

TRANSIT ORIENTED DEVELOPMENT AND ZONING PLAN

Morrisville, North Carolina

Adopted June 11, 2024



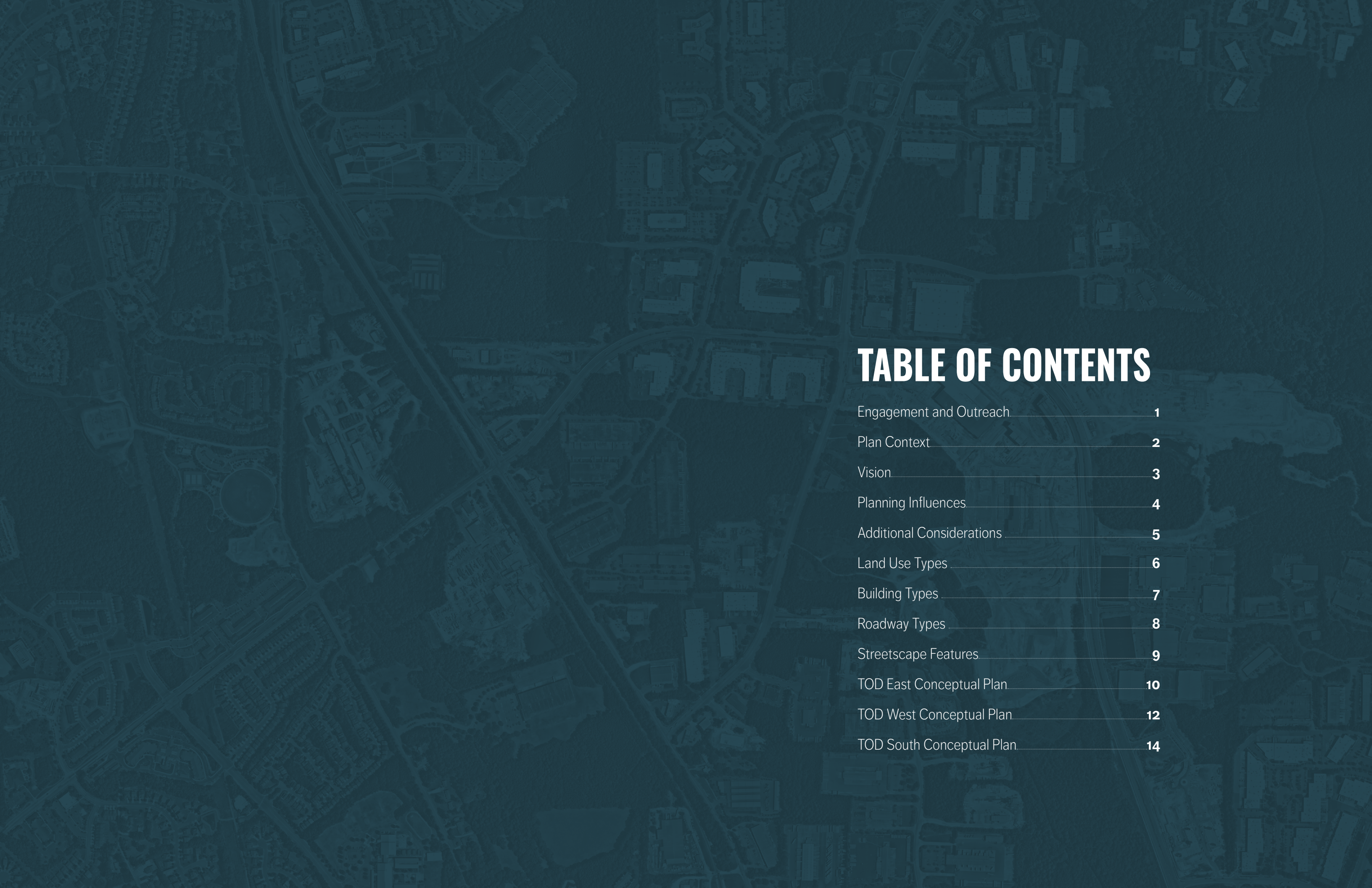


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ENGAGEMENT AND OUTREACH

The Transit Oriented Development and Zoning Plan is built upon the foundation laid out in the 2021 Land Use Plan and associated public outreach. More focused engagement to refine and further develop the vision for the Transit Oriented Development occurred with the development of the Transit Oriented Development and Zoning Plan.

Kick-Off Meetings

The planning process began in September of 2022 with a variety of kick-off meetings. In person meetings were held with property owners to discuss the planning process and their vision for the TOD area. An interdepartmental meeting with Town staff was held to get in front of topics related to items such as fire access and infrastructure maintenance. Virtual meetings were also held with the Raleigh-Durham International Airport and the Town's regional transportation partners including NCDOT and GoTriangle.

Project Webpage

A project webpage was created to provide information about the project, upcoming meetings and public input opportunities. The project webpage included staff contact information and a link to sign up for project updates.

Work Sessions

Several work sessions were held with the Planning and Zoning Board and Town Council with each session building off the prior session. These meetings served to guide the plan and ensure it was being designed in a manner that would produce a vision desired by the Town. All work sessions were advertised to the public and development community through the project webpage, a developer listserv, and a resident email known as Next Week in Morrisville.

Public Partners

Throughout the plan design process outreach meetings and regular check-ins were held with public partners throughout the Triangle. These include the North Carolina Railroad, NC Department of Transportation, NC Capital Area Metropolitan Planning Organization (CAMPO), GoTriangle, US Environmental Protection Agency, and Raleigh Durham International Airport.

Private Developers

Meetings were held with private developers who have experience with transit-oriented development to help better understand the market and financial dynamics associated with TOD development and support the creation of a plan that would be economically feasible. Updates about the status of the project and information about upcoming meetings were also communicated through the Town's developer listserv.

Public Open House

With a draft vision in place, a public open house was held to share the draft plan and solicit public feedback. The open house was widely advertised on the Town website, through social media, in Next Week in Morrisville, and through the Town's developer listserv.

Formal Hearings

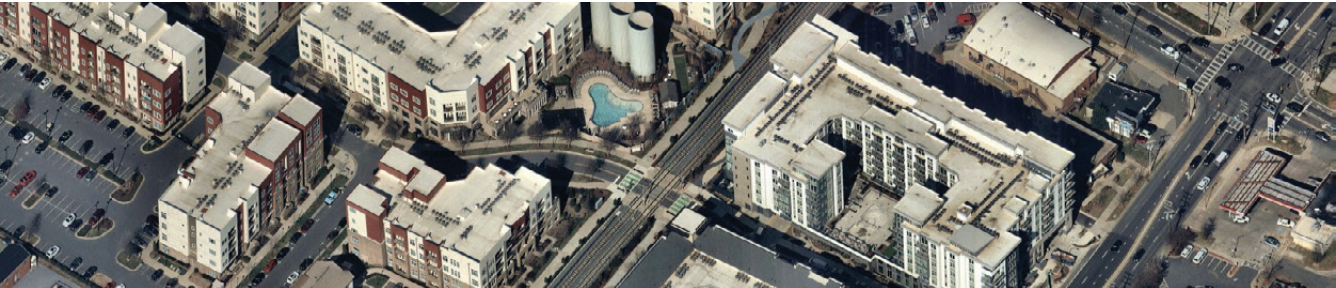
Final review and adoption of the plan utilized a traditional public hearing processes with formal hearings, notices and opportunities for public input throughout.

Transit-Oriented Development

Transit-Oriented Developments feature a critical mass of development and mix of uses necessary to support and fully leverage nearby transit options. Uses include commercial (retail, restaurant, service), residential, office, institutional, and employment concentrated in a pedestrian-friendly environment, with a focus on mixed-use development. Due to the nature of these areas, Transit-Oriented Developments are located near planned and anticipated transit options that would be desirable to future development.

Preferred Uses

- Urban Townhomes
- Multi-family residential
- Commercial retail and service
- Restaurants
- Entertainment
- Cultural
- Institutional and civic
- Mixed-use development
- Hotel
- Parking garage



Key Considerations

- Allow an appropriate mix of uses that creates an active district oriented to planned and existing public transit options. This should include vertical integration of residential units into a mixed-use development that will contribute to activity and support housing diversity.
- Work with property owners and agencies to prepare potential Transit-Oriented Development sites for long-term redevelopment. This should include mitigating hazardous materials on the identified superfund site.
- Position Transit-Oriented Development as vibrant destinations by attracting entertainment uses, restaurants, and other businesses that contribute to night life and activity.
- Ensure development regulations offer the necessary flexibility to permit the levels of activity needed to support transit ridership.
- Prohibit lower density residential uses from occurring in Transit-Oriented Development as they are incompatible with the activity generated in these areas.
- Transit-Oriented Development should consist of short blocks and connected street grids when practicable to enhance pedestrian circulation.
- Ensure that common open spaces like plazas or public seating areas are easily accessible and placed in locations with higher pedestrian activity and visibility.
- Require a prominent, active green space or plaza in each Transit-Oriented Development node to balance surrounding development intensity.
- Encourage parking garage structures to accommodate higher density developments. Parking garages may be shared between uses.
- Evaluate and work with regional partners to create a grade separated pedestrian connection between TOD West and TOD East. The connection could tie into the McCrimmon Flyover.

PLAN CONTEXT

Transit and the critical mass of residential density required to support it have long been thought about in Morrisville but has not been implemented. The area now known as the TOD East was identified as the location of a potential transit station in the Town's 1999 Land Use Plan. At the time, the Town's population was under 5,000 residents (est. 32,548 December 2022). The 1999 Land Use Plan mentions the need for pedestrian and bicycle connections and notes as an objective to "Ensure that development around the proposed mass transit station is compatible with and supportive of mass transit."

The Town's 2009 Land Use Plan (2007 population est. 14,308) also identified a goal of development patterns providing walkable, higher-density residential development and complementary land uses that support transit. The plan mentioned improving transportation mobility by integrating land uses with transportation options. Based on this goal, the McCrimmon Transit Small Area Plan (2013) was created, providing transit-oriented policy guidance such as technical analysis, policy goals, design, and an action plan that identified three areas of Town to serve as a future transit zoning district. The policy guidance was wrapped into updates to the Unified Development Ordinance in 2014, which created a floating TOD zoning district and development standards. The TOD zoning district was never applied to any parcels or proposed as a part of any development.

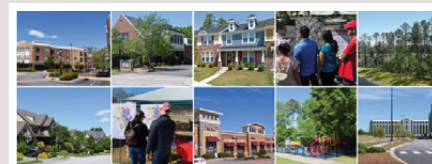
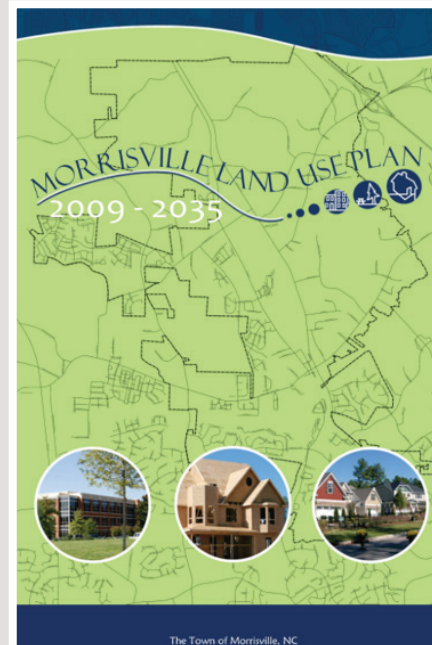
As a part of the Town's 2021 Land Use Plan update there was a renewed interest in planning for transit oriented development. Building on previous planning efforts the 2021 Land Use Plan (est. population 29,500), identified three areas of central Morrisville as appropriate for Transit Oriented Development. These areas, totaling 180 acres, later came to be known as the TOD East, West, and South and were zoned for a mixture of Office, Industrial, and low-density residential. This zoning was not compatible with the preferred TOD land use, which the plan describes as, in part, "...a critical mass of development and mix of uses necessary to support and fully leverage nearby transit options" and notes that the Town should "Work with property owners and agencies to prepare Transit Oriented Development sites for long-term redevelopment."

To ensure that the sites were redeveloped in accordance with the Land Use Plan's vision, the Town preemptively rezoned the sites to the TOD zoning district in July 2021. The TOD zoning district's development standards had not been significantly amended since the Unified Development Ordinance was created in 2014. However, with the vision and needs of a Transit Oriented District have changed since the UDO's creation. The Transit Oriented Development and Zoning plan will serve as an amendment to the 2021 Land Use Plan, creating a subarea plan for the Transit Oriented Development areas, providing the basis for future amendments to the Unified Development Ordinance, and serving as an example of Town-preferred development in the TOD zoning district.

Town of Morrisville Land Use Plan



Adopted by the
Morrisville Board of Commissioners
November 8, 1999



mapping
MORRISVILLE
Land Use Plan

1999 Population: <5,000

1999 Land Use Plan

Town population under 5,000 residents.

Key takeaway: "Ensure that development around the proposed mass transit station is compatible with and supportive of mass transit."

2009 Land Use Plan

Town population under 15,000 residents.

Key takeaway: "Establish development patterns supportive of a walkable, multi-modal community, including higher-density residential development and complementary land uses... around potential transit and activity centers."

2013 McCrimmon Small Area Transit Plan

Town population under 18,000 residents.

Key takeaway: "Establish development patterns supportive of a walkable, multi-modal community, including higher-density residential development and complementary land uses... around potential transit and activity centers."

2021 Land Use Plan

Town population 29,500 residents.

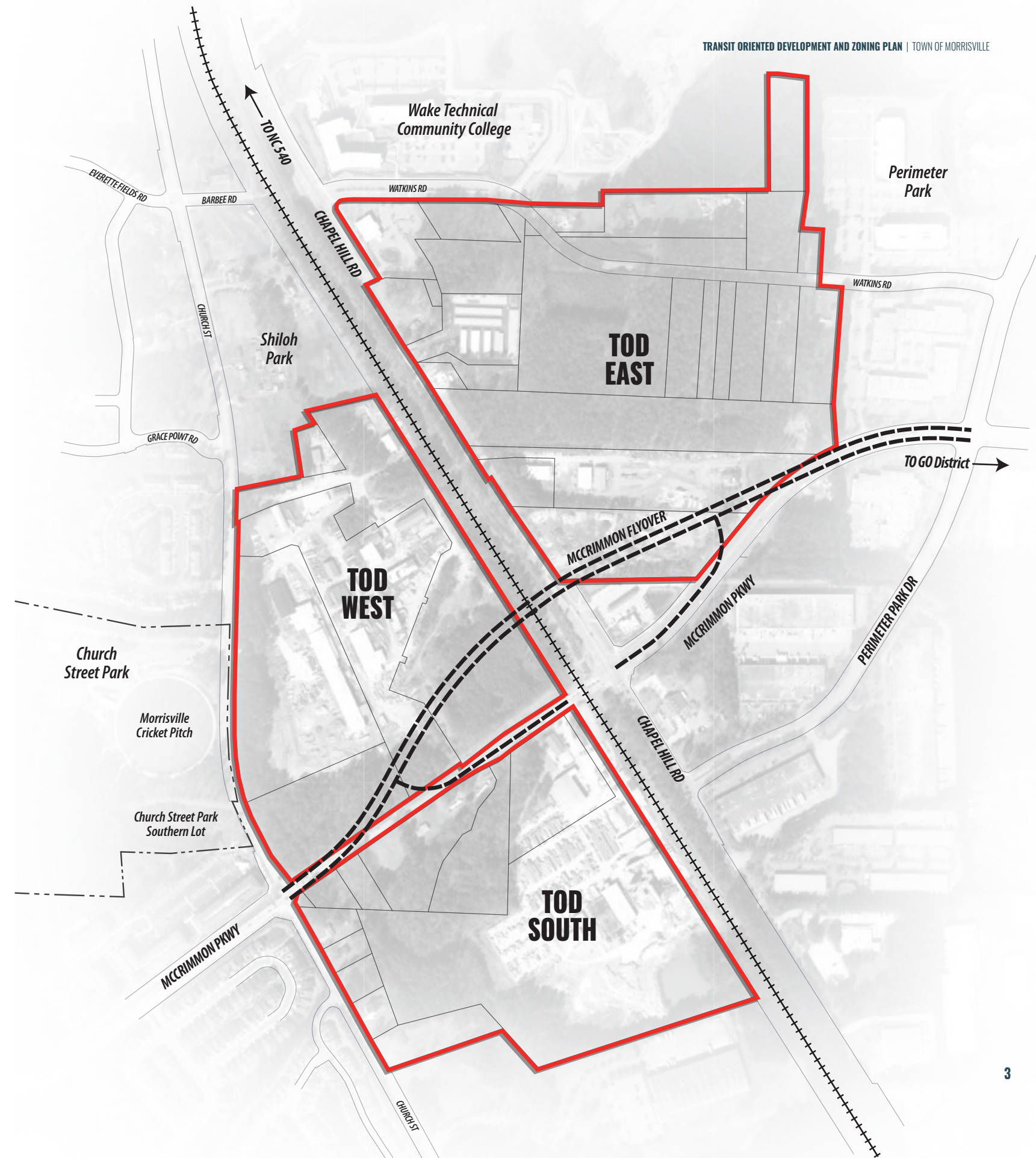
Key takeaway: "Position Transit Oriented Development as a vibrant destination by attracting entertainment uses, restaurants, and other businesses that contribute to activity."

2023 Population ~32,000

VISION

The Transit Oriented Development and Zoning Plan creates a greater focus on transit oriented development (TOD) within an influential section of Morrisville. This style of development can create community benefits such as increased transit ridership, walkable communities, attractive streetscapes, and additional pedestrian amenities all of which reduce traffic congestion and greenhouse gas emissions, while also promoting public health.

The Transit Oriented Development and Zoning Plan envisions an inclusive, pedestrian-prioritized district within walking distance of planned transit stops in central Morrisville. It should provide a cluster of innovative economic activity, housing options near significant employment and education centers, recreational and entertainment opportunities, public park spaces, and a landscaped streetscape designed at a scale and mass prioritized for pedestrian activity. The district is intended to accommodate connected campus-like development that contains an integrated vertical mix of uses while promoting Morrisville's identity and economic vitality. The streets should provide multiple, direct, and safe vehicular, bicycle, and walkable connections between transit stops, employment, and residential areas and provide sufficient on-street public parking to accommodate transit users, district visitors, and residents. The Transit Oriented Development and Zoning Plan presents a unique opportunity to improve overall affordability for people who have difficulty with the basic cost of living.



PLANNING INFLUENCES

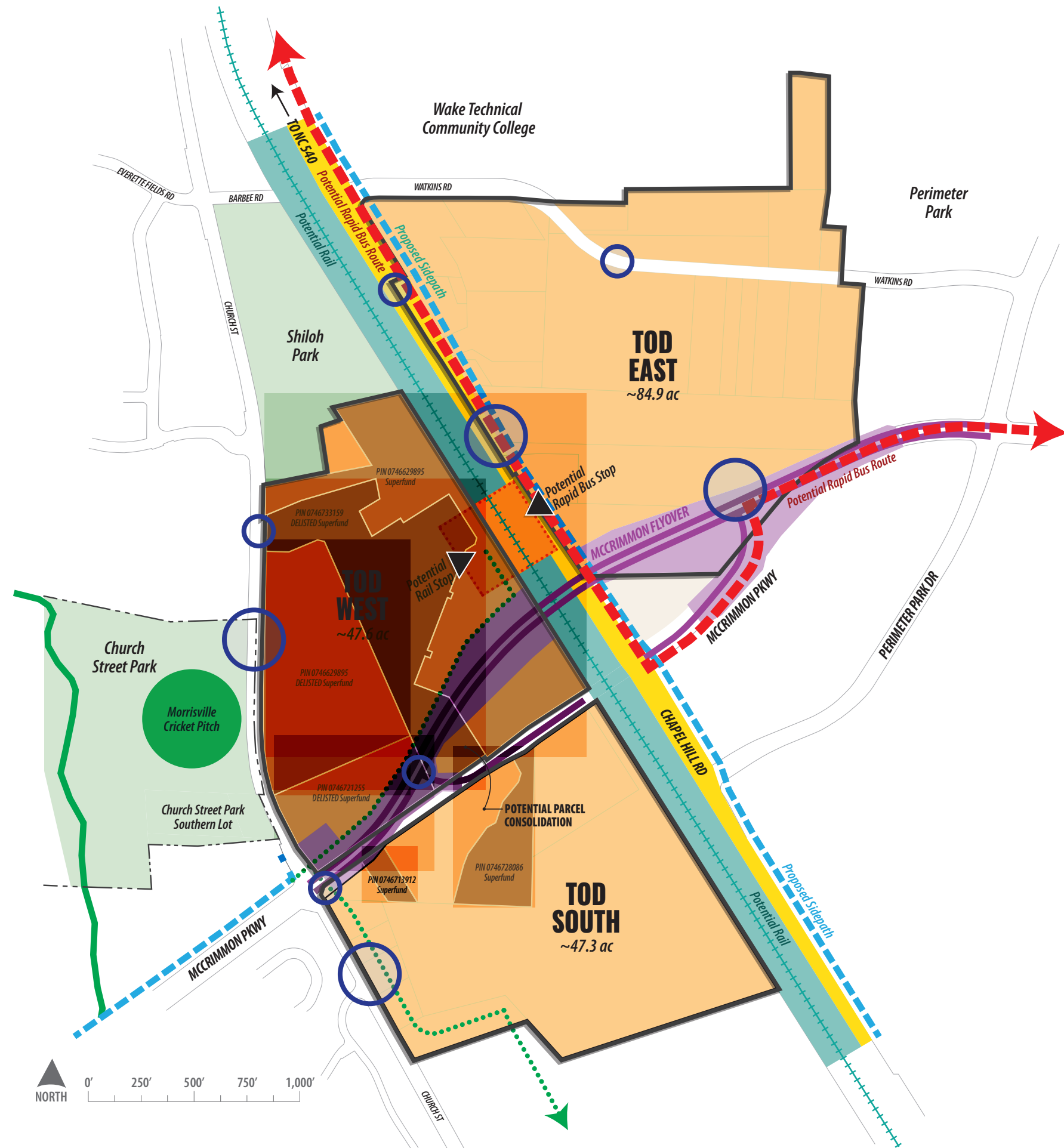
The Transit Oriented Development and Zoning Plan study area is located along a vital transportation corridor in Morrisville. Building upon anticipated transit routes along NC54, the railroad corridor and McCrimmon Parkway, the area seeks to create a thriving mixed-use district that complements a robust transit system. It will also look to complement several destinations within a short distance, such as the Town Center, Church Street Park and Wake Technical Community College as well as significant employment centers in Perimeter Park and the Morrisville GO District.

Current transit options considered include the Morrisville Smart Shuttle, Rail, and Rapid Bus. Rail is anticipated to run around 40 miles from Clayton to the Research Triangle Park (RTP) within the existing North Carolina Railroad right of way, with stops in Raleigh, North Carolina State University, Cary, Morrisville, and the RTP. The Morrisville location of the Rail station is proposed in the TOD West. Rapid Bus is a form of high-efficiency bus-based transit. Rapid Bus will be part of a larger route anticipated to run from eastern Raleigh to the RTP and have several stops within Morrisville along McCrimmon Parkway and NC54. A Rapid Bus station is proposed in the TOD East.

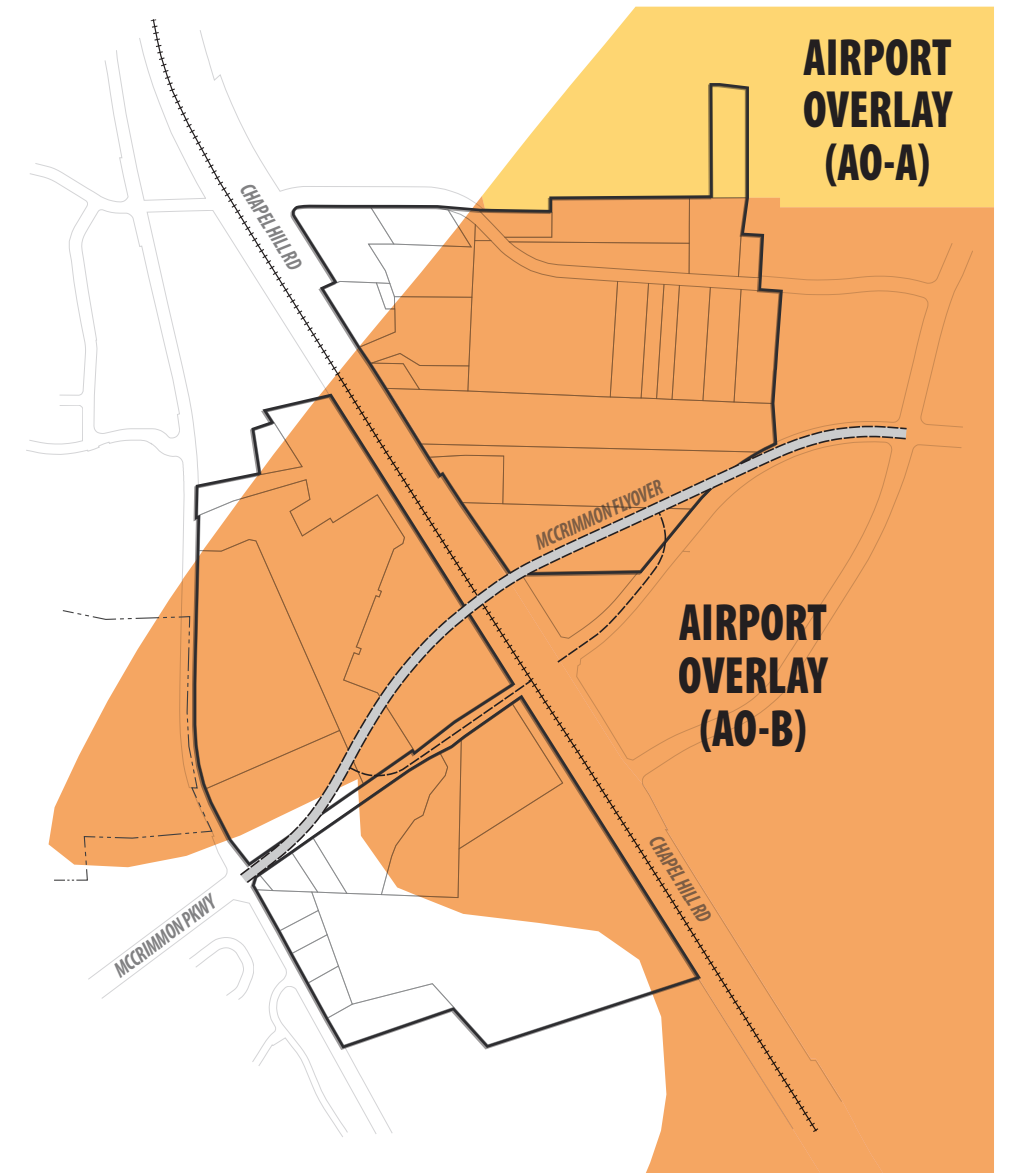
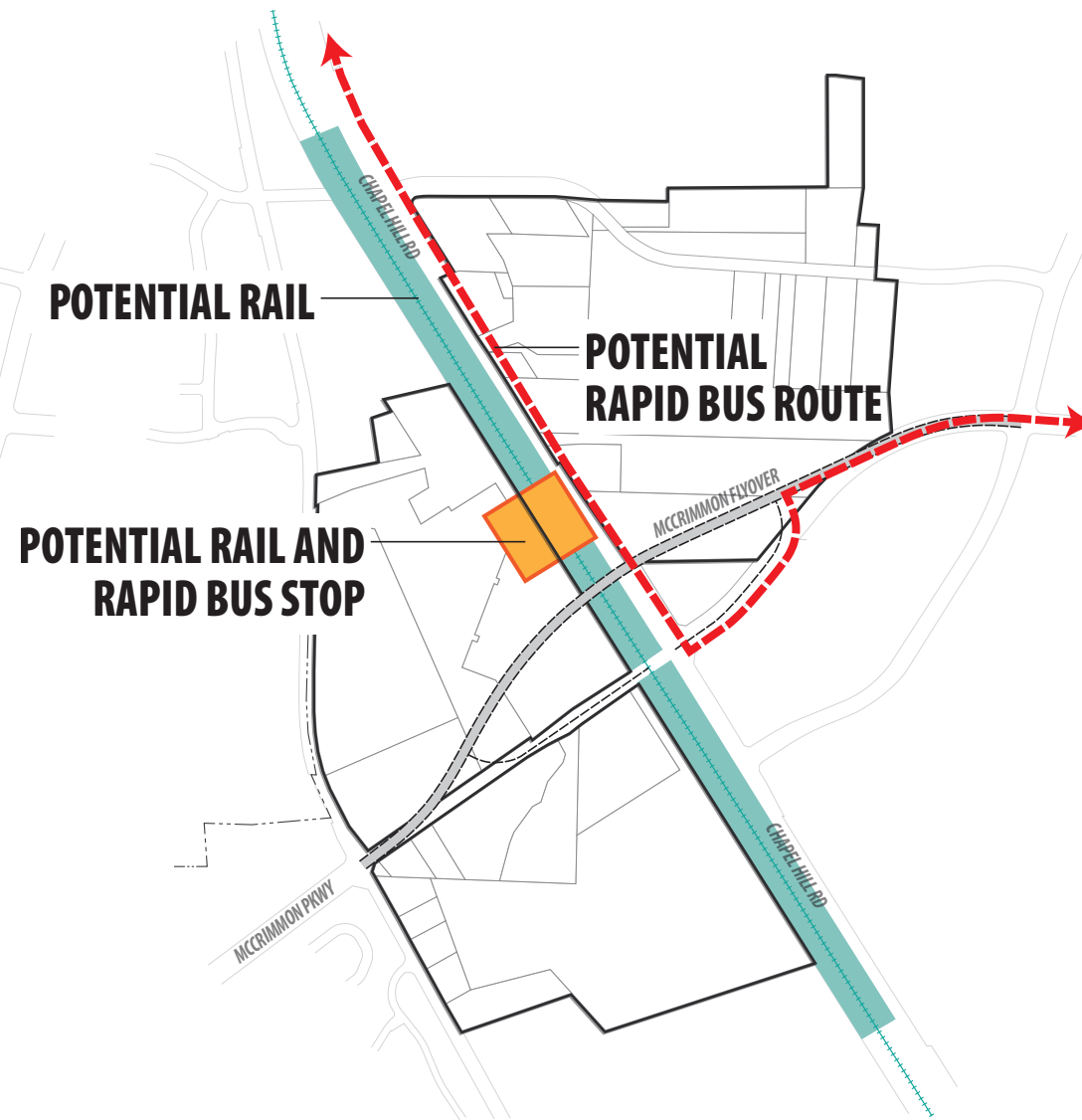
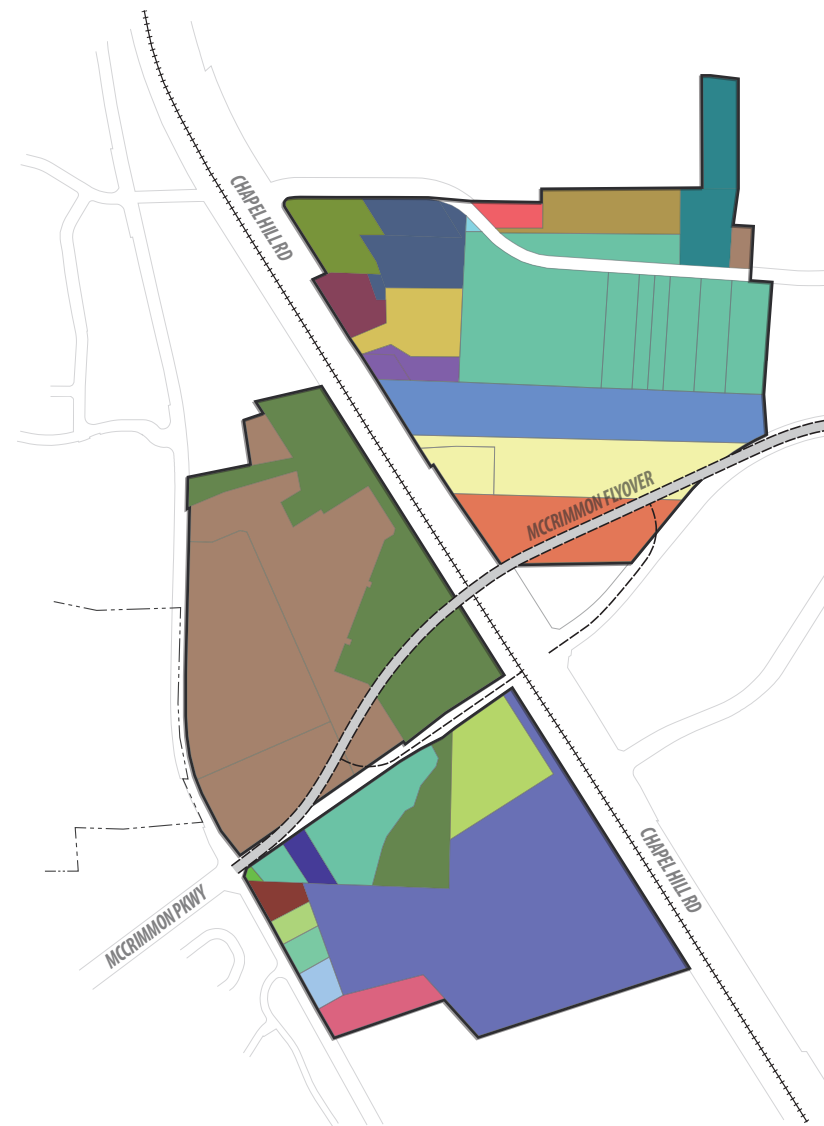
Several parcels within the TOD West and South are identified as the Koppers Superfund site by the United States Environmental Protection Agency (EPA). Other parcels within the TOD West were formerly included as a part of the Koppers Superfund site and were delisted in 1997. The delisted parcels may require significant remediation prior to redevelopment. The EPA's latest Five-Year Review Report on the Koppers Superfund site can be found on the EPA's website.

Legend

- TOD Development Potential
- Superfund Site (Current and Delisted)
- McCrimmon Flyover
- Potential BRT Route
- Potential Rail
- Existing Greenway
- Potential Greenway
- Proposed Sidepath
- Potential Access Points



ADDITIONAL CONSIDERATIONS



Property Ownership

Redevelopment will need to accommodate the make-up and distribution of property ownership throughout the study area. Successful implementation of the Transit Oriented Development and Zoning Plan would best be achieved through the acquisition and consolidation of parcels for each TOD area (East, West, and South).

Rapid Bus Stop / Rail

The Transit Oriented Development and Zoning Plan study area is located along a vital transportation corridor in Morrisville. Building upon anticipated transit routes along NC54, the railroad corridor and McCrimmon Parkway, the area seeks to create a thriving mixed-use district that complements a robust transit system.

Airport Overlay

A majority of the study area is located within the AO-B Airport Overlay zoning district, as defined within the UDO. The voluntarily self-imposed AO-A and AO-B airport overlays have stricter design regulations intended to promote development that is compatible with air traffic and related services.

LAND USE TYPES

The Transit Oriented Development and Zoning Plan includes commercial, office, and higher density residential uses focused on supporting the critical mass of activity needed for a viable regional transit system including potential rail and Rapid Bus stations. These uses are envisioned to be vertically integrated where practicable and supported by walkable urban design elements for a pedestrian prioritized experience. Additionally, ground floor commercial spaces that are transparent and engaging with interesting facades will be critical in attracting and retaining residents and businesses to the district. The following land uses maximize the potential of the Transit Oriented Development and Zoning Plan, ensuring those living in and around it will have access to a healthy, walkable, vibrant community connected to transit and all its benefits. Redevelopment should incorporate public gathering spaces, parks, and open space.

The proposed building heights support a number of uses allowing for increased flexibility while utilizing a minimal amount of land. The maximum height envisioned in the Transit Oriented Development and Zoning Plan is 150 feet with a minimum of 5 stories for TOD Residential, 5 stories for Mixed-Use, and 9 stories for Transit Supportive Mixed-Use and Office/Research/Innovation.

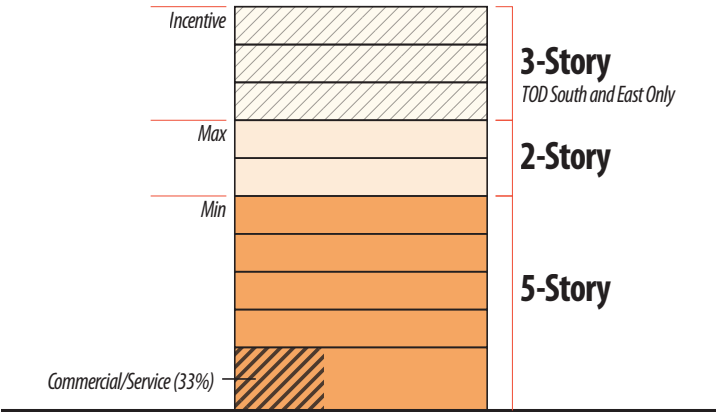


BUILDING TYPES

TOD Residential

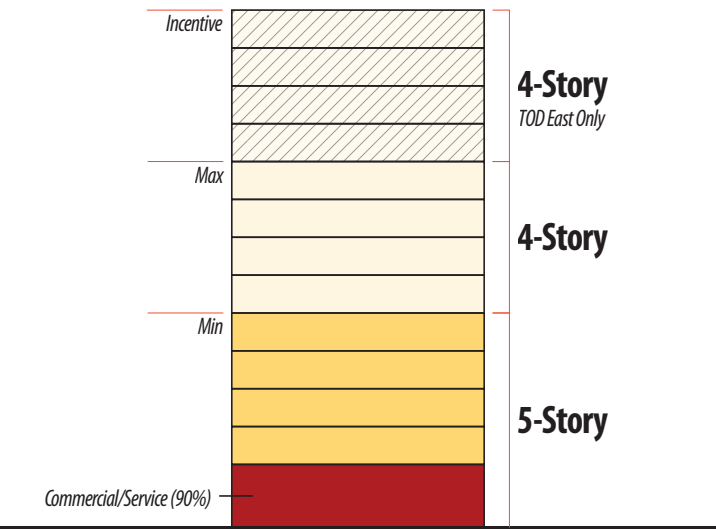
TOD Residential is intended to provide higher residential density than any other area in the Town. It is intended to provide multifamily housing options that are critical in serving Morrisville’s expanding workforce. Future redevelopments should incorporate pocket and neighborhood-scale parks, public gathering spaces, community gardens, and trails. TOD Residential areas should incorporate ground floor commercial and service uses at key intersections/nodes. Noise attenuation measures should be incorporated into all residential uses located in the Airport Overlay zoning districts.

NOTE: If there is support for an incentive-based height allowance the incentives, such as affordable housing and sustainability, will be further discussed as part of the code update.



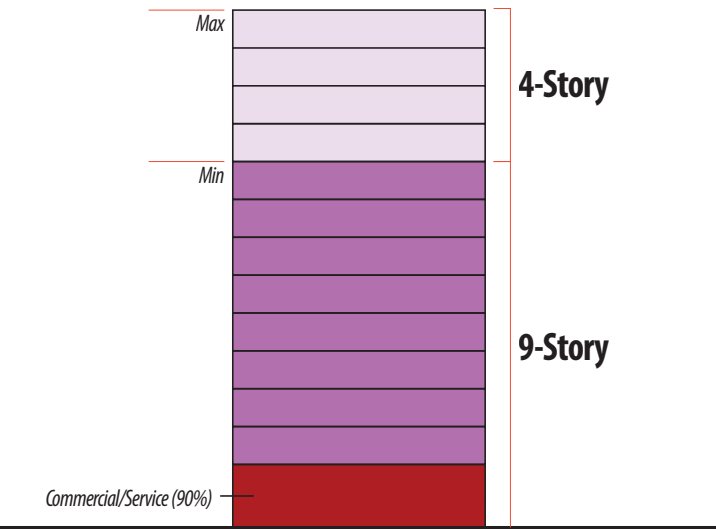
Mixed-Use

Mixed-Use buildings are stacked vertically, with retail, restaurant, service, small-format grocery store, or office space on the ground floor and office or residential uses on the upper floors. Residential uses should be integrated into the upper floors of mixed-use buildings to increase living options. Mixed-Use areas should integrate public gathering spaces that support social interaction and community events. Streetscapes in the mixed-use areas should be activated with ground-floor commercial businesses and upper-story residential and/or office uses. Noise attenuation measures should be incorporated into all residential uses located in the Airport Overlay zoning districts.



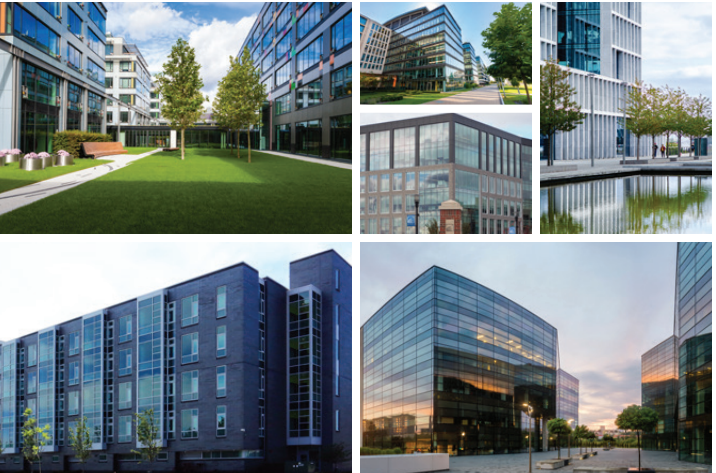
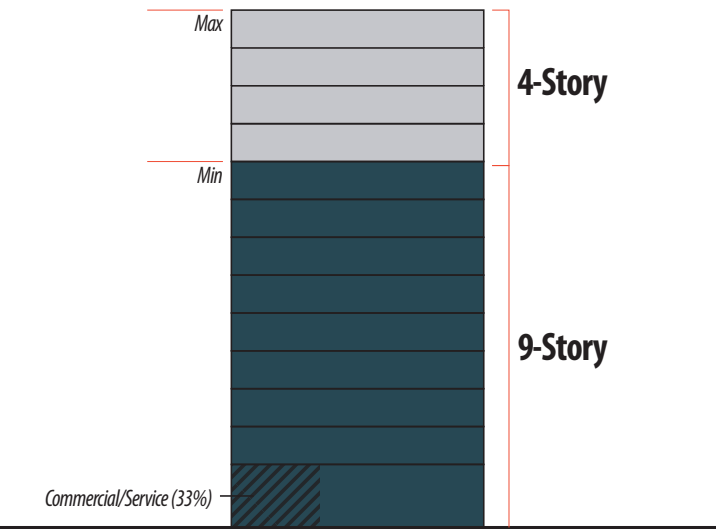
Transit-Supportive Mixed-Use

Transit-Supportive Mixed-Use areas include compact residential areas featuring a variety of higher intensity housing featuring shared building entrances, stairways, hallways, and amenities, with taller building heights and stacked units. This land use should provide greater housing variety and density along existing and future bus routes and transit hubs to sustainably reduce reliance on vehicles. Surface parking will be limited. Parking decks will be needed to accommodate transit-supportive parking requirements. Walkability and bikability should be promoted with well-connected sidewalks, trails, and bicycle routes, and parking lots located to the rear. Noise attenuation measures should be incorporated into all residential uses located in the Airport Overlay zoning districts and buildings directly adjacent to the railroad corridor.



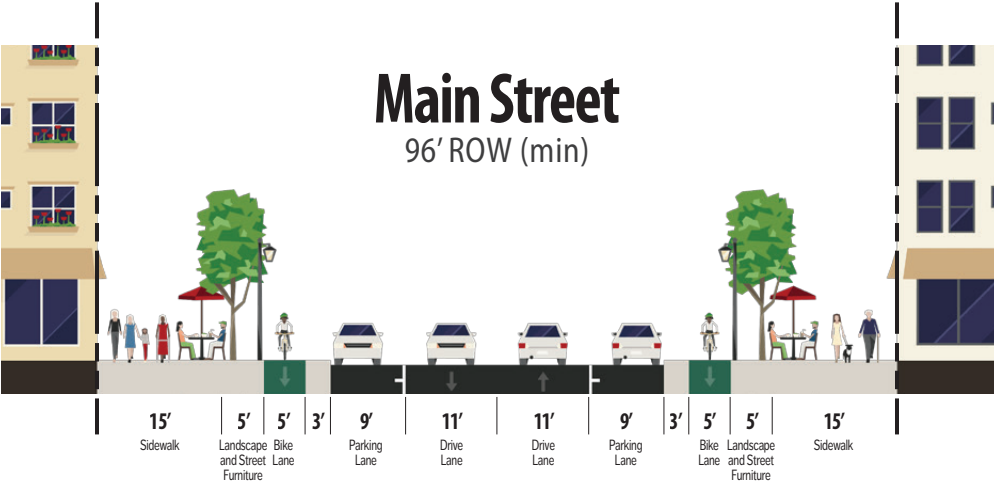
Office/Research/Innovation

Office, Research, and Innovation includes a broad spectrum of local and regional employment centers in high quality and desirable environments. Office, Research, and Innovation uses should support local employment opportunities within Morrisville and be well connected to the multimodal network to provide residents access to community services. Concentrations of office, research, and innovation uses should incorporate a campus-style site design, with internal pedestrian pathways, ample landscaping, and clear signage of businesses at the entrance. Office, research, and innovation areas should incorporate commercial and service uses at key intersections/nodes and along the Main Streets to create a vibrant, pedestrian prioritized experience, and an active streetscape.



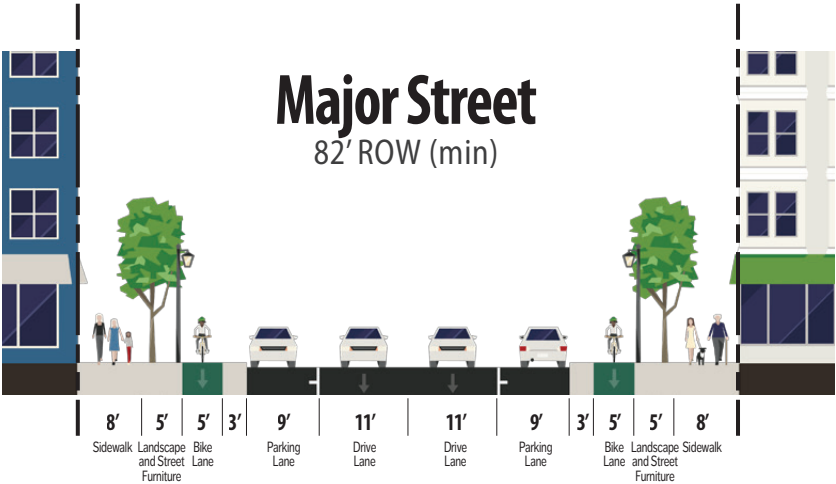
ROADWAY TYPES

The Transit Oriented Development and Zoning Plan should accommodate all modes of transportation, including walking, cycling, vehicular, and public transit. Those who travel to the district should be greeted with an environment that makes parking and walking between multiple destinations the natural and preferable choice. Within close proximity to the development's primary entrances from Church Street, McCrimmon Parkway, and Chapel Hill Road on-street parking should be restricted and the Town should consider the use of unique multi-modal cross-sections that provide safe, attractive, and activating entryways.



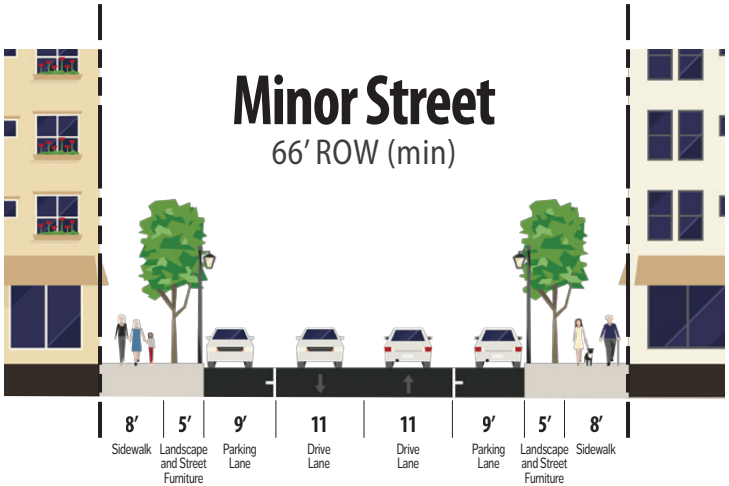
Main Street

The main street roadway type is a 96' minimum right-of-way that includes 15' sidewalks, 5' landscape and street furniture zones, 5' raised bike lanes, 3' buffer curbs, 9' parking lanes, and 11' driving lanes. It should generally be utilized near the district's primary entrances and will serve as the main vehicular and transit circulator, providing direct connections from external roadways to transit stations and lower-capacity roadway types. Main streets providing direct connections between transit stops and Church Street, McCrimmon Parkway, or Chapel Hill Road should provide drive aisles of at least 12' in width to accommodate transit services.



Major Street

The major street roadway type is an 82' right-of-way that includes 8' sidewalks, 5' landscape and street furniture zones, 5' raised bike lanes, 3' buffer curbs, 9' parking lanes, and 11' driving lanes. It should generally be utilized to provide circulation to subsections of the district and provide connections from main streets to minor street and destinations.



Minor Street

The minor street roadway type is a 66' right-of-way that includes 8' sidewalks, 5' landscape and street furniture zones, 9' parking lanes, and 11' driving lanes. It should generally be utilized to provide direct connections from main or major street roadway types and destinations.

STREETSCAPE FEATURES

Vibrant street life is dependent upon both areas of interest, as well as sufficient infrastructure to view and interact with these elements. Pedestrians should feel safe and comfortable as well as have opportunities to sit and enjoy the TOD areas. Streetscape designs should take into consideration the following elements:

Intersections and Crosswalks. Intersections should be designed to increase pedestrian visibility and enhance pedestrian safety. The safe and easy crossing of streets is integral to encouraging walking and creating a welcoming pedestrian experience. The District should encourage intersection improvements such as bump outs and decorative crossings to increase visibility of pedestrians and improve accessibility for all. The District should encourage “high-visibility” crosswalks at key intersections to notify drivers of the presence, or possible presence, of pedestrians and bicyclists.

Street Trees. Street trees should be incorporated into all future roadway types. Street trees should be located in raised planters at intersections, tree grates located between the sidewalk and on street parking, open lawn areas, and/or landscape beds.

Planters. Landscape planters should feature a mix of landscape elements, including canopy trees, understory trees, shrubs, native grasses, perennials, and annuals. This mix will create layers of vegetation that enhance the pedestrian environment from all viewpoints. Raised landscape planters should feature a wide spectrum of landscape elements from canopy and understory trees, to shrubs and native plantings, to annuals and perennials. In-ground planters should be located between the sidewalk and on street parking, further delineating pedestrian oriented areas. Irrigation could be considered for ease of maintenance.

Street Lights or Landscape Beds. The District should encourage the installation of pedestrian-scaled street lights meant to illuminate the sidewalk and other pedestrian oriented spaces. The District should consider installing vehicular-scaled roadway lighting with modern head fixtures and standard poles meant to illuminate roadway intersections and other areas where vehicles and pedestrians share space.

Street Furniture. The District should incorporate attractive and durable site furnishings to create a cohesive streetscape environment that depicts a sense of welcome and hospitality to residents and the general public. Street furniture to consider include seating, trash and recycling receptacles, street lighting, street light banners, informational kiosks, and priority crosswalk signage.

Gateways and Wayfinding. Gateways should be installed at key locations and transitions into the TOD areas and should include identification signage, architectural elements, landscaping, lighting, and similar design features. Given the importance of gateways in creating a first impression, they should be constructed of quality materials and reflect the unique identity of the Town. Wayfinding should be intuitive. A coordinated system of signage should direct drivers and pedestrians to and within TOD areas. Signage along nearby streets and highways should direct motorists to commercial districts and transit areas. The District should implement a comprehensive signage program that can better guide travelers to the TOD areas and more effectively direct movement within and around. Pedestrian amenities should be incorporated into gateway and wayfinding installations to enhance their visibility and contribute to their prominence.

Gathering Places. Gathering places give people the opportunity to interact with one another within the public realm. The District should restrict the materials used to create the outdoor dining space, limiting the use of structures that disrupt physical and visual connection to the surrounding area. The heart of every TOD area should have places where people can gather to eat, chat, or just people watch. The District should encourage additional landscaping, pedestrian amenities, and site furniture to provide areas that can serve as informal gathering places. Pocket parks and plazas should be encouraged to provide aesthetically pleasing “wayside” spaces for visitors and shoppers to relax. These spaces should incorporate landscaping, decorative paving, pedestrian amenities, and wayfinding signage.

Screening. Although necessary for the function of a building, mechanical equipment, waste receptacles, loading docks, and other service areas detract from the appearance of development and the vibrancy of the pedestrian environment. To minimize these issues, the District should establish location and screening standards in its zoning ordinance. Locating these elements within a building should be prioritized and when not feasible should be limited to interior side and rear facades only. Screening should be decorative, complement the design of the building, and enhance placemaking on site.

Indigenous Plants. The Town encourages the use of native plants and discourages the use of non-native or invasive species when possible.



TOD EAST

CONCEPTUAL PLAN

The TOD East development concept consists of high-rise office, mixed-use, and multi-family uses with active ground floor uses along primary roadways and at key intersections. Multi-story buildings are situated towards the periphery of the site with single-story buildings being excluded entirely.

Buildings are oriented towards large sidewalks that are wide enough to support outdoor dining, street trees, large planting beds, and public seating areas. Parking consists of a mix of wrapped parking decks, limited surface lots, and on-street spaces. All off-street parking is oriented behind buildings to present only active ground floor uses along primary streets. Creative design solutions should be used to soften the visual impact of larger multi-family structures such as upper-story setbacks, concealed stairwells, and small, street-facing courtyards to minimize potential street wall disruption. The Town may need to revisit architectural standards to ensure that they are in line with community expectations.

A central plaza lies at the heart of the development to provide passive recreational opportunities for nearby residences and workers. Finally, to better connect into Wake Technical College's RTP Campus, a transitional green space is envisioned to entice students to venture into the neighborhood and better link them to nearby transit.

Note: Prior to this area being rezoned to the TOD zoning district, Longfellow Real Estate Partners submitted a Site Plan proposing to develop 21 acres of the TOD East under the prior Office/Institutional (O/I) zoning district. This development, titled Discovery at Watkins Road, proposes four main buildings designed for life science and office uses, accessory buildings, and two parking structures. As of July 2023, the plan has obtained Site Plan approval but has not received Construction Plan approval. There are significant differences between approved plan and vision for TOD East. The Transit Oriented Development and Zoning Plan's models continue to represent the Town's vision for the area and do not show the approved site plan.

Development Program Table

Note: Table based on conceptual plan visualization

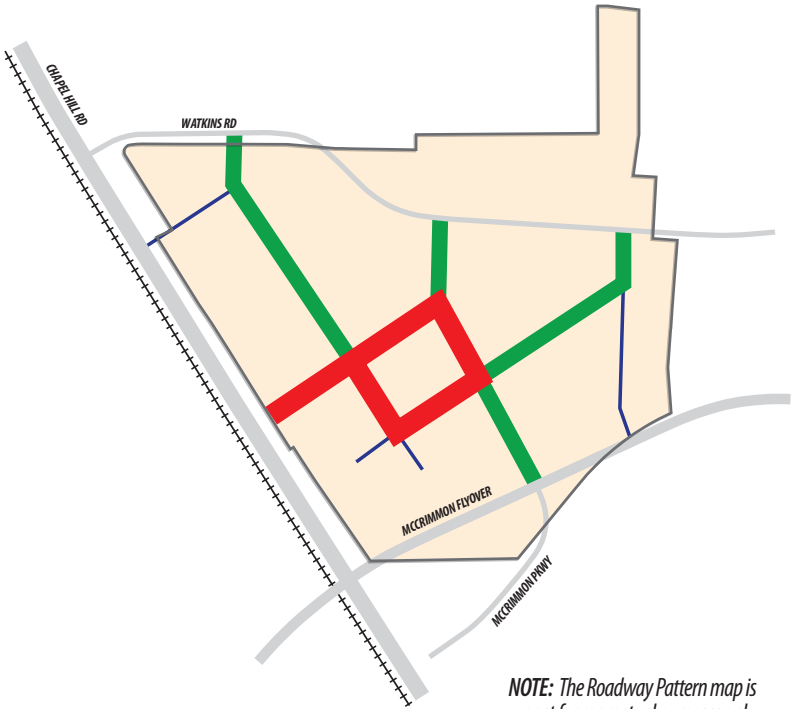
Use Calculations	Building Area (s.f.)	Units
Multi-Family (TODR)	502,150	380
Multi-Family (MU)	1,425,000	1,086
Office, Research, Innovation	4,928,250	-
Commercial (ground floor)	237,750	

Total Calculations	
Building Footprint	840,450
Parking Provided in Surface Lot	9,350
Parking Provided in Deck	2,650

The number of units calculated is based on the assumption that there is 80% efficiency in every multi-family building and every residential unit is about 1,050 s.f., which is the average multi-family unit size in Morrisville (Source: Morrisville LUP Plan 2021 and CoStar).

Total Parking Area calculations accounted for additional parking space in proposed parking decks. Onstreet parking is not included in the calculations for "Parking Provided".

Building heights in the 3D model are based on a mix of the proposed building heights shown in the Building Types section (refer to page 7 for more detail).



NOTE: The Roadway Pattern map is meant for conceptual purposes only

Roadway Pattern (for conceptual)

- Main Street (96' ROW)
- Major Street (82' ROW)
- Minor Street (66' ROW)



TOD WEST

CONCEPTUAL PLAN

The TOD West development concept consists of mid- and high-rise multi-family, mixed-use, and transit supporting uses. Multi-family buildings should include active ground floor uses along primary roadways and at key intersections. Multi-story buildings are situated towards the potential rail line with single-story buildings being excluded entirely.

Buildings are oriented towards large sidewalks that are wide enough to support outdoor dining, street trees, large planting beds, and public seating areas. Parking consists of a mix of wrapped parking decks, limited surface lots, and on-street spaces. All off-street parking is oriented behind buildings to present only active ground floor uses along primary streets. Creative design solutions should be used to soften the visual impact of larger multi-family structures such as upper-story setbacks, concealed stairwells, and small, street-facing courtyards to minimize potential street wall disruption.

It is anticipated that the potential rapid bus station will be in TOD East or in the median. The concept incorporates a surface parking lot to accommodate commuter/visitor parking (125 spaces with an addition 50 spaces for overflow and special events). However, the Town should remain open and work with developers and its regional partners to incorporate parking within a parking deck, if appropriate.

A central plaza lies at the heart of the development to provide passive recreational opportunities for nearby residences and workers.

The Town should evaluate widening and other improvements to Church Street with future Comprehensive Transportation Plan updates.

Development Program Table

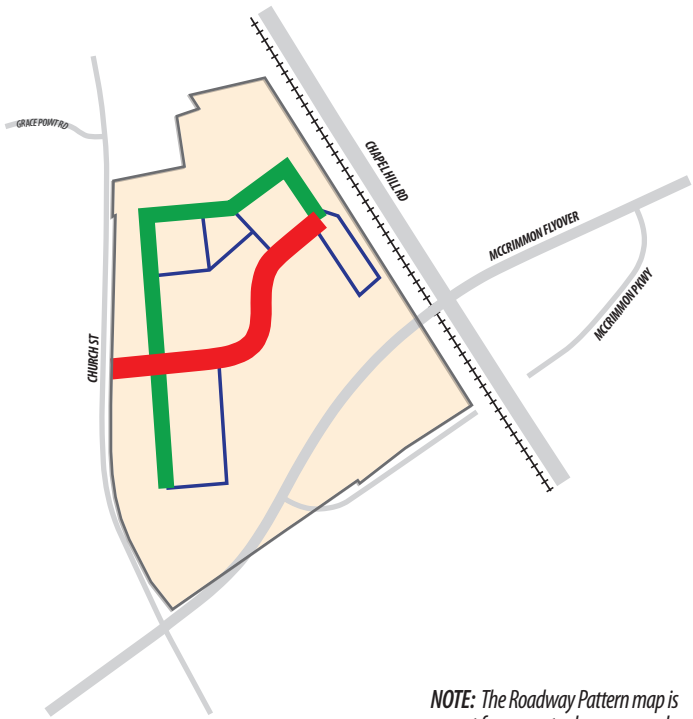
Note: Table based on conceptual plan visualization

Use Calculations	Building Area (s.f.)	Units
Multi-Family (TODR)	925,000	690
Multi-Family (MU + TSMU)	825,000	1,375
Commercial (ground floor)	260,500	
Total Calculations		
Building Footprint	490,780	
Parking Provided in Surface Lot	200	
Parking Provided in Deck	4,500	

The number of units calculated is based on the assumption that there is 80% efficiency in every multi-family building and every residential unit is about 1,050 s.f., which is the average multi-family unit size in Morrisville (Source: Morrisville LUP Plan 2021 and CoStar).

Total Parking Area calculations accounted for additional parking space in proposed parking decks. Onstreet parking is not included in the calculations for "Parking Provided".

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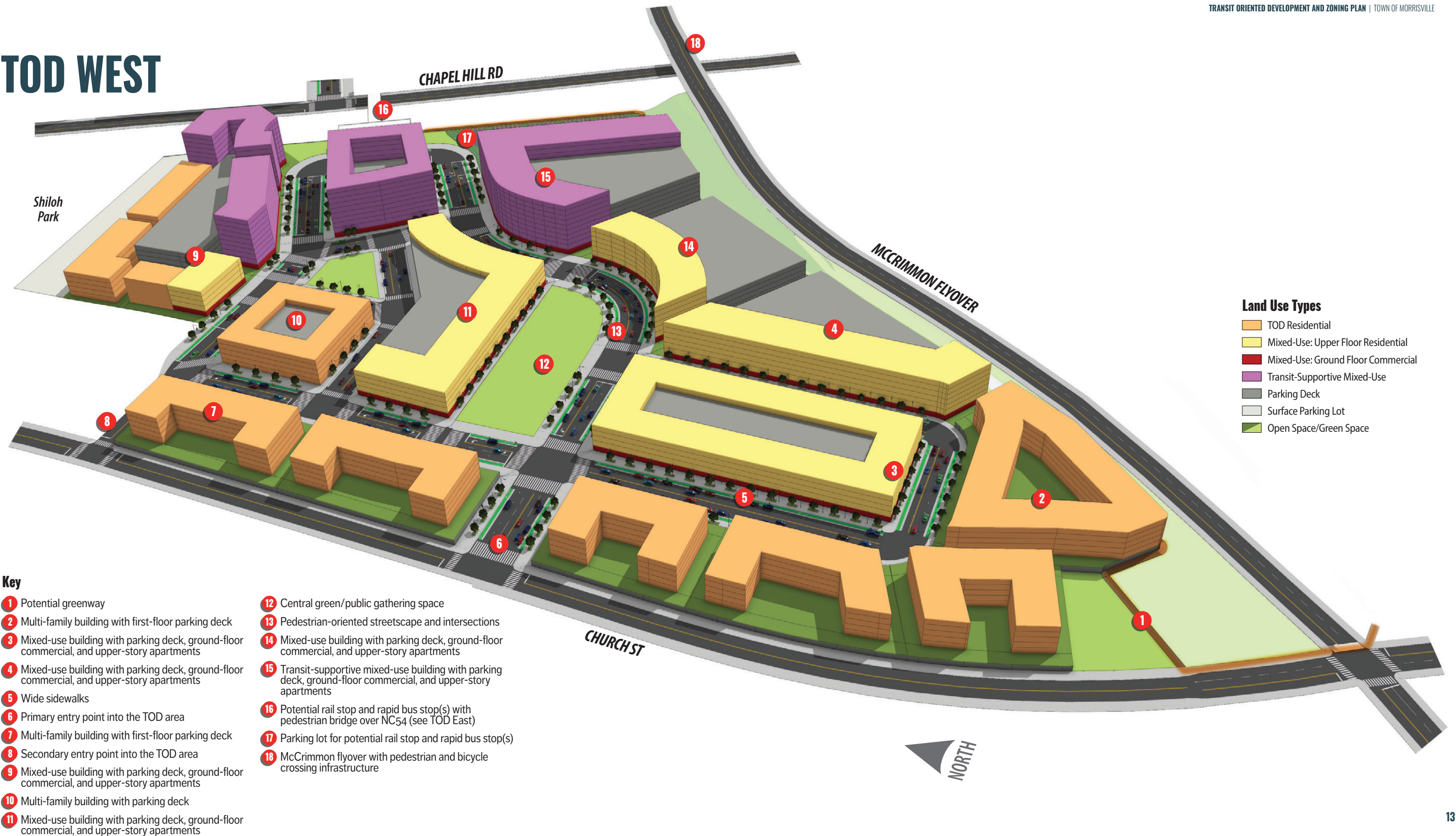


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Roadway Pattern (for conceptual)

- Main Street (96' ROW)
- Major Street (82' ROW)
- Minor Street (66' ROW)

TOD WEST



TOD SOUTH CONCEPTUAL PLAN

The TOD South development concept consists of mid- and high-rise multi-family, mixed-use, and transit supporting uses. Multi-family buildings should include active ground floor uses along primary roadways and at key intersections. Multi-story buildings are situated towards the potential rail line with single-story buildings being excluded entirely.

Buildings are oriented towards large sidewalks that are wide enough to support outdoor dining, street trees, large planting beds, and public seating areas. Parking consists of a mix of wrapped parking decks, limited surface lots, and on-street spaces. All off-street parking is oriented behind buildings to present only active ground floor uses along primary streets. Creative design solutions should be used to soften the visual impact of larger multi-family structures such as upper-story setbacks, concealed stairwells, and small, street-facing courtyards to minimize potential street wall disruption.

A central plaza lies at the heart of the development to provide passive recreational opportunities for nearby residences and workers.

The Town should evaluate widening and other improvements to Church Street with future Comprehensive Transportation Plan updates.

Development Program Table

Note: Table based on conceptual plan visualization

Use Calculations	Building Area (s.f.)	Units
Multi-Family (TODR)	1,905,000	1,430
Multi-Family (MU + TSMU)	905,000	680
Commercial (ground floor)	250,000	

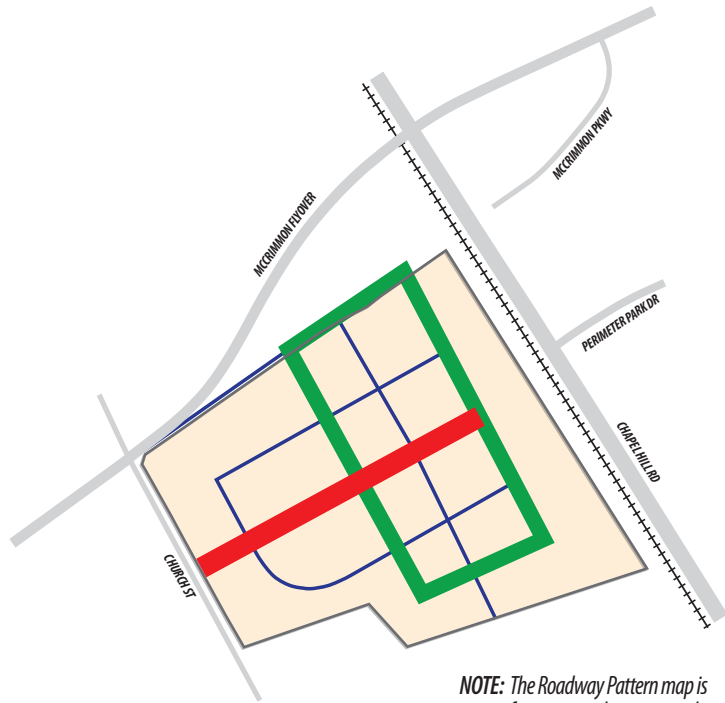
Total Calculations

Building Footprint	490,750
Parking Provided in Surface Lot	200
Parking Provided in Deck	4,450

The number of units calculated is based on the assumption that there is 80% efficiency in every multi-family building and every residential unit is about 1,050 s.f., which is the average multi-family unit size in Morrisville (Source: Morrisville LUP Plan 2021 and CoStar).

Total Parking Area calculations accounted for additional parking space in proposed parking decks. Onstreet parking is not included in the calculations for "Parking Provided".

Building heights in the 3D model are based on a mix of the proposed building heights shown in the Building Types section (refer to page 7 for more detail).



NOTE: The Roadway Pattern map is meant for conceptual purposes only

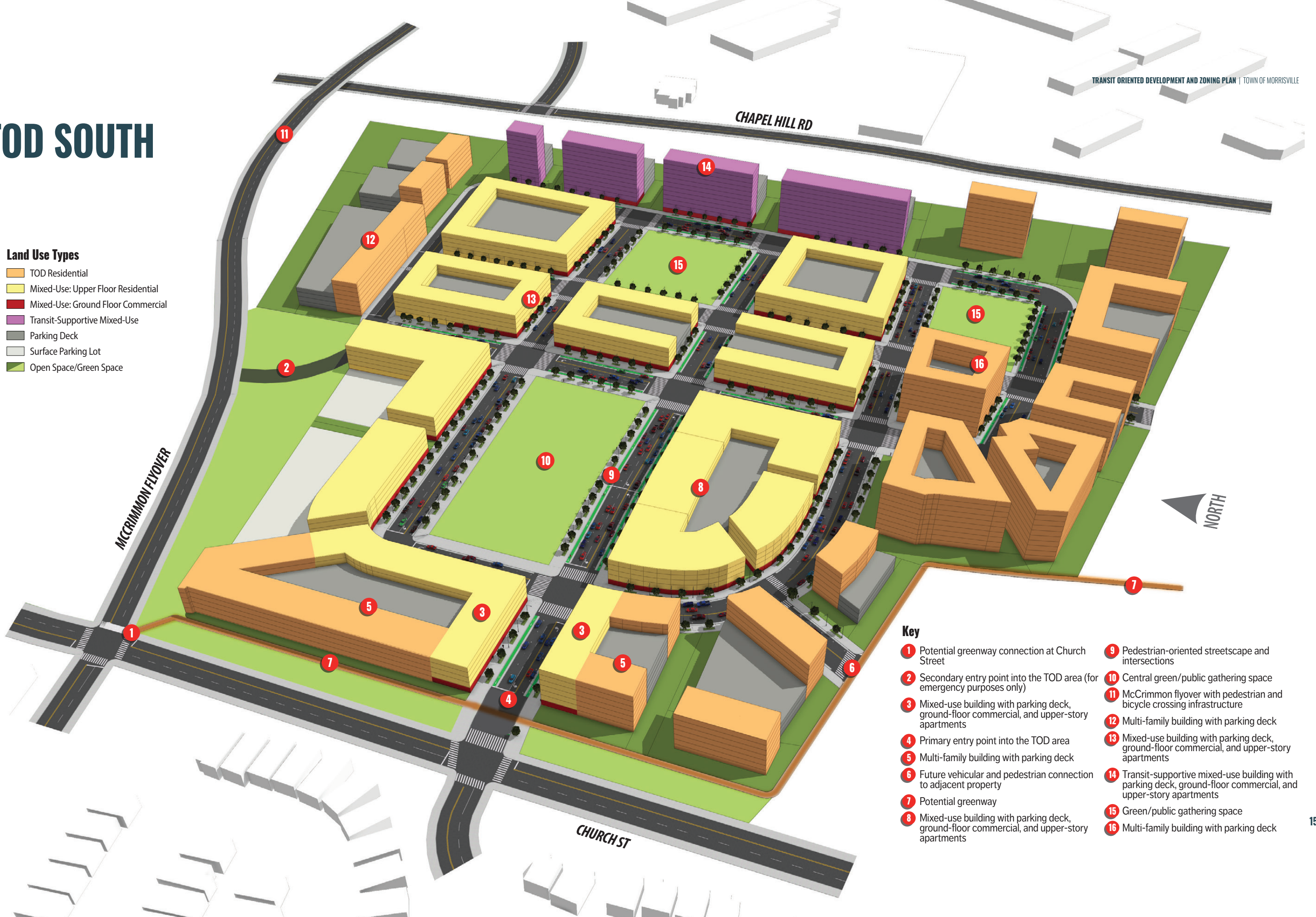
Roadway Pattern (for conceptual)

- Main Street (96' ROW)
- Major Street (82' ROW)
- Minor Street (66' ROW)

TOD SOUTH

Land Use Types

- TOD Residential
- Mixed-Use: Upper Floor Residential
- Mixed-Use: Ground Floor Commercial
- Transit-Supportive Mixed-Use
- Parking Deck
- Surface Parking Lot
- Open Space/Green Space



Key

- | | |
|--|--|
| 1 Potential greenway connection at Church Street | 9 Pedestrian-oriented streetscape and intersections |
| 2 Secondary entry point into the TOD area (for emergency purposes only) | 10 Central green/public gathering space |
| 3 Mixed-use building with parking deck, ground-floor commercial, and upper-story apartments | 11 McCrimmon flyover with pedestrian and bicycle crossing infrastructure |
| 4 Primary entry point into the TOD area | 12 Multi-family building with parking deck |
| 5 Multi-family building with parking deck | 13 Mixed-use building with parking deck, ground-floor commercial, and upper-story apartments |
| 6 Future vehicular and pedestrian connection to adjacent property | 14 Transit-supportive mixed-use building with parking deck, ground-floor commercial, and upper-story apartments |
| 7 Potential greenway | 15 Green/public gathering space |
| 8 Mixed-use building with parking deck, ground-floor commercial, and upper-story apartments | 16 Multi-family building with parking deck |