Leigh Village 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 Leigh Village light rail station. Opportunities, challenges and potential impacts of the proposed Compact Neighborhood Tier will be evaluated.

Existing Land Use and Development

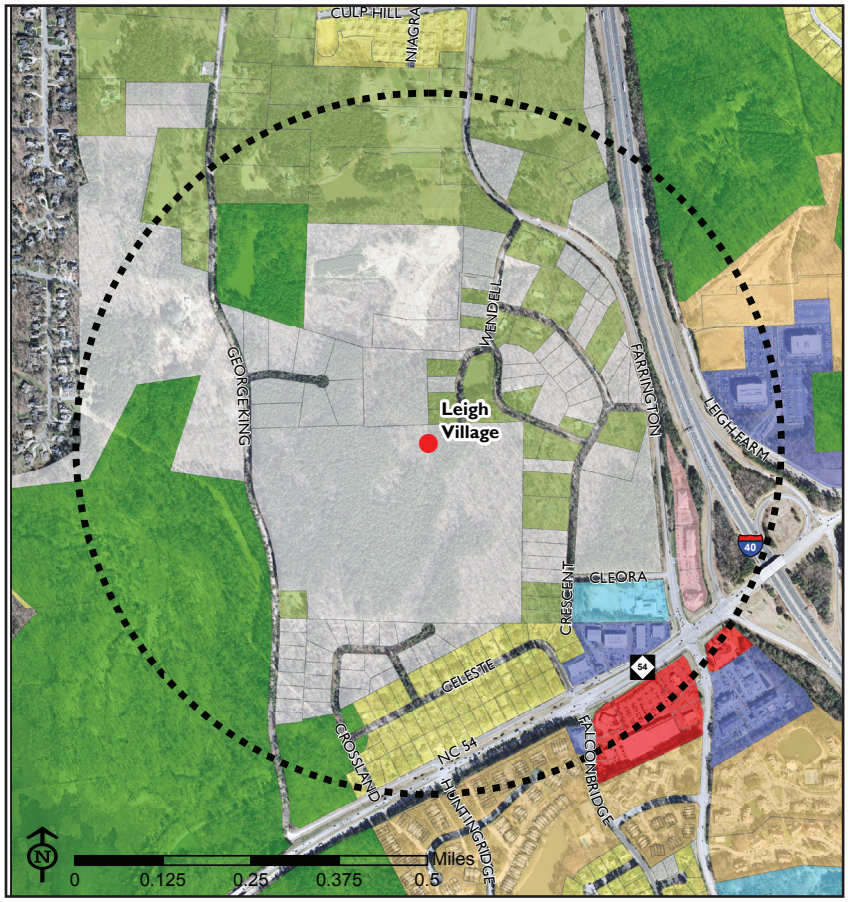
Despite its central location between the Research Triangle Park, the University of North Carolina at Chapel Hill, and rapidly growing populations in southern Durham, Wake and Chatham counties, the area immediately surrounding the proposed Leigh Village station has remained largely low density suburban development with a semi-rural character. Highway oriented commercial and office developments are located at the intersection of NC Highway 54 and Farrington Road, although traffic congestion has become so onerous that there is an approaching limit to the amount of development that can be accommodated in this area before major improvements to the roadways will be required. A significant amount of land remains undeveloped in the vicinity of the proposed LRT station, causing Leigh Village to be one of the last opportunities for greenfield development along the D-O LRT corridor. 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 proposed Leigh Village station as a 356-acre Suburban Transit Area. Plans for a light rail station in this location have not dramatically changed since the Suburban Transit Area was established in 2005; however, additional transportation studies have been completed and conversion from a Suburban Transit Area to a Compact Neighborhood Tier needs to be considered, along with re-assessment of the boundaries.

Staff recommends five amendments to the Future Land Use Map: Development Tier, Future Land Use Designations, Eastwood Park, Villa Pinea, and 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
- Vacant
- Suburban Commercial Center
- Suburban Office Center
- Rural Living

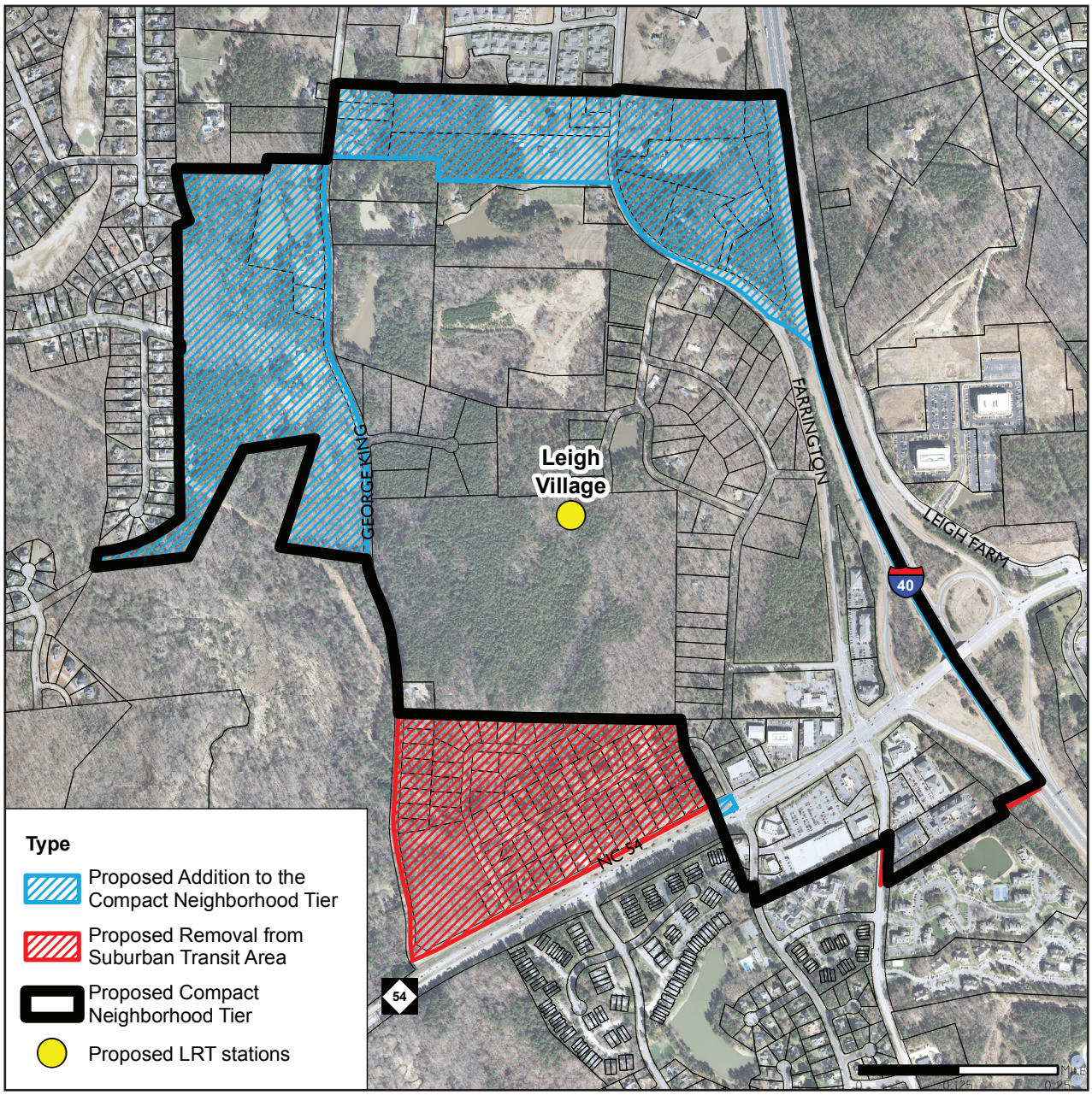
Land Use descriptions are provided in Appendix K.

Land Use Type	Acres	Percent of Half Mile Area
Vacant	200.2	40%
Right-of-Way	80.7	16%
Rural Living	79.2	16%
Parks and Open Space	79.1	16%
Small Lot Residential Neighborhood	22.5	4%
Suburban Office Center	12.8	3%
Multi Family Residential Neighborhood	11.0	2%
Suburban Commercial Center	5.2	1%
Civic	5.0	1%
Neighborhood Commercial Center	4.4	1%
Total	**500**	**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, an approximately 53-acre area on the north side of NC Highway 54 (Eastwood Park and Chapel Creek neighborhoods) is recommended to be removed from the Suburban Transit Area, while approximately 115 acres is recommended to be added to the Compact Neighborhood Tier, located generally west of George King Road and south of the Culp Arbor neighborhood. The changes result in a Compact Neighborhood Tier of approximately 423 acres.

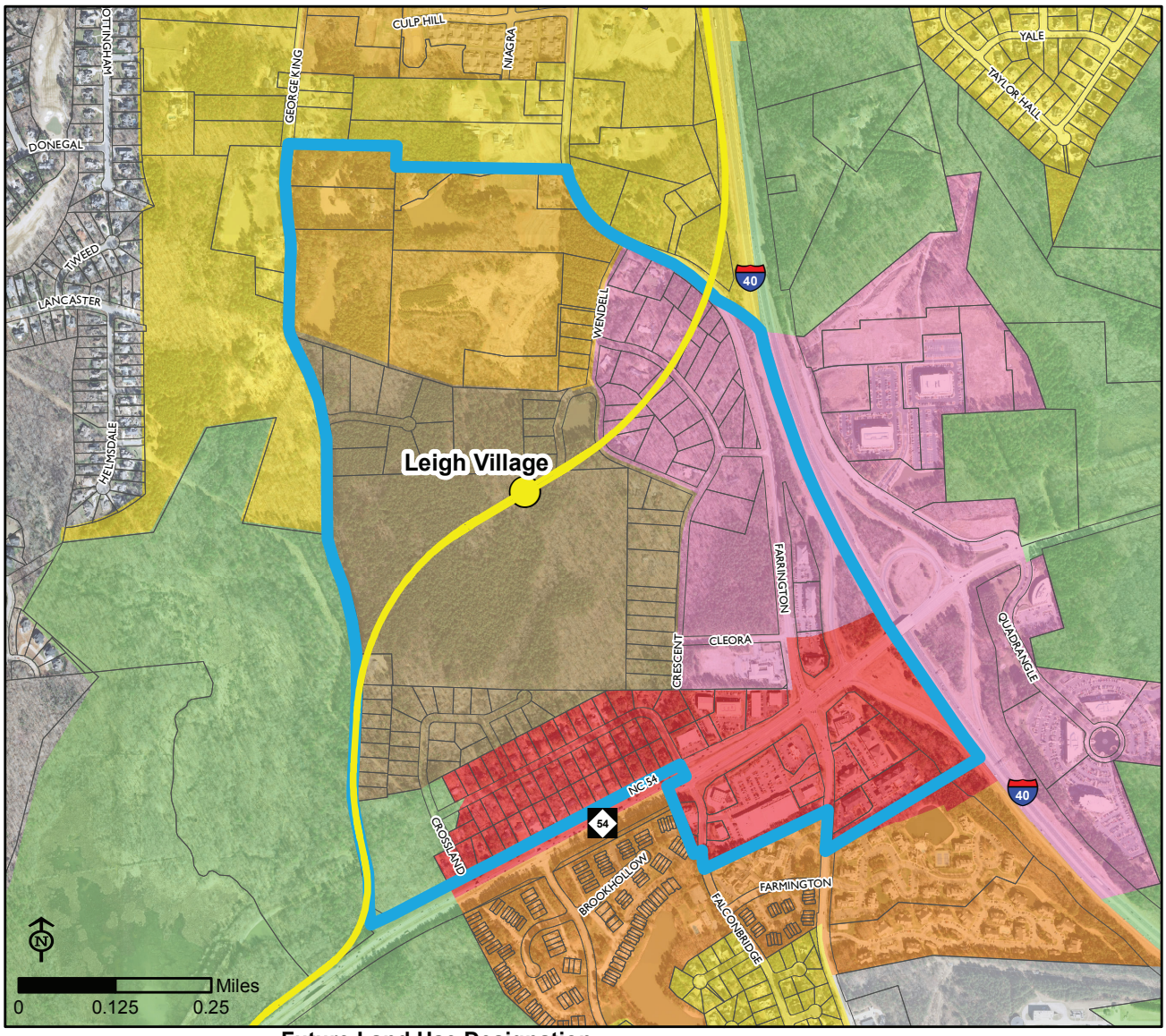
Figure 2: Proposed Development Tier Changes



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

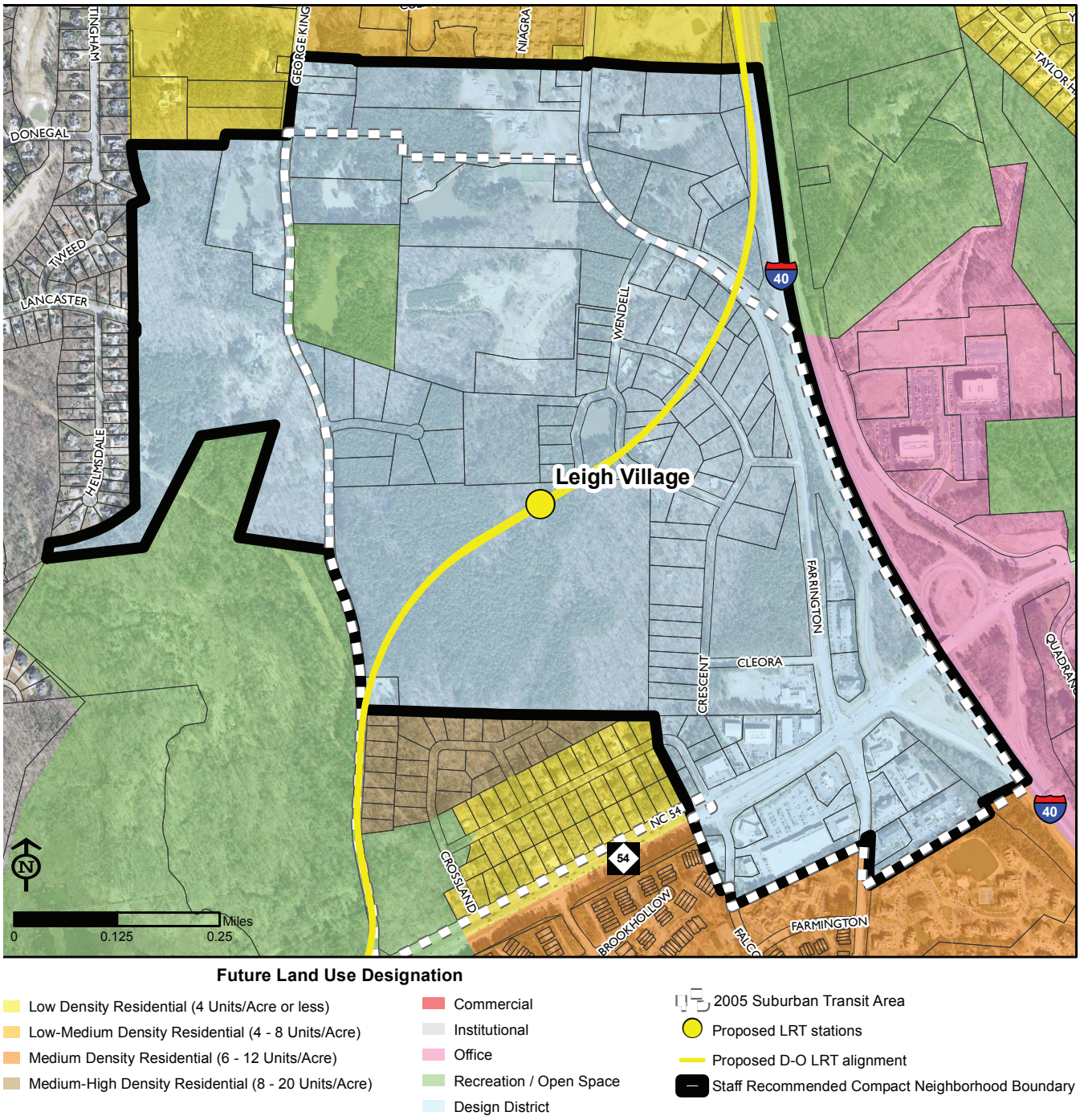


Future Land Use Designation

- Low Density Residential (4 Units/Acre or less)
- Low-Medium Density Residential (4 - 8 Units/Acre)
- Medium Density Residential (6 - 12 Units/Acre)
- Medium-High Density Residential (8 - 20 Units/Acre)
- Commercial
- Institutional
- Office
- Recreation / Open Space
- LRT station
- D-O LRT alignment
- 2005 Suburban Transit Area

This proposal would convert 53 acres of Commercial, 115 acres of Low Density Residential, 58 acres of Low-Medium Density Residential, 109 acres of Medium-High Density Residential, and 75 acres of Office to Design District.

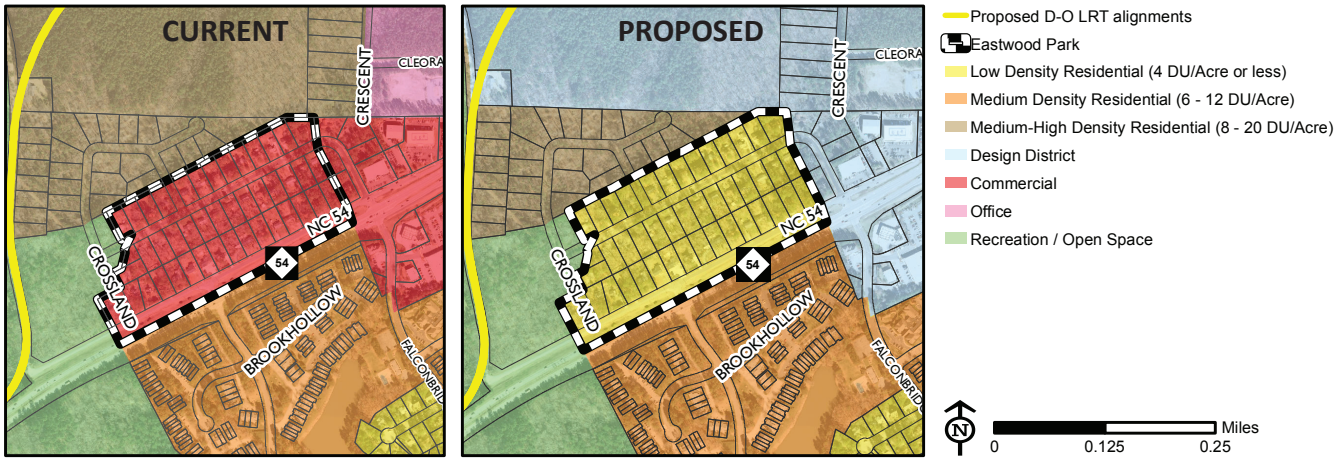
Figure 4: Proposed Future Land Use Map



Proposed Change: Eastwood Park

Amend the future land use designation shown in Figure 5 from Commercial to Low Density Residential (4 DU/Ac. or Less). Eastwood Park/ Celeste Circle is an established single-family neighborhood, mostly built in the 1960s. A commercial designation of the neighborhood could encourage strip development along NC Highway 54 and could detract from the core of the transit area. This action would implement a recommendation from the NC 54/I-40 Corridor Study, adopted by the DCHC Metropolitan Planning Organization in 2010.

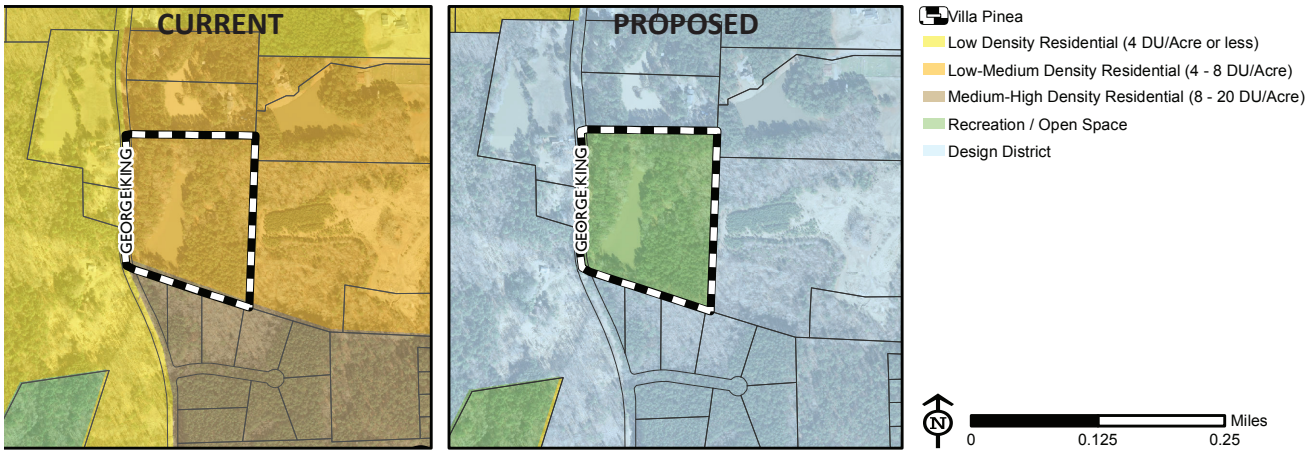
Figure 5: Eastwood Park Proposed Future Land Use Change



Proposed Change: Villa Pinea

Amend the future land use designations shown in Figure 6 from Low-Medium Density Residential (4-8 dwelling units/acre) to Recreation and Open Space. The North Carolina Botanical Garden Foundation owns this property and holds a permanent conservation easement. Consistent with policy 2.1.3b. of the Durham Comprehensive Plan, privately-owned conservation lands held by local land trusts are defined as Recreation and Open Space.

Figure 6: Villa Pinea Proposed Future Land Use Change



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.

Opportunities and Challenges for Compact Neighborhood Development

The transition of Leigh Village into a walkable mixed use neighborhood will not happen overnight, and will be dependent on the pace of private development interest. As a nearly greenfield site, there are numerous challenges and opportunities:

Challenges:

- Traffic congestion and insufficient transportation infrastructure. A rising level of traffic congestion along NC 54 is becoming increasingly problematic. With few viable alternate routes to access destinations like UNC-Chapel Hill from southern Durham, eastern Chatham and Wake counties, this corridor is one of the busiest in the state. The NC 54/I-40 Corridor Study presents a number of multi-modal recommendations to alleviate congestion and facilitate development around transit nodes, but many of these projects are not yet funded and several decades from construction.
- Extending public utilities. Most of the proposed Compact Neighborhood Tier is located outside of Durham city limits, and therefore, does not receive public utilities like water and sewer. Development consistent with the vision for a Compact Neighborhood would require annexation into the City of Durham and major extensions of public utilities to the area.
- Coordinating and phasing development. As previously mentioned, Leigh Village is perhaps the last greenfield site along the D-O LRT corridor. While this is an opportunity, encouraging coordination and proper phasing amongst multiple developers is crucial, but represents a significant challenge in the absence of a master development plan.

Opportunities:

- Large, undeveloped 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 Little Creek corridor. While 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 NC Highway 54 provide good access.

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 7, in general, it includes undeveloped and vacant land, as well as rural density residential, and already-built non-residential uses like offices and shopping centers. Important environmental areas and large 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.

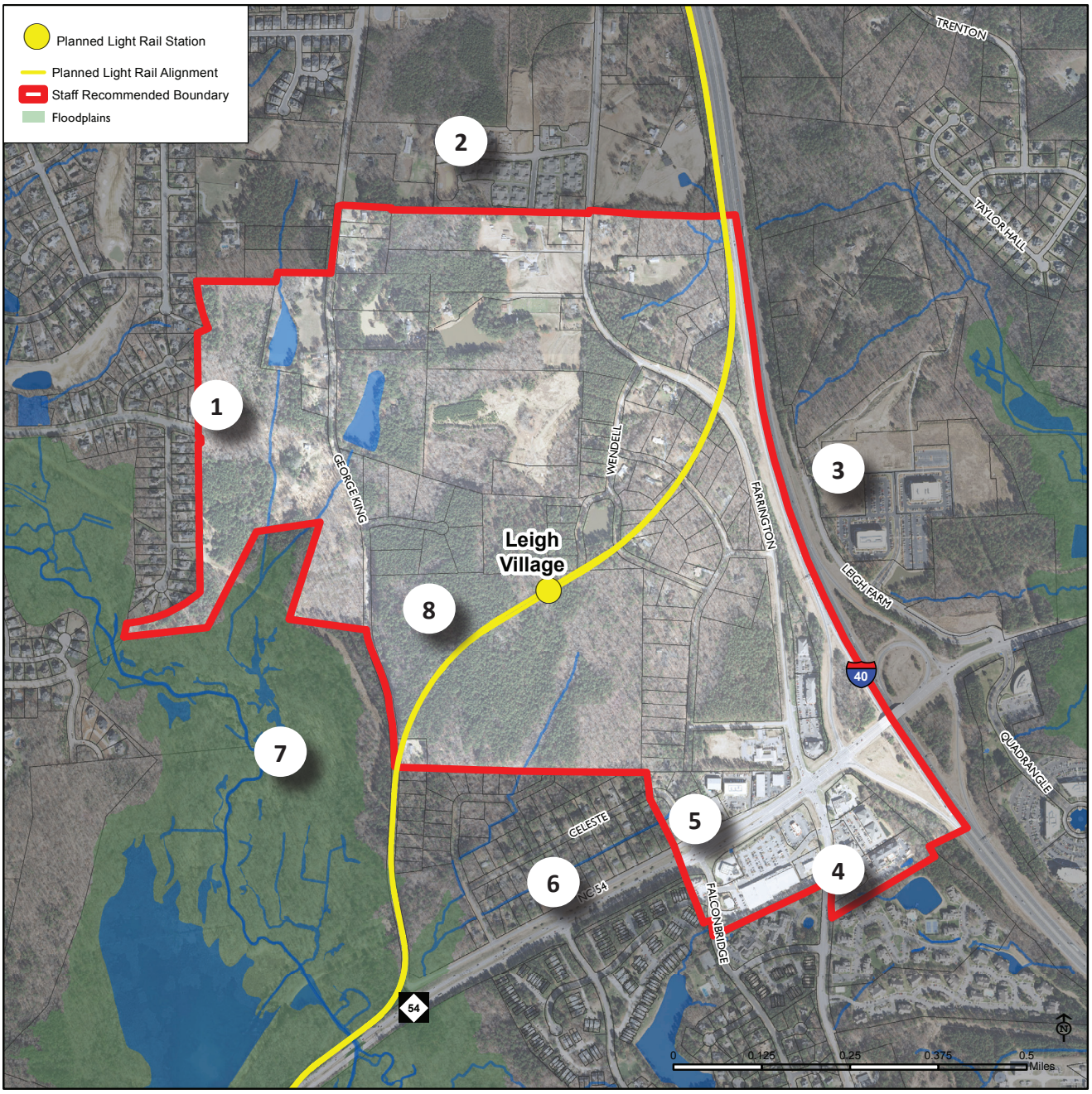
Staff believes the proposed boundaries for the Leigh Village Compact Neighborhood Tier are consistent with numerous city and county goals and policies. For many of the reasons outlined in the introduction, the Durham Comprehensive Plan includes goals, objectives, and policies in support of Compact Neighborhoods 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.

Much of the area identified to be a part of the Compact Neighborhood Tier is already a part of the Suburban Transit Area and called out to be a mix of non-residential and higher density residential on the Future Land Use Map. While the proposed change is largely consistent with previously adopted policies for future growth, new development patterns (higher density, mix of uses) are likely to be dramatically different than what exists there today.

Figure 7: 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. Meadowmont Farms Tract. The Meadowmont Farms tract is proposed to be the western boundary of the Compact Neighborhood Tier, and most of the site is within the 1/2 mile walk zone from the proposed light rail station. Facilitating development on this property will enhance vehicle and pedestrian connectivity between the station and neighborhoods to the west in the Town of Chapel Hill.

2. Northern Edge. The northern boundary of the proposed Compact Neighborhood Tier generally corresponds with the edge of the 1/2 mile walk zone and with input from a community meeting held in April 2015. The boundary excludes the Villas at Culp Arbor development, which is approved and built for a relatively low density, as well as the historic Patterson Mill Store.

3. Interstate 40. The Palladian Office Park is not included in the proposed Compact Neighborhood Tier because Interstate 40 and the NC 54/I-40 interchange create severe barriers for pedestrian access.

4. Falconbridge Shopping Center. The commercial area south of NC 54 is somewhat separated from the rest of the proposed Compact Neighborhood Tier, however, the proposed change to the Farrington Road and Falconbridge/Celeste Circle intersections with NC 54 will enhance pedestrian connectivity across the highway. This could make the area conducive to transit-supportive development.

5. North/South Collector Street. The easternmost portion of Celeste Circle is planned to be incorporated into a future collector street connecting the south side of NC 54 to the north side where the planned LRT station is located.

6. Eastwood Park. The Eastwood Park/Celeste Circle neighborhood is an established single-family neighborhood with single-family zoning but is wtihin the current Suburban Transit Area boundary. There was strong consensus from the community to leave this area out of the Compact Neighborhood and to change the Future Land Use Designation to residential (as addressed in previous sections).

7. Little Creek Bottomlands. Public entities including the Army Corps of Engineers own and manage the Little Creek Bottomlands, an area identified as a Natural Heritage Area, important for its role in wildlife habitat and migration, flood control and water quality management. The proposed Compact Neighborhood Tier does not infringe into lands owned by the Army Corps. Preserving significant natural environments is vital, and stringent regulations will restrict development in floodplains.

8. Undeveloped Land. Particularly near the proposed light rail station, there are several large and underutilized parcels that offer tremendous opportunity for transit-supportive development consistent with the goals of the Compact Neighborhood Tier.

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 8)

Whenever proposals to increase density are on the table, a common concern is that it will negatively impact environmental systems. Many natural features of this area remain intact, including important protected areas like the Little Creek Bottomlands. Public entities including the Army Corps of Engineers own and manage the 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. A small portion of the natural heritage area associated with Little Creek Bottom Lands and Slopes has an overlapping boundary with the proposed Compact Neighborhood Tier. The Little Creek Bottomlands and Slopes, largely preserved by public entities, have been ranked as a moderately important natural community.

Impervious Surface Area. A relatively small percentage of the area has been converted to impervious surface (approximately 20%). Approximately 200 acres of land remain vacant. If this land redevelops, there is a limit to the amount of land 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 trees and vehicular use landscaping.

Riparian Buffers. The entirety of the proposed Compact Neighborhood Tier is 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.

Villa Pinea. The North Carolina Botanical Garden Foundation, the membership support organization of the North Carolina Botanical Garden of the University of North Carolina, owns and holds a conservation easement for a 12-acre property east of George King Road, known as Villa Pinea. As described in the conservation easement, the site contains a mixed deciduous mesic hardwood forest.

The property's inclusion in the Compact Neighborhood Tier would not alter the NC Botanical Garden Foundation's legal obligation to

preserve the land described in the conservation easement. The easement outlines appropriate activities to take place on the property, including "scenic enjoyment by the general public, specifically the use of the Property to educate the public about a variety of exotic and native species, to provide open space, to maintain existing tree and plant species, and to ensure a physical connection in perpetuity between the Property and adjacent government administered property known as the Little Creek Water Fowl Impoundment."

Members of the Botanical Garden staff and Foundation Board have expressed concern that development of land within the proposed Compact Neighborhood Tier boundary could have a negative effect on the Foundation's mission to, "ensure a physical connection" between Villa Pinea and the Little Creek Bottomlands. Planning staff understands these concerns; however, the properties are not immediately adjacent to each other and thus, the physical connection cannot be legally ensured under the auspices of the Villa Pinea conservation easement.

As previously noted, Planning staff recommends the Villa Pinea property be designated as Recreation and Open Space on the Future Land Use Map. This is consistent with Comprehensive Plan policies regarding permanent conservation easements (Policy 2.3.1b). A physical connection to the Little Creek Bottomlands is achievable through means outside of this planning process:

- State law and UDO standards already require the maintenance of a riparian buffer of 50 feet on either side of a stream that connects Villa Pinea to the Little Creek Bottomlands.
- Easement negotiations amongst private land owners.

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 only 14.8% of occupied housing within a ½ mile of the Leigh Village Station is affordable to those earning 60% or less of Area Median Income. In order to meet the City Council's goal that at least 15% of all housing units be affordable, before any city-initiated rezoning occurs, regulatory and financial tools should be in place to provide incentive for developers to meet those standards.

Through its Affordable Housing and Transit initiatives, the City is taking steps to preserve affordability. Enterprise Community Partners has been selected to consult the City in developing affordable housing strategies in the transit corridor. Strategies that may be considered include, but are not limited to, land banking, the use of publicly-owned land, and the creation of a housing trust fund. Strategies should be fully studied and implementation underway prior to any city-initiated zoning of Compact Neighborhoods.

Figure 8: Leigh Village Environmental Features

Transportation

The area around the Leigh Village station is sparsely developed, yet nearby is one of the most congested corridors in the state: NC Highway 54. In 2010 the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) completed a comprehensive study of the NC 54/I-40 Corridor that recommended a variety of intersection, roadway, transit, parking, bicycle and pedestrian improvements to make the corridor more efficient for commuters and to better serve destinations along the way. The ultimate success of Leigh Village as a Compact Neighborhood largely hinges on addressing congestion and building a network of streets, sidewalks, and bike facilities.

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 LOS E, with some congestion, is acceptable. The policy for state roads is to maintain LOS D, which allows for faster traffic flow.

As part of a long range transportation planning effort, the DCHC MPO conducts a Deficiency Analysis to demonstrate which roadways will exceed 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 Leigh Village Compact Neighborhood Tier, the Deficiency Analysis is the best proxy.

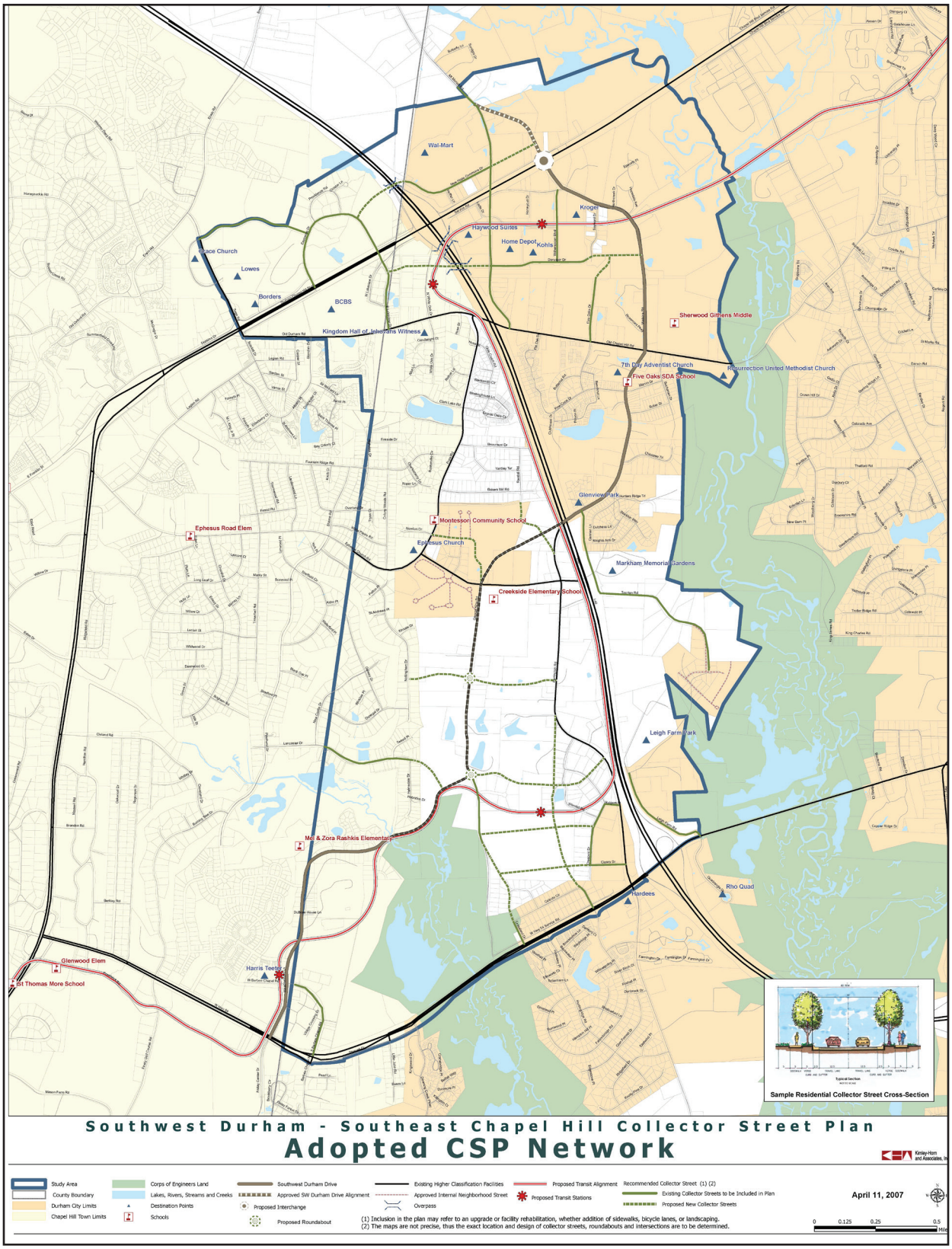
The Deficiency Analysis assumes population and employment figures from the year 2040 on the current transportation network in order to highlight what roads will need future improvements. While the volume of traffic is expected to increase to some degree on every roadway, listed below are roads where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

- NC Highway 54 (Friday Center Drive to Interstate 40)
- Farrington Road (NC 54 to I-40)

Collector Street Plan. One of the primary reasons NC 54 experiences congestion is because it serves both regional trips traveling through the corridor and local trips destined within the corridor. The NC 54/I-40 Corridor Study suggests that “providing more connections between local streets will help provide more route choices for local trips, reducing the need to travel on NC 54.” The Southwest Durham County and Southeast Chapel Hill Collector Street Plan proposes a network of streets crossing through the proposed Leigh Village Compact Neighborhood, shown in Figure 9.

The platting and eventual build-out of the collector street network will form the foundation of a local street grid and will help to define future development tracts. Currently, the Collector Street Plan is implemented incrementally by private development. For example, when the Chapel Creek project east of George King Road was seeking development approvals, the developer was required to reserve right-of-way for the proposed new alignment of George King Road.

Figure 9: Southwest Durham and Southeast Chapel Hill Collector Street Plan



NC Highway 54/I-40 Corridor Study. Four major roadway proposals emerged from the NC 54/I-40 Corridor Study to help address congestion, safety and land use access on NC 54 in the vicinity of the proposed Leigh Village Compact Neighborhood (Figure 10):

- *Upgrading the roadway corridor.* Widen NC 54 from four-lanes to six-lanes from I-40 to Barbee Chapel Road. This project is included in the State Transportation Improvement Program and expected to start in 2023.
- *Farrington Road Overpass.* Convert the at-grade (i.e. on ground) intersection to a grade-separated (i.e. bridge) with Farrington Road flying over NC 54. This project is included in the State Transportation Improvement Program and is expected to start in 2023.
- *Upgrading the 54-40 interchange.* A variety of measures including a slip ramp from Farrington Road to eastbound I-40, a partial cloverleaf at the I-40 eastbound off-ramp, and widening the westbound I-40 off-ramp to two lanes. These projects are included in the State Transportation Improvement Program and are expected to start in 2023.
- *Falconbridge Interchange.* Convert the intersection to an overpass with ramps onto eastbound and westbound NC 54. Extending Falconbridge to the north would create a direct connection with the Leigh Village Station. This project was not included in the State Transportation Improvement Program; however, it is included in the DCHC MPO's Metropolitan Transportation Plan, with an expected 2030 time-horizon.

Figure 10: Conceptual Roadway Designs from the NC54/I-40 Corridor Study

Street Cross-Section Design Guidelines. As part of a larger revision to the Unified Development Ordinance, the Planning Department is working to develop 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.

Pedestrian and Bicycle. The proposed Leigh Village Compact Neighborhood is almost completely lacking sidewalks and bike facilities. There are a few fragmented sections along the NC 54 frontage road, Farrington Road, and Cleora Drive. The Durham Walks! Pedestrian Plan and the Durham Comprehensive Bicycle Plan recommend additional segments of sidewalks and bike facilities, as can be seen in Figure 11 and 12; however, most future sidewalks and bike lanes will be built as a result of implementation of the Collector Street Plan. All collector streets are expected to have sidewalks and bike accommodations.

In addition to pedestrian and bicycle infrastructure, the Little Creek Connector Trail is included in the Durham Trails and Greenways Master Plan (Figure 12). GoTriangle has also committed to constructing a multi-use path running parallel to the LRT corridor.

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 of 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 11: Existing and Proposed Pedestrian Network

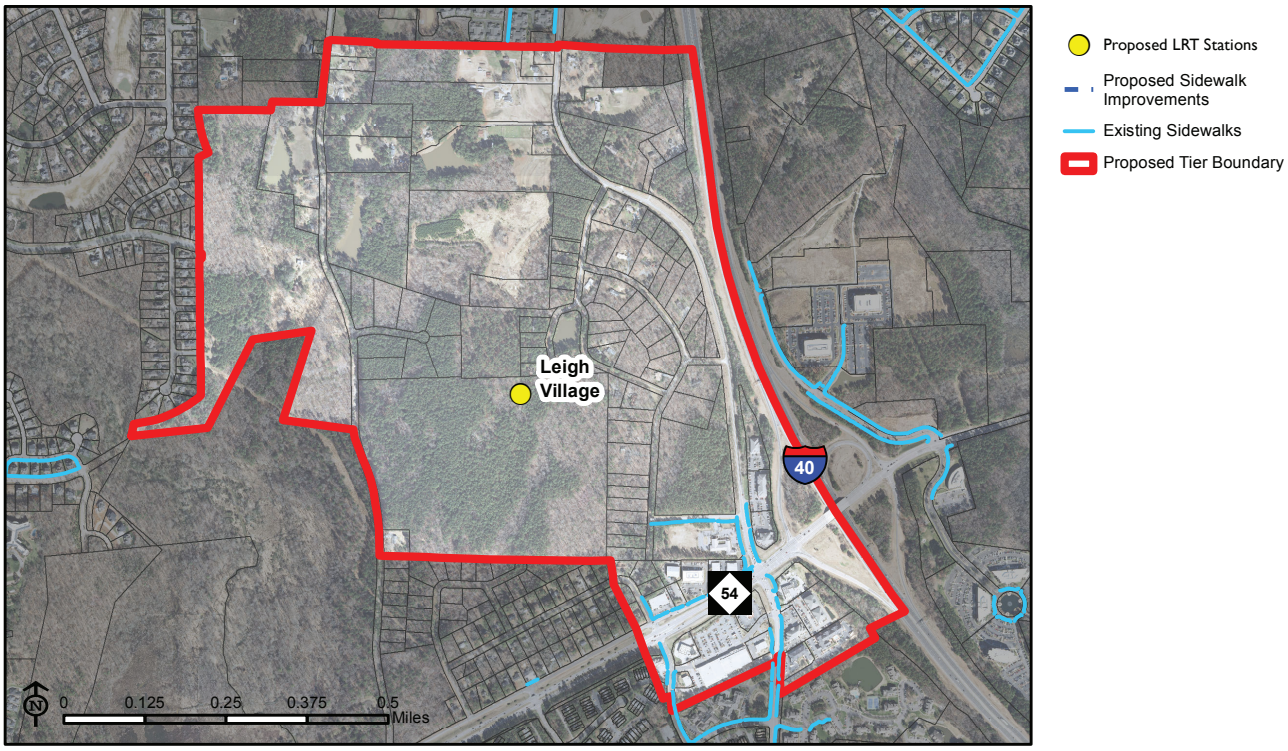
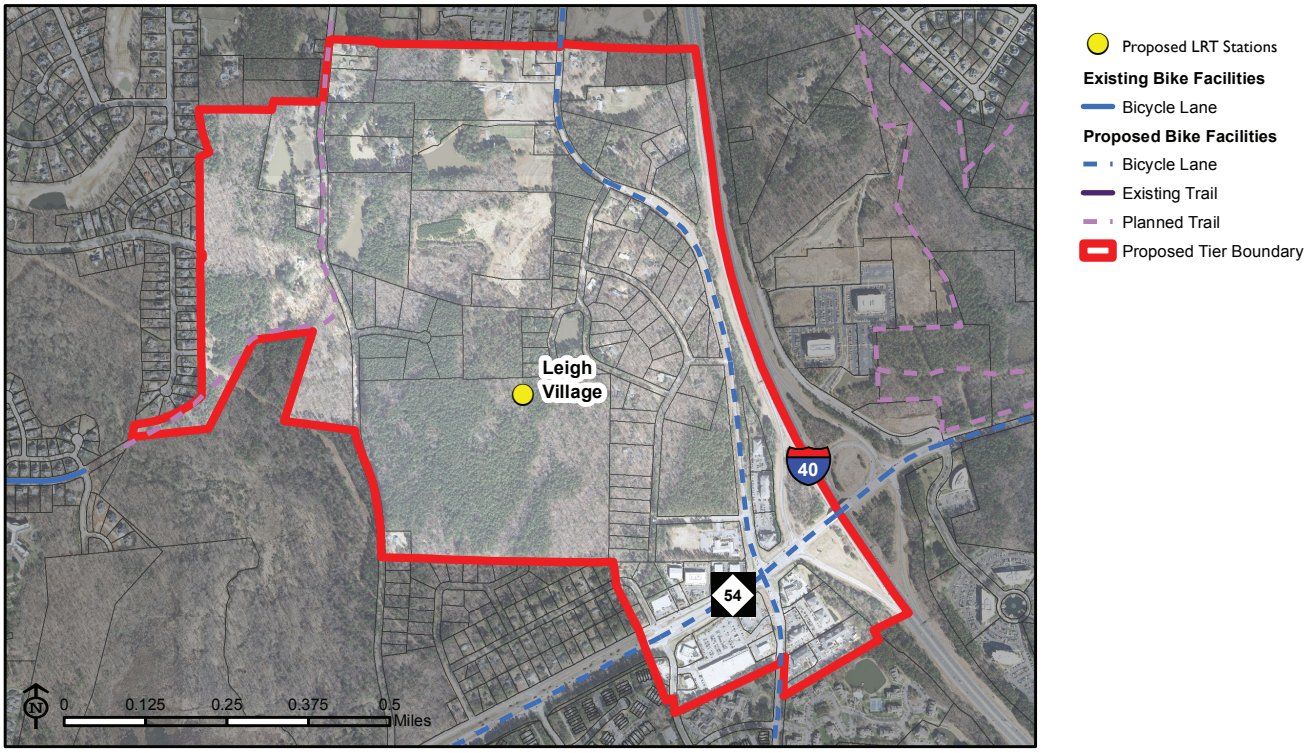


Figure 12: Existing and Proposed Bicycle and Trail Network



Services and Infrastructure

A majority of the proposed Compact Neighborhood Tier is located in Durham County, and therefore, does not receive City of Durham services such as water and sewer or solid waste collection. To facilitate the type of development typical of a Compact Neighborhood, annexation into the City will likely need to occur over time. Future development that increases density will cause an influx in demand in the following areas:

Schools. Students from the proposed Leigh Village Compact Neighborhood are in the attendance zones of three schools: Creekside Elementary, Githens Middle School, and Jordan High School. Figure 13 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 the near future 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 overtime. 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 13: 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 Wastewater. A majority of the proposed Leigh Village Compact Neighborhood Tier is outside of Durham city limits and is not served by water or sanitary sewer infrastructure. Instead, existing land uses receive water from ground wells and treat wastewater through on-site septic systems.

While it is feasible to extend water and sewer to the proposed Leigh Village Compact Neighborhood, there are a number of complicating factors.

- *Estimating demand for Compact Neighborhoods.* Typical system expansion and capacity planning relies on the assumption of a specific land use (residential or commercial) or building type (single family house or multi-family structure). In Compact Neighborhoods, which do not specify an exact mix of land uses, estimating demand is difficult and will require continued coordination and planning with the City Department of Water Management and Public Works Department.
- *Pump Station Capacity.* As low intensity development is replaced by mixed use developments over time, the increased demand for water and sewer will be considerable. Already, the Celeste Circle Pump Station is approaching capacity limits. A long term master planning effort is likely needed.
- *Water Transmission Line Easement.* There are long term plans for a major water transmission line to connect the planned Jordan Lake Plant to areas in Durham that would need to traverse the proposed Leigh Village Compact Neighborhood. Coordinating the planning of the water transmission line with a future collector street will be necessary.

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

The proposed Leigh Village Compact Neighborhood Tier is 423 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:

Criteria 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.

Criteria 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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