



CITY OF DURHAM | DURHAM COUNTY  
NORTH CAROLINA



ZONING CHANGE REPORT

Meeting Date: December 1, 2014

Table A. Summary			
<b>Application Summary</b>			
<b>Case Number</b>	Z1300031	<b>Jurisdiction</b>	City
<b>Applicant</b>	Triple E Apartment Management (TEAM), Inc.	<b>Submittal Date</b>	November 11, 2013
<b>Reference Name</b>	Erwin Road at LaSalle Street	<b>Site Acreage</b>	9.86
<b>Location</b>	North side of Erwin Road at Lambeth Circle, west of LaSalle Street		
<b>PIN(s)</b>	0812-19-51-6770, -4516, -0374		
<b>Request</b>			
<b>Proposed Zoning</b>	Mixed Use with a development plan (MU(D)) / Compact Neighborhood Tier	<b>Proposal</b>	72-322 residential units, 168,009-268,009 square feet of office use, 0-45,000 square feet of public and civic use, and 81,911-192,911 square feet of commercial use
<b>Site Characteristics</b>			
<b>Development Tier</b>	Urban		
<b>Land Use Designation</b>	Commercial		
<b>Existing Zoning</b>	Mixed Use with a development plan (MU(D)) / Urban Tier		
<b>Existing Use</b>	Commercial, Office, Residential, and Vacant		
<b>Overlay</b>	N/A	<b>Drainage Basin</b>	Jordan Lake
<b>River Basin</b>	Cape Fear	<b>Stream Basin</b>	Sandy Creek

<b>Determination/Recommendation/Comments</b>	
<b>Staff</b>	Staff determines that, should the plan amendment be approved, this request is consistent with the <i>Comprehensive Plan</i> and other adopted policies and ordinances.
<b>Planning Commission</b>	Recommend approval, 10-0 on October 14, 2014. The Planning Commission finds that the ordinance request is not consistent with the adopted Comprehensive Plan. However, should the plan amendment be approved, the request would be consistent with the 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 and the information in the staff report.
<b>DOST</b>	No comments
<b>BPAC</b>	No comments

## **A. Summary**

This is a request to change the zoning designation of three parcels totaling 9.86 acres from MU(D)/Urban Tiers to MU(D)/Compact Neighborhood Tier for a project with a proposed mix of uses to include 72-322 residential units, 168,009-268,009 square feet of office use, 0-45,000 square feet of public and civic use, and 81,911-192,911 square feet of commercial use, with a commitment for horizontal integration of uses. The site is located on the north side of Erwin Road at Lambeth Circle, west of LaSalle Street (see Attachment 1, Context Map). Should the associated plan amendment, Case A1300010, be approved, this zoning request would be consistent with the future land use map designation of the *Comprehensive Plan* as well as other adopted policies and ordinances. Staff is supporting the plan amendment request to change the tier designation of this site, as well as ten additional acres, from Urban to Compact Neighborhood.

Appendix A provides supporting information.

## **B. Site History**

The existing MU(D) zoning designation of this site (case P99-32) was approved by Council on November 1, 1999 and allows for a total of 104 residential units and a maximum of 180,600 square feet of nonresidential uses.

## **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 the 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 (see Appendix A, Attachment 4, Development Plan reduction) provides the required elements for zoning map change requests in the MU district (Sec. 3.5.6.D and 6.11.7). In addition, commitments in excess of UDO requirements have been made (see Appendix D for supporting information):

**Text Commitments.** Text commitments have been proffered to commit to requirements in excess of ordinance standards. A summary of these commitments includes phasing, provision of a bus shelter, landscape design guidelines, site driveway improvements, and restriping at the intersection of NC 751 Highway and Erwin Road.

**Graphic Commitments.** Graphic commitments include the general location of site access points and building and parking envelope.

**Design Commitments.** A summary of the design commitments includes elements from contemporary styling, a choice of building materials, and architectural features to be a choice of storefront window systems or window panes that are proportionally taller than wide. The roofline will be flat with limited parapet detailing or pitched with gabled ends.

**Determination.** The requested MU(D) zoning district and associated development plan meets or exceeds the applicable requirements of the UDO should the plan amendment be approved. If this zoning map change request is approved, the attached development plan (Appendix A, Attachment 4) establishes the level of development allowed on the property. This includes a maximum of 322 residential units and maximum of 505,920 square feet of nonresidential uses. This represents an increase of 218 residential units and 325,320 square feet of nonresidential development.

The table below summarizes the differences that would apply to this site with the change in tier designation from Urban to Compact Neighborhood.

Tier Comparison			
UDO Standard	Urban Tier	Compact Neighborhood Tier	Proposal
Residential Density (DU/Ac.)*	16 (6.4.1.A.1)	42.4 (6.5.1.A.1)	35.9
Tree Coverage (%)	3 (8.3.1.C.4b)	N/A	0
Project Boundary Buffers	All boundaries subject to adjacent right-of-way widths	Does not apply internal to the tier	Northern boundary (see Table D3)

\*with committed horizontal integration per 6.11.7.D.2b

## E. Adopted Plans

A zoning map change request must 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 plans included by reference.

**Determination.** Should the associated plan amendment (Case A1300010) be approved, the requested zoning district and associated development plan would be consistent with the Future Land Use Map and other policies of the *Comprehensive Plan*.

The difference in tier designation is applied through the UDO (see Section E, Determination).

Although not an adopted plan or policy, City Council passed a resolution (see Attachment 7) containing a goal “to preserve and increase the stock of affordable housing within a half-mile of each of the proposed Durham-Orange rail transit stations... and endorse the objective of achieving at least fifteen (15%) of housing units within on half-mile of each rail transit station and bus hub be affordable to families with income less than sixty percent (60%) of area median income”.

Staff has analyzed baseline (ie: current) housing affordability in the planned LaSalle station area and found that 2,313 dwelling units, or 71.5 percent (%) of all housing units, within ½ mile of the proposed LaSalle station are affordable at sixty (60) % of area median income (AMI).

As such, the stated City Council’s and Board of Commissioners’ goal for affordable-housing-near-transit is currently being exceeded at the LaSalle station area, independent of the development activity proposed in the aforementioned zoning map change request.

Staff acknowledges that only 391 of these units (10.9%) are subsidized units under the control of the Durham Housing Authority (DHA) or partner management entities, and that implementation of the light rail system is likely to put upward pressure on rents and land values in this area over time.

With the addition of the proposed maximum of 218 units through the above-referenced zoning map change case the percentage of affordable housing in the Tier is estimated to be 67%. This estimation exceeds the adopted goal of 15%.

As such, the Council-adopted goal for affordable housing near transit is being met for this planned station area. Staff will monitor housing affordability conditions over time and will bring forward tools and techniques that may, if endorsed by City Council, be used to protect and preserve affordable housing near planned transit stations.

Conditions in other adopted plans have been identified (see Appendix E, Table E):

**Long Range Bicycle Plan Map 4.5.** A proposed bicycle lane is shown as a recommendation of the Long Range Bicycle Plan Map 4.5 along LaSalle Street and

Erwin Road. If approved, this project is not required to widen any rights-of-way and therefore does not warrant improvements associated with the bicycle lanes.

## F. Site Conditions and Context

**Site Conditions.** This 9.86-acre site is located at 806 and 931 Lambeth Circle, and 740 South LaSalle Street. The site is in the southwestern quadrant of Erwin Road and South LaSalle Street. The buildings known as Erwin Terrace consist of two multi-use buildings oriented to Erwin Road with parking lots at the rear; with a portion of the parking area separated by a retaining wall. The parcel to the west of Lambeth Circle has several multifamily structures fronted by a long parking lot towards Erwin Road. The parcel located at the South LaSalle Street intersection is currently vacant. The length of the northern boundary of this site is marked by an intermittent stream that requires a 50-foot riparian buffer.

**Area Characteristics.** This site is presently in the Urban Tier, so designated with the 2005 Comprehensive Plan. The light rail transit plan for Durham also identifies a transit stop at Duke Hospital. After 2010, Triangle Transit Authority began to explore a future Durham-Chapel Hill light rail corridor, and the transit plan was updated to include an additional stop at the intersection of LaSalle Street and Erwin Road. A transit tax that took effect in Durham County in 2011 and Orange County in 2012 gave the plan further traction. In 2014, the Federal Transit Administration approved project development planning for the Durham–Orange light rail transit line, including a station at LaSalle, further backing the site’s future transit-oriented development plan.

South LaSalle Street is the existing boundary of the Compact Neighborhood Tier to the north and the Urban Tier to the south.

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

**Determination.** The proposed MU(D)/Compact Neighborhood Tier and associated development plan meets the ordinance and policy requirements in relation to development on the subject site. Increasing the site’s residential and nonresidential development capacity would further support the proposed new transit stop location immediately in front of this site.

## 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(D) district and associated development plan is consistent with *Comprehensive Plan* policies regarding the infrastructure impacts of road, transit, utility, drainage/stormwater, schools and water supply. The proposal is estimated to increase the traffic generation of the subject site by 6,418 daily trips, increase the students generated from the proposed use by 46 students, and increase the estimated water demand of the site by 52,880 gallons per day. The existing infrastructure has available capacity to meet these increases.

## H. Staff Analysis

This request is consistent with the *Comprehensive Plan* and other polices and ordinances. If the requested MU(D) zoning designation and Compact Neighborhood Tier were approved, the development plan would further establish the development potential of the site considering the text and graphic commitments proffered.

## I. Contacts

Table I. Contacts		
<b>Staff Contact</b>		
Amy Wolff, Senior Planner	Ph: 919-560-4137, ext. 28235	Amy.Wolff@DurhamNC.gov
<b>Applicant Contact</b>		
Agent: Jeremy Anderson, Coulter, Jewell Thames, PA	Ph: 919-682-0368	janderson@cjtpa.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
- Fayetteville Street Planning Group
- Friends of Durham
- Unity in the Community for Progress

## K. Summary of Planning Commission Meeting October, 2014 (Case Z1400019)

**Zoning Map Change Request** (MU(D))/Urban Tier to (MU(D))/Compact Neighborhood Tier.

**Staff Report:** No new information was presented.

**Public Hearing:** Chair Harris opened the public hearing. Five people signed up to speak; two people spoke in support and three people spoke in opposition. Chair Harris closed the public hearing.

**Commission Discussion:** Commissioners commended the developers for returning. It was stated it was a good project and would increase jobs and tax revenue in the City of Durham.

**Motion:** Approval of Erwin Road at LaSalle Street A1300010 (Davis/ Whitley 2<sup>nd</sup>)

**Action:** Motion carried, 9-1 (Miller voting No)

**Motion:** Approval of Erwin Road at LaSalle Street Z1300031 (Davis/ Whitley 2<sup>nd</sup>).

**Action:** Motion carried, 10-0

**Findings:** The Planning Commission finds that the ordinance request is not consistent with the adopted Comprehensive Plan. However, should the plan amendment be approved, the request would be consistent with the 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 and the information in the staff report.

## 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. Submittal and Review History
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: Project Boundary Buffers Table D4: Summary of Development Plan
Appendix E	Adopted Plans	Table E: Adopted Plans Attachments: 7. Affordable Housing Around Transit Resolution
Appendix F	Site Conditions and Context	Table F: Site Context
Appendix G	Infrastructure	Table G1: Road Impacts Attachments: 8. DDOT TIA Memorandum

Table K. Supporting Information		
		9. NCDOT TIA Memorandum Table G2: Transit Impacts Table G3: Utility Impacts Table G4: Drainage/Stormwater Impacts Table G5: School Impacts Table G6: Water Impacts Table G7: Affordable Housing Impacts
Appendix H	Staff Analysis	N/A
Appendix I	Contacts	N/A
Appendix J	Notification	N/A
Appendix K	Summary of Planning Commission Meeting	Attachments: 1. Planning Commissioner’s Written Comments 2. Ordinance Form 3. Consistency Statement

### Appendix A: Application Supporting Information

Attachments:

1. Context Map
2. Future Land Use Map
3. Aerial Photography
4. Development Plan Reduction
5. Application
6. Submittal and Review History

### Appendix D: Unified Development Plan Supporting Information

Table D1. UDO Designation Intent	
<b>MU</b>	<b>Mixed Use:</b> 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.
<b>D</b>	<b>Development Plan</b> – 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.

<b>Table D2. District Requirements – MU</b>			
	<b>Code Provision</b>	<b>Required</b>	<b>Committed</b>
<b>Uses</b>	6.11.7.A	Residential and at least one of the following: public and civic, commercial, or office	Residential: 72-322 units Office: 168,009-268,009 square feet Public and Civic: 0 – 45,000 square feet Commercial: 81,911-192,911 square feet
<b>Minimum Site Area (acres)</b>	6.11.7.B.1	4	9.86
<b>Use Area</b>	6.11.7.B.2	No single use to occupy more than 60% of gross acreage	No single use to occupy more than 60% of gross acreage
<b>Transitional Use Area (TUA)</b>	6.11.7.C	Use and building scale to match adjacent property and no more than one story (15 foot) height differential within the 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
<b>Maximum Residential Density (DU/Ac.)</b>	6.11.7.D	42.4	35.9
<b>Nonresidential Intensity</b>	6.11.7.E	Minimum floor area = 30% of parcel	Minimum floor area = 30% of parcel
<b>Maximum Height (feet)</b>	6.11.7.F	145 if shown	145
<b>Maximum Street Yard (feet)</b>	6.11.7.G.3	15	15
<b>Open Space</b>	6.11.7.H	2% (0.197 acres)	3% (0.296acres)
<b>Bus Shelter</b>	6.11.7.N.1	Construct bus shelter if adjacent to transit line	Construction a bus shelter per text commitment #3

<b>Table D3. Project Boundary Buffers</b>			
<b>Cardinal Direction</b>	<b>Adjacent Zone</b>	<b>Required Opacity</b>	<b>Proposed Opacity</b>
<b>North</b>	RU-M	0.4/0.6	0.6 (20 feet)
<b>East</b>	MU(D), CN	N/A (Compact Tier)	N/A
<b>South</b>	UC	N/A (Compact Tier)	N/A
<b>West</b>	UC	N/A (Compact Tier - Proposed)	N/A

Table D4. Summary of Development Plan		
Components	Description	Development Plan Sheet
Required Information	<p><b>Intensity/Density.</b> Residential: 72-322 units (8.0-35.9 DU/Ac.) Office: 168,009-268,009 square feet Public and Civic: 0-45,000 square feet Commercial: 81,911-192,911 square feet</p>	DP-2
	<b>Building/Parking Envelope</b> has been appropriately identified.	DP-2
	<b>Project Boundary Buffers</b> have been appropriately identified against properties in the Urban Tier (not applicable internal to the Compact Neighborhood Tier).	DP-2
	<b>Stream Crossing.</b> No additional stream crossings identified.	DP-2
	<b>Access Points.</b> Two external access points have been identified as well as a maximum of eight access points along the existing Lambeth Circle.	DP-2
	<b>Dedications and Reservations.</b> None.	N/A
	<b>Impervious Area.</b> 91.1% = 8.99 acres	DP-2
	<b>Environmental Features.</b> Stream and riparian buffer along northern property line has been identified.	DP-2
	<b>Areas for Preservation.</b> None.	N/A
	<b>Tree Coverage.</b> None required in the Compact Neighborhood Tier.	N/A
Graphic Commitments	Location of access points. Building and Parking envelope.	DP-2
Text Commitments	<ol style="list-style-type: none"> <li>1. Phasing: The project will be constructed in two phases. Phase one consists of the existing buildings, phase two will consist of future development and may consist of sub-phases.</li> <li>2. Transportation Requirements: <ul style="list-style-type: none"> <li><u>LaSalle Street and Lambeth Circle (Site Driveway)</u> Widen the eastbound approach to provide two egress lanes (an exclusive left-turn lane with adequate storage and appropriate tapers and a shared through/right-turn lane).</li> <li><u>Erwin Road and Lambeth Circle (Site Driveway)</u> Restripe the southbound approach to provide two egress lanes (an exclusive left-turn lane with adequate storage and appropriate tapers and an exclusive right-turn lane).</li> <li><u>Cameron Boulevard (NC 751) and Erwin Road</u> Restripe the southbound approach to provide three southbound lanes (an exclusive left-turn lane, a shared</li> </ul> </li> </ol>	Cover

<b>Table D4. Summary of Development Plan</b>		
	left/right-turn lane, and an exclusive right-turn lane).  3. Pursuant to UDO 6.11.7.N, prior to the first certificate of occupancy a bus shelter shall be provided, as determined by DATA or TTA.	
<b>SIA Commitments</b>	None provided	N/A
<b>Design Commitments (summary)</b>	<p><b>Architecture style:</b> use of contemporary style elements.</p> <p><b>Rooflines:</b> flat with limited parapet detailing or pitched with gables ends.</p> <p><b>Building Materials:</b> vertically oriented glass and aluminum curtain wall, precast concrete, brick masonry, siding, or stucco/synthetic stucco.</p> <p><b>Architectural features:</b> storefront window systems or window panes that are proportionally taller than wide.</p> <p><b>Transition to Context:</b> combination of building placement, massing and materiality.</p> <p><b>Landscape:</b> drought tolerant, native or naturalized, and evocative of maintained landscapes in the vicinity of the project.</p>	Cover

## Appendix E: Adopted Plans Supporting Information

<b>Table E. Adopted Plans</b>	
<i>Comprehensive Plan</i>	
<b>Policy</b>	<b>Requirement</b>
<b>Future Land Use Map</b>	<p><b>Commercial:</b> Land used primarily for retail, entertainment, office, and services.</p> <p><b>Urban Tier:</b> Generally, land developed with small lot sizes in traditional grid patterns and differing uses in proximity to one another with access to urban services and provides opportunities for infill and redevelopment.</p> <p><b>Compact Neighborhood Tier:</b> areas identified for high density and intensity infill, redevelopment, and new development that integrate a mix of uses through an urban fabric that includes enhanced bicycle and pedestrian facilities. This tier is expected to have an improved street level experience and discourage auto-oriented and low intensity uses.</p>
<b>2.1.2e</b>	<p><b>Compact Neighborhood Tier Defined.</b> This tier consists of areas surrounding proposed fixed guideway transit stations. These are areas identified for high density and intensity infill, redevelopment, and new development that integrate a mix of uses through an urban fabric that includes enhanced bicycle and pedestrian facilities. This tier is expected to have an improved street level experience and discourage auto-oriented and low intensity uses.</p>

<b>Table E. Adopted Plans</b>	
<b>2.2.4b</b>	<b>Compact Neighborhood Development Tier Land Uses.</b> Utilize a Design District for all Compact Neighborhoods through the Compact Neighborhood Plan process in order to make use of form-based code principles, create alternatives to automobile use, and create more “24-hour” places. If a plan has not been implemented the following uses are permitted: Recreation and Open Space, Residential, Institutional, Commercial, Office, and Industrial, limited to Light Industrial uses.
<b>2.3.1h</b>	<b>Mixed Use Project Location.</b> Direct and support the use of zoning tools that encourage mixed use in locations that avoid environmentally sensitive or hazardous environments, are well-connected by multiple modes of transportation, and are efficiently served by community infrastructure and services.
<b>2.3.1b</b>	<b>Contiguous Development:</b> Support orderly development patterns that take advantage of the existing urban services, and avoid, insofar as possible, patterns of leapfrog, noncontiguous, scattered development within the Urban Growth Area.
<b>8.1.2j</b>	<b>Transportation Level of Service Maintenance:</b> Not recommend approval for any zoning map change which would result in the average daily trips exceeding 110% of the adopted level of service standards for any adjacent road, unless the impact on the adjacent roads is mitigated.
<b>8.1.4c and d</b>	<b>Development Review and the Adopted Bicycle Plans:</b> Review development proposals in relation to the 2006 Comprehensive Durham Bicycle Transportation Plan and the Bicycle Component of the most recent adopted Long Range Transportation Plan, and seek dedication or reservation of right-of-way or easements and construction of facilities in conformance with that Plan and Complete Street design standards.
<b>11.1.1a</b>	<b>School Level of Service Standard:</b> The level of service for public school facilities shall be established as a maximum enrollment of 110 percent of the system’s maximum permanent building capacity, measured on a system-wide basis for each type of facility.
<b>11.1.1b</b>	<b>Adequate Schools Facilities:</b> Recommend denial of all Zoning Map amendments that proposed to allow an increase in projected student generation over that of the existing zoning that would cause schools of any type to exceed the level of service.
<b>Long Range Bicycle Plan</b>	
Map 4-5 shows a proposed bicycle lane along both Erwin Road and LaSalle Street.	

Attachments:

- 7. Affordable Housing Around Transit Resolution

## Appendix F: Site Conditions and Context Supporting Information

Table F. Site Context			
	Existing Uses	Zoning Districts	Overlays
North	Multi-family residential	RU-M	N/A
East	Vacant, Residential, Commercial, Office	MU(D), CN	N/A
South	Duke University	UC	N/A
West	Duke University, medical offices	UC	N/A

## Appendix G: Infrastructure Supporting Information

Table G1. Road Impacts	
Erwin Road is the major road impacted by the proposed zoning change. There are no funded TIP projects in the study area. However, the proposed Durham-Orange Light Rail Transit project includes a proposed widening of Erwin Road to construct a station for the Durham-Orange Light Rail Transit in the center of Erwin Road at LaSalle Street. This project is currently unfunded.	
Affected Segments	Erwin Road
Current Roadway Capacity (LOS D) (AADT)	28,900
Latest Traffic Volume (AADT)	18,000
Traffic Generated by Present Designation (average 24 hour)*	6,404
Traffic Generated by Proposed Designation (average 24 hour)**	12,822
Impact of Proposed Designation	+6,418

Source of LOS Capacity: FDOT Generalized Level of Service Volume Table 4-1 (2012)

Erwin Road: 4-lane undivided city/county class II arterial roadway with left-turn lanes

Source of Latest Traffic Volume: 2011 NCDOT Traffic Count Map

**\*Assumption- (Max Use of Existing Zoning)** – Per TIA for Erwin Terrace Phase III: 57,629 sf retail, 107,128 sf general office, and 25 apartment units.

**\*\*Assumption- (Max Use of Existing Zoning)** – Per TIA for Z1300031: 107,629 sf retail (50,000 sf addition), 432,128 sf general office (325,000 sf addition), and 225 apartments (200 additional units).

### Attachments

8. DDOT TIA Memorandum
9. NCDOT TIA Memorandum

Table G2. Transit Impacts
Transit service is provided adjacent to the site along Erwin Road via DATA Routes 6, 6B, Triangle Transit Routes 400, 405 and LaSalle Street via DATA Route 11.

<b>Table G3. Utility Impacts</b>
This site is served by City water and sewer.

<b>Table G4. Drainage/Stormwater Impacts</b>
The impacts of any change will be assessed at the time of site plan review. The subject site is of sufficient size and shape to accommodate appropriate stormwater facilities that may be required at this time.

<b>Table G5. School Impacts</b>			
The proposed zoning is estimated to generate 68 students. This represents an increase of 46 students over the existing zoning. Durham Public Schools serving the site are Forest View Elementary School, Brogden Middle School, and Riverside High School.			
Students	Elementary School	Middle School	High School
<b>Current Building Capacity</b>	16,695	7,824	10,080
<b>Maximum Building Capacity (110% of Building Capacity)</b>	18,365	8,606	11,088
<b>20<sup>th</sup> Day Attendance (2013-14 School Year)</b>	16,579	7,465	9,737
<b>Committed to Date (January 2011 – December 2013)</b>	97	27	-32
<b>Available Capacity</b>	1,689	1,114	1,383
<b>Potential Students Generated – Current Zoning*</b>	13	5	4
<b>Potential Students Generated – Proposed Zoning**</b>	39	15	14
<b>Impact of Proposed Zoning</b>	+26	+10	+10

\*Assumption- (Max Use of Existing Zoning) – 104 apartments

\*\*Assumption- (Max Use of Existing Zoning) – 322 apartments

<b>Table G6. Water Supply Impacts</b>	
This site is estimated to generate a total of 81,895 GPD if developed to its maximum potential with the proposed zoning district. This represents an increase of 52,880 GPD over the existing zoning district.	
<b>Current Water Supply Capacity</b>	37.00 MGD
<b>Present Usage</b>	25.83 MGD
<b>Approved Zoning Map Changes (April 2011 – March 2014)</b>	0.17 MGD
<b>Available Capacity</b>	11.00 MGD
<b>Estimated Water Demand Under Present Zoning*</b>	28,815 GPD
<b>Potential Water Demand Under Proposed Zoning**</b>	81,695 GPD
<b>Potential Impact of Zoning Map Change</b>	+52,880

Notes: MGD = Million gallons per day

\*Assumption- (Max Use of Existing Zoning) –66,200 sf commercial, 114,400 sf office, and 104 apartments

\*\*Assumption- (Max Use of Existing Zoning) –192,911 sf retail, 268,009 sf office, 45,000 sf public and civic, and 322 apartments

<b>Table G7. Affordable Housing Impacts</b>	
The proposed zoning permits an additional 218 dwelling units. This reduces the number of affordable housing units to 67.0% within the LaSalle Street station area. This is above the stated goal of 15% in the “Affordable Housing Near Transit” Resolution (Attachment 7).	
<b>Total Occupied Housing Units (LaSalle Street Station Area)</b>	3,236
<b>Affordable Occupied Housing Units (LaSalle Street Station Area)*</b>	2,313 (71.5%)
<b>New Units Under Proposed Zoning</b>	218
<b>Affordable Units Under Proposed Zoning</b>	0
<b>Total Units with Proposed Zoning</b>	3,454
<b>Affordable Units with Proposed Zoning</b>	2,313 (67.0%)

\* Based on 60% Average Median Income (AMI) for a household of three

## Appendix K: Summary of Planning Commission Meeting

Attachments:

10. Planning Commissioner’s Written Comments
11. Ordinance Form
12. Consistency Statement