

What is TOD?

TOD is a form of suburban and urban development that is clustered around various multimodal transportation networks. Whereas car-prioritized infrastructure requires the use of an automobile by spreading offices, shopping, and residential uses far away from each other, TODs are the opposite. TODs are often developed in coordination with existing or planned transit corridors and promote the development of dense, resilient, sustainable, vertically mixed-use developments containing a multitude of services, employment, and housing. TODs tend to be walkable, pedestrian-prioritized districts, often containing wide sidewalks and protected bicycle lanes. Housing and pedestrian safety are critical to TODs, as a critical mass of people, large enough to support the transit services, need to live within walking distance to frequently utilize the transit services. Similarly, TODs often are hubs of non-residential activity, drawing folks to the district for employment, entertainment, service, or retail activity.

In suburban markets such as Morrisville, TODs are often zones of targeted increased density, mostly placed along planned transit corridors. Targeted density within an otherwise suburban market allows for housing choices among those who prefer not to or cannot, for health or other reasons, own and/or operate an automobile or acquire a driver's license.

In what ways does TOD zoning differ from typical suburban zoning?

Typical suburban zoning spreads uses away from each other, even if the uses are typically thought of as highly compatible with each other. For example, a neighborhood of single-family homes, constructed adjacent to an older neighborhood of single-family homes, is often required to provide a landscaped buffer even though it is the same land use. Then, the homes within each neighborhood must be setback from adjacent property lines, therefore not only are the two neighborhoods spread out but development within each neighborhood is required to provide additional space. This is a typical result of the low-density zoning sometimes characterized as the post-WWII American suburb, which assumes that the automobile will be the sole provider of transportation.

TOD zoning is the opposite of this, allowing for development patterns that are considered more traditional and that are often found in areas that developed prior to the widespread adoption of zoning and the use of the automobile. TOD zoning districts are purposely designed to bring most people's housing, employment, and other needs into a group of higher-density clusters along transit corridors, providing for options other than driving to achieve these needs. Ideally, a regional chain of TOD districts would develop along transit corridors, allowing transit to be considered a primary transportation option and providing a diversity of choices for employment, entertainment, housing, or commercial activity – all without requiring an automobile.

What is an example of a local TOD-based development?

The Fenton development in Cary is an example of a TOD-based development. Please note that while Fenton is not in a TOD zoning district or branded as TOD, Fenton provides a walkable, vertically mixed-use, and high-density development along a future transit corridor similar to typical TOD developments. Address: 201 Fenton Gateway Drive, Cary, NC 27511

Why TOD in Morrisville?

Morrisville is in the center of a quickly growing region and is strategically located at the intersection of I-40 and I-540, along major regional highways such as NC 54, the North Carolina Railroad Corridor, and is adjacent to the Raleigh-Durham International Airport. The Town is a major employment center and is also located directly next to the largest research park in the United States, the Research Triangle Park (source: <https://www.rtp.org/the-foundation/>). Transportation management will be a key factor in maintaining the Live Connected. Live Well. brand and the high quality of life established by the Town. While the Town will continue to aggressively pursue road improvement projects, the Town will also take a multi-modal approach to transportation management which includes the development of a TOD district and support for regional transit services in coordination with regional transit partners such as GoTriangle and CAMPO. In addition, the development of a TOD district will support the Connect Morrisville Strategic Plan Goal of Improved Transportation Mobility.

How was this area of Town selected?

The district's location within central Morrisville has long been identified as a suitable area for transit-supportive residential density, being first identified as such in the Town's 1999 Land Use Plan. In addition to its central location within Town, the district is in a strategic location along NC 54 and the North Carolina Railroad, near Raleigh-Durham International Airport, adjacent to major employment centers, as well as Wake Technical Community College's RTP campus, making it a prime area to be a future hub of multimodal transportation.

Don't transit services need to be operational for a TOD to be established?

No, generally higher density development is constructed prior to the development of transit services. Transit services require significant upfront investment and coordination, as well as ongoing maintenance and upgrades, and thus require significant levels of nearby residential density to acquire funding from various funding sources including the Federal Government. Without a critical mass of people living close enough to use transit, localities struggle to receive the funding necessary for transit systems. By developing a TOD district, Morrisville is serving as a leader in the region by developing land use regulations that support regional transit systems.

The Town's currently operational transit service, the Smart Shuttle, is anticipated to service the TOD.

Is Morrisville the only municipality planning for TOD?

No, three other municipalities in Wake County are planning for TOD. These include Wake Forest, Raleigh, and Apex. These municipalities are all a part of the S-Line Transit Oriented Development study which includes 7 total municipalities in Franklin, Wake, and Lee Counties. Whereas Morrisville is located on the North Carolina RR, which runs west-east through the state, the S-Line runs north-south from Sanford to the Virginia state line. See the S-Line Transit Oriented Development Study's executive summary here: <https://www.ncdot.gov/divisions/integrated-mobility/innovation/s-line-study/Documents/july-2023-executive-summary-s-line-tod-study.pdf>

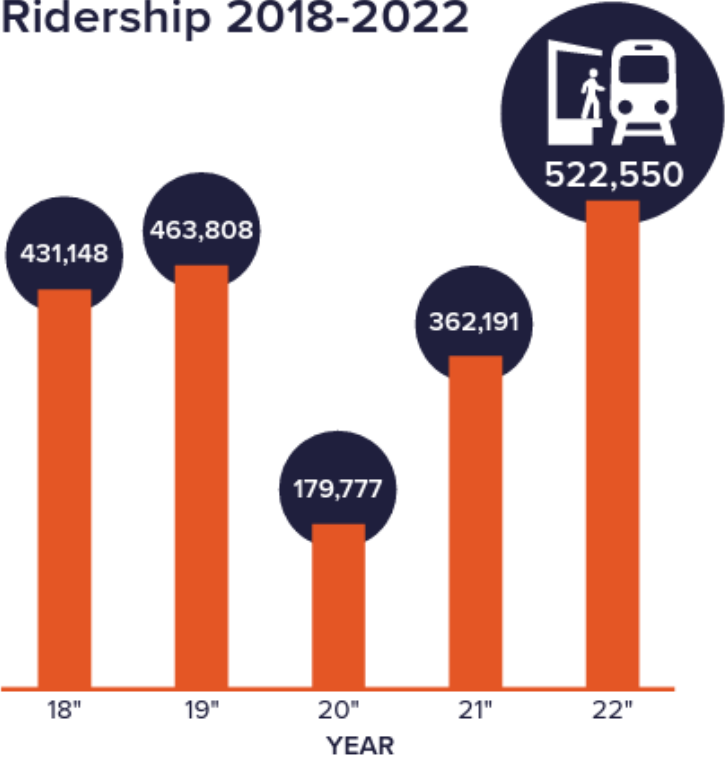
Additionally, the Research Triangle Park is developing The Hub RTP, a TOD-based development that the RTP calls "...the downtown of the largest research park in the United States." The Hub RTP development is 3 miles north of the Morrisville TOD district and is located near NC 54 and the North Carolina Railroad. See images of the Hub RTP and more information here: <https://hub.rtp.org/>

Additional Information on Rail in North Carolina

Source: NCDOT Integrated Mobility Division

NC INTERCITY PASSENGER RAIL SERVICE

Ridership 2018-2022

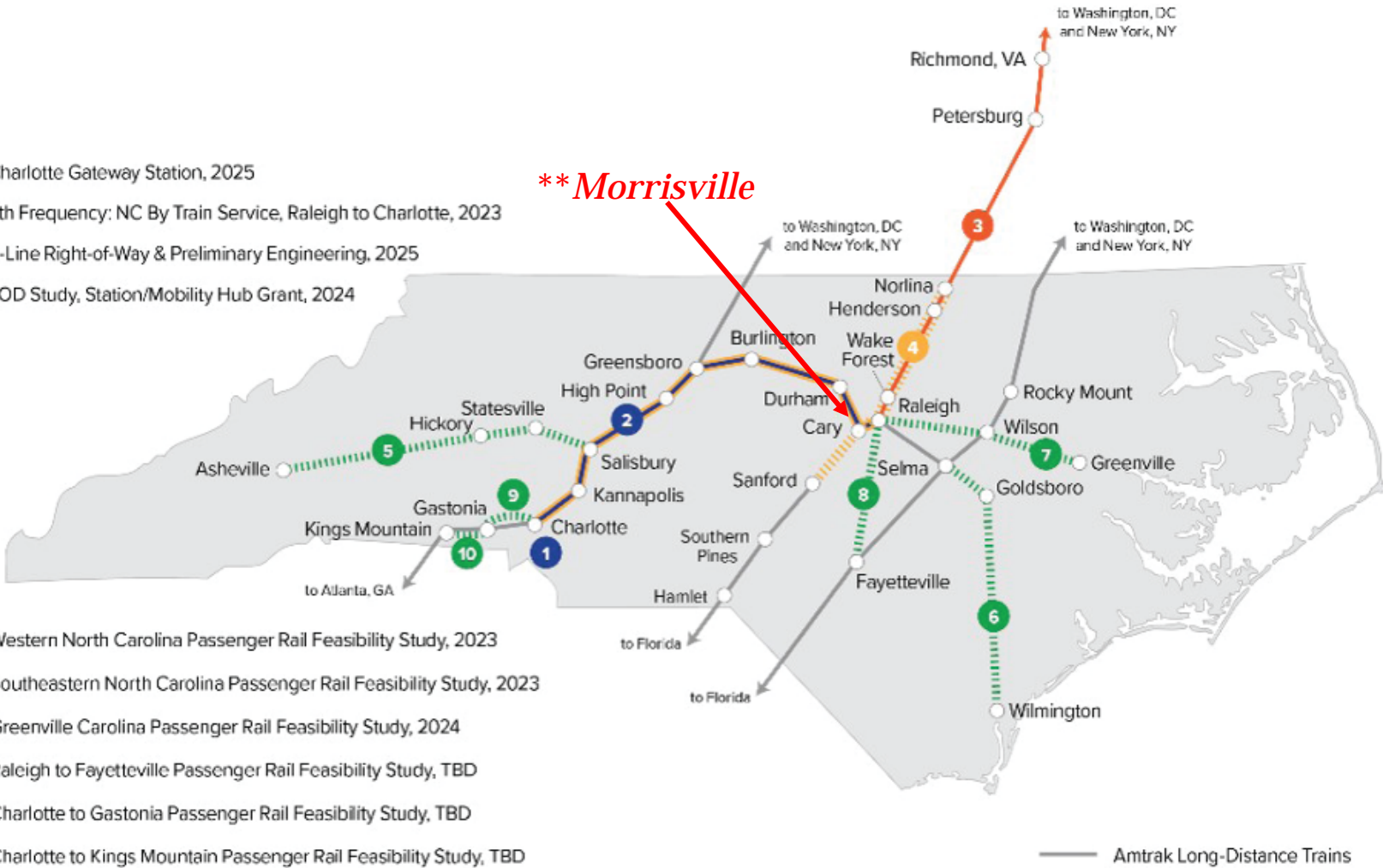


Highest ridership in 32-year history

STATE RAIL PROJECTS ACROSS NORTH CAROLINA

- 1 Charlotte Gateway Station, 2025
- 2 5th Frequency: NC By Train Service, Raleigh to Charlotte, 2023
- 3 S-Line Right-of-Way & Preliminary Engineering, 2025
- 4 TOD Study, Station/Mobility Hub Grant, 2024

- 5 Western North Carolina Passenger Rail Feasibility Study, 2023
- 6 Southeastern North Carolina Passenger Rail Feasibility Study, 2023
- 7 Greenville Carolina Passenger Rail Feasibility Study, 2024
- 8 Raleigh to Fayetteville Passenger Rail Feasibility Study, TBD
- 9 Charlotte to Gastonia Passenger Rail Feasibility Study, TBD
- 10 Charlotte to Kings Mountain Passenger Rail Feasibility Study, TBD



Additional Information on Rapid Bus Service in Wake County

Source: CAMPO Wake County Transit Plan Update 2021

Big Move 2: Connect All Wake County Municipalities

The Wake County Transit Plan will connect all 12 municipalities in Wake County with transit service connections between individual communities and downtown Raleigh. Big Move 2 also includes connections between Wake County municipalities/communities and Research Triangle Park (RTP), the airport, and other major destinations (see **Figure 6**). New links are also provided between some of the smaller communities for employment, shopping, and medical trips. Connecting services will be provided through a combination of 30- and 60-minute all day service, peak-only service, and commuter rail.

Bus rapid transit services are planned to connect RTP, Morrisville, Cary, Raleigh, and Garner. Thirty-minute all-day services will connect RTP, the airport, Garner, and the Wake Tech campus on the northern edge of Fuquay-Varina. Apex will receive service that operates every 30 minutes during rush hour and 60 minutes the rest of the day. Sixty-minute all-day services will connect to Knightdale and Wake Forest. Peak-focused services, including the regional commuter rail, are provided to and between other communities and destinations. Additionally, BRT infrastructure such as dedicated busways, will benefit all buses using those routes. As the communities grow and change over time, it is anticipated that the transit connections will also change and grow.

