



CITY OF DURHAM | DURHAM COUNTY
NORTH CAROLINA



ZONING MAP CHANGE REPORT

Meeting Date: December 16, 2013

Table A. Summary			
Application Summary			
Case Number	Z1300012	Jurisdiction	City
Applicant	GreenbergFarrow	Submittal Date	April 19, 2013
Reference Name	Hope Valley Farms Pod BB Revisions	Site Acreage	6.77
Location	1051 Martin Luther King, Jr. Parkway, between South Roxboro Street and Archdale Drive		
PIN(s)	0820-17-10-7531		
Request			
Proposed Zoning	Commercial General with a development plan (CG(D))	Proposal	Nonresidential development between 1,000 and 20,000 square feet
Site Characteristics			
Development Tier	Suburban Tier		
Land Use Designation	Commercial and Recreation and Open Space		
Existing Zoning	Commercial General with a development plan (CG(D))		
Existing Use	Vacant		
Overlay	None	Drainage Basin	Jordan Lake
River Basin	Cape Fear	Stream Basin	Third Fork Creek
Determination/Recommendation/Comments			
Staff	Staff determines that this request is consistent with the <i>Comprehensive Plan</i> and applicable policies and ordinances.		
Planning Commission	Approval, 11-0 on October 8, 2013. The Planning Commission finds that the ordinance request is consistent with the adopted <i>Comprehensive Plan</i> . The Commission believes the request is reasonable and in the public interest and recommends approval based on comments received at the public hearing and the information in the staff report.		
DOST	No comments		
BPAC	No comments		

A. Summary

This is a request to change the zoning designation of a 6.77-acre site for a proposed maximum development of 1,000 – 20,000 square feet of building footprint. The site is

located at 1051 Martin Luther King, Jr. Parkway, between South Roxboro Street and Archdale Drive (see Attachment 1, Context Map). This request is consistent with the *Comprehensive Plan* and applicable policies and ordinances.

This request proposes changes from the existing development plan associated with the CG(D) district; the applicant proposes to remove fuel sales as a prohibited use. Thus, allowing fuel sales if approved. Other modifications are noted below.

Appendix A provides supporting information.

B. Site History

There are several zoning map change cases associated with this property. The Office Institutional (OI) zoning district was approved with case P85-47. The zoning district was then changed to Commercial General (CG) with case P86-42 and approved back to OI with the approval of case P87-75. The present designation of CG(D) was approved with case Z0900007 on October 13, 2009.

This present request (case Z1300012) of CG(D) differs from the existing zoning in that it proposes to remove the following five text commitments (items a through d have already been completed by others):

- a. At Martin Luther King, Jr. Parkway and South Roxboro Street: extend the exclusive northbound left-turn lane on South Roxboro Street to provide 300 feet minimum storage and appropriate transitional taper.
- b. At Martin Luther King, Jr. Parkway, Site Driveway 1, and Valley Creek Site Drive: construct a westbound left-turn lane on Martin Luther King, Jr. Parkway with adequate storage, taper, and a median break.
- c. At Martin Luther King, Jr. Parkway, Site Driveway 1, and Valley Creek Site Drive: construct the western site drive with a minimum separation of 1,000 feet from the intersection of South Roxboro Street and Martin Luther King, Jr. Parkway.
- d. Revegetate the median affected by the proposed median break in accordance with a landscape design reviewed and approved by the City of Durham Public Works Department as part of the construction review and approval process. The cost of the landscape design, all landscape plants and materials, installation, and warranty maintenance are the financial responsibility of the developer.
- e. No fuel sales and/or convenience stores will be located on the 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 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 increased opacity project boundary buffer, stormwater mitigation, drive-thru location and amenities, transit improvements, as well as a number of roadway improvements resulting from the Traffic Impact Analysis (TIA) (see Attachments 6 for City Transportation's analysis). Please refer to Section B of this report for the differences between this proposal and the existing zoning designation.

Graphic Commitments. Graphic commitments include the general location of site access points, location of the tree preservation area, buffers, grading, and site driveway improvements. This proposal differs from the existing zoning designation in that the existing zoning designation makes the following two graphic commitments which are not shown on the proposed development plan. These commitments have since been provided by other development in the area:

- a. Site Drive 1 (full movement): construct a westbound left-turn lane with adequate storage and taper on Martin Luther King, Jr. Parkway
- b. Site Drive 1 to align with access to approved site plan for development across Martin Luther King, Jr. Parkway

Design Commitments. The proposed structures will have flat roofs with parapets, a pitched roof, or both, and provides a list of building materials for use on building facades. The differences between this proposal and the existing zoning designation is the changed roofline description and statement of compatibility with the adjacent Shoppes of Hope Valley Shopping Center. The approved roofline design commitments would require flat roofs with parapets, a pitched roof or both, *with the roofline heights varied for added visual appeal and will generally correspond to any vertical wall elements presented to break up the horizontal plane of the building.* The proposed design commitment's roofline simply states that the buildings will have flat roofs with parapets, a pitched roof, or both.

Determination. If the requested CG(D) zoning district is approved, this request would allow for a range between a minimum of 1,000 and a maximum of 20,000 square feet of

building footprint of nonresidential uses. Inclusion of fuel sales as an allowable use in the proposed zoning district does not conflict with any UDO standards.

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(D) zoning district is consistent with the Future Land Use Map of the *Comprehensive Plan* which designates this site as Commercial and Recreation and Open Space.

There are conditions shown on several adopted plans that have either already been developed or are offsite:

Durham County Inventory of Important Natural Areas, Plants, and Wildlife. The site is adjacent to Third Fork Creek; a tributary to New Hope Creek which has been identified in the *Durham County Inventory of Important Natural Areas, Plants, and Wildlife*. The bottom reaches of this stream (south of NC Highway 54) is identified as bottomlands.

Durham Trails and Greenways master Plan. The *Durham Trails and Greenways Master Plan* shows a street trail along Martin Luther King, Jr. Parkway as well as the Third Fork Creek Trail adjacent to the site along Third Fork Creek. Each of these trails has already been developed.

Long Range Bicycle Plan, Map 4.6. The *Long Range Bicycle Plan, Map 4.6*, shows an existing bicycle lane along Martin Luther King, Jr. Parkway. This segment has been identified as such for its “ability to provide connectivity, serve underserved areas, improve safety in areas of concern, and address public input” (Durham Comprehensive Bicycle Transportation Plan, Executive Summary). Map 4.6 also shows a proposed greenway adjacent to the site along Third Fork Creek. Each of these trails has already been developed.

F. Site Conditions and Context

Site Conditions. This request includes a single, 6.77-acre parcel located at 1051 Martin Luther King, Jr. Parkway, between South Roxboro Street and Archdale Drive. This site is undeveloped, tree covered, and impacted by floodway, floodway fringe, streams (and associated stream buffers), and wetlands (and associated buffers) associated with Third Fork Creek. There are no other identified environmental or physical constraints on this site.

Area Characteristics. This site is located in the Suburban Tier on the south side of Martin Luther King, Jr. Parkway, west of South Roxboro Street (see Attachment 1). Uses in the area consist of single- and multi-family residential, commercial, a government facility, and

undeveloped land; zoning districts include Planned Development Residential 3.440 (PDR 3.44), Commercial Center with a development plan (CC(D)), and OI.

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 as well as shows protection of the site's environmental features; the proposed building/parking envelope does not encroach into the floodway, streams, wetlands, or associated buffers.

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 not estimated to change the student generation or water demand from the existing zoning. 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 6 for City Transportation's analysis). The development plan includes these recommendations as commitments.

H. Staff Analysis

Staff determines that this request is consistent with the *Comprehensive Plan* and applicable polices and ordinances.

If the requested CG(D) zoning designation were approved a range between 1,000 and 20,000 square feet of building footprint would be permitted. Nonresidential development at the proposed intensity, including fuel sales and/or a convenience store is a reasonable use along a four lane divided major thoroughfare. Traffic mitigation measures were identified and, if approved, this project commits to those improvements.

I. Contacts

Table I. Contacts		
Staff Contact		
Amy Wolff, Senior Planner	Ph: 919-560-4137, ext. 28235	Amy.Wolff@DurhamNC.gov
Applicant Contact		
Agent: Patrick L. Byker, Morningstar Law Group	Ph: 919-590-0384	pbyker@morningstarlawgroup.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
- Hope Valley Neighborhood Association

K. Summary of Planning Commission Meeting October 8, 2013 (Case Z1300012)

Zoning Map Change Request: Request CG(D) to CG (D).

Staff Report: Ms. Wolff presented the staff report.

Public Hearing: Chair Jones opened the public hearing. Two people signed up to speak and two people spoke in favor and no one spoke in opposition. Chair Jones closed the public hearing.

Commission Discussion: The question was asked about the slope and if it will be brought up to the road. The response was yes and that it was out of the flood plain.

Motion: Approval of the Zoning Case Z1300012. (Mr. Whitley, Mr. Padgett 2nd).

Action: Motion carried, 11-0.

Findings: The Planning Commission finds that the ordinance request is consistent with the adopted Comprehensive Plan. The Commission believes the request is reasonable and in the public interest and recommends approval based on comments received at the public hearing and the information in the staff report.

L. Supporting Information

Table K. Supporting Information		
Applicability of Supporting Information		
Appendix A	Application	Attachments: <ol style="list-style-type: none"> 1. Context Map 2. Future Land Use Map 3. Aerial Photography 4. Development Plan Reduction 5. 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 G2: Transit Impacts Table G3: Utility Impacts Table G4: Drainage/Stormwater Impacts Table G5: School Impacts Table G6: Water Impacts Attachments: <ol style="list-style-type: none"> 6. CDOT 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: <ol style="list-style-type: none"> 7. Planning Commissioner's Written Comments 8. Ordinance Form

Appendix A: Application Supporting Information

Attachments:

1. Context Map
2. Future Land Use Map
3. Aerial Photography
4. Development Plan Reduction
5. Submittal and Review History

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	294,901
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% (0.677 acres)	10.5% (0.71 acres)
Riparian Buffer	8.5.4.B.1	50	50
Wetlands Buffer (feet)	8.9.4	25	25

Table D4. Project Boundary Buffers			
Cardinal Direction	Adjacent Zone	Required Opacity	Proposed Opacity
North	PDR 3.440	0.6/0.8	N/A
East	CC(D)	0.2/0.4	N/A
South	PDR 3.440	0.6/0.8	0.8 (30 feet)*
West	PDR 3.440	0.6/0.8	0.8 (30 feet)*

*0.6 opacity minimum is required. Applicant is committing to 0.8 opacity.

Table D5. Summary of Development Plan		
Components	Description	Plan Sheet
Required Information	Intensity/Density. 1,000 – 20,000 square feet of building footprint	DV-1
	Building/Parking Envelope has been appropriately identified.	DV-1
	Project Boundary Buffers shown exceed the UDO standards (see Graphic Commitments below).	DV-1
	Stream Crossing. None shown.	N/A
	Access Points. Two (2) external site access points have been identified.	DV-1
	Dedications and Reservations. None.	N/A
	Impervious Area. 70% (4.739 acres)	DV-1
	Environmental Features. Stream, floodway, floodway fringe, and wetlands have been identified.	XC-1, DV-1
	Areas for Preservation. See Tree Coverage (below).	DV-1
	Tree Coverage. 0.71 acres (10%) of tree preservation area as shown.	DV-1
Graphic Commitments	<ol style="list-style-type: none"> 1. Location of two site access points. 2. Location of tree preservation area as shown. 3. 0.8 opacity/30-foot project boundary buffers as shown 4. Installation of 24" hedge/shrubs along Martin Luther King Junior Parkway for the frontage of the site. 5. Grade shoulder of Martin Luther King Junior Parkway level with top of curb for a distance of 5 feet behind sidewalk to facilitate installation of street lights. 	DV-1

Table D5. Summary of Development Plan		
	<p>6. Site Drive 1 (full movement): Construct an eastbound right-turn lane with adequate storage and taper on Martin Luther King, Jr. Parkway. Additional right-of-way will be dedicated to accommodate these improvements such that there is a minimum 2 feet of right-of-way behind the back of the relocated sidewalk.</p> <p>7. Site Drive 2 (right-in/right-out): Construct an eastbound right-turn lane with adequate storage and taper on Martin Luther King, Jr. Parkway. Additional right-of-way will be dedicated to accommodate these improvements such that there is a minimum of 2-feet of right-of-way behind the back of the relocated sidewalk.</p>	
Text Commitments	<p>1. The developer agrees to install a 30-foot wide, 0.8 opacity boundary buffer. Hedge will be installed prior to the certificate of occupancy for the adjacent structure.</p> <p>2. Transit facilities to serve this site will be provided on the south side of Martin Luther King, Jr. Parkway adjacent to the site as determined by the City of Durham at the time of site plan submittal. The transit facilities may include additional sidewalk, a concrete pad, shelter, and a bench.</p> <p>3. At the time of site plan approval, the developer agrees that the total nitrogen export for this project shall be mitigated to 2.2 lbs/acre/year as calculated utilizing methods approved by the City of Durham.</p> <p>4. Any restaurant drive-thru lanes located between the building and Martin Luther King, Jr. Parkway will be screened from view with a 36-inch high masonry wall prior to issuance of a certificate of occupancy.</p> <p>5. No restaurant drive-thru windows/speaker boxes shall be located on the side of a building facing the townhome community to the south (see notation on sheet DV-1).</p> <p><u>Martin Luther King, Jr. Parkway / Site Drive 1 / Valley Creek Site Drive</u></p> <p>1. Construct an exclusive northbound left-turn lane on site drive 1 with appropriate protected driveway stem length.</p> <p>2. Construct a shared through/right-turn lane on site drive 1 with appropriate protected driveway stem length.</p> <p>3. Construct an eastbound right-turn lane on Martin Luther King, Jr. Parkway with adequate storage and taper.</p> <p>4. Subject to a MUTCD traffic signal warrants analysis and approval by City Transportation at the site plan stage, install a traffic signal with steel poles, mast arms, pedestrian signals, and interconnect cable.</p> <p><u>Martin Luther King Jr. Parkway / Site Drive 2</u></p> <p>1. Construct site drive 2 as a right-in/right-out connection to Martin Luther King, Jr. Parkway with one ingress and one egress lane.</p> <p>2. Construct an eastbound right-turn lane on Martin Luther</p>	Cover

Table D5. Summary of Development Plan		
	King, Jr. Parkway with adequate storage and taper.	
SIA Commitments	None Provided.	N/A
Design Commitments	The proposed buildings will have flat roofs with parapets, a pitched roof, or both. Building facades will incorporate any of the following materials: brick, traditional and/or synthetic stucco, precast concrete panels, split face or ground face CMU, hardieplank or other fiber cement siding, vinyl, stone, glass, aluminum or other metal panels.	Cover

Appendix E: Adopted Plans Supporting Information

Table E. Adopted Plans	
<i>Comprehensive Plan</i>	
Policy	Requirement
Future Land Use Map	Commercial: Land used primarily for retail, entertainment, office, and services. Recreation and Open Space: Identify and protect identified areas. [Note: the property within this request has not been specifically identified]. Suburban Tier: Land uses that shall be allowed include Recreation and Open Space, Agricultural, Residential, Institutional, Commercial, Office, Research/Research Application, and Industrial.
2.2.2b	Suburban Tier Land Uses. Land uses that shall be allowed include Recreation and Open Space, Agricultural, Residential, Institutional, Commercial, Office, Research/Research Application, and Industrial.
2.3.1a	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.
2.3.2a	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.
8.1.2j	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.
8.1.4c and d	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.
8.1.4p	New Bicycle Routes: Wherever possible, incorporate recommended bike lanes or wide shoulders during street resurfacing or reconstruction and convert railroad corridors to bikeways.

Table E. Adopted Plans	
11.1.1a	School Level of Service Standard: The level of service for public school facilities shall be established as a maximum enrollment of 110 percent of the system’s maximum permanent building capacity, measured on a system-wide basis for each type of facility.
11.1.1b	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.
Long Range Bicycle Plan	
Map 4-6 shows an existing bicycle lane along Martin Luther King, Jr. Parkway.	

Appendix F: Site Conditions and Context Supporting Information

Table F. Site Context			
	Existing Uses	Zoning Districts	Overlays
North	Government facility, vacant land	PDR 3.440, CC(D)	N/A
East	Commercial, vacant land	PDR 3.440, CC(D)	N/A
South	Vacant land, townhouses	PDR 3.440, OI	N/A
West	Vacant land	PDR 3.440	N/A

Appendix G: Infrastructure Supporting Information

Table G1. Road Impacts		
South Roxboro Street and Martin Luther King, Jr. Parkway are the major roads impacted by the proposed request. There are no scheduled City of Durham or NCDOT roadway improvement projects in the area.		
Affected Segments	South Roxboro Street	Martin Luther King, Jr. Parkway
Current Roadway Capacity(LOS D) (AADT)	29,900	29,900
Latest Traffic Volume (AADT)	7,000	19,000
Traffic Generated by Present Designation (average 24 hour)*	5,030 (103% of TIA)	
Traffic Generated by Proposed Designation (average 24 hour)**	5,412 (103% of TIA)	
Impact of Proposed Designation	+382	

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

S. Roxboro Street: 4-lane divided city/county class II arterial with left-turn lanes

M.L. King Jr. Parkway: 4-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)** – CG (D): Two fast-food restaurants (4,500 SF each) with drive-up windows and a bank with three drive-up windows.

** **Assumption- (Max Use of Proposed Zoning)** – CG (D): service station with convenience store and 16 fueling positions, 4,500 SF fast-food restaurant with drive-up window, and a bank with three drive-up windows.

Table G2. Transit Impacts
Transit service is provided within one-quarter mile of this site via DATA Route #7 with the nearest stop being at WalMart and Martin Luther King, Jr. Parkway.

Table G3. Utility Impacts
This site is served by City water and sewer.

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; the plan commits to nonresidential uses. This does not represent a change from the existing zoning. Durham Public Schools serving the site are Southwest Elementary School, Lowes Grove Middle School, and Hillside High School.			
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*	0	0	0
Potential Students Generated – Proposed Zoning**	0	0	0
Impact of Proposed Zoning	0	0	0

*Assumption- (Max Use of Existing Zoning) – no residential identified on existing development plan

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

Table G6. Water Supply Impacts	
This site is estimated to generate a total of 2,500 GPD if developed to its maximum potential with the proposed zoning district. This does not represent a change from 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*	2,500 GPD
Potential Water Demand Under Proposed Zoning**	2,500 GPD
Potential Impact of Zoning Map Change	N/A

Notes: MGD = Million gallons per day

*Assumption- (Max Use of Existing Zoning) – 20,000 square feet of commercial use

** Assumption- (Max Use of Proposed Zoning) – 20,000 square feet of commercial use

Attachments

6. CDOT TIA Memorandum

Appendix K: Summary of Planning Commission Meeting

Attachments:

7. Planning Commissioner's Written Comments
8. Ordinance Form