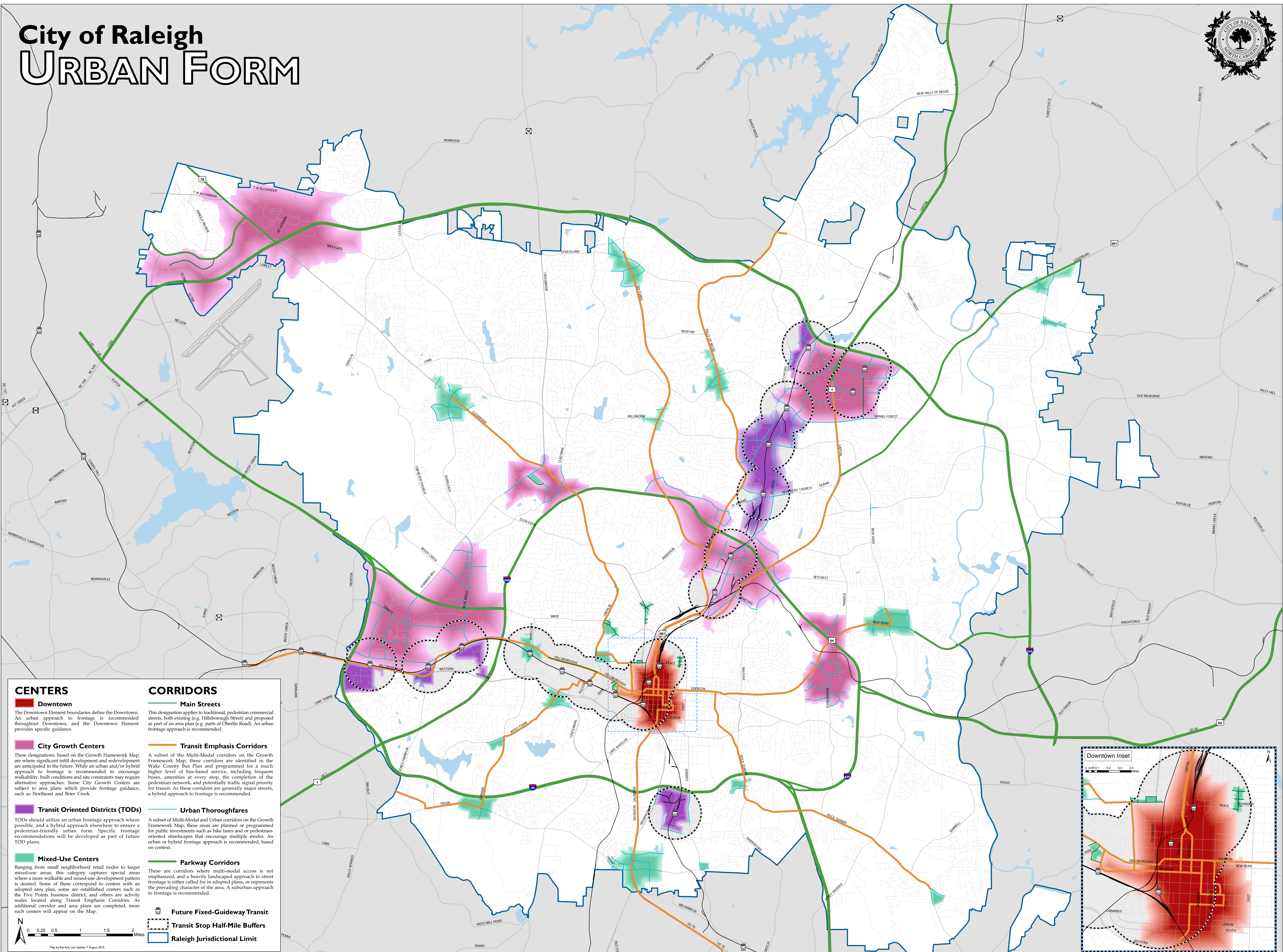


City of Raleigh URBAN FORM



CENTERS

- Downtown**
The Downtown Element boundaries define the Downtown. An urban approach to frontage is recommended throughout Downtown, and the Downtown Element provides specific guidance.
- City Growth Centers**
These designations, based on the Growth Framework Map, are where significant infill development and redevelopment are anticipated in the future. While an urban and/or hybrid approach to frontage is recommended to encourage walkability, built conditions and site constraints may require alternative approaches. Some City Growth Centers are subject to area plans which provide frontage guidance, such as Northeast and Brier Creek.
- Transit Oriented Districts (TODs)**
TODs should utilize an urban frontage approach where possible, and a hybrid approach elsewhere to ensure a pedestrian-friendly urban form. Specific frontage recommendations will be developed as part of future TOD plans.
- Mixed-Use Centers**
Ranging from small neighborhood retail nodes to larger mixed-use areas, this category captures special areas where a more walkable and mixed-use development pattern is desired. Some of these correspond to centers with an adopted area plan, some are established centers such as the Five Points business district, and others are activity nodes located along Transit Emphasis Corridors. As additional corridor and area plans are completed, more such centers will appear on the Map.

CORRIDORS

- Main Streets**
This designation applies to traditional, pedestrian commercial streets, both existing (e.g. Hillsborough Street) and proposed as part of an area plan (e.g. parts of Oberlin Road). An urban frontage approach is recommended.
- Transit Emphasis Corridors**
A subset of the Multi-Modal corridors on the Growth Framework Map, these corridors are planned or programmed for a much higher level of bus-based service, including frequent buses, amenities at every stop, the completion of the pedestrian network, and potentially traffic signal priority for transit. As these corridors are generally major streets, a hybrid approach to frontage is recommended.
- Urban Thoroughfares**
A subset of Multi-Modal and Urban corridors on the Growth Framework Map, these areas are planned or programmed for public investments such as bike lanes and or pedestrian-oriented streetscapes that encourage multiple modes. An urban or hybrid frontage approach is recommended, based on context.
- Parkway Corridors**
These are corridors where multi-modal access is not emphasized, and a heavily landscaped approach to street frontage is either called for in adopted plans, or represents the prevailing character of the area. A suburban approach to frontage is recommended.
- Future Fixed-Guideway Transit**
- Transit Stop Half-Mile Buffers**
- Raleigh Jurisdictional Limit**

