



GoTriangle
Planning & Legislative Committee
Wed, April 24, 2019 2:30 pm-3:45 pm

I. Call to Order and Adoption of Agenda

ACTION REQUESTED: Adopt agenda.
(1 minute Michael Parker)

II. Approval of Minutes - January 23, 2019

ACTION REQUESTED: Approve minutes.
(1 minute Michelle Dawson)

III. Sample Transit-Oriented Development Report
(30 minutes Jay Heikes, Patrick McDonough)

Patterson Place Station

Hamilton Road Station

IV. Adjournment
(Michael Parker)

GoTriangle Board of Trustees
Planning & Legislative Committee Meeting Minutes
January 23, 2019
Board Room, The Plaza, 4600 Emperor Blvd., Suite 100
Durham, NC

Committee Members Present:

Will Allen III	Ellen Reckhow
Wendy Jacobs	Jennifer Robinson
Michael Parker, Committee Chair	Russ Stephenson

Committee Members Absent:

Nina Szlosberg-Landis (excused)

Committee Chair Michael Parker called the meeting to order at 1:36 p.m.

I. Adoption of Agenda

Action: On motion by Allen and second by Stephenson the agenda was adopted. The motion was carried unanimously.

II. Approval of Minutes

Action: On motion by Allen and second by Stephenson the minutes of the December 19, 2018, meeting were approved. The motion was carried unanimously.

III. Commuter Rail Transit Level Guidelines & Evaluation

Patrick McDonough's presentation is attached and hereby made a part of these minutes. He stated that the guidelines have been presented to TPAC and will be voted on next month. He added that these commuter rail transit level guidelines are equivalent to the evaluation framework previously adopted for BRT.

McDonough said that the Virginia Railway Express (VRE) emerged as the most comparable system in the peer review.

The following performance targets have been set:

- On-Time Performance 95% (National Average 90% - 96%)
- Average Operating Speed 35 mph (National Average 32 mph)
- Passenger Boardings Per Vehicle Revenue Hour 45 passengers (Peer range 21-64 per hour)
- Operating Expense Per Vehicle Revenue Mile (per car, not train) \$30 (National Average \$30)
- Operating Expense Per Passenger Boarding \$20 (National Average \$19.20)
- Farebox Recovery 15% (Peer average 20%)

Planning & Legislative Committee
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Minimum service has been established as one train per hour per direction (4-0-4-0 in each direction), with the morning peak from 6-10:00 a.m. and the evening peak, 3-7:00 p.m. Two greater frequency service scenarios also are being explored in the ridership work along with three sets stations: 16, 12 and 10 to determine what is more important in terms of attracting ridership - more station access or faster travel times.

Action: On motion by Robinson and second by Stephenson the Committee voted to recommend Board approval of the Commuter Rail Transit Level Guidelines & Evaluation. The motion was carried unanimously.

IV. Adjournment

Action: Chair Parker adjourned the meeting at 2:31 p.m.

Michael Parker, Committee Chair

Attest:

Michelle C. Dawson, CMC
Clerk to the Board of Trustees

MEMORANDUM

TO: GoTriangle Board of Trustees Planning & Legislative Committee
FROM: Regional Services Development
DATE: April 15, 2019
SUBJECT: **Sample Transit-Oriented Development Report Version 2**

Strategic Objective or Initiative Supported

This item supports Objective 3.1 *Encourage/Promote Transit-Oriented Development*.

Action Requested

Staff requests that the Planning and Legislative Committee review the sample Transit-Oriented Development (TOD) report for the Patterson Place Station, provide feedback, and make recommendations pertaining to the content, formatting, and clarity of the report.

Background and Purpose

In September of 2017, the GoTriangle Board of Trustees adopted a TOD Policy Framework that defines GoTriangle's role in TOD and identifies TOD goals. In order to measure progress towards TOD goals, the policy directs staff to prepare an outcome-oriented review of the state of TOD in the GoTriangle service area along major transit corridors. Staff presented an earlier version of this report to the Planning and Legislative Committee in July of 2018. The sample report has been revised to reflect feedback received from the committee.

A primary goal of the TOD report is to measure and compare the TOD-readiness of stations along all major transit corridors and present recommendations for decision-makers to enhance the TOD-readiness of station areas. The sample report measures the amount of TOD that exists, its tax value, and TOD that is in the planning and construction pipeline. The sample report assesses the readiness of the station area for TOD based on the following four categories of action steps: zoning and land use, infrastructure, affordable housing, and economic development.

Although the light rail project is not moving forward, staff believe that the recently completed TOD Guidebook will serve as a model for TOD studies, reporting, and action steps for investments across the region. The TOD concepts and analysis contained within the TOD Guidebook for the Durham – Orange Corridor were created to be “rail ready, but not rail dependent.” Accordingly, much of the work, including policy analysis and action steps, remains applicable to future transit investments within the Durham – Orange Corridor.

Financial Impact

None.

Attachments

- Sample TOD Report for the Patterson Place Station
- Previous sample TOD Report for the Hamilton Road Station (July 2018)

Staff Contact(s)

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- Patrick McDonough, 919-485-7455, pmcdonough@gotriangle.org



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DRAFT TOD Report

Patterson Place Station

Station Area at a Glance:

<p>Location</p> <p>Corridor: Durham - Orange</p> <p>Municipality: Durham</p> <p>County: Durham</p> <p>Station Area Size: 721 Acres</p>	<p>TOD Readiness</p> <ul style="list-style-type: none"> ➤ Zoning: In Progress (Spring 2019) ☐ Water / Sewer: Add Sewer Capacity ☐ Connectivity: Extend Danzinger Dr. ☐ Affordable Housing: Identify Priorities 	<p>Indicators (2017)</p> <p>Pop: 2,600 (↔ 0% since 2017)</p> <p>Jobs: 3,300 (↔ 0% since 2017)</p> <p>TOD: 170K sf. (↔ 0% since 2017)</p> <p>Value ('18): \$507.3M (↑ 25% since '17)</p>
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Patterson Place TOD Guidebook Concept Drawing

Station Type: Suburban Retrofit



TOD Performance:

Transit-Oriented Development

	Commercial	Res Units	Affordable
Pipeline	2K sf.	295	0
Complete	170K sf.	0	0
Projected*	423K sf.	475	NA

*(2027 Guidebook Concept + Existing)

Property Value

'17 Baseline Value	\$404.1M	\$0.56M / acre
'18 Completed TOD	\$37.9M	\$5.05M / acre
'18 Other Projects	\$469.4M	\$0.66M / acre
'18 Total Value	\$507.3M	\$0.70M / acre



Witherspoon Apts.

- 295 Units; 2,000 sf. Retail
- ✓ 80 Units Per Acre
- ↔ Design / Street Presence
- ✗ >2 parking Spaces Per Unit
- Status:** Approved
- Tax Value:** TBD
- Moderately Transit-Supportive**



University Ford / Kia

- 86,000 sf. Retail / Service
- ✗ 0.15 Floor Area Ratio
- ✗ Design / Street Presence
- ✗ >5 Parking Spaces Per 1,000 sf.
- Status:** Under Construction
- Tax Value:** TBD
- Not Transit Supportive**

Action Steps:

- Set** targets for creation & preservation of Affordable Homes at Patterson Place
- Rank** Priority of Patterson Place housing needs relative to other areas
- Identify** priority properties for acquisition and/or preservation
- GoTriangle staff plan to coordinate with the Durham Office of Workforce and Economic Development to identify any station area-specific Economic Development priorities.



- Adopted** Transit Supportive Land Use Plan (August 2016)
- Rezone** to Design District (Spring 2019)
- Evaluate** Development Performance; Recalibrate Zoning as Needed
- Fund and Construct** Expansion to Githens School Sewer Lift Station
- Plan and Fund** Danzinger Drive extension across I-40
- Plan and Fund** Bike and Pedestrian Crossing(s) of US 15-501

Summary Map:



Legend

- Light Rail
- Stations
- TOD Concept
- Station Area
- Rezone

TOD Status

- Completed
- Pipeline

Hamilton Road Station

Station Area at a Glance:

Corridor: Durham - Orange

Municipality: Chapel Hill

County: Orange

TOD Guidebook Station Area: 318 Net Acres

Baseline Data:

2014 Jobs + Population: 4.74 People / Net Acre

2014 Jobs: 1,300

2014 Population: 700

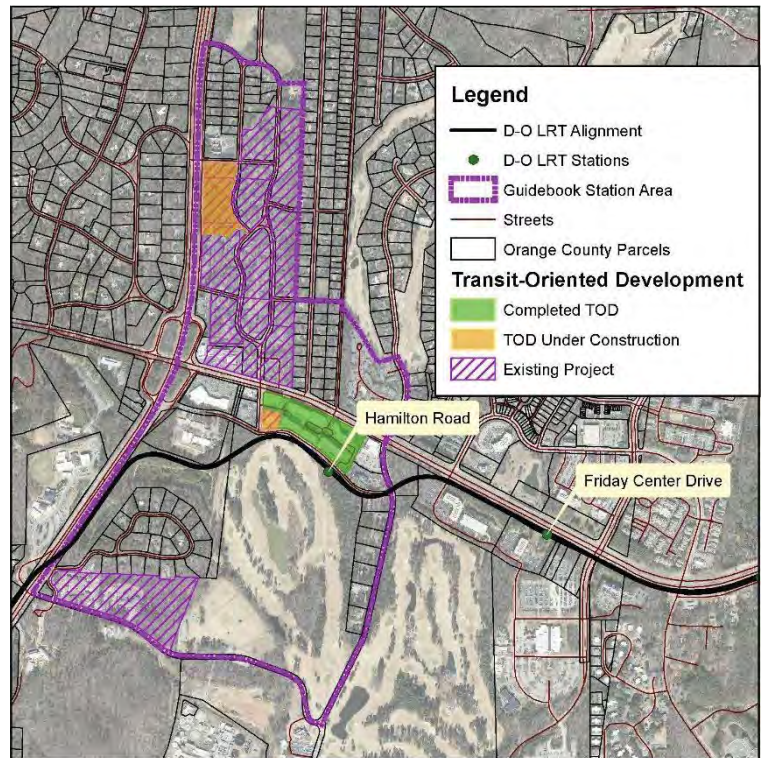
TOD Guidebook Projections:¹

Projected New Jobs by 2057: 5,800

Projected New Population by 2057: 3,000

Development Performance:

Highlights: The Hamilton Road station area includes East 54, one of the Triangle's first mixed-use transit-oriented developments built directly adjacent to high-capacity transit. The access to future light rail was cited in the 2007 approval as justification for rezoning to a higher-density zoning district than otherwise would be allowed. East 54 was largely completed in 2010. This station area also includes Glen-Lennox, a master-planned, long-term redevelopment of a 70 acre apartment community. The project could include approximately 600,000 square feet of office space, 180,000 square feet of commercial space, 150 hotel rooms, and 1,400 residential units in a walkable, urban neighborhood context. Glen-Lennox is notable for its binding commitment to continue providing affordable housing for residents who have lived in the community for 5 or more years.



Station Area TOD Pipeline

Status	Residential Units	Aff. Units	Hotel Rooms	Office SF	Commercial SF	Total SF	Tax Value	Tax Value/Acre
Complete	203	34	130	120,214	58,487	511,982	\$104,474,801	\$9,311,480
Construction	215	0	0	60,000	0	60,000	TBD	TBD
Site Plan Review	0	0	0	0	0	0	TBD	TBD
Zoning Approved	1,185	TBD	150	600,000	180,000	TBD	TBD	TBD
Zoning Review	0	0	0	0	0	0	0	0

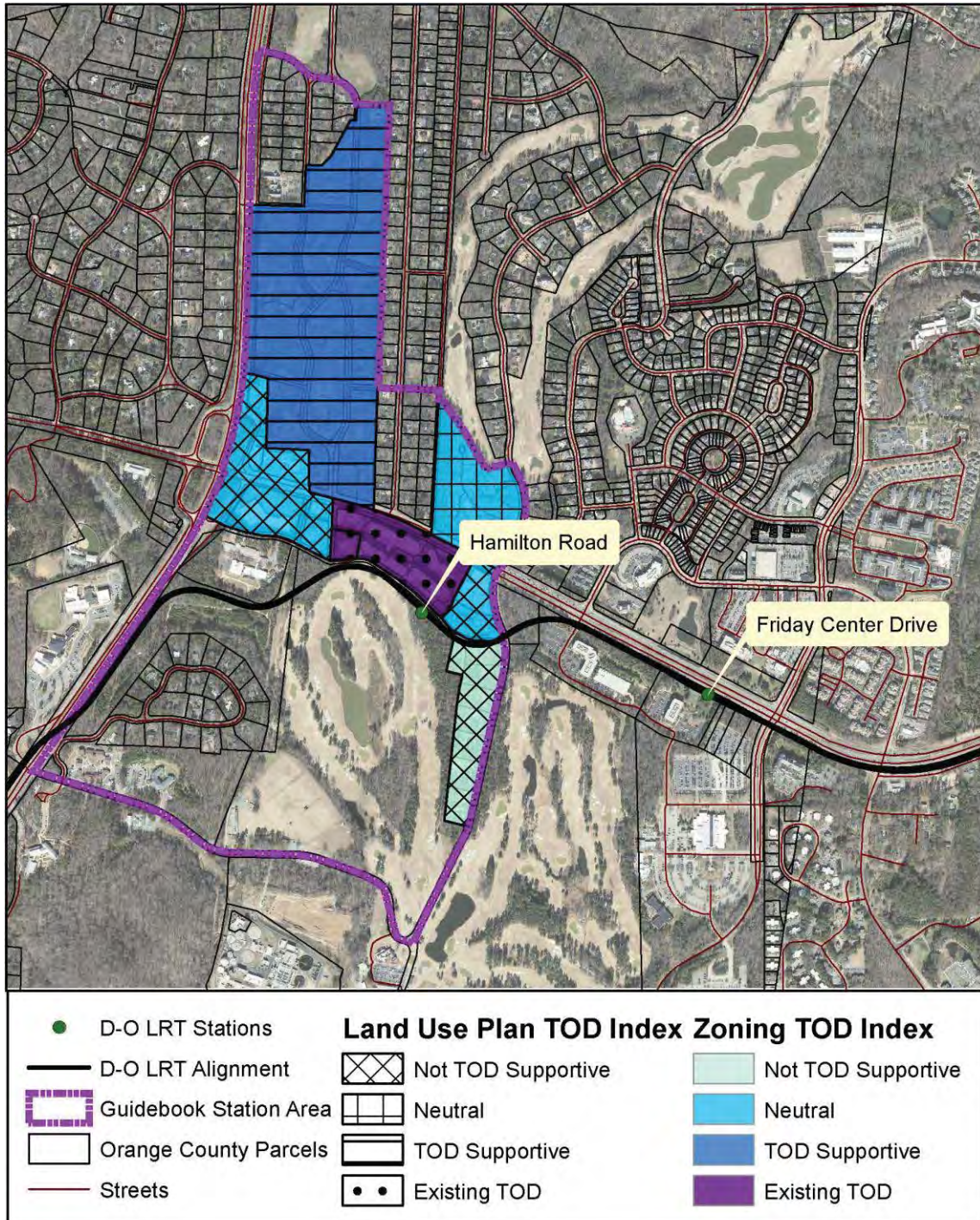
Transit-Oriented Development Pipeline: The East 54 development accounts for all of the completed TOD in the Hamilton Station Area. Although East 54 was approved and completed prior to the Record of Decision for the D-O LRT project, it is included in the TOD Report because its design and approval reflect the planned light rail station. The Station

¹ These data include the Guidebook TOD Concept and other projects approved as of July 2017.

at East 54, a 60,000 square foot office building is nearing completion adjacent to East 54 and is within two blocks of the Hamilton Station. Phase 1 of Glen Lennox, a 215 unit apartment building commenced construction in June of 2018. Future phases of Glen-Lennox are represented in the “Zoning Approved” category.

Land Use / Zoning Readiness

Land Use: Chapel Hill and the University of North Carolina at Chapel Hill (UNC) are both in the process of updating their long-term land use plans. Both identify parcels within the Hamilton Station Area that could be identified as suitable for higher-intensity mixed use development near the Hamilton Station. This includes UNC parcels along Finley Golf Course Road and the Glenwood Shopping Center located at the southwest corner of NC 54 and Hamilton Road. The East 54 Development and Glen-Lennox site both presently have transit-supportive land use designations.



Zoning: The Glen-Lennox Development Agreement, the document governing the long term redevelopment of Glen-Lennox provides zoning standards and design standards that are supportive of transit such as requiring high quality streetscapes, requiring that new buildings be placed close to streets, and provisions for shared parking. The zoning for remaining parcels is either neutral towards TOD or does not allow it.

Guidebook Station Area: 366 Gross Acres

Percent of station area with TOD – Supportive Land Use: 24.5%

Percent of station area with TOD – Supportive Zoning: 24.5%

Station Area Land Use and Zoning TOD Readiness (by Gross Acres)

	Other	Not TOD Supportive	Neutral	TOD Supportive	Existing TOD
Land Use	224 Acres	35 Acres	22 Acres	73 Acres	13 Acres
Zoning	224 Acres	13 Acres	43 Acres	73 Acres	13 Acres

Infrastructure Readiness:

Once the TOD Guidebook is completed we will include additional performance indicators for infrastructure and overall TOD - readiness.