



CHAPTER NINE

Land Use

VISION

Promote equitable and sustainable use of land and natural resources that promote the diversity, values, and character of the Town.

KEY FINDINGS

- 1) The population is currently 21,295.¹, but is projected to grow to between 29,000 and 34,000 residents by the year 2050.².
- 2) Scarcity of land presents a challenge for the Town to meet housing and commercial affordability goals.
- 3) There is a deep concern from residents about losing the diversity of Carrboro's population due to increasing housing costs and displacement of long-time residents.
- 4) Only 4% of Carrboro's land area and 11% of its tax base.³ is commercial. This puts increased tax burden on residential properties, limits the number of jobs in the community and increases commute times for residents.
- 5) Carrboro has adopted a goal of reducing the town's 2010 per capita greenhouse gas emissions by 80 percent by the year 2030. Meeting such a goal will require more compact development along with increasing the protection of natural resources.
- 6) The design of both public and private space is critical to the future of the Town to create and maintain a welcoming atmosphere which reflects the various cultures of the community and offers an attractive environment in our downtown, business districts and residential neighborhoods.

¹ U.S. Census 2020

² Carolina Demography, 2019

³ Town of Carrboro GIS and Orange County

RACE AND EQUITY AND CLIMATE ACTION

Race and Equity

The land use element aims to address race and equity goals – both to overcome barriers that have been created in the past and to open doors for new opportunities. The land use element promotes equitable design so that all residents and visitors to Carrboro feel welcome. Whether it is the design of new spaces or reuse of existing buildings, the built environment is a fundamental aspect of daily lives that can enhance a sense of well-being for all individuals.

This element includes specific recommendations to increase the supply of affordable housing, by promoting more intensive use of land, proactively identifying land for affordable housing and providing new or refined zoning tools to support affordable housing. It also recommends ways to streamline the development process to make land and space available for BIPOC and small businesses. Additionally, coordinating development with transit access and walkable communities can not only reduce GHG, but reduce costs to make housing and commercial space more affordable. Finally, this element includes five corridor plans that recommend specific ways to enhance nodes to allow more efficient and affordable use of land while ensuring they are transit-friendly, walkable and bikeable.

Climate Action

Carrboro has long been a leader in setting and requiring that land use development respects natural resources. From the Town's Open Space requirement to stormwater policies, the development of land is fundamental to meeting the Town's Climate Action goals. The land use element builds on the Climate Action plan by calling for more efficient use of land, planning for natural resource preservation, and setting out development patterns that will reduce auto-dependence and GHG emissions.

DRAFT METRICS

- 1) Increase the number and preservation of affordable housing units
- 2) Increase in amount of land available for commercial, business and mixed-use development
- 3) Increase in commercial and business share of the tax base to reduce residential tax burden
- 4) Increase in amount of land protected for natural resources

Goal 1: Promote the design of new development, renovation of existing buildings and public spaces that add to the character and promote the diversity of the community.

Strategy 1.1: Foster quality design of the public realm including public right-of-way, Town facilities, parking lots and other public spaces.

- a) Make improvements to public spaces and rights-of-way in the Downtown to attract more residents and customers to visit the downtown to support local businesses, entertainment, arts and culture.
- b) Continue to upgrade Town lands to incorporate native landscaping and Green Stormwater Infrastructure (GSI).
- c) Continue to extend sidewalks to connect missing links and incorporate lighting, amenities, and plantings as appropriate in conjunction with these installation projects.
- d) Continue installing gateways, signage, and wayfinding to celebrate Carrboro and direct visitors to key locations around Town with particular attention to cultural destinations that recognize the diversity of the community.
- e) Create public plazas or gathering spaces outside of the downtown, including possible locations at Homestead and NC 54, Rogers Road.
- f) Continue to promote the use of public art to express the history, diverse cultures, and aspirations of all Carrboro residents.

Strategy 1.2: Encourage the improvement of semi-public spaces to provide amenities, stormwater benefits and attractive environments for a balance of people, natural habitat, and open space.

- a) Work with homeowner associations to expand public use of open space including bikeway connections, use of recreational activities and natural habitat.
- b) Work with property owners and homeowner associations to pursue GSI to reduce flooding potential.
- c) Encourage commercial properties to provide public amenities including sidewalks, landscaping, GSI, lighting, and tree canopy coverage.

Strategy 1.3: Utilize the development review process to promote excellence in design that meets the diverse range and cultures expressed in Carrboro's built environment.

- a) Review and update Architectural Standards for Downtown Development, last amended in 2006, to determine changes to be consistent with the comprehensive plan including encouraging design that meets the diverse range of race, ethnicity, gender, and other characteristics of Town residents and businesses. *[Note Planning Board recommends ending sentence after "comprehensive plan."]*

- b) Develop design standards, landscaping, and tree canopies for neighborhood commercial and mixed-use districts to guide new and redevelopment proposals. Consider a green-building incentive broadly or via an overlay district.

Goal 2: Plan for the expansion of affordable housing availability through land use tools of planning, zoning, and development review.

Strategy 2.1: Pursue concerted land use planning/small land use plans for high priority/high potential areas.

- a) Develop small land use plans for strategic nodes that promote Carrboro Connects principles including more affordable housing, land conservation, and improved walkability. Identify areas along key corridors in which a range of housing and economic development strategies can result in high-quality redevelopment opportunities that are walkable, transit-accessible, and near amenities such as parks, community services, and businesses.

Strategy 2.2: Preserve and promote the availability of affordable housing along key corridors and nodes that are transit-accessible, walkable and bikeable. *Note: Determine whether the Town should pursue one or both projects listed below.*

- a) Pursue rezoning for greater density along key corridors and transit nodes and Park & Rides, consider the reduction and possible removal of parking requirements and consider priority growth and redevelopment areas in accessible locations. While bus routes can be changed to adapt to development, providing greater density along key bus routes improves efficiency and maximizes the Town's investment in transit while potentially allowing for more frequent service for greater numbers of riders.
- b) Investigate creating a new overlay zoning district to allow greater density in areas with high levels of transit and are near amenities. Consider the creation of an overlay district that can provide as-of-right incentives for affordable housing units to achieve a higher goal of affordable housing units.

Strategy 2.3: Expand the allowance of Accessory Dwelling Units (ADUs) and tiny homes.

- a) Expand the permissibility of ADUs on residential lots. Consider modifications to Land Use Ordinance to allow ADU's on larger lots (currently must be 150% of minimum lot size). Consider allowing ADUs on lots of 100% of minimum lot size if no change is requested in bulk of the proposed building(s). Consider adding an incentive for a density bonus in exchange for allowing an accessory unit. Considerations should be made for a variety of possible ADU's including detached ADUs, garage conversions, attached to primary unit, interior ADUs, and attached to garages. The Town should partner with architects and designers to create a comprehensive guide for ADU's with pre-populated plans/designs that outlines land use codes and restrictions for residents. *[Note: determine whether there should be a maximum home size for accessory units.]*

- b) Determine whether a new zoning district should be created for smaller lots to allow for tiny home developments. Consider linking smaller lots to affordable housing restriction and using text amendments rather than a new zoning district.

Strategy 2.4: Explore the creation of an overlay district to preserve mobile home parks.

- a) Determine whether an overlay zoning district would be an effective mechanism to preserve the viability of the mobile home parks and reduce the pressure on housing prices. Other related regulations, such as Chapter 17 of the Town Code, Minimum Housing should be addressed to ensure that maintenance and the responsibility for common areas are addressed.

Strategy 2.5: Fully evaluate and reduce housing density restrictions to slow the increase of housing prices and diversify housing stock.

- a) Investigate setbacks, floor area ratio, minimum lot area requirements and parking standards in the Land Use Ordinance to identify opportunities to strategically support higher density levels in appropriate locations. Conduct a thorough review of the Land Use Ordinance to identify opportunities to increase the number of affordable units. This may include strategic reduction or removal of the requirement for parking spaces for affordable units, reduced setbacks and minimum lot areas, and increased density, especially along transit routes and in areas in walking distance to amenities such as services, grocery, parks and employment.
- b) Increase incentives such as the affordable housing density bonus to provide more affordable units in new development and redevelopment and raise the in-lieu housing fee to have greater percentage of affordable units on site. Determine if greater incentives are needed for lower-income levels, e.g. 30% AMI where there is a critical need and gap in affordability. Review and update the affordable housing density bonus to determine ways to increase the number of affordable units as a part of new development. Work with the development community to develop ways to expand the pool of affordable units.
- c) Work with partners to seek legislative authority for inclusionary zoning policies that requires either on-site affordable units or fee-in-lieu for off-site units. (Source: Task Force and Interviews). Work with North Carolina League of Municipalities and other local governments to advocate for allowing municipalities to institute inclusionary zoning policies.

Strategy 2.6: Improve the development review process to promote more affordable housing and reduce costs.

- a) Create a maximum timeline for review of affordable housing projects (or projects with a minimum number of units set aside for affordable housing).
- b) Develop clear standards for the review of affordable housing projects for use by Advisory Boards to improve predictability and reduce the amount of time for approvals.

Goal 3: Support development patterns that advance climate action goals and environmental protection.

Strategy 3.1: Pursue development provisions that preserve and maintain natural areas by incorporating environmentally sensitive development and building practices, including redefining pervious pavers and pervious surfaces.

- a) Continue to examine and update standards for conservation lands, wetlands, and steep slopes to future best practices. Consider preservation of smaller hydrology features in addition to named feeder systems and how natural areas and permeable surfaces can manage urban heat island effect and water run-off management in all planning areas. Educate the public and private landowners on up-to-date conservation practices and rationale to help maintain protection of publicly- and privately-owned natural areas.
- b) Add vegetative standards to the development review process once available.
- c) Review and update open space requirement and coordinate with goal of reducing impervious surfaces within the open space.



For all developments, especially those near water bodies, best practices to increase [conservation development](#) and reduce stormwater runoff can be implemented to enhance aquatic ecosystems. The [Green Growth Toolbox](#) can be a resource for practices.

- d) Liaise with UNC Chapel Hill's Facilities Planning Department and private citizens, where possible, to seek opportunities to formalize Carolina North Forest as a nature preserve and recreational open space.

“What’s important is that the comprehensive plan elevates the good fortune we have to have 170 acres of the forest. It adds to the air quality, ambiance, and sense of place. It’s all cross cutting. It’s a destination and treasure to be thoughtful of. The forest and surface waters – Morgan Creek, Bolin Creek, Toms Creek, Jones Creek – they are complex to protect but very impactful.” – Task Force

- e) Identify the opportunity for cluster development, low-impact development, brownfield redevelopment, transit-oriented development, and native “greenscape” requirements in future development plans (Bolin Creek Watershed).
- f) Continue preservation of urban tree cover/forests – the LUO as of 2014 requires minimum tree canopy coverage in new developments at 40% for residential areas, 30% for other than residential excluding B-1 (c), B-1 (g), B-2, and 10% in the aforementioned specific zones. Improve data collection on tree cover and the carbon sequestration value of existing forest species. Educate the public on the benefits of urban tree cover, such as reduced heat island effect and improved air quality. Support community-member driven initiatives to collect data on tree cover and educate members on the carbon sequestration value of the existing forests and tree cover. Create systems to maintain the data. Calculate annual carbon sequestration values as tree cover is preserved.



Tree canopy can reduce the urban heat island effect, when highly developed areas experience higher temperatures than those with more vegetation.

- g) Regularly assess standards and ordinances for current best practices or issues on a rolling schedule so that each is updated on a 5-year basis.

Goal 4: Promote land use planning and development that reduces GHG emissions through reducing auto-dependence.

Strategy 4.1: Update the Land Use Ordinance to be consistent with the goals of the Comprehensive Plan.

- a) Develop a process to update the Land Use Ordinance including the following topics: Accessory Dwelling Units (ADUs), parking standards, short-term rental, bulk standards for residential development, and consideration of new overlay districts.
- b) Consider updates to the land use ordinance to facilitate the development of 15-minute neighborhoods, such that all daily needs outside of employment can be found within a 15-minute walk.
- c) Update parking requirements to consider adjustments *or removal of minimum requirements (Planning Board)* for affordable housing, accessible dwelling units, and mixed-use development to reduce impervious surfaces and make more efficient use of land.

Goal 5: Expand appropriate development opportunities that meet the goals of the comprehensive plan.

Strategy 5.1: Increase the amount of land available for commercial and mixed-use development.

- a) Update zoning to allow for greater density of development in the Downtown and near key nodes. See Corridor Maps in this chapter for proposed locations.

Strategy 5.2: Improve the development approval process to be more predictable and efficient while continuing to offer vibrant community participation.

- a) Update and clarify the roles of each commission or advisory board. Develop clearly defined roles for each commission and board, what their duties and focus is, and how they interrelate to other commissions and boards.
- b) Create a timeline for each project's review. Develop a project timeline for each development review laying out the responsibilities of the Applicant and Town at each step in the process.
- c) Develop written standards for review of projects. Develop written standards for each board and commission which has responsibility for development review.

Goal 6: Improve access and availability of Town Parks and schools to meet recreation and educational needs.

Strategy 6.1: Identify additional park space needed to serve residents within a 10-minute walk.

- a) Utilize race and equity criteria as factors in siting new parks, park features, and programming.
- b) Focus on connectivity between parks through bike facilities, sidewalks, micro-mobility and transit.

Strategy 6.2: Coordinate with Chapel Hill-Carrboro Schools regarding school siting, capital needs and improved access via bike facilities and sidewalks.

- a) Coordinate siting of new schools such as land set aside in Twin Creeks Park and the Greene Track.
- b) Coordinate capital needs for existing schools in terms of additions, outdoor amenities on school grounds.
- c) Improve access to schools via bicycle facilities and sidewalks.

Goal 7: Preserve the architecturally significant and historic properties and districts in the Town that reflect the range of cultures and historic experiences in Carrboro. [Note some Task Force members have expressed concern regarding potential impact on housing prices and limitations of redevelopment potential.]

Strategy 7.1: Review and Update Neighborhood Preservation Districts.

- a) Update Neighborhood Preservation Design Guidelines to reflect ways to promote equitable design and preservation.
- b) Continue to work with property owners interested in nominating their area as a new Neighborhood Preservation District.

Strategy 7.2: Create a local historic landmark property program.

- a) Add a nominating process for designating local landmarks to the Land Use Ordinance that reflects the range of cultures and historic development in Carrboro.
- b) Plan for walking tours, plaques and/or online recognition of historic properties including highlighting historic truths of the community.
- c) Study and seek public input on whether to establish landmark restrictions such as a delay to demolition permits.

Strategy 7.3: Assist property owners who seek designation of their property as a National Historic Landmark.

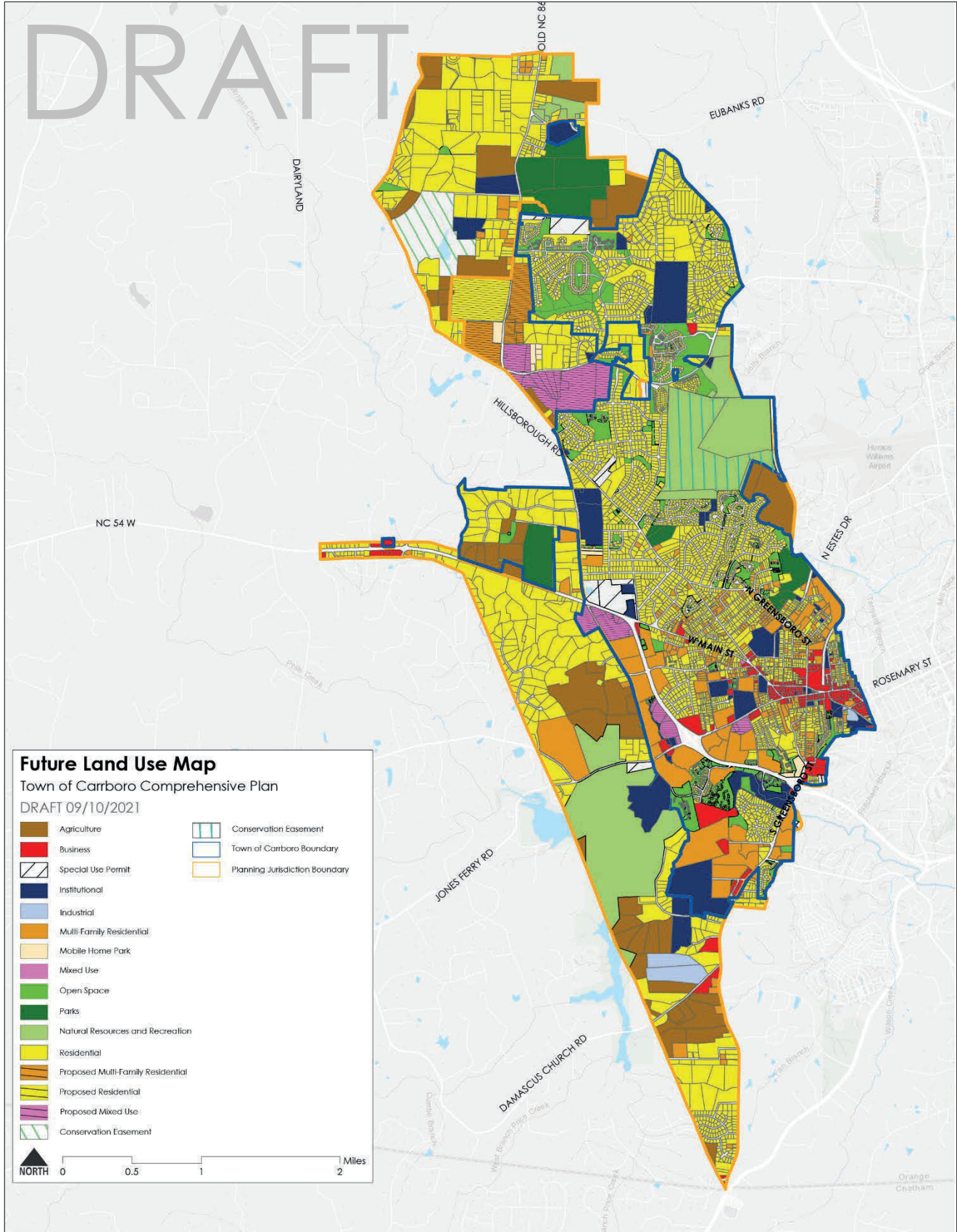
- a) Continue to provide historic records and other support to property owners seeking historic landmark status such as land record and NC State Housing Preservation Office records.
- b) Provide recognition through plaques and/or online recognition of National Historic Landmarks.
- c) Consider becoming a Certified Local Government to designate landmarks.

Goal 8: Plan for future land uses that advance goals and strategies in the comprehensive plan and protect, enhance, and complement the unique character of each area.

Strategy 8.1 Plan for balanced growth at key nodes and corridors that further the goals of the plan. The future Land Use Map shows all existing and future land uses. Specific changes in land use are identified in Corridor Plans that follow this map.

The **Future Land Use Map**, shown below identifies all existing and proposed land uses throughout the Town, Northern Study Area and Extraterritorial Jurisdiction. Specific changes in land use are highlighted on the corridor-specific future land use maps that follow.

Future Land Use Map



Corridor Plans

The Town identified five corridors located throughout Carrboro and its jurisdictional boundary to evaluate what the best course of action is for existing uses and future development. Much like Carrboro is often described as an eclectic, quirky place that is unlike other towns, each corridor also has its own character and functions different from one another and even along the length of a given corridor. Although there are some overlapping features, the intent was to examine each one, along with the nearby area, incorporate existing conditions, highlight upcoming projects being implemented by the Town, and consider proposed future projects from planning documents. This data, along with ideas received from the extensive engagement process were led to identified opportunities to further the goals of the comprehensive plan in these areas.

In no way does this mean each corridor will change immediately nor should the recommendations listed be treated as solutions. The prospects shown and described are meant to be a baseline to spur additional input. The maps are all based on a perspective of determining the optimal use of land to address all elements of the comprehensive plan. These are not zoning maps and are not regulatory. Finding a common ground with the existing surroundings, preserving significant structures/properties, and selecting future development appropriate for each corridor will all be taken into consideration as each area develops over time.

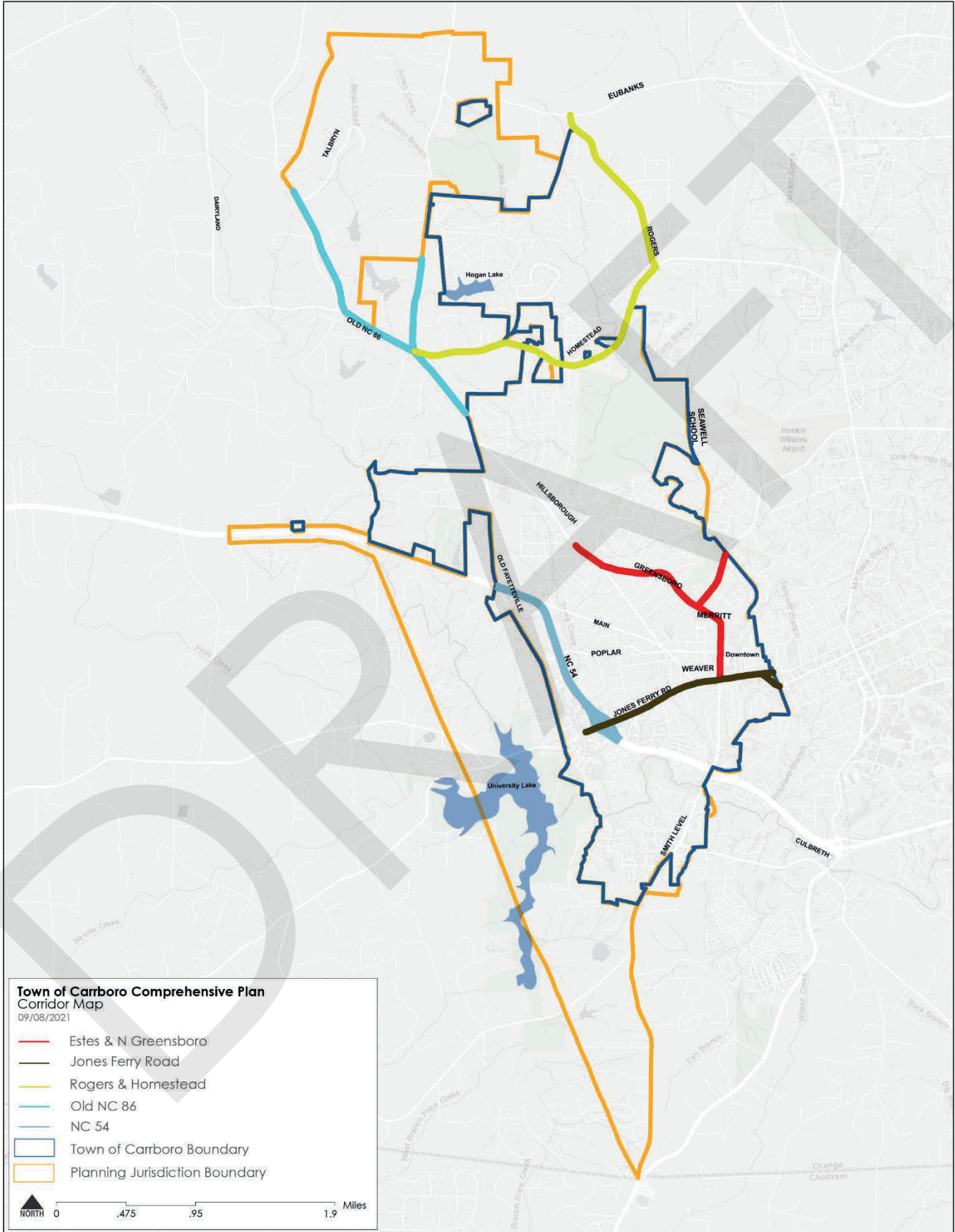
How to use the Corridor Plans

Five corridors were defined to highlight recommendations for future land use and other related opportunities. These include:

- Jones Ferry Road Corridor and Downtown
- NC 54
- Rogers, Homestead and Old NC 86
- Estes and N. Greensboro

A description is provided for each corridor along with two visuals, an Opportunity Map, and a Future Land Use Map. The Opportunity Maps outline current conditions and highlight opportunities (signified by numbers) and possible changes in land use (signified by letters). The Future Land Use map highlights existing and future land use. Changes in land use are shown as hatched and identified with letters that are described in the text below.

Corridor Map



Jones Ferry Road Corridor and Downtown

The vision for Jones Ferry Road (JFR) is to upgrade it into a boulevard that provides access across Carrboro from NC 54 to Main Street and downtown. North and South Greensboro Street provide a north-south roadway providing access to other areas of Carrboro and are home to a mix of older homes and businesses with more recent development, including the planned 203 Project.

The purpose of the JFR Corridor and Downtown Opportunity Map is to show ideas for improvements – from transportation to new uses – that would enhance the area. JFR is a diverse corridor, in particular Jones Ferry Road and Main Street which includes different types of housing.

Jones Ferry Road Corridor and Downtown Opportunities (see Opportunity Map)

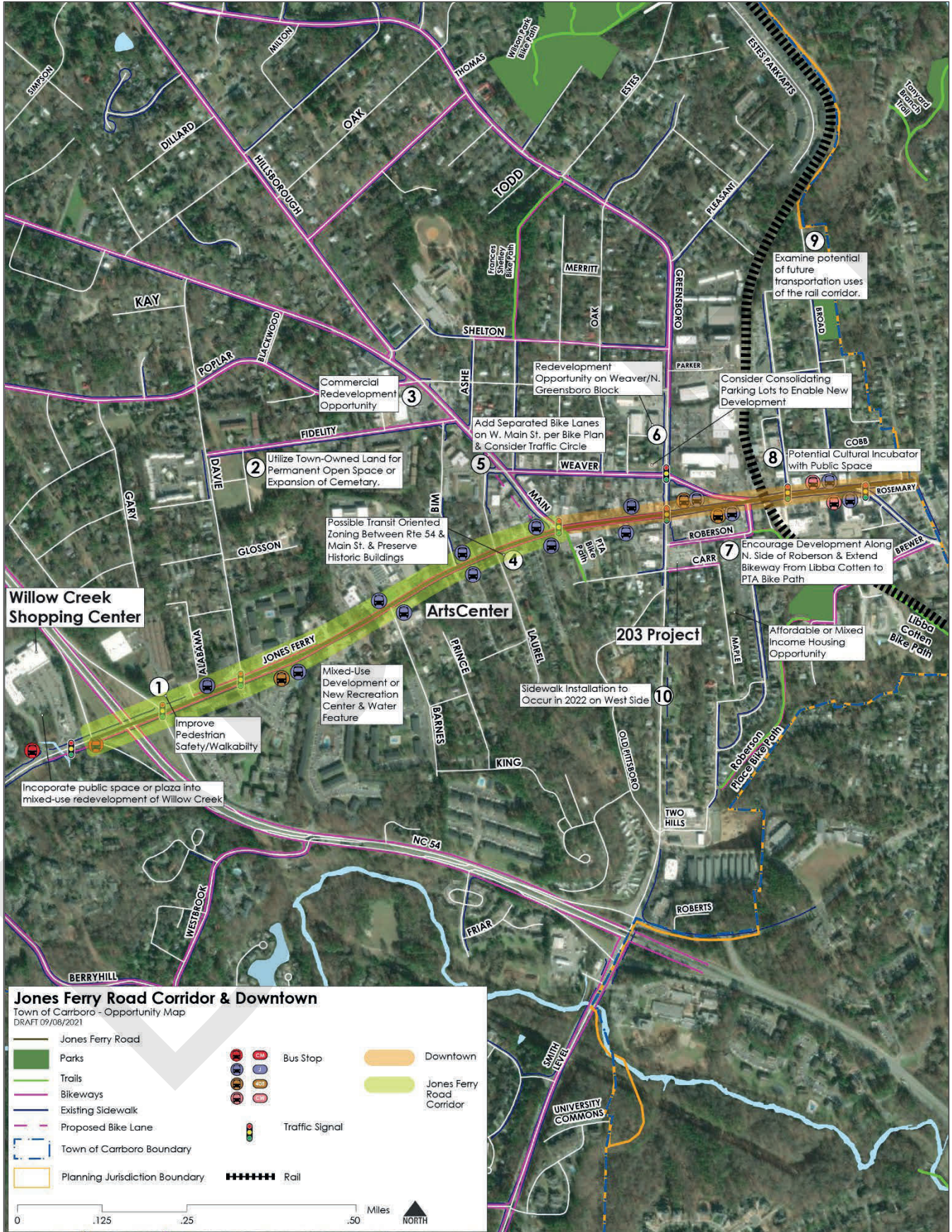
- 1) Improve the pedestrian safety and walkability at NC 54 and Jones Ferry Road, while reinforcing pedestrian and bike safety along the entire corridor, including protected bike lanes, improved crosswalks, consideration of adding pedestrian refuge islands, and greater pedestrian safety.
- 2) Proceed with Westwood Cemetery planning process in a way that considers the needs and interests of residents for interment, open space and other potential uses. [Note that there have been public comments submitted both in favor of retaining the cemetery and, alternatively, for protecting existing vacant portions for parkland or other uses of public interest and benefit.]
- 3) Identify potential commercial redevelopment along Main Street and Fidelity just north of Town Hall.
- 4) Consider either a Transit Overlay District and/or increasing allowable development density along Jones Ferry Road between Barnes and Main Street, along E. Main Street to the border with Chapel Hill, and along N. and S. Greensboro Street. A Zoning overlay may be needed to ensure the surrounding neighborhoods remain affordable.
- 5) Add separated bike lanes on W. Main Street and consider traffic circles at Main and Weaver Street and Laurel and Weaver⁴ while improving pedestrian crossings between Town Commons and Weaver Street.
- 6) Consider redevelopment opportunities to enhance the availability of commercial and mixed-use development (including affordable housing) at N. Greensboro and Short St.
- 7) In conjunction with the 203 Project, encourage development along N. Side of Roberson for private and public outdoor seating and entertainment and creation of a shared street to improve bike connectivity between the Libba Cotten Bike Path and PTA Bike Path.

⁴ Note traffic circles at these locations have been considered as part of past transportation studies.

- 8) Consider a cultural incubator with public amenities on the underused parking lot on the east side of the railroad tracks along E. Main Street, while ensuring there is adequate parking for all uses and preservation of existing historic structures.

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Jones Ferry Road Corridor and Downtown – Opportunity Map



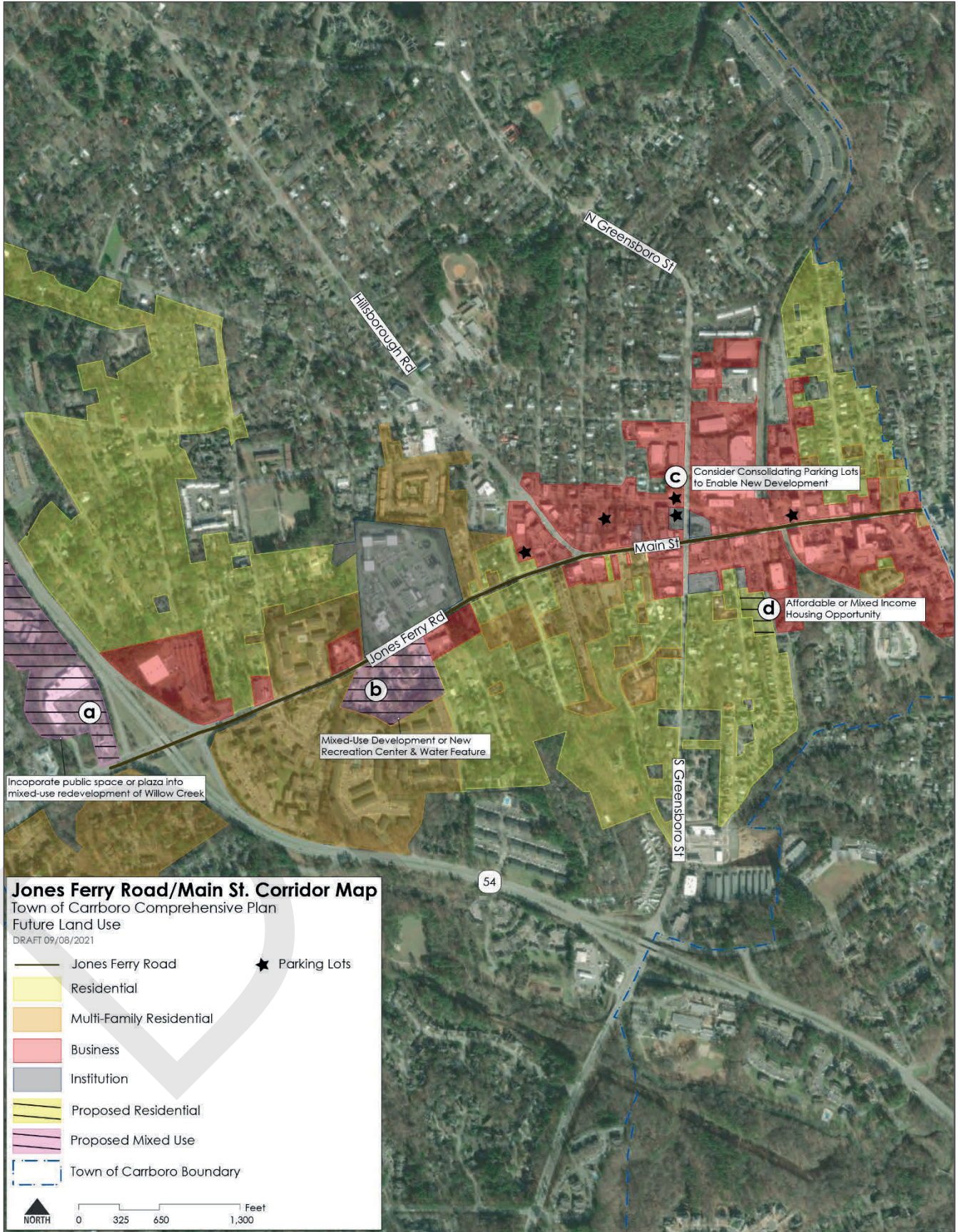
Jones Ferry Road and Downtown Future Land Use

The future land use map acts as a vision to one way the corridor could evolve. Several areas have been highlighted based on community engagement and current planning documents. The purpose here is to not necessarily replace existing properties but achieve a balance that acknowledges the present character of the corridor with new opportunities for development. This can include examining current uses that could be elevated to other alternatives based on appropriate development of the site.

Jones Ferry Road Corridor and Downtown Sites (see Future Land Use Map)

- a) Encourage the redevelopment of Willow Creek Shopping Center into a mixed-use business district with commercial stores, businesses and mix of multi-unit housing types. Redevelopment should include a quality public gathering plaza and should be designed in a walkable environment for all modes of transportation.
- b) Plan for new, mixed-use development that would include an affordable housing component and/or consider the site for a new Recreation Center with pool or other water feature. The site is currently an industrial use that could be relocated to another, less central location in Town. It is also located just one block from the site for the new ArtsCenter.
- c) Pursue recommendations in the Downtown Parking Study including locations for additional structured parking and shared parking opportunities that meet the needs of all users. Determine if lots could be consolidated and land reclaimed for new development opportunities.
- d) Develop new affordable housing that is appropriate for potential sites and the corridor overall. Also, consider consolidating overflow parking for Carr Mill Mall and other downtown businesses.

Jones Ferry Road Corridor and Downtown – Future Land Use Map



NC 54 Corridor

NC 54 is a northwest-southeast arterial with a highway-like design with commercial, institutional, and multi-family housing on both sides, with the addition of open space on the east side. Beautification and traffic safety measures should be used to create an urban boulevard feel to the roadway. Housing has been relatively affordable in this area serving families, local workers and graduate students. The corridor intersects with Jones Ferry Road on the southern end, connecting it to a transitional downtown area and other highway networks, eventually merging into 15-501. It is served by existing transit, specifically CW & CM Bus Lines and allows bicyclists in the shoulders, which should be improved for comfort and safety of bicyclists.

The idea for the NC 54 Corridor is potential opportunities to improve multi-modal amenities to enhance walkability and bikeability, enhance existing developments with more walkable development, potential for infill affordable housing, and the creation of new public or private spaces.

NC 54 Corridor (see Opportunity Map)

- 1) Pursue a proposed super street or other safety measures as a part of the Lloyd Farm development. The focus on this intersection is safety and accessibility for all modes of transportation with an emphasis on bikes, pedestrians, & transit. Other applications should be promoted if a super street is deemed to not meet these goals.
- 2) Continue to work with NCDOT to make additional pedestrian crossing improvements to access and improve bus stops on both sides of NC 54.
- 3) Improve road and plaza connection between Carrboro Plaza and surrounding residential developments.
- 4) Allow for redevelopment of underused parking lots in larger developments for either greater open space and/or new housing units.
- 5) Opportunity to upgrade and expand existing senior housing while also continuing to preserve affordable housing developments, such as Carolina Spring.
- 6) Explore recreation opportunities along Tom's Creek.
- 7) Opportunity to explore obtaining easements for Toms Creek Greenway from Popular to Main St, as redevelopment of adjacent parcels occur. This should include stormwater best practices and strategies.

NC 54 Corridor – Opportunity Map



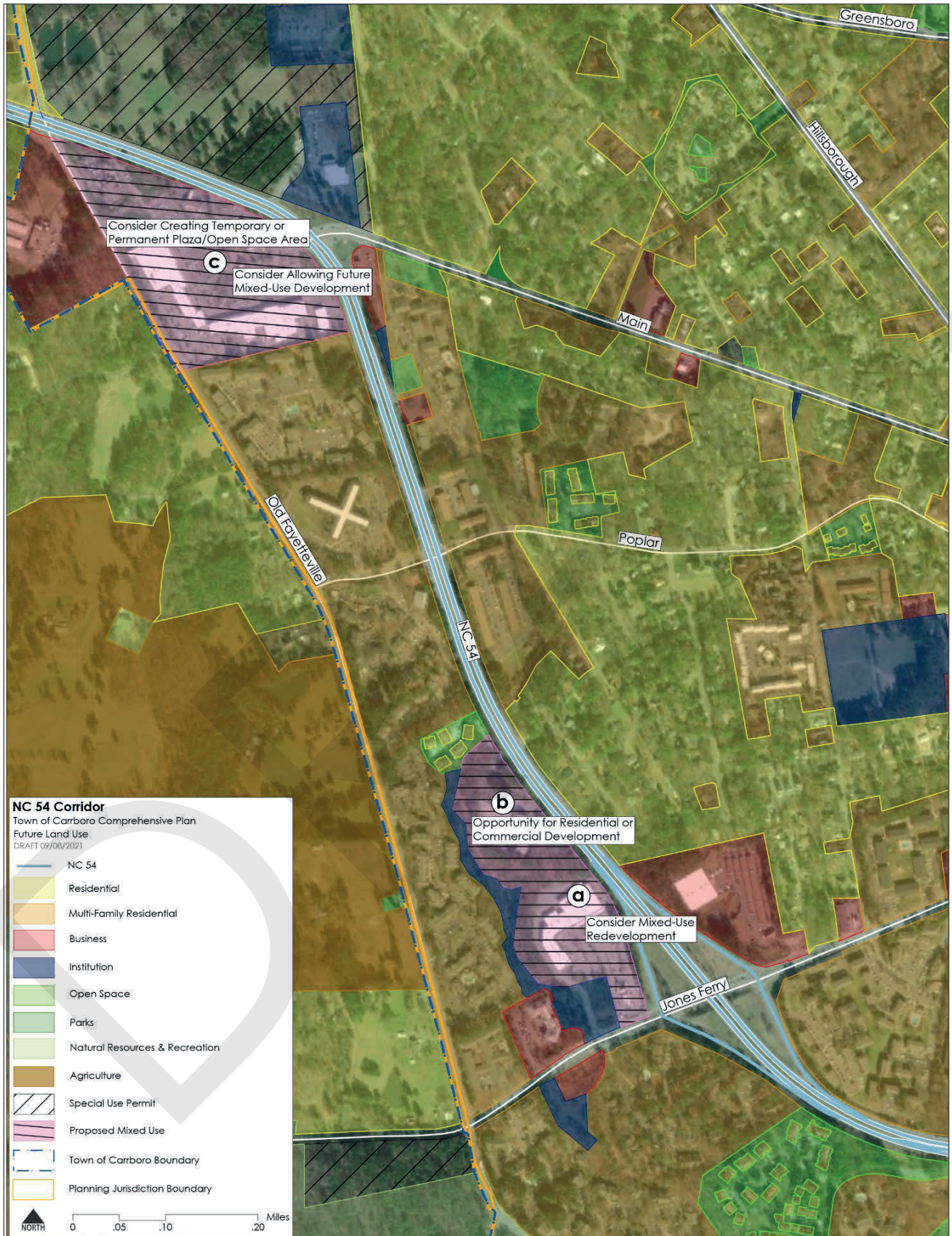
NC 54 Future Land Use

Several properties have been selected based on opportunities to allow for additional development, affordable housing and quality public or private spaces. These changes are likely to take place over time.

NC 54 Corridor Sites (see Future Land Use Map)

- a) Consider mixed-use redevelopment of Willow Creek. (See Jones Ferry Road Corridor for more details.)
- b) Opportunity for redevelopment for residential or commercial development to replace office building on NC 54.
- c) Consider upgrades to Carrboro Plaza including allowing future mixed-use development and a public plaza for special events, gatherings and possible location for cultural markets and festivals.

NC 54 Corridor – Future Land Use Map



Rogers, Homestead and Old 86 Corridor

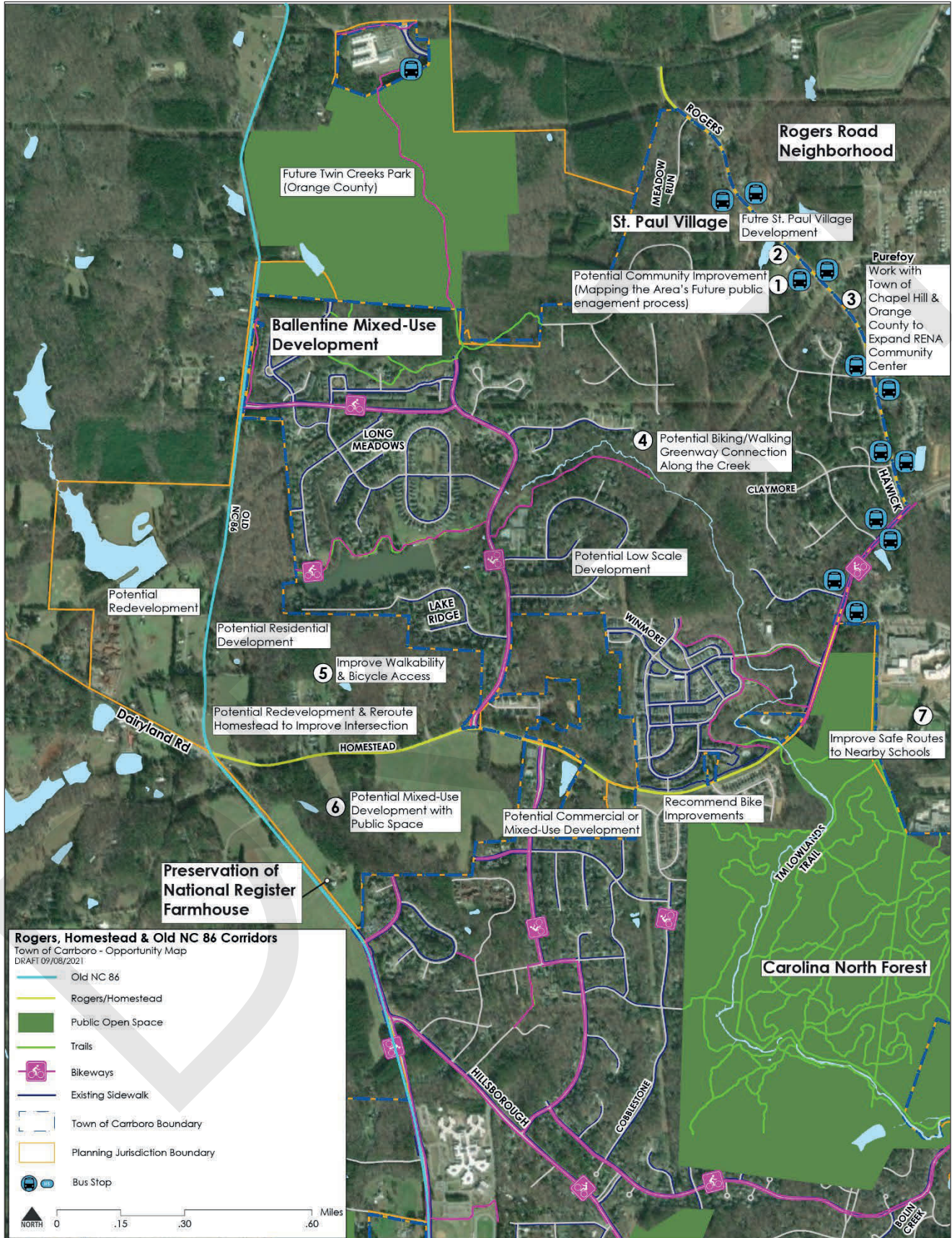
Located in the northern portion of Carrboro's jurisdiction, the area has a largely suburban, residential design with schools and churches distributed across the area and blending into the rural area. The Rogers Road area is home to a historic Black neighborhood and the RENA Community Center (located just east of Rogers Road in Chapel Hill but serves the entire neighborhood). There is a mix of residential, open space, and institutional uses. The area is served by existing amenities such as bikeways, trails, sidewalks, and the HS Bus Line, but residents are largely dependent on cars to reach many destinations such as downtown and other commercial areas.

The Rogers & Homestead opportunity map is meant to facilitate additional connection and amenities for residents, particularly to serve the families and residents of the Rogers Road area.

Rogers, Homestead and Old 86 Corridor Recommendations (see Opportunity Map)

- 1) Plan for community improvement for the Rogers Road area consistent with Mapping the Area's Future Plan.
- 2) Future St. Paul Village improvement including senior and affordable housing, child care, youth, senior center, recreational facilities, a wellness center, health clinic, historical museum and memorial garden.
- 3) Work with the Town of Chapel Hill and Orange County to expand RENA Community Center to provide additional recreational and education opportunities to the Rogers Road community.
- 4) Extend Chapel Hill Transit along Homestead Road and Old NC 86 to extend service to this section of Carrboro as the demand for transit increases.
- 5) Plan for bicycle facilities to serve the Homestead Road Corridor and development on both sides of Old 86.
- 6) Plan for mixed-use development to provide a destination for the surrounding areas while preserving open space, water resources and bike and ped access in new development.
- 7) Improve safe routes to Seawell Elementary School, Seawell Middle School, and Chapel Hill High School.

Rogers, Homestead and Old 86 Corridors – Opportunity Map



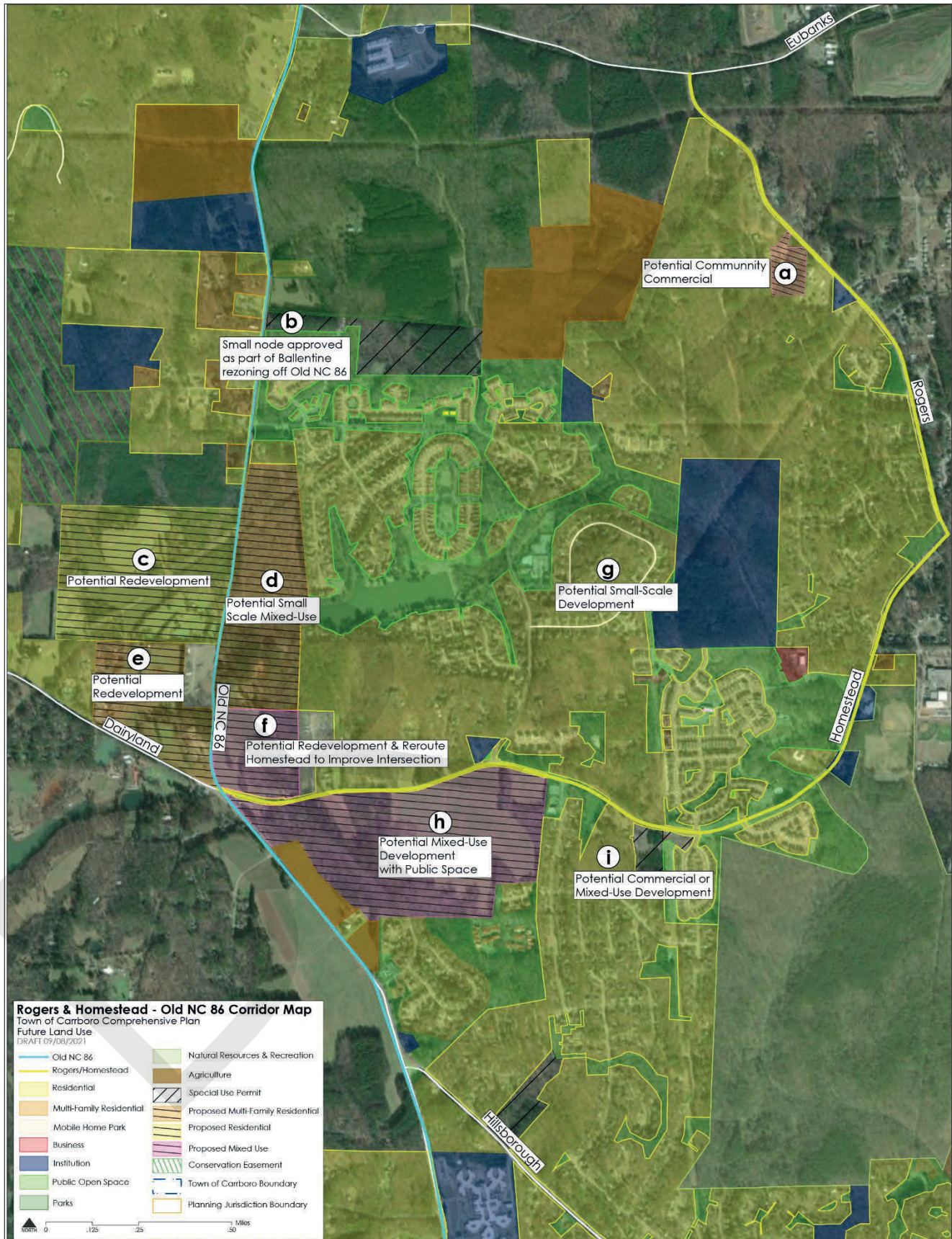
Rogers, Homestead and Old 86 Corridors Future Land Use

To further the Town's goal to add commercial and mixed-use development, two sites are identified in this area that provide opportunities for small, infill development that would serve the immediate residential areas. In general, small infill development or small – scale, refers to having development that fits the context of the surrounding area and can provide additional amenities with other suitable uses. Both sites are located near developed areas, with opportunities to create trails, bikeways, and sidewalks for people living in the area. As the area evolves over time, coordination with the Town of Chapel Hill is also important and highly encouraged as development occurs near the corridor, which could affect its character. Additionally, another potential use to consider is light industrial in select areas where it is deemed appropriate.

Rogers, Homestead and Old 86 Corridor Sites (see future land use map)

- a) Potential Community Commercial on the west side of Rogers Road north of Purefoy Drive in alignment with Rogers Rd. Neighborhood Zoning Initiative.
- b) A small node was approved as part of Ballentine rezoning, with a mix of development types that remains consistent with the approved conditional use permit (special use permit).
- c) Plan for residential and mixed-use development along the west side of Old NC 86.
- d) Consider land for potential small-scale, mixed-use development.
- e) Plan for mixed-use development with a commercial node at Old NC 86 and the northwest side of Homestead Road.
- f) Plan for mixed use development and reroute of Homestead Road to improve intersection.
- g) Potential for low-scale, infill commercial space next to Lake Hogan Farms Clubhouse, such as office, retail, or cultural amenity.
- h) Plan for mixed-use development and a commercial node or a recreational center with pool or water feature at Old NC 86 and the south side of Homestead Road.
- i) Plan for commercial or mixed-use development with buffer toward low density housing.
- h) Potential for a small commercial or mixed-use development at Homestead and Bellamy Lane.

Rogers, Homestead and Old 86 Corridor – Future Land Use Map



Estes & N. Greensboro Corridor

Estes & North Greensboro has open space, institutional, residential, parks, multi-family, and commercial land uses. With proximity to the downtown area, the corridor is served by bikeways, sidewalks, trails, and transit, the N Bus Line. The intent is to make improvements to consider redevelopment opportunities or additions as appropriate in key sites, preservation of significant properties, and creating a transition to the core of downtown.

Estes and N. Greensboro Corridor (see opportunity map)

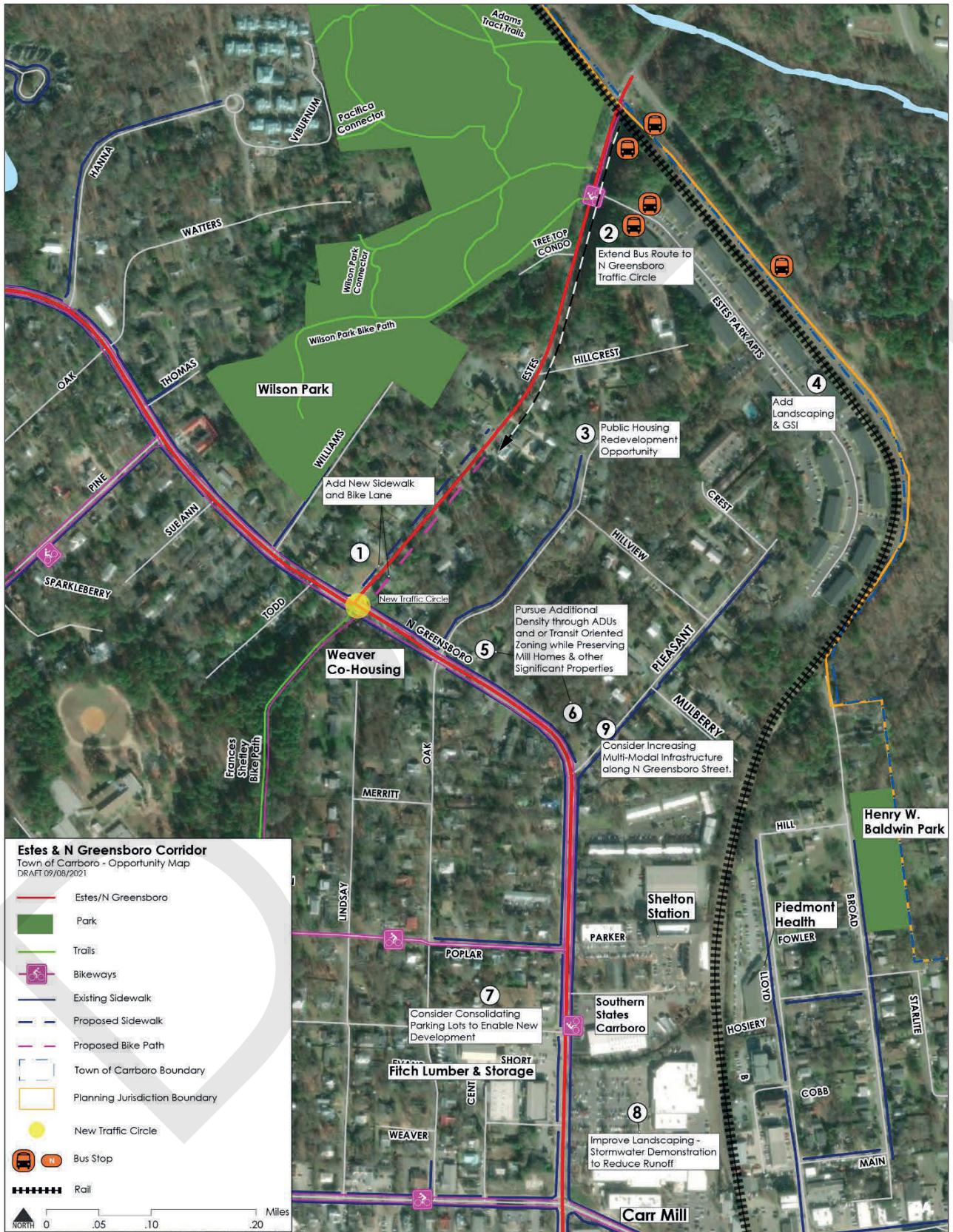
- 1) Add separated bike and pedestrian facility on Estes Road between N. Greensboro and Chapel Hill.
- 2) Extend Chapel Hill Transit N Bus Route southwest to N. Greensboro traffic circle.
- 3) Work with Chapel Hill Public Housing to redevelop and provide additional, high-quality public housing units.
- 4) Work with landowner to encourage additional landscaping and Green Stormwater Infrastructure (GSI).
- 5) Identify and consider additional density, where appropriate, to allow for housing or mixed-use development along N. Greensboro St.
- 6) Preserve Mill homes and other significant properties as coordination occurs with identifying and adding appropriate density.
- 7) Consider consolidating parking lots to enable new development.
- 8) Improve landscaping and stormwater detention to reduce runoff.
- 9) Consider increasing multi-modal infrastructure along N Greensboro Street.

Estes and N. Greensboro Corridor Future Land Use

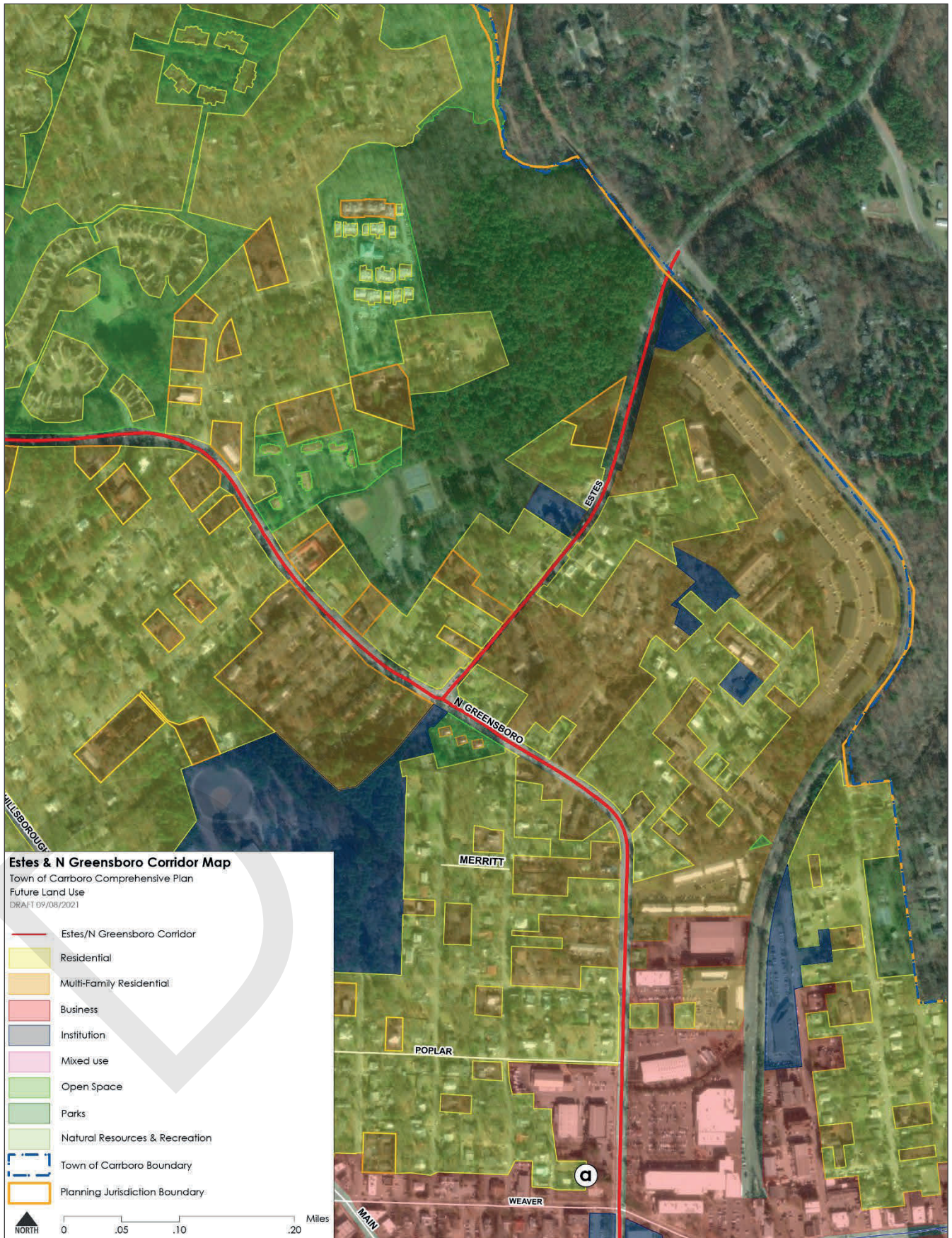
Sites (see future land use map)

- a) Potential for additional commercial or mixed-use development along Weaver Str. to provide additional commercial opportunities for the Downtown.

Estes and N. Greensboro – Opportunity Map



Estes and N. Greensboro – Future Land Use Map



Climate Action and Environment

- Conserve and restore watersheds, ecosystems, and native species.
- Work with OWASA and Town of Chapel Hill to improve riparian vegetation condition along sanitary sewer rights of ways and greenways.
- Expand stormwater management measures as part of ecosystem enhancement, watershed restoration, climate resilience, and quality of place improvements.
- Promote policies to ensure equitable distribution of environmental burdens and access to natural areas and ecosystems to be equitable across race, income, and ability, especially in neighborhoods that have been denied and historically underserved.

Transportation & Mobility

- Improve transportation options for all communities, with a focus on incrementally shifting transit stops to denser areas to serve as connections between residences and points of interests while limiting displacement impacts on marginalized populations.
- Work with Chapel Hill Transit to develop longer-range plans for Bus Rapid Transit (BRT), improved connectivity, connections to regional transit services, park-and-ride facilities, and transit-supportive land use development such as pedestrian-friendly, high-density, and mixed use.
- Reduce negative effects of parking requirements on housing costs.

Green Stormwater Infrastructure, Energy and Water

- Update stormwater management practices to improve water quality.
- Address the effect of development on stormwater management.
- Continue to implement watershed management and restoration practices.
- 80% reduction 2010 levels of community greenhouse emissions attributed to Carrboro buildings by 2030.
- Host renewable energy sites in the business district, among clustered commercial buildings, or Town buildings.

Affordable Housing

- Meet the demand for affordable units for different types of households for households up to 80% of AMI.
- Support and build upon the land trust model and investigate other examples to acquire as well as keep housing permanently affordable, such as cooperative housing.
- Increase number of rental units that are permanently affordable to individuals and families earning up to 60% of AMI with a particular focus on those earning less than 30% AMI.
- Partner with existing rental developments to investigate strategic additions of new affordable units.
- Create redevelopment incentives that include affordable housing set-asides for rental housing units.
- Continue to support rental housing development through the Affordable Housing Fund and leveraging other resources.
- Expand the provision of Accessory Dwelling Units.
- Preserve existing mobile home parks and identify possible locations for additional mobile and manufactured housing.
- Maintain and improve the quality of Naturally Occurring Affordable Housing (NOAH).

Economic Sustainability

- Promote economic development that is resilient, promotes excellence in design, reinforces a sense of place, expands commercial development opportunities, promotes infill development, and reduces the tax burden on residents.
- Support well-planned and designed, higher density and mixed-use development in the downtown.
- Strengthen other business districts and commercial areas in Carrboro's neighborhoods.
- Promote the green economy including local innovators and low-impact industries.

Recreation, Parks & Culture

- Strive for a park, play field, or other green space within walking distance (e.g. half-mile or 15-minute walk) and physically accessible to all residents in Carrboro.
- Prioritize access for Black, Indigenous and People of Color (BIPOC), immigrants, and other underserved communities in siting new park and recreation facilities or improving access to

existing parks and facilities, including the number of entrances, access points, and safe pathways to existing facilities, allowing more residents to be able to walk to a park.

- Pursue opportunities for new, expanded, or shared multi-purpose fields that can accommodate a range of activities and users.
- Consider new sites for recreational opportunities as part of future development in the Extra Territorial Jurisdiction (ETJ).

Public Services

- To emphasize the protection of existing neighborhoods, development that is compact, energy-considerate and ecologically appropriate, therefore promoting trust, mutual respect, acceptance, happiness, and well-being.
- To evaluate and support commercial/office/business/residential mixed use developments in new or redeveloping areas in support of strategic priorities to diversify revenue streams and maintain ethnic and economic diversity.
- Maintain public buildings and grounds in an environmentally friendly manner so they are pleasant and safe gathering spaces.
- Increase the energy efficiency of municipal buildings