

Southeastern High Speed Rail  
Richmond to Raleigh  
Entrance into Raleigh



Alternative Idea  
September 14, 2010



DeVon Tolson Architecture, Inc. is a small architectural firm in the City of Raleigh which has been in business since 2001. I am a Raleigh native and have lived here my entire life except for some time after college. I am also a Five Points resident not affected by the NC3 Route, but am concerned for the future of the Five Points area and the City. This idea is offered as an alternative to the current proposals.

This is idea for the proposed high speed rail line which is to run from Richmond to Raleigh. The focus of this proposal is the City entry section of track which runs from approximately Wake Forest Road to the train station at West Cabarrus Street. An exhaustive study of this idea has not been done, but I think the proposal addresses many of the objections to the NC 1, 2 & 3 routs plus could provide a new vision of the entry into downtown Raleigh. This proposal positively transforms the entry to the City of Raleigh while preserving and enhancing the adjoining neighborhoods.

### **Gash in the City**

The Capital Boulevard corridor historically has been a challenge to incorporating it into the fabric of the City of Raleigh. The topography is a valley. From the top of Pershing Road and Courtland Drive (both elevation 260') to the bottom of Capital Boulevard (elevation 220') is 40 feet. This elevation pattern continues as we move towards down town. The zoning in this area is industrials, with large buildings and large parking lots creating a scale suitable for the vehicles but not friendly to pedestrians. (See purple area on attached zoning map) It has been such an issue that the City of Raleigh held a public work shop on June 24, 2010, to discuss the issue and address possible solutions.

### **Proposal**

Since the use of the existing rail lines has many issues and objections my proposal is as follows:

1. Move all the train lines and the rail yards to the lower elevations of the Capital Boulevard corridor.
2. Reroute Capital Boulevard to accommodate this change.
3. Develop an urban plan that would be constructed over the rail lines and Capital Boulevard. This plan could connect Five Points and Mordecai districts with a pedestrian development of multiple uses such as apartments, condominiums, office spaces and green spaces.
4. Rework connection to Capital Boulevard at Wake Forest Road, and Wade Avenue.
5. Continue on existing right of way as the lines enter downtown and adjust elevation as required. Some transition would have to be made between Peace Street and West Jones to allow for elevation changes.
6. The downtown area (Hillsborough Street) is on a hill (elevation 350'). The difference in elevation between West Cabarrus Street and where Capital Boulevard enters downtown is  $\pm 10.0'$ . This could be resolved in the transition mentioned in #5 above.
7. Construct a new train station at West Cabarrus Street to accommodate the new and existing services.

### **Key Points**

- Resolves residential / rail line conflicts with neighborhoods.
- Improves land value in residential areas.
- Connects Five Points and Mordecai districts with a pedestrian scale development.
- Creates a new entrance into downtown Raleigh.
- Creates green space for use by residents.

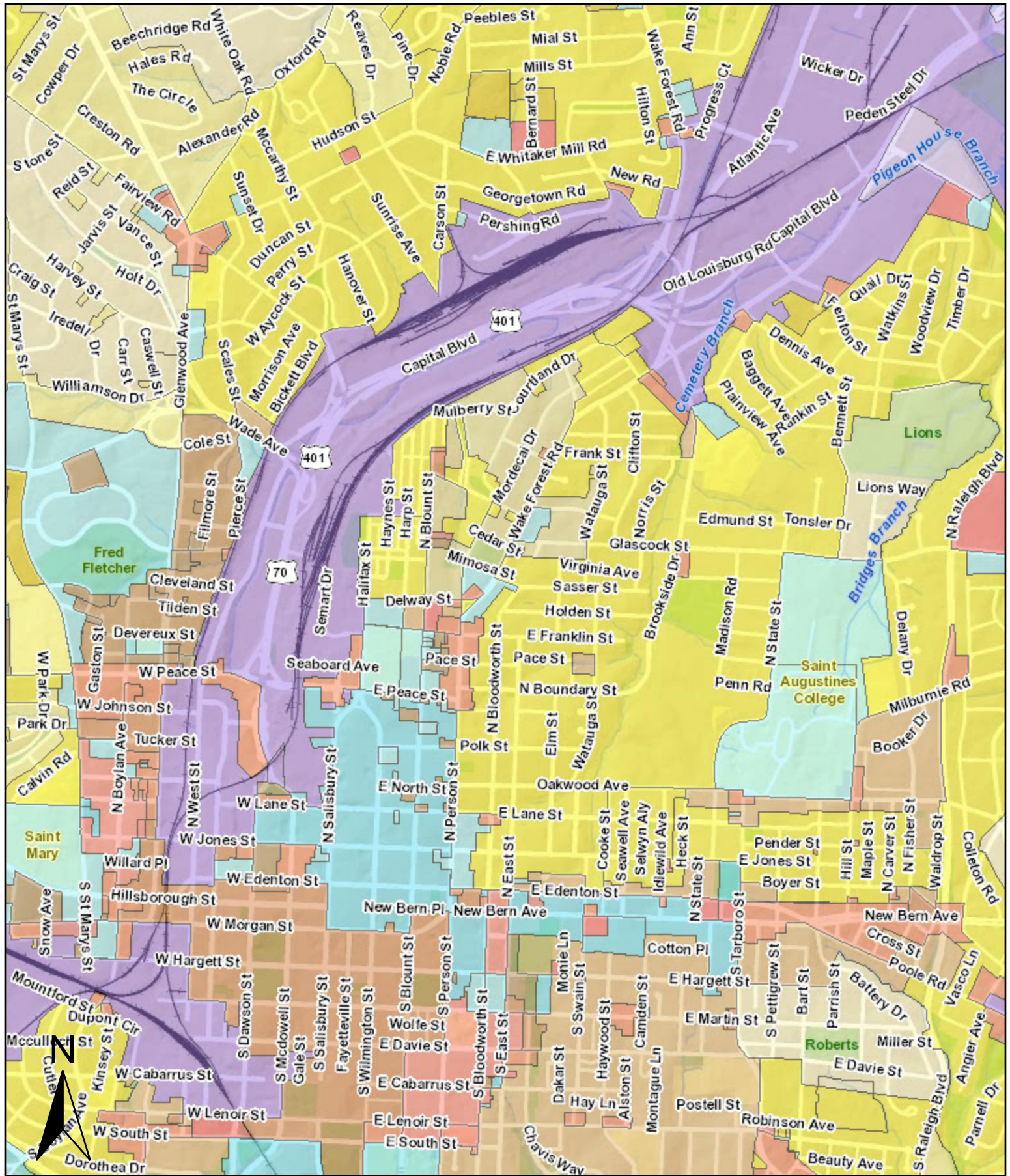
DeVon Tolson, AIA, LEED AP  
DeVon Tolson Architecture, Inc



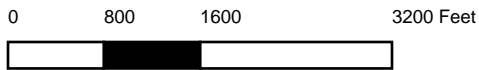
## Downtown Raleigh

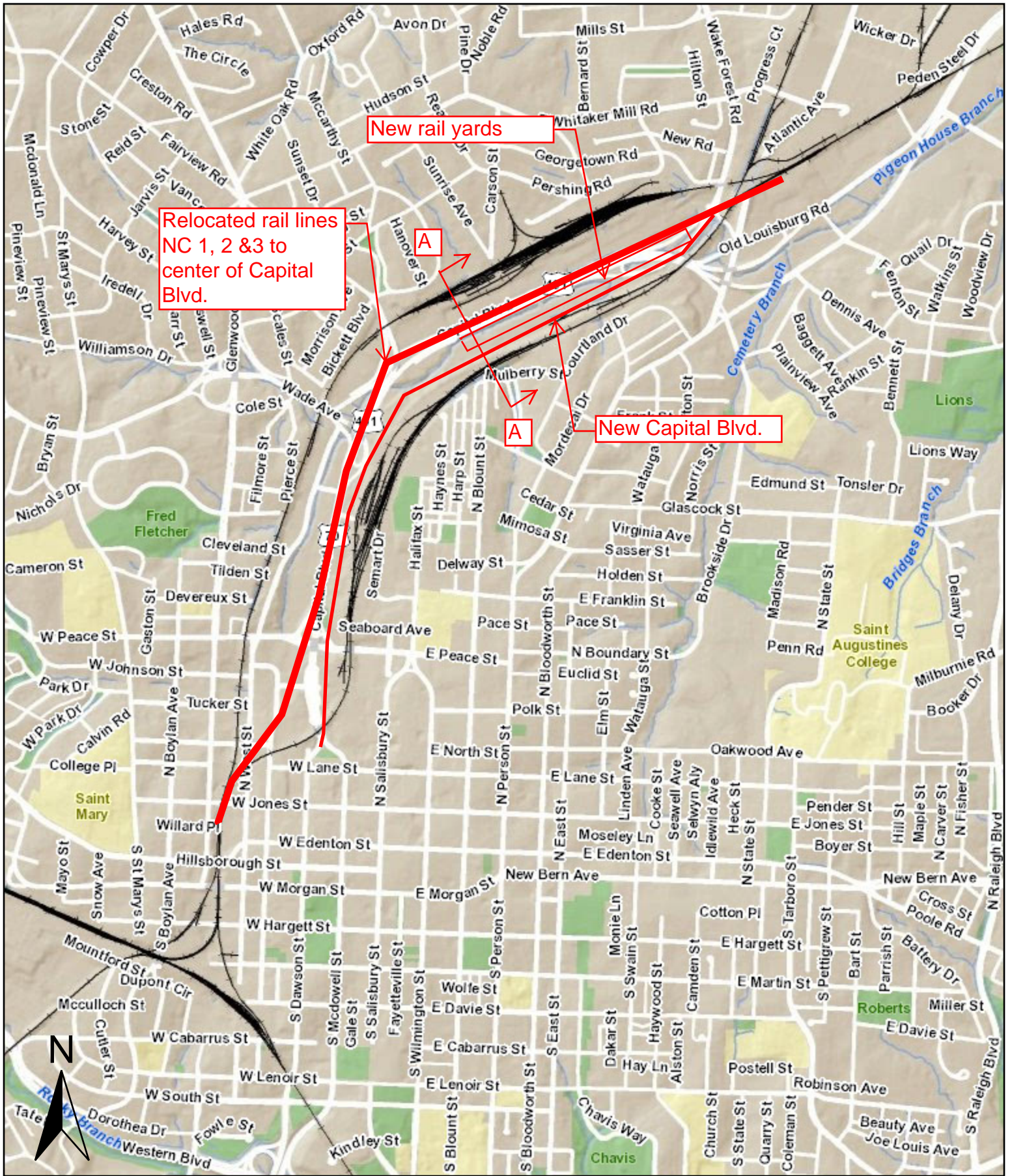
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**Zoning**

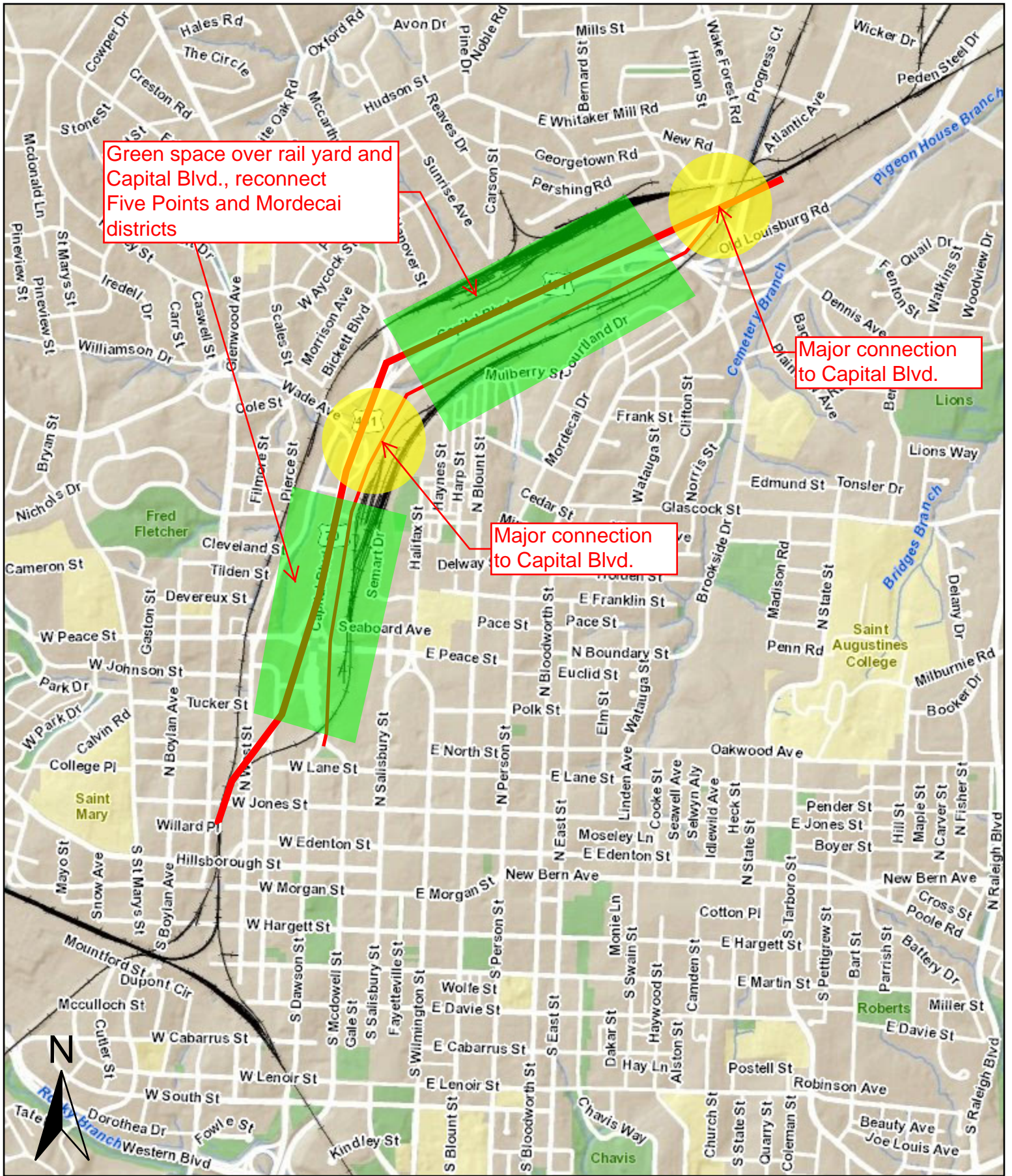




## Proposal A

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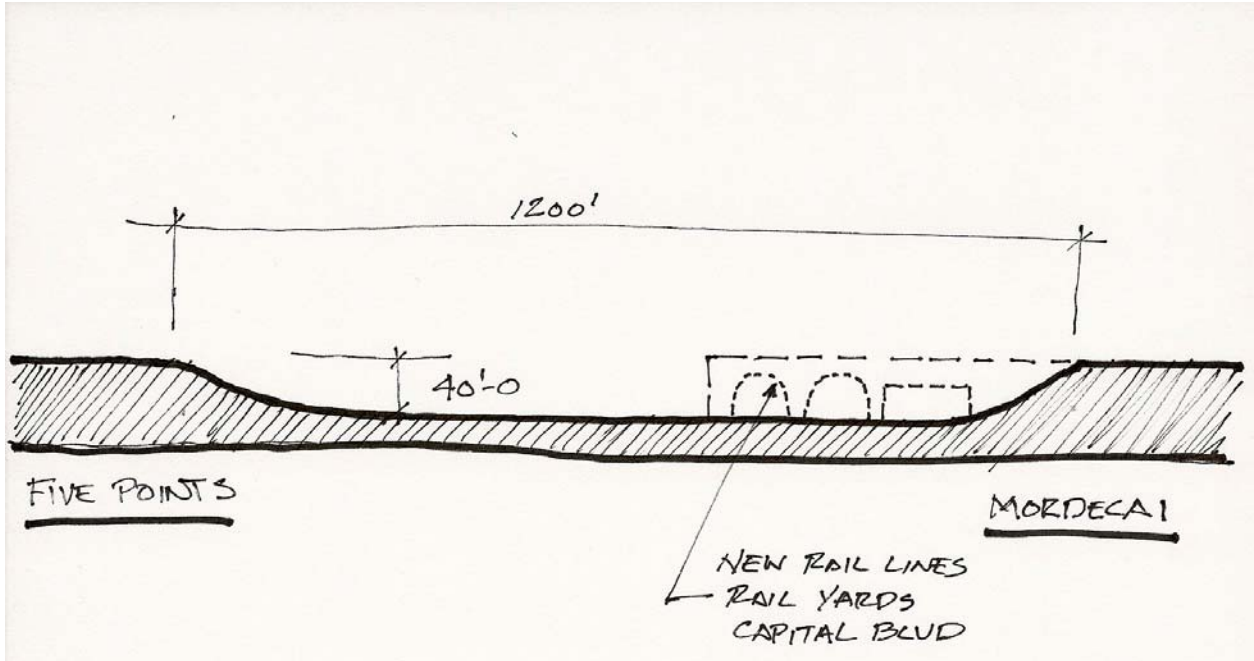




## Proposal A

0 800 1600 3200 Feet





Section A-A



Perspective Looking North