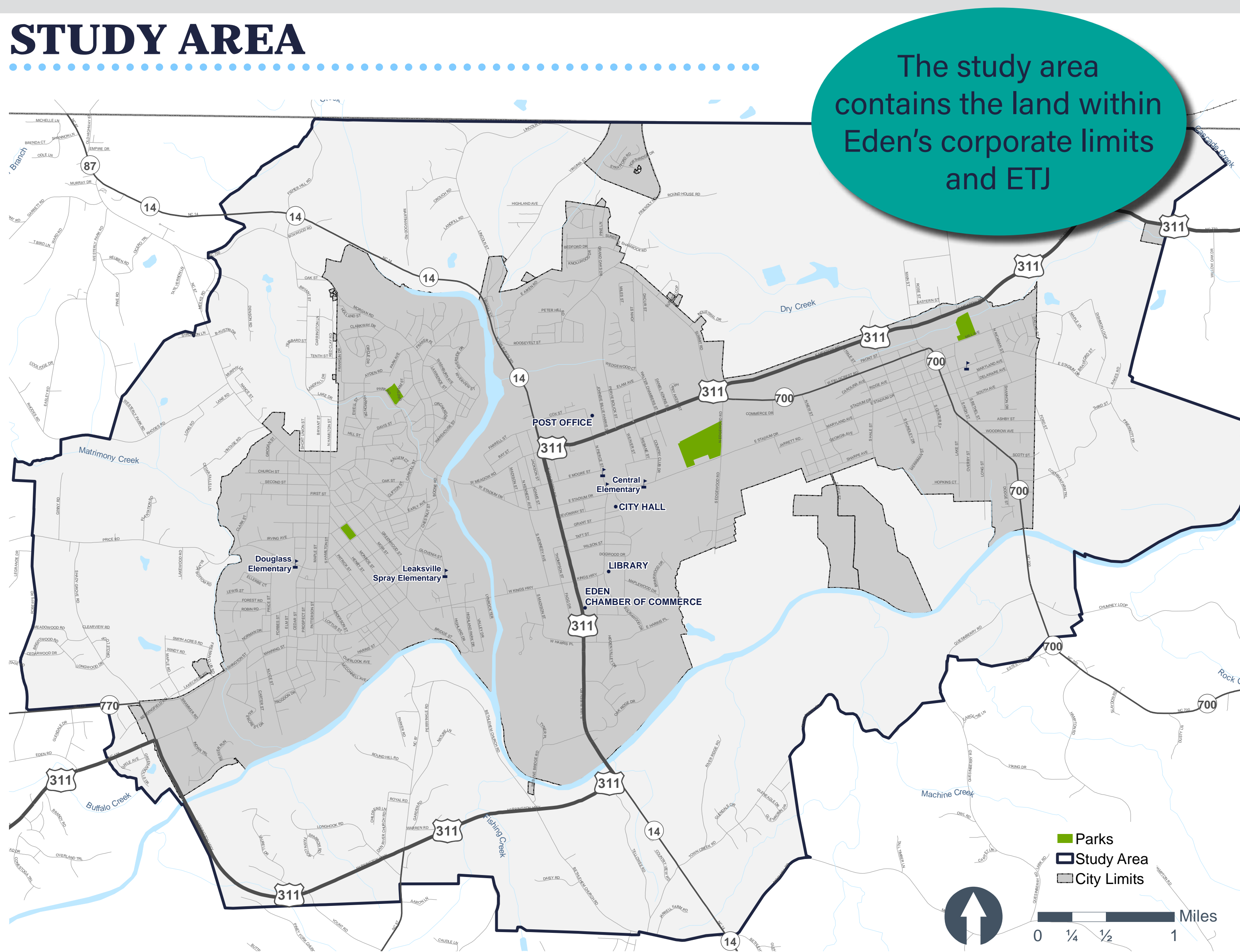


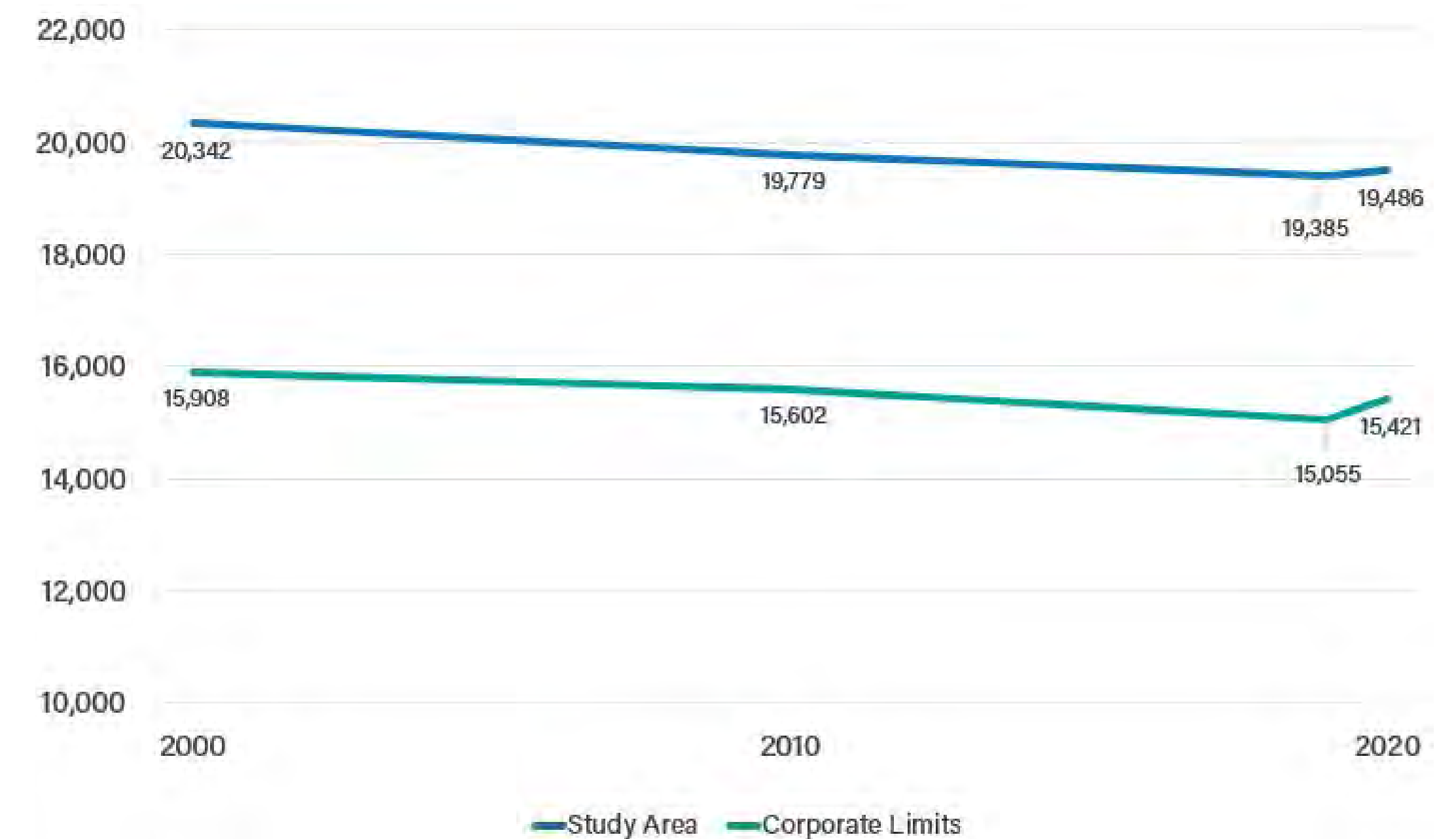
PROJECT OVERVIEW

STUDY AREA



POPULATION

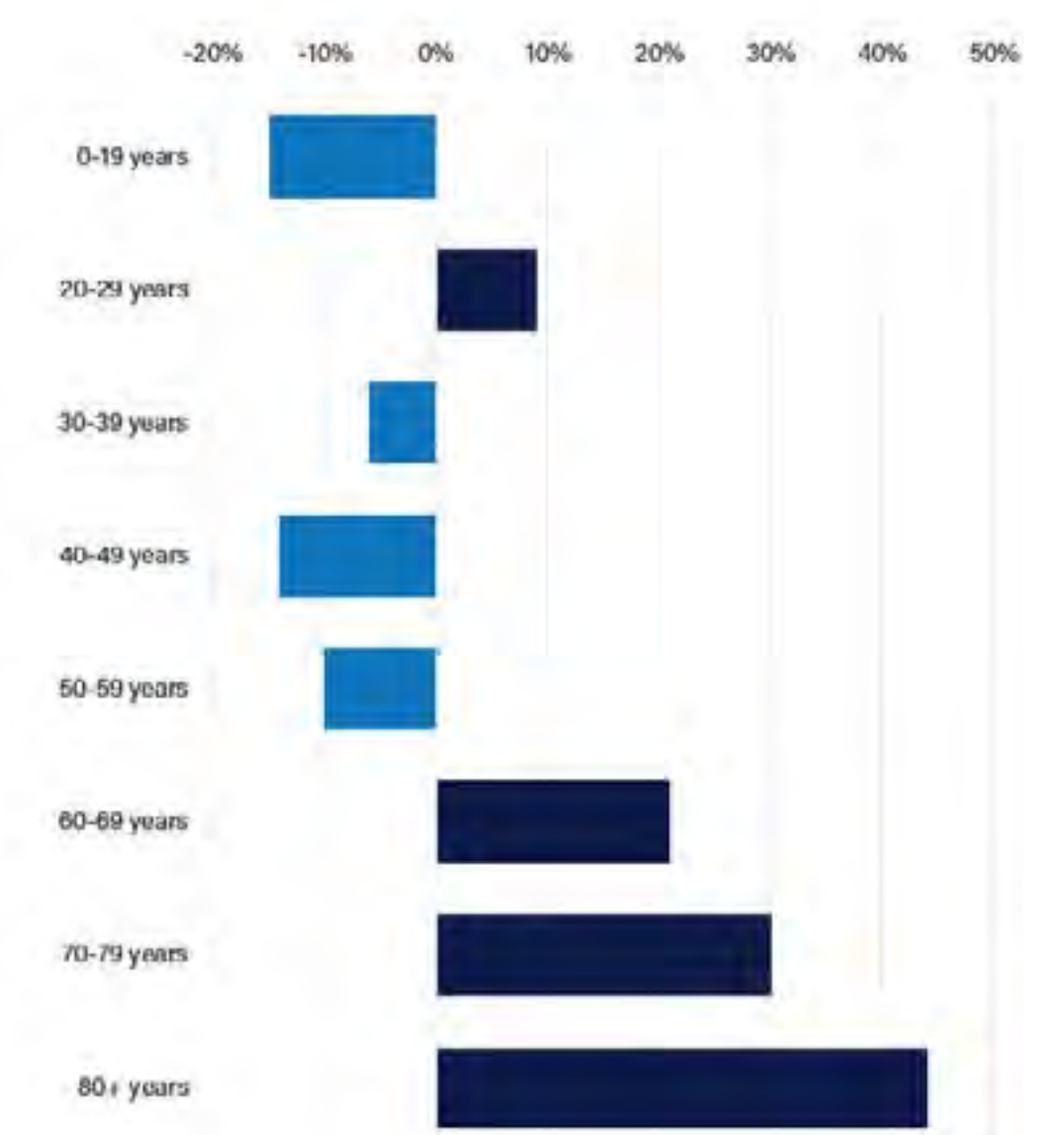
Data shows a recent uptick in population, reversing the trend of the past two decades:



POPULATION AGE

Data shows that Eden's population is getting older. The median age has increased in the last ten years, and the age cohorts showing the most growth were those over 60 years old.

AGE COHORT CHANGES 2010-2020



MEDIAN AGE

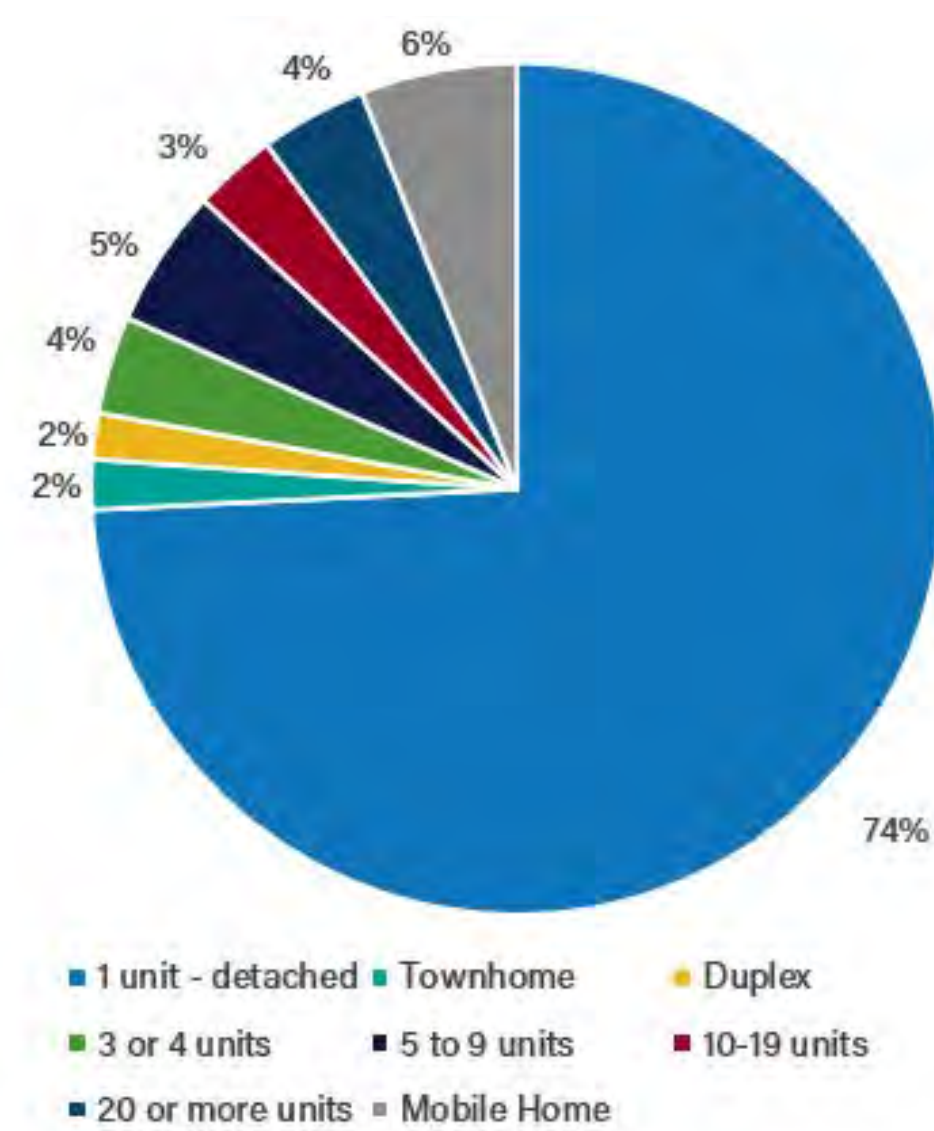
41.8
2010
44.4
2020

Source: US Census, American Community Survey

HOUSING

Eden's median home sale price has increased **20%** from July 2020 to July 2021.*
*RedFin.com

HOUSING BY TYPE



PROJECT SCHEDULE

Spring 2021 Summer 2021 Fall 2021 Winter 2021 Spring 2022



WE ARE HERE

STAY INVOLVED

More information and updates can be found at the city website:

WWW.EDENNC.US/DEPARTMENTS/PLANNING-COMMUNITY-DEVELOPMENT

Take the survey

by scanning the QR code or going to the URL below:



WWW.SURVEYMONKEY.COM/R/EDEN2040

WHAT IS A COMPREHENSIVE PLAN?

The Eden Comprehensive Plan will guide the growth and development of the city for the next 10-20 years. It provides guidance on:

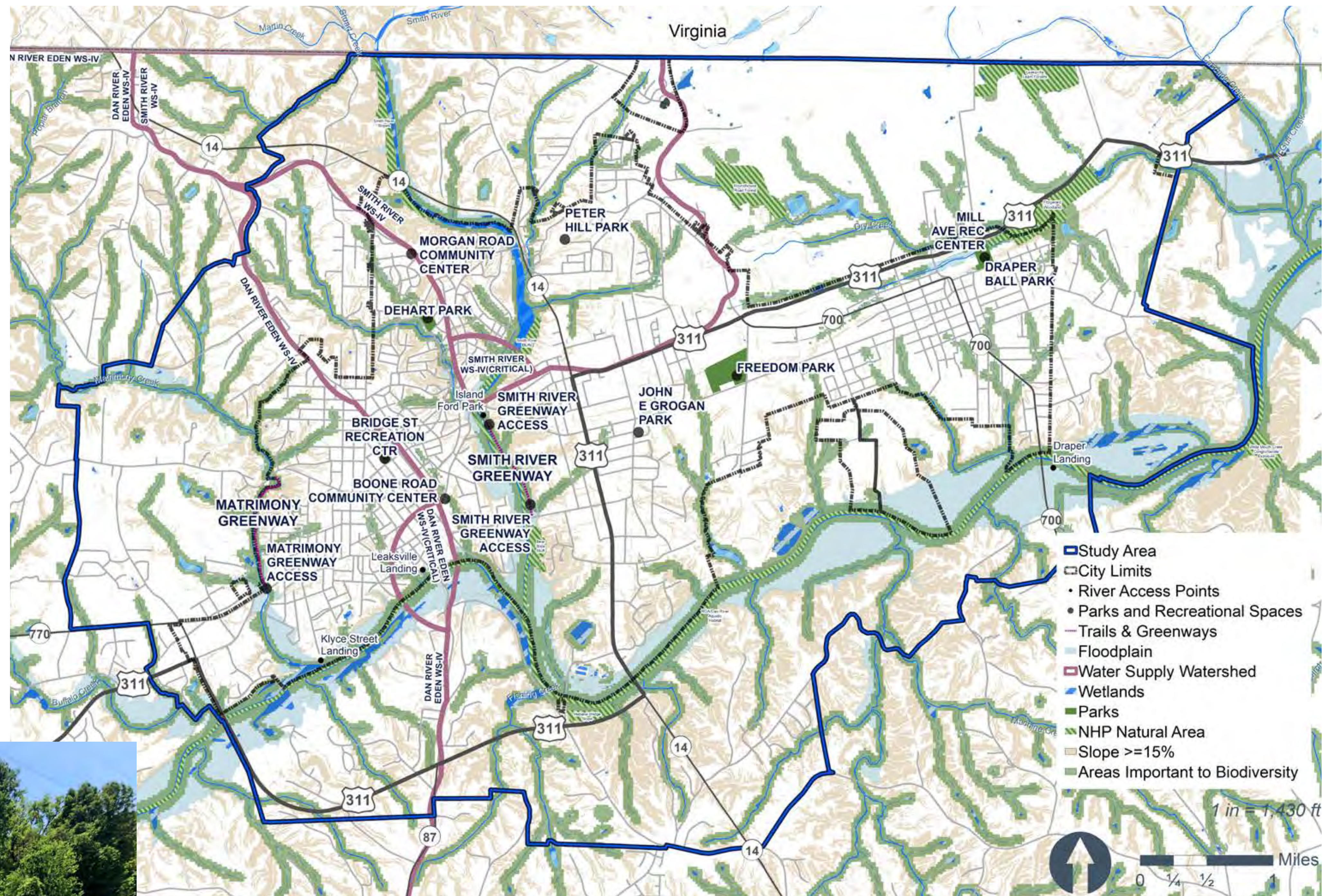


Guidance from the Comprehensive Plan will influence future City policies and decisions, which is why public feedback is essential to creating a plan that reflects the voices of the community. It does not rezone property or change ordinances, but it can direct staff resources, investments and recommend changes to ordinances in the future.

EDEN'S NATURAL & CULTURAL RESOURCES

NATURAL RESOURCES

Eden's early growth can be traced to its prime location at the junction of the Smith and Dan Rivers. Improvements to the Dan River in the early 1800s enabled boats known as batteaux to carry supplies and crops to Virginia. The rivers later powered textiles mills in Spray and Leaksville. Today the rivers provide drinking water for the City of Eden and offer recreational opportunities including fishing, canoeing, and kayaking. The Smith River Greenway, Matrimony Creek Nature Trail, and Dan River Trail provide access to creeks and rivers in the City while providing opportunities for biking, walking and jogging. The City of Eden has created the Island Ford Landing River Access Site, at the Smith River Greenway, and the Draper Landing River Access Site, at the east Highway 700 bridge to improve access to the rivers. The completion of these two projects makes three river access sites that have been developed and are maintained by the city. The first site that was created is the Leaksville Landing River Access Site, which is located on Hamilton Street.



Rivers and the outdoors is part of Eden's history and brand. Three Rivers Outfitters located in Downtown Spray provides a variety of options for canoe and kayak rentals and shuttle trips to residents and visitors that want to see different parts of the Dan and Smith rivers.



CULTURAL RESOURCES

Eden's history, and the history of the three towns that formed it, is visible around the city. Historical homes, industrial buildings, and downtown commercial buildings tell the story of a booming mill city between the rivers. Fortunately much of that building stock remains and has great potential for adaptive reuse. Converting these buildings allows the city a chance to preserve its history while evolving into the present. Art and events are also part of the culture of Eden, examples of this include RiverFest and the recent murals in Eden.



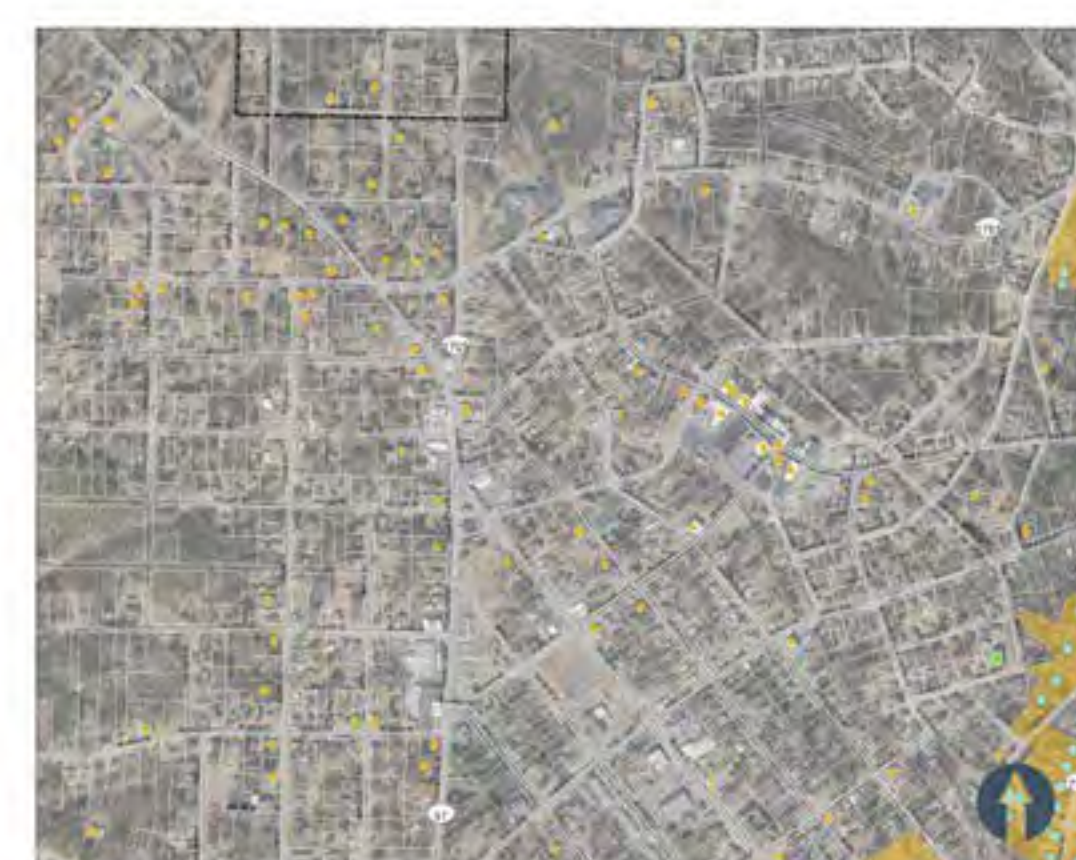
HISTORIC RESOURCES IN EDEN'S DOWNTOWNS



Leaksville / Uptown Eden



Spray



The Boulevard and Northern Leaksville



Draper

Historic Resources

- National Register individual listing
- NR and Local Landmark
- Study List individual entry
- SL and DOE
- Determined Eligible - DOE
- Surveyed Only
- Surveyed in NPHD

NCHPO Districts

- Determined Eligible
- National Register Historic District
- Study Listed
- City Limits
- ETJ

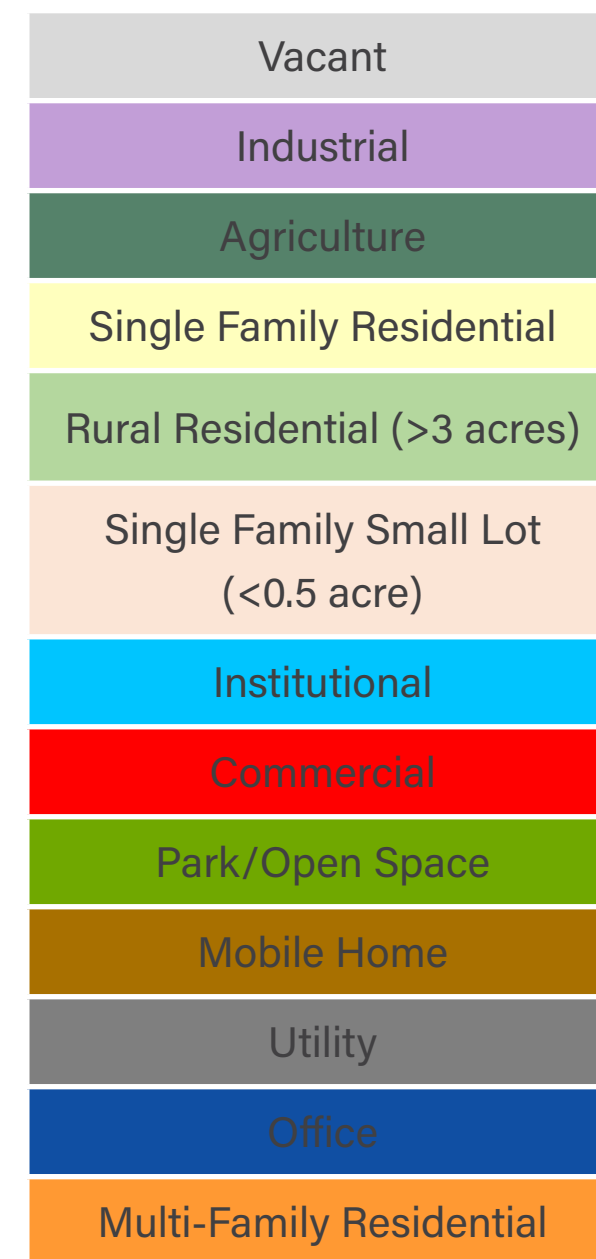
Explanation of North Carolina Historic Preservation Office (NCHPO) District Boundaries
A district boundary that is designated as "study listed" are likely to be eligible for the National Register. A district boundary that is displayed as "determined eligible" has been determined eligible under Section 106 of the National Historic Preservation Act. A "National Register" boundary is listed on the National Register of Historic Places.

EDEN'S LAND USE

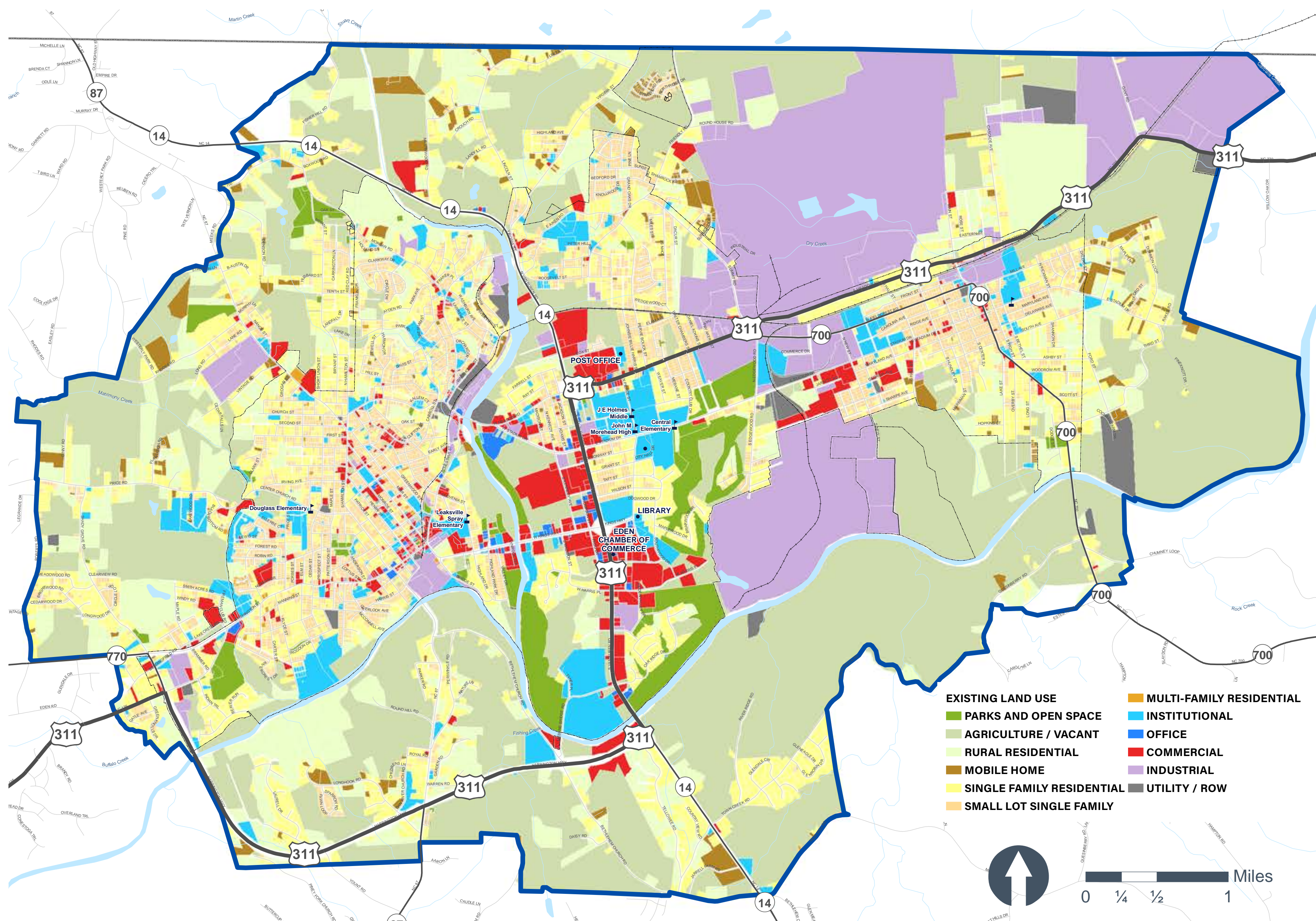
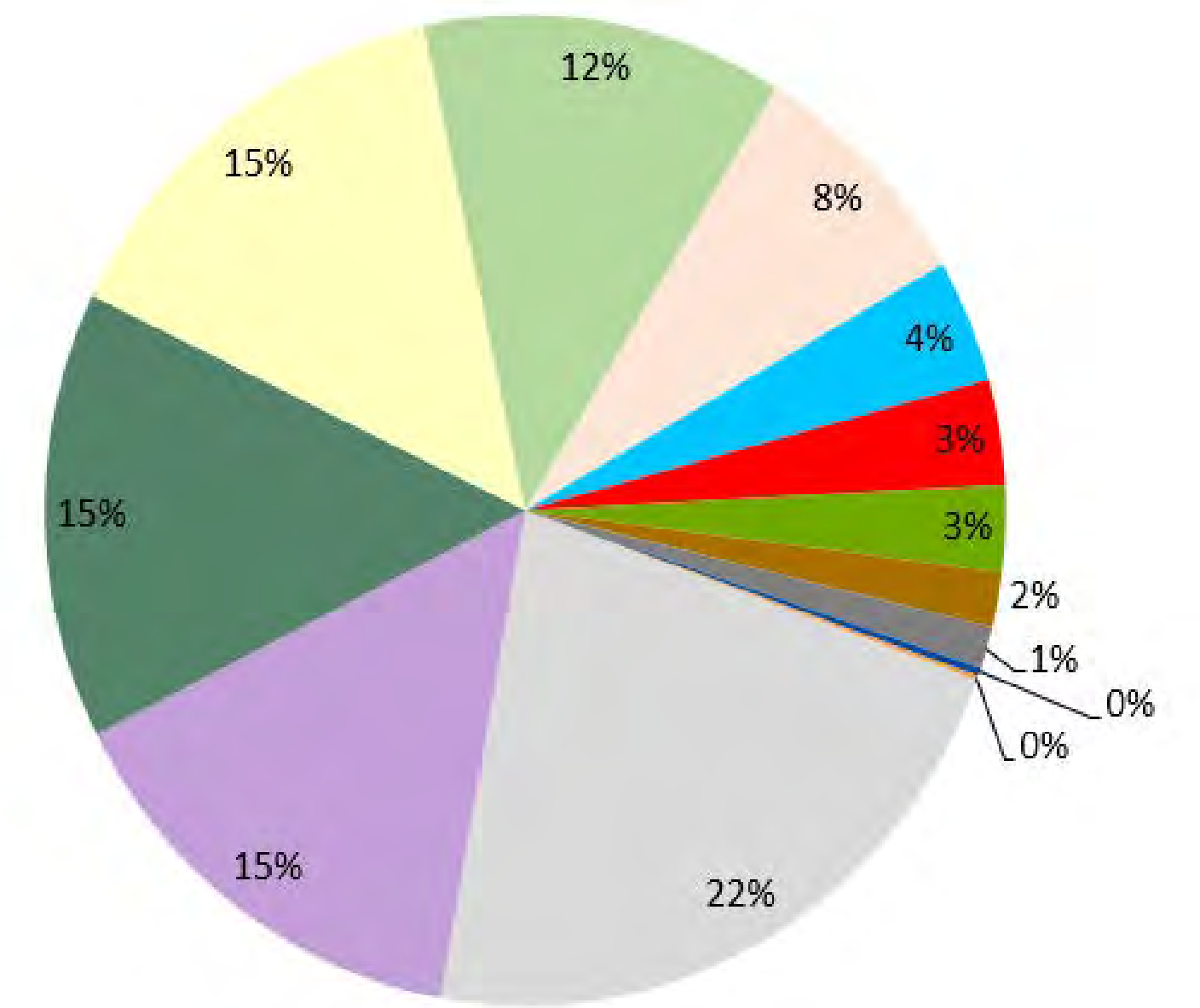
EXISTING LAND USE

Existing land use is determined using a combination of parcel data and imagery. This shows the current use of parcels and spatial patterns. Currently in the study area:

- Residential uses occupy 36% of land area (include rural residential).
- Industrial, commercial, and office uses occupy 18% of land area.
- Eden has a large amount of unused industrial land, such as the mills off Church Street, that are prime for future conversion to a different use.
- Availability of industrial land is a top economic development concern.
- Renovations of existing historical structures, such as the downtown hotel project, are converting land uses while utilizing existing developed land.



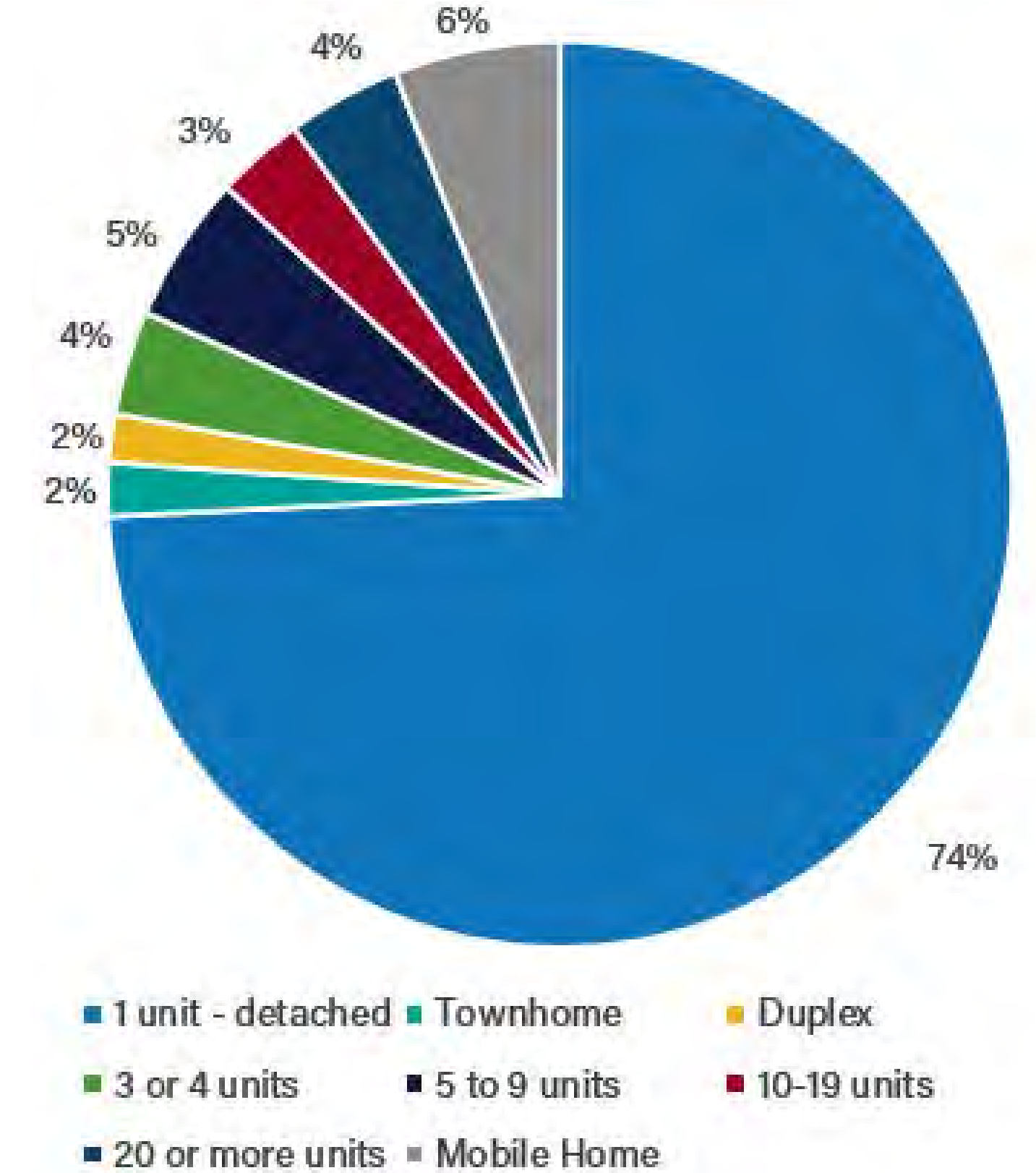
EXISTING LAND USE



WHAT WE HEARD

During stakeholder interviews, housing diversity was a reoccurring theme. Multifamily residences such as townhomes and apartments are quickly occupied, and there is an increasing demand for higher-end single family homes. Currently 80% of homes in Eden are single-family or mobile homes.

HOUSING BY TYPE

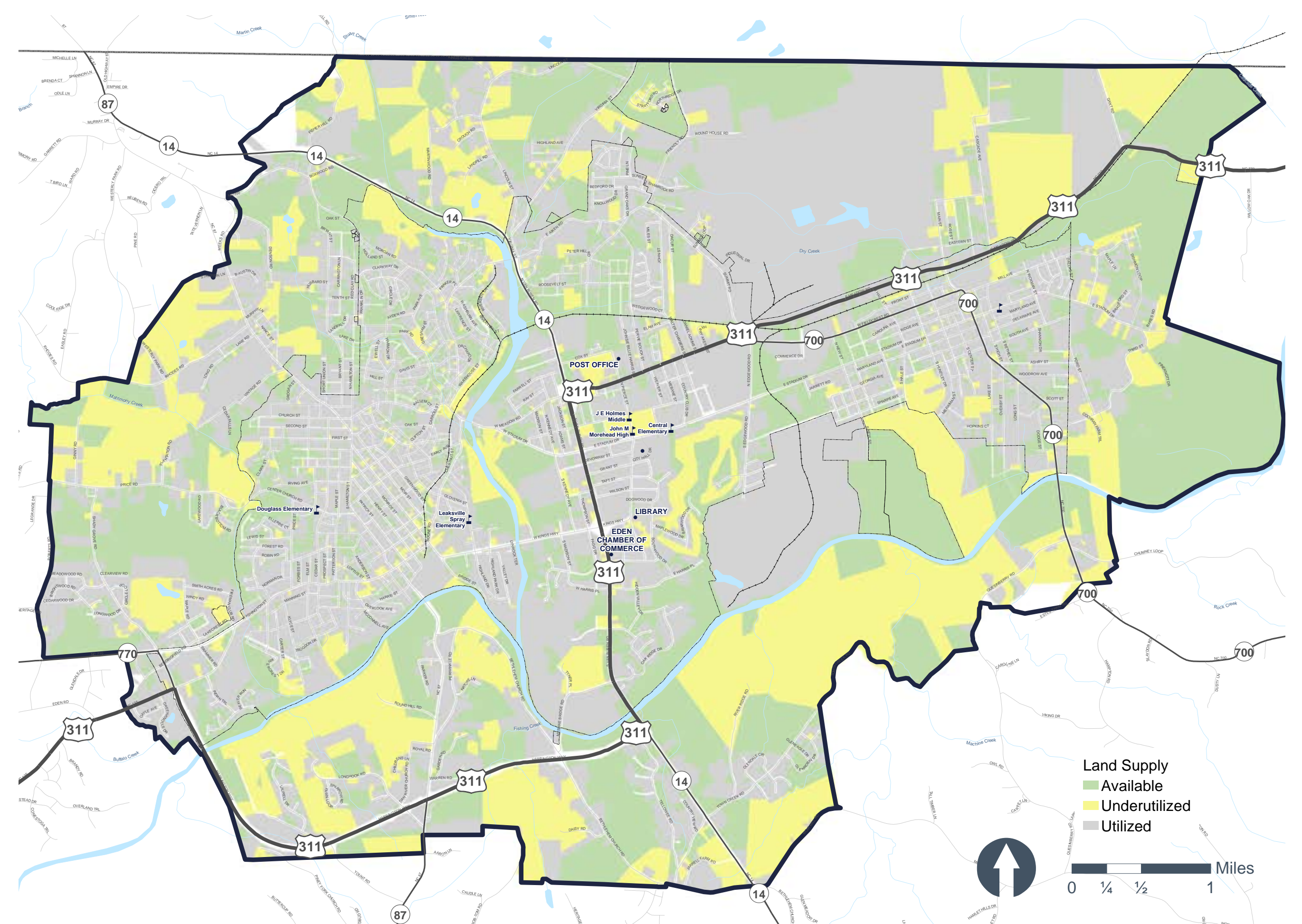
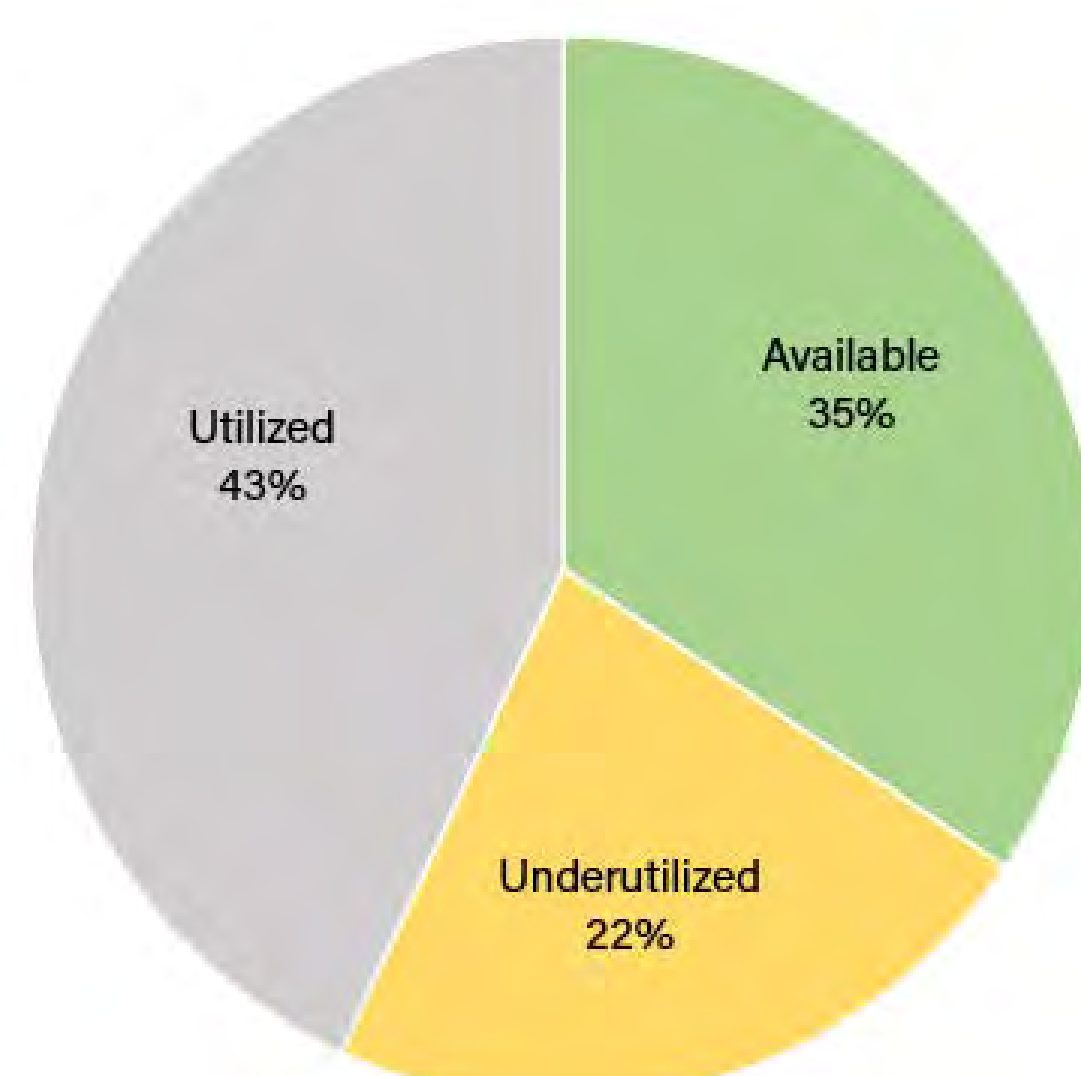


LAND SUPPLY

For a land supply analysis, land is divided into three categories: available, utilized, and underutilized. These classifications are based on the value of the land compared to the value of the buildings on it. Properties with high value structures and certain kinds of structures are considered utilized and less likely to be redeveloped. The analysis does not take into consideration development limitations on the land, such as environmental constraints like floodplains and steep slopes.

DEFINITIONS AND STATISTICS

Available	Vacant, farm or forest with no significant structure
Underutilized	Potential for infill and redevelopment based on structure value to land value ratio
Utilized	Built lands not likely to redevelop



DRAPER

SPRAY



THE BOULEVARD

UPTOWN

EDEN'S PARKS & REC

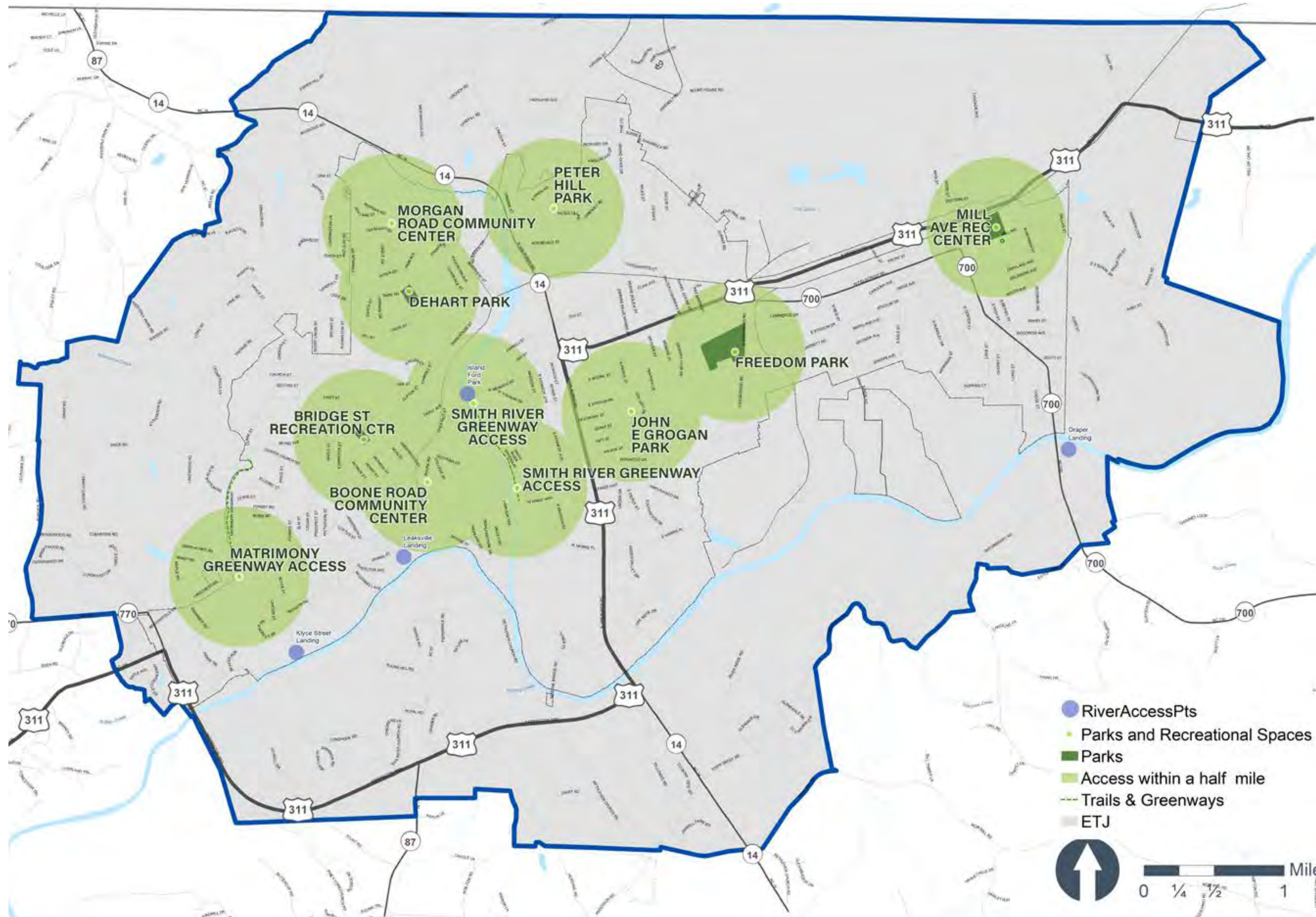
PARKS ACCESS

To measure the level of service for parks in Eden, the project team conducted a parks access analysis. This analysis looked at the demographics of residents living within a half-mile of parks and greenway access points within the study area. A half-mile journey to a park is the nationally used standard to consider a park accessible.

The parks access analysis for Eden shows that residents living closest to parks are reflective of the overall population of the City and the study area. Vulnerable populations, including seniors and those experiencing poverty, have similar access to parks as the rest of the population.

	POPULATION	MEDIAN HHI	POVERTY RATE	POP. OVER 65 YEARS	MINORITY POP
EDEN	15,421	\$34,917	23%	20.0%	34.2%
STUDY AREA	19,385	\$33,422	20%	13.4%	27.9%
PARKS ACCESS ANALYSIS AREA	8,573	\$34,144	19%	23.3%	32.8%

PARKS ACCESS MAP



EDEN HAS

138

ACRES OF PARKS

OR

8.9

ACRES OF PARKS
PER 1,000 MUNICIPAL
RESIDENTS



WHAT WE HEARD

During stakeholder interviews, participants expressed:

- They would like more river access;
- They would like to see enhancement of community parks;
- They would like to see more education and public engagement within the community about river oriented recreation and history.

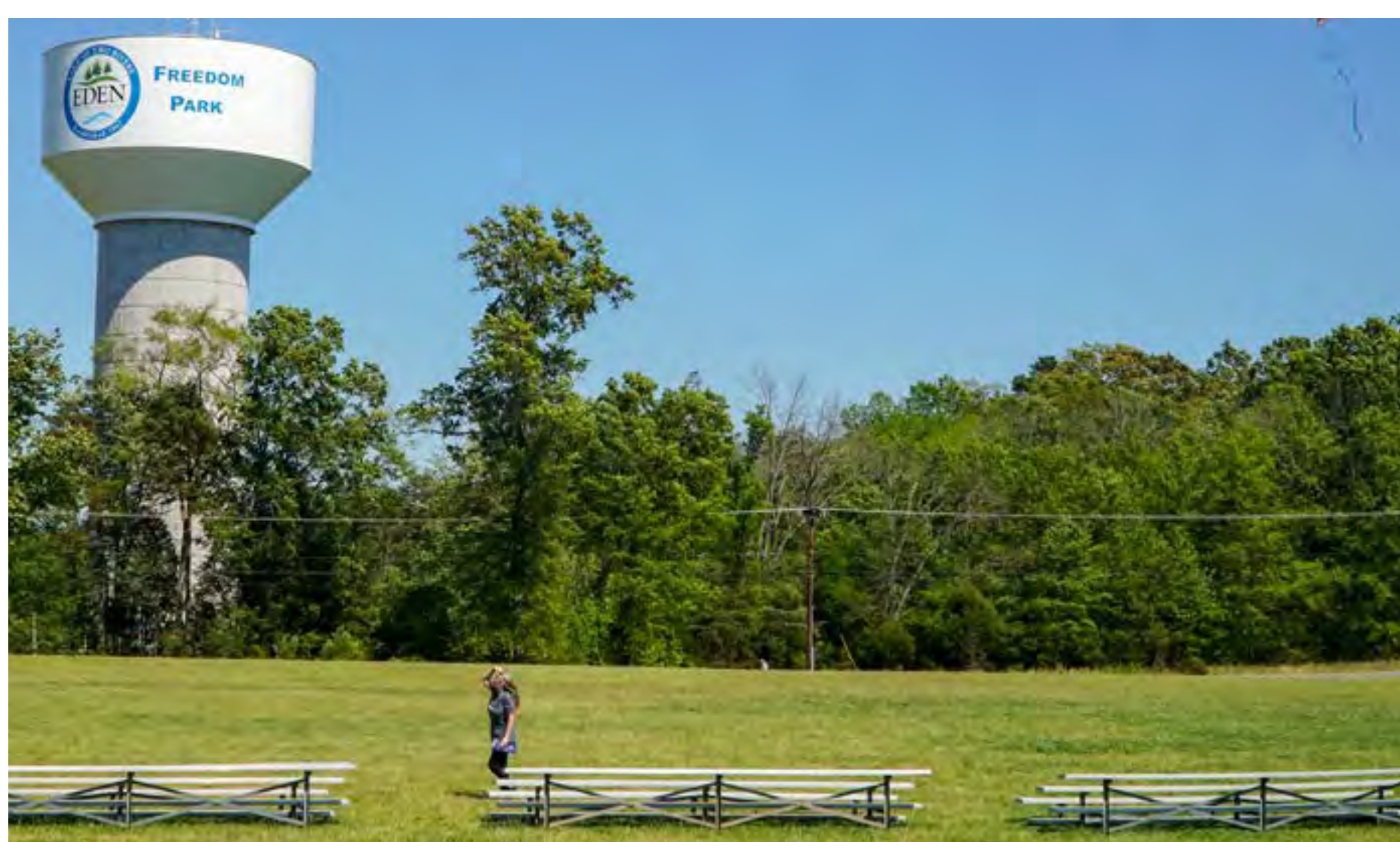
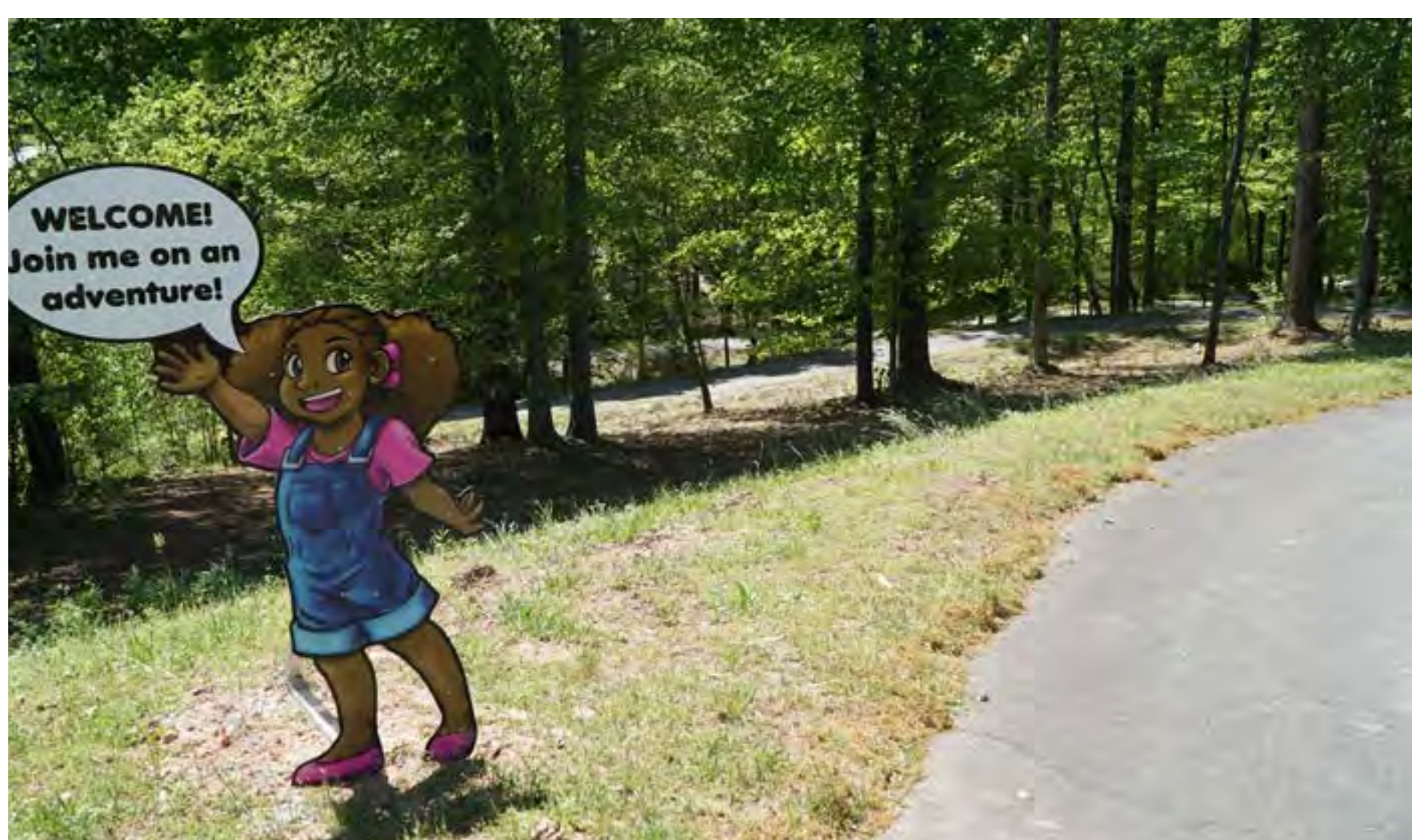


EDEN'S PARKS AND RECREATIONAL FACILITIES

PARKS	ACRES
Grogan Park	11.9
Freedom Park	60.3
Bridge Street Recreation Center	4.2
Dehart Ball Field	6.3
Morgan Road Senior Center	2.5
Peter Hill Park	6.5
Smith River Greenway and Island Ford Landing River Access	25.4
Leaksville Landing River Access	1.8
Draper Landing River Access	0.3
Boone Road Community Center	0.6
Mill Ave Recreation Center	18.6

RIVER AND GREENWAY ACCESS

Outdoor recreation does just include active recreation and organized sports like those played at Freedom Park and Dehart Ball Field. Some residents prefer to spend time enjoying Eden's natural resources, including the rivers and the wooded areas, through boating, fishing, and hiking. Eden has several river access points for boating, but during the stakeholder interviews, many community members expressed that they would like more locations to spend time on the banks of the rivers. Building on the City's network of greenway trails that connect river access points would be a means of building up Eden's outdoor recreation opportunities. Similar projects, such as the Neuse River Greenway in Clayton, NC, have become beloved community recreation locations and have helped spur an increase in tourism.



SMALL AREA PLAN FOR UPTOWN



WHY PLAN FOR UPTOWN?

The Uptown Small Area Plan is a smaller-scale, more focused project within the larger Comprehensive Plan project. It is the first of the series of small area plans the City will do for its historical downtowns. The area is currently seeing a resurgence of investment, small business activity, and redevelopment that makes it a prime candidate for planning. The small area plan will help define the goals for Uptown Edén (also known as Leaksville) so that all stakeholders and governing bodies are working towards the same goals. During stakeholder meetings, an Uptown Merchants' Association meeting, and site visits, the project team observed the following issues and opportunities that will be addressed in the small area plan:



UPTOWN MERCHANTS' MEETING

OPPORTUNITIES

- Increasing business activity
- New residential development
- Increasing number of public events like Riverfest
- New city and state-led improvement projects

ISSUES

- Narrow sidewalks
- Limited public parking
- No public restrooms
- Limited public open space (parks, outdoor dining, etc)
- Lack of lighting and greenery

EXISTING CONDITIONS



PLANNED IMPROVEMENTS

The City of Edén has many improvements planned for the study area, which will be considered when making recommendations in the Uptown Edén Small Area Plan. The improvements, shown below, are at different stages of the planning, funding, and implementation process.



Parking

- A** Bridge Street Parking Lot - Wall and Tree Removal
- B** Emerine Parking Lot Lease
- C** Henry Street Parking Lot
- D** Potential Additional Public Parking
- I** Monroe Street Parking Lot Resurfacing
- J** Monroe Street Parking Lot Drainage Improvements

Paving/Utility

- E** Henry Street Waterline Replacement and Patrick Street Manhole and Line Replacement
- G** Alley Behind Ray Commons Building
- H** Monroe Street Resurfacing

Streetscape

- F** Hotel/Ray Commons sidewalk
- K** Washington Street Crosswalks at Hamilton and Bridge Streets
- L** Monroe Street sidewalk maintenance
- M** Washington Street pedestrian signals between Bridge Street and Patrick Street

UPTOWN SMALL AREA PLAN

CONCEPTS

MONROE STREET

Monroe Street is a focus area of the small area plan. The street is currently experiencing a wave of development - both retail and residential. The street currently has a wide right-of-way and narrow sidewalks. Traffic studies indicate that the street could be reconfigured to allow for an improved pedestrian environment. The concepts below show both one and two-way options for the street, featuring wider sidewalks, landscaping, and flexible areas that could be used for outdoor dining. **All of the options increase on-street parking from its existing 61 spaces.**



1A: ONE-WAY NORTH BOUND
This concept identifies vehicle traffic moving northbound. The maximum number of parking is shown in this layout while providing ROW access from all adjacent properties. This concept includes enhanced landscaping, angled parking and improved pedestrian crossings at Jay Street and Washington Street that reduces the crossing distance.

PARKING COUNT:
~80 spaces



1B: ONE-WAY NORTH BOUND ENHANCED WITH PATIO DINING SPACE
This concept identifies vehicle traffic moving northbound. The maximum number of parking is shown in this layout while providing ROW access from all adjacent properties. This concept includes enhanced landscaping, angled parking and improved at Jay Street and Washington Street that reduces the crossing distance. This concept also includes extended sidewalks with patio dining on the west side of Monroe Street.

PARKING COUNT:
~70 spaces



2A: TWO-WAY
This concept identifies vehicle traffic moving north and southbound. The maximum number of parking is shown in this layout while providing ROW access from all adjacent properties. This concept includes enhanced landscaping and angled parking where feasible.

PARKING COUNT:
~68 spaces

WHAT IS THE PRIORITY FOR MONROE STREET?

PARKING?

LANDSCAPING?

PEDESTRIAN SAFETY?

PATIO DINING?

PRESERVING TWO-WAY TRAFFIC?

COST / SPEED OF IMPROVEMENTS?



CONCEPT 1A - ONE-WAY MOVEMENTS

CONCEPT 1B - ONE-WAY MOVEMENTS

CONCEPT 2A - TWO-WAY MOVEMENTS

KARASTAN SITE



SITE ELEMENTS

- 1 RESTROOM & WATER STATION
- 2 ADDITIONAL EVENT PARKING/PLAZA SPACE
- 3 GREEN LAWN/SEATING AREA
- 4 MULTI-USE STAGE AND EVENT STRUCTURE
- 5 ADJUSTED PARKING SPACES
- 6 TRASH & RECYCLING AREA
- 7 UPDATED ENTRY PAVING BAND

KARASTAN PARKING CONCEPT DESIGN

The Karastan parking lot concept takes the original factory employee parking lot and redesigns it to include a event stage with overhead structure to be designed. Surrounding the stage is a grass area for seating or other use. The permeable paved plaza area accommodates a multi-use structure for bathrooms and water station. The plaza could also be used for additional vehicle parking or food trucks during an event.

PARKING COUNT: 139 spaces

