# Patterson Place Compact Neighborhood

## Introduction

This section will describe in greater detail the proposed changes to the Future Land Use Map for the area around the proposed Patterson Place light rail station. Opportunities, challenges and potential impacts of the proposed Compact Neighborhood Tier will be evaluated.

## Existing Land Use and Development

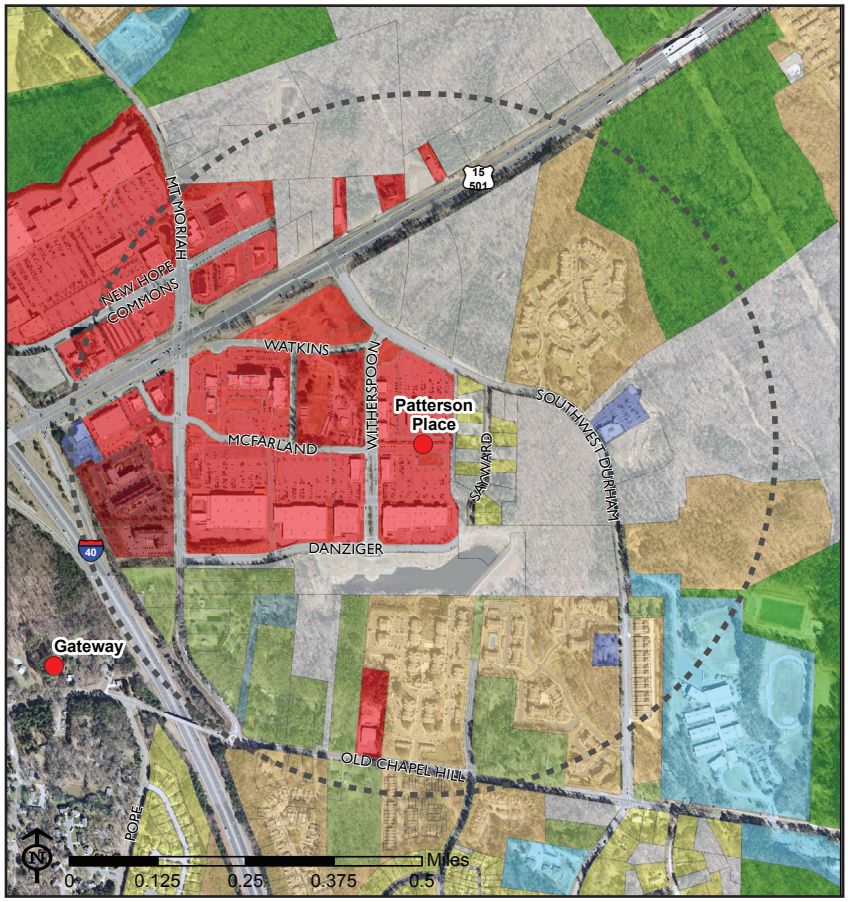
Situated at the intersection of Interstate 40 and US Highway 15-501, the area around the proposed Patterson Place station has developed over the last 20 years as an auto-oriented commercial district, zoned primarily commercial, mixed use, and medium density residential. The Patterson Place Shopping Center forms the nucleus around the proposed station, and while current tenants are big-box retailers, the streets and infrastructure were developed to transition over time into a transit-oriented development. More traditional shopping centers, such as New Hope Commons, and highway-oriented businesses line the north side of Durham-Chapel Hill Boulevard (US Highway 15-501). Apartment complexes and vacant or underdeveloped land surround the shopping nodes to the east and south before transitioning to single family neighborhoods and the New Hope Creek Bottomlands. A map and description of existing land uses and development can be found in Figure 1.

## Proposed Changes to the Future Land Use Map

The Future Land Use Map currently designates an area centered around the Patterson Place Shopping Center as a Suburban Transit Area (450 acres). Plans for a light rail station in this location have not dramatically changed since the Suburban Transit Area was established in 2005. However, since 2005 the area has developed significantly and floodplain boundaries have been remapped. In light of these changes, conversion from a Suburban Transit Area to a Compact Neighborhood Tier needs to be considered, along with re-assessment of the boundaries.

Staff recommends three-part amendments to the Future Land Use Map: Development Tier, Future Land Use Designations, Technical Updates. Each is explained in greater detail on the following pages.

**Figure 1: Existing Land Use and Development Map**




Multifamily Residential Neighborhood

Small Lot Residential Neighborhood

Parks and Open Space

Civic and Institutional

Suburban Hotel

Suburban Commercial Center

Suburban Office Center

Rural Living

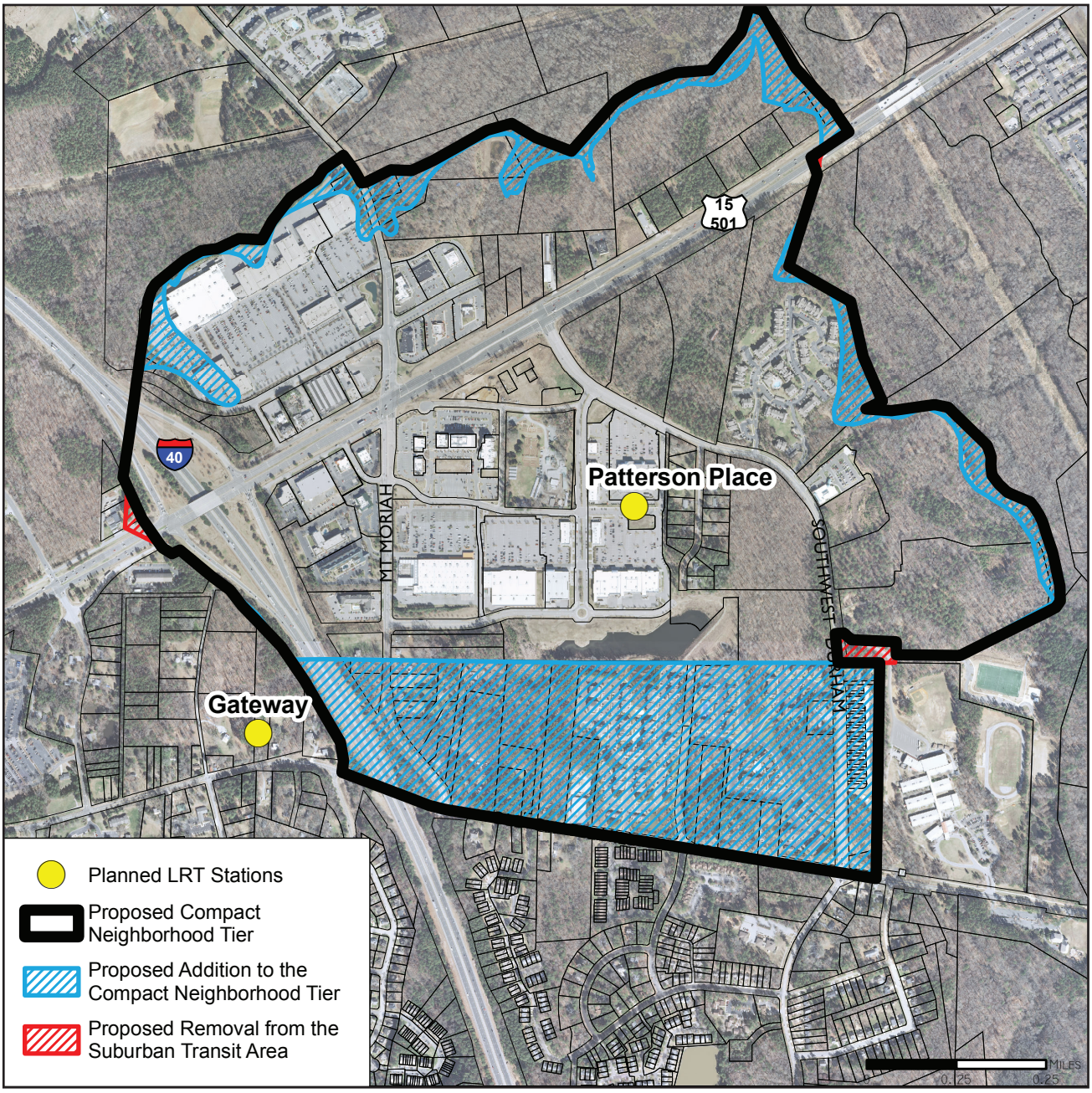
*Land Use descriptions are provided in Appendix K.*

| Land Use Type | Acres | Percent of Half Mile Area |
|---|---|---|
| Vacant | 141.4 | 28% |
| Suburban Commercial Center | 101.1 | 20% |
| Multi Family Residential neighborhood | 96.6 | 19% |
| Right-of-Way | 72.0 | 14% |
| Rural Living | 40.4 | 8% |
| Parks and Open Space | 18.9 | 4% |
| Suburban Hotel | 10.5 | 2% |
| Civic | 7.4 | 1% |
| Suburban office Center | 4.7 | 1% |
| Small Lot Residential Neighborhood | 4.2 | 1% |
| Utility | 2.8 | 1% |
| **Total** | **500.0** | **100%** |

## Proposed Change: Development Tier

As directed by Comprehensive Plan policy 2.4.1e., convert the existing Suburban Transit Area into a Compact Neighborhood Tier with updated boundaries developed with community input. As shown in Figure 2, approximately 130 acres is recommended to be added to the Compact Neighborhood Tier, generally south of Danziger Drive and north of Old Chapel Hill Road. The boundaries have been adjusted on the north and east to follow recorded sewer and trail easements. The changes result in a Compact Neighborhood Tier of approximately 602 acres.

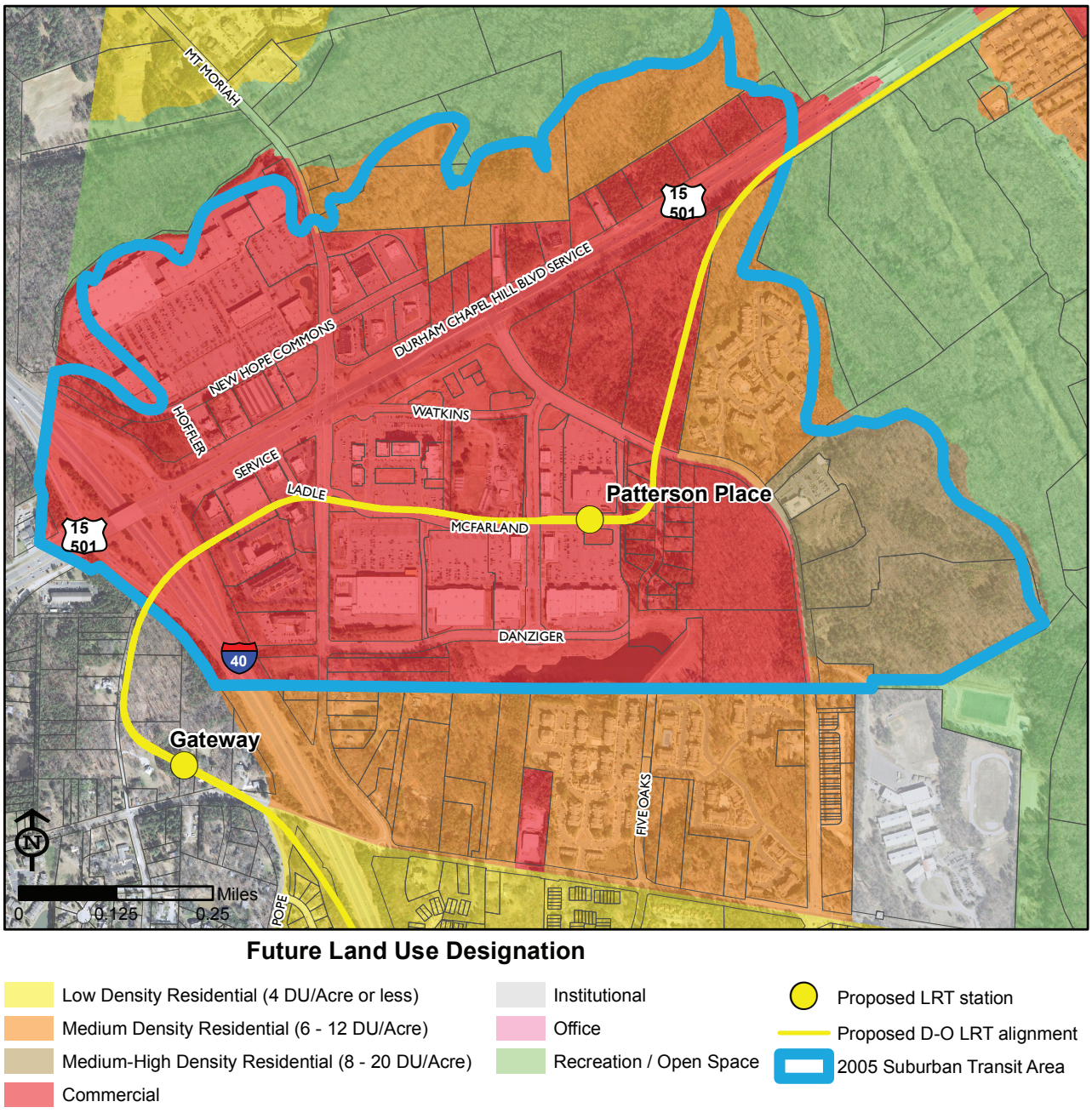
**Figure 2: Proposed Development Tier Changes**



## Proposed Change: Future Land Use Designations

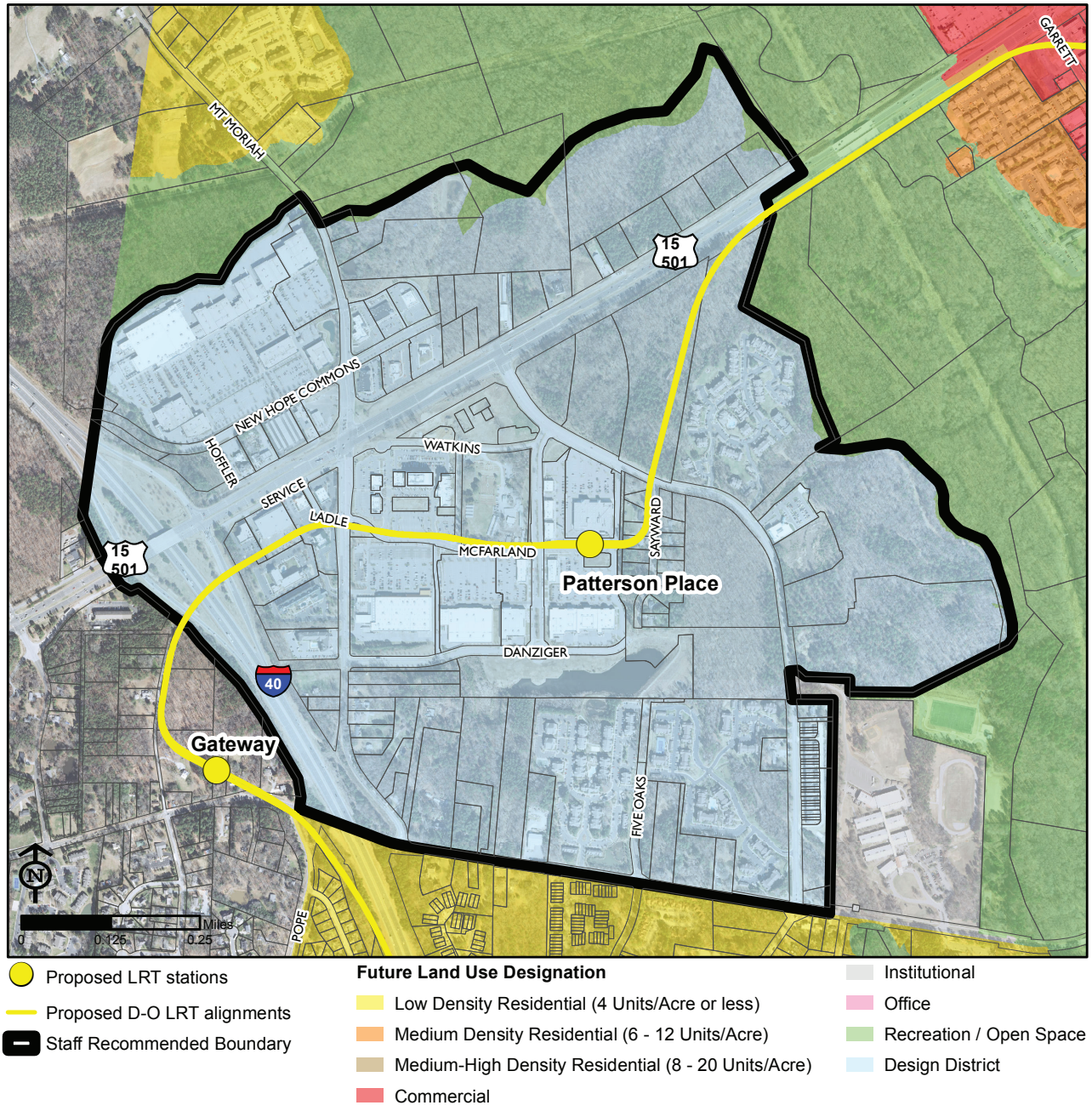
Amend the future land use designations shown in Figures 3 and 4 to Design District. This is the category on the Future Land Use Map that directs future zoning map changes to the Compact Design (CD) zoning district, a form-based district which encourages a mix of uses and emphasizes pedestrian-oriented design.

### Figure 3: Current Future Land Use Map



This proposal would convert 343 acres of Commercial, 189 acres of Medium Density Residential, and 55 acres of Medium-High Density to Design District.

**Figure 4: Proposed Future Land Use Map**




## Proposed Change: Technical Updates

Correct minor mapping errors that will result in small (approximately 1 acre or less) changes to the Future Land Use Map, mostly impacting the Right-of-Way. Change an access driveway to Githens Middle School from Medium Density Residential (6-12 DU/Ac.) to Institutional.

## Opportunities and Challenges for Compact Neighborhood Development

The transition of Patterson Place into a walkable mixed use neighborhood will not happen overnight, and will, in fact, be dependent on the pace of private development interest. Already developed in a suburban pattern, there are numerous challenges and opportunities:

### Challenges:

- The planned conversion of US Highway 15-501 into a limited access freeway. A 1994 Corridor Master Plan for US Highway 15-501 calls for its conversion into a limited access freeway (i.e. similar to the Durham Freeway with on/off ramps and no traffic signals). While funding for such a project is still decades away, the project remains "on the books" as part of the 2040 Metropolitan Transportation Plan. Converting the boulevard into a freeway would effectively divide the north side of US Highway 15-501 from the proposed Patterson Place station.
- Large roads carry significant traffic volume. Roads that are multiple lanes across with fast moving traffic are difficult for people on bikes and people on foot to navigate safely and comfortably. In order to become a walkable and bikeable destination, building off of the network of smaller streets may be necessary.
- Commercial strip development still has a market. Durham-Chapel Hill Boulevard cuts through the Patterson Place station area. For several decades this area has been a center for auto-oriented commercial development. Assembling parcels for transit oriented development with good visibility and highway access might be challenging while the market for strip commercial development still exists.

### Opportunities:

- Many shopping center buildings are reaching the end of their functional "lifespan". Shopping center buildings are typically designed to last about 20-30 years, meaning that the potential for redevelopment or infill may be realized in the foreseeable future.
- Large parcels. Especially near the proposed station, there are several large underused parcels. Larger parcels are easier to assemble for redevelopment than smaller parcels with varied owners.
- Nearby natural areas. The geographic extent of the Compact Neighborhood is limited by significant natural resources, in particular the New Hope Creek corridor. It has been preserved as a sensitive habitat, nature trails wind throughout the bottomlands, creating a unique natural amenity along the D-O LRT corridor.
- Highway access. Transit-oriented development still benefits from decent access to the highway transportation network. In this area, Interstate 40 and US Highway 15-501 provide excellent access and visibility.
- Halfway there. The central location of Patterson Place along the D-O LRT Corridor means that destinations on both ends of the line – Duke and Downtown Durham to the east and UNC Hospitals to the west – are easily accessed.

## Justification for the Compact Neighborhood Tier Boundary

The recommended Compact Neighborhood Tier boundary emerged as a result of community input and the adherence to the general boundary guidelines developed by staff at the onset of the project. While the boundary description is explained in detail in Figure 5, in general, it includes non-residential uses like shopping centers and offices, as well as already-built higher density apartment complexes. Important environmental areas and single family neighborhoods are avoided. Where possible, property lines and recorded easements are followed.

Plan amendments are evaluated against criteria outlined in paragraph 3.4.7 of the Unified Development Ordinance:

### Criteria 1: Whether the proposed change would be consistent with the intent, goals, objectives, policies, guiding principles and programs of any adopted plans.

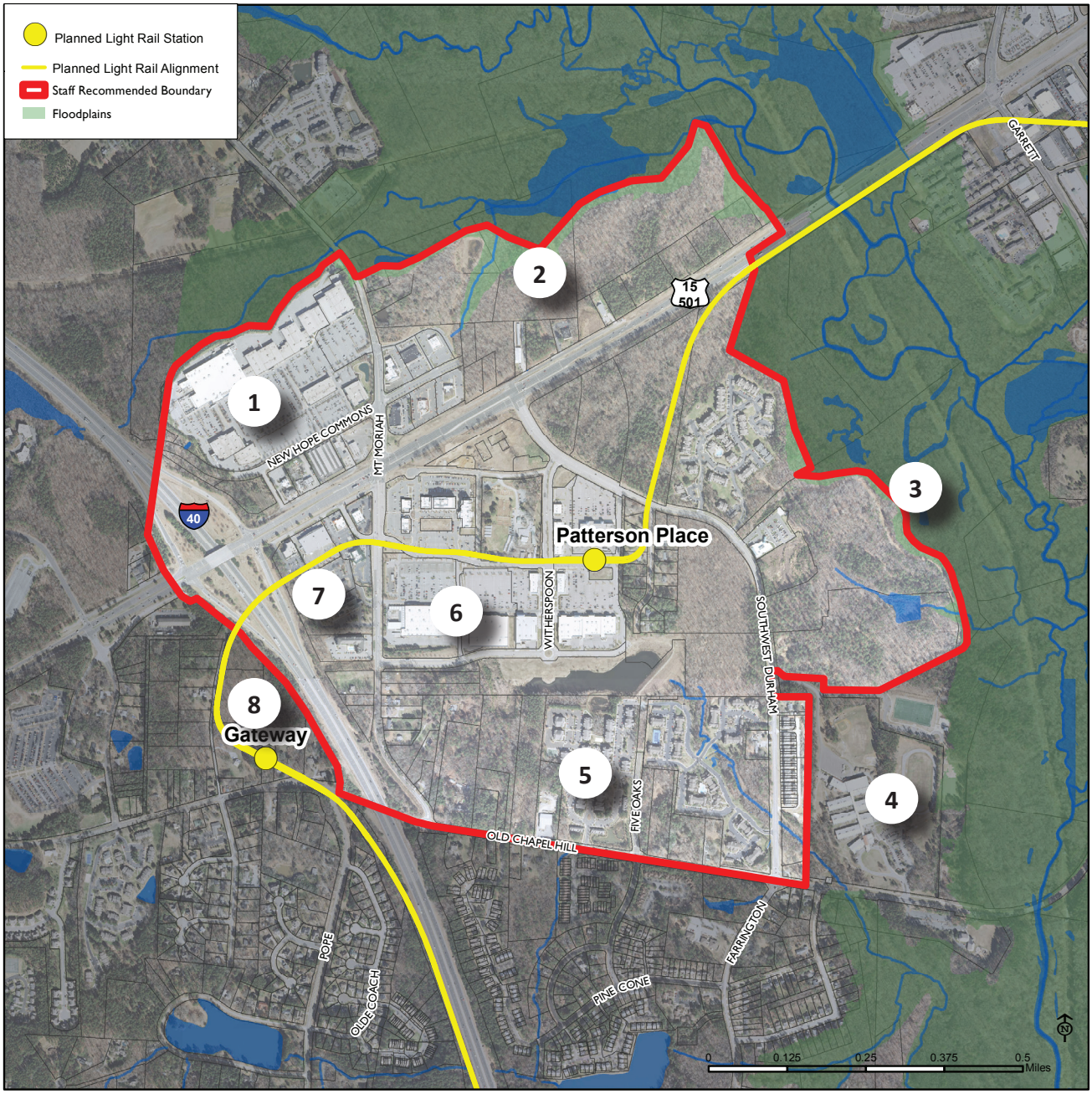
Staff believes the proposed boundaries for the Patterson Place Compact Neighborhood Tier are consistent with numerous city and county goals and policies. For many of the reasons outlined in the introduction, the Durham Comprehensive Plan includes goals, objectives, and policies in support of Compact Neighborhoods surrounding regional rail stations (Policy 2.1.2e., Objective 2.2.4, Policy 2.4.1a.). Amending the Future Land Use Map to Compact Neighborhood is a step toward the vision of higher density, mixed use and walkable neighborhoods that are supported by transit.

A consistent goal within both the City and County Strategic Plans recognizes the need to improve the quality of neighborhoods by improving transportation choice through increasing access to transit, walking and biking. Compact Neighborhoods encourage more density, mix of uses, and walkability around light rail stations, and thus aid the City and County in realizing those goals.

### Criteria 2: Whether the proposed change would be compatible with the existing land use pattern and/or designated future land uses.

Areas identified to be a part of the Compact Neighborhood Tier are largely already developed as either commercial, office, or multi-family residential, and do not infringe on protected open spaces or single-family residential neighborhoods. As a general rule, the most intense development is desired closest to the light rail stations, with densities tapering off toward the edges of the Tier.

**Figure 5: Compact Neighborhood Tier Proposed Boundary Explanation**




Numbers shown on the map correspond with notes on the following page. Proposed boundaries are a result of community input and adeherence to general boundary guidelines developed by staff at the onset of the project. These guidelines are described in the introductory chapter.

1. New Hope Commons Shopping Center. The New Hope Commons Shopping Center is 20 years old and will likely redevelop within coming decades. Proximity to highways and planned light rail make this a prime site for higher density and mixed use development that can also act as a gateway into Durham. Long term plans to convert US 15-501 (Durham-Chapel Hill Boulevard) into a limited access freeway could prevent direct access to the light rail station; therefore, promoting a multi-modal connection is important.

2. North of US 15-501. The plan to extend Southwest Durham Drive to the north side of the boulevard means better access to the light rail station for parcels north of US 15-501. East of Mt. Moriah Road, the proposed Compact Neighborhood Tier boundary follows a recorded sewer easement. Staff does have reservations about including an area with environmental sensitivity. There are steep slopes leading to the Dry Creek and Mount Moriah Bottomlands that should not be disturbed. However, restricting the boundary to parcels fronting onto US 15-501 could create an incentive for continued strip commerical development and would leave the developable acreage to the north virtually inaccessible and undevelopable. Including a larger area provides greater design flexibility for transit-oriented development.

3. New Hope Creek Bottomlands. Staff's proposed boundary follows the New Hope Creek Preserve Trail. Preserving significant natural environments is vital, and stringent regulations will restrict development in floodplains.

4. Githens Middle School. Githens Middle School is designed in a suburban one-story layout with large playing fields and parking lots. It is a long-term civic use that would not fit the intent of the Compact Neighborhood Tier.

5. Multi-family Residential. With access to two planned light rail stations, existing apartment complexes and underdeveloped areas north of Old Chapel Hill Road will be well-served by transit. Planned bicycle and pedestrian improvements along Old Chapel Hill Road, as well as the completion of a collector street plan mean that this will be an important transition zone from the high density core to established residential neighborhoods to the south.

6. Patterson Place Shopping Center. Patterson Place Shopping Center forms the nucleus of the Compact Neighborhood Tier. The transformation of this suburban shopping center into a transit-oriented district will be reliant on completing the grid network of streets, infill development on surface parking lots, and the eventual redevelopment of big box retail stores.

7. Highway-oriented businesses. Located between two planned light rail stations (Gateway and Patterson Place), this area which is currently developed as auto-oriented commercial businesses and hotels, is a good candidate for high density, mixed use redevelopment. With access to highways, this is a highly visible location that could act as a gateway into Durham.

8. Interstate 40. The interchange of US 15-501 Bypass and Business routes creates an pedestrian barrier, and a concise boundary for the Compact Neighborhood Tier. Areas to the west are in Town of Chapel Hill jurisdiction.

## Criteria 3: Whether the proposed change would create substantial adverse impacts in the adjacent area or the City or County in general.

This section will evaluate and discuss what potential environmental, housing and property values, transportation, and community service impacts could arise as a result of implementing a policy in support of Compact Neighborhoods. While in many cases it is too early to determine specific impacts, broader issues are discussed and actions are proposed that are intended to allieviate potential negative impacts.

### Environment (Figure 6)

Whenever proposals to increase density are on the table, a common concern is that it will negatively impact environmental systems. The 1991 New Hope Creek Corridor Open Space Master Plan provides a solid basis to begin evaluating environmental issues in this area. While land has been cleared and graded for development during the last 20 years, there are still important protected areas including the New Hope Creek Bottomlands and the Dry Creek floodplains. Public entities including Durham County, the Army Corps of Engineers and the NC Wildlife Resources Commission own and manage the New Hope Creek Bottomlands, a significant natural resource preserved for wildlife habitat and migration, flood control and water quality management.

Natural Heritage Areas. The North Carolina Natural Heritage Program identifies sites that are of special biodiversity significance and assigns priority rankings that indicate the degree of their importance for conservation. Two identified natural heritage areas have overlapping boundaries with the proposed Compact Neighborhood Tier. The Dry Creek/ Mount Moriah Bottomlands are north of the proposed Tier, and have been ranked as a moderately important natural community. The New Hope Creek Bottomland Forest, largely preserved by public entities, has been ranked as an exceptionally important natural community.

Steep Slopes. According to the Unified Development Ordinance, steep slopes are defined as areas that have a grade (rise over run) of 25% or more, have an area of 5,000 square feet or greater, and are located within 200 feet of any floodway fringe or perennial stream or within 100 feet of an intermittent stream. While land disturbing activity is discouraged in these areas, the ordinance does specify that no more than 15% of the slope can be graded.

The proposed boundary of the Compact Neighborhood Tier includes steep slopes on the north side of US Highway 15-501; however staff feels strongly these should not be disturbed by development activity. They are included because the sewer easement to the north provides a legally recorded boundary for the Compact Neighborhood Tier to follow. In updating the Unified Development Ordinance, staff should take into consideration stricter steep slope regulations in Compact Neighborhoods.

Riparian Buffers. Areas generally south of Danziger Drive fall within the Falls/Jordan Watershed Overlay District. At the time current development ordinances were written, there was not an instance of a Compact Neighborhood Tier within a Watershed Protection Overlay. Therefore, there are no standards for riparian buffer width provided in the Unified Development Ordinance. However, state law requires a minimum buffer of 50 feet on either side of a stream. The Planning Department will work to clarify that standard in the Unified Development Ordinance.

Impervious Surface Area. A large percentage of the area has already been converted to impervious surface (approximately 45%). One hundred and seventy-eight acres of land within the proposed boundary remain vacant. If this land redevelops, there is a limit to the amount that can be converted to impervious surface (70% in the Jordan Lake Protected Area).

Tree Coverage. Current UDO standards do not require tree coverage for development with Compact Neighborhood Tiers, but do require street tree and vehicular use area landscaping.

**Figure 6: Patterson Place Environmental Features**

## Housing and Property Values

Across the country, a common trend in areas near light rail transit is the increase of land values. [1,2] While this can be beneficial to the broader tax base, there can be some unintended negative consequences for low income households and renters. In 2014 the City Council and Board of County Commissioners adopted a resolution that at least 15% of all housing within ½ mile of proposed transit stations should be affordable to those making 60% or less than Area Median Income. Housing is generally considered unaffordable if rent or mortgage payments plus utility costs exceed 30% of income.

The most recent Planning Department data (January 2015) shows that 31.2% of occupied housing within a ½ mile of the Patterson Place Station is affordable to those earning 60% or less of Area Median Income. While this proposed Compact Neighborhood offers affordable living options today, preserving that affordability is of significant importance in the future as light rail and increased development interest come to the area.

Through its Affordable Housing and Transit initiatives, the City is taking steps to create and preserve affordability. Enterprise Community Partners has presented recommendations to the City Council, including that the Planning Department evaluate the feasiblity of an enhanced density bonus in Compact Design zoning districts near proposed light rail stations. This possibiity will be fully explored prior to to any city-initiated zoning of Compact Neighborhood Tiers.

## Transportation

Despite increased transit service and enhanced sidewalks and bike facilities, the automobile is likely to remain the dominant mode of transportation for the foreseeable future. The area around the Patterson Place station is already developed as an auto-oriented center with highway (Interstate 40 and US Highway 15-501) and major thoroughfare (Southwest Durham Drive) access. While some bicycle and pedestrian infrastructure exists, future redevelopment presents opportunities to expand the network and create a multi-modal district.

Traffic. Level of Service (LOS) is a common measure of traffic flow and density of vehicles. For city roads in Compact Neighborhoods, where increased activity is encouraged, Comprehensive Plan Policy 8.1.2a. indicates Level of Service E, which allows for some congestion, is acceptable. The policy for state roads is to maintain Level of Service D, which allows for faster traffic flow.

As part of a long range transportation planning effort, the DCHC Metropolitan Planning Organization conducts a Deficiency Analysis to demonstrate which roadways will exceed Level of Service (LOS) standards given future growth projections. Because it is premature to estimate with any accuracy the amount of traffic generated by future development and redevelopment in the Patterson Place Compact Neighborhood Tier, the Deficiency Analysis is the best proxy.

The Deficiency Analysis assumes population and employment figures from the year 2040 on the current transportation network in order to highlight what roads will need future improvements. While the volume of traffic is expected to increase to some degree on every roadway, listed below are roads where traffic volume is expected to exceed roadway capacity when operating at a Level of Service D.

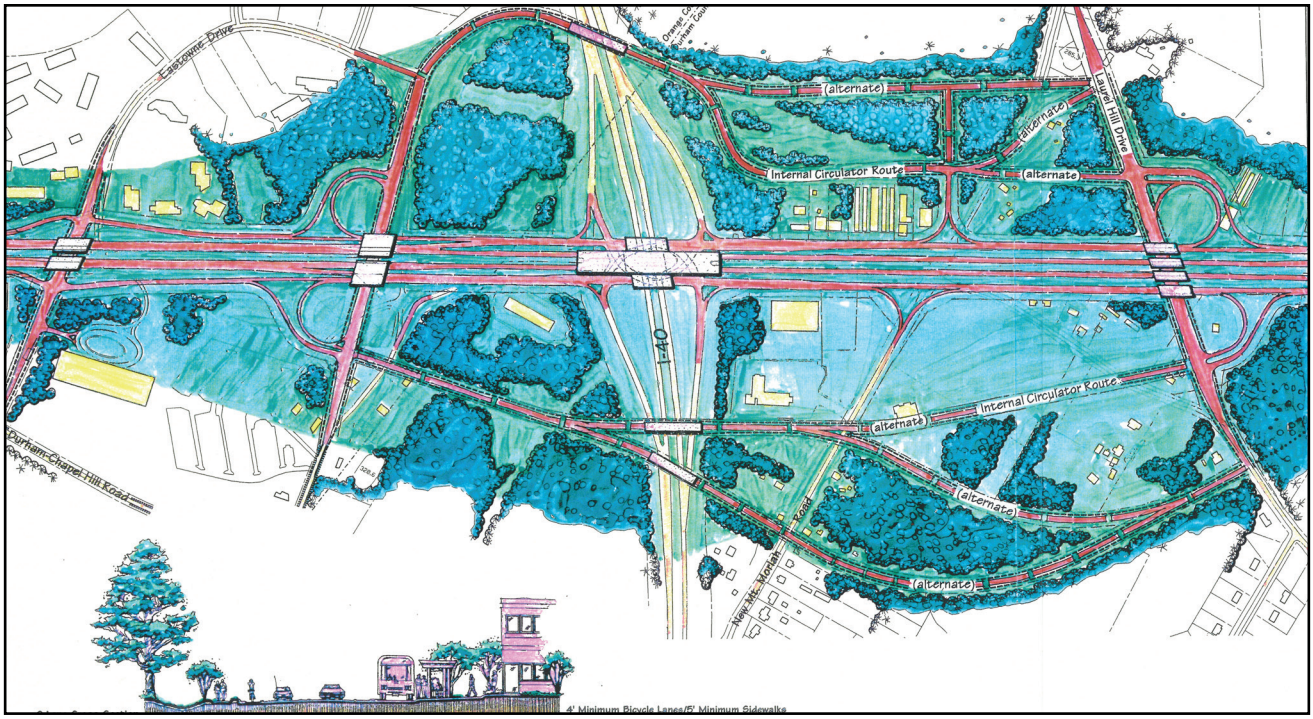
- Durham Chapel Hill Boulevard (Interstate 40 to Garrett Road) – State Road
- Mt. Moriah Road (Erwin Road to Durham Chapel Hill Boulevard) – State Road
- Mt. Moriah Road (Durham Chapel Hill Boulevard to Old Chapel Hill Road) – City Road
- Old Chapel Hill Road (Sage Road to Southwest Durham Drive) – State Road
- Old Chapel Hill Road (Southwest Durham Drive to Garrett Road) – State Road

US 15-501 Corridor Transportation Master Plan. In 1994 a study was completed examining the future of the US 15-501 Corridor in Chapel Hill and Durham. Based on projected future growth and traffic volumes, it was recommended that US 15-501 should be converted to a limited-access freeway (with on-and-off ramps as opposed to intersections with traffic signals) from Interstate 40 to the US 15-501 Bypass. Accompanying the freeway conversion were recommendations for a network of frontage roads and circulator streets to promote movement between development quadrants. Figure 7 shows the conceptual plans for the area adjacent to the proposed Patterson Place Compact Neighborhood.

The freeway conversion is now listed in the Metropolitan Transportation Plan, a long range transportation planning document prepared by the DCHC MPO, but is not expected to be built prior to the 2040 time horizon. While the freeway conversion continues to be promoted in long-range transportation plans, changing factors bring into question its necessity:

- *Traffic forecasts*. Projected traffic volumes used in the 1994 Corridor Study to justify the freeway conversion have not materialized.
- *Parallel Transit Route*. Plans for the D-O LRT have progressed, offering an opportunity to travel along the corridor unimpeded by traffic. Travel patterns should be re-studied only after the LRT is in place to determine if the freeway conversion is still necessary.
- *Changing Land Use Pattern*. When the plan was created in 1994, the area near Patterson Place was sparsely developed. Of principal concern was the ability for cars to travel through the corridor quickly. Land uses in place today, including shopping centers, hotels and apartment complexes rely on visibility and access – which would be jeopardized by the freeway conversion, particularly with the closure of the intersection with Mt. Moriah Road.

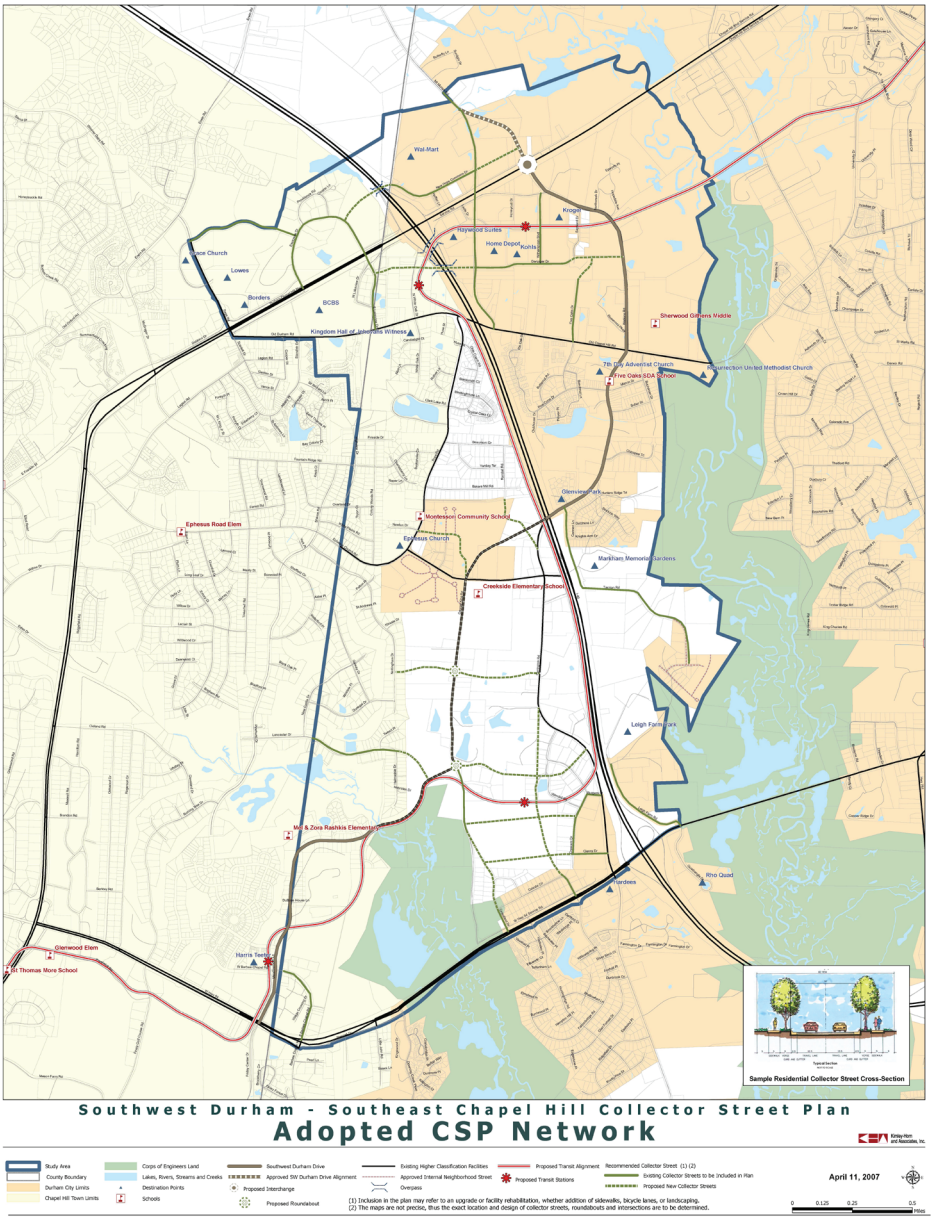
**Figure 7: Master Plan from the 1994 US 15-501 Corridor Transportation Master Plan**



Collector Street Plan. One of the primary reasons US 15-501 experiences congestion is because it serves both regional trips traveling through the corridor and local trips destined within the corridor. Providing more connections between local streets will help offer more route choices for local trips, reducing the need to travel on US 15-501. The Southwest Durham County and Southeast Chapel Hill Collector Street Plan proposes a network of streets crossing through the proposed Patterson Place Compact Neighborhood, shown in Figure 8.

The platting and eventual build-out of the collector street network will complete the local street grid and help to define future development tracts. Currently, the collector street plan is implemented incrementally by private development.

**Figure 8: Southwest Durham and Southeast Chapel Hill Collector Street Plan**



Street Cross-Section Design Guidelines. As part of a larger revision to the Unified Development Ordinance, the Planning Department is working with the Transportation and Public Works departments in developing standard cross-sections for new streets within Compact Neighborhoods. These will largely follow complete streets principles: minimizing unnecessary pavement width, and encouraging on-street parking, bike lanes, and sidewalks. These street cross-sections are envisioned to be applied to new collector streets and new local streets. The UDO already includes requirements to improve connectivity (a maximum 400 foot block length) and requirements for streetscape features, including landscaping and street furniture.

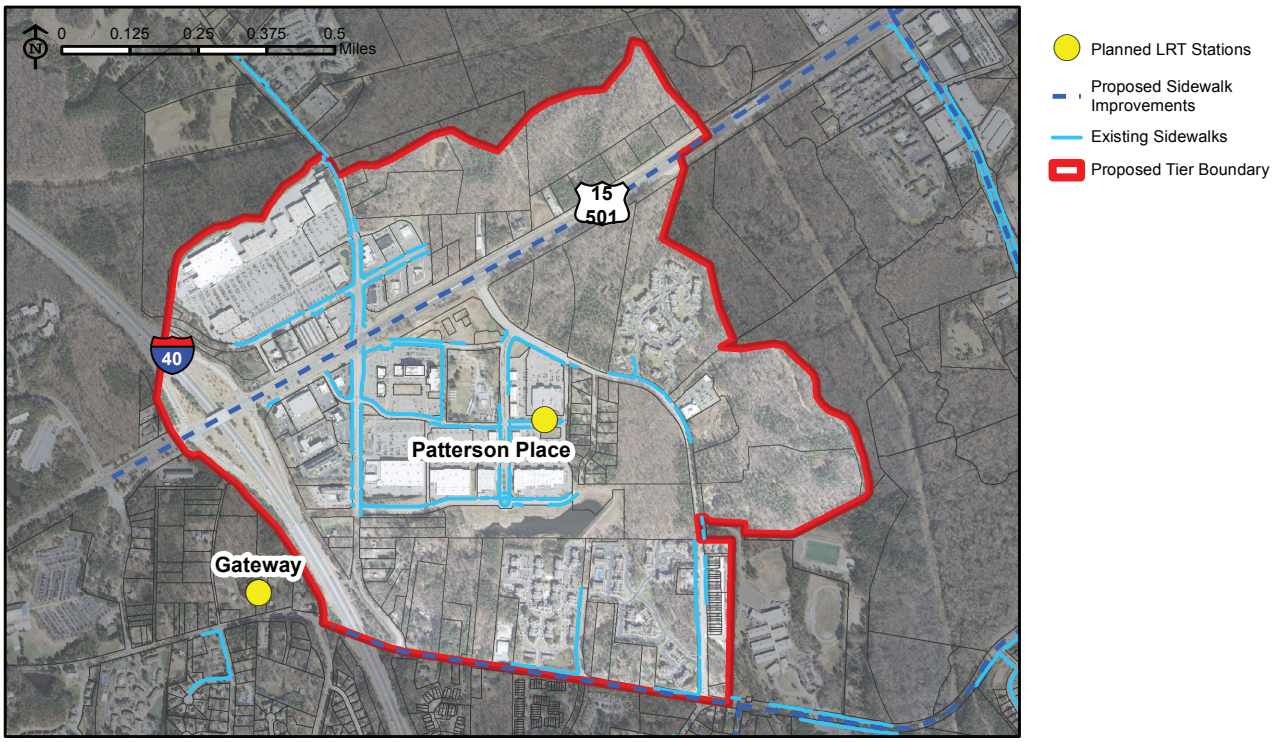
If redevelopment occurs in the Compact Neighborhood, there are opportunities to construct additional streets through large parcels. The Compact Design district provides standards for block lengths. Constructing a grid network of streets will help to alleviate the pressure on many of these major roads.

Pedestrian and Bicycle. The existing networks of sidewalks and bike lanes in the proposed Patterson Place Compact Neighborhood area are limited. The exception is the Patterson Place Shopping Center, which was developed with sidewalk infrastructure that could easily transition from a suburban center to a transit oriented district. Sidewalk, bicycle and transit improvements on Old Chapel Hill/Old Durham Roads (from Sage Road to Garrett Road) are funded and expected to begin construction in 2016. The Durham Walks! Pedestrian Plan and the Durham Comprehensive Bicycle Plan recommend additional segments of sidewalks and bike facilities, as can be seen in Figures 9 and 10. In addition to pedestrian and bicycle infrastructure, there are a number of trails planned (Durham Trails and Greenways Master Plan) through natural areas that would build off of the existing New Hope Creek Preserve Trails. These can be seen in Figure 10.

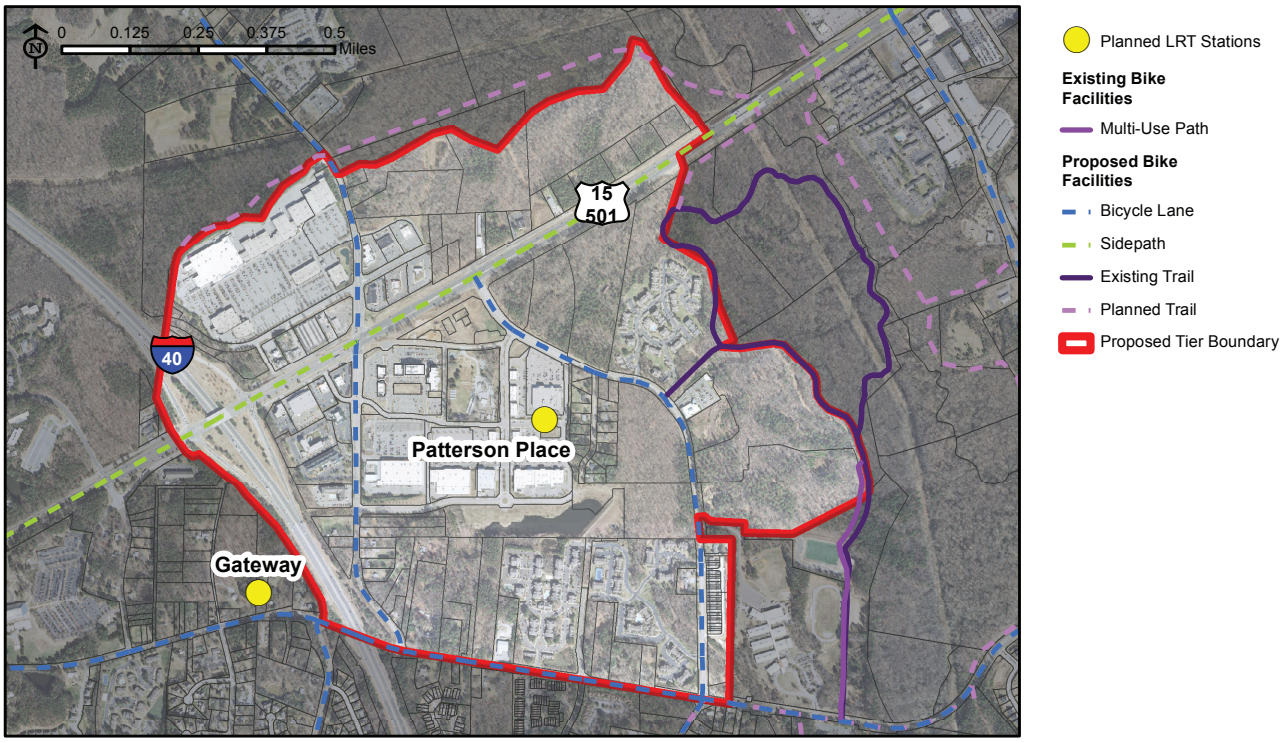
As mentioned previously, if redevelopment occurs under Compact Neighborhood standards, there would be opportunities to create an additional street network. Sidewalks with enhanced streetscape features, such as benches, trash receptacles, and trees/planter boxes would be required. Enhancing the network or streets and adding amenities will help this area, over time, become more pedestrian oriented.

Under the broad umbrella of Station Area Planning, the Planning Department is collaborating with other departments on the Station Area Strategic Infrastructure (SASI) study. This study is intended to identify and prioritize bicycle and pedestrian projects that will enable safe and convenient access to the light rail stations.

## Figure 9: Existing and Proposed Pedestrian Network




## Figure 10: Existing and Proposed Bicycle and Trail Network



## Services and Infrastructure

The proposed Compact Neighborhood Tier is already within the city limits of Durham. Future development that increases density may cause an influx in demand in the following areas:

Schools. Students from the proposed South Square/MLK Jr. Compact Neighborhood are in the attendance zones of three schools: Creekside Elementary, Githens Middle School, and Jordan High School. Figure 11 summarizes information on school capacity and projected student enrollment from the Durham Public School's 2013 Long Range Facility Study.

The Durham Comprehensive Plan specifies a system wide level of service standard of 110% capacity. Once that level is reached, policy 11.1.1b. directs the Planning Department to consider mitigation commitments from private developers or recommend denial of zoning map changes that cause student generation to increase above the rate of current zoning. While the policy is applied at a system wide basis because of liberal magnet and transfer policies, it should be noted that Creekside Elementary already exceeds 110% capacity and Githens Middle School is expected to exceed 110% capacity by the year 2020. There are currently no scheduled renovations to expand capacity at either school, though a new elementary school is expected to be built in a few years to serve southwest Durham which will relieve pressure on Creekside Elementary.

Amending the Future Land Use Map to Compact Neighborhood could lead to additional student enrollment over time. While it is premature to determine with any certainty what the impact will be, Durham Public Schools has been made aware of these potential impacts. The Planning Department is committed to working with the school system to reflect changes to the Future Land Use Map in the next iteration of the Long Range Facility Study, which is updated every two to four years.

**Figure 11: Projected Student Enrollment**

| School | 2012-13 Capacity | 2012-2013 | 2013-2014 | 2014-2015 | 2015-2016 | 2016-2017 | 2017-2018 | 2018-2019 | 2019-2020 | 2020-2021 | 2021-2022 | 2022-2023 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Creekside | 764 | 876 | 920 | 962 | 1029 | 1040 | 1044 | 1042 | 1025 | 1032 | 1084 | 1161 |
| Githens Middle | 852 | 999 | 934 | 912 | 913 | 915 | 916 | 1015 | 1093 | 1129 | 1130 | 1131 |
| Jordan High | 1810 | 1715 | 1719 | 1761 | 1766 | 1798 | 1846 | 1762 | 1754 | 1758 | 1779 | 1836 |

**Capacity Legend**

| <95 % | 95%-100% | 100%-105% | 105%-110% | >110% |
|---|---|---|---|---|

Water and Sewer. Water main distribution systems serve to supply potable water and to support fire suppression throughout the community. A well-designed system can maintain adequate pressure to support demand of individual properties and provide high flow rates to fire hydrants/fire suppression systems in emergency situations. The material and age of the system's water mains can be factors in system breaks, leaks, and pressure and flow degradations.

Wastewater or sanitary sewer infrastructure consists of a collection of gravity flow sewer mains, lift stations, and pressurized force mains that transport sewage to a wastewater treatment plant. An efficient collection system has the capacity to accommodate all of the existing land uses within its particular sewer basin. Beyond capacity, the material and age of pipes within a system can also impact its effectiveness.

The City of Durham maintains water and sanitary sewer infrastructure within the proposed Patterson Place Compact Neighborhood Tier. Wastewater from the station area is treated by the South Durham Water Reclamation Facility. Based on communication with the City of Durham's Water Management Department, because the area is already heavily developed, the system appears to be adequate in size and extent to accommodate proposed changes to land use.

### Critieria 4: Whether the subject site is of adequate shape and size to accommodate the proposed change.

The proposed Patterson Place Compact Neighborhood Tier is 555 acres, and is of adequate shape and size to accommodate the proposed change.

Amendments to Tier Boundaries are evaluated against additional criteria outlined in paragraph 3.4.8 of the Unified Development Ordinance:

**Critieria A: The site is contiguous to the proposed Tier:** The proposed Compact Neighborhood Tier forms a contiguous area and does not leave an isolated pocket of Suburban Tier.

**Criteria B: The site is not in the drainage basin for Lake Michie or Little River or in the one-mile critical area around Jordan or Falls Reservoirs:** The proposed Compact Neighborhood Tier is not located in the drainage basin for Lake Michie or Little River and is not within a watershed protection critical area.

**Criteria C: The extension does not violate any agreements with neighboring jurisdictions:** The proposed Compact Neighborhood Tier is entirely within the City of Durham and Durham County jurisdiction and does not violate agreements with neighboring jurisdictions. The proposed boundary does fall within the Chapel Hill-Durham Joint Review Area. The Town of Chapel Hill will be allowed opportunity to review and comment on these plan amendments.

**Critieria D: If the proposal is to expand the Suburban Tier, extending utilities to service the site is determined to be technically feasible by the Public Works Director or designee and will not result in inordinate cost to the City:** This evaluation criterion does not apply; the proposal does not expand the Suburban Tier.

## Endnotes

[1] Booz Allen Hamilton. "Impacts of Rail Transit on Property Values." http://reconnectingamerica.org/assets/Uploads/bestpractice083.pdf

[2] Dukakis Center for Urban and Regional Policy. "Maintaining Diversity in America's Transit-Rich Neighborhoods: Tools for Equitable Neighborhood Change." October 2010. http://www.northeastern.edu/dukakiscenter/wp-content/uploads/2011/12/TRN_Equity_final.pdf

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