



BUCHANAN BLVD





WHY THIS STATION?

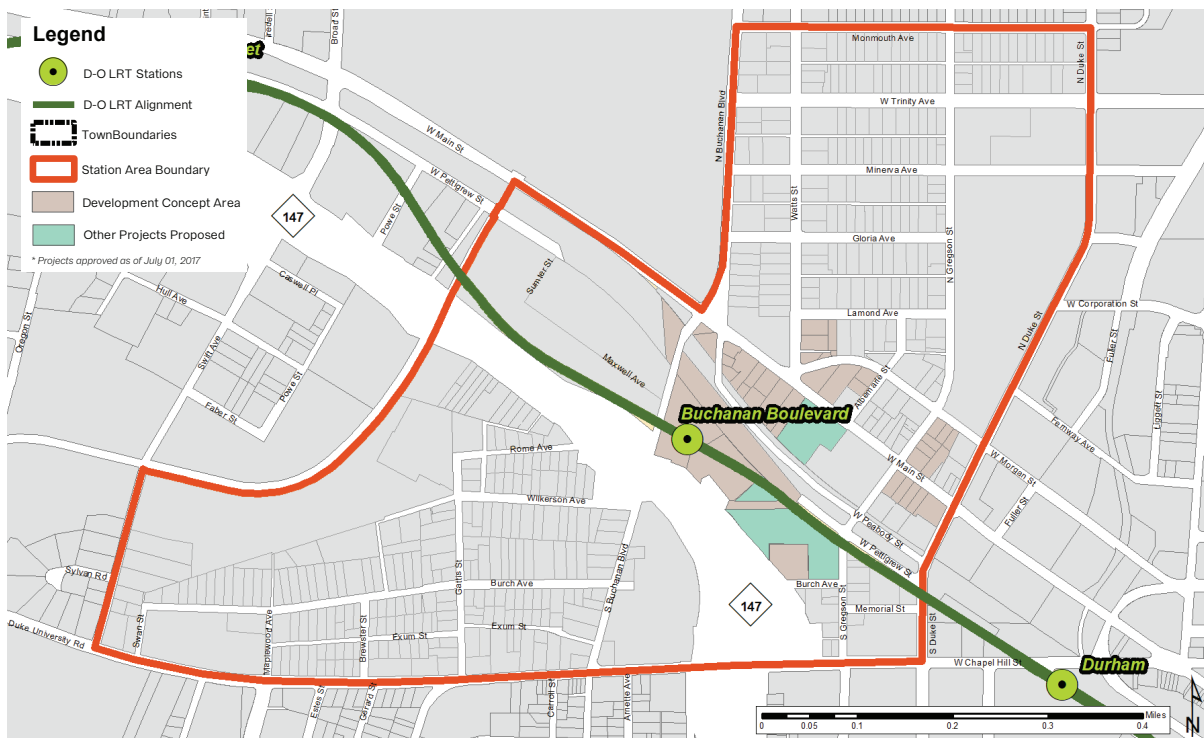
Like the Ninth Street station, the Buchanan Boulevard station is situated between the Durham Freeway to the south and the North Carolina Railroad to the north. Just north of the railroad is West Main Street, the southeastern corner of Duke's East Campus and the western end of downtown Durham. Redevelopment of several parcels along West Main Street from single story retail to five to seven story multifamily is underway. Just north of the hotel is well intact residential with historic housing stock.

Strengthening pedestrian and bike connections north and south will be essential for enhanced access to the surrounding neighborhoods.

ATTRIBUTES

- Opportunity for local and neighborhood-serving retail.
- Incremental, small footprint services and amenities that enhance the neighborhood fabric
- Predominant activity between 7 a.m. and 3 a.m.

STATION AREA CONTEXT

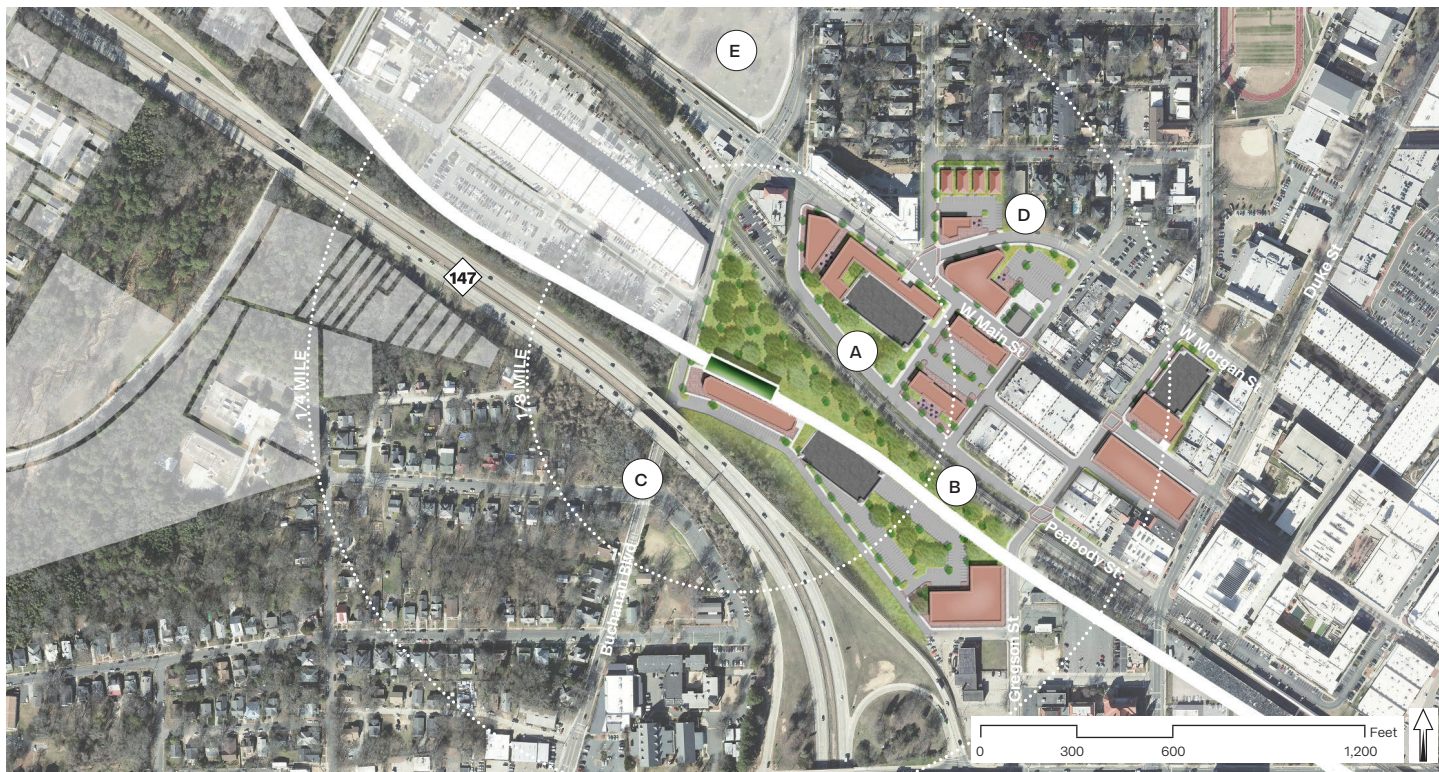




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STATION DEVELOPMENT CONCEPT

Incremental development opportunities to retain character of the neighborhood-scaled retail center plus incremental infill.



A Continue the scale and density from West Village along Main Street to Buchanan Blvd

B Public space can serve as the connection between the station and key development when development is difficult due to environmental, easement or topographic interference

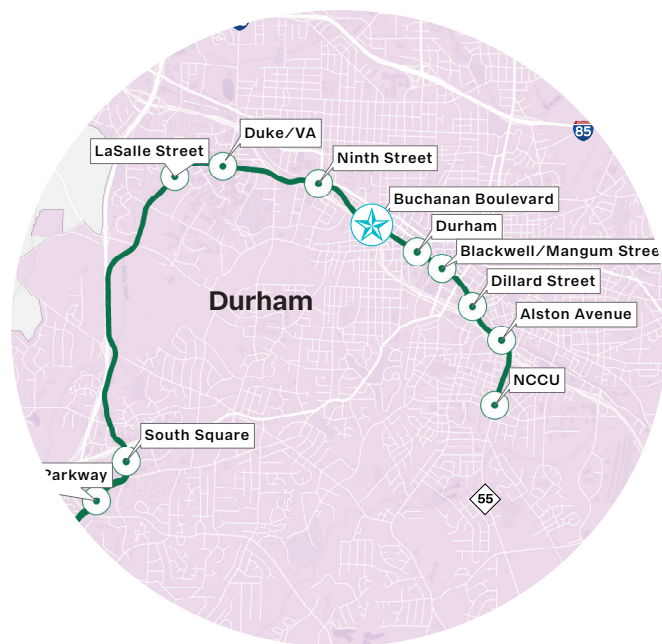
C Crossing underneath NC 147 should be improved with lighting, art and other elements to improve the north/south connection

D Smaller format housing to interface with existing neighborhoods

E Duke University's East Campus

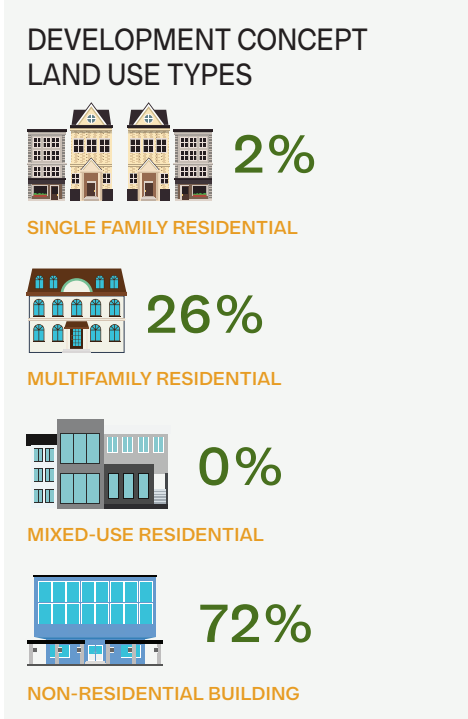
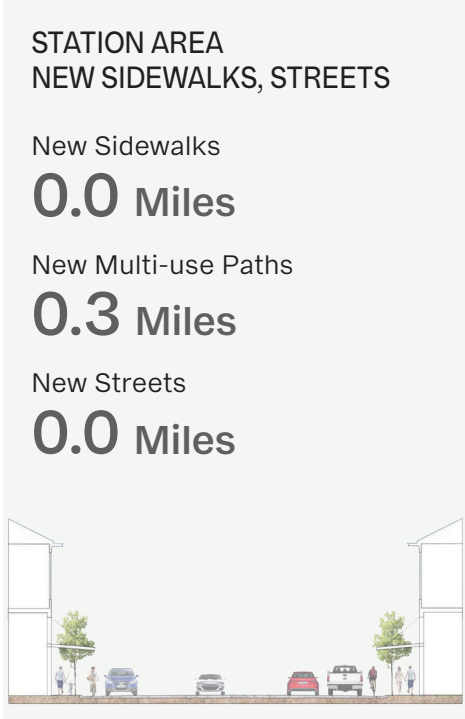
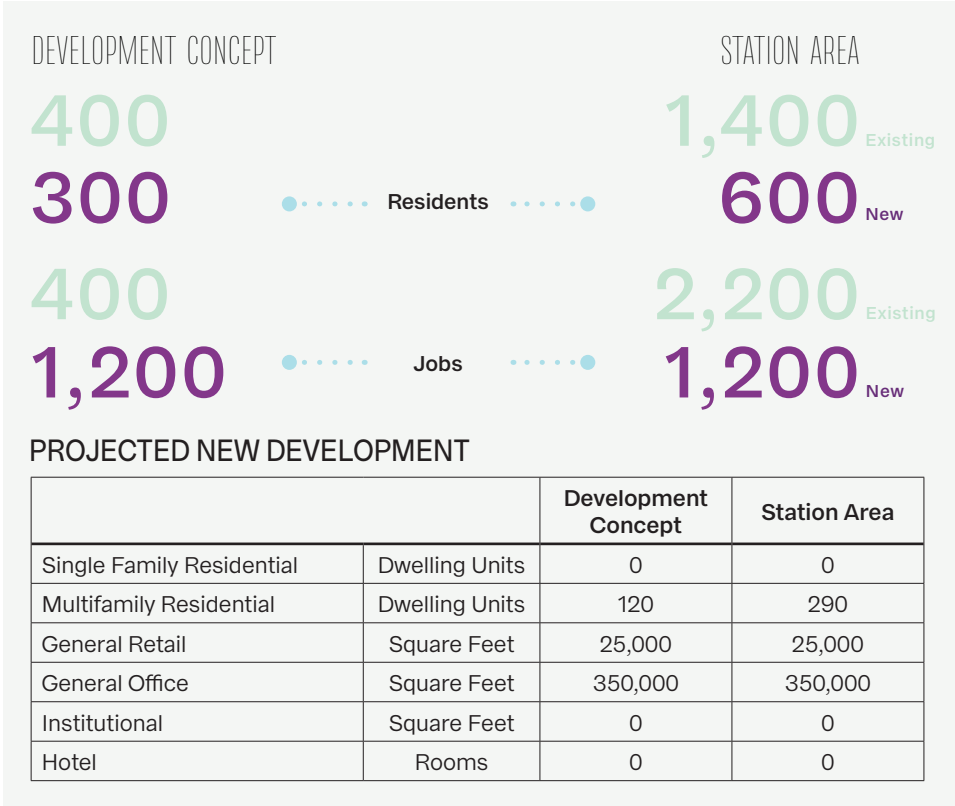
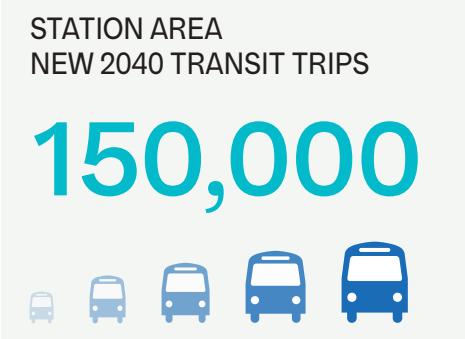
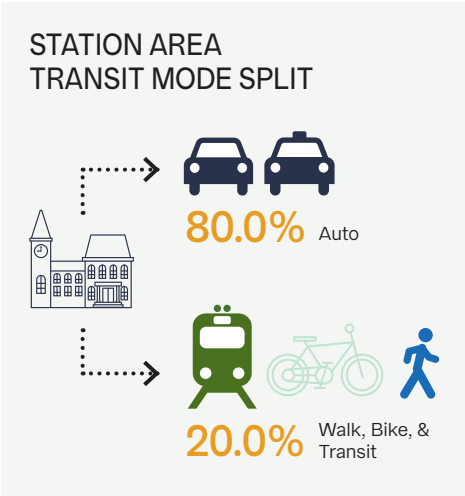
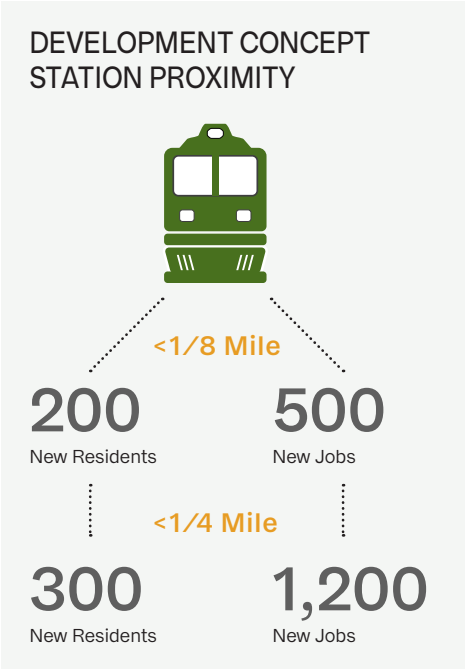
Varied scenarios of incremental redevelopment and improved connectivity.

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.



BUCHANAN BOULEVARD 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 190. 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.



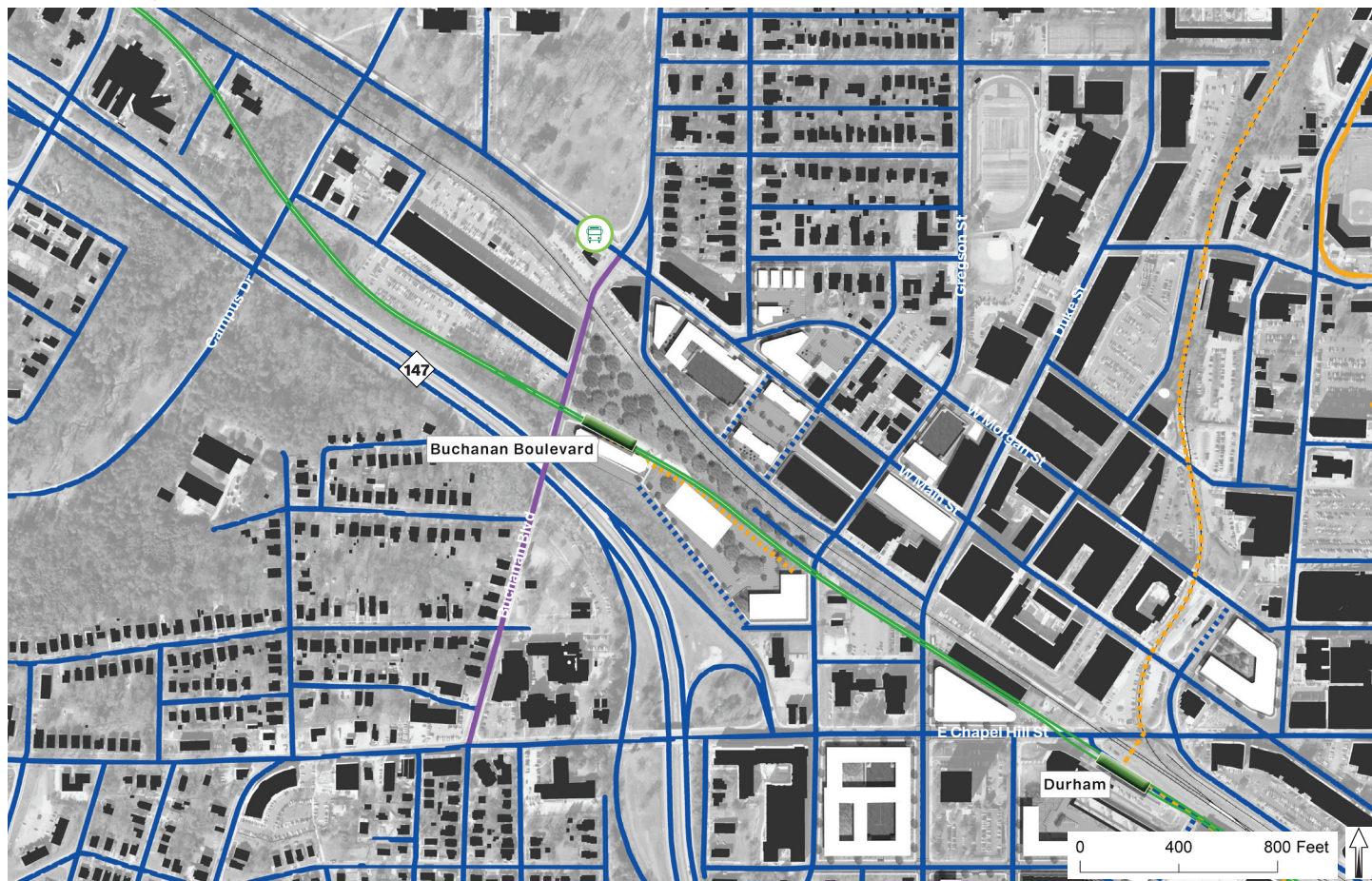


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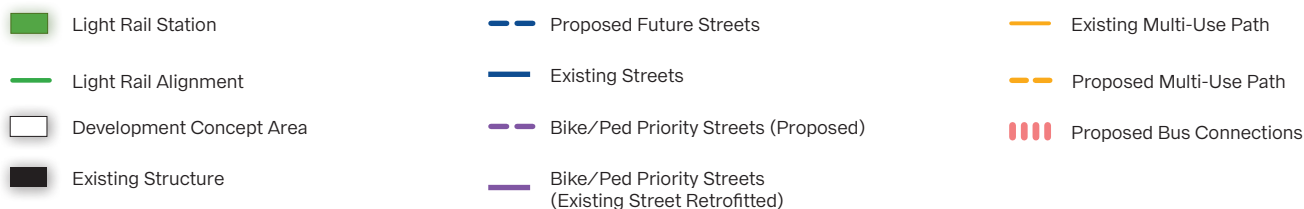
STATION AREA BIKE & PEDESTRIAN AND STREET NETWORK

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.



POTENTIAL NEW TAX REVENUES

The analysis below summarizes the potential new tax revenue for the Buchanan Boulevard 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	197 Acres
Development Concept Area	21 Acres

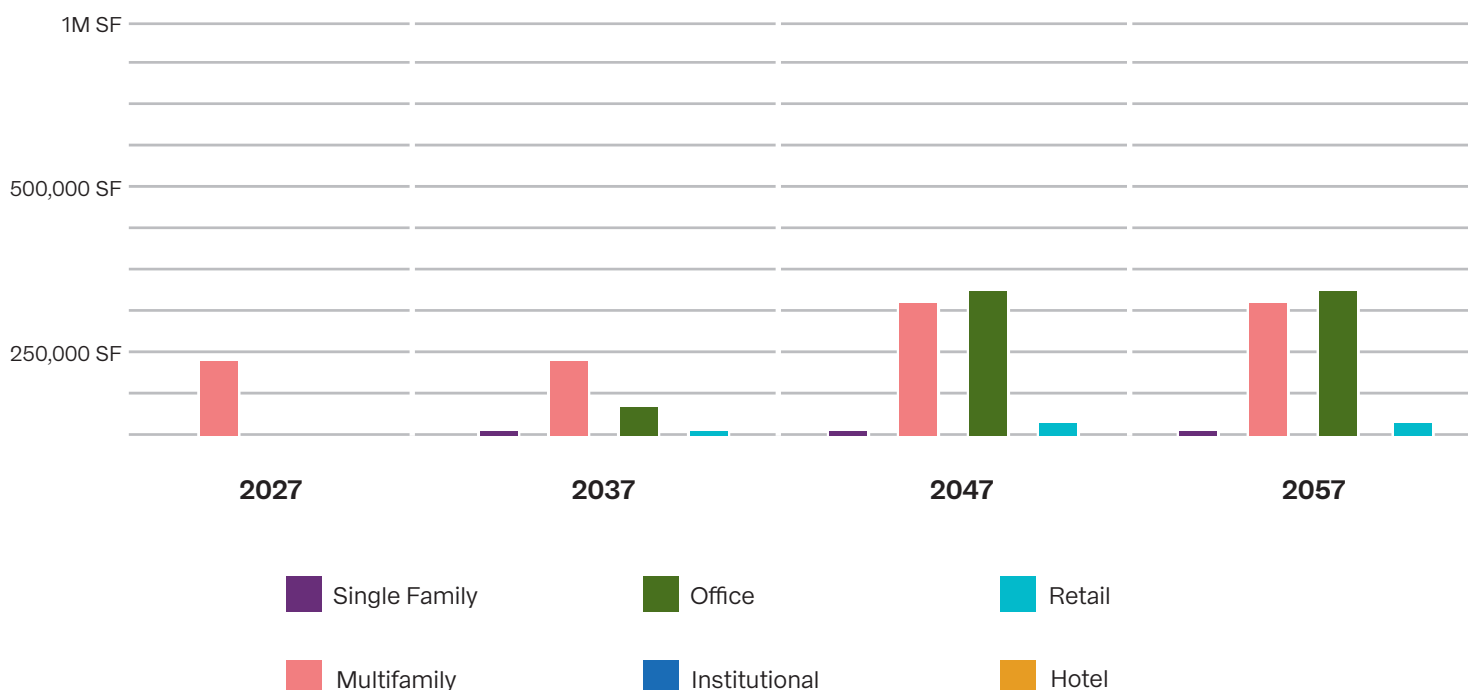
POTENTIAL NEW TAX REVENUES

BUCHANAN	2027	2037	2047	2057
Baseline Property Value				
Lower Estimate (35th Percentile)	\$170.8 Million	\$141.0 Million	\$105.5 Million	\$87.1 Million
Upper Estimate (65th Percentile)	\$231.1 Million	\$190.8 Million	\$142.7 Million	\$117.8 Million
Net New Property Value				
Lower Estimate (35th Percentile)	\$24.5 Million	\$32.6 Million	\$53.2 Million	\$43.9 Million
Upper Estimate (65th Percentile)	\$33.1 Million	\$44.0 Million	\$72.0 Million	\$59.4 Million

	2018 - 2017	2018 - 2037	2018 - 2047	2018 - 2057
Net New Accumulated Tax Revenue				
Low Estimate (35 Percentile)	\$3.9 Million	\$7.5 Million	\$13.3 Million	\$19.9 Million
Upper Estimate (65 Percentile)	\$5.3 Million	\$10.1 Million	\$18.0 Million	\$26.9 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





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Anticipated Development Horizon

Pre-Rail (2018 - 2027): Ongoing redevelopment of infill along Main Street and around station area.

Rail +10 (2028 - 2037): Mixed-use redevelopment of infill properties within close proximity to station.

Rail +20 (2038 - 2047): Continued mixed-use redevelopment.

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

Investment Phasing

Several development projects are underway. Leading up to the station opening, additional projects will likely require some street and utility improvements. Attention to pedestrian and bike connectivity should be ongoing.

AFFORDABLE HOUSING OPPORTUNITIES

The following strategies should be employed to integrate affordable housing opportunities throughout the Buchanan Boulevard station area.

- ☐ Anchor institution involvement
- ☐ Reduce barriers for missing middle housing types, including Accessory Dwelling Units (ADUs)
- ☐ Density bonus

ZONING STRATEGIES

Buchanan Boulevard is a downtown station area having several zoning districts. The station itself is in the DD-S1 district surrounded by DD-S2 and UC. Most of the station area is RU-5 with parcels of RU-M, OI and CN interspersed.

The Downtown Design (DD) District is established to encourage “transit-oriented development through regulations appropriate to the downtown area. It focuses on the form of the private and public realm instead of on use and intensity.” The Downtown Design District has several sub districts including support sub districts DD-S1 and DD-S2.

Other portions of the station area are in the University and College District (UC) which allows for “growth and development of colleges and universities, while protecting the larger community, nearby neighborhoods.”

The remaining zoning designations in the Buchanan station area are RU-M and RU-5. The RU districts are gradients of urban residential densities with some limited nonresidential uses allowed. RU-M allows for Multifamily up to 20 units per acre with a development plan. RU-5 allows for eight units per acre.

Office / Institutional (OI) District “is established for employment and community service activities...on sites that have convenient access to arterials, since development of moderate to high intensity is allowed.”

Commercial Neighborhood (CN) is a reduction in scale of commercial activity intended to be closer to residential, provide for “walkable, pedestrian-oriented development that complements nearby residential neighborhoods. The district is not intended for use by major or large-scale commercial sales, service or automotive-oriented activities.”

PARKING STRATEGIES

The Buchanan Boulevard station area currently has surface parking that supports the existing development. Any new development will require less parking over time as new transit operations get implemented. The focus should be on a downtown district parking plan that would use this station area as a key garage site to support the greater downtown development area.

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

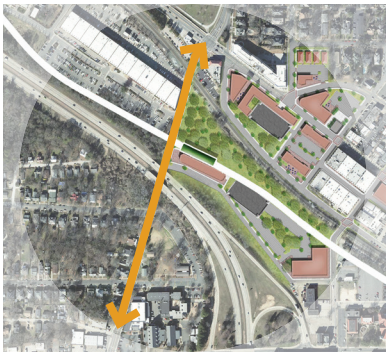
		YEAR			
PARKING STRATEGY		PRE-RAIL (2018 - 2027)	RAIL +10 (2028 - 2037)	RAIL +20 (2038 - 2047)	RAIL +30 (2048 - 2057)
Form	On-Street	Incorporate on-street parking with each new street or street renovation within the district			
	Surface	Maintain existing surface parking lots	Discourage any use of surface parking in this tight land use configuration around the station		
	Structured	Encourage structured or wrapped parking for significant development or through master parking plan for downtown stations			
Policy	Supply	N/A	Reduce required minimum parking for office and multifamily; consider constructing structured parking facility(s) for district		Repurpose as demand becomes less
	Incentives	N/A	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 program		Removal of parking for tax-generating uses
	Pricing	N/A	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		



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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.



Bike/Pedestrian Improvements on Buchanan Blvd from Main to West Chapel Hill Street

Provide trail and/or bike/pedestrian connections between West Main Street and West Chapel Hill Street along Buchanan Boulevard

Timeframe: Pre-Rail

Cost: \$\$



District Parking

Establish an urban station district parking program that balances the needs of parking between station areas and support the provision of retail parking within the station areas as partnerships with developers of mixed-use development

Timeframe: Pre-Rail
Rail +10

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	Establish parking district for urban stations	Improve utility supply as deemed necessary		-
	NC 147 underpass improvements	-	-	-
Bike/Ped and Transit Support	Bike and pedestrian improvements on Buchanan from West Main Street to West Chapel Hill Street	-	-	-

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