



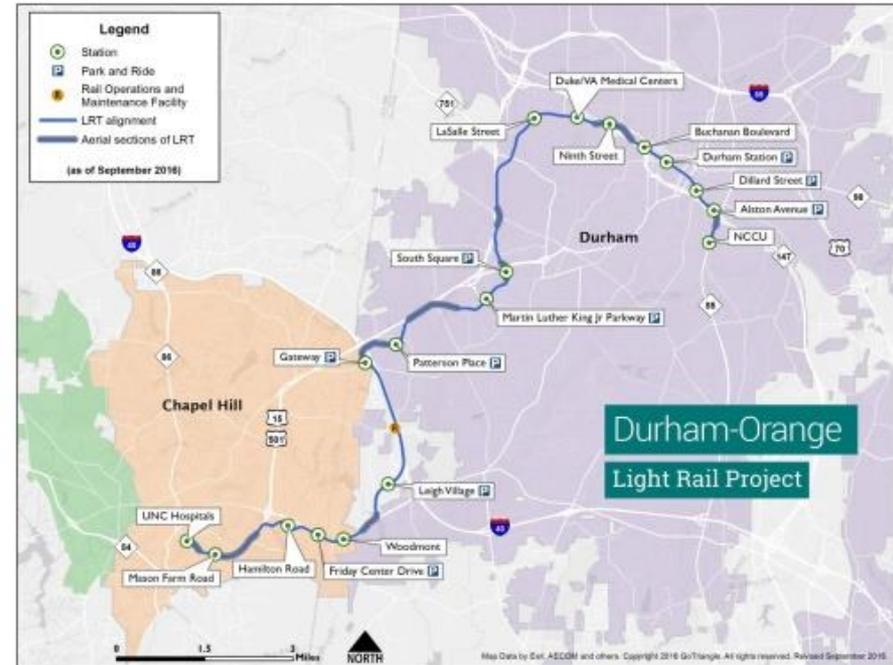
D-O LRT Zoning Discussion

Chapel Hill
Boards & Commissions
October 16, 2017

Update on Overall D-O LRT Station Area Initiative

Objectives

- Design and educate on principles of Good Transit-Oriented Development (TOD) to align with vision of stations along D-O LRT
- Align system engineering with station development potential
- Value capture potential over time



TOWN OF CHAPEL HILL



Triangle



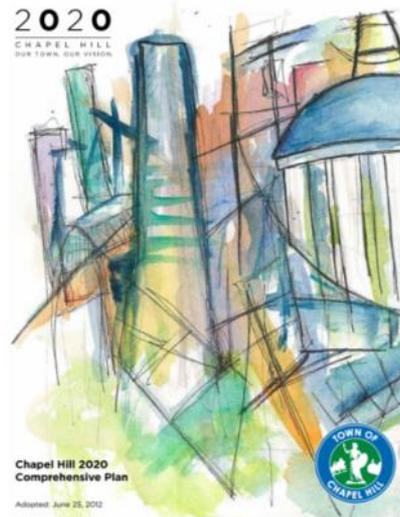
TRIANGLE J COUNCIL OF GOVERNMENTS



DURHAM
1869
CITY OF MEDICINE

Aligning TOD Plans and Community Goals

Council Goals 2014–2016



Work to Date

Overall Corridor

- Corridor market analysis
- Policy and strategy for good TOD along D-O LRT
- Coordination of alignment and station locations
- Station area concepts and coordination with municipal staff
- Coordination with TJCOG on Regional Mobility Plan
- Value capture modeling to facilitate community benefits



Work to Date

Chapel Hill

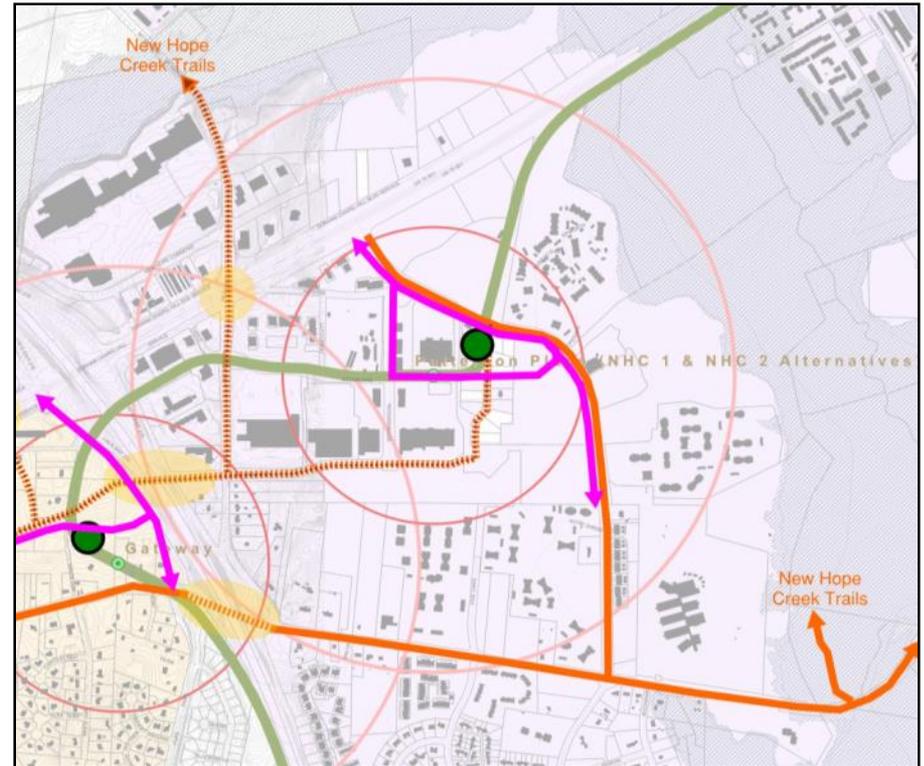
- Concept refinement of station areas (Gateway depicted)
- Coordinating zoning strategies within station areas
- Coordination with UNC
- Infrastructure Analysis



Work to Date

Durham

- Station Area Strategic Infrastructure Initiative (SASI) evaluation for suburban stations
- Station area concept plans
- Coordination of zoning updates for Compact Neighborhood Districts
- Aligning affordable housing goals



Remaining Steps of Initiative

- Finalize Value Capture projections
- Affordable Housing Policy Recommendations
- Chapel Hill Zoning / Durham Zoning Policy
- Create a tailored Sketchbook for sustainable TOD, with policies for implementation
- Conduct a *Connecting to Opportunity* Summit (February 2018)

The station areas along the corridor should be grown with intention



- Development-Oriented Transit is rail ***ready, not rail dependent***
- The Corridor promises to broaden housing choices and integrate jobs sustainably within diverse **walkable places**

Station Area Work Effort

Objectives

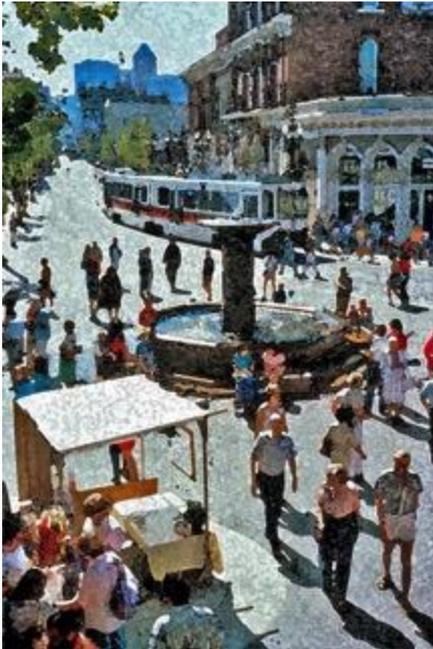
- Support the final engineering and full funding of the D-O LRT through the FTA scoring process
- Incentivize transit-ready development that:
 - Creates a place for everyone
 - Supports community prosperity
 - Facilitates multiple modes of access and mobility
 - Creates good places and new spaces
 - Nurtures the community
 - Enhances Town/Gown Collaborations
- Adhere to principles of Development Oriented Transit

Principles for Walkable TOD



1. Sustainable Density

- A neighborhood average of 9 to 25 du/ac + to support LRT
- Distance to transit matters



2. Mix of Uses

- Vertical or Horizontal
- The Details matter
- Limit auto-oriented uses
- Housing for everyone
- More walking / less auto use
- Increased transit ridership



3. Compact pedestrian-oriented

- Block sizes for 5-minute walk
- Orient buildings to sidewalks
- Active street edges



4. Active defined center

- Up to 18 hours of activity with people living in the neighborhood
- Compact and more dense
- Employment closest to transit



5. Limited, managed parking

- Consider size, location, design and management
- No minimum ratios, maximums
- Disconnect parking from buildings where feasible; manage by district



6. Public leadership

- Focus on implementation
- Nurture progressive developers
- Plans + Capital Budgets aligned

University Villages

- **UNC Village**
- **Mason Farm Road**

Clustered educational facilities where their presence pervades economic and social life, and the neighborhood offers a wide variety of living options



Suburban Retrofits

- **Gateway Station**

Neighborhoods intentionally linked through civic spaces to areas of opportunity of mixed use and new economy employment centers





CITY
LINE



Neighborhood Destinations

An intentional merging of neighborhoods and walkable places of diverse retail, restaurants, service offerings and employment

- **Hamilton Road**
- **Friday Center Drive**
- **Woodmont**



Hamilton Road



Friday Center Drive



Woodmont Station



Zoning Approach

	Gateway Station	Hamilton Road Friday Center Woodmont
Goals	Activate vision from community process for comprehensive transit-oriented development	Facilitate sustainable, transit supportive infill among existing neighborhoods and University properties
Structure	Plan-based	Performance-based
Outcomes	<ul style="list-style-type: none"> • A strong vision plan has emerged • District-level coordination and management • Achieving more than minimums • Facilitating coordinated drainage and infrastructure investment 	<ul style="list-style-type: none"> • Securing TOD outcomes in complex site conditions (i.e. existing neighborhoods, watershed, UNC properties) • Phase and design connectivity across multiple ownership interests • Facilitating sensitive transitions to existing neighborhoods

The other UNC Stations will be coordinated with the UNC Master Plan Process.

Community Benefits

❑ ***Connecting jobs, housing and workforce via transit***

- Affordable housing and a range of housing options
- Green and natural areas
- Public space
- Buffers and transitions
- Appropriate parking
- Quality and people-oriented design
- Public art
- Recreational opportunities and amenities
- Connectivity and accessibility for bicyclists/ pedestrians/ transit riders
- Green building practices that minimize carbon emissions
- Consideration of the Town's gateways

Potential Mechanisms to Realize Benefits

Baseline Zoning	Via Incentives	Facilitated by non-regulatory mechanisms
<ul style="list-style-type: none"> • Housing options • Managed Parking • Green and natural Areas • Low Impact Design (LID) • Public Space • Buffers and transitions • Quality and people-oriented design • Connectivity and accessibility 	<ul style="list-style-type: none"> • Affordable Housing • District Parking • Quality and people-oriented design • Public Art • LID • Recreational opportunities and amenities • Green building • Consideration of Town's gateways 	<ul style="list-style-type: none"> • Affordable Housing • District Parking • Public Art • Recreational opportunities and amenities • Connectivity and accessibility • Green building

Affordable Housing, a key community benefit

Regulatory Opportunities	Non-Regulatory Opportunities
<ul style="list-style-type: none">• Density Bonuses (Height or units/acre)• Lot size (allowing smaller and variety of lots)• Unit Size (allowing smaller unit sizes)	<ul style="list-style-type: none">• Value Capture Investments (recapturing value creation for investment in affordable housing)• Land banking (through innovative partnerships)• Additional financial support for respective municipal programs

Tentative Timeline

- January '18 – Draft code distributed for review
- February – Council Meeting: Review draft and invite Boards
- March – Joint Boards & Commission meeting to review draft
- March – Public Information Meeting
- April – Council Business Meeting
- April – Planning Commission: Review draft #1
- April – Planning Commission: Review draft #2
- May – Council Public Hearing (Part 1)
- May – Council Public Hearing (Part 2)
- June – Council Public Hearing (Possible Action)

Discussion

1. Approach
2. Boards & Commissions Role

Key Considerations:

- Timing of market and TOD vision
- Development as a matter of right when a development plan fulfills the requirements of the zoning
- Realizing development and community benefits
- Others?