



CITY OF DURHAM | DURHAM COUNTY  
NORTH CAROLINA



ZONING MAP CHANGE REPORT

Meeting Date: March 21, 2016

Table A. Summary			
<b>Application Summary</b>			
<b>Case Number</b>	Z1400033	<b>Jurisdiction</b>	City
<b>Applicant</b>	Scott Bednaz	<b>Submittal Date</b>	October 27, 2014
<b>Project Name</b>	Straw Valley	<b>Site Acreage</b>	4.53
<b>Location</b>	5441 New Hope Commons Drive, in the northeast quadrant of the intersection of US 15-501 Highway and Interstate – 40		
<b>PIN(s)</b>	0800-03-01-5565, -8645, -11-0701		
<b>Request</b>			
<b>Proposed Zoning</b>	Mixed Use with a development plan (MU(D))	<b>Proposal</b>	Mixed use: office, residential, commercial
<b>Site Characteristics</b>			
<b>Development Tier</b>	Suburban Tier		
<b>Land Use Designation</b>	Commercial, Suburban Transit Area		
<b>Existing Zoning</b>	Office Institutional (OI) and Commercial Neighborhood (CN)		
<b>Existing Use</b>	Undeveloped, office, and retail		
<b>Overlay</b>	-MTC	<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 that this request is consistent with the <i>Comprehensive Plan</i> and other adopted policies and ordinances.		
<b>Planning Commission</b>	Approval 9-0, on January 12, 2016. The Planning Commission finds that the ordinance request is consistent with the adopted <i>Comprehensive Plan</i> . The Commission believes the request is reasonable and in the public interest and recommends approval based on comments received at the public hearing and the information in the staff report.		
<b>DOST</b>	No comments		
<b>BPAC</b>	See Attachment 7		
<b>Town of Chapel Hill</b>	See Attachment 8		

**A. Summary**

This is a request to change the zoning designation of three parcels of land totaling 4.53 acres from OI and CN to MU(D) for a proposed development with a mix of uses;

maximum of 25,000 square feet of office area, 50,000 square feet of commercial area, and a maximum of 50 residential units. The site is located at 5441 New Hope Commons Drive and 5420 and 5504 Durham-Chapel Hill Boulevard, in the northeast quadrant of the intersection of US 15-501 Highway and Interstate – 40 (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 Compact Neighborhood and presented a boundary that included the subject site (see Attachment 9) 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 implement the form-based zoning district called Compact Design which encourages a mix of uses and emphasizes pedestrian-oriented design (see Attachment 10).

## **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 requests for the MU district (Sec. 3.5.6.D, Sec. 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 regarding dedication of right-of-way, provision of accessible pedestrian ramps to cross New Hope Commons Drive at Hoffler

Lane, provision of a bus pull-out, concrete pad, and bus shelter along new Hope Commons Drive, and roadway improvements along Durham-Chapel Hill Boulevard, Mount Moriah Road and New Hope Commons Drive.

**Graphic Commitments.** Graphic commitments include the location of site access points, location of tree preservation areas, location of building and parking envelope, and location of relocated Hoffler Lane.

**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 the buildings developed on the site.

**Phasing Plan.** Phasing plans are required for a project located in a Suburban Transit Area as well as Mixed Use districts. The phasing plan for this project (text commitment #2) identifies that the project will be constructed in phases; the first phase uses being vertically integrated.

**Landscape Design Guidelines.** As a requirement of the Mixed Use district the applicant must establish a set of design guidelines that provide provisions for landscaping throughout the entire development ensuring that a common theme with consistent plant materials are utilized throughout the project. This standard is included on the cover sheet of the development plan (see Appendix D and Attachment 4).

**Determination.** The requested MU(D) zoning district and associated development plan meets or exceeds the applicable requirements of the UDO. If this zoning map change request is approved, the attached development plan (Appendix A, Attachment 4) establishes the level of development permitted on the property. This includes a maximum of 50 residential units and maximum of 50,000 square feet of commercial uses, and 25,000 square feet of office uses.

## 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 MU(D) zoning district is consistent with the Future Land Use Map of the *Comprehensive Plan* which designates this site as Commercial.

**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. The goal of the study is to recommend boundaries that would create a Compact Neighborhood Tier for these areas. Staff has presented recommendations to the public (see Attachments 9 and 10) 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 implement the form-based zoning district called Compact Design. Compact Design districts are intended to encourage a mix of uses and emphasize pedestrian-oriented design. However, as this planning process is ongoing, the subject request (case Z1400033) is consistent with the present future land use map of the *Comprehensive Plan*.

**Suburban Transit Area.** The site is within the Patterson Place Suburban Transit Area, so designated in 2005 with the adoption of the *Comprehensive Plan* when the plan recognized the location of the Patterson Place Station. *Comprehensive Plan* policies are to encourage development standards and densities supportive of transit in Suburban Transit Areas. The future land use designation for this area is Commercial. The proposal includes commercial as a committed future use in the proposed MU(D) district. Although the development plan does not commit to Compact Neighborhood Tier standards the request does propose a mix of uses with vertical integration in the first phase of development.

**Affordable Housing Goal.** Although not an adopted plan or policy, City Council passed a resolution (see Attachment 11) 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 station and endorse the objective of achieving at least fifteen (15%) of housing units within one 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 Patterson Place station area and found 1,001 total occupied housing units within a ½ mile radius. 231 of those units – or 23.1% – are considered affordable. The applicant proposes 50 new units as part of this request. None of the units proposed are designated as affordable units. If this request is approved and the maximum number of units built, the total units within the ½ mile radius would be 1,051, with 231 affordable units; a total of 22.0% assuming no other market rate or affordable units are built in the Patterson Place station area.

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

**Long Range Bicycle Plan Map 4.6.** A proposed side path is identified along the site frontage on US 15-501 Highway. This project, if approved, is not required to construct road improvements along US 15-501 and therefore does not warrant improvements associated with the side path identified in the adopted plan. Additionally, NCDOT does not typically permit these types of facilities within the right-of-way of limited access highways.

**New Hope Corridor Open Space Master Plan.** The site is within the *New Hope Corridor Open Space Master Plan* area; however, no specific recommendations have been made for this site.

## F. Site Conditions and Context

**Site Conditions.** The 4.53-acre site is comprised of three parcels and is located at 5441, 5420 New Hope Commons Drive and 5504 Durham-Chapel Hill Boulevard. The two eastern parcels, 5420 New Hope Commons Drive and 5504 Durham-Chapel Hill Boulevard are developed with one- and two-story structures primarily used for commercial purposes. The third, western-most parcel (5441 New Hope Commons Drive) is undeveloped with young hardwood trees, bamboo, and a mix of soft- and hardwood trees and slopes abruptly towards the interstate.

**Area Characteristics.** The site is within the Suburban Tier, Suburban Transit Area and located between New Hope Commons shopping center to the north and Durham-Chapel Hill Boulevard (US 15-501 Highway) to the south. 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 adjacent to the subject site on the south. 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 create future policy direction to implement the form-based zoning district called Compact Design which encourages a mix of uses and emphasizes pedestrian-oriented design.

Commercial is the predominant use in the area but some parcels are vacant/undeveloped commercial or office properties. The surrounding zoning districts include Residential Suburban (RS-20), Commercial Neighborhood (CN), Commercial Neighborhood with a development plan (CN(D)), Commercial Center with a development plan (CC(D)), Industrial Light (IL), Commercial General (CG); with the area also 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 MU(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 MU 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 decrease the traffic generation of the subject site by 2,453 daily trips, decrease the students generated from the proposed use by two students, and increase the estimated water demand of the site by 8,285 gallons per day. The existing infrastructure has available capacity to meet these increases.

## H. Staff Analysis

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

## 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:

- Town of Chapel Hill
- Inter-Neighborhood Council
- Friends of Durham
- Unity in the Community for Progress

## K. Summary of Planning Commission Meeting January 12, 2016 (Case Z1400033)

**Zoning Map Change Request:** Office Institutional (OI) and Commercial Neighborhood (CN) to Mixed Use with a development plan (MU(D)). PIN(s) 08700-03-01-5565, -8645, -11-0701.

**Staff Report:** Ms. Wolff presented Z1400033.

**Public Hearing:** Chair Harris opened the public hearing. One person spoke in support and no one spoke in opposition. Chair Harris closed the public hearing.

**Commission Discussion:** The discussion focused on traffic and incorporating affordable housing units into the proposal.

**MOTION:** Recommend approval of Z1400033. (Buzby, Hyman, 2<sup>nd</sup>)

**ACTION:** Carried, 9-0.

**FINDINGS:** The Planning Commission finds that the ordinance request is consistent with the adopted *Comprehensive Plan*. The Commission believes the request is reasonable and in the public interest and recommends approval based on comments received at the public hearing 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 7. BPAC Comments 8. Town of Chapel Hill Comments
Appendix B	Site History	Attachments: 9. Patterson Place Recommended Tier Boundary 10. Patterson Place Recommended Changes
Appendix C	Review Requirements	N/A
Appendix D	Unified Development Ordinance	Table D1: Designation Intent Table D2: District Requirements Table D3: Environmental Protection Table D4: Project Boundary Buffers Table D5: Summary of Development Plan
Appendix E	Adopted Plans	Table E: Adopted Plans Attachments: 11. Affordable Housing Around Transit Resolution
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

<b>Table K. Supporting Information</b>		
		Table G6: Water Impacts Attachments: 12. COD TIA Memo 13. NCDOT TIA Memo
Appendix H	Staff Analysis	N/A
Appendix I	Contacts	N/A
Appendix J	Notification	N/A
Appendix K	Summary of Planning Commission Meeting	Attachments: 14. Planning Commissioner's Written Comments 15. Ordinance Form 16. 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

## **Appendix B: Site History**

Attachments:

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

## 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>-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 – 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: 50 units Office: 25,000 square feet Parking Structure: 50,000 square feet
<b>Minimum Site Area (acres)</b>	6.11.7.B.1	4	4.53
<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	18	11.55
<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	50 if shown	50
<b>Minimum Street Yard (feet)</b>	6.11.7.G.3	8	8
<b>Open Space</b>	6.11.7.H	2% (0.09 acres)	2% (0.09 acres)
<b>Bus Shelter</b>	6.11.7.N.1	Construct bus shelter if adjacent to transit line	Construction a bus shelter per text commitment #5

<b>Table D3. Environmental Protection</b>			
<b>Tree Coverage</b>	8.3.1C	10% (0.43 acres)	150 (0.43 acres)

Table D4. Project Boundary Buffers			
Cardinal Direction	Adjacent Zone	Required Opacity	Proposed Opacity
North	CC(D)	N/A (right-of-way greater than 60 feet)	N/A
	CC(D)	0.2/0.6	0.6 (30 feet)
East	IL	0.2/0.6	0.6 (30 feet)
South	CN	N/A (right-of-way greater than 60 feet)	N/A
West	RS-20	N/A (right-of-way greater than 60 feet)	N/A

Table D5. Summary of Development Plan		
Components	Description	Development Plan Sheet
Required Information	<b>Intensity/Density.</b> 50 residential units (11.55 DU/Ac.), 25,000 square feet of office, 50,000 square feet of commercial	DP-0
	<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> Five (5) access points have been identified.	DP-2
	<b>Dedications and Reservations.</b> See Text Commitments.	DP-0
	<b>Impervious Area.</b> 100% = 4.33 acres.	DP-2
	<b>Environmental Features.</b> None.	N/A
	<b>Areas for Preservation.</b> None.	N/A
	<b>Tree Coverage.</b> 10% = 0.43 acres.	DP-2

<b>Table D5. Summary of Development Plan</b>		
<b>Graphic Commitments</b>	Location of access points. Location of tree preservation areas. Location of building and parking envelope. Location of relocated Hoffler Lane.	DP-2
<b>Text Commitments</b>	<ol style="list-style-type: none"> <li>1. The following roadway improvements must be constructed prior to the issuance of any certificate of occupancy. A traffic analysis (TIA) dated 10/24/2015 was prepared by VHB. The following improvements are required:               <ol style="list-style-type: none"> <li>A. <u>Durham-Chapel Hill Boulevard (US 15-501) and Mt. Moriah Road</u> <ol style="list-style-type: none"> <li>1. Construct an additional southbound right-turn lane with adequate storage and appropriate tapers on Mt. Moriah at Durham-Chapel Hill Boulevard (US 15-501).</li> </ol> </li> <li>B. <u>Mt. Moriah Road and New Hope Commons Drive</u> <ol style="list-style-type: none"> <li>1. Construct a two-phase traffic signal with steel poles and mast arms to control eastbound New Hope Commons Drive, southbound Mt. Moriah Road, and the northbound left turn on Mt. Moriah Road (subject to MUTCD warrants and approval by NCDOT).</li> <li>2. Remove the existing left-turn lane on New Hope Commons Drive and restrict the eastbound movement to right turns.</li> <li>3. Revise the existing median on Mt. Moriah Road to a left-over type median which will permit northbound left turn from Mt. Moriah Road and restrict eastbound and westbound New Hope Commons Drive to right turns only.</li> </ol> </li> <li>C. <u>New Hope Commons Drive and Site Access #3 (realigned Hoffler Lane)</u> <ol style="list-style-type: none"> <li>1. Relocate Hoffler Lane to the east side of the site to provide access to the site from New Hope Commons Drive (Site Access #3) while maintaining public vehicle access from New Hope Commons Drive to the Durham-Chapel Hill Boulevard Service Road on the north side of US 15-501.</li> <li>2. Construct the realigned Hoffler Lane (Site Access #3) with one ingress lane and one egress lane.</li> </ol> </li> </ol> </li> </ol>	DP-0

	<p>2. Phasing Plan:</p> <p>This project will be constructed in phases. Phase 1 will include vertically integrated residential development consisting of a minimum of one and a maximum of 50 residential units as well as a minimum of 1,000 square feet of nonresidential. Following Phase 1, Phase 2 will include the office development consisting of a minimum of 1,000 square feet and a maximum of 25,000 square feet and the commercial development consisting of a minimum of 1,000 square feet and a maximum of 50,000 square feet. Each phase will include the utility services required to adequately provide service to each phase.</p> <p>3. Prior to the issuance of any building permit, dedicate an additional 25 feet of right-of-way from the existing Hoffler Lane right-of-way to the eastern zoning boundary along Durham Chapel Hill Boulevard (US 15-501).</p> <p>4. Prior to the issuance of a certificate of occupancy, provide accessible ramps for pedestrians to cross new Hope Commons Drive at Hoffler Lane.</p> <p>5. Prior to the issuance of a certificate of occupancy, subject to a determination by City of Durham, 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 specification along the New Hope Commons Drive adjacent to the site.</p>	
<b>SIA Commitments</b>	None provided	N/A
<b>Design Commitments (summary)</b>	<p><b>Architectural Style.</b> Mid-century modern style.</p> <p><b>Rooflines.</b> Combination of shed and flat roofs.</p> <p><b>Building Materials.</b> Two or more of the following: synthetic wood, brick, tile, and glass.</p> <p><b>Distinctive Features.</b> Buildings will be oriented around a central courtyard area and include a combination of storefront windows and punched openings.</p> <p><b>Context.</b> Extend commercial retail activity along 15-501 to the south and compliment the neighboring retail with a mix of uses including residential.</p>	DP-0
<b>Landscape Design Guidelines</b>	<p>Ensure a common theme of using plant types throughout the development that are drought tolerant, native or naturalized, and evocative of maintained landscapes in the vicinity of the project. The project will use plan materials specifically suited to site-specific factors such as soils, solar exposure, root area, micro-climate, moisture availability, form and color as determined by the project landscape architect. The use of invasive plant species will be prohibited.</p>	DP-0

## Appendix E: Adopted Plans Supporting Information

<b>Table E. Adopted Plans</b>	
<b>Comprehensive Plan</b>	
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>8.1.2h</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 4-6 shows a proposed sidepath 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. There are no specific recommendations related to the subject site.	

### Attachments:

11. Affordable Housing Around Transit Resolution

## Appendix F: Site Conditions and Context Supporting Information

Table F. Site Context			
	Existing Uses	Zoning Districts	Overlays
North	Commercial	CC(D)	MTC
East	Industrial, commercial	IL, CG(D)	MTC
South	Commercial	CN(D)	MTC
West	Interstate right-of-way	RS-20	MTC

## Appendix G: Infrastructure Supporting Information

Table G1. Road Impacts		
Mt. Moriah Road 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.		
Affected Segments	Mt. Moriah Road	US 15-501
Current Roadway Capacity (LOS D) (AADT)	13,300	62,900
Latest Traffic Volume (AADT)	5,300	46,000
Traffic Generated by Present Designation (average 24 hour)*	4,987	
Traffic Generated by Proposed Designation (average 24 hour)**	2,534 (103% of TIA)	
Impact of Proposed Designation	-2,453	

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

Mt. Moriah 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)** – OI: 18,000 sf medical/dental office (0.19 FAR), CN: two fast-food restaurants with drive-up windows (each 4,500 sf).

**\*\*Assumption- (Max Use of Existing Zoning)** – Per TIA: 21,055 sf retail, 16,300 sf office, 11,450 sf quality restaurant, and 50 townhome/condo units.

Attachments:

12. COD TIA Memo
13. NCDOT TIA Memo

Table G2. Transit Impacts
Transit service is provided within one-quarter mile of the site at the adjacent New Hope Commons Shopping Center via DATA Route 10A and Triangle Transit Route 400.

<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 10 students if this request is approved. This represents a decrease of two students from the existing zoning. Durham Public Schools serving the site are Creekside Elementary School, Githens Middle School, and Jordan High School.			
Students	Elementary School	Middle School	High School
<b>Current Building Capacity</b>	16,348	7,790	10,333
<b>Maximum Building Capacity (110% of Building Capacity)</b>	17,983	8,569	11,366
<b>20<sup>th</sup> Day Attendance (2015-16 School Year)</b>	15,939	7,046	10,375
<b>Committed to Date (October 2012 – September 2015)</b>	498	203	205
<b>Available Capacity</b>	1,546	1,320	786
<b>Potential Students Generated – Current Zoning *</b>	6	3	3
<b>Potential Students Generated – Proposed Zoning **</b>	6	2	2
<b>Impact of Proposed Zoning</b>	0	-1	-1

\*Assumption- (Max Use of Existing Zoning) – OI: 23 apartments, CN: 19 single-family units

\*\*Assumption- (Max Use of Existing Zoning) – MU(D): 50 apartments

<b>Table G6. Water Supply Impacts</b>	
This site is estimated to generate a total of 13,875 GPD if developed to its maximum potential with the proposed zoning district. This represents an increase of 8,285 GPD over the existing zoning district.	
<b>Current Water Supply Capacity</b>	37.00 MGD
<b>Present Usage</b>	21.27 MGD
<b>Approved Zoning Map Changes (October 2012 – September 2015)</b>	0.88 MGD
<b>Available Capacity</b>	14.85 MGD
<b>Estimated Water Demand Under Present Zoning*</b>	5,590 GPD
<b>Potential Water Demand Under Proposed Zoning**</b>	13,875 GPD
<b>Potential Impact of Zoning Map Change</b>	+8,285

Notes: MGD = Million gallons per day

\*Assumption- (Max Use of Existing Zoning) – OI: 23 apartments, CN: 19 single-family units

\*\*Assumption- (Max Use of Existing Zoning) – MU(D): 50 apartments, 50,000 square feet commercial, 25,000 square feet office

<b>Table G7. Affordable Housing Impacts</b>	
The proposed zoning permits an additional 50 dwelling units. This reduces the number of affordable housing units to 22.0% within the Patterson Place station area. This is above the stated goal of 15% in the “Affordable Housing Near Transit” Resolution (Attachment 11).	
<b>Total Occupied Housing Units (Patterson Place Station Area**)</b>	1,001
<b>Affordable Occupied Housing Units (Patterson Place Station Area)*</b>	231 (23.1%)
<b>New Units Under Proposed Zoning</b>	50
<b>Affordable Units Under Proposed Zoning</b>	0
<b>Total Units with Proposed Zoning</b>	1,051
<b>Affordable Units with Proposed Zoning</b>	231 (22.0%)

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

\*\*Occupied residential within 1/2mile of the station

## Appendix K: Summary of Planning Commission Meeting

Attachments:

14. Planning Commissioner’s Written Comments
15. Ordinance Form
16. Consistency Statement