



NCCU





Station Family: University Village  
 County: Durham  
 City: Durham

## WHY THIS STATION?

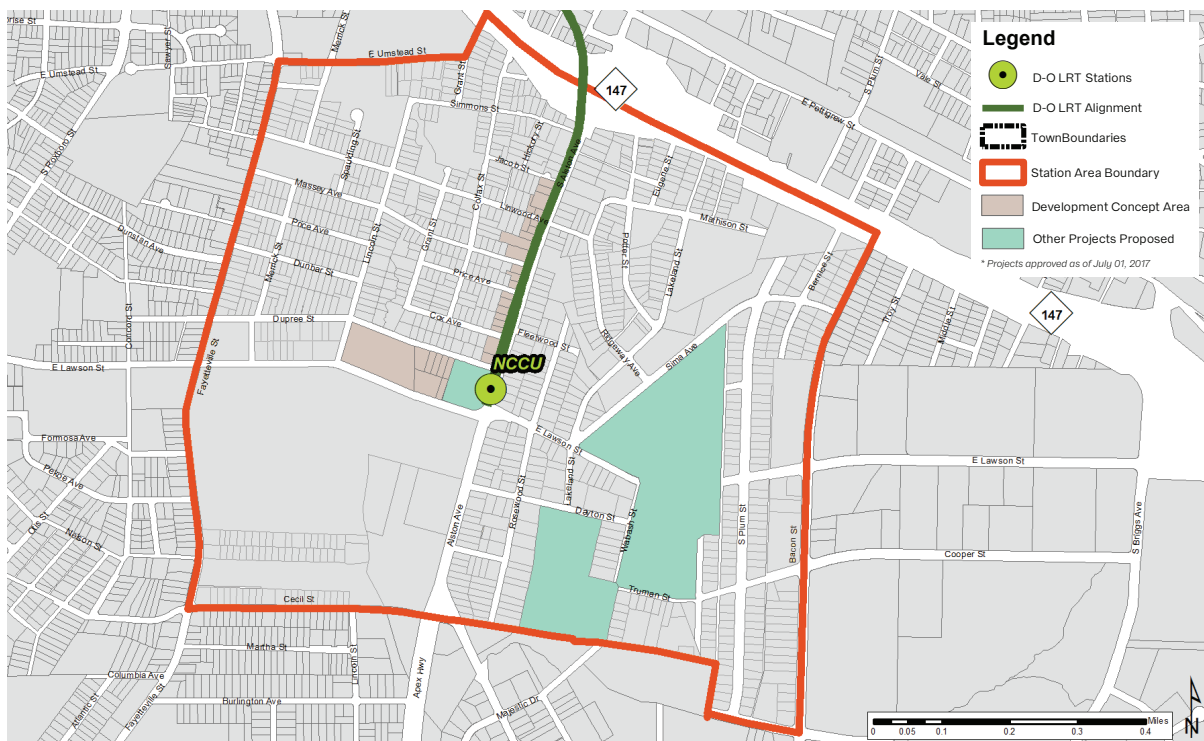
**Serves the third major university on the line as well as nearby residential neighborhoods.**

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

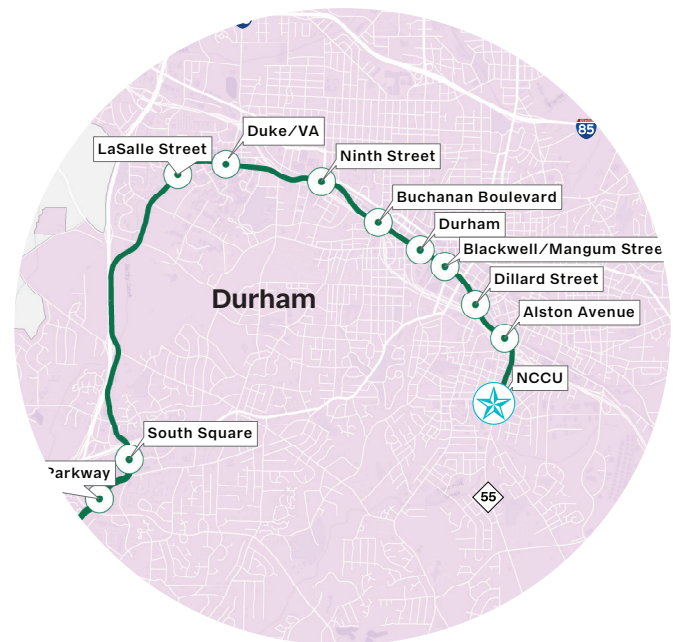
Limited redevelopment includes residual parcels along Alston resulting from the rail construction in order to transition to adjacent residential neighborhoods.



- 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.

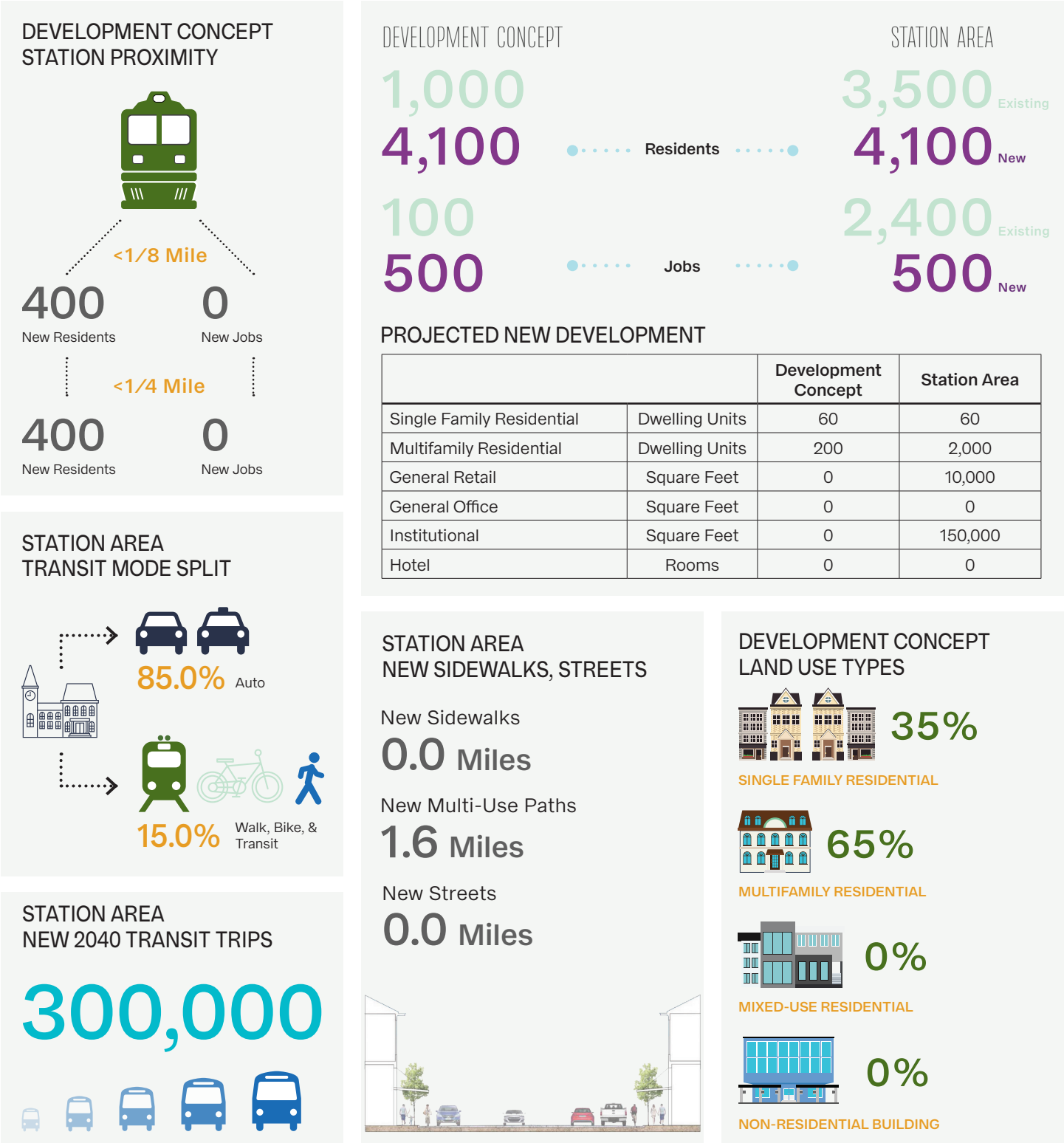
*This development concept represents "One Possible Future" for the year 2057. The actual outcome will be shaped by the private market's response to zoning, regulatory, and public investment decisions made by the Durham City Council.*





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.

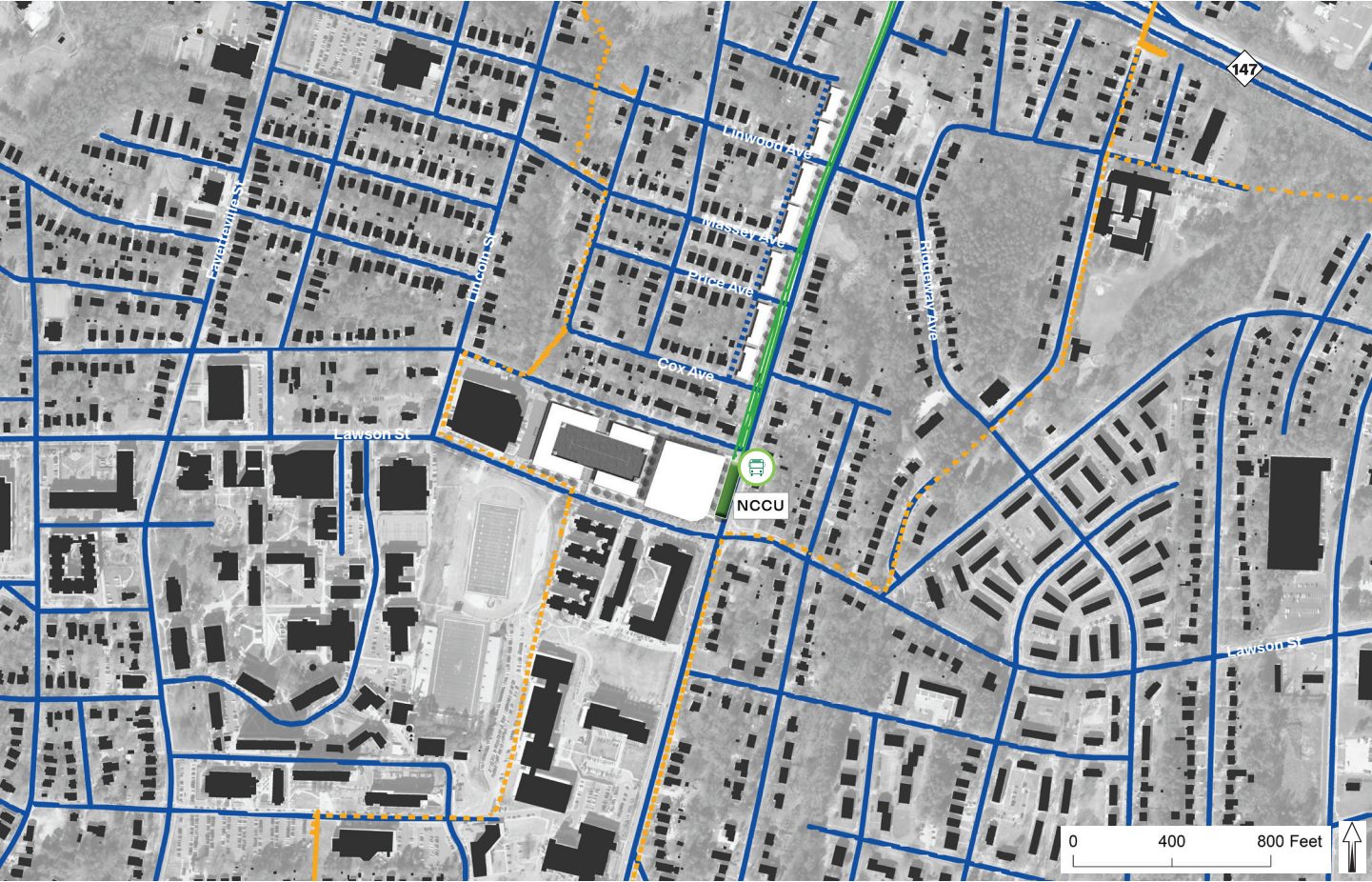




# STATION AREA BIKE & PEDESTRIAN AND STREET NETWORK

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
- 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 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

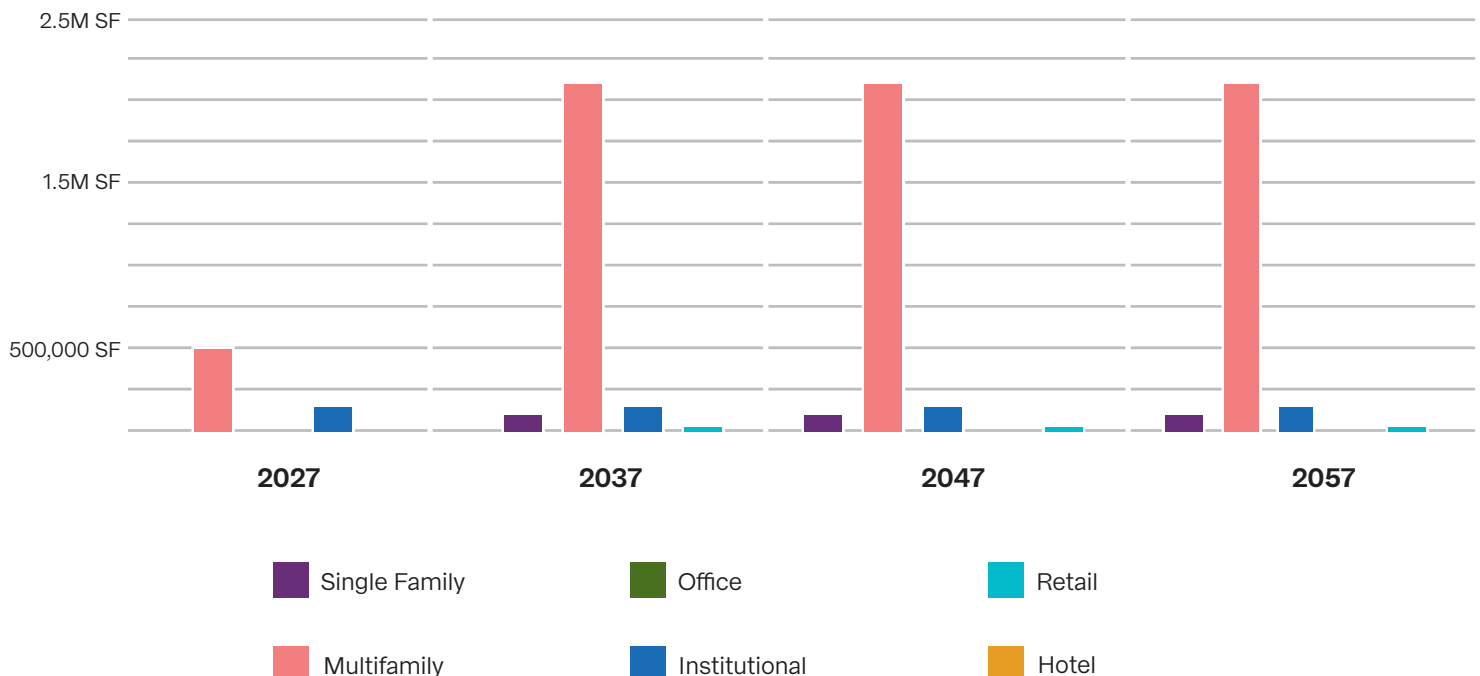
### POTENTIAL NEW TAX REVENUE

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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