

PLEASE PROVIDE THE FOLLOWING
(Type or clearly print)

Location (Address): Snow Hill Road, Durham NC

Zoning: PDR-2.40 Current Use: Vacant land, forested

PIN: 0835-01-38-4685

OWNER(S):

Durham County

Mailing Address: 200 E Main Street, 2nd Floor, Durham NC

Zip Code: 27701 Phone Number: 919-560-0705
(during business hours)

Email Address: CHammett@co.durham.nc.us FAX Number: 560-0719

Owner's Signature(s):

APPLICANT: Durham Public Schools Board of Education

Mailing Address: 2011 Hamlin Rd, Durham NC

Zip Code: 27704 Phone Number: 919-560-2216
(during business hours)

Email Address: tim.carr@dpsnc.net FAX Number: 560-9119

Applicant's Signature: 

Agent's Name: Dan Jewell, Coulter Jewell Thames PA

Mailing Address: 111 West Main Street, Durham NC

Zip Code: 27701 Phone Number: 919-682-0368
(during business hours)

Email Address: djewell@cjtpe.com FAX Number: 919-688-5646

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PLEASE PROVIDE THE FOLLOWING:
(Type or clearly print)

Location (Address): New Middle School B, 923 Snow Hill Road, Durham NC
Jurisdiction: COUNTY

Zoning: PDR - 2.240 Current Use: vacant - forested

PIN: 0835-01-38-4685

OWNER(S):

Durham County

Mailing Address: 200 E. Main Street, Durham NC

Zip Code: 27701 Phone Number: 919-560-7905
(during business hours)

Email Address: chammett@co.durham.nc.us FAX Number: 919-560-0719

Owner's Signature(s):

Michael M. Ruggie

APPLICANT: Durham Public Schools

Mailing Address: 2011 Hamlin Road, Durham NC

Zip Code: 27704 Phone Number: 919-560-2216
(during business hours)

Email Address: Tim.Carr@dpsnc.net FAX Number: 919-560-9119

Applicant's Signature: _____

Agent's Name: Wendi Ramsden, Coulter Jewell Thames, PA

Mailing Address: 111 West Main Street, Durham

Zip Code: 27701 Phone Number: 682-0368
(during business hours)

Email Address: wramsden@citpa.com FAX Number: 688-5646

T 09/0003

PLEASE PROVIDE THE FOLLOWING
(Type or clearly print)

Location (Address): 619 Snow Hill Road and 800 Vintage Hill Pkwy, Durham

Zoning: PDR-2.40 Current Use: Vacant land, forested

PIN: 0835-01-29-3261 and 0835-02-57-2763.SPL

OWNER(S):

City of Durham

Mailing Address: 101 City Hall Plaza, Durham NC

Zip Code: 27701 Phone Number: 919-560-4222
(during business hours)

Email Address: Wanda.Page@durhamnc.gov FAX Number: 560-4949

Owner's Signature(s):

Wanda Page, Deputy City Manager

APPLICANT: Durham Public Schools Board of Education

Mailing Address: 2011 Hamlin Rd, Durham NC

Zip Code: 27704 Phone Number: 919-560-2216
(during business hours)

Email Address: tim.carr@dpsnc.net FAX Number: 560-9119

Applicant's Signature: see previous page

Agent's Name: Dan Jewell, Coulter Jewell Thames PA

Mailing Address: 111 West Main Street, Durham NC

Zip Code: 27701 Phone Number: 919-682-0368
(during business hours)

Email Address: djewell@cjtpa.com FAX Number: 919-688-5646

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REVIEW
11/11/10

Applicant's Name: I, Tim Carr, do hereby petition the City of Durham/County of Durham for a Transportation Special Use Permit to allow the following:

Building of a middle school on a residentially zoned property, with two access points onto Snow Hill Road.

Relevant Sections of the Unified Development Ordinance:
3.3.8D, 3.7, 3.9, 5.3.3J, Articles 6, 7, 8, 9, 10

Note: Before any Transportation Special Use Permit shall be granted, the Governing Body must find that satisfactory evidence has been provided for the following. Your site plan, application and testimony at the hearing must provide sufficient evidence for the Governing Body to determine that these general findings and review factors have been adequately and appropriately addressed.

Please respond to the following in the space provided, or with an attachment.

Section 3.3.8D: Criteria for Approval for Transportation Special Use Permits

In order to approve a TSUP, the governing body shall make the following findings:

1. The traffic generated by the development and associated improvements to the street system will not have a significant adverse impact on the surrounding area.

Significant adverse impact shall include:

a. Substantial increases in traffic on local residential streets such that the majority of the traffic is not associated with the residential properties which front on the street; or

b. The need to widen local residential streets which would detract significantly from the character or basic function of the nearby streets.

The proposed development is a middle school with a maximum capacity of 850 students. The traffic expected to be generated by the school is 693 peak hour trips in the morning and 258 peak hour trips in the afternoon.

The traffic impact analysis study was completed in September 2008 and a traffic impact analysis addendum was completed in October 2009. At that time all intersections in the study area were operating at an acceptable level of service (LOS). If no school were developed the roads and intersections would continue to operate at acceptable levels through 2012 (the time period in the study). The build-out scenario does show an increase in traffic and a degradation of service at the study intersections but also proposes left turn lanes and intersection improvements to mitigate the negative effects. The houses on Snow Hill Road are set back from the street approximately 140' and approximately 120' from the right of way. The current edge of pavement condition is a pavement flush with the adjacent ground and a ditch running parallel to the road. Any widening would be centered on the existing pavement with curb and gutter. The addition of storm drainage would eliminate any need for additional right of way acquisition, and all final construction would remain outside the privately owned properties.

This property was originally approved for 196 residential units as part of the Treyburn development approved in 1987 and updated in 1991. The original developer deeded approximately 330 acres of this land for a public school, public parks, and nature conservation. The associated traffic for this school and park will occur instead of the traffic associated with the 196 residences. So although the "no-build" scenario shows that the roadways would continue to operate at acceptable levels of service years into the future, it does not take into account the additional traffic already approved for this same parcel of land.

2. Adequate provisions have been made for safe and efficient vehicular circulation, parking and loading, and pedestrian access.

The school development design includes two access points so that the traffic of parents dropping off students is separated from school bus and service vehicle traffic. The Applicant (Durham Public Schools) has worked with the owners of the surrounding properties and specifically with City of Durham Parks and Recreation to come to an agreement about recombining the properties to give both owners the most efficient use of their land. Property lines will be redrawn and recorded to give the school facility direct access to a right of way to the west, and to provide an access drive through the park property to the east. The City of Durham parks will end up with exactly the same amount of land they currently own and as part of the project, access roads will also be built to the two park parcels.

There is circulation within the site for emergency vehicles but otherwise the two types of vehicular traffic will remain separated on-site. There is adequate driveway length on both the bus/service road and on the parent drop off road to ensure that all stacking will occur on-site and not on Snow Hill Road. The proposed parking on site falls between the minimum and maximum allowed by the UDO. Parking is divided between the east and west sides of the building so that there is some parking available near the football field and park recreation facilities on the adjacent property operated by the City. There is pedestrian access from both the east and west access points off Snow Hill Road up to the school facility, the park facility, and between the school and the park. There are no existing sidewalks in this section of Snow Hill Road. Sidewalks are being added to any improved rights of way as part of this project and as required by the UDO.

- 3.** The traffic generated by the proposed development and any proposed improvements to the street system will not have a significantly adverse impact on the environment. Significant adverse impacts shall include but not be limited to undue concentration of air pollutants, or excessive noise or vibrations.

The houses on Snow Hill Road are set back from the street approximately 140', and set back from the right of way approximately 120'. The current edge of pavement condition is a pavement flush with the adjacent ground and a ditch running parallel to the road. Any widening would be centered on the existing pavement and curb and gutter. The addition of storm drainage would eliminate any need for additional right of way acquisition, and all final paving and storm water management will remain outside the privately owned properties. Temporary construction easements will be obtained from some property owners along Snow Hill Road and there will be some minor clearing and grading on private property adjacent to the right of way line. Those areas will be re-landscaped as part of this project. The stormwater will be piped and will daylight in existing ditches downstream.

The majority of traffic will be cars and vans bringing students to school. There will be some school buses accessing the site but there are already public bus routes and school bus routes along this roadway. There should

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not be any idling vehicles in the street as there is sufficient stacking within the site for cars, buses, and deliveries. So there should be no addition of pollution, noise, or vibrations close to the existing residential properties.

4. The traffic generated by the development can be accommodated by the existing or funded transportation system, or adequate traffic mitigation measures have been proposed as part of the development application. Proposed mitigation measures shall become conditions of the special use permit. The adopted level of service for the adjacent roadways may be considered in making this determination but shall not be the sole factor considered by the governing body.

The traffic generated by the new school will lower the level of service of some of the intersections within the study area, but mitigation measures are proposed to offset these degradations. All improvements recommended by the traffic engineer have been incorporated into the design and include widening portions of the road to accommodate left turn lanes, and improving the signalized intersection of US 501 and Snow Hill Road.

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In granting a Transportation Special Use Permit, the Governing Body may place conditions on the use to assure that adequate mitigation measures are associated with the use. The applicant must follow all special requirements and conditions in order to maintain the validity of the use permit. Special Use Permits are revocable at any time for failure to adhere to the terms of the Unified Development Ordinance or any imposed requirements or conditions. All conditions imposed by the Governing Body shall be completed prior to issuance of a Certificate of Compliance.

Jiri Kari

Applicant Signature

20 Nov 09

Date