



**2021 Land Use Plan Implementation
Phases 1 & 2**

TOD Development and Zoning Plan

Chris Lawson, Planning Manager

May 18th 2023

Purpose and Outcome of Tonight

- Staff follow-up on March 28th work session.
- Review and confirm Town Council's preferences regarding:
 - Street cross-sections and traditional grid-like road network.
 - Comfort with allowing a “phased” development approach based on the private market.
 - Town coordination with RDU and Council-preferred building heights and proposed land uses.
- Answer questions.



'21 LUP Implementation Update

- Project was broken into three phases to assist with timing and funding.
- Phases I & II = TOD.
- Phase III = UDO and zoning map update.
- TOD was prioritized due to developer interest, particularly in TOD West, and the significance of TOD to Morrisville and the region.



'21 LUP Implementation Update

- Phase I:
 - TOD Redevelopment Plan and Visualizations
 - Anticipated completion date: fall of 2023.
- Phase II:
 - TOD zoning ordinance and associated graphics.
 - Anticipated completion date: Q4 of 2023.



'21 LUP Implementation Update

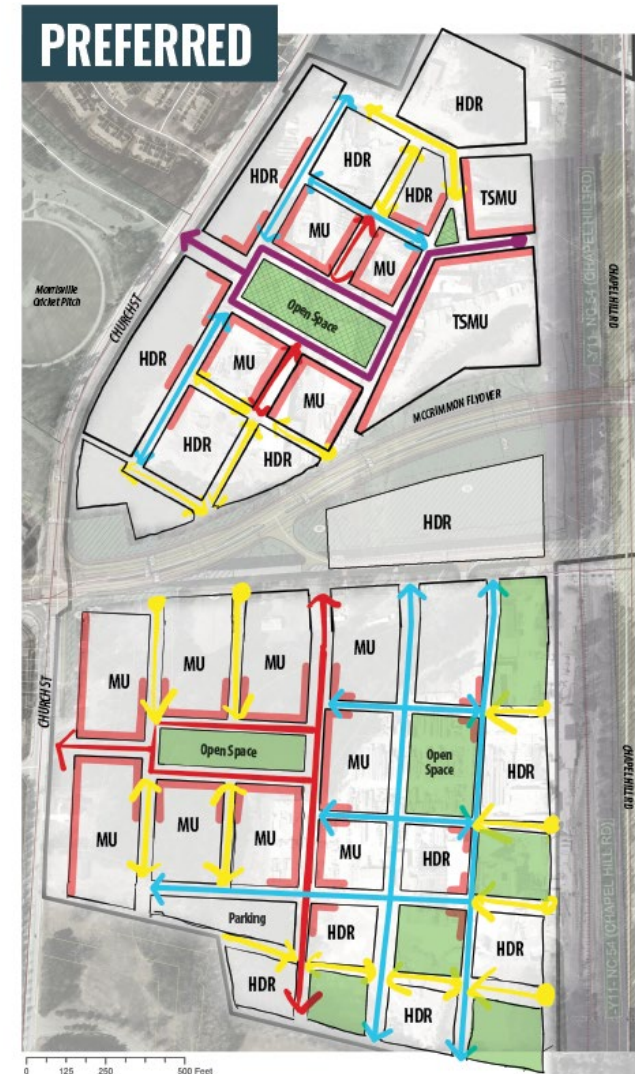
- Phase III:
 - Full UDO evaluation and update to bring the UDO into greater conformance with the 2021 Land Use Plan.
 - Zoning Map Amendments.
 - Focus on non-residential zoning.
- Anticipated completion date Summer '24.



Cross Section and Street Grid

Cross Sections and Grid

- Town Council preferred an interlocked traditional grid and was supportive of the cross sections.
- Roadway types start wide and get smaller the deeper into the TOD district.
- Boulevard (purple) cross-section connects Church Street to the future train stop in TOD West.



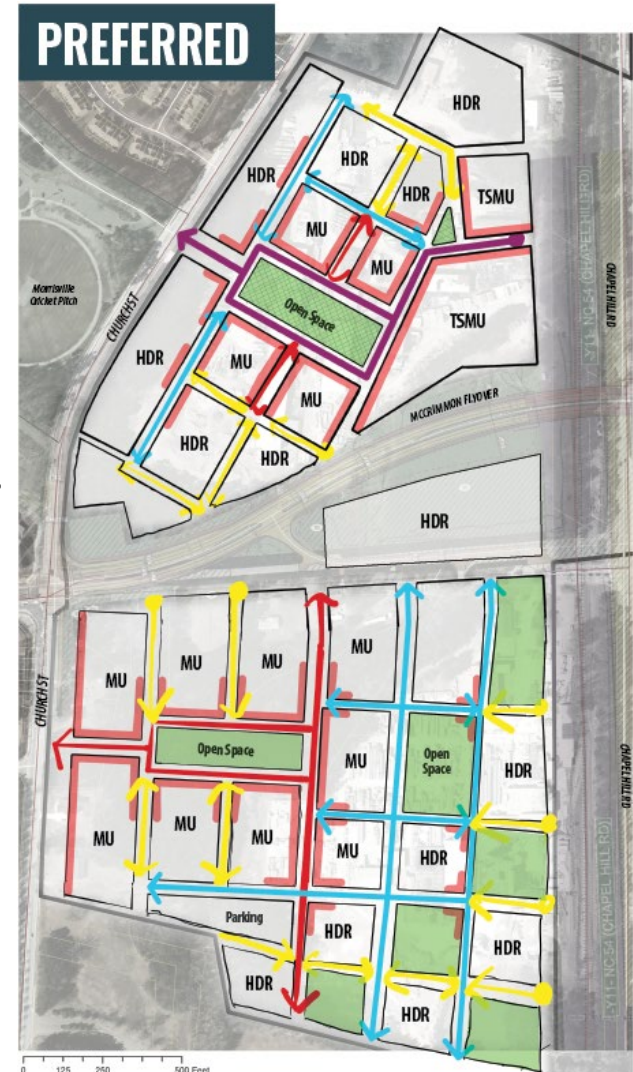
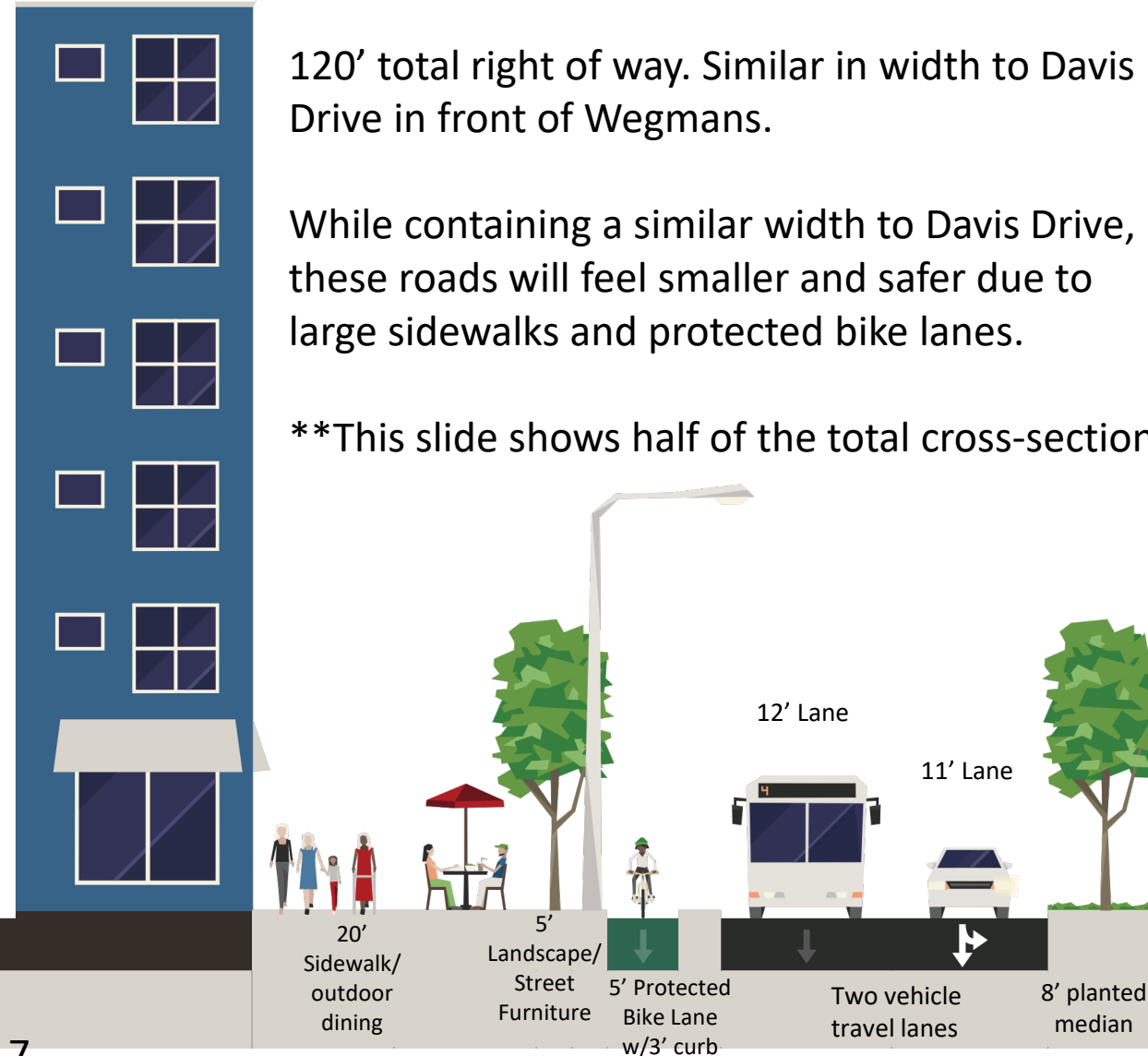
Interlocked Grid – Preferred

Boulevard – Purple Lines

120' total right of way. Similar in width to Davis Drive in front of Wegmans.

While containing a similar width to Davis Drive, these roads will feel smaller and safer due to large sidewalks and protected bike lanes.

**This slide shows half of the total cross-section.



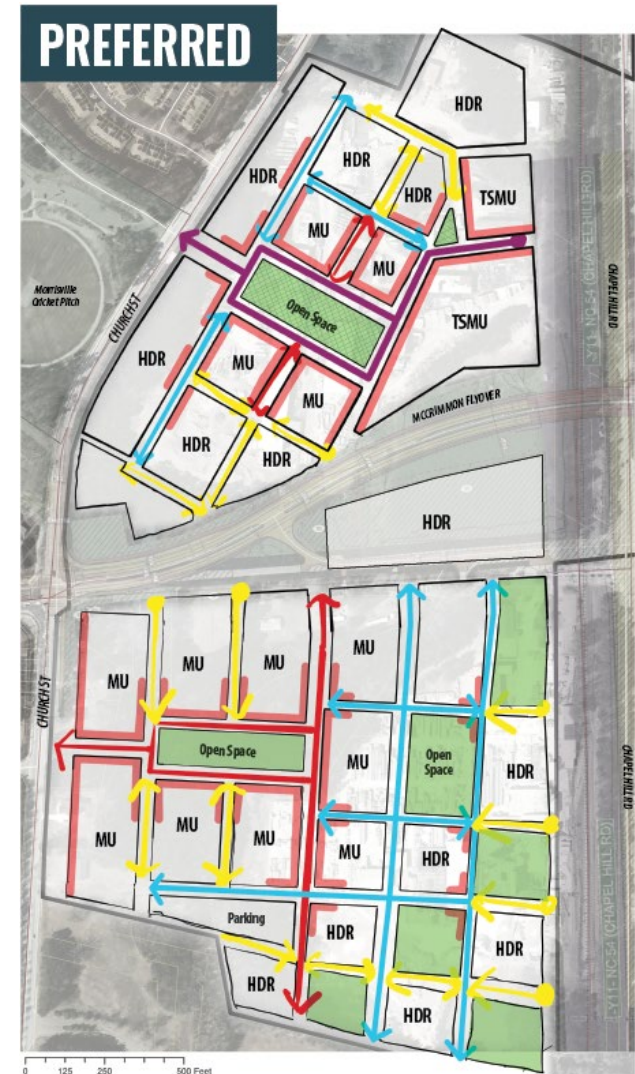
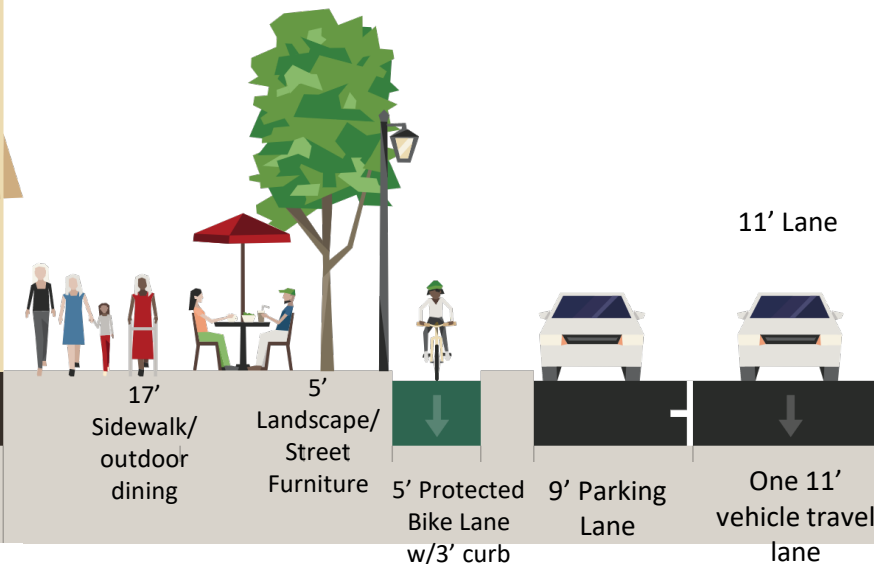
Interlocked Grid – Preferred

Main Streets – Red Lines

100' total right of way. Similar in width to Airport Blvd off of Davis Drive/behind Wegmans (not the portion near I40).

While containing a similar width to Airport Blvd, these roads will feel smaller and safer due to large sidewalks and protected bike lanes.

**This slide shows half of the total cross-section.



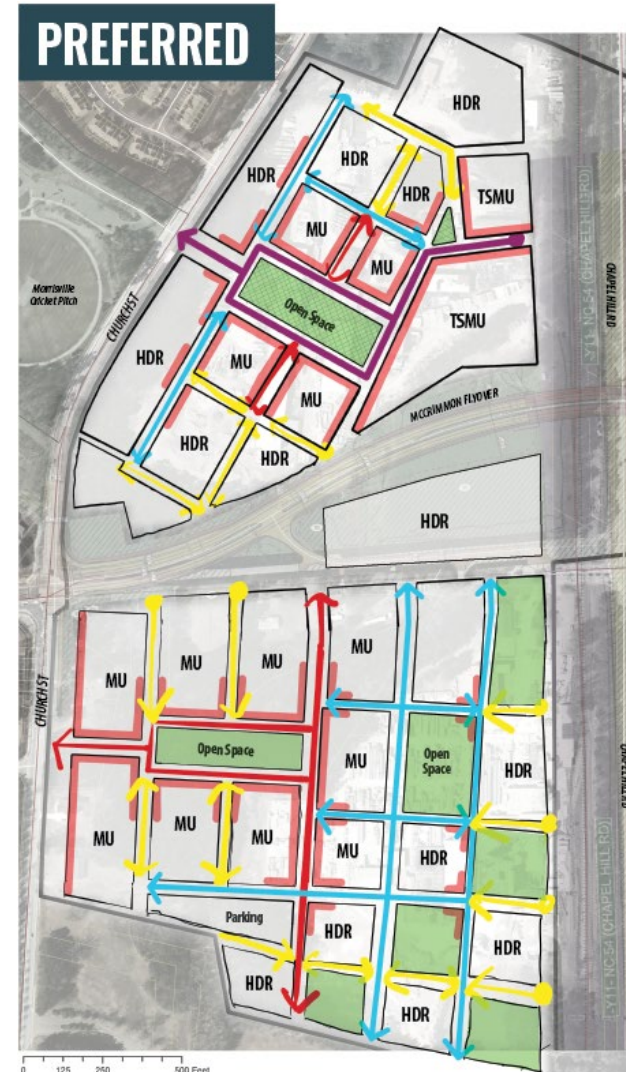
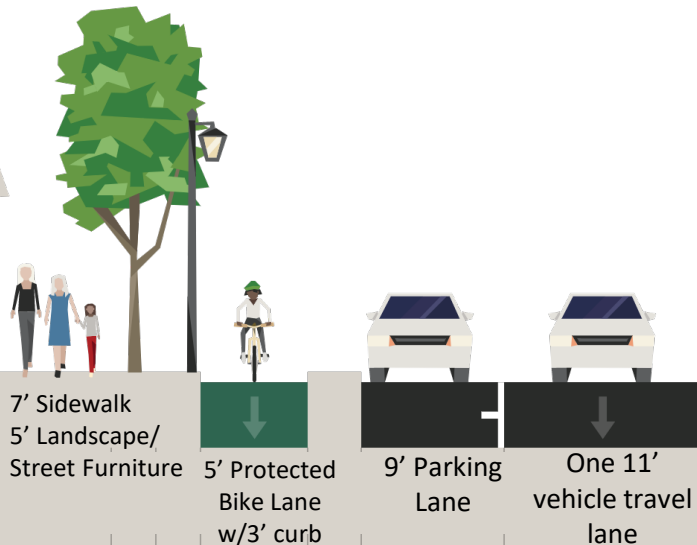
Interlocked Grid – Preferred

Major Streets – Yellow Lines

80' total right of way. Similar in width to Morrisville Carpenter Road in front of Town Hall.

While containing a similar width to Morrisville Carpenter Road, these roads will feel smaller and safer due to large sidewalks and protected bike lanes.

**This slide shows half of the total cross-section.



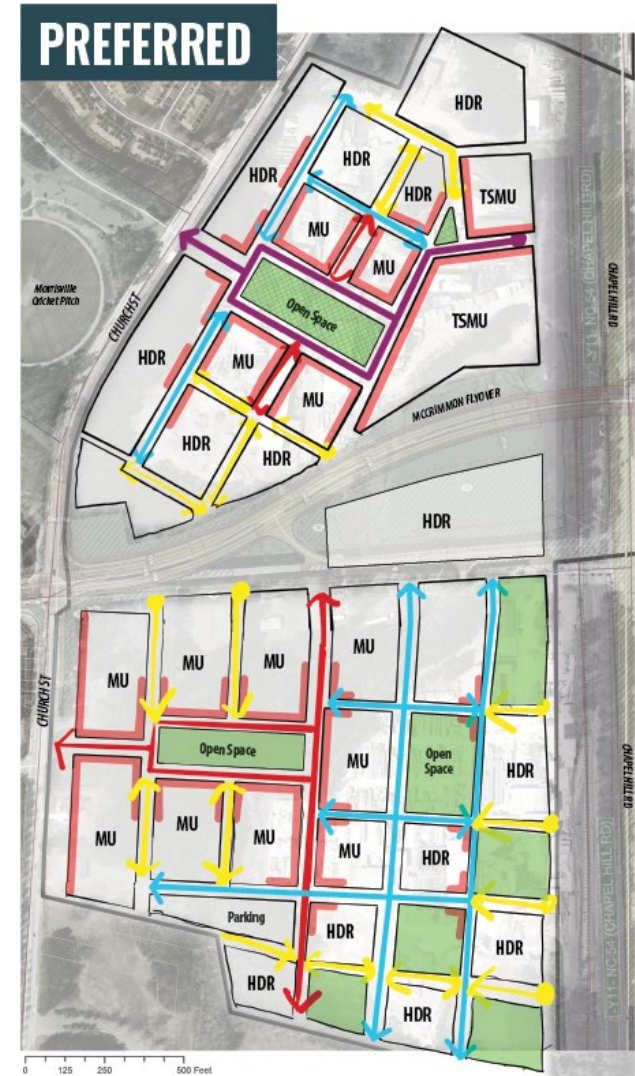
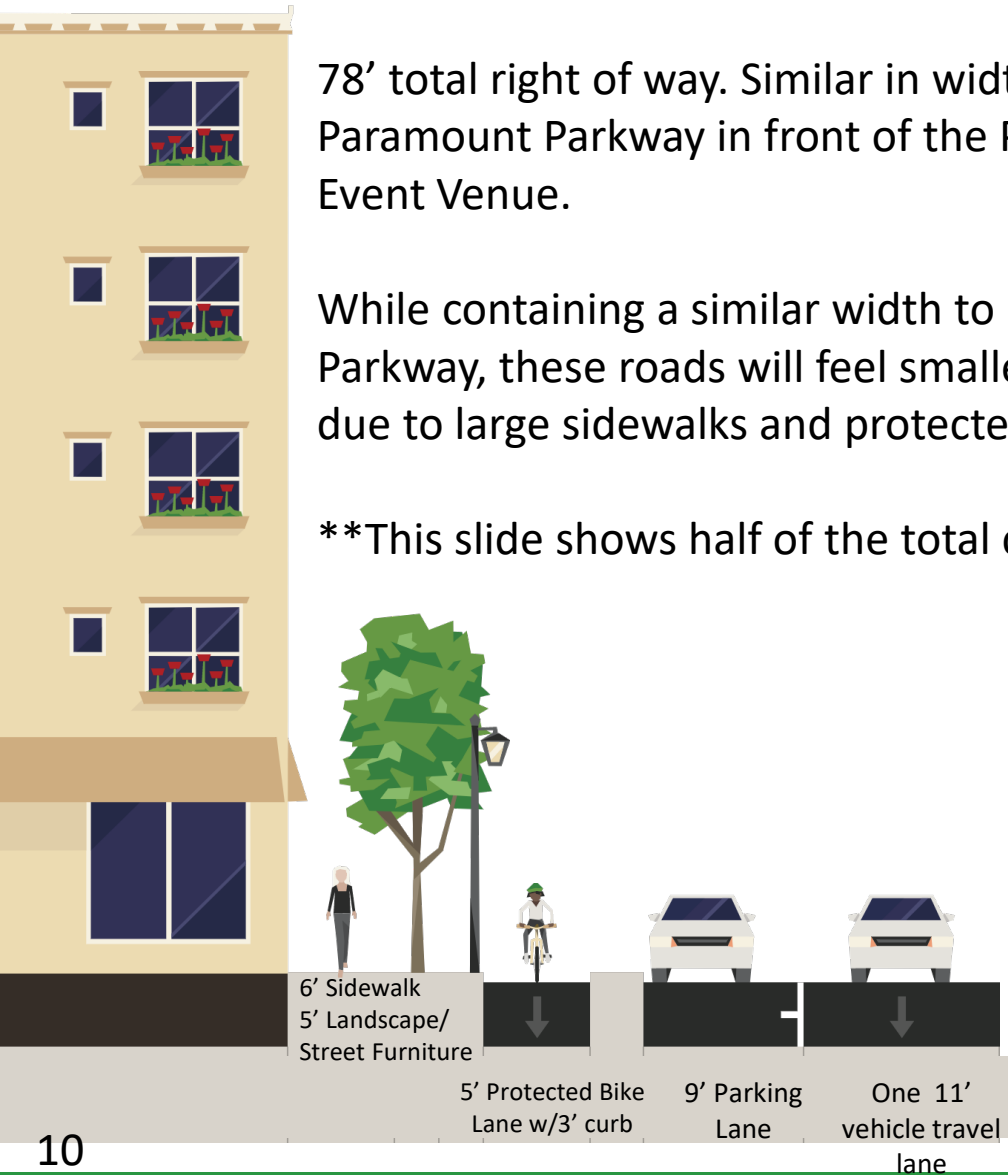
Interlocked Grid – Preferred

Minor Streets – Blue Lines

78' total right of way. Similar in width to Paramount Parkway in front of the Paramount Event Venue.

While containing a similar width to Paramount Parkway, these roads will feel smaller and safer due to large sidewalks and protected bike lanes.

**This slide shows half of the total cross-section.



Interlocked Grid – Preferred

Major and Minor Streets

- Remaining staff question:
 - Are the sidewalks on Major Streets wide enough to meet Council's expectations for street activity?
 - Does Council prefer to keep Minor Streets or merge Minor Streets w/Major Streets? The only difference is the sidewalk width.
 - Staff recommendation: merge Major and Minor Street. Expand Major Street sidewalk width to 15' in order to provide wider sidewalks throughout TOD bringing the total right of way to 86'.



Phasing

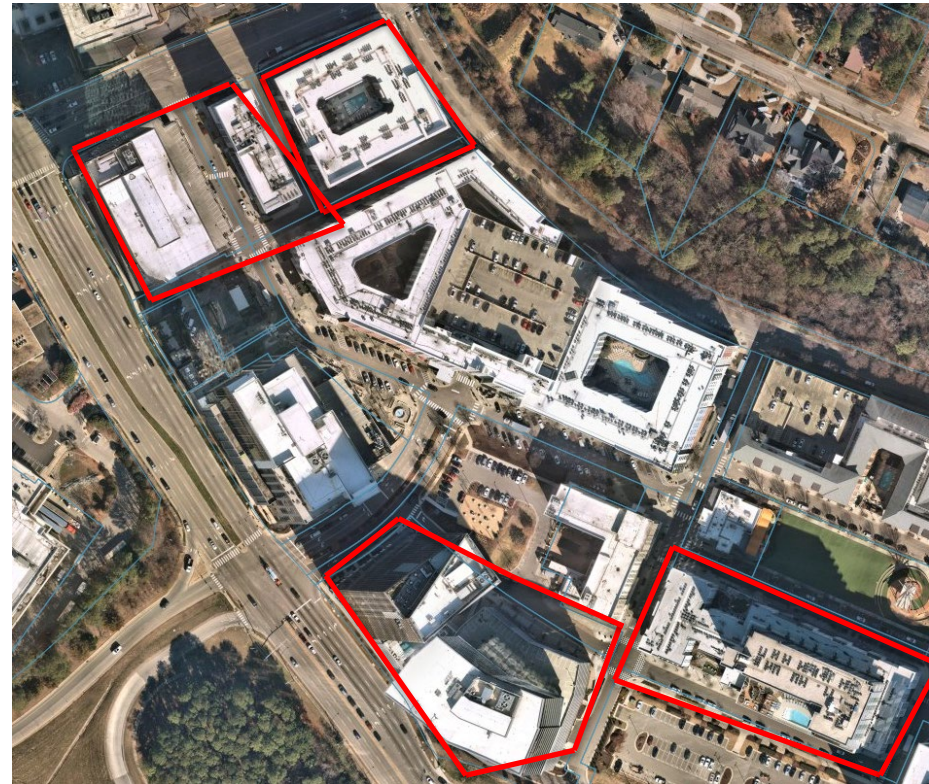
Phasing

- Phasing means that the Town would permit the TOD to grow incrementally via a privately driven phased approach.
- Essentially, the Town would set larger goals for the TOD, but would allow for the private market to dictate the height of a building, surface vs. structured parking, and similar features.
- This could allow for earlier initial development within the district due to lower investment costs and would permit the TOD to incrementally develop into the preferred vision.



Phasing

- North Hills: 2014 vs. 2023
 - Surface parking converted to buildings.
 - Permitting phased approach could resemble this portion of North Hills:



Non-Phased

- Town sets minimum to maximum standards and requires these in all cases.
- Examples:
 - Building heights shall be 40' to 80'.
 - Provided parking must be structured.
- May delay initial development if land costs, financing, and/or development regulations do not permit cost-effective development.
- Based on developer feedback there are a number of concerns about current interest rates and the general banking environment.
 - Staff believe that these concerns are significant, but that they should not dictate Morrisville's long-term policy or vision for the TOD.



Non-Phased

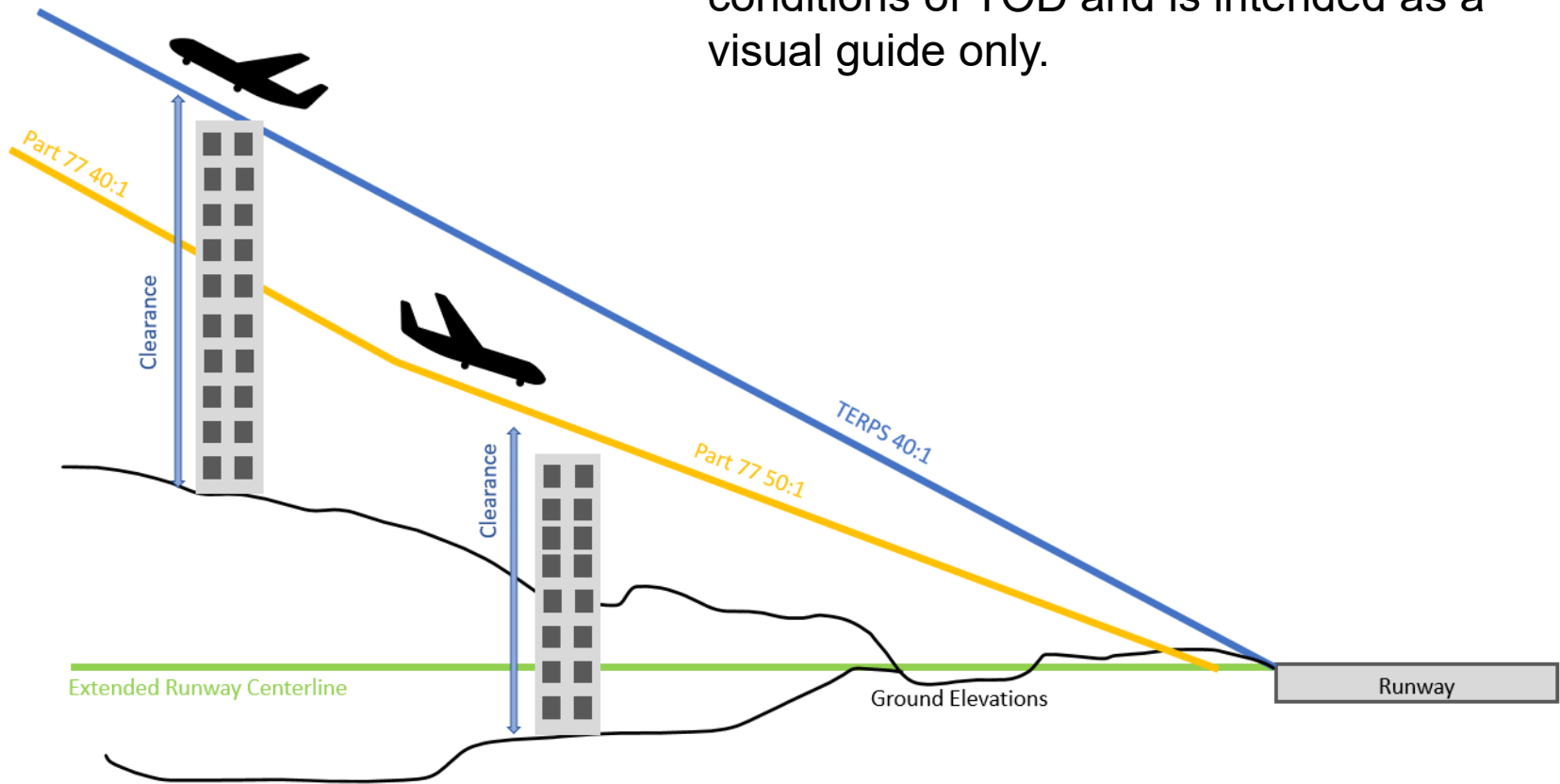
- North Hills: 2014 vs. 2023
 - Previously undeveloped parcels built upon, meeting all zoning requirements.
 - Permitting phased approach could resemble this portion of North Hills:



Building Heights and Land Uses

RDU Height Information

**This graphic does not represent the site conditions of TOD and is intended as a visual guide only.



RDU Height Information

- Keeping it simple:
 - RDU enforces a height zoning ordinance across most of the Town to ensure the safe operation of aircraft.
 - A permit from RDU must be approved for any building over 75’.
 - RDU staff recommends setting a maximum building height of 150’ across the entire TOD.
 - At the peak ground elevation in the TOD a 150’ maximum building height would keep buildings about 30’ lower than the height at which aircraft could operate.
 - Buildings in TOD West and TOD South could be higher than 150’ due to the lower ground elevations in these areas and remain lower than the height at which aircraft regularly operate.



Building Height Recommendation

- Staff height recommendations vary depending on the subdistrict and the land use zones, with height maximums lower near Church Street/existing neighborhoods and higher near the railroad or in the TOD East.
- Recommended height up to a maximum of 150’.



Building Height Orientation

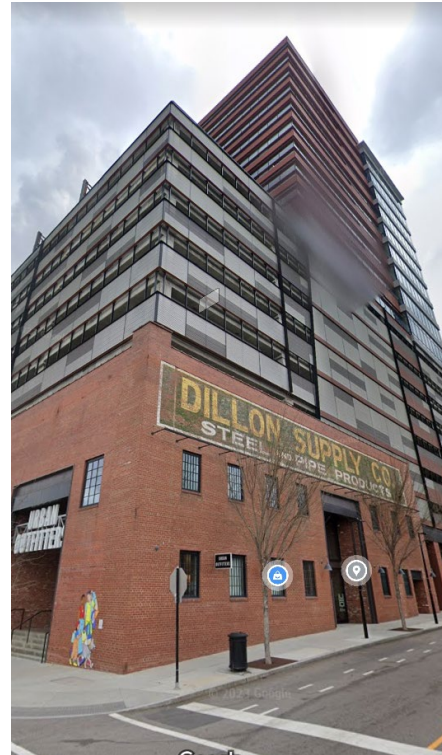
Empire State Building
New York, NY
1,454' w/spire
102 stories
Tallest building in
world 1932-1970.



PNC Building
Raleigh, NC
538'
32 stories
Tallest building in NC
outside of Charlotte.



The Dillon
Raleigh, NC
250'
17 stories
Directly adjacent to Union
Station in Raleigh.



Capitol Club Building
Raleigh, NC
143'
12 stories
Visible from NC 147.



Building Height Orientation

3005 Carrington Mills Blvd
Morrisville, NC
87'

5 stories

Many office buildings in Perimeter
Park are a similar height.



Wake Tech RTP Campus
Morrisville, NC
50'

3 stories

Adjacent to TOD East.



Broadstone Trailside
Morrisville, NC
50'

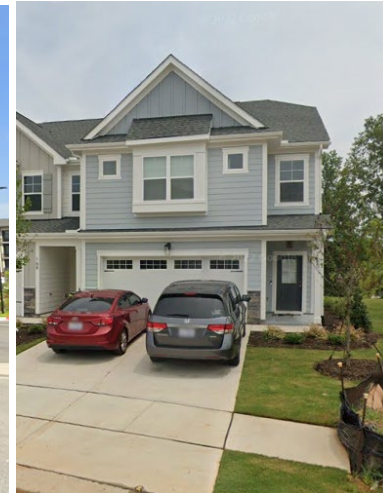
4 stories

Typical height of garden-style
apartment building.



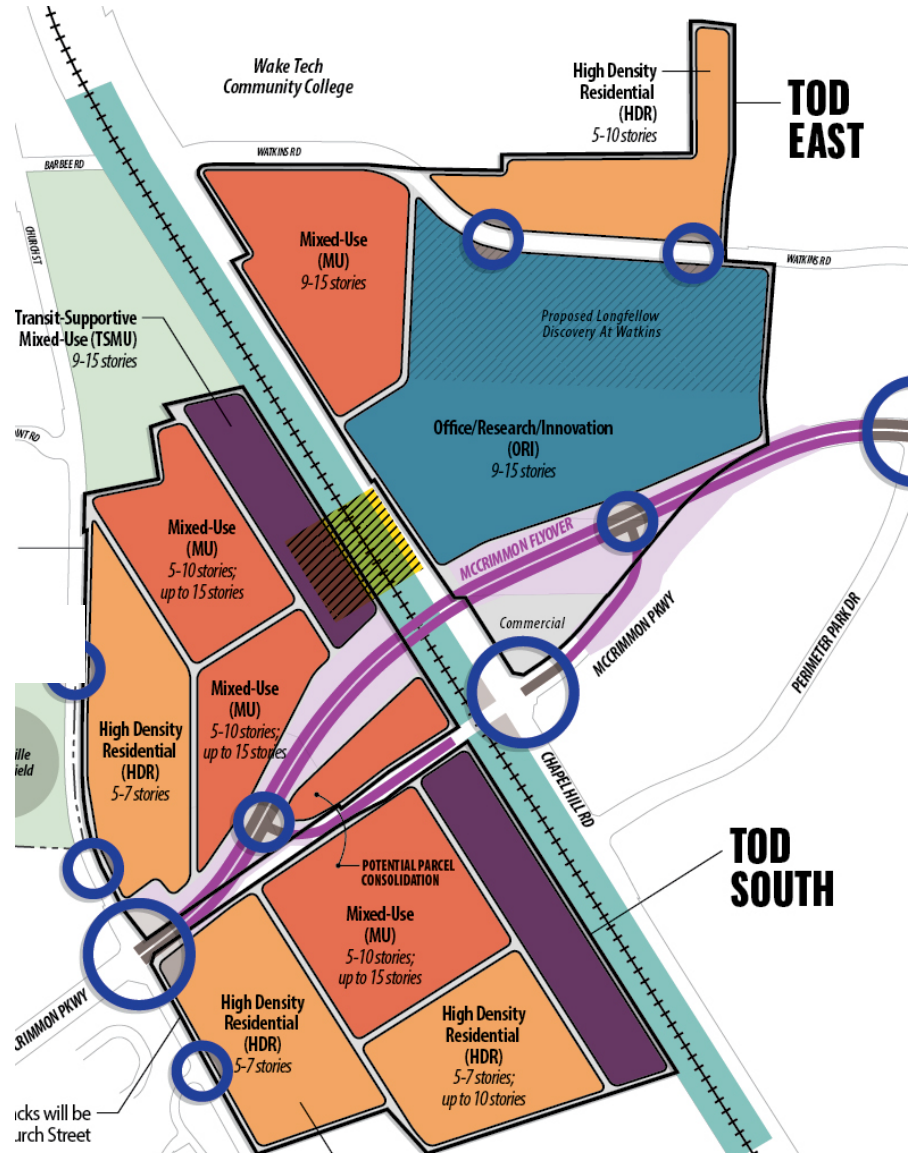
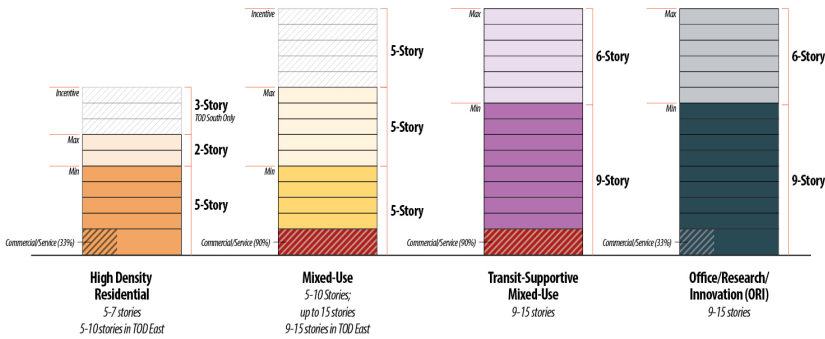
Single-family home
Morrisville, NC
33', 2 stories

Typical height of a
contemporary single family
home.



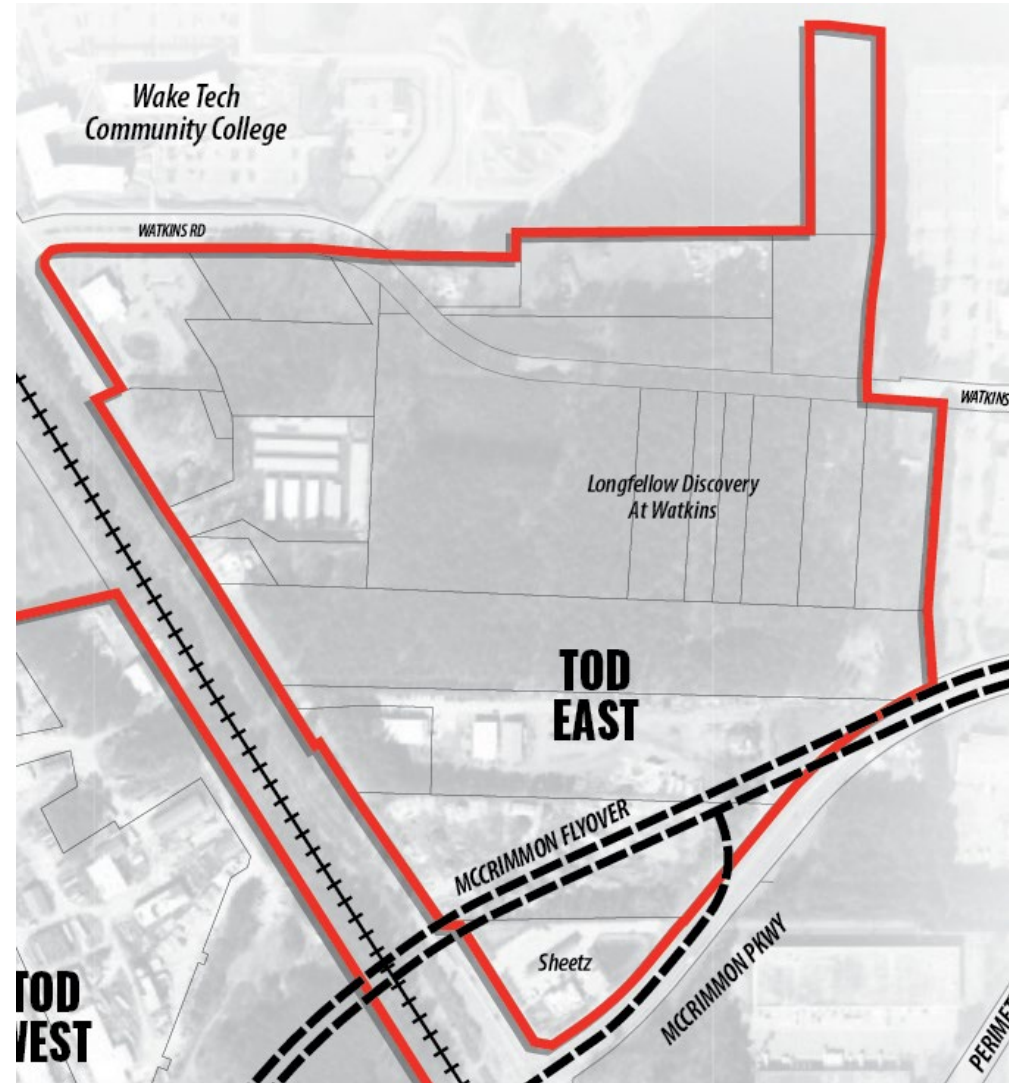
Building Heights and Land Uses

TPOLOGY: BUILDINGS



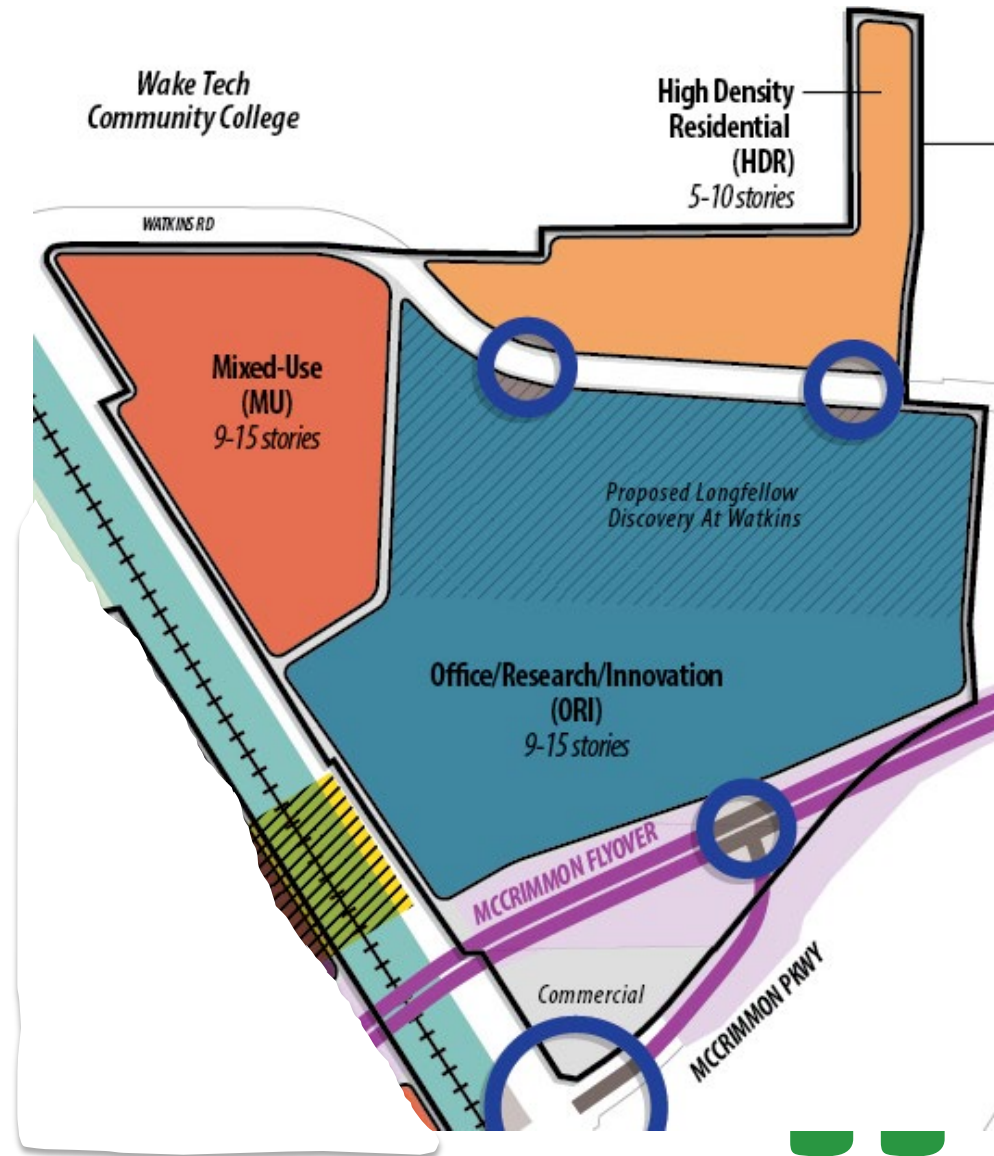
TOD East Influences

- Adjacent to Wake Tech and large employment centers in Perimeter Park and in the GO District.
- Direct access to Chapel Hill Road, close proximity to NC 540 & NC 40.
- Not near single-family housing.

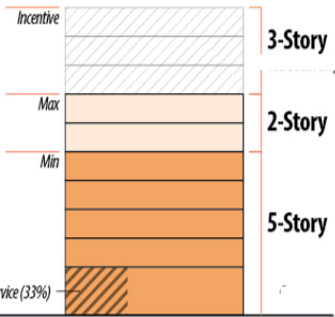


TOD East Vision

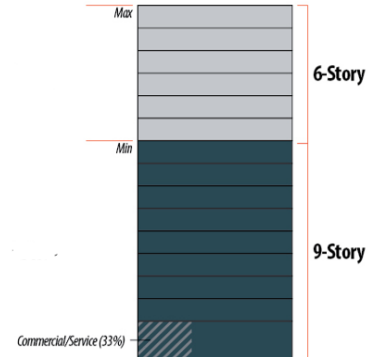
- Large vertically-mixed cluster of employment and residential uses developed as a campus-style pedestrian prioritized community that is connected to adjacent uses centered around a neighborhood park and transit stops.



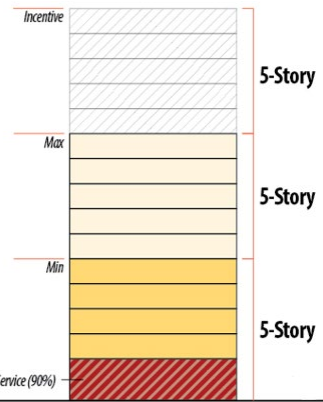
TOD East Vision, cont.



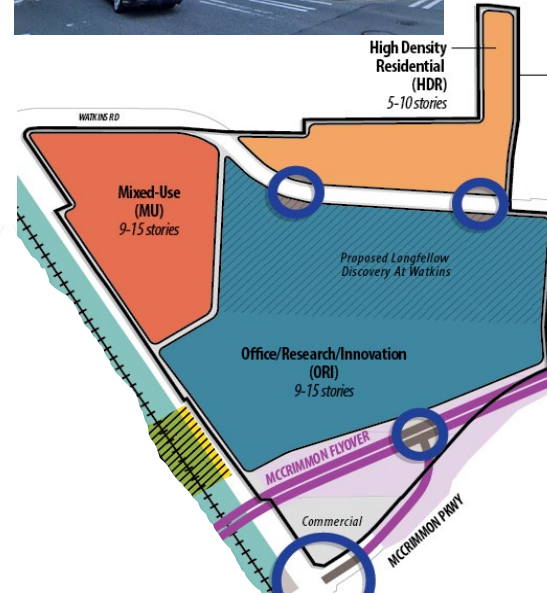
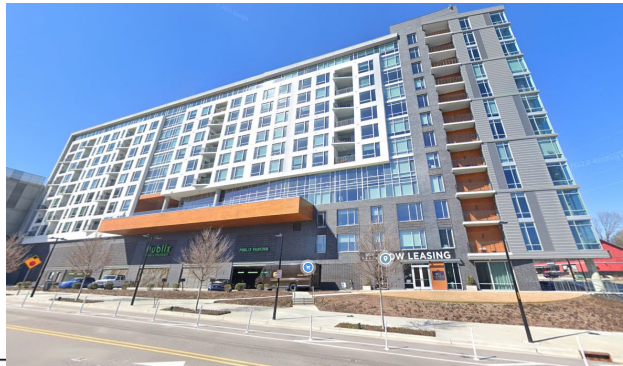
High Density Residential
5-10 stories in TOD East



Office/Research/Innovation (ORI)
9-15 stories

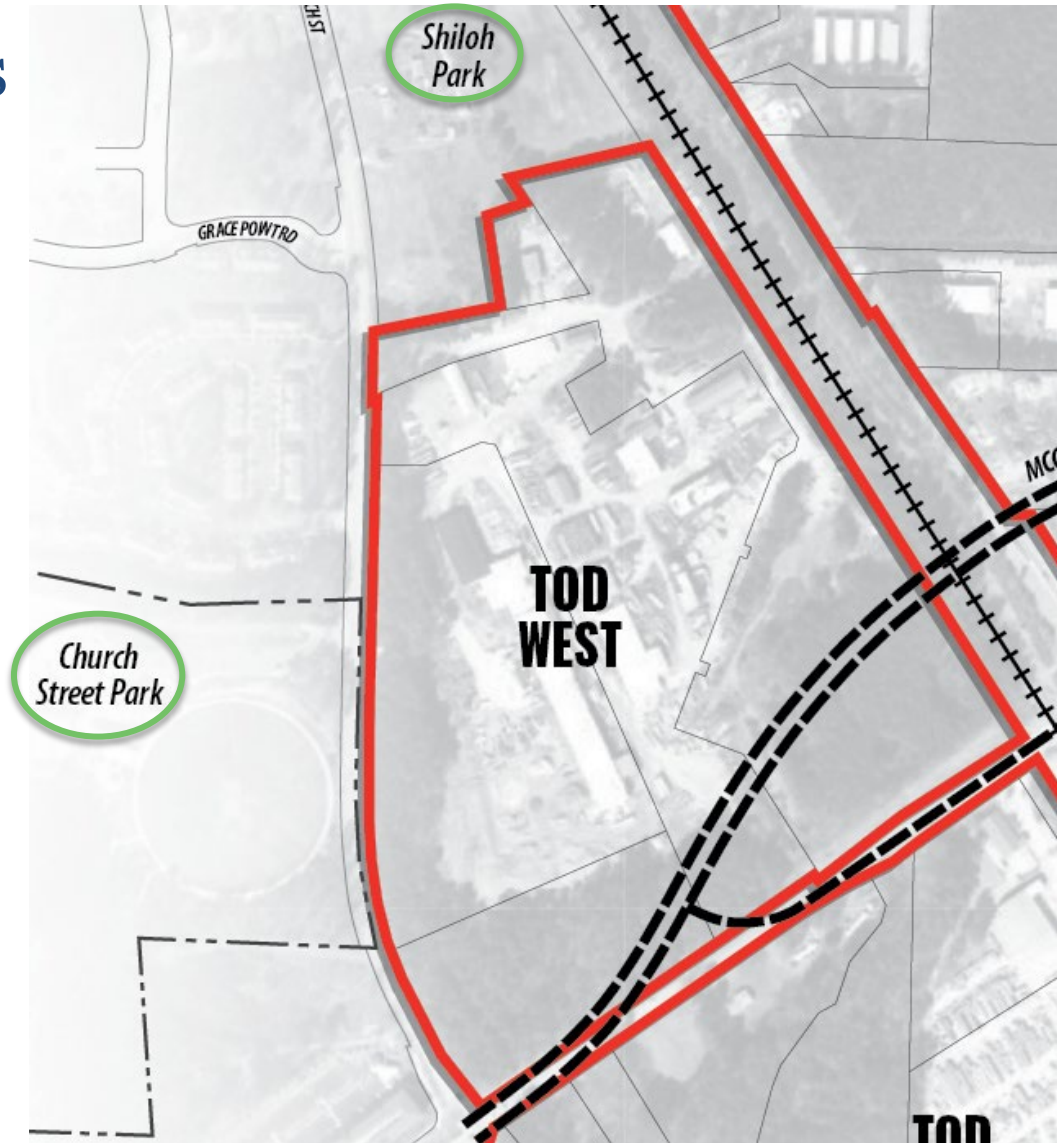


Mixed-Use
9-15 stories in TOD East



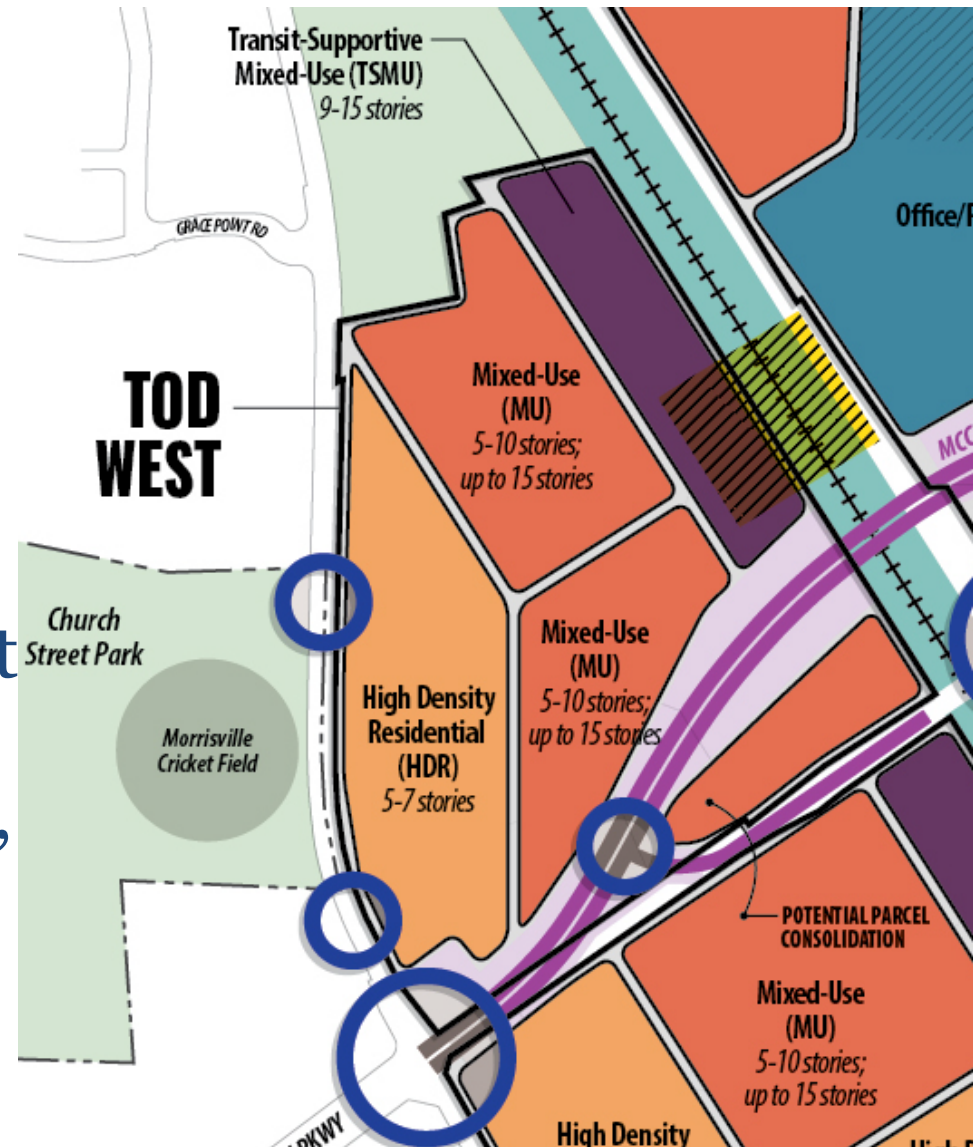
TOD West Influences

- Adjacent to Town parks and Town greenways.
- Likely future site of rail stop and park and ride.
- Short drive or walk to several Town neighborhoods along Church Street.

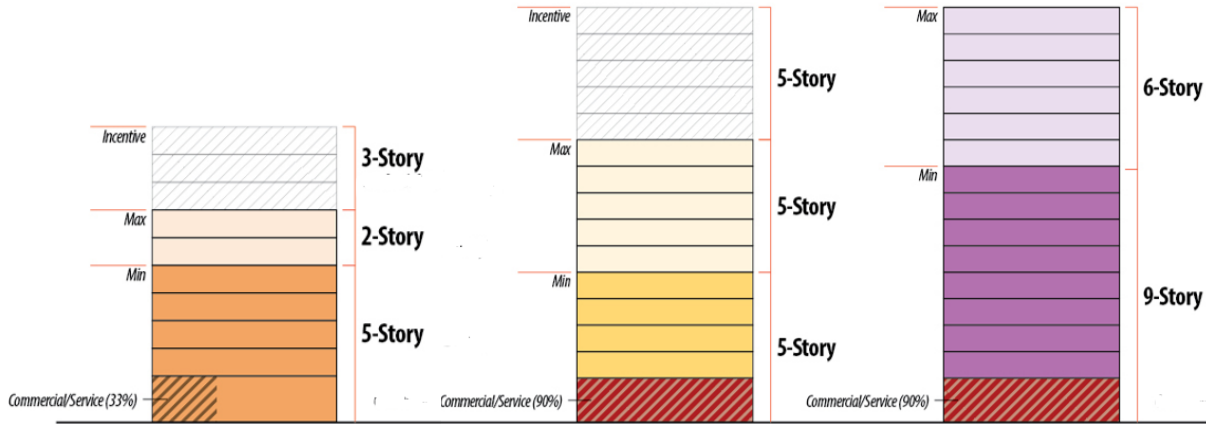


TOD West Vision

- Vertical mix of uses primarily including residential, entertainment, and community-scale retail and service needs for district residents and residents of Church Street creating a link between transit stops, Town parks, and the Town at large.



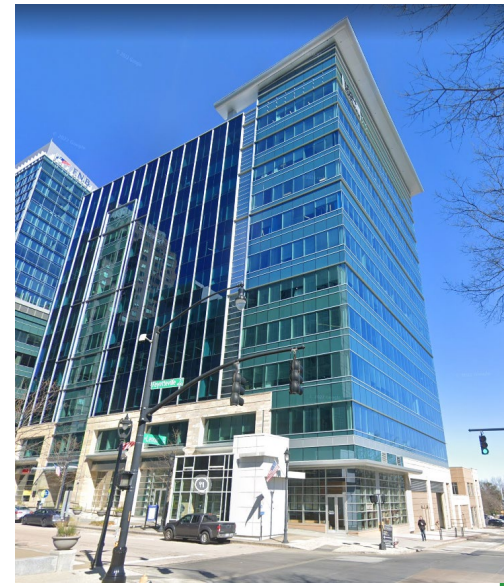
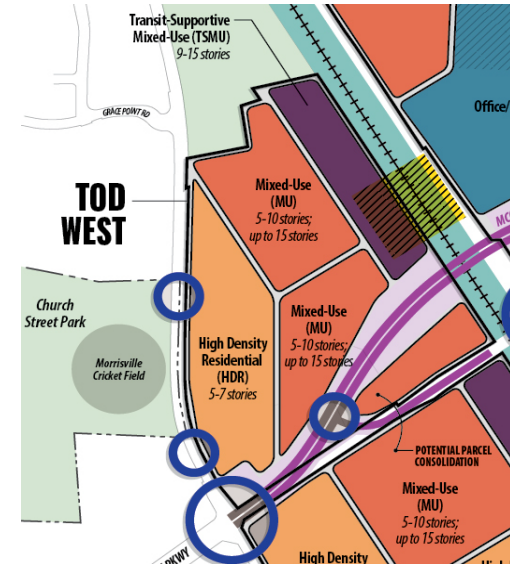
TOD West Vision, cont.



High Density Residential
5-7 stories

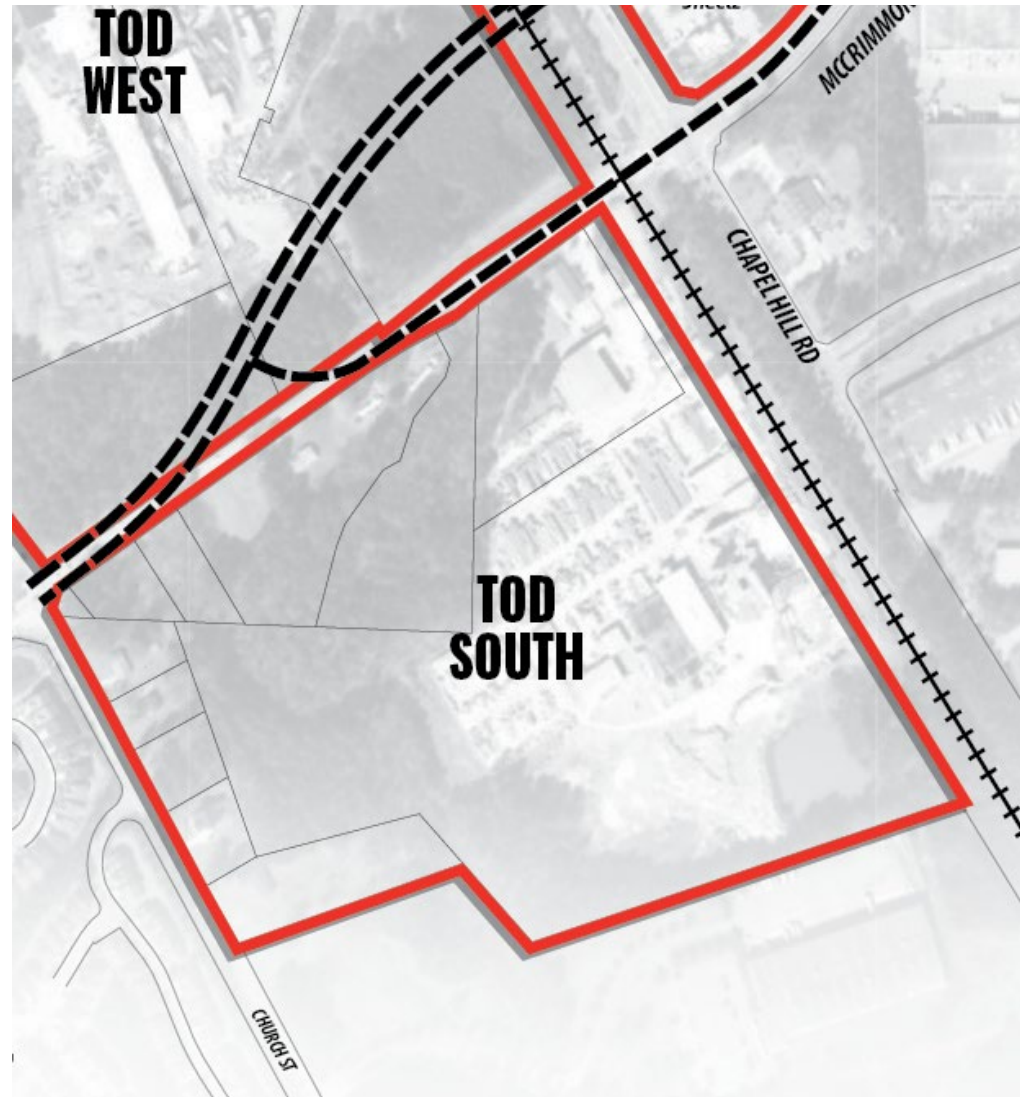
Mixed-Use
5-10 Stories;
up to 15 stories

Transit-Supportive Mixed-Use
9-15 stories



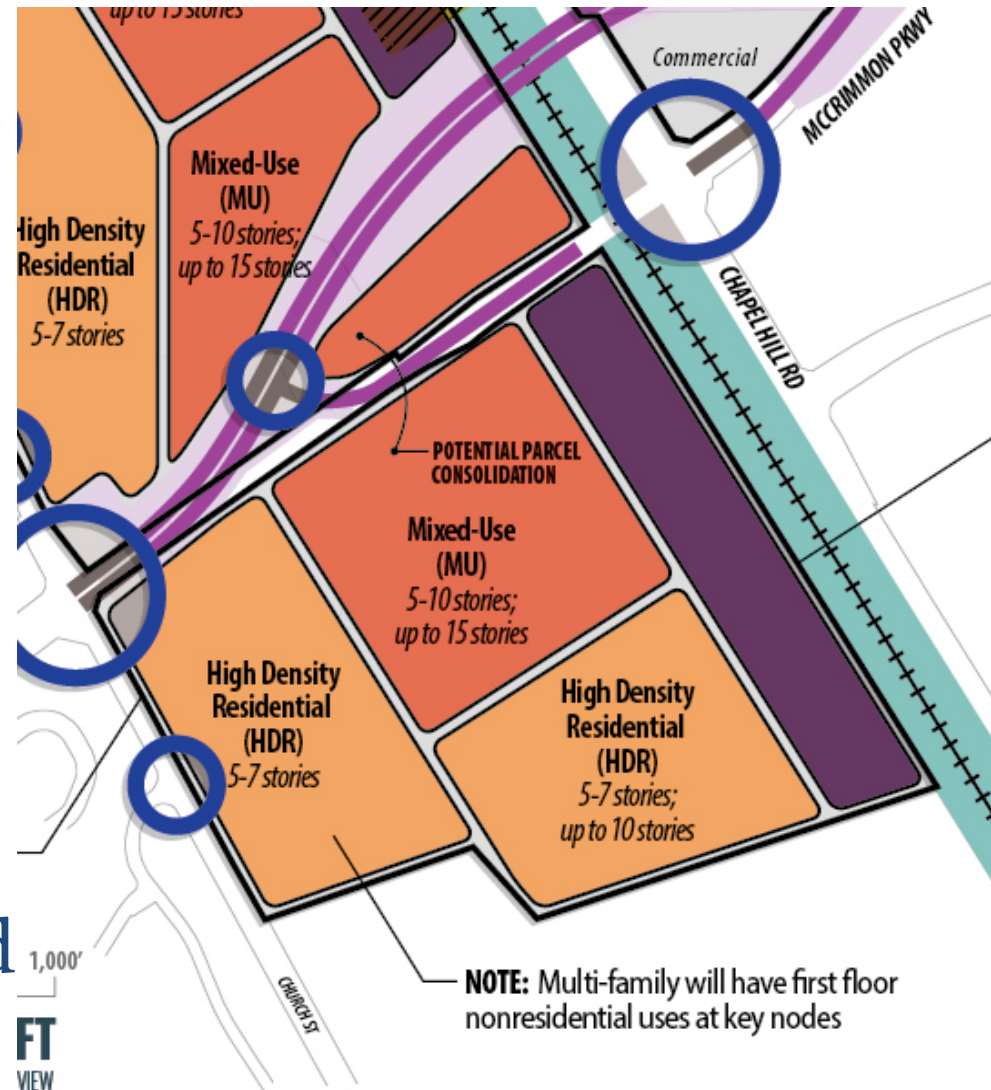
TOD South Influences

- Adjacent to existing single-family neighborhoods and land designated as Low-Density Residential in the LUP.
- Along a portion of Church Street that is almost entirely residential.
- Closest TOD subdistrict to the Town Center.

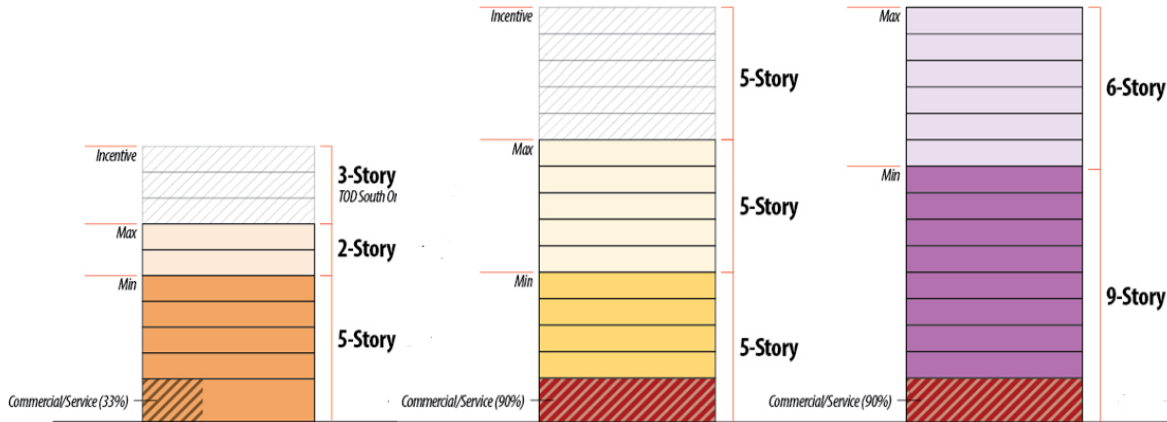


TOD South Vision

- Vertical mix of uses and buildings heights that provides a development pattern and scale designed to blend in with and enhance adjacent residential uses while placing taller buildings adjacent to the railroad and creating connections with the Town Center and Town greenways.



TOD South Vision, cont.



High Density Residential

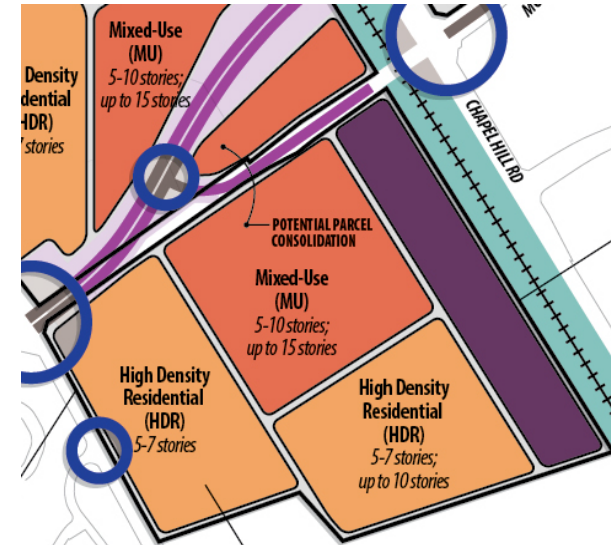
5-7 stories
Up to 10 stories internally and w/provision of affordable housing

Mixed-Use

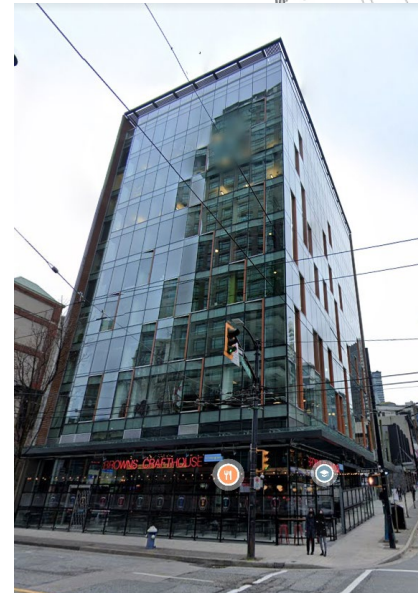
5-10 Stories; up to 15 stories
Up to 15 stories internally and w/provision of affordable housing

Transit-Supportive Mixed-Use

9-15 stories



NOTE: Multi-family will have first floor nonresidential uses at key nodes



Questions
