



6. Downtown West Gateway

The purpose of this plan is to provide specific policies and actions to guide redevelopment within an area west of Downtown Raleigh located between the Raleigh Convention Center and the Boylan Heights residential neighborhood. The plan encompasses an area expected to experience significant redevelopment and is situated to serve as a connection between existing downtown entertainment and employment centers, residential areas and future park and open space opportunities. The major catalysts for change in the Downtown West Gateway include the Raleigh Convention Center, a planned Multi-Modal Transit Center that will serve as a regional gateway to downtown, and redevelopment activities associated with the Jamaica Drive and Saunders North Redevelopment Areas. The area includes a unique built character contributed to by the Depot National Register Historic District and the Boylan Heights Historic Residential District.

Overall Plan Area

The following policies generally apply to the overall plan area and help to identify some of the major themes addressed in the area plan.

Policy AP-DWG 1

Zoning Consistency

Map AP-DWG-1 shall be used alongside the Future Land Use Map to evaluate the consistency of all proposed zoning maps amendments within the Downtown West Gateway plan boundaries. Where there is a conflict regarding preferred densities, the guidance in this Area Plan shall control.

Policy AP-DWG 2

Mixed-Use Development

Mixed-use development should be the primary form of development in the area with an emphasis on significant new residential growth and a vertical mix of uses in multi-story buildings.

Policy AP-DWG 3

Transportation Network Connectivity

Improve the connectivity of the transportation network through additional street connections (both inside and outside of the plan area), pedestrian, greenway, bicycle linkages, and bus/rail transit connections especially to the Multi-Modal Transit Center area.

Policy AP-DWG 4

Historic Preservation

Historically significant and contributing structures should be preserved and renovated wherever feasible and not in conflict with other major plan goals. New construction should use the existing architectural and historic character within the area as a guide.

Policy AP-DWG 5

Parks and Open Space

Create urban parks and open spaces throughout the area with connections to existing greenways and broader pedestrian systems.

Station Area Core

The Station Area Core includes several blocks surrounding the planned Multi-Modal Transit Center that will house existing and future rail and bus services and provide a new rail transit connection for downtown Raleigh as well as for the region. A high level of development intensity and residential density is planned for the area including a vertical mix of service retail, office and residential uses. Civic uses and buildings as well as public open space should be included in this future urban setting as the area evolves not only as a transit hub, but also as a unique downtown destination.

Policy AP-DWG 6

Public Facilities

Major public facilities, such as regional libraries, schools, civic buildings and other public/government buildings should be located in the Station Area Core. Urban open space that is available for public use should be incorporated into this district.

Policy AP-DWG 7

Hargett and Martin Street Connector

Hargett Street and Martin Street should be used to provide a connection between the Multi-Modal Transit Center, Downtown and the Moore Square Transit Center.

Policy AP-DWG 8

Building Height Transition

Taller buildings are encouraged within the Station Area Core provided that a transition to lower heights is included along the area perimeter where in close proximity to existing single family neighborhoods.

Policy AP-DWG 9

Boylan Heights Traffic

Discourage significant increases in transit related traffic on nearby neighborhood streets, such as S. Boylan Avenue. Traffic generated by the Multi-Modal Transit Center should be accommodated using the Dawson/McDowell Corridor from the east and the Glenwood Avenue Corridor from the north to limit traffic impacts in Boylan Heights.

Policy AP-DWG 10

Air Rights

Encourage the use of air rights for private development and/or public infrastructure over the existing rail property.

Depot Historic District

The Depot District is listed in the National Register of Historic Places and is being studied for designation as a local Raleigh Historic District. The contributing buildings from the area's earlier importance as a transportation and distribution hub from the late nineteenth century through the middle of the twentieth century provide a unique character and an opportunity for adaptive reuse of the building spaces for specialty shops, residential loft units, entertainment and boutique hotels with shared parking facilities.

Policy AP-DWG 11

Development Character and Design

New development and redevelopment should reflect the existing scale, character, design, and building to street setbacks found in this historic industrial warehouse area with increased development intensities along Dawson Street. Existing vacant lots and parking lots should



be in-filled with appropriate new construction that complements this historic industrial character. Modern buildings that incorporate the flavor of the existing design character of the district are encouraged.

Policy AP-DWG 12

Streetscape Design

Streetscape improvements should be sensitive to the context of the Historic District and make use of existing materials and design standards including granite curbing, sidewalk relationships, alleyways, street trees and pedestrian lighting.

Convention Center District

This fifteen acre area generally bounded by W. Cabarrus, S. Dawson, S. West, and W. South streets has been identified as a High Density Mixed-Use District, supporting the highest intensity development as a transition from the South Saunders neighborhood to the Convention Center and Downtown.

Policy AP-DWG 13

Development Intensity

Encourage higher intensity development along Dawson Street with a reduction in scale and intensity along S. West Street as a transition to the Saunders North Redevelopment Area.

Policy AP-DWG 14

Convention Center Service Uses

Mixed use development with an emphasis on hotel and service retail to support the Convention Center is encouraged along with office, residential and structured parking.

Boylan Transition District

This nineteen acre area south of the NC Railroad corridor and adjacent to a historic single family neighborhood has been identified as a Medium Density Mixed-Use District with an emphasis on residential uses, historic structures and transitional building scale.

Policy AP-DWG 15

Building Scale

The area between the railroad and Cabarrus Street east of the Boylan Heights neighborhood should include a mix of residential and office uses scaled to establish a transition to the adjacent single family historic district. Residential uses should increase adjacent to the historic district and building heights should be reduced.

Policy AP-DWG 16

North Boylan Heights

Development in the area north of Boylan Heights and west of the Multi-Modal Transit Center should be limited to a mix of office and residential uses.

Saunders North Retail District

The seven acre commercial area facing S. Saunders and W. South Streets has been identified as a retail service area for the neighborhood. The area is included in the Saunders North Redevelopment Plan to establish mechanisms for the removal of substandard conditions and incompatible uses, as well as set forth tools for redevelopment, revitalization, stabilization and new economic development and investment opportunities.

Policy AP-DWG 17
Neighborhood Commercial Center

Encourage the revitalization and redevelopment of the W. South Street/S. Saunders Street commercial area as a neighborhood retail/mixed-use center serving not only the area residents, but also visitors to the nearby Convention Center and Performing Arts Center.

Policy AP-DWG 18
Live/Work Opportunities

Encourage Live/Work opportunities in the area through mixed use buildings with office and residential above retail uses.

Saunders North Residential District

This fifteen acre area has been identified for primarily residential redevelopment and along with the adjacent Retail District is included in the Saunders North Redevelopment Plan. The Redevelopment Plan and associated actions will provide a more secure and stable environment for continued investment in this section of the City, and will contribute to the continued growth and stabilization of Downtown Raleigh to the east and the historic neighborhoods to the west and north.

Policy AP-DWG 19
Neighborhood Conservation

The northern section of the South Saunders Street neighborhood should be conserved through single family rehabilitation and sensitive detached single family infill.

Policy AP-DWG 20
Community Landmark

Encourage the expansion of the existing church facility or otherwise compatible institutional/residential uses within the southwest quadrant of S. Saunders and W. Lenoir Streets as a community landmark.

Implementation Items

The following actions are included to implement the policies of this Area Plan.

Action AP-DWG 1

Reserved

Action AP-DWG 2
Industrial-2 Rezoning

Rezone the existing Industrial-2 (I-2) classification to district classifications established by the Unified Development Ordinance to support recommendations of the Future Land Use Map.



Action AP-DWG 3

South Saunders Rezoning

Rezone properties along W. Lenoir and S. Saunders to district classifications established by the Unified Development Ordinance to support the recommendations of the Future Land Use Map.

Action AP-DWG 6

Reserved

Action AP-DWG 4

Two-Way Traffic Conversions

Convert Dorothea Drive, W. South Street, W. Lenoir Street and W. Morgan street to two-way traffic to improve connectivity and encourage storefront retail development. See Map AP-DWG 3 for this and other transportation actions.

Action AP-DWG 7

Reserved

Action AP-DWG 5

Streetscape Improvements

Develop streetscape plans and other public realm enhancements to improve pedestrian connectivity and the general appearance of the area consistent with downtown streetscape design standards. Plans should be prepared for the following streets within the plan area: Cabarrus, South, Hargett, Martin, West, Glenwood (Morgan to Hillsborough) and generally within the Depot District. See Map AP-DWG 4 for this and other public realm improvements.

Action AP-DWG 8

Reserved

Action AP-DWG 9

Street and Pedestrian Connections

Improve street and pedestrian connections to provide convenient access from the Multi-Modal Transit Center area to Glenwood South, Downtown Core, Convention Center and Downtown neighborhoods.

Action AP-DWG 10

Boylan Avenue Pedestrian Connection

Explore the feasibility of a pedestrian connection from Boylan Avenue through the Multi-Modal Transit Center to S. West Street.

Action AP-DWG 11

Rosengarten Greenway

Implement the Rosengarten Urban Greenway from Dorothea Drive to Cabarrus Street connecting to the Rocky Branch Greenway. Improve and expand the existing park on the north side of Lenoir Street as part of the Rosengarten Urban Greenway explore the feasibility of an expanded open space in the DuPont Circle area.

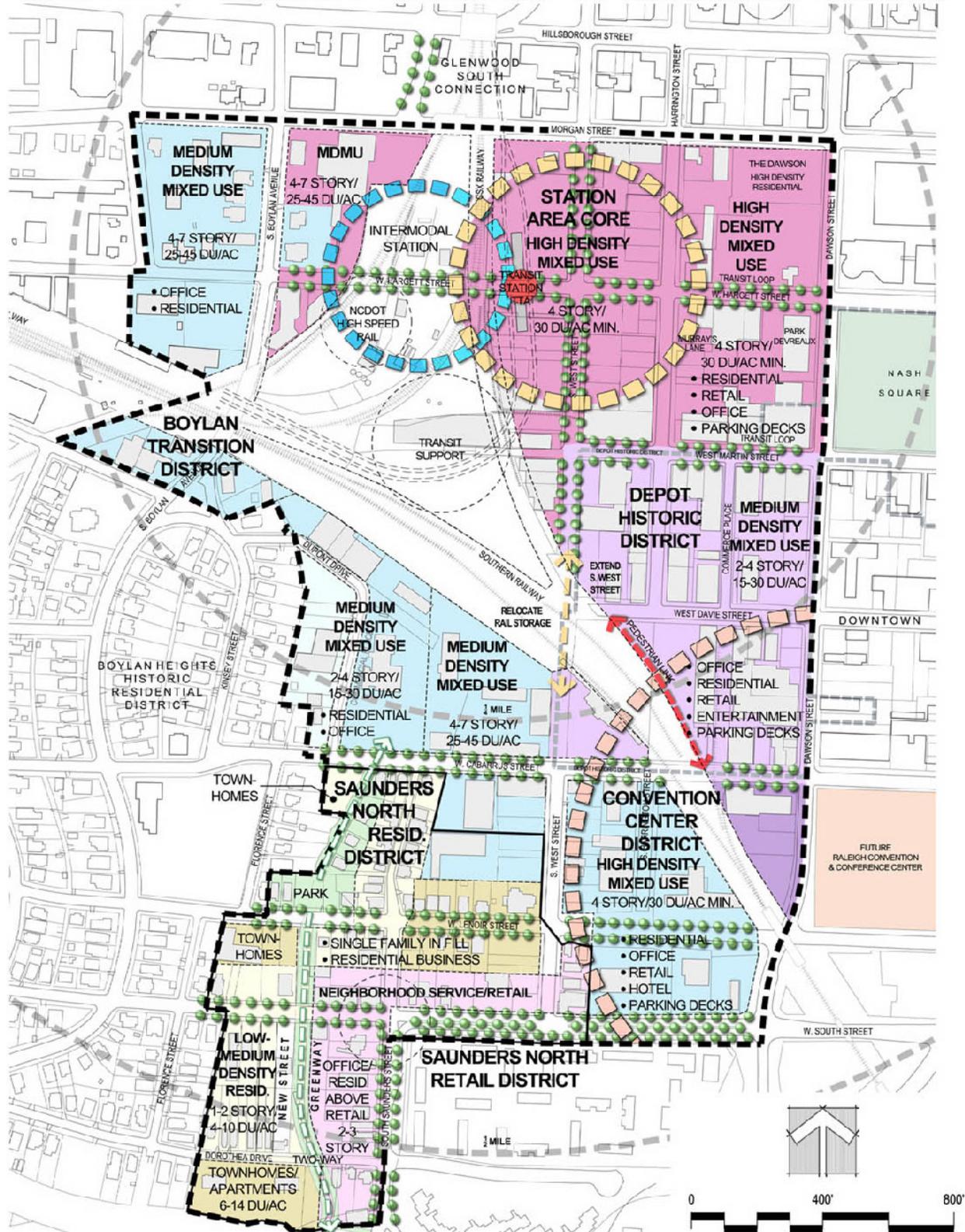
Action AP-DWG 12

Rosengarten Street Extension

Study the feasibility of extending Rosengarten Lane as a new street between W. South Street and Dorthea Drive to support development with single family infill.

Action AP-DWG 13

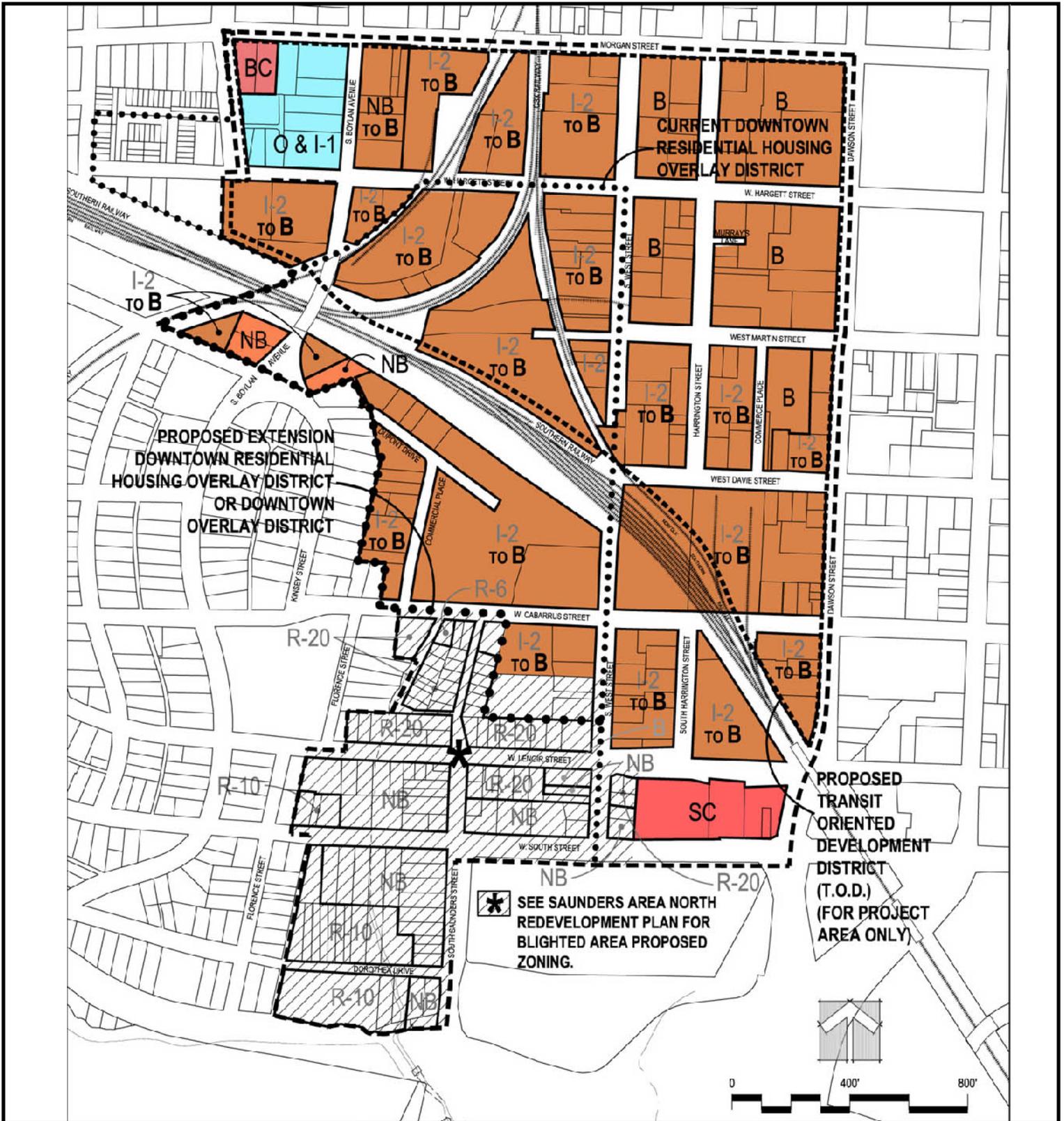
Reserved



MAP AP-DWG1

Downtown West Gateway Land Use and Urban Form

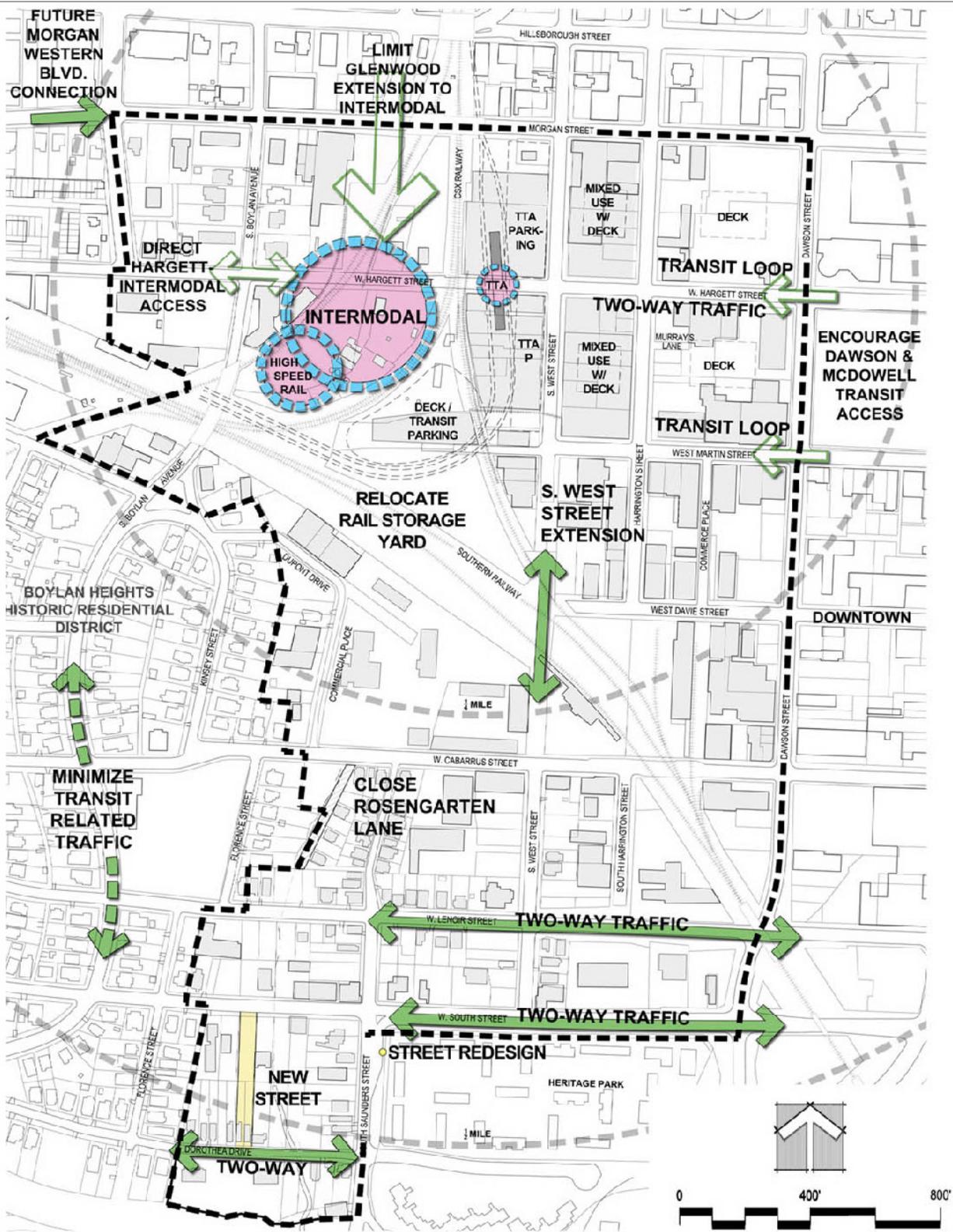
Map created 10/7/2009 by the City of Raleigh
Department of City Planning & GIS Division



MAP AP-DWG2

Downtown West Gateway Proposed Zoning

Map created 10/7/2009 by the City of Raleigh
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MAP AP-DWG4

Downtown West Gateway Transit, Streets, and Parking