

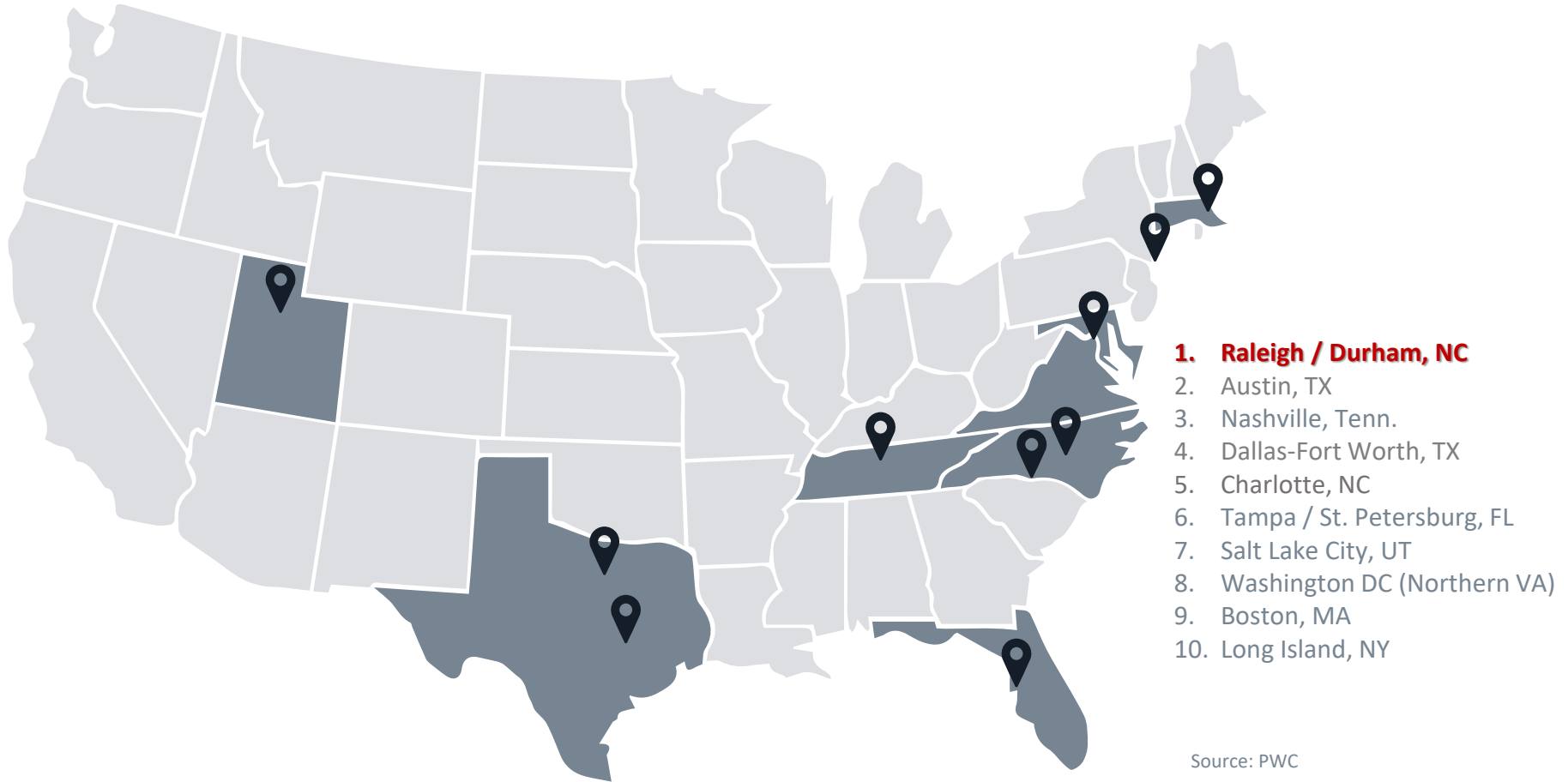
Hindsight, Insight, Foresight: Planning for Growth and Change



Chapel Hill Council Retreat - September 8, 2023

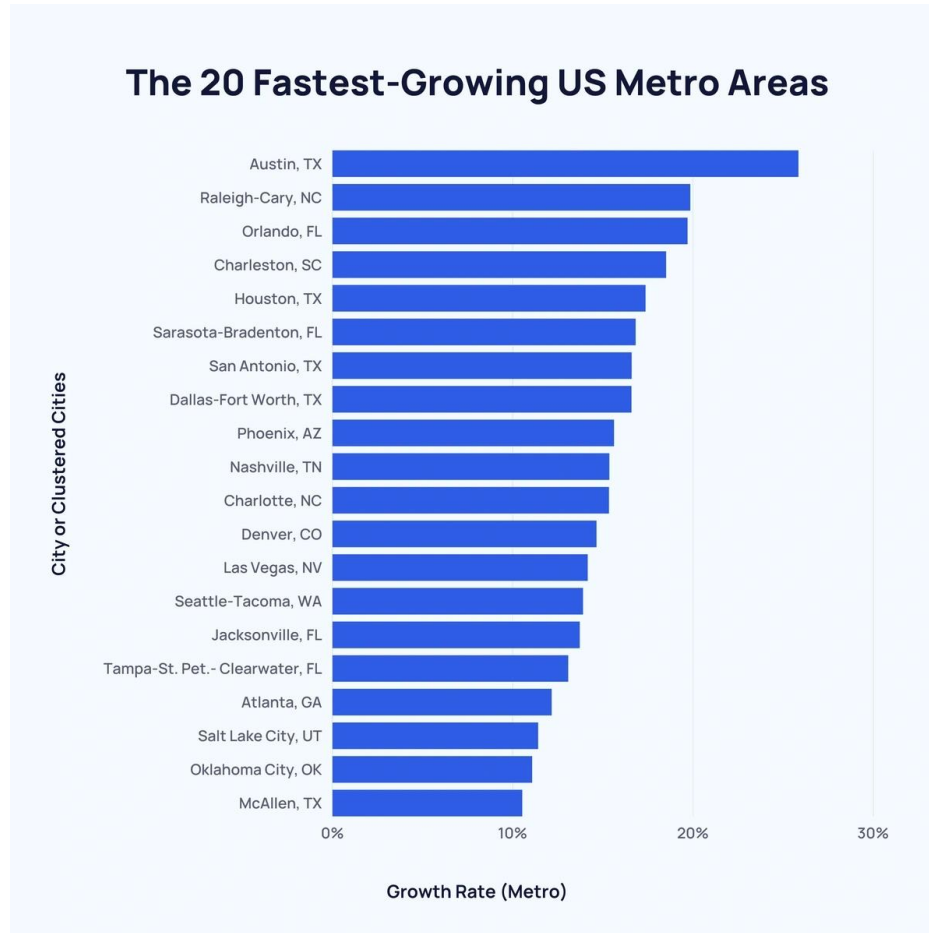
Mitchell Silver, FAICP, Hon. ASLA
Principal, Urban Planning at McAdams
silver@mcadamsco.com

TOP REAL ESTATE MARKETS FOR 2021



Source: PWC

20 FASTEST-GROWING U.S. METROS (2010-2023)

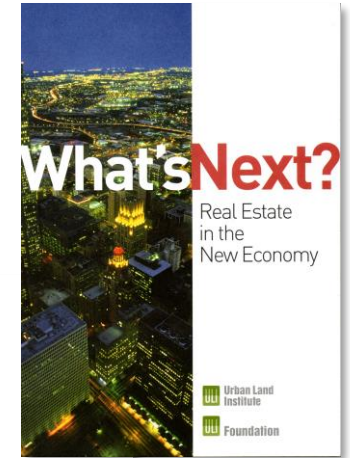


MIGRATION TRENDS FOR 2022

1. Cost of living is the top concern for movers in 2021. **QUALITY OF LIFE** was top concern for 2022. Moving closer to nature with ample **OUTDOOR EXPERIENCES** as well as the **CONTINUATION OF REMOTE WORK**.
2. **LOWERING TAX LIABILITY** (property and income tax) was another reason why people moved.
3. California, Illinois, Michigan, Pennsylvania and New Jersey are the five states with the most outbound moves. Pennsylvania replaced New York in 2022.
4. The top five inbound states in 2020 are South Carolina, North Carolina, Tennessee, Arizona and Florida. Florida surpassed Idaho in 2022.
5. Many of the moves revolve around **FLEXIBILITY OF REMOTE WORK OR EARLY RETIREMENT**.

21ST CENTURY CHALLENGES + EMERGING TRENDS

- 1. GRAYING + BROWNING OF AMERICA**
- 2. RISE OF THE SINGLE PERSON HOUSEHOLDS**
3. Traditional family is changing
4. Aging infrastructure
5. Urban sprawl, aging suburbs, shrinking rural areas
- 6. EXTREME WEATHER, DROUGHTS, FLOODING, HEAT, WILDFIRES**
7. Antiquated + exclusionary zoning tools
8. Energy
- 9. PUBLIC HEALTH CRISIS**
- 10. RACIAL, SOCIAL AND RESTORTIACE JUSTICE**
- 11. DIVISIVE POLITICS**
- 12. POST-COVID BEHAVIOR**
- 13. HOUSING AFFORDABILITY/ATTAINABILITY**



ROLE OF PLANNING

- **MANAGE GROWTH AND CHANGE**
- **PROVIDE A BLUEPRINT FOR GROWTH**
- **OFFER PREDICTABILITY AND CERTAINTY FOR STAKEHOLDERS, DECISION-MAKERS AND THE DEVELOPMENT COMMUNITY**
- Understand when you say **NO** to something, you are saying **YES** to something else. What are you saying yes to?



There are two types of places

Plan-making places
Deal-making places



**BLUEPRINT FOR
GROWTH**



LAND CAPACITY ANALYSIS

How will Raleigh manage growth over the next 20 years?

Raleigh must find where to place:

- **120,000 dwellings units**
- **170,000 jobs (85 million s.f. of non-residential)**
- Land for infrastructure, facilities, parks and open space

As of 2010, Raleigh has about:

- **19,000 acres to develop within Raleigh's jurisdiction**
- 20,000 acres outside our ETJ
- **Low density and sprawl was no longer an option!**



Guiding Principles for **QUALITY GROWTH**



transit

Improve regional transit, matching land use decisions with transit investments.



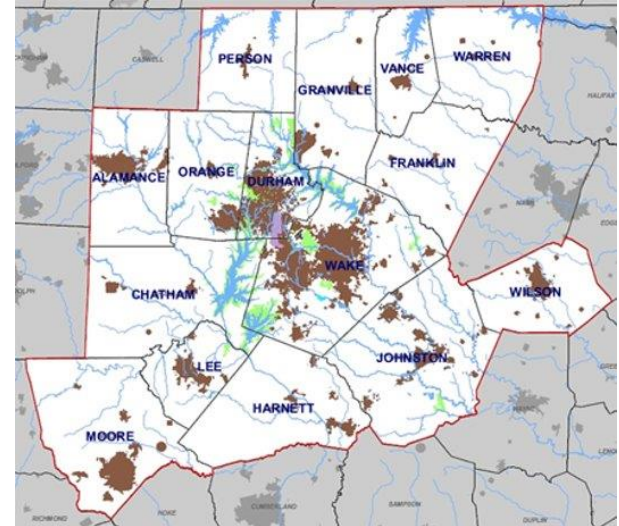
vibrant centers

Reinvest in city and town centers, promote compact development, density and mixed use, and a balance of jobs and housing.



green space

Define growth and preservation areas to protect open space, agricultural land and natural resources, especially water supply and quality.



The Triangle Region was projected to grow by **1.2 million** people and **700,000 jobs** over the next 20 years.

What were our challenges?

- Growing too fast – 12,000 to 15,000 net growth per year
- Had a small-town identity. Had to transition from “Mayberry to Metro”
- Would run out new land to develop in 20 years
- Sprawl was fiscally irresponsible and too expensive to maintain
- Raleigh was not aware demographics shifts and its implications
- Raleigh was not tracking emerging issues
- Two-thirds of Comprehensive Plan were Small Area Plans
- Did not offer housing, transportation and lifestyle choices to chose from



THE NEW REALITY IN THE US

1. More older Americans. **LONGER LIFE EXPECTANCY.**
2. More people with disabilities.
3. More multi-generation households. Sandwich generation + post-COVID
4. More single mothers. More than 50% of all households are single women.
5. Fewer couples getting married. Percentage of single person households has doubled since 1960
6. **IMMIGRATION** will continue.
7. By 2045, **NO MAJORITY RACE.**

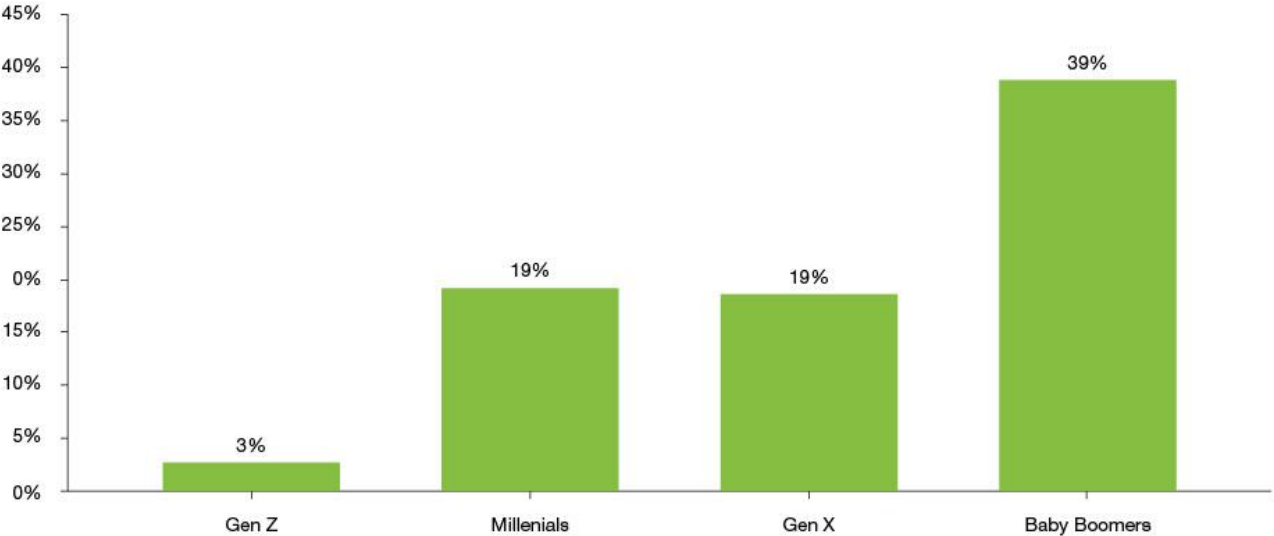


SOLE-PERSON HOUSEHOLDS BY GENERATION

EXHIBIT 2:

Sole-person households by generation (2020)

Baby Boomers made up the largest share of sole-person households in 2020.



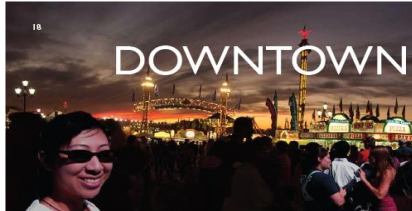
Source: Current Population Survey (CPS)

Note: Generation definition from Pew Research: https://www.pewresearch.org/st_18-02-27_generations_defined/

PUBLIC ENGAGEMENT

BIG ideas RALEIGH

WE ARE
MAKING
NEW
HISTORY



DOWNTOWN 24/7



The Vital Center of the Region

High-rise, well-served, exciting districts, high-speed transit, regional connector rail, amenities, open-air local food, walkability, shopping—the list is endless and growing every day. Downtowners care for and meeting their own a culture in the people who worked to gether to build a vision. They seek the creative innovation born just through the way in world-class city the business and quality of life.

- Attract the downtown and southeast. Explore forward aspects of Mount Luther King, Jr. Development with walkable streets. Investigate a location for a new arena.
- Build a firm vision of the world's first zero-waste/zero-carbon neighborhood.
- Re-establish a downtown library and grocery store.
- Implement arts initiatives which might include installations and murals.
- Create District Development Districts.
- Install a great digital screen connecting all cultural events.
- Install a great digital screen for outdoor video gaming competitions. Raleigh should join World Cyber Games organization.
- Reconnect the edge of downtown.
- Increase density around downtown with neighborhood.
- Strengthen and expand the original Christmas Plan by adding eight new full-block squares.



WE ARE
MAKING
NEW
HISTORY

DESIGNING A 21ST CENTURY CITY

The Raleigh Department of City Planning PRESENTS

DESIGNING A 21ST CENTURY CITY

Urban designers, planners, policy makers and interested citizens—join us to consider, discuss and understand the implications of decisions made today that affect our city's future.

November 2, 2006

Dr. Donald Shoup:
What Are the Hidden Costs of Free Parking?

February 8

Urban Trends and the Urban Age:
How Do We Design a 21st Century City?

May 10

Transit-Oriented Development:
How Do We Get There from Here?

September 20

Public Realm:
How Do We Create a Pedestrian-Friendly City?

November 8

A Model For Urban Form:
Traditional Codes versus Form-Based Codes?

By 2008 Raleigh will emerge as one of the top 50 cities in America, and the northern anchor of the Atlantic Piedmont megaregion.

GET ANSWERS TO YOUR QUESTIONS:

What are the top issues that Raleigh faces as the 21st century unfolds?

How can we accommodate growth?

How can cities position themselves in the new global economy?

What can Raleigh learn from other emerging 21st Century cities? What are their best practices?

How are other megaregions planning for sustainability, multinucleated cities, transit, demographic trends and density?

What is the roadmap to the future?

ALL LECTURES ARE FREE AND OPEN TO THE PUBLIC. REGISTER NOW FOR THE FEBRUARY 8 LECTURE!

February 8, 2007

6:00-8:30 p.m.

**The Progress Energy Center
for the Performing Arts in Raleigh, NC**

Paul Farmer, Executive Director & CEO, American Planning Association—Opening Remarks

OUR PRESENTER

Bruce Katz is the Vice President at the Brookings Institution and Founding Director of the Brookings Metropolitan Policy Program. The Metro Program seeks to redefine the challenges facing cities and metropolitan areas. Mr. Katz regularly advises leaders and policy makers on the competitiveness of metro areas. His recent publications include *Redefining Urban and Suburban America*, Volumes 1-3, ed. with Robert E. Lang.

To access Mr. Katz's publications and presentations, see www.brookings.edu/metro.

A special thank you to our sponsors for
The Art of Downtown Living Home Tour
Join us for the next tour **May 18**.

To attend the lecture, please register at www.raleighnc.gov.

For more information on the lecture and to sign up for the lecture series mailing list, email trisha.hasch@ci.raleigh.nc.us or call 919-807-8480.



THE BIG ISSUE

What course should Raleigh chart for future growth?

MORE IDEAS INSIDE

OVERHEARD

What did Wil Shriner send to U.S. troops in Iraq and Afghanistan? You'll never guess.
Page 27A



A windshield tour of development in Eastern Wake County. **BLOG BITS 28A**

Readers respond: What happened to thrift? **FINAL WORD 28A**

Illegal immigrants and the ire they provoke. **SUNDAY FORUM 29A**

Are journalists in Iraq covering what's really going on there? **PUBLIC EDITOR 31A**

www.newsobserver.com/news/q

What should
Raleigh
look like in
2030?



Fayetteville Street, as seen from the Capitol. The tallest structure at the time was the Citizens National Bank. It was demolished in 1964. The Grand Theatre, at left, burned down in 1928.

NEWS & OBSERVER FILE PHOTO

We want your ideas on the city's future.

Take a drive along the edges of Raleigh. You'll see some of

FROM NOW TO 2030

Where do you stand on long-



KEY THEMES FOR THE PLAN



Economic Prosperity & Equity



Expanding Housing Choices



Managing Our Growth



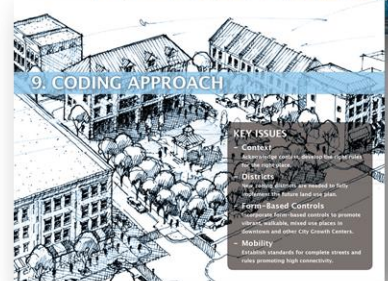
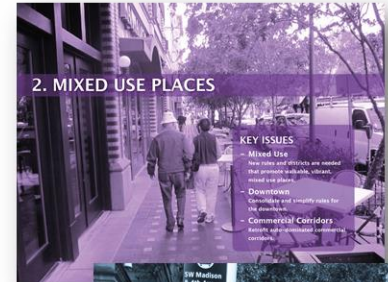
Coordinating Land Use & Transportation



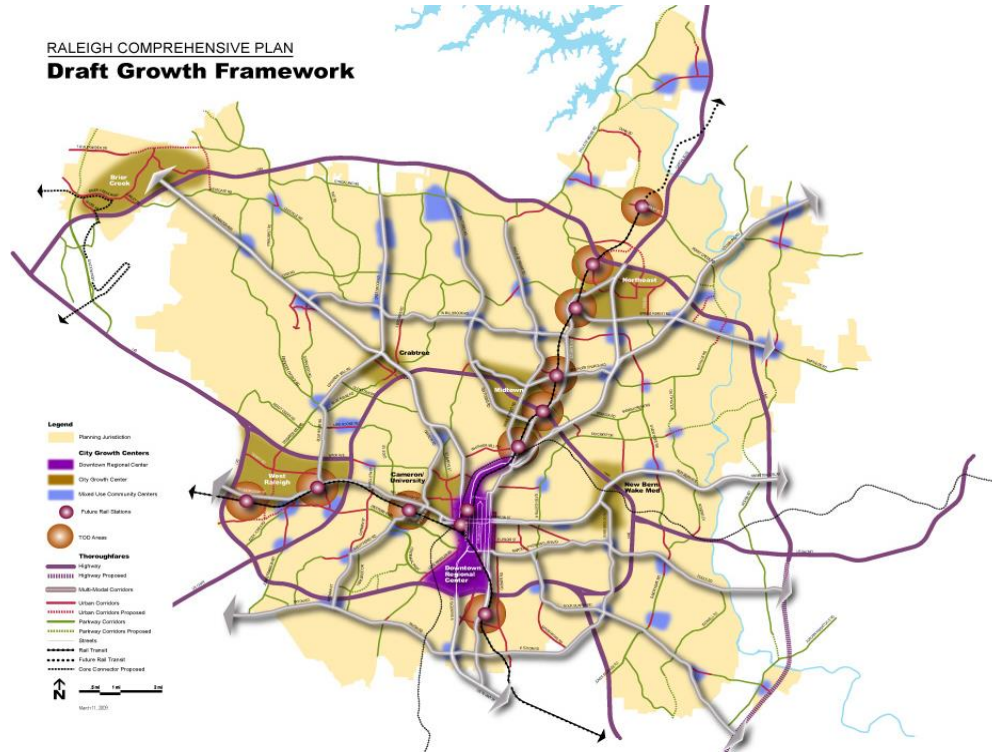
Greenprint Raleigh—Sustainable Development



Growing Successful Neighborhoods & Communities



BLUEPRINT - GROWTH FRAMEWORK MAP



- 60% to 70% of growth to be concentrated in 8 growth centers and 12 multi-modal corridors
- Expansion of Downtown north, south and west.
- Predictable patterns of growth

Imagine Raleigh without sprawl

BY BOB GEARY

In the run-up to this week's public hearing on Raleigh's draft comprehensive plan, the advice to city leaders from a stream of visiting experts has been remarkably unified. Success, experts say, depends on taking city life "back to the future."

The era of suburban sprawl is ending, these planners maintain, not simply because of high gas prices, but because it is fundamentally unsustainable. As Christopher Leinberger, a fellow at the Brookings Institution in Washington, D.C., put it in a recent talk, the more "drivable suburban" neighborhoods a city allows, the lower the quality of life becomes for everyone living in them. The fastest-growing market now, said Leinberger, a developer, is for "walkable urban" places the kind Raleigh doesn't have, yet needs to create, that are modeled on what cities were before cars took them over.

Such places are far more complicated to build and manage than the suburbs, Leinberger said. But done right, these areas improve as they grow. They have more cultural diversity and housing options—and with public transit, the chance for people to save money by owning fewer cars, or none. If Raleigh fails to create them, Leinberger warned, "You will be left in the 20th century."

The question for Raleigh is where these walkable urban places should be.

Leinberger's analysis and the other experts' jibes with the basic goal of the comprehensive plan to curb sprawl and guide development into desig-

However, Raleigh Planning Director Mitch Silver, who will present a revised draft of the comprehensive plan at a joint public hearing of the City Council and Planning Commission Thursday, doesn't think the highway and rail-transit locations conflict. He says Raleigh will grow fast enough over the 20-year span of the comprehensive plan for both to develop successfully.

Silver argues that given the number of strip malls in Raleigh, the city must encourage their redevelopment, using "very robust" bus service and a new zoning code for highway spaces.

But Silver is aware of the question, and posed

thoroughfares and skinny or missing sidewalks? he asked.

Simon Atkinson, a professor of planning at the University of Texas School of Architecture, shook his head. "The suburb was designed not to have a public realm." The whole point of suburbs, Atkinson added, is privacy.

In contrast, the walkable urban places that the planners describe are typically located on a grid of city streets, not highway thoroughfares. They feature sidewalk storefronts, public plazas and parks that help to offset the mass of high-density housing developments. They usually

Most such places are accessible by transit or by car, bicycle and on foot, said James Charlier, a Boulder, Colo., transportation planner who spoke at the conference. Once people arrive, though, there are "pedestrian districts" where people can hang out, have fun, shop and live—while the cars are parked.

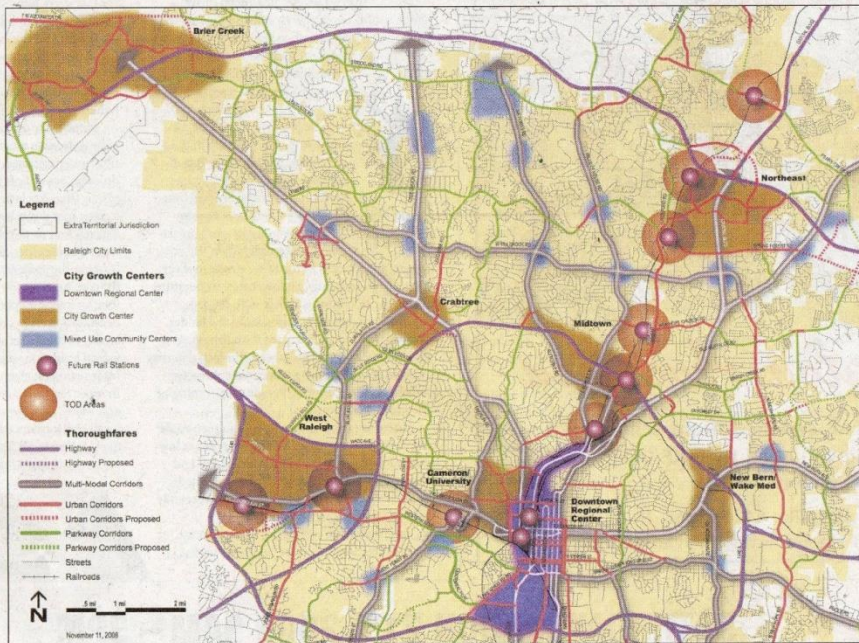
Charlier calls them pedestrian districts to distinguish the real pedestrian places from the new fad of "pedestrian-friendly" roadways that, despite cosmetic changes, continue to function as "traffic sewers" hostile to walkers.

The only way to turn a highway mall into an urban place is to tear it down, start over on a street grid and connect it to the adjoining neighborhoods, he said.

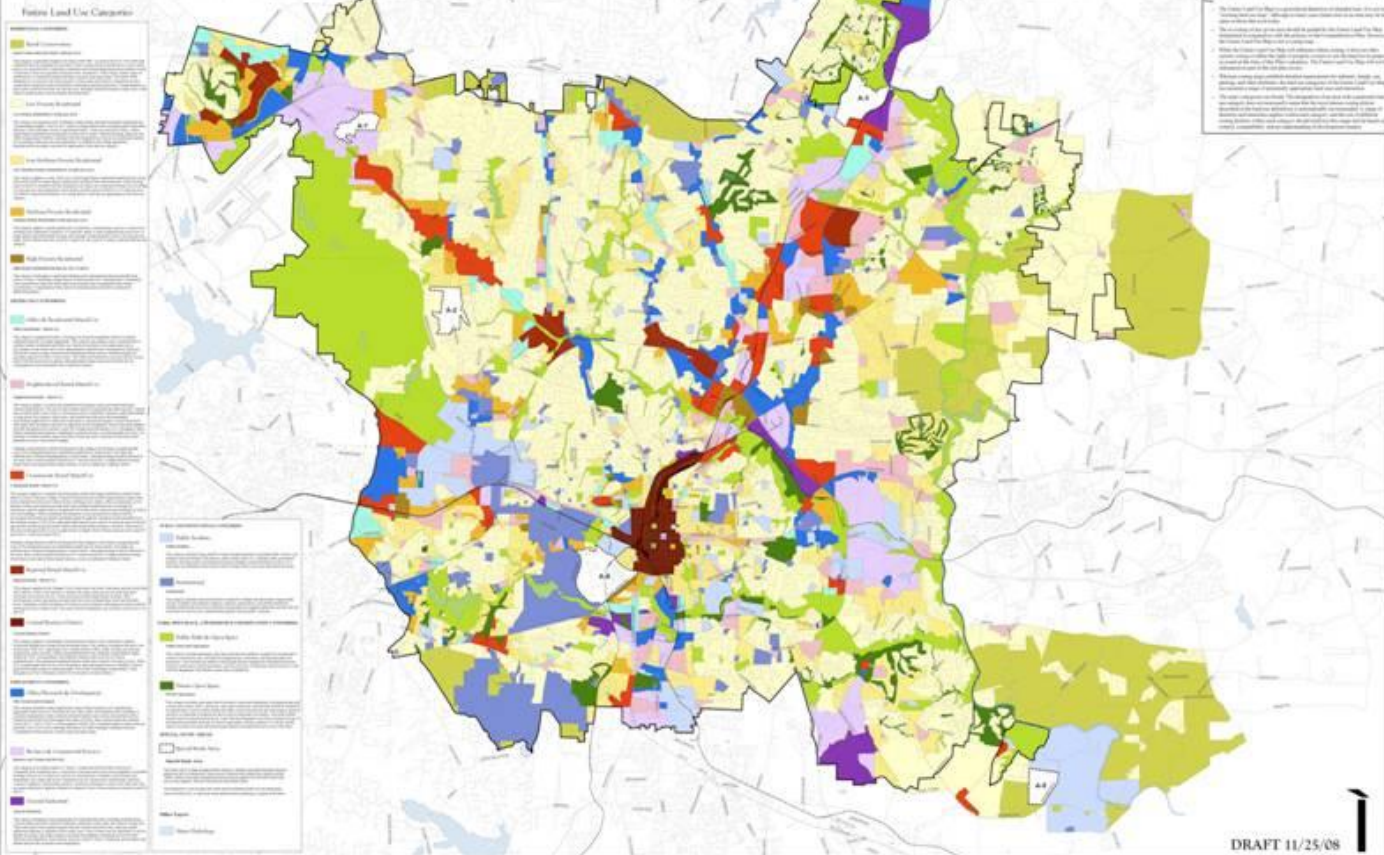
At the same conference, Mindy Fullilove, professor of clinical psychology at Columbia University Medical Center in New York, said true urbanism is characterized by a sense of connectedness that allows people of diverse backgrounds and incomes to nonetheless feel that they live in the same community and share an identity with the same "great place."

At a time of rapid upheaval in the world, Fullilove said, people yearn for the kind of stability and belonging that existed—before urban renewal cut through it—in the Hill district of Pittsburgh where her parents grew up. It was a relatively poor, predominantly African-American community of row houses, storefronts and apartments. There were no high-rises, nothing fancy. But it was a place where people believed "whatever problems you have ... you can get together and solve them."

Studies show that in such neighborhoods, the incidence of mental illness even for the poorest people is less than it is for the well-off who live



City of Raleigh
Future Land Use
DRAFT 11/25/08



**Future Land Use Map
was the critical link
between to the plan
and code**

HOW TO IMPLEMENT A PLAN

Comprehensive Plan

Policy Guidance & Actions

Development Code

Capital Projects



Sec. 7.2.2. Protective Yards

A. Transitional Protective Yards

A transitional protective yard may be required along pedestrian facilities for open lot cases as set forth in [Chapter 18](#) and other sections of this code.



	Type A1	Type A2	Type B1	Type B2
Minimum Yard Width	5'	5'	5'	5'
Maximum Height (feet)	Not allowed	6'	Not allowed	6'
Maximum Height (feet)	6'	6'	6'	6'
Maximum Trees (Total per 100 SF)	Not required	2	2	2
Minimum Trees (Total per 100 SF)	0	1	1	1
Minimum Trees (Total per 100 SF)	Not required	Not required	1	1
Notes			In the event of overlapping setbacks, the maximum tree height shall be the lesser of the setbacks.	In the event of overlapping setbacks, the maximum tree height shall be the lesser of the setbacks.



PLAN TO ACTION – GREAT STREETS, PLACES AND SPACES



Glenwood South



Midtown/
North Hills



City Market



Hillsborough St.



Moore Square



City Plaza



RIGHT RULES, RIGHT PLACES



Raleigh's New Development Code

Building a 21st Century City

**Implement vision, goals and
framework adopted in the
Comprehensive Plan**

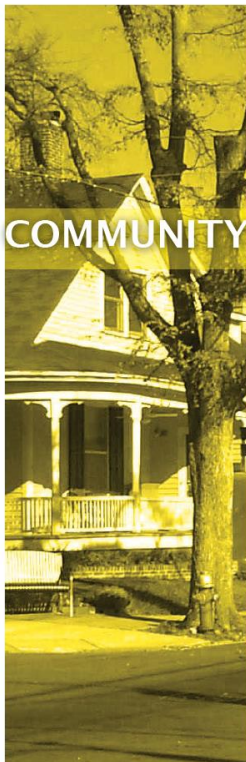
OBJECTIVE: “RIGHT RULES, RIGHTS PLACES”



- **Increase predictability for citizens, developers and staff**
- **Offer flexibility to developers**
- **Streamline development review**
- More user-friendly format
- **Make it easy to do the right thing**
- Address market trends
- Incorporate best practices

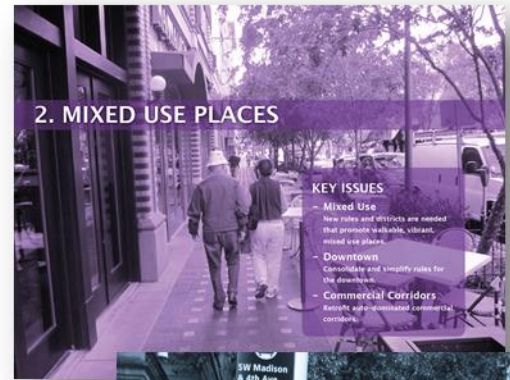
RALEIGH'S NEW DEVELOPMENT CODE DIAGNOSTIC & APPROACH REPORT

PUBLIC REVIEW DRAFT (2/1/10)



ORGANIZING PRINCIPLES

- **Mixed Use Places**
- Resource Protection
- Transportation & Mobility
- Retracting and Obtaining Jobs
- **Rules for Older Areas**
- **Process and Administration**
- Coding Approach



HOT TOPICS

Affordable Housing

- Inclusionary Zoning: Incentives based
- Accessory Dwelling Units

Maximum Height Limits

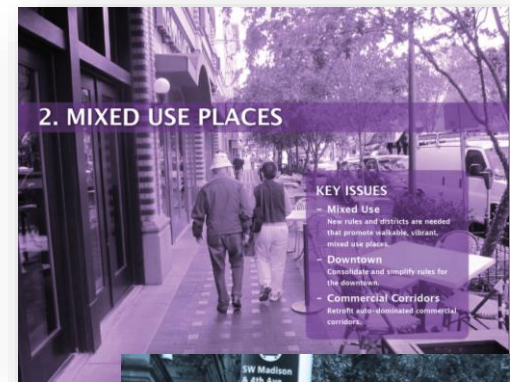
- Reconsider Unlimited Height
- One to One Bulk Plane

Conditional Use Zoning

- Reduce Customized Zoning Solutions

Cluster Subdivisions

- Required Open Space / Facility Fee
- Attached Housing in R-4, R-2



2. MIXED USE PLACES

KEY ISSUES

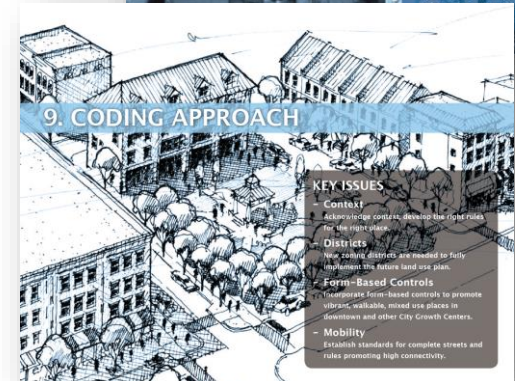
- **Mixed Use**
New rules and districts are needed that promote walkable, vibrant, mixed use places.
- **Downtown**
Consolidate and simplify rules for the downtown.
- **Commercial Corridors**
Benefit, not dominate commercial corridors.



5. TRANSPORTATION AND MOBILITY

KEY ISSUES

- **Walkability**
Improve street layout, reduce design speeds, and pedestrian-friendly features.
- **Complete Streets**
Encourage bike lanes, bikeways, and bus parking.
- **Connectivity**
Ensure adequate connections between developments; improve block length and block perimeter standards.
- **Right Size Parking**
Reduce parking credits and



9. CODING APPROACH

KEY ISSUES

- **Context**
Acknowledge context; develop the right rules for the right place.
- **Districts**
New zoning districts are needed to fully implement the future land use plan.
- **Form-Based Controls**
Incorporate form-based controls to promote vibrant, walkable, mixed use places in downtown and other City Growth Centers.
- **Mobility**
Establish standards for complete streets and rules promoting high connectivity.

HOT TOPICS

Tree Protection

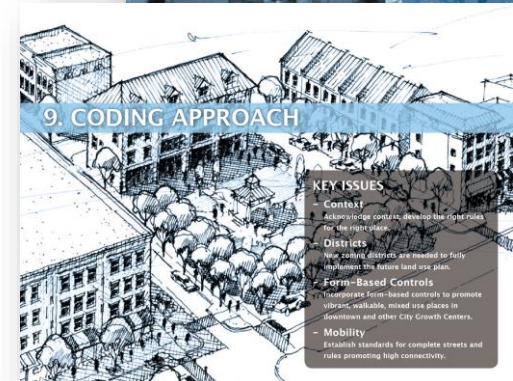
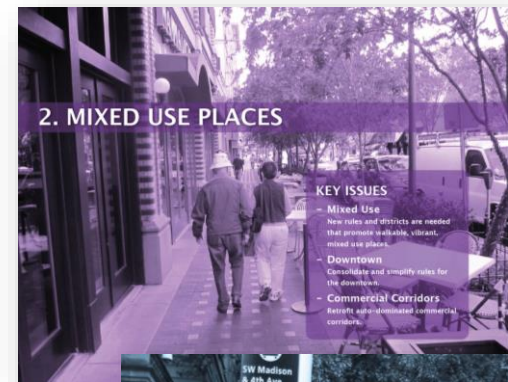
Balance with Walkable Urbanism
Special Highway Overlay Districts

Infill & Redevelopment

Neighborhood / Commercial Transitions

Density / Form

Units per acre vs. Floor area ratio
Stories, Street walls, Transparency
Infrastructure Sufficiency
Public Realm, Street typology



-ADOPTED: FEBRUARY 18, 2013-



RALEIGH, NORTH CAROLINA

PART 10A: UNIFIED DEVELOPMENT ORDINANCE

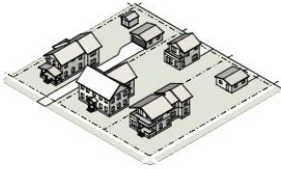
INCLUDES 4TH SUPPLEMENT, SEPTEMBER 2017



EFFECTIVE DATE: SEPTEMBER 01, 2013

Adopted February 2013

BUILDING TYPES: CONTEXT-BASED CODE



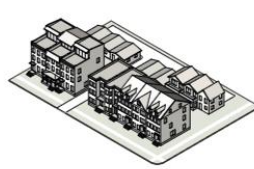
A. Detached House

A building type designed primarily to accommodate a one dwelling unit on an individual lot. In more intense districts, a detached house allows more than one dwelling unit and in certain settings may be used for nonresidential purposes.



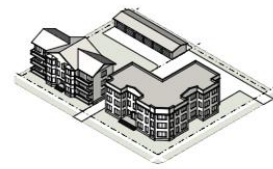
B. Attached House

A building type designed primarily to accommodate two dwelling units on an individual lot. In more intense districts, an attached house may be used for nonresidential purposes.



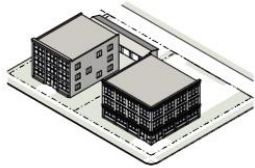
C. Townhouse

A building type designed primarily to accommodate two or more dwelling units consolidated side-by-side into a single structure. In more intense districts, a townhouse may be used for nonresidential purposes.



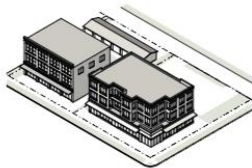
D. Apartment

A building type containing three or more dwelling units consolidated into a single structure. Units must be either situated wholly or partially over or under other units, or back to back with other units in the same structure.



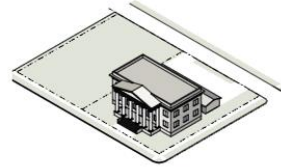
E. General Building

A building type intended primarily for commercial, office, manufacturing and employment uses.



F. Mixed Use Building

A building type intended primarily for ground floor commercial uses with upper-story residential or offices uses.



G. Civic Building

A building type intended primarily for civic, institutional or public uses.



H. Open Lot

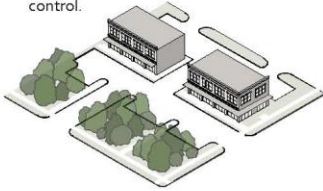
Open lots are used to accommodate uses with large outdoor or open areas. An open lot can also accommodate open space or natural areas worthy of preservation.

Frontage + district + height (i.e., PK-RX-5) with transition

Article 3.4. Frontage Requirements

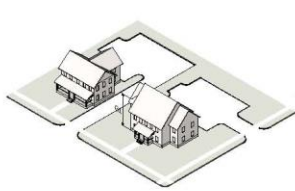
Sec. 3.4.1. Purpose and Intent

Frontages link a desired development pattern with specific form requirements that mandate the type of development desired along the street edge. Frontages place different requirements from the base dimensional standards. Where there is a conflict between the base dimensional standards and the frontage requirements, the frontage requirements control.



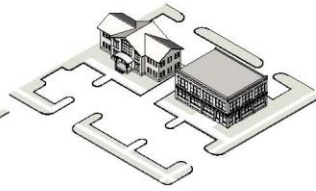
A. Parkway (-PK)

The -PK Frontage is intended to provide a heavily landscaped buffer between the roadway and adjacent development to ensure a continuous green corridor along the street right-of-way.



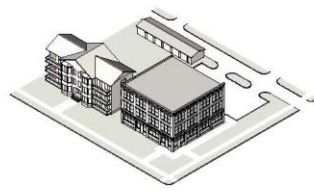
B. Detached (-DE)

The -DE Frontage is intended for areas adjacent to roadways transitioning from residential to commercial. Accommodates neighborhood-scaled, low intensity commercial uses while maintaining the residential character of the street right-of-way.



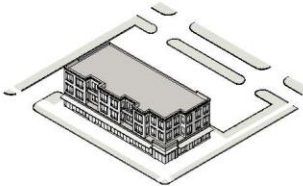
C. Parking Limited (-PL)

The -PL Frontage is intended for areas where access to buildings by automobile is desired but where some level of walkability is maintained. Permits a maximum of 2 bays of on-site parking with a single drive aisle between the building and the street right-of-way.



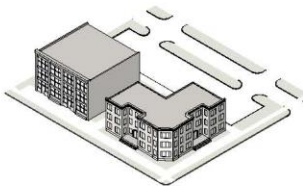
D. Green (-GR)

The -GR Frontage is intended for areas where it is desirable to locate buildings close to the street, but where parking between the building and street is not permitted. Requires a landscaped area between the building and the street right-of-way.



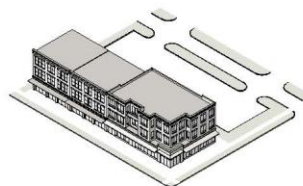
E. Urban Limited (-UL)

The -UL Frontage is intended for areas where parking between the building and street is not allowed. Buildings abut the street and sidewalk but to balance the needs of both the pedestrian and automobile lower street wall continuity is required.



F. Urban General (-UG)

The -UG Frontage is also intended for areas where parking between the building and street is not allowed. Buildings abut the street and sidewalk but higher street wall continuity is required than the -UL Frontage.



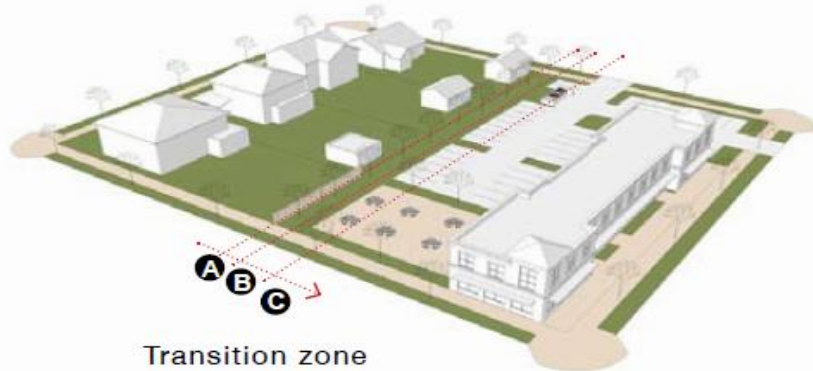
G. Shopfront (-SH)

The -SH Frontage is for intended for areas where the highest level of walkability is desired. The -SH Frontage is intended to create a "main street" type of environment; therefore, mixed use buildings are the primary building type allowed.

TRANSITION ZONES

- Area A. Buffer and Screen
- Area B. Low Intensity Design
- Area C. Moderate Intensity Design

Transition Zone: Site < 200' in depth



A. Type 1: Narrow (10 feet)

1. **Width**
A Type 1 protective yard must be an average width of at least 10 feet.

2. Installation Requirements

- A Type 1 protective yard must include the following:
- A wall between 6 1/2 and 9 feet in height;
 - Four shade trees per 100 lineal feet;
 - Three understory trees per 100 lineal feet; and
 - 40 shrubs per 100 lineal feet.

B. Type 2: Medium (20 feet)

1. **Width**
A Type 2 protective yard must be an average width of at least 20 feet.

2. Installation Requirements

- A Type 2 protective yard must include the following:
- A wall or fence between 6 1/2 and 9 feet in height;
 - Five shade trees per 100 lineal feet;
 - Four understory trees per 100 lineal feet; and
 - 30 shrubs per 100 lineal feet.

C. Type 3: Wide (50 feet)

1. **Width**
A Type 3 protective yard must be an average width of at least 50 feet.

2. Installation Requirements

- A Type 3 protective yard must include the following:
- Six shade trees per 100 lineal feet;
 - Five understory canopy trees per 100 lineal feet; and
 - 60 shrubs per 100 lineal feet.



3. Optional Provisions

- A fence or wall between 6 1/2 and 8 feet in height may be installed.
- In lieu of planting required shrubs, a berm with a minimum height of 3 feet may be installed.

4. Permitted uses

- Landscaping, fences, walls and berms.
- Swales, underground detention facilities and bioretention facilities. Detention facilities must be located at least 20 feet from the district boundary line. Landscaping quantities specified in Sec. 3.5.3.C.1. above may not be reduced.

D. Design and installation

- A required protective yard may be replaced with a tree conservation area that meets the requirements of Article 3.7, Tree Conservation.
- Required landscaping in a protective yard must meet the design and installation requirements of Sec. 3.2.4.

A. Permitted Activity

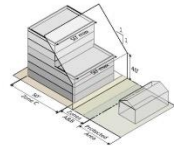
All structures and uses allowed in the zoning district are permitted in Zone C.

B. Height

- No building or structure can be more than 40 feet in height at the Zone C line.
- Height can increase subject to a 4:5 degree height plane measured from a height of 40 feet at the Zone C line, extending upward one foot for every additional foot of setback into the site.
- The height plane applies up to 100 feet from the district boundary line.

C. Wall Articulation

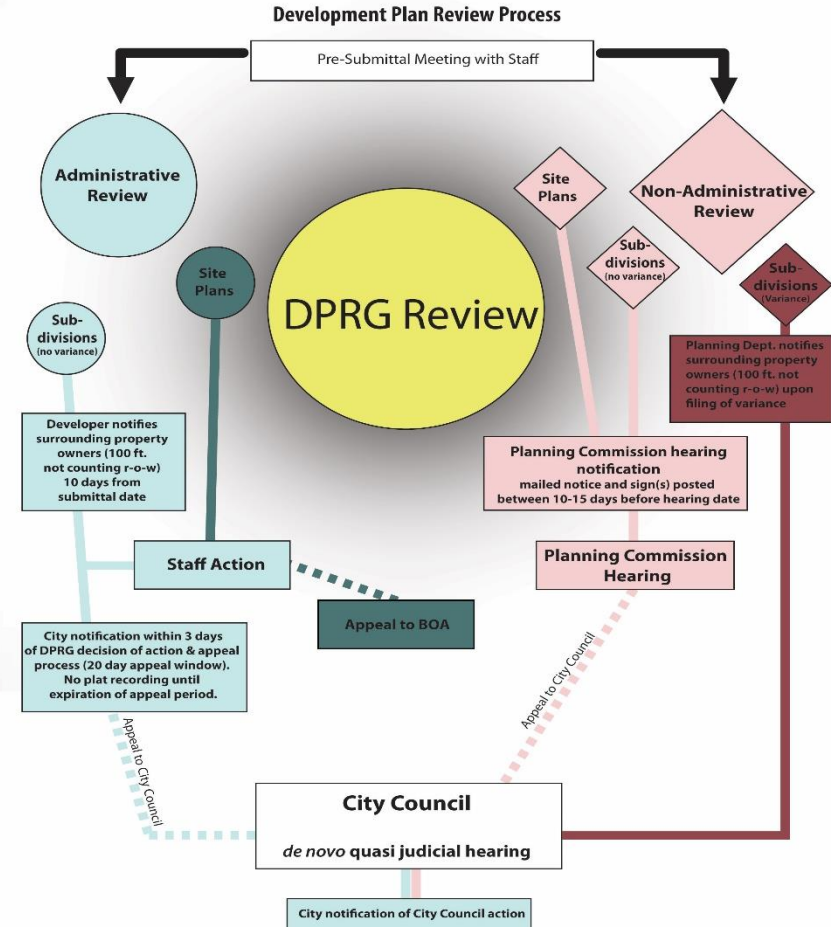
The rear facade of the building that faces the residential property as described in Sec. 3.2.4.A is subject to a maximum blank wall area of 40 feet as calculated in Sec. 4.5.10. The blank wall area provisions are not subject to an Administrative Alternate.



OLD APPROVAL PROCESS

Discretionary Approvals (non-administrative review):

1. Special use permits
2. Variances
3. Banks, bars, eating establishments, food stores, movie theaters, plant nurseries, fruit stands, recreation outdoor uses and retails sales greater than 70,000 square feet or located within 400 feet of residential
4. Buildings taller than 80 feet
5. Anything located within Historic Downtown East district
6. Power plants
7. Emergency shelter "A"
8. Site plans in Metro Park overlay
9. Additional density in PBOD or DOD
10. New buildings > 10,000 square feet in DOD
11. Additions > 10,000 square feet in DOD
12. Additional floor area ratio, lot coverage or height or reduction in parking, setbacks, open space in DOD
13. Multifamily < 2 acres in size
14. Multifamily < 5 acres when adjacent to single family residential
15. Banks (without drive-thrus or ATMs), post offices and institutional/civic or service uses > 25,000 square feet or located within 400 feet of residential
16. Hotels > 25,000 square feet and located within 400 feet of residential district
17. Residential institution in residential district
18. Expansion of a building which cannot be approved administratively
19. Residential developments > 15 units/acre (in O&I-1 and O&I-2) and >20 units/acre in SC
20. Vehicular surface areas (not considered a plot plan) within 400 feet of residential district
21. Non-residential site plans within 50 feet of a thoroughfare less than 2 acres in size with alternative landscaping
22. Nonresidential site plans < 2 acres located that does not provide riparian buffer



Source: City of Raleigh and Code Studio

NEW APPROVAL PROCESS

Administratively Approved

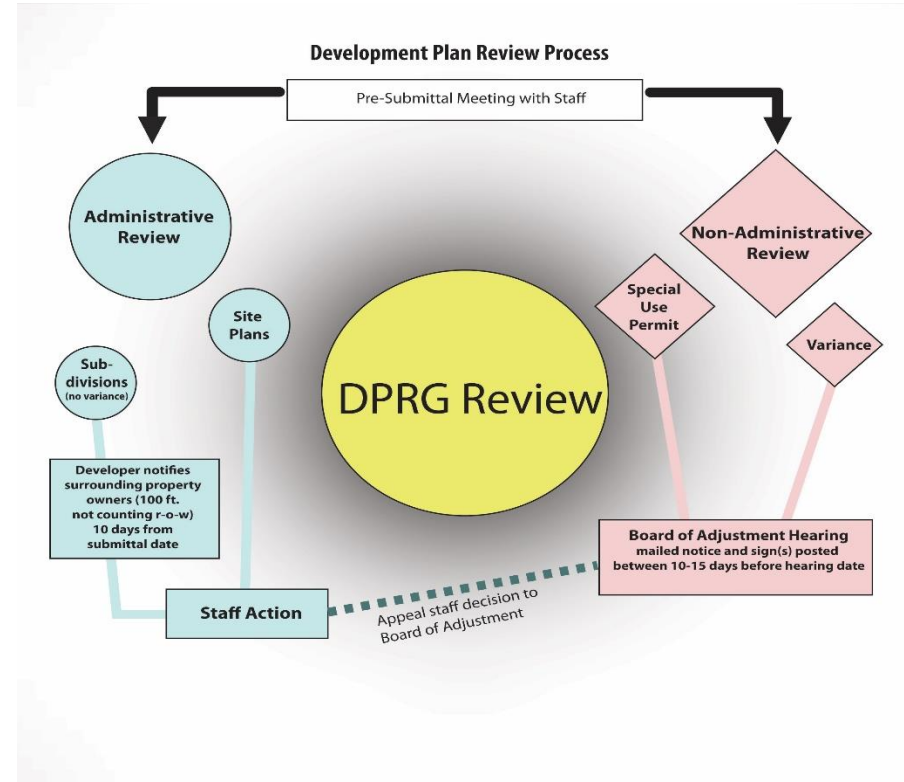
1. Site Plans
2. Subdivisions

Discretionary Approvals (Board of Adjustment):

1. Special use permits
2. Variances

City Council Reviews

1. Rezoning (Renderings not permitted)
2. Text Changes
3. Comp Plan Amendments
4. Certain Subdivisions
5. Historic Districts
6. Vested Rights



Sec. 10.1.8. Summary of Review Authority

The following table summarizes the review and approval authority of the various review bodies with regard to this UDO.

APPROVAL PROCESS	ADMINISTRATION		REVIEW BODIES						PUBLIC NOTICE			
	X-ref	City Official	Historic Development Commission	Appearance Commission	Board of Adjustment	Planning Commission	City Council	Neighborhood Meeting	Web	Site Posted	Mailed	Published
Comprehensive Plan Amendment	Sec. 10.2.2.	RR				RR	D-PH		Y		Y ⁽²⁾	Y ⁽³⁾
Text Amendment to UDO	Sec. 10.2.3.	RR				RR	D-PH		Y			Y ⁽³⁾
Rezoning Map Amendment	Sec. 10.2.4.	R	R ⁽¹⁾			RR	D-PH	Y	Y	Y ⁽⁶⁾	Y	Y ⁽³⁾
Subdivision Review	Sec. 10.2.5.											
Preliminary Subdivision Plan		D	R ⁽⁴⁾					Y			Y	
Final Subdivision Plat		D										
Subdivision Waiver		R			D-QH			Y	Y	Y		
Subdivisions in an -MPOD (other than single-unit living)		R				D-QH		Y		Y		
Subdivisions in a -HOD-G or -HOD-S or properties with Historic Landmarks		R	RR			D-QH		Y		Y		
Other Map Approvals		D						Y				
Non-Subdivision Final Plat and Recorded Instruments	Sec. 10.2.6.	D			A-QH			Y				
Plot Plan Review	Sec. 10.2.7.	D			A-QH							
Site Plan Review	Sec. 10.2.8.	D			A-QH			Y	Y			
Special Use Permit	Sec. 10.2.9.	R			D-QH			Y	Y	Y	Y	
Variance	Sec. 10.2.10.	R			D-QH			Y	Y	Y	Y	
Common Signage Plan	Sec. 10.2.12.	D			A-QH							
Temporary Use Permit	Sec. 10.2.13.	D			A-QH			Y				
Written Interpretation of UDO	Sec. 10.2.14.	D			A-QH			Y	Y ⁽⁵⁾		Y ⁽⁵⁾	
Certificate of Appropriateness	Sec. 10.2.15.											
Minor		D	A-QH					Y				
Major		R	D-QH		A-QH			Y	Y	Y	Y	
Historic Landmark Designation	Sec. 10.2.16.	R	R ⁽¹⁾			D-JH		Y	Y		Y	
Administrative Alternative	Sec. 10.2.17.	D		RR ⁽⁷⁾	A-QH			Y		Y		
Design Adjustment	Sec. 10.2.18.	D			A-QH			Y		Y		
Vested Rights	Sec. 10.2.19.	R				D-QH		Y	Y	Y	Y	

KEY: R = Review RR = Review & Recommendation D = Final Decision A = Appeal PH = Public Hearing QH = Quasi-Judicial Public Hearing
 JH = Joint Public Hearing with Historic Development Commission Y = Required

⁽¹⁾ Historic Development Commission reviews applications in -HOD-G, -HOD-S or properties with Historic Landmarks.

⁽²⁾ Staff to provide mailed notice to non-applicant property owners of proposed future land use map alterations in accordance with Comprehensive Plan.

⁽³⁾ Published notice is only required for the Public Hearing.

⁽⁴⁾ Appearance Commission review as specified in this UDO.

⁽⁵⁾ Site posting and mailed notice provided only for written interpretations associated with a specific site plan or subdivision.

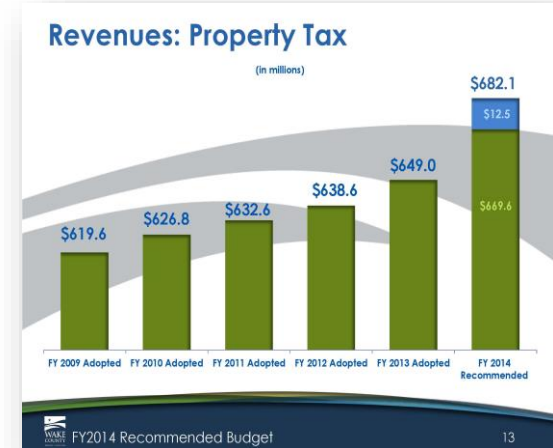
⁽⁶⁾ Site posting is only required for Public Hearing in accordance with Sec. 10.2.1.C.4.

UNDERSTANDING
THE VALUE OF
LAND



LAND HAS VALUE/VALUE CAPTURE

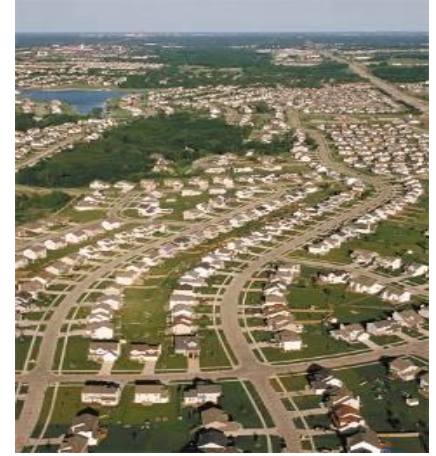
- **LAND = PROPERTY AND SALES TAX REVENUE**
- **LAND IS A FINITE RESOURCE – A COMMODITY**
- Planning policy and zoning affects and controls the value and the revenue it generates
- Must be smarter about how we create land value



STRATEGIC PLANNING ADDS VALUE

It would take **600-SINGLE FAMILY HOMES** on a **150-ACRE** subdivision to equal the tax value of the Wells Fargo Capital Center, which sits on **1.2 ACRES OF LAND.**

Wells Fargo Capital Center in downtown Raleigh has **90 TIMES THE TAX VALUE PER ACRE** than the average suburban acre.



RETURN ON INVESTMENT

DOWNTOWN HIGH-RISE RESIDENTIAL ON 3-ACRE SITE pays off its infrastructure in **3 YEARS**. The return on infrastructure investment is **35%**.



SUBURBAN MULTI-FAMILY COMPLEX ON A 30-ACRE SITE pays off its infrastructure in **42 YEARS**. The return on infrastructure investment is **2%**.

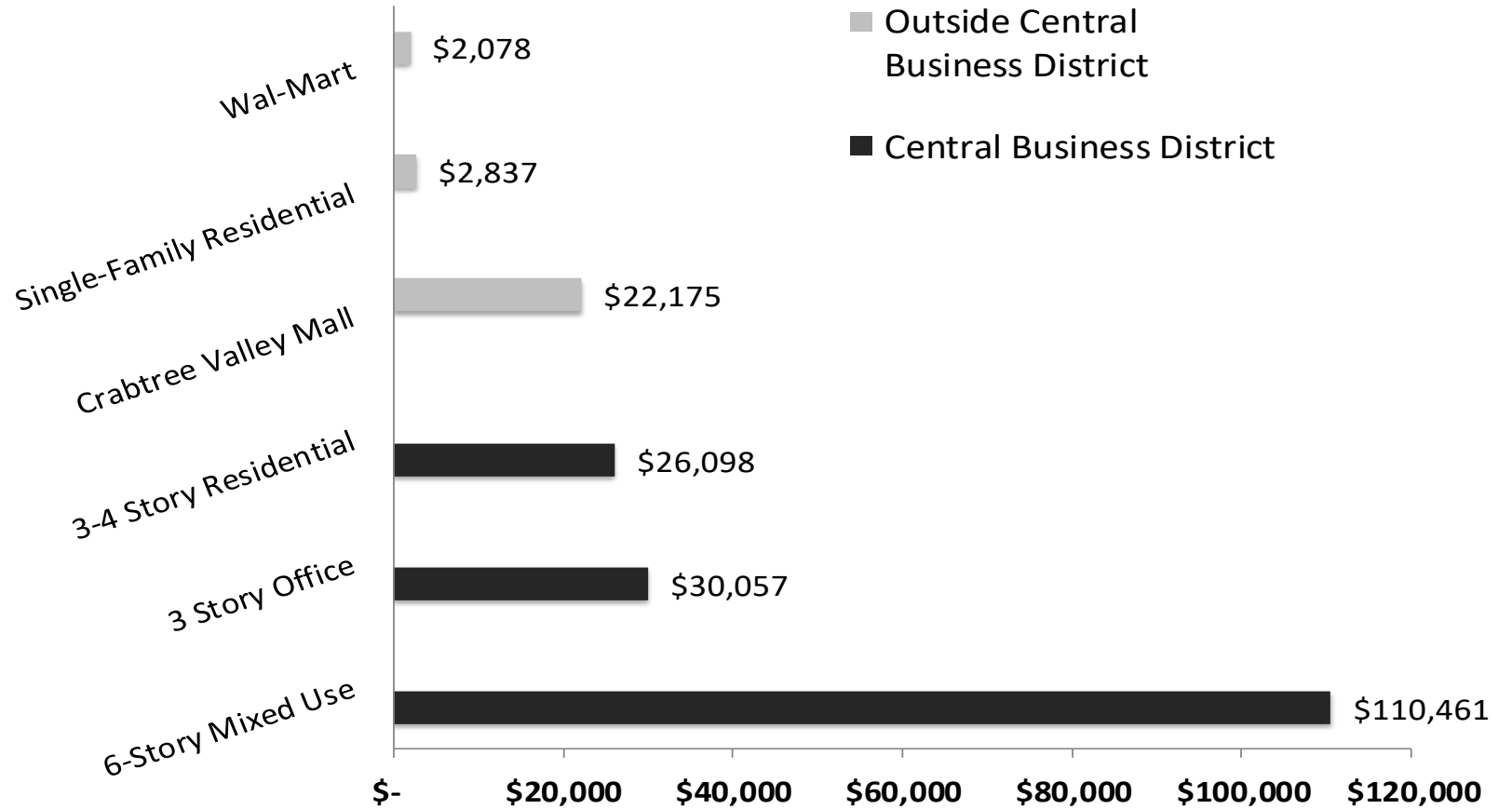


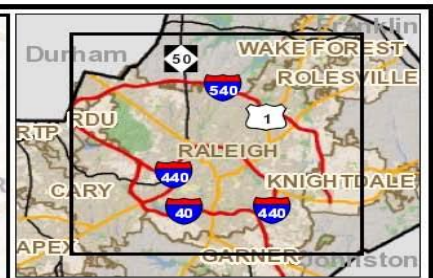
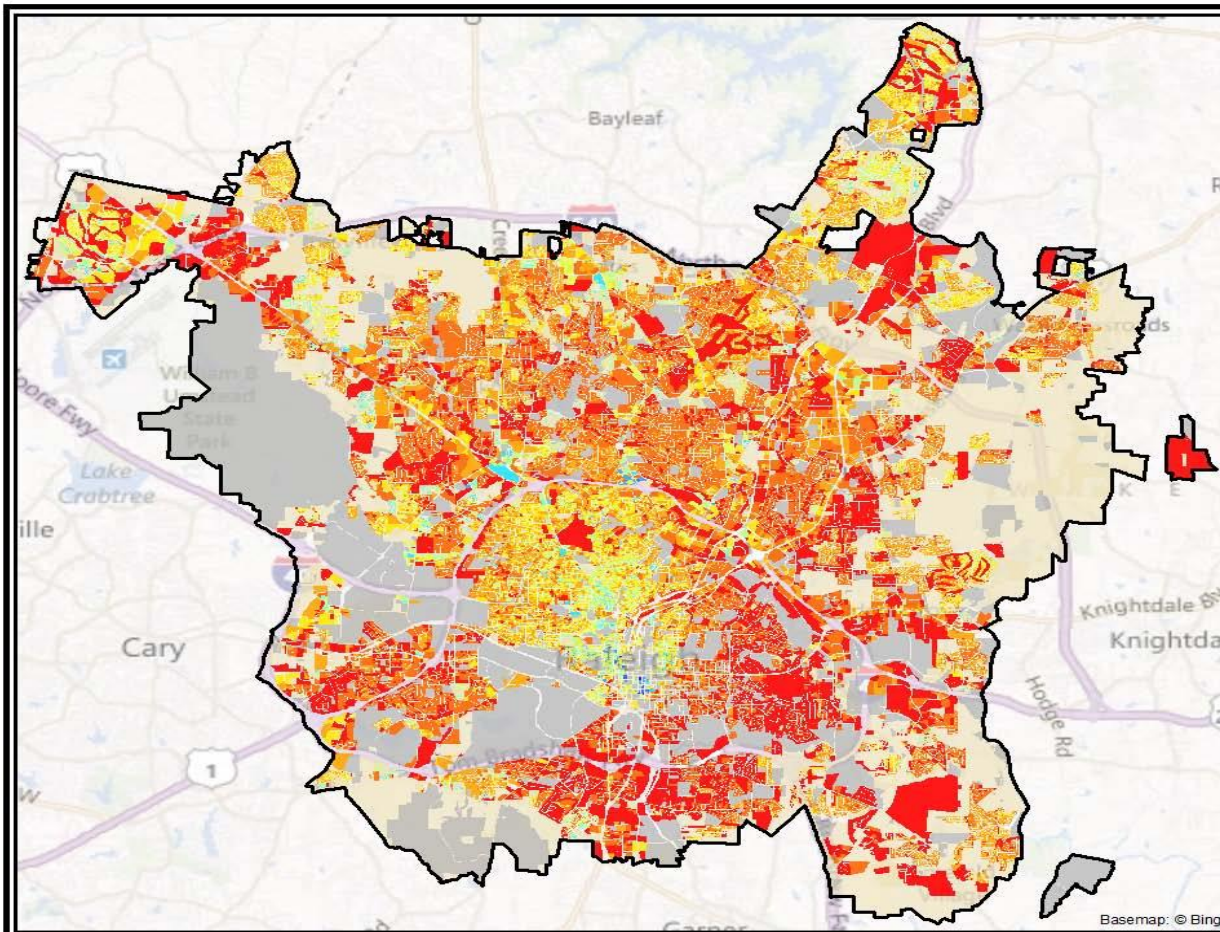


Land Consumed (Acres):	34.0	0.5
Real Estate Taxes/Acre:	\$ 6,500	\$640,000
Total City Taxes/Acre:	\$ 50,800	\$414,000
Residents per Acre:	0.0	90.0
Jobs per Acre:	5.9	73.7

MUNICIPAL PROPERTY TAX YIELD (PER ACRE) 2011

RALEIGH, NC





Taxes Billed (Per Acre)

- \$0.01 - \$1,500.00
- \$1,500.01 - \$3,000.00
- \$3,000.01 - \$5,000.00
- \$5,000.01 - \$7,500.00
- \$7,500.01 - \$10,000.00
- \$10,000.01 - \$15,000.00
- \$15,000.01 - \$20,000.00
- \$20,000.01 - \$30,000.00
- \$30,000.01 - \$75,000.00
- \$75,000.01 - \$200,000.00
- \$200,000.01 - \$413,832.02
- Tax Exempt Parcels
- Outside Raleigh City Limits
- Raleigh ETJ

0 1 2 4 Miles



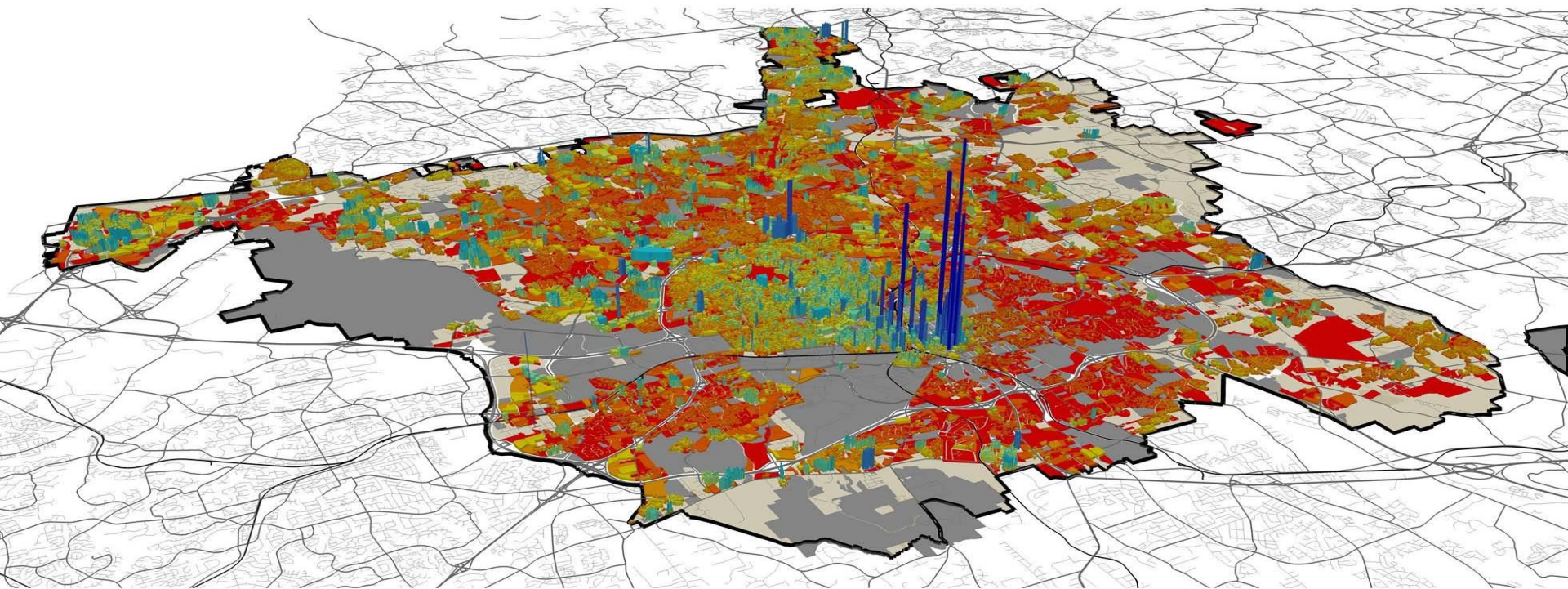
Basemap: © Bing

Raleigh Property Tax Yield Per Acre, 2011

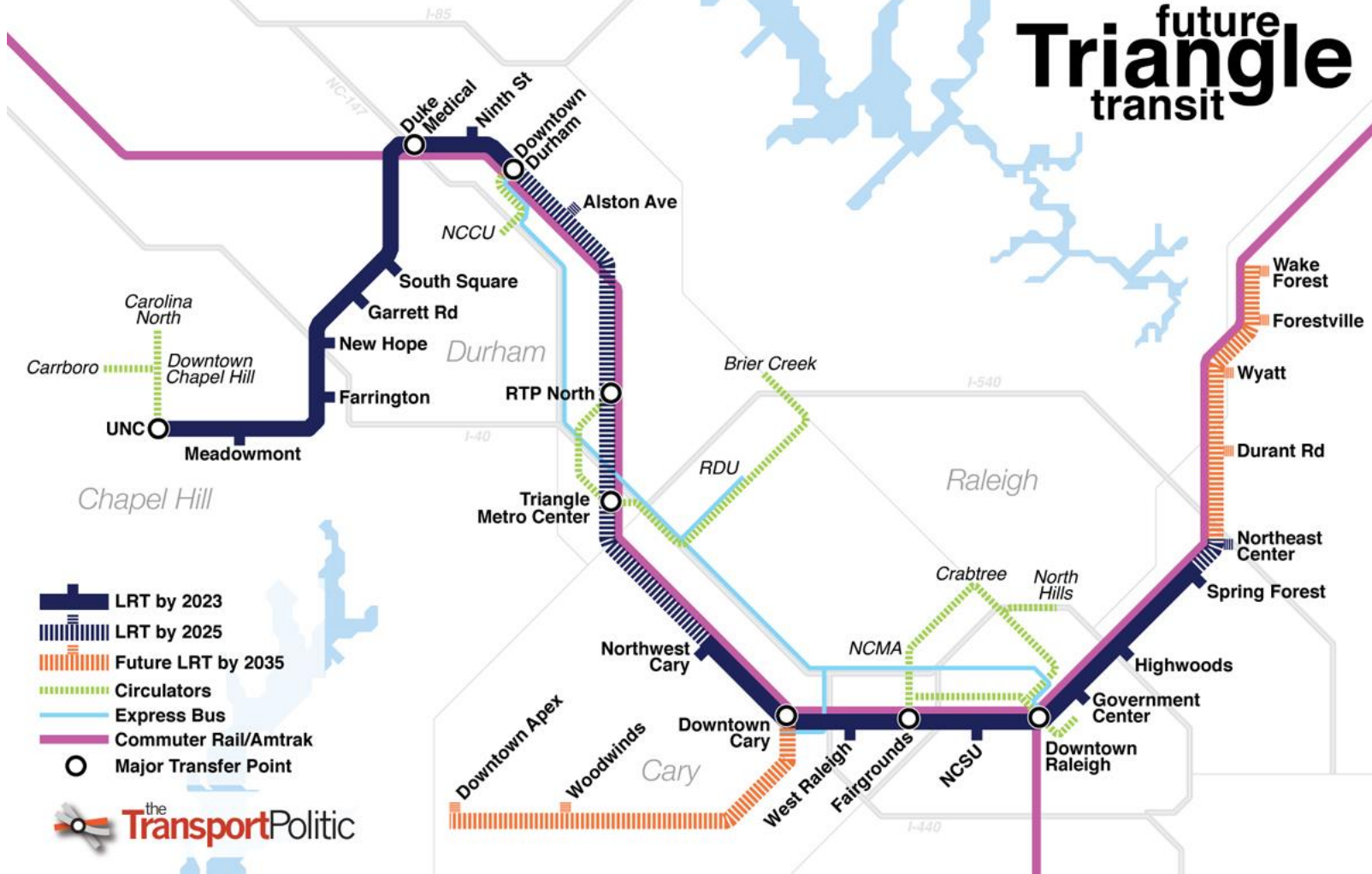





The City of Raleigh

Map by Ray Aull
10 April 2012



future Triangle transit



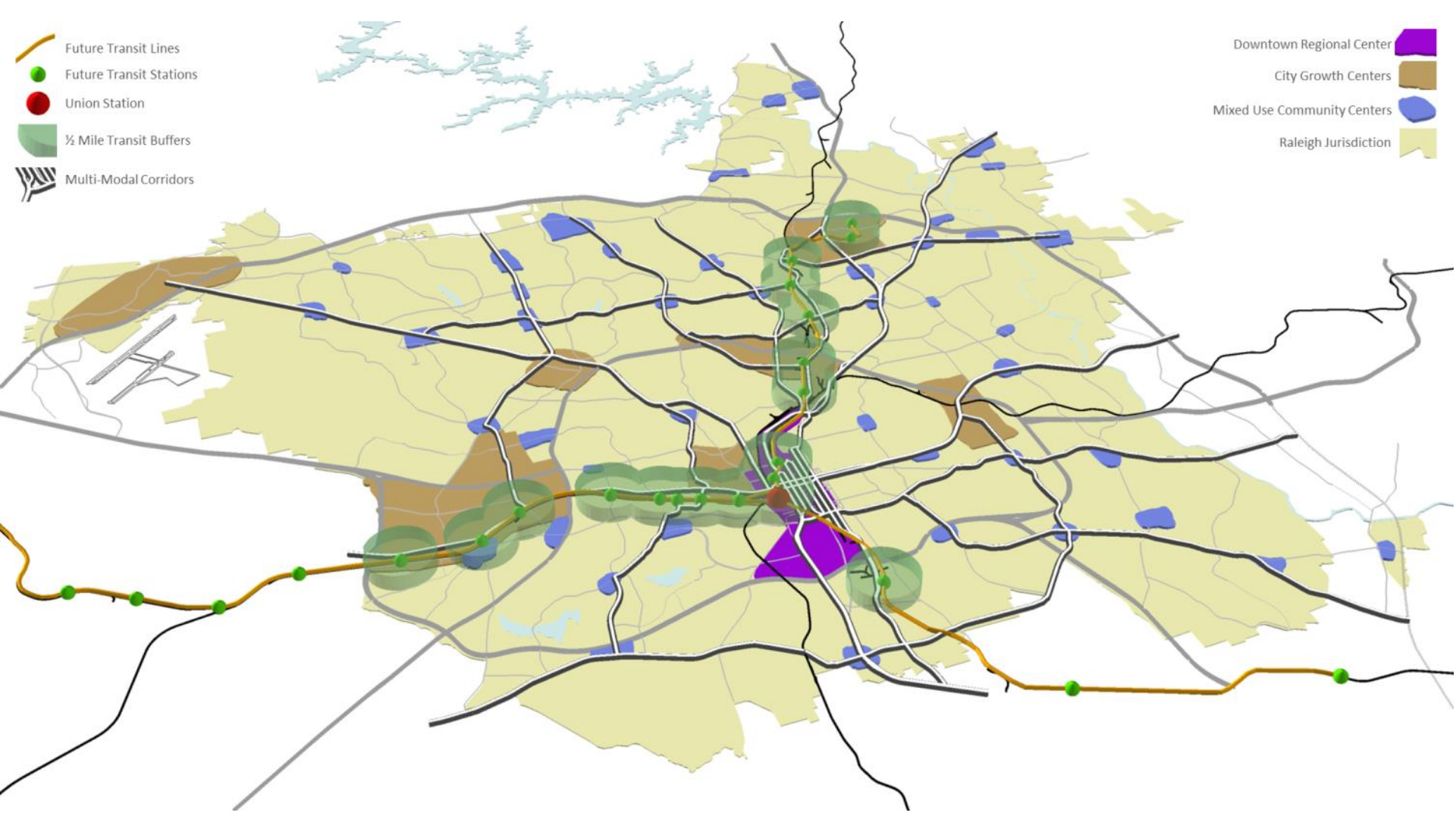
-  LRT by 2023
-  LRT by 2025
-  Future LRT by 2035
-  Circulators
-  Express Bus
-  Commuter Rail/Amtrak
-  Major Transfer Point

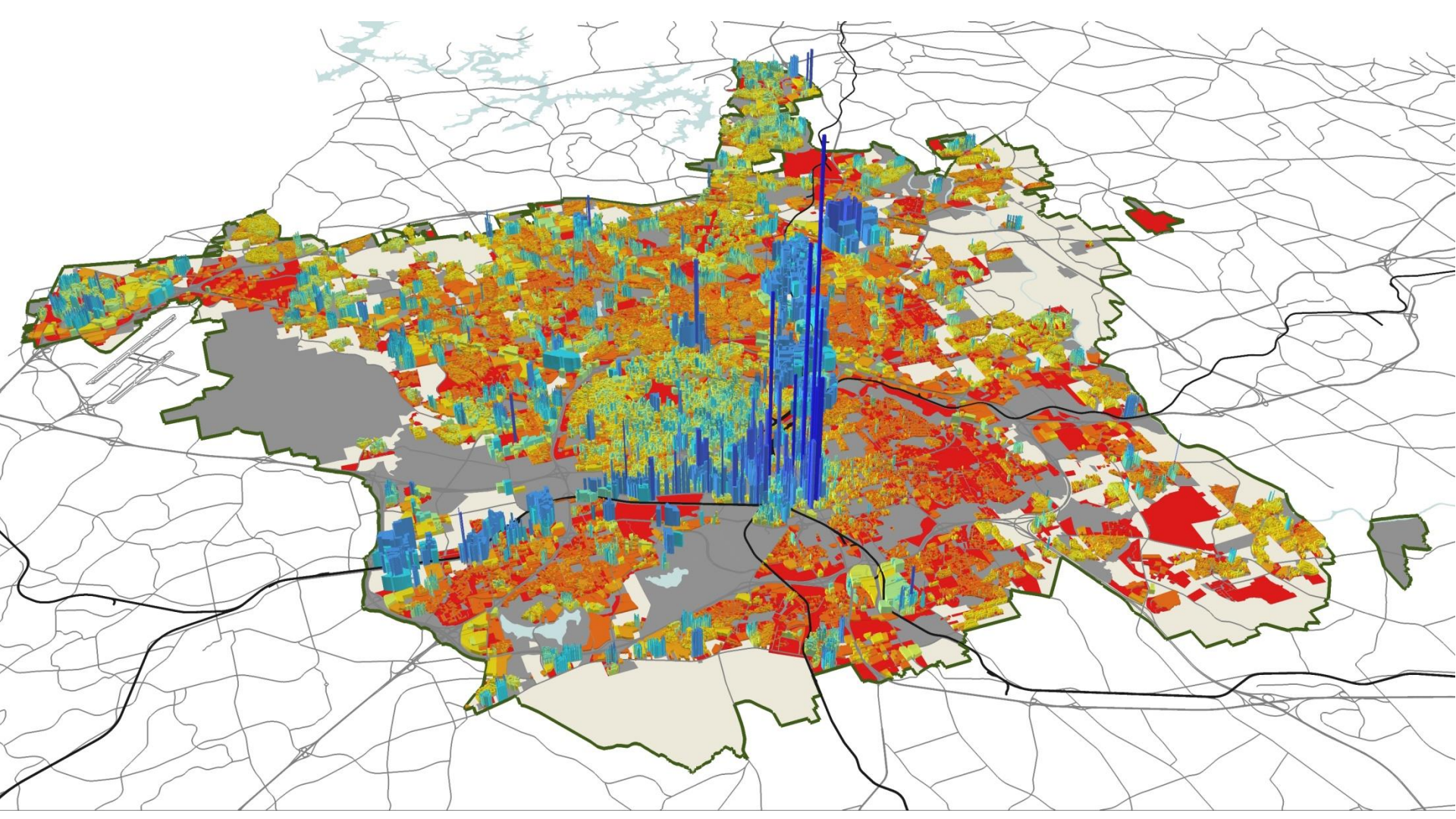


504

- Future Transit Lines
- Future Transit Stations
- Union Station
- ½ Mile Transit Buffers
- Multi-Modal Corridors

- Downtown Regional Center
- City Growth Centers
- Mixed Use Community Centers
- Raleigh Jurisdiction





HOUSING CHOICES

1. **DIVERSITY OF PRODUCT TYPE AND APPROACHES**
2. Housing Affordability & Attainability
3. Variety of tools

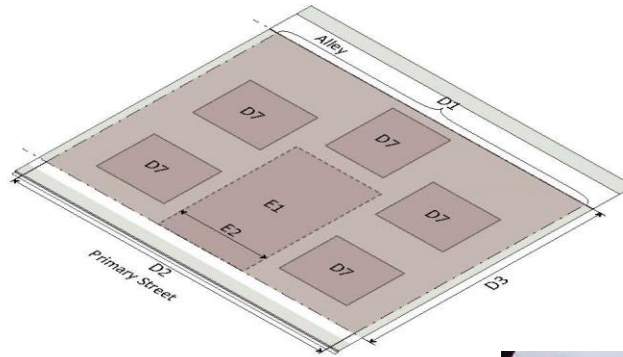
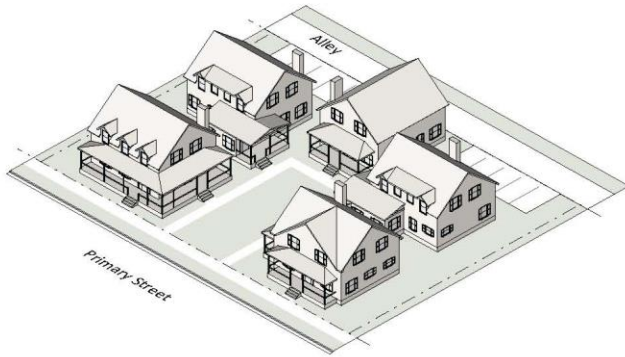


HOUSING AFFORDABILITY

YEAR	NUMBER OF HOMES SOLD	MEDIAN HOME PRICE
2020	23,743	\$327,000
2021	28,273	\$379,000
2022	20,806	\$449,000
TOTAL	72,822	\$122,000 (increase)

Article 2.4. Additional Housing Patterns

Sec. 2.4.1. Cottage Court



A. Description

A cottage court is a group of small houses centered around a common open space or courtyard. The cottage court limits the scale of each house, providing an opportunity for more affordable units. The central court enhances the character of the area through the provision of consolidated open space. Cottage courts are built on infill sites in established residential neighborhoods or in new neighborhoods. Residents may share common facilities such as open space, parking and storage areas.

B. Districts Allowed In

R-10, RX-, OX-, NX-, CX-

C. Building Types Allowed

Detached house, attached house

D. Site Dimensions

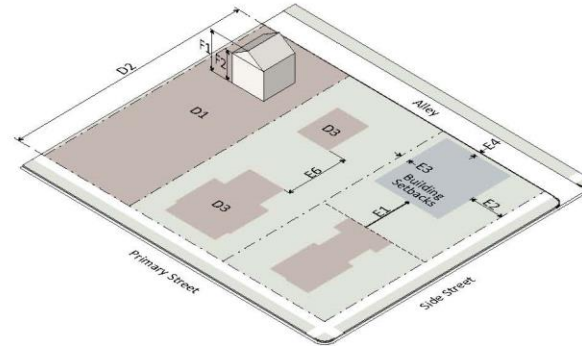
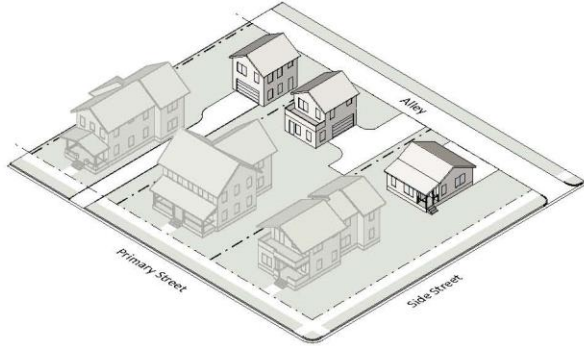
- D1 Area (min)
- D2 Width (min)
- D3 Depth (min)
- D4 Dwelling units per min site area (max)
- D5 Lot area per dwelling unit (min)
- D6 Dwelling units per project (max)
- D7 Building footprint (max)
- D8 Detached accessory structure footprint (max)

E. Internal Courtyard

- E1 Area (min)
- E2 Width (min)
- E3 Additional area per unit (min)



Sec. 2.4.2. Backyard Cottage



A. Description

A backyard cottage is a small self-contained dwelling unit located on the same lot as a detached house but is physically separated from the main house. Backyard cottages typically include a living room, sleeping area, kitchen, and bathroom and have a lockable entrance door. A backyard cottage may be located above garage.

B. Districts Allowed In

R-1, R-2, R-4, R-6, R-10, RX-, OX-, NX-, CX-

C. Building Types

A backyard cottage is allowed on a lot associated with a detached house provided the lot is at least 4,000 square feet in size.

LOT SIZE	>40,000 sf	20,000 to 39,999 sf	10,000 to 19,999 sf	6,000 to 9,999 sf	4,000 to 5,999 sf
----------	------------	---------------------	---------------------	-------------------	-------------------

D. Lot Specifications

	>40,000 sf	20,000 to 39,999 sf	10,000 to 19,999 sf	6,000 to 9,999 sf	4,000 to 5,999 sf
D1 Area (min)	40,000 sf	20,000 sf	10,000 sf	6,000 sf	4,000 sf
D2 Depth (min)	150'	150'	150'	120'	100'
D3 Dwellings units per lot (max)	2	2	2	2	2
D4 Additional on-site parking	1 space	1 space	1 space	1 space	1 space
D5 Living area (max)	800 sf	800 sf	700 sf	550 sf	450 sf

E. Building Setbacks

	>40,000 sf	20,000 to 39,999 sf	10,000 to 19,999 sf	6,000 to 9,999 sf	4,000 to 5,999 sf
E1 From primary street (min)	Must be located to the rear of the house				
E2 From side street (min)	20'	20'	20'	20'	20'
E3 From side lot line (min)	10'	5'	5'	5'	5'
E4 From rear lot line (min)	10'	5'	5'	5'	5'
E5 From alley (min)	4' or 20'	4' or 20'	4' or 20'	4' or 20'	4' or 20'
E6 Building separation (min)	35'	35'	20'	16'	16'

F. Height

	>40,000 sf	20,000 to 39,999 sf	10,000 to 19,999 sf	6,000 to 9,999 sf	4,000 to 5,999 sf
F1 Overall height (max)	25'	25'	25'	25'	25'
F2 Wall plate height (max)	15'	15'	15'	15'	15'

G. Vehicular Access

From alley; or street when no improved alley present



Missing Middle Housing is a range of house-scale buildings with multiple units—compatible in scale and form with detached single-family homes—located in a walkable neighborhood. – Daniel Parolek

The Missing Middle



Detached Home



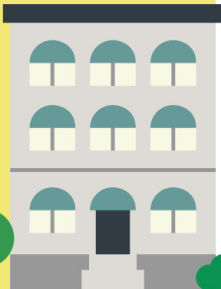
Heritage Conserving Infill



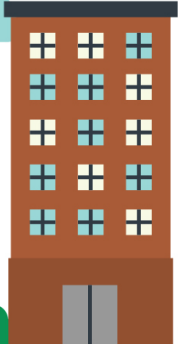
Duplex, Triplex, Fourplex, etc.



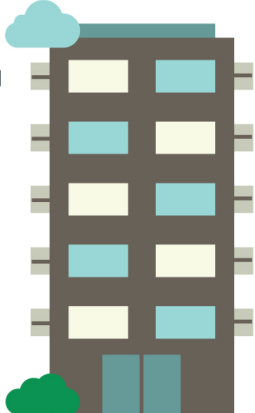
Townhouse



Small Apartment Building



Low to Mid-Rise Apartments















**Repairing past
harm or
restorative
justice.**

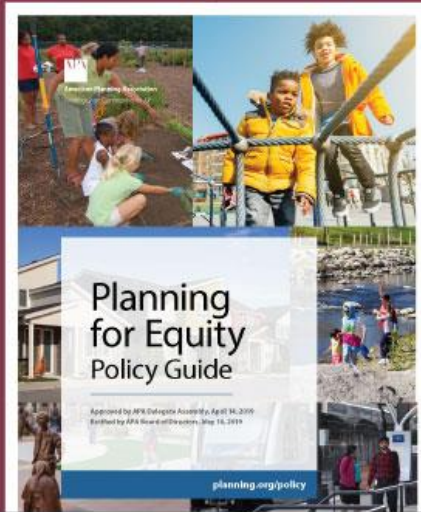
**Avoid making new
harm**



Unjust Planning Practices (Past & Present)

- Redlining
- Segregation
- Urban Renewal Plans
- Use of Eminent Domain to build infrastructure highways
- Gentrification, displacement, predatory buyers
- Public Policy
- Restrictive Covenants
- Exclusive single-family zoning or anti-density attitudes
- Rules, regulations, laws and ordinances

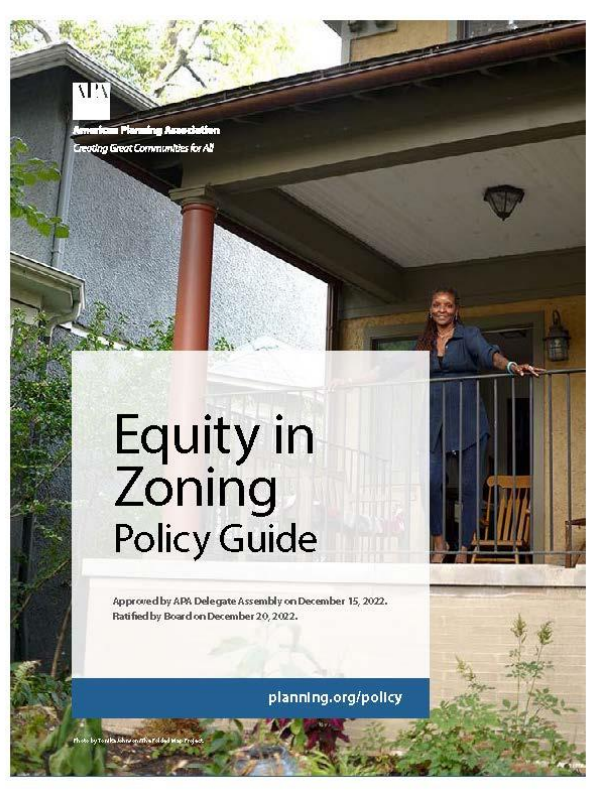
APA'S PLANNING FOR EQUITY "FAIRNESS" POLICY GUIDE (2019)



Planning for Equity Policy Guide

- Planners should use and "equity lens"
- Ethical Responsibility to challenge practices that result in policies that have disproportional impacts
- Diversity in the planning profession is important
- Cross-Cutting Equity Issues
- Equity in All Policies in Practice

APA'S EQUITY "FAIRNESS" IN ZONING POLICY GUIDE (2023)



- What is equity in zoning
- The Rules – Equity in substantive zoning regulations
- The People – Equity in Zoning Procedures
- The Map – Equity in Zoning Maps

THREE KINDS OF EQUITY “FAIRNESS” IN ZONING

Removing the disproportionate impacts of zoning on historically disadvantaged and vulnerable communities involves close examination of three different aspects of zoning:

- **EQUITY IN THE “RULES” OF ZONING:** what the substantive rules of zoning allow, prohibit, or incentivize in different parts of the community.
- **EQUITY IN THE “PEOPLE” IN ZONING:** who is involved in drafting the rules and incentives, who is notified and engaged in whether to change those rules for different areas of the community, and who is involved in enforcement of the rules.
- **EQUITY IN THE “MAP” OF ZONING DISTRICTS:** where the rules are applied through zoning maps and whether that reduces or reinforces exclusion and segregation in America.



SUBSTANTIVE ZONING REGULATIONS

Zoning Districts

- Expand residential and mixed-use districts
- Establish overlay zones to protect vulnerable populations and improve health outcomes



Form and Design

- Reduce or remove minimum lot size and maximum density standards
- Add accessibility and mobility standards
- Avoid drafting design requirements that increase development cost



Use Regulations

- Diversify residential housing types and expand allowances
- Ensure access to healthy food by allowing grocery stores, restaurants, etc. near residential
- Prohibit the location of new industrial uses with public health impacts



Development Standards

- Draft thresholds for compliance with specific development standards to avoid disproportionate impacts
- Eliminate or reduce minimum off-street parking requirements
- Require adequate levels of lighting to protect safety



PEOPLE: ZONING PROCEDURES

- The composition of nonelected boards and committees should reflect the community
- Avoid overly complicated regulations and legalistic language and speak to the community in the language(s) they understand **draft clear and objective, equity-based standards and review criteria**
- Formalize and expand requirements to use newer means of notification

Who is helped?

Who is harmed?

Who is missing?

Public Notices



Mayor and City Council Meetings

Public Notice of any Mayor and City Council meetings, such as Ward Meetings or City Council agendas.

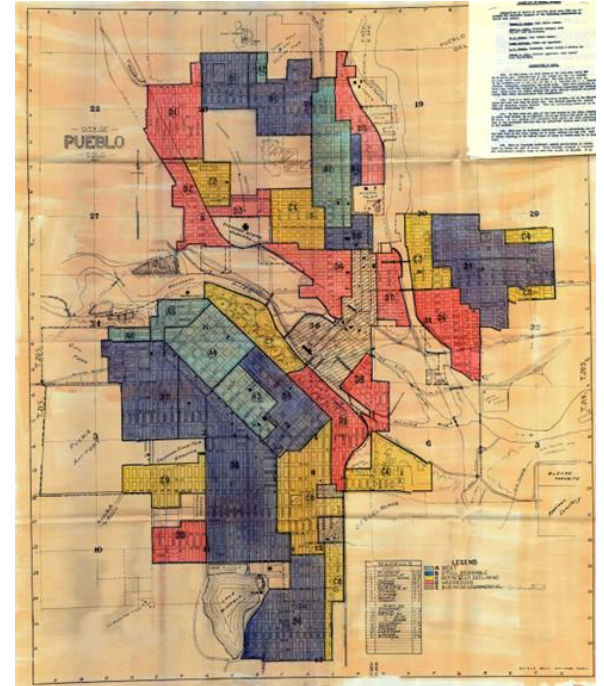


Planning Commission and Board of Adjustment

Public Meeting notices for all Planning Commission and Board of Adjustment public meetings

ZONING MAPS

- **Make more land available for needed types of development**
- Removes disparities in neighborhood health risks
- **Removes disparities in access to key services and facilities**
- **Include fewer exclusionary lines** designed to ensure homogeneous building forms, lot sizes, or land uses, or to protect “neighborhood character” or property values.
- Remove lines deliberately created along borders between neighborhoods distinguished from each other mostly by race or ethnicity, except in situations where the historically disadvantaged neighborhood wants some of those differences preserved



BE VISIONARY – BIG IDEAS

BIG ideas RALEIGH

WE ARE
MAKING
NEW
HISTORY



18 DOWNTOWN 24/7

The Vital Center of the Region

High rises, and fine, exciting districts, high speed transit, high speed commuter rail, museums, sports and entertainment, walkable shopping – the fun to watch and creating the way. Downtown's new life and exciting future are a tribute to the people who worked together to build it again. They said the greatest downtown here got Raleigh on the map as world-class city for business and quality of life.

- Expand the downtown grid southeast. Explore former spaces of Water Culture City. It's located with multiple uses. Encourage a business to a new area.
- Build a ferry wheel of the world's first bars wheel to the center coordinates.
- An establish a downtown library and gallery area.
- Implement arts centers which might include theaters and music.
- Create distinct downtown districts.
- Install a great digital screen connecting all cultural events.
- Install a great digital screen for outdoor video gaming competition. Raleigh should be World's Top Game organization.
- Renew the edge of downtown.
- Renew downtown around downtown with neighborhoods.
- Strengthen and expand the original Downtown Plan by adding eight new 100 block squares.

Downtown Raleigh, 2030

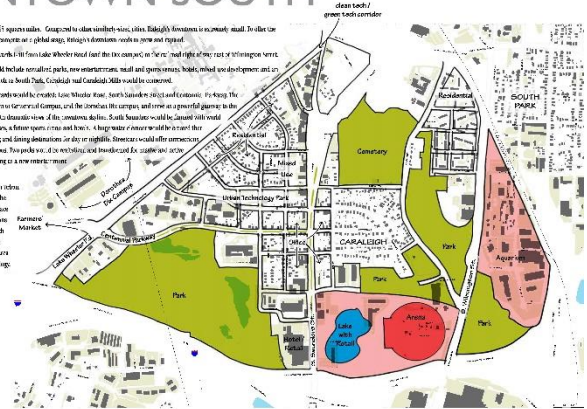
DOWNTOWN SOUTH

Lines 1752 Raleigh has grown from 600 acres to 245 square miles. Compared to other similarly sized cities, Raleigh's downtown is extremely small. To the city 270 acres is only one of a flat empty city that can compare as a global city, through its downtown needs to grow and expand.

The region is a special downtown built on its growth for its success. However, the fact that the compact "core" and right of the "rest" of downtown were there was an accident. Downtown built on its growth for its success. However, the fact that the compact "core" and right of the "rest" of downtown were there was an accident. Downtown built on its growth for its success. However, the fact that the compact "core" and right of the "rest" of downtown were there was an accident.

Three interconnected and highly functional downtowns would be created: low-rise downtown, downtown, downtown. To keep the downtown South area would be a downtown for general business, and the downtown North, and rest of a general downtown in the Capital City. The area would be a downtown with downtown view of the downtown. Downtown South would be a downtown with downtown view of the downtown. Downtown South would be a downtown with downtown view of the downtown.

The construction of the downtown is an urban technology park, which is a growing trend around the world. Downtown Raleigh would be a downtown park. Downtown Raleigh would be a downtown park. Downtown Raleigh would be a downtown park. Downtown Raleigh would be a downtown park.



WE ARE
MAKING
NEW
HISTORY

10 CRITICAL ELEMENTS THAT WILL MAKE TOMORROW'S COMMUNITIES

**BLUEPRINT FOR
GROWTH**

**DEMOGRAPHIC
CHANGE**

**HEALTHY LIVING:
FITNESS FOR LIFE**

CLIMATE CHANGE

**TRADITIONAL
NEIGHBORHOOD
DEVELOPMENT**

**PLACEMAKING:
REIMAGINING THE
PUBLIC REALM**

**POST-COVID
BEHAVIOR**

HOUSING CHOICES

**ACCESS TO SOCIAL
GATHERING
PLACES**

**UNDERSTANDING
THE VALUE OF
LAND**



Downtown South

Source: 10 Design



Downtown Cary Park, OJB Landscape
Source: The Architect's Newspaper



Smokey Hollow & The Line

Source: Kane Realty



Innovation District, North Hills

Source: Kane Realty



Research Triangle Park



Southern Village

2021 HOUSING REPORT

1. Jobs drive housing
2. There is little variety in housing being built
3. Many needs are going unmet
4. Housing production needs to increase
5. Consequences and choices
6. Next steps

Question – what is the strategy to implement?





TYPICAL SUBURBAN DESIGN

Housing: mostly single family; usually low rise. When buildings are taller, they are still not dense due to surface parking.

Precincts divvy up non-housing, and housing uses into separate areas.

Housing prioritizes traditional market ownership, often to the exclusion of other models

Designed for driving to destinations and walking or driving upon arrival; high carbon footprint; leads to traffic congestion.

Precincts experience an intensity of use, and 'dead' times/zones. This compromises safety.

Single uses within buildings.

High transit infrastructure subsidy on a per capita basis due to underutilization of land.



COMPLETE COMMUNITIES

Diversity of housing types, including missing middle density, both rental and ownership tenures.

Living, working, learning, and playing occur in the same walkshed. Active transportation and transit connections are abundant.

Diversity of tenures for a diversity of households: both units and secondary suites add gentle density.

Designed for walking and cycling, first: "green" mobility. Parking lots are secondary, rather than prominent, since pedestrian infrastructure is prioritized.

"Eyes on the street" in all areas of the community, as a result of "sufficient" density. Pedestrian-oriented design.

Buildings are used for multiple uses: housing, community, office, and retail uses can be mixed.

Lower costs for infrastructure and buildings due to higher density, higher use, and lessened need for driving/parking.



CAPACITY ANALYSIS

Under-supply is a continued risk. Currently, low density design or higher density design that continues to have suburban characteristics.

Project by project planning limits 'completeness'. Missed opportunities for synergies related to infrastructure delivery.

A better balance of housing types is needed. Multi-family condos (ownership) and affordable rental need to be added to the housing mix.

"Everywhere-to-everywhere" Greenways present the opportunity to add people without adding more cars, and can serve to link communities to deliver 'completeness' a short bike or e-bike ride away.

Current densities under utilize serviced land, missing the opportunity to address the housing need.

New partnership capacity needs to be developed to deliver partnerships based on shared interests.

Strategic investments that deliver real returns in keeping with a well-articulated vision are needed, such as investment in greenways that drive growth in higher-density walkable neighborhoods.

Chapel Hill Complete Community Framework



- Sound guidance from the consultant team
- Suggested a Complete Communities Framework
- Recommended a pilot approach for proof of concept
- **Next step? Establish a blueprint for growth - an implementation plan**

Where to Grow

Chapel Hill will direct growth to:

Greenways

to enable walkable communities and minimize cars and parking

Transit corridors

to generate sufficient density for higher order transit

Large infill sites with existing infrastructure

to better use land and remediate the mistakes of the past

Smaller infill sites

to add housing diversity and create more inclusive neighbourhoods

10 SUMMARY POINTS

1. Embrace the value of planning
2. Be a plan-making place and not a deal-making place
3. Follow your blueprint and have a plan that is predictable
4. Understand the implications of saying “NO”
5. Focus on the right rules for the right places and make rules easy for what you want to see
6. Understand the value of land
7. Explore every tool to make housing affordable and attainable
8. Understand past harm, but also avoid making new harm
9. Consider equity “fairness” in planning and zoning
10. Be visionary, embrace the big ideas and continue to make our region great

Thank you

