

UNC HOSPITALS





UNC Hospitals

Station Family: University Village
County: Orange
City: Chapel Hill

WHY THIS STATION?

Access to the University of North Carolina at Chapel Hill, UNC Hospitals, and Chapel Hill Transit.

As the main station serving UNC Hospitals and much of the University of North Carolina at Chapel Hill campus, this station has the highest projected ridership on the light rail system. Connectivity is a primary focus within this station area. UNC - Chapel Hill is updating their Campus Master Plan that will serve as the guide for future development on Main Campus, and on other university-owned properties within Chapel Hill.

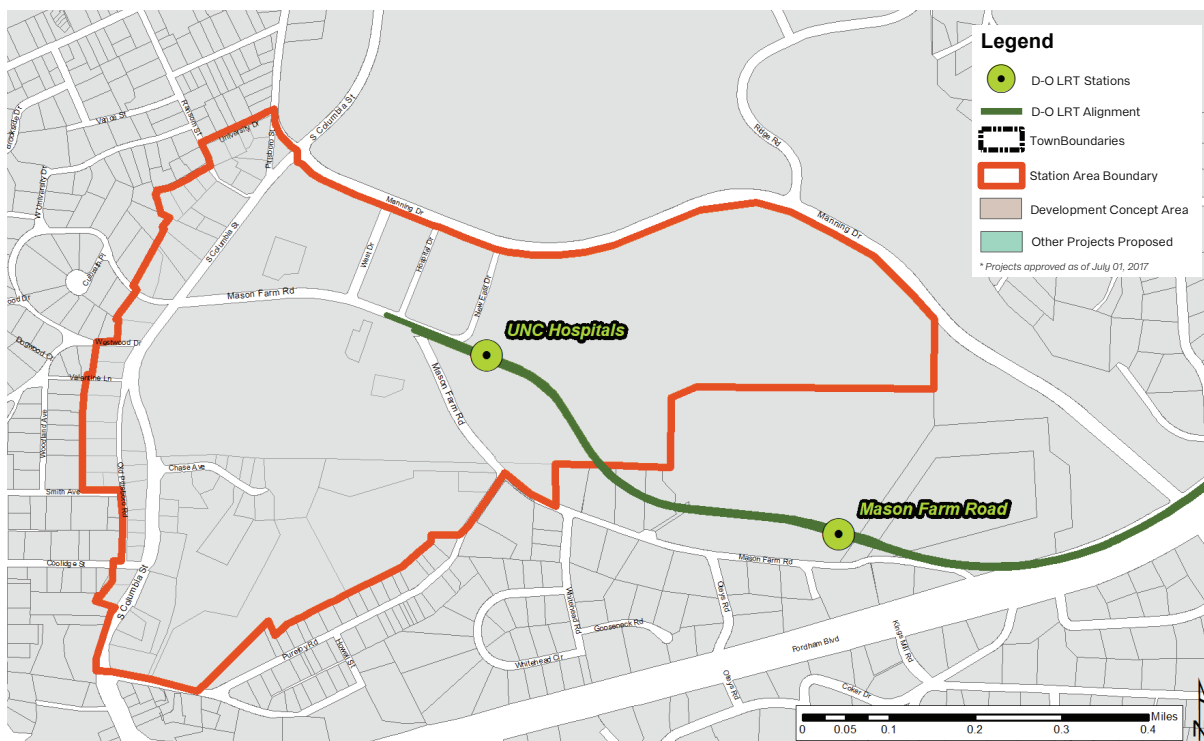
There are older residential neighborhoods that coexist on the edges of the station area; warranting careful transitions between more intensive university property and the neighborhoods. Opportunities for pockets of small scale residential infill will help in addressing much-needed, easily accessible housing opportunities for staff and faculty near campus.

Public investment in the station area should be aimed towards pedestrian and bicycle mobility and transit service enhancements as many Chapel Hill Transit and other bus routes will connect with light rail at UNC Hospitals station.

ATTRIBUTES

- Audience includes a mix of employees, students, and visitors to the hospital or university.
- Serves existing employment population by expanding transit options and access.
- UNC Master Plan and transit alignment developed in coordination with UNC.
- Predominant activity between 6 a.m. and 9 p.m.

STATION AREA CONTEXT

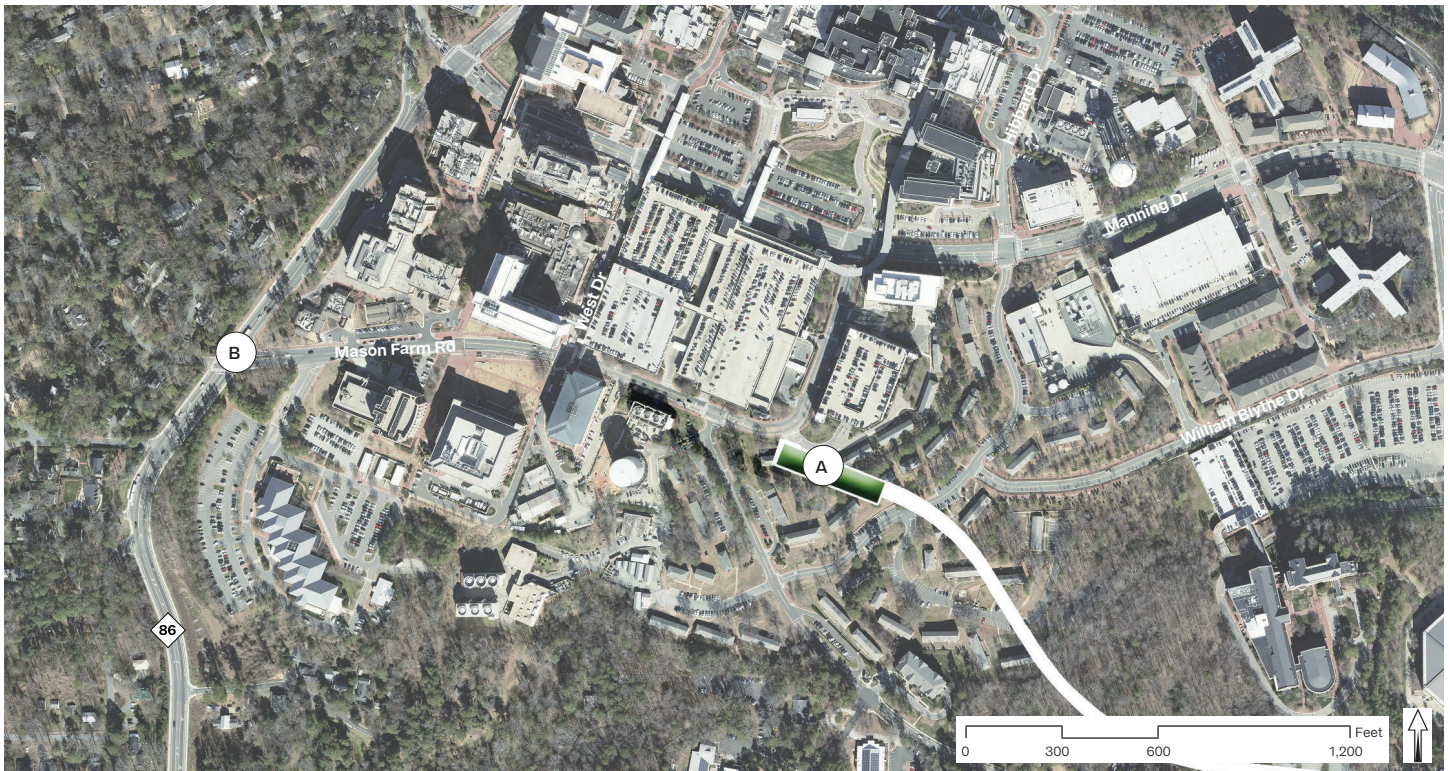




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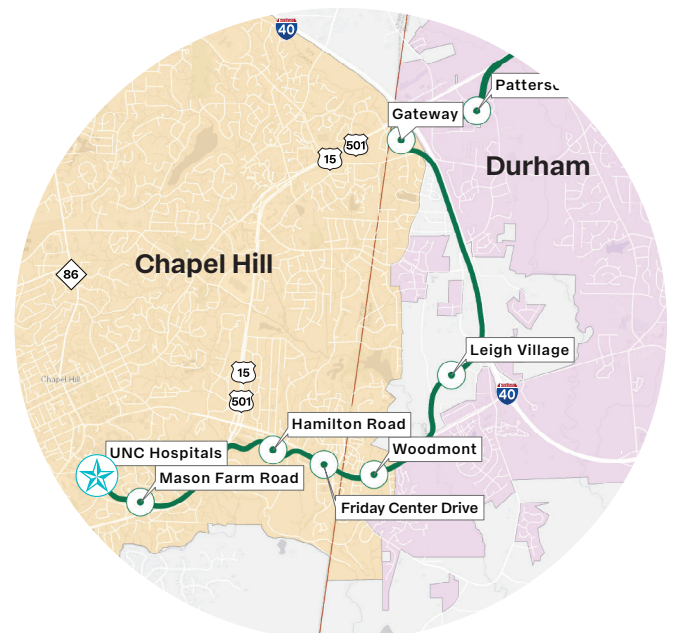
STATION DEVELOPMENT CONCEPT

The image shown here depicts the University of North Carolina at Chapel Hill's extensive hospital and research area. Development in this area will be driven by the UNC Campus Master Plan and accordingly, the Guidebook does not project non-university development at this station..



- A** Station platform integrated into existing multimodal context
- B** Improved connectivity to station area especially for bikes and pedestrians, as shown on the current Campus Master Plan

Future campus development will be driven by the UNC Campus Master Plan within this station area.



POTENTIAL NEW TAX REVENUES

The analysis below summarizes the potential new tax revenue for the UNC Hospitals station area for the next 40 years. Tax revenue sources include property tax revenues to the Town of Chapel Hill and Orange County. The analysis excludes sales tax.

Station Area	201 Acres
Development Concept Area	-

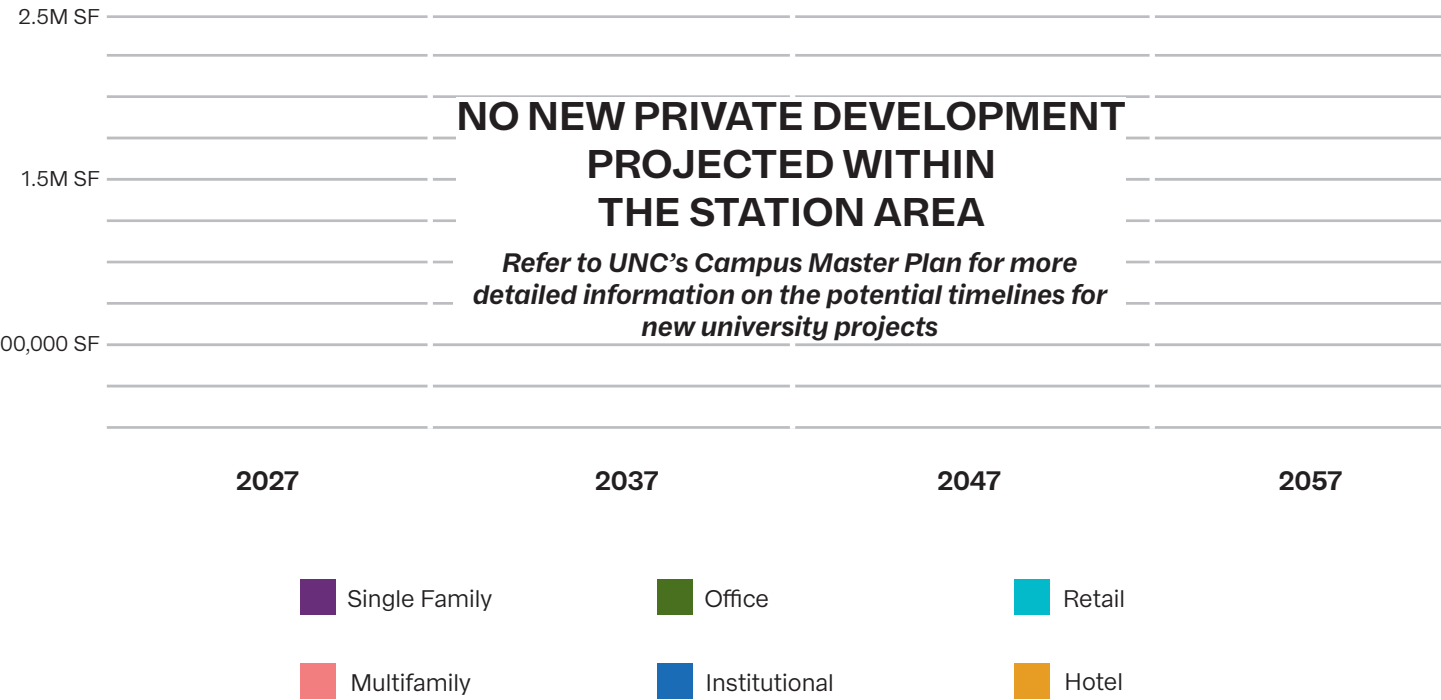
POTENTIAL NEW TAX REVENUES

UNC HOSPITALS	2027	2037	2047	2057
Baseline Property Value				
Lower Estimate (35th Percentile)	\$18.8 Million	\$15.5 Million	\$11.6 Million	\$9.6 Million
Upper Estimate (65th Percentile)	\$25.4 Million	\$21.0 Million	\$15.7 Million	\$12.9 Million
Net New Property Value				
Lower Estimate (35th Percentile)	-	\$620,000	\$460,000	\$380,000
Upper Estimate (65th Percentile)	-	\$840,000	\$630,000	\$520,000

	2018 - 2027	2018 - 2037	2018 - 2047	2018 - 2057
Net New Accumulated Tax Revenue				
Lower Estimate (35th Percentile)	-	\$50,000	\$120,000	\$180,000
Upper Estimate (65th Percentile)	-	\$70,000	\$160,000	\$240,000

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





UNC HOSPITALS

MASON FARM RD
HAMILTON ROAD
FRIDAY CENTER
WOODMONT
LEIGH VILLAGE
GATEWAY
PATTERSON PLACE
MLK JR. PARKWAY
SOUTH SQUARE
LASALLE STREET
DUKEVA
NINTH STREET
BUCHANAN BLVD
DURHAM STATION
BLACKWELL/MANSUM
DILLARD STREET
ALSTON AVENUE
NCCU

UNC CAMPUS MASTER PLAN CONCEPT

Any new transit-oriented development in this station area is contingent on the University of North Carolina at Chapel Hill Campus Master Plan



Source: UNC Campus Master Plan (2018), Ayers Saint Gross

AFFORDABLE HOUSING OPPORTUNITIES

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

- ☐ Anchor institution involvement
- ☐ Remove barriers for missing middle housing, including Accessory Dwelling Units (ADUs) and neighborhood-compatible duplexes
- ☐ Repair assistance for low-income homeowners

ZONING STRATEGIES

The UNC Hospitals station area consists of three zoning categories. Most of the station area is in the OI-4, while the southern part of the station area is zoned R-2 and R-4.

Office/Institutional -4, OI-4 Zoning is a Town of Chapel Hill “Special District” that was created to “deal with unique, location-specific situations where special standards and procedures are appropriate.” The objective of the zoning is to “allow for growth and development while protecting the larger community, nearby neighborhoods, and the environment from impacts accompanying major new development. A key feature of this district is the preparation of a development plan that would allow the property owner, immediate neighbors, and the larger community to understand specifically what levels of development are being proposed, and what impacts would likely accompany the development, so that mitigation measures can be designed and implemented.” This zoning approach can provide the regulatory mechanisms to accommodate well-designed TOD including incremental infill and redevelopment.

The R-2 and R-4 zoning districts in portions of the station area are limited to residential uses with a

maximum of four (R-2) or ten (R-4) units per acre. Additional opportunities for new homes, especially smaller homes and neighborhood-compatible attached homes would provide more opportunities for small scale transit-oriented development that would allow more people to live close to UNC - Chapel Hill and the light rail. Careful transitions to existing single family areas outside of the station area may include incremental infill that enables a gradual change over time and more opportunities for people to live within walking distance of the station while also enhancing connectivity to the surrounding areas.

PARKING STRATEGIES

The UNC Hospitals station area currently has significant garage parking that serves the university and hospital campuses. As the University completes the build-out of main campus, it plans to continue decreasing its parking ratio for students, employees and visitors, although the overall number of spaces may increase somewhat to support employees and visitors who may not live near transit as the university grows.

Future parking strategies should follow the recommendations of the UNC Campus Master Plan and strongly focus on maintaining the existing status of the parking and not expanding in order to continue to support the transit systems already in place in 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 where appropriate with each new street or street renovation within the campus			
	Surface	Use existing surface lots until they are redeveloped or replaced by structured parking	Discourage any use of surface parking in this tight land use configuration around the station		
	Structured	Structured parking should be maintained. Coordinate all structured parking in accordance with a district master parking plan			
Policy	Supply	Consider reducing parking ratios (as appropriate with enhanced transit service provided by light rail) with new parking supply			
	Incentives	To be determined by the University of North Carolina at Chapel Hill			
	Pricing				
Implementation	District	Continue actively monitoring parking use, supply and pricing. Continue employee incentive programs to encourage biking and taking transit			
	Public	Coordinate with Chapel Hill, Chapel Hill Transit, GoTriangle, and other transit providers to continue enhancing transit, bicycle and pedestrian connectivity to the UNC Campus			

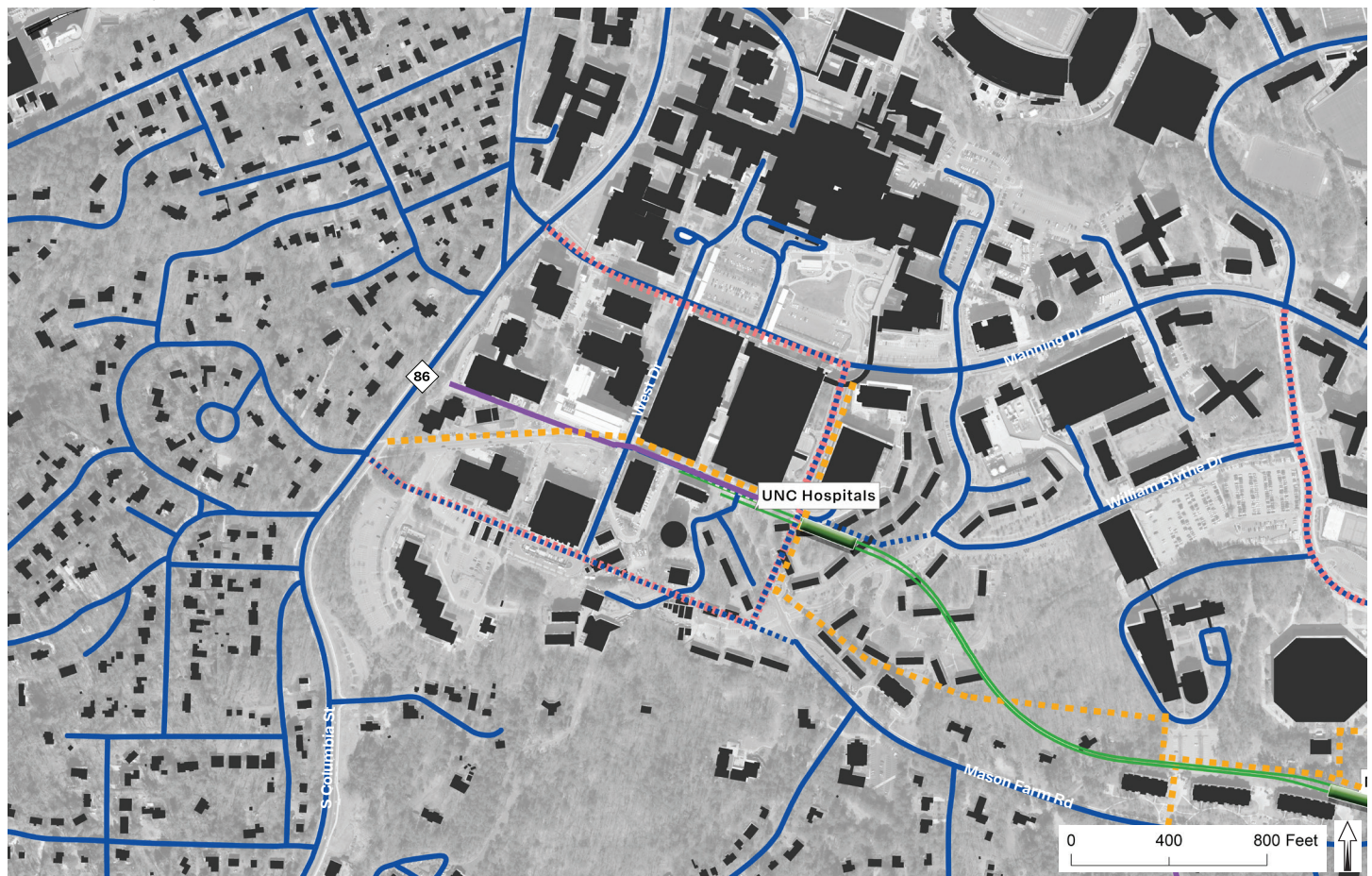


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STATION AREA BIKE & PEDESTRIAN AND STREET NETWORK

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



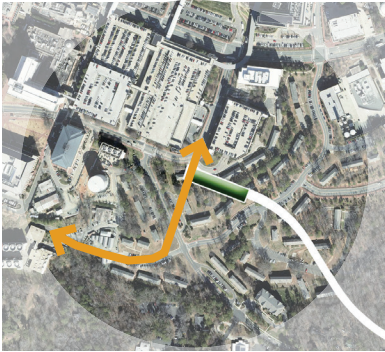
The image includes proposed refinements to the Durham-Orange Light Rail Transit Project currently under study. The proposed light rail project refinements are subject to environmental review and approval by the Federal Transit Administration following a public comment period.

Refer to the UNC Campus Master Plan for additional details regarding future street, bike and pedestrian connections.

- | | | |
|--------------------------|---|--------------------------|
| 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) | |

TOD PUBLIC INVESTMENT INFRASTRUCTURE PRIORITIES

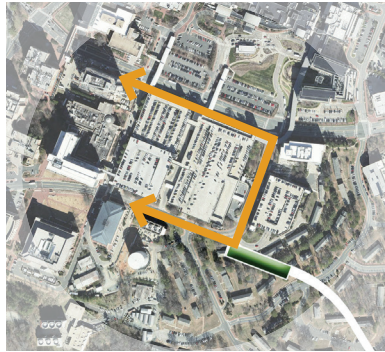
The following station area projects have been identified as the key projects the University and other partner entities should undertake to support continued transit-supportive university development.



Station to South Columbia Street Connection Upgrade

Extend East Drive and realign Mason Farm Road consistent with the Campus Master Plan to create a walkable, connected street network with an improved connection to South Columbia Street

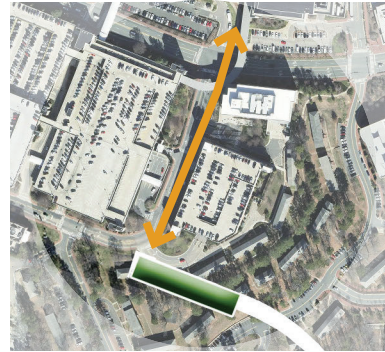
Timeframe: Pre-Rail
Cost: \$\$



UNC Hospitals Bus Movements and Access

Prioritize bus movements in coordination with Chapel Hill Transit's North-South BRT project. Could include improvements along Manning Drive, East Drive and Mason Farm Road, such as queue jumps and transit signal priority

Timeframe: Pre-Rail
Cost: \$\$



East Drive Pedestrian Bridge

Connect to the existing pedestrian bridge over Manning Drive along East Drive to better connect the station to UNC Hospitals

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	As campus development occurs, focus strategically on connectivity and pedestrian amenities at station areas			
	Connect to the existing pedestrian bridge over Manning Drive along East Drive	-	-	-
Bike/Ped and Transit Support	Connection upgrade from the station to South Columbia Street	Continue to support bike facilities and pedestrian amenities through integration of trailheads to get transit users to station areas. Continue connecting trail and path systems.		