



Morrisville Town Council

Regular Meeting

April 14, 2026, 6:00 PM

Town of Morrisville Mission Statement: Connecting our diverse community to an enhanced quality of life through innovative programs and services.

1. **Call to Order**
2. **Recognition of Sergeant at Arms**
3. **Invocation**
4. **Pledge of Allegiance**
5. **Adoption of Regular Agenda**
Call for any conflicts of interest in relation to the proposed agenda.
6. **Consent Agenda**
 - 6.a [Town Council Expenditures Rule](#)
[Brandon Zuidema, Town Manager](#)
[Work Session - March 10, 2026](#)
[Brief - March 24, 2026](#)
[Action - April 14, 2026](#)
[2026-89-0 RES Rule 36 Council Expenditures.pdf](#)
[2026-89-0 ATTH01 Draft Council Expenditure Policy UPDATED.pdf](#)
[2026-89-0 ATTH02 Draft Council Expenditure Policy UPDATED CLEAN.pdf](#)
[2026-89-0 ATTH03 Sample Engagement Schedule UPDATED.pdf](#)
[2026-89-0 ATTH04 Rule 36 Council Expenditures FINAL.pdf](#)
 - 6.b [Resolution Approving Updated Special Event Road Closures](#)
[Justin Rosser, Chief of Police](#)
[2026-145-0 RES Approving Updated Special Event Rd Closures.pdf](#)
 - 6.c [Resolution Authorizing Phase 2B Design-Build for the Public Works Facility Project](#)
[Mark Spanioli, Director of Engineering](#)
[2026-137-0 RES DB Phase 2B for PW 125 Int Drive.pdf](#)
 - 6.d [Resolution Authorizing Safe Streets 4 All \(SS4A\) Grant Application](#)

7. Items Pulled from Consent (if any)

8. Proclamations

8.a Proclamation Recognizing Earth Day
2026-142-0 Earth Day Proclamation.pdf

8.b Proclamation Recognizing Nepal Day
2026-143-0 PROC Nepal Day.pdf

9. Morrisville Speaks: Public Comment

10. Administrative Reports

10.a Public Works Project Update
Mark Spanioli, P.E., Director of Engineering
2026-138-0 Public Works Admin Report.pdf

10.b Quarterly Capital Projects Update
Mark Spanioli, P.E., Director of Engineering
2026-136-0 Quarterly CIP Update April 2026.pdf

11. Presentations

11.a Community Risk Assessment and Standards of Cover Overview
Kathryn Boyle, Battalion Chief of Planning
Presentation - April 14
Action (Consent) - April 28
2026-135-0 RES MFD Standards of Cover Adoption.pdf
2026-135-0 ATTH 01 Standards of Cover_FY2026_Update.pdf
2026-135-0 PRES Community Risk Assessment and Standards of Cover.pdf

11.b Comprehensive Transportation Plan Update
Bret Martin, Transportation Project Manager, Town of Morrisville
Allison Fluitt, Vice President, Kimley-Horn
2026-140-0 PRES CTP Update.pdf
2026-140-0 ATTH CTP Update Universe of Projects Maps.pdf

12. Public Hearings

12.a Proposed Amendment to the Zoning Map for Pathway Triangle Building 7
Shelly Mayo, Planner III
Public Hearing - April 14

Action - April 28

[2026-98-0 ORD Approving a Zoning Map Amendment 1800 Strand St.pdf](#)

[2026-98-0 ATTH 01 Maps.pdf](#)

[2026-98-0 ATTH 02 - Application Packet.pdf](#)

[2026-98-0 ATTH 03 Principal Use Table.pdf](#)

[2026-98-0 ATTH 04 RDU Height Permit.pdf](#)

[2026-98-0 ATTH 05 PZB Consistency Statement.pdf](#)

[2026-98-0 ATTH 06 Draft PZB Minutes.pdf](#)

[2026-98-0 PRES 1800 Strand St - Applicant.pdf](#)

[2026-98-0 PRES 1800 Strand St - Staff.pdf](#)

13. Future Meetings, Events and Resident Involvement Opportunities For a full listing of events, please see the Town Calendar at www.MorrisvilleNC.gov

14. Council and Manager Comments

15. Adjournment

Thank you for attending this meeting of the Morrisville Town Council. We hope you plan to join us again! Please feel free to email your Town Council members at TownCouncil@morrisvillenc.gov or visit www.MorrisvilleNC.gov/Council for additional contact information.

Town Council Agenda Item Report

Agenda Item No. 6.a

Submitted by: Brandon Zuidema

Submitting Department Administration

Meeting Date: April 14, 2026

SUBJECT

Town Council Expenditures Rule

Brandon Zuidema, Town Manager

Work Session - March 10, 2026

Brief - March 24, 2026

Action - April 14, 2026

Recommendation:

Adopt the Resolution establishing Town Council Rule 36, "Town Council Expenditures."

Updates/History of Briefing:

March 10 Council Meeting

Council reviewed and provided feedback on the draft rule at the March 10 Council meeting. Based on that feedback, the following highlighted changes have been made to the draft rule (all changes can be viewed in ATTH01 - Updated which is attached to this item; ATTH02 shows the updated policy with the changes accepted).

- Clarified that meal per diem is available and must be requested in advance of travel.
- Added the ability for Council members to be reimbursed for mileage (more than 50 miles from Town Hall) and/or the cost of travel to attend training.
- Added the ability for Council members to be reimbursed for parking while attending Town business.
- Clarified that memberships directly related to the role of the mayor would not count against the mayor's annual training allocation.
- Clarified that reimbursement will not be required from a Council member if they are ill or having extenuating circumstances that prevent them from attending scheduled training.
- Updated the terminology to clarify that Council members shall not be issued P-Cards.

Additionally, Council asked for a sample schedule of what Council activities for conferences, meetings, and training might include over the course of a year. That information is included in ATTH03.

March 24 Council Meeting

Council discussed the updated draft rule and provided feedback. As a result of that

discussion, the reference to the Metro Mayors Association has been removed from the rule and the final version is included here (ATTH04). Additionally, cost estimates have been added to the Sample Engagement Schedule (ATTH03).

Executive Summary and Background Information:

During conversations at the January 2026 Council Retreat, Town Council raised questions regarding expenditure policies for the Town as a whole and particularly for policies addressing Council member expenditures. During those conversations, Council reiterated their commitment to transparency in the expenditure of Town funds, emphasized the importance of equity and consistency among the Council members, and focused on the use of Town funds to support the Town's implementation of Council's vision and strategic goals and priorities.

After those conversations, Council gave direction to the Town Manager to draft a rule (policy) that would provide direction for Council expenditures of Town funds while emphasizing transparency for the community. A draft policy is attached (ATTH01) and will be discussed with Council. Following that feedback, this item will be brought back on March 24 for a briefing with any requested changes and then, with Council's direction, it will appear on the April 14 consent agenda for approval.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Adopt the Resolution establishing Town Council Rule 36, "Town Council Expenditures."
Request changes and adopt the Resolution establishing Town Council Rule 36, "Town Council Expenditures."

Do not adopt the Resolution establishing Town Council Rule 36, "Town Council Expenditures."

Staff Recommendation:

None

ATTACHMENTS

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RESOLUTION 2026-89-0 OF THE MORRISVILLE TOWN COUNCIL AMENDING THE TOWN COUNCIL RULES OF PROCEDURE TO ADD RULE 36 ADDRESSING COUNCIL EXPENDITURES

WHEREAS, Town Council, during the January 2026 Council Retreat, discussed their interest in a Town Council policy to address Council expenditures as authorized in the annual operating budget; and

WHEREAS, staff has determined that such a policy would be most appropriately included as a rule in the Town Council Rules of Procedure; and

WHEREAS, the new rule, proposed as Rule 36, provides guidance to Town Council and staff on Council expenditures as a part of their official duties; and

WHEREAS, the rule identifies guidelines and requirements for Council to follow when expending Town funds; and

WHEREAS, the rule ensures that there is equity among Council Members in access to training and other resources to support their work as elected officials; and

WHEREAS, the rule ensures that all Council expenditures are transacted in a transparent manner consistent with established rules and guidelines.

NOW, THEREFORE, BE IT RESOLVED THAT THE MORRISVILLE TOWN COUNCIL hereby approves an amendment to the Town Council Rules of Procedure that adds Rule 36 to address Council expenditures and to ensure equity and transparency in those expenditures.

Adopted this the 14th of April, 2026.

TJ Cawley, Mayor

ATTEST:

Kayla Bertling, Town Clerk

Rule 36 - Town Council Expenditure Guidelines

The purpose of this policy is to establish guidelines for the authorization of expenditures by Council members and the limitations associated with those expenditures. This policy aims to ensure fiscal responsibility, equity in resource allocation among all Council members, and transparency in spending by the Council and the Town.

All expenditures must be related to a public purpose, which in the context of Council spending includes activities that benefit the community and enhance the effectiveness of Council operations (including individual Council member knowledge and performance).

Council members are required to adhere to the travel policy established in the Town's *Comprehensive Fiscal/Financial Policies and Procedures* in the *Travel, Training, and Business Expenses* section. This policy will be provided to Council annually at the Council Retreat.

Application: This policy applies to all elected officials of the Town of Morrisville, including the Mayor and all Council members.

Council Member Compensation: As prescribed in Section 11 of the Town's Charter, Council members receive compensation for their service. This compensation is intended to cover incidental costs associated with their roles as Council members at the discretion of the individual Council member.

“Incidental Costs” include (but are not limited to) cell phones or cell phone service, Internet service, [television or streaming service](#), home office supplies, subscriptions to magazines or periodicals, routine travel expenditures (i.e. fuel, parking) not related to approved training and travel, and other items that may be used outside of regular meetings to support the work of a Council member.

Expenditure Guidelines: In addition to annual compensation, individual Council members are typically allocated funds within the Governing Body line in the General Fund. This budget is based on Council and staff recommendations and is approved by the Town Council during the annual budget process.

Allowable expenses typically include, but are not limited to, the following:

- Conference registration fees, lodging, and meals (based on approved per diem requested in advance), and transportation associated with pre-approved travel. Lodging, and meals, and transportation must comply with the guidelines identified in this policy.
- Transportation associated with pre-approved travel, including (but not necessarily limited to) airfare, bus, rental car, rideshare (most commonly Lyft or Uber), or train. Council members are eligible for mileage reimbursement if they drive their personal vehicle to an approved event or training that is more than 50 miles from Town Hall. Reimbursement will be paid at the current IRS reimbursement rate.

- [Parking cost while attending an approved conference, meeting, or training will be reimbursed by the Town upon the presentation of a receipt for the parking payment.](#)
- Professional memberships for individual Council members participating in associations that return benefit to the Council and/or Town based on their involvement. Examples include, but are not limited to, the following:
 - o National League of Cities
 - o NC Women in Local Government
 - o Wake County Mayors Association

These memberships are normally identified during the budget process with a cost and are then specifically acknowledged in the annual budget when approved. Expenses may not exceed the amount budgeted for this category of expenses. Any membership not included in the annual budget must be brought before Council for majority approval through a request to the Town Clerk.

[\(Note Exceptions:](#)

- o [gGroup memberships such as the Central Pines Regional Council and the North Carolina League of Municipalities are not considered an expenditure by any individual Council member.](#)
- o [Memberships directly related to the role of the Mayor such as the Wake County Mayors Association, the North Carolina Mayors Association, and the Metro Mayors Association are not considered an expenditure by the Mayor against their annual allocated funds.](#)
- Training registration fees:
 - o Training must be pre-approved through the annual budget process or must be deemed relevant to the role and responsibilities of a Council member by the Town Manager. If the Town Manager identifies a training request that is not deemed relevant, it will be brought to the full Council for approval.
 - o Pre-approved classes and categories of training are included in Appendix A (*Acceptable Training Classes and Programs*).
 - o Council attendance at classes and training will be tracked by the Town Clerk's office.
 - o [In the event a Council member does not attend a class they are registered for and does not make the Town Clerk's office aware they are not attending with enough notice to receive a full refund, the Council member is responsible for reimbursing the Town for any funds that were not recovered within 10 business days.](#)
 - o [In the event a Council member falls ill or has extenuating circumstances that result in them not attending a scheduled training class, reimbursement will not be required, and an effort will be made by staff to get a refund for the training.](#)
 - o Council members may only take a class one time (excluding annual ethics training) with Town funding; any additional registration for the same class is at the cost of the individual Council member.

The following are not allowable expenditures by a Council member:

- Expenditures for personal items.
- Expenditures not directly related to their role as a Council member.
- Tuition assistance or any expenditures related to the pursuit of a college degree or any training deemed not relevant to their role as a Council member.

Any single expenditure or any combination of travel and training expenses for a single trip by a Council member exceeding \$500 must either be pre-approved through the budget process or, if not specified in the budget, must receive pre-approval by the full Council on a Council meeting agenda.

Expenditures by Council members may not exceed the allocated annual budget. Any expenditure requested beyond the allocated budget requires prior majority approval from the full Council, to include identification of an alternate funding source in the budget by staff or a budget ordinance amendment appropriating fund balance with majority approval by the full Council.

Equity in Resource Allocation: The annual budget for Town Council shall be implemented in a manner which ensures equity in resource allocation. Any adjustments to the adopted budget must be approved by the Town Council.

Each Council member will have the opportunity to request professional memberships as a part of the budget process. Should a new membership opportunity arise during the fiscal year, a Council member may bring a request to the full Council for consideration.

Each Council member will be provided an equal allowance for training and travel annually. It is at the discretion of each Council member to determine what training from the list in Appendix A they wish to attend. In the event an individual Council member expends all of their annual allowance and wishes to attend additional training, the Council member will need to bring that request to the full Council to seek additional allowance (which will come from unspent allowance from another Council member(s) or will require a budget amendment appropriating fund balance with majority approval by the full Council).

Exceptions to this include the following:

- Mandatory training such as ethics training and new Council member training and/or orientation are not counted against the individual Council member training and travel allowance.
- Group participation in the annual NCLM “City Vision” conference will not be counted against the individual Council member training and travel allowance.
- Other group participation can be exempted at the discretion of a majority of the full Council.

The Town Clerk shall provide the Council with a quarterly report of detailed expenditures for:

- Items from the discretionary funding in the annual budget (normally including but not limited to the *Dues and Subscriptions* and the *Travel and Training* lines in the Governing Body budget);
- Any supplies utilized by Council members (including business cards, Town branded clothing, pins, etc.); and
- Any other items requested by the Council or deemed noteworthy by the Town Manager.

Payment & Reimbursement: The Town Clerk's office is responsible for processing payments for all approved expenses. Payments will be made directly to vendors whenever possible. Council members ~~are not~~shall not be issued P-Cards.

Out-of-pocket expenses should normally be addressed by each Council member using their annual compensation. Any exceptions to this must be pre-approved by the Town Manager as being authorized in the annual budget and in compliance with this policy. Approved reimbursement requests will be processed upon submission of itemized receipts and appropriate documentation.

Council members are required to submit expense reports, including itemized receipts, to the Town Clerk's office within 30 days of incurring the expense. Staff will provide the necessary report templates to Council members.

Reservations: All reservations for travel, lodging, and conference registrations must be made through the Town Clerk's office. Council members must provide the necessary details and documentation to the Town Clerk's office at least 30 days in advance of the planned expenditure. Exceptions must be out of the Council member's control and must be approved by the Town Manager.

Transparency in Use of Public Funds: All expenditures by Council members shall be publicly disclosed. As noted above, the Town Clerk's office will complete a quarterly report detailing individual Council members' expenses as an administration report on a regular Council agenda.

The Town's Financial Services department will conduct an annual audit of Council members' expenses to ensure compliance with this policy. Any discrepancies or violations will be reported to the Town Manager and Town Council for review and action.

Council members are expected to adhere to the highest ethical standards and exercise sound judgment in the use of public funds. Any misuse of funds or violations of this policy will be subject to censure by the full Council and, where applicable, criminal charges.

Policy Review and Amendments: This policy shall be reviewed annually by the Town Council as a part of the budget process and amended as necessary to ensure its continued effectiveness and alignment with the Town's goals and objectives.

Effective Date: This policy shall become effective immediately upon adoption by the Town Council.

APPENDIX A – Acceptable Training Classes

The following classes have been deemed acceptable classes for Council members as they relate directly to the work of a Morrisville Town Council member. [Other courses may be requested by Council members in accordance with this policy.](#)

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Working with Advisory Boards and Committees

- <https://www.sog.unc.edu/courses/working-effectively-citizen-advisory-boards-and-committees>

Sample Schedule of Council Member Engagements

**(This is not intended to relate to any one Council Member
and is not intended to be inclusive of all Council Opportunities.
Costs shown are estimates for the purpose of demonstrating annual cost.)**

July

- Chamber of Commerce “Coffee & Connections” No cost
- Red, White and Boom – Special Event No cost

August

- Chamber of Commerce “Coffee & Connections”
- Greater Raleigh Convention and Visitors Bureau (GRCVB) Annual Meeting \$50.00
- Music in the Park – Special Event No cost
- Regional Transportation Alliance (RTA) Brunch \$75.00
- S’Morrisville – Special Event No cost

September

- Chamber of Commerce “Coffee & Connections” No cost
- Chamber of Commerce Life Sciences After Hours No cost
- Chamber First Responders Appreciation Event No cost
- International Festival – Special Event No cost
- Music in the Park – Special Event No cost
- NC Mayor’s Association Summer/Fall Meeting \$100 plus room

October

- Boo Bash – Special Event No cost
- Diwali Celebration – Special Event No cost
- Movie in the Park – Special Event No cost

November

- Veterans Day – Special Event No cost
- Veterans Memorial Foundation Walk/Run Fundraiser \$25.00



December

- Holiday Tree Lighting – Special Event No cost
- Menorah Lighting – Special Event No cost
- New Council Member Orientation - NCLM \$65.00
- Newly Elected Council Member Ethics Training \$65.00

January

- Council Retreat No cost
- RTA Annual Meeting \$75.00

February

- State of Morrisville No cost
- NC Mayor’s Association Winter Meeting \$100 plus room
- Triangle Community Coalition Annual Meeting \$75.00

March

- Holi Celebration – Special Event No cost

April

- Movie in the Park – Special Event No cost
- NC Mayor’s Association Annual Meeting \$100 plus room
- Peeps in the Park – Special Event No cost
- Springfest – Special Event No cost

May

- Music in the Park – Special Event No cost
- NCLM City Vision Conference (typically Tue-Thu) \$400 plus room*
(Not charged against individual Council Member funds)

June

- Music in the Park Celebrates Pride – Special Event No cost
- Music in the Park Celebrates Juneteenth – Special Event No cost

Rule 36 - Town Council Expenditure Guidelines

The purpose of this policy is to establish guidelines for the authorization of expenditures by Council members and the limitations associated with those expenditures. This policy aims to ensure fiscal responsibility, equity in resource allocation among all Council members, and transparency in spending by the Council and the Town.

All expenditures must be related to a public purpose, which in the context of Council spending includes activities that benefit the community and enhance the effectiveness of Council operations (including individual Council member knowledge and performance).

Council members are required to adhere to the travel policy established in the Town's *Comprehensive Fiscal/Financial Policies and Procedures* in the *Travel, Training, and Business Expenses* section. This policy will be provided to Council annually at the Council Retreat.

Application: This policy applies to all elected officials of the Town of Morrisville, including the Mayor and all Council members.

Council Member Compensation: As prescribed in Section 11 of the Town's Charter, Council members receive compensation for their service. This compensation is intended to cover incidental costs associated with their roles as Council members at the discretion of the individual Council member.

"Incidental Costs" include (but are not limited to) cell phones or cell phone service, Internet service, television or streaming service, home office supplies, subscriptions to magazines or periodicals, routine travel expenditures (i.e. fuel, parking) not related to approved training and travel, and other items that may be used outside of regular meetings to support the work of a Council member.

Expenditure Guidelines: In addition to annual compensation, individual Council members are typically allocated funds within the Governing Body line in the General Fund. This budget is based on Council and staff recommendations and is approved by the Town Council during the annual budget process.

Allowable expenses typically include, but are not limited to, the following:

- Conference registration fees, lodging, and meals (based on approved per diem requested in advance) associated with pre-approved travel. Lodging and meals must comply with the guidelines identified in this policy.
- Transportation associated with pre-approved travel, including (but not necessarily limited to) airfare, bus, rental car, rideshare (most commonly Lyft or Uber), or train. Council members are eligible for mileage reimbursement if they drive their personal vehicle to an approved event or training that is more than 50 miles from Town Hall. Reimbursement will be paid at the current IRS reimbursement rate.
- Parking cost while attending an approved conference, meeting, or training will be reimbursed by the Town upon the presentation of a receipt for the parking payment.

- Professional memberships for individual Council members participating in associations that return benefit to the Council and/or Town based on their involvement. Examples include, but are not limited to, the following:
 - o National League of Cities
 - o NC Women in Local Government
 - o Wake County Mayors Association

These memberships are normally identified during the budget process with a cost and are then specifically acknowledged in the annual budget when approved. Expenses may not exceed the amount budgeted for this category of expenses. Any membership not included in the annual budget must be brought before Council for majority approval through a request to the Town Clerk.

Exceptions:

- o Group memberships such as the Central Pines Regional Council and the North Carolina League of Municipalities are not considered an expenditure by any individual Council member.
 - o Memberships directly related to the role of the Mayor such as the Wake County Mayors Association, and the North Carolina Mayors Association are not considered an expenditure by the Mayor against their annual allocated funds.
- Training registration fees:
 - o Training must be pre-approved through the annual budget process or must be deemed relevant to the role and responsibilities of a Council member by the Town Manager. If the Town Manager identifies a training request that is not deemed relevant, it will be brought to the full Council for approval.
 - o Pre-approved classes and categories of training are included in Appendix A (*Acceptable Training Classes and Programs*).
 - o Council attendance at classes and training will be tracked by the Town Clerk's office.
 - o In the event a Council member does not attend a class they are registered for and does not make the Town Clerk's office aware they are not attending with enough notice to receive a full refund, the Council member is responsible for reimbursing the Town for any funds that were not recovered within 10 business days.
 - o In the event a Council member falls ill or has extenuating circumstances that result in them not attending a scheduled training class, reimbursement will not be required, and an effort will be made by staff to get a refund for the training.
 - o Council members may only take a class one time (excluding annual ethics training) with Town funding; any additional registration for the same class is at the cost of the individual Council member.

The following are not allowable expenditures by a Council member:

- Expenditures for personal items.

- Expenditures not directly related to their role as a Council member.
- Tuition assistance or any expenditures related to the pursuit of a college degree or any training deemed not relevant to their role as a Council member.

Any single expenditure or any combination of travel and training expenses for a single trip by a Council member exceeding \$500 must either be pre-approved through the budget process or, if not specified in the budget, must receive pre-approval by the full Council on a Council meeting agenda.

Expenditures by Council members may not exceed the allocated annual budget. Any expenditure requested beyond the allocated budget requires prior majority approval from the full Council, to include identification of an alternate funding source in the budget by staff or a budget ordinance amendment appropriating fund balance with majority approval by the full Council.

Equity in Resource Allocation: The annual budget for Town Council shall be implemented in a manner which ensures equity in resource allocation. Any adjustments to the adopted budget must be approved by the Town Council.

Each Council member will have the opportunity to request professional memberships as a part of the budget process. Should a new membership opportunity arise during the fiscal year, a Council member may bring a request to the full Council for consideration.

Each Council member will be provided an equal allowance for training and travel annually. It is at the discretion of each Council member to determine what training from the list in Appendix A they wish to attend. In the event an individual Council member expends all of their annual allowance and wishes to attend additional training, the Council member will need to bring that request to the full Council to seek additional allowance (which will come from unspent allowance from another Council member(s) or will require a budget amendment appropriating fund balance with majority approval by the full Council).

Exceptions to this include the following:

- Mandatory training such as ethics training and new Council member training and/or orientation are not counted against the individual Council member training and travel allowance.
- Group participation in the annual NCLM “City Vision” conference will not be counted against the individual Council member training and travel allowance.
- Other group participation can be exempted at the discretion of a majority of the full Council.

The Town Clerk shall provide the Council with a quarterly report of detailed expenditures for:

- Items from the discretionary funding in the annual budget (normally including but not limited to the *Dues and Subscriptions* and the *Travel and Training* lines in the Governing Body budget);
- Any supplies utilized by Council members (including business cards, Town branded clothing, pins, etc.); and
- Any other items requested by the Council or deemed noteworthy by the Town Manager.

Payment & Reimbursement: The Town Clerk's office is responsible for processing payments for all approved expenses. Payments will be made directly to vendors whenever possible. Council members shall not be issued P-Cards.

Out-of-pocket expenses should normally be addressed by each Council member using their annual compensation. Any exceptions to this must be pre-approved by the Town Manager as being authorized in the annual budget and in compliance with this policy. Approved reimbursement requests will be processed upon submission of itemized receipts and appropriate documentation.

Council members are required to submit expense reports, including itemized receipts, to the Town Clerk's office within 30 days of incurring the expense. Staff will provide the necessary report templates to Council members.

Reservations: All reservations for travel, lodging, and conference registrations must be made through the Town Clerk's office. Council members must provide the necessary details and documentation to the Town Clerk's office at least 30 days in advance of the planned expenditure. Exceptions must be out of the Council member's control and must be approved by the Town Manager.

Transparency in Use of Public Funds: All expenditures by Council members shall be publicly disclosed. As noted above, the Town Clerk's office will complete a quarterly report detailing individual Council members' expenses as an administration report on a regular Council agenda.

The Town's Financial Services department will conduct an annual audit of Council members' expenses to ensure compliance with this policy. Any discrepancies or violations will be reported to the Town Manager and Town Council for review and action.

Council members are expected to adhere to the highest ethical standards and exercise sound judgment in the use of public funds. Any misuse of funds or violations of this policy will be subject to censure by the full Council and, where applicable, criminal charges.

Policy Review and Amendments: This policy shall be reviewed annually by the Town Council as a part of the budget process and amended as necessary to ensure its continued effectiveness and alignment with the Town's goals and objectives.

Effective Date: This policy shall become effective immediately upon adoption by the Town Council.

APPENDIX A – Acceptable Training Classes

The following classes have been deemed acceptable classes for Council members as they relate directly to the work of a Morrisville Town Council member. Other courses may be requested by Council members in accordance with this policy.

UNC School of Government:

Advanced Leadership Corps

- <https://www.sog.unc.edu/courses/advanced-leadership-corps>

Budgeting and Financial Basics for Local Elected Officials

- <https://www.sog.unc.edu/courses/budgeting-and-financial-basics-local-elected-officials>

Development Finance Toolbox

- <https://www.sog.unc.edu/courses/development-finance-toolbox>

Essentials of Municipal Government

- <https://www.sog.unc.edu/courses/essentials-municipal-government>

Ethics for Local Elected Officials (mandatory post-election)

- <https://www.sog.unc.edu/courses/ethics-local-elected-officials>

Evaluating Manager and Board Performance

- <https://www.sog.unc.edu/courses/evaluating-manager-and-board-performance>

Legal Competency for Local Elected Officials

- <https://www.sog.unc.edu/courses/legal-competency-local-elected-officials>

Local Elected Leaders Academy (LELA)

- <https://cplg.sog.unc.edu/courses/local-elected-leaders-academy-lela/>

Social Media for Local Elected Officials

- <https://www.sog.unc.edu/courses/top-10-primer-use-social-media-local-elected-officials>

Working with Advisory Boards and Committees

- <https://www.sog.unc.edu/courses/working-effectively-citizen-advisory-boards-and-committees>

Town Council Agenda Item Report

Agenda Item No. 6.b

Submitted by: Justin Rosser

Submitting Department Police

Meeting Date: April 14, 2026

SUBJECT

Resolution Approving Updated Special Event Road Closures

Justin Rosser, Chief of Police

Recommendation:

Approve resolution

Updates/History of Briefing:

Not Applicable

Executive Summary and Background Information:

This resolution is required to meet the requirements set forth in the NCDOT Special Event Guidelines for road closures associated with Town events. The resolution approves the planning and implementation of the listed Town events and authorizes Town staff to temporarily close the listed NCDOT maintained roads for the duration of those events. This resolution is needed to update the original resolution (RES 2026-15-0) due to the date change for our Diwali event from 10/24/26 to 10/17/26.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Approve resolution or direct changes.

Staff Recommendation:

None

ATTACHMENTS

- [2026-145-0 RES Approving Updated Special Event Rd Closures.pdf](#)



RESOLUTION 2026-145-0 APPROVING UPDATED SPECIAL EVENTS AND NOTICE TO THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR 2026 ROAD CLOSURES

WHEREAS, the Town of Morrisville Strategic Plan includes a goal of “Engaged, Inclusive Community which enriches the quality of life through programs, events amenities and services valued by the community”; and

WHEREAS, the Town has funded events, including the July 2nd, Fireworks Event, and the Diwali Celebration that will feature fireworks, live music, local musicians and artists, youth performers, food trucks, vendors, and other family friendly activities; and

WHEREAS, the Town holding Town-funded events that affect the normal flow of traffic on roadways controlled by the NCDOT. The North Carolina Department of Transportation (NCDOT) Special Event Guidelines requires that municipalities wishing to hold a special event on or impacting highways under the jurisdiction of the NCDOT that involve a road closure or other actions for something other than their intended use shall pass an ordinance (or resolution) approving of the special event, and place signs giving notice of the special event, in accordance with North Carolina General Statutes Section 20-169, as evidence that the municipality will accept full responsibility for, and liability related to, the special event; and

WHEREAS, the Town of Morrisville has consulted with the local NCDOT Highway Division or District Office to verify that the proposed special events will not interfere with other planned special events and will not impact, or be impacted by, planned maintenance or other activities; and

WHEREAS, the NCDOT considers these events official actions of the municipality, and the Town of Morrisville will be responsible for safety, traffic flow, traffic control, appropriate signing, and ensuring that all debris, litter, decorations, and other items associated with the event are removed following the event; and

WHEREAS, the NCDOT is only reviewing for conflicts/concerns, and will neither approve nor deny events. No other action by the NCDOT shall be necessary; and

WHEREAS, the previously adopted 2026 Special Events calendar has been revised to change the date of the Town’s Diwali event from October 24, 2026, to October 17, 2026.

NOW, THEREFORE, BE IT RESOLVED THAT THE MORRISVILLE TOWN COUNCIL approves the updated planning and implementation of events that meet the NCDOT Special Event Guidelines and authorizes temporary closures of public rights of way as follows:

Event	Date	Time	Closure Needed	Closure Time
Peeps in the Park	April 2, 2026	1700-2000	Left and right turn lanes on Morrisville Pkwy between Davis Drive and Golden Horseshoe Cir	1500-2100
Springfest	April 18, 2026	0900-1500	Left and right turn lanes located on Morrisville Carpenter Rd at the intersection of Town Hall Dr	0800-1600

July 2 nd Fireworks Celebration	July 2, 2026	1800- 2130	Periodic/Temporary closures of Aviation Pkwy between Chapel Hill Road and Evans Road	Periods of time between 1600 and 2300 hours
S'Morrisville	August 10,2026	1700- 1900	Left and right turn lanes on Morrisville Pkwy between Davis Drive and Golden Horseshoe Cir	1500-2000
International Festival	September 19, 2026	1600- 1900	Left and right turn lanes on Morrisville Pkwy between Davis Drive and Golden Horseshoe Cir	1500-2000
Diwali Celebration	October 17, 2026	1700- 2000	Periodic/Temporary closures of Aviation Pkwy between Chapel Hill Road and Evans Road	Periods of time between 1600 and 2300 hours
Boo Bash / Halloween	October 29, 2026	1800- 2000	Left and right turn lanes on Morrisville Pkwy between Davis Drive and Golden Horseshoe Cir	1600-2100
Tree Lighting	December 5, 2026	1500- 1800	Left and right turn lanes located on Morrisville Carpenter Rd at the intersection of Town Hall Dr	1200-1900

NOW, THEREFORE, BE IT FURTHER RESOLVED THAT THE MORRISVILLE TOWN COUNCIL hereby rescinds Resolution 2026-15-0 which established the original 2026 schedule for special event road closures.

Adopted this the 14th day of April 2026.

ATTEST:

TJ Cawley, Mayor

Kayla Bertling, Town Clerk

Town Council Agenda Item Report

Agenda Item No. 6.c

Submitted by: Mark Spanioli

Submitting Department Engineering

Meeting Date: April 14, 2026

SUBJECT

Resolution Authorizing Phase 2B Design-Build for the Public Works Facility Project
Mark Spanioli, Director of Engineering

Recommendation:

Approve.

Updates/History of Briefing:

Not Applicable

Executive Summary and Background Information:

In March of 2025, the Town of Morrisville entered into a purchase contract in the amount of \$10,500,000 to acquire the property at 125 International Drive for the purpose of relocating the Public Works Department. The current building and property at 125 International Drive require renovations and upgrades to accommodate Public Works. The Town officially closed on and acquired the building in July of 2025.

In April of 2025, Town Council authorized staff (Resolution 2025-147-0) to proceed with the Design-Build delivery method for the public works building renovation project. In order to proceed with the first step in the Design-Build process, staff requested approval to proceed with phase 1, the design phase of the project.

In November of 2025, Town Council authorized staff (Resolution 2025-385-0) to enter into a phase 1 agreement for the design phase of the project with Balfour Beatty Construction, LLC in an amount not to exceed of \$850,000.

In February of 2026, Town Council authorized staff (Resolution 2026-31-0) to enter into a phase 2A agreement for initial construction activities of the project with Balfour Beatty Construction, LLC in an amount not to exceed of \$1,500,000

The project team is continuing to make progress and is ready to commence final construction activities and completion of the project. Staff are recommending entering into a phase 2B

agreement for the final construction phase of the project with Balfour Beatty Construction, LLC in an amount not to exceed of \$7,650,000 bringing the total design and construction costs for this project to \$10,000,000.

The preliminary budget to purchase the property, design and construct the renovations is \$20.5 mil. The Town will cashflow the design-build cost until the anticipated 2nd Installment Financing is issued in the June (so there will not be any impact on fund balance calculations at the end of the fiscal year). The Town previously adopted 2025-54-0B an Official Resolution of Intent to Reimburse once proceeds are received prior to fiscal year end.

The design is in the final production stages and initial construction activities have commenced. As a companion to this item, item 2026-138-0 (Public Works Project Update) provides an administrative report and update with project details for the scope, program and schedule to complete the project.

Phase 1, phase 2A and the final phase (2B) of the project are within the budgeted project cost.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Approve the resolution and CPOA for phase 2B (final construction and completion) of the Design-Build delivery method for the Public Works Facility at 125 International Drive
Do not approve the resolution and CPOA for phase 1 (final construction and completion) of the Design-Build delivery method for the Public Works Facility at 125 International Drive

Staff Recommendation:

None

ATTACHMENTS

- [2026-137-0 RES DB Phase 2B for PW 125 Int Drive.pdf](#)



**RESOLUTION 2026-137-0 OF THE MORRISVILLE TOWN
COUNCIL AUTHORIZING PHASE 2B OF THE DESIGN-BUILD
DELIVERY METHOD FOR CONSTRUCTION OF 125
INTERNATIONAL DRIVE - PUBLIC WORKS RENOVATION
PROJECT**

WHEREAS, in March of 2025, the Town of Morrisville entered into a purchase contract in the amount of \$10,500,000 to acquire the property at 125 International Drive for the purpose of relocating the Public Works Department and officially closed on and acquired the building in July of 2025; and

WHEREAS, in April of 2025, Town Council authorized staff to proceed with the Design-Build delivery method for the public works building renovation project; and

WHEREAS, in November of 2025, Town Council authorized the Town Manager to execute a phase 1 (the design phase) of a design-build contract with Balfour Beatty Construction, LLC in the amount not to exceed of \$850,000; and

WHEREAS, in February of 2026, Town Council authorized the Town Manager to execute a phase 2A (the initial construction phase) of a design-build contract with Balfour Beatty Construction, LLC in the amount not to exceed of \$1,500,000; and

WHEREAS, the design is in final stages of development and the project team desires to commence final construction activities to complete the public works renovation project; and

WHEREAS, staff negotiated a phase 2B contract at a fair and reasonable price with Balfour Beatty Construction, LLC for the final construction activities of the Public Works Renovation Project located at 125 International Drive, in an amount not to exceed of \$7,650,000.

NOW, THEREFORE, BE IT RESOLVED THAT THE MORRISVILLE TOWN COUNCIL hereby authorizes the Town Manager to execute a phase 2B contract with Balfour Beatty Construction, LLC. in an amount not to exceed \$7,650,000, bringing the total development costs to \$10,000,000 which is within the available budgeted appropriations in the Capital Project Fund for the Public Works Renovation Project.

Adopted this 14th day of April 2026.

TJ Cawley, Mayor

ATTEST:

Kimberly Kowanick, Deputy Town Clerk

Town Council Agenda Item Report

Agenda Item No. 6.d

Submitted by: Dawn Raab

Submitting Department Planning

Meeting Date: April 14, 2026

SUBJECT

Resolution Authorizing Safe Streets 4 All (SS4A) Grant Application
Dawn Raab, Management and Budget Analyst

Recommendation:

Approve application for grant

Updates/History of Briefing:

None

Executive Summary and Background Information:

The Town was awarded a Planning Grant from SS4A several years ago that assisted in the development of our "Morrisville in Motion Safety Action Plan", adopted in October 2025. This plan provided crash data that helped determine our "high injury network" streets and provided direction on opportunities to reduce vehicle fatalities and serious injuries. Only entities that have a safety action plan that meets federal standards may apply for the implementation portion of this funding. Staff is currently working on an application that would assist us with the much-needed improvements on Morrisville Parkway that includes a request for \$10,480,000, which is 80% of the \$13,100,000 estimate, with a required match of \$2,620,000. If awarded, staff will have five years to complete the project from the time of executed agreement. Award notice is expected late December 2026.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Approve grant application

Staff Recommendation:

None

ATTACHMENTS

- [2026-131-0 RES Safe Streets For All \(SS4A\) Grant Application](#)



**RESOLUTION 2026-131-0 OF THE MORRISVILLE TOWN
COUNCIL AUTHORIZING SUBMISSION OF AN APPLICATION TO THE
UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT) FOR
A SAFE STREETS AND ROADS FOR ALL (SS4A) IMPLEMENTATION
GRANT FOR MORRISVILLE PARKWAY INTERSECTION
IMPROVEMENTS**

WHEREAS, the United States Department of Transportation (USDOT) announced the availability of \$687,809,874 in grant funds under its competitive and discretionary Safe Streets and Roads for All (SS4A) program through an FY 2026 Notice of Funding Opportunity (NOFO) on March 26, 2026, to fund infrastructure projects with significant local or regional impact that reduce fatal and serious injury crashes; and

WHEREAS, the Town of Morrisville Comprehensive Transportation Plan, adopted by the Morrisville Town Council in 2019, identified Morrisville Parkway between Davis Drive and NC 54 as a high-priority corridor for improvements to address increasing traffic volumes, crash rates, and pedestrian activity; and

WHEREAS, between the Spring of 2023 and Summer of 2024, the Town of Morrisville commissioned and completed a Morrisville Parkway Access Management Study to evaluate the two-mile section of Morrisville Parkway between Davis Drive and NC 54 for access management and other safety improvements to make travel safer for all roadway users, and in June of 2024, the Morrisville Town Council accepted the results of the study to inform capital improvement programming and to pursue grants for the construction of the recommended improvements; and

WHEREAS, in October of 2025, the Morrisville Town Council adopted a comprehensive safety action plan, known as the Morrisville in Motion Safety Action Plan, that identified urgent transportation safety problems and developed strategies and projects aimed at reducing serious-injury and fatal crashes on roadways throughout the Town with the support of a USDOT SS4A planning grant secured by the Central Pines Regional Council; and

WHEREAS, Morrisville Parkway between Davis Drive and NC 54 was identified in the Morrisville in Motion Safety Action Plan as a high-injury corridor for all modes and also separately and specifically for bicyclists and pedestrians, and the intersection of Creek Park Drive/Black Ridge Street with Morrisville Parkway was identified as a high-injury intersection; and

WHEREAS, the Town of Morrisville has completed 65% design plans for access management and safety improvements along Morrisville Parkway between Davis Drive and NC 54 to address the safety concerns identified in the Morrisville Parkway Access Management Study and the Morrisville in Motion Safety Action Plan; and

WHEREAS, the proposed improvements along Morrisville Parkway between Davis Drive and NC 54 meet the goals and criteria of an SS4A implementation grant by using proven safety countermeasures providing measurable safety benefits to multiple transportation modes along the corridor including motor vehicles, pedestrians, bicyclists, and public transit; and

WHEREAS, the estimated cost of the Morrisville Parkway intersection improvements as represented in the aforementioned 65% design plans is \$13,100,000, and the Town plans to pursue 80% (\$10,480,000) of that amount for the access management and safety improvements in response to the USDOT SS4A FY 2026 NOFO; and

WHEREAS, in the event of a successful grant application, the Town recognizes that the USDOT will expect to obligate SS4A funding through an executed grant agreement between USDOT and the Town within 12 months of award announcement, for all SS4A funds to be expended within five (5) years after the grant agreement is executed, and for the Town to comply with all applicable laws and regulations as stated in all related enforceable agreements, and the Town is committed to complying with these conditions.

NOW, THEREFORE, BE IT RESOLVED THAT THE MORRISVILLE TOWN COUNCIL hereby adopts this resolution and:

1. Supports the pursuit of Safe Streets for All (SS4A) grant funding for the proposed Morrisville Parkway intersection improvements and authorizes staff to prepare and submit the necessary application materials.
2. Confirms the Town of Morrisville has the legal authority to apply for financial assistance and holds the institutional, managerial, and financial capacity to ensure matching funds and to adequately construct the proposed improvements.
3. Commits the Town to providing the required 20% local match for a successful grant, which is estimated to be \$2,620,000, and has dedicated this amount from non-federal sources in the Town's Capital Improvement Program.

Adopted this 14th day of April 2026.

TJ Cawley, Mayor

Kimberly Kowanick,
Deputy Town Clerk

Town Council Agenda Item Report

Agenda Item No. 8.a

Submitted by: Kimberly Kowanick

Submitting Department Administration

Meeting Date: April 14, 2026

SUBJECT

Proclamation Recognizing Earth Day

Recommendation:

None

Updates/History of Briefing:

Not Applicable

Executive Summary and Background Information:

Earth Day was first celebrated on April 22, 1970, and April 22, 2026, will be the 56th anniversary of Earth Day.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

None

Staff Recommendation:

None

ATTACHMENTS

- [2026-142-0 Earth Day Proclamation.pdf](#)



Proclamation

Recognizing April 22nd as Earth Day

WHEREAS, Earth Day was first celebrated on April 22, 1970; and

WHEREAS, April 22, 2026 will be the 56th anniversary of Earth Day; and

WHEREAS, new and continuing challenges, including climate change, pollution, sea level rise, and loss of forests, wetlands, and other wildlife habitats, reinforce the need for adequate protections for the air we breathe, the water we drink, the land we inhabit, and the animals we live alongside; and

WHEREAS, there is scientific consensus that climate change poses a dire threat to our planet and its inhabitants, and that urgent and unprecedented changes are needed to mitigate its worst effects; and

WHEREAS, Earth Day reaffirms our responsibility in the global effort to combat climate change and protect our planet for all; and

WHEREAS, all species play a unique role in the complex web of life and contribute to the ecosystem services on which all life on Earth depends, and hence, protecting biodiversity is crucial to the survival of this planet and its inhabitants; and

WHEREAS, climate change impacts increased and intensified deforestation, wildfires, floods, rising seas, diseases, droughts, and extreme weather; and

WHEREAS, it is imperative to recognize and understand alternative ways of thinking about sustainable living and solutions; and

WHEREAS, it is more important than ever to call for a unified global response and to cooperate regionally and internationally to defend the environmental progress that has been thus far gained.

NOW THEREFORE, the Town Council of the Town of Morrisville does hereby recognize April 22, 2026, as Earth Day and encourages all residents, businesses, and organizations to participate in Earth Day education and activities.

TJ Cawley, Mayor

Kimberly Kowanick, Deputy Town Clerk

Town Council Agenda Item Report

Agenda Item No. 8.b

Submitted by: Kimberly Kowanick

Submitting Department Administration

Meeting Date: April 14, 2026

SUBJECT

Proclamation Recognizing Nepal Day

Recommendation:

None

Updates/History of Briefing:

Not Applicable

Executive Summary and Background Information:

The Nepalese New Year will be celebrated on April 14 in 2026.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

None

Staff Recommendation:

None

ATTACHMENTS

- [2026-143-0 PROC Nepal Day.pdf](#)



Proclamation

Recognizing April 14, 2026 as Nepal Day

WHEREAS, Nepalese residents living in the Town of Morrisville and in Wake County comprise a significant portion of the Asian demographic, which makes up almost half of our local community; and

WHEREAS, Nepalese residents play a key role in our community by making significant contributions to the economic and social wellbeing of the Town; and

WHEREAS, the Nepalese provide cultural diversity to this area with their diverse ethnic background including over 100 different languages; and

WHEREAS, the Nepalese have been a strong supporter of the U.S. and our allies during the great world wars and lost tens of thousands of Nepalese during World War II alone; and

WHEREAS, Buddha was born in Nepal and the Nepalese community has always been a harbinger of peace, harmony and tolerance; and

WHEREAS, the Nepal Center of North Carolina (NCNC, Inc.) is a non-profit 501(c)(3) organization established in 1999, serving Nepalese-American residents across the state of North Carolina.

NOW THEREFORE, the Town Council of the Town of Morrisville does hereby proclaim April 14 as “*Nepal Day*” in the Town of Morrisville and calls for residents to celebrate the past and ongoing contributions of the Nepalese to our community.

TJ Cawley
Mayor

Kimberly Kowanick
Deputy Town Clerk

Town Council Agenda Item Report

Agenda Item No. 10.a

Submitted by: Mark Spanioli

Submitting Department Engineering

Meeting Date: April 14, 2026

SUBJECT

Public Works Project Update

Mark Spanioli, P.E., Director of Engineering

Recommendation:

Receive update

Updates/History of Briefing:

Not Applicable

Executive Summary and Background Information:

The Public Works renovation project located at 125 International Drive is in the final design and permitting stages of development. Initial construction activities have commenced and the project is on schedule to be completed and move-in ready in the spring/summer of 2027. As a companion item to the phase 2B, final contract award for the Design/Build project team (item 2026-137-0), staff has provided this administrative report as a project overview/update for the project.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Receive update and provide direction.

Staff Recommendation:

Receive update and provide direction.

ATTACHMENTS

- [2026-138-0 Public Works Admin Report.pdf](#)



**Town of Morrisville
Town Council Administrative Report**

April 2026

Project Name: Public Works Facility Renovation and Upfit (Design/Build)

Director: Mark Spanioli, P.E., Director of Engineering

Department: Engineering

Project Budget:

Phase 1 Design (previously approved):	\$ 850,000
Phase 2A Early Construction (previously approved):	\$ 1,500,000
Phase 2B Construction (April 2026 approval):	\$ 7,650,000
Total Development Budget:	\$10,000,000

Project Summary/Scope of Work:

- The project is being delivered using the Design/Build delivery method, selected contractor will enter into a Guaranteed Maximum Price (GMP) contract to deliver the project within the allocated budget as designed by the project team.
- The project includes a partial renovation of the existing 50,400 SF pre-engineered metal building located at 125 International Drive to house the Public Works Department staff and provide a new vehicle repair facility.
- The project scope includes the upfit and improvement of approximately 25,000 SF which includes 10,000 SF of office space and 15,000 SF of vehicle repair and workspaces. The existing building will be upgraded to comply with the current 2018 Building Code.
- Exterior improvements include repairs to the outer building shell, roof system repairs, overhead door modification and replacements, ADA parking upgrades, pavement repairs, landscape plantings, open space accommodation and site fencing with secure access control.
- The remaining 25,000 SF of the existing building is vacant with some small office areas that were built by the previous tenants/owners and warehouse space. Programming for the remaining space was not part of the scope of this project and is reserved for future needs.

Project Schedule:

- November 2025-Council approves Phase 1 Design Contract for \$850,000.
- February 2026-Council approves Phase 2A Contract for early construction activities for \$1,500,000.
- Phase 1 Design is 100% complete; Phase 2A demolition, roof work and site fencing is underway.
- Permitting: Design/Build team has submitted plans to secure the remaining building permits.
- Remainder of construction scheduled to commence in May of 2026 with an anticipated completion of spring/summer of 2027.

Sustainability Features:

- Adaptive re-use of an existing building.
- Four electric vehicle charging stations are provided at the rear of the building.
- Two electric vehicle ready spaces are provided in the front parking area.
- Existing building materials will be re-used wherever possible.
- High efficiency lighting will be used throughout the facility
- Ultra-low flow plumbing fixtures are provided throughout the renovation area.
- High efficiency HVAC units are being provided as part of the renovation.
- Additional insulation is being provided throughout the ceiling area of the facility to increase insulating performance.
- At least 70% of construction and waste debris will be diverted from landfills.
- Sustainable millwork materials will be utilized for built-in cabinets, bookcases, and any other built-in cabinetry.

Aerial Photo of Existing Site:



Overall Floor Plan for the Existing Building with the Proposed Public Works Area:



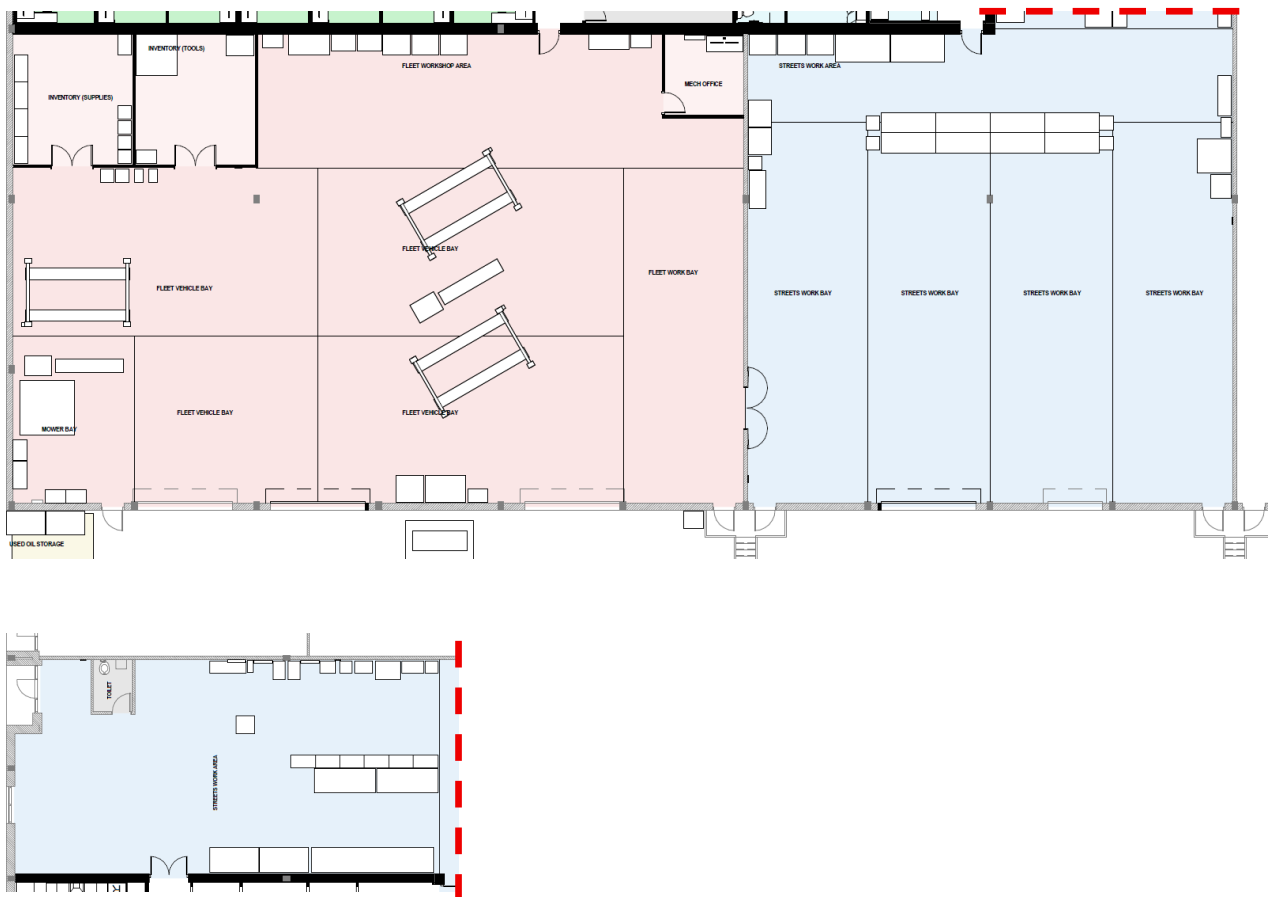
Proposed Public Works Area Floor Plan:



Public Works Office Area Floor Plan:



Public Works Fleet Maintenance and Work Area Floor Plan:



Town Council Agenda Item Report

Agenda Item No. 10.b

Submitted by: Mark Spanioli

Submitting Department Engineering

Meeting Date: April 14, 2026

SUBJECT

Quarterly Capital Projects Update

Mark Spanioli, P.E., Director of Engineering

Recommendation:

Receive Update

Updates/History of Briefing:

Not Applicable

Executive Summary and Background Information:

Each quarter, staff will be providing Council with an update of ongoing major capital projects that are managed by the Town. This updated report reflects progress to-date on each of our ongoing projects.

This report is also published monthly on the Town's project web page.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Receive information or ask questions.

Staff Recommendation:

None

ATTACHMENTS

- [2026-136-0 Quarterly CIP Update April 2026.pdf](#)



CAPITAL PROJECTS REPORT

APRIL 2026

MORRISVILLENC.GOV

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GLOSSARY



OVERVIEW

Welcome to the Town of Morrisville’s Monthly Capital Projects report. This report is provided so that our residents, businesses, and other stakeholders can easily access information related to capital projects that the Town is undertaking to improve our community and to enhance the Morrisville experience. The Town Council and Town staff are committed to transparency in all that we (and the taxpayer funds we expend) accomplish in and for Morrisville.

This report will be updated once a month, typically on the third Friday of each month, to ensure that the information we are sharing is current. This report is available on the Town website, will be shared via our weekly “Next Week in Morrisville” newsletter ([sign up here](#)) and via our social media platforms. This report will also be provided to Town Council on a quarterly basis so Council can have the opportunity to ask questions and discuss progress on our various projects.

This report addresses current and future Town capital projects that are being designed, constructed, or otherwise studied. However, it does not address all projects from the Town’s five-year Capital Improvement Plan. Some of those projects are not funded and others have not yet moved to an active project. It is also important to focus on the type of project, as many projects start only as design efforts because that is typically funded separately in order to get to a reliable project cost estimate.

This overview page is intended to provide readers with an overview of the content of the report, how capital projects proceed in Morrisville, who we often work with (and why), and how projects are funded.

PROJECT PAGES



Project Numbers – this is the current cost estimate for the project and is subject to change as the project evolves and ultimately moves to construction.

- The majority of the Town’s capital projects are funded through the Capital Improvement Plan and various funding methods that include capital reserve funds, re-investment of Parks-Payment-in-Lieu and Streets-Payment-in-Lieu (funds collected from ongoing private development), grant funding, and/or bond funding (voter approved spending).
- In many cases, the Town will pay a portion of a project if partnering with other government entities such as CAMPO, NCDOT, or Wake County. In some cases, the Town will provide funds up front to expedite projects with that funding repaid once the project is complete.

FINANCES

Total Revenues &
Sources
\$

Latest Indicated Cost
\$

Project Manager - This is the point of contact for the project on behalf of the Town.

START DATE:

CURRENT PHASE:

COMPLETION DATE:

PROJECT MANAGER:

Current Project Phase – highlights the phase each project is currently in; the typical phases include:

- Study/Planning - an initial early planning level exercise to determine project viability, initial scoping and costs. This phase comes before any design work and normally happens before the project is fully developed as a funded capital project and therefore may not be listed in the Town’s 5-year CIP Plan;
- Design (plans are developed to 30% Conceptual, 60% Schematic, 90% Design Development, and 100% Construction Documents with each step normally providing a revised cost estimate);
- Right-of-way/Easement acquisition (many projects require access onto private property, via land acquisition or easement, to use land, often for public infrastructure projects like roads, sidewalks, greenways, drainage, etc);
- Permitting – the Town is required to obtain permits for our projects just as we expect anyone from the public to do;
- Construction – work has begun to construct the project.

PROJECT PAGES



Project Photo - a current look at the latest phase of each project.

Project Summary - provides a basic overview of the project scope, location and general information about the project.

Strategic Plan Alignment – this shows how the project aligns with the Town’s current Strategic Plan goals and objectives.

Project Status – there are any number of factors that can change or delay a Town project schedule; these include (but are not limited to) the following:

- Challenges with the site materials (particularly the amount of rock found underground in Morrisville) or other site issues that result in unplanned delays.
- Cost increases for materials and for design and construction services.
- Material delays, a much more common challenge in recent years.
- Project partners – in cases where the Town does not manage the project, we are reliant on outside partners, such as NCDOT, and any changes they make to the schedule.
- Interruption of funding, particularly from the federal government.

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

NCDOT AIRPORT BLVD EXTENSION PHASE I



SUMMARY

Design and construction of new roadway segment (0.44 miles) which includes a 4-lane divided roadway with median, streetlights, sidewalks, pedestrian crossings, and new traffic signals from Garden Square Lane to Church Street. This is an NCDOT managed project. The current cost estimate for all phases of the project is \$15.2 million with the Town's share (inclusive of sunk and future costs) being \$7.2 million.

FINANCES

Total Revenues & Sources
\$7,214,035

Latest Indicated Cost
\$7.2 million

CURRENT STATUS

- Utility relocations were completed at the end of December 2025.
- Municipal Maintenance Agreement has been executed. Detour signage for the Indian Creek Greenway has been approved.
- Bids were received February 17, 2026. Low construction bid is \$9,867,642 by Carolina Sunrock, LLC. which came in \$700k under the estimated cost.
- Construction has commenced

Challenges:

- The Town will not know its exact cost share until the project is complete.
- The Town requested a review of the 45-mph speed limit. NCDOT will review after the project is complete when a speed study can be performed.

STRATEGIC PLAN

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CONSTRUCTION START DATE: APRIL 2026

CURRENT PHASE: CONSTRUCTION

EST. COMPLETION DATE: NOVEMBER 2028

PROJECT MANAGER: TIM JOHNSON, PE

MORRISVILLE PARKWAY IMPROVEMENTS



SUMMARY

Various intersection improvements along Morrisville Parkway from Davis Drive to NC54 as identified in the Access Management plan. Project scope includes new traffic signals, turn lanes, median modifications, striping and pedestrian safety improvements. Project is currently authorized for design phase only. Current phase improvements and Latest Indicated Cost are limited to the intersections between Davis Drive (except for a westbound right turn lane) and NC 54 (Chapel Hill Road).

CURRENT STATUS

- 65% design plans and cost estimate are complete and are being reviewed by NCDOT.
- CAMPO LAPP application submitted for Right of Way and Utility funding and CAMPO approved funding in the amount of \$205,030 for FY27. The proposed work plan has been phased to align with the Town's budget capabilities. LAPP funding is a key component for future phases as the project is currently authorized for design only.

Challenges:

- NCDOT was requested to perform a traffic study at Morrisville Elementary, however, NCDOT was unable to perform due to workload. In response, the Town has completed a school traffic study.
- Working with NCDOT and the Town of Cary as potential project funding partners.

START DATE: OCTOBER 2024

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: TBD

PROJECT MANAGER: TIM JOHNSON, P.E.

FINANCES

Total Revenues & Sources
\$3,200,000

Latest Indicated Cost
\$14.5 million. Town share = \$5.5 million

STRATEGIC PLAN

- Sustainable, livable community growth
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PUBLIC WORKS FACILITY



START DATE: MARCH 2025

CURRENT PHASE: DESIGN/CONSTRUCTION

EST. COMPLETION DATE: 2027

PROJECT MANAGER: TIM JOHNSON, P.E.

SUMMARY

Purchase of an existing building at 125 International Drive to be renovated for a replacement public works facility.

\$10.5 million authorized for purchase, due diligence, and engineering.

\$10.0 million anticipated for renovations and upfit of the building.

STATUS

- Closed on property on July 10, 2025.
- Council authorized the Design-Build delivery method for the rehabilitation of the building to accommodate Public Works.
- Town Council approved the Phase 1 Design Services contract with Balfour Beatty, and the design phase is currently underway.
- Town Council approved a Phase 2A early work contract with Balfour Beatty including demolition, site work and roofing which commenced in March of 2026.
- Design Development is in progress and full construction is expected to commence in the summer of 2026.

FINANCES

Total Revenues & Sources
\$20.5 million

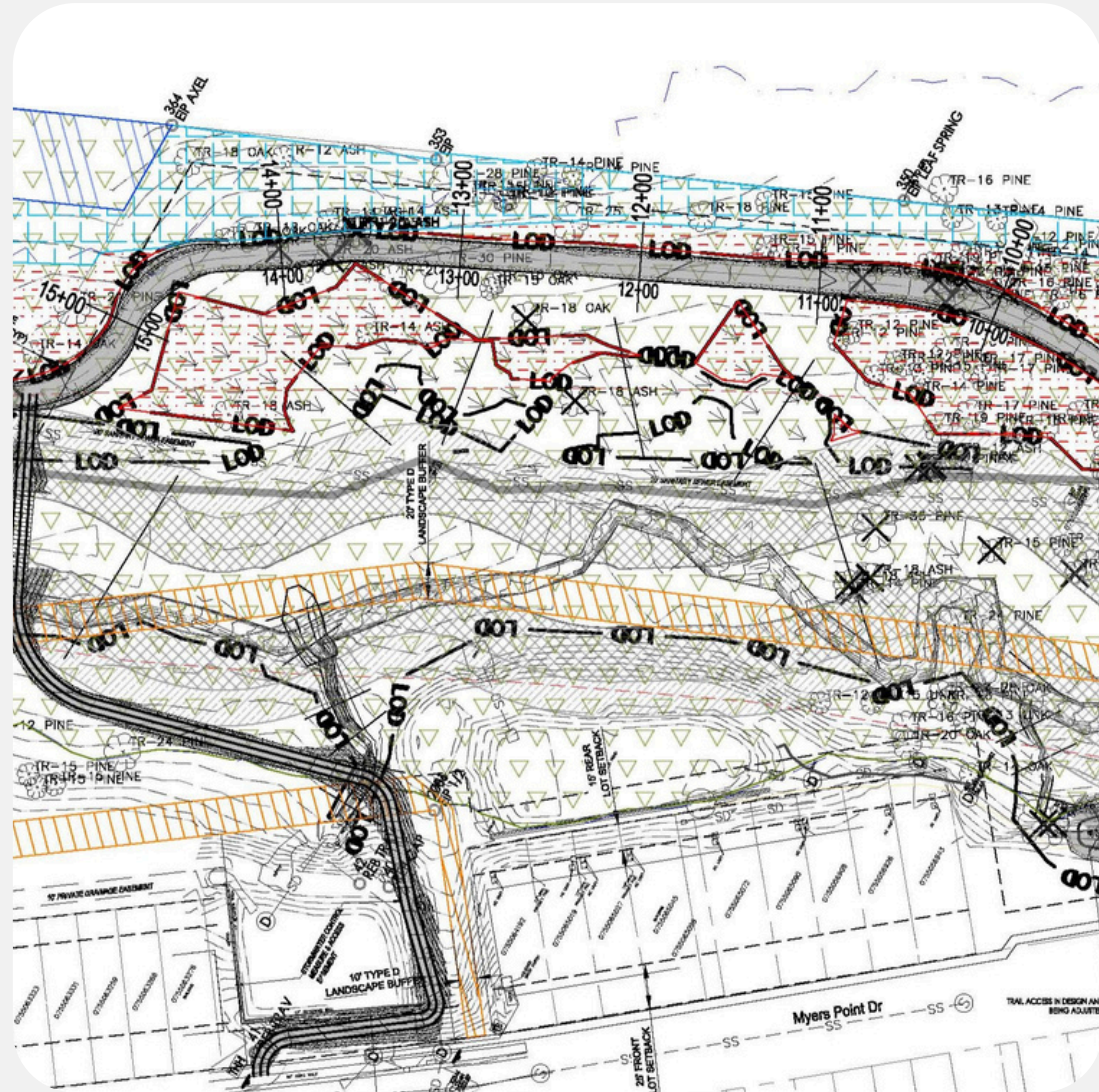
Latest Indicated Cost
\$20.5 million

STRATEGIC PLAN

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SAWMILL CREEK

STREAM RESTORATION AND GREENWAY PROJECT



START DATE: JULY 2023

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2027

PROJECT MANAGER: BEN MILLS P.E., C.F.M.

SUMMARY

The project is water quality focused and will tackle an unstable stream and poor habitat conditions. The work includes stabilizing the eroding stream, enhancing the riparian buffer by removing invasive species and adding native plantings while incorporating pocket wetlands to help improve water quality and habitat conditions. The development would also incorporate a portion of the planned Sawmill Creek greenway in its design.

The project is generally located west of the railroad right-of-way adjacent to NC54 from Page Street to Downing Glenn Drive.

STATUS

- The design is complete and is currently in plan review.
- The Town has been awarded three grants totaling \$967,297 towards project implementation.
- The final plat for the project, which includes obtaining greenway and construction easements, has been approved.
- Additional revenues to be allocated from Stormwater Reserves at time of construction contract award.
- Environmental permitting is complete.

Challenges:

- Differences in elevation and stream crossings necessitate the use of elevated greenway sections and bridges, adding to project costs.
- To meet the conditions of the newly awarded Great Trails Grant, the start of construction will likely be delayed by a couple of months.

FINANCES

Total Revenues & Sources
\$1,840,099

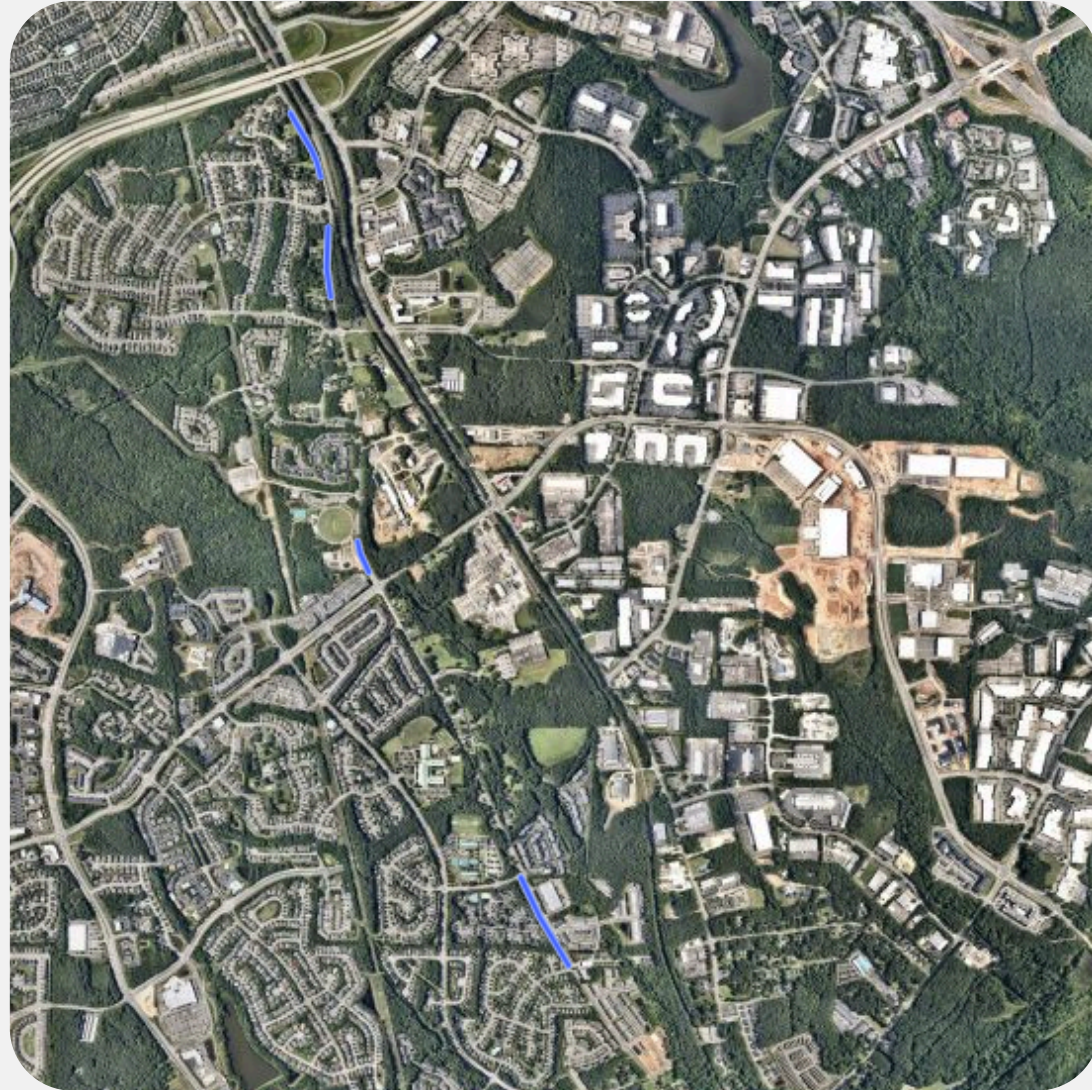
Latest Indicated Cost
\$2,500,000

STRATEGIC PLAN

- Sustainable, livable community growth
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SIDEWALK GAP PROJECT

CHURCH STREET SIDEWALK (EB-5838)



SUMMARY

Design and construct new sidewalks along Church Street from Morrisville-Carpenter Road to the Durham County line. This project is in conjunction with NCDOT and is funded with an 80% State funds/20% Town funds cost share reimbursement grant, managed by the Town.

STATUS

- Design is 90% complete pending NCDOT and Town staff reviews.
- Environmental permitting documents were resubmitted to NCDOT in March 2026.
- Revised Schedule and Cost estimates are under review for NCDOT Cost Verification.

Challenges:

- Coordination is needed with other projects in the corridor.
- Federal funding availability may require the project to scale back.

FINANCES

Total Revenues & Sources
\$3,058,103

Latest Indicated Cost
\$5.2 million

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
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START DATE: 2022

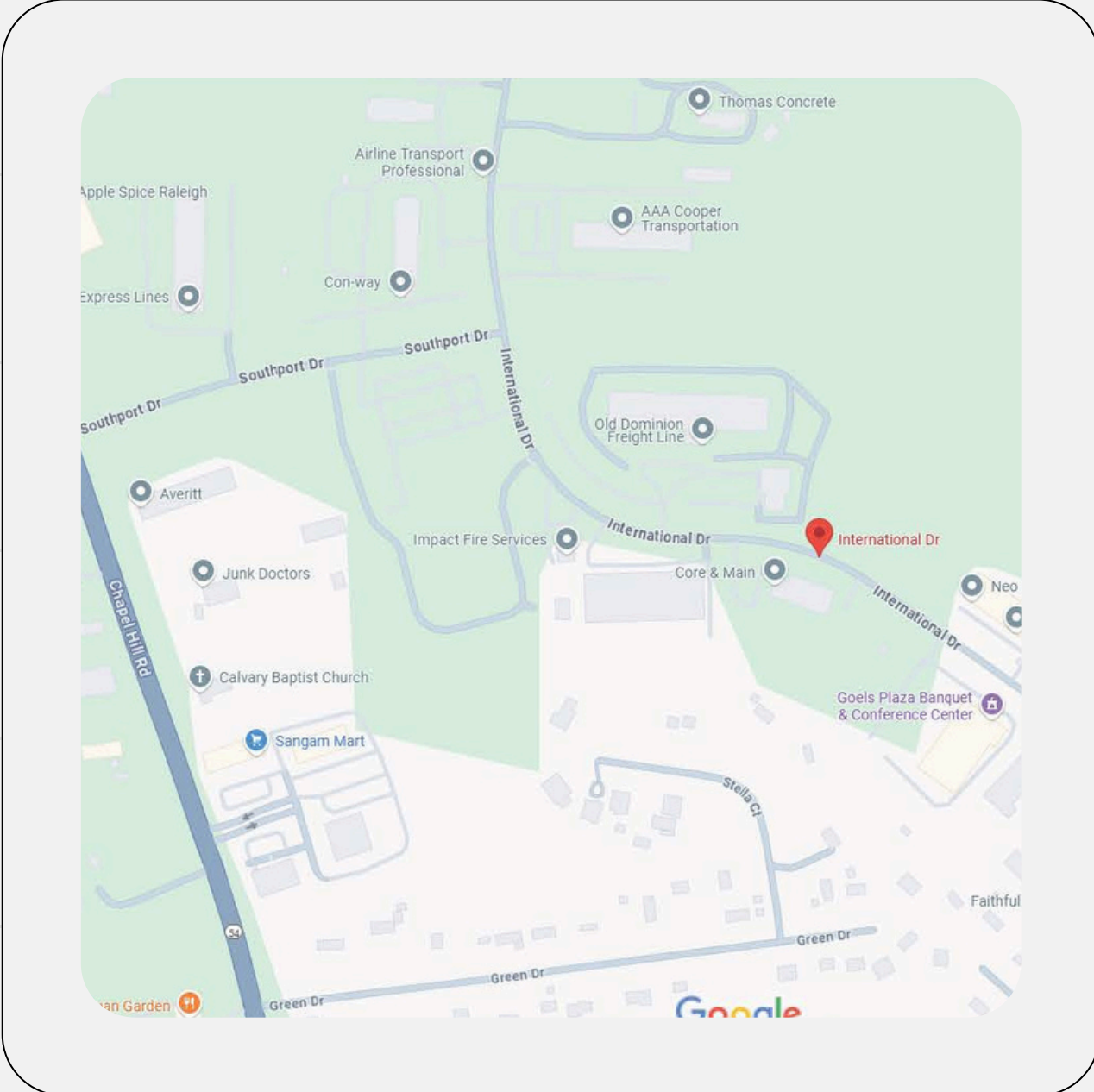
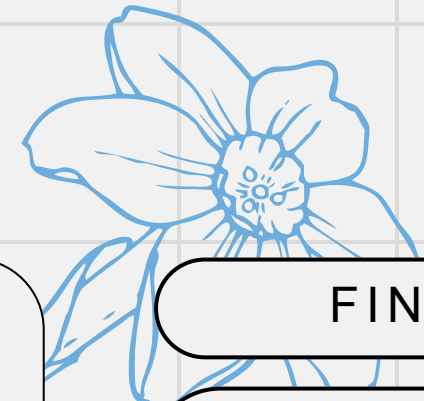
CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2028

PROJECT MANAGER: KITTY THOMAS

SIDEWALK GAP PROJECT

INTERNATIONAL DRIVE



SUMMARY

Complete sidewalk gaps on International Drive from Aviation Parkway north to the end of the existing pavement connecting to the proposed roadway alignment being developed by SPARK.

FINANCES

Total Revenues & Sources
\$891,000

Latest Indicated Cost
\$1.3 million

STATUS

- 100% plans are complete.
- The Town's contracted estimating firm has completed the 100% plans construction estimate.
- Anticipate bid advertisement in April 2026.
- Additional revenues to be allocated from Transportation Reserves at time of construction contract award.

Challenges:

- Town of Cary water and sewer permits must be issued.

STRATEGIC PLAN

- Sustainable, livable community growth
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START DATE: OCTOBER 2024

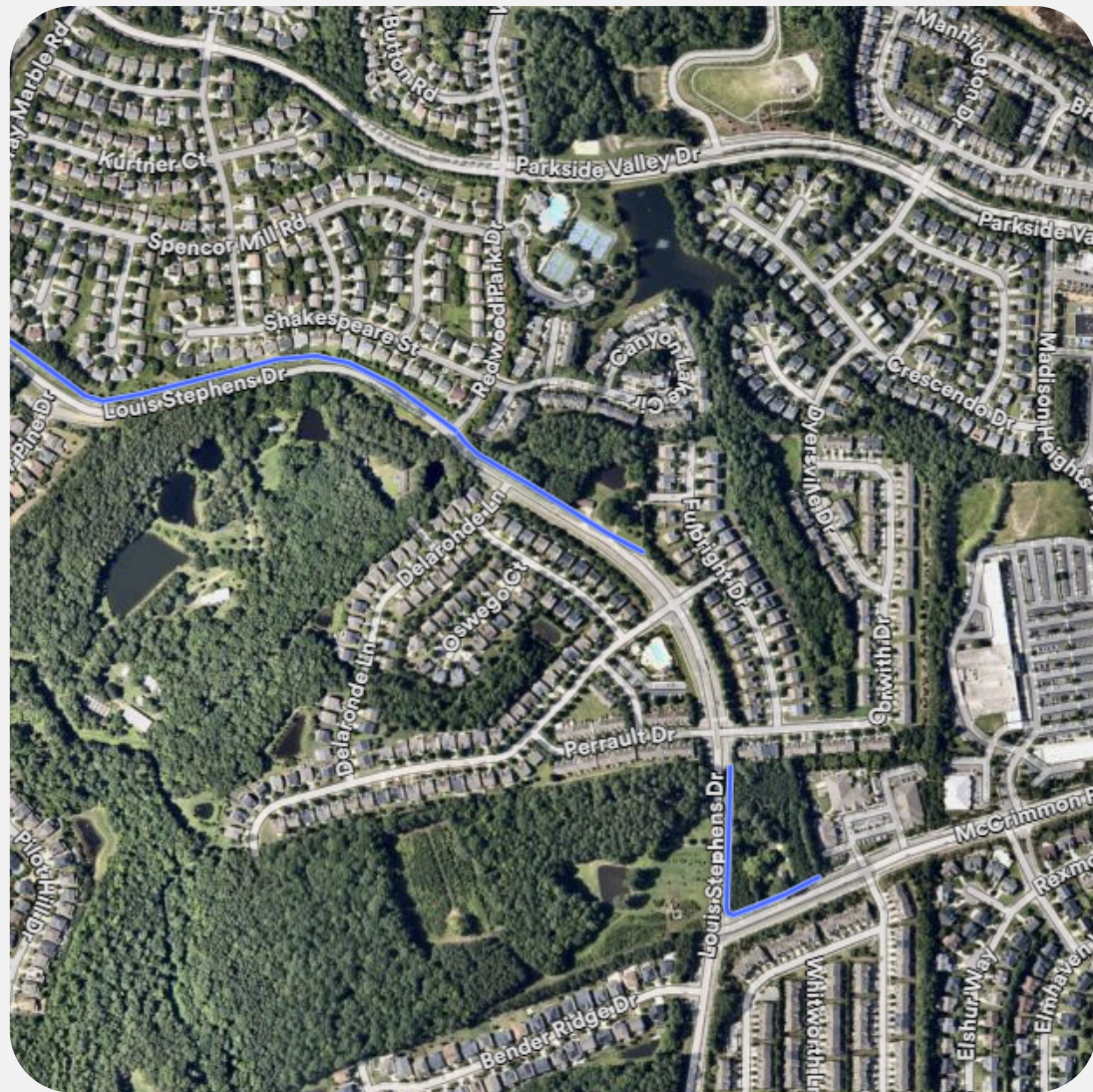
CURRENT PHASE: PERMITTING

EST. COMPLETION DATE: 2026

PROJECT MANAGER: TIM JOHNSON, P.E.

SIDEWALK GAP PROJECT

LOUIS STEPHENS DR (BL-0049)



SUMMARY

Design and construction of a new sidewalk along Louis Stephens Drive from McCrimmon Parkway to Gray Marble Road. This project is in conjunction with NCDOT and is funded with 70% federal funds/30% Town funds cost share reimbursement grant, managed by the Town.

STATUS

- Final Plans, Specifications, and Estimate (PSE) set were submitted for NCDOT review in March 2026.
- Easement acquisitions complete.
- Environmental Categorical Exclusions (CE) Consultation is awaiting an endangered species evaluation window, which opens in May.
- An additional funding request is in CAMPO review as of March 2026.

Challenges:

- Potential habitat for endangered species.
- Variances needed on the NCDOT standard specifications.
- ROW negotiations required condemnation of several parcels.

FINANCES

Total Revenues & Sources
\$2.4 million

Latest Indicated Cost
\$2 million

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

START DATE: OCTOBER 2022

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2027

PROJECT MANAGER: KITTY THOMAS

SIDEWALK GAP PROJECT

SORRELL GROVE CHURCH ROAD



SUMMARY

Sorrell Grove Church Road sidewalk gap from Airport Boulevard to Slater Road was identified in the sidewalk gap prioritization schedule. A new sidewalk is being designed to be constructed on the west side of Sorrell Grove Church Road.

STATUS

- Design continues with NCDOT review, and the encroachment permit process is underway.
- Easement Acquisitions phase underway. Negotiations with property owners continue.
- Water quality permitting is complete. Erosion control and Cary permit applications are in process.
- Additional revenues to be allocated from Transportation Reserves at the time of construction contract award. A Budget Adjustment Request is in process.

Challenges:

- Long review times for State permits.

FINANCES

Total Revenues & Sources
\$332,000

Latest Indicated Cost
\$1.3 million

STRATEGIC PLAN

- Sustainable, livable community growth
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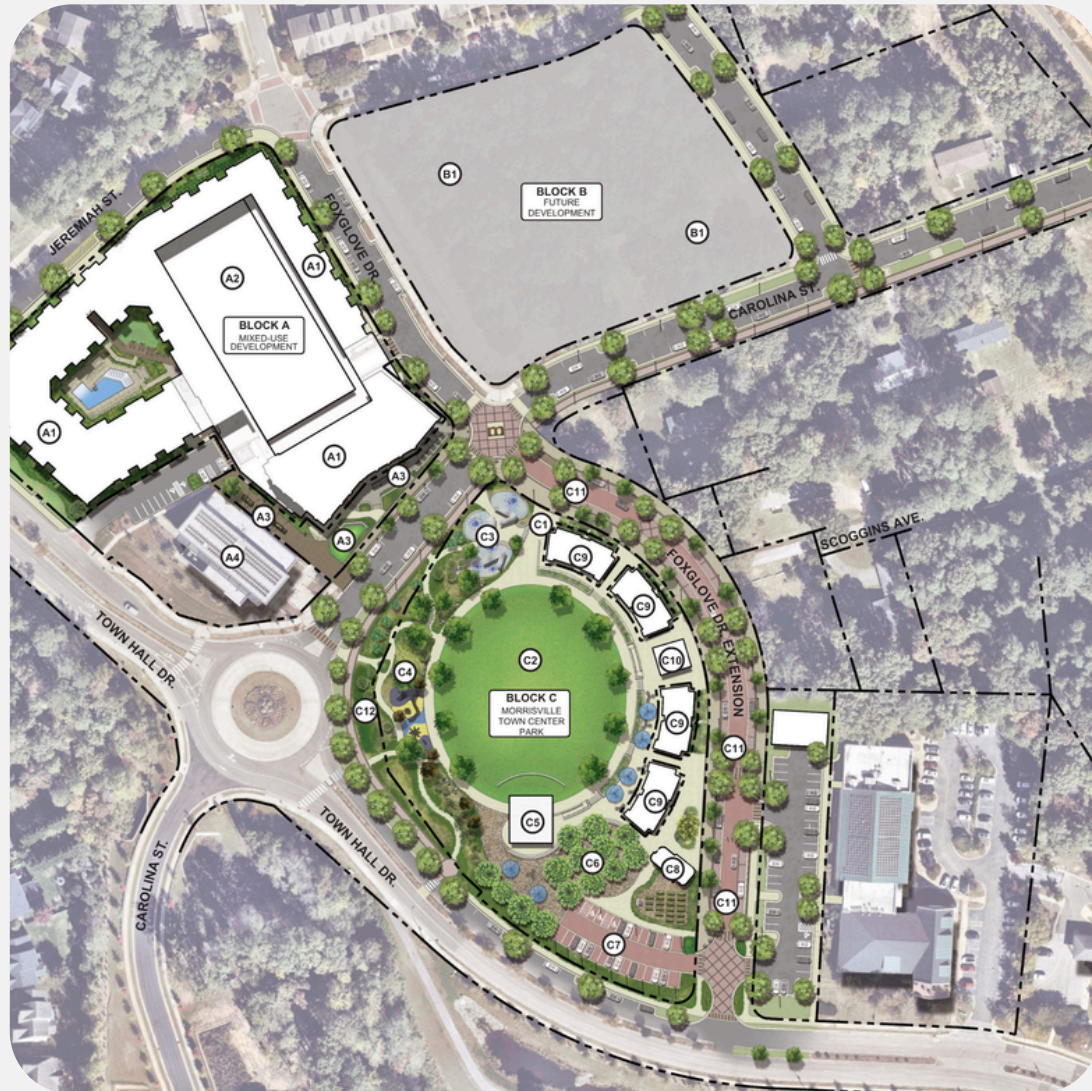
START DATE: OCTOBER 2024

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2026/2027

PROJECT MANAGER: KITTY THOMAS

TOWN CENTER PHASE 1A



START DATE: SUMMER 2024

CURRENT PHASE: CONSTRUCTION

EST. COMPLETION DATE: 2027/2028

PROJECT MANAGER: KYLE COOPER

SUMMARY

Block A comprises of a mixed-use building and a parking deck surrounding the existing library. Block C comprises of a new town green, outdoor stage, cottage retail buildings, public restroom, plaza with sculptures and water features, walkways, new streetscapes along Town Hall Drive, Foxglove and Carolina Street, playground and landscape/hardscape feature throughout.

STATUS

- Block A: Multi-family housing and parking deck construction is underway. Site clearing has been completed.
 - Temp Parking Lot for the library has been completed and is open for use at Foxglove Drive and Carolina Street.
- Block C: Town Green - Site construction and infrastructure development is underway.
- Utility work has commenced along Carolina Street from Town Hall to Church Street.

Challenges:

- Designing the park amenities within the allocated budget.

FINANCES

**Total Revenues
& Sources
\$30,874,349**

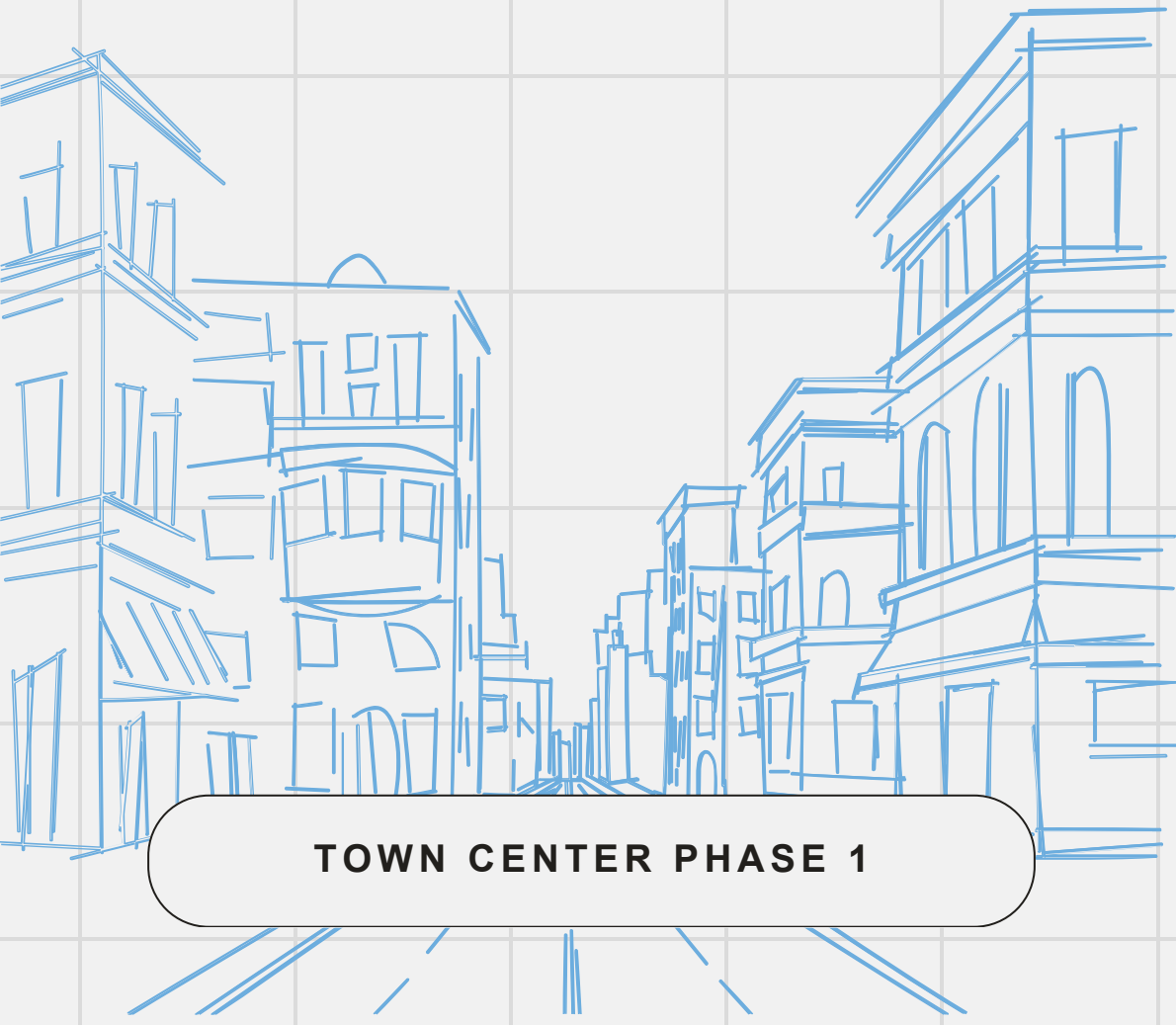
**Latest Indicated Cost -
Design + Construction
\$28.8 million**

STRATEGIC PLAN

- Sustainable, livable community growth
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HIGHLIGHTS



TOWN CENTER PHASE 1

TOWN CENTER DISTRICT

BRANDING, SIGNAGE AND WAYFINDING PLAN



SUMMARY

Develop a town center district branding, signage and wayfinding program in connection identifying key points of interest like the Town Green, library, playgrounds, dog park, retail centers, historic landmarks and other locations. Project master plan will include implementation of street level and pedestrian level signs, establishing a complementary, yet unique Town Center District brand.

STATUS

- The Town has selected and contracted with Merje to provide signage, branding and wayfinding consulting services for Town Center. The consultant team has visited the area and met with stakeholders to gather preliminary information.
- The master plan will provide a phased implementation and funding plan.
- Initial presentation and input gathering session with Town Council took place on January 13, 2026.
- Follow-up presentation to Council for branding/wayfinding update planned for summer 2026.
- Completion date of 2027/2028 includes implementation.

FINANCES

Total Revenues & Sources
\$99,945

Latest Indicated Cost
\$99,945

STRATEGIC PLAN

- Sustainable, livable community growth
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START DATE: NOVEMBER 2025

CURRENT PHASE: PLANNING

EST. COMPLETION DATE: 2027/2028

PROJECT MANAGER: JEANNE HOOKS



HIGHLIGHTS

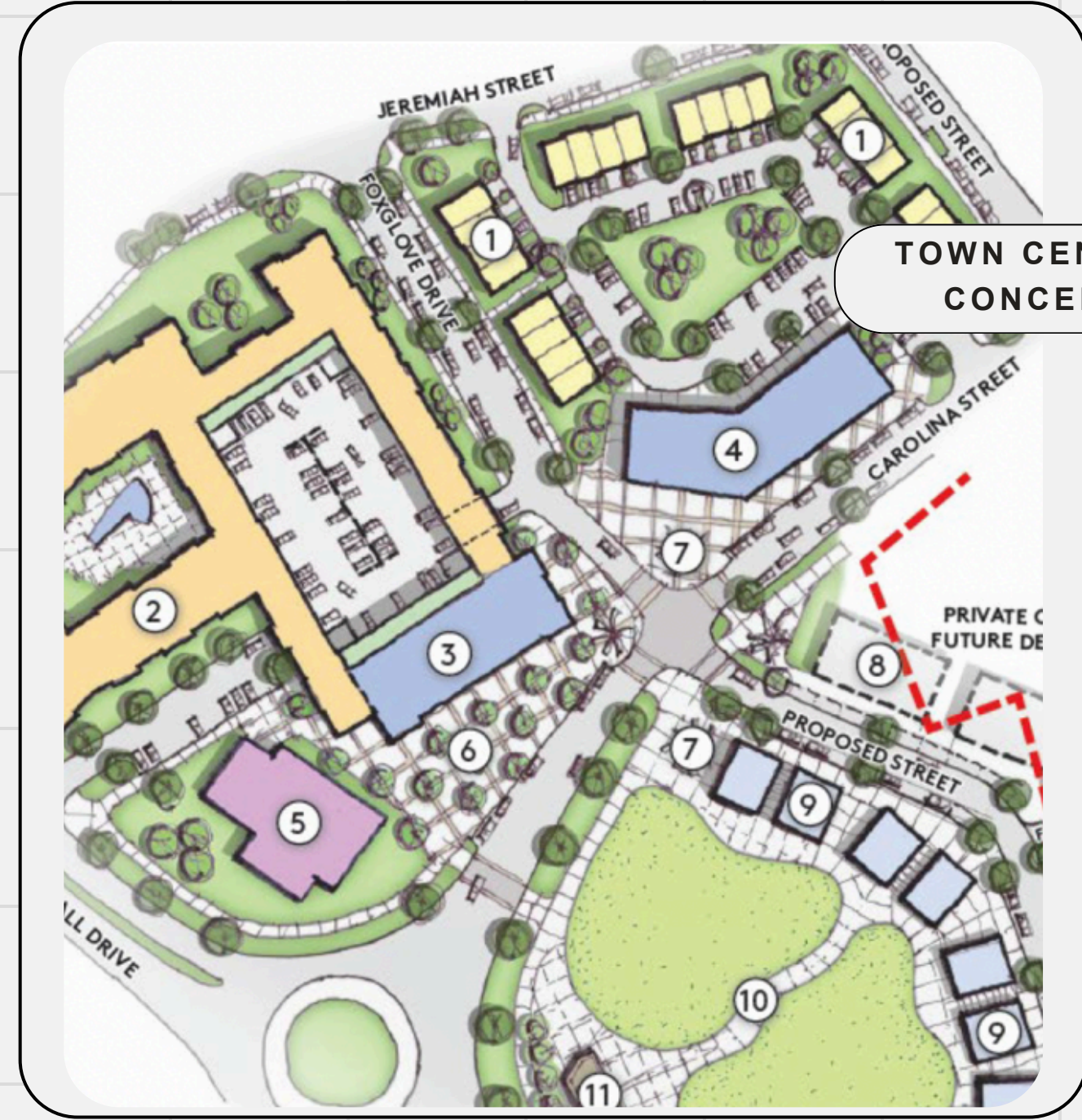


EXISTING MONUMENT SIGN

EXISTING WAYFIDING SIGN



TOWN CENTER DISTRICT BRANDING, SIGNAGE AND WAYFINDING



TOWN CENTER DISTRICT CONCEPTUAL PLAN

MORRISVILLE SENIOR CENTER EXPANSION



SUMMARY

Expand into two additional store frontage spaces adjacent to the existing Senior Center at the McCrimmon Corners shopping center bringing the total space available to approximately 5,500 SF. This will provide additional programming space to accommodate the interests of the patrons.

STATUS

- Final construction drawings are being completed by project team in preparation for regulatory review and construction bidding.
- Project is planned to start construction in the summer of 2026.

Challenges:

- Phasing of the project will add time and cost.
- Designing the operational program requirements within the current budget.

FINANCES

Total Revenues & Sources
\$850,000

Latest Indicated Cost
\$850,000

STRATEGIC PLAN

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START DATE: SUMMER 2025

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2027

PROJECT MANAGER: KITTY THOMAS

THE GABLES ROADWAY PROJECT



SUMMARY

This project is to evaluate the condition of streets in the Gables community and to design and implement repairs and reconstruction solutions to bring the streets up to current town standards.

STATUS

- Request for Qualifications for Design-Build was advertised and a pre-submittal meeting was held on 3/10. Submittals are due on 4/16.
- An update was provided to the Gables community at their annual meeting in March 2026.
- Additional revenue required will be funded by municipal service district tax and will be allocated at time of contract award.

Challenges:

- The roadway deterioration is unexpected for a roadway network of this age and was a result of poor practices when originally constructed.
- Cost escalations have made it more difficult to proceed with construction.
- Right-of-way constraints will create construction challenges

FINANCES

Total Revenues & Sources
\$300,000

Latest Indicated Cost
\$2.6 million

STRATEGIC PLAN

- Sustainable, livable community growth
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START DATE: DECEMBER 2023

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: 2026

PROJECT MANAGER: KITTY THOMAS

PUBLIC SAFETY/CHAMBER OF COMMERCE

MUNICIPAL SERVICE BUILDING



SUMMARY

Minor building rearrangements to accommodate relocation of Parks and Recreation Administration staff at the Chamber of Commerce building as well as provide a connection between the Public Safety and the Chamber suites for employee access.

STATUS

- Town acquired the Chamber of Commerce suite and now owns/controls the entire commercial building condominium.
- Plans have been developed and permitted for the minor renovations
- HVAC units have been replaced.
- Staff are working on minor interior renovations and workstation acquisitions to accommodate staff seating.
- With the acquisition of the Chamber of Commerce building, Parks, Recreation and Cultural Resources administration will be relocating their staff to this location.

Challenges:

- Parking spaces are limited due to construction of Town Center.

FINANCES

Total Revenues & Sources
\$1.125 million

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

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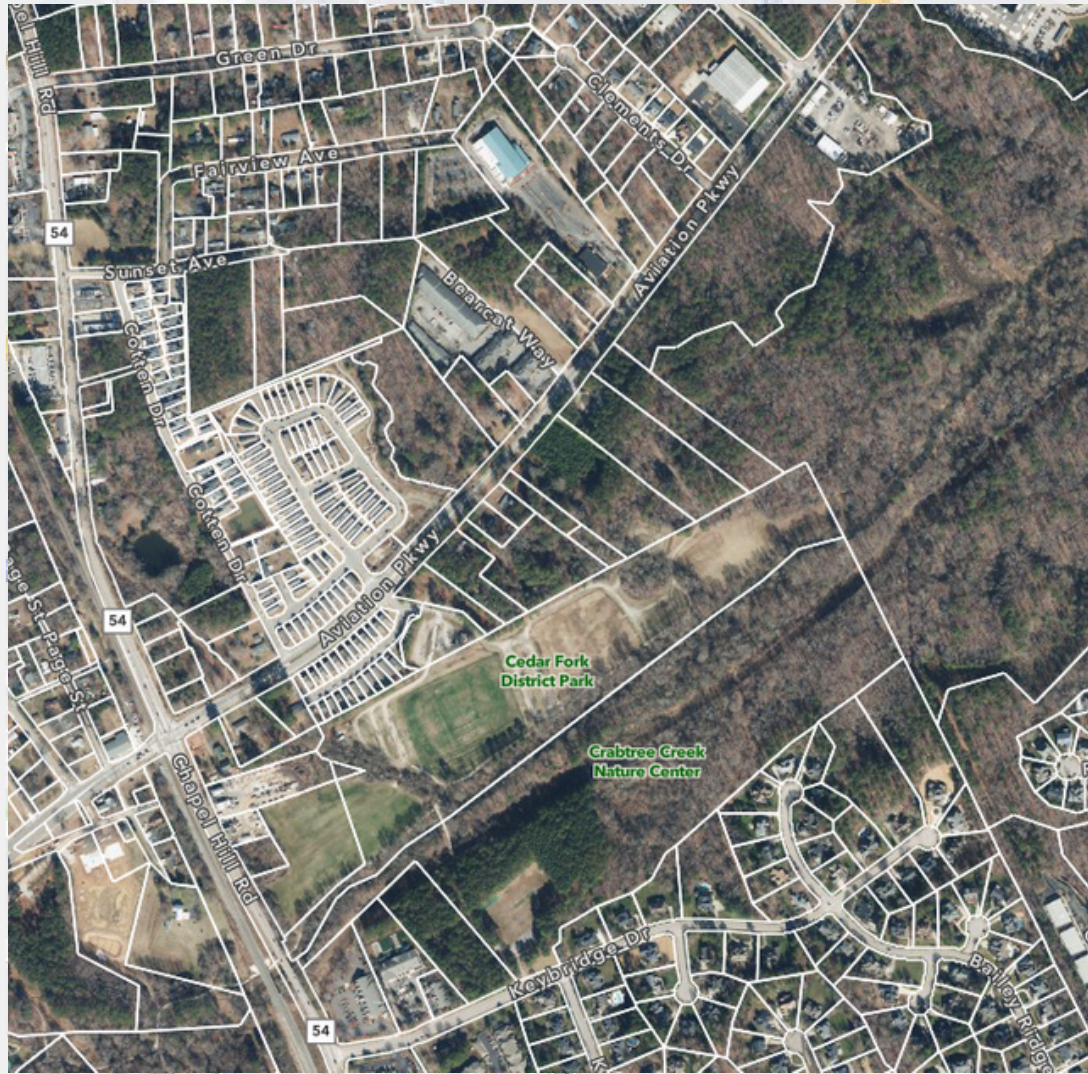
START DATE: DECEMBER 2025

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: SUMMER 2026

PROJECT MANAGER: STEVEN SPRUILL

AVIATION PARKWAY PEDESTRIAN ACCESS



START DATE: OCTOBER 2025

CURRENT PHASE: PLANNING

EST. COMPLETION DATE: 2027

PROJECT MANAGER: TIM JOHNSON, P,E,

SUMMARY

NCDOT plans to widen Aviation Parkway from NC 54 to I-40. The existing roadway will be widened to a four-lane, median-divided section with bicycle and pedestrian facilities. A quadrant-loop intersection is proposed at the intersection of Aviation Parkway and NC 54, and NC 54 is proposed to be shifted slightly to the east to create greater separation between the railroad and roadway. The Town allocated funds in FY26/27 to advance a pedestrian project to enhance pedestrian safety.

STATUS

- The Town is currently updating the Comprehensive Transportation Plan and the Parks Master Plan which will provide guidance to the preferred walking path that will connect Cedar Fork District Park to HSNL possibly along Aviation or along the existing greenway including a crosswalk option to cross from the south to the north side of Aviation Parkway. Town is also considering a temporary path option using the existing greenway for special event purposes.

Challenges:

- Extensive coordination with NCDOT and Wake County

FINANCES

Total Revenues
& Sources:
\$1,600,000

Latest Indicated Cost:
\$10,000 (temporary
trail)

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

CRICKET FIELD LIGHTING UPGRADE



SUMMARY

The sports lighting upgrade is the first phase of a project authorized for the purpose of designing and installing facility lighting upgrades, cricket field drainage improvements, and expanding the cricket pitches. The addition of the new light fixtures on the existing poles along with the new poles and lighting fixtures will bring the site up to the required standards for professional nighttime broadcast play on the field. The project is eligible for Raleigh/Wake Hospitality Tax funds in the 2025/2026 competitive funding process.

STATUS

- A purchase order has been issued to procure the new poles and lighting fixtures.
- Design is underway for upgrading the electrical power service, which will be bid along with installation of the poles and lighting fixtures.

Challenges:

- Completion of the lighting installation prior to mid-June in support of the upcoming Cricket Season.

FINANCES

Total Revenues
& Sources
\$3,000,000

Latest Indicated Cost
\$5,000,000

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

START DATE: MAY 2026

CURRENT PHASE: PROCUREMENT

EST. COMPLETION DATE: 2027

PROJECT MANAGER: ERIC J. PEARSON, P,E,



CAPITAL PROJECTS
FY26-29
FUTURE PROJECTS

WCPSS CEDAR FORK ELEMENTARY

ATHLETIC FIELDS



SUMMARY

New multi-purpose athletics facilities to be constructed in partnership with Wake County Public Schools as part of an Interlocal Agreement with them related to the construction of a new high school to serve the Morrisville high school students. The Town of Morrisville will handle betterments such as sport lighting and maintenance.

STATUS

- WCPSS hosted a community meeting on August 6, 2025. Staff from Administration, Parks and Planning were in attendance. A total of seven community members were present. Various questions were asked about lights, noise and hours of operation.
- A site plan application is currently under review by the Town Development Services departments.

Challenges:

START DATE: FALL 2025

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: SUMMER 2027

PROJECT MANAGER: MICHELE STEGALL

FINANCES

Total Revenues
& Sources
\$731,000

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

NCDOT MCCRIMMON WIDENING/FLYOVER

U-5747



SUMMARY

NCDOT is widening McCrimmon Pkwy from two to four lanes from west of Davis Dr to Perimeter Park Dr. The project includes a flyover over the railroad tracks and NC 54, displaced left-hand turn lane design at Davis Dr, additional improvements at intersections along the roadway segment, streetlights, bridge lighting and aesthetic enhancements, on-street bike lanes, and a wider sidewalk/multi-use path on the north side of the roadway. The flyover / bridge is proposed to be named in remembrance of Sergeant Godwin.

STATUS

- Full right-of-way certification is anticipated soon, and the construction let date is currently scheduled for July of 2027.
- NCDOT has provided final cost estimates for Town betterments, and Town staff is anticipating receipt of draft municipal agreements from NCDOT in March to institutionalize provision of the betterments and to solidify their integration into the overall design and construction of the facility.

Challenges:

- Right-of-way and easement acquisition has been slower than anticipated, resulting in NCDOT delaying the project schedule several times.

FINANCES

Total Revenues & Sources:
\$2,316,764 for Town-financed betterments

Latest Indicated Cost:
\$90.2 million remaining for full project (cost to NCDOT)

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

START DATE: 2021

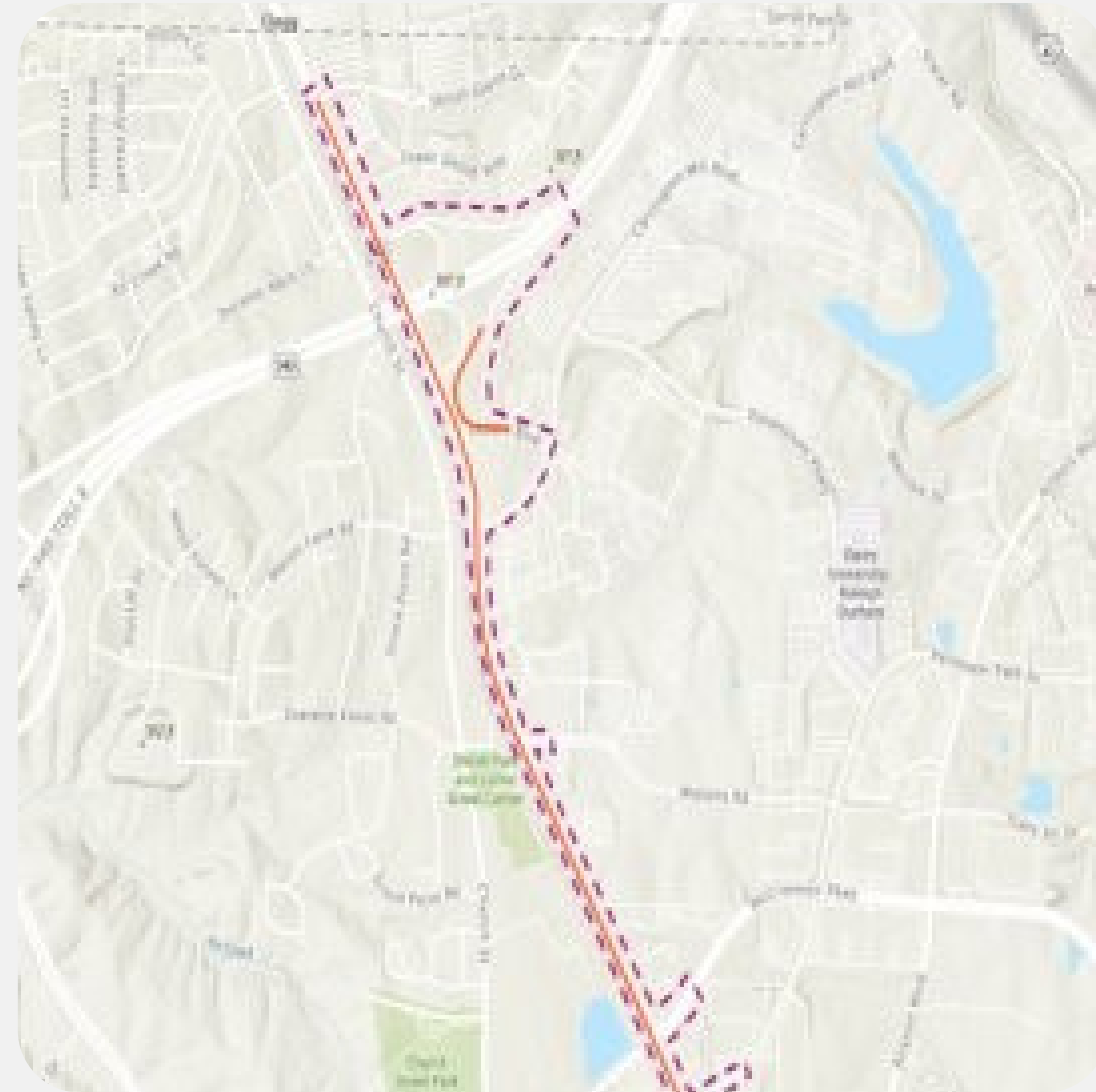
CURRENT PHASE: DESIGN/ROW

EST. COMPLETION DATE: 2030

PROJECT MANAGER: BRET MARTIN

NCDOT NC 54 WIDENING

U-5750



SUMMARY

NCDOT is widening NC 54 from two lanes to four lanes from Shiloh Glenn Drive to Perimeter Park Drive, with additional lanes around the NC 540 interchange. The project includes access management changes along the corridor, streetlights, traffic signal and pedestrian crossing improvements at the Carrington Mill Blvd/Lichten Blvd intersection, ten-foot multi-use path, and project integration with the McCrimmon Pkwy widening and flyover project (U-5747).

FINANCES

Total Revenues & Sources:
\$594,148 for Town-financed betterments

Latest Indicated Cost:
\$41.1 million remaining for full project (cost to NCDOT)

STATUS

- U-5750 and U-5747 are now planned to be let for construction together in July of 2027.
- NCDOT has provided final cost estimates for Town betterments, and Town staff is anticipating receipt of draft municipal agreements from NCDOT in March to institutionalize provision of the betterments and to solidify their integration into the overall design and construction of the facility.

Challenges:

- Right-of-way and easement acquisition has been slower than anticipated for the McCrimmon Pkwy widening project, resulting in NCDOT moving both project schedules out several times.

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

START DATE: 2021

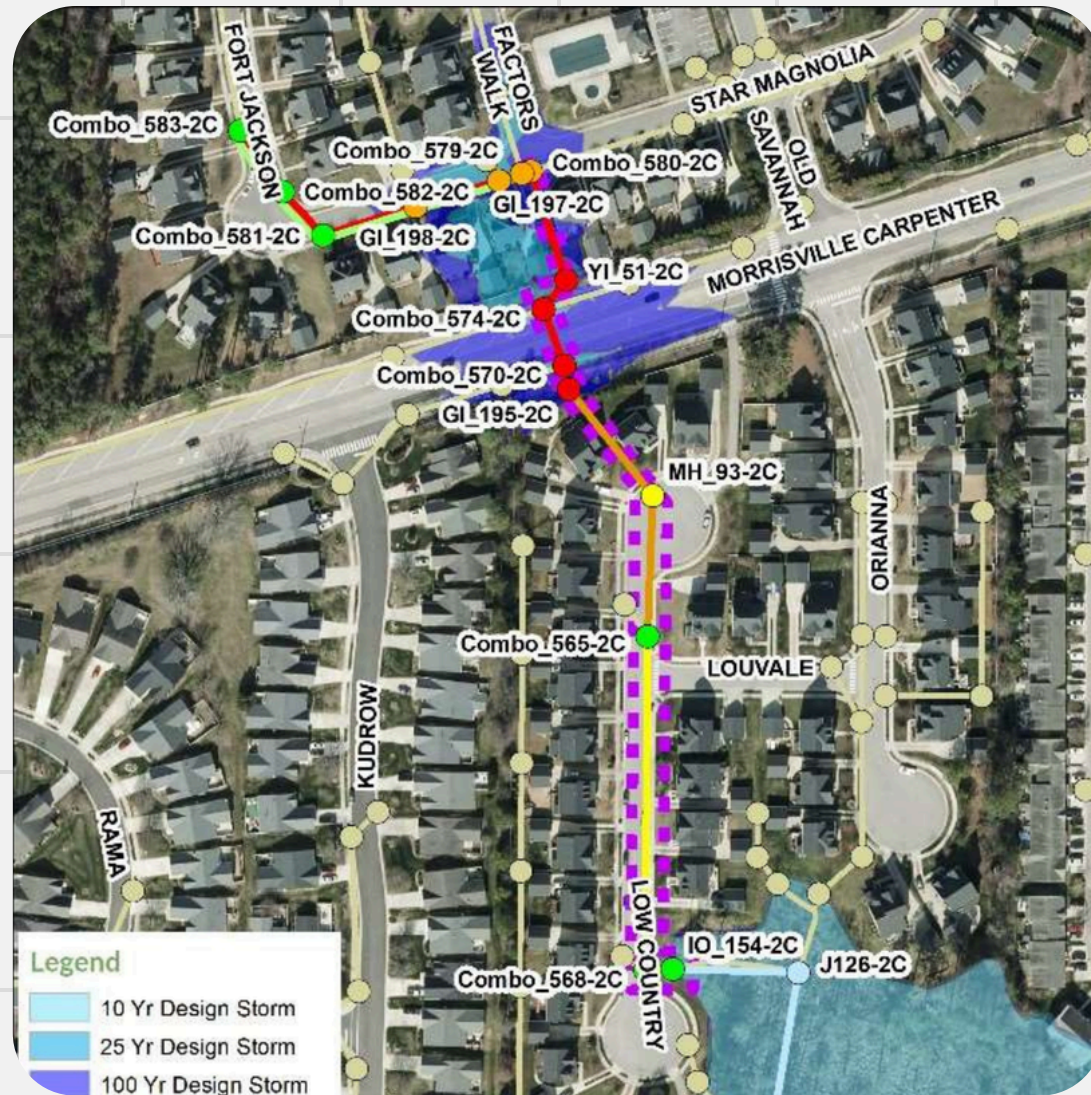
CURRENT PHASE: DESIGN/ROW

EST. COMPLETION DATE: 2030

PROJECT MANAGER: BRET MARTIN

SAVANNAH SUBDIVISION

CULVERT UPGRADE



SUMMARY

Design and construction of drainage system upgrades to eliminate flooding that occurs at the Old Savannah Subdivision along Star Magnolia and Morrisville Carpenter Road during high storm events.

FINANCES

Total Revenues & Sources
\$1,750,000

Latest Indicated Cost
\$TBD

STATUS

- Study phase has been completed.
- Planned start of design scheduled for FY 27.

Challenges:

- Disrupting Morrisville Carpenter Road with a potential underground pipe crossing and developing options to minimize this conflict.

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

START DATE: FY27 (DESIGN)

CURRENT PHASE: FUTURE

EST. COMPLETION DATE: TBD

PROJECT MANAGER: BEN MILLS, P.E.

WAKE TECH PARK - WATKINS ROAD



SUMMARY

Design and construction of a new passive park with parking and a restroom/shelter building.

STATUS

- Planned start of design in FY 27.
- Programming to be an outcome of the Parks Master Plan update.

Challenges:

- Coordinating the park development with the adjacent fire station #2 relocation development including cross connections of greenway, site clearing/grading and providing connectivity from Wake Tech's campus to Paramount Parkway.

START DATE: FY26/27

CURRENT PHASE: FUTURE

EST. COMPLETION DATE: TBD

PROJECT MANAGER: TBD

FINANCES

Total Revenues & Sources:
Future CIP

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

FIRE STATION No. 2 RELOCATION



SUMMARY

Design and construction of a new fire station to replace the current fire station #2. NCDOT will be widening NC54 at the location of existing fire station #2 which will impact its operational use as a fire station. Wake Tech has provided land along Paramount Parkway for Town's use as the future fire station #2 location which will enhance service in the NE region of the Town's fire safety service area.

STATUS

- Planned start of design in FY 27 as a design build project.
- Station will be designed with the general program parameters that were developed for Fire Station #3 which was completed in 2023 on Harris Mill Road.

Challenges:

- Coordinating the fire station development with the adjacent Watkins Park development including cross connections of greenway, site clearing/grading and providing connectivity from Wake Tech's campus to Paramount Parkway.

CURRENT PHASE: FUTURE



WAKE COUNTY CONVENIENCE CENTER

SOLID WASTE FACILITY



START DATE: 2025 (RE-START)

CURRENT PHASE: PRELIMINARY DESIGN

EST. COMPLETION DATE: TBD

PROJECT MANAGER: TBD

SUMMARY

With the termination of the joint Western Wake Convenience Center and Public Works Facility, Wake County is reviewing options for a stand-alone Solid Waste Facility. One option is to have the facility on Aviation Parkway where the joint facility was planned.

This project is funded and managed by Wake County with a proposed land partnership with the Town of Morrisville.

STATUS

- On August 12, 2025, Town Council passed resolution 2025-283-0 authorizing the Town Manager to execute the Fifth Amendment to the Memorandum of Understanding with Wake County for the development of a new Solid Waste Convenience Center on Town owned property located at 414 Aviation Parkway to be developed, operated and funded by Wake County.
- Additional agreements will be required prior to construction.

Challenges:

- A new Special Use Permit will be required.
- Public Works will need to vacate its current facilities and move into the 125 International Drive facility to enable the county to proceed with construction of the new convenience center.

FINANCES

Total Revenues & Sources
\$TBD

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

MORRISVILLE COMMUNITY PARK PERMEABLE PAVEMENT



SUMMARY

The Town has partnered with NCDOT to fully fund the installation of permeable pavement at Morrisville Community Park in select areas of the parking lot adjacent to the baseball fields. The \$780,000 project will enhance water quality and reduce flooding at Hatcher Creek.

FINANCES

Total Revenues & Sources
\$780,000

Latest Indicated Cost
\$780,000

STATUS

- NCDOT contract for the reimbursement up to \$780,000 for the project has been executed.
- Staff have engaged a design firm to develop the project design.

Challenges:

- Floodplain constraints for the permeable pavement locations.

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

START DATE: 2026

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: LATE 2026

PROJECT MANAGER: BEN MILLS, P.E.



FUTURE PROJECT PLANNING/STUDIES

NCDOT FUTURE ROADWAY PROJECTS



SUMMARY

Various NCDOT roadway projects planned/programmed to be implemented in Morrisville in the next 10 years. The latest indicated costs are costs to NCDOT and not the Town.

FINANCES

Total Revenues & Sources: \$TBD

Latest Indicated Cost: \$TBD

STATUS

- Draft 2026-2035 STIP – The State Transportation Improvement Program (STIP) for 2026-2035 was adopted by the North Carolina Board of Transportation last year, and the Capital Area Metropolitan Planning Organization (CAMPO) adopted its 2026-2035 TIP to match the new STIP. The STIP identifies funding for transportation project construction and other associated activities, costs, and schedules for projects throughout the state over a 10-year period.
- CAMPO has submitted projects for scoring through NCDOT’s SPOT 8.0 prioritization process that will inform the next major STIP update for FYs 2028-2037, including projects in Morrisville.
- NCDOT is scheduled to release quantitative scores for these projects at the end of May, and from there, the Town will work with CAMPO to determine their competitiveness for programming.

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

START DATE: TBD

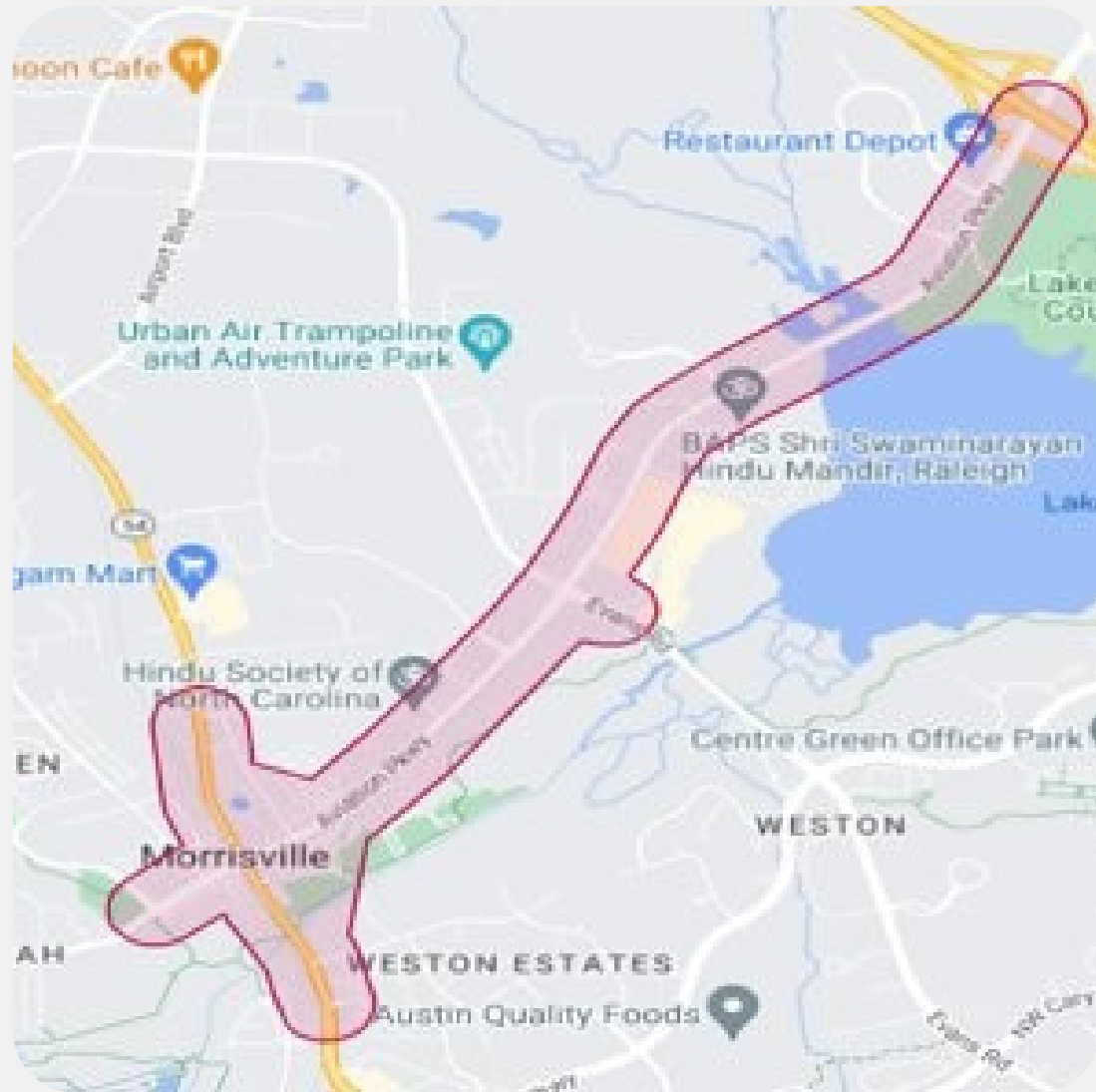
CURRENT PHASE: CONCEPTUAL

EST. COMPLETION DATE: TBD

PROJECT MANAGER: BRET MARTIN

NCDOT AVIATION PARKWAY WIDENING

U-5811



SUMMARY

NCDOT plans to widen Aviation Parkway from NC 54 to I-40. The existing roadway will be widened to a four-lane, median-divided section with bicycle and pedestrian facilities. A quadrant-loop intersection is proposed at the intersection of Aviation Parkway and NC 54, and NC 54 is proposed to be shifted slightly to the east to create greater separation between the railroad and roadway. The purpose of this project is to address congestion issues through 2050, to improve east-west mobility through Morrisville, and improve operations at intersections.

STATUS

Aviation Parkway Widening (NC 54 to I-40) (U-5811):

- A conceptual functional design for the project is complete. ROW plans are being developed.
- A public meeting was held by NCDOT on May 12, 2025, to gather feedback on the conceptual functional design for the project before proceeding with more detailed design and other implementation planning efforts.
- Town staff are currently working with NCDOT to consider various signalization and pedestrian treatments for the facility.

Challenges:

- The draft STIP shows the Aviation Parkway widening (U-5811) project starting construction in FY30.

FINANCES

Total Revenues & Sources:
\$TBD

Latest Indicated Cost:
\$67.3 million remaining for project

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

START DATE: 2025 (RE-START)

CURRENT PHASE: PRELIMINARY DESIGN

EST. COMPLETION DATE: 2032

PROJECT MANAGER: BRET MARTIN

SIDEWALK GAP ASSESSMENT



SUMMARY

Perform a physical survey/inventory of sidewalks adjacent to all streets/roads within Morrisville's Planning Jurisdiction including NCDOT maintained streets/roads to gather data that will be incorporated in the Town's GIS database.

STATUS

- Initial study of sidewalk gaps and inventory is complete.
- A firm has been selected to recommend prioritization processes and updated criteria.

Challenges:

- The next steps are potential updating of sidewalk criteria and prioritization of potential projects

FINANCES

Total Revenues & Sources
\$16,000

Latest Indicated Cost
\$41,000

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

START DATE: MARCH 2025

CURRENT PHASE: PRIORITIZATION

EST. COMPLETION DATE: TBD

PROJECT MANAGER: TIM JOHNSON, PE

PARKS MASTER PLAN

PARKS, RECREATION & CULTURAL RESOURCES



START DATE: TBD

CURRENT PHASE: DESIGN

EST. COMPLETION DATE: LATE 2026

PROJECT MANAGER: KYLE COOPER

SUMMARY

Update the 2018 Parks, Recreation & Cultural Resources Master Plan based on current and future community needs in accordance with the Commission for Accreditation of Park and Recreation Agencies (CAPRA) standards and recreational requirements.

STATUS

- A consulting firm has been selected, and initial master planning work has commenced.

Challenges:

FINANCES

Total Revenues
& Sources
\$200,000

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

INTERSECTION IMPROVEMENTS - FUTURE



SUMMARY

In 2021 the Town conducted an intersection improvement study. In January 2022 Town Council adopted a phased approach to implementing the recommended intersection improvements. In coordination with the current update to the Town's Comprehensive Transportation Plan, the intersection improvement study will also be updated.

STATUS

- A consultant has been selected for the Comprehensive Transportation Plan (CTP) update, and the process is anticipated to run through October of 2026.
- The CTP will provide an update to the previous plan developed in 2021
- Future intersection improvement projects are programmed for design and implementation starting in FY27.

FINANCES

Total Revenues & Sources
\$2.2 million

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

START DATE: FUTURE FY27

CURRENT PHASE: STUDY

EST. COMPLETION DATE: TBD

PROJECT MANAGER: TBD

MARCOM DRIVE PARKLAND

PARKS, RECREATION & CULTURAL RESOURCES



START DATE: FY 30

CURRENT PHASE: FUTURE PROJECT

EST. COMPLETION DATE: TBD

PROJECT MANAGER: KYLE COOPER

SUMMARY

Future park site on Town owned property located near the intersection of Sorrell Grove Church Road and Marcom Drive north of Airport Blvd. Encompasses 9 acres of Town owned land with a possible partnership with Wake County owned land and a stormwater control lake for recreational use.

STATUS

- This is a future park project. It is dependent on additional land acquisition and coordination with Wake County.
- Programming Will be determined as part of the parks master plan development.

FINANCES

Total Revenues
& Sources
\$5,900,000 (FY 30)

Latest Indicated Cost
\$TBD

STRATEGIC PLAN

- Sustainable, livable community growth
- Public safety readiness
- Engaged, inclusive community
- Community mobility
- Economic prosperity
- Operational excellence
- Organizational resiliency

GLOSSARY



ADA Compliance - Ensures that individuals with disabilities have equal access to services, facilities, and information. American Disabilities Act (ADA) is federal law that prohibits discrimination against people with disabilities in various areas, including employment, public accommodations, transportation, and telecommunications. Compliance means making reasonable modifications and adjustments to policies, practices, and procedures to accommodate individuals with disabilities.

ARPA Funds - American Rescue Plan Act (ARPA) provided to local and tribal governments for COVID-19 recovery efforts. These funds can be used for a wide range of purposes, including offsetting revenue losses, addressing pandemic impacts, providing premium pay for essential workers, and investing in infrastructure.

CDs – Construction Drawings or Construction Documents are plans/blueprints developed during the design phase of the project.

DEQ –The North Carolina Department of Environmental Quality (DEQ)

Easement Acquisition - the process of acquiring a right to use another person's property for a specific purpose, without taking ownership of the land itself. This can involve negotiating and obtaining an agreement with the property owner for the right to use the land generally for the development of infrastructure projects.

Public Private Partnership - is a cooperative arrangement between a government and a private company to deliver a public service, facility, park, housing or infrastructure project. These partnerships aim to leverage private sector expertise, funding, and innovation to enhance the efficiency, quality, and cost-effectiveness of the public improvements.

GLOSSARY



Right(s) of Way - is a specific public route taken by people, animals, vehicles, watercraft, or where utility lines travel and gives them the legal right to do so. Rights-of-way in the physical sense include public highways, roadways, sidewalks, railroads, streams, hiking paths/greenways, multi-use paths/bicycle paths and utility corridors.

Site Plan - also known as a plot plan, is a detailed drawing that shows the layout and features of a construction site or a property. It's essentially a blueprint for how a building or development fits within its surroundings, including existing and proposed structures, infrastructure, and landscaping.

Special Use Permit - allows activities on land that are generally not permitted by zoning regulations but are allowed under specific conditions. Essentially, it's a permission slip for land use that would otherwise be prohibited but may be allowed with special permission and approvals.

LAPP Funding - The Locally Administered Projects Program (LAPP) was first adopted by the NC Capital Area MPO on October 20, 2010. The program is used by the MPO to prioritize and program local transportation projects in the region that utilize federal funding. LAPP is a competitive funding program managed by CAMPO that prioritizes locally administered projects in the Region. These projects are funded using federal funding sources directly attributed to the region with a minimum 20% local match. The Town of Morrisville is a member jurisdiction of the CAMPO region and is eligible to apply for these funds.

STIP - The N.C. Department of Transportation's long-range transportation plan – called the State Transportation Improvement Program (STIP) – identifies the construction funding and schedule for state transportation projects over a 10-year period. NCDOT updates the STIP approximately every two years.

GLOSSARY



Streets PIL (Payment in Lieu) – means instead of or as a substitute for payment. Streets PIL are payments collected by the Town for private development that will require future road construction in lieu of constructing the road as part of the development.

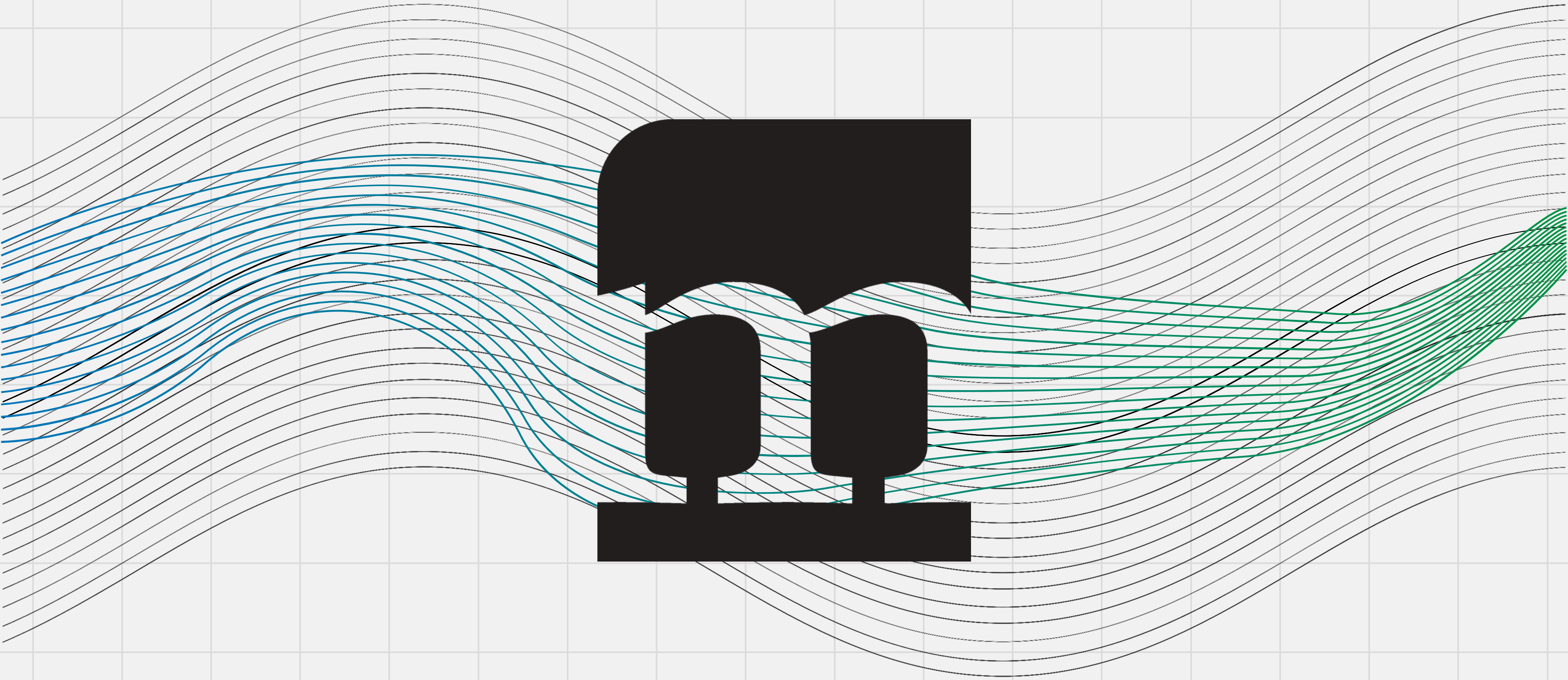
Traffic Warrant – A traffic engineering analysis using collected data to determine whether or not a certain construction improvement meets the required standards for implementation. For example, the installation of a new traffic signal requires a warrant analysis to determine if a new signal installation meets the minimum criteria and will provide an engineering/safety benefit if installed. Warrants study vehicle volume data, turning movement data and crash data to make a determination.

Let a project - In the construction industry, the term “letting” refers to the process of awarding contracts for construction projects through a formal bidding process. This phase is essentially the official construction commencement date.

Parks PIL (Payment in Lieu) - means instead of or as a substitute for payment. Parks PIL are payments collected by the Town for private development that will require future park construction in lieu of constructing the park as part of the development.

NCDOT - stands for North Carolina Department of Transportation. It's the state agency responsible for managing and operating various transportation systems within North Carolina, including highways, rail, aviation, and public transit. NCDOT is responsible for ensuring the safety, efficiency, and accessibility of transportation infrastructure across the state on the state-maintained right-of-way network.

CAMPO (Capital Area Metropolitan Planning Organization) - a regional transportation planning organization serving communities in Chatham, Franklin, Granville, Harnett, Johnston and Wake Counties.



Town Council Agenda Item Report

Agenda Item No. 11.a

Submitted by: Kathryn Boyle

Submitting Department Fire

Meeting Date: April 14, 2026

SUBJECT

Community Risk Assessment and Standards of Cover Overview

Kathryn Boyle, Battalion Chief of Planning

Presentation - April 14

Action (Consent) - April 28

Recommendation:

Review and discuss

Updates/History of Briefing:

Not Applicable

Executive Summary and Background Information:

Every five years, Morrisville Fire Department has produced a carefully researched community risk assessment and standards of cover document. In 2026, MFD upgraded its community risk assessment to an interactive, data-rich Esri StoryMap and produced a focused standards of cover document for review and approval. This is relevant now because MFD is up for accredited status renewal.

The community is invited to view the interactive Story Map at

<https://storymaps.arcgis.com/stories/8a9faf27995b4d1ebd1982b513751171>

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

None

Staff Recommendation:

None

ATTACHMENTS

- [2026-135-0 RES MFD Standards of Cover Adoption.pdf](#)
- [2026-135-0 ATTH 01 Standards of Cover_FY2026_Update.pdf](#)
- [2026-135-0 PRES Community Risk Assessment and Standards of Cover.pdf](#)



**RESOLUTION 2026-135-0 OF THE MORRISVILLE TOWN COUNCIL
ADOPTING THE MORRISVILLE FIRE DEPARTMENT STANDARDS
OF COVER**

WHEREAS, The Town places high value on the principles of continuous improvement and transparency; and

WHEREAS, The Town benefits from the establishment of attainable fire service performance benchmarks, which provide stakeholders with a clear view of the standards the Morrisville Fire Department strives to achieve; and

WHEREAS, The Morrisville Fire Department has developed and published a data-rich community risk assessment resource and subsequently developed a Standards of Cover document to explain how the department will deploy to identified risks in accordance with guidance from its accrediting body, the Commission on Fire Accreditation International (CFAI); and

WHEREAS, The Standards of Cover document contains specific performance-level objective goals which will be used to guide The Morrisville Fire Department’s continuous improvement efforts; and

WHEREAS, these performance goals may henceforth be used as a measure of the Morrisville Fire Department’s performance.

NOW, THEREFORE, BE IT RESOLVED THAT THE MORRISVILLE TOWN COUNCIL recognizes the Morrisville Fire Department’s Standards of Cover as a data-informed assessment of the town’s risks, and as an explanation of how the department will deploy resources to those risks; and adopts the benchmark performance-level goals contained therein.

Adopted the 28th of April 2026.

TJ Cawley, Mayor

ATTEST:

Kayla Bertling, Town Clerk



Morrisville Fire Department

Standards of Cover

Last updated fiscal year 2026

ABSTRACT

The Standards of Cover explains how the Morrisville Fire Department evaluates community needs and organizes its emergency response system to serve its community effectively. It describes the performance goals, deployment strategies, and improvement efforts that guide daily operations. This report ensures that fire and emergency services remain reliable, efficient, and aligned with the community's safety expectations.

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About the Standards of Cover Document

Morrisville Fire Department's (MFD's) Standards of Cover document uses community risk insights (in its [Community Risk Assessment](#)) to determine the department's standards of covering community risk through preventive and mitigative activities (such as community risk reduction and emergency response).

Why We Have Separated the CRA and SOC

Previously (and most typically throughout the US fire service), this document has been merged with the Community Risk Assessment to form one large, complete document; this was a flawed model for Morrisville, as the result was a static PDF document that lost most relevant, actionable, data-supported insights as the document aged. While the standards MFD uses to cover its community's risks cannot change every day, the data supporting these decisions does change – ever so slightly – daily.

In response, the Morrisville Fire Department has created a Community Risk Assessment with data feeds that update regularly. This allows the Fire Marshal's Office to focus its community risk reduction efforts based on the most updated data. This also allows the department to continuously monitor its community profile for emerging risks and hazards to better meet those risks and hazards with exceptional, professional, and continually improving services.

How We Use the Standards of Cover

The Morrisville Fire Department submits its standards of cover to the Morrisville Town Council to ensure there is an agreed-upon service level for the community. These standards must be updated every five years at minimum but should be updated more regularly in response to community risk changes, changes to fire and emergency response standards and best practices, and gaps discovered through regular departmental gap analysis. Annually, MFD submits a formal gap report on the previous fiscal year to Morrisville Town Council and presents its high-level findings and actions taken during a public council meeting. This gap report coincides with the program appraisal cycle to ensure performance management works as one system and avoid disjointed measurements. At least quarterly, the fire chief (or a designee) presents the department's performance to all staff during the department's Review and Analysis presentation.

Morrisville Fire will develop and submit a new standards of cover document in response to recent changes such as enhanced call type analysis capabilities (including improved access to CAD data and the transition to NERIS); joint CAM critical tasking; and the transition to a traditional engine-ladder deployment model. As the standards of cover in this document were developed, these changes were pending and could not be included in the current standard. For instance, MFD ordered two dedicated engines in early fiscal year 2026 and the engines will go into service after peer team document review is completed for MFD's accreditation cycle.

Risk Methodology

The MFD operations (incident response) division operates three shifts of personnel out of three fire stations. Each station is located based on multiple different factors (including some challenging/impossible-to-control factors such as land availability), and as the town grows rapidly MFD administrators evaluate the efficacy of current and proposed future station

locations. This is, in part, based on known construction/expansion in the town; performance changes due to the introduction of the CAM model; and MFD's contractual obligation with Wake County to provide both fire protection and first responder coverage to the unincorporated areas of Wake County to the north and west parts of the county.

These areas have been defined as geographical planning zones (GPZs) for better data collection and analysis. Many different factors and characteristics define how these geographic planning zones are developed. The small and oblong shape of the response district, population density, economic factors, demographics, call response performance, and the future build-out of the fire district are all factors that were considered. (With the more recent prevalence of parcel-level data, these GPZ retain some usefulness, but more granular, targeted analyses are now possible for MFD and will inform future iterations of the department's service delivery.)

Additionally, MFD analyzed fire incidents between 2021 and 2025 to inspect fire loss and fire casualty rates for the town in these areas. The department has eight GPZs to use in data analysis within the response area. These GPZs are often further subdivided into four to five subzones for more pinpoint data analysis and to accurately capture data for areas that are under contract with the Town of Cary and Wake County. Zone and subzone borders are based on contract area limits, natural boundaries, and manmade boundaries. In mid-2020, the department updated its GPZs to align with dispatch system station renumbering along with current and potential station build-out. The department is continuously evaluating adding additional resources into existing fire stations if call volume and performance demand it. With the use of automatic aid partners and advanced vehicle location dispatching, concentration factors have not been an issue for the department. The department also evaluates needed resources based on the arrival and performance of the ERF.

Three-Axis Risk Assessment Model

MFD assesses risk based on the probability of an incident occurring, the needed resources it takes to mitigate the hazard or risk, and the incident's consequences (life, emotional, and financial impact) using the three-axis model. An example of this is a natural disaster. While it has a very high probability of impact and consequence, it has a low probability of occurrence and would rate accordingly using the three-axis risk calculator. Conversely, the department responds to medical emergencies daily. The overall potential for damage from a medical call to the community at large is small, the amount of resources that are needed to mitigate the hazard using critical tasking is low, but the frequency rate that it happens is high. By using the three-axis risk calculator, the score will be 12.33. The lower the score, the lower risk it poses. The department breaks risk up into four categories: low, moderate, high, and maximum. The department's stated and adopted service level goals determine the needed concentration and distribution of resources – for now. The influence of the CAM automatic aid response system has gained prevalence in response service levels and will be more of a factor in future iterations.

The department is continuously assessing the resources needed to mitigate hazards. Historically, the department applied a risk assessment to each building but has moved towards applying a risk assessment to the resources needed to mitigate the hazard.

Service Level Benchmarks

Overview

The Morrisville Fire Department has developed and adopted service level benchmarks that represent its unique community – including a fragmented district map and the automatic aid that the Morrisville community receives as a part of the CAM. Participating in the CAM automatic aid system has been impactful on Morrisville’s ability to meet effective response force on-scene rapidly. Due to the participation in such robust auto aid, MFD has dissolved its differentiation between urban and rural response times.

Benchmark Statements

Call Processing

For all incident types, the first alarm will be dispatched within one minute (60 seconds) of phone pickup 90 percent of the time.

Turnout

Emergency Medical Calls

All responding units will don appropriate gear and be en-route to the incident reported address within one minute of dispatch 90 percent of the time.

All Other Incident Types

All responding units will don appropriate gear and be en-route to the incident reported address within one minute and twenty seconds (80 seconds total) of dispatch 90 percent of the time.

Total Response

Fire Suppression

For 90 percent of **all fire suppression responses**, the total response time for the arrival of the first due unit staffed with 2 firefighters and 1 officer shall be 7 minutes and 20 seconds.

The first due unit shall be capable of: providing 300 gallons of water and 1,500 gallons per minute (gpm) pumping capacity, initiating command, requesting additional resources, establishing and advancing an attack line flowing a minimum of 150 gpm, establishing an uninterrupted water supply, containing the fire, and/or rescuing at-risk victims. These operations shall be done in accordance with departmental and CAM standard operating procedures while providing for the safety of responders and the general public.

Moderate Risk

For 90 percent of all moderate risk fires, the total response time for the arrival of the effective response force (ERF) staffed with 15 firefighters and officers shall be 10 minutes and 20 seconds.

The ERF for moderate risk shall be capable of: establishing command, providing an uninterrupted water supply, advancing an attack line and a backup line for fire control, complying with the Occupational Safety and Health Administration (OSHA) requirements of two in-two out, completing forcible entry, searching and rescuing at-risk victims, ventilating the structure, controlling utilities, and performing salvage and overhaul.

High and Maximum Risk

For 90 percent of all high-risk structure fires, the total response time for the arrival of the ERF staffed with 26 firefighters and officers shall be 11 minutes and 20 seconds.

For 90 percent of all maximum-risk structure fires, the total response time for the arrival of the ERF staffed with 35 firefighters and officers shall be 11 minutes and 20 seconds.

The ERF for high and maximum-risk fires shall also be capable of placing elevated streams into service from aerial ladders. These operations shall be done in accordance with departmental and CAM standard operating procedures while providing for the safety of responders and the general public.

Emergency Medical Services

For 90 percent of **all emergency medical services (EMS) responses**, the total response time for the arrival of the first-due unit staffed with 3 firefighters shall be 7 minutes. The first-due unit shall be capable of assessing scene safety and establishing command, sizing-up the situation, conducting an initial patient assessment, obtaining vitals and patient's medical history, initiating mitigation efforts within one minute of arrival, providing first responder medical aid including automatic external defibrillation (AED), and assisting transport personnel with packaging the patient.

Moderate Risk

For 90 percent of all moderate risk EMS response incidents, the total response time for the arrival of the ERF staffed with 4 firefighters and officers shall be 7 minutes. The ERF shall be capable of providing incident command and producing related documentation, appointing a site safety officer, completing patient assessment, providing appropriate treatment, performing AED, and initiating cardiopulmonary resuscitation (CPR).

High Risk

For all high-risk EMS response incidents, the department will dispatch a designated ERF, but the department considers the risk to belong with Wake County EMS since they are the transport agency and MFD is a supporting role.

Technical Rescue

For 90 percent of **all technical rescue responses**, the total response time for the arrival of the first-due unit staffed with 3 firefighters and officers shall be 7 minutes and 20 seconds. The first-due unit shall be capable of establishing command, sizing up to determine if a technical rescue response is required, requesting additional resources, and providing basic life support to any victim without endangering response personnel.

Moderate Risk

For 90 percent of all moderate risk technical rescue incidents, the total response time for the arrival of the ERF including the technical response team staffed with 9 firefighters and officers shall be 10 minutes and 20 seconds. The ERF shall be capable of appointing a site safety officer, establishing patient contact, staging and apparatus set up, providing technical expertise, knowledge, skills, and abilities during technical rescue incidents, and providing first responder medical support.

High Risk

For 90 percent of all high-risk technical rescue incidents, the total response time for the arrival of the ERF including the technical response team staffed with 18 firefighters and officers shall be 10 minutes and 20 seconds. The ERF shall be capable of appointing a site safety officer, establishing patient contact, staging and apparatus set up, providing technical expertise, knowledge, skills, and abilities during technical rescue incidents, and providing first responder medical support

Hazardous Materials Response

For 90 percent of **all hazardous materials responses**, the total response time for the arrival of the first-due unit staffed with 4 firefighters and 2 officers shall be 7 minutes and 20 seconds. The first-due unit shall be capable of establishing command, sizing up and assessing the situation to determine the presence of a potentially hazardous material or explosive device, determining the need for additional resources, estimating the potential harm without intervention, and begin establishing a hot, warm, and cold zone.

Moderate Risk

For 90 percent of all moderate-risk hazardous materials response incidents, the total response time for the arrival of the ERF including the hazardous materials response team staffed with 8 firefighters and officers shall be 10 minutes and 20 seconds. The ERF shall be capable of providing the equipment, technical expertise, knowledge, skills, and abilities to mitigate a hazardous materials incident in accordance with department standard operating guidelines.

High Risk

For 90 percent of all high-risk hazardous materials response incidents, the total response time for the arrival of the ERF including the hazardous materials response team staffed with 20 firefighters and officers shall be 10 minutes and 20 seconds. The ERF shall be capable of providing the equipment, technical expertise, knowledge, skills, and abilities to mitigate a hazardous materials incident in accordance with department standard operating guidelines.

Evaluation of Service Delivery

Methodology

All data used to evaluate Morrisville Fire Department's service delivery is filtered to only incidents within Morrisville's districts (i.e., 2XY districts – e.g., 200) to represent the standards of cover applied as a result of the community risk assessment. If a unit completes its turnout and is traveling to the reported address prior to being cancelled en-route, that unit's turnout time is counted into turnout time calculations. Units without arrival timestamps (cancelled en-route) are not counted into travel or total response time calculations.

Due to a relatively low qualifying incident volume (further exacerbated by filtering), 90th percentile measurements are interpolated to present a more realistic understanding of the department's performance at the 90th percentile.

First-arriving measurements in the gap analysis section are calculated at all levels of risk within the risk category (e.g., all levels of risk, so long as they are of the fire classification, are counted into the same first-arriving calculation).

Response disposition can be one of four options:

1. Emergent (87.58% of all qualified TRT data)
2. Non-emergent (9.81% of all qualified TRT data)
3. Emergent Downgraded to Non-Emergent (1.02% of all qualified TRT data)
4. Non-Emergent Upgraded to Emergent (0.21% of all qualified TRT data)

The current CAD does not collect timestamps on unit downgrades and upgrades; due to the extremely minimal n value of both and the inability to determine exactly when a unit experienced the priority change (e.g., during turnout, during travel), these have been filtered from analysis - except in call processing, where Emergent Downgraded to Non-Emergent is included.

Morrisville does not have a statistical outlier elimination process; no “statistical outliers” are eliminated from analysis. All calls included, however, must tell the true story of what occurred over the duration of the call; that is to say, entirely inaccurate (and unreparable) data attached to a call may act as reason to cull parts of or the entire call, depending on where the data quality issue is.

Specific Data Challenges

- District data availability improved in March 2021 and the two-and-a-half months prior form a gap in the data where district-specific analysis was not available. This is not a recurring issue.

Baseline Performance Tables

Fire

Low-risk Fire 90th Percentile Times Baseline Performance	2021-2025	2021	2022	2023	2024	2025	Target
Call Processing	142.8	126.4	149.4	111	173.2	129.9	60
n	177	39	50	26	32	30	
Turnout	124.5	136.4	139	123	97.2	99.2	80
n	176	39	49	26	32	30	
Travel	325.2	313	342.8	326	365.6	303.3	300
n	175	39	48	26	32	30	
Total Response	416.8	398.8	422.2	454	414.7	367.6	440
n	175	39	48	26	32	30	

Moderate-risk Fire 90th Percentile Times Baseline Performance	2021-2025	2021	2022	2023	2024	2025	Target
Call Processing	119	76	109	183	155	60.6	60
n	31	6	6	6	6	7	
Turnout	110.3	133	130	95	83	94.4	80
n	31	6	6	6	6	7	
First Arriving Travel	272.2	267.5	257.5	314	252	237.6	300
n	31	6	6	6	5	7	
ERF Travel	580	x	541.1	x	569.5	506	480
n	5	0	2	0	2	1	
First Arriving Total Response	359	371	316	388.5	321.5	302.6	440
n	31	6	6	6	6	7	
ERF Total Response	662.4	x	663.8	x	642.9	619	620
n	5	0	2	0	2	1	x

High-risk Fire 90th Percentile Times Baseline Performance	2021-2025	2021	2022	2023	2024	2025	Target
Call Processing	189	183	272.4	202.7	116.2	121.7	60
n	452	71	62	114	125	80	
Turnout	133	154	120	130.1	141.6	115.5	80
n	450	71	60	114	125	80	
First Arriving Travel	419.9	412.6	419.9	494	382.8	421.6	300
n	363	55	52	88	95	73	
ERF Travel	613.6	491.2	405	x	818.6	508.7	540
n	9	3	2	0	2	2	
First Arriving Total Response	509.9	546	498.1	590.9	456	469.8	440
n	363	55	52	88	95	73	
ERF Total Response	730.4	590.2	527.8	x	924.4	619	680
n	9	3	2	0	2	2	

EMS

Low-risk EMS 90th Percentile Times Baseline Performance	2021-2025	2021	2022	2023	2024	2025	Target
Call Processing	40	33	34.6	38	46	40	60
n	4119	626	758	891	902	942	
Turnout	118	130	131.6	111	108	111	60
n	4087	614	755	880	897	941	
Travel	343.6	367.7	364.7	377.3	306	308	300
n	4085	614	754	880	896	941	
Total Response	422.6	449.1	453	456	372	375	420
n	4085	614	754	880	896	941	

Moderate-risk EMS 90th Percentile Times Baseline Performance	2021-2025	2021	2022	2023	2024	2025	Target
Call Processing	103	100	101	86.6	109.3	105.8	60
n	940	145	191	193	198	213	
Turnout	107	111	122	102.8	100.4	96.4	60
n	934	141	190	193	197	213	
First Arriving Travel	364	364	364.5	401.8	337.8	361.5	300
n	933	141	190	193	197	212	
ERF Travel	482.1	504.6	468	474	492.3	435	300
n	521	87	103	111	108	112	
First Arriving Total Response	423	430	452.2	456	389.8	403.7	420
n	933	141	190	193	197	212	
ERF Total Response	577.2	649.4	563	531	579.1	505	420
n	521	87	103	111	108	112	

Technical Rescue

Low-risk Technical Rescue 90th Percentile Times Baseline Performance	2021-2025	2021	2022	2023	2024	2025	Target
Call Processing	121.6	420	102.2	77	101	129.9	60
n	67	6	20	6	11	24	
Turnout	93.4	61.5	103	75.2	89	86.7	80
n	65	6	19	5	11	24	
First Arriving Travel	315	337	320.2	305.6	319	285.6	300
n	65	6	19	5	11	24	
ERF Travel	315	255	321.4	305.6	363.8	294	300
n	65	4	19	5	13	24	
First Arriving Total Response	379.2	346.5	410.6	374.6	374	364.8	440
n	65	6	19	5	11	24	
ERF Total Response	384.8	308.6	445.8	374.6	432.4	375.9	440
n	65	4	19	5	13	24	

Moderate-risk Technical Rescue 90th Percentile Times Baseline Performance	2021-2025	2021	2022	2023	2024	2025	Target
Call Processing	134.2	96	49	146.6	134.6	16.2	60
n	44	6	11	13	12	2	
Turnout	92.6	93.5	91	69.6	109.3	45	80
n	44	6	11	13	12	2	
First Arriving Travel	352.3	385	355	416.4	285.2	171.9	300
n	44	6	11	13	12	2	
ERF Travel	723.2	418.3	446	x	842	x	480
n	4	2	1	0	1	0	
First Arriving Total Response	407.4	378.5	411	458.2	341.6	216.9	440
n	44	6	11	13	12	2	
ERF Total Response	766.2	462	559	x	855	x	620
n	4	2	1	0	1	0	

High-risk Technical Rescue 90th Percentile Times Baseline Performance	2021-2025	2021	2022	2023	2024	2025	Target
Call Processing	89.4	10	19	97	63	78	60
n	5	1	1	1	1	1	
Turnout	141.4	109	78	0	41	21	80
n	5	1	1	1	1	1	
First Arriving Travel	298.6	271	254	317	122	215	300
n	1	1	1	1	1	1	
ERF Travel	745	x	x	745	x	x	480
n	1	0	0	1	0	0	
First Arriving Total Response	360.8	380	332	317	164	236	420
n	5	1	1	1	1	1	
ERF Total Response	745	x	x	745	x	x	620
n	1	0	0	1	0	0	

Hazmat

Low-risk Hazmat 90th Percentile Times Baseline Performance	2021-2025	2021	2022	2023	2024	2025	Target
Call Processing	119.4	29.1	88.2	45.5	67	127.2	60
n	13	2	5	2	1	3	
Turnout	221.6	x	176.6	115	x	74.8	80
n	10	0	5	2	0	2	
Travel	576	x	439.4	700.2	x	190.2	300
n	9	0	5	2	0	2	
Total Response	762.2	x	597.6	815.2	x	250.6	440
n	9	0	5	2	0	2	

Moderate-risk Hazmat 90th Percentile Times Baseline Performance	2021-2025	2021	2022	2023	2024	2025	Target
Call Processing	109	115.2	95.6	92	109	108.4	60
n	150	15	35	21	41	38	
Turnout	109	116.8	118.6	120	97.1	99.8	80
n	149	15	35	21	40	38	
First Arriving Travel	350.6	360	375	350	310.6	281	300
n	149	15	35	21	40	38	
ERF Travel	373.9	333.8	438.2	407	366.4	276.7	480
n	114	13	25	17	35	24	
First Arriving Total Response	425.2	454.8	455.8	415	370.8	352.4	440
n	149	15	35	21	40	38	
ERF Total Response	445.3	456.8	505.4	520.8	415.2	369.2	620
n	114	13	25	17	35	24	

High-risk Hazmat 90th Percentile Times Baseline Performance	2021-2025	2021	2022	2023	2024	2025	Target
Call Processing	53	x	x	x	53	x	60
n	1	0	0	0	1	0	
Turnout	88	x	x	x	88	x	80
n	1	0	0	0	1	0	
First Arriving Travel	283	x	x	x	283	x	300
n	1	0	0	0	1	0	
ERF Travel	1794	x	x	x	1794	x	480
n	1	0	0	0	1	0	
First Arriving Total Response	371	x	x	x	371	x	440
n	1	0	0	0	1	0	
ERF Total Response	2009	x	x	x	2009	x	620
n	1	0	0	0	1	0	

Gap Analysis

As one will find in this gap analysis, MFD is nearing a pivotal point in its response performance where it may start to consider pursuing more challenging benchmarks for its response. This is more evident when inspecting year-to-year trends; many response times have dropped as the department made changes to station location, technology, and deployment partnerships.

Five-year Analysis

Fire Suppression	Actual	Count	Benchmark	Gap
For 90% of fire responses , the first apparatus shall arrive within 7 minutes and 20 seconds of call pickup.	6:48	290	7:20	+0:32
For 90% of moderate-risk fire responses , the effective response force complement shall arrive within 10 minutes and 20 seconds of call pickup.	11:02	5	10:20	-0:42
For 90% of high-risk fire responses , the effective response force complement shall arrive within 11 minutes and 20 seconds of call pickup.	12:10	9	11:20	-0:50
Emergency Medical Services	Actual	Count	Benchmark	Gap
For 90% of EMS responses , the first apparatus shall arrive within 7 minutes of call pickup.	7:03	5019	7:00	-0:03
Technical Rescue	Actual	Count	Benchmark	Gap
For 90% of technical rescue responses , the first apparatus shall arrive within 7 minutes and 20 seconds of call pickup.	6:26	114	7:20	+0:54
For 90% of moderate-risk technical rescue responses , the effective response force complement shall arrive within 10 minutes and 20 seconds of call pickup.	12:46	4	10:20	-2:26
High-risk technical rescues	N value of 1. Insufficient data to make analysis.			
Hazardous Materials Response	Actual	Count	Benchmark	Gap
For 90% of hazardous materials responses , the first apparatus shall arrive within 7 minutes and 20 seconds of call pickup.	7:10	161	7:20	+0:10
For 90% of moderate-risk hazardous materials responses , the effective response force complement shall arrive within 10 minutes and 20 seconds of call pickup.	7:25	114	10:20	+2:55
High-risk hazardous materials responses	N value of 1. Insufficient data to make analysis.			

Performance Improvement Efforts

Past Improvements

Station 3 Construction

FY2023-2024

In September 2023, Morrisville Fire officially discontinued its collocation with Cary Station 07 and opened an independent Station 03 replacement location at 1021 Harris Mill Rd. This was intended to improve response to nearby GPZs. As a CAM partner, Cary Station 07 and the new MFD Station 03 continued to respond within the same emergency response system as dynamically-dispatched units.

Implementation of Auto-enroute

FY2025

Morrisville Fire, in collaboration with the Morrisville IT department, placed tablets in its apparatus and activated an auto-enroute function that improved enroute time capture. This was a major benefit to data quality departmentwide.

Specialized Positions

FY2025-2026

Morrisville Fire Department has hired two specialized positions intended to help monitor and improve performance: an Assistant Fire Marshal tasked with community risk reduction activities, and a Planning Chief tasked with performance management activities including data analysis and continuous improvement methodologies. With specialized positions, MFD will be able to better identify and provide a data-informed, targeted response to community risks.

Upcoming Initiatives

Deployment Model Change

MFD is transitioning from the quint concept to the traditional engine/ladder deployment model. This change is in response to population growth, prominent incident types (and associated critical tasks), and zoning changes, and with consideration towards the full cost of each apparatus type (initial and maintenance).

Living Community Risk Assessment

FY2026

Morrisville Fire has recently moved to a living version of the community risk assessment, and this provides the community risk reduction program to better monitor the department's coverage area for changes in community risk.

Travel Time Reduction Discussions

FY2026-2027

MFD is exploring town-planning-related options to improve travel times, including expansion of its traffic preemption capabilities and future station location considerations including street connectivity.

Performance Management “Reset”

FY2026-FY2027

With the addition of a town-wide performance management position and a fire-specific planning position, MFD is in a better position to explore the full breadth of its data and make decisions on performance benchmarking and outcome measurement based on availability and analysis capabilities. MFD will work to align measurements reported in its program appraisals, strategic plan, and gap reports for a cohesive performance improvement picture.

Data Accuracy Improvement Initiative

FY2027

This initiative is being reviewed for inclusion in the department’s current strategic plan as a broadening of its deployment model goal.

While automatic en-route and arrival data capture has helped collect more accurate data (as verified regularly by the Deputy Chief of Operations and the Planning Chief), MFD has discovered manners in which to improve the consistency of data capture. MFD is in the process of updating its standard technology outfit on all frontline apparatus to eliminate the switchover point between station Wi-Fi and apparatus data. MFD command staff is collaborating with response partners to explore the use of the vehicle locators on each apparatus tied to traffic preemption technology as the primary source of speed and location data, due to its superior accuracy and more frequent data capture when compared to that tied to the CAD.

CAM-informed Standards of Cover

FY2028

Subject matter experts from all three response agencies (Cary, Apex, and Morrisville) completed a joint critical task analysis with the goal of improving dispatched ERF to meet critical tasking needs on-scene. This will inform the next iteration of Morrisville’s standards of cover document and will bring all three agencies closer to a true common operating picture in response data. CAMalysts (CAM analysts) have been discussing further integration efforts.

Ongoing Continuous Improvement Activities

The Morrisville Fire Department uses frameworks provided by the CFAI accreditation process to monitor and improve performance over time. Though there has not been a budget-cycle-based cadence in the past, MFD is currently moving the following processes towards a singular cycle to leverage a standard set of performance metrics and allow for more seamless analysis-based budget decisions.

When the team discovers gaps, often if they are quick to fix, they will be handled within the week by the recognized SME. If this is not the case, the correct person responsible is identified and the work to fix the gap is assigned to them.

Review and Analysis Presentations

Once quarterly, MFD command staff presents the department’s performance to all staff and hosts discussion on these measurements. Recently, the Review and Analysis presentation has been enhanced to include more context on performance measurements.

Program Appraisals

Once annually, each MFD program runs a full appraisal of its performance. (This is transitioning to a slightly different timeline in fiscal year 2027 to better meet the budget cycle with actionable insights.) Program managers are each responsible for reviewing relevant performance data and reporting this information with improvement efforts (where needed) and any resource needs to better meet benchmarks.

Gap Report

Once annually, MFD submits a formal report to its AHJ that contains a thorough analysis of performance data throughout the department. This serves to monitor the standards of cover and identify when changes are needed.

Strategic Plan

Once quarterly, MFD updates its strategic plan to ensure all goals and objectives are making progress and identifying resources needed to continue progress unimpeded.



Community Risk Assessment and Standards of Cover Update

Morrisville Fire Department

April 14, 2026

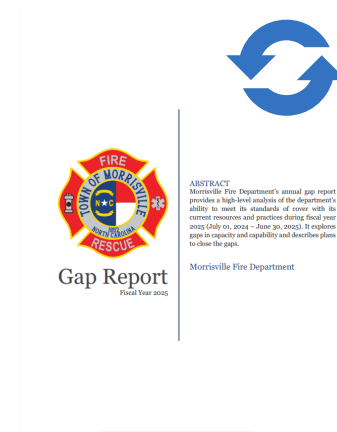
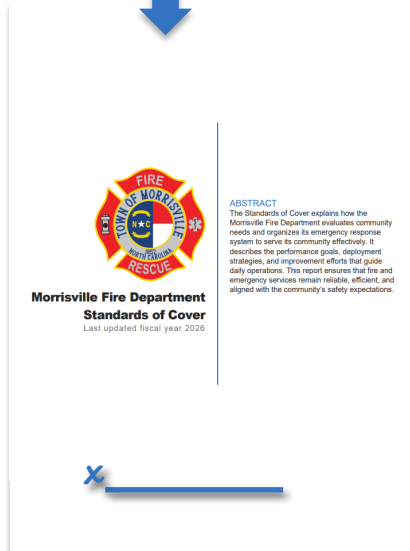
Town Council

Definitions and Context

- CFAI accreditation
 - Document review: 45 days, starting April 01, 2026
 - Peer team continues to verify and validate in-person for one week this summer
 - Commission hearing in August
- Community Risk Assessment (CRA) – StoryMap; interactive
- Standards of Cover (SOC)



Continuous Improvement Cycle



Community Risk Assessment



- Research and data analysis on Morrisville through the lens of risk
- Uses
 - Determine appropriate standards of cover
 - Target community risk reduction efforts
- GIS (spatial) analysis is a major component
- Sources
 - Federal; e.g., Census, FEMA, NOAA
 - State; e.g., NC OneMap
 - County; e.g., Wake fire districts, greenway network
 - Municipal; e.g., zoning by type
 - MFD incident reports



Standards of Cover



- Morrisville Fire Department's standard of coverage for the Morrisville community – to be adopted
- Direct result of assessing our community's risks
- Inclusive of community risk reduction as a method of responding to risk
- Defines service level benchmarks – the basis MFD uses to assess performance on mitigating risks



Supporting Processes



- Annual gap report
 - Reviews actual performance in relation to benchmarks (standards)
 - Highlights areas of subpar performance
 - Identifies opportunities to improve
- Annual program appraisals
 - Departmentwide (more intensive than gap report) check-in for each program
 - Identifies needs by program to meet objectives and performance goals



Supporting Processes



- Quarterly Review and Analysis
 - Informal check-in mirroring gap report – reviews actual performance in relation to benchmarks
 - Firefighter-facing
 - Discussion opportunity to problem-solve



Highlights of What We Found

Our Risk

- Morrisville on the national risk index
 - Climate is our greatest and most costly risk
 - Unique transportation system
 - Greenways and pedestrian/cyclist traffic
 - Rail

Our Response

- Major improvements in effective response force (ERF) arrival times and turnout times
- Steady first arriving travel times with slight improvements



The SOC and Timing

Morrisville Fire Department is in the middle of a transformation.

- Deployment model changes
- Joint CAM dispatching protocols
- Community risk reduction focus
- Data analysis and performance management capabilities

The way we look at risk and the way we respond is evolving to meet the moment. This means our SOC may change sooner than the traditional cycle.



Opportunities

- Advanced monitoring with new data assets
- Performance management improvements
 - Singular cycle
 - Consistent program performance metrics
- Reduction in preventable incidents
- Response time improvements through tech
- Public input
- Further CAM efforts



Next Steps

- April 28th: adoption by consent (SOC)
 - Upload resolution for peer team to view
 - Post CRA and adopted SOC to website
- May 15th: peer team completes review
 - Peer team makes site visit determination at this point or prior
- Site visit to be determined based on peer team determination
- Week of August 17th: Commission on Fire Accreditation International accreditation hearing
 - Pending peer team determination following site visit



Questions

Town Council Agenda Item Report

Agenda Item No. 11.b

Submitted by: Bret Martin

Submitting Department Planning

Meeting Date: April 14, 2026

SUBJECT

Comprehensive Transportation Plan Update

Bret Martin, Transportation Project Manager, Town of Morrisville

Allison Fluitt, Vice President, Kimley-Horn

Recommendation:

Receive as information and provide any feedback

Updates/History of Briefing:

Not Applicable

Executive Summary and Background Information:

The Town of Morrisville Planning Department commenced the process to update the Town's comprehensive transportation plan (CTP) in July of 2025. The CTP was last updated in 2019, and the current update will guide how the Town improves and invests in its transportation system through 2045. The purpose of the CTP is to help the Town coordinate transportation improvements with future development, establish policies and programs that address emerging and reasonably foreseen needs, and identify projects for funding and strategic implementation. The CTP update is not intended to be a full rewrite of the 2019 CTP. It is intended to account for new or emerging baseline conditions, evaluate the suitability of pre-existing recommended solutions, identify and examine solutions to any new or emerging needs or changes to pre-existing recommendations, and improve its utility for users and decision makers.

The CTP update's first round of public engagement to inform plan goals and objectives and to identify transportation needs and concerns occurred between October 10th and 31st, 2025. Staff provided a presentation on progress to date for the CTP update to the Planning & Zoning Board at its November 13th regular meeting and provided the same to the Town Council at its January 13th regular meeting (Item 2025-403-0). At those meetings, staff provided background on the purpose of the CTP and steps that have been scoped to carry out the plan's update; how the public and other groups have been, and will be, engaged throughout the plan update process; results from the first round of engagement carried out in October; a review of existing conditions relevant to the Town's transportation landscape ('State of the Town'); the CTP's draft guiding principles; and next steps for the CTP update process. Staff

also provided the Town Council with feedback received from the Planning & Zoning Board on these topics.

Following the last Planning and Zoning Board and Town Council touchpoints in November and January, respectively, Town staff and the CTP update consultant have worked with the Town's inter-departmental, staff-level technical team to develop:

- 1) Updated cross sections for the Town's roadway thoroughfares;
- 2) A universe of potential projects across all modes to be considered for inclusion in the CTP;
- 3) An evaluation framework that lays out the criteria for prioritizing the potential projects; and
- 4) How the Town will engage the public to provide input on, and inform, these deliverables.

These items will be shared with the Town Council at its April 14th regular meeting and with the Planning and Zoning Board at its April 16th regular meeting, and both groups will be invited to provide feedback. The public engagement period for this phase of the CTP update development process will extend throughout the month of April, during which Town staff is administering a public survey, attending events (Western Wake Farmer's Market on April 11th and Springfest on April 18th) to promote public participation, and holding a public meeting/workshop on the potential projects and proposed evaluation framework on April 21st.

Included with the Town Council agenda materials is a set of presentation slides and a set of maps displaying the potential CTP projects (universe of projects) by mode and a key for those projects that provides more detail on the source of each, their extents, the reason for their identification as a need, and other information. Please note that the key is a detailed informational reference companion to the maps that was derived from a database format and is meant to be a background supporting technical tool rather than a presentation tool.

Advisory Board/Committee Review:

None

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

Receive as information and provide any feedback

Staff Recommendation:

None

ATTACHMENTS

- [2026-140-0 PRES CTP Update.pdf](#)
- [2026-140-0 ATTH CTP Update Universe of Projects Maps.pdf](#)

Morrisville CTP Update

Morrisville Town Council

Bret Martin, Transportation Project Manager, Town of Morrisville

Allison Fluitt, Vice President, Kimley-Horn

April 14, 2026

Agenda

1. CTP Background.....
2. Roadway Cross Sections...
3. Potential CTP Projects.....
4. Phase 3 Engagement.....
5. Next Steps.....

Welcome + Introduction

Transportation Framework

Project Identification + Evaluation

Upcoming Engagement Plan

Wrap Up

CTP Background

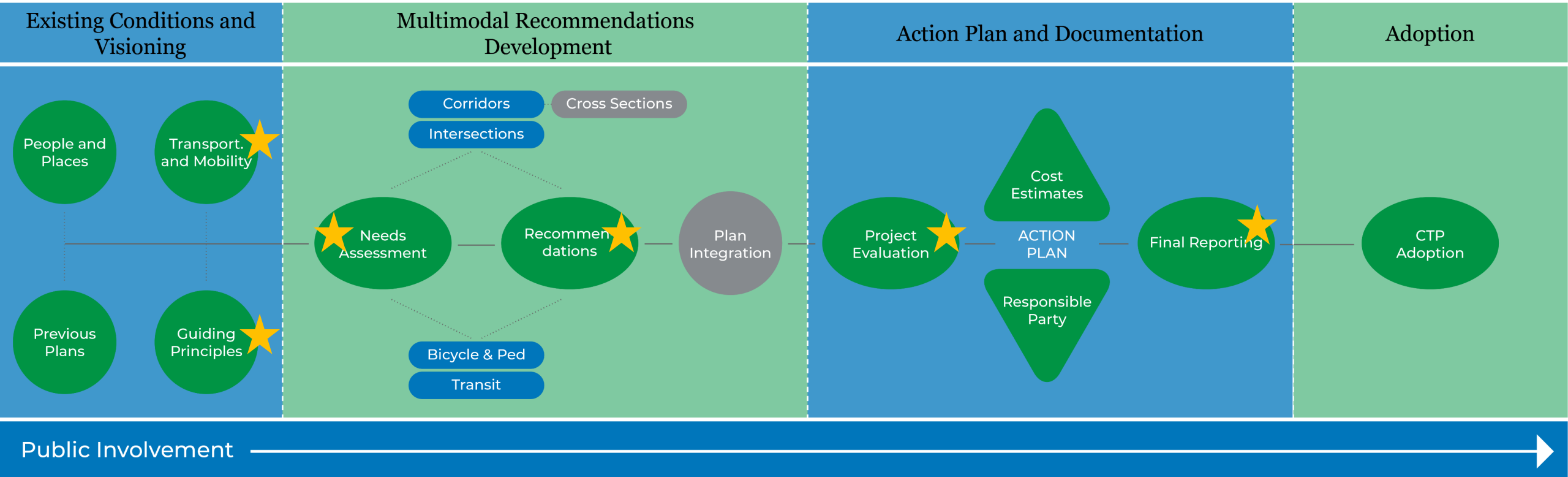
What is a CTP?

A Comprehensive Transportation Plan:

- Helps establish a **vision** for transportation in Morrisville
- Identifies **needs and deficiencies**
- Recommends specific **projects and strategies**
- Creates an **action plan** for implementation
- Provides information to **secure project funding, coordinate with future development, and shape policy and program decisions.**

In the absence of local planning, someone else will make decisions for you.

Planning Process



August 2025-January 2026

January-May 2026

By End of 2026

★ Active Public Input Solicitation

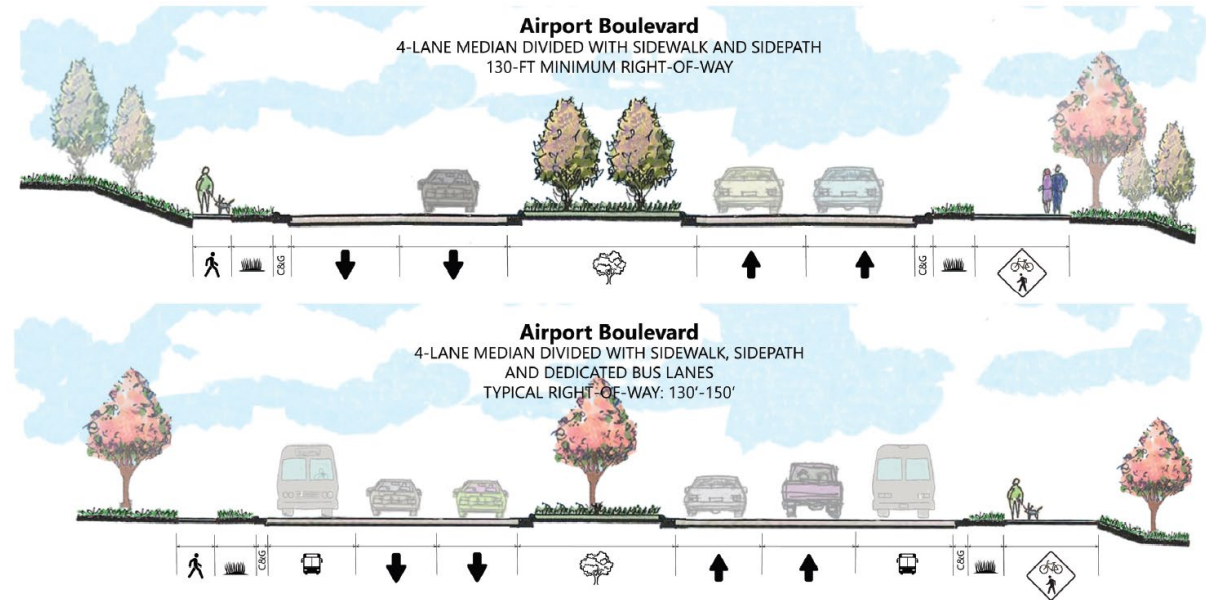


We Are Here

CTP Roadway Cross Sections

Purpose of Roadway Cross Sections

- Clarify what each street is designed to do
- Provide a guide for future infrastructure development
- Improve safety and accessibility for all users
- Align street design with land use and community character
- Set clear, predictable expectations for developers (e.g., for how new roadways or roadway frontage improvements should be built)
- Balances NCDOT's interests with the Town's



NCDOT Guidance on Cross Sections

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN MANUAL

Implementation Date: November 1, 2021
Revised May 2023

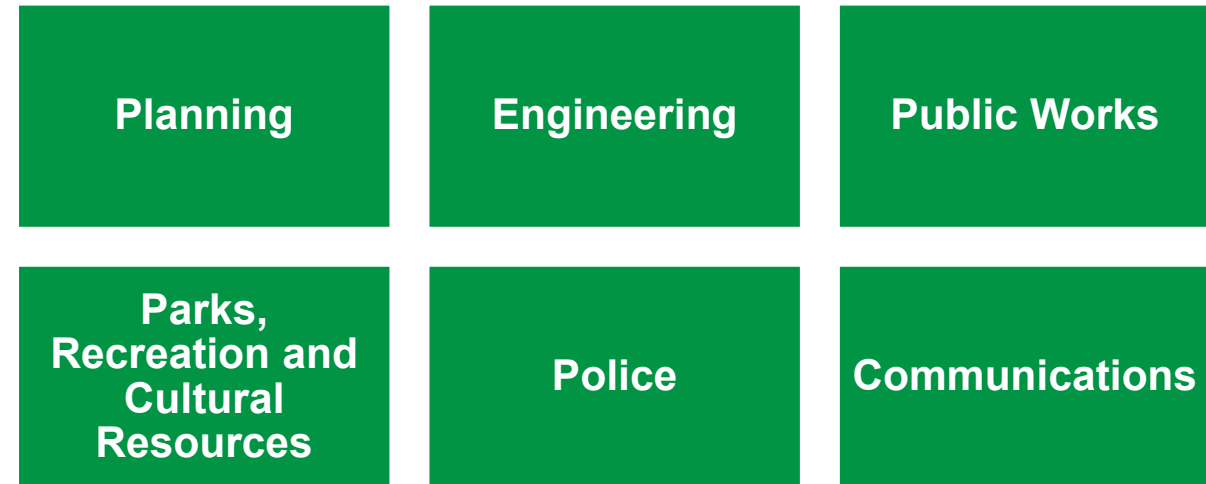


- NCDOT provides extensive guidance on specifications for roadway elements
- This guidance covers such elements as:
 - Lane widths;
 - Sidewalks, sidepaths, and pedestrian crossings;
 - Bike lanes;
 - Medians and median crossovers; and
 - Street trees
- Design elements (lanes, sidewalks, bike lanes, sidepaths) are **context-sensitive**, with minimums and desirables that vary by speed, setting, and function
- Guidance is used as the **baseline reference** to ensure Morrisville's cross sections align with State standards and expectations

Overarching Changes Based on Input from Town Inter-Departmental Technical Team

- Removal of wide outside lanes and sharrows for bicycle accommodation
- Introduction of bike lanes to facilities without a sidepath
- Narrower lanes (11 ft vs. 12 ft) and median widths (17.5 ft vs. 23 ft vs. 31.5ft) where practical per NCDOT guidance
- Introduction of street trees – relying on NCDOT clear zone guidance (requires further exploration of feasibility)
- Increased sidewalk width from 5 feet to 6 feet
- Change required right-of-way (ROW) ranges to more prescriptive minimums that will fit better defined cross-section elements for roadway segments (add caveats for why it may be more or less)

Technical Team Departments



Roadway Cross-Section Takeaways

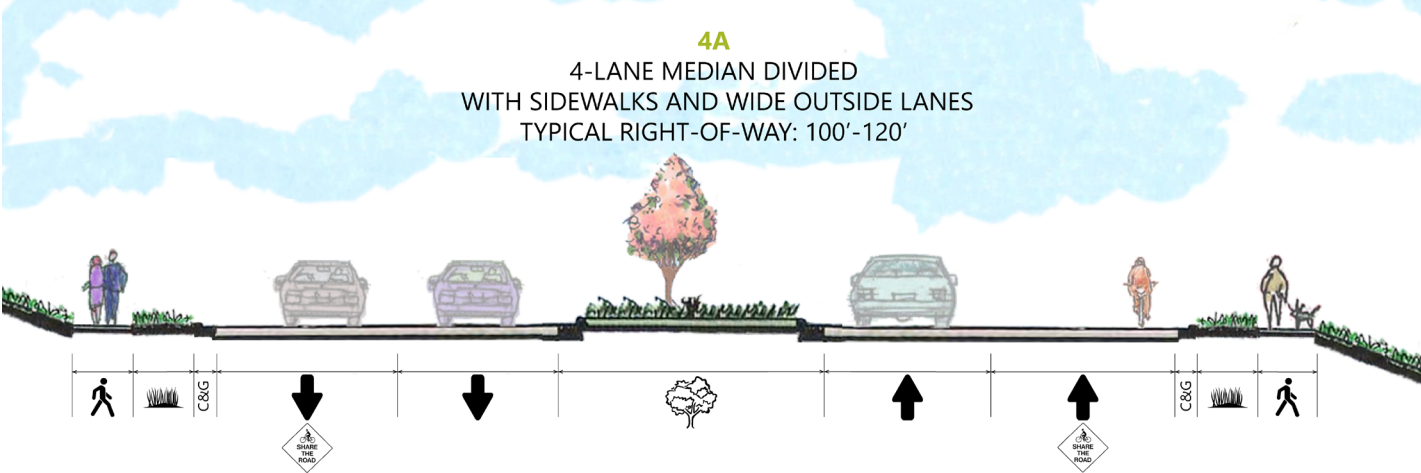
STREET NAME	EXTENTS	OWNER	STREET HIERARCHY	STANDARD CROSS-SECTION
Airport Boulevard	I-40 to NC 54	State	Major Thoroughfare	See pg. C-3 and C-4 ¹
Airport Boulevard Extension Phase 1	NC 54 to Church Street	State	Major Thoroughfare	See pg. C-5 ¹
Airport Boulevard Extension Phase 2	Church Street to Garden Square Lane	State	Major Thoroughfare	See pg. C-5 ¹
Aviation Parkway	Town boundary to NC 54	State	Major Thoroughfare	4C ¹
Carrington Mill Boulevard	Slater Road to NC 54	Morrisville	Minor Thoroughfare	4B
Carolina Street	Church Street to Town Hall Drive	Morrisville	Collector Street	2C
Church Street	northern Town boundary to Morrisville-Carpenter Road	State	Collector Street	2A
Crabtree Crossing Parkway	Stardale Road to Hampton Pines Drive	Morrisville	Collector Street	2B
Davis Drive	Morrisville-Carpenter Road to northern Town boundary	State	Major Thoroughfare	See pg. C-7 ¹
Davis Drive	Parkside Valley Drive to Morrisville-Carpenter Road	State	Major Thoroughfare	Modified 4A ¹
Downing Glen Drive	Church Street to Union Ridge Drive	Morrisville	Collector Street	2A
Evans Road	Aviation Parkway to Crabtree Creek	State	Major Thoroughfare	4A
Factory Shops Road	Copley Parkway to Airport Boulevard	Private	Local Street	2A
International Drive	Southport Drive to Aviation Parkway	Morrisville	Collector Street	3A

Illustrative Listing of Roadway Segments Matched to Cross Sections from 2019 CTP

- More prescription, less flexibility to better establish expectations
- Removal of wide outside lanes and sharrows
- Expanded cross section options to utilize based on recent developments
- Coordination with the proposed Universe of Projects
- More emphasis on bicycle and pedestrian comfort, safety, and connectivity
- Town Council will see all of the cross-sections that were developed and how they are matched with specific roadway segments when CTP implementation plan is developed and shared at a later meeting

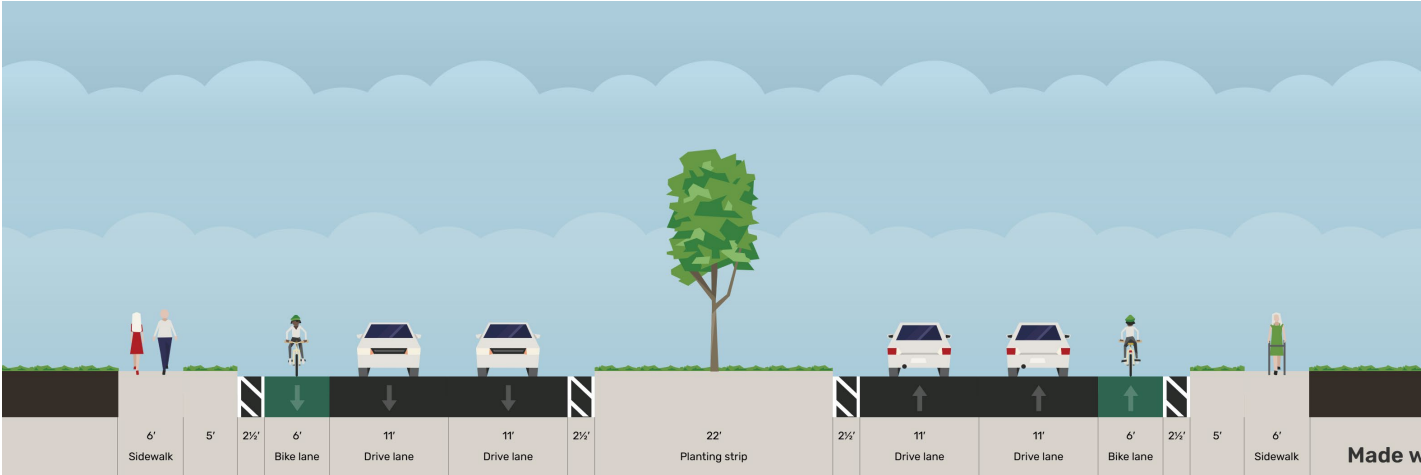
Example Cross Section Change

4-Lane median-divided with 5 ft sidewalks and wide (14 ft) outside lanes and sharrows within a ROW range of 100'-120'



Current Plan

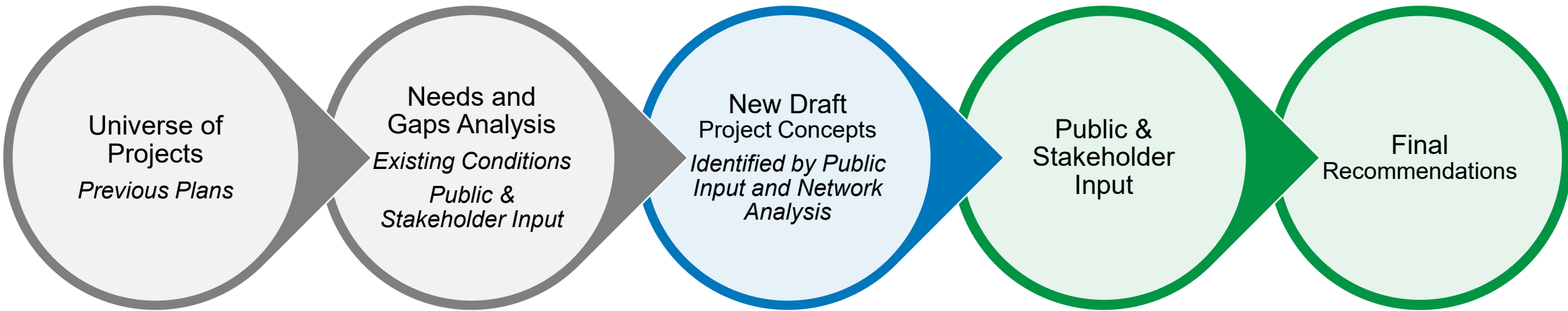
4-Lane median-divided with 6 ft sidewalks, 6 ft bike lanes, and 11 ft travel lanes within a 110' ROW



Proposed for Updated Plan

Potential CTP Projects

Project Recommendations Development Process



Modal Maps and a Key for All Potential CTP Projects Are Included in Town Council's Agenda Packets



We Are Here

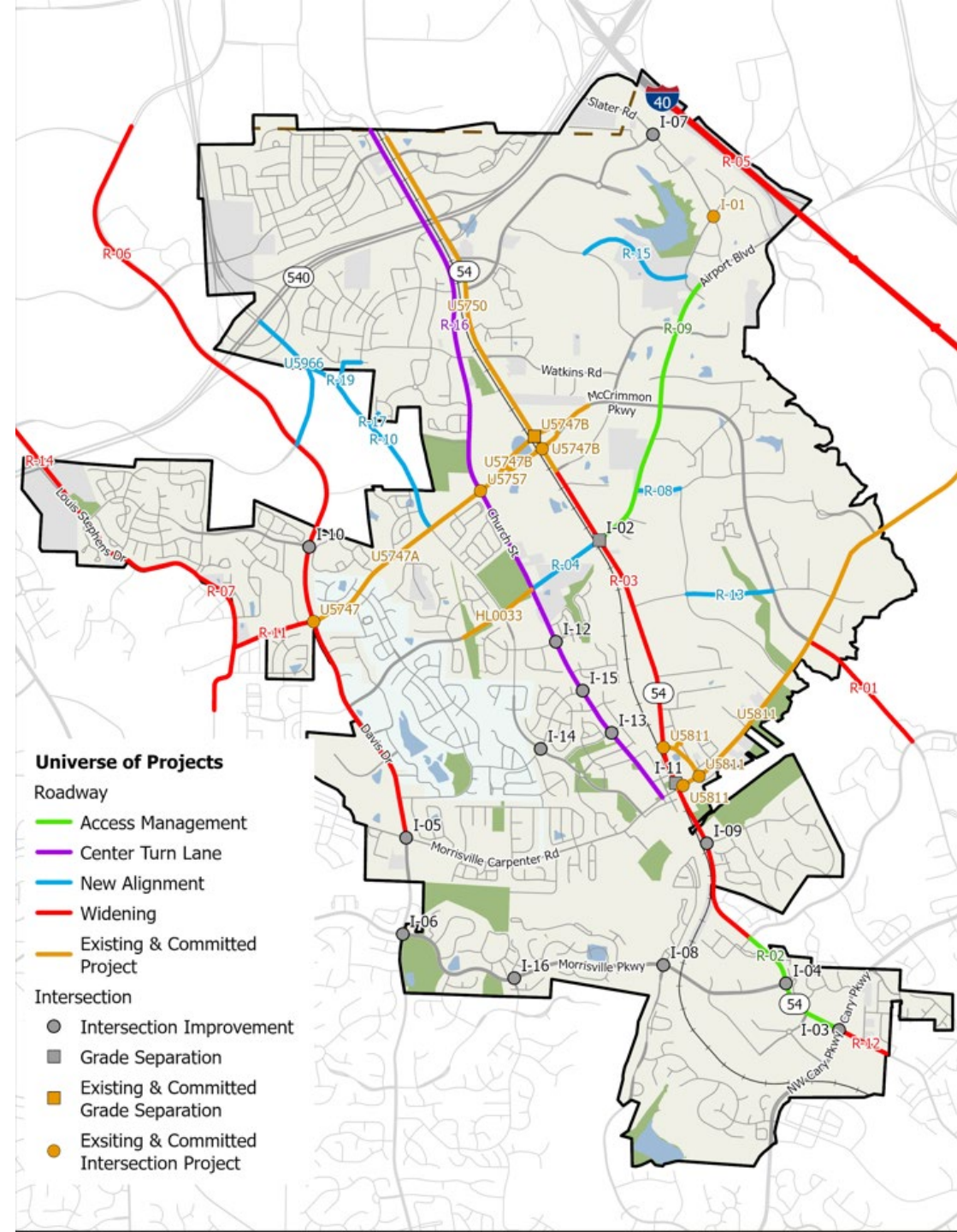
Potential CTP Roadway Projects

Roadway projects identified from the following plans/studies:

- 2019 CTP
- CAMPO 2055 MTP
- FY 2026-2035 STIP
- Morrisville Capital Improvement Program
- 2021 Morrisville Intersection Improvements Study
- Morrisville in Motion Safety Action Plan
- Morrisville Parkway Access Management Study

What has changed from 2019 CTP:

- Center Turn Lane along Church St
- Access Management along NC 54 from Cary Pkwy to Weston Pkwy (previously identified for widening)
- Extending Southport Drive from International Dr to McCrimmon Pkwy
- Connection between Town Hall Drive extension and NC 147 Tollway extension?
- Added intersections identified for further study and potential improvement in 2021 Intersection Improvements Study



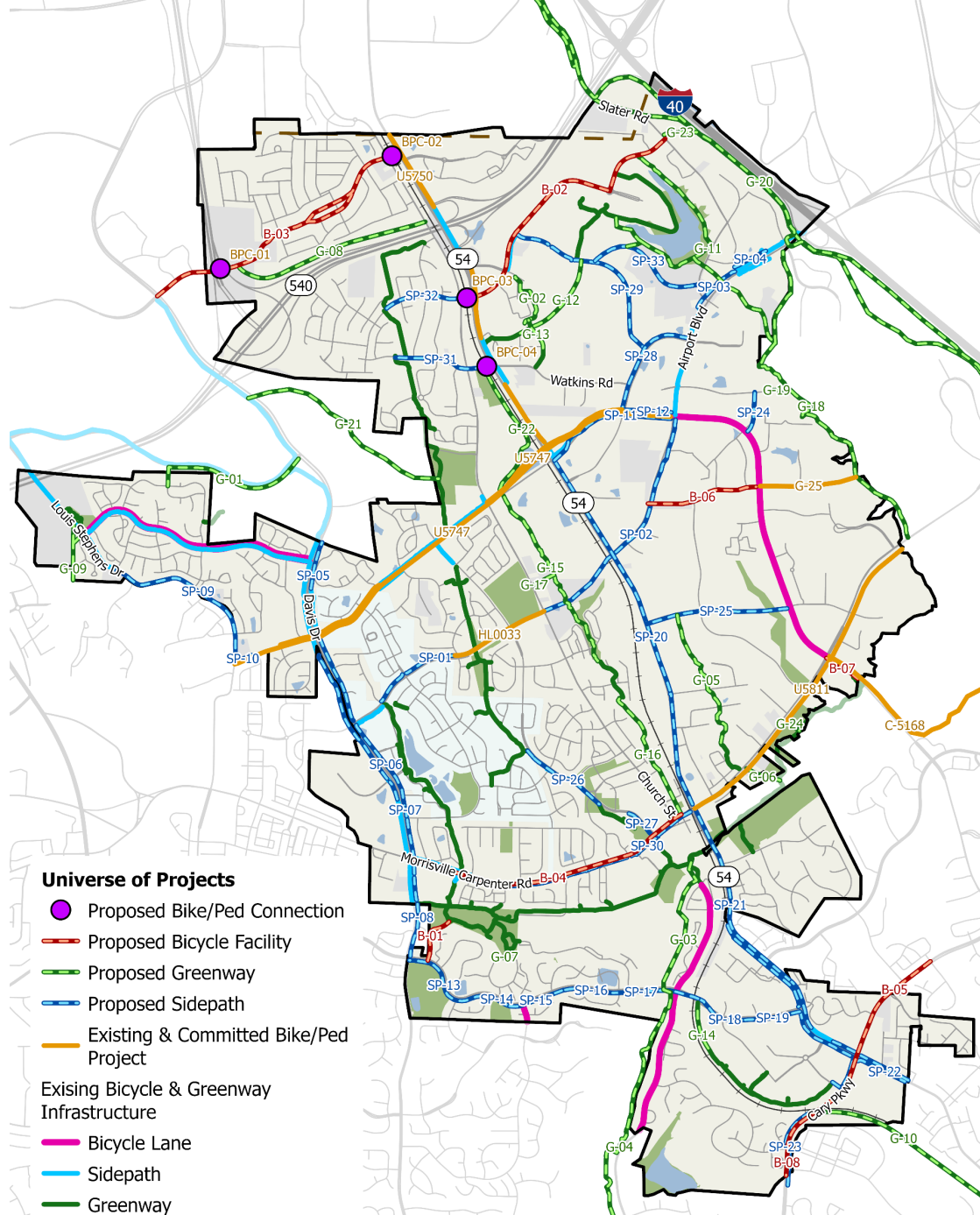
Potential Bicycle, Sidepath & Greenway Projects

Bicycle, Sidepath & Greenway projects identified from the following plans/studies:

- 2019 CTP
- CAMPO 2055 MTP
- FY 2026-2035 STIP
- Morrisville Capital Improvement Program
- Town of Cary Bike Plan
- Research Triangle Park Bicycle/Ped Plans
- Stirrup Iron Creek Greenway Feasibility Study

What has changed from 2019 CTP:

- New Sidepaths along sections of Airport Blvd, Perimeter Park Dr, Paramount Pkwy, Morrisville Carpenter Rd, Everett Fields Rd, Mason Farm Rd, & Marcom Dr extension
- Bike Lanes along Evans Rd & NW Cary Parkway
- Proposed Bike/Ped Connections across railroad and NC 147 for northern neighborhoods (Kitts Creek and Providence Place/Shiloh)
- Extension of Sawmill Creek Greenway northward to Barbee Rd
- Greenway connections from Slater Rd to future Triangle Bikeway and from Aviation Parkway to Crabtree Creek Greenway
- Greenway connection from Church Street Park to Research Triangle Park



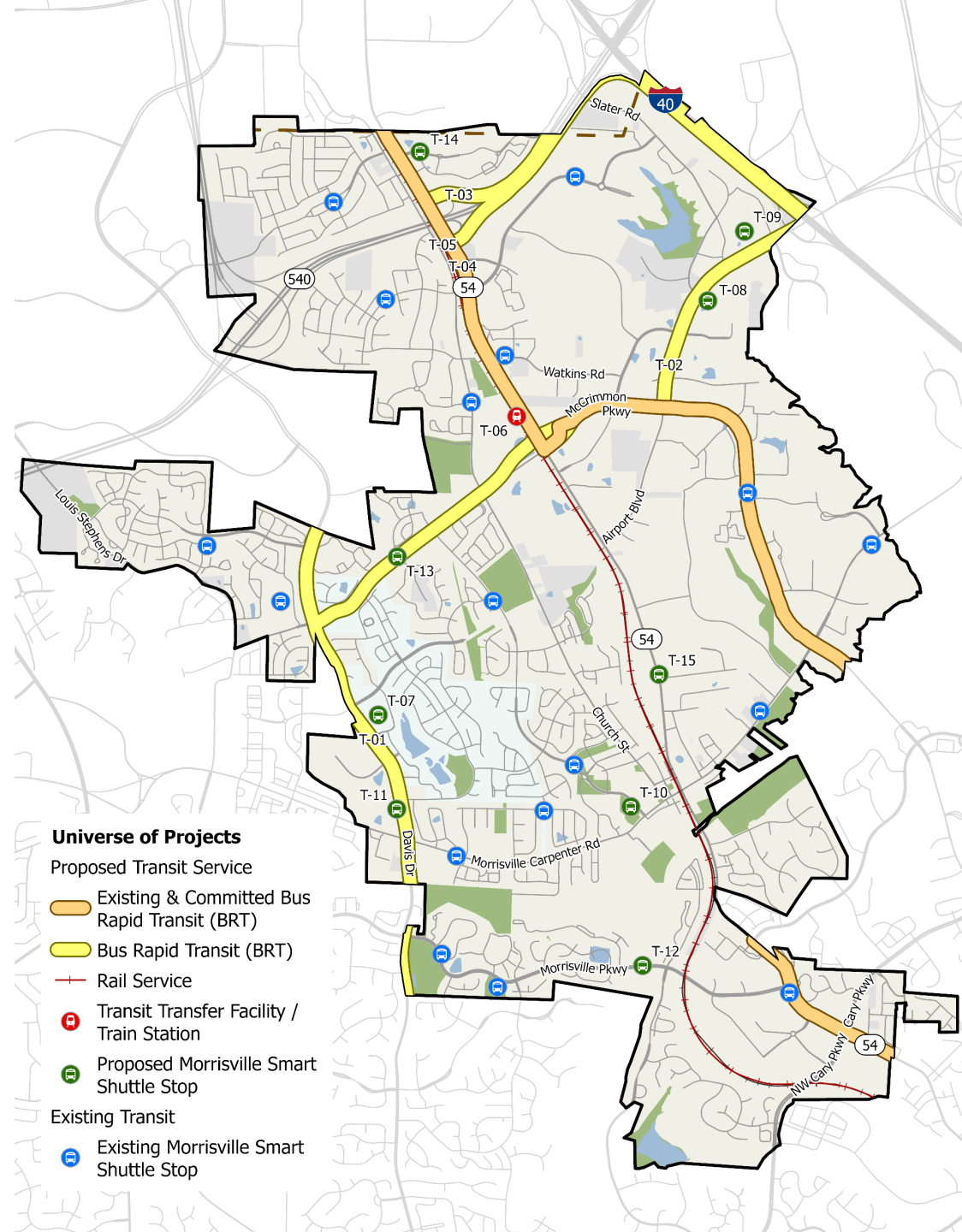
Potential CTP Transit Projects

Transit projects identified from the following plans/projects:

- CAMPO 2055 MTP
- FY 2026-2035 STIP
- Morrisville Transit Alternatives Study

What has changed from 2019 CTP:

- 9 Proposed Smart Shuttle Nodes (General Node Locations)
- Regional passenger rail service and improvements from Selma to Regional Transit Center
- 4 Bus Rapid Transit (BRT) routes throughout Town
- Proposed Transit Transfer Facility/Train Station



Project Evaluation/Prioritization Framework

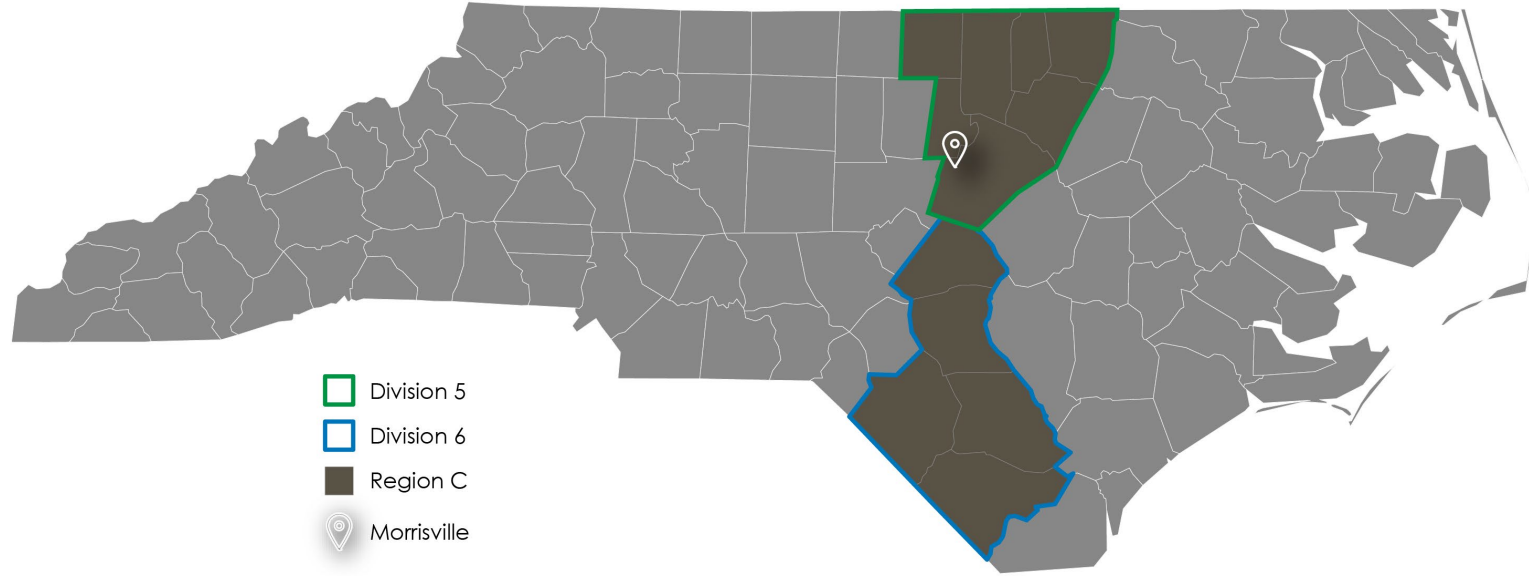
- Informed by:
 - CTP guiding principles;
 - Public, stakeholder, Planning & Zoning Board (PZB), and Town Council feedback;
 - Deficiencies identified from existing conditions; and
 - Funding program criteria and areas of emphasis [NCDOT Strategic Transportation Investments and Prioritization (STI/SPOT) and CAMPO Locally Administered Project Program (LAPP)]
- Balances the interests of the Town with those of external funding parties to better position improvements for funding opportunities
- External funding parties focus on addressing congestion, project benefit-cost, safety, and proximity to activity centers through a regional lens
- Additional Town focus on multimodal accommodation and safety and connectivity through a local lens



Morrisville
Live connected. Live well.

STI/SPOT

Funding



STI/SPOT Scoring Process

Projects Submitted
MPOs, RPOs, & Divisions

SPOT Review

1. Reviewed for category eligibility
2. Data screened
3. Quantitative scores calculated

Statewide Mobility
40% of Funds

1. Total scores calculated
2. Projects programmed
3. Projects not programmed cascaded to next category

Regional Impact
30% of Funds

1. Local input points assigned
2. Total scores calculated
3. Projects programmed
4. Projects not programmed cascaded to next category

Division Needs
30% of Funds

1. Local input points assigned
2. Total scores calculated
3. Projects programmed

Score = 100% Quantitative

Interstate highways and U.S. numbered highways (e.g., I-40)

= 70% Quantitative + 30% Local Input

NC numbered highways (e.g., NC 54)

= 50% Quantitative + 50% Local Input

State secondary roads and other modes (e.g., McCrimmon Parkway, greenways, etc.)

STI/SPOT Prioritization

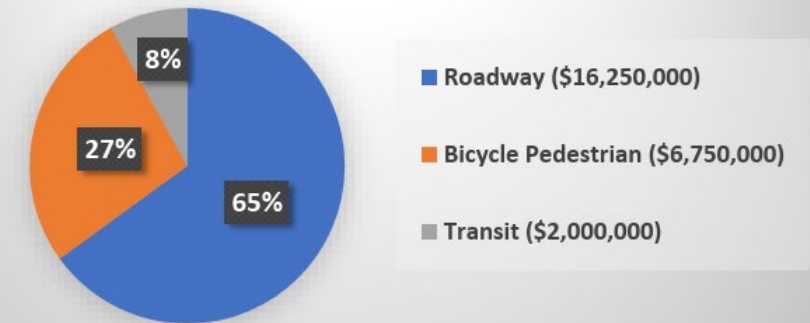
Scoring Criteria (SPOT 8.o)

Criteria	Mobility Project Weights			Modernization Project Weights		
	Statewide Mobility	Regional Impact	Division Needs	Statewide Mobility	Regional Impact	Division Needs
Freight	25%	10%	5%	25%	15%	5%
Safety	10%	10%	10%	35%	35%	35%
Congestion	30%	20%	15%	10%	5%	5%
Benefit-Cost	25%	20%	15%			
Economic Comp.	10%					
Lane Width & [Paved] Shoulder Width				30%	15%	5%
Accessibility/Connectivity		10%	5%			
Quantitative Total	100%	70%	50%	100%	70%	50%
Local Input		30%	50%		30%	50%
Total Score	100%	100%	100%	100%	100%	100%

MPO Prioritization

CAMPO/LAPP

FFY 2027 Recommended Target Modal Investment Mix



Roadway/Highway Scoring Criteria

Criteria	Measures	Points	Percentage
Highway Effectiveness	Congestion, Benefit Cost, FHWA Crash Reduction Factor, Equivalent Property Damage Only	50	62.50%
Local Priority	Local points	10	12.50%
Planning Consistency	Horizon year consistent with Metropolitan Transportation Plan	10	12.50%
Prior Agency Funding	Amount	10	12.50%

Starting Point for Project Evaluation and Prioritization

Morrisville CTP Update

Prioritization Criteria									
Criterion	Congestion	Benefit Cost	Safety	Activity Centers	Roadway Connectivity	Bike/Ped Effectiveness	Transit Effectiveness	Planning Consistency	Public Outreach
Measure	Existing V/C	Travel Time Savings / Cost	Crash Reduction Factor Element	Proximity to Schools, Community Facilities, & Activity Centers	Directness of Travel	Critical Bike/Ped Connection	Proximity to Transit Connections	Project Inclusion in MTP	Projects/Areas Emphasized by Public
			EPDO Score						
Program/Goal Connection	STI/SPOT	X	X	X					X
	LAPP	X	X	X	X	X*	X*	X	X
	CTP Goal	System Preservation Economic Vitality	System Preservation Economic Vitality	Safety & Security Mobility & Accessibility System Preservation	Culture & Environment Growth & Development Economic Vitality	Mobility & Accessibility System Preservation Economic Vitality	Mobility & Accessibility System Preservation Economic Vitality	Mobility & Accessibility System Preservation Economic Vitality	ALL

*Bike/ped and transit are not included in the LAPP roadway scoring criteria and are scored using separate criteria specifically for those modes

Project Evaluation and Prioritization Next Steps

CORRIDOR	EXTENTS	IMPROVEMENT	GUIDING PRINCIPLES ADDRESSED
Near-Term Recommendations (less than 15 years)			
Airport Boulevard Extension Phase 1	NC 54 to Church Street	New Location and Grade Separation	
Airport Boulevard Extension Phase 2	Church Street to Current Terminus near Garden Square Lane	New Location	
Crabtree Crossing Parkway & Morrisville Parkway		Intersection Improvements	
Davis Drive	Wake County Northern Limits to Morrisville-Carpenter Road	Widening	
Davis Drive & Parkside Valley Drive		Intersection Improvements	
Davis Drive & McCrimmon Parkway		Intersection Improvements	
Davis Drive & Morrisville-Carpenter Road		Intersection Improvements	
Davis Drive & Morrisville Parkway		Intersection Improvements	
McCrimmon Parkway & Church Street		Intersection Improvements	
NC 54	Perimeter Park Drive to Weston Parkway	Widening	
NC 54	Weston Parkway to NW Cary Parkway	Widening	
NC 54	NW Cary Parkway to Wilson Road	Widening	

Illustrative Prioritization and Phasing of Roadway Improvements from 2019 CTP

- Confirm project concepts to move forward for evaluation
- Receive feedback on modal priorities and evaluation criteria from public, stakeholders, Town Council, and PZB through April engagement period
- Assign weighting to prioritization criteria based on feedback
- Score projects and share results with Town Council and PZB in June
- Incorporate projects into phased implementation plan

Phase 3 Engagement

Engagement Phases

01

- Raising Awareness and Identifying Needs
(August 2025 - January 2026)

Focused on outreach that informed the development of goals, visioning, and priorities; reviewed the State of the Town; and began identifying needs for each transportation mode.

02

- Community Guidance and Direction
(January 2026 – February 2026)

More technical in nature and involved smaller general public communication touch points with the public at large, instead focusing on direction provided by the Town Staff Technical Team.

03

- CTP for the Community
(March 2026 – September 2026)

Includes opportunities for the public at large to engage in the process by sharing feedback on the recommendations, as well as ultimately reviewing the final CTP document.



We Are Here

Engagement Phases

03

CTP for the Community

(March 2026 - September 2026)

Purpose

- Collecting feedback in response to draft project concepts and the prioritization methodology
- Focuses on outreach that:
 - reviews **potential CTP project concepts**
 - informs the **project evaluation and prioritization process**
 - reviews **proposed implementation plan and final CTP documentation**

Engagement Phases



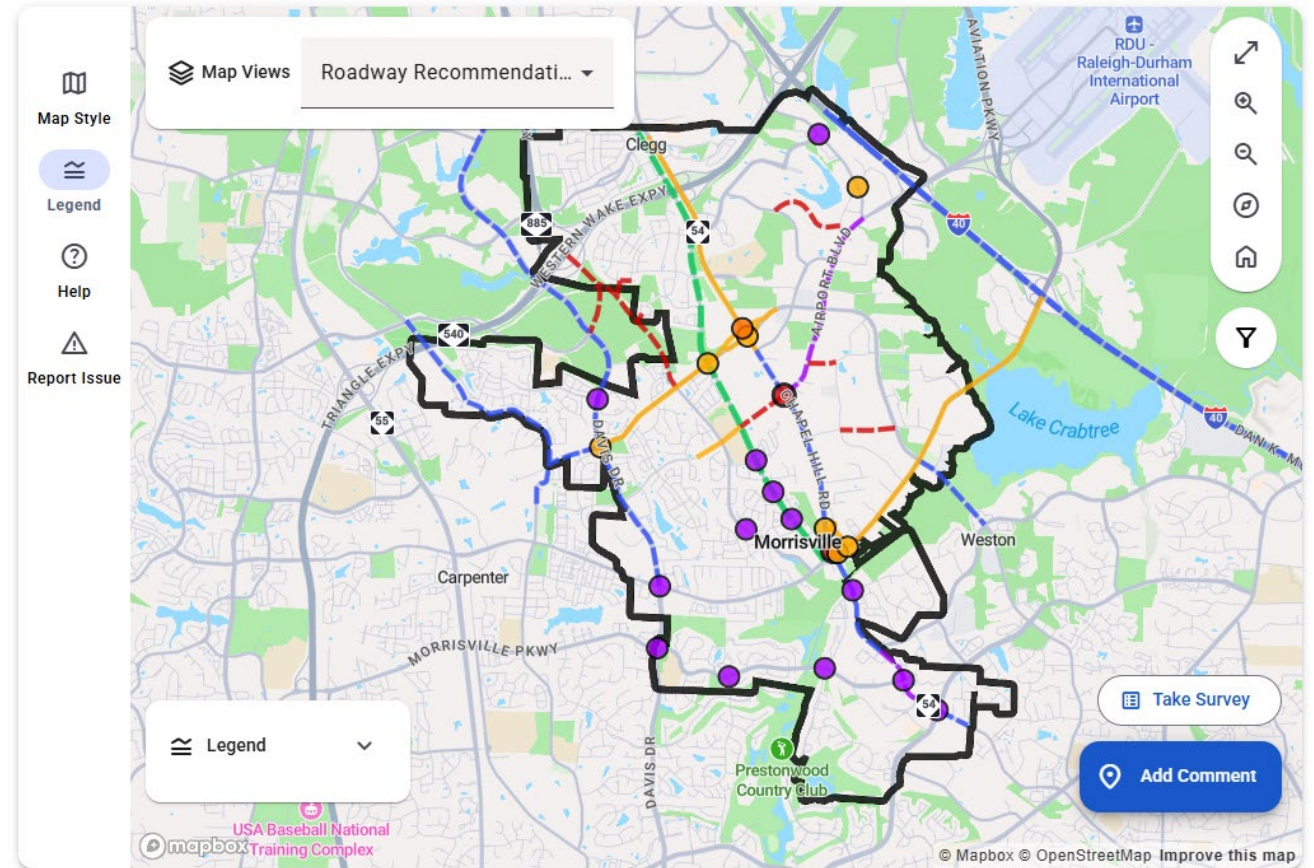
CTP for the Community *(March 2026 - September 2026)*

Events

- Online Survey.....Throughout April
- Pop Up Events.....April 11th (Western Wake Farmers' Market) & April 18th (Springfest)
- Public Workshop.....April 21st (4:30-7pm at Historic Christian Church)
- Town Staff Technical Team 3 & 4.....March 11th & May/June
- Planning and Zoning Boards 2 & 3.....April 16th & June 11th
- Town Council Sessions 2 & 3.....April 14th & June 23rd

April Public Survey and Input Solicitation

- Survey requests feedback on modal priorities (e.g., intersections, roadways, pedestrian, transit, bicycle) in a tradeoff format
- Requests feedback on priorities within each mode, including (depending on mode):
 - Street Connectivity
 - Congestion
 - Safety
 - Benefit-Cost
 - Activity Center Access
 - Filling Bike/Ped Gaps
 - Multimodal Connectivity
 - Neighborhood Access
- Includes interactive map with all potential project concepts and allows respondents to indicate support, disapproval, and leave comments



CTP Update Next Steps

Next Steps

Upcoming Tasks

1. **April 2026:** Complete Spring Engagement
2. **May 2026:** Evaluation/Prioritization of Projects
3. **June 2026:** 3rd Planning and Zoning Board and Town Council Touchpoints to Share Evaluation and Engagement Results
4. **July-August 2026:** Draft Implementation Plan and CTP Documentation

Town Council Feedback

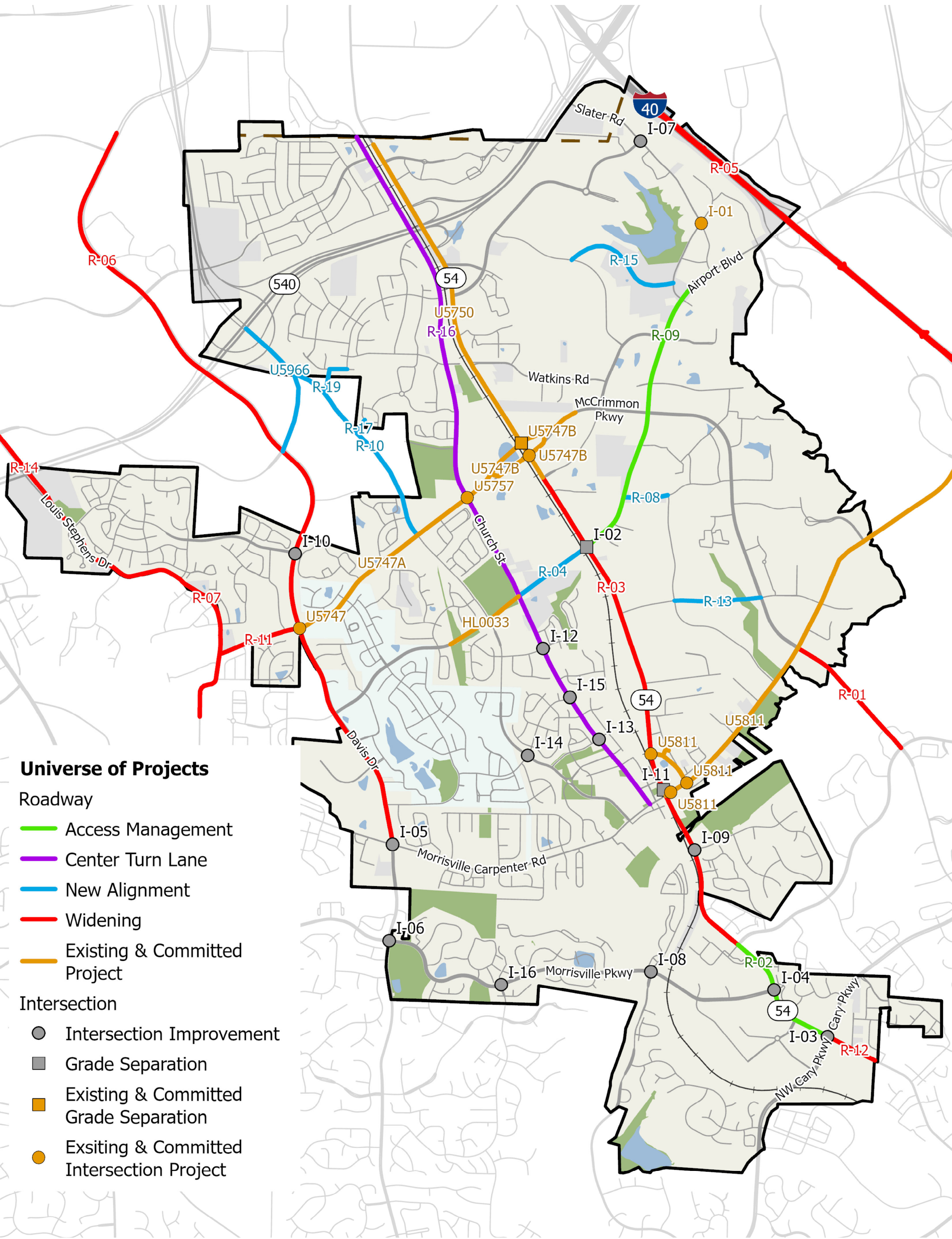
Topics of Potential Feedback

- Feedback on the general approach and proposed updates to the CTP roadway cross sections?
- Are there any project concepts missing from the Universe of Projects to be carried forward for further consideration?
- Are there any project concepts that shouldn't be carried forward and why not?
- Do the recommendations in the Universe of Projects match Council's sense of where the biggest needs/opportunities are?
- Is there any feedback on the proposed evaluation/prioritization framework?
- Are there any reasonably measurable criteria the evaluation framework is missing, or is there any input on the relative importance of each criterion?

Thank you!

April 14, 2026

**CTP UNIVERSE OF PROJECTS MAPS
AND KEY**



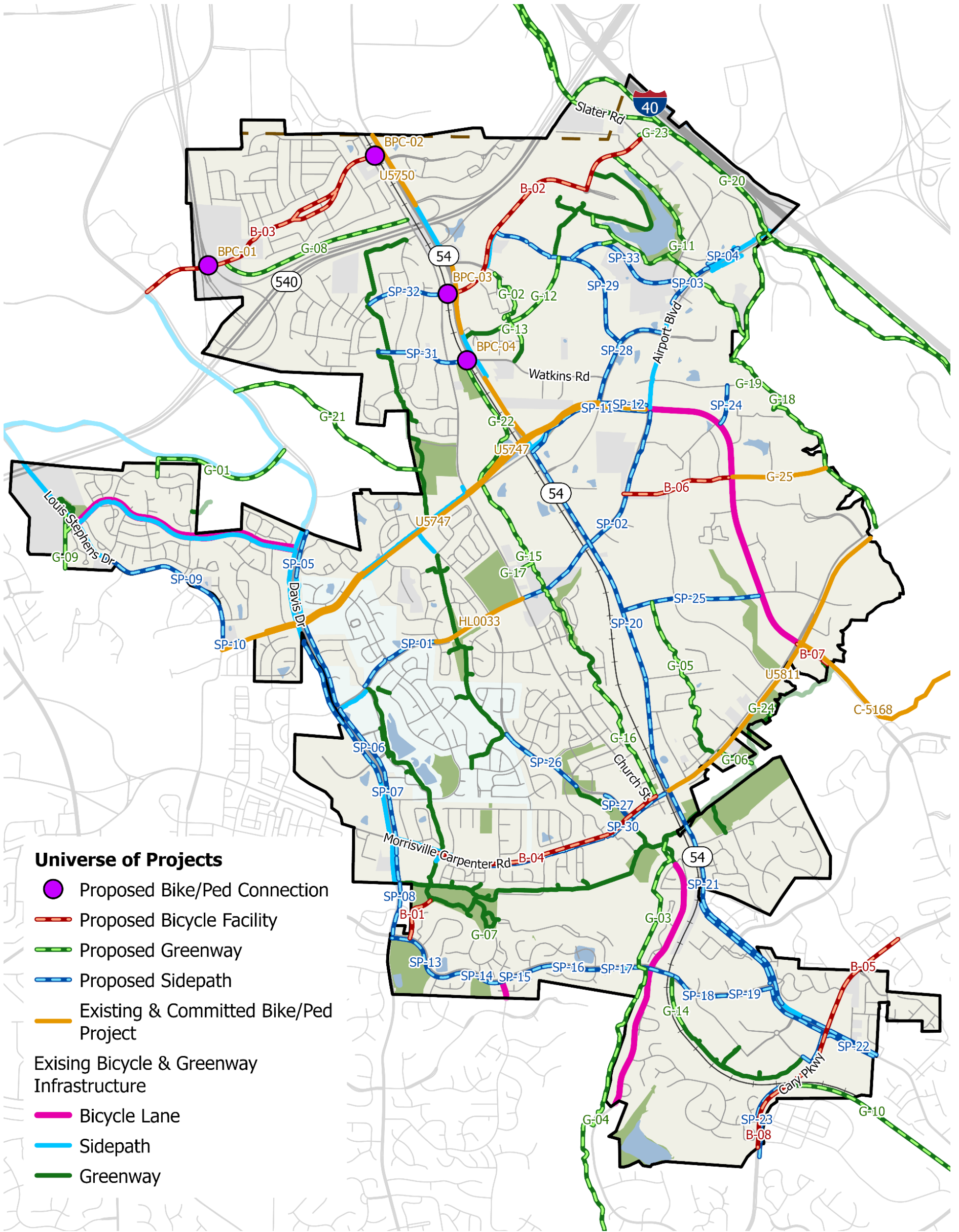
Universe of Projects

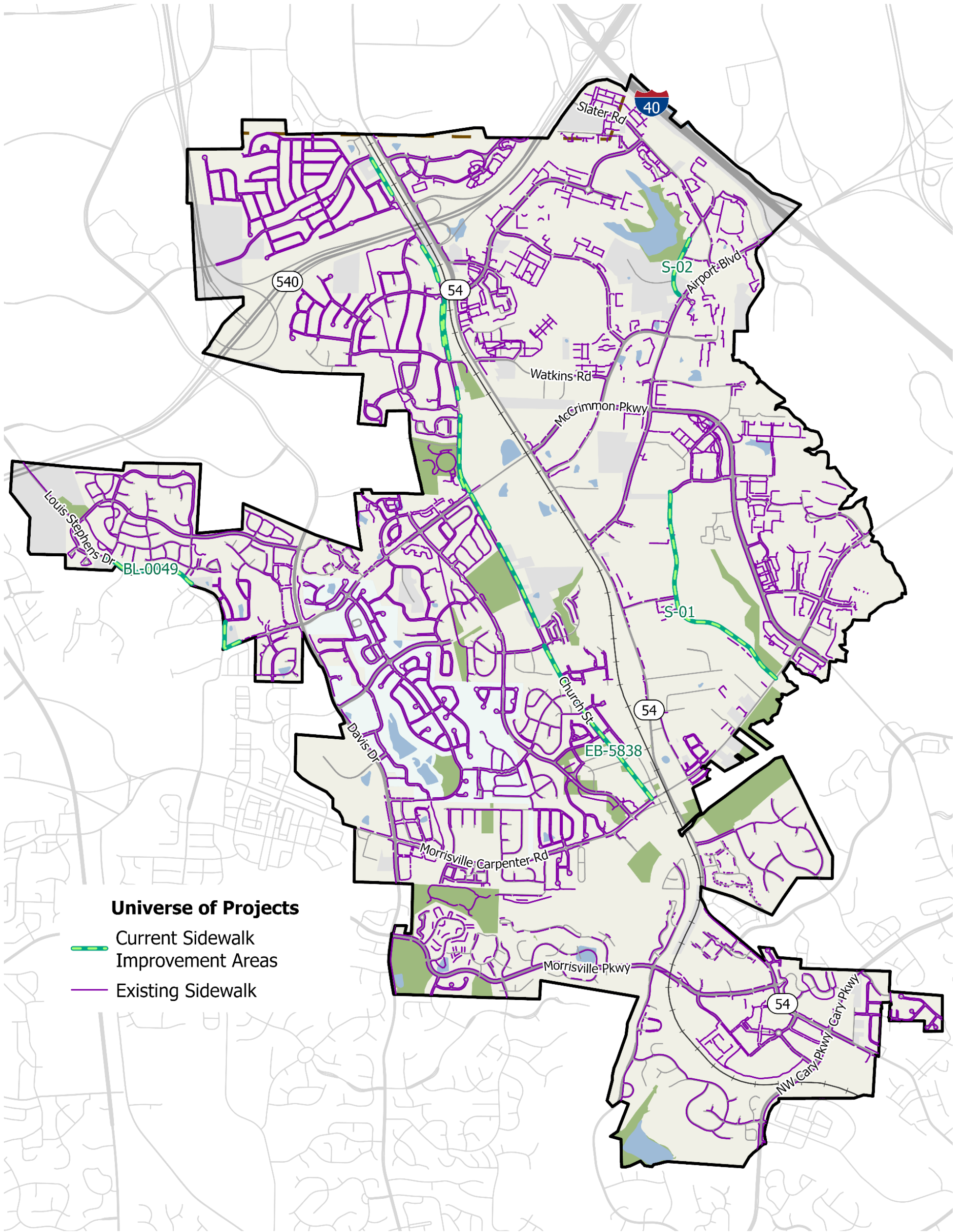
Roadway

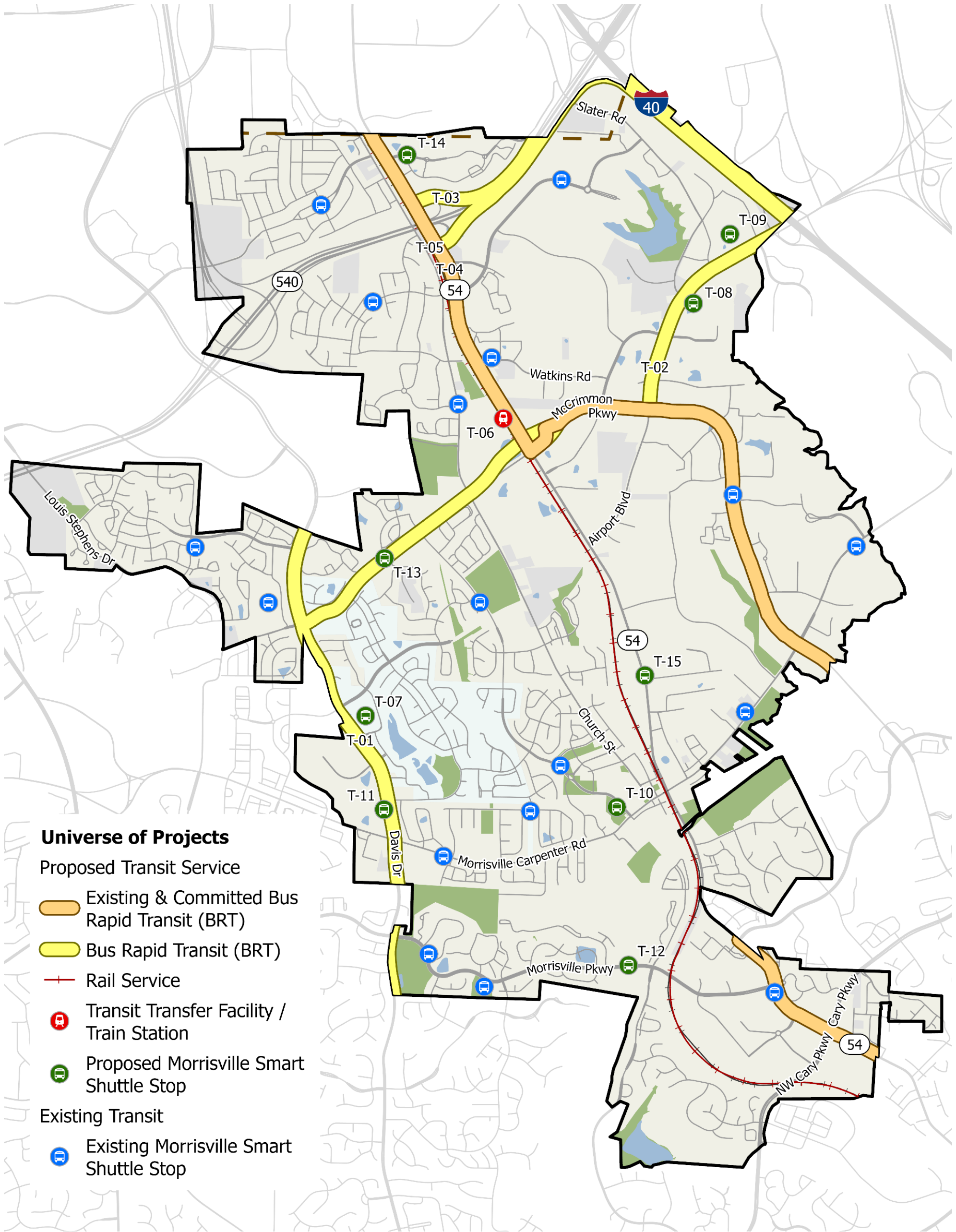
- Access Management
- Center Turn Lane
- New Alignment
- Widening
- Existing & Committed Project

Intersection

- Intersection Improvement
- Grade Separation
- Existing & Committed Grade Separation
- Existing & Committed Intersection Project










Universe of Projects

Proposed Transit Service

-  Existing & Committed Bus Rapid Transit (BRT)
-  Bus Rapid Transit (BRT)
-  Rail Service

 Transit Transfer Facility / Train Station

 Proposed Morrisville Smart Shuttle Stop

Existing Transit

 Existing Morrisville Smart Shuttle Stop

ROADWAY PROJECTS

Project ID	Source	Roadway	From	To	Length (Miles)	Project Type	Project Status	Existing Lanes
HL0033	2026-2035 STIP	Airport Boulevard Extension Phase 1	Church Street	Garden Square Lane	0.39	New Alignment	Committed	0
R-01	2019 CTP; 2055 CAMPO MTP	Evans Rd	Aviation Parkway	Weston Parkway	0.67	Widening		4
R-02	2019 CTP	NC 54	Cary Parkway	Weston Parkway	0.62	Access Management		4
R-03	2019 CTP; 2055 CAMPO MTP	NC 54	Weston Parkway	McCrimmon Pkwy Grade Sep	2.39	Widening		2
R-04	2019 CTP; 2055 CAMPO MTP	Airport Blvd Extension Phase 2	NC 54	Church Street	0.39	New Alignment		0
R-05	2055 CAMPO MTP	I-40 Managed Lanes	Durham County Line	Wade Avenue	11.30	Widening		8
R-06	2019 CTP	Davis Dr	Town Limits	Town Limits	3.88	Widening		4
R-07	2019 CTP; 2055 CAMPO MTP	Louis Stephens Dr	Poplar Pike Lane	Airport Boulevard	1.23	Widening		2
R-08	2019 CTP	Morrisville East Connector	Airport Boulevard	McCrimmon Parkway Extension	0.21	New Alignment		0
R-09	2019 CTP	Airport Blvd	NC 54	Slater Road	1.44	Access Management		4
R-10	2019 CTP	Town Hall Dr Extension	McCrimmon Parkway	NC 147 Toll Extension	0.89	New Alignment		0
R-11	2019 CTP; 2055 CAMPO MTP	McCrimmon Pkwy Extension	Davis Drive	Louis Stephens Road	0.38	Widening		2
R-12	2019 CTP	NC 54	NW Maynard Road	NW Cary Parkway	0.25	Widening		2
R-13	New Project	Southport Dr Extension	International Drive	McCrimmon Parkway	0.40	New Alignment		0
R-14	2019 CTP; 2055 CAMPO MTP	Louis Stephens Dr	Poplar Pike Lane	Little Drive	0.71	Widening		2
R-15	2055 CAMPO MTP	Marcom Dr	Paramount Parkway	Sorrell Grove Church Road	0.57	New Alignment		0
R-16	2055 CAMPO MTP	Church St	Morrisville Carpenter Road	Wake County Line	3.43	Center Turn Lane		2
R-17	2019 CTP	Stockton Gorge Rd Extension	Stockton Gorge Road	Town Hall Drive Extension	0.06	New Alignment		0
R-18	2019 CTP	Mason Farm Rd Extension (Ferntree Ct)	Town Hall Dr Extension	Mason Farm Rd	0.08	New Alignment		2
R-19	New Project	Little Dr/Screven Dr Extension	Town Hall Dr Extension	Ferntree Court	0.95	New Alignment		0
U5747A	2026-2035 STIP; 2055 CAMPO MTP	McCrimmon Pkwy	NC 54	Davis Drive	0.99	Widening	Committed	2
U5747B	2026-2035 STIP; 2055 CAMPO MTP	McCrimmon Pkwy Extension	Airport Boulevard	NC 54	0.97	Widening	Committed	2
U5750	2026-2035 STIP; 2055 CAMPO MTP	NC 54	Carrington Mill Boulevard	Perimeter Park Drive	0.95	Widening	Committed	2
U5750	2026-2035 STIP; 2055 CAMPO MTP	NC 54	Carrington Mill Boulevard	Northern Town Limits	0.79	Widening	Committed	2
U5811	2026-2035 STIP; 2055 CAMPO MTP	Aviation Pkwy	Gateway Centre Boulevard	Dominion Drive	0.93	Widening	Committed	2
U5811	2026-2035 STIP; 2055 CAMPO MTP	Aviation Pkwy	Dominion Drive	NC 54	1.90	Widening	Committed	2
U5966	2019 CTP; 2055 CAMPO MTP	NC 147 Toll Extension	NC 540	McCrimmon Parkway / Little Drive	0.68	New Alignment		0

ROADWAY PROJECTS

Future Lanes	Base Year V/C	Project Reasoning	Current CTP Cross Section Code	Current CTP Cross Section	Existing Bike/Ped Facilities
4		STIP Project	4B (modified)	4-Lane Median Divided with Sidewalk and Sidepath. 130' ROW	N/A
6		Congestion Improvements	4A	4-Lane Median Divided with Sidewalks and Wide Outside Lanes. 100' - 120' ROW	Sidewalk and Sidepath
4		Safety Deficiency	4B (modified)	4-Lane Median Divided with Sidepaths and Dedicated Bus Lanes. 130' - 150' ROW	Sidewalks
4		Congestion Improvements & Safety Deficiency	4B (modified)	4-Lane Median Divided with Sidepaths and Dedicated Bus Lanes. 130' - 150' ROW	Sidewalk (East Side)
4		Congestion Improvements & Safety Deficiency & Network Density/Redundancy	3A (modified)	4-Lane Median Divided with Sidewalk and Sidepath. 130' ROW	N/A
10		Congestion Improvements	N/A	N/A	N/A
6		Congestion Improvements & Safety Deficiency	4A (modified)	4-Lane Median Divided with Sidepaths and Dedicated Bus Lanes. 130' - 150' ROW	Sidewalks and Sidepaths (Varies)
4		Congestion Improvements	4A*	4-Lane Median Divided with Sidewalks and Wide Outside Lanes. 100' - 120' ROW	Sidewalk
2		Network Density/Redundancy	3A	3-Lane Undivided with TWLTL, Sidewalks, and Wide Outside Lanes. 65' - 90' ROW	N/A
4		Safety Deficiency	4A (modified)	4-Lane Median Divided with Sidewalk and Sidepath. 130' ROW	Sidewalk and Sidepath
4		Network Density/Redundancy Congestion improvements &	5A/4A/2A*	Multiple	N/A
4		Safety Deficiency	4C	4-Lane Median Divided with Sidepaths and Wide Outside Lanes. ROW 120' - 150'	Sidewalks
6		Congestion Improvements & Safety Deficiency	4B (modified)	4-Lane Median Divided with Sidepaths and Dedicated Bus Lanes. 130' - 150' ROW	Sidewalks
2		Network Density/Redundancy	2A/3A	3-Lane Undivided with TWLTL, Sidewalks, and Wide Outside Lanes. 65' - 90' ROW	N/A
4		Congestion Improvements	4A	4-Lane Median Divided with Sidewalks and Wide Outside Lanes. 100' - 120' ROW	Sidewalk (East Side)
2		Network Density/Redundancy	2A	2-Lane Undivided with Sidewalks. 50' - 70' ROW	N/A
3		Congestion Improvements	2A	2-Lane Undivided with Sidewalks. 50' - 70' ROW	Sidewalks
2		Network Density/Redundancy	2A	2-Lane Undivided with Sidewalks. 50' - 70' ROW	N/A
2		Network Density/Redundancy	2A	2-Lane Undivided with Sidewalks. 50' - 70' ROW	Sidewalks
2		Network Density/Redundancy	N/A	2-Lane Undivided with Sidewalks. 50' - 70' ROW	N/A
4		STIP Project	4C	4-Lane Median Divided with Sidepaths and Wide Outside Lanes. ROW 120' - 150'	Sidewalks & Sidepaths (Varies)
4		STIP Project	4C	4-Lane Median Divided with Sidepaths and Wide Outside Lanes. ROW 120' - 150'	Sidewalks & Sidepaths (Varies)
4		STIP Project	4B (modified)	4-Lane Median Divided with Sidepaths and Dedicated Bus Lanes. 130' - 150' ROW	Sidewalk (East Side)
6		STIP Project	4B (modified)	4-Lane Median Divided with Sidepaths and Dedicated Bus Lanes. 130' - 150' ROW	Sidewalk (East Side)
4		STIP Project	4C	4-Lane Median Divided with Sidepaths and Wide Outside Lanes. ROW 120' - 150'	N/A
4		STIP Project	4C	4-Lane Median Divided with Sidepaths and Wide Outside Lanes. ROW 120' - 150'	N/A
4		STIP Project	N/A	N/A	N/A

ROADWAY PROJECTS

Proposed Bike/Ped Facilities	Notes
Sidewalk and Sidepath	
	The project is included in the 2055 MTP but is scheduled for the final decade (2045–2055), beyond the timeframe covered by the current CTP update (through 2045).
Sidewalk, Sidepath, Bike Lanes	
Sidepaths	
Sidepath (East Side)	
	The project is included in the 2055 MTP but is scheduled for the final decade (2045–2055), beyond the timeframe covered by the current CTP update (through 2045).
Sidewalk and Sidepath	
N/A	
Sidepaths	
	No Cross Section in 2019 CTP. Pulled based on Cross Section for Louis Stephens Drive.
Sidepath	
Sidewalks and Bike Lanes	
Sidewalk and Sidepath	
	Town Hall Drive Extension has a 5A cross-section from McCrimmon Parkway to Harris Mill Road, a 4A cross-section from Harris Mill Road to the Town/RTP Boundary, and a 2A cross-section from the Town/RTP Boundary to Ferntree Court.
Sidewalks	
Sidewalk, Sidepath, Bike Lanes	
Sidewalk and Sidepath	
Sidewalks	
	Only included in the CAMPO post 2055 CTP, meaning it was not financially constrained in the MTP and would likely be a very long term project.
Sidewalk and Sidepath	
Sidewalks	
Sidewalks	
Sidewalks	
Sidewalks	
	Recommended by the Tech Team. Provides critical connection between Northern Neighborhoods and Parkside Elementary and Morrisville High School.
Sidewalks	
Sidewalk, Sidepath, Bike Lanes	
Sidewalk, Sidepath, Bike Lanes	
Sidepath (East Side)	2019 CTP recommends 6 future lanes. 2055 MTP recommends 4 future lanes.
Sidepath (East Side)	
Sidewalk and Sidepath	
Sidewalk and Sidepath	
N/A	2055 MTP recommends 4 lanes. 2019 CTP recommends 6 lanes.

INTERSECTION PROJECTS

Project ID	Source	Project Name	Intersection Name	Project Type	Project Status	Project Reasoning	Notes
I-01	2021 Intersection Improvement Study	Slater Rd at Sorrell Grove Church Rd	Slater Rd at Sorrell Grove Church Rd	Intersection Improvement		Operation Deficiency	
I-02	2019 CTP	Airport Boulevard at NC 54 Grade Separation	Airport Boulevard at NC 54	Grade Separation		Network Density/Redundancy	Part of Airport Blvd Extension project
I-03	2019 CTP	NC 54 at NW Cary Pkwy	NC 54 at NW Cary Parkway	Intersection Improvement		Safety Deficiency	MSAP High Injury Intersection
I-04	2019 CTP	NC 54 at Morrisville Pkwy	NC 54 at Morrisville Parkway	Intersection Improvement		Safety Deficiency	Along MSAP High Injury Network
I-05	2019 CTP	Davis Dr at Morrisville Carpenter Rd	Davis Drive at Morrisville Carpenter Road	Intersection Improvement		Safety Deficiency & Over Capacity	Reaching capacity in model & MSAP Priority Intersection for Safety Improvements
I-06	2019 CTP	Davis Dr at Morrisville Pkwy	Davis Drive at Morrisville Parkway	Intersection Improvement		Safety Deficiency & Over Capacity	Reaching capacity in model & along MSAP High Injury Network
I-07	2019 CTP	Slater Rd at Carrington Mill Blvd	Slater Road at Carrington Mill Boulevard	Intersection Improvement		Safety Deficiency	Along MSAP High Injury Network
I-08	2019 CTP	Crabtree Crossing Pkwy at Morrisville Pkwy	Crabtree Crossing Parkway at Morrisville Parkway	Intersection Improvement		Safety Deficiency & Over Capacity	Reaching capacity in model & along MSAP High Injury Network
I-09	2019 CTP	NC 54 at Keybridge Dr	NC 54 at Keybridge Drive	Intersection Improvement		Operation Deficiency	
I-10	2019 CTP	Davis Dr at Parkside Valley Dr	Davis Drive at Parkside Valley Drive	Intersection Improvement		Safety Deficiency	Along MSAP High Injury Network
I-11	2019 CTP	Aviation Pkwy/Morrisville Carpenter Rd at NC 54	Aviation Pkwy/Morrisville Carpenter Rd at NC 54	Grade Separation		Safety Deficiency & Over Capacity	Reaching capacity in model & MSAP Priority Intersection for Safety Improvements
I-12	2021 Intersection Improvement Study	Church St at Treybrooke Dr	Church St at Treybrooke Dr	Intersection Improvement		Safety Deficiency	Identified in 2021 IIS
I-13	2021 Intersection Improvement Study	Church St at Jeremiah St	Church St at Jeremiah St	Intersection Improvement		Safety Deficiency & Operation Deficiency	2021 IIS proposed roundabout
I-14	2021 Intersection Improvement Study	Downing Glen Dr at Town Hall Dr	Downing Glen Dr at Town Hall Dr	Intersection Improvement		Safety Deficiency & Operation Deficiency	2021 IIS proposed roundabout
I-15	2021 Intersection Improvement Study	Church St at Downing Glen Dr	Church St at Downing Glen Dr	Intersection Improvement		Safety Deficiency	Identified in 2021 IIS
I-16	2021 Intersection Improvement Study	Morrisville Pkwy at Black Ridge St/Creek Park Dr	Morrisville Pkwy at Black Ridge St/Creek Park Dr	Intersection Improvement		Safety Deficiency & Operation Deficiency	2021 IIS part of superstreet improvements
U5747	2026-2035 STIP	Davis Dr at McCrimmon Pkwy	Davis Drive at McCrimmon Pkwy	Intersection Improvement	Committed	STIP Project	
U5747	2026-2035 STIP	McCrimmon Pkwy at Church St	McCrimmon Pkwy at Church St	Intersection Improvement	Committed	STIP Project	
U5747B	2026-2035 STIP; 2055 CAMPO MTP	McCrimmon Parkway Grade Separation	McCrimmon Parkway at NC 54 & McCrimmon Parkway at Railroad	Grade Separation	Committed	STIP Project	
U5811	2026-2035 STIP	Aviation Pkwy at NC 54	Morrisville Carpenter Road at NC 54	Intersection Improvement	Committed	STIP Project	
U5811	2026-2035 STIP	Aviation Pkwy at Cotten Dr	Aviation Parkway at Cotten Dr	Intersection Improvement	Committed	STIP Project	
U5811	2026-2035 STIP	NC 54 at Cotten Dr	NC 54 at Cotten Dr	New Intersection	Committed	STIP Project	

SIDEPATH PROJECTS

Project ID	Source	Corridor	From	To	Side of Street	Existing & Committed	Width	Length (Miles)	Notes
HL0033	2019 CTP	Airport Boulevard	Garden Square Ln	Church St	North	Yes		10	0.41
SP-01	New Project	Airport Boulevard	Chessway Dr	Garden Square Ln	North	No		10	0.39
SP-02	2019 CTP	Airport Boulevard	Church St	McCrimmon Pkwy	South	No		10	1.25
SP-03	2019 CTP	Airport Boulevard	Sorell Grove Church Rd	Factory Shops Rd	North	No		10	0.24
SP-04	2019 CTP	Airport Boulevard	Slater Rd	West of Factory Shops Rd	North	No		8	0.16
SP-05	2019 CTP	Davis Drive	Northern Town Boundary	South of Parkside Valley Dr	East	No		10	0.20
SP-06	2019 CTP	Davis Drive	McCrimmon Pkwy	North of Lake Grove Blvd	Both Sides	No		10	1.53
SP-07	2019 CTP	Davis Drive	North of Lake Grove Blvd	Morrisville Carpenter Rd	East	No		8	0.21
SP-08	2019 CTP	Davis Drive	Morrisville Carpenter Rd	Morrisville Pkwy	East	No		10	0.39
SP-09	2019 CTP	Louis Stephens Drive	Gray Marble Rd	McCrimmon Pkwy	North/East	No		10	0.81
SP-10	2019 CTP	McCrimmon Parkway	Louis Stephens Rd	Manchester Park Ln	North	No		8	0.08
									Modified to match McCrimmon Flyover designs. Sidepath on south side terminates. This recommendation is to extend sidepaths where current NCDOT propose sidewalks. Reasoning is to support connection with SP-25 since SP-12 is grade separated.
SP-11	2019 CTP	McCrimmon Parkway	NC 54	Airport Blvd	South	No		8	0.62
SP-12	2019 CTP	McCrimmon Parkway	West of Perimeter Park Dr	Airport Blvd	North	No		8	0.32
SP-13	2019 CTP	Morrisville Parkway	Davis Dr	West of Duck Pond Circle	South	No		10	0.43
SP-14	2019 CTP	Morrisville Parkway	West of Duck Pond Circle	West of Creek Park Dr	South	No		8	0.13
SP-15	2019 CTP	Morrisville Parkway	West of Creek Park Dr	East of Waltons Creek Rd	South	No		10	0.25
SP-16	2019 CTP	Morrisville Parkway	East of Waltons Creek Rd	Waltons Creek Rd	South	No		8	0.27
SP-17	2019 CTP	Morrisville Parkway	Waltons Creek Rd	East of Crabtree Crossing Pkwy	South	No		10	0.36
SP-18	2019 CTP	Morrisville Parkway	East of Crabtree Crossing Pkwy	West of Pheasant Wood Ct	South	No		8	0.25
SP-19	2019 CTP	Morrisville Parkway	West of Pheasant Wood Ct	NC 54	South	No		10	0.25
SP-20	2019 CTP	NC 54	McCrimmon Pkwy	Aviation Pkwy	East	No		10	1.68
SP-21	2019 CTP	NC 54	Aviation Pkwy	Morrisville Pkwy	Both Sides	No		10	1.55
SP-22	2019 CTP	NC 54	North of Paddy Ln	Southern Town Boundary	Both Sides	No		10	1.24
SP-23	CAMPO 2055 MTP	NW Cary Parkway	South of Village Market Place	Southern Town Boundary	Both Sides	No		10	0.39
SP-24	2019 CTP	Odyssey Dr	Trans Air Dr	McCrimmon Pkwy	West	No		8	0.18
SP-25	2019 CTP	Southport Drive	NC 54	McCrimmon Pkwy	South	No		10	0.64
SP-26	2019 CTP	Town Hall Drive	North of Downing Glenn Dr	Carolina St	South/West	No		8	0.41
SP-27	2019 CTP	Town Hall Drive	South of Carolina St	Morrisville Carpenter Rd	South/West	No		8	0.15
SP-28	New Project	Perimeter Park Drive	McCrimmon Pkwy	Airport Blvd	North/West	No		10	0.52
SP-29	New Project	Paramount Parkway	Carrington Mill Blvd	Perimeter Park Dr	South	No		10	0.85
SP-30	New Project	Morrisville Carpenter Road	Madres Ln	NC 54	South	No		10	0.99
									Included after discussion with Tech Team. Provides a connection between Shiloh Creek Greenway and
SP-31	New Project	Everette Fields Road	Shiloh Creek Greenway	Barbee Rd	South	No		10	0.41
									Included after discussion with Tech Team. Provides a connection between Shiloh Creek Greenway and
SP-32	New Project	Mason Farm Road	Shiloh Creek Greenway	Church St	North	No		10	0.35
SP-33	New Project	Marcom Drive Extension	Paramount Pkwy	Sorell Grove Church Rd	North	No		10	0.57
U5747	2019 CTP	McCrimmon Parkway	Bluffton Dr	Perimeter Park Dr	North	Yes		8	0.86
U5750	2019 CTP	NC 54	Northern Town Boundary	NC 540	East	Yes		10	0.38
U5750	2019 CTP	NC 54	Lichtin Blvd	Transformation Rd	East	Yes		10	0.32
U5750	2019 CTP	NC 54	South of Watkins Rd	North of McCrimmon Pkwy	East	Yes		10	0.32
U5811	2019 CTP	Aviation Parkway	NC 54	Eastern Town Boundary	South	Yes		10	1.90

GREENWAY PROJECTS

Project ID	Source	Greenway	From	To	Existing & Committed	Width	Length (Mi)	Type	Notes
C-5168	2026-2035 STIP	Crabtree Creek Greenway	Aviation Pkwy	Black Creek Greenway	Yes	10	1.86	Greenway	STIP Project. Improvements to existing portion of Crabtree Creek Greenway
G-01	2019 CTP	Breckenridge Loop Greenway	Willingham Rd	Davis Dr	No	10	0.74	Connector	
G-02	2019 CTP	Carrington Park Greenway	Lichtin Blvd	Transformation Rd	No	10	0.29	Greenway	
G-03	CAMPO 2055 MTP	Crabtree Creek Greenway	Hatcher Creek Greenway	South of Morrisville Pkwy	No	10	0.84	Greenway	
G-04	CAMPO 2055 MTP	Crabtree Creek Greenway	South of Morrisville Pkwy	High House Rd	No	10	1.52	Greenway	
G-05	2019 CTP	Fairview Greenway	Southport Dr	Fairway Greenway	No	10	0.67	Connector	
G-06	2019 CTP	Fairview Greenway	Aviation Pkwy	Crabtree Creek Greenway	No	10	0.17	Connector	
G-07	2019 CTP	Hatcher Creek Greenway	Hatcher Creek Greenway	Quail High Blvd	No	10	0.01	Connector	
G-08	2019 CTP	Kit Creek Greenway	Kit Creek Rd	Church St	No	10	0.90	Greenway	
G-09	2019 CTP	Kit Creek Greenway	Louis Stephens Dr	Western Town Boundary	No	10	0.32	Greenway	
G-10	CAMPO 2055 MTP	Lexie Lane Greenway	NW Cary Pkwy	NW Maynard Rd	No	10	1.07	Greenway	
G-11	2019 CTP	Mills Spring Greenway	Mills Spring Greenway	Carrington Mill Blvd	No	10	1.09	Greenway	
G-12	2019 CTP	Mills Spring Greenway	Transformation Rd	Paramount Pkwy	No	10	0.45	Greenway	
G-13	2019 CTP	Mills Spring Greenway	Transformation Rd	Aspiration Way	No	10	0.15	Connector	
G-14	2019 CTP	Park West Village Greenway	Morrisville Pkwy	Park West Village Greenway	No	10	0.21	Greenway	
G-15	2019 CTP	Saw Mill Creek Greenway	McCrimmon Pkwy	Saw Mill Creek Greenway	No	10	0.90	Greenway	
G-16	2019 CTP	Saw Mill Creek Greenway	Saw Mill Creek Greenway	Morrisville Carpenter Rd	No	10	0.61	Greenway	
G-17	2019 CTP	Saw Mill Creek Greenway	Church St	Saw Mill Creek Greenway	No	10	0.11	Connector	
G-18	2019 CTP	Stirrup Iron Creek Greenway	Sorrell Grove Church Rd/Airport Blvd	Aviation Pkwy	No	10	2.35	Greenway	
G-19	2019 CTP	Stirrup Iron Creek Greenway	Trans Air Dr	Stirrup Iron Creek Greenway	No	10	0.06	Connector	
G-20	CAMPO 2055 MTP	Triangle Bikeway	N/A	N/A	No	10	16.65	Greenway	
G-21	Research Triangle Park	Proposed RTP Greenway	Davis Dr	Shiloh Greenway	No	10	1.01	Greenway	Included to highlight regional connectivity. Will not be included within prioritization process since project is outside of Morrisville's jurisdiction.
G-22	TOD Plan; New Project	Saw Mill Creek Greenway	McCrimmon Pkwy	Barbee Rd	No	10	0.67	Greenway	Included after discussion at Tech Team 2. Builds upon conceptual designs seen in TOD Plan
G-23	New Project	Triangle Bikeway Connector	Slater Rd	Triangle Bikeway	No	10	0.15	Connector	Included after discussion at Tech Team 2 to connect Triangle bikeway to local bicycle/pedestrian infrastructure
G-24	New Project	Crabtree Creek Greenway Connector	Crabtree Creek Greenway	Aviation Pkwy	No	10	0.07	Connector	
G-25	New Project	Stirrup Iron Creek Greenway Connector	McCrimmon Pkwy	Stirrup Iron Creek Greenway	Yes	10	0.48	Connector	Construction by private developer in progress

BICYCLE/PEDESTRIAN CONNECTION PROJECTS

Project ID	Source	Project	Description	Notes
BPC-01	New Project	Kit Creek Rd Bridge over Triangle Expressway	Kit Creek Rd Bridge over Triangle Expressway. Could use Bike/Ped connection to connect RTP Bike/Ped infrastructure to Town.	
BPC-02	New Project	Kit Creek Rd/Church St over rail corridor to NC 54	Kit Creek Rd/Church St. Provide Bike/Ped connection to NC 54 over railroad	
BPC-03	New Project	Mason Farm Rd/Church St over rail corridor to NC 54	Mason Farm Rd/Church St. Provide Bike/Ped connection to NC 54 & Carrington Mill Rd over railroad	
BPC-04	New Project	Barbee Rd over rail corridor to NC 54	Barbee Rd. Provide Bike/Ped connection to NC 54/Watkins Rd over railroad.	

Note: These connections were drafted as a result of community feedback emphasizing need for east west connectivity for northern neighborhoods

ON-STREET BICYCLE FACILITY PROJECTS

Project ID	Source	Corridor	Previous Rec	Proposed Action	From	To	Existing & Committed	Length (Mi)	Notes
B-01	2019 CTP	Carriage Way Trail	Shared Lane Markings	Standard Bike Lane	Morrisville Pkwy	Morrisville Community Park	No	0.23	
B-02	2019 CTP	Carrington Mill Boulevard	Shared Lane Markings	Standard Bike Lane	NC 54	Slater Rd	No	1.27	
B-03	2019 CTP	Kit Creek Road	Shared Lane Markings	Standard Bike Lane	Davis Dr	NC 54	No	1.53	
U5747	2019 CTP	McCrimmon Parkway	Standard Bike Lane	Standard Bike Lane	Louis Stephens Dr	Airport Blvd	Yes	2.35	TOC Bike Plan proposes separated bike lane. Starts at Davis Dr rather than Louis Stephens Dr
B-04	2019 CTP	Morrisville Carpenter Road	Wide Outside Lane	Standard Bike Lane	Davis Dr	NC 54	No	1.31	TOC Bike Plan proposes separated bike lane
B-05	CAMPO 2055 MTP	NW Cary Parkway	Separated Bike Lane	Standard Bike Lane	Macalpine Circle	Rosenberry Hills Dr	No	0.12	TOC Bike Plan & CAMPO propose separated bike lane
B-06	2019 CTP	Morrisville East Connector	Shared Lane Markings	Standard Bike Lane	Airport Blvd	McCrimmon Pkwy	No	0.50	
B-07	Town of Cary Bike Plan	Evans Road	N/A	Standard Bike Lane	Aviation Pkwy	Eastern Town Boundary	No		TOC Bike Plan proposes separated bike lane
B-08	Town of Cary Bike Plan	NW Cary Parkway	N/A	Standard Bike Lane	Southern Town Boundary	Macalpine Circle	No		TOC Bike Plan proposes separated bike lane

Note: TOC proposed neighborhood bikeway along Crabtree Crossing -> standard bike lane already exists along this corridor.

Note: TOC proposed neighborhood bikeway along Creek Park Dr -> standard bike lane already exists along this corridor.

Note: TOC proposed bike lanes (separated) along Morrisville Carpenter. Consultant team in coordination with Bret have left this project off for now due to safety concerns and proposals for sidepaths as alternative to bike lanes.

SIDEWALK PROJECTS

Project ID	Source	Roadway	From	To	Length (Mi)	Notes
BL-0049	2026-2035 STIP	Louis Stephens Dr	River Pine Dr	Bender Ridge Dr	0.63	
EB-5838	2026-2035 STIP	Church St	Kitt Creek Rd	Morrisville Carpenter Rd	2.66	
S-01	Capital Projects	International Drive	Stephens Park Dr	Aviation Pkwy	1.12	
S-02	Capital Projects	Sorrell Grove Church Rd	South of Slater Rd	Airport Blvd	0.27	

*All projects are filling in gaps along identified corridors

TRANSIT PROJECTS

ProjectID	Source	CAMPO Route Name	Morrisville Roads Involved	CAMPO Route ID	Agency	Transit Type	Regional Termini	Notes
T-01	CAMPO 2055 MTP	CAMPO's Apex to Regional Transit Center Route	Davis Drive	1817 & 1818	GoRaleigh	BRT	Apex to Regional Transit Center	Within 2055 Horizon of CAMPO MTP. Does not necessarily coincide with earlier decades (2026-2045) covered by this CTP Update.
T-02	CAMPO 2055 MTP	CAMPO's US 70 Route	McCrimmon Pkwy & Airport Blvd	1925 & 1926	GoRaleigh	BRT	McCrimmon's Corner to Crabtree Valley Mall	Within 2055 Horizon of CAMPO MTP. Does not necessarily coincide with earlier decades (2026-2045) covered by this CTP Update.
T-03	CAMPO 2055 MTP	CAMPO's I-40 Route combined with Chapel Hill BRT	NC 54, NC 540 & I-40	1929 & 1930	GoRaleigh	BRT	Raleigh to Chapel Hill	Within 2055 Horizon of CAMPO MTP. Does not necessarily coincide with earlier decades (2026-2045) covered by this CTP Update.
T-04	CAMPO 2055 MTP	CAMPO's Western BRT Route combined with Durham BRT	NC 54, McCrimmon Pkwy & Evans Rd	1932 & 1933	GoRaleigh	BRT	Raleigh to Durham	Part of TO-6166A in STIP
T-05	CAMPO 2055 MTP	Regional Rail Improvements, Selma to Regional Transit Center	N/A	1595 & 1596	GoTriangle	Rail Service	Selma to Regional Transit Center (RTC)	
T-06	TOD Plan; New Project	Transit Transfer Facility/Train Station	N/A	N/A	N/A	Bus & Rail Service	N/A	Pulled from TOD Plan. Tech Team emphasized including in CTP.
T-07	Morrisville Transit Alternative Study	Stop at Wegmans (Twin Lakes Center)	Davis Dr, Airport Blvd & Chessway Dr	N/A	N/A	Smart Shuttle	N/A	
T-08	Morrisville Transit Alternative Study	Stop at East Ridge	Airport Blvd, Perimeter Park Dr, & Claren Circle	N/A	N/A	Smart Shuttle	N/A	
T-09	Morrisville Transit Alternative Study	Stop at Factory Shops Road	Airport Blvd, Slater Rd, & Copley Pkwy	N/A	N/A	Smart Shuttle	N/A	
T-10	Morrisville Transit Alternative Study	Stop at Indian Creek Greenway Trailhead	Aviation Pkwy & Town Hall Dr	N/A	N/A	Smart Shuttle	N/A	
T-11	Morrisville Transit Alternative Study	Stop at Food Lion (Bethany Village)	Davis Dr	N/A	N/A	Smart Shuttle	N/A	
T-12	Morrisville Transit Alternative Study	Stop at Morrisville Pkwy near Double Eagle Court	Morrisville Pkwy	N/A	N/A	Smart Shuttle	N/A	
T-13	Morrisville Transit Alternative Study	Stop at McCrimmon Pkwy at Liberty Rose Dr	McCrimmon Pkwy & Liberty Rose Dr	N/A	N/A	Smart Shuttle	N/A	
T-14	Morrisville Transit Alternative Study	Stop at Walmart Super Center	NC 54 (Chapel Hill Rd) & Shiloh Glenn Dr	N/A	N/A	Smart Shuttle	N/A	
T-15	Morrisville Transit Alternative Study	Stop at Morrisville Station/Greenwood Village	NC 54 (Chapel Hill Rd)	N/A	N/A	Smart Shuttle	N/A	

Note: Table only includes future BRT routes. Existing fixed route services include: GoTriangle Routes 100, 310, the RDU shuttle, and GoCary Route 7

Note: Double tracking of the railroad through town in the NCRR right-of-way will be completed by others

Town Council Agenda Item Report

Agenda Item No. 12.a

Submitted by: Shelly Mayo

Submitting Department Planning

Meeting Date: April 14, 2026

SUBJECT

Proposed Amendment to the Zoning Map for Pathway Triangle Building 7

Shelly Mayo, Planner III

Public Hearing - April 14

Action - April 28

Recommendation:

Staff recommends approval of the requested zoning map amendment from Business Activity Center - Gateway Overlay (BAC-GO) to Conditional - Business Activity Center - Gateway Overlay (C-BAC-GO) for the following reasons:

1. The proposed Conditional - Business Activity Center – Gateway Overlay (C-BAC-GO) zoning district is compatible with surrounding zoning districts.
2. The requested Zoning Map amendment would allow for development that is compatible with the developments in the surrounding area thereby resulting in a logical and orderly development pattern.
3. The requested rezoning is consistent with the Land Use Plan's vision and the goal of promoting fiscally responsible development by strategically managing and promoting development that will bring high paying jobs and economic development to benefit the town's residents and property owners.
4. By including zoning conditions that both permit flexibility to the UDO standards and support public safety and environmental protections, the proposed rezoning upholds the Town's Strategic Plan Goal of promoting a business-friendly environment to diversify the economic base and attract an educated and highly skilled workforce.

Updates/History of Briefing:

Not Applicable

Executive Summary and Background Information:

Ordinance 2026-98-0 of the Morrisville Town Council Approving a Zoning Map Amendment for a portion of Pathway Triangle Phase 2, located at 1800 Strand Street, to the Conditional - Business Activity Center - Gateway Overlay Zoning District (REZ-26-0019).

The applicant, King Street Properties, requests approval of a zoning map amendment for a portion of

1800 Strand Street (Wake Co. PIN 0756-42-5643), which totals approximately 4.65 acres and is located along the eastern side of McCrimmon Parkway, north of the Wake Competition Center. The property is currently zoned Business Activity Center - Gateway Overlay (BAC-GO), and the 2021 Land Use Plan designates it as Business Activity Center (see ATTH 01 - Maps). The requested rezoning is to the Conditional - Business Activity Center - Gateway Overlay (C-BAC-GO) zoning district with specific conditions outlined in the Petitioner's Application Packet (see ATTH 02). This request is specific to this portion of the 1800 Strand Street property and will not impact any other parts of the overall Pathway Triangle development. If the rezoning is approved, any uses permitted in the BAC-GO zoning district would be allowed on the property (see ATTH 03 - Use Table and Zoning District Standards).

This is an economic development project to bring Novartis to the town. Novartis is a global healthcare company headquartered in Bannockburn, Illinois, with parent company Novartis AG, headquartered in Basel, Switzerland. It's known for developing innovative medicines that address a wide range of diseases, from cancer and cardiovascular conditions to neurological, autoimmune and rare disorders. Novartis Gene Therapies plans to establish an operation that will expand national capabilities in the production of solid dosage tablets and capsules, including packaging for key lifesaving medicines. The business will be located on Pathway Triangle's life science campus. There's an existing commitment for Pathway Phase 1 to house 100 new full-time jobs within 5 years of operation, with an average wage of at least \$121,080 excluding bonuses and benefits. Novartis plans to begin hiring in 2026. With the proposed new investment of \$231,000,000, the Town will realize significant increased tax revenue annually.

This rezoning is to enable the second part of the project to locate in Morrisville. It would be located at Building 7 in Phase 2 of the Pathway Triangle project. If the rezoning is approved, it's anticipated to bring more high paying jobs and investment.

As a part of this project, Novartis needs to be able to store large quantities of chemicals on site. The industry safety standards require those chemical storage tanks to be aboveground so that they can be more easily and frequently inspected and repaired. The Town's UDO does not permit storage tanks in excess of 1,000 gallons to be stored aboveground. It also does not permit aboveground storage of any hazardous material in the Airport Overlay Districts. As a part of this rezoning, the applicant is seeking relief from these two standards. Zoning condition number 3 addresses this. The applicant and tenant have offered zoning conditions 4-11 and 15 to address staff's concerns regarding safety, environmental impact, and screening.

The applicant also requested relief from 3 architectural standards for this building, including maximum building height, facade wall length, and facade wall features.

- The maximum building height in this zoning district is 60 feet. The applicant is requesting an increase to 83 feet. Staff supports this request because the topography of the site is significantly lower than the adjacent Strand St and the building is expected to be about 12 feet lower than the road. Another building is also expected to be constructed between Strand St and the site of the rezoning. This will reduce the visual impact of the Novartis building even further. The applicant has coordinated with RDU Airport and obtained approval from them for the increased height.
- UDO Sec. 5.9.5.B Facade Wall - Length requires that building facades longer than 100 feet will include recesses and projections to provide architectural interest for larger buildings. King Street and Novartis are requesting relief from this requirement because changes in facade depth will

make it more difficult to maximize the efficiency of the interior layout. Staff supports this request as a reasonable concession in the economic development package and because of the building's location at the far rear of the site with limited off-site visibility.

- UDO Sec. 5.9.5.D Facade Wall - Features requires that all facades of the building incorporate architectural elements (e.g. windows, doors, accent materials, awnings, recesses, etc.) to increase the visual interest on the building facade and reduce monotony. King Street and Novartis are requesting relief from this requirement because changes in facade depth will make it more difficult to maximize the efficiency of the interior layout. Staff supports this request as a reasonable concession in the economic development package and because of the building's location at the far rear of the site with limited off-site visibility.

The Planning and Zoning Board heard this item at their March 12, 2026 meeting and unanimously voted to recommend approval of the proposed rezoning case and conditions.

Advisory Board/Committee Review:

Planning and Zoning Board

Insert Date of Advisory Board/Committee Review:

Advisory Board/Committee Recommendation and/or Vote:

None

Potential Options:

The Town Council should review the Zoning Map Amendment request and may choose to do one of the following:

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

In reviewing the requested Zoning Map Amendment, the Town Council may wish to consider the items identified in Section 2.4.19 of the Administrative Manual. A Zoning Map Amendment is a legislative decision and is generally discretionary.

Staff Recommendation:

None

ATTACHMENTS

- [2026-98-0 ORD Approving a Zoning Map Amendment 1800 Strand St.pdf](#)
- [2026-98-0 ATTH 01 Maps.pdf](#)
- [2026-98-0 ATTH 02 - Application Packet.pdf](#)
- [2026-98-0 ATTH 03 Principal Use Table.pdf](#)

- [2026-98-0 ATTH 04 RDU Height Permit.pdf](#)
- [2026-98-0 ATTH 05 PZB Consistency Statement.pdf](#)
- [2026-98-0 ATTH 06 Draft PZB Minutes.pdf](#)
- [2026-98-0 PRES 1800 Strand St - Applicant.pdf](#)
- [2026-98-0 PRES 1800 Strand St - Staff.pdf](#)



**ORDINANCE 2026-98-0 OF THE MORRISVILLE TOWN COUNCIL
APPROVING A ZONING MAP AMENDMENT FOR A PORTION OF 1800
STRAND ST, A PROPERTY LOCATED EAST OF THE INTERSECTION OF
MCCRIMMON PARKWAY AND STRAND STREET, TO THE CONDITIONAL
– BUSINESS ACTIVITY CENTER – GATEWAY OVERLAY ZONING
DISTRICT (REZ-26-0019)**

WHEREAS, on January 20, 2026, King Street Properties submitted a request to rezone a portion of 1800 Strand Street, approximately 4.65 acres of property east of the intersection of Strand Street and McCrimmon Parkway from Business Activity Center – Gateway Overlay (BAC-GO) zoning district to Conditional - Business Activity Center – Gateway Overlay (C-BAC-GO) zoning district; and

WHEREAS, the property subject to the requested Zoning Map Amendment is depicted on Exhibit “A” attached hereto and specifically identified by Wake County PIN 0756-42-5643; 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 March 12, 2026; and

WHEREAS, at the March 12, 2026 meeting, the Planning and Zoning Board unanimously voted to recommend approval of the requested Zoning Map Amendment to the Town Council; and

WHEREAS, the rezoning request and Planning and Zoning Board’s recommendation were presented to the Morrisville Town Council on April 14, 2026; and

WHEREAS, the Town Council held a public hearing on April 14, 2026 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 portion of Wake County PIN 0756-42-5643 identified in Exhibit A attached hereto and legally described on Exhibit “B” attached hereto to the C-BAC-GO zoning district, subject to the following conditions:

1. The development shall be constructed in substantial conformance with the petitioner's application packet including the sketch plan, attached hereto as Exhibit A and the representations made at the Town Council public hearing. Locations shown for committed elements including, but not limited to, greenways, streets, parking areas, and open areas shown on the sketch plan, may be adjusted to conform to the UDO requirements or as permitted as a minor adjustment by the Planning Director.
2. The proposed conditional rezoning shall apply only to the area on the attached Exhibit B – Legal Description.
3. Outdoor Aboveground Storage Tanks containing hazardous materials may be located above ground if all other local, state, and federal requirements related to above ground storage of hazardous materials are met.
4. Aboveground Storage Tanks are prohibited within special flood hazard areas and/or 50-foot riparian buffers.

5. Secondary containment shall be provided for all outdoor Aboveground Storage Tanks containing hazardous materials. The secondary containment system shall have sufficient capacity to contain a minimum of 150% of the volume of the largest tank in each tank enclosure plus firefighting volume based off a minimum of the requirements established in the North Carolina Fire Code. The method of secondary containment must be approved by the Fire Marshal and Town Engineer. Any future changes to the containment methods must be reviewed and approved by the Fire Marshal and Town Engineer.
6. Outdoor Aboveground storage tanks or other vessels containing hazardous materials shall be located in the drainage area of the Stormwater Control Measure on site.
7. Outdoor storage of hazardous materials and the associated secondary containment system(s) for hazardous materials shall not connect to the sanitary sewer system.
8. The total storage space for hazardous materials stored in outdoor Aboveground Storage Tanks shall not exceed 290,000 gallons on the Building 7 parcel, including waste.
9. The area containing the Aboveground Storage Tanks and the associated loading area shall be access controlled.
10. All outdoor Aboveground Storage Tanks shall meet the requirements of UDO Sec. 4.3.5.B.20, except as otherwise provided in these zoning conditions. In addition, Aboveground Storage Tanks shall be screened from off-site view and the greenway by a louvered or solid wall, which shall be at least as tall as the tallest proposed Aboveground Storage Tanks. The limits of the full height screen walls are shown on the Sketch Plan attached hereto as Exhibit "A".
11. Building 7, as shown on the attached sketch plan, is exempt from UDO Sec. 5.9.5.B. Façade Wall – Length and Sec. 5.9.5.D Façade Wall – Features.
12. The maximum height for building 7 shall be up to 83 feet tall.
13. If exterior lighting is proposed, an exterior lighting plan shall be reviewed and approved prior to the issuance of a Certificate of Completion for the shell of building 7.
14. Facility staff for Building 7 shall be onsite 24 hours a day, 365 days a year whenever the plant is in operation. In the rare instance of a production shutdown when the plant would not be in operation, daily walkthroughs of the complete plant would be conducted.
15. The greenway trail shall be shifted at least 10' away from the parking lot and drive aisles adjacent to the Aboveground Storage Tank enclosure, as shown on the Sketch Plan attached hereto as Exhibit A, and have sufficient evergreen landscape screening to minimize views of the tank enclosure from the greenway.
16. At least 75% of the landscaping planted on this site shall be native species or cultivars.
17. The lower roof of building 7 shall be designed and constructed to support a load equivalent to a future solar panel installation covering at least 25% of the roof top.
18. All rainwater that collects within the secondary containment area for the Aboveground Storage Tanks shall be tested prior to removal. If the tested water exceeds applicable state or federal requirements, it shall be safely and appropriately disposed of off-site in accordance with all state and federal regulations. If the tested water meets applicable state or federal requirements, it may be pumped into the SCM on site. Testing logs shall be available to Town staff upon request and kept for a period of 5 years. Additionally, a sample shall be tested

annually from the SCM forebay and the results sent to the Town for compliance with the stormwater permit.

19. A fountain or aerator device shall be installed in the wet pond that Building 7 drains to and shall be maintained as long as hazardous materials are stored in outdoor Aboveground Storage Tanks at Building 7.

Ordained this, the 28th day of April 2026.

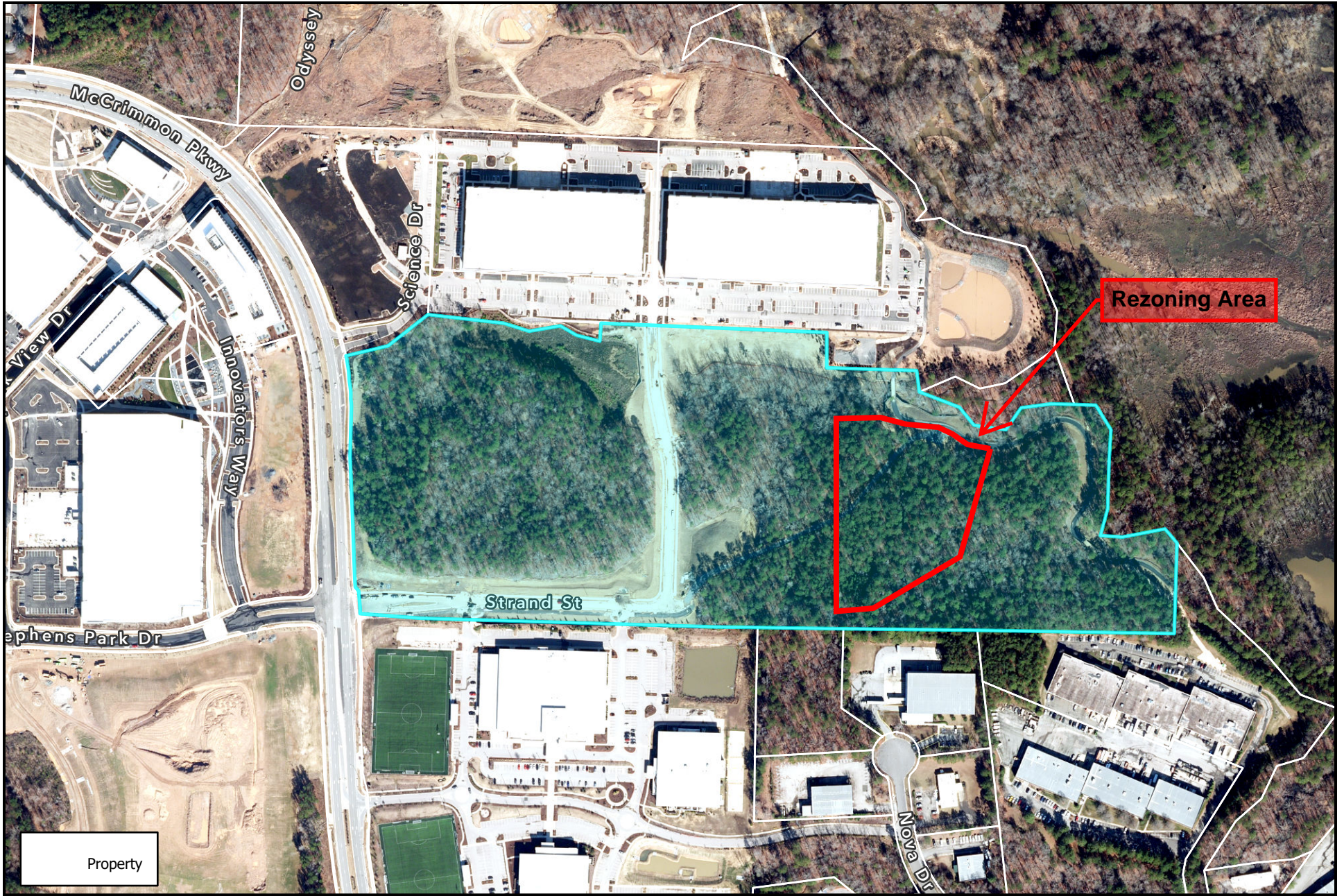
TJ Cawley, Mayor

ATTEST:

Kayla Bertling, Town Clerk

AREA TO BE REZONED:

COMMENCING AT AN EXISTING IRON PIPE LOCATED N 88°42'06"W A DISTANCE OF 10.91 FEET FROM THE SOUTHWESTERN PROPERTY CORNER OF LOT 4 AS SHOWN ON BOOK OF MAPS 2025, PAGES 105-114, WAKE COUNTY REGISTRY, AND BEING LOCATED ON THE OLD EASTERN RIGHT-OF-WAY LINE OF MCCRIMMON PARKWAY, AND HAVING NC GRID (NAD '83/2011) COORDINATES OF N: 762,261.21 FEET AND E: 2,053,445.15 FEET; THENCE LEAVING SAID RIGHT-OF-WAY LINE S 88°42'06"E A DISTANCE OF 10.91 FEET TO A NEWLY SET IRON PIPE LOCATED ON THE NEW EASTERN RIGHT-OF-WAY LINE OF MCCRIMMON PARKWAY AND BEING THE SOUTHWESTERN PROPERTY CORNER OF LOT 4 AS SHOWN ON BOOK OF MAPS 2025, PAGES 105-114, WAKE COUNTY REGISTRY; THENCE LEAVING SAID RIGHT-OF-WAY LINE N 89°44'35"E A DISTANCE OF 1,429.22 FEET TO THE POINT AND PLACE OF BEGINNING; THENCE N 00°00'00"W A DISTANCE OF 580.50 FEET TO A POINT; THENCE N 90°00'00"E A DISTANCE OF 133.02 FEET TO A POINT; THENCE S 75°49'33"E A DISTANCE OF 81.78 FEET TO A POINT; THENCE S 83°34'16"E A DISTANCE OF 100.00 FEET TO A POINT; THENCE S 67°55'25"E A DISTANCE OF 40.59 FEET TO A POINT; THENCE S 52°13'23"E A DISTANCE OF 59.41 FEET TO A POINT; THENCE S 83°05'54"E A DISTANCE OF 67.31 FEET TO A POINT; THENCE S 15°54'04"W A DISTANCE OF 339.56 FEET TO A POINT; THENCE S 58°48'51"W A DISTANCE OF 302.52 FEET TO A POINT; THENCE S 86°44'48"W A DISTANCE OF 111.42 FEET TO THE POINT OF BEGINNING, CONTAINING 4.6501 ACRES.

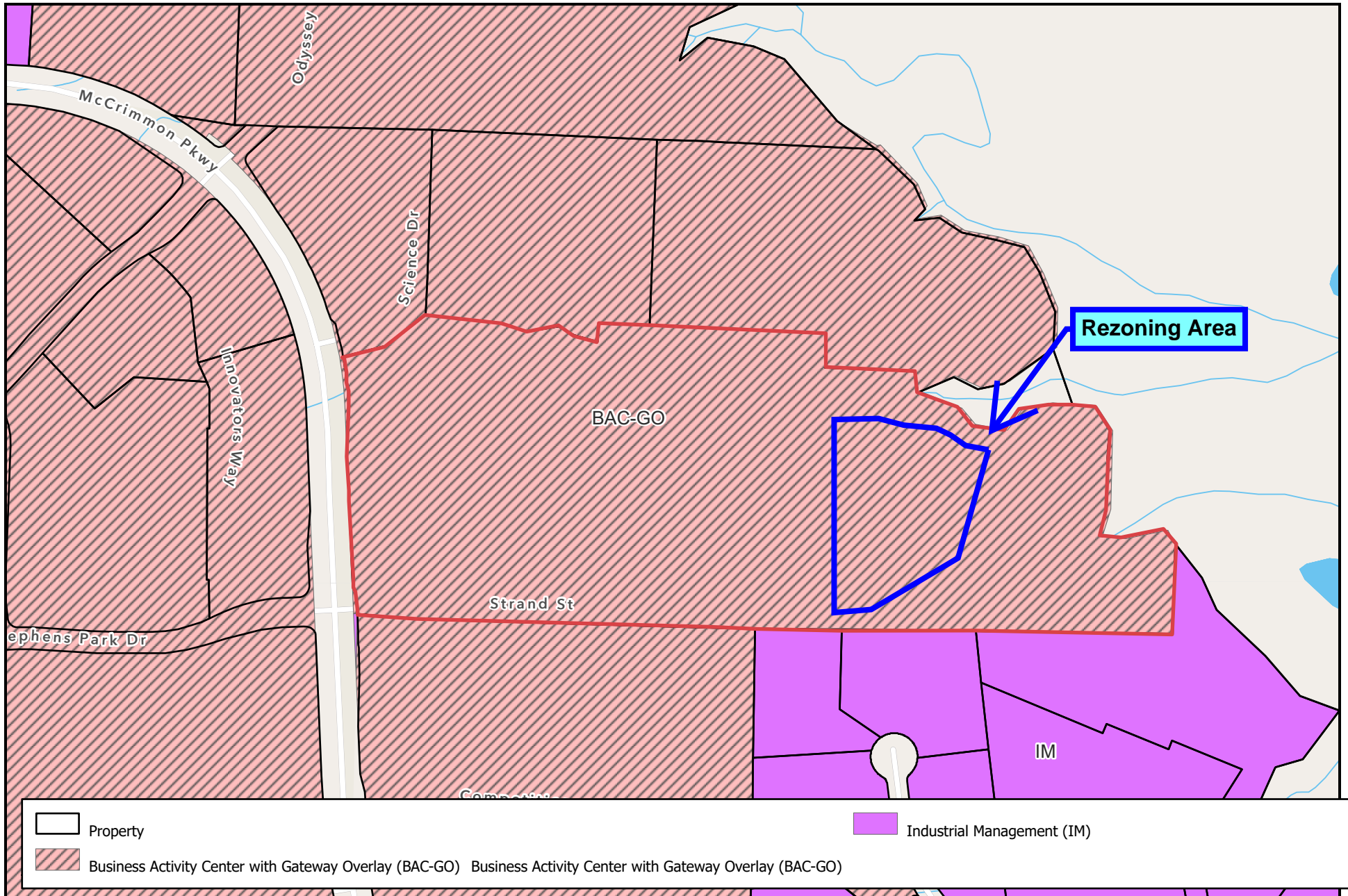


Map A - Aerial Map

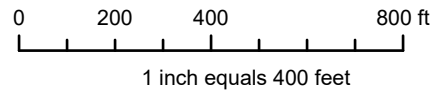


0 200 400 800 ft
1 inch equals 400 feet

Disclaimer
iMaps makes every effort to produce and publish the most current and accurate information possible. However, the maps are produced for information purposes, and are **NOT** surveys. No warranties, expressed or implied, are provided for the data therein, its use, or its interpretation.



Map B - Zoning Map

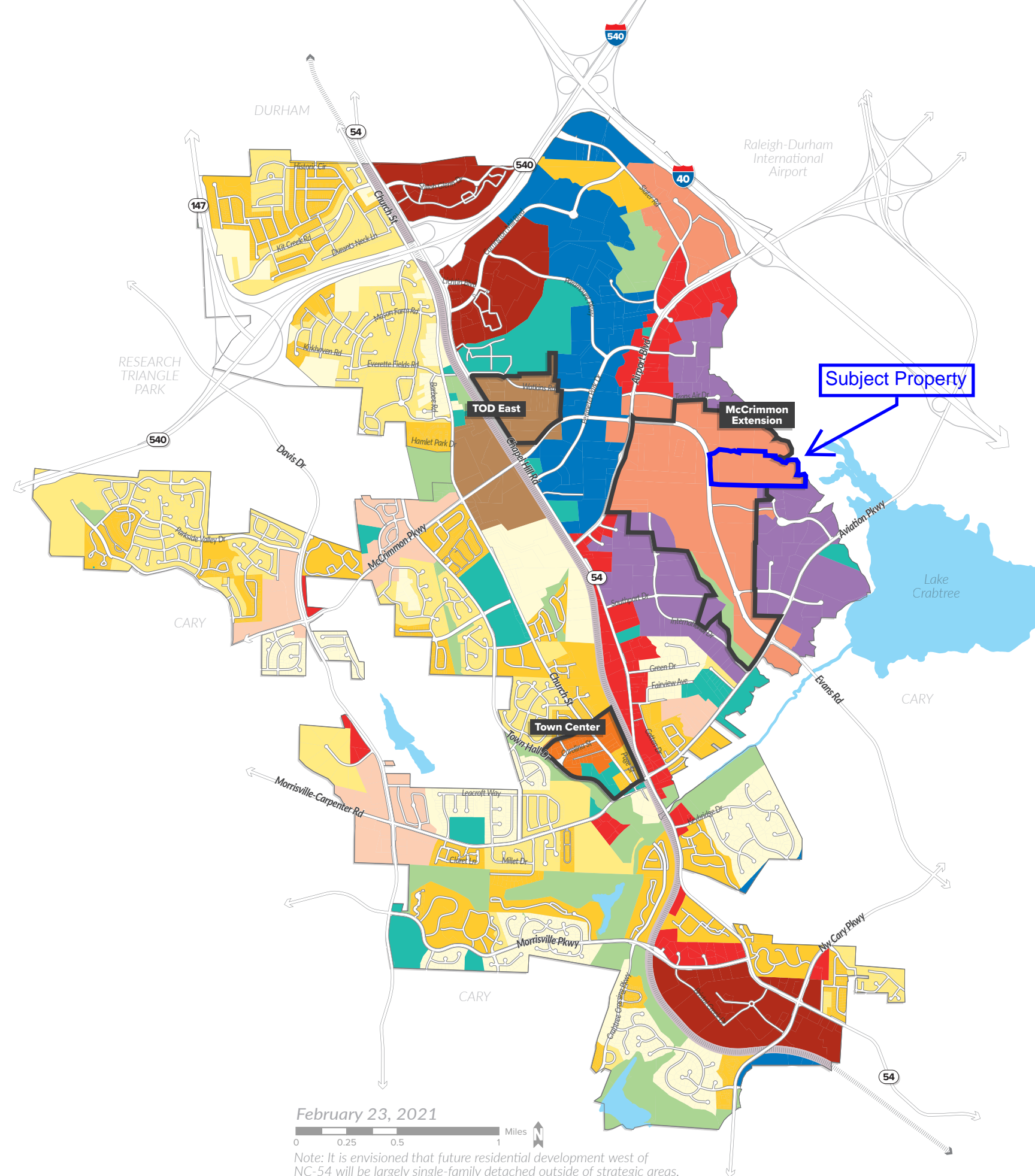


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Map C- Future Land Use Map

The Future Land Use Map establishes the foundation for the use and development of land within the Town of Morrisville over the next 10 to 20 years. All land parcels within the Town's planning jurisdiction are assigned one of 13 future land use designations, each defining preferred uses, a desired density and character of development. Elements such as future streets, landscape buffers, private open spaces, tree preservation areas and other important considerations, though not illustrated here, are discussed in this and subsequent chapters.

- Low Density Residential**
Low Density Residential includes neighborhoods of single-family detached homes, typically 4.5 or less dwelling units per acre. These areas are characterized by large lots and the lowest residential density in Morrisville.
- Medium Density Residential**
Medium Density Residential includes neighborhoods of single-family attached and detached homes, typically between 4.5 and 7.5 dwelling units per acre. These areas are characterized by medium-sized lots and a moderate density of development.
- High Density Residential**
High Density Residential includes neighborhoods of single-family attached and detached homes as well as multi-family developments, typically 7.5 or greater dwelling units per acre. These areas are characterized by small lots and the highest residential density in Morrisville.
- Neighborhood Activity Center**
Neighborhood Activity Center features a mix of uses that provide convenient, walkable retail and service options for adjacent neighborhoods. These areas include commercial, residential, entertainment, and office uses that are compatible with the scale and intensity of adjacent areas.
- Business Activity Center**
Business Activity Center features a mix of uses that provide convenient, walkable retail and service options for adjacent offices and employment centers. These areas include commercial, residential, and office uses in mixed-use centers that are compatible with the scale and intensity of adjacent areas.
- Regional Activity Center**
Regional Activity Center features a mix of uses that create regional destinations, typically located at key intersections along major transportation corridors. These areas include concentrations of large regional employers, commercial, entertainment, and high density residential along with education and healthcare facilities.
- General Commercial**
General Commercial includes commercial centers that provide a variety of goods and services to meet local and regional needs, typically located along primary transportation corridors.
- Town Center**
Town Center features a vibrant mix of uses near Morrisville's historic crossroads that create a destination and focal point for the community. This includes a dense, urban concentration of uses, including residential, commercial, office, entertainment, cultural, and institutional uses with a focus on mixed-use development.
- Office**
Office includes a broad spectrum of local and regional employment centers in high quality and desirable environments.
- Industrial**
Industrial includes light- and heavy-industrial uses that contribute to employment opportunities and Morrisville's tax base. Location, visibility, and compatibility with adjacent areas are critical to industrial uses.
- Institutional**
Institutional accommodates public and semi-public activities such as government buildings, schools, and places of worship.
- Parks & Open Space**
Parks, Greenways, and Open Space includes all parcels of land exclusively used for outdoor green spaces, recreational areas, and environmental amenities. These provide recreational opportunities to residents and enhance the Town's character. This category does not include private parks and open spaces that are incorporated as supporting uses on larger properties or developments or greenways.
- Transit Oriented Development**
Transit Oriented Development features a critical mass of development and mix of uses necessary to support nearby transit options. Uses include commercial, residential, institutional, and employment concentrated in pedestrian-scaled environments, with a focus on mixed-use development.





1/20/2026

Michele Stegall
Planning Director
Town of Morrisville

Re: Justification Letter for The Conditional Rezoning of Pathway Triangle Building #7

Dear Michele,

In an effort to streamline the drug delivery process for United States consumers and patients, Novartis has made a commitment to the manufacturing of drugs in the United States. As part of that commitment, Novartis is proposing to manufacture all key Novartis Small Molecule products (oral solid doses) at the Pathway Triangle campus, establishing a domestic US production hub for oncological, immunological, cardiolovascular and renal medicines.

To establish a manufacturing hub for all key Small Molecule products at Pathway Triangle, King Combs LLC (c/o King Street Properties) and Novartis are requesting a conditional rezoning. This will allow for the construction of a drug substance production facility and associated solvent storage facility at Building 7 on the Pathway Triangle campus. The modern drug substance production process necessitates a specialized facility which requires some targeted deviations from the Unified Development Ordinance.

Building 7 will be an approximately 54,000 SF (28,000 SF footprint) facility for the manufacturing of oligonucleotide and chemical drug substances. The building will have a minimum of two levels. Roughly half of the building is planned to be 80' tall and the remainder is planned to be 50' tall. The drug substance production facility is a critical element in the small molecule drug production process that Novartis plans to carry out at Pathway Triangle both in the proposed Building 7 (drug substance production) and Building 2 (Drug Product manufacturing and final packaging). The drug substances produced in Building 7 will be used as ingredients in the manufacturing process Building 2 to produce finished Drug Products (medicines) for US patients. Novartis intends to co-locate the Drug Substance and Drug Product & Final Packaging manufacturing facilities on the Pathway Triangle campus provided that the requested Conditional Rezoning can be obtained. The Conditional Rezoning for Building 7 and the solvent storage facility is a key milestone for Novartis to bring the end-to-end Small Molecule manufacturing process to Morrisville. It is also a key milestone for final location selection and to close-out the competitive site selection process.

The drug substance production process requires an approximately 10,000 SF above ground, enclosed solvent storage facility. The solvent storage facility will feed fresh solvents into the manufacturing process in Building 7 for use in the production of the Drug Substances.

The specific relief from the UDO being requested and justifications for each are detailed below.

Requested Relief	Applicable Ordinance Section	Justification
Allow above-ground storage of flammable and hazardous materials	Unified Development Ordinance Section 3.8.2.C.2	The proposed pharmaceutical manufacturing facility requires certain flammable and hazardous materials to be stored in above-ground tanks to meet current industry standards and operational safety requirements. Above-ground solvent storage is a widely accepted best practice in pharmaceutical manufacturing, as it allows for enhanced inspection, monitoring, leak detection, maintenance access, and emergency response capabilities that are not achievable with underground storage. All tanks will be designed and installed in compliance with applicable fire, building, and safety codes and will incorporate safety measures that exceed minimum code requirements, along with visual screening to ensure compatibility with surrounding development.
Allow a building height of up to 80 feet over an unlimited portion of the building (approximately 50% anticipated)	Unified Development Ordinance Section 3.4.3 Section F1 - Business Activity Center (BAC) zoning height standards	The requested building height is necessary to accommodate a gravity-driven material flow system, which is an industry-standard design approach for pharmaceutical manufacturing facilities. This vertical process flow is essential to maintaining product quality, operational efficiency, and regulatory compliance by allowing materials to move through the production process using gravity rather than mechanical conveyance. The increased height is driven by internal process requirements and does not increase site intensity, occupancy, or external impacts. The proposed height is consistent with the scale and function of advanced manufacturing facilities envisioned for the BAC zoning district.
Provide relief from façade wall length and design requirements of UDO Section 5.95(B), including the 3% recess requirement	Unified Development Ordinance Section 5.95(B)	The façade recess requirement would adversely impact the highly specialized interior program of the proposed drug substance manufacturing facility, including cleanroom layouts, structural systems, and mechanical and utility infrastructure critical to the manufacturing process. Pharmaceutical manufacturing buildings must prioritize

		functional integrity, safety, and regulatory compliance, which limits the ability to introduce façade recesses without compromising internal operations. The building will nevertheless incorporate high-quality materials, architectural detailing, and appropriate screening to achieve an attractive and compatible appearance consistent with the intent of the Ordinance.
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The following justifications are offered in support of the proposed conditional rezoning request consistent with the requirements of the Ordinance.

Is consistent with the Comprehensive Plan

The proposed conditional rezoning request related to Building 7 at Pathway Triangle is consistent with the Town’s Comprehensive Plan. The conditional rezoning reinforces Novartis’ commitment to investing in Morrisville and establishing a hub for small molecule pharmaceutical manufacturing in the United States. The proposed rezoning supports the Town’s vision for the McCrimmon Corridor as a premier life science and employment center. The project advances key Comprehensive Plan objectives by promoting high-quality job creation, strengthening the local tax base, and encouraging the development of advanced manufacturing and research uses in areas planned for employment-intensive development. The proposed use is compatible with surrounding and planned land uses and incorporates site design, buffering, and infrastructure improvements that align with adopted land use and economic development policies, thereby furthering the Town’s long-term planning goals for sustainable growth and economic vitality.

Is consistent with any provisions of this Ordinance or the Code of Ordinances

The proposed conditional rezoning is consistent with the intent and applicable provisions of the Town of Morrisville Ordinance and Code of Ordinances. The rezoning meets most standards of the Town’s code and seeks minor deviations that are necessary for the state of the art pharmaceutical manufacturing that is proposed. The deviations are limited to three items: (1) above-ground storage of flammable and hazardous materials; (2) building height up to 80 feet; and (3) façade wall design. As set forth above, these deviations are necessary to accommodate the specialized operational and safety requirements of a drug substance manufacturing facility. The proposed deviations are also narrowly tailored, supported by technical and operational justifications, and will not alter the fundamental intent of the BAC zoning district. The project will otherwise comply with all applicable development standards, performance criteria, and regulatory requirements, and will be developed in a manner that remains consistent with the overall purpose and framework of the Ordinance and Code of Ordinances.

Is required by changed conditions

The proposed conditional rezoning is required by changed conditions that have occurred since the establishment of the Business Activity Center (BAC) zoning district. While pharmaceutical manufacturing is a use permitted by right in the BAC district, the zoning standards were adopted based on generalized assumptions about industrial and employment uses and could not have anticipated the evolving and highly specialized building, safety, and operational requirements associated with modern drug substance manufacturing. Since



adoption of the BAC standards, the McCrimmon Corridor has emerged as a premier life science hub, attracting advanced pharmaceutical manufacturers whose facilities require a greater building height, specialized façade configurations, and regulated above ground material storage to meet current industry, safety, and regulatory standards. These evolutions in market demand, technology, and industry practices constitute changed conditions that necessitate limited, targeted deviations from the ordinance to allow a permitted use to be reasonably developed. Absent the requested conditional rezoning, the site would be constrained in a manner inconsistent with current economic development realities and the Town's evolving life science objectives.

Addresses a demonstrated community need

The proposed conditional rezoning addresses a demonstrated community need by supporting the continued growth of Morrisville's life science sector and reinforcing the Town's role as a center for advanced pharmaceutical manufacturing. The project will create high-quality, skilled employment opportunities, strengthen the local and regional economy, and contribute to the resilience of domestic drug manufacturing capacity. In addition, the substantial private investment associated with the project will expand the Town's tax base, supporting public services and infrastructure that benefit the broader community. By enabling a permitted use to be developed in a manner consistent with current industry standards, the conditional rezoning responds directly to documented economic development objectives and the community's interest in attracting and retaining innovative, high-value employers.

Is compatible with existing and proposed uses surrounding the subject land, and is the appropriate zoning district for the land;

The proposed conditional rezoning is compatible with both existing and planned uses surrounding the subject property and represents the appropriate zoning district for the site. The proposed pharmaceutical manufacturing use is permitted by right within the Business Activity Center (BAC) zoning district and is consistent with the established development pattern of the Pathway Triangle campus, where multiple buildings are already occupied by pharmaceutical manufacturers. This development further reinforces the campus and the McCrimmon Corridor as a regional life science hub, consistent with surrounding employment-oriented and research-focused uses. The project will be developed with appropriate site design, buffering, and operational controls to ensure compatibility with adjacent properties. Accordingly, the BAC zoning district remains the appropriate classification for the subject land.

Would result in a logical and orderly development pattern

The proposed conditional rezoning would result in a logical and orderly development pattern consistent with the original planning and phased development of the Pathway Triangle campus. The proposed building will be located on a parcel that was intentionally planned and reserved for manufacturing use and will be served by existing public infrastructure, including Strand Street and established utility systems. The project builds upon prior development approvals and investments, reinforcing an integrated campus layout rather than introducing a new or incompatible development pattern. By utilizing existing transportation and utility networks and advancing development within an already planned employment center, the conditional rezoning supports efficient land use and orderly growth consistent with adopted planning objectives.

Would result in development that is adequately served by public facilities (e.g., streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities)



The proposed conditional rezoning would result in development that is adequately served by existing and planned public facilities and services. The site is located in an area with access to public streets designed to accommodate anticipated traffic volumes, and the project will be supported by existing or readily available potable water and sanitary sewer infrastructure with sufficient capacity to serve the proposed use. Stormwater will be managed on site in accordance with adopted design standards, and solid waste collection and disposal will be provided through private services. The proposed pharmaceutical manufacturing use will generate minimal demand on schools and parks while contributing positively to the local tax base that supports public services. Police, fire, and emergency medical services are available to the site and will be further supported by the project's compliance with fire code requirements.

Would avoid significantly adverse impacts on the natural environment—including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment.

The proposed conditional rezoning would avoid significantly adverse impacts on the natural environment through the implementation of regulated, enclosed pharmaceutical manufacturing operations and compliance with all applicable local, state, and federal environmental standards. The facility will be designed to manage air emissions, noise, and lighting within established regulatory thresholds, with all production activities occurring indoors. Stormwater will be handled through engineered best management practices that meet or exceed current regulatory requirements, ensuring no degradation of downstream water quality. The site plan incorporates required buffers, limited disturbance areas, and protection measures for existing vegetation and any jurisdictional wetlands, preserving natural features to the greatest extent practicable. Collectively, these measures ensure that the project will not disrupt wildlife habitats or the natural functioning of environmental systems and will avoid significant adverse environmental impacts.

Would not adversely affect the property values in the area

The proposed conditional rezoning for the project is not anticipated to adversely affect surrounding property values. The facility represents a substantial investment by an internationally recognized pharmaceutical manufacturer and will be developed with high-quality architectural standards, controlled access, and appropriate buffering to ensure compatibility with adjacent uses. Pharmaceutical manufacturing operations are conducted within fully enclosed, highly regulated facilities and do not generate off-site impacts such as noise, vibration, odor, or emissions that would negatively influence nearby properties. Additionally, the project will expand the local tax base, create high-wage employment opportunities, and support long-term economic development objectives, all of which are factors commonly associated with maintaining or enhancing surrounding property values. The proposed conditions of approval, including site design standards and operational controls, further ensure that the development will be harmonious with the surrounding area and will not diminish the value of adjacent properties.

Would be consistent with the public interest and the purposes and intent of this Ordinance

The proposed conditional rezoning is consistent with the public interest and with the purposes and intent of the Town of Morrisville Ordinance. The request enables the reasonable development of a use that is permitted by right within the Business Activity Center zoning district while maintaining the overall intent of the district to accommodate high-quality employment, advanced manufacturing, and economic development uses. The proposed conditions and limited deviations are narrowly tailored to address the specialized requirements of pharmaceutical manufacturing and do not undermine the Ordinance's goals related to compatibility, public

safety, environmental protection, or infrastructure adequacy. By facilitating significant private investment, high-wage job creation, and long-term economic stability while ensuring compliance with applicable standards and performance requirements, the conditional rezoning advances the public interest and upholds the intent and purpose of the Ordinance.

For the reasons outlined above, the proposed conditional rezoning satisfies the applicable findings for approval and is consistent with the Town of Morrisville Comprehensive Plan, the purposes and intent of the Unified Development Ordinance, and the public interest. The request enables the reasonable development of a permitted pharmaceutical manufacturing use while ensuring compatibility with surrounding uses, protection of public health and safety, and adequate provision of public facilities and infrastructure. The limited and targeted deviations requested are necessary to accommodate current industry standards and will not result in adverse impacts. Accordingly, your consideration and approval of the conditional rezoning is respectfully requested.

Sincerely,

King Street Properties



Updated 4/2/2026:

Pathway Triangle Building #7 Zoning Conditions:

1. The development shall be constructed in substantial conformance with the petitioner's application packet including the sketch plan, attached hereto as Exhibit A and the representations made at the Town Council public hearing. Locations shown for committed elements including, but not limited to, greenways, streets, parking areas, and open areas shown on the sketch plan, may be adjusted to conform to the UDO requirements or as permitted as a minor adjustment by the Planning Director.
2. The proposed conditional rezoning shall apply only to the area on the attached Exhibit B – Legal Description.
3. Outdoor Aboveground Storage Tanks containing hazardous materials may be located above ground if all other local, state, and federal requirements related to above ground storage of hazardous materials are met.
4. Aboveground Storage Tanks are prohibited within special flood hazard areas and/or 50-foot riparian buffers.
5. Secondary containment shall be provided for all outdoor Aboveground Storage Tanks containing hazardous materials. The secondary containment system shall have sufficient capacity to contain a minimum of 150% of the volume of the largest tank in each tank enclosure plus firefighting volume based off a minimum of the requirements established in the North Carolina Fire Code. The method of secondary containment must be approved by the Fire Marshal and Town Engineer. Any future changes to the containment methods must be reviewed and approved by the Fire Marshal and Town Engineer.
6. Outdoor Aboveground storage tanks or other vessels containing hazardous materials shall be located in the drainage area of the Stormwater Control Measure on site.
7. Outdoor storage of hazardous materials and the associated secondary containment system(s) for hazardous materials shall not connect to the sanitary sewer system.
8. The total storage space for hazardous materials stored in outdoor Aboveground Storage Tanks shall not exceed 290,000 gallons on the Building 7 parcel, including waste.
9. The area containing the Aboveground Storage Tanks and the associated loading area shall be access controlled.
10. All outdoor Aboveground Storage Tanks shall meet the requirements of UDO Sec. 4.3.5.B.20, except as otherwise provided in these zoning conditions. In addition, Aboveground Storage Tanks shall be screened from off-site view and the greenway by a louvered or solid wall, which shall be at least as tall as the tallest proposed Aboveground Storage Tanks. The limits of the full height screen walls are shown on the Sketch Plan attached hereto as Exhibit A.

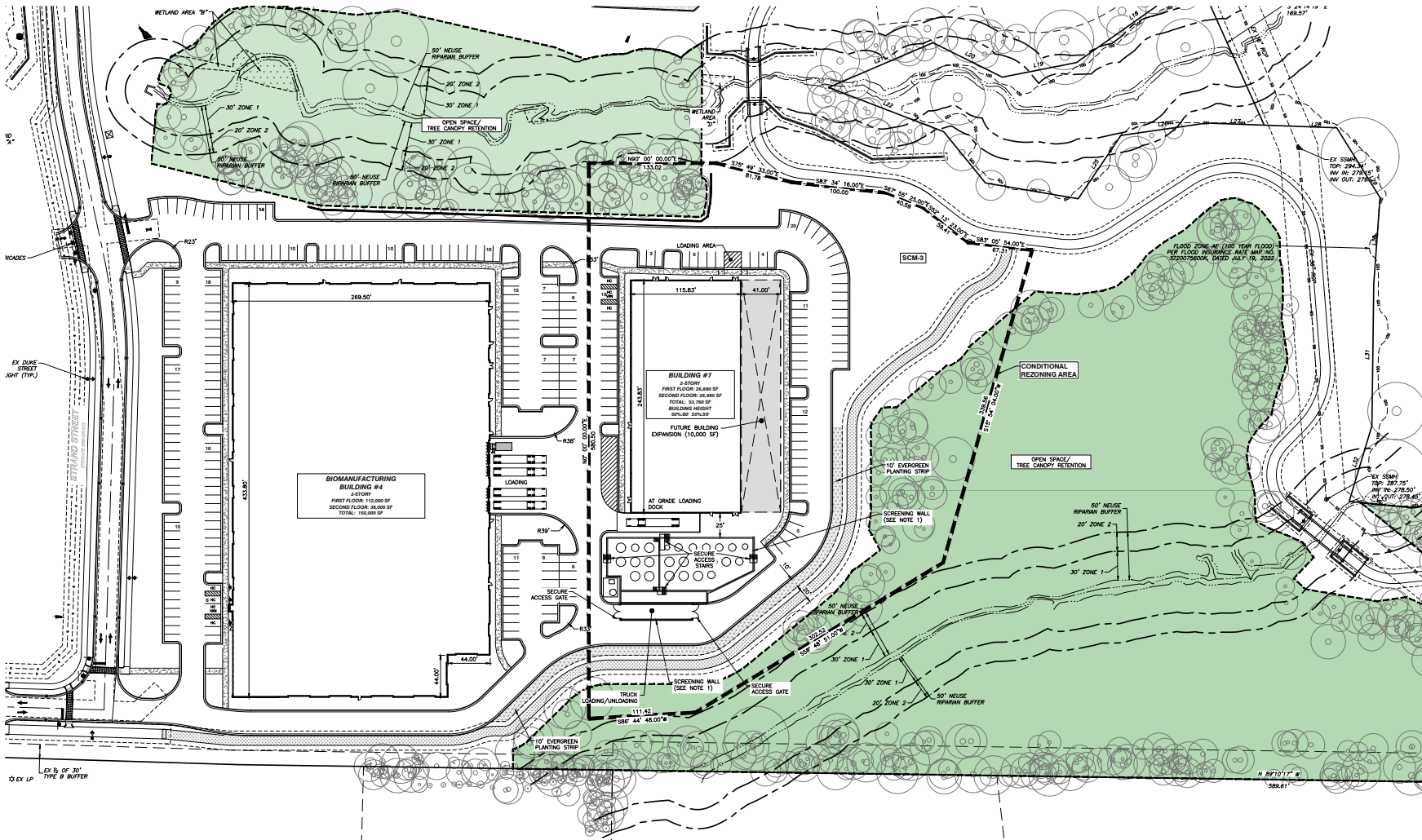
11. Building 7, as shown on the attached sketch plan, is exempt from UDO Sec. 5.9.5.B. Façade Wall – Length and Sec. 5.9.5.D Facade Wall – Features.
12. The maximum height for building 7 shall be up to 83 feet tall.
13. If exterior lighting is proposed, an exterior lighting plan shall be reviewed and approved prior to the issuance of a Certificate of Completion for the shell of building 7.
14. Facility staff for Building 7 shall be onsite 24 hours a day, 365 days a year whenever the plant is in operation. In the rare instance of a production shutdown when the plant would not be in operation, daily walkthroughs of the complete plant would be conducted.
15. The greenway trail shall be shifted at least 10' away from the parking lot and drive aisles adjacent to the Aboveground Storage Tank enclosure, as shown on the Sketch Plan attached hereto as Exhibit A, and have sufficient evergreen landscape screening to minimize views of the tank enclosure from the greenway.
16. At least 75% of the landscaping planted on this site shall be native species or cultivars.
17. The lower roof of building 7 shall be designed and constructed to support a load equivalent to a future solar panel installation covering at least 25% of the roof top.
18. All rainwater that collects within the secondary containment area for the Aboveground Storage Tanks shall be tested prior to removal. If the tested water exceeds applicable state or federal requirements, it shall be safely and appropriately disposed of off-site in accordance with all state and federal regulations. If the tested water meets applicable state or federal requirements, it may be pumped into the SCM on site. Testing logs shall be available to Town staff upon request and kept for a period of 5 years. Additionally, a sample shall be tested annually from the SCM forebay and the results sent to the Town for compliance with the stormwater permit.
19. A fountain or aerator device shall be installed in the wet pond that Building 7 drains to and shall be maintained as long as hazardous materials are stored in outdoor Aboveground Storage Tanks at Building 7.

Andrew Castraberti

Andrew Castraberti

Director – King Street Properties

EXHIBIT A - SKETCH PLAN



PARKING CALCULATIONS:

BUILDING SIZE:	
BUILDING 4:	150,000 SF
BUILDING 7:	62,900 SF
TOTAL:	212,900 SF
PARKING REQUIRED (BIOMANUFACTURING - 1 SP/1,000 SF):	
BUILDING 4 (150,000 @ 1 SP/1,000 SF):	150 SPACES
BUILDING 7 (62,900 @ 1 SP/1,000 SF):	63 SPACES
TOTAL REQUIRED:	213 SPACES
PARKING PROVIDED:	218 SPACES

* THE PARKING SHOWN IS PRELIMINARY. THE FINAL PARKING PROVIDED WILL SATISFY THE MINIMUM TOWN OF MORRISVILLE PARKING REQUIREMENTS.

NOTES:

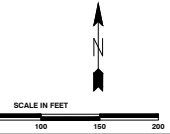
1. FULL HEIGHT SCREENING WALLS SHALL BE REQUIRED AROUND THE ABOVE GROUND STORAGE TANK CONTAINMENT AREA AND TRUCK LOADING/UNLOADING AREA AS SHOWN. THE SCREENING WALLS AROUND THE TANKS SHALL BE AT LEAST AS TALL AS THE TALLEST ABOVE GROUND STORAGE TANK. THE SCREENING WALLS AROUND THE TRUCK LOADING/UNLOADING AREA SHALL BE AT LEAST AS TALL AS THE TALLEST TRUCK ACCESSING THE AREA.

ACCESSIBILITY NOTE

IN ACCORDANCE WITH CURRENT ADA REQUIREMENTS, THE RUNNING SLOPE OF WALKING SURFACES CANNOT BE STEEPER THAN 1:20 AND CROSS SLOPE OF WALKING SURFACES CANNOT BE STEEPER THAN 1:48, WHICH INCLUDES CROSSWALKS.

WETLANDS EXIST ON-SITE

NOTE: ALL CONSTRUCTION ACTIVITY MUST BE IN ACCORDANCE WITH THE ACCEPTED POLICIES OF THE TOWN OF MORRISVILLE AND NCDOT



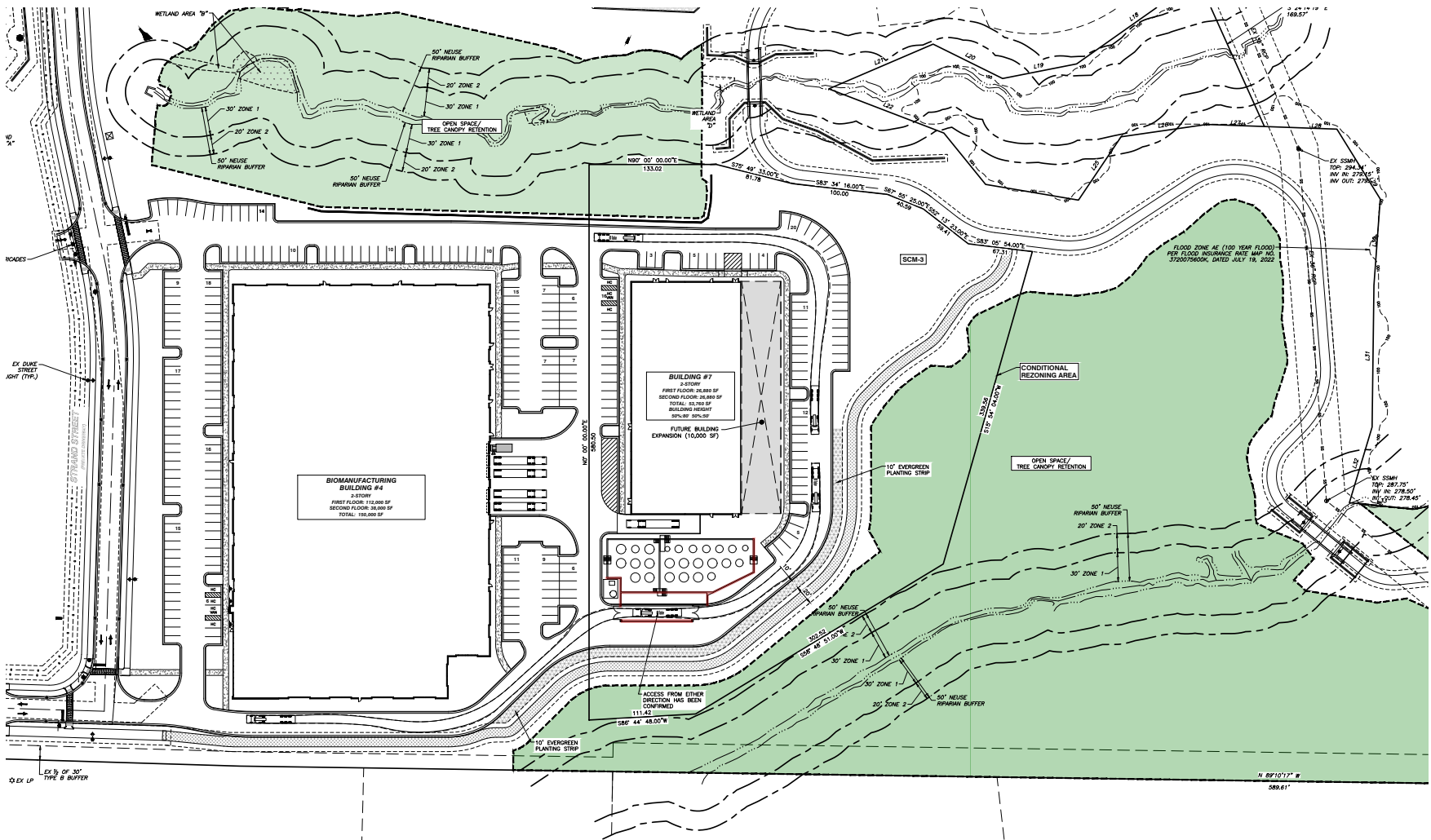
BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
 6310 CHAPEL HILL ROAD, SUITE 250, RALEIGH, NC 27607
 CERTIFICATION NUMBERS: NCEBLS (C-0110), NCBOLA (C-0287)

NO.	DATE	DESCRIPTION	BY

PATHWAY TRIANGLE
PHASE 2A/2B
MCCRIMMON PARKWAY
 TOWN OF MORRISVILLE, WAKE COUNTY, NORTH CAROLINA

SHEET
C1.1

2022 BASS, NIXON & KENNEDY, INC. EXPRESSLY RESERVES ITS COMMON LAW COPYRIGHT AND OTHER PROPERTY RIGHTS IN THESE PLANS. THESE PLANS ARE NOT TO BE REPRODUCED, CHANGED OR COPIED IN ANY FORM OR MANNER WHATSOEVER, NOR ARE THEY TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN PERMISSION AND CONSENT OF BASS, NIXON & KENNEDY, INC.



ACCESSIBILITY NOTE
 IN ACCORDANCE WITH CURRENT ADA REQUIREMENTS, THE RUNNING SLOPE OF WALKING SURFACES CANNOT BE STEEPER THAN 1:20 AND CROSS SLOPE OF WALKING SURFACES CANNOT BE STEEPER THAN 1:48, WHICH INCLUDES CROSSWALKS.

WETLANDS EXIST ON-SITE
 NOTE: ALL CONSTRUCTION ACTIVITY MUST BE IN ACCORDANCE WITH THE ACCEPTED POLICIES OF THE TOWN OF MORRISVILLE AND NCDOT

SCALE IN FEET
 0 25 50 100 150 200



BASS, NIXON & KENNEDY, INC.
CONSULTING ENGINEERS
 6310 CHAPEL HILL ROAD, SUITE 250, RALEIGH, NC 27607
 CERTIFICATION NUMBERS: (C-50110), (NCBOLA C-0687)

NO.	DATE	DESCRIPTION	BY

PATHWAY TRIANGLE
PHASE 2A/2B
MCCRIMMON PARKWAY
 TOWN OF MORRISVILLE, WAKE COUNTY, NORTH CAROLINA

SHEET C1.2

NOT RELEASED FOR CONSTRUCTION OR BID SOLICITATION

Exhibit B - Legal Description

AREA TO BE REZONED:

COMMENCING AT AN EXISTING IRON PIPE LOCATED N 88°42'06"W A DISTANCE OF 10.91 FEET FROM THE SOUTHWESTERN PROPERTY CORNER OF LOT 4 AS SHOWN ON BOOK OF MAPS 2025, PAGES 105-114, WAKE COUNTY REGISTRY, AND BEING LOCATED ON THE OLD EASTERN RIGHT-OF-WAY LINE OF MCCRIMMON PARKWAY, AND HAVING NC GRID (NAD '83/2011) COORDINATES OF N: 762,261.21 FEET AND E: 2,053,445.15 FEET; THENCE LEAVING SAID RIGHT-OF-WAY LINE S 88°42'06"E A DISTANCE OF 10.91 FEET TO A NEWLY SET IRON PIPE LOCATED ON THE NEW EASTERN RIGHT-OF-WAY LINE OF MCCRIMMON PARKWAY AND BEING THE SOUTHWESTERN PROPERTY CORNER OF LOT 4 AS SHOWN ON BOOK OF MAPS 2025, PAGES 105-114, WAKE COUNTY REGISTRY; THENCE LEAVING SAID RIGHT-OF-WAY LINE N 89°44'35"E A DISTANCE OF 1,429.22 FEET TO THE POINT AND PLACE OF BEGINNING; THENCE N 00°00'00"W A DISTANCE OF 580.50 FEET TO A POINT; THENCE N 90°00'00"E A DISTANCE OF 133.02 FEET TO A POINT; THENCE S 75°49'33"E A DISTANCE OF 81.78 FEET TO A POINT; THENCE S 83°34'16"E A DISTANCE OF 100.00 FEET TO A POINT; THENCE S 67°55'25"E A DISTANCE OF 40.59 FEET TO A POINT; THENCE S 52°13'23"E A DISTANCE OF 59.41 FEET TO A POINT; THENCE S 83°05'54"E A DISTANCE OF 67.31 FEET TO A POINT; THENCE S 15°54'04"W A DISTANCE OF 339.56 FEET TO A POINT; THENCE S 58°48'51"W A DISTANCE OF 302.52 FEET TO A POINT; THENCE S 86°44'48"W A DISTANCE OF 111.42 FEET TO THE POINT OF BEGINNING, CONTAINING 4.6501 ACRES.

C. Principal Use Table

<p>Table 4.2.4: Principal Use Table P = Permitted as exempt from Site Plan Approval or with Site Plan Approval by Town staff S = Allowed as a Special Use A = Allowed subject to a PD Plan/Agreement Blank Cell = Prohibited (except Overlay Districts) X = Prohibited (Overlay Districts only)</p>																												
Use Category	Use Type	Base/Conditional Districts																	PD District		Overlay Districts			Use-Specific Standard				
		B&O	MLDR	LDR	MDR	HDR	NAC	BAC	CAC	RAC	TOD	HCV	MS	TCC	TCR	RT	RNP	CC	OI	IM	MUPD	MSPD	AO-A		AO-B	FO	GO	
Agricultural and Animal Related Uses																												
Agricultural Uses	Community Garden	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	A	A					4.2.5.B.1.a	
	Farm, Small		P	P							P										P	A					4.2.5.B.1.b	
	Farm, Large																				P	A					4.2.5.B.1.c	
	Forestry	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	A					4.2.5.B.1.d	
	Garden Center																	P	P	P	A						4.2.5.B.1.d	
Animal Related Uses	Greenhouse/Nursery										P							P		P	A						4.2.5.B.2.a	
	Kennel, Indoor						P	P	P	P								P	P	P	A						4.2.5.B.2.b	
	Kennel, Outdoor																			P	A						4.2.5.B.2.c	
	Stables	P	P																	P	A						4.2.5.B.2.c	
Veterinary Clinic/Hospital	Veterinary Clinic/Hospital						P	P	P	P	P							P	P	P	A						4.2.5.B.2.c	
	Residential Uses																											
	Household Living Uses	Bungalow Court																										4.2.5.C.1.a
		Dwelling, Duplex			P	P	P																A		X			4.2.5.C.1.b
Dwelling, Live/Work					P	P	P	P	P	P	P											A		X			4.2.5.C.1.c	
Dwelling, Manufactured Home																								X			4.2.5.C.1.c	
Dwelling, Multi-family		≤50 du					P	P	P	P	P												A	A	X			4.2.5.C.1.d
		>50 du					P	P	P	P	P												A	A	X			4.2.5.C.1.d
Dwelling, Single-Family Attached					P	P	P	P	P	P												A	A	X		X	4.2.5.C.f	
Dwelling, Single-Family Detached			P	P	P	P																A		X		X	4.2.5.C.1.e	
Family Care Home			P	P	P	P	P															A		X		X	4.2.5.C.1.e	
Pocket Neighborhood																										4.2.5.C.1.f		
Group Living Uses	Congregate Living Facility					P	P	P	P	P												A		X		X	4.2.5.C.2.a	
	Continuing Care Retirement Community						S	S	S														A		X		X	4.2.5.C.2.b
	Dormitory						P	P	P	P												P	P	P	A			4.2.5.C.2.b
	Rooming House																						P		A		X	

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		BGO	MLDR	LDR	MDR	HDR	NAC	BAC	CAC	RAC	TOD	HCV	MS	TCC	TCR	RT	RNP	CC	OI	IM	MUPD		MSPD	AO-A	AO-B	FO	GO
Institutional Uses																											
Community and Government Service Uses	Club or Lodge				P	P	P			P			P	P	P		P	P	P	A		X					
	College or University						P	P	P	P			P				P	P	P	A							4.2.5.D.1.a
	Community Center					P	P	P	P	P		P	P	P	P		P	P	P	A	A						
	Cultural Facility						P	P	P	P	P	P	P	P			P	P	P	A	A	X					
	Day Care Center				P	P	P	P	P	P	P						P	P		A	A	X					4.2.5.D.1.b
	Emergency Services					P	P	P	P	P	P	P	P	P			P	P	P	A	A						
	Government Services, Administrative					P	P	P	P	P	P	P	P	P			P	P	P	A	A						
	Government Maintenance, Storage, or Distribution Facility																	P	P	P	A		X				4.2.5.D.1.c
	Place of Worship, Community					P	P	P			P	P					P	P	P	A		X					4.2.5.D.1.d
	Place of Worship, Neighborhood		P	P	P	P	P	P			P	P		P	P	P	P	P	P	A		X					4.2.5.D.1.e
	Public Park or Recreation Facility	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	A	A						
	School, Elementary			P	P	P	P	P	P	P	P			P	P	P			P		A		X				
	School, Middle				P	P	P	P	P	P	P			P	P	P			P		A		X	[1]			
	School, High					P	P	P	P	P	P			P	P	P			P		A		X	[1]			
	School, Business or Vocational						P	P	P	P	P	P					P	P	P	A							
Sports Academy							P											P	P	A							
Health Care Uses	Hospital						P	P	P								P	P	P	A		X					
	Nursing Home					P	P	P	P	P						P		P		A		X					4.2.5.D.2.a
	Office, Medical/ Dental						P	P	P	P	P	P					P	P	P	A	A						
	Office Park, Medical/ Dental							P	P	P								P	P	P	A						
	Urgent Care Facility						P	P	P	P	P						P	P	P	A	A						
	Wellness Center						P	P	P	P	P						P	P	P	A	A						
Transportation and Utility Uses	Bus Station						P	P	P	P								P	P	A							
	Central Utility Plant						P	P	P	P							P	P	P	A							4.2.5.D.3.a
	Heliport																		S								
	Office, Utility						P	P	P	P							P	P	P	A							
	Park and Ride Terminal							P	P	P							P	P	P	A							

Use Category		Use Type		Base/Conditional Districts																	PD District		Overlay Districts				Use-Specific Standard		
				PGO	MLDR	LDR	MDR	HDR	NAC	BAC	CAC	RAC	TOD	HCV	MS	TCC	TCR	RT	RNP	CC	OI	IM	MUPD	MSPD	AO-A	AO-B	FO	GO	
	Parking Deck or Lot (as a principal use)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	A	A						4.2.5.D.3.b	
	Railroad Yard																			S									
Transportation and Utility Uses	Solar Energy Collection System (as a principal use)																			P	A							4.2.5.D.3.c	
	Transit Station						P	P	P	P										P	P	A							
	Utility Facility, Major				S	S	S	S	S											S	S	A							
	Utility Facility, Minor		P	P	P	P	P	P	P	P	P									P	P	A							
Telecommunication Uses	Antenna collocation or combination on existing tower	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	A	A						4.2.5.D.4.a	

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		PGO	VDDR	LDR	MDR	HDR	NAC	BAC	CAC	RAC	TOD	HCV	MS	TCC	TCR	RT	RNP	CC	OI	IM	MUPD	MSPD	AO-A	AO-B		FO	GO
	Broadcasting Station																	P	P	P	A						
	Broadcast Studio							P	P	P	P		P	P				P	P	P	A	A					
	Concealed attached antenna				S	P	P	P	P	P		S	P					P	P	P	A	A					
	Non-concealed attached antenna (private utility easement)	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	A	A					
	Non-concealed dual-function tower (private utility easement)				P	P	P	P	P	P			P					P	P	P	A						
	Concealed towers (town-owned property)	S	S	S	S	P	P	P	P	P	S	S	P	S	S	S	P	P	P	A	A						
	Non-concealed towers (town-owned property)					S	S	S	S	S			S					S	S	S	A						
	Antenna collocation or combination on existing tower					P	P	P	P	P		S	P					P	P	P	A	A					
	Non-concealed towers (private property)						S	S	S	S			S					S	S	S	A						
	DAS Node		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	A	A					
	DAS Wired Hub		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	A	A					
Commercial Uses																											
Eating and Drinking Use	Restaurant						P	P	P	P	P	P	P	P				P	P	P	A	A					
	Specialty Eating or Drinking Establishment						P	P	P	P	P	P	P					P	P	P	A	A					
	Bar or Lounge						P	P	P	P	P	P	P					P	P		A	A					
Office Building						P	P	P	P	P		P	P					P	P	P	A	A					

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	Office Park							P	P	P										P	P	A						
Recreation Uses	Country Club		P	P	P	P																A						
	Golf Course	P	P	P	P	P																A						4.2.5.E.3.a
	Private Recreation Facility, Indoor					P	P	P	P	P			P	P				P	P	P	A	A						
	Private Recreation Facility, Outdoor						P	P	P	P				P				P	P	P	A							4.2.5.E.3.b
	Sports Training Facility, Indoor							P												P	P	A						
	Sports Training Facility, Outdoor							P												P	P	A						4.2.5.E.3.c
Entertainment Uses	Adult Establishment																				S							4.2.5.E.4.a
	Banquet Hall						P	P	P	P	P			P				P	P	P	A							
	Private Entertainment Facility, Indoor					P	P	P	P	P			P	P				P	P	P	A	A						
	Private Entertainment Facility, Outdoor						P	P	P	P				P				P	P	P	A							
Funeral Related Uses	Funeral Home						P							P				P		P	A							
	Cemetery		P											P				P	P	P	A							
	Crematorium																			P	A							
	Stonecutting/Monument Sales																			P	A							

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		PGO	VLDLDR	LDR	MDR	HDR	NAC	BAC	CAC	RAC	TOD	HCV	MS	TCC	TCR	RT	RNP	CC	OI	IM		MUPD	MSPD	AO-A	AO-B	FO	GO	
Retail Sales and Service Uses	Convenience Store						P	P	S	S	P							P	P	P	A							
	Farmers' Market							P	P	P	P	P	P					P	P	P	A	A						4.2.5.E.6.a
	Retail Store	< 3,000 sf						P	P	P	P	P	P						P	P	P	A	A					
		3,000 to < 20,000 sf						P	P	P	P	P	P						P	P	P	A	A					
		20,000 to < 50,000 sf						P	P	P	P	P	P						P	P	P	A	A					
		50,000 to < 75,000 sf								P	P								P		P	A						
	≥ 75,000 sf								P	P								P		P	A							
	Tobacco and/or Hemp									P																		4.2.5.E.6.b
	Service Establishment						P	P	P	P	P	P	P					P	P	P	A	A						
	Service Establishment, Personal						P	P	P	P	P	P	P					P	P	P	A	A						4.2.5.E.6.c
Shopping Center, Major								P	P									P		P	A							
Shopping Center, Neighborhood						P	P	P	P	P								P		P	A							
Vehicle/ Equipment Sales and Service Uses	Automobile Repair, Major																			P	A							4.2.5.E.7.a
	Automobile Repair, Minor								P	P								P		P	A							4.2.5.E.7.b
	Automobile Sales or Rental																	P		P	A							4.2.5.E.7.c
	Automobile Service Station								S	S								P		P	A							4.2.5.E.7.d
	Car Wash/Detailing						P											P	P	P	A							4.2.5.E.7.e
	Recreational Vehicle Sales, Rental, or Service																			P	A							4.2.5.E.7.f
	Taxi or Limousine Service																		P		P	A						4.2.5.E.7.g
	Tire Capping and Retreading																				P	A						4.2.5.E.7.h
	Vehicle Fleet Storage																				P	A						4.2.5.E.7.i
	Vehicular Towing Service																				P	A						4.2.5.E.7.j
Visitor Accommodation	Bed and Breakfast									P	P										A							4.2.5.E.8.a
	Hotel/Motel							P	P	P	P							P	P	P	A	A						

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		Industrial Uses																											
Industrial and Service Uses	Construction-Related Activities																				P							4.2.5.F.1.a	
	Flex Space, Major																				P								
	Flex Space, Minor													P				P	P	P									
	Industrial Park																				P								
	Industrial Equipment Sales and Rental																				P							4.2.5.F.1.b	
	Mini-Storage													P							P							4.2.5.F.1.c	
	Motor Freight Terminal, Small																				P								
	Motor Freight Terminal, Large																					S							
	Outdoor Equipment Performance Testing Facility																					P							4.2.5.F.1.d
	Research Laboratory							P			P									P	P								4.2.5.F.1.f
	Tank Farm																				S			X					
	Warehousing/Distribution																				P								
	Wholesale Food Preparation														P			P		P									4.2.5.F.1.e
	Wholesale Establishment																				P								
Manufacturing Uses	Brewery/Distillery						P							P			P	P	P										
	Industrial Assembly, Light																	P		P									
	Industrial Assembly, Heavy																			P								4.2.5.F.2.a	
	Manufacturing, Custom						P	P										P	P	P									
	Manufacturing, Light						P													P									
	Manufacturing, Medium																				P								
	Manufacturing, Heavy																				S							4.2.5.F.2.a	
	Bio-manufacturing							P													P								
	Micro-Brewery							P	P	P	P			P	P			P	P	P			A						
	Micro-Winery							P	P	P	P			P	P			P	P	P			A						
Winery							P										P	P	P										

Table 4.2.4: Principal Use Table																										
P = Permitted as exempt from Site Plan Approval or with Site Plan Approval by Town staff S = Allowed as a Special Use A = Allowed subject to a PD Plan/Agreement Blank Cell = Prohibited (except Overlay Districts) X = Prohibited (Overlay Districts only)																										
Use Category	Use Type	Base/Conditional Districts																	PD District		Overlay Districts		Use-Specific Standard			
		PGO	MLDR	LDR	MDR	HDR	NAC	BAC	CAC	RAC	TOD	HCV	MS	TCC	TCR	RT	RNP	CC	OI	IM	MUPD	MSPD		AO-A	AO-B	FO
Extraction and Landfill Uses	Composting Facility																			S						4.2.5.F.3.a
	Extraction of Earth Products																			S						4.2.5.F.3.b
	Hydraulic Fracturing																			S						4.2.5.F.3.c
	Junkyard or Recycling Facility																			S						4.2.5.F.3.d
	Landfill, Construction and Demolition Debris																			S						4.2.5.F.3.e
	Landfill, Municipal Solid Waste																			S		X				4.2.5.F.3.f
	Landfill, Land Clearing and Inert Debris																			S						4.2.5.F.3.g

Notes:
 [1] Existing and new public college and university facilities used for public school students in joint or cooperative programs such as middle or early college programs and dual enrollment programs, in accordance with G.S. 115D- 41, are not prohibited.
 (Ord. No. 2014-016, 06/24/2014; Ord. No. 2014-022, 06/24/2014; Ord. No. 2014-051, 11/10/2014; Ord. No. 2015-002, 04/29/2015, Ord. No. 2015-083, 01/26/2016; Ord. No. 2016-001, 05/10/2016)

4.2.5. Principal Use-Specific Standards

A. General

Standards for a specific principal use shall apply to the particular individual principal use regardless of the zoning district in which it is located or the review procedure by which it is approved, unless otherwise specified in this Ordinance. This section sets forth and consolidates the standards for all principal uses for which a reference to this section is provided in the “Use-Specific Standards” column of the principal use table in Section 4.2.4.C, Principal Use Table, and in the same order as they are listed in the table. These standards may be modified by other applicable standards or requirements in this Ordinance.

B. Standards for Specific Agricultural and Animal Related Uses

1. Agricultural Uses

a. Community Garden

- (1) Overhead lighting is prohibited.
- (2) Accessory buildings shall be limited to sheds for the storage of tools, greenhouses, and seasonal farm stands. The combined area of all buildings and other structures shall not exceed 15 percent of the area of the parcel.



Michael J. Landguth, A.A.E.
President & CEO

1000 Trade Drive • P.O. Box 80001 • RDU Airport, NC 27623
tel: (919) 840-7700 • fax: (919) 840-0175 • www.rdu.com

PERMIT

Issued To:	King Combs, LLC	Issued By:	Raleigh-Durham Airport Authority
	Attn: Andrew Castraderti		1000 Trade Drive
	800 Boylston St, Suite 2400		P. O. Box 80001
	Boston, MA 02199		RDU Airport, NC 27623

Permit No. RDU 26-04

Permit Use: New Building (Permanent Structure)

Location of Permitted Use:

Latitude:	Longitude:
35-50-44.89N	78-48-56.21W
35-50-45.12N	78-48-48.52W
35-50-41.22N	78-48-46.94W
35-50-39.95N	78-48-54.86W

Height of Permitted Use: 288-314 feet Site Elevation (SE)
85 feet Above Ground Level (AGL)
373-399 feet Above Mean Sea Level (AMSL)

Conditions of Permit Issuance: The Permitted Use shall not create interference with navigational signals or radio communications between Raleigh-Durham International Airport (“Airport”) and aircraft, make it difficult for pilots to distinguish between Airports lights and others, result in glare in the eyes of pilots using the Airport, impair the visibility of the Airport, create bird strike hazards, or otherwise in any way endanger or interfere with the landing, takeoff, or maneuvering of aircraft intending to use the Airport. If marking and lighting are done voluntarily, it is recommended that King Combs, LLC (the “Sponsor”) mark and light the building in accordance with FAA Advisory Circular 70/7460-1 M Change 1. This Permit is not transferable.

Other information: The Permitted Use utilized the OE/AAA Pre-Screening Tool to determine that notice was not required to be filed with the FAA.

Raleigh-Durham Airport Authority Board Members

CITY OF DURHAM
Tammie Hall-Roberts, Chair
Nana Asante-Smith

CITY OF RALEIGH
Nina Szlosberg-Landis, Vice Chair
Shelley Winters, Treasurer

DURHAM COUNTY
Yesenia Polanco-Galdamez, Secretary
Indranil Ghosh

WAKE COUNTY
Ellis Hankins
David Kushner



Michael J. Landguth, A.A.E.
President & CEO

1000 Trade Drive • P.O. Box 80001 • RDU Airport, NC 27623
tel: (919) 840-7700 • fax: (919) 840-0175 • www.rdu.com

The Airport has reviewed the application and determined that the maximum building height of 85 feet AGL is below the Airport's Part 77 Inner Approach Surface and Transitional Surface by 174-199 feet.

Issued by my hand at Raleigh-Durham International Airport this 12th day of February 2026.

Michael J. Landguth

Michael J. Landguth, A.A.E.
President & CEO

Raleigh-Durham Airport Authority Board Members

CITY OF DURHAM
Tammie Hall-Roberts, Chair
Nana Asante-Smith

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DURHAM COUNTY
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Indranil Ghosh

WAKE COUNTY
Ellis Hankins
David Kushner



**TOWN OF MORRISVILLE PLANNING AND ZONING BOARD
STATEMENT OF PLAN CONSISTENCY AND
REASONABLENESS OF ACTION ITEM 2026-98-0 PROPOSED
AMENDMENT TO THE ZONING MAP FOR A PORTION OF 1800
STRAND ST (REZ-26-0019)**

In accordance with NC GS 160D-604, the Town of Morrisville Planning and Zoning Board finds the proposed Zoning Map Amendment to be consistent with the Town of Morrisville's Comprehensive Plan and hereby recommends approval of Ordinance 2026-98-0 of the Morrisville Town Council Approving a Zoning Map Amendment for a portion of 1800 Strand St, approximately 4.65 acres of property located east of the intersection of Strand Street and McCrimmon Parkway subject to the conditions proposed in the petitioner's application.

The proposed Amendment to the Zoning Map for a portion of 1800 Strand St is reasonable, consistent with the Comprehensive Plan, and in the public interest because:

1. The proposed Conditional - Business Activity Center – Gateway Overlay (C-BAC-GO) zoning district is compatible with surrounding zoning districts.
2. The requested Zoning Map amendment would allow for development that is compatible with the developments in the surrounding area thereby resulting in a logical and orderly development pattern.
3. The requested rezoning is consistent with the Land Use Plan's vision and the goal of promoting fiscally responsible development by strategically managing and promoting development that will bring high paying jobs and economic development to benefit the town's residents and property owners.
4. By including zoning conditions that both permit flexibility to the UDO standards and support public safety and environmental protections, the proposed rezoning upholds the Town's Strategic Plan Goal of promoting a business-friendly environment to diversify the economic base and attract an educated and highly skilled workforce.

Michele Stegall
Michele Stegall, Board Secretary

Acting

4/2/2026

Date

Lee Langston

Lee Langston, Chairperson

4-2-2026

Date



Morrisville Planning and Zoning Board
March 12, 2026, 6:30 pm

NOTE: Minutes are summaries only, reflecting committee action and main points of discussion.

1. Call to Order

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

Members Present

Chairman Lee Langston
Vice-Chairman Chris Robuck
Member Sanjay Acharya
Member Arthur Blue
Member Kristen Richardson
Alternate Member Sushama Pradhan

Members Absent

Alternate Member Narkie Nartey

Staff Present

Michele Stegall, Planning Director
Brittany Johnson, Planning Manager
Shelly Mayo, Planner III
Cathy Lewis, Development Services Coordinator

2. Pledge of Allegiance

3. Adoption of March 2026 Agenda

Motion: *Member Richardson* made a motion to approve the agenda as submitted.

Second: *Vice-Chairman Robuck* seconded the motion.

Vote: Unanimous

4. Approval of February 12, 2026, PZB Minutes

Motion: *Member Acharya* made a motion to approve the February 12, 2026 minutes as submitted.

Second: *Member Richardson* seconded the motion.

Vote: Unanimous.

5. Presentations

5a. Town of Morrisville Communication & Outreach Department

Communications and Outreach Director Erin L. Hudson gave a presentation on the Communications Department and its role in the Town. She overviewed the mission of the department, their influences, activities, and highlights, current communications initiatives, and an invitation to engage on social media.

6. New Business with Public Comment

6a. Staff Presentation

Planner III Shelly Mayo introduced a proposed amendment to the Zoning Map for Pathway Triangle Building 4. Ordinance 2026-98-0 of the Morrisville Town Council Approving a Zoning Map Amendment for a portion of 1800 Strand Street, to the Conditional - Business Activity Center - Gateway Overlay Zoning District (REZ-26-0019).

Planner III Mayo summarized and described the background information, which is that the applicant, King Street Properties, requested approval of this zoning map amendment for a portion of 1800 Strand Street (Wake Co. PIN 07456-42-5643), which totals approximately 4.65 acres and is located along the eastern side of McCrimmon Parkway just north of the Wake Competition Center. *Planner III Mayo* showed images of aerial and zoning maps to illustrate exactly where the property involved in the rezoning request is situated. She also showed maps of the surrounding area, including zones, businesses in the vicinity, nearby environmental features, and a future land use map (2021). She also showed a sketch plan of the proposed site.

This is an economic development project to bring Novartis to the town. Novartis is a global healthcare company headquartered in Bannockburn, Illinois, with parent company Novartis AG, headquartered in Basel, Switzerland. It's known for developing innovative medicines that address a wide range of diseases, from cancer and cardiovascular conditions to neurological, autoimmune and rare disorders. Novartis Gene Therapies plans to establish an operation that will expand national capabilities in the production of solid dosage tablets and capsules, including packaging for key lifesaving medicines. The business will be located on Pathway Triangle's life science campus. Novartis has committed to locate in an existing building on the site that will house 100 new full-time jobs within five years of operation, with an average wage of at least \$121,080 excluding bonuses and benefits. Novartis plans to begin hiring in 2026. With an investment of \$231,000,000 the Town will realize significant increased tax revenue annually. The proposed rezoning would allow additional expansion and investment beyond what is already planned.

As a part of this project, Novartis needs to be able to store large quantities of chemicals on site. The industry safety standards require those chemical storage tanks to be aboveground so that they can be more easily and frequently inspected and repaired: The Town's UDO does not permit storage tanks in excess of 1,000 gallons to be stored aboveground. It also does not permit aboveground storage of

any hazardous materials in the Airport Overlay Districts. As a part of this rezoning, the applicant is seeing relief from these two standards. Zoning condition number 3 addresses this. The applicant and tenant have offered zoning conditions 4-11 and 15 to address issues regarding safety, environmental impact, and screening.

The applicant also requested relief from 3 architectural standards for this building, including maximum building height, facade wall length, and facade wall features.

- The maximum building height in this zoning district is 60 feet. The applicant is requesting an increase to 83 feet. Staff supports this request because the topography of the site is significantly lower than the adjacent Strand St. and the building is expected to be about 12 feet lower than the road. Another building is also expected to be constructed between Strand St. and the site of the rezoning. This will reduce the visual impact of the Novartis building even further. The applicant has coordinated with RDU Airport and obtained approval from them for the increased height.
- UDO Sec. 5.9.5.B Facade Wall - Length requires that building facades longer than 100 feet will include recesses and projections to provide architectural interest for larger buildings. King Street and Novartis are requesting relief from this requirement because changes in facade depth will make it more difficult to maximize the efficiency of the interior layout. Staff supports this request as a reasonable concession in the economic development package and because of the building's location at the far rear of the site with limited off-site visibility.
- UDO Sec. 5.9.5.D Facade Wall - Features require that all facades of the building incorporate architectural elements (e.g. windows, doors, accent materials, awnings, recesses, etc.) to increase the visual interest on the building facade and reduce monotony. King Street and Novartis are requesting relief from this requirement because changes in facade depth will make it more difficult to maximize the efficiency of the interior layout. Staff supports this request as a reasonable concession in the economic development package and because of the building's location at the far rear of the site with limited off-site visibility.

There are a number of conditions included in this rezoning request, intended to support safe and responsible chemical storage, relief from some architectural standards, improved site experience, and additional sustainability standards. Planner III Mayo reviewed the proposed conditions with the Board.

Staff recommended approval of the requested zoning map amendment from Business Activity Center – Gateway Overlap (BAC-GO) to Conditional – Business Activity Center – Gateway Overlap (C-BAC-GO) for the following reasons:

1. The proposed Conditional – Business Activity Center – Gateway Overlap (C-BAC-GO) zoning district is compatible with surrounding zoning districts.

2. The requested Zoning Map amendment would allow for development that is compatible with the developments in the surrounding area thereby results in a logical and orderly development pattern.
3. The requested rezoning is consistent with the Land Use Plan's vision and the goal of promoting fiscally responsible development by strategically managing and promoting development that will be high paying jobs and economic development to benefit the town's residents and property owners.
4. By including zoning conditions that both permit flexibility to the UDO standards and support public safety and environmental protections, the proposed rezoning upholds the Town's Strategic Plan Goal of promoting a business-friendly environment to diversify the economic base and attract an education and highly skilled workforce.

6b. Public Comment (Presentation by Novartis)

Representatives of companies involved in this project from Novartis Pharmaceuticals, King Street Properties and Arcadis Chemical Engineering gave a presentation. Speakers included *Robert Zamboldi (Novartis)*, *Andrew Castraberti (King Street Properties)* and *Jeff Lewis (Arcadis Chemical Engineering)*.

Robert Zamboldi gave an overview of Novartis as a company and highlighted their long history of stewarding human health, equity, and the environment as corporate philosophies. He explained how this site in Morrisville would manufacture medicines to benefit humanity and the cooperation with the planning department and Town was one of the reasons this site beat out possible sites in other states like Texas. He also emphasized that Novartis has consistently enforced more stringent safety and environmental/sustainability standards than are typically required by federal, state, and city regulations.

Andrew Castraberti described how this conditional rezoning request for the site of building 7 fits into other development by Novartis that has occurred on the properties owned by King Street Properties.

Jeff Lewis shared a mock-up rendering of what the building might look like. The rendering was not fully developed but gave an idea of what the walls would look like. He also gave an overview of the specifications and construction of the containers as well as more details on the chemicals stored inside, which are Class 1B flammable liquids. He also outlined how the safety measures of the chemical storage area will work, including safeguards, automation and backups, and access controls into the facility. He described the safeguards to be installed which go beyond current regulations in the case of a spill or vapor escape.

There were no additional public comments.

6c. Board Discussion and Questions

Chairman Langston opened the floor to questions from the Board to the Town planners as well as the corporate representatives.

Member Richardson asked if Morrisville had plants like this already here. *Planner III Mayo* shared that there are other similar bio-manufacturers here. Some are smaller but there are definitely larger ones within RTP. *Member Richardson* asked why these are built above-ground and not underground. *Mr. Zamboldi* shared that above-ground is the best way to do this because of environment, safety, and maintenance purposes. It is easier to access and do possible cleanup if it is not buried. *Mr. Zamboldi* also confirmed that this is a 24/365 operation, locked at all times for limited access, and not visible from the street.

Member Acharya asked that beyond being flammable, what else with the liquid could be hazardous. He wondered if breathing it or having it in the air could be unsafe. *Mr. Lewis* (who is a chemical engineer), explained that the vapor and the liquids being flammable is the main hazard. As far as a level of toxicity, the primary hazard is flammability over smell or inhalation and of course ingestion would be hazardous but that is not a concern. There is ventilation in the unit as well scrubbers and other filters to remove any volatile organics from the environment. He described that within the tanks, there is empty space above the liquid chemicals to allow for safety if there are vapors. *Member Acharya* asked if the facility would be following current or prior EPA standards. The representatives replied that everything would be built according to standard and beyond, as is practice with Novartis. He also asked about lighting and why that is included in this request. *Planner III Mayo* answered that the plan of the facility lighting will come in later in the building process but they included here to allow for flexibility.

Vice-Chairman Robuck asked how much traffic will be coming to the tanks. *Mr. Lewis* summarized that there are 22 tanks total, 5 being for waste and 17 for raw material. He estimated there would be roughly one truck per month for delivery with waste going out once a day. All these would be external deliveries during normal business hours. He clarified that the chemicals are mostly solvents in the manufacturing process and the waste is pumped into the storage tank and then taken offsite. *Planner III Mayo* shared that a traffic analysis was done and expected traffic fits within the Pathways parameters.

Chairman Langston asked how the material gets into the business park and *Mr. Lewis* shared that it is in a drum of sorts. He confirmed that this storage facility is fully enclosed.

Alternate Member Pradhan asked where offsite the used solvent and wastewater go. *Planner III Mayo* and *Mr. Lewis* shared that it will be disposed of appropriately by proper methods, whether that be an incinerator or disposal by a third party. It may be

closed or reused or disposed of, but there is not a contract in place at this time. It will be properly and appropriately disposed of.

Member Blue had no questions but stated that this proposal seems like it makes sense with the Town goals.

Motion: *Member Richardson* motioned to approve the proposed amendment to the Zoning Map for Pathway Triangle Building 4. Ordinance 2026-98-0 of the Morrisville Town Council Approving a Zoning Map Amendment for a portion of 1800 Strand Street, to the Conditional - Business Activity Center - Gateway Overlay Zoning District (REZ-26-0019)

Second: *Vice-Chairman Robuck* seconded the motion.

Vote: Unanimous in favor

7. Staff Comments

Planning Director Michele Stegall welcomed new PZB member *Arthur Blue* and new Planning staff member and Development Services Coordinator *Cathy Lewis* to the Town. She reviewed the February 2026 activities and planning newsletter. There were three development applications submitted, including the Mason Manor subdivision at 1040 Church Street, the new planned middle school on Paramount Parkway adjacent to Wake Technical Community College, and a 1,700-space parking deck at 4773 McCrimmon Parkway, which is on Spark Campus.

Planning Director Stegall shared that the Town Council accepted the Alternative Transit Study.

Planning Director Stegall announced that a Minor Modification was approved for 401 Southport (Forge Nano) to construct a 77,000 sf expansion. In other news, the let date for the McCrimmon and NC54 widening has been delayed from May 2027 to July 2027. Construction on the Airport Boulevard Phase I project is expected to commence in April 2026. The next round of engagement for the Comprehensive Transportation Plan (CTP) update will run from March 23 – April 24, 2026.

8. Committee Comments

Vice-Chairman Robuck thought the Novartis presentation was good but it would've been good to have it in advance. *Planning Director Stegall* shared that we can ask them to do earlier presentations in the future. *Member Acharya* agrees that it would help to have had that presentation earlier. *Member Blue* is glad to be here in his first meeting.

9. Adjournment

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

Second: *Vice-Chairman Robuck* seconded the motion.
Vote: Unanimous

Meeting adjourned at 7:49 pm.

Lee Langston
Chair Planning and Zoning Board

Cathy Lewis
Acting Secretary to the Board

Date

Date

Morrisville, NC Town Council Meeting

Project Titan

Novartis Small Molecules Drug Substance

Pathway Triangle, Morrisville, NC

April 14, 2026

Novartis is a Patient Focused Innovative Medicines company



Highlights | 2025

75 267 Employees

48% Women in management

120 Countries Served

\$54.5B 2025 Revenue

\$10.3B Core R&D Spend

#1

Access to Medicine Index (2024)

Climate leader

CDP Double A ranking for the third consecutive year for Climate Change and Water Security

Investing in US

\$23B investment in US Manufacturing and R&D. Bringing manufacturing of key brands such as Kisqali[®] and Cosentyx[®] to NC.

Strengthening Our US Presence with \$23B Investment in Manufacturing and R&D

April 10, 2025

Hello everyone,

Today, we are taking a significant step forward toward our aspiration to be a top player in the US. We have announced a planned \$23 billion investment in US-based infrastructure over the next 5 years, ensuring all key Novartis medicines for US patients will be made in the United States. We are the first pharmaceutical company headquartered outside of the US to announce a substantial investment in the US this year, demonstrating our steadfast commitment to building our US leadership position as we have been doing consistently over the past few years.

This investment will enable us to expand on our current US manufacturing, research and technology presence across the country with 10 facilities, including 7 brand new facilities, creating nearly 1,000 new jobs at Novartis and indirectly supporting approximately 4,000 additional US jobs.

You can read more information about our announcement [here](#).

This planned investment supports our continued growth in the US and our work on behalf of US patients, recognizing the importance of the market for Novartis and enabled by a US regulatory and policy environment that values pharmaceutical innovation. We are making investments and working across the healthcare ecosystem to help ensure that the US remains a place where we can bring the best science to life for patients.

We hope you join us in our excitement for the growth ahead.

Best Regards,

Victor Bultó
President, US

Courtney Piron
Head, US Public Affairs, on behalf of the US
Country Leadership Team

Novartis Focus on Health & Safety, Environment & Society

Novartis is proud to have one of the most aggressive climate policies in the industry. We are pleased to report that we have achieved our Environmental sustainability targets set for 2025.



Environmental sustainability targets

2025 target

			2025 target
Climate	Carbon emissions	Carbon neutral in own operations (Scope 1 and 2) ^{2, Δ}	-75% reduction (-100% with offsets)
		Environmental criteria in all supplier contracts ^{3, Δ}	80% scope 3 covered with ES criteria + tail-end (20% emissions) covered via TPC
Nature	Water	Water consumption reduced by half in our operations	-50%
		No water quality impacts from manufacturing effluents ⁴	Own sites*: 100% Suppliers: 100%
	Waste	Eliminate PVC in secondary and tertiary packaging	100%
		Waste disposal reduced by half in our operations	-50%



TPC – Third Party Code. PVC – Poly Vinyl Chloride. 2025 target % reduction vs 2016 (baseline year). Δ. Unassured but will be included in 2025 audit scope. 1. Q3-2025 performance vs. 2016 baseline is based on rolling 12 months performance (i.e. Q4-2024 to Q3-2025) vs 2016 baseline. 2. Percentage reflects absolute reduction in emissions from energy sources; carbon neutrality allows for neutralization of emissions that cannot be further reduced. 3. Percentage of Scope 3 emissions covered by environmental criteria in suppliers' contracts as of end September 2025. 4. Assessment based on the water maturity ladder for own sites and prioritized suppliers. Target refers to achievement of Level 3 (L3) (L1: training, legal compliance, L2: quantification and risk assessment, L3: PEC/PNEC<1), PEC = Predicted Environmental Concentration and PNEC = Predicted No Effect Concentration, ensuring environmental concentrations remain below levels posing risk to aquatic environments. 5. As of end December 2024 (data reported yearly). 6. Driven by higher production.

*97% is officially reported figure for water quality impact of own sites, but target is considered met - One Novartis site is located in a campus owned by others and not influenced by Novartis.

Novartis Small Molecule Program Background

Small Molecule Program on Pathway Triangle

- Novartis will manufacture all key Novartis Small Molecule products on the Pathway Triangle campus, establishing domestic US production for oncological, immunological, cardiovascular and renal medicines for patients in the United States

Building 7 Drug Substance Manufacturing

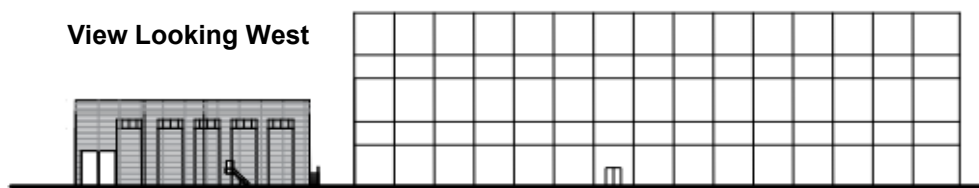
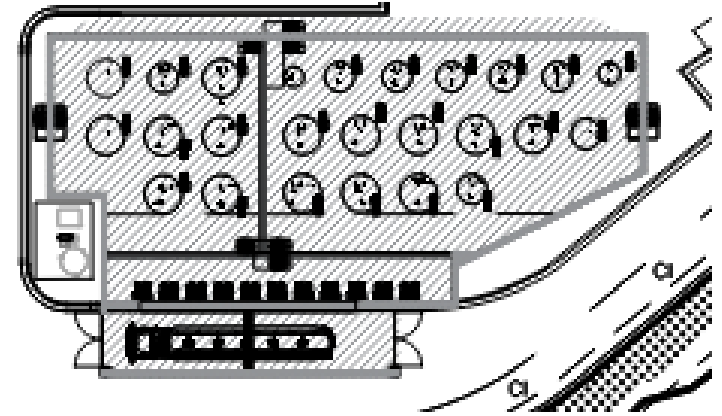
- Building 7 will be an approximate 28,000 SF (footprint) facility for manufacturing of pharmaceutical active ingredients (drug substances). These drug substances will be used in Building 2 for production of the final product.
- Portion of the Building 7 requires height of 80 feet to enable industry standard gravity driven material flow processes. This is the portion that requires relief.
- The Utility portion of the building on the left will be approximately 50 ft high. This portion is in line with current zoning.
- All design concepts meet or exceed code standards.
- There are no PFAS chemicals used in the drug substance manufacturing nor storage facility .
- The facility will operate under the following permits:
 - A minor source air permit issued by NC DEQ and contains regulations by US EPA and NC DEQ.
 - RCRA ID# for shipping of waste for disposal
 - Stormwater discharge permit issued by NC DEQ with delegated authority by the US EPA



Novartis Small Molecule Program Background

Storage Facility

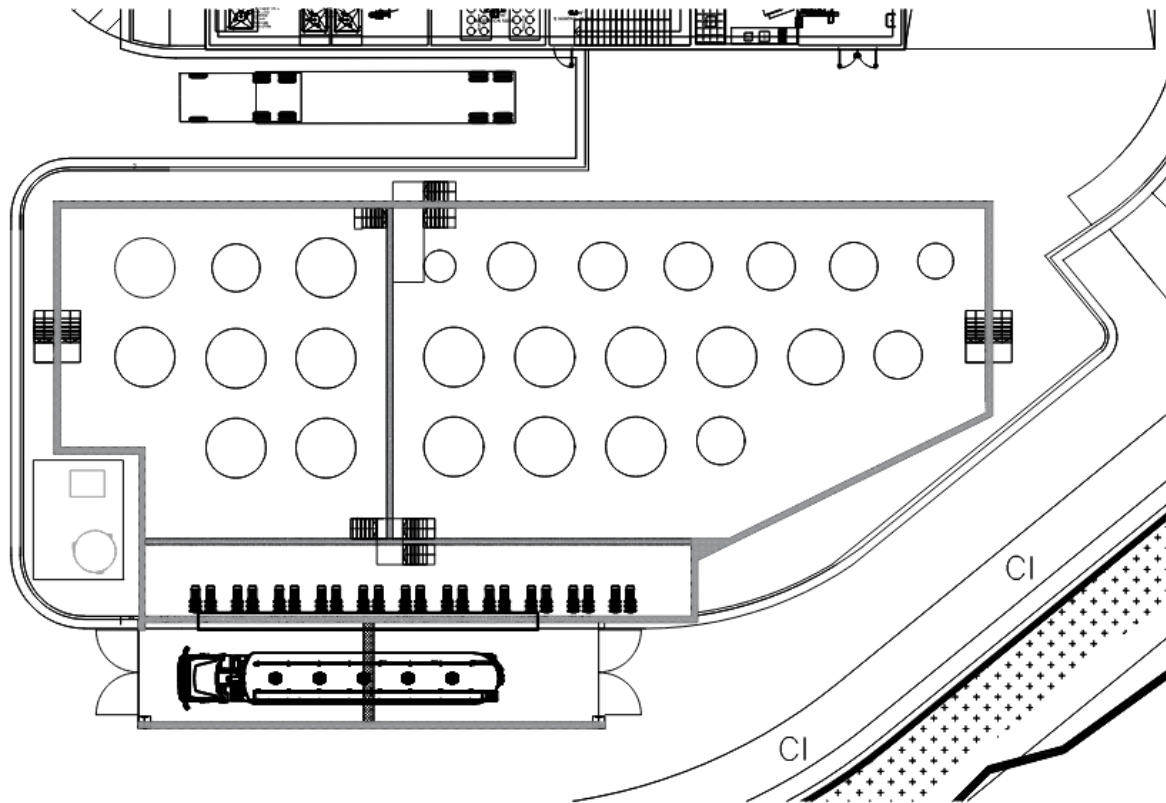
- Solvent Storage Facility holds fresh and spent solvents. Fresh solvents are fed to the manufacturing process and spent solvents are transferred back to the storage facility for holding prior to offsite disposal through an approved third-party waste treatment and disposal vendor.
- The 7,000 SF facility will have 22 vessels ranging from 660 gallons to 13,200 gallons. There will be 17 vessels for fresh solvents and 5 vessels for spent solvents.
- The structure will consist of louvered and/or solid walls for complete screening of vessels from greenway path. The vessels, pumps, instruments, valves and electrical will all be designed, specified and constructed for outdoor operation. The structure will have a maximum height of 40 ft.
- Tanker truck loading/ unloading frequency is expected to be up to three truck deliveries per day when plant is in full operation. Truck deliveries would be scheduled by Novartis Supply Chain and supplemented with production schedule and telemetrics (instrumentation detailing tank levels and expected usage).
- None of the chemicals stored within the storage facility are contained in the OSHA Toxic Industrial Chemicals List, nor are any of the chemicals included on OSHA's List of Highly Hazardous Chemicals, Toxics and Reactives
- None of the chemicals are included on the EPA's List of Extremely Hazardous Substances
- None of the chemicals are characterized as toxic by International Building Code (IBC) or International Fire Code (IFC) from a vapor perspective. There are chemicals present in the tank farm that meet the IBC and IFC criteria for toxic in regards to ingestion and dermal; however, all processes within the storage facility and the main drug substance facility are classified as closed process.



Site Plan



Process Safeguards



Philosophy:

- Detailed Process Hazardous Analysis (PHA) will be conducted
- Facility design will exceed code requirements
- Superior materials of construction for tanks including 316L stainless steel and glass-lined vessels¹
- Storage tanks will operate via closed process. The headspace of the storage tanks will be blanketed with nitrogen, thus removing oxygen and an explosive atmosphere in the tank¹
- Electrical components within the storage tank facility will be designed to not cause ignition and be outdoor-rated.
- All equipment and piping will be bonded and grounded to prevent ignition from static electricity.
- Multiple independent layers of protection with safety interlocks¹
- Vapor (LEL) Monitoring and Fire Alarm safety interlocks¹

Note 1 – Novartis Design Requirement that exceeds Code minimum.

Solvent Storage Facility Safeguards

Fire Protection:

- Separation distances between tanks will exceed code required minimums to ensure that all tanks are accessible for emergency response and fire fighting¹
- Automatic fire detection and alarm systems will be provided
- There will be fixed deluge system for fire suppression. This will include high flow rate sprinkler heads.¹
- There will be fire protection zoning around tank rings. Each tank will have its own deluge zone¹
- Firewater containment basin/vault for collection of firewater to prevent runoff during activation will be provided. Sized for a minimum of 20 minute of sprinkler collection plus 1.5x largest tank volume.¹
- The duration is subject to Novartis risk assessment and Insurance Underwriter requirements. This could be required to store the entire duration of a sprinkler event

Note 1 – Novartis Design Requirement that exceeds Code minimum.

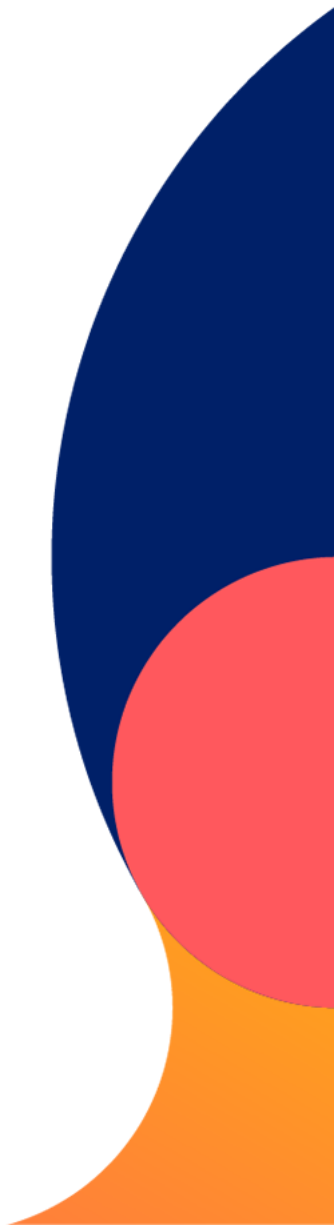


In Summary: Conditional Rezoning : Relief Being Sought

- **80 ft. building height** (~50% of building) : Supports gravity-driven material flow
- Relief from 3% **Façade wall recess requirement** : Allows for efficient design and space utilization.
- Allow **above ground storage tanks**. The above ground solution is better environmentally and from safety/maintenance perspective.



Thank you





Morrisville
Live connected. Live well.

2026-98-0

**Consideration of Items to Amend the Zoning Map
for 1800 Strand Street to the Conditional – Business
Activity Center – Gateway Overlay**

Shelly Mayo – Planner III

Vicinity Map



Aerial Map



Rezoning Area

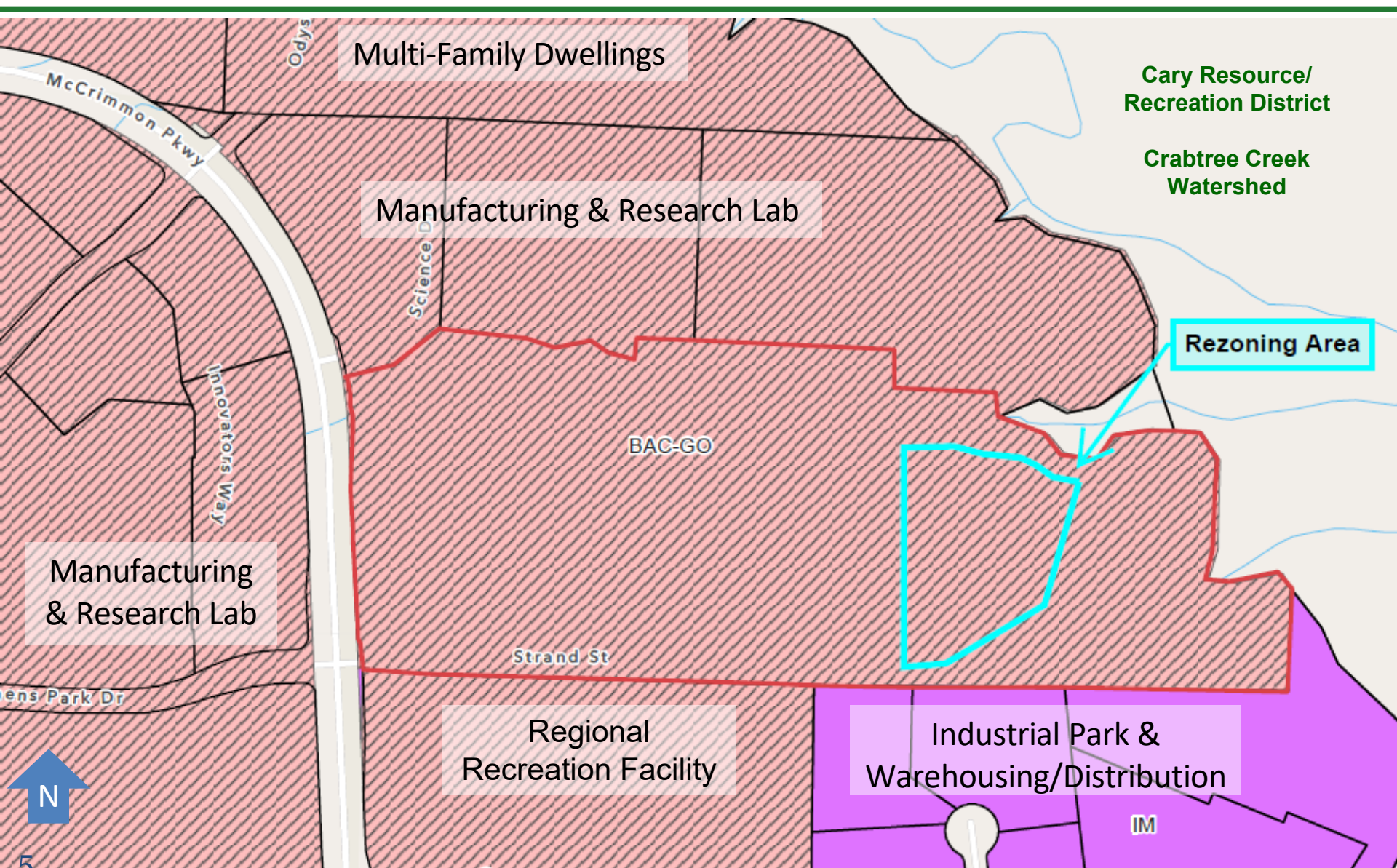
N

3

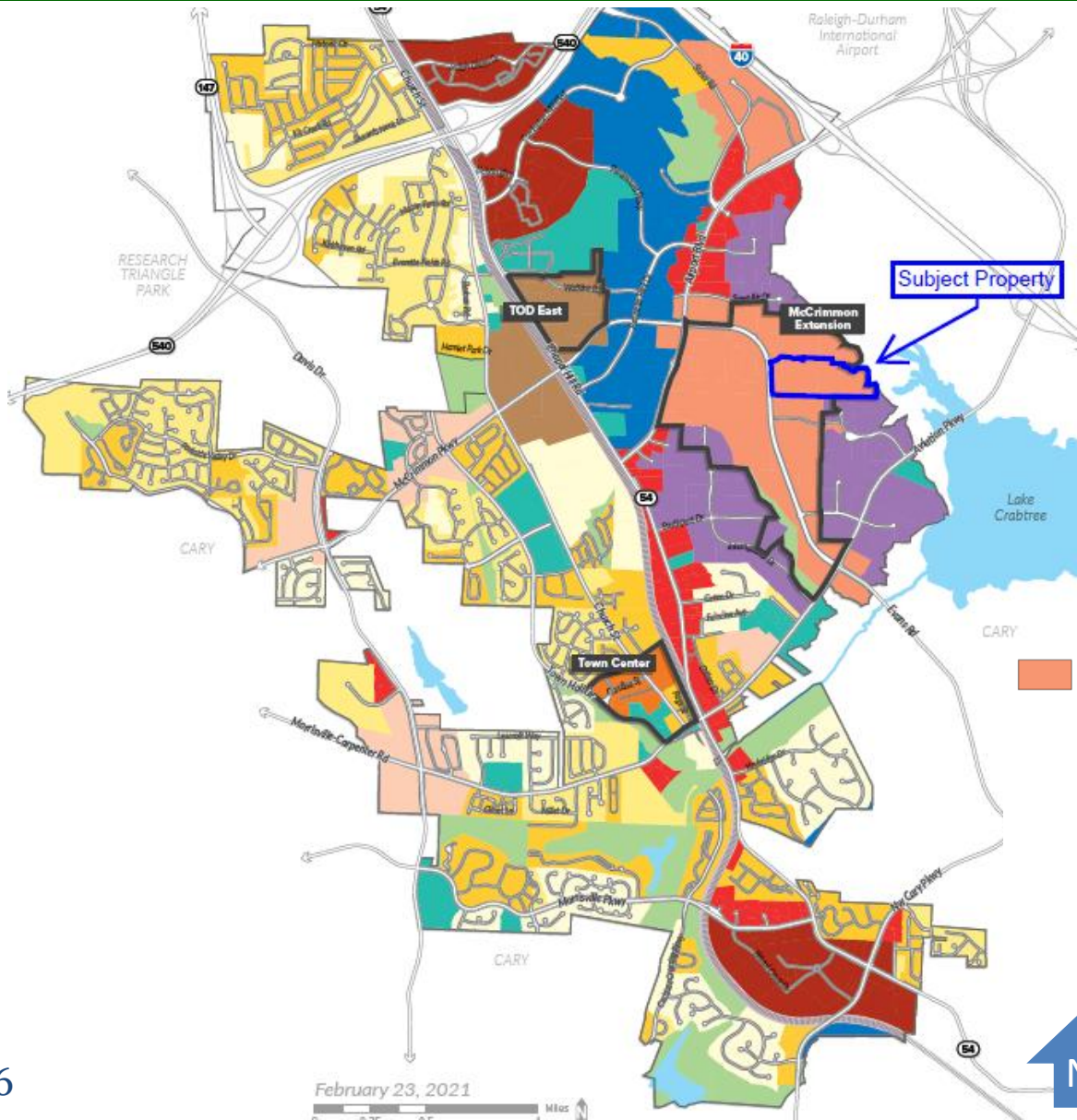
Property Information

Property Owner & Petitioner:	King Street Properties
Address:	1800 Strand St
Wake County PIN:	0756-42-5643
Site Acreage (total):	Approximately 4.65 acres
Land Use Plan Designation:	Business Activity Center
Zoning:	Business Activity Center - Gateway Overlay (BAC-GO)
Proposed Zoning:	Conditional - Business Activity Center - Gateway Overlay (C-BAC-GO)
Current Use:	Vacant
Proposed Use:	Biomanufacturing
Town Limits:	Inside corporate limits

Existing Zoning & Uses



2021 Future Land Use Map



Business Activity Center
Business Activity Center features a mix of uses that provide convenient, walkable retail and service options for adjacent offices and employment centers. These areas include commercial, residential, and office uses in mixed-use centers that are compatible with the scale and intensity of adjacent areas.

Project Profile

This rezoning request is part of an economic development project to bring Novartis to the Town to manufacture advanced pharmaceuticals. There's an existing commitment for another building in the Pathway Development (Building 2) to bring:

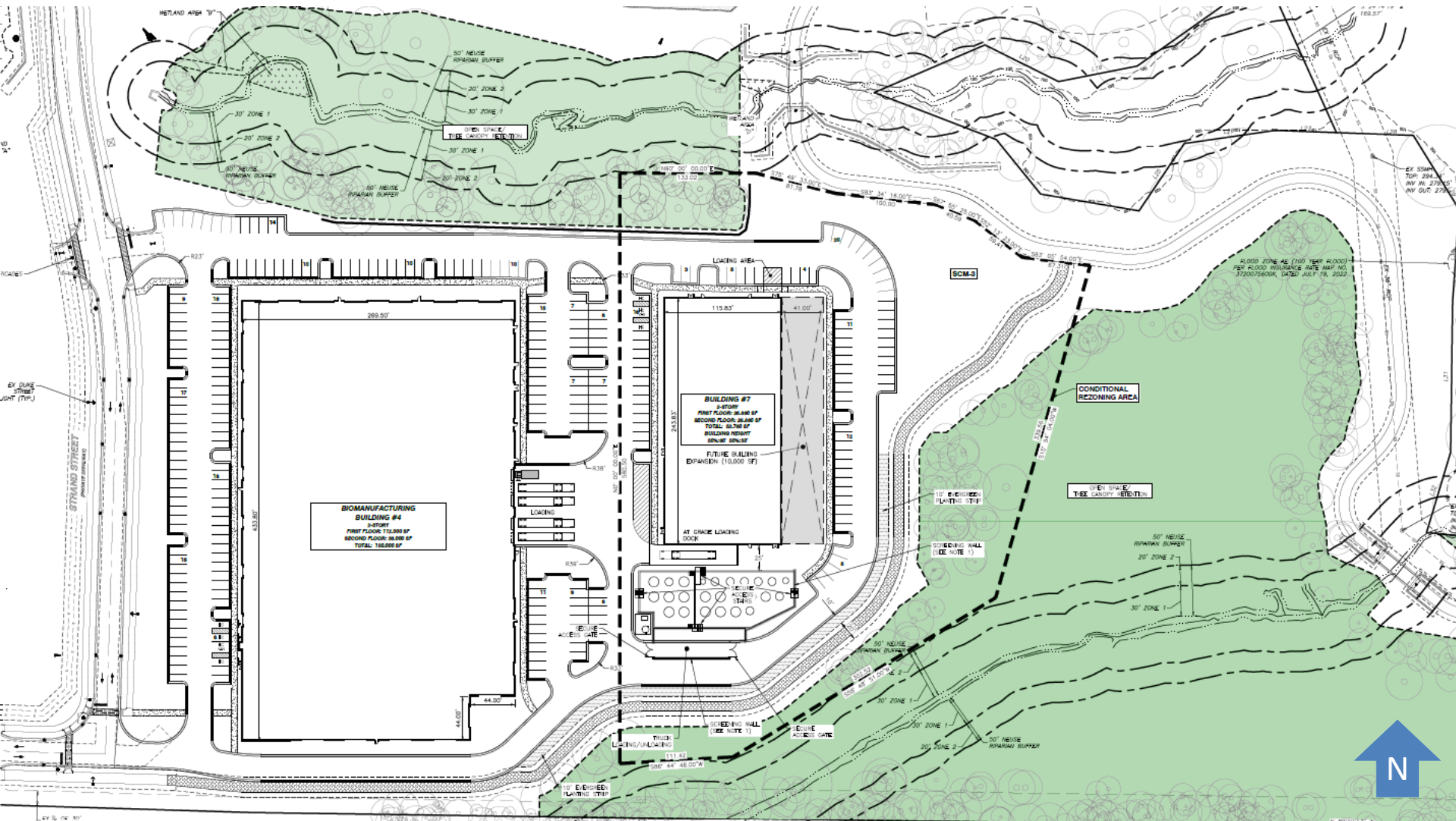
- 100 new jobs
- Average wage: \$121,080 excluding bonuses and benefits
- \$231,000,000 capital investment

If this rezoning is approved, it will bring additional jobs and investment to the Town.

As a part of the overall manufacturing process, Novartis needs to be able to store large quantities of chemicals in aboveground tanks. This is currently prohibited by the UDO in the Airport Overlay district and the outdoor storage section.

A conditional zoning allows Town Council to both loosen and tighten standards in the UDO on a site-specific level, instead of trying to write broad standards for the entire town.

Sketch Plan



Proposed Conditions

The following conditions are intended to support safe and responsible chemical storage, relief from some architectural standards, improved site experience, and additional sustainability standards.

1. The development shall be constructed in substantial conformance with the petitioner's application packet including the sketch plan, attached hereto as Exhibit A and the representations made at the Town Council public hearing. Locations shown for committed elements including, but not limited to, greenways, streets, parking areas, and open areas shown on the sketch plan, may be adjusted to conform to the UDO requirements or as permitted as a minor adjustment by the Planning Director.
2. The proposed conditional rezoning shall apply only to the area on the attached Exhibit B – Legal Description.
3. Outdoor Aboveground Storage Tanks containing hazardous materials may be located above ground if all other local, state, and federal requirements related to above ground storage of hazardous materials are met.
4. Aboveground Storage Tanks are prohibited within special flood hazard areas and/or 50-foot riparian buffers.

Proposed Conditions

5. Secondary containment shall be provided for all outdoor Aboveground Storage Tanks containing hazardous materials. The secondary containment system shall have sufficient capacity to contain a minimum of 150% of the volume of the largest tank in each tank enclosure plus firefighting volume based off a minimum of the requirements established in the North Carolina Fire Code. The method of secondary containment must be approved by the Fire Marshal and Town Engineer. Any future changes to the containment methods must be reviewed and approved by the Fire Marshal and Town Engineer.
6. Outdoor Aboveground storage tanks or other vessels containing hazardous materials shall be located in the drainage area of the Stormwater Control Measure on site.
7. Outdoor storage of hazardous materials and the associated secondary containment system(s) for hazardous materials shall not connect to the sanitary sewer system.

Proposed Conditions

8. The total storage space for hazardous materials stored in outdoor Aboveground Storage Tanks shall not exceed 290,000 gallons on the Building 7 parcel, including waste.
9. All Aboveground Storage Tanks containing hazardous materials shall be covered by a roof, unless otherwise prohibited by state or federal regulations.
10. The area containing the Aboveground Storage Tanks and the associated loading area shall be access controlled.
11. All outdoor Aboveground Storage Tanks shall meet the requirements of UDO Sec. 4.3.5.B.20, except as otherwise provided in these zoning conditions. In addition, Aboveground Storage Tanks shall be screened from off-site view and the greenway by a louvered or solid wall, which shall be at least as tall as the tallest proposed Aboveground Storage Tanks. The limits of the full height screen walls are shown on the Sketch Plan attached hereto as Exhibit A.

Proposed Conditions

12. Building 7, as shown on the attached sketch plan, is exempt from UDO Sec. 5.9.5.B. Façade Wall – Length and Sec. 5.9.5.D Façade Wall – Features.

UDO Sec. 5.9.5.B. Façade Wall – Length:

1. A facade wall greater than 100 feet in length, measured horizontally, shall:
 - a. Incorporate wall plane projections or recesses having a depth of at least three percent of the length of the longest segment of the facade wall. Said projections or recesses shall extend at least 20 percent of the length of the facade wall.
 - b. Not exceed 100 feet in uninterrupted length.
2. As an alternative to complying with the facade wall length requirement in subsection 1 above, office buildings may have a minimum of ten corners.

UDO Sec. 5.9.5. D Façade Wall – Features:

1. Facades Adjacent to a Public or Private Street Right-of-Way
Ground floor facade walls adjacent to an existing or proposed public or private street shall have entry areas, awnings (fabric or metal, no plastic), windows, recessed areas for seating or gathering, or similar features designed to provide visual interest along no less than 60 percent of the horizontal length of the wall.
2. Side and Rear Facades
Although the front facade of a principal building is expected to be the primary focal point in terms of architectural character and features, all sides of a building shall incorporate architectural detailing (e.g., windows, doors, accent materials, and other features) that complement the front facade and provides visual interest.

Proposed Conditions

12. The maximum height for building 7 shall be up to 83 feet tall.
13. If exterior lighting is proposed, an exterior lighting plan shall be reviewed and approved prior to the issuance of a Certificate of Completion for the shell of building 7.
14. Facility staff for Building 7 shall be onsite 24 hours a day, 365 days a year whenever the plant is in operation. In the rare instance of a production shutdown when the plant would not be in operation, daily walkthroughs of the complete plant would be conducted.
16. The greenway trail shall be shifted at least 10' away from the parking lot and drive aisles adjacent to the Aboveground Storage Tank enclosure, as shown on the Sketch Plan attached hereto as Exhibit A, and have sufficient evergreen landscape screening to minimize views of the tank enclosure from the greenway.
17. At least 75% of the landscaping planted on this site shall be native species or cultivars.
18. The lower roof of building 7 shall be designed and constructed to support a load equivalent to a future solar panel installation covering at least 25% of the roof top.

PZB Recommendation

At the March 12 meeting, the Planning and Zoning Board unanimously recommended approval of the proposed rezoning.

Staff Recommendation

Staff recommends approval of the requested zoning map amendment from Business Activity Center - Gateway Overlay (BAC-GO) to Conditional - Business Activity Center - Gateway Overlay (C-BAC-GO) for the following reasons:

1. The proposed Conditional - Business Activity Center – Gateway Overlay (C-BAC-GO) zoning district is compatible with surrounding zoning districts.
2. The requested Zoning Map amendment would allow for development that is compatible with the developments in the surrounding area thereby resulting in a logical and orderly development pattern.
3. The requested rezoning is consistent with the Land Use Plan’s vision and the goal of promoting fiscally responsible development by strategically managing and promoting development that will bring high paying jobs and economic development to benefit the town’s residents and property owners.
4. By including zoning conditions that permit flexibility to the UDO standards and support public safety and environmental protections, the proposed rezoning upholds the Town’s Strategic Plan Goal of promoting a business-friendly environment to diversify the economic base and attract an educated and highly skilled workforce.

Action Item

Ordinance 2026-98-0 of the Morrisville Town Council Approving a Zoning Map Amendment for a portion of 1800 Strand Street, a property located east of the Intersection of McCrimmon Parkway and Strand Street, to the Conditional – Business Activity Center – Gateway Overlay zoning district (REZ-26-0019)