

DW 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, Raleigh Union Station, 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 Raleigh Historic District. This plan was originally adopted in 2004.

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-DW 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-DW 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-DW 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 Raleigh Union Station.

Policy AP-DW 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-DW 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 Raleigh Union Station, which 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-DW 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-DW 7 Hargett and Martin Street Connector

Hargett Street and Martin Street should be used to provide a connection between Raleigh Union Station, Downtown and the Moore Square Transit Center.

Policy AP-DW 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-DW 9 Boylan Heights Traffic

Discourage significant increases in transit related traffic on nearby neighborhood streets, such as S. Boylan Avenue. Traffic generated by Raleigh Union Station 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-DW 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. 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-DW 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-DW 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-DW 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-DW 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-DW 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-DW 16 North Boylan Heights

Development in the area north of Boylan Heights and west of Raleigh Union Station 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-DW 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-DW 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-DW 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-DW 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.

Action AP-DW 1 **Reserved**

Action AP-DW 2 **Reserved**

Action AP-DW 3 **Reserved**

Action AP-DW 4 **Reserved**

Action AP-DW 5 **Reserved**

Action AP-DW 6 **Reserved**

Action AP-DW 7 **Reserved**

Action AP-DW 8 **Reserved**

Action AP-DW 9 **Reserved**

Action AP-DW 10 **Boylan Avenue
Pedestrian Connection**

Explore the feasibility of a pedestrian connection from Boylan Avenue through Raleigh Union Station to S. West Street.

Action AP-DW 11 **Rosengarten Greenway**

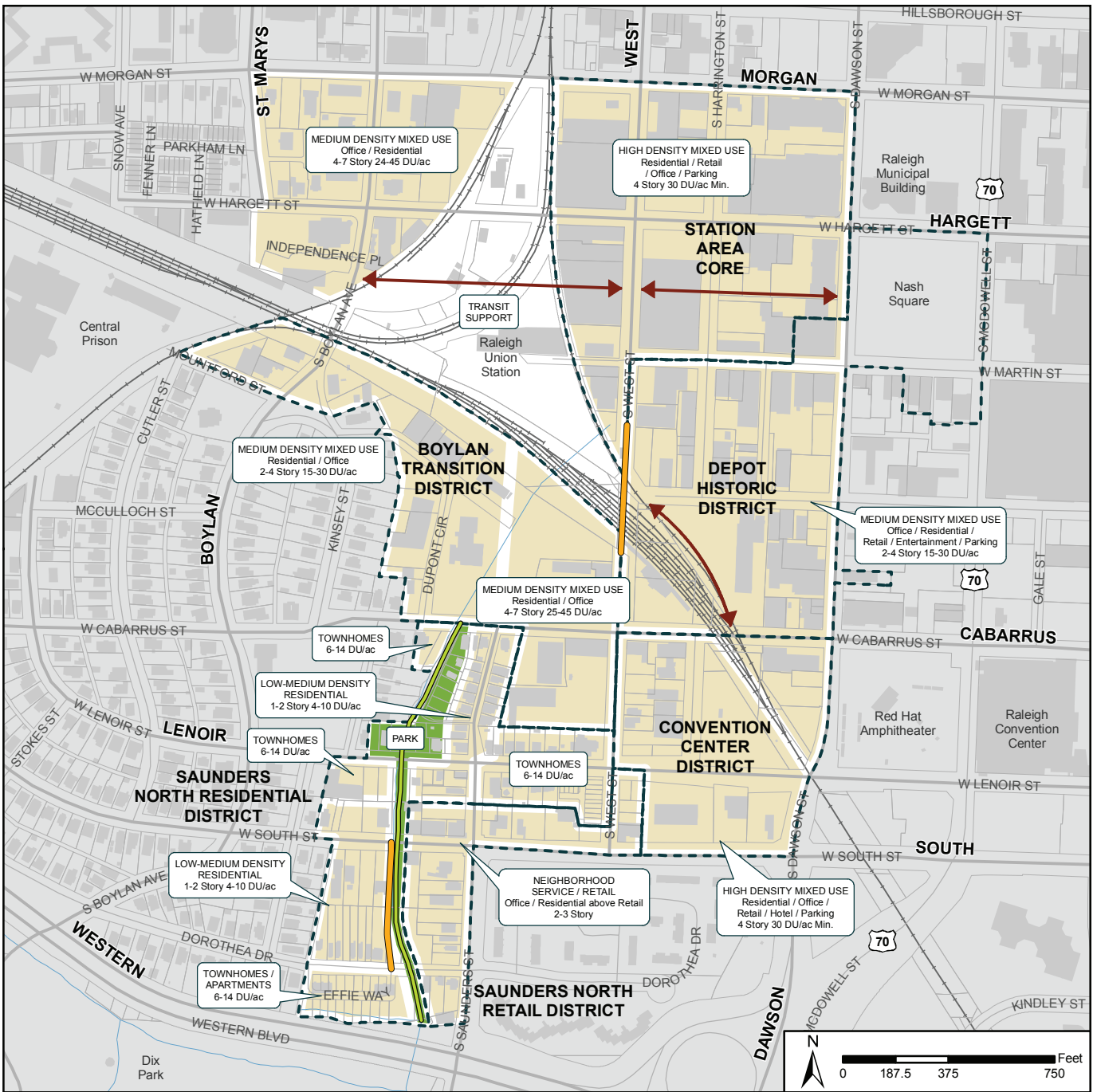
Implement the Rosengarten Urban Greenway from Dorothea Drive to Cabarrus Street connecting to the Rocky Branch Greenway. Improve and expand the existing park on the north side of Lenoir Street as part of the Rosengarten Urban Greenway. Explore the feasibility of an expanded open space in the DuPont Circle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

Action AP-DW 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-DW 13 **Reserved**

AP-DW1: Downtown West Gateway



- Pedestrian Path
- Proposed Greenway Corridor
- Proposed Street
- Downtown West Gateway Districts
- Open Space
- Land Use Areas