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
Aligning TOD Plans and Community Goals
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
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.
Neighborhood Destinations

- Hamilton Road
- Friday Center Drive
- Woodmont

An intentional merging of neighborhoods and walkable places of diverse retail, restaurants, service offerings and employment.
Hamilton Road
Friday Center Drive
Woodmont Station
# Zoning Approach

<table>
<thead>
<tr>
<th>Goals</th>
<th>Gateway Station</th>
<th>Hamilton Road Friday Center Woodmont</th>
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<tbody>
<tr>
<td></td>
<td>Activate vision from community process for comprehensive transit-oriented development</td>
<td>Facilitate sustainable, transit supportive infill among existing neighborhoods and University properties</td>
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<table>
<thead>
<tr>
<th>Structure</th>
<th>Plan-based</th>
<th>Performance-based</th>
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<table>
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<tr>
<th>Outcomes</th>
<th>Gateway Station</th>
<th>Hamilton Road Friday Center Woodmont</th>
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<tbody>
<tr>
<td></td>
<td>• A strong vision plan has emerged</td>
<td>• Securing TOD outcomes in complex site conditions (i.e. existing neighborhoods, watershed, UNC properties)</td>
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<td>• District-level coordination and management</td>
<td>• Phase and design connectivity across multiple ownership interests</td>
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<td>• Achieving more than minimums</td>
<td>• Facilitating sensitive transitions to existing neighborhoods</td>
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<td>• Facilitating coordinated drainage and infrastructure investment</td>
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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

<table>
<thead>
<tr>
<th>Baseline Zoning</th>
<th>Via Incentives</th>
<th>Facilitated by non-regulatory mechanisms</th>
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</table>
| • 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 | • Affordable Housing  
  • District Parking  
  • Quality and people-oriented design  
  • Public Art  
  • LID  
  • Recreational opportunities and amenities  
  • Green building  
  • Consideration of Town’s gateways | • Affordable Housing  
  • District Parking  
  • Public Art  
  • Recreational opportunities and amenities  
  • Connectivity and accessibility  
  • Green building |
Affordable Housing, a key community benefit

<table>
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<tr>
<th>Regulatory Opportunities</th>
<th>Non-Regulatory Opportunities</th>
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<tbody>
<tr>
<td>• Density Bonuses (Height or units/acre)</td>
<td>• Value Capture Investments (recapturing value creation for investment in affordable housing)</td>
</tr>
<tr>
<td>• Lot size (allowing smaller and variety of lots)</td>
<td>• Land banking (through innovative partnerships)</td>
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<tr>
<td>• Unit Size (allowing smaller unit sizes)</td>
<td>• Additional financial support for respective municipal programs</td>
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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?