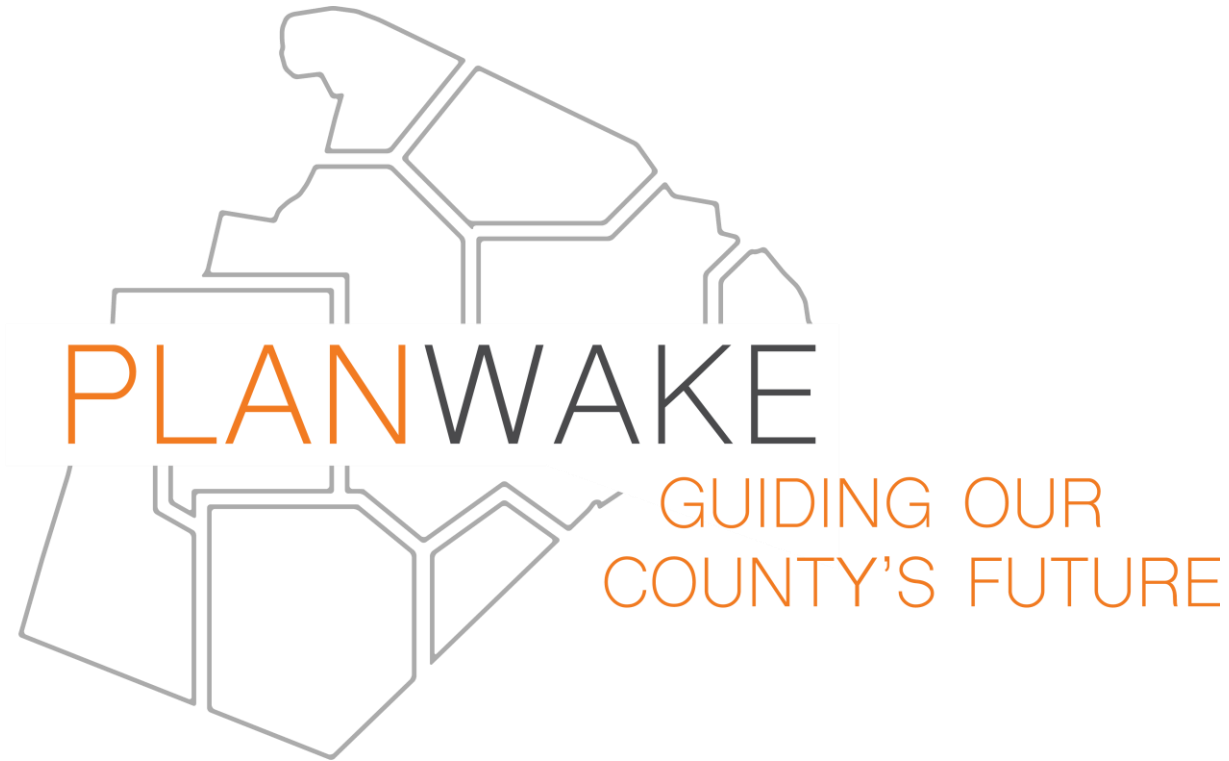
Next Steps: Items for Growth & Sustainability Committee

Comprehensive Plan Update

- What we are hearing from the community
- Targeted Land Use in Key Focus Areas
- Future NC-540
- Next Steps

Municipal Land Use Changes Related to Transit Implementation

- Presentations from municipal planners throughout Wake



Next Steps: Land Use and Affordable Housing Committee

Areas of Focus:

- Advocate to Municipal elected officials specific strategies to incorporate Housing Affordability along Transit Corridors
- Ensure HACR programs and policies incorporate transit proximity into development and service programming decisions
- Support County development and service programming investments in Transit Corridors



Questions