

Bicycle and Pedestrian Advisory CommissionDale McKeel, 560-4366 ext 36421 / bpac.devrev@durhamnc.gov10/23/14

The Durham Bicycle and Pedestrian Advisory Commission (BPAC) reviewed the project and believes the project would better serve the needs of the community if the following items are included:

1. Add text commitment on the development plan to provide additional bicycle parking on the site that meets current UDO standards. This development has multiple buildings and entrances, yet the existing bicycle parking is centered in the middle of the development which is a long walk from some of the uses on the edges of the development.
2. Add text commitment to provide signage on the site to better identify the location of the two trails that connect the development to the American Tobacco Trail.

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The Durham Bicycle and Pedestrian Advisory Commission (BPAC) reviewed the project and believes the project would better serve the needs of the community if the following items are included:

1. Thank you for adding text commitments 7 and 8. However, there needs to be language added to both of these commitments indicating the timing for when the improvements will be made.
2. Add text commitment on the development plan to provide at least two pedestrian connections between the Fayetteville Street sidewalk and the site. The pedestrian system graphic provided by the applicant indicates the lack of pedestrian connectivity between the site and the sidewalk and bus stops on Fayetteville Street. It appears that the applicant intends to provide a new pedestrian connection between the Suntrust Bank and the Fayetteville Street sidewalk. Due to the length of the frontage, at least one more pedestrian connection is needed between the Fayetteville St. sidewalk and the development; one possible location for this connection is in front of the Nantucket Grill. New comment due to additional information provided by applicant.
3. Add a text commitment to construct a concrete pad and bus shelter to DATA/TTA specifications within ¼ mile of the site, subject to a determination by DATA and TTA on the need for these transit related improvements. New comment due to additional information provided by applicant.

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1. Committed elements # 1 and # 8 address the same issues. # 8 probably should be dropped in favor of # 1, since # 1 is more prescriptive. Please consult with

Transportation staff and Triangle Transit/DATA staff in making the decision on which committed element to drop.

2. Condition # 7 refers to pedestrian connections between the sidewalk on Fayetteville Street and the site, with one connection on the “west” side of the main drive and another connection on the “east” side of the main drive. However, Fayetteville Street generally runs north-south, so for these elements it might be less confusing to say “north” and “south” of the main drive.