

Follow-up on Light Rail Station Area Planning

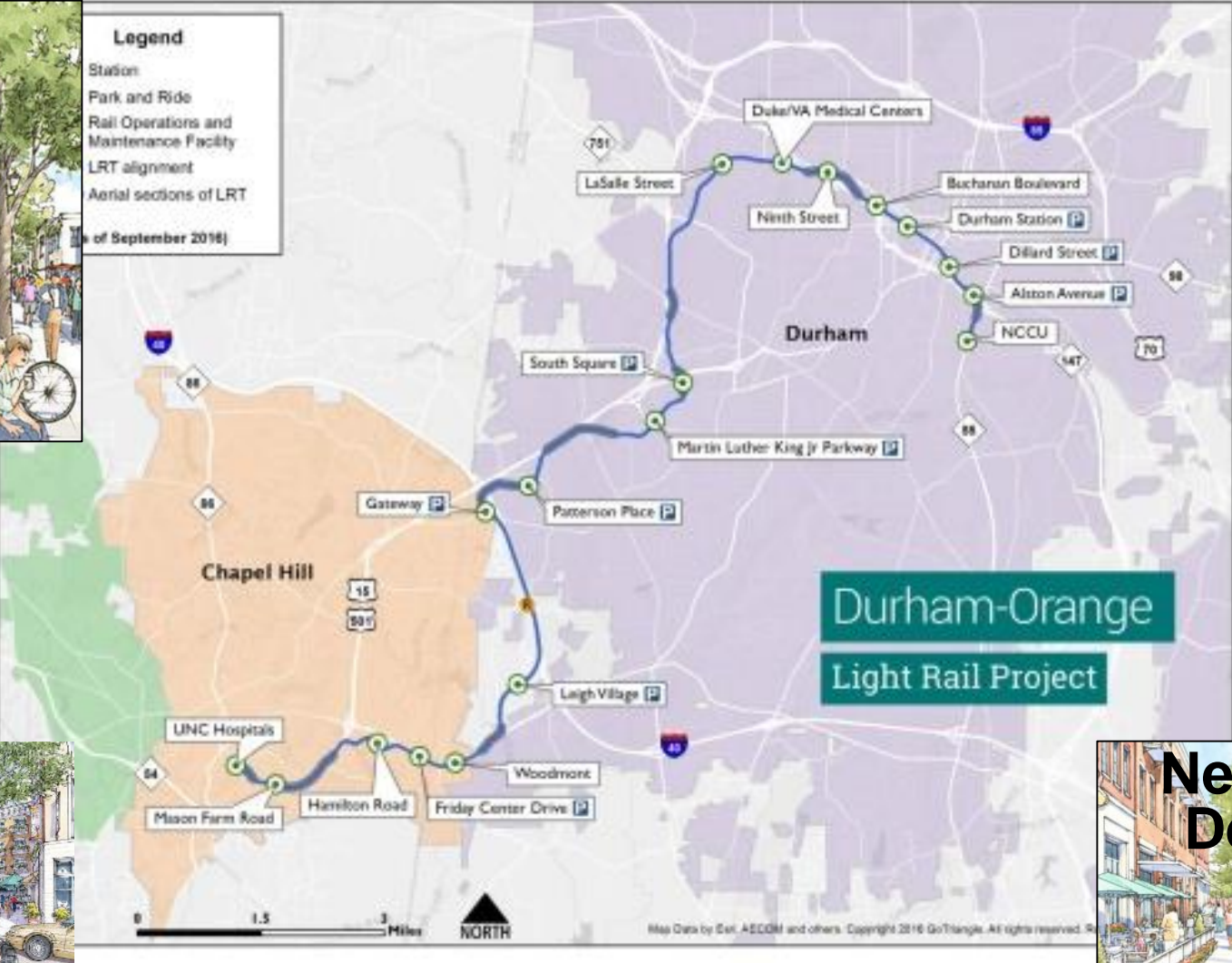


Council Committee on Economic Sustainability
Presentation by
Dwight Bassett, Economic Development Officer
Corey Liles, Principal Planner-Long-Range Planning
Ben Hitchings, Planning Director
December 7, 2018

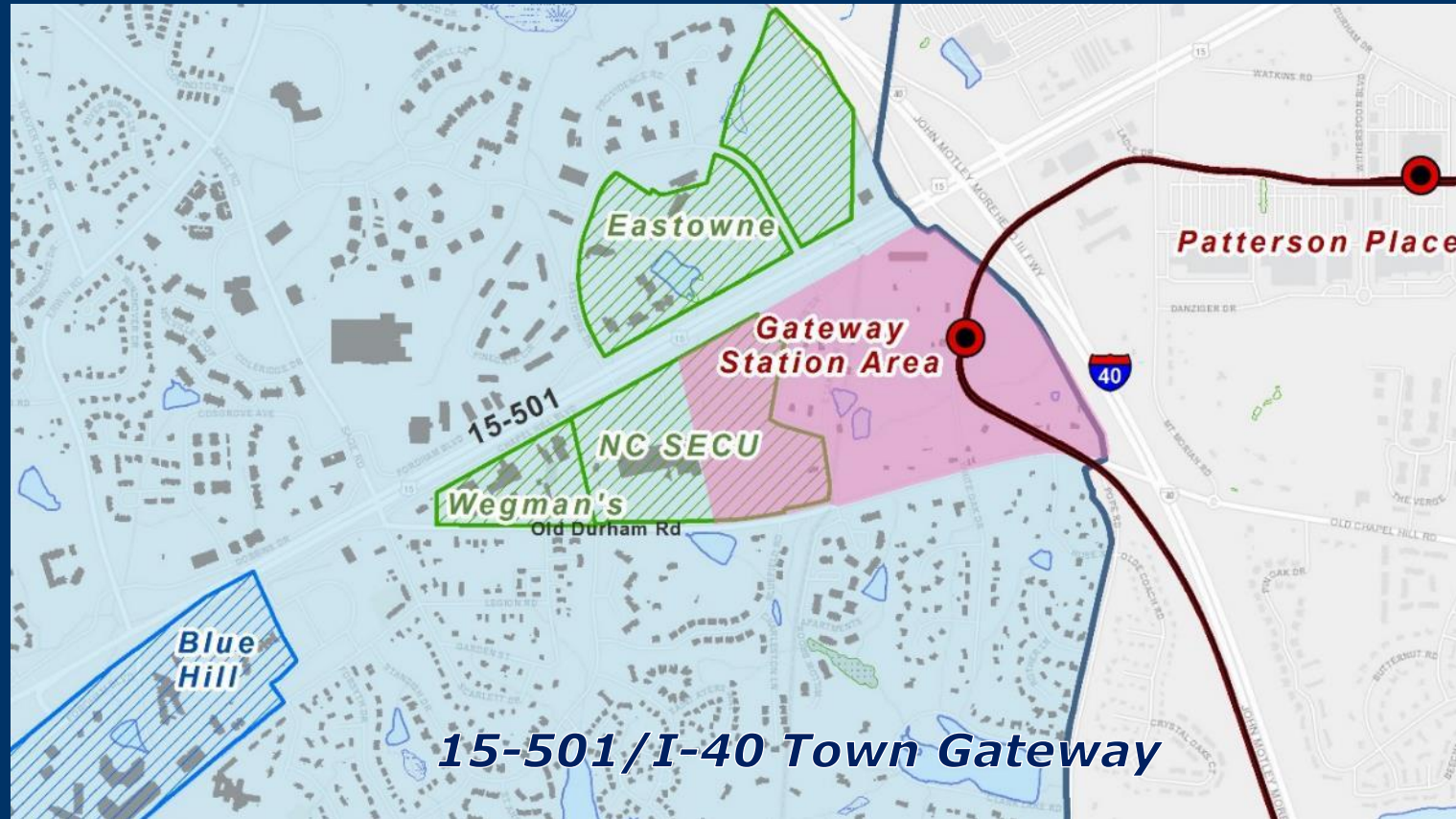
Agenda

- 1) Introduction**
- 2) Market Analysis**
- 3) Potential Development Principles**
- 4) Potential Community Benefits**

Station Types



Gateway Area



Current office and retail market compared to projections

(DOLRT)

Chapel Hill, NC

CHAPEL HILL

OPEN2.BIZ

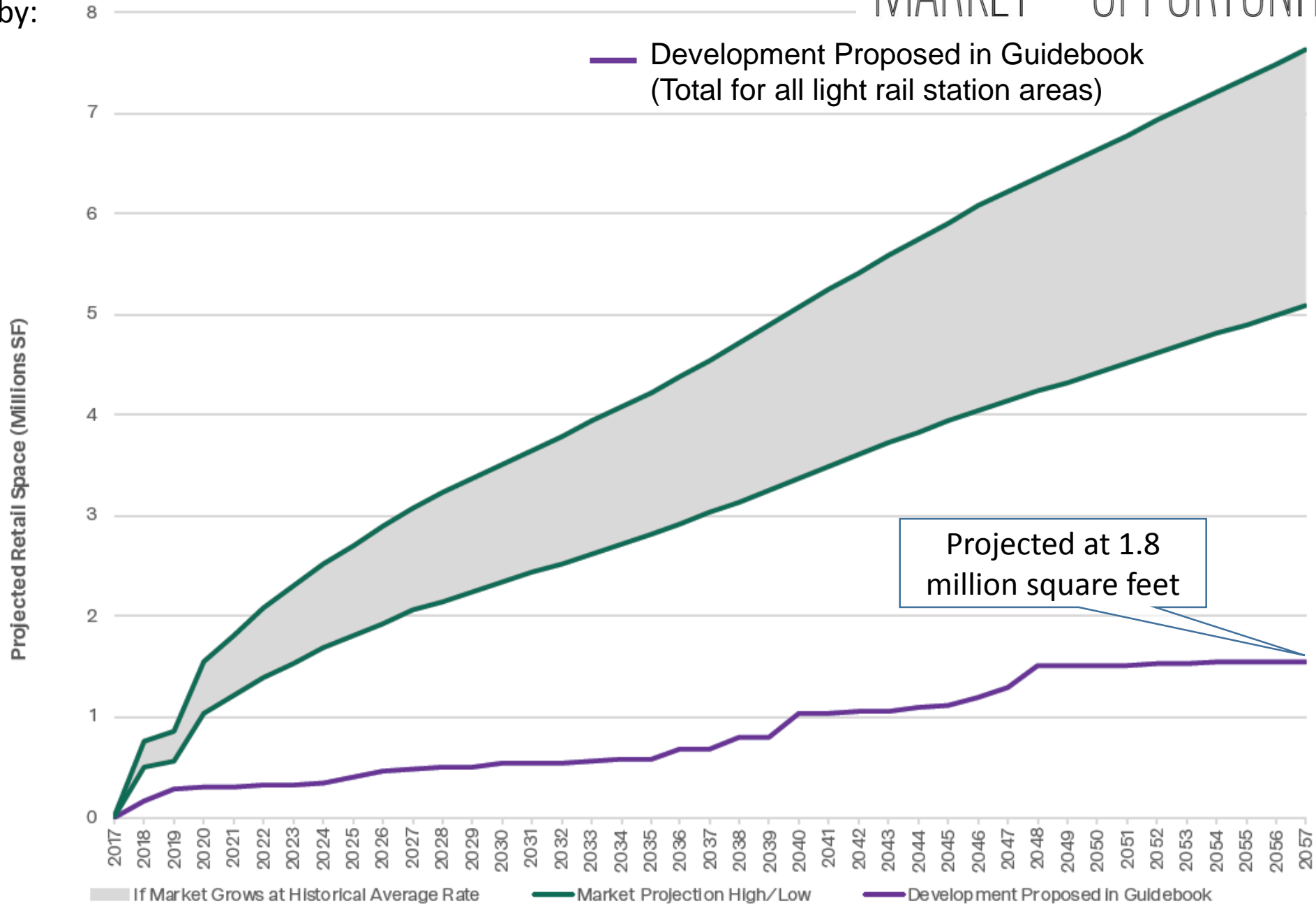
RETAIL

RETAIL MARKET FORECASTS

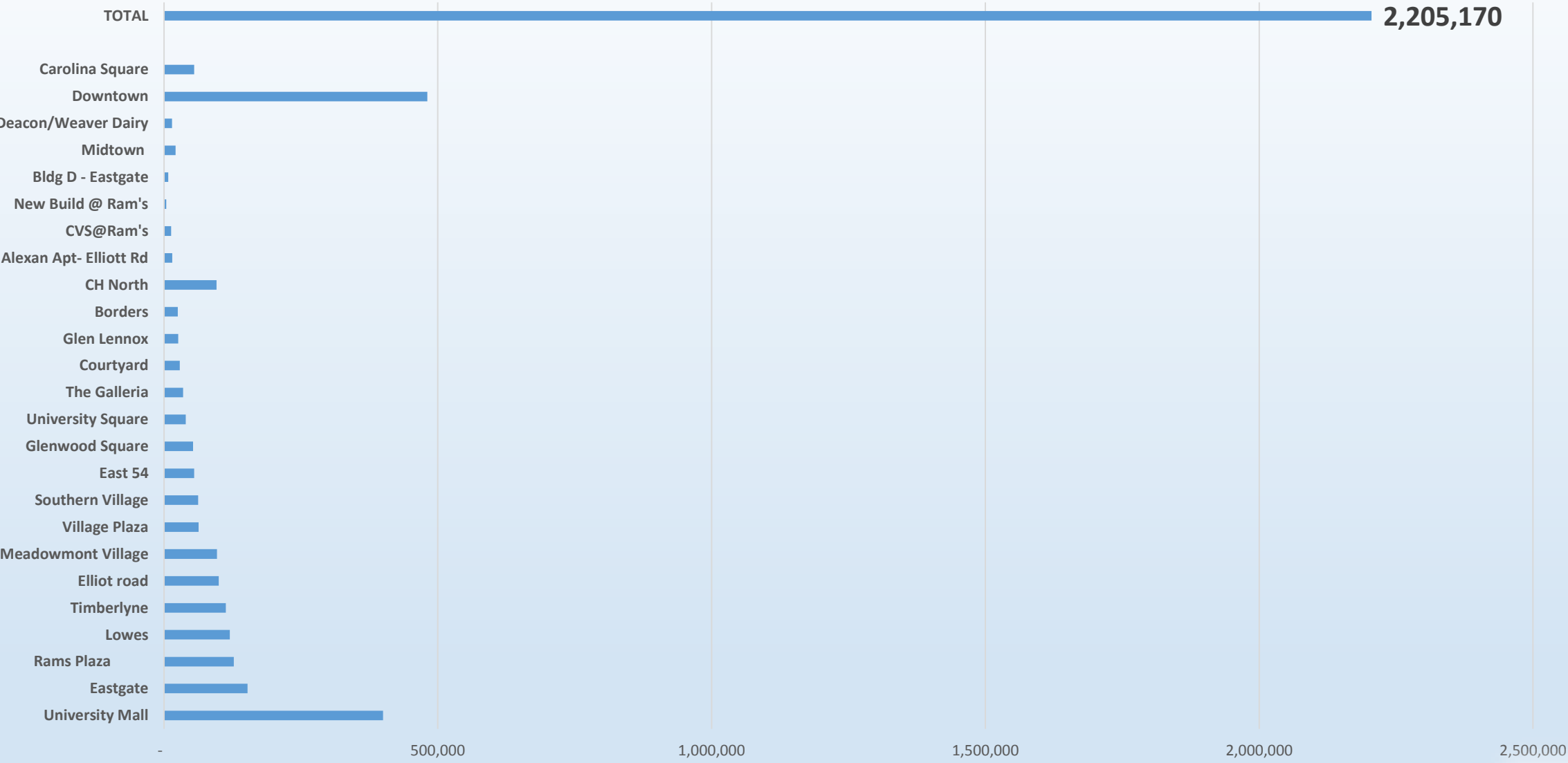
As projected by:



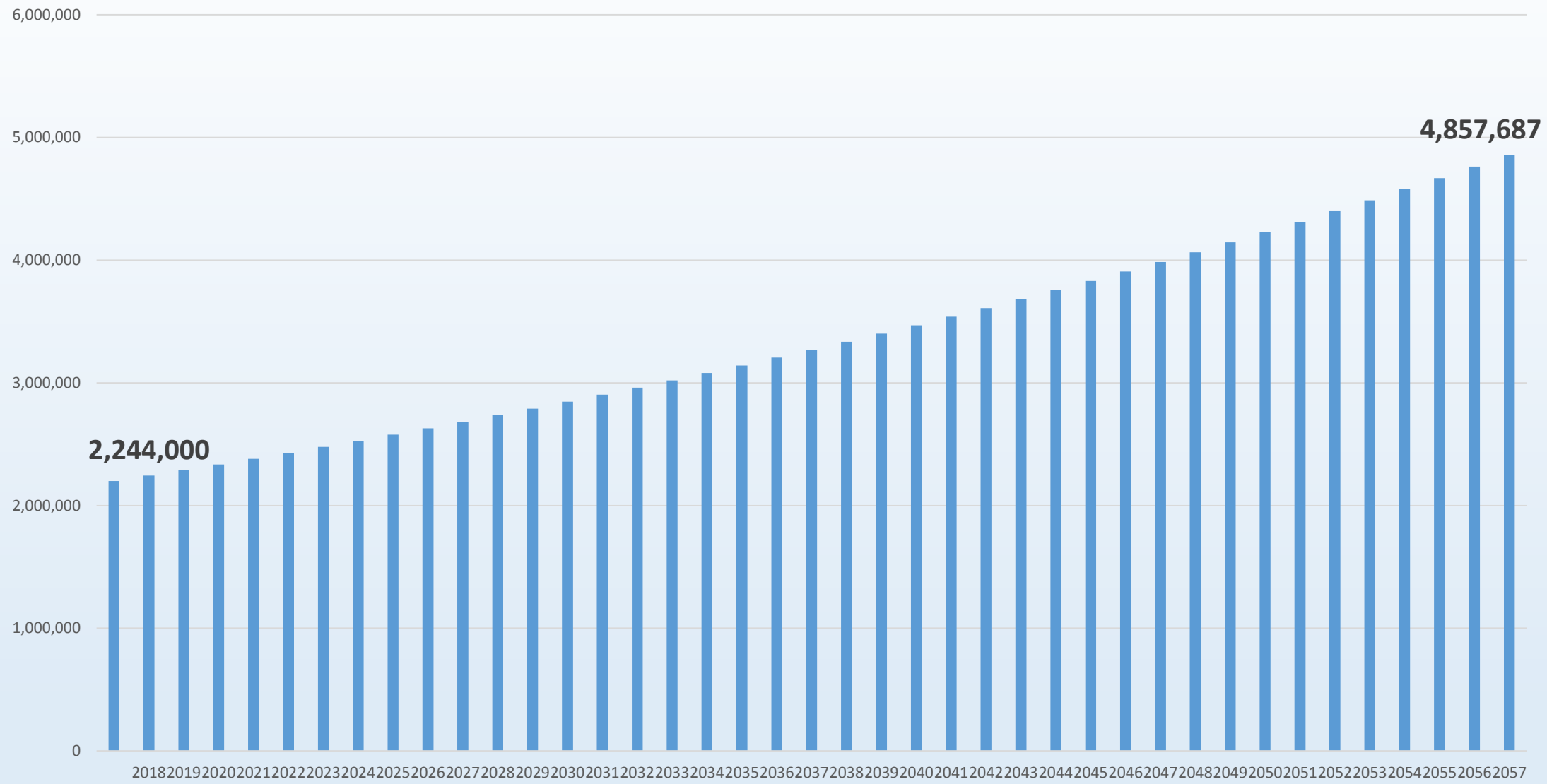
MARKET + OPPORTUNITY



CURRENT RETAIL SQUARE FEET



Projected Retail Growth

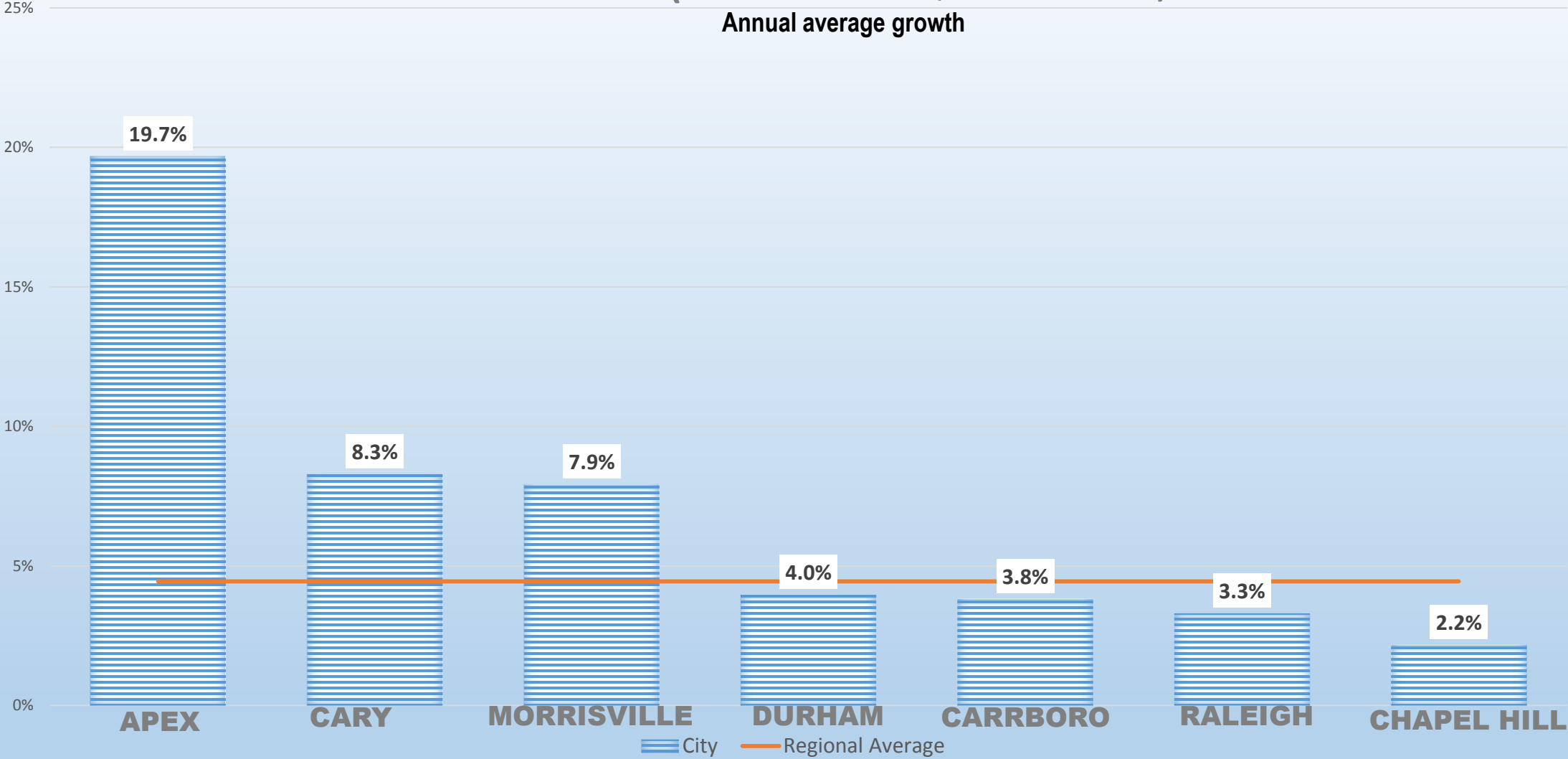


Based on projected growth of 2% (DOLTR consultant projects 3-5%) per year to the end of the term. Similar growth as per the consultants projections. There is a rather large portion of our retail leakage, which is projected around 35-40%, that may never recaptured due to regional competition.

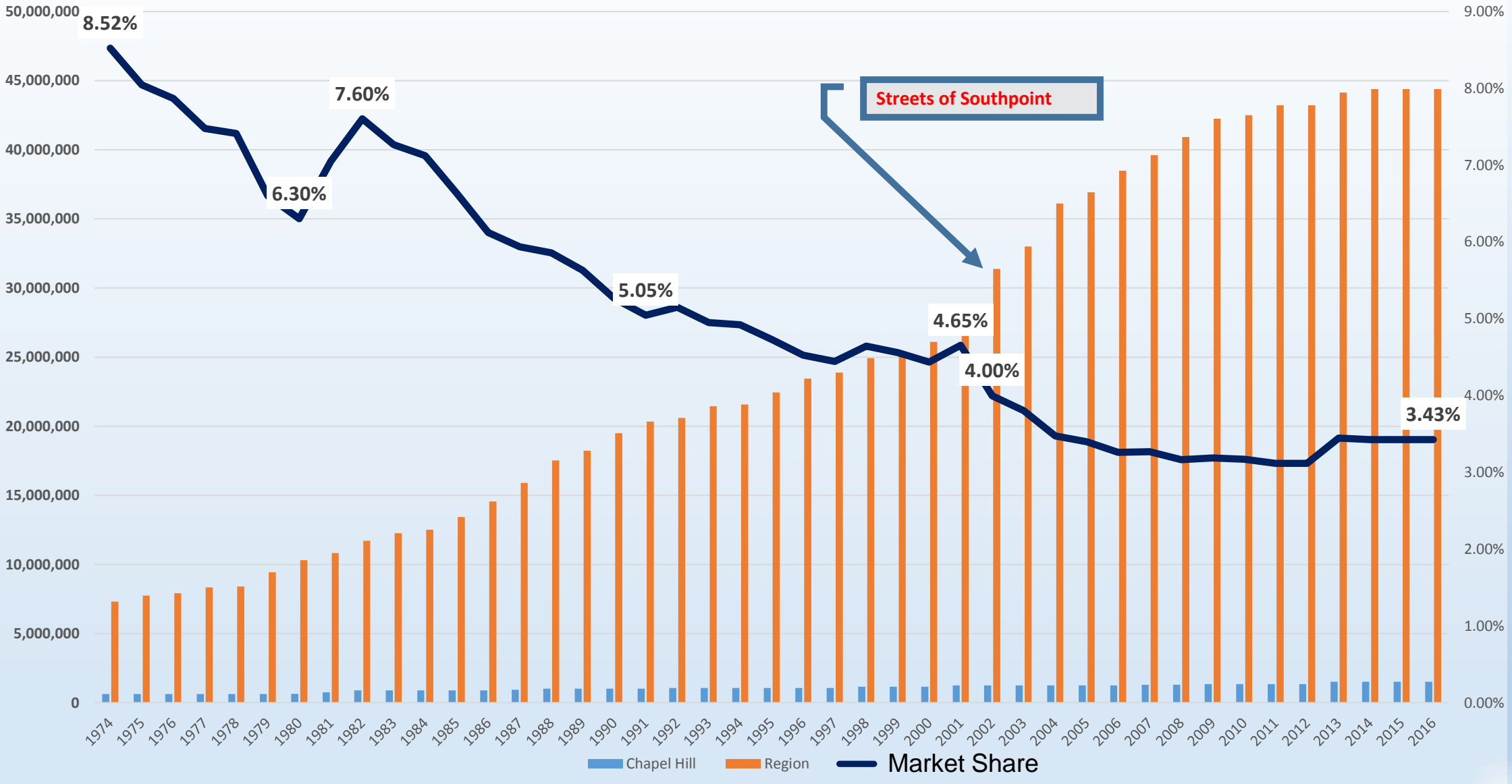


RETAIL (LEASABLE SQUARE FEET)

Annual average growth



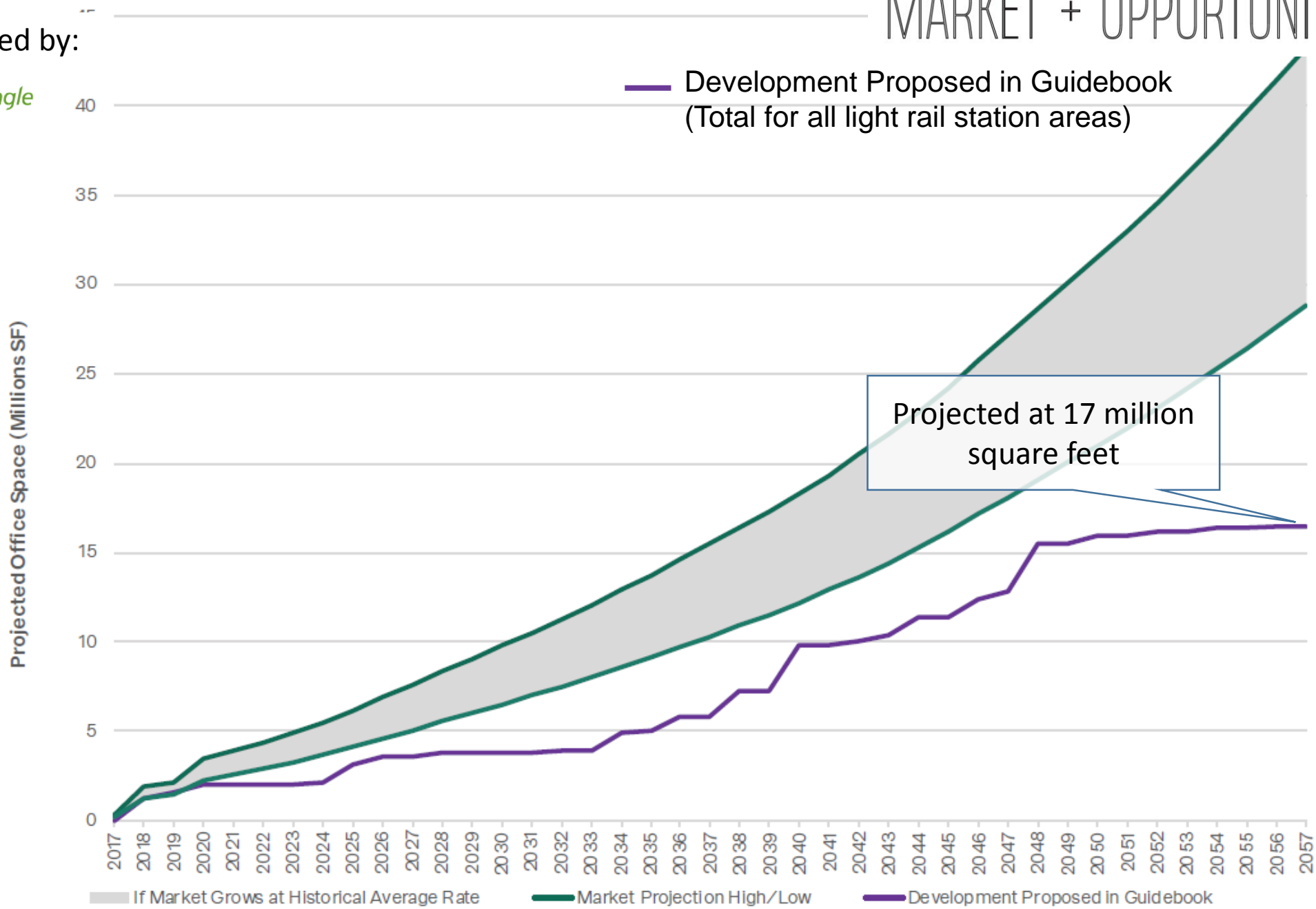
Retail Growth – Chapel Hill versus Region



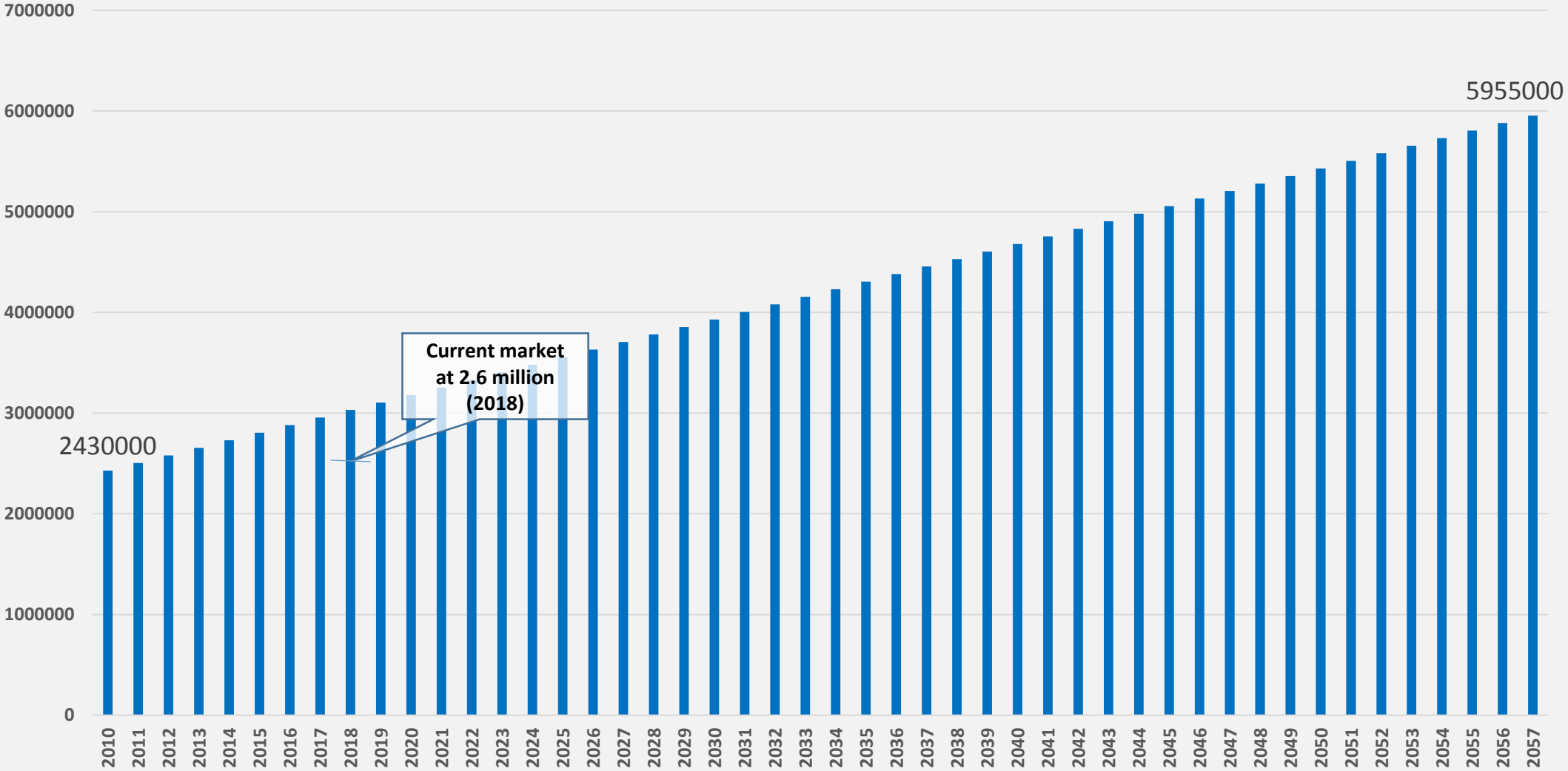
As projected by:



OFFICE



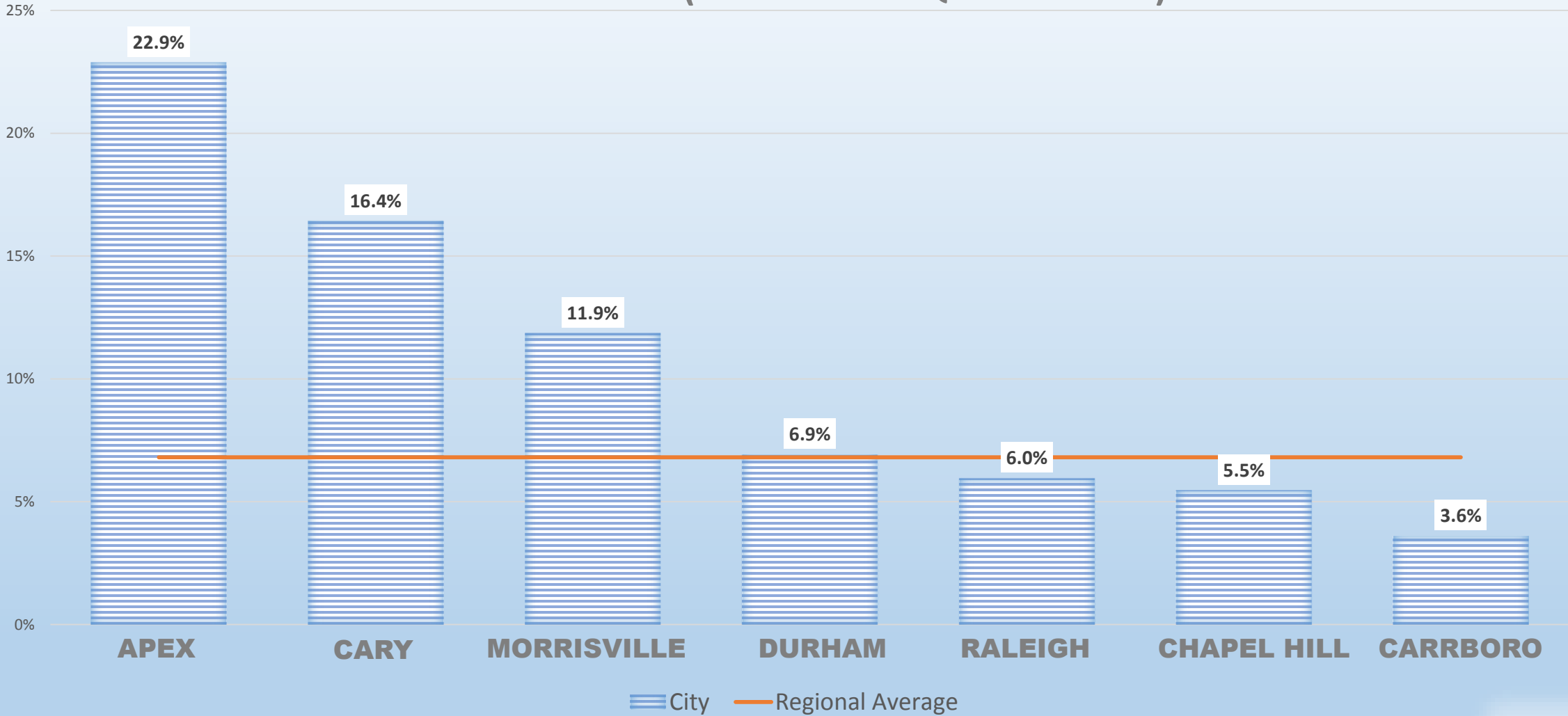
Chapel Hill Office Market - projected



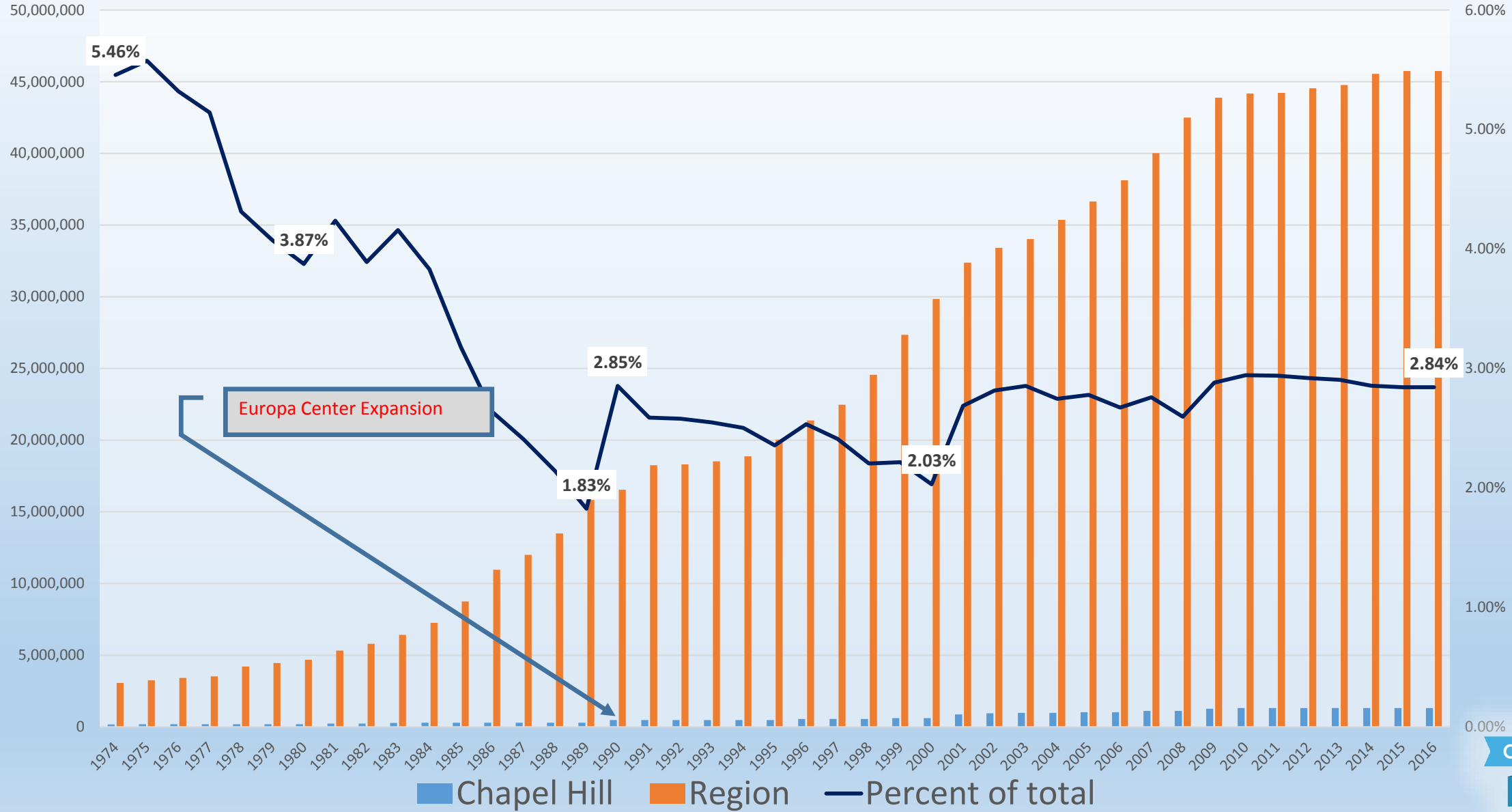
This is a projection of our office if we had continued to grow at the minimum of 75,000 square foot per year. The total Triangle office market is currently 55 million square feet.

Annual average growth (as of 2016)

OFFICE (LEASABLE SQUARE FEET)



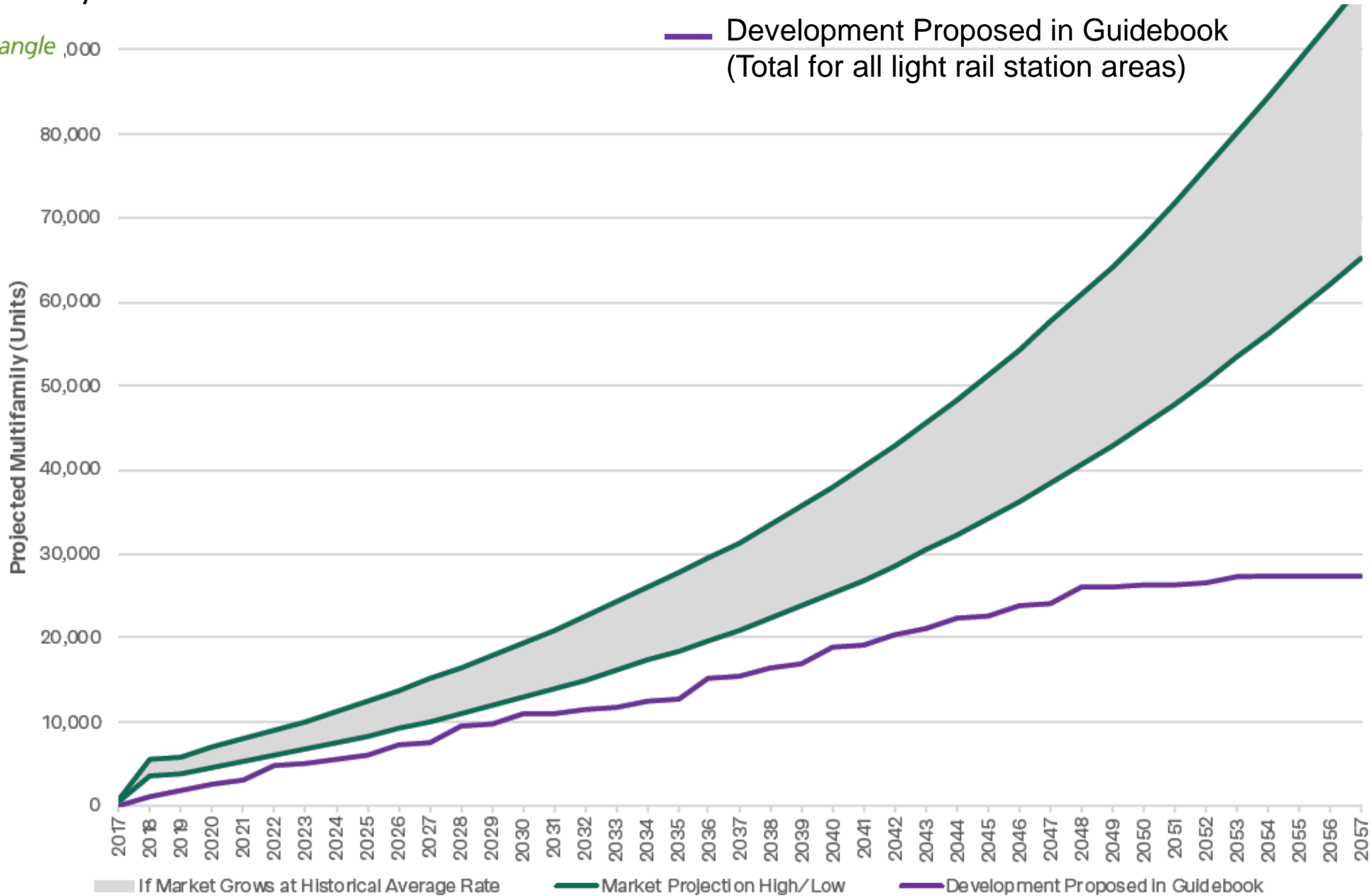
Office Market – Chapel Hill versus Region



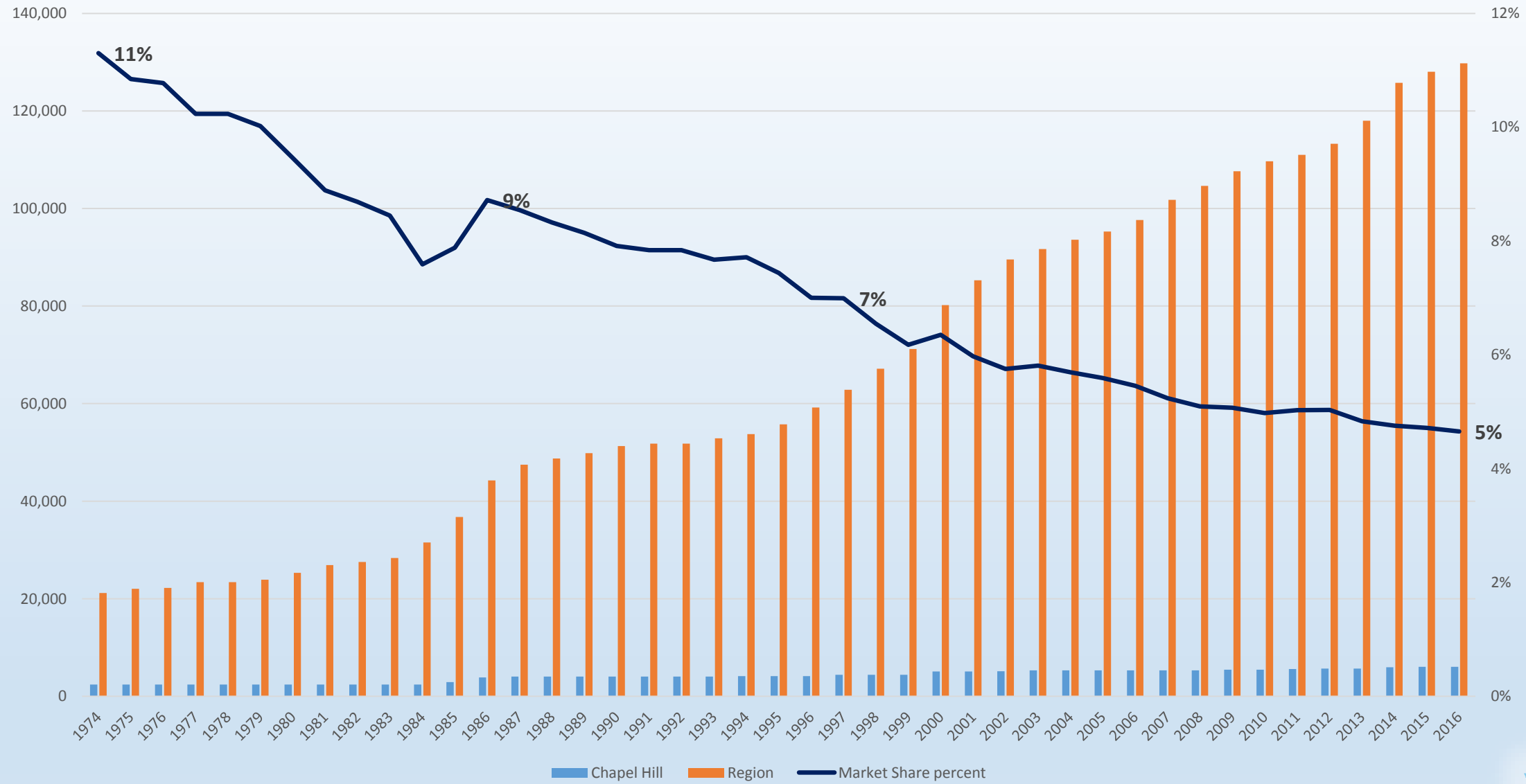
As projected by:



MULTI FAMILY



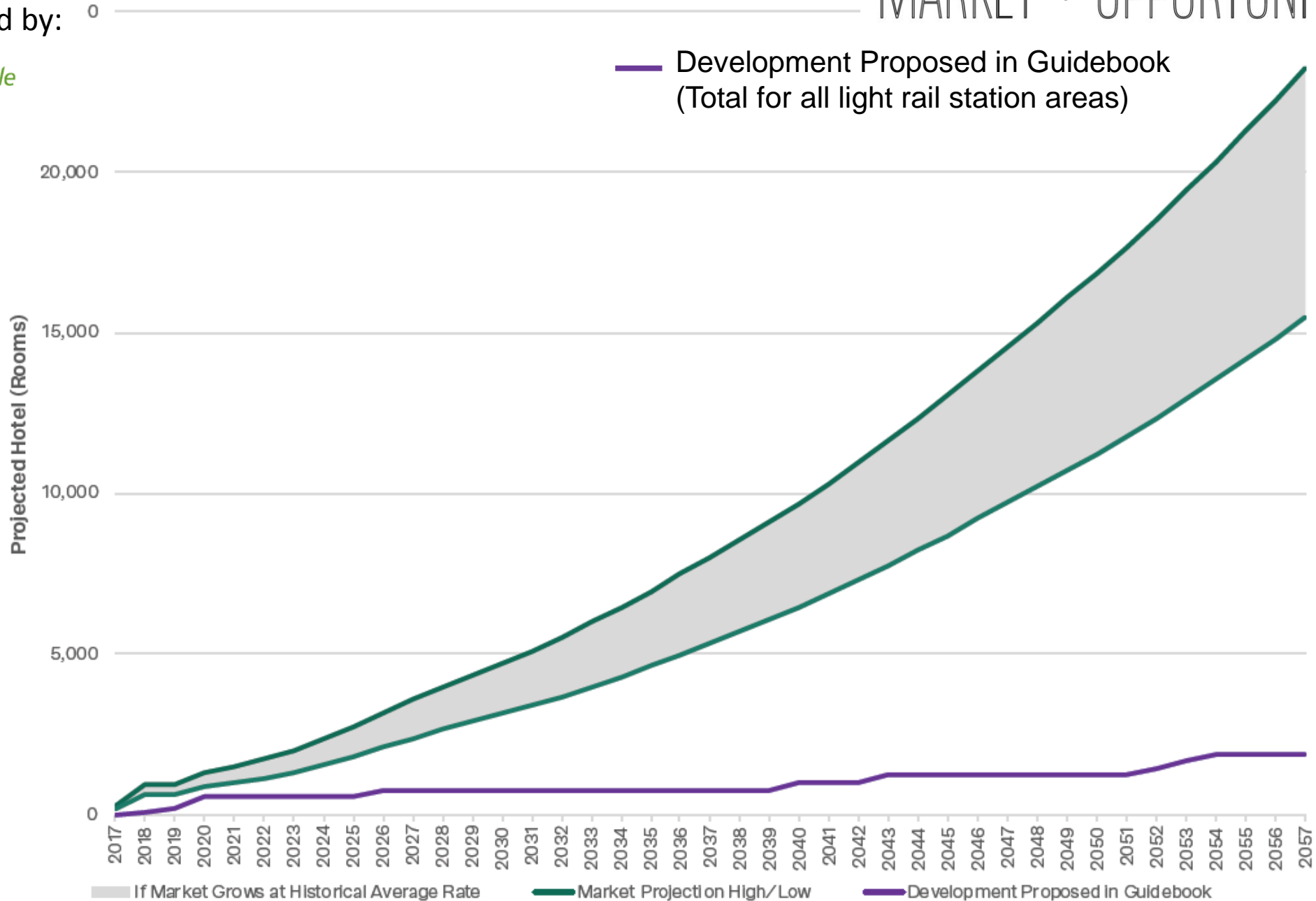
Residential Growth - Chapel Hill Versus Region



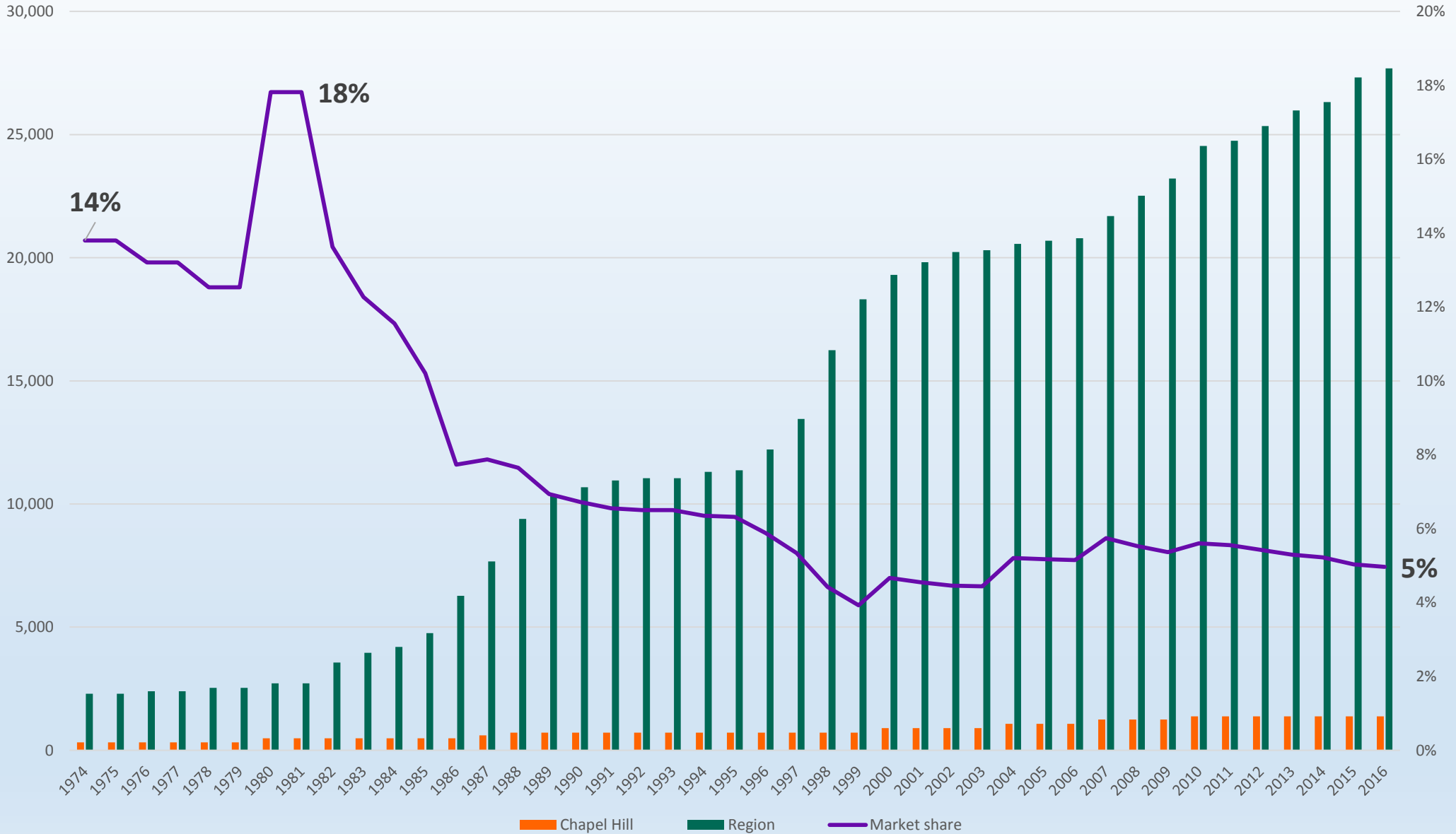
As projected by:



HOTEL



Hotels



Projected New Development Through 2057 at Gateway				
	GO Triangle		Town Staff	
<i>Land Uses at Gateway site</i>				
Office	1,750,000 Square Feet		500,000 Square feet	In addition to former BCBS bldg
Retail	216,000 Square Feet		60,000-75,000 Square Feet	
Hotel	450 Hotel Rooms		?	
Residential	1,150 Dwelling Units		500-750 units	

Questions?

Potential Development Principles

The Starting Point



- Determining the right **character** for station areas
- Interest in promoting **walkable** development

Potential Development Principles

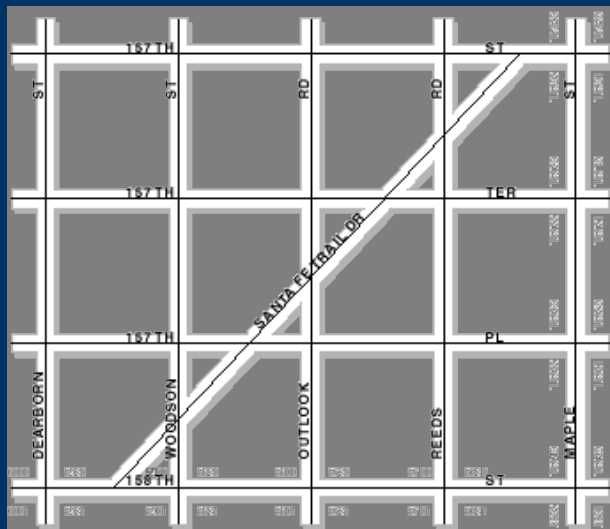
- 1) Mix of Uses**
- 2) Connected, Complete Streets**
- 3) Variety of Open Spaces**
- 4) Limit and Share Parking**
- 5) Buildings Engage with Streets**

Mix of Uses



- Allow a variety of commercial, residential, and civic activities
- Horizontally and vertically mixed
- Short trips between destinations

Connected, Complete Streets



- Street network forms a grid
- Street design includes bicycle, pedestrian, and transit facilities
- Street trees and landscaping

Variety of Open Spaces



Chapel Hill Open Space Examples



- A mix of larger and smaller spaces
- A mix of types and functions
- Easy to get to these amenities

Limit and Share Parking



- Lower maximum parking ratios
- Allow uses with different peak hours to share parking
- More area used for activity, less for cars

SHARED PARKING FACTOR

Function	with		Function
RESIDENTIAL			RESIDENTIAL
LODGING			LODGING
OFFICE		1	OFFICE
RETAIL	12	14	RETAIL
	13	17	
	12	1	
		1	
		1	
		1	

Buildings Engage with Streets



- Buildings face streets
- Many windows and entrances
- High quality materials
- Parking decks are wrapped or screened
- Pleasant walking environment

Sub-Districts

Range of Appropriate Size and Scale

- 1) **Core:** Closest to light rail station
- 2) **General:** Most of station area
- 3) **Edge:** Appropriate transitions to surrounding neighborhoods



Sub-Districts

Opportunity to Vary Development Standards



Uses

More Offices

More Housing

Street Design

Smaller Blocks

Larger Blocks

Open Space

Plazas, Parklets

Community Greens

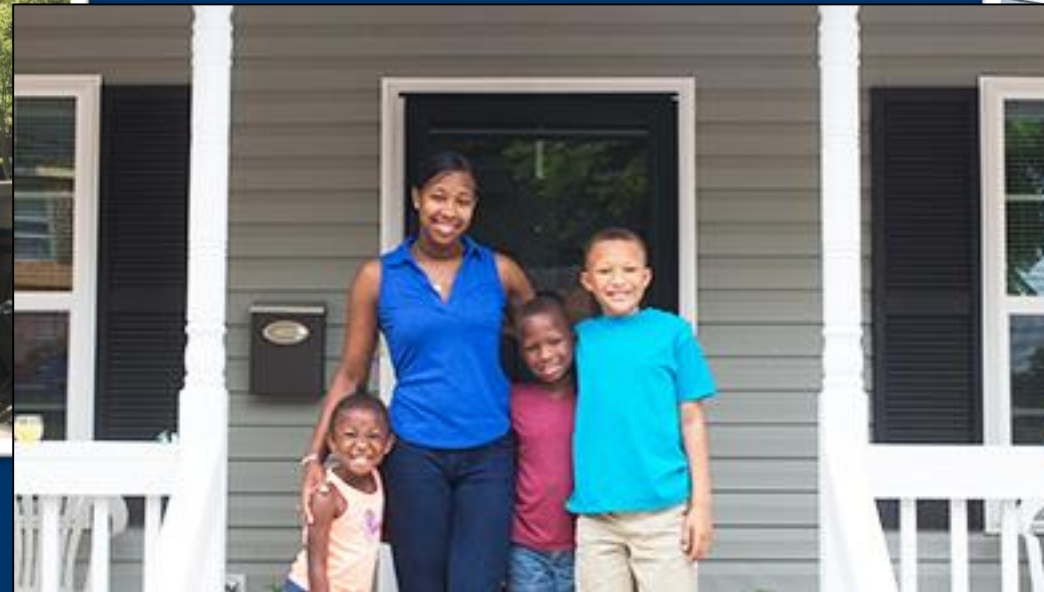


Walkable Centers



Opportunity to create vibrant, walkable centers

Community Benefits



Opportunity to leverage investment to help provide valued community benefits

Sample Community Benefits



- Affordable housing, mix of housing
- Public space and natural areas
- Pedestrian, bicycle, and transit connections
- Recreational amenities
- Public art
- Green building practices

Options for Securing Community Benefits



- 1) Make public investment**
- 2) Provide development opportunity**
- 3) Create partnerships**

1) Make Public Investment



- Station area development will bring in new revenues
- Project will also create new capital needs and opportunities
- Lots of competition for capital funds



2) Provide Development Opportunity



3) Create Partnerships



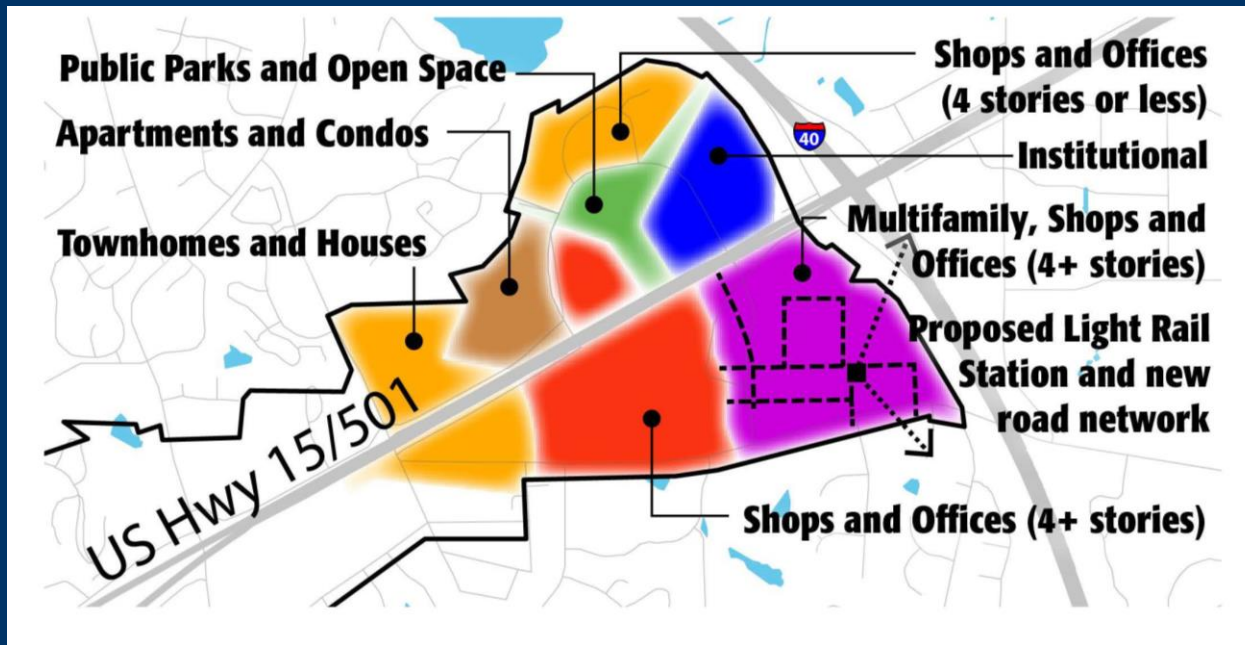
Next Steps on Station Area Planning

Step 1: Continue Public Input through FLUM

Step 2: Develop Overarching Plan for Gateway

**Step 3: Draft Development Standards as Part
of LUMO Re-write**

Step 1: Continue Public Input Through FLUM



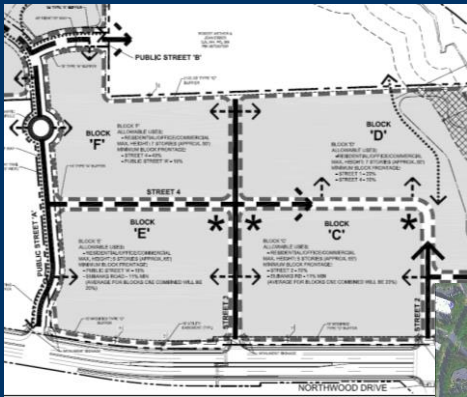
FUTURE GROWTH FRAMEWORK

Commercial Mixed Use Center

<p>Definition Prominent Commercial Mixed Use Center that includes an integrated mix of commercial (shopping, services), office, and residential uses, arranged in a walkable pattern with an active pedestrian realm where buildings front streets. The center may include both vertically (within multi-story buildings) and horizontally mixed (adjacent sites) uses, however a substantial portion of buildings should be vertically-mixed, with ground floor retail and offices and housing on upper floors.</p> <p>The overall intensity of development in a Commercial Mixed Use Center is less than in a Destination Center, but substantially more than found in Commercial Centers.</p>	<p>Incidental and Other Use Types</p> <ul style="list-style-type: none"> • Office, mid-rise • Single family attached, townhome • Multi-family, large (nursing/assisted living, or care facilities) • Multi-family, small (duplex, triplex, etc.) • Civic and institutional • Plazas • Parks and open space 	<p>Example Character</p>
<p>Character</p> <ul style="list-style-type: none"> • Urban designs frame the street with multi-story buildings and active public spaces. • In order to achieve the densities needed to create the desired character, both surface and structured parking is likely • Buildings of about three to seven stories predominate • A well-defined and interconnected street and pedestrian network 	<p>Infill & Redevelopment Opportunities for Existing Commercial Centers Improve pedestrian and bicycle crossings of major roads; add bike parking; widen sidewalks to accommodate outdoor dining and street furniture; add street trees, outdoor plazas and pocket parks; create cohesive building frontages that frame the public realm</p> <p>Enhance block and lot network to maximize walkability; frame public space; connect to adjacent developments; design around central civic/public use; incorporate housing on upper stories; develop opportunity sites such as surface parking lots</p>	
<p>Predominant Use Types</p> <ul style="list-style-type: none"> • Mixed use, mid-rise • Commercial, medium format • Commercial, small format • Multi-family large (apartment, condominium) 	<p>New Development Opportunities For Predominant Use Types Connected short or medium size blocks; street trees; centralized civic space; new housing types; design for maximum walkability</p>	
<p>Appropriate Zoning</p> <ul style="list-style-type: none"> • New commercial mixed use zoning district • Mixed Use Overlay District and Mixed Use District • Planned Development District 	<p>Appropriate Zoning</p> <ul style="list-style-type: none"> • New commercial mixed use zoning district • Mixed Use Overlay District and Mixed Use District • Planned Development District 	

CARY COMMUNITY PLAN • 2040 105

Step 2: Develop Overarching Plan for Area



Step 3: Draft Development Standards as Part of LUMO Re-Write

Article 3: Zoning Districts
Section 3.4: Activity Center Districts
3.4.6. Transit Oriented Development (TOD) District

3.4.6. Transit Oriented Development (TOD) District¹²²

TRANSIT-ORIENTED DEVELOPMENT (TOD) DISTRICT¹²³

A. Purpose

The Transit-Oriented Development District provides for transit-supportive development types and intensities within convenient walking distance of a transit station. The district is intended to create a vibrant, well-designed center of activity, expand transportation choices, provide workforce housing, and promote economic development. The district is also intended to accommodate compact and pedestrian-friendly development that:

- Includes a well-integrated mix of complementary high-activity uses, including transit-supportive commercial, residential, civic, and employment uses;
- Provides multiple, direct, and safe vehicular, bicycle, and pedestrian connectors between the transit station and the surrounding uses, with sufficient—but not excessive—parking to accommodate transit users and district visitors and residents;
- Includes distinctive, attractive, and engaging public spaces that help create a sense of place for the station area;
- Includes a range of housing choices for households of different incomes; and
- Is consistent with the McCrimmon Transit Small Area Plan.

B. Principal Intensity and Dimensional Standards

A etc. are symbols used in the illustrations showing application of dimensional standards

	Single-Family Detached Dwellings	Duplex Dwellings	Single-Family Attached Dwellings	Multi-Family Dwellings	Other Uses	Cross References
Lot Standards						Art. 2, Administration Sec. 2.5.4 Art. 4, Use Standards Art. 5, Development Standards
Min. Net Lot Area (sf)	3,500	5,000	n/a	5,000	n/a	Sec. 5.2.2 Sec. 5.3.1
A Min. Lot Width (ft)	35	30	24	30	24	Sec. 5.3.2
Min. Net Density (du/ac)	7.5	10	15	15	15	Sec. 5.4.4A.1
Max. Net Density (du/ac)	12	17	38	35	35	Sec. 5.6.1.C.2
Min. Floor Area Ratio (FAR)	n/a	n/a	n/a	n/a	0.75	Sec. 5.8.6.2.a
Max. Floor Area Ratio (FAR)	n/a	n/a	n/a	n/a	4.0	Sec. 5.8.6.C.2
Min. Lot Coverage (%)	50	30	40	60	60	Sec. 5.9.8
Max. Lot Coverage (%)	75	75	100	100	100	Sec. 5.10.6 Sec. 5.10.9.G
Setbacks						Sec. 5.10.9.H
B Min. Front (ft)	0	0	0	0	0	Sec. 5.12.6
C Min. Side (ft)	0 [1]	0 [1]	0 [1]	0 [1]	0 [1]	Sec. 5.12.3.B
D Min. Corner Side (ft)	0	0	0	0	0	Sec. 5.14.4
E Min. Rear - Alley-loaded	6	6	6	6	6	Sec. 5.14.7.F
F [H]	15 [1]	15 [1]	0 [1]	0 [1]	0 [1]	Sec. 5.14.6.C
Build-to Zone						Sec. 5.15.7
H Min. Build-to Line (ft)	0	0	0	0	0	Sec. 5.16.7.C.1
I Max. Building-to Line (ft)	15	15	15	15	15	Art. 6, Riparian Buffers Art. 7, Stormwater Management
Min. Build-to Zone Street Frontage Occupied by Buildings (%)	80 [2]	80 [2]	80 [2]	80 [2]	80 [2]	
Building Standards						
G Max. Structure Height (ft)	35	35	75	75	75	
F Min. Building Separation (ft)	6	6	n/a	n/a	n/a	

¹²² This is a new district intended to implement the Land Use Plan's Transit Oriented Development land use category.

¹²³ This is a new district intended to be applied around the planned transit station along the rail/tram tracks near the intersection of Chapel Hill road and McCrimmon Parkway. District standards reflect Land Use Plan policies for its Transit-Oriented Development (TOD) District land use category, preliminary work on the McCrimmon Transit Small Area Plan, and TOD design principles and practices from across the nation.

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Article 3: Zoning Districts
Section 3.4: Activity Center Districts
3.4.6. Transit Oriented Development (TOD) District

C. Consistency with McCrimmon Transit Small Area Plan

All new development within the TOD District shall be generally consistent with the comprehensive plan and the McCrimmon Transit Small Area Plan. Proposed development may deviate from the TOD Concept Design included in the McCrimmon Transit Small Area Plan in terms of the specific uses and development types designated for the development site or locations within the development site, but only through approval of a Conceptual Master Plan (see Section 2.5.4) that shows the deviation(s) and is consistent with the TOD Policy Goals and Objectives of the McCrimmon Transit Small Area Plan.

D. Development Agreement for Large Developments¹²⁴

If the site of a development proposed in the TOD District contains 25 or more acres of developable property, the applicant is strongly encouraged to propose a development agreement with the Town in accordance with development agreements between the applicant and the Town in accordance with Section 2.5.23, Development Agreement.

¹²⁴ This is added at the request of Town staff, in recognition that TOD District may consist of large-scale phased development occurring over a period of years. Development agreements are authorized and regulated by statute, but that statute requires the local ordinance to establish procedures for the approval and monitoring of development agreements. Such provisions are added in Section 2.5.23, Development Agreement.

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Question & Answer

