



ATTACHMENT 6: COMPREHENSIVE PLAN CONSISTENCY ANALYSIS

As directed by paragraph 3.4.7 of the Unified Development Ordinance, staff has reviewed the requested Zoning Map Change for consistency with all relevant policies of the Comprehensive Plan. That analysis is shown below. In addition, an analysis of consistency with other relevant adopted plans is also included.

Comprehensive Plan Policies

2.1.2f Downtown Tier Defined. *The Downtown Tier is the historic downtown core and support areas where intense development and pedestrian activity is encouraged. The Downtown Tier should be transit and pedestrian oriented in order to enhance the street level experience and provide a mixture of goods and services near transit. Auto-oriented and low intensity uses are discouraged. The creation of a high quality public realm is encouraged to enhance Downtown Durham's position as a commercial, cultural and entertainment hub of the region.*

Staff Analysis: The proposed Downtown Design District – Core with a development plan (DD-C(D)) zoning is consistent with the downtown tier definition and intent. The proposed change in sub district will further enhance the public realm through the implementation of core standards and commitments made on the development plan.

2.2.5c Downtown Tier Development Areas. *The Downtown Tier shall utilize the Downtown Design zoning district and its sub-districts to provide for areas of high intensity development and a transition between Downtown and nearby neighborhoods.*

Staff Analysis: The proposed Downtown Design District – Core development plan zoning is consistent with the appropriate zoning identified for the Downtown Tier. The UDO further outlines the sub-districts of the Downtown Design District zoning, where -Core is the portion of a design district where the highest, densest urban development is expected and encouraged and the -S1 sub district is the portion of the design district where moderate development intensity creates a mixed use urban environment at a lesser scale than the -Core sub district. The proposed -Core sub district is appropriate for the 505 West Chapel Hill site due to its central location with high visibility, sitting at a key gateway into Downtown Durham.

2.4.1a Downtown and Compact Neighborhood Tiers for Transit Support. *Plan for and reinforce the Downtown and Compact Neighborhood Tiers as supportive of multi-modal transportation through increased density, reduced parking requirements, high quality pedestrian and bicycle facilities, and supportive infrastructure and design requirements. (See Policy 8.1.6a.)*

Staff Analysis: This policy is primarily carried out through the Unified Development Ordinance requirements applicable to Downtown Design District zoning such as streetscape and parking standards.

2.3.2a. Infrastructure Capacity. *In evaluating changes to the Future Land use Map and Zoning Atlas, the City-County Planning Department shall consider impacts to the existing capacities of the transportation, water, and sewer systems, and other public facilities and services. In order to assess the impact on infrastructure and services of changes to the Future Land Use and Zoning Maps, the City-County Planning Department shall measure from the potential maximum impact of current policy or regulation to the potential maximum impact of the proposed change in policy or regulation.*

Staff Analysis: As the permissible density (residential units) and intensity (square feet of non-residential uses) does not change between Downtown Design Sub Districts, the impact on infrastructure and services by the maximum use of the existing zoning compared to the maximum use of the proposed zoning has not been assessed. The latest traffic volume along West Chapel Hill Street and South Duke Street exceeds roadway capacity (level of service D). The Unified Development Ordinance does not require a Traffic Impact Analysis (TIA) in the downtown tier. NCDOT, however, has requested that a TIA be completed at the site plan stage. Transit service is currently provided by multiple routes adjacent to the site. Existing infrastructure, such as water and sewer capacity, is sufficient to accommodate potential impacts. Additional detail is provided in the zoning map change report and attachment 7, Summary of Development Impacts.

Policy 11.1.1a School Level of Service Standard. *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.*

Staff Analysis: The proposed development plan is consistent with this policy. As shown in Attachment 7, there is available capacity at each school level. Both the existing DD-S1 and proposed DD-C(D) zoning have no set maximum number of residential units. As such, no projected number of students has been calculated.

Other Adopted Plans' Policies

Downtown Open Space Plan. The Downtown Open Space Plan recommends enhanced streetscapes and on-site open space.

Staff Analysis: The proposed DD-C(D) zoning requires more streetscape amenities than the existing DD-S1. Additionally, the proposed development plan commits to areas of open space along West Chapel Hill Street and additional public access pedestrian connections to committed outdoor space.

Downtown Durham Master Plan. The Downtown Durham Master Plan identified this site as a prime redevelopment site with the potential to better connect Downtown to the western neighborhoods.

Staff Analysis: The proposed development plan, through design commitments, specifies how, by way of form, the proposed development will transition between the downtown core and more residential areas to the west. The plan further identifies views from Highway 147 as an opportunity to establish a formal gateway into Downtown by improving views with landmark buildings and other improvements. The proposed rezoning would permit a higher building to be built in a location with visibility from Highway 147 and along prominent street corridors.