



CITY OF DURHAM | DURHAM COUNTY  
NORTH CAROLINA



ZONING MAP CHANGE REPORT

Meeting Date: July 9, 2013

Table A. Summary			
<b>Application Summary</b>			
<b>Case Number</b>	Z1200004	<b>Jurisdiction</b>	City
<b>Applicant</b>	EarthCentric Engineering, Inc.	<b>Submittal Date</b>	March 12, 2012
<b>Reference Name</b>	Carolina Crossing II	<b>Site Acreage</b>	5.033
<b>Location</b>	5936 Farrington Road, south side of Farrington Road and west of NC 54 Highway		
<b>PIN(s)</b>	0708-01-47-1083		
<b>Request</b>			
<b>Proposed Zoning</b>	Office Institutional with a development plan (OI(D))	<b>Proposal</b>	Two multi-story medical office buildings; 84,000 square feet each
<b>Site Characteristics</b>			
<b>Development Tier</b>	Suburban Tier		
<b>Land Use Designation</b>	Office, Suburban Transit Area		
<b>Existing Zoning</b>	Residential Suburban – 20 (RS-20)		
<b>Existing Use</b>	Place of Worship		
<b>Overlay</b>	F/J-B, MTC	<b>Drainage Basin</b>	Jordan Lake
<b>River Basin</b>	Cape Fear	<b>Stream Basin</b>	Little Creek, 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>	Denial, 8 – 4 on July 9, 2013. The Planning Commission finds that the ordinance request is consistent with the adopted <i>Comprehensive Plan</i> . However, the Commission believes the request is not reasonable nor in the public interest and recommends denial based on problems with traffic congestion and inadequate transportation infrastructure.		
<b>DOST</b>	No comments		
<b>BPAC</b>	No comments		

**A. Summary**

This is a request to change the zoning designation of one parcel of land totaling 5.033 acres from RS-20 to OI(D) for a proposed development of two medical office buildings of

84,000 square feet each (168,000 square feet total) and a 192,000 square foot (maximum) parking garage. The site is located at 5936 Farrington Road between Cleora Drive and NC 54 Highway (see Attachment 1, Context Map). This request is consistent with the future land use designation of the *Comprehensive Plan* which designates this site as Office.

Appendix A provides supporting information.

## **B. Site History**

There have been no recent zoning map change requests on this site.

## **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 is consistent 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 in the OI district (Sec. 3.5.6.D, Sec. 6.10.1.D). 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 roadway improvements per the recommendation of the Traffic Impact Analysis and the Long Range Bicycle Plan.

**Graphic Commitments.** Graphic commitments include the general location of site access points and clarifying text that requires the project to be developed in accordance with Compact Neighborhood Tier Standards.

**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 any buildings and a proposed parking deck.

**Determination.** The requested OI zoning district and associated development plan meets or exceeds the applicable requirements of the UDO. The site is located in the Suburban Transit Area of the Suburban Tier. As such, the applicant has the ability to choose between

development utilizing the Suburban Tier standards and Compact Neighbor Tier standards. This plan commits to development utilizing the Compact Neighborhood Tier standards.

**Phasing Plan.** Development within Suburban Transit Areas requires a Phasing Plan as a component of the development plan. This project proposes two phases. Phase 1 (3.16 acres) commits to the development of a multistory office/medical office building to face Cleora Drive and includes associated parking and utilities. Phase 2 (1.87 acres) will include development of a second multistory office/medical office building which will face Farrington Road and connect to parking and utilities from Phase 1.

If this zoning map change request is approved, the attached development plan (Appendix A, Attachment 4) establishes the level of development allowed on the property.

## 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 zoning district and associated development plan is consistent with the Future Land Use Map and other policies of the *Comprehensive Plan*.

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

**Long Range Bicycle Plan Map 4.6.** A proposed bicycle lane along Farrington Road is shown as a recommendation of the Long Range Bicycle Plan Map 4.6. The development plan commits to providing a minimum of four feet of additional asphalt for the full frontage of the site along the west side of Farrington Road.

## F. Site Conditions and Context

**Site Conditions.** The 5.033-acre site is comprised of one parcel; presently developed as a place of worship. The existing building and parking areas are located on the eastern portion of the parcel towards Farrington Road. The remainder of the site is cleared with perimeter trees.

**Area Characteristics.** The site is in the Suburban Tier, Suburban Transit Area in close proximity to the NC 54/I-40 interchange, which has been included in the NC 54/I-40 Corridor Study. Traveling west on NC 54 Highway is a major route of access to Chapel Hill; traveling east provides immediate access to Interstate 40. The surrounding zoning districts include Commercial Neighborhood with a development plan CN(D), OI(D) and Residential Suburban-20 (RS-20).

This area is within two zoning overlay districts. The F/J-B Watershed Protection Overlay district limits impervious surface allowances on proposed development. The Major Transportation Corridor (MTC) I-40 Overlay was established to enhance the economic and

aesthetic appeal of properties adjacent to major transportation corridors and to improve traffic efficiency and safety by reducing visual clutter.

Appendix F provides a summary of the uses and zoning in the more immediate vicinity of the subject site.

**Determination.** The proposed OI(D) district meets the ordinance and policy requirements in relation to site and context and is a reasonable request given the surrounding transitioning uses. Typically office uses would be viewed as an appropriate transition between more intense land uses to residential. If approved, the office uses proposed on this site, would act as a transition for more intense uses centered around the I-40/NC 54 Highway/Farrington Road intersections to the residential properties to the north and west.

**NC 54/I-40 Corridor Study.** The NC 54/I-40 Corridor Study designates this site as Residential 1, mostly multi-family with neighborhood supporting uses, as the Recommended Corridor Land Use Concept. Council has not formally adopted this study.

## 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 OI district and associated development plan is consistent with *Comprehensive Plan* policies regarding the infrastructure impacts of road, transit, drainage/stormwater, and schools. The proposal is estimated to increase the traffic generation of the subject site by 5,945 daily trips, decrease the students generated from the proposed use by four students, and increase the estimated water demand of the site by 11,050 gallons per day. The existing infrastructure has available capacity to meet these increases.

**Traffic Generation and Comprehensive Plan Policy Compliance.** The proposed rezoning is estimated to generate an additional 5,945 vehicles per day above existing conditions. Based on the TIA trip distribution, the proposed zoning will result in a net impact of an additional 4,756 trips per day added to this segment of Farrington Road. With the additional site trips, the adjacent segment of Farrington Road will have an estimated traffic volume of 15,756 vehicles per day. This will result in Farrington Road operating at 94.3% of LOS D capacity.

The proposed zoning will result in a net impact of an additional 2,081 trips per day added to four-lane section NC 54 (west of Falconbridge Road). With the additional site trips, this segment of NC 54 will have an estimated traffic volume of 45,081 vehicles per day. This will result in NC 54 operating at 107.8% of LOS D capacity.

*Durham Comprehensive Plan* Policy 8.1.2m requires the Planning Department to recommend denial of any zoning map change which would result in the average daily trips exceeding 110% of the adjacent roadway capacity. The proposed rezoning is compliant with *Durham Comprehensive Plan* Policy 8.1.2m.

## H. Staff Analysis

This request is consistent with the *Comprehensive Plan* and other policies and ordinances. If the requested OI(D) zoning designation were approved, the development plan would further establish the development potential of the site considering the text and graphic commitments proffered.

## 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>		
Applicant: Charles P. Koch, EarthCentric Engineering, Inc.	Ph: 919-563-9041	Phil.Koch@EarthCentric.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:

- Inter-Neighborhood Council
- Fayetteville Street Planning Group
- Friends of Durham
- Unity in the Community for Progress
- Town of Chapel Hill
- Cross-County Communities Association
- Eastwood Park Neighborhood Association
- Farrington Homeowners Allied for Residential Preservation
- Woodland Acres Homeowners Association
- Downing Creek

## K. Summary of Planning Commission Meeting July 9, 2013 (Case Z1200004)

**Zoning Map Change Request:** From Residential Suburban -20 (RS-20) to Office Institutional with a development plan (OI(D)).

**Staff Report:** Ms. Wolff presented the staff report.

**Public Hearing:** Chair Jones opened the public hearing. One citizen spoke in support and 2 spoke against the request. Chair Jones closed the public hearing.

**Commission Discussion:** The discussion centered on the traffic impacts.

**Motion:** Approval of the Zoning Case Z1200004. (Mr. Padgett, Mr. Smudski 2<sup>nd</sup>).

**Action:** Motion failed, 4-8. (Ms. Bielen, Mr. Whitley, Mr. Davis, Ms. Winders, Mr. Jones, Ms. Beechwood, Mr. Lambe, Ms. Board voting no)

**Findings:** The Planning Commission finds that the ordinance request is consistent with the adopted *Comprehensive Plan*. However, the Commission believes the request is not reasonable nor in the public interest and recommends denial based on problems with traffic congestion and inadequate transportation infrastructure.

## 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. Owner's Acknowledgement 7. Submittal and Review History
Appendix B	Site History	N/A
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
Appendix F	Site Conditions and Context	Table F: Site Context
Appendix G	Infrastructure	Table G1: Road Impacts

Table K. Supporting Information		
		Table G2: Transit Impacts Table G3: Utility Impacts Table G4: Drainage/Stormwater Impacts Table G5: School Impacts Table G6: Water Impacts Attachments: 8. NCDOT TIA Memorandum 9. CODT TIA Memorandum
Appendix H	Staff Analysis	N/A
Appendix I	Contacts	N/A
Appendix J	Notification	N/A
Appendix K	Summary of Planning Commission Meeting	Attachments: 10. Planning Commissioner’s Written Comments 11. Ordinance Form

## Appendix A: Application Supporting Information

Attachments:

1. Context Map
2. Future Land Use Map
3. Aerial Photography
4. Development Plan Reduction
5. Application
6. Owner’s Acknowledgement
7. Submittal and Review History

## Appendix D: Unified Development Plan Supporting Information

<b>Table D1. UDO Designation Intent</b>	
<b>OI</b>	<p><b>Office and Institutional</b> - the <b>OI</b> district is established for employment and community service activities. Some support facilities and residential uses are also allowed when compatible with surrounding uses. The <b>OI</b> district is designed for use on sites that have convenient access to arterials, since development of moderate to high intensity is allowed.</p>
<b>D</b>	<p><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.</p>
<b>F/J-B</b>	<p><b>Falls/Jordan District B</b> – the purpose of the <b>F/J-B</b> Watershed Protection Overlay district is to preserve the quality of the region's drinking water supplies through application of the development standards intended to protect the environment. In general, water supply protection will be accomplished by establishing and maintaining low intensity land use and development on land near the region's water supply rivers and reservoirs. Where high density development is desired, water supply protection will be accomplished through the use of engineered stormwater controls. The overall objective is to:</p> <ul style="list-style-type: none"> <li>• Reduce the risk of pollution from stormwater running off of paved and other impervious surfaces; and</li> <li>• Reduce the risk of discharges of hazardous and toxic materials into the natural drainage system tributary to drinking water supplies.</li> </ul>
<b>MTC</b>	<p><b>Major Transportation Corridor Overlay</b> – the <b>-MTC</b> Overlay is established to enhance the economic and aesthetic appeal and orderly development of properties adjacent to major transportation corridors. Certain arterial streets, parkways and expressways are of critical importance to Durham City and County. Rights-of-way carrying high volumes of traffic are image makers for Durham City and County. They act as entryways for visitors and residents and also serve as an indicator of the quality of life found in the area. Standards are provided to ensure that thoroughfares in this overlay develop with improved traffic efficiency and safety by reducing visual clutter and avoiding inappropriate site design.</p>

<b>Table D2. District Requirements – OI</b>			
	<b>Code Provision</b>	<b>Required</b>	<b>Committed</b>
<b>Minimum Site Area (square feet)</b>	6.10.1.D	20,000	219,237
<b>Minimum Lot Width (feet)</b>	6.10.1.D	60	305
<b>Maximum Street Yard (feet)</b>	6.10.1.D	15	15
<b>Minimum Side Yard (feet)</b>	6.10.1.D	10	10
<b>Minimum Rear Yard (feet)</b>	6.10.1.D	15	15
<b>Maximum Height (feet)</b>	6.10.1.D	120	120

<b>Table D3. Environmental Protection</b>
Tree coverage is not required for projects developed utilizing Compact Neighborhood Tier standards.

<b>Table D4. Project Boundary Buffers</b>
Project boundary buffers are not required for project developed utilizing Compact Neighborhood Tier standards.

<b>Table D5. Summary of Development Plan</b>		
<b>Components</b>	<b>Description</b>	<b>Development Plan Sheet</b>
<b>Required Information</b>	<b>Intensity/Density.</b> 168,000 square feet maximum use area and 192,000 square feet maximum for parking garage.	DV3.0
	<b>Building/Parking Envelope</b> has been appropriately identified.	DV3.0
	<b>Project Boundary Buffers</b> are not applicable to projects developed utilizing Compact Neighborhood Tier standards	N/A
	<b>Stream Crossing.</b> None shown.	N/A
	<b>Access Points.</b> Seven (7) access points have been identified.	DV3.0
	<b>Dedications and Reservations.</b> None	N/A
	<b>Impervious Area.</b> 70% = 3.52 acres	DV3.0
	<b>Environmental Features.</b> None identified on this plan.	N/A
	<b>Areas for Preservation.</b> None.	N/A
	<b>Tree Coverage.</b> Not required for projects developed utilizing the Compact Neighborhood Tier standards.	N/A

<b>Table D5. Summary of Development Plan</b>		
<b>Graphic Commitments</b>	Location of access points. Commitment to develop utilizing Compact Neighborhood Tier standards	DV3.0
<b>Text Commitments</b>	<p><u>Prior to the Issuance of a Certificate of Occupancy</u></p> <p><b>NC 54 and Farrington</b></p> <ol style="list-style-type: none"> <li>1. Construct a second southbound left-turn lane on Farrington Road at NC 54 with adequate storage and appropriate tapers.</li> <li>2. Extend the existing eastbound left-turn on NC 54 at Farrington Road to provide adequate storage and appropriate tapers.</li> <li>3. Construct an exclusive eastbound right-turn lane on NC 54 at Farrington Road with adequate storage and appropriate tapers.</li> <li>4. Construct an exclusive westbound right-turn lane on NC 54 at Farrington with adequate storage and appropriate tapers.</li> </ol> <p><b>Farrington Road</b></p> <ol style="list-style-type: none"> <li>1. Construct a concrete island per City of Durham and NCDOT standards along Farrington Road from NC 54 to Cleora.</li> </ol> <p><b>Farrington Road and Cleora Drive</b></p> <ol style="list-style-type: none"> <li>1. Construct an exclusive northbound left-turn lane on Farrington Road at Cleora Drive with adequate storage and appropriate tapers.</li> <li>2. Construct an exclusive eastbound left-turn lane on Cleora Drive at Farrington Road with adequate storage and appropriate tapers.</li> </ol> <p><b>Cross-Access Driveway</b></p> <ol style="list-style-type: none"> <li>1. Provide a cross-access connection via the adjacent parcel(s) to the south for a driveway connection between the site and NC 54.</li> </ol> <p>A minimum of 4 feet of additional asphalt (in addition to the proposed roadway improvements) will be provided for the full frontage of this site along the west side of Farrington Road. The additional asphalt widening will be provided to allow for a bicycle lane.</p>	Cover
<b>SIA Commitments</b>	None provided	N/A
<b>Table D5. Summary of Development Plan</b>		

<b>Table D5. Summary of Development Plan</b>		
<b>Design Commitments</b> (summary)	<p><b>Buildings</b> will have shallow sloped roofs behind corniced parapets and include materials of brick with concrete and/or cementitious materials for detail. The entablature, pilasters and top floor window headers will be constructed with cementitious materials. All canopies will be fabric. Cementitious columns will be located between the aluminum storefront windows. The top windows will be arched on at least two sides of the building. Ground level windows will have fabric awnings; entrances shall not.</p> <p><b>The parking deck</b> will have a primary finish of brick veneer and/or cementitious cladding and will not include a roof over the top level. Cementitious pilasters will be located at least every</p>	Cover

## Appendix E: Adopted Plans Supporting Information

<b>Table E. Adopted Plans</b>	
<i>Comprehensive Plan</i>	
<b>Policy</b>	<b>Requirement</b>
<b>Future Land Use Map</b>	<p><b>Office:</b> Land used primarily for office uses.</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>Compact Neighborhood Tier:</b> Areas identified for high density and intensity infill, redevelopment, and new development that integrate a mix of uses.</p> <p><b>Suburban Transit Area.</b> Encourage development supportive of transit.</p>
<b>2.2.4b</b>	<b>Compact Neighborhood Tier Land Uses:</b> Land uses that shall be allowed include Recreation and Open Space, Residential, Institutional, Commercial, Office, and light Industrial.
<b>2.3.1b</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>8.1.2j</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>Table E. Adopted Plans</b>	
<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 bicycle lane along Leigh Farm Road and a greenway along the western boundary of the site and through the site to Leigh Farm Road.	

## Appendix F: Site Conditions and Context Supporting Information

<b>Table F. Site Context</b>			
	<b>Existing Uses</b>	<b>Zoning Districts</b>	<b>Overlays</b>
<b>North</b>	Vacant	RS-20	F/J-B, MTC
<b>East</b>	Office, retail	CN	F/J-B, MTC
<b>South</b>	Office, retail	CN(D)	F/J-B, MTC
<b>West</b>	Single-family residential, vacant	RS-20	F/J-B, MTC

## Appendix G: Infrastructure Supporting Information

<b>Table G1. Road Impacts</b>
<p>I-40, NC 54, and Farrington Road are the major roads impacted by the proposed zoning change. The NC 54-I40 Corridor Study proposes multiple roadway, transit, pedestrian, and bicycle related improvements in this area. NCDOT TIP Project U-5324A will provide improvements to NC 54 from Barbee Chapel Road to I-40. This Mobility Fund project is scheduled for construction in 2022.</p> <p>The applicant proposes a number of roadway improvements to mitigate the proposed site traffic impact. These improvements may impact multiple properties that are not part of this development plan. The applicant is responsible for acquiring additional right-of-way and/or construction easements needed to complete these roadway improvements in accordance with NCDOT and City of Durham standards</p>

<b>Table G1. Road Impacts</b>			
<b>Affected Segments</b>	<b>Farrington Road</b>	<b>NC 54 Highway</b>	<b>Interstate – 40</b>
<b>Current Roadway Capacity (LOS D) (AADT)</b>	16,700	41,800	116,600
<b>Latest Traffic Volume (AADT)</b>	11,000	43,000	110,000
<b>Traffic Generated by Present Designation (average 24 hour)*</b>	125		
<b>Traffic Generated by Proposed Designation (average 24 hour)**</b>	6,070		
<b>Impact of Proposed Designation</b>			

Source of LOS Capacity: FDOT Generalized Level of Service Volume Table 4-1 (2012)

I-40: 6-lane Freeway

NC 54: 4-lane divided Class I arterial with exclusive left and right-turn lanes

Farrington Road: 2-lane divided City/County Class II arterial with left-turn lanes

Source of Latest Traffic Volume: 2011 NCDOT Traffic Count Map

\***Assumption- (Max Use of Existing Zoning)** – 13,679 square foot place of worship

\*\***Assumption- (Max Use of Existing Zoning)** – Per TIA: 168,000 square feet medical-dental office

<b>Table G2. Transit Impacts</b>
Transit service is currently provided within one-quarter mile of the site along NC 54 Highway via Triangle Transit Route 800.

<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 not estimated to generate any students; residential would not be permitted if this request is approved. This represents a decrease of four students under the existing zoning. Durham Public Schools serving the site are Creekside Elementary School, Githens Middle School, and Jordan High School.			
<b>Students</b>	<b>Elementary School</b>	<b>Middle School</b>	<b>High School</b>
<b>Current Building Capacity</b>	16,832	7,717	9,980
<b>Maximum Building Capacity (110% of Building Capacity)</b>	18,515	8,489	10,978
<b>20<sup>th</sup> Day Attendance (2012-13 School Year)</b>	16,150	7,212	9,476
<b>Committed to Date (April 2010 – March 2013)</b>	432	151	98
<b>Available Capacity</b>	1,933	1,126	1,414
<b>Potential Students Generated – Current Zoning *</b>	2	1	1
<b>Potential Students Generated – Proposed Zoning **</b>	0	0	0
<b>Impact of Proposed Zoning</b>	-2	-1	-1

\*Assumption- (Max Use of Existing Zoning) – 10 single family residential lots

\*\*Assumption- (Max Use of Existing Zoning) – Residential is not proposed on this plan and therefore not permitted

<b>Table G6. Water Supply Impacts</b>	
This site is estimated to generate a total of 12,600 GPD if developed to its maximum potential with the proposed zoning district. This represents an increase of 11,050 GPD over the existing zoning district.	
<b>Current Water Supply Capacity</b>	37.00 MGD
<b>Present Usage</b>	23.33 MGD
<b>Approved Zoning Map Changes (April 2010 – March 2013)</b>	0.70 MGD
<b>Available Capacity</b>	12.97 MGD
<b>Estimated Water Demand Under Present Zoning*</b>	1,550 GPD
<b>Potential Water Demand Under Proposed Zoning**</b>	12,600 GPD
<b>Potential Impact of Zoning Map Change</b>	+11,050

Notes: MGD = Million gallons per day

\*Assumption- (Max Use of Existing Zoning) – 10 single family lots

\*\*Assumption- (Max Use of Existing Zoning) – Per TIA: 168,000 square feet medical-dental office

Attachments:

8. NCDOT TIA Memorandum
9. CODT TIA Memorandum

## **Appendix K: Summary of Planning Commission Meeting**

Attachments:

10. Planning Commissioner's Written Comments
11. Ordinance Form