



# Midtown/St. Albans Area Plan



## Appendix

### In-Person Event Exercises

The following is an outline of the 3 exercises which were utilized at the in-person events:

#### Exercise 1

*What issues do you most want to see the plan address? Please rank the following topics in order of importance. Put dots beside your top three. If you select other, please tell us the issue or issues you have in mind in the comments below.*

- (39) Transportation: The effect of traffic on local streets
- (29) Housing (types of housing, location of housing, affordability)
- (27) Transportation: Getting around on transit
- (26) Transportation: Walking or bicycling
- (21) Streetscape improvements (street trees, benches, lighting, etc.)
- (19) Creating or improving parks and public spaces
- (19) Stormwater
- (14) Transitions from commercial to residential areas
- (13) Transportation: Getting around by car
- (11) Land uses (what land uses should go where)
- (9) The design of new development (how close or how set back should buildings be from the street, how visible is parking, etc.)
  
- Other (write it below)
  - (7) Impact on local wildlife
  - (6) Enlargement of electrical lines
  - (3) Greenway
  - (1) Noise & Light Pollution from new development
  - (1) Library
  - (1) Connectivity
  - (1) CAC Outreach

# Midtown-St. Albans Area Plan



# Midtown-St. Albans Area Plan



What issues do you most want to see the plan address? Put dots beside your top 3.



What issues do you most want to see the plan address? Put dots beside your top 3.



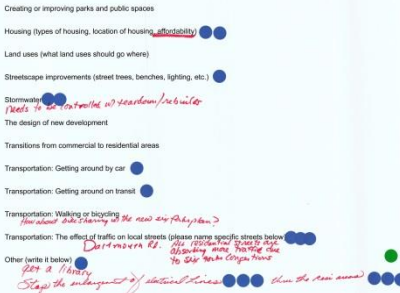
# Midtown-St. Albans Area Plan



# Midtown-St. Albans Area Plan



What issues do you most want to see the plan address? Put dots beside your top 3.



What issues do you most want to see the plan address? Put dots beside your top 3.



# Midtown-St. Albans Area Plan



# Midtown-St. Albans Area Plan



What issues do you most want to see the plan address? Put dots beside your top 3.



What issues do you most want to see the plan address? Put dots beside your top 3.



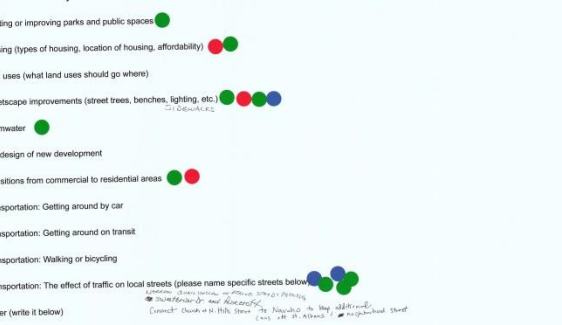
# Midtown-St. Albans Area Plan



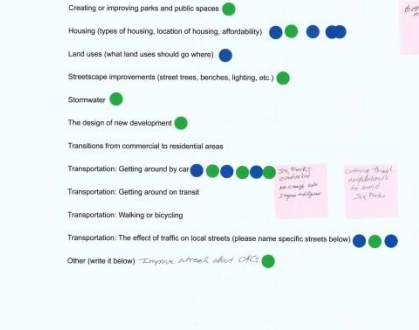
# Midtown-St. Albans Area Plan



What issues do you most want to see the plan address? Put dots beside your top 3.



What issues do you most want to see the plan address? Put dots beside your top 3.



## Exercise 2

### *Strengths, Weaknesses & Vision*

#### 1. Things I like about the Midtown Area:

- (8) North Hills
- (7) Trees
- (6) Walkability/Walkable
- (4) Eastgate Park
- (4) St. Albans
- (4) Dining
- (3) Hospital
- (3) Shopping
- (3) Grocery
- (3) Options

**Most commented topic: Land uses (what land uses should go where)**

#### 2. Things that need help:

- (12) Traffic
- (9) Wake Forest
- (9) Six Forks
- (8) St. Albans
- (7) North Hills
- (7) Neighborhoods
- (5) Sidewalks
- (5) Hardimont

**Most commented topic: Transportation: Getting around by car**

#### 3. In 2040, I hope the Midtown area will be...

- (4) Diverse
- (4) Housing
- (4) Better
- (3) Walkable
- (3) Transit
- (3) Access
- (2) Transportation
- (2) Economically
- (2) Residential
- (2) Inclusive

**Most commented topic: Transportation: Getting around on transit**

+Things I like about the Midtown area:

Hudson Prosty. Ch.  
 Convenient access to area businesses

North Hills area!  
 Beautiful development / walkability / high end look and feel  
 Events / activities

Being informed of planning activities - matters

Walkability - Neighborhood feel while being close to everything. We like the current lot sizes, the trees, sidewalks, diversity, house sizes - we don't want to see rebuilds, tear-downs, lots being split

Walkability has improved, but we need more

**BIG BRANCH CREEK** + old growth trees - our neighborhood is BEAUTIFUL!

**TREES!** Green Space! Please don't allow splitting of larger lots like what happened in the North Hills area neighborhoods!

Eastgate park - especially the Pond!

Midtown - St Albans study area

Employment, dining, entertainment

Proximity to 1-490

Strong involvement in the Midtown CAC

Shopping Amenities in North Hills

Can use St. Albans to cut through to Wake Forest

Implement the recommendations of the Six Forks Rd Corridor Study

Sandy Forks - Great improvement!

Great area - best place in Raleigh

Vibrant area - Duke Raleigh expanding! **St. Albans and Wake Forest**

Street parking in N. Hills around Kin station and St. Timothy

Things I like about the Midtown area:

low North Hills ✓  
 Eastgate Park ✓  
 Tree Cover ✓  
 Sidewalks / Walkability → walkable to dining, shopping ✓  
 Farmers market ✓  
 Entertainment / Hospitality uses  
 Neighborhood schools  
 Sense of community  
 Parks are nice  
 Ice machine  
 Hospital ✓  
 Grocery options  
 Nice Suburban Neighborhood

Midtown is a diverse community & I'd like to see it stay that way -

Shopping & entertainment - restaurants, parking at N Hills

Parks  
 Landscaping  
 Tree time on St. Albans  
 Family oriented  
 It's not All bars/restaurants at N Hills  
 Schools  
 Easy access to all parts of town & country

residential character, transition to neighborhood amenities → can cut oil change, auto repair, services

Brick te Landmark buildings

Design original Midtown Green Apartments ✓

Buildings not so tall

-Things that need help:

- Hard to cross Wake Forest btw St. Albans + Navaho
- Narrow lanes
- More sidewalks between Little Falls to Camelot Dr
- Traffic too fast in neighborhoods where there are no sidewalks: Reynolds is bad too for traffic

Missing sidewalk connections  
Lack of East/West connections from Atlantic

Bus service to Wake Tech, safety for pedestrian students

Six Forks or other main roads need improved design, street trees - be a boulevard!

Need for ~~more~~ connectivity across 1470

- + Parking for Carol Middle during pick up times
- + Traffic on ~~Camelot~~ Camelot/st albas
- + Traffic calming <sup>Needs</sup> on ~~Camelot~~ Camelot/st albas
- + Widen Camelot
- + Creek <sup>@ St. Albans</sup> Feeding in to Crabtree

"Transit station on Six Forks"

Making left turns from center turn lane on Six Forks, especially where Six Forks curves!  
(Resurface) Eliminate cracks on the tennis courts in the park

Traffic on Hardiment is dangerous - does not promote family/pedestrian walking  
Needs attention!

Not enough parking in North Hills dept.

HARDIMONT @ MILLBROOK

Greenway access from Quail Hollow Area to existing Greenway along 440.

2017 City Planning Dept. Refused to look at NCAC input on cost and rezoning.

2017 Mayor MacFarland tried to set up SECRET

Task Force for zoning, Planning

We are building homes too fast, lower price apartments not enough

We are not building fast enough. Too much regulation.

More complete public bus coverage everywhere

Rezoning, density needs to happen faster

Wake Forest Rd + Falls neighborhood

Green going towards town for left turns onto Wake Forest Rd.

Traffic increase in neighborhoods if development increases w/o proper planning (second his)

Crossing Six Forks  
esp. at Dartmouth

No sidewalk on Hardiment approaching St. Albans

Need more sidewalks

Eastgate tennis courts and community center

Not enough parks, need mix of experiences, need dog park

Stop signs at Sweet Brier and Pinecroft

Six Forks too narrow at South at 440

Quail Hollow too wide, speeds too high

Wake Forest lanes too narrow

Need to connect Ch. at St. Hills to Navaho

Slower speeds on Millbrook

Need affordable housing around Industrial Dr.

Need better transit northbound on Six Forks

Could have affordable housing behind Colony

Should look into allowing ADULTS  
need variety of price points for housing  
yep a library

Visibility issues caused by parallel parking  
curb  
underground utilities

-Things that need help:

BRIDGE over Six Forks  
STOP ALL TRAFFIC at pedestrian crosswalks  
NO Turns

St Alban between N Forest & New Hope Church  
needs widening/sidewalks - is dangerous  
Millbrook/Six Forks intersection - needs turn lane

Affordable Middle Housing - town homes, small houses, backyard cottages etc - mix it up  
Electrical - bury lines -

Dartmouth road traffic  
Congestion on 6 Forks pushes more traffic thru the neighborhoods making accessibility to main roads difficult.  
Intersection at St Alban & N Hope Church needs fixing  
Electrical substation - do not enlarge

Need library!!!

Lefts Intersection traffic - at W. Forest rd needs clearing before/in conjunction w/ St Alban traffic  
Church at N Hills St needs extending to Navaho

Stormwater - needs control with all the construction & rebuilds

More area activities

If you have to use speed bumps - don't make them so damn high!!

Please don't become a brewery district! <

better greenway access

Sidewalks - need more

Dealing with traffic and population increase,

Not putting towers all over the place,

We do not need Amazon,

Better interaction with the CAC

Too many Speedbumps on Shelley Rd that are not designed well

Better pedestrian infrastructure at North Hills

Better signal timing at Key intersections

~~Interstate~~ on-ramp at 440 and Wake Forest - always backed up.

More sidewalks in residential neighborhoods

Dangerous Curve on Latimer Rd

Streetscapes

Greenways

Pedestrian/bikeways

Vision:

In 2040, I hope the Midtown area will be ...

Completed.

much denser residential up to Millbrook

less dense, traffic bottlenecks

- Full of friendly faces, nature + local business.

- More Multimodal

- Less Car Centered ✓

- Still Old Growth trees

- Walkable

Trees = Old growth and replanted

next gen open space walkable still family friendly still desirable

- Maintain its community, not overly commercial or unidimensional

- More diverse

- Greenway connections down Quail Hollow

- Better mass transit, fewer cars

Ensure storm water mitigation south of St. Albans with development.

Be prepared for the next major hurricane + 100+ yr flood



Appropriate housing in the area that remains affordable

Well managed traffic flow

Better management of density in residential areas

+ Upscale + ~~safe~~ C4:c

+ More accessible for walking

+ Safer place

+ More shopping + mixed use

+ shopping/walky/atmosphere throughout not just in the core

+ better buses more frequent + closer stops

That Midtown will still be a nice place to live.

In 2040, I hope the Midtown area will be ...

- encompass wide variety of uses, housing, and amenities

- held up as an example of great mixed use design

- better connect by public transit

- Not too dense and have good density transitions

- Connected to rail transit

- Continue to make Raleigh a great place to live

have wheel chair access

more trees

high speed trains

Midtown connector to downtown

Inclusive of all incomes

Inclusive.

walkable

more sidewalks

easy to get around, well-connected to area resources

Bury electricity

Economically diverse (including mix of housing options), culturally diverse

Still beautiful + tree lined

Easier transportation access

A great place to raise kids (parks, schools, activities)

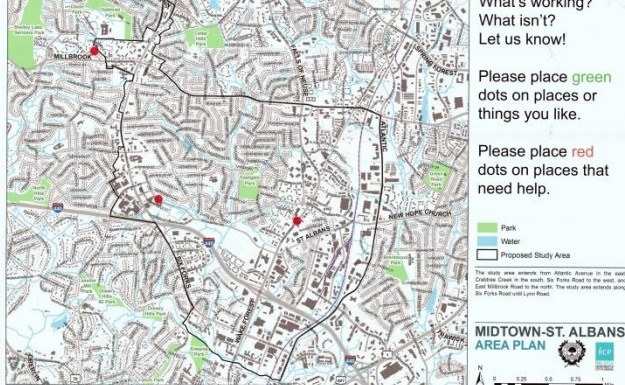
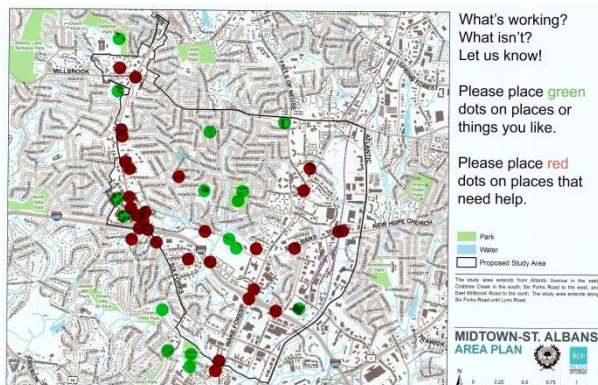
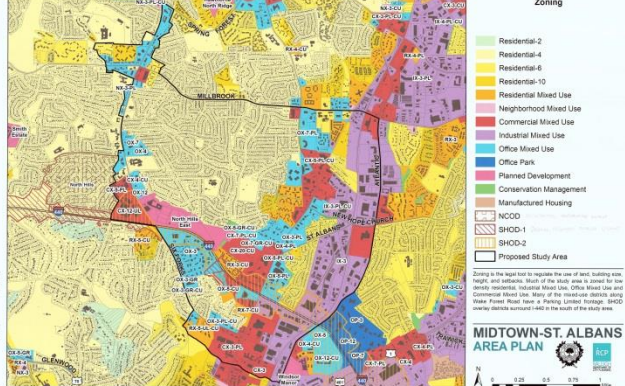
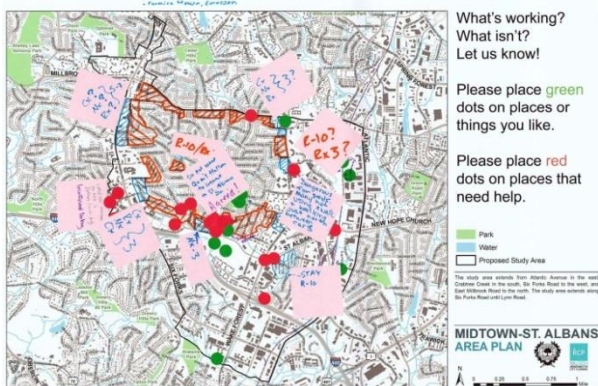
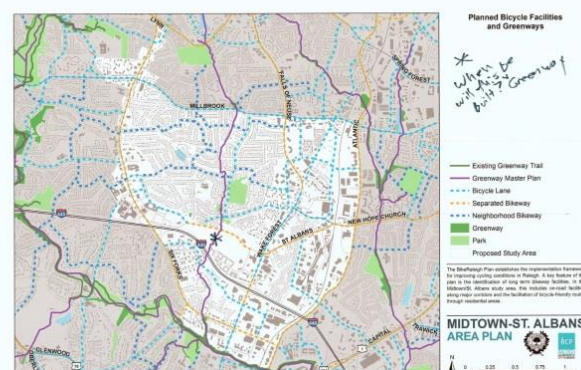
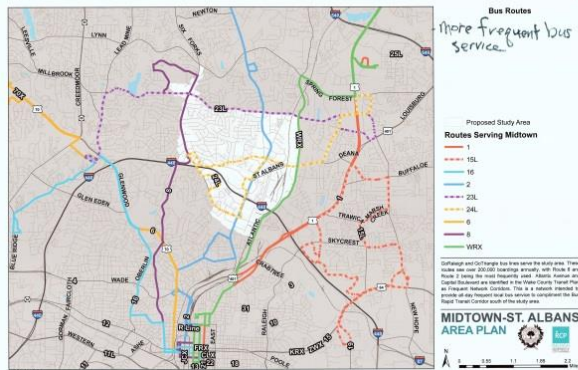
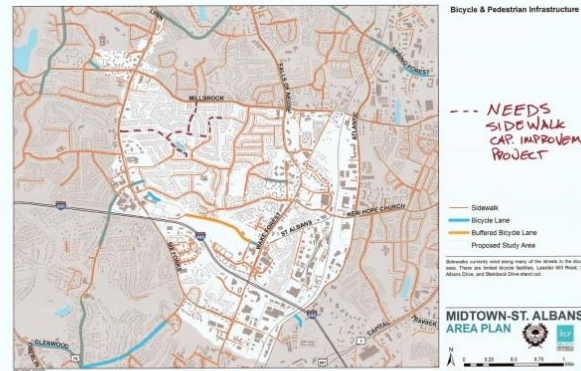
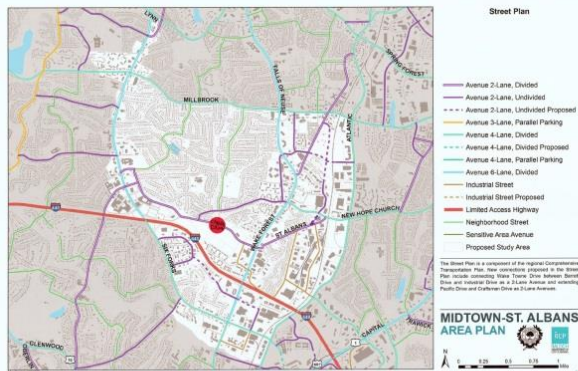
Fix The East Gate Tennis Courts

Better access to The Greenway

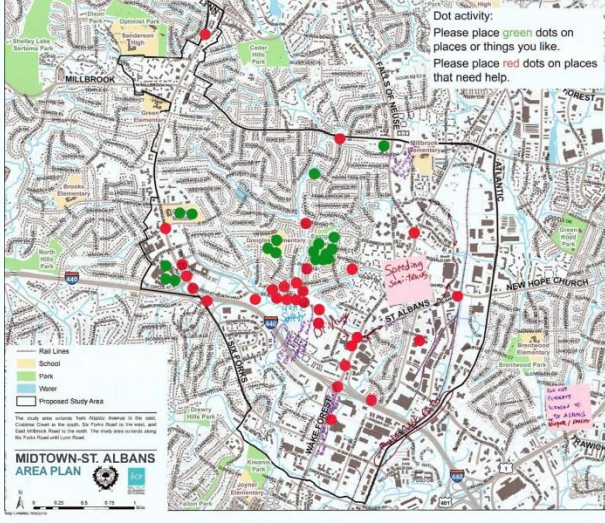
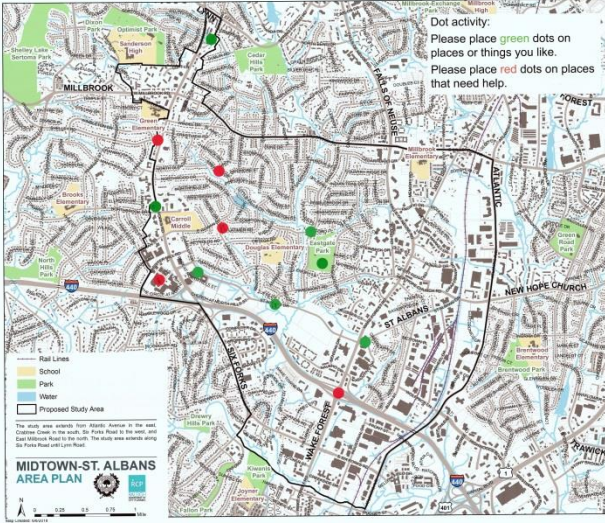
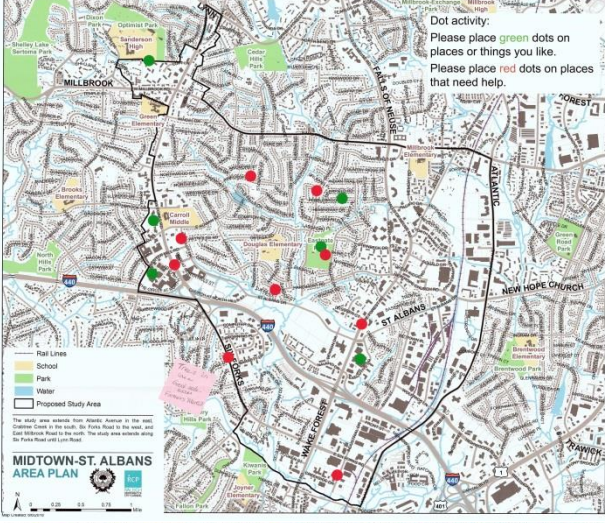
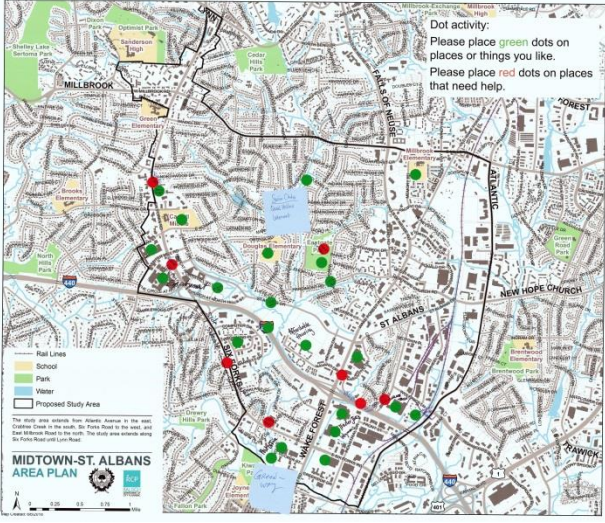
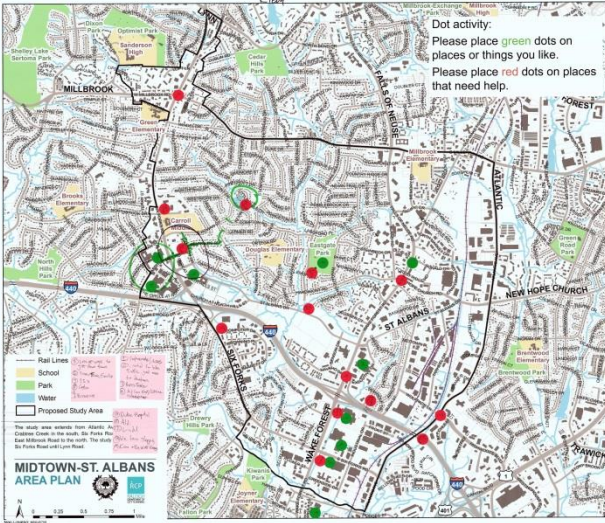
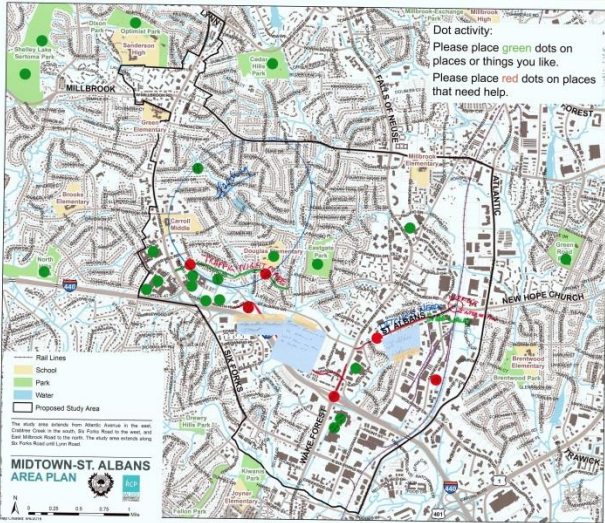
Economically Diverse (A mix of housing options is a plus)

## Exercise 3

What's working? What isn't? Let us know on the map below! Please place green dots on places or things you like. Please place red dots on places that need help.







# Midtown - St. Albans Visioning Survey

## Online Public Input Results

VIEWS  
1,188

PARTICIPANTS  
318

RESPONSES  
974

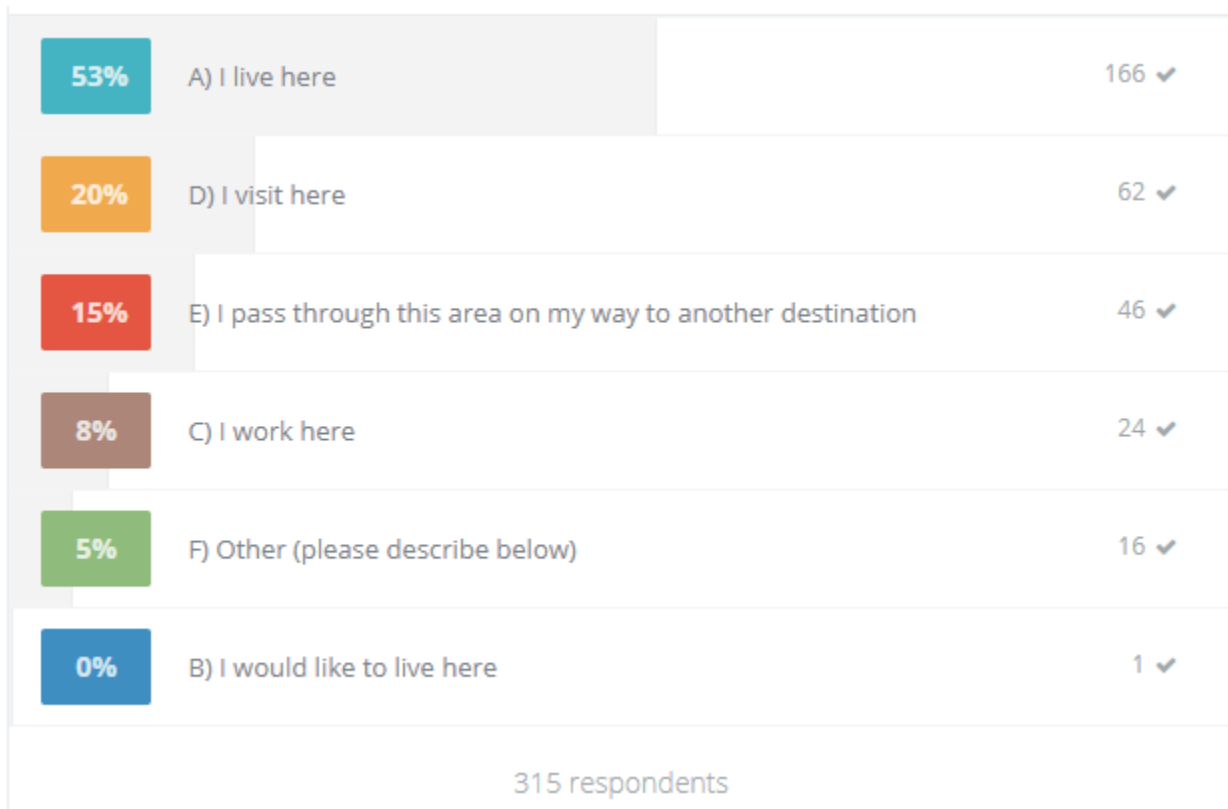
COMMENTS  
358

### Online Survey Questions

The following is an outline of the six questions that made up the online survey:

#### Question 1

*How do you experience the area?*



#### Question 2

*What street do you live on?*

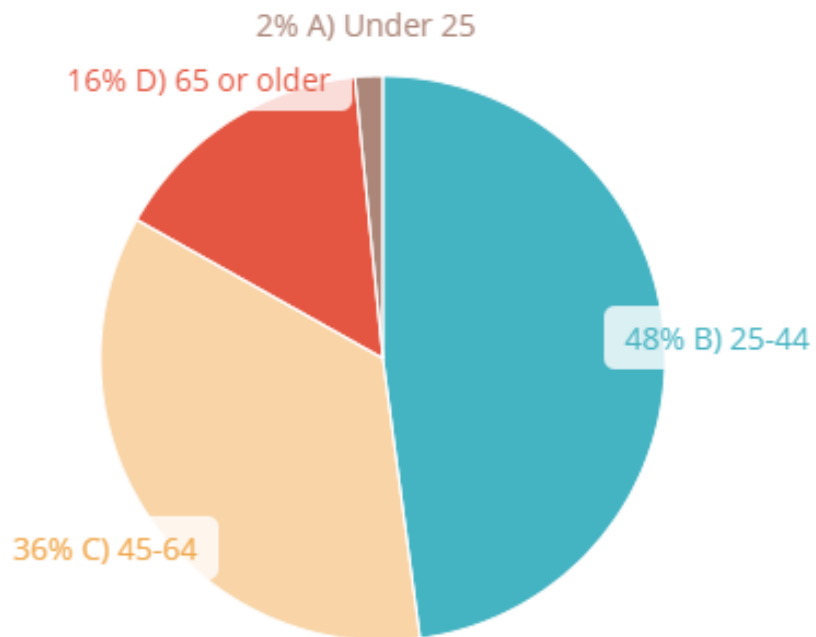
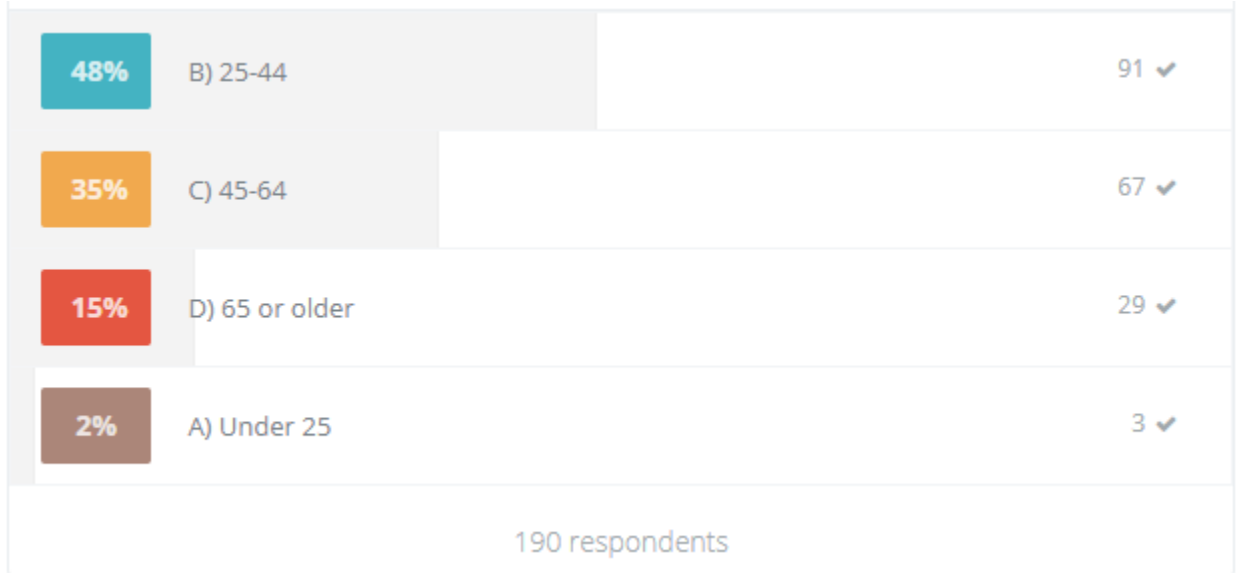
71 Responses, the most prevalent responses are below:

- (6) Wingate
- (4) Apache

### Question 3

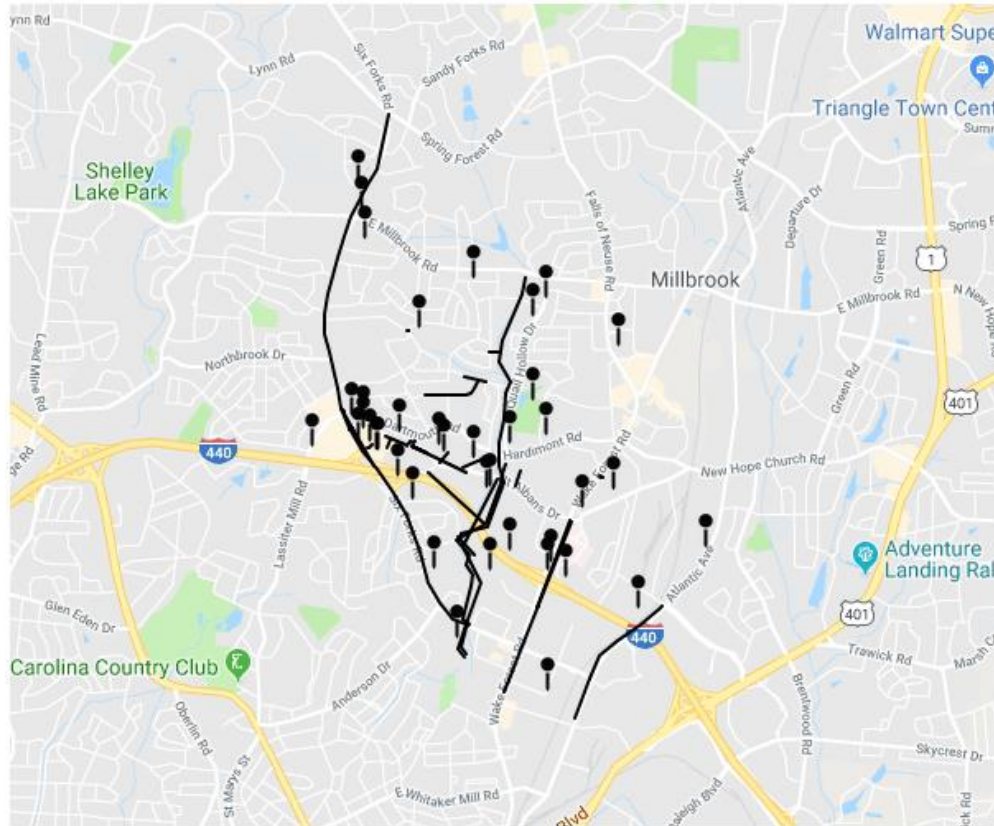
How old are you?

- Under 25
- 25-44
- 45-64
- 65 or older



## Question 4

On the map below, place dots or draw lines on places where you see an issue to be address or an opportunity to explore. Please leave a comment on each dot/line. (All comments are public)



64 Comments

- (28) Traffic
- (20) Pedestrian
- (15) St. Albans
- (15) Six Forks
- (10) Intersection
- (8) Development
- (8) Parking
- (7) Wake Forest

## Question 5

Please rank the following topics in order of importance:

- (27) Transportation: The effect of traffic on local streets
- (25) Transportation: Walking or bicycling
- (19) Transportation: Getting around on transit
- (18) The design of new development (how close or how set back should buildings be from the street, how visible is parking, etc.)
- (18) Land uses (what land uses should go where)

- (17) Transportation: Getting around by car
- (13) Housing (types of housing, location of housing, affordability)
- (13) Transitions from commercial to residential areas
- (12) Streetscape improvements (street trees, benches, lighting, etc.)
- (11) Creating or improving parks and public spaces
- (8) Stormwater

Comments included:

- (22) Traffic
- (11) Six Forks
- (9) Wake Forest
- (9) Development/Developer
- (8) North Hills
- (7) St. Albans
- (6) Lanes
- (5) Pedestrian

Please rank the following topics in order of importance:

Transportation: The effect of traffic on local streets	Rank: 3.64	64%
Transportation: Walking or bicycling	Rank: 3.88	61%
The design of new development (how close or how set back should buildings be from the street, how visible is parking, etc.)	Rank: 4.24	54%
Land uses (what land uses should go where)	Rank: 4.38	58%
Transportation: Getting around on transit	Rank: 4.73	54%
Streetscape improvements (street trees, benches, lighting, etc.)	Rank: 4.77	51%
Transportation: Getting around by car	Rank: 4.97	55%
Transitions from commercial to residential areas	Rank: 5.17	52%
Stormwater	Rank: 5.39	45%
Housing (types of housing, location of housing, affordability)	Rank: 5.44	46%
Creating or improving parks and public spaces	Rank: 5.59	49%
Other (if you select this option, please tell us the other issue or issues you have in mind in the comments below).	Rank: 7.89	13%

| 69 Responses

## Question 6

Please finish this sentence. In 2040, I hope the Midtown area will be...

- (18) Walkable
- (17) Safe
- (14) Green(space/way)
- (13) Live(ly)/Livable
- (10) Housing
- (9) Traffic
- (9) Access(ible)
- (9) Options/Opportunities
- (8) Friendly
- (7) People
- (7) Public
- (7) Transportation
- (6) Transit
- (6) Affordable

## Cumulative Summary of Input

*How do issues rank in importance?*

Midtown Farmers Market top three rankings included the following:

1. Transportation: Getting around on transit
2. Transportation: The effect of traffic on local streets
3. Transportation: Walking or bicycling

Trinity Baptist Church top three rankings included the following:

1. Transportation: The effect of traffic on local streets
2. Housing (types of housing, location of housing, affordability)
3. Streetscape improvements (street trees, benches, lighting, etc.)

Eastgate Park top three rankings included the following:

1. Transportation: The effect of traffic on local streets
2. Transitions from commercial to residential areas
3. Transportation: Getting around on transit

Cumulative in-person public meeting top three rankings included the following:

1. Transportation: The effect of traffic on local streets
2. Housing (types of housing, location of housing, affordability)
3. Transportation: Getting around on transit

Survey top three rankings included the following:

1. Transportation: The effect of traffic on local streets
2. Transportation: Walking or bicycling
3. Transportation: Getting around on transit

**Cumulative top five rankings for all visioning events included the following:**

- 1. Transportation: The effect of traffic on local streets**
- 2. Transportation: Walking or bicycling**
- 3. Transportation: Getting around on transit**
- 4. Housing (types of housing, location of housing, affordability)**
- 5. Streetscape improvements (street trees, benches, lighting, etc.)**

## Issues

Following are a sampling of comments as noted for each of the main issues.

- 1. Transportation: The effect of traffic on local streets**
  - Cutting through neighborhoods to avoid Six Forks
  - All residential streets are absorbing more traffic due to Six Forks congestion
- 2. Transportation: Walking or bicycling**
  - Bike sharing with the new Six Forks Plan?
  - More sidewalks
- 3. Transportation: Getting around on transit**
  -
- 4. Housing (types of housing, location of housing, affordability)**
  -
- 5. Streetscape improvements (street trees, benches, lighting, etc.)**
  - Sidewalks
- 6. Creating or improving parks and public spaces**
  -
- 7. Transportation: Getting around by car**
  - Bottleneck on Six Forks
  - Six Forks is overloaded, not enough safe ingress & egress
- 8. Land uses (what land uses should go where)**
  -
- 9. Stormwater**
  - Need to be controlled with teardown/rebuilds
- 10. The design of new development**
  - Noise of new development is a concern
  - Noise and light pollution from new development
  - Stop the enlargement of electrical lines and bury services
- 11. Transitions from commercial to residential areas**

Following are the main issues which resulted from visioning feedback.

- 1. Other: Impact on local Wildlife**
  - Deer, opossum, raccoon, box turtles, geese, fox, etc.
- 2. Other: Greenway corridor**
- 3. Other: Connectivity**
- 4. Other: Safety**

# Strengths, Weaknesses & Vision

## Your Thoughts

### 1. Things I like about the Midtown Area/How do you experience the area:

- |                             |                      |
|-----------------------------|----------------------|
| a. (11) North Hills         | e. (5) Midtown       |
| b. (7) Walkability/Walkable | f. (4) Eastgate Park |
| c. (6) Shopping             | g. (4) Dining        |
| d. (5) St. Albans           | h. (4) Work          |

### Most commented topic: Land uses (what land uses should go where)

- (20) Land uses (what land uses should go where)
- (16) The design of new development (how close or how set back should buildings be from the street, how visible is parking, etc.)
- (8) Transportation: Walking or bicycling
- (8) Creating or improving parks and public spaces
- (7) Other: Impact on Local Wildlife and the Environment
- (6) Other: Connectivity
- (2) Housing (types of housing, location of housing, affordability)
- (1) Transportation: Getting around by car
- (1) Stormwater
- (1) Transitions from commercial to residential areas

### 2. Things that need help/How do you experience the area/What topics are most important for this plan to address:

- |                         |                     |
|-------------------------|---------------------|
| a. (102) Traffic        | f. (26) Wake Forest |
| b. (42) Neighborhood(s) | g. (26) Six Forks   |
| c. (37) St. Albans      | h. (20) Pedestrian  |
| d. (35) Development     | i. (21) Housing     |
| e. (35) North Hills     | j. (16) Trees       |

### Most commented topic: Transportation: The effect of traffic on local streets

- (54) Transportation: The effect of traffic on local streets
- (47) Transportation: Walking or bicycling
- (35) Transportation: Getting around by car
- (19) Land uses (what land uses should go where)
- (19) The design of new development (how close or how set back



should buildings be from the street, how visible is parking, etc.)

- (15) Housing (types of housing, location of housing, affordability)
- (13) Transportation: Getting around on transit
- (11) Other: Connectivity
- (10) Stormwater
- (8) Creating or improving parks and public spaces
- (7) Other: Greenway Corridor
- (5) Other: Safety
- (5) Streetscape improvements (street trees, benches, lighting, etc.)
- (3) Other: Impact on Local Wildlife and the Environment

**3. In 2040, I hope the Midtown area will be...**

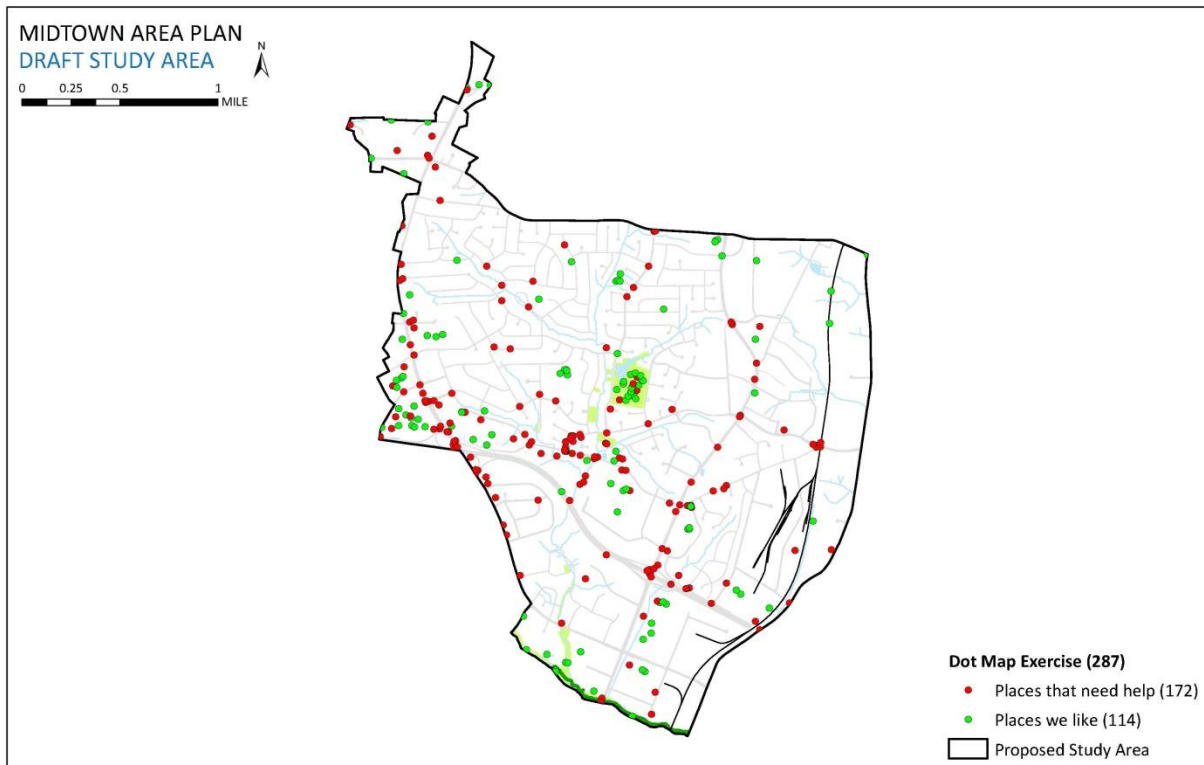
- |                  |                       |
|------------------|-----------------------|
| a. (26) Walkable | e. (11) Green         |
| b. (17) Housing  | f. (10) Traffic       |
| c. (19) Safe     | g. (9) Transportation |
| d. (13) Access   | h. (9) Transit        |

**Most commented topic: Transportation: Walking or bicycling**

- (54) Transportation: Walking or bicycling
- (32) Transportation: Getting around on transit
- (23) Housing (types of housing, location of housing, affordability)
- (20) Other: Safety
- (20) Other: Impact on Local Wildlife and the Environment
- (16) Land uses (what land uses should go where)
- (13) Creating or improving parks and public spaces
- (11) The design of new development (how close or how set back should buildings be from the street, how visible is parking, etc.)
- (10) Transportation: The effect of traffic on local streets
- (9) Other: Connectivity
- (6) Transitions from commercial to residential areas
- (4) Transportation: Getting around by car
- (4) Stormwater
- (4) Other: Greenway Corridor
- (2) Streetscape improvements (street trees, benches, lighting, etc.)

## Spatial Considerations

The study area extends from Atlantic Avenue in the east, Crabtree Creek in the south, Six Forks Road to the west, and East Millbrook Road to the north. The study area extends along Six Forks Road until Lynn Road. What's working? What isn't? Let us know!



**287 Total dots placed on the map**

**114 Dots representing places or things people like**

**Comments most often included:**

- (12) Park
- (4) North Hills
- (3) Greenway
- (3) Downtown
- (3) School
- (3) Trader Joe's

**173 Dots representing places that need help**

**Comments most often included:**

- (27) Traffic
- (14) Six Forks
- (10) Intersection
- (10) Pedestrian(s)
- (8) St. Albans
- (5) Development

**Most commented topic: Transportation: Walking or bicycling**

**2<sup>nd</sup> most commented topic: Transportation: The effect of traffic on local streets**

**3<sup>rd</sup> most commented topic: Land uses (what land uses should go where)**

## Comments from Online Survey

### Question: How do you experience the area?

Love the atmosphere in our area the way it is presently.
But the atmosphere is decreasing in quality with increasing population.
I like the increased value that development will bring to my property
The associated traffic congestion is lessening the quality of life in Raleigh and Midtown.
Best, most convenient location in the Triangle!
This area is great in general. Great that they are deciding to develop Midtown at the intersection of Wake Towne Drive and Wake Forest Road. Wake Towne Drive is generally good. HOWEVER, the Extended Stay Hotel (921 Wake Towne Dr., Raleigh, NC 27609) is a problem as it allows section 8 housing on its premises. This has automatically lowered the quality of the living area and in turn will lower the value of all property surrounding the local area. The Townes at Cheswick and Jones Grant Luxury apartments are nice areas, but property values will drop if all the garbage tenants (exclusively black) are allowed to continue utilizing section 8 housing at the Extended Stay Hotel. Get those people out of there. There was an attempted break in by one of the Extended Stay Hotel Section 8 housing tenants a few months ago at the Townes at Cheswick. The residents pay too much money for their property and do not deserve to have a bunch of ingrate section 8 negroes ruining the quality of life in the area with petty theft, arson, illicit drug use, and gang violence.
I do love this area been here over 20 years love seeing the development but I'm having a hard time processing all the stop signs being placed in our neighborhood as it causes nothing but confusion and traffic.
The increased traffic is undesirable. The all-way stop signs have been very helpful in most places. Do not like the speed bumps.
I live on Quail Hollow Dr between Millbrook Rd & Hardimont Rd. For the past 30 years I have watched in distress as cut through traffic has exploded. I am very concerned how the upcoming development in this area will impact already out of control traffic. Quail Hollow Dr has become a very dangerous thoroughfare. Speeding traffic ignores posted limits, as well as stop signs. The same is true on Hardimont.
I also work here
I also live extremely close- behind Green Elementary- I shop at Kroger and have several doctors in the area.
This is a really good location but considerations need to be made about more public transportation routes and possible commuter lanes. Sections of Six Forks Rd and Falls of Neuse Rd appear that the lanes have been expanded to accomodate one lane or two more lanes, which can be stressful to drive when the traffic is heavy.
This area has many positives. The growth of North Hills (Mid-Town) has provided many of the amenities that communities need. Access to I-440, especially with the potential DDI at Wake Forest Road is a plus. This area needs more entertainment/recreation options.
Traffic, taxes and very inconsiderate drivers have increased the past 20 years
Love the convenience of the area. Worried about increasing cut-through traffic in neighborhood.
I have lived in Lakemont for 25 years. I am very concerned about the impact of growth on my neighborhood including: increasing cost of housing and traffic. With the new planned development on St. Albans I am concerned about traffic, both Wake Forest and Six Forks

<p>both north and south near 440 are already at gridlock most times of day -- how will the additional traffic on these two arterial roads be managed?</p>
<p>I'm glad that development in midtown is continuing and am excited for what it brings. I hope that considerations for pedestrians, bikes and mass transit are incorporated. Also, North Hills could use more local flavor as opposed to chains - how about a brewery?</p>
<p>I live inside the beltline off Six Forks Road. The traffic is a nightmare. It will be the same story on St. Albans and Wake Forest Road!!!</p>
<p>The area needs more frequent transit service, and safer access by bicycle. I live four miles away and would shop more frequently if I looked forward to the bike ride getting there and back. Fighting motor vehicle traffic is no fun by car or bike.</p>
<p>I live in Quail Hollow, and the majority of my concerns are traffic related, as well as the increased burden on the local schools. The traffic has increased significantly since the first tower opened at North Hills, and continues to get worse each month it seems. As that happens, it feels like there are more frustrated drivers who go too fast and do not pay attention to the posted speed limits, and even ignore the stop signs. With so many schools locally, I worry that we are overloading the local streets, and more people will use the streets as cut throughs. I love the fact that the area is being developed, but the removal of so much open space and trees, the increased noise, increased traffic and pollution, and the tendency to tear down older homes and build larger homes at an average of \$775,000 list price are radically changing the character of the local neighborhoods. I am excited by the planning and potential to responsibly mitigate the unrelenting plans for apartment buildings and retail/big box stores in what has been a predominantly residential area for decades.</p>
<p>I love North Hills redevelopment, I am concerned about traffic. I am concerned about affordable and lower income housing being pushed out.</p>
<p>Along with owning a home in North Glen, we also have our real estate office next door to Carol Middle School. I've lived in the neighborhood since 1983 and have seen many changes, both negative and positive. the biggest concern s managing traffic and parking around North Hills. The obvious positive is the ever increasing property values, but I would love to see more pedestrian friendly ways of crossing Six Forks with benches for walkers and seniors to stop and rest. Increasing the Walk Score of the homes and businesses in the study are is crucial to maintain and increase both the attraction of new businesses and home home values.</p>
<p>Very concerned about traffic around the North Hills area. Sometimes it feels impossible to navigate, both as a driver and a pedestrian. The area inside the shopping center is always congested, it's nearly impossible to make left turns (onto St. Albans Drive, for example). Walking around can be downright scary. I love the idea of even more side walks and a better way to get across Six Forks Road from one area of NH to another (right now crossing feels downright treacherous; it seems that many drivers don't grasp the concept of yielding to pedestrians). A pedestrian bridge is a fantastic idea.</p>
<p>Would like to see a pedestrian bridge that goes over Six Forks Road to connect the mall to the new office spaces. Also, include some bike lanes around the area. Maybe that will cut down on some of the car traffic and bike accidents.</p>
<p>I like the close proximity of housing.</p>
<p>Freeway traffic can get a little hectic, but that's due to everyone wanting to get off at Capital and Wake, so I'm accepting of it</p>
<p>Child attends school here.</p>

I live at The Oaks at Whitaker Glen, just south of the subject area's boundary. I do much/most of my shopping within the area, and I often walk the Crabtree Creek Greenway that borders its south edge. So I am only too aware of

(1) the congestion that already exists (especially on Wake Forest Road) and will inevitably grow as Wegman's etc. come in and John Kane pursues his apparently endless development dreams along St. Albans, and

(2) the heedless, horrific loss of woodland and green space that has already occurred and, again, is certain to worsen as sites in this "hot" area become still more valuable--UNLESS the city is prepared to act firmly to protect green buffer strips and other spaces.

The plan to revamp the Wake Forest-440 interchange was not well explained in the newspaper, but it had better be very thoroughly thought out and very clever if we are not to end up in endless stoplight frustration (and decide to shop down off Peace Street!)

Another concern is the deteriorated area of floodplain east of Wake Forest Road near Crabtree Creek. The viable businesses there--El Rodeo, the car wash, Biscuitville etc.--may need help to keep flooding away as intense rains become more frequent. The sorer, more flood-prone buildings farther from WF Road need either to be elevated, bermed or demolished. Regarding the car dealerships along Wake Forest, I guess if they're willing to keep on moving all their cars to higher ground every time the creek overflows, that's their problem and their solution; they do keep their businesses clean and shiny.

As for St. Alban's Drive itself, Mr. Kane and others who will be building there MUST be required to SAVE (not bulldoze and replant) a green buffer along that now lovely road, preferably both sides. There's all the difference in the world between a natural band of trees of all ages and a regiment of identical young trees, and while I admire much of what Kane has done in North Hills-"Midtown", his total demolition of pre-existing greenery may have saved him a few thousand bucks but has cost the rest of us--his clientele of lessees, residents and shoppers--too much.

Lacking a river or waterfront, all Raleigh has to distinguish it from all the other shiny, sharp-edged new cities is its wealth of trees. To squander this priceless principal (another horrible example is the Jones Grant apartment project) for the sake of a few hours less overtime and a few more square feet of rentable space is so shortsighted as to be plain stupid.

- 1- This area is prone to flooding so with all this development/removal of trees- special precautions need to be taken to help prevent or better flooding issues.
- 2- Traffic slowing measures need to be installed. There is already a substantial increase in volume yet there are minimal changes to help traffic.
- 3- There needs to be a better way to prevent people from cutting through the neighborhoods to avoid traffic lights at Six Forks and Millbrook. Medians need to be installed to prevent people from using Farley Drive as a cut through. Same with Quail Hollow Drive.
- 4- It is very dangerous turning off of Ivy Lane onto Millbrook. Both ways are uphill and there are curves to sight lines are difficult. There needs to be a flashing light or better police coverage.
5. We have NO greenway connections!! It would be great to have a leg of greenway that would connect to the section by Anderson/Lassiter Mill.
6. They are cutting down all of the trees and its becoming a Concrete Jungle. The main streets need to have planted medians with trees to keep that wooded neighborhood feel.
7. The city needs to avoid using red maples as street trees like at North Hills. This species does not perform well in urban settings!!!

We live on Sarah Lawrence Court (directly off of Hardimont... the second street off of St. Albans). We'll be able to see the Kane development from our street. We love the neighborhood and, of course, are worried about any negative impacts this development may have.

Most of our concerns relate to traffic. We expect that Hardimont will see a major increase in traffic, as will Quail Hollow drive. We appreciate the new stop signs on both of those roads. Those are a good start (for our current load). As traffic increase, we will need to have more aggressive traffic calming measures on those streets as well.

One of our other major concerns is that, for some reason, the sidewalk on the west side of Hardimont stops at Converse. It does not continue down past Sarah Lawrence or Tufts. The lack of a sidewalk means that when we walk in either direction (up towards N. Hills east and St. Albans or over to Quail Hollow into the neighborhood) we are forced to either cross right at Sarah Lawrence (not a safe place to call) or walk in the bike lane (not safe). It's about 0.2 of a mile of sidewalk. It will be critical to get that added to ensure safety with additional traffic being pushed onto Hardimont.

Kane will build an access road close to 440 to connect the new development with the current N. Hills East. Right now, there is one small piece of property preventing that road to connect all the way through to Wake Forest Road. If that road can be connected all the way through, it will take some of the car traffic off of St. Albans and away from the neighborhoods. That would go a long way to addressing this situation.

Lastly, all this addition traffic will make pedestrian crossing of Six Forks at Dartmouth, which is already challenging, much worse. A pedestrian bridge (or tunnel) would increase safety considerably.

This area is overdeveloped for the street widths and traffic flow.

I love the increased value to my property, but am concerned about the increase of traffic.

The roads in this area, especially Wake Forest and St. Albans, are already overcrowded. The St. Albans rezoning changes, hidden in city-wide rezoning, will result in massive future gridlock. St. Albans is only a two lane road, one lane in each direction, and will not be able to accommodate future traffic.

i have lived here for 34 years. I hate to see these area grow too much.

I live right beside this area.

With all of the influx of additional people into the area, and all of the new high density development, traffic congestion is increasing and quality of life is decreasing.

We need to maintain the integrity of neighborhoods. Too much development increases traffic and 'cut-through' traffic through neighborhoods where children play. Green space and buffer space must be allowed for. The area is dense enough and increased density should not be allowed. This will further increase traffic .

I do not believe that the city has given timely, adequate consideration to the impact of additional development along St. Albans on the adjacent residential neighborhoods. It has already become difficult to get out of my driveway in the morning and I can only imagine it will get worse once the additional buildings have been constructed.

I have loved living in the area now referred to as Midtown, but from my perspective this entire area is now being over-developed. The initial re-development of North Hills on the West side of Six Forks was a good change from my perspective given the "run-down" unoccupied original mall. It is beautiful place and offers places to eat, movies, shopping within walking distance. I could even have enjoyed North Hills East if we didn't have tall skyscrapers totally blocking our views & sunlight and bringing in excessive traffic. I really feel for the folks who live near St. Albans Road, who look at that urban-scape every day instead of sky, sun and trees. Where does this end for the "City of Oaks". Will there be any green left? How will our quality of life look as this continues to be developed?

Another extremely important issue for me is how the city's rapid growth & gentrification is impacting the poor and middle class populations in our city. There are several parcels of land being looked at along the Six Forks Corridor for re-development and several of them border on existing "Affordable Housing". I fear that more Affordable Housing (with the emphasis on "affordable") will be lost along a major corridor that would better serve the transit needs of this population. If it is not truly "affordable" then these families will suffer the indignity of trying to pay more than 30% of their income for housing which then puts a great strain on their ability to pay for other "basic needs". The true moral character of a city is framed by how they meet the needs of a diverse population who consider this city to be their home. I pray that we will all come together & be attentive to and respond to the crisis that we have and are creating for these families.

I do appreciate the design elements that have been incorporated into the Six Forks Corridor re-development that will allow for pedestrian walkways, bicycle paths, greenery & flowering trees that double as a way to absorb stormwater run-off, and some of the artistic touches of nice-looking sheltered bus-stops, entrance signs for neighborhoods and sculptured art and fervently hope that none of this is sacrificed as this project is developed. Having a pedestrian bridge to connect the neighborhoods to North Hills West is a critical need now, let alone after further development and the increased traffic that all of this brings. It is extremely dangerous trying to cross Six Forks now as a pedestrian or bicyclist.

Traffic continues to get worse on the Six Forks Road Corridor. I love the trees and peaceful drive o St. Albans. I'd like to see Raleigh keep some of our trees.

It is unfortunate that the plan does not include greenway paths. With all the development, the area needs additional methods of safe transportation. A start should add dedicated bike and walking paths. I do not see any plans for these.

Access to the Cardinal at North Hills should NOT be blocked for events in Midtown Park. The left lane of Cardinal at North Hills street should be open at all times allowing access to the Cardinal's front entrance. Support vehicles could all be parked in the right lane ONLY, leaving the left lane open.

Traffic is my number one concern.I love what Kane Realty has done for the area, the availability of all sorts of amenities and for my property values. However, I feel the city is not keeping up with the infrastructure for the development. Way behind the curve!

concerned about cut through traffic already down windel and crestview. And I'm ALARMED at the rising crime in the area. Additionally, traffic calming on windel especially is very much needed.



The development of the area should match the UDO and the growth plans of future land use for the city. Everyone is not going to get what they want, but encouraging good solutions for the developers and integrating some of the requests from the residential tax payers is a reasonable request for visioning and future development of this area designated with 8 different categories of future land use.

Having mixed use and denser development in the appropriately zoned space is a great way to accommodate the growth in the area for those who don't want single-family homes and to show respect for those who don't want encroachment of their own single family homes. However, scaling from the high rises to the existing, established neighborhoods are important. Considering elevation of land rather than just the number of stories should be considered as part of the review, since many of the neighbors are upset about line of sight.

Flooding and vegetation removal has been a concern as clear cutting occurs. Actions should be considered to try to save mature trees that provide not just sound and light barriers, but also reduce the pollution from the traffic visiting the area of passing through on I-440. Areas within a range of up to 1,000 feet of 4 lane roadways have increased rates of respiratory issues, cardiovascular illness, reproductive harm and cancer. Depending on the study the distance can even be greater. The particulate matter, and not just the air pollution from exhaust, plays a role in that calculation. Maintaining some of the natural barriers reduce the gas pollution, but also create a physical barrier between the particulate matter and homes. The forested areas also prevent soil erosion and flooding in the riparian zones. Some neighborhoods have heavy flooding from development in the last 15 years in the immediate area, and others from the collection of water from increased impervious surfaces. FEMA has even purchased lots and homes over the years, much earlier than the development of North Hills by Kane Realty, so the natural impact of the land should be considered in addition to the further development when clear cutting is planned.

Light and noise pollution are also important to consider as the area further develops. Guidance on established practices regarding lighting buildings and parking decks can be done in a manner that provides safety to users, but eliminates the need for areas to be lit during the middle of the night unless a user needs to activate lights. Parking decks can have inward facing lighting that is not seen by the neighborhoods, and the businesses in high rises with regular office hours should be equipped with lighting that shuts off at night. The lit logos/branding should face the interstate and not the residences. To reduce traffic maintenance and delivery could be performed at night, which I think may be outside of what is allowed right now, but it can come with further noise pollution. If considered as an option to reduce traffic, then solutions to reduce the noise of delivery vehicles and waste removal should be implemented for the quality of life for residents.

We must have development in order to continue to supply housing for the region, but transportation, in multiple modes & options, must be provided through the City's oversight to prevent traffic delays and further pollution from traffic jams. For transit, connectivity is important - in BOTH directions of traffic flow. It should not just be a loop so you can get somewhere, but you cannot return home (24L is an example). Frequency is of major importance, as are the ability to use park and rides.

Safe, convenient connections to greenways are also important. No average cyclist will bike Wake Forest Rd. to get to greenway connections inside the beltline. Also, on Six Forks and Wake Forest Rd. implement timed lights like those in downtown. Where going the speed limit enhances your experience and is rewarded because traffic continues to flow with limited red

lights when traveling at the correct speed.

There should also be greater commitment to road maintenance as traffic has increased. For those who actually live on the roadways with the stop signs, we appreciate the decreased speed. However, concerns over high rises and snow/ice has been discussed. Having the Saint Albans and Hardimont roads cleared during snow and iced conditions will increase the ability of neighbors to return to work. This item has come up specifically in the intersection of St. Albans at Hardimont.

Also, when approving scalable plans, make sure they are truly scalable. Putting a 3 story townhome between a single-family home and a 12+ story high rise is not scaling. It is only buffering. It is not making the best use of the land options, either. More mixed use and multi-family housing may create more traffic, but having more travel options and the ability to live/work/play within one area can also reduce traffic and car ownership when built along the transit lines and with carshare and bikeshare options. Also, eliminating parking minimums for development can reduce impervious surfaces, runoff, water pollution, and flooding, and it can entice developers to make better investments in the community other than expensive parking decks that require clear cutting.

Development should be required to offset any affordable housing that is removed, and that includes moving and fees to reconnect utilities. Housing should incorporate workforce housing by either providing incentives or by making it required across the urban portions of the county so all developers are working within the same standards.

I am watching the improvements in my neighborhood and enjoying them while I can. I fear that soon I will be pushed out of the area due to the increasingly high cost of living here.

Like the rest of Raleigh or I40, there is a lack of infrastructure/DOT planning. There needs to be a concrete/green % rule. For every 70% there needs to be a 30% green erosion rule

Too much traffic. Light rail and other options are way past due. We cannot keep just widening and adding roads. Look into ways to ease traffic.

I am very concerned about traffic and the safety of pedestrians and our children in the neighborhoods. There are quite a few schools and parks in the area and many families walk to get to these places. We have a huge problem of traffic cutting through our streets at very high speeds. This is a huge concern.

Traffic and the safety of our pedestrians and children in the neighborhood. We have many schools and parks and often the families walk to these areas. there is a huge problem of cut through traffic speeding through our streets.

Traffic. Safety of our children as they walk to the parks and schools in the area. Cut through traffic has increased and they often speed through the neighborhood.

<p>I live just outside the area. I have lived in Raleigh for over 20 years now. The progress has been unbelievable. I am proud to work and live in Raleigh, NC.</p>
<p>I love the way North Hills is being developed. What is needed is a shuttle between the Crabtree Valley Mall and North Hills. This should run on a regular basis to connect shoppers and residents to both Malls.</p>
<p>I work in North Hills at Church of the Apostles. I commute to work M-F and attend church on Sundays. The traffic in and around this area is quite bad and I worry it affects the residents and other occupants.</p>
<p>Concerned about traffic in residential areas increasing. Stop signs along Hardiment. St Albans, Quail Hollow and Bland have helped current traffic problems but not clear if they are the long term solution with continuing development along St Albans</p>
<p>The current towers are not even fully occupied, and the developer still has plans for future towers &amp; hotels. The ability to move around north hills during the morning and evening commute is becoming more challenging. Drivers are not always mindful of stop signs and makes it dangerous for walking around North Hills.</p>
<p>I live on Boddie Drive, off St. Albans (east of Wake Forest Road). I would like to see a sidewalk on this stretch of St. Albans. An increasing number of pedestrians and bicyclists are using the street, which has no shoulders in multiple places, and sidewalks would therefore enhance safety as well as the connectivity of the area to the sidewalk system at either end of the stretch of St Albans I'm referring to.</p>
<p>I hope that this area will be redesigned in a significant way that will reduce the congestion, pollution, noise, and wasted space from parking and driving cars. The quality of living and working here seems to be dropping rapidly as more and more people drive in this area. Please return it to be pedestrian and cycling focused.</p>
<p>Make bicycle infrastructure up to global standards, not just painted lanes. Make sidewalks 6 ft wide, with full priority, and elevated grade at every intersection. Increase mixed use to make more places worth going on foot.</p>
<p>Have lived in this neighborhood for 10 years.</p>
<p>I live in the Pinecrest neighborhood. I love the convenience of the area but wish the City would make much-needed improvements on the east side of St. Albans, such as sidewalks or curb &amp; gutter improvements.</p>
<p>I like my neighborhood, but wish there were better bus options into North Hills perhaps a trolley, especially in the warm summer months, parking at north hills is getting congested. We need more housing options, that provide affordable units. The tear downs and mc mansion replacements are pricing many out of the area. Density at North Hills is a good thing, but not without affordable housing provisions. Planning needs to do more to educate residents in Raleigh about density and without tall buildings in the designated areas Raleigh's traffic and congestion problems will be far worse in the future.</p>
<p>I have always lived two or three streets outside this area, either on the NW corner or me corner. I pass through this area daily and love the resources and development but fear the load of trees, green space, safely walkable roads, and affordable housing. Please keep these issues in mind.</p>

Our residence is immediately adjacent to the area. We frequently go to North Hills.

My concern is traffic. The North Hills (NH) development has high rise buildings on Six Forks such that the road cannot accommodate more lanes. The transportation analysis that I saw several months ago in city council meeting did not address the current or future traffic.

We already afford the NH area during rush hour (which is about a 2-hour period).

Given the traffic issues are not addressed, I suggest/propose that a freeze on future development be put in place -- until the traffic situation is resolved.

There are inadequate east-west through streets in this area. Hardimont & St Albans have been subjected to unnecessary traffic harassment measures (a.k.a. "traffic calming"). These streets should be redesignated as through streets and not unreasonably impeded. Traffic is being channeled onto a few other streets which are often over-congested already. Measures such as posting speed limits, and actually enforcing speed limits would be preferable to speed bumps and superfluous stop signs. We rely on safe, efficient, reliable transportation to get to work, school, shop, medical care, etc. and to allow us to get home at night a be with our children. Bikes are fun, but are just not a realistic transportation option for the vast majority of needs for many valid reasons; bike lane advocates have lost sight of this. Lanes have been installed with deliberate haste and inadequate foresight. Buses are slow, inefficient, time consuming and slow down traffic. Trying to preserve Midtown with 50 year old small obsolete houses rather than allowing the neighborhood to evolve will cause long-term harm for everyone. I live just outside the boundary of the study area and must pass through it daily. We are spending our tax dollars to create congestion where congestion ahs not existed. Many bicyclists I observe operate in a very reckless and inconsiderate manner, ignoring the bike lanes (which are not well designed) and traffic laws. I hope the traffic planners are monitoring bike accident statistics.

We need to focus on walking, biking, skating, Longboard, and stop driving. We all need to be out of car, SUV, truck and human mobility again. Shoping points can be given if you did not use gasoline or diesel fuel. Electric Bike are ok.

We have a very nice neighborhood. However, the quality of life in Midtown is being lessened by the increasing traffic, speeding, neighborhood cut-through, increasing population, density, towers, and crime.

I am concerned about the traffic congestion and ability to access Old Wake Forest and Six Forks from St. Albans drive when I leave work. I think the new office development along St. Albans needs another off/on ramp from 440 to help.

Too much high density development taking away the trees and greenery. It has become a very congested area that is not set-up for pedestrians and cyclists.

Very concerned about increased traffic, need for additional stop signs within Lakemont neighborhood, and the need to preserve wooded area on St Albans drive.

Over developed; demand for traffic results in multi-phased signals - reduces throughput - all increases congestion; 440 interchange is choke point - congestion spills back north and south; restrict driveway in out to right turns; route large development access to side street

I used to work in North Hills in the 80 & 90's and lived just outside the study area. I am now a Realtor and specialize in the North Raleigh area. The revitalization of the area has been a great boast for the area and ensuring thoughtful growth is important for all property owners.

live close go here often

I make occasional visits to: JC Penney, MacAlisters, and North Hills movie theater. I agree the area is overdeveloped. I do not shop there more often due to frustration from traffic congestion & parking shortage.
Managed growth is important but it needs to be managed with the residents input and consideration. Area of interest are: traffic, Stormwater, noise, construction impact (during construction) and overall community wellness.
Growth needs to be managed with consideration to the residents and the impacts to the existing aspects and feeling of the neighborhood. Special consideration should be on the following: traffic, Stormwater, noise, construction impacts (impacts during construction) and impact to existing residents. All items should be considered with a weighted scale, those closer to the direct impact should have a greater say in the outcome vs someone outside the immediate impact zone.
The missing section of Benson Drive between St. Albans and Dresser Court must be opened. This is long overdue.
I lived in the area for 20 years before moving 5 years ago. I have only worked in the area for the last 15 months. I agree with the comment below about the excessive urbanization and tall buildings encroaching on the neighborhood; the planned 32-story tower is going to dwarf the existing buildings and make the situation worse for the residential neighbors. The increase in traffic in the existing neighborhood makes me very glad that my children are not growing up there now, with so many cars passing through.
I live right on the border of the project and travel up and down Six Forks daily and travel through St. Albans
Recently moved from Quail Hollow after 53 wonderful happy years.
Live and work here
Have lived there since 1974, best friend moved there in 1964 , I've seen it grow from a cow pasture to the mid town extravaganza that exists today . I wish there were more traffic lights in the neighborhood of quail hollow . I would like Eatgate Park to be enhanced with more attractions around the lake , more flowers and gardens .. and better playground equipment. I'm concerned about traffic flow and very concerned that quail hollow drive will become a major thorough fare if connected to St. Albans . Hence my comment about traffic lights . I worry about developing more apartments on St. Albans and fear the city scape is encroaching on the neighborhood feeling . I wish there could be some small patio homes for seniors that felt like garden apartments rather than the high rise monsters i see at North Hills .
I love this area and want to stay long-term.
I'm glad to see the development, but I worry about traffic and congestion.
We're raising our kid(s) here and attempting/intending to spend at least our careers here. We are grateful for all of the architectural variety. We want to make sure approved and impending redevelopment along the major corridors isn't at the expense of the existing residential landowners.

**Question: On the map below, place dots or draw lines on places where you see an issue to be addressed or an opportunity to explore. Please leave a short comment on each dot/line. (All comments are public)**

Incorporate Hodges Road, not Crabtree creek. Hodges road could be main transport line to area from Capital boulevard. Other than New Hope Church, it is only secondary road crossing Atlantic Ave and continuing to Capital boulevard.
--

building congestion covering more and more times threatens to slow/stop traffic
this large intersection at the beltline seems even worse than the Six Forks intersection....the additional St. Albans development will likely make this intersection much worse
I have noticed that now Lakemont Road carries much more traffic than it used to before North Hills East.....some of the morning traffic is from Carroll Middle School parents using alternative routes in to school and other traffic may be due to folks getting to North Hills East businesses from points north on Six Forks.
Wish there could be a pedestrian overpass over Six Forks Rd.
Lanes need to be widened.
Presently, St. Albans isn't wide enough for future expansion
Windel Drive seems to get a bit of traffic from people who might be avoiding the long backups at the Hillbrook/Six Forks intersection.
Significant congestion on Six Forks from I-440 to Lassiter Mill. Interchange doesn't seem capable of handling volumes of office workers leaving new office buildings. Pedestrian experience attempting to cross Six Forks is awful; feels unsafe. Wish it were easier to get to mall side from the east.
Can we finish this road to St. Albans or at the very least add a pedestrian connection?
Add traffic island on Hardimont and Quail Hollow
Add traffic island on Hardimont. People ignore stop signs.
Add traffic island to St. Albans and Hardimont
Do not want to finish this road to St. Albans but wouldn't be opposed to a pedestrian connection. Once development is completed on St. Albans, it would be valuable to be able to walk to this new neighborhood.
Can we get a trail along Big Branch that connects to Crabtree Creek trail?
The lights need to change to left turn signals to get onto Falls of the Neuse
Eastgate Park - The community building and area surrounding the pond is in need of updates.
Hopefully the DDI will help with the traffic on the ramp from I-440 to Wake Forest Road.
Improve sidewalks. Street lighting.
Greenway trail along this creek linking Eastaget park to Crabtree Greenway would be a welcome improvement.
Crossing over 6-forks needs to be way more pedestrian friendly
This property where HHS are could be better used in my opinion.
Food Lion plaza needs updating and perhaps rezoned.
Very low visibility here, cars go above speed limit and cannot see people crossing or even cars pulling out from Purdue onto Quail Hollow.
The private swim club holds many events that spill out into the neighborhood. People park anywhere and everywhere, including in front of hydrants, front walks, and driveways.
Parking/drop off is a HUGE issue here at school hours. It would be great if the City could add stripes showing where parking is NOT allowed, or limit parking to one side of the road.
Parking/drop off is a HUGE issue here at school hours. It would be great if the City could add stripes showing where parking is NOT allowed, or limit parking to one side of the road.
Nice new development here, but the trash collection and chillers are facing the main road, and is unattractive to the neighborhood.

Trucks pull up throughout the day to make deliveries, pick up trash, etc. The road is not wide enough, and traffic moves too fast. with a lot of pedestrian and traffic going to 440 and Six Forks, there NEEDS to be proper truck delivery options. POOR planning not just at the beginning of North Hills, but has not been made any better with recent development.
Truck delivery and pick up, again, throughout the day. Block traffic, delays the traffic making right turns or going onto 440. Building was not designed with appropriate loading dock, and now makes bad traffic 10X worse.
No way pedestrians can cross safely from one side to the next.
Cars pull out ALL the time on red here. So many near accidents and actual accidents. Cars try to pull out and go directly to left lanes to get into North Hills, cause a lot of confusion. VERY POOR intersection. too much traffic.
Would love to see a greenway connector along creek
Sidewalks needed for safety on this street
There is no sidewalk on the NW side of the road from Converse to St. Albans. Only missing sidewalk on this one little stretch. For those who live on Sarah Lawrence and Tufts, it is very hard to cross the road in order to walk to St. Albans or to Quail Hollow Drive. Critical safety issue to complete the sidewalk here.
Kane will put a frontage road on the South side of his new development. He is missing one small piece of property that would allow him to connect that to Navaho Dr. Having a second connector from Six Forks to Wake Forest on this frontage road will take a significant load off of St. Albans. It should be a requirement to connect this road all the way through before this piece of property is developed.
Need a pedestrian bridge to allow for safe crossing of Six Forks.
It is hard to see if there is traffic coming from the left when you pull out onto St. Albans here. It will help to eliminate the closest parking space... the car obstructs the view (on both interchanges).
Traffic on Six Forks makes it difficult to exit Oakland at times.
There needs to be better pedestrian crossings across Six Forks at Lassiter Mill and Dartmouth (or a separated crossing - bridge/tunnel)
The DDI at this interchange will kill any hope of a walkable neighborhood.
+500K for the new house going up on this street? This won't be an affordable community for very long
Wake Forest Road Traffic is consistently very bad. Intersection with 440 is a bit of a mess.
St Albans has lots of traffic for 2 lane road. Visibility is very poor due to street parking. Lastly, new stop sign at Hardimont simply spaced traffic out so as to make turning onto St Albans more difficult. Would love to see solutions that don't necessarily just stop traffic but instead have it flow more intelligently.
Six Forks Corridor is one long traffic light. We usually avoid simply going over to the other side of Six Forks as traffic is so bad. If this is intended to be an urban area, there need to be better mass transit solutions available.
Quail Hollow drive connection to Barrett Drive. Definitely pedestrians, possibly cars too.
Wake Towne Drive connection to Barrett Drive
Pedestrian access and safety along this route needs improvement.
Pedestrians need additional safe crossing points between Dresser Ct. and New Hope Church Rd.
Riding my bike under this overpass is terrifying. Dismounting and walking it is not much better.

safe cycling ways for all of Six Forks, Wake Forest, Atlantic ave and Millbrook, regarding the applicable sections of those roads. Well planned and objectively proven solutions will improve traffic and safety for cyclists, pedestrians and motorists and add to property value and livability of this corridor
We need some way to slow thru-traffic through this area. It is both residential and an area where employees enter/exit all day long to a gated business on the left side of the road. It is dangerous for pedestrians as there is little to no shoulder through this area and drivers tend to speed. There is also frequent illegal passing as drivers in a rush don't wait for cars in front of them (residential and entering the gated business) to complete their turn before passing. The illegal passing is the most dangerous thing that occurs in this section of St. Albans and happens many times a day.
Bicycle and Pedestrian Connections / Greenway
Pedestrian Connection to Neighborhood
Bicycle and Pedestrian Connection / Sidepath / Greenway. PAY ATTENTION TO INTERSECTIONS!!
Bicycle and Pedestrian connection desperately needed. This is a very dangerous place - this section of Raleigh is cut off to the north.
Bicycle/Pedestrian Connector / Pathway
Bike/Ped Connection - Path
This intersection is a perfect candidate for a round about. Ramblewood comes together with Six Forks and Bellevue RD. The intersection is a mess.
Ramblewood needs some of the pressure from cut through traffic reduced.
Close off Hardimont at St Albans to vehicle traffic. That would eliminate the traffic problems in the residential neighborhoods affected by the commercial development.
Crossing Wake Forest into the current shopping center is very dangerous right now. With an additional shopping center and increased residential development along Wake Towne Dr., it will be even more important that this be safely accessible to pedestrians. It is also unsafe to leave that shopping center and proceed straight through the intersection. Oncoming traffic assumes all cars in the left lane are turning left.
I love Greenway access here! It's wonderful. Please connect to a downtown spoke so I can ride in and out of the downtown area.
Poorly designed and confusing. Executive Drive does not control this interchange. St. Albans does. The signage and pavement marking indicate otherwise,
Check Drain
When will this Greenway be built?
Needs Sidewalk Capital Improvement Project
Needs Sidewalk Capital Improvement Project
Needs Sidewalk Capital Improvement Project
Do not want Quail Hollow to connect to St. Albans
Do not want Quail Hollow to connect to St. Albans.
Land Use recommendations are too high in the Six Forks Corridor Study
Insufficient Parking
Dangerous for pedestrians, many not using crosswalk and walking just north between cars
Speeding Semi-Trucks
Connectivity



Do not connect Wingate/Dresser
Do not connect Winona to St. Albans
Need to prepare for greenway before development
Driveway
Intersection/lanes
Multi-use path
Sidewalks
Ped-bike, widen sidewalks & lanes for ped/bike

**Question: Please rank the following topics in order of importance**

Need more speed bumps on "cut through" streets such as Reynolds Rd. And It would be wonderful if the "on-street parking" could be better managed. Some neighborhood streets are very difficult to navigate when there are cars parked on both sides.
Other: We need speed limit signs all throughout Wake Towne Drive.
Can we install traffic islands with planters on Hardimont? Everyone ignores the new stop signs. I think these would get people to slow down and would look nice visually. Also, are there any plans to connect Quail Hollow through to St. Albans? I think that would help the connectivity in the area. A pedestrian connection at least would be nice (same to Winona).
The stop signs need to go...
Speed bumps damage low profile vehicles...
Narrow lanes on both Wake Forest Road and Six Forks Road are difficult to navigate.
I agree with the previous comment concerning the difficulty of navigating the narrow lanes of Wake Forest Road. Is the commentator aware that in the 80s additional lanes were added to Wake Forest Road by narrowing the then existing lanes?
Rising taxes and clogged traffic
This is what we have received from the population increases and higher density.
Narrow lanes on Wake Forest Road need to be fixed. Need to consider pedestrian crossings on Six Forks Road.
Need the other side with sidewalk between 6 Forks/Beltline and Coleridge. Only partially complete down 6 forks on the right hand side. Street width is way to small to accommodate both bike lane and sidewalk and still would be extremely hazardous to bikers - at an exorbitant cost and impacting homeowners.
AUTO TRAFFIC
I would like to see 1 or 2 pedestrian bridges spanning from north hills west to east. It would allow patronage back and forth. It's very dangerous crossing six forks and will get even worse as traffic increases.
This is a really great idea, especially considering that widening lanes means more time added to crosswalk timers, which means more time spent waiting at red lights. It would help everyone.
Services and amenities increase with denser and vertical development, but also drives the need to retire travel by private automobile. Cars take up too much space, even stored (parked) to be served in vibrant, dense development.

OTHER: Design character of the development, creation of a 'place' that is recognizable, and not just like all the other developments. The current developers clearly care more about the low cost than the detail or long term viability, and that is clear from stucco repairs, glass quality, rainwater, truck loading docks, walkability, etc.

Not enough public transportation options and service. (WHAT ABOUT: add a mini-transit hub to serve people moving east and west AND north south from downtown to midtown to capital)

The critical importance HAS to be looking at this as an overall area. Already the North Hills Towers development have decimated the trees that buffered the development from houses, and now houses are in shadow from the new buildings. The traffic delays are horrendous, the walkability laughable due to the inability to cross Six Forks. The benefits ARE good, but do not serve the larger community - just look at the crowds and think about diversity and the character of Raleigh vs who attends and who the events cater to.

Environmental concerns are also high. During construction there has been no mitigation on the sites, so stormwater has brought all sorts of dirt, mud, and who knows what into the creek behind many of our houses. The flooding is worse since the development, compared to prior years. There are not enough trash cans and recycling to encourage people to use them.

Traffic - what a nightmare. Exiting or trying to get onto 440 is harder; traffic regularly backs up to Spring Forest going south to get on 440 or into North Hills. Light timing is poor, It is hard to cross. No protected bike lanes. Cars going through neighborhoods above limits. Stop signs are ignored, as are speed humps. Do not see local enforcement at all -bet the city could easily pay the cost of traffic enforcement by posting people and writing tickets.

Crime - increasing weekly it seems - B&E, cars broken into, etc. Petty for NOW, but rising.

Tokyo makes frequent use of such pedestrian bridges. I think one would quite valuable at Six Forks and the North Hills complex.

The lack of traffic calming mechanisms on the very residential area of St Albans Drive between Greenlawn and Bush is currently concerning. I would like to see landscaped medians/shoulders and four way stops to help slow down traffic in a highly residential area.

Additionally, an interchange at I-440 and Atlantic Ave would greatly reduce cut through traffic on Wake Forest Rd, St Albans Drive and New Hope Church Rd.

St Albans Drive and Navaho Drive have very heavy pedestrian traffic. I would like to see sidewalks along the entire stretch of both streets.

Truck traffic on St Albans Drive between Greenlawn and Bush is concerning as it is very residential and has heavy pedestrian traffic. There is currently a sign on Wake Forest Rd which says that trucks are to follow Wake Forest to New Hope Church Rd; however, it is not very visible. Traffic calming mechanisms and improved signage would be beneficial to mitigate this issue.

The intersection at St Albans Drive and Executive by Duke Raleigh Hospital is confusing and hectic for most drivers. A traffic circle would be a great option for this intersection to help traffic flow and reduce confusion. A traffic light would not help traffic in the area due to the proximity of the intersection to Wake Forest Rd.

Increased connectivity to the greenway and more area parks would also be wonderful.

Adding more options for types of places to live that are walkable to and in this area.
Specific constraints should be given to the construction period as well. Construction activity should be limited to 7 a.m. to 7 p.m. Large equipment and dump trucks should not be allowed on the roads from 7 a.m. to 9 a.m. or from 4 p.m. to 6 p.m. Road or lane closures should not happen during peak times whenever possible to avoid them. Space should be provided for workers that is NOT along St. Albans or on neighborhood streets (even if they need to park elsewhere and shuttle to the site). That was a huge safety issue when the Cardinal was being built.
It would be nice to have pick-up/drop-off areas in the local neighborhood for people who would like to shop/dine/etc. at North Hills. The 6-8 seat golf carts could work and it would cut down on traffic.
We need more enforcement with regard to speeding, aggressive driving, not giving turn signals, running stop signs, using cell phones while driving, not parking properly between the lines, etc. There needs to be public service announcements regarding proper, safe, and courteous driving practices.
Six Forks and Wake Forest were not designed for current traffic, much less anticipated growth. The narrow lanes and big autos are a problem
Keep Dartmouth rd quiet.
A pedestrian bridge or tunnel crossing Six Forks linking North Hills west and east is necessary. It would also be good to add walking and biking paths that connect North Hills to other areas and adjacent greenways.
A tunnel would be better than a bridge. It could connect from the plaza between Captrust and Bank of America tower (which is already about 12 feet below the grade of Six Forks) to the west side of Six Forks. A tunnel from the existing grade is better than having to climb up stairs to get to a bridge in order to cross.
map won't load
Manage effect of traffic better
Too much traffic already! Would widening Atlantic Ave help divert/encourage more through traffic to go that route instead of Six Forks?
Please keep affordability in mind, as this greatly impacts the taxes we pay and who is able to be our neighbors. When we squash out those who can not afford the 500K homes, it also impacts the diversity of our wonderful little school, Douglas Elementary. A rich school community comes primarily from the unique families living in the area. We didn't move to Bedford for a reason, and the delightful mix of families at our local school is one of the top reasons.
Do not prevent urban growth in urban areas.
Add left turn signal at Six Forks Rd. going south at Northbrook Dr. Very difficult to make left turn with all of the traffic on Six Forks.
There is a huge need for safer and separate bike lanes that are well maintained and smaller/fewer parking lots for polluting, congesting cars
I am concerned about the environmental impacts of development in our area -- storm water runoff, pollution of streams and water sources from nutrients and pesticides/herbicides used by residents and companies, air quality with increased traffic, the carbon footprint of everything done.
if this effort doesn't focus on managing traffic flow and just focuses on packing more density into it - you are going to 'kill the golden goose' as they say. In addition to traffic - we need to get SERIOUS about storm water run off - everyone is busy cutting down trees and eliminating open space to jam the biggest house they can on a lot or get the most commercial square

<p>footage they can. Limit tree cutting and put real teeth and restrictions in regarding run off in residential areas.</p>
<p>Bike and Pedestrian network should be robust and connected.</p>
<p>Transportation needs to be considered in a unified manner -- not just cars, buses, bikes, etc as separate categories. We need short commute times. We need safe, efficient, reliable, economic means of moving about. If gentrification displaces those of limited means, "traffic calming" and inappropriate widespread installation of bike lanes adds insult to injury by making their commutes even more of a hassle.</p>
<p>Better use should be made of computer-controlled traffic signals to match stop-light cycles with traffic volumes and alleviate grid-lock at North Hills. Electronic speed enforcement seems to work in England.</p>
<p>Lanes should be widened on Wake Forest Road and Six Forks Road, both roads should have three travel lanes in both directions along entire length. Center turn lane should be replaced with landscaped median. Sidewalks and/or asphalt paths should be built and/or widened along both roads to improve pedestrian/cyclist access.</p>
<p>All types of transportation should be encouraged, wide sidewalks and asphalt paths should be included on major roads, bike lanes should be striped on minor roads, buses should have separated areas to stop since it is dangerous when they stop on Wake Forest/Six Forks Roads. Also, commuters by car should not feel ashamed or bullied into changing their habits by transit users and cyclists.</p>
<p>We need to focus on human centric needs, not our machines. Getting around by foot and light not fuel machines, bike, skating. Cars, SUV, Trucks, bus, rail are all high carbon footprint.</p>
<p>safe ways to cycle the lengths of six forks, millbrook, wake forest and atlantic. Whether that means dedicated cycle track, or striped lanes. Safer and enhanced pedestrian accommodations. Things like using trees as a border between the sidewalk and the road way will enhance the safety and experience for the pedestrian .</p>
<p>The growing population is our problem. Traffic congestion has become a daily nuisance. Speeding needs to be controlled. Stormwater has become a real problem. Crime has increased noticeably in recent years.</p>
<p>We need electronic speed control devices on streets and roadways to identify and deal with unsafe drivers.</p>
<p>The State and City governments are selling our quality of life to deal with undesirable population increases and to in-rich themselves and their personal associates.</p>
<p>Mid-Town St Albans is cut off from the rest of Raleigh by the I440 BeltLine. Atlantic Ave is a terrible connection. Six Forks is a terrible connection. The roadways are already congested. A greenway connection across or under I440 will offer new opportunities to bring people into this area without having to drive. This is a critical link!</p>
<p>I wonder who pays for these bridges?</p>
<p>The flooding in Raleigh at Crabtree Valley mall (a natural flood plain that never should have been developed, IMO) and on Anderson Dr. and behind Lady of Lourdes Church and often on parts of Wake Forest Rd. is only getting worse and more frequent. We even saw flooding on part of the 440 Beltline on the last few months, near Wake Forest Rd. &amp; Big Branch Creek. We have too much tight development (roofs, asphalt) with too much run off. Natural ponds have been filled in and houses (or hotel parking lots) have been placed on top on them,</p>

where they could have held run off. You cannot expect a better out come or less flooding, if you keep repeating the same past history.
Prohibit traffic thru the residential areas...block off Hardimont Rd at St. Albans. Do not extend Quail Hollow Dr. to St. Albans. Build a 10' solid wall between the Neighborhoods and the new commercial development. Preserve the Neighborhoods.
Let's make transit and bike/ped a priority in this plan.
I worry about lower income families being priced out of the area where my kids will grow up. I also worry about the runoff from newer developments going into the creeks where I spent many afternoons of my childhood wandering and observing the ecosystem.
a sidewalk all the way down St Albans to New Hope Church would be great.

**Question: Please finish this sentence. In 2040, I hope the Midtown area will be:**

A vital, appealing part of Raleigh that retains it's beautiful natural environment, and provincial charm.
Safe, walkable, go to spot in the Triangle for families that accommodates both commercial and residential in a way that is seamless
Half residential and half parkland
Gentrified.
You always do this
Free of apartment complexes
safe & have controlled growth in subsidized housing.
a safe, affluent neighborhood as well as major jobs center for the region.
walkable, inclusive, safe.
a place where people can either walk to their job or home and if not they can take a bus or street car to get to there destination.
Liveable and walkable. Better sidewalks on Six Forks between beltline and Wake Forest Road. Continue to bring new venues for food and retail.
Well cared for in reference to the environment and rising crime
Safe, walkable and bikeable.
More walk able and bikeable area. getting across 440 on either six fork or Wake Forest is not an ideal pedestrian environment. Same for trying to cross six forks or Wake Forest. plan for future light rail station or a good bus terminal in the area to better link to downtown and other areas in the region.
booming
Good public transportation, including walking and bicycling with good traffic flow. A diverse Midtown where people of different economic resources (high, middle and low income) can all live and work.
More like downtown. Designated parking decks and then walkable from areas on falls of Neuse and six forks north.
Car-free

A destination for ALL of Raleigh to visit. A place reachable by public transit, with beautiful buildings.
Still livable by all income levels. With manageable traffic. And increased walking and biking opportunities
Appealing along Wake Forest Road, with nice plantings and curb appeal, and traffic issues handled.
a destination attraction that people want to live and will put on their list of places to see when visiting Raleigh.
a fun and exciting place to live.
Easy to navigate, on car and on foot. Safe. Full of trees and benches.
Full of housing opportunities, public transit options, and plenty of places to work, shop, play, and eat
A well-planned, pedestrian-friendly urban/residential area with great parks and great transportation (light rail, bus, bike lanes).
I'll be 97 years old and probably dead. I hope for safe reliable and convenient transportation. Buses and bikes do not fit this description. Those who favor them want others to use them but usually do not themselves except for recreation. Bikes frequently are operated in a dangerous and discourteous manner, slow traffic and actually harm the environment. Millions are being wasted on unused bike lanes - money that should be better spent on affordable housing, education, etc.
Dynamic, with multimodal transportation options.
More Green Space and Greenway access to promote healthy/active living!
full of trees with greenway access to promote healthy/active living.
not full of gray, boring, cheap gray concrete.
A place where many people can find housing, groceries, access to transit, and access to jobs without needing a car.
Seamlessly connected to the residential neighborhoods. Very walkable space with a variety of public and green spaces. Traffic will be flow easily and be manageable because of the infrastructure. There are plenty of places where residents can walk to enjoy art, music, good and shopping. It is easy to walk from Eastgate Park to N. Hills East to N. Hills proper.
safe , not a traffic nightmare, and successful
as desirable as it is today.
Easily navigable by bus.
Like it was 5 years ago.
Hit by a comet.
Walkable, Green, Diverse in terms of housing, amenities and continuing to be focused on small, unique , local businesses rather than chains
a safe, fun, environmentally friendly area where people worship, live, work, and play.
A livable, green urban area with some affordable housing. I hope it will retain enough residential areas to keep it the quiet retreat it is now.
In Miami there are concrete parking decks completely covered in green vines. North Hills already has a start with its creeping fig vine!
More pedestrian and vehicle friendly
not a clusterfudge.
less congested
Still vibrant and evolving.

safe, walkable, not car-dependent, a great place to live for all.
pedestrian friendly, keeping trees and charm of older neighborhoods
I would like to see: Accessible to all of our city's residents not just the elite. Well-planned out to allow for ample water drain off and greenspace, Parks that are finally fully ADA compliant and continue to have shaded play spaces. Friendly to those who travel by alternate means (bikes, walkers, bus riders) Home to a top-notch elementary school full of students who are able to share their richly diverse cultures
a workable and walkable mixed use area with less crime and few cars. Is a personal transit system (mini rail) across St. Albans between Wake Forest Road and North Hills still being considered? This was discussed many years ago.
More Pedistrian friendly
Hoping midtown will Still be affordable and they get this crime under control
a mixed-use hub that allows residents to live-work-play in one area. That there will be diversification in socioeconomic status via housing solutions that provide the opportunity for healthy homes and healthy starts. Also, that the 2 mile radius around North Hills will truly be 2 miles and not stop at the end of Hardimont, but instead continue toward Walmart and integrate those neighborhoods. Having connections to downtown or Crabtree Valley Mall area through frequent transit service AND connectivity through greenway and off-road or barrier-separated bike lanes and multi-use paths are important. I would like to see some improvements in the Eastgate Park building so the facility is used more, and that the parks/fields/courts there are continued to be reserved as greenspace and maintained by the City, and the CAC should return to meeting within the CAC boundary.
Safe and vibrant.
Intelligently laid out and viable as a small pocket of urban living. I also hope it will be easy to access form outside the Midtown area.
Pedestrian and bike freindly area with first-in-class public transportation access for all users of businesses, services and activators in the area.
known world-wide for the integration of bicycle infrastructure in the design and planning.
primarily navigable by bicycle and walking
Pedestrian friendly
green, walkable, and livable for a wide range of ages and income levels.
Walkable, with little car traffic
a vibrant, sustainable modern urban area with many housing options for young, old, rich and poor and have a well connected bike/ped, transit system that is efficient and affordable.
Full of forests, not only "street trees"
Easy to navigate, have minimal traffic congestion and not have such a contrived feel. Also less dog messes on the sidewalks.
an area with a wide range of housing types from single family homes to high rise apartments with less restrictions and red tape on infill development.
Car, SUV, Truck free zone. Bike, Electric Biking. Let there be park outside of the area, and free bikes to come in. Let be social, ecological friendly. Otherwise the air with be thick with pollution. Sound pollution, visual pollution. And we will have polluted steam and thick hydrocarbon waterways, and severe erotions.

<p>somewhere that my children can safely navigate by bike or foot with public transportation options. urban and green with open space.</p>
<p>A pleasant place to live.</p>
<p>Easy to access by car or monorail.</p>
<p>Lively, walkable, safe</p>
<p>A vital part, if not the center of Raleigh where people may be able to live, work &amp; shop without having to use a car.</p>
<p>easy to navigate, walkable, include more affordable living options.</p>
<p>completely separated from the residential neighborhoods.</p>
<p>...a walkable, safe, mixed use community with natural areas still intact.</p>
<p>A place that celebrates the ecology of the Raleigh area by protecting streams and creating accessible green space; a place where people can live, work, and play without the use of a personal vehicle.</p>
<p>I hope the Midtown area will remain a vibrant, walkable place to visit for: upscale dining options, boutique stores, a park, and open public spaces.</p>
<p>A dynamic, pedestrian friendly area with civic spaces. A direct connection to downtown Raleigh but also an area with it's own identity and offerings.</p>
<p>Dense, urban, walkable, connected.</p>
<p>easier to navigate and safe for walking-both crime and traffic-wise.</p>
<p>a vibrant place of activity consisting of multiple modes of transportation and mix development of small and big businesses, high end and affordable housing and pockets of nature to create good health and well being for the individual, the community and the economy.</p>
<p>Safe, walkable, and full of green space.</p>
<p>the kind of "neighborhood" that can have the reputation for both (i) the best restaurants in walking distance, and (ii) the best trick or treating!</p>
<p>safe, pleasant, and walkable</p>