

DIX EDGE AREA STUDY

PHASE NOW WORKSHOPS

MEETING SUMMARY



Table of Contents

Overview	4
Session Results	6
Affordable Housing and Infrastructure.....	7
Transportation & Infrastructure	10
Other Workshop Results	12
Conclusion	13
Appendix	14
2-18-21 12:00 p.m. Workshop Comments.....	15
2-18-21 7:00 p.m. Workshop Comments	19
2-24-21 12:00 p.m. Workshop Comments	22
2-24-21 7:00 p.m. Workshop Comments.....	24

These materials were prepared by Public Participation Partners for the City of Raleigh Department of Planning and Development.

PHASE NOW WORKSHOPS

The Dix Edge Area Study project team conducted five Phase Now workshops to gather public input on ideas and goals for the community. These workshops gave residents in the area the opportunity to share concerns and visions they have about Affordable Housing, Transportation, and Urban Design. Project staff met with residents in person and virtually during these one-hour workshops to answer and ask questions about the project and the community.

Overview

As a part of “Phase Now” in the Dix Edge Area Study, project staff at the City of Raleigh hosted five (5) virtual community workshops for residents of the study area and one (1) socially distanced and masked in-person workshop. The first two virtual workshops focused on affordable housing issues and related infrastructure status. The second two virtual workshops and in-person workshop focused on transportation and urban design issues. The goal of these workshops was to gather community input on the full range of issues that can be used to create planning recommendations that City Council can adopt in the immediate future.

The Affordable Housing and Infrastructure Phase Now Workshops took place on February 18, 2021. The City of Raleigh hosted two workshops on that date: one (1) from 12:00 p.m. to 1:00 p.m. and one (1) from 7:00 p.m. to 8:00 p.m. These workshops were hosted virtually in light of public health considerations from the ongoing COVID-19 pandemic. The workshops took place over Zoom, and participants had the option to dial-in using a phone if they were unable to participate via the Zoom application. Both of the workshops were conducted in English.

The Transportation and Urban Design Phase Now Workshops took place on February 24, 2021. The City of Raleigh hosted two workshops on that date: one (1) from 12:00 p.m. to 1:00 p.m. and one (1) from 7:00 p.m. to 8:00 p.m. These workshops were hosted virtually in light of public health considerations from the ongoing COVID-19 pandemic. The workshops took place over Zoom, and participants had the option to dial-in using a phone if they were unable to participate via the Zoom application. Both of the workshops were conducted in English.

An additional virtual meeting that was conducted in Spanish took place on February 25, 2021. The City of Raleigh hosted the workshop from 7:00 pm to 8:00 pm. The workshop was hosted virtually over Zoom, with a dial-in option if participants were unable to participate via the Zoom application.

In addition to the five virtual sessions, an in-person, masked, and socially distant meeting was held at Eliza Pool Park on February 20 at 10:00 a.m. The meeting was conducted in both Spanish and English.

Date	Time	Location	Language
Febraury 18	12:00-1:00 PM	Virtual (Zoom)	English
Febraury 18	7:00-8:00 PM	Virtual (Zoom)	English
Febraury 20	10:00-11:00 AM	Eliza Pool Park	English and Spanish
Febraury 24	12:00-1:00 PM	Virtual (Zoom)	English
Febraury 24	7:00-8:00 PM	Virtual (Zoom)	English
Feburary 25	7:00-8:00 PM	Virtual (Zoom)	Spanish

Participants

For the Affordable Housing and Infrastructure workshops, twenty-one (21) participants attended the 12:00 p.m. workshop and thirty-one (31) participants attended the 7:00 p.m. workshop, for a total of fifty-two (52) attendees. For the Transportation and Urban Design workshops, thirty-five (35) participants attended the 12:00 p.m. workshop and fourteen (14) attended the 7:00 pm workshop for a total of forty-nine (49) attendees. Thirteen (13) participants attended the in-person meeting at Eliza Pool Park. One (1) participant attended the virtual workshop in Spanish. Overall, one hundred fourteen (115) attendees participated in at least one of the six sessions.

Meeting Notifications

Residents were notified of the Visioning Workshops and accompanying survey through the following communication methods:

- Flyers in both English and Spanish were distributed to registered neighborhood associations, Boys and Girls Club, Bridge Fellowship Church, Partners for Environmental Justice (PEJ), and Washington Elementary School, and Washington Elementary School
- Door hangers placed on doors of residents in the study area
- Digital bus advertisements on GoRaleigh buses
- Information posted on the City of Raleigh project webpage
- Three (3) GovDelivery email blasts sent to project subscribers
- Sponsored Social media posts in both English and Spanish on the Raleigh Planning Facebook, Instagram, and Twitter as well as to the NextDoor registered neighborhoods
- Eighteen (18) yard signs were placed throughout the study area
- Announcements were placed in the February project newsletter
- Outreach staff visited six (6) local businesses to ensure they were aware

SESSION RESULTS

In each of the workshops, participants were placed into small groups and asked different questions about housing availability and affordability, transportation, and urban design in the Dix Edge area. Participants shared their responses to the questions, listed below, and project staff took notes on responses using sticky notes and maps in on MURAL whiteboards and Google Jamboard.

AFFORDABLE HOUSING & INFRASTRUCTURE WORKSHOPS

Is the type of home that fits your family's needs currently available in Dix Edge? If not, what is missing from this area?

Participants were asked to share any concerns they Participants were asked if the housing that is available in the Dix Edge community fits their family's needs. If the housing does not fit their needs, participants were asked to share what types of homes were missing.

While some noted that the type of housing in the Dix Edge community does fit their family's needs, others expressed that it does not. Participants discussed the need for more affordable housing, more rental units (especially one and two-bedroom units), and more multifamily units or accessory dwelling units (ADUs). Some noted the need for middle-sized square footage homes and apartments, rather than just large or small square footage. Others noted a need for larger square footage in homes.

Multiple participants discussed the proximity to Downtown Raleigh as being a draw to the area, which can make developers more inclined to build in the area. However, they noted that the housing being developed is mostly luxury housing. Participants stressed the need for increased and continued affordability in the Dix Edge community.

Participants also discussed other needs in the area, such as continued diversity of residents (in terms of racial, ethnic, and income-level diversity), as well as a need for a mix of both rental and ownership housing. Participants also discussed a need for accessibility and connections in the area, such as sidewalks and greenways.

A full list of responses to this question can be found in the Appendix.

Sometimes to keep housing affordable we must increase the supply, or number of homes available. Would you support additional building height or different types of buildings (like duplexes or small apartments) to increase or maintain affordability?

Participants were asked to share if they would support additional density, number of homes available, or building height to increase or maintain affordability in the area.

In general, participants were in favor of increasing density to increase and maintain affordability. Some participants noted that moving towards density is a positive thing and adding in multifamily housing can help improve affordability in the area. Participants noted that this area could become an extension of Downtown Raleigh, noting that density could increase as one gets closer to Downtown. Others noted that while taller buildings and increased density may change the character or feel of the area, the increased affordability would help.

Some noted that additional infrastructure is needed in the area to support increased density. This infrastructure would include additional parking, sidewalks, and traffic-calming elements.

While many were in favor of increased density, some participants expressed concerns that come with the increase. Some expressed concerns of location for increasing density, as one (1) participant noted that the area feels "built out" already and another noted a concern about displacement of current residents. Another participant mentioned a concern about the views of Dorothea Dix Park changing with increased density in the area.

In the 7:00 p.m. workshop, participants were asked how affordable housing should be achieved in the area. They were asked to share if they would support multifamily housing, ADUs, or other development to increase affordability in the area.

Some participants noted that they would support these initiatives as they would improve the area by keeping housing in good shape that is otherwise neglected. They also noted that this would be a way to allow for affordable housing while also allowing those that live in the area to make additional income from their property. Participants also noted that this would preserve the character of the community instead of bringing in "cookie cutter apartments."

Some noted that they are in favor of ADUs and garage apartments, but not in favor of tearing down existing units to build multifamily housing. Participants mentioned concerns of displacement of current residents with upcoming changes and development in the area, especially displacement of those with lower income.

Others noted that they were in favor of increased density in the area as it would allow for more people to live there at affordable price points. Participants noted a need for various price points within the community. They also mentioned that increased density would allow for the development of the Raleigh transit system.

A full list of responses to this question can be found in the Appendix.

Have you or any of your neighbors been approached either by real estate people or your landlord in recent years/months to sell or move from your current housing? If this were to happen to you, what would be your concern?

Participants were asked to share if they have been approached by real estate investors or landlords to determine if they are looking to sell or move from their homes. They were also asked to share concerns about these pushes to sell as well. Many participants commented on the increasing demand in the area, as many are looking to buy property to develop or rent to others. They noted that property that goes up for sale usually sells quickly.

Many participants noted that they have been approached by people asking if they were looking to sell their homes. They noted that these inquiries can happen frequently, with some noting that they get phone calls anywhere from once a month to multiple times each week. Others said that they will receive mass-produced mailers in the mail asking if they are interested in selling their homes. Some participants said that they have been approached in their front yard before asking if they were interested in selling their home. They noted that those that express interest in buying their properties say they will give a great offer. Many are looking to buy property in the area to rent out or redevelop. Others mentioned that they have experienced or seen increasing rent costs in the area.

Participants mentioned concerns with these practices, as some people that are experiencing financial stress may be inclined to try and sell quickly to these real estate entities looking to buy. Some mentioned concerns that the reality of the housing market is not evident to many people in the area – they may feel pressured to sell but will not find other housing with the same affordability and amenities elsewhere. Many noted that there is not much affordable housing to move to if they left the area. Participants noted concerns of displacement of current residents in the Dix Edge community. They also noted concerns of moving away from family and friends, losing the character of the community, and gentrification of the area.

A full list of responses to this question can be found in the Appendix.

TRANSPORTATION AND URBAN DESIGN WORKSHOP RESULTS

What are streets or locations on the map where you consider Urban Form Guidance appropriate?

Participants were asked to identify places where Urban Form Guidance could be appropriate. Urban Form Guidance is a policy that is mapped out in the City's 2030 Comprehensive Plan and identifies locations where dense, mixed use developments with walkable design are appropriate.

Many participants noted that the Lake Wheeler Road, South Saunders Street, and Maywood Avenue as streets that are important connections and could use urban form guidance, to create more bicycle- and pedestrian-friendly streets. Bicycle infrastructure like additional bike lanes and improved sidewalk connectivity were also cited as needed throughout the study area. Multiple participants asked if the powerlines in the area could be used as corridor for pedestrians and cyclists.

More generally, participants noted a desire for better connectivity throughout the study area. Enhanced east-west connections, more and smaller blocks, and improved bicycle and pedestrian facilities were all mentioned as possible interventions to create more connectivity. Some participants mentioned the importance of having bicycle and pedestrian connections north of the intersection of Lake Wheeler and South Saunders Street to help connect downtown with the study area. Urban Form guidance could help ensure more pedestrian-focused development.

Some participants mentioned specific areas they could see as potential areas that could be appropriate for Urban Form guidance. The industrial uses north of the Wheeler Park neighborhood was mentioned as a potential area for a larger mix of uses. The area at the intersection of Grissom Street and Talmage Street was identified as another potential mixed-use center.

A full list of responses to this question can be found in the Appendix.

What type of experience would you like to have while walking or biking down Lake Wheeler Road from Centennial Parkway to South Saunders Street? For example, would you like to be able to visit restaurants, businesses or a grocery store?

Participants were asked to share their vision for what they would like to see when biking or walking down Lake Wheeler Road.

Some participants mentioned a wanting village feel along Lake Wheeler Road, with opportunities for a mix of uses including business and services desirable. Other participants agreed that a mix of uses were desirable, with shorter buildings as more appropriate to transition to the existing residential uses and lessen noise and light impacts. Some participants thought having taller mixed-use buildings with ground floor retail and restaurant uses would be desirable along Lake Wheeler, with Glenwood South as an example. Some thought the consideration of the balance between density and character was important, with mixed uses desirable, but with shorter buildings in consideration of noise and lighting impacts to nearby existing residential uses.

The ability for people to walk and bike was noted as something that should be a primary focus of Lake Wheeler Road. Some noted that there are retail amenities in the area like a grocery store, but they cannot walk to them. The concern that Lake Wheeler Road is not hospitable to cyclists and pedestrians were echoed several times in separate discussion groups, including the lack of consistent sidewalks. Some participants agreed that the cycling and pedestrian experience were important but did not want to slow traffic flow on Lake Wheeler.

Lake Wheeler was generally seen as a street where more connections should be made. Examples of connections that were mentioned: more pedestrian connections at points where streets end at Dix Park, better cycling and pedestrian connections across I-40 along Lake Wheeler, and better connections between adjacent land uses, like the State Farmer's Market and Dix Park.

A full list of responses to this question can be found in the Appendix.

OTHER WORKSHOP RESULTS

Eliza Pool Park Meeting

Participants drew their preferences for streets that should have urban form designations mapped and had a discussion about walkability and how access to Dix Park can be improved. Echoing sentiments from the virtual meetings, participants expressed a desire to see better connectivity options across I-40 and noted that South Saunders Street and Lake Wheeler Road do not feel safe on a bike, but they cannot access the greenway without getting on them.

Virtual Spanish Meeting

The single participant asked the following questions:

- What do you mean when you say affordable housing? Affordable to who?
- Who owns the properties zoned for CX?
- How will people be able to remain in their homes if their taxes go up because of all the improvements in the area?
- The City is trying to give out information about changes being made, but this should have happened years ago. It feels like this is taking place too late to have any influence over the future of the community.
- What can we do right now to help provide more affordable housing?

Conclusion

Fifty-two (52) attendees participated in the Affordable Housing and Infrastructure “Phase Now” Workshops on February 18, 2021. Within these workshops, these participants discussed opportunities and concerns for affordability in the Dix Edge community. Many noted that they would support increased density, including multifamily housing, ADUs, and garage apartments, to increase and maintain affordability in the area. Many emphasized the need for affordable housing to be built instead of luxury homes that are being prioritized by some developers. There is increased pressure to sell property in the area due to increasing demand to develop, and many have been approached by real estate entities asking if they were interested in selling their property. With this increased demand, many are concerned about displacement, gentrification, and loss of affordability in the Dix Edge community in the future. Participants noted the need for increased and sustained affordability in the area.

Forty-nine (49) attendees participated in the Transportation and Urban Design workshops on February 24, 2021. During these workshops participants discussed potential areas that would be appropriate for Urban Form Guidance and Transportation issues within the study area. Many participants supported a focus on pedestrian and bicycle infrastructure and desired increased connectivity within the study area and to locations outside of the study area such as downtown. When specifically asked about the vision for Lake Wheeler Road, many participants favored a mix of uses that would be accompanied by high-quality pedestrian and cycling infrastructure. There was some difference in opinions about the height of buildings along Lake Wheeler, with some favoring taller buildings to promote increased density while other favoring shorter buildings to minimize impacts on adjacent properties.

The participants in the bilingual meeting at Eliza Pool Park echoed sentiments from the virtual meetings. Participants expressed a desire to see better connectivity options across I-40 and noted that South Saunders and Lake Wheeler Road do not feel safe on a bike, but they cannot access the greenway without getting on them.

The single participant in the virtual spanish workshop asked questions about the definition of affordable housing, property ownership in the area, and the effectiveness of interventions happening now after the area has already started the change rapidly.

APPENDIX

2-18-21 12:00 p.m. Virtual Workshop

Question 1 Comments: Is the type of home that fits your family's needs currently available in Dix Edge? If not, what is missing from this area?

- Yes, current home meets family needs for the foreseeable future.
- Thinking about families at a similar income level as they were when they moved in - think it would be more difficult for those people now.
- Considered moving based on family needs, but like the home
- Live on Sierra Dr near Carolina Pines Park (been there for 20 years). Three criteria: 1) diverse racial/ethnic neighborhood, 2) house we could afford, 3) close to center of the City. Have concerns about adjusting to increasing values.
- One house on the street had some issues with rundown, but then it sold and someone's fixing it up. Love being in the diverse neighborhood; some people might not be comfortable with upkeep.
- Only concern with nearby apartment housing is a dirt parking lot that has runoff.
- Landlord in neighborhood - houses that have more than limit of people living there. Landlord has major fines with the City that haven't been paid. Concerned about it - but some problems do solve themselves.
- Would be happy with more middle-type housing; more variety of options.
- Many houses nearby are rentals. Can see people buying lots, tearing down and building up/more rentals. If some efforts don't happen soon, that will happen.
- Some residents could be interested in ADUs if the land was affordable - not a lot of ADUs available right now
- Current price point sought is approx. \$520/month but they aren't available
- One and two-bedroom apartments are the focus of developers - primarily seniors looking for this type of housing
- New units need to be affordable and in close proximity to amenities. Yard space isn't a concern
- Due to proximity to the university, there are a lot of 1-2 bedroom properties. There is a need for these types of units
- Areas like this are constantly under pressure due to proximity to Downtown
- Own in Caraleigh and renting to son - trying to decide about long term. Grad student - area fit well as a renter but could not afford to buy.
- Hope change will come for affordable housing
- Need to blend income levels and residents in communities
- Wonder if City is partnering with nonprofits to build affordable housing (i.e. by using bond funds)
- Comes down to funding and resources to build affordable units and keep them affordable
- New house in study area already expanding
- More square footage in home
- Lots of different size homes outside of Dix Edge or study area
- Like - Improving Farmers market with better access
- Crosswalk by Boylan Avenue to Dix Park is unsafe with bad accidents
- So many projects going on this area; the developers are jumping in and mostly with luxury housing
- Affordable housing should be kept
- Word of mouth rentals, convenient to downtown; so many people coming
- Healing Transitions and Trophy Brewing are assets
- Sidewalks, there may not be a lot of room to make positive impacts
- There is no safe way to go from Point A to B to C

Question 2 Comments: Sometimes to keep housing affordable we must increase the supply, or number of homes available. Would you support additional building height or different types of buildings (like duplexes or small apartments) to increase or maintain affordability?

- Would like to be able to get downtown on bike - then would be okay with this area being an extension of downtown.
- Duplexes or small apartment buildings feel more comfortable than buildings with a lot of height. But they might not be affordable at higher price point.
- Open to diverse types of housing in their area.
- A tall building would change the character of the neighborhood. But would feel differently if it was more affordable housing in that taller building.
- Addition of duplexes and apartments led to increase in traffic to get in and out of neighborhood.
- Increase in debris in the area/on the streets, roadside, and outside of the properties. Walking paths are more consumed with debris. Not sure the cause/who is doing it (residents or outside of the neighborhood). Started within the past year/year and a half.
- As you move closer to downtown, seems more appropriate for higher density.
- We don't see too many issues where we are. But the land owners not willing to have occupancy has impacted the neighborhood.
- Density - Residential neighborhood up to 5 stories; closer to Lake Wheeler there will likely be mid- to high-rise which seems appropriate for there.
- Generally in favor of higher density. In Caraleigh, lack of development up until recently. A lot of property owned by a handful of owners. Since 2008, saw the landlords taking the position that they were rescuing the neighborhood, but just sat on them for income streams. They might be waiting to sell them for more money.
- Some existing multimodal connections like bus access
- Parking decks, sidewalks
- There's no plan for LW Road so improvements are needed - infrastructure investment is needed to support more density. Additional cross over capabilities are needed
- Proximity to park and downtown should be more dense - multi story
- More density would be positive
- How to avoid bad urban renewal to avoid - Friendly urban interfaces, slowed traffic/ traffic calming, overpasses and land bridges for major roads, safety issues
- BRT Corridor in the plan will connect transit in this area - positive change
- Example - art museum bridge. City needs to address how to connect over major highways and streets
- Lack of incentives is the largest impediment to affordable housing development
- Density would be a plus. Depends on how serious the City is in leveraging resources to support it
- Need additional resources for developers - more incentives - LIHTC, and providing resources to the locations that need them
- Yes to all of the above - every little bit helps
- Will need to use every tool in the city to make a dent in the problem
- Don't have a lot of duplexes or small apartment buildings
- Simpler to mix it in and pay attention to affordable housing that lasts longer
- 900 affordable homes lost across Wake Co. every year
- I agree
- Yes to all
- Support whatever will increase density and affordable housing
- Already have a lot of activity and/or rezoning that has been approved; need to keep certain characteristics of the neighborhood
- Some duplexes or apts that are aged may need to be expanded; don't displace the current residents; something in the 2-3 story range
- Where would we put them, pretty much built out
- Can't keep putting single family units in the neighborhood; How far up should the units be?

- Increasing the supply of housing units might be more feasible in fuller heights; a lot of these homes are run down
- Keep adding to current square footage; working from home has caused an increase in square footage
- City should advocate for affordable housing
- Views from Park to downtown may change with density
- Definitely think we need to move towards density; we have to move towards that goal because of proximity to downtown
- Impossible to get as we do not have regulations for affordable housing

Question 3 Comments: Have you or any of your neighbors been approached either by real estate people or your landlord in recent years/months to sell or move from your current housing? If this were to happen to you, what would be your concern?

- Haven't heard of this first-hand. Do know some renters that had a landlord increasing rent.
- Get postcards/flyers in the mail from real estate entities saying they'll buy their house. (Last 3 years; feels like it's increasing)
- Some messaging coming from people representing investors who want to buy properties to rent.
- Area they live in already had apartments added (started in 1997). Added more mix-use to the area (duplex and apartments surrounding/mixed in).
- The lack of affordable homes to move to is a problem - can't sell because there is nowhere to go.
- Developer interest in this area is pretty high - gets calls every day for his properties - buy to live or renovate. Been receiving calls for 3 yrs. Calls increase every time a study about Raleigh is published
- There are opportunities for development, but not sure how to make it affordable due to the market pressures from major market rate developments in the area.
- Knightdale, Apex, near Garner are areas where land is still relatively affordable.
- People come up to you in your yard or receive texts on phone
- Constantly being approached about selling - about once a week
- Weekly, sometimes daily, something in the mail about wanting to buy house
- With this much demand, people are going to continue to flow cash into the area
- Looking to buy rental properties in the area, say they will give a great offer
- Houses in the area that go on the market sell very quickly
- Some of the lots may be good locations for duplexes or triplexes - likely to be more affordable
- A few participants do not live in the neighborhood but voiced that when they moved in their neighborhood, this area was a starter neighborhood and now are getting calls about selling property
- Recently read an article in New York Times summarized that everyone is for it when it's not in their neighborhood or somewhere else
- Pretty easy to check and see what other comparable housing is going for by viewing different real estate sites
- Family lives outside the area; would miss friends; but family connection is not a concern
- Affordability
- All participants are concerned about affordable housing
- Neighbor is 72-73 years old with mental health issues, daughter owns the house; if she gets an offer and get a great deal; what would become of the parent
- Caraleigh residents get calls all the time
- Just purchased in August; been stalking different real estate sites; concern is would have to get a really, really good offer; other housing in area has started to go up for sell; other homeowners are getting offers
- Housing for students complicates things in the area; with good design don't need a lot of square footage
- Near rex hospital - infills are dreadful; changed the whole character of the neighborhood
- Attend the Farmer's Market a lot; vendors are concerned about the long-term plans of the farmer's market; not sure if the managers are discussing or communicating with vendors
- Southeast Raleigh - gentrification around the New Bern area
- Concern: amazing offer but the reality of the market is not laid out; you cannot get anything comparable to the amenities or be affordable
- Yes, 3 phone calls this week; but not selling; you can make a big profit in this area
- Five Points - 15-20 years ago
- Value the diversity
- One Wake project
- Boylan Heights - neighborhood group - meet to discuss new development
- We are really lucky here as we have diversity - restaurants, small businesses

2-18-21 7:00 PM Virtual Workshop

Question 1 Comments: Is the type of home that fits your family's needs currently available in Dix Edge? If not, what is missing from this area?

- Mid-sized retail
- A great thing about the existing the community, is that if everything was left alone, we wouldn't continue to have it. Would like to sustain the balance of affordability.
- The issue of affordability is important. Surprised by \$100k as median price (recently seems higher).
- Number of students live in the area around Washington Elementary - the ability to live in the area enables them to come to a magnet school. As families lose the opportunity for affordable housing (especially housing), they'll lose access to the school.
- Want a hybrid approach. Want to preserve the history of neighborhood and diversity. Sustain the existing housing stock.
- Walnut Terrace - a third are market rate, a third are older adults, a third people can qualify based on income level. Those apartments were designed to give access to a range of people.
- Would like to see the housing stay the same. There's plenty of apartments going up and would like to preserve the current area.
- Yes, but neighbors may be pushed out and could get cheated out of revenue from their home sales
- No - The cost of the homes are currently at a min 500k for a SFH which is unaffordable for existing residents. No yards, side street parking, no privacy from pedestrians - walking in yards. Can't add fencing to already expensive properties due to cost.
- Elderly populations and minority/POC populations are disappearing from the neighborhood. Elderly residents cannot continue to live by themselves. Are being replaced by upper middle class white families. Need to support these groups in staying in the neighborhood.
- Higher density - most now is single family homes
- Co-housing like in Durham: build smaller houses with shared amenities (lawns, gardens, grilling space)
- Affordable housing
- Have to work with community before selling
- More control over who can buy and sell into the community
- Mixture of ownership and rental housing
- Not just for single-family, but for multi-family as well
- Majority rental at the moment - different dynamic between owner neighborhoods and rental neighborhoods
- Would like to see City of Raleigh enforce code more instead of show up and just fine them
- Wheeler Park - landlord owns 200+ houses in Raleigh - tenants trash neighborhoods
- Walnut Terrace - affordable mixed income housing; appreciate the opportunity have the affordable housing and the mixture of the community
- At certain level we have what we want; want to add ADU to help mother-in-law to live here
- Walnut Terrace, have the ability to buy but not the need
- Neighbors showed interest in ADU
- We can get outpriced if we don't get some measure in
- We don't have anything in-between (missing middle) SF and apartments
- Green space is OK near the greenway; can get to Dix Park conveniently
- Grocery store and better pedestrian infrastructure.

Question 2 Comments: Sometimes to keep housing affordable we must increase the supply, or number of homes available. Would you support additional building height or different types of buildings (like duplexes or small apartments) to increase or maintain affordability?

- Live in Caraleigh - would like more home ownership because people take care of their home. Gives at least the impression of safer neighborhoods.
- This is a good thing - add housing while preserving vegetation, trees, affordability, etc. Does this model work with the cost of construction?
- Think it's a good idea to be able to use your land to have someone else live there if you own the property.
- Being able to leverage that equity and have something where you can make money and have affordable housing is a very good thing for a neighborhood. Plenty of housing right now that's abandoned/not in good shape - having something to compete with that would be good.
- Need to keep up the efforts that are happening right now and the determination of the people who live there to stay there.
- Expecting less concern over my back yard sort of thing - this area seems to be progressive in that thought. Sky's the limit for the possibilities. Need to think about: what does success look like for the people who live here.
- Doesn't prefer to have larger scale developments near major roadways due to pollution from road.
- Wouldn't have a problem with these types of developments - keeps in line with the existing character of the neighborhood instead of cookie cutter apartments.
- Not okay to replace existing houses with duplexes or small apartments because it would make the neighborhood crowded. Yes to garage apartments.
- Concerned with air quality for residents living off of commercial areas and major roadways
- A lot of older houses here are not built with that in mind
- If you don't allow housing to get built, people will be crowded out
- Smaller units - 1500 sq ft homes
- More housing is always better
- CoR has approved ADUs after past resistance - in favor
- Less pushback in commercial sector, but residential development has huge pushback
- Free market parking - no minimums, let developer decide
- Part of affordable housing is being able to afford utilities and heating/cooling - new affordable housing should be tied to energy star rated housing
- How to get higher density and keep housing - already huge pushback against any development in Caraleigh/Maywood area
- More density would lead to lower taxes
- One thing Raleigh lacks is density to support highly used transit
- Density around transit centers will also help reduce the traffic
- Want a mixture of price points
- blue collar workers - where do they go when all of these changes
- Wonderfully planned neighborhood; tree canopy; duplexes or small apartments as well as ADU
- some property owners own multiple properties; those are NOAH,
- concerned about people being displaced in the neighborhood
- history is priority; change is probably going to happen; Caraleigh is probably in the national register
- lot of opportunities to do cutting edge development but not whole sale clear cut
- 3 developments already happening - dense way along major streets
- we need more than duplexes and SF along BRT

Question 3 Comments: Have you or any of your neighbors been approached either by real estate people or your landlord in recent years/months to sell or move from your current housing? If this were to happen to you, what would be your concern?

- House that burned down - the people that sold didn't know they could split their property into two lots. Developer they sold it to, they split it. Overnight, they could sell one and now it's worth much more.
- If you allow ADUs, landlords might maximize and not maintain property, will degrade the quality of the neighborhood.
- What is the City's definition of affordability? It should be 30-50 percent range not the 70-80 percent AMI
- Concerned about displacement occurring at Gateway Park in the future because of the displacement in the surrounding areas.
- Yes, it has happened in our community but not yet at Gateway Park due to a grant. Dix Drive residents have been pushed out for new development of higher priced homes. Other developments in the area have displaced other residents and businesses including Harrison Park.
- Heard it happening to neighbors in older homes.
- The concern is the unknown as to what will happen to the older homes
- The housing that is being developed isn't for existing residents it is for newcomers that can afford higher prices.
- The City Council isn't requiring affordable housing in rezoning. They aren't supporting affordable housing development and I wonder what their definition of affordable housing is.
- Current affordable housing is income restricted so if you don't meet the criteria then it is a problem to find something that is affordable. If you do meet the criteria then, it may be possible to find replacement housing.
- Not concerned with finding replacement housing. Would have to move out of the area to find housing that is affordable because there isn't any affordable housing in the area now.
- Concern about people getting taken advantage of
- Once a month
- Cheap mass-produced mailers or text messages
- Almost every week
- Those that will respond to mass produced mailers and text messages are people in financial turmoil that are rushed to sell
- Don't sell to Guptas (200+ landlord)
- Raleigh has tech economy and some see homes as more affordable than other tech communities
- The houses in Dix Edge were not expensive and big rental market leads to more diversity
- Raleigh is affordable for all different people
- We get a ton; (3 houses next to each other) - to protect it and restrict it from teardown; keep some affordable housing
- Get obligatory postcards; may have a buy-out price
- Redfin and national real estate groups; also local firms
- Will not get the amenities such as green space, Dix Park
- Deluge of letters and other correspondences
- Preservation vision - we have good tenants who love to be near downtown, Dix Park
- Reality - developers are interested in tearing down 800sf and build bigger houses
- Some houses need a lot of maintenance; some see the offer as opportunity to get out
- SE Raleigh - houses get sold ever hitting the market
- Price point - people need to move out of the area

2-24-21 12:00 PM Virtual Workshop

Question 1 Comments: What are streets or locations on the map where you consider Urban Form Guidance appropriate?

- Live/walk/work area that have higher-wage employment opportunities
- Potential for “flipping” and integrating commercial activity with other uses. (circle indicates the industrial area north of Carolina Pine Ave)
- Downtown South may connect to Maywood Ave. This may be another opportunity for better access. Also consider the way this will impact traffic on Maywood.
- Yellow lines on South Saunders Street and Wilmington Street indicate desired 2-way bike lanes.
- Build distinct place in Lake Wheeler area example below:
 - Example Franklin St (Chapel Hill) – Humanscale buildings and roads, blend of open/natural area with services and retail that has a strong pedestrian frontage
 - The Loop and S. Michigan Ave (Chicago). Tall buildings with open space on opposite side of road. Wide sidewalks are key. Area across from Lincoln Park.
- What about density transitions? There can be height impacts, affecting access to light and sun.
- Missing middle can make better transitions
- Developers will take advantage of existing bike/ped infrastructure.
- Our neighborhoods are unique and distinctive.
- What about character?
- How important is neighborhood character in streetscape design? Should there be common elements to streetscape design?
- The more the city can build or implement improved bike or pedestrian cities, the more a developer may take advantage of that existing infrastructure in their design.
- What would features be for a higher-density scenario? (Better walkability, greater comfort and safety, more amenities, etc.) Easily and safely take care of daily needs without having to rely solely on auto travel.
- Gentle Density is desirable. Text changes in the works. These would be the 'missing middle' housing to improve affordability and increase density without harsh impacts.
- In trading up for higher density – what are the features for higher quality connection? Safe and direct movement from where people live to where they want to go. Useful, safe, interesting. Access to daily errands.
- Development comes in because they will likely need a rezoning. This provides legal leverage for negotiating public benefits or justify legally public improvements to infrastructure. Are we willing to accept taller... (parts of this comment were not visible).
- Are there places where walkability is not desirable?
- Connectivity: important for every street
- Would you trade low density for higher density if it meant improved walkability? Better sidewalks? More shopping nearby?
- ...Call for one kind of connectivity (getting to the park, Daladams, Grissom, Fuller may be better served as pedestrian and bicycle focused conveyances – priority over cars. Limiting right-of-way for parking to allow... (parts of this comment were not visible)
- South Saunders is highlighted on the map to indicate it is an appropriate area for urban form guidance.
- Landscaping is not always maintained (on South Saunders)
- South Saunders is not a welcoming gateway

Question 2 Comments: What type of experience would you like to have while walking or biking down Lake Wheeler Road from Centennial Parkway to South Saunders Street? For example, would you like to be able to visit restaurants, businesses or a grocery store?

- "Village feel" along Lake Wheeler Road
- Studios and galleries for working artists
- Consider additional access below I-40 to connect Wheeler Park and Carolina Pine neighborhoods
- Many people use Lake Wheeler Road and having more businesses would be good.
- Edge with downtown is a huge barrier. See people walking there, but environment is not supportive.
- Want to be able to survive the bike ride from Carolina Pines to Centennial Campus and other destinations north of 40.
- Car speeds are too high, make an uncomfortable environment for people walking
- Examples of desired businesses would be pharmacy, bank, etc.
- Live close to Food Lion but not able to safely or comfortably walk there.
- Concerned that we don't have people participating that live in the area
- Pub, restaurant, coffee – being able to grab a beer
- Ability of people to walk and bike should be a primary focus.
- Sidewalks are not present everywhere and are needed to improve walkability.

2-24-21 7:00 PM Virtual Workshop

Question 1 Comments: What are streets or locations on the map where you consider Urban Form Guidance appropriate?

- Improved streetscape on Maywood Ave and Lake Wheeler
- More and smaller blocks
- Access to the study area; where are the destinations in the study area? How can/do people access them?
- Power lines, railroad corridors should be considered as 'land connections' and serve bike/ped
- Fine-grained connectivity to improve walkability
- Would larger urban form designation be appropriate at South Saunder/Thompson? Designating urban form across South Saunders would be beneficial for connectivity and equitable development.
- Also, Duffy Place at the Powerline, or at Kerfman (Curfman St) could be a good location for a mixed-use center
- East-west connections through the study area
- More pedestrian crossings on Lake Wheeler
- Managing Level of Service for Lake Wheeler Right-of-way? Edge Study Area is a destination on its own. Need more access points into/out of park. Do we know where we want additional access points?
- Where would a mixed-use center be appropriate in the study area? Intersection of Grissom and Talmage, where Fuller and Grissom intersect.
- What are crossing going to look like? Lighting, safety, etc.
- Example: Central park has 50 streets connecting it along a 2 mile stretch. (250' apart). Lake Wheeler Road only has four per mile... maximum these four crossings and add more!
- Daladams and Duffy lead to powerline, how can powerline serve as bike/ped corridors?
- We should also advocate for bike/ped infrastructure within and coming from new developments.
- Eilza Pool park improvements are good, continued improvements to sidewalks/ connectivity will help
- Better connection between Dix and Farmers' Market
- Map indicates blue lines along Lake Wheeler Rd and Maywood Ave, indicating appropriateness for urban form guidance.
- Map shows a circle around the intersection of South Saunders Street and Maywood Avenue, and around Walnut Terrace along Wilmington Street.
- Can centennial Parkway be realigned to meet Maywood?
- Lake Wheeler improvement area a good idea, could make a connection farther north toward train station and downtown.
- Entrance to Plaza and Play and entry to Fuller Heights should be inviting to pedestrians
- Thinking about speed control closer to downtown.
- Improve streetscape here (South Saunders from South Street to Lake Wheeler), help greenway connectivity, pedestrian crossing signal is short time (Lake Wheeler at South Saunders), speed control, on-street parking interferes with walking.
- Map indicates lines along Maywood Ave, Lake Wheeler Road, and Grissom Street indicating appropriateness for urban form guidance.

Question 2 Comments: What type of experience would you like to have while walking or biking down Lake Wheeler Road from Centennial Parkway to South Saunders Street? For example, would you like to be able to visit restaurants, businesses or a grocery store?

- Mixed Use Centers in the Study Area: Focus on Fuller Heights, crossing at Maywood Avenue; improved streetscapes on streets that terminate at park; having more and smaller blocks to improve walkability.
- Thinking about potential changes, interface between Dix Edge and the Downtown South area. Height, density, and visitors and how that affects connectivity with Dix Edge and the Park
- Is the Downtown South developers aware of the Study? Yes – there is a dialogue between City and Kane regarding the Dix Edge Study (Bonner Gaylord).
- Not a terrifying experience, with is the case now when not in a car.
- More of a slower trip but better for all uses. Healthier and people-friendly environment.
- Wouldn't want to go so far that it impeded mobility for residents driving, but more comfortable for people walking or biking.
- Different users have different needs. Personal preference is that it not be a rapid throughfare, that it is more like Hillsborough Street.
- Hard to cross Lake Wheeler. Need consistent sidewalks. The walk doesn't feel good right now.
- What will happen with overhead power lines? Can those be moved? Does that limit options for the streetscape?
- Need connection opportunities on both side of Lake Wheeler; to farmers market and Fuller Heights for example; including safe crossing of Lake Wheeler as well as connected street network in surrounding areas.
- Would like to see increase in transit service/ facilities and bicycle lanes to put more emphasis on modes other than private vehicles.
- A multi-story building at Lake Wheeler and South Saunders with ground floor retail/ restaurant uses. Similar style of development to Glenwood South). Provide housing and amenities for travelers on rail service.
- Appropriate scale could be lower height than Glenwood South to fit with existing neighborhood; would it be more expensive if taller buildings are built; maybe 3-5 stories is helpful for affordability
- Need to consider impacts of noise and lighting on nearby neighborhoods
- Need to think about balance between density in terms of character and density in terms of opportunities for housing and amenities.

Other Comments Received Electronically

- I was able to hear some great ideas regarding additional sidewalks, bike paths, and better traffic signals for pedestrians on North and South Saunders Street and Lake Wheeler Road. Also, think that it is a great idea for additional businesses in the empty spaces in both of the shopping centers off of Caroline pine road and in the Food Lion shopping center on Lake Wheeler Road. It does make the area look more pleasant. I am aware that someone mention in the meeting about the unpleasant look of the commercial areas and neighborhoods nearby. I do agree that we really need improvements on the landscaping and remove the unnecessary confetti/and or graphics on buildings that make the area unpleasant
- I disagree with adding large building in certain areas because some areas are not capable of handling such weight and population increase on some campus grounds to due environmental issues including earth quakes that causes cracks in the roads, unwanted animals like deers and/or raccoons in private areas, pollution in the air, and additional traffic accidents that have impact on the people who are living in the areas.