



Date: August 26, 2019

To: Wendell M. Davis, County Manager
Through: Jay Gibson, General Manager
Peri Manns, Interim General Manager
From: Patrick O. Young, AICP, Planning Director
Subject: TC1800009: Patterson Place Compact Suburban Design District

Summary

Durham Planning staff has worked with a variety of stakeholders in and around the Patterson Place area to guide the planning of a Patterson Place Compact Suburban Design District that would allow/require multi-modal supportive increased intensity development in the district. Through this process, staff has drafted and presented for public review a full draft of proposed regulations and sub-district boundaries. The proposed text amendment (TC1800009) would incorporate standards for a new Compact Suburban Design (CSD) District into the Unified Development Ordinance. The Patterson Place Compact Neighborhood is entirely within the city limit. The City Council approved the zoning map change for this project on August 5, 2019.

Recommendation

Staff determines that the proposed text amendment and future street network are consistent with the Comprehensive Plan and other adopted ordinances and policies, as well as reasonable and in the public interest.

The Durham City Council and Durham County Board of Commissioners have adopted Compact Neighborhood Tier areas where mixed-use, pedestrian-oriented development of increased intensity is desirable. As per Comprehensive Plan Policy 2.2.4c., Compact Neighborhood Zoning, "design district zoning shall be applied to all Compact Neighborhoods." From Durham Comprehensive Plan policy 2.1.3j.:

Design Districts are intended to encourage intense development and transit and pedestrian oriented activity. Regulations focus on form of the private and public realm rather than use and intensity.

A variety of additional Comprehensive Plan policies have been adopted to guide development in the Compact Neighborhoods, from establishing higher residential densities (Policy 2.1.3d, Table 2-1), to enhancing street-level experiences (Policy 2.2.4a), creating 24-hour places by providing a mix of uses (Policy 2.2.4b), and supporting multi-modal transportation (Policy 2.4.1a). The proposed standards are directly implementing these policies. Finally, the zoning map change request is in keeping with the Future Land Use designation for the Compact Neighborhood Tier, which is "Design."

Staff recommends the Board of County Commissioners receive this report, hold public hearings, and, if deemed appropriate, approve or deny the text amendment, and future street network.

The Planning Commission held a public hearing on this project on February 12, 2019. The Commission voted (7-4) to continue the project two cycles. The Planning Commission resumed consideration of this proposal on April 9, 2019 and voted (6-5) against recommending approval of the text amendment and voted (7-4) against recommending approval of the future street network. Their comments are included as **Attachment I**.

The City Council held a public hearing on this project on May 6, 2019. The Council voted to continue the project to August 5, 2019 to receive additional information after the public testimony. The City Council resumed consideration of this proposal on August 5, 2019 and voted unanimously to approve the text amendment, zoning map change, and future street network.

Background

In August of 2016, Planning staff completed a project to update the Compact Neighborhood development tiers to reflect the proposed alignment and station locations along the transit corridor. This included revisions to the Patterson Place Compact Neighborhood Tier boundary. The Compact Neighborhood Tiers have a Future Land Use designation of "Design," indicating that the future zoning of these areas is to be design district zoning. The Patterson Place Compact Neighborhood report that accompanied those actions is included as **Attachment J**. To date, Design Districts have been established in the Downtown Tier (Downtown Design) and in the Ninth Street Compact Neighborhood Tier (Compact Design).

In the fall of 2016 Planning staff began a public engagement process to develop Compact Suburban Design (CSD) district regulations for the Patterson Place area by introducing stakeholders to the framework utilized in existing design districts.

In the summer of 2017 Planning staff hosted another public input opportunity for the project. Participants were asked at that time to provide feedback on appropriate sub-district intensities (density and height) and boundaries, propose future additions to the existing street network, and discuss potential environmental protections in and adjacent to the Patterson Place Compact Neighborhood. Coordination of planning between the Patterson Place station area and the Gateway Station area in Chapel Hill has been an important aspect of both of these projects. Throughout this effort, Durham and Chapel Hill staff have worked together.

In May of 2018, Planning staff held another public input event. At this meeting attendees reviewed and provided feedback on proposed sub-district boundaries, future street network, environmental protection standards, heights and densities (including an affordable housing bonus strategy), and parking regulations. The proposals shared at this meeting were informed by the input received at the July 2017 public meeting. Closely following this public meeting, Planning staff provided an update on the project and summary of the feedback received at the public meeting to the JCCPC at their June meeting. Following this meeting, staff drafted the text amendment language for a new compact suburban design district for the Patterson Place Compact Neighborhood incorporating the input received from the public process to date. Draft text amendment language was published in mid-October for review and comment by mid-November. On October 25, Planning staff hosted another public meeting to provide an overview of the full text amendment of the Design District regulations, and the proposed placement of the sub-

districts within the Tier (which regulate height and density), to provide an opportunity for detailed questions and answers related to the proposal, and to solicit feedback prior to initiating the public hearing and adoption process. Planning staff then incorporated that feedback into the final draft to be submitted to the Planning Commission and to the governing bodies for review and action through the adoption process. Throughout the project timeline the project website has provided up-to-date project materials, meeting notices, and additional opportunities for feedback on the proposal. The proposed text amendment language and sub-district map are attached (see **Attachment B** and **Attachment C**).

Summary

This section explains the substance of the proposed text amendment. The established framework for design districts of any type is retained in the ordinance and a new sub-category of design district is established, the Compact Suburban Design (CSD) District. This new CSD District retains many of the provisions that are common to the Downtown Design District and to Compact Design Districts. Following is a summary of the proposed changes and differences between the CSD and other design districts. The design district changes are noted first, followed by additional sections of the ordinance where changes are proposed. (*Note: The draft text amendment is attached to this document as **Attachment B**.*)

Changes to Article 16, Design Districts:

Section 16.1, Purpose, Applicability, and Use Regulations.

1. Single- and Two-Family Lots. Provisions for single- and two-family subdivisions are proposed for use the Support 2 sub-district of CSD, so long as the development falls within the minimum and maximum density regulations. These provisions will allow creative configurations of dense single- and two-family residential with integrated open space to be developed.
2. Residential Density. Minimum and maximum residential densities are established by sub-district, ranging from 9-30 dwelling units per acre.
3. Affordable Housing Bonus. An affordable housing bonus is proposed that removes density maximums if 15% or more of the total units qualify as affordable housing dwelling units.
4. Transitional Use Area. A 200 foot transitional use area (TUA) is proposed from the Tier boundary in the Support 1 sub-district of the CSD, where encroaching development would require a major special use permit approval. Review factors for this TUA would include environmental protections, lighting, effects on nearby properties, conformance to adopted plans, and other factors. There are exceptions to this requirement for existing development and for public rights-of-way.

Section 16.2, Site Design.

1. Build-to Zone. All design districts establish a build-to zone where buildings must be placed in relation to the street. In CSD the build-to zone is proposed at 15-25 feet rather than the 12-18 feet in the DD and CD. Allow a 10 foot build-to zone for CSD properties where the ROW is behind the build-to zone.
2. Public Space. The proposal includes modified standards for the provision of “public space” (renamed from “open space” due to its more urban nature in design districts). Lower thresholds are established where public space requirements apply and a greater percentage of site area is required to be dedicated. To offset this, more flexibility is granted for the provision of that required public space, allowing green roofs and stormwater mitigation areas to count for a portion of that area and allowing the space to be divided between three different areas.

Section 16.3, Building Design.

1. Building and Frontage Types. All adopted building and frontage types are proposed to be allowed in all sub-districts of CSD.

2. **Height and Massing.** A variety of height and massing requirements are proposed for CSD based on sub-district. As with other design districts, these provisions have a minimum and maximum podium height (the height before a building must step-back), a minimum step-back distance, and maximum by right heights. The CSD has differentiated maximum by-right heights for residential (ranging from 35 to 145 feet) and non-residential structures (ranging from 60 to 300 feet). A development with any residential component falls under the regulations for residential height.
3. **Affordable Housing Bonus.** An affordable housing bonus is proposed that allows increased heights beyond the maximum by-right height, ranging from 60 feet to 300 feet, if 15% or more of the total units qualify as affordable housing dwelling units.
4. **Freeway Frontage.** A variety of provisions have been modified to more appropriately address how development addresses freeway frontage and other NCDOT right-of-way frontage. These provisions remove the frontage type requirement from those frontages, remove the building access requirement, establish a lower percentage glazing requirement, establish modified sidewalk/access requirements along that frontage, and require a higher rate of street tree plantings.

Section 16.4, Streetscape, Right-of-Way, and Block/Lot Standards.

1. **Sidewalk standards.** An additional method for sidewalk provision is included in the proposal that includes a landscape stormwater control measure. The required clear zone for sidewalks in CSD is proposed to be 8 feet, rather than the 5 feet required in DD and CD. In addition, the suspended sidewalk system that is required in the Core and Support 1 sub-districts of DD and CD is not required in CSD.
2. **Streets.** Proposed modifications for provisions for existing dead end streets are included. Minor modifications to the Primary Street Type are included at the request of City Transportation staff to reflect current best practices.
3. **Block Standards.** An exception to the design district block standards is proposed for CSD so long as greater conformity with the standards is achieved. This is to address some areas where existing environmental features or major transportation corridors would make full compliance difficult if not impossible.

Changes to Other Ordinance Sections:

Section 4.5, Design District Intent Statements. A new intent statement for the Compact Suburban Design District is included.

Section 4.9, Major Transportation Corridor Overlay (-MTC). The -MTC Overlay currently requires a buffer of 100 feet along the I-40 corridor. The proposal is to remove its applicability from all design district zoning and instead allow the development of parcels adjacent to major corridors such as I-40 to produce design district character.

Section 5.1, Use Table and Section 5.3 Limited Use Standards. A new column for the CSD District is added to the table. Generally, the uses proposed in the CSD District correspond with those currently allowed in the CD District. The following are exceptions to that:

1. Auditoriums are currently not allowed in CD. The proposal includes allowance for auditoriums in CD and CSD with limited use standards that prohibit them in Support 2. (see paragraph 5.3.3A)
2. The proposal prohibits new cemeteries in all design districts, rather than just DD (see paragraph 5.3.3B)
3. Convenience stores with gas sales are currently prohibited in the S1 and S2 sub-districts of CD. The proposal is to prohibit this use only in the Core sub-district of both CD and CSD (see paragraph 5.3.4G)

4. Drive thru facilities are proposed to be allowed with limited use standards in the Support 1 and Support 2 sub-districts of the CSD (see paragraph 5.3.4I)
5. Nightclubs or Bars currently must be 50 feet from a place of worship in the Core sub-district of DD and 250 feet from a place of worship in all other locations. The proposal would set the required distance from a place of worship at 50 feet for all sub-districts of all design districts (DD, CD, and CSD). It would require that a minor special use permit (mSUP) be granted for this use in the Support 2 sub-district of CD or CSD. It would also apply the outside activities allowance currently in the DD-C and DD-S1 to apply in all sub-districts of all design districts. Note that to allow outside activities in the Support 2 sub-district of CD or CSD, it would have to be approved through the mSUP. (see paragraph 5.3.4P)
6. The special provisions for outdoor recreation in the DD District are proposed to be allowed in all design districts and include provisions for certain uses on rooftops or when not visible from adjacent rights-of-way. (see paragraph 5.3.4O)
7. Payday lenders are prohibited in CSD. They are allowed only with limited use standards in CD which prohibits them from the Support 1 and Support 2 sub-districts. (see paragraph 5.3.4S)
8. Currently in the Support 1 and Support 2 sub-districts of CD Veterinary Clinics, Animal Hospitals, and Kennels are not permitted. The proposal revises this to apply in the Support 2 sub-district only and restrict kennels, but not veterinary clinics or animal hospitals. These provisions are proposed for CSD also. (see paragraph 5.3.4W)
9. Light industrial is currently allowed with limited use standards in DD. The proposal allows these uses with the limitations for CD and CSD, but prohibits them in the Support 2 sub-district. (see paragraph 5.3.6D)
10. Research and development is currently permitted outright in DD and the proposal makes the same allowance for CD and CSD.

Section 8.8, Steep Slope Areas. For the Patterson Place Compact Neighborhood, the following primary changes are proposed to the steep slope area requirements:

1. Regulate steep slopes that have a grade 15% or greater, rather than 25% or greater;
2. Define steep slope areas for protection that have 2,500 square feet of area or greater, rather than 5,000 square feet or greater;
3. Do not allow disturbance of any percentage of the defined steep slopes, rather than allowing disturbance of 15% of the slopes;
4. Allow 100% of the steep slopes area to count towards the residential density acreage, rather than only 15% of the steep slopes.

Section 9.9, Screening. The proposal adds a requirement for screening of rooftop equipment on buildings over 75 feet in height from all ground level vantage points, rather than just from adjacent right-of-way.

Section 10.3, Required Parking.

1. The parking requirements (both minimums and maximums) for the CSD District are based on sub-district. For all parking (residential and non-residential) in the Core and Support 1, minimum requirements are removed. For non-residential parking in the Core, the maximum is reduced to 50% of the minimum required elsewhere. For residential parking in the Core and Support 1, the maximum is reduced to 1.5 spaces per unit. The requirements in Support 2 remain unchanged from current requirements for the Compact Neighborhood Tier, and the removal of the minimum parking requirement for affordable housing dwelling units in all sub-districts also remains.
2. The proposal includes revisions to methods for exceeding maximum parking in design districts. Currently, only parking within a structure is eligible to exceed the maximums. In addition, the

proposal would require provision of a green roof, 15% public parking, and convertible street frontage building to non-parking use (two of the three are required).

3. Currently the on-street parking credit has an exception for single- and two-family lots requiring at least one off-street parking space. The proposal would remove this requirement for single- and two-family lots in the Support 2 sub-district of CSD.
4. The proposal also makes modifications applicable to all Compact Neighborhood Tiers for by-right reductions in minimum required parking. These modifications allow a greater reduction for shared parking, remove the cap on overall reductions allowed, and remove the minimum parking requirement for Compact Neighborhood Tier properties, except for those located within 400 feet of the Tier boundary.

Section 14.2, Nonconforming Uses. Currently, a nonconforming use that is damaged or destroyed can only be rebuilt if the damage is less than 50% of the appraised tax value. The proposal includes provisions for reestablishing a nonconforming use where the structure is damaged or destroyed by right, but only in design districts.

Issues and Analysis

The primary issues related to the creation of the Patterson Place Compact Suburban Design District include housing affordability, protection of environmental resources, improving the connectivity and mobility of the transportation network, and increasing infrastructure capacity (particularly water and sewer). These issues are elaborated on below.

Housing Affordability. Planning staff has been evaluating an alternative approach to allowable heights and densities for future design districts such as Patterson Place. Previously when design district regulations have been implemented, they have significantly intensified allowable heights and/or densities in order to assist with creating transit-supportive development adjacent to planned transit improvements. At this time, we are only modestly raising “by-right” densities and heights in new design districts to the minimum density that is considered to be transit supportive, and allowing higher heights and unlimited densities only through use of an affordable housing bonus. There are a number of significant considerations and potential implications of this approach, including impacts on future transit ridership, impacts on the mix of residential versus non-residential uses, and how parking is managed near station areas.

The current proposal allows 145 feet of height by right in the Core sub-district. Combined with by-right densities that are below market demand, this approach will likely encourage more non-residential development in close proximity to the existing transit stop and is intended to mitigate any potential consequences of this approach on the area directly adjacent. The Support 1 and Support 2 sub-districts, which make up the majority of the Compact Neighborhood Tier, have significantly lower by-right height and density allowances unless the affordable housing bonus is utilized. If the bonus is applied, development is allowed a sizeable height increase and no limit on density within the allowable building envelope. These aspects of the bonus are applicable in the Core sub-district as well, but are less likely to be utilized in the near-term due to the by-right height allowance. Planning staff is committed to monitoring proposed development within the Compact Neighborhood after adoption of the design district to determine whether modifications to aspects of the development regulations are required to ensure transit-supportive development is built and to most effectively incentivize the creation of affordable housing units.

While the draft regulations incentivize the creation of new affordable housing units, the sizeable issue of housing affordability needs to be tackled using multiple approaches. To that end, the Triangle J Council

of Governments (TJCOG) has been working with local government partners to develop a holistic approach to addressing housing affordability (https://www.tjcog.org/Data/Sites/1/media/2018-housing-affordability-and-transit---dolrt_final.pdf). Through this work the Patterson Place Compact Neighborhood is characterized by “opportunity for big change” and “significant number of NOAH units.” Proposed strategies for maintaining and increasing housing affordability in the report include:

- Tax Increment financing
- Special Assessment districts
- Incentivize landlords to rehabilitate and preserve affordable housing
- Density bonus

This Compact Neighborhood currently has 1,138 multi-family and 25 single-family residential units. There are no legally binding affordable units in this area, but of those 1,163 units, 88 are affordable to those earning 60% AMI or below and 844 are affordable to those earning 60%-80% AMI. These naturally-occurring affordable housing (NOAH) units make up 80% of all housing units within the proposed Compact Suburban Design District. A strategy to incentivize maintaining those units as affordable could have a significant impact on housing affordability in the Compact Neighborhood Tier.

Loss of naturally occurring affordable housing (NOAH) units in the near term is unlikely. Planning and Community Development staff concur that proposed “by-right” development intensities (9-15 units per acre) in the S2 district would not encourage the redevelopment of existing NOAH units into new market rate housing without using the Affordable Housing Bonus, which would require that a portion of the new units be affordable. A portion of the proposed housing bond is dedicated to preservation of NOAH units which could apply to the units in Patterson Place. If units were identified for preservation, bond money could be used in conjunction with other funding sources, such as four percent Low Income Housing tax credits, to keep the units affordable. The design district zoning does not specifically address preservation of existing NOAH units so continued close coordination with partner departments will be essential to advancing this effort.

Environmental Protections. A primary goal of this planning effort is to ensure the protection of the New Hope Creek corridor (as per the adopted New Hope Creek Open Space Master Plan), important natural inventory areas, and other sensitive environmental resources, such as steep slopes, both within the Compact Neighborhood Tier and adjacent to it. The Patterson Place Compact Neighborhood Report that accompanied the modifications to the future land use and Compact Neighborhood Tier boundary in 2016 states:

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.

To that end, project stakeholders have included the New Hope Creek Advisory Committee, Durham County Open Space staff, NC Natural Heritage Program staff, the Eno-New Hope Landscape Conservation Plan policy and technical committees, the NC Wildlife Resources Commission staff, and City of Durham Stormwater staff in addition to property owners, residents, and the general public.

Increasing protections for adjacent environmental resources, while allowing increased intensity to support future transit, has been integral to the intent of this project from the beginning.

Staff is proposing regulatory modifications to work towards protection of these environmental features (mapped in **Attachment G**). The first is to increase protections for steep slopes in this Compact Neighborhood by modifying the definition of a steep slope, the contiguous area required for protections to apply, and the amount of disturbance allowed within those protected slopes. At this time these protections are proposed solely within the Patterson Place Compact Neighborhood to address the notable importance of the creek corridors to the north and the east in the overall ecological network of the region.

The second regulatory protection that staff has proposed is to establish a transitional use area (TUA) at the edge of the Tier where the Support 1 is adjacent to the Tier boundary. The TUA would require that any proposed development within 200 feet of the boundary would require a major special use permit (MSUP) approval by the governing body. The intention behind this proposal is to allow a context sensitive solution to where development intensity is allowed on the site in proximity to property outside of the Compact Neighborhood Tier. Conversations with both property and environmental stakeholders indicate support for this mechanism. In order to ensure that the MSUP process directly addresses development concerns in this area, staff has proposed review factors for the process that are specific to this TUA, rather than utilizing the review factors for special use permits in general. Those review factors focus on environmental resources, lighting, impact on nearby properties, conformance to adopted plans, and other factors deemed relevant by the review body.

During the development of Patterson Place design district project, a site plan for mass grading at 4950 Chapel Hill Blvd (case #D1800258) was submitted. This property is located adjacent to the New Hope Creek Corridor at the intersection with 15-501. The submitted site plan for mass grading is subject to the steep slope requirements that are currently in place and not the new steep slope requirements proposed as part of this project.

Staff worked with the property owner and the New Hope Creek Advisory Committee to come to agreement on an approach that balances economic viability and environmental protection for the property and adjacent creek corridor. The property owner submitted a proffer within a text-only development plan (and associated site plan conditions) that would memorialize the property owners' intent to remove the area within the TUA from their approved mass grading site plan. Further, the proffer included a modified TUA (shown in **Attachment J**). This TUA includes slightly more property area than the 200 foot TUA included, but increases the TUA area adjacent to the main New Hope Creek corridor and removes some property from the TUA along the northern part of the property. In addition, the property owners proffer includes a commitment to utilize specific best management practices for construction and development on property adjacent to the primary corridor. This proposal came out of several conversations between the property owners and the New Hope Creek Advisory Committee and is agreeable to both parties. Staff believes that implementation of the proffer along with the new design district standards for the area will result in better environmental protection goals than would be the case under the existing entitlements. The City Council adopted the zoning map change with the associated proffer on August 5, 2019.

Transportation Network. One critical goal of the Compact Suburban Design District at Patterson Place is to allow for multi-modal movement throughout all quadrants of the US 15-501/I-40 intersection, connecting Patterson Place, New Hope Commons, Eastowne, and Gateway. There are a couple relevant

plans either adopted or underway which will aid in improving connectivity in the existing transportation network. The Southwest Durham/Southeast Chapel Hill Collector Street Plan (adopted by the DCHCMPO in 2007) proposes new collector streets that connect these quadrants over I-40 to both the north and south of US 15-501. These collectors could create opportunities for complete streets to connect development in all quadrants without sending local traffic through the congested US 15-501/I-40 intersection, allowing safe and comfortable connectivity for bicyclists and pedestrians, and the possibility of more efficient bus routing for existing or future service further linking the four areas. While this adopted plan addresses a significant needed mobility improvement, the projects associated with these connections are costly. Identifying and prioritizing funding to make these plans a reality is extremely important.

Additionally, the Reimagining 15-501 Corridor Study is currently underway. The study area encompasses US 15-501 from Franklin Street in Chapel Hill to the 15-501 bypass and then extends along Business US 15-501 to University Drive in Durham. This study is assessing the future of this corridor with a multi-modal safety and mobility focus. The study is intended identify ways to improve pedestrian, bicycle, and transit access across US 15-501 within the Patterson Place station area while also being responsive to the regional traffic needs of the US 15-501 corridor. Much of the focus of this study has been on the latter, but staff is advocating for strong bicycle and pedestrian connections to be seen as integral to this transportation project since it is unlikely that the highway itself will accommodate these modes of travel. It is anticipated that this study will conclude this fall (November 2019).

In addition to connectivity improvements between the quadrants of which Patterson Place is one, improvements to the transportation network within the Patterson Place Compact Neighborhood is a priority. Within the station area, higher levels of connectivity are desirable for providing more pedestrian- and bicycle-friendly access. In addition, greater connectivity can act to disperse motor vehicle traffic by providing more options for mobility rather than concentrating congestion on just a few major roadways. Planning staff, in coordination with the Transportation and Public Works Departments, and consultation with the public, has drafted a future transportation network as part of this project for the governing bodies to consider adopting (see **Attachment E**). The proposed street network is designed to work in tandem with the multi-use paths included in the Comprehensive Transportation Plan for full multi-modal transportation within and into the Compact Neighborhood. Additional study and discussion is necessary to determine the final placement and type of off-road facilities to accommodate this necessary connectivity. The current Design District regulations also include regulations regarding the design of new streets and the allowable block sizes to aid in creating the appropriate connectivity in the district. Staff is asking that the future transportation network map be adopted as part of this project.

Infrastructure Capacity. With the significant shift in development intensity envisioned in the Compact Neighborhood, an important consideration is the capacity of the existing infrastructure and the timing of increased capacity of that network. The Githens sewer lift station, that serves the area within the district below 15-501, is essentially at its capacity. The next development within this service area will require a significant investment to increase capacity of the lift station. In most cases, this is not the magnitude of infrastructure cost that a developer can absorb into their project costs. Water Management staff planning for future infrastructure are seeking clear guidance from our elected officials on the vision for this district. The Patterson Place Compact Neighborhood Tier needs to be a priority area for growth in order for the Githens lift station upgrade to be prioritized and then appropriately designed to accommodate future need. The design district zoning does not specifically address these issues so continued close coordination with partner departments will be essential.

Staff Contact

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Notification

Public notice has been carried out in accordance with law.

Attachments

Attachment A: Text Amendment Statement of Consistency Pursuant to NCGS § 153A-341

Attachment B: Proposed Compact Suburban Design (CSD) District Text Amendment (TC1800009)

Attachment C: Supporting Map – Patterson Place CSD Sub-District Map

Attachment D: Resolution Designating the Patterson Place Future Street Network

Attachment E: Supporting Map – Patterson Place Future Transportation Network

Attachment F: Text Amendment Application for TC1800009

Attachment G: Supporting Map – Patterson Place Steep Slopes and TUA Map

Attachment H: Go Triangle Input Letter

Attachment I: Planning Commission comments

Attachment J: Durhill Property Transitional Use Area Exhibit

Attachment K: 2016 Patterson Place Compact Neighborhood Report

Attachment L: Patterson Place Zoning Implementation Report