



**CITY OF DURHAM | DURHAM COUNTY
NORTH CAROLINA**



Zoning Map Change Report

Meeting Date: January 3, 2011

Table A: Summary			
Application Summary			
Case Number	Z0900015	Jurisdiction	City
Applicant	Lichtin Corporation	Submittal Date	August 10, 2010
Reference Name	Arrington II	Site Acreage	95.60
Location	5601 Arrington Park Drive, located at the intersection of Arrington Park Drive and Page Road, north of Interstate-40 and south of Comstock Road		
PINs	0747-02-96-4397, 0747-02-96-7475, 0747-02-96-6161, 0747-01-96-9534, 0747-01-96-9192, 0757-01-06-1274, 0757-01-06-3834, 0757-01-06-5655, 0757-01-06-9581, 0757-01-16-5549, 0757-01-16-7890, 0757-01-16-9552, 0757-01-16-6159, 0757-03-15-6623, 0757-03-14-0752, 0757-03-05-7456		
Request			
Proposed Zoning	Mixed Use with a development plan (MU(D))	Proposal	Offices, Multi-family residential, and vertically integrated multi-family and commercial
Site Characteristics			
Development Tier	Suburban		
Land Use Designation	Office and Recreation Open Space		
Existing Zoning	MU(D)		
Existing Use	Vacant and multi-family residential		
Overlays	MTC	Drainage Basin	Lower Neuse
River Basin	Neuse	Stream Basin	Stirrup Iron Creek
Recommendations/Comments/Determination			
Staff	Staff determines that this request is consistent with the <i>Comprehensive Plan</i> and other adopted policies and ordinances.		
Planning Commission	Approval, 7-5 on November 9, 2010. The Planning Commission finds that the ordinance request is consistent with the adopted <i>Comprehensive Plan</i> . The Commission believes the request is reasonable and in the public interest and recommends approval based on comments received at the public hearing, the information in the staff report, and additional commitments proffered by the applicant.		
DOST	No comment		
BPAC	See attached memorandum		

A. Summary

This is a request is to change the approved development plan associated with the MU(D) zoning designation of 16 parcels (listed above), totaling 95.60 acres, at the

intersection of Page Road and Arrington Park Drive (see Attachment 1). The project proposes a mix of uses that will allow 1,004 apartments, 1,550,000 square feet of office, and 58,000 square feet of retail. This request is consistent with the future land use designation of the *Comprehensive Plan*.

Appendix A provides supporting information.

B. Site History

The base zoning of MU(D) (Case P01-20) was approved by City Council on June 18, 2001. A summary of development allowed with the associated development plan is 320 residential units, 124,000 square feet of commercial, and 898,000 square feet of office. 320 apartments have already been developed. This zoning map change is required in order to allow additional residential development on the site.

C. Review Requirements

Planning staff has performed a sufficiency review for this Zoning Map Change request (reference UDO Sec. 3.2.4, Application Requirements [general] and 3.5.5, Application Requirements [for a Zoning Map Change]). This staff report presents the staff findings per Sec. 3.5.8, Action by the Planning Director, on the request's consistency with the Unified Development Ordinance and applicable adopted plans.

This review is based primarily on compliance with any applicable laws, plans, or adopted policies of City Council. Any issues or concerns raised in this report are based on best professional planning practice unless they have a basis in adopted plans, policies, and/or laws.

D. Unified Development Ordinance (UDO) Compliance

This request is consistent with the requirements of the Unified Development Ordinance. The associated development plan (Attachment 4, Development Plan reduction) provides the required elements for the Mixed Use district (Sec. 3.5.6.D and Sec. 6.11.7). In addition, commitments in excess of UDO requirements have been made (see Appendix D for supporting information):

Height. The ordinance allows for a maximum of 145 feet if shown on the development plan; otherwise height is limited to 50 feet. This proposal identifies the maximum height of nonresidential and mixed use buildings to be 100 feet. See Table D2, District Requirements.

Impervious Surface. This site does not have any restrictions regarding impervious surface although development plan requirements mandate the applicant identify their proposed limit. The maximum impervious surface is shown at 85% (81.26 acres). See Table D3, Environmental Protection.

Graphic Commitments. Elements depicted on a development plan (including but not limited to labels and descriptive information) become commitments. A summary of graphic commitments (see Table D5, Summary of Development Plan) includes: building height, an internal street closing, minimum lot area, a portion of the northern project boundary buffer, and seven sub-areas each with committed ranges of development and associated use category.

Text Commitments. A text commitment has been proffered to provide an additional minimum of 4 feet of additional asphalt to allow for a future bicycle lane for the frontage of the site along Page Road. See Table D5, Summary of Development Plan. The following commitments were added as a result of the Planning Commission hearing:

- Area D shall include a club house with a pool
- All buildings on parcel G shall be vertical mixed use with ground floor retail/commercial and office above. No residential is to be provided.
- Area D and G are to provide a separate pedestrian/bicycle access that is not adjacent to the vehicular access. Bicycle racks are to be provided at the pedestrian/bicycle access areas.
- Street trees for new construction are to be installed at 30' on center.
- Area D shall include a playground with play equipment

Transportation Impact Analysis (TIA). Roadway deficiencies have been identified as a result of the required TIA. Commitments to address these deficiencies are identified in Table D5, Development Plan Summary.

Design Commitments. This proposal requires that design commitments be made for the inclusion of nonresidential and multi-family structures. Landscape commitments are required in the MU district. See Table D5, Development Plan Summary for these commitments.

Phasing Plan. The development plan associated with this request includes a phasing plan, required of the MU district. The phasing plan identifies the sequence and timing of the development phases. See Table D5, Development Plan Summary.

Determination. The requested MU zoning district and associated development plan meets or exceeds the applicable requirements of the UDO. If this application request is approved, the attached development plan (Attachment 4) shall establish the level of development allowed on the property.

E. Adopted Plans

A zoning map change request shall be consistent with the *Comprehensive Plan*. As such, other adopted plans have been included by reference in this document. Table E, Adopted Plans, in Appendix E identifies the applicable policies of the *Comprehensive Plan* and other adopted plan included by reference.

Determination. The requested MU zoning district and associated development plan is consistent with *Future Land Use Map* as well as other applicable policies of the *Comprehensive Plan*. A text commitment for 4 feet of additional asphalt will be provided to allow for a future bicycle lane for the frontage of the site along Page Road for consistency with the *Long Range Bicycle Plan*.

F. Site Conditions and Context

Development on Site. A 20.97 acre portion of this site (see Area F on Attachment 4, Development Plan) has already been developed with 320 apartments. The

remainder of the site is vacant. A 265-foot Progress Energy easement runs north-south through the site generally following a stream. Areas fronting on Page Road have been cleared of trees (see Attachment 3, Aerial Photography) and the remainder is mostly tree covered.

Environmental Features. This site (see Attachment 1, Context Map, Attachment 3, Aerial Photography, and Attachment 4, Development Plan Reduction) contains the presence of steep slopes, wetlands, and floodway fringe. The site is adjacent to floodway associated with Stirrup Iron Creek.

Area Characteristics. This site is in the Suburban Tier and located within an area that is experiencing a shift from vacant, undeveloped, or agricultural land to that of offices, industrial, residential, and support services. The proximity to I-40, I-540, and Research Triangle Park make this area and attractive location for development although improvements to transportation infrastructure is needed to accommodate this growth (see Section G, Infrastructure for additional comments).

Table F, Site Context, in Appendix F provides a summary of the uses and zoning in the more immediate vicinity of the subject site.

Determination. The proposed MU district and associated development plan meets the ordinance requirements and adopted plans and policies for protecting the site's environmental features and is appropriate given the shifting character of this area. Mitigation measures for the projected traffic increase to the area have been committed consistent with the findings of the TIA (see Table D5, Development Plan Summary and Section H, Staff Analysis).

G. Infrastructure

The impact of the requested change has been evaluated to suggest its potential impact on the transportation system, water and sewer systems, and schools. In each case, the impact of the change is evaluated based upon a change from the most intense development using the existing land use and zoning to the most intense use allowed under the request. See Appendix G for additional information.

Determination. The proposed MU district and associated development plan meets the ordinance requirements and adopted plans and policies in relation to infrastructure impacts.

Note: Mitigation measures for the projected traffic increase to the area have been committed consistent with the finding of the TIA (see Table D5, Development Plan Summary and Section H, Staff Analysis).

H. Staff Analysis

Staff has determined that this request is consistent with the *Comprehensive Plan* and other adopted policies and ordinances.

The proposed MU district and associated development plan allows more intense development than is allowed in the current MU(D) district. The present designation would allow 320 residential units and 1,022,000 square feet of nonresidential development. The request, if approved, would allow 1,004 multi-family units and

1,608,000 square feet of nonresidential development (provided that the peak-hour trips are within those established by the TIA).

Road Impacts. The proposal could generate up to 22,357 trips per day (see Table G1, Road Impacts). Although this projection is only 188 trips greater than the proposed number of trips the current district would allow, the majority of the site is presently vacant and those projected trips are not accounted for in the 2009 traffic volume counts; thus creating deficiencies in the road network. As identified in the findings of the TIA, commitments have been made to mitigate these deficiencies (see Table D5, Development Plan Summary). These commitments satisfy the traffic volume level of service that would otherwise be compromised in regards to *Comprehensive Plan* policy 8.1.2m, Transportation Level of Service.

Transit. The subject property is not adjacent to an existing or previously identified transit line extension by area transit providers. As such, the applicant is not required to build a bus shelter that would otherwise be required of the MU district. Staff has concerns that considering the amount of development being proposed for this area that transit providers will likely consider extending routes to this area in the near future.

Phasing Plan. The proposed phasing plan establishes broad thresholds for the project development (see Table D5, Development Plan Summary). Considering that 320 dwelling units already exist, the applicant can develop 400,000 square feet of nonresidential without adding any residential development. Additionally, the remaining nonresidential square footage (1,208,000 square feet) can be developed if only 100 more residential units were added. Although this request is consistent with the ordinance and applicable adopted plans and policies, staff has concerns if this development is consistent with the spirit and intent of a mixed-use development.

I. Contacts

Table I: Contacts		
Staff Contact		
Amy Wolff, Planner	Ph: 919-560-4137, ext: 28235	Email: Amy.Wolff@durhamnc.gov
Applicant Contact		
Ken Thompson, J Davis Architects	Ph: 919-835-1500	Email: kent@jdavisarchitects.com

J. Notification

Staff certifies that newspaper advertisements, letters to property owners within 600 feet of the site and the posting of a zoning sign on the property has been carried out in accordance with Section 3.2.5 of the UDO. In addition, the following neighborhood organizations were mailed notices:

- Inter-Neighborhood Council
- Friends of Durham
- Partners Against Crime – District 4
- Fayetteville Street Planning Group
- Unity in the Community for Progress

- Center of the Region Enterprise (CORE) – Wake County
- Center of the Region Enterprise (CORE) – City of Raleigh
- Center of the Region Enterprise (CORE) – Town of Morrisville
- Center of the Region Enterprise (CORE) – Town of Cary
- RDU HZO Permit Area

**K. Summary of Planning Commission Meeting November 9, 2010
(Case (Z0900015))**

Request: MU(D) to MU(D)

Staff Report: Ms. Wolff presented the staff report.

Public Hearing: Chair Brown opened the public hearing. One person spoke in favor of the request. Chair Brown closed the public hearing.

Commission Discussion: Commission discussion centered around residential amenities, smart growth, and appropriate elements of a mixed use development including appropriate mix of uses, pedestrian amenities, vertical integration, and location of retail.

Motion: Approval (Mr. Brine, Mr. Davis 2nd)

Action: Motion carried, 7 – 5.

Findings: The Planning Commission finds that the ordinance request is consistent with the adopted *Comprehensive Plan*. The Commission believes the request is reasonable and in the public interest and recommends approval based on comments received at the public hearing, the information in the staff report, and additional commitments proffered by the applicant.

L. Supporting Information

Table K: Supporting Information		
Applicability of Supporting Information		
Appendix A	Application	Attachments: 1. Context Map 2. Future Land Use Map 3. Aerial Photography 4. Development Plan Reduction 5. Application 6. Owner’s Acknowledgement 7. Submittal and Review History 8. DDOT TIA Memorandum 9. NCDOT TIA Memorandum 10. BPAC Memorandum 11. Planning Commissioner’s Written Comments 12. Ordinance Form
Appendix B	Site History	n/a
Appendix C	Review Requirements	n/a
Appendix D	Unified Development Ordinance	Table D1: Designation Intent Table D2: District Requirements Table D3: Environmental Protection Table D4: Project Boundary Buffers Table D5: Summary of Development Plan
Appendix E	Adopted Plans	Table E: Adopted Plans
Appendix F	Site Conditions and Context	Table F: Site Context
Appendix G	Infrastructure	Table G1: Road Impacts Table G2: Transit Impacts Table G3: Utility Impacts Table G4: Drainage/Stormwater Impacts Table G5: School Impacts Table G6: Water Impacts

Appendix A: Application Supporting Information

Attachments

1. Context Map
2. Future Land Use Map
3. Aerial Photograph
4. Development Plan Reduction
5. Application
6. Owner’s Acknowledgement
7. Submittal and Review History
8. DDOT TIA Memorandum
9. NCDOT TIA Memorandum

Appendix D: Unified Development Ordinance Supporting Information

Table D1. UDO Designation Intent	
MU	Mixed Use: the MU district is established to provide innovative opportunities for an integration of diverse but compatible uses into a single development that is unified by design features. A development plan is required with a request for this district; which shows a conceptual representation of the proposed site that indicates how the ordinance standards could be met. Any significant change to the development plan would require a new zoning petition.
D	Development Plan: the letter “D” following a zoning district indicates that a development plan has been included with a zoning map change request. This designation may be added to any zoning map change request to signify that a conceptual representation of the proposed site has been submitted that indicates how the proposed development could meet ordinance standards. Any significant change to the development plan would require a new zoning petition.
-MTC	Major Transportation Corridor Overlay: The Major Transportation Corridor Overlay (MTC) is established to enhance the economic and aesthetic appeal and orderly development of properties adjacent to major transportation corridors. The MTC district requires buffers next to major transportation corridors and limits the height of signs to 12 feet (otherwise the maximum height is 16 feet).

Table D2. District Requirements - MU			
	Code Provision	Required	Proposed (see sheet L0.03 of Attachment 4, Development Plan)
Uses	6.11.7.A	Residential <i>and</i> at least one of the following: public and civic, commercial, or office	Residential, commercial, and office
Minimum Site Area (acres)	6.11.7.B.1	4	95.60
Use Area	6.11.7.B.2	No single use to occupy more than 60% of gross acreage	Residential – 23.3% Commercial – 24.7% Office – 45.4%
Transitional Use Area (TUA)	6.11.7.C	Use and building scale to match adjacent property and no more than a one story (15 foot) height differential within 50-foot buffer	Use and building scale to match adjacent property and no more than a one story (15 foot) height differential within 50-foot buffer
Residential Density (maximum)	6.11.7.D	10.5 DU/Ac (1,004 units)	10.5 DU/Ac (1,004 units)
Nonresidential Intensity	6.11.7.E	Minimum floor area = 30% of parcel	Minimum floor area = 30% of parcel
Maximum Height (feet)	6.11.7.F	145 if shown	Residential – 50 Nonresidential and vertical mixed use – 100
Street Yards (feet)	6.11.7.G	25	25
Open Space	6.11.7.H	10 % (9.0 acres)	10% (9.01 acres)
Useable Open Space	7.2	33% of required open space (2.97 acres)	33% (2.98 acres)
Bus Shelter	6.11.7.N.1	Construct bus shelter if adjacent to transit line	n/a

Table D3. Environmental Protection			
Resource Feature	UDO Provision	Required	Proposed
Tree Coverage	8.3.1.C	10% of nonresidential = 6.3 acres 20% of residential = 4.2 acres Total = 10.5 acres	10.54 acres
Impervious Surface	8.7	Limits apply to Watershed Protection Overlays	85% (81.26 acres)
Stream Buffer	8.5.4	50 feet	50 feet
Steep Slopes	8.8.3	Identify on development plan	Identified on development plan
Wetlands	8.9.4.A	25-foot buffer if > 1 acre	n/a

Table D4. Project Boundary Buffers			
Cardinal Direction	Adjacent Zone	Required Opacity	Proposed Opacity
North	RR	0.4/0.6	0.4 (20 feet)
	IL	0.2/0.6	0.4 (20 feet)
East	ORD (Cary)	n/a (adjacent to right-of-way 60 feet or greater)	n/a
	RR (Wake County)	n/a (adjacent to right-of-way 60 feet or greater)	n/a
	RR (Durham)	0.4/0.6	0.4 (20 feet)
South	RR	0.4/0.6	0.4 (20 feet)
	RS-20	0.4/0.6	0.4 (20 feet)
West	OI(D)	n/a (adjacent to right-of-way 60 feet or greater)	n/a

Table D5. Summary of Development Plan		
Components	Description	Development Plan Sheet
Required Information	Intensity/Density. Office: 832,668 – 1,550,000 square feet Retail: 16,000 – 658,000 square feet Multi-family: 420 – 1,004 units (10.5 DU/Ac. maximum)	L0.03
	Building /Parking Envelope is appropriately identified.	L0.03
	Project Boundary Buffers. Buffers that meet or exceed ordinance requirements have been depicted on the plan. See Table D4, Project Boundary Buffers for more detail.	L0.03
	Stream Crossing. One stream crossing is shown. This crossing is an existing crossing along Arrington Park Road.	L0.03
	Access Points. A total of five access points are identified; three along Page Road and two along Comstock Road. These points include existing connections at Page Road and Arrington Park Road and Comstock Road and Langdon Road.	L0.03
	Dedications and Reservations. None required or recommended for this site.	n/a
	Impervious Area. Proposed impervious surface for the site is 85% (81.26 acres)	L0.03
	Environmental Features. Floodplain, streams, wetlands, and steep slopes have been identified and protected accordingly (see Table D3, Environmental Protection)	L0.01
	MTC buffer. A 50-foot MTC Buffer has been depicted appropriately.	L0.03
	Phasing. Not more than 400,000 square feet of nonresidential may be occupied prior to the development of 320 residential units and balance of nonresidential uses may not be occupied prior to the development of a	L0.03

	minimum of 420 residential units.	
Graphic Commitments	Building height. Residential maximum – 50 feet Nonresidential maximum – 100 feet	L0.03
	Street closing. Existing Arrington Park Road right-of-way to be closed from Langdon Road to Comstock Road as shown.	L0.03
	Minimum lot area is 0.25 acres.	L0.03
	Buffers. A project boundary buffer exceeding the minimum ordinance standard is committed as shown along Comstock Road. (See Table D4, Project Boundary Buffers).	L0.03
	Sub-Areas. Project is committed to seven sub-areas as shown. Area A: Office, 134,371 – 200,000 square feet Area B: Open Space Area C: Office, 82,382 – 150,000 square feet Area D: Vertically integrated Residential, 100 – 684 dwelling units and 290,971 – 650,000 square feet Retail – minimum of 8,000 square feet Area E: Office, 179,162 – 250,000 square feet Area F: 320 Existing multi-family apartments Area G: Office, 137,475 – 250,000 square feet and Retail, 8,000 – 50,000 square feet	L0.03
	Open Space and recreation areas are to be developed within the sub-areas it is required in.	L0.03
	Stand alone open space to be dedicated prior to any non-residential certificate of occupancy.	L0.03
	All internal public improvements to be completed as required at the time of development of each sub-area.	L0.03
	Westleigh Drive. Developer reserves the right to revise this private drive.	L0.03
	Tree Coverage. Three tree save areas have been identified and committed as shown on plan.	L0.03
Text Commitments <i>(italicized commitments added as a result of the Planning Commission hearing)</i>	<ol style="list-style-type: none"> 1. A minimum of 4 feet of additional asphalt (in addition to the proposed widening required by the TIA) will be provided for the full frontage of the site along the west side of Page Road. The additional asphalt widening will be provided to allow for a future bicycle lane. 2. <i>Area D shall include a club house with a pool</i> 3. <i>All buildings on parcel G shall be vertical mixed use with ground floor retail/commercial and office above. No residential is to be provided.</i> 4. <i>Area D and G are to provide a separate pedestrian/bicycle access that is not adjacent to the vehicular access. Bicycle racks are to be provided at the pedestrian/bicycle access areas.</i> 5. <i>Street trees for new construction are to be installed</i> 	L0.00

	<p><i>at 30' on center</i></p> <p>6. <i>Area D shall include a playground with play equipment</i></p>	
SIA Commitments	Stormwater commitments have not been proffered as a result of the SIA checklist.	n/a
TIA Commitments	<p><u>Improvements required of this project:</u></p> <p>Page Road:</p> <ol style="list-style-type: none"> 1. Widen Page road between Comstock Road and the I-40 westbound ramp to provide a four-lane divided cross-section <p>Page Road and I-40 Westbound Ramps:</p> <ol style="list-style-type: none"> 1. Extend the existing southbound right-turn lane on Page Road to provide adequate storage and appropriate taper. 2. Construct a second southbound right turn lane on Page Road with adequate storage and taper. 3. Construct a second westbound left-turn lane on the I-40 westbound off-ramp. 4. Extend the second northbound departure lane on Page Road to Comstock Road to receive dual left-turn lanes. 5. Extend the second southbound through lane on Page Road to Comstock Road. <p>Page Road an Full Movement Driveway (Westleigh Drive)/Medical-Office Park Driveway</p> <ol style="list-style-type: none"> 1. Construct a southbound left-turn lane on Page Road with adequate storage and appropriate tapers. 2. Construct a second southbound through lane on Page Road. 3. Construct a second northbound through lane on Page Road. 4. Construct a northbound right-turn lane on Page Road. 5. Installation of a traffic signal with steel poles and mast arms (subject to MUTCD warrants and approval by NCDOT). 6. Construct an additional eastbound lane on the Medical-Office Park Driveway to provide three egress lanes. The three egress lanes must provide an exclusive left-turn lane with adequate storage, an exclusive right-turn lane with adequate storage, and a shared through/right-turn lane. 7. Construct the Full-Movement Site Driveway (Westleigh Drive) to provide one ingress lane and three egress lanes with adequate storage and tapers. The three westbound egress lanes must include two exclusive left-turn lanes and a shared through/right-turn lane. Provide adequate internal channelization. <p>Page Road and Arrington Park Drive/Medical-Office Park Driveway</p>	L0.00

	<ol style="list-style-type: none"> 1. Construct a second southbound through lane on Page Road. 2. Install a traffic signal with steel poles and mast arms (subject to MYTCD warrants and approval by NCDOT). 3. Extend the existing southbound left-turn lane on Page Road to provide adequate storage with appropriate tapers. 4. Construct a northbound right-turn lane on Page Road with adequate storage and tapers. 5. Restripe the westbound approach on Arrington Park Drive to provide three egress lanes with adequate storage and tapers. Three egress lanes must provide two exclusive left-turn lanes and a shared through/right-turn lane. Provide adequate internal channelization. <p>Page Road and Right-in/Right-out Site Driveway</p> <ol style="list-style-type: none"> 1. Construct a second southbound through lane on Page Road. 2. Construct a second northbound through lane on Page Road. This improvement will require the existing right-turn lane to be converted to a through lane with the construction of an additional existing right-turn lane to be converted to a through lane with the construction of an additional northbound through lane between the right-in/right-out driveway and Comstock Road. 3. Construct a northbound right-turn lane on Page Road with adequate storage and tapers. 4. Construct the site driveway as a right-in/right-out access with one ingress and one egress lane. Provide adequate internal channelization. <p>Page Road and Comstock Road</p> <ol style="list-style-type: none"> 1. Construct a second southbound through lane on Page Road. 2. Construct a second northbound lane on Page Road. This additional lane will provide a continuous second northbound lane from the I-40 westbound ramp intersection terminating at Constock Road as a right-turn lane. 3. Construct a southbound left-turn lane on Page Road with adequate storage and appropriate tapers. <p><u>The following improvements are required of this development unless a traffic phasing study is submitted with the site plan that demonstrates that an acceptable level of service can be provided without the improvement or can be completed by other developments that also have this requirement:</u></p> <p>Page Road and I-40 Westbound Ramps</p> <ol style="list-style-type: none"> 1. Construct a second northbound through lane on 	
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	<p>Page Road. This lane must provide a continuous second northbound lane to the intersection of Pleasant Grove Church Road where it will terminate as a northbound right-turn lane.</p> <ol style="list-style-type: none"> 2. Construct a second westbound receiving lane with adequate storage and taper for the I-40 Westbound on-ramp. <p>Page Road and Chin Page Road</p> <ol style="list-style-type: none"> 1. Construct a second northbound through lane on Page Road. This lane must provide a continuous second northbound lane to the intersection of Pleasant Grove Church Road where it will terminate as a northbound right-turn lane. 2. Construction of a second southbound through lane on Page Road. 3. Construct a southbound right-turn lane on Page Road with adequate storage and taper. 4. Construct dual eastbound left-turn lanes on Chin Page Road each with adequate storage and appropriate tapers. 5. Extend the existing northbound left-turn lane on Chin Page Road with adequate storage with appropriate taper. 6. Extend the existing northbound left-turn lane on Page Road with adequate storage with appropriate tapers. 7. Install a traffic signal with steel poles and mast arms (subject to MUTCD warrant and approval by NCDOT). <p>Page Road and Pleasant Grove Church Road</p> <ol style="list-style-type: none"> 1. Realign the intersection to make Page Road the continuous movement. 2. Construct a second lane on the westbound approach of Pleasant Grove Church Road to provide exclusive left-turn and right-turn lanes with adequate storage and appropriate tapers. 3. Construct a second northbound lane on Page Road. This additional lane will provide a continuous second northbound lane from the Chin Page Road intersection terminating at the realigned Pleasant Grove Church intersection as a right-turn lane. 4. Construct a southbound left-turn lane on Page Road with adequate storage and appropriate tapers. 5. Install a traffic signal with steel poles and mast arms (subject to MUTCD warrants and approval by NCDOT). 	
<p>Design Commitments</p>	<p>The proposed architecture consists of a synthesis of modern and traditional elements. The imposed regularity and scale of non residential buildings will be offset by the use of traditional detailing of the masonry such as the use of multiple brick colors, corbelled soldier course, birdbeak</p>	<p>L0.00</p>

	<p>course and creating decorative masonry panels by altering the brick bond pattern. This detailing will assist in braking down the scale of the buildings, as well as provide an opportunity to complement existing and proposed residential architecture that is in close proximity to the buildings. The residential buildings will be clad in hardiplank siding and trim, and crick with the same traditional detailing of the masonry when appropriate.</p> <p>The nonresidential buildings will have a flat or low pitched roof. However, the parapet surrounding that roof will vary in height with the form of the building to create interest at the roof line. The residential will have pitched roofs with asphalt shingles.</p> <p>The nonresidential building will be clad with brick, precast masonry and precise concrete accents. The windows will be aluminum storefront and curtain wall with a clear low-E insulated glazing with a gray appearance due to the coatings. The residential units will use standard traditional windows that are operable.</p> <p>The window fenestration will vary from punched openings to small areas of curtain wall to break up the elevation. The brick detailing will break up the elevation by changes in plane and massing to add interest to the elevation. The traditional brick detailing will reduce the scale of the office building. The main entries of the building will be emphasized by a prominent massing and richer detail in the brick and precast work. The site lighting, landscape and hardscape will visually draw you into the building. The service entries are clad like the rest of the building to disguise their function.</p> <p>Landscape Design Commitments</p> <p>The project landscape architect will ensure a common theme of using plant types throughout the project to promote a campus like feel. The main entrances to the project on Page Road and Comstock Roads will have landscaped entry monuments that will include an area for seasonal planting to add seasonal interest. Arringdon Park Road will be lined with red maples with ligustrum hedges provided between trees. Decorative light posts will be between each tree from Page Road to the first round about. Landgon Drive will be lined with selkovas. Pedestrian connectors from Arringdon Park Drive and Langdon Drive will have Allees of crepe myrtles lining the walks. Each entry into area A-G will have an additional landscaped entry monument and will provide seasonal interest. The parking lots for each area will be planted with a mixture of oaks and maples to match the existing plantings at the</p>	
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	existing apartment complex.	
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Appendix E: Adopted Plans Supporting Information

Table E: Adopted Plans	
<i>Comprehensive Plan</i>	
Policy	Requirement
Future Land Use Map	Office, Recreation Open Space
2.3.2a	Suburban Tier Development Focus
2.3.2b	Suburban Tier Land Uses
2.3.2e	Suburban Tier Mixed Use
2.2.4a	Demand for Office Land
2.2.5a	Demand for Commercial Land
2.2.5b	Spacing of Commercial Development
8.1.2m	Transportation Level of Service
8.1.4d	Development Review and the Adopted Regional Bicycle Plan
9.4.1a, b	Water Quantity and Quality Level of Service
11.1.1a	School Level of Service
<i>Long Range Bicycle Plan</i>	
Map 4.8 shows a proposed bicycle lane on Page Road	

Appendix F: Site Conditions and Context

Table F. Site Context			
	Existing Uses	Zoning Districts	Overlays
North	Vacant	RR, IL	n/a
East	Vacant	ORD (Cary), RR (Wake County), RR (Durham)	MTC
South	Vacant	RR, RS-20	MTC
West	Industrial	OI(D)	MTC

Appendix G: Infrastructure Supporting Information

Table G1. Road Impacts		
Page Road and I-40 are the major roads impacted by the proposed zoning change. NCDOT projects R-2000AF and R-5164B will add a second lane to the exit from southbound I-540 onto westbound I-40 with associated improvements along I-40 from NC 147 to east of I-540. The improvements will have no effect on the roadway capacity for I-40 in this area. The projects are currently under construction with an estimated completion date of 12/31/2010.		
Affected Segments	I-40	Page Road
Current Roadway Capacity (LOS D) (ADT)	144,300	14,600
Latest Traffic Volume (AADT)	165,000	5,700
Traffic Generated by Present Designation (average 24 hour)	22,169*	
Traffic Generated by Proposed Designation (average 24 hour)	22,357**	
Impact of Proposed Designation	+188	

Source of LOS Capacity: FDOT Generalized Level of Service Volume Table 4-1 (2002)

Page Road: 2-lane Major City/County roadway with left-turn lanes

I-40: 8-lane Freeway

Source of Latest Traffic Volume: 2009 NCDOT Traffic Count Map

*Assumption- (Max Use of Existing Zoning) – MU (D): 350 apartments, 120 room hotel, 1,000,000 SF general office, 20,000 SF high-turnover sit down restaurants (10,000 SF each), 8,000 SF fast-food with drive-up windows (4,000 SF each), gasoline/service station with 12 fueling positions, 12,000 SF pharmacy with drive-up window, and a 10,000 SF bank with drive-up windows.

** Assumption- (Max Use of Proposed Zoning) – MU (D): 675 apartments (including the 320 previously constructed units), 325 continuing care retirement community units, 520,000 SF general office, 125,000 SF medical office, 15,000 SF pharmacy with drive-up window, bank with three drive-up windows, 15,000 SF high-turnover sit down restaurants (7,500 SF each), 4,000 SF fast-food restaurants with drive-up window, and a gasoline/service station with 12 fueling positions

Table G2. Transit Impacts
Transit service is not provided within one-quarter mile of the site.

Table G3. Utility Impacts
The site will be served by City water and sewer.

Table G4. Drainage/Stormwater Impacts
The impacts of any change will be assessed at the time of site plan submittal.

Table G5. School Impacts			
The proposed zoning is estimated to generate a total of 210 students (see table assumption below). This represents an increase of 143 students over the existing zoning. Durham Public Schools serving the site are Bethesda Elementary School, Lowes Grove Middle School, and Hillside High School.			
Students	Elementary School	Middle School	High School
Current Building Capacity	16,273	8,645	9,859
Maximum Building Capacity (110% of Building Capacity)	17,900	9,510	10,845
20th Day Attendance (2009-10 School Year)	16,055	6,530	9,844
Committed to Date (July 2007 – June 2010)	224	72	41
Available Capacity	1,621	2,908	960
Potential Students Generated – Current Zoning*	39	14	14
Potential Students Generated – Proposed Zoning**	122	45	43
Impact of Proposed Zoning	83	31	29

*Assumption- (Existing Zoning)–MU(D): 320 apartments

**Assumption- (Proposed Zoning) –MU(D): 1,004 apartments

Table G6. Water Supply Impacts	
If redevelopment to maximum intensity the water supply impact is estimated to generate a demand for water of 238,960 gallons per day (GPD). This represents an increase of 119,310 GPD in water usage over the existing estimated water usage of the site.	
Current Water Supply Capacity	37.00 MGD
Present Usage	25.38 MGD
Approved Zoning Map Changes (July 2007 –June 2010)	1.26 MGD
Available Capacity	10.36MGD
Estimated Water Demand Under Present Zoning*	119,650 GPD
Potential Water Demand Under Proposed Zoning**	238,960 GPD
Potential Impact of Zoning Map Change	+119,310
Notes: MGD = Million gallons per day	

*Assumption- (Existing Zoning)–MU(D): 320 apartments, 124,000 SF commercial, 898,000 office

**Assumption- (Proposed Zoning) –MU(D): 1,004 apartments, 58,000 SF commercial, 1,550,000 SF office