



CITY OF DURHAM | DURHAM COUNTY  
NORTH CAROLINA



ZONING MAP CHANGE REPORT

Meeting Date: September 21, 2015

Table A. Summary			
<b>Application Summary</b>			
<b>Case Number</b>	Z1400030	<b>Jurisdiction</b>	City
<b>Applicant</b>	The Arden Group	<b>Submittal Date</b>	October 13, 2014
<b>Project Name</b>	Southwest Durham at 15-501	<b>Site Acreage</b>	12.45
<b>Location</b>	3301 Southwest Durham Drive, south and west of the intersection of US 15-501 Highway and Southwest Durham Drive opposite Witherspoon Boulevard		
<b>PIN(s)</b>	0800-03-32-1261 (partial), 0800-03-32-5136 (partial), and 0800-03-32-9279 (partial)		
<b>Request</b>			
<b>Proposed Zoning</b>	Commercial General with a development plan (CG(D))	<b>Proposal</b>	125,000 square feet of commercial building area
<b>Site Characteristics</b>			
<b>Development Tier</b>	Suburban Tier		
<b>Land Use Designation</b>	Commercial, Suburban Transit Area		
<b>Existing Zoning</b>	Residential Suburban – 20 (RS-20)		
<b>Existing Use</b>	Undeveloped		
<b>Overlay</b>	-MTC (partial)	<b>Drainage Basin</b>	Jordan Lake
<b>River Basin</b>	Cape Fear	<b>Stream Basin</b>	New Hope Creek
<b>Determination/Recommendation/Comments</b>			
<b>Staff</b>	Staff determines this request is not consistent with the right-of-way standards of UDO section 12.3.1.A nor <i>Comprehensive Plan</i> policy 8.1.1b, 8.1.1c, 8.1.2c, and 8.1.6d.		
<b>Planning Commission</b>	Recommend approval, 8-6 on August 11, 2015. The Planning Commission finds that the ordinance request is not consistent with the adopted <i>Comprehensive Plan</i> . However, 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.		

Table A. Summary (cont.)	
DOST	No comments
BPAC	See Attachment 7
Town of Chapel Hill	See Attachment 8
Triangle Transit	See Attachment 9

## A. Summary

This is a request to change the zoning designation of a portion of three parcels of land totaling 12.45 acres from RS-20 to CG(D) for a proposed development of a maximum of 125,000 square feet of commercial area. The site is located at 3301 Southwest Durham Drive, south and west of the intersection of US 15-501 Highway and Southwest Durham Drive opposite Witherspoon Boulevard (see Attachment 1, Context Map). This request is consistent with the existing future land use designation of the *Comprehensive Plan* which designates this site as Commercial.

Appendix A provides supporting information.

## B. Site History

In February 2015, the Planning Department began the planning process for the Compact Neighborhood Future Land Use Map Update (CNFLUMU) that aims to amend the future land use map of the *Comprehensive Plan* to better reflect the current light rail transit proposal. The subject area is included within one of the study areas. In June 2015, Planning staff held the second public meeting for the proposed Patterson Place area and presented a boundary that included the subject site (see Attachment 10) and outlined the recommended changes which include 1) converting this Suburban Transit Area to a Compact Neighborhood Tier, and 2) designation of Design District on the future land use map of the *Comprehensive Plan* that directs future rezonings to follow a form-based code called Compact Design which encourages a mix of uses and emphasizes pedestrian-oriented design (see Attachment 11).

## 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 has been reviewed for consistency 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 (less the technical deficiencies noted below) and requests in the CG district (Sec. 3.5.6.D, Sec. 6.10.1B). 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 regarding phasing, shared use bicycle and pedestrian trail, bus shelter, crosswalks, traffic signals, dedication of rights-of-way and easements.

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

**Design Commitments.** Design Commitments are required of zoning requests that include a development plan for nonresidential projects. This request includes commitments that specify the committed design elements for any buildings developed on the site.

**Phasing Plan.** Phasing plans are required for a project located in a Suburban Transit Area. The phasing plan for this project identifies that the project will be developed in one phase.

**Determination.** Compliance with UDO requirements cannot be determined due to outstanding review comments (see Attachment #12, 4<sup>th</sup> Submittal Review Comments). The adopted US 15-501 Corridor Study and 2040 MTP includes a proposed interchange at Southwest Durham Drive and US 15-501 (Attachment 16). The adopted functional design for this interchange (Attachment 17) includes a proposed loop ramp which would have significant impacts on the proposed development. To reduce the potential right-of-way impacts on the development, the applicant has proposed an alternative interchange (Attachment 18). The City of Durham and NCDOT reviewed the functional design for the alternative interchange proposed by the applicant and issued comments on 6/24/15 and 6/25/15. The applicant provided written responses to these comments on 8/6/15 (Attachment 13). NCDOT has not provided any further comments on the applicant's response.

Until NCDOT determines the alternative interchange proposed by the applicant is an acceptable and viable alternative, then the following UDO Standards have not been met:

## **Sec. 12.3 Streets**

### **12.3.1 Street Layout**

Within any proposed development, the proposed street layout shall be coordinated with the existing and planned street system of the surrounding area, with respect to location, alignment, and cross-section. Street design shall satisfy the minimum requirements of the City Public Works Director, City Transportation, NCDOT, or applicable designees.

#### **A. Right-of-Way**

1. A proposed right-of-way shall be of sufficient width to accommodate the required cross section of the roadway. In no case shall the proposed right-of-way be less than the currently adopted standards by the City or NCDOT, as applicable.
2. Right-of-way shall be dedicated and/or reserved and improvements installed to City or NCDOT standards for each class of street as follows:

##### **a. Freeways**

The entire right-of-way shall be reserved for future acquisition and improvement by the public.

Approval of this zoning map change and related development plan may result in future conflicts with a NCDOT TIP Project U-2807 that plans to upgrade US 15-501 to a freeway from I-40 to US 15-501 Business with an interchange at Southwest Durham Drive. The project is currently unfunded.

## **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.** The requested zoning district and associated development plan is consistent with the present Future Land Use Map designation of Commercial. However, it is not consistent with all applicable policies of the *Comprehensive Plan*. Per the attached Transportation comments #1 and #2 (included in Attachment 12), Transportation cannot verify the alternative interchange proposed by the applicant is an acceptable alternative at this time. Until these issues are resolved the development plan is not compliant with *Comprehensive Plan* policies 8.1.1b. Metropolitan Transportation Plan, 8.1.1c Implement the Metropolitan Transportation Plan, 8.1.2c Typical Roadway Cross Sections, and 8.1.6d Development Review and Adopted Transportation Plans.

**Concurrent Planning Process.** Staff is in process of studying the vicinity of the proposed transit stations, including Patterson Place which is the location of the subject site and identified on the planned Durham-Orange Light Rail corridor, to recommend boundaries that would create a Compact Neighborhood Tier for these areas. Staff has presented recommendations to the public (see Attachments 10 and 11) that designate the subject site as a Design District on the future land use map that would provide guidance to policy

makers to encourage future rezonings to follow a form-based code called Compact Design which encourages a mix of uses and emphasized pedestrian-oriented design. However, as this planning process is ongoing, the subject request (case Z1400030) is consistent with the present future land use map of the *Comprehensive Plan*.

The development plan does commit to the recommended conditions on adopted plans (see below).

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

**Long Range Bicycle Plan Map 4.6 and New Hope Corridor Open Space Plan.** A proposed side path is identified along the site frontage on US 15-501 as well as a bicycle lane along Southwest Durham Drive. Southwest Durham Drive is already improved with a 14-foot wide outside lane to accommodate the bicycle lane.

The applicant has voluntarily proffered (see text commitment #1) to construct a shared use trail along the project frontage parallel to US 15-501 to accommodate this condition. However, NCDOT does not typically permit these types of facilities within the right-of-way of limited access highways so this condition will have to be met on site.

## F. Site Conditions and Context

**Site Conditions.** The 12.45-acre site is comprised of a portion of each of three parcels. There are several remnant building foundations but the site is otherwise undeveloped and forested.

**Area Characteristics.** The site is within the Suburban Tier, Suburban Transit Area and located on the south side of Durham-Chapel Hill Boulevard, opposite Witherspoon Boulevard, east of Southwest Durham Drive. Durham-Chapel Hill Boulevard is a major transportation route for travelers from the southwest in Chapel Hill as well as travelers exiting north from Interstate – 40, located just 1/3 mile south of the subject site. The proposed project is also within a one half mile radius of the proposed Patterson Place light rail transit station, identified in the Triangle Transit Regional Rail Local Preferred Alternative (LPA). Staff is studying this area to implement future policy direction that would intend to follow a form-based code called Compact Design which encourages a mix of uses and emphasized pedestrian-oriented design.

Commercial is the predominant use in the area but some parcels are vacant/undeveloped commercial or residential properties. The surrounding zoning districts include Residential Suburban (RS-20), Planned Development Residential 7.740 (PDR 7.740), Commercial Neighborhood (CN), CG, CG(D), and Mixed Use with a development plan (MU(D)); with the western portion of the area being within the Major Transportation Corridor (MTC) Overlay created to preserve the viewscape from the interstate.

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

**Determination.** The proposed CG(D) district meets the ordinance and existing policy requirements in relation to site and context.

## 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 CG district and associated development plan is consistent with *Comprehensive Plan* policies regarding the infrastructure impacts of drainage/stormwater, water and schools. The proposal is estimated to increase the traffic generation of the subject site by 1,456 daily trips, decrease the students generated from the proposed use by eight students, and increase the estimated water demand of the site by 12,215 gallons per day. The existing infrastructure has available capacity to meet these increases.

The proposal, however, is not consistent with *Comprehensive Plan* policies in relation to road and transit impacts as outlined above in Section E, Adopted Plan Determination, as the proposal has not provided an acceptable Functional Design of the future interchange at US 15-501 Highway and Southwest Durham Drive (see Attachment 13).

Although not required by the UDO, the application provided a Traffic Impact Analysis (TIA) (see Attachments 14 and 15). The applicant has proffered the construction of the roadway improvements identified in the TIA (text commitments #5, #7, #8, #9, and #10).

## H. Staff Analysis

Staff determines, due to lacking acceptance of an alternative interchange design by NCDOT, this request is not consistent with the right-of-way standards of UDO section 12.3.1.A nor *Comprehensive Plan* policy 8.1.1b, 8.1.1c, 8.1.2c, and 8.1.6d.

**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 S. Anderson, Coulter Jewell Thames, PA	Ph: 919-682-0368	Jeremy.anderson@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:

- Trenton Homeowners Association
- Town of Chapel Hill
- Inter-Neighborhood Council
- Fayetteville Street Planning Group
- Friends of Durham
- Unity in the Community for Progress

**K. Summary of Planning Commission Meeting August 11, 2015 (Case Z1400030)**

**Staff Report:** Amy Wolff presented the staff report.

**Request:** Residential Suburban – 20 (RS-20) to Commercial General with a development plan (CC(D))

**Public Hearing:** Chair Harris opened the public hearing. Two individuals spoke in support. No one spoke in opposition. Chair Harris closed the public hearing.

**MOTION:** To allow additional time for speakers to continue. (Miller, Whitley 2<sup>nd</sup>)

**ACTION:** Carried, 14-0.

**Commission Discussion:** Discussion centered on NCDOT role , Funding, Light Rail location and traffic concerns.

**MOTION:** Forward to Council for Approval. (Hyman, Miller 2<sup>nd</sup>)

**ACTION:** Carried, 8-6. (Hollingsworth, Vann, Whitley, Harris, Miller and Freeman voting no).

**Findings:** The Planning Commission finds that the ordinance request is not consistent with the adopted *Comprehensive Plan*. However, 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: <ol style="list-style-type: none"> <li>1. Context Map</li> <li>2. Future Land Use Map</li> <li>3. Aerial Photography</li> <li>4. Development Plan Reduction</li> <li>5. Application</li> <li>6. Submittal and Review History</li> <li>7. BPAC Comments</li> <li>8. Town of Chapel Hill Comments</li> <li>9. Triangle Transit Comments</li> </ol>
Appendix B	Site History	Attachments: <ol style="list-style-type: none"> <li>10. Patterson Place Recommended Tier Boundary</li> <li>11. Patterson Place Recommended Changes</li> </ol>
Appendix C	Review Requirements	Attachments <ol style="list-style-type: none"> <li>12. 3<sup>rd</sup> Submittal Review Comments</li> </ol>
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 Attachments: <ol style="list-style-type: none"> <li>13. NCDOT Functional Design Comments and Responses</li> <li>14. COD TIA Memo</li> <li>15. NCDOT TIA Memo</li> <li>16. US 15-501 Corridor Study Interchange illustration</li> <li>17. Adopted functional design for US 15-</li> </ol>

Table K. Supporting Information		
		501 and Southwest Durham Drive Interchange 18. Applicant’s proposed alternative interchange design
Appendix H	Staff Analysis	N/A
Appendix I	Contacts	N/A
Appendix J	Notification	N/A
Appendix K	Summary of Planning Commission Meeting	Attachments: 19. Planning Commissioner’s Written Comments 20. Ordinance Form 21. 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
7. BPAC Comments
8. Town of Chapel Hill Comments
9. Triangle Transit Comments

## Appendix B: Site History

Attachments:

10. Patterson Place Recommended Tier Boundary
11. Patterson Place Recommended Changes

## Appendix B: Site History

Attachments

12. 3<sup>rd</sup> Submittal Review Comments

**Appendix D: Unified Development Plan Supporting Information**

<b>Table D1. UDO Designation Intent</b>	
<b>CG</b>	<b>Commercial General</b> - the <b>CG</b> district is established to provide for a wide variety of commercial activities of varying scales that are designed to be served by major thoroughfares. It is the intent of this district to provide sufficient size and depth of property to meet business needs, yet maintain safe traffic flows. Businesses in this district should be sited convenient to automotive traffic. Development in the CG District should provide safe pedestrian access to adjacent residential areas.
<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>-MTC</b>	<b>Major Transportation Corridor Overlay (MTC)</b> 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.

<b>Table D2. District Requirements – CG</b>			
	<b>Code Provision</b>	<b>Required</b>	<b>Subject Site</b>
<b>Minimum Site Area (square feet)</b>	6.10.1.B	20,000	542,483
<b>Minimum Lot Width (feet)</b>	6.10.1.B	100	~300
<b>Minimum Street Yard (feet)</b>	6.10.1.B	25	25
<b>Minimum Side Yard (feet)</b>	6.10.1.B	25	25
<b>Minimum Rear Yard (feet)</b>	6.10.1.B	25	25
<b>Maximum Height (feet)</b>	6.10.1.B	50	50

<b>Table D3. Environmental Protection</b>			
<b>Tree Coverage</b>	8.3.1C	10% (1.14 acres)	10% (1.14 acres)

<b>Table D4. Project Boundary Buffers</b>			
<b>Cardinal Direction</b>	<b>Adjacent Zone</b>	<b>Required Opacity</b>	<b>Proposed Opacity</b>
<b>North</b>	CN	N/A (right-of-way greater than 60 feet)	N/A
	CG		
<b>East</b>	RS-20	0.6/0.8	0.6 (30 feet)
<b>South</b>	RS-20	0.6/0.8	0.6 (30 feet)
<b>West</b>	CG(D)	N/A (right-of-way greater than 60 feet)	N/A

<b>Table D5. Summary of Development Plan</b>		
<b>Components</b>	<b>Description</b>	<b>Development Plan Sheet</b>
<b>Required Information</b>	<b>Intensity/Density.</b> 125,000 square feet commercial area.	Cover
	<b>Building/Parking Envelope</b> has been appropriately identified.	DP-2
	<b>Project Boundary Buffers</b> are appropriately depicted.	DP-2
	<b>Stream Crossing.</b> None.	N/A
	<b>Access Points.</b> Four (4) access points have been identified.	DP-2
	<b>Dedications and Reservations.</b> See Text Commitments.	Cover
	<b>Impervious Area.</b> 70% = 7.96 acres.	DP-2
	<b>Environmental Features.</b> None.	N/A
	<b>Areas for Preservation.</b> None.	N/A
	<b>Tree Coverage.</b> 10% = 1.14 acres.	DP-2
<b>Table D5. Summary of Development Plan</b>		
<b>Graphic Commitments</b>	Location of access points. Location of tree coverage areas. Location of building and parking envelope.	DP-2
<b>Text Commitments</b>	<ol style="list-style-type: none"> <li>1. Phasing: the project will be constructed in a single phase.</li> <li>2. Construct a shared use (bicycle and pedestrian) trail along this projects frontage parallel to US 15-50 as called for in the adopted New Hope Corridor Master Plan. The details of the trail shall be determined at site plan stage, but at minimum will be all weather pavement (asphalt or concrete), a minimum of 8 feet wide and required to be completed prior to Certificate of Occupancy.</li> <li>3. Prior to the issuance of a Certificate of Occupancy, subject to a determination by DATA and TTA on the need for transit related improvements at the time of site plan submittal, construct a bus pull-out, concrete pad, and bus shelter to DATA/TTA specifications along the east side of Southwest Durham adjacent to the site.</li> </ol>	Cover

	<ol style="list-style-type: none"> <li>4. Prior to the issuance of a Certificate of Occupancy, a crosswalk shall be provided at Witherspoon &amp; Southwest Durham Drive intersection for pedestrians crossing from Patterson Place to a bus stop on SW Durham Drive.</li> <li>5. Prior to the issuance of a Certificate of Occupancy, install a traffic signal with steel poles/mast arms, pedestrian signals, and interconnect cable at the intersection of Southwest Durham Drive and Witherspoon Boulevard (subject to MUTCD warrants and approval by NCDOT).</li> <li>6. Prior to the issuance of a building permit, dedicate additional right-of-way for the frontage of the site along Southwest Durham Drive and US 15-501 for the future interchange as indicated on sheet DP-2.</li> <li>7. Prior to the issuance of a building permit, dedicate traffic signal easements as needed along the proposed site driveway for the installation of a traffic signal at the intersection of Southwest Durham Drive and Witherspoon Boulevard.</li> <li>8. Prior to the issuance of a Certificate of Occupancy, construct an eastbound left-turn lane with adequate storage and appropriate tapers on Southwest Durham Drive at the proposed site access.</li> <li>9. Prior to the issuance of a Certificate of Occupancy, revise the existing exclusive northbound right-turn lane on Witherspoon Boulevard at Southwest Durham Drive to a shared through/right-turn lane.</li> <li>10. Prior to the issuance of a Certificate of Occupancy, construct the proposed site access to Southwest Durham Drive with one ingress lane and two egress lanes (an exclusive southbound left-turn lane and a shared through/right-turn lane).</li> </ol>	
<b>SIA Commitments</b>	None provided	N/A

Table D5. Summary of Development Plan		
<b>Design Commitments</b>	<p><b>Architectural Style.</b> The development will not be of a specific architectural style but will use the architectural elements listed below.</p> <p><b>Rooflines.</b> The buildings will use one or more of the following rooflines: flat with parapet detailing or sloped with varied rooflines.</p> <p><b>Building Materials.</b> The buildings will use two of more of the following materials: glass, precast concrete, brick masonry, siding, or stucco/synthetic stucco.</p> <p><b>Distinctive Features.</b> Buildings will use storefront window systems and glazing treatments.</p> <p><b>Context.</b> The proposed design will fit into the commercial context area through a combination of building placement, massing, and materials, largely due to the proximity to the future light rail station, proposed building placement, and design cues from recent projects with the Patterson Place Development, the project will integrate in the commercial development in the area.</p>	Cover

## Appendix E: Adopted Plans Supporting Information

Table E. Adopted Plans	
<i>Comprehensive Plan</i>	
Policy	Requirement
<b>Future Land Use Map</b>	<p><b>Commercial:</b> Land used primarily for retail, entertainment, office, and services.</p> <p><b>Suburban Tier:</b> Land uses that shall be allowed include Recreation and Open Space, Agricultural, Residential, Institutional, Commercial, Office, Research/Research Application, and Industrial.</p> <p><b>Suburban Transit Area.</b> Encourage development supportive of transit.</p>
<b>2.3.1a</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>2.3.2a</b>	<b>Infrastructure Capacity.</b> Consider the impacts to the existing capacities of the transportation, water, and sewer systems, and other public facilities and services. Measure from the potential maximum impact of current policy or regulation to the potential maximum impact of the proposed change in policy or regulation.

<b>Table E. Adopted Plans</b>	
<b>8.1.1b</b>	<b>Metropolitan Transportation Plan.</b> In order to coordinate the Durham Comprehensive Plan with long range transportation planning, the City and County hereby adopt and include by reference in the Durham Comprehensive Plan the most recent “Durham-Chapel Hill-Carrboro MPO Metropolitan Transportation Plan,” as may be amended from time to time, including the recommended highway element transit component, fixed-guideway component, pedestrian and bicycle component, and travel demand management (TDM) and transportation systems management (TSM) policies. In preparation of long range transportation plans, the City-County Planning Department and the City Department of Transportation shall recommend transportation services and facilities to match the Tier designations and land uses identified in the Durham Comprehensive Plan.
<b>8.1.1c</b>	<b>Implement the Metropolitan Transportation Plan.</b> The City Department of Transportation shall recommend transportation projects and programs that are consistent with the most recent Metropolitan Transportation Plan.
<b>8.1.2c</b>	<b>Typical Roadway Cross Sections.</b> For development in the City, the City Department of Transportation shall require right-of-way dedication in accordance with the typical roadway cross sections adopted by the City Council. In absence of a set of cross-sections adopted by the City Council, the City Department of Transportation and Public Works Department shall use the typical roadway cross-sections indicated in the 2040 Metropolitan Transportation Plan (MTP)” (as may be amended from time to time) and the NCDOT Complete Streets Planning and Design Guidelines. The City Departments of Public Works and Transportation shall require construction of residential streets in accordance with the “City of Durham Reference Guide For Development,” (as may be amended from time to time).” Reference Guide for Development updates shall include Complete Streets design guidelines. For development in the County, the City-County Planning Department shall require right-of-way dedication in accordance with the typical roadway cross section established by the NC Department of Transportation, including where appropriate the NC Department of Transportation “Traditional Neighborhood Development Design Guidelines.”
<b>8.1.6d</b>	<b>Development Review and Adopted Transportation Plans.</b> The City-County Planning Department and the City Department of Transportation shall review development proposals in relation to all adopted transportation plans, and shall seek dedication or reservation of right-of-way along designated road and transit corridors in conformance with these plans and Complete Streets design standards.
<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.

Table E. Adopted Plans	
11.1.1b	<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 4-6 shows a proposed bicycle lane along Southwest Durham Drive and a proposed side path along US 15-501 Highway	
<b>New Hope Corridor Open Space Master Plan</b>	
The site is within the New Hope Corridor Open Space Master Plan area which shows a proposed bike and pedestrian trail through this site.	

## Appendix F: Site Conditions and Context Supporting Information

Table F. Site Context			
	Existing Uses	Zoning Districts	Overlays
North	Commercial, undeveloped	CG, CN	MTC (partial)
East	Multi-family, undeveloped	RS-20, PDR 7.740	None
South	Retail, single-family, undeveloped	RS-20, MU(D)	MTC (partial)
West	Retail	CG(D)	MTC (partial)

## Appendix G: Infrastructure Supporting Information

Table G1. Road Impacts		
Southwest Durham Drive and US 15-501 are the major roads impacted by the proposed zoning change. NCDOT TIP Project U-2807 will upgrade US 15-501 to a freeway from I-40 to US 15-501 Business with an interchange at Southwest Durham Drive. The project is currently unfunded. Additionally, Segment D of the Locally Preferred Alternative for the Durham-Orange Light Rail Corridor includes an alternative alignment along US 15-501 adjacent to this site.		
<b>Affected Segments</b>	<b>Southwest Durham Drive</b>	<b>US 15-501</b>
<b>Current Roadway Capacity (LOS D) (AADT)</b>	13,300	62,900
<b>Latest Traffic Volume (AADT)</b>	7,200	46,000
<b>Traffic Generated by Present Designation (average 24 hour)*</b>	261	
<b>Traffic Generated by Proposed Designation (average 24 hour)**</b>	1,717 (103% of TIA)	
<b>Impact of Proposed Designation</b>	+1,456	

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

US 15-501: 6-lane divided class I arterial with left and right-turn lanes

Southwest Durham Drive: 2-lane undivided city/county class II arterial roadway with left-turn lanes

Source of Latest Traffic Volume: 2013 NCDOT Traffic Count Map

\*Assumption- (Max Use of Existing Zoning) – 22 single-family lots

\*\*Assumption- (Max Use of Existing Zoning) – 50,000 sf new car sales, per the TIA

**Attachments:**

13. NCDOT Functional Design Comments and Responses
14. COD TIA Memo
15. NCDOT TIA Memo
16. US 15-501 Corridor Study Interchange illustration
17. Adopted functional design for US 15-501 and Southwest Durham Drive Interchange
18. Applicant's proposed alternative interchange design

<b>Table G2. Transit Impacts</b>
Transit service is provided adjacent to the site along Southwest Durham Drive via DATA Route 10A and along US 15-501 via DATA Route 10A and Triangle Transit Route 405.

<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 not estimated to generate any students; residential would not be permitted if this request is approved. This represents a decrease of eight students from the existing zoning. Durham Public Schools serving the site are Creekside Elementary School, Githens Middle School, and Jordan High School.			
<b>Students</b>	<b>Elementary School</b>	<b>Middle School</b>	<b>High School</b>
<b>Current Building Capacity</b>	16,794	7,760	10,259
<b>Maximum Building Capacity (110% of Building Capacity)</b>	18,473	8,536	11,258
<b>20<sup>th</sup> Day Attendance (2014-15 School Year)</b>	16,545	7,465	10,074
<b>Committed to Date (April 2012 – March 2015)</b>	123	51	13
<b>Available Capacity</b>	1,805	1,020	1,198
<b>Potential Students Generated – Current Zoning *</b>	3	2	3
<b>Potential Students Generated – Proposed Zoning **</b>	0	0	0
<b>Impact of Proposed Zoning</b>	-3	-2	-3

\*Assumption- (Max Use of Existing Zoning) – 22 single-family lots

\*\*Assumption- (Max Use of Existing Zoning) – CC(D): no residential identified on the development plan, thus no residential would be permitted

<b>Table G6. Water Supply Impacts</b>	
This site is estimated to generate a total of 15,625 GPD if developed to its maximum potential with the proposed zoning district. This represents an increase of 12,215 GPD over the existing zoning district.	
<b>Current Water Supply Capacity</b>	37.00 MGD
<b>Present Usage</b>	21.52 MGD
<b>Approved Zoning Map Changes (April 2012 – March 2015)</b>	0.31 MGD
<b>Available Capacity</b>	15.17 MGD
<b>Estimated Water Demand Under Present Zoning*</b>	3,410 GPD
<b>Potential Water Demand Under Proposed Zoning**</b>	15,625 GPD
<b>Potential Impact of Zoning Map Change</b>	+12,215

*Notes: MGD = Million gallons per day*

**\*Assumption- (Max Use of Existing Zoning)** – 22 single-family lots

**\*\*Assumption- (Max Use of Existing Zoning)** – 125,000 sf retail

## **Appendix K: Summary of Planning Commission Meeting**

Attachments:

19. Planning Commissioner’s Written Comments
20. Ordinance Form
21. Consistency Statement