



Morrisville Planning and Zoning Board

Advisory Board/Committee

February 14, 2019, 6:30 Pm

- 1. Call to Order**
- 2. Invocation**
- 3. Adoption of Agenda**
- 4. Approval of Minutes**
 - 4.a. [January 10, 2019 Minutes](#)
[Draft PZB Minutes 2019-01-10.pdf](#)
- 5. Presentations**
 - 5.a. [Aviation Parkway and NC 54 Intersection Alternatives Presentation](#)
[Staff Presentation: Aviation Parkway and NC 54 Intersection Alternatives](#)
- 6. Public Address**
- 7. Old Business with Public Comment**
- 8. Old Business**
- 9. New Business with Public Comment**
- 10. New Business**
- 11. Staff Comments**
 - 11.a. [Planning and Zoning Board's Powers and Duties](#)
 - 11.b. [January 2019 Planning Newsletter](#)
[January 2019 Planning Newsletter.pdf](#)

12. Board Comments

13. Upcoming Term Expirations - *None*

14. Upcoming Events - *Visit <https://www.townofmorrisville.org/residents/event-calendar> to learn more about upcoming Town events.*

15. Adjournment - *Thank you for attending this meeting. We hope you plan to join us again soon!*

Planning and Zoning Board Agenda Item Report

Agenda Item No. 2019-16-0
Submitted by: Marty Saunders
Submitting Department Planning
Meeting Date: February 14, 2019

SUBJECT

January 10, 2019 Minutes

Recommendation:

Approval

Updates/History of Briefing:

NA

Executive Summary and Background Information:

NA

Potential Options:

NA

Staff Recommendation:

NA

ATTACHMENTS

- [Draft PZB Minutes 2019-01-10.pdf](#)



Planning and Zoning Board Meeting January 10, 2019 at 6:30 pm

DRAFT MINUTES

1. Call to Order

Chairman Peter Prichard called the meeting to order at 6:30 p.m. Also present at the meeting were Vice Chairwoman Harlean Botha, Members Taylor, Langston, Toterhi and Alternate Members Willis and Acharya. Staff present included Town Manager Martha Paige, Planning Director Courtney Tanner, Current Planning Manager Michele Stegall, Planner II Kari Grace, Transportation Planner Dylan Bruchhaus, and Secretary to the Board Marty Saunders.

2. Invocation

Vice Chairwoman Botha opened the meeting with the invocation.

3. Adoption of Agenda

There were no changes made to the agenda.

MOTION: *Member Taylor* made a motion to adopt the January 10, 2019 agenda as submitted. *Vice Chairwoman Botha* seconded the motion, which passed unanimously.

4. Adoption of Minutes

MOTION: *Vice Chairwoman Botha* made a motion to approve the November 8, 2018 Special Meeting and the December 13, 2018 minutes as submitted. The motion was seconded by *Member Toterhi*, which passed unanimously.

5. Presentations

None.

6. Public Comment

None.

7. Old Business - Public Comment

None.

8. Old Business

None.

9. New Business - Public Comment

9.a. Request for Zoning Map Amendment for the Properties Commonly Known as 0, 245, 249, 253, 257 and 259 Aviation Parkway and 257 and 259 Sunset Avenue (REZ 18-03)

Kari Grace, Planner II, introduced the proposed rezoning for a development, Aviation Landing, which would be a Mixed Use Planned Development (MUPD) with various development standards. The applicant, KG & Son, LLC, requested a planned development rezoning for 0, 245, 249, 253, 257 and 259 Aviation Parkway and 310 and 324 Sunset Avenue, a total of eight parcels. The 10.21 acre site is located on the north side of Aviation Parkway and

south of Sunset Avenue. The property sits on the cusp of the Town Core identified in the 2007 Town Center Plan. This plan identified the use as new supporting residential, which is consistent with the proposed rezoning. Therefore, only a rezoning was requested.

The proposed development plan divides the site into two tracts of land. The portion fronting on Aviation Parkway would have two higher density mixed use buildings with commercial uses on the ground floor and multi-family on the upper floor. The rear tract would be made up of single-family attached dwellings. The rear portion would use dimensional standards comparable to the existing zoning, Residential Transition (RT) district. Both tracts would use architectural design standards, which pull from existing voluntary UDO guidelines.

Access to the site would be from Aviation Parkway and Sunset Avenue. A new street network would come through the development, consisting of three local streets – one primary street and two stub streets to provide access to adjacent vacant parcels. Initially, the entrance onto Aviation Parkway would be full-access, until the improvements are completed on Aviation Parkway. The access would then be converted to right-in right-out. Also proposed are two emergency only accessways. The development would have on-street parking and sidewalks, and would extend the existing Fairview Greenway.

A Transportation Impact Analysis (TIA) was conducted as part of this rezoning. It estimates a maximum of 2417 daily trips, with 114 morning peak hour trips and 199 evening peak hour trips.

The proposed tree preservation and open space both exceed the UDO's minimum landscape requirements. The landscape plan provides a pedestrian-oriented streetyard design, similar to the Jeremiah streetscape. A parkland payment in lieu is provided for the residential dwellings.

Staff recommends approval of this request, as proposed with the addition of a payment in lieu contribution toward the burial of overhead utilities along Aviation Parkway. This is a legislative request, which is a discretionary decision.

Members of the applicant's team came forward to speak.

Tony Tate, Tony M. Tate Landscaping and Architecture (TMTLA), 5011 Southpark Drive, Durham, NC, explained that this mixed use project was initiated in 2014. The site is located on a major transportation corridor, juxtaposed between an existing commercial office use and the Cotten Place subdivision. Their goal was to create a good transition between the existing uses.

Placing the mixed use buildings closer to the street was intended to create a quaint small town streetscape. The development transitions nicely with neighboring residential uses to the rear of the property.

Chris Rurkowski, TMTLA, 5011 Southpark Drive, Durham, NC, explained that TMTLA has done work in the Triangle area, specifically mixed-use projects. He envisioned this development to be like Grace Park and Park West Village in Morrisville. Although Park West Village is more commercial, both projects have wide sidewalks, trees and lighting to provide the pedestrian scale to the site.

He explained that the firm has tried to achieve a mixed use along the front of the property to residential uses along the rear of the site. This could create a walkable community.

Chairman Prichard then opened the public comment session at 6:58.

Joe Mitchell, 1436 Shelton Oaks Place, Raleigh, NC, is a part of the development team for this project. He stated that the project should be an asset to the Town. He believed that Aviation Landing would be a cohesive element coming from the commercial to residential uses.

Vice Chairwoman Member Botha had questions regarding the access to the site from the vicinity of Sunset Avenue and NC 54. *Ms. Grace* explained that improvements for the subject property would be along the frontage of Sunset Avenue. Improvements at NC 54 at Sunset Avenue are not being proposed with this rezoning because the TIA did not identify recommended improvements for this intersection. *Ms. Grace* added there is a nearby development pending, Villas at Sunset, that is closer to Chapel Hill Road, specifically Cotten Drive and Sunset Avenue.

Dylan Bruchhaus, Transportation Planner, explained that the Sunset Avenue and Chapel Hill Road intersection was highlighted to be studied in the TIA, and no planned improvements were recommended for that intersection at this time.

Baohong Wan, Transportation Engineer with VBH, Cary, NC, came forward to provide information on the transportation improvements. This intersection was studied as a secondary access, and the counts for right-in and left-out out of Sunset Avenue onto Chapel Hill Road were very low. The number of peak morning counts was 18 right and 8 left turns; and 23 right turns and 0 left turns during peak evening counts. Therefore, improvements were not warranted at this time.

Member Taylor asked about traffic using Sunset Avenue as a cut through to Aviation Parkway. His concern is traffic trying to access Aviation Parkway from Cotten Drive or this development during peak hours. *Mr. Wan* did acknowledge this concern, but found the existing cut-through traffic generally is from Airport Boulevard to International Drive. Improvements to McCrimmon Parkway are anticipated to solve existing cut-through issues.

Member Taylor asked if speed bumps could be incorporated to slow traffic. *Director Tanner* explained that these are proposed public town roads. A raised greenway crossing or speed table, which slows traffic down, was possible. The road design is a circuitous road, with on-street parking, which also slows moving traffic. *Ms. Grace* added that there would also be greenway crossing signage and striping patterns on the road to utilize pedestrian safety and traffic calming.

Vice Chairwoman Botha identified the riparian buffer and stormwater control measure on site. She wanted the assurance that this would address the water table. *Ms. Grace* informed the Planning and Zoning Board that the storm water facility had not been designed yet since this was a rezoning application.

Vice Chairwoman Botha wanted more information regarding the waiver for underground utilities. *Ms. Grace* explained that the waiver for administrative approvals would only be

granted if the Town Engineer decided to grant that waiver and has adequate information to determine that it is not feasible to underground the utilities at time of construction.

Member Taylor expressed his concern regarding conditions for the planned development, since it doesn't require that it has to adhere to the proposed layout. He would like to see the breakdown of uses to make up the mixed use component. *Ms. Grace* explained that the development cannot have more than 80% of the development as a whole be residential. Therefore, there is direction for the mixed use component. There is a table within the proposed plan that identifies the nonresidential use types allowed.

Member Taylor asked if they could have a small office space in the front of a ground floor unit, which does not have residential or retail use. *Ms. Grace* stated that the development would have to adhere to the layout of the concept plan, which provides for a vertical mixed use component. *Director Tanner* said that the UDO specifically states that modifications to the conditions of this mixed use planned development would trigger a full review including the entire Planning and Zoning Board and Town Council process.

Member Acharya wanted to know what would happen if a bridge was constructed over the intersection at Chapel Hill Road and Aviation Parkway. *Director Tanner* said that an above grade bridge at the Aviation Parkway intersection is unlikely as part of the Aviation widening project, at this time due to cost. According to Ben Howell, Long Range Planning Manager, NCDOT has indicated that they are no longer proposing a grade separation at the Aviation Parkway/Chapel Hill Road intersection, rather NCDOT is now evaluating at grade safety improvements.

Member Acharya acknowledged that on-street parking would be located on both sides of the road. He asked if this would impact public safety vehicles. *Ms. Grace* explained that the street sections were designed specifically to allow for fire truck access. *Director Tanner* explained that the actual road pavement width is 26 feet, which allows for two lanes of traffic.

Member Acharya asked if the sidewalk fronting on Aviation Parkway will connect to Cotten Place. *Mr. Rurkowski* responded that the sidewalk will continue to the business center to the north adjacent to Bearcat Way and currently the sidewalk in front of Cotten Place stops approximately 25 feet from the property line to the south. These sidewalk improvements would be completed with the NCDOT road widening.

Member Acharya wanted to know what kind of street lights were planned for this development. *Ms. Grace* explained that that level of detail was not determined yet. However, the UDO has public street lighting standards for local streets, as well as parking lot lighting standards, that must be met.

Member Willis asked if additional conditions might be in order through a conditional rezoning. *Ms. Grace* explained that there are more restrictive parameters for a mixed-use development than a conditional rezoning. The conceptual plan must be similar to what was being reviewed at this meeting. The uses are pared down for tract 2 of this development, but a little more flexible for tract 1.

Member Willis asked if the developer would be making the improvements along Aviation Parkway. *Ms. Grace* said that the developer would be responsible for these improvements. However, this will depend on the timing of the NCDOT project. *Mr. Bruchhaus* said the first conceptual designs will come from NCDOT in summer 2019. Construction should start in FY 2023. The timing of this development will determine if a payment in lieu or construction is needed. *Ms. Grace* confirmed that if development begins prior to NCDOT work, right-of-way would be dedicated, actual improvements such as lighting and the sidewalk would be installed, and a payment in lieu made for proposed road improvements.

Member Willis asked about the two proposed street stubs. *Ms. Grace* explained that these stubs are in place for future development. Currently, there is vacant property between this site and the Villas at Sunset.

Member Willis asked if there are certain types of businesses targeted for this site. *Mr. Mitchel* indicated that local businesses are desired, such as a coffee shop.

Member Willis also wanted to know about the proposed energy efficiency features. *Barney Baxter*, President of Medallion Construction, Inc., replied that the townhomes will all be energy star certified homes, due to features such as energy efficient furnaces, crawl spaces, argon gas windows and roof sheathing. Each townhome will be custom construction, with homeowners requesting upgrades like solar panel installations.

Member Willis asked if a traffic signal would be warranted at the entrance. *Mr. Bruchhaus* explained that traffic signal locations are unknown at this time. The TIA did not indicate the need to install a traffic signal in conjunction with this development.

Member Toterhi also wondered about the need for a traffic signal. He voiced his concern about the safety of movement of traffic on Aviation Parkway. He wanted to know how the 2417 daily trips was determined. *Mr. Wan* explained that square footage for general retail and office spaces and the number of units for multi-family and townhomes were used for the traffic study. A mixed-use feature includes a credit toward the number of daily trips. These numbers resulted in 2417 daily trips, with 114 morning peak hour trips and 199 evening peak hour trips. *Member Toterhi* asked if traffic counts are ever done after development is in place. *Mr. Wan* added that these estimates are based on observations and studies across the United States.

Chairman Prichard explained that the ITE Trip Generation Manual is used to determine the number of daily trips. Currently, the traffic analysis allows for traffic to turn both ways onto Aviation Parkway. He asked if the analysis accounted for the future right-in right-out access only. *Chairman Prichard* stated that there will be vehicles heading toward I-40, and u-turns will occur. *Mr. Wan* replied that when the widening of Aviation Parkway occurs, NCDOT would account for u-turn movements.

Member Langston stated that he was concerned with the hodgepodge of the existing uses on Aviation Parkway. He was generally in favor of mixed use developments.

Chairman Prichard wondered if the three-story townhomes would overshadow the nearby residential units to the rear of the property. *Director Tanner* replied that currently there are no single family homes adjoining the site. The end units would be the tallest and be the most

visible to nearby homes. *Chairman Prichard* asked if there was an opposition to the rezoning. *Ms. Grace* responded that there was one email written in opposition to the requested rezoning.

Chairman Prichard expressed his concern about Aviation Parkway. He wondered if the developer was providing sufficient land for road improvements. *Ms. Grace* confirmed that right-of-way dedication for road improvements along Aviation Parkway will be provided with this development. The 2009 Aviation Parkway cross section and 2019 Transportation Plan cross section and NCDOT ranges were used to determine the right-of-way width needed. *Ms. Grace* added that a PIL was the recommended option for sidewalks and street light installations if the NCDOT road improvements were underway, yet not completed.

Chairman Prichard asked if the applicant could be required to commit to pay for the installation of the underground utilities once NCDOT approves the construction plans for the widening of Aviation Parkway. *Ms. Grace* confirmed that staff is recommending that a PIL be paid at the time of construction plan approval, for the future undergrounding of utilities.

Chairman Prichard asked if the streetscape is located between the commercial mixed uses and the townhomes. *Ms. Grace* agreed that the unique streetscape is an interior improvement, not on the Aviation Parkway frontage; however, the required streetyard buffer per the UDO would be provided along Aviation Parkway.

Chairman Prichard stated that the traffic study was based on a full access entrance on Aviation, not a right-in right-out access only. *Mr. Wan* indicated that there would be 28 peak am trips and 41 peak pm trips making left hand turns. Once improvements are made, a u-turn could occur at Liberty Pass Way. He does not think that the numbers will significantly change.

Chairman Prichard asked about the modifications to the development standards. *Ms. Grace* responded that the applicant has exceeded or combined standards with a mixed use development. The only issue staff had was addressed with the PIL for undergrounding of overhead utilities. There was no zoning district in the Town Center that allowed for all of these uses to come together without a MUPD.

Member Acharya liked this product better than what was occurring in the Activity Centers. He does acknowledge that there is concern regarding the trip generation projections.

Mr. Tate responded to the concern about undergrounding of overhead utilities. He indicated that Duke Energy is not willing to install the utilities underground.

Chairman Prichard closed the public comment session at 8:12 pm.

MOTION: *Vice Chairwoman Botha*, as required by General Statute 160A-383, made a motion recommending approval of the following Plan Consistency Review Statement for the Proposed Zoning Map Amendment for the subject properties to be rezoned from the Residential Transition (RT) zoning district to the Aviation Landing Mixed Use Planned Development (MUPD) zoning district:

- The Town Center Land Use Map identifies the subject land as New Supporting Residential, which recommends moderate to higher density development to provide

housing opportunities close to Town Center amenities and is consistent with the proposed planned development district.

- The proposed MUPD district will serve as an appropriate transition from the existing adjacent residential development identified in the Town Center Plan as New Supporting Residential to the existing adjacent commercial uses identified in the Town Center Plan as Existing supporting Commercial/Institutional Areas.

As a result, the Zoning Map amendment is consistent with the Town of Morrisville's adopted plans, and in addition, the requested Zoning Map Amendment is compatible with existing uses surrounding the subject property and will result in a logical and orderly development pattern. Therefore, the Zoning Map Amendment is reasonable and in the public interest. *Member Taylor* seconded the motion, which passed 4-1 in favor. (For – Prichard, Botha, Langston and Taylor; Against – Toterhi)

MOTION: *Vice Chairwoman Botha* made a motion recommending the adoption of Ordinance 2018-449-0 of the Town of Morrisville Approving a Zoning Map Amendment for Property commonly known as 0, 245, 249, 253, 257 and 259 Aviation Parkway and 310 and 324 Sunset Avenue (ORD 18-03) including the conditions listed in the ordinance. *Member Taylor* seconded the motion, which passed 4 – 1. (For - Prichard, Botha, Taylor and Langston; Against – Toterhi)

Member Toterhi did not feel the request adequately addressed traffic issues and did not demonstrate a community need.

10. New Business

None.

11. Staff Comments

11a. December Planning Newsletter

Director Tanner reported that there was one new development application submitted for The Factory, which is changing the former Morrisville Outlet Mall use to an office building. The interior of the building will be remodeled and bringing any part of the building in compliance with current Codes and Ordinances to the maximum extent practical. The combined site plan/construction plans were administratively approved for the B.A.P.S. addition. The existing structure and parking would be expanded.

Town Council approved the annexation of the site north of Morrisville-Carpenter Road and east of the Savannah subdivision known as the Stadelmaier property.

Director Tanner informed the Planning and Zoning Board that the third round of community outreach has been completed for the Land Use Plan Update. The consultant is currently compiling this input to bring back to this Board and Town Council in early spring of 2019.

Member Willis recalled that there had been talk of modifications to the Outlet Mall in the past. *Director Tanner* said that this was the first formal application where designs have been submitted for review.

12. Planning and Zoning Board Comments

Member Willis informed the members that she would not be present at the February meeting.

Chairman Prichard said that he was pleased to hear that NCDOT was not studying the bridge/above grade proposal for the intersection at Morrisville-Carpenter and Chapel Hill Road.

13. Upcoming Term Expirations

None.

14. Upcoming Events

None.

15. Adjournment

Vice Chairwoman Botha made a motion to adjourn the meeting. *Member Langston* seconded the motion, which was passed unanimously.

The meeting adjourned at 8:29 p.m.

Peter Prichard,
Planning and Zoning Board Chair

Marty Saunders,
Secretary to the Board

Date

Date

Planning and Zoning Board Agenda Item Report

Agenda Item No. 2019-8-0
Submitted by: Benjamin Howell
Submitting Department Planning
Meeting Date: February 14, 2019

SUBJECT

Aviation Parkway and NC 54 Intersection Alternatives Presentation

Recommendation:

Updates/History of Briefing:

NOT APPLICABLE

Executive Summary and Background Information:

NCDOT has funded a widening of Aviation Parkway from 2- to 4-lanes between NC 54 and I-40 in the 2018-2027 State Transportation Improvement Program. As part of this project, NCDOT has studied several potential intersection improvements for the Aviation Parkway/NC 54/Morrisville-Carpenter Road intersection and railroad crossing in order to improve mobility and reduce congestion at the intersection. Staff and NCDOT presented the three grade-separation alternatives and two at-grade alternatives that are being evaluated to Town Council, and have been asked to present this information to the Planning and Zoning Board as well. NCDOT has completed the evaluation of the grade-separation alternatives, but is continuing to evaluate the at-grade alternatives to determine if the intersection can be improved as part of the widening project. With construction scheduled to begin in 2022-2023, NCDOT plans to hold another public workshop in 2019 to present final designs and gather additional feedback on the project, including any improvements to the Aviation Parkway/NC 54/Morrisville-Carpenter Road intersection.

Potential Options:

NONE

Staff Recommendation:

Receive as information.

ATTACHMENTS

- [Staff Presentation: Aviation Parkway and NC 54 Intersection Alternatives](#)



Morrisville
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Aviation Parkway and NC 54 Intersection Alternatives

Planning & Zoning Board

February 14, 2019

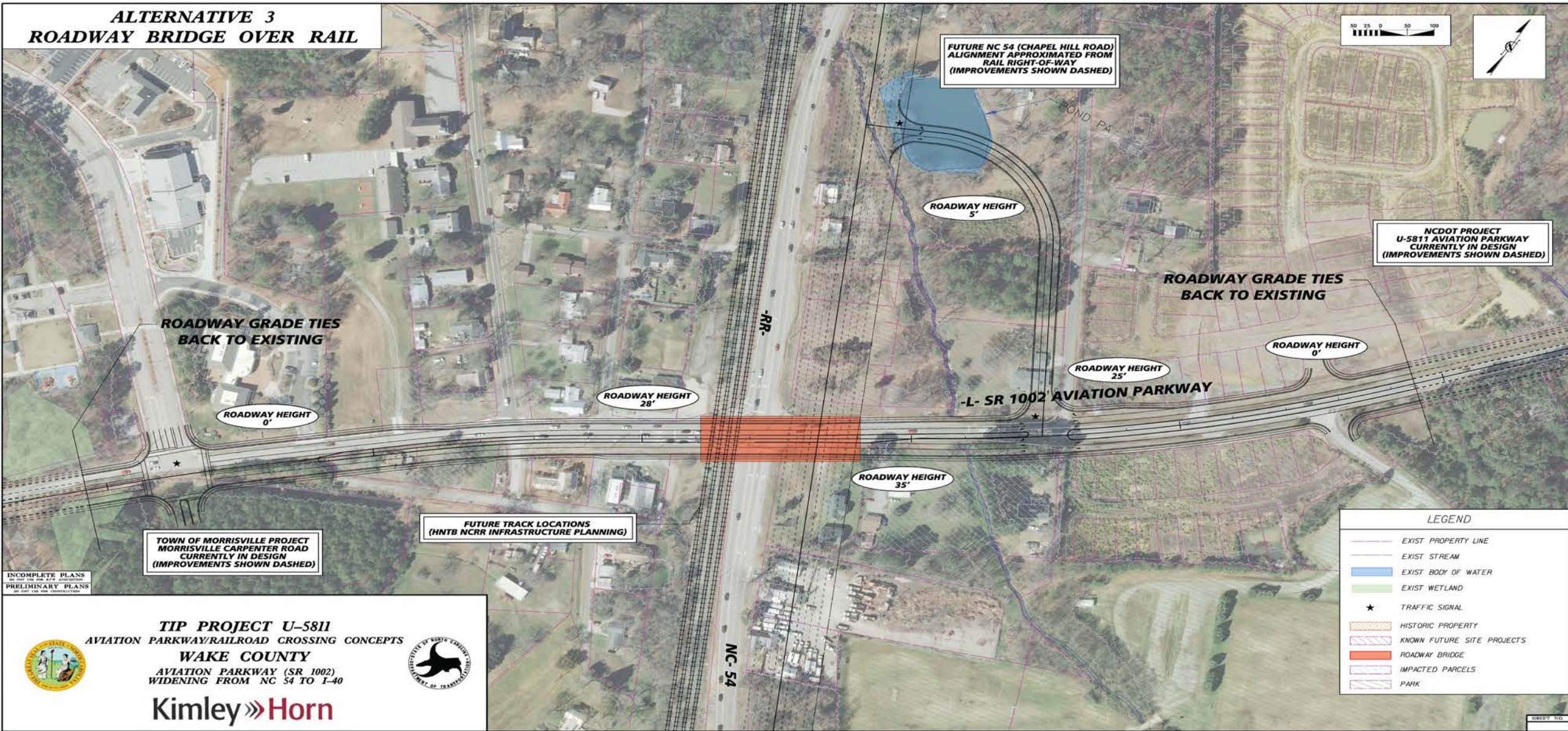
Background

Aviation Parkway Project

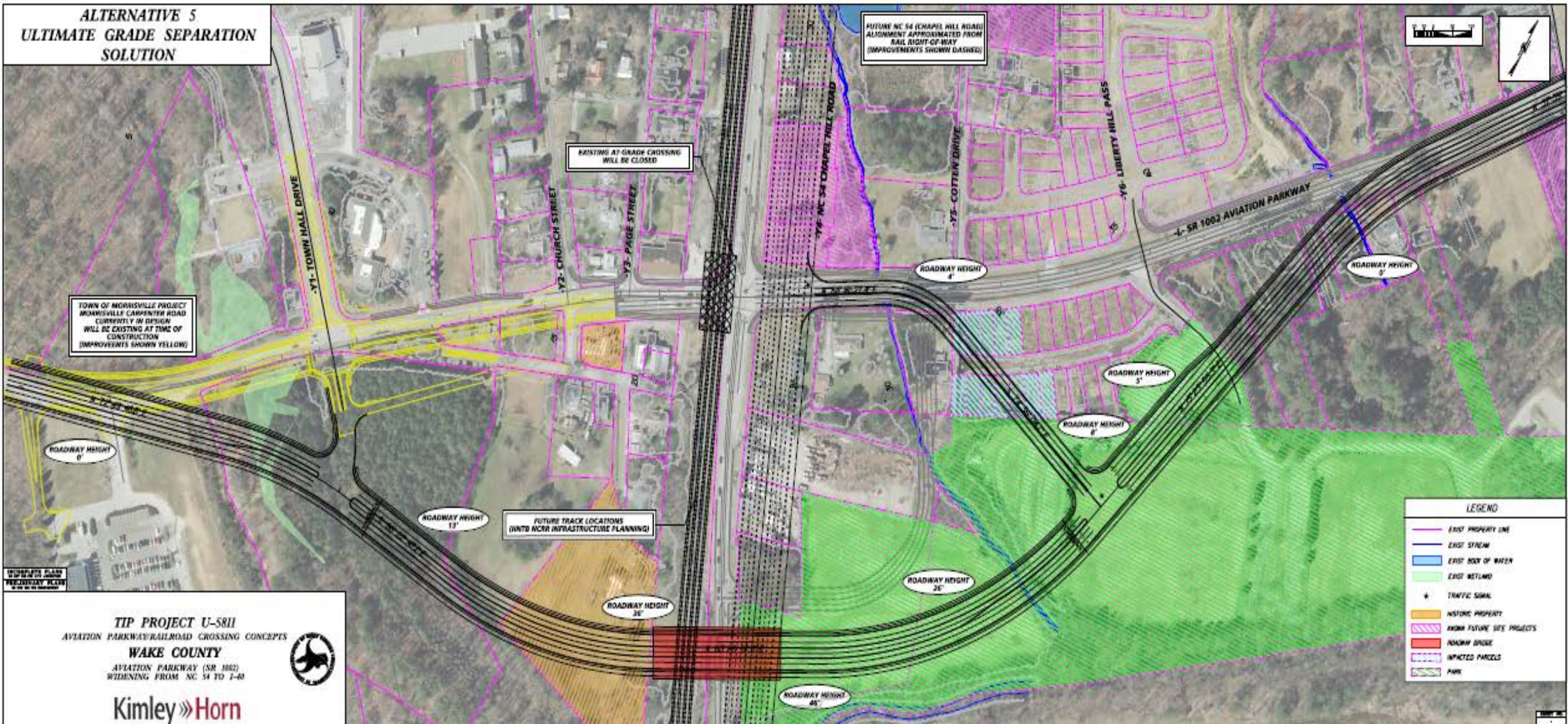
- NCDOT currently working on environmental permitting and design for Aviation Parkway Widening project
- As part of widening project, NCDOT evaluated both at-grade and grade-separated alternatives for Aviation Parkway/NC 54/NCRR intersection
- No funding in widening project for grade separation
- Potential for at-grade improvements to Aviation Parkway/NC 54 intersection as part of widening project
- NCDOT may prefer grade separation as ultimate solution:
 - Seals railroad corridor – over next 10 years, number of trains will increase with Commuter Rail transit and additional Amtrak trains
 - Decreases congestion on NC 54 and Aviation Parkway by removing at-grade intersection

Grade Separation Alternatives

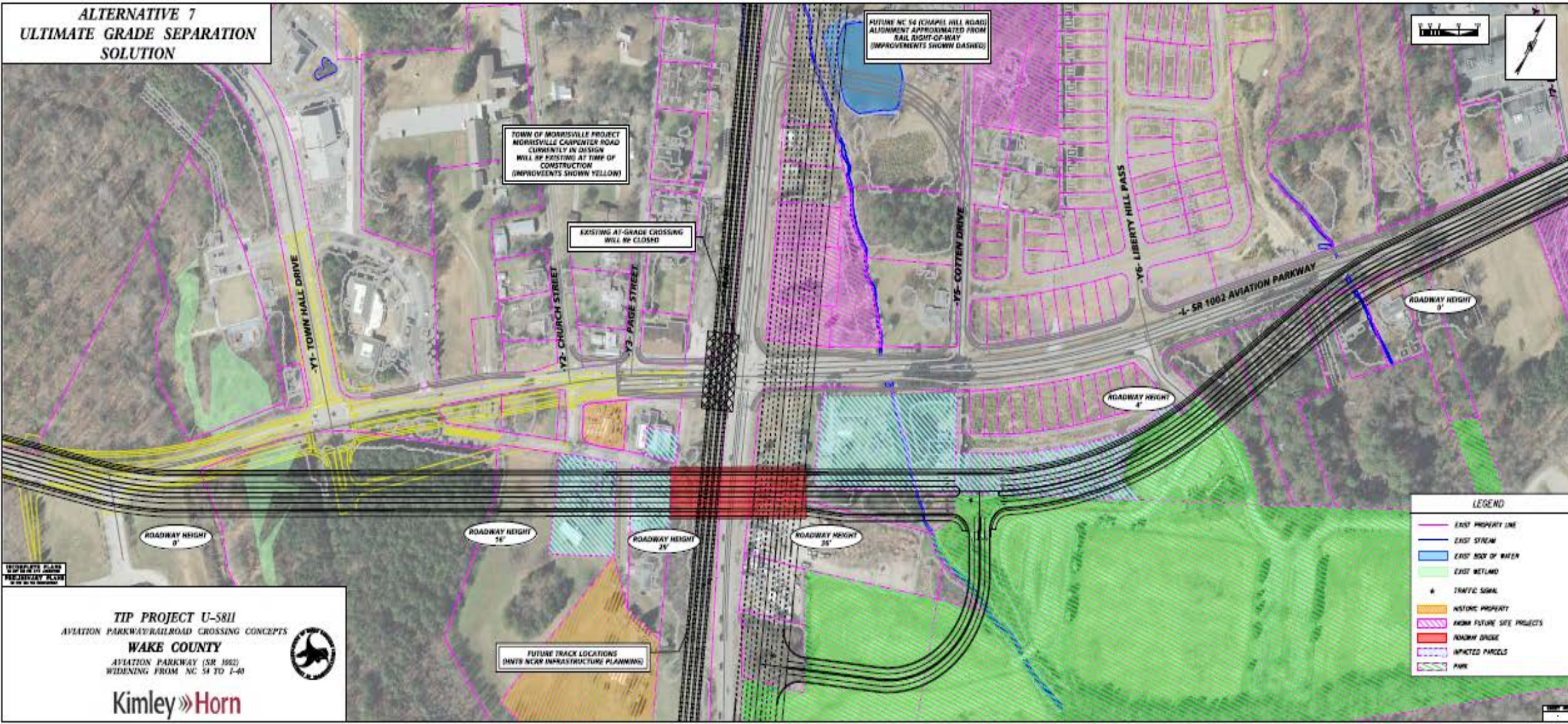
Alternative 3 – Existing Alignment



Alternative 5 – New Alignment



Alternative 7 – New Alignment



Grade Separation Alternatives – Comparison of Impacts

Impacts of Grade Separation Alternatives

Alternative 3

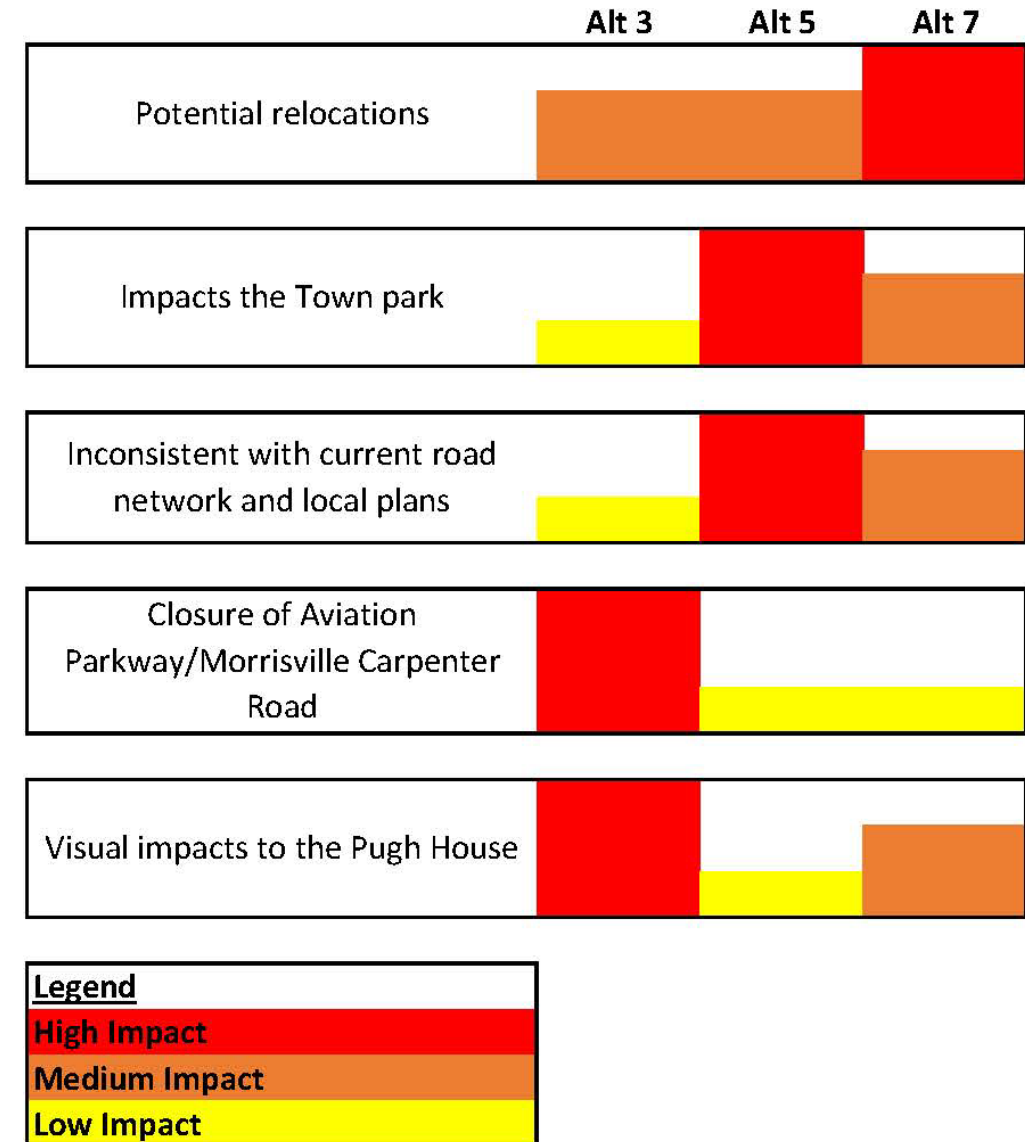
- Town owns many of the impacted parcels west of NC 54
- Closure impacts may be mitigated by improved road network

Alternative 5

- Impacts mostly undeveloped private property
- High impact to Town Park

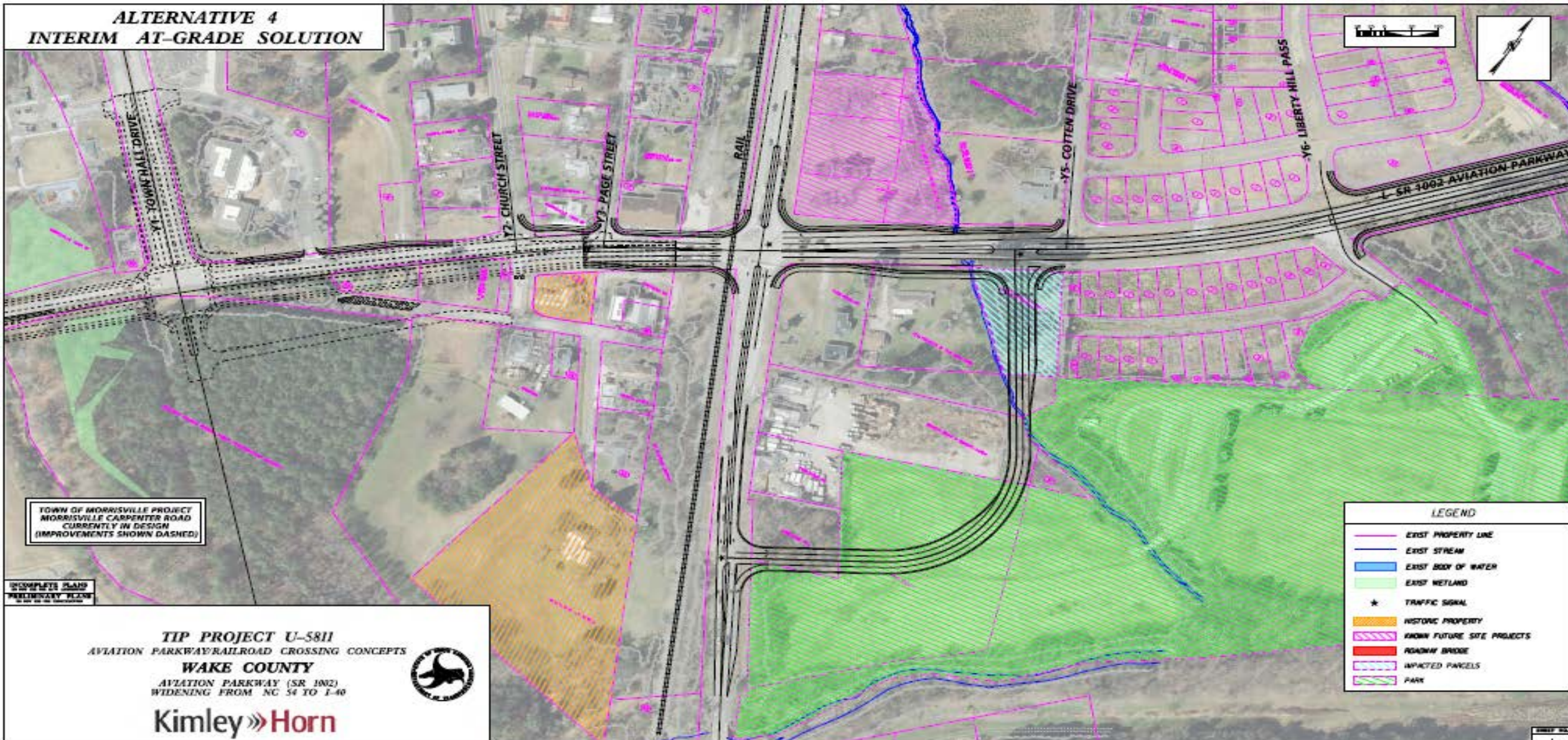
Alternative 7

- Impacts significant amount of developed private property
- Some impact to Town Park

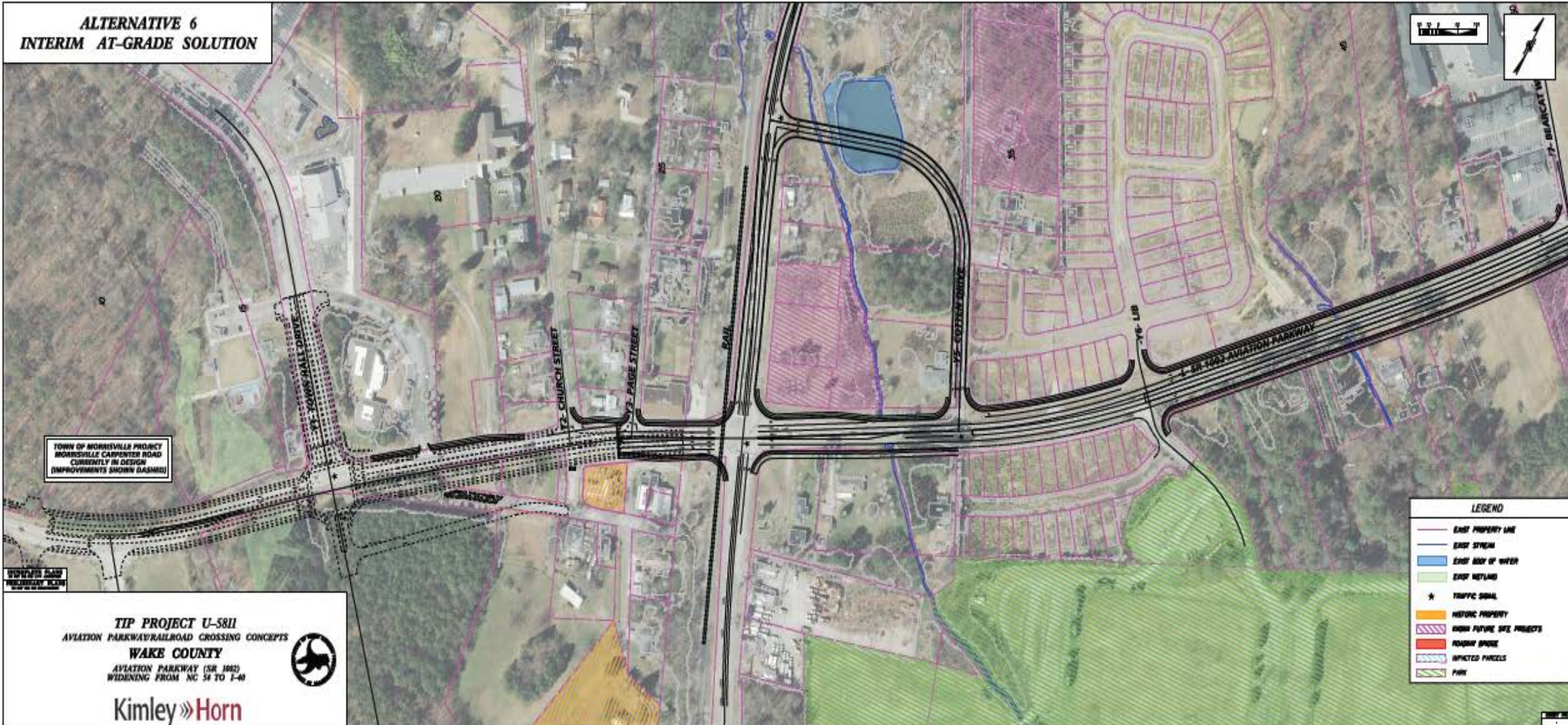


At-Grade Intersection Improvement Alternatives

Alternative 4 – SE Quadrant Loop



Alternative 6 – NE Quadrant Loop



Next Steps

- NCDOT has completed their evaluation of the alternatives
- Grade separation of the Aviation Parkway/NC 54 intersection will not occur as part of widening project
- NCDOT still evaluating interim improvements vs. no improvements to intersection
- Expect additional public outreach on interim improvements prior to final decision – Public Workshops in Spring/Summer 2019

Planning and Zoning Board Agenda Item Report

Agenda Item No. 2019-27-0
Submitted by: Courtney Tanner
Submitting Department Planning
Meeting Date: February 14, 2019

SUBJECT

Planning and Zoning Board's Powers and Duties

Recommendation:

Updates/History of Briefing:

Executive Summary and Background Information:

General discussion of: a) the Planning and Zoning Board's Powers and Duties, as defined by the Unified Development Ordinance, and b) the guidance factors provided by staff in rezoning and Comprehensive Plan (land use plan amendments) briefing reports.

Presentation and handouts will be provided at the meeting.

Potential Options:

N/A

Staff Recommendation:

N/A

ATTACHMENTS

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Planning and Zoning Board Agenda Item Report

Agenda Item No. 2019-17-0
Submitted by: Marty Saunders
Submitting Department Planning
Meeting Date: February 14, 2019

SUBJECT

January 2019 Planning Newsletter

Recommendation:

None

Updates/History of Briefing:

NA

Executive Summary and Background Information:

NA

Potential Options:

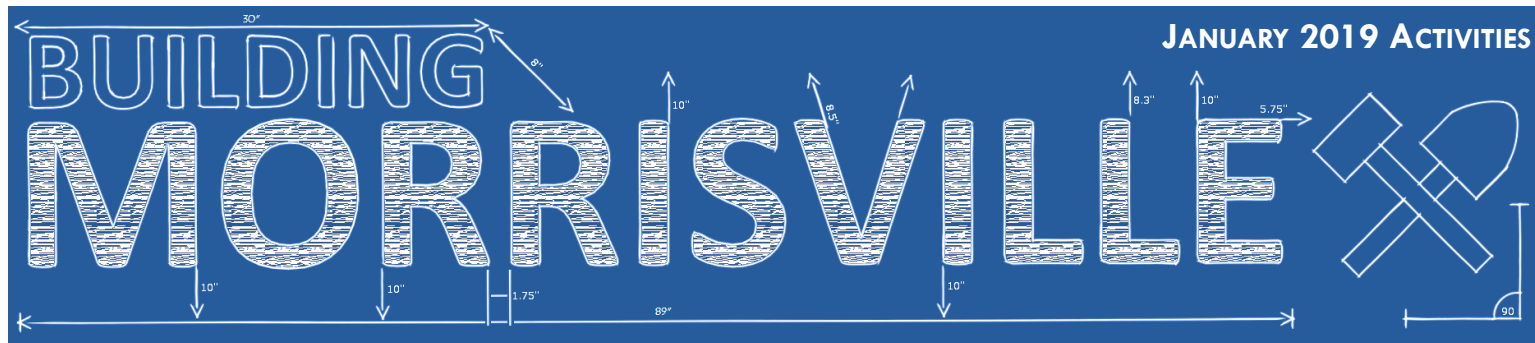
NA

Staff Recommendation:

None

ATTACHMENTS

- [January 2019 Planning Newsletter.pdf](#)



a monthly newsletter highlighting development around town

New Development Applications

There were no new site plans, preliminary subdivisions or construction plans submitted in January.

Administrative Approvals

There were no administrative approvals in January.

Town Council Approvals

Major Site Plan Approval

- Broadstone Trailside (multifamily development)
- Bainbridge Aviation Crossing (multifamily development)

Zoning and Land Use Map Amendment

- Approval of Zoning and Land Use Map Amendments for properties located at 6601 Kit Creek Road and o Louis Stevens Drive. (ETJ Expansion)

Other News

Hazard Mitigation Hazard Plan Update

- Staff and consultants are continuing work on the Wake County Multi-Jurisdictional Hazard Mitigation Plan Update. Staff attended a work group meeting on January 9, 2019, which reviewed the current Plan goals for each local jurisdiction. Future 2019 meeting dates for the general public will be announced soon.

