

PLANNING AND
DEVELOPMENT

Dix Edge

Community Snapshot

raleighnc.gov



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Introduction

What is the Dix Edge Study?

The Dix Edge Area Study will focus on the built environment – including housing, transportation, and transit - in the communities surrounding Dorothea Dix Park. Big public investments like Dix Park and Wake Bus Rapid Transit (BRT) will have an impact on their surroundings, and this study aims to understand what the community's vision for the area is 10 and 20 years in the future. The end product of the study will be a set of policies and actions that reflect this community vision and will guide City Council and their boards and commissions in making decisions - from rezoning decisions to changes to the development regulations to new capital projects such as roads, bike lanes and new greenway connections.

Who is involved?

The study is managed by the Raleigh Planning and Development Department but could not be completed without the help of many other departments and partners. The City has hired a consultant team to conduct the study, which includes planners, designers, engineers, real estate market specialists, and engagement specialists. This group, along with City staff, will conduct research, plan and facilitate engagement, and formulate a final plan for the area's future growth and development. The City staff team spans departments and includes Transportation, Housing and Neighborhoods, Raleigh Parks, Raleigh Stormwater, the Office of Economic Development + Innovation, the Office of Equity and Inclusion, and the Office of Sustainability.

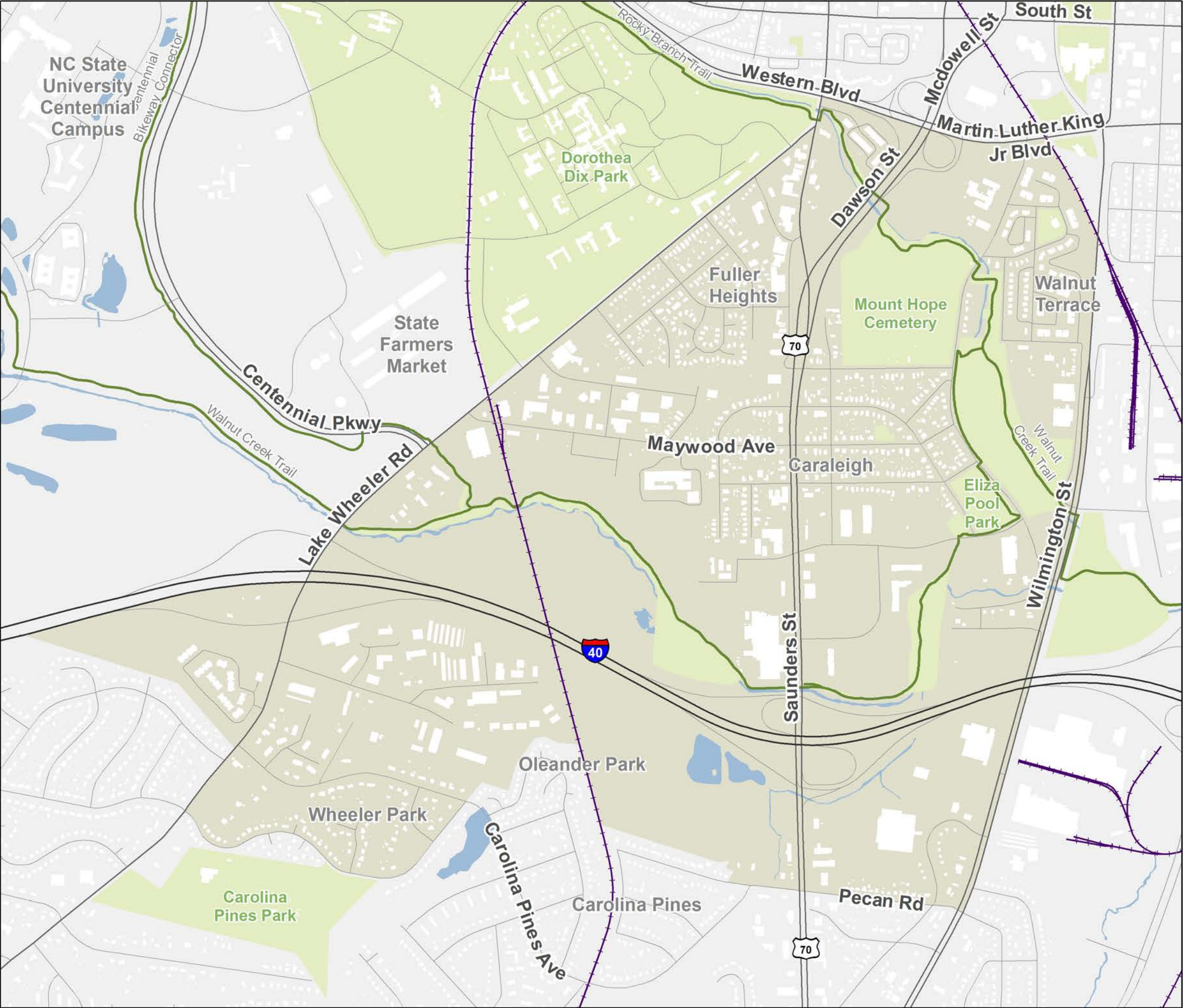
A community vision cannot be identified without collaboration from community members. This means that everyone who lives, visits, shops, studies, worships, and plays in the study area will play a role in the success of the study. The study aims to incorporate this by design. Two paid Neighborhood Ambassadors will make connections between residents and community groups and the project team to assist with engagement. A Community Leaders group will convene throughout the project will review engagement methods for effectiveness and ensure that input from the public that reflects their lived experience is incorporated in plan recommendations.



How to use this document

This community snapshot provides basic information about the study area to help fuel and support conversation between participants. It is organized by topic, and most of the document is made up of maps that illustrate what already exists or is planned in the study area.

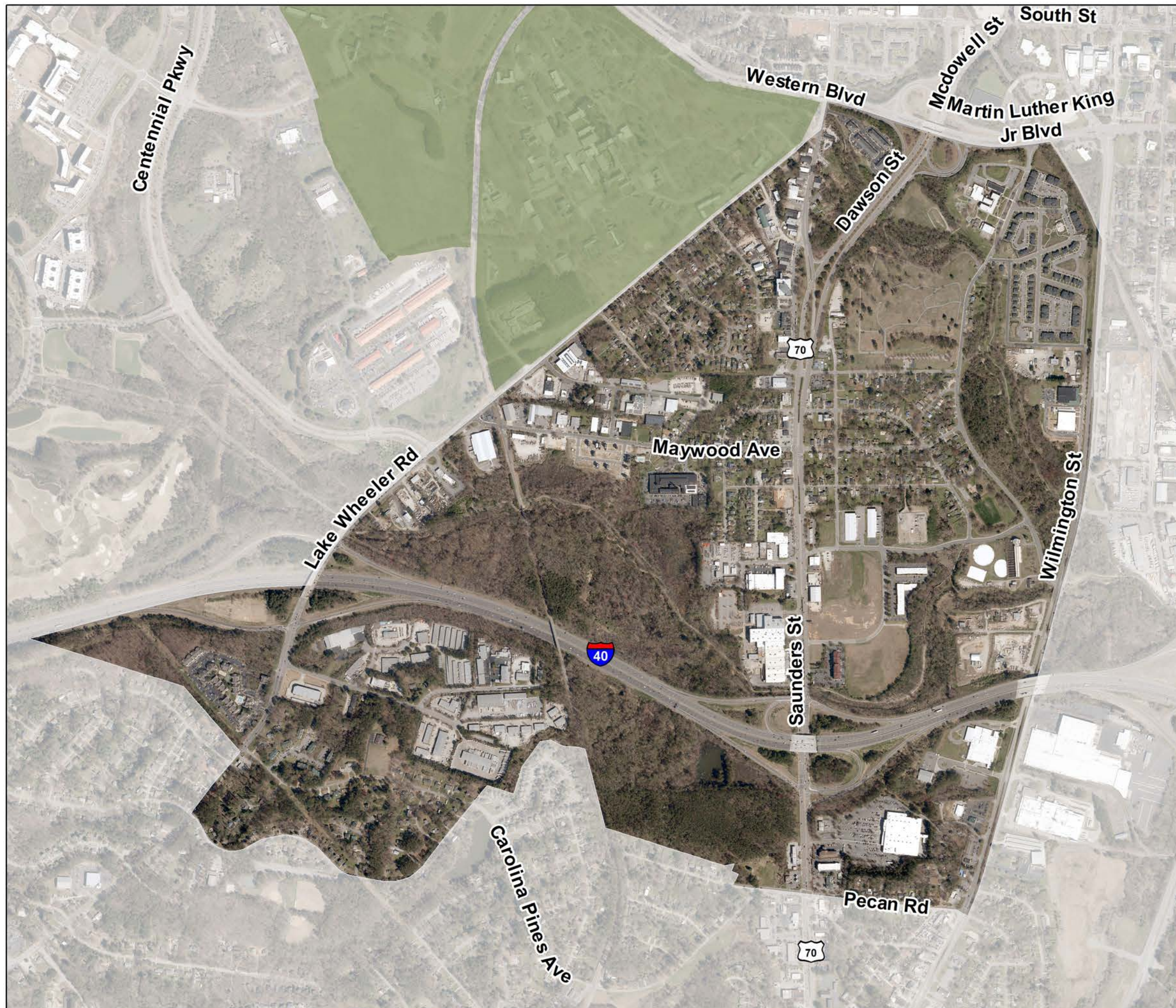
Map 1: Study Area





- Rail Lines
- Greenway Trails
- Parks and Greenways
- Water
- Buildings
- Study Boundary

The study area is made up of the neighborhoods bordering Dorothea Dix Park to the east. These include Fuller Heights, Caraleigh, and Wheeler Park neighborhoods.

Map 2: Aerial Photo (2019)



-  Dix Park
-  Study Boundary

The study area is made up of the neighborhoods bordering Dorothea Dix Park to the east. The study boundary is roughly bounded by Lake Wheeler Road, Carolina Pines Road, S Wilmington Street, and Martin Luther King Jr Boulevard.



Raleigh

**DIX EDGE
AREA STUDY**



0 0.125 0.25 0.5 Miles

Community

This section includes information about the social fabric of the study area, including historic resources, registered neighborhoods, and photos.

The City has a Raleigh Neighborhood Registry program to support and encourage participation in neighborhood groups. Map 4 shows the location of registered neighborhood groups in the study area. More information about the program can be found on the registry webpage.

The U.S. Census Bureau produces annual estimates of demographic information. The estimates are reported by Census Block Group, the boundaries of which are determined by the Bureau. The Dix Edge Area Study boundary is partially in five different block groups, and the boundaries do not align perfectly. Each block group shows a different picture of the people who live there, but the estimates show an overall picture of the study area. Overall, compared to the city as a whole, the study area is more racially and ethnically diverse (specifically with a higher proportion of Black and Latinx residents), has a higher rate of households with limited English proficiency (especially Spanish speaking households), and a greater proportion of homes are rented rather than owned by residents. There is some variety among the study area block groups, but in several block groups a higher proportion of households do not have access to a vehicle. This data is valuable to the study as the project team prepares an approach to engagement. Understanding factors such as the need for Spanish language translation and outreach to renters, cyclists, and transit users will be critical to successfully collaborate with the Dix Edge community.

History of the study area

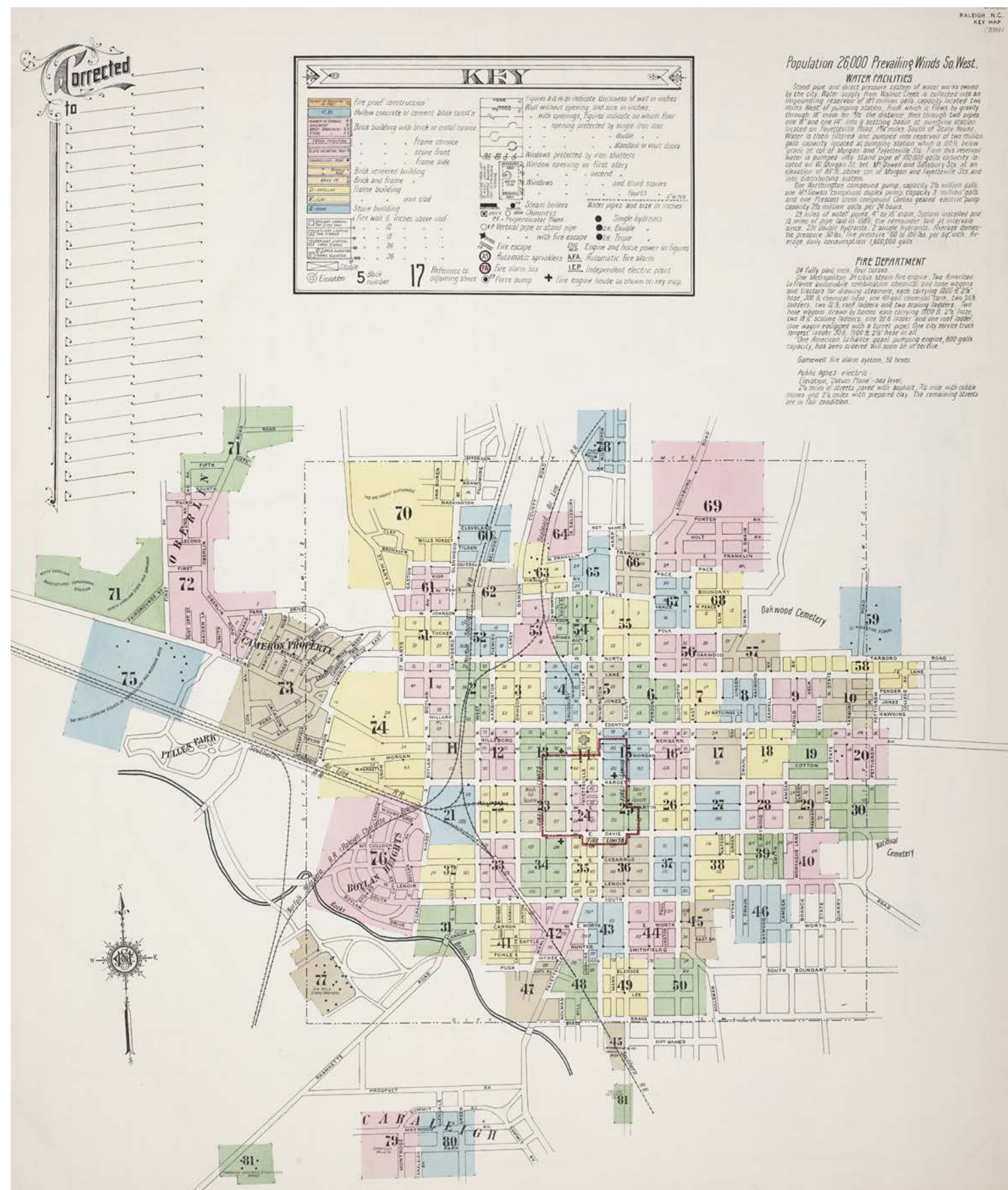
The history of the study area is not a singular story but can be gleaned from the histories found in the numerous architectural surveys of Raleigh and the histories of the historic landmarks in the area.

What is likely the earliest development in the area is the City's establishment of Mount Hope Cemetery in about 1872 for its African American population. Expanded several times through 1952, the approximately 1,500 monuments represent a cross-section of Raleigh and Wake County's African American population in the nineteenth and twentieth centuries, including a number of men and women who rose out of slavery to become prominent in professional fields of church leadership, education at Raleigh's two early African American colleges—St. Augustine's and Shaw—as well as in the public schools, medicine, business, politics, and civic service.

A relatively small parcel of land played a huge role in allowing the growth of Raleigh as a whole. The Raleigh Water Works facility on Fayetteville Road was constructed in 1887 and expanded with the E.B. Bain Water Treatment Plant in 1920 and 1940. The residential and commercial growth of the 1920s led to the need for an additional source of clean water. The federal Public Works Administration-funded facilities were the sole source of treated water during the city's post-War development boom between 1940 and 1967. The facility was located near Walnut Creek, which served as the source of water for downtown Raleigh at the time.

The ability to purchase electricity and the location of the Norfolk-Southern Railway tracks spurred the construction of the Caraleigh Cotton Mill built between 1891 and 1892. Caraleigh Mills represents a change in textile manufacturing that occurred during the late nineteenth century when hydroelectric development and improvements in textile production technology made it possible for textile mills to operate anywhere (they were no longer bound by geographic considerations to make power) there was an available workforce. In Raleigh, these trends led to the introduction of the textile industry during the 1890s. In 1891, a group of Raleigh businessmen, led by Alfred Augustus Thompson, spearheaded the construction of Caraleigh (a combination of Carolina and Raleigh) Mills in what was then an undeveloped area beyond southwest Raleigh. Which is also the namesake of the Caraleigh Neighborhood that we know today.





Caraleigh Cotton Mill

Caraleigh Cotton Mill was constructed in 1892 and through its rapid growth that continued until the early 1900's was the largest of Raleigh's six textile manufacturers. In 1904 the president of the mills, donated land on Gilbert Avenue for Caraleigh Baptist Church, which today is located on Summit Avenue. The mill produced cotton and wool sheet goods and raw yam through 1956, when the production shifted to synthetic goods. At the time, there was no nearby housing for mill workers, so the company built nearby housing in the neighborhood known as Caraleigh today. There was no indoor plumbing until the mill village was incorporated by the City of Raleigh in 1958.

With its workers' duplexes, the mill village is an early example of new urban living trends in twentieth century Raleigh. Unlike other mill villages in the state, Caraleigh includes both company-built housing and, eventually, private housing. A school was also associated with the village but burned in 1980 and the school site was developed as Eliza Pool Park in the mid-1990s. The mill operated until 1999, when it was sold and developed into the condominium development that exists today.

The opening of Washington School in 1924 marked the first time that African Americans in the state's capital city received a free, public high school education. Washington School remained Raleigh's only public high school for Black residents until 1953 when the high school moved to the new Ligon Magnet Middle School. It was made a junior high school in 1953. Substantial integration did not occur until a court-ordered plan took effect in 1971.

Fuller Heights is a post-war neighborhood of modest homes in contrast to many larger, more affluent communities built in Raleigh in that period. Although platted in 1928, most of the remaining housing was built in the 1950s. The re-routing of South Dawson and South McDowell Streets to intersect with South Saunders cut off a small eastern portion from the majority of the neighborhood.

South of what is today I-40, the Carolina Pines neighborhood, platted in 1946 and built in 1950, was another of Raleigh's early postwar suburbs. The neighborhood was designed with a curvilinear subdivision street plan, which was a popular design for postwar developments. In an effort to avoid dangerous intersections, developers avoided sharp corners and instead sought to lay out subdivisions following the topography of the area and with few long blocks.

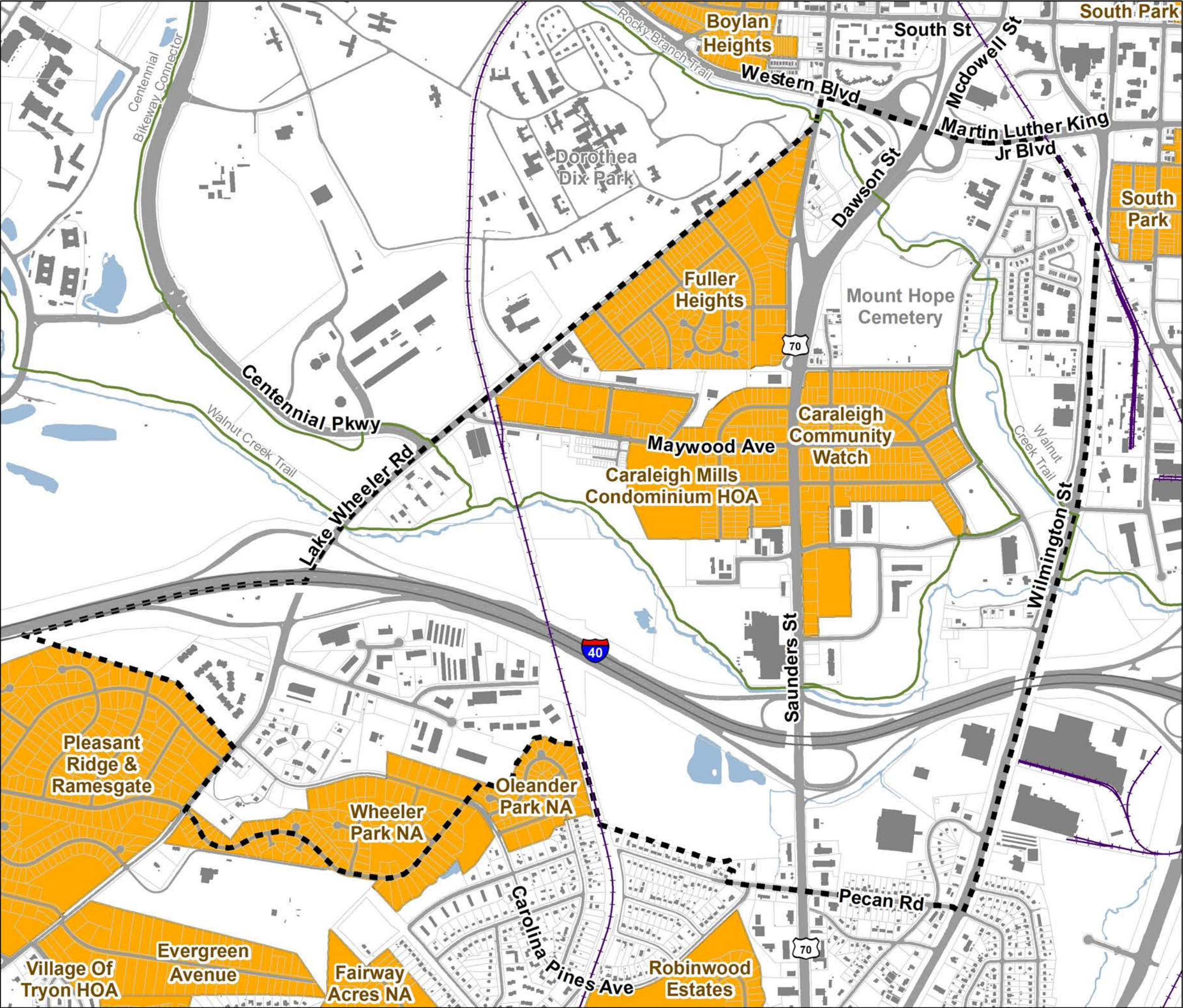
In the late 1950s and early 1960s, there were a number of "urban renewal" projects in Raleigh. Intended to fight poverty, these federally-funded projects included the area around Washington School in the Fourth Ward. Houses were purchased and demolished to make way for the Walnut Terrace public housing project across from the school. This was the Raleigh Housing Authority's third major project. The apartment buildings were replaced in the early 2010s with new affordable housing.



Aerial Image of Dix Edge Area (1960)


In addition, the construction of Western Boulevard and the interchange at South Saunders Street and McDowell Street, initiated in the late 1960s, involved the purchase and demolition of homes in the north part of the study area. The construction of Highway I-40 took place in the late 1970s and was completed by 1983. Above is an image showing what the area looked like before its construction.

Map 4: Registered Neighborhoods

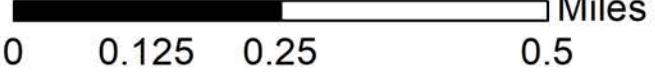



- Registered Neighborhoods
- Rail Lines
- Greenway Trails
- Buildings
- Water
- Dix Edge Study Boundary

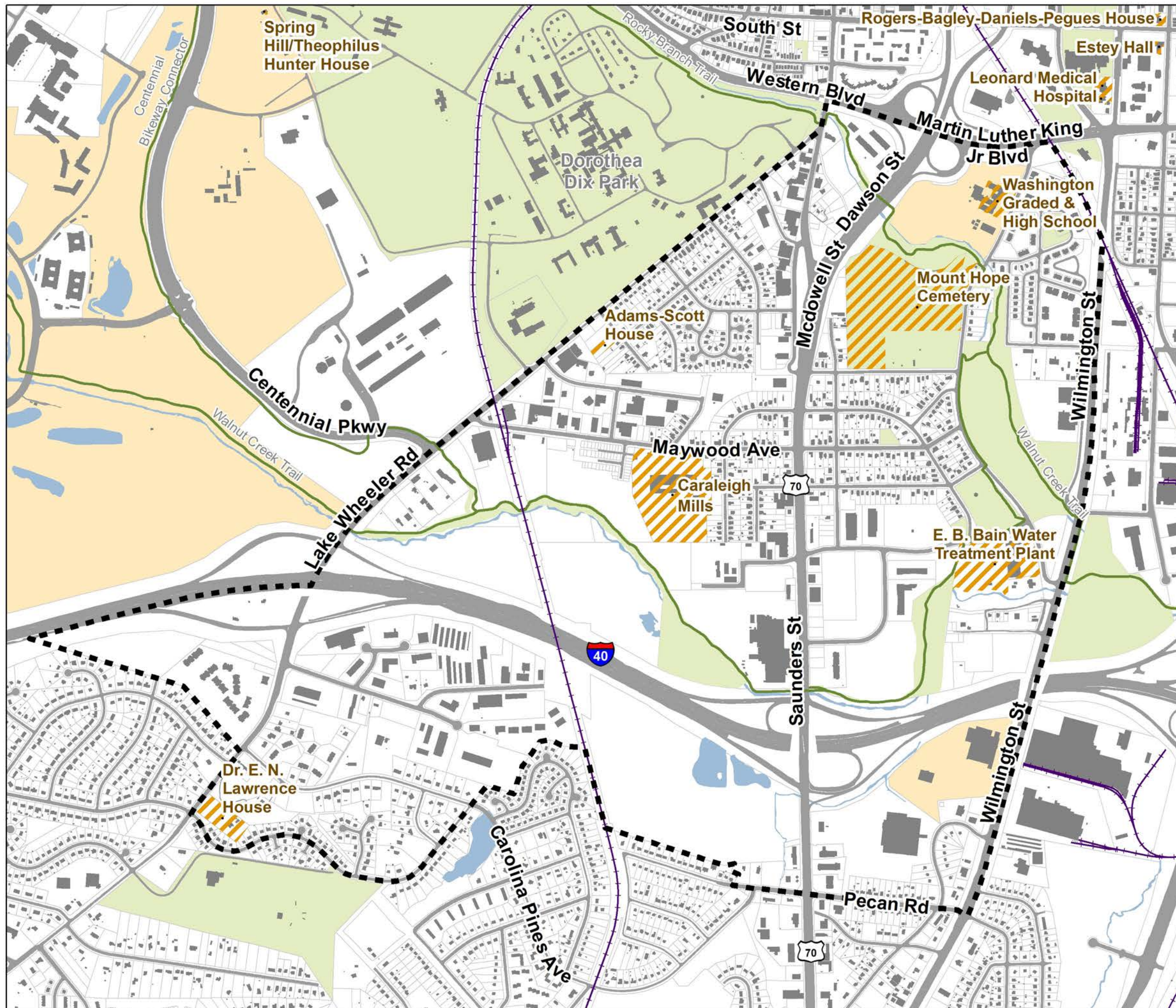
The Raleigh Neighborhood Registry allows neighborhood groups to register with the City and helps residents find nearby organizations.

**Raleigh**

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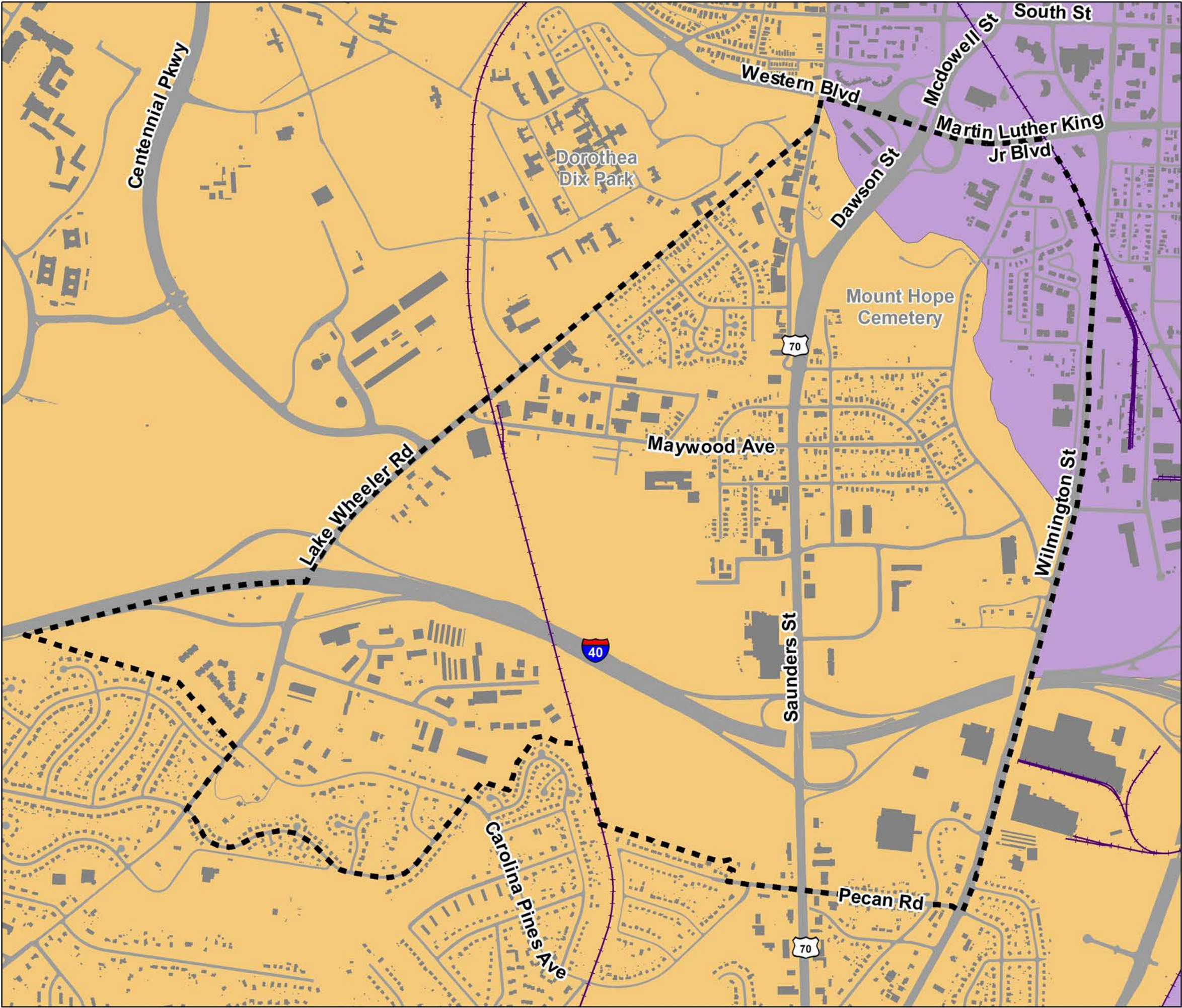
Map 5: Historic Landmarks



- Historic Landmarks
- Rail Lines
- Greenway Trails
- Buildings
- Water
- Schools
- Parks and Greenways
- Study Boundary

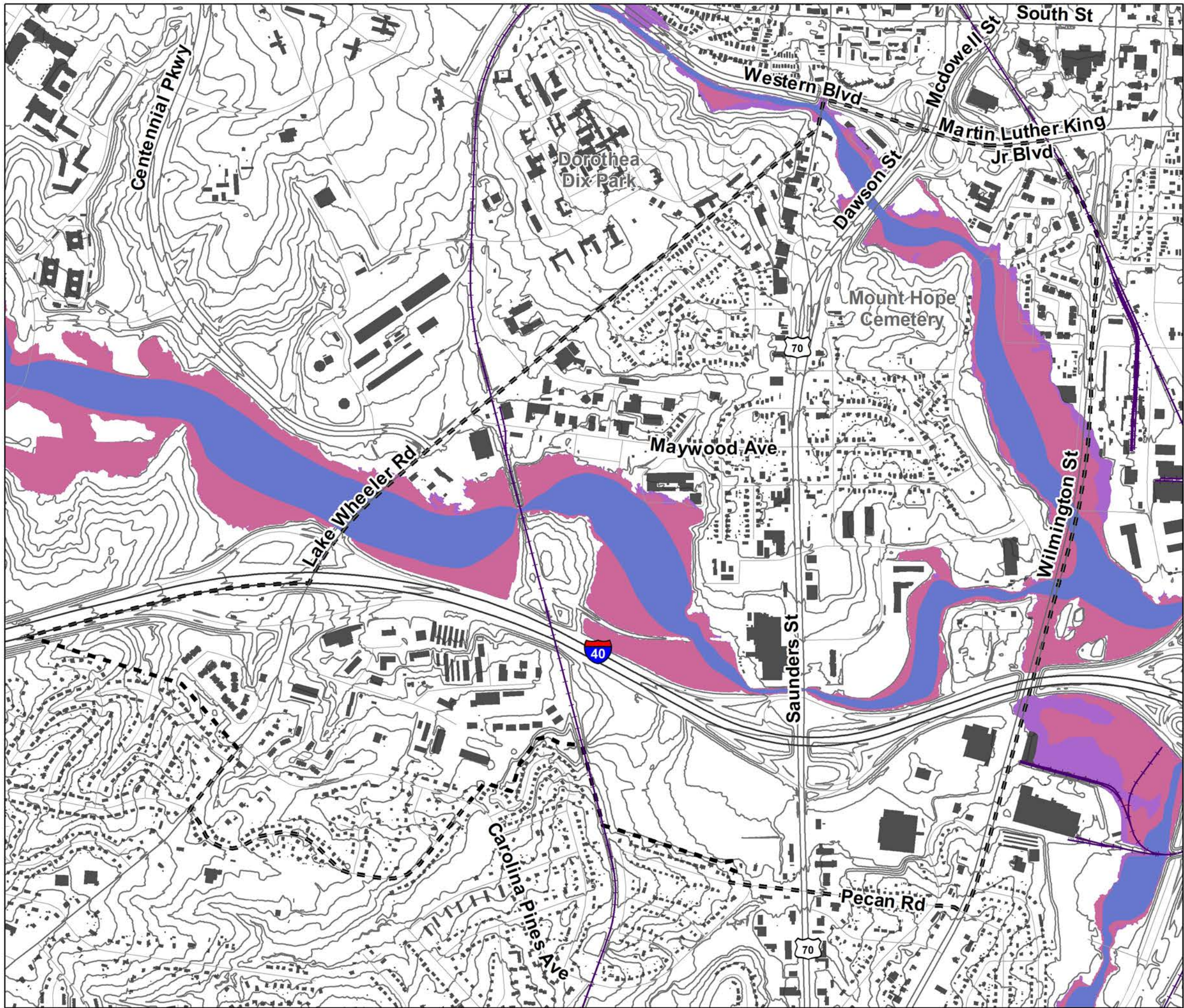
The study area contains several historic landmarks that are registered with the National Register of Historic Places.

Map 6: City Council Districts



- District C - Corey Branch
- District D - Stormie Forte
- Rail Lines
- Buildings
- Study Boundary

There are two City Council districts in the study area – District D and District C. The district boundary follows the Rocky Branch greenway between S Wilmington Street and Western Boulevard.



Map 13: Floodplain and Topography

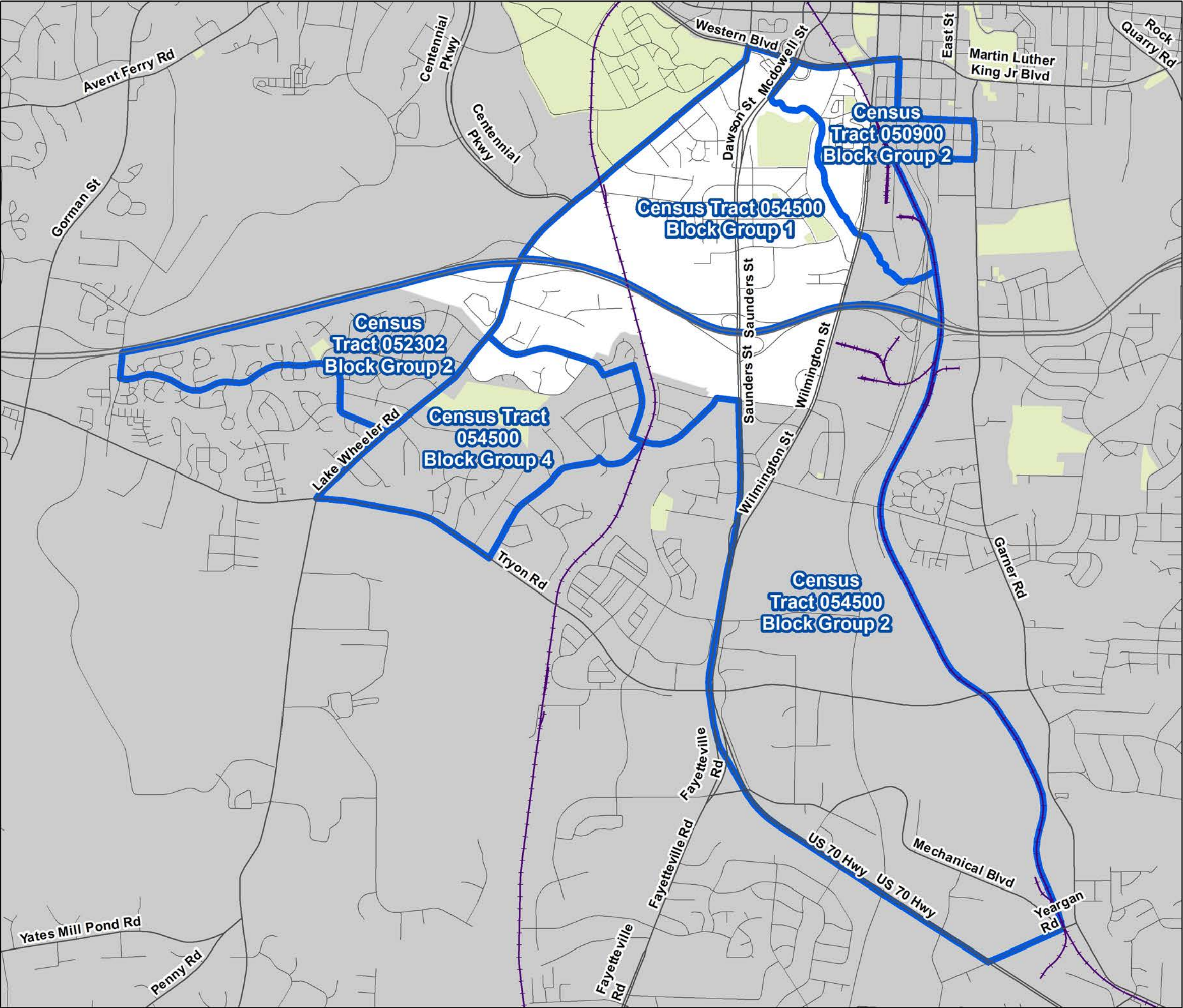
- Topography (10' contour)
- 0.2% chance OR 1% (future conditions)
- 1% annual chance of flood
- Floodway
- Study Boundary




Floodplains for Walnut Creek and Rocky Branch cut through the study area. The 1% annual chance of flood – or 100-year floodplain – is the area at an elevation with a 1% chance of flooding each year. Changing climate and changing storm patterns may increase the annual chance of flooding in the future.



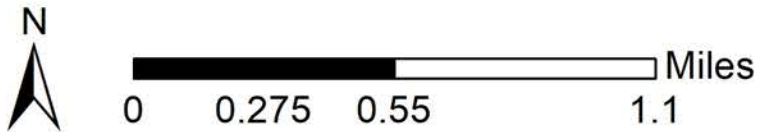
Community Statistics

Dix Edge Census Block Groups

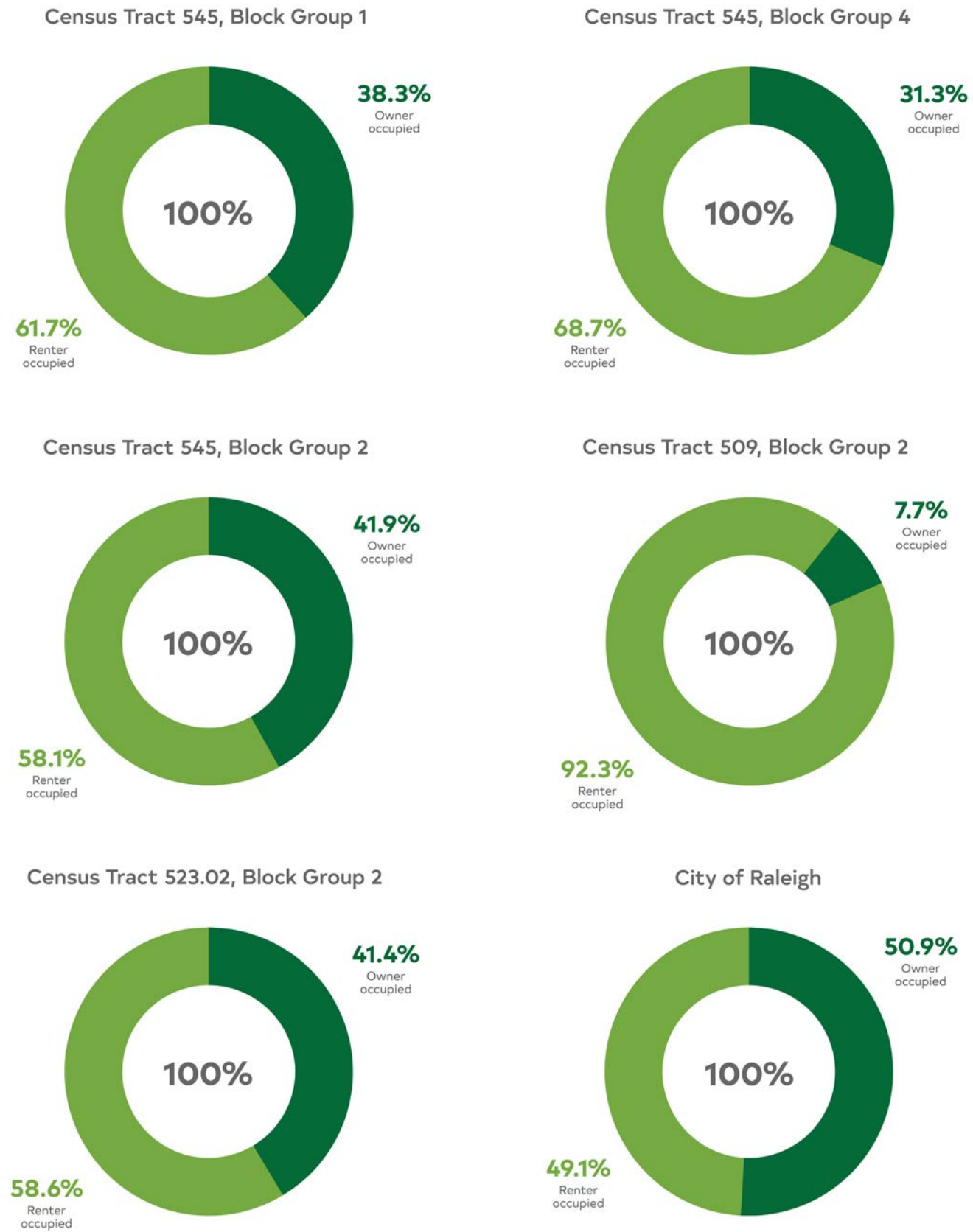


-  Census Block Groups
-  Parks and Greenways
-  Dix Edge Study Boundary

The U.S. Census Bureau provides demographic information about American communities for individual Census “block groups”. The Dix Edge area contains a portion of five different Census block groups. The following pages show demographic data reported for these areas.

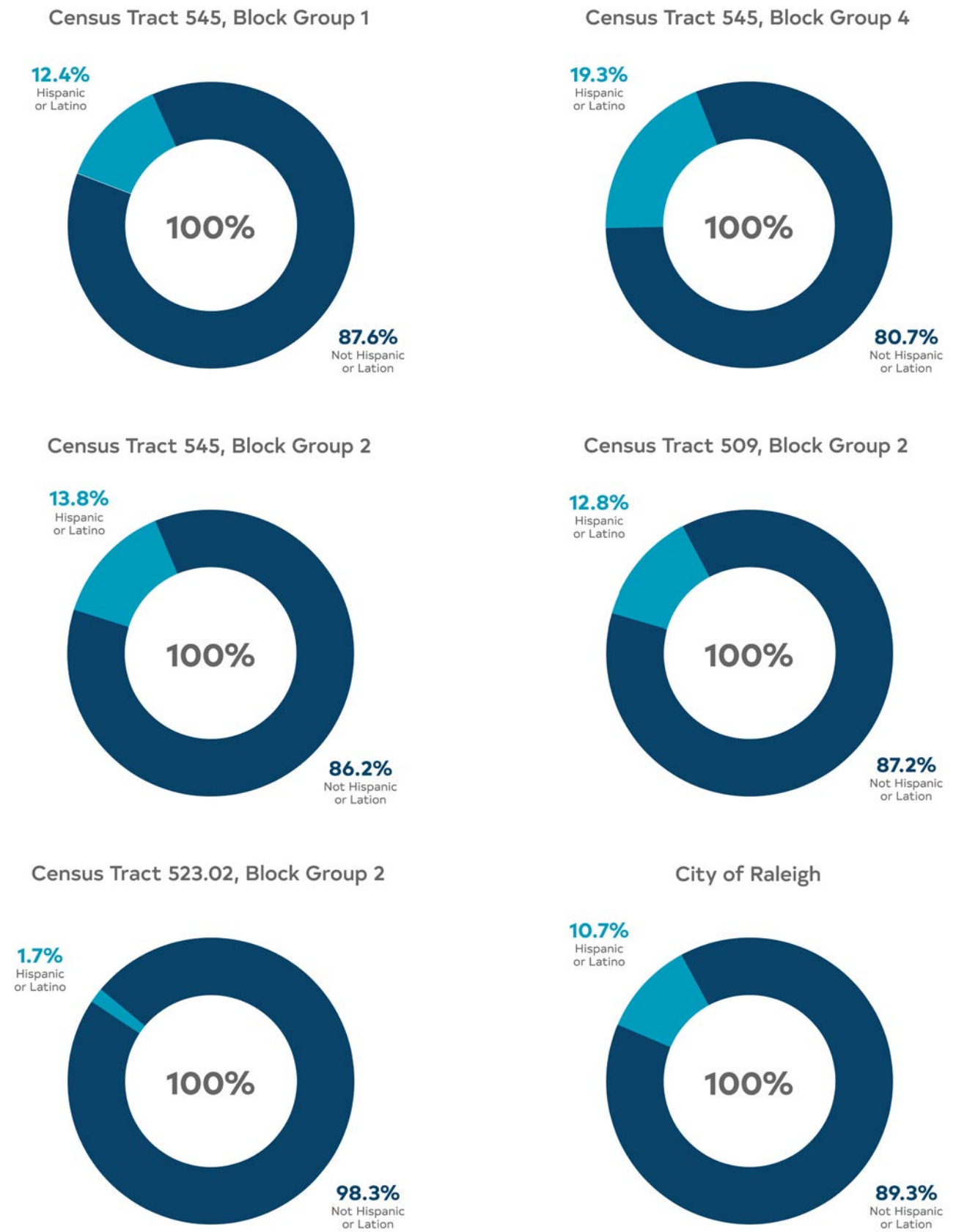


HOUSING TENURE



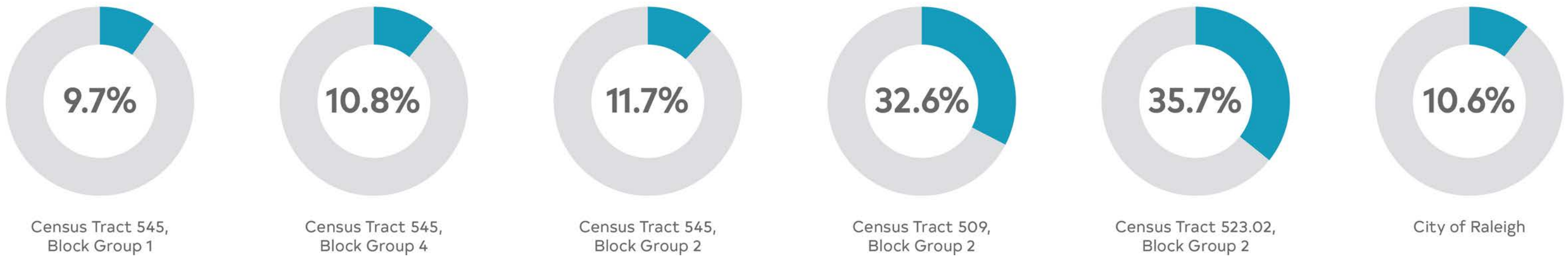
Source: 2018 American Community Survey 5-year Estimate, Table B25003

ETHNICITY



Source: 2018 American Community Survey 5-year Estimate, Table B03003

POVERTY



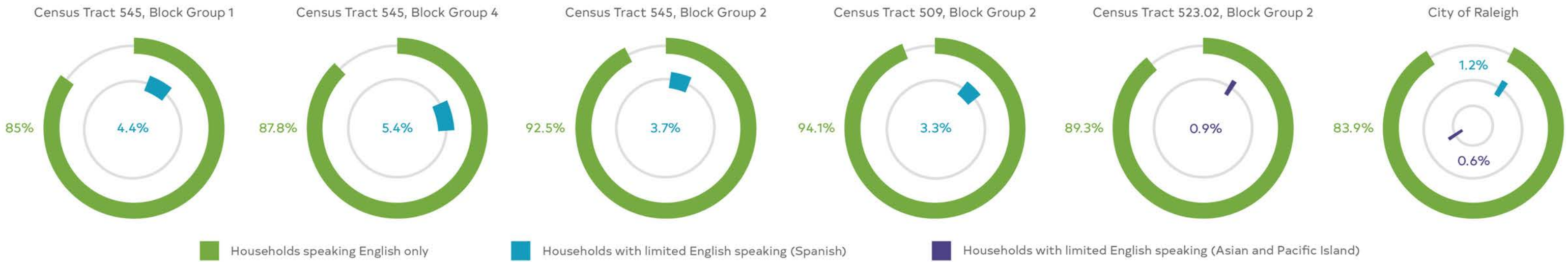
Source: 2018 American Community Survey 5-year Estimate, Table B02001

AGE



Source: 2018 American Community Survey 5-year Estimate, Table B02001

LANGUAGE

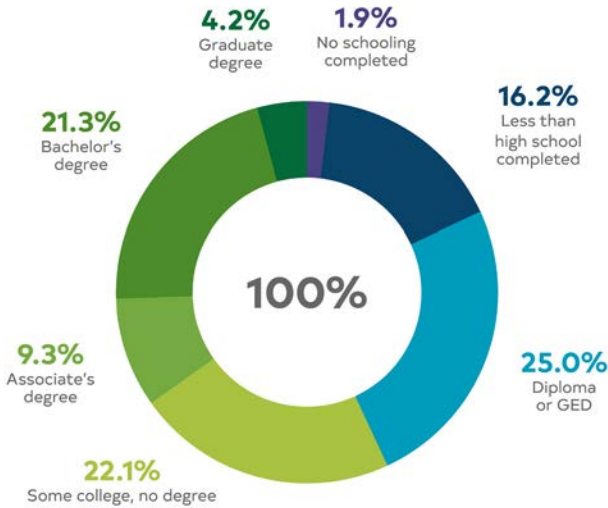


Source: 2018 American Community Survey 5-year Estimate, Table B02001

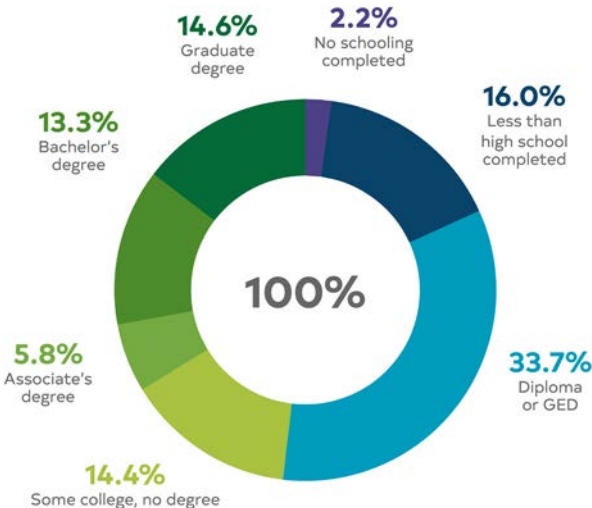
EDUCATION

RACE

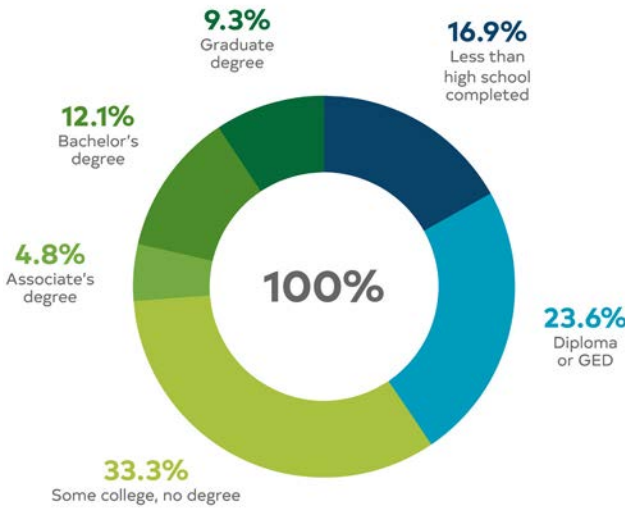
Census Tract 545, Block Group 1



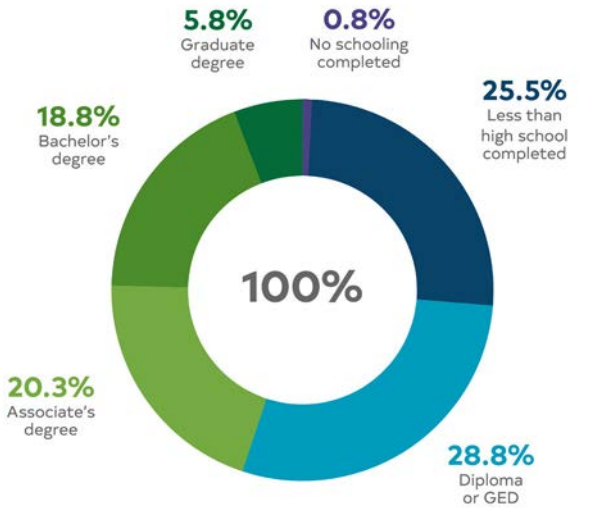
Census Tract 545, Block Group 4



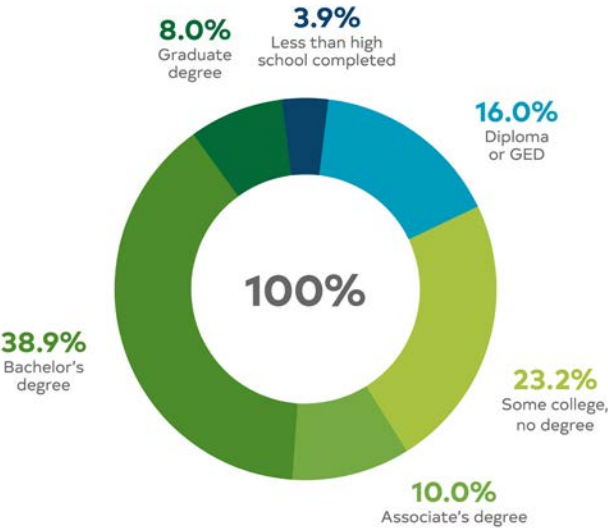
Census Tract 545, Block Group 2



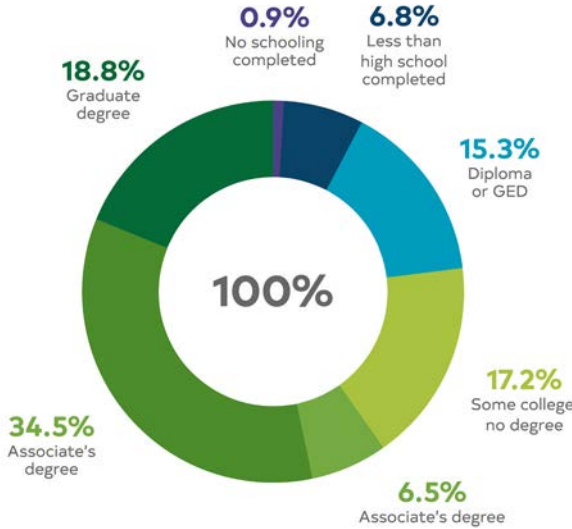
Census Tract 509, Block Group 2



Census Tract 523.02, Block Group 2

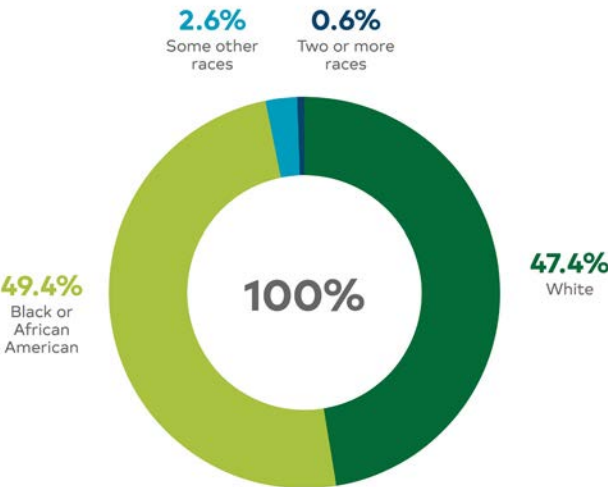


City of Raleigh

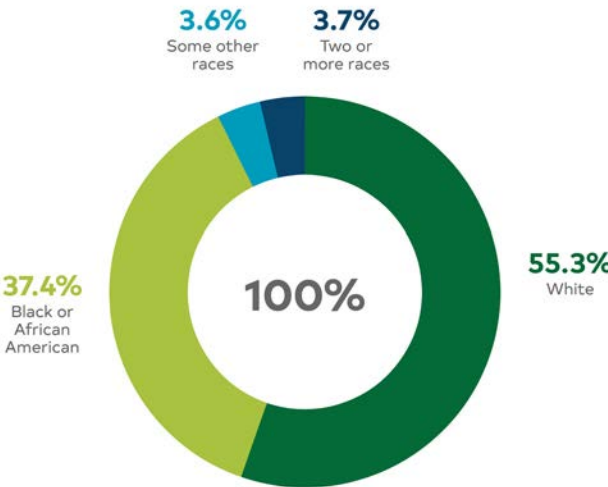


Source: 2018 American Community Survey 5-year Estimate, Table B15003

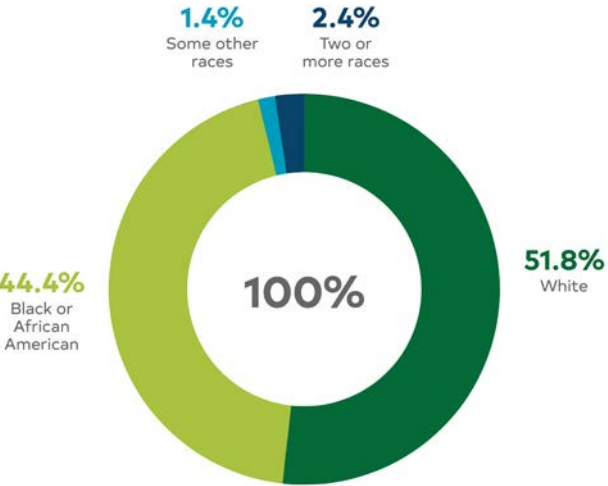
Census Tract 545, Block Group 1



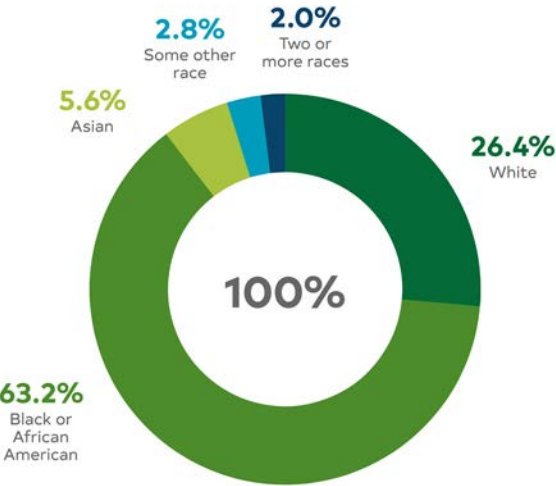
Census Tract 545, Block Group 4



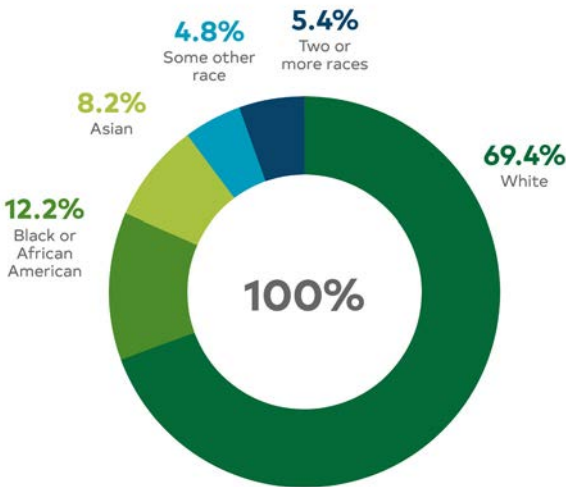
Census Tract 545, Block Group 2



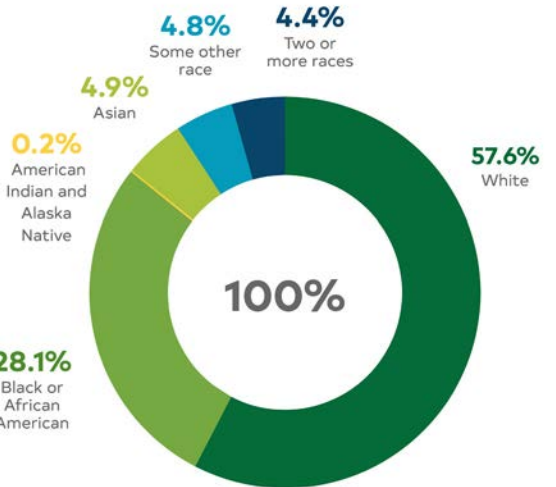
Census Tract 509, Block Group 2



Census Tract 523.02, Block Group 2

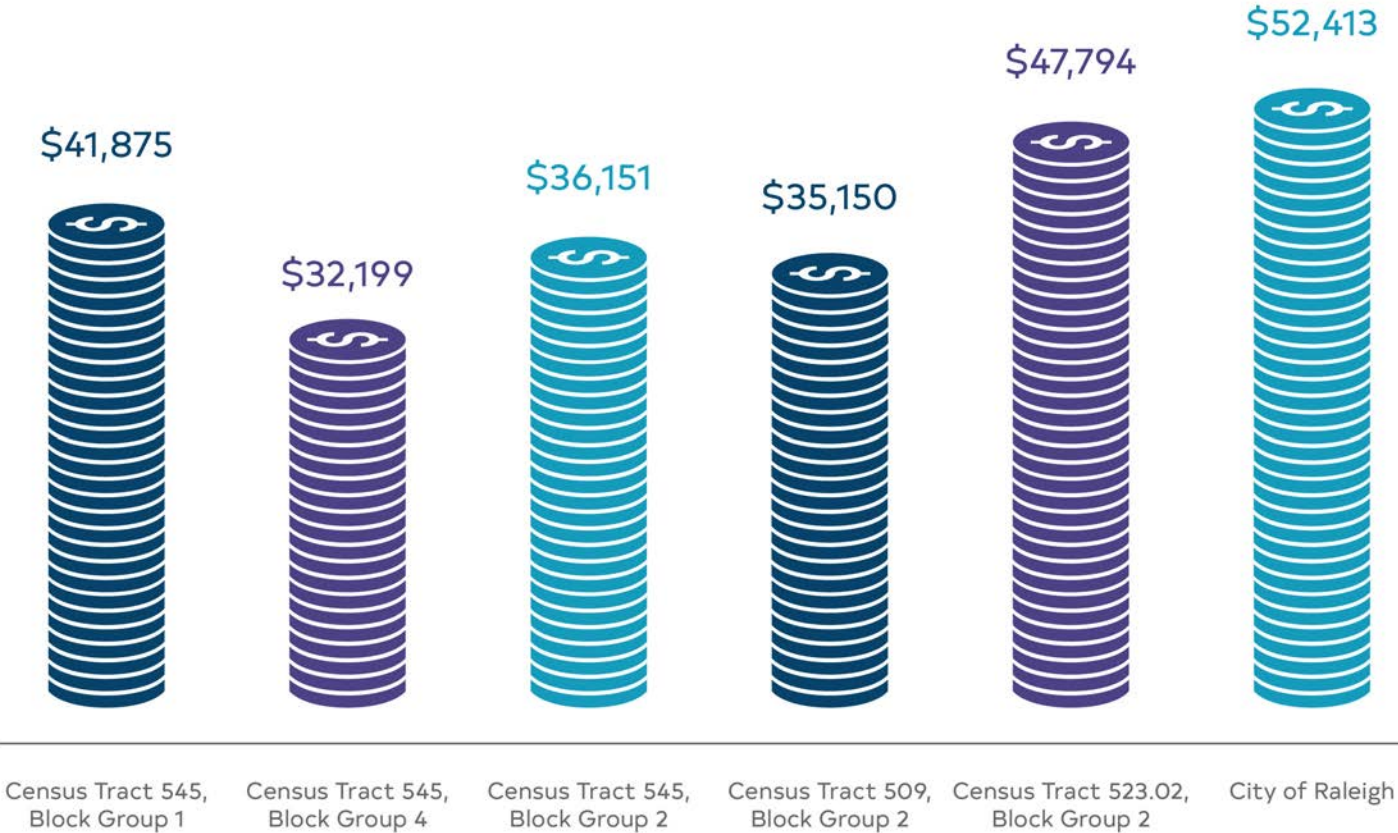


City of Raleigh



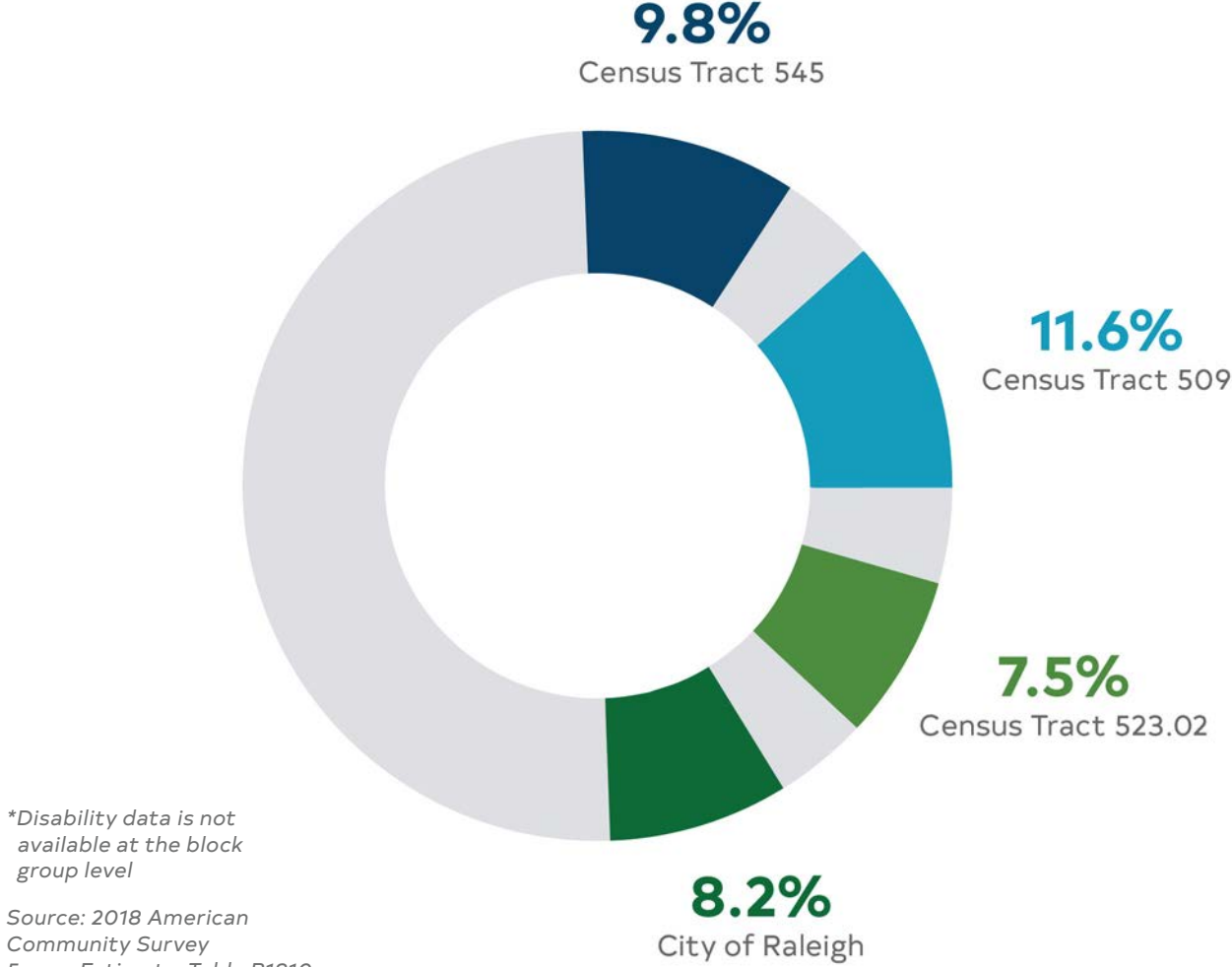
Source: 2018 American Community Survey 5-year Estimate, Table B02001

INCOME



Source: 2018 American Community Survey 5-year Estimate, Table B02001

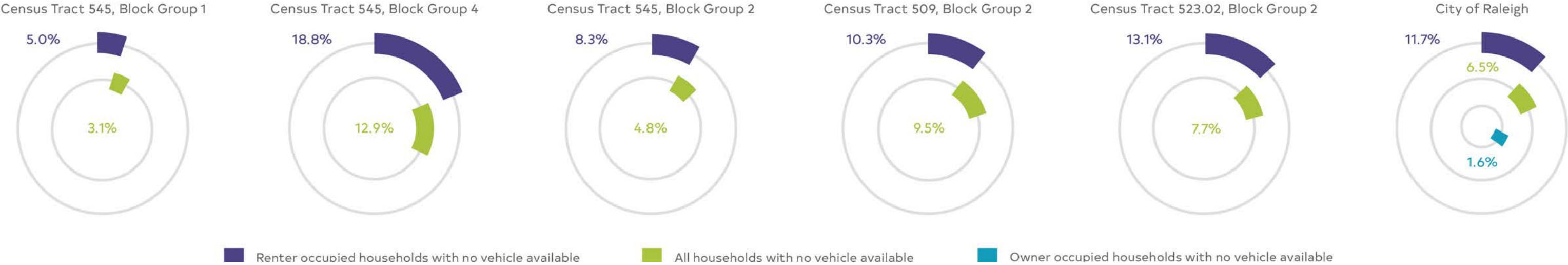
DISABILITY



*Disability data is not available at the block group level

Source: 2018 American Community Survey 5-year Estimate, Table B1810

VEHICLES



Source: 2018 American Community Survey 5-year Estimate, Table B25044



Community Snapshots







Land Use

Land use is simply the type of activity that occurs on a piece of property. Common descriptors include residential (homes), commercial (shops), and industrial (warehouse and factories). This document includes maps of existing land use and related regulations and policies.

Zoning is the local law that controls what can be built on a piece of property; it controls what land uses may occur and the form of buildings, including details such as height or distance from the street and neighboring properties. Different zoning categories or “districts” are mapped throughout Raleigh, and sometimes a second district is applied to the same area – this is called an “overlay district.” Map 7 shows current zoning in this area of Raleigh. Each town and city has its own zoning rules and zoning districts, which only the City Council has the authority to change. There is a process for requesting changes to the zoning map (a “rezoning”) for a particular property. It is common for rezoning requests to occur when a property owner has a plan to build something that the current rules do not allow. Map 8 shows recent and active rezoning requests in the study area.

When City Council – and the boards and commissions that advise them – make decisions on rezoning requests and other land use topics, they have City policies to help guide them. The 2030 Comprehensive Plan is the City’s chief policy document, and it spans topics from sustainability, arts and culture to transportation, land use, and urban design. One central policy is the Future Land Use Map, which shows the vision for future land uses throughout the city. This map allows decision makers to see whether a request – be it for denser or new residential, commercial, or industrial uses – fits in with the future vision in the area.

Map 9 shows the Future Land Use Map in the study area. In some places in the city, the current zoning is fairly well-aligned with the Future Land Use Map. In the study area, current zoning does not quite align. For example, many of the areas designated as Regional Mixed Use are zoned with industrial mixed use districts.

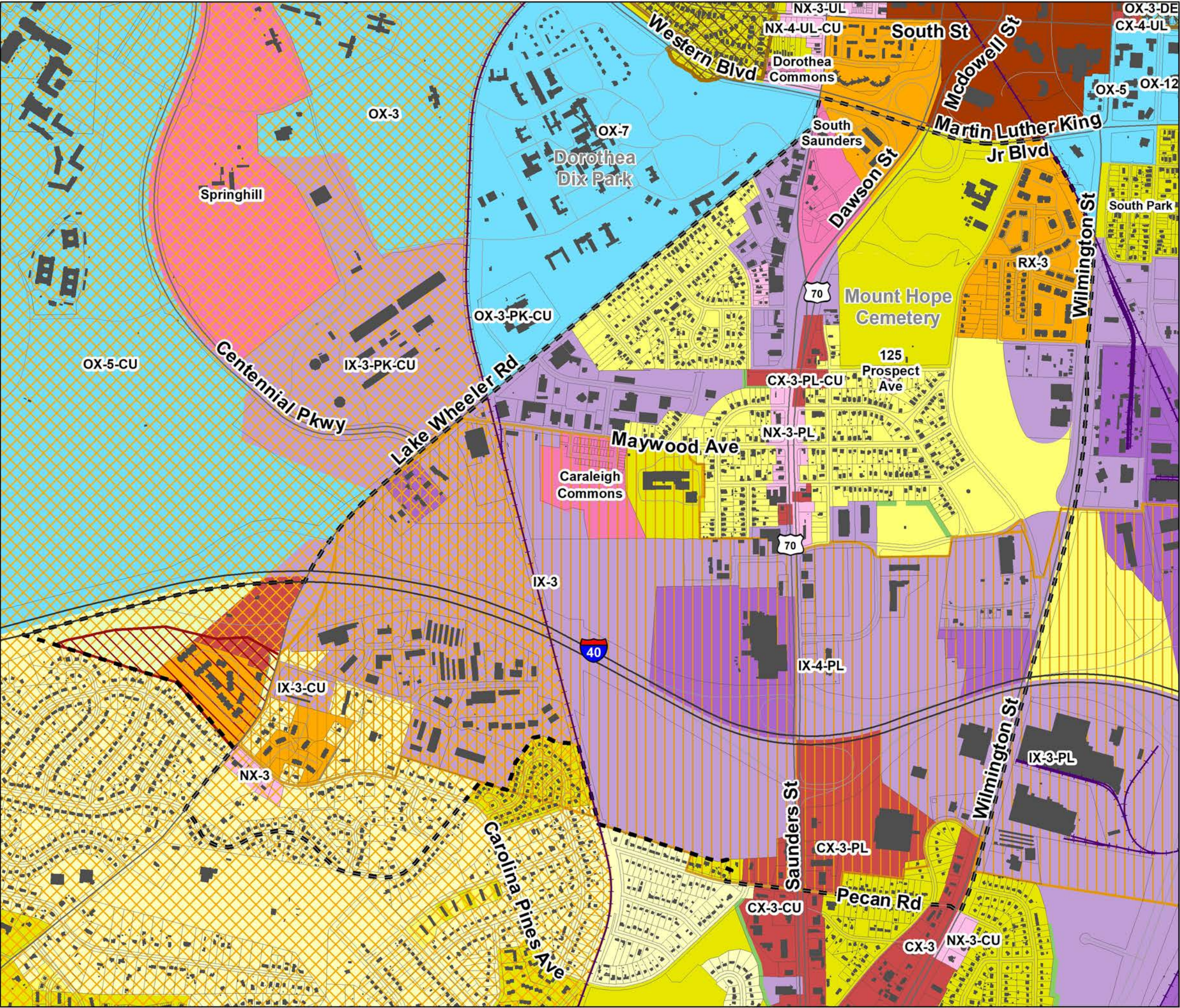
The 2030 Comprehensive Plan also includes guidance for decision makers in the Urban Form Map (Map 10) and adopted area plans (Map 11). The Urban Form Map connects transportation infrastructure – especially future bus routes – with the design of surrounding buildings. Designations on this map show where it is most important to make places that are welcoming to walkers and people cycling. The Comprehensive Plan also includes area-specific guidance that was established by area plans, which are past studies similar to this one, where planners and the community took a closer look at the needs of the area.

An important piece of land use is the location of parks and open space. Map 12 shows existing parks and greenway trails, as well as greenway corridors identified in the Capital Area Greenway Master Plan. While next to Dorothea Dix Park, there are also several smaller neighborhood parks in and around the study area, including Eliza Poole Park and Caraleigh Park. Greenway trails connect Dix Park to the Caraleigh neighborhood and eventually to Centennial Campus. Most of the planned greenway trail network identified in the Capital Area Greenway Master Plan in the study area has been built, with opportunities to find connections across I-40 to Carolina Pines neighborhood remaining.

Map 13 shows the topography of the study area and the location of floodplain. The Dix Edge study area contains significant area where the Walnut Creek and Rocky Branch are likely to flood. Understanding the location of these areas can help avoid situations where homes flood and can help identify opportunities to engage with these water bodies in a restorative and safe way.



Map 7: Zoning



- HOD
- SHOD-1
- SHOD-2
- SRPOD
- Agricultural Productive
- Residential-4
- Residential-6
- Residential-10
- Residential Mixed Use
- Neighborhood Mixed Use
- Commercial Mixed Use
- Downtown Mixed Use
- Industrial Mixed Use
- Heavy Industrial
- Office Mixed Use
- Planned Development
- Conservation Management
- Study Boundary

Zoning is a legal tool used to regulate the built environment, including use of the land, building size, height, and setbacks. Residential districts like R-4 and R-10 permit only residential uses. Mixed-use districts allow (but don't require) a mix of uses, such as commercial or industrial. SHOD overlay districts require buffering around I-40.

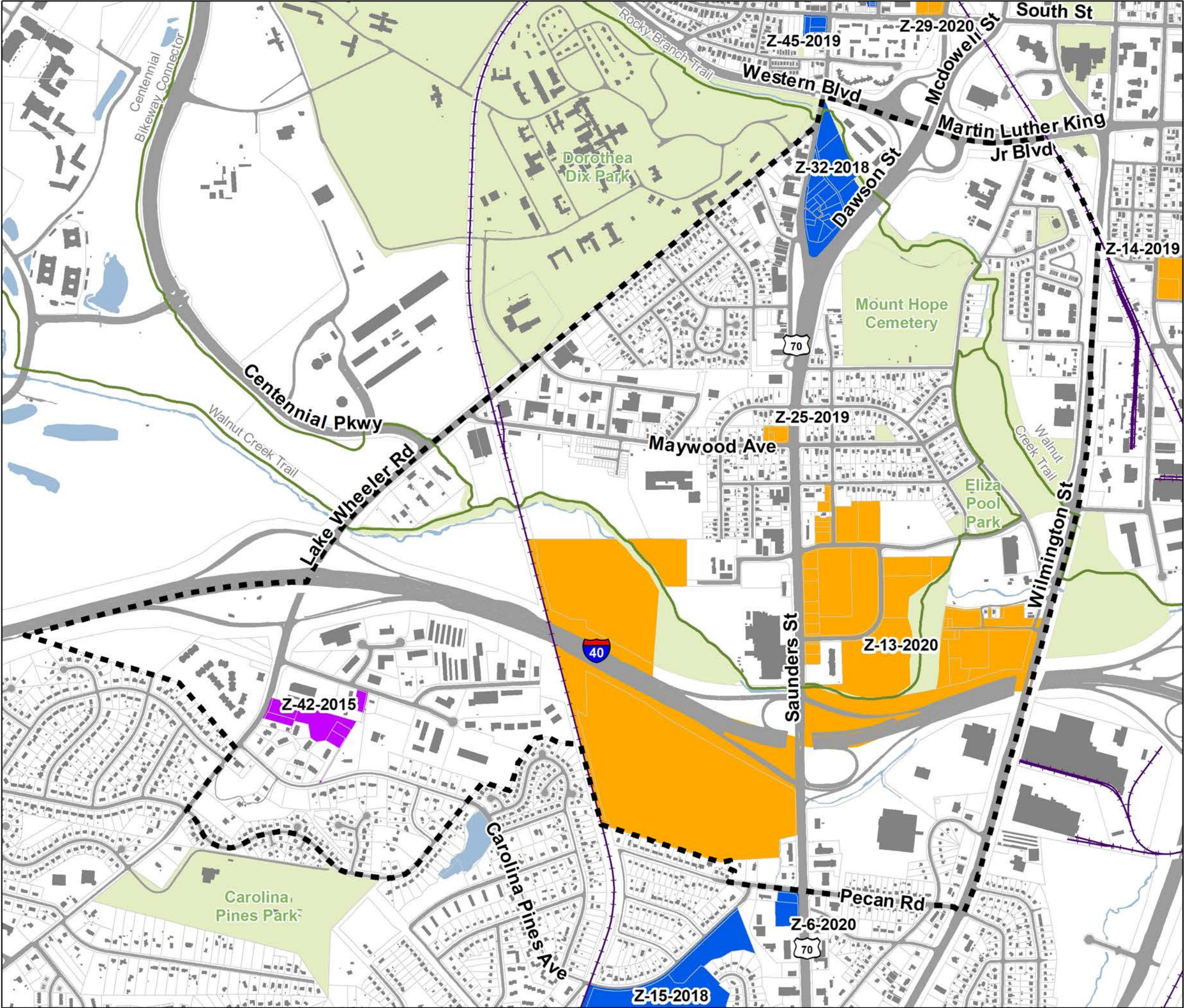
DIX EDGE

AREA STUDY

Miles

0 0.125 0.25 0.5

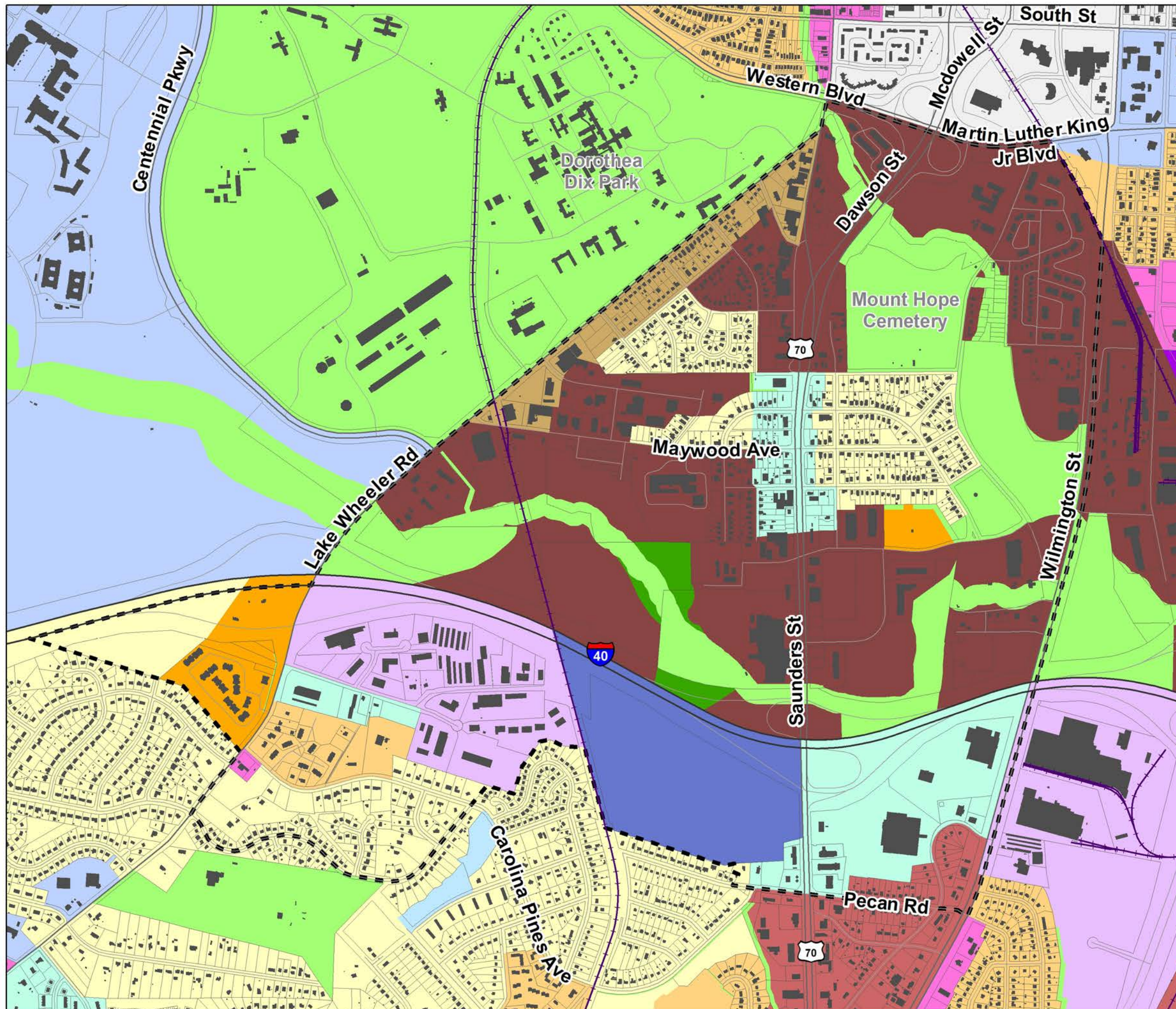
Map 8: Rezoning Requests Since 2015



- Approved Request
- Pending Request
- Denied Request
- Rail Lines
- Greenway Trails
- Buildings
- Water
- Parks and Greenways
- Study Boundary

Zoning – the local law that regulates what can be built – can be changed by City Council. A rezoning request is a request to Council to change the zoning on a particular parcel. The study area has seen several rezoning requests since 2015, some of which are still in process in 2020.

Map 9: Future Land Use



- Rural Residential
- Low Density Residential
- Moderate Density Residential
- Medium Density Residential
- High Density Residential
- Neighborhood Mixed Use
- Office & Residential Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Business & Commercial Services
- Office/Research & Development
- Institutional
- Private Open Space
- Public Parks & Open Space
- Public Facilities
- General Industrial
- Study Boundary

The Future Land Use Map is a policy in the 2030 Comprehensive Plan that lays out the future land uses that achieve the plan's goals. Much of the study area is designated as Regional Mixed Use, Low Density Residential, and Public Parks & Open Space. More information can be found in the Comprehensive Plan.



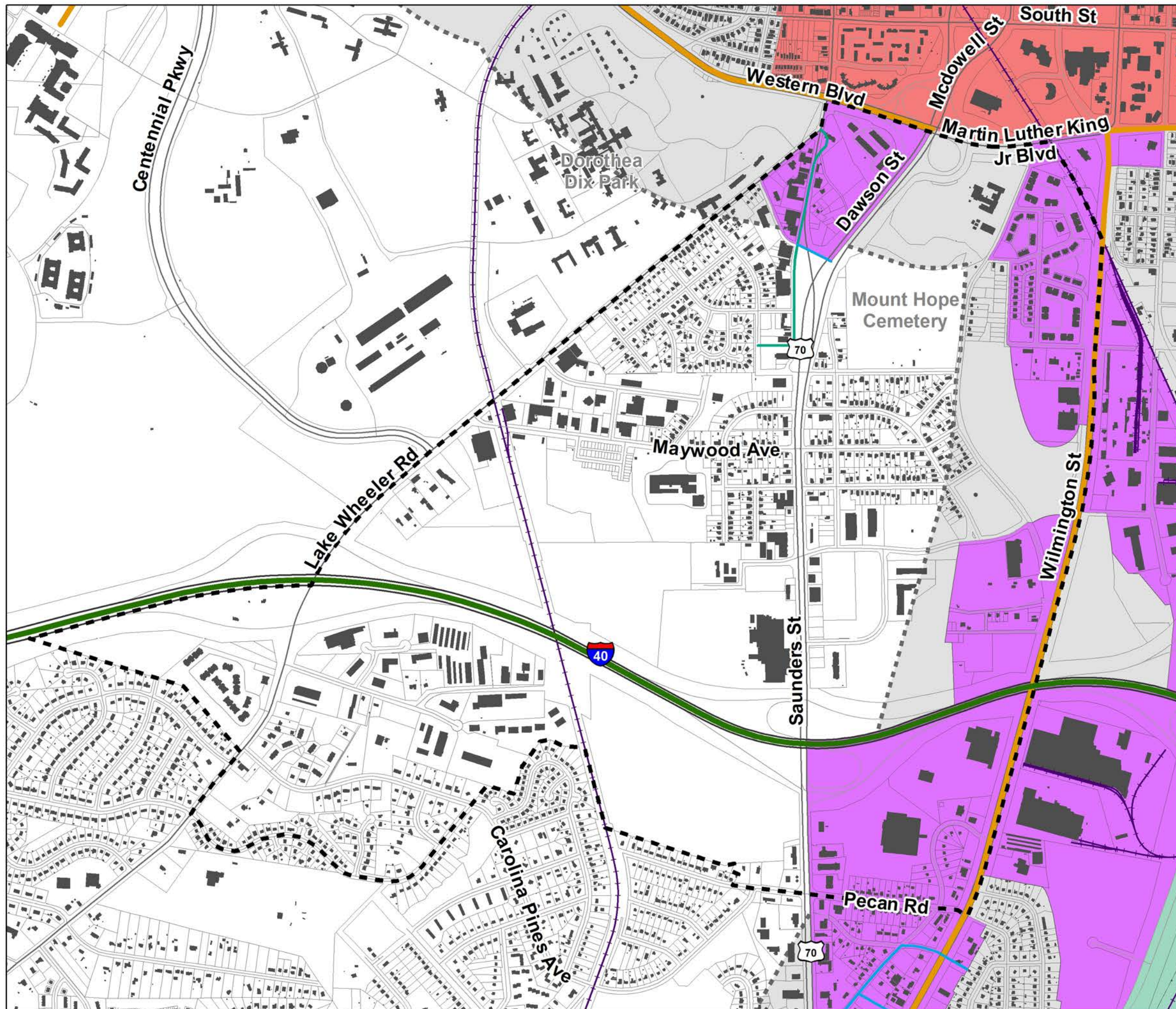
Raleigh











**DIX EDGE
AREA STUDY**



0 0.125 0.25 0.5 Miles

Map 10: Urban Form



-  Main Street
-  Parkway Corridor
-  Transit Emphasis Corridor
-  Urban Thoroughfare
-  Downtown
-  City Growth Center
-  Mixed-Use Center
-  Transit Oriented District (TOD)
-  Core Transit Area
-  Study Boundary

The Urban Form Map is a policy map of recommended urban form and is composed on centers and corridors. Western Boulevard and Wilmington Street are designated as Transit Emphasis Corridors and are planned for bus rapid transit lines. Core Transit Areas are areas within a quarter mile of these corridors.



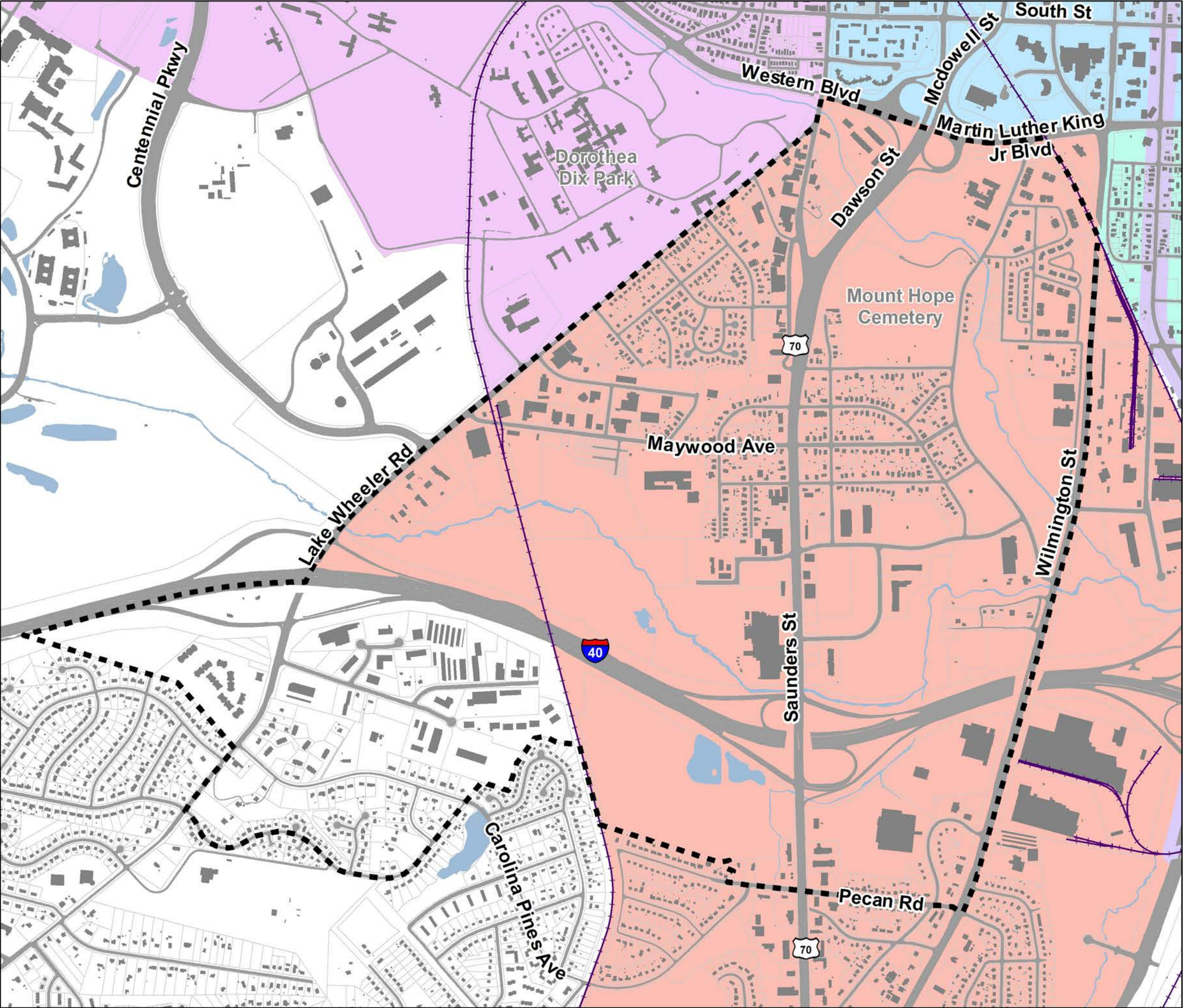
Raleigh

**DIX EDGE
AREA STUDY**



0 0.125 0.25 0.5 Miles

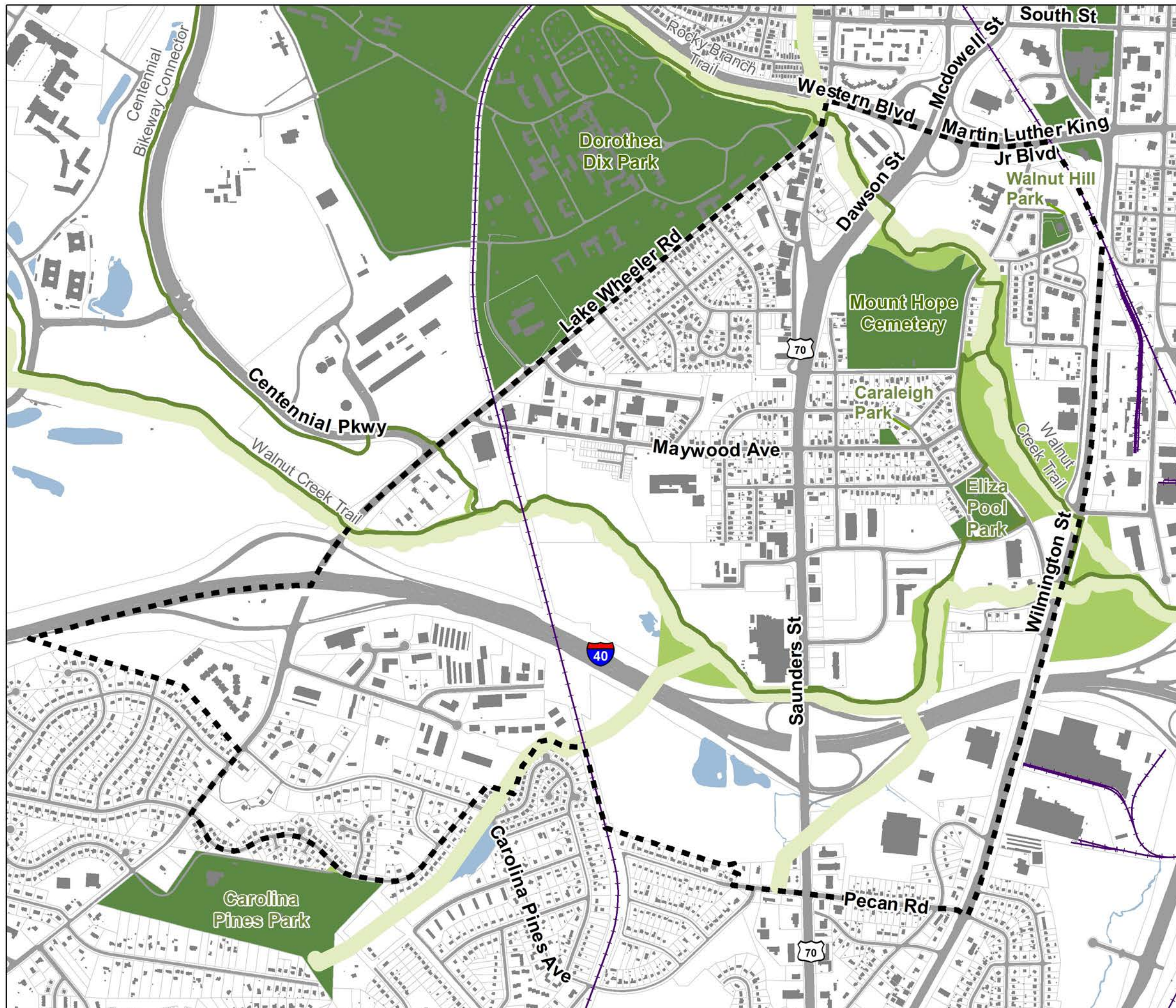
Map 11: Area Plans







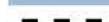


- Western Blvd BRT (Ongoing)
- Blount-Person Corridor Study (2013)
- Downtown Plan (2015)
- South Park Area Plan (2007)
- Southern Gateway Corridor Study (2017)
- Rail Lines
- Buildings
- Water
- Dix Edge Study Boundary

The Dix Edge Study area is close to several adopted and ongoing area plans, including the planning phase of the Western Boulevard Bus Rapid Transit.

Map 12: Parks and Greenways



-  Greenway Trails
-  Greenway Master Plan Corridor
-  Greenway Property
-  Parks
-  Buildings
-  Water
-  Study Boundary

Several parks, including Mount Hope Cemetery, Caraleigh Park and Eliza Poole Park, are within the study area. The Walnut Creek Trail and Centennial Bikeway Connector traverses the study area. Many of the greenway trails envisioned for the Dix Edge Study area in the Capital Area Greenway Corridor Master Plan have been built.



Raleigh

**DIX EDGE
AREA STUDY**



0 0.125 0.25 0.5 Miles

Development

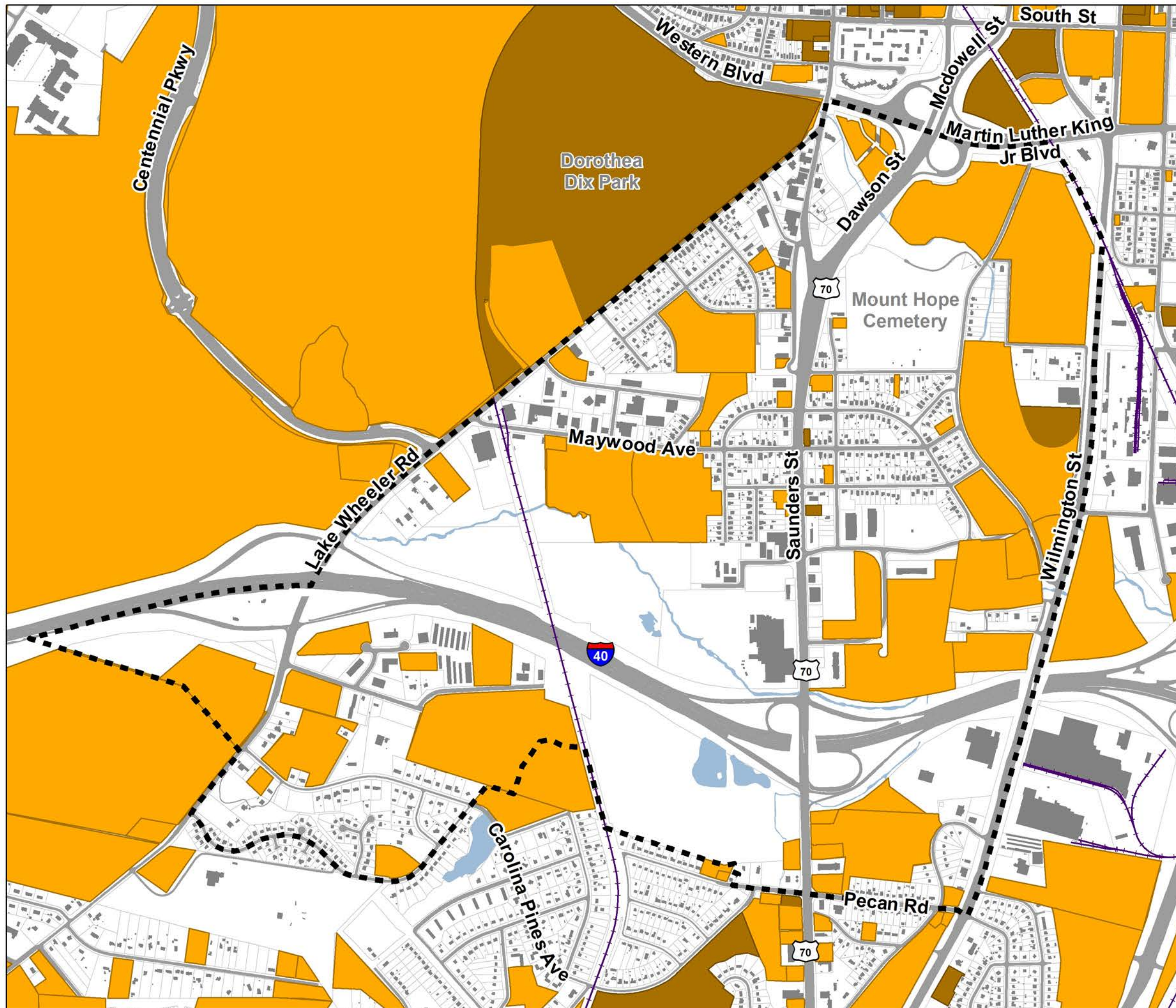
Development and redevelopment are the process of creating new or improving existing buildings. Major development around the study area is not new. Aside from the master plan for Dix Park, the North Carolina State University Centennial Campus and the State Farmer's Market are located just west of the study area. Recent development activity (Map 14), as seen through development plans received by the City, gives a sense of the rate of change the area has been experiencing.

Similarly, rezoning requests can also show what market interest exists in redevelopment (Map 8). For example, a pending rezoning request, Z-13-2020, is proposing to rezone over 130 acres around S Saunders Street, known as "Downtown South". The request was initiated by a team of developers and would increase both the types of uses permitted and the maximum height of buildings. The City Council will eventually vote on the request. More information about this request is available online [here](#).

Where development occurs can also be affected by policy. For example, there is both local and federal policy that identifies priority areas for reinvestment and redevelopment. Map 16 shows that almost the entire study area is designated as both a City of Raleigh Economic Development Priority Area and a North Carolina Opportunity Zone. Raleigh's Economic Development Priority Areas are determined by data, including poverty rates of residents and presence of industrial land uses. Opportunity Zones is a national program that identifies economically distressed areas where certain investments are eligible to receive preferential tax treatment.



Map 14: Development Plans



- Submitted prior to 2015
- Submitted 2015 - 2020
- Rail Lines
- Buildings
- Water
- Dix Edge Study Boundary

Raleigh requires a development plan be submitted for new development in the city. This map shows all development plans in Raleigh's records with plans filed since 2015 shown darker. The Dorothea Dix Park property was sold to the City in 2015.

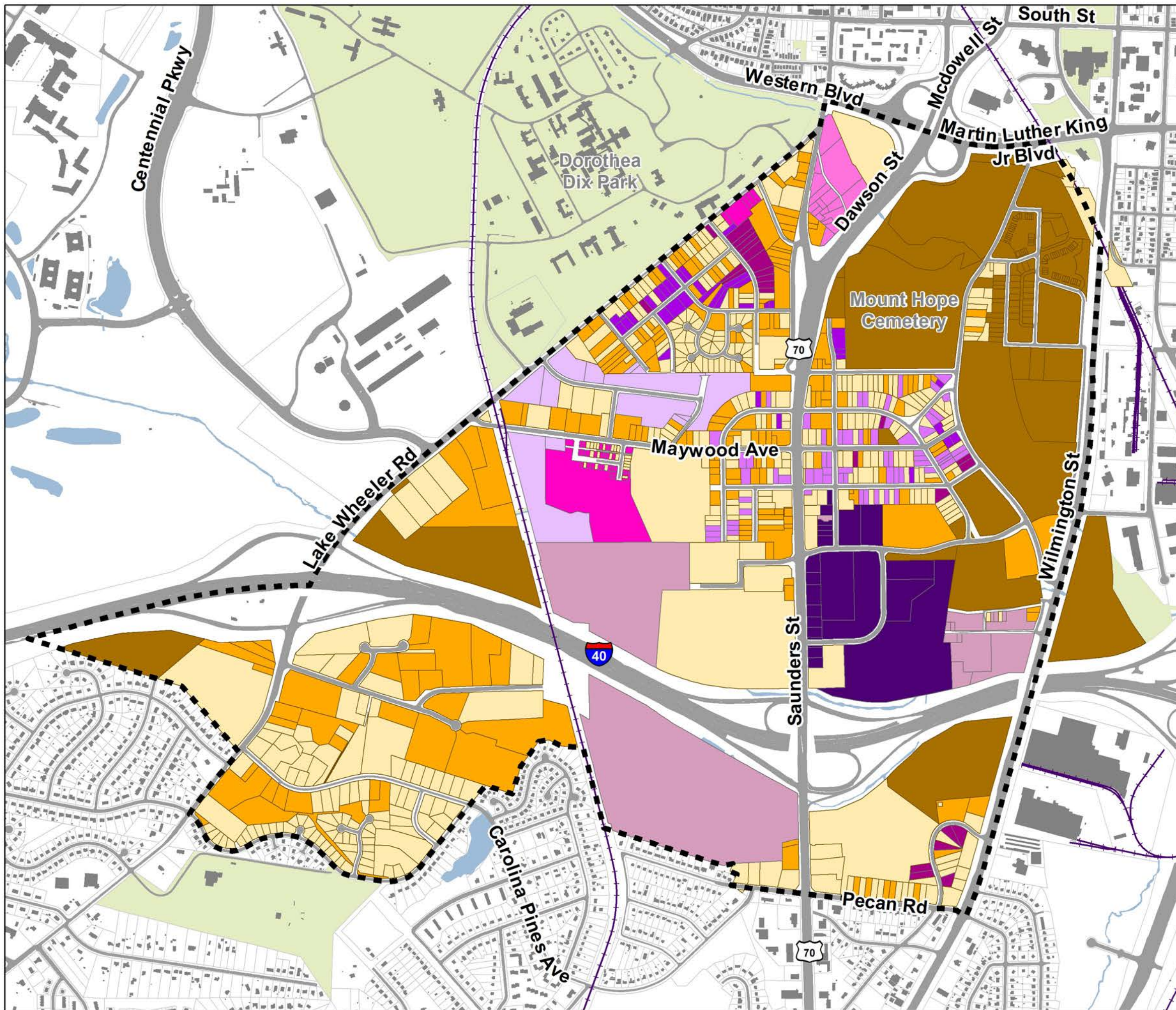


Raleigh

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AREA STUDY



0 0.125 0.25 0.5 Miles



Map 15: Common Ownership

- Owner A (25 Properties; 7.7 Acres)
- Owner B (36 Properties; 7.7 Acres)
- Owner C (17 Properties; 8.5 Acres)
- Owner D (63 Properties; 12.3 Acres)
- Owner E (34 Properties; 15.6 Acres)
- Owner F (13 Properties; 26.5 Acres)
- Owner G (22 Properties; 44.8 Acres)
- Owner H (14 Properties; 90 Acres)
- Publicly Owned
- Owns 2 - 9 Properties
- Owns 1 Property
- Rail Lines
- Buildings
- Water
- Parks and Greenways
- Study Boundary

This map shows common ownership in the study area. Public Wake County tax data shows that there are a handful of property owners who own more than 10 parcels in the study area. Much of the northeast portion of the study area is owned by the City of Raleigh, Wake County, or the Raleigh Housing Authority.



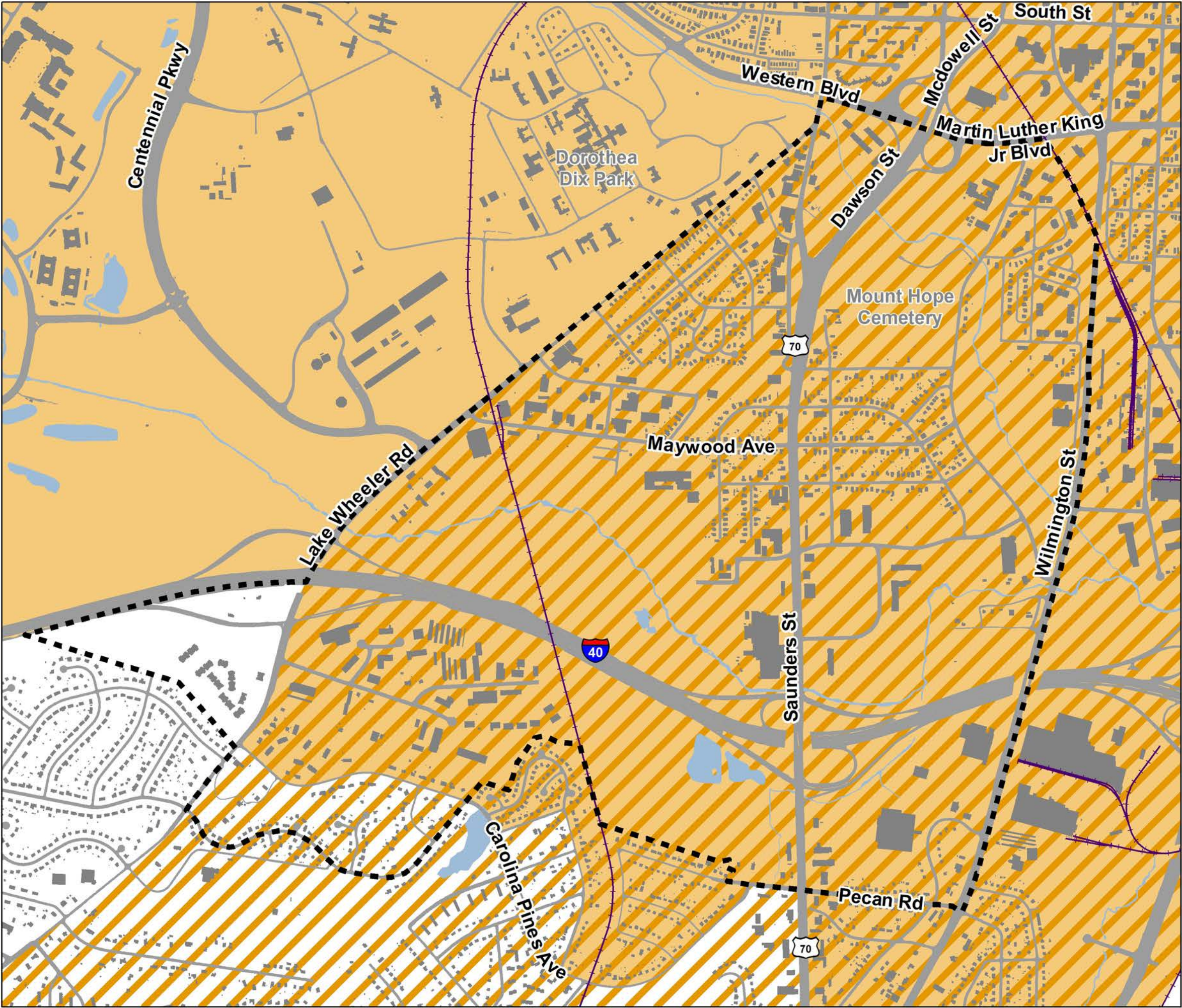
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Map 16: Economic Development



- North Carolina Opportunity Zone
- Raleigh Economic Development Priority Area
- Rail Lines
- Buildings
- Water
- Study Boundary

Economic Development Priority Areas are areas designated by the City of Raleigh as prioritized for reinvestment. Opportunity Zones were created by Congress to encourage long-term investments. Ten census tracts in Raleigh are designated as Opportunity Zones.

Transportation

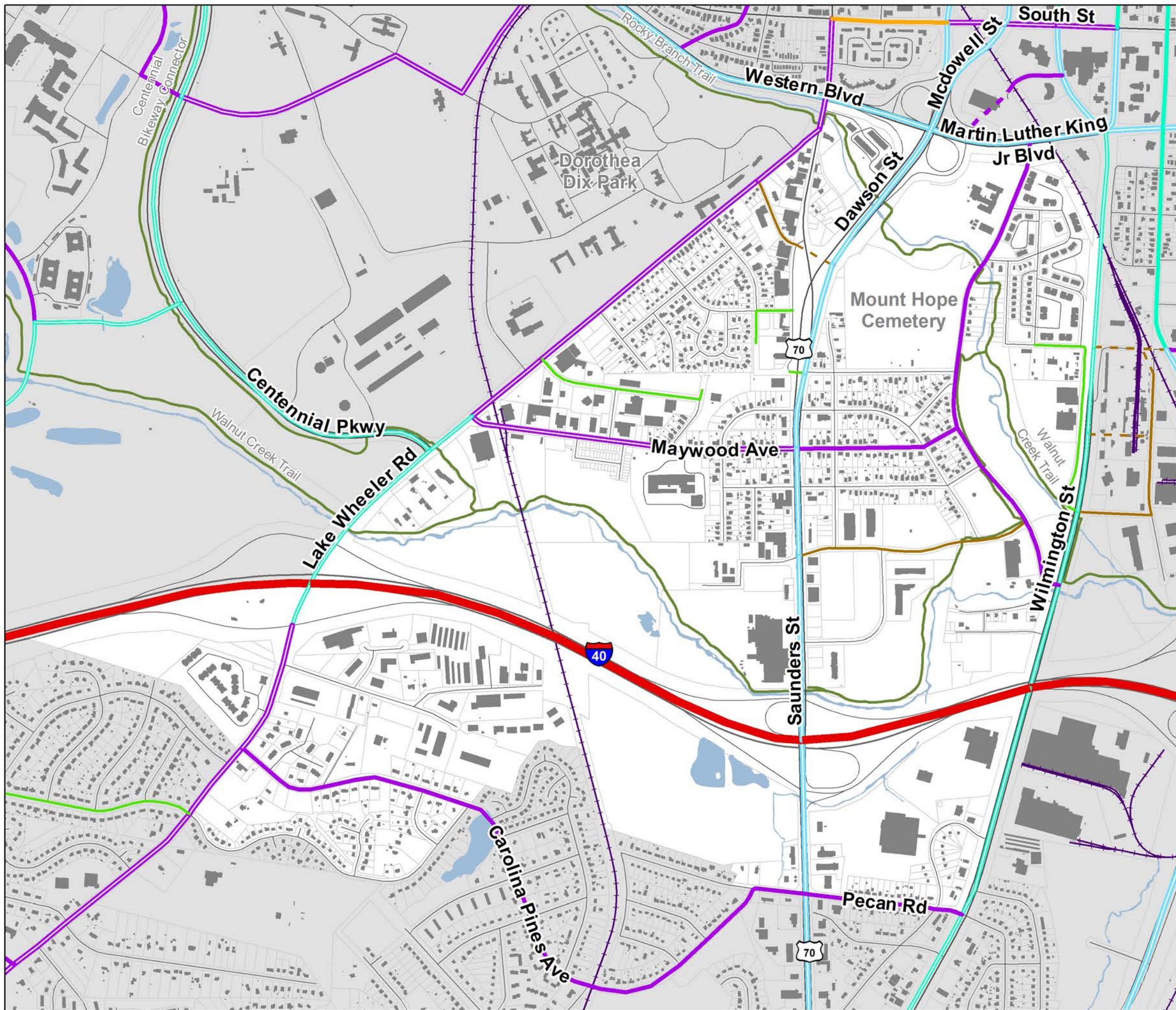
Raleigh's transportation system is made up of roads, sidewalks, bike lanes, and greenway trails. This section includes maps of existing conditions and current policies on transportation systems.

As with land use, Raleigh's 2030 Comprehensive Plan includes guidance to help make the transportation system work better. This includes the Street Plan (Map 17), which identifies what types of streets will help the overall network work well in long-term projections of traffic. Designating a street on the Street Plan means that new development must incorporate that street type into what they build. This can affect features like how many lanes the road has, if there is a median, and what volume of traffic the road is designed to carry. Map 22 shows who is in charge of the design and maintenance of each street in the study area. Whether the NC Department of Transportation or the City of Raleigh is responsible influences the work of the study, as well as implementing an area plan.

Raleigh also has a bicycle plan, BikeRaleigh, which identifies the main network of bicycle routes the City is working to build (Map 19). Different types of bicycle routes include painted bicycle lanes, physically separated bicycle lanes, and neighborhood bikeways on slower speed neighborhood streets where all traffic shares the road. Map 18 shows the existing sidewalks and bike lanes in the study area.

The study area is served by bus service and is planned to be served by Bus Rapid Transit (BRT) in the future. Maps 20 and 21 show existing bus routes and bus routes planned in the Wake Transit Plan to serve the study area. The Dix Edge Study area is close to two of the BRT routes that will connect downtown to other areas of the city. These include the Western Boulevard BRT corridor and the Southern BRT Corridor, which are both undergoing a planning process to finalize the route. More information about the Wake BRT project can be found [here](#).





Map 17: Street Plan

- Avenue 2-Lane, Divided
- Avenue 2-Lane, Undivided
- Avenue 2-Lane, Undivided Proposed
- Avenue 3-Lane, Parallel Parking
- Avenue 4-Lane, Divided
- Avenue 4-Lane, Divided Proposed
- Avenue 4-Lane, Parallel Parking
- Avenue 6-Lane, Divided
- Industrial Street
- Industrial Street Proposed
- Limited Access Highway
- Neighborhood Street
- Sensitive Area Avenue
- Rail Lines
- Greenway Trails
- Buildings
- Water
- Study Boundary

The Raleigh Street Plan is a component of the regional Comprehensive Transportation Plan. It identifies the road connections and type of street that will support future growth.



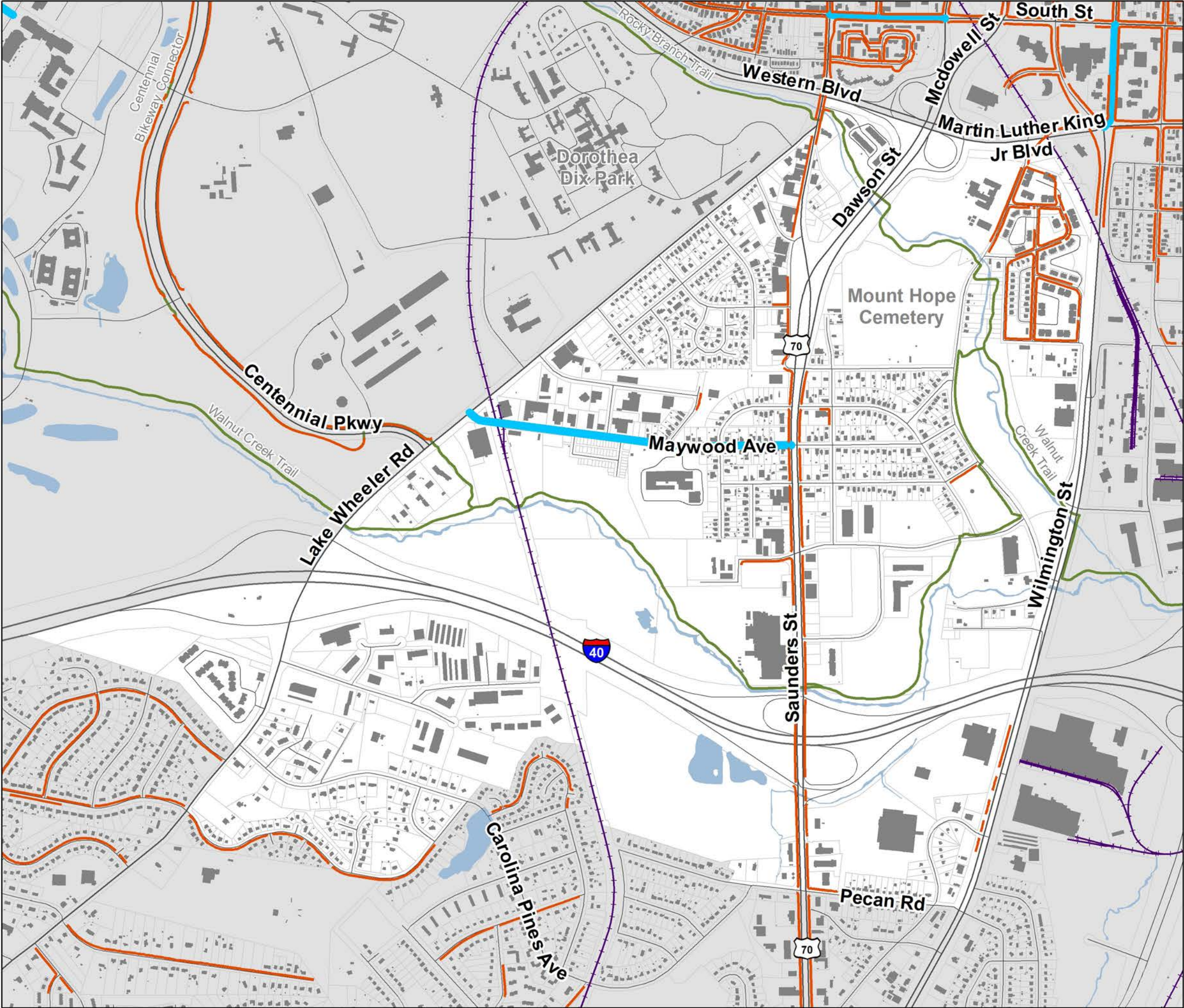
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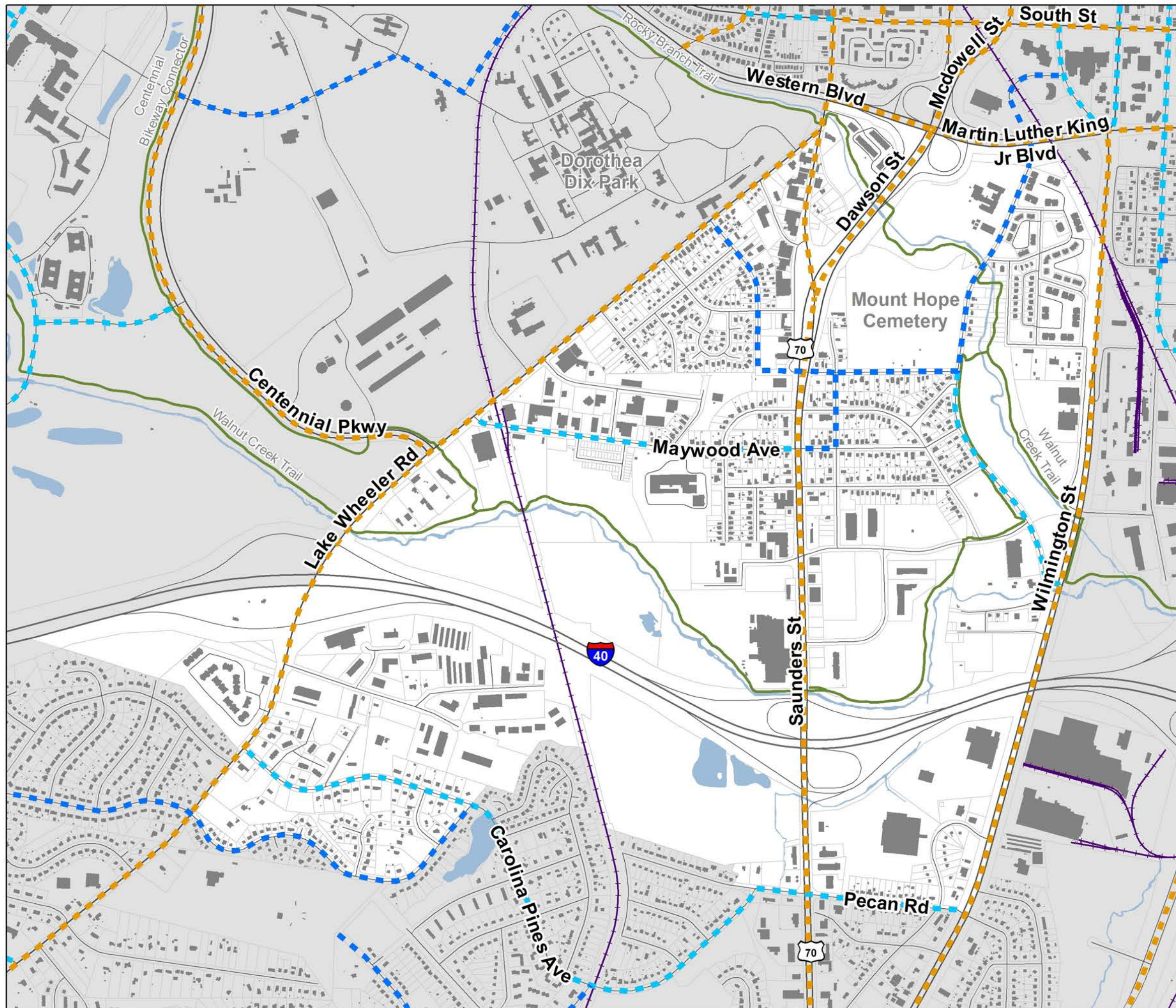
Map 18: Sidewalks and Bike Lanes



- Sidewalk
- Bicycle Lane
- Buffered Bicycle Lane
- Rail Lines
- Greenway Trails
- Buildings
- Water
- Study Boundary

There are limited sidewalks in the study area, aside from S Saunders Street and Walnut Hill. Maywood Avenue has the only bicycle lane in the study area.

Map 19: BikeRaleigh Plan



- Bicycle Lane
- Separated Bikeway
- Neighborhood Bikeway
- Rail Lines
- Greenway Trails
- Buildings
- Water
- Study Boundary

The BikeRaleigh Plan establishes a framework for improving cycling conditions in Raleigh. A key feature of the plan is the identification of long-term bikeway facilities – including on-road bicycle lanes and bicycle-friendly routes through residential areas.



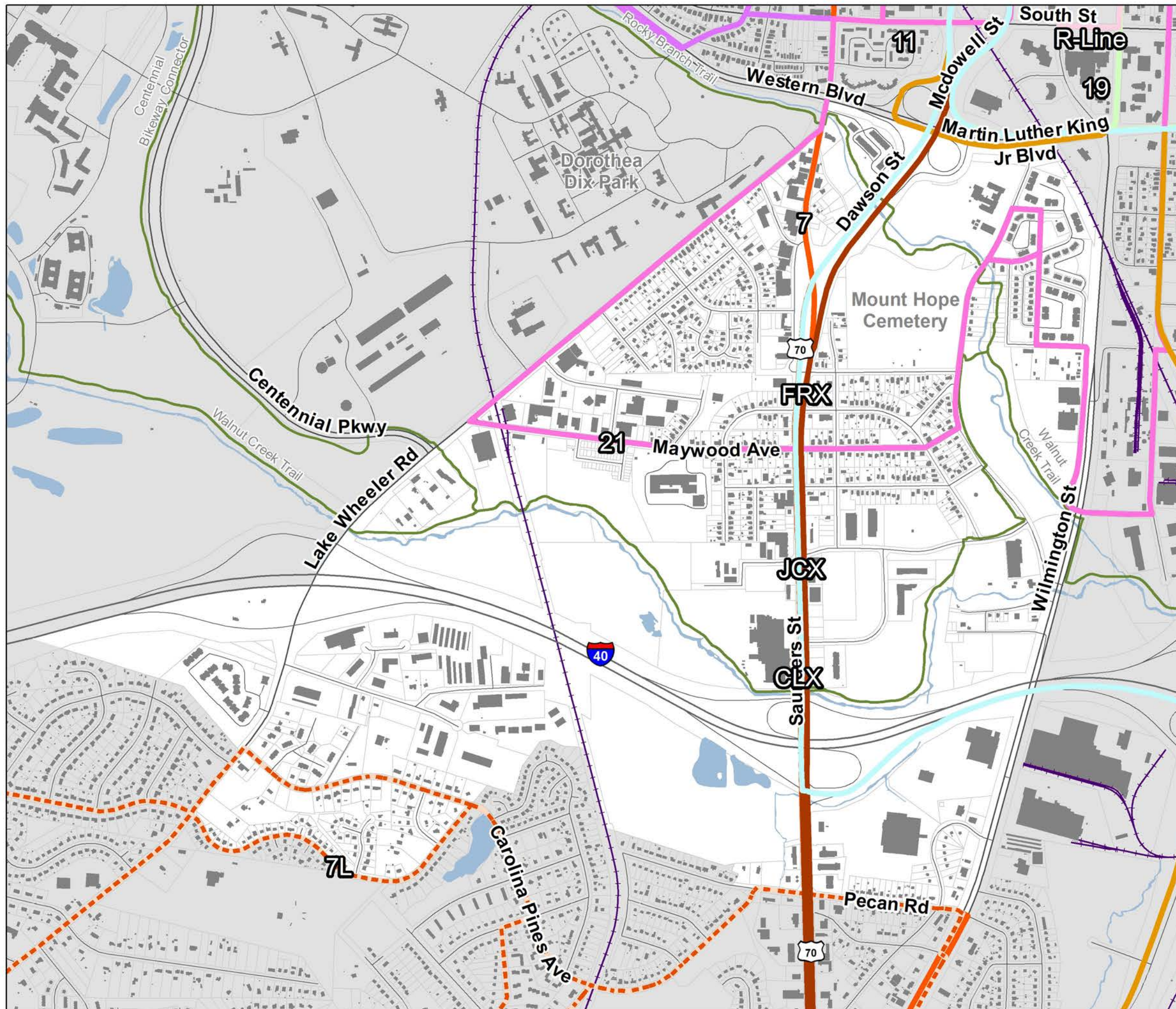
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Map 20: Current Bus Routes



- 11 - Avent Ferry
- 19 - Apollo Heights
- 21 - Caraleigh
- 7 - South Saunders
- 7L - Carolina Pines Connector
- CLX - Clayton-Raleigh Express
- FRX - Fuquay Varina-Raleigh Express
- JCX - Johnston County-Raleigh Express
- R-Line
- Rail Lines
- Greenway Trails
- Buildings
- Water
- Study Boundary

South Saunders Street is a major corridor for local bus routes, connecting downtown with the study area and neighborhoods to the south. Route 21 serves Lake Wheeler Road and Maywood Avenue. Route 7L serves Carolina Pines Avenue.



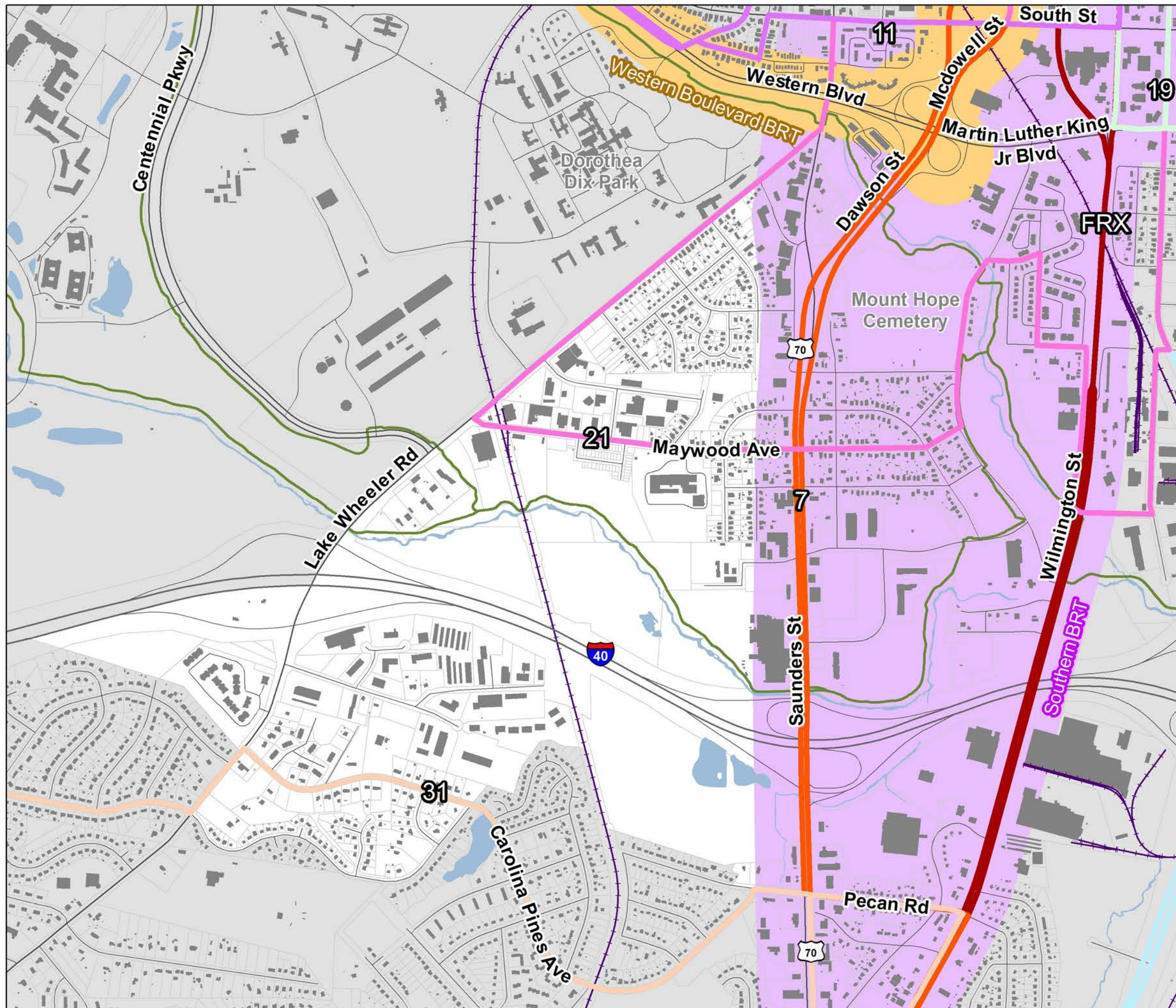
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Map 21: Planned Bus Routes



- 11 - Avent Ferry
- 19 - Apollo Heights
- 21 - Caraleigh
- 31 - Southwest
- 40X - Wake Tech Express
- 7 - South Saunders
- FRX - Fuquay Varina-Raleigh Express
- Rail Lines
- Greenway Trails
- Buildings
- Water
- Study Boundary

The Wake Transit Plan includes several bus routes that will serve the study area, including Route 7, 21, and 31. Bus Rapid Transit (BRT) is planned to serve the Western Boulevard corridor and a Southern BRT corridor. Both are undergoing planning processes to finalize the route path but will generally connect downtown to the west and south.



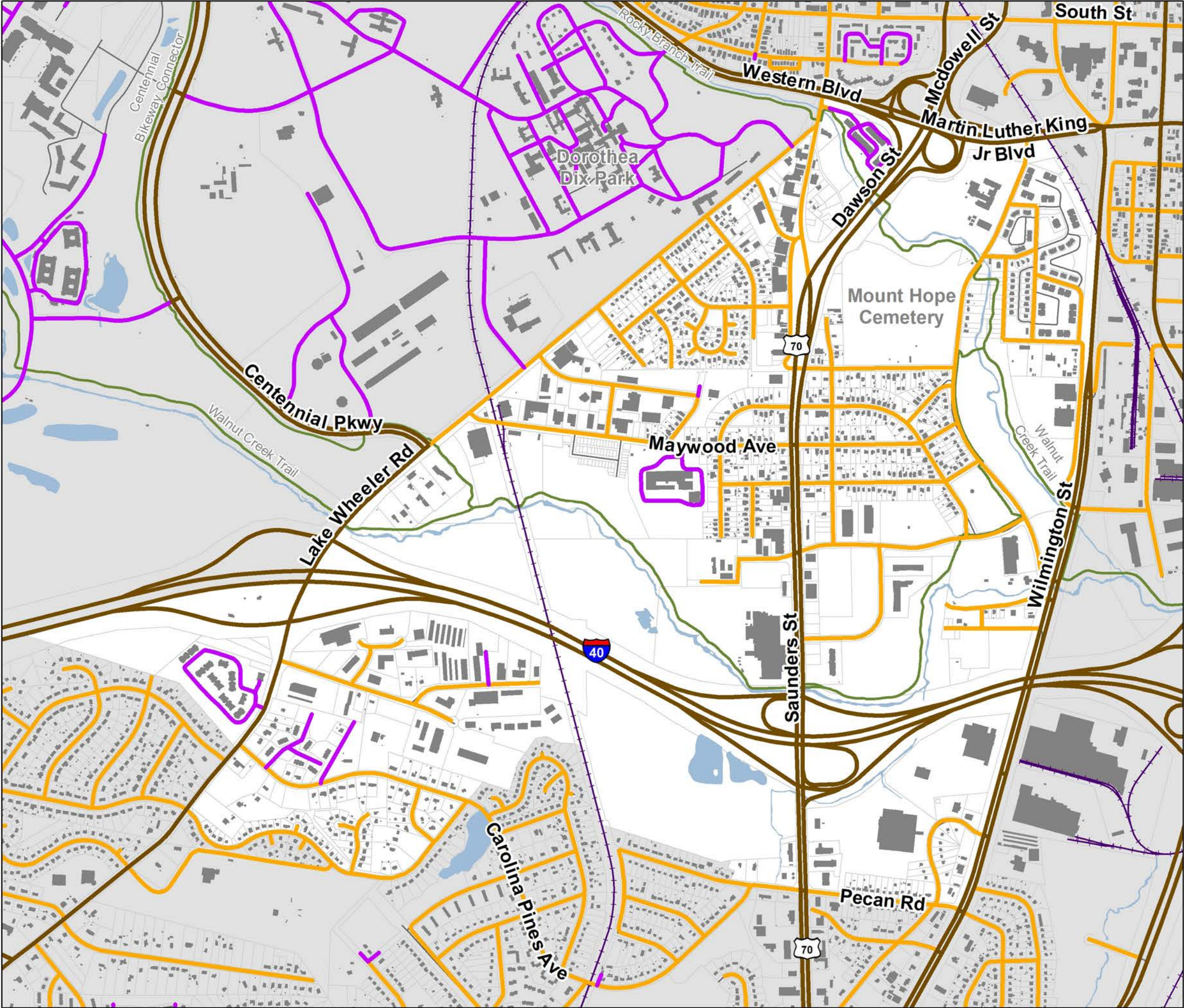
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Map 22: Road Standard of Maintenance



- Built to Raleigh Standards
- Built to NCDOT Standards
- Built to Other Standards
- Rail Lines
- Greenway Trails
- Buildings
- Water
- Study Boundary

The study area includes several major road corridors, such as I-40 and Route 70, which are maintained by the North Carolina Department of Transportation (NCDOT) rather than the City of Raleigh.



Raleigh

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