



# NINTH STREET







# Ninth Street

Station Family: Urban Hub  
County: Durham  
City: Durham

## WHY THIS STATION?

**It serves a historic and evolving mixed-use neighborhood center west of Downtown; also provides access to neighborhoods to the north and potential redevelopment of Duke's Central Campus.**

The Ninth Street station provides access to the historic urban fabric of Old West Durham including the vibrant business district of Ninth Street itself. New development including retail, multifamily housing, a new hotel, and some vertical mixed-use buildings has also been completed in recent years. Preserving the historic fabric and neighborhood identity, and providing safe, comfortable connections through the aged underpass of the North Carolina Railroad are keys to activating this station. Ninth Street, extending north of the station area, is two blocks from Broad Street which has an at-grade crossing of the North Carolina Railroad and also offers a mix of vibrant, neighborhood retail and some infill opportunities. Broad Street also forms the eastern boundary of Duke's East Campus, the freshmen residential campus embedded in the gridded urban neighborhoods west of downtown Durham.

Notably, beyond the Durham Freeway to the south is the eastern portion of Duke's Central Campus. Transformation of that area seems likely given the current decommissioning of several blocks of apartments, although access to the station is not as direct as it is for the Ninth Street district.

## ATTRIBUTES

- Complement and enhance the existing neighborhood-scale urban fabric while introducing incremental change.
- Celebrate the historic character and spaces such as alleys, small buildings, and varied parcels.
- Predominant activity between 6 a.m. and 2 a.m.

## STATION AREA CONTEXT





## NINTH STREET

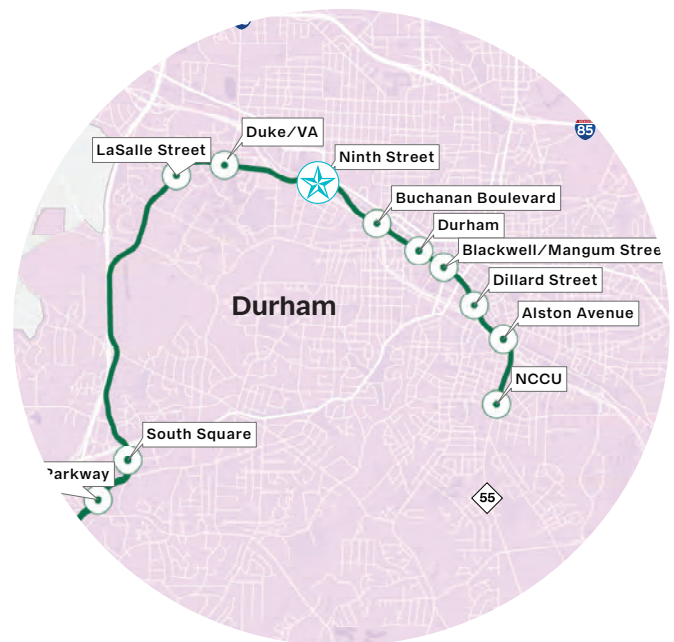
### STATION DEVELOPMENT CONCEPT

Incremental development opportunities to retain character of the neighborhood-scaled retail center with opportunistic infill.



- A** Elevated station with pedestrian access
- B** New development along the alley to activate that as a major pedestrian area
- C** Redevelopment within existing parking lot of commercial development to complement the older street front buildings along Ninth Street
- D** New development to use private land adjacent to station and serve as an architectural marker
- E** Parking tucked away between existing buildings and new development along alley
- F** Push new development up to the corner along with on-street parking on Ninth Street
- G** Preserve key historic or character buildings to build towards the authenticity of the area

Significant breadth of possible redevelopment scenarios on Duke's Central Campus lands presently being decommissioned as student residential.

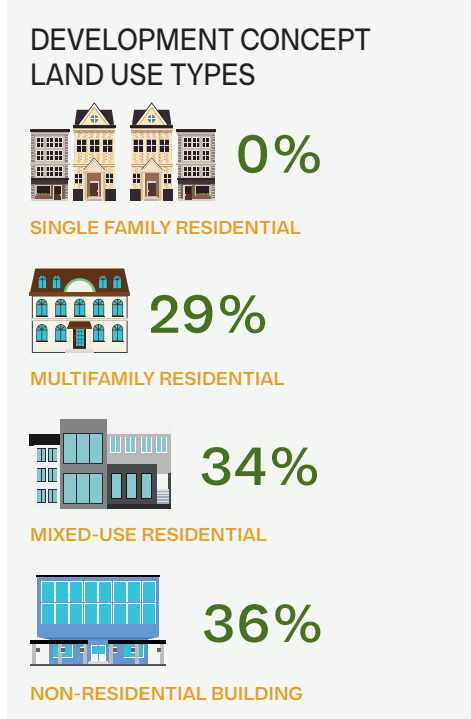
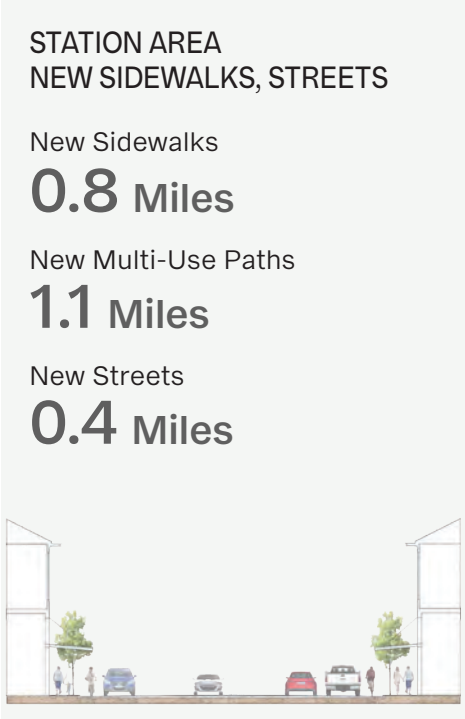
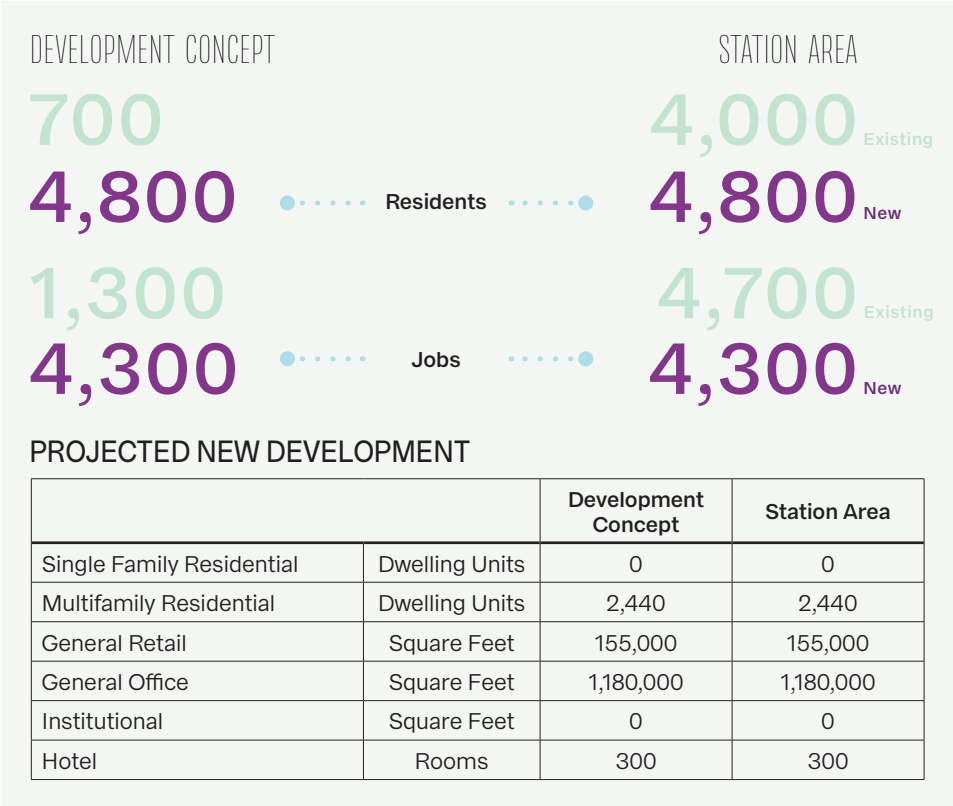
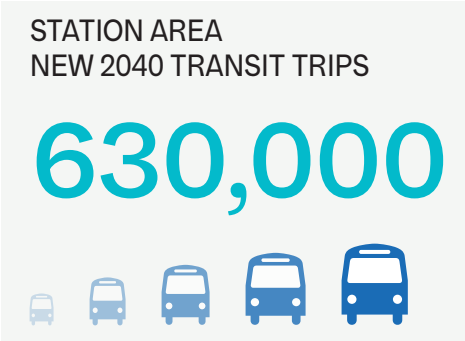
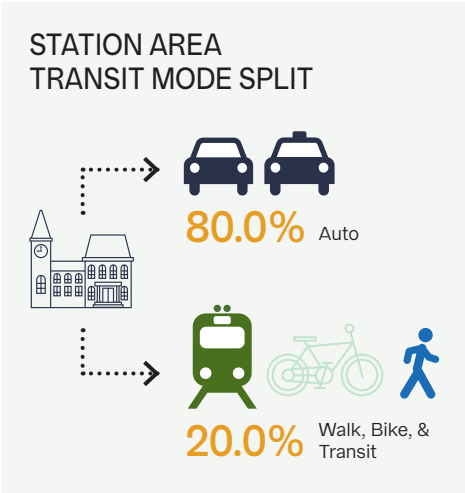


*This development concept represents "One Possible Future" for the year 2057. The actual outcome will be shaped by the private market's response to zoning, regulatory, and public investment decisions made by the Durham City Council.*



NINTH 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 180. 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.







## NINTH STREET

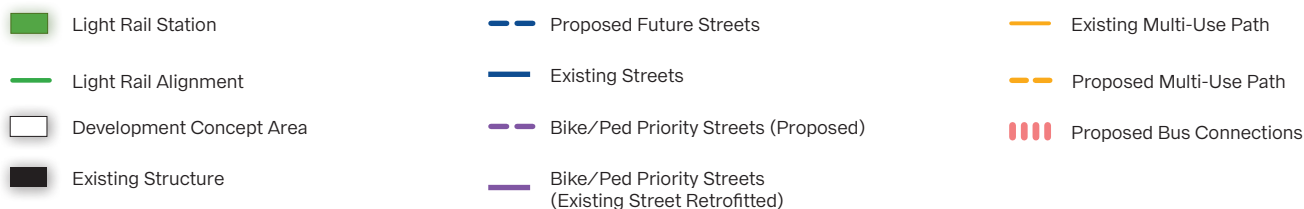
### STATION AREA BIKE & PEDESTRIAN AND STREET NETWORK

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 Ninth Street 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	416 Acres
Development Concept Area	88 Acres

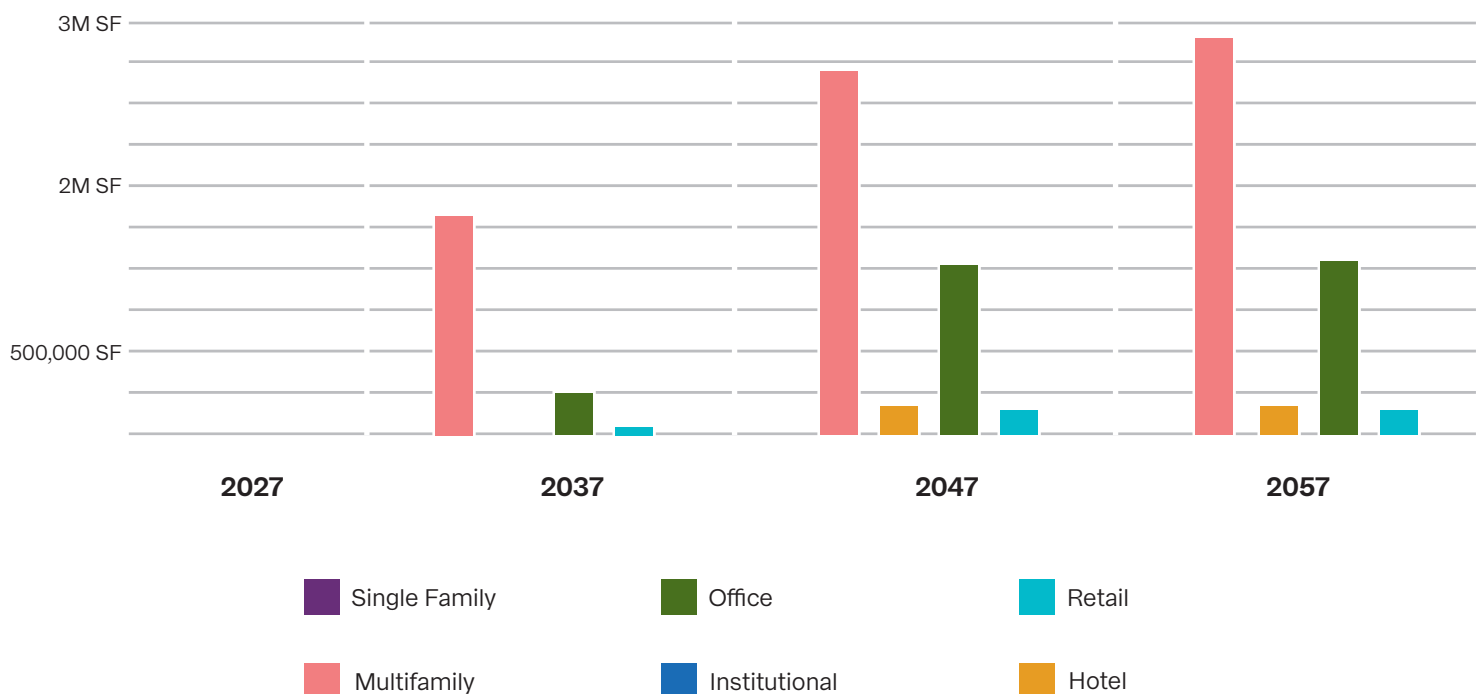
### POTENTIAL NEW TAX REVENUES

NINTH STREET	2027	2037	2047	2057
<b>Baseline Property Value</b>				
Lower Estimate (35th Percentile)	\$319.6 Million	\$263.9 Million	\$197.4 Million	\$163.0 Million
Upper Estimate (65th Percentile)	\$432.4 Million	\$357.0 Million	\$267.0 Million	\$220.5 Million
<b>Net New Property Value</b>				
Lower Estimate (35th Percentile)	-	\$211.3 Million	\$310.9 Million	\$271.2 Million
Upper Estimate (65th Percentile)	-	\$285.8 Million	\$420.6 Million	\$366.9 Million

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
<b>Net New Accumulated Tax Revenue</b>				
Lower Estimate (35th Percentile)	-	\$6.0 Million	\$47.0 Million	\$85.9 Million
Upper Estimate (65th Percentile)	-	\$8.1 Million	\$63.6 Million	\$116.3 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







## NINTH STREET

### Anticipated Development Horizon

**Pre-Rail (2018 - 2027):** Add incremental commercial, mixed-use, and “missing middle” housing.

**Rail +10 (2028 - 2037):** Redevelopment of some aging commercial properties to support mixed-use.

**Rail +20 (2038 - 2047):** Where land permits, urban residential with wrapped parking decks to support growing commercial and housing needs.

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

### Investment Phasing

Improve or provide pedestrian and bike connections across the North Carolina Railroad at Broad Street, and via the underpass at Ninth Street, and improve Erwin Road pedestrian connections south of the Durham Freeway. Support incremental infill nearest the historic Ninth Street area. Support larger scale infill in the surrounding area.

### **AFFORDABLE HOUSING OPPORTUNITIES**

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

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

### **ZONING STRATEGIES**

Ninth Street is a downtown station area with many different zoning categories. The station itself is in the CD-C district surrounded by other Compact Districts CD-P, CD-S1 and CD-S2. Most of the station area is UC with parcels of RU-M, RU-5 and CN interspersed.

The Compact District zoning designations (CD) are intended to facilitate “transit-oriented development around light rail stations through various sub-districts.” These sub-districts include: Core (CD-C), Pedestrian (CD-P) and two support sub districts (CD-S1) and (CD-S2).

The Pedestrian Business sub-district (Ninth Street) (CD-P(N)) is created to protect the existing character along the east side of Ninth Street and to ensure that any new development on the west side of Ninth Street within the district is compatible with that character.

The CD Districts require nonresidential ground floor frontages along key corridors. They also allow residential densities that are supportive of transit including a minimum density and provide for an affordable housing density bonus of up to 75 units to the acre in any of the sub districts.

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 redevelopment of Duke-owned lands, appropriately so with sufficient densities as successful transit-oriented development.

The remaining zoning designations in the Ninth Street 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.

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 Ninth Street station area currently has minimal parking in the historic areas as well as rear and on-street parking. Future parking should continue to be located on the street and in the rear of buildings as it is developed. A garage may be warranted to support a large mixed-use or housing project, but generally, new development can tuck parking to the side or rear with limited interruption.

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 district parking; office tenants maintain a Travel Demand Management program		
	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		





## NINTH STREET

### 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.



#### Ninth Street and Erwin Road Improvements

Improve Ninth Street and Erwin Road under NC 147

Timeframe: Rail +10

Cost: \$\$



#### District Parking

Establish an urban station district parking program through partnerships with developers of mixed-use and multifamily housing.

Timeframe: Pre-Rail

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	Provide water and sewer capacity improvements	Improve Ninth Street and Erwin Road under NC 147	-	-
	Establish an urban station district parking program	-	Complete street improvements along Ninth Street to Anderson Drive	-
Bike/Ped and Transit Support	Enhance the pedestrian and bike experience by including alleys as connections between blocks		-	-

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# BUCHANAN BLVD







# Buchanan Boulevard

Station Family: Urban Hub  
County: Durham  
City: Durham

## WHY THIS STATION?

It provides access to historic West End and its reinvigorated commercial district, plus historic neighborhoods to the north and south as well as Duke's Smith Warehouse and East Campus.

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.

In the other direction, south along Buchanan, is the West End neighborhood, a historic neighborhood separated from downtown by the freeway. A few blocks south West Chapel Hill Street containing a mix of old and new businesses and widely varied character of buildings. To the west a renovated tobacco warehouse owned by Duke University containing a wide range of academic and support spaces.

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



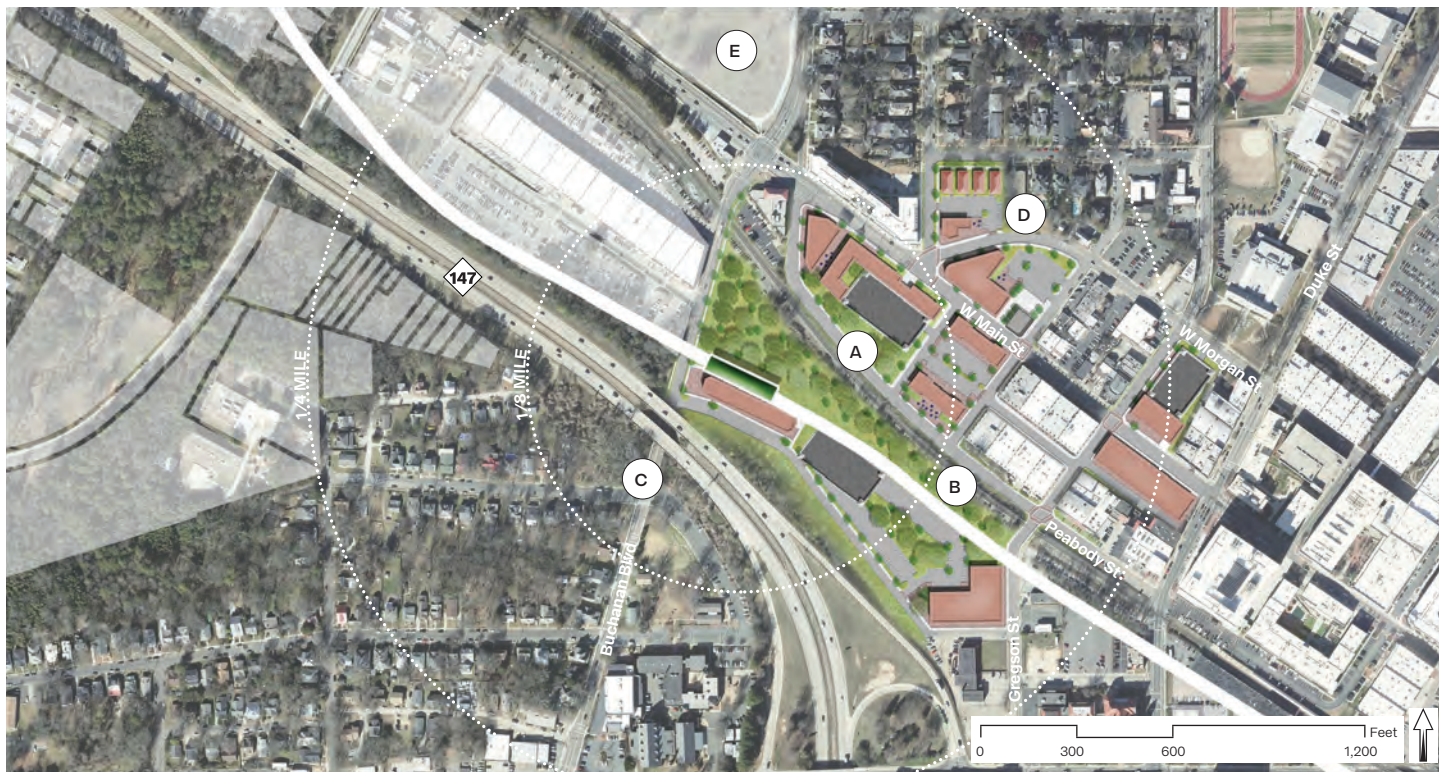




## BUCHANAN BLVD

### 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

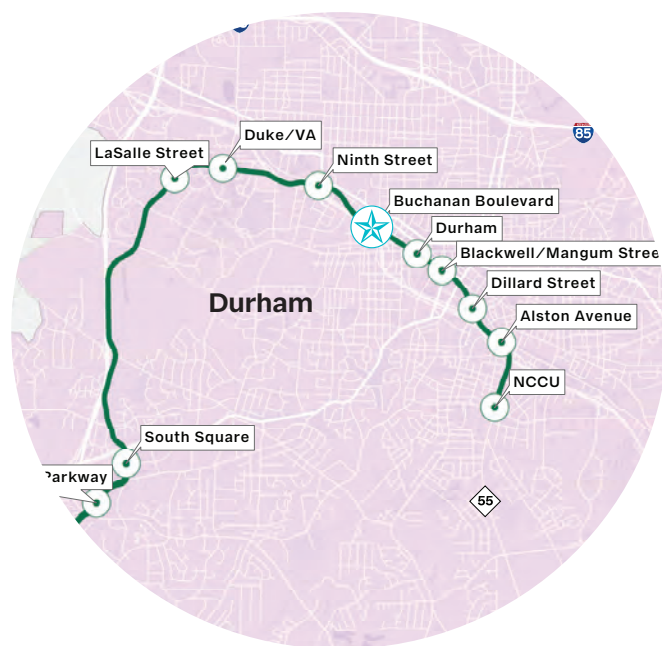
**C** Crossing underneath NC 147 should be improved with lighting, art and other elements to improve the north/south connection

**D** Smaller format housing to interface with existing neighborhoods

**E** Duke University's East Campus

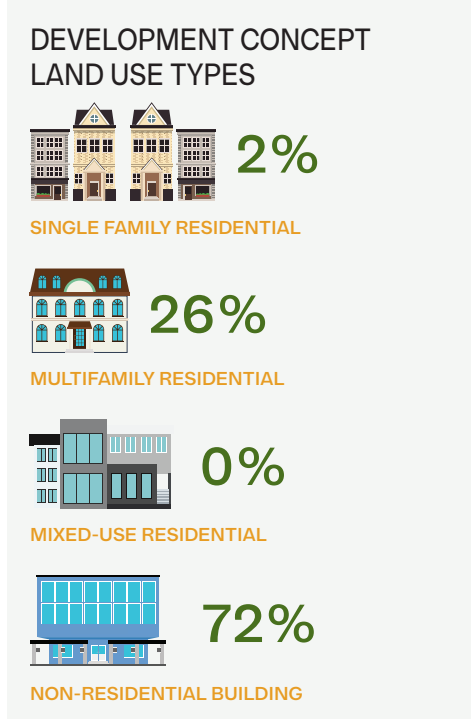
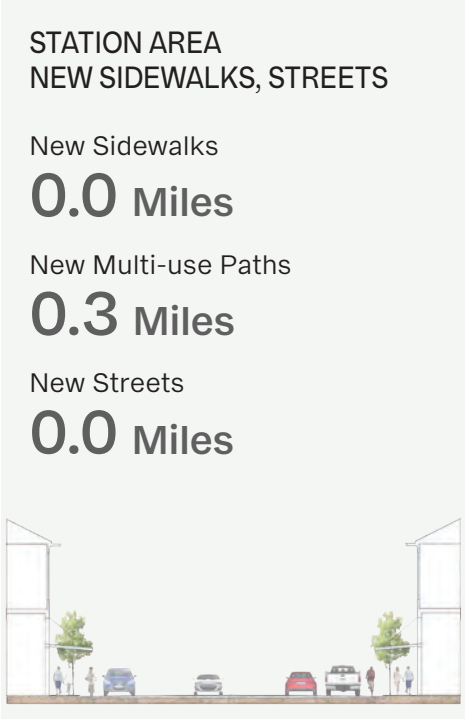
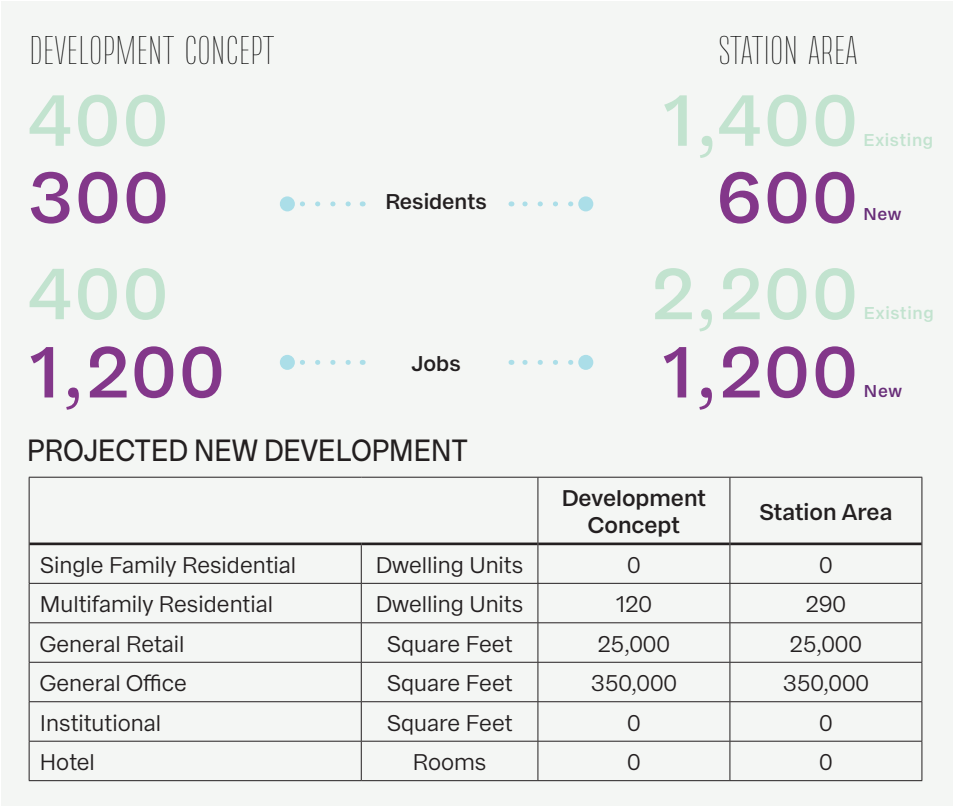
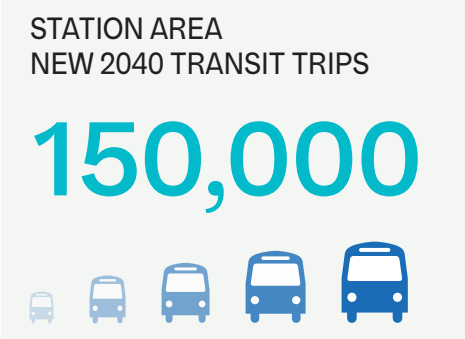
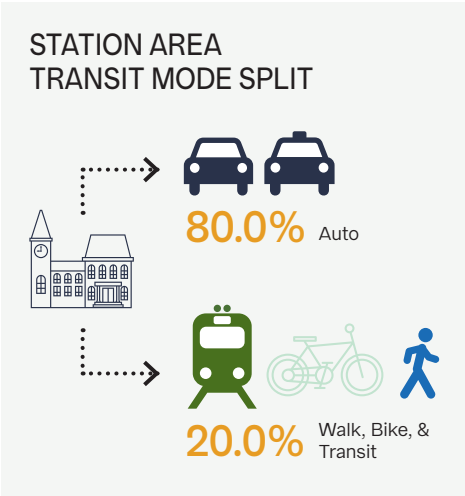
Varied scenarios of incremental redevelopment and improved connectivity.

*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.





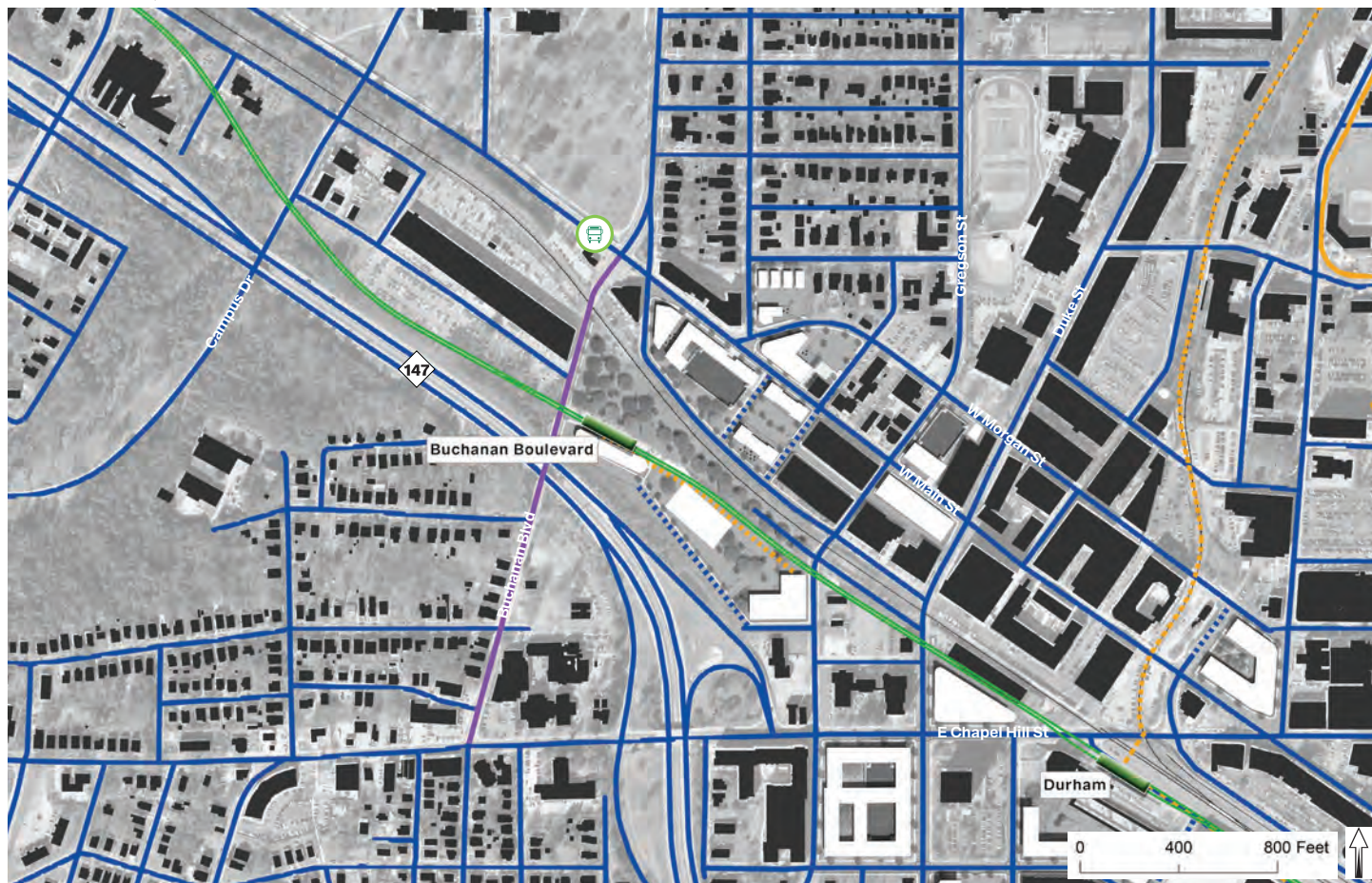


## BUCHANAN BLVD

### STATION AREA BIKE & PEDESTRIAN AND STREET NETWORK

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

#### POTENTIAL BIKE/PED & STREET NETWORK



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

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

## POTENTIAL NEW TAX 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

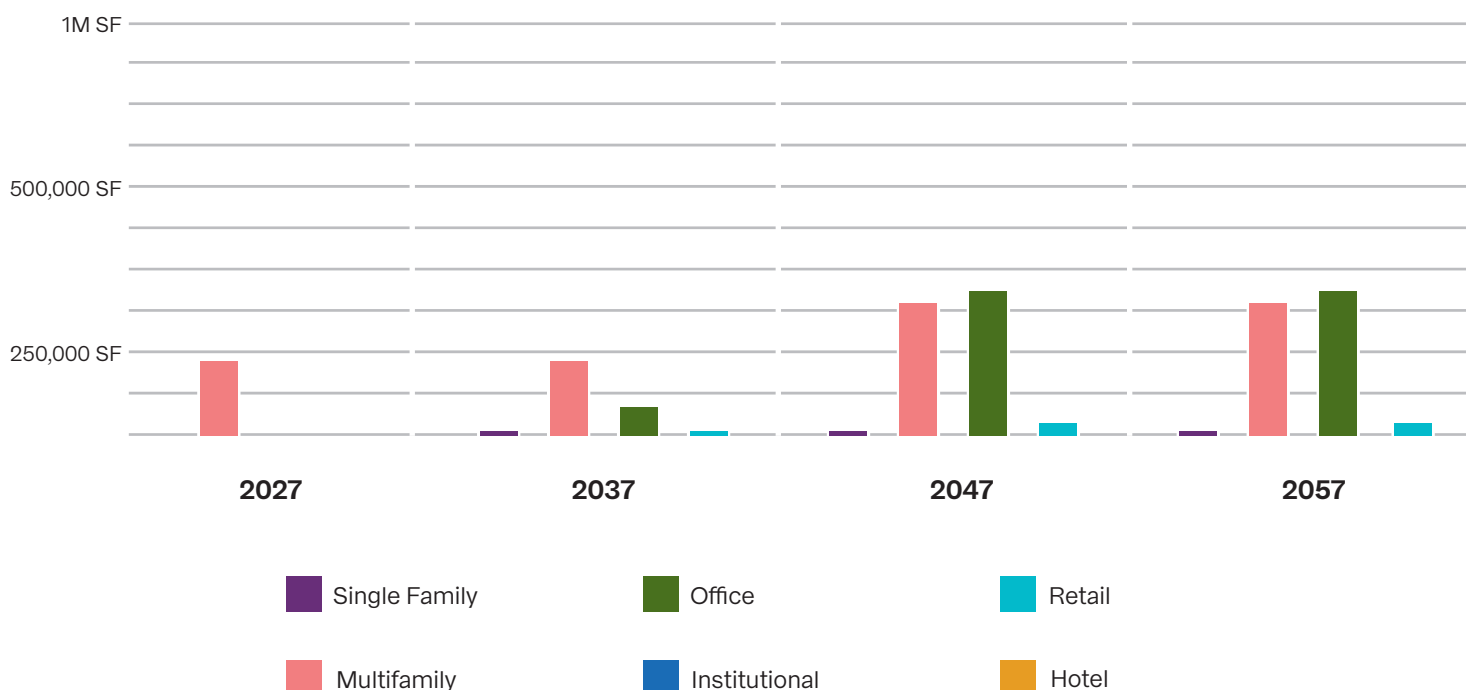
### POTENTIAL NEW TAX REVENUES

BUCHANAN	2027	2037	2047	2057
<b>Baseline Property Value</b>				
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
<b>Net New Property Value</b>				
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
<b>Net New Accumulated Tax Revenue</b>				
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







## BUCHANAN BLVD

### 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		





## BUCHANAN BLVD

### 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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# DURHAM STATION & BLACKWELL / MANGUM







# Durham Station & Blackwell / Mangum Streets

Station Family: Urban Hub  
County: Durham  
City: Durham

## WHY THESE STATIONS?

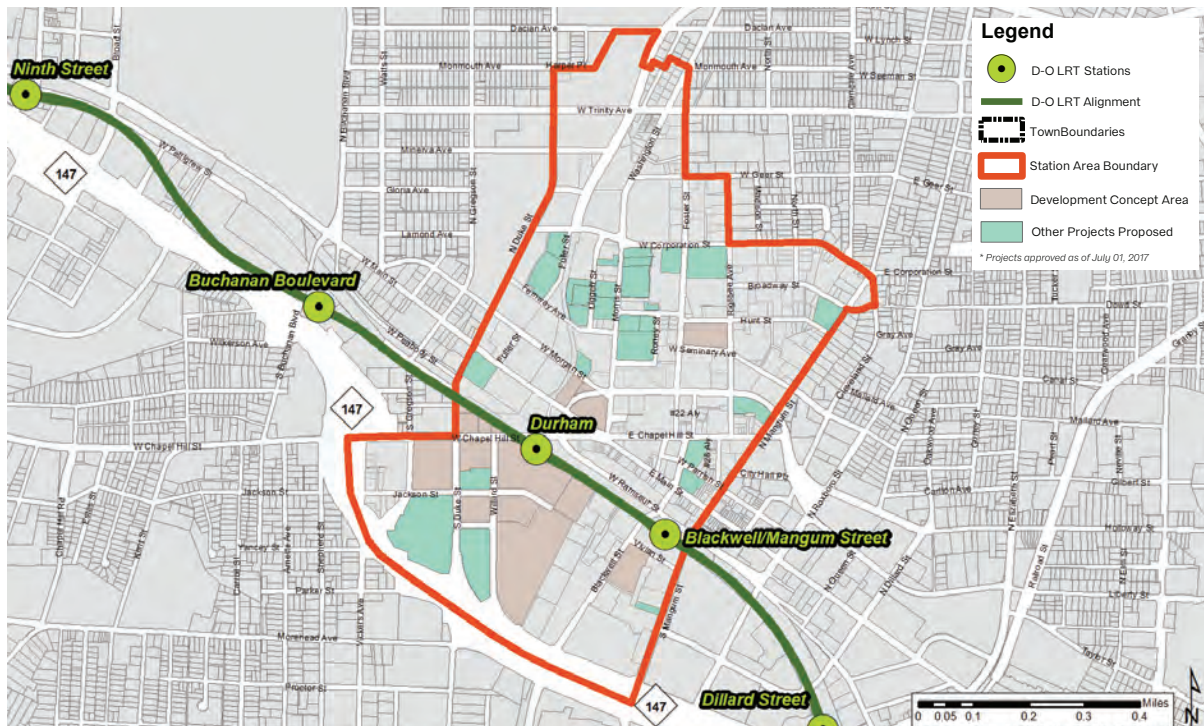
These stations both serve downtown, with one at the Durham Station Transportation Center providing GoDurham and GoTriangle bus connections and the other at the main north/south pedestrian spine and core of Durham's Central Business District and special event venues.

Durham Station is the primary multimodal hub in Durham and on the western side of the Triangle, with GoDurham and GoTriangle buses, Megabus connections, Greyhound and Amtrak service all located within a few blocks. It also is located along the southern side of the North Carolina Railroad right-of-way. North of the tracks is the historic urban center while south is a new county courthouse, the Durham Bulls Athletic Park, and the successful American Tobacco District. Blackwell/Mangum Street station is located on the main north/south pedestrian axis through downtown extending from the American Tobacco Trail and Southside, through the American Tobacco District past the light rail line, then through Corcoran Plaza and on to Durham Central Park. Improved pedestrian and bike connections to the neighborhoods to the north and northeast, and to the south and west across NC 147 - are key for optimizing the light rail investment and expanding its benefits to the neighborhoods.

## ATTRIBUTES

- Key railroad crossings - an underpass at Durham Station and a signature civic space that also provides north-south bike/ped mobility - to connect neighborhoods and future development.
- Diverse office, housing, retail, entertainment, and urban services and amenities.
- Predominant activity between 6 a.m. and 2 a.m.

## STATION AREA CONTEXT







## DURHAM STATION & BLACKWELL/MANGUM

### STATION DEVELOPMENT CONCEPT

Certain properties are illustrated to show a range of redevelopment opportunities.



- A** Surface city-owned lots adjacent to Corcoran and along Ramseur offer an opportunity for infill redevelopment to draw activity to the north side of the tracks
- B** Mixed-use development to fill in the urban fabric and continue density from downtown
- C** Residential and mixed-use development infilling the connections to American Tobacco
- D** Hypothetical mixed-use development on the Police Headquarters site

A wide range of redevelopment intensities, sites and uses are possible. Illustrative development is shown on several publicly-owned sites and is not necessarily representative of plans for those sites. These drawings were produced prior to plans for those sites being prepared.

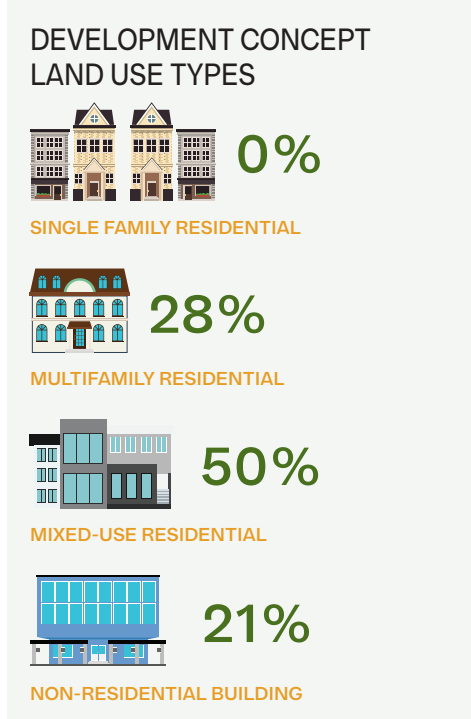
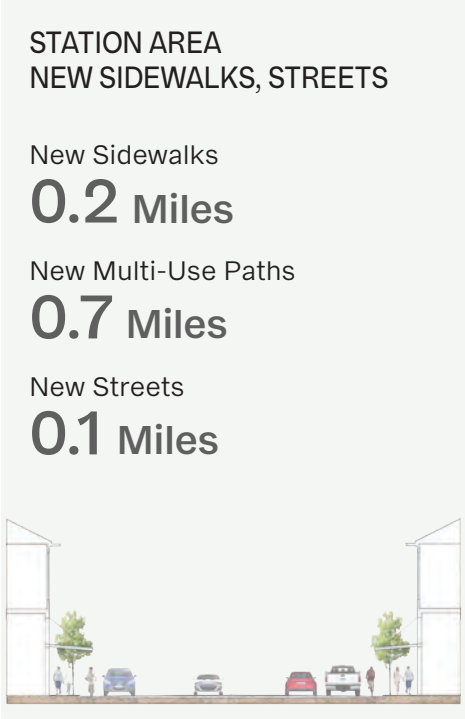
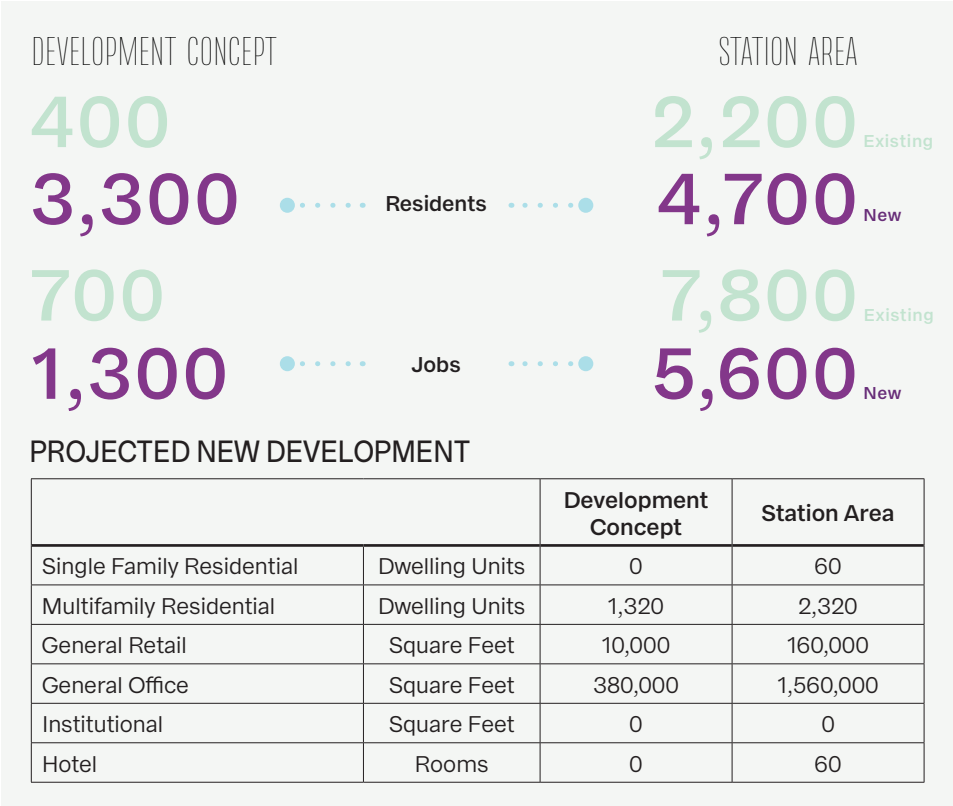
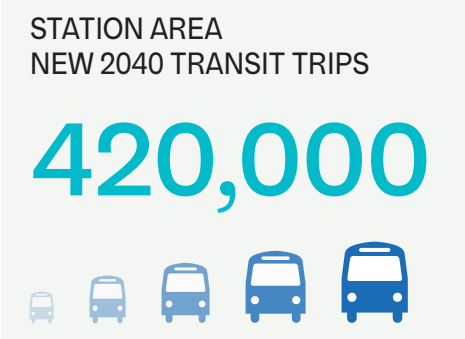
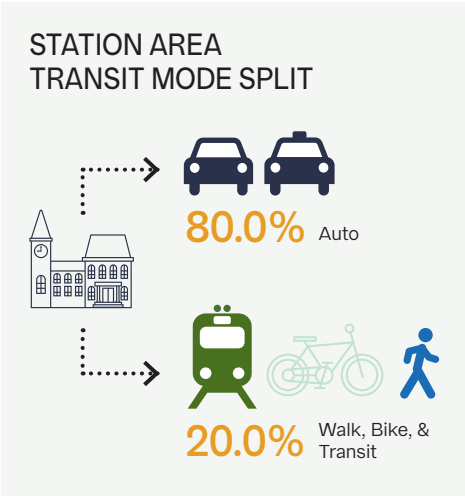
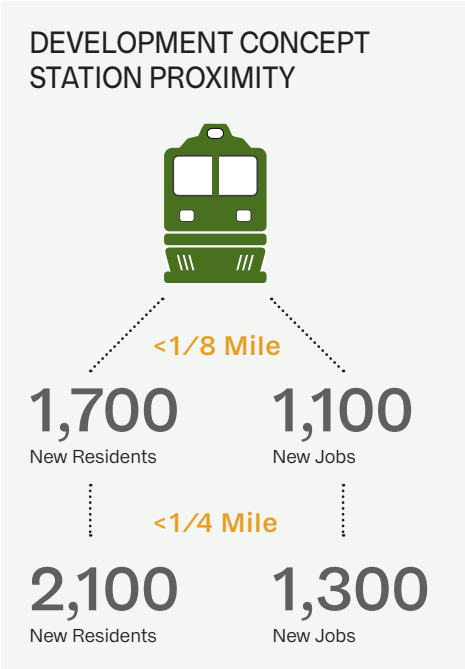
*This development concept represents "One Possible Future." The actual outcome will be shaped by the private market's response to zoning, regulatory, and public investment decisions made by the Durham City Council.*





DURHAM STATION & BLACKWELL/MANGUM 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 200. 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.



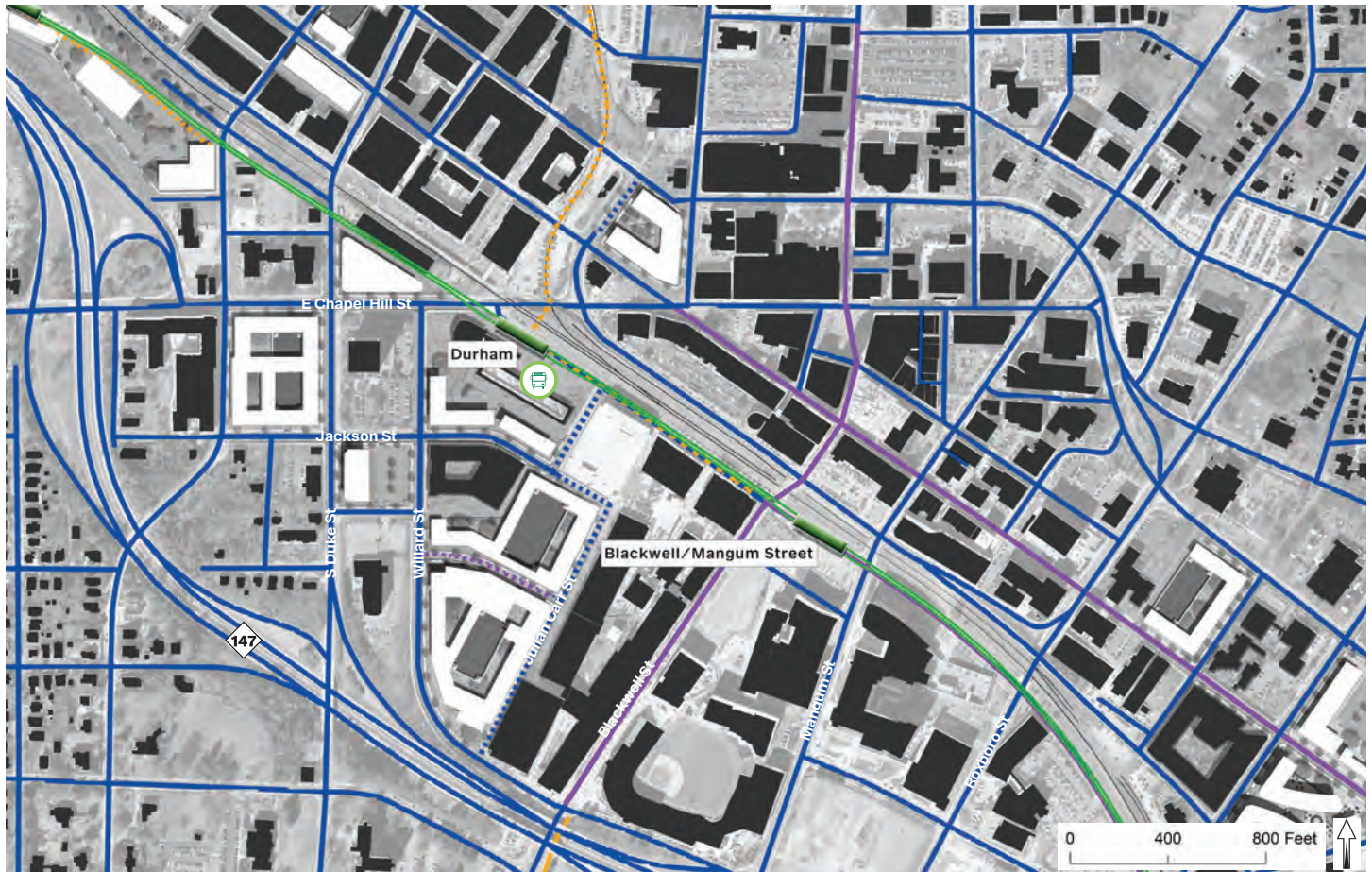


## DURHAM STATION & BLACKWELL/MANGUM

### STATION AREA BIKE & PEDESTRIAN AND STREET NETWORK

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

#### POTENTIAL BIKE/PED & STREET NETWORK



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

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

## POTENTIAL NEW TAX REVENUE

The analysis below summarizes the potential new tax revenue for the Durham 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 Areas	309 Acres
Development Concept Area	51 Acres

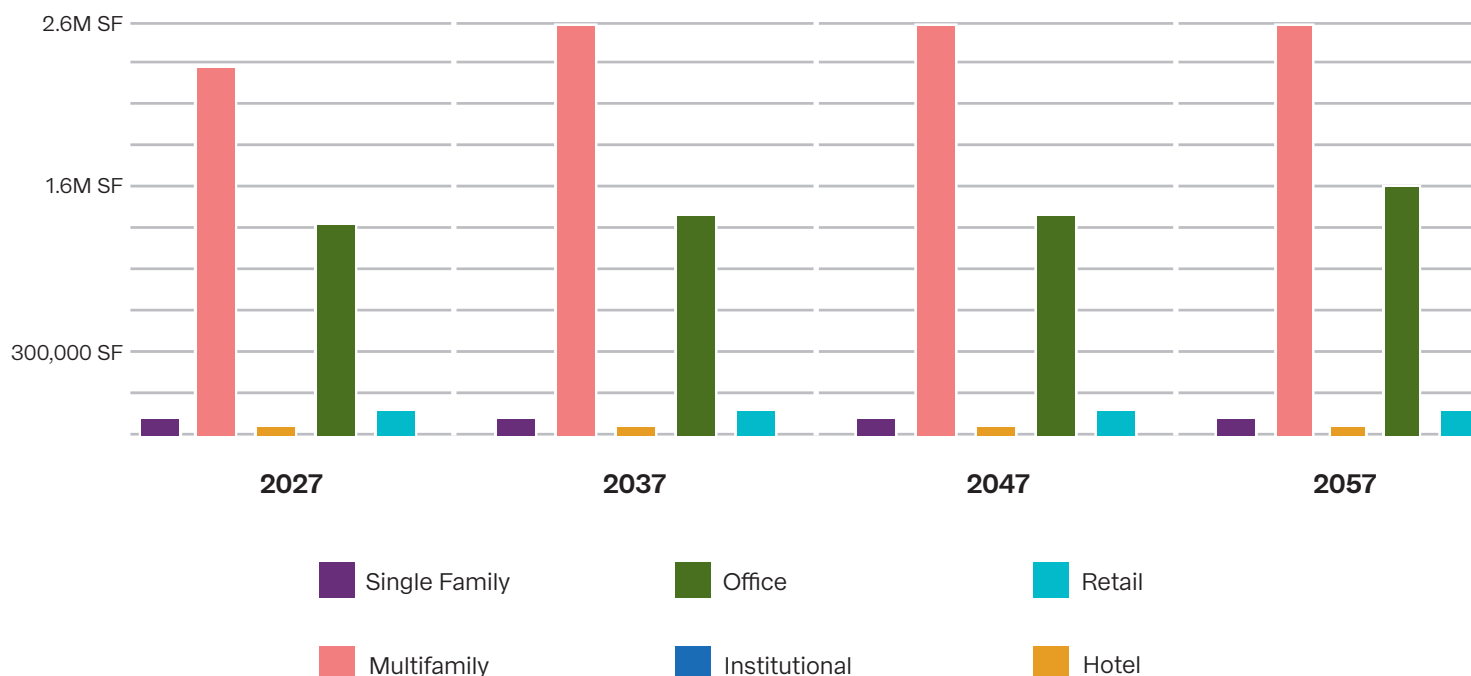
### POTENTIAL NEW TAX REVENUE

DURHAM	2027	2037	2047	2057
<b>Baseline Property Value</b>				
Lower Estimate (35th Percentile)	\$663.0 Million	\$547.4 Million	\$409.5 Million	\$338.1 Milli
Upper Estimate (65th Percentile)	\$897.0 Million	\$740.6 Million	\$554.0 Million	\$457.4 Million
<b>Net New Property Value</b>				
Lower Estimate (35th Percentile)	\$550.9 Million	\$496.1 Million	\$371.1 Million	\$316.5 Million
Upper Estimate (65th Percentile)	\$745.4 Million	\$671.2 Million	\$502.0 Million	\$428.2 Million

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
<b>Net New Accumulated Tax Revenue</b>				
Low Estimate (35 Percentile)	\$62.4 Million	\$135.8 Million	\$193.6 Million	\$241.2 Million
Upper Estimate (65 Percentile)	\$84.4 Million	\$183.7 Million	\$262.0 Million	\$326.3 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







## DURHAM STATION & BLACKWELL/MANGUM

### DURHAM STATION & BLACKWELL/MANGUM STATION AREA



Source: Gateway Planning

### Anticipated Development Horizon

**Pre-Rail (2018 - 2027):** Build out of several projects that are underway and continued infill and redevelopment of office, residential and mixed-use.

**Rail +10 (2028 - 2037):** Continued development including a mix of uses to complement neighborhood services for the increasing downtown residential population.

**Rail +20 (2038 - 2047):** Additional employment opportunities.

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

### Investment Phasing

The focus for development within these stations will be to improve pedestrian and bike connections over the rail to downtown and around the stations to American Tobacco and other redeveloped sites.

### **AFFORDABLE HOUSING OPPORTUNITIES**

The following strategies should be employed to integrate affordable housing opportunities throughout the Durham and Blackwell/Mangum station areas:

- ☐ Public housing redevelopment
- ☐ Leverage new property values to fund affordable housing and requisite infrastructure
- ☐ Disposition or development of publicly-owned property
- ☐ Repair assistance for low-income homeowners

### **ZONING STRATEGIES**

Downtown Durham is within the Downtown Design District, which has three sub-districts. The stations itself is in the Core (DD-C) sub district surrounded by DD-S1. 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.”

## PARKING STRATEGIES

The Durham Station and Blackwell/Mangum station area currently has a mix of garage and surface parking supporting current development.

Future considerations for parking should include on-street parking within the district as existing streets are improved. Development is already occurring on existing surface lots and the establishment of a district parking master plan, including operations and pricing packages, will support a clearer and more efficient parking program in the long-term.

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	Maintain parking usage data for existing parking spaces	Lower maximum parking for office and multifamily; maximize use of existing spaces and evaluate construction of new parking spaces		Repurpose as demand becomes less
	Incentives	Off street, publicly accessible garages	Require developers of office and retail uses to develop and execute shared parking agreements, or to participate in public parking district; office tenants maintain a Travel Demand Management program		N/A
	Pricing	Conduct market study	Office and multifamily operators provide unbundled parking options to tenants		
Implementation	District	Upon creation in coordination with Dillard Street 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 Dillard Street station	Support five year updates to district plans and financial analysis and incentive programs for catalytic projects		



## DURHAM STATION & BLACKWELL/MANGUM

### 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 Two-Way Street Improvements

Complete the two-way conversion of Ramseur Street with sidewalks and bike accommodations

Timeframe: Pre-Rail

Cost: \$\$



#### Blackwell/Corcoran Connector

Bike/ped connection across railroad tracks is catalytic to development around station

Timeframe: Pre-Rail  
Rail +10

Cost: \$\$\$\$



#### District Parking

Establish an urban station district parking program balancing needs of office, residential, retail, and entertainment venues in partnership with development and property owners

Timeframe: Pre-Rail

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	Two-way street improvements to coincide with multimodal improvements by station opening	Utility improvements as deemed necessary to continue redevelopment	-	Utility improvements as deemed necessary to continue redevelopment
Bike/Ped and Transit Support	Bike and pedestrian connectivity and transit support for high quality connections between the south side and north side serving Blackwell/Mangum station area		Continue trail and complete street renovations within the station area	
	Construction of the connection between the Belt Line Trail and American Tobacco Trail			



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# DILLARD STREET







# Dillard Street

Station Family: Urban Hub  
County: Durham  
City: Durham

## WHY THIS STATION?

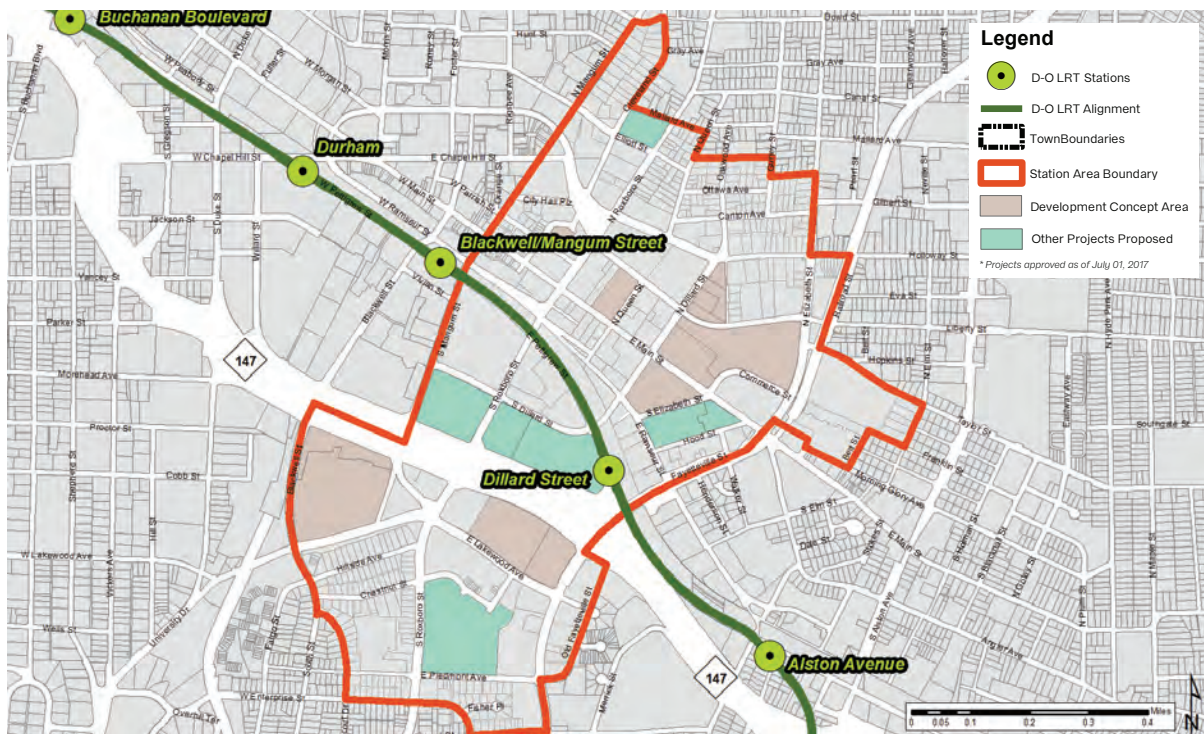
**Serves the eastern end of downtown including the government services district.**

The Dillard Street station area encompasses eastern portions of downtown adjacent to new multi-story urban housing. Just north of the station via an at-grade crossing of the mainline railroad is a wide mix of government services, housing authority properties, religious and non-profit entities, and a transitioning fabric of mostly single-story industrial spaces. Redevelopment of underutilized parcels and surface parking lots with a carefully curated transition of the existing street-oriented industrial buildings into maker spaces and other adaptive reuse will allow the distinctive character of the area to be enhanced while improving accessibility to the neighborhoods to the north.

## ATTRIBUTES

- Cultivate and preserve the industrial-style buildings mixed with larger format new urban development.
- Reposition industrial fabric to artisan maker spaces and a production context.
- Focus on making comfortable, safe connections to nearby neighborhoods.
- Predominant activity between 7 a.m. and midnight

## STATION AREA CONTEXT



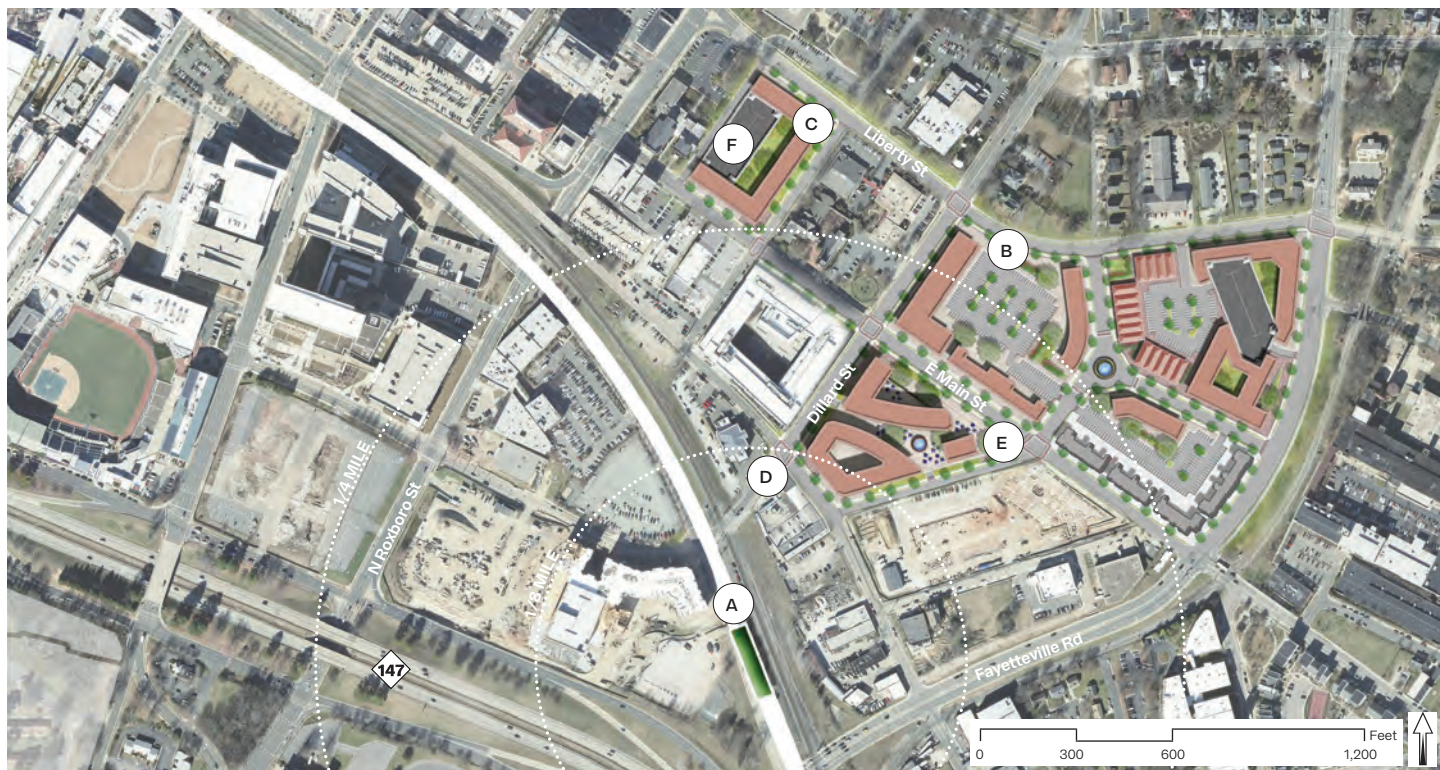




## DILLARD ST

## STATION DEVELOPMENT CONCEPT

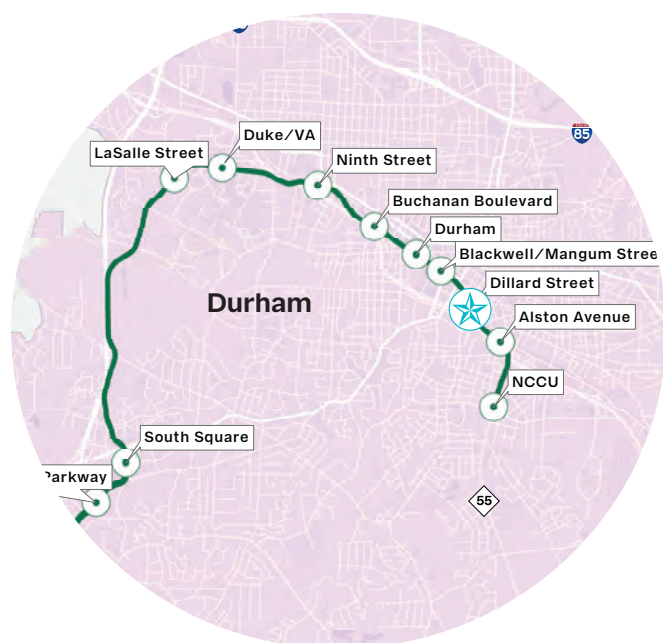
Certain properties were shown with urban redevelopment to illustrate a range of options



- A** Station located adjacent to new mixed-use residential
- B** Redevelopment of aging housing authority property to be mixed-use with employment, while also maintaining the same or more affordable units
- C** Use existing parking lots to provide garage with liner building to screen the parking
- D** Enhance the existing road network for wider pedestrian spaces and public pocket spaces
- E** Redevelopment of county parking lot with mixed-use, public plaza and ground floor restaurant and entertainment
- F** Durham County property

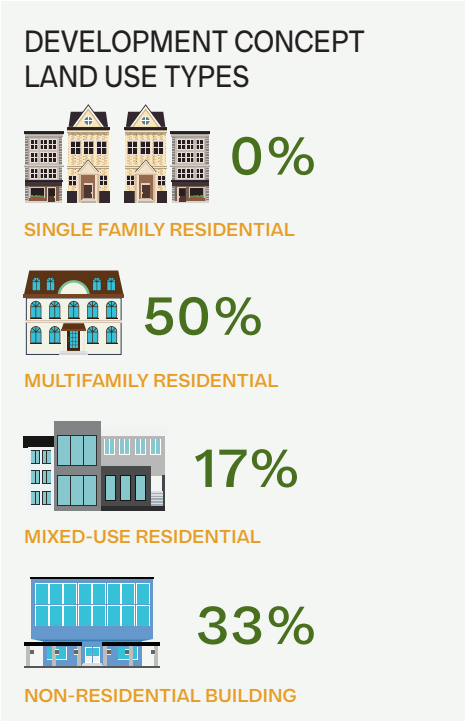
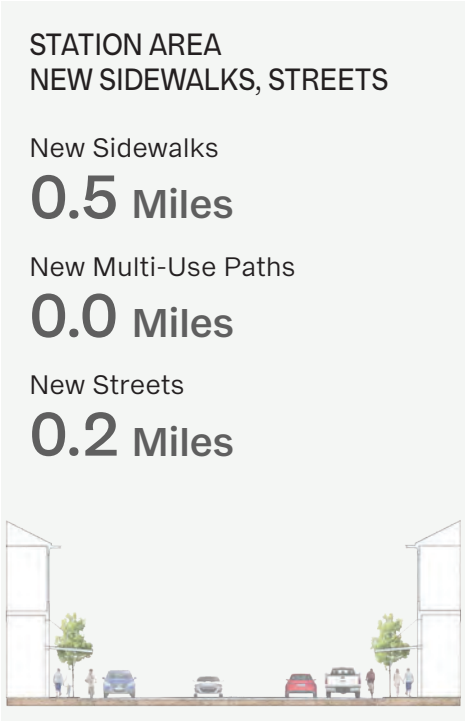
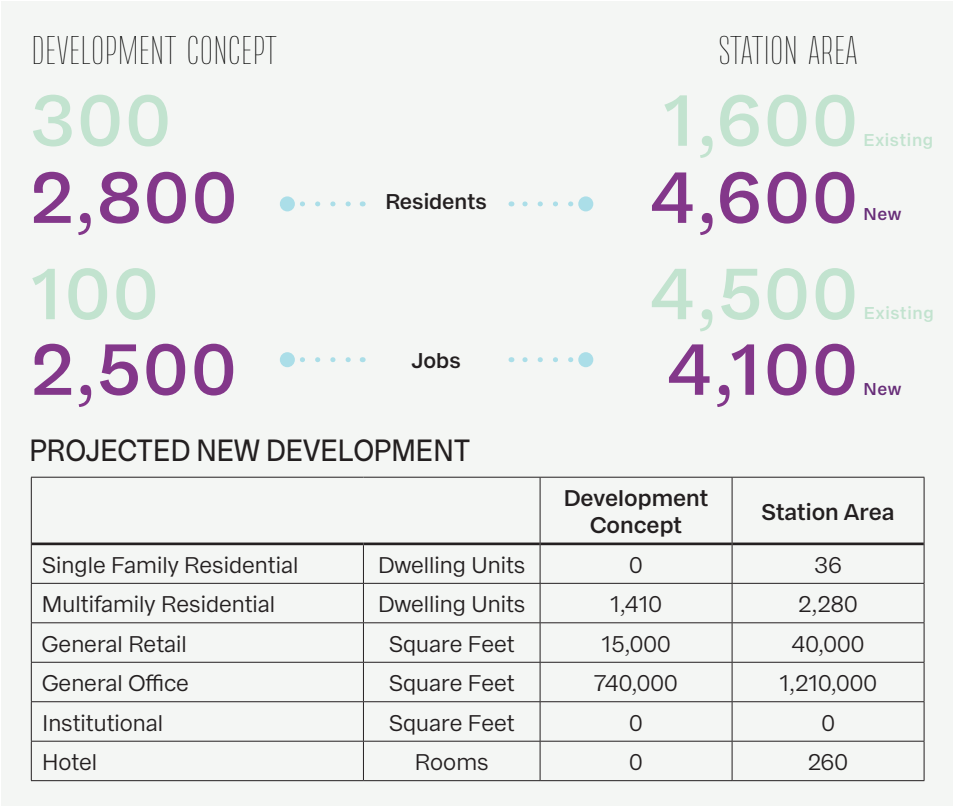
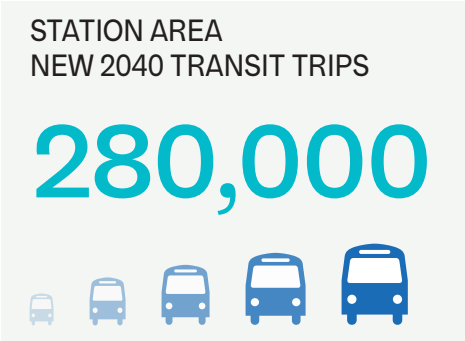
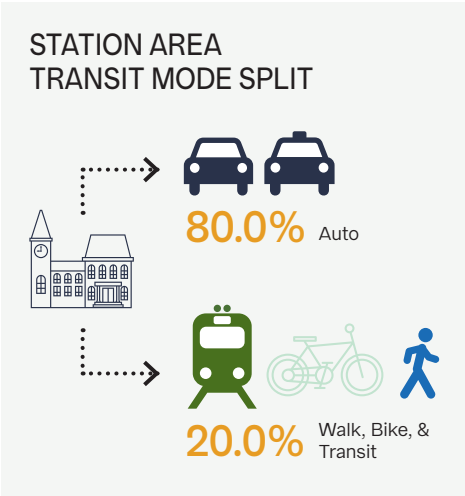
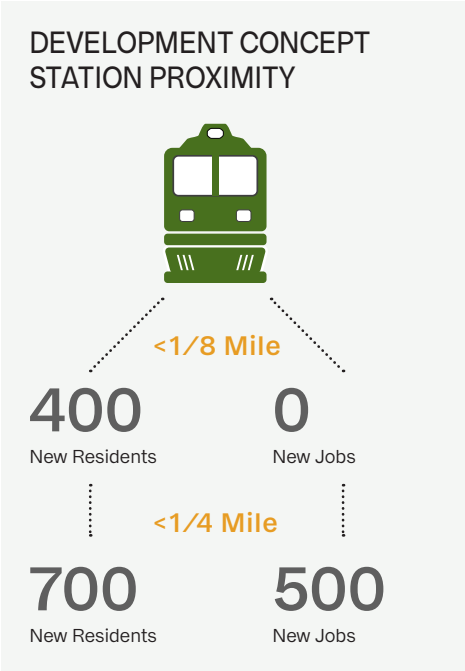
Wide range of development intensities, particularly for housing authority lands to the north. Illustrative development is shown on several publicly owned sites and is not necessarily representative of plans for those sites. These drawings were produced prior to plans for those sites being prepared.

*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.*



DILLARD 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 210. 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.







## DILLARD ST

## STATION AREA BIKE &amp; 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 &amp; STREET NETWORK



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

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



## POTENTIAL NEW TAX REVENUES

The analysis below summarizes the potential new tax revenue for the Dillard Street 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	312 Acres
Development Concept Area	47 Acres

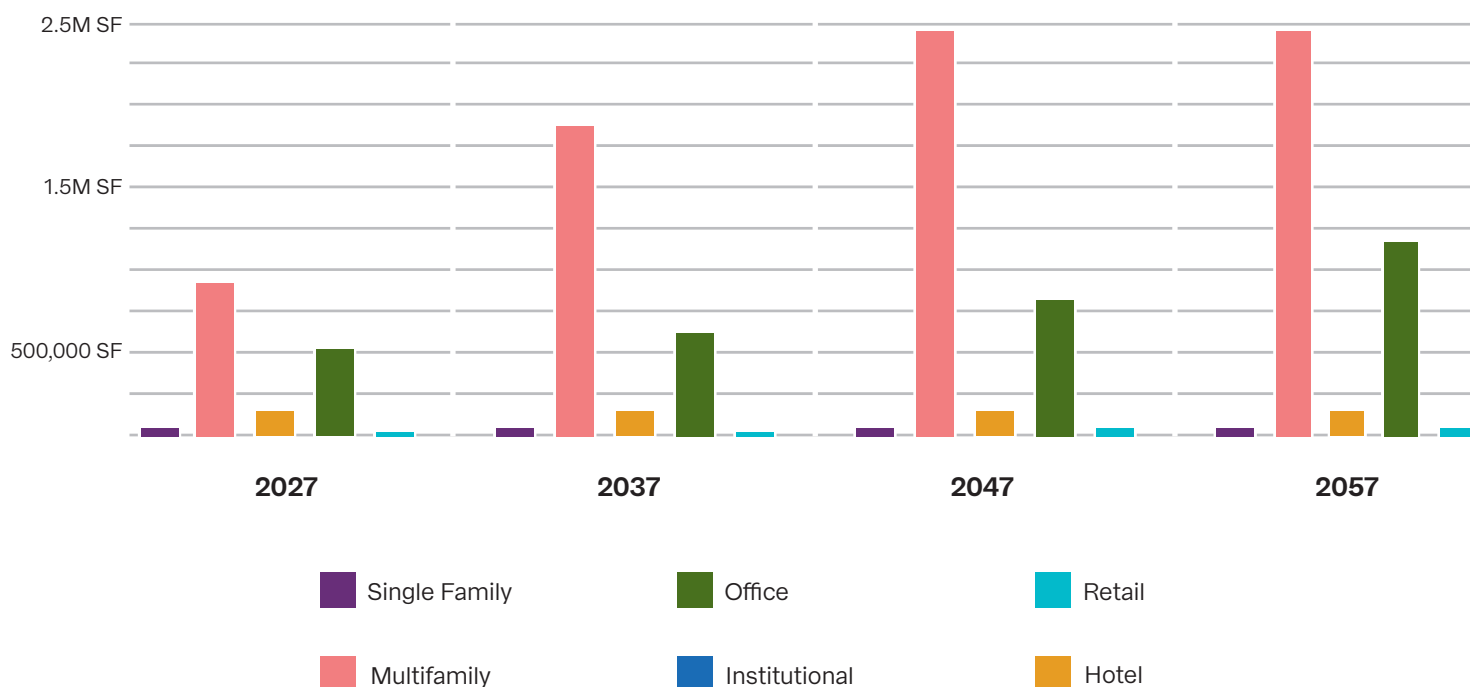
### POTENTIAL NEW TAX REVENUES

DILLARD STREET	2027	2037	2047	2057
<b>Baseline Property Value</b>				
Lower Estimate (35th Percentile)	\$368.2 Million	\$304.0 Million	\$227.4 Million	\$187.7 Million
Upper Estimate (65th Percentile)	\$498.2 Million	\$411.3 Million	\$307.7 Million	\$254.0 Million
<b>Net New Property Value</b>				
Lower Estimate (35th Percentile)	\$274.9 Million	\$368.5 Million	\$346.5 Million	\$307.4 Million
Upper Estimate (65th Percentile)	\$372.0 Million	\$498.6 Million	\$468.8 Million	\$415.9 Million

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
<b>Net New Accumulated Tax Revenue</b>				
Low Estimate (35 Percentile)	\$38.1 Million	\$85.3 Million	\$131.8 Million	\$177.5 Million
Upper Estimate (65 Percentile)	\$51.5 Million	\$115.4 Million	\$178.4 Million	\$240.2 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





## DILLARD ST

### Anticipated Development Horizon

**Pre-Rail (2018 - 2027):** Additional urban residential including affordable housing, and additional neighborhood services to support continued growth of the area.

**Rail +10 (2028 - 2037):** Redevelopment of housing authority lands as mixed-use redevelopment providing at least the same number of or more affordable housing units.

**Rail +20 (2038 - 2047):** Continued redevelopment of underutilized parking lots and housing authority parcels with attention to shaping the public realm with civic spaces as an urban amenity.

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

### Investment Phasing

Ongoing development supporting additional services, amenities, and a broad housing stock; improving connectivity as development progresses.

### **AFFORDABLE HOUSING OPPORTUNITIES**

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

- ☐ Public housing redevelopment
- ☐ Disposition of publicly-owned property
- ☐ Repair assistance for low-income homeowners
- ☐ Incentivize landlords to rehabilitate and preserve affordable housing

### **ZONING STRATEGIES**

Dillard Street is a downtown station area having several zoning districts. The station itself is in the DD-S1 district surrounded by DD-C, DD-S2, OI and RU-M.

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 core (DD-C) and support sub districts (DD-S1) and (DD-S2).

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 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.

### **PARKING STRATEGIES**

The Dillard Street station area currently has parking that supports current development and the majority of parking is surface. Additionally, within the station area is the large county parking lot.

The evolution of surface parking within downtown Durham is already occurring and a focus on an



innovative form for parking garages, i.e., underground, shared, unbundled, will support a better walking environment for pedestrians within the station area. In order to fulfill the demand for parking in this district and greater station area, a parking master plan is essential.

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	Maintain parking usage data for existing	Reduce required minimum parking for office and multifamily; consider constructing structured parking facility(s) for district		Repurpose as demand becomes less
	Incentives	Require developers of office and retail uses to develop and execute shared parking agreements, or participate in the public parking district; office tenants maintain a Travel Demand Management (TDM) program			
	Pricing	Conduct market study	Office and multifamily operators provide unbundled parking options to tenants		
Implementation	District	Upon creation in coordination with Durham and Blackwell/Mangum stations, 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 Durham and Blackwell/Mangum stations	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.



### Bike/Ped Improvements across NC 147

Improve Fayetteville overpass and Roxboro underpass for bicycle and pedestrian connections across NC 147

Timeframe: Pre-Rail

Cost: \$\$



### District Parking

Establish an urban station district parking program balancing the needs of office, residential, retail and entertainment venues in partnership with development and property owners

Timeframe: Pre-Rail

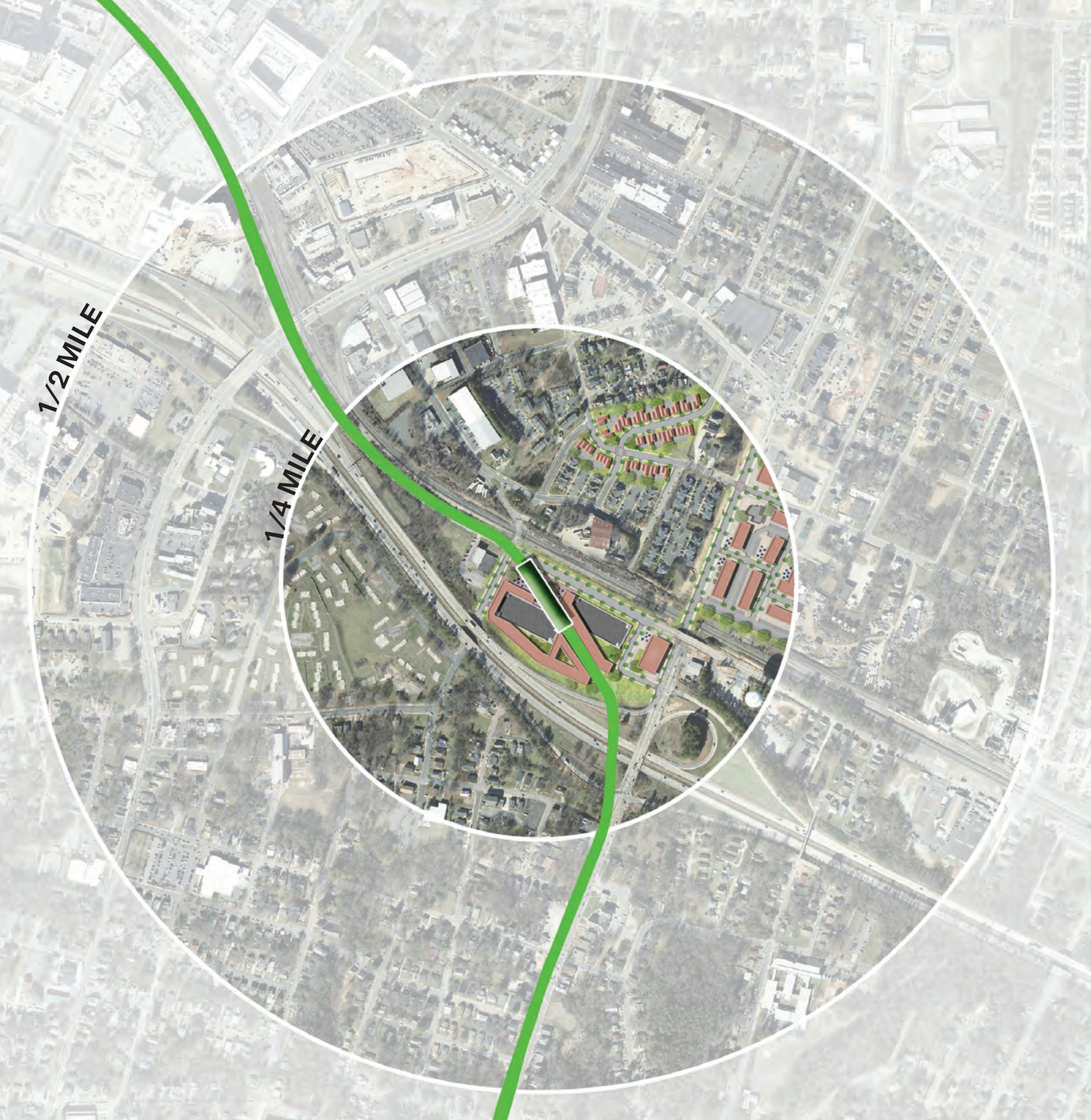
Cost: \$\$

## PUBLIC INVESTMENT PRIORITIZATION

INVESTMENT	YEAR			
	PRE-RAIL (2018 - 2027)	RAIL +10 (2028 - 2037)	RAIL +20 (2038 - 2047)	RAIL +30 (2048 - 2057)
Station Area Infrastructure	Pedestrian and bike improvements extending south of NC 147 on Roxboro and Fayetteville Streets	-	-	-
Bike/Ped and Transit Support	Fill in gaps in pedestrian streetscape in key missing connections where redevelopment has occurred		-	-



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# ALSTON AVENUE







# Alston Avenue

Station Family: Urban Hub  
County: Durham  
City: Durham

## WHY THIS STATION?

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

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

## ATTRIBUTES

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

## STATION AREA CONTEXT



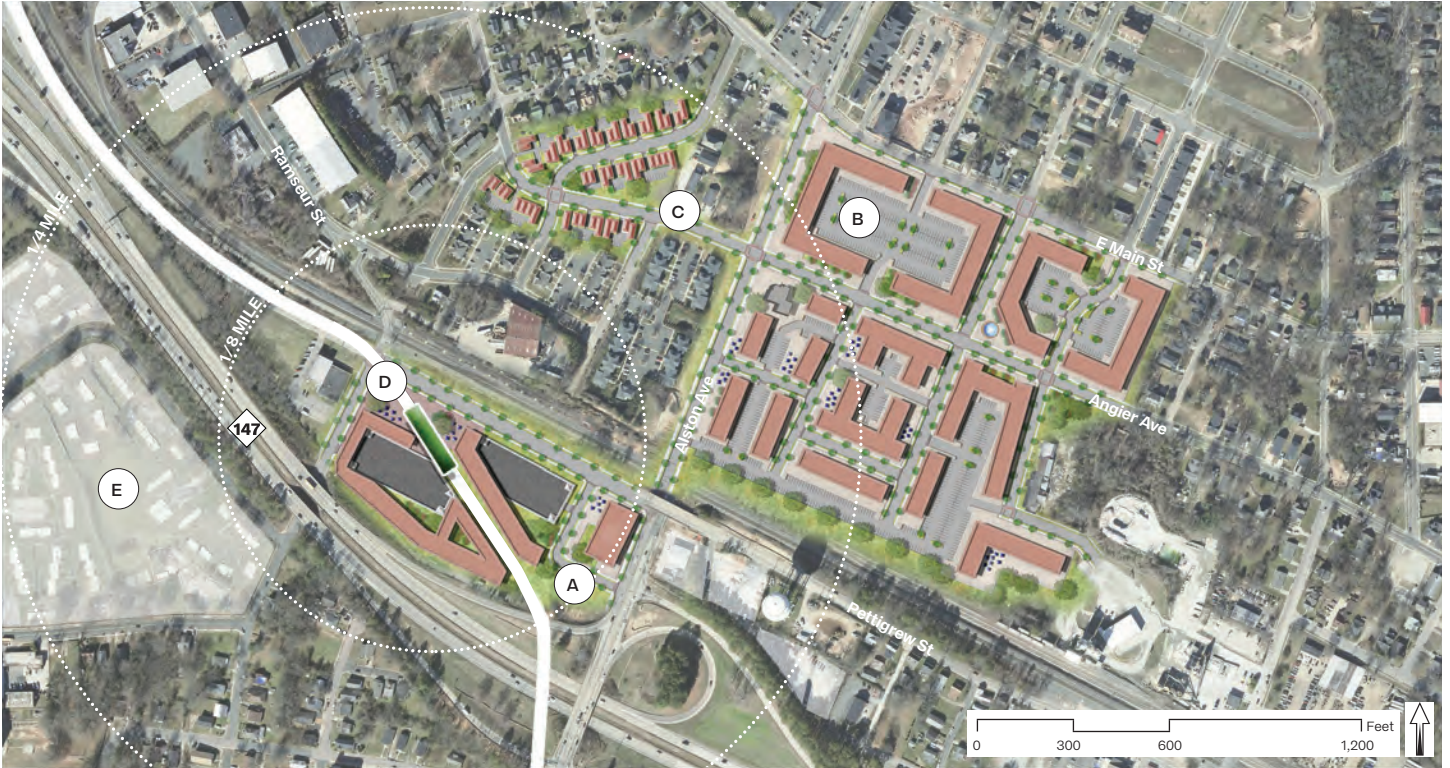




## ALSTON AVENUE

### STATION DEVELOPMENT CONCEPT

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



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

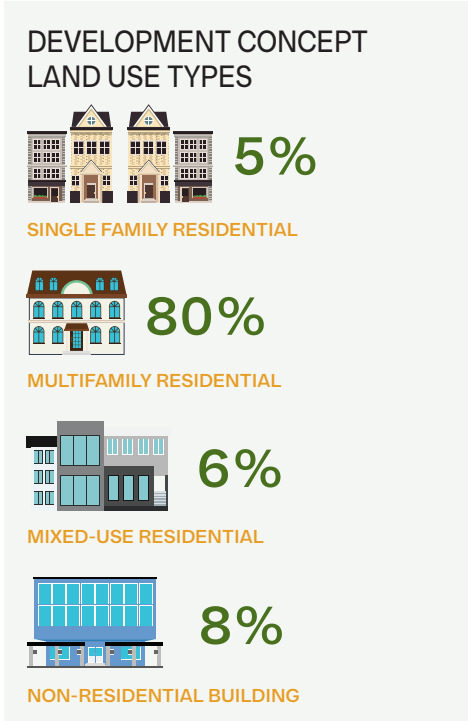
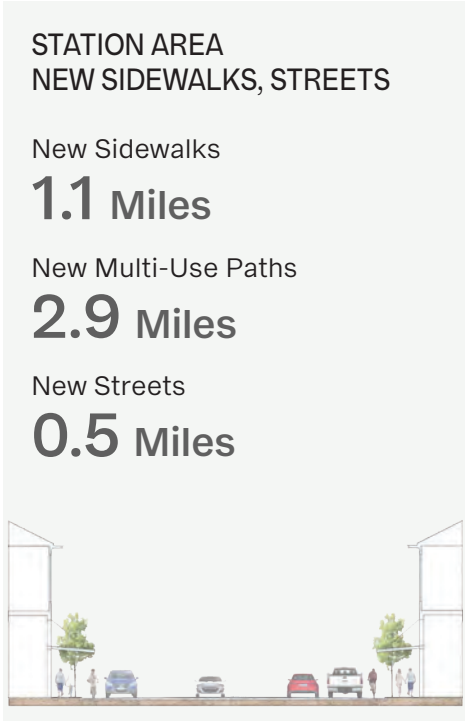
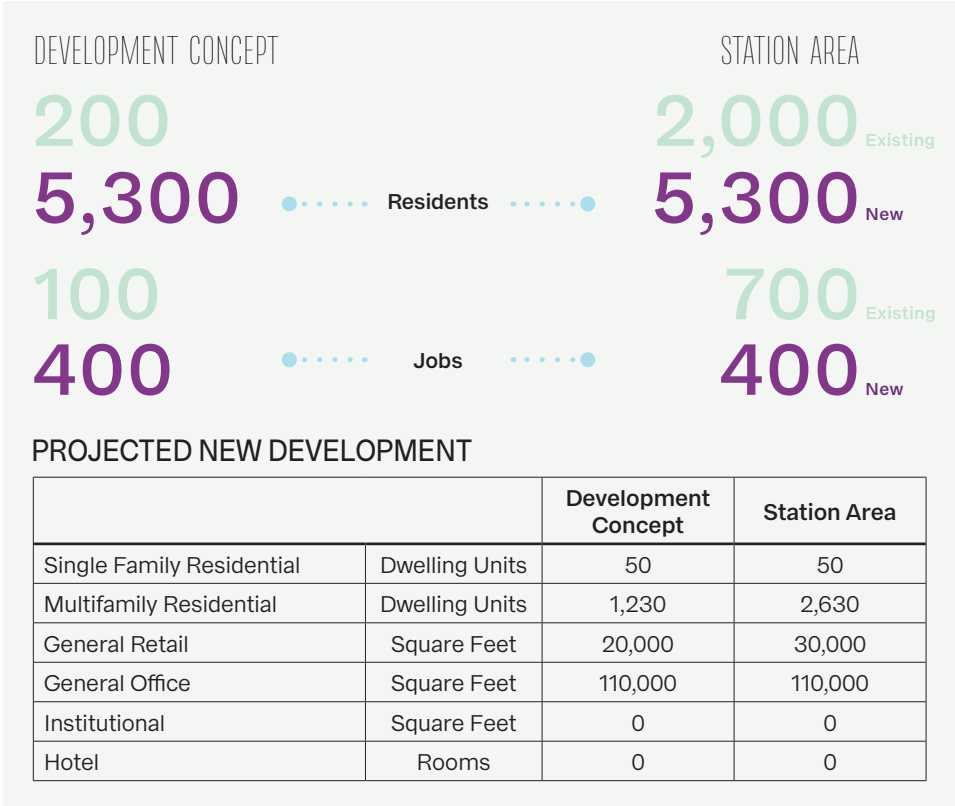
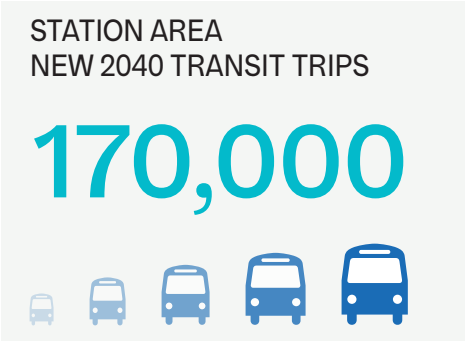
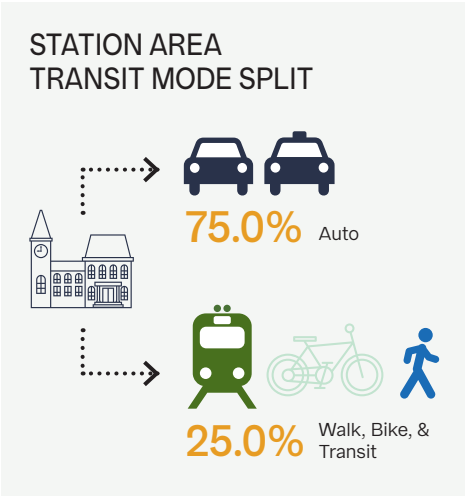
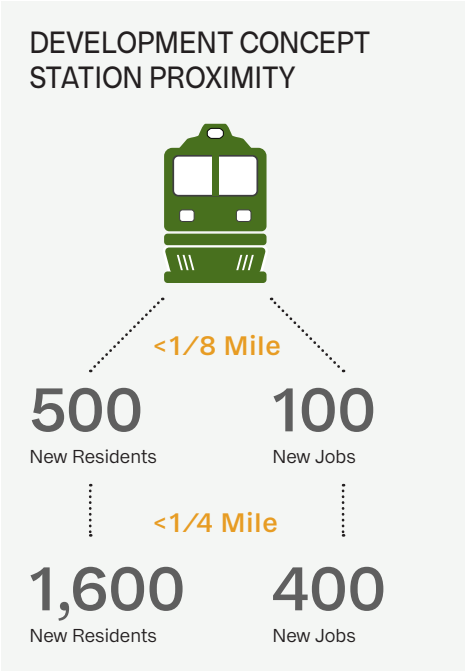
A wide variety of redevelopment typologies could unfold in this area, particularly through the influence of housing authority redevelopment projects underway or anticipated.

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



ALSTON AVENUE AT-A-GLANCE

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







# ALSTON AVENUE

## STATION AREA BIKE & PEDESTRIAN AND STREET NETWORK

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

### POTENTIAL BIKE/PED & STREET NETWORK



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

- Light Rail Station
- 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 REVENUE

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

Station Area	328 Acres
Development Concept Area	83 Acres

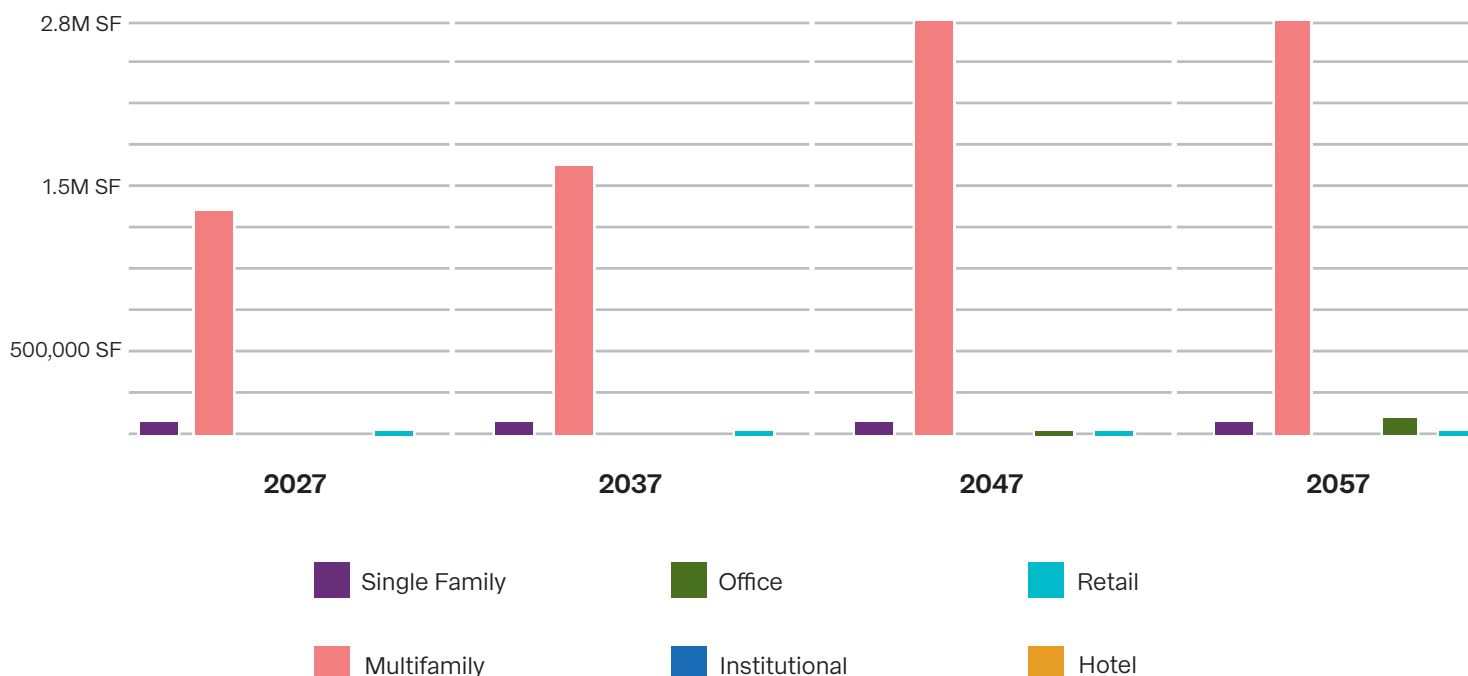
### POTENTIAL NEW TAX REVENUE

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

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

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

### ACCUMULATED STATION AREA DEVELOPMENT







## **Anticipated Development Horizon**

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

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

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

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

## **Investment Phasing**

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

## **AFFORDABLE HOUSING OPPORTUNITIES**

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

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

## **ZONING STRATEGIES**

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

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

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

## **PARKING STRATEGIES**

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

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

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

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

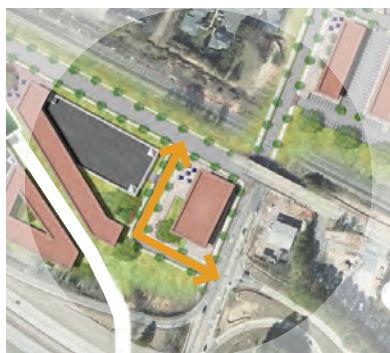




## ALSTON AVENUE

## TOD PUBLIC INVESTMENT INFRASTRUCTURE PRIORITIES

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



### Alston Avenue to Grant Street Platform Connection

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

Timeframe: Pre-Rail

Cost: \$\$



### Grant Street Improvements (Pettigrew to Umstead)

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

Timeframe: Pre-Rail  
Rail +10

Cost: \$\$



### Alston Avenue Complete Street

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

Timeframe: Rail +20

Cost: \$\$\$

## PUBLIC INVESTMENT PRIORITIZATION

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

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NCCU





Station Family: University Village  
 County: Durham  
 City: Durham

## WHY THIS STATION?

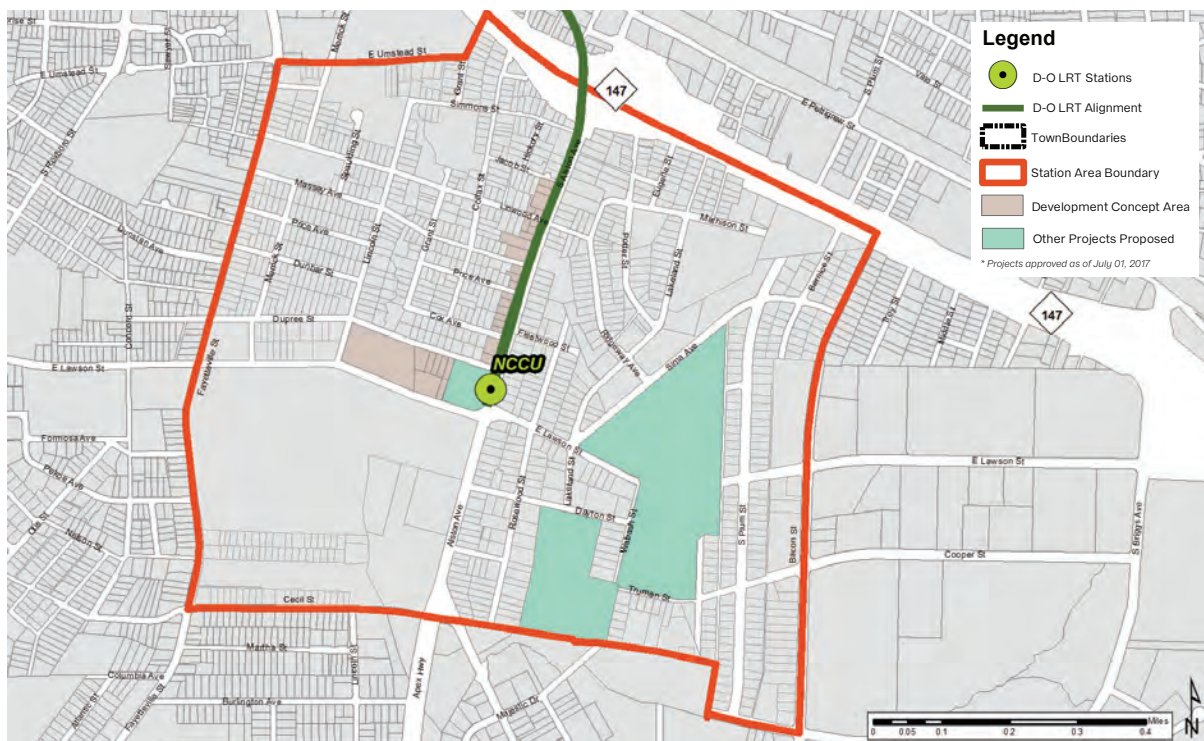
**Serves the third major university on the line as well as nearby residential neighborhoods.**

This station site sits at the eastern edge of the North Carolina Central University (NCCU) campus adjacent to existing residential neighborhoods along Alston Avenue. A mix of neighborhood businesses are also located along Alston, and Durham Technical Community College is one-half mile east along Lawson Street. Neighborhood integrity must be preserved while connections and access to both the residential areas and the academic institutions are enhanced. New development should be limited in scale, and modest in character in acknowledgment of the existing primarily single family neighborhoods.

## ATTRIBUTES

- University experience – interaction between existing neighborhood feel and the student experience.
- Small-format services, limited retail, and affordable housing also serving the neighborhood, students, and university employees.
- Station area strengthens expanded access for students and neighbors to city-wide opportunities.
- Predominant activity between 8 a.m. and 7 p.m.

## STATION AREA CONTEXT



## STATION DEVELOPMENT CONCEPT

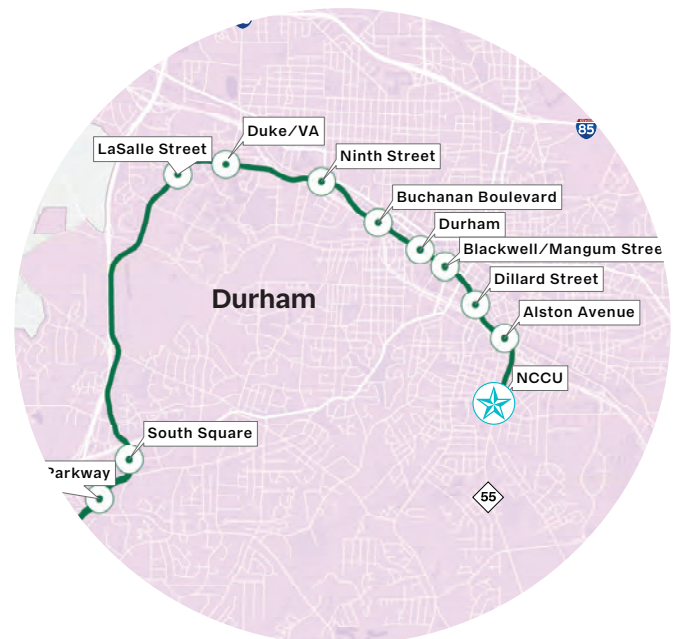
Limited redevelopment includes residual parcels along Alston resulting from the rail construction in order to transition to adjacent residential neighborhoods.



- A** New NCCU building adjacent to the Alston Avenue station
- B** NCCU affiliated housing wrapped around a parking structure to screen the parking from the public realm
- C** New smaller format housing to transition the existing neighborhood from the new tracks along Alston Avenue
- D** Pedestrian and bicycle improvements along Lawson to connect Durham Technical Community College to NCCU and the station

University lands could include additional development, and the housing authority sites to the east could also be redeveloped.

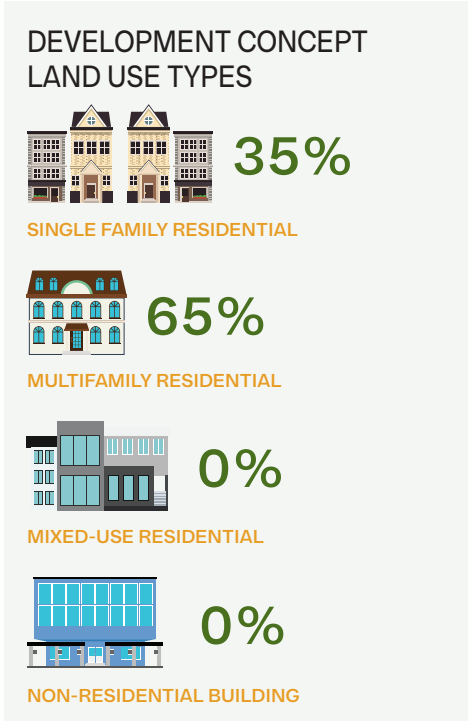
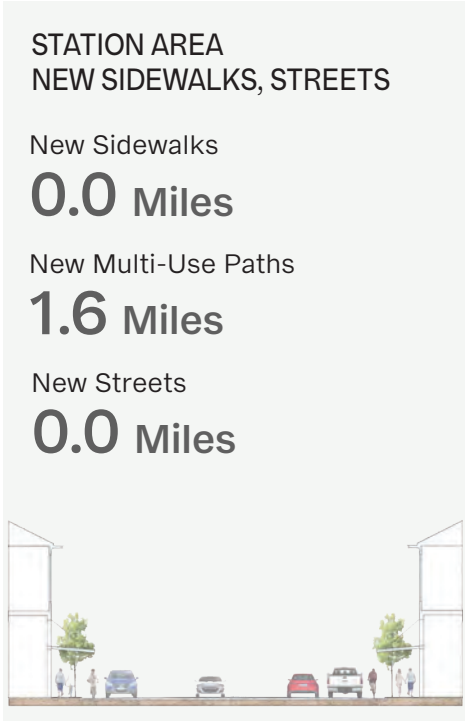
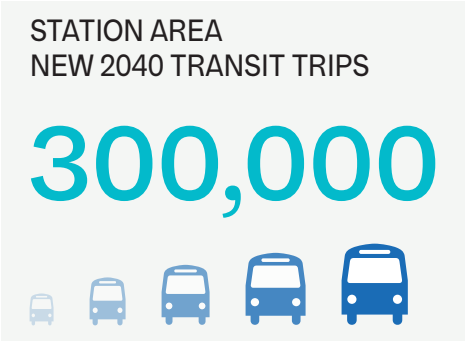
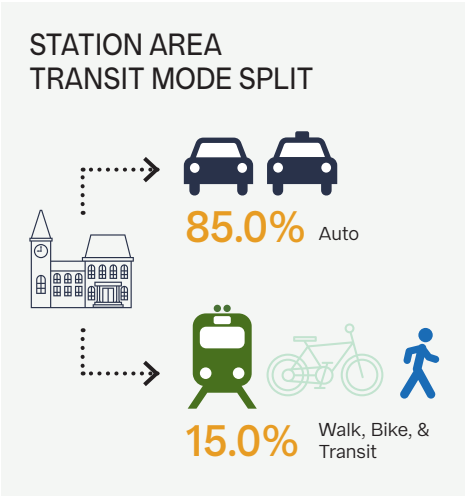
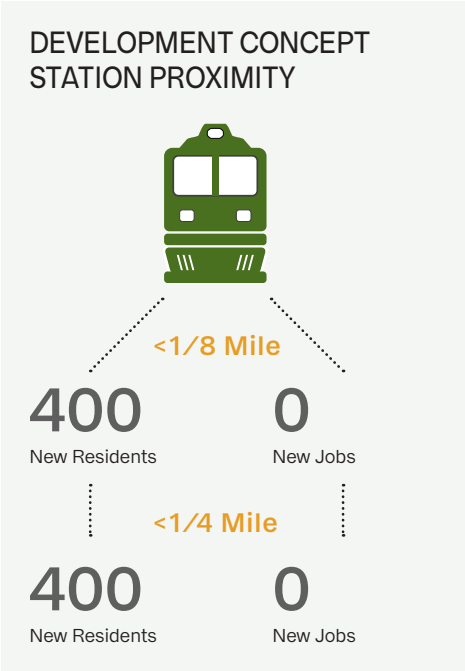
*This development concept represents "One Possible Future" for the year 2057. The actual outcome will be shaped by the private market's response to zoning, regulatory, and public investment decisions made by the Durham City Council.*





NCCU STATION 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 230. 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.

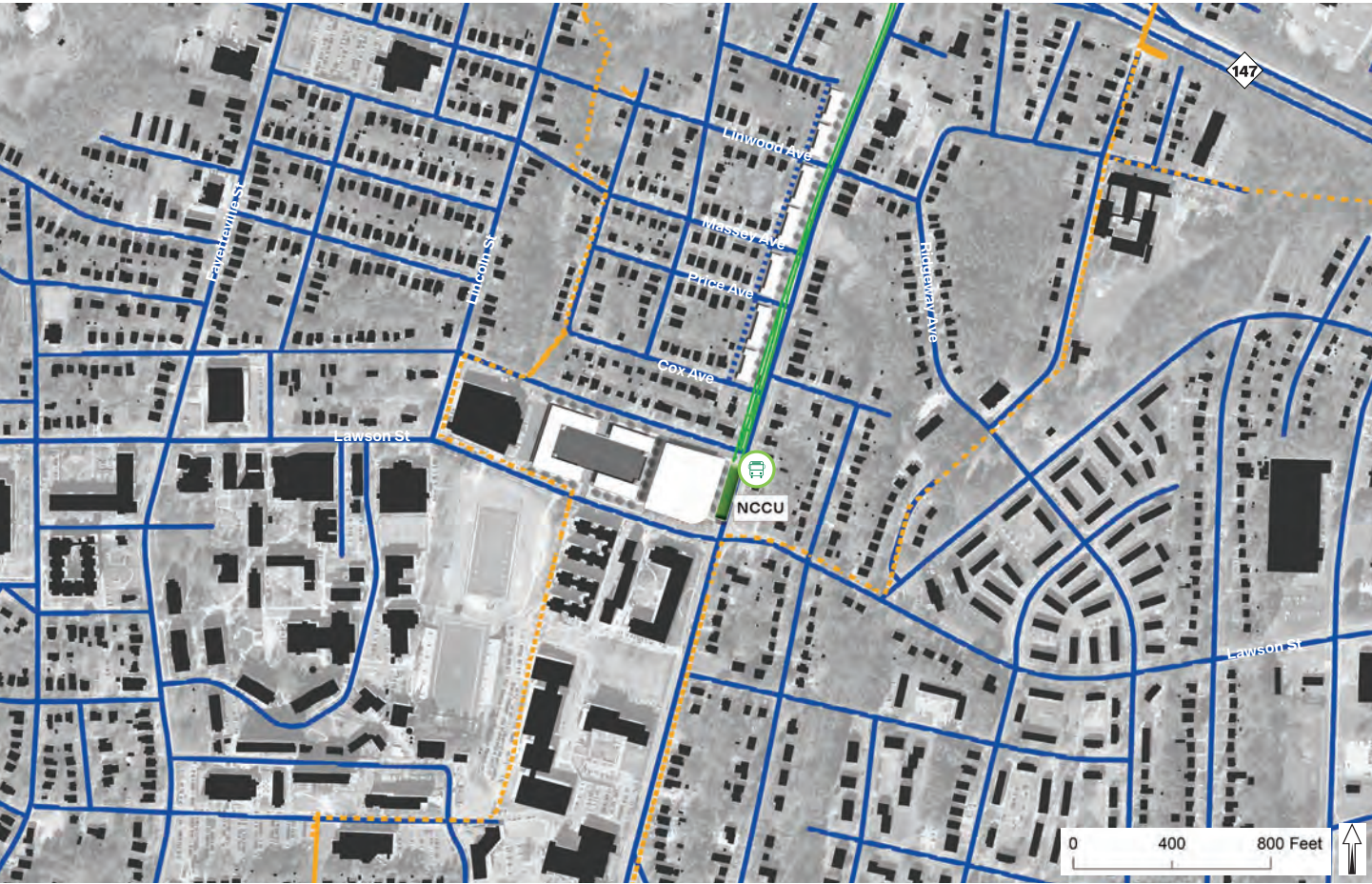















# STATION AREA BIKE & PEDESTRIAN AND STREET NETWORK

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

## POTENTIAL BIKE/PED & STREET NETWORK



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

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

## POTENTIAL NEW TAX REVENUE

The analysis below summarizes the potential new tax revenue for the NCCU 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	442 Acres
Development Concept Area	48 Acres

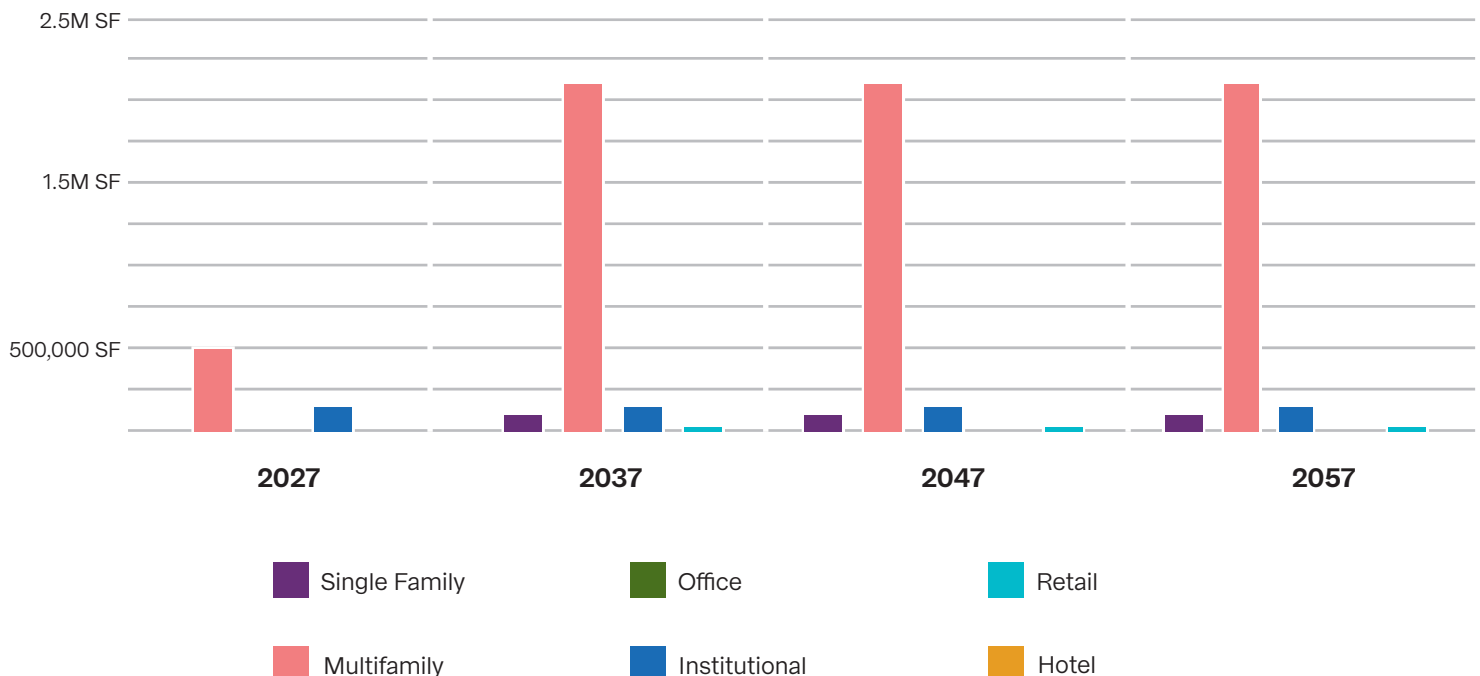
### POTENTIAL NEW TAX REVENUE

NCCU	2027	2037	2047	2057
<b>Baseline Property Value</b>				
Lower Estimate (35th Percentile)	\$82.0 Million	\$67.7 Million	\$50.7 Million	\$41.8 Million
Upper Estimate (65th Percentile)	\$111.0 Million	\$91.6 Million	\$68.5 Million	\$56.6 Million
<b>Net New Property Value</b>				
Lower Estimate (35th Percentile)	\$91.5 Million	\$279.2 Million	\$208.9 Million	\$172.5 Million
Upper Estimate (65th Percentile)	\$123.8 Million	\$377.8 Million	\$282.6 Million	\$233.3 Million

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
<b>Net New Accumulated Tax Revenue</b>				
Low Estimate (35 Percentile)	\$2.7 Million	\$44.0 Million	\$76.3 Million	\$101.9 Million
Upper Estimate (65 Percentile)	\$3.6 Million	\$59.5 Million	\$103.2 Million	\$137.9 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



## **Anticipated Development Horizon**

**Pre-Rail (2018 - 2027):** Infill and university-related development.

**Rail +10 (2028 - 2037):** Redevelopment of vacant lots adjacent to Alston Avenue and incremental redevelopment of housing authority lands especially east of the station.

**Rail +20 (2038 - 2047):** Continued redevelopment of aging housing authority properties.

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

## **Investment Phasing**

The goal for NCCU station is to preserve the neighborhood character while facilitating strategic infill where appropriate. Also, redevelopment of housing authority properties can expand access to economic opportunity through the reach of the light rail line.

## **AFFORDABLE HOUSING OPPORTUNITIES**

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

- ☐ Anchor institution involvement
- ☐ Public housing redevelopment
- ☐ Repair assistance for low-income homeowners
- ☐ Reduce barriers for missing middle housing types, including Accessory Dwelling Units (ADUs)

## **ZONING STRATEGIES**

The NCCU station area consists mostly of residential zoned lands including RU-5 and RU-M, plus a number of OI, CN and UC-2 parcels.

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. The station itself is located in an RU-5 district.

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.” OI zoning may be reconsidered to ensure that it is limited across the station area.

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”

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 NCCU with appropriate transit-oriented development densities and dimensional standards.

## **PARKING STRATEGIES**

The NCCU station area currently has parking that supports the university and other surrounding



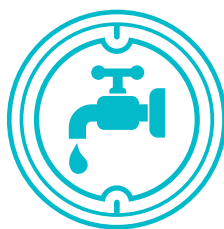
existing development in both surface and garage. New parking will continue to support the university and housing functions and limited parking will be required for the transit functions. Improving walkability along Lamar and Alston Avenue will support the goals for neighborhood preservation as well as neighborhood connectivity at the station 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			
Policy	Supply	N/A	Multifamily will provide parking for tenants; opportunity for shared use parking between retail and office		
	Incentives	Travel Demand Management (TDM) program for NCCU students/staff/faculty			
	Pricing	N/A	Multifamily operator to offer unbundled parking opportunities to tenants; NCCU to set pricing for Institutional uses		
Implementation	District	Upon creation in coordination with campus master plan, 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 project has been identified as the key projects the City and other partner entities should undertake to support catalytic station area development.



### Complete Street Lawson from Lincoln to Durham Tech

In order to promote connectivity from NCCU to the community college, Lawson becomes a primary route for multimodal activity

Timeframe: Pre-Rail

Cost: \$\$

### Water/Sewer Improvements

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

Timeframe: Pre-Rail

Cost: \$\$\$

### Linwood Sidewalk Improvements

Improve sidewalks at Linwood and Alston Avenue intersection for easier pedestrian path to light rail station

Timeframe: Pre-Rail

Cost: \$

## PUBLIC INVESTMENT PRIORITIZATION

INVESTMENT	YEAR			
	PRE-RAIL (2018 - 2027)	RAIL +10 (2028 - 2037)	RAIL +20 (2038 - 2047)	RAIL +30 (2048 - 2057)
Station Area Infrastructure	Implement complete street conversion of Lawson	-	-	-
	Linwood and Alston Avenue sidewalk improvements	-	-	-
Bike/Ped and Transit Support	Lawson complete street improvements to connect to R. Kelly Bryant Bridge, apartments, and Pearson Town Trail		-	-

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