

Phase Soon Workshops

Overview

The Dix Edge Area Study project team conducted three Phase Soon workshops, and three pop-ups to gather public input on Future Land Use Map amendments and Unified Development Ordinance (UDO) code changes and connectivity, including road, sidewalk and greenway network, street recommendations, and streetscape options. Two of the meetings were conducted over zoom on May 18th, 2021 (Future Housing and Lane Use) from 6:30 p.m. to 8:00 p.m. and on May 20th, 2021 from 4:30 p.m. to 6:00 p.m. (Connectivity). The in-person meeting was held at Eliza Pool Park on Saturday, May 15th, 2021 from 11 a.m to 12 p.m.

In addition to the scheduled meetings, three pop-up events were also conducted; one at Gateway Park Apartments on June 5th, 2021 from 12pm – 2pm where residents had the opportunity to fill out paper surveys and enjoy lunch; and a table at the Juneteenth Soul food Family Reunion in Robert's Park on Saturday, June 19th from 12 p.m. to 4 p.m. where attendees could take the survey or learn about the project. Staff were invited to setup a table at State of Beer on Hillsborough Street at a First Friday Art Event focused on Dix Park, digital and paper surveys were available for attendees and information on the project.

Date	Time	Location	Language	Attendees
May 15	11-12 p.m.	Eliza Pool Park	English and Spanish	25
May 18	6:30-8:00 p.m.	Virtual (Zoom)	English	45
May 20	4:30-6:00 p.m.	Virtual (Zoom)	English	32
June 4	5:00 – 7:00 p.m.	State of Beer	English/Spanish	-*
June 5	12 – 2 p.m.	Gateway Park Apartments	English	10
June 19	12 – 4 p.m.	Robert's Park	English	-*

-* These were existing events that staff setup a table to provide information and paper or digital surveys, the exact number of attendees was not counted.

Meeting Notifications

Residents and stakeholders were notified of the Phase Now Workshops and accompanying survey through the following methods:

- Postcards mailed to all property owners and tenants in English and Spanish
- 750 doorhangers placed on homes in the study area
- Digital bus advertisements on GoRaleigh buses
- Information posted on City of Raleigh project website
- Sponsored social media posts in English on the Raleigh Planning Facebook
 - As well as non-sponsored posts on Raleigh Planning Instagram, Twitter and the City's Nextdoor for the neighborhoods in the study area

- Facebook events were made for the three meetings
- 30 branded yard signs were placed throughout the study area
- April and May monthly newsletters contained announcements
- Bilingual staff visited 8 Hispanic/Latino businesses to provide information and invite them to the meeting
 - 8 Hispanic/Latino businesses were contacted through Facebook
- 3 GovDelivery Announcements were emailed to the subscriber list
- English/Spanish Fliers were to the Dix Edge Community Leader Group

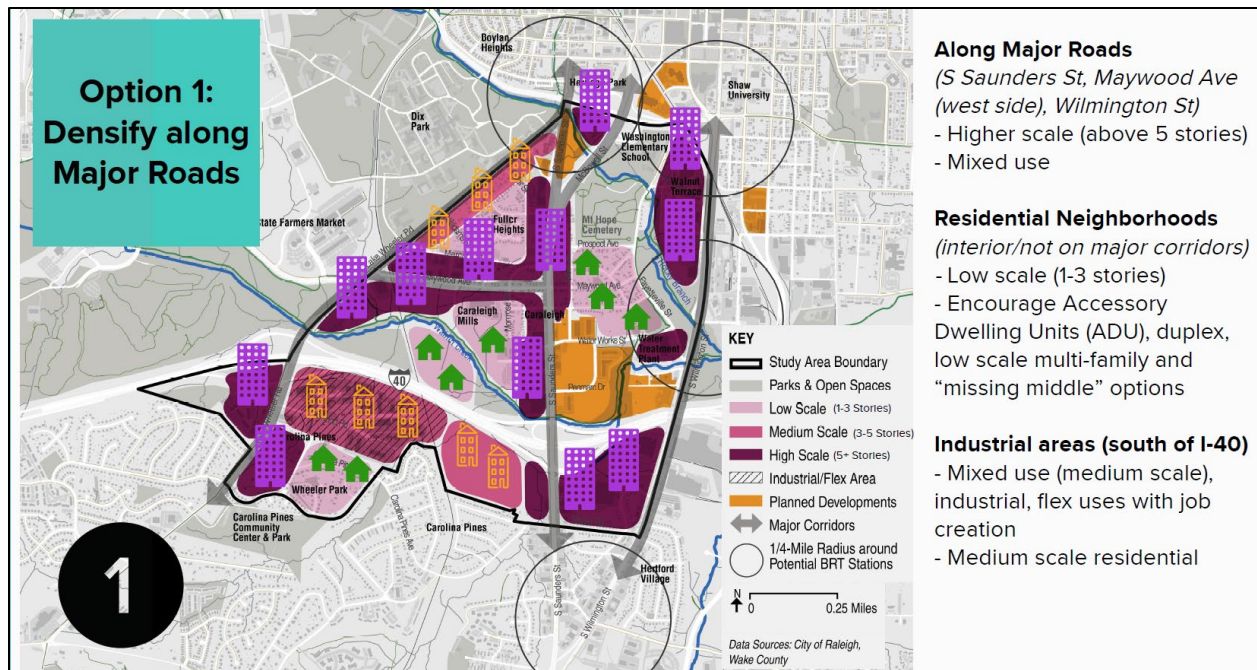
Survey Distribution

To maximize participation, paper surveys in English and Spanish were distributed to the following organizations:

- Washington Elementary Boys and Girls Club (English)
- Healing Transitions (English)
- Washington Elementary School (English and Spanish)

Workshop Results – Future Land Use + Housing for All

In each of the workshops, participants were placed into small groups and shown three different options to accommodate the growth in the area. The options included adding density along major roads, adding density at intersections or adding density everywhere. Participants shared their responses to the questions, listed below, and project staff took notes on responses using sticky notes on the MURAL whiteboards (shown on the next page).



What do you like about Option 1?

Participants comments fell into the following categories:

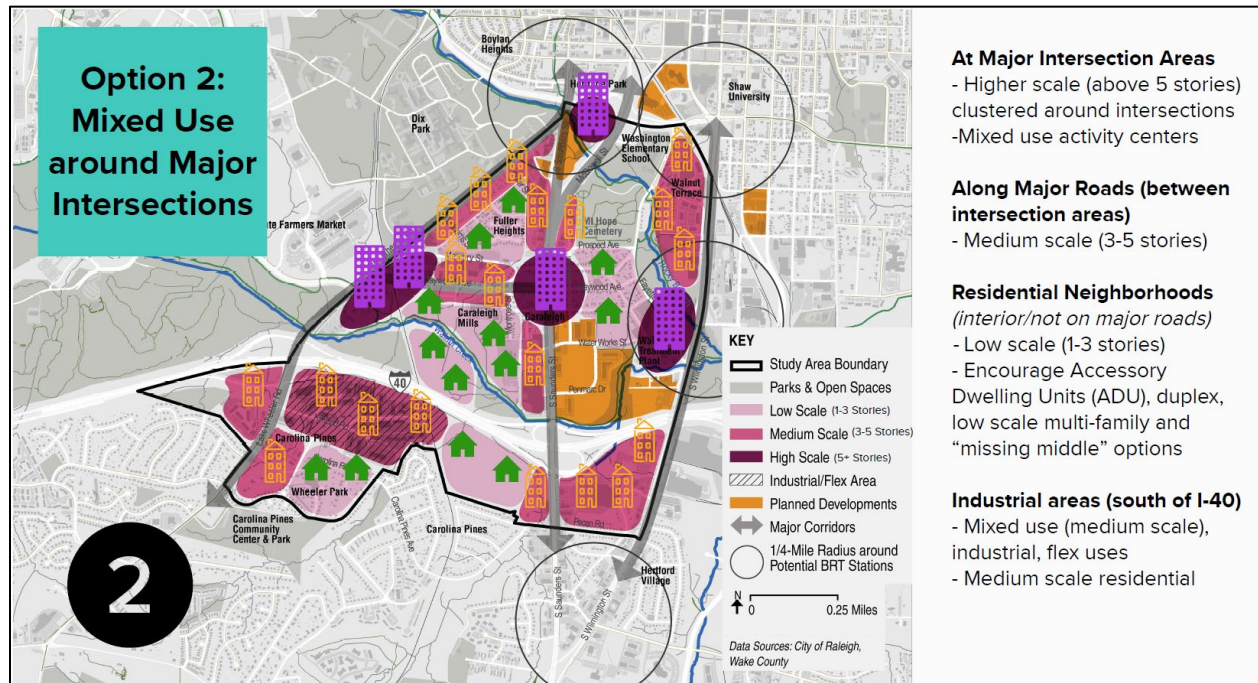
- Concerns about the loss of tree coverage through increased development and impacts on the watershed and traffic.
- Support for keeping the scale of the single-story homes in Caraleigh and its naturally occurring affordable housing.
- Support for increased density around BRT and Dix Park to help make the area more walkable and provide more services for residents.
- Concern that ADUs will be expensive to build and will not help with affordability, specifically for those at 30% of AMI and below.

What do you dislike about Option 1?

Participants comments fell into the following categories:

- Concerns about pedestrian safety, displacement of current residents, increases in property values and overpopulation in some areas.
- Desire to maintain the historic feel of Caraleigh Mills, and single-family housing.
- Concerns about a losing the view of Downtown from the study area, and the building height shown along Maywood and prefer four to five stories maximum.
- Desire for commercial uses near the park.

- Prefer option 2, as it feels like a more balance approach.



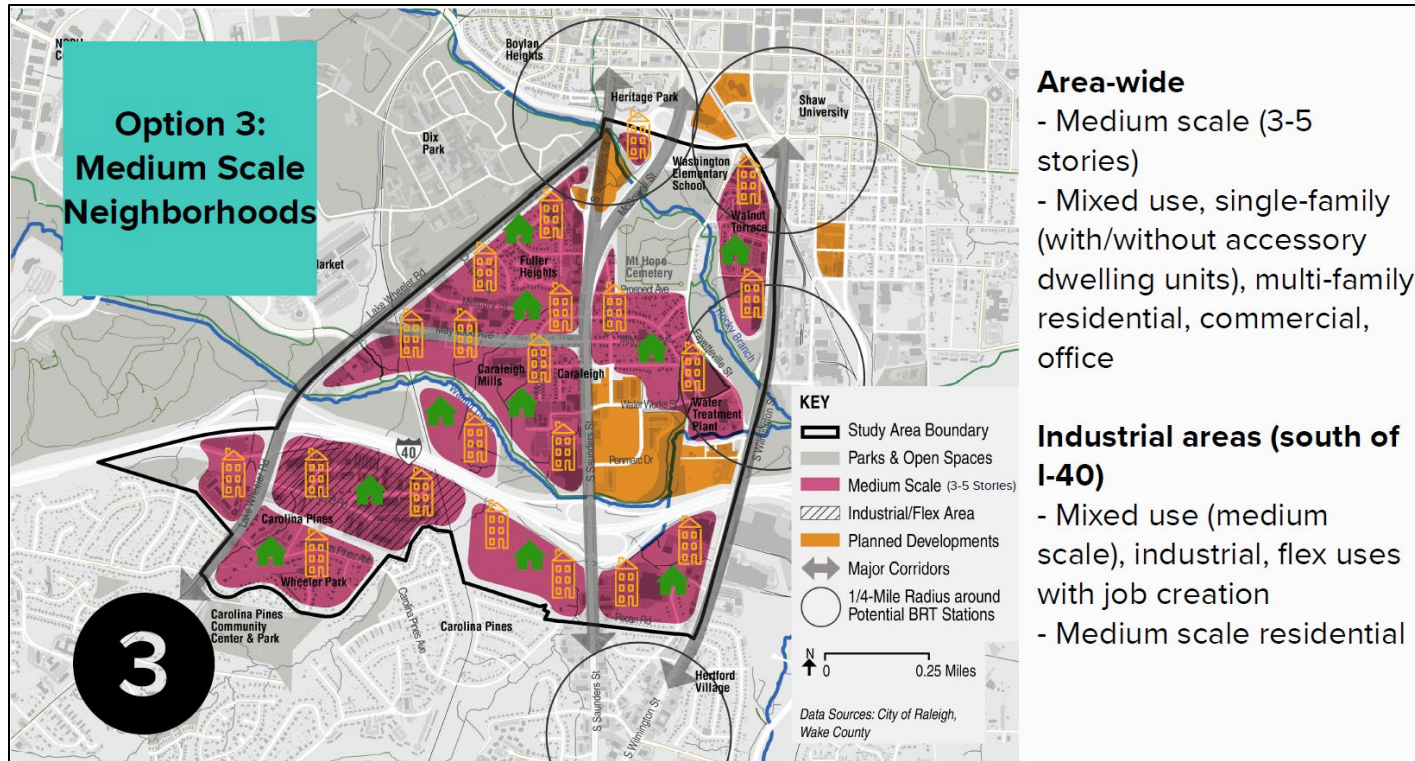
What do you like about Option 2?

Participants comments fell into the following categories:

- This option was preferred to Option 1, and participants thought it would provide more equitable options for residents and serve more people.
- Supportive of keeping the industrial area in Carolina Pines
- Support of a mixed community with balance.
- Concerns that this option needs to serve people at 50% of AMI and below.

What do you dislike about Option 2?

- Higher density is less families and more younger couples
- Increased traffic should not be used as a reason to prevent increases in density



What do you like about Option 3?

Participants comments fell into the following categories:

- Like that the plan includes more mixture of building types
- Interested to see commercial use and mixed use
- Homeowners can increase their property value and sell their house for a lot

What do you dislike about Option 3?

Participants comments fell into the following categories:

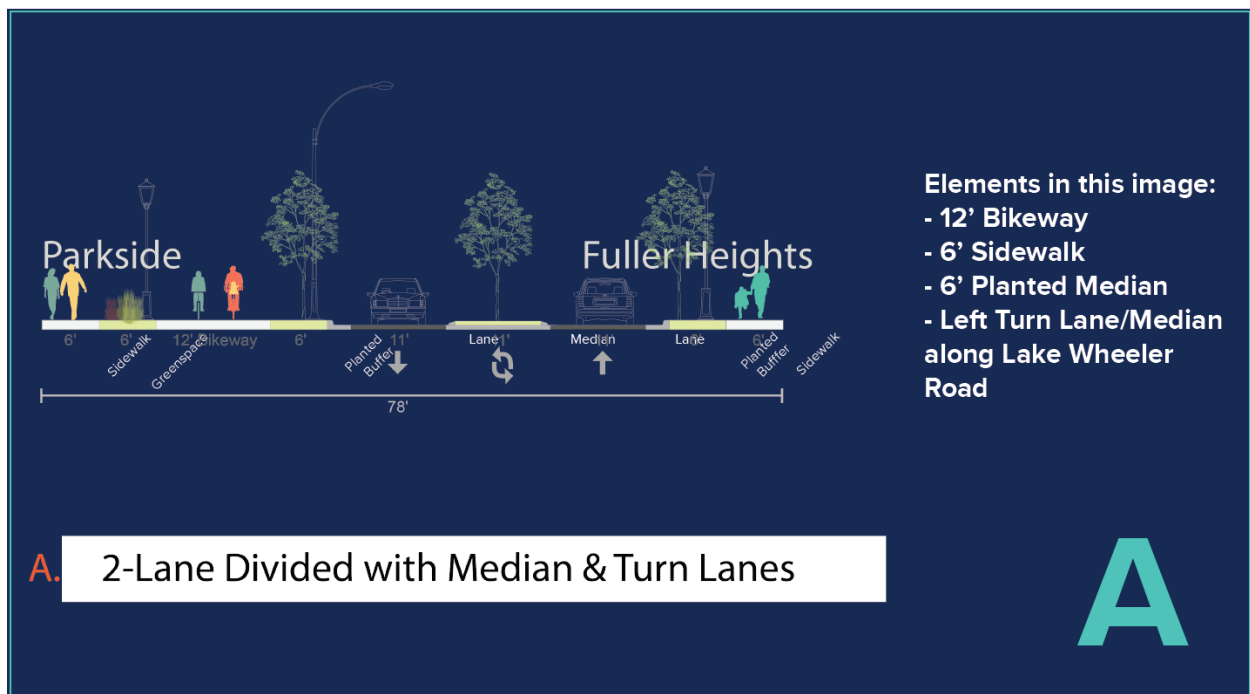
- Concerns it will put the existing neighborhoods at risk because it doesn't preserve single family homes.
- Feels like some people are missing in this option.
- Least favorite- would watch the area get gentrified
- Likely that homes would become expensive single-family homes
- Not enough homes for growing population

One of the things we heard people say that they value about the Dix Edge area is its DIVERSITY. What does this mean to you - a diversity of people, a diversity of incomes, a diversity of densities, a diversity of distinct neighborhoods each with a different character? Within 5 years, what kind of diversity would you seek in this community and why?

- Welcoming to all groups of people, across race, accessibility, etc
- Want people to feel welcomed and have resources available to them.
- Preserve African American History sites. Protect the spaces of the past.
- Anybody can live in the neighborhood at any point in their life (including young families and older generations and different income levels)
- Diversity of residential, small businesses, other businesses. Be able to walk to a mix of residential and business areas.
- For the most part what we have now and it would be a shame to lose that.
- Students, RTP workers, state government workers, diversity on many levels
- In 5 years seek to keep diversity improvements and not displace people
- If area increases in density, would be wonderful to include a mix of incomes, services, open area and diversity of ethnicities.
- Need diversity of services – day care, etc.

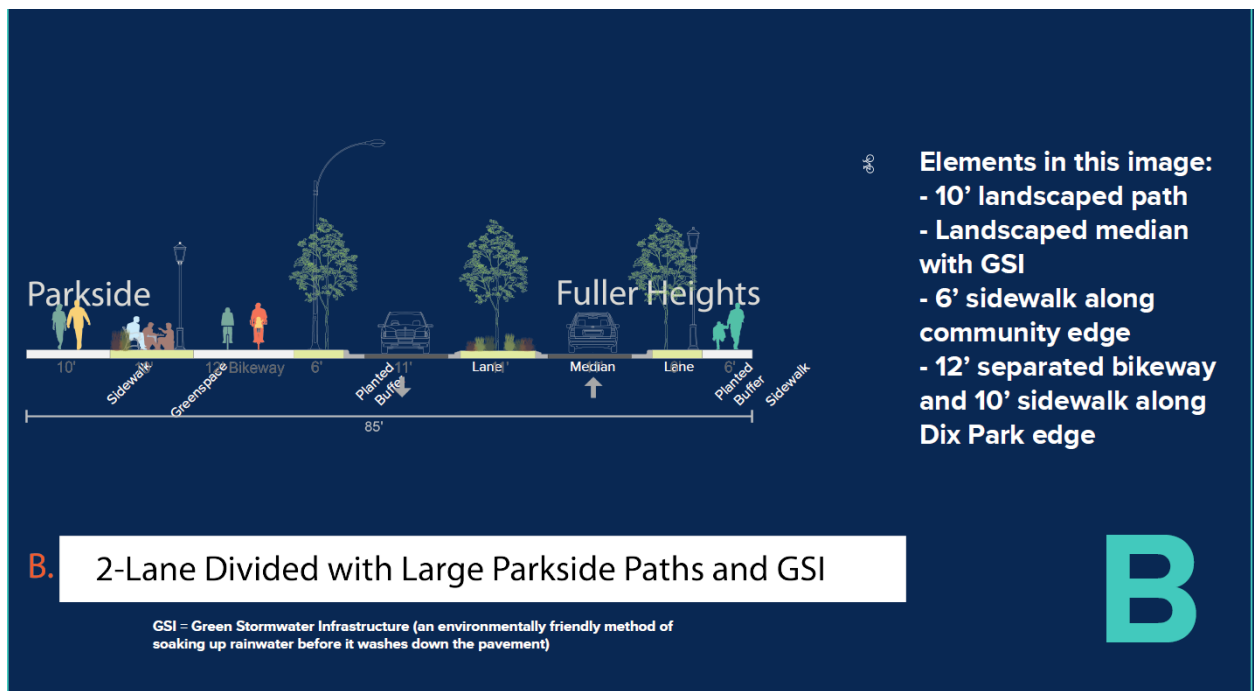
Workshop Results – Connectivity

This workshop will focused on connectivity, including road, sidewalk and greenway network, street recommendations, and streetscape options. Participants heard a presentation about how streets are built in Raleigh, followed by three potential new designs for Lake Wheeler Road (between S. Saunders and Maywood) and three potential new designs for S. Saunders (between Prospect and Penmarc). Participants were asked to share what they like and do not like about each design.



Which option do you prefer and why? Option A -

- Will the right of way take additional properties from the homes on the Fuller Heights side?
 - *City of Raleigh response: Highly unlikely, the new streetscape will install sidewalks on the Fuller Heights side which may take away some existing right of way in front of homes. The final design will require a survey*
- Having a separate bike facility would be helpful with an increase in possible bike traffic
- Are stoplights being considered along Lake Wheeler Road?
 - *City of Raleigh response: That is a possibility, the next step after the general design of Lake Wheeler Road has been determined is to do the engineering work. This requires a traffic analysis, survey and other technical analyses that were not part of this study.*



Which option do you prefer and why? Option B –

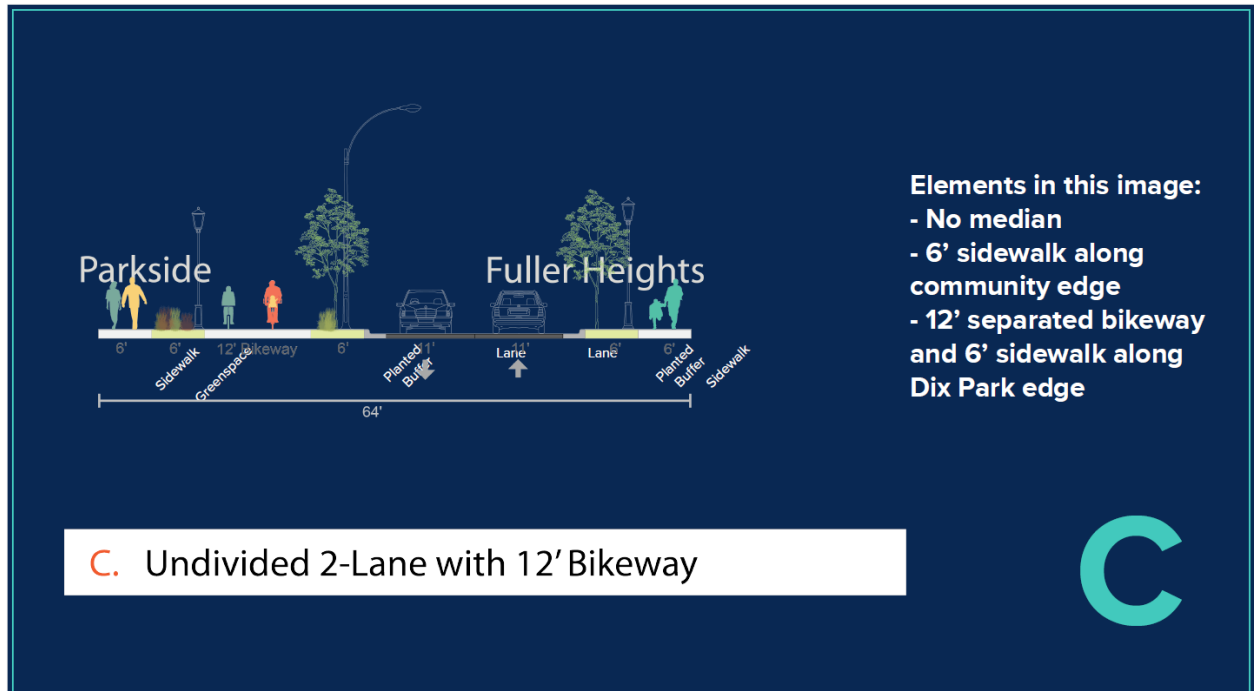
- Like that the sidewalk on the park side is wider than Option A and offers a little more space.
- Like that there is GSI infrastructure and more space for pedestrians.
- Concerns about not having turn lanes.
- Will the median affect making left turns out of the neighborhood?
 - *City of Raleigh Response: That is a possibility. At this phase in the Dix Edge Study we will come up with a general design. The next phase will include looking at each intersection and conducting a traffic analysis to understand what the safest and most efficient design can look like.*
- I like A or B, but what about pedestrian access across the street? Especially getting on the bus?
 - *City of Raleigh Response: The next phase will include looking at each intersection and conducting a traffic analysis to understand what the safest and most efficient design can look like.*
- This may be the most expensive option
- Lighting will be important
- Given the growth of the neighborhood, and the added traffic of Dix Park, option B will provide the safest option
- Support of this option to limit through traffic in the neighborhoods
- Need a crosswalk at Grissom as soon as possible

What don't you like about each option? Option B –

- The environmental aspect of GSI is great.
- The more you build, you're causing an environmental impact.
- Where is the money coming from? Because the City is not paying for this.
- This is most costly for existing residents.
- Would having the GSI planting between the bike and pedestrians cause them to experience flooding?
 - *City of Raleigh Response: No, the GSI planting would absorb rainwater before it runs off onto the pavement.*
- Would it be helpful to have bike lanes on both sides? Are there connections for cyclists planned?
 - *City of Raleigh Response, please take a look at the Connectivity recommendations for [bike connectivity here](#) on page 5. This bike path will*

connect to the Rocky Branch Trail, and to planned on street bike improvements on Lake Wheeler north of Western Boulevard.

- Does not go long enough north and south!



Which option do you prefer and why? Option C –

- Like that is has a narrow footprint and takes up less park space.
- Is the cost being considered? What will happen to the utilities? They will probably have to be moved.
 - *City of Raleigh Response: At this phase of the project our goal was to understand what the community wanted to experience on Lake Wheeler Road, the cost will certinally be a factor during the next phase of construction engineering and design. It is possible some of these elements will change if the cost is too high. These designs accommodate the utility poles, and they would not need to move.*
- Median will help with pedestrian crossing, and left turns.
- This is the worst option.
- Narrower sidewalks would be less functional.

What don't you like about each option? Option C –

- Median would allow a more comfortable pedestrian crossing experience, and better for the trees which is lacking with this option.
- Parkside is too narrow.

- This is not worth the money.

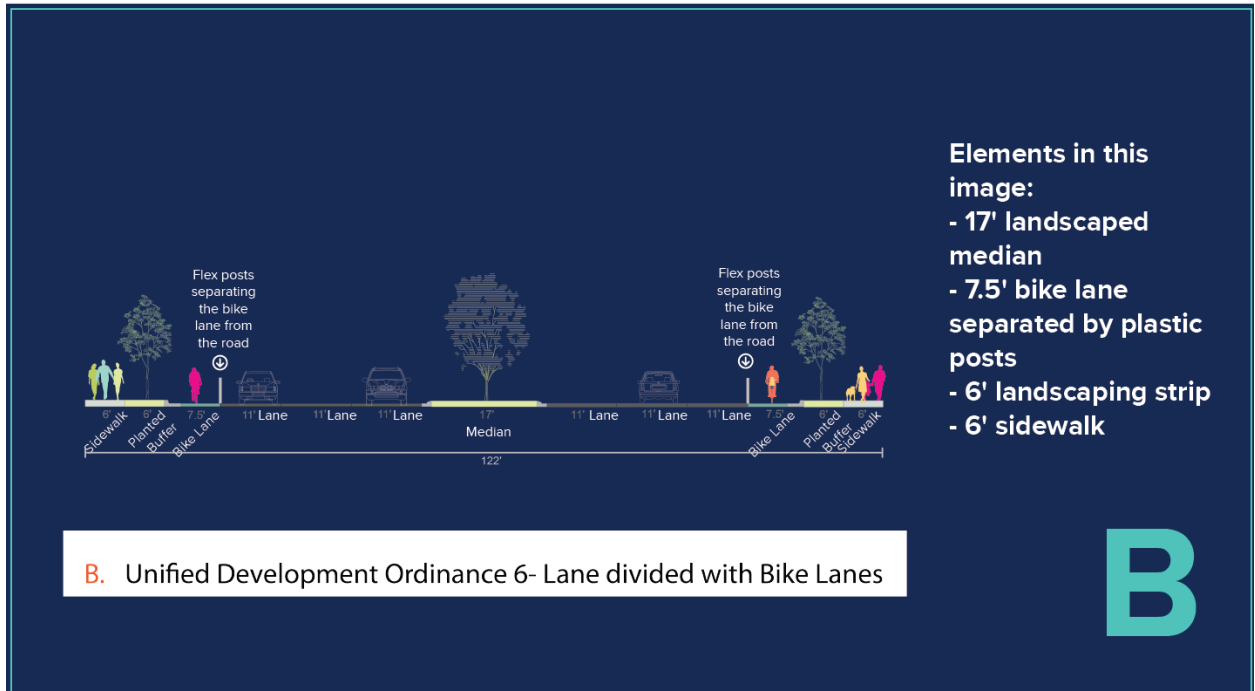


Which option do you prefer and why? Option A –

- Like having the trees between the mixed use path and the cars, it offers psychological protection at the least.
- Will Mercury Street connect to S. Saunders?
 - *City of Raleigh Response: That is not in the plan at this time.*
- A multi-use path on both sides of the street may be more comfortable.

What don't you like about each option? Option A –

- Staff need to confirm that NCDOT will allow the trees to be planted.
 - *City of Raleigh Response: This is a permitted planting type per NCDOT's standards.*
- Option A should have bollards that separate bike and walk.
- Multi-use path shared between bikes and walkers could produce conflicts.
- Needing to cross as a cyclist to go another direction could be challenging.



Which option do you prefer and why? Option B –

- This doesn't seem as family friendly. A separate path seems more comfortable even with the plastic posts.
- More in favor of bike lanes along the sidewalk, if for nothing else than the aesthetics.
- South Saunders needs good east/west connectivity.
- Bike lanes are super helpful.
- We need landscaping to buffer bike lanes, not bollards or flexposts.

What don't you like about each option? Option B –

- This may not encourage more people to ride because of the proximity to traffic.
- Bollards are not adequate for protection on a road like this.
- These plans should be coordinated with Downtown South.
 - *City of Raleigh Response: We are working with the traffic planning for that project actively.*
- Turning cars are not going to see cyclists as easy if bike lanes are elevated.



Which option do you prefer and why? Option C –

- Urban Forestry like 6' tree pits which could help with meeting NCDOT clear zone standards.
- Raised bike lanes is less cost.
- Woonerf-term for Dutch street that prioritizes pedestrians vs vehicles. Important to measure against the standard.
- Could include rain gardens and solar.
- Love the elevated bike lanes.
- With high speeds, would prefer bikes separated by planted buffer.

What don't you like about each option? Option C –

- Like separated track, but concerns about crossing lanes of traffic.
- Could we modify C to have bike lanes in both directions?