



GATEWAY



Gateway

Station Family: Suburban Retrofit
 County: Orange and Durham
 City: Chapel Hill

WHY THIS STATION?

Capitalizing on an important regional location for redevelopment, including a significant number of jobs in a mixed-use, walkable suburban center.

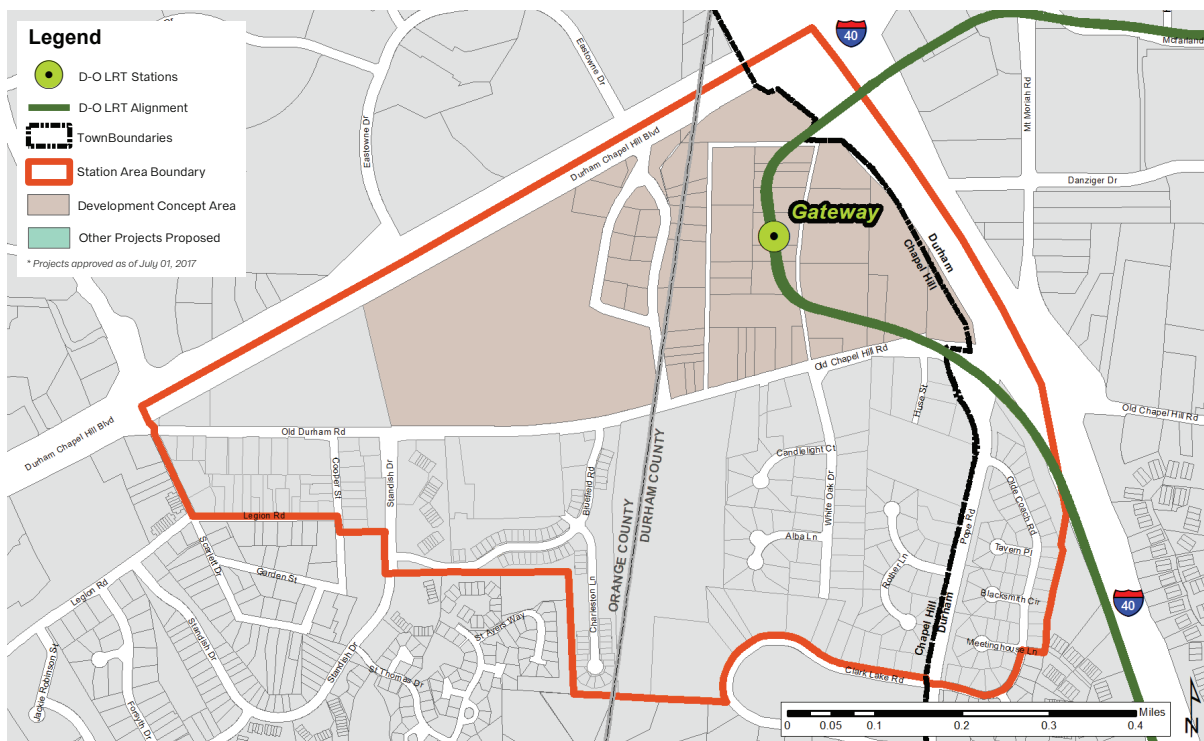
The Gateway station area offers an opportunity for several blocks of walkable urbanism next to I-40 at the U.S. 15-501 interchange. A bustling core with larger building types can transition to existing multifamily and single family suburban neighborhoods to the south by progressively decreasing heights and through pleasant urban design. Coupled with pedestrian connections and crossings east across the interstate and north across U.S. 15-501, the future for Gateway forms a vibrant regional node coupled with the Patterson Place station area and augmented by Eastowne redevelopment just to the north. The Gateway/Patterson Place pairing forms a central locus of activity along the line, activity that encompasses lands in all four partnering governments of Durham and Orange Counties, Chapel Hill, and the City of Durham.

Establishing a bike and pedestrian connection to Eastowne provides an opportunity to enhance the walkable, transit-supportive campus that UNC Health Care is planning, and provide additional opportunities for private development within the station area.

ATTRIBUTES

- Opportunity for a substantial amount of corporate office in creative environment
- Generally larger format building types with active ground floor uses, such as restaurants
- Smaller building types, such as walk-up apartments and townhouses at edges of station area
- Pleasant mix of public spaces such as plazas, greens, and pocket parks
- Predominant activity between 7 a.m. and 10 p.m.

STATION AREA CONTEXT

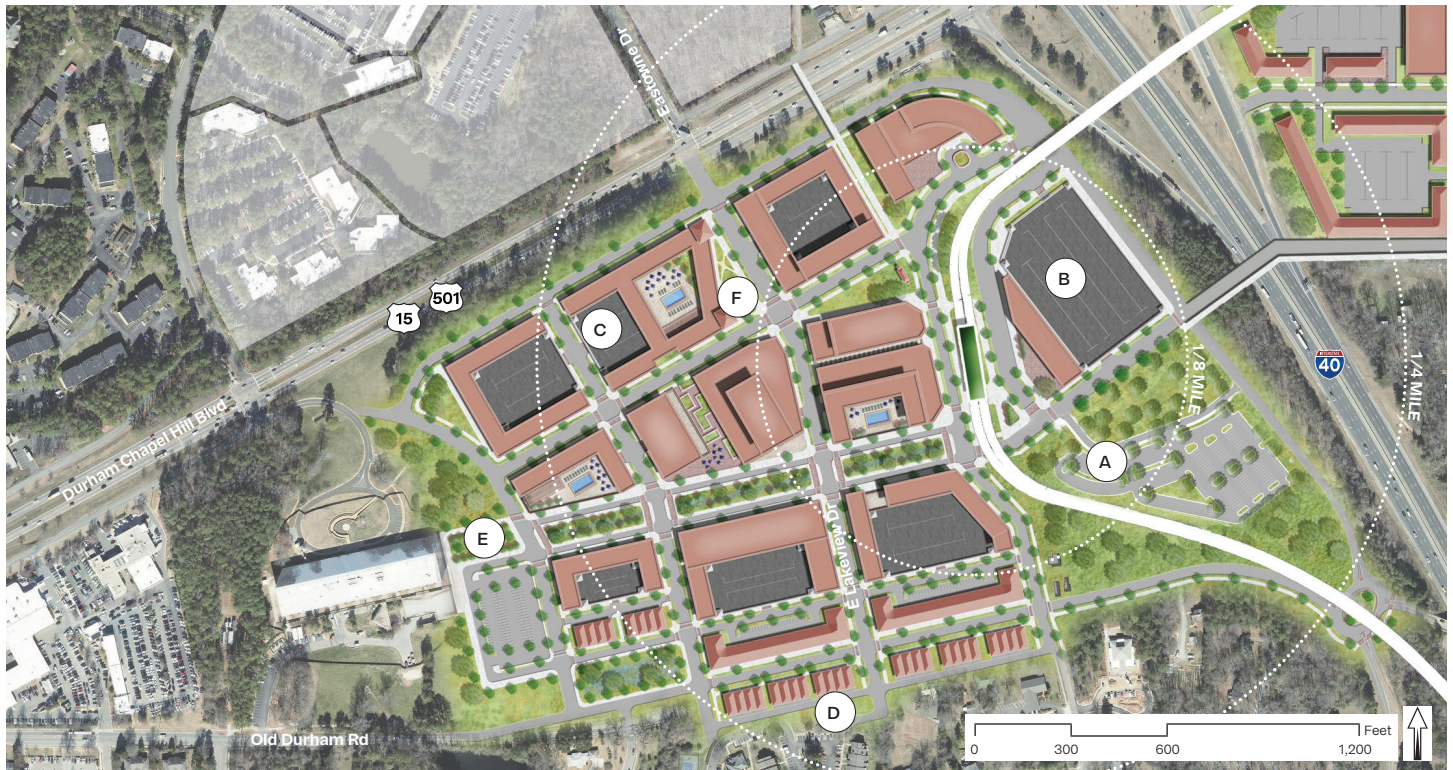




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STATION DEVELOPMENT CONCEPT

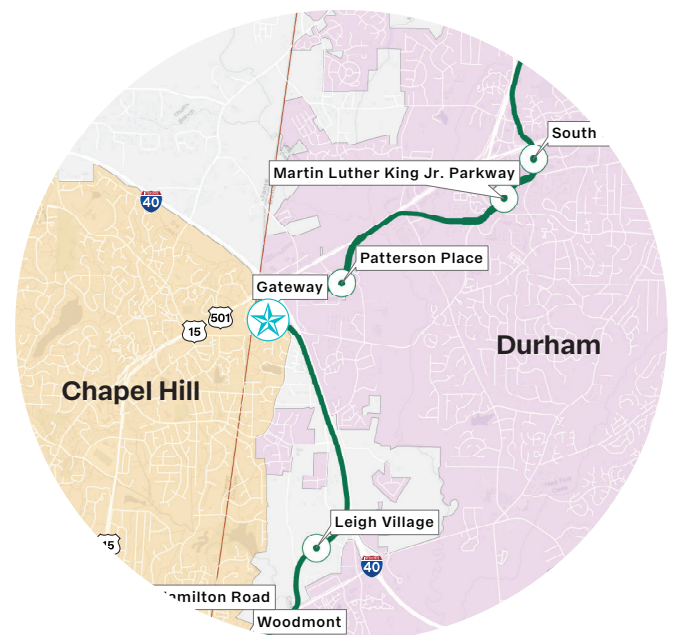
Generated through ongoing public and private engagement, the concept coordinates a visionary yet credible example of what is possible with a well-connected street network with strong urban spaces, a park-and-ride location, and designed so that the amount of activity and building heights transition from the core to match the scale of existing neighborhoods that adjoin the edge of the station area.



- A** Preservation of 100 foot wide area around existing stream as well as a GoTriangle park-and-ride lot
- B** Joint development including mixed-use, parking garage and multimodal connectivity
- C** Mixed-use development using existing infrastructure that will catalyze future development closer to the station
- D** Smaller format housing to transition the existing neighborhood to the density around the station
- E** A pedestrian-oriented street that serves as a view corridor and connects the existing major employment
- F** Pocket public spaces provide a break from the urban form. Some are common for tenants, while others are public

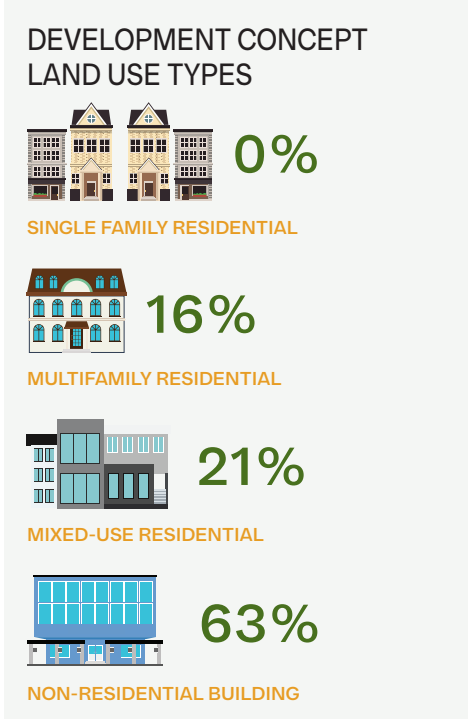
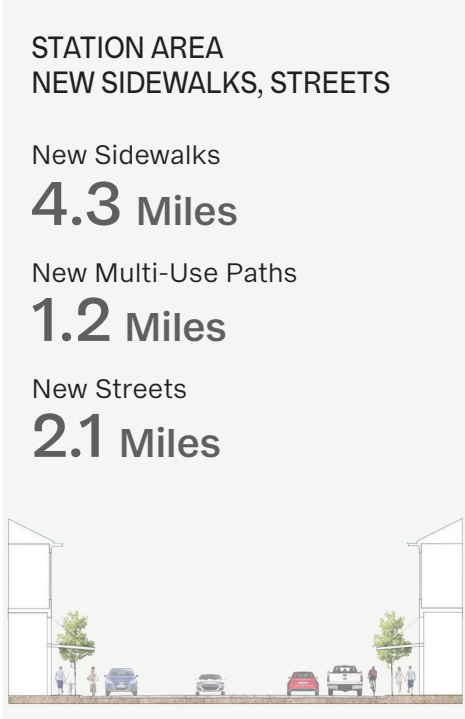
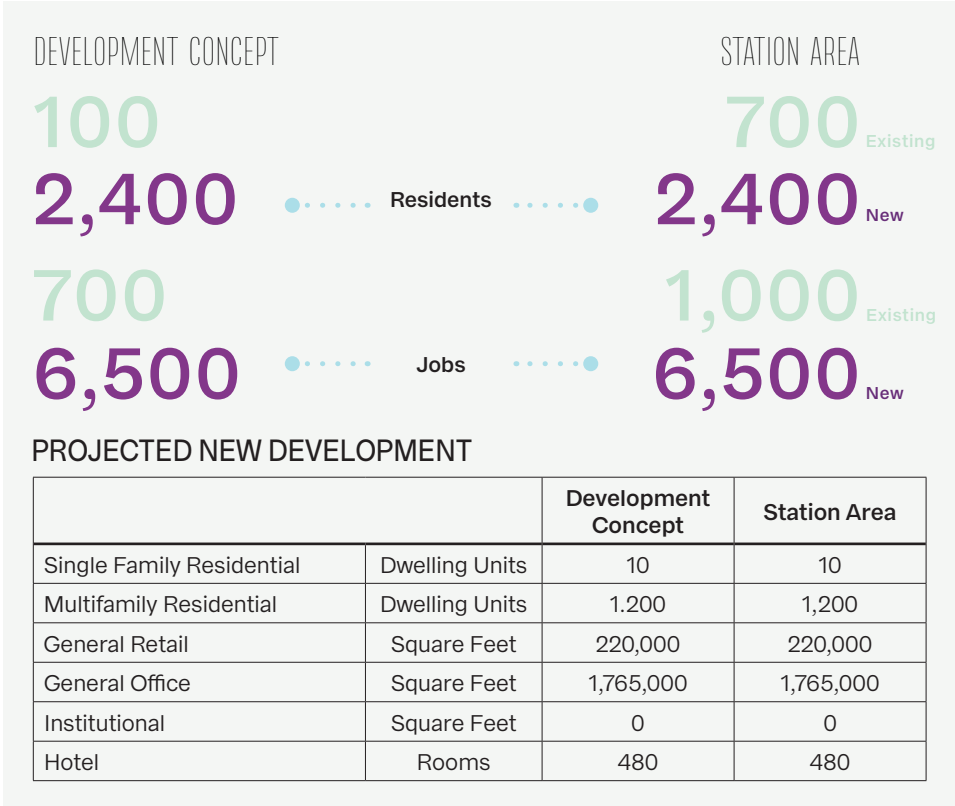
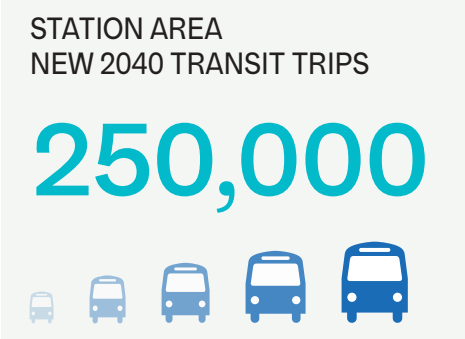
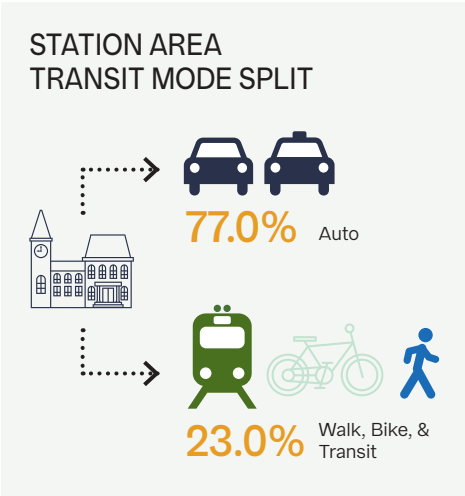
Wide range of potential densities at the core of the station area while maintaining transitions to existing neighborhoods.

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 Chapel Hill Town Council.



GATEWAY 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 120. 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.



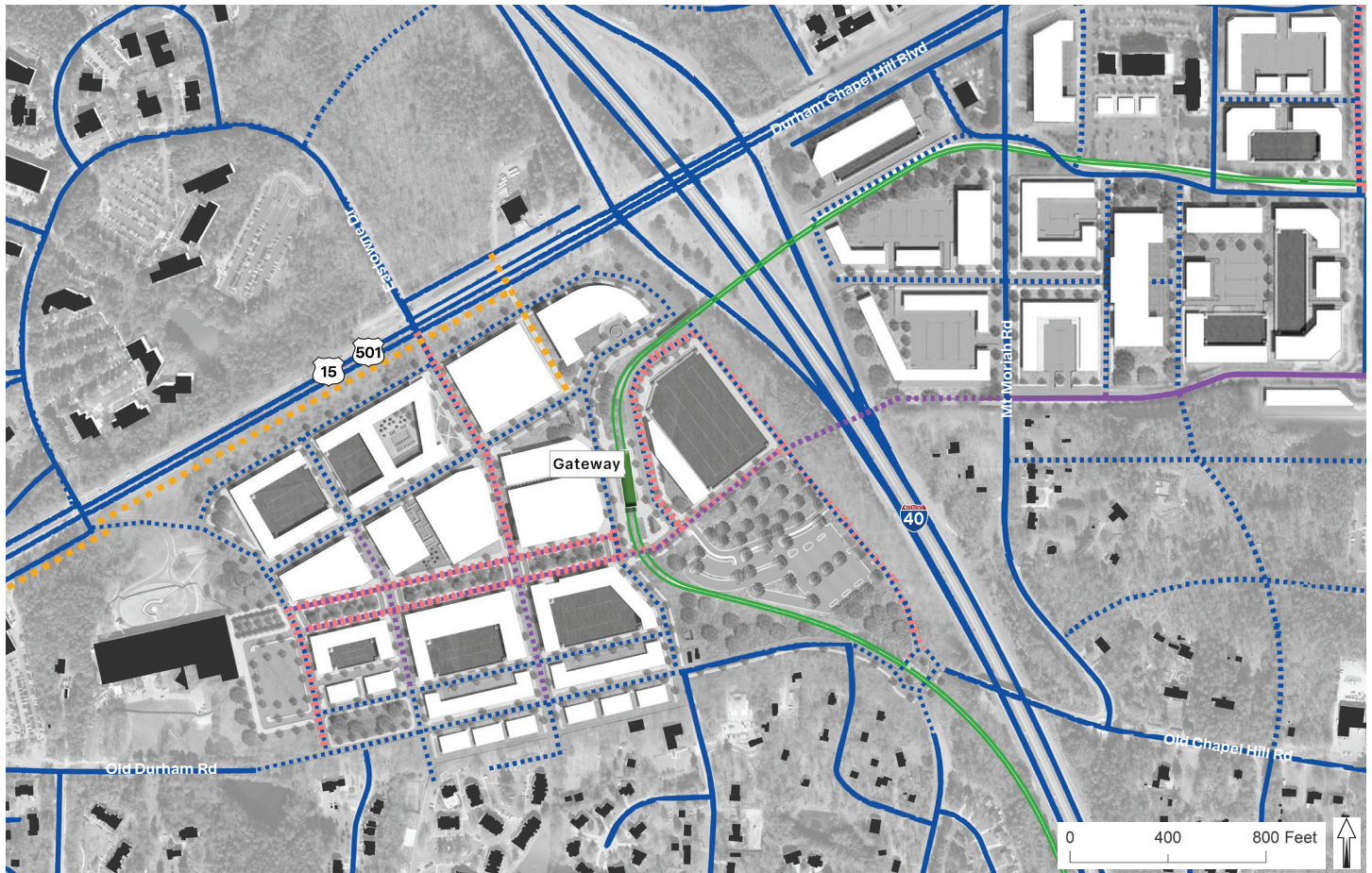


GATEWAY

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 Gateway station area for the next 40 years. Tax revenue sources include property tax revenues to the Town of Chapel Hill, Orange County and Durham County. The analysis excludes sales tax.

Station Area	242 Acres
Development Concept Area	96 Acres

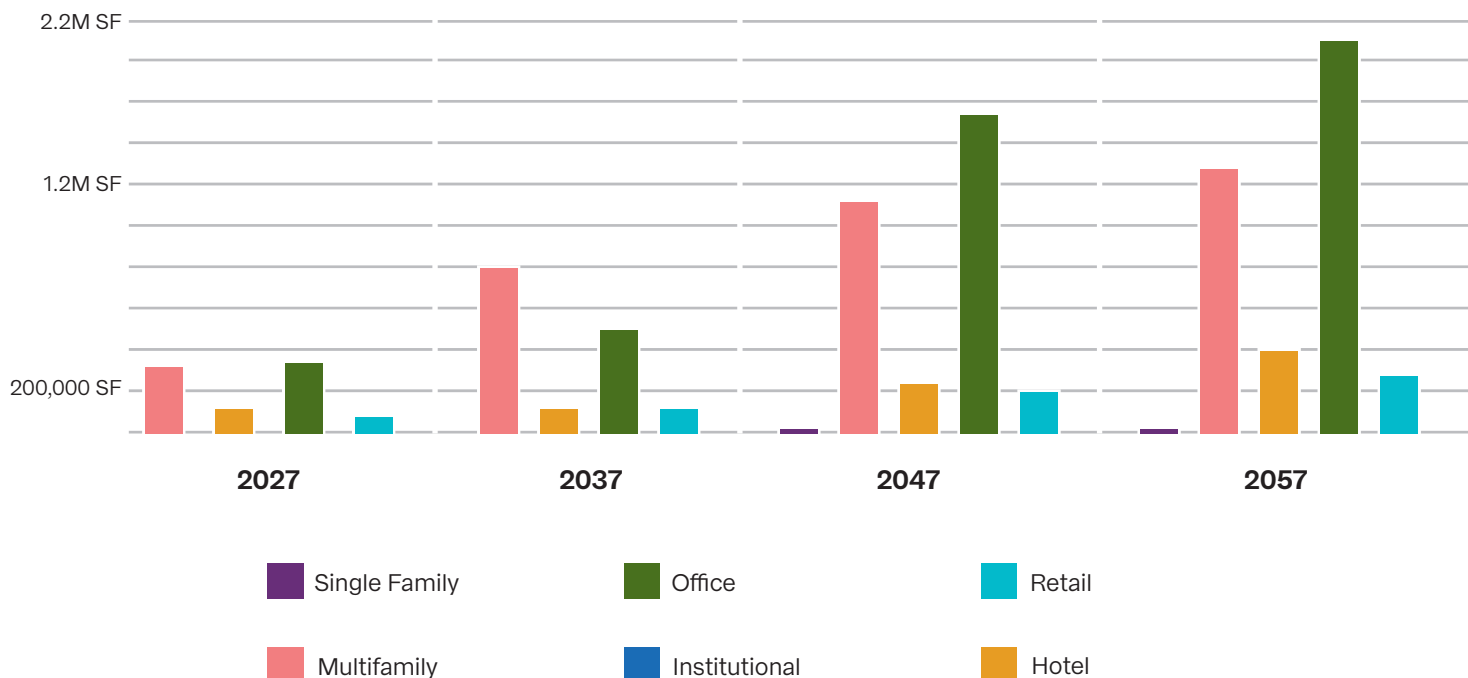
POTENTIAL NEW TAX REVENUES

GATEWAY	2027	2037	2047	2057
Baseline Property Value				
Lower Estimate (35th Percentile)	\$78.4 Million	\$64.7 Million	\$48.4 Million	\$40.0 Million
Upper Estimate (65th Percentile)	\$106.1 Million	\$87.6 Million	\$65.5 Million	\$54.1 Million
Net New Property Value				
Lower Estimate (35th Percentile)	\$99.8 Million	\$111.5 Million	\$207.0 Million	\$189.0 Million
Upper Estimate (65th Percentile)	\$135.1 Million	\$150.9 Million	\$280.1 Million	\$255.7 Million

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
Net New Accumulated Tax Revenue				
Lower Estimate (35th Percentile)	\$4.5 Million	\$19.2 Million	\$43.0 Million	\$70.4 Million
Upper Estimate (65th Percentile)	\$6.1 Million	\$26.0 Million	\$58.1 Million	\$95.3 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 BY DECADE





Anticipated Development Horizon

Pre-Rail (2018 - 2027): Some development along existing street network, U.S. 15-501 and Old Durham Road, although some moderately-scaled development could occur in transitional areas.

Rail +10 (2028 - 2037): Moderate to more intense development, coordinated across market conditions and activation needs for the immediate station area.

Rail +20 (2038 - 2047): Continued development of the core station area subject to market needs.

Rail +30 (2048 - 2057): Long-term build-out of the station area core subject to market demand for housing and office uses.

Investment Phasing

Focus first on infrastructure to support development beyond current capacity, including streets and utilities. Subsequently, focus on connectivity for pedestrians and bicyclists, as part of a more robust network including connections across I-40 and U.S. 15-501.

AFFORDABLE HOUSING OPPORTUNITIES

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

- ☐ Leverage new property values to fund affordable housing and requisite infrastructure
- ☐ Incentivize landlords to rehabilitate and preserve affordable housing
- ☐ Remove regulatory barriers to housing and recalibrate mandatory density bonus program

ZONING STRATEGIES

The Gateway station area is largely within what is identified as a Future Focus Area within the Town's Comprehensive Plan. Out of this TOD study and through preliminary public engagement a draft framework has been derived for the Gateway station area so that it could be refined and adopted as part of the Town's Future Land Use Map. An accompanying document in the Appendix includes fundamental TOD principles to serve as a guide for creating a new TOD zoning district as part of the Town's rewrite of the Land Use Management Ordinance (LUMO). Alternatively, a separate TOD district could be developed, with appropriate sub-districts, in advance of completing the Town-wide LUMO rewrite, which may take several years. In either case, specialized zoning for transit-oriented development should articulate Core, General and Edge development conditions across the station area and provide a clear delineation of community benefits.

PARKING STRATEGIES

The Gateway station area currently has some surface parking related to existing users that has potential for shared parking strategies with near-term development.

As a significant station along the Light Rail Corridor, it will be essential to incorporate on-street parking with all new streets. The station will use a park-and-ride surface parking lot in the near-term that has the potential to evolve into a joint development opportunity with transit-oriented shared parking. Near-term parking structures may require some incentives to catalyze compact, walkable, mixed-use development, but those incentives may no longer be necessary once the station is operational.

A joint parking district with Eastowne and Patterson Place will support a balanced parking program between the three dense locations.

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

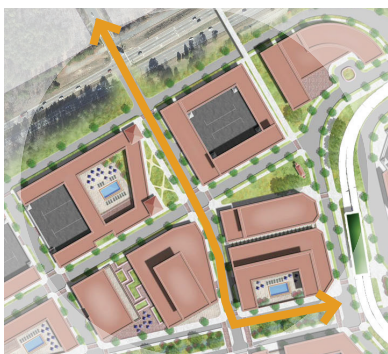
		YEAR			
PARKING STRATEGY		PRE-RAIL (2018 - 2027)	RAIL +10 (2028 - 2037)	RAIL +20 (2038 - 2047)	RAIL +30 (2048 - 2057)
Form	On-Street	Incorporate on-street parking with each new street or street renovation within the district			
	Surface	Surface parking used for park-n-ride program in early phases of 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 only incentivized when or if major employers or significant project is introduced as a catalytic development	Encourage structured or wrapped parking for new and significant development		
Policy	Supply	Optimize use of existing surface parking in station area	Design parking lots and structures so that they can be shared between all uses within the parking district. Require parking occupancy to be evaluated every five years at a maximum		
	Incentives	Adopt development standards that encourage strong Travel Demand Management (TDM) programs. Establish caps on the number of vehicles entering and exiting the development to incentivize the developer and tenants to walk, bike and take transit			
	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 Eastowne and Patterson Place 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 Patterson Place station.	Support five year updates to district plans and financial analysis and incentive programs for catalytic projects		



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TOD PUBLIC INVESTMENT INFRASTRUCTURE PRIORITIES

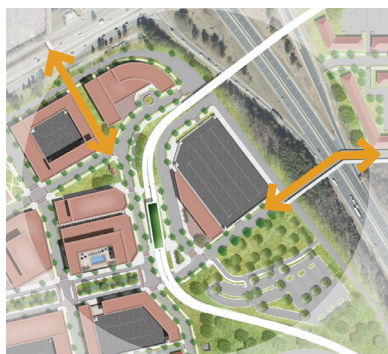
The following station area projects have been identified as the key projects the Town and other partner entities should undertake to support catalytic station area development.



U.S. 15-501 Street Connection to Station

Essential street connection from the active highway to the station in order to set the framework for the Gateway station area street network

Timeframe: Pre-Rail
Cost: \$\$



Connections to Eastowne and Patterson Place

Build a complete street bridge over I-40 that connects to Patterson Place. Build a bike/ped bridge over U.S. 15-501 that connects to Eastowne

Timeframe: Rail +10
Cost: \$\$\$\$



District Parking

Establish a parking management district for Gateway and Eastowne

Timeframe: Pre-Rail
Cost: \$\$

PUBLIC INVESTMENT PRIORITIZATION

CATEGORY	PRE-RAIL (2018 - 2027)	RAIL +10 (2028 - 2037)	RAIL +20 (2038 - 2047)	RAIL +30 (2048 - 2057)
Station Area Infrastructure	Plan, design and install a U.S. 15-501 street connection to the station as part of the future grid system	Evaluate and complete sewer infrastructure upgrades	Complete station area street grid	
	Parking district established in coordination with Eastowne	Plan and work towards partnerships for shared parking decks or garages to support the parking district		-
Bike/Ped and Transit Support	Plan and develop the bike and pedestrian bridges to Eastowne and Patterson Place to improve connectivity to existing development		Extend trail connections per Town Mobility and Connectivity Plan	

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