



City Of Raleigh

NORTH CAROLINA

DATE: September 11, 2015
MEMO TO: Mayor and Council Members
SUBJECT: Council Work Session

The City Council will meet in work session 11:30 a.m. on Tuesday, September 15, 2015, in Conference Room 305, Raleigh Municipal Building, 222 West Hargett Street, Avery C. Upchurch Government Complex, Raleigh, North Carolina.

11:30 a.m. Lunch – Pick up - Conference Room 300

Topic 1 Wake Transit Plan Update
Staff Resource: Ken Bowers, City Planning

Staff from Wake County will present a brief update on the public outreach and activities associated with the update of the Wake Transit Plan.

Topic 2 Five Year Update to the 2030 Comprehensive Plan
Staff Resource: **Ken Bowers, Planning**

The City Planning Department is in the middle of a five year update to the Comprehensive Plan, in accordance with Policy IM 3.1, which calls for a significant update to be undertaken every five years to keep the Plan current. The first two phases of the project—due diligence, public outreach, and departmental in-reach—have been completed. The next phase, which involves developing specific recommendations for plan amendments and putting them before the public for input, is currently being delayed due to a number of factors, most importantly the need to incorporate the results of the Wake County Transit Strategy process. Staff will be deliver a brief update on the process to date and the proposed schedule going forward, and take questions from Council members.

Louis M. Buonpane
Chief of Staff

cc: City Manager Ruffin Hall
City Attorney Tom McCormick
City Clerk Gail Smith
Assistant City Managers Marchell Adams David, James S. Greene, Jr. and Tansy Hayward
City Planning Director Kenneth Bowers

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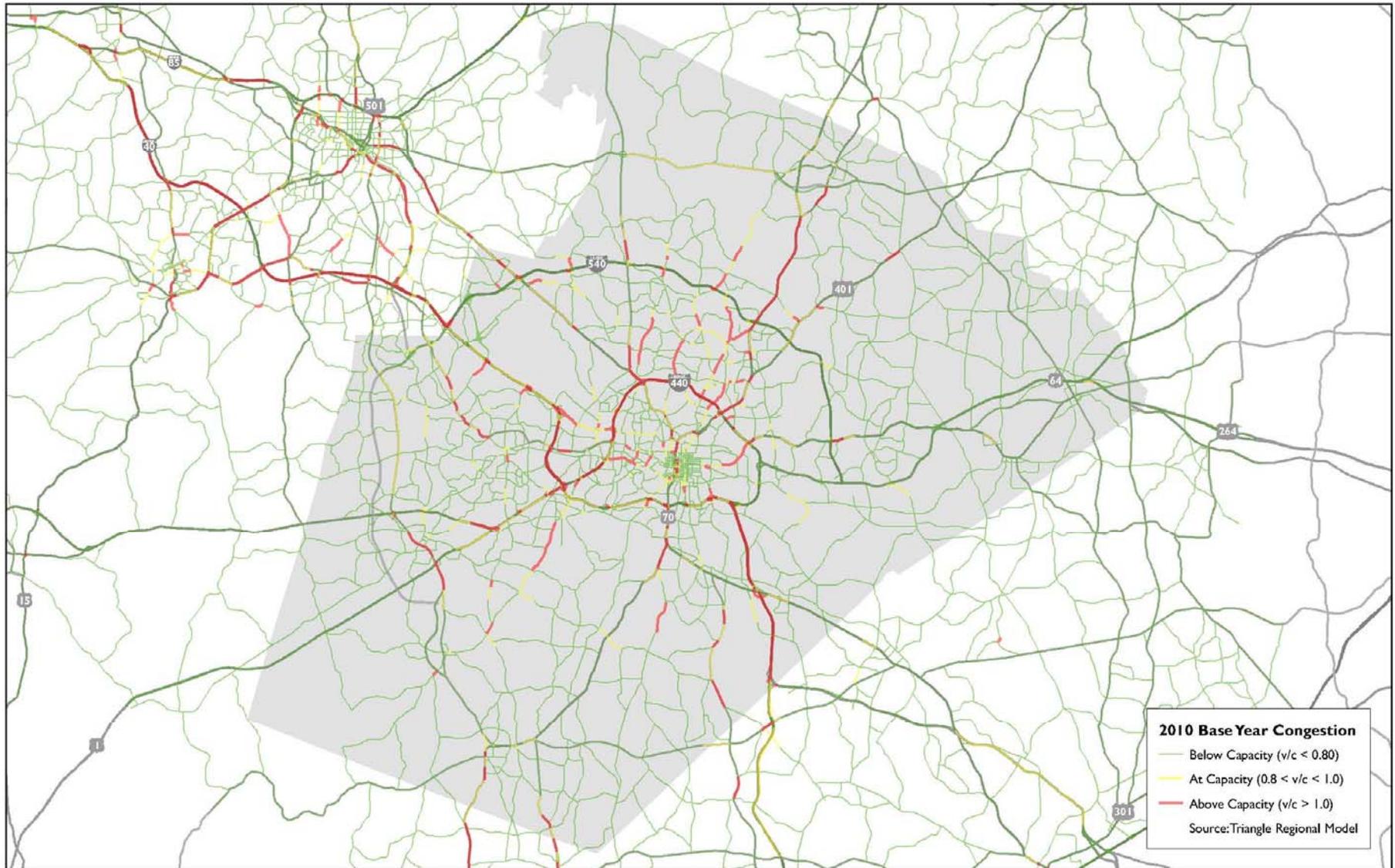


wake
TRANSIT

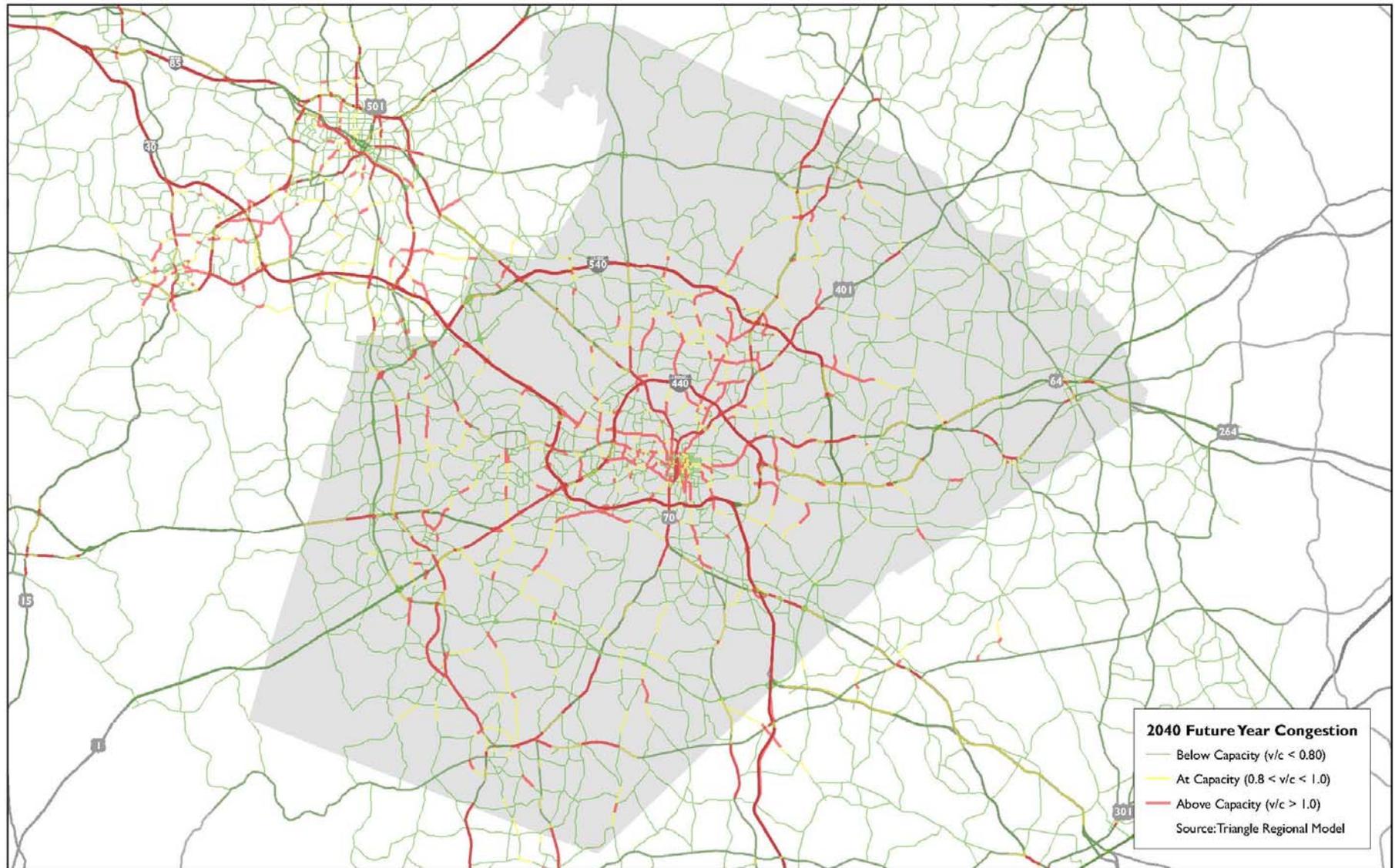
Welcome to Choose Our Transit!

WakeTransit.com [@waketransit](https://twitter.com/waketransit) [#waketransit](https://www.instagram.com/waketransit)

2010 Congestion Map



2040 Congestion Map





TOWN of CARY



Purpose

The Wake County Transit Investment Strategy process will establish a vision for a future transit network that reflects the values and priorities of the community.



Choices for Our Community

More
Ridership



More
Coverage



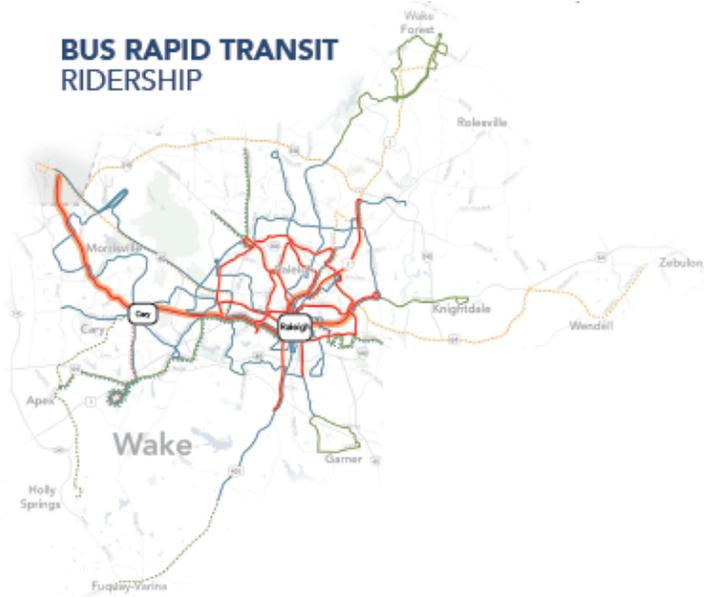
More
Infrastructure



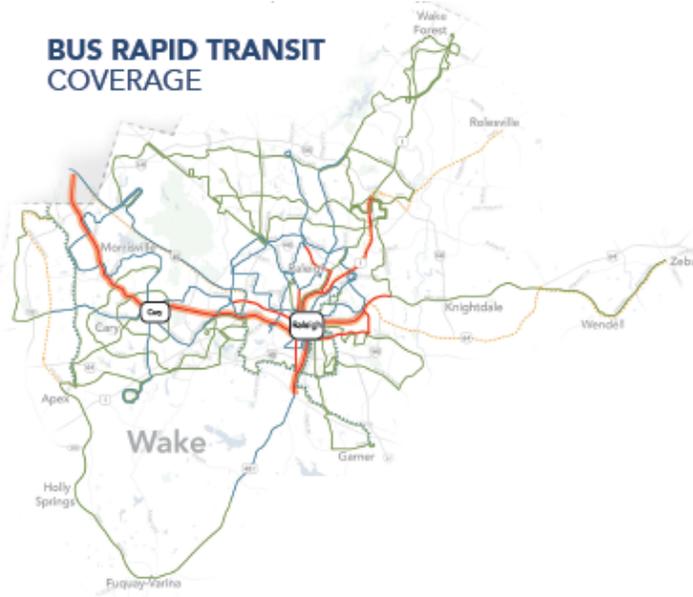
More
Service



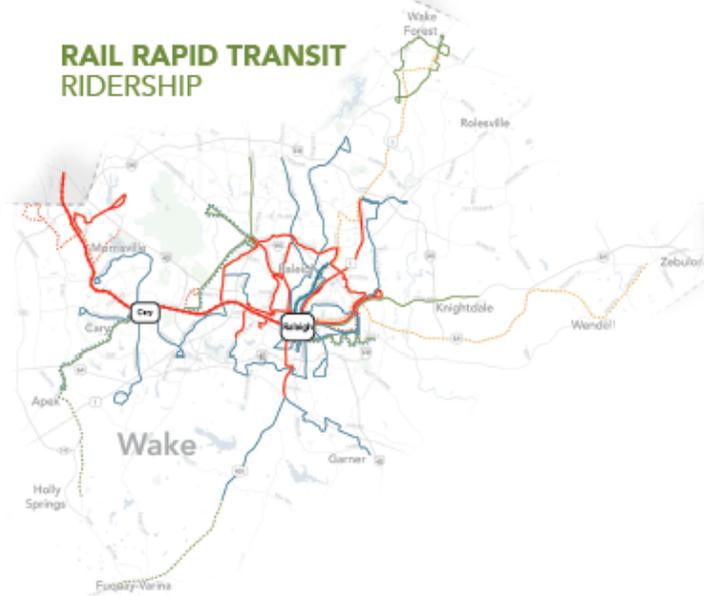
BUS RAPID TRANSIT RIDERSHIP



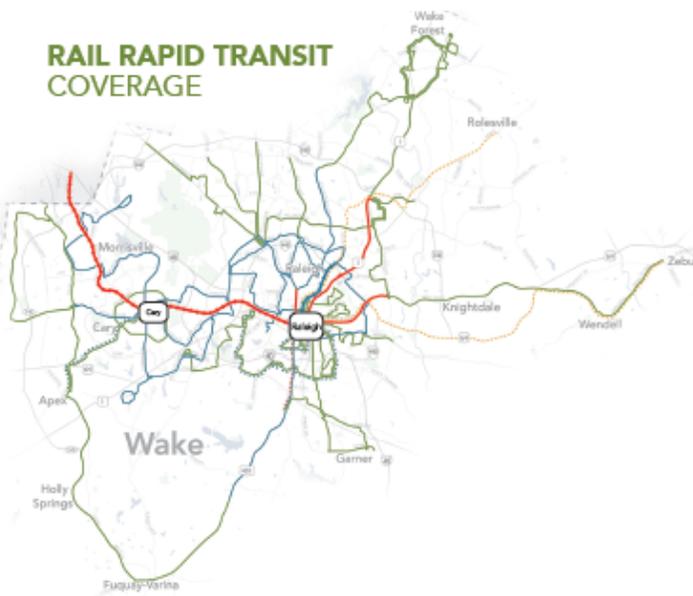
BUS RAPID TRANSIT COVERAGE



RAIL RAPID TRANSIT RIDERSHIP



RAIL RAPID TRANSIT COVERAGE



Outreach By The Numbers

WC10

- Events:
255+
- Video Views:
16,700+
- Survey
Participation:
4,300+
- Marketing:
100,000+



Slide 8

WC10

These are rough numbers based on the last review of data. We can get specific ones and put them in either a detailed spreadsheet or workbook.

Wake County, 9/4/2015



Feedback Themes

Service to more places.

**Input on
routes will be
important.**

Current system needs
infrastructure and
frequency improvements.

Traffic is a concern.
Alternatives are
needed.

Connection to RDU.



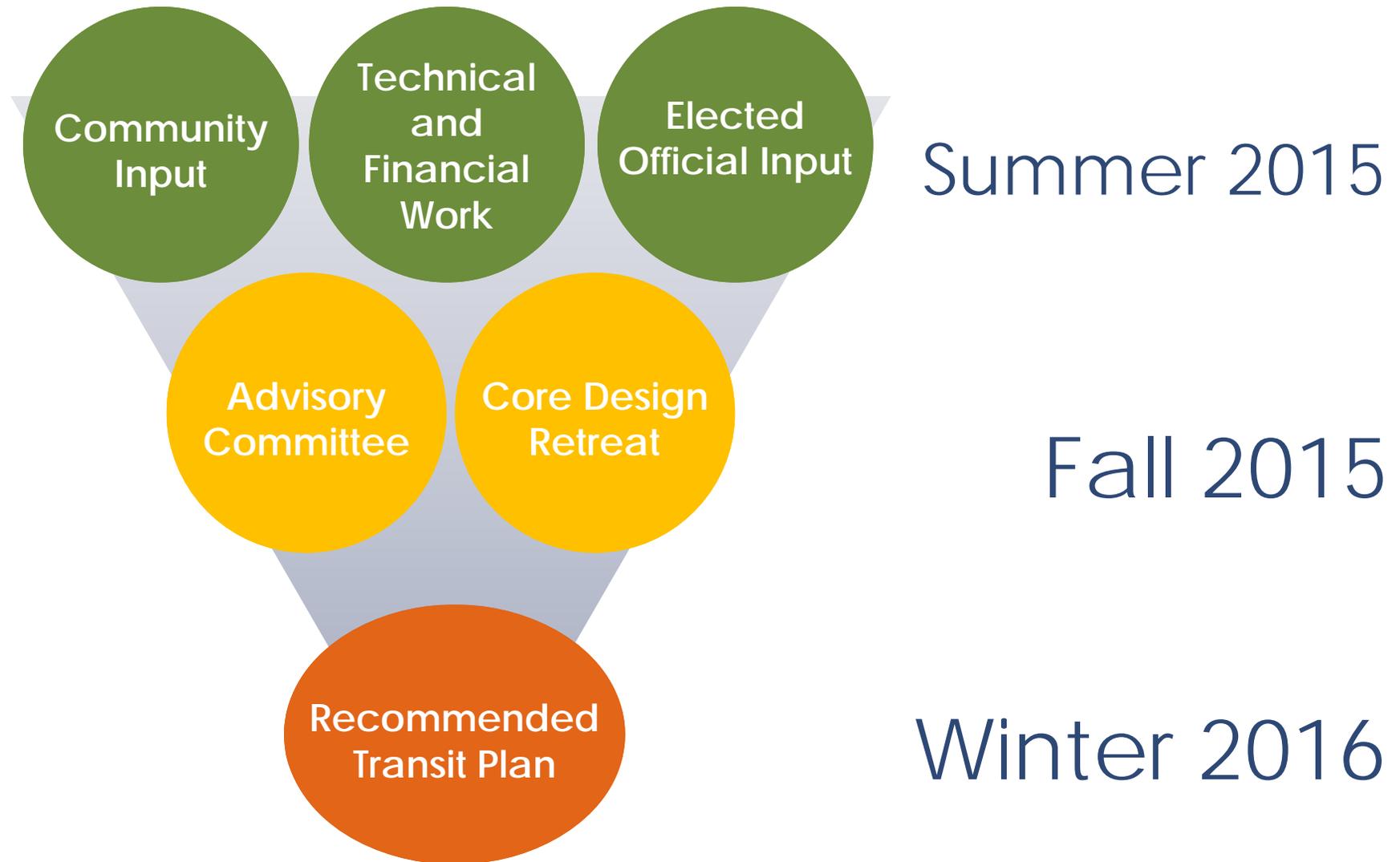


Municipal Feedback



Statistically Valid Survey

Transit Plan Development Process



Milestone Dates



- **Public Survey Closed:**
September 13
- **Advisory Committee Meeting:**
October
- **Core Design Retreat:**
Mid-October
- **Recommended Plan:**
Early December

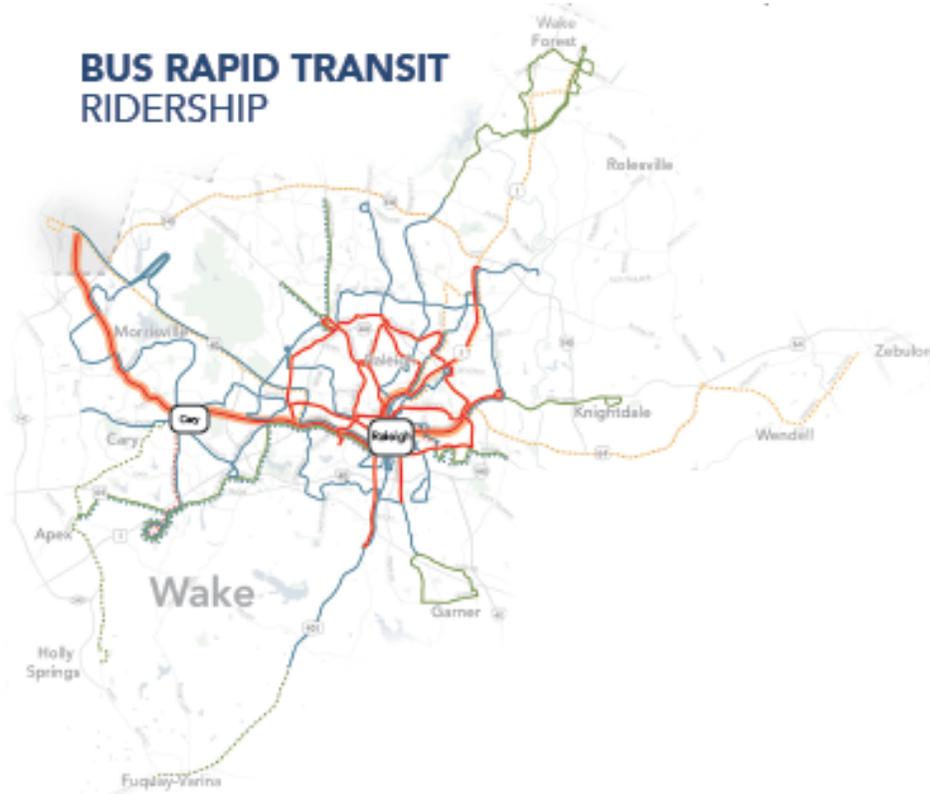


What We Need From You: Continued Support for the Process

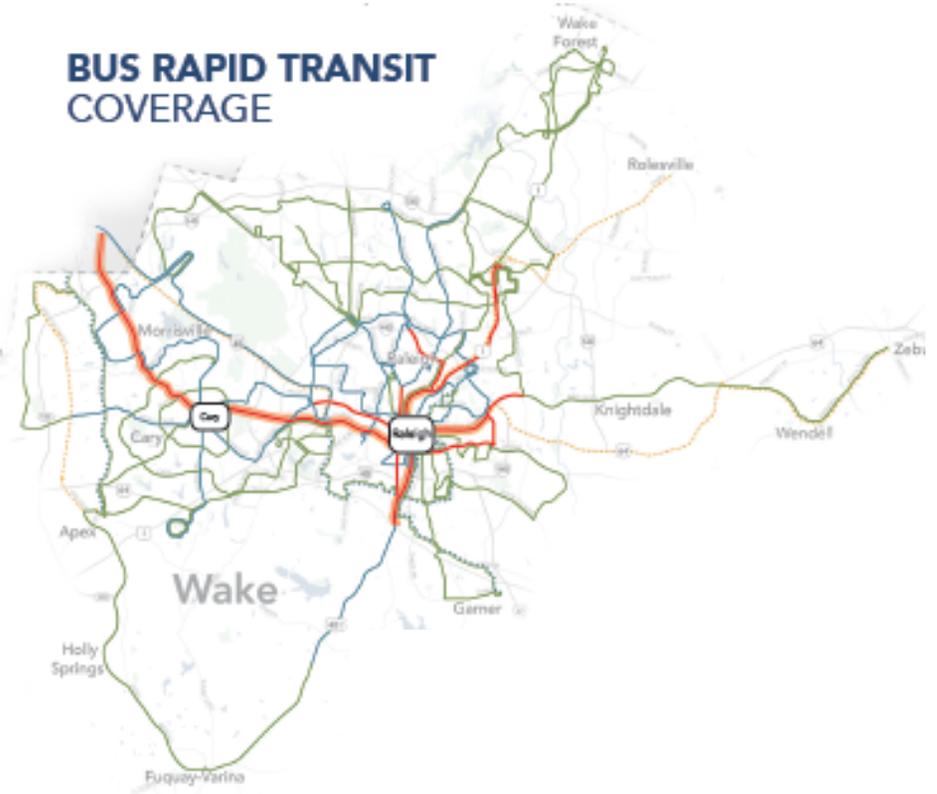
Question #1: Ridership/Coverage

How do you see the balance between expanding transit service to as many areas across the County and expanding service frequencies in urban areas where we know it will attract the most riders?

BUS RAPID TRANSIT RIDERSHIP



BUS RAPID TRANSIT COVERAGE





What We Need From You: Continued Support for the Process

Question #2: Rail/Bus

Does the final transit plan have to include rail, along with significant bus service expansion, as a transit solution?

If so, and constraints dictate that rail service would start at a less frequent level with the potential to build over time to a more frequent service, does that affect your opinion?



What We Need From You: Continued Support for the Process

Question #3: Other

What other feedback of your own or feedback from your constituency do you want to share in development of the transit plan?



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WakeTransit.com

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[#WakeTransit](https://www.facebook.com/WakeTransit)



Appendix

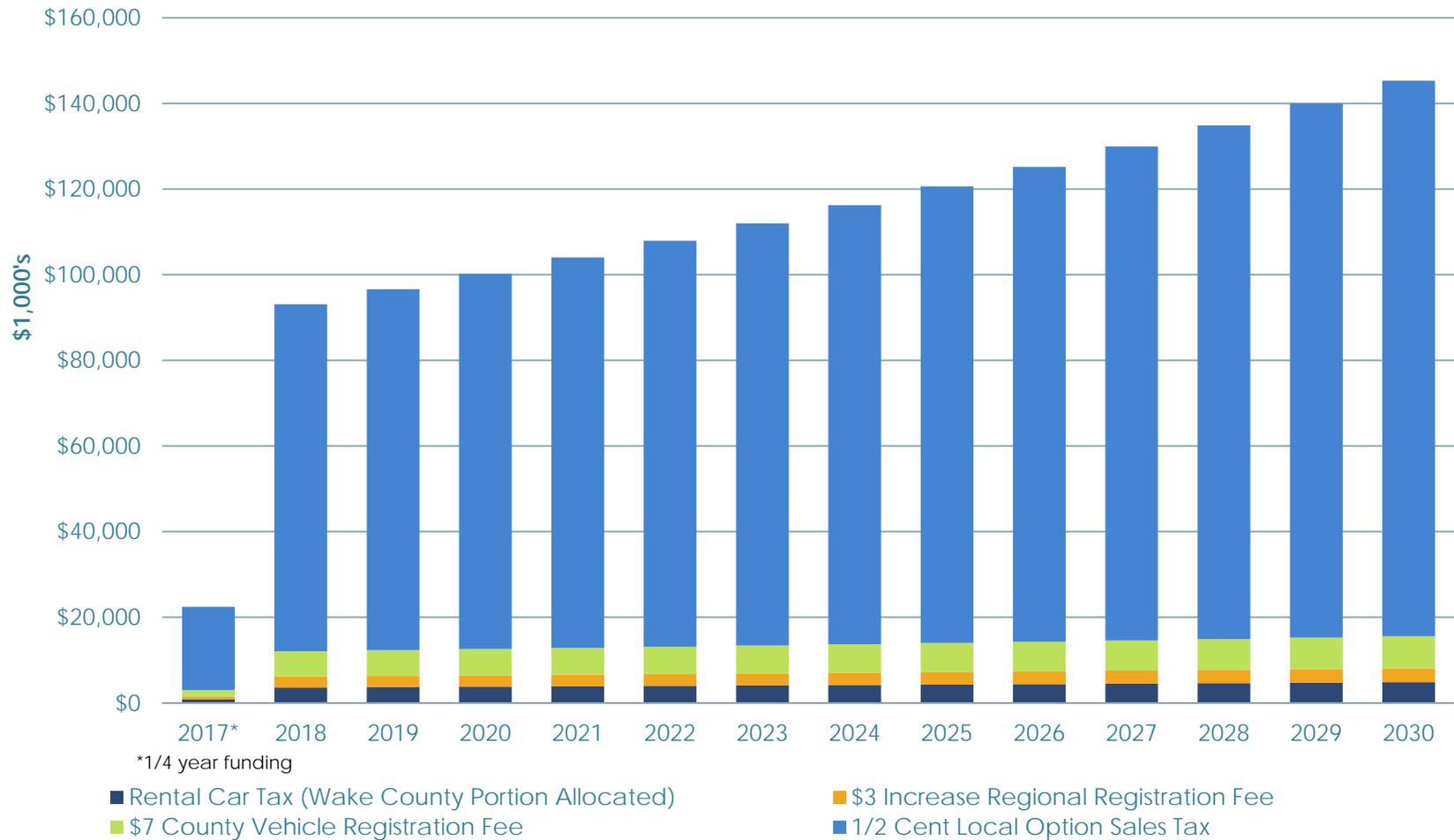


Sources of Funding for Transit

- New Local Funds
 - 1/2 cent Sales Tax (voter approved); car registration fees
- Existing Local Funds
 - Portion of rental car tax
- Other Funds
 - Federal and State funds dependent upon competitive award and projects chosen
 - Farebox revenue, existing local, etc. other smaller sources of revenue also programmed in scenarios



Projected Local Revenues for Expanded Transit



2030 Comprehensive Plan Update



Five Year Updates

Policy IM 3.1—Five-Year Updates

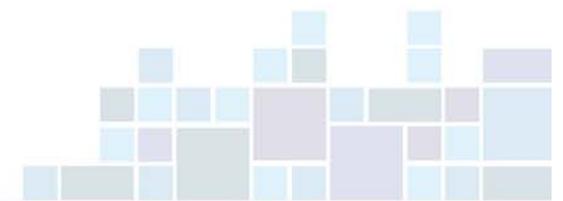
Update the Comprehensive Plan every five years to remain current and relevant, with a particular focus on the Plan's policy actions.

Goals for the Update

- Respond to the latest trends
- Integrate recent planning initiatives
- Incorporate new & emerging best practices
- Refresh stale policies & actions
- Improve layout and organization

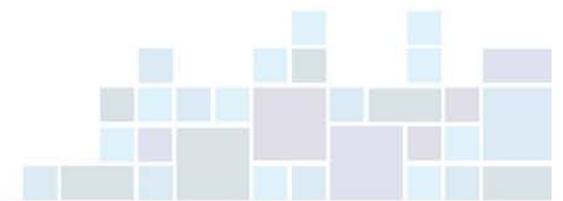
Three Phase Scope of Work

- ✓ **1. Due diligence**
 - ✓ – Updated Data book & Policy Audit
- ✓ **2. Outreach and In-reach**
 - ✓ – Boards & Commissions
 - ✓ – Departmental Focus Groups
 - ✓ – Public Workshops & On-line Engagement
- 3. Plan Drafting**
 - Recommendations White Paper
 - Public Open House
 - Draft Plan



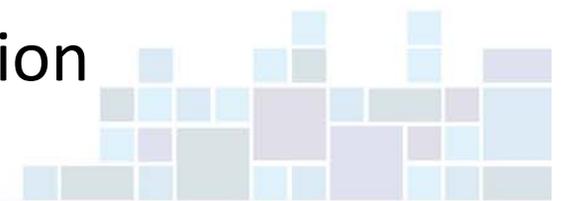
Planning Initiatives Since 2009

- Unified Development Ordinance (UDO)
- Parks System Plan
- Raleigh Arts Plan
- Public Utilities Plan
- Area Studies: Asbury, W. Morgan, Cameron Village, Hillsborough
- Corridor Studies: Capital, New Bern, Blue Ridge Road, Blount-Person-Wake Forest, Southern Gateway
- Downtown Plan
- Wake County Transit Plan



Boards & Commissions

- City Council
- Planning Commission
- Appearance Commission
- Parks, Recreation & Greenways Advisory Board
- Raleigh Arts Commission
- Raleigh Transit Authority
- Bicycle & Pedestrian Advisory Commission
- Raleigh Historic Development Commission



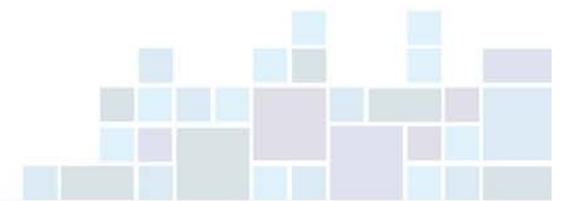
Departmental Input

- Build Resilience principles into the plan
- Incorporate Parks Systems Plan and Greenway Planning and Design Guidance
- Integrate Historic Preservation & Cultural Resources
- Incorporate the Wake County Transit Strategy
- Strengthen watershed protections
- Incorporate elements of 2016-2020 Consolidated Plan
- Address information infrastructure, digital government
- Clarify the role of Area Plans in the Comprehensive Plan



Public Workshop Themes

- A strong emphasis on social equity and inclusion.
- The need for better transit, with particular emphasis on making improvements to bus service.
- A strong desire to protect Raleigh's neighborhoods from the impacts of growth and infill development.
- Preservation of water quality emerged as the most pressing environmental issue.





Raleigh's Commitment to Sustainability

Raleigh's commitment to sustainability is a cornerstone of its vision for the future. That vision is broad and comprehensive and focuses on the interdependent relationships of environmental stewardship, economic strength, and social integrity. These three elements, referred to as the "triple bottom line" of sustainability, define the vision and will serve to guide the choices and decisions Raleigh will need to make as a 21st Century City of Innovation.

Consistent with this vision, the City has created a citizens Environmental Advisory Board, established full time Sustainability Initiatives Manager and Energy Manager positions, adopted a fossil fuel reduction goal, enacted an energy efficient buildings standard of LEED Silver for City buildings, and has endorsed the U.S. Mayors Climate Protection Agreement to develop a greenhouse gas emissions reduction strategy for the City.

There are many other sustainability initiatives ongoing in the City including LED lighting, greening the City's vehicle fleet, supporting the creation of green jobs, a teleworking program, renewable energy

projects, rainwater harvesting, water reuse, tiered water rates, sustainable purchasing policies, employee health and wellness programs, innovative financing strategies, and public-private collaboration, among others. Many of these are described in greater detail in the Plan elements.



1.1 Purpose of the Comprehensive Plan

Legal Basis, Role, and Content

Although the State's zoning enabling statute establishes that "zoning regulations shall be made in accordance with a comprehensive plan," North Carolina's cities are not required by state law to prepare a comprehensive land use plan, and the nature of such a plan is not defined by statute. However, Raleigh has a long history of using a comprehensive planning document to establish policies that respond to the requirements and aspirations of the City's residents, and accordingly influence social, economic, and physical development. Past comprehensive plans have been used to promote economic growth and jobs and guide private and public investment. To achieve its vision for the future, Raleigh needs a revised and updated Plan that will promote sustainability, while maintaining and enhancing the natural and architectural assets of the City, and promoting the social and economic welfare of its residents.

History of Planning in Raleigh Raleigh

Raleigh has a tradition of developing comprehensive plans dating back to 1913. The City's last plan, adopted in 1989 and subsequently amended, is 20 years old. Much has changed in that time, with the most significant change being the rate at which the City's land area has grown, exceeding the rate of population growth. Since 1980, the City's population has more than doubled from approximately 150,000 to nearly 390,000, and the City's land area has almost tripled in size from approximately 55 to 140 square miles. This 2030 Comprehensive Plan strives to ensure that green and sustainable principles such as improved transit and transportation, the coordination of land use and infrastructure, the conservation of existing neighborhoods and thoughtful development of new



communities, and the renaissance and growth of downtown, are incorporated into the City's plans and actions for the next twenty years.

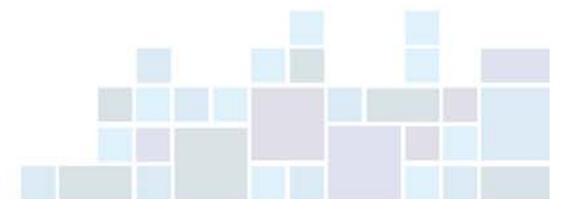
Relationship to the 1989 Comprehensive Plan

The 1989 Comprehensive Plan introduced new tools to manage and shape growth, including Urban Form elements, various guidelines, and Small Area Plans. However, the 1989 Plan grew cumbersome over time, as numerous amendments and additions added length and complexity. The Plan's framework, focused heavily on the specific issues of suburban commercial corridors, did not adequately address new growth challenges. Area-specific plans grew to account for two-thirds of the plan's length, containing very detailed guidance for specific areas while the citywide policies remained far more general. Given its age and these considerations, the City decided the 1989 Plan no longer met the present and future challenges facing the City. In addition, the 1989 Plan did not articulate a set of priorities or specific actions that were to be undertaken to implement its recommendations.

As part of this comprehensive planning process, a "policy audit" of Raleigh's long-range plans, including the 1989 Comprehensive Plan and related Area Plans, District Plans, Corridor Plans, and System

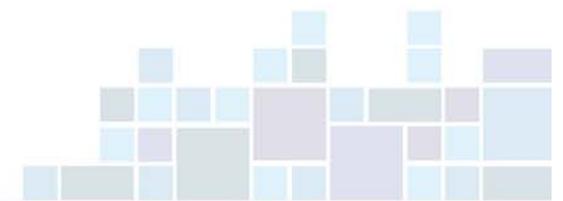
Issues Impacting the Schedule

- **Wake County Transit Plan**
- UDO Remapping
- Pending Area Plans
- Public Meeting Fatigue



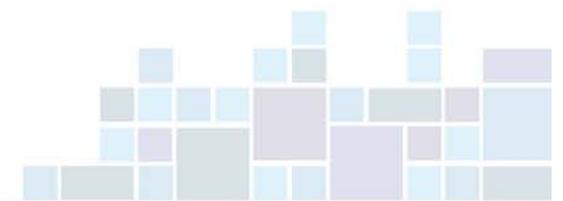
Next Steps

- Focused workshops on integrating the Wake Transit Plan into the Comprehensive Plan
- White Paper development
- Open houses/public feedback on the White Paper
- Final recommended changes



Revised Schedule

- Due Diligence October 2014 – March 2015
- Outreach In-Reach April – July 2015
- Plan Drafting July – December 2015
- Adoption Process January – March 2015



2030 Comprehensive Plan Update



