



# 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

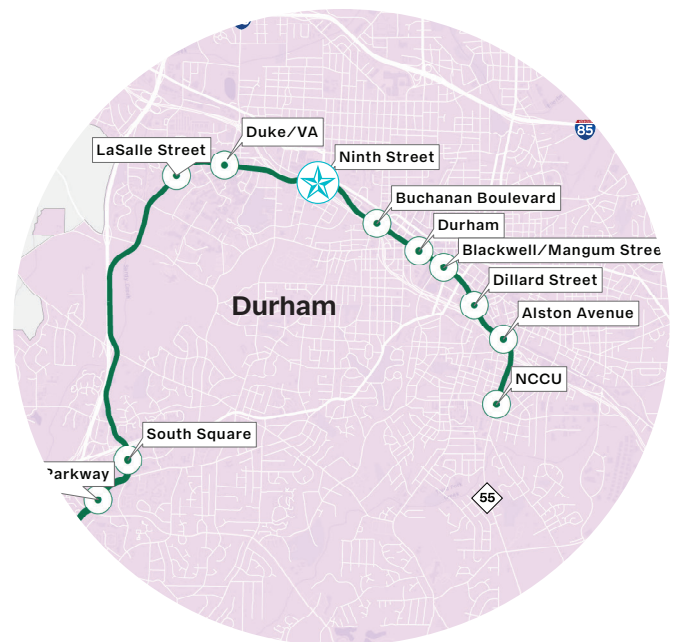
## STATION DEVELOPMENT CONCEPT

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

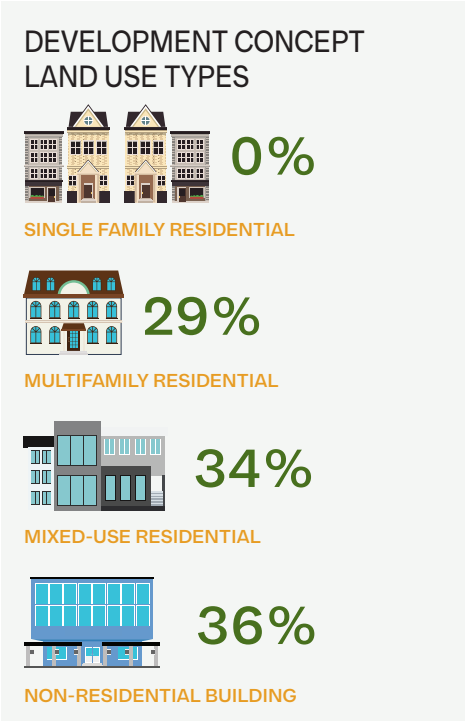
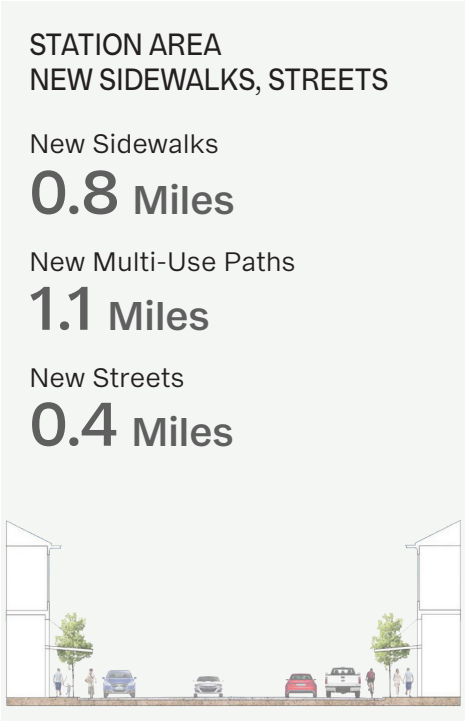
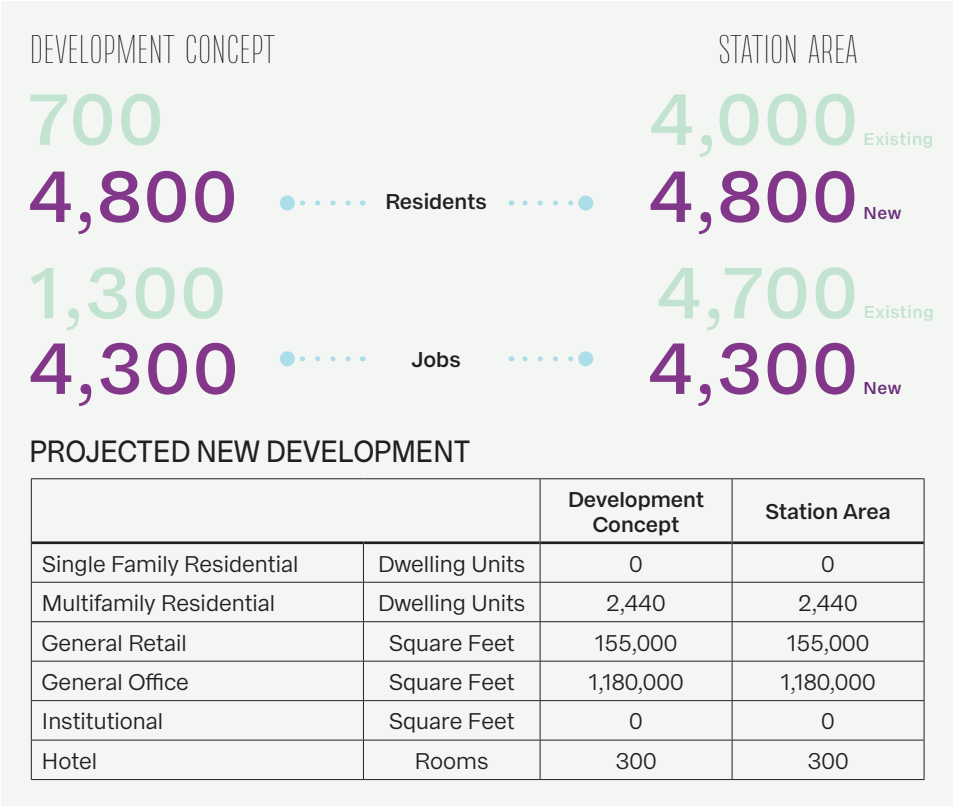
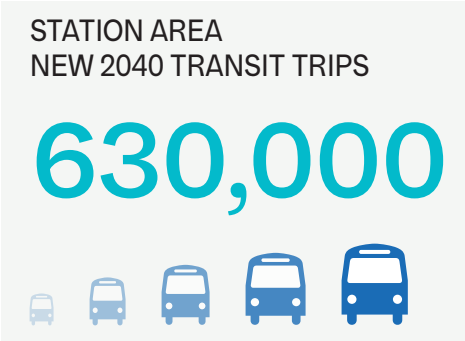
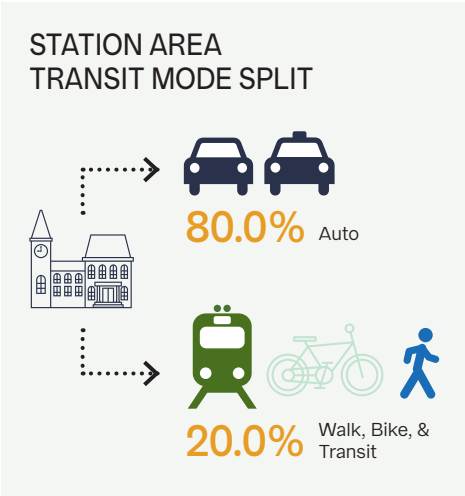
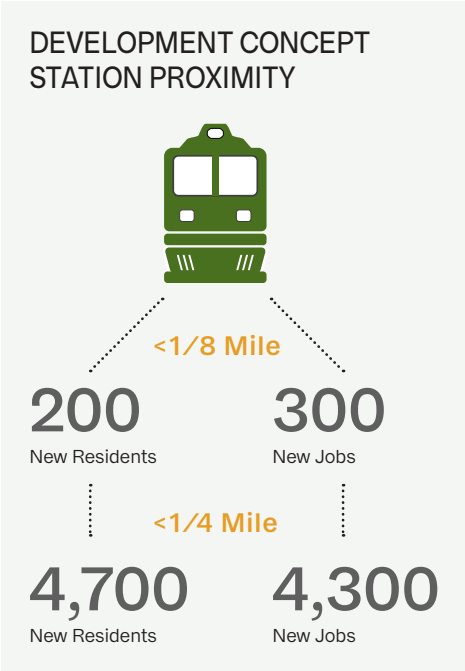
Significant breadth of possible redevelopment scenarios on Duke's Central Campus lands presently being decommissioned as student residential.



*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.

- |                          |   |                          |
|--------------------------|---|--------------------------|
| 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 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

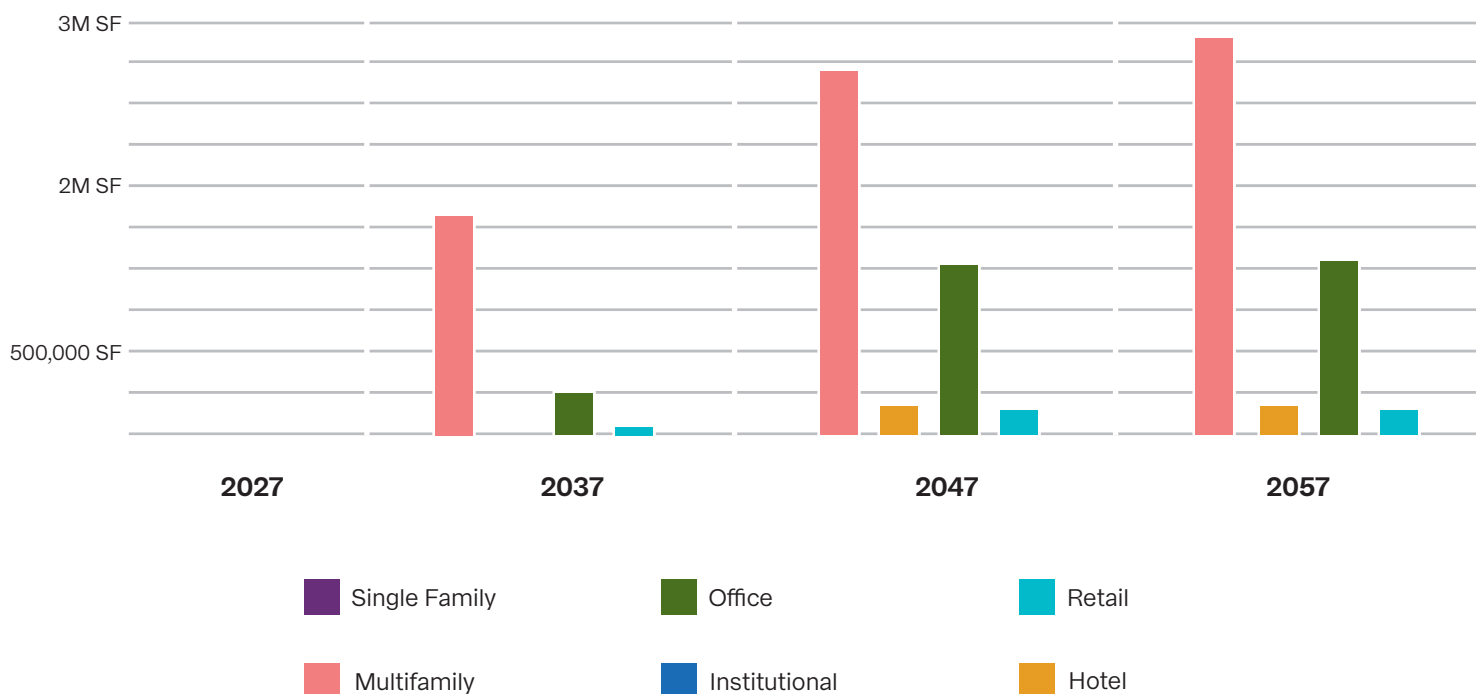
### POTENTIAL NEW TAX REVENUES

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.

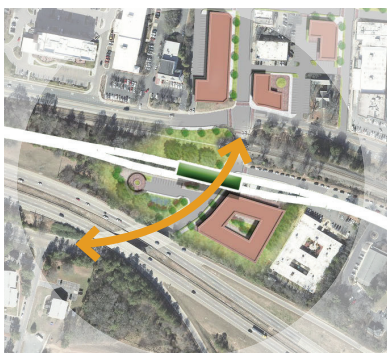
		YEAR			
PARKING STRATEGY		PRE-RAIL (2018 - 2027)	RAIL +10 (2028 - 2037)	RAIL +20 (2038 - 2047)	RAIL +30 (2048 - 2057)
Form	On-Street	Incorporate on-street parking with each new street or street renovation within the district			
	Surface	Maintain existing surface parking lots	Discourage any use of surface 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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