



Connecting Communities.
Shaping a Shared Future.



DIX EDGE AREA STUDY

RALEIGH, NC

JUNE 2022

ACKNOWLEDGMENTS

The Dix Edge Area Study was prepared by the RHI Team (including RKG Associates, Timmons Group, Public Participation Partners, Brick & Story, and Geoffrey Ferrell & Associates), the City of Raleigh, and the Raleigh Urban Design Center for the City of Raleigh Planning and Development Department. The study was prepared through a robust community participation and outreach process, designed to both integrate a broad diversity of community members into the plan’s development, and to identify the present and future needs of the community. Thank you to all community members and organizations who participated in this process and contributed to the development of this study.

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1 BACKGROUND AND TRENDS

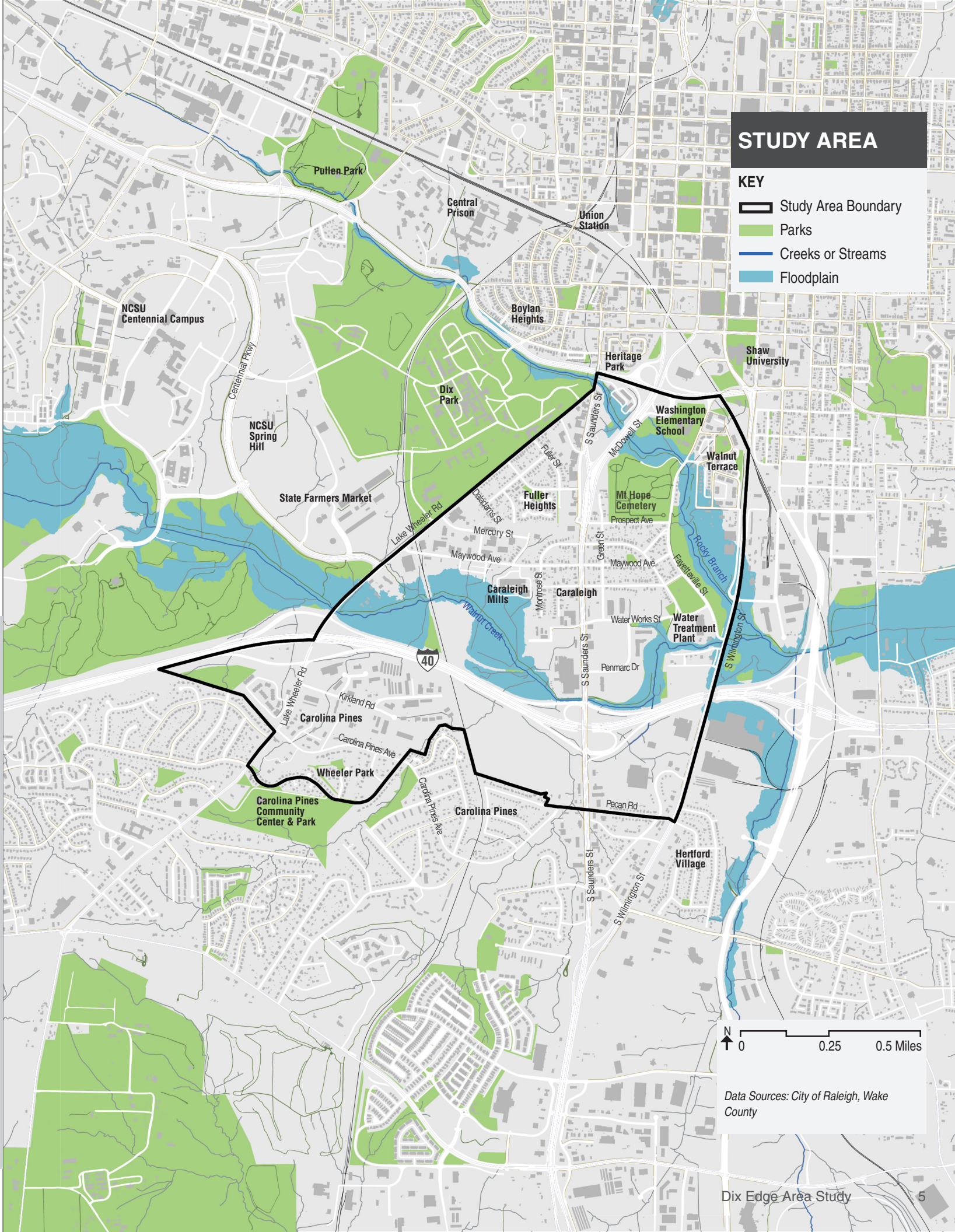
1.A INTRODUCTION AND STUDY AREA

The Dix Edge Study is a community-driven plan that provides a vision, a set of recommendations, and implementable actions to guide the sustainable growth of the area adjacent to, and south of, downtown Raleigh and east of Dorothea Dix Park. The vision includes the critical planning elements of land use, built form, building type, connectivity and transportation, housing, economic development, and natural resources.

THE STUDY AREA

A number of factors make this Study Area unique:

- The Caraleigh community’s historical origins as a mill town, and its transitioning status from a stable working-class community to a rapidly changing community.
- Economic and demographic shifts that are occurring in a variety of socio-economically diverse neighborhoods in the area, including Caraleigh, Fuller Heights, Walnut Terrace and Carolina Pines.
- Proximity to destinations including downtown, Dorothea Dix Park, State Farmers Market and institutions such as NCSU Centennial Campus and Shaw University -- all which represent the potential for increased pressure for change in the study area.
- A large portion of this study area was included in the Southern Gateway study, which envisioned the area south of downtown as the next growth area in light of the planned transit investments, including Bus Rapid Transit (BRT).
- Access to various major transportation corridors such as Interstate 40, Western Boulevard/Martin Luther King Jr Boulevard.
- The planned Bus Rapid Transit (BRT) system along Wilmington Road can be used to create an enhanced multimodal network in the area, with pedestrian, bicycle, and transit options. It presents an opportunity to leverage the Wake Transit Plan that provides potential for investing in both fixed routes (backbone of the transit system) and BRT to further the creation of a multimodal environment.
- Availability of open space/natural resource areas including greenways along Rocky Branch and Walnut Creek, neighborhood parks such as Eliza Pool Park and Caraleigh Park, as well as the regionally focused Dorothea Dix Park.
- Significant and sizable development proposals (such as Downtown South) and the additional growth opportunities that these developments will likely spur.



1.B MAJOR FINDINGS AND TRENDS

Looking at current development trends—in particular the City’s and State’s recent investments in Dorothea Dix Park, the State Farmers Market, the proximity of the study area to downtown Raleigh, and the planned development projects—it is clear that downtown Raleigh is poised to expand its effective influence into the Study Area. While redevelopment within and around the study area is likely, it is important to ensure that existing residents benefit from such redevelopment -- this objective is a major focus of this study.

An existing conditions inventory and analysis has been carried out for the initial phase of this study, based on the following study elements:

- Land Use
- Natural Resource Areas
- Demographics
- Economics and Real Estate
- Connectivity and Transportation
- Utility Infrastructure

Following are the major trends from the existing conditions findings listed under:

1. Community’s Physical Features and Characteristics
2. Demographics
3. Economics
4. Real Estate

1. COMMUNITY’S PHYSICAL FEATURES AND CHARACTERISTICS

a. A challenge to keep a sustainable balance between existing land uses and proposed growth

The study area consists of diverse neighborhoods that are primarily single-family residential, with some pockets of multifamily residential, industrial and commercial/mixed-use.

Large sites are proposed for redevelopment around the northern and southern “book ends” of the study area. The redevelopment proposals vary from higher density residential, commercial, retail, mixed-use, hospitality and entertainment-related land uses. The proposed developments pose a challenge to the preservation and affordability of existing residential uses.

Future land use policies must be carefully crafted to ensure sustainable growth of the area, promote neighborhood stabilization, provide diversity of housing options, and create job opportunities.

CONNECTIVITY



b. Potential to create a model multimodal community south of downtown

The study area is sub-divided by major, auto-focused streets providing strong auto-dependent connections between neighborhoods, destinations and landmark areas. Safe neighborhood connections to an expanded greenway system, as well as an enhanced streetscape network (specifically east-west connections), intersection improvements, improved bicycle and pedestrian infrastructure, connections to future transit stations, and coordinated transportation improvements will be important opportunities for this area.

c. Opportunity to improve analyzed intersections and roadways to provide the Dix Edge study area enhanced operational and safety benefits

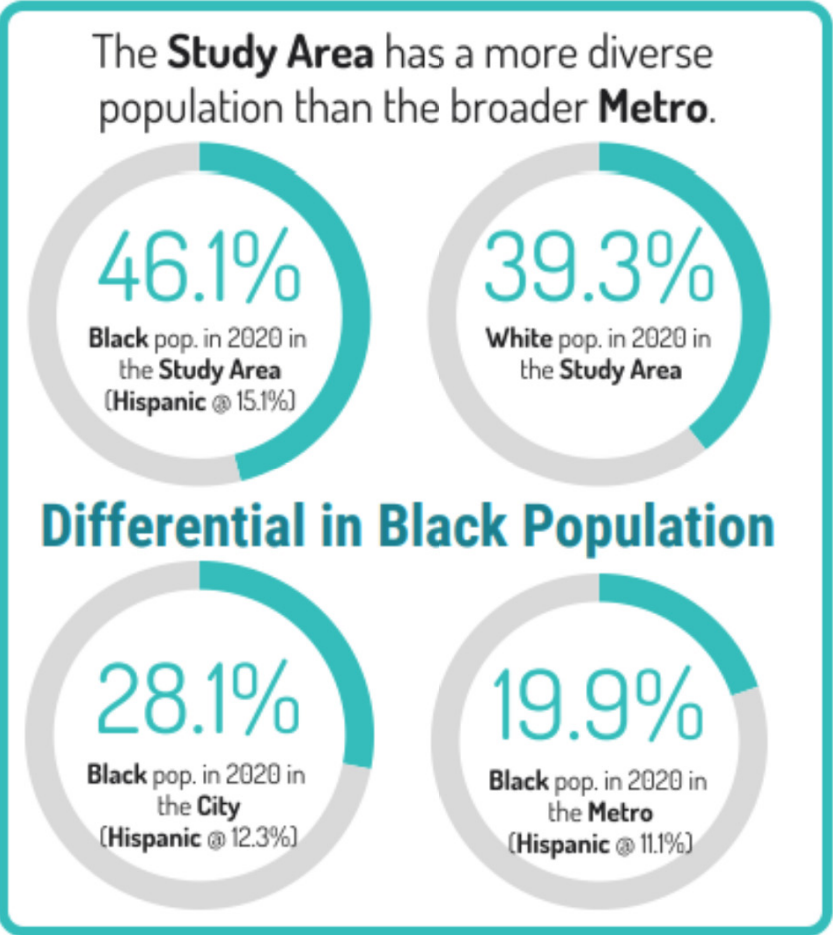
There are opportunities for improvements at specific intersections (e.g., Lake Wheeler Road & Centennial Parkway, and Lake Wheeler Road & Maywood Avenue) that offer potential safety and operational benefits while also encouraging non-vehicular travel. If planned/potential opportunities for multimodal improvements are realized, more residents in this area would be able to participate in non-vehicular travel.

d. Opportunity to integrate the variety of natural resource areas to create a strong public realm framework

Future development could utilize landscape-driven approaches to restore and/or enhance the Walnut Creek and Rocky Branch stream corridors, as well as reduce the amount of impervious surfaces constructed. Creating connections to the area’s greenway system, preserving view corridors, and updated streetscape designs will create a significant green infrastructure framework with linear green spaces and a more uniform tree canopy.

e. Availability of adequate utility infrastructure capacity

While there are currently no known utility capacity concerns, systems should be evaluated for additional capacity based on increased development pressures.



Note: The Metro Area refers to the Raleigh-Cary Metropolitan Statistical Area (MSA)

2. DEMOGRAPHICS

a. Racial diversity defines Dix Edge

The Dix Edge study area has a diverse population, with a stable Black population. There is also a sizeable white population, which has declined slightly since 2010. Between 2010 and 2025, the share of Hispanic population in the study area is projected to increase.

b. Growth momentum is building

Despite slow population growth rates in the Dix Edge study area, the City of Raleigh and the region are growing at a rapid pace. The increasing development demand within the region is starting to push more urban-style development (e.g., Downtown South and Park City South) further south into the study area and is likely to influence the neighborhoods that surround these areas.

c. Dix Edge area has lost naturally occurring affordable housing due to rising property values

Housing in the study area is comprised primarily of renter-occupied units with fewer homeownership units. While housing in Dix Edge is more affordable than the city as a whole, prices are rising rapidly due to Raleigh's super-heated housing market and people's desire to live downtown. These factors are making it extremely difficult for existing Dix Edge residents to remain in the area.

3. ECONOMICS

a. The economic successes of the region and downtown Raleigh are changing the market of the Dix Edge community

Employment levels in and around the Dix Edge area have nearly doubled since 2002. Investments in downtown, the growth of the NC State Centennial Campus and the catalytic investments in areas like the Warehouse District have created a new market dynamic for the Dix Edge community.

b. Much of the economic success occurring in and around Dix Edge has not directly benefited legacy residents

People are moving into the area to take advantage of Dix Edge's convenient location. Although this influx of residents is not a negative for the community, it most likely will impact legacy household residents if the job/skill mismatch for these new opportunities being created in and around their neighborhood persists.

4. REAL ESTATE

a. A new wave of development is moving southward

Downtown Raleigh is in the early stages of a development boom that could remake the city's core.

b. Dix Edge is continuing to evolve into a renter-occupied neighborhood

Over time, the original housing stock has evolved from owner-occupancy to primarily renter-occupancy which can adversely impact a community if properties are not maintained. In addition, a relatively small number of property owners control multiple parcels, which contributes to the area's rental characteristics. This suggests that the study area is being positioned for future redevelopment.

c. Rising price pressures could cause displacement in Dix Edge

There are a number of new proposed residential units in and around downtown Raleigh. These primarily higher density residential units will likely draw a higher income demographic to these higher price housing options. As development continues and moves south, there will be price pressure on existing housing and land values in Dix Edge.



A 2020 analysis from HSH.com noted **\$60,812** as the annual income required to purchase a home in Raleigh. By contrast, the 2020 median incomes are:
Study Area = \$39,863
City = \$66,959
Metro = \$76,960

2 PLAN RECOMMENDATIONS

2.A RECOMMENDATIONS FRAMEWORK

Four overall general themes have emerged that both encapsulate the forces impacting the Dix Edge area and outline a path forward for a shared future. These themes are **Retain**, **Stitch**, **Grow**, and **Collaborate**. The Dix Edge area should retain the elements that define its character and spirit; be stitched to the local urban fabric and to the greater city; grow in a responsible and equitable manner that serves both current and future residents and businesses; and collaborate so that a shared vision and trust between the community and external forces are built.



RETAIN

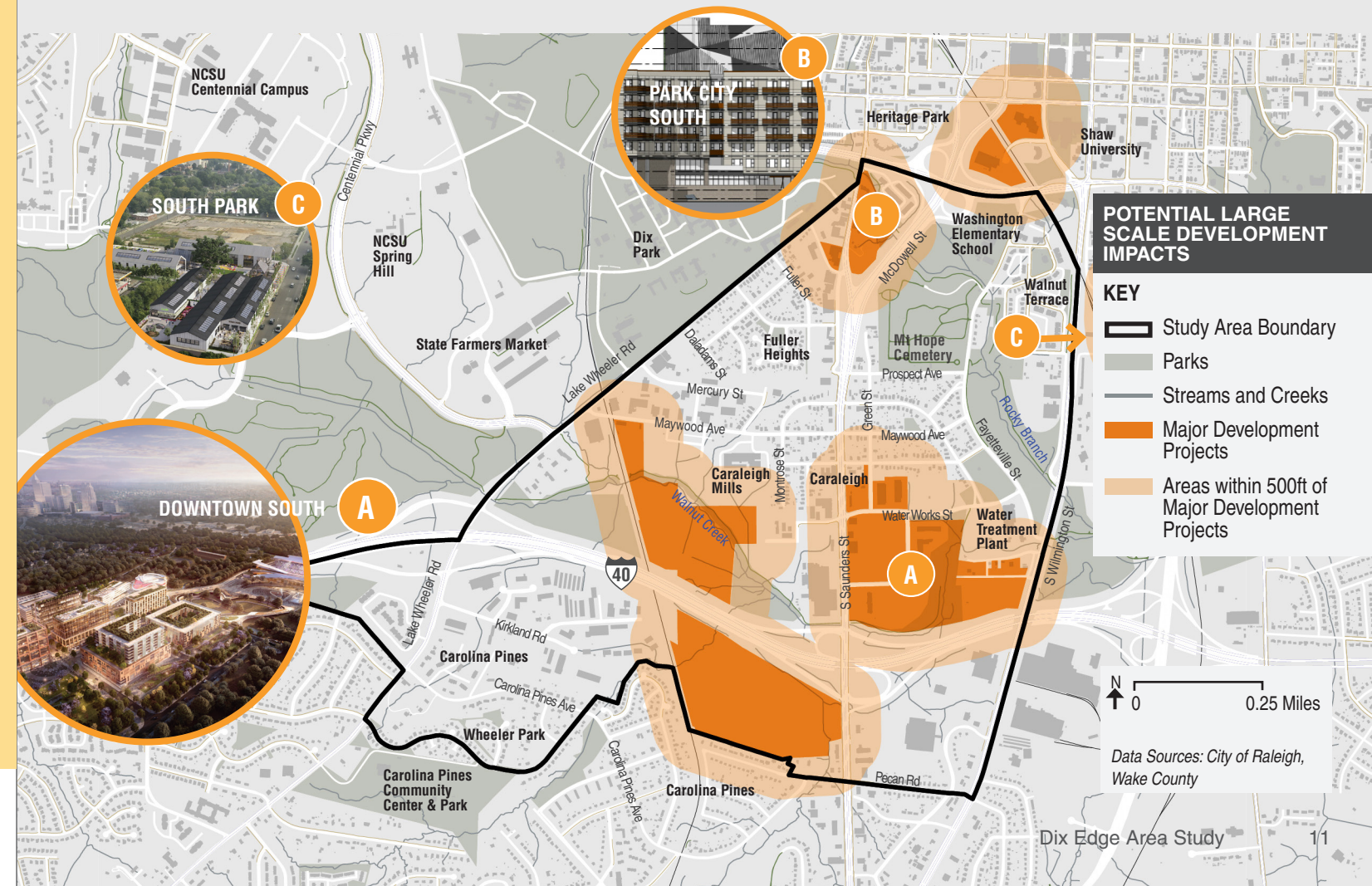
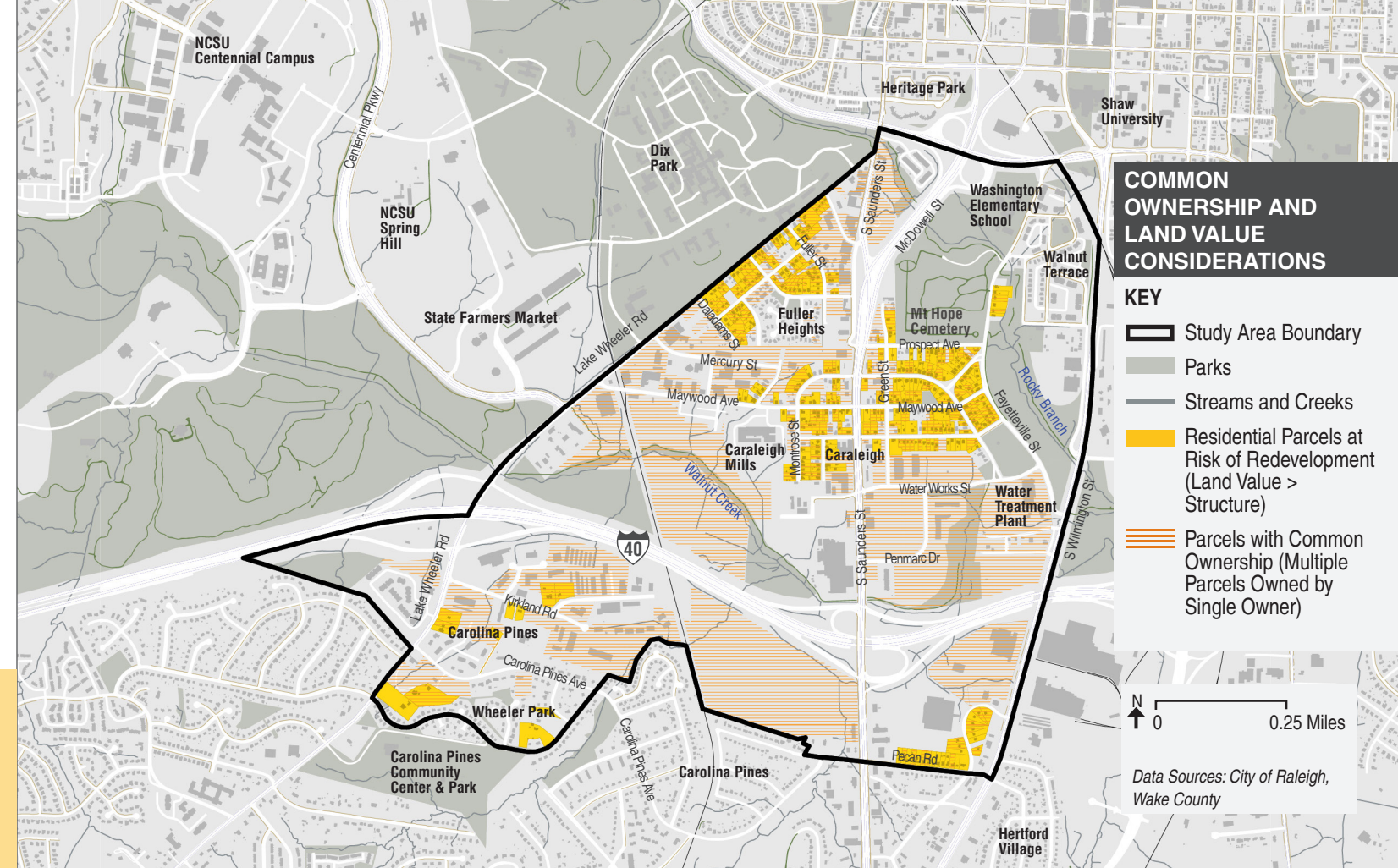
MAINTAIN THE ELEMENTS AND SPIRIT THAT DEFINE THE COMMUNITY IN DIX EDGE.

Minimize displacement of local residents and businesses.

- Ensure that, as the Dix Edge area grows, local residents and businesses have the means and ability to stay in the area.
- Build relationships between the community and outside groups that advocate for the retention of the elements and spirit that defines the Dix Edge area.

Ensure pathways for intergenerational wealth building and homeownership.

- Explore methods to create intergenerational wealth building and homeownership for existing Dix Edge residents.
- Provide a wealth of housing options and strategies to address the housing shortage, while also advancing affordable housing in new large-scale developments.





STITCH

CONNECT THE NEIGHBORHOODS OF DIX EDGE TO EACH OTHER AND TO THE URBAN FABRIC OF GREATER RALEIGH.

Improve multimodal connectivity in the Dix Edge area.

- Create multimodal transportation networks throughout the Dix Edge area to “stitch” together the neighborhoods both internally and externally.
- Eliminate sidewalk gaps, install bicycle lanes and infrastructure on key streets, and add micro-mobility options to help residents have transportation means and choices to move internally within the Dix Edge area.
- Connect the Dix Edge area to greater Raleigh through additional bus routes and potential Bus Rapid Transit lines to provide high frequency and fast travel options to other neighborhood and commercial centers. Prioritize first and last mile connections to transit.

Ensure “complete” streets and humanize major arterials.

- Ensure “complete” street design in the Dix Edge area by creating attractive streetscapes including public art, benches, trees, and green infrastructure. Ensure that the multimodal transportation network is integrated into the street design.

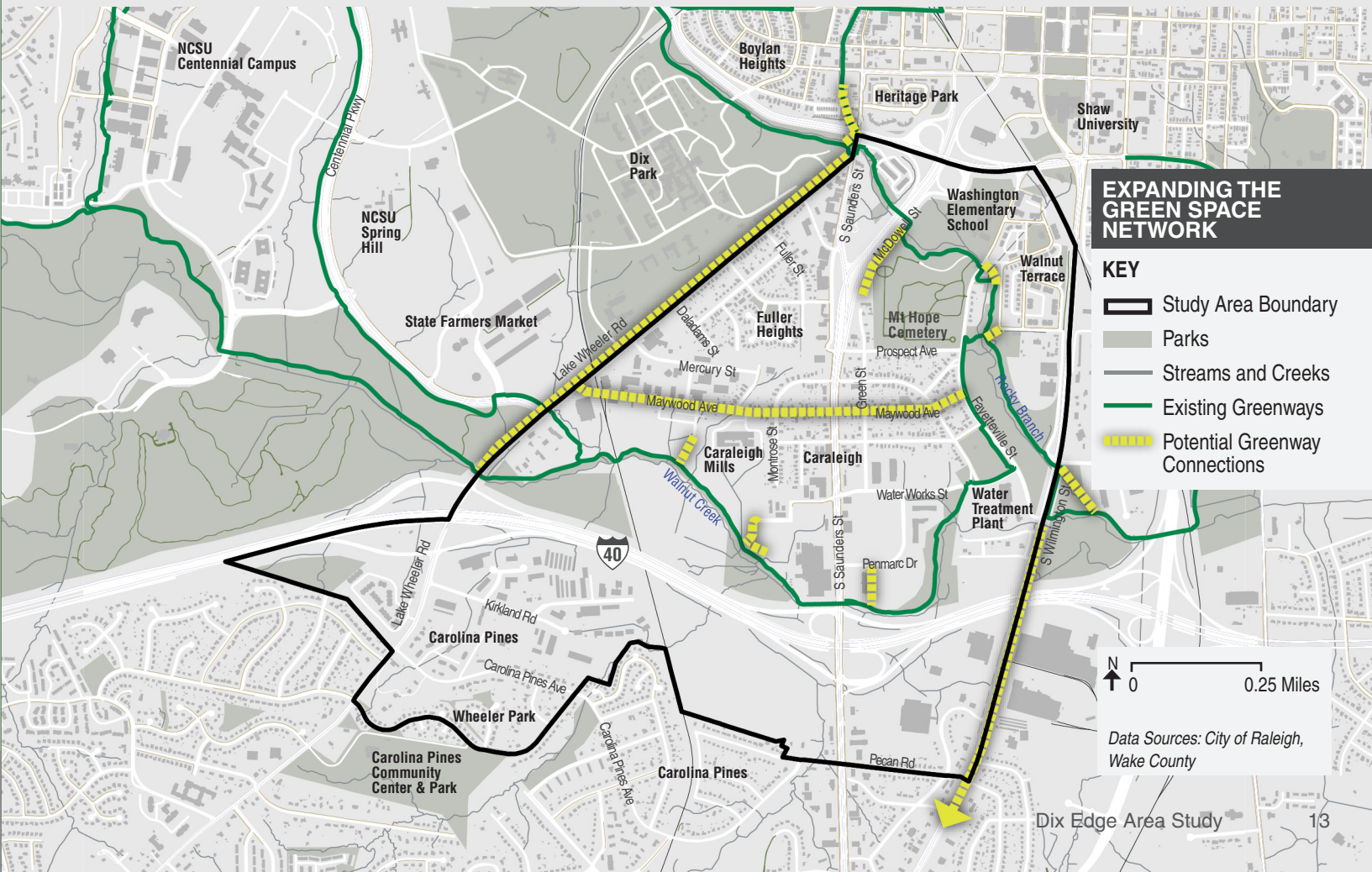
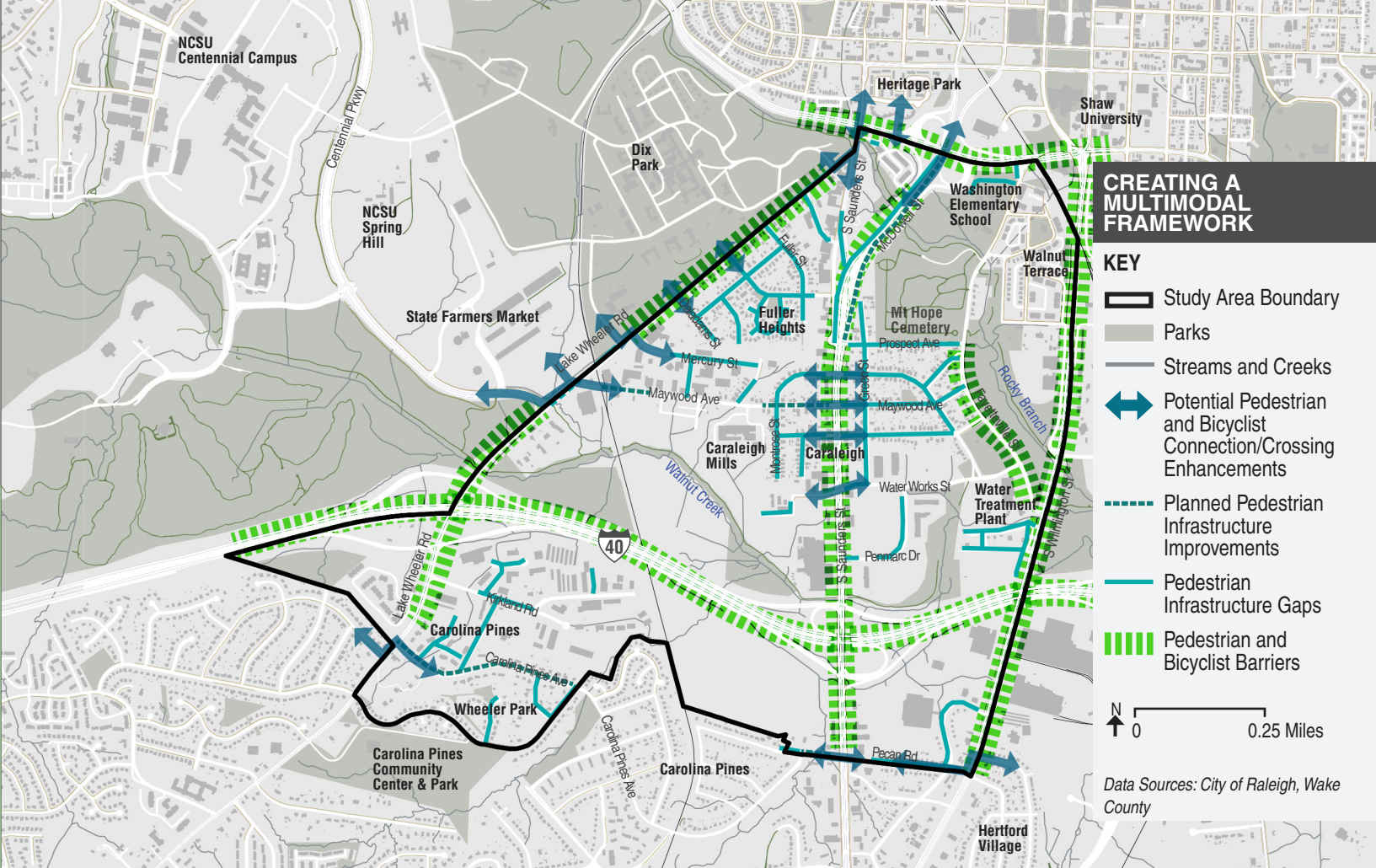
- Humanize major arterial roadways in order to make these more attractive, visually compelling, safer, and accessible to individuals through “people-scaled” design.

Expand open space in the Dix Edge area and connect to the greenway network.

- Promote open spaces within the Dix Edge area to provide options for community gatherings, events, and other activities.
- Connect and expand the greenway network in the Dix Edge area to leverage the area’s natural elements for use by residents and to provide greater recreational, educational, healthy and accessible transportation options.

Ensure transportation access and safety.

- Ensure that all residents have access to additional transportation networks. Provide enhanced streetscapes and infrastructure that are designed to keep residents and other users safe.





GROW

BUILD A STRONGER DIX EDGE AREA THROUGH DESIGN, COMMUNITY, AND EQUITY.

Ensure site sensitive development.

- Promote growth in a responsible, contextual, and equitable manner that will inspire the style and design of new development, while also respecting the history of the place.
- Explore opportunities, such as design pattern books and regulatory guidelines, to encourage new development that follows the style of architecture already found in the area, while also utilizing good design to add visual flair, uniqueness, and respect for the area's historical qualities.
- Explore opportunities to create transition areas between existing neighborhoods and new/planned developments. Such transition areas should be carefully planned to include landscaping buffers, intermediate densities, and architectural techniques such as building mass step-backs and building height step-downs.

Utilize Transit-Oriented Development and clustered development.

- Direct new growth and development around transit nodes to create walkable and site sensitive developments.
- Utilize clustered development to create interesting and exciting spaces, while

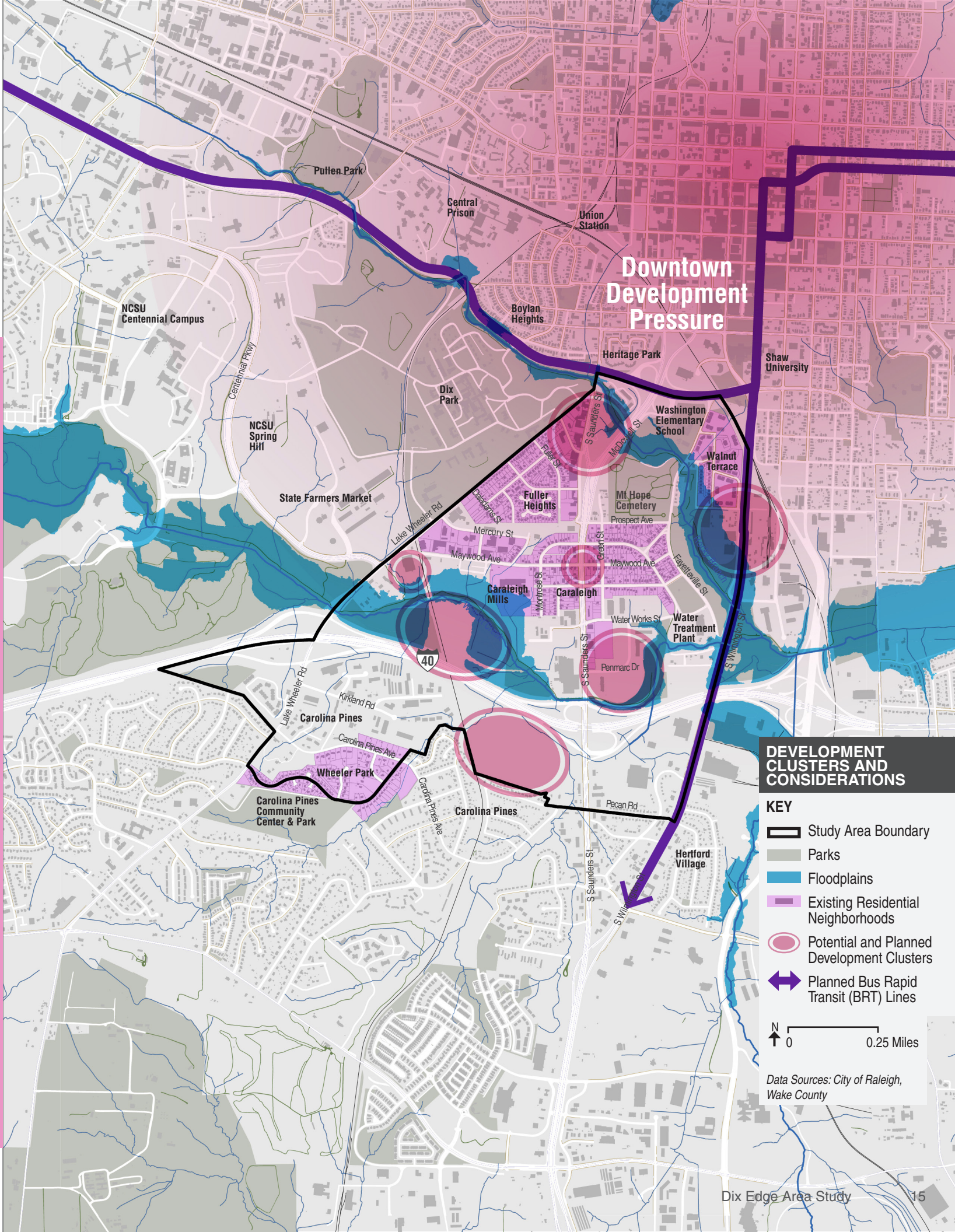
also preserving the existing fabric of the Dix Edge area to the greatest extent possible.

Create community “3rd” spaces.

- Work with the existing open spaces, natural elements, and topography in the Dix Edge area to create community “3rd” spaces that residents and visitors can utilize for rest, relaxation, and activity.
- Design within existing environmental constraints to create contextual green community spaces.

Create diverse and equitable housing options.

- Ensure that affordable housing options are considered for incorporation in all new developments in the Dix Edge area.
- Explore new housing strategies, such as missing middle housing opportunities, to create diverse and varied housing options that can be compatible with existing neighborhoods and can assist existing residents to remain in the Dix Edge area.
- Ensure that new development is directed to appropriate areas so that existing residents can remain in the Dix Edge area.





Ensure transparency in the planning process.

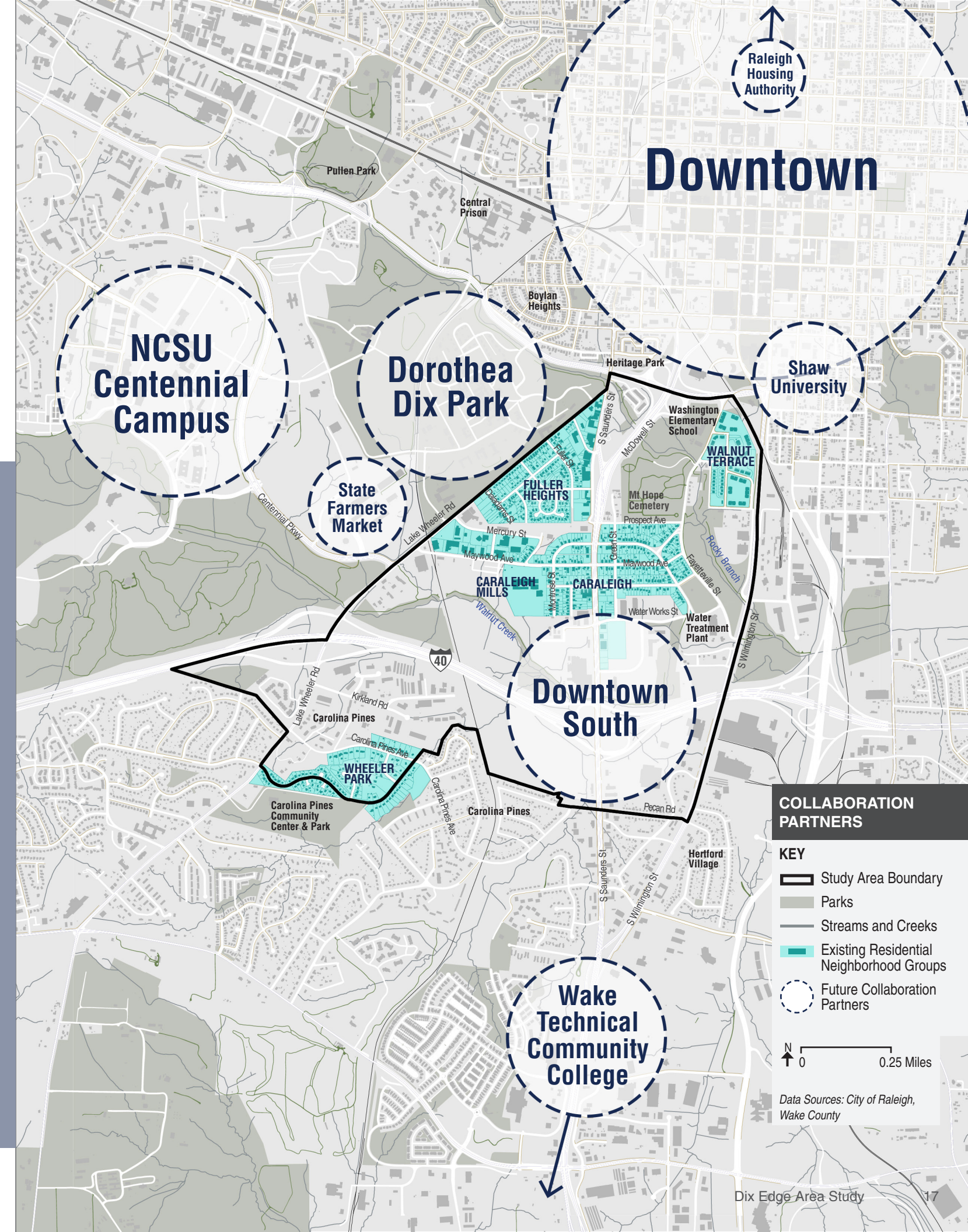
- Educate local residents and businesses on existing planning processes and empower local groups to get involved.

- Engage with local residents, business owners, and community groups to understand their needs, desires, and opinions regarding change in the Dix Edge area.

- Work to build a shared vision for the future of the Dix Edge area that accommodates the needs of both existing and new residents.

- Build social capital among local residents and external groups to ensure a collaborative and trusting working relationship.

- Ensure continued community engagement for new development and construction to allow residents the opportunity to have a voice in the future of the Dix Edge area.



2.B LAND USE

The Dix Edge Area Study has two important goals with regards to the future land use vision. The first is to plan for and manage the significant intensification envisioned for the area. It is imperative to plan for the evolution of the area as a pedestrian and bicycle friendly urban place. The other is to be responsive to the needs of residents of the existing neighborhoods along South Saunders Street; keeping equity and neighborhood stabilization in the forefront of growth by ensuring that affordable housing and jobs are adequately provided for in order to balance the dramatic increase in urban intensity projected for this area. The recommendations are generated as the result of a wide-ranging community outreach and feedback (summarized below) received during the planning process.



COMMUNITY FEEDBACK SUMMARY | LAND USE

PHASE NOW | WORKSHOPS + SURVEY

- Dix Edge residents are concerned about how future development will impact land uses in Dix Edge.
- 64% of residents surveyed favor increasing building height to increase density and affordability in the area.
- Residents desire mixed-uses in Dix Edge; however, 57% of survey respondents want to ensure appropriate transitions between mixed-use and residential areas.
- 84% of survey respondents desire more local serving uses in Dix Edge, including a grocery store.

PHASE SOON | WORKSHOPS + SURVEY

- The historic character of development should be preserved where possible in Dix Edge, including preservation of the mill village style and smaller-scale buildings.
- Residents desire appropriately-scaled new housing that fits with the current character of Dix Edge.
- Residents desire greenway-oriented development which connects to local environmental resources.

FORM AND FUNCTION MAP

The proposed Form and Function Map provides an overall planning structure and guide for the zoning/development regulations that will operationalize the vision developed for this area. The existing Future Land Use Map (FLUM) is both overly broad and, at times, somewhat unclear in this regard. The Form and Function Map will act as a supplement to the existing FLUM and will be used to guide future changes to the FLUM. Updates to the existing FLUM will be led by City staff and will be subject to the City’s internal adoption process.

The proposed Form and Function Map addresses building form and land use functions in broad categories (appropriate for a vital urban context) and provides the parameters for building form. A resident, developer, or regulator can easily understand the map’s intended character for each of the various neighborhoods. These broad use categories, which would need to be accompanied by typical performance standards protecting health, safety, and welfare, will appropriately shape the relationship between commercial, retail, and residential uses, while allowing the small-scale free market to function and flourish. This can foster more vital neighborhoods and a stronger, more resilient tax base.

The Form and Function Map includes the overall scale and use configurations for the area. It makes clear, within reason, the intended shape and character of the area. More detailed planning and the drafting of regulations can follow from this map.

The center and corridor designations on the map indicate the urban structure of the area’s network of blocks and streetscapes to enable the successful development of high intensity uses in these areas. The residential

areas, especially north of the freeway, display a redevelopment character that relates to the area’s existing single-family detached houses, and suggests a carefully managed building transition to the new and much more intense urban center and urban corridors buildings surrounding them. Careful and complementary infill development types are recommended that will allow more intense infill without destroying existing neighborhood character. The increase in intensity can provide leverage for increased public benefits (primarily affordable housing). In addition, the heights designated on the map also have that intent, with “additional height” available through negotiated public benefits.

OVERARCHING CONCEPTS:

- Preserve existing streets and alleys.
- Explore opportunities for additional connections, based on the “Connectivity” recommendations (see section 2C).
- Require good “Neighborhood Manners” – rules on form and function designed to ensure that the new development can function as a “good neighbor” and can protect existing adjacent neighborhoods. Such neighborhood manners include setbacks, setback planes, and performance standards (to avoid noise, fumes and other nuisances).
- Create high quality streetscapes that include opportunities for street trees, wide sidewalks, bicycle facilities, no exposed off-street parking below the 3rd story, etc.
- Provide distributed affordable (subsidized and workforce) housing.

FORM & FUNCTION MAP

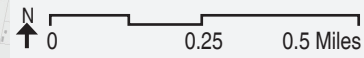
KEY

Study Area Boundary

Parks

The Neighborhoods

Urban Areas



Data Sources: City of Raleigh, Wake County

The Place Types designate:

Planned/Entitled; Areas already entitled and generally unchangeable

Urban Centers; Most intense, max 14 stories (20 with public benefits), Max 200 ft frontage. **USES:** flexible: Residential, Commercial, Retail (ground floor only)

Urban Corridors; Medium intensity, max 8 stories (12 stories with public benefits), max 200 ft frontage. **USES:** flexible: Residential, Commercial, Retail (along corridors and on ground floor only)

Office Residential Mixed-Use; Intense, max 5 stories. **USES:** Office/ Commercial, Retail limited to building-serving only (per district OX)

Light Industrial Maker-Space; (size limited LI), max 3 stories/40ft, max 200ft Frontage. **USES:** Light Industrial, Manufacturing, Sales (of on-site production), Residential < 400 sq ft & owner limited

Neighborhood Residential Small; Max 3 Stories, max 60 ft frontage, max 6 units. **USES:** Residential, ADU, Home Office. Building forms: Single-Family Detached, Duplex, Single-Family Attached, Carriage Houses

Neighborhood Residential Medium; Max 3 Stories (5 with public benefits), 120 ft frontage. **USES:** Residential, ADU, Home Office. Building forms: Single-Family Detached, Duplex, Single-Family Attached, Carriage Houses, Apartments. (Note that this is also used as a transition between Neighborhood Residential Small and more intense development along Lake Wheeler and S. Saunders Street)

FORM AND FUNCTION PLACE TYPES & RELATED CHARACTER IMAGES

URBAN
CENTERS

- Max 14 stories (20 with public benefits)



URBAN
CORRIDORS

- Max 8 stories (12 with public benefits)



OFFICE
RESIDENTIAL
MIXED-USE

- Max 5 stories



LIGHT
INDUSTRIAL /
MAKER-SPACE

- Max 3 stories, 40 feet



FORM AND FUNCTION PLACE TYPES & RELATED CHARACTER IMAGES

NEIGHBORHOOD
RESIDENTIAL SMALL

- Max 3 stories



NEIGHBORHOOD
RESIDENTIAL MEDIUM

- Max 3 stories (5 with public benefits)



FRAMEWORK FOR IMPLEMENTATION

To implement the vision of the Form and Function Map, the following framework/next steps are recommended:

- 1. **Explore applicable “Frontage Types” for each of the place types** as illustrated by the Form & Function Map. The frontage types are one of the key elements of the urban form framework of the plan. They coordinate with the allowed Building Types; the applicable build-to’s enable a consistent street space and manage the overarching character of the streets to match the desired intensity and functions of the plan. These can create a baseline to initiate conversations regarding any revisions to the frontage types, specific to Dix Edge area. While specifics are to be explored based on detailed suggestions, generally the following may be applicable for the specific place types:
 - Within Urban Centers and Corridors: Urban Limited (UL), Shopfront (SH), Green (GR)
 - Within Neighborhood Residential: Detached (DE)
- 2. **Explore applicable “Building Types” for each place type** as illustrated with the Form & Function Map. These standards will assist in defining placement/siting standards as well as yard setbacks. These guidelines can create a baseline to initiate conversations regarding any

revisions to the building types, specific to the Dix Edge area. Generally, the following building types from the Unified Development Ordinance (UDO) may be applicable:

- a. Within Urban Centers and Corridors: NX; this is consistent with City’s goal of enabling intensification with levers for negotiating significant public benefits (such as affordable housing provisions).
- b. Within Neighborhood Residential: RX
These Residential areas, especially north of the freeway, need:
 - A scale and character of redevelopment that is related to the existing single-family detached houses. For the residential areas north of the freeway, a building frontage limit of 60’ and the exclusion of the Apartment Building Type is desired. The recommended approach allows/enables a several-fold increase in the intensity of these neighborhoods which can help in maintaining home ownership and the subsequent development of equity.
 - Refer to the recommendations for the transition area between the Residential and the Core/ Corridor areas and additional Architectural Character requirements for all residential areas (Strategy #4 below).

The most important suggestion regarding recommended changes to be made to the existing Building Types is the rear setback for the primary building.

This is to reinforce the basic urban concept of perimeter blocks: keeping the building mass and height toward the street, and preserving open space at the rear of the lot/center of the blocks. Open spaces will be used for coordinated parking and service access - while providing light and air, and protecting some level of privacy for the rear yards of the existing residences.

The Frontage and Building Types exploration should be performed in coordination with current/ongoing planning updates, such as ADU and missing middle guidance. This will assist in reducing any potential conflicts between the policies/regulations.

- 3. **Create a Dix Edge overlay area/ district** or similar regulatory approach as part of an amendment to the City’s Unified Development Ordinance (UDO). The overlay district, or a similar regulatory approach, should primarily be guided by the Form and Function Map. This is to ensure that any growth/ development proposals will be context-sensitive to the urban form guide (heights, frontage, potential uses) envisioned by the Form and Function Map. The potential overlay district should also be based on the Frontage and Building Types, as mentioned above.
- 4. **Utilize development agreements** for regulating architectural characteristics as well as for adequate neighborhood protection.

Given the large increase in value that the proposed changes create for landowners and developers, any of the regulatory controls that might approach current statutory limitations can be accomplished through development agreements (contract zoning). These simple form and function standards will increase medium and long-term land values in Dix Edge.

Additionally, residents may need to be aware of the recommended land use and zoning requirements for the area, with the City providing some educational assistance to protect existing communities from potential exploitation by developers/investors. The city might fund a non-profit organization that would provide residents with accurate information and coordination regarding the Dix Edge land use and zoning regulations, land values (current and projected), etc.

2.C CONNECTIVITY

2.C.i OVERALL CONNECTIVITY FRAMEWORK & CONCEPTS

During the previous phases of the Dix Edge Area Study, improving connectivity in the area was identified as a priority goal. The following section outlines the recommended method used to identify gaps in the multimodal network and provides recommendations to meet the connectivity goals. The recommendations are generated from the wide-ranging community feedback received during the planning process, as summarized below.



COMMUNITY FEEDBACK SUMMARY | OVERALL CONNECTIVITY

PHASE SOON | WORKSHOPS + SURVEY

- Residents desire more transit options in Dix Edge that include multimodal options, as well as increased transit frequency along existing and planned routes.
- Residents are concerned about growing traffic and desire traffic calming measures or other interventions to slow the speed of vehicles.
- Dix Edge needs additional sidewalk connectivity and upgrades to improve the walking environment.

PHASE NOW | WORKSHOP

- Residents reiterated their desire for more multimodal transit options in Dix Edge that are accessible to all community members.
- Residents emphasized that they need additional and improved public transportation that is convenient, safe, and fast.
- Residents overall desire a comprehensive approach to transit and connectivity that reaches all community members.



COMMUNITY FEEDBACK SUMMARY | STREETSCAPE CONCEPTS

PHASE SOON | WORKSHOPS + SURVEY

- Residents desire multimodal streets that contain spaces for pedestrians, bicyclists, and motor vehicles.
- Residents want attractively designed streets which include tree plantings, green infrastructure, and improvements at transit stations.
- While 75% of surveyed individuals desire more connectivity, they also do not want to lose any greenspaces or trees to new paved areas.

PHASE NOW | WORKSHOP

- Residents desire more energy efficient housing/development to reduce overall housing burden.
- Residents desire additional affordability which could be achieved through density bonuses.
- Residents believe that there could be strong public-private programs and responses to address housing affordability.



COMMUNITY FEEDBACK SUMMARY | ENVIRONMENTAL SUSTAINABILITY

PHASE NOW | WORKSHOPS + SURVEY

- Flooding is a concern of some Dix Edge residents and the community desires more green infrastructure to mitigate the impacts of both flooding and new construction.
- Residents desire more connectivity to area greenways.
- Residents desire safety improvements along and around greenways to minimize and deter violent crime.

AFFORDABLE HOUSING | SUMMIT

- Residents feel a strong need for additional greenspaces that are accessible by the whole community.
- Residents want to ensure that as development and change occur, the tree canopy in Dix Edge is preserved and possibly expanded.
- Residents feel that greenways could be improved with additional amenities including benches, lighting, water fountains, community spaces, and/or restrooms.

OVERALL CONNECTIVITY

Fundamental to the growth of a safe, connected, and equitable Dix Edge is an integrated pedestrian, bicycle, and street infrastructure system. Improving the multimodal facilities in Dix Edge can be accomplished through a two-pronged approach:

- An analysis of the existing transportation infrastructure in the study area
- The development of streetscape concepts (improvements to the physical design of streets) that encompass these elements

Network analyses help identify gaps in existing infrastructure, while streetscape concepts provide the means for implementing new multimodal transportation networks. When paired together, network analyses and streetscape concepts become a powerful tool to achieve effective, safe, and functional multimodal transportation systems.

This section provides an overview of pedestrian and bicycle networks in the Dix Edge area, explores potential multimodal network improvements, and illustrates streetscape concepts for three streets in the Dix Edge study area that are good candidates for custom streetscape design.

- Pedestrian
- Use safe and convenient routes
 - Travel to transit stops or to local attractions
 - Avoids large road crossings
 - May use network for need, recreation or exercise.



PEDESTRIAN NETWORK

In order to understand pedestrian connectivity and walkability in Dix Edge, multiple network analyses were performed. These analyses created walksheds (the specific geographic area that a pedestrian can walk to) from specific points of interest in and around Dix Edge.

Mapping analysis indicates clearly that it is difficult for pedestrians to effectively and safely move through the Dix Edge area utilizing the existing sidewalk infrastructure. Potential improvements to increase sidewalk connectivity will result in larger walksheds between destinations and neighborhoods within the area.

BICYCLIST NETWORK

Network analyses were completed to understand bicycle connectivity in the Dix Edge area, similar to those completed for pedestrian connectivity.

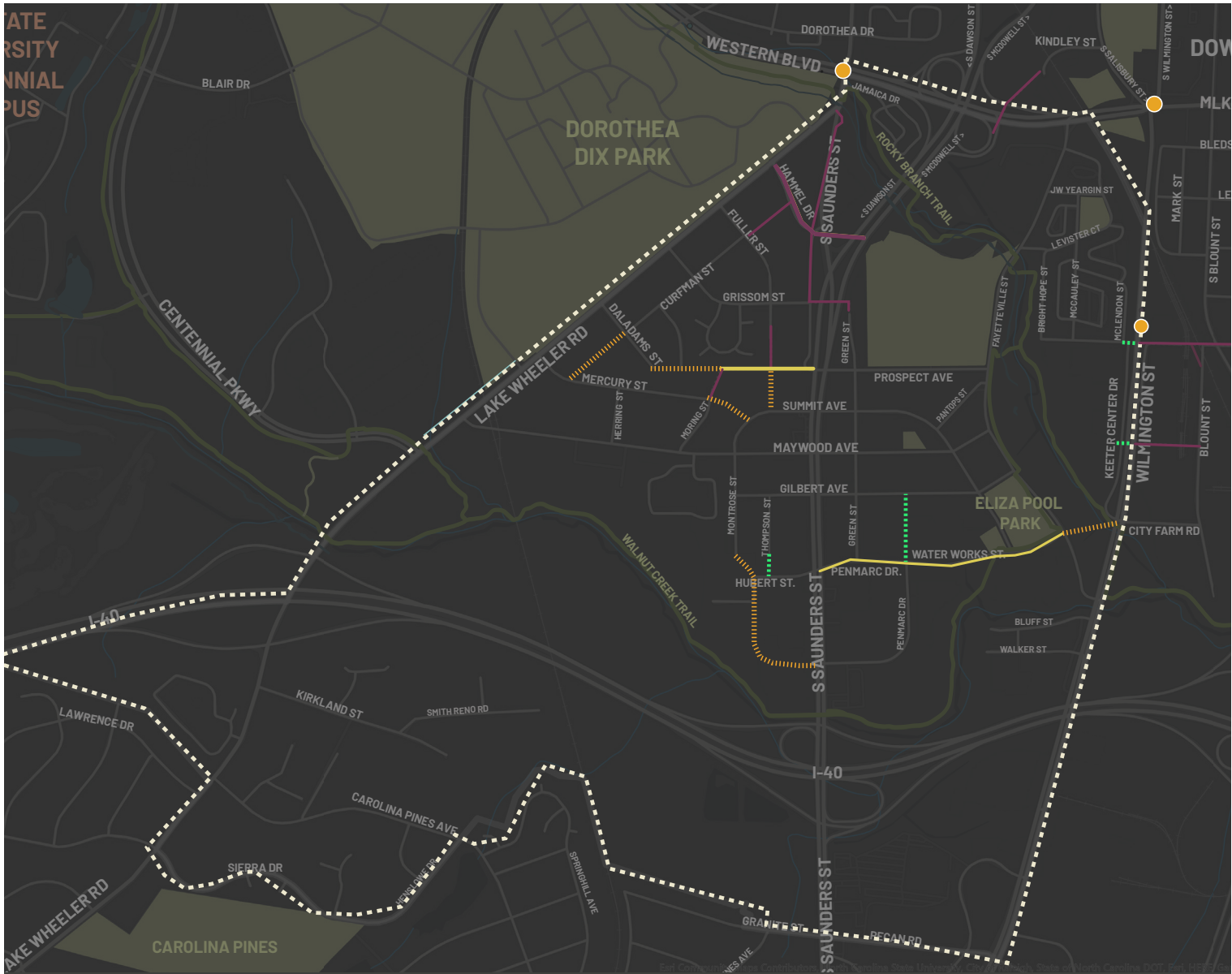
Specifically, analyses were completed for three groups of skill levels including novice, commuter, and expert bicyclists. Based on the characteristics of how each group behaves, different variables were input into the analyses to show how each group typically behaves. This preference may include the avoidance of higher traffic streets or the preference to use streets with dedicated bike lanes.



CONNECTIVITY CONCEPTS

Street Connectivity Concepts

- Create a connected grid system for walkable and bikeable connections
- Proposed concept reflects “existing planned streets”, “proposed additions”, and street designation change

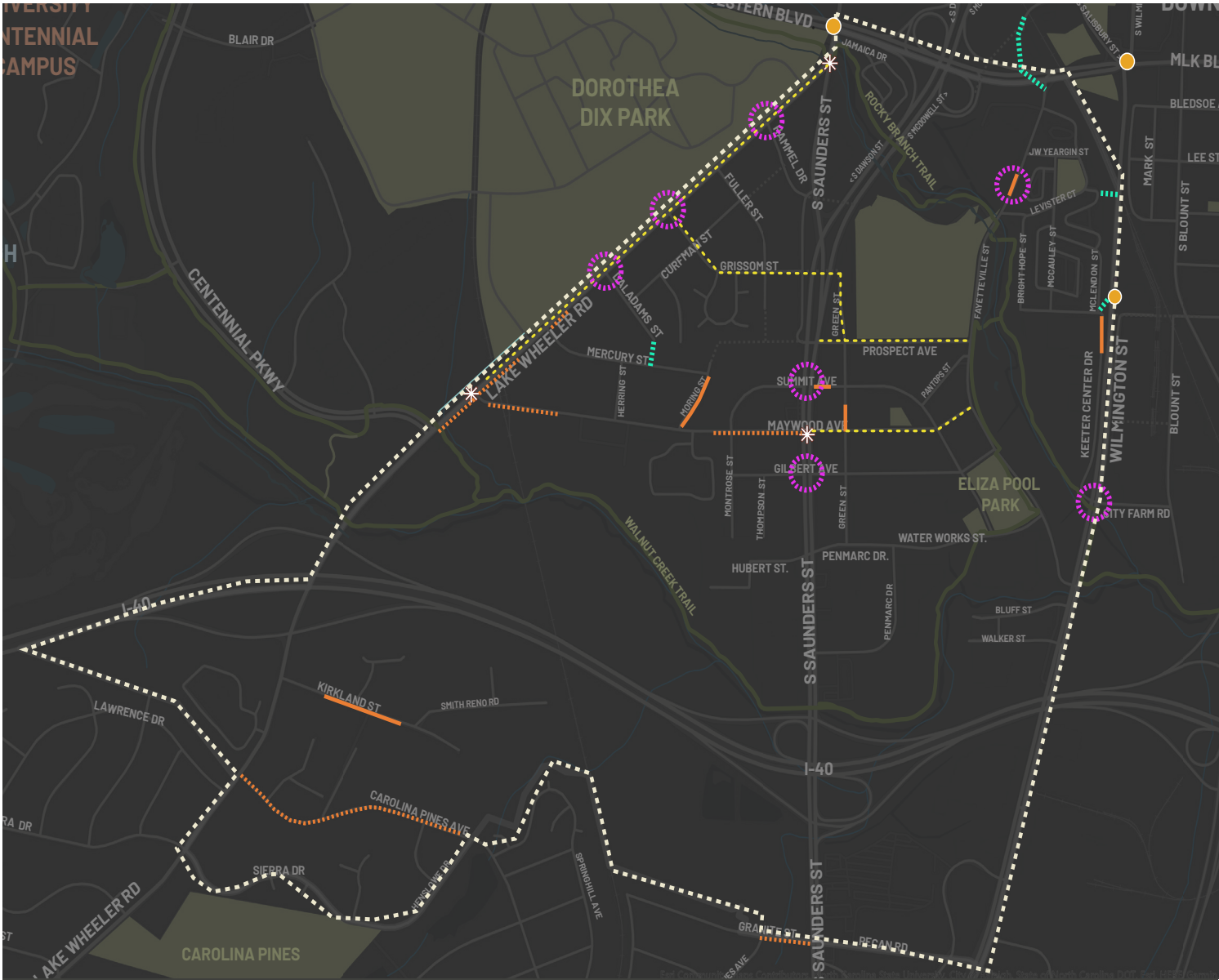


STREET PLAN

- Existing Planned (T1 Map)
- Change to Planned (T1 Map)
- Proposed Additions to Planned T1 Map
- Area Specific Guidance
- Proposed BRT Stations

Pedestrian Connectivity Concepts

- Connect destinations and key community nodes with residential areas by filling in sidewalk gaps
- Promote intersection safety improvements

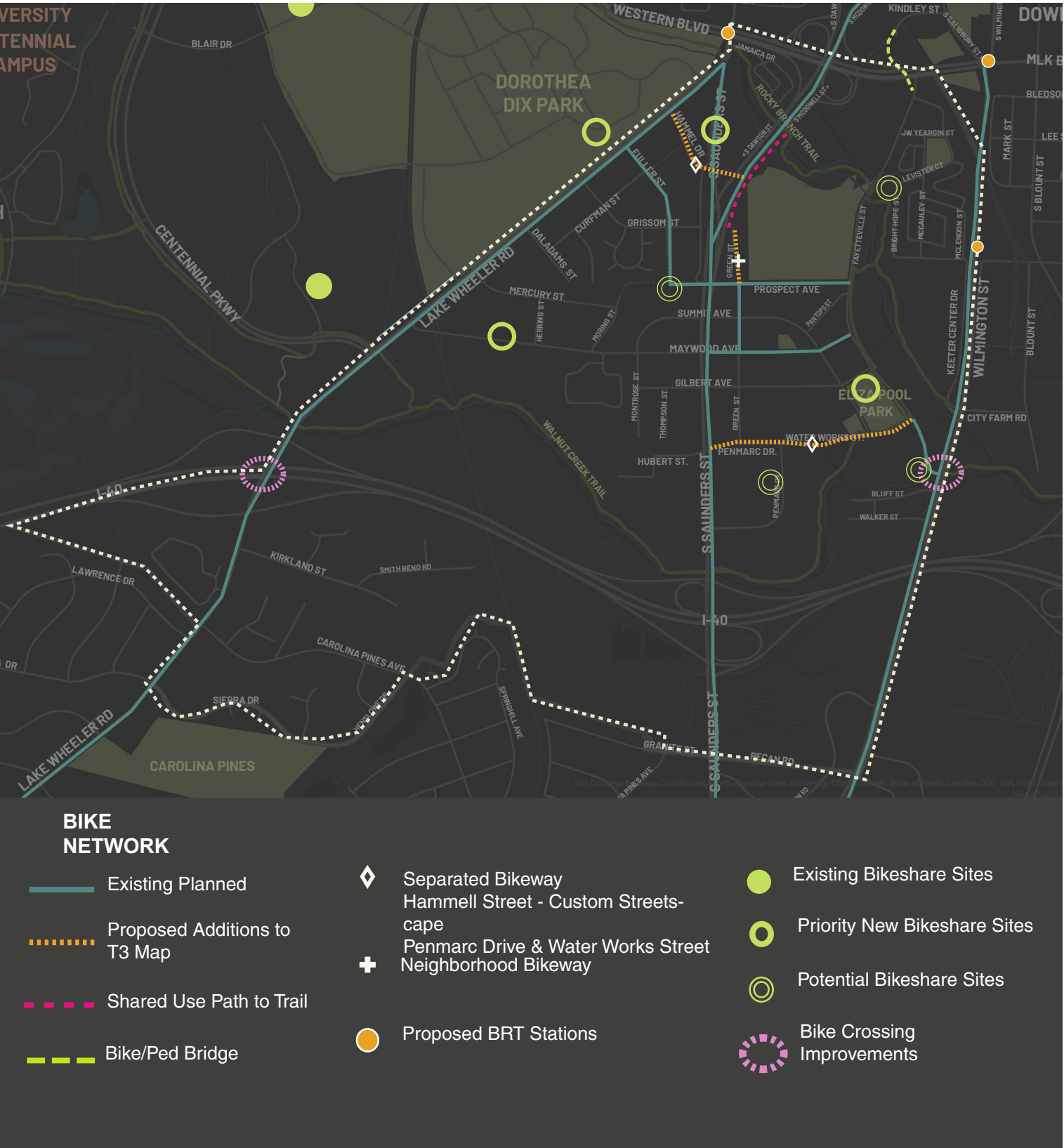


PEDESTRIAN NETWORK

- Recommended for COR Small Gaps Program
- Programmed Sidewalks
- Proposed BRT Stations
- Priority New Sidewalks
- Bike/Ped Connections
- Proposed Pedestrian Safety Improvements
- Intersection Improvements for Advanced Study

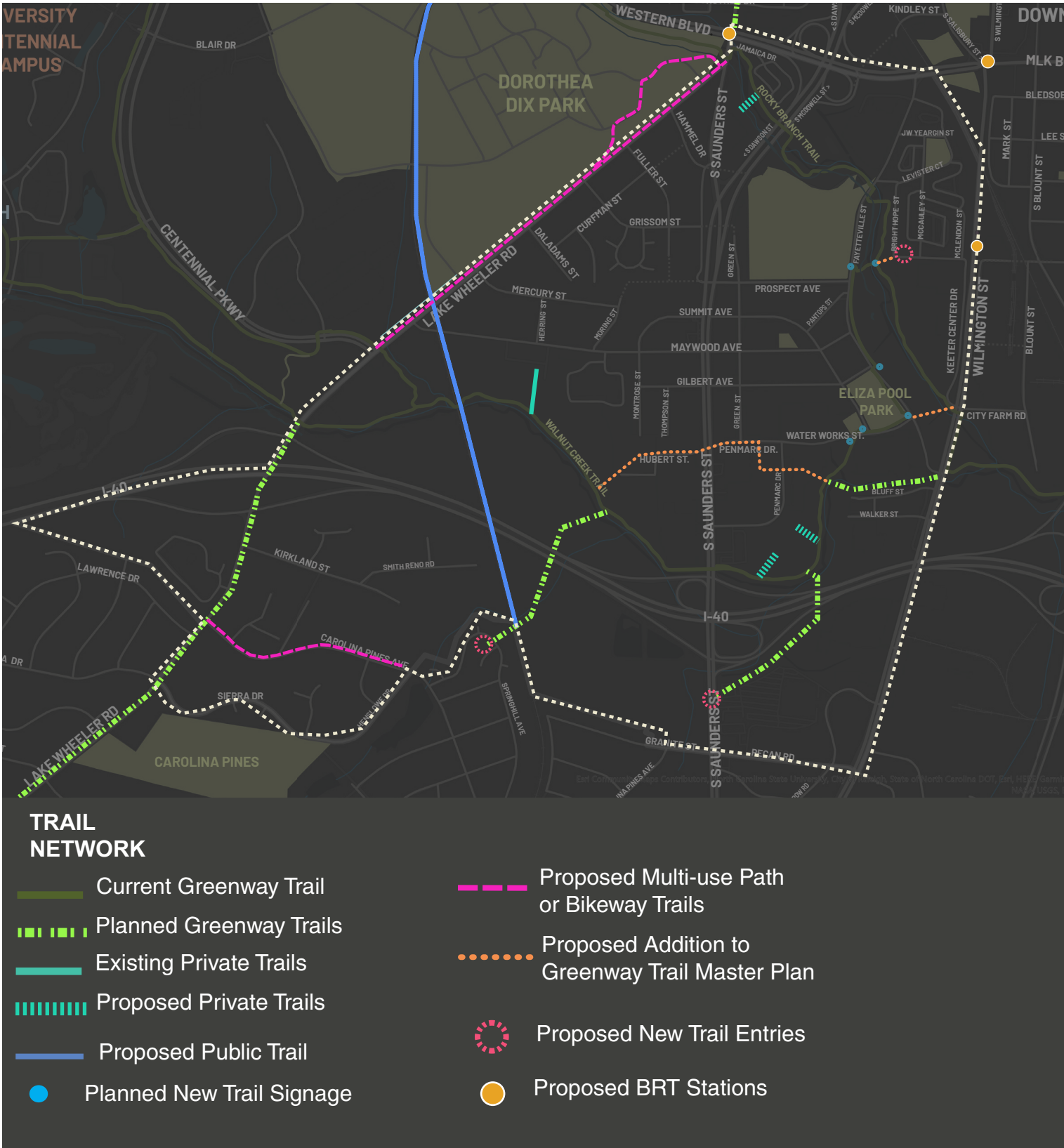
Bike Connectivity Concepts

- Improve bicycle connections within and around the study area so that all levels of bicycle riders feel comfortable in connecting to destinations
- Provide additional bicycle amenities (including bikeshare facilities)



Trail Connectivity Concepts

- Connect existing greenway trail network from residential neighborhoods via existing and proposed trails
- Add new trailheads to access the greenway network



2.C.ii STREETScape CONCEPTS

Streetscape concepts define and enhance pedestrian comfort, multimodal access, and visual appeal. The quality of streetscapes influence the extent to which the public realm can attract people, activity, and connections. Streetscape concepts provide a means for implementing the recommendations developed by the network analyses of both pedestrian and bicyclist infrastructure.

This plan includes streetscape concepts for Lake Wheeler Road, South Saunders Street, and Hammell Drive.

STREETScape CONCEPTS:
LAKE WHEELER ROAD

Lake Wheeler Road is currently a two-lane undivided street without sidewalks or bicycle lanes. It is located at the western edge of the study area along Dix Park. Given the changing landscape around Lake Wheeler Road, there is a unique opportunity to implement a complete street design and create a strong connection between Dorothea Dix Park and the adjacent neighborhoods. Three potential streetscapes were developed using data gathered from the pedestrian and bicycle connectivity analyses, input from various stakeholders, organizations, and public comments. The following designs were created to meet the goals established from the top three priorities set by the community.

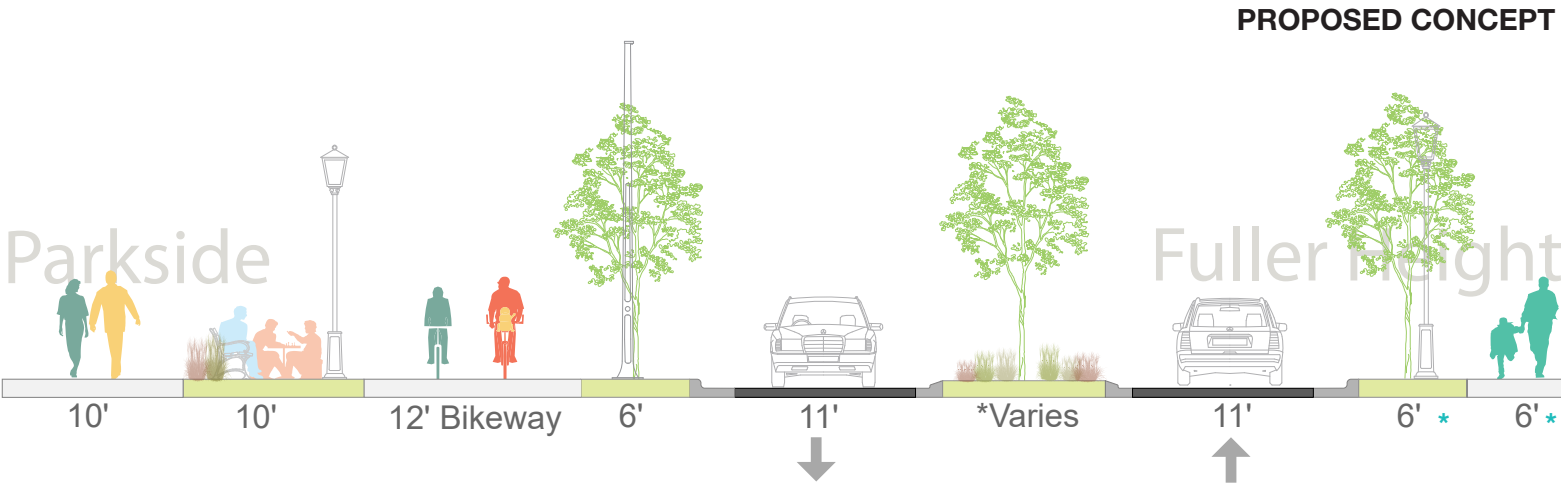
CONCEPT: Two-Lane divided with 12' Bikeway and 10' formal and landscaped buffer

- 10' Flexible amenity area could provide space for art, signage, seating or similar to create an active edge along the street
- Landscaped median that allows left turn lanes near intersections.
- Separated 12' Bikeway and 10' sidewalk along Dix Park edge
- Potential to include Green Stormwater Infrastructure along paths or in median.



EXISTING

Design may be altered based on technical analysis in later phases of Streetscape design and Implementation.



STREETScape SECTION

*Design may be altered in case of Urban Frontage Recommendations.

STREETSCAPE CONCEPT:
SOUTH SAUNDERS STREET

South Saunders Street is a major north-south route through the Dix Edge area. It connects and divides the study area to downtown Raleigh located on the north side of the area while also connecting the southern neighborhoods and toward the south side of the area. The S. Saunders Street corridor currently has several major redevelopment projects proposed or in-progress including Downtown South at the southern end of the street and Park City South anchoring the north. By leveraging the new growth and change along the corridor, the roadway is primed to be re-imagined as a safe, multimodal corridor for the Dix Edge area. Improved bike and pedestrian infrastructure is necessary on S. Saunders Street in order to adequately address increased foot traffic associated with planned and future mixed-use developments in this area.

CONCEPT: Elevated and Separated Bike Path

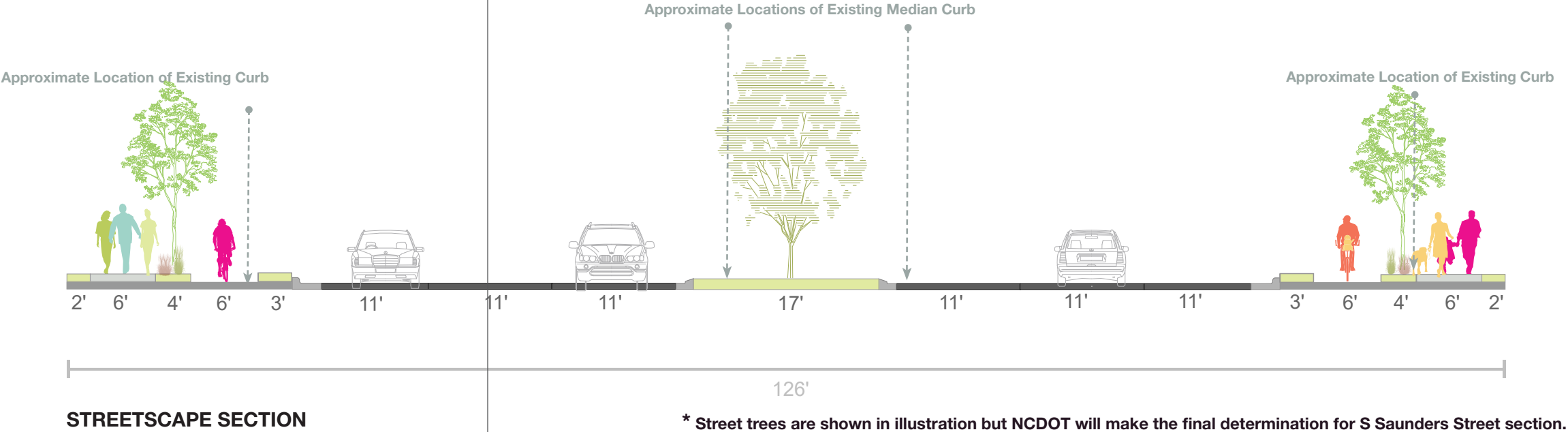
- 6 automobile drive lanes
- 17' landscaped median replaced by left turn lanes near intersections
- East and west edges: 6' buffered one-way bicycle lane and 6' of sidewalk separated by 4' of landscape panel/strip

The new vision for South Saunders Street includes a separated and buffered bike lane on both sides of the street. A separated sidewalk is buffered from the bikeway with a planting strip that may be landscaped to provide protection from environmental elements and provide additional buffer from traffic. A planted median dividing the direction of traffic will remain as a safety element that also will be landscaped. These elements of the streetscape will provide improved connectivity along the corridor and provide better vistas streetside for one of the main gateways to downtown.

Conceptual rendering shows the curb buffer and planting strip as a lawn; this, however, could be interchanged with a paved hardscape and tree grate system.



EXISTING



PROPOSED CONCEPT

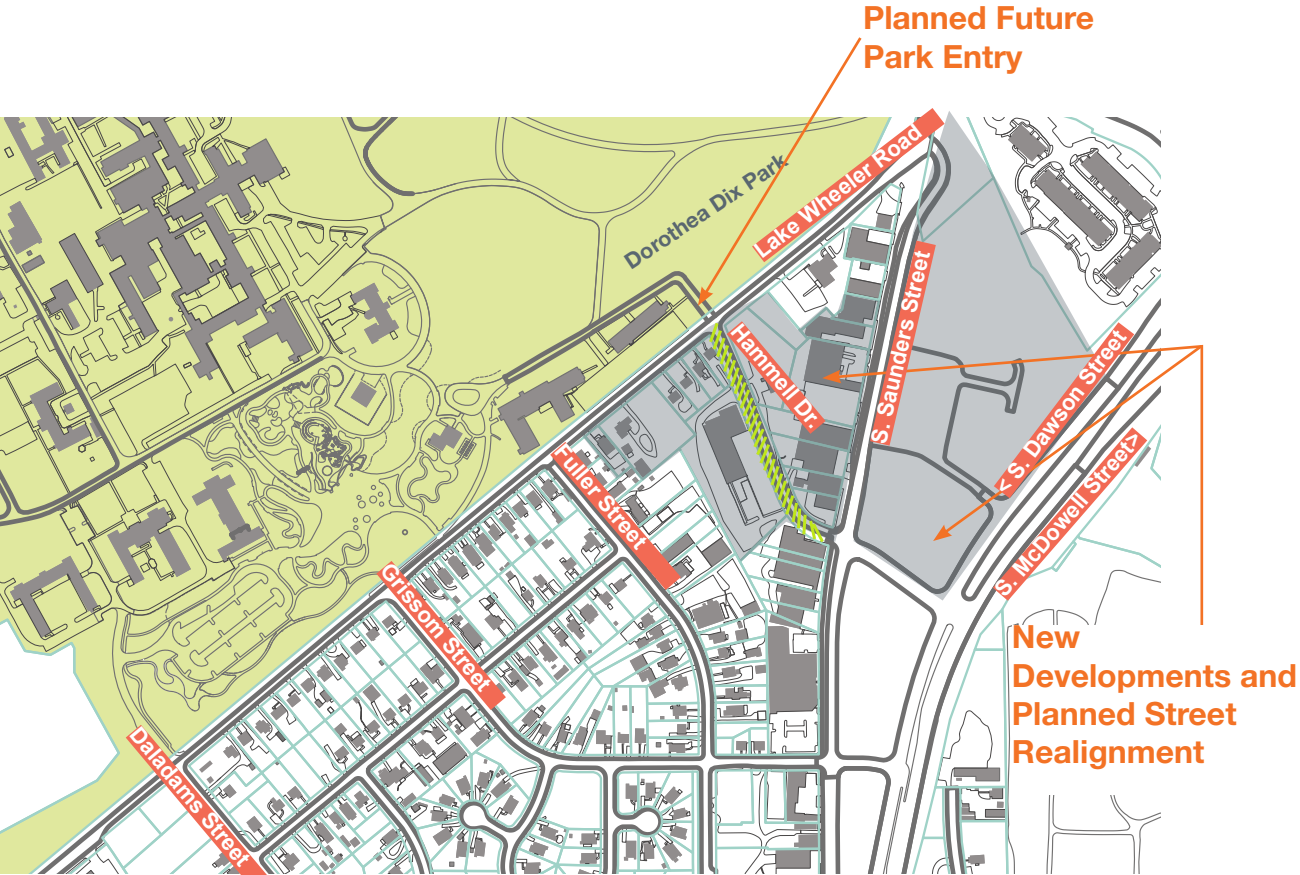
HAMMELL DRIVE CUSTOM STREETScape

Currently, Hammell Drive is an unpaved road and is designated as an Industrial Road. New development interest along both Hammell Drive and S. Saunders Street is encouraging new infrastructure investments in the area, including the implementation of portions of the future street plan. Hammell Drive's proximity to a future Dorothea Dix Park vehicular entry on Lake Wheeler Road, indicates that this street will see an increase in vehicular traffic from S. Saunders Street to the entry of Dorothea Dix Park. For these reasons the study recommends a change in designation of this road to a Main Street. Considering the need to have bicycle infrastructure included along the area's roads, it is recommended that Hammell Drive adopt a custom streetscape that will allow for bicycle lanes to be incorporated into its future street section. This custom streetscape illustrates an elevated and buffered bike lane along the street. The urban streetscape includes a tree grate option for the planting strip that buffers the sidewalk from the bike lane. Tree plantings in the streetscape will provide shade to pedestrians and bicyclists alike.

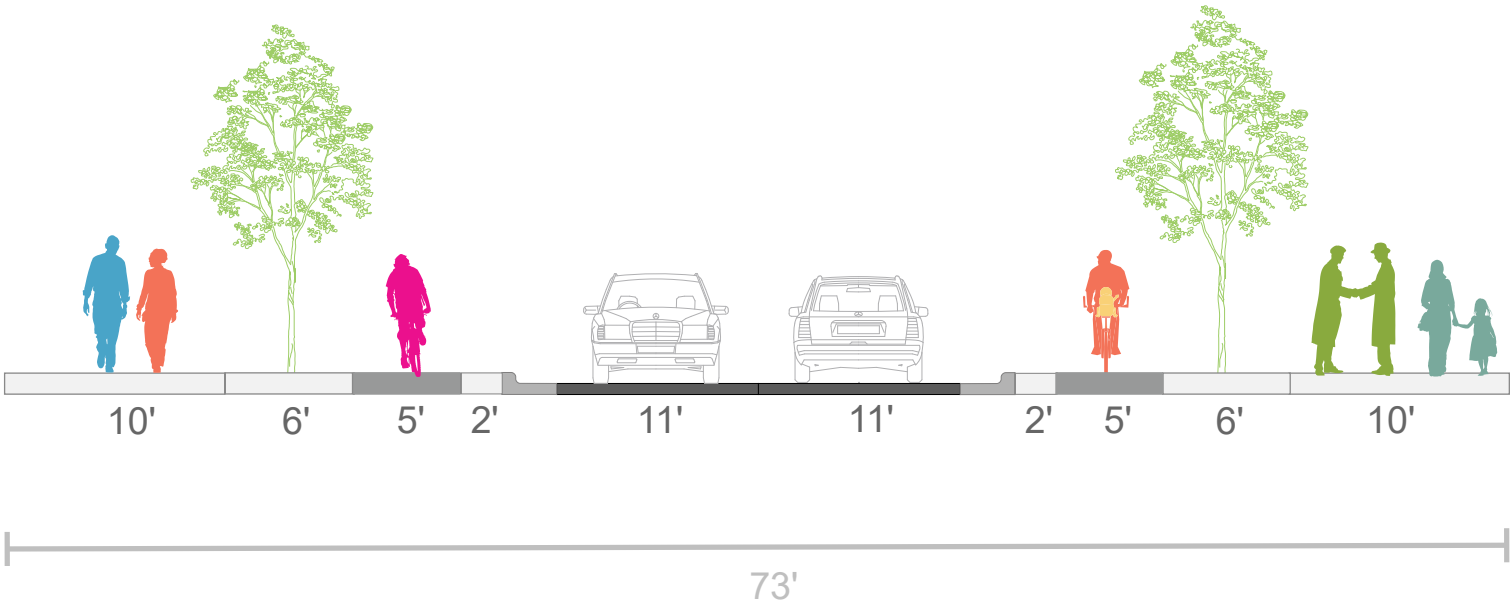


Design may be altered based on technical analysis in later phases of Streetscape design and Implementation.

PROPOSED CONCEPT



KEY MAP



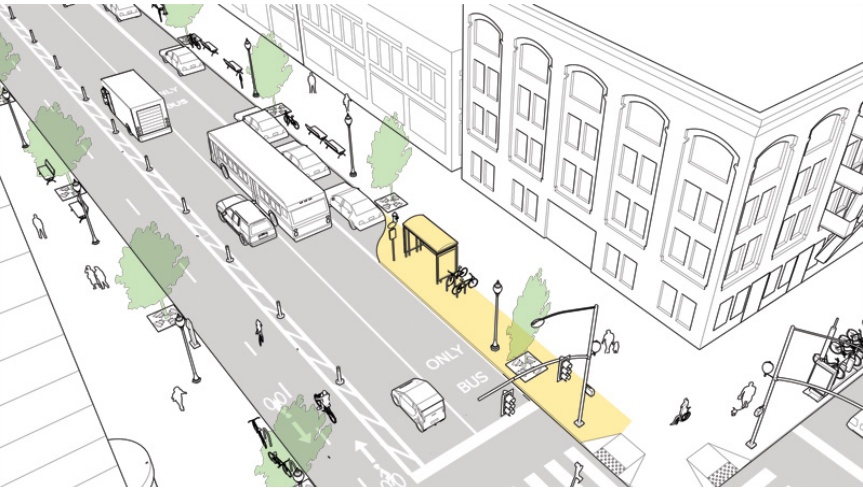
STREETSCAPE SECTION

2.C.iii TRANSIT

SHORT-TERM RECOMMENDATIONS (NOW – FY30)

- Transit stop amenities, such as shelters and seating, have been shown to improve rider comfort levels and encourage transit use. The City’s stop improvement program provides amenities at a citywide scale, to ensure investments are made equitably. Additionally, the City has an adopted stop improvement policy that sets a benchmark of 10 average boardings a day for a stop to qualify for amenity investment. The study area includes 11 bus stops with no amenities (see map of amenity gaps on pages 44-45). As these stops meet established criteria for improvement, the City should use federal/state grants and local Wake Transit funding to provide stop amenities as soon as possible.
- An ADA-compliant concrete pad at transit stops provides safer access for individuals with limited mobility to board a transit vehicle. Out of 32 transit stops in the study area, 19 stops do not have an existing or planned concrete pad for accessible boarding. Concrete pads are installed through the City’s stop improvement program at a citywide scale, to ensure investments are made

BOTTOM
Bus stop with amenities such as, shelter, signage, bicycle parking, ADA access, etc., near street intersections



equitably. The City should use federal/ state grants and local Wake Transit funding to ensure these deficiencies are addressed as soon as possible.

- All new transit facilities should incorporate Crime Prevention Through Environmental Design (CPTED) techniques in their designs, to further enhance the level of comfort and security for community members utilizing these facilities.
- To improve safety where transit vehicles must enter a bike lane to serve a stop, City staff should consider the use of high-visibility green paint pavement markings. Maywood Avenue (west of S. Saunders Street) is an example where this type of conflict zone currently exists in the study area. Internal coordination should be carried out via a technical committee that can study this pavement marking design approach and, if deemed appropriate, seek to update relevant City standard design details.
- To improve multimodal access to community amenities and first-mile/ last-mile connectivity with public transit, space for micromobility (bikeshare, scooters, etc.) should be considered at transit facilities. Potential locations in the study area where this could be beneficial are the transit stops at or near Dix Park, Caraleigh Park, Carolina Pines Park, and Walnut Creek Greenway access points. These locations are evenly distributed throughout the study area, are near recreational opportunities, and likely contain space for micromobility infrastructure. City staff should assess the community benefits and viability of this approach.

- When stops qualify for a standard shelter buildout, where appropriate, consider incorporating a “bus stop bulb” in the design. A bus stop bulb is a curb extension that aligns the bus stop with a parking lane, allowing buses to stop and board passengers without ever leaving the travel lane. They provide ample space for bus stop amenities, improve ADA access, and keep amenities in the streetscape and off private property. Based on current streetscape conditions, stops in the study area where a bus stop bulb may be appropriate include:
 - Stop 8830 – Caraleigh Park
 - Stop 8832 – Maywood Ave. at Summit Ave.
 - Stop 8833 – Maywood Ave. at Moring St.
 - Stop 8839 – Maywood Ave. at Green St.
- By the end of 2021, almost half the GoRaleigh bus fleet had been converted to Compressed Natural Gas or All Electric vehicles. Compared to diesel-based buses, these low or no tailpipe emission vehicles significantly reduce noise and air pollution, both of which burden the study area due to the presence of highly used major roads and Interstate 40. Using a mix of federal/ state grants and local Wake Transit funding, continue the conversion of the vehicle fleet until 100% of vehicles are low or no tailpipe emission models. Converting the entire fleet is important to reducing noise and air pollution in the study area because buses are constantly rotated throughout the transit system.

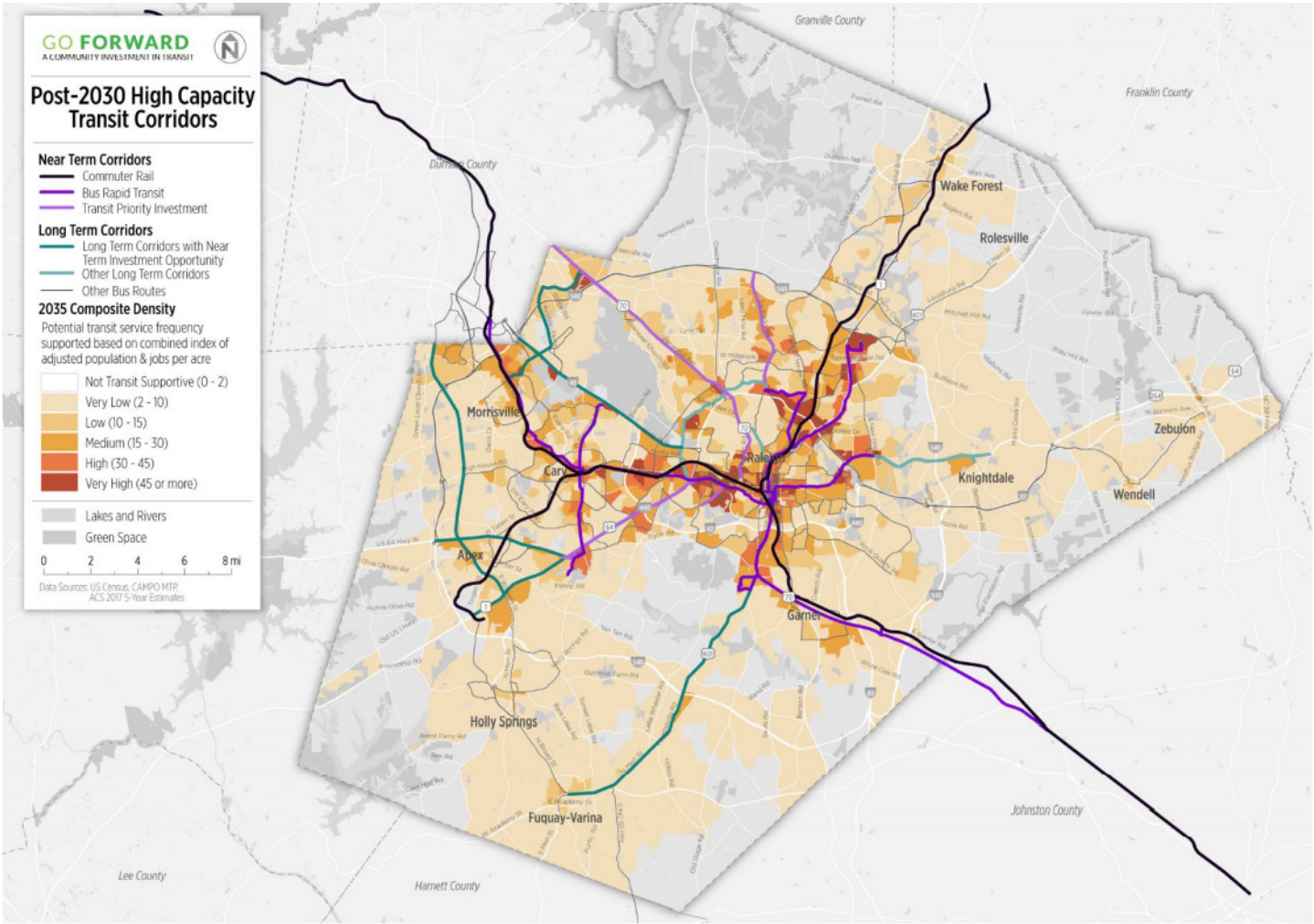
- Where Bus Rapid Transit (BRT) and fixed-route transit lines converge, enhance stop/station facilities to promote and improve multimodal connectivity and the rider experience. Examples of enhancements include secure bike storage, space for micromobility infrastructure, and advanced wayfinding for navigating between facilities. In the study area, this would be important where the future Southern Corridor BRT and Route 21 converge, near the intersection of S. Wilmington Street and Fayetteville Street.



TOP
Transit services are available via GoRaleigh bus service

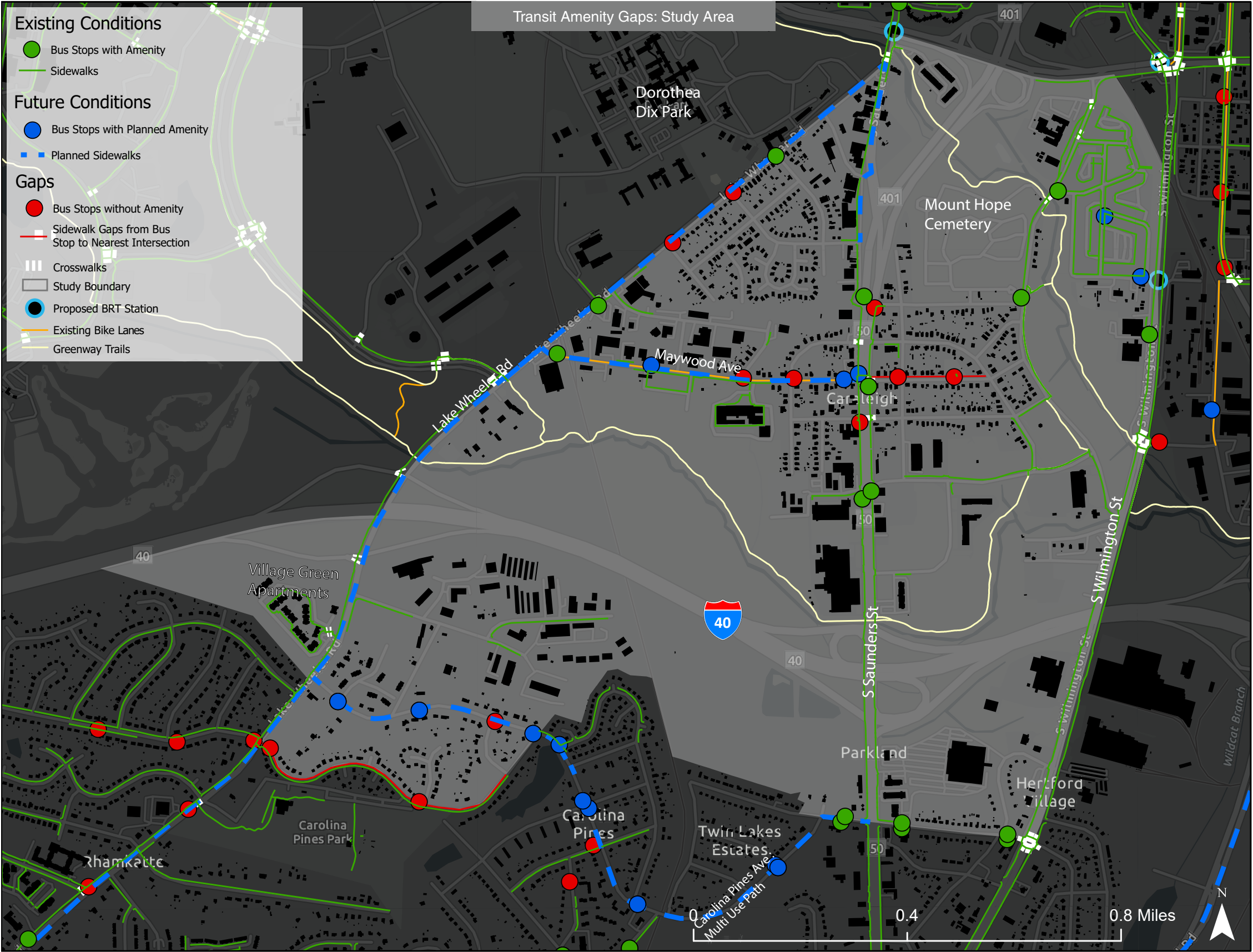
LONG-TERM
RECOMMENDATIONS (FY30 –
FY50)

- Study the potential for adding service frequency to existing and planned routes in the study area. Additional frequency would reduce travel times for riders, especially when their trips involve connections. This would ultimately make transit a more desirable alternative to driving.
- The following specific transit service improvements should be studied, as they could enhance multimodal connectivity and reduce overall travel times:
 - i. Adding bi-directional service for Route 21, which is currently one of the highest ridership routes (by boardings per revenue hour) in the GoRaleigh system. This would provide more direct access between downtown and destinations in the western section of the study area, such as Dix Park, the State Farmers Market and the Maywood Avenue corridor.
 - ii. Study a new route from downtown to Tryon Road (along Lake Wheeler Road). This would provide more direct access to downtown for riders with origins or destinations along the Lake Wheeler corridor outside I-40. It would also ensure transit coverage for a ¾ mile segment of Lake Wheeler Road south of I-40 that will not be served by the planned Route 31 (will replace existing Route 7L). The Wake Transit Plan’s “Potential Post-2030 High-Capacity Transit Corridors” map indicates low to medium transit propensity for the southern section of the study area and the neighborhoods immediately to the south approaching Tryon Road
 - iii. New east-west route inside the Beltline, which could connect the southern corridor BRT to western corridor BRT. A potential route would travel through Downtown South, State Farmers Market, NCSU Centennial Campus, NCSU West Campus, and the Method neighborhood. The Wake Transit Plan’s “Potential Post-2030 High-Capacity Transit Corridors” map indicates medium to very high transit propensity for most of this service area.



TOP
Map showing potential
post-2030 high-capacity
transit corridors

- Should the Downtown South area redevelop with a mix of commercial uses and high-density residential, study the viability of a high-capacity local transit service to connect Downtown South with downtown. An example of such a route could be a 2.25-mile route from the intersection of Fayetteville Street & S. Wilmington Street to E. Peace Street & N. Wilmington Street. This would expand mobility options, increase economic development, and serve a more local ridership base (with typical stop distancing less than one-quarter mile) than that proposed for the future southern corridor BRT (typical stop distancing of one-half mile).
- For private transit services emerging in the area, such as the existing Village Green shuttle, GoRaleigh staff should collaborate with these partners to ensure service information is synchronized. Where possible, facilities should be co-located and/or shared, to further promote multimodal connectivity and access.



2.C.iii ENVIRONMENTAL SUSTAINABILITY

Throughout the study process, concerns over environmental impact and protection have been raised by community members, developers, and stakeholders. This high-level report focuses on four “Focus Areas” defined by their close proximity to ecologically sensitive natural features such as streams and wetlands.

FOCUS AREA 1

FOCUS AREA 4

FOCUS AREA 3

FOCUS AREA 2

FOCUS AREAS

The four Focus Areas, highlighted on this map, are organized by unique environmental features such as creeks and wetlands. Each of these Focus Areas have some similarities but are, overall, unique from one another. These are areas where, as growth evolves, natural systems need to be protected and enhanced to maintain ecological balance. This section looks at these Focus Areas one-by-one with an accounting of existing conditions and areas for intervention centered around connectivity, stormwater management, development, placemaking, and educational opportunities.

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FOCUS AREA 1

Focus Area 1 runs along the Walnut Creek and trail area, west of South Saunders Street and north of Interstate 40. This trail section extends over a mile from S. Saunders Street to Lake Wheeler Road. The trail is north of Interstate 40 and to the south of residential and industrial areas along Maywood Avenue, and primarily consists of wooded wetlands. A section of the creek is channelized as it meets S. Saunders Street.

Trail Access

- Future trails developed collaboratively with private property owners could also improve connectivity.

Valley of Concrete

- Placemaking elements, such as art, lighting, and signage, could be incorporated to better activate this area.

Development Issues

- New developments and construction should be strongly encouraged to incorporate Green Stormwater Infrastructure (GSI) strategies to alleviate the increase of surface water runoff caused by new construction.
- It is also highly encouraged that any new development in this Focus Area embrace trail-oriented development design guidelines to create an active and accessible trail edge.



Focus Area 1 Proposed Conditions
(Credit: Raleigh Urban Design Center)

- Such standards do not exist in Raleigh today and would need to be developed.

Beaver Habitat

- The distinct natural features of Focus Area 1 provide an educational opportunity for programming or signage along the trail by this beaver habitat and the adjacent wetlands.
- Products, such as Beaver Deceivers, allow beavers to construct their habitats in a way that is not obtrusive to existing drainage systems.



Evidence of stream bank erosion and a lack of healthy stream bank ecology.



Expanses of boardwalk trails along this area offer views of natural features.

FOCUS AREA 2

Focus Area 2 is located along Walnut Creek and trail area, east of S, Saunders Street and west of S. Blount Street. This area touches several key portions of the Focus Area including the future Downtown South development, the southern portion of the Wake BRT system, and the Cargill site.

Wetlands

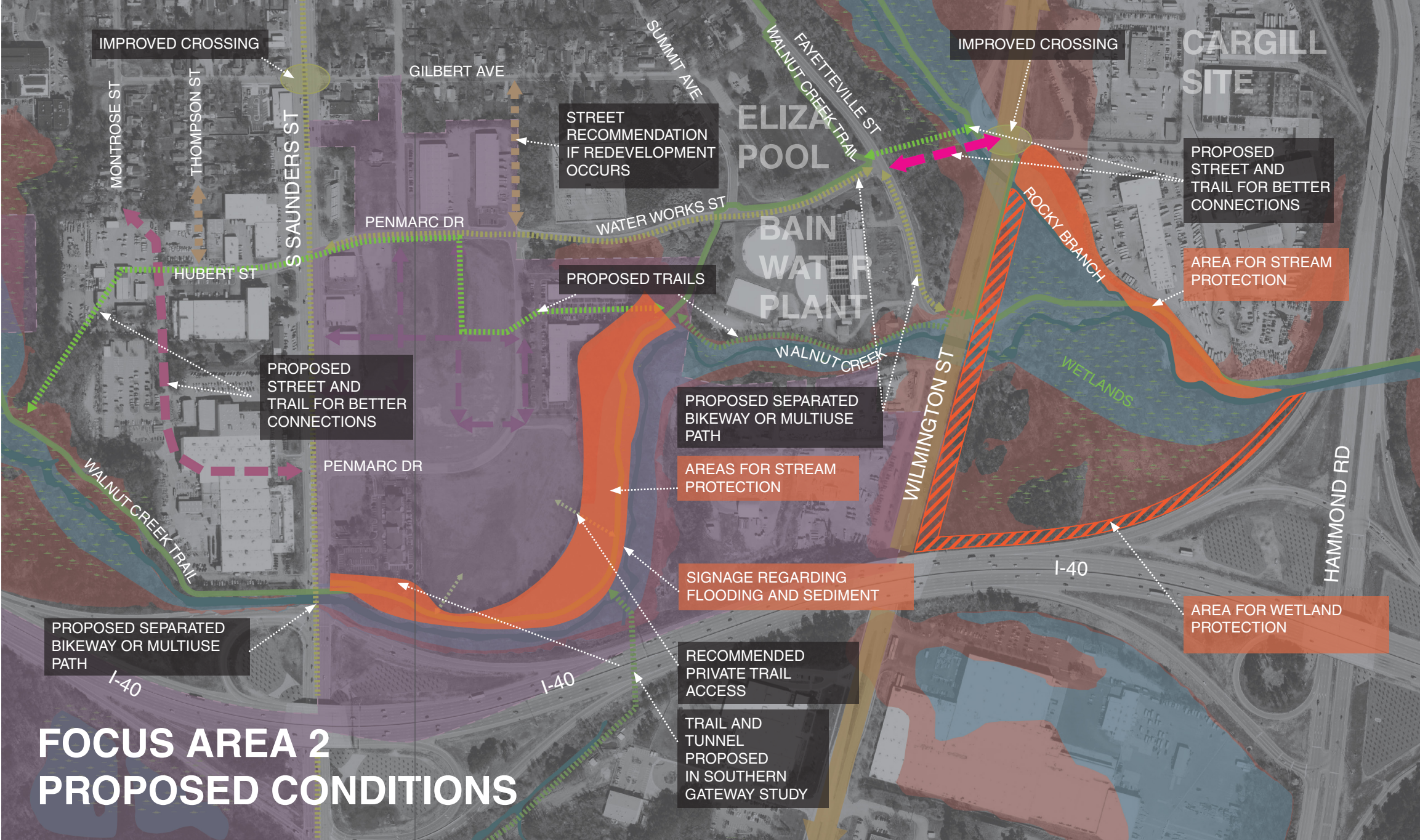
- While regulations prevent development on or near the wetland, surrounding development should also incorporate sustainable design principles to reduce polluting the wetlands.
- Educational signage should incorporate displays highlighting City strategies to protect natural systems.

Greenways

- Inclusion of signage along the greenways about stormwater mitigation efforts could provide additional information to citizens regarding post-flood sedimentation as well as the City's efforts to use this material.
- Solutions beyond continuing existing maintenance patterns include raising the trail in place or relocating it to higher ground.

Development

- Any development should incorporate on-site treatment of runoff to reduce flow of point and non-point sources of pollution into existing streams and/or waterbodies.



Focus Area 2 Proposed Conditions
(Credit: Raleigh Urban Design Center)



Boardwalks through or adjacent to wetlands provide an opportunity for education.



Stream restoration efforts could include restoration to the banks and floodplains and offer educational opportunities.



Signage in this area should explain the natural aspects of flooding and stream mechanics as well as highlight the City's efforts in maintaining healthy streams.

FOCUS AREA 3

Focus Area 3 runs parallel from the lowest elevation of Fayetteville Street south to the Wilmington Street intersection. This section of the greenway system is where the Rocky Branch Trail ends and intersects with the Walnut Creek Trail. Large sections of land in this area and adjacent are owned by public entities.

Flood & Erosion Management

- Residential and curbside GSI strategies should be implemented in this area.
- In addition to GSI strategies, erosion control efforts could be initiated by the City of Raleigh to alleviate the problem.

Development Strategies

- Water Works Street could extend across this greenway area and connect to S. Wilmington Street, allowing for pedestrian, bike, and vehicular connections to occur. Additionally, Fayetteville Street could be segmented (either closed or cul-de-sac approach) to improve trail connections in this area.
- Additional pedestrian bridge connections around Maywood Avenue or Gilbert Avenue should be explored further.
- All these sites should be studied for potential redevelopment that includes affordable housing and/or Missing Middle housing.



An example of an erosion control method that could be implemented in Focus Area 3.

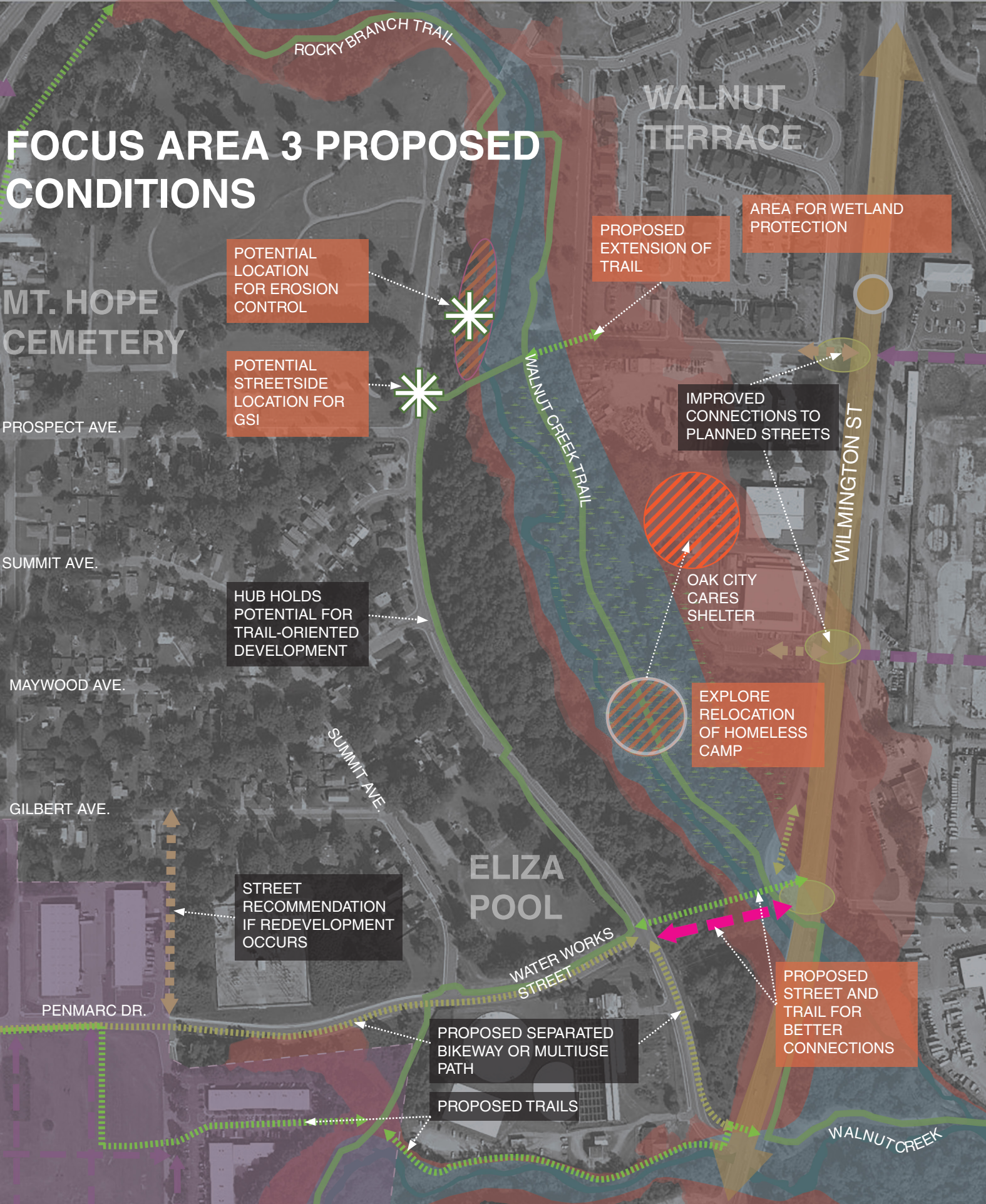


Conceptual rendering to illustrate a trail-oriented development project could look along Fayetteville Street



This City of Raleigh bridge is an example of infrastructure that can increase access across streams.

FOCUS AREA 3 PROPOSED CONDITIONS



Focus Area 3 Proposed Conditions
(Credit: Raleigh Urban Design Center)

FOCUS AREA 4

This area touches planned, mixed-use development, interfaces with important City of Raleigh properties, and weaves behind Washington Elementary School. Rocky Branch and its floodplain could become valuable assets for both private and public property owners in the area by incorporating placemaking, wayfinding and educational opportunities that build upon green stormwater strategies.

Development Orientation

- Providing additional spaces for the public to learn and engage with Rocky Branch would create opportunities for public amenities and educational tools that could be used and embraced by new development, nearby parks, and Washington Elementary School.

Interaction with the Street

- Enhancing crossing and entrance markings, particularly near the school, will promote safety and awareness.

Invasive Removal

- Communication about the Habitat Heroes program, managed by Raleigh Parks, Recreation, and Cultural Resources, should be spread to nearby businesses, neighborhoods, and schools.
- Clearing the overgrowth at the intersection of Lake Wheeler Road and S. Saunders Street will reveal the creek and make the entrance/trail to the park obvious and safe for users.

Partnerships & Trail-Oriented Development

- Explore the provision of ample wayfinding, travel amenities, and



Focus Area 4 Proposed Conditions
(Credit: Raleigh Urban Design Center)

- lighting where appropriate to help direct users and make the trail feel safe and welcoming.
- By removing invasive species and establishing wetland-friendly plants, a bioretention cell would compliment the views of the cemetery.

Integrating GSI Into Streets

- Streetscape enhancement measures with incorporated GSI features that improve safety, and capture/filter runoff from the sloping street before it enters Rocky Branch.
- Eliminating this jog and making a more direct, diagonal connection to the greenway trail should be explored.



Example of what crossing curb bump outs with integrated GSI might look like.

UTILITIES

A high-level review of the existing utilities for the study area was conducted. The City’s utilities around the park and study area include the potable water distribution system, sanitary sewer collection system and the reuse (non-potable) water system. Existing and proposed usage of these utilities was estimated, and areas of concern have been determined. Recommendations related to public utilities are summarized below.

Potable Water Distribution System

Water demands are estimated to increase by a factor of 10 with the redevelopment proposed in the study area. Some areas will see little to no change, while some are expected to increase by more than 2,000 gallons per minute (GPM). Required fire flows will also increase with higher density redevelopment. Areas seeing a significant change in land usage will have much higher domestic and required fire flow demands. Areas planned to have a land usage designation of Urban Center and High-Density Planned/Entitled areas will see the highest increase in water demands.

It is believed the City system is currently able to deliver water efficiently and effectively to the Area Study, therefore, there are currently no concerns over storage capacity or flow rate. However, final confirmation of available water system capacity will need to be confirmed with the City’s comprehensive water model as growth occurs.

Sanitary Sewer Collection System

The City has a well-developed gravity sewer collection system in and around the study area. The portion of the study area to the north of Interstate 40 is served by a series of smaller gravity sewers that are collected by

either the Walnut Creek Interceptor (gravity sewer) or the Rocky Branch Interceptor. See drainage and sewer basin maps on the next page.

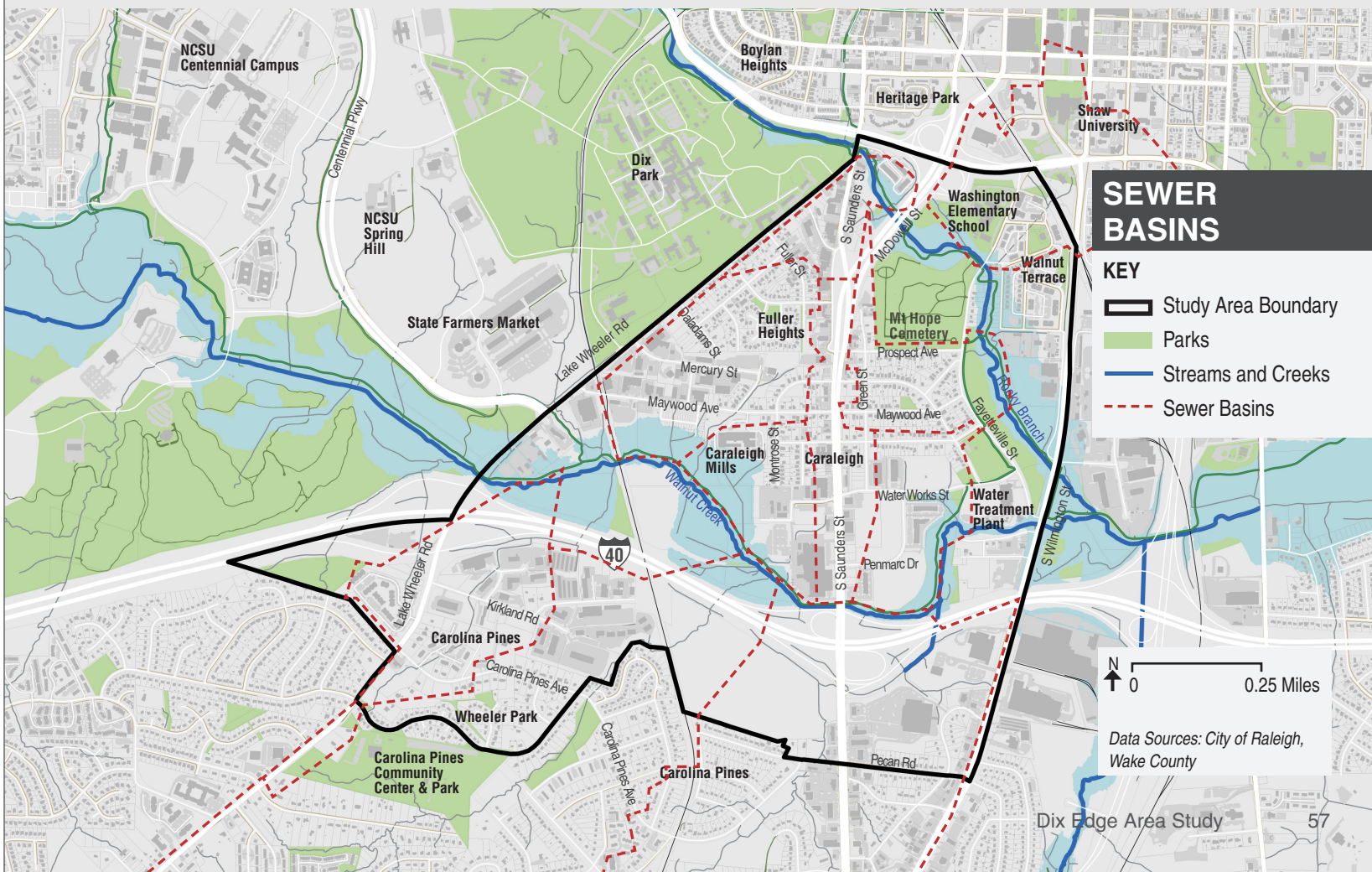
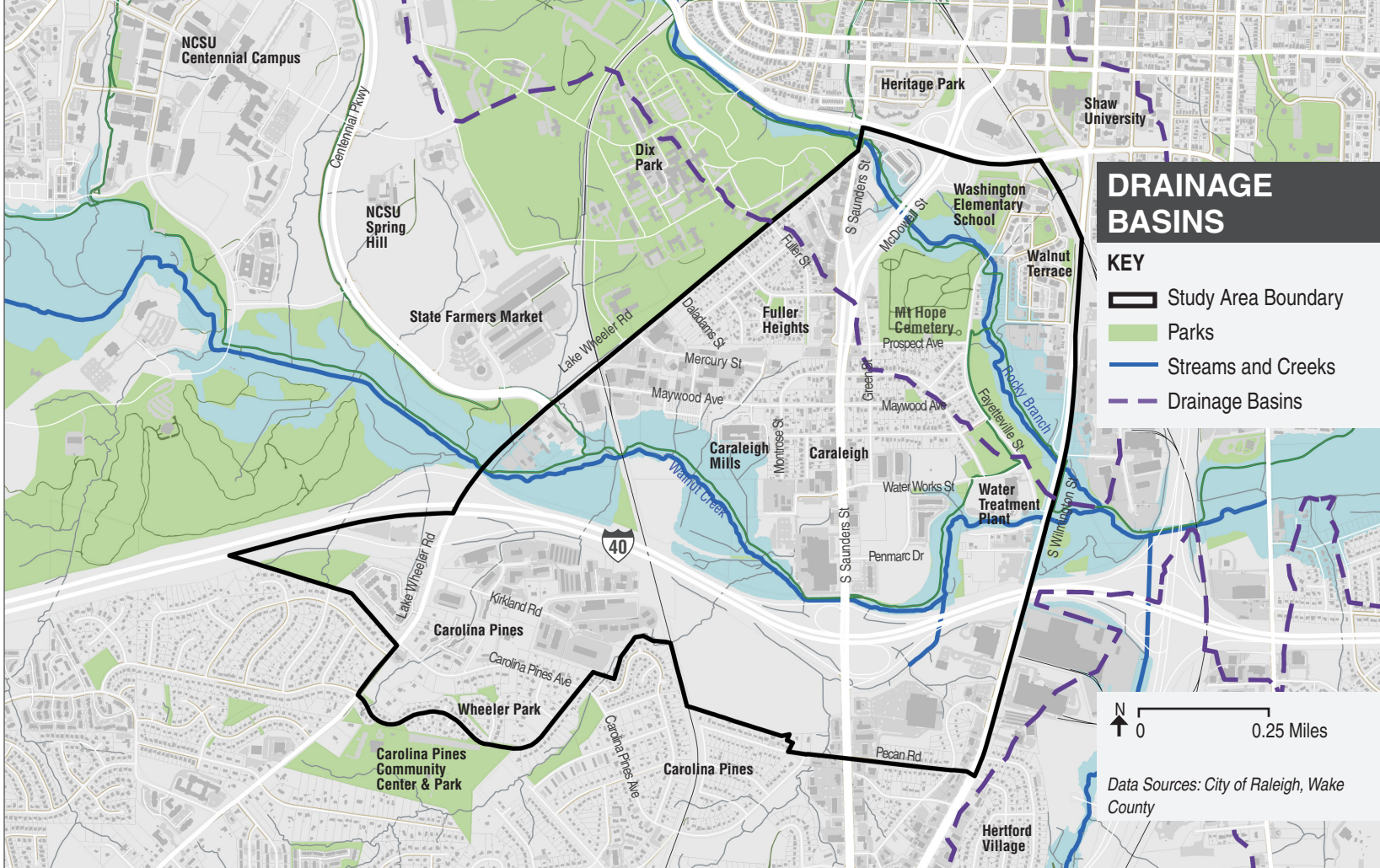
Many of the gravity sewer pipes studied resulted in capacity concerns after applying the projected redevelopment flow rates. To ensure adequate system capacity as the redevelopment occurs, an in-depth gravity sewer analysis should be performed to determine the necessary upgrades.

Reuse Water System

The City’s reuse water system provides water for non-potable uses such as irrigation, toilet flushing for high efficiency building design such as Leadership in Energy and Efficiency Development and cooling water for industrial customers. Within the study area, there is a 16-inch reuse water main running along Maywood Avenue, crossing Lake Wheeler Road, and along Centennial Parkway.

If the City is interested in utilizing reuse water within the study area, it would be possible to extend a new reuse main north of the park with relative ease. It should be noted, however, that the availability of reuse water may be limited as the City has indicated that the reuse system in this area has limited storage capabilities. Depending on the amount of reuse water desired for the study area and the anticipated peak demands, additional reuse water storage tanks may be necessary.

Information should be gathered on the locations and types of reclaimed water usage proposed within the Area Study. Further study is required to determine the current daily and peak hourly limitations of the City’s reuse system in this area.



2.D AFFORDABLE HOUSING

The Dix Edge community faces many challenges in the future, not least of which is how to maintain a level of housing affordability for renters and homeowners. The community is going through rapid changes in terms of rising home values and rents; recent rezonings for proposed high-rise, mixed-use, and residential developments; and land and home acquisitions from small and large investors/developers looking to reshape residential neighborhoods.

The following section lays out a series of policy priorities that establish a strategic framework for future affordable housing initiatives in the Dix Edge community. They address a series of actions designed to respond to the needs expressed by the many residents who participated in this community planning process and wish to make Dix Edge their home for years to come. The policy priorities are generated from the variety and wide-ranging community outreach and feedback (summarized below) received during the planning process.



COMMUNITY FEEDBACK SUMMARY | AFFORDABLE HOUSING

PHASE SOON | WORKSHOPS + SURVEY

- Many residents are not aware of the City of Raleigh’s Homeowner Rehab and Limited Repair Program. Additional outreach and education is needed to raise awareness.
- Residents want more housing, particularly affordable housing, in Dix Edge, as well as businesses to support the local community.
- Residents support increased housing density and height to support affordable housing.

HOUSING SUMMIT | WORKSHOP

- Residents desire more energy efficient-housing/development to reduce overall housing cost burden.
- Residents desire more affordable housing which could be achieved through density bonuses and by encouraging less expensive housing types (for example duplexes, townhouses, and small apartment buildings).
- Residents believe that there could be strong public-private programs and responses to address housing affordability.

PHASE NOW + PHASE LATER | SURVEY

- Residents desire more housing in residential areas, included duplexes, triplexes, and other building types.
- Residents desire more types of housing including townhomes and small apartment buildings.

1. MAJOR AFFORDABLE HOUSING POLICY ELEMENTS

- Policy A: Support Existing Homeowners in Dix Edge
- Policy B: Improve Homeowner Education/Awareness
- Policy C: Pursue New Affordable Housing Development
- Policy D: Expand Affordable Housing Development Partnerships
- Policy E: Provide Subsidy Support for New Affordable Housing Near BRT Transit Stations and Other Target Areas
- Policy F: Sponsor Community Events to Celebrate Dix Edge Community

2. AFFORDABLE HOUSING IMPLEMENTATION RECOMMENDATIONS

POLICY

A. Support the Ability of Existing Dix Edge Homeowners to Remain in their Homes

Need:

One of the biggest challenges facing existing homeowners in Dix Edge is the aging condition of housing in this area. While the condition of housing is not bad, it is showing signs of aging and deferred maintenance. To stay in the community, low-income homeowners must continue to address ongoing maintenance issues.

Objective:

To assist lower-income homeowners to rehabilitate housing units that are experiencing deferred maintenance and aging conditions. One of the most effective ways to combat declining housing conditions is to create a

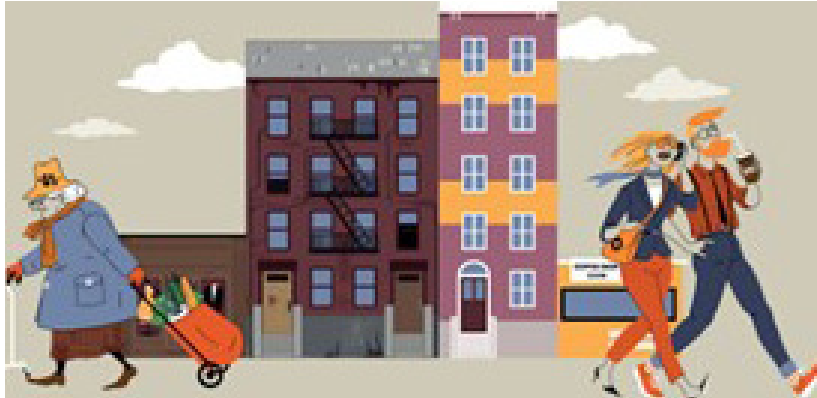


housing rehabilitation program targeting Dix Edge homeowners. Because there are not many ownership housing units in the community (less than 178 units), a targeted program could have a very positive impact within a few years.

TOP
Example of homeowner repair

ACTIONS

- Conduct a housing “windshield” survey to document the general exterior conditions of housing located within the Dix Edge community. The housing surveys should be focused on the following neighborhoods: (1) Fuller Heights, (2) Caraleigh, (3) Walnut Terrace, and (4) Wheeler Park.
- Direct a portion of the City’s future CDBG, HOME and Affordable Housing Bond Funds to rehabilitate existing homes and build new affordable ownership housing that is consistent with the targeted neighborhoods.
- Provide rehab loans to income eligible homeowners making less than 80% AMI to renovate their housing units to address life safety and housing quality issues.
- Work with local builders, developers and investors looking to build new affordable housing on assembled/ infill parcels in the targeted neighborhoods.



POLICY

B. Improve Homeowner and Renter Education/Awareness Regarding Future Displacement Concerns

Need:

With increased interest in the Dix Edge study area, real estate investors and developers are seeking opportunities to acquire property for future redevelopment. Evidence from Dix Edge residents indicates that many property owners and landlords have been approached to sell their homes and apartments. Given this likelihood, the City should provide educational materials and outreach to assist homeowners/property owners and renters to assess these opportunities and displacement concerns and make decisions that are in their best interest.

Objective:

The participants in the community engagement process recognized the intense development pressures on their close-in neighborhoods of single-family houses and rental properties. They have clearly expressed a desire to not be taken advantage of and not be forced out of Dix Edge. The City should enhance the awareness of



existing homeowners and renters about predatory homebuying practices and potential displacement of renters in the Dix Edge study area and inform them of their ownership and rental rights in dealing with real estate investors, developers, and landlords interested in acquiring their homes or terminating their leases.

ACTIONS

- Prepare digital and hard copy informational materials to hand out to Dix Edge property/homeowners and renters to warn them of predatory real estate practices related to selling their homes to investors and developers or receiving an eviction notice. Leave as a door hanger or other drop-off materials at people's homes.
- Continue outreach educational services over the next two years to educate local homeowners/property owners and renters regarding "what to do" when approached by investors and developers offering to purchase their property or landlords issuing eviction notices.

- Post neighborhood signs throughout the area and on the City's Dix Edge webpage addressing how to find additional information regarding purchase offers or mailers from real estate investors and developers offering to purchase their property/homes, or landlord eviction letters.
- Continue to enlist the services of a nonprofit organization with housing expertise or designate and train a City staff person in the Department of Housing & Neighborhoods to field questions and advise property/homeowners seeking information about these topics.

POLICY

C. Pursue New Affordable Housing Development that Balances the Needs of Dix Edge Residents Against the City's Need for Increased Downtown Housing

Need:

It is widely understood and agreed that there will be future losses of existing housing within the Dix Edge community as changes occur, such as the creation of the BRT system and the construction of large mixed-use developments including Downtown South, Park City South, and NCSU's expanded Centennial Campus. However, it is also understood and expected that the City will pursue opportunities to off-set losses of lower-intensity housing with an aggressive approach to constructing new affordable housing in the study area. This new affordable housing should come in all forms and intensities and be distributed throughout the community.

Objective:

The objective of future affordable housing development is to allow the Dix Edge community to remain a racially, ethnically, and economically diverse area that offers a variety of housing choices from traditional single-family ownership to small-scale duplex and apartment living, as well as large-scale mixed-use developments with market rate and affordable apartment living within a mix-use environment. How and where those projects occur become an important element of this plan and is one that is critical to the residents of this area. Through the public engagement process, the residents of Dix Edge provided clear opinions about where they would accept higher-intensity development with the understanding that greater numbers of affordable housing would be created in the future. Due to the lack of inclusionary zoning in North Carolina, which would compel a minimum level of affordable housing development, the City must play a more central role in encouraging, subsidizing, and partnering these types of projects. The Dix Edge affordable housing strategy should conform to the proposed development form and function map included below.

ACTIONS (Future Affordable Housing Target Areas)

- The future form and function map depicts where different development densities should be encouraged, based on the input of area residents through the robust public engagement process. The highest densities are located within ½ mile of BRT stations, along major transportation corridors (Lake Wheeler Road, S. Saunders, and S. Wilmington Streets) and at major intersections (S. Saunders Street and Maywood Avenue and Lake Wheeler Road and Maywood Avenue).



- b. Different types and intensities of affordable housing should be encouraged throughout the entire Dix Edge community, from low intensity single-family neighborhoods to mid-rise and high-rise development along major corridor and intersections. However, the type and form of housing types should be different from, and compatible with, the above map.
- c. In keeping with HUD program guidance, the City should be mindful of concentrating or clustering future affordable housing in the Dix Edge community so as not to create pockets of lower income housing. This should be accomplished through mixed-income development combining market rate and subsidized units. Dedicated affordable housing projects should be located near transportation services, shopping/dining, schools, areas with high concentration of jobs, and other important services.
- d. Encourage developers to construct smaller and more affordable apartment buildings located in or near traditional residential neighborhoods to provide a variety of living options.

ACTIONS (Managing Residential Development Intensity Where Most Appropriate)

- e. Higher development intensity locations near traditional low-intensity neighborhoods should transition down in building height to mitigate impacts on traditional neighborhoods. This should be managed through form-based standards or development standards. These regulations should enforce what we have called “Neighborhood Manners” and are central to the protection of the existing neighborhoods and residents.

ACTIONS (Expanding Household AMI Benefits to Maximize the Number of New Affordable Housing Units)

- f. Decisions regarding the use of City subsidies, including the Affordable Bond Fund, should consider a balanced approach, which spreads the benefits to a variety of different AMI (Area Median Income) thresholds from 80% to as low as 30%. The subsidies required to meet the needs of 30% AMI are much greater per unit and diminish the number of units that can be made affordable. Expanding the AMI thresholds could attract smaller builders/developers looking to get into smaller scale affordable housing development.

ACTIONS (Incentivizing and Subsidizing Affordable Housing)

- g. The City should direct future Affordable Housing Bond Funds to higher-intensity locations along transportation corridors and major intersections that are not within designated BRT Station service areas. Such areas include the Maywood Avenue/S. Saunders Street and the Maywood Avenue/Lake Wheeler Road intersections.

- h. The City should incentivize affordable housing development with the use of Synthetic TIFs (Tax Increment Financing) that allow the City to capture future real estate tax revenues from incremental property value to pay for public infrastructure in support of the project.
- i. The City should enter into partnership with affordable housing developers to construct new housing on City-owned land or land acquired for the expressed purpose of creating affordable housing development.
- j. The City should provide future Affordable Housing Bond Funds for land acquisition grants to assist experienced non-profit or for-profit developers seeking new development sites for affordable housing in Dix Edge and other City locations.

POLICY

D. Provide Subsidy Support for New Affordable Housing Developments in Non-BRT Transit Stations Area

Need:

Currently, housing developments located within future BRT station service areas (within a 1/2-mile radius) are eligible for direct Affordable Housing Bond Fund subsidies for projects that create new affordable housing in transit served areas. However, Dix Edge has other areas targeted for new higher intensity residential development that is not located within BRT station service areas. There is a need to subsidize affordable housing developments in those areas as well.

Objective:

The objective is to expand the funding priority for affordable housing projects located outside the BRT station areas to encourage the creation of affordable units in secondary locations with lower property values.

ACTIONS

- a. The City should direct Affordable Housing Bond Funds to higher-intensity locations along transportation corridors (such as Lake Wheeler Road) and major intersections that are not within designated BRT Station service areas. Such areas include the Maywood Avenue/S. Saunders Street and the Maywood Avenue/Lake Wheeler Road intersections.

POLICY

E. Expand Affordable Housing Development Partnerships

Need:

The City should seek to develop new partnerships to expand affordable housing opportunities in Dix Edge.

Objective:

The objective is to increase affordable housing development through the creation of varied and diverse partnerships within the community that share an interest in affordable housing.

ACTIONS

- a. Outreach to local churches, hospitals, universities, businesses, and other community institutions to discuss the need for affordable housing for parishioners, employee, students, and special needs groups.

- b. Create a pre-development resource pool created by local lenders and community institutions to assist nonprofit developers with land acquisition, project planning and design, regulatory and zoning entitlements.
- c. Create an affordable housing development program designed to work with smaller builders and investors to create smaller-scale development projects on infill development sites.

POLICY

F. Sponsor Community Events to Celebrate Dix Edge Community

Need:

Integrate newcomers into the existing Dix Edge culture, through sponsoring events, and celebrating the history of the area.

Objective:

To share the history and culture of the Dix Edge community with new residents.

ACTIONS

- a. Use elements of Dix Edge ArcGIS StoryMap to tell the story of the community on the Dix Edge project website.
- b. Help organize a Dix Edge Heritage and Cultural Committee to organize an annual festival celebrating the heritage of the area through food, music, and other artistic expressions.
- c. Work with local Realtors and property managers to share the community's history in real estate sales and rental leasing to inform new residents about the history of the area.
- d. Have the Heritage and Cultural Committee promote local Dix Edge businesses that provide products and services to local residents.

HOW DOES A SYNTHETIC TIF COMPARE TO A TIF?

A “Synthetic Tax Increment Financing” (TIF) is similar to a traditional TIF in that it is a type of debt financing in which a local government borrows money to fund public infrastructure projects that will benefit (and incentivize) new private development in a defined area. A synthetic TIF differs from a TIF, however, in the nature of security pledged for the loan. In a synthetic TIF the government pledges as security for the loan the asset (or a portion of the asset) that is being financed or, in some cases, the government's full faith and credit (general taxing power). The unit expects to repay the loan from the incremental increase in property tax revenue generated within the district due to the increase in property valuation caused by the new development. But the unit does not pledge the incremental revenue as security for the loan.

Thus, as stated above, a synthetic TIF is a borrowing scheme that is “fabricated” to “imitate” a TIF but that is not a TIF. Instead, a local government uses one of its other authorized debt financing mechanisms. (As a reminder, North Carolina local governments have five authorized borrowing methods—general obligation bonds, revenue bonds, installment financings, special obligation bonds, and project development financings/TIFs.) A unit may fabricate a synthetic TIF while issuing debt through general obligation bonds or installment financings. The latter is far more common, though.

WHAT ARE THE PROCEDURES FOR ESTABLISHING A SYNTHETIC TIF?

There is no legal process for creating a synthetic TIF. A unit must follow all of the procedures for the particular borrowing mechanism that it chooses (installment financing or general obligation bonds). In the case of an installment financing, that means that the unit structures the borrowing transaction according to, and follows the procedures prescribed by, the provisions in G.S. 160A-20. The unit pledges the infrastructure being constructed/improved/purchased (or a portion thereof) as security for the loan. However, the unit anticipates using the incremental property tax revenue generated from the new development that was incentivized by the public infrastructure.

Source: Ms. Kara Millonzi, “What is a Synthetic Project Development Financing (aka Synthetic TIF)?”, NC Local Government Law, April 2013.

3 IMPLEMENTATION

3.A IMPLEMENTATION MATRIX

The Dix Edge Study policies and recommendations provide a path towards realization of a shared vision and future for Dix Edge. The staging and implementation of these policies and recommendations will be key to achieving a realistic vision.

This implementation matrix provides an outline that City agencies and stakeholders can use to implement the recommendations of this plan. It provides for informed decision making on advancing the recommendations envisioned. The matrix will help guide decisions on:

- Prioritizing implementation via a series of actions for each policy that, once implemented, will achieve the goals of this plan.
- Defining recommended leadership in implementing specific actions as well as potential collaborations.

Funding sources for these actions will encompass a variety of resources including the City’s General Fund, Capital Improvements Program/Plan allocations, grants, and or other sources. Some action items may require a combination of funding sources.

The timeline for implementing these actions varies given their complexity, cost, number of partners, and other factors. The timeline includes short-term (0 to 5 years), medium-term (5 to 10 years), and long-term (10+ years) phases.

The policies and actions within the implementation matrix are categorized under Land Use, Connectivity, and Affordable Housing.

Sample Matrix

HEADING		IMPLEMENTATION POLICIES AND ACTIONS	RESPONSIBLE PARTIES	FUNDING	TIMELINE
POLICY	LU1	IMPLEMENT THE VISION OF THE FORM AND FUNCTION MAP FOR DIX EDGE			
ACTION	LU1.1	Explore applicable “Frontage Types” for each of the place types as illustrated with the Form and Function map.			

LAND USE

	IMPLEMENTATION POLICIES AND ACTIONS	RESPONSIBLE PARTIES	FUNDING	TIMELINE
LU1	IMPLEMENT THE VISION OF THE FORM AND FUNCTION MAP FOR DIX EDGE			
LU1.1	Map Mixed-Use Center designation on the Urban Form Map on those areas north of I-40 and outside of the Core Transit Areas.	City	None	Short
LU1.2	Rezone city-owned properties at 1500 Wilmington Street, 15 Summit Avenue, and 0 Water Works Street to facilitate the development of affordable housing.	City	None	Short
LU1.3	Revise the Future Land Use Map to change Low Scale Residential to Moderate Scale Residential and Medium Scale Residential.	City	None	Short
LU1.4	Revise the Future Land Use Map to change High Scale Residential area along Lake Wheeler Road to Community Mixed Use.	City	None	Short

CONNECTIVITY

	IMPLEMENTATION POLICIES AND ACTIONS	RESPONSIBLE PARTIES	FUNDING	TIMELINE
CO1	IMPLEMENT STREET CONNECTIVITY RECOMMENDATIONS			
CO1.1	Extend the following street segments: <i>Prospect Avenue to connect with Daladams Street, Curfman Street to connect with Mercury Street, Mercury Street to connect with Summit Avenue, Fuller Street to connect with Summit Avenue, Montrose Street to connect to Hubert Street and S. Saunders Street, and PenMarc Drive to connect with Wilmington Street.</i>	City	General Fund, State and/or Federal Funds	Short to Medium
CO1.2	Explore the proposed street designation change of: <i>Penmarc Drive, Water Works Street, Prospect Avenue east of South Saunders Street, and Hammell Drive from Lake Wheeler Road to South Dawson Street.</i>	City	Not Applicable	Short

	IMPLEMENTATION POLICIES AND ACTIONS	RESPONSIBLE PARTIES	FUNDING	TIMELINE
CO2 IMPLEMENT PEDESTRIAN CONNECTIVITY RECOMMENDATIONS				
CO2.1	Implement the recommended sections of streets for the City of Raleigh Small Gaps Program including: <i>sections of Kirkland Street, Moring Street, Green Street, Keeter Center Drive, and Fayetteville Street.</i>	City	General Fund, State and/or Federal Funds	Medium to Long
CO2.2	Implement programmed sidewalks on the following streets: <i>Carolina Pines Avenue, Granite Street, Sections of Maywood Avenue, Sections of Lake Wheeler Road.</i>	City	General Fund, State and/or Federal Funds	Short to Medium
CO2.3	Install new sidewalks along: <i>Prospect Avenue, Green Street between Prospect Avenue and Grissom Street, Grissom Street, Lake Wheeler Road from Maywood Avenue to South Saunders Street.</i>	City, NCDOT	General Fund, State and/or Federal Funds	Short to Long
CO2.4	Install a new bicycle/ pedestrian connection: <i>to connect Wilmington Street to McLendon Street at the northern and southern ends of McLendon Street, across Western Boulevard.</i>	City	General Fund, State and/or Federal Funds	Medium to Long
CO2.5	Install the proposed pedestrian safety improvements at: <i>Gilbert Avenue and South Saunders Street, Wilmington Street and City Farm Road, Summit Avenue and South Saunders Street, Daladams Street and Lake Wheeler Road, Grissom Street and Lake Wheeler Road, Hammell Drive and Lake Wheeler Drive, at Fayetteville Street north of the Rocky Branch Trail.</i>	City	General Fund, State and/or Federal Funds, Transportation Grants	Short to Medium
CO2.6	Explore advanced study for intersection improvements at the following locations: <i>Intersection of Maywood Avenue and South Saunders Street, Intersection of Lake Wheeler Road and Maywood Avenue, Intersection of South Saunders Street and Lake Wheeler Road.</i>	City, NCDOT	General Fund, State and/or Federal Funds, Transportation Grants	Medium
CO3 IMPLEMENT BICYCLE CONNECTIVITY RECOMMENDATIONS				
CO3.1	Add bicycle infrastructure: <i>along Hammell Drive from Lake Wheeler Road to South Saunders Street, along Penmarc Drive to connect South Saunders Street to Eliza Pool Park, along Green Street north of Prospect Avenue.</i>	City	General Fund, Private Funding	Short to Long
CO3.2	Add bicycle infrastructure along identified north-south roadways to connect study area.	City	General Fund	Short to Long
CO3.3	Implement bicycle crossing improvements at: <i>the interchange with Interstate 40, Intersection of Wilmington Street and Fayetteville Street.</i>	City, NCDOT	General Fund	Medium
CO3.4	Explore the installation of new bikeshare sites at/on: <i>Penmarc Drive, Fayetteville Street & Wilmington Street, at Eliza Pool Park, on Maywood Avenue near Herring Street, at future intersection of Prospect Avenue and Fuller Street, at the Fuller Street entrance to Dix Park, on the norther part of South Saunders Street, and at the intersection of Bright Hop Street and Levister Court.</i>	City, Citrix, Bewegen Technologies, and/or applicable agencies	General Fund, Private Funding	Short to Medium

	IMPLEMENTATION POLICIES AND ACTIONS	RESPONSIBLE PARTIES	FUNDING	TIMELINE
CO4 IMPLEMENT TRAIL CONNECTIVITY RECOMMENDATIONS				
CO4.1	Install the proposed multi-use paths or bikeway trails along: <i>Lake Wheeler Road from Centennial Parkway to South Saunders Street (with portion inside Dix Park), Carolina Pines Avenue from Lake Wheeler Road to Henslowe Drive, along South Dawson Street to South McDowell Street.</i>	City	General Fund	Short to Medium
CO4.2	Explore the proposed addition and installation of greenway trails: <i>to connect west portion Walnut Creek Trail across South Saunders Street along Penmarc Drive to east portion of Walnut Creek Trail, streetside greenway trail along Water Works Street extension, connect Eliza Pool Park to Wilmington Street, connect Brighthope Street to existing trail along creek, and public trail along the railroad.</i>	City	General Fund, State and/or Federal Funds	Medium to Long
CO4.3	Install the new proposed trail entrances on Springhill Avenue, South Saunders Street, and Bright Hope Street.	City	General Fund	Short
CO4.4	Install new trail signage around Eliza Pool Park and the Mt. Hope Cemetery.	City	General Fund	Short
CO4.5	Study sedimentation mitigation strategies for Rocky Branch Trail to the Walnut Creek Trail east of South Saunders Street.	City	General Fund	Short
CO4.6	Regrade the access trail and raise the bridge for the Rocky Branch Trail at the Fayetteville Street access and Keeter Center Drive.	City	General Fund	Medium
CO4.7	Study additional pedestrian bridge connections at Maywood Avenue and/or Gilbert Avenue.	City	General Fund	Medium
CO4.8	Study more direct greenway alignments across Fayetteville Street between Rocky Branch access points.	City	General Fund	Medium
CO5 IMPLEMENT STREETScape RECOMMENDATIONS				
CO5.1	Implement the preferred streetscape concept along Lake Wheeler Road from Maywood Avenue to South Saunders Street. Streetscape includes a 2-lane divided roadway with 12' Bikeway and 10' formal and landscaped buffer.	City	General Fund, State and/or Federal Funds	Short to Medium
CO5.2	Implement the preferred streetscape concept along S. Saunders Street from Penmarc Drive to Prospect Avenue. Streetscape includes a six automotive drive lanes, a 17' landscaped median with left turn lanes, 6' buffered bicycle lanes and sidewalks on each side of the street, separated by 4' of landscape panels/strips.	City, NCDOT	General Fund, State and/or Federal Funds	Short to Medium
CO5.3	Implement the preferred streetscape concept along Hammell Drive that includes an elevated and buffered bicycle lane and planting strips that buffers the sidewalk from the bicycle lane.	City	General Fund, State and/or Federal Funds	Short to Medium

	IMPLEMENTATION POLICIES AND ACTIONS	RESPONSIBLE PARTIES	FUNDING	TIMELINE
C06 IMPLEMENT TRANSIT RECOMMENDATIONS				
CO6.1	Install shelter, seating, and ADA-compliant landing pads per City standard details at all bus stops.	City	General Fund, Wake Transit Plan	Short to Long
CO6.2	Study the viability of establishing dedicated bikeshare and scooter parking at public transit stops to address first and last mile connectivity.	City	General Fund	Short
CO6.3	When enhancing bus stop shelters, consider the installation of a bus stop “bulb,” particularly at these locations: <i>Stop 8830 Caraleigh Park, Stop 8832 Maywood Avenue at Summit Avenue, Stop 8833 Maywood Avenue at Moring Street, Stop 8839 Maywood Avenue at Green Street.</i>	City	General Fund, Wake Transit Plan	Short to Long
CO6.4	Study the viability of the following transit services: <i>Bi-directional service for Route 21, A new route from downtown to Tryon Road (route along Lake Wheeler Road), A new east/ west route inside the beltline to connect the southern corridor BRT to the western corridor BRT.</i>	GoRaleigh, City	General Fund, Wake Transit Plan, Federal Grants	Long
CO6.5	Study the viability of a high-capacity local transit service to connect Downtown South with downtown.	City	General Fund	Long
CO6.6	Collaborate with private transit service providers to synchronize information, co-locate facilities, and promote multimodal connectivity and access.	City, applicable private transit agencies	Not Applicable	Short to Long

	IMPLEMENTATION POLICIES AND ACTIONS	RESPONSIBLE PARTIES	FUNDING	TIMELINE
C07 IMPLEMENT ENVIRONMENTAL RECOMMENDATIONS (INCLUDING STORMWATER, DEVELOPMENT, AND PLACEMAKING)				
CO7.1	New development should incorporate green stormwater infrastructure strategies to mitigate the impacts of new impervious surfaces. These strategies should be targeted in areas that are in close proximity to floodplains and stream corridors. Ensure that new development which fronts greenways incorporates Trail-Oriented Design.	City	Not Applicable	Short to Long
CO7.2	New development should incorporates Trail-Oriented Design where it fronts greenways.	City	General Fund	Short
CO7.3	Install educational signage regarding wetlands and their ecology in targeted areas including along Walnut Creek.	City	General Fund	Short to Medium
CO7.4	New development should prioritize the conservation of existing nearby wetland and riparian corridors.	City	Not Applicable	Short to Long
CO7.5	Install beaver deceivers or similar devices behind Caraleigh Mills as appropriate.	City	General Fund	Short to Medium
CO7.6	Install curbside green stormwater infrastructure along Fayetteville Street from Levister Court to South Wilmington Street.	City	General Fund	Short to Medium
CO7.7	Study strategies to mitigate/prevent further erosion along Rocky Branch creek, specifically the portion which runs parallel to Fayetteville Street.	City	General Fund	Short
CO7.8	Install bioretention devices: <i>along proposed greenway and at Mt. Hope Cemetery, into streetscapes where appropriate include the Intersection of Fayetteville Street with the Rocky Branch Trail and West Lee Street.</i>	City	General Fund	Short to Medium
CO7.9	Install educational signage about streams along Walnut Creek and Rocky Branch to highlight the relationship between land, water, and City strategies to protect natural systems	City	General Fund	Short to Medium
CO7.10	Remove invasive vegetation along Rocky Branch Creek along the connection between Dix Park and the eastern portion of Rocky Branch Trail.	City	General Fund	Short to Medium

AFFORDABLE HOUSING

	IMPLEMENTATION POLICIES AND ACTIONS	RESPONSIBLE PARTIES	FUNDING	TIMELINE
AH1	SUPPORT THE ABILITY OF EXISTING DIX EDGE HOMEOWNERS TO REMAIN IN THEIR HOMES			
AH1.1	Conduct a housing “windshield” survey to document the general exterior conditions of housing located within the Dix Edge community. The housing surveys should be focused on the following neighborhoods: (1) Fuller Heights, (2) Caraleigh, (3) Walnut Terrace, and (4) Wheeler Park.	City, Wake County	General Fund	Short
AH1.2	Direct a portion of the City’s CDBG, HOME and Affordable Housing Bond Funds to rehabilitate existing homes and build new affordable ownership housing that is consistent with the targeted neighborhoods.	City	CDBG, HOME and Affordable Housing Bond Funds	Short to Long
AH1.3	Provide rehab loans/grants to income eligible homeowners making less than 100% AMI to renovate their housing units to address life safety and housing quality issues.	City, Wake County	Rehabilitation Loans/Grants	Short to Long
AH1.4	Target and work with local builders, developers and investors looking to build new affordable housing on assembled/infill parcels in the targeted neighborhoods.	City, Wake County	Not Applicable	Short to Long
AH2	IMPROVE HOMEOWNER AND RENTER EDUCATION/AWARENESS REGARDING FUTURE DISPLACEMENT CONCERNS			
AH2.1	Prepare digital and hard copy informational materials to hand-out to Dix Edge property/homeowners and renters to warn them of predatory real estate practices related to selling their homes to investors and developers or receiving an eviction notice.	City	General Fund	Short to Medium
AH2.2	Create an outreach educational program to be offered over the next two years to educate local homeowners/property owners and renters regarding “what to do” when approached by investors and developers offering to purchase their property or landlords issuing eviction notices.	City	General Fund	Short
AH2.3	Create a program which informs local homeowners/property owners on how to find additional information regarding purchase offers or mailers from real estate investors and developers offering to purchase their property/homes, or landlord eviction letters.	City	General Fund	Short

	IMPLEMENTATION POLICIES AND ACTIONS	RESPONSIBLE PARTIES	FUNDING	TIMELINE
AH3	PURSUE NEW AFFORDABLE HOUSING DEVELOPMENT THAT BALANCES THE NEEDS OF DIX EDGE RESIDENTS AGAINST THE CITY’S NEED FOR INCREASED DOWNTOWN HOUSING			
AH3.1	Encourage different types and intensities of affordable housing throughout the entire Dix Edge community, from low-intensity single-family neighborhoods to mid-rise and high-rise development along major corridor and intersections.	City, Wake County	Not Applicable	Short to Long
AH3.2	In keeping with HUD program guidance, the City should be mindful of concentrating or clustering future affordable housing in the Dix Edge community so as not to create pockets of lower-income housing. This should be accomplished through mixed-income development combining market rate and subsidized units. Dedicated affordable housing projects should be located near transportation services, shopping/dining, schools, areas with high concentration of jobs, and other important services.	City	Not Applicable	Short to Long
AH3.3	Encourage development of smaller and more affordable apartment buildings located in or near traditional residential neighborhoods to provide a variety of living options.	City, Wake County	Not Applicable	Short to Long
AH3.4	Direct Affordable Housing Bond Funds within half-mile from planned BRT stations.	City	Affordable Housing Bond Funds	Short to Medium
AH3.5	Incentivize affordable housing development with the use of Synthetic TIFs (Tax Increment Financing) that allow the City to capture future real estate tax revenues from incremental property value to pay for public infrastructure in support of the project.	City, Wake County	Synthetic TIFs	Short to Long
AH3.6	Investigate the creation of a “public benefit agreement” model for affordable housing. Such a program would grant bonus density to affordable housing developers at certain Dix Edge locations in exchange for new affordable housing units in their developments or at other off-site locations within Dix Edge or the City.	City	Not Applicable	Short to Long
AH3.7	Provide land acquisition grants to assist experienced non-profit or for-profit developers seeking new development sites for affordable housing in Dix Edge and other City locations.	City	Land Acquisition Grants	Short to Long

	IMPLEMENTATION POLICIES AND ACTIONS	RESPONSIBLE PARTIES	FUNDING	TIMELINE
AH4	PROVIDE SUBSIDY SUPPORT FOR NEW AFFORDABLE HOUSING DEVELOPMENT IN NON-BRT TRANSIT STATIONS AREA			
AH 4.1	Direct Affordable Housing Bond Funds to higher-intensity locations along transportation corridors (such as Lake Wheeler Road) and major intersections that are not within designated BRT station service areas.	City	Affordable Housing Bond Funds	Short to Medium
AH5	PROVIDE SUBSIDY SUPPORT FOR NEW AFFORDABLE HOUSING DEVELOPMENT IN NON-BRT TRANSIT STATIONS AREA			
AH 5.1	Outreach to local churches, hospitals, universities, businesses, and other community institutions to discuss the need for affordable housing for parishioners, employee, students, and special needs groups.	City	General Fund	Short
AH 5.2	Create a pre-development resource pool created by local lenders and community institutions to assist nonprofit developers with land acquisition, project planning and design, regulatory and zoning entitlements.	City	General Fund	Short
AH 5.3	Create an affordable housing development program designed to work with smaller builders and investors to create smaller-scale development projects on infill development sites.	City	General Fund	Short
AH6	SPONSOR COMMUNITY EVENTS TO CELEBRATE DIX EDGE COMMUNITY			
AH 6.1	Help organize a Dix Edge Heritage and Cultural Committee to organize an annual festival celebrating the heritage of the area through food, music, and other artistic expressions.	City	General Fund	Short to Long
AH 6.2	Work with local realtors and property managers to share the community's history in real estate sales and rental leasing to inform new residents about the history of the area.	City	Not Applicable	Short
AH 6.3	Promote local Dix Edge businesses that provide products and services to local residents.	City, Heritage and Cultural Committee	Not Applicable	Short

4 THE STUDY AREA TODAY

4.A LAND USE, NATURAL RESOURCES AND DESTINATIONS

4.A.i LAND USE

This section analyzes the existing land uses within the Dix Edge Study Area and highlights planned developments that will impact future growth.

Figures 4A-1 and 4A-2 represent current and future land use designations. Figure 4A-2 shows the difference between current land use and the City of Raleigh's Future Land Use designations. Highlighted areas represent policy support for future increases in density or intensity of uses. Areas not highlighted are either slated to stay the same or recommended for a similar intensity of land use in the future.

Fuller Heights and Caraleigh are zoned R-6 and are largely single-family homes. The majority of the single-family homes in Carolina Pines are zoned R-4, with some pockets of denser residential on the northern side of Carolina Pines Avenue. Hertford Village is R-10, located in the southeast of the study area, while Gateway Park, Walnut Terrace and Village Green are RX-3. A recent change to the area after the approval of the Downtown South rezoning request shifted much of the southern portion of the study area just south and north of I-40 to CX-40 zoning. There are also a few pockets of heavy industrial and Commercial Mixed-Use along S. Saunders Street. Between Summit Avenue and Penmarc Drive is a small pocket of Neighborhood Mixed-Use (NX).

Downtown South, a development plan for the current industrial area just south of Caraleigh, will bring an influx of housing density, retail/hotel, open space, and a soccer stadium. The nearly 90-acre development will define a large portion of the future land use of the site area.

LAND USE SNAPSHOT



17.3%

HOUSING

Under the site area's current land use, single-family residential makes up 11.8% of the occupied land area and 5.5% is multifamily, making residential uses 17.3% of the total.



16.4%

COMMERCIAL

Commercial uses predominately run along S. Saunders Street with current land use.



8.2%

INDUSTRIAL

Industrial uses make up just over 8% of the study area. Ringing the Fuller Heights and south of I-40, the pockets of industrial uses are low density and mostly single story.



9.1%

PARKS + GREENWAYS

Open green space, including parks, greenways, and the Mt. Hope Cemetery, make up 9% of the study area.

The remaining areas consist of Roads and Rights-of-Way.

Dix Edges Area Study Current Land Use

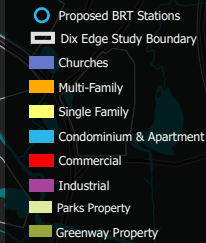


FIGURE: 4A-1

Dix Edges Area Study Future Higher Intensity Use than Current Land Use

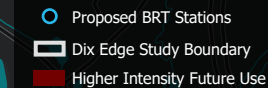


FIGURE: 4A-2

4.A.ii NATURAL RESOURCES

The Dix Edge Study Area is home to a rich diversity of environmental conditions and ecologies. Taken with Dorothea Dix Park, it’s one of the most unique areas from a natural resources perspective in proximity to downtown Raleigh. From two unique stream corridors, undulating landforms, rich vegetation, and large wetlands - the natural features of this study area offer many unique opportunities.

HYDROLOGY

The study area is home to two stream corridors: Rocky Branch and Walnut Creek. The geographic extent of their drainage basins are 20 sq. miles respectively. The two streams join outside of the study area. Areas of confluence can be pressure points for streams and are also areas where maintaining integrity is paramount. Large amounts of impervious surface in the study area send high volumes of water into Walnut Creek and Rocky Branch, thereby worsening water quality. Future development could utilize green stormwater-constructed approaches to restore and/or enhance these stream corridors and reduce the amount of impacts from development. Treating stormwater sustainably where it falls through on-site management is also important.

TERRAIN

The Piedmont region, in which Raleigh is located, was created over millions of years of eroding Blue Ridge Mountains. The region’s characteristic rolling hills define the Dix Edge Study Area’s terrain. From a high point of approximately 340 feet above sea level at its border with Dorothea Dix Park in

the west, the area slopes generally down to a low point of 218 feet on its eastern boundary. The interior of the study area contains ten individual creek branches and corresponding valleys. Viewed in section, one can see a pattern of low-lying, undeveloped or undevelopable land adjacent to developed areas at higher elevations.

The two largest stream branches, Walnut Creek and Rocky Branch, each contain wide floodplains that preclude development, but offer opportunities for ecological restoration and conservation, micro-climate regulation, and recreational amenities, including greenways. As seen from Sections G, I, and J, the floodplains reach nearly 1,000 feet at their widest points. Where Rocky Branch and Walnut Creek converge, they create a delta of sorts with a floodplain that is nearly one-half mile wide.

Today, as in the past, development is centered on areas at higher elevation. However, proximity to open space and Raleigh’s greenway system is increasingly desirable, offering opportunities for an urban design framework that regulates the floodplain-development interface and considers sloped sites, green stormwater

infrastructure, and trail-oriented development best practices. Additional considerations should be given to preserving view corridors, particularly to open space, Dorothea Dix Park and downtown Raleigh.

VEGETATION

The Normalized Difference Vegetation Index (NDVI) analysis (performed for this study) takes a special aerial photograph and is able to compute relative biomass.

The NDVI analysis shows that a significant portion of the study area has healthy vegetation. The largest gaps are the commercial core along S. Saunders Street and larger scale development along Maywood Avenue. Opportunities here can be realized in many ways through updated streetscape designs that can create a more connected and uniform canopy.

WETLANDS

There are seven recognized and delineated wetlands in the area. The largest being the cluster bound by Lake Wheeler to the west, S. Saunders to the east, and I-40 to the south. Of note, the forthcoming development of Downtown South, will be located on a parcel immediately west of S. Saunders that has a large area of wetland. This development has agreed to refrain from constructing in the floodplain and has designated dedicated open space.

All of the wetlands in the area are of the same type: Freshwater Forested/ Shrub. These are freshwater wetlands characterized by a mix of tall and short woody vegetation. A freshwater wetland is defined as “wet meadows, marshes, swamps, bogs, areas where groundwater, flowing or standing surface water or ice provides a significant part of the supporting substrate for a plant community for at least five months of the year,” by the U.S. Geologic Survey (USGS).

NATURAL RESOURCES

DRAINAGE AREA

20 SQUARE MILES

The study area occupies both the Rocky Branch and Walnut Creek drainage basins. The two streams join just outside the study area. The ultimate future of the study area will have a large impact on the health of these two streams and their ecologies.

105

ACRES OF WETLANDS

Large areas of wetlands offer unique and rich ecologies. These areas offer great focal points for an evolving parks and greenway system.

“ THIS LOCATION HAS A COMMANDING VIEW OF THE CITY AND IS BELIEVED TO BE PERFECTLY HEALTHY. THE GROUNDS ARE BEAUTIFULLY UNDULATING.”-1851 REPORT TO

LEGISLATURE OF COMMISSIONERS FOR THE FUTURE DOROTHEA DIX HOSPITAL

4.A.iii DESTINATIONS AND LANDMARKS

There are three regional attractions in this area which are located just outside the study area boundary. Interior to the study area, there are a number of local destinations.

Locally the greenway trails attract recreational bikers and runners and provide a natural resource that draws the largest number of visitors. Eliza Pool Park and Caraleigh Park are small parks that attract families and recreational sports visitors from the adjacent communities. Historical landmarks and communities are significant but don't really draw many visitors as these landmarks are not programmed with public uses. Since the study area is so close to downtown, residents can easily access many restaurants and retail stores within a short drive.



Caraleigh Mills used to be the Fred Whitaker Cotton Mill and is on the National Register of Historic Places. Today it is a condo community.



Eliza Poole Park was built in 1996 and has a field, playground, picnic shelter, and walking path.



The E.B. Bain Water Treatment Plant is a designated Raleigh Historic Landmark. In operation from 1940-1987, it was used as storage until 2006 when purchased by Empire Properties.



The Rocky Branch Greenway runs north in the study area. Visitors on the trail get a peaceful tour of Raleigh's nature and offers picturesque views of Mt. Hope Cemetery.

4.B CONNECTIVITY

This section is based on extensive review of the transportation conditions in the Dix Edge area including the street and multimodal networks. This chapter encompasses a summary of existing conditions and potential improvements for the transportation network.

OVERVIEW

The Dix Edge Study Area currently serves a variety of users including residents, North Carolina State University (NCSU) students, commuters to downtown Raleigh, State Farmers Market patrons, Dorothea Dix Park visitors, and travelers to various other attractions (commercial, retail, and industrial developments). The transportation network is bordered and centrally divided by auto-centric corridors. Alternative modes of transportation are also available through sidewalks, bicycle amenities, trail systems, and bus transit (*GoRaleigh* and *GoTriangle*). The area includes several major greenway trails, sidewalks, and bicycle facilities; however, the networks are incomplete. There are several critical gaps in the multimodal network that need to be completed in order to fully accommodate people walking and biking.

Observations revealed several opportunities for improvements that would offer substantial safety benefits to the community. It is suggested that roadway components in the area, such as horizontal and vertical curves, sight distances, and cross-sectional elements be upgraded to meet

the latest City of Raleigh street design guidelines. As the Dix Edge Study Area continues to develop, it is imperative that the transportation infrastructure network is sufficient to accommodate the projected increase in all modes of traffic.

STREET NETWORK

The study area has five “major arteries”:

- Lake Wheeler Road
- S. Saunders Street
- S. Wilmington Street
- Martin Luther King Jr Boulevard
- Raleigh Beltline (Interstate 40)

Though not considered a “major artery”, Maywood Avenue, Carolina Pines Avenue, and Fayetteville Street are also key routes in this Study Area.

Lake Wheeler Road

- Varies from two-lane undivided to four-lane median divided within the project study limits.
- Runs approximately northeast-southwest.

- Posted speed limit is 35 mph.
- Sidewalks are present along portions of the facility.
- Primarily serves commuter traffic as it provides access to downtown Raleigh, Dorothea Dix Park, and North Carolina State University’s Centennial campus.
- Carries 6,700 vehicles per day (VPD) north of Hammell Drive (2019 NCDOT AADT).

S. Saunders Street

- 6-lane median divided facility.
- Runs approximately north-south.
- 35 mph speed limit.
- Dedicated sidewalks exist along both sides of the facility up until Prospect Avenue.
- Serves commuter traffic, residential developments, commercial developments, industrial developments, as well as several other regional attractions (NCSU, Dorothea Dix Park, etc.).
- Carries 44,500 VPD north of I-40 (2019 NCDOT AADT).

Maywood Avenue

- Two-lane undivided facility.
- Runs approximately east-west.
- Assumed speed limit is 35 mph.
- Sidewalks and dedicated bicycle lanes are present on the facility west of S. Saunders Street.
- Primarily serves residential and commuter traffic. It is possible that the facility is being used as a “cut-through” for those drivers wishing to access North Carolina State’s Centennial campus and southern/western downtown Raleigh and its adjacent properties.
- Carries 4,200 VPD west of S. Saunders Street (2015 NCDOT AADT).

- The Maywood Avenue Sidewalk Improvement Project will fill in the existing sidewalk gaps from S. Saunders Street to Lake Wheeler Road.

Carolina Pines Avenue

- Two-lane undivided roadway.
- Runs approximately east-west.
- Assumed speed limits is 35 mph.
- Primarily serves residential neighborhoods.
- Carries 5,000 VPD west of S. Saunders Street (2019 NCDOT AADT).
- The planned Carolina Pines Avenue Improvement Project will provide several upgrades to this facility.

Fayetteville Street

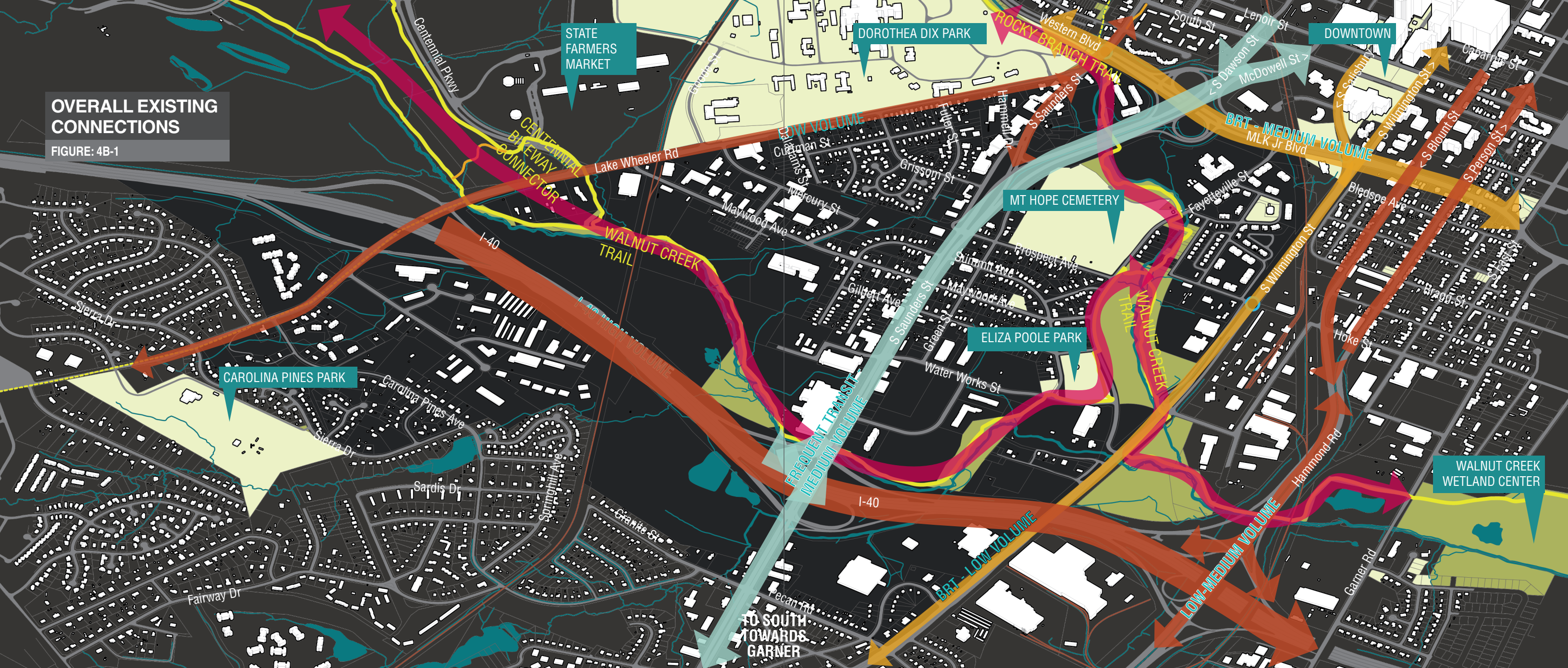
- Two-lane undivided roadway.
- Runs approximately north-south.
- 35 mph speed limit (25 mph during school hours).
- Primarily serves residential and educational land uses.
- Carries 1,500 VPD north of Prospect Avenue (2017 NCDOT AADT).

S. Wilmington Street

- Four-lane median divide roadway along the majority of the study area.
- Runs approximately north-south.
- Speed limit is 35 mph.
- Primarily residential, commercial, and commuter traffic.
- Carries 11,000 VPD south of Martin Luther King Jr Boulevard (2019 NCDOT AADT).

I-40

- 8-lane divided interstate
- Runs east-west through the project study area.
- Provides regional access to the Dix Edge study area as well as to Raleigh as a whole.



OVERALL EXISTING CONNECTIONS

FIGURE: 4B-1

MULTIMODAL INFRASTRUCTURE

Residents of the study area have expressed safety concerns for pedestrian and bicyclists due to rising levels of automobile traffic as a result of continued development in the area. Addressing existing multimodal infrastructure deficiencies will increase use of these facilities, ultimately reducing the amount of vehicular traffic in and through the area. Additionally, a comprehensive connectivity network offers significant health, financial, and environmental benefits to the community as a whole.

Sidewalks

- Currently, the majority of sidewalks are located along the area's primary north-south routes while limited pedestrian facilities are present on local east-west routes. The lack of sidewalk connectivity between the major routes hinders pedestrian movements by increasing travel times and safety concerns. Where sidewalks do exist, on both primary and local routes, numerous gaps are present between segments resulting in the absence of continuity and reduction of safety. Further exacerbating connectivity and safety issues are the absence of designated pedestrian crossings and the excessive driveway curb cuts along

roadway facilities that experience high traffic volumes traveling at high speeds.

- In commercial areas where some sidewalks exist, infrastructure is either substandard or includes potential tripping hazards (i.e. structural sidewalk deficiencies).

Bicycle

- No dedicated bike lanes or sharrows (shared, marked road/bike streets) exist on any of the study area facilities so bicyclists are not separated from vehicular traffic. This lack of separation can lead to safety concerns as the likelihood for potential conflict between bicyclists and vehicles is increased. The

only segment of bike lane present within the study area is on Maywood Avenue west of S. Saunders Street.

- A major bicycle connectivity gap exists between the study area and downtown. Limited access and hazardous road conditions for bicycle travel encourages riders to take a more circuitous route to downtown through Fayetteville Street. This route also contains hazardous conditions for bicyclists.
- The City of Raleigh has a strong bicycle plan. In addition to creating new routes, the City has implemented a bikeshare program. The bikeshare program has several stations just outside the study area.

Trails

- Three trails from Raleigh’s Capital Area Greenway System currently run through the Dix Edge study area:
 - Centennial Bikeway Connector
 - Rocky Branch Trail
 - Walnut Creek Trail

These trails provide access to several regional/local attractions and offer recreational benefits while preserving the land’s natural attributes. There is, however, a lack of wayfinding and trail head signage, specifically at locations where trail paths intersect and follow alongside roadways in the area. Residents of some adjoining neighborhoods as well as those from south of I-40 lack access to these facilities.

- The Centennial Bikeway Connector is a paved trail over two (2) miles in length originating on North Carolina State University’s Centennial Campus. It provides access to attractions such as North Carolina State’s Centennial Campus and State Farmers Market.
- The Rocky Branch trail is paved and is just under four (4) miles in length originating at Pullen Park on Western Boulevard. It provides access to attractions such as Pullen Park and North Carolina State’s Main Campus.
- The Walnut Creek Trail crosses Lake Wheeler Road just north of I-40 and continues east to cross S. Wilmington Street. The facility provides access to several attractions including: Lake Johnson Nature Preserve, North Carolina State’s Centennial Campus, State Farmers Market, Eliza Pool Park, and Lake Raleigh.
- There are current gaps in the greenway trail network. The Capital Area Greenway Master Plan has identified several future connections in the study area.

- Flooding and associated damages caused by storm events have also prohibited the usage of greenway trails in certain portions of the study area.

Transit

- Currently there are four (4) GoRaleigh transit routes that serve the greater Dix Edge study area: Route 21 - Caraleigh, Route 7 – S. Saunders, Route 7L – Carolina Pines, and Route 11 – Avent Ferry.
- These transit routes provide multiple stops throughout the area. The majority of these transit stops consist of only a sign with no further amenities available. Absence of amenities such as sidewalks and landing pads may result in a decrease in ridership as potential riders are unable to properly access the stop locations. Lack of these facilities may also result in riders having to wait in the roadway, causing unsafe conditions. Absence of shelters may further reduce ridership during unfavorable weather conditions as these stops may not appeal to potential riders.
- GoRaleigh Route 21 serves the study area connecting Lake Wheeler Road to downtown Raleigh. The route runs in a clockwise loop.
- GoRaleigh Route 7 travels north-south through the study area connecting Garner Station Road to downtown Raleigh via S. Saunders Street.
- GoRaleigh Route 7L travels east-west through the area connecting Trailwood Hills Drive to Rock Quarry Road. This route serves as a connector route, allowing for riders to easily transfer to and from GoRaleigh Route 7.
- GoRaleigh Route 11 serves the area just north of Dix Edge connecting Trailwood Hills to downtown Raleigh.
- In addition to the GoRaleigh transit routes, one shuttle service currently serves the area. This shuttle provides transportation to residents of the Village Green apartments.

CRASH ANALYSIS

A crash analysis along the Lake Wheeler Road, Maywood Avenue, and S. Saunders Street segments was performed using NCDOT records for the past five-year period. The analysis included combining the total number of crashes along each segment and computing several measurable factors such as crash frequency, severity index, and equivalent property damage only (EPDO) at the chosen roadway segments. The analysis shows the highest number of accidents was experienced along the S. Saunders Street road segment (124) followed by the Lake Wheeler Road (80) and Maywood Avenue (33) road segments. The highest crash severity location was the Lake Wheeler Road segment. No fatalities were reported.

The major crash types common among the roadway segments were angle, left turn, and rear end. A significant portion of crashes experienced along the S. Saunders Street road segment were involved in sideswipes as well.

The number of vehicular accidents experienced on roadways is proportional to the number of vehicles traversing those roadways. As vehicle miles traveled increases so does the number of vehicular accidents. Though today’s cars offer more safety features (e.g., driver assist features, semi-automation, etc.), these technologies alone will not result in the complete elimination of accidents. Ultimately, a significant decrease in total vehicle miles traveled (i.e. reduction of vehicles on a roadway) will be required to achieve the desired result. This can partly be accomplished through careful and thorough infrastructure planning.

OPPORTUNITY AREAS

The following opportunity areas will contribute to improved connections in and around the study area:

1. Create connections north and south that may allow pedestrian and bike access to the Walnut Creek Trail.
 - a. Explore opportunities to connect Carolina Pines neighborhood to Walnut Creek Trail between Lake Wheeler Road and South Saunders Street.
2. Identify quick fixes and pilot project opportunities that will provide pedestrian and bicycle safety until additional future improvements can be implemented.
3. Increase connectivity to Rocky Branch Trail and improve east-west connections.
 - a. Study potential north and south connector trails on either side of South Saunders - potential locations maybe along right-of-way of Lake Wheeler Road, South Saunders, and/or Wilmington Streets.
 - b. Explore trail improvements, such as lighting, signage, emergency contact options, etc. at the underpass area to increase safety measures.
 - c. Incorporate relevant recommendations from the Southern Gateway plan into this study.
4. Create strong east-west connections to Wilmington Street from neighborhoods east of study area boundary.
 - a. Identify connectivity opportunities east of Fayetteville Street.
 - b. Explore the potential for new street and trail connections to allow travel to the future Wilmington Street BRT station from Caraleigh and Walnut Terrace neighborhoods.

4.C

DEMOGRAPHICS, ECONOMIC
BASE, AND REAL ESTATE
ANALYSIS

4.C.i

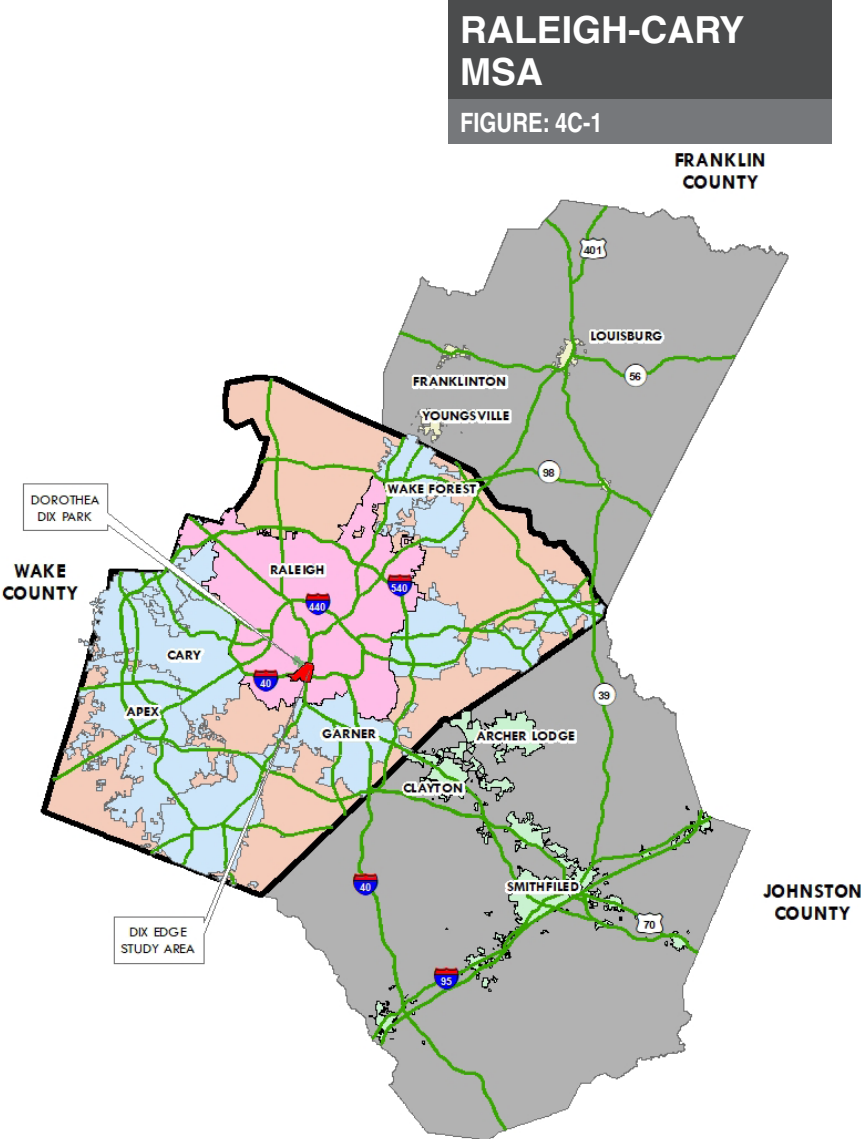
DEMOGRAPHIC ANALYSIS

The demographic trend and projection analysis provides the metrics to better understand the Dix Edge community, its economy, and how the community may change over the next 10 to 20 years. The recent demographic trends for the Dix Edge Study Area, the City of Raleigh, and Raleigh-Cary Metropolitan Statistical Area (MSA) were analyzed.

MAJOR FINDINGS

- **Momentum is building** – The increasing development demand within the region is starting to push more urban-style development further south of downtown into the Dix Edge Study Area. Nearly \$2 billion in private development projects are slated for this area in the future, and they are likely to influence the traditional mill-style neighborhoods that surround them.
- **Changing trends** – Given the nature and size of the new mixed-use developments proposed in the Dix Edge area, population increases in the Dix Edge area could far exceed the established historical pace over the next decade.
- **Distinct characteristics** – The data suggests that there are proportionately more family households in the MSA, and Dix Edge is attracting a higher percentage of households consisting of unrelated persons and some student and single-person households.
- **Rising prices** – Overall, the population projections for Dix Edge may be undervaluing the growth prospects that are inherent in the new development proposals coming before the City’s Planning Commission. The number of new residential units will draw more people downtown into higher-density rental housing and townhomes. This will likely draw higher-income couples and professionals to these higher-priced housing options, which could impact consumer retail demand and spending metrics in the study area.

- **Dix Edge area naturally-occurring Affordable Housing is being lost to rising property values** – Housing in the study area is comprised of predominantly renter-occupied units and the area is still considered affordable in comparison to other Raleigh housing markets. Household incomes in the study area are roughly 60% of the city median and rising housing prices are making it harder for existing Dix Edge residents to stay in their housing.
- **Racially diverse population** – The Dix Edge Study Area has a diverse population, with a stable Black population. There is also a sizeable White population, which has declined slightly since 2010. This racial distribution stands in contrast to the broader City of Raleigh demographic in that the percentage of the Black population in the City and MSA are substantially lower than the study area.



Map showing the boundaries of Dix Edge, City of Raleigh, and the Metropolitan Area.
Credit: RKG Associates

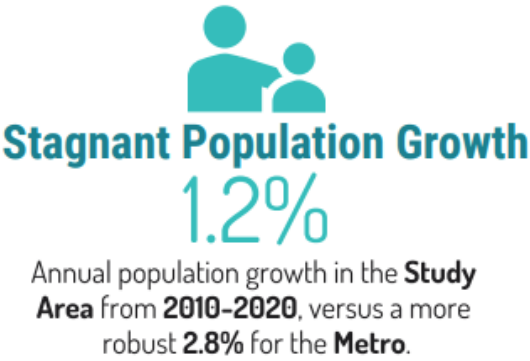
DEMOGRAPHIC IMPLICATIONS

The Raleigh-Cary MSA has long been a vibrant market in the southeastern United States. In contrast, the collection of communities that are situated south of the downtown have historically been disenfranchised and underserved. This dynamic is set to change as several significant mixed-use development proposals have been presented to the City Planning Commission which may drastically reshape the study area and effectively extend the recognized borders of the downtown southward. In consideration of these pressures, the City of Raleigh has commissioned this report to gather the data and recommendations necessary to protect and preserve these legacy communities in the face of a changing market.

FIGURE: 4C-2

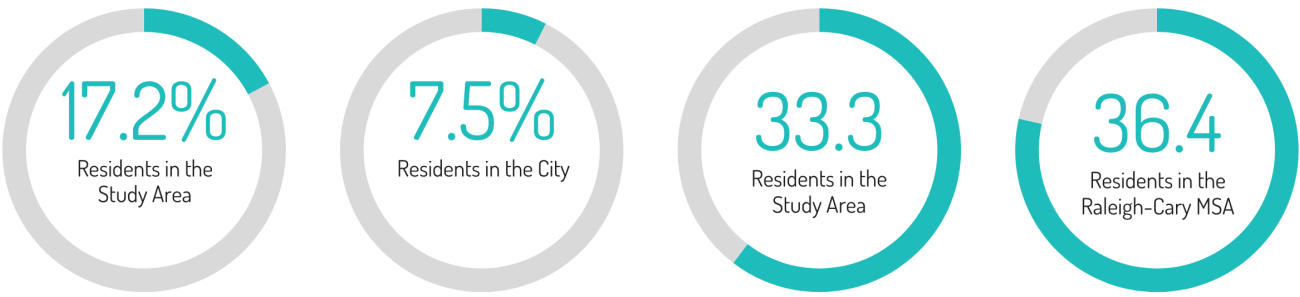
The **Dix Edge Study Area** is poised for change as the **Downtown South** is slated to receive significant investment. As a result, trends in population growth and historical demographics are predicted to be impacted. Along with many challenges, this is also an opportunity to address long-standing inequities.

In many respects, the Dix Edge Study Area stands in contrast to the broader Metro area, specifically the downtown. The study area is more racially diverse, it is primarily a rental neighborhood, it is home to naturally occurring affordable housing, and it has a higher population of seniors and college-aged/student-led households. All these factors must be considered as new policies and budget priorities are considered by City leadership as it seeks to balance the pending growth with the needs of existing residents. While it may not be possible to completely offset all displacement and other associated socio-economic factors, a well-crafted housing strategy should aim to strike a balance between embracing market-driven growth while also promoting both the preservation of some of the existing affordable housing stock and the meaningful creation of as many new affordable units as possible.



Source: RKG Associates, Inc., 2020

FIGURE: 4C-3
DIX EDGE STUDY AREA DEMOGRAPHICS

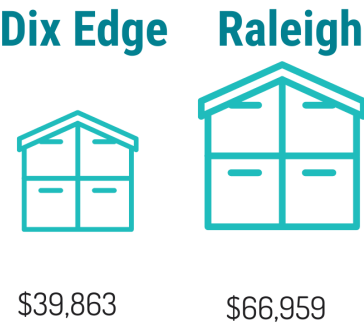


Education Attainment

The percentage of residents with less than high school, or no school in 2020.

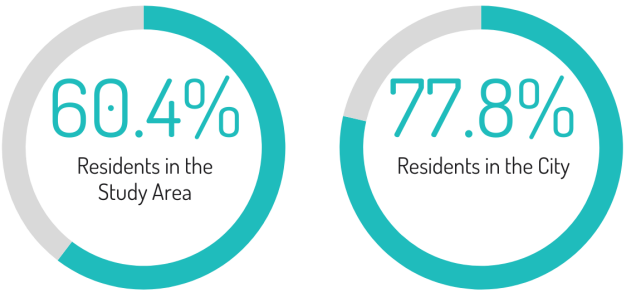
Median Age

The median age of persons in Dix Edge is more than 3 years younger than in the Raleigh-Cary MSA. This could be due to the influence of NCSU student households in the study area or the predominance of rental housing, which is attracting a younger population.



Median Household Income

The median household income in the Study Area is roughly 60% of the City of Raleigh's median income.



Education Attainment

The percentage of residents with some college, or higher in 2020.

4.C.ii ECONOMIC BASE ANALYSIS

The economic base analysis chapter details trends and projections of jobs and working residents within the Dix Edge neighborhood, and how these relate to the City as a whole and to the region. More specifically, the analysis focuses on labor force data (e.g., unemployment rates) and employment data (e.g., jobs that exist in the neighborhood) to understand the economic climate and how the Dix Edge community has been influenced by local and regional changes.

MAJOR FINDINGS

- **The economic success of the region and downtown Raleigh are changing the market within the Dix Edge community.** Employment levels in and around Dix Edge have nearly doubled since 2002. Investments in downtown, the growth of the NC State Centennial Campus and the catalytic investments in areas like the Warehouse District have created a new market dynamic for the Dix Edge community. This is most evident in the substantial local resident employment growth since 2010.
- **Almost all of the economic success occurring in and around Dix Edge has not directly benefited long-term residents.** While the number of Dix Edge residents employed increased by nearly 50% since 2010, Census data indicate that very few local residents are actually employed in jobs within the study area and commute out for employment. At the same time, other people are moving into Dix Edge to be closer to downtown employment opportunities and convenient access to other downtown amenities (e.g., arts, dining, entertainment, NCSU campus, etc.). This renewed interest in downtown living could continue to displace existing residents in the future as new higher-priced development moves into Dix Edge.
- **The continued economic growth of the region, the City, and specifically downtown and the Dix Edge community, could substantially change the neighborhood.** Development pipeline information (detailed in the Real Estate Chapter) indicates that downtown and Dix Edge are both likely to capture their fair share of this development. There are millions of square feet of commercial space and thousands of housing units in the development pipeline for downtown. Further, the Park City South and Downtown South projects within the Dix Edge study area would add more than 4 million square feet of commercial space and thousands of additional housing units over the next few decades. While change is inevitable, the City could—and should—take measures to preserve the culture and nature of the Dix Edge community and provide pathways for existing residents to share in the success and opportunities coming into their neighborhood.

LABOR FORCE CHARACTERISTICS

Working-age residents of Dix Edge are more likely to be in the labor force. More than 86% of persons in Dix Edge over 16 years old are either employed or are actively seeking employment. This total is substantially higher than the City of Raleigh as a whole (70.3%). The higher participation rate is consistent with median household income levels (detailed in the Section C of the Appendices), as the Dix Edge community has a substantially lower median household income. It is common for lower-earning households to have multiple earners, oftentimes working more than one job.

The Dix Edge workforce is more diverse than the City of Raleigh workforce. Employed persons living in the Dix Edge community are almost equally split between white-collar and service/blue-collar jobs. Approximately 56% of Dix Edge residents work in white-collar jobs, with the largest concentration in professional roles. Local residents working outside the white-collar occupations are concentrated in service jobs (20%), production/manufacturing (9.5%) and construction (8.1%) occupations.

UNEMPLOYMENT RATE

The COVID-19 health pandemic adversely impacted employment throughout the U.S. Dix Edge and the City of Raleigh were not impervious to the economic disruption, and subsequent impact on people’s employment. Current year unemployment estimates for Dix Edge (14.8%) and the City of Raleigh (10.3%) both are over the 10% mark, much higher than recent trends (Wake County’s overall unemployment rate was 3.3% in 2019). The higher unemployment rate for the Dix Edge community is not surprising, as a higher percentage of local workers are employed in the service, retail, and blue-collar occupations (e.g., construction). While recovery from COVID-19 likely will reverse some or most of these jobs, the impact of higher unemployment will create housing disruption for Dix Edge residents. Rental households are the most at-risk, but there are resources in the County to assist these households.

COMMUTING PATTERNS

The data for persons that commute in or out of the study area for work indicate that the Dix Edge residents tend to work within Wake County. Almost 7 out of every 10 residents works within the County, with most working somewhere in Raleigh (44.6%) or Cary (10.4%). Only 6.7% of Dix Edge workers commute into Durham County for work, only slightly higher than those commuting to Charlotte/Mecklenburg County (5.3%). This finding further supports the potential to create job training programs to connect local residents with local jobs. In contrast, the Dix Edge employment base attracts workers for a broader geography. Only 46% of local jobs are filled by Wake County residents. Johnston County, Harnett County, and Durham County account for 17.5% collectively. What does appear clear is that there may be a mismatch between the jobs that are located near Dix Edge and the skill sets of Dix Edge residents. This is evidenced by the number of residents that out-commute to their jobs every day.

EMPLOYMENT TRENDS

Despite the COVID-19 pandemic impacts, the greater Raleigh-Durham region has experienced consistent employment growth since 2010. Employment data indicate that the Dix Edge Study Area benefited from this growth as well. As noted in the previous section, this job growth has not resulted in additional employment opportunities for local residents.

4.C.iii REAL ESTATE ANALYSIS

The City of Raleigh and its greater metropolitan region has long established itself as one of the most dynamic and technology-driven economies in the country. The region is currently experiencing strong growth on several levels, both residentially and non-residentially. In downtown Raleigh, there is a surge of new development interest that will drive the next generation of employment growth, new business attraction, higher-density residential development and new mixed-use development and entertainment.

MAJOR FINDINGS

- **A New Wave of Development is Moving South of Downtown.** Downtown Raleigh is in the early stages of a development boom that could remake the City’s core. Based on information obtained from the Downtown Raleigh Alliance, more than 5.9 million sf of office, retail, and institutional uses, as well as 1,584 hotel rooms and over 3,910 residential units are either built, under construction, or proposed between E. Edenton Street in the downtown and an area just south of Interstate 40.
- **The Next Generation of Growth is Being Positioned.** Two new generational developments are positioning for the future and include Downtown South, which envisions the construction of 3,400 apartment units, 750 hotel rooms, 3 million sf of office and 240,000 sf of retail. The second project, Park City South, is proposing one million sf of office space, 312,500 sf of retail, 382 hotel rooms and 950 apartments.
- **Raleigh is Attracting Greater Opportunities for Downtown Living.** The apartment/condominium market in the Raleigh-Durham area has experienced very strong growth since 2015 and is expected to continue growing over the next decade. The number of new apartments proposed in the south of downtown Raleigh (north of Dix Edge) is projected at 1,910 units by 2024, and another 1,990 condominiums are planned during the same period. With rapid growth there will be an increase in apartment rents as demand is strong. However, over-building could soften rents if too many units are delivered to the market at the same time. Developers would be forced to lower prices as too many units would be competing with too fewer renters.
- **Affordable Housing is in High Demand, but the Supply is Limited.** The Wake County affordable housing submarket, which includes downtown Raleigh, contains 125 properties identified as being affordable. RKG has identified 22 properties that are within five miles of the study area and are south of downtown Raleigh. These

- properties total 2,029 units of affordable housing. Over the past 15 years, the local supply has increased by 1,336 units or 66%, but more is needed.
- **Future Downtown Area Retail Supply Could Out-Strip Demand.** Based on the number of projected new households in the development pipeline (3,910 apartments/condominiums), these households could generate future retail demand of \$73.1 million, which could support more than 200,000 sf of new retail space. Given the proposed 1 million sf of new retail space being proposed by 2025, the actual new retail space could exceed local demand, unless this future retail space is positioned to attract sales from outside the 5-mile radius. This does not include the Downtown South and Park City South developments that are proposing an additional 552,000 sf beyond 2025.
 - **Dix Edge is Continuing to Evolve into A Renter-Occupied Neighborhood.** The Dix Edge Study Area is primarily a renter-occupied neighborhood, by virtue of the fact that 60.7% of the housing units are renter-occupied. What is unique about Dix Edge, but quite common in other urban neighborhoods across the country, is that more than half of the housing units were originally constructed as traditional ownership housing (i.e., single-family detached and attached). However, over time, housing stock has evolved from owner-occupancy to renter-occupancy. While common, this can have deleterious effects on the property values and the neighborhood if properties are not maintained.
 - **Owner-Occupied Housing Experiencing a Steady Decline in Dix Edge.** Since 2000, the percentage of owner-occupied housing units has continued to decline, starting at 34% in 2000 and dropping to 27.4% in 2020, even though the number of housing units has increased by 405 units. This

HOUSING PRICE CHANGES

159%

CHANGE IN SALE PRICE 2015 TO 2019

For the entire study area, the median home sale price increased from \$83,100 to \$215,500.

23%

CHANGE IN SALE PRICE 2019 TO 2020

For the entire study area, the median home sale price increased from \$215,500 to \$265,000-- an increase of nearly \$50,000 in a year.

176%

CHANGE IN SALE PRICE FOR CARALEIGH 2015-2019

For the Caraleigh neighborhood, sale prices have increased 176% from 2015-2019 and another 98% from 2019 to 2020.

1%

CHANGE IN SALE PRICE FOR FULLER HEIGHTS 2019-2020

For the Fuller Heights neighborhood, sale prices have increased less than 1% in a year.

equates to about a 1% annual growth rate in new housing over the past 20 years, which is about one-third the growth rate in the city.

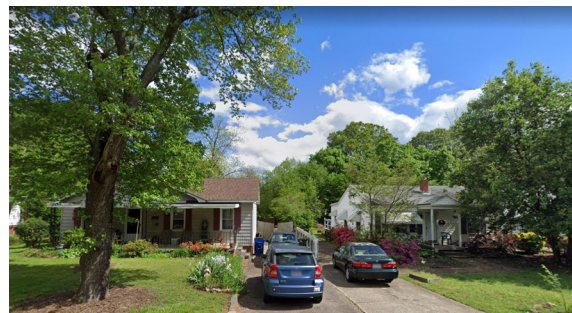
- **Median Home Values in Dix Edge on Par with the City and MSA.** The 2020 median home value in the study area is estimated at \$243,182, as compared to the city with its median home value of \$261,209 and the MSA at \$260,622. These values put the Dix Edge study area at 93% of the city median home value, which is a very positive indicator that the neighborhood is on par with the greater region. However, the median value of owner-occupied housing in Dix Edge is \$263,792, which means that non-owner-occupied housing units are suppressing Dix Edge median home values.

- **Potential for New Development Wave to Change Dix Edge Area Without City Intervention.** The Raleigh-Durham real estate market is in full growth mode as it gains population and employment at a rapid rate. The city is poised to attract over 10 million sf of new office, retail, and institutional uses south of downtown over the next generation. This will draw more residents, employers, workers, and visitors to the city center, which will increase real estate values and change the built environment. With the eventual addition of bus rapid transit, the neighborhoods surrounding downtown Raleigh, including Dix Edge, will be under intense pressure to change and will be right in the path of this growth. To avoid wholesale changes in the character of the neighborhood, affirmative actions are needed today to forestall the most impactful changes that could result in the displacement of legacy households and modest income residents and businesses that would like to remain in this part of the city.

HOUSING TYPES



Housing stock example in Caraleigh



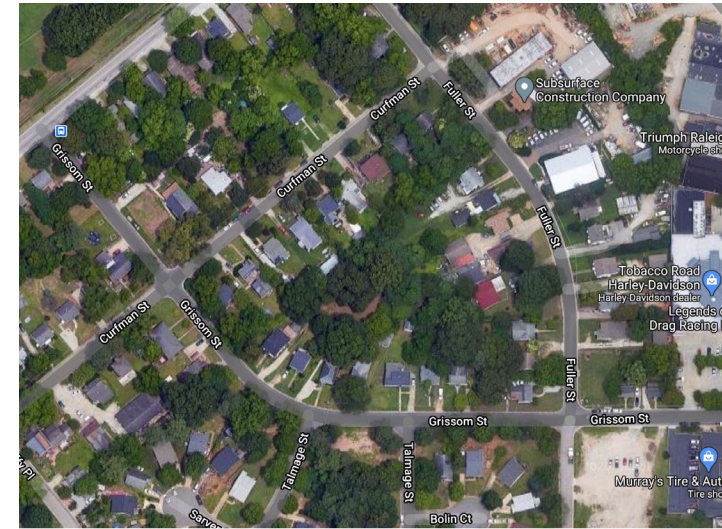
Housing stock example in Fuller Heights Neighborhood



Single-family houses in the Caraleigh neighborhood

ABOVE

Examples of the different types of housing stock across the site area
Credit: Googlemaps, Raleigh UDC, RHI



Deep single-family lots in the Fuller Heights neighborhood



Multifamily affordable units at Gateway Park Credit: Gateway Park



Pre-1920 housing stock, Caraleigh neighborhood



Newer Housing Stock, Maywood Avenue



Houses on a cul-de-sac in Carolina Pines neighborhood



Walnut Terrace apartments

ABOVE

Examples of lot capacity and the range of housing age across the site area
Credit: Googlemaps, Raleigh UDC

AFFORDABLE HOUSING FINDINGS

MOUNTING PRESSURES IMPACTING HOUSING AFFORDABILITY

Following the Great Recession of 2009-10, the City of Raleigh started to slowly recover over a two-year period as the financial markets stabilized, foreclosures and evictions reached their peak, and the federal government’s monetary stimulus started to stabilize the economy. Coupled with low interest rates, and rising housing demand (primarily rental demand in the beginning) the Metropolitan Statistical Area (MSA) started to experience rising median home sales prices and increasing rents. By 2012, sales prices and rents started to accelerate faster than median household incomes.

While affordable housing was an issue before the Great Recession, the recovery set off a growth response that has exacerbated the problem. Over the past 18 months, the Raleigh-Durham Metropolitan Area has experienced another spike in housing prices following the partial shut-down of the U.S. economy due to the COVID-19 pandemic. Historically low mortgage interest rates and increased housing demand in markets including Raleigh have pushed up demand for existing and new homes, and rising sales prices have fueled the demand for more affordable rental housing units. However, rental affordability has suffered too as the region is experiencing a housing shortage.

In the Dix Edge Study Area, there were 34 home sales over the past year, with 31 sales (91.1%) selling above their 2021 assessed values. While 13 (38.2%) homes sales were recorded below \$200,000, the same number were recorded above \$400,000. While the Dix Edge community is still considered affordable relative to the City of Raleigh as a whole, it is rapidly losing its affordability.

WHO BENEFITS FROM AFFORDABLE HOUSING?

The benefits of affordable housing accrue to the entire community, as more people can afford to rent or own their desired housing. For housing to be affordable, it must cost no more than 30% of a household’s gross monthly income. For homeowners, those costs include mortgage principal, interest, private mortgage insurance (if applicable), homeowner’s insurance and taxes. For renters, that includes contract rent and utilities.

a. Owner-Occupied Housing

Given that definition, housing affordability can be judged at every household income level and applied to every household in the community. Typically, affordable housing initiatives try to address the needs of households that make less than the region’s area median income (AMI) by size of household. In the Dix Edge community, the number of ownership households is very limited, with only 178 units falling into this category. The average household size is relatively small, just over 2 persons per household. Based on this household size, RKG shows the types of occupational pay levels that fit within the various AMI thresholds for typical affordable housing projects.

Utilizing the 2019 AMI thresholds for a 2-person household, one can see the range of occupations that fall within those annual income ranges. At 30% AMI levels, food service workers are primarily below \$25,000/yr. At the 30% to 50% AMI level, bus drivers, barbers and house painters fall within this threshold. One hundred percent of area median income for ownership

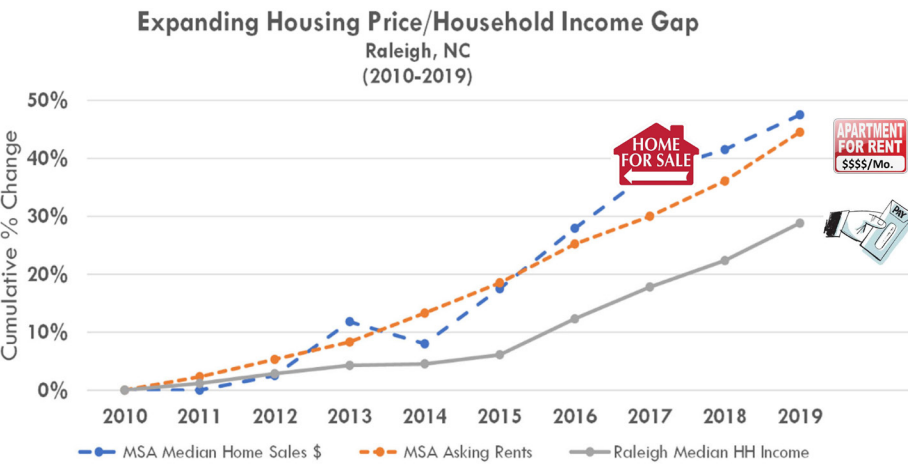
households was \$74,200 in 2019 for the Raleigh-Durham Metropolitan Area. The City’s affordable housing initiatives typically target households making less than 60% AMI (or \$44,520/yr.), which is typical of most Low-Income Housing Tax Credit (LIHTC) projects. As a way of comparison, median household income in the Dix Edge community is just less than \$40,000/yr., so falls within the 50% to 80% AMI threshold.

b. Renter-Occupied Housing

For renter-occupied households, the area median income level is higher because the average household size is close to 3 persons on average. In the Raleigh-Durham MSA, 100% AMI for a 3-person household was \$83,500/yr. Again, households targeted for affordable housing projects are typically earning 60% of AMI (\$50,100) and below. It should be noted that AMIs are a measure of household income, meaning that all adults over the age of 18 years determine household income, not just the head of household, as indicated in the graphic below, which is just for illustrative purposes.

HOUSING PRICE AND HOUSEHOLD INCOME

FIGURE: 4C-4

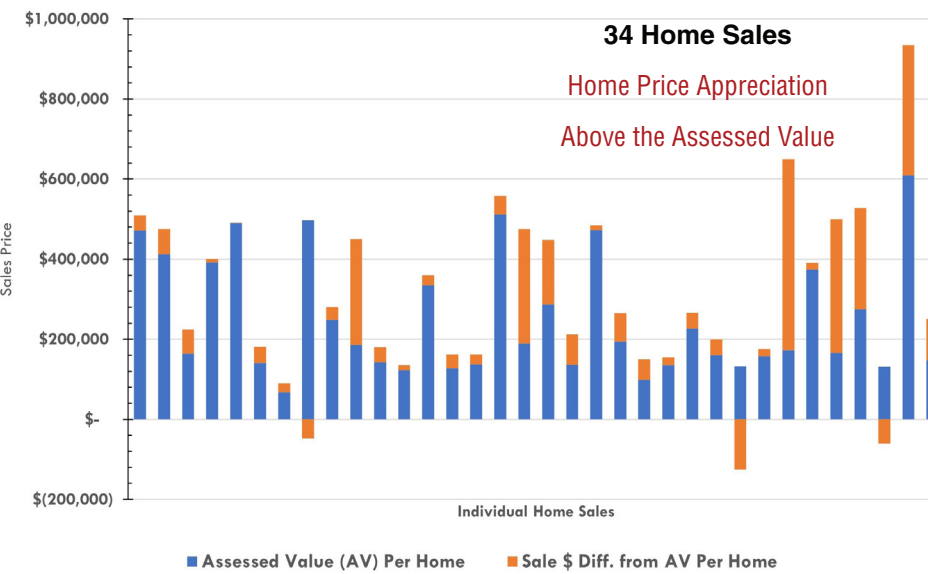


Credit: Zillow Research, and RKG Associates, Inc..

RESIDENTIAL ASSESSED VALUES AND SALES PRICES

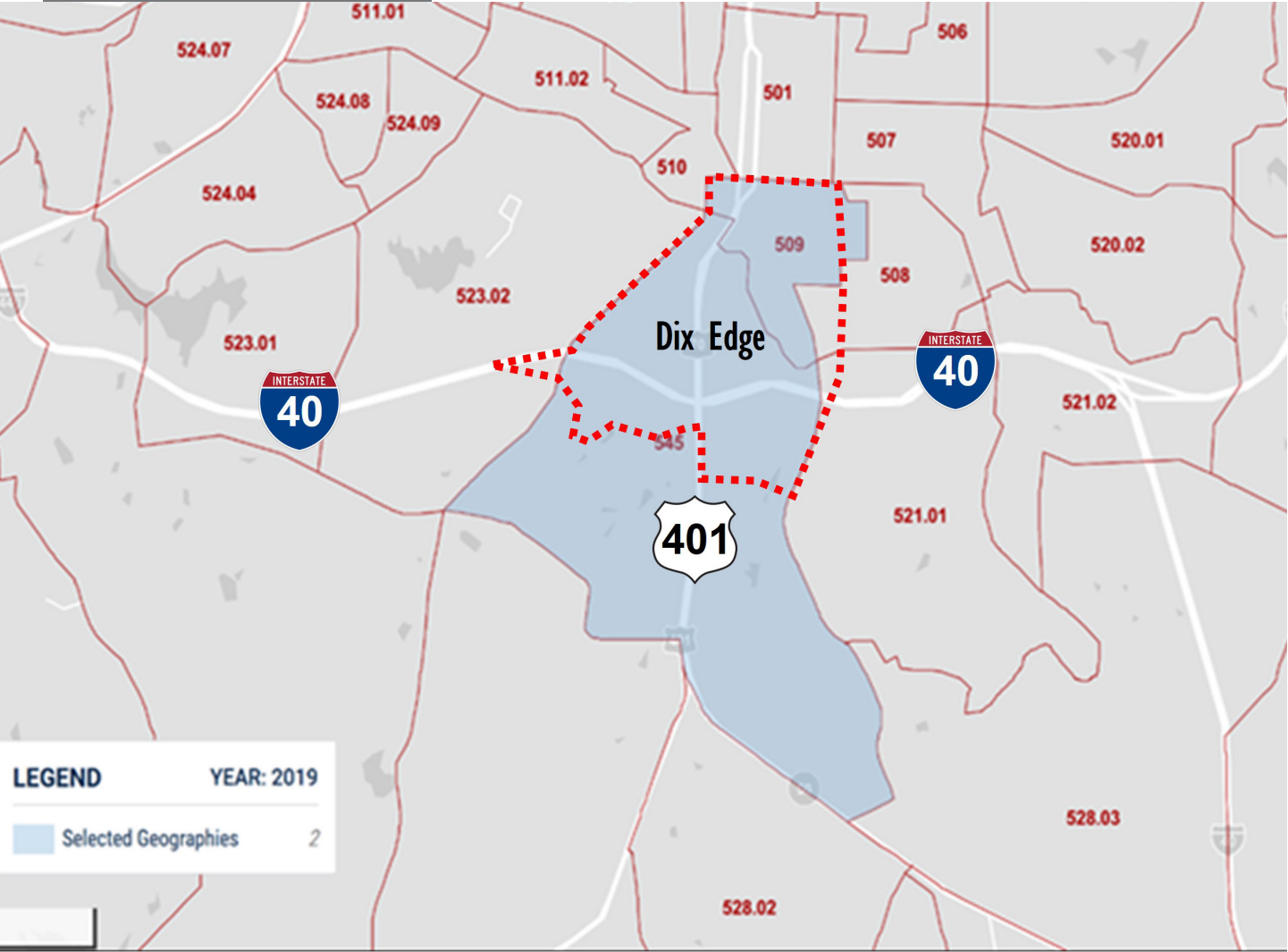
FIGURE: 4C-5

Residential Assessed Values v. Sales Price
Dix Edge Study Area Homes Sales
(Jan 2020 to Mar 2021)



Credit: Wake County Property Assessment data, and RKG Associates, Inc..

AFFORDABLE HOUSING
ANALYSIS BOUNDARIES
FIGURE: 4C-6



Dix Edge is primarily Contained in Census Tracts 509 and 545
Credit: U.S. Census Bureau , and RKG Associates, Inc..

**AFFORDABLE HOUSING SUPPLY/
DEMAND ANALYSIS**

Based on RKG’s affordable housing analysis, there were 738 renter-occupied households in the Dix Edge study area in 2019; roughly four times the number of owner-occupied units. The study area boundary for the analysis consisted of two census tracts that extended just beyond the Dix Edge boundaries. While this brought in some data beyond the Dix Edge study area, it is considered representative of area affordable housing conditions.

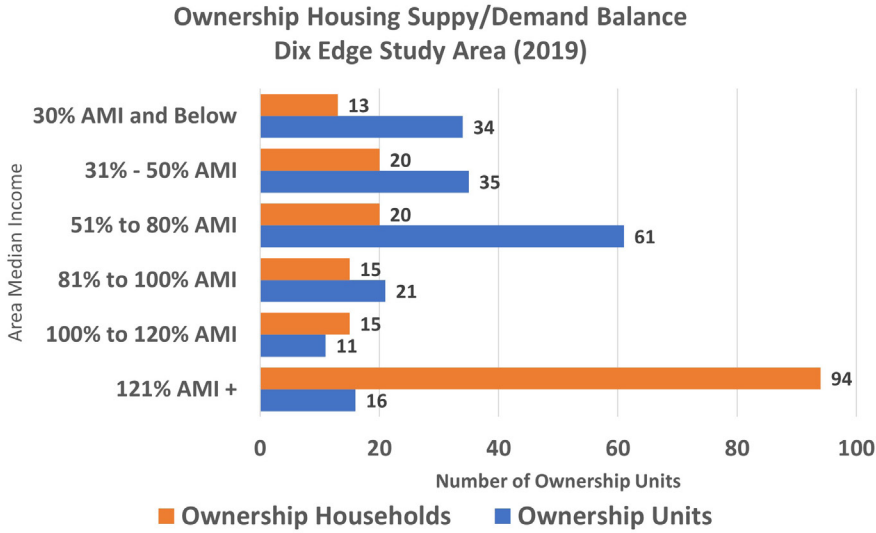
The results of the analysis illustrate where the greatest unmet needs and surpluses exist for ownership and rental housing. The analysis compared the number of households by income to the number housing units by home value and monthly rent as reported by American Community Survey (ACS).

**a. Owner-Occupied Housing Supply/
Demand**

As stated previously, the number of ownership housing units is small (178 units) in the Dix Edge study area, but the findings indicate that ownership housing prices skew to people making less than 80% AMI. It’s worth noting that the ACS data used for the analysis was before the most recent increase in housing values. In all likelihood, many of these ownership units have been owned by their residents for many years and they remain affordable to the occupants. However, if listed for sale, it’s very likely that these houses would sell for prices well above current assessed values.

The number of units available for persons making 80% of AMI or below (130 units) actually exceeded the number of households with incomes at that level (53 households). This suggests that there was a surplus of ownership units at that value. The great need for ownership housing was at the highest income levels above 120% of AMI. While that may seem counter-intuitive, it suggests that people with higher incomes are being attracted to downtown, perhaps to be closer to their jobs and a more urban lifestyle. Consequently, there are not enough higher-priced homes to meet their ability to pay. As a result, these potential residents would have to purchase lower value homes in the study area to meet their needs. Under that scenario, they would be competing against households with lower incomes for the best homes. This would have the effect of squeezing out lower-income households attracted to ownership housing in Dix Edge. The recent run-up in housing values may have started to equalize this balance between household income and housing costs, but this situation is likely exacerbating housing affordability for lower-income households.

OWNERSHIP SUPPLY/
DEMAND BALANCE
FIGURE: 4C-7

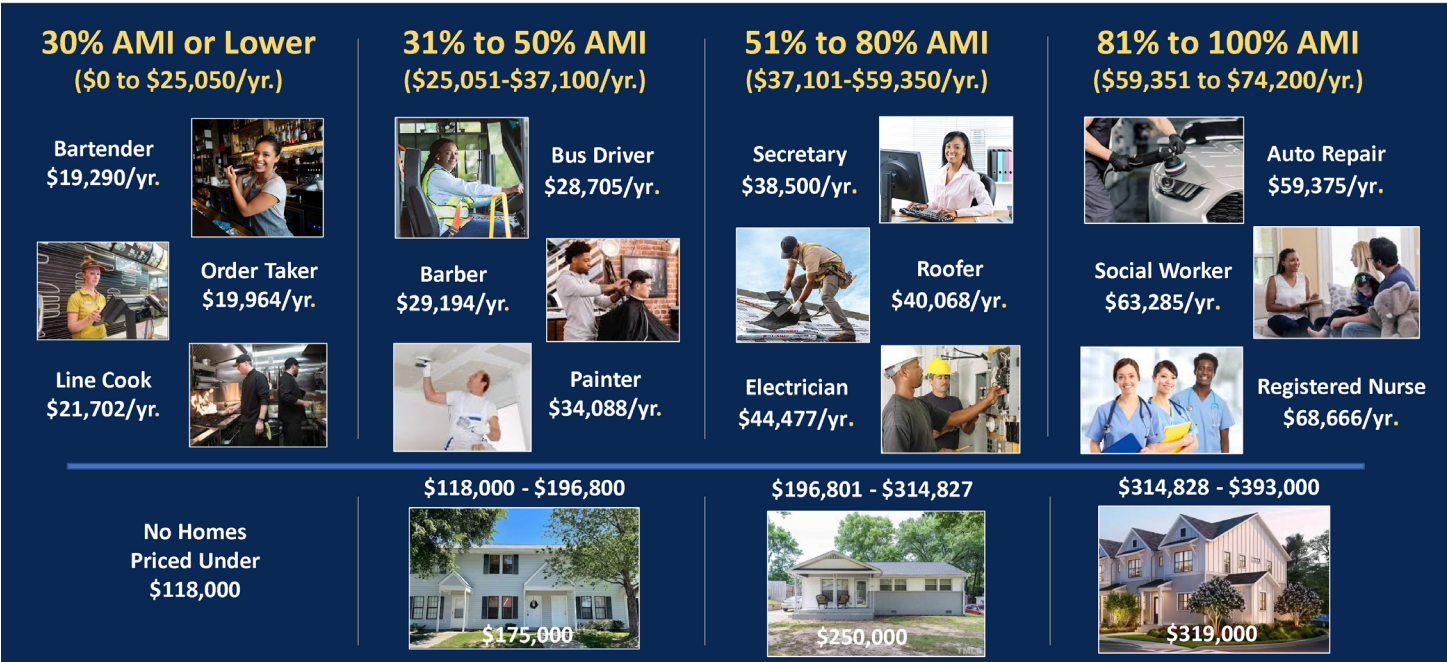


Credit: American Community Survey (2014-2019), and RKG Associates, Inc..

Ownership Affordable Housing AMI Thresholds

(100% AMI Level for 2-person Household = \$74,200/yr.)

Dix Edge Median Household Income = \$39,863



Credit: RKG Associates, Inc..

Rental Affordable Housing AMI Thresholds

(100% AMI Level for 3-person Household Size = \$83,500/yr.)

Dix Edge Median Household Income = \$39,863



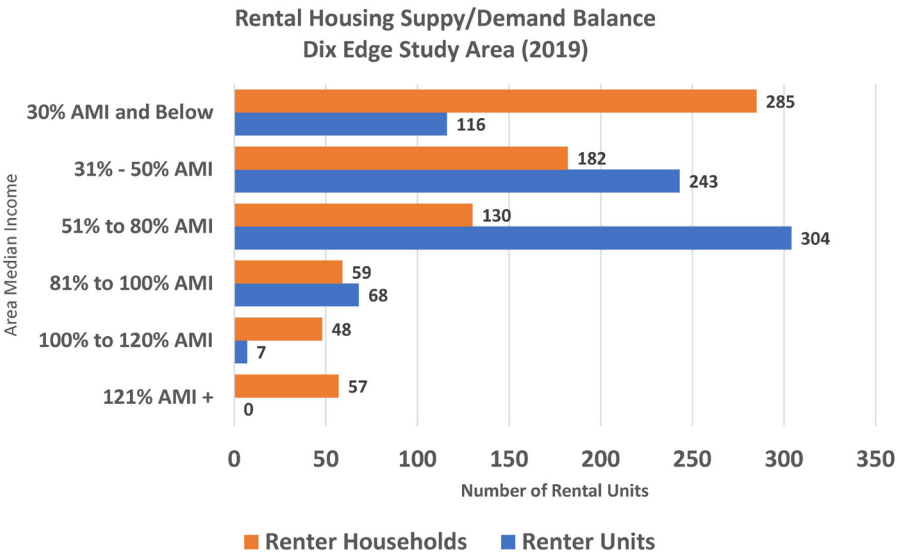
Credit: RKG Associates, Inc..

b. Renter-Occupied Housing Supply/ Demand

The results of the renter-occupied supply/demand analysis were much different, with the greatest supply shortages occurring at the low end of the income scale. As shown in the figure to the right, rental units with affordable pricing for persons at 30% AMI and below had a shortage of 169 units. However, shortage turns into a surplus between the 31% and 100% AMI range, where the number of units exceeds the number of households in those AMI ranges.

Above 100% AMI, there is a shortage of units priced appropriately for this group. Generally, these higher priced rental properties are not presently available within the study area but are located nearby in the downtown area. In the future, several large mixed-use residential developments are proposed/ planned/entitled; these developments will introduce higher priced rental housing in the study area. With more higher-priced housing in the study area, this could take pressure of the existing housing stock, which is being “bid up” in price by investors and higher income buyers.

It should be noted that a sizable share of the rental housing supply in the Dix Edge community consists of small single-family homes that have converted from ownership to rental properties over the years. They are not considered competitive with the supply of apartments in downtown Raleigh but are an important source of rental housing in the study area.



Credit: American Community Survey (2014-2019), and RKG Associates, Inc..

4.D COMMUNITY ENGAGEMENT

Community engagement and feedback were fundamental to the planning process. The Dix Edge Study featured a robust community participation and outreach program, designed to both integrate diversity of community members into the plan development and identify the present and future needs of the community. The information collected, feedback received, and ideas gathered were integral to the development of the recommendations.

Beginning in September 2020, the City of Raleigh and its consultant partners began this bilingual community engagement program. The engagement program was carried out with a mix of virtual and in-person events due to the health and safety restrictions of the COVID-19 pandemic. All in-person events were conducted in accordance with local health related safety measures.

The local community participated wholeheartedly during the engagement process and provided significant input for the development of the plan.

Prepare Phase

In September 2020, a series of listening sessions was conducted in the community. Out of seven sessions, five were conducted virtually and two in-person (one at Eliza Pool Park and one at Gateway Park Apartments). Following these listening sessions, four visioning workshops were held in November 2020. One workshop was conducted in-person at Eliza Pool Park and three were conducted virtually. At the

Visioning Workshops, community members and stakeholders brainstormed how Dix Edge might look in the future. Community members were invited to provide feedback through both an interactive exercise and a survey.

Action Phase

After the Listening Sessions and Visioning Workshops, a series of workshops was conducted between February and August 2021. These workshops focused on different elements of the Dix Edge Study including: affordable housing, regulatory frameworks; small-scale and near-term projects, connectivity and transportation; and longer term large-scale projects including new development and future land use. Each of these workshops included a mix of in-person and virtual events, and was accompanied by a survey in order to collect members' feedback. In total, 11 workshops were conducted (seven virtual and five in-person), as well as two local community pop-up events. The information collected at all of these events helped to refine, focus, and advance the creation of the Dix Edge Study.

Community Engagement: At-A-Glance

Throughout All Phases

15

Community Leaders

4

Community Ambassadors

11,781

Website Views

1,825

Participants

3,400

Comments

473

Subscribers

27,276

Responses

“Prepare” Phase

7

Listening Sessions

4

Visioning Workshops

87

Participants

488

Survey Responses

“Action” Phase

17

Workshops

250+

Participants

2

Rounds of Surveys

1,015

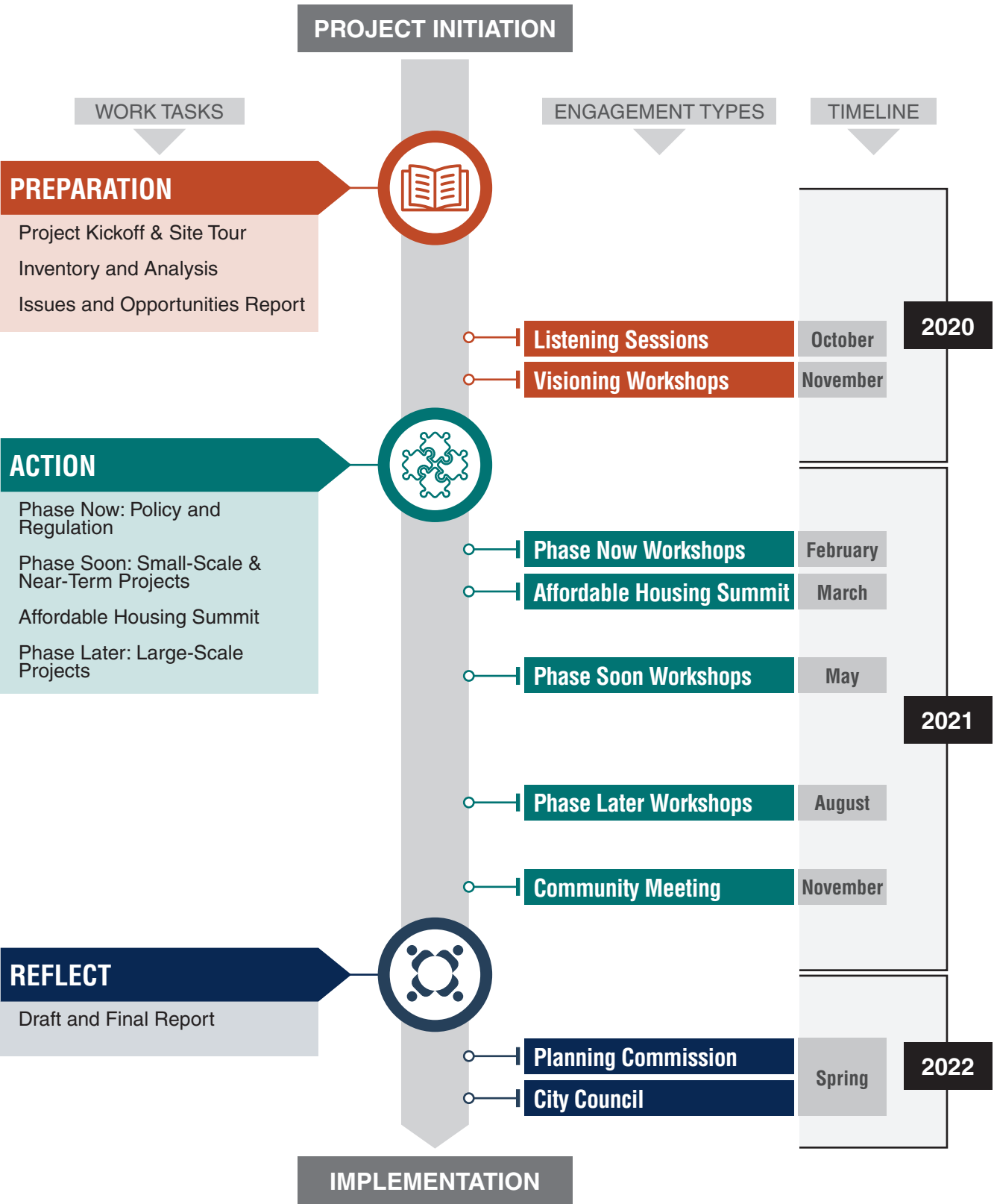
Survey Responses

Some of the key takeaways from all of the meetings are summarized on the next pages.

Reflect Phase

During the last phase of the planning process, a broad synthesis of all the information collected in the previous months took place. This synthesis led to the final development of this planning document and informed the strategies proposed.

Community Engagement: A Brief Timeline



Community Engagement: Summary of Feedback

Community Character

- Address residents' concerns about gentrification, displacement, and loss of neighborhood character due to new development throughout Dix Edge.
- Retain the diversity of Dix Edge including its historic character, charm, and local business community.
- Create community through sponsored/ supported events that bring neighborhood newcomers and long-time residents together in the same space.
- Explore changes to the building code which recognize the nuance between individual land owners and large-scale land holders, both of whom have different abilities to correct code infractions.
- Proactively provide information to community members who do not speak English as a first language to ensure individuals are aware of community programs and events.
- Mitigate environmental impacts, including stormwater runoff, flooding, loss of tree cover, and loss of local wildlife, as a result of new development.

Affordable Housing

- Maintain and grow housing diversity in Dix Edge.
- Expand existing housing programs that assist homeowners to stay in their current homes.
- Provide educational materials to homeowners and renters to assist them in making informed decisions regarding aging in place, buying, and/or selling their property/ies.
- Preserve existing naturally occurring affordable housing (NOAH), where feasible, and offset any loss of NOAH with inclusion of affordable housing in new construction.

Connection & Safety

- Promote pedestrian and bicyclist safety along roadways through physical interventions, including traffic calming elements.
- Ensure that existing sidewalks, walkability, and general connectivity are preserved and enhanced as new developments are built in and around Dix Edge.
- Create new sidewalk and bicycle connections to improve mobility, accessibility, and transit in Dix Edge.

Community Amenities

- Add more gathering facilities throughout Dix Edge, such as a community/ recreation center, more/improved playgrounds, and/or a library.
- Attract new businesses to Dix Edge which serve the local community, including a local grocery store.



These materials were prepared by RHI for the City of Raleigh Planning and Development Department.