

PATTERSON PLACE





Patterson Place

Station Family: Suburban Retrofit
County: Durham
City: Durham

WHY THIS STATION?

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

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

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

ATTRIBUTES

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

STATION AREA CONTEXT

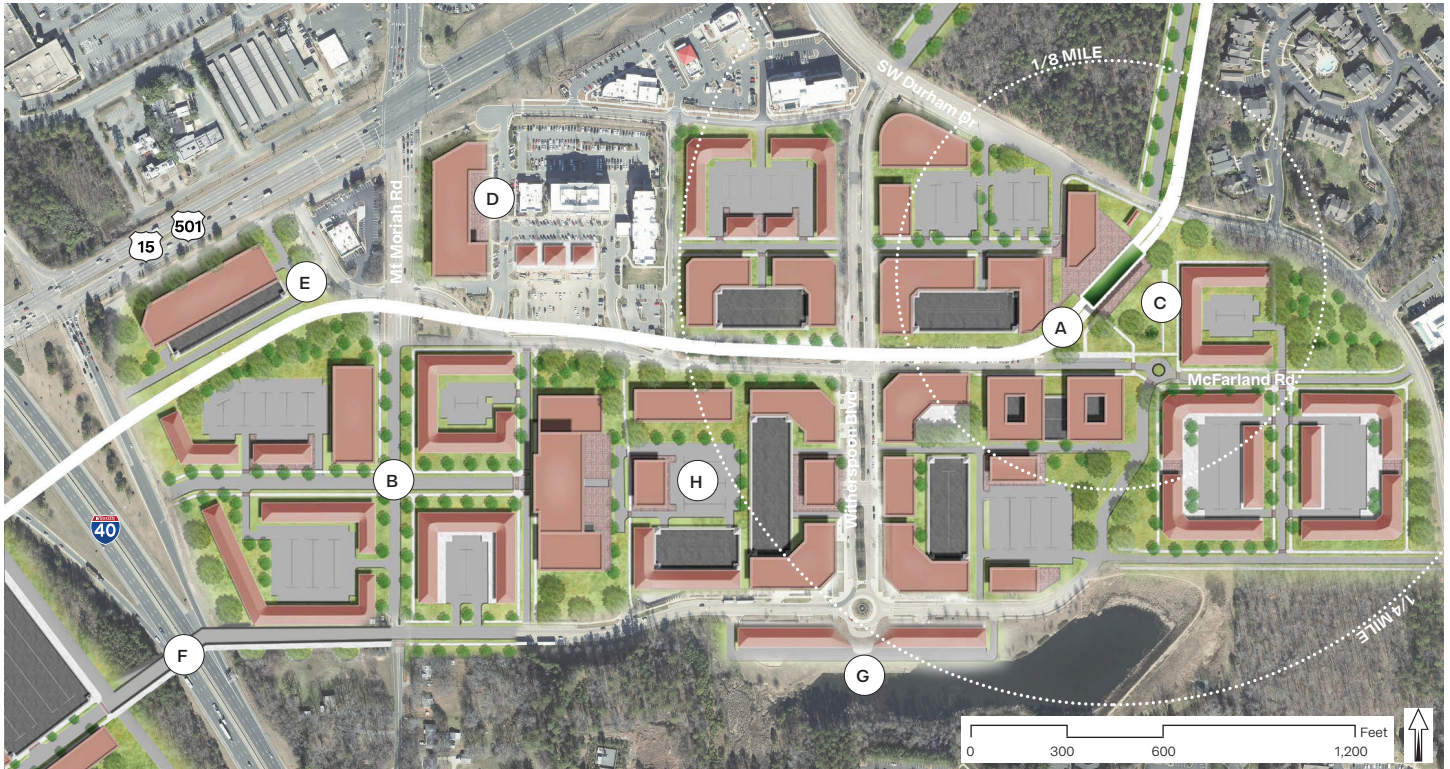




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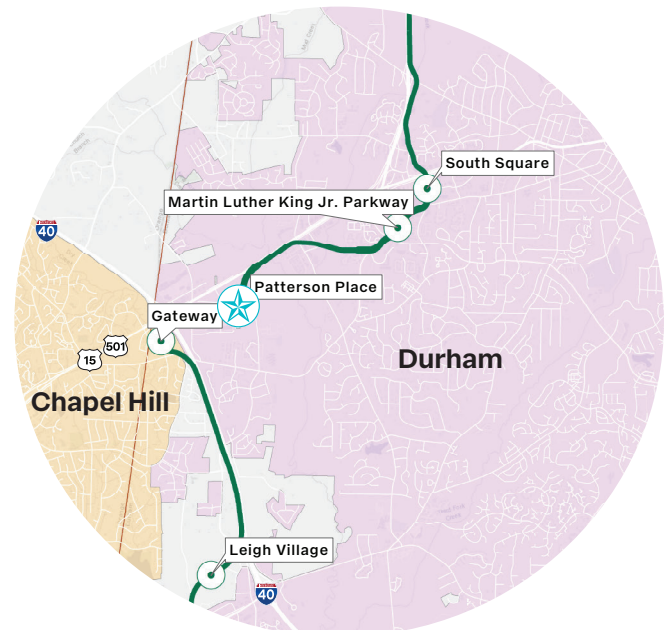
STATION DEVELOPMENT CONCEPT

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



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

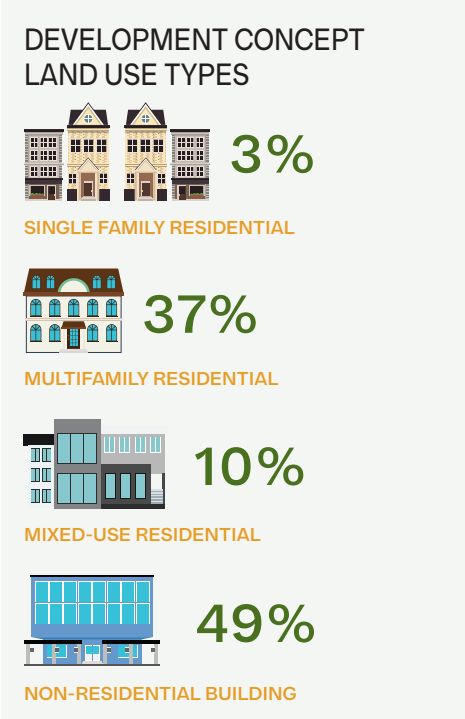
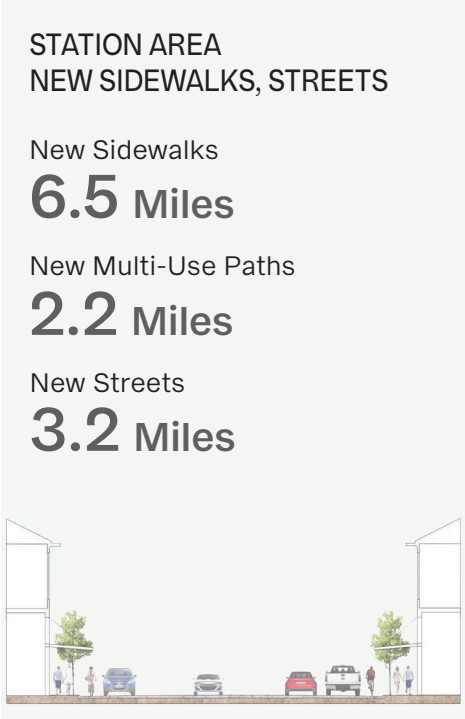
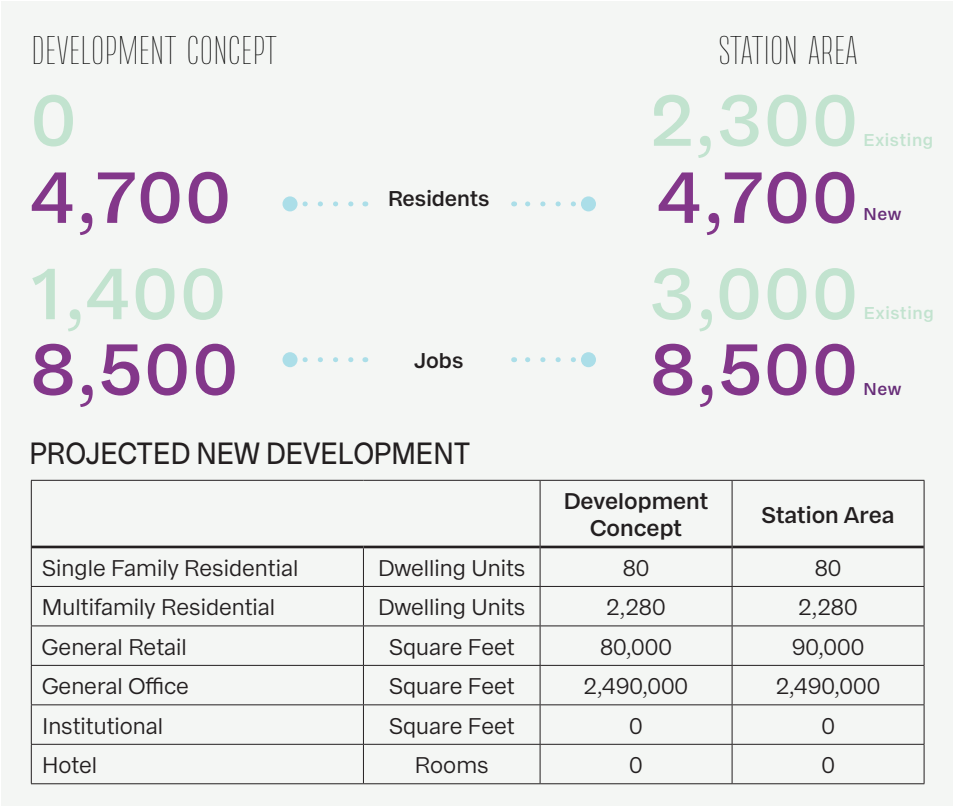
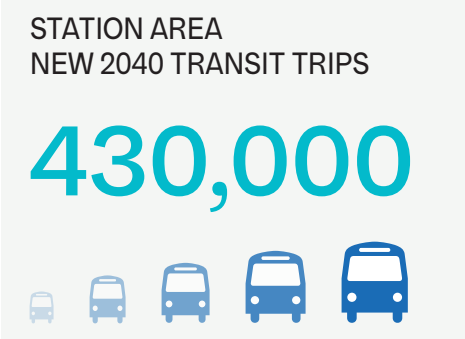
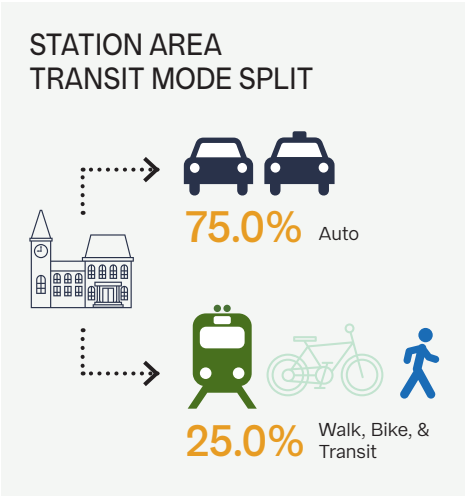
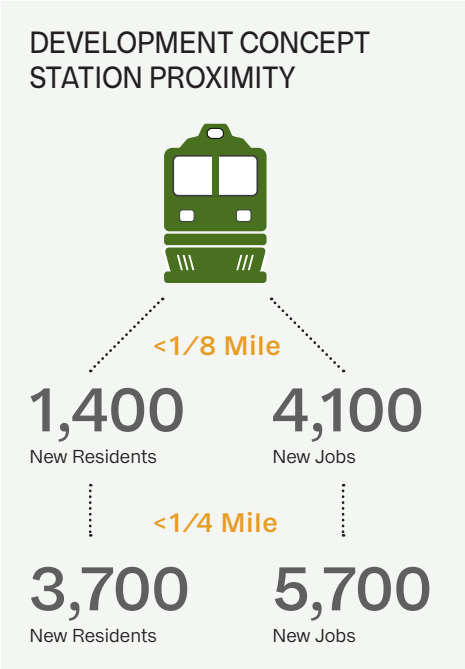
Could evolve in any number of ways based on phasing, range of densities and uses.



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

PATTERSON PLACE AT-A-GLANCE

The following information is based on the station development concept from the previous page and the larger station area shown on page 130. The station development concept considers existing land uses, infrastructure, and environmental features, indicates land that is most likely to experience redevelopment as a result of market demand stemming from proximity to transit, and incorporates best practices for transit-oriented development.

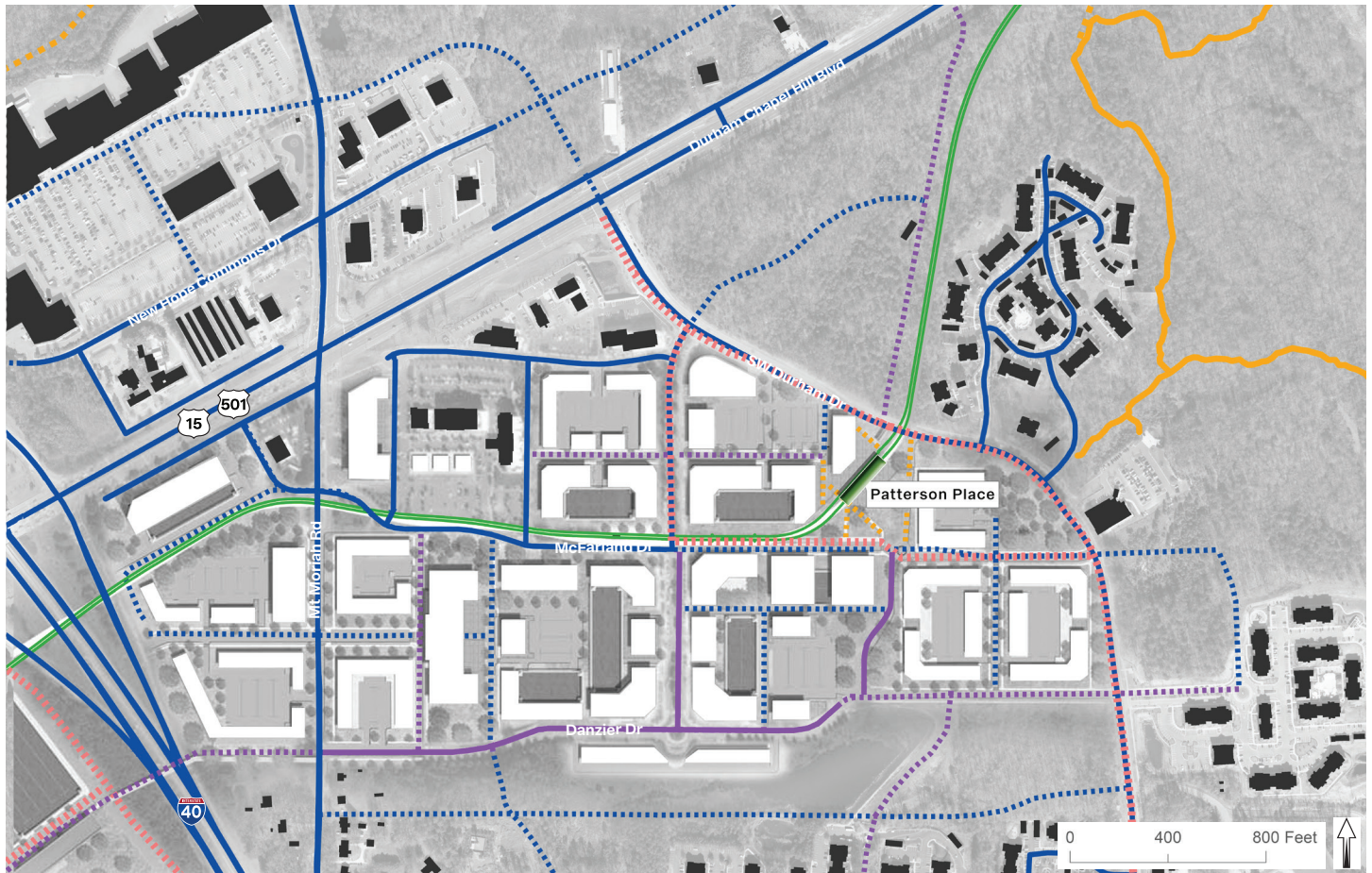


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STATION AREA BIKE & PEDESTRIAN AND STREET NETWORK

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 (Unpaved) |
| 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 Patterson Place station area for the next 40 years. Tax revenue sources include property tax revenues to the City of Durham and Durham County. The analysis excludes sales tax.

Station Area	721 Acres
Development Concept Area	153 Acres

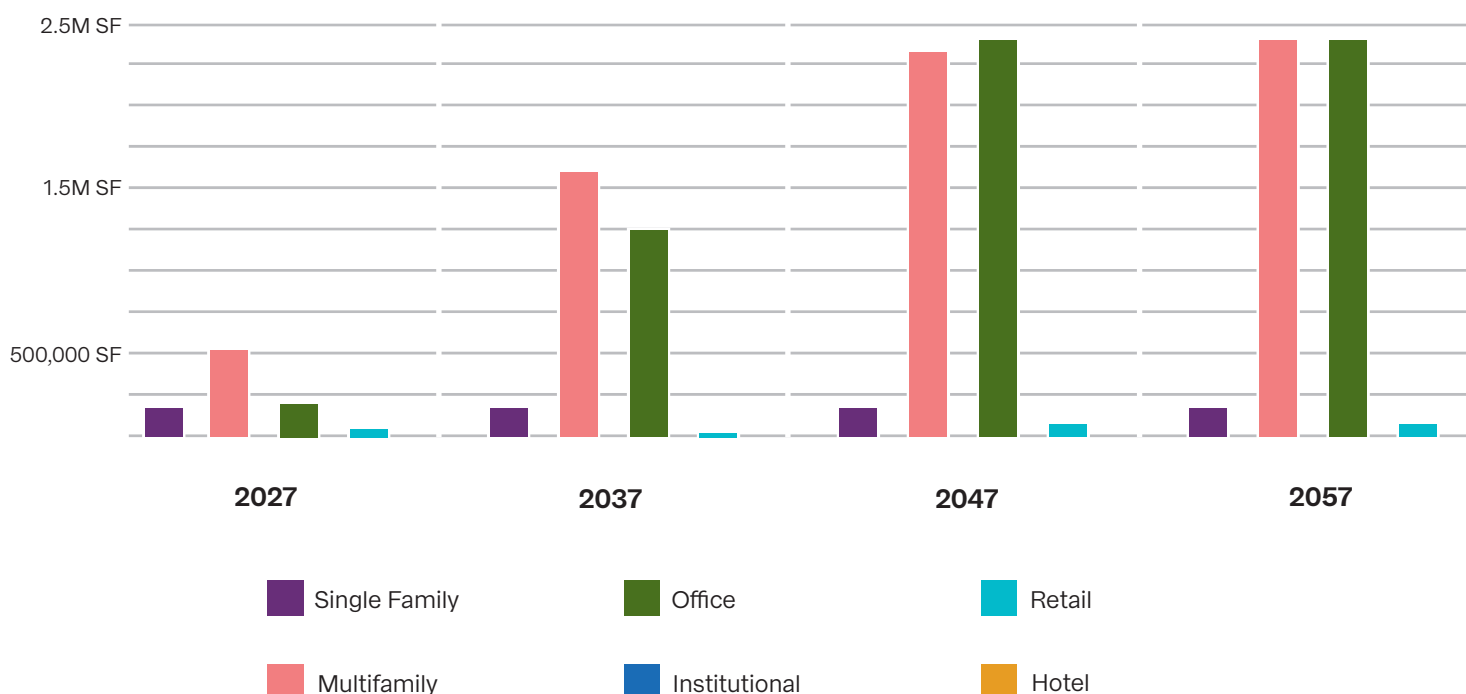
POTENTIAL NEW TAX REVENUES

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

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

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

ACCUMULATED STATION AREA DEVELOPMENT BY DECADE





PATTERSON PLACE

Anticipated Development Horizon

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

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

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

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

Investment Phasing

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

AFFORDABLE HOUSING OPPORTUNITIES

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

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

ZONING STRATEGIES

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

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

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

Some parcels with highway frontage are zoned OI, CN and CC. Office/ Institutional (OI) District “is established for employment and community service activities...on sites that have convenient access to arterials, since development of moderate to high intensity is allowed.”

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

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

PARKING STRATEGIES

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

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

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



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TOD PUBLIC INVESTMENT INFRASTRUCTURE PRIORITIES

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

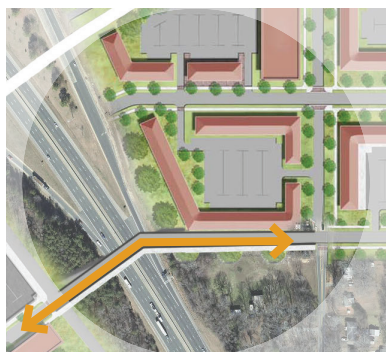


Sewer Pump Station

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

Timeframe: Pre-Rail

Cost: \$\$\$\$



Danziger Drive Complete Street Connection

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

Timeframe: Pre-Rail
Rail +10

Cost: \$\$\$\$



U.S. 15-501 Bike and Pedestrian Connections

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

Timeframe: Rail +10

Cost: \$\$

PUBLIC INVESTMENT PRIORITIZATION

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

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