



Summary -Morrisville Transportation and Land Use Plan Update

Public Workshop No. 2 ● January 31, 2008 ● 6:00pm – 8:30pm
Morrisville Town Hall

The purpose of this public workshop, the second of three, was to gain public input into the Land Use and Transportation Plan Update process concerning desirable land uses and transportation connections throughout Morrisville. At the first workshop, participants shared what they like and would like to improve about Morrisville. This workshop focused discussion on specific recommendations for areas of town that have the most potential to change.

The workshop began with an informal “meet & greet” where participants arrived, were given information about the plan update process, and enjoyed dinner and conversation. The approximately 90 participants sat in groups at tables of six to eight people.

Participants also participated in a Visual Preference Survey. This survey offered six sets of contrasting design styles for different development types, presented on two large posters and a laptop computer. Participants were asked to consider the photos, then choose the picture that best represented what future development to look like in Morrisville. The visual preference survey and preliminary results can be found here (<http://www.morrisvillelutp.org/projectLib/meetings/080131/visualpreference.html>).

The more formal portion of the workshop was kicked off by Morrisville Mayor Jan Faulkner. Consultant Scott Lane (The Louis Berger Group Inc.) made a short presentation about the Plan Update process, where we are in the process now, and how residents can participate in the rest of the project. Then consultant Vlad Gavrilovic (Renaissance Planning Group) made a short presentation about how a land use plan is created and ways for participants to think about future growth in Morrisville. He specifically addressed using “nodes” or activity centers to focus growth in specific areas, then using corridors and connections in the transportation system to link nodes together for easy access. The PowerPoint presentation shown can be accessed here (http://www.morrisvillelutp.org/projectLib/meetings/080131/docs/2ndPublicMtgy1_31_08RPG.pdf). Pictures, handouts, a video of some of the proceedings, and other documents from the meeting can be found here (<http://www.morrisvillelutp.org/projectLib/meetings/080131/080131.html>).

Mayor Faulkner and Mayor Pro-tem Liz Johnson drew raffle tickets several times throughout the evening to hand out door prizes to participants.

Following the presentations, each of the 10 tables was given two large maps of Morrisville (one for the East side of town, one for the West), transparent circles showing ¼-mile and ½-mile walking distance, colored sticky dots, markers, a notepad. They were asked to address each map in turn, as follows:

Group Exercise Instructions

Timing:

- There are two maps for each group: **East and West**
- Concentrate on one for 30 minutes, we will call you to switch

What's on the maps:

- Concentrate on the green (vacant) and blue (redevelopment potential) parcels
- Parcels in gray either have a committed land use or are part of the Town Center Planning Area
- Note the restrictions: Noise overlay (no residential), floodplain and wetlands (more difficult to build, density may be restricted)

Start planning:

- Place transparent circles for "Nodes":
 - Inner circle is a $\frac{1}{4}$ mile radius, outer circle is $\frac{1}{2}$ mile radius. Areas within the circle can be considered walkable
 - Either tape the circle in place or trace around it to indicate where you'd like nodes to go
 - The circles are different sizes because the East and West maps have different scales
 - IT'S OK TO OVERLAP CIRCLES!
- Place dots to indicate land uses in smaller areas (see colors on reverse)
- Color the important CORRIDORS you'd like to see protected or improved (good circulation & good design)
- Draw in future CONNECTIONS that need to be made to improve the circulation in Morrisville
- Write comments and notes on the map

When groups were ready, a spokesperson from each small group presented a summary of their discussion to the larger group. Some comments written by the groups are included on the following pages.

In addition to the visual preference survey and the group exercise, participants were invited to write comments individually. You can find a summary of the individual comment sheets on the following pages.



Breakout Group Notes
January 31, 2008 Workshop

West Map:

- Too much development already – no more apartments or town homes
- No more shopping centers
- More parks
- More neighborhood parks
- Single family detached okay
- More biking/walking paths
- No more strip malls (unneeded)
- No more clear cutting of land – must leave trees
- No more mixed use
- Fewer parking spaces needed per store so no more overly large unused parking spots
- Code and spaces as sit down no drive thru
- Along 540 next to Kitts Creek – Multi-family

East Map:

- Office, industrial okay
- Multi-story office where noise overlay is
- Turn traffic signals and/or turn lanes without islands
- Keep industrial as is
- No rezoning industrial to residential
- No high density residential
- No apartments
- Get more taxes from companies rather than from homeowners
- Expand/improve roads with taxes on developers before building homes or businesses
- Residential next to Perimeter Park
- Pocket park or grocery in Perimeter Park
- Mixed use/shopping/movie theater at Factory Shops

General:

- Underground utilities rather than powerlines when new development
- Place berms for traffic noise for homes where single family homes are already when expanding roads to RTP behind Breckenridge or any subdivision
- Connect both ends of Kitt Creek
- Require companies to pay for road improvements before building
- Need more bike lanes and sidewalks on roads



- Doesn't make sense to close Barbee – need more access to 54
- More interconnection between local roads and arterials controlling access onto 54/Davis
- Pedestrian connectors between residential and shopping
- Provide great internal pedestrian connectivity within shopping and work centers. Stone Creek for example has awesome sidewalks, crosswalks, pedestrian refuges, ramps.
- Not all residential needs to be high density
- Geographically dispersed shopping and neighborhoods
- Implement effective public transportation
- Add greenway parallel to Triangle Parkway
- Slow down traffic on Town Hall Drive
- Trails
- Affordable Housing
- Housing for elderly
- No more shopping west of 54



Summary of Public Comment Sheets
January 31, 2008 Workshop

35 comment sheets were collected. Similar comments have been grouped and quantified.

1. How did you hear about the meeting tonight?

- Website (6)
- Newsletter (3)
- Flyer/postcard (11)
- Friend/Neighbor (6)
- Citizen Email Update (10)
- Other (6): Personal request from Michele and Mayor Faulkner, Previous meeting, BOC meeting (2); TV (2)

Please continue snail-mail notification or mass phone notification

2. What would you like to see added to or changed in Morrisville in the next five or ten years that would improve your quality of life?

- General Roads (7): We need to stay on top of the traffic situation due to breakneck development; Road improvements; Less traffic through town; Road improvements – reduced traffic
- Widening of roads (5): Road widening for NC 54, Davis Drive, Airport Blvd; When new roads are built, make them 4 lane from the beginning; Create high capacity roads to limit traffic stops; Roads to accommodate increased cars; Increase road capacity; Improve roads/lights before building high density housing
- Intersections (3): More traffic lights at heavily used intersections; Require more stoplights with development; Transportation improvements at intersections
- Railroad (3): Above/below grade railroad crossings; Integrate rail line or have it bypass the city; Train station
- Public transit (4): Bus/light rail systems connecting to RTP and other areas; Better bus coverage, possibly to the airport; Improve transit connections to RTP and Cary
- Ped/Bike-friendly/greenways (11): Bike-friendly lanes, greenways, and un-paved trails in parks/open space; Bike lanes with parks tied together (pedestrian-friendly town); Bike lanes on or by roads such as NC 54; Better alternative modes of travel and greenways; Areas that are pedestrian friendly; Make downtown pedestrian friendly; Greenway connections to Cary and RTP's systems; Provide and retrofit sidewalks on all collectors and thoroughfares
- NC 54 (3): Less traffic congestion on 54; Fix Chapel Hill Rd.; Control of access on NC 54 – limited driveways
- Reduction in truck/heavy vehicle traffic during peak hours

- Create road extensions/connections (e.g. connecting McCrimmon Pkwy to Perimeter Park)
 - Better connections between neighborhoods
 - Fewer cars cutting through neighborhood residential areas
 - Don't extend Crabtree Crossing (6)
 - Increase mixed use development (4): Integrate residential and business structures; More mixed-use development, vertical mixing too
 - Increase commercial development
 - Increase residential development (2): More single family homes; Upscale single family housing
 - Less development (6): Stop constant development; Stop all residential development; Less houses and apartments; Minimize the number/amount of businesses; Less retail development – more industrial/office; No mixed use development
 - No big box stores
 - No more discount retailers, it is making our town look cheap
 - Don't build Park West (2)
 - Town Center (2): More attractions in town center; Distinctive downtown look
 - More cultural and entertainment
 - Increased classes at MAFC
 - Schools (3): Middle school; Elementary and middle schools near the Wake/Durham county side of town; Schools where children live – in their own neighborhoods
 - Joint and coordinated school and parks sites with Cary and WCPSS
 - Parks/Rec (9): More parks; Park space for Morrisville residents only (must show I.D.) – including baseball fields, skate parks and soccer; Softball diamonds; Improve rec center facilities; Another rec center; More neighborhood parks; tennis courts
 - Playground showing historic significance of the town
 - Hospital or a stand-alone emergency department
 - Community college with business development center
 - Maintain quiet/southern-style living
 - Preserve old historic structures
 - Underground utilities
 - Enhanced design in new development
 - More neighborhood police patrols
3. What items would you like to make sure are a part of the Land Use and Transportation Plan Update?
- Bike trails, greenways, and lanes on streets (3)
 - Parks, open spaces, wooded areas, hiking trails, neighborhood parks (6)
 - The ability to walk to schools or shops or public transportation
 - Transit (2): More mass transportation choices (like Charlotte?); Multi-modal transportation and transit friendly design
 - Through traffic (2): As you add connectors, ensure that residential roads do not become commuter thoroughfares; Reduce/eliminate through traffic in residential neighborhoods

- Improved traffic (3): Better roads and reduced traffic; Turn lanes, traffic signals; Improved traffic flow on main arteries
- Chapel Hill Road widening (2)
- Evans Road extension (4)
- A plan to fix Hwy 54
- More internal connectivity within the town
- Require builders to pay for more road widening or raise impact fees to pay for road widening
- Stronger policies for developers to build roads and sidewalks
- Make developers pay for or subsidize the schools
- Find a site for a combined elementary and middle school in Morrisville
- Avoid strip retail along thoroughfares – no Capital Blvd in Morrisville!
- Include shopping and restaurants or cafes in the business corridor. I hate RTP's design because you have to drive to find a place to eat
- Fitness centers, businesses that teach music, gymnastics, etc.
- Historic preservation

4. Please include any additional comments below:

- Would love to see more greenways and a dog park!
- Smart growth in Morrisville to make it bike and pedestrian friendly, and connect it with RTP, Cary and the entire Triangle
- Dislike RTP's design – no place to go to eat that is within walking distance
- Don't let developers clear land and then abandon projects
- Suggest Morrisville merge with Cary to have enough \$ for water/sewer/roads
- Like to see an entertainment complex similar to Wake Forest's Factory; indoor waterpark with hotel; Dave & Busters restaurant; movie theater; bowling
- With developing new retail buildings – include in lobbies of buildings old photos of what the land they are building on used to look like. Example: In Shiloh proposed Walmart, add photos of old Shiloh in its lobby.
- No traffic calming in Breckenridge
- Improve traffic markings in neighborhoods as they are needed
- No more strip malls
- Sit down restaurants, no drive thru
- Build up rather than more for medical/office
- Landscape upgrade for office/industrial
- Improve access knowledge for new residents – try to get them involved ASAP
- Library near largest concentration of homes
- Keep it conservative
- Keep it cozy
- Make it a nice downtown feel
- Ratio of homes to apartments not good.

- No more large commercial shopping centers like Park West or even ½ the size of Park West. They are too big and overpowering. They draw people regionally.
- Biking and walking lanes are wonderful
- Require better landscaping for new development and require landowners to maintain their land. The businesses on the north side of Morrisville Parkway near Chapel Hill Road look terrible. The trees are basically dead and should be replaced.
- Morrisville has too many apartments and condos – more single family homes are needed
- Morrisville has insufficient buffer requirements between commercial and residential property. Cary requires an opaque fence and 65 foot buffer.
- Strengthen stormwater and stream buffer rules
- Look for transit-friendly development opportunities
- Have developers widen roads as part of their development approvals
- Set development impact fees jointly with neighboring towns
- Consider establishing a connectivity ordinance
- Consider tree clearing and tree canopy ordinance
- Plan for reducing our carbon footprint; plan for solar building access, solar incentives, regulations, LEED certification.
- Have Morrisville become a regional leader in environmental planning and regulation
- Have safe bike routes for kids, seniors, novice cyclists – multi-use paths, greenways, etc., bike lanes, traffic calming.