Balancing Development Needs in Station Design
The Charlotte Experience

Prepared by:

GLATTING JACKSON KERCHER ANGLIN, Inc.

Rail~Volution 2008

October 29, 2008
Integrating Land Use & Transit – Together, Implement a Community’s Vision
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Land Use/Transit Planning 2025 System Plan

- Light Rail Transit
- Bus Rapid Transit
- Trolley and Street Car
- Commuter Rail: DMU
- Local Buses
South Corridor Development
6 of the 16 Stations

Planned, Under Construction, or Complete

Office – 600,000 SF
Retail - 650,000 SF
Residential – 6,000 Units
(4,200 Complete / Under Construction)
1) Station Location – New Bern
2) Station Access – Scaleybark
3) Alignment - Hambright
4) Adjacent Streets – Rocky River
Station Location

New Bern
SOUTH CORRIDOR
New Bern Street Station

- Continue warehouse conversion to office
- Improve pedestrian character of South & Tryon
- Protect & enhance neighborhoods
- Improve station visibility & access to South Blvd.
- Potential Yard & Shop
Develop an urban neighborhood center.

Protect existing neighborhoods.

Convert under utilized industrial space into a mixed use office environment.

Improve visibility of the LRT station.
Create park as focal point of the station area.

Enhance station core with streetscape and sidewalk improvements along Griffith Road, New Bern, Marsh, and South Boulevard.

Create Pedestrian / Bikeway from South End to Woodlawn.

Extend Old Pineville Road north from Scaleybark to Clanton Road.

Require new streets as redevelopment occurs.
Station Access

Scaleybark
Scaleybark
Issues & Opportunities
Develop a mixed use urban center.

Protect existing neighborhoods.

Expand neighborhood between Tryon and South.

Connect east & west neighborhoods.
Create South “Boulevard”

Realign Scaleybark and Old Pineville.

Extend Scaleybark to Tryon.

Extend Old Pineville Road north from Scaleybark to Clanton Road.

Enhance station core with streetscape and sidewalk walk improvements along Old Pineville and South Boulevard.

Create Pedestrian / Bikeway from South End to Woodlawn.

Develop sidewalks, and bike lanes along Scaleybark.

Encourage parks as focal points and require new streets as part of redevelopment.
Implementing the Program to build a Community South “Boulevard”
Implementing the Program to build a Community Rendering by Sasaki

South “Boulevard”

Rendering by Sasaki
+/- 17 acres owned by City and CATS
Priorities from November 27th Council Meeting

- Place highest priority on receiving the return on land value
  - 315 space park and ride facility
  - Up to $6.4 million in cash
- Minimize public investment
- Meet TOD zoning requirements
- Maximize affordable housing opportunities
- Encourage the incorporation of the library, open space and street connectivity
Scaleybark Partners LLC
GreenHawk Partners, Pappas Properties, Housing Partnership, Citiventure

- Greater community impact
  - Creates destination for surrounding neighborhoods
  - 24 hour environment around station
  - Open space focal to mixture of uses

- Greater impact for transit station
  - Greater accessibility to mixture of uses / more convenience for transit ride

- Opportunity for additional density upon construction of CATS deck

- Phasing creates synergy around transit station in initial phase
Rail Alignment

Hambright Station
North Corridor Station Location: Hambright Options

- Current alignment prevents development along NC-115 and places station immediately opposite CMS schools.

- Alternative alignment permits development along NC-115, and avoids the schools, two major curves and five private crossings.
North Corridor Station Location: Hambright Options
North Corridor Station Location: **New Hambright Village**

- Mixed use development would support 360-degree TOD with strong residential, retail and office.
- New station would be centerpiece of development.
## Alternative Costs

<table>
<thead>
<tr>
<th>COST</th>
<th>Base Case (Track Stays)</th>
<th>Hambright Station (Track Moves)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track Cost</td>
<td>$2,500,000(1)</td>
<td>$8,800,000(2)</td>
</tr>
<tr>
<td>Grade Crossing</td>
<td>$750,000(3)</td>
<td>$1,500,000(4)</td>
</tr>
<tr>
<td>Station Cost</td>
<td>$1,000,000(5)</td>
<td></td>
</tr>
<tr>
<td>Land Cost (6)</td>
<td>$</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL COST</strong></td>
<td>$3,250,000</td>
<td>$11,300,000</td>
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</tbody>
</table>

- **CATS Share (2)**: $3,250,000
- **Town / Developer Share**: - $6,050,000

1) Assumes $2 million/mile for track upgrades for 1.25 miles
2) Cost provided by PB
3) Three grade crossings - $250,000 per crossing
4) Five grade crossings - $250,000 per crossing
5) Assumes $1 million for station and parking
6) Assumes CATS' contributes $2 million/mile for track upgrades for 1.25 miles, $750,000 for 3 grade crossings - 3 quad gates, and $2 million for the station (land, parking, and facilities)
7) Assumes developer donates land for parking 5.5 acres
## BENEFITS

<table>
<thead>
<tr>
<th></th>
<th>Base Case (Track Stays)</th>
<th>Hambright Station (Track Moves)</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Station</strong></td>
<td>Unlikely</td>
<td>Likely</td>
<td></td>
</tr>
<tr>
<td>Employees</td>
<td>720</td>
<td>3,174</td>
<td>2,454</td>
</tr>
<tr>
<td>Population</td>
<td>3,835</td>
<td>3,543</td>
<td>(292)</td>
</tr>
<tr>
<td><strong>Land Use Mix</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>80%</td>
<td>65%</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>20%</td>
<td>35%</td>
<td></td>
</tr>
<tr>
<td><strong>Estimated 20-year Tax Value</strong></td>
<td>$335,265,000</td>
<td>$416,463,815</td>
<td>$81,198,815</td>
</tr>
<tr>
<td><strong>Tax Revenue (20-Year NPV)</strong></td>
<td>$14,007,761</td>
<td>$19,778,903</td>
<td>$5,771,142</td>
</tr>
<tr>
<td><strong>Build-out</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential</td>
<td>2020</td>
<td>2017</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>2012</td>
<td>2017</td>
<td></td>
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</table>
New Hambright Village

- Mixed use development would support 360-degree TOD with strong residential, retail and office
- New station would be centerpiece of development
Adjacent Roadways

Rocky River Station
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