

Midtown: From Ideas to Action

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS	IMPRESSIONS
1,759	317	2,716	135	31	191

For this exercise, we have assigned each project a relative price and marked the cost with dollar signs (\$) on the options report and in the response boxes below. To keep things simple, let's say that each \$ equals one dollar and that you have \$25 total dollars ("Midtown Bucks") to spend on upcoming Midtown projects. Move the projects to the top until you run out of money. Any responses over \$25 will not be counted.

For more information about these options, please refer to the Midtown-St. Albans Improvements document linked in the description above.

64%	3. Six Forks Rd. Pedestrian Bridge (\$3)	Rank: 3.53	167 ✓
47%	1. I-440 Multimodal Bridge (\$5)	Rank: 3.76	123 ✓
47%	2. I-440 Pedestrian-Bicycle Bridge (\$4)	Rank: 3.77	123 ✓
49%	16. Affordable Housing (\$3)	Rank: 4.39	127 ✓
55%	13. Crabtree Creek Waterfront Park (\$4)	Rank: 4.43	143 ✓
54%	5. Crabtree Greenway Connector (\$3)	Rank: 4.49	140 ✓
43%	10. Six Forks Rd. Extension to Capital Blvd. (\$4)	Rank: 4.60	112 ✓
58%	7. Pedestrian Crossing Improvements (\$2)	Rank: 4.62	152 ✓
54%	11. Wake Forest Rd. Improvements (\$2)	Rank: 4.66	141 ✓
48%	4. Green Streets (\$3)	Rank: 4.83	126 ✓
36%	8. St. Albans Dr. (\$4)	Rank: 5.02	94 ✓
32%	14. Midtown Ring (\$4)	Rank: 5.33	84 ✓
47%	6. Neighborhood Pedestrian and Bicycle Connection (\$1)	Rank: 5.47	122 ✓
27%	9. New Local Road Connections (\$4)	Rank: 6.55	71 ✓
22%	12. Bush and Wolfpack Lane Roundabouts (\$1)	Rank: 6.60	57 ✓
14%	15. Pacific Dr. Extension/Railroad Crossing Overpass (\$3)	Rank: 8.19	36 ✓

261 Respondents

Build a pedestrian tunnel under six forks instead of a bridge. The east side of North Hills is already under street level, the entrance for the tunnel could be in between the Bank of America tower and the Captrust tower, just north of Cowfish.

one year ago

5 Agree

Seems to me like John Kane Should be fronting the cost of this anyways

11 months ago

2 Agree

these proposals neglect to do anything about the poor pedestrian access across I440 at Six Forks and Wake Forest. Disappointed in the lack of real thought put into ground-level pedestrian safety improvements in this plan. Planners gotta plan, but too much focus on big shiny expensive options.

11 months ago

4 Agree

Bike/ped improvements are so overdue- the current situation is dangerous.

11 months ago

4 Agree

A waterfront park sounds amazing.

11 months ago

4 Agree

My top Seven More pedestrian and people oriented

one year ago

4 Agree

Lets start by not calling this area "midtown" anymore. Im not buying it! Nobody's buying it and it sounds ridiculous. Just because NYC has areas they call uptown, midtown, downtown, every other city has to all of a sudden figure out what parts of town to apply the terms to? So dumb, please just stop.

11 months ago

3 Agree

Pedestrian safety near belt line and wake forest rd is a disaster waiting to happen. I've seen people nearly stuck by cars. Pedestrian bridge that crosses at bush st over the belt line to midtown east area would be massive improvement

11 months ago

3 Agree

We need to prioritize keeping neighborhood safe for pedestrians and bicyclists. The Bush street roundabouts are a great idea to help route traffic safely around neighborhoods while being the most efficient and least expensive option.

11 months ago

3 Agree

Bike and pedestrian improvements would be appreciated!

11 months ago

3 Agree

Pedestrian bridge across Six Forks at North Hills Mall would make it much safer and attractive.

one year ago

3 Agree

We absolutely need much, much better bike / pedestrian connectivity and I love the ideas like the bike / ped only bridge to connect neighborhoods over the beltline, green streets, etc. Would love to see trail oriented development by taking the bike / ped bridge to industrial and connecting it with buffered / above curb bike ped facility that travels down Industrial directly into the greenway system. With additional housing options added along Industrial, this would create a neighborhood hub where many could get around to key destinations without their car. This area would also benefit from additional "grid" connectivity to spread out car traffic, but I prioritized all the bike / ped projects since those have been so underfunded to date in our community.

11 months ago

2 Agree

I personally witness everyday impatient drivers trying to turn right while pedestrians are legally crossing the street from BOF Tower to North Hills (and vice versa). A bridge or underground tunnel would help put an end to a potentially deadly accident.

11 months ago

2 Agree

Pedestrian safety in this area is a huge issue. I have personally almost been struck by a vehicle several times at the Wake Forest/440 intersection. There is no safe way to cross. As more development happens, this will become more critical. The I440 bridge would be a good solution.

one year ago

2 Agree

Pedestrian safety is paramount. More of us are walking along these super busy roads trying to get to work or school. The intersection are Navaho and wakeforest is very dangerous. Left turn drivers do not yield to walkers in the crosswalks, and there is a lack of a left hand turning arrow from Navaho onto Wake Forest. Its crazy, unsafe and unrelenting. Please stop building until this can be fixed.

11 months ago

1 Agree

Stop building roads that perpetuate car-dependency. Start investing in sustainable, community building transit like buses, rail, bike and ped infrastructure, etc.

11 months ago

1 Agree

do the cheap small stuff now!

the St Albans Dr recommendations are a step down in safety from what is currently in the Bike Raleigh plan.

11 months ago

1 Agree

An underground tunnel for North Hills would be better than a bridge.

11 months ago

1 Agree

Wake forest Road needs major improvements for walkability

11 months ago

1 Agree

Desperately need a stoplight from Coleridge (or another entry street to Drewry Hills) onto Six Forks - it is an extremely dangerous situation. Also need pedestrian access for Six Forks over 440, is only a matter of time until a car hits a pedestrian on the 440 overpass.

11 months ago

1 Agree

\$25 to two roundabouts: 1st at St Albans Dr and Hardimont rd the second at the the North hills entrance (front at N Hills St & Park at N Hills St)

11 months ago

1 Agree

Midtown as a destination should require us to look more proactively at our infrastructure. We are reactive to almost all congestion issues in the Raleigh area and still car focused. Why not take a fresh look at what our midtown corridors could look like. We need to decide if they are destinations to live, work and play, or are they mostly commuter avenues to I-440 and I-540. Each of our corridors can serve a different purpose. North Hills is an excellent example of someone envisioning something different and creating an awesome destination. However, the spaces created so far are confined to areas within the development itself and their backsides are facing Six Forks Road. Further development could change the character of Six Forks and connect the communities along both sides of its length rather than separate them, including as North Hills continues to redevelop. Prime for redevelopment are the intersections with Millbrook, Spring Forest, Sawmill, Strickland and also southward all the way to Atlantic, already redeveloping. I have been in favor of keeping Six Forks 4 lanes with a median separated Bus Rapid Transit. I think it is a unique corridor with huge potential. Look at dual use parking decks along 'Church Row' and at the northern and southern ends for park and ride. And connect Midtown transit to downtown transit. This would allow for high density redevelopment and keep some of us out of our cars. Our decisions now will determine what our communities and corridors will look like in 20 years from now and beyond. Check out "Queen Street Bus Rapid Transit" (Brampton, Canada) cover picture. Pretty visionary. Thanks for reading.

11 months ago

1 Agree

NO SECTION 8 HOUSING!!!

11 months ago

1 Agree

Affordable housing is so important for people to be able to live near where they work-as a 1M+ house goes up in my neighborhood.

11 months ago

1 Agree

There is too much traffic on Six Forks Road. It is often backed up from Barrett Drive past the fire station. There is NO room for bicycles. I was told Karen offered to put a pedestrian bridge from the shopping center across Six Forks and the city turned him down. How about that?

11 months ago

1 Agree

City of Raleigh Planning (City of Raleigh, NC) (City of Raleigh, NC) Thank you very much for taking the time to participate in our survey, and provide your thoughts. The Midtown plan is working hard to identify – and ultimately fund and create – safe places for people walking or biking. The “Midtown Ring” is a loop of safe and comfortable facilities that connects all the major destinations in the area. Additionally, the already-approved plan to widen Six Forks includes an off-street path for bicycles. As far as a bridge or tunnel across Six Forks, there have never been any formal proposals, but this plan does put one forward as an important connection.

If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at sara.ellis@raleighnc.gov.

11 months ago

Green streets and greenway connectors sound great! I don't think new bridges are a smart use of money at this time.

11 months ago

1 Agree

The Six Forks Rd. Extension to Capital Blvd will be a great improvement for this area.

one year ago

1 Agree

The six Forks Rd to Capital Blvd Extension is a must

one year ago

1 Agree

Pedestrian crossing improvements are needed

11 months ago

The speed limit on Ortega is 35 even though the surrounding streets are 25. Milbrook is 35 which is a completely different kind of street. ORTEGA SHOULD BE 25. And then police should patrol and give tickets.

11 months ago

Need more pedestrian access throughout the area

11 months ago

Focus on both improving vehicular flow and improving bike/ped safety and connectivity. Too often, there is focus on only doing one or the other. I think focus should be on actual geometric improvements and new construction not little band aids like all-way stops and pedestrian signs. Greenways and pedestrian crossings should be grade separated across Six Forks and Wake Forest roads. Six Forks and Wake Forest Roads should be widened to six lanes. Six Forks and Wake Forest should have medians to block dangerous left turns, provide pedestrian refuges and improve streetscape aesthetics.

11 months ago

Thank you for your hard work and for thinking outside the box.

11 months ago

Why is development being allowed to happen without forethought to widen roads? When a developer buys up land to put in high density, the city should require them to forfeit enough land to at least put in a turn lane. The same with Oberlin Road!!!!

11 months ago

More sidewalks and a more robust bus schedule!

11 months ago

Love the long overdue pedestrian improvements! I am only upvoting the six forks road extension to capitol Blvd on the assumption that it will be better to connect to the future BRT system

11 months ago

As we grow, we need to have green spaces-even if it means planting on buildings. We need to think about the air quality and wildlife we have. Pedestrian improvements are needed, as is housing that is under \$500K.

11 months ago

Crabtree Creek Waterfront Park would be an excellent use of that space.

11 months ago

pedestrian bridges are essential for safe crossing

11 months ago

Pedestrian improvements are desperately needed!

11 months ago

You have to manage the traffic for people trying to enter the Trader Joes/Wegmans shopping center. It's already causing issues.

11 months ago

I do not approve of any project that involved acquiring private property, therefore, only the first four are my choices.

The Six Forks/Capital Blvd. Connector is not needed -- Hodges St (when resurfaced) is sufficient.

11 months ago

A pedestrian bridge across Six Forks Road from the Lakemont Neighborhood to North Hills is the most needed of all options.

11 months ago

My child is at Carroll and when I pick up at 430-5 from afterschool sports/clubs, the traffic at 440/Six Forks is a mess. From downtown, I use Wake Forest to St. Albans to Carroll, skipping Six Forks altogether. We also bike/walk as a family on the greenway in this area, and our family doctor and car mechanic are in this area. It seemed like some of the options were either too narrow in scope or were in areas where far fewer people were impacted. I do like skipping over major bridges over 440 which are so costly, and instead choosing more, but less costly options.

11 months ago

How much are developers contributing to these improvements? It seems they'll see benefits from these investments.

11 months ago

. Sidewalks, new street connections on a development site, and new infrastructure on a site are the responsibility of a development. Projects that go beyond a specific site – park space, bridges over 440, and street connections that involve complicated terrain or obstacles such as waterways are the responsibility of the public sector. While those costs are shared broadly, new development and redevelopment does provide substantial resources that help fund these projects.

Please let us know if you think of any other questions, we're happy to chat! You can reach out to Sara Ellis directly at sara.ellis@raleighnc.gov or feel free to respond with more questions in the survey.

11 months ago

11 months ago

WaKe Forest and 440 is eventually becoming a diamond interchange which will improve pedestrian crossing issues there. Might be a few years but is still happening so happy to focus on other areas for now. Would love an extension of Wake Towne Dr through the residential areas so there was more than one way to get in and out.

11 months ago

11 months ago

I'm surprised that pedestrian crossing improvements don't focus on the Wake Forest Road and 440 interchange area, as well as the surrounding intersections there. People are always dodging traffic and with the additional development around Wegmans it seems to have only gotten worse.

11 months ago

City of Raleigh Planning (City of Raleigh, NC) (City of Raleigh, NC) Thank you very much for taking the time to participate in our survey, and provide your thoughts. That's a great point. An NCDOT project to redesign that intersection will include improved pedestrian facilities underneath 440. This may include something called a "diverging diamond interchange" which is a mouthful - we get it, but here's a youtube video that demonstrates how it will work: <https://www.youtube.com/watch?v=HD-0QnUJLQ&feature=youtu.be>

If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at sara.ellis@raleighnc.gov.

11 months ago

Please make sure all improvements are people friendly and easy to get from Point A to Point B without needing a Map or a Compass for more mature citizens please widen the lanes especially on Wake Forest / Six Forks RDS. Thank you.

one year ago

Taxpayer money should be spent on improvements and public safety -- NOT unnecessary projects like many of THESE! Know that's not going to happen though!

one year ago

City of Raleigh Planning (City of Raleigh, NC) (City of Raleigh, NC) Thank you very much for taking the time to participate in our survey and providing us with your feedback. Can you tell what you would like us to change in our recommendations to provide improvements and public safety? We are all ears! If you would like to communicate directly please feel free to reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov or reply here and we'll be sure to keep an eye out.

11 months ago

Due to the expansion of Wake Tech. and the fact that the Bush Street - Wolfpack Drive area has been an industrial area, this area needs a great deal of infrastructure improvement immediately.

one year ago

Area traffic needs to be improved as a priority. The density (office, retail, hotel, etc.) was not anticipated by the COR.

one year ago

Hodges already connects (or should again) to Capital Blvd). Developer of North Hills should take on the expense of connecting his projects that were approved by the city. Should not have been approved without concern of the public safety and the after thought should not cost tax payer dollars

one year ago

Sidewalks, new street connections on a development site, and new infrastructure on a site are the responsibility of a development. Projects that go beyond a specific site – park space, bridges over 440, and street connections that involve complicated terrain or obstacles such as waterways are the responsibility of the public sector. While those costs are shared broadly, new development and redevelopment does provide substantial resources that help fund these projects. As a side note, once the current sewer infrastructure improvement project on Hodges wraps up, that connection between Wake Forest Road and Capital Boulevard will be fully reestablished.

If this didn't fully address your concerns, please do not hesitate to reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov and we would be happy to discuss further.

11 months ago

Need more pedestrian crossing improvements leading to the elementary school and middle school.

one year ago

City of Raleigh Planning (City of Raleigh, NC) (City of Raleigh, NC) Thank you very much for taking the time to participate in our survey, and provide your thoughts. The already-approved plan to widen Six Forks to six lanes includes significant improvements for people walking and biking as well, including a median that will provide a safer, more comfortable crossing at key intersections. More information on that plan can be found on this webpage:

<https://www.raleighnc.gov/business/content/PlanDev/Articles/UrbanDesign/SixForksCorridorStudy.html>

If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at sara.ellis@raleighnc.gov.

11 months ago

There are several items that need to also be addressed: noiseconstruction, sirens, beltline noise, dust from construction, dirty road water and trash running into streams, our neighborhood is becoming a giant dog pooping area. People leave the poop filled bags everywhere. Also wild animals in the developing areas need to be trapped and relocated.

one year ago

Save remainder of cash

one year ago

Dredge and cleanup Crabtree Creek along the greenways. At minimum clean out debris to reduce flooding and increase water capacity.

one year ago

Hopefully this is civil: after a google search could not find info on the mid town ring? Do you want to marry merry me? The key below is not working? How much did this cost?

one year ago

While we're already in a committed relationship, we'd love to provide more information about the Midtown Ring! You can find images and information on our project website listed at the top of the page. Sorry - this survey platform won't let us paste the direct link in here, but if you have any trouble locating that information please reach out to Sara Ellis in the planning department at sara.ellis@raleighnc.gov.

11 months ago

the six forks extension to capital is vital to help with heavy traffic in Atlantic ave and six forks. there is thousand of families living at the three giant apartment complexes and condos in there and a lots of accidents in the intersection .

one year ago

More affordable housing is needed in North Hills and Five Points.

one year ago

Do you have any comments on these recommendations?

Some form of green streets or a traffic calming plan needs to be implemented immediately but particularly before more development occurs along St. Albans Dr. The stop signs at the intersections of Quail Hollow & Hardimont, Quail Hollow & Compton, and Hardimont & Wingate are routinely missed by drivers. You also have people using these roads as raceways late at night. It's getting more dangerous for pedestrians and drivers. Noise level is also increasing. Creating additional interconnected side roads may also help relieve traffic, including a new Navaho Drive and Barrett Drive connector. Glad the Crabtree Waterfront Park will be considered a public-private partnership. We should be willing to trade an increase in density for greater park funding and affordable housing in this area.

one year ago

👍 5 Agree

Pedestrian/bike safety should be one of the top priorities. As this area expands it will only continue to get worse.

one year ago

👍 4 Agree

Making the street network more interconnected and creating new park/greenway space should be top priorities.

one year ago

👍 2 Agree

Technical analysis from traffic engineers and planners should be used to prioritize projects. Public input should be considered, but should not override professional analysis. Decisions should focus on what helps the greatest number of people not the most vocal opinions from a small number of citizens and activists.

11 months ago

👍 1 Agree

Pedestrian safety is the most important as the area becomes more dense and walk-able.

11 months ago

👍 1 Agree

Get rid of the cars and car infrastructure. Take all that money and invest it in forms of transit that are sustainable and free us from car-dependency, such as bike and ped infrastructure bus and BRT, light rail, etc.

11 months ago

👍 1 Agree

An option not offered (but that is important) is a three-way stop at Lassiter Mill Road and Camelot. This would stop folks from speeding on Camelot between Rowan and Dartmouth and allow safe left turns from Lassiter Mill onto Camelot.

11 months ago

👍 1 Agree

We really need to do something to improve pedestrian access/safety crossing Six Forks at Dartmouth, but I don't believe a huge pedestrian bridge is the right approach. This seems out of place in an area that is supposed to be an urban environment. It also forces pedestrians to walk much further and a harder path, to prioritize the movement of cars through the area. We can improve this intersection quickly and with minimal funding, if we agree that moving cars as fast as possible is not the priority.

11 months ago

Thanks for the survey and your work on this. I'd really like to see Raleigh prioritize walkability and bikeability, so several of those projects were among my top priorities, especially the inexpensive things that can make a real difference like the Neighborhood Pedestrian and Bicycle connections. Increasing the street grid and increasing connectivity (i.e. Six Forks extension to Capital) for all modes of transportation is also helpful. The waterfront park also seems like it would be a great amenity. My concern with Six Forks Pedestrian bridge is that it would actually inconvenience pedestrians by making them go up or down stairs and would increase speed of drivers who would pay even less attention to walkers...would prefer walkers have rights of way to cross at an even level and vehicular traffic go under/through a tunnel.

11 months ago

While deciding on project recommendations, it was difficult to keep track of which projects were dependent on which (and/or which ones should be voted on, and if all "components" had to be included in a decision)

11 months ago

Saint Albans street improvements were proposed in 2016. Why isn't this completed?

11 months ago

I agree that crossing Six Forks Rd. from North Hills to BOA Tower and crossing back is EXTREMELY hazardous due to the drivers trying to get on to Six Forks Rd. I have almost gotten hit twice. Also, I the timing of the crossing light for the pedestrians should be extended by about 10 seconds. I am an able bodied adult and I find I have to walk very briskly to make it in time.

11 months ago

North Hills is billed as being friendly to pedestrians, but it is a traffic and construction nightmare. It is also a very high-rent district. Affordable housing and pedestrian-friendly sidewalks and more than one bridge across Six Forks Road will be helpful.

11 months ago

The extension of Six Forks across Crabtree Creek and the few remaining wetlands in this area will cause even more flooding immediately downstream from the crossing (N King Charles neighborhood) and in the Wake Forest Rd area. The new apartments in this area have already had major negative impacts. Flooding surrounding and downstream from this site is the biggest stormwater issue for Raleigh currently. What will be done on a large scale to address flooding that is the result of runoff from impervious surfaces? Green streets are great, but that alone won't come near addressing the scale of the problem. With redevelopment in this specific area (the confluence of many of Raleigh's urban streams), the City has the opportunity to change how it approaches urban stormwater management before whole neighborhoods and thoroughfares are flooded. We desperately need forethought on these issues.

11 months ago

City of Raleigh Planning (City of Raleigh, NC) (City of Raleigh, NC) Thank you very much for taking the time to participate in our survey, and provide your thoughts. That extension would be elevated and fairly short, so it would not significantly add to problems in the area if at all. The plan proposes major stormwater improvements that would benefit areas east of Capital Boulevard. In addition to the "Green Streets," the proposed Midtown Waterfront Park would significantly add stormwater retention capacity. In fact, the park would be primarily designed not just as a public space, but as a stormwater feature.

If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at sara.ellis@raleighnc.gov.

11 months ago

11 months ago

11 months ago

Desperately need measures to tame congestion that is constant on Six Forks at the Beltline by north Hills all the way to Lynn Road.

11 months ago

I agree that the North Hills Developer should pay for the bridge across six forks.

one year ago

Affordable housing is an absolute must.

one year ago

Are these choices that citizens are empowered to make?! Doesn't feel appropriate.

one year ago

Hi Timothy, public input on prioritization is important and helpful. While technical analysis about costs and benefits is also relevant and some projects are contingent on other projects, it's helpful to know in broad terms whether there is a general preference for, for example, park projects vs. pedestrian improvements vs. projects more focused on vehicular mobility. We're happy to discuss in further detail if you'd like more information, please feel free to reach out to Sara Ellis in Planning at sara.ellis@raleighnc.gov if we can provide you with additional information.

11 months ago

Do you have comments on those recommendations?

Would support 20 stories by-right in the Midtown Waterfront District and even more for a signature building if it meant funding for the park and connections across I-440 (Industrial Dr. to Navaho Dr.). All other recommendations seem appropriate. I think the zoning buffer areas in North Hills set a 4 stories could be increased to 5 stories, but no more. Much of the single family residential in those areas that's new is almost 3 stories already!

one year ago

5 Agree

Consider also creating opportunities for smaller, more affordable rentals in the \$900-\$1400 range, as well as zoning changes to create dense, walkable neighborhoods with units in the 900-1500 sq ft range. NO MORE TEARING DOWN OF REASONABLE OLDER HOMES IN FAVOR OF HIDEOUS MONSTER HOUSES (ex: Oakdale).

one year ago

4 Agree

Is it wise to focus high density residential development in such a flood prone area near Crabtree Creek?

one year ago

3 Agree

Good question. The overall concept for the Crabtree Creek area is for the most flood-prone properties to be converted into park space that would include a substantial stormwater retention element. Other properties are expected to redevelop in coming years, creating a walkable urban area that no longer turns its back on the waterway, but focuses on the waterway and on the greenway. A few properties may be on the edge of the floodplain - if so, then the city's floodplain development rules, which limit the portion of a property that can contain vertical structures and address the elevation of buildings, would apply.

Please let us know if this doesn't fully answer your question, happy to respond to further comments here or to chat in person or via email. You can reach out to Sara Ellis in Planning directly at sara.ellis@raleighnc.gov.

11 months ago

2 Agree

Permeable pavers could also be used for hardscaping and vegetated roofs could be required here for stormwater runoff mitigation.

11 months ago

These recommendations are in line with what Raleigh needs to continue to be a great place to live. However, I would recommend creating smaller parcels for the "Main Street" area for a few reasons. Selling and developing 3-acre parcels will limit development to large developers with deep pockets, most of whom are out of state aren't emotionally invested in the city and may be looking to wring every possible dollar of return out of a project. Developing land in smaller parcels will give a diverse mix of smaller, local players who understand the needs of the community the opportunity to be involved. Having a higher number of smaller developments means that the area will be more resilient to economic downturns because the success of the area won't be dependent on the success of a few big, highly leveraged projects. Also, consider what makes a "Main Street" feel like a "Main Street". Attractive downtowns, whether large or small, typically consist of many small businesses and residences in lots of densely-placed buildings. These places feel authentic because they have been developed and redeveloped organically over a long period of time by many different people. Consider how Fayetteville Street or Five Points feel compared to North Hills. North Hills is nice and is relatively walkable, but feels artificial and lacks the charm of these other places because it was built in a few large phases based on the vision of a single party. Even the largest parcels on Fayetteville Street are less than half the size of parcels A-D in the proposal, and most Fayetteville Street parcels are tiny in comparison. This diversity of properties and businesses helps create the character that the downtown area has. Large parcels in the new "Main Street" will likely mean that investments made there will be in buildings and businesses that are financially efficient and low-risk, meaning they will likely be bland and expensive, targeting high-end customers and tenants instead of being accessible to all of our residents. We don't need another North Hills - consider breaking these massive properties up to a more natural human scale that will support a more diverse group of developers, business owners, tenants, and customers.

11 months ago

2 Agree

Jobs are good, however can the city keep up with the street needs, garbage, recycling, air pollution? Tell me your plan/

one year ago

1 Agree

City of Raleigh Planning (City of Raleigh, NC) (City of Raleigh, NC) Hi Steve, thank you very much for taking the time to participate in our survey, and provide your thoughts. This plan is part of the plan! The plan seeks to make transit, walking, and biking much more viable ways of traveling in and around Midtown, which means less air pollution from cars. It also envisions more density in a few key areas. Because services are more efficient to provide when things are less spread out, the revenue from any new development will be more than enough to pay for those fundamental needs.

If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at sara.ellis@raleighnc.gov.

11 months ago

Midtown needs condos for purchase not only apartments to rent.

11 months ago

I think most of the land use changes look good. I wish the parcels in the waterfront area would be a bit smaller to allow for more natural diversity of development, instead of a small number of large developers doing everything.

My main concerns are around the walkability and access for bike and ped. Especially in the Wake Forest/Six Forks intersection area, near the waterfront area. This area is currently very traffic heavy and that intersection is very dangerous to cross on foot. I know there are plans for increased transit in the area (and we should probably do more than what is already planned), but I see a problem reconciling the planned urbanization of the area with NCDOT's plan to create a DDI interchange at the beltline, to move even more cars through this area. WF Rd was also just widened with no obvious need to accommodate the Wegmens development. The crosswalk in front at the light now crosses about 8 or 9 lanes of traffic on Wake Forest Road, not exactly what I would consider pedestrian friendly (or safe). We seem to be moving in the wrong direction currently, hopefully we can bring the vision proposed here to reality.

11 months ago

I preferred the original street connection plans before they were scaled back. The fewer dead-ends the better for all modes of transportation. It can be difficult to drive, bike or walk through the Midtown area because of confusing subdivision layouts and dead-ends of many streets. Building a grid network should be long-term goal.

11 months ago

I preferred the original higher density zoning recommendations. Just because a parcel is zoned for 20 stories, it may never actually be developed that way. Allowing denser development without rezoning will allow new projects to move more efficiently through the City of Raleigh development review. The way to improve affordability is to increase supply and the longer the administrative process, the more expensive the rents will have to be to make up for time spent in the regulatory process.

11 months ago

I generally support higher density development as long as it comes with an appropriate mix of uses, is walkable, contains a connected street grid, and connects to transit options. Raleigh/Wake County is growing, and I'd much rather it grow up than out. I agree with the need for missing middle housing.

I really like the idea of the waterfront district, though I share the concerns of others that it needs to be built well outside the flood zone. IMO current flood zones don't reflect current reality and certainly don't reflect what will happen in the future, so there needs to be extra buffer built in.

11 months ago

We talk a lot about the need for affordable housing, but don't even seem to look at the possibility of providing affordable opportunities for business. Smaller square footage spaces that could possibly be subsidized based off of some kind of criteria. Don't just provide people a place to pay rent at a lower place, offer them the opportunity to start their own business and lift themselves up out of where they are.

11 months ago

Love the water front idea. No one ever regrets having more green space.

11 months ago

Land use recommendations for Six Forks including 20 story buildings were strongly opposed in the development of the Six Forks corridor project. Why were they put back into the Midtown Area plan. North Hills is currently zoned for 12 stories. Any new construction along Six Forks road should be tiered from 3-5 story with retail on the lower level to maintain affordable housing. The higher the building, the higher the environmental impact of the buildings and higher the cost which shows in a high dollar cost per square foot. It is inconsistent with beautifying the corridor and has a negative impact on global warming.

11 months ago

I support these recommendations

11 months ago

Remove all parking lots and replace with parks and community spaces, and build for lots and lots of density.

11 months ago

I am pro density, essentially if it can support non-car transportation

11 months ago

Would love to see much more intentional land-use to bring residential / apartments, etc closer to jobs / commercial centers to encourage car-free trips. The intersection between land-use and transportation is so critical. We must be extremely intentional about our designs to encourage growth that doesn't require car usage exclusively.

11 months ago

I support flexible density in current single family neighborhoods so that a variety of affordable housing stock is available. These units should include rental and multi-family options that would add interest to the neighborhood. No more tear downs replaced by McMansions with no trees in the yards.

11 months ago

I think the tall towers are hideous and take away from the beauty of the North Hills area.

11 months ago

please consider lowering height levels by millbrook and six forks; PLEASE insist on traffic calming on windel and farley and crestview... the cut through traffic is terrible already!!

11 months ago

The waterfront district is a step in the right direction, but the development parcels should not be so close to the floodplain. There should be more area dedicated to stormwater detention/retention and treatment before it meets Crabtree Creek.

11 months ago

I support higher density

11 months ago

Do not desire that any of this development be taller than 5 stories.

11 months ago

Agree with "Consider also creating opportunities for smaller, more affordable rentals in the \$900-\$1400 range, as well as zoning changes to create dense, walkable neighborhoods with units in the 900-1500 sq ft range. NO MORE TEARING DOWN OF REASONABLE OLDER HOMES IN FAVOR OF HIDEOUS MONSTER HOUSES (ex: Lakemont).

11 months ago

Supportive of the "missing middle" opportunities. Agree that the Atlantic and St. Albans area is ripe for development of additional residential areas. More families are already moving into this area.

one year ago

It is so important that housing options be available for those earning less than median area income such as teachers and police and fire. The park idea sounds great.

one year ago

The portion of the plan

one year ago

More density, walkability, and street connectivity, and more parks, are all good goals.

one year ago

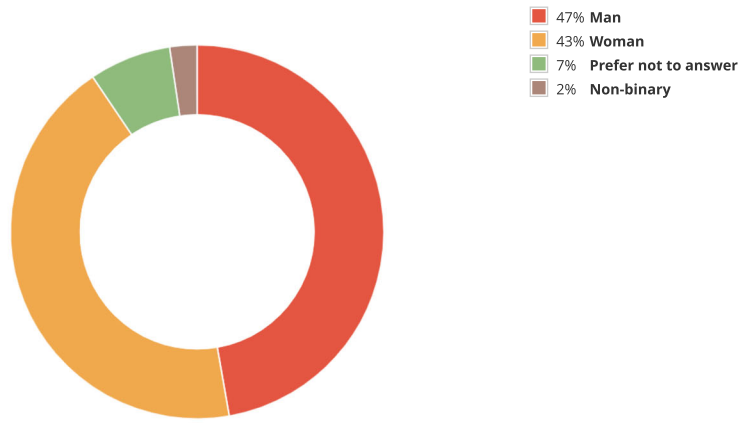
In a previous phase of the project, we received feedback on recommendations for land use along Six Forks Road. In response, changes were made to reduce recommended height and create a more graceful transition to lower-scale residential areas nearby. See the image below for details. How well do these changes meet the plan's overall goals of allowing more housing and employment options while also respecting lower-scale residential areas?



The previous Six Forks recommendations also included potential future street connections at Westridge Drive/Northfield Drive/Six Forks Road and at Gates Street. In response to feedback, those recommendations have been changed as well. The Gates Street connection would be a pedestrian connection. The Westridge/Northfield/Six Forks connection has been removed. A future study would consider the type and timing of any connections and also consider issues related to school transportation needs along Rowan Street related to Carroll Middle School and St. Timothy's. See the image for details. How well do these recommendations meet the plan's goals of improving walkability, providing more travel options, and ensuring safe travel speeds?

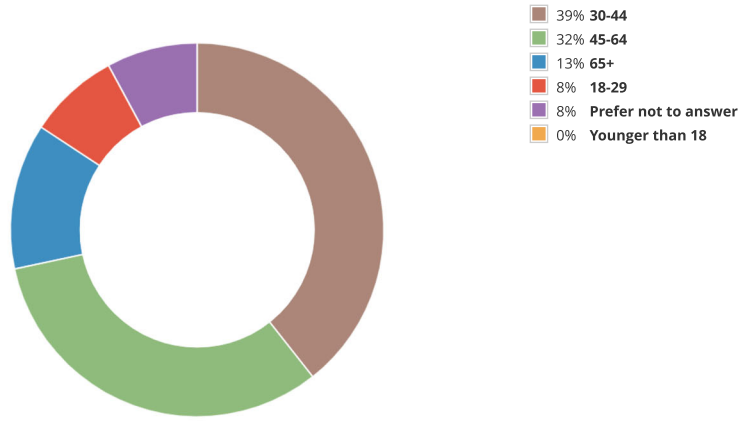


What is your gender identity?



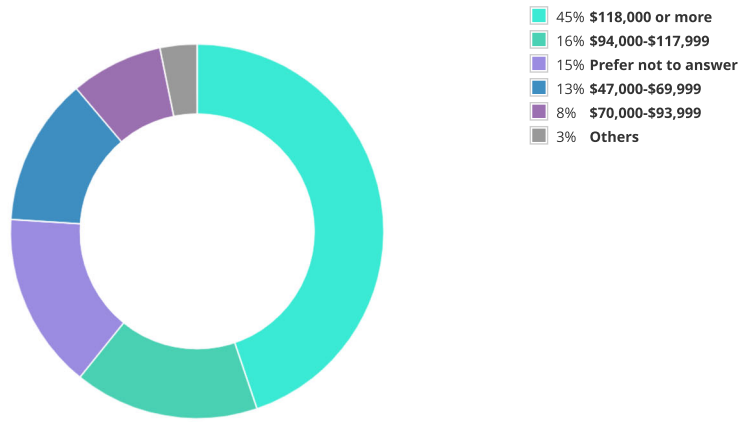
127 respondents

How old are you?



127 respondents

What is your approximate annual household income?



125 respondents

What is your racial identity? (Select all that apply.)

79%	White	81 ✓
15%	Prefer not to answer	15 ✓
5%	Black	5 ✓
5%	Hispanic/Latinx	5 ✓
0%	Asian	0 ✓
0%	American Indian/Alaskan Native	0 ✓
0%	Native Hawaiian/Pacific Islander	0 ✓
0%	Other	0 ✓

103 Respondents

SEE, THIS IS WHERE THESE SURVEYS ARE BIASED. IF ONE SAYS 1 STORY ONLY, IT APPEARS THAT PERSON IS AGAINST GROWTH. HOWEVER OFTEN THE NEXT OPTION IS 2-5 STORIES, WHICH IS A BIG VARIANCE. OFTEN THE PHOTOS OF THE DEVELOPMENTS ARE MISLEADING; I HAVE BEEN TO SOME OF THESE 'DEVELOPMENT DROP INS' AND THE PHOTOS ARE CLEARLY NOT WHAT WOULD BE BUILT IN SAID AREA. IT'S MISLEADING, AND I FEEL IT'S ALMOST WILLFULLY SO, WHICH MAKES ME IRRITATED AT THESE TRENDY PLANNERS AND THE URBAN DESIGN CENTER.

11 months ago

Lower density and fewer stories are better for this area. Don't get excited by how "cool" it is to be in this area. Many people have lived in this area for many years and don't want all the towers and traffic. Think about whether it will still be "cool" to be in North Hills in 20 years before trying to completely change the complexion of this area. Keep pedestrians and affordable housing in the front of your planning.

11 months ago

traffic congestion on Six Forks is becoming unworkable

11 months ago

Do not support the 12 and 20 story zonings at the intersection of Six Forks Road and Lassiter Mill Road, and the North Hills Complex.

Some of the maps were difficult to read.

11 months ago

City of Raleigh Planning (City of Raleigh, NC) (City of Raleigh, NC) Thank you very much for taking the time to respond to our survey, we really appreciate it. Can you tell us which maps specifically were hard to read? We will be sure to fix that and provide clearer maps for future projects. You are also welcome to send us that information via email to Sara Ellis at sara.ellis@raleighnc.gov.

11 months ago

How did you hear about this survey?

71%	Email	87 ✓
9%	Social media (Facebook, Twitter, Instagram, Nextdoor)	11 ✓
8%	City of Raleigh website	10 ✓
5%	Public meeting	6 ✓
5%	Other (please specify in the comments)	6 ✓
2%	Mailing/Postcard	2 ✓
0%	Local news	0 ✓

122 Respondents

I am a member of the Midtown-St. Albans confirmation group.

11 months ago

District E newsletter

11 months ago

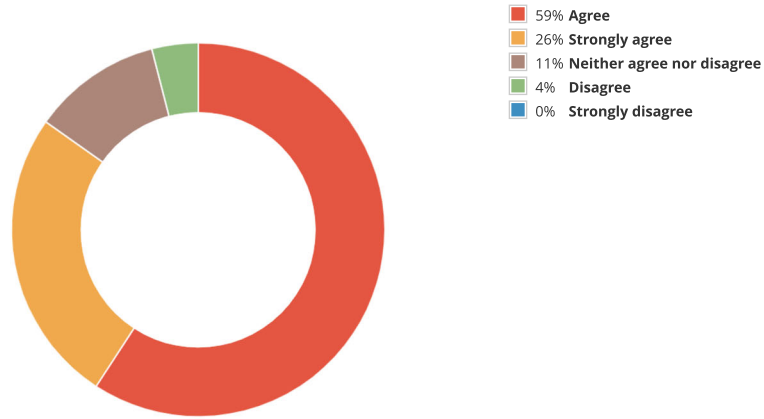
Neighbor

11 months ago

I am very glad to see the removal of the Westridge Drive extension. I believe the inclusion of that would have caused many pedestrian and traffic concerns due to the width of the road, potentially increase crime, and destroyed the neighborhood feel. Thank you.

one year ago

This survey gave me a good opportunity to share my perspective.



125 respondents

Information about how the survey impacts design decisions would be more helpful.

11 months ago

City of Raleigh Planning (City of Raleigh, NC) (City of Raleigh, NC) Thanks. That's a fair point. The quick answer is that the survey will help with priorities. The proposed projects are still somewhat conceptual, not final designs, but certainly the final design would draw heavily on the concepts shown in this phase.

If you don't feel like we fully answered your question, or you would like more information please feel free to send Sara Ellis on the project team an email at sara.ellis@raleighnc.gov.

11 months ago

Had hoped to attend meeting so could view maps and info in a larger format and ask questions.

one year ago

City of Raleigh Planning (City of Raleigh, NC) (City of Raleigh, NC) We're sorry to have missed you! We placed all the maps, and complete presentations on our project website which you can find here: <https://www.raleighnc.gov/business/content/PlanDev/Articles/LongRange/MidtownStAlbans.html>. We would also be more than happy to send you any specific information or answer any questions you may have, please reach out to Sara Ellis at sara.ellis@raleighnc.gov and we'll be sure to get you the information you need to give us informed feedback.

11 months ago

Some of the questions didn't have options to leave comments. I could not say that height transitions/limits along six forks are too low. Many of the infill houses in the adjacent neighborhoods are 3 stories. All of the adjacent mixed use areas could be set to 5 stories and still be a gentle transition.

one year ago

City of Raleigh Planning (City of Raleigh, NC) (City of Raleigh, NC) Thank you for providing that feedback here, we would like you to know we received it and will be sure to incorporate your feedback into the next steps in the planning process.

11 months ago

Would you like to get updates about the Midtown-St. Albans Study but haven't yet signed up? Leave your email here and we will be in touch!

No data to display...