

6 | Adjacent Development

The City of Durham has several potential projects with that could impact parking demand within the area surrounding Ninth Street. However, the potential development in the area lies outside of the study area defined for this project and shown in Figure 2.1. Listed below and shown in Figure 6.1 are the potential development projects currently being considered in the Ninth Street area.

- Hotel
 - Located immediately west of Erwin Mills, adjacent to Main Street
 - Approximately 130 rooms
 - Approximately 150 on-site surface parking spaces

- Multi-Family Development
 - Located immediately west of Erwin Mills and north of the proposed hotel mentioned above
 - Approximately 310 apartment units
 - Approximately 400 on-site structured parking spaces

- Grocery Store & Miscellaneous Retail
 - Located immediately north of Erwin Mills and north of proposed multi-family development mentioned above, adjacent to Hillsborough Road
 - Approximately 53,500 square feet of grocery
 - Approximately 25,800 square feet of miscellaneous retail
 - Approximately 335 on-site surface parking spaces

Each of the potential developments shown and listed together provides a total of approximately 885 parking spaces. Utilizing Urban Land Institute peak parking generation rates, the estimated parking demand for these developments is shown in Table 6.1.

Table 6.1 – Ninth Street Area Potential Development Parking Demand

Development	Size	ULI Peak Parking Generation Rate	Parking Demand	Parking Provided
Hotel	130 rooms	1.25/room	163 spaces	150 spaces
Multi-Family	310 apts.	1.65/unit	512 spaces	400 spaces
Grocery & Misc. Retail	79,300 SF	4.0/1,000 SF	318 spaces	335 spaces
Total			993 spaces	885 spaces

As shown in Table 6.1, the estimated peak parking demand exceeds that of the parking provided for each development. It is evident that certain levels of shared parking between these developments would likely be required for the potential developments to successfully park their users and overcome the approximately 108 space parking deficit. Considering that these developments, with the exception of the eastern extent of the grocery and retail, are located opposite Erwin Mills from the study area, it is unlikely that parking demand and supply will share with the area analyzed in this study. As a result, these developments were excluded from the analysis performed on the Ninth Street study area.



Figure 6.1 – Potential Ninth Street Area Development

In addition to the potential development west and north Erwin Mills, there is also a proposed development at the northern extent of the study area on the southeast corner of the intersection of Ninth Street and Green Street. This proposed development is also shown in Figure 6.1 and is referred to as Ninth Street North. The uses within the development include the following:

- Ninth Street North
 - Located on southeast corner of Ninth Street and Green Street
 - Approximately 230 apartments
 - Approximately 6,400 square feet office
 - Approximately 10,000 square feet retail
 - Approximately 400 on-site structured parking spaces

Utilizing Urban Land Institute peak parking generation rates, the estimated parking demand for the Ninth Street North development is shown in Table 6.2.

Table 6.2 – Ninth Street North Potential Development Parking Demand

Development	Size	ULI Peak Parking Generation Rate	Parking Demand	Parking Provided
Apartments	230 apts.	1.65/unit	380 spaces	
Office	6,400 SF	3.8/1,000 SF	25 spaces	
Retail	10,000 SF	4.0/1,000 SF	40 spaces	
Total			445 spaces	400 spaces

On the surface, the peak parking demand and parking supply provided shown in Table 6.2 do not align, however, the mix of uses within the potential development are conducive to sharing parking supply throughout the day. As a result, this development is considered “self-parked” and will not need to rely on surrounding parking supply to meet its needs. Coupling this with the unknown timeframe of this potential development coming to fruition, the Ninth Street North development was excluded from the parking study. Should this development come back to the table as a viable project, the City should consider engaging this property owner to discuss potential parking lease agreements, depending on the then current makeup of parking supply and demand within the study area.