



ALSTON AVENUE





Alston Avenue

Station Family: Urban Hub
 County: Durham
 City: Durham

WHY THIS STATION?

The last station north of NC 147 serving neighborhoods to the north and east of downtown; also provides park and ride access from Alston Avenue and the Durham Freeway (NC 147).

The Alston Avenue station must balance connectivity challenges north across the railroad tracks to existing urban neighborhoods, south beneath NC 147 to the Housing Authority redevelopment of the Fayetteville Street Apartment site and nearby neighborhoods, and east to a park-n-ride serving commuters inbound to the system from NC 147. The immediate station area must be a comfortable, interesting, and safe destination for pedestrians and bicyclists arriving from the north and the south. Public/private partnerships providing a range of mixed-income housing are needed to best frame the walkable streets, trails, and pathways necessary for improved connectivity and access to these surrounding neighborhoods, again with an emphasis on connecting both to the north and the south.

ATTRIBUTES

- North-south connections are critical to activate the station area.
- Creating an activated urban space at the station is important to provide identifiable place as an interesting, desirable, and comfortable destination.
- Development driven by public-private partnerships, neighborhood services, etc.
- Predominant activity between 9 a.m. and 7 p.m.

STATION AREA CONTEXT

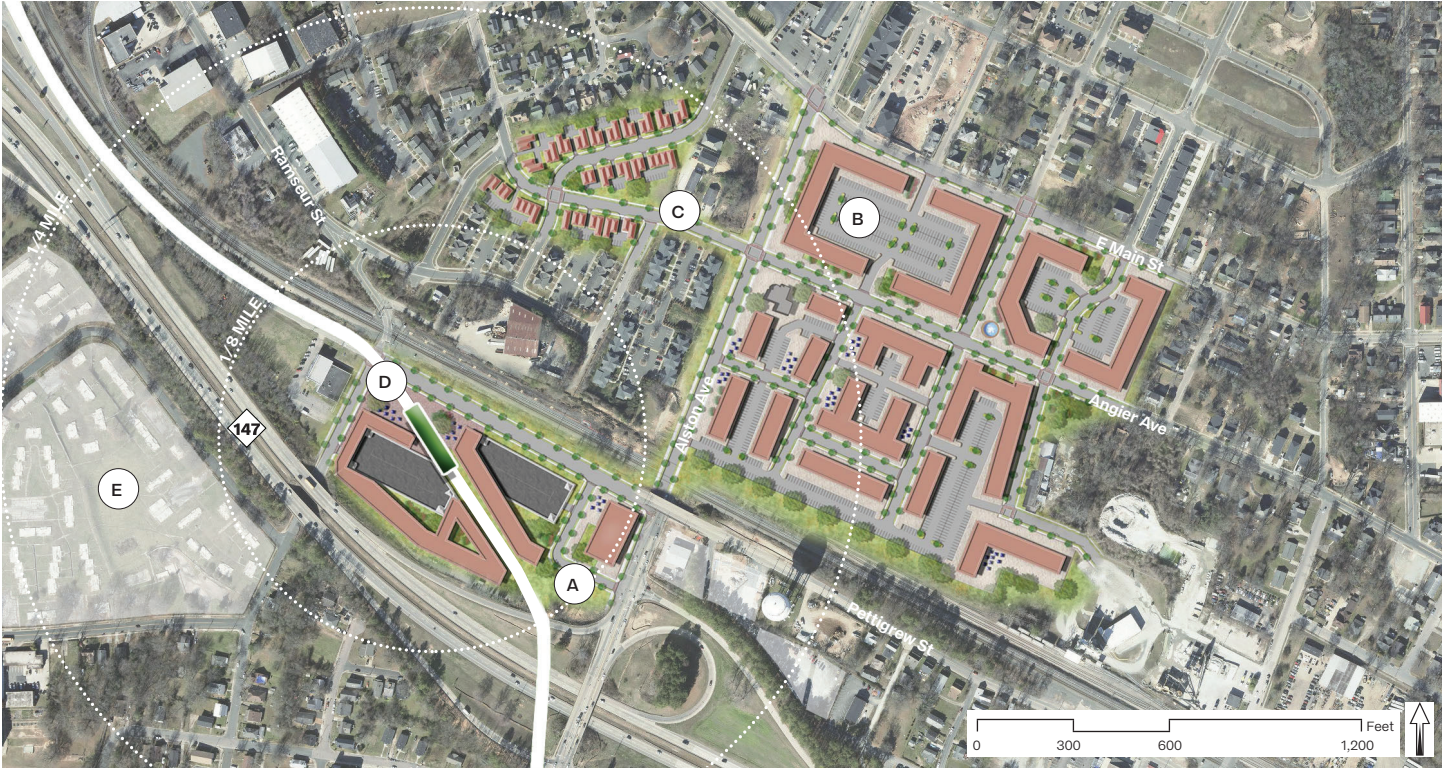




ALSTON AVENUE

STATION DEVELOPMENT CONCEPT

Certain redevelopment sites are shown with a range of intensities and configurations.



- A** Infill mixed-use to create a draw to the corner and minimize the impact of the grade separation between Alston and Pettigrew
- B** Redevelopment of aging, underutilized property for mixed-use, mixed-income development
- C** Rezone single family lots to allow multiple units and shared driveways to allow vacant housing authority lots to be redeveloped with “right-sized” housing for the budgets of future users. Ideally these would be used for home-ownership opportunities
- D** Station sitting at the corner along with a public plaza to build a synergy at the intersection. Development would include the improvement of Grant Street to provide access to station from the former Fayetteville Street Apartments future redevelopment
- E** Redevelopment of the Fayetteville Apartments Site by the Durham Housing Authority

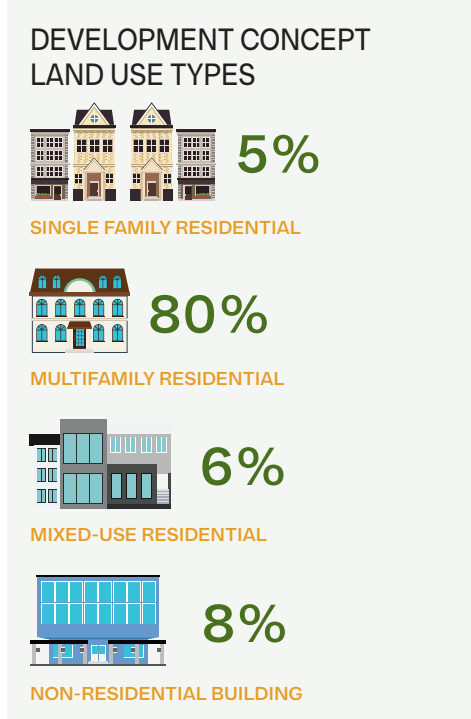
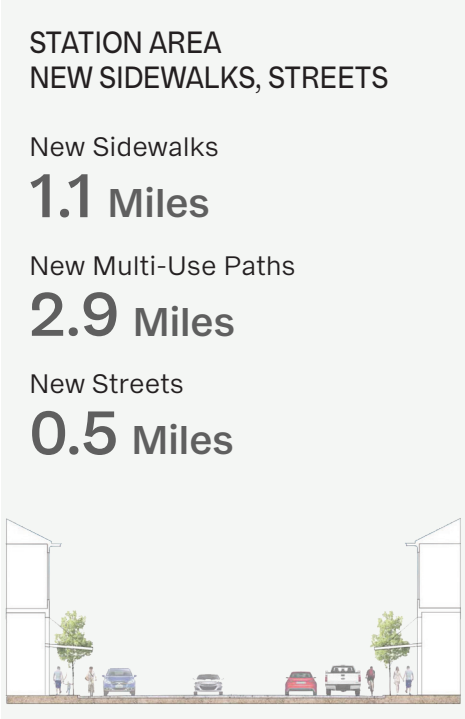
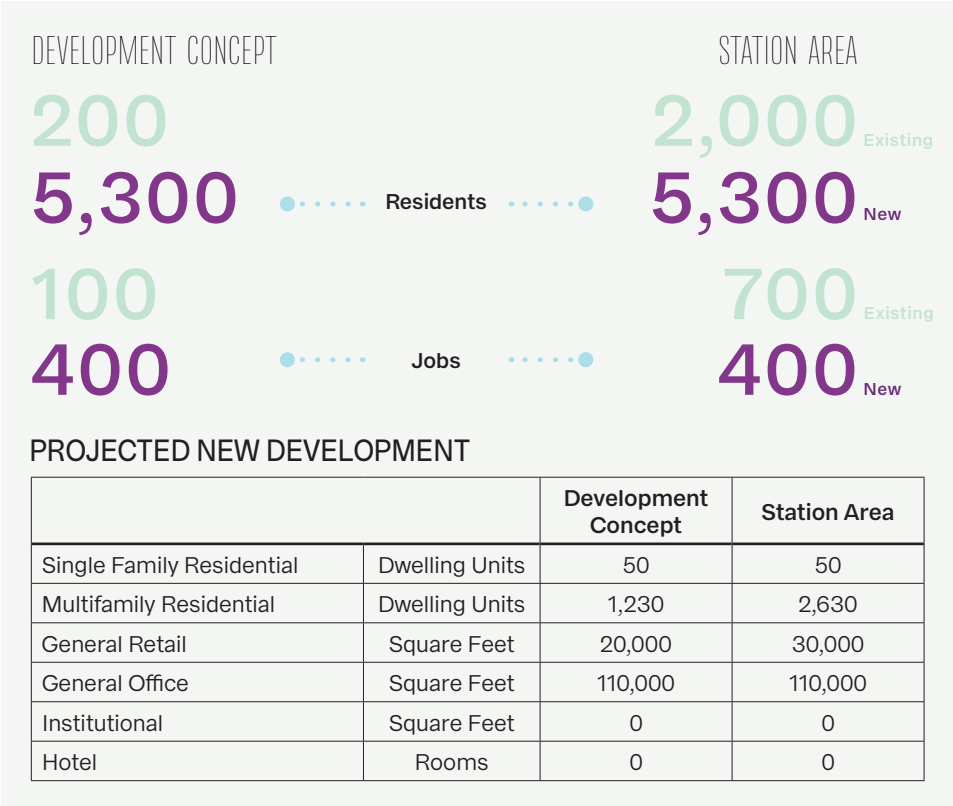
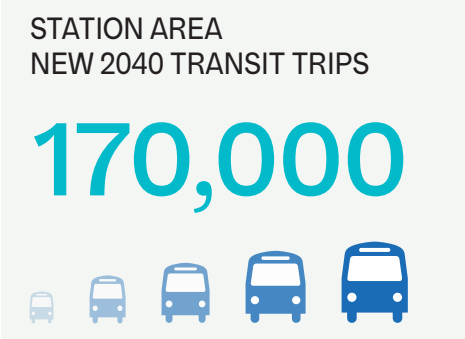
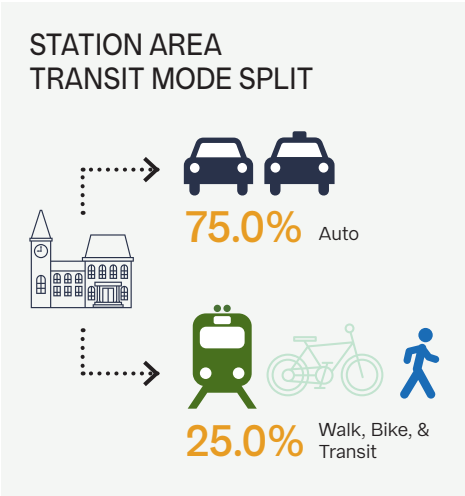
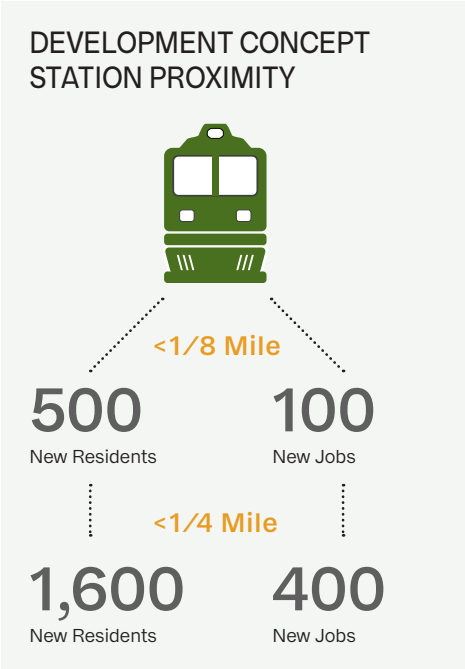
A wide variety of redevelopment typologies could unfold in this area, particularly through the influence of housing authority redevelopment projects underway or anticipated.

This development concept represents “One Possible Future” for the year 2057. The actual outcome will be shaped by the private market’s response to zoning, regulatory, and public investment decisions made by the Durham City Council.



ALSTON AVENUE AT-A-GLANCE

The following information is based on the station development concept from the previous page and the larger station area shown on page 220. The station development concept considers existing land uses, infrastructure, and environmental features, indicates land that is most likely to experience redevelopment as a result of market demand stemming from proximity to transit, and incorporates best practices for transit-oriented development.





ALSTON AVENUE

STATION AREA BIKE & PEDESTRIAN AND STREET NETWORK

The map below shows existing and proposed streets within the station area, as well as streets that should be considered bike/ped priority when they are constructed or retrofitted as new development occurs. Multi-use paths and bus connections are also shown.

POTENTIAL BIKE/PED & STREET NETWORK



The image includes proposed refinements to the Durham-Orange Light Rail Transit Project currently under study. The proposed light rail project refinements are subject to environmental review and approval by the Federal Transit Administration following a public comment period.

- | | | |
|--------------------------|---|--------------------------|
| Light Rail Station | Proposed Future Streets | Existing Multi-Use Path |
| Light Rail Alignment | Existing Streets | Proposed Multi-Use Path |
| Development Concept Area | Bike/Ped Priority Streets (Proposed) | Proposed Bus Connections |
| Existing Structure | Bike/Ped Priority Streets (Existing Street Retrofitted) | |

POTENTIAL NEW TAX REVENUE

The analysis below summarizes the potential new tax revenue for the Alston Avenue station area for the next 40 years. Tax revenue sources include property tax revenues to the City of Durham and Durham County. The analysis excludes sales tax.

Station Area	328 Acres
Development Concept Area	83 Acres

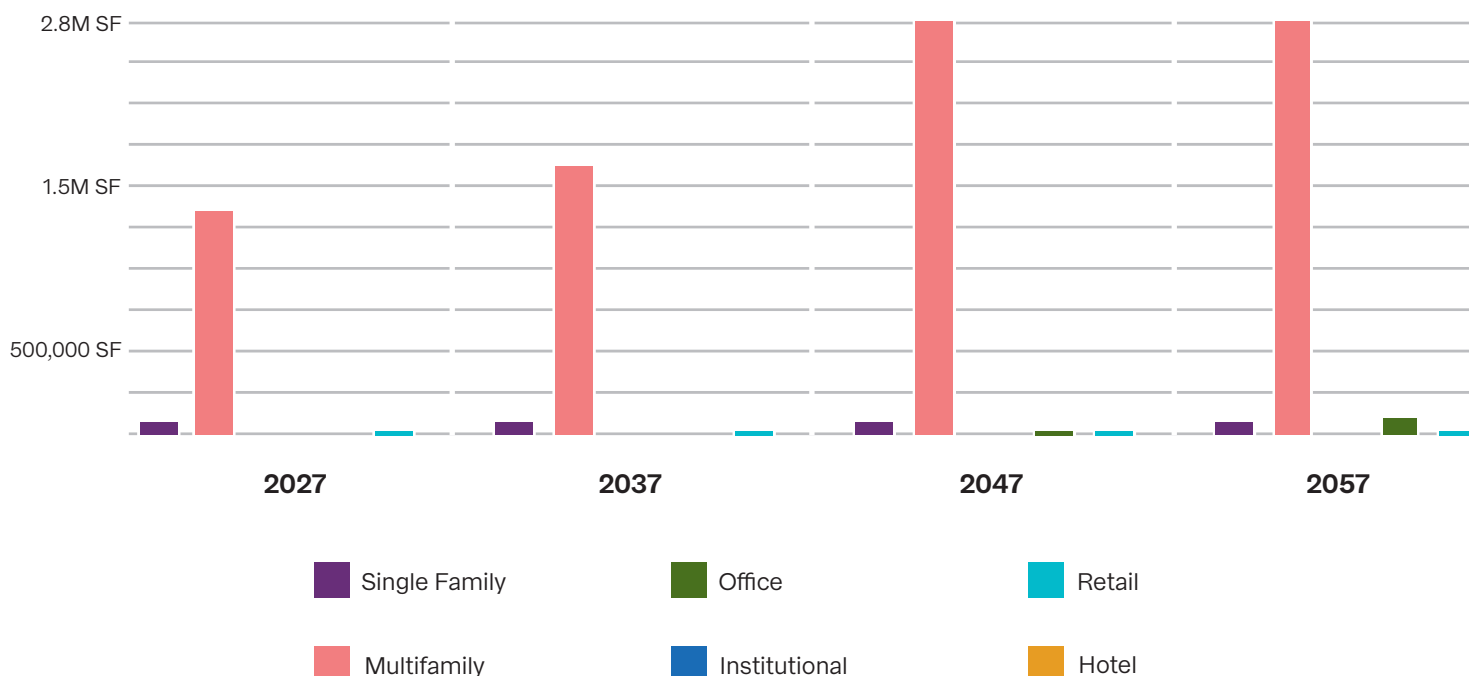
POTENTIAL NEW TAX REVENUE

ALSTON AVENUE	2027	2037	2047	2057
Baseline Property Value				
Lower Estimate (35th Percentile)	\$53.4 Million	\$44.1 Million	\$33.0 Million	\$27.2 Million
Upper Estimate (65th Percentile)	\$72.3 Million	\$59.7 Million	\$44.6 Million	\$36.8 Million
Net New Property Value				
Lower Estimate (35th Percentile)	\$221.0 Million	\$215.1 Million	\$209.4 Million	\$184.5 Million
Upper Estimate (65th Percentile)	\$299.0 Million	\$291.0 Million	\$283.3 Million	\$249.6 Million

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
Net New Accumulated Tax Revenue				
Low Estimate (35 Percentile)	\$19.0 Million	\$46.1 Million	\$75.8 Million	\$102.5 Million
Upper Estimate (65 Percentile)	\$25.8 Million	\$62.4 Million	\$102.5 Million	\$138.6 Million

Financial estimates are reported as discounted present value based on an inflation-adjusted discount rate of 2.5%. Discounted Present Value is a financial calculation that measures the worth of a future amount of money in today's dollars in order to account for inflation.

ACCUMULATED STATION AREA DEVELOPMENT





ALSTON AVENUE

Anticipated Development Horizon

Pre-Rail (2018 - 2027): Infill opportunities on private lands and on housing authority property south of NC 147.

Rail +10 (2028 - 2037): Mixed-use and housing redevelopment of housing authority properties north of the rail; creation of a sense of place and urban destination in the immediate station area.

Rail +20 (2038 - 2047): Infill and redevelopment of walkable urbanism, contextually appropriate with surrounding neighborhood fabric.

Rail +30 (2048 - 2057): Long-term development opportunities at station area.

Investment Phasing

Strategic and intentional redevelopment of significant housing authority lands south of NC 147 to be transit-supportive with safe, comfortable, and attractive connections from the Grant Street underpass to the Fayetteville Street Apartments site. Other lands may be landbanked for densities as appropriate, with redevelopment shaping better pedestrian and bike connections in the area.

AFFORDABLE HOUSING OPPORTUNITIES

The following strategies should be employed to integrate affordable housing opportunities throughout the Alston Avenue station area:

- ☐ Public housing redevelopment
- ☐ Land banking
- ☐ Repair assistance for low-income homeowners
- ☐ Incentivize landlords to rehabilitate and preserve affordable housing

ZONING STRATEGIES

The majority of the Alston Avenue station area is encompassed by the Alston Avenue Compact Neighborhood Area. The station area consists of several zoning districts with much of the area adjacent to the station designated as LI. A variety of residential districts including RU-5, RU-M and RS-M cover other portions of the station area, with a few parcels interspersed as CG.

The Alston Avenue Compact Neighborhood Report recommends several changes to the existing future land use plan including: converting the existing Suburban Transit Area into a Compact Neighborhood Tier.

Rezoning to appropriate TOD districts and sub-districts is the next regulatory step to provide for the implementation of transit-oriented development. For the Alston station area particular attention will be needed to address compatible densities and dimensional standards where transitions to existing single family neighborhoods are to occur. Special consideration should be given to the zoning for residential properties where affordably-priced, or naturally occurring affordable housing exists to ensure that some or all of the homes can be conserved as affordable as new development occurs.

PARKING STRATEGIES

The Alston Avenue station area currently has parking that supports the current development, but is very limited in size and availability. This station area will serve as a park-and ride area for near-term operations of the Light Rail Corridor and development will continue to provide parking for residential

uses. This parking should be in a more sustainable and efficient form and additional density may be realized here due to its proximity to transit.

The table below details some of the specific strategies for parking.

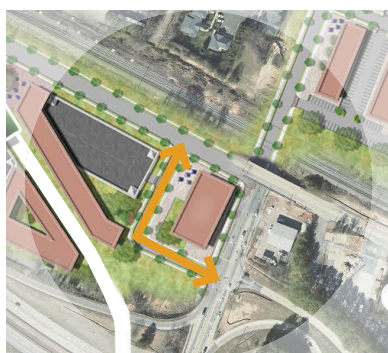
		YEAR			
PARKING STRATEGY		PRE-RAIL (2018 - 2027)	RAIL +10 (2028 - 2037)	RAIL +20 (2038 - 2047)	RAIL +30 (2048 - 2057)
Form	On-Street	Incorporate on-street parking with each new street or street renovation within the district			
	Surface	N/A	Maintain existing surface parking lots	Discourage any use of surface parking in this tight land use configuration around the station	
	Structured	Encourage structured or wrapped parking for significant development or through master parking plan			
Policy	Supply	Maintain parking usage data for existing	Reduce required minimum parking for office and multifamily; consider constructing structured parking facility(s) for district		Repurpose as demand becomes less
	Incentives	Require developers of office and retail uses to develop and execute shared parking agreements, or participate in the public parking district; office tenants maintain a Travel Demand Management (TDM) program			
	Pricing	Conduct market study	Office and multifamily operators provide unbundled parking options to tenants		
Implementation	District	Upon creation, begin work on a master parking plan	Implement master parking plan and program incentives for parking towards catalytic projects. Revisit master parking plan every five years.		
	Public	Assemble district parking program	Support five year updates to district plans and financial analysis and incentive programs for catalytic projects		



ALSTON AVENUE

TOD PUBLIC INVESTMENT INFRASTRUCTURE PRIORITIES

The following station area projects have been identified as the key projects the City and other partner entities should undertake to support catalytic station area development.



Alston Avenue to Grant Street Platform Connection

Improving access to platform for rail to maximize pedestrian connectivity, as well as enhance the connection from Bryant Bridge to Pettigrew Street

Timeframe: Pre-Rail

Cost: \$\$

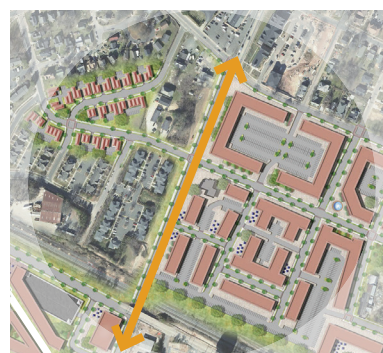


Grant Street Improvements (Pettigrew to Umstead)

Pedestrian and bicycle connectivity to allow for underutilized parcels to be realized as viable and connected to the station

Timeframe: Pre-Rail
Rail +10

Cost: \$\$



Alston Avenue Complete Street

Enhanced complete street opportunity to connect NCCU station to Alston station and promote development on vacant parcels along the roadway

Timeframe: Rail +20

Cost: \$\$\$

PUBLIC INVESTMENT PRIORITIZATION

CATEGORY	YEAR			
	PRE-RAIL (2018 - 2027)	RAIL +10 (2028 - 2037)	RAIL +20 (2038 - 2047)	RAIL +30 (2048 - 2057)
Station Area Infrastructure	-	Manage parking to accommodate for joint development		-
	Grant Street improvements for pedestrian and bicycle connectivity		Alston Avenue complete street Improvement	-
Bike/Ped and Transit Support	Alston to Grant Street platform connection and Grant Street improvements	-		-
	Enhanced pedestrian connection to the Bryant Bridge and Pettigrew Street and the extension of the mixed-use path to Alston			

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