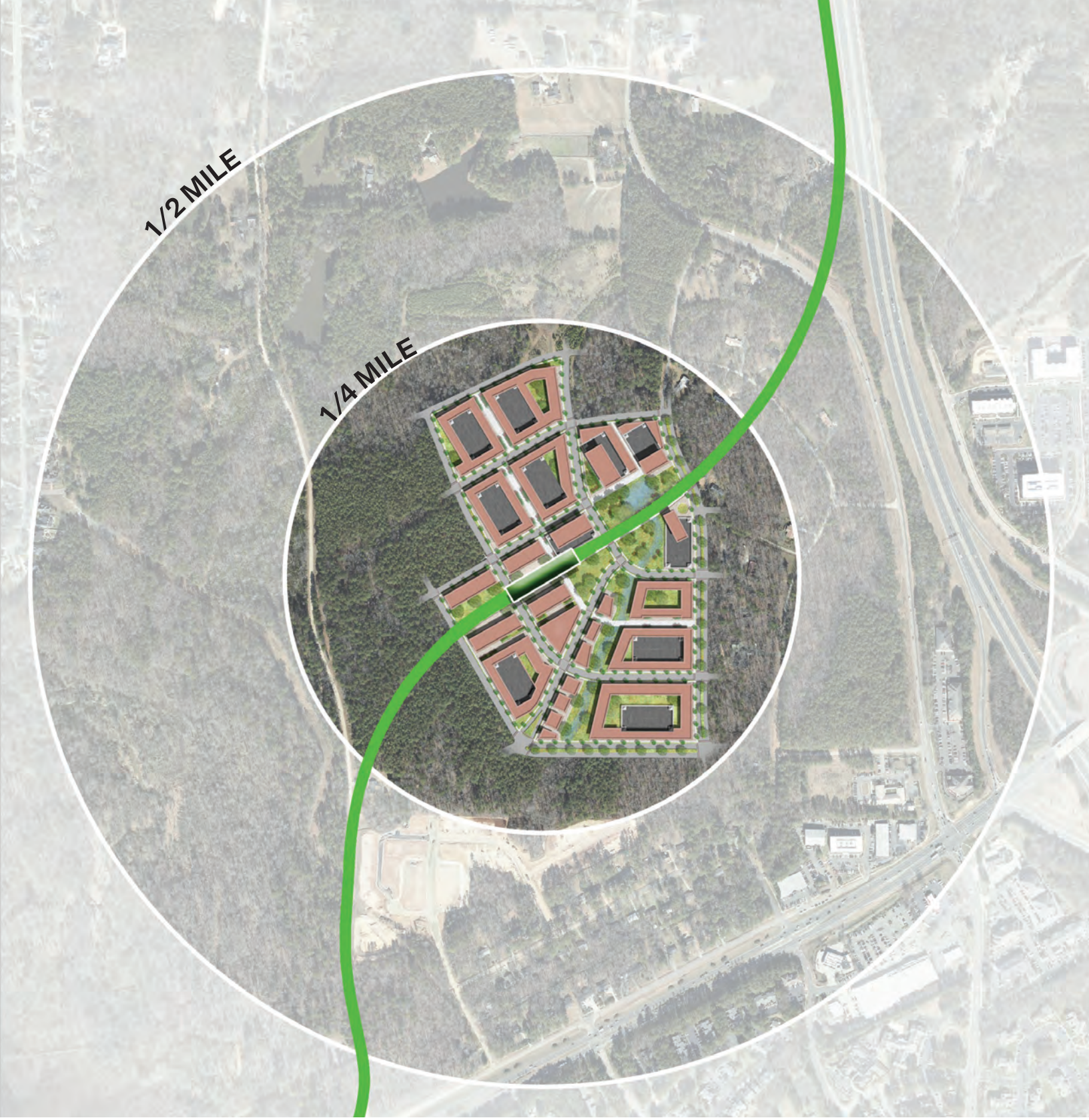


LEIGH VILLAGE

Leigh Village

Station Family: New Community
County: Durham
City: Durham

WHY THIS STATION?

Opportunity to create a substantial conveniently located urban village within the existing suburban fabric between Chapel Hill and Durham.

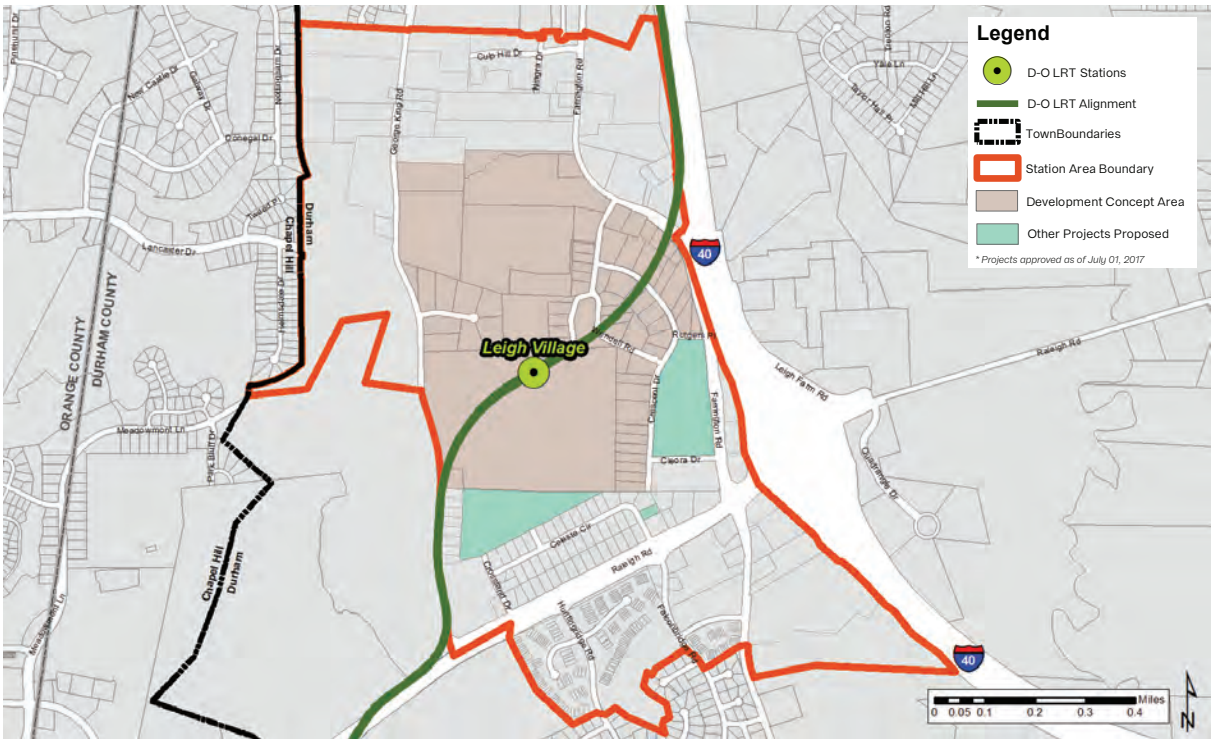
The Leigh Village station includes a largely undeveloped area surrounded by variously aged suburban neighborhoods, office, and some retail. The immediate station area is addressed by conceptual plans informed by a major landowner's design team and comprising several new blocks, a full street network, and a central spine of greenspace based on an existing stream corridor. The plan offers rich possibilities of a highly connected, vibrant urban community with green infrastructure and sufficient buffers to protect sensitive environmental features to the west.

Wholly new infrastructure serving new development requires extensive public/private coordination and partnerships addressing streets, utilities, greenways, and connections to the surrounding roadway network. As a new community, Leigh Village presents an opportunity for station area-wide approaches to stormwater management, parking and public spaces as opposed to these components being handled on a site-by-site basis. Initial infrastructure will serve a park-and-ride location with circulation patterns anticipating a future street network, with the station area ultimately becoming a bustling regional node.

ATTRIBUTES

- Requires infrastructure partnerships and connectivity improvements to surrounding networks.
- Potential new major employer location.
- Predominant weekday activity between 7 a.m. and 10 p.m.

STATION AREA CONTEXT



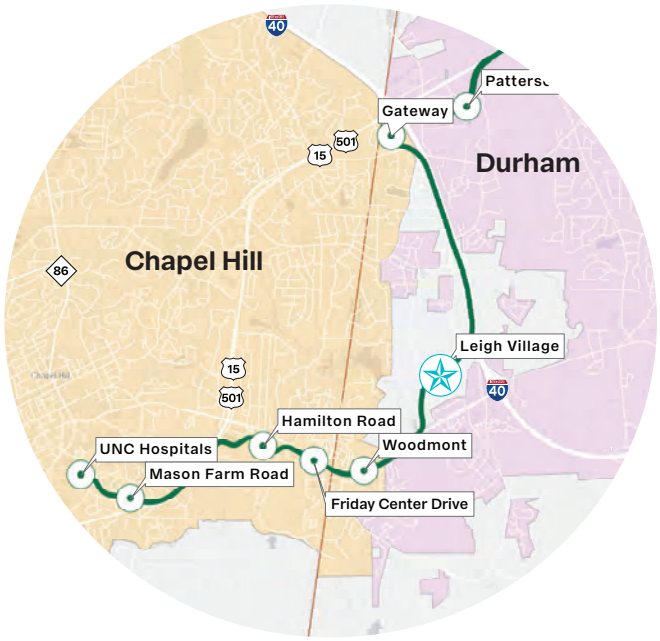
LEIGH VILLAGE

STATION DEVELOPMENT CONCEPT

Large greenfield development opportunity coordinated, in part, with major landowner to balance implementation of sustainable development, park and ride access, and bus-rail integration.

- **A** — Station platform with public plaza and bus drop-off
- **B** — Stream preservation with public space, which could include green spaces and plazas
- **C** — Falcon Bridge Road extension from NC 54
- **D** — Block structure allows flexibility for evolution from park-and-ride to urban village
- **E** — Structured parking wrapped with private development

A wide range of building types, substantial variety of mixed uses, and substantial green infrastructure opportunities at the neighborhood scale.



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.

LEIGH VILLAGE 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 110. 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.

DEVELOPMENT CONCEPT STATION PROXIMITY

<1/8 Mile

500 New Residents

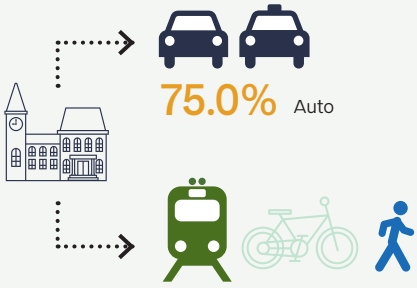
1,000 New Jobs

<1/4 Mile

2,900 New Residents

1,500 New Jobs

STATION AREA TRANSIT MODE SPLIT



75.0% Auto

25.0% Walk, Bike, & Transit

STATION AREA NEW 2040 TRANSIT TRIPS

230,000

DEVELOPMENT CONCEPT

200 Existing

3,600 Residents

4,900 New

0 Existing

2,400 Jobs

2,500 New

STATION AREA

1,800 Existing

600 Existing

PROJECTED NEW DEVELOPMENT

		Development Concept	Station Area
Single Family Residential	Dwelling Units	490	520
Multifamily Residential	Dwelling Units	1,150	1,780
General Retail	Square Feet	30,000	35,000
General Office	Square Feet	700,000	720,000
Institutional	Square Feet	0	0
Hotel	Rooms	340	380

STATION AREA NEW SIDEWALKS, STREETS

New Sidewalks
14.9 Miles

New Multi-Use Paths
2.3 Miles

New Streets
7.4 Miles

DEVELOPMENT CONCEPT LAND USE TYPES

28%
SINGLE FAMILY RESIDENTIAL

32%
MULTIFAMILY RESIDENTIAL

9%
MIXED-USE RESIDENTIAL

31%
NON-RESIDENTIAL BUILDING

LEIGH VILLAGE

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

POTENTIAL NEW TAX REVENUES

The analysis below summarizes the potential new tax revenue for the Leigh Village 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	557 Acres
Development Concept Area	194 Acres

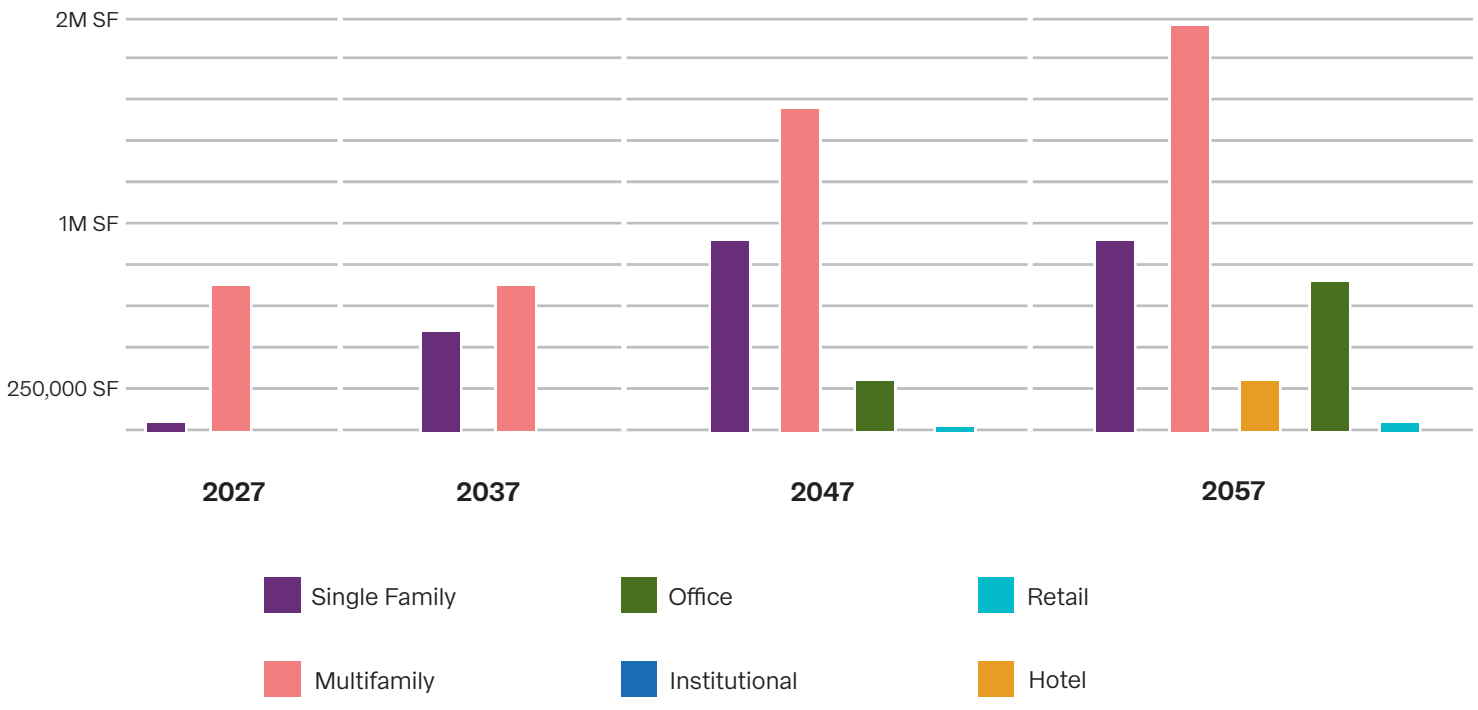
POTENTIAL NEW TAX REVENUES

LEIGH VILLAGE	2027	2037	2047	2057
Baseline Property Value				
Lower Estimate *(35th Percentile)*	$103.9 Million	$85.8 Million	$64.2 Million	$53.0 Million
Upper Estimate *(65th Percentile)*	$140.6 Million	$116.1 Million	$86.9 Million	$71.7 Million
Net New Property Value				
Lower Estimate *(35th Percentile)*	**$87.1 Million**	**$120.0 Million**	**$197.0 Million**	**$217.1 Million**
Upper Estimate *(65th Percentile)*	**$118.0 Million**	**$162.4 Million**	**$266.5 Million**	**$293.8 Million**

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
Net New Accumulated Tax Revenue				
Lower Estimate *(35th Percentile)*	**$10.6 Million**	**$24.1 Million**	**$47.4 Million**	**$75.8 Million**
Upper Estimate *(65th Percentile)*	**$14.4 Million**	**$32.6 Million**	**$64.1 Million**	**$102.6 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



Anticipated Development Horizon

Pre-Rail (2018 - 2027): Parking lots for the station operations located within the future block structure of the core station area. Other development is limited due to basic infrastructure access and connections to major roadways.

Rail +10 (2028 - 2037): Housing options with variety of housing types to interface with existing residential and establish the density and context around the station area. Preserve land directly adjacent to station for office and more intense development as the TOD matures.

Rail +20 (2038 - 2047): Maturing development of core area with office or employment opportunities that arise. Continued development across the general station area.

Rail +30 (2048 - 2057): Additional office and residential development to meet market demand.

Investment Phasing

Initial investments in access and connections to major roadways are needed before significant transit-oriented development can be implemented. A sewer pump station is also needed before TOD-scale development can occur on the site.

AFFORDABLE HOUSING OPPORTUNITIES

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

- ☐ Leverage new property values to fund affordable housing and requisite infrastructure
- ☐ Density bonus
- ☐ Land banking

ZONING STRATEGIES

The majority of the Leigh Village station area is encompassed by the Leigh Village Compact Neighborhood Area as defined by Durham. Lands in the station area currently include the following zoning districts: PDR, MU, CC, CN, OI, RS-M, RS-20, and RS-10. The Leigh Village station area is presently within the Compact Neighborhood Tier, which is a transit-supportive land use plan designation. The Durham Comprehensive Plan calls for transit-supportive zoning to be put into place for all areas within the Compact Neighborhood Tier.

The largest undeveloped areas adjacent to the Leigh Village station are zoned PDR and MU. The PDR District allows for design flexibility for primarily residential development. It can be a useful tool in accommodating transit-supportive residential density on the edges of a TOD. The MU District allows for “innovative opportunities for an integration of diverse but compatible uses into a single development.” It is a useful zoning category for TOD as it allows for 42 units per acre in the core of the Compact Neighborhood Tiers for horizontal mixed-use and 53 units per acre with vertical mixed-use. MU also regulates parking maximums in a manner consistent with TOD principles.

Some parcels south of the station area have highway frontage to NC 54 and are zoned CC, CN, and OI. Commercial Center (CC) is a primarily suburban commercial zoning but with some consideration for design. The district is “a concentration of commercial activities surrounding a node such as the intersection of two arterials with an overall design scheme, rather than strip commercial. The district is intended to provide

a wide range of retail and service activities that serve many neighborhoods." Commercial Neighborhood (CN) is similar but with a reduction in allowed commercial activity. The district is not intended for use by major or large-scale commercial sales, service or automotive-oriented activities." 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."

The remaining zoning designations include RS-M, RS-20, and RS-10. The RS districts are gradients of suburban residential densities, RS-M allows for multifamily up to 18 units per acre with a development plan, RS-20 and RS-10 allow for two units per acre, and four units per acre respectively. None of these densities correspond with optimum greenfield TOD characteristics within walking distance to the station.

Durham already has a work plan in place to create and adopt appropriate TOD zoning as part of the Compact Neighborhood Tier. Specialized zoning for transit-oriented development should articulate Core, General and Edge development characteristics across the station area, including addressing district-wide provisions for parking, stormwater management, civic space, connectivity and street design.

PARKING STRATEGIES

A current greenfield, there is no present development or parking. As development occurs, surface parking for park-and-ride should be incorporated with the opportunity for it to evolve over time to garage or mixed-use development. 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	Surface parking used for park-and-ride program in early phases of development	Discourage any use of surface parking in the core area around the station. General and edge conditions can use appropriate screening around surface lots.		
	Structured	Structured parking incentivized when major employers or significant project is introduced as a catalytic development	Encourage structured or wrapped parking for significant development		
Policy	Supply	Design parking lots and structures so that they can be shared between all uses within the parking district. Require parking occupancy be evaluated every year at a maximum			
	Incentives	Adopt development standards that encourage strong Travel Demand Management (TDM) programs. Establish caps on the number of vehicles entering and existing the development to incentivize the developer and tenants to walk, bike and take transit			
	Pricing	Ensure that all spaces are unbundled from leases for building space and from day one. Adjust prices to match the demand			
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		

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.

Falconbridge Road Extension North of Station to Farrington Road

Extend Falconbridge Road from the station to Farrington Road. This extension will allow Falconbridge to be a parallel roadway to I-40

Timeframe: Pre-Rail, Rail +10

Cost: $$$

George King Road Connection to NC 54

Serves as another alternative to Falconbridge, but mostly used for local traffic in and out of the station area

Timeframe: Rail +10, Rail +20

Cost: $$$

Pump/Lift Station & Other Third-Party Infrastructure

Essential infrastructure for the development of the area will be necessary for any development to occur. A mutually agreeable partnership will be required

Timeframe: Pre-Rail, Rail +10

Cost: $$$$

PUBLIC INVESTMENT PRIORITIZATION

CATEGORY	PRE-RAIL (2018 - 2027)	RAIL +10 (2028 - 2037)	RAIL +20 (2038 - 2047)	RAIL +30 (2048 - 2057)
Station Area Infrastructure	**Pump and lift station installation; support and coordinate other Tier 1 infrastructure needs**		-	Potential upgrades to utility systems for increased density
	Local street connections through the station area, including the George King Road connection and intersection improvements to NC 54			
	Falconbridge Road extension south of station to NC 54	**Falconbridge Road extension north of station to Farrington Road**	-	-
Bike/Ped and Transit Support	Path connections along with light rail project path connections		Extend path connections per Durham greenway, bike, and pedestrian plans	

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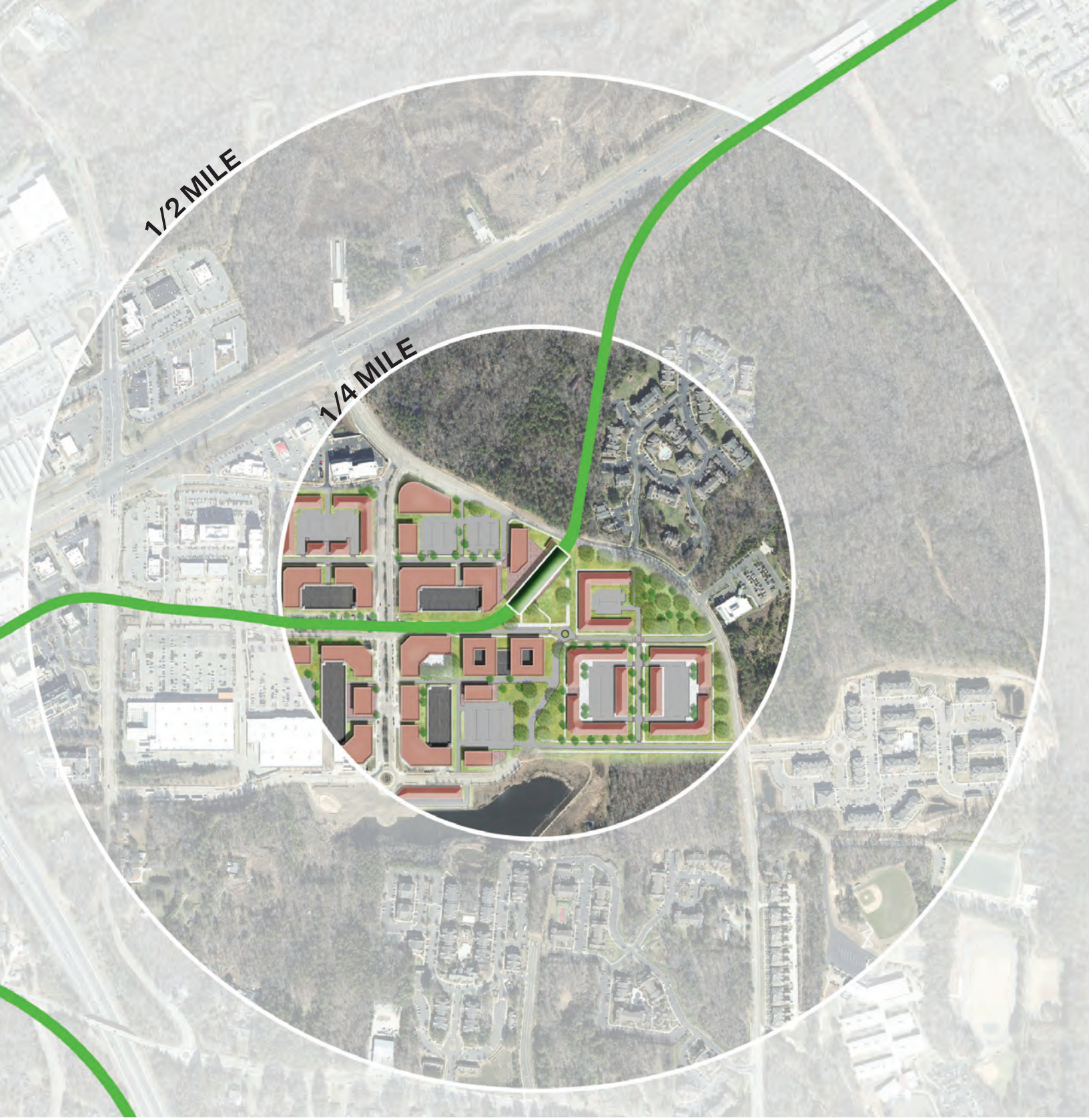


PATTERSON PLACE

Patterson Place

Station Family: Suburban Retrofit
County: Durham
City: Durham

WHY THIS STATION?

Patterson Place capitalizes on opportunities for transformation of the existing shopping center into a conveniently located and walkable suburban center with a range of employment, housing, and commercial uses.

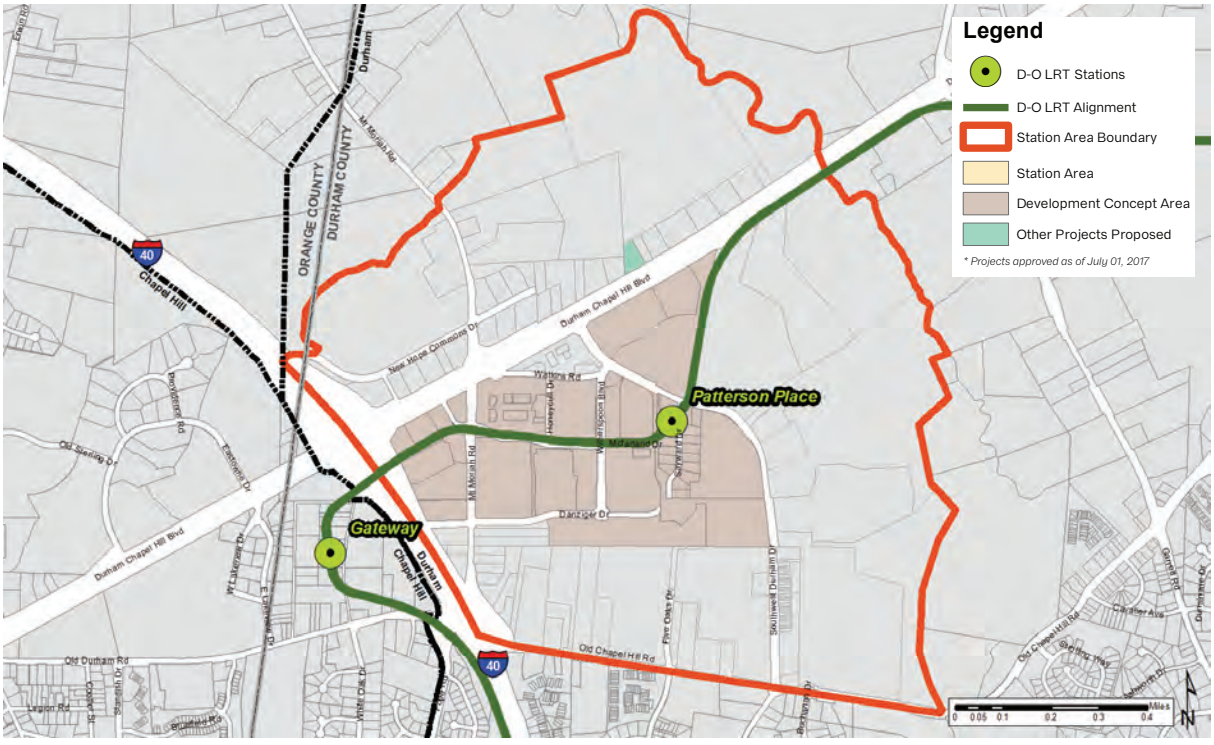
Located east of Gateway, and nestled in the southeastern quadrant of I-40 and U.S. 15-501, the Patterson Place station area is a quintessential suburban retrofit, with much of the area currently configured as a range of retail and surface parking. Portions of the core are configured with a street network that anticipates transit-oriented development.

The street network must be transformed into walkable urban streets in conjunction with site redevelopment, including urban building formats and structured parking. Patterson Place should be envisioned as a sister station to Chapel Hill's Gateway station, enhancing character while capitalizing on infrastructure networks and the collective identity as a regional destination. Improved connections – including a pedestrian-friendly connection to New Hope Commons – will be key in alleviating the impact of new development on major thoroughfares. New Hope Creek wraps the eastern edge of the station area, providing an amenity as well as an edge that must be protected through carefully designed site development strategies.

ATTRIBUTES

- Bustling center of commerce and family-oriented entertainment in a classic suburban retrofit.
- Potential new major employer location and a range of housing types
- Connections north, west and south needed for more accessible, diverse, and vibrant urbanism.
- Predominant activity between 9 a.m. and 10 p.m.

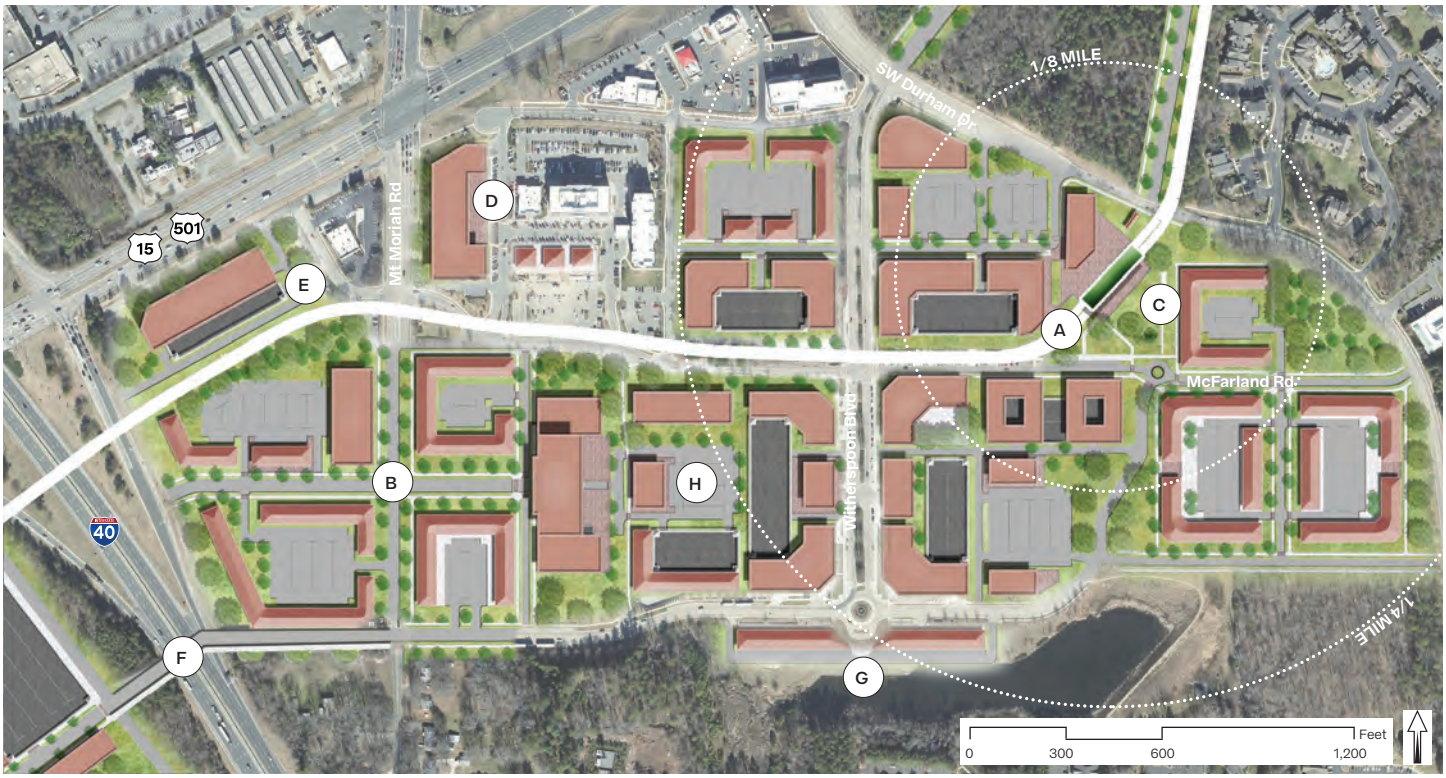
STATION AREA CONTEXT



PATTERSON PLACE

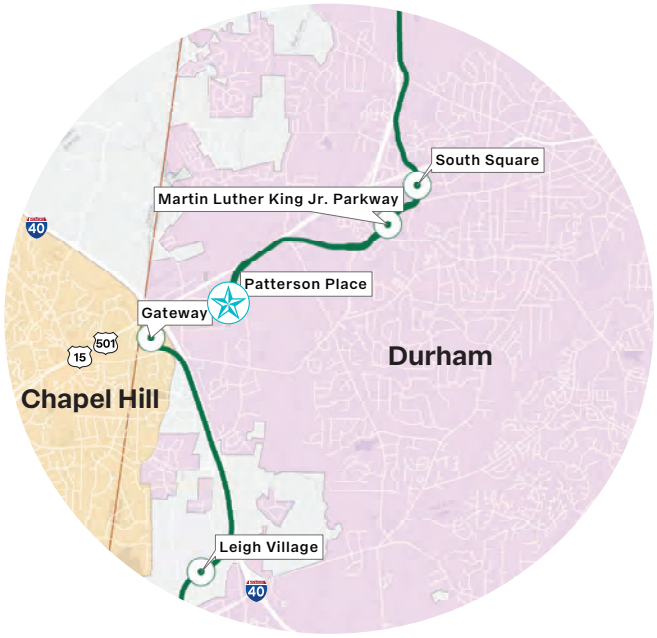
STATION DEVELOPMENT CONCEPT

One possibility of suburban transformation building on existing infrastructure and parcelization patterns.



- **A** Patterson Place station with pedestrian plaza access from both sides of platform
- **B** Urban residential and mixed-uses with pedestrian-friendly street design and amenities
- **C** Pedestrian-oriented street connecting development opportunity to the station
- **D** Infill residential and commercial development
- **E** High-rise development in close proximity to two stations, I-40 and U.S. 15-501
- **F** Street crossing connecting Patterson Place and Gateway station areas
- **G** Enhanced design of stormwater facilities to serve as amenity to attract tenants
- **H** Wrapped parking within the block (formerly surface parking for big box commercial)

Could evolve in any number of ways based on phasing, range of densities and uses.



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.

PATTERSON PLACE 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 130. 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.

DEVELOPMENT CONCEPT STATION PROXIMITY

<1/8 Mile

1,400 New Residents

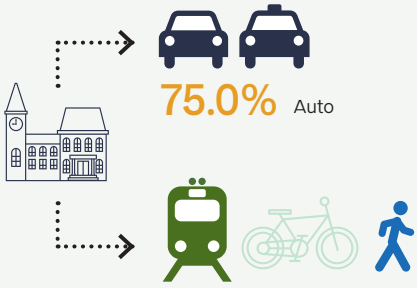
4,100 New Jobs

<1/4 Mile

3,700 New Residents

5,700 New Jobs

STATION AREA TRANSIT MODE SPLIT



75.0% Auto

25.0% Walk, Bike, & Transit

STATION AREA NEW 2040 TRANSIT TRIPS

430,000

DEVELOPMENT CONCEPT

0

4,700 Residents

1,400

8,500 Jobs

STATION AREA

2,300 Existing

4,700 New

3,000 Existing

8,500 New

PROJECTED NEW DEVELOPMENT

		Development Concept	Station Area
Single Family Residential	Dwelling Units	80	80
Multifamily Residential	Dwelling Units	2,280	2,280
General Retail	Square Feet	80,000	90,000
General Office	Square Feet	2,490,000	2,490,000
Institutional	Square Feet	0	0
Hotel	Rooms	0	0

STATION AREA NEW SIDEWALKS, STREETS

New Sidewalks
6.5 Miles

New Multi-Use Paths
2.2 Miles

New Streets
3.2 Miles

DEVELOPMENT CONCEPT LAND USE TYPES

3%
SINGLE FAMILY RESIDENTIAL

37%
MULTIFAMILY RESIDENTIAL

10%
MIXED-USE RESIDENTIAL

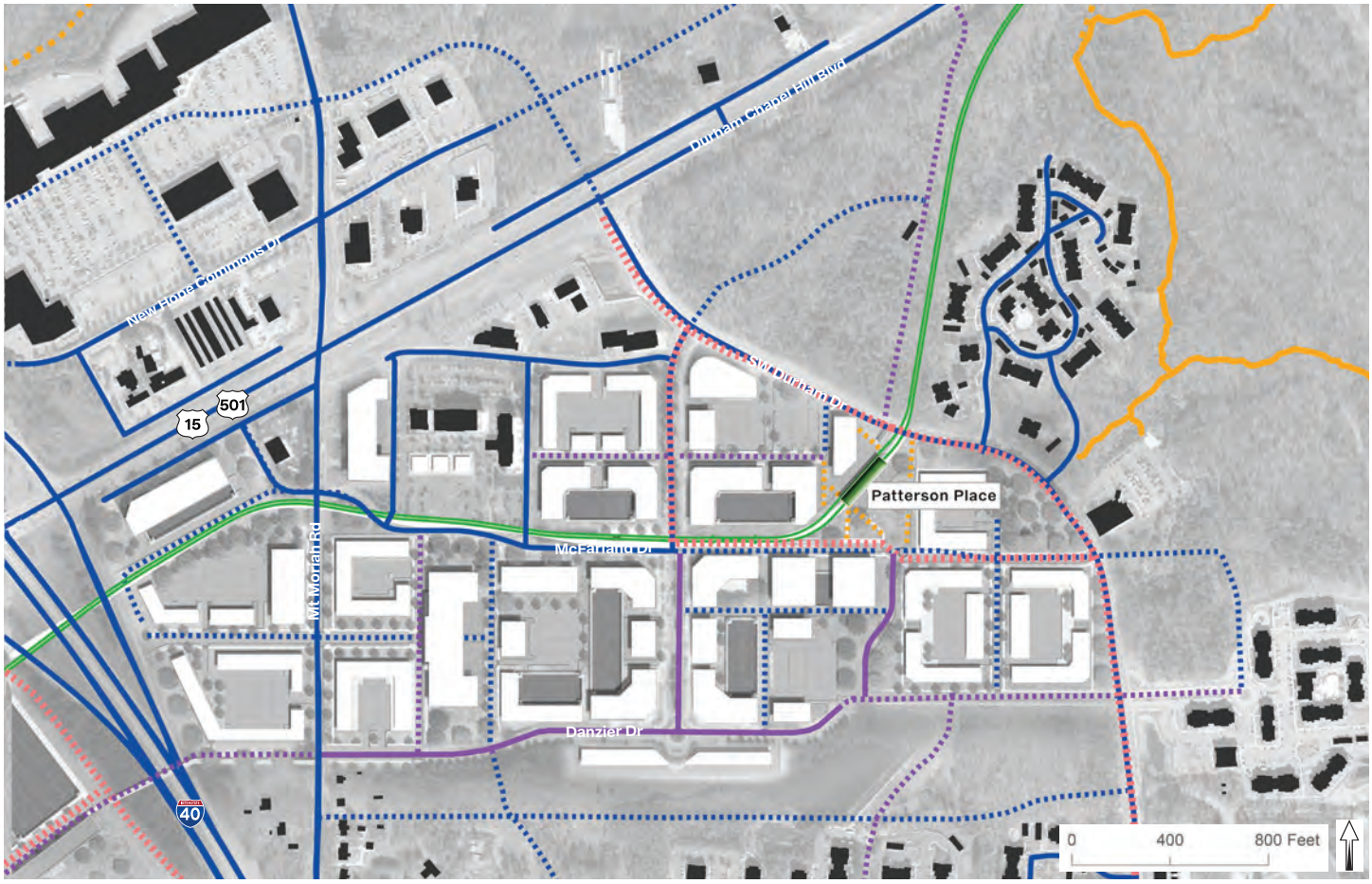
49%
NON-RESIDENTIAL BUILDING

PATTERSON PLACE

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

POTENTIAL NEW TAX REVENUES

The analysis below summarizes the potential new tax revenue for the Patterson Place 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	721 Acres
Development Concept Area	153 Acres

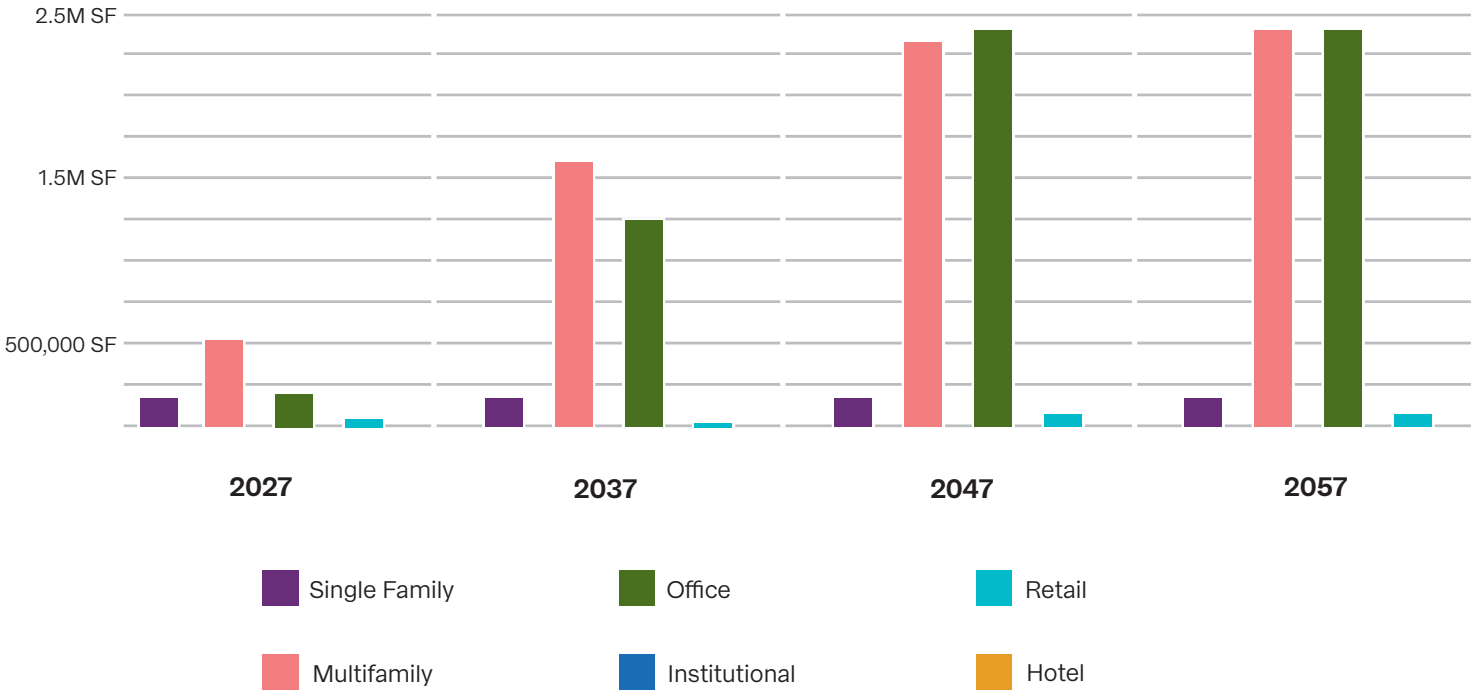
POTENTIAL NEW TAX REVENUES

PATTERSON PLACE	2027	2037	2047	2057
Baseline Property Value				
Lower Estimate *(35th Percentile)*	$246.9 Million	$203.8 Million	$152.5 Million	$125.9 Million
Upper Estimate *(65th Percentile)*	$334.0 Million	$275.8 Million	$206.3 Million	$170.3 Million
Net New Property Value				
Lower Estimate *(35th Percentile)*	**$96.7 Million**	**$228.3 Million**	**$294.4 Million**	**$248.1 Million**
Upper Estimate *(65th Percentile)*	**$130.9 Million**	**$308.8 Million**	**$398.2 Million**	**$335.7 Million**

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
Net New Accumulated Tax Revenue				
Lower Estimate *(35th Percentile)*	**$4.9 Million**	**$25.2 Million**	**$65.1 Million**	**$101.0 Million**
Upper Estimate *(65th Percentile)*	**$6.7 Million**	**$34.1 Million**	**$88.0 Million**	**$136.6 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 BY DECADE



Anticipated Development Horizon

Pre-Rail (2018 - 2027): Moderate development, likely with more residential and some mixed-use buildings.

Rail +10 (2028 - 2037): Moderate development, likely some commercial, and potentially office. Key locations will be at the intersection of I-40 and U.S. 15-501, and around the station platform.

Rail +20 (2038 - 2047): Continued moderate development as market needs evolve, including redevelopment of the existing big box commercial, a reduction in block sizes to create better connectivity, and a special focus on creating well-defined urban spaces especially at the station area core.

Rail +30 (2048 - 2057): Any amount of longer horizon development will be subject to market demand for housing and office space.

Investment Phasing

Major utility infrastructure is required in order to realize substantial development, specifically for water and sewer capacity. Improved connectivity across I-40 and U.S. 15-501 is needed to serve the full station area with favorable access to the station area.

AFFORDABLE HOUSING OPPORTUNITIES

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

- ☐ Leverage new property values to fund affordable housing and requisite infrastructure
- ☐ Incentivize landlords to rehabilitate and preserve affordable housing
- ☐ Density bonus

ZONING STRATEGIES

The majority of the Patterson Place station area is within the Compact Neighborhood Tier, which is a transit-supportive designation on the Future Land Use Map. Rezoning to appropriate TOD districts and sub-districts is the next regulatory step to provide for the implementation of transit-oriented development and is underway at the time of this writing.

The station area consists of several zoning categories with much of the suburban redevelopment opportunity and undeveloped land zoned MU surrounded by parcels zoned OI, CN, CC, and PDR. Some parcels near the station and on the edges are zoned as RS-20 and RS-M.

The MU District allows for “innovative opportunities for an integration of diverse but compatible uses into a single development” It is a useful zoning category for TOD as it allows for 42 units per acre in the core of the Compact Neighborhood Tiers for horizontal mixed use development and 53 units per acre with vertical mixed use. MU also regulates parking maximums which can facilitate some goals of successful TOD.

Some parcels with highway frontage are zoned OI, CN and CC. 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.”

The remaining zoning designations in the Patterson Place station area are RS-M and RS-20.

Rezoning as a Design District will add clarity to the development review and approvals process. In addition, the zoning should align environmental protection concerns, by focusing on Low-Impact Development techniques within the edge conditions of the station area and concentrating development in the center of the station area and away from New Hope Creek.

PARKING STRATEGIES

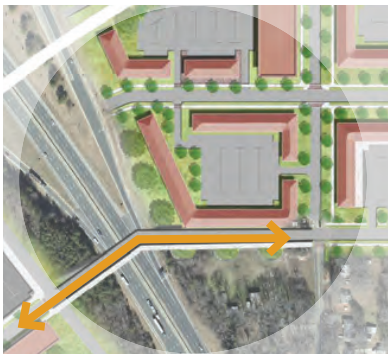
The Patterson Place station area currently has surface parking that supports the current neighborhood center retail. The evolution of the surface parking will come with denser development. A joint parking district with Eastowne and Gateway will support a balanced parking program. The current existing parking should also be supported as it serves as an excellent overflow area for events at other station areas.

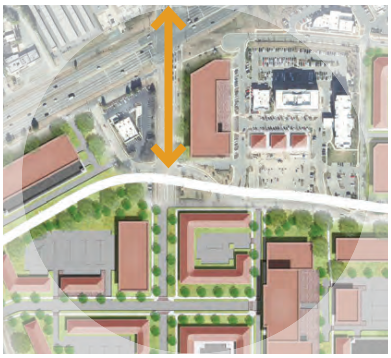
The table below details some of the specific strategies for parking.

		YEAR			
PARKING STRATEGY		**PRE-RAIL (2018 - 2027)**	**RAIL +10 (2028 - 2037)**	**RAIL +20 (2038 - 2047)**	**RAIL +30 (2048 - 2057)**
Form	On-Street	Provide on-street parking on all new station area streets			
	Surface	Any new surface parking must be staged to receive development in the future	Discourage use of surface parking		
	Structured	N/A		Optimize use of spaces within existing parking structures to support existing and new development	
Policy	Supply	Maximize the use of existing surface parking within station area	Design parking lots and structures so that they can be shared between all uses within the parking district. Require parking occupancy be evaluated every five years at a maximum		
	Incentives	Focus cash and policy incentives towards providing publicly accessible parking levels within privately owned structures			
	Pricing	Encourage the unbundling of parking spaces from leases	Conduct market rate study; raise rates as necessary	Index cost to inflation	
Implementation	District	Upon creation in coordination with Eastowne and Gateway station, 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 in coordination with Eastowne and Gateway station		Support five year updates to district plans and financial analysis and incentive programs for catalytic projects	

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.





Sewer Pump Station

Sewer Pump Station needed to support continued growth within the station area

Timeframe: Pre-Rail

Cost: $$$$

Danziger Drive Complete Street Connection

A new connection across I-40 is needed to connect to Gateway; an improved Old Chapel Hill/Durham bridge is needed to accommodate pedestrian and bike access

Timeframe: Pre-Rail
Rail +10

Cost: $$$$

U.S. 15-501 Bike and Pedestrian Connections

Bike and pedestrian connections to improve local connectivity across U.S. 15-501 to New Hope Commons should be incorporated into any future redesign of U.S. 15-501

Timeframe: Rail +10

Cost: $$

PUBLIC INVESTMENT PRIORITIZATION

	YEAR			
CATEGORY	**PRE-RAIL (2018 - 2027)**	**RAIL +10 (2028 - 2037)**	**RAIL +20 (2038 - 2047)**	**RAIL +30 (2048 - 2057)**
Station Area Infrastructure	With new development, address maximum block size requirements and context sensitive street improvements			
	Initiate and support station parking strategy			
	Sewer pump station upgrade	-	Potential sewer pump station upgrade	
Bike/Ped and Transit Support	**I-40 complete street connections between Patterson Place and Gateway station areas**		-	-
	-	**Bike and pedestrian connections across U.S. 15-501 between New Hope Commons and Patterson Place**		-

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MLK JR. PARKWAY

Martin Luther King, Jr. Pkwy

Station Family: Suburban Retrofit
County: Durham
City: Durham

WHY THIS STATION?

This station will unlock the transformative potential for an aging suburban area with possibilities for strengthening connections and access to nearby residential areas.

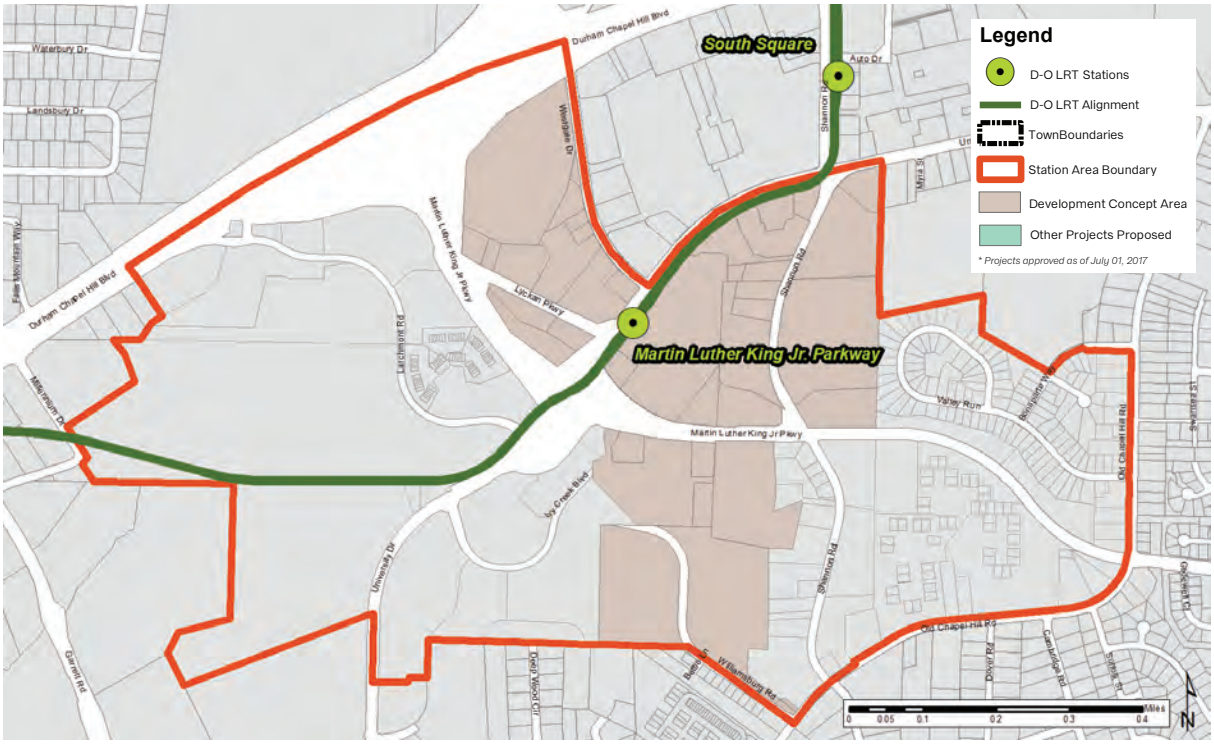
Characteristic of the suburban retrofit station family, the Martin Luther King, Jr. Parkway station area is located among largely single-use parcels including a mix of single story retail with ample surface parking, three-story garden style multifamily, a mix of office condos, and standalone multi-story office buildings. Basic suburban infrastructure is in place, but conversions to pedestrian-friendly complete streets are needed along with newly constructed local streets as large single-use parcels are transformed into walkable, mixed-use neighborhoods.

Reconciling the existing high-speed condition of adjacent University Drive and Martin Luther King, Jr. Parkway south of University Drive through the implementation of complete streets will be essential to facilitating safe and comfortable crossings. Lastly, there is an opportunity to daylight a natural streamline currently piped under the large surface parking lot southeast of the station.

ATTRIBUTES

- Opportunity to transform an expansive suburban parking lot into walkable neighborhood core
- Accentuate new key connections to adjacent suburban areas, particularly east, south, and west.
- Intentional mix of activities that retains diverse character of businesses while transforming to a walkable fabric through new development
- Localized tenant mixes and diverse formats, such as co-working spaces
- Predominant activity between 9 a.m. and 9 p.m.

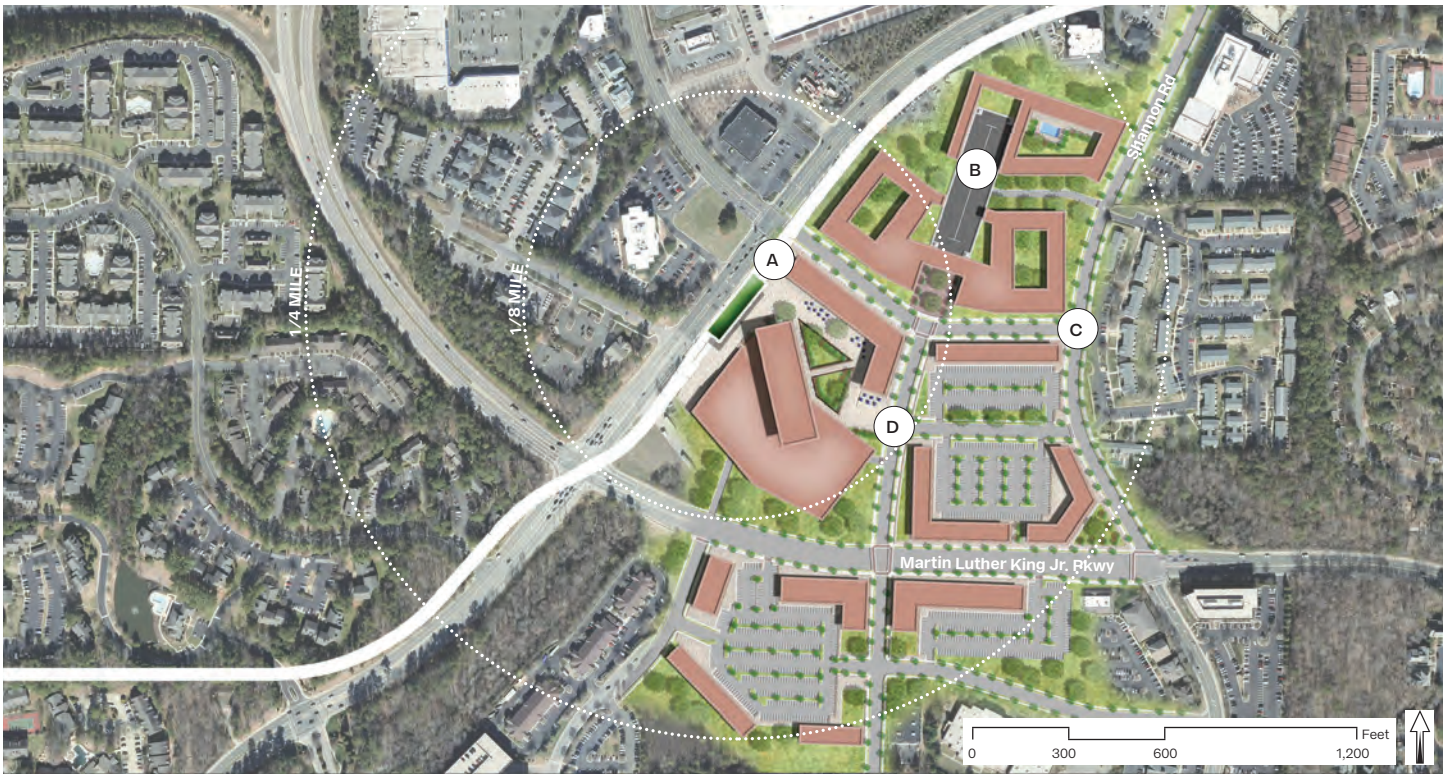
STATION AREA CONTEXT



MLK JR. PARKWAY

STATION DEVELOPMENT CONCEPT

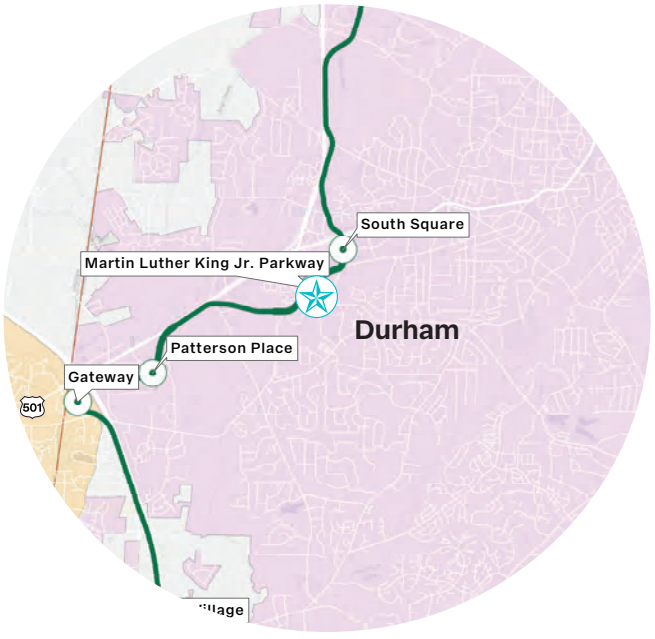
The possibility of suburban transformation of low density retail buildings on existing infrastructure networks and parcelization patterns.



- **A** — Station located with frontage onto University Drive and accompanied by high-rise development and public space nestled into the development of the block
- **B** — Multifamily development wrapping a parking garage and incorporating natural green spaces to serve as both public and private-common open space
- **C** — Roadways introduced to increase multimodal connectivity between University Drive and Shannon Road
- **D** — New central roadway centrally located in the current block structure to connect developments and serve as main activity center

Could evolve in any number of configurations based on ultimate phasing of the transformation, including a range of densities at the station area core.

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.



MLK., JR. PARKWAY 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 140. 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.

DEVELOPMENT CONCEPT STATION PROXIMITY

<1/8 Mile

4,700 New Residents

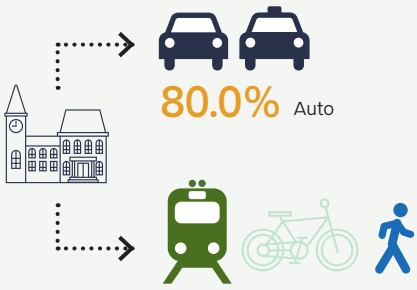
3,500 New Jobs

<1/4 Mile

6,400 New Residents

4,500 New Jobs

STATION AREA TRANSIT MODE SPLIT



80.0% Auto

20.0% Walk, Bike, & Transit

STATION AREA NEW 2040 TRANSIT TRIPS

140,000

DEVELOPMENT CONCEPT

1,200 → **7,200** Residents

1,500 → **4,700** Jobs

STATION AREA

4,000 Existing → **7,300** New Residents

3,900 Existing → **4,700** New Jobs

PROJECTED NEW DEVELOPMENT

		Development Concept	Station Area
Single Family Residential	Dwelling Units	0	0
Multifamily Residential	Dwelling Units	3,640	3,690
General Retail	Square Feet	130,000	135,000
General Office	Square Feet	1,295,000	1,310,000
Institutional	Square Feet	0	0
Hotel	Rooms	0	0

STATION AREA NEW SIDEWALKS, STREETS

New Sidewalks
5.3 Miles

New Multi-Use Paths
2.6 Miles

New Streets
2.6 Miles

DEVELOPMENT CONCEPT LAND USE TYPES

0%
SINGLE FAMILY RESIDENTIAL

42%
MULTIFAMILY RESIDENTIAL

31%
MIXED-USE RESIDENTIAL

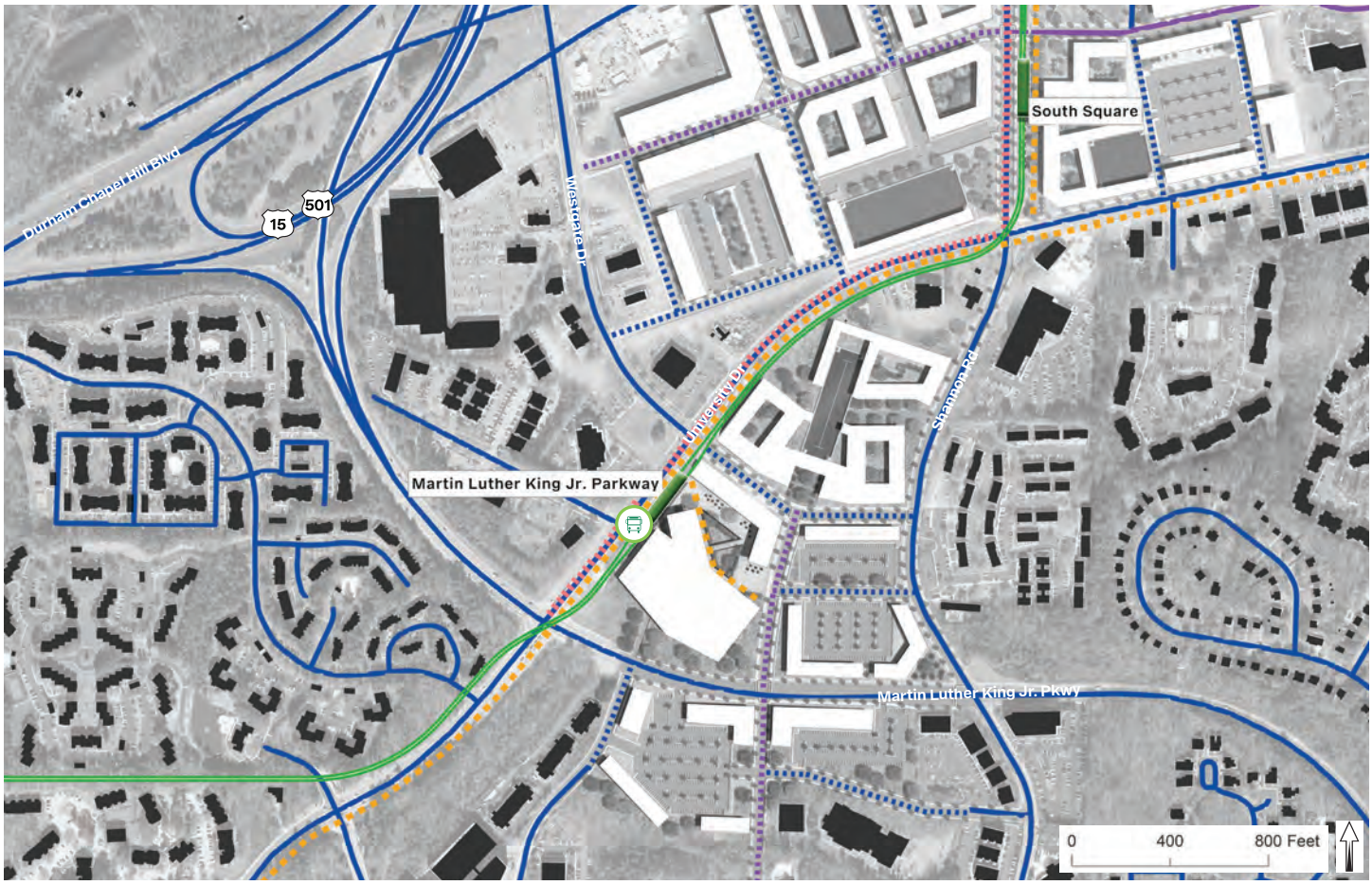
26%
NON-RESIDENTIAL BUILDING

MLK JR. PARKWAY

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

POTENTIAL NEW TAX REVENUES

The analysis below summarizes the potential new tax revenue for the Martin Luther King, Jr. 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	419 Acres
Development Concept Area	136 Acres

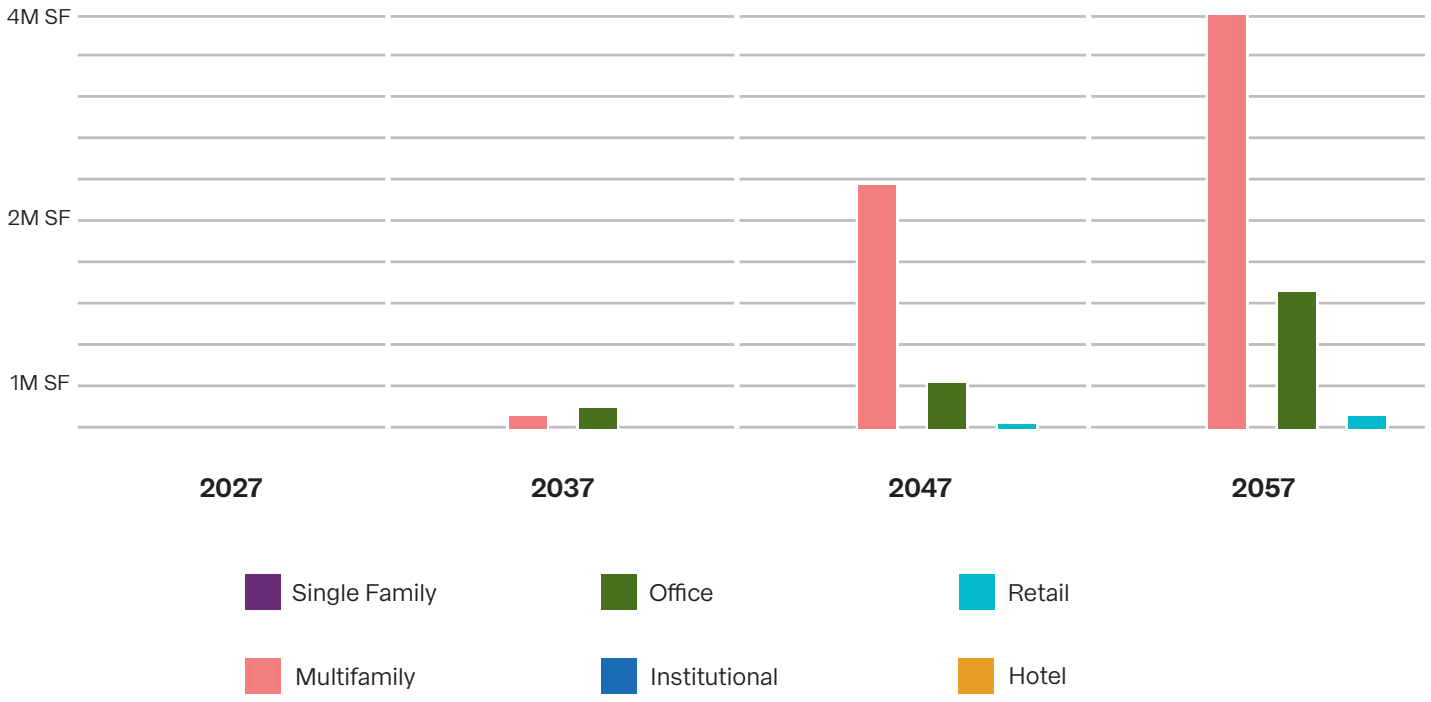
POTENTIAL NEW TAX REVENUES

MLK, JR.	2027	2037	2047	2057
Baseline Property Value				
Lower Estimate *(35th Percentile)*	$229.6 Million	$189.6 Million	$141.8 Million	$117.1 Million
Upper Estimate *(65th Percentile)*	$310.6 Million	$256.5 Million	$191.8 Million	$158.4 Million
Net New Property Value				
Lower Estimate *(35th Percentile)*	-	**$19.0 Million**	**$212.9 Million**	**$395.3 Million**
Upper Estimate *(65th Percentile)*	-	**$25.6 Million**	**$288.0 Million**	**$534.8 Million**

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
Net New Accumulated Tax Revenue				
Lower Estimate *(35th Percentile)*	-	$1.1 Million	$18.5 Million	$75.7 Million
Upper Estimate *(65th Percentile)*	-	$1.5 Million	$25.1 Million	$102.4 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



Anticipated Development Horizon

Pre-Rail (2018 - 2027): Limited development is projected in advance of the light rail opening.

Rail +10 (2028 - 2037): Moderate residential and office development following the opening of light rail.

Rail +20 (2038 - 2047): With enhanced roadway networks, higher density housing options replace aging multifamily within the station area.

Rail +30 (2048 - 2057): Opportunities for employment and mixed-use adjacent to the station.

Investment Phasing

A revised future street plan along with the results of the revised analysis of water and sewer needs are the primary catalytic infrastructure needs for development within the MLK, Jr. station area. This station should be continually planned and coordinated with South Square station, specifically related to a parking management district. Utility upgrades should be tackled incrementally to the extent feasible so as not to induce insurmountable debt programs for development that may take several decades to be built out.

AFFORDABLE HOUSING STRATEGIES

The following strategies should be employed to integrate affordable housing opportunities throughout the Martin Luther King, Jr. station area:

- ☐ Leverage new property values to fund affordable housing and requisite infrastructure
- ☐ Incentivize landlords to rehabilitate and preserve affordable housing
- ☐ Density bonus

ZONING STRATEGIES

The majority of the MLK station area is encompassed by the South Square and MLK, Jr. Pkwy Compact Neighborhood Tier. The station area consists of many zoning categories with much of the suburban area ripe for development zoned as CC, and OI with surrounding parcels zoned a combination of residential districts including: RU-M, RS-M and PDR.

The station itself is in the Commercial Center (CC) district which is a primarily suburban commercial zoning. The district is “a concentration of commercial activities surrounding a node such as the intersection of two arterials with an overall design scheme, rather than strip commercial. The district is intended to provide a wide range of retail and service activities that serve many neighborhoods”

The 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.” The residential zoning designations are suburban and urban multifamily districts. RS-M allows for suburban multifamily up to 18 units per acre with a development plan.

Rezoning to appropriate TOD districts and sub-districts is the next regulatory step to provide for the implementation of transit-oriented development. 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 once development occurs.

PARKING STRATEGIES

The MLK, Jr. station area currently has significant surface parking that supports current suburban development. The suburban retrofit of this station will need to incorporate on-street parking and smaller block sizes to promote better connectivity and will not need as much parking over time.

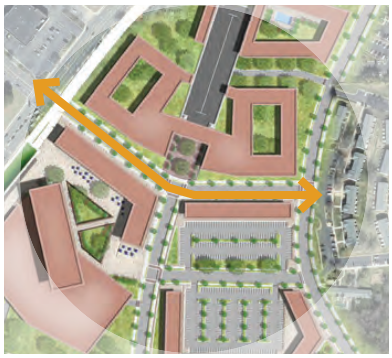
The significant housing in the area will be supported by this new connectivity and will not need as much parking over time. This reduction in the parking needs will lead to the eventual repurposing of those parking areas and supporting development into a denser mix of uses.

A parking district with South Square will help balance the parking needs over the greater neighborhood 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	Any new surface parking must be staged to receive development in the future		Discourage the use of surface parking	
	Structured	Only use incentives when the structure will benefit catalytic projects or major employment	Use strategic incentives to support structured parking according to the district parking master plan		
Policy	Supply	Design parking lots and structures so that they can be shared between all uses within the parking district. Require parking occupancy be evaluated every five years at a maximum			
	Incentives	Focus cash and policy incentives towards providing publicly accessible parking levels within privately-owned structures			
	Pricing	Encourage unbundling of parking spaces from leases	Conduct market rate study; raise rates as necessary	Index cost to inflation	
Implementation	District	Upon creation, in coordination with South Square, 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 in coordination with MLK Jr. Parkway station	Support five year updates to district plans and financial analysis and incentive programs for catalytic projects		

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.



Westgate Drive Extension to Shannon Road

Improving connections directly to the station from the east to connect with Shannon Road

Timeframe: Rail +10

Cost: $$

Improve Water/Sewer Capacity

Implement area upgrades and improvements to water and sewer infrastructure

Timeframe: Pre-Rail

Cost: $$

Area Complete Street Connections

Implement complete street connections and conversions on major roads, including protected bike and pedestrian accommodations

Timeframe: Rail +10
Rail +20

Cost: $$$

PUBLIC INVESTMENT PRIORITIZATION

	YEAR			
CATEGORY	**PRE-RAIL (2018 - 2027)**	**RAIL +10 (2028 - 2037)**	**RAIL +20 (2038 - 2047)**	**RAIL +30 (2048 - 2057)**
Station Area Infrastructure	**Implement water and sewer upgrades**	**Implement complete street connections between University Drive and Shannon Road**		-
	-	**Extend Westgate Drive to improve connections from the east to the station to Shannon Road**		-
Bike/Ped and Transit Support	Improve existing streets to accommodate complete street design	Implement complete streets and ensure additional block connectivity where block lengths exceed 600' (i.e., multi-use paths, mid-block crossings, etc.)		

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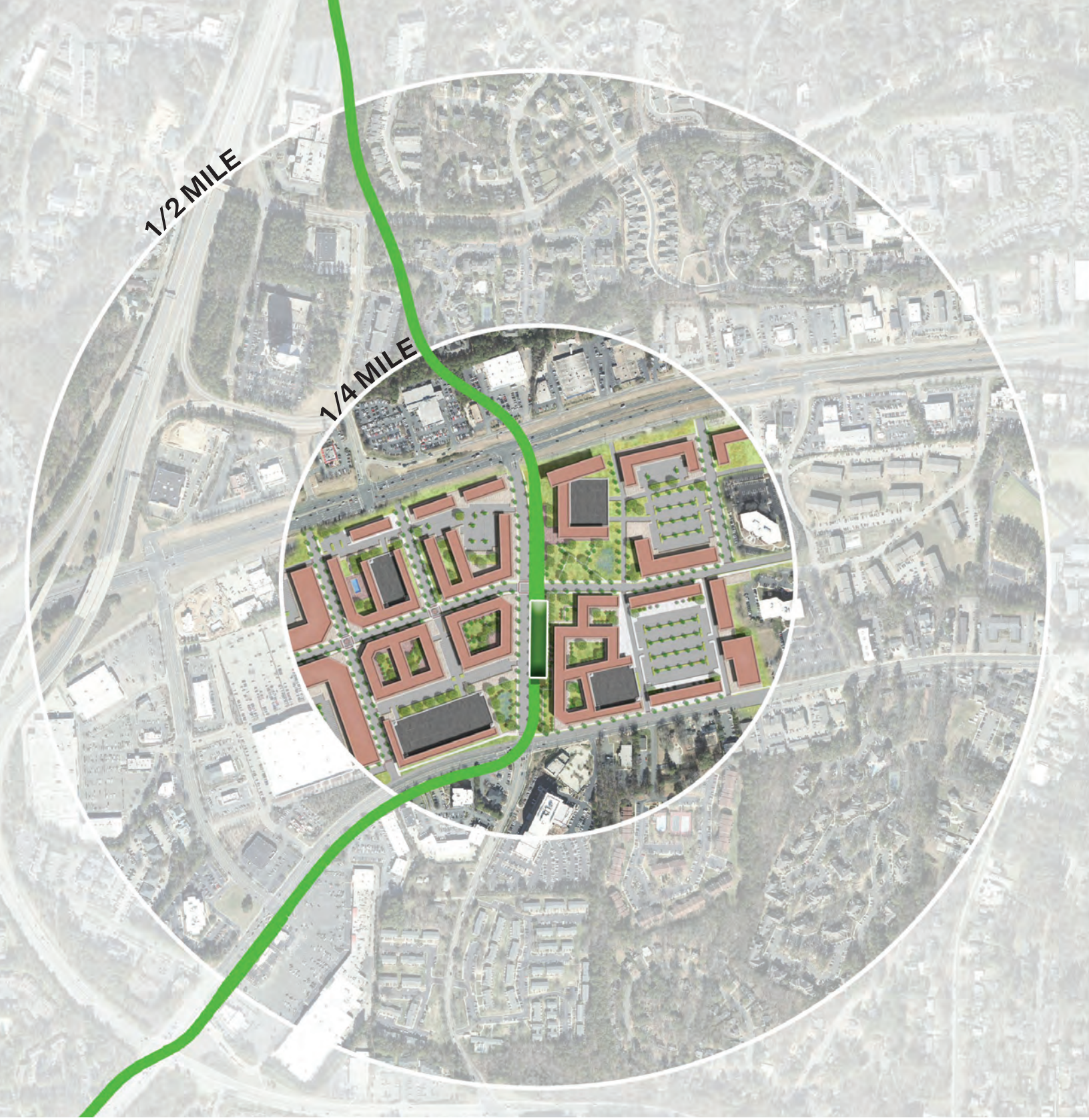


SOUTH SQUARE

South Square

Station Family: Suburban Retrofit
County: Durham
City: Durham

WHY THIS STATION?

Its existing infrastructure and large parcels support a transformation of low-density, single story suburban retail to transit-oriented development.

Just as Gateway and Patterson Place are linked, South Square is effectively a sister station to the Martin Luther King, Jr. Parkway station. As a greyfield site with varying degrees of current market vitality, South Square is well suited for development of a walkable, well-connected street and block network on both sides of the station. South Square's biggest challenge is the hilly topography and the profile of the light rail bridge over U.S. 15-501 Business.

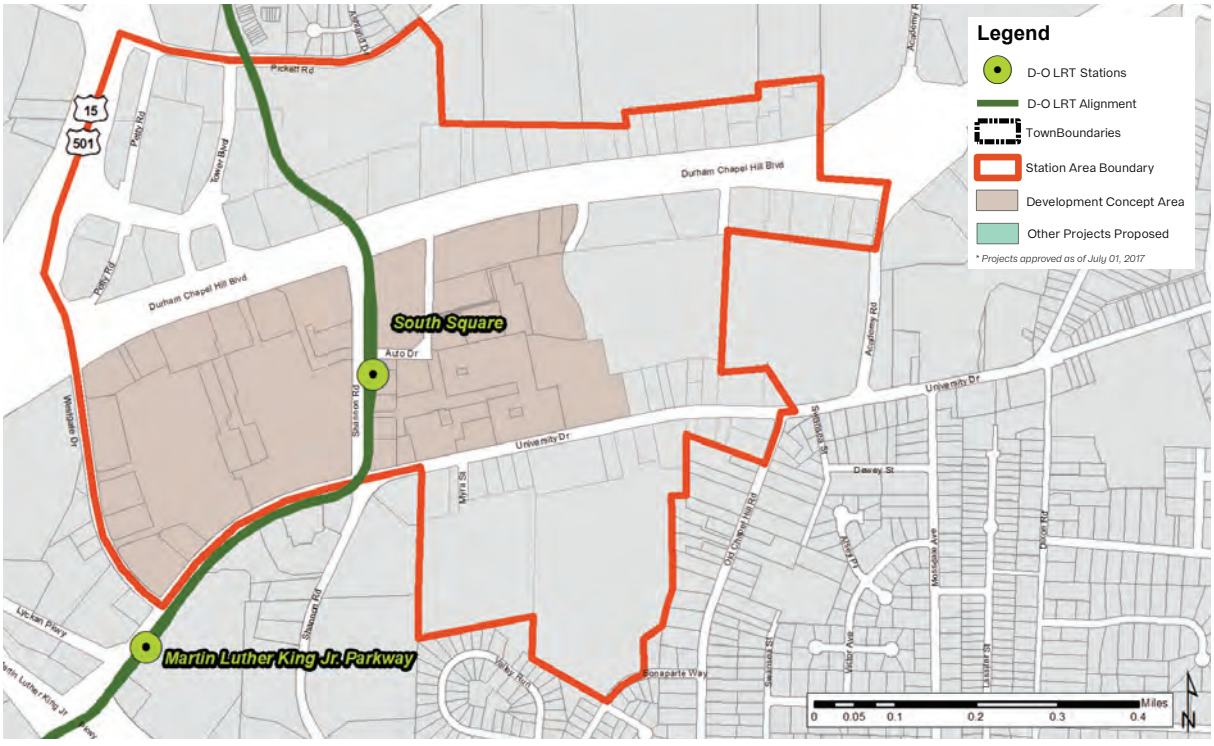
Parcels west of the station constitute the site of the former South Square Mall. That retail is approaching the lifespan that the original South Square Mall experienced before being replaced. The current large surface parking lots and single-story retail makes those areas ripe for denser transit-oriented development as the market conditions dictate. In the other direction, just east of the station, several development proposals have been initiated as the viability of those retail sites has waned. New proposals continue to arise and should be evaluated relative to the long term transit-oriented development potential.

As with each of the suburban retrofits, managing parking on a district-wide basis will be integral to efficient build-out and the creation of walkable urbanism in this station area.

ATTRIBUTES

- Continued evolution of retail and small, medium, and large scale job creation opportunities
- Introduction of urban housing types, such as missing middle type housing
- Predominant activity between 9 a.m. and 10 p.m.

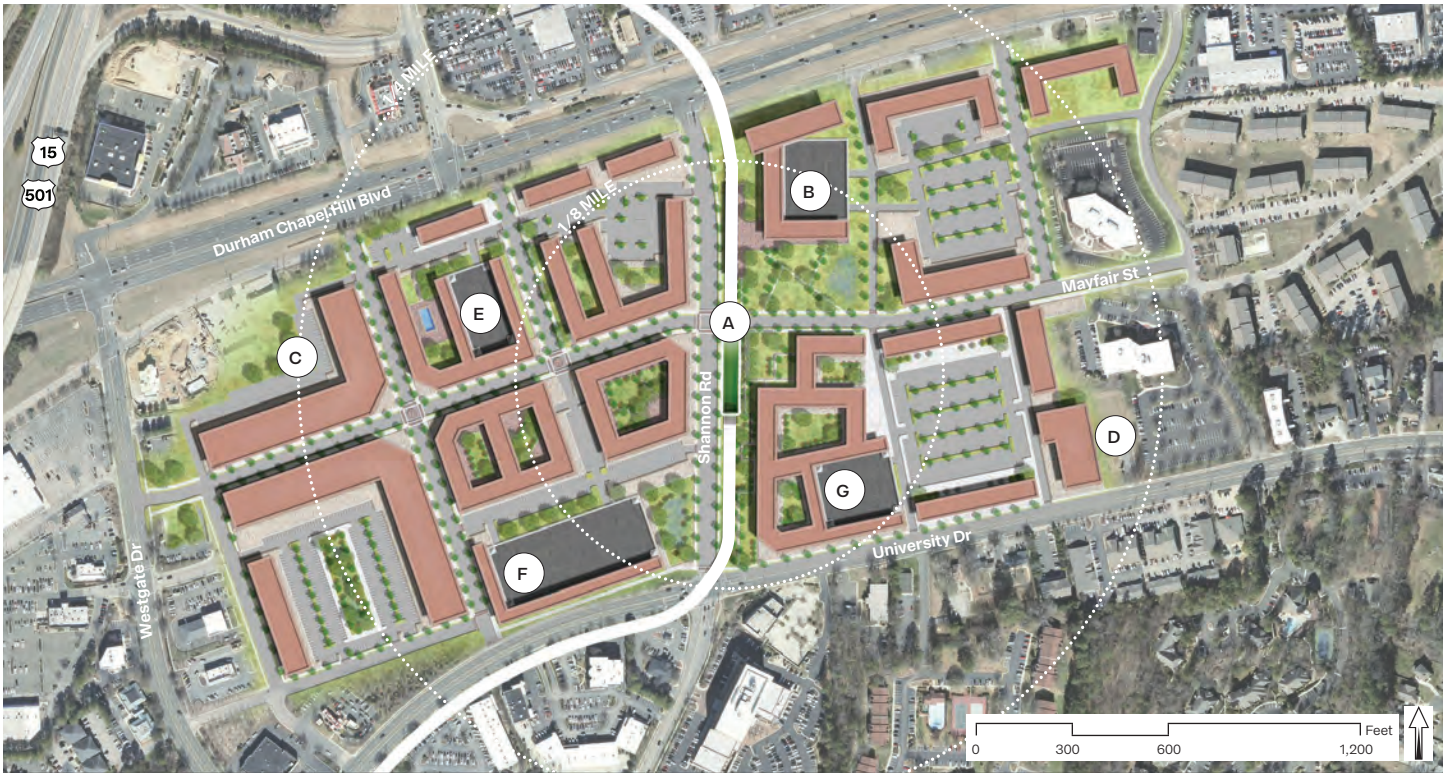
STATION AREA CONTEXT



SOUTH SQUARE

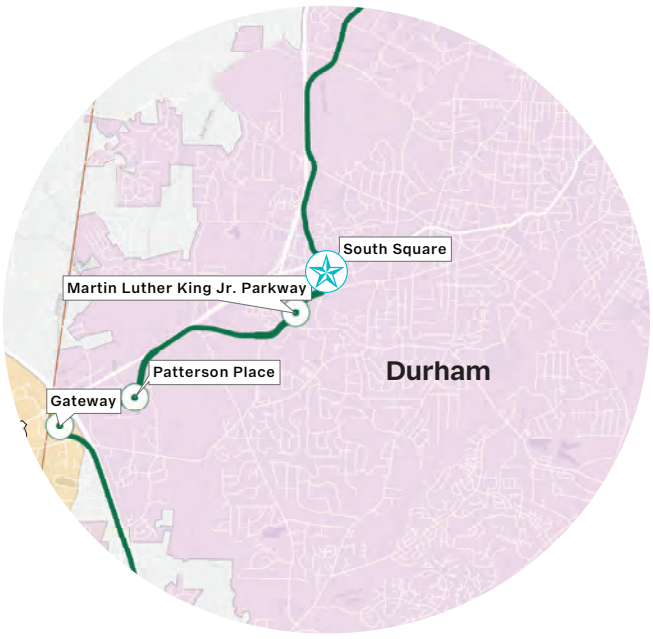
STATION DEVELOPMENT CONCEPT

One scenario of potential suburban retrofit of large greyfield sites.



- **A** Station along Shannon Road and coupled with a public green wrapped by mixed-use
- **B** New development frontage wrapped around parking
- **C** Employment development mixed with restaurant and retail space on the ground floor
- **D** Grocery development accompanied by liner buildings around a parking lot
- **E** Mixed-use with residential serving redevelopment of the existing large box uses
- **F** Liner building to screen garage along the topography adjacent to University Drive
- **G** Mixed-use and residential development to with liner buildings around the grocery lot.

Could evolve in any number of configurations and build-out scenarios, including a broad range of densities and uses at the station area core.



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.

SOUTH SQUARE 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 150. 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.

DEVELOPMENT CONCEPT STATION PROXIMITY

<1/8 Mile

2,200 New Residents

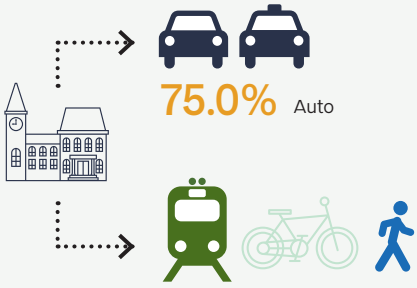
3,600 New Jobs

<1/4 Mile

4,200 New Residents

4,200 New Jobs

STATION AREA TRANSIT MODE SPLIT



75.0% Auto

25.0% Walk, Bike, & Transit

STATION AREA NEW 2040 TRANSIT TRIPS

130,000

DEVELOPMENT CONCEPT

0	Existing
4,200	New
Residents	
1,300	Existing
4,200	New
Jobs	

STATION AREA

1,900	Existing
4,200	New
Residents	
2,800	Existing
4,200	New
Jobs	

PROJECTED NEW DEVELOPMENT

		Development Concept	Station Area
Single Family Residential	Dwelling Units	0	0
Multifamily Residential	Dwelling Units	2,120	2,120
General Retail	Square Feet	150,000	150,000
General Office	Square Feet	1,140,000	1,140,000
Institutional	Square Feet	0	0
Hotel	Rooms	0	0

STATION AREA NEW SIDEWALKS, STREETS

New Sidewalks
5.0 Miles

New Multi-Use Paths
2.3 Miles

New Streets
2.5 Miles

DEVELOPMENT CONCEPT LAND USE TYPES

0% SINGLE FAMILY RESIDENTIAL

39% MULTIFAMILY RESIDENTIAL

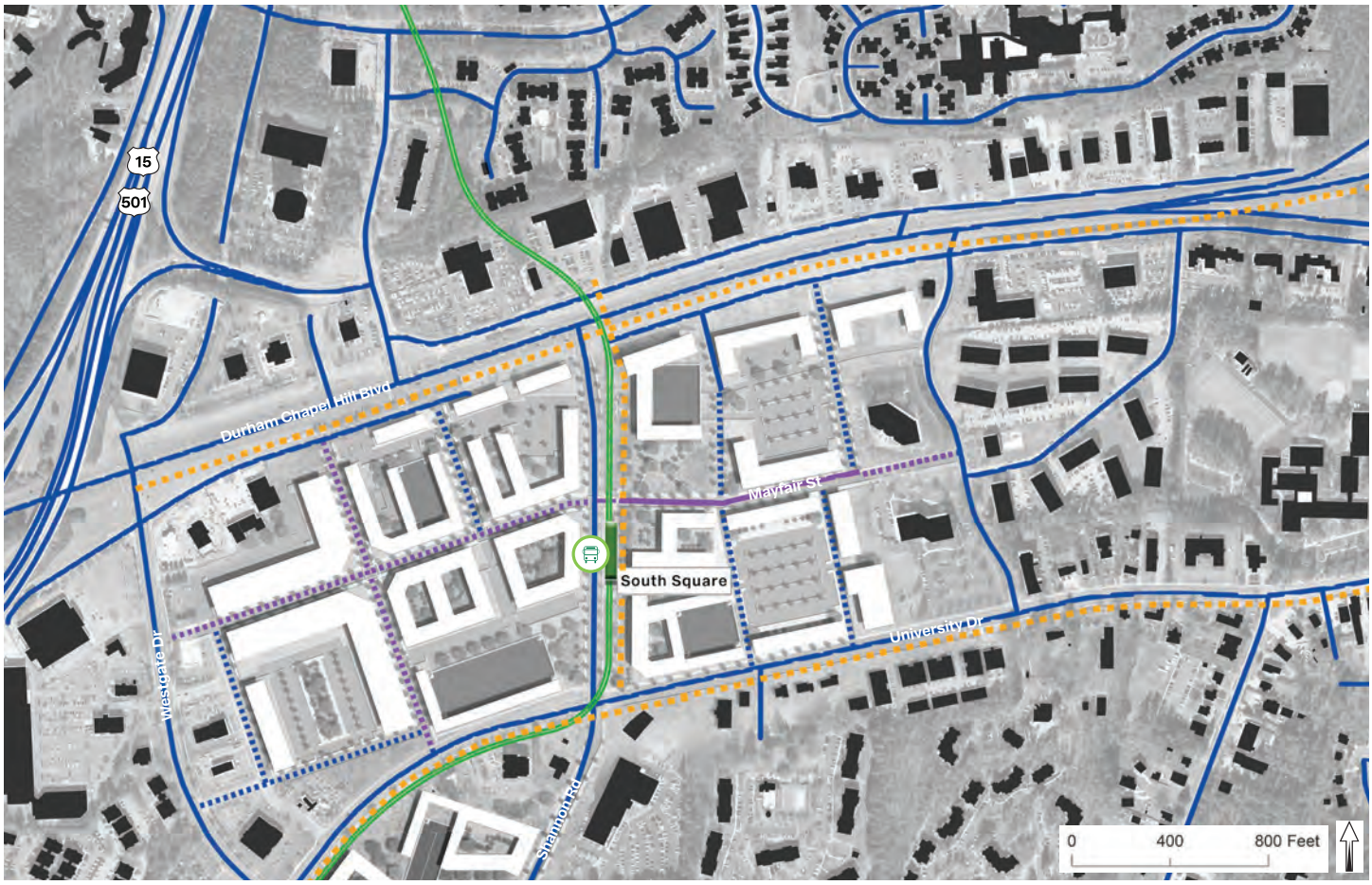
25% MIXED-USE RESIDENTIAL

36% NON-RESIDENTIAL BUILDING

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

POTENTIAL NEW TAX REVENUES

The analysis below summarizes the potential new tax revenue for the South Square 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	265 Acres
Development Concept Area	102 Acres

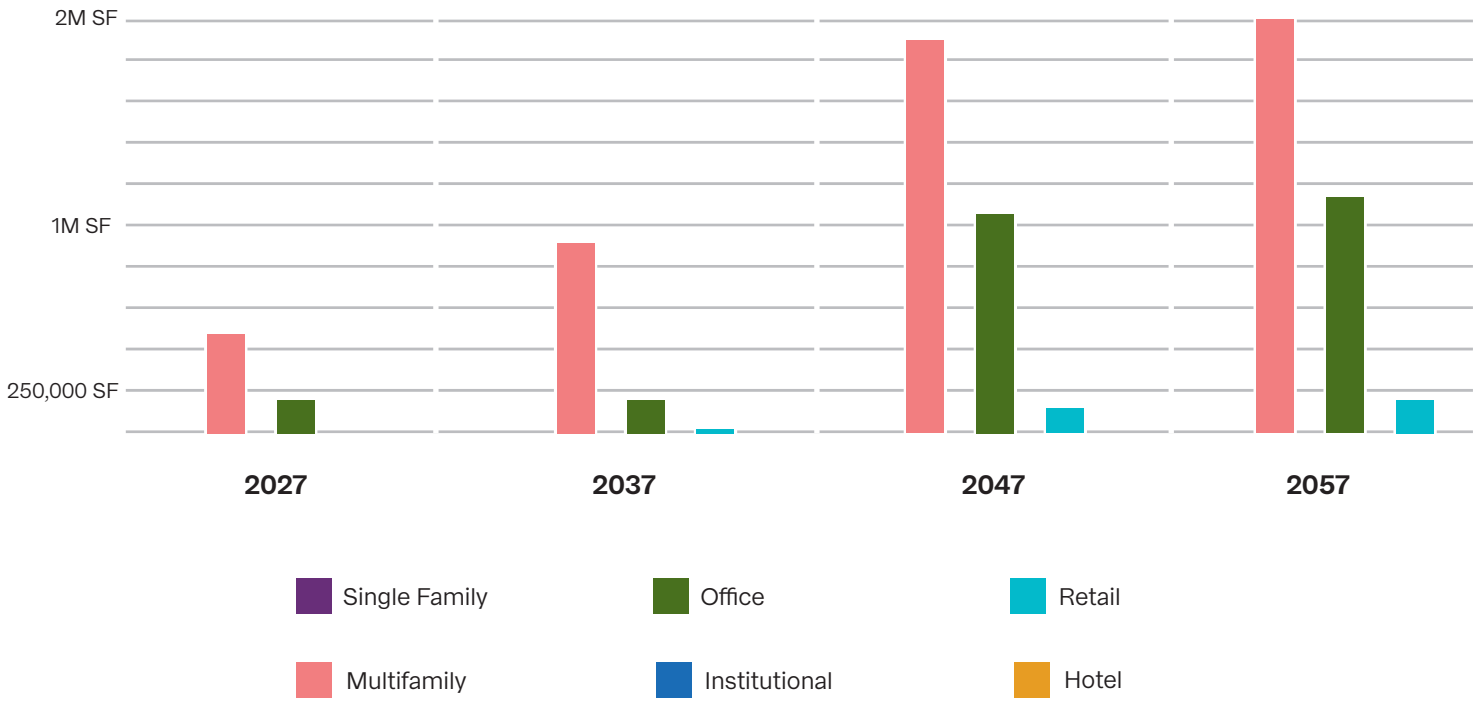
POTENTIAL NEW TAX REVENUES

SOUTH SQUARE	2027	2037	2047	2057
Baseline Property Value				
Lower Estimate *(35th Percentile)*	$155.9 Million	$128.7 Million	$96.3 Million	$79.5 Million
Upper Estimate *(65th Percentile)*	$211.0 Million	$174.2 Million	$130.3 Million	$107.6 Million
Net New Property Value				
Lower Estimate *(35th Percentile)*	**$105.0 Million**	**$139.9 Million**	**$300.1 Million**	**$277.0 Million**
Upper Estimate *(65th Percentile)*	**$142.0 Million**	**$189.2 Million**	**$406.1 Million**	**$374.8 Million**

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
Net New Accumulated Tax Revenue				
Lower Estimate *(35th Percentile)*	**$8.1 Million**	**$25.0 Million**	**$50.9 Million**	**$90.7 Million**
Upper Estimate *(65th Percentile)*	**$11.0 Million**	**$33.9 Million**	**$68.7 Million**	**$122.8 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



Anticipated Development Horizon

Pre-Rail (2018 - 2027): Support current proposals of mixed-use development on infill sites.

Rail +10 (2028 - 2037): Redevelopment of aging large format retail to a mixed-use development with high-quality pedestrian and bike access to station.

Rail +20 (2038 - 2047): Office, residential and other mixed-use development types filing out the station area.

Rail +30 (2048 - 2057): Build-out of the station area subject to market needs.

Investment Phasing

South Square station will be a sister station to MLK. All coordinated governance should be established as a combined effort, similar to the joint Compact Neighborhood plan that was prepared for this area. The boundary between the two stations is fuzzy, as they will feed off each other's success moving forward. Supporting the evolution as one being more residential and the other being more employment will be a natural effort and should not be restricted.

AFFORDABLE HOUSING OPPORTUNITIES

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

- ☐ Leverage new property values to fund affordable housing and requisite infrastructure
- ☐ Incentivize landlords to rehabilitate and preserve affordable housing
- ☐ Density bonus

ZONING STRATEGIES

The majority of the South Square station area is encompassed by the South Square & MLK Jr Pkwy Compact Neighborhood Tier. The station area consists of many zoning categories with much of the suburban redevelopment opportunity zoned CC, MU and OI with surrounding parcels zoned a combination of residential zoning districts: RS-M and PDR.

The station itself is in the Commercial Center (CC) district which is a primarily suburban commercial zoning. The district is "a concentration of commercial activities surrounding a node such as the intersection of two arterials with an overall design scheme, rather than strip commercial. The district is intended to provide a wide range of retail and service activities that serve many neighborhoods"

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."

The MU District allows for "innovative opportunities for an integration of diverse but compatible uses into a single development"

The residential zoning designations are suburban multifamily and Planned Development districts. RS-M allows for suburban multifamily up to 18 units per acre with a development plan.

Rezoning to appropriate TOD districts and sub-districts is the next regulatory step to provide for the implementation of transit-oriented development. 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 South Square station area currently has significant surface parking that supports the existing suburban development. The suburban retrofit of this station will need to incorporate on-street parking and smaller block sizes to promote better connectivity for pedestrians and bicyclists.

Significant retail in the area will evolve to new development with a denser mix of uses that will in turn transform the surface parking into garage parking.

A parking district within the MLK, Jr. Parkway station area will help balance the parking needs for the greater neighborhood 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	Any new surface parking must be staged to receive development in the future		Discourage the use of surface parking	
	Structured	Only use incentives when the structure will benefit catalytic projects or major employment	Use strategic incentives to support structured parking according to the district parking master plan		
Policy	Supply	Design parking lots and structures so that they can be shared between all uses within the parking district. Require parking occupancy be evaluated every five years at a maximum			
	Incentives	Focus cash and policy incentives towards providing publicly accessible parking levels within privately-owned structures			
	Pricing	Encourage unbundling of parking spaces from leases	Conduct market rate study; raise rates as necessary	Index cost to inflation	
Implementation	District	Upon creation in coordination with MLK Jr. Parkway station, 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 in coordination with MLK Jr. Parkway station.	Support five year updates to district plans and financial analysis and incentive programs for catalytic projects		

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.

Complete Streets (University Drive east of Shannon and U.S. 15-501 Business)

Redesign of Shannon Road as a complete street thoroughfare providing north-south access to the station

Timeframe: Pre-Rail, Rail +10

Cost: $$

Water/Sewer Capacity

Through the current capacity analysis, determine needs for development horizon and plan accordingly

Timeframe: Pre-Rail

Cost: $

Additional Bike/Ped Crossing of U.S. 15-501 Business

Add additional bike/ped crossings of U.S. 15-501 Business at Tower Road, Shannon Road and Auto Drive

Timeframe: Pre-Rail

Cost: $

PUBLIC INVESTMENT PRIORITIZATION

	YEAR			
CATEGORY	**PRE-RAIL (2018 - 2027)**	**RAIL +10 (2028 - 2037)**	**RAIL +20 (2038 - 2047)**	**RAIL +30 (2048 - 2057)**
Station Area Infrastructure	**Shannon Road complete street improvements (University Drive to U.S. 15-501 Business)**		-	-
	Confirm utility needs for the next 10 to 20 years of development	-	Re-analyze utility needs to support the next phases of redevelopment	-
Bike/Ped and Transit Support	Improve existing streets to accommodate complete street design		-	-
	Additional Bike/ Ped Crossing of U.S. 15-501 Business	-	-	-

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LASALLE STREET

LaSalle Street

Station Family: Neighborhood Destination
County: Durham
City: Durham

WHY THIS STATION?

This station area serves some newer mixed-use development constructed along Erwin Road while increasing access to a range of multifamily homes to the west and Duke University's main academic campus to the east.

The LaSalle Street station is located along Erwin Road. A mix of older housing is located to the north and west, beyond a row of newer, mixed-use development fronting on Erwin. Between the newer development along Erwin and the older multifamily housing complexes, is a noticeably sloping hillside descending to a tributary of Sandy Creek. A few sloping streets cross this stream, but better connectivity to the multifamily beyond will be beneficial in improving access to the light rail for more moderately-priced housing stock. Otherwise a few infill opportunities exist both along Erwin and further into the adjacent areas. A key focus will be to maintain some affordability in this location, with the DHA sites representing a unique opportunity in this regard.

Notably, property south and east of the rail alignment is part of Duke University's West Campus, with some physical separation by forested areas for the nearby surface parking lots, a chiller plant, academic buildings, and – moving north and east – medical research buildings.

ATTRIBUTES

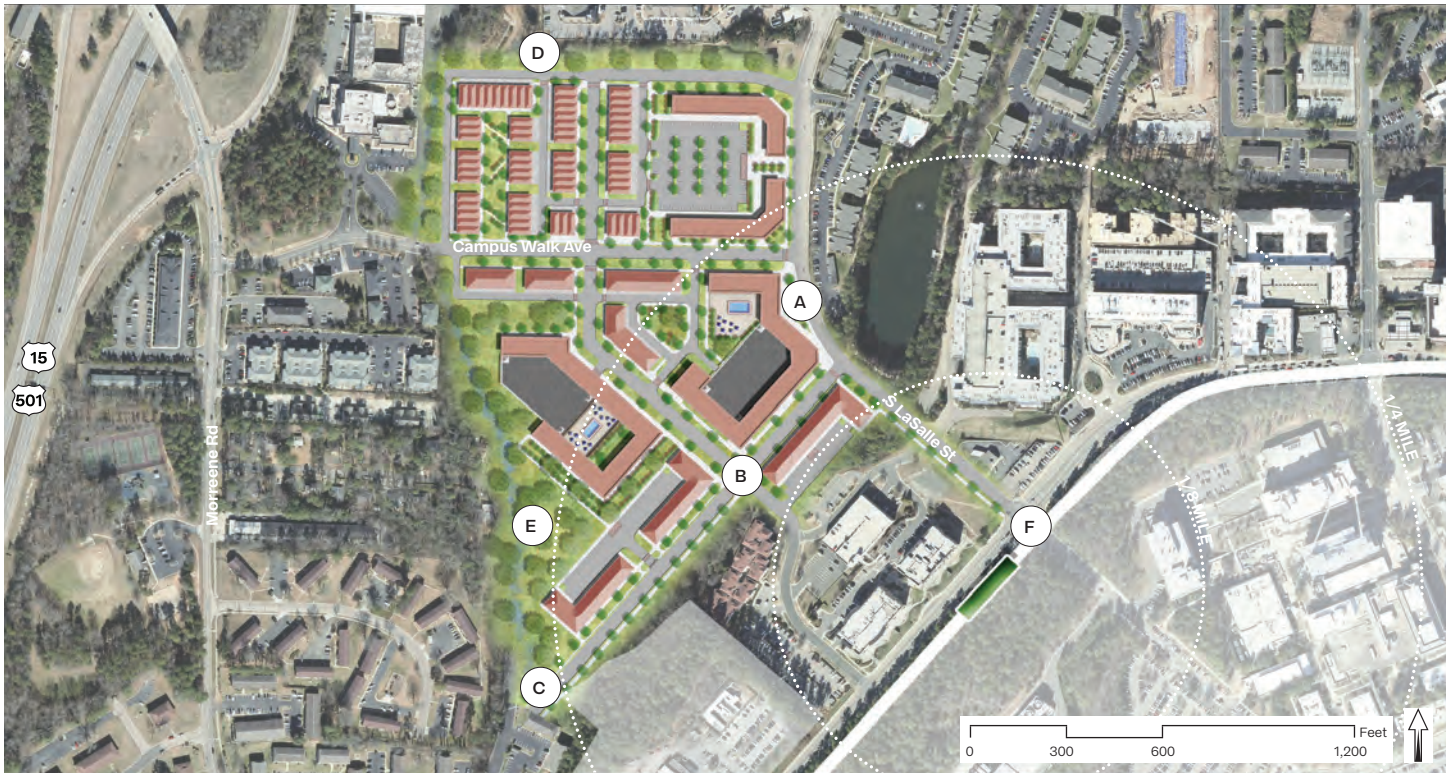
- Neighborhood-serving mix of uses with proximity to portions of Duke's West Campus, and to the east along Erwin a mix of retail, office and residential by the Duke/VA Medical Centers.
- Some opportunities for infill that adds urban amenities within reach of transit
- Predominant activity between 9 a.m. and 7 p.m.

STATION AREA CONTEXT

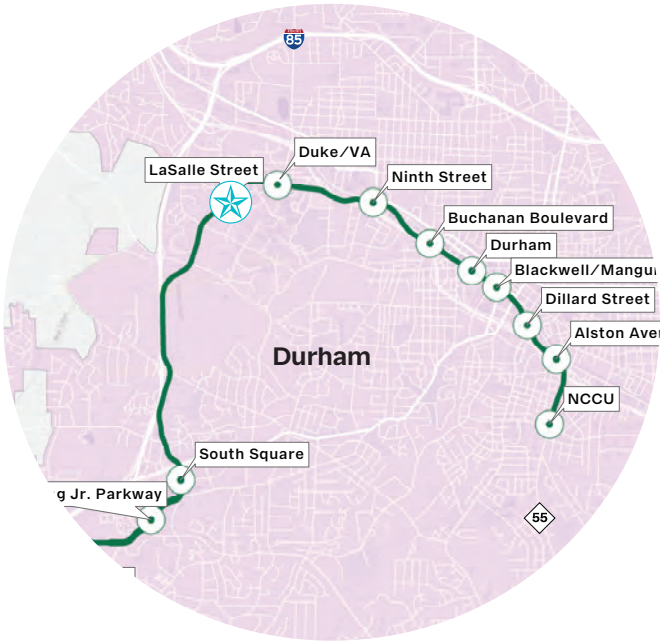
LASALLE

STATION DEVELOPMENT CONCEPT

Key considerations are providing connections and access to existing multifamily housing to the west.



- **A** — Urban mixed-use and public space to guide visitors down the hill to the redeveloped area
- **B** — Block and grid pattern to support pedestrian and bicycle connectivity through the development
- **C** — Roadway connection to act as a parallel road along Erwin Road for better local connectivity
- **D** — Mix of housing types including for-sale and rental to provide for a variety of lifestyles within the currently predominantly student housing area
- **E** — Preservation of open space and stream channels within the area
- **F** — Comfortable streetscape and public space along LaSalle to connect the station to new development



Different scenarios could evolve on institutional lands to the south of Erwin Road, and a range of residential and mixed-use redevelopment could occur to the north side.

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.

LASALLE STREET 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 160. 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.

DEVELOPMENT CONCEPT STATION PROXIMITY

<1/8 Mile

100 New Residents

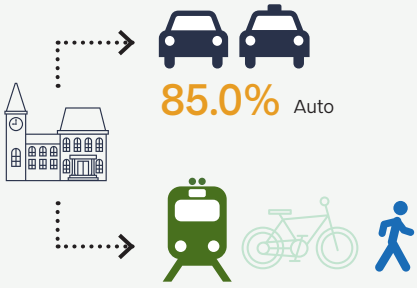
0 New Jobs

<1/4 Mile

1,600 New Residents

0 New Jobs

STATION AREA TRANSIT MODE SPLIT



85.0% Auto

15.0% Walk, Bike, & Transit

STATION AREA NEW 2040 TRANSIT TRIPS

270,000

DEVELOPMENT CONCEPT / STATION AREA

	DEVELOPMENT CONCEPT		STATION AREA
Residents	3,700		8,100 Existing
	5,600		5,600 New
Jobs	100		5,500 Existing
	0		0 New

PROJECTED NEW DEVELOPMENT

		Development Concept	Station Area
Single Family Residential	Dwelling Units	60	60
Multifamily Residential	Dwelling Units	2,730	2,750
General Retail	Square Feet	5,000	5,000
General Office	Square Feet	0	0
Institutional	Square Feet	0	0
Hotel	Rooms	0	120

STATION AREA NEW SIDEWALKS, STREETS

New Sidewalks
8.6 Miles

New Multi-Use Paths
2.3 Miles

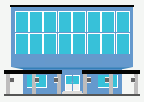
New Streets
4.3 Miles

DEVELOPMENT CONCEPT LAND USE TYPES

3%
SINGLE FAMILY RESIDENTIAL

94%
MULTIFAMILY RESIDENTIAL

2%
MIXED-USE RESIDENTIAL

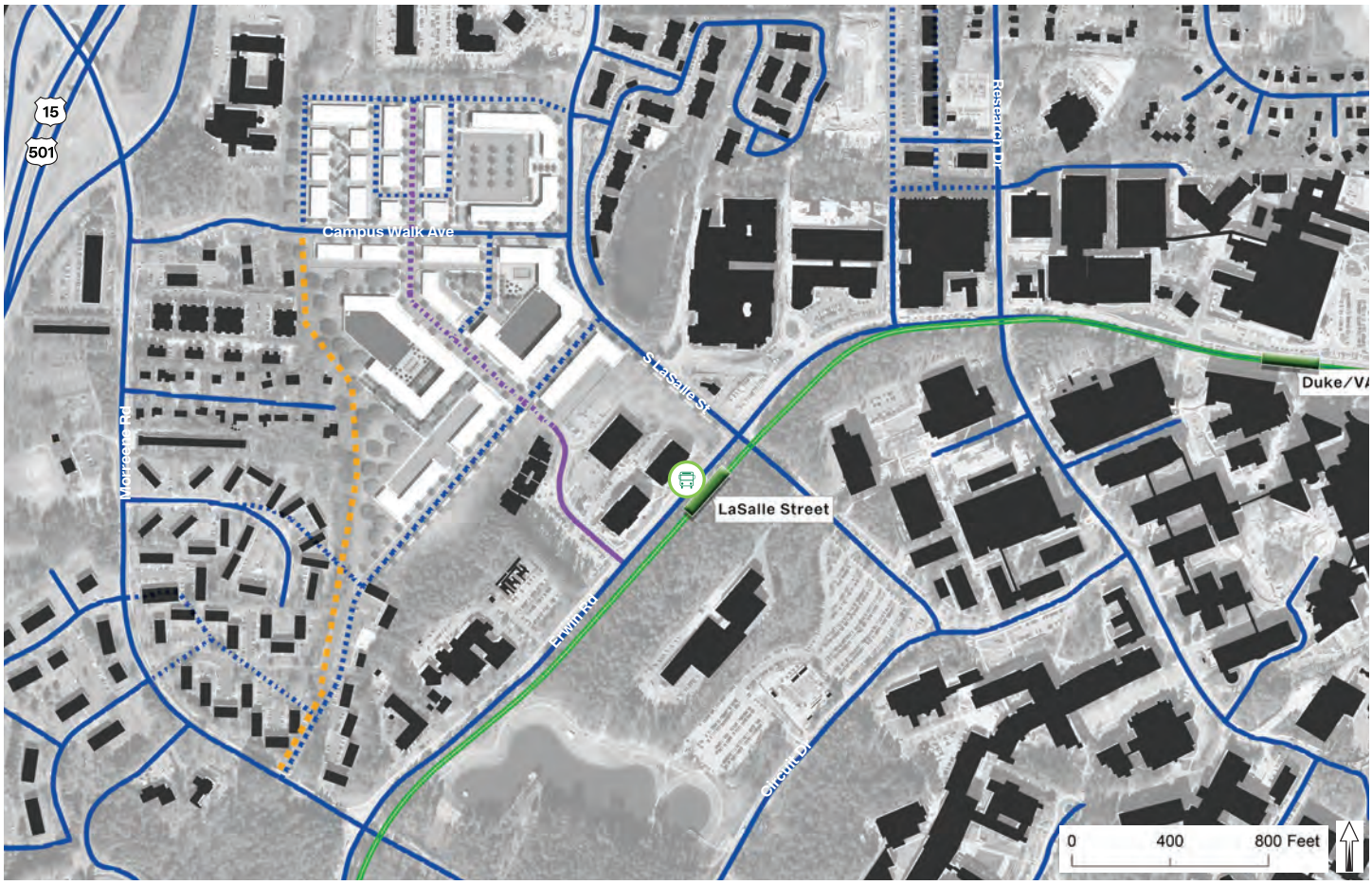


0%
NON-RESIDENTIAL BUILDING

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

POTENTIAL NEW TAX REVENUES

The analysis below summarizes the potential new tax revenue for the LaSalle 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	337 Acres
Development Concept Area	106 Acres

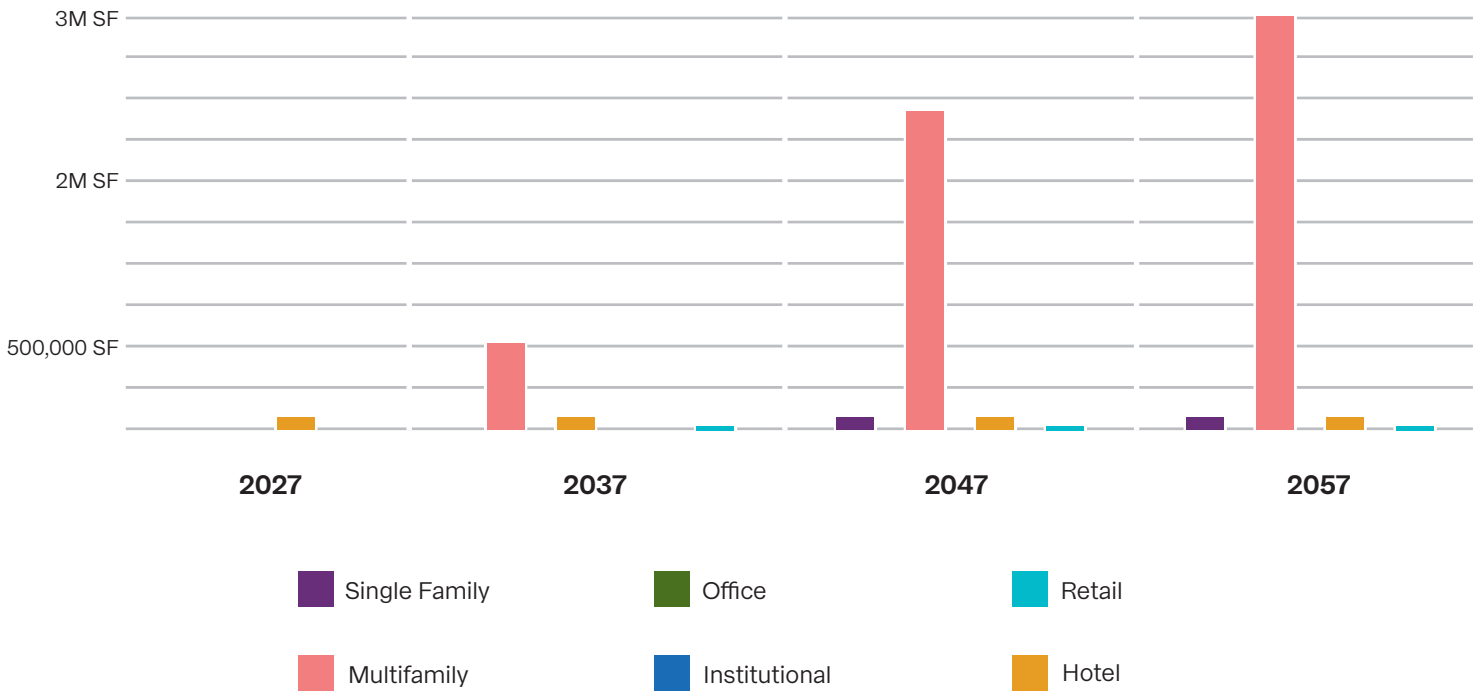
POTENTIAL NEW TAX REVENUES

LASALLE	2027	2037	2047	2057
Baseline Property Value				
Lower Estimate *(35th Percentile)*	$306.8 Million	$253.3 Million	$189.5 Million	$156.5 Million
Upper Estimate *(65th Percentile)*	$415.1 Million	$342.8 Million	$256.4 Million	$211.7 Million
Net New Property Value				
Lower Estimate *(35th Percentile)*	**$6.6 Million**	**$75.5 Million**	**$163.8 Million**	**$173.6 Million**
Upper Estimate *(65th Percentile)*	**$9.0 Million**	**$102.1 Million**	**$221.6 Million**	**$234.8 Million**

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
Net New Accumulated Tax Revenue				
Lower Estimate *(35th Percentile)*	**$780,000**	**$6.7 Million**	**$23.8 Million**	**$46.2 Million**
Upper Estimate *(65th Percentile)*	**$1.1 Million**	**$9.0 Million**	**$32.1 Million**	**$62.5 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



Anticipated Development Horizon

Pre-Rail (2018 - 2027): Limited additional development prior to the light rail opening.

Rail +10 (2028 - 2037): Infill development to support nearby neighborhood needs and add housing opportunities. Development structured in a more urban format rather than past auto-oriented formats.

Rail +20 (2038 - 2047): Replacement of dated multifamily housing structures with more compact, walkable multifamily housing. Careful partnerships for development on housing authority property to ensure the same or more affordable units provided. Incorporate for-sale affordable and market rate housing.

Rail +30 (2048 - 2057): Continued redevelopment of various uses to more mixed-use and housing opportunities.

Investment Phasing

Infrastructure support to increase the capacity for developers to add more housing units and additional affordable housing to this area. A clear effort to mix housing types, (owner vs. rental, multifamily vs. townhouse, etc.) will bring greater value, a variety of incomes, and resiliency through socioeconomic diversity.

AFFORDABLE HOUSING OPPORTUNITIES

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

- ☐ Incentivize landlords to rehabilitate and preserve affordable housing
- ☐ Repair assistance for low-income homeowners
- ☐ Opportunity zones

ZONING STRATEGIES

The majority of the LaSalle station area is encompassed by the Erwin Road (LaSalle/Duke-VA Medical) Compact Neighborhood Tier. The station area consists of several zoning categories with much of the area adjacent to the station already redeveloped zoned MU and the suburban redevelopment opportunity zoned CN and RU-M with surrounding parcels zoned OI, RS-M and IL.

The MU District allows for “innovative opportunities for an integration of diverse but compatible uses into a single development” It may be a useful zoning category for TOD as it allows - in the core of the Compact Neighborhood Tiers - 42 units per acre for horizontal mixed-use development and 53 units per acre with vertical mixed use. MU also regulates parking maximums which can facilitate some goals of successful TOD.

The largest adjacent areas to the LaSalle station that are under-developed are zoned RU-M. The RU districts are gradients of urban residential densities suitable for edge neighborhoods or historic urban neighborhoods. RU-M allows for multifamily up to 20 units per acre with a development plan.

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,” nor is it generally appropriate for transit-oriented development because of the limited density.

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."

Rezoning to appropriate TOD districts and sub-districts is the next regulatory step to provide for the implementation of transit-oriented development. 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 LaSalle station area currently has parking that solely supports the current development. Future parking will continue to be needed for the uses in this area. As new streets are introduced a focus toward on-street parking will greatly reduce the size of parking areas. Most of the parking in the long term will be unbundled related to housing, as connectivity and transit improves, less parking will be needed by housing development.

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	Any new surface parking must be staged to receive development in the future		Discourage surface parking	
	Structured	Only use incentives when the structure will benefit catalytic projects or major employment		Use strategic incentives to program structured parking according to the district parking master plan	
Policy	Supply	Optimize the use of existing parking	Work with multifamily developers to minimize necessary parking		Repurpose as demand becomes less
	Incentives	N/A	Reduce required minimum and maximum parking for multifamily; office tenants maintain a Travel Demand Management program. Removal of parking for tax-generating uses		
	Pricing	N/A	Require developments to offer unbundled parking opportunities for 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		

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.

Water Infrastructure Improvements

Implement water infrastructure improvements and confirm capacity analysis

Timeframe: Pre-Rail, Rail +10

Cost: $$

Sherwood Extension to LaSalle Street

Provide a street connection for multimodal access through undeveloped parcels north and west of Erwin Road, improving station access and connectivity

Timeframe: Rail +20

Cost: $$$

Improved Connection across Erwin Road and along LaSalle

Improve pedestrian crossings at intersection of Erwin Road and Lambeth; add a multi-use path along Lambeth Circle

Timeframe: Rail +10

Cost: $$

PUBLIC INVESTMENT PRIORITIZATION

	YEAR			
CATEGORY	**PRE-RAIL (2018 - 2027)**	**RAIL +10 (2028 - 2037)**	**RAIL +20 (2038 - 2047)**	**RAIL +30 (2048 - 2057)**
Station Area Infrastructure	Improve connectivity through existing large blocks		**Extend Sherwood Road to LaSalle**	-
	Improve and/ or update water system infrastructure	-	Re-analyze and reconfirm utility needs to support the next phases of development	-
	-	**Improve connection across Erwin Road and add mixed-use path along LaSalle**	-	-
Bike/Ped and Transit Support	Increase publicly accessible connections through multifamily complexes; reduce gated communities		-	-

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DUKE / VA

Duke/VA Medical Centers

Station Family: University Village
County: Durham
City: Durham

WHY THIS STATION?

It serves major employment destinations of Duke University Medical Center and VA Hospital.

The Duke/VA Medical Centers station area consists almost entirely of institutional lands, both the respective Medical Centers, and the western portions of Duke's Central Campus. Duke's Central Campus is an area of residual surface lots for medical center employee parking plus several blocks of aged suburban student apartment buildings being decommissioned by the university. Duke could pursue transformation of those parking lots and central campus lands in any number of ways including research, housing, academic purposes, or a more comprehensive urban village.

ATTRIBUTES

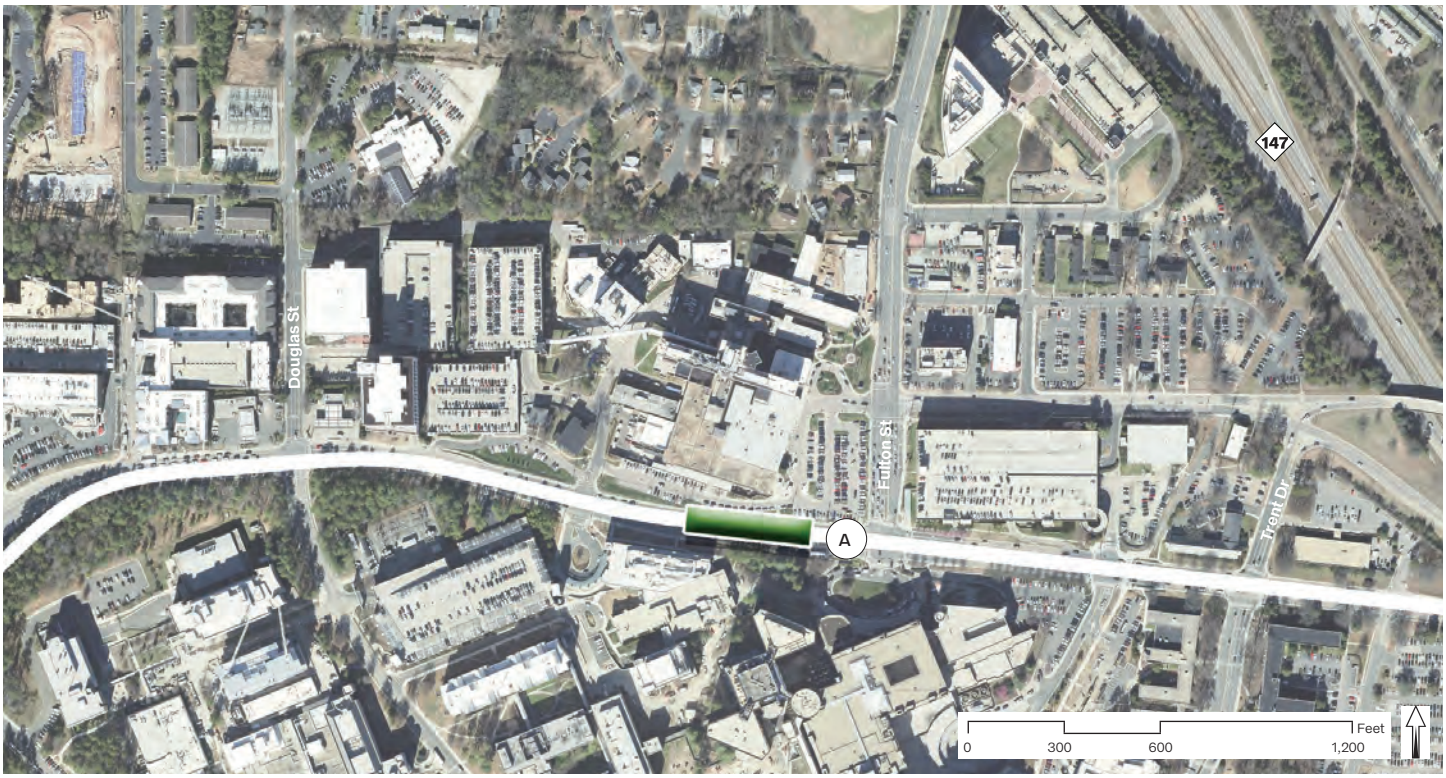
- 24-hour activity/activation environment for daytime and shift population (patients, visitors, ancillary services, employees, etc.)
- Access to portions of the academic campus.
- Possibility of mixed-use, urban village.

STATION AREA CONTEXT

DUKE/VA

STATION DEVELOPMENT CONCEPT

Build out is dependent upon institutional interests with opportunities for connectivity to the north.



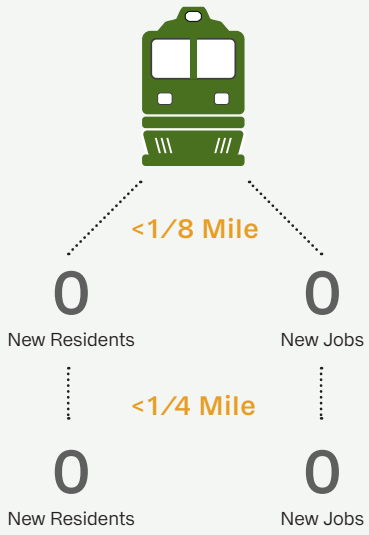
A Elevated station with stairs and elevators to Duke Hospital to the south and VA Medical Center to the north

Dependent largely upon institutional interests.

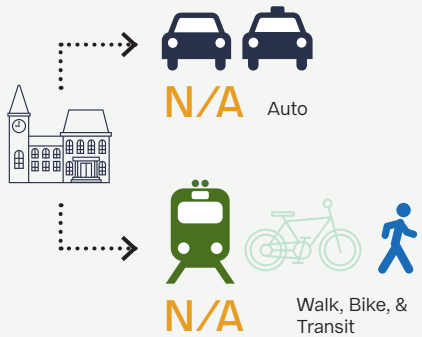
DUKE/VA AT-A-GLANCE

The following information is based on the station development concept from the previous page and the larger station area shown on page 170. 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.

DEVELOPMENT CONCEPT STATION PROXIMITY



STATION AREA TRANSIT MODE SPLIT



STATION AREA NEW 2040 TRANSIT TRIPS

100,000

DEVELOPMENT CONCEPT / STATION AREA

		DEVELOPMENT CONCEPT	STATION AREA
Residents		300 → 900	300 Existing → 900 New
Jobs		0 → 900	2,300 Existing → 900 New

PROJECTED NEW DEVELOPMENT

		Development Concept	Station Area
Single Family Residential	Dwelling Units	0	0
Multifamily Residential	Dwelling Units	450	450
General Retail	Square Feet	15,000	15,000
General Office	Square Feet	270,000	270,000
Institutional	Square Feet	0	0
Hotel	Rooms	0	0

STATION AREA NEW SIDEWALKS, STREETS

New Sidewalks
0.0 Miles

New Multi-Use Paths
0.8 Miles

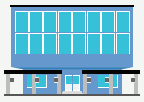
New Streets
0.0 Miles

DEVELOPMENT CONCEPT LAND USE TYPES

0%
SINGLE FAMILY RESIDENTIAL

34%
MULTIFAMILY RESIDENTIAL

30%
MIXED-USE RESIDENTIAL

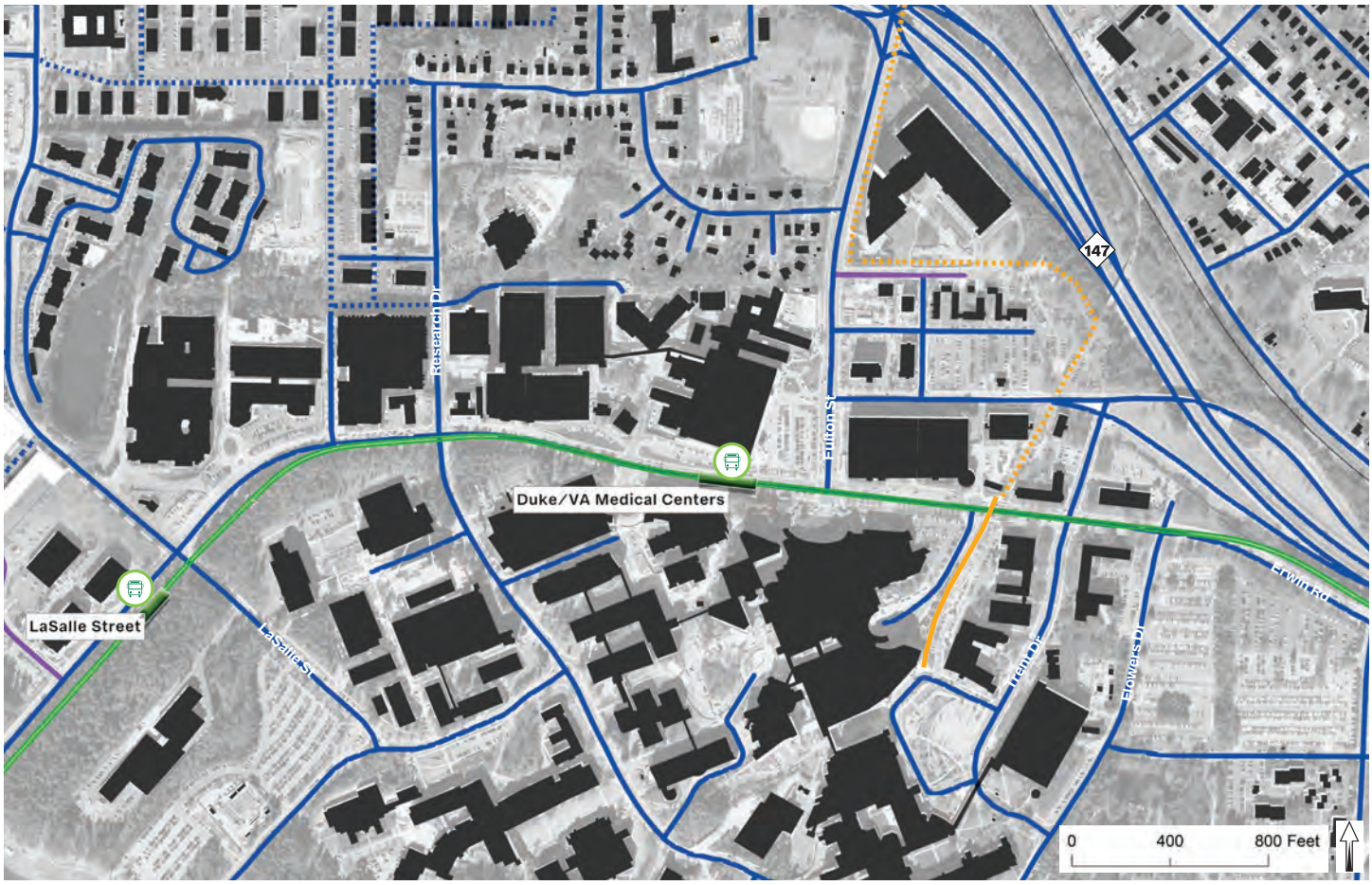


36%
NON-RESIDENTIAL BUILDING

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

POTENTIAL NEW TAX REVENUES

The analysis below summarizes the potential new tax revenue for the Duke/VA Medical Centers 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	63 Acres
Development Concept Area	15 Acres

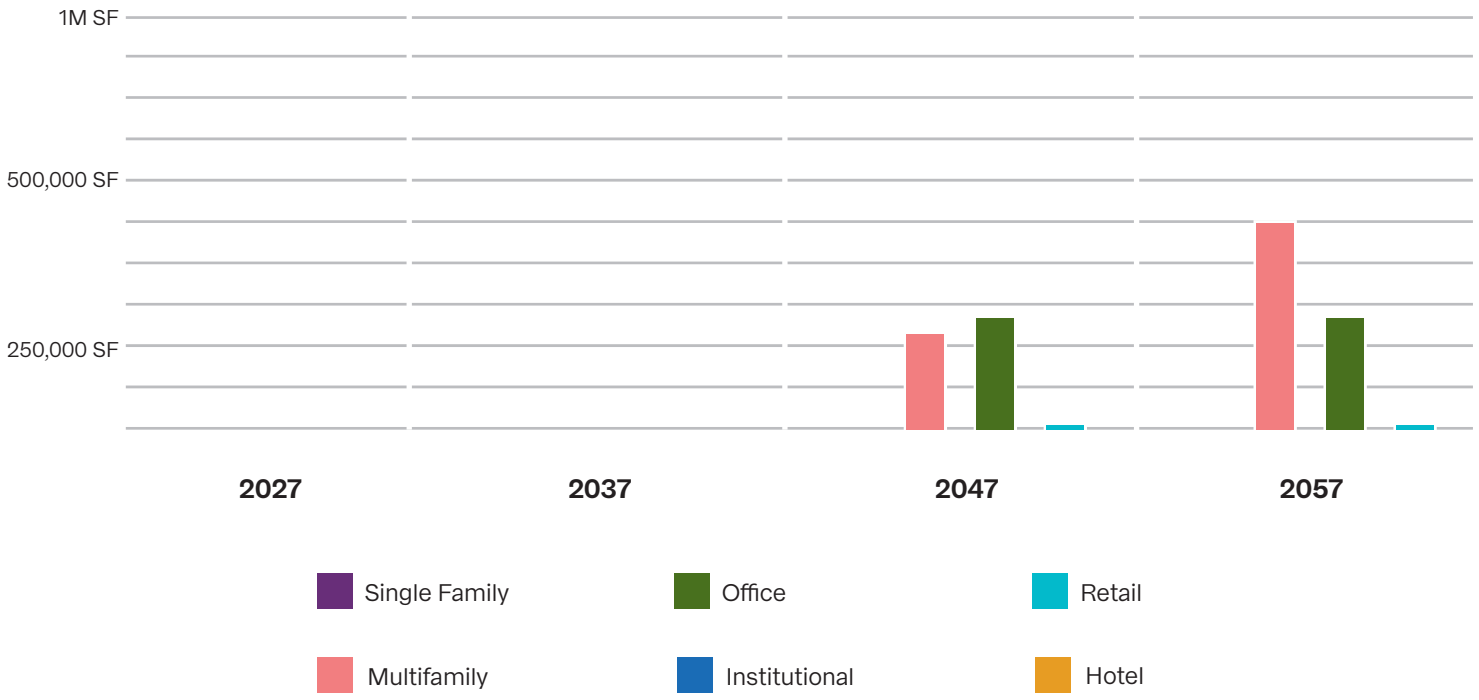
POTENTIAL NEW TAX REVENUES

DUKE/VA	2027	2037	2047	2057
Baseline Property Value				
Lower Estimate *(35th Percentile)*	$74.9 Million	$61.8 Million	$46.3 Million	$38.2 Million
Upper Estimate *(65th Percentile)*	$101.3 Million	$83.7 Million	$62.6 Million	$51.7 Million
Net New Property Value				
Lower Estimate *(35th Percentile)*	-	**$2.5 Million**	**$40.6 Million**	**$51.2 Million**
Upper Estimate *(65th Percentile)*	-	**$3.3 Million**	**$54.9 Million**	**$69.3 Million**

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
Net New Accumulated Tax Revenue				
Lower Estimate *(35th Percentile)*	-	**$20,000**	**$4.8 Million**	**$10.9 Million**
Upper Estimate *(65th Percentile)*	-	**$30,000**	**$6.5 Million**	**$14.7 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



Anticipated Development Horizon

Pre-Rail (2018 - 2027): University related expansion and reinvestment in facilities.

Rail +10 (2028 - 2037): University related expansion and reinvestment in facilities.

Rail +20 (2038 - 2047): Improved connections to neighborhoods north of NC 147. Potential establishment of a mixed-use university village on vacant parcels along Erwin Road.

Rail +30 (2048 - 2057): Continued development of mixed-use university village and aging institutional properties.

Investment Phasing

Focus on improved and enhanced pedestrian and bike connectivity serving healthcare and university uses, as well as neighborhoods north of NC 147.

AFFORDABLE HOUSING OPPORTUNITIES

The following strategies should be employed to integrate affordable housing opportunities throughout the Duke/VA station area:

- ☐ Anchor institution involvement
- ☐ Repair assistance for low-income homeowners
- ☐ Land banking

ZONING STRATEGIES

The Duke/VA station area is encompassed by the Erwin Road (LaSalle/Duke-VA Medical) Compact Neighborhood Area. The station area consists primarily of the UC zoning category with some isolated parcels of CG and OI.

The LaSalle Compact Neighborhood Report recommends removal of the Duke campus from the Compact Neighborhood Tier.

Much of the area surrounding the station is the University and College District (UC) which allows for "growth and development of colleges and universities, while protecting the larger community, nearby neighborhoods." This district allows for potential future growth of Duke and accommodating a major institution near a transit station is vital to successful TOD.

There are a few parcels of Commercial General (CG) district which "is established to provide for a wide variety of commercial activities of varying scales that are designed to be served by major thoroughfares. Businesses in this district should be sited convenient to automotive traffic." Auto oriented commercial inside of a station area should not be encouraged through zoning, so the parcels having this zoning designation should be rezoned to a more suitable TOD designation..

PARKING STRATEGIES

The Duke/VA station area currently has parking that primarily supports the Duke/VA Hospital operations and staff. Any new development will warrant some parking, but with the transit and improved downtown connectivity across Erwin Road, less focus on providing parking is required. With a sound parking management plan, the Duke/VA station - along with LaSalle - could realize

a true walkable district with periphery parking to accommodate non-transit users. The table below details some of the specific strategies for parking.

PARKING STRATEGY		YEAR			
		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	Any new surface parking must be staged to receive development in the future	Discourage new surface parking		
	Structured	Structured parking should be maintained. Coordinate all structured parking in accordance with a district master parking plan.			
Policy	Supply	N/A	Reduce required minimum parking for office and multifamily; set maximums		Repurpose as demand becomes less
	Incentives	N/A	Require developers of office and retail uses to develop and execute shared parking agreements or to join a 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 in coordination with campus master plan	Support five year updates to district plans and financial analysis and incentive programs for catalytic projects		

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.

Improve Water/Sewer Capacity

Implement water system improvements in the near term

Timeframe: Pre-Rail

Cost: $$

Erwin Road Complete Street Redesign

As a major connection for multimodal traffic, Erwin Road will serve Ninth Street and Duke/VA users. Redesign roadway as a complete street with mixed-use development

Timeframe: Rail +10
Rail +20

Cost: $$$

Bike/Ped Connection over NC 147

Extend the railroad bridge over NC 147 to connect to the expanded Ninth Street Compact Neighborhood Tier

Timeframe: Rail +20

Cost: $$$

PUBLIC INVESTMENT PRIORITIZATION

	YEAR			
CATEGORY	**PRE-RAIL (2018 - 2027)**	**RAIL +10 (2028 - 2037)**	**RAIL +20 (2038 - 2047)**	**RAIL +30 (2048 - 2057)**
Station Area Infrastructure	**Address water/sewer infrastructure needs through regular analysis and coordination with institutional needs**		**Bike/Ped Connection over NC 147**	-
	-	**Erwin Road redesign as a complete street**		-
Bike/Ped and Transit Support	Improve Erwin Road bike/ped accommodations and access	Provide bike/ped connectivity to areas north of NC 147		-

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