

## **Overview of Raleigh Workshop 1**

### **Priorities (Pages 2-3)**

- Strengthen multi-modal access to community anchors and schools focusing on neighborhood connections via side streets and pedestrian paths.
- Support local entrepreneurs and attract businesses that are community-focused, increasing commercial variety and viability.
- Focus on maintaining the momentum from New Raleigh Town Center and improve parks with more lighting and youth-focused activities.
- Beautify and activate old Raleigh utilizing greenery and urban art with supporting infrastructure for youth in the community.
- Enhance the diversity of housing types that are attractive to younger generations to keep them from leaving the community as they enter the housing market.
- Reduce “pop-up” commercial sites and instead designate areas in the district where food trucks, festivals, and local markets can be most effective and supportive of the community.
- Strengthen commercial districts by allowing more density near neighborhood serving commercial utilizing multi-family and mixed-use developments.

### **Highlighted Places:**

<b>Location</b>	<b>Recommended Future Land Use Category</b>	<b>Page Number</b>
<b>Existing Anchors</b>		
Austin Peay & Yale	Anchor – Urban Main Street	<b>3</b>
Austin Peay & New Covington Pike	Anchor – Neighborhood Main Street	<b>4</b>
Methodist North	Anchor – Campus Institution	<b>4</b>
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<b>Community Identified Priority Areas</b>		
Covington Pike & Yale	Corridor – Low Intensity Commercial Services	<b>6</b>

### **Meeting Themes: (Pages 7-8)**

#### **City Wide Actions**

- Pedestrian Accessibility and Safety
- Speeding/reckless driving

#### **Raleigh Actions**

- School zone safety
- Youth activities and support systems

#### **Anchor Actions**

- Continue support for and capitalize on New Raleigh Town Center development
- Yale and Hwy 14 Commercial improvement

## District Priorities:

Original Priority	Community Comments	New Priority
Increase pedestrian and bicyclist safety and accessibility along major corridors with infrastructure improvements	Residents acknowledged and appreciated the new street improvements near major intersections. Although, more signage is needed when new street improvements are completed to warn drivers of new traffic patterns. Accessibility and safety remain a priority and should extend to school zones, beyond major intersections and anchors. Accessibility to the Yale and HWY 14 anchor still needs to be improved with a focus on side street improvements instead of the highway.	Strengthen multi-modal access to community anchors and schools focusing on neighborhood connections via side streets and pedestrian paths.
Strengthen commercial areas through infill and mixed retail options	The current state of commercial properties along HWY 14 are lacking in variety and quality. Residents wish to see more local businesses that serve their community and aren't fast-food chains. The community wants to see more grocery stores and fresh food options.	Support local entrepreneurs and attract businesses that are community-focused, increasing commercial variety and viability.
Improve the quality of public facilities and civic spaces	Residents lauded the New Raleigh Town Center development and were excited to see more activity around this anchor. JFK park needs more lighting for its pedestrian paths for increased safety. More activities, especially for youth, are needed. A new arts/entertainment district was requested, possibly at Old Raleigh Town Center with urban art murals and parks/beautification.	Focus on maintaining the momentum from New Raleigh Town Center and improve parks with more lighting and youth-focused activities.
Emphasize Old Raleigh history with new attractions and development	Residents' focus had shifted more towards the New Raleigh Town Center but would like to see Old Raleigh history come to life through urban art murals and beautification. Greenery should be improved in the area.	Beautify and activate old Raleigh utilizing greenery and urban art with supporting infrastructure that connects to JFK Park and the Wolf River Greenway.

### New Priorities:

- Enhance the diversity of housing types that are attractive to younger generations to keep them from leaving the community as they enter the housing market.
  - Reduce “pop-up” commercial sites and instead designate areas in the district where food trucks, festivals, and local markets can be most effective and supportive of the community.
  - Strengthen commercial districts by allowing more density near neighborhood serving commercial utilizing multi-family and mixed-use developments.
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### Existing Anchors:

#### Austin Peay and Yale:

Summary of Community Feedback	Anchor Type: Urban Main Street (A-UMS)
The New Raleigh Town Center is an invaluable addition to the Raleigh Community. The addition of a skate park, library, and police station has created a space for youth to be safe and active. Residents are encouraged by what they see and hope to have more businesses, housing, and work opportunities via mixed-use development in the anchor area. While the area has improved, the anchor is not as accessible as it was depicted in its original plans. Residents want to see improvements to the pedestrian and biking infrastructure than connect the anchor to the surrounding neighborhoods. Pedestrianizing Scheibler and Coleman roads should take priority over the auto-centric State Route 14.	The New Raleigh Town Center aims to attract residents from all over Memphis but serves as an invaluable asset to the Raleigh Community. The area attracts nearby youth to the skate park while providing safety and community services with a police station and library. The area has the potential of being a mixed-use hub of activity with housing, commercial services, and employment opportunities. The designation of A-UMS allows for the area to develop in a way that fosters community activity, economic growth, leisure, job creation, essential services, and improvement for the surrounding neighborhoods. An A-UMS area supports vibrant, walkable communities that connect neighborhoods to attractive and active areas.

**Austin Peay & New Covington Pike:**

<b>Summary of Community Feedback</b>	<b>Anchor Type: Neighborhood Main Street (A-NMS)</b>
The existing commercial services, specifically grocers, in the area are lacking compared to services located outside of Raleigh. Residents wished for a higher standard of service from the existing commercial establishments. Multi-modal access to the area also needed to be increased. The area is particularly unsafe for pedestrians and bikers.	The current services provided by this anchor are essential to Raleigh but are currently not meeting residents' standards for service. Increasing activity in the area through infill development could improve the current services in the area by inspiring competition between businesses to better serve their community. The A-NMS designation allows for mixed-use and infill development. As the number of housing units in the area increases and more people can patronize the businesses, the area will attract more economic activity and improved service. Increasing activity and business presence in the area aligns with residents' desires for better retail options and services.

**Austin Peay & Covington Pike (Methodist North):**

<b>Summary of Community Feedback</b>	<b>Anchor Type: Campus Institution (A-C)</b>
N/A	Methodist North is an invaluable asset to the Raleigh and Memphis communities at large. Health services are a necessity for any community to thrive. The site attracts new residents, professional employment, and patients from across the Memphis region. The area surrounding the anchor can harbor a mix of uses that add to Raleigh's vibrancy and economy. As a Campus Institutional Anchor, Methodist North drives economic growth, jobs, and essential services for the entire Raleigh community.

**James Road & Old Raleigh:**

Summary of Community Feedback	Anchor Type: Neighborhood Main Street (A-NMS)
<p>The Old Town Center needs an aesthetic facelift that harkens back to the area’s history. Urban art murals and greenery are needed to improve the current conditions of the anchor. The accessibility to nearby JFK Park and the Wolf River Greenway needs to be improved. Residents also had a great deal of concern for the hotels near the anchor on Old Austin Peay due to crime and blight. The area could also benefit from an increase in density on the west side of HWY 14. The introduction of high quality, mixed-use developments that include multi-family housing to attract younger families into the area would benefit the community.</p>	<p>Old Raleigh is key to preserving the history of the Raleigh district once known for its springs and vicinity to the Wolf River. The redevelopment of the area could serve to increase access to amenities such as JFK Park, the Wolf River, and the New Civic Center. The A-NMS designation encourages mixed-use development of housing, shopping, employment, and community space. With a mix of uses increasing access to various services and housing, Old Raleigh can once again be a well-connected community near the Wolf River, a great natural asset.</p>

**Egypt Central & Raleigh Millington:**

Summary of Community Feedback	Anchor Type: Neighborhood Crossing (A-NC)
<p>Residents shared concerns of accessibility issues in this area, particularly the pedestrian/biking environment. Sidewalks are not well maintained and are hard to get to. Additionally, the area needs more lighting. The new intersection design has made turning difficult, but residents would rather see more signage warning drivers of the oncoming changes rather than dismantling the improvements. Residents also wanted to see commercial options that were better suited to the schools and neighborhoods nearby rather than existing gas stations.</p>	<p>This area is a smaller community located within Raleigh that features some retail and schools. Future development should increase necessary services such as grocers, local retail, and food options while being consistent with the area’s character. The A-NC designation allows for small-scale mixed-use developments that increase local connectivity and provide essential services to nearby residents.</p>

## Community Identified Priority Areas:

### Covington Pike & Yale:

Summary of Community Feedback	Analysis	Recommended FLU Designation: <u>Low Intensity Commercial (CSL)</u>
The intersection is heavily trafficked, and residents believed the area could serve as another anchor to Raleigh. The area features an auto-centric design with multiple lanes of traffic, big-box stores, and large parking lots. Due to several vacancies and a lack of oversight, some local entrepreneurs have begun to use the space for “pop up” shops such as car washes and food trucks. Residents would prefer to see this activity become more regulated to better serve the community.	<b>Lack of a Central Hub</b> <ul style="list-style-type: none"> <li>The proposed anchor area is at the major intersection of Yale and Covington pike. There are virtually no pedestrian amenities and better serves automobiles. The area is primarily a corridor that connects other anchors and areas.</li> </ul>	<b>Connectivity</b> <ul style="list-style-type: none"> <li>The corridor is mainly used for commuters leaving and entering Raleigh. Ensuring that residents are connected to the different activity hubs of Raleigh is essential. Thus, designation as a low-intensity commercial corridor can better serve residents while also boosting the local economy with businesses.</li> </ul>

<b>Building Setbacks</b>	<b>Low Intensity Commercial</b>
	Larger setbacks, parking lots.
<b>Mixed-Use</b>	Less emphasis on mixed-use; focus on single auto-centric uses.
<b>Scale</b>	Matches corridor scale and intensity. Large intersection that features various commercial services.
<b>Community Impact</b>	Provides essential goods and services for residents.

## Themes and Actions:

### City Wide Goals and Actions:

- **Pedestrian Accessibility and Safety**
  - **Key Feedback:** Residents liked to see the new road improvements in their community but wished that street signage was improved. Curb bump outs were not visible enough and wanted more signage/reflectors denoting narrowing roads.
  - **Action Item:** Increase the amount of signage near new road improvements to ensure motorists have enough forewarning of new traffic patterns/impediments.
- **Speeding/Reckless Driving**
  - **Key Feedback:** Residents were frustrated with the amount of speeding and dangerous driving occurring on major roads. There was a call for better traffic measures to reduce bad driving habits
  - **Action Item:** Increase the amount of traffic calming elements on roads where speeding is more prevalent. We would like to avoid more speed bumps, but these are a quick solution. Improving land use types and the built form around intersections could go a long way towards slowing traffic down.

### Raleigh District Goals and Actions:

- **School Zone Safety**
  - **Key Feedback:** Residents reported that schools such as Kingsbury, Berclair, and Coleman do not have enough road infrastructure in place to protect their children. Residents would like to see more raised crosswalks and medians near their schools.
  - **Action Item:** Increase traffic-calming infrastructure near schools in the community. The addition of raised crosswalks, curb bump outs, signage, and lighting would improve visibility and safety near the schools.
- **Youth Activities and Support Systems**
  - **Key Feedback:** The New Town Center served as a great starting point for increasing activities for youth in the community. Residents wished to see more youth-focused programs and activities to provide better support systems for children in their community.
  - **Action Item:** Capitalize on the New Town Center development through more playground equipment and other amenities for youth in Raleigh. Promote outdoor activity through creating connections between the parks and community centers to surrounding neighborhoods.

**Anchor Goals and Actions:**

- **Continue Support for and Capitalize on New Raleigh Town Center Development**
  - **Key Feedback:** Residents were elated by the new development and hope it brings more investment and opportunity into the community. The skate park is a highlight for the community. Although, the connections around the anchor still need work. There is a lack of pedestrian-friendly infrastructure, and residents would like to see a greater mix of uses here.
  - **Action Item:** Focus increasing connectivity to the anchor via side streets such as Coleman and Scheibler roads. The City has more control over improvements that can occur on these local roads as opposed to the state-maintained HWY 14. More pedestrian crossings with a greater number of human- and block-scale buildings can increase walkability in the area and support active, safer transport.
- **Yale and Hwy 14 Commercial Improvement**
  - **Key Feedback:** Much of the commercial services along HWY 14 were perceived by residents as being run down and not having much to offer. The community wanted to see more variety and quality in the retail options along the major commercial corridor.