TWYLA ROAD NORTH
PLANNED DEVELOPMENT DISTRICT (MAJOR)

PREPARED BY:
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WithersRavenel

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PLANS:

   MASTER LAND USE PLAN

   BUFFER, STREETSCAPE AND CIRCULATION PLAN
The purpose of this document is to establish an approximate 40.3-acre Major Planned Development District (PDD) comprised of multi-family, commercial and associated amenities.

The subject property is located at the northeast quadrant of the intersection of Morrisville Parkway and NC 540, with Twyla Road bisecting the assemblage of properties. The Planned Development District (PDD) zoning designation is selected in order to promote the best use of the subject property. The parcels are located within the Commercial Center designation on the Future Growth Framework.

The proposed uses are connected via internal drives as well as pedestrian connections to include a private greenway system that will ultimately connect to the Town's planned greenway to the north.

The development has a Community Gathering Space comprising approximately 15,000 square feet. The Community Gathering Space shall include at least one of the following: central plaza/green, dog park/run, play-ground equipment, fountains/water features, and/or public art. The proposed PDD also includes a private Neighborhood Recreation Site that shall be a minimum 0.5 acres and include at a minimum a clubhouse and swimming pool.

The proposed PDD is designed, located, and oriented on the site so that non-residential uses and recreational uses are accessible to residents of the planned development. Accessibility means both pedestrian and vehicular access by way of sidewalks, greenways and streets that do not involve leaving the planned development or using a major thoroughfare.
1.2 APPLICABILITY

This zoning district shall apply to the geographic area shown on the following vicinity map.
1.3 GENERAL DEVELOPMENT INTENT

1.3.1 Land Uses

Twyla Road North PDD is a major planned development comprised of three (3) subdistricts – RMF-1 Residential, C-1 Commercial, and OS-1 and OS-2 Open Space as described below. The master land use map (PDD-1) illustrates the approximate limits of each subdistrict.

Residential Use (Subdistrict RMF-1)
The size of the RMF-1 subdistrict is approximately 20 acres. Use within this subdistrict shall be limited to attached multi-family. The maximum number of multi-family units shall be 395.

Nonresidential Uses (Subdistrict C-1)
The size of the C-1 subdistrict is approximately 7.8 acres. This subdistrict shall be limited to non-residential use, with a minimum of 10,000 and a maximum of 15,000 cumulative square feet of non-residential use and a maximum 200 cumulative rooms for a hotel or motel use. The maximum non-residential square footage listed above may be increased with a reduction of the maximum hotel rooms at a ratio of 5,000 square feet increase per 12 room decrease. This “transfer” from hotel rooms to non-residential square footage is capped at 25,000 square feet, for a total of 40,000 square foot of non-residential use.

The permitted nonresidential uses are the following:

- Kennel, indoor only;
- Veterinary hospital/office, with indoor kennel;
- Bank, with drive-through service;
- Bank, without drive-through service;
- Restaurant, with indoor operation;
- Restaurant, with outdoor operation;
- Office, business or professional;
- Hotel or motel;
- Commercial indoor recreational facility;
- ABC store;
- Convenience store;
- Wellness Center;
- Shopping Center, Small;
- Postal center, private;
- Personal service establishment;
- Indoor recreation (yoga, martial arts, etc.)
- Retail store, including pharmacy with drive-through service; and
- Vehicle filling station.
Open Space (Subdistricts OS-1 and OS-2)

The total acreage of the open space subdistricts is approximately 12.4 acres, with OS-1 containing approximately 0.7 acres and OS-2 containing approximately 11.7 acres. The open space subdistricts are provided as transitions to the properties adjacent to the project. Existing features within the open space subdistricts include stream buffers, FEMA and Town of Cary flood plain, wetlands, and a sewer easement along the northern border of the project. Allowable uses within the open space subdistricts are stormwater control measures, private and/or public greenway systems, as well as roadways to allow for connection(s) to adjacent properties.

Principal uses allowed in subdistrict RMF-1, C-1 and Recreation Uses are detailed in the Use Table contained in this Section. Accessory or ancillary uses normally associated with such primary uses and which do not constitute more than 10% of the total floor area on a site are allowed in conjunction with the principal use.

<table>
<thead>
<tr>
<th>Subdistrict</th>
<th>Permitted Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>RMF-1</td>
<td>Attached, Multi-Family Units</td>
</tr>
<tr>
<td>C-1</td>
<td>Hotel, General Retail (Refer to Section 1.3.1 for specific uses)</td>
</tr>
<tr>
<td>OS-1 &amp; 2</td>
<td>Stormwater control measures (SCM), private and/or public greenway trails, other allowable uses within community gathering spaces</td>
</tr>
</tbody>
</table>

### 1.3.2 Subdistricts

<table>
<thead>
<tr>
<th>Subdistrict</th>
<th>Size* (Acres)</th>
<th>Maximum Dwelling Units</th>
<th>Gross Floor Area Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>RMF-1</td>
<td>20.1</td>
<td>395</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C-1</td>
<td>7.8</td>
<td>N/A</td>
<td>10,000 SF</td>
<td>15,000 SF*</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>N/A</td>
<td>200 ROOMS*</td>
</tr>
<tr>
<td>OS-1</td>
<td>0.7</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>OS-2</td>
<td>11.7</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

*Maximum square footage of non-residential may be increased by 5,000 SF for every 12 rooms removed from maximum hotel rooms, and is capped at 25,000 SF of transfer for a total of 40,000 SF. See Twyla Road North PDD – Trip Equivalency Comparison submitted as Appendix PDD-5.

*The areas shown within the table above include a total of 3.5 acres within the existing Twyla Road right-of-way, portions of which are anticipated to be abandoned during development plan approval.

A breakdown of the standards governing development in Subdistricts RMF-1 and C-1 are found in Section 1.6.
1.3.3 Vehicular and Pedestrian Circulation

As shown on the Buffer, Streetscape and Circulation Plan, this site provides internal vehicular circulation, but has limited vehicular access points. The site is bound by NC 540 to the west, floodplain and stream buffer to the north, existing development to the east and Morrisville Parkway to the south. The site access will be provided via a fourth leg to the roundabout on Morrisville Parkway at the NC 540 northbound ramps with both an ingress and egress into the site. Additionally, the existing Stockwell Lane street stub will be extended into the property, providing access to Highcroft Drive.

Pedestrian circulation is planned in locations to limit interaction with vehicular traffic. Additionally, sidewalks meeting current LDO standards shall be provided along the property frontage. There is also a private greenway system.

1.3.4 Buffers and Streetscapes

Buffers and Streetscapes for the proposed PDD are per the Land Development Ordinance (LDO) unless otherwise stated in this Document. A 15’ streetscape will be maintained along both sides of Stockwell Lane. A 30’ streetscape will be maintained along Morrisville Parkway.

1.3.5 Utilities

Water, sanitary sewer, and reclaimed water will be provided to this development via service connection to and/or extensions of existing Town of Cary utility lines. Water service is expected to be provided by service connection to the existing 12” water main in Morrisville Parkway and existing 8” water main in Stockwell Lane. Sanitary sewer is expected to be served by the existing 12” sanitary sewer main on the northern side of the site. Reclaimed water is expected to be served by the existing 6” reclaimed water main along Morrisville Parkway and the existing 4” main along Stockwell Lane.

1.3.6 Storm Drainage

Any future development plans must demonstrate compliance with all applicable stormwater management requirements of the Land Development Ordinance. Additionally, site development shall adhere to all applicable local, state, and or federal stormwater-related statutes.
1.4 Standards for New Development

1.4.1 Compliance with Development Plan Procedures Required

All new development shall be subject to development plan review in accordance with the Land Development Ordinance unless otherwise identified in the PDD Document.

1.4.2 General Development Requirements

As applicable, the following general requirements shall govern development within Twyla Road North PDD:

(A) Measurement of Acreage, Density, and Units

All acreages are preliminary until final surveying takes place during the construction drawing phase of development. Final parcel acreages may vary during final site design. Densities for the residential parcel are considered to be maximums and the resulting number of units may vary slightly once final parcel acreage is established.

(B) Buffers and Streetscapes

Buffer and streetscape widths and types shall be as specified on the Streetscapes and Setbacks Plan.

(C) Community Gathering Space

Based on the requirements in the LDO, for a site the size of Twyla Road North PDD, the minimum requirement is 5,000 square feet for a Community Gathering Space. A minimum of three Community Gathering Areas will be evenly distributed throughout the site such that all uses have access to these public spaces within a short walk. Overall, the project will include a minimum of 15,000 square feet of gathering space which is three times the required amount. Each Community Gathering Area will consist of at least one of the following: central plaza/green space with seating area, decorative planting beds, dog park/run, playground equipment, fountains/water features or public art.
(D) **Neighborhood Recreation Site**

As part of the program for the residential component of the project, a private recreational amenity will be provided. This amenity will include at a minimum a clubhouse with outdoor pool. Other amenities such as fire pits and shade structures may be included. These amenities will be available to residents of the project only. This site shall be a minimum of 0.5 acres and is in addition to the committed square footage for the Community Gathering Space.

(E) **Vehicular and Pedestrian Connectivity**

Vehicular and pedestrian connectivity is identified on the Buffer, Streetscape and Circulation Plan.

(F) **Parking Requirements**

The parking standard for the RMF-1 subdistrict shall be 1 parking space per bedroom, plus 0.10 space per dwelling unit for visitor spaces. The parking standard for C-1 subdistrict will be in accordance with the Land Development Ordinance.

(G) **TAR Recommendations**

The applicant is proposing the following improvements as part of this development.

- **NC 55 at Morrisville Parkway:**
  Prior to issuance of first certificate of occupancy, construct a second eastbound left-turn lane at NC 55 with 400’ of storage and appropriate taper, and corresponding traffic signal modifications.

- **Morrisville Parkway at Site Access 2:**
  At driveway permit submittal for Site Access 2 (RI/RO) and prior to issuance of first certificate of occupancy within sub-district C-1, construct an exclusive westbound right-turn lane with 100’ of storage and appropriate taper.
1.6  SPECIFIC DEVELOPMENT STANDARDS

1.6.1  Subdistrict Development Standards

The following development standards shall apply to all uses within Subdistricts R-1 and C-1.

<table>
<thead>
<tr>
<th>Subdistrict</th>
<th>Size of Tract (Acres)</th>
<th>Min. Width (Feet)</th>
<th>Min. Side Building Setback (Feet)</th>
<th>Min. Rear Setback (Feet)</th>
<th>Min. Roadway Setback (Feet)</th>
<th>Max Height (Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>RMF-1</td>
<td>20.1</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>30’ (Morrisville Pkwy) 15’ (Stockwell Lane)</td>
<td>70</td>
</tr>
<tr>
<td>C-1</td>
<td>7.8</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>30’ (Morrisville Pkwy) 15’ (Stockwell Lane)</td>
<td>70</td>
</tr>
</tbody>
</table>

*Note – 10’ building setback and 5’ parking setback is required from buffers with existing vegetation. This setback is not required along buffers and/or streetscapes with planted material.*
MEMORANDUM

To: Katie Drye, Town of Cary
From: Travis Fluitt, P.E., Kimley-Horn and Associates, Inc.
Date: June 14, 2019
Subject: Twyla Road North PDD – Trip Equivalency Comparison

Kimley-Horn has performed a trip equivalency comparison to justify the ability to exchange hotel rooms for additional commercial space within the Twyla Road North PDD located on the north side of Morrisville Parkway west of Highcroft Drive in Cary, North Carolina. The current PDD proposes 420 multi-family dwelling units, 200 hotel rooms, and up to 15,000 square feet (SF) of commercial space. The traffic analysis report (19-TAR-437) was performed based on these land uses. The PDD also proposes that hotel rooms may be exchanged for additional commercial space at a ratio of 12 rooms per 5,000 additional SF up to a maximum of 40,000 SF of total commercial space.

Trip Generation

A trip generation analysis was performed at intervals of 5,000 SF of commercial space from 15,000 SF to 40,000 SF to confirm that the trip generation totals from the TAR would not be exceeded with the potential exchange of uses. The analysis was performed using ITE Trip Generation 10th Edition rates, and the resulting net new external trips (after internal capture and pass-by capture reductions) for each scenario are summarized in Table 1 below. It should be noted that we were unable to replicate the exact trip generation numbers report in the TAR. However, the final number of trips is not as important as the trip comparison between land use alternatives.

<table>
<thead>
<tr>
<th>Land Use Mix</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>200 Hotel Rooms &amp; 15,000 SF Retail</td>
<td>5,490</td>
<td>428</td>
<td>374</td>
</tr>
<tr>
<td>188 Hotel Rooms &amp; 20,000 SF Retail</td>
<td>5,486</td>
<td>425</td>
<td>373</td>
</tr>
<tr>
<td>176 Hotel Rooms &amp; 25,000 SF Retail</td>
<td>5,451</td>
<td>421</td>
<td>373</td>
</tr>
<tr>
<td>164 Hotel Rooms &amp; 30,000 SF Retail</td>
<td>5,428</td>
<td>418</td>
<td>371</td>
</tr>
<tr>
<td>152 Hotel Rooms &amp; 35,000 SF Retail</td>
<td>5,395</td>
<td>414</td>
<td>370</td>
</tr>
<tr>
<td>140 Hotel Rooms &amp; 40,000 SF Retail</td>
<td>5,355</td>
<td>411</td>
<td>370</td>
</tr>
</tbody>
</table>

Table 1 shows that none of the daily, AM peak hour, or PM peak hour trip thresholds from the baseline condition (200 hotel rooms and 15,000 SF commercial space) will be exceeded due to an exchange in
land use as outlined in the PDD document. Any such exchange is only expected to result in a reduction in net new external trips.

It is also worth noting that the ITE Trip Generation Manual says, “a hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops.” Thus, some retail or restaurant space could be included in the ground floor of the hotel based on the land uses included in the TAR.

Conclusions
Based on the analysis presented herein, it is my professional opinion that the proposed land use exchange rate of 12 hotel rooms for every 5,000 square feet of commercial space is reasonable, and any resulting exchange in land use will not negatively impact traffic operations in the area or invalidate the results and recommendations of the TAR. Therefore, no revisions to the TAR should be required.

Should you have any questions or comments, please do not hesitate to contact me at (919) 653-2948 or travis.fluitt@kimley-horn.com.