



CITY OF DURHAM | DURHAM COUNTY
NORTH CAROLINA

ZONING MAP CHANGE REPORT



Meeting Date: September 16, 2013

Table A. Summary			
Application Summary			
Case Number	Z1200025	Jurisdiction	City (pending annexation)
Applicant	City of Durham	Submittal Date	November 26, 2012
Reference Name	Hendrick Southpoint	Site Acreage	33.373
Location	7208 Fayetteville Road, south of Renaissance Parkway and north of Massey Chapel Road.		
PIN(s)	See attached list – Attachment 10		
Request			
Proposed Zoning	Commercial General with a development plan (CG(D))	Proposal	Up to 180,000 square feet of commercial development (bldg. area)
Site Characteristics			
Development Tier	Suburban Tier		
Land Use Designation	Commercial and Low-Medium Density Residential (4-8 DU/Ac.)		
Existing Zoning	Residential Rural (RR)		
Existing Uses	Vacant, single-family residential		
Overlay	F/J-B	Drainage Basin	Jordan Lake
River Basin	Cape Fear	Stream Basin	New Hope Creek
Determination/Recommendation/Comments			
Staff	Staff determines that this request, should the plan amendment be approved, would be consistent with the <i>Comprehensive Plan</i> and applicable policies and ordinances.		
Planning Commission	Approval, 10 – 2 on August 13, 2013. The Planning Commission finds that this request, should the plan amendment be approved, would be consistent with the <i>Comprehensive Plan</i> and applicable policies and ordinances.		
DOST	Additional buffering and trail access requested, See Attachment 14 for details		
BPAC	No comments		

A. Summary

This is a request to change the zoning designation of a 33.373-acre site for a proposed maximum development of 180,000 square feet of commercial uses. The site is located at 7208 Fayetteville Road, south of Renaissance Parkway and north of Massey Chapel Road (see Attachment 1, Context Map). This zoning request is not consistent with the future land use map designation of the *Comprehensive Plan* which designates the site as Commercial and Low-Medium Density Residential (4-8 DU/Ac.) (please note that this zoning map change request is only inconsistent with the portion of the property with a future land use map designation of 4-8 DU/Ac). A plan amendment request (Case A1200014) to designate the entire site as Commercial has been requested and is being supported by staff. Should the plan amendment be approved this case would be consistent with the *Comprehensive Plan* and applicable policies and ordinances.

This project is currently in the County's jurisdiction but is associated with an annexation request. Council will consider this zoning map change as part of a consolidated land use item which will include decisions on Annexation, Utility Extension Agreement, Plan Amendment, and this zoning map change request as an "initial" zoning of newly annexed land where the City is an applicant.

Appendix A provides supporting information.

B. Site History

A zoning map change request, case Z1000010, was submitted for this site on September 13, 2010. The case included 24 additional acres (57.6 acres total) than the subject request and proposed the CG(D) designation with a maximum of 348,759 square feet of building area. Case Z1000010 was administratively withdrawn on August 8, 2011 for failure of the applicant to address review comments in a timely manner, as required by the UDO.

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 (Attachment 11, Development Plan reduction) provides

the required elements for zoning map change requests in the CG(D) district (Sec. 3.5.6.D, Sec. 6.10.1.B). 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 closing of Chapparral Drive, provision of street lighting installed and maintained by Duke Energy, provision of transit facilities, as well as a number of roadway improvements resulting from the Traffic Impact Analysis (TIA) (see Attachments 12 and 13 for City Transportation's and NCDOT's analysis).

Graphic Commitments. Graphic commitments include the general location of site access points (four external and two internal), extension of Rolando Drive, sewer easement location, right-of-way dedication along Fayetteville Road, and access requirements at Kentington Drive and Fayetteville Road.

Design Commitments. The proposed development will consist of main buildings and accessory buildings. The design commitments describe architectural features, building materials and rooflines that will apply to either of the two building types (main or accessory). All main buildings are committed to being 1 ½ or two stories in height and fronting Kentington Drive.

Determination. If the requested CG(D) zoning district is approved, this request would allow for a range of commercial and/or office uses of 180,000 square feet of enclosed building area. The design commitments of this request requires all main buildings for the 33.373-acre site with more than a single entrance to have a showroom where the purpose of the additional entrance is for loading vehicles.

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 CG zoning district is not consistent with the Future Land Use Map of the *Comprehensive Plan* which designates this site as Commercial and Low - Medium Density Residential (4-8 DU/Ac.). A plan amendment (Case A1200014) to designate the Low-Medium Density Residential (4-8 DU/Ac.) area as Commercial has been requested and is being supported by staff. If approved the entire 33.373 acre site would be designated as Commercial on the Future Land Use Map.

Policy 2.2.2g. Special Redevelopment Areas. The Kentington Heights neighborhood is considered a special redevelopment area. As such proposals for new development are encouraged to configure in such a way as to mitigate impacts to the tracts that are not included by deploying design elements, roadways, and buffers while accommodating integration through vehicular, pedestrian, and bicycle access. These development components are required by and regulated by the UDO.

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

Long Range Bicycle Plan Map 4.6. There is one condition shown as recommendation of the Long Range Bicycle Plan Map 4.6. A proposed bicycle lane is shown along Fayetteville Road. If approved, this project commits to widening Fayetteville Road to include a bicycle lane.

F. Site Conditions and Context

Site Conditions. This 33.373-acre site is comprised of 36 parcels located along the west side of Fayetteville Road, south of Renaissance Parkway and north of Massey Chapel Road, generally north and south of Kentington Drive. There are six existing single-family houses on the site but is it mostly forested and vacant. A perennial and intermittent stream runs along the southern portion of the site; a farm pond is also located in the southeast corner of the site.

Area Characteristics. This site is in the Suburban Tier, adjacent to a Suburban Transit Area, and currently in the County's jurisdiction. The existing commercial node (see commercial designation on Attachment 7, Plan Amendment Context Map) associated with Southpoint Mall and Renaissance Center (fronting on Fayetteville Road south of Interstate – 40) is mostly developed north of Renaissance Parkway. The future land use map for the commercial designation south of Renaissance Parkway is mostly platted and zoned for single-family development.

The character of the area has experienced a substantial transformation in recent decades, from agricultural and very low density residential uses to suburban scale subdivisions surrounding a regional mall. Despite the rapid transition, some areas have remained relatively unchanged, such as the Kentington Heights neighborhood, Herndon Farm, and the historic Massey's Chapel. Many of the main arterials are still two-lane farm-to-market roads that expand into multiple lanes leading up to major intersections.

This area is within the F/J-B Watershed Protection Overlay district which limits impervious surface allowances on proposed development.

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

Determination. The proposed CG(D) district meets the ordinance requirements in relation to development on the subject site.

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 CG(D) district is consistent with *Comprehensive Plan* policies regarding the infrastructure impacts of transit, utility, drainage/stormwater, schools and water supply. The proposal is estimated to decrease student generation by 13 students and increase water demand by 16,610 gallons per day. The existing infrastructure has available capacity to meet these needs.

Transportation system impacts. A Traffic Impact Analysis (TIA) was required of this project and a number of mitigation measures were identified (see Attachments 12 and 13 for City Transportation's and NCDOT's analysis). The development plan includes these recommendations as commitments.

Transit impacts. Although the site is not immediately served by bus transit there are routes serving the area; DATA routes 5, 14, and Route 141, as well as Triangle Transit Route 800. Text commitment #3 commits to providing transit facilities on the site.

Water and Sewer. This site is currently in the County and does not presently have access to the adequate water and sewer improvements that would be required of this development. However, a Utility Extension Agreement has been submitted to the City of Durham for these services.

H. Staff Analysis

Staff determines that, should the plan amendment be approved, this request would be consistent with the *Comprehensive Plan* and applicable polices and ordinances.

If the requested CG(D) zoning designation were approved staff has identified the following concern:

Development Catalyst. If this application and associated development approvals are obtained, significant infrastructure improvements would be required; most notably road improvements and utilities. A project of this scope could be a catalyst for additional growth in the area, particularly vacant properties north of Massey Chapel Road.

Kentington Heights Neighborhood. A significant portion of the Kentington Heights neighborhood remains undeveloped. The sole access for these properties will be through this proposed commercial development.

I. Contacts

Table I. Contacts		
Staff Contact		
Amy Wolff, Senior Planner	Ph: 919-560-4137, ext. 28235	Amy.Wolff@DurhamNC.gov
Applicant Contact		
Agent: Gary Wallace	Ph: 919-606-2435	garywallace@nc.rr.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
- Fairfield Community Awareness Committee

K. Supporting Information

Table K. Supporting Information		
Applicability of Supporting Information		
Appendix A	Application	Attachments: 11. Development Plan Reduction 14. DOST Memorandum
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 G2: Transit Impacts Table G3: Utility Impacts

Table K. Supporting Information		
		Table G4: Drainage/Stormwater Impacts Table G5: School Impacts Table G6: Water Impacts Attachments: 12. DDOT TIA Memorandum 13. NCDOT TIA Memorandum
Appendix H	Staff Analysis	N/A
Appendix I	Contacts	N/A
Appendix J	Notification	N/A

Appendix A: Application Supporting Information

Attachments:

- 11. Development Plan Reduction
- 14. DOST Memorandum

Appendix D: Unified Development Plan Supporting Information

Table D1. UDO Designation Intent	
CG	Commercial General - the CG district is established to provide for a wide variety of commercial activities of varying scales that are designed to be served by major thoroughfares. It is the intent of this district to provide sufficient size and depth of property to meet business needs, yet maintain safe traffic flows. Businesses in this district should be sited convenient to automotive traffic. Development in the CG District should provide safe pedestrian access to adjacent residential areas.
(D)	Development Plan – 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.

Table D2. District Requirements – CG			
	Code Provision	Required	Development
Minimum Site Area (square feet)	6.10.1.B	20,000	1,453,728
Minimum Lot Width (feet)	6.10.1.B	100	100
Minimum Street Yard (feet)	6.10.1.B	25	25
Minimum Side Yard (feet)	6.10.1.B	25	25
Minimum Rear Yard (feet)	6.10.1.B	25	25
Maximum Height (feet)	6.10.1.B	50	50

Table D3. Environmental Protection			
Resource Feature	UDO Provision	Required	Committed
Tree Coverage	8.3.1C	10% (3.076 acres)	14.1% (4.35 acres)
Stream Protection (buffer in feet)	8.5.4.B, 8.7.2.B.1	100	100

Table D4. Project Boundary Buffers			
Cardinal Direction	Adjacent Zone	Required Opacity	Proposed Opacity
North	CC(D)	0.2/0.4	0.4 (20 feet)
East	CN(D)	N/A (right-of-way greater than 60 feet)	N/A
	MU(D)		
	RR		
South	RR	0.6/0.8	0.8 (50 feet)
West	RR	0.6/0.8	0.8 (50 feet)

Table D5. Summary of Development Plan		
Components	Description	Plan Sheet
Required Information	Intensity/Density. 180,000 square feet of non-residential area.	3/3
	Building/Parking Envelope has been appropriately identified.	3/3
	Project Boundary Buffers are appropriately shown.	3/3
	Stream Crossing. None shown.	N/A
	Access Points. Four (4) external site access points have been identified.	3/3
	Dedications and Reservations. See Text Commitments (below) for dedications.	3/3

Table D5. Summary of Development Plan		
	Impervious Area. 70% (21.53 acres)	3/3
	Environmental Features. A stream and stream buffer has been identified as shown.	3/3
	Areas for Preservation. See Tree Coverage (below).	3/3
	Tree Coverage. 4.35 acres (14.1%) or tree preservation area as shown.	3/3
Graphic Commitments	<ol style="list-style-type: none"> 1. Location of four external site access points. 2. Location of two internal site access points. Entrance #1 full movement. 3. Dedication of 60-foot right-of-way for extension of Rolando Drive. 4. Public road access full inbound access restricted outbound access for left turn only at Kentington Drive and Fayetteville Road. 5. Right-of-way dedication along Fayetteville Road as depicted. 6. 30-foot sanitary sewer easement as shown. 	3/3
Text Commitments	<ol style="list-style-type: none"> 1. Prior to site plan approval, a right-of-way closure request will be submitted for the closure of the Chaparral Drive right-of-way from Matterhorn Drive to Fayetteville Road. 2. Provide street lighting to City of Durham and NCDOT standards along 1) Fayetteville Road between Renaissance Parkway and the southern property line of the site and 2) Kentington Drive from Fayetteville Road to Hatteras Drive. The street lighting will be installed and maintained by Duke Energy. 3. Transit facilities to serve this site will be provided on Renaissance Parkway as determined by the City of Durham at the time of site plan submittal. The transit facilities may include a concrete pad, shelter and bench. <p><u>Prior to the issuance of any building permit:</u></p> <ol style="list-style-type: none"> 4. Dedicate additional right-of-way for the frontage of the site along the west side of Fayetteville Road to provide a minimum of 55 feet of right-of-way (from centerline of the existing 60-foot right-of-way and 10 feet from back of curb for the proposed roadway improvements along Fayetteville Road. <p><u>Prior to the issuance of a Certificate of Occupancy:</u></p> <ol style="list-style-type: none"> 5. <u>Fayetteville Road</u> <ol style="list-style-type: none"> 5.1. Widen the west side of Fayetteville Road to provide a one-half of the future four-lane divided roadway (with curb, gutter, and bicycle lanes) from the existing four-lane section near Renaissance Parkway to the southern property line of the site. 6. <u>Fayetteville Road and James Ross Road</u> <ol style="list-style-type: none"> 6.1. Construct a southbound left turn lane with adequate 	Cover

Table D5. Summary of Development Plan		
	<p>storage and appropriate tapers on Fayetteville Road at James Ross Drive.</p> <p>7. <u>Fayetteville Road and Kentington Drive</u></p> <p>7.1. Construct an exclusive southbound right turn lane on Fayetteville Road with adequate storage and appropriate taper.</p> <p>7.2. Construct an exclusive northbound left turn lane on Fayetteville Road with adequate storage and appropriate tapers on Fayetteville Road at Kentington Drive.</p> <p>7.3. Construct a raised landscaped median in the center of Fayetteville Road at Kentington Drive to prohibit left-turns from Kentington Drive at Fayetteville Road.</p> <p>8. <u>Renaissance Parkway and Rolando Drive (Site Access #3)/Eastern Southpoint Mall driveway</u></p> <p>8.1. Restripe northbound Rolando Drive (Site Access #3) to provide two outbound lanes and one inbound lane.</p> <p>8.2. Construct a concrete sidewalk (5 foot minimum width) on both sides of Rolando Drive from Renaissance Parkway to the site.</p> <p>8.3. Install a traffic signal with steel poles/mast arms, pedestrian signals, and interconnect cable at the intersection of Renaissance Parkway and Rolando Drive (subject to MUTCD warrants and approval of City Transportation).</p> <p><u>The following improvements are required of other developments and may also be required of this development:</u></p> <p>9. <u>Fayetteville Road and Massey Chapel Road (northern intersection)</u></p> <p>9.1. Construct an additional westbound lane on Massey Chapel Road at the northern Fayetteville Road intersection to provide exclusive westbound left turn and right turn lanes with adequate storage and appropriate tapers.</p>	
SIA Commitments	None Provided.	N/A
Design Commitments	<p><u>Main Buildings:</u> The architecture for the individual buildings will vary, but they will all comprise of curtain wall openings on the front elevation. The buildings will be either 1 ½ or 2 stories in height. There will be a distinctive main entrance on the front elevation and will include up to two additional entrances used for loading vehicles onto the showroom floor. Other features will consist of aluminum overhead doors. The main buildings will all front the main road or drive running through the site.</p> <p><u>Roofline</u> – roof sections will be a flat roof concealed by a flat top parapet, constructed with the same materials as listed below for the walls.</p>	Cover

Table D5. Summary of Development Plan	
	<p>Materials – one of more of the following materials will be used on each building; brick, Integral Color Split Face CMU, Integral Color smooth face block, aluminum curtain wall, Aluminum Composite Material, EIFS (Stucco), architectural metal panel systems (ACM), painted structural steel, painted concrete tilt wall panels. The coping on each parapet wall will be either a metal cap flashing or will be ACM.</p> <p>Accessory Buildings: Any accessory building will be located to the side or the rear of the main buildings and will not be subject to the main building standards listed above.</p> <p>Roofline – the roofs will be flat with parapet walls.</p> <p>Materials – one or more of the following materials will be used on each accessory building; brick, Integral Color Split Face CMU, Integral Color smooth face block, Aluminum curtain wall, Aluminum Composite Material, EIFS (Stucco), Architectural Metal Panel systems (ACM), painted structural steel, painted concrete tilt wall panels. Overhead doors will be aluminum and any personnel doors will be metal doors.</p>

Appendix E: Adopted Plans Supporting Information

Table E. Adopted Plans	
<i>Comprehensive Plan</i>	
Policy	Requirement
Future Land Use Map	<p>Commercial: Land used primarily for retail, entertainment, office, and services.</p> <p>Low -Medium Density Residential (4-8 DU/Ac.): Land primarily used for a range of residential uses between four and eight dwelling units per acre.</p> <p>Suburban Tier: Land uses that shall be allowed include Recreation and Open Space, Agricultural, Residential, Institutional, Commercial, Office, Research/Research Application, and Industrial.</p>
2.2.2e	<p>Suburban Tier Commercial Development: discourage auto-oriented commercial “strip” development and instead encourage commercial “nodes” with appropriately designed internal connections at key locations along major transportation corridors.</p>
2.2.2f	<p>Suburban Tier Spacing of Commercial Nodes: Use the following standards when evaluation requests for new commercial development:</p> <ul style="list-style-type: none"> i. Separate distinct nodes of commercial development by a distance of at least one-half mile, measured from the outermost edge of the node; ii. Cluster commercial uses at intersections of thoroughfares; and iii. Restrict new, isolated, mid-block commercial uses.

Table E. Adopted Plans	
2.2.2g	<p>Special Redevelopment Areas. When multiple existing lots are proposed for new development or redevelopment as part of an area-wide change in land use, and where significant development has changed the character of the surrounding area, the development should be configured in such a way so as to:</p> <ul style="list-style-type: none"> i. Ensure that the tracts which are not included in the development are of sufficient size, shape, and location to be subsequently developed to compatible standards and use; ii. Employ unifying design elements, roadways, and buffers; and iii. Incorporate vehicular, pedestrian, and bicycle access as required by the UDO in a way to serve the development as well as other adjacent parcels not proposed for development.
2.3.1a	<p>Contiguous Development: Support orderly development patterns that take advantage of the existing urban services, and avoid, insofar as possible, patterns of leapfrog, noncontiguous, scattered development.</p>
2.3.1e	<p>Expansion of Commercial Nodes: Through the Unified Development Ordinance, and in evaluating requests for expansions to existing commercial nodes, require that the proposed development be designed to be integrated with the rest of the existing node to promote pedestrian and vehicular circulation.</p>
2.3.2a	<p>Infrastructure Capacity. Consider the impacts to the existing capacities of the transportation, water, and sewer systems, and other public facilities and services. Measure from the potential maximum impact of current policy or regulation to the potential maximum impact of the proposed change in policy or regulation.</p>
8.1.2j	<p>Transportation Level of Service Maintenance: 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.</p>
8.1.4c and d	<p>Development Review and the Adopted Bicycle Plans: 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.</p>
11.1.1a	<p>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.</p>
11.1.1b	<p>Adequate Schools Facilities: 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.</p>
Long Range Bicycle Plan	
Map 4-6 shows a proposed bicycle lane along Fayetteville Road.	

Appendix F: Site Conditions and Context Supporting Information

Table F. Site Context			
	Existing Uses	Zoning Districts	Overlays

North	Shopping center (Southpoint Mall), vacant	CC(D)	F/J-B, MTC
East	Bank, shopping center, hotel, office, multi- and single-family residential, vacant	MU(D), CN(D), RR	F/J-B
South	Single-family residential, place of worship, vacant	RR	F/J-B
West	Single-family residential, vacant	RR	F/J-B

Appendix G: Infrastructure Supporting Information

Table G1. Road Impacts				
Fayetteville Road and I-40 are the major roads impacted by the proposed zoning change. There are no scheduled NCDOT roadway improvement projects in the area. The applicant has proposed a number of off-site roadway improvements to mitigate the proposed site traffic which includes multiple properties that are not part of this development plan. The applicant is responsible for acquiring additional right-of-way and/or construction easements as needed to complete these roadway improvements in accordance with NCDOT and City of Durham standards.				
Affected Segments	Fayetteville Road (south of Massey Chapel Road)	Fayetteville Road (north of Massey Chapel Road)	Interstate- 40 (west of Fayetteville Road)	Interstate-40 (east of Fayetteville Road)
Current Roadway Capacity(LOS D) (AADT)	13,300	32,400	111,800	111,800
Latest Traffic Volume (AADT)	7,000	32,000	109,000	117,000
Traffic Generated by Present Designation (average 24 hour)*	431			
Traffic Generated by Proposed Designation (average 24 hour)**	6,180 (103% of TIA Estimate)			
Impact of Proposed Designation	+5,749			

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

Fayetteville Road (south of Massey Chapel Road): Two-lane undivided city/county Class II arterial with left-turn lanes

Fayetteville Road(north of Herndon Road): 4-lane divided city/county class II arterial with left-turn lanes

I-40 (west of Fayetteville Road): Six-lane divided interstate highway

I-40 (east of Fayetteville Road): Six-lane divided interstate highway

Source of Latest Traffic Volume: 2011 NCDOT Traffic Count Map

***Assumption- (Max Use of Existing Zoning)** – 38 single-family units

**** Assumption- (Max Use of Proposed Zoning)** – Per TIA: 180,000 square-feet retail (new car sales).

Table G2. Transit Impacts
Transit service is provided within one-quarter mile of this site along Renaissance Parkway via DATA route #7 and Triangle Transit Route #800.

Table G3. Utility Impacts
This site is will be served by City water and sewer pending Utility Extension Agreement and Annexation.

Table G4. Drainage/Stormwater Impacts
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.

Table G5. School Impacts			
The proposed zoning is not estimated to generate any students; no residential identified on development plan. This represents a decrease of 13 students under the existing zoning. Durham Public Schools serving the site are Creekside Elementary, Githens Middle, and Jordan High Schools.			
Students	Elementary School	Middle School	High School
Current Building Capacity	16,832	7,717	9,980
Maximum Building Capacity (110% of Building Capacity)	18,515	8,489	10,978
20th Day Attendance (2012-13 School Year)	16,150	7,212	9,476
Committed to Date (April 2010 – March 2013)	432	151	88
Available Capacity	1,933	1,126	1,414
Potential Students Generated – Current Zoning*	6	3	4
Potential Students Generated – Proposed Zoning**	0	0	0
Impact of Proposed Zoning	-6	-3	-4

*Assumption- (Max Use of Existing Zoning) – 38 single-family units

** Assumption- (Max Use of Proposed Zoning) – no residential identified

Table G6. Water Supply Impacts	
This site is estimated to generate a total of 22,500 GPD if developed to its maximum potential with the proposed zoning district. This represents an increase of 16,610 GPD over the existing zoning district.	
Current Water Supply Capacity	37.00 MGD
Present Usage	23.33 MGD
Approved Zoning Map Changes (April 2010 – March 2013)	0.70 MGD
Available Capacity	12.97 MGD
Estimated Water Demand Under Present Zoning*	5,890 GPD
Potential Water Demand Under Proposed Zoning**	22,500 GPD
Potential Impact of Zoning Map Change	+16,610

Notes: MGD = Million gallons per day

*Assumption- (Max Use of Existing Zoning) – 38 single-family units

** Assumption- (Max Use of Proposed Zoning) – Per TIA: 180,000 square-foot retail (new car sales).

Attachments

12. DDOT TIA Memorandum

13. NCDOT TIA Memorandum