



Morrisville Planning and Zoning Board

Planning and Zoning Board Meeting
October 12, 2023, 6:30 PM

- 1. Call to Order**
- 2. Pledge of Allegiance**
- 3. Adoption of Agenda**
- 4. Approval of Minutes**
 - 4.a [Approval of August 10,2023 PZB Meeting Minutes](#)
[PZB Minutes 2023-8-10 v3.pdf](#)
- 5. Presentations**
- 6. Public Comment**
- 7. Old Business**
- 8. New Business with Public Comment**
 - 8.a [Town Center Phase I Main Street Planned Development Rezoning](#)
[Chris Lawson, Planning Manager](#)
[2023-359-0 BS Town Center Phase I MSPD](#)
[2023-359-0 ORD - Approving a MSPD](#)
[2023-359-0 ATTH 01 Maps](#)
[2023-359-0 ATTH 02 Application Packet](#)
[2023-359-0 ATTH 03 Parking Study](#)
[Presentation Town Center Phase I MSPD](#)
- 9. Staff Comments**
 - 9.a [August - September 2023 Planning Newsletter](#)
[August - September 2023 Planning Newsletter v1.pdf](#)
- 10. Board Comments**
- 11. Upcoming Events**

12. **Adjournment** Thank you for attending the Planning and Zoning Board Meeting tonight. We hope you will join us again soon.

Planning and Zoning Board Agenda Item Report

Agenda Item No. 4.a
Submitted by: Brooke Dodson
Submitting Department Planning
Meeting Date: October 12, 2023

SUBJECT

Approval of August 10,2023 PZB Meeting Minutes

Recommendation:

Approval

Updates/History of Briefing:

N/A

Executive Summary and Background Information:

N/A

Advisory Board/Committee Review:

Planning and Zoning Board

Insert Date of Advisory Board/Committee Review:

2023-08-10

Advisory Board/Committee Recommendation and/or Vote:

N/A

Potential Options:

None

Staff Recommendation:

None

ATTACHMENTS

- [PZB Minutes 2023-8-10 v3.pdf](#)



Planning and Zoning Board August 10, 2023, 6:30 p.m.

NOTE: Minutes are summaries only, reflecting committee action and main points of discussion. For the meeting agenda, presentations, and other related agenda materials, click [here](#).

1. Call to Order

Chairman Lee Langston called the meeting to order at 6:30 p.m.

Members Present

Chairman Lee Langston

Vice Chairman Kenneth Sack

Member Chris Robuck

Alternate Member Josh Michael

Alternate Member Rick Bain

Members Absent

Member Tim Toterhi

Staff Present

Giselle Rodriguez-Villanueva, Assistant Town Manager

Michele Stegall, Planning Director

Christopher Lawson, Planning Manager

Brittany Johnson, Planner II

Mae Golden, Planner I

Brooke Dodson, Planning & Zoning Board Secretary

2. Pledge of Allegiance

3. Adoption of the February Agenda

Motion: *Vice Chairman Sack* made a motion to approve the agenda as submitted.

Second: *Member Robuck* seconded the motion.

Vote: Unanimous

4. Approval of June 8, 2023, PZB Minutes

Motion: *Member Robuck* made a motion to approve the June 8, 2023 minutes as submitted.

Second: *Vice Chairman Sack* seconded the motion.

Vote: Unanimous

5. Presentations

There were no presentations.

6. Public Comment

There were no public comments.

7. Old Business

There was no old business.

8. New Business with Public Comment

8.a Approval of the Transit Oriented Development and Zoning Plan

Planning Manager Lawson began tonight's presentation with an overview of proposed UDO amendment to the 2021 Land Use Plan approving the Transit Oriented Development and Zoning Plan. *Planning Manager Lawson* explained that the Land Use Plan Implementation Project would include three major steps:

- TOD subarea plan amending the 2021 Land Use Plan (current step) and UDO amendments to codify the vision into regulatory code.
 - Subarea plan titled The Transit Oriented Development and Zoning Plan.
- Zoning Map amendments to align with the Future Land Use Plan recommendations.
- Full UDO update to align with the Land Use Plan.

Planning Manager Lawson continued his presentation with an overview of the TOD timeline. *Planning Manager Lawson* stated that 1998 was the first Land Use Plan that Morrisville had and the need for a transit station is mentioned in that plan for the area known as TOD East. At the time a larger rail system was being considered for the Triangle area.

Planning Manager Lawson stated that the 2009 Land Use Plan also described a need for a transit station and services in the area known today as TOD East.

In 2014, the Town adopted the McCrimmon Transit Small Area Plan (MTSAP), which provided TOD goals, concepts, and an action plan. That same year, the TOD Zoning District and zoning standards were created within the UDO and were largely based on the MTSAP. *Planning Manager Lawson* stated that the TOD zoning was not installed on any property and was never used. This district was known as a "floating district" meaning it was available to be used when needed. *Planning Manager Lawson* stated that the current TOD standards were created over a decade ago and need to be amended to 2023 standards to include today's vision for the Town.

Planning Manager Lawson continued by stating that the Land Use Plan was adopted and updated in February 2021. This Land Use Plan showed a TOD land use in three areas, expanding the TOD East to also include TOD West and TOD South. Later that year, the Town included TOD zoning on the Zoning Map for the first time.

Planning Manager Lawson stated that Town staff are currently working on the TOD subarea plan which would amend the 2021 Land Use Plan to include a full subarea for all three TOD districts. *Planning Manager Lawson* stated that if the TOD subarea plan is adopted, Town staff will propose UDO amendments to help the development align with the plan.

Planning Manager Lawson stated that the purpose to tonight's meeting is for the Planning and Zoning Board to review the Transit Oriented Development and Zoning Plan and to provide Town Council with a recommendation of approval, approval with changes or denial of the proposed Land Use Plan Amendment. Town Council is scheduled to review the plan on September 12th and September 26th. *Planning Manager Lawson* stated that staff recommends approving the proposed Land Use Plan amendment for the following reasons:

1. Establishes a Town vision for the TOD, allowing the drafting of UDO amendments that would require future developments to align with the adopted Town vision.
2. Aligns with Key Action Item 7 of the Land Use Plan by actively seeking the development of the superfund site as a TOD.
3. Aligns with Key Action Item 8 of the Land Use Plan by adopting a TOD district to implement enhanced development standards and ensure the TOD is a walkable, mixed-use environment.

Houseal Lavigne Consultant Nik Davis presented the Transit Oriented Development and Zoning Plan to the Board. *Mr. Davis*'s presentation included illustrations that represented the conceptual plan for the Town's TOD zoning districts.

TOD East Conceptual Plan:

Mr. Davis stated that staff had requested changing the orientation of an Office/Research/Innovation building to align with Chapel Hill Rd. *Mr. Davis* stated that he believes this is a good adjustment and revisions would be included in the next draft.

Chairman Langston stated that there are plans to widen Chapel Hill Rd in the future and asked if the road widening project had been accounted for in the conceptual design. *Mr. Davis* stated that the buildings can be pushed back and that the plan would accommodate for the road widening project.

Member Robuck stated that she liked the layout of the office buildings and thinks they are attractive and walkable.

TOD West Conceptual Plan:

Vice Chairman Sack asked if the taller buildings and parking garages would be the view for residential buildings that front Church Street. *Mr. Davis* stated that the residential buildings would be facing other similar use types and not parking decks.

Chairman Langston asked how the building heights and uses are decided for certain areas of each district. *Mr. Davis* stated that the land use types and conceptual plan shown are only an intent and that a developer would need to meet the intent of the original concept. *Mr. Davis* stated that there was flexibility in the conceptual plan but as the project progresses to zoning the flexibility would decrease.

Alternate Member Michael asked if there were plans to widen Church Street. *Mr. Davis* stated that the Town would need to update the CTP to be consistent with the recommendations within the TOD plans. *Planning Manager Lawson* stated that Church Street is not currently shown to be four lanes but is also not widened to its full extent. *Planning Manager Lawson* stated that new development would trigger a transportation impact analysis that will show what improvements need to be made with development. *Planning Manager Lawson* stated that the TOD zoning districts could be included as a consideration in the next Transportation Plan. *Alternate Member Bain* asked what the timeframe would be for the Transportation Plan update. *Planning Manager Stegall* stated that the project is on staff's radar, but she could not give an exact timeframe on the Transportation Plan update. *Vice Chairman Sack* asked if there were plans to widen McCrimmon Parkway. *Planning Manager Lawson* stated that the McCrimmon Parkway roadway widening project is scheduled to begin late 2024 and is represented in the TOD conceptual plan.

TOD South Conceptual Plan:

There were no comments or questions from the Board regarding the TOD South Conceptual Plan.

Alternate Member Bain stated that the renderings were great and asked if the examples used in the presentation were showing maximum use of the property. *Mr. Davis* agreed and stated that the rendering was shown at its maximum potential. *Alternate Member Bain* asked if a traffic analysis could be done to see potential traffic impacts caused by the TOD development. *Mr. Davis* stated that an analysis could be done based on the number of units on the site.

Vice Chairman Sack asked how many parcels would need to be acquired for the project. *Mr. Davis* stated that TOD West will include at least four or five parcels. *Mr. Davis* stated that the conceptual plan is not advocating or recommending that the Town purchase any of the parcels. *Mr. Davis* stated that land acquisition would be led by developers or investors and that there has been interest from some property owners to sell.

Member Robuck stated that she liked the layout but had concerns about the movement of delivery and utility trucks and would like to see indoor dock doors to keep trucks off the main streets and to keep traffic moving. *Mr. Davis* stated that the streetscape portion of the conceptual plan is designed to minimize utilities on key streets.

Alternate Member Michael suggested changing “commuter rail” to “rail” as advised by the Federal Transit Administration. *Alternate Member Michael* expressed concern that developers would be less inclined to build out the TOD districts without plans for the commuter rail system.

MOTION: *Member Robuck* made a motion to recommend approval of Resolution 2023-296-0 Approving the Transit Oriented Development and Zoning Plan.

SECOND: The motion was seconded by *Alternate Member Michael*.

VOTE: 4:1 *Chairman Lee Langston, Vice Chairman Kenneth Sack, Member Chris Robuck, Alternate Member Josh Michael, in favor, Alternate Member Rick Bain* against. The motion to approve carried.

9. New Business

There was no new business.

10. Staff Comments

Planning Director Stegall reviewed the June – July 2023 Planning Newsletter.

11. Board Comments

Alternate Member Michael stated that the Department of Transportation announced \$13.4 million dollars in competitive grant funds that will support local Planning and TODs for sustainable and equitable housing.

The Board thanked staff for tonight’s presentation.

12. Adjournment

Motion: *Alternate Member Bain* made a motion to adjourn the meeting.

Second: *Vice Chairman Sack* seconded the motion.

Vote: Unanimous

Meeting adjourned at 7:30 PM

Lee Langston
Planning and Zoning Board Chairman

Date

Brooke Dodson
Secretary to the Board

Date

Planning and Zoning Board Agenda Item Report

Agenda Item No. 8.a
Submitted by: Christopher Lawson
Submitting Department Planning
Meeting Date: October 12, 2023

SUBJECT

Town Center Phase I Main Street Planned Development Rezoning
Chris Lawson, Planning Manager

Recommendation:

None

Updates/History of Briefing:

N/A

Executive Summary and Background Information:

Ordinance 2023-359-0 of the Morrisville Town Council Approving a Main Street Planned Development Rezoning for Town Center Phase I, Approximately 16.6 Acres of Property Located Northeast of the Intersection of Town Hall Drive and Carolina Street to the Main Street Planned Development Zoning District.

Singh Development, LLC requests approval of a Main Street Planned Development (MSPD) for approximately 16.6 acres of property located northeast of the intersection of Town Hall Drive and Carolina Avenue. The Planned Development narrative is attached to the Ordinance as Exhibit B. The proposed development is generally referred to as Town Center, Phase I, and is comprised of three sub-blocks within the MSPD (See ATTH 01 - Maps). These sub-blocks are referenced as Blocks A, B, and C. Overall, the uses in Town Center Phase I are limited to those shown on Pages 11 and 13 of Exhibit B attached to the Ordinance. Phase I will provide 785 vehicular parking spaces. These spaces will include on-street, surface lots, and structured parking. The amount of parking provided is based on a parking supply and demand analysis conducted by the engineering firm Kimley-Horn. Finally, improvements to existing portions of Carolina Avenue and Foxglove Drive are planned, with a new section of Foxglove proposed, as well as an entirely new street connecting Jeremiah Street and Carolina Avenue (Figures 2-7 within Exhibit B shown on the final few pages of the Ordinance). A portion of Town Hall Drive will be modified to provide on-street parking. The Planned Development narrative and proposed sketch plan are included as Exhibit B in the Ordinance.

Block A shares a block with the existing Morrisville Community Library and proposes a mixed-use building comprised of 215 multi-family units, a minimum of 10,000 square feet of retail space, as well as an exterior plaza, and wrapped structured parking. The building is

conceptually shown as 4 stories in height, with a maximum proposed height allowed of 75'. The retail portion of the building fronts Carolina Avenue and is proposed to be a single story in height, with rooftop space for residents of the multifamily building. The mixed-use building provides both primary and secondary frontages (See page 12 of Exhibit B attached to the the Ordinance), with the ground floor of the primary frontage fronting Carolina Street and the library, and being allowed to contain only non-residential uses.

Block B is currently unprogrammed and will be submitted for review at a future date. It is currently shown as blank. Once this block is programmed it will be submitted as an amendment to this MSPD and will follow the same procedures.

Block C is designed to be the Town's central greenspace, containing a large event and park space, a stage, cottage retail units, and off-street surface parking. A majority of the block, roughly 3 acres, is green space, public art, or other impervious area. However, a minimum of 10,000 square feet of cottage retail is proposed. Cottage retail is typically smaller retail units, providing more flexibility and lower overhead for the tenant while providing a more human-scale experience for customers. Several examples of nearby cottage retail units are shown on page 22 of of Exhibit B attached to the the Ordinance.

Advisory Board/Committee Review:

Planning and Zoning Board

Insert Date of Advisory Board/Committee Review:

2023-10-12

Advisory Board/Committee Recommendation and/or Vote:

To be completed post PZB meeting.

Potential Options:

The Planning and Zoning Board should review the proposed Zoning Map Amendment and may choose to either:

1. Recommend approval of the request as submitted;
2. Recommend approval of the request with changes; or
3. Recommend denial of the request.

Zoning Map Amendments are legislative decisions and are discretionary.

Staff Recommendation:

Staff recommends approval of the Zoning Map Amendment for the following reasons:

1. The requested Zoning Map Amendment initiates the implementation of the Town Center Subarea Plan as established by the adopted 2021 Land Use Plan.
2. The requested Zoning Map Amendment matches the 2021 Land Use Plan use designation of 'Town Center' and will allow for a vibrant mix of uses near Morrisville's historic crossroads that create a destination and focal point for the community as called for by the plan.
3. The requested Zoning Map Amendment implements the 2021 Land Use Plan key action item 24, incorporating a central, public gathering space into future Town Center development.

ATTACHMENTS

- 2023-359-0 BS Town Center Phase I MSPD
- 2023-359-0 ORD - Approving a MSPD
- 2023-359-0 ATTH 01 Maps
- 2023-359-0 ATTH 02 Application Packet
- 2023-359-0 ATTH 03 Parking Study
- Presentation Town Center Phase I MSPD



ITEM 2023-359-0 TOWN CENTER PHASE I MAIN STREET PLANNED DEVELOPMENT

“Connect Morrisville” Strategic Plan Alignment

Goals	Objectives
Improved transportation mobility – <i>Enhance transportation options through improved accessibility, connectivity, and collaboration</i>	<input type="checkbox"/> Obj. 1.1 Explore, evaluate, and enhance available mobility options <input type="checkbox"/> Obj. 1.2 Collaborate with other government entities and the private sector to support development of transportation infrastructure and related plans <input type="checkbox"/> Obj. 1.3 Explore and evaluate traffic management options
Thriving, livable neighborhoods – <i>Enrich the quality of life through the preservation of natural resources, well-planned development and strengthened neighborhood vitality</i>	<input checked="" type="checkbox"/> Obj. 2.1 Identify and expand housing options to meet current and future needs of the community <input checked="" type="checkbox"/> Obj. 2.2 Utilize components within Town guiding documents to plan and provide for current/future infrastructure (<i>other guiding plans may be included/referenced as identified or created</i>) <input checked="" type="checkbox"/> Obj. 2.3 Ensure responsible, sustainable development and redevelopment, reviewing and considering guidance in Town policies/plans
Engaged, inclusive community – <i>Enrich the quality of life through programs, events, amenities, and services valued by the community</i>	<input checked="" type="checkbox"/> Obj. 3.1 Validate community interests/desires/needs <input checked="" type="checkbox"/> Obj. 3.2 Offer events and programs that meet the needs and interests of the community, and increase awareness of activities and opportunities for public engagement and collaboration <input type="checkbox"/> Obj. 3.3 Create and promote both a community and staff environment that is welcoming to, inclusive of, and values diverse populations
Public safety readiness – <i>Provide a safe and secure community through prevention, education, readiness, and response</i>	<input type="checkbox"/> Obj. 4.1 Be operationally ready to meet public safety service demands of the community and staff, and demonstrate commitment to continuous service level improvement of all Town safety components, including police, fire, parks, streets, and facilities <input type="checkbox"/> Obj. 4.2 Evaluate, enhance, and promote community educational opportunities and encourage preparedness
Operational excellence – <i>Deliver exceptional service with an engaged workforce that effectively manages public assets and promotes transparency</i>	<input checked="" type="checkbox"/> Obj. 5.1 Enhance community-facing programs and services <input type="checkbox"/> Obj. 5.2 Commitment to professionalism and employee engagement <input type="checkbox"/> Obj. 5.3 Leverage the use of technology to enhance efficiency, productivity, and service delivery
Economic prosperity – <i>Promote a business-friendly environment to diversify the economic base and create job opportunities for an educated, ready workforce</i>	<input checked="" type="checkbox"/> Obj. 6.1 Attract and retain businesses that provide a diverse economic tax base <input checked="" type="checkbox"/> Obj. 6.2 Promote a business-friendly community, understanding business needs to support a ready workforce <input type="checkbox"/> Obj. 6.3 Promote and advocate for public education needs



**ORDINANCE 2023-359-0 OF THE MORRISVILLE TOWN COUNCIL
APPROVING A MAIN STREET PLANNED DEVELOPMENT
REZONING FOR TOWN CENTER PHASE I, APPROXIMATELY 16.6
ACRES OF PROPERTY LOCATED NORTHEAST OF THE
INTERSECTION OF TOWN HALL DRIVE AND CAROLINA STREET
TO THE MAIN STREET PLANNED DEVELOPMENT ZONING
DISTRICT.**

WHEREAS, on July 3, 2023, Singh Development LLC submitted a request to rezone approximately 16.6 acres of property located northeast of the intersection of Town Hall Drive and Carolina Avenue from the Main Street (MS) zoning district to the Main Street Planned Development (MSPD) zoning district; and

WHEREAS, the properties subject to the requested Zoning Map Amendment is depicted on Exhibit "A" attached hereto and; and

WHEREAS, a planned development narrative and planned development plan was included with the request and is labeled as Exhibit "B" attached hereto; and

WHEREAS, the rezoning request was the subject of a public comment session by the Planning and Zoning Board of the Town of Morrisville on October 12, 2023; and

WHEREAS, at the October 12, 2023, Planning and Zoning Board meeting, the Planning and Zoning Board, by a vote of x "Yes" and x "No," forwarded a recommendation of < > on the requested zoning map amendment to the Town Council; and

WHEREAS, the rezoning request was presented to the Morrisville Town Council on November 28, 2023; and

WHEREAS, Town Council was presented with the Planning and Zoning Board's recommendation at the November 28, 2023 Town Council meeting; and

WHEREAS, the Town Council held a public hearing on November 28, 2023 on the requested Zoning Map Amendment; and

WHEREAS, the requested Zoning Map Amendment was duly advertised in accordance with all requirements of law:

**NOW, THEREFORE, BE IT ORDAINED BY THE MORRISVILLE TOWN COUNCIL
THAT:**

The Town of Morrisville Zoning Map is hereby amended by rezoning the properties shown in Exhibit A, approximately 16.6 acres of property located northeast of the intersection of Town Hall Drive and Carolina Avenue from the Main Street (MS) zoning district to the Main Street Planned Development (MSPD) zoning district, subject to the following:

1. The Town Center, Phase I development shall be subject to the planned development narrative attached to this ordinance as Exhibit B.

2. The final design and materials to be used for the public streetscape shall be reviewed and approved by the Town prior to Site Plan approval.
3. The final design and materials used for the stage and any other structures or amenities in Block C that are to be dedicated to and maintained by the Town shall be reviewed and approved by the Town prior to Site Plan approval.
4. The exact location and design of any on-street loading areas shall be reviewed and approved by the Town prior to installation along with any associated standards related to the days and times of week the spaces can be used and associated signage.
5. The estimated Parkland Payment-In-Lieu for Phase I, Block A and C, of the development is approximately \$189,000. The final Parkland Payment-In-Lieu will be calculated in accordance with UDO Section 5.5.2 at the time of Site Plan approval and shall be paid to the Town prior to the issuance of any building permits.
6. Prior to the submittal of a Site Plan application for development on Block B, an amendment to the Planned Development agreement showing a sketch plan of Block B shall be applied for and approved.
7. The design, materials, and dimensions of the signage anticipated at the northwest corner of Block C shall be reviewed and approved by the Town prior to the issuance of any sign permit.
8. Prior to submittal of a site plan application, a conceptual rendering depicting all sides of the mixed-use building proposed on Block A shall be reviewed by Town Council at a work session.
9. Should the Town of Morrisville find it necessary, a fire apparatus turnaround shall be provided at the end of Scoggins Avenue. The design will be reviewed and approved by the Town prior to Site Plan approval.
10. Singh Development will work with the Town of Morrisville and Wake County to develop a temporary plan for parking to serve the Morrisville Community Library during construction.

Ordained this the 23rd day of January 2024.

TJ Cawley, Mayor

ATTEST:

Eric W. Smith II, Town Clerk

Exhibit A



Morrisville Town Center – Phase 1

REZ-23-0013

Planned Development

Narrative

280 TOWN HALL DRIVE
MORRISVILLE, NORTH CAROLINA 27560

Applicant:



Singh Development Company

Contacts:

Todd Rankine, Director of Architecture and Planning

Prepared By:



Kimley-Horn and Associates, Inc.

Contacts:

Melissa Brand, PLA

Cory Howell, P.E.

Initial Submittal Date:

JUNE 30, 2023

Resubmittal Date:

SEPTEMBER 5, 2023
SEPTEMBER 25, 2023
OCTOBER 4, 2023

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LIST OF CONTACTS

Applicant:	Singh Development Company 2601 Weston Parkway, Cary, North Carolina 27513 Contact: Todd Rankine 248-865-1614 todd.rankine@singhmail.com
Civil Engineering:	Kimley-Horn 421 Fayetteville Street, Suite 600, Raleigh, North Carolina 27601 Contact: Cory Howell, P.E. 919-678-4190 cory.howell@kimley-horn.com
Landscape Architecture & Planning:	Kimley-Horn 421 Fayetteville Street, Suite 600, Raleigh, North Carolina 27601 Contact: Melissa Brand, PLA 919-653-5841 melissa.brand@kimley-horn.com Nick Kuhn, PLA, CPRP 984-275-2386 nick.kuhn@kimley-horn.com
Block A Architecture:	JDavis Architects 510 S. Wilmington Street, Raleigh, North Carolina 27601 Contact: Laurent de Comarmond, AIA 919-835-1500 laurentc@jdavisarchitects.com
Block C Architecture & Planning:	Clearscapes 501 S. Person Street, Raleigh, North Carolina 27601 Contact: Fred Belledin, AIA 919-821-2775 fbelledin@clearscapes.com
Transportation Planning:	Kimley-Horn 300 S. Main Street, Suite 212, Holly Springs, North Carolina 27540 Contact: Kevin Dean, P.E. 919-678-4185 kevin.dean@kimley-horn.com
Parking:	Kimley-Horn 421 Fayetteville Street, Suite 600, Raleigh, North Carolina 27601 Contact: Richard Adams, P.E. 919-677-2131 richard.adams@kimley-horn.com

INTRODUCTION

PURPOSE STATEMENT

The Morrisville Town Center Development is a multi-phase plan with a mix of residential, retail, small scale office, and park space (the “Town Green”). The overall Town Center Development is comprised of approximately 36 acres of land. In Fall of 2020, the Town of Morrisville issued a solicitation for development partners for Phase 1 of the Development. Phase 1 is comprised of approximately 16 acres directly adjacent to the Morrisville Community Library. **This Planned Development Narrative shall apply only to Block A, Block C, and the public right-of-way within Phase 1 of the Morrisville Town Center Development (the “Development”). Standards associated with Block B will be submitted for review at a later date.**

In light of the recent development activity and market trends in the Town’s jurisdiction, and with an anticipated continuation of growth for a favorable development environment, this narrative seeks to advance Phase 1 with a Planned Development Plan that is market driven while maintaining the broader goals of the Morrisville Land Use Plan, adopted February 23, 2021. This narrative identifies all requested modifications from the Unified Development Ordinance (UDO), adopted December of 2013 and updated September 9, 2022, and the Comprehensive Transportation Plan, adopted March 12, 2019. The proposed modifications would allow for a mix of uses to be established on the property in a format consistent with the guidance found in the solicitation for development partners and the Town of Morrisville’s Comprehensive Plan. This document establishes the following for Phase 1:

- 1) Intensity and Dimensional Standards
- 2) Use Standards
- 3) Development Standards

Phase 1 of the development will be in general conformance with *Figure 1 – Planned Development Plan*. This document, together with *Figures 2 – 7* found in the Appendix, represent the development guidelines for Phase 1 of Morrisville Town Center.

MASTER PLAN SUMMARY

The Morrisville Town Center – Phase 1 Development has been envisioned with consideration to the existing and future needs of the surrounding community with a diverse mix of uses, residential options, employment opportunities, and recreation facilities. Currently, the approximately 17-acre Planned Development Plan includes the following.

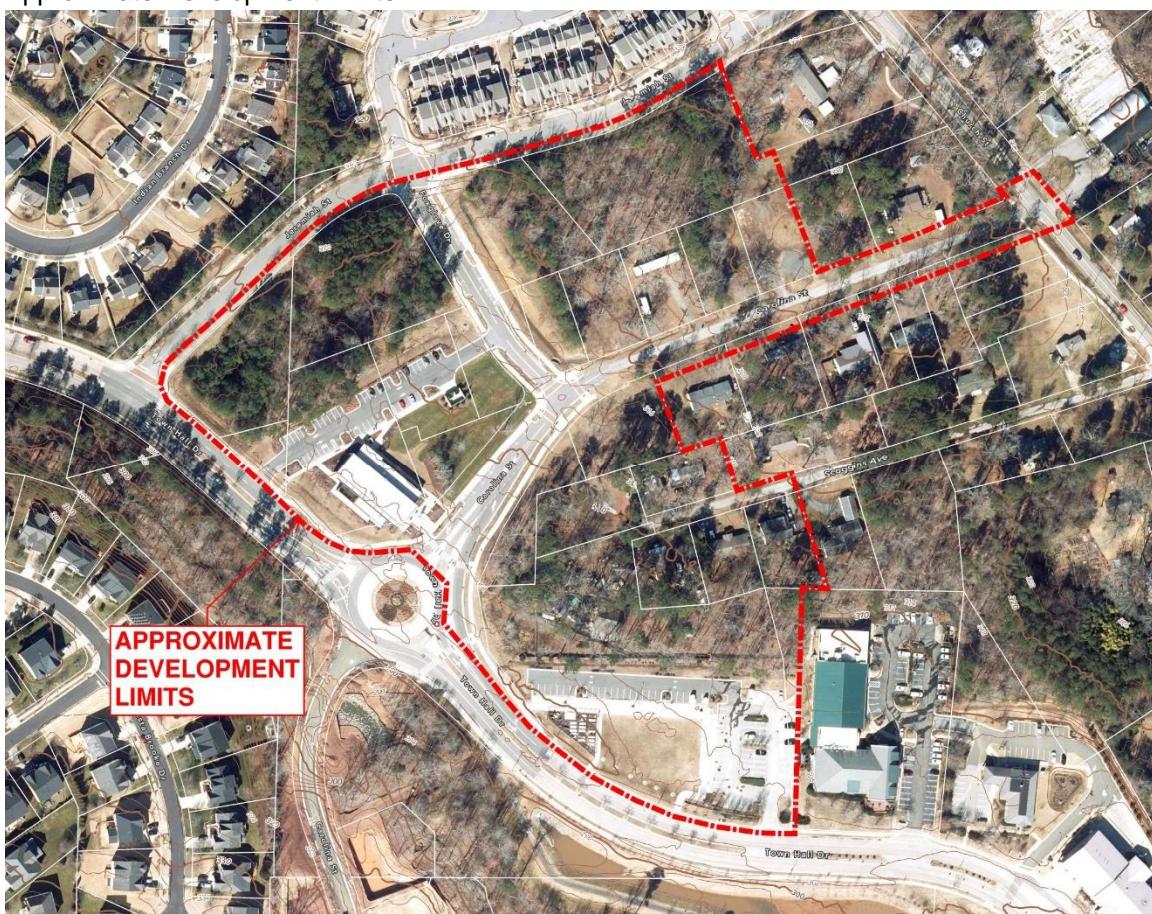
- 1) Block A: This section of the Development includes a maximum of 215 multi-family units, a minimum of 10,000 square feet of non-residential mixed-use space, and structured parking.
- 2) Block B: This section of the Development will be submitted for review at a later date.
- 3) Block C: This section of the Development includes a minimum of 10,000 square feet of cottage retail and approximately three acres of public park space.

Of equal importance, the plan promotes connectivity and walkability by incorporating pedestrian facilities throughout the Development as well as vehicular and pedestrian connection opportunities to surrounding properties. Thus, establishing a framework for interconnectivity as the surrounding properties are considered for potential redevelopment opportunities.

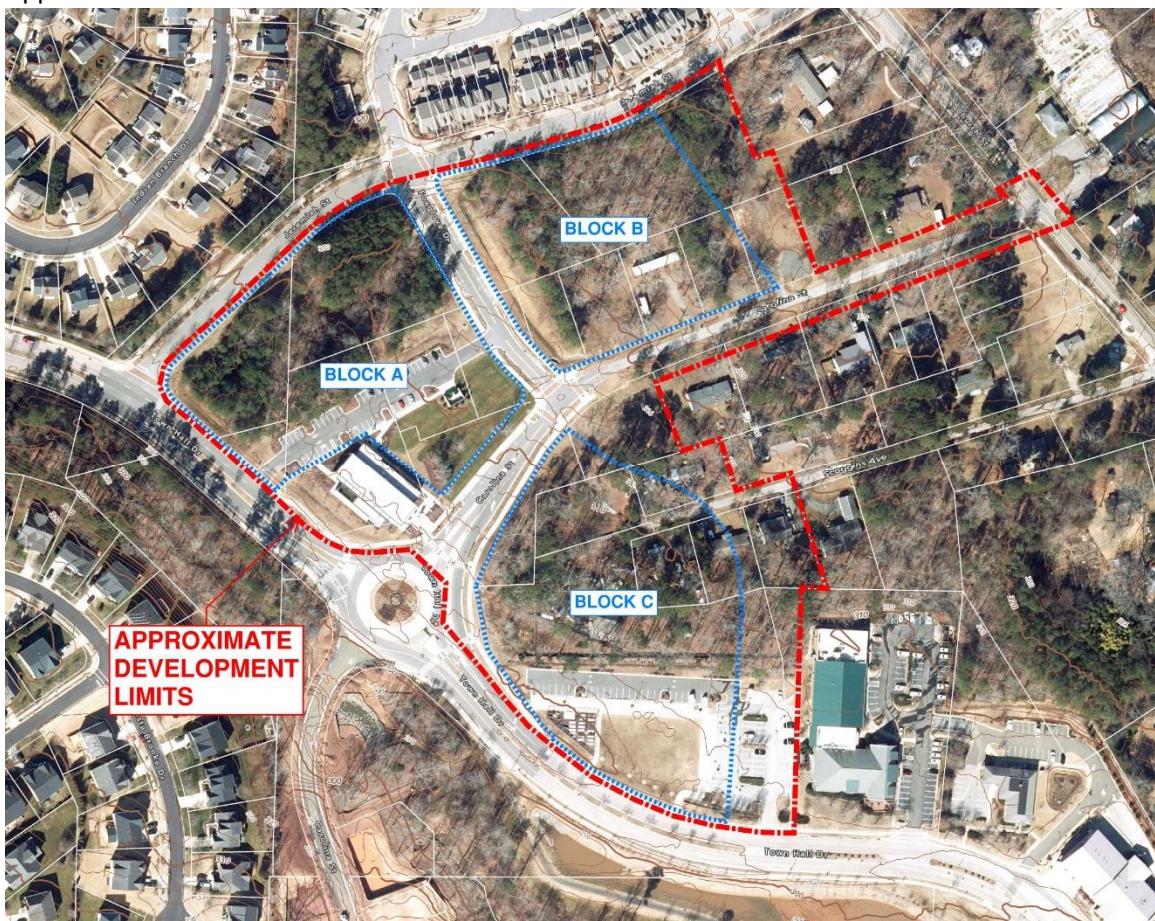
The Planned Development Plan is structured to provide form and framework in the plan but flexibility for developers to bring creativity in response to market conditions and the Town's vision for development and growth.

PROJECT DATA

- 1) Project Name: Morrisville Town Center – Phase 1
- 2) Applicant: Singh Development Company
2601 Weston Parkway, Cary, North Carolina 27513
- 3) Jurisdiction: Town of Morrisville
- 4) Site Addresses:
 - a) 280 Town Hall Drive
 - b) 260 Town Hall Drive
 - c) 125 Scoggins Avenue
 - d) 127 Scoggins Avenue
 - e) 135 Carolina Street
 - f) 124 Scoggins Avenue
 - g) 120 Scoggins Avenue
 - h) 133 Carolina Street
 - i) 0 Town Hall Drive
 - j) 310 Town Hall Drive
 - k) 129 Scoggins Avenue
 - l) 138 Carolina Street
 - m) 136 Carolina Street
 - n) 0 Carolina Street
 - o) 126 Carolina Street
 - p) 122 Carolina Street
 - q) 114 Carolina Street
 - r) 112 Carolina Street
 - s) 118 Carolina Street
 - t) 0 Church Street
 - u) 123 Scoggins Avenue
- 5) Approximate Development Limits:



6) Approximate Block Limits:



7) Site PINs:

a) 0745948775	l) 0745956336
b) 0755041787	m) 0745951353
c) 0745959072	n) 0745954582
d) 0745958080	o) 0745957400
e) 0745956113	p) 0745957471
f) 0745957058	q) 0745958455
g) 0745958174	r) 0745959550
h) 0745958203	s) 0755050543
i) 0745952139	t) 0745958657
j) 0745954039	u) 0755050081
k) 0745955322	v) 0745948960

8) Approximate Phase 1 Development Acreage: 17 Acres

9) Existing Zoning: Main Street (MS), Conditional Main Street (C-MS), and Town Center Residential (TCR)

10) Proposed Zoning: Main Street Planned Development (MSPD)

11) Existing Use(s): Dwelling (single-family detached), community garden, cultural facility (community library), government services (administrative)

INTENSITY AND DIMENSIONAL STANDARDS

DIMENSIONAL STANDARDS

UDO Section 3.7.3, Main Street Planned Development (MSPD) District

The following dimensional standards shall apply within Phase 1, Block A and C, of the Development as provided for in Section 3.7.3 Main Street Planned Development (MSPD) District of the Town of Morrisville Unified Development Ordinance and as modified within:

TABLE OF DIMENSIONAL STANDARDS

	Block A	Block C
Minimum Net Lot Area (square feet)	20,000 square feet	1,200 square feet
Minimum Lot Width (feet)	100 feet	15 feet
Maximum Structure Height (feet)	75 feet	
Minimum and Maximum Building Setbacks (feet, applies to conditioned buildings only, does <u>not</u> apply to accessory structures)	Minimum: 0 feet Maximum: 50 feet In Block A, a minimum of 75% of the face of the primary building will be within 0 feet and 15 feet of the adjacent right-of-way or property line to establish a required build-to zone. The minimum 75% requirement shall apply to the building as a whole and shall not be calculated per individual façade. In all instances where a public or private easement is present, this build-to zone will begin outside of the required easement.	Minimum: 0 feet Maximum: 30 feet
Minimum and Maximum Accessory Structure Setbacks (feet)	Minimum: 0 feet Maximum: None	Minimum: 0 feet Maximum: None
Minimum Setbacks from Abutting Residential Zoning Districts (feet)	0 feet	

INTENSITY STANDARDS

UDO Section 3.7.3, Main Street Planned Development (MSPD) District

The Main Street Planned Development (MSPD) District is intended to provide coordinated mixed-use developments which may include commercial/retail, office (professional and medical), hospitality, civic, institutional, residential, and service uses within a planned development with appropriate perimeter buffering and open space. The variety of land uses available in this district allows flexibility to respond to market demands and the needs of tenants, which provides for a variety of physically and functionally integrated land uses.

The following intensity standards shall apply within Phase 1, Block A and C, of the Development as provided for in Section 3.7.3 Main Street Planned Development (MSPD) District of the Town of Morrisville Unified Development Ordinance and as modified within:

TABLE OF INTENSITY STANDARDS FOR BLOCK A & C

	Block A	Block C
Maximum Net Residential Density	70 dwelling units per acre	0 dwelling units per acre
Maximum FAR	2.0	
Maximum Lot Coverage (% of total combined district area)	100%	
Maximum Individual Building Size (square feet)	350,000 square feet (applies to conditioned buildings only)	
Maximum Net Accessory Structures (square feet, applies to restrooms, service bars, storage, etc.)	The maximum size of individual conditioned accessory structures shall not exceed 5,000 square feet. The maximum size of individual non-conditioned structures shall not be limited.	

USE STANDARDS

PERMITTED PRINCIPAL USES

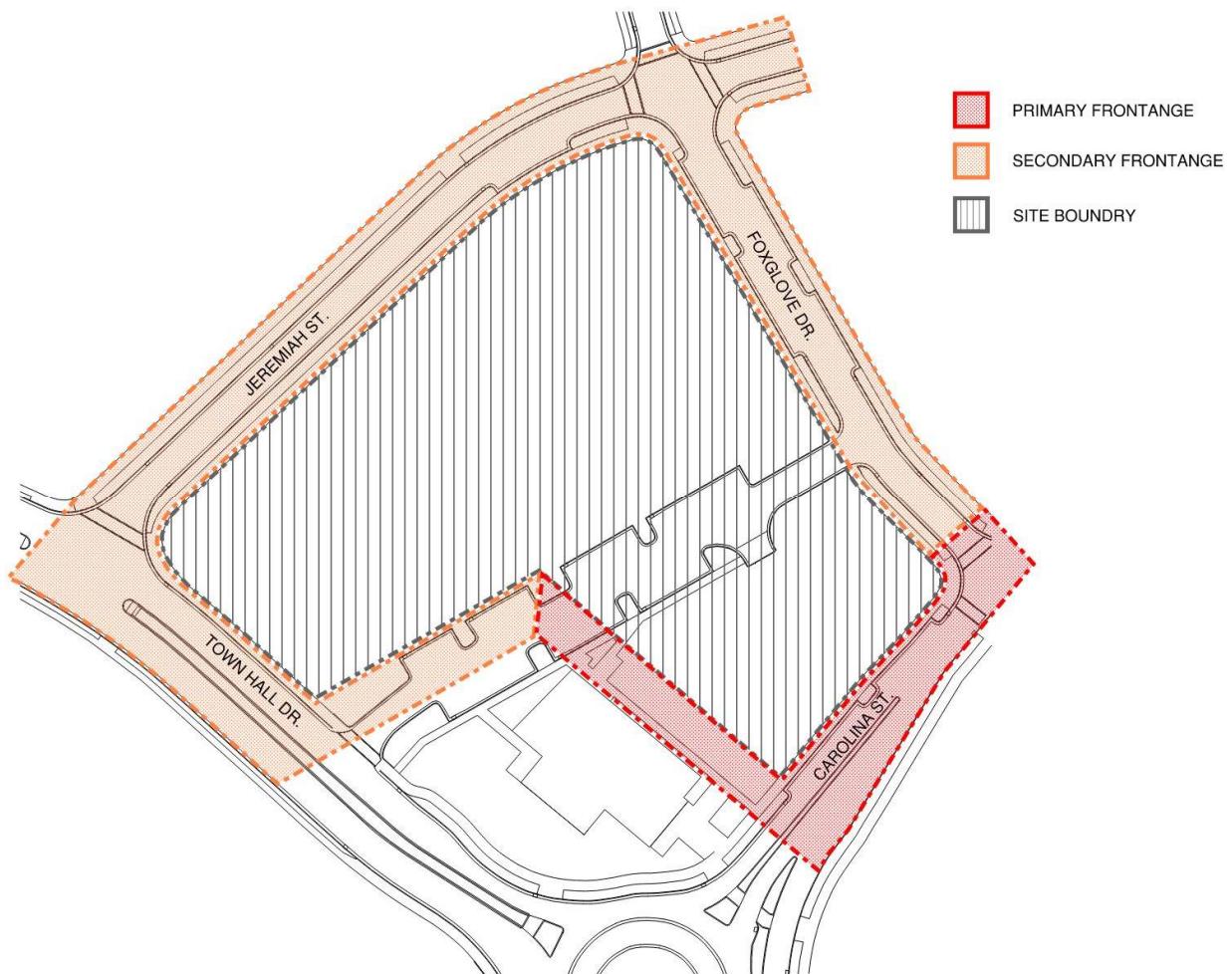
UDO Section 4.2, Principal Uses

The following uses shall be permitted within Phase 1, Block A and C, of the Development as provided for in Section 4.2.4, Table 4.2.4: Principal Use Table, of the Town of Morrisville Unified Development Ordinance and as modified within:

- 1) Community Garden
- 2) Forestry
- 3) Veterinary Clinic/Hospital
- 4) Dwelling, Live/Work
- 5) Dwelling, Multi-family (≤ 50 du)
- 6) Dwelling, Multi-family (> 50 du)
- 7) Dwelling, Single-family Attached
- 8) Club or Lodge
- 9) Community Center
- 10) Cultural Facility
- 11) Day Care Center
- 12) Emergency Services
- 13) Government Services, Administrative
- 14) Public Park or Recreation Facility
- 15) Office, Medical/Dental
- 16) Urgent Care Facility
- 17) Wellness Center
- 18) Office, Utility
- 19) Utility Facility, Minor
- 20) Broadcast Studio
- 21) Restaurant
- 22) Specialty Eating or Drinking Establishment
- 23) Bar or Lounge
- 24) Office Building
- 25) Private Recreation Facility, Indoor
- 26) Private Entertainment Facility, Indoor
- 27) Convenience Store
- 28) Farmers' Market
- 29) Retail Store ($< 3,000$ sf)
- 30) Retail Store (3,000 to $< 20,000$ sf)
- 31) Retail Store (20,000 to $< 50,000$ sf)
- 32) Service Establishment
- 33) Service Establishment, Personal
- 34) Hotel/Motel
- 35) Brewery/Distillery
- 36) Micro-Brewery
- 37) Micro-Winery
- 38) Manufacturing, Custom

In addition to the use standards above, the following will also be provided along each frontage for Block and C:

- 1) Block A - Primary Frontage: Carolina Street shall be deemed the primary frontage as noted in the graphic below. The ground level program of this building is required to include non-residential uses along the primary frontage. For purposes of this Planned Development, amenity and/or leasing spaces to support the multi-family shall be considered non-residential uses.
- 2) Block A - Secondary Frontage: On all secondary frontages (Town Hall Drive, Jeremiah Street, and Foxglove Drive), the ground level program will be either non-residential, residential, amenity space, and/or service. An internal, multi-level parking structure will be minimally visible from the right-of-way.



- 3) Block C - All Frontages: The ground level program of all buildings on Block C will include non-residential uses along all frontages.

PERMITTED ACCESSORY USES AND STRUCTURES

UDO Section 4.3, Accessory Uses & Structures

The following uses shall be permitted within Phase 1, Block A and C, of the Development as provided for in Section 4.3, Table 4.3.4: Accessory Use/Structure Table, of the Town of Morrisville Unified Development Ordinance and as modified within:

- 1) Agritourism Activity
- 2) Arbor
- 3) Art
- 4) Automated Teller Machine (ATM)
- 5) Bike Rack
- 6) Broadcast Facility
- 7) Canopy (Non-residential)
- 8) Cluster Box Unit
- 9) Composting Facility (Small)
- 10) Electric Vehicle (EV) Charging Station (Level 1 Or 2)
- 11) Electric Vehicle (EV) Charging Station (Level 3)
- 12) Fence or Wall
- 13) Flagpole and Flag
- 14) Gazebo
- 15) Greenhouse
- 16) Home Occupation
- 17) Murals
- 18) Outdoor Display of Merchandise
- 19) Outdoor Seating
- 20) Outdoor Storage (as an accessory use)
- 21) Produce Stand
- 22) Rainwater Cistern
- 23) Recreation Facility (Residential Support)
- 24) Small Wind Energy System
- 25) Solar Energy Collection System (as an accessory use)
- 26) Storage Shed
- 27) Swimming Pool/Spa/Hot Tub
- 28) Television/Radio/Wireless Cable Antenna

ACCESSORY USE-SPECIFIC STANDARDS

UDO Section 4.3.5.B.18, Mural

Phase 1, Block A and C, of the Development shall comply with all requirements noted in UDO Section 4.3.5.B.18, Mural, except the following:

- 1) In lieu of UDO Section 4.3.5.B.18.c, the Development allow a mural to cover up to the following percentages regardless of ownership:
 - a) Block A: Up to 50% of the exterior front façade wall and 100% of two exterior side or rear façade walls may include a mural on any building located on Block A.
 - b) Block C - Cottage Retail: Up to 50% of the exterior front façade wall and 100% of two exterior side or rear façade walls may include a mural on any cottage retail building.
 - c) Shared Trash Enclosure: Up to 100% of any exterior façade walls (i.e., front, side, or rear) may include a mural on the shared trash enclosure.
- 2) In lieu of UDO Section 4.3.5.B.18.f, murals may be created on exterior UV-resistant vinyl film that is applied to the building façade and/or shared trash enclosure per industry standards.

DEVELOPMENT STANDARDS

SUBDIVISION BLOCKS, LOTS, AND REFERENCE POINTS

UDO Section 5.3.1, Blocks

Blocks in the Development shall be approximately as shown in the Planned Development Plan, provided as *Figure 1* in the Appendix. There shall be no required minimum or maximum lengths.

COMMON OPEN SPACE AND PUBLIC RECREATION AREA

UDO Section 5.5.1, Common Open Space

Phase 1, Block A and C, of the Development will provide a minimum of 5% of common open space area (as a percentage of total lot area). The estimated common open space required is approximately 8,400 square feet. The final common open space amount will be calculated in accordance with UDO Section 5.5.1 at the time of Site Plan Approval.

UDO Section 5.5.2, Public Recreation Area

Phase 1, Block A and C, of the Development will provide a minimum of 80% of 1/35th of an acre (1,244.6 square feet) of public recreation area per dwelling unit. The estimated public recreation area required is approximately 214,000 square feet. The estimated public recreation area provided is approximately 144,900 square feet. The remaining approximately 69,100 square feet of required public recreation area will be satisfied via a payment of in lieu funds (PIL). The estimated parkland PIL for Phase 1, Block A and C, of the Development is approximately \$189,000. The final parkland PIL amount will be calculated in accordance with UDO Section 5.5.2 at the time of Site Plan Approval and shall be paid to the Town prior to the issuance of any building permits.

PERIMETER AND STREETYARD BUFFERS

UDO Section 5.7, Perimeter and Streetyard Buffers

The required Perimeter and Streetyard Buffers will be modified via an Alternative Landscape Plan. The Alternative Landscape Plan will be submitted for review during the Site Plan process. The species of any tree planted within the right-of-way and on Block C will also be approved by the Town during the Site Plan process, as maintenance will be the Town of Morrisville's responsibility for these public areas.

ACCESS AND CIRCULATION

Comprehensive Transportation Plan, Standardized Cross-Sections

- 1) The following existing streets will remain as currently designed:
 - a) Foxglove Drive from Jeremiah Street to Carolina Street
- 2) The following existing streets will include minor modifications to facilitate development of Phase 1:
 - a) Minor improvements will be made to Town Hall Drive to promote traffic calming. Town Hall Drive from the driveway located just west of 260 Town Hall Drive to the intersection of Carolina Street will convert the righthand westbound lane to on-street parking. Please see ***Figure 1 – Planned Development Plan*** and ***Figure 7 – Town Hall Drive*** for approximate limits. The slip lane turning right on Carolina Street will also be eliminated. The existing median cut within this section of Town Hall Drive will also be adjusted as needed to facilitate the driveway shift as noted on the

Planned Development Plan. The median will also be modified to prevent a left out turning movement from the new extension of Foxglove Drive at this location per request by the Town of Morrisville.

- b) Jeremiah Street will be modified to add one resident move in/out zone in the approximate location noted on **Figure 1 – Planned Development Plan**. Parallel parking may also be added in select locations between Town Hall Drive and Foxglove Drive.
- 3) The following streets will be designed to the following standards:
 - a) Carolina Street from Town Hall Drive to Foxglove Drive will not match a standard Town of Morrisville cross-section. This existing street will be modified to match **Figure 2 – Carolina Street – Section A** in the Appendix. Materials will be reviewed and approved during the Site Plan process.
 - b) Carolina Street from Foxglove Drive to Church Street will not match a standard Town of Morrisville cross-section. This existing street will be modified to match **Figure 3 – Carolina Street – Section B** in the Appendix. Materials will be reviewed and approved during the Site Plan process. While the street will be modified from back-of-curb inward as part of Phase 1, the streetscape (which is assumed to be back-of-curb outwards) will be constructed to match **Figure 3 – Carolina Street – Section B** as part of a future phase. In the interim, a minimum 5-foot-wide sidewalk will be provided on the north side and a minimum 8-foot-wide multi-use path will be provided on the south side of Carolina Street from Foxglove Drive to Church Street.
 - c) The new extension of Foxglove Drive from Carolina Street to Town Hall Drive will not match a standard Town of Morrisville cross-section. This street will match **Figure 4 – Foxglove Drive – Section A** and **Figure 5 – Foxglove Drive – Section B** in the Appendix. Please see **Figure 1** for approximate locations of Section A and B. Materials will be reviewed and approved during the Site Plan process.
 - d) The New Proposed Street from Jeremiah Street to Carolina Street will not match a standard Town of Morrisville cross-section. This street will match **Figure 6 – New Proposed Street** in the Appendix. Materials will be reviewed and approved during the Site Plan process.

UDO Table 5.8.6.C.2.c, Minimum Driveway Spacing Standards

Driveways in the Development shall be approximately as shown in the Planned Development Plan, provided as **Figure 1** in the Appendix. Driveways will include one ingress lane and one egress lane. Also, to facilitate the development of a compact and walkable circulation network, the spacing of driveway intersections noted in UDO Table 5.8.6.C.2.c. shall be modified to match the following:

TABLE OF MINIMUM DRIVEWAY SPACING STANDARDS ¹			
Roadway Classification	Land Use	Intersection Type	
		Driveway ²	Street Intersection
Thoroughfare	Residential	200 feet	250 feet
	Non-Residential	200 feet	250 feet
Collector	Residential	50 feet	100 feet
	Non-Residential	100 feet	100 feet
Local	Residential	No Minimum	40 feet
	Non-Residential	No Minimum	40 feet

¹ As measured between centerlines.

² Standards are to apply to driveways located on the same side of the street only. Driveways located on opposite sides of the street do not have a minimum spacing requirement.

UDO Table 5.8.6.E.3, Minimum Street Intersection Spacing Standards

Intersections in the Development shall be approximately as shown in the Planned Development Plan, provided as **Figure 1** in the Appendix. Also, to facilitate the development of a compact and walkable circulation network, the spacing of street intersections noted in UDO Table 5.8.6.E.3 shall be modified to match the following:

Intersection Type		Intersected Street		
		Thoroughfare	Collector Street	Local Street
Four-legged intersections not controlled by a traffic signal		1,000 feet	300 feet	200 feet
Three-legged intersections not controlled by a traffic signal ⁴	Along the same side of the street	800 feet	300 feet	200 feet
	Along opposite sides of the street	200 feet	200 feet	125 feet

UDO Section 5.8.8.D.1, Walkway Design Standards – Main Street (MS) District

Sidewalks in the Development may or may not be designed and constructed of concrete with brick bands as required in UDO Section 5.8.8.D.1. The final design and materials to be used for the public streetscape (including sidewalks) shall be reviewed and approved by the Town during the Site Plan process.

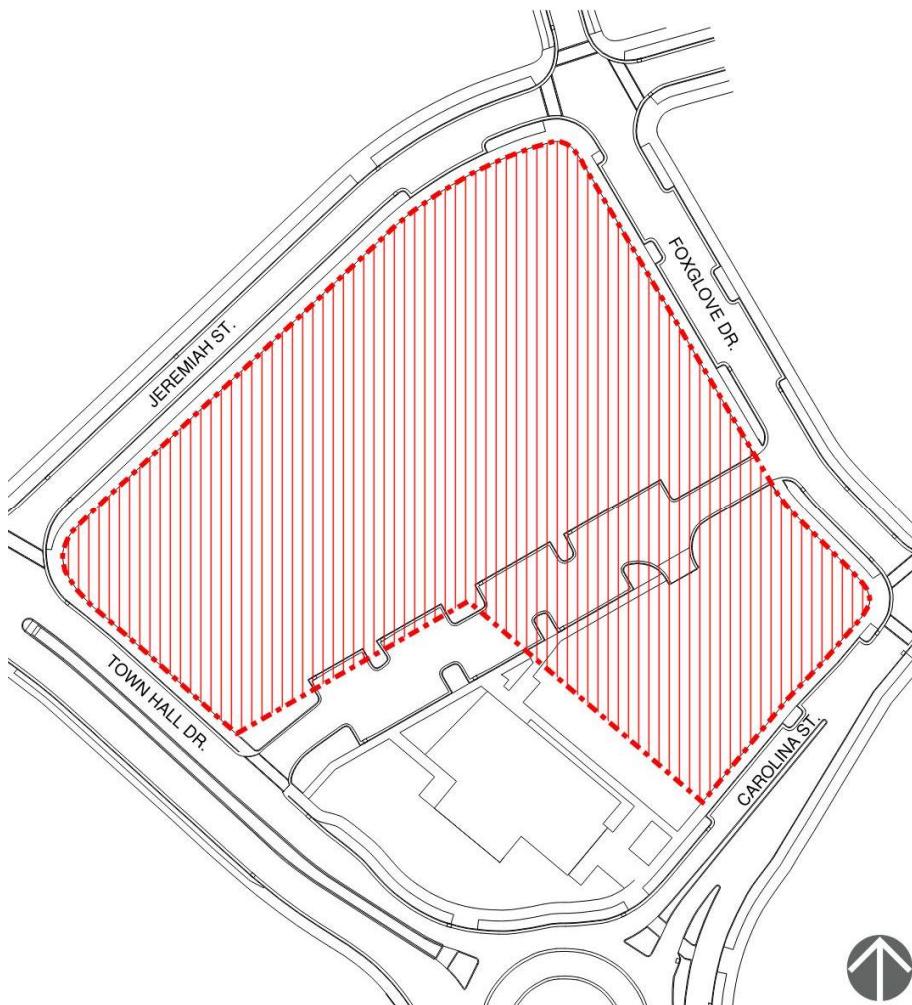
³ As measured between centerlines.

⁴ The Development will defer to the current UDO standards regarding intersections controlled by a traffic signal.

BUILDING CONFIGURATION AND DESIGN

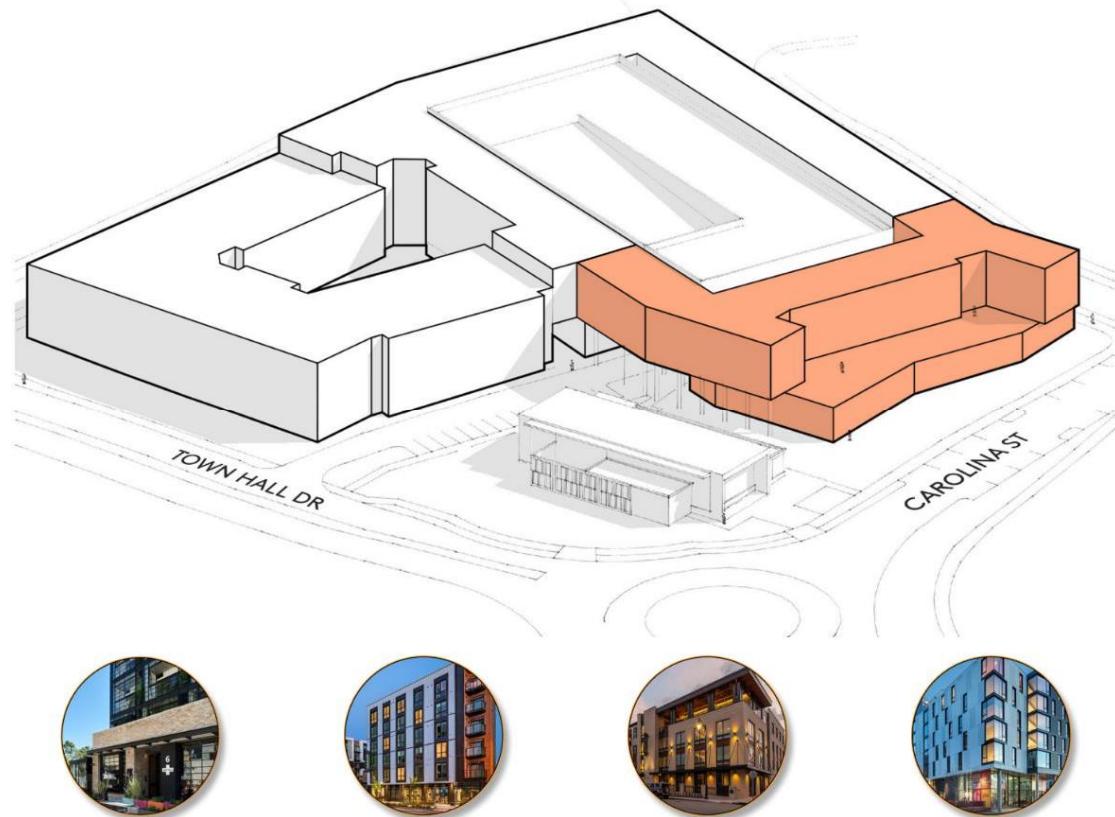
Architectural Design Standards – Block A

Block A will contain a single building, comprised of two use types, as well as an internal multi-level parking structure not visible from the street. Along the primary frontage at Carolina Street and adjacent to the Morrisville Community Library is the four-story mixed-use portion of the building. Along the secondary frontages (Town Hall Drive, Jeremiah Street, and Foxglove Drive) is the four-story multi-family use portion of the building. Each of these typologies are individually encompassed within these standards, with adjustments made where needed to reflect the unique character each demands.



- 1) Exterior Facade Materials
 - a) Mixed-Use Building
 - i) In addition to the materials permitted by Table 5.9.4.B.1 for the Main Street District to be used as predominant materials, fiber cement siding and panels, glazing/storefront, and other high quality, long-lasting, and durable materials may also be used.
 - ii) In addition to the materials permitted by Table 5.9.4.B.1 for the Main Street District to be used as non-predominant or accent materials, composite metal wall panels, green screens and architectural cast stone may also be used.

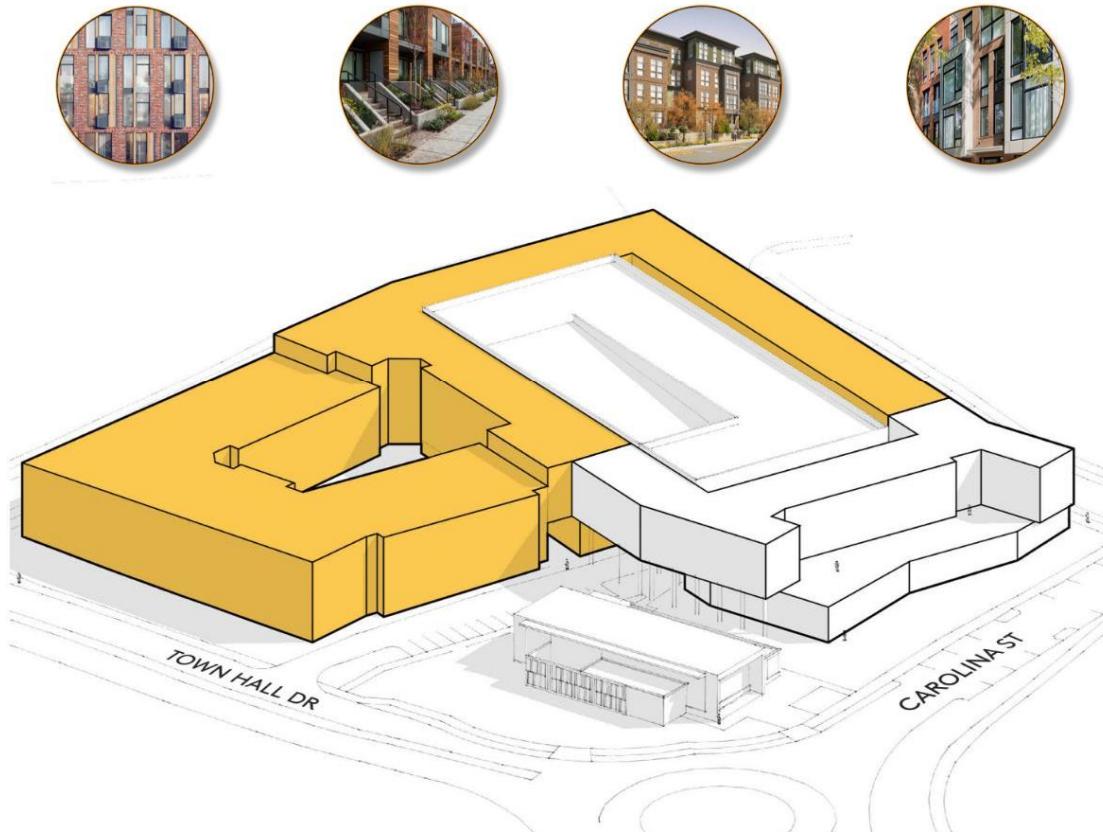
- iii) In lieu of Table 5.9.4.B.2 Note [4], in addition to brick, stone, and concrete, other properly detailed materials may extend to the ground (instead of starting 3' above grade) if needed to create the desired character for the structure.
- iv) Any combination of a maximum three (3) predominant materials are chosen to be used, a minimum 75% total net façade shall be provided.



Massing diagram and examples are for illustrative purposes only and are not intended to indicate final design size, scale, color, or materials.

- b) Multi-family Building
 - i) In addition to the materials permitted by Table 5.9.4.B.1 for the Main Street District to be used as predominant materials, fiber cement siding and panels, and other high quality, long-lasting materials may also be used.
 - ii) Brick shall occupy a minimum of at least 30% the total net façade for the multi-family building only.
 - iii) In lieu of Table 5.9.4.B.2 Note [4], in addition to brick, stone, and concrete, other properly detailed materials may extend to the ground (instead of starting 3' above grade) if needed to create the desired character for the structure.
 - iv) Any combination of a maximum three (3) predominant materials are chosen to be used, a minimum 75% total net façade shall be provided.
 - v) In lieu of 5.9.5.h.2.b.1 and 5.9.5.h.2.b.2, direct views into the building will not be required for the multi-family building.

- vi) In lieu of 5.9.5.h.2.b.3, mirrored, spandrel, or other faux glass is not permitted on the multi-family building.



Massing diagram and examples are for illustrative purposes only and are not intended to indicate final design size, scale, color, or materials.

- 2) Exterior Facade Colors
 - a) In lieu of 5.9.4.C.1.b.1, the mixed-use building will be allowed a maximum of 5 predominant colors or a range of complementary hues.
 - b) The colors will comply with 5.9.4.C.1.b.2 for the multi-family building.
 - c) In lieu of 5.9.4.C.2.b, accent colors are not limited to awnings, doors, and roof materials as appropriate to create the desired character for the structure.
- 3) Building and Design Standards
 - a) In lieu of 5.9.8.C.2.d, balconies and patios required in 5.9.8.C.2.a and 5.9.8.C.2.b will be required on at least 50% of the multi-family dwelling units.

Architectural Design Standards – Block C – Cottage Retail

The cottage retail is a unique building typology designed to activate Block C while also providing commercial frontage on the extension of Foxglove Drive. As all four exterior facades will be public-facing and service zones will be internalized to the greatest extent possible, building design standards are adjusted to reflect the requirements of this unique configuration.

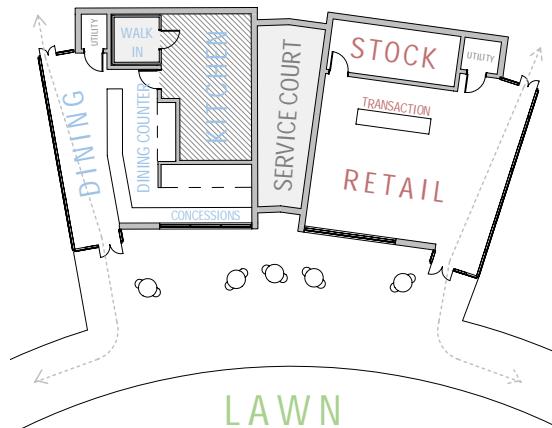
- 1) Exterior Facade Materials
 - a) In addition to the materials permitted by Table 5.9.4.B.2 for the Main Street District to be used as net facade materials:
 - i) Glazing/storefront, and other high quality, long-lasting materials may also be used as predominant or non-predominant materials.
 - ii) Composite metal panels may be used as non-predominant materials.
 - iii) Naturally rot-resistant wood, such as ipe or thermally-modified ash, may be used as non-predominant materials in protected or semi-protected areas above pedestrian level that are not easily accessible for abuse/vandalism. In the event of graffiti or vandalism, the Town may require the repair or replacement of any wood.
 - b) In addition to the materials permitted by Table 5.9.4.B.2 for the Main Street District to be used as cornice or architectural accent materials: custom-formed artistic or architectural site-cast concrete, architectural metals such as exposed steel sections or castings, ceramic tile, and green screens or walls may also be used.
 - c) In lieu of Table 5.9.4.B.2 Note [4], in addition to brick, stone, and concrete, other properly detailed materials may extend to the ground (instead of starting 3' above grade) if needed to create the desired character for the structure.
- 2) Exterior Facade Colors
 - a) In lieu of 5.9.4.C.2.b, accent colors are not limited to awnings, doors, and roof materials as appropriate to create the desired character for the buildings or to allow for appropriate differentiation between vendors.
- 3) Building and Design Standards
 - a) As Block C is located within the Main Street District, Section 5.9.5 Building and Design Standards for mixed-use, group living, and non-residential development shall not apply. Based on the unique program of the cottage retail, in lieu of 5.9.11.C.1.a and 5.9.11.C.1.b, the intent of these standards is to create a transition between the park landscape in Block C and the surrounding streets by relating to the pedestrian scale and rhythm of a typical “main street” while allowing for enhanced visual and physical connectivity between the park and the extension of Foxglove Drive.
 - b) In lieu of 5.9.11.C.7.b(2), roof decks located on a flat roof may be enclosed with open railings, green screens, or similar non-opaque features in lieu of a parapet wall.
 - c) As all four facades of the cottage retail are public-facing, accommodations are necessary to allow for appropriate building service. In lieu of 5.9.11.C.7.c(1), transparent windows and glass will meet or exceed at least 45% on any three of the four facades and will meet or exceed 15% on the remaining façade.



Local Examples of Cottage Retail

Fenton in Cary (Top Left and Right), One Glenwood in Raleigh (Bottom Left), City Plaza in Raleigh (Bottom Right)
These examples are for illustrative purposes to show the general concept, scale, and use of a cottage retail structure. They are not indicative of a specific floor plan, architectural character, or material usage.

FOXGLOVE



Example Floor Plan of Cottage Retail

This example is for illustrative purposes to illustrate how cottage retail units may possibly interface with the extension of Foxglove Drive and the Lawn. This is not indicative of a specific floor plan or site plan, specific tenant uses, or architectural character.

Architectural Design Standards – Block C – Stage

The Stage is a park-specific structure intended to serve the dual purpose of a community porch or pavilion for day-to-day use and a performance stage for special events. Pending Town Council direction, this structure is anticipated to include:

- 1) A permanent elevated stage or plinth not to exceed 5' above the surrounding finish grade
- 2) One or more open air canopies
- 3) One or more comfort stations (fully enclosed structures including some combination of public restrooms, private restrooms, storage/loading, mechanical/utilities, and other support spaces)

As pavilions are generally unenclosed, and therefore are not expressed architecturally through the design of facades, building design standards are adjusted to reflect the requirements of this park structure.

- 1) Exterior Façade Materials
 - a) In lieu of 5.9.4.A, exterior façade materials shall apply only to the comfort station(s) and/or other portions of the structure that are enclosed by exterior walls.
 - b) In addition to the materials permitted by Table 5.9.4.B.2 for the Main Street District to be used as net facade materials:
 - i) Custom-formed artistic or architectural site-cast concrete, green screens or walls, and other high quality long-lasting materials may also be used as predominant or non-predominant materials.
 - ii) Composite metal panels may be used as non-predominant materials.
 - iii) Naturally rot-resistant wood, such as ipe or thermally-modified ash, may be used as non-predominant materials in protected or semi-protected areas above pedestrian level that are not easily accessible for abuse/vandalism. In the event of graffiti or vandalism, the Town may require the repair or replacement of any wood.
 - c) In addition to the materials permitted by Table 5.9.4.B.2 for the Main Street District to be used as cornice or architectural accent materials, architectural metals such as exposed steel sections or castings, ceramic tile, and green screens or walls may also be used.
 - d) In lieu of Table 5.9.4.B.2 Note [4], in addition to brick, stone, and concrete, other properly detailed materials may extend to the ground (instead of starting 3' above grade) if needed to create the desired character for the structure.
- 2) Exterior Façade Colors
 - a) In lieu of 5.9.4.A, exterior façade colors shall apply only to the comfort station(s) and/or other portions of the structure that are enclosed by exterior walls.
 - b) In lieu of 5.9.4.C.1.b(1), more than three dominant colors are allowable as appropriate to create the desired character for the structure.
 - c) In lieu of 5.9.4.C.2.b, accent colors are not limited to awnings, doors, and roof materials as appropriate to create the desired character for the structure.
- 3) Building and Design Standards
 - a) As Block C is located within the Main Street District, Section 5.9.5 Building and Design Standards for mixed-use, group living, and non-residential development shall not apply. In lieu of 5.9.11, building and design standards shall apply only to the comfort station(s) and/or other portions of the structure that are enclosed by exterior walls.
 - b) As the comfort station(s) and/or other portions of the structure that are enclosed by exterior walls are part of the park rather than a pedestrian streetscape, 5.9.11.C.1.a and 5.9.11.C.3 shall not apply.

- c) As the comfort station(s) are part of a larger stage/pavilion structure, the covered stage area and surrounding site may apply towards the requirements of 5.9.11.C.4.
- d) As the comfort station(s) are service-oriented support elements that will be designed to be subservient to the stage canopy, 5.9.11.C.5 and 5.9.11.C.7.c shall not apply.

Architectural Design Standards – Shared Trash Enclosure (if provided)

The Shared Trash Enclosure would be a centrally located enclosure to accommodate solid waste, recycling, grease, and other waste for Block C and potentially portions of surrounding blocks in current and future phases of the Town Center Development.

As this would be a shared, operationally focused type of structure that does not currently exist in the Morrisville UDO and may or may not be fully enclosed, building design standards are adjusted to reflect this.

If provided, the Shared Trash Enclosure may be an enclosed structure (considered a primary structure) or an uncovered screen wall (considered a commercial container screen).

- 1) Exterior Facade Materials
 - a) In addition to the materials permitted by Table 5.9.4.B.2 for the Main Street District to be used as net facade materials: glazing/storefront, and other high quality, long-lasting materials may also be used as predominant or non-predominant materials.
 - b) In addition to the materials permitted by Table 5.9.4.B.2 for the Main Street District to be used as cornice or architectural accent materials: custom-formed artistic or architectural site-cast concrete, composite metal panels, architectural metals such as exposed steel sections or castings, ceramic tile, and green screens or walls may also be used.
 - c) In lieu of Table 5.9.4.B.2 Note [4], in addition to brick, stone, and concrete, other properly detailed materials may extend to the ground (instead of starting 3' above grade) if needed to create the desired character for the structure.
- 2) Exterior Facade Colors
 - a) In lieu of 5.9.4.C.1.b(1), more than three dominant colors are allowable as appropriate to create the desired character for the structure.
 - b) In lieu of 5.9.4.C.2.b, accent colors are not limited to awnings, doors, and roof materials as appropriate to create the desired character for the buildings or to allow for appropriate differentiation between vendors.
- 3) Building and Design Standards
 - a) This applies only if the Shared Trash Enclosure is constructed as a fully enclosed structure.
 - b) As the Shared Trash Enclosure is a service-oriented support element in lieu of service areas at the stage and cottage retail, 5.9.11.C.3, 5.9.11.C.4, and 5.9.11.C.5 are addressed as part of those structures and shall not apply to the Shared Trash Enclosure.
 - c) As the Shared Trash Enclosure is a service-oriented support element explicitly designed to screen undesirable view, 5.9.11.C.7.c shall not apply to the Shared Trash Enclosure. In lieu of glazing, visual interest at the exterior walls will be provided with some combination of color and/or material change, murals, landscaping, and/or public amenities such as shaded seating, swings, or similar features.
- 4) Commercial Containers Standards
 - a) This applies only if the Shared Trash Enclosure is constructed as screening walls.
 - b) In addition to the materials identified in 5.13.3.C.5, screening walls may be constructed of green screens on opaque masonry, art murals on opaque masonry, and/or other similar approaches as

appropriate to develop a character compatible with the surrounding Block C and Town Center Development.

PARKING AND LOADING

UDO Table 5.10.3.A, Minimum Number of Vehicle and Bicycle Parking Spaces

No use-specific vehicle and bicycle parking minimums are required. Instead, a minimum total number of parking spaces will be provided for Phase 1 of the Development. Vehicle parking spaces may utilize both on-street and off-street spaces. Please see the supplemental Alternative Parking Plan for more information.

TABLE OF MINIMUM NUMBER OF VEHICLE AND BICYCLE PARKING SPACES ⁵		
Block	Minimum Number of Vehicle Parking Spaces	Minimum Number of Bicycle Parking Spaces
Block A	365 Spaces	15 Indoor Spaces 10 Outdoor Spaces
Block C	84 Spaces	15 Indoor or Outdoor Spaces

UDO Table 5.10.3.F.2, Minimum Number of Off-Street EV Parking Spaces

A minimum of 5% of all off-street parking spaces are required to have EVSE-Installed and 15% of all off-street parking spaces shall be EV-Ready. EV parking spaces are required to be evenly distributed throughout the parking field. This includes structured parking. EV parking spaces must be evenly distributed across all floors within structured parking. Final locations will be determined during the Site Plan process.

UDO Section 5.10.4, Off-Street Loading Space Requirements

In lieu of Table 5.10.4.A, the follow shall apply for Block A:

- 1) Off-street loading may be provided by limiting the use of some on-street parking on Foxglove Drive to loading only for certain time periods each day for the restaurant/retail. An agreement related to the specific location, days, and hours for loading activities will be developed with Town Council.
- 2) A resident move in/out zone will be provided as an on-street parking space on Jeremiah Street as noted on **Figure 1 – Planned Development Plan**.
- 3) All off-street loading spaces are required to be constructed with heavy-duty pavement. All heavy-duty pavement requirements will be reviewed and approved by the Town during the Site Plan process.

⁵ Both on-street and off-street parking spaces may be utilized to meet minimum parking requirements.

In lieu of Table 5.10.4.A, the follow shall apply for Block C:

- 1) Off-street loading may be provided by limiting the use of some on-street parking on the extension of Foxglove Drive to loading only for certain time periods each day for the cottage retail. An agreement related to the specific location, days, and hours for loading activities will be developed with Town Council.
- 2) All off-street loading spaces are required to be constructed with heavy-duty pavement. All heavy-duty pavement requirements will be reviewed and approved by the Town during the Site Plan process.

LANDSCAPING

UDO Section 5.12, Landscaping

The required Landscaping will be modified via an Alternative Landscape Plan. The Alternative Landscape Plan will be submitted for review during the Site Plan process. Items currently being contemplated for modification may include, but are not limited to, foundation plantings (UDO Section 5.12.5). The Development will meet the intent of foundation plantings through the use of permanent planter walls, moveable planters, green walls, landscape beds outlining outdoor seating areas, and/or landscape beds around street trees. The species of any tree planted within the right-of-way and on Block C will also be approved by the Town during the Site Plan process, as maintenance will be the Town of Morrisville's responsibility for these public areas.

FENCES AND WALLS

UDO Section 5.14.4, Limited Fences and Walls Allowed in the Transit-Oriented Development and Main Street Districts

Phase 1, Block A and C, of the Development shall comply with all requirements noted in UDO Section 5.14, Fences and Walls, except Section 5.14.4. While the use of fences and walls within the development will be limited, walls may be required to transition grades at specific locations to promote accessibility. The use of retaining walls and/or fall protection fencing shall not be prohibited, but the use of these will be limited to the maximum extent possible. Every effort shall be made to keep all walls visible from Carolina Street as low as possible to promote an inviting pedestrian experience while still meeting all accessibility requirements.

EXTERIOR LIGHTING

UDO Section 5.15, Exterior Lighting

- 1) In lieu of 5.15.4.A, the building exterior lighting on the stage within Block C shall apply only to the comfort station(s) and/or other portions of the structure that are enclosed by exterior walls. All other buildings shall meet UDO Section 5.15.4.A.
- 2) In lieu of 5.15.5.B.7, permanent string lighting shall be permitted at the following locations:
 - a) Over Foxglove Drive between Carolina Street and Town Hall Drive pending:
 - i) Compliance with NCDOT clear height requirements.
 - ii) Preparation of an emergency services plan in coordination with the Town of Morrisville.
 - iii) String lighting will not extend into the Town Hall Drive right-of-way.
 - b) At plazas, play areas, or similar public spaces within the right-of-way or pending preparation of an emergency services plan in coordination with the Town of Morrisville.
 - c) Over the intersection of Carolina and Foxglove Streets pending:
 - i) Compliance with NCDOT clear height requirements.

- ii) Preparation of an emergency services plan in coordination with the Town of Morrisville.
- d) At any location within Block C.

SIGNAGE

UDO Section 5.16, Signage

- 1) Signage within Block C – Cottage Retail
 - a) Table 5.16.4 Wall-Mounted Fascia Signs Type A may be utilized for tenant signs facing the extension of Foxglove Drive and/or the park:
 - i) In lieu of a max of one sign per tenant in a multi-tenant building, each tenant in a multi-tenant cottage will be permitted two signs – one facing the extension of Foxglove Drive and one facing the park.
 - ii) Max area per sign face shall be the greater of up to 1 square foot per linear foot of building face or up to 20 square feet for an opaque sign or up to 30 square feet if the sign is comprised of individual freestanding letters and/or graphics to allow for partial transparency or visibility through the sign area.
 - iii) In addition to the mounting as described in Note [a], the sign may extend above, or be mounted on top of a parapet wall, or be mounted on top of a rigid canopy that is permanently attached to a building wall.
 - iv) In lieu of the max height measured from grade, the max height may extend up to 2 feet above the top of parapet or rigid canopy.
 - b) Signage standards shall not apply to murals or other art and graphics not related to a specific tenant or business.
- 2) Signage within Block C – Stage
 - a) Table 5.16.4 Ground-Mounted Signs Type A may be utilized for a ground-mounted sign option:
 - i) In lieu of the max area per sign face of 32 square feet, max area per sign face may be up to 40 square feet for an opaque sign or up to 50 square feet if the sign is comprised of individual freestanding letters and/or graphics to allow for partial transparency or visibility through the sign area.
 - ii) In lieu of a location within 20 feet of a public or private street, the sign may be located anywhere within property boundaries of Block C.
 - b) Table 5.16.4 Wall-Mounted Fascia Signs may be utilized for a sign mounted to the comfort station(s):
 - i) Max area per sign face shall be the greater of up to 1 square foot per linear foot of building or up to 40 square feet for an opaque sign or up to 50 square feet if the sign is comprised of individual freestanding letters and/or graphics to allow for partial transparency or visibility through the sign area.
 - ii) In addition to the mounting as described in Note [a], the sign may extend above, or be mounted on top of a parapet wall, or be mounted on top of a rigid canopy that is permanently attached to a building wall.
 - iii) In lieu of the max height measured from grade, the max height may extend up to 4 feet above the top of parapet or rigid canopy.
 - c) If new or alternative sign types are identified to be more appropriate as the design of the park progresses, we will submit a rezoning amendment at the appropriate time.
 - d) Signage standards shall not apply to murals or other art and graphics not related to a specific tenant or business.
- 3) Signage at Shared Trash Enclosure

- a) Table 5.16.4 Wall-Mounted Fascia Signs may be utilized as part of a broader branding/wayfinding strategy for the Town Center Development (i.e., not tenant signage):
 - i) Max area per sign face shall be the greater of up to 1 square foot per linear foot of building face or up to 40 square feet for an opaque sign or up to 50 square feet if the sign is comprised of individual freestanding letters and/or graphics to allow for partial transparency or visibility through the sign area.
 - ii) In addition to the mounting as described in Note [a], the sign may extend above, or be mounted on top of a parapet wall, or be mounted on top of a rigid canopy that is permanently attached to a building wall.
 - iii) In lieu of the max height measured from grade, the max height may extend up to 4 feet above the top of parapet or rigid canopy.
- b) Signage standards shall not apply to murals or other art and graphics not related to a specific tenant or business.

STORMWATER MANAGEMENT

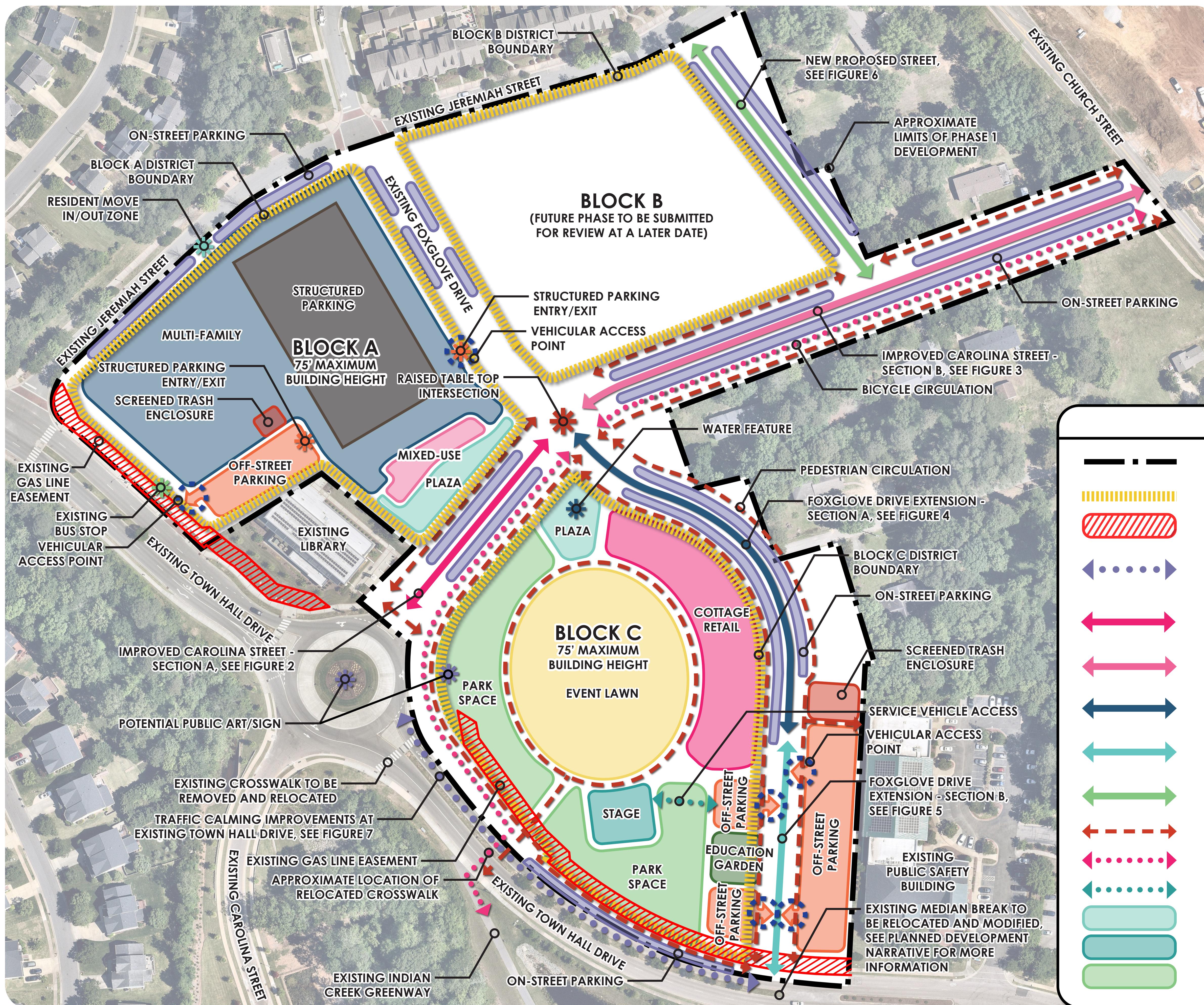
The proposed development will require storm water management measures for quality and quantity treatment in accordance with Article 7 of the Town of Morrisville's UDO. The Town Center will utilize the existing constructed stormwater wetland (CSW) to the south of Town Hall Drive to meet these requirements.

It is our understanding that this CSW has been designed and constructed to treat 18.65 acres of impervious area within the overall drainage area for total suspended solids (TSS) generated by the 1" storm in accordance with NCDEQ and Town of Morrisville specifications. The remaining allocated impervious for the Morrisville Town Center Development is 16.68 acres, inclusive of all impervious pavement installed since the time of the existing report, i.e., the roundabout, Carolina Street, and the extension of Foxglove Drive, per the as-builts of the CSW. However, the CSW would need to accommodate maximum allowable nitrogen treatment as well. The finished CSW can receive no more than 17.08 acres in order to produce exported nitrogen beyond 10 lbs/ac/year. Since its design was completed, additional impervious areas, 0.86 acres and 1.13 acres from the library and PSMS parking lot respectively, have also been constructed. Subtracting those values from the 17.08 maximum (that is based on nitrogen loading) yields a net remaining allocated impervious for the Morrisville Town Center of 15.11 acres.

It is our understanding that the CSW was also designed to attenuate post developed peak flows from the potential future development down to the predevelopment levels for the 1-year, 2-year, and 10-year, 24-hour storm events.

AMENDMENTS AND APPROVALS

Amendments to the Planned Development Narrative and ***Figure 1 – Planned Development Plan*** may be required from time to time. Any future, proposed amendments shall be reviewed and approved in accordance with the requirements of the Unified Development Ordinance. Phase 1 of the development will be in general conformance with ***Figure 1 – Planned Development Plan***.



GENERAL NOTES:

1. THE VEHICULAR CIRCULATION ILLUSTRATED REPRESENTS THE CONCEPTUAL STREET NETWORK. EXACT LOCATIONS, DETAILS, AND MATERIALS SHALL BE DETERMINED DURING CONSTRUCTION DOCUMENT REVIEW WITH THE TOWN OF MORRISVILLE. TYPICAL STREET SECTIONS SHALL BE PER THE PLANNED DEVELOPMENT NARRATIVE AND FIGURES 2-7.
2. THE PRIMARY PEDESTRIAN CIRCULATION ILLUSTRATED REPRESENTS THE CONCEPTUAL PATH NETWORK. EXACT LOCATIONS, DETAILS, AND MATERIALS SHALL BE DETERMINED DURING THE DEVELOPMENT OF CONSTRUCTION DRAWINGS.
3. CONCEPTUAL DEVELOPMENT AREAS NOTED ON THIS EXHIBIT MAY INCLUDE MULTIPLE BUILDINGS. SEE THE PLANNED DEVELOPMENT NARRATIVE FOR SQUARE FOOTAGE AND/OR UNIT TOTALS.
4. ALL STREET INTERSECTIONS SHALL INCLUDE CURB RAMPS AND CROSSWALKS.
5. PUBLIC ART WILL NOT IMPEDE SIGHT VISIBILITY.
6. SEE THE PLANNED DEVELOPMENT NARRATIVE FOR FULL REQUIREMENTS.

MAXIMUM BUILDING HEIGHT GUIDELINES

BLOCK A	75' MAXIMUM ALLOWED
BLOCK B	TO BE SUBMITTED FOR REVIEW AT A LATER DATE
BLOCK C	75' MAXIMUM ALLOWED

LEGEND

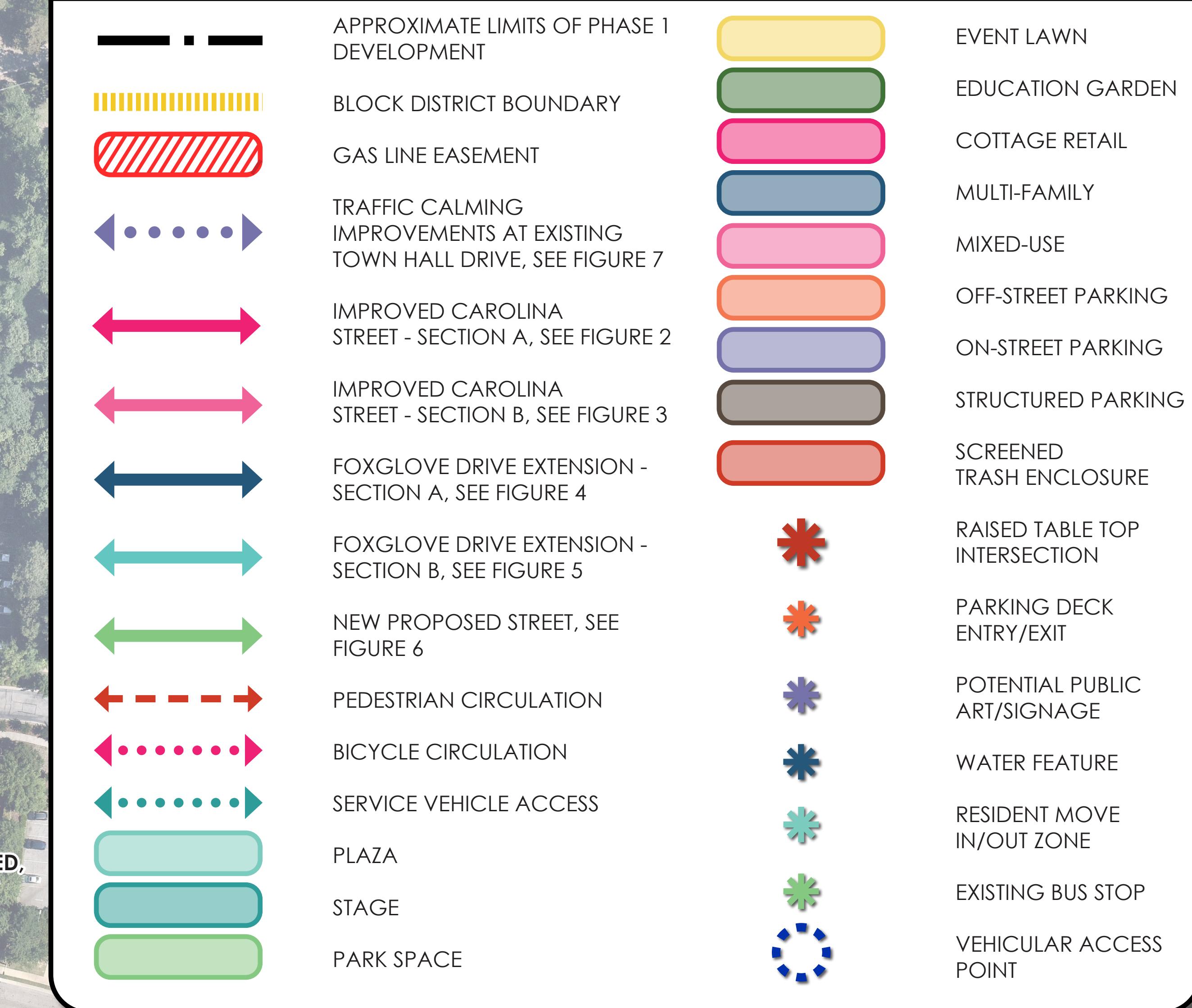


FIGURE 1 - PLANNED DEVELOPMENT PLAN

OCTOBER 4, 2023

MORRISVILLE TOWN CENTER

MORRISVILLE, NORTH CAROLINA

Kimley>>Horn

0' 60' 120' 240'



FIGURE 2 - CAROLINA STREET - SECTION A

OCTOBER 4, 2023

MORRISVILLE TOWN CENTER

MORRISVILLE, NORTH CAROLINA

Kimley » Horn

0' 4' 8' 16'



FIGURE 3 - CAROLINA STREET - SECTION B

OCTOBER 4, 2023

MORRISVILLE TOWN CENTER

MORRISVILLE, NORTH CAROLINA

Kimley » Horn

0' 4' 8' 16'

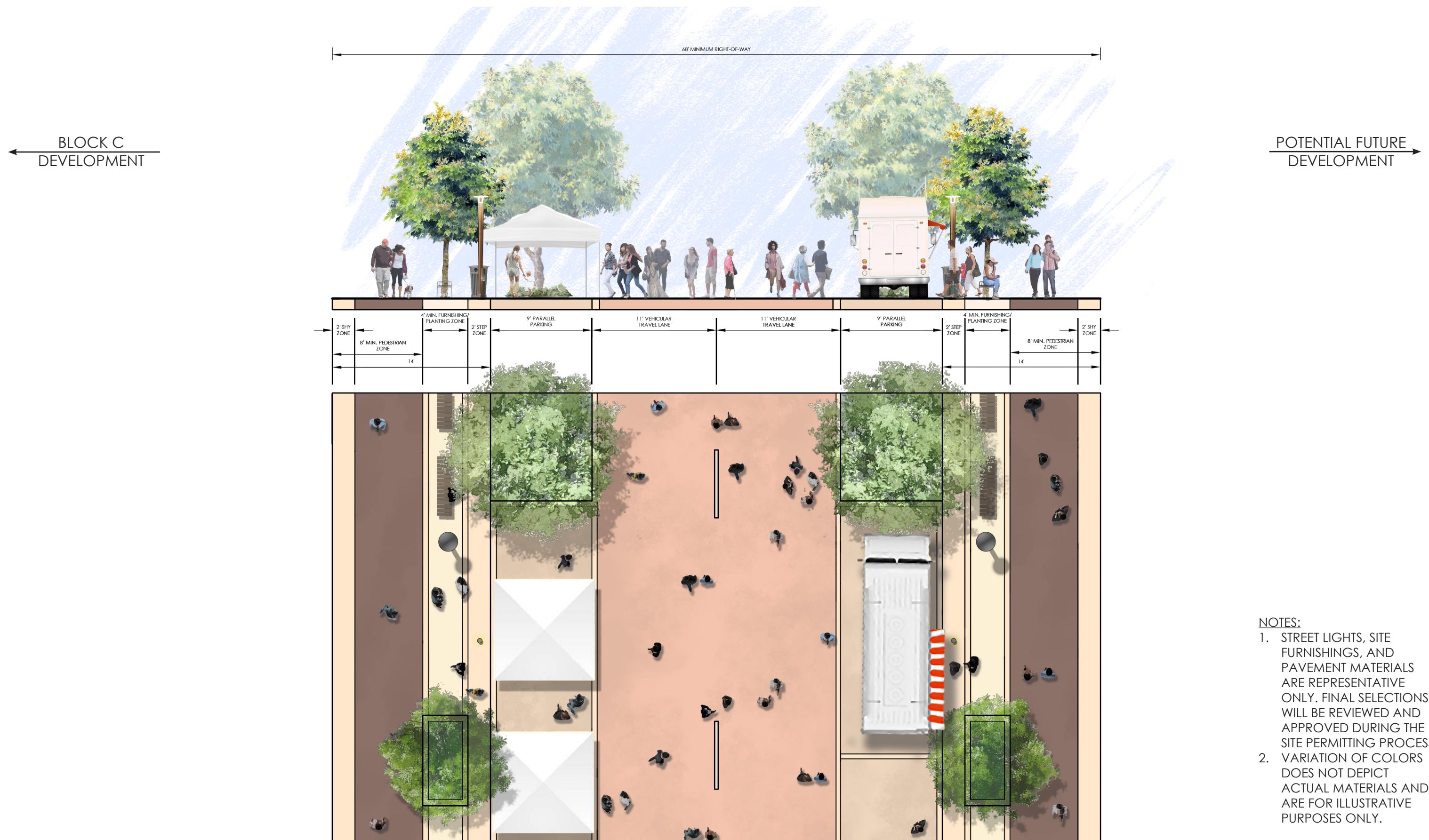


FIGURE 4 - FOXGLOVE DRIVE - SECTION A

OCTOBER 4, 2023

MORRISVILLE TOWN CENTER

MORRISVILLE, NORTH CAROLINA

Kimley » Horn

0' 4' 8' 16'



FIGURE 5 - FOXGLOVE DRIVE- SECTION B

OCTOBER 4, 2023

MORRISVILLE TOWN CENTER

MORRISVILLE, NORTH CAROLINA

Kimley » Horn

0' 4' 8' 16'

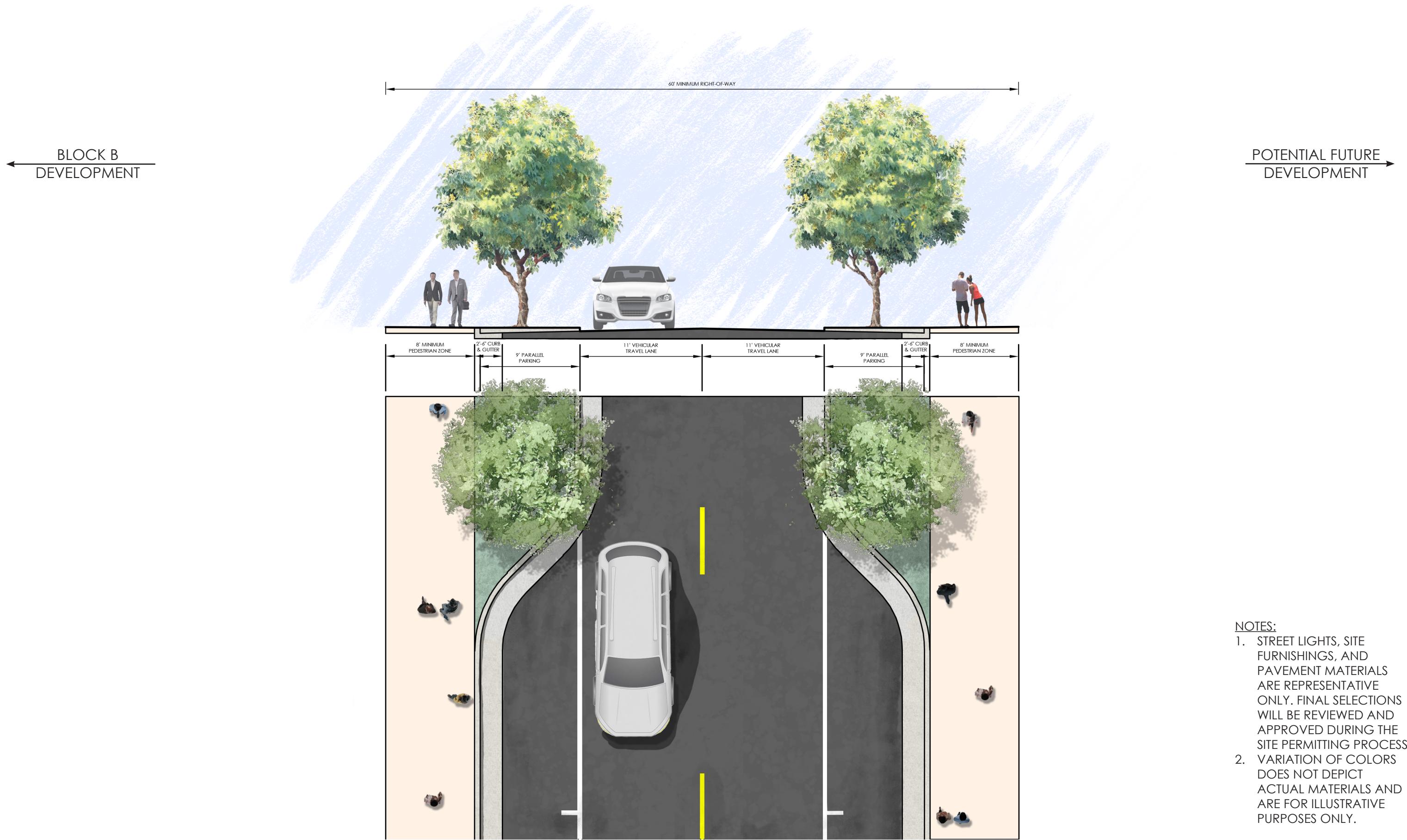


FIGURE 6 - NEW PROPOSED STREET

OCTOBER 4, 2023

MORRISVILLE TOWN CENTER

MORRISVILLE, NORTH CAROLINA

Kimley » Horn

0' 4' 8' 16'



FIGURE 7 - TOWN HALL DRIVE

OCTOBER 4, 2023

MORRISVILLE TOWN CENTER

MORRISVILLE, NORTH CAROLINA

Kimley » Horn

0' 4' 8' 16'

ATTH 01 - Maps

Map A – Aerial Map



ATTH 01 - Maps

Map B – Zoning Map



ATTH 01 - Maps

Map C – Future Land Use Map





October 4, 2023

To: Town of Morrisville Planning & Zoning Department
100 Town Hall Drive
Morrisville, NC 27560

By: Kimley Horn
Melissa Brand, PLA, ASLA
421 Fayetteville Street, Suite 600
Raleigh, NC 27601

RE: Letter of Justification
Morrisville Town Center – Phase 1 Rezoning Request (REZ-23-0013)
Wake County PINs: 0745956336, 0745951353, 0745954582, 0745957400, 0745957471,
0745958455, 0745959550, 0755050543, 0745958657, 0755050081, 0745948775,
0755041787, 0745959072, 0745958080, 0745956113, 0745957058, 0745958174,
0745958203, 0745952139, 0745954039, 0745955322, 0745948960

This letter supports Singh Development's request to rezone the following:

- Nineteen parcels (PINs: 0745956336, 0745951353, 0745954582, 0745957400, 0745957471, 0745958455, 0745959550, 0755050543, 0745958657, 0755041787, 0745959072, 0745958080, 0745956113, 0745957058, 0745958174, 0745955322, 0745948960) from Main Street (MS) to Main Street Planned Development (MSPD).
- Two parcels (PINs: 0745948775 and 0745952139) from Conditional Main Street (C-MS) to Main Street Planned Development (MSPD).
- One parcel (PIN: 0755050081) from Town Center Residential (TCR) to Main Street Planned Development (MSPD).

In Fall of 2020, the Town of Morrisville issued a solicitation for development partners for Phase 1 of Morrisville Town Center. The proposed planned development rezoning of the property is requested and necessary in order to allow for the development of Phase 1 of the Town Center as the Town of Morrisville intends. The proposed rezoning of this property will also further the Town's future land use plan and its recommendations for this growth area. It will also promote development in a manner that encourages a central hub that is consistent with the character of the surrounding existing and planned land uses.

1. **Consistency with the Adopted Plans of the Town**

This rezoning proposal is consistent with adopted plans of the Town of Morrisville. The Town's current Land Use Plan, adopted on February 23, 2021, designates the future land use of this property as "Town Center" as shown below.

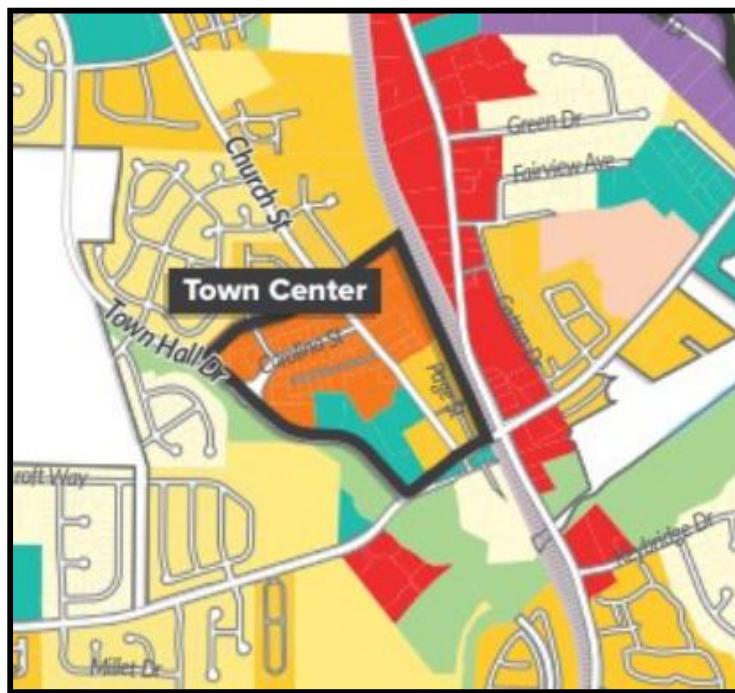


Exhibit A – Future Land Use Plan

The proposed request is consistent with the land use plan and promotes key goals of the Comprehensive Plan. Those goals, as found in the Vision and Goals sections of the Land Use Plan, include:

- ***Establish a Town Center***
Rezoning of this property will encourage a vibrant mix of uses, resulting in a destination and focal point for the community.
- ***Economic Development***
Rezoning of this property promote commercial and office development to serve the existing residents directly adjacent to the Town Center and future residents living within the subject property.
- ***Strong Community Image***
Rezoning of this property will establish a strong, clear, positive, and distinct community image, building upon Morrisville's unique character, history, and desirable regional location.

2. Rezoning Consistent with Surrounding Uses

The property is uniquely situated at the intersection of Town Hall Drive and Carolina Street. The property is within a development area that is surrounded by adjoining properties which are zoned Office and Institutional, Main Street, and various types of Residential. The surrounding properties also consist of a mix of compatible land uses, including High Density Residential, Medium Density Residential, and Institutional.

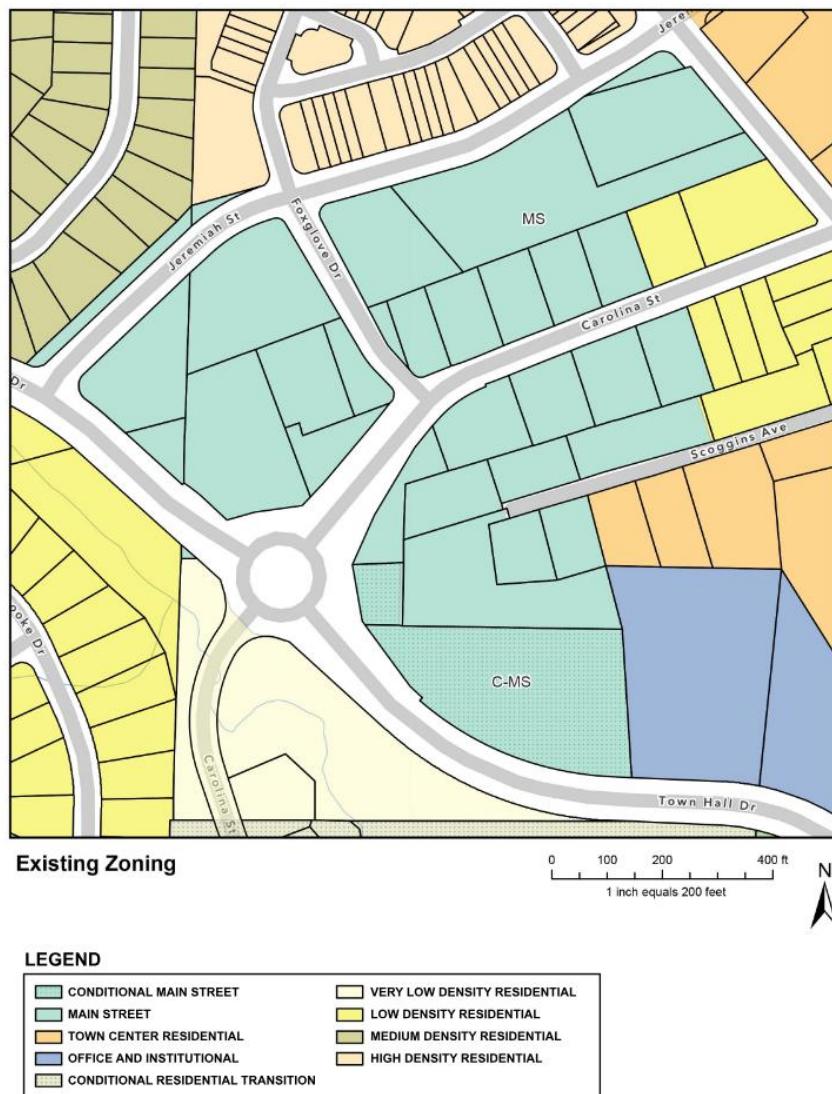


Exhibit B – Existing Zoning

3. **Unified Development Ordinance (UDO) Consistency Statement**

The proposed zoning does not violate the legal provisions of the Town's development code. Unless otherwise stated in the Planned Development Narrative or Plan, all other applicable portions of the Town of Morrisville UDO shall be adhered to.

Based on the above information, we believe that this request is justified and consistent with the Town's comprehensive plan and policies. We appreciate your consideration of this proposal. Please feel free to contact me at (919)653-5841 or melissa.brand@kimley-horn.com should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.



Melissa Brand, PLA, ASLA
Project Manager



October 4, 2023

To: Town of Morrisville Planning & Zoning Department
100 Town Hall Drive
Morrisville, NC 27560

By: Kimley Horn
Melissa Brand, PLA, ASLA
421 Fayetteville Street, Suite 600
Raleigh, NC 27601

RE: Conditions of Approval
Morrisville Town Center – Phase 1 Rezoning Request (REZ-23-0013)
Wake County PINs: 0745956336, 0745951353, 0745954582, 0745957400, 0745957471,
0745958455, 0745959550, 0755050543, 0745958657, 0755050081, 0745948775,
0755041787, 0745959072, 0745958080, 0745956113, 0745957058, 0745958174,
0745958203, 0745952139, 0745954039, 0745955322, 0745948960

The following conditions of approval shall apply to Morrisville Town Center – Phase 1 rezoning request (REZ-23-0013):

- The final design and materials to be used for the public streetscape shall be reviewed and approved by the Town prior to Site Plan Approval.
- The final design and materials used for the stage and any other structures or amenities in Block C that are to be dedicated to and maintained by the Town shall be reviewed and approved by the Town prior to Site Plan Approval.
- The exact location and design of any on-street loading areas shall be reviewed and approved by the Town prior to installation along with any associated standards related to the days and times of week the spaces can be used and associated signage.
- The estimated parkland PIL for Phase 1, Block A and C, of the Development is approximately \$189,000. The final parkland PIL amount will be calculated in accordance with UDO Section 5.5.2 at the time of Site Plan Approval and shall be paid to the Town prior to the issuance of any building permits.
- Prior to the submittal of a Site Plan application for development on Block B, an amendment to the Planned Development agreement showing a sketch plan of Block B shall be applied for and approved.
- The design, materials, and dimensions of the signage anticipated at the northwest corner of Block C shall be reviewed and approved by the Town prior to the issuance of any sign permit.

- Prior to submittal of a site plan application, a conceptual rendering depicting all sides of the mixed-use building proposed on Block A shall be reviewed by Town Council at a work session.
- Should the Town of Morrisville find it necessary, a fire apparatus turnaround shall be provided at the end of Scoggins Avenue. The design will be reviewed and approved by the Town prior to Site Plan Approval.
- Singh Development will work with the Town of Morrisville and Wake County to develop a temporary plan for parking to serve the Morrisville Community Library during construction.

Applicant:

SINGH DEVELOPMENT COMPANY



Todd J. Rankine

October 4, 2023

ATT 03 - Parking Study



October 3, 2023

Danielle Kittredge
Town of Morrisville
100 Town Hall Drive
Morrisville, NC 27560

RE: *Parking Supply and Demand Analysis Related to the Proposed Morrisville Town Center Development in Morrisville, NC*

Dear Ms. Kittredge

This letter has been prepared to summarize the results and findings of our analysis of the parking supply and demand surrounding the proposed Morrisville Town Center development bounded by Town Hall Drive to the west and to the south, and Jeremiah Street to the north in Morrisville, NC. As currently envisioned, the proposed Morrisville Town Center development is planned to be developed as three blocks which will include the following:

Table 1: Development Summary	
Land Use	Size
Block A	
Library	8,406 s.f.
Multifamily Housing	215 units
General Commercial ¹	10,000 s.f.
Block B	
Townhomes	30 units
Apartments	55 units
General Commercial ²	14,000 s.f.
Block C³	
Town Green	2.75 acres
Cottage Retail	12,500 s.f.

¹For the purposes of this analysis, it was assumed that the 10,000 s.f. of Block A general commercial space will contain 5,000 s.f. of retail space and 5,000 s.f. of fast casual restaurant space.

²For the purposes of this analysis, it was assumed that the 14,000 s.f. of Block B general commercial space will contain 10,000 s.f. of retail space and 4,000 s.f. of fast casual restaurant space.

³While the existing Public Safety and Chamber of Commerce office buildings use a parking lot to the west that will be impacted by Block C of the development, it is assumed that all existing parking demand for the existing office buildings will move to the parking lot to the east. Therefore, the parking demand for the Public Safety and Chamber of Commerce buildings was not included in the Block C analysis.

See **Attachment A** for the Morrisville Town Center development concept plan. This parking study analyzed the parking demand potential of the development on an individual block basis, and also estimated the parking demand potential of the overall site.

Executive Summary

This analysis studied the anticipated parking demand for the proposed land uses located on each block that comprise the overall Morrisville Town Center development. According to the Town of Morrisville Unified Development Ordinance (UDO), the proposed development is required to have a minimum of approximately 301 parking spaces, based on "Main Street" district parking rates, or 586 parking spaces, based on "Other" district parking rates. The development is currently proposing to supply approximately 755 off-street parking spaces and 108 on-street parking spaces for the entire development, which meets the requirements set forth in the Town UDO for either set of parking rates.

Parking generation rates from the Institute of Transportation Engineers (ITE) *Parking Generation Manual* (5th Edition) were reviewed to estimate the anticipated peak parking demand for each block located within the development based on the proposed block-specific land uses. Additionally, methodology from Urban Land Institute's (ULI) *Shared Parking* was used in conjunction with the ITE parking generation rates to estimate the impact of shared parking between the proposed land uses within each block to ultimately determine the minimum number of parking spaces needed on a block-by-block basis. Hourly parking occupancy counts were also collected at the existing parking lots located within the study area of the development to provide the existing parking demand that will need to be accommodated as a part of this project.

Our analysis results indicate that the proposed Morrisville Town Center development will require a minimum of 497 parking spaces on a typical weekday and 559 parking spaces on a typical weekend. However, it is generally recommended to provide more spaces than the minimum parking demand to provide a buffer to allow patrons to comfortably find an available space during peak parking demand conditions. Accordingly, parking is typically supplied such that only about 90% of the spaces are occupied during peak parking demand conditions. When this factor is applied to the projected parking demand with shared parking reductions included, calculated for the typical weekday and the typical weekend, the recommended parking supply for the overall site becomes a minimum of 626 parking spaces. The proposed development also plans to provide 108 on-street parking spaces which will provide additional flexibility for the site if there is an unexpected surge in parking demand. An additional multi-modal reduction was considered due to the existing pedestrian facilities within and around the study area and the Indian Creek greenway trail that is adjacent to the southern side of the study area. It was determined that a 5% multi-modal reduction could be applied to the recommended 626 spaces to arrive at a final recommended minimum parking supply of 595 spaces.

Development Plan

The proposed Morrisville Town Center development is broken out into three blocks. Block A is located on the northwest quadrant of Foxglove Drive at Carolina Street and currently contains the Morrisville Community Library. As a part of the proposed development, the library will stay in its current location, but a proposed 215-unit multifamily apartment building will be built on the block along with up to 10,000 square feet of general commercial space. The library parking lot currently contains 48 parking spaces but as a part of the Block A development, 38 of these spaces will be removed and a 524-space parking deck will be constructed that contains public parking spaces that can be utilized by library patrons. As currently envisioned, the proposed parking deck will contain 35 spaces on the

ground floor that are all available for public use and 84 spaces on the first floor that are available for public use. The first floor will also contain 14 spaces that are restricted to residents only and the remaining 391 spaces in the parking deck will also be restricted to residents only.

Block B is located on the northeast quadrant of Foxglove Drive at Carolina Street and will be bounded to the east by a proposed new street that connects Jeremiah Street to Carolina Street. Block B is proposed to contain up to 30 townhome units, up to 55 apartment units, and general commercial space up to 14,000 square feet. The townhome units will each have a single garage space and a single tandem parking space (parking space in front of the single-car garage) for a total of 60 parking spaces (2 per unit). However, the Town of Morrisville UDO does not allow garage spaces to be counted towards the parking inventory so, for the purposes of this analysis, 30 parking spaces were assumed for the townhomes parking inventory. The proposed apartments and general commercial space are proposed to have a minimum of 127 parking spaces that will be shared between the two land uses. The townhomes are assumed to be self-parked and will not have any designated parking spaces that are shared with the proposed apartments and general commercial space.

Block C is located on the southwest quadrant of Foxglove Drive at Carolina Street and will be bounded to the east by the proposed extension of Foxglove Drive at its current intersection with Carolina Street to Town Hall Drive to the south. Block C is proposed to contain approximately 2.75 acres of park space (known as the Town Green) and up to 12,500 square feet of cottage retail space. The existing surface parking lots west of the Public Safety and Chamber of Commerce buildings currently contain approximately 83 parking spaces. These lots will be modified by the Block C development and will provide approximately 64 parking spaces upon build-out. For the purposes of this analysis, it was assumed that the existing weekday parking demand in these existing surface parking lots are generally from the Public Safety and Chamber of Commerce buildings, and this demand will move over to the existing surface lot east of the Public Safety and Chamber of Commerce buildings once Block C is developed. Parking counts indicate that the existing surface lot east of the Public Safety and Chamber of Commerce buildings have adequate excess capacity to accommodate this additional demand. It was also assumed that the existing weekend parking demand in these existing surface parking lots are generally from the Farmer's Market, and this demand will continue to utilize the Block C surface parking lot when the development is completed.

Table 2 summarizes the development plan for the proposed Morrisville Town Center development and the proposed parking inventory for the development. It should be noted that the proposed parking inventory only reflects the planned off-street parking inventory. The development also proposes to contain approximately 108 on-street parking spaces (30 existing and 78 proposed), which would generally be available to accommodate additional parking demand as needed. See **Attachment A** for the Morrisville Town Center development concept plan.

Table 2: Development Summary & Proposed Parking Inventory		
Land Use	Size	Proposed Parking Inventory
Block A		
Library	8,406 s.f.	10 spaces 524 spaces ¹
Multifamily Housing	215 units	
General Commercial	10,000 s.f.	
Block B		
Townhomes	30 units	30 spaces 127 spaces
Apartments	55 units	
General Commercial	14,000 s.f.	
Block C		
Town Green	2.75 acres	64 spaces
Cottage Retail	12,500 s.f.	
Total Proposed Parking Inventory		755 Spaces

¹Of these 524 spaces, 119 spaces will be considered "public" and can be used for the library and retail patrons.

Town of Morrisville UDO-Required Parking

As a part of this study, the Town of Morrisville Unified Development Ordinance (UDO) was reviewed and the total required parking for the proposed Morrisville Town Center development was calculated. The code-required parking calculations utilized the "Main Street" (MS) district rates as well as the "Other" district rates to present a comparison, and the calculations are shown on the next page in Table 3.

Table 3 – Morrisville UDO Required Parking Calculations

Location	Land Use	Intensity		UDO Rate		Required Parking	
				MS	Other	MS	Other
Block A	Multifamily Residential	90	1 BR Units	0.50	1.00	45	90
		105	2 BR Units	0.75	1.50	79	158
		20	3 BR Units	1.00	2.00	20	40
		215	Total units	-	-	144	288
	General Commercial	10,000	s.f.	1.67	3.33	17	34
Block B	Apartments	8,406	s.f.	1.67	3.33	15	29
		23	1 BR Units	0.50	1.00	12	23
		27	2 BR Units	0.75	1.50	21	41
		5	3 BR Units	1.00	2.00	5	10
	55	Total units	-	-	-	38	74
Block C	Townhomes	30	Units	1.25	2.25	38	68
	General Commercial	14,000	s.f.	1.67	3.33	24	47
	Town Green ¹	2.75	Acres	1.21	1.21	4	4
	Cottage Retail	12,500	s.f.	1.67	3.33	21	42
	Total					301	586

¹The Town Green parking requirement comes from the Institute of Transportation Engineers (ITE) *Parking Generation Manual* (5th Edition) for a Public Park land use (LUC 411), based on section 5.10.3.B(3) of the Town UDO that allows for ITE rates to be used in the case that a proposed land use is not listed in the UDO.

As shown in [Table 3](#), the proposed Morrisville Town Center development is required to have approximately 301 parking spaces based on “Main Street” district rates, and 586 parking spaces based on “Other” district rates. The current proposed parking supply of 755 parking spaces satisfies these requirements.

Existing Parking Inventory and Occupancy

On Wednesday, May 17, 2023 and Saturday, May 20, 2023 hourly parking occupancy counts were collected at the locations highlighted in [Figure 1](#). These locations include the existing Morrisville Community Library parking lot and the parking lots to the east and west of the Public Safety and Chamber of Commerce buildings. The weekday parking occupancy data was collected from 8:00 AM to 10:00 PM and the Saturday parking occupancy data was collected from 8:00 AM to 7:00 PM. It should be noted that the Saturday parking occupancy data was collected during the Farmer’s Market to capture the parking demand associated with the Farmer’s Market that will need to be accounted for once the proposed Morrisville Town Center development is completed.

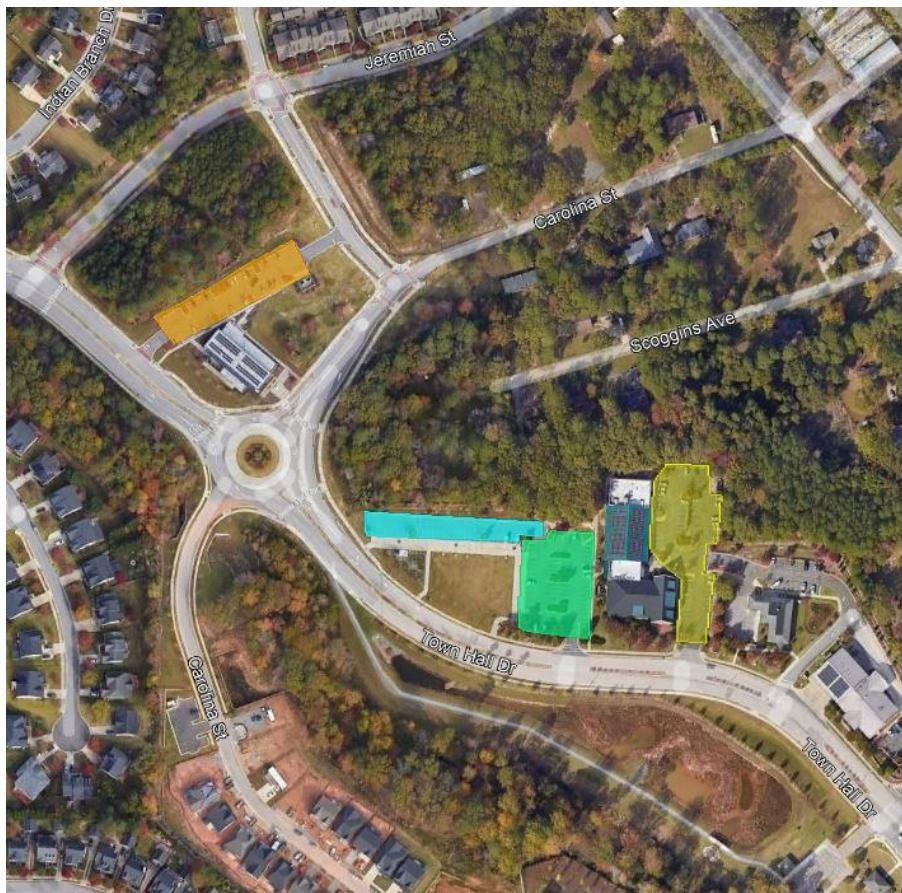


Figure 1: Parking Occupancy Count Locations

Table 4 summarizes the existing parking inventory, maximum observed parking occupancy, and the time of day that each lot reached its peak parking demand. The detailed hourly occupancy data for the existing lots studied are included in **Attachment B**.

Table 4 – Existing Parking Conditions Summary					
Location	Inventory	Weekday		Saturday	
		Max Observed Parking Demand	Time of Day	Max Observed Parking Demand	Time of Day
Morrisville Library Parking Lot	48	26 (54%)	6:00 PM	21 (44%)	4:00 PM
Strip West of Public Safety and Chamber of Commerce Buildings	25	3 (12%)	4:00 PM	10 (40%)	10:00 AM – 12:00 PM
Surface Lot West of Public Safety and Chamber of Commerce Buildings	58	25 (43%)	9:00 AM	31 (53%)	11:00 AM
Surface Lot East of Public Safety and Chamber of Commerce Buildings	75	35 (47%)	11:00 AM & 2:00 PM	22 (29%)	11:00 AM

As shown in the table above, on a typical weekday the library parking lot reached a maximum occupancy that was just over half of the existing inventory in the evening and the parking lots surrounding the Public Safety and Chamber of Commerce buildings reached a maximum occupancy that was just under half of the existing inventory earlier in the day. On a typical Saturday, the library parking demand trend was similar to the typical weekday where the maximum observed parking occupancy occurred in the late afternoon and was approximately half of the available inventory. The parking lots around the Public Safety and Chamber of Commerce buildings experienced a peak around 11:00AM as the Farmer's Market was going on.

Overall, the existing parking lots that were studied meet the parking needs experienced today with excess inventory that is currently not utilized. Based on a review of a series of aerial photographs taken on weekdays, it is reasonable to assume that the existing weekday parking demand observed at the parking lots west of the Public Safety and Chamber of Commerce buildings are Town employees. With the development of Block C impacting these surface parking lots, parking count data indicate that this parking demand can be supported within the surface lot east of these buildings. If all of the existing weekday demand from the west lots are moved to the east lot, the total demand is 63 parking spaces which is approximately 84% of the existing east lot inventory. Therefore, the existing weekday demand from the parking lots west of the Public Safety and Chamber of Commerce buildings were assumed to be accommodated in the lot east of those buildings, and accordingly this demand was not factored into the Block C parking demand analysis. However, since the Farmer's Market utilizes these parking lots and will continue operating in the same area upon build-out of the proposed Morrisville Town Center development, the existing Saturday demand in the lot west of the

proposed Morrisville Town Center development, the existing Saturday demand in the lot west of the Public Safety and Chamber of Commerce building is factored into the Block C parking demand analysis.

Parking Demand Analysis

The Institute of Transportation Engineers (ITE) *Parking Generation Manual* (5th Edition) was used to verify parking ratios for the proposed development and provide a baseline of rates to use as part of the shared parking analysis. The manual provides parking professionals with data sets and tools for various land uses as a means of calculation and comparison. For this study, rates for a general urban/suburban setting were used on a typical weekday and Saturday. In order to conduct a shared parking analysis, the methodology in the current edition of *Shared Parking* by the Urban Land Institute (ULI) was reviewed in conjunction with the ITE *Parking Generation Manual* (5th Edition) rates. Time of day distributions from the *Parking Generation Manual* were used for all land uses by taking the total parking demand multiplied by the percent occupied in the time-of-day distribution. The detailed ITE land use descriptions and data used in this analysis can be found in **Attachment C**.

Block A – Parking Demand Analysis

As previously mentioned, Block A is located on the northwest quadrant of Foxglove Drive at Carolina Street and is proposed to contain the existing 8,406 square foot Morrisville Community Library, up to 215 units of multifamily housing, and up to 10,000 square feet of general commercial space. For the purposes of this analysis, it was assumed that of the 10,000 square feet of general commercial space, 5,000 square feet would be retail space and 5,000 square feet would be restaurant space. This assumption was made because the parking rate for a restaurant land use is typically higher than a retail land use and this provides a more conservative analysis. With these proposed Block A land uses, data from the ITE *Parking Generation Manual* (5th Edition) for library, multifamily housing (mid-rise), shopping center, and fast casual restaurant land uses were used. It should be noted that the parking rate used in this analysis for the library land use is based on the existing parking occupancy data that was collected as a part of this project since this reflects the actual expected demand for the Morrisville Community Library and the parking rate is more conservative when compared to the ITE library parking rate. Additionally, the parking rate used in this analysis for the multifamily housing land use is 1.5 spaces per unit per direction from the developer. This multifamily parking demand rate is more conservative compared to the ITE multifamily housing (mid-rise) parking demand rate. Time-of-day distributions used for the shared parking analysis were obtained from the ITE *Parking Generation Manual* for all land uses.

The library land use is described as “either a public or private facility that consists of shelved books and reading rooms or areas.” The multi-family housing (mid-rise) land use includes “apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels of residence.” The shopping center land use is described as an “integrated group of commercial establishments that is planned, developed, owned, and managed as a unit.” The fast casual restaurant land use is described as “a sit-down restaurant with no (or very limited) wait staff or table service. Customers typically order off a menu board, pay for food before the food is prepared and seat themselves...the restaurants typically serve lunch and

dinner; some serve breakfast." Table 5 describes the Block A parking demand based on ITE rates for a general urban/suburban setting on a typical weekday and typical weekend.

Table 5 – Morrisville Town Center (Block A) ITE-Calculated Parking Demand					
Land Use	Size	Weekday		Weekend	
		Rate	Total Parking Demand	Rate	Total Parking Demand
Library	8,406 s.f.	3.09 per 1,000 s.f. ¹	26 spaces	2.50 per 1,000 s.f. ¹	22 spaces
Multifamily Housing	215 units	1.50 per unit ²	323 spaces	1.50 per unit ²	323 spaces
Shopping Center	5,000 s.f.	1.95 per 1,000 s.f.	10 spaces	2.91 per 1,000 s.f.	15 spaces
Fast Casual Restaurant	5,000 s.f.	9.93 per 1,000 s.f.	50 spaces	8.75 per 1,000 s.f.	44 spaces
Total Block A Parking Demand		-	409 spaces	-	404 spaces

¹The parking rate utilized for the Morrisville Community Library was developed based on the existing occupancy data collected because this is representative of actual demand for this library and provides a more conservative parking rate compared to the ITE parking rate.

²The parking rate of 1.5 spaces per unit was utilized per direction from the developer and provides a more conservative parking rate compared to the ITE parking rate.

As shown in Table 5, the Block A portion of the proposed Morrisville Town Center development is expected to generate a parking demand of 409 spaces on the typical weekday and 404 spaces on a typical Saturday, without shared parking. Table 6 below provides a summary of the projected weekday and weekend parking demand for Block A with shared parking included, and the recommended parking supply to accommodate the proposed development plan. The library, retail, and restaurant land uses all have a peak parking demand during the mid-day when the multifamily housing land use parking demand is near its lowest point. Conversely, the multifamily housing land use parking demand is at its peak when the parking demand for the library, retail, and restaurant land uses is at its lowest point making this a favorable situation for shared parking.

Table 6 – Morrisville Town Center (Block A) Parking Summary					
Land Use	Size	Proposed Parking Supply	Projected Parking Demand	Peak Demand (Shared Parking) Midnight	Recommended Parking Supply¹
Weekday Parking Summary					
Library	8,406 s.f.	10 spaces	26 spaces	1 space	2 spaces
Multifamily Housing	215 units	405 spaces	323 spaces	323 spaces	359 spaces
Shopping Center	5,000 s.f.	119 spaces	10 spaces	1 space	2 spaces
Fast Casual Restaurant	5,000 s.f.		50 spaces	1 space	2 spaces
Total		534 spaces	409 spaces	326 spaces	365 spaces
Weekend Parking Summary					
Library	8,406 s.f.	10 spaces	22 spaces	0 spaces	0 spaces
Multifamily Housing	215 units	405 spaces	323 spaces	323 spaces	359 spaces
Shopping Center	5,000 s.f.	119 spaces	15 spaces	1 space	2 spaces
Fast Casual Restaurant	5,000 s.f.		44 spaces	2 spaces	3 spaces
Total		534 spaces	404 spaces	326 spaces	364 spaces

¹The recommended parking supply is based on the projected parking demand, with sharing, with an effective capacity factor (90%) applied. Parking is typically supplied such that only about 90% of the spaces are occupied during peak parking demand conditions.

Based on our analysis for Block A, when shared parking is allowed the projected parking demand for a typical weekday is reduced from 409 spaces to 326 spaces and the projected parking demand for a typical weekend is reduced from 404 spaces to 326 spaces. However, it is generally recommended to provide more spaces than the minimum parking demand to provide a buffer to allow patrons to comfortably find an available space during peak parking demand conditions. Accordingly, parking is typically supplied such that only about 90% of the spaces are occupied during peak parking demand conditions. This occupancy assumption (90% in this case) is called the effective capacity factor. When this factor is applied to the projected parking demand with sharing above, the recommended parking supply becomes 365 spaces for a typical weekday and 364 spaces for a typical weekend.

The development proposes to provide a structured parking deck within Block A that provides public spaces, available for anyone to use, as well as private spaces that are restricted to residents only. Based on the analysis results, the anticipated peak parking demand for the public (library, retail, and restaurant) parking demand is 81 spaces at noon on a typical weekday when the residential parking demand is at 162 spaces. On a typical weekend, the anticipated peak public parking demand is

expected to be 78 spaces at 2PM when the residential parking demand is at 226 spaces. Therefore, it is recommended that enough public spaces are provided to accommodate the weekday demand of 81 spaces and enough private parking spaces are provided to accommodate the weekend demand of 226 spaces. When the 90% effective capacity factor is utilized, the proposed parking deck should provide a minimum of 90 public spaces and 252 private spaces for a total of 342 parking spaces. According to the parking summary detailed in [Table 6](#), Block A is expected to need a minimum of 365 parking spaces, 23 spaces more than the 342 parking spaces. It is recommended that these additional 23 spaces be added to the public space parking inventory since this provides flexibility for both the residential and non-residential parking demand. Detailed shared parking calculations for Block A can be found in [Attachment D](#).

Summary

The Block A parking analysis shows a projected peak parking demand of 326 spaces on a typical weekday and typical weekend, when shared parking is allowed between the proposed land uses. When the effective capacity factor of 90% is applied to the projected parking demand for each land use, the recommended parking supply becomes 365 spaces on a typical weekday and 364 spaces on a typical weekend. Therefore, it is recommended that the proposed Morrisville Town Center development provides a minimum of 365 spaces for the Block A portion of the development, 113 spaces for public use and 252 spaces for private use.

Block B – Parking Demand Analysis

As previously mentioned, Block B is located on the northeast quadrant of Foxglove Drive at Carolina Street and is proposed to contain up to 55 apartment units, up to 30 townhome units, and up to 14,000 square feet of general commercial space. For the purposes of this analysis, it was assumed that of the 14,000 square feet of general commercial space, 10,000 square feet would be retail space and 4,000 square feet would be restaurant space. This assumption was made because the parking rate for a restaurant land use is typically higher than a retail land use and this provides a more conservative analysis. With these proposed Block B land uses, data from the *ITE Parking Generation Manual* (5th Edition) for multifamily housing (low-rise), shopping center, and fast casual restaurant land uses were used. It should be noted that the parking rate used in this analysis for the apartments land use is 1.5 spaces per unit per direction from the developer. This apartment rate is more conservative compared to the ITE multifamily housing (low-rise) parking rate. However, the time-of-day distributions used for the shared parking analysis come from the *ITE Parking Generation Manual* for all land uses.

The multi-family housing (low-rise) land use includes “apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with one or two levels of residence.” The shopping center land use is described as an “integrated group of commercial establishments that is planned, developed, owned, and managed as a unit.” The fast casual restaurant land use is described as “a sit-down restaurant with no (or very limited) wait staff or table service. Customers typically order off a menu board, pay for food before the food is prepared and seat themselves...the restaurants typically serve lunch and dinner; some serve breakfast.” [Table 7](#) describes the Block B parking demand based on ITE rates for a general urban/suburban setting on a typical weekday and Saturday.

Table 7 – Morrisville Town Center (Block B) ITE-Calculated Parking Demand					
Land Use	Size	Weekday		Saturday	
		Rate	Total Parking Demand	Rate	Total Parking Demand
Apartments	55 units	1.50 per unit ¹	83 spaces	1.50 per unit	83 spaces
Townhomes	30 units	1.21 per unit	37 spaces	1.31 per unit	40 spaces
Shopping Center	10,000 s.f.	1.95 per 1,000 s.f.	20 spaces	2.91 per 1,000 s.f.	30 spaces
Fast Casual Restaurant	4,000 s.f.	9.93 per 1,000 s.f.	40 spaces	8.75 per 1,000 s.f.	35 spaces
Total Block B Parking Demand		-	180 spaces	-	188 spaces

¹The parking rate of 1.5 spaces per unit was utilized per direction from the developer and provides a more conservative parking rate compared to the ITE parking rate.

As shown in Table 7, the Block B portion of the proposed Morrisville Town Center development is expected to generate a parking demand of 180 spaces on the typical weekday and 188 spaces on a typical Saturday, without shared parking. Table 8 below provides a summary of the projected weekday and weekend parking demand for Block B with shared parking included, and the recommended parking supply to accommodate the proposed development plan. The retail and restaurant land uses both have a peak parking demand during the mid-day when the apartments and townhomes land uses parking demand is near its lowest point. Conversely, the apartments and townhomes land uses parking demand is at its peak when the retail and restaurant land uses parking demand are at the lowest points making this a favorable situation for shared parking.

Table 8 – Morrisville Town Center (Block B) Parking Summary					
Land Use	Size	Proposed Parking Supply	Projected Parking Demand	Peak Demand (Shared Parking) 7:00 PM¹	Recommended Parking Supply²
Weekday Parking Summary					
Apartments	55 units	83 spaces	83 spaces	61 spaces	68 spaces
Townhomes	30 units	30 spaces	37 spaces	37 spaces	42 spaces
Shopping Center	10,000 s.f.	24 spaces	20 spaces	16 spaces	18 spaces
Fast Casual Restaurant	4,000 s.f.	20 spaces	40 spaces	28 spaces	32 spaces
Total		157 spaces	180 spaces	142 spaces	160 spaces
Weekend Parking Summary					
Apartments	55 units	83 spaces	83 spaces	54 spaces	60 spaces
Townhomes	30 units	30 spaces	40 spaces	40 spaces	45 spaces
Shopping Center	10,000 s.f.	24 spaces	30 spaces	29 spaces	33 spaces
Fast Casual Restaurant	4,000 s.f.	20 spaces	35 spaces	35 spaces	39 spaces
Total		157 spaces	188 spaces	158 spaces	177 spaces

¹It was assumed that the townhomes land use within the Block B portion of the proposed Morrisville Town Center development will be self-parked; therefore, no shared parking reduction was taken for the townhomes land use.

²The recommended parking supply is based on the projected parking demand, with sharing, with an effective capacity factor (90%) applied. Parking is typically supplied such that only about 90% of the spaces are occupied during peak parking demand conditions.

Based on our analysis for Block B, when shared parking is allowed the projected parking demand for a typical weekday is reduced from 180 spaces to 142 spaces and the projected parking demand for a typical weekend is reduced from 188 spaces to 158 spaces. As previously noted, it is generally recommended to provide parking supply such that only about 90% of the spaces are occupied during peak parking demand conditions. When this 90% effective capacity factor is applied to the projected parking demand with sharing above, the recommended parking supply becomes 160 spaces for a typical weekday and 177 spaces for a typical weekend. Detailed shared parking calculations for Block B can be found in **Attachment E**.

Summary

The Block B parking analysis shows a projected peak parking demand of 142 spaces on a typical weekday and 158 spaces on a typical weekend, when shared parking is allowed between the proposed land uses. When the effective capacity factor of 90% is applied to the projected parking demand for each land use, the recommended parking supply becomes 160 spaces on a typical weekday and 177 spaces on a typical weekend. Therefore, it is recommended that the proposed

Morrisville Town Center development provides a minimum of 177 spaces for the Block B portion of the development. It should be noted that our analysis shows that the proposed parking supply for the townhomes is less than the recommended parking supply on both the typical weekday and typical weekend. However, each townhome unit will also have a garage space that could potentially be utilized by residents, and the parking deck on Block A and adjacent on-street parking to Block B could provide additional parking demand relief if needed. This analysis did not factor the garage spaces into the proposed parking supply for Block B since the Town of Morrisville UDO does not allow garage spaces to count toward off-street parking requirements.

Block C – Parking Demand Analysis

As previously mentioned, Block C is located on the southwest quadrant of Foxglove Drive at Carolina Street and is proposed to contain 2.75 acres of park space (known as the Town Green) and up to 12,500 square feet of cottage retail space. With these proposed Block C land uses, data from the *ITE Parking Generation Manual* (5th Edition) for public park and shopping center were used. It should be noted that the Block C portion of the proposed development impacts the surface lots west of the Public Safety and Chamber of Commerce buildings where Town employees and visitors park on the weekday and where the Farmer's Market is held on the weekends. From our data collection effort, it was determined that the parking demand generated from the Public Safety and Chamber of Commerce buildings can all be accommodated within the parking lot to the east of these buildings. Therefore, the parking demand from these buildings was not included in our typical weekday analysis. However, the Farmer's Market will continue to utilize space within the Block C portion of the proposed development and the parking demand generated from the Farmer's Market was accounted for within our typical weekend parking analysis. It should be noted that, unlike the proposed commercial land uses located in Blocks A and B, this analysis does not assume any portion of the cottage retail space will be treated as a restaurant land use. It was assumed based on the size and layout of the buildings that even if the cottage retail includes food & beverage services, they won't be the primary destination for patrons. Visitors would generally be there for the public park and will stop by one of the establishments while they are nearby. Additionally, there is no room for any sort of sit-down space for the cottage retail buildings based on the most recent concept plan.

The public park land use is described as public parks that "are owned and operated by a municipal, county, state, or federal agency." The shopping center land use is described as an "integrated group of commercial establishments that is planned, developed, owned, and managed as a unit." Table 9 describes the Block C parking demand based on ITE rates for a general urban/suburban setting on a typical weekday and Saturday.

Table 9 – Morrisville Town Center (Block C) ITE-Calculated Parking Demand					
Land Use	Size	Weekday		Saturday	
		Rate	Total Parking Demand	Rate	Total Parking Demand
Town Green	2.75 acres	1.21 per acre ¹	4 spaces	1.21 per acre ¹	45 spaces ²
Cottage Retail	12,500 s.f.	1.95 per 1,000 s.f.	25 spaces	2.91 per 1,000 s.f.	37 spaces
Total Block C Parking Demand		-	29 spaces	-	82 spaces

¹ITE Parking Generation Manual (5th Edition) only provides Saturday and Sunday parking rates for the public park land use. For this analysis, the Sunday parking rate was utilized for both the typical weekday and typical weekend calculations since the Sunday parking rate was higher than the Saturday parking rate (providing a more conservative analysis).

²The existing demand for the Farmer's Market was added to the Town Green projected parking demand on a typical weekend since the Farmer's Market takes place on Saturdays and the demand for this event will be utilizing the parking spaces associated with Block C.

As shown in Table 9, the Block C portion of the proposed Morrisville Town Center development is expected to generate a parking demand of 29 spaces on the typical weekday and 82 spaces on a typical Saturday, without shared parking. Table 10 below provides a summary of the projected weekday and weekend parking demand for Block C with shared parking included, and the recommended parking supply to accommodate the proposed development plan. The retail land use parking demand peaks around noon and the public park land use parking demand peaks in the early afternoon. Given that neither of these land uses have a peak parking demand that overlaps with another, this is a favorable situation for shared parking. However, with both peaks occurring at times that are relatively close to each other, the shared parking reduction is not as large as it would be if the projected peak parking times were more spread out.

Table 10 – Morrisville Town Center (Block C) Parking Summary					
Land Use	Size	Proposed Parking Supply	Projected Parking Demand ¹	Peak Demand (Shared Parking) 11:00AM/ 1:00 PM ²	Recommended Parking Supply ³
Weekday Parking Summary					
Town Green	2.75 acres	64 spaces	4 spaces	4 spaces	5 spaces
Cottage Retail	12,500 s.f.		25 spaces	25 spaces	28 spaces
Total		64 spaces	29 spaces	29 spaces	33 spaces
Weekend Parking Summary					
Town Green	2.75 acres	64 spaces	45 spaces	44 spaces	49 spaces
Cottage Retail	12,500 s.f.		37 spaces	31 spaces	35 spaces
Total		64 spaces	82 spaces	75 spaces	84 spaces

¹The existing demand for the Farmer's Market was added to the Town Green projected parking demand on a typical weekend since the Farmer's Market takes place on Saturdays and the demand for this event will be utilizing the parking spaces associated with Block C.

²The Block C anticipated peak parking demand, with shared parking, occurs at 1:00 PM for the typical weekday and 11:00 AM for the typical weekend. The typical weekend shared parking demand includes the observed parking demand for the Farmer's Market parking lots to provide an estimate of the existing demand that will still need to be accommodated when shared parking is allowed between the three proposed Block C land uses.

³The recommended parking supply is based on the projected parking demand, with sharing, with an effective capacity factor (90% applied). Parking is typically supplied such that only about 90% of the spaces are occupied during peak parking demand conditions.

Based on our analysis for Block C, when shared parking is allowed the projected parking demand for a typical weekday remains at 29 spaces and the projected parking demand for a typical weekend is reduced from 82 spaces to 75 spaces. As previously noted, it is generally recommended to provide parking supply such that only about 90% of the spaces are occupied during peak parking demand conditions. When this 90% effective capacity factor is applied to the projected parking demand with sharing above, the recommended parking supply becomes 33 spaces for a typical weekday and 84 spaces for a typical weekend. Detailed shared parking calculations for Block C can be found in **Attachment F**.

Summary

The Block C parking analysis shows a projected peak parking demand of 29 spaces on a typical weekday and 75 spaces on a typical weekend, when shared parking is allowed between the proposed land uses. When the effective capacity factor of 90% is applied to the projected parking demand for each land use, the recommended parking supply becomes 33 spaces on a typical weekday and 84 spaces on a typical weekend. Therefore, it is recommended that the proposed Morrisville Town Center development provides a minimum of 84 spaces for the Block C portion of the

development. It should be noted that the proposed Morrisville Town Center development currently plans on providing 64 spaces for the Block C portion of the development, 20 spaces less than the recommended minimum parking supply of 84 spaces. However, as previously noted, the overall development will include approximately 108 on-street parking spaces. These on-street parking spaces can be used to satisfy the anticipated deficit of 20 spaces from the 64-space surface parking lot.

Overall Site – Parking Demand Analysis

Blocks A, B, and C collectively form the overall proposed Morrisville Town Center development. Thus far, this analysis has presented the anticipated parking demands for each individual block with the assumption that each block will allow shared parking for its proposed land uses (unless otherwise noted). This section summarizes the projected parking demand for the overall site and provides a recommendation for the minimum number of parking spaces that should be provided.

The proposed land uses for each block, the projected peak parking demand with shared parking, and the recommended minimum number of parking spaces to be provided are all outlined in Table 11.

Table 11 – Morrisville Town Center Overall Site Parking Summary

Location	Land Use	Size	Projected Peak Parking Demand (with Sharing)		Recommended Parking Supply ¹
			Weekday	Weekend	
Block A	Library	8,406 s.f.	1 space	0 spaces	365 spaces
	Multifamily Housing	215 units	323 spaces	323 spaces	
	Shopping Center	5,000 s.f.	1 space	1 space	
	Fast Casual Restaurant	5,000 s.f.	1 space	2 spaces	
	Total		326 spaces	326 spaces	
Block B	Apartments	55 units	61 spaces	54 spaces	177 spaces
	Townhomes	30 units	37 spaces	40 spaces	
	Shopping Center	10,000 s.f.	16 spaces	29 spaces	
	Fast Casual Restaurant	4,000 s.f.	28 spaces	35 spaces	
	Total		142 spaces	158 spaces	
Block C	Town Green	2.75 acres	4 spaces	44 spaces	84 spaces
	Cottage Retail	12,500 s.f.	25 spaces	31 spaces	
	Total		29 spaces	75 spaces	
Grand Total			497 spaces	559 spaces	626 spaces

¹As previously mentioned, the recommended parking supply is based on the projected parking demand, with sharing, with an effective capacity factor (90%) applied.

Based on our analysis, the proposed Morrisville Town Center development is anticipated to need a minimum of 626 parking spaces to accommodate the projected parking demand for each block

located on site; 129 spaces less than the 755 off-street parking spaces currently proposed to be provided. It should be noted that each of the three blocks are expected to experience a peak parking demand at different times of the day. The expected peak parking demand is at midnight for Block A, at 7:00 PM for Block B, and at 1:00 PM (weekday) and 11:00 AM (weekend) for Block C. Therefore, the proposed development is expected to have excess parking at different times of the day if one block experiences an unexpected surge in parking demand that cannot be satisfied within the parking supply of that specific block. Additionally, the proposed development plans on keeping 30 of the existing on-street parking spaces in the project vicinity as well as adding 78 more on-street parking spaces for a total of 108 on-street parking spaces. These on-street parking spaces provide even more flexibility for the various land uses if there is an unexpected high parking demand on the site or if there are small events held within the Town Green space.

This analysis also considered a multi-modal reduction that can be applied to the recommended minimum parking supply of 626 spaces described above. Town Hall Drive, Foxglove Drive, and a portion of Carolina Street contain an extensive sidewalk network that makes the vicinity of the proposed Morrisville Town Center development pedestrian friendly. Given the large network of single-family homes located to the north and to the west of the study area, as well as the Indian Creek Greenway which runs along the south side of the study area, it is reasonable to assume that a portion of the patrons and visitors for this development could arrive through an alternative mode of traveling (i.e., walking, bicycles, scooters, etc.) and will not require a parking space. Therefore, a 5% multi-modal reduction was applied to the recommended parking supply to arrive at a final recommended minimum parking supply of 595 spaces, as shown in Table 12. It should be noted that this recommendation only includes the proposed off-street parking spaces; it is assumed that the proposed number of on-street spaces will remain fixed with the design for the development.

Table 12 – Final Minimum Recommended Parking Supply	
Recommended Parking Supply	626 spaces
Multi-Modal Reduction (5%)	-31 spaces ¹
Final Recommended Minimum Parking Supply	595 spaces

¹The 5% multi-modal reduction was rounded down to present a conservative analysis.

Conclusions and Recommendations

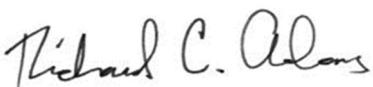
This analysis studied the anticipated parking demand for the proposed land uses located on each block that comprise the overall Morrisville Town Center development. According to the Town of Morrisville UDO, the proposed development is required to have a minimum of approximately 301 parking spaces, based on “Main Street” district parking rates, or 586 parking spaces, based on “Other” district parking rates. The development is currently proposing to supply approximately 755 off-street parking spaces and 108 on-street parking spaces for the entire development, which meets the requirements set forth in the Town UDO for either set of parking rates.

When looking at the results provided by ITE calculations and allowing for sharing between the different land uses on each block, it is recommended that the proposed Morrisville Town Center development provides a minimum of 626 off-street parking spaces in addition to the planned 108 on-street parking spaces. However, it is reasonable to assume that a portion of the patrons and visitors of the proposed development will arrive through an alternative mode of traveling (i.e., walking, bicycle, scooter, etc.) due to the extensive sidewalk network, large network of single-family homes nearby, and the Indian Creek greenway trail adjacent to the south side of the study area. Therefore, an additional 5% multi-modal reduction was taken from the recommended parking supply to arrive at a final recommended minimum parking supply of 595 off-street parking spaces in addition to the planned 108 on-street parking spaces.

If you have any questions regarding this analysis, please contact me at (919) 677-2131 or richard.adams@kimley-horn.com or Nathan Butler at (919) 677-2157 or nathan.butler@kimley-horn.com.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC



Richard C. Adams, P.E.
Principal



Nathan Butler, P.E.
Project Engineer

ATTACHMENTS

- A – Morrisville Town Center Concept Plan
- B – Existing Parking Occupancy Count Data
- C – ITE *Parking Generation Manual* (5th Edition) Land Use Data
- D – Block A Shared Parking Analysis Spreadsheets
- E – Block B Shared Parking Analysis Spreadsheets
- F – Block C Shared Parking Analysis Spreadsheets



Attachment B



Location: Morrisville Library Parking Lot

16088901	
05/17/23	
Time	Occupancy
8:00 AM	0
9:00 AM	3
10:00 AM	21
11:00 AM	20
12:00 PM	11
1:00 PM	14
2:00 PM	10
3:00 PM	9
4:00 PM	15
5:00 PM	24
6:00 PM	26
7:00 PM	21
8:00 PM	12
9:00 PM	3
10:00 PM	0

16088902	
05/20/23	
Time	Occupancy
8:00 AM	0
9:00 AM	2
10:00 AM	6
11:00 AM	19
12:00 PM	12
1:00 PM	8
2:00 PM	11
3:00 PM	9
4:00 PM	21
5:00 PM	10
6:00 PM	6
7:00 PM	1



Location: Morrisville Parking Strip west of Public Safety Building

16088903	
05/17/23	
Time	Occupancy
8:00 AM	1
9:00 AM	1
10:00 AM	1
11:00 AM	1
12:00 PM	1
1:00 PM	1
2:00 PM	1
3:00 PM	2
4:00 PM	3
5:00 PM	1
6:00 PM	1
7:00 PM	1
8:00 PM	1
9:00 PM	1
10:00 PM	1

16088904	
05/20/23	
Time	Occupancy
8:00 AM	9
9:00 AM	7
10:00 AM	10
11:00 AM	10
12:00 PM	10
1:00 PM	3
2:00 PM	2
3:00 PM	1
4:00 PM	1
5:00 PM	1
6:00 PM	1
7:00 PM	1



Location: Morrisville Parking Lot west of Public Safety Building

16088905	
05/17/23	
Time	Occupancy
8:00 AM	14
9:00 AM	25
10:00 AM	24
11:00 AM	21
12:00 PM	20
1:00 PM	20
2:00 PM	21
3:00 PM	22
4:00 PM	19
5:00 PM	15
6:00 PM	10
7:00 PM	7
8:00 PM	11
9:00 PM	9
10:00 PM	7

16088906	
05/20/23	
Time	Occupancy
8:00 AM	28
9:00 AM	27
10:00 AM	27
11:00 AM	31
12:00 PM	19
1:00 PM	18
2:00 PM	15
3:00 PM	9
4:00 PM	7
5:00 PM	9
6:00 PM	12
7:00 PM	9



Location: Morrisville Parking Lot east of Public Safety Building

16088907	
05/17/23	
Time	Occupancy
8:00 AM	28
9:00 AM	29
10:00 AM	32
11:00 AM	35
12:00 PM	33
1:00 PM	33
2:00 PM	35
3:00 PM	28
4:00 PM	27
5:00 PM	23
6:00 PM	19
7:00 PM	19
8:00 PM	17
9:00 PM	16
10:00 PM	17

16088908	
05/20/23	
Time	Occupancy
8:00 AM	16
9:00 AM	16
10:00 AM	21
11:00 AM	22
12:00 PM	16
1:00 PM	17
2:00 PM	16
3:00 PM	16
4:00 PM	16
5:00 PM	17
6:00 PM	17
7:00 PM	17

Land Use: 220 Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with one or two levels (floors) of residence. Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand (1) on a weekday (10 study sites) and a Saturday (11 study sites) in a general urban/suburban setting and (2) on a weekday (three study sites) and a Saturday (three study sites) in a dense multi-use urban setting.

Hour Beginning	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
Weekday	Saturday	Weekday	Saturday	
12:00–4:00 a.m.	100	93	86	100
5:00 a.m.	97	100	100	94
6:00 a.m.	90	98	94	91
7:00 a.m.	77	96	81	85
8:00 a.m.	56	92	58	79
9:00 a.m.	45	80	56	76
10:00 a.m.	40	78	53	71
11:00 a.m.	37	71	58	74
12:00 p.m.	36	68	56	68
1:00 p.m.	36	66	53	68
2:00 p.m.	37	65	47	68
3:00 p.m.	43	68	56	56
4:00 p.m.	45	70	53	59
5:00 p.m.	55	73	61	53
6:00 p.m.	66	77	81	50
7:00 p.m.	73	81	67	56
8:00 p.m.	77	82	61	65
9:00 p.m.	86	86	64	74
10:00 p.m.	92	87	75	85
11:00 p.m.	97	92	86	91

Additional Data

In prior editions of *Parking Generation*, the low-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Ratio	
		Per Dwelling Unit	Per Bedroom
Dense Multi-Use Urban	Within ½ mile of rail transit	0.6 (12 sites)	0.4 (10 sites)
	Not within ½ mile of rail transit	0.9 (18 sites)	0.6 (18 sites)
General Urban/ Suburban	Within ½ mile of rail transit	1.5 (10 sites)	0.9 (10 sites)
	Not within ½ mile of rail transit	1.7 (52 sites)	1.0 (52 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, District of Columbia, Maryland, Massachusetts, Oregon, Pennsylvania, Texas, Washington, and Wisconsin.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e. number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Numbers

72, 124, 152, 154, 209, 215, 216, 218, 219, 255, 257, 314, 414, 419, 432, 437, 505, 512, 533, 535, 536, 537, 544, 545, 577, 578, 579, 580, 584, 585, 587

Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 6:00 a.m.

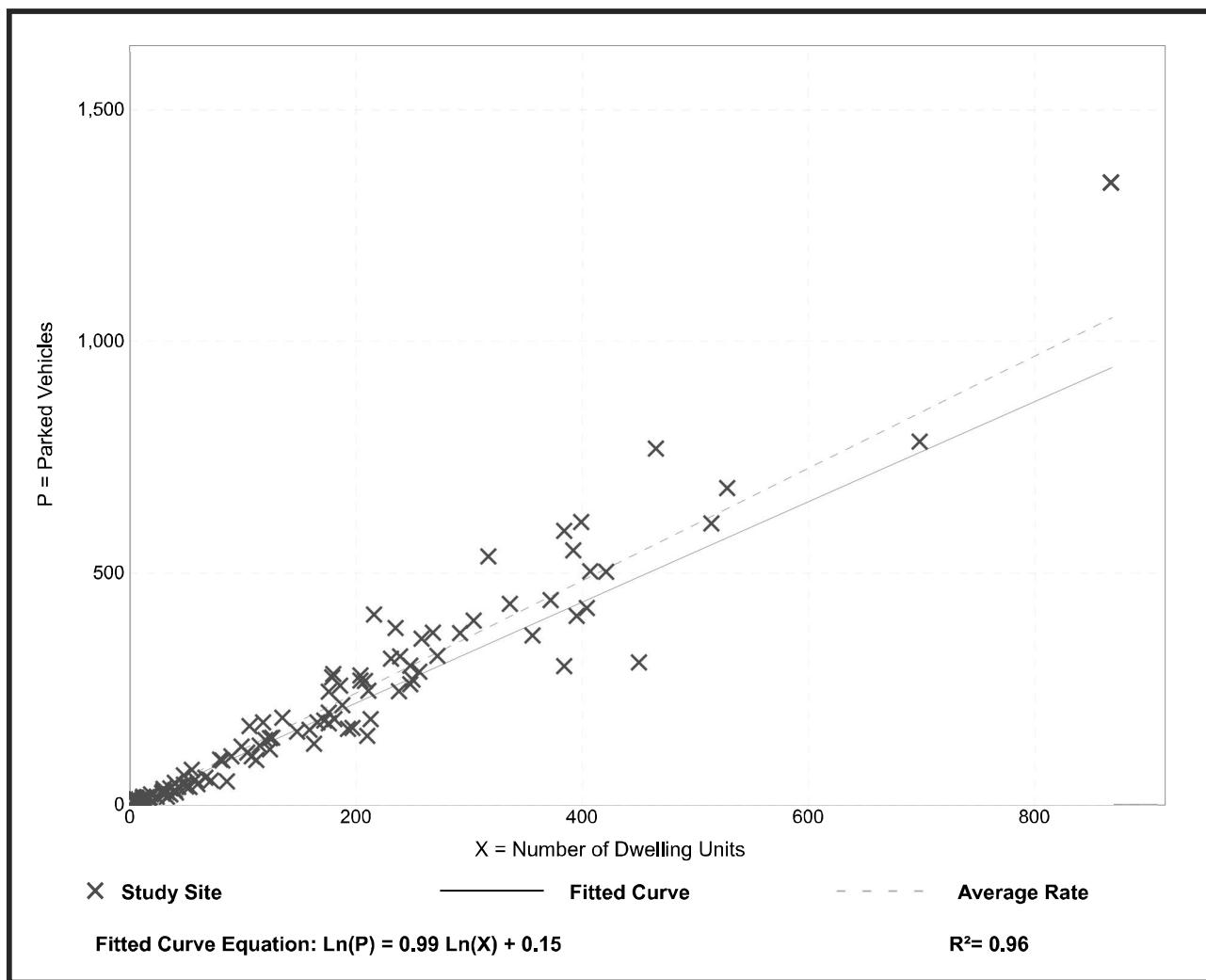
Number of Studies: 119

Avg. Num. of Dwelling Units: 156

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.21	0.58 - 2.50	1.03 / 1.52	1.16 - 1.26	0.27 (22%)

Data Plot and Equation



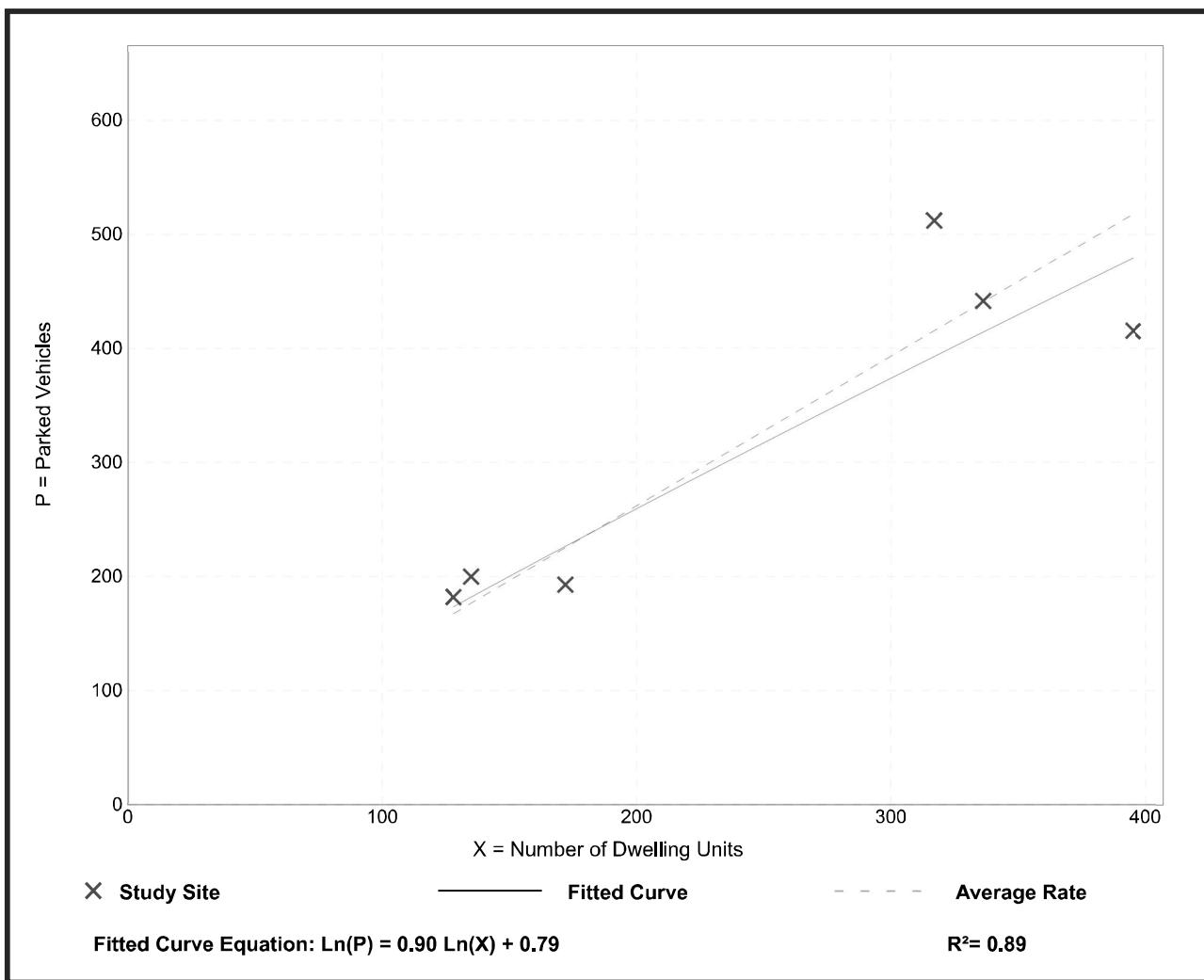
Multifamily Housing (Low-Rise) (220)

Peak Period Parking Demand vs: Dwelling Units
On a: Saturday
Setting/Location: General Urban/Suburban (no nearby rail transit)
Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.
Number of Studies: 6
Avg. Num. of Dwelling Units: 247

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	1.05 - 1.62	1.18 / 1.61	***	0.23 (18%)

Data Plot and Equation



Land Use: 221 Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence. Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one general urban/suburban study site), a Saturday (two general urban/suburban study sites), and a Sunday (one dense multi-use urban study site).

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	100	100	100
5:00 a.m.	94	99	—
6:00 a.m.	83	97	—
7:00 a.m.	71	95	—
8:00 a.m.	61	88	—
9:00 a.m.	55	83	—
10:00 a.m.	54	75	—
11:00 a.m.	53	71	—
12:00 p.m.	50	68	—
1:00 p.m.	49	66	33
2:00 p.m.	49	70	40
3:00 p.m.	50	69	27
4:00 p.m.	58	72	13
5:00 p.m.	64	74	33
6:00 p.m.	67	74	60
7:00 p.m.	70	73	67
8:00 p.m.	76	75	47
9:00 p.m.	83	78	53
10:00 p.m.	90	82	73
11:00 p.m.	93	88	93

Additional Data

In prior editions of *Parking Generation*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Ratio	
		Per Dwelling Unit	Per Bedroom
Center City Core	Within ½ mile of rail transit	1.1 (15 sites)	1.0 (12 sites)
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (39 sites)	0.9 (34 sites)
	Not within ½ mile of rail transit	1.2 (65 sites)	0.8 (56 sites)
General Urban/Suburban	Within ½ mile of rail transit	1.5 (25 sites)	0.8 (12 sites)
	Not within ½ mile of rail transit	1.7 (62 sites)	1.0 (39 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Oregon, Virginia, Washington, and Wisconsin.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Numbers

21, 209, 247, 255, 277, 401, 402, 419, 505, 512, 522, 533, 535, 536, 537, 538, 545, 546, 547, 575, 576, 577, 579, 580, 581, 583, 584, 585, 587

Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

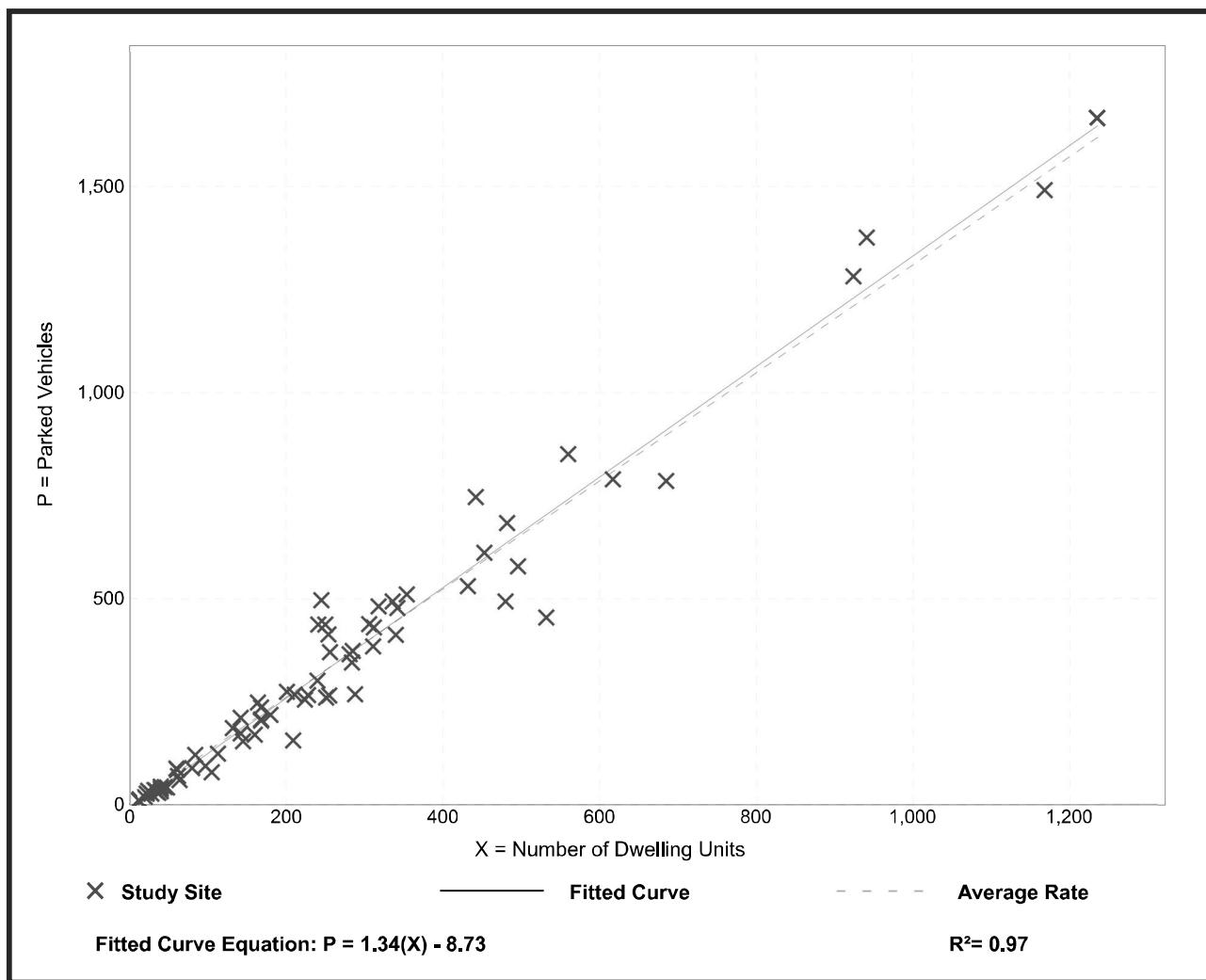
Number of Studies: 73

Avg. Num. of Dwelling Units: 261

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	0.75 - 2.03	1.13 / 1.47	1.26 - 1.36	0.22 (17%)

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

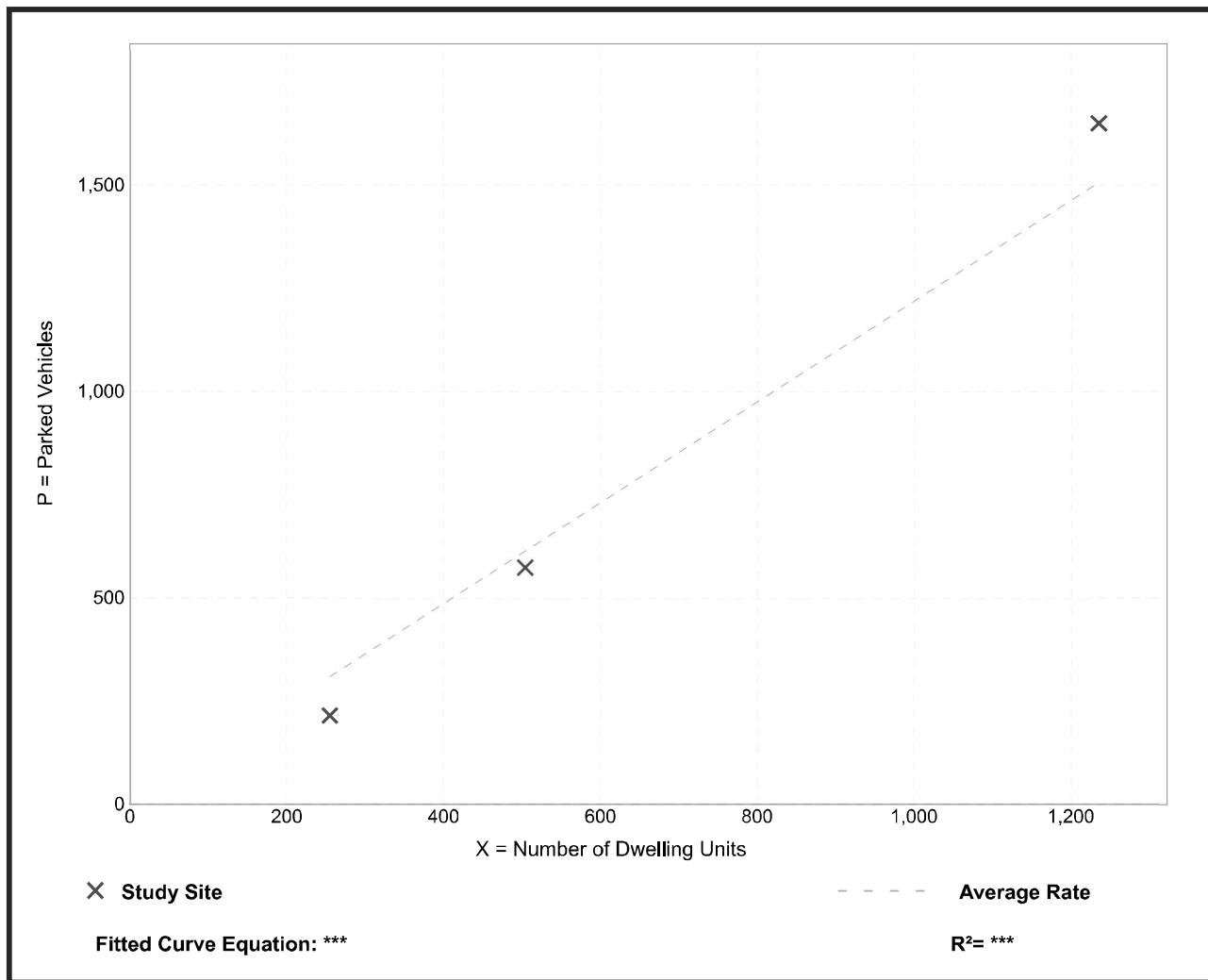
Peak Period Parking Demand vs: Dwelling Units
On a: Saturday
Setting/Location: General Urban/Suburban (no nearby rail transit)
Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.
Number of Studies: 3
Avg. Num. of Dwelling Units: 665

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.22	0.84 - 1.33	0.94 / 1.33	***	0.20 (16%)

Data Plot and Equation

Caution – Small Sample Size



Land Use: 411 Public Park

Description

Public parks are owned and operated by a municipal, county, state, or federal agency. The parks surveyed vary widely as to location, type, and number of facilities, including boating or swimming facilities, beaches, hiking trails, ball fields, soccer fields, campsites, and picnic facilities. Seasonal use of the individual sites differs widely as a result of the varying facilities and local conditions, such as weather. For example, some of the sites are used primarily for boating or swimming; others are used for softball games. Soccer complex (Land Use 488) is a related use.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Saturday (one study site) and a Sunday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Saturday	Sunday
12:00–4:00 a.m.	—	—
5:00 a.m.	—	—
6:00 a.m.	—	—
7:00 a.m.	10	—
8:00 a.m.	10	—
9:00 a.m.	58	—
10:00 a.m.	70	17
11:00 a.m.	75	17
12:00 p.m.	67	33
1:00 p.m.	99	83
2:00 p.m.	100	83
3:00 p.m.	80	100
4:00 p.m.	61	50
5:00 p.m.	26	17
6:00 p.m.	33	50
7:00 p.m.	—	—
8:00 p.m.	—	—
9:00 p.m.	—	—
10:00 p.m.	—	—
11:00 p.m.	—	—

Additional Data

The percentage of the park area that is used most intensively varies considerably within the studies contained in this land use; therefore, caution should be used when using acres as an independent variable.

The sites were surveyed in the 2000s and the 2010s in California and Oregon.

Source Numbers

314, 315, 520

Public Park (411)

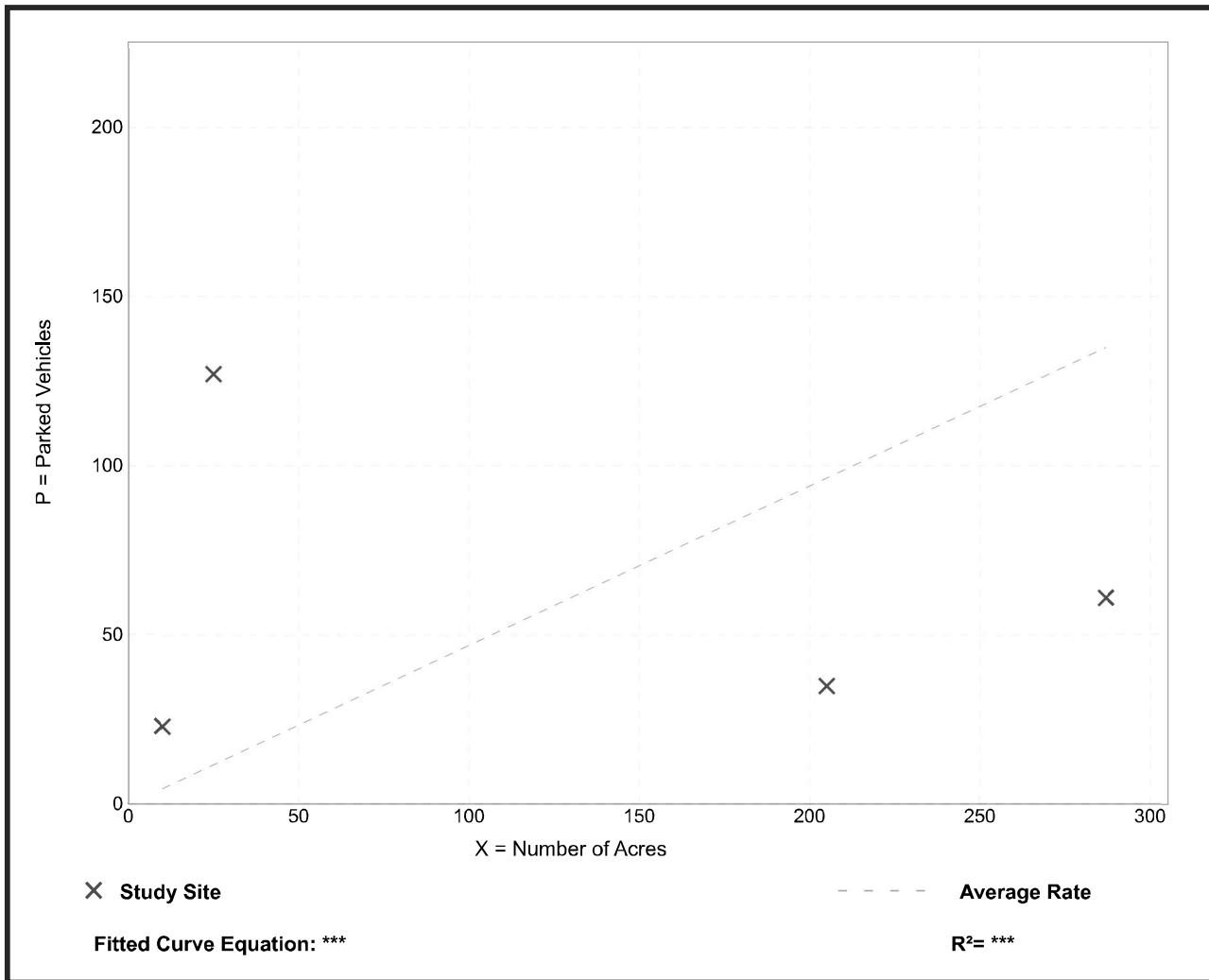
Peak Period Parking Demand vs: Acres
On a: Saturday
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 9:00 a.m. - 3:00 p.m.
Number of Studies: 4
Avg. Num. of Acres: 132

Peak Period Parking Demand per Acre

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.47	0.17 - 5.08	0.20 / 5.08	***	1.23 (262%)

Data Plot and Equation

Caution – Small Sample Size



Public Park (411)

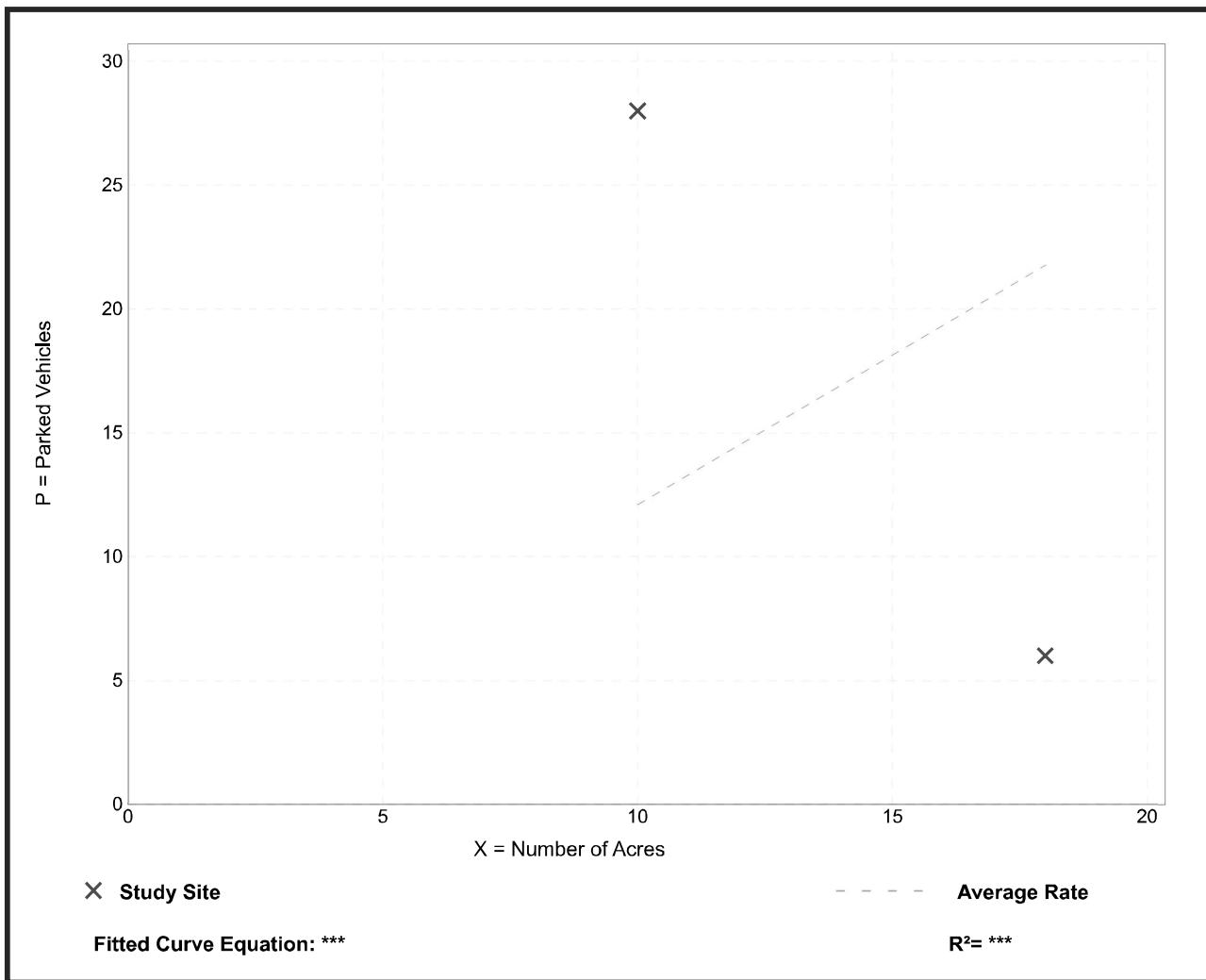
Peak Period Parking Demand vs: Acres
On a: Sunday
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 1:00 - 3:00 p.m.
Number of Studies: 2
Avg. Num. of Acres: 14

Peak Period Parking Demand per Acre

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.21	0.33 - 2.80	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Land Use: 590 Library

Description

A library can be either a public or private facility that consists of shelved books and reading rooms or areas. A library may also provide meeting rooms.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at three study sites in a general urban/suburban setting.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	—
7:00 a.m.	—
8:00 a.m.	—
9:00 a.m.	—
10:00 a.m.	76
11:00 a.m.	87
12:00 p.m.	79
1:00 p.m.	100
2:00 p.m.	88
3:00 p.m.	95
4:00 p.m.	78
5:00 p.m.	79
6:00 p.m.	—
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Additional Data

The average parking supply ratio for the nine study sites with parking supply information is 2.5 spaces per 1,000 square feet GFA.

The sites were surveyed in the 1980s, the 1990s, and the 2000s in California, Illinois, Oregon, Tennessee, and Washington.

Source Numbers

11, 211, 224, 400, 438

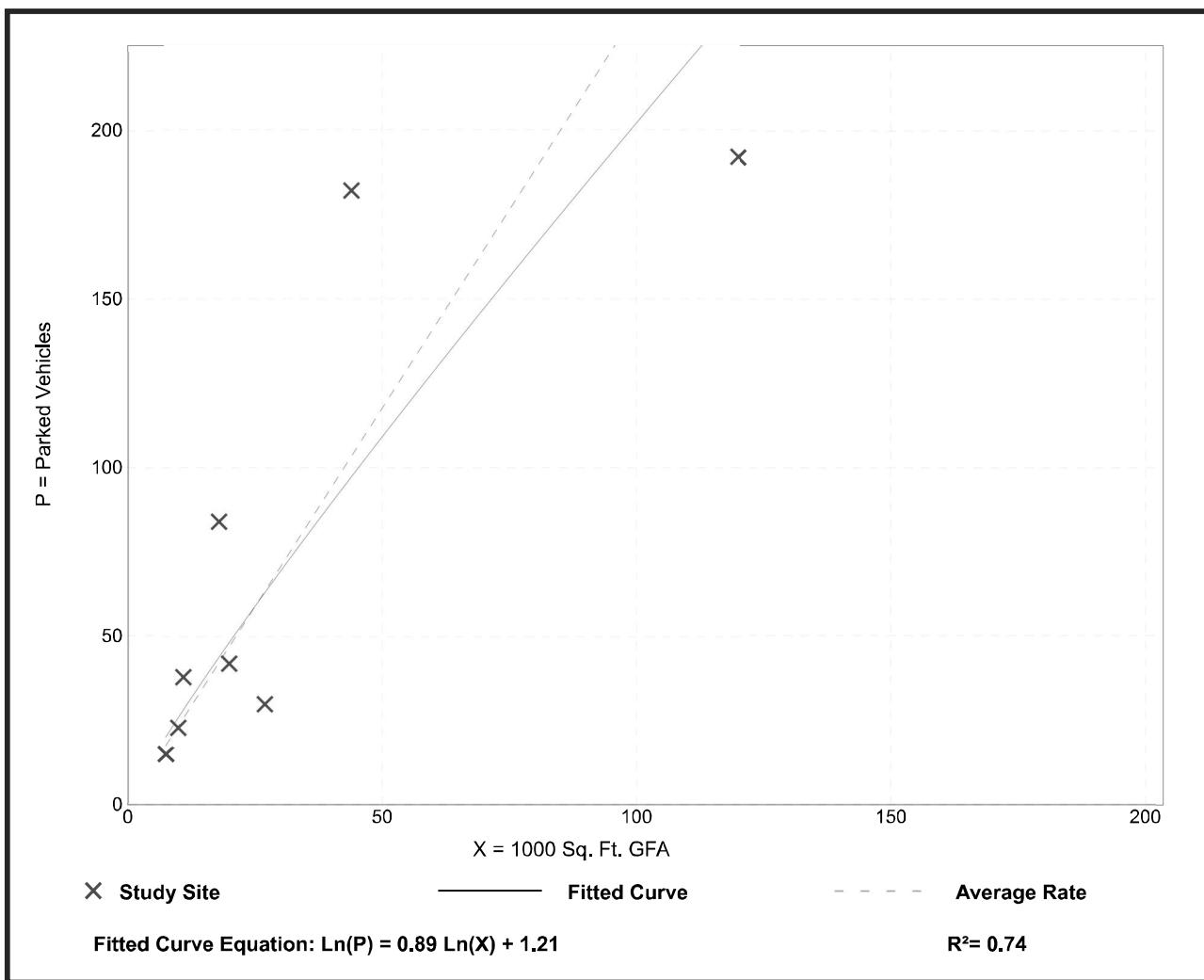
Library (590)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 11:00 a.m. - 4:00 p.m.
 Number of Studies: 8
 Avg. 1000 Sq. Ft. GFA: 32

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.35	1.11 - 4.67	1.99 / 4.48	***	1.27 (54%)

Data Plot and Equation



Library (590)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 10:00 a.m. - 6:00 p.m.

Number of Studies: 2

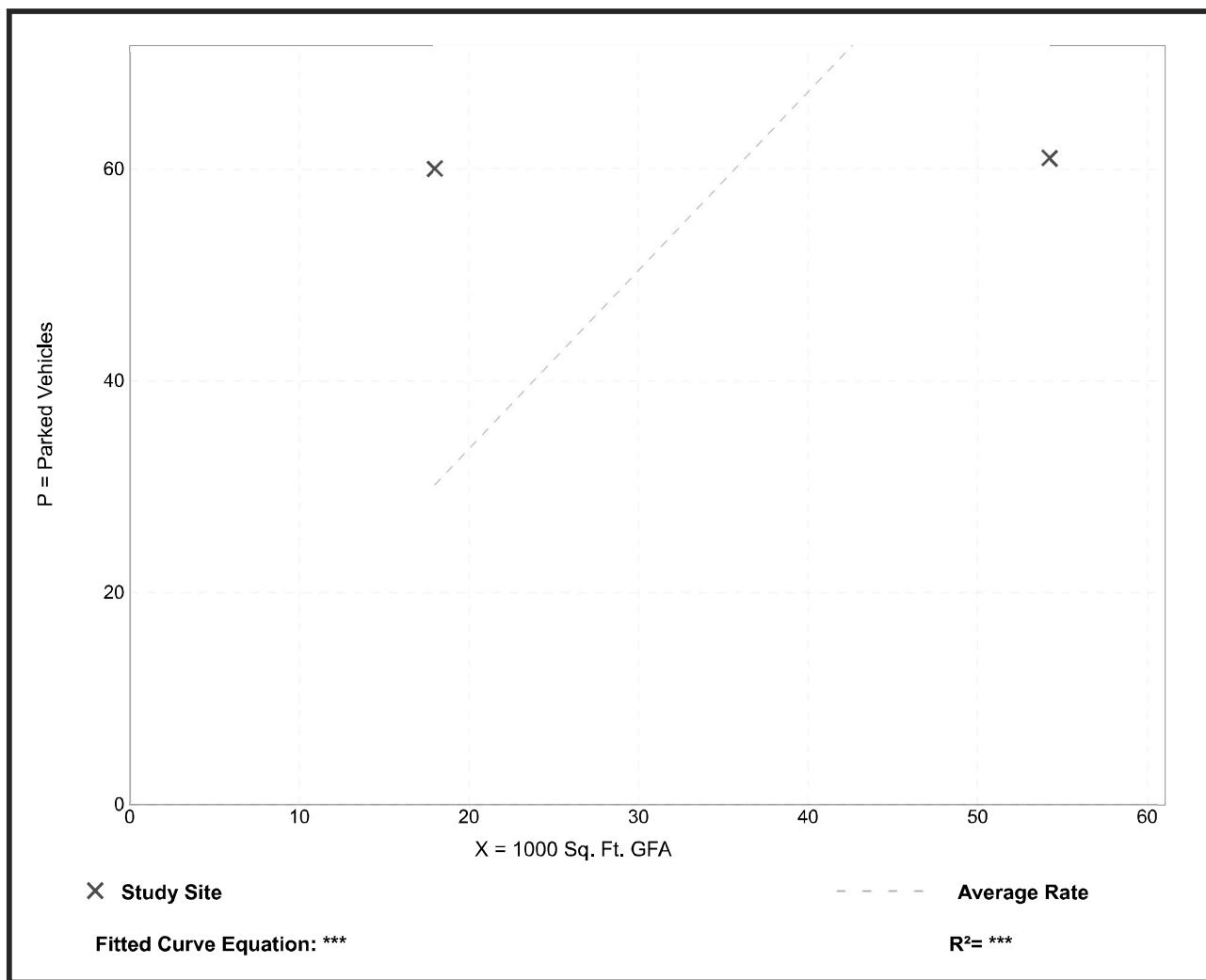
Avg. 1000 Sq. Ft. GFA: 36

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.68	1.12 - 3.33	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Library (590)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Sunday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 1:00 - 4:00 p.m.

Number of Studies: 2

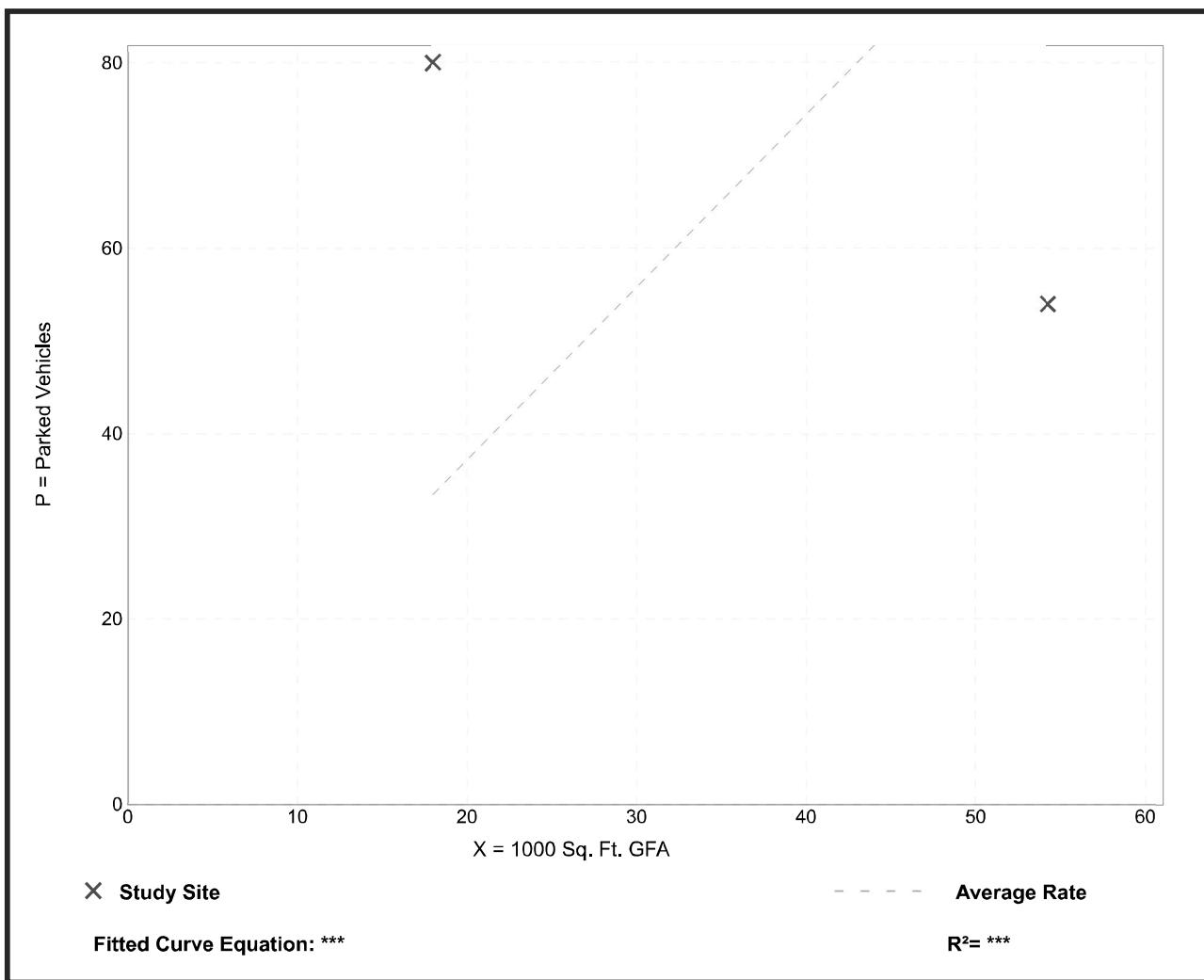
Avg. 1000 Sq. Ft. GFA: 36

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.86	1.00 - 4.44	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Land Use: 820 Shopping Center

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand **during the month of December** on a weekday (seven study sites), a Friday (eight study sites), and a Saturday (19 study sites).

Hour Beginning	Percent of Peak Parking Demand during December		
	Weekday	Friday	Saturday
12:00–4:00 a.m.	—	—	—
5:00 a.m.	—	—	—
6:00 a.m.	—	—	—
7:00 a.m.	—	—	—
8:00 a.m.	—	—	—
9:00 a.m.	—	—	—
10:00 a.m.	—	74	—
11:00 a.m.	—	87	85
12:00 p.m.	77	97	97
1:00 p.m.	100	100	98
2:00 p.m.	98	92	100
3:00 p.m.	90	85	97
4:00 p.m.	76	84	88
5:00 p.m.	82	78	77
6:00 p.m.	89	75	64
7:00 p.m.	90	63	—
8:00 p.m.	84	—	—
9:00 p.m.	—	—	—
10:00 p.m.	—	—	—
11:00 p.m.	—	—	—

The following table presents a time-of-day distribution of parking demand **during a non-December month** on a weekday (18 study sites), a Friday (seven study sites), and a Saturday (13 study sites).

Percent of Non-December Peak Parking Demand			
Hour Beginning	Weekday	Friday	Saturday
12:00–4:00 a.m.	—	—	—
5:00 a.m.	—	—	—
6:00 a.m.	—	—	—
7:00 a.m.	—	—	—
8:00 a.m.	15	32	27
9:00 a.m.	32	50	46
10:00 a.m.	54	67	67
11:00 a.m.	71	80	85
12:00 p.m.	99	100	95
1:00 p.m.	100	98	100
2:00 p.m.	90	90	98
3:00 p.m.	83	78	92
4:00 p.m.	81	81	86
5:00 p.m.	84	86	79
6:00 p.m.	86	84	71
7:00 p.m.	80	79	69
8:00 p.m.	63	70	60
9:00 p.m.	42	—	51
10:00 p.m.	15	—	38
11:00 p.m.	—	—	—

Additional Data

The parking demand database includes data from strip, neighborhood, community, town center, and regional shopping centers. Some of the centers contain non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.

The parking demand data plots and analysis are based on the total gross leasable area (GLA) of the center. In cases of smaller centers without an enclosed mall or peripheral buildings, the GLA could be the same as the gross floor area (GFA) of the center.

The average parking supply ratios for the study sites with parking supply information are the following:

- 5.1 spaces per 1,000 square feet GFA (137 sites) in a general urban/suburban setting
- 4.7 spaces per 1,000 square feet GFA (five sites) in a dense multi-use urban setting

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alabama, Alberta (CAN), Arizona, California, Colorado, Delaware, District of Columbia, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, North Carolina, New Jersey, New York, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Virginia, and Washington.

Future data submissions should attempt to provide information on the composition of each study site (types and number of stores, restaurants, or other tenants within the shopping center).

Source Numbers

3, 18, 21, 32, 39, 47, 87, 88, 89, 103, 142, 145, 152, 153, 154, 174, 175, 176, 179, 202, 203, 204, 205, 209, 215, 219, 224, 241, 265, 274, 313, 314, 315, 431, 432, 433, 436, 438, 441, 511, 525, 527, 531, 533, 542, 556, 558, 565

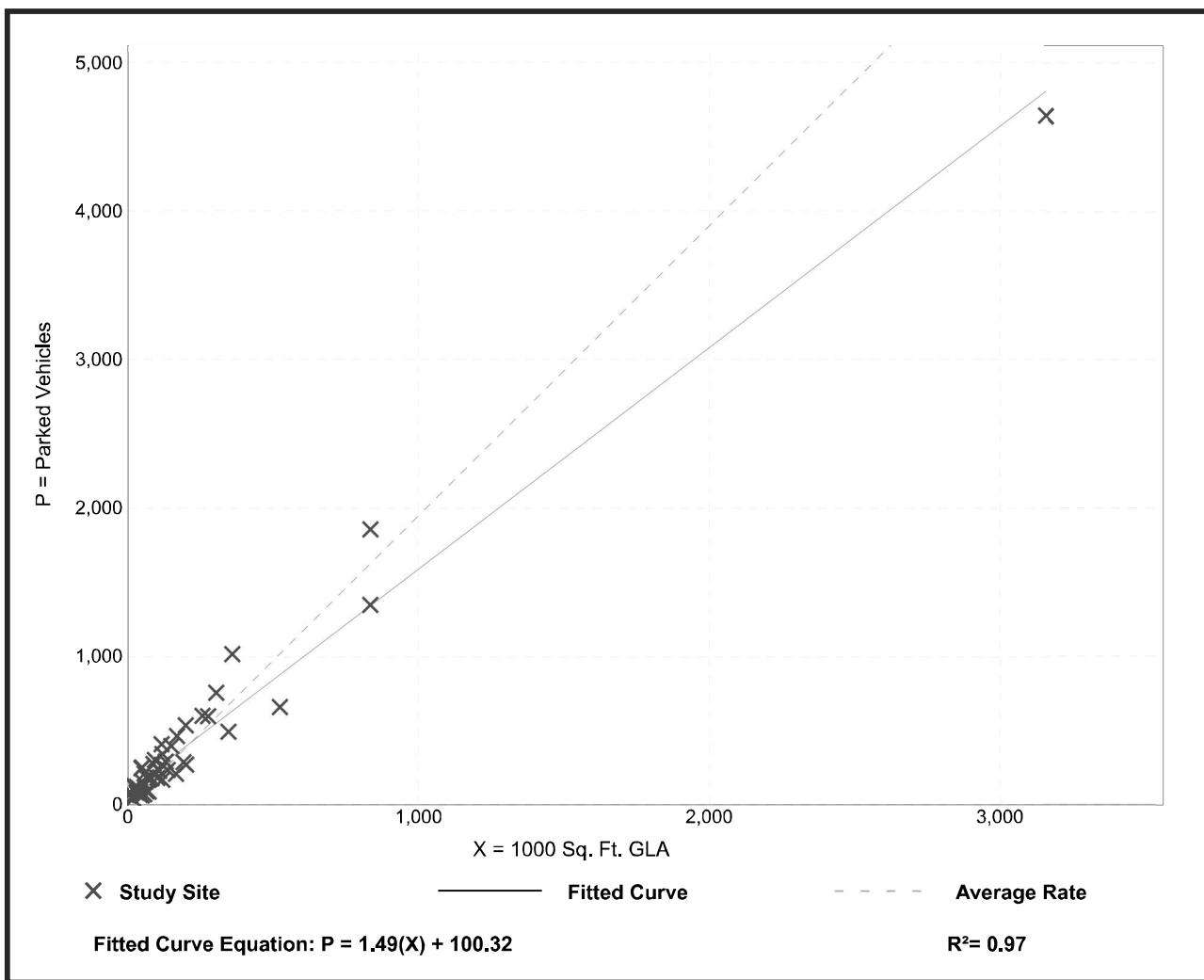
Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA
On a: Weekday (Monday - Thursday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 12:00 - 6:00 p.m.
Number of Studies: 46
Avg. 1000 Sq. Ft. GLA: 218

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.95	1.27 - 7.98	1.99 / 3.68	1.73 - 2.17	0.75 (38%)

Data Plot and Equation



Shopping Center - Non-December (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 11:00 a.m. - 5:00 p.m.

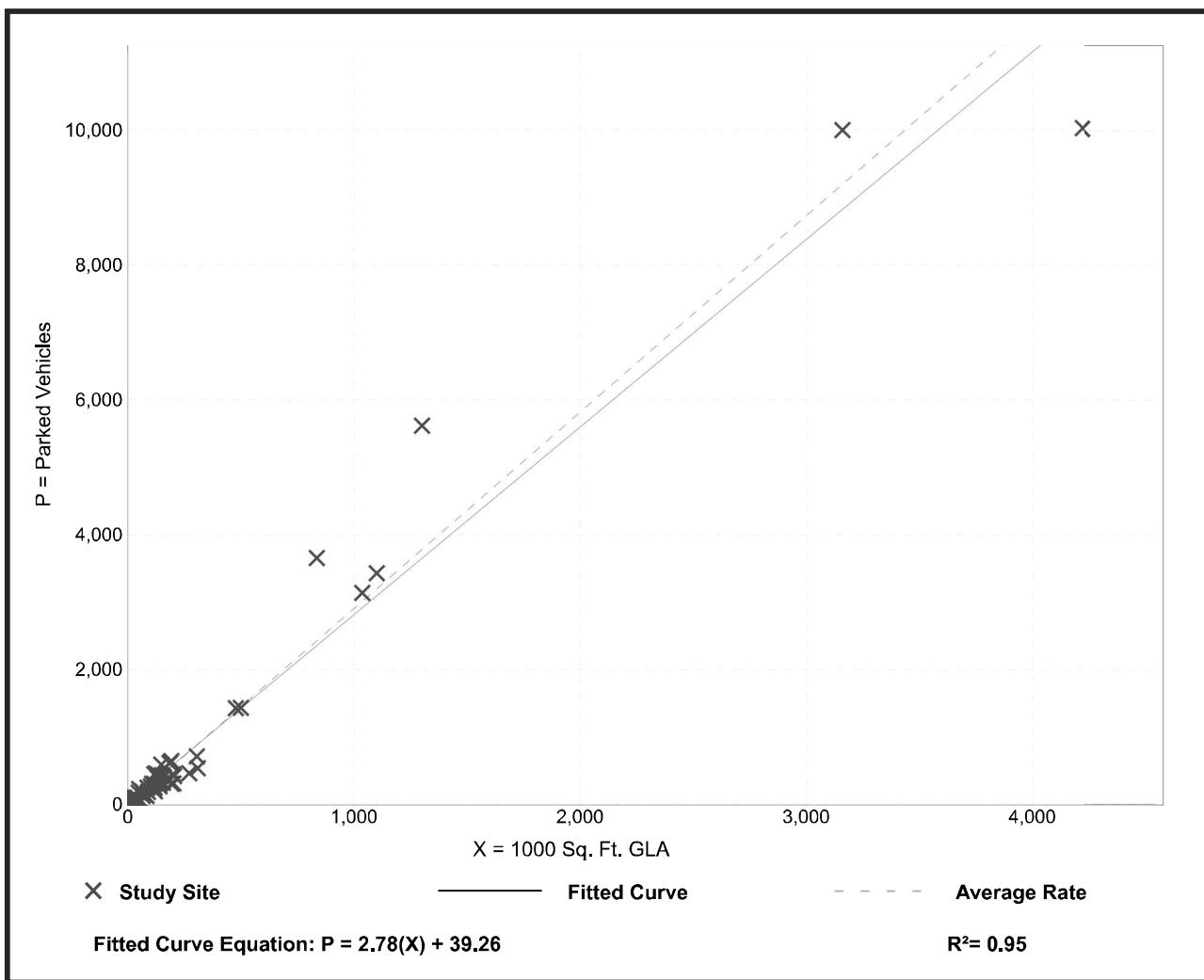
Number of Studies: 58

Avg. 1000 Sq. Ft. GLA: 313

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.91	1.15 - 4.72	2.27 / 3.74	2.72 - 3.10	0.74 (25%)

Data Plot and Equation



Land Use: 930 Fast Casual Restaurant

Description

A fast casual restaurant is a sit-down restaurant with no (or very limited) wait staff or table service. Customers typically order off a menu board, pay for food before the food is prepared and seat themselves. The menu generally contains higher quality made-to-order food items with fewer frozen or processed ingredients than at a fast food restaurant. Most patrons eat their meal within the restaurant, but a significant proportion of the restaurant sales are carry-out orders. The restaurants typically serve lunch and dinner; some serve breakfast. A typical duration of stay for an eat-in customer is 40 minutes or less. Quality restaurant (Land Use 931), high-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933), and fast-food restaurant with drive-through window (Land Use 934) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (three study sites) and a Saturday (one study site) in a general urban/suburban setting.

Hour Beginning	Percent of Peak Parking Demand	
	Weekday	Saturday
12:00–4:00 a.m.	–	–
5:00 a.m.	–	–
6:00 a.m.	2	–
7:00 a.m.	2	–
8:00 a.m.	5	3
9:00 a.m.	14	7
10:00 a.m.	17	7
11:00 a.m.	18	27
12:00 p.m.	100	70
1:00 p.m.	75	80
2:00 p.m.	45	100
3:00 p.m.	31	57
4:00 p.m.	23	43
5:00 p.m.	49	60
6:00 p.m.	77	87
7:00 p.m.	69	53
8:00 p.m.	28	43
9:00 p.m.	20	33
10:00 p.m.	11	20
11:00 p.m.	–	–

Additional Data

The average parking supply ratio for the one study site in a general urban/suburban setting with parking supply information is 11 spaces per 1,000 square feet GFA.

The sites were surveyed in the 2010s in California and Minnesota.

Source Numbers

543, 556, 557

Fast Casual Restaurant (930)

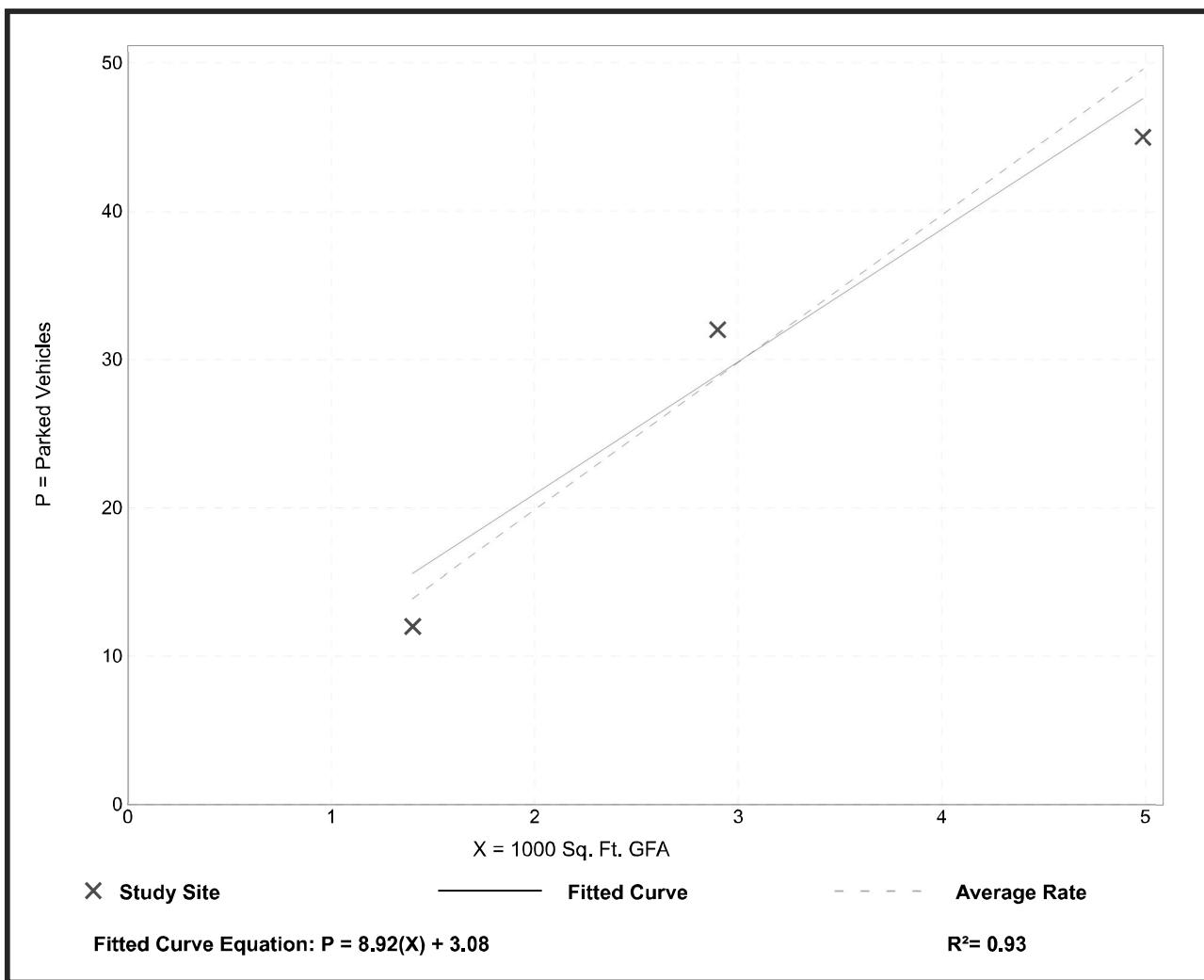
Peak Period Parking Demand vs: 1000 Sq. Ft. GFA
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Peak Period of Parking Demand: 12:00 - 1:00 p.m.
Number of Studies: 4
Avg. 1000 Sq. Ft. GFA: 3.0

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
9.93	8.57 - 11.03	8.86 / 11.03	***	1.23 (12%)

Data Plot and Equation

Caution – Small Sample Size



Fast Casual Restaurant (930)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Saturday

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 2:00 p.m.; 6:00 p.m.

Number of Studies: 2

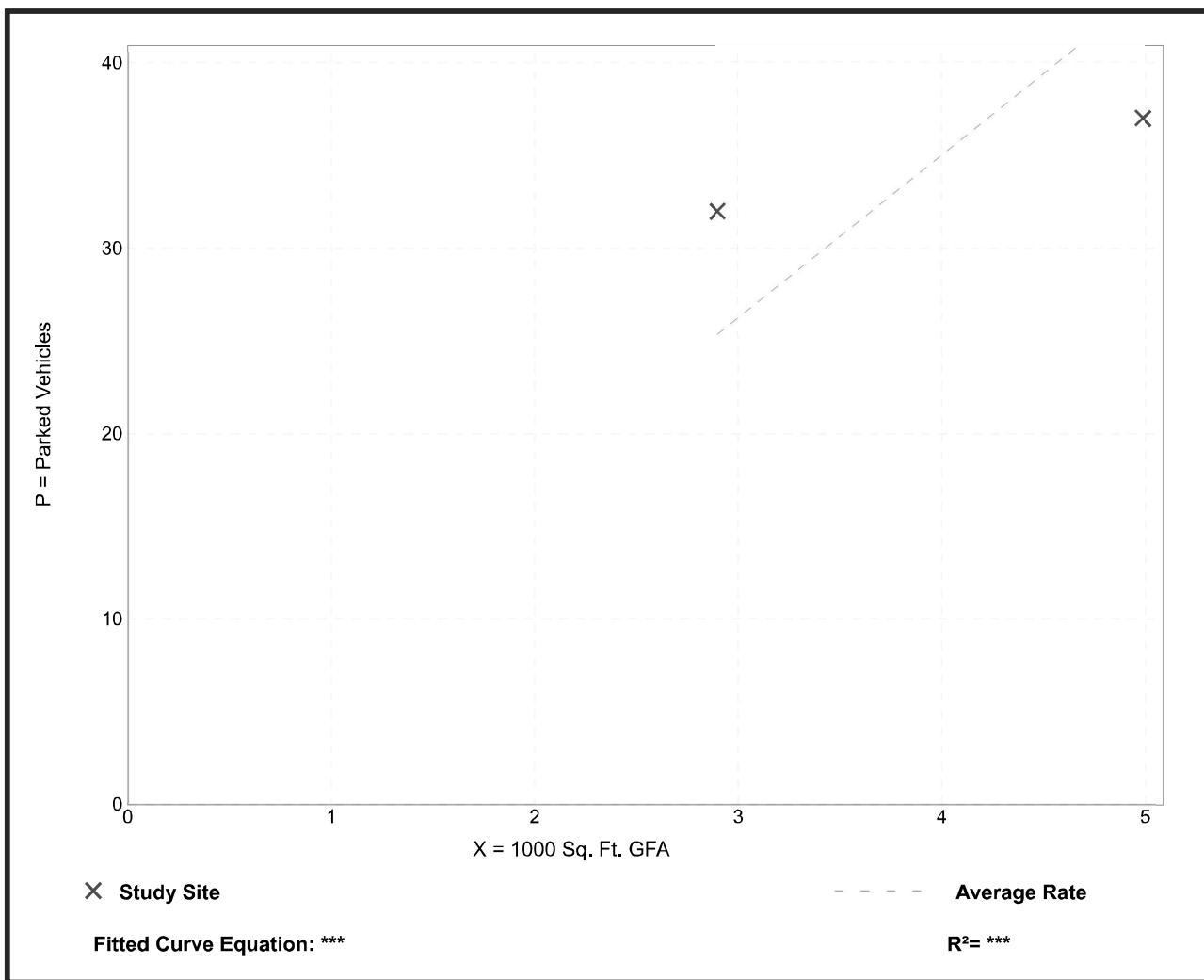
Avg. 1000 Sq. Ft. GFA: 3.9

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
8.75	7.42 - 11.03	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Attachment D

Morrisville Town Center Shared Parking Study (ITE Rates) - Block A PEAK PARKING ACCUMULATION (WEEKDAY)

1. Development Program Summary

Multifamily Residential - Mid-Rise	215	units
1 BR	90	units
2 BR	105	units
3 BR	20	units
Retail	5,000	s.f.
Restaurant	5,000	s.f.
Library	8,406	s.f.

2. Peak Parking Accumulation Factors

Multifamily Residential - Mid-Rise	1.50	per unit ¹
Retail	1.95	per 1,000 s.f.
Restaurant	9.93	per 1,000 s.f.
Library	3.09	per 1,000 s.f. ²

3. Peak Parking Accumulation (Single Use Methodology)

Multifamily Residential - Mid-Rise	323	spaces
Retail	10	spaces
Restaurant	50	spaces
Library	26	spaces
Total		409 spaces

4. Peak Parking Accumulation (Shared Use Parking Methodology)

Parking Demand (Total Spaces)	326	spaces
-------------------------------	-----	--------

5. Available Parking

Total Spaces	534	spaces
--------------	-----	--------

6. Proposed Parking Ratio

Parking Ratio (Demand vs. Supply)	61%
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¹Per direction from the developer, a parking rate of 1.5 spaces per unit was used for the multifamily land use

²The parking demand rate for the library is calculated from the existing occupancy data collected at the Morrisville Community Library

Morrisville Town Center Shared Parking Study (ITE Rates) - Block A

HOURLY PARKING ACCUMULATION USING ULI SHARED PARKING METHODOLOGY

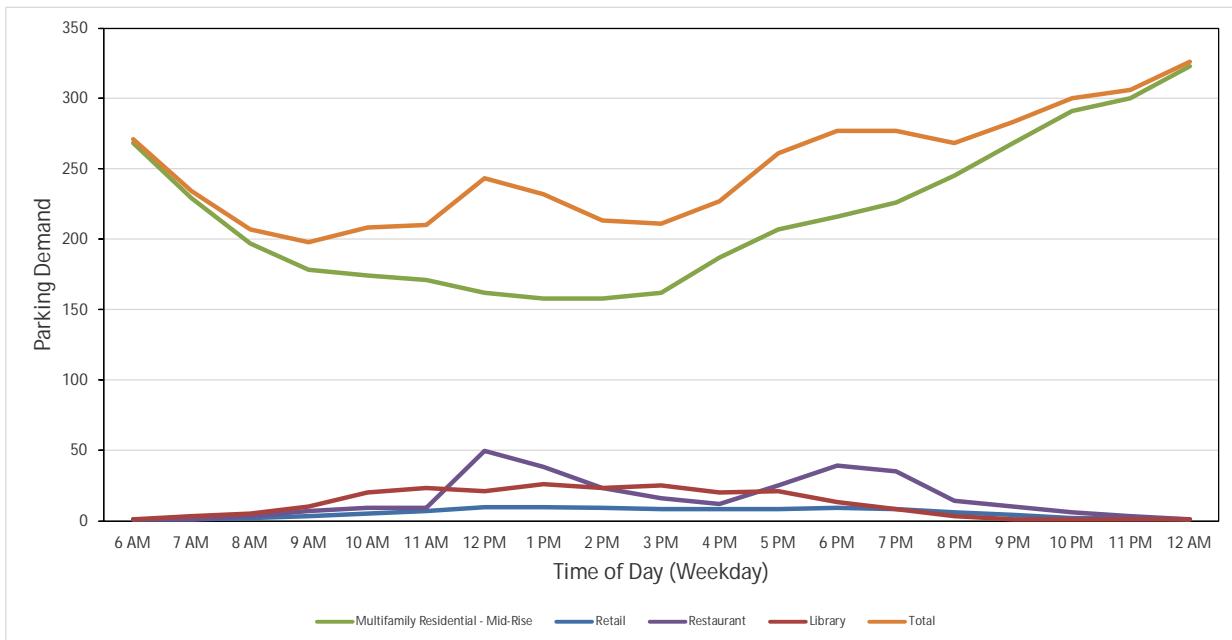
1. Time of Day Distribution (Weekday)

Time of Day	Multifamily Residential - Mid-Rise	Assumed Values		
		Retail	Library	Restaurant
6:00 AM	83%	5%	5%	2%
7:00 AM	71%	10%	10%	2%
8:00 AM	61%	15%	20%	5%
9:00 AM	55%	32%	40%	14%
10:00 AM	54%	54%	76%	17%
11:00 AM	53%	71%	87%	18%
12:00 PM	50%	99%	79%	100%
1:00 PM	49%	100%	100%	75%
2:00 PM	49%	90%	88%	45%
3:00 PM	50%	83%	95%	31%
4:00 PM	58%	81%	78%	23%
5:00 PM	64%	84%	79%	49%
6:00 PM	67%	86%	50%	77%
7:00 PM	70%	80%	30%	69%
8:00 PM	76%	63%	10%	28%
9:00 PM	83%	42%	5%	20%
10:00 PM	90%	15%	2%	11%
11:00 PM	93%	20%	2%	5%
12:00 AM	100%	5%	2%	2%

2. Hourly Parking Demand

Time of Day	Multifamily Residential - Mid-Rise	Retail	Library	Restaurant	Total
6:00 AM	268	1	1	1	271
7:00 AM	229	1	3	1	234
8:00 AM	197	2	5	3	207
9:00 AM	178	3	10	7	198
10:00 AM	174	5	20	9	208
11:00 AM	171	7	23	9	210
12:00 PM	162	10	21	50	243
1:00 PM	158	10	26	38	232
2:00 PM	158	9	23	23	213
3:00 PM	162	8	25	16	211
4:00 PM	187	8	20	12	227
5:00 PM	207	8	21	25	261
6:00 PM	216	9	13	39	277
7:00 PM	226	8	8	35	277
8:00 PM	245	6	3	14	268
9:00 PM	268	4	1	10	283
10:00 PM	291	2	1	6	300
11:00 PM	300	2	1	3	306
12:00 AM	323	1	1	1	326

326
12:00 AM



Morrisville Town Center Shared Parking Study (ITE Rates) - Block A

PEAK PARKING ACCUMULATION (WEEKEND)

1. Development Program Summary

Multifamily Residential - Mid-Rise	215	units
1 BR	90	units
2 BR	105	units
3 BR	20	units
Retail	5,000	s.f.
Restaurant	5,000	s.f.
Library	8,406	s.f.

2. Peak Parking Accumulation Factors

Multifamily Residential - Mid-Rise	1.50	per unit ¹
Retail	2.91	per 1,000 s.f.
Restaurant	8.75	per 1,000 s.f.
Library	2.50	per 1,000 s.f. ²

3. Peak Parking Accumulation (Single Use Methodology)

Multifamily Residential - Mid-Rise	323	spaces
Retail	15	spaces
Restaurant	44	spaces
Library	22	spaces
Total		404 spaces

4. Peak Parking Accumulation (Shared Use Parking Methodology)

Parking Demand (Total Spaces)	326	spaces
-------------------------------	-----	--------

5. Available Parking

Total Spaces	534	spaces
--------------	-----	--------

6. Proposed Parking Ratio

Parking Ratio (Demand vs. Supply)	61%
-----------------------------------	-----

¹Per direction from the developer, a parking rate of 1.5 spaces per unit was used for the multifamily land use

²The parking demand rate for the library is calculated from the existing occupancy data collected at the Morrisville Community Library

Morrisville Town Center Shared Parking Study (ITE Rates) - Block A

HOURLY PARKING ACCUMULATION USING ULI SHARED PARKING METHODOLOGY

1. Time of Day Distribution (Weekend)

Assumed Values

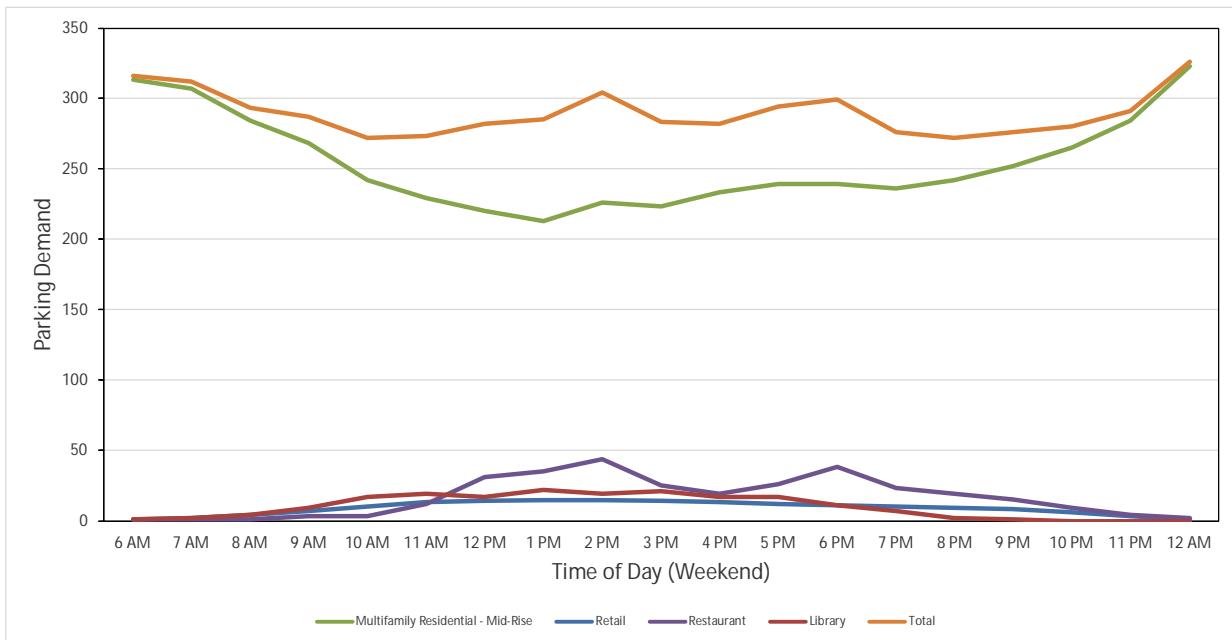
Time of Day	Multifamily Residential - Mid-Rise	Retail	Library ¹	Restaurant
6:00 AM	97%	5%	5%	2%
7:00 AM	95%	10%	10%	2%
8:00 AM	88%	27%	20%	3%
9:00 AM	83%	46%	40%	7%
10:00 AM	75%	67%	76%	7%
11:00 AM	71%	85%	87%	27%
12:00 PM	68%	95%	79%	70%
1:00 PM	66%	100%	100%	80%
2:00 PM	70%	98%	88%	100%
3:00 PM	69%	92%	95%	57%
4:00 PM	72%	86%	78%	43%
5:00 PM	74%	79%	79%	60%
6:00 PM	74%	71%	50%	87%
7:00 PM	73%	69%	30%	53%
8:00 PM	75%	60%	10%	43%
9:00 PM	78%	51%	5%	33%
10:00 PM	82%	38%	2%	20%
11:00 PM	88%	20%	2%	10%
12:00 AM	100%	5%	2%	5%

2. Hourly Parking Demand

Time of Day	Multifamily Residential - Mid-Rise	Retail	Library	Restaurant	Total
6:00 AM	313	1	1	1	316
7:00 AM	307	2	2	1	312
8:00 AM	284	4	4	1	293
9:00 AM	268	7	9	3	287
10:00 AM	242	10	17	3	272
11:00 AM	229	13	19	12	273
12:00 PM	220	14	17	31	282
1:00 PM	213	15	22	35	285
2:00 PM	226	15	19	44	304
3:00 PM	223	14	21	25	283
4:00 PM	233	13	17	19	282
5:00 PM	239	12	17	26	294
6:00 PM	239	11	11	38	299
7:00 PM	236	10	7	23	276
8:00 PM	242	9	2	19	272
9:00 PM	252	8	1	15	276
10:00 PM	265	6	0	9	280
11:00 PM	284	3	0	4	291
12:00 AM	323	1	0	2	326

326
12:00 AM

¹ The ITE Parking Generation Manual (5th Edition) does not provide a time-of-day distribution for the library land use on a typical Saturday, therefore the weekday time-of-day distribution was used.



Attachment E

Morrisville Town Center Shared Parking Study (ITE Rates) - Block B PEAK PARKING ACCUMULATION (WEEKDAY)

1. Development Program Summary

Apartments	55	units
1 BR	23	units
2 BR	27	units
3 BR	5	units
Townhomes	30	units
General Commercial - Retail	10,000	s.f.
General Commercial - Restaurant	4,000	s.f.

2. Peak Parking Accumulation Factors

Apartments	1.50	per unit ¹
Townhomes	1.21	per unit
General Commercial - Retail	1.95	per 1,000 s.f.
General Commercial - Restaurant	9.93	per 1,000 s.f.

3. Peak Parking Accumulation (Single Use Methodology)

Apartments	83	spaces
Townhomes	37	spaces
General Commercial - Retail	20	spaces
General Commercial - Restaurant	40	spaces
Total		180 spaces

4. Peak Parking Accumulation (Shared Use Parking Methodology)

Parking Demand (Total Spaces)	142	spaces
-------------------------------	-----	--------

5. Available Parking

Total Spaces	157	spaces
--------------	-----	--------

6. Proposed Parking Ratio

Parking Ratio (Demand vs. Supply)	90%
-----------------------------------	-----

¹Per direction from the developer, a parking rate of 1.5 spaces per unit was used for the multifamily land use

Morrisville Town Center Shared Parking Study (ITE Rates) - Block B

HOURLY PARKING ACCUMULATION USING ULI SHARED PARKING METHODOLOGY

1. Time of Day Distribution (Weekday)

Assumed Values

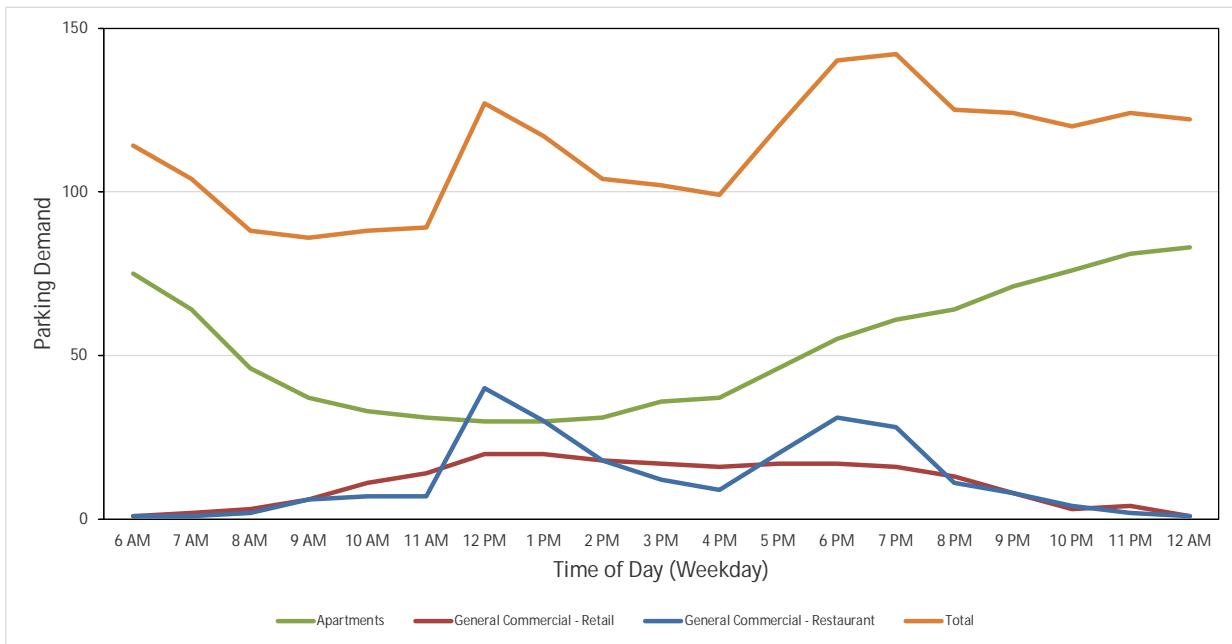
Time of Day	Apartments	Townhomes ¹	General Commercial - Retail	General Commercial - Restaurant
6:00 AM	90%	100%	5%	2%
7:00 AM	77%	100%	10%	2%
8:00 AM	56%	100%	15%	5%
9:00 AM	45%	100%	32%	14%
10:00 AM	40%	100%	54%	17%
11:00 AM	37%	100%	71%	18%
12:00 PM	36%	100%	99%	100%
1:00 PM	36%	100%	100%	75%
2:00 PM	37%	100%	90%	45%
3:00 PM	43%	100%	83%	31%
4:00 PM	45%	100%	81%	23%
5:00 PM	55%	100%	84%	49%
6:00 PM	66%	100%	86%	77%
7:00 PM	73%	100%	80%	69%
8:00 PM	77%	100%	63%	28%
9:00 PM	86%	100%	42%	20%
10:00 PM	92%	100%	15%	11%
11:00 PM	97%	100%	20%	5%
12:00 AM	100%	100%	5%	2%

2. Hourly Parking Demand

Time of Day	Apartments	Townhomes	General Commercial - Retail	General Commercial - Restaurant	Total
6:00 AM	75	37	1	1	114
7:00 AM	64	37	2	1	104
8:00 AM	46	37	3	2	88
9:00 AM	37	37	6	6	86
10:00 AM	33	37	11	7	88
11:00 AM	31	37	14	7	89
12:00 PM	30	37	20	40	127
1:00 PM	30	37	20	30	117
2:00 PM	31	37	18	18	104
3:00 PM	36	37	17	12	102
4:00 PM	37	37	16	9	99
5:00 PM	46	37	17	20	120
6:00 PM	55	37	17	31	140
7:00 PM	61	37	16	28	142
8:00 PM	64	37	13	11	125
9:00 PM	71	37	8	8	124
10:00 PM	76	37	3	4	120
11:00 PM	81	37	4	2	124
12:00 AM	83	37	1	1	122

142
7:00 PM

¹The townhomes land use was not included in shared parking calculations because it is assumed the townhomes will be self-parked, therefore it is shown at 100% of demand at all times of the day



Morrisville Town Center Shared Parking Study (ITE Rates) - Block B

PEAK PARKING ACCUMULATION (WEEKEND)

1. Development Program Summary

Apartments	55	units
1 BR	23	units
2 BR	27	units
3 BR	5	units
Townhomes	30	units
General Commercial - Retail	10,000	s.f.
General Commercial - Restaurant	4,000	s.f.

2. Peak Parking Accumulation Factors

Apartments	1.50	per unit ¹
Townhomes	1.31	per unit
General Commercial - Retail	2.91	per 1,000 s.f.
General Commercial - Restaurant	8.75	per 1,000 s.f.

3. Peak Parking Accumulation (Single Use Methodology)

Apartments	83	spaces
Townhomes	40	spaces
General Commercial - Retail	30	spaces
General Commercial - Restaurant	35	spaces
Total		188 spaces

4. Peak Parking Accumulation (Shared Use Parking Methodology)

Parking Demand (Total Spaces)	158	spaces
-------------------------------	-----	--------

5. Available Parking

Total Spaces	157	spaces
--------------	-----	--------

6. Proposed Parking Ratio

Parking Ratio (Demand vs. Supply)	101%
-----------------------------------	------

¹Per direction from the developer, a parking rate of 1.5 spaces per unit was used for the multifamily land use

Morrisville Town Center Shared Parking Study (ITE Rates) - Block B

HOURLY PARKING ACCUMULATION USING ULI SHARED PARKING METHODOLOGY

1. Time of Day Distribution (Weekend)

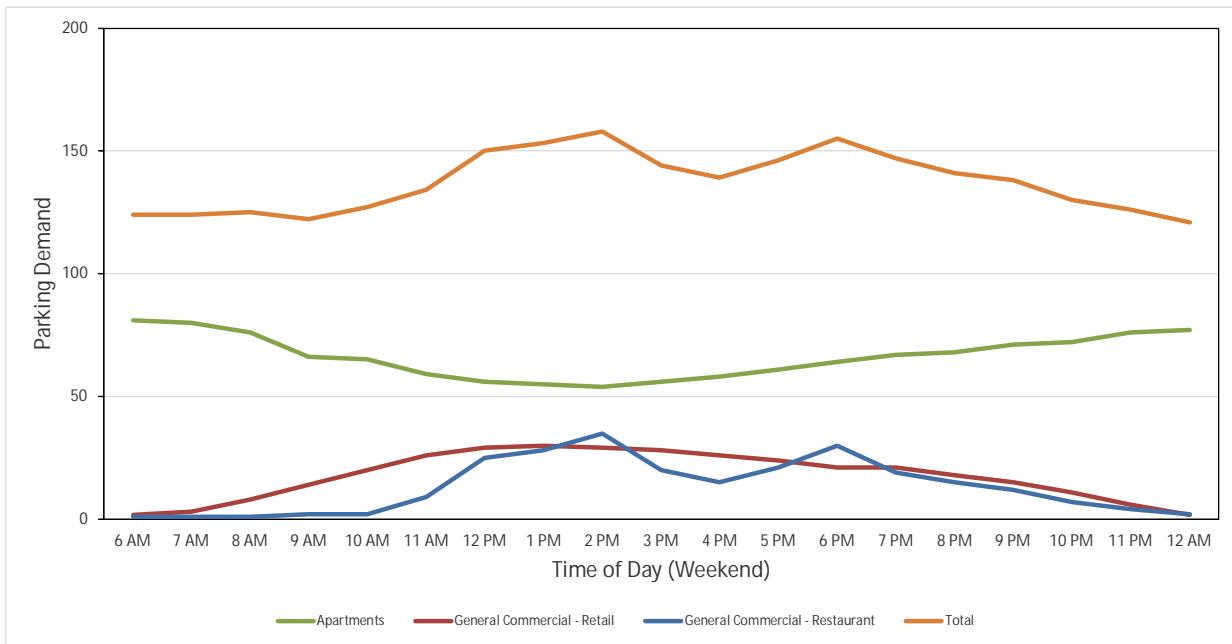
Time of Day	Apartments	Townhomes ¹	Assumed Values	
			General Commercial - Retail	General Commercial - Restaurant
6:00 AM	98%	100%	5%	2%
7:00 AM	96%	100%	10%	2%
8:00 AM	92%	100%	27%	3%
9:00 AM	80%	100%	46%	7%
10:00 AM	78%	100%	67%	7%
11:00 AM	71%	100%	85%	27%
12:00 PM	68%	100%	95%	70%
1:00 PM	66%	100%	100%	80%
2:00 PM	65%	100%	98%	100%
3:00 PM	68%	100%	92%	57%
4:00 PM	70%	100%	86%	43%
5:00 PM	73%	100%	79%	60%
6:00 PM	77%	100%	71%	87%
7:00 PM	81%	100%	69%	53%
8:00 PM	82%	100%	60%	43%
9:00 PM	86%	100%	51%	33%
10:00 PM	87%	100%	38%	20%
11:00 PM	92%	100%	20%	10%
12:00 AM	93%	100%	5%	5%

2. Hourly Parking Demand

Time of Day	Apartments	Townhomes	General Commercial -		Total
			Retail	Restaurant	
6:00 AM	81	40	2	1	124
7:00 AM	80	40	3	1	124
8:00 AM	76	40	8	1	125
9:00 AM	66	40	14	2	122
10:00 AM	65	40	20	2	127
11:00 AM	59	40	26	9	134
12:00 PM	56	40	29	25	150
1:00 PM	55	40	30	28	153
2:00 PM	54	40	29	35	158
3:00 PM	56	40	28	20	144
4:00 PM	58	40	26	15	139
5:00 PM	61	40	24	21	146
6:00 PM	64	40	21	30	155
7:00 PM	67	40	21	19	147
8:00 PM	68	40	18	15	141
9:00 PM	71	40	15	12	138
10:00 PM	72	40	11	7	130
11:00 PM	76	40	6	4	126
12:00 AM	77	40	2	2	121

158
2:00 PM

¹The townhomes land use was not included in shared parking calculations because it is assumed the townhomes will be self-parked, therefore it is shown at 100% of demand at all times of the day



Attachment F

Morrisville Town Center Shared Parking Study (ITE Rates) - Block C PEAK PARKING ACCUMULATION (WEEKDAY)

1. Development Program Summary

Town Green
Cottage Retail

2.75	acres
12,500	s.f.

2. Peak Parking Accumulation Factors

Town Green
Cottage Retail

1.21	per acre ¹
1.95	per 1,000 s.f.

3. Peak Parking Accumulation (Single Use Methodology)

Town Green
Cottage Retail

4	spaces
25	spaces

Total

29	spaces
----	--------

4. Peak Parking Accumulation (Shared Use Parking Methodology)

Parking Demand (Total Spaces)

29	spaces
----	--------

5. Available Parking

Total Spaces

64	spaces
----	--------

6. Proposed Parking Ratio

Parking Ratio (Demand vs. Supply)

45%

¹ITE LUC 411: Public Park only provides a Saturday and Sunday parking demand rate. For this analysis, the Sunday parking rate was utilized since it is higher than the Saturday parking rate and presents a conservative analysis.

Kimley»Horn

Morrisville Town Center Shared Parking Study (ITE Rates) - Block C

HOURLY PARKING ACCUMULATION USING ULI SHARED PARKING METHODOLOGY

1. Time of Day Distribution (Weekday)

Assumed Values

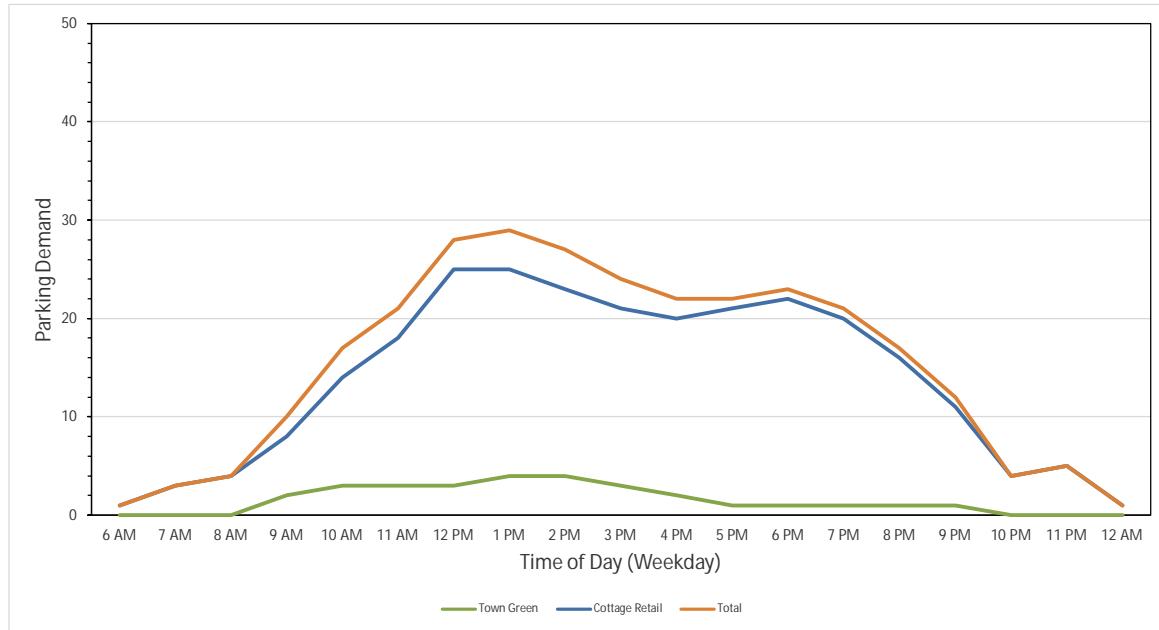
Time of Day	Town Green ¹	Cottage Retail
6:00 AM	5%	5%
7:00 AM	10%	10%
8:00 AM	10%	15%
9:00 AM	58%	32%
10:00 AM	70%	54%
11:00 AM	75%	71%
12:00 PM	67%	99%
1:00 PM	99%	100%
2:00 PM	100%	90%
3:00 PM	80%	83%
4:00 PM	61%	81%
5:00 PM	26%	84%
6:00 PM	33%	86%
7:00 PM	25%	80%
8:00 PM	20%	63%
9:00 PM	15%	42%
10:00 PM	10%	15%
11:00 PM	5%	20%
12:00 AM	5%	5%

2. Hourly Parking Demand

Time of Day	Town Green	Cottage Retail	Total
6:00 AM	0	1	1
7:00 AM	0	3	3
8:00 AM	0	4	4
9:00 AM	2	8	10
10:00 AM	3	14	17
11:00 AM	3	18	21
12:00 PM	3	25	28
1:00 PM	4	25	29
2:00 PM	4	23	27
3:00 PM	3	21	24
4:00 PM	2	20	22
5:00 PM	1	21	22
6:00 PM	1	22	23
7:00 PM	1	20	21
8:00 PM	1	16	17
9:00 PM	1	11	12
10:00 PM	0	4	4
11:00 PM	0	5	5
12:00 AM	0	1	1

29
1:00 PM

¹ ITE LUC 411: Public Park does not provide time-of-day distribution data for a typical weekday, therefore the Saturday time-of-day distribution data was utilized instead since this provides a more complete dataset when compared to Sunday.



Morrisville Town Center Shared Parking Study (ITE Rates) - Block C

PEAK PARKING ACCUMULATION (WEEKEND)

1. Development Program Summary

Town Green
Cottage Retail

2.75	acres
12,500	s.f.

2. Peak Parking Accumulation Factors

Town Green
Cottage Retail

1.21	per acre
2.91	per 1,000 s.f.

3. Peak Parking Accumulation (Single Use Methodology)

Town Green
Cottage Retail

4	spaces
37	spaces

Total

41	spaces
----	--------

4. Peak Parking Accumulation (Shared Use Parking Methodology)

Parking Demand (Total Spaces)

75	spaces
----	--------

5. Available Parking

Total Spaces

64	spaces
----	--------

6. Proposed Parking Ratio

Parking Ratio (Demand vs. Supply)

117%

Kimley»Horn

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Morrisville Town Center Shared Parking Study (ITE Rates) - Block C

HOURLY PARKING ACCUMULATION USING ULI SHARED PARKING METHODOLOGY

1. Time of Day Distribution (Weekend)

Assumed Values

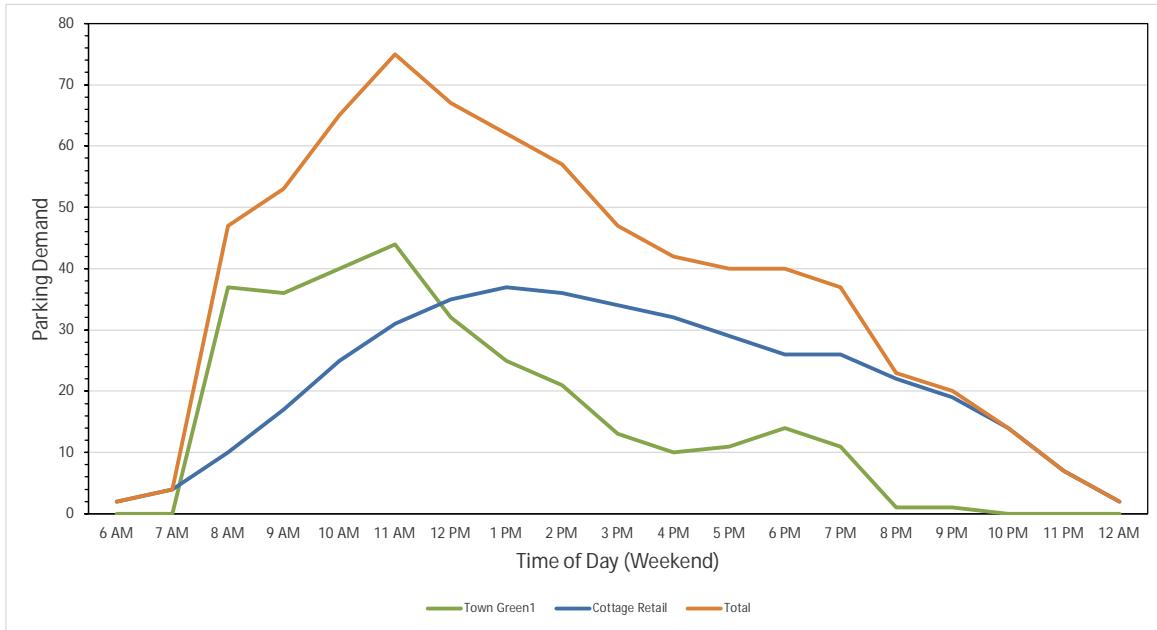
Time of Day	Town Green	Cottage Retail
6:00 AM	5%	5%
7:00 AM	10%	10%
8:00 AM	10%	27%
9:00 AM	58%	46%
10:00 AM	70%	67%
11:00 AM	75%	85%
12:00 PM	67%	95%
1:00 PM	99%	100%
2:00 PM	100%	98%
3:00 PM	80%	92%
4:00 PM	61%	86%
5:00 PM	26%	79%
6:00 PM	33%	71%
7:00 PM	25%	69%
8:00 PM	20%	60%
9:00 PM	15%	51%
10:00 PM	10%	38%
11:00 PM	5%	20%
12:00 AM	5%	5%

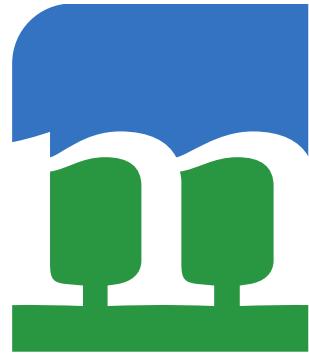
2. Hourly Parking Demand

Time of Day	Town Green ¹	Cottage Retail	Total
6:00 AM	0	2	2
7:00 AM	0	4	4
8:00 AM	37	10	47
9:00 AM	36	17	53
10:00 AM	40	25	65
11:00 AM	44	31	75
12:00 PM	32	35	67
1:00 PM	25	37	62
2:00 PM	21	36	57
3:00 PM	13	34	47
4:00 PM	10	32	42
5:00 PM	11	29	40
6:00 PM	14	26	40
7:00 PM	11	26	37
8:00 PM	1	22	23
9:00 PM	1	19	20
10:00 PM	0	14	14
11:00 PM	0	7	7
12:00 AM	0	2	2

75
11:00 AM

¹ The observed occupancy from the parking lots west of the Public Safety and Chamber of Commerce buildings was added to the demand for the Town Green to represent the parking demand for the Farmer's Market.





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2023-359-0
Town Center Phase I Main Street
Planned Development

Planning and Zoning Board
October 12, 2023

Chris Lawson, Planning Manager

Request/Project Profile

- Amendment Request:
 - Zoning Map: Main Street Planned Development (MSPD)
- Applicant:
 - Singh Development, LLC
- Current Zoning:
 - Main Street (MS)
- Current Land Use:
 - Undeveloped, Healthy Food Hub, Library Parking Lot.
- Proposed Use:
 - Town green, mixed-use (including retail and multifamily), cottage retail.



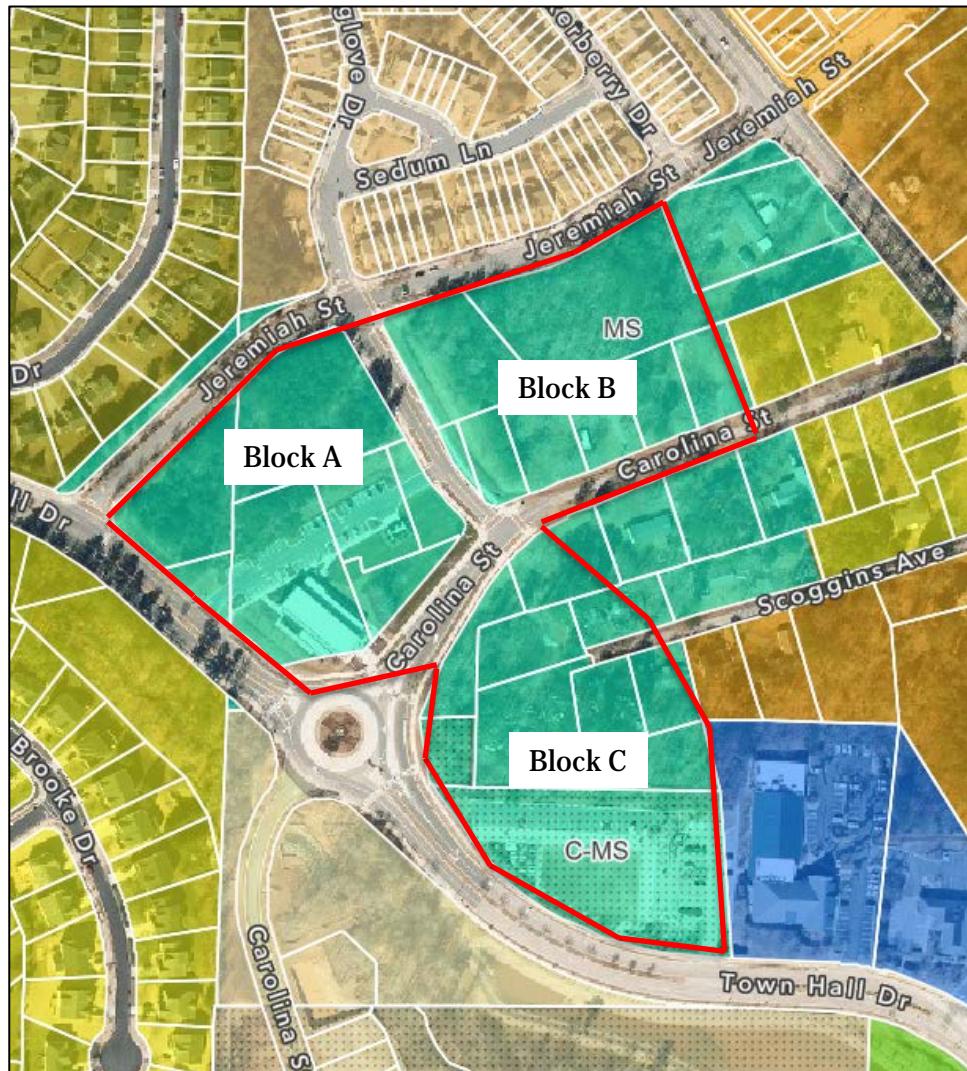
Morrisville

Property Information

Property Owner:	Town of Morrisville
Petitioner:	Singh Development, LLC
Wake County PIN:	Multiple (see full list in the Ordinance)
Site Acreage (total):	Approximately 16.6 acres
Land Use Plan Designation:	Town Center
Zoning:	Main Street (MS)
Proposed Zoning:	Main Street Planned Development (MSPD)
Current Use:	Undeveloped, parking, Healthy Food Hub, Single Family Homes, Library
Town Limits:	Inside corporate limits

Background – Surrounding Area

North	Low Density Residential (LDR) and High Density Residential (HDR) – Single Family Detached and Attached
East	Main Street (MS) – Undeveloped
South	Low Density Residential (LDR) and Conditional Residential Transition (C-RT) – Single Family Detached and Attached
West	Main Street (MS) – Single Family Detached



2021 Land Use Plan

Town Center

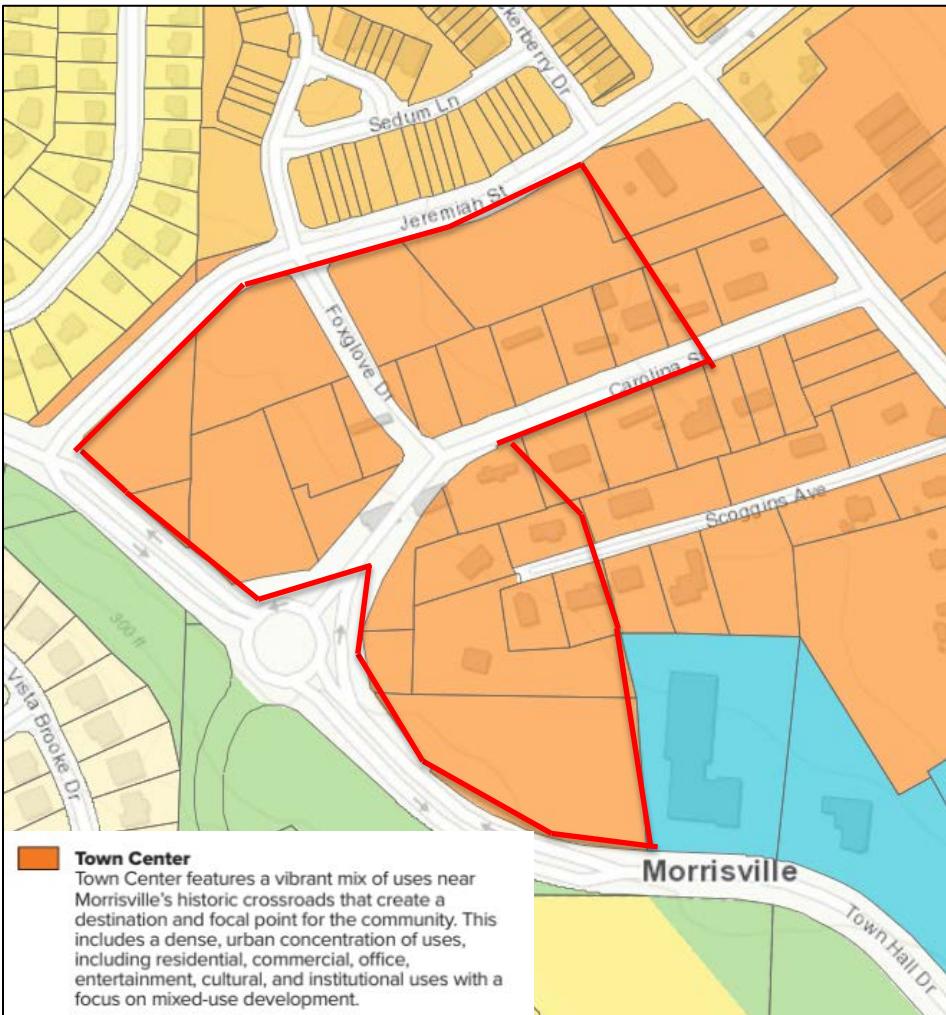
The Town Center features a vibrant mix of uses at Morrisville's historic crossroads that create a destination and focal point for the community. This includes a dense, urban concentration of uses, including retail, restaurant, commercial service, office, entertainment, cultural, institutional, and residential uses with a focus on mixed-use development. Parking will be carefully managed to allow desired density while accommodating ease of access for residents and visitors.

Preferred Uses

- ▶ Commercial retail and service
- ▶ Restaurants
- ▶ Entertainment and cultural
- ▶ Office
- ▶ Single-family attached homes
- ▶ Multi-family residential
- ▶ Mixed-use development
- ▶ Parks and open space
- ▶ Institutional and civic

Key Considerations

- ▶ Reposition the Town Center as a vibrant destination by attracting entertainment uses, restaurants, and other businesses that contribute to night life and activity.
- ▶ Require all off-street parking to be to the side and rear of buildings.
- ▶ Prohibit large blank walls facing streets.
- ▶ Require mixed-use buildings along the "main street" to be vertically integrated with active ground floor commercial and residential or office above.
- ▶ Require large sidewalks along the "main street" to support both pedestrians and sidewalk seating.
- ▶ Ensure that common open spaces like plazas or public seating areas are easily accessible and placed in locations with higher pedestrian activity and visibility.
- ▶ Continue enhanced design standards for the 2007 Town Center boundary as they will help with the transition from conventional suburban development to Morrisville's historic core.
- ▶ Encourage unique streetscape and multi-purpose street design that can accommodate events and festivals.
- ▶ Require that new development within the Town Center relies primarily on structured parking for vehicle storage.
- ▶ Ensure at least one acre of land in this area is devoted to a prominent town green that can support various events and programming.
- ▶ Require building facades along the "main street" to vary in architectural style and ornamentation to appear as unique, separate buildings.
- ▶ Integrate benches, street art, and decorative lighting along the "main street" to improve the overall pedestrian experience.
- ▶ Utilize the Town Center Subarea concepts as a guide for future development standards.
- ▶ Multi-family uses are to only be allowed on upper floors along the primary main street.
- ▶ A civic or recreational anchor can be considered for this area, if feasible.
- ▶ Ensure higher density projects transition well into lower density surroundings by thoughtful architectural design and placement of buffers and landscaping.

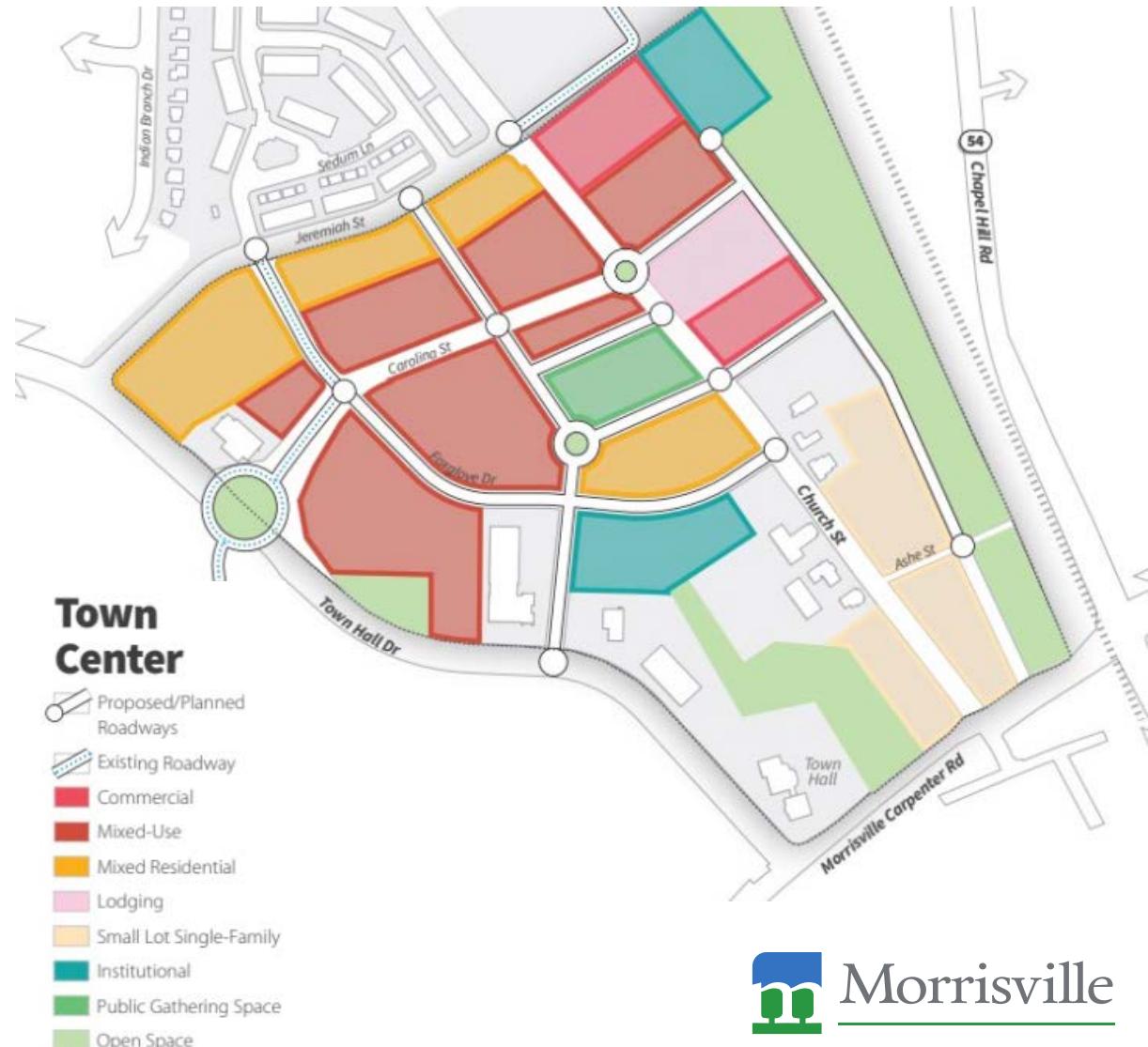


2021 Land Use Plan, cont.

Town Center Subarea Plan

Most of Morrisville's growth has occurred in the last three decades, which precluded it from developing a historic downtown. This is has left Morrisville without a recognizable community focal point, which is important for a town's image and identity. The Town Center Subarea Plan aims to give Morrisville a true downtown, envisioning a vibrant mixed-use district near its original historic crossroads.

Similar to many main street districts in North Carolina, the land use program focuses active, commercial uses along Carolina Street, supported by higher density residential, office, and civic facilities. To better amenitize this site, a town green is envisioned to offer opportunities for events and passive recreation.



Morrisville

2021 Land Use Plan, cont.

Town Center
SUBAREA VISUALIZATION



Proposed Rezoning

- The Town Center, Phase I rezoning is a Main Street Planned Development rezoning. Meaning, the applicant submits a Planned Development plan and agreement, modifying typical UDO standards to allow for a unique development such as the Town Center.
- The next few slides cover the proposed unique development standards.
- Park West Village is an example of a Planned Development District.

UDO Section 3.7.3 Main Street Planned Development (MSPD) District purpose statement:

Main Street Planned Development (MSPD) District	
A. Purpose <p>The Main Street Planned Development District is intended to facilitate the development of a central gathering place within Morrisville's Town Center that includes a mix of local retail, civic, office, institutional, restaurant, and residential uses in a compact, pedestrian-oriented setting. District regulations are intended to provide substantial design flexibility and appropriate transitions to, and mitigation of potential adverse impacts on, adjacent Town Center districts.</p>	



Morrisville

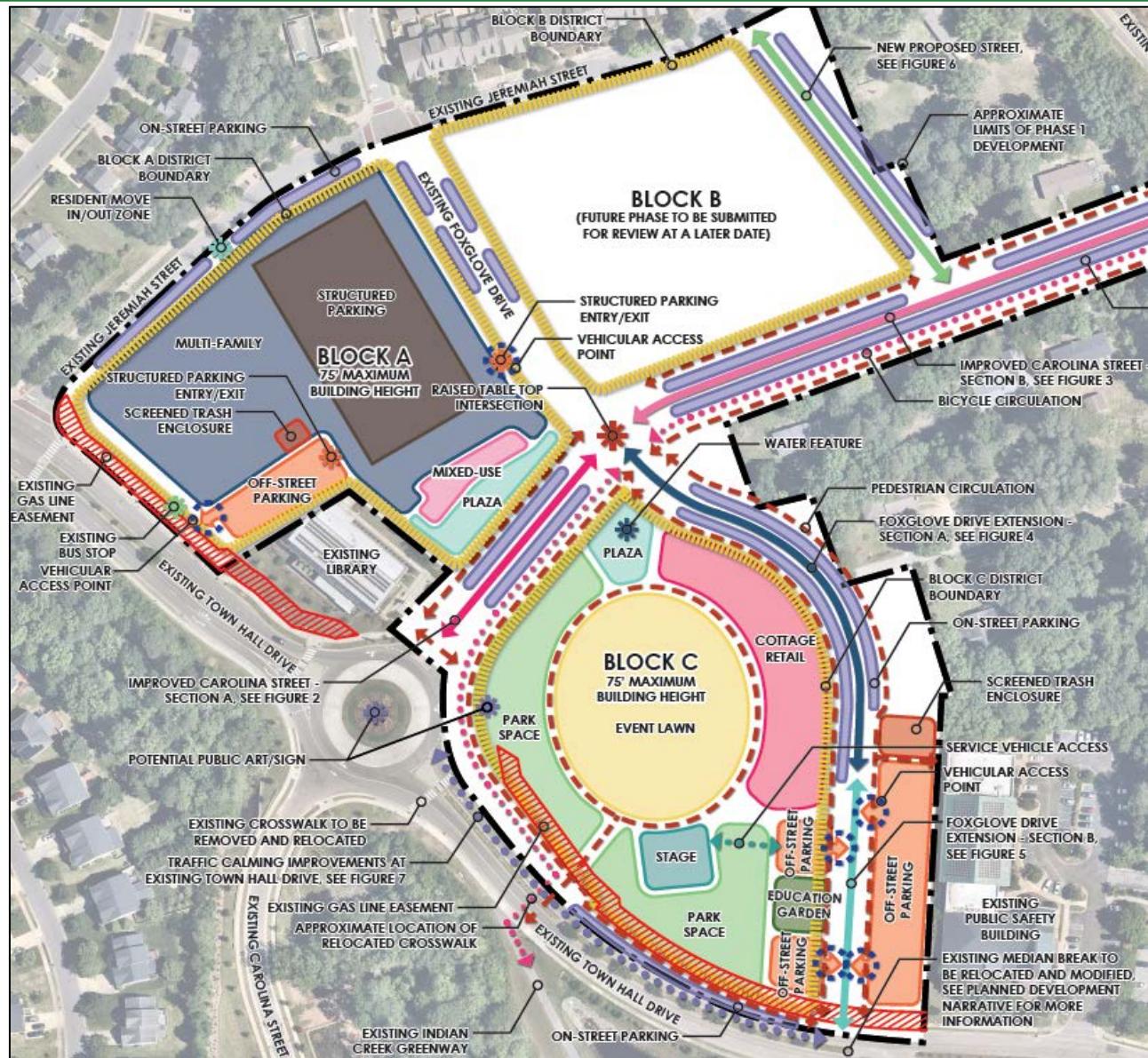
Proposed Rezoning, cont.

- The following *principal* uses in Town Center, Phase I shall be permitted:
 - 1) Community Garden
 - 2) Forestry
 - 3) Veterinary Clinic/Hospital
 - 4) Dwelling, Live/Work
 - 5) Dwelling, Multi-family (≤ 50 du)
 - 6) Dwelling, Multi-family (> 50 du)
 - 7) Dwelling, Single-family Attached
 - 8) Club or Lodge
 - 9) Community Center
 - 10) Cultural Facility
 - 11) Day Care Center
 - 12) Emergency Services
 - 13) Government Services, Administrative
 - 14) Public Park or Recreation Facility
 - 15) Office, Medical/Dental
 - 16) Urgent Care Facility
 - 17) Wellness Center
 - 18) Office, Utility
 - 19) Utility Facility, Minor
 - 20) Broadcast Studio
 - 21) Restaurant
 - 22) Specialty Eating or Drinking Establishment
 - 23) Bar or Lounge
 - 24) Office Building
 - 25) Private Recreation Facility, Indoor
 - 26) Private Entertainment Facility, Indoor
 - 27) Convenience Store
 - 28) Farmers' Market
 - 29) Retail Store ($< 3,000$ sf)
 - 30) Retail Store ($3,000$ to $< 20,000$ sf)
 - 31) Retail Store ($20,000$ to $< 50,000$ sf)
 - 32) Service Establishment
 - 33) Service Establishment, Personal
 - 34) Hotel/Motel
 - 35) Brewery/Distillery
 - 36) Micro-Brewery
 - 37) Micro-Winery
 - 38) Manufacturing, Custom
- The following *accessory* uses in Town Center, Phase I shall be permitted:
 - 1) Agritourism Activity
 - 2) Arbor
 - 3) Art
 - 4) Automated Teller Machine (ATM)
 - 5) Bike Rack
 - 6) Broadcast Facility
 - 7) Canopy (Non-residential)
 - 8) Cluster Box Unit
 - 9) Composting Facility (Small)
 - 10) Electric Vehicle (EV) Charging Station (Level 1 Or 2)
 - 11) Electric Vehicle (EV) Charging Station (Level 3)
 - 12) Fence or Wall
 - 13) Flagpole and Flag
 - 14) Gazebo
 - 15) Greenhouse
 - 16) Home Occupation
 - 17) Murals
 - 18) Outdoor Display of Merchandise
 - 19) Outdoor Seating
 - 20) Outdoor Storage (as an accessory use)
 - 21) Produce Stand
 - 22) Rainwater Cistern
 - 23) Recreation Facility (Residential Support)
 - 24) Small Wind Energy System
 - 25) Solar Energy Collection System (as an accessory use)
 - 26) Storage Shed
 - 27) Swimming Pool/Spa/Hot Tub
 - 28) Television/Radio/Wireless Cable Antenna

Proposed Rezoning, cont.

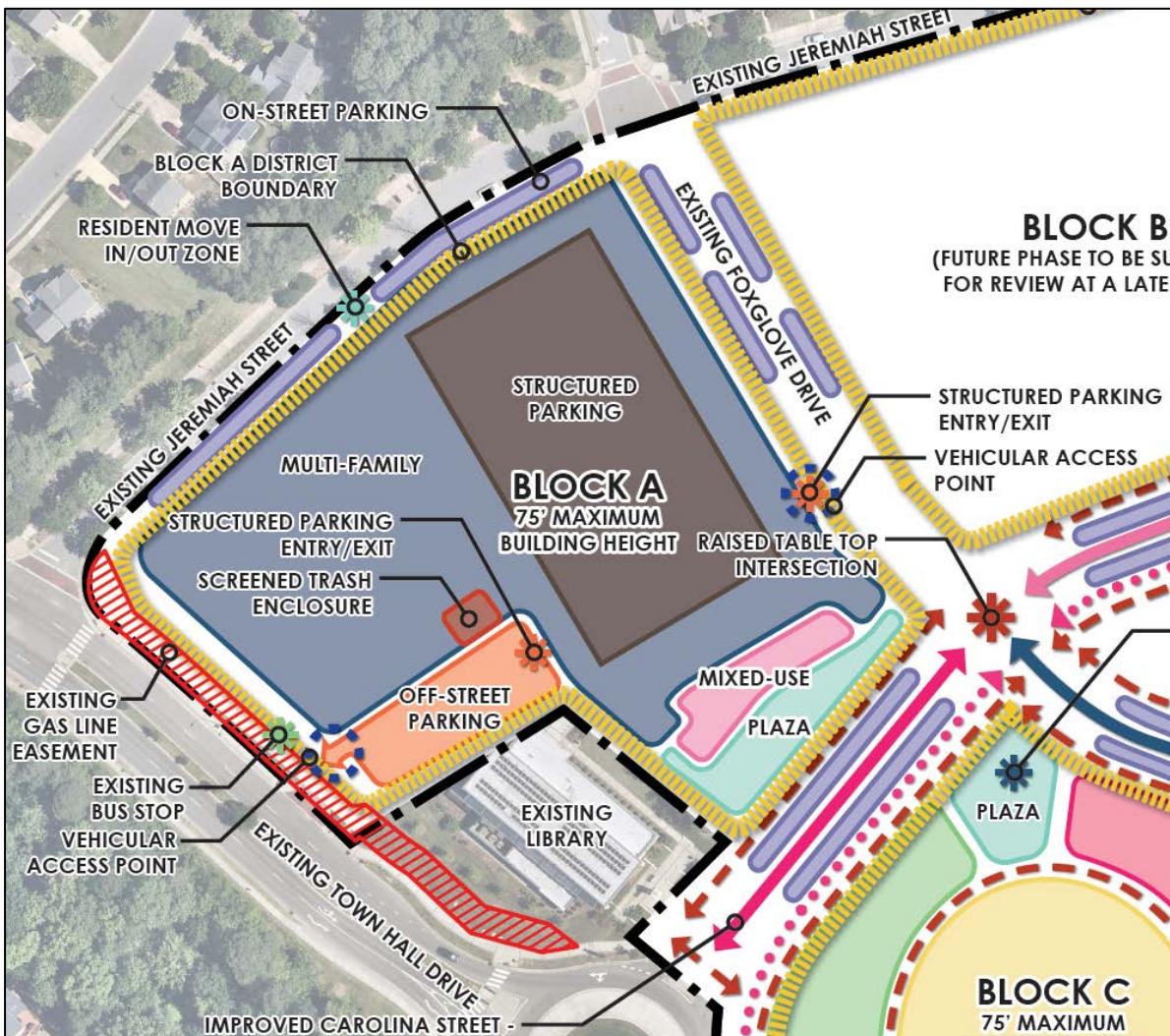
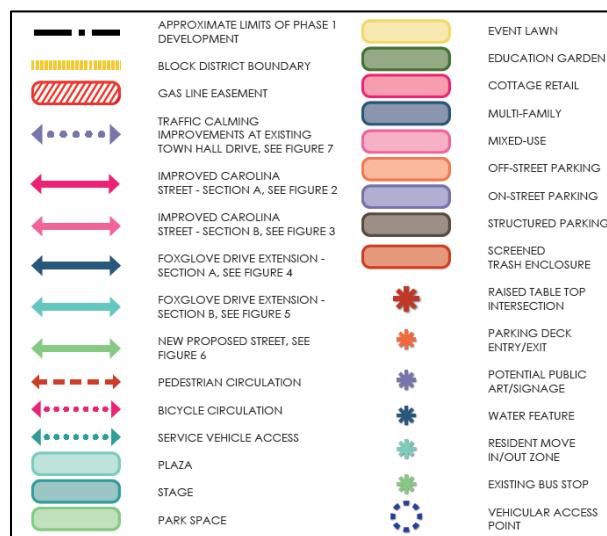
- The following development standards are proposed for Town Center Phase I, Blocks A & C:
 - Net lot area:
 - Block A: 20,000 square feet
 - Block C: 1,200 square feet
 - Maximum building height: 75'
 - Minimum setbacks: No minimum setbacks.
- Parking:
 - Total spaces provided for phase I: 785 spaces.
 - Spaces required for block A: 365 spaces.
 - Spaces required for block C: 84

Proposed Rezoning, cont.



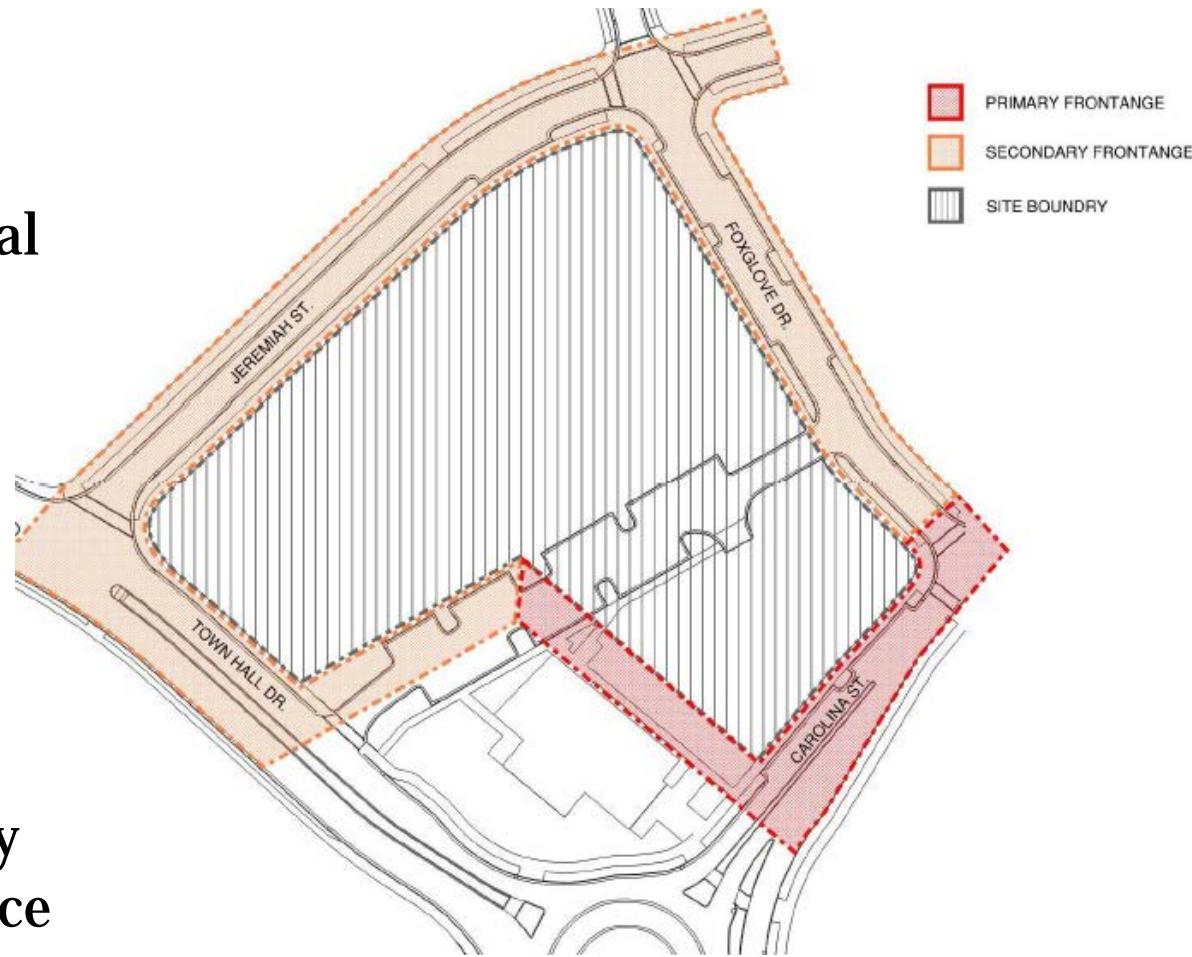
Proposed Rezoning, cont.

- **Block A:**
 - 215 multifamily units.
 - Retail.
 - Plaza.
 - Structured Parking containing 524 spaces.



Proposed Rezoning, cont.

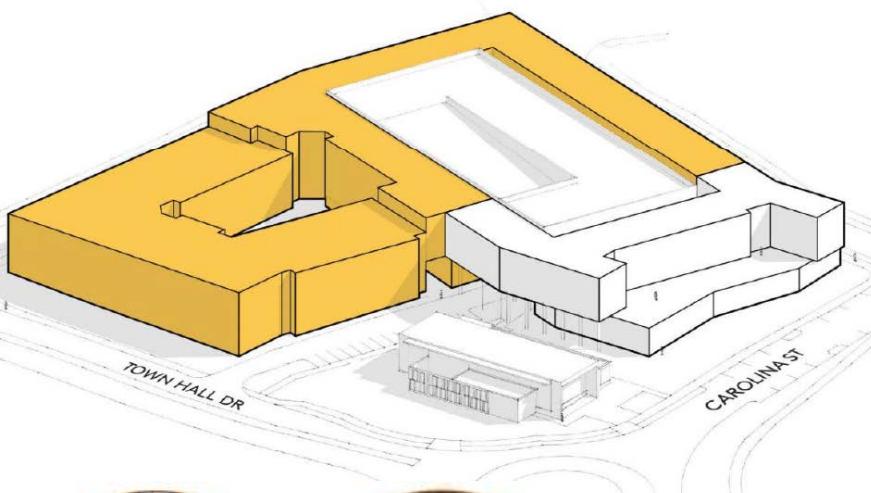
- Block A uses.
- Primary Frontage (ground floor):
 - Only non-residential uses, including amenity and/or leasing spaces.
- Secondary Frontage:
 - Allowable uses include non-residential, residential, amenity space, and/or service space.



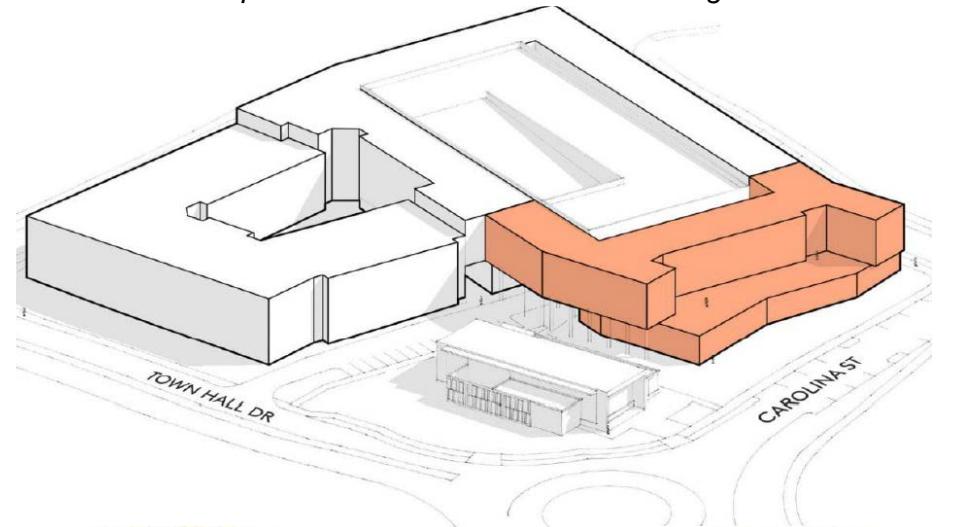
Proposed Rezoning, cont.

- Block A building design.

Multi-family portion of Block A mixed-use building.



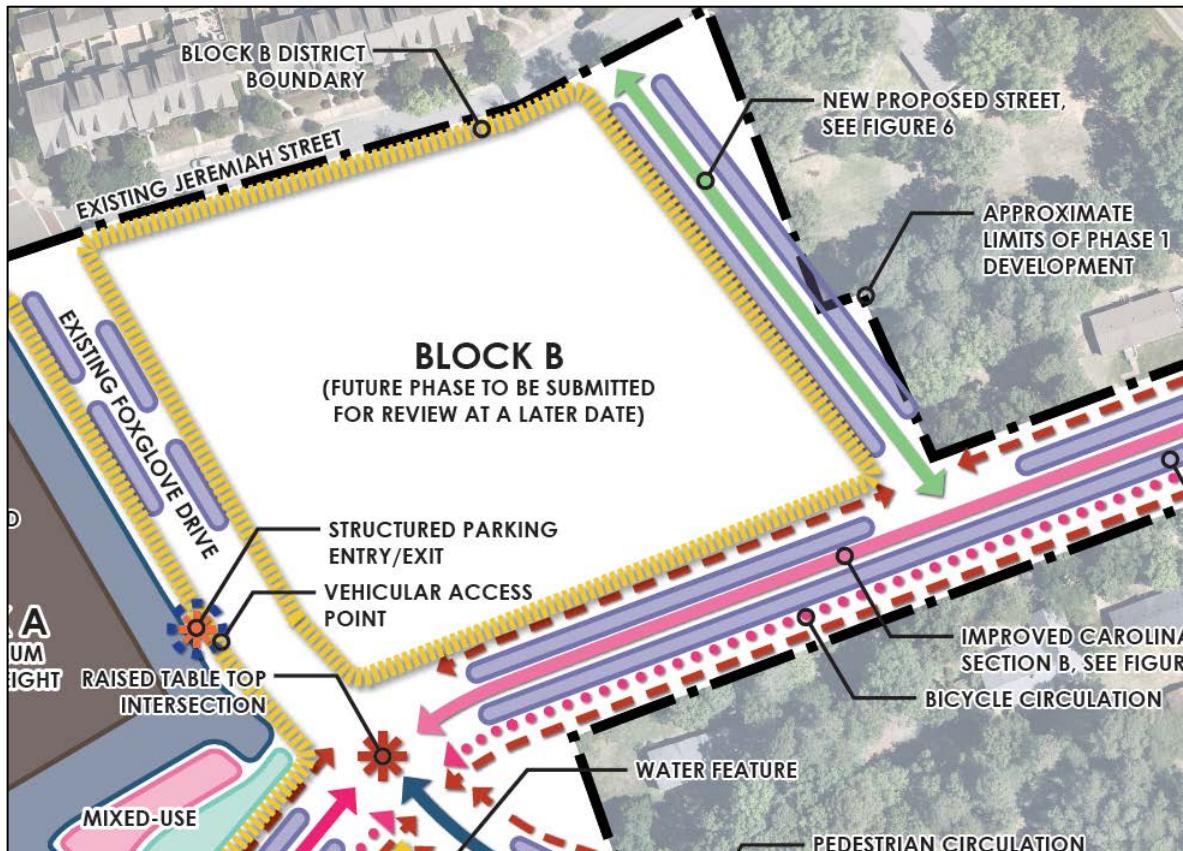
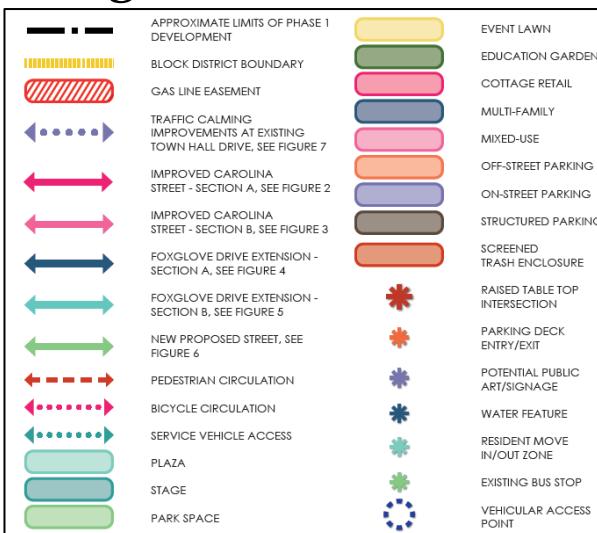
Non-residential portion of Block A mixed-use building.



Massing diagram and examples are for illustrative purposes only and are not intended to indicate final design size, scale, color, or materials.

Proposed Rezoning, cont.

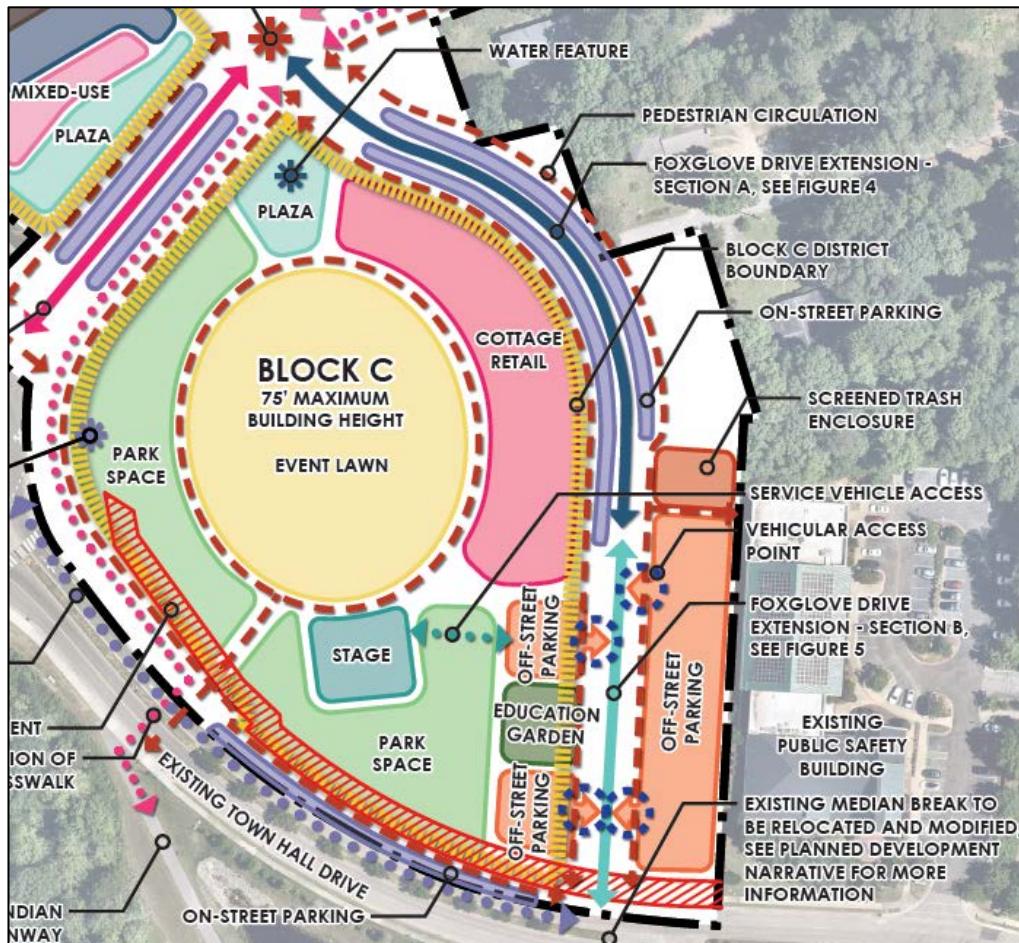
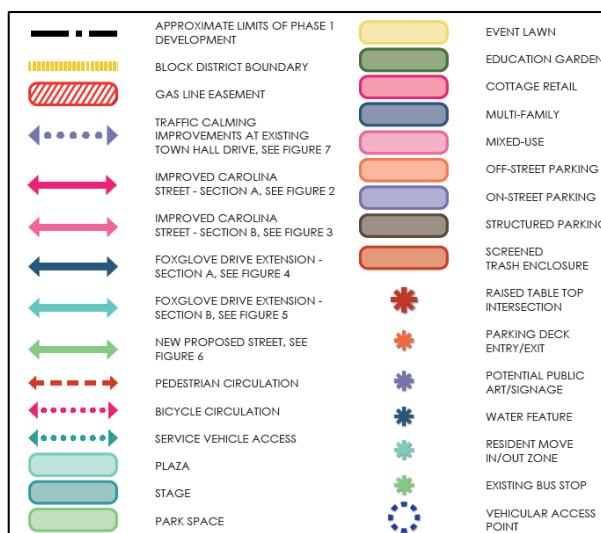
- Block B:
 - Currently unprogrammed.
 - Will require a future amendment to the Planned Development agreement.



Proposed Rezoning, cont.

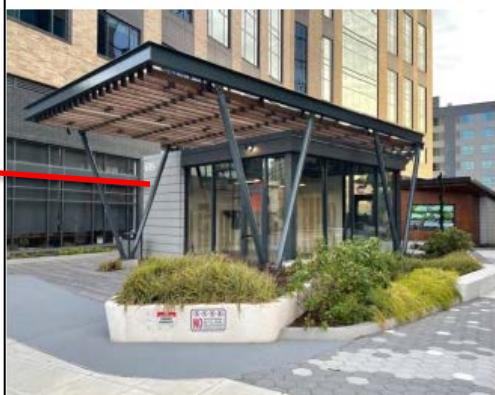
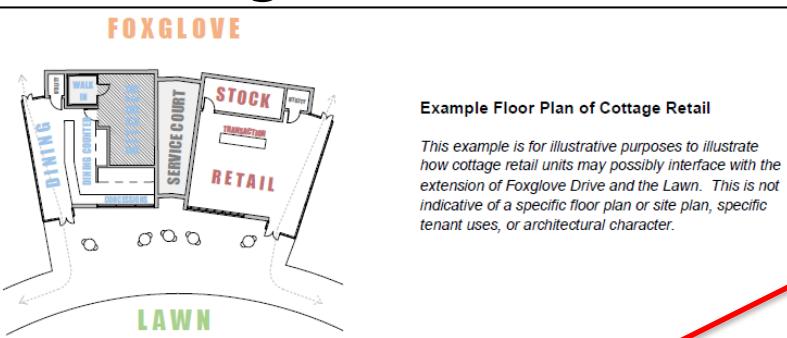
- **Block C:**

- Town green and event lawn.
- Stage.
- Cottage Retail.
- Plaza.



Proposed Rezoning, cont.

- Block C: Examples of Cottage Retail:



Local Examples of Cottage Retail
Fenton in Cary (Top Left and Right), One Glenwood in Raleigh (Bottom Left), City Plaza in Raleigh (Bottom Right)
These examples are for illustrative purposes to show the general concept, scale, and use of a cottage retail structure.
They are not indicative of a specific floor plan, architectural character, or material usage.

Proposed Conditions

1. The Town Center, Phase I development shall be subject to the planned development narrative attached to this ordinance as Exhibit B.
2. The final design and materials to be used for the public streetscape shall be reviewed and approved by the Town prior to Site Plan approval.
3. The final design and materials used for the stage and any other structures or amenities in Block C that are to be dedicated to and maintained by the Town shall be reviewed and approved by the Town prior to Site Plan approval.
4. The exact location and design of any on-street loading areas shall be reviewed and approved by the Town prior to installation along with any associated standards related to the days and times of week the spaces can be used and associated signage.
5. The estimated Parkland Payment-In-Lieu for Phase I, Block A and C, of the development is approximately \$189,000. The final Parkland Payment-In-Lieu will be calculated in accordance with UDO Section 5.5.2 at the time of Site Plan approval and shall be paid to the Town prior to the issuance of any building permits.

Proposed Conditions

6. Prior to the submittal of a Site Plan application for development on Block B, an amendment to the Planned Development agreement showing a sketch plan of Block B shall be applied for and approved.
7. The design, materials, and dimensions of the signage anticipated at the northwest corner of Block C shall be reviewed and approved by the Town prior to the issuance of any sign permit.
8. Prior to submittal of a site plan application, a conceptual rendering depicting all sides of the mixed-use building proposed on Block A shall be reviewed by Town Council at a work session.
9. Should the Town of Morrisville find it necessary, a fire apparatus turnaround shall be provided at the end of Scoggins Avenue. The design will be reviewed and approved by the Town prior to Site Plan approval.
10. Singh Development will work with the Town of Morrisville and Wake County to develop a temporary plan for parking to serve the Morrisville Community Library during construction.

Staff Recommendation

Staff recommends approval of the requested Main Street Planned Development (MSPD) for the following reasons:

1. The requested Zoning Map Amendment initiates the implementation of the Town Center Subarea Plan as established by the adopted 2021 Land Use Plan.
2. The requested Zoning Map Amendment matches the 2021 Land Use Plan use designation of 'Town Center' and will allow for a vibrant mix of uses near Morrisville's historic crossroads that create a destination and focal point for the community as called for by the plan.
3. The requested Zoning Map Amendment implements the 2021 Land Use Plan key action item 24, incorporating a central, public gathering space into future Town Center development.

Action Items

Ordinance 2023-359-0 of the Morrisville Town Council Approving a Main Street Planned Development Rezoning for Town Center Phase I, Approximately 16.6 Acres of Property Located Northeast of the Intersection of Town Hall Drive and Carolina Street to the Main Street Planned Development Zoning District (REZ-23-0013).

Planning and Zoning Board Agenda Item Report

Agenda Item No. 9.a
Submitted by: Brooke Dodson
Submitting Department Planning
Meeting Date: October 12, 2023

SUBJECT

August - September 2023 Planning Newsletter

Recommendation:

None

Updates/History of Briefing:

N/A

Executive Summary and Background Information:

N/A

Advisory Board/Committee Review:

Planning and Zoning Board

Insert Date of Advisory Board/Committee Review:

2023-10-12

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

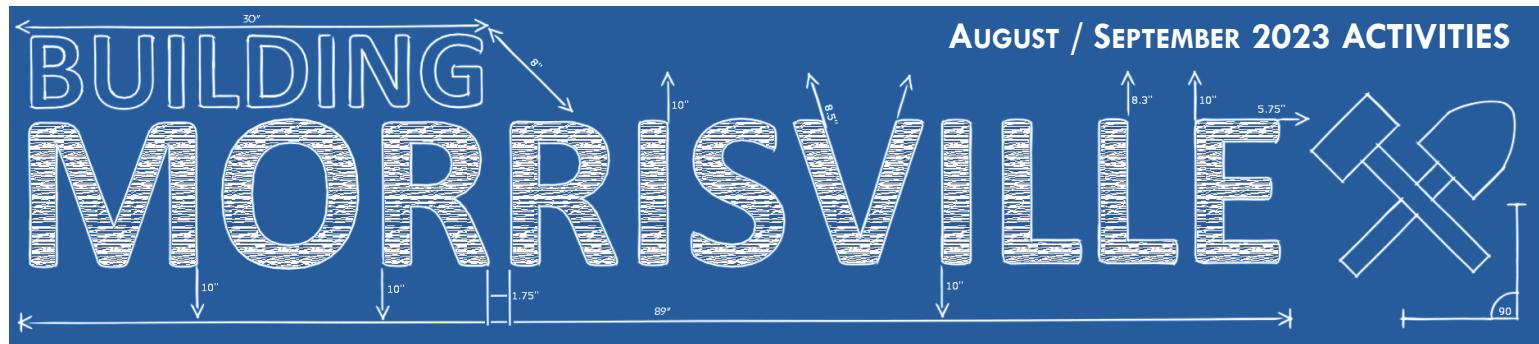
None

Staff Recommendation:

None

ATTACHMENTS

- [August - September 2023 Planning Newsletter v1.pdf](#)



a monthly newsletter highlighting development around town

New Development Applications

Site Plan/Development Combo

None

Other News

Other News

- Affordable Housing Plan Implementation Update: On August 2 Town Council approved Resolution 2023-316-0 adopting an affordable housing development incentive policy. A work session with Town Council is scheduled for October 24 to continue implementation discussions related to the public employee down payment assistance program, analysis of Town-owned lots for a potential partnership to create affordable homeownership opportunities, and other partnership opportunities.
- Mural Program: Staff designed and subsequently issued a RFP (Request for proposals) to install murals on three Town-owned properties. The RFP is due on October 20 and is posted on the Town's website, among other locations.

Town Council Approvals

Town Council Approvals

- At the September 12, 2023 Town Council meeting, Council approved the UDO text amendments related to EV charging stations.

Administrative Approvals

Site and Construction Plans

- Crabtree Nature Park is located on Keybridge Drive. The approved plan features a new restroom-shelter building, playground, and boardwalk.

