

# **Town of Carrboro**

*301 W. Main St., Carrboro, NC 27510*



## **Meeting Agenda - Final**

**Tuesday, May 20, 2025**

**6:00 PM**

**Council Chambers - Room 110**

**Town Council**

**6:00-6:15****A. POETRY READING, RESOLUTIONS, PROCLAMATIONS, AND  
ACKNOWLEDGEMENTS****6:15-6:20****B. TOWN MANAGER'S UPDATE****6:20-6:40****C. PUBLIC COMMENT****6:40-6:45****D. CONSENT AGENDA**

*Items on the consent agenda are part of normal town business. There will be no discussion of these items unless a Council Member request to pull an item, after which the item will be removed from the Consent Agenda and considered individually. All other items not removed from the Consent Agenda will be adopted by a single motion.*

1. [25-044](#) Approval of Minutes from Town Council meeting held on May 6, 2025
2. [25-040](#) Consideration of 2025 Eno-Haw Regional Hazard Mitigation Plan

**PURPOSE:** The purpose of this agenda item is for the Town Council to consider adopting the newly updated hazard mitigation plan. Adoption of a plan following a five-year update cycle is a requirement for the Town to maintain its eligibility for hazard mitigation grant funds.

**Attachments:** [A - Resolution - Town of Carrboro Adoption of Hazard Mitigation Plan 5-20-2025](#)  
[B - Table of Contents](#)  
[C - Public Engagement](#)  
[D - Planning Area Profile](#)  
[E - Carrboro Mitigation Actions](#)

3.     [25-045](#)     Town Code Amendment Restricting Parking on Elm Street

**PURPOSE:** For the Town Council to consider an amendment to the Town Code to restrict on-street parking along Elm Street between West Weaver and Shelton streets to ensure sufficient width for fire apparatus and resident access to private driveways.

**Attachments:**   [A - Town Code Ordinance restricting parking on Elm Street 5-1-25](#)  
                          [B - Map - Proposed Town Code Amendment for Elm Street](#)

**6:45-7:00**

**E.     PUBLIC HEARING**

1.     [25-048](#)     Public Hearing on Town Manager's Recommended Budget for FY 2026

**PURPOSE:** The purpose of this agenda item is to provide an opportunity for the public to comment on the Town Manager's Recommended Budget for FY 2026 as required by G. S.159-12: **Filing and publication of the budget; budget hearings** (b).

**7:00-7:50**

**F.     GENERAL AGENDA**

*ACTION ITEMS*

1.     [25-036](#)     Naming Laurel Avenue, Honorary Strayhorn Drive

**PURPOSE:** The purpose of this agenda item is to consider a community request to name Laurel Avenue, Honorary Strayhorn Drive.

**Attachments:**   [A - Honorary naming resolution](#)  
                          [B - App and Supporting Documents to Name Laurel to Honorary Strayhorn](#)  
                          [C - Pocket Questions](#)  
                          [D - Naming Laurel avenue, honorary Strayhorn drive presentation](#)

*INFORMATION ITEMS*

1. [25-024](#) Presentation on Parking Count Updates

**PURPOSE:** The purpose of this item is to provide an update on parking counts in public parking lots completed in March 2025.

**Attachments:** [A - Slide Deck](#)

[B - Racial Equity Pocket Questions](#)

**7:50-8:05**

**G. BOARD APPOINTMENTS**

1. [25-049](#) Appointment to Selected Boards/Commissions

**OWASW Board of Directors**

Elmira Mangum

Ken Krebs

Justin Russell

Jocelyn Tsai

Hissan Waheed

**Housing & Human Services Advisory Commission**

Josie Hartman

Ronnie Zuckerman

Heather Nash

Jack Sweeter

**8:05-8:50**

- H. CLOSED SESSION 143-318.11 (A)(6) To consider the qualifications, competence, performance, character, fitness, conditions of appointment, or conditions of initial employment of an individual public officer or employee or prospective public officer or employee; or to hear or investigate a complaint, charge, or grievance by or against an individual public officer or employee. General personnel policy issues may not be considered in a closed session. A public body may not consider the qualifications, competence, performance, character, fitness, appointment, or removal of a member of the public body or another body and may not consider or fill a vacancy among its own membership except in an open meeting. Final action making an appointment or discharge or removal by a public body having final authority for the appointment or discharge or removal shall be taken in an open meeting.**





## Town of Carrboro

301 W. Main St., Carrboro,  
NC 27510

### Agenda Item Abstract

**File Number:** 25-044

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**Agenda Date:** 5/20/2025  
**In Control:** Town Council  
**Version:** 1

**File Type:** Consent Agenda

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Approval of Minutes from Town Council meeting held on May 6, 2025



## Agenda Item Abstract

File Number: 25-040

**Agenda Date:** 5/20/2025

**File Type:** Consent Agenda

**In Control:** Town Council

**Version:** 1

Consideration of 2025 Eno-Haw Regional Hazard Mitigation Plan

**PURPOSE:** The purpose of this agenda item is for the Town Council to consider adopting the newly updated hazard mitigation plan. Adoption of a plan following a five-year update cycle is a requirement for the Town to maintain its eligibility for hazard mitigation grant funds.

**DEPARTMENT:** Planning, Fire, Public Works/Stormwater, Sustainability

**COUNCIL DIRECTION:**

☐ Race/Equity ☒ Climate ☐ Comprehensive Plan ☒ Other

The Disaster Mitigation Act of 2000 requires the adoption of regional Hazard Mitigation Plans as a condition for local governments to seek certain Federal Disaster Relief and Hazard Mitigation grant funds. In addition, local mitigation planning as outlined in the Plan furthers Town efforts toward Climate Action and Stormwater and Green Infrastructure identified in the Town's Comprehensive Plan, *Carrboro Connects*.

**INFORMATION:**

The Robert T. Stafford Disaster Relief and Emergency Assistance Act (Public Law 93-288) as amended by the Disaster Mitigation Act of 2000, provides the legal basis for State, local, and Indian Tribal governments to undertake a risk-based approach to reducing risks to natural hazards through mitigation planning. The development of a hazard mitigation plan is a requirement for local governments to seek certain forms of federal funding relating to disaster relief and hazard mitigation grant funds. Plans have to be updated every five years. A link to the 2020 adopted plan may be found here: [Eno-Haw Regional HMP <https://enohawhmp.com/>](https://enohawhmp.com/), and the draft 2025 plan here: [Eno-Haw Regional Hazard Mitigation Plan Draft\\_050125.pdf <https://enohawhmp.com/assets/pdfs/Eno-Haw%20Regional%20Hazard%20Mitigation%20Plan%20Draft\\_050125.pdf>](https://enohawhmp.com/assets/pdfs/Eno-Haw%20Regional%20Hazard%20Mitigation%20Plan%20Draft_050125.pdf).

The Eno-Haw region includes Alamance, Durham, Orange and Person counties. The plan is prepared in coordination with FEMA Region 4 and the North Carolina Division of Emergency Management (NCEM), and a Hazard Mitigation Planning Committee (HMPC) which includes representatives for county and municipal departments, state and federal agencies, citizens and other agencies/non-profits. The hazard mitigation plan is a substantial document with information on the planning process, a risk assessment for each county, a hazard history for the natural hazards that impact the region, a set of goals, strategies and measures designed to reduce the impacts of the identified hazards, and a section describing the maintenance and update process for the plan.

**Next steps include:**

Final public input meeting (April 9<sup>th</sup>)

- WSP, the consulting firm leading the process for the plan update, sent the draft plan to NCEM (April 10<sup>th</sup>)
- NCEM approval of the plan (May 6<sup>th</sup>):
  - Communities proceed with local adoption (May - July)
  - NCEM sends the plan to FEMA for review & approval (July/August)
  - Final approved plan deadline/current plan expiration (September 21, 2025)

**FISCAL IMPACT:** None.

**RECOMMENDATION:** Staff recommends that the Council consider the resolution (*Attachment A*) to adopt the 2025 Eno-Haw Hazard Mitigation Plan.

RESOLUTION  
ADOPTING ENO-HAW REGIONAL  
HAZARD MITIGATION PLAN

WHEREAS, the citizens and property within the Town of Carrboro are subject to the effects of natural hazards that pose threats to lives and cause damage to property, and with the knowledge and experience that certain areas of the region are particularly vulnerable to drought, excessive heat, hurricane and coastal hazards, thunderstorm, tornado, winter weather, flooding, wildfire, hazardous substances, cyber threat, terrorism, and infrastructure failure; and

WHEREAS, the Town of Carrboro desires to seek ways to mitigate the impact of identified hazard risks; and

WHEREAS, the Legislature of the State of North Carolina has in Article 5, Section 160D-501 of Chapter 160D of the North Carolina General Statutes, delegated to local governmental units the responsibility to adopt regulations designed to promote the public health, safety, and general welfare of its citizenry; and

WHEREAS, the Legislature of the State of North Carolina has enacted General Statute Section 166A-19.41 (*State emergency assistance funds*) which provides that for a state of emergency declared pursuant to G.S. 166A-19.20(a) after the deadline established by the Federal Emergency Management Agency pursuant to the Disaster Mitigation Act of 2002, P.L. 106-390, the eligible entity shall have a hazard mitigation plan approved pursuant to the Stafford Act; and.

WHEREAS, Section 322 of the Federal Disaster Mitigation Act of 2000 states that local governments must develop an All-Hazards Mitigation Plan in order to be eligible to receive future Hazard Mitigation Grant Program Funds and other disaster-related assistance funding and that said Plan must be updated and adopted within a five year cycle; and

WHEREAS, the Town has performed a comprehensive review and evaluation of each section of the previously approved Hazard Mitigation Plan and has updated the said plan as required under regulations at 44 CFR Part 201 and according to guidance issued by the Federal Emergency Management Agency and the North Carolina Division of Emergency Management.

WHEREAS, it is the intent of the Town Council of the Town of Carrboro to fulfill this obligation in order that the Town will be eligible for federal and state assistance in the event that a state of disaster is declared for a hazard event affecting the County;

NOW, THEREFORE, be it resolved that the Town Council of the Town of Carrboro hereby:

1. Adopts the Eno-Haw Regional Hazard Mitigation Plan.

2. Vests Town Agencies with the responsibility, authority, and the means to:
  - (a) Inform all concerned parties of this action.
  - (b) Cooperate with Federal, State and local agencies and private firms which undertake to study, survey, map and identify floodplain areas, and cooperate with neighboring communities with respect to management of adjoining floodplain areas in order to prevent exacerbation of existing hazard impacts.
3. Appoints Town Emergency Management/Fire Department to assure that the Hazard Mitigation Plan is reviewed annually and every five years as specified in the Plan to assure that the Plan is in compliance with all State and Federal regulations and that any needed revisions or amendments to the Plan are developed and presented to the Orange County Board of Commissioners for consideration.
4. Agrees to take such other official action as may be reasonably necessary to carry out the objectives of the Hazard Mitigation Plan.

Adopted this the 20<sup>th</sup> day of May, 2025.

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Barbara M. Foushee, Mayor  
Town of Carrboro

Attest:

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Lamar Joyner, Clerk  
Town of Carrboro

Certified by: \_\_\_\_\_ (SEAL)

Date: \_\_\_\_\_

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# 1 INTRODUCTION

Section 1 provides a general introduction to hazard mitigation and an introduction to the Eno-Haw Regional Hazard Mitigation Plan. This section contains the following subsections:

- 1.1 Background
- 1.2 Purpose and Authority
- 1.3 Scope
- 1.4 References
- 1.5 Plan Organization

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## 1.1 BACKGROUND

This document comprises a Hazard Mitigation Plan for the Eno-Haw region of North Carolina.

Each year in the United States, natural and human-caused hazards take the lives of hundreds of people and injure thousands more. Nationwide, taxpayers pay billions of dollars annually to help communities, organizations, businesses, and individuals recover from disasters. These monies only partially reflect the true cost of disasters because additional expenses incurred by insurance companies and non-governmental organizations are not reimbursed by tax dollars. Many natural hazards are predictable, and much of the damage caused by hazard events can be reduced or even eliminated.

Hazards are a natural part of the environment that will inevitably continue to occur, but there is much we can do to minimize their impacts on our communities and prevent them from resulting in disasters. Every community faces different hazards, has different resources to draw upon in combating problems, and has different interests that influence the solutions to those problems. Because there are many ways to deal with hazards and many agencies that can help, there is no one solution for managing or mitigating their effects. Planning is one of the best ways to develop a customized program that will mitigate the impacts of hazards while accounting for the unique character of a community.

A well-prepared hazard mitigation plan will ensure that all possible activities are reviewed and implemented so that the problem is addressed by the most appropriate and efficient solutions. It can also ensure that activities are coordinated with each other and with other goals and activities, preventing conflicts and reducing the costs of implementing each individual activity. This plan provides a framework for all interested parties to work together toward mitigation. It establishes the vision and guiding principles for reducing hazard risk and proposes specific mitigation actions to eliminate or reduce identified vulnerabilities.

In an effort to reduce the nation's mounting natural disaster losses, the U.S. Congress passed the Disaster Mitigation Act of 2000 (DMA 2000) to invoke new and revitalized approaches to mitigation planning. Section 322 of DMA 2000 emphasizes the need for state and local government entities to closely coordinate on mitigation planning activities and makes the development of a hazard mitigation plan a specific eligibility requirement for any local government applying for federal mitigation grant funds. These funds include the Hazard Mitigation Grant Program (HMGP), the Building Resilient Infrastructure and Communities (BRIC), and the Flood Mitigation Assistance (FMA) Program, all of which are administered by the Federal Emergency Management Agency (FEMA) under the Department of Homeland Security. Communities with an adopted and federally approved hazard mitigation plan thereby become pre-positioned and more apt to receive available mitigation funds before and after the next disaster strikes.

This plan was prepared in coordination with FEMA Region 4 and the North Carolina Division of Emergency Management (NCEM) to ensure that it meets all applicable federal and state planning requirements. A Local Mitigation Plan Review Tool, found in Appendix A, provides a summary of FEMA’s current minimum standards of acceptability and notes the location within this plan where each planning requirement is met.

## 1.2 PURPOSE AND AUTHORITY

This plan was developed in a joint and cooperative manner by members of a Hazard Mitigation Planning Committee (HMPC) which included representatives of County, City, and Town departments, federal and state agencies, citizens, and other stakeholders. This plan will ensure all jurisdictions in the Eno-Haw region remain eligible for federal disaster assistance including the FEMA HMGP, BRIC, and FMA programs.

This plan has been prepared in compliance with Section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act or the Act), 42 U.S.C. 5165, enacted under Section 104 of the Disaster Mitigation Act of 2000, (DMA 2000) Public Law 106-390 of October 30, 2000, as implemented at CFR 201.6 and 201.7 dated October 2007.

This plan will be adopted by each participating jurisdiction in accordance with standard local procedures. Copies of adoption resolutions are provided in Section 9 Plan Adoption.

## 1.3 SCOPE

This document comprises a Regional Hazard Mitigation Plan for the Eno-Haw region. The planning area includes all incorporated municipalities and unincorporated areas in the region. All participating jurisdictions are listed in Table 1.1.

**Table 1.1 – Participating Jurisdictions in the Eno-Haw Regional Hazard Mitigation Plan**

<b>Alamance County</b>	
City of Burlington	City of Graham
City of Mebane	Town of Elon
Town of Green Level	Town of Haw River
Town of Ossipee	Town of Swepsonville
Village of Alamance	
<b>Durham County</b>	
City of Durham	
<b>Orange County</b>	
Town of Carrboro	Town of Chapel Hill
Town of Hillsborough	
<b>Person County</b>	
City of Roxboro	

The Eno-Haw region followed the planning process prescribed by the FEMA, and this plan was developed under the guidance of an HMPC comprised of representatives of County, City, and Town departments; citizens; and other stakeholders. The HMPC conducted a risk assessment that identified and profiled hazards that pose a risk to the planning area, assessed the planning area’s vulnerability to these hazards, and examined each participating jurisdiction’s capabilities in place to mitigate them. The plan evaluates and prioritizes hazards for the planning area using a Priority Risk Index, as determined through

the risk and vulnerability assessments. Hazards are categorized as “low,” “moderate,” or “high” priority, however, mitigation strategies are identified for all profiled hazards. The hazards profiled in this plan are:

- Dam Failure
- Drought
- Earthquake
- Excessive Heat
- Flooding
- Hurricane & Tropical Storm
- Landslide
- Severe Winter Weather
- Tornadoes & Thunderstorms
- Wildfire
- Civil Disturbance
- Critical Infrastructure Failure
- Cyber Threat
- Hazardous Substances
- Infectious Disease
- Radiological Emergency
- Terrorism / Mass Casualty

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## 1.4 REFERENCES

The following FEMA guides and reference documents were used to prepare this document:

- FEMA 386-1: Getting Started: Building Support for Mitigation Planning. September 2002.
- FEMA 386-2: Understanding Your Risks: Identifying Hazards and Estimating Losses. August 2001.
- FEMA 386-3: Developing the Mitigation Plan. April 2003.
- FEMA 386-4: Bringing the Plan to Life. August 2003.
- FEMA 386-5: Using Benefit-Cost Review in Mitigation Planning. May 2007.
- FEMA 386-6: Integrating Historic Property and Cultural Resource Considerations into Hazard Mitigation Planning. May 2005.
- FEMA 386-7: Integrating Manmade Hazards into Mitigation Planning. September 2003.
- FEMA 386-8: Multijurisdictional Mitigation Planning. August 2006.
- FEMA 386-9: Using the Hazard Mitigation Plan to Prepare Successful Mitigation Projects. August 2008.
- FEMA National Fire Incident Reporting System 5.0: Complete Reference Guide. January 2008.
- FEMA. Integrating Hazard Mitigation into Local Planning: Case Studies and Tools for Community Officials. March 1, 2013.
- FEMA. Mitigation Ideas. A Resource for Reducing Risk to Natural Hazards. January 2013.
- FEMA Hazard Mitigation Assistance Program and Policy Guide. July 30, 2024.
- FEMA. Local Mitigation Plan Review Guide. October 1, 2011.
- FEMA. FP 206-21-0002. Local Mitigation Planning Policy Guide. April 19, 2023.
- FEMA. Local Mitigation Planning Handbook. May 2023.

Additional sources used in the development of this plan, including data compiled for the Hazard Identification and Risk Assessment, are listed in Appendix D.

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## 1.5 PLAN ORGANIZATION

The Eno-Haw Regional Hazard Mitigation Plan is organized into the following sections:

- Section 1: Introduction
- Section 2: Planning Process
- Section 3: Planning Area Profile
- Section 4: Hazard Identification & Risk Assessment
- Section 5: Capability Assessment
- Section 6: Mitigation Strategy
- Section 7: Mitigation Action Plans
- Section 8: Plan Maintenance
- Section 9: Plan Adoption
- Appendix A: Local Plan Review Tool
- Appendix B: Planning Process Documentation
- Appendix C: Mitigation Alternatives
- Appendix D: References

planning tasks specific to their department or agency. For example, completing the Local Capability Self-Assessment or seeking approval of specific mitigation actions for their department or agency to undertake and include in their Mitigation Action Plan. These meetings were informal and are not documented here.

Public meetings are summarized in subsection 2.6.

**Table 2.7 – Summary of HMPC Meetings**

Meeting Title	Meeting Topic	Meeting Date	Meeting Location
HMPC Mtg. #1 – Project Kickoff	1) Introduction to DMA, CRS, and FMA requirements and the planning process 2) Review of HMPC responsibilities and the project schedule.	September 19, 2024 3 p.m.	Whitted Building 300 West Tryon Street, Hillsborough
HMPC Mtg. #2	1) Review Draft Hazard Identification & Risk Assessment (HIRA)	December 9, 2024 10 a.m.	Microsoft Teams
HMPC Mtg. #3	1) Discuss changes in capability 2) Review and update plan goals and objectives 3) Report on status of actions from the 2020 plan 4) Discuss new mitigation action alternatives	February 11, 2025 10 a.m.	Microsoft Teams
HMPC Mtg. #4	1) Review the Draft Hazard Mitigation Plan 2) Solicit comments and feedback	April 3, 2025 10 a.m.	Microsoft Teams

## 2.6 INVOLVING THE PUBLIC

An important component of any mitigation planning process is public participation. Individual citizen and community-based input provides the entire planning team with a greater understanding of local concerns and increases the likelihood of successfully implementing mitigation actions by developing community “buy-in” from those directly affected by the decisions of public officials. As citizens become more involved in decisions that affect their safety, they are more likely to gain a greater appreciation of the hazards present in their community and take the steps necessary to reduce their impact. Public awareness is a key component of any community’s overall mitigation strategy aimed at making a home, neighborhood, school, business, or entire planning area safer from the potential effects of hazards.

Public involvement in the development of the plan was sought using various methods including open public meetings, an interactive plan website, a public participation survey, and by making copies of draft plan documents available for public review online and at government offices. Additionally, all HMPC meetings were made open to the public.

All public meetings were advertised on the plan website and on local community websites, where possible. Copies of meeting announcements are provided in Appendix B. The public meetings held during the planning process are summarized in Table 2.8.

**Table 2.8 – Summary of Public Meetings**

Meeting Title	Meeting Topic	Meeting Date	Meeting Location
Public Meeting #1	1) Introduction to DMA, CRS, and FMA requirements and the planning process 2) Explanation of mitigation 3) Review of the project schedule 4) Review of hazard identification	September 19, 2024 5 p.m.	Whitted Human Services Building, 300 West Tryon Street, Hillsborough
Public Meeting #2	1) Review “Draft” Hazard Mitigation Plan 2) Solicit comments and feedback	April 9, 2025 5 p.m.	Microsoft Teams

## 2.7 OUTREACH EFFORTS

The HMPC agreed to employ a variety of public outreach methods including established public information mechanisms and resources within the community. The table below details public outreach efforts employed during the preparation of this plan.

**Table 2.9 – Public Outreach Efforts**

Location	Date	Event/Message
Plan website	Ongoing	Meeting announcements, meeting materials, and description of hazards; contact information provided to request additional information and/or provide comments
Local community websites	September 2024	Public Meeting #1 announcements posted with summary of the plan purpose and process
Local community websites	September 2024, December 2024	Link to the plan website and public survey shared to expand reach
Public survey	September – December 2024	Survey hosted online and made available via shareable link
Plan website - HIRA draft	December 2024	Draft HIRA made available for review and comment online
Plan website - Draft Plan	April 2025	Full draft plan made available for review and comment online
Local community websites	April 2025	Public Meeting #2 announcements posted with request for comments on the draft plan

As detailed above, public involvement activities for this plan update included press releases, creation of a website for the plan, a public survey, and the collection of public and stakeholder comments on the draft plan. Documentation of these activities is provided in Appendix B.

A public outreach survey was made available in September 2024 and remained open for response until December 2024. The public survey requested public input into the Hazard Mitigation Plan planning process and the identification of mitigation activities to lessen the risk and impact of future hazard events. The survey is shown in Appendix B. The survey was available online on the plan website. In total, 144 responses were received via the online survey.

The following is a list of high-level summary results derived from survey responses:

- Responses were received from residents of all participating communities as well as individuals who live outside of the region but live or recreate in the region.

- 39% of people said they have experienced a hazard or disaster in the Eno-Haw region. However, 55% of respondents, moderately to highly concerned about future hazard events. Regardless of past experience, concern about hazard impacts are moderate; 45% of all respondents rated their concern at 4 or 5 out of 5.
- People were asked to rate the risk of each hazard identified in the region. Severe weather, extreme heat, and flood were rated the highest risk hazards. Earthquake, dam failure, and landslide were rated the lowest risk hazards.
- Regarding flood risk, 72% of people say their home is not located in a floodplain, and another 8% of people say their home is outside of the floodplain but they still experience flooding. Only 5% of respondents reported that their home was in a floodplain.
- 9% of respondents have flood insurance. Of those who do not have flood insurance (84%), 63% say that is because their home is elevated or otherwise protected.
- 47% of respondents have taken actions to protect their home or neighborhood from hazards. Reported actions include trimming trees, cleaning debris around property, cleaning gutters and drains, installing French drains, having a generator, and knowing evacuation routes.
- Almost 70% of respondents do not know which government office to contact for more information on hazard risks and how to reduce vulnerability.
- All mitigation categories were rated as important, with most ranked as 1 or 2 out of 6 on a scale where 1 is most important and 6 is least important. The most preferred categories were prevention, natural resource protection, and emergency services. 97 people responded with steps the local government could take to reduce hazard risk. These responses were shared with the HMPC to assist in identifying new mitigation actions.

Detailed survey results are provided in Appendix B.

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## 2.8 INVOLVING THE STAKEHOLDERS

In addition to representatives of each participating jurisdiction, the Hazard Mitigation Planning Committee included a variety of stakeholders. Some residents and stakeholders were able to represent underserved communities and vulnerable populations. Stakeholders on the HMPC included representatives from the Duke University, Preservation Durham, University of North Carolina, American Red Cross, and local CERT and Stormwater Advisory Boards. Input from additional stakeholders, including neighboring communities, was solicited through invitations to the open public meetings, distribution of the public survey, and review of the draft plan. Documentation and details of this effort are provided in Appendix B. Additional stakeholders could also participate through the public survey, however, that information is unknown due to the anonymous nature of the survey.

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## 2.9 DOCUMENTATION OF PLAN PROGRESS

Progress on the mitigation strategy developed in the previous plan is documented in this plan update. Table 2.10 below details the status of mitigation actions from the previous plan. More detail on these actions is provided in Section 6: Mitigation Strategy.

**Table 2.10 – Status of Previous Mitigation Actions**

Jurisdiction	Completed	Deleted	Carried Forward
Alamance County	6	1	17
City of Burlington	0	1	18



## 3 PLANNING AREA PROFILE

This section provides a general overview of the current conditions in the Eno-Haw region and its participating municipalities. It consists of the following subsections:

- 3.1 Geography and Environment
- 3.2 Population and Demographics
- 3.3 Historic Properties
- 3.4 Housing
- 3.5 Infrastructure
- 3.6 Current and Future Land Use
- 3.7 Employment and Industry

### 3.1 GEOGRAPHY AND ENVIRONMENT

The Eno-Haw region, which contains Alamance, Durham, Orange, and Person Counties, is located in north central North Carolina in the piedmont. A location map is provided in Figure 3.1.

The planning area comprises a total land area of approximately 1,499 square miles, the sum of the total area of each participating county. Note that several jurisdictions extend into neighboring counties that are not participants of this plan. The full extent of these jurisdictions is including in the planning area and scope of this plan. The total land area of each participating jurisdiction is listed in Table 3.1.

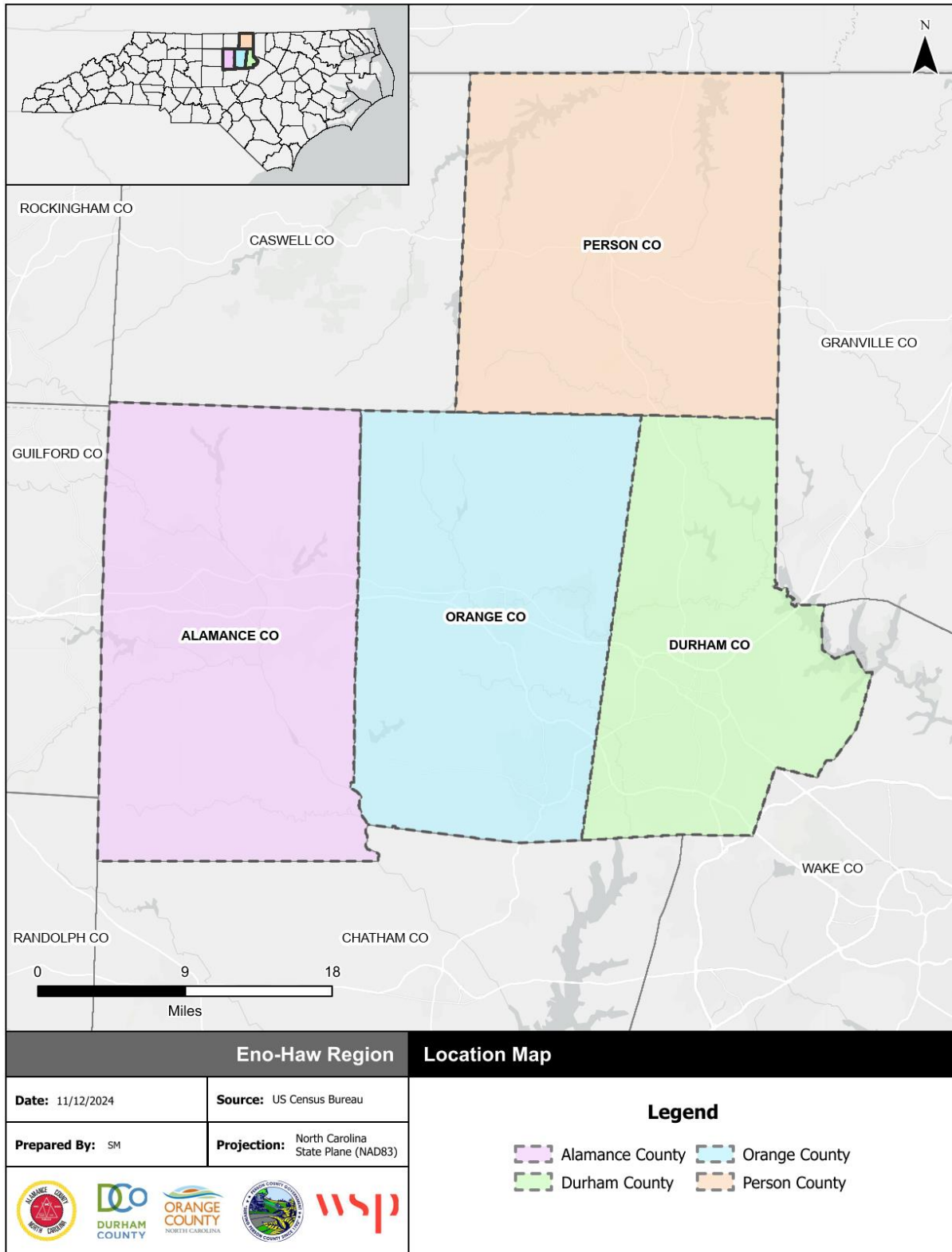
**Table 3.1 – Total Land Area of Participating Jurisdictions**

Jurisdiction	Total Area (sq. mi.)
<b>Alamance County</b>	<b>423.5</b>
City of Burlington*	30.1
City of Graham	9.5
City of Mebane*	10.4
Town of Elon	4.1
Town of Green Level	1.4
Town of Haw River	2.9
Town of Ossipee	0.6
Town of Swepsonville	1.5
Village of Alamance	0.8
<b>Durham County</b>	<b>286.5</b>
City of Durham*	112.8
<b>Orange County</b>	<b>397.6</b>
Town of Carrboro	6.5
Town of Chapel Hill*	21.6
Town of Hillsborough	5.7
<b>Person County</b>	<b>392.3</b>
City of Roxboro	7.03
<b>Region Total</b>	<b>1,499.9</b>

Source: US Census Bureau, [www.data.census.gov](http://www.data.census.gov)

\*These jurisdictions extend into neighboring counties

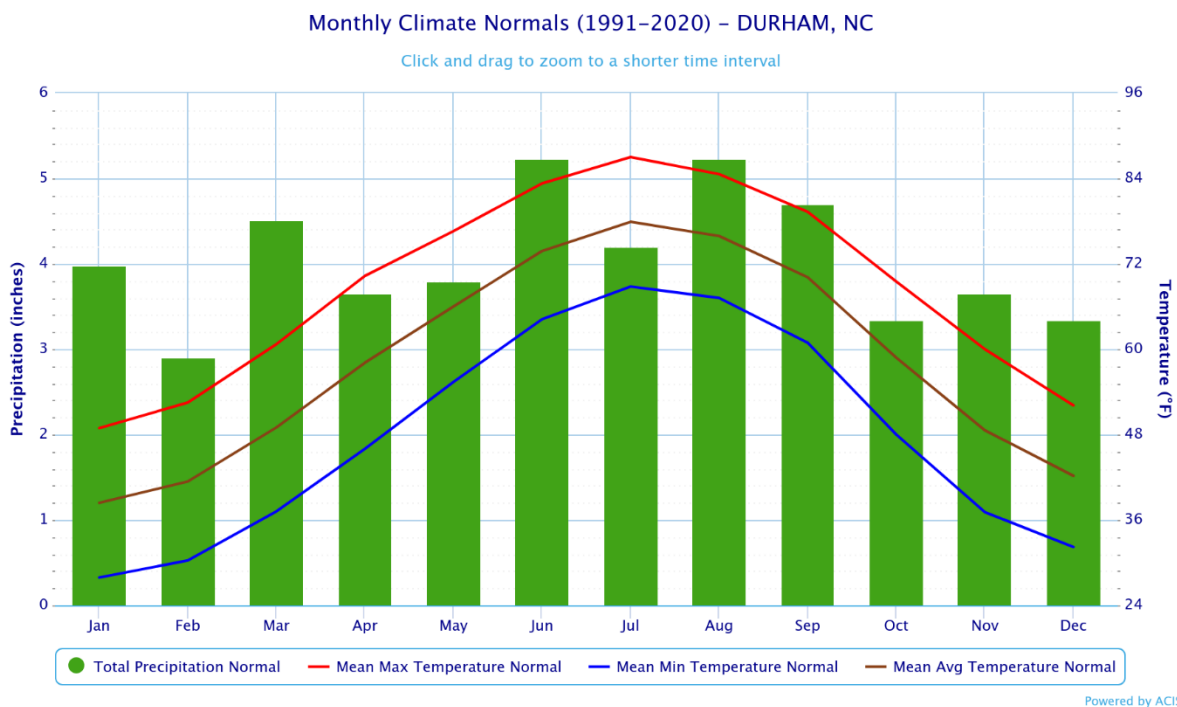
**Figure 3.1 – Eno-Haw Region Location Map**



Source: U.S. Census Bureau

According to the Köppen climate classification system, the Eno-Haw region has a humid subtropical climate characterized by mild winters and hot humid summers with significant precipitation even during the driest month. The region experiences an average annual high temperature of 68.7°F and an average annual low of 47.9°F. Average annual rainfall is approximately 48.57 inches and average annual snowfall is 1.8 inches. Figure 3.2 shows the average monthly precipitation for the Durham weather station, which approximates temperature and precipitation of the region.

**Figure 3.2 – Average Monthly Temperature and Precipitation**



Source: Northeast RCC CLIMOD 2.

As shown in the map of HUC-8 watersheds in Figure 3.3, the majority of the Eno Haw region is split between the Haw River Basin, the Upper Neuse River Basin, and the Lower Dan River Basin.

## WETLANDS

According to data from the U.S. Fish and Wildlife Service’s National Wetlands Inventory, there are approximately 49,478 acres of wetlands in the region. These estimates do not include deepwater areas, ponds, lakes, or riverine areas. Wetland areas are shown in Figure 3.4.

*Natural and Beneficial Wetland Functions:* The benefits of wetlands are hard to overestimate. They provide critical habitat for many plant and animal species that could not survive in other habitats. They are also critical for water management as they absorb and store vast quantities of storm water, helping reduce floods and recharge aquifers. Not only do wetlands store water like sponges, they also filter and clean water as well, absorbing toxins and other pollutants.

## PARKS, PRESERVE, AND CONSERVATION

The Eno Haw region is home to many parks, preserves, and other natural areas including three state parks: Eno River State Park in Durham and Orange Counties, Falls Lake State Recreation Area located partially in Durham County, and Oconeechee Mountain State Park in Orange County. The Mountains-to-Sea State Trail also runs through Alamance, Orange, and Durham Counties.

Several other natural areas can be found within the four-county region and are detailed in Table 3.2 below.

**Table 3.2 - Natural Areas, Eno-Haw Region**

<b>County</b>	<b>Name</b>
<b>Alamance</b>	Cedarrock Park
	Great Bend Park
	Shallowford Natural Area
	Saxapahaw Island Park
	Swepsonville River Park
	Cane Creek Mountains Natural Area
<b>Durham County</b>	Hollow Rock Park*
	New Hope Preserve
	Little River Regional Park*
	Little River County Preserve
	Bottomland Trail
<b>Orange County</b>	Cedar Grove Park
	Efland-Cheeks Park
	Fairview Park
	Seven Mile Creek Natural Area
<b>Person County</b>	Mayo Park and Lake

\*Partnership between Durham and Orange Counties

Figure 3.3 - HUC-8 Drainage Basins

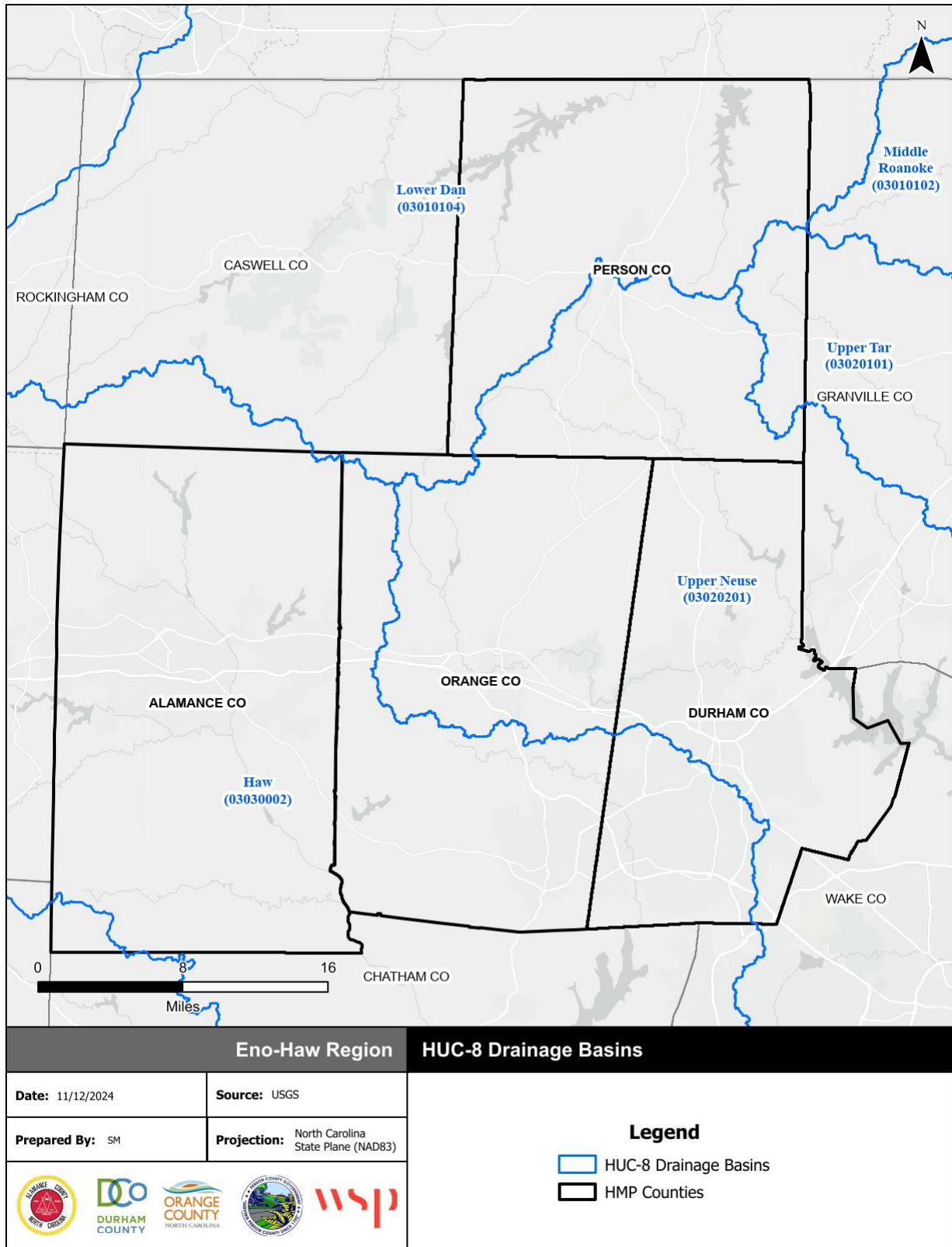
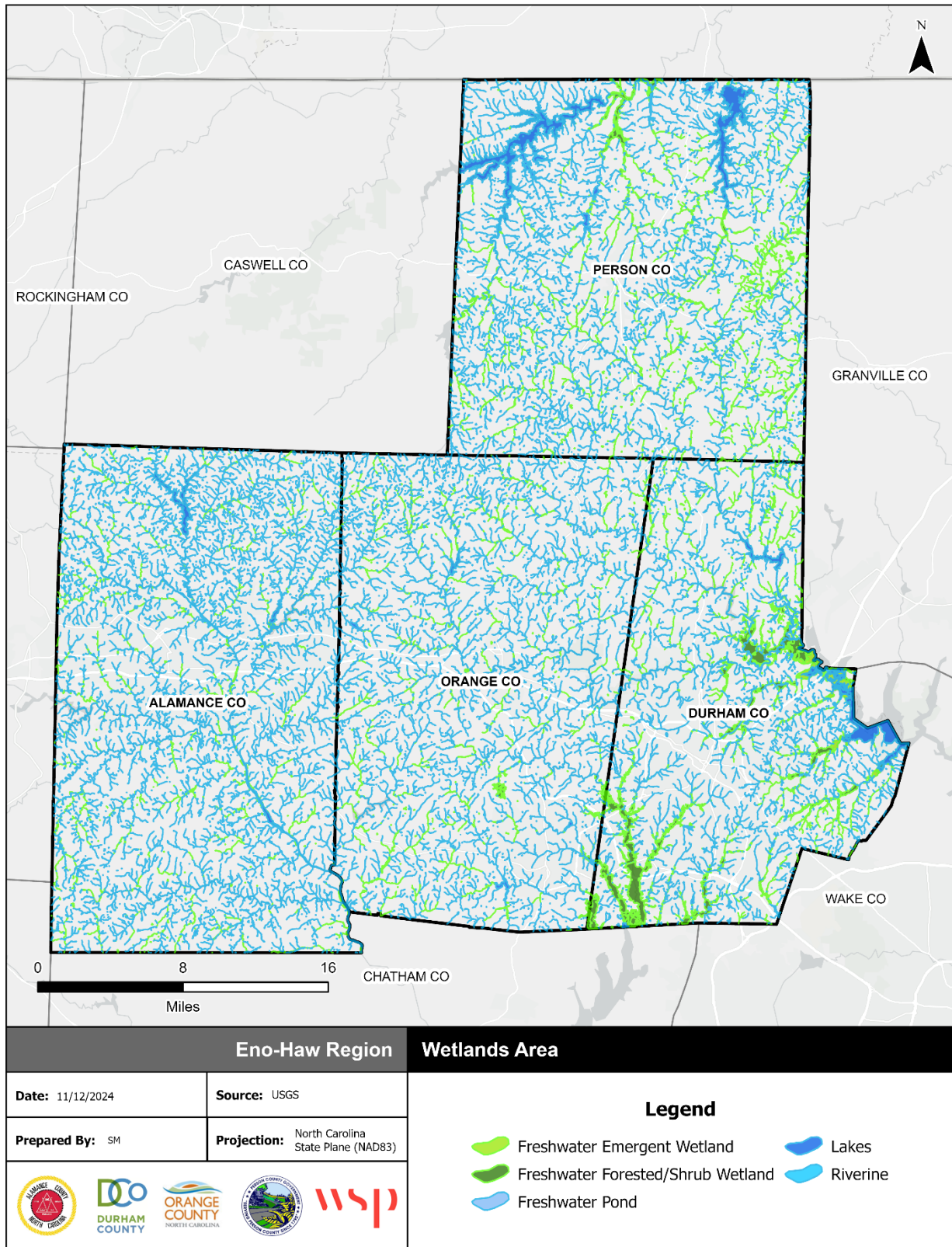




Figure 3.4 - Wetland Areas by Type



## THREATENED AND ENDANGERED SPECIES

The U.S. Fish and Wildlife Service maintains a regular listing of threatened species, endangered species, species of concern, and candidate species for counties across the United States. Table 3.3 below lists the species identified as threatened, endangered, or other classification and which county they are found in.

**Table 3.3 – Threatened and Endangered Species, Eno-Haw Region**

Group	Common Name	Scientific Name	Federal Status	County
Amphibians	Neuse River waterdog	Necturus lewisi	Threatened	D, O, P
Birds	Red-cockaded woodpecker	Dryobates borealis	Threatened	D, O
Clams	Dwarf wedgemussel	Alasmidonta heterodon	Endangered	D, O, P
Clams	Green floater	Lasmigona subviridis	Proposed Threatened	A, D, O, P
Clams	Atlantic pigtoe	Fusconaia masoni	Threatened	A, D, O, P
Clams	Yellow lance	Elliptio lanceolata	Threatened	P
Fishes	Cape Fear shiner	Notropis mekistocholas	Endangered	A, O
Fishes	Carolina madtom	Noturus furiosus	Endangered	D, O, P
Flowering Plants	Harperella	Ptilimnium nodosum	Endangered	D, O, P
Flowering Plants	Smooth coneflower	Echinacea laevigata	Threatened	D, O, P
Flowering Plants	Michaux's sumac	Rhus michauxii	Endangered	D, O
Flowering Plants	Small whorled pogonia	Isotria medeoloides	Threatened	A
Flowering Plants	Schweinitz's sunflower	Helianthus schweinitzii	Endangered	A
Insects	Monarch butterfly	Danaus plexippus	Proposed Threatened	A, D, O, P
Mammals	Little brown bat	Myotis lucifugus	Under Review	A, D, O, P
Mammals	Tricolored bat	Perimyotis subflavus	Proposed Threatened	A, D, O, P
Mammals	Northern Long-Eared Bat	Myotis septentrionalis	Endangered	D, O, P

Source: U.S. Fish & Wildlife Service (<https://www.fws.gov/endangered/>)

Key: A = Alamance County; D = Durham County; O = Orange County; P = Person County

## 3.2 POPULATION AND DEMOGRAPHICS

The Eno-Haw region has experienced significant population growth over the last several decades. According to U.S. Census data from the Decennial Census and the American Community Survey (ACS) 5-Year Estimates, from 2000 to 2023, the region's total population increased by nearly 22 percent, which equates to an average annual growth rate of just under 1 percent. Overall population density in the region increased from approximately 378.6 persons per square mile in 2010 to 460.2 persons per square mile in 2023. Table 3.4 provides population counts from 2000, 2010, and 2023 for each of the participating counties. Population statistics for participating jurisdictions are included in each jurisdiction's annex.

Figure 3.5 on the following page shows 2023 population density by census tract in persons per square mile.

**Table 3.4 - Eno-Haw Region Population Counts**

<b>Jurisdiction</b>	<b>2000 Census Population</b>	<b>2010 Census Population</b>	<b>2023 ACS Population Estimate</b>	<b>Total Change 2010-2023</b>	<b>% Change 2010- 2023</b>
Alamance County	130,800	146,902	174,286	27,384	18.6%
Durham County	223,314	257,466	329,405	71,939	27.9%
Orange County	118,227	124,244	147,292	23,048	18.6%
Person County	35,623	39,022	39,275	253	0.6%
<b>Region Total</b>	<b>507,964</b>	<b>567,634</b>	<b>690,258</b>	<b>122,624</b>	<b>21.6%</b>

Source: US Census Bureau Decennial Census 2000, Decennial Census 2010; American Community Survey 2023 5-Year Estimates



Figure 3.5 – Population Density, 2023

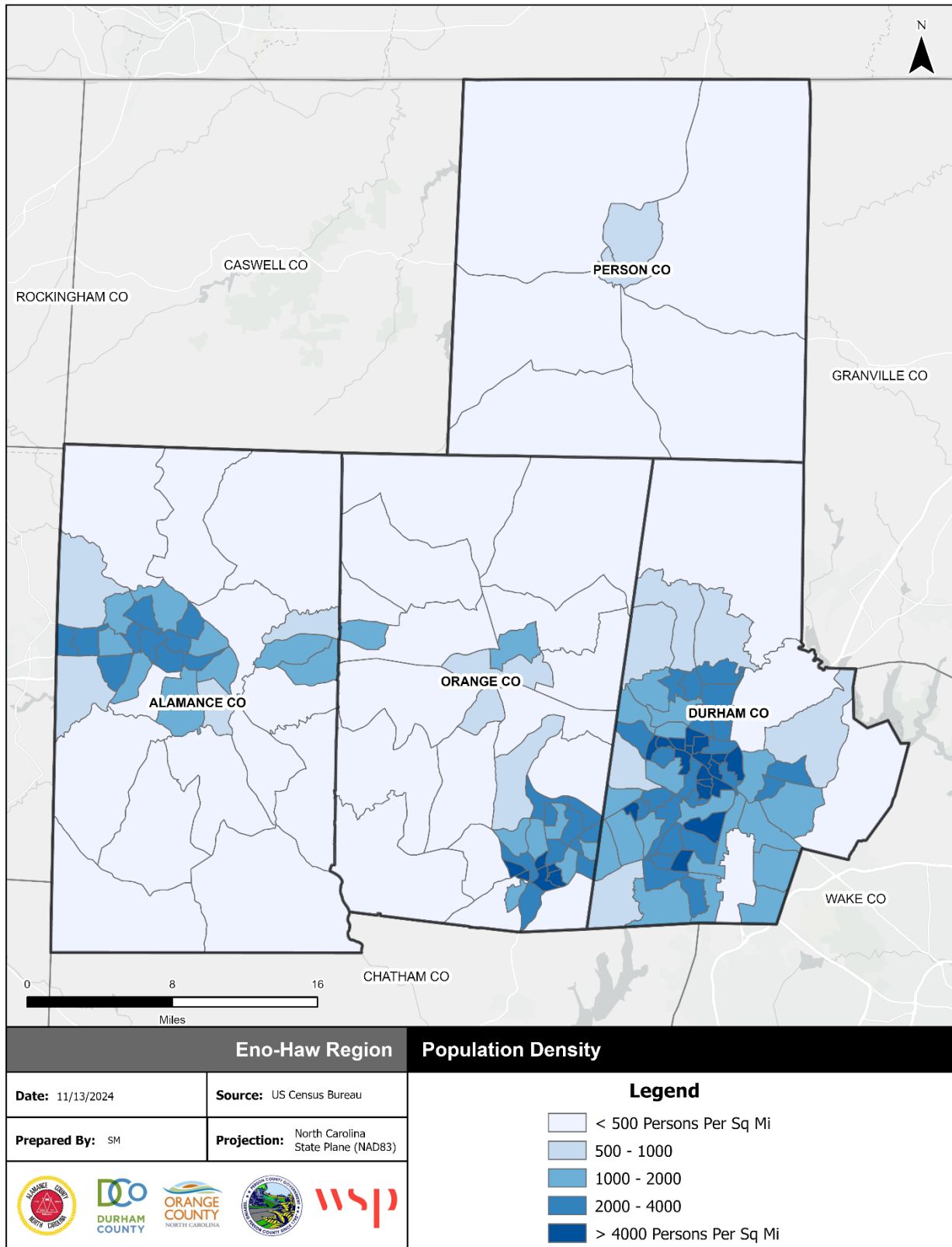


Table 3.5 details demographic and social characteristics of each of the participating counties compared to the State of North Carolina overall according to the 2023 ACS 5-Year Estimates. Per this data, Alamance County and Person Counties have older populations than the state average, and a greater proportion of individuals with disabilities. Alamance, Durham, and Orange Counties have a greater percentage of individuals who speak English less than very well. Educational attainment is higher than the state average in Durham and Orange Counties but lower in Alamance and Person Counties.

**Table 3.5 – Eno Haw Region Demographic Summary, 2023**

Demographic & Social Characteristics	Alamance County	Durham County	Orange County	Person County	North Carolina
Median Age	38.7	35.8	36.7	43.9	39.1
% of Population Under 5 years old	5.7%	6.0%	4.2%	5.3%	5.7%
% of population Over 65 years old	16.9%	14.0%	15.7%	21.0%	16.8%
% of Population Over 25 with high school diploma or higher	88.5%	90.7%	93.2%	89.1%	89.7%
% of Population Over 25 with bachelor's degree or higher	27.7%	53.5%	61.8%	19.8%	34.7%
% with Disability	12.4%	9.9%	8.6%	18.9%	13.4%
% Speak English less than "very well"	5.8%	7.9%	5.4%	2.1%	4.9%

Source: US Census Bureau, American Community Survey 2019-2023 5-Year Estimates

The racial characteristics of the participating counties, compared to the state average, are presented in Table 3.6. Alamance, Orange, and Person Counties are a majority White, while Durham County has no racial majority, with a greater proportion of Hispanic and African American individuals. Compared to the state average, Alamance and Durham Counties have larger Hispanic populations, Durham and Person Counties have larger African American populations, and Durham and Orange Counties have larger Asian populations.

**Table 3.6 – Eno-Haw Region Racial Demographics, 2023**

Demographics	Alamance County	Durham County	Orange County	Person County	North Carolina
<i>Total Population</i>	174,286	329,405	147,292	39,275	10,584,340
White, not Hispanic	59.9%	41.9%	66.8%	64.8%	60.6%
Hispanic or Latino	14.8%	15.3%	10.6%	5.9%	10.9%
Black or African American	19.6%	32.8%	10.2%	25.5%	20.3%
Asian	1.7%	5.1%	7.9%	0.4%	3.1%
American Indian and Alaska Native	0.2%	0.2%	0.3%	0.1%	0.8%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%	0.0%	0.0%	0.1%
Some other race	0.6%	0.4%	0.4%	0.1%	0.4%
Two or more races	3.2%	3.5%	3.3%	3.1%	3.1%

Source: US Census Bureau, American Community Survey 2019-2023 5-Year Estimates

### 3.3 HISTORIC PROPERTIES

As of March 21, 2025, the Eno-Haw region had 224 listings on the National Register of Historic Places including 70 in Alamance County, 85 in Durham County, 57 in Orange County, and 12 in Person County, detailed in Table 3.7. Of the 224 total listings in the region, 65 listings are Historic Districts. Listing on

the National Register signifies that these structures and districts have been determined to be worthy of preservation for their historical or cultural values.

**Table 3.7 - National Register of Historic Places Listings in the Eno-Haw Region**

Ref#	Property Name	Status Date	City	Category
<b>Alamance County</b>				
70000435	Alamance Battleground State Historic Site	2/26/1970	Alamance	Site
79001655	Alamance County Courthouse,	5/10/1979	Graham	Building
84001906	Alamance Hotel	5/31/1984	Burlington	Building
07000821	Alamance Mill Village Historic District	8/16/2007	Alamance	Building
70000436	Allen House	2/26/1970	Burlington	Building
84000301	Altamahaw Mill Office	11/20/1984	Altamahaw	Building
84001909	Atlantic Bank and Trust Company Building	5/31/1984	Burlington	Building
100007592	Aurora Cotton Mills Finishing Plant-Baker-Cammack Hosiery Mills Plant	4/15/2022	Burlington	Building
87001099	Bellemont Mill Village Historic District	7/1/1987	Bellemont	District
09000599	Beverly Hills Historic District	8/5/2009	Burlington	District
93001193	Braxton, Hiram, House	11/22/1993	Snow Camp	Building
01001025	Cates, Charles F. and Howard, Farm	9/24/2001	Mebane	District
86003455	Cedarock Park Historic District	12/4/1986	Graham	District
93001194	Cook, William, House	11/22/1993	Mebane	Building
86003451	Cooper School	12/15/1986	Mebane	Building
84001912	Cross Roads Presbyterian Church and Cemetery and Stainback Store	5/22/1984	Mebane	Building
90001320	Downtown Burlington Historic District	9/6/1990	Burlington	District
10001054	Durham Hosiery Mill No. 15	12/27/2010	Mebane	Building
00000393	East Davis Street Historic District	4/20/2000	Burlington	District
84001914	Efird Building	5/31/1984	Burlington	Building
88000166	Elon College Historic District	3/22/1988	Elon College	District
84001917	First Baptist Church	5/31/1984	Burlington	Building
84001919	First Christian Church of Burlington	5/31/1984	Burlington	Building
93001197	Fogleman, Polly, House	11/22/1993	Burlington	Building
87000456	Friends Spring Meeting House	3/19/1987	Snow Camp	Building
79001654	Glencoe Mill Village Historic District	2/16/1979	Glencoe	District
10001055	Glencoe School	12/27/2010	Glencoe	Building
83001834	Graham Historic District	4/7/1983	Graham	District
100001627	Granite Mill	9/21/2017	Haw River	Building
100005195	Granite-Cora-Holt Mills Historic District	4/24/2020	Haw River	District
83001835	Griffis-Patton House	3/17/1983	Mebane	Building
93001195	Guy, Thomas, House	11/22/1993	Mebane	Building
78001926	Hawfields Presbyterian Church	12/15/1978	Mebane	Building
87000411	Henderson Scott Farm Historic District	9/16/1987	Mebane	District
82003421	Holt, Charles T., House	6/1/1982	Haw River	Building
77000988	Holt, L. Banks, House	4/18/1977	Alamance	Building
84001920	Holt-Frost House	5/31/1984	Burlington	Building
84001921	Horner Houses	5/31/1984	Burlington	Building
94000130	Johnston Hall	3/7/1994	Elon College	Building

**SECTION 3: PLANNING AREA PROFILE**

Ref#	Property Name	Status Date	City	Category
87000454	Kernodle-Pickett House	3/23/1987	Bellemont	Building
85003083	Kerr-Patton House	12/5/1985	Thompson	Building
84001922	Lakeside Mills Historic District	5/31/1984	Burlington	District
16000585	May Hosiery Mills Knitting Mill	8/26/2016	Burlington	Building
93001196	McBane, Camilus, House	11/22/1993	Snow Camp	Building
94000022	McCauley-Watson House	2/4/1994	Union Ridge	Building
86003438	McCray School	12/4/1986	Burlington	Building
11000952	Mebane Commercial Historic District	12/22/2011	Mebane	District
82003420	Menagerie Carousel	1/12/2024	Burlington	Structure
84001924	Moore-Holt-White House	5/31/1984	Burlington	Building
06000687	Morrow, William P., House	8/9/2006	Graham	Building
99000698	North Main Street Historic District	6/10/1999	Graham	District
11000953	Old South Mebane Historic District	12/22/2011	Mebane	District
13000933	Old South Mebane Historic District (Boundary Increase)	12/16/2013	Mebane	District
14000291	Oneida Cotton Mills and Scott-Mebane Manufacturing Company Complex	6/9/2014	Graham	District
98000546	Saxapahaw Spinning Mill, Former	5/20/1998	Saxapahaw	Building
87001850	Scott, Kerr, Farm	10/31/1987	Haw River	Building
89000497	Snow Camp Mutual Telephone Exchange Building	6/9/1989	Snow Camp	Building
01001427	South Broad-East Fifth Streets Historic District	12/31/2001	Burlington	District
80002800	Southern Railway Passenger Station	5/23/1980	Burlington	Building
93001192	Spoon, A. L., House	11/22/1993	Snow Camp	Building
79001653	St. Athanasius Episcopal Church and Parish House and the Church of the Holy Comforter	5/29/1979	Burlington	Building
84001926	Stagg House	5/31/1984	Burlington	Building
87000457	Sunny Side	3/23/1987	Burlington	Building
93001198	Thompson, James Monroe, House	11/22/1993	Saxapahaw	Building
88001594	US Post Office	9/23/1988	Burlington	Building
84000359	West Davis Street-Fountain Place Historic District	11/5/1984	Burlington	District
16000219	Western Electric Company-Tarheel Army Missile Plant	5/2/2016	Burlington	Building
82003422	White Furniture Company	7/29/1982	Mebane	Building
84001930	Windsor Cotton Mills Office	5/31/1984	Burlington	Building
91001745	Woodlawn School	11/29/1991	Mebane	Building
<b>Durham County</b>				
00001163	American Tobacco Company Manufacturing Plant	9/29/2000	Durham	District
79003330	Bassett House	11/29/1979	Durham	Building
70000452	Bennett Place State Historic Site	2/26/1970	Durham	Site
12001157	Biddle, Mary Duke, Estate	1/9/2013	Durham	Building
90000350	Blacknall, Richard D., House	3/1/1990	Durham	Building
99001619	Bright Leaf Historic District	12/30/1999	Durham	District
74001346	Bull Durham Tobacco Factory	9/10/1974	Durham	Building
82003448	Bullington Warehouse	8/30/1982	Durham	Building
10000631	Burch Avenue Historic District	9/3/2010	Durham	District

**SECTION 3: PLANNING AREA PROFILE**

Ref#	Property Name	Status Date	City	Category
11000508	Carr, John C. and Binford, House	8/5/2011	Durham	Building
00000394	City Garage Yard and Fire Drill Tower	5/3/2000	Durham	Building
00000991	Clark and Sorrell Garage	8/16/2000	Durham	Building
85002438	Cleveland Street District	9/20/1985	Durham	District
100003295	College Heights Historic District	1/28/2019	Durham	District
79003331	Cranford-Wannamaker House	11/29/1979	Durham	Building
79003332	Crowell House	11/29/1979	Durham	Building
79003333	Dillard-Gamble Houses	1/19/1979	Durham	Building
77000998	Downtown Durham Historic District	11/1/1977	Durham	District
66000590	Duke Homestead and Tobacco Factory	11/13/1966	Durham	Building
85001781	Duke Memorial United Methodist Church	8/11/1985	Durham	Building
85001793	Durham Cotton Mills Village Historic District	8/9/1985	Durham	District
78001944	Durham Hosiery Mill	11/14/1978	Durham	Building
13001115	Durham Hosiery Mills Dye House	1/22/2014	Durham	Building
85003055	Durham Hosiery Mills No. 2-Service Printing Company Building	11/27/1985	Durham	Building
04001393	East Durham Historic District	12/23/2004	Durham	District
85001775	Emmanuel AME Church	8/9/1985	Durham	Building
85001778	Ephphatha Church	8/9/1985	Durham	Building
84002724	Erwin Cotton Mills Company Mill No. 1 Headquarters Building	11/20/1984	Durham	Building
73001337	Fairintosh Plantation	4/3/1973	Durham	Building
05000348	Forbus, Wiley and Elizabeth, House	4/28/2005	Durham	Building
05001476	Forest Hills Historic District	12/28/2005	Durham	District
13000204	Foster and West Geer Streets Historic District	4/23/2013	Durham	District
85001791	Golden Belt Historic District	8/9/1985	Durham	District
96000816	Golden Belt Historic District (Boundary Increase)	7/30/1996	Durham	Building
82003449	Greystone	6/1/1982	Durham	Building
11000955	Hampton-Ellis Farm	12/22/2011	Bahama	Building
72000960	Hardscrabble	1/20/1972	Bahama	Building
78001945	Hill, John Sprunt, House	1/30/1978	Durham	Building
13001026	Hillside Park High School	12/30/2013	Durham	Building
85002437	Holloway Street District	9/20/1985	Durham	District
09000263	Holloway Street Historic District (Boundary Increase)	4/30/2009	Durham	District
08000814	Holloway, Kinchen, House	8/29/2008	Durham	Building
09001105	Hope Valley Historic District	12/11/2009	Durham	District
78001946	Horton Grove Complex	3/17/1978	Durham	Building
03000340	Lakewood Park Historic District	5/1/2003	Durham	District
75001257	Leigh Farm	9/5/1975	Chapel Hill	Building
08000774	Liberty Warehouse Nos. 1 and 2	8/6/2008	Durham	Building
85000118	Little Creek Site (31 DH 351)	1/11/1985	Chapel Hill	Site
100000896	Little River High School	4/28/2017	Bahama	Building
89000446	Mangum, Bartlett, House	5/25/1989	Durham	Building
85001554	Meadowmont	7/11/1985	Chapel Hill	District

**SECTION 3: PLANNING AREA PROFILE**

Ref#	Property Name	Status Date	City	Category
85001792	Morehead Hill Historic District	7/13/2017	Durham	District
04000567	Morehead Hill Historic District (Boundary Increase)	6/2/2004	Durham	District
86000676	North Carolina Central University	3/28/1986	Durham	District
75001258	North Carolina Mutual Life Insurance Company Building	5/15/1975	Durham	Building
98001573	North Durham County Prison Camp (Former)	12/31/1998	Durham	Building
85001338	North Durham-Duke Park District	6/20/1985	Durham	District
85001777	O'Brien, William Thomas, House	8/9/1985	Durham	Building
100000866	Pauli Murray Family Home	3/2/2017	Durham	-
100000867	Pauli Murray Family Home	3/2/2017	Durham	-
85001782	Pearl Mill Village Historic District	8/9/1985	Durham	District
79003334	Pegram House	11/29/1979	Durham	Building
04001287	Poland, George, House	12/4/2004	Bahama	Building
85001780	Powe House	8/9/1985	Durham	Building
09000601	Russell School	8/5/2009	Durham	Building
85001779	Scarborough House	8/9/1985	Durham	Building
12000345	Scott and Roberts Dry Cleaning Plant, Office, and Store	6/20/2012	Durham	Building
85002429	Smith Warehouse	9/16/1985	Durham	Building
76001319	St. Joseph's African Methodist Episcopal Church	8/11/1976	Durham	Building
73001338	Stagville	5/25/1973	Durham	Building
10001093	Stokesdale Historic District	12/28/2010	Durham	District
99001684	Tilley, Marcus, House	1/14/2000	Bahama	Building
86000672	Trinity Historic District	3/26/1986	Durham	District
07001372	Trinity Historic District (Boundary Increase II)	1/9/2008	Durham	District
04000568	Trinity Historic District (Boundary Increase)	6/4/2004	Durham	District
89001418	Umstead, Adolphus W., House	9/14/1989	Bahama	Building
14000983	Umstead, D.C., Store and House	12/2/2014	Bahama	Building
03000804	Venable Tobacco Company Prizery and Receiving Room	8/21/2003	Durham	Building
85001847	Venable Tobacco Company Warehouse	8/9/1985	Durham	Building
84002259	Watts and Yuille Warehouses	4/5/1984	Durham	Building
80002824	Watts Hospital	4/2/1980	Durham	Building
01000427	Watts-Hillandale Historic District	4/25/2001	Durham	District
86000680	West Durham Historic District	3/26/1986	Durham	District
85001776	West Point on the Eno	8/9/1985	Durham	District
<b>Orange County</b>				
76001332	Alberta Mill Complex	1/19/1976	Carrboro	Building
71000606	Ayr Mount	8/26/1971	Hillsborough	Building
03000858	Bellevue Manufacturing Company	8/28/2003	Hillsborough	Building
05000325	Beta Theta Pi Fraternity House	4/20/2005	Chapel Hill	Building
78001969	Bingham School	1/18/1978	Oaks	Building
70000465	Burwell School	9/15/1970	Hillsborough	Building
99000481	Cabe-Pratt-Harris House	4/22/1999	Hillsborough	Building
99000867	Carolina Inn	8/6/1999	Chapel Hill	Building



### SECTION 3: PLANNING AREA PROFILE

Ref#	Property Name	Status Date	City	Category
85001339	Carrboro Commercial Historic District	6/20/1985	Carrboro	District
98000389	Cedar Grove Rural Crossroads Historic District	4/23/1998	Cedar Grove	District
100005201	Cedar Grove School	4/24/2020	Cedar Grove	Building
71000604	Chapel Hill Historic District	12/16/1971	Chapel Hill	District
15000165	Chapel Hill Historic District (Boundary Increase and Additional Documentation)	4/16/2015	Chapel Hill	District
90000364	Chapel Hill Town Hall	3/20/1990	Chapel Hill	Building
72000980	Chapel of the Cross	2/1/1972	Chapel Hill	Building
72000981	Commandant's House	11/9/1972	Hillsborough	Building
71000607	Eagle Lodge	4/16/1971	Hillsborough	Building
11000622	Eno Cotton Mill	9/1/2011	Hillsborough	Building
88001175	Faucett Mill and House	8/4/1988	Hillsborough	District
99001391	Faucette, David, House	11/22/1999	Efland	Building
93000807	Gimghoul Neighborhood Historic District	8/5/1993	Chapel Hill	District
71000608	Hazel-Nash House	3/31/1971	Hillsborough	Building
73001362	Heartsease	4/11/1973	Hillsborough	Building
73001363	Hillsborough Historic District	10/15/1973	Hillsborough	District
96000186	Hogan, Alexander, Plantation	3/4/1996	Chapel Hill	Site
01000016	Hogan, Thomas and Mary, House	1/26/2001	Carrboro	Building
02000436	Holden-Roberts Farm	5/2/2002	Hillsborough	District
94000184	Jackson, Jacob, Farm	3/17/1994	Hillsborough	District
98000995	Jordan, Dr. Arch, House	8/6/1998	Caldwell	Building
86001625	Lloyd, Thomas F., Historic District	8/14/1986	Carrboro	District
01001187	Montrose	10/28/2001	Hillsborough	District
72000982	Moorefields	4/25/1972	Hillsborough	Building
09000637	Murphey School	8/20/2009	Hillsborough	Building
71000609	Nash Law Office	9/28/1971	Hillsborough	Building
100001633	Nash, Arthur C. and Mary S.A., House	10/27/2017	Chapel Hill	Building
71000610	Nash-Hooper House	11/11/1971	Hillsborough	Building
100009948	Navy Reserve Officers Training Corps (NROTC) Naval Armory at UNC-Chapel Hill	2/9/2024	Chapel Hill	Building
100007247	Neville, Jeter and Ethel, House	8/4/2023	Carrboro	Building
100002051	North Carolina Industrial Home for Colored Girls	1/26/2018	Efland	Building
02000435	Occoneetchee Speedway	5/2/2002	Hillsborough	Site
94000570	Old Chapel Hill Cemetery	6/3/1994	Chapel Hill	District
66000596	Old East, University of North Carolina	10/15/1966	Chapel Hill	Building
71000611	Old Orange County Courthouse	6/24/1971	Hillsborough	Building
79001740	Paisley-Rice Log House	1/31/1979	Mebane	Building
71000605	Playmakers Theatre	6/24/1971	Chapel Hill	Building
13000206	Pope, Capt. John S., Farm	4/23/2013	Cedar Grove	Building
100009620	Ridge Road School	12/15/2023	Hillsborough	Building
88002026	Rigsbee's Rock House	10/20/1988	Hillsborough	District
89001039	Rocky Ridge Farm Historic District	8/8/1989	Chapel Hill	District
07001501	Rocky Ridge Farm Historic District (Boundary Increase)	1/30/2008	Chapel Hill	District

Ref#	Property Name	Status Date	City	Category
71000612	Ruffin-Roulhac House	8/5/1971	Hillsborough	Building
71000613	Sans Souci	8/26/1971	Hillsborough	Building
100005203	Schley Grange Hall	4/24/2020	Schley	Building
78001968	St. Mary's Chapel	7/12/1978	Hillsborough	Building
71000614	St. Matthew's Episcopal Church and Churchyard	6/24/1971	Hillsborough	Building
98001528	West Chapel Hill Historic District	12/31/1998	Chapel Hill	District
100003930	West Chapel Hill Historic District	5/15/2019	Chapel Hill	District
<b>Person County</b>				
80002893	Burleigh	5/1/1980	Concord	Building
83001902	Henry-Vernon House	2/3/1983	Bushy Fork	Building
88000698	Holloway-Jones-Day House	6/9/1988	Roxboro	Building
82003496	Holloway-Walker Dollarhite House	6/1/1982	Bethel Hill	Building
06000229	House on Wagstaff Farm	4/5/2006	Roxboro	Building
05000267	Long, James A. and Laura Thompson, House	4/6/2005	Roxboro	Building
05001031	Merritt-Winstead House	9/15/2005	Roxboro	Building
79001744	Person County Courthouse	5/10/1979	Roxboro	Building
84002415	Roxboro Commercial Historic District	3/1/1984	Roxboro	District
09000660	Roxboro Cotton Mill	8/27/2009	Roxboro	Building
82003497	Roxboro Male Academy and Methodist Parsonage	7/29/1982	Roxboro	Building
74001369	Waverly Plantation	10/9/1974	Cunningham	Building

Source: National Parks Service, National Register of Historic Places, March 2025

## 3.4 HOUSING

According to the 2019-2023 ACS 5-Year Estimates, there are 294,567 housing units in the Eno-Haw region, of which approximately 94.9 percent are occupied. Compared to the state, housing occupancy rates are greater in the Eno-Haw region, with Alamance, Durham, and Orange Counties exceeding the state rate. Approximately 44% of housing units are renter-occupied. A high percentage of renters is an indicator of higher pre- and post-disaster vulnerability because, according to Cutter, et al. (2003), renters often do not have the financial resources of homeowners, are more transient, are less likely to have information about or access to recovery aid following a disaster and are more likely to require temporary shelter following a disaster. Higher rates of home ownership in some counties, including Alamance, Orange, and Person may indicate that more residents in these areas are able to implement certain types of mitigation in their homes.

Compared to the state average, housing growth has been high across the region with growth rates between 12-15 percent with the exception of Person County, where total housing units have increased by 1.6 percent compared to 2010 counts. Nearly 24 percent of householders moved into their current homes since the year 2018, and another 27 percent moved in between 2010 and 2017, which indicates the growth the area has experienced. Due to their relatively new tenancy, many householders may be unfamiliar with some hazard risks of the region.

Approximately 52 percent of all housing units in the region were built after 1990, and 14.6 percent were built between 1980 and 1989. While this housing stock is not particularly new, it is not very old, either. Age can indicate the potential vulnerability of a structure to certain hazards. For example, Alamance County first entered the National Flood Insurance Program in 1981, Durham County in 1979, Orange County in 1981, and Person County in 1990. Therefore, based on housing age estimates at least 41.7



percent of housing in Alamance County, 32 percent of housing in Durham County, 33.8 in Orange County, and 57.4 in Person County were built before any floodplain development restrictions were required.

The average median home value in the Eno-Haw region is \$290,720, which is approximately 34 percent higher than 2010 average and 12 percent higher than the state average. However, this value is slightly skewed high by Durham and Orange Counties. Compared to the state average, median home value is 36 percent higher in Durham County and 65 percent higher in Orange County. Conversely, median home value is 15 percent lower than the state average in Alamance County and 26 percent lower in Person County.

Over 65 percent of housing units in the Eno-Haw Region are detached single family homes. Approximately 6.4 percent of units are mobile homes, which can be more vulnerable to certain hazards, such as tornadoes and windstorms, especially if they aren't secured with tie downs.

Across the four counties, an average of 5.2 percent of occupied housing units have no vehicle available to them; these residents may have difficulty in the event of an evacuation.

Table 3.8 provides details on housing characteristics in the Eno-Haw Region according to data from the 2023 ACS 5-Year Estimates and the 2010 Census.

**Table 3.8 – Eno Haw Region Housing Characteristics, 2023**

Housing Characteristics	Alamance County	Durham County	Orange County	Person County	North Carolina
Housing Units (2010)	66,576	120,217	55,597	18,193	4,327,528
Housing Units (2023)	75,456	138,502	62,127	18,482	4,815,195
Housing Units Percent Change (2010-2023)	13.0%	15.0%	12.0%	1.6%	11.3%
Owner-Occupied, % (2023) <sup>1</sup>	65.5%	55.0%	64.2%	75.9%	66.4%
Vacant Units, % (2023) <sup>2</sup>	9.3%	7.1%	9.1%	12.3%	13.0%
% of Housing Units that are mobile homes	12.0%	1.3%	6.1%	17.9%	11.3%
Median Home Value	\$221,200	\$351,700	\$428,500	\$192,800	\$259,400

Source: U.S. Census Bureau 2010 Decennial Census, American Community Survey 2019-2023 5-Year Estimates  
 Owner-Occupied units reported as percent of occupied units; 2) Vacant units reported as a percent of the total number of housing units.

## 3.5 INFRASTRUCTURE

### 3.5.1 TRANSPORTATION

Major highways located in the Eno-Haw region include: I-40, I-85, I-540/NC 540, US 15, US 70, US 158, US 501, NC 49, NC 54, NC 55, NC 57, NC 62, NC 86, NC 87, NC 98, NC 147, NC 157, and NC 751.

Air travel is serviced primarily by Raleigh-Durham International Airport (RDU), 12 miles southeast of Durham, which enplaned over 15.5 million passengers in 2024. RDU is partially owned by the City of Durham and Durham County. Non-stop daily service is provided to 63 destinations in the United States and international service is available to 11 destinations.

Amtrak operates a daily train between Charlotte and New York City (the Carolinian) which stops at the Durham Transit Station in downtown Durham and the Depot in the City of Burlington. The State of North Carolina, in cooperation with Amtrak, operates two additional daily trains between Raleigh and Charlotte which also stop in Durham and Burlington. Amtrak currently does not stop in Orange County, but the Town of Hillsborough is working with the state, North Carolina Railroad and Amtrak to establish passenger rail service.

National bus service is provided by Greyhound and Megabus at several stops in Alamance County and the Durham Transit Station in downtown Durham.

### **ALAMANCE COUNTY**

In addition to RDU, air travel for Alamance County is provided by Piedmont Triad International Airport (PTI), located in Guilford County 34 miles west of Burlington. PTI offers non-stop daily service to 14 destinations.

City of Burlington has a municipal bus service with five routes covering several portions of the county. GoTriangle and Piedmont Area Regional Transportation began operating a weekday bus service in the Town of Mebane on Monday, with a stop at the park-and-ride lot at Alamance Regional Medical Center's MedCenter Mebane location, 3940 Arrowhead Blvd., and at City Hall, 106 E. Washington Street. The City of Graham is also served by GoTriangle and Piedmont Area Regional Transportation which also operates weekday service to citizens of Graham with transportation to Chapel Hill and Greensboro areas.

Amtrak lines – the Carolinian and the Piedmont pass through Alamance County. Burlington's Station is located at 101 N. Main Street and is directly across Webb Avenue from LINK's Temporary Transfer Hub.

As of 2023, an estimated 80.1 percent of commuters drove alone to work, while 8.4 percent carpoolled and only 0.24 percent used public transportation.

### **DURHAM COUNTY**

Most travel in Durham County is by private vehicle. Important arteries for traffic include NC 147, which connects Duke University, downtown, and Research Triangle Park (RTP), U.S. 15-501 between Durham and Chapel Hill, I-85, connecting Durham to Virginia and western North Carolina cities, and I-40 running across southern Durham County between RTP and Chapel Hill. The I-40 corridor has been the main site of commercial and residential development in Durham since its opening in the early 1990s. In 2023, an estimated 65.8 percent of commuters drove alone to work, 8.1 percent carpoolled, and 3.6 percent used public transportation.

The City of Durham maintains an extensive network of bicycle routes and trails and has been recognized with a Bicycle Friendly Community Award. The American Tobacco Trail begins in downtown and continues south through RTP and ends in Wake County.

GoTriangle offers scheduled, fixed-route regional and commuter bus service between Raleigh and the region's other principal cities of Durham, Cary, and Chapel Hill, as well as to and from RDU, RTP, and several of the region's larger suburban communities. Go Triangle also coordinates an extensive vanpool and rideshare program that serves the region's larger employers and commuter destinations. GoDurham provides municipal bus service. Duke University also maintains its own transit system, Duke Transit, which operates more than 26 buses with routes throughout the campus and health system.

### **ORANGE COUNTY**

As of 2023, an estimated 57.7 percent of commuters drove alone to work, 6.7 percent carpoolled, another 7.5 percent used public transportation, and 5 percent walked.

GoTriangle provides regional bus service linking the Town of Chapel Hill to Research Triangle Park, Raleigh-Durham International Airport, Duke University, NC State University, and other key regional locations. GoTriangle also contracts with Orange Public Transportation (OPT) to provide service between the Towns of Hillsborough and Chapel Hill. In addition, GoTriangle has a vanpool program for commuters that have a greater than 20-mile round-trip.

## **PERSON COUNTY**

As of 2023, an estimated 75.9 percent of commuters drove alone to work, while 6.7 percent carpoolled and only 0.67 percent walked.

Rail transportation is provided by Norfolk and Western. Motor freight coming into and going out of Person-Roxboro has decreased significantly. Motor freight coming into and going out of Person-Roxboro is handled by a number of carriers including Motor Freight Carriers, Walker Transfer Co., Spector, Freight, Branch, Pilot, Estes, Carolina Freight Carriers and UPS. Air transportation is provided locally at the Person-Roxboro Executive Airport located just west off US 501 south of the City of Roxboro.

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### **3.5.2 UTILITIES**

Electric power for the region is provided by Duke Power. In unincorporated Alamance, Orange, and Person Counties, Piedmont Electric Membership Corporation is the electric provider. Natural gas is provided by Dominion Energy (formerly Public Service of North Carolina) for all areas and by Piedmont Natural Gas for Alamance County.

In Alamance County, municipal water service is provided by the Cities of Burlington, Elon, and Graham, the Town of Haw River, the Graham Water System, Mebane Water System, and the Orange-Alamance Water System. The City of Durham provides water, sewer, and stormwater service to City residents. In Orange County, water and sewer services are provided by the Town of Hillsborough and Orange Water and Sewer Authority. In Person County, the City of Roxboro provides water and sewer service.

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## **3.6 CURRENT AND FUTURE LAND USE**

Alamance, Durham, Orange, and Person Counties as well as several of the towns and cities within the Eno-Haw region have comprehensive land use plans in place. A community's comprehensive plan and future land use map guide development decisions and indicate where growth can be expected to occur based on land suitability and the community's overall vision and priorities. This section summarizes current and future land use and growth and development trends in each county.

### **ALAMANCE COUNTY**

In 2020 Alamance County updated its previous comprehensive plan (2007). The 2020 Land Development Plan and Snow Camp Small Area Plan reviews existing conditions within the county and outlines a vision for future development. The Alamance County Planning Department is responsible for planning and development activities in the County.

Alamance County is characterized by substantial divide between rural and urban development. In recent years, the county has experienced increased development in unincorporated areas. In 2000, Alamance County's population totaled 130,800. By 2019, the population had increased by 30% to an approximate total of 170,000. As such, there was an influx of new housing – 18,000 new units between 2000 and 2019. Around 30% of this population growth (10,700 people) and 5,000 of the new residential units were located in the unincorporated county. Unincorporated areas that experienced growth include the NC-49 corridor between Burlington and Liberty, north and south of Mebane, and the Swepsonville area.

Agricultural uses make up almost 40 percent of total land use. Over 30 percent of the land area is designated as residential – 22 percent rural residential, 8 percent single family, and 1 percent multi-family/townhouse. More intense uses, including multi-family, commercial, industrial, and institutional land uses are concentrated in municipalities. Figure 3.6 displays a map of the county’s existing land use.

### FUTURE LAND USE

The future land use map is categorized by character areas that outline allowable uses, design characteristics, and density recommendations. The overall vision for future land use in the county includes focused growth near municipalities, defined opportunities for commercial and employment land uses, protection of rural character in less developed areas, and a decrease in development pressure in agricultural areas. Figure 3.7 displays the future land use map with the following land use categories:

- Municipal Growth
- Suburban Transition
- Rural Residential
- Agricultural
- Open Space and Parks
- Rural Center
- Mill Village
- Employment Centers



Figure 3.6 – Alamance County Existing Land Use Map, 2020

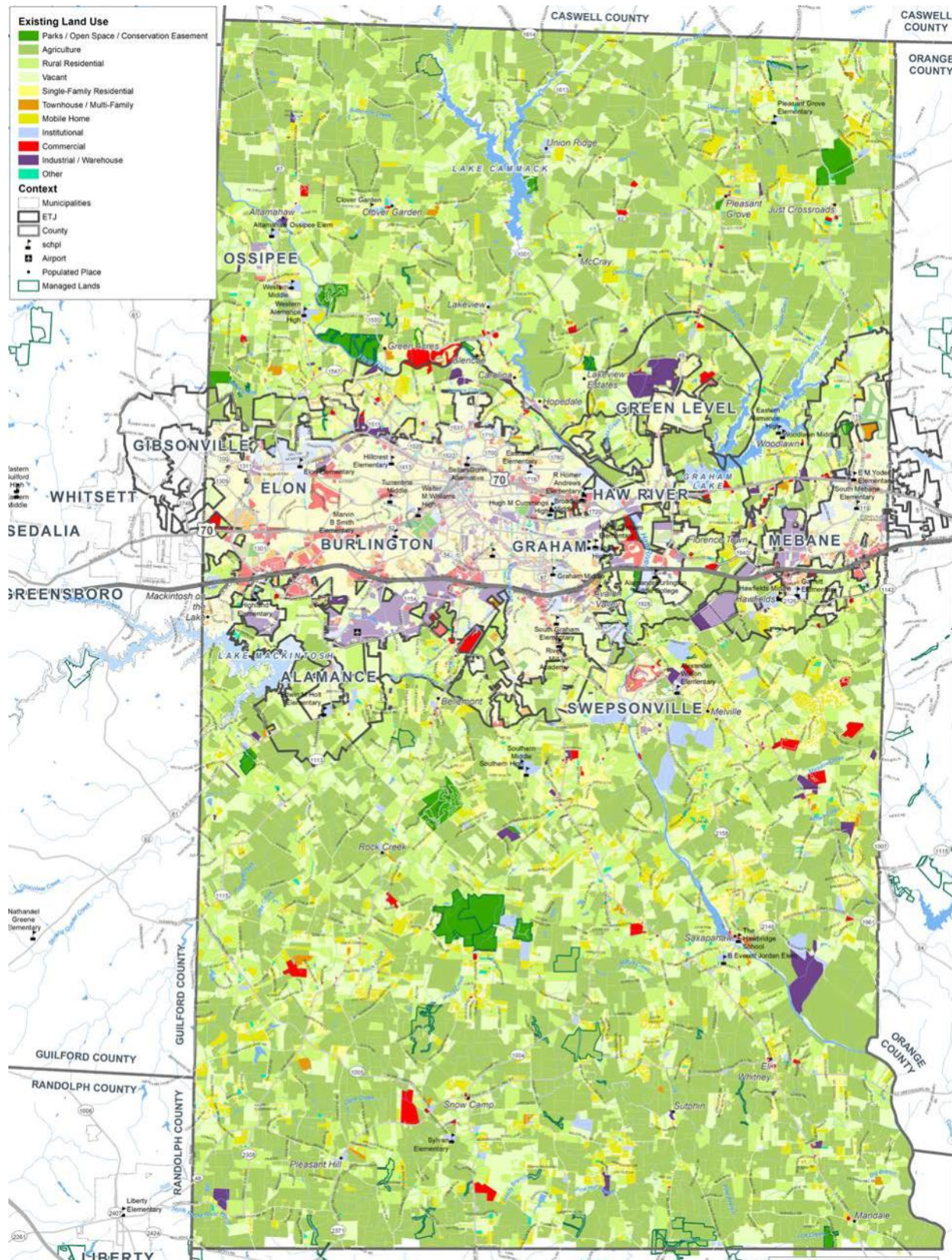
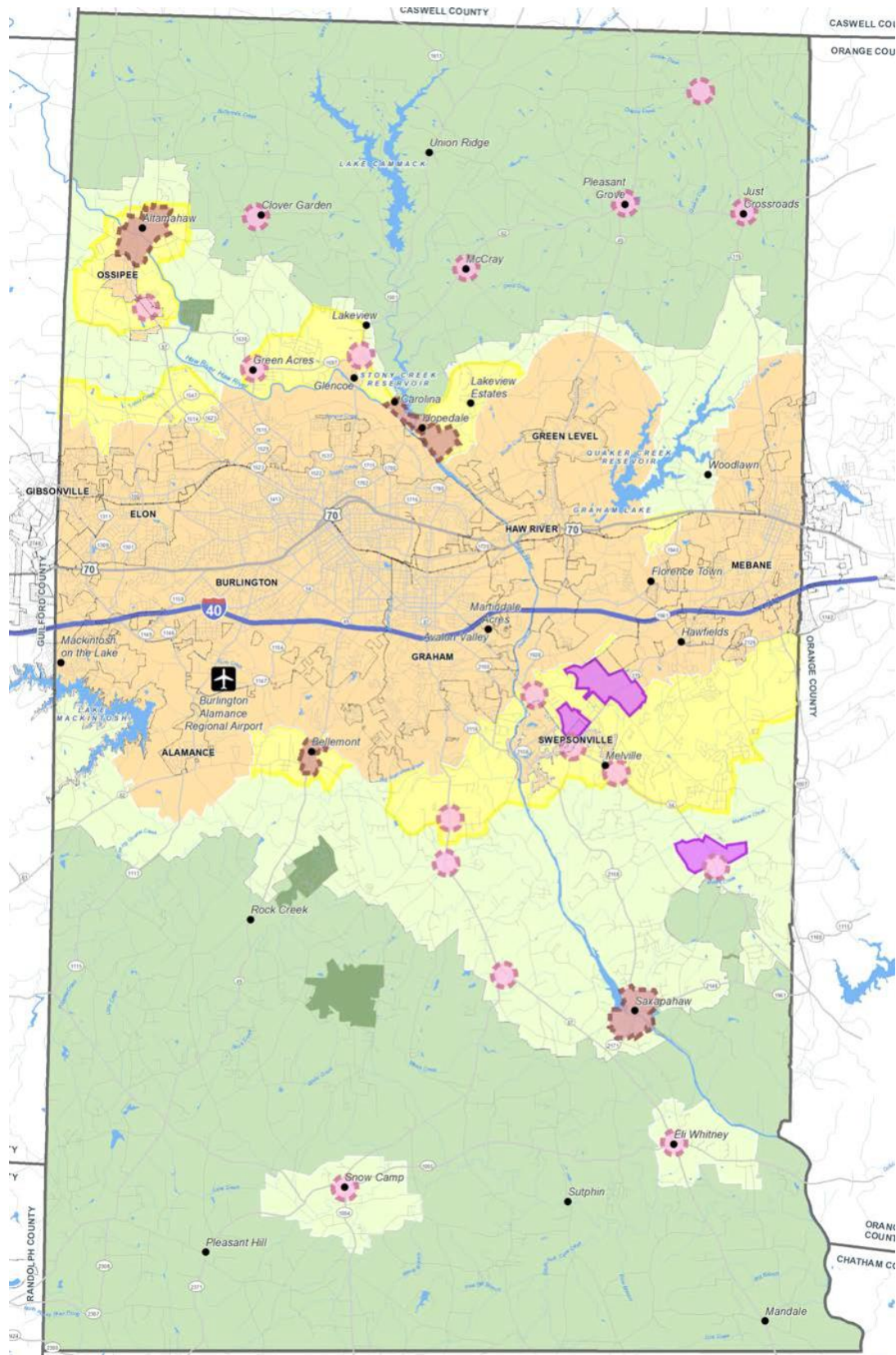




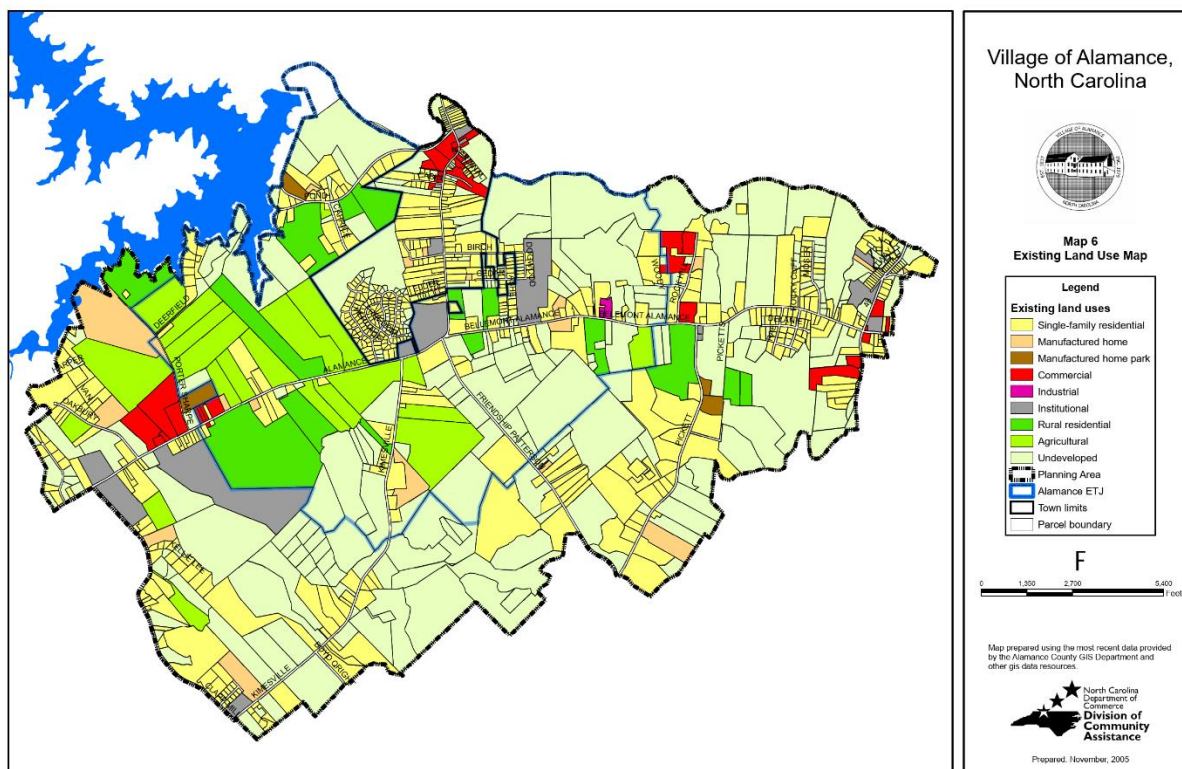
Figure 3.7 - Alamance County Future Land Use Map, 2020



### VILLAGE OF ALAMANCE

The Village of Alamance 2024 Land Use Plan conveys a vision of the community for the next 15 to 20 years. Based on the previous land use analysis completed in 2005, the planning area covers a total land area of 6,417 acres. The ETJ area contains 1,319 acres and the village contains 458 acres. The remaining acreage is located in the area beyond the ETJ. Slightly more than 76 percent of the land in the ETJ was undeveloped, and in the village 36.08 percent of the land was undeveloped. Around 51 percent of the entire planning area was characterized as vacant and 25 percent single-family residential, however, single-family residential designates over 53 percent of the land uses within the village boundary. Figure 3.8 shows the existing land use map.

**Figure 3.8 - Village of Alamance Existing Land Use Map, 2024**



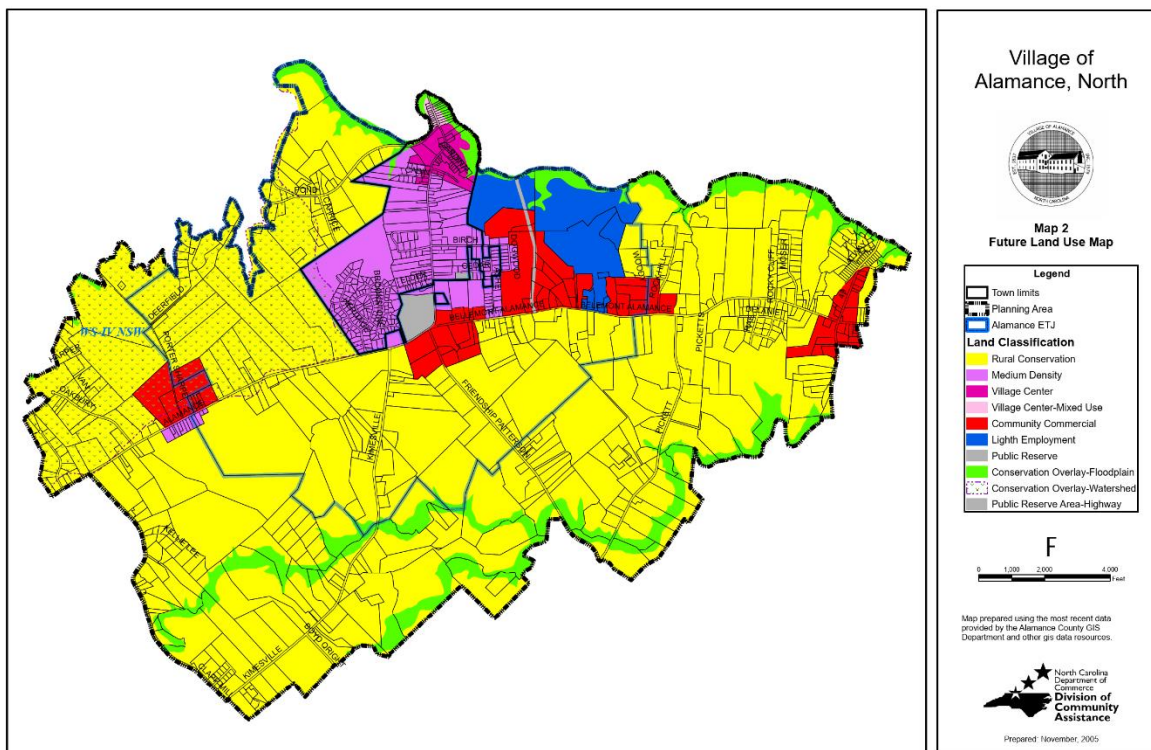
### FUTURE LAND USE

The future land use map is broken down into land classification categories. Each classification is defined by established criteria for type, intensity, and location of land uses and public improvements that should occur in the planning area. The land classifications area as follows:

- Resource Conservation Overlay
- Public Reserve Areas
- Rural Conservation Areas
- Medium Density Residential
- Traditional Neighborhood Area
- The Village Center
- Community Commercial Areas
- Light Employment Center

A future land use map for the village is show in Figure 3.9.

Figure 3.9 – Village of Alamance Future Land Use Map, 2024

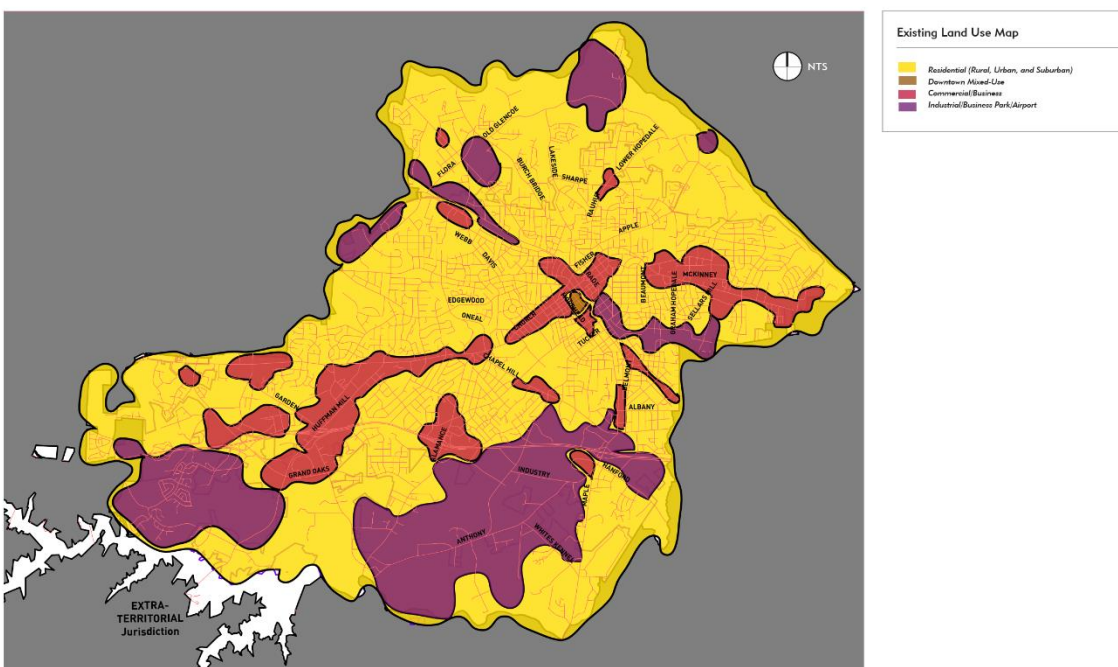


### CITY OF BURLINGTON

Based on the city’s current comprehensive plan, 2015, there has been a growth pattern outward from the center – new development has for decades trended towards the south and west sides of the city and near the airport. Neighborhoods surrounding the core transitioned from mixed-use, typically mill-centric villages to primarily residential neighborhoods. However, Downtown and the city’s major corridors throughout the city have remained commercial in nature. There are some remaining pockets of industry within, but those are concentrated in small districts throughout the city and its south side. Figure 3.10 displays the existing land use map.



**Figure 3.10 – City of Burlington Existing Land Use Map, 2015**



### FUTURE LAND USE

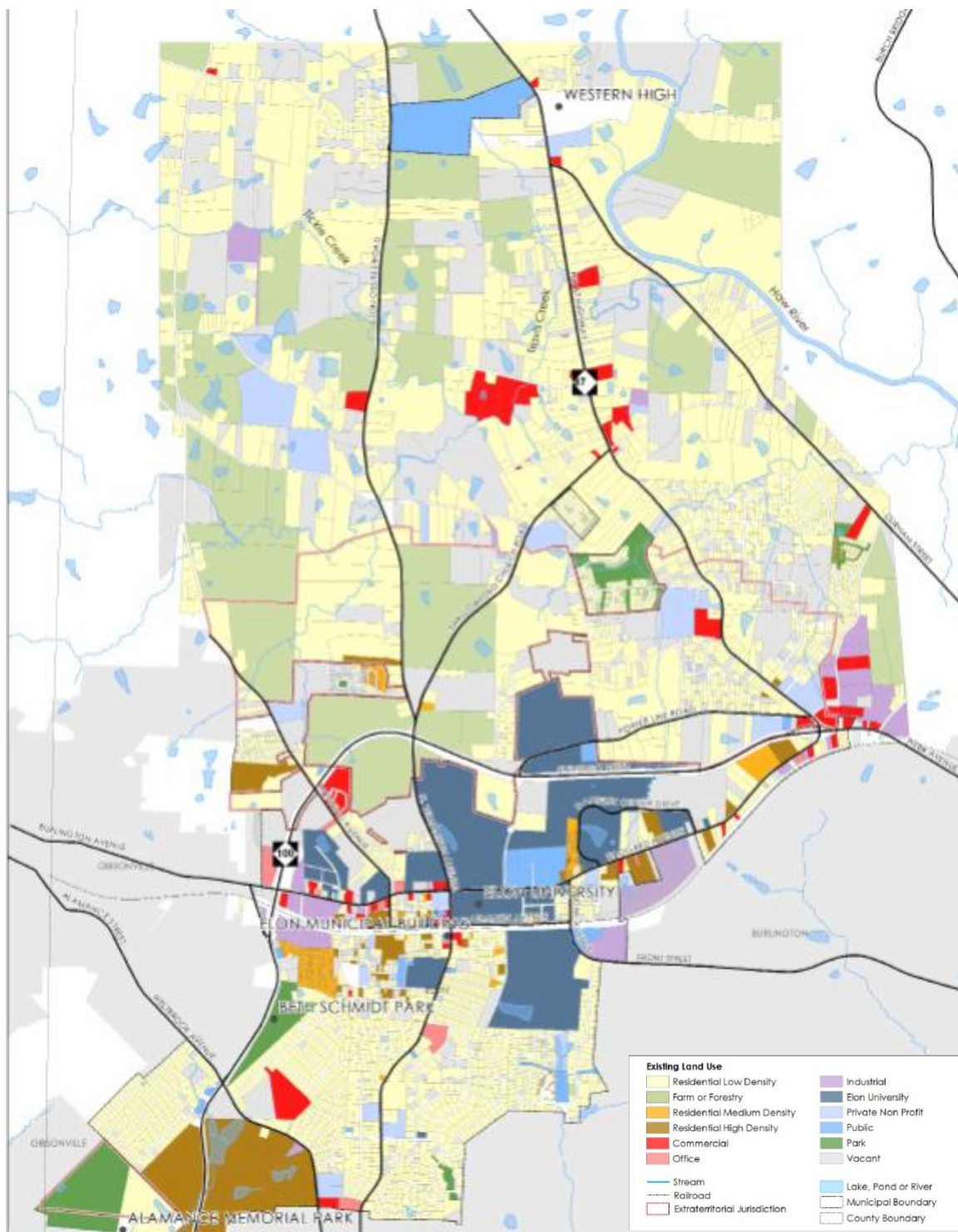
Burlington has room to grow on its fringe within its existing corporate limits but also has the opportunity to expand within its ETJ into the adjacent agricultural and rural lands. Based on its future land use goals, Burlington has a desire to focus on the redevelopment and revitalization of portions of the city that have suffered from little investment in infrastructure or buildings in decades. Particularly the east side of the city needs considerable attention from a development perspective and land use and zoning will need to support opportunities to revitalize that area of the city. A future land use map can be found in the [City of Burlington Comprehensive Plan: Destination Burlington, 2015](#).

### TOWN OF ELON

The Envision Elon 2040 Comprehensive Land Use Plan was adopted in 2019. Development is overseen by the Planning and Zoning and Development Services department.

Elon is intertwined with the college and has seen a noticeable increase in population of 9% from 2010 to 2017. Around 32.5 percent of the land area in the Elon is developed. The university is located in the southern portion of the Town and is surrounded by commercial and residential land uses. An existing land use map is shown in Figure 3.11.

**Figure 3.11 – Town of Elon Existing Land Use Map, 2019**



### FUTURE LAND USE

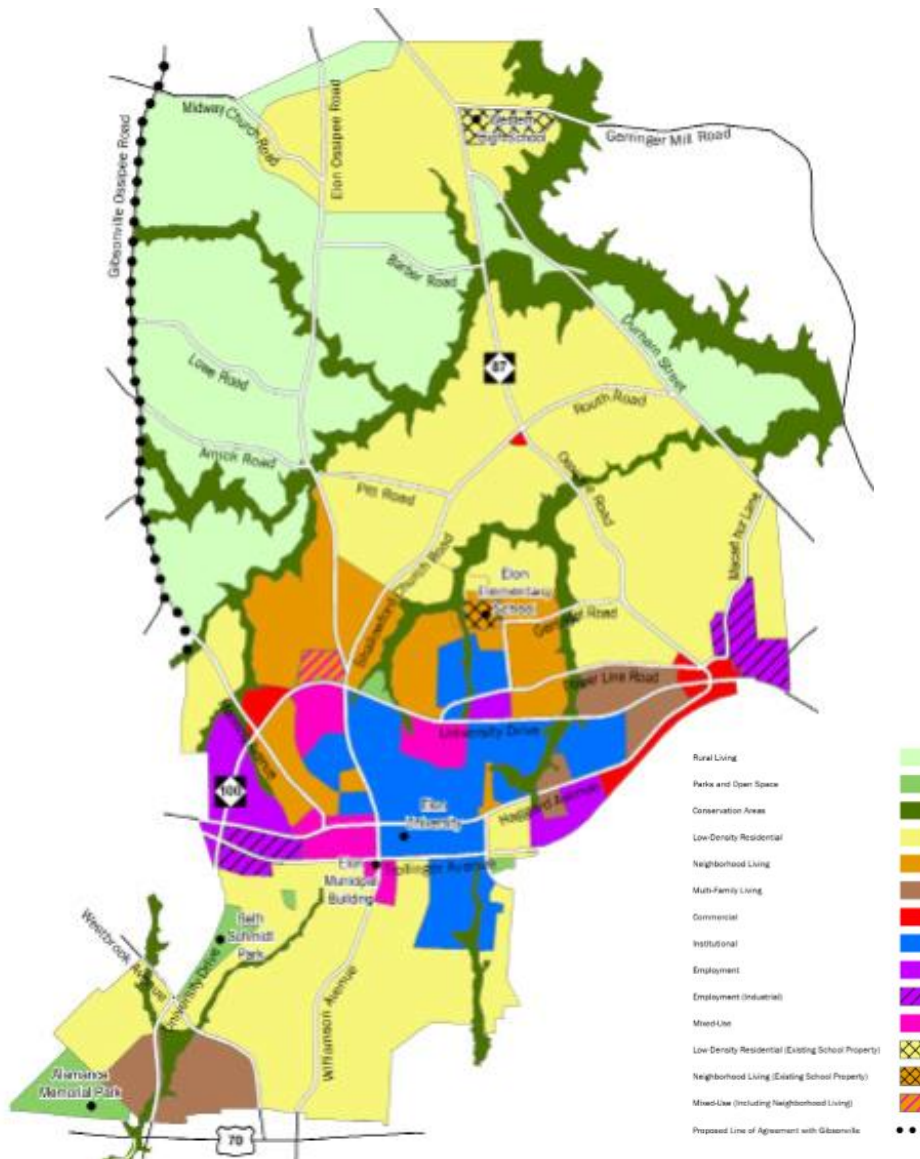
The town’s future land use map is shown in Figure 3.12. Based on the town’s vision and goals, they aim to concentrate future development in the “core” around Elon University and downtown to help foster walkability for those that live and work in the town. The town aims to integrate cultural and recreational

opportunities into the development pattern, fostering social connections. Also, by directing future development to the center of Elon, existing infrastructure capacity can be utilized, which is another goal.

The community is also committed to conserving valuable natural resources. The map delineates areas where such assets exist and should therefore be the subject of future conservation efforts. The map supports policies for lower density development near such assets and the use of conservation design to ensure minimal impacts to such resources. The future land use classifications area as follows:

- Commercial
- Employment
- Mixed-Use
- Multi-Family Living
- Neighborhood Living
- Low-Density Residential
- Rural Living
- Institutional
- Parks and Open Space
- Conservation

**Figure 3.12 – Town of Elon Future Land Use Map, 2019**



### CITY OF GRAHAM

The Graham 2035 Comprehensive Plan was adopted in 2015. Based on the existing land use analysis described in this plan, existing land use development has remained consistent with previous spatial policies with the majority of the city zoned for residential uses.

### FUTURE LAND USE

Graham will focus compact development in well-defined areas in order to increase the viability of regional transit, preserve open space, rural areas, and environmentally sensitive lands, efficiently provide public services and infrastructure, and promote infill development and redevelopment. Compact growth areas include a number of communitywide activity destinations, including downtown and future mixed-use activity centers that will serve as focal points and centers of activity. A future land use map is shown in Figure 3.13. Future land use areas are categorized by the following classes:

- Downtown District
- Mixed Use Commercial
- Education District
- Employment District
- Industrial
- Downtown Regional Node
- Interchange Regional Node
- Community Activity Center
- Neighborhood Activity Center
- Potential Activity Center
- Mixed Use Residential
- Downtown Residential
- Suburban Residential
- Commercial Corridor
- Rural Residential





### TOWN OF GREEN LEVEL

Existing land uses were mapped and analyzed in the Town of Green Level Land Development Plan, 2018. The town has experienced limited land use changes over the past two decades. Changes that have occurred over the years have been attributed to forested lands being cleared for timber, loss of farmland to housing development, and some residential development throughout the town.

Table 3.9 below shows the acreage and percent of land area for each land use. Over 43 of the Town's land area is single-family residential and around 41 percent is farmland. A map of existing land use is in Figure 3.14.

**Table 3.9 – Green Level Existing Land Use Categories and Acreage**

Existing Land Use	Acres	Percent
Farmland	1,453.5	41.2%
Single-Family*	1,530.1	43.4%
Vacant	216.6	6.1%
Industrial	173.8	4.9%
Commercial/Office	58.6	1.7%
Institutional/Governmental	44.9	1.3%
Multi-family and Mobile Home Parks	42.3	1.2%
Recreation/Open Space	5.5	0.2%

\*includes mobile homes

Source: Green Level Land Development Plan, 2018

### FUTURE LAND USE

The town has experienced limited land use changes over the past two decades, however, it expects an increase in growth and development over the new few years. The future land use plan aims to manage growth to align with the overall vision and goals of Green Level. The town's future land use plan is shown in Figure 3.15. The future land use classes are as follows:

- Developed
  - City Core
- Transition
  - Town Activity Center
- Rural
- Conservation Overlay



Figure 3.14 - Town of Green Level Existing Land Use Map, 2018

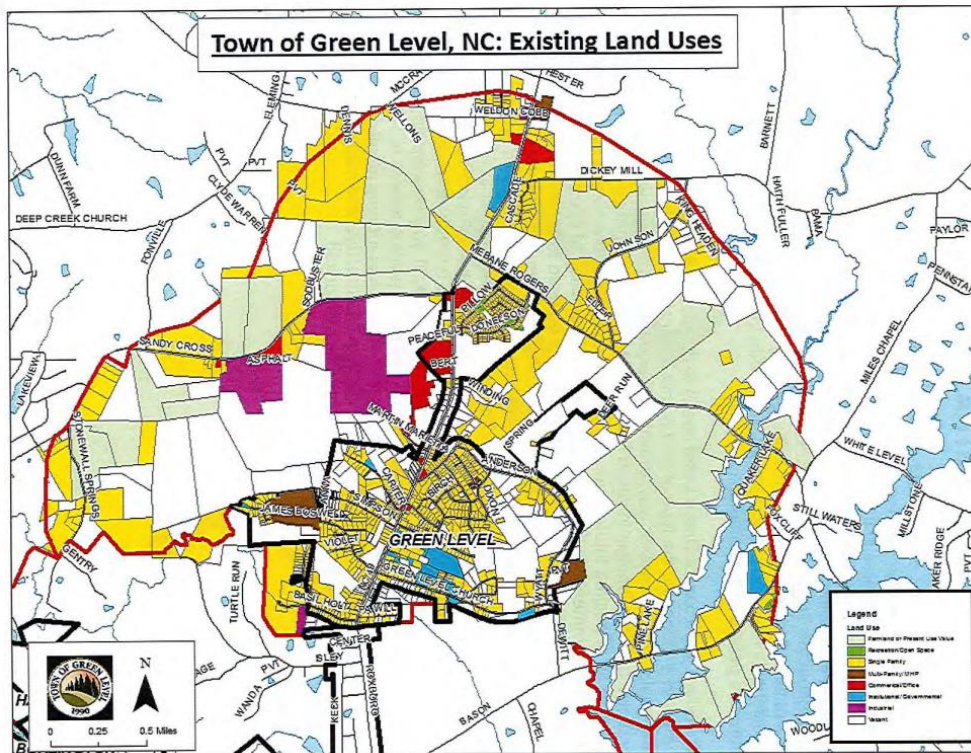
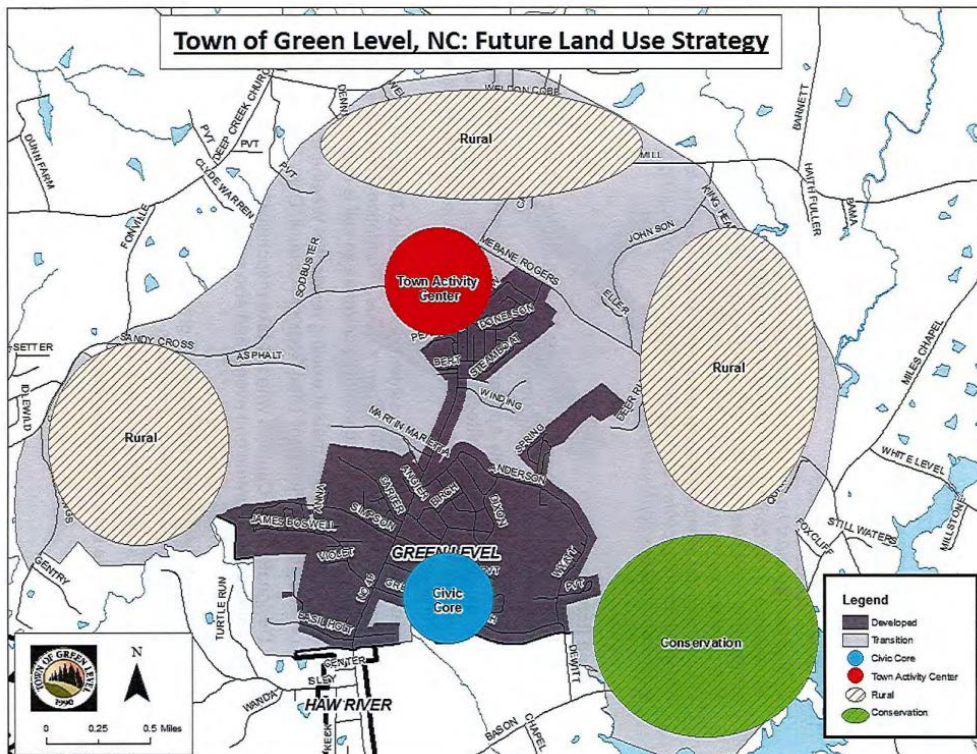


Figure 3.15 - Town of Green Level Future Land Use Map, 2018



### TOWN OF HAW RIVER

The Town of Haw River created the Town Plan 2040, a Comprehensive Plan Use and Master Plan which was adopted in 2020.

The town's main street is larger than any other commercial/industrial area of the Town and as such, includes the greatest number of employees. The majority of the remainder of the property includes low density neighborhoods, an elementary school, restaurants, a grocery store, civic/public service buildings, gas stations, places of worship and a few textile manufacturers and businesses developed somewhat in isolation from other buildings.

### FUTURE LAND USE

For the most part, the future land use map has been developed to focus redevelopment and new development of sufficient densities in areas where utilities already exist or are already programed to be extended. Several areas of town have been identified and designated on the future land use map for mixed use and commercial land uses as these areas should be encouraged to be redeveloped or enhanced as vacant or underperforming properties are replaced. The future land use map is shown in Figure 3.16 and the designation categories area as follows:

- Civic
- Commercial
- Employment/Manufacturing
- Mixed Use
- Rural
- Single Family Neighborhood
- Transitional Neighborhood





## CITY OF MEBANE

Mebane's land uses were mapped in the City of Mebane Comprehensive Land Development Plan, 2017. The city's existing land use map is shown in Figure 3.17. Table 3.10 below shows the acreage totals for each major category of land use within the city limits, the city's ETJ, and the remaining study area, as shown on the following map.

The City of Mebane has seen steady growth since the last land development plan, completed in 2001. Recent growth has occurred across sectors: manufacturing, distribution, commercial and residential. It has been particularly concentrated along I-40/85 in close proximity to interchanges.

Around 31 percent of the city is single-family homes. Only 3.5 percent of the land area is occupied by multi-family homes, however, these units make up 65 percent of new residential units within Mebane. Within the Mebane city limits, 25% of the land (1,409 acres) is undeveloped, scattered in various locations. About 204 acres of the Mill Creek subdivision remain undeveloped, comprising nearly 15% of the City's total undeveloped acreage. In the City's ETJ, 32% of the land (2,364 acres) is undeveloped.

**Table 3.10 – Mebane Existing Land Use Acreage, 2017**

Land Use	City		ETJ		Remaining Study Area		Total Study Area	
	Acre	%	Acre	%	Acre	%	Acre	%
Single Family <10 Acres	1,463.1	25.5%	1,530.0	20.4%	2,368.3	19.2%	5,361.3	21.0%
Single Family 10+ Acres	32.7	0.6%	1,023.1	13.6%	1,229.7	10.0%	2,285.5	8.9%
Mobile Home <10 Acres	10.2	0.2%	166.0	2.2%	373.3	3.0%	549.5	2.2%
Mobile Home 10+ Acres	0.0	0.0%	33.4	0.4%	217.5	1.8%	250.9	1.0%
Mobile Home Park	8.5	0.1%	197.0	2.6%	106.8	0.9%	312.3	1.2%
Duplex	3.6	0.1%	0.9	0.0%	0.0	0.0%	4.5	0.0%
Townhome	21.6	0.4%	0.0	0.0%	0.0	0.0%	21.6	0.1%
Apartments	173.5	3.0%	0.0	0.0%	0.0	0.0%	173.5	0.7%
Institutional	251.3	4.4%	139.9	1.9%	130.3	1.1%	521.4	2.0%
Office	44.0	0.8%	5.0	0.1%	1.0	0.0%	49.9	0.2%
Commercial	386.9	6.7%	66.3	0.9%	65.1	0.5%	518.3	2.0%
Industrial	804.8	14.0%	300.0	4.0%	58.2	0.5%	1,163.0	4.6%
Infrastructure	0.7	0.0%	6.2	0.1%	27.6	0.2%	34.5	0.1%
Mixed Use	0.1	0.0%	0.0	0.0%	0.0	0.0%	0.1	0.0%
Recreation	489.7	8.5%	44.0	0.6%	191.1	1.6%	724.9	2.8%
Agriculture	72.3	1.3%	1,159.7	15.4%	4,277.8	34.8%	5,509.7	21.6%
Undeveloped	1,409.4	24.6%	2,363.5	31.5%	2,673.6	21.7%	6,446.4	25.2%
ROW	565.3	9.9%	475.9	6.3%	587.6	4.8%	1,628.8	6.4%
TOTAL	5,737.6		7,510.9		12,307.7		25,556.2	

Source: Mebane Comprehensive Land Development Plan

## FUTURE LAND USE

Three community building principles were used in developing the City of Mebane's growth strategy and to define the geography of its primary growth strategy areas. Principle one focuses on incorporating a mix of land uses to achieve a classic village feel and function. This will be prioritized in the at the NC-119 Bypass/US-70 confluence and the Cameron Lane areas. Principle two aims to expand the road network to avoid "unconnected roads". The aim is to develop a network that will disperse traffic, making roads safer for cyclists and pedestrians, and less congested at rush hours. Principle three focuses on the expansion of conservation development. The primary purpose of conservation development is to optimize the efficiency of development projects, protecting areas of open space within each development and connecting them together for a shared green infrastructure that benefits the larger community. A growth strategy map is displayed in Figure 3.18.



Figure 3.17 – Mebane Existing Land Use Map, 2017

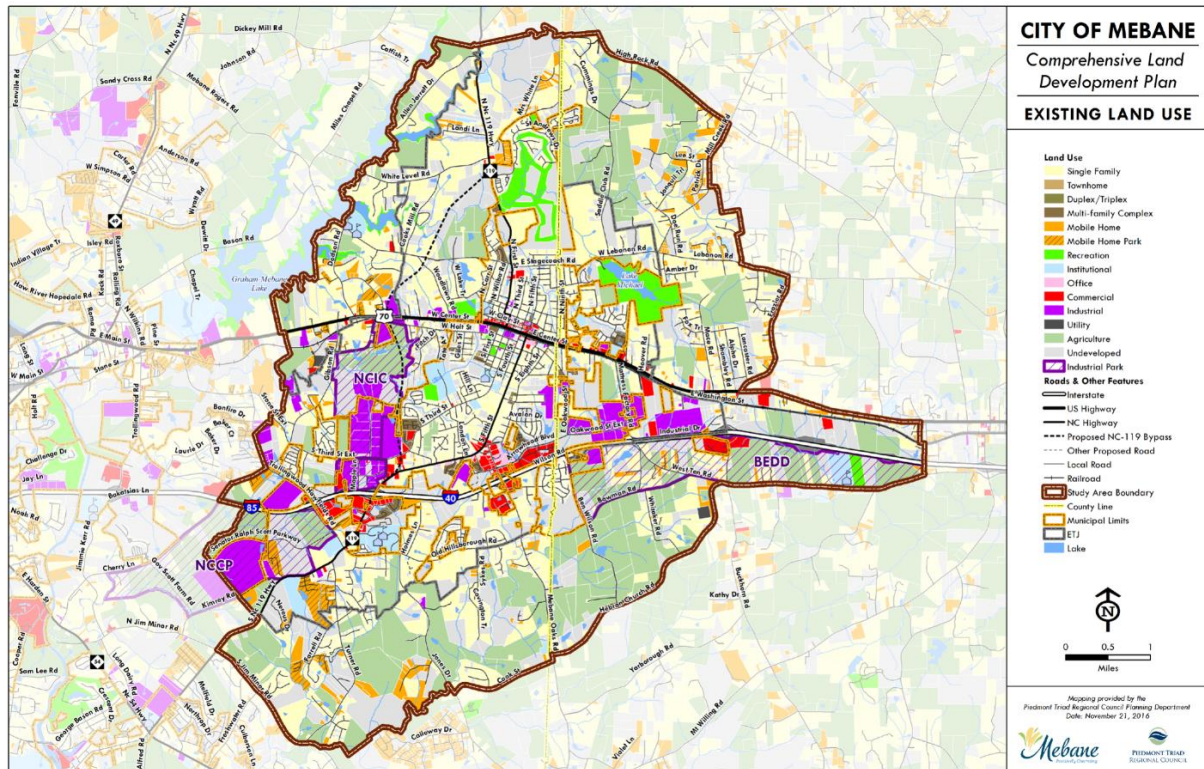
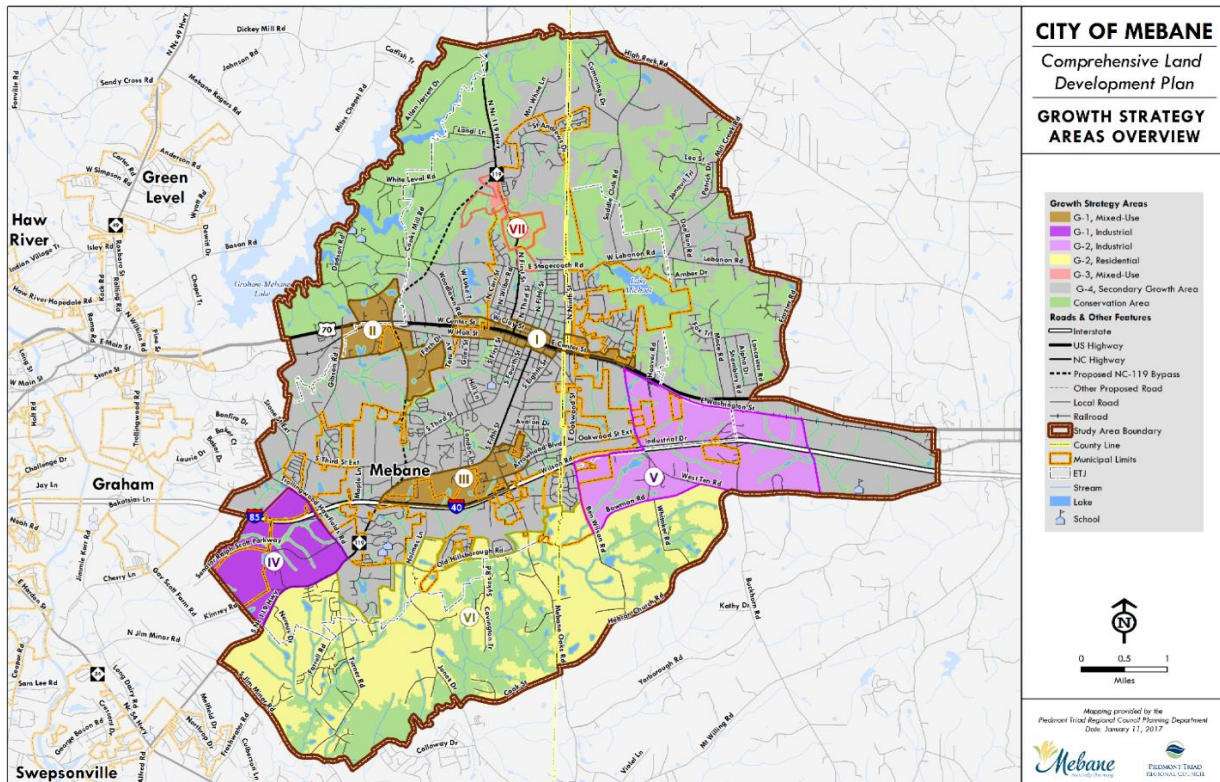


Figure 3.18 – Mebane Growth Strategy Areas Map, 2017



### TOWN OF SWEPSONVILLE

The Town's corporate limits encompass approximately 1.4 square miles of land. The Town's population has increased steadily over the past 20 years and is projected to continue increasing slowly over the next decade.

According to the Town of Swepsonville's 2040 Comprehensive Land Use and Master Plan (2022), the majority of the town's existing land uses is comprised of single-family residences. Along NC Highway 54 and Highway 119 is the Honda Power Equipment Manufacturing Plant, the largest manufacturing operation in the community. The town's historic "Main Street" area is an untapped resource with potential for development. Additionally, the parcel, across from the Swepsonville Farmers Market, has frontage on the Haw River and has a lot of redevelopment potential from both a local economic and cultural perspective.

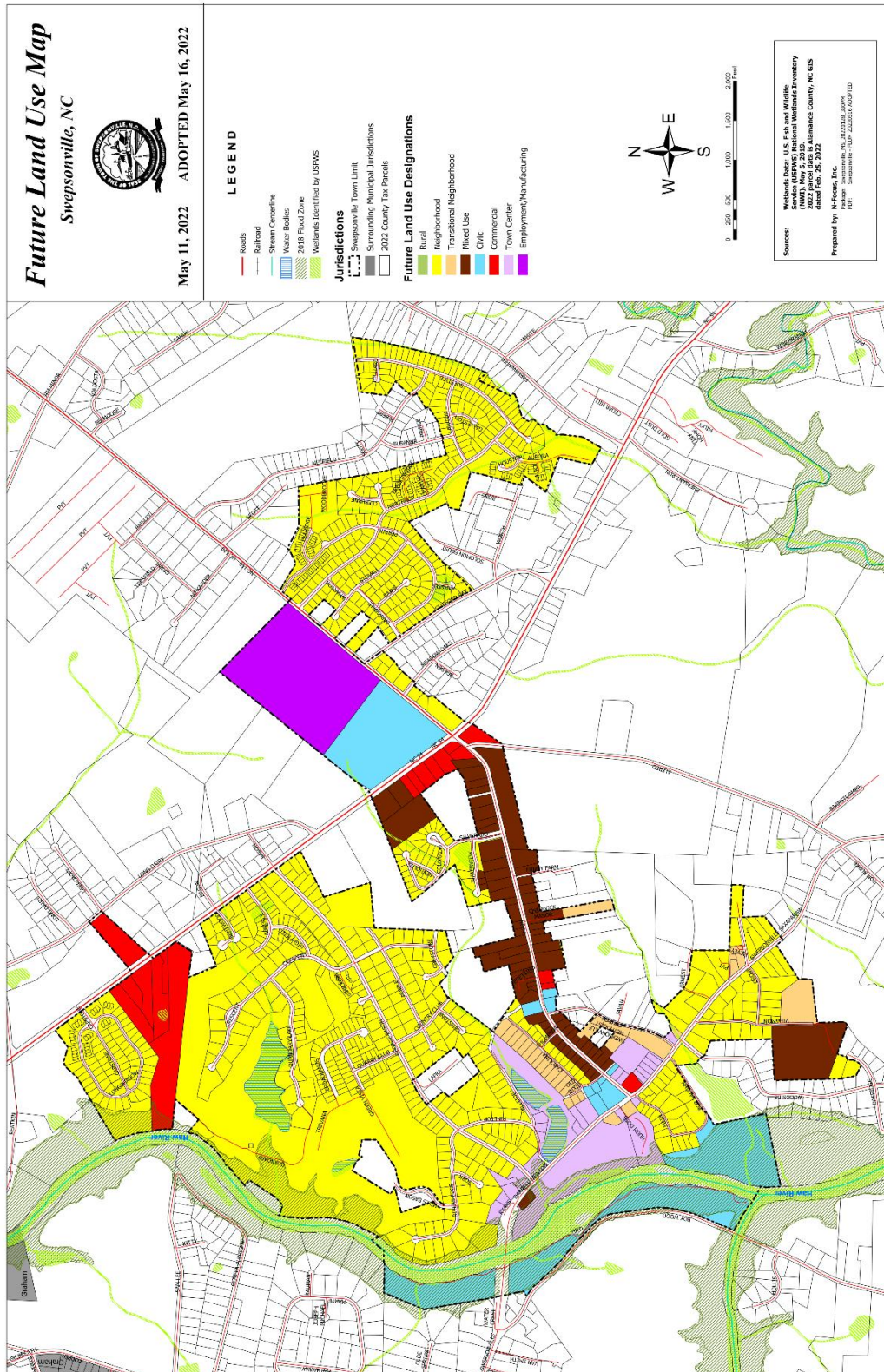
### FUTURE LAND USE

The future land use map in Figure 3.19 depicts a pattern of development to accommodate a combination of residential, non-residential and mixed-use growth and redevelopment. One of the recommendations detailed in the 2022 comprehensive plan, is the development of a 'town campus' housing government operations (i.e. administration, police, etc.) and community recreational amenities as well as expanding commercial development/redevelopment along the Swepsonville-Saxapahaw Road corridor as a means of establishing a downtown commercial area within the community.

The Town has also designated several parcels along the NC Highway 54 corridor as viable for redevelopment into Commercial/Mixed Use land uses. The Town envisions phasing out several existing residential land uses within the corridor in support of additional non-residential development.



Figure 3.19 – Swepsonville Future Land Use Map, 2022



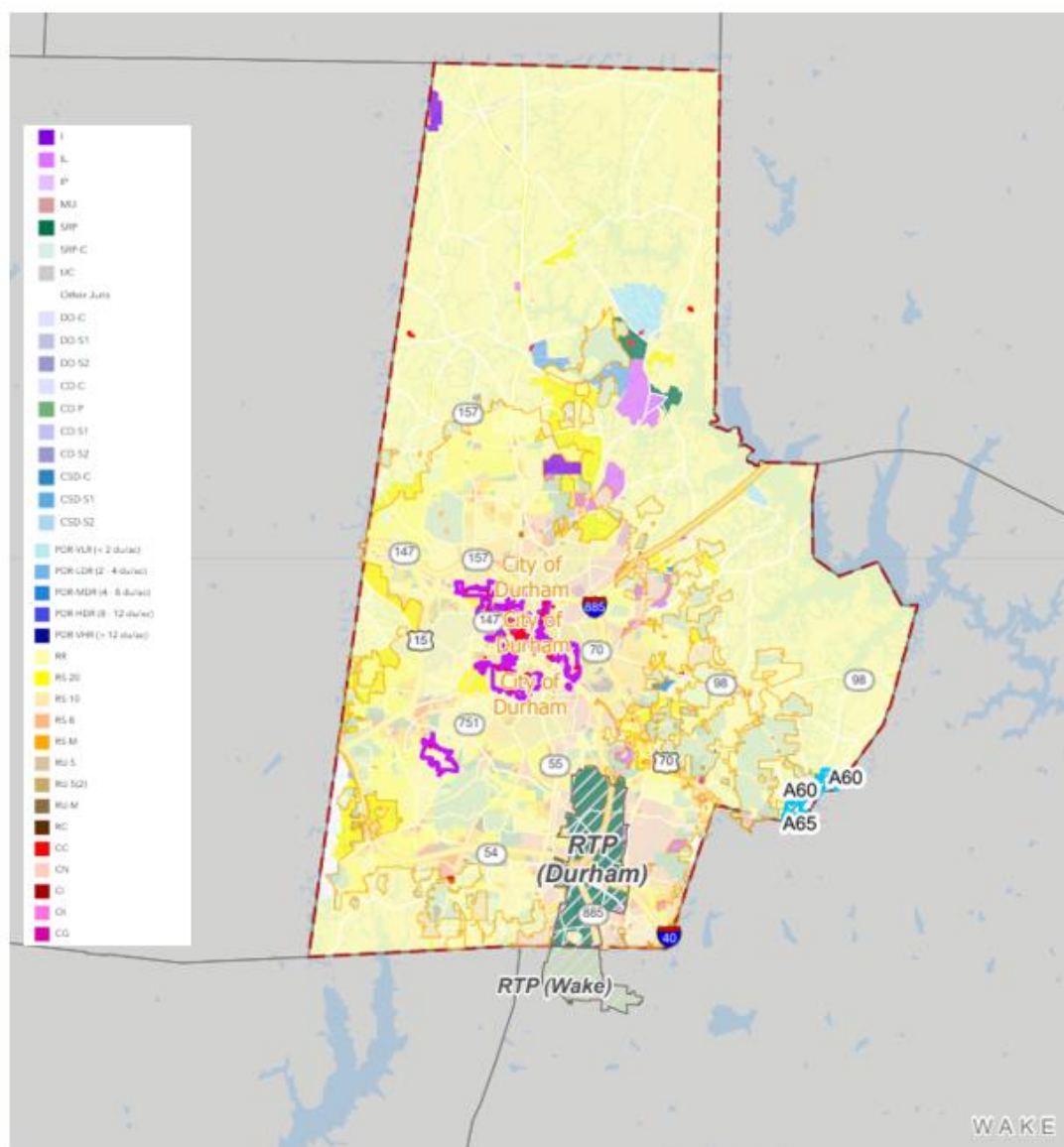
## DURHAM COUNTY & CITY

Durham City-County Planning Department is responsible for planning activities throughout the City and County. Durham has a Comprehensive Plan adopted in 2023. The plan guides where and how private development should occur as well as how the City and County should provide public facilities and services to support future growth. The plan is long range in scope, focusing on the next 30 years.

Based on the zoning map in Figure 3.20, a large portion of Durham County is zoned for residential uses while the city has a range of uses including residential, commercial, and industrial with varying levels of intensity.

Since the previous comprehensive plan (2008), Durham has seen a rapid increase in growth that has resulted in a higher cost of living and disproportionately impacted residents. The overall growth strategy aims to manage growth to provide equitable access to services, transportation, housing and mitigate negative impacts of potential displacement.

**Figure 3.20 – Durham City-County Zoning Map, 2023**



**FUTURE LAND USE**

Outlined in the 2023 comprehensive plan, Durham created a growth management strategy that outlines how the City of Durham and County of Durham make decisions about where to direct new development, what infrastructure to invest in, and what kind of development to approve. Areas of future growth are shown in Figure 3.21. Future Growth Areas have been identified as parts of Durham within the Urban Growth Boundary that are currently undeveloped or sparsely developed and need critical infrastructure upgrades (like water, sewer, or fire service) to serve new development.

In conjunction with the growth management strategy, Durham created Place Types which show where, geographically different types of land uses (ex. houses, businesses, farmland etc.) should be in the future. The Place Type Map, shown in Figure 3.22, is also where you can see how the growth management strategy functions geographically. The map shows the Urban Growth Boundary, Future Growth Areas, and all the Place Types that work together to guide how Durham develops. Additionally, different Place Type designations work together on the Place Type Map to move Durham towards a 15- minute community, part of Durham's Growth Management Strategy.

As new developments are proposed in Zoning Map Change applications and Annexation applications, Planning staff, City Council, County Commissioners, Planning Commission, and residents will use the Place Types, Place Type Map, and Policies to evaluate whether or not the development proposal meets the community's vision. The place types are as follows:

- Apartment & Townhouse Neighborhood
- Community Institution
- Downtown
- Employment Campus
- Established Residential
- General Industrial
- Highway Commercial
- Institutional Campus
- Mixed Employment
- Mixed Residential Neighborhood
- Mixed Use Neighborhood
- Neighborhood Services
- Planned Suburban Neighborhood
- Rural & Agricultural Reserve
- Rural Commercial
- Resource Extraction
- Recreation & Open Space
- Suburban Commercial
- Transit Opportunity Area
- Utility & Public Works Facilities
- Urban Growth Boundary
- Future Growth Areas



**Figure 3.21 - Durham Urban Growth Boundary and Future Growth Areas**

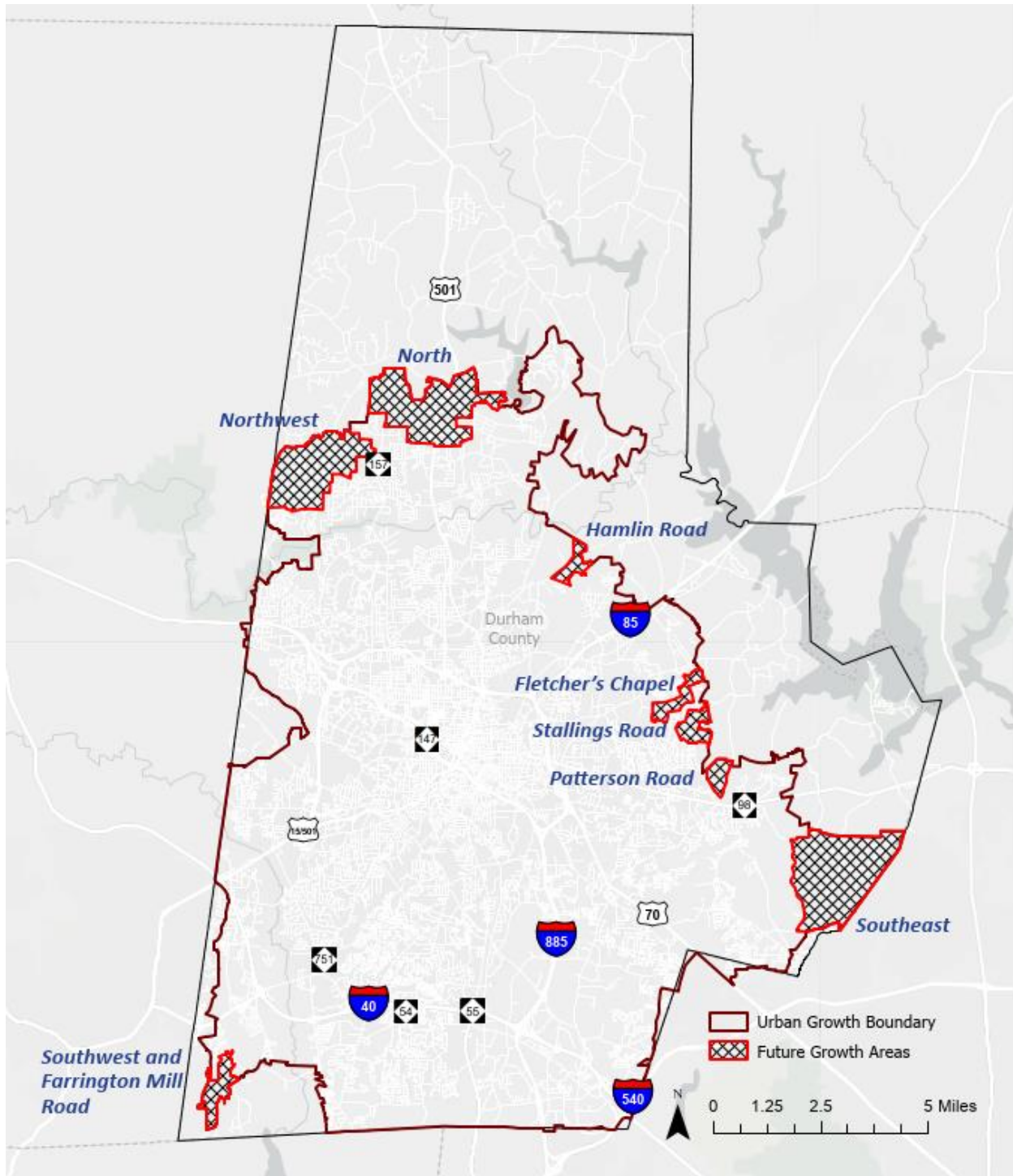
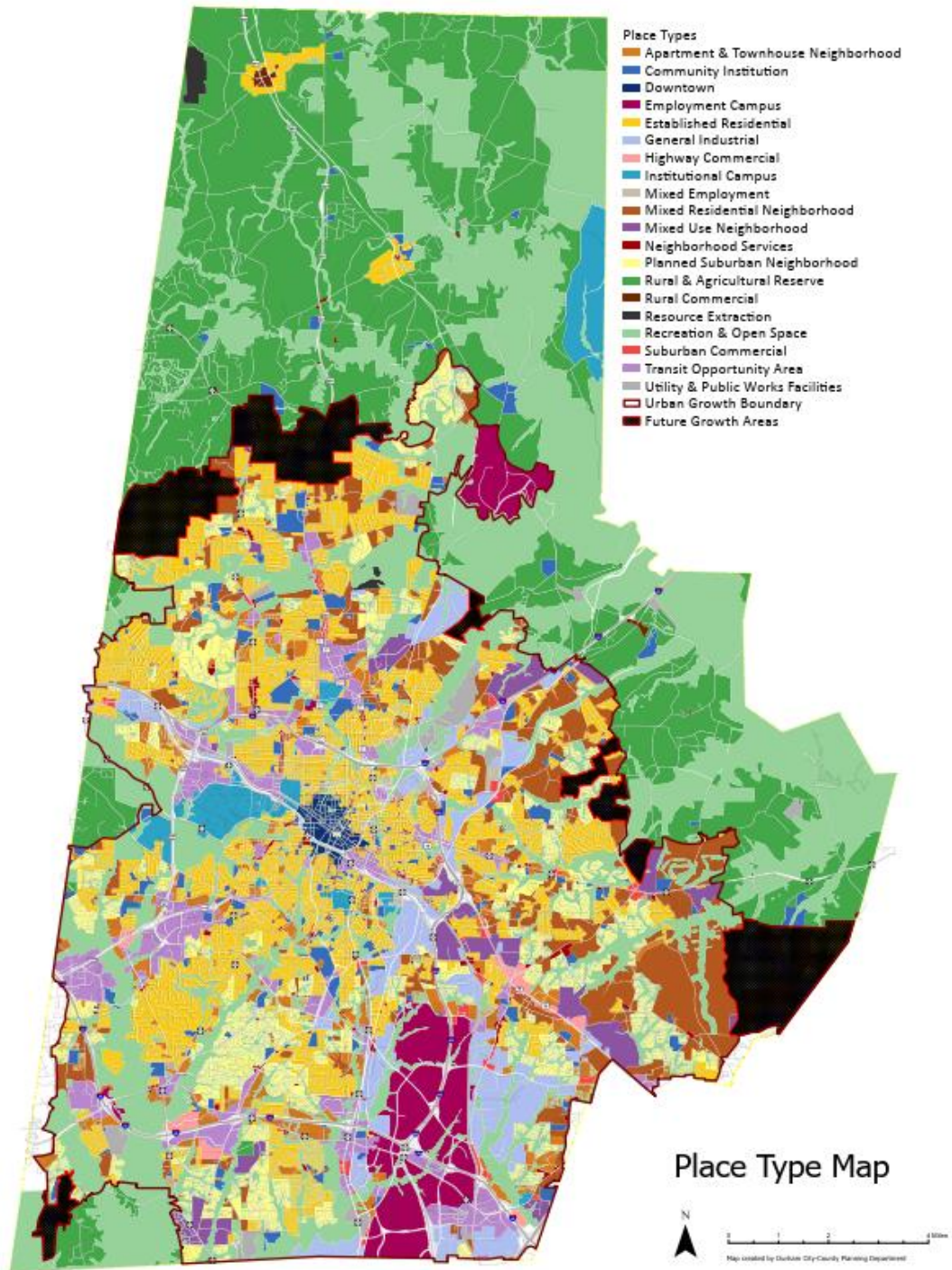




Figure 3.22 – Durham Place Type Map



## ORANGE COUNTY

The Orange County Comprehensive Plan (2008) is an official public document that provides the framework for long range decision making in the community. The Plan serves to guide the County's growth and development through the year 2030 by addressing the multitude of issues facing the county.

In 2023 the county began updating the comprehensive plan and developing the Orange County Land Use Plan 2050. This plan will serve to guide the County's growth and conservation efforts through the year 2050. The Land Use Plan will consider a variety of topics related to physical planning in the community, including:

- Community Equity
- Community Resiliency and Climate Change
- Economic Development
- Farmland Protection
- Housing
- Natural and Cultural Systems
- New development and redevelopment
- Parks and Recreation
- Services (Utilities) and Community Facilities
- Transportation

In preparation for the 2050 plan, Orange County developed a New Issues and Opportunities report to reflect on changes since the development of the previous plan in 2008. The report notes that county has experienced modest population growth with a difference of about 23% between 2005 (population of 121,991) and 2022 (150,477). From 2010 to 2020, the greatest increase in population numbers in Orange County was in the unincorporated areas. Within the context of these population changes, Orange County has experienced shifts in four key topic areas related to land use planning: agriculture, natural and water resources, housing, and climate action.

Currently, nearly 75% of Orange County consists of prime farmland soil. However, farmland conversion—the change of farmland to non-agricultural uses, such as low-density residential uses—continues to be a threat to Orange County's working lands. Based on the zoning map in Figure X, the county is primarily zoned for residential and agricultural uses.

### FUTURE LAND USE

Orange County's Future Land Use Map is shown in Figure 3.24 on the following page. Orange County identifies 10-year and 20-year transition areas for growth but also has a significant area in the southeastern quadrant of the county around the Towns of Chapel Hill and Carrboro designated as rural buffer area. The county is currently updating its future land use map, however, the new plan will follow four overarching themes that will guide future development and policies:

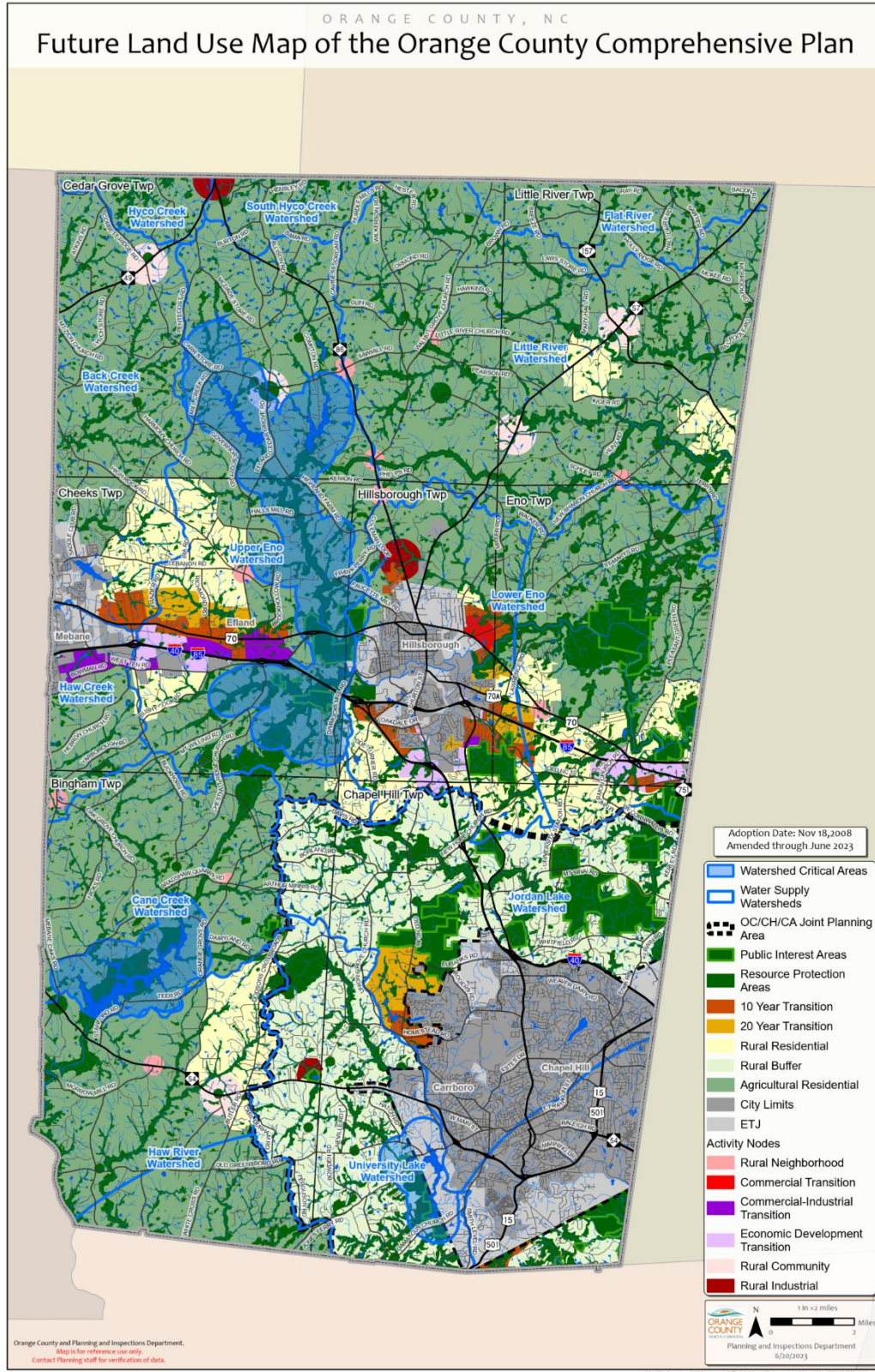
- Protecting Critical Watershed Areas and Open Spaces and Preserving Agricultural Lands
- Advancing Attainability of Equitable Housing and Upward Mobility
- Supporting Climate Responsive Transportation Systems and Economic Development Initiatives
- Cultivating Sustainable Development

### Figure 3.23 – Orange County Zoning Map





Figure 3.24 – Orange County Future Land Use Map, 2008



### TOWN OF CARRBORO

The Town of Carrboro developed its first comprehensive plan in 2022, the Carrboro Connects Comprehensive Plan. The plan looks 20 years into the future and is focused around themes of race and equity and climate action, which are integral across every aspect of the plan.

Based on the existing land use map in Figure 3.25, Carrboro’s largest land use consists of residential areas with a mix of housing types and a concentration of multi-family housing in the southeastern side of the town. There are several areas designated for parks, open space, and conservation easements scattered throughout the town. A mix of business, commercial, and government uses are clustered in the southeastern part of Carrboro.

### FUTURE LAND USE

The future land use map in Figure 3.26 shows existing and proposed land uses throughout the town, Northern Study Area, and ETJ. Proposed changes are shown hatch lines on the map. Strategies and projects outlined in this plan call for establishing greater density near transit and key nodes, and more land available for affordable housing, commercial and light industrial development, and parkland. The plan also outlines specific changes and development for four corridor projects that include redevelopment of business districts, increasing affordable housing, transportation upgrades, new recreation areas, and new commercial and mixed-used development. Details and maps of the proposed projects can be found in the comprehensive plan. The focus areas are as follows:

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

Figure 3.25 – Town of Carrboro Existing Land Use, 2022

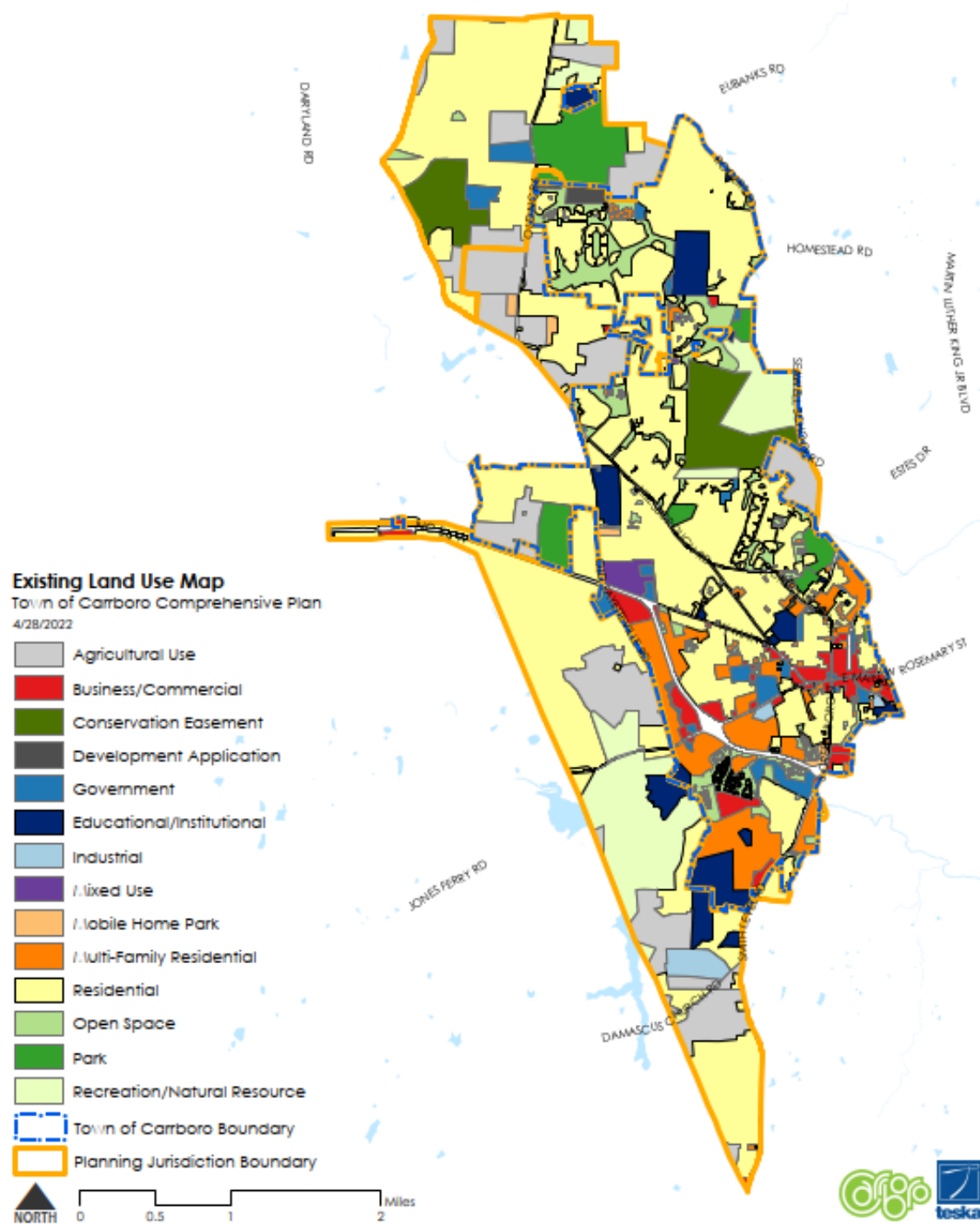
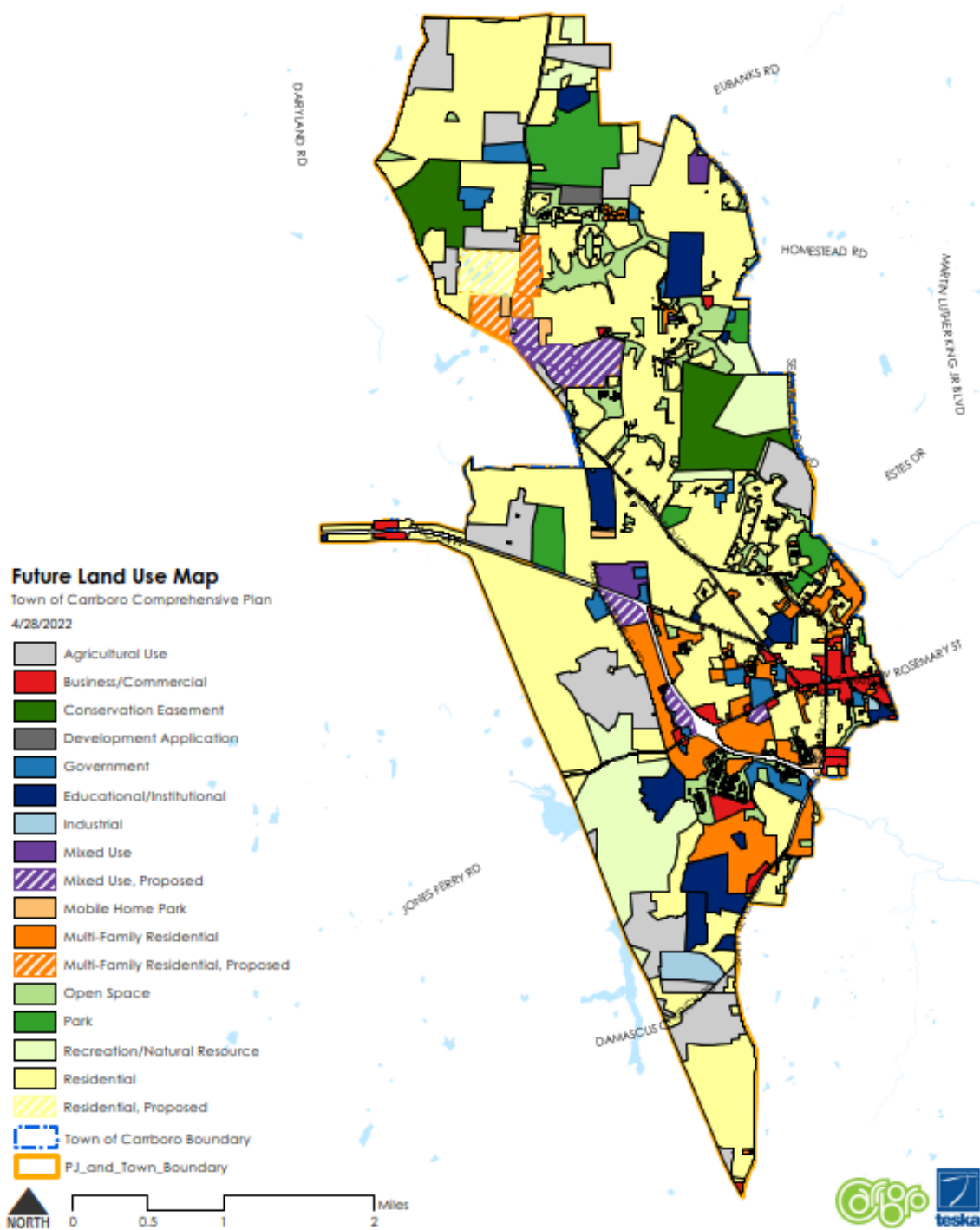


Figure 3.26 – Town of Carrboro Future Land Use Map, 2022





### TOWN OF CHAPEL HILL

Chapel Hill adopted a comprehensive plan in 2012 called *Chapel Hill 2020*. In 2017 the Town developed a complimentary plan update, *Chapel Hill, Charting our Future, A Land Use Charter*, which provides and update to the town's future land use plan.

Based on the existing land use map in Figure 3.28, a large portion of the Town is designated for residential uses, particularly low residential comprising of 1-4 units, however medium (408 units) and high (8+ units) residential uses are located throughout the town. Several areas of parks/open space are consistently spaced throughout Chapel Hill. The university occupies a significant portion of land use as well. Commercial uses are concentrated along Fordham Rd and Frankling St.

### FUTURE LAND USE

The future land use map is organized into two components – a focus area map, Figure 3.30, that reflect six areas of opportunity, and a overall map, Figure 3.29, that depicts the desired land use for all parcels in town outside of the focus areas. The focus areas represent the portions of Chapel Hill most likely to change in the future due to the existence of vacant land; underdeveloped sites; and their locations along transportation and transit corridors. Each focus area is mapped separately and includes a vision for the area, a matrix of the preferred and discouraged land uses and desirable building heights, a description of the desired form of development, and a set of focus area principles tailored to the unique circumstances of the area. The areas are as follows:

- North Martin Luther King Jr Boulevard
- South Martin Luther King Jr Boulevard
- North 15-501 Corridor
- Downtown
- NC 54 Corridor
- South Columbia Gateway

For the general future land use map, each parcel is labeled with a land use that indicates its desired future land use. The desired future land uses include residential; commercial; mixed use; industrial; and open space. The land use categories are summarized in Figure 3.27 below.

**Figure 3.27 - Chapel Hill Future Land Use Categories**

Land Use Categories		
Residential	Non-Residential	Mixed-Use
<ul style="list-style-type: none"> <li>▪ Rural Residential, 1 unit/5 acres</li> <li>▪ Rural Residential, 1 unit/acre</li> <li>▪ Very Low Residential, 1 unit/acre</li> <li>▪ Low Residential, generally 1 to 4 units/acre</li> <li>▪ Medium Residential, generally 4 to 8 units/acre</li> <li>▪ High Residential, generally 8 to 15+ units/acre</li> </ul>	<ul style="list-style-type: none"> <li>▪ Commercial/Office</li> <li>▪ Institutional</li> <li>▪ University</li> <li>▪ Parks/Open Space</li> </ul>	<ul style="list-style-type: none"> <li>▪ Mixed Use</li> <li>▪ Village Center</li> <li>▪ Traditional University Supportive Uses</li> </ul>



**Figure 3.28 - Chapel Hill Existing Land Use Map, 2018**



Figure 3.29 - Chapel Hill Future Land Use Map

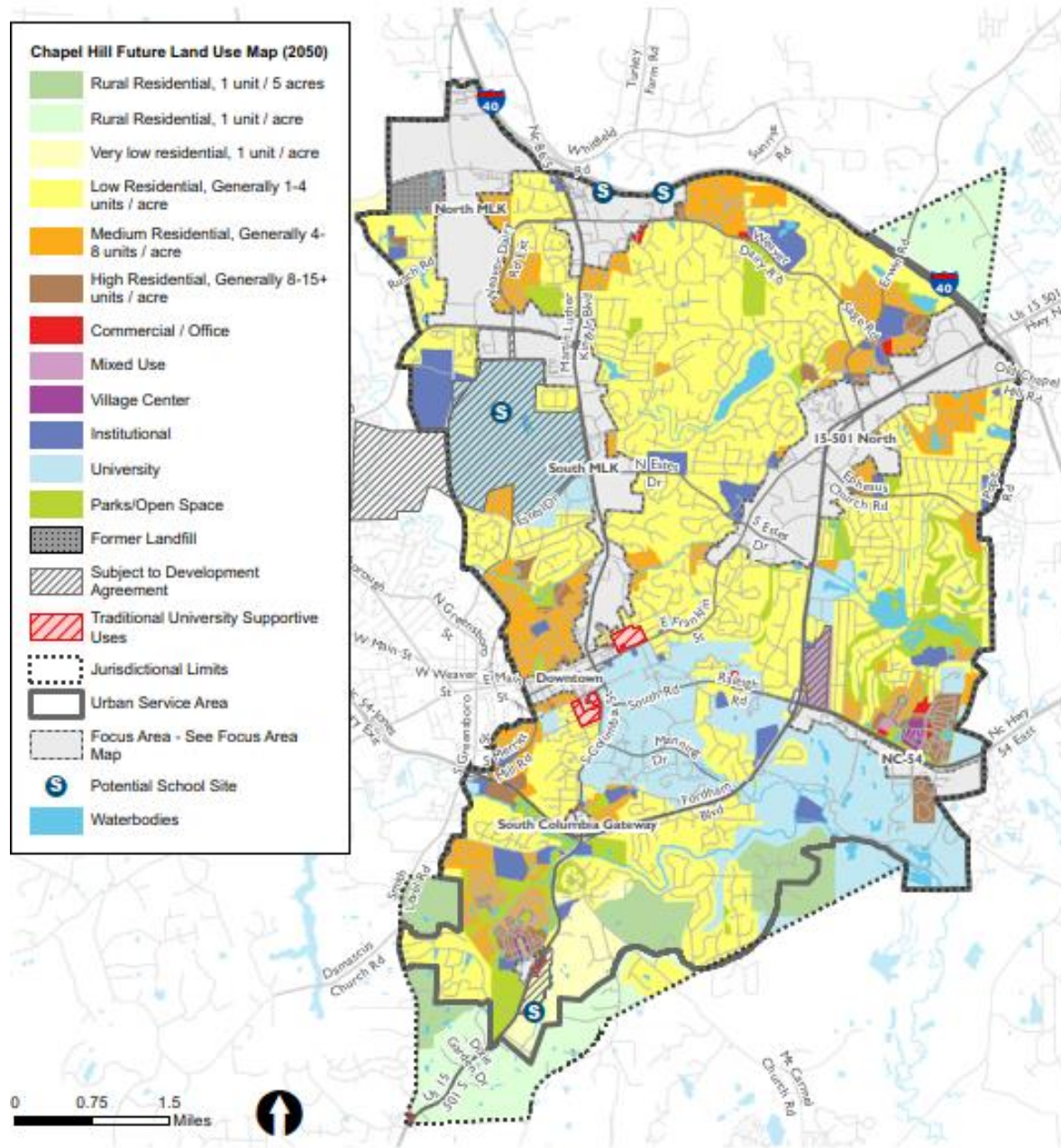
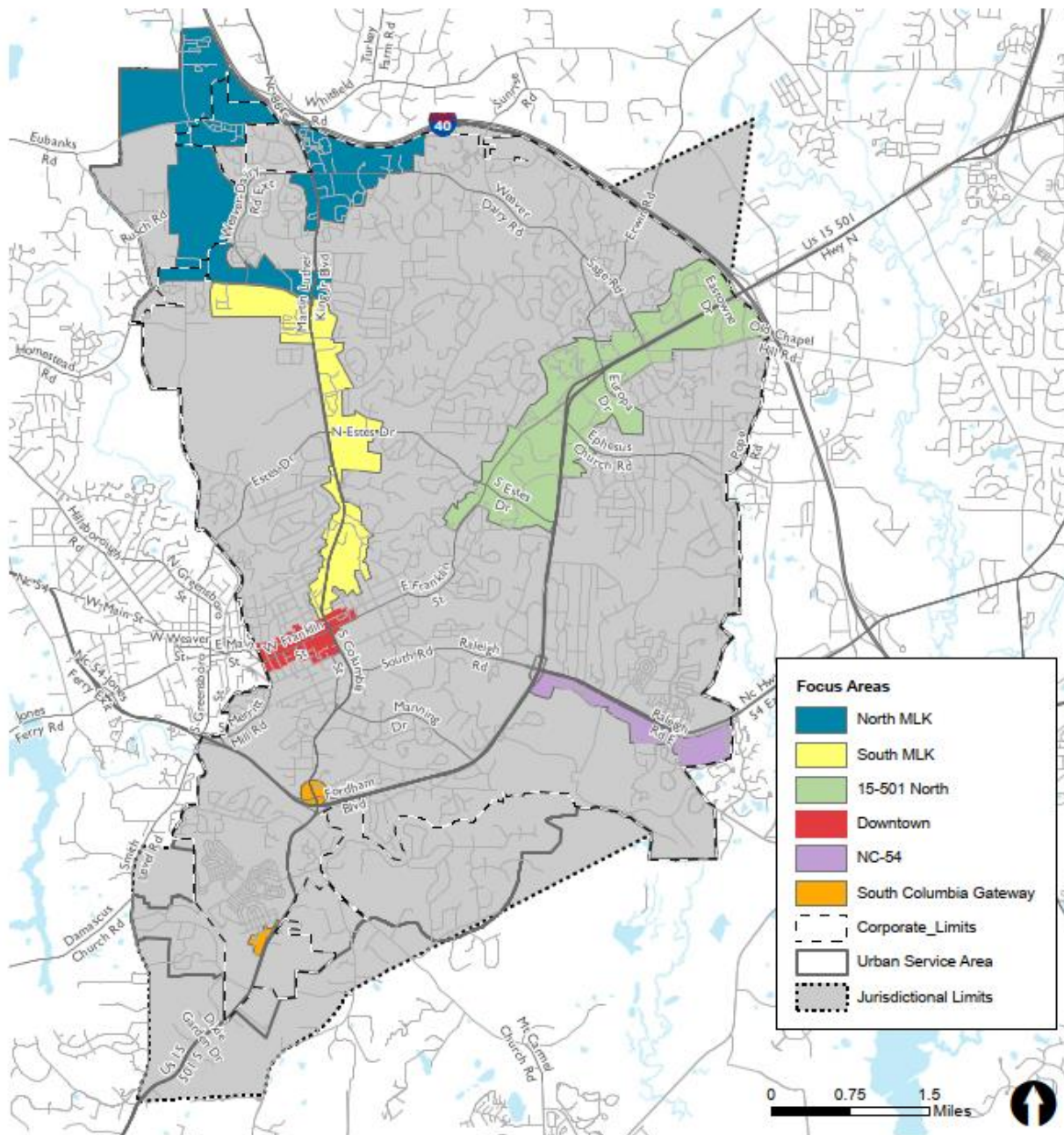




Figure 3.30 – Chapel Hill Focus Area Map



### HILLSBOROUGH

The Town of Hillsborough outlines their existing and future land use in the Comprehensive Sustainability Plan adopted in 2023. Located on the Eno River in Orange County, Hillsborough is situated within one of the fastest growing corridors in North Carolina. Hillsborough has experienced growth similar to the Triangle counties over the last decade. Growth is expected to continue as new residents and businesses move to the area.

Based on the zoning map shown in Figure 3.32, the majority of the town is zoned for residential uses. Agricultural uses are clustered in the center of the town with office institutional in the northern portion.

### FUTURE LAND USE

The future land use plan for the town considers the existing zoning and land use and demonstrates what uses are projected or desired in the future for specific locations. The future land uses within the town are defined by classification and show in Figure 3.31. Residential land uses account for approximately 60 percent of the future land use in the town, varying from rural living to small lot and mixed residential neighborhoods. Commercial uses represent approximately 20 percent of land use, and natural resources represent approximately 12 percent of land uses. The town has a small amount (approximately 4.5 percent) of light industrial uses identified as future land use. The figure below shows acreage and percentage of land within each future land use class.

The comprehensive plan discusses the importance of focusing development in key areas, particularly those already accommodated by water and sewer infrastructure to encourage smart growth in Hillsborough. Based on the water and sewer capacity constraints, growth should be focused in the southern part of town in the Elizabeth Brady Basin. Some growth is also anticipated in the northern portion of the town (in the Eno River Basin). A potential growth areas map is shown in Figure 3.33.

**Figure 3.31 – Town of Hillsborough Future Land Use Classifications**

Land Use Classification	Acres	% of Land Use	Zoning Districts
Permanent Open Space	744.03	9.03%	AR; PW & PW-Critical Area
Working Farm	258.53	3.14%	AR; R-40
Residential	5,053.48	61.33%	
Rural Living	1,321.21	16.03%	AR; PW & PW-Critical Area; R-40
Small Lot Residential	1,374.30	16.68%	R-10; R-15; R-20; ESU; R SU
Medium-Density Residential	568.72	6.90%	R-10; R-15; R-20; MF; MHP; ESU; MF SU; R SU;
Attached Residential	208.82	2.53%	MF; MF SU; ESU; R SU
Mixed Residential Neighborhood	1,175.90	14.27%	R-10; R-15; R-20; MF; MF SU; ESU; MF SU; R SU; SD SU
Urban Neighborhood	404.53	4.91%	R-10; R-15; R-20; A R-U; NB SU; R SU
Education	172.49	2.09%	Adaptive Re-Use; Office Institutional
Employment	529.17	6.42%	HIC; BP; EDD; L I; GI; E SU; SD SU
Light Industrial	374.16	4.54%	HIC; BP; EDD; LI; GI
Mixed Use	157.14	1.91%	R-10, MF; BP, EDD; OI; HIC; MF SU; R SU; SD SU
Neighborhood Mixed Use	280.65	3.41%	A RU; R-10; MF; NB; NB SU; CC; CC SU; MF SU; R SU
Retail Services	538.56	6.54%	A RU; NB; NB SU; CC; CC SU; GC; HIC; ESU; SD SU
Suburban Office	92.33	1.12%	LO; OI; BP; EDD; ESU; SD SU
Town Center	39.51	0.48%	R-20; O I; CC; CC SU
<b>Totals</b>	<b>8,240.04</b>	<b>100.0%</b>	

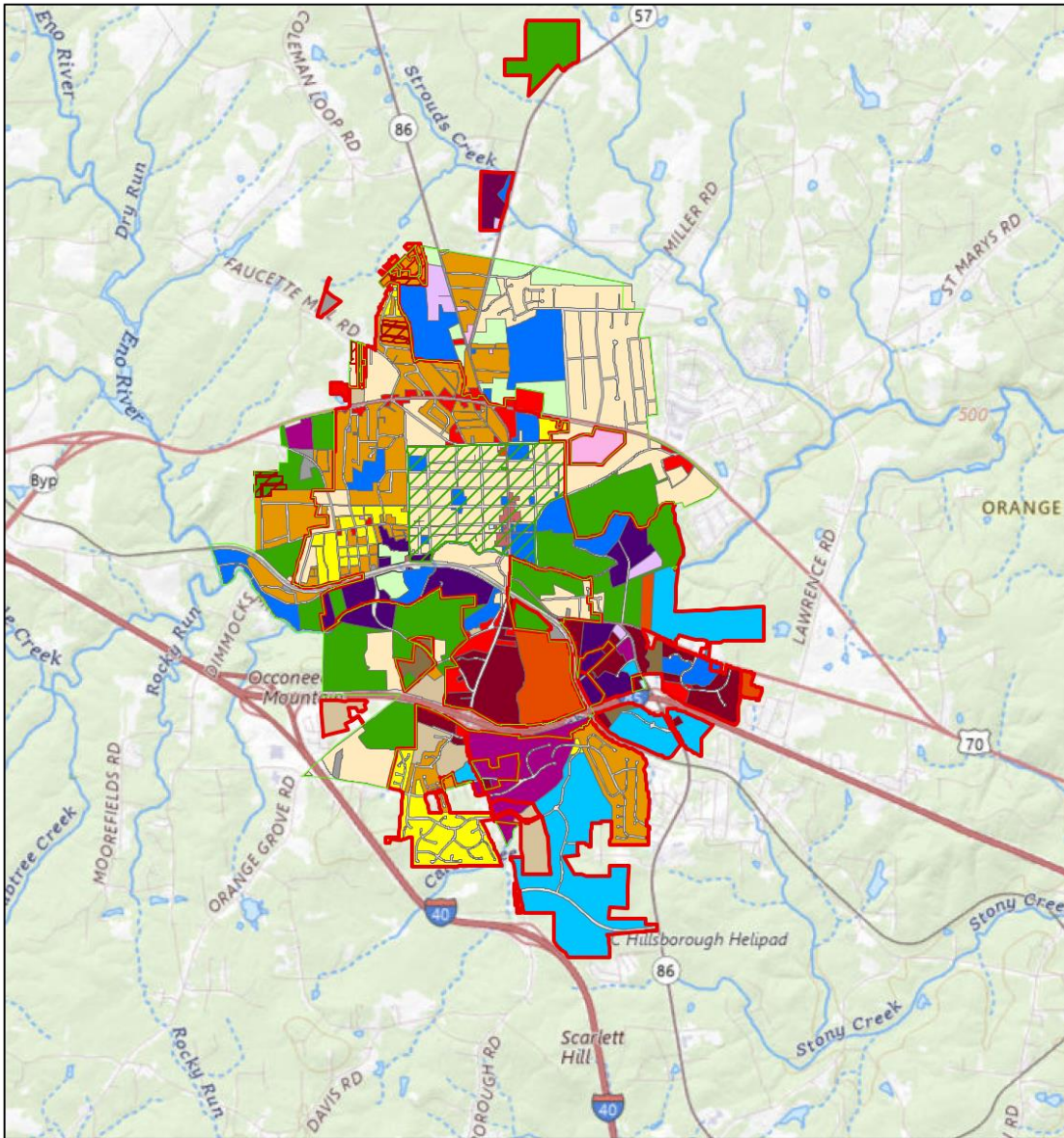
Source: Town of Hillsborough Future Land Use Plan

AR = Agricultural/Residential	A RU = Adaptive Re-Use	BP = Business Park	CC = Central Commercial	CCSU = Central Commercial Special Use
EDD = Economic Development	ESU = Entranceway Special Use	GC = General Commercial	GI = General Industrial	HIC = High Intensity Commercial
LI = Light Industrial	LO = Limited Office	MF = Multi-Family	MF SU = Multi-Family Special Use	MHP = Mobile Home Park
NB = Neighborhood Business	NBSU = Neighborhood Business Special Use	OI = Office/Institutional	PW = Upper Eno Protected Watershed	R = Residential
RSU = Residential Special Use	SD SU = Special Design Special Use			



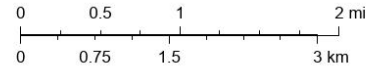
## SECTION 3: PLANNING AREA PROFILE

**Figure 3.32 – Town of Hillsborough Zoning Map**



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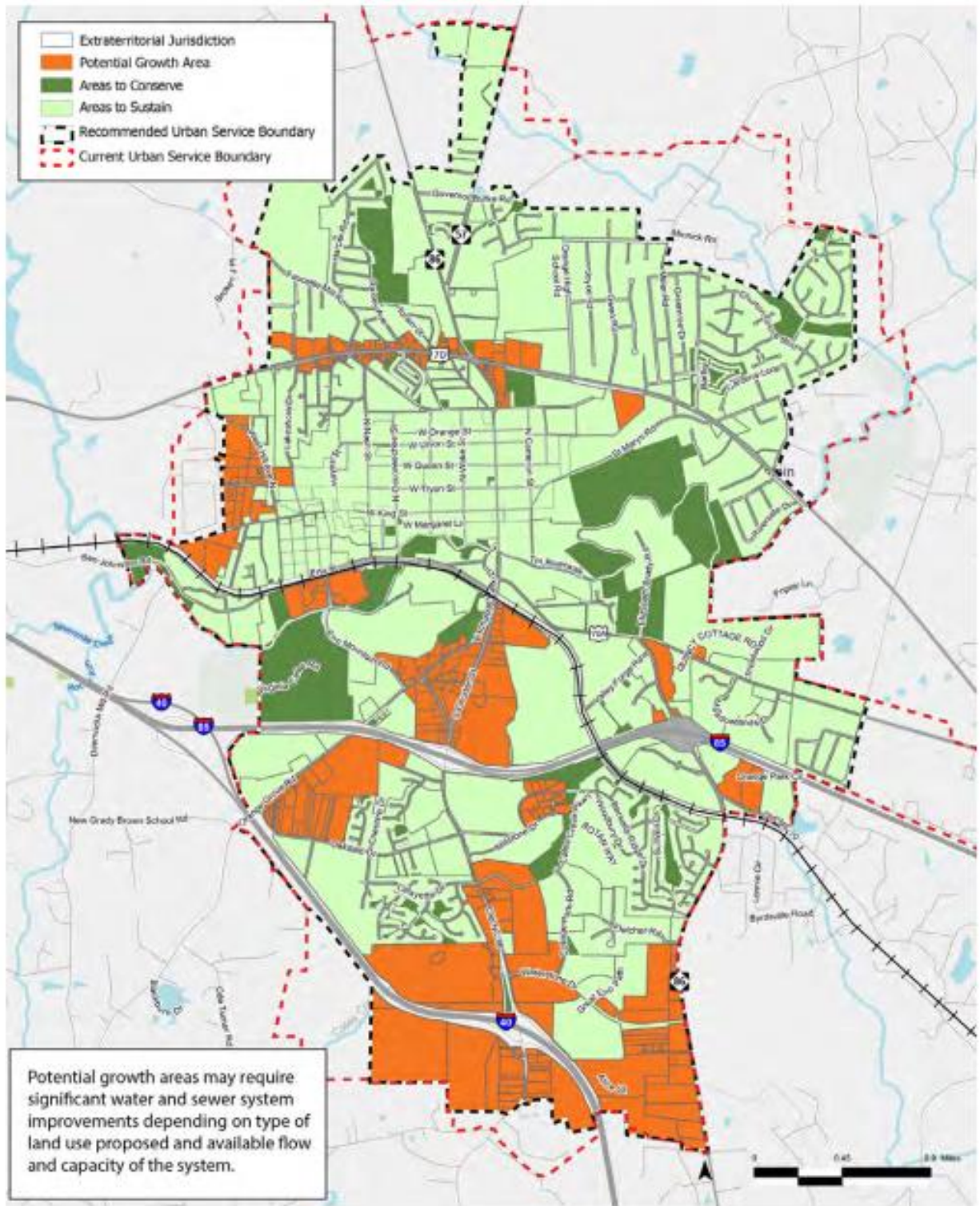


USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National Structures Dataset, and National Transportation Dataset; USGS Global Ecosystems; U.S. Census Bureau TIGER/Line data; USFS Road data; Natural Earth Data; U.S.

Web AppBuilder for ArcGIS

USGS The National Map: National Boundaries Dataset, 3DEP Elevation Program, Geographic Names Information System, National Hydrography Dataset, National Land Cover Database, National

Figure 3.33 - Town of Hillsborough Growth Areas Map





## PERSON COUNTY

Person County and the City Roxboro adopted a joint comprehensive plan in 2021 that aims to guide future development for both communities in a coordinated and strategic manner. Roxboro and Person County have historically centered around agricultural and manufacturing industries, however, the area has experienced new residential growth in recent years, particularly in the southern portion of the County. Person County has grown by a rate of around 2% to 3% in the last decade but remains gradual compared to the rapid growth experienced in neighboring Durham-Chapel Hill metro area. Growth of the County has been hindered by a lack of available housing. While the current demand for housing does not appear to be driving a large increase in housing construction, it is possible that larger-scale housing development in southern Person County could increase the County's population growth, as residents from Raleigh-Durham seek to live in more rural, and more affordable locations.

The primary land use, over 90 percent, within the County is rural/agriculture/undeveloped with the remaining land mostly designated for residential uses. A summary of the existing land use is shown in Table 3.11 and an existing land use map is shown in Figure 3.34.

**Table 3.11 – Person County Land Use Percentage**

Land Use	Percent of County
Rural/ Agriculture/ Undeveloped	90.5%
Residential	7.3%
Government /Exempt	1.2%
Commercial	0.8%
Industrial	0.2%

Source: Person County and City of Roxboro Joint Comprehensive Plan, 2021

## CITY OF ROXBORO

The City of Roxboro is almost eight miles long and is located in central Person County. Roxboro is the hub of commercial development and an area where industrial, retail, and residential properties intermingle to serve the citizens of the area. Over the last decade, the City of Roxboro's population has actually decreased by almost 3%.

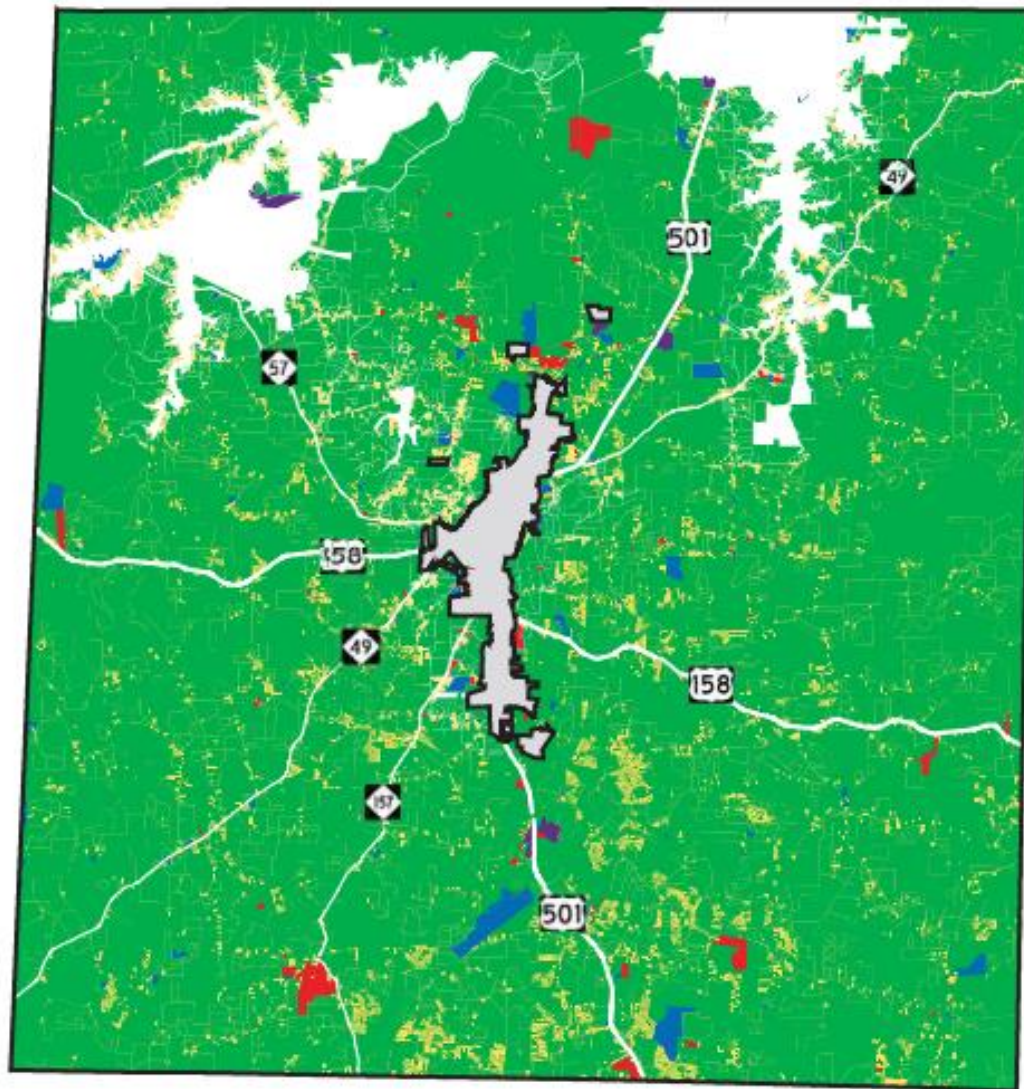
Like the County, the city's primary land use, around 40 percent is classified as rural / agriculture / undeveloped. However, a larger portion of the city is dedicated to residential uses, around 26 percent. A sizable portions of the land is dedicated to commercial uses and government uses. Table 3.12 provides an existing land use summary and a map of existing uses is shown in Figure 3.35.

**Table 3.12 – City of Roxboro Land Use Percentage**

Land Use	Percent of County
Rural/ Agriculture/ Undeveloped	39.6%
Residential	25.9%
Government /Exempt	12.0%
Commercial	15.6%
Industrial	6.9%

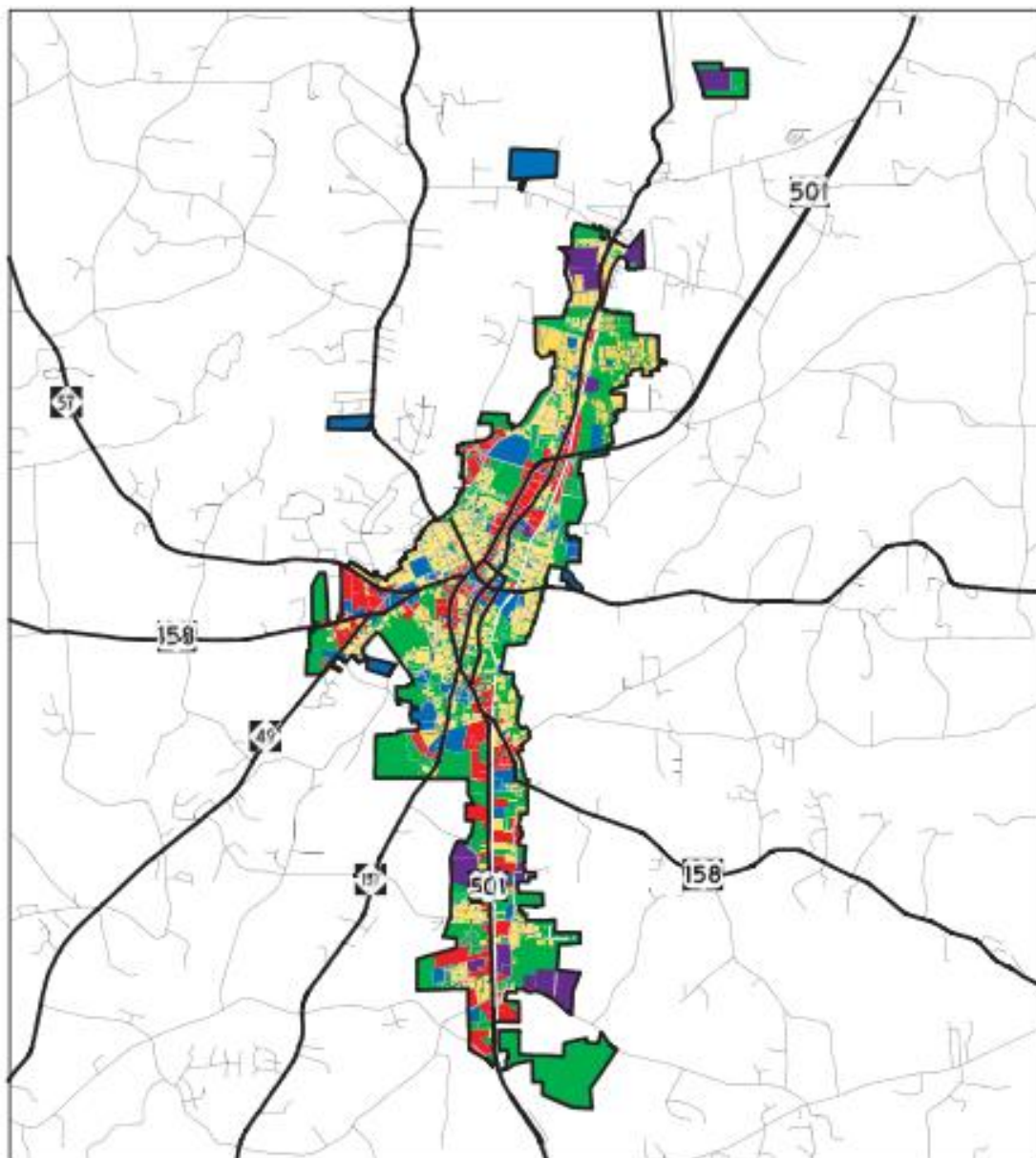
Source: Person County and City of Roxboro Joint Comprehensive Plan, 2021

Figure 3.34 – Person County Existing Land Use Map, 2021



Note: These are generalized land use classifications generated from County parcel data to provide a general view of the existing land use patterns.

Figure 3.35 – City of Roxboro Existing Land Use Map, 2021















Note: These are generalized land use classifications generated from County parcel data to provide a general view of the existing land use patterns.

### FUTURE LAND USE (CITY AND COUNTY)

The 2021 comprehensive plan outlines that the overall future development in the area seeks to preserve the general existing development patterns, particularly in residential areas, restricted water supply watershed areas, prime agricultural lands, and established commercial areas. It also seeks to provide opportunities for growth in commercial uses in the City of Roxboro, as well as denser residential growth in and around the city, directing growth where necessary infrastructure is available to support it. This focus on growth in and around the city aims to help preserve prime agricultural lands and rural communities.

Based on the future land use map, rural land uses are the most dominant classification. Land classified as growth areas surrounds the City of Roxboro with pockets of residential neighborhoods established around the city. The city has a more diverse set of future land use classifications with growth areas designated around the perimeter and commercial uses placed along major roads in the center of the city. Residential neighborhoods occupy the northern portion of the city with some industrial uses in the southern end. A table of the future land use classifications and acreage for both the city and county are summarized in Figure 3.36 and future land use maps for Person and Roxboro are displayed in Figure 3.37 and Figure 3.38 respectively.

**Figure 3.36 – Person County and City of Roxboro Future Land Use Designations**

FUTURE LAND USE	ACRES IN ROXBORO	ACRES IN UNINCORPORATED PERSON COUNTY
 Rural	59.4 AC	185,996.8 AC
 Residential Neighborhoods	1,164.4 AC	3,581.3 AC
 Uptown	38.2 AC	0 AC
 Uptown Transition	38.7 AC	0 AC
 Urban Mixed Use	285.6 AC	0 AC
 Campus District	114.2 AC	297.2 AC
 Commercial	667.1 AC	0 AC
 Growth Areas	1,250.6	21,991.2 AC
 Industrial	434.3 AC	4,986.5 AC
 Airport Compatibility Area	0 AC	8,077.8 AC
 Hyco Lake	0 AC	8,459.3 AC
 Mayo Lake	0 AC	5,616.7 AC

Source: Person County and City of Roxboro Joint Comprehensive Plan, 2021



Figure 3.37 – Person County Future Land Use Map, 2021

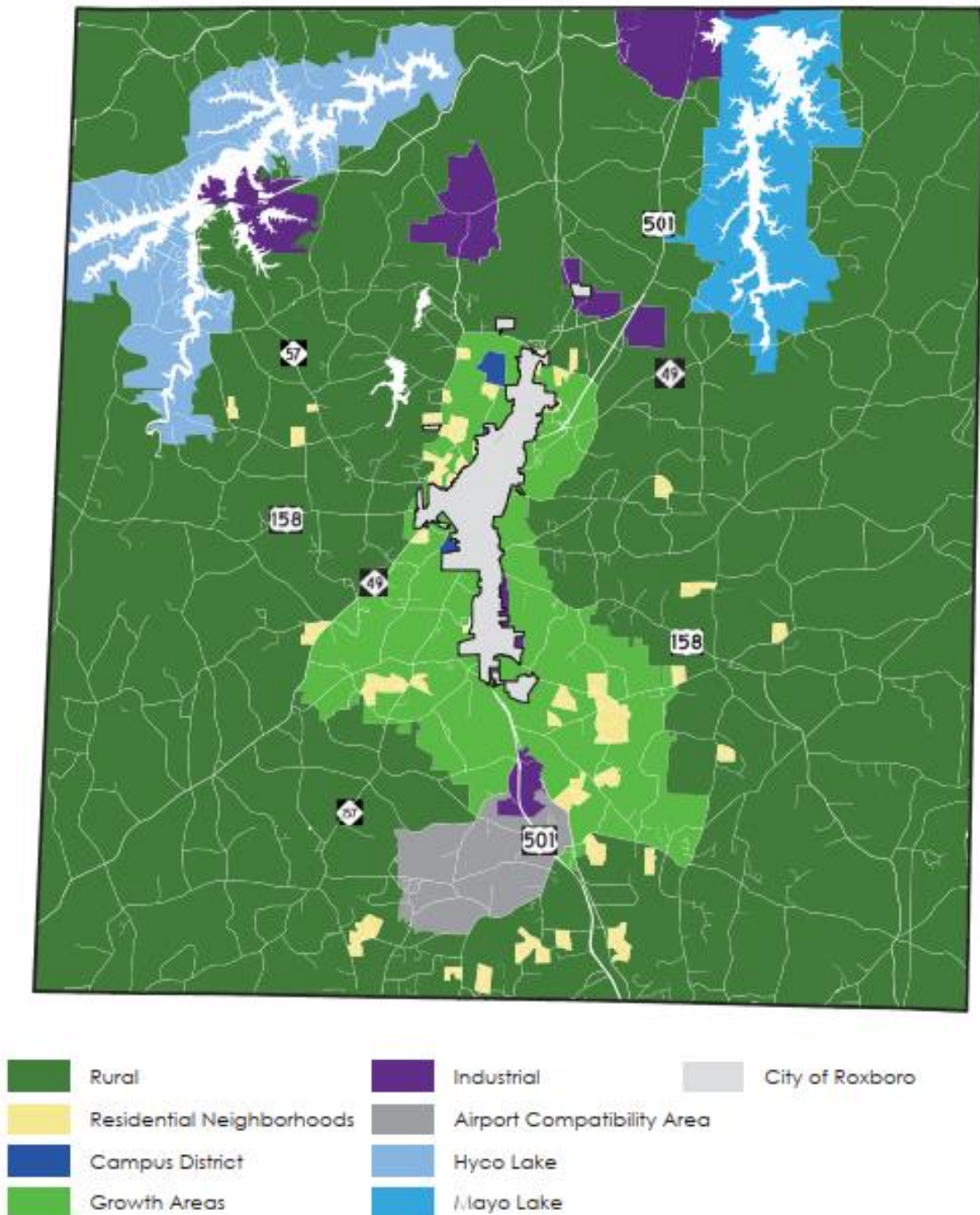
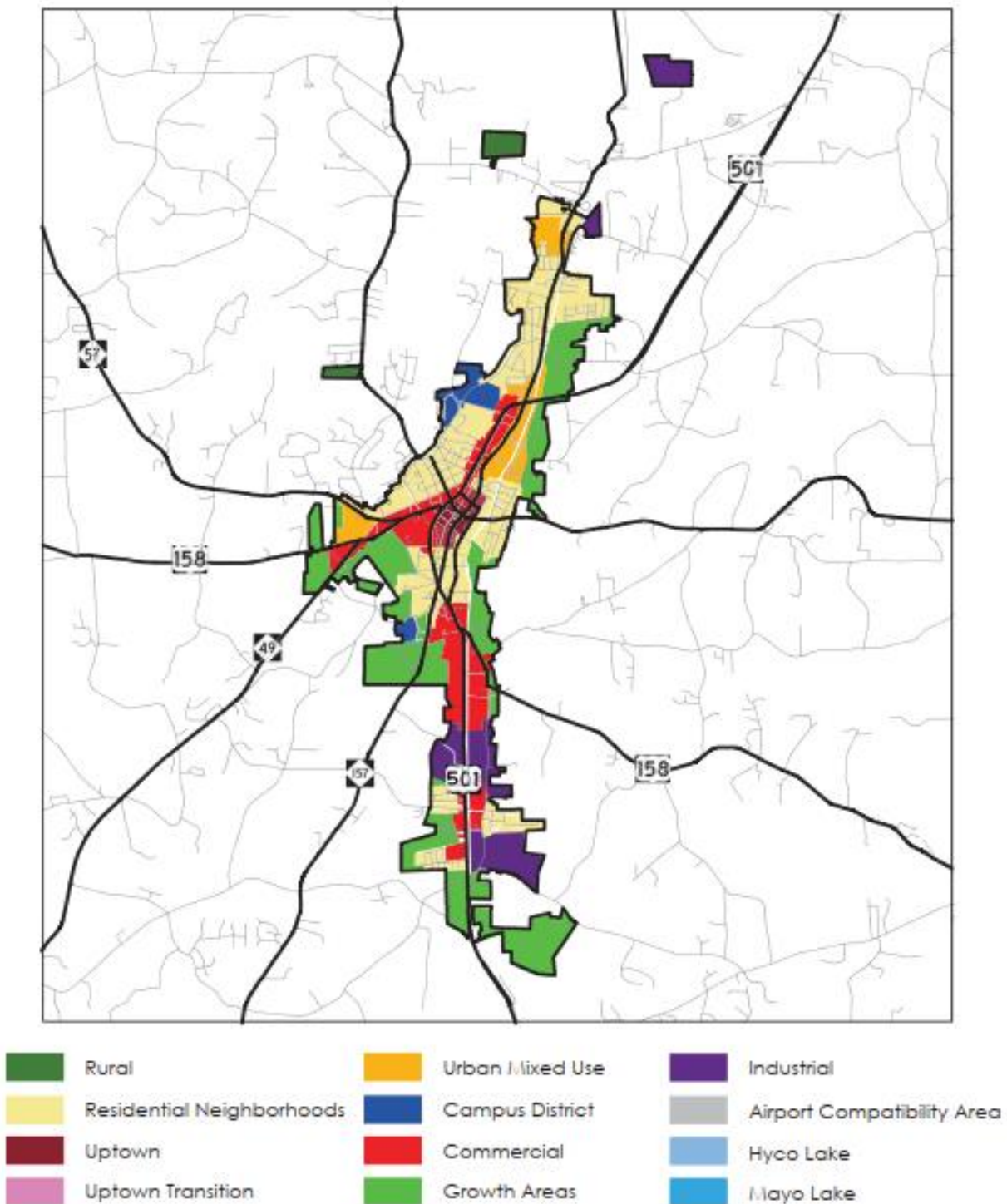




Figure 3.38 – City of Roxboro Future Land Use Map, 2021



## 3.7 EMPLOYMENT AND INDUSTRY

The counties and communities in the Eno-Haw region have several of the state's major colleges, universities, and hospitals. The area is home to thousands of students and educators that define the industry and economy of the region. Additionally, Durham County contains the majority of Research Triangle Park.

### WAGES AND EMPLOYMENT

Per the 2019-2023 ACS 5-Year Estimates, the average median household income for the Eno-Haw region was \$74,357, which exceeds the state's median household income (\$69,904). However, by county median household income is lower than the state average in Alamance and Person Counties and higher in Durham and Orange Counties. Per capita income statistics mirror this pattern. Compared to the state, a greater proportion of the population is living below the poverty level in Alamance and Person Counties and more of the population lacks health insurance coverage in Alamance and Durham Counties, however, the population in both counties have a larger proportion of coverage compared to the state.

Table 3.13 shows economic statistics and Table 3.14 shows employment statistics for all counties in the region. Economic statistics by participating jurisdiction can be found in each jurisdiction's annex.

**Table 3.13 – Employment Statistics for Eno-Haw Region, 2023**

Jurisdiction	Population in Labor Force	Percent Employed* (%)	Unemployment Rate (%)	Median Household Income
<b>Alamance County</b>	<b>88,133</b>	<b>60.0%</b>	<b>4.9%</b>	<b>\$64,445</b>
Alamance	618	62.6%	0.2%	\$88,438
Burlington	28,815	59.4%	5.9%	\$54,941
Elon	4,625	43.3%	2.8%	\$82,717
Graham	9,087	58.5%	7.9%	\$54,783
Green Level	1,342	55.9%	3.0%	\$54,020
Haw River	1,479	67.1%	2.3%	\$67,366
Mebane	10,136	66.7%	3.4%	\$84,312
Ossipee	366	55.6%	16.9%	\$59,076
Swepsonville	1,375	69.1%	3.1%	\$94,028
<b>Durham County</b>	<b>181,367</b>	<b>64.5%</b>	<b>4.2%</b>	<b>\$79,501</b>
City of Durham	163,004	66.2%	4.2%	\$79,234
<b>Orange County</b>	<b>76,010</b>	<b>59.7%</b>	<b>3.6%</b>	<b>\$88,553</b>
Carrboro	12,461	69.3%	3.9%	\$85,927
Chapel Hill	29,993	54.9%	4.6%	\$85,825
Hillsborough	5,055	61.9%	4.8%	\$98,467
<b>Person County</b>	<b>19,832</b>	<b>59.1%</b>	<b>3.9%</b>	<b>\$64,927</b>
Roxboro	3,475	49.9%	5.3%	\$39,283

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Note: This table reports only the civilian labor force. The labor force in armed services accounted for 0.2% of the population 16 and over across the region. Population employed, population unemployed, and population not in labor force are reported as a percent of the total population aged 16 years and older.

**Table 3.14 – Eno-Haw Region Employment by Industry, 2023**

Industry	Alamance County	Durham County	Orange County	Person County
Agriculture, forestry, fishing and hunting, and mining	0.5%	0.4%	0.6%	1.6%
Construction	7.7%	6.4%	5.0%	7.6%
Manufacturing	13.6%	7.1%	5.7%	14.5%
Wholesale trade	2.3%	1.4%	1.1%	2.4%
Retail trade	12.9%	7.9%	8.0%	11.3%
Transportation and warehousing, and utilities	4.6%	3.0%	2.1%	5.2%
Information	1.0%	1.7%	2.2%	0.6%
Finance and insurance, and real estate and rental and leasing	4.9%	5.8%	4.6%	4.5%
Professional, scientific, and management, and administrative and waste management services	9.0%	16.9%	16.2%	8.8%
Educational services, and health care and social assistance	26.5%	33.7%	37.9%	24.6%
Arts, entertainment, and recreation, and accommodation and food services	8.7%	7.5%	9.1%	9.2%
Other services, except public administration	4.7%	4.3%	4.1%	4.3%
Public administration	3.5%	3.9%	3.3%	5.4%

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

Across the region, the largest industry sector in 2023 was “educational services, and health care and social assistance,” comprising between 24.6 and 37.9 percent of employment across the participating counties. In Alamance and Person Counties, the next largest industry by employment was “manufacturing.” In Alamance County, this prominence is due in part to the continued presence of textile manufacturing; however, both counties have a variety of manufacturing. In Durham and Orange Counties, the next largest industry by employment was “professional, scientific, and management, and administrative and waste management services.” Durham County contains the majority of Research Triangle Park, a major employment hub for the region, which partially explains the presence of more large employers in Durham County.

Table 3.15 summarizes the major employers in each county in the Eno-Haw region from AccessNC as of the 2024 3<sup>rd</sup> quarter.

**Table 3.15 – Major Employers, Eno-Haw Region**

Company	Industry	Employment range
<b>Alamance County</b>		
Laboratory Corporation of America H	Health Care and Social Assistance	1000+
Alamance-Burlington School System	Educational Services	1000+
Alamance Regional Medical Center	Health Care and Social Assistance	1000+
Elon University	Educational Services	1000+
United Parcel Service Inc	Transportation and Warehousing	1000+
Wal-Mart Associates Inc	Retail Trade	1000+
Alamance County	Public Administration	1000+
City Of Burlington	Public Administration	500-999

**SECTION 3: PLANNING AREA PROFILE**

Company	Industry	Employment range
Cedar Crest Staffing LLC	Administrative and Support and Waste Management and Remediation Services	500-999
Amazoncom Services Inc	Transportation and Warehousing	500-999
Industrial C&S LLC	Manufacturing	500-999
Gkn Driveline North America Inc	Manufacturing	500-999
Food Lion	Retail Trade	500-999
American Honda Motor Co Inc	Manufacturing	500-999
Alamance Community College	Educational Services	500-999
Sheetz Distribution Services LLC	Transportation and Warehousing	500-999
Glen Raven Inc	Manufacturing	250-499
Lutheran Retirement Ministries of A	Health Care and Social Assistance	250-499
Kernodle Clinic Inc	Health Care and Social Assistance	250-499
Luxor Contracting Inc	Administrative and Support and Waste Management and Remediation Services	250-499
Lowes Home Centers Inc	Retail Trade	250-499
Armacell LLC	Manufacturing	250-499
Carolina Biological Supply Co Inc	Wholesale Trade	250-499
Aramark Food and Support Services G	Accommodation and Food Services	250-499
Ice Age Management Inc	Accommodation and Food Services	250-499
<b>Durham County</b>		
Duke University	Health Care and Social Assistance	1000+
Fidelity Workplace Investing LLC	Finance and Insurance	1000+
Durham Public Schools Board of Ed	Educational Services	1000+
Cisco Systems Inc	Management of Companies and Enterprises	1000+
Wolfspeed Inc	Manufacturing	1000+
Veterans Administration Va Ro318	Health Care and Social Assistance	1000+
International Business Machines Corp	Manufacturing	1000+
City of Durham	Public Administration	1000+
Research Triangle Institute	Professional, Scientific, and Technical Services	1000+
Durham County Government	Public Administration	1000+
Amazoncom Services Inc	Transportation and Warehousing	1000+
Iqvia Rds Inc	Professional, Scientific, and Technical Services	1000+
Biogen Idec Us Limited Partnership	Manufacturing	1000+
N C Central University 18341	Educational Services	1000+
Glaxosmithkline LLC	Manufacturing	1000+
Aisin North Carolina Corp	Manufacturing	1000+
Intervet Inc	Manufacturing	1000+
Laboratory Corporation Of America H	Health Care and Social Assistance	1000+
Environmental Protection Agency	Public Administration	1000+
Netapp Inc	Wholesale Trade	1000+
Alliance Behavioral Healthcare	Public Administration	1000+

**SECTION 3: PLANNING AREA PROFILE**

Company	Industry	Employment range
KBI Biopharma Inc	Professional, Scientific, and Technical Services	1000+
Harris Teeter LLC	Retail Trade	500-999
Credit Suisse Services Usa LLC	Finance and Insurance	500-999
BASF Corporation	Manufacturing	500-999
<b>Orange County</b>		
UNC Chapel Hill	Educational Services	1000+
UNC Health Care System	Health Care and Social Assistance	1000+
Chapel Hill-Carrboro City Schools	Educational Services	1000+
Orange County	Public Administration	1000+
Orange County Schools	Educational Services	1000+
Sports Endeavor Inc	Retail Trade	1000+
Town Of Chapel Hill Inc	Public Administration	500-999
Wal-Mart Associates Inc	Retail Trade	500-999
Aramark Food and Support Services G	Accommodation and Food Services	250-499
Summit Design & Engineering Service	Professional, Scientific, and Technical Services	250-499
Wegmans Food Markets Inc	Retail Trade	250-499
A K G of America Inc	Manufacturing	250-499
Harris Teeter LLC	Retail Trade	250-499
Hyatt Corporation	Accommodation and Food Services	250-499
Chapel Hill Residential Retirement	Health Care and Social Assistance	250-499
Rex Healthcare Inc	Health Care and Social Assistance	250-499
Food Lion	Retail Trade	250-499
Asklepios Biopharmaceutical Inc	Professional, Scientific, and Technical Services	250-499
P H E Inc	Retail Trade	250-499
Residential Services Inc	Health Care and Social Assistance	250-499
Weaver Street Market Inc	Retail Trade	250-499
Justworks Employment Group LLC	Professional, Scientific, and Technical Services	250-499
Piedmont Health Services Inc	Management of Companies and Enterprises	250-499
Westrock Services LLC	Manufacturing	100-249
Open Answer LLC	Other Services (except Public Administration)	100-249
<b>Person County</b>		
Person County Board Of Education	Educational Services	500-999
County of Person	Public Administration	500-999
Poly Wood LLC	Wholesale Trade	250-499
Wal-Mart Associates Inc	Retail Trade	250-499
DLP Partner LLC	Health Care and Social Assistance	100-249
Spuntech Industries Inc	Manufacturing	100-249
Duke Energy Progress LLC	Utilities	100-249



Company	Industry	Employment range
Food Lion	Retail Trade	100-249
Piedmont Community College	Educational Services	100-249
Louisiana-Pacific Corporation	Manufacturing	100-249
City Of Roxboro	Public Administration	100-249
Accu Reference Medical Lab LLC	Health Care and Social Assistance	100-249
Eaton Corporation	Manufacturing	100-249
Lowes Home Centers Inc	Retail Trade	100-249
Gkn Driveline North America Inc	Manufacturing	100-249
Us Flue Cured Tobacco Growers Inc	Manufacturing	100-249
Hscgp LLC Formerly Lifepoint Csgp L	Health Care and Social Assistance	100-249
Tires Unlimited Inc	Retail Trade	50-99
Piedmont Maintenance & Services Inc	Construction	50-99
Tri-Arc Food Systems Inc	Accommodation and Food Services	50-99
Carolina Qsc Management LLC	Accommodation and Food Services	50-99
Old Belt Extracts LLC	Manufacturing	50-99
Talbert Building Supply Inc	Retail Trade	50-99
United Home Care Inc	Health Care and Social Assistance	50-99
Person County Group Homes Inc	Health Care and Social Assistance	50-99

Source: ACCESSNC Employer Profile

### 3.8 SOCIAL VULNERABILITY

Social vulnerability refers to a community's capacity to prepare for and respond to the stress of hazardous events ranging from natural disasters, such as tornadoes or disease outbreaks, to human caused threats, such as toxic chemical spills. That is to say that even if different groups share similar exposure to a hazard, some groups may have a greater capacity to anticipate, cope, and recover from a disaster than others. Social vulnerability often refers to the population characteristics that have historically put certain groups of people at varying risk when they are exposed to the impacts of a hazard event (Cutter, 2003; Berke et al., 2019). Common and determining characteristics include age, gender, income, race, and ethnicity, and language capacity (Cutter et al., 2003; Berke et al., 2015). However, additional characteristics can include social networks, education, cultural knowledge, and political power (Otto et al., 2017). Social vulnerability considerations were included in this plan update to identify areas across the County that might be more vulnerable to hazard impacts based on a number of factors.

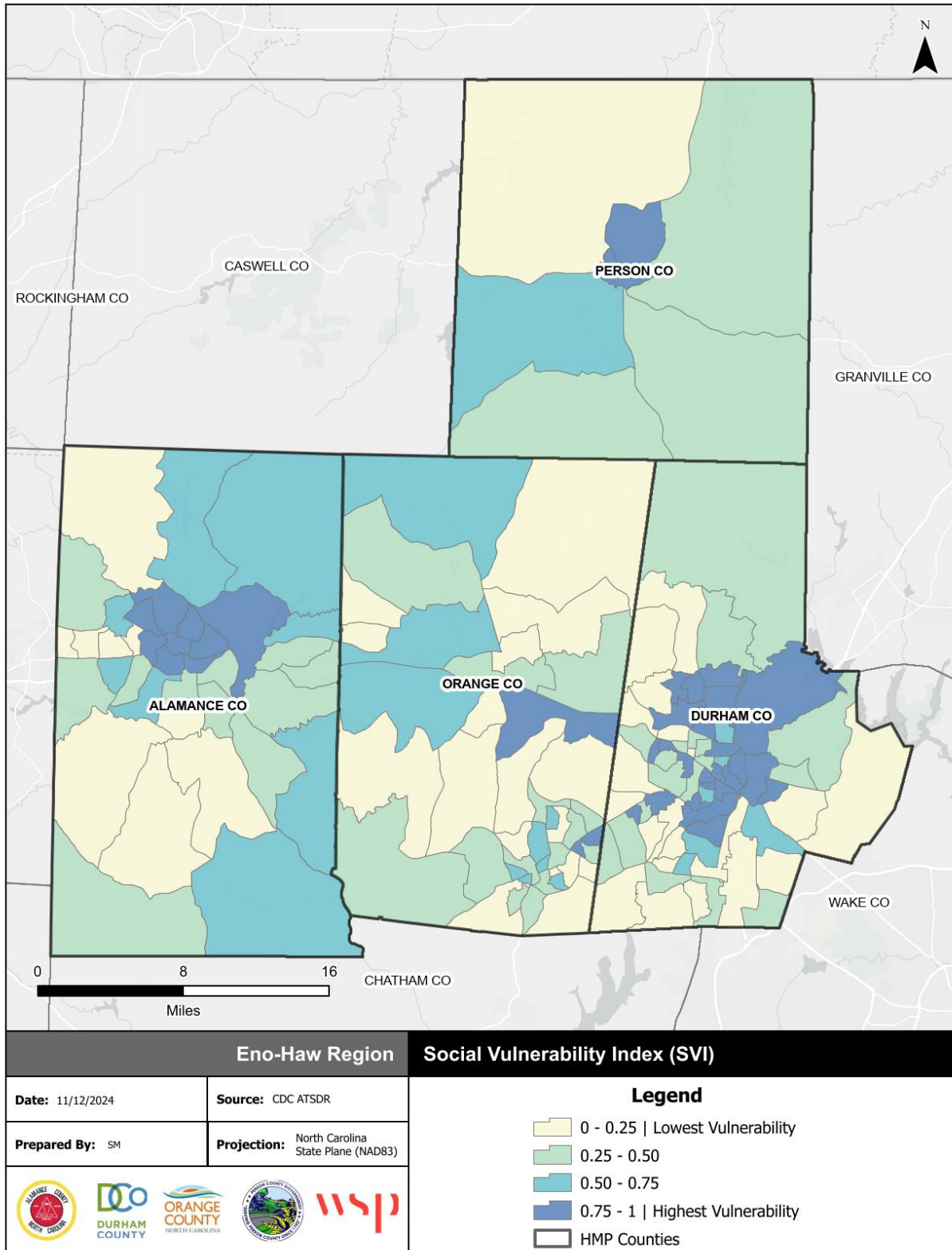
The Centers for Disease Control and Prevention (CDC) has developed a social vulnerability index (SVI) to measure the resilience of communities when confronted by external stresses such as natural or human-caused disasters or disease outbreaks. The CDC's SVI indicates the relative vulnerability within census tracts based on 15 social factors: poverty, unemployment, income, education, age, disability, household composition, minority status, language, housing type, and transportation access. Higher social vulnerability is an indicator that a community may be limited in its ability to respond to and recover from hazard events. Therefore, using this SVI information can help the Region and jurisdictions to prioritize pre-disaster aid, allocate emergency preparedness and response resources, and plan for the provision of recovery support. Results are presented via a score ranging from 0 (lowest vulnerability) to 1 (highest vulnerability).

The overall SVI scores reported for Orange County is 0.192, which indicates a low overall vulnerability. SVI scores reported for Alamance County and Person County are 0.414 and 0.273, respectively, which

indicates a low to medium overall vulnerability. Durham County has a slightly higher overall SVI score of 0.596, which indicates a high to medium overall vulnerability.

When viewed by Census tract, some areas of relatively higher social vulnerability are apparent in north central Alamance County near Burlington and portions of Graham. Areas throughout the City of Durham also have high SVI scores. Census tracts in central Person County right around Roxboro have higher SVI scores as well as areas south west of Hillsborough in Orange County. Figure 3.23 displays CDC SVI data for the Eno-Haw Region by Census tract.

Figure 3.39 – Social Vulnerability Index by Census Tract, 2022



SECTION 7: MITIGATION ACTION PLANS

Action #	Action Description	Hazard(s) Addressed	Goal & Objective Addressed	Priority	Lead Agency / Department	Potential Funding Source	Implementation Timeline	2025 Status	2025 Implementation Status Comments
Property Protection									
PP-1	Seek funding to retrofit critical facilities and Town-owned facilities for improved resilience to all hazards with the use of the latest building materials and technology. This could include, but is not limited to: wind retrofits, low water consumption fixtures, leak detectors, backup generators, solar and battery electric storage systems, ignition-resistant materials, 320 or 361 compliant safe rooms, lightning protection, hail resistant roofing, and anchoring fixed building equipment.	All Hazards	4.2	Medium	Town of Carrboro - Planning Department	Self-funded; outside grants if available	2025-2030	Carried Forward	The Town will continue to assess facilities and seek funding sources related to needs identified.
PP-2	Manage watersheds and stormwater by promoting active maintenance of stormwater infrastructure, reducing impacts of increased impervious surfaces, and minimizing impact to waterways.	Flooding, Hurricane & Tropical Storm, Landslide	1.2	High	Town of Carrboro - Stormwater Division	Self-funded; outside grants if available	2025-2030	Carried Forward	Action Revised. The Town of Carrboro established a Stormwater Utility Fee in 2017 to fund stormwater services/operations and provide residential and commercial assistance for stormwater related issues by expanding technical assistance, outreach, and other program components. The Town has an active MS4 permit and is subject to requirements, including post-construction stormwater control measures. Stormwater control measures are often designed to exceed state minimum requirements.
PP-3	Look for opportunities to mitigate repetitive loss structures, and to increase resilience by ensuring critical infrastructure is not in locations susceptible to flooding.	Flooding	4.2	Medium	Town of Carrboro - Planning Department	Local, State grants, Federal grants	2025-2030	New	This mitigation measure includes pursuing the acquisition and/or elevation of flood prone properties, including repetitive loss properties and substantially damaged properties. Currently in discussions with one property owner and expect the process to begin in earnest in 2025. This mitigation measure also includes the possibility of relocating Carrboro Public Works.
Natural Resource Protection									
NRP-1	Development of greenways and parklands dedicated to public use along streams and utility easements. The Town will seek to secure funding from federal, state, and local sources to implement the Town's greenway system, which will in turn mitigate flood hazards.	Flood	1.1	Medium	Town of Carrboro - Planning Department	Federal and county grants, and Town funded.	2025-2030	Carried Forward	Phase 1B/Homestead-Chapel Hill High School Multi-use Path is completed. The Morgan Creek and Jones Creek greenway projects are expected to begin construction in 2025/2026. The Town will continue to develop greenways along streams to protect natural resources.
NRP-2	Protect and conserve land with environmental and natural hazard mitigation value as open space.	Flooding, Hurricane & Tropical Storm, Landslide	1.1	High	Town of Carrboro - Planning Department	Self-funded; outside grants if available	2025-2030	Carried Forward	Implementation underway for several projects and multiple approaches including land use regulations for developments, policy analysis/framework for comprehensive planning, and grant funding for repetitive loss properties.
NRP-3	Coordinate with OWASA for planning for long-term and emergency water supply measures.	All Hazards	1.1	High	Town of Carrboro - Fire Department	Self-funded	2025-2030	New	
Structural Projects									
SP-1	Require new developments to install electric, cable, and telephone wires underground to increase critical infrastructure resilience.	All Hazards	1.2	Medium	Town of Carrboro - Planning Department	N/A	2025-2030	Carried Forward	The Town of Carrboro will continue to require new developments to install electric, cable, telephone wires underground to the extent allowed by local utilities—Duke Power/Piedmont Electric Coop.



SECTION 7: MITIGATION ACTION PLANS

Action #	Action Description	Hazard(s) Addressed	Goal & Objective Addressed	Priority	Lead Agency / Department	Potential Funding Source	Implementation Timeline	2025 Status	2025 Implementation Status Comments
SP-2	Implement drainage improvement projects to reduce flood risk.	Flooding	4.2	Medium	Town of Carrboro - Stormwater Division	State grants, federal grants	2025-2030	New	The Town has Capital Projects included in the adopted Capital Improvement Plan to implement public projects within the jurisdiction to manage stormwater within the community.
Emergency Services									
ES-1	Provide misting tents and cold-water giveaways at fire stations during extreme heat days.	Excessive Heat	2.2	Medium	Town of Carrboro Fire	General fund	2025-2030	New	Partial implementation in-progress. Will work to formalize actions based on pre-established thresholds.
ES-2	Develop a comprehensive Emergency Operations Plan update with integration of all three municipal Emergency Operations Plans.	All Hazards	3.1	High	Town of Carrboro – Fire Department	State grants, UHMA grants, other federal grants	2025-2027	New	
ES-3	Work with partners across Orange County on the development a Countywide Tactical Interoperable Communications Plan, addressing both voice communication and data.	All Hazards	3.1	Medium	Town of Carrboro – Fire Department	General Funds (existing staff salaries)	2025-2030	New	Research phase. Current plan is to implement mesh network or a similar technology for communications redundancy.
ES-4	Improve situational awareness and interagency coordination during hazard events by using mobile geospatial tools that support real-time data sharing, location tracking, and operational overlays that can support both public safety and non-public safety assets.	All Hazards	3.1	Medium	Town of Carrboro – Fire Department	General Funds (existing staff salaries)	2025-2030	New	Supporting Orange County Emergency Services efforts to transition to a new CAD system that will provide geospatial capabilities. Working with local response partners to enhance capabilities. Currently planning to implement Team Accountability Kit (TAK) for to increase situational awareness and improve inter-agency operations.
ES-5	Develop a unified damage assessment process.	All Hazards	3.1	Medium	Town of Carrboro – Fire Department	General Funds (existing staff salaries)	2025-2030	New	Work with local and regional response partners to enhance capabilities for damage assessment and tracking on a local and regional level.
ES-6	Develop a Continuity of Operations Plan (COOP) for the Town of Carrboro.	All Hazards	3.1	Medium	Town of Carrboro – Fire Department	General Funds (existing staff salaries)	2027-2030	New	Begin the COOP planning process after completion of the comprehensive EOP update.
ES-7	Engage in regional events, activities, and training opportunities related to natural hazards to improve communication, enhance partnerships, and improve planning efforts both within the across jurisdictions.	All Hazards	3.2	Medium	Town of Carrboro – Fire Department	General Fund (existing staff salaries)	2025-2030	New	Engage with local, regional, state, and federal emergency management services to increase capabilities and enhance interoperability.
ES-8	Identify and implement strategies, processes, and procedures to enhance hazardous materials leak and spill response capabilities.	Hazardous Materials	3.1	Medium	Town of Carrboro – Fire Department	General Fund (existing staff salaries)	2025-2030	New	
Public Education & Awareness									
PEA-1	Maintenance and implementation of adopted (2017) Community Climate Action Plan	All Hazards	1.2	High	Town of Carrboro - Sustainability Division	Self-funded; grants, other revenue as available	2025-2030	Carried Forward	Includes implementation of 2014 Energy and Climate Protection Plan. Will serve as coordinating focus of actions underscoring Town's emphasis on building community resilience. Could potentially be included under Structural Projects, Prevention and Property Protection as well.

Action #	Action Description	Hazard(s) Addressed	Goal & Objective Addressed	Priority	Lead Agency / Department	Potential Funding Source	Implementation Timeline	2025 Status	2025 Implementation Status Comments
PEA-2	Create and maintain web-based resources for hazard risk, mitigation, and preparedness information.	All Hazards	1.2	High	Town of Carrboro – Fire Department	Self-funded	2025-2030	Carried Forward	A web page was created during the 2020-2025 implementation phase. Will update the page and add additional resources in the next implementation phase. This action item also includes utilization of social media and other web-based tools for public education.
PEA-3	Conduct periodic heat mapping to understand which parts of Carrboro are most vulnerable to excessive heat.	Excessive Heat	3.2	Medium	Town of Carrboro - Sustainability Division	General Fund	2025-2030	New	Partnering with UNC to conduct heat mapping in 2025.
PEA-4	Develop and begin implementing a countywide Heat Action Plan.	Excessive Heat	2.2	Medium	Town of Carrboro - Sustainability Division	General Fund (existing staff salaries)	2025-2030	New	Working with Orange County and other local partners to develop and implement a comprehensive Heat Action Plan.
PEA-5	Encourage and educate private property owners regarding Nature-Based Hazard Mitigation nutrient management.	Flooding, Hurricane & Tropical Storm, Landslide	2.1	Medium	Town of Carrboro - Stormwater Division	Self-funded	2025-2030	New	Conducted 90 property assessments and are developing conservation plans for those properties. Goal is to complete approximately 50 assessments and associated conservation plans annually.
PEA-6	Provide increased public outreach before, during, and after a natural hazard or emergency.	All Hazards	2.2	High	Town of Carrboro – Fire Department	General Fund (existing staff salaries)	2025-2030	New	



## Agenda Item Abstract

File Number: 25-045

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**Agenda Date:** 5/20/2025

**File Type:** Consent Agenda

**In Control:** Town Council

**Version:** 1

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Town Code Amendment Restricting Parking on Elm Street

**PURPOSE:** For the Town Council to consider an amendment to the Town Code to restrict on-street parking along Elm Street between West Weaver and Shelton streets to ensure sufficient width for fire apparatus and resident access to private driveways.

**DEPARTMENT:** Planning & Public Works

**COUNCIL DIRECTION:**

☐ Race/Equity ☐ Climate ☐ Comprehensive Plan ☒ Other

**INFORMATION:** Over the last few years, patrons visiting Pizzeria Mercado and the convenience store associated with Marathon gas station have increasingly been parking along Elm Street from the intersection with West Weaver Street toward East Poplar Street. Elm Street has a 30-foot right-of-way, but the pavement width becomes narrower as the street transitions from commercial uses to residential uses further down the block and Town staff have received calls from residents having difficulty maneuvering in and out of their driveways. Fire apparatus also has limited access during those times when vehicles are parked on the street.

Staff discussed on-street parking along Elm Street on the March 13<sup>th</sup> and May 8<sup>th</sup> Traffic and Parking Committee meetings and recommended prohibiting parking on the east side of Elm entirely and restricting parking on the west side to the southern section of the street where the pavement width is wider. Provisions relating to on-street parking are discussed in Chapter 6 of the Town Code, Article IV. The draft amendment, if adopted, would add a new Subsection 6-19(b)(1)(zz) prohibiting on-street parking on the east side of the street and limiting on-street parking on the west side of the intersection with Weaver Street to a certain point a little more than 200 linear feet north. No parking be allowed on the west side of the street beyond that point.

Staff are preparing informational doorknob hangers to alert residents along the street of the proposed Town Code amendment and of the Town Council meeting when the matter is scheduled for consideration.

**FISCAL IMPACT:** There are minimal staff impacts associated with updating the Town Code and fabricating and installing no-parking signs.

**RECOMMENDATION:** Staff recommends the ordinance amending the Town Code provided as Attachment A.

## **Parking Restrictions**

### **AN ORDINANCE TO AMEND THE TOWN CODE TO SPECIFY PARKING RESTRICTIONS ALONG ELM STREET**

**\*Draft 5-1-2025\***

**WHEREAS**, the Town Code establishes regulations for the control of parking on public streets to ensure safety, accessibility, and the orderly flow of traffic; and

**WHEREAS**, Section 6-19 of the Carrboro Town Code authorizes the installation of signs, yellow pavement markings, or other traffic control devices to prohibit or limit parking and standing in designated areas; and

**WHEREAS**, the Town Council finds it necessary and appropriate to amend the Town Code to establish parking restrictions along specific portions of Elm Street to enhance public safety and traffic operations;

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

**Section 1.** Article IV of Chapter 6, Section 6-19 of the Carrboro Town Code (Parking Prohibited in Certain Locations at Certain Times) (b)(1) is amended by adding a new subsection (zz) to read as follows:

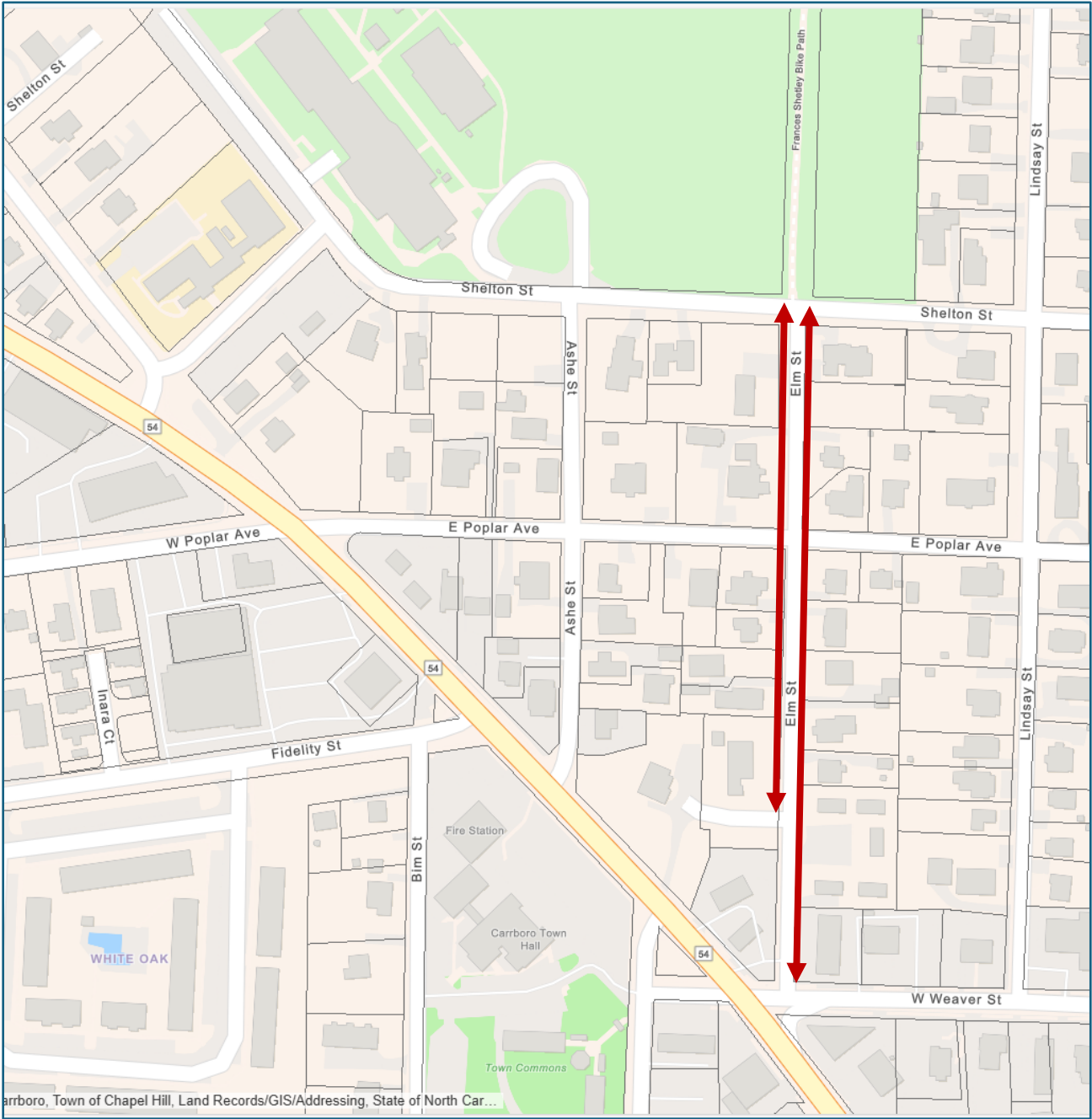
(zz) The east side of Elm Street from the intersection of West Weaver Street to the intersection with Shelton Street, and the west side of Elm Street from a point approximately 235 feet north of the intersection with West Weaver to the intersection with Shelton Street.

**Section 2.** All provisions of any town ordinance in conflict with this ordinance are repealed.

**Section 3.** This ordinance shall become effective upon adoption.

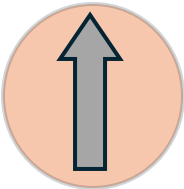


Proposed Town Code Amendment for Elm Street



Legend

Proposed on-street parking prohibition ———





## Agenda Item Abstract

**File Number:** 25-048

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**Agenda Date:** 5/20/2025

**File Type:** Public Hearing

**In Control:** Town Council

**Version:** 1

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Public Hearing on Town Manager's Recommended Budget for FY 2026

**PURPOSE:** The purpose of this agenda item is to provide an opportunity for the public to comment on the Town Manager's Recommended Budget for FY 2026 as required by G. S.159-12: **Filing and publication of the budget; budget hearings (b).**

**DEPARTMENT:** Town Manager & Finance

**COUNCIL DIRECTION:**

☒ Race/Equity ☒ Climate ☒ Comprehensive Plan ☐ Other

The annual budget and budget book are important documents the Town produces each year, as required by state statute. In developing the FY 2026 budget, staff aligned Council objectives, including Race and Equity, Climate Action, the Comprehensive Plan, and other prioritized initiatives.

**INFORMATION:** By state law, the Town Manager is required to submit a recommended budget and budget message to the Mayor and Town Council by June 1<sup>st</sup> of each year. This recommended budget is to be made available for public inspection and the Town Council is required to hold a public hearing on it prior to adoption. The FY 2026 Recommended Budget can be found on the Town's website at the following location:

[carrboronc.gov/DocumentCenter/View/16585/FY-2025-2026-Recommended-Budget-](https://www.carrboronc.gov/DocumentCenter/View/16585/FY-2025-2026-Recommended-Budget-)  
<[https://www.carrboronc.gov/DocumentCenter/View/16585/FY-2025-2026-Recommended-Budget->](https://www.carrboronc.gov/DocumentCenter/View/16585/FY-2025-2026-Recommended-Budget-)

The Town's annual operating budget represents Carrboro's mission and commitment to enhancing the quality of life of our residents. This budget reflects our dedication to supporting our valuable employees, investing in critical infrastructure, and meeting the immediate needs of our community.

The Town Manager's recommended total budget for FY 2026 is \$62.5 million, which includes the following funds:

- General Fund: \$32,667,113
- Capital Projects: \$22,214,462
- Special Revenue: \$1,858,271
- Stormwater Enterprise: \$1,667,487
- Parking Enterprise: \$132,500

The Town Manager presented the recommended budget at the Town Council meeting on May 6, 2025. Notice

of the public hearing for May 20, 2025, has been published by the Town Clerk and posted to the Town's website.

**FISCAL IMPACT:** The only cost associated with this agenda item is the cost to publish the public hearing notice.

**RECOMMENDATION:** The Town Manager recommends that the Town Council: 1) hold a public hearing and receive comments from the public on the Town Manager's recommended budget for FY 2026; and 2) provide directions to the Town Manager for preparation of the final FY 2026 budget ordinance which is scheduled for adoption on June 3, 2025.

**..end**



## Agenda Item Abstract

**File Number:** 25-036

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**Agenda Date:** 5/20/2025

**File Type:** Action Item

**In Control:** Town Council

**Version:** 1

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Naming Laurel Avenue, Honorary Strayhorn Drive

**PURPOSE:** The purpose of this agenda item is to consider a community request to name Laurel Avenue, Honorary Strayhorn Drive.

**DEPARTMENT:** Town Manager's Office

**COUNCIL DIRECTION:**

☒ Race/Equity ☐ Climate ☐ Comprehensive Plan ☐ Other

Carrboro is resilient and we continue to find ways to tell our story which advances the town's race and equity initiatives.

**INFORMATION:** On January 7, 2025, during Public Comment at the Town Council meeting, Lorie Clark spoke on behalf of her mother and shared a copy of a deed which indicated that South Laurel Avenue was formerly named Strayhorn Drive. Ms. Clark requested the Council consider a placard or acknowledgement to be placed on top of South Laurel Avenue, that says, formerly Strayhorn Drive or historic Strayhorn Drive. On February 11<sup>th</sup>, Ms. Clark sent an official request in writing on behalf of the Strayhorn/Barbee family. The request emphasized historic significance, descendants of Toney and Nellie Strayhorn, who are believed to be the first Black family to settle in Carrboro. The Strayhorn's arrived in 1879 and built a one-room log cabin before the town was incorporated.

The Town Attorney's office, Planning, Fire, Police and Public Works reviewed the request. This request was also discussed during the March 26<sup>th</sup> meeting of the Racial Equity Commission. The commission voted to recommend honoring the Strayhorn/Barbee request, naming Laurel Avenue, Honorary Strayhorn Drive and installing a sign with that acknowledgement.

If this request is approved, the honorary designation will not change or have an impact on the official street name or numbering of buildings and street addresses. The postal addresses for honorary streets remain the primary name of the street. A notification will be sent to every building and residence concerning the honorary designation. Signs will be fabricated, installed and maintained through the Public Works Department.

The Town established a policy for which applicants can request the honorary naming of a town street. The policy and application can be found on the Town's webpage along with the Street Renaming Policy - <https://www.carrboronc.gov/2982/Street-Renaming-Honorary-Street-Names>. The Strayhorn/Barbee Family completed the application for consideration. (See Attachment B) Pocket questions are also included. (See Attachment C)

**FISCAL IMPACT:** There is no fiscal impact related to this action agenda item.

**RECOMMENDATION:** Staff recommends that the Council approve the attached resolution. (See Attachment



A)

## **A RESOLUTION NAMING LAUREL AVENUE, HONORARY STRAYHORN DRIVE**

WHEREAS, the Strayhorn/Barbee Family request that Town Council consider their application to name Laurel Avenue, Honorary Strayhorn Drive; and

WHEREAS, Toney and Nellie Strayhorn are believed to be the first Black family to settle in Carrboro; and

WHEREAS, Toney and Nellie Strayhorn and descendants have lived in Carrboro since 1879, before the town was incorporated; and

WHEREAS, according to a warranty deed, Laurel Avenue was once known as Strayhorn Drive; and

WHEREAS, this designation will not change or impact the official street name or numbering of buildings or street addresses and the postal addresses for honorary streets remain the primary name of the street; and

WHEREAS, each honorary designation includes a sunset provision of 15 years from the date installed. At that time the name will be removed unless an applicant requests an extension before the sunset date.

NOW, THEREFORE BE IT RESOLVED, THAT THE CARRBORO TOWN COUNCIL HEREBY APPROVES:

Section 1: Naming Laurel Avenue, Honorary Strayhorn Drive.

Section 2: Honorary street signs will be installed under the current street sign.

This the 20<sup>th</sup> day of May 2025.



# THE TONEY AND NELLIE STRAYHORN HOUSE

Enslaved in Orange County, Toney and Nellie Strayhorn were one of the first Black families to settle in Carrboro. After purchasing 30 acres of land, they built a one-room log cabin in 1879, which has been added onto over the years. This home is a historic landmark and a testament to their faith, resilience, and determination to persevere.

Approved March 6, 2023 - Carrboro Truth Plaque Task Force  
Adopted April 4, 2023 - Carrboro Town Council





19941114000232180 DEED

Bk: 1303 Pg: 374

BOOK 1303 PAGE 374

FILED

14 NOV 1994, at 03:27:13PM  
Book 1303, Page 374 - 375  
Betty June Hayes,  
Register of Deeds,  
Orange County, N. C.

State Tax

GIFT *gfk*Tax Lot No. 7-99-A-9 Parcel Identifier No. 9778-75-4711  
Verified by \_\_\_\_\_ County on the \_\_\_\_\_ day of \_\_\_\_\_, 1994  
by \_\_\_\_\_Mail after recording to E. J. Levi PO Box 2086 Chapel Hill, NC 27515This instrument was prepared by Bama Jean Levi  
Brief description for the Index \_\_\_\_\_

## NORTH CAROLINA GENERAL WARRANTY DEED

THIS DEED made this 11th day of NOVEMBER, 1994, by and between

GRANTOR

GRANTEE

Ruth B. Stroud (formerly  
Ruth B. Allen) and Husband,  
Julius StroudDolores H. Clark  
10125 Campus Way South  
Upper Marlboro, MD 20772

Enter in appropriate block for each party: name, address, and, if appropriate, character of entity, e.g. corporation or partnership.

The designation Grantor and Grantee as used herein shall include said parties, their heirs, successors, and assigns, and shall include singular, plural, masculine, feminine or neuter as required by context.

WITNESSETH, that the Grantor, for a valuable consideration paid by the Grantee, the receipt of which is hereby acknowledged, has and by these presents does grant, bargain, sell and convey unto the Grantee in fee simple, all that certain lot or parcel of land situated in the City of Carrboro Chapel Hill Township, Orange County, North Carolina and more particularly described as follows:

All those certain lots situated and being on the South side of Jones Ferry Road and on the East side of Strayhorn Drive, now known as Laurel Drive and designated as Lots 3 and 5, Block A, of the TONY STRAYHORN HEIRS PROPERTY, as surveyed by J. Ralph Weaver in September 1960, plat of which is recorded in Plat Book 13, Page 74, and more particularly described as BEGINNING at a stake in the South property line of Jones Ferry Road, the Northeast corner of Lot 4; running thence South 19° East 220 feet to a stake and South 80° West 95 feet to a stake in the East property line of Laurel Drive; thence South 19° East 100 feet to a stake, corner of Lot 6; running thence North 80° East 185 feet to a stake; running thence with the lines of Lots 2 and 1, North 13° West 320 feet to a stake in the South property line of Jones Ferry Road; thence South 80° West 120 feet to the BEGINNING.





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TOWN OF CARRBORO • NC

## Honorary Naming of Carrboro Town Streets Request

### Name

Lorie	Clark
First	Last

### Organization/Company

--

### Address

111 Jones Ferry Rd
Address Line 1

Address Line 2

Carrboro	North Carolina	27510
City	State	Zip Code

### Phone

(929) 260-4555
----------------

### Email

lorieclark459@gmail.com
-------------------------

### Name of Honoree

Historic Strayhorn Drive
Exactly as it would appear on the street sign.

### Name of Street

South side of Laurel Avenue (intersection of Laurel Avenue and Jones Ferry Road)
--

**Please choose "yes" to all that apply. Include an explanation for each of the applicable criteria and upload supporting documentation.**

### Cultural Impact to the Town

☒ Yes ☐ No

### Explanation for Cultural Impact

Toney and Nellie Strayhorn are believed to be the first Black family to settle in Carrboro.
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**Supporting Documents for Cultural Impact**

02ACA4C4-5CC8-4FBB-9866-14D0E86DF40B\_4\_5005\_c.jpeg

795C0792-9240-4591-8DAD-DBC70389680B\_1\_105\_c.jpeg

**Historical Impact to the Town**

☒ Yes ☐ No

**Explanation for Historical Impact**

Toney and Nellie Strayhorn have lived in Carrboro since 1879, before the town was incorporated.

**Supporting Documents for Historical Impact**

Warranty Deed.pdf

214B77C6-0E28-4E10-96B3-0402281A8AEA\_1\_105\_c.jpeg

**Humanitarian Efforts**

☐ Yes ☒ No

**Is Honoree living or deceased?**

☐ Yes ☐ No ☒ Not Applicable

**Signature of Applicant****Date**

5/14/2025

*Lorie L. Clark*





## **Race and Equity Pocket Questions**

**Title and purpose of this initiative:** Naming Laurel Avenue, Honorary Strayhorn Drive

The purpose of this agenda item is to consider a community request to name Laurel Avenue, Honorary Strayhorn Drive and install signage based on the historical impact of the family and location.

**Department:** The Manager's Office – Race and Equity

### **What are the racial and equity impacts?**

In considering this first community request - Nellie and Toney Strayhorn were believed to be the first African American family to settled in what is now Carrboro. Both were born into slavery. They purchased land and built a log cabin on Jones Ferry Road in 1879. Nellie died in 1950 at about age 100. Her great-granddaughter Delores Clark lives in the house today. Public information regarding Laurel Avenue seems to be limited however, there is a warranty deed that was provided by Delores Clark showing a different street name, Strayhorn Drive, now known as Laurel Drive. This honorary street sign request is recommended by the town's Racial Equity Commission. By deciding to add an honorary street marker to this street, the Town of Carrboro is acknowledging and honoring the lost history of the family, town and other marginalized communities within Carrboro.

### **Who is or will experience community burden?**

Staff are not aware of any burden on residents, businesses, traffic or the environment as it relates to fabrication and installation of the sign. Public Works should be able to install the sign without disrupting the day-to-day flow of the community. People who do not agree with the historical impact of the home, family or street may not approve of the decision to put the honorary street sign in the community.

### **Who is or will experience community benefit?**

Community members who are aware of the historical and racial significance of the family, home and street will benefit. If the request is approved, the honorary marker will send a message of support for the history and racial impacts of the street and the Strayhorn family. This may also benefit those who may also feel marginalized by showing support for equity throughout the community.

### **What are the root causes of inequity?**

The lack of written history is a phenomenon that has always affected the minority and underserved communities. In this case, there is a record of Laurel Drive previously being named Strayhorn Drive. However, there are records that are difficult to find or missing showing the name change and reason for the change of name. The loss of property for marginalized communities in the United States could be a reason for the lack of documentation.

**What might be the unintended consequences of this action or strategy?**

There could be unknown consequences to community members that may not agree with the honorary sign designation.

**How is your department planning to mitigate any burdens, inequities, and unintended consequences?**

Honorary naming requests will follow the same policy and be evaluated equitably. The street occupants will also be notified of the honorary designation and that it will not change or have an impact on the official street name or numbering of buildings and street addresses. The postal addresses for honorary streets remain the primary name of the street.



# NAMING LAUREL AVENUE, HONORARY STRAYHORN DRIVE

Carrboro Town Council – Agenda Item # 25-036



TOWN OF CARRBORO • NC

# Background

- A request was made by the Strayhorn/Barbee Family during public comment at a Town Council meeting and by email to name Laurel Avenue, Honorary Strayhorn Drive and installing a sign with that acknowledgement.
- The reason for the request is cultural and historical significance –
  - a. Toney and Nellie Strayhorn are believed to be the first Black family to settle in Carrboro.
  - b. The Strayhorn's and descendants have lived in Carrboro since 1879 before the town was incorporated at the same location along Laurel Avenue (what was called Strayhorn Drive) and Jones Ferry.
- Staff reviewed the request and supporting documents.
- Staff established an application process for which applicants can request the honorary naming of a town street that can be found on the town's website at <https://www.carrboronc.gov/2982/Street-Renaming-Honorary-Street-Names>
- The Strayhorn/Barbee recently family completed and submitted the application along with supporting documents.



# Recommendations

- At the March 26<sup>th</sup> meeting, the Racial Equity Commission voted to recommend honoring the Strayhorn/Barbee family request, naming Laurel Avenue, Honorary Strayhorn Drive and installing a sign.
- Mock-up of honorary sign. Install sign under street sign.
- Staff recommends to approve the attached resolution.





## Agenda Item Abstract

File Number: 25-024

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**Agenda Date:** 5/20/2025

**File Type:** Information Item

**In Control:** Town Council

**Version:** 1

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Presentation on Parking Count Updates

**PURPOSE:** The purpose of this item is to provide an update on parking counts in public parking lots completed in March 2025.

**DEPARTMENT:** Economic Development

**COUNCIL DIRECTION:**

☐ Race/Equity ☐ Climate ☐ Comprehensive Plan ☒ Other

This update will provide Council with additional information to assist in making policy decisions related to public parking.

**INFORMATION:**

### **Background**

The Town's significant analysis of parking was first initiated in 2019 with the hiring of Walker Consulting to conduct a Parking Study of the downtown area. Due to the COVID Pandemic, parking counts were delayed until the Fall of 2021. One year later in the Fall of 2022, staff conducted a parking count of public, off-street parking locations to determine trends and post-pandemic impact on publicly available parking.

Since these previous studies, Carr Mill Mall began regularly towing vehicles of passengers who did not patron the Mall's businesses. This began in later summer and fall of 2023 (and continues to this day). Town staff undertook a public parking information campaign. This included creating a downtown parking webpage, placing yard signs with information about public parking around downtown, social media posts on public parking locations, leaving postcards with public parking information at local businesses, hanging public parking maps at Town Information Centers, and providing information about public parking in Town newsletters. In Spring 2025, the Drakeford Library Complex parking deck opened, creating an additional 134 public parking spaces downtown.

This most recent count in Spring 2025 was conducted to continue to monitor demand, determine capacity, and the need for additional parking. The counts were conducted on a Thursday and a Saturday to approximate weekday and weekend parking demands. There were no major events occurring on these days and the weather was clear and temperatures were mild. It should be noted that this count was completed in the Spring rather than the Fall when previous counts were completed. Since the counts are not completed at peak times, we do not expect a large discrepancy between actual demand during these times of year.

## Occupancy Rates

In general, the occupancy rates of the Town's off-street public parking have increased since the last count completed in 2022. Average occupancy for weekdays ranged from 25% to 50% while ranging from 33% to 65% on weekends. This is an average increase on the high end by 1% for weekdays and 12% on weekends. Table 1 illustrates the occupancy rates observed at each parking location for the specific time. Of note, the Drakeford Deck has been added since the last count and is now included in all analysis excluding the top level which is for employee parking.

Table 1-Occupancy Rate by Location and Time

LOCATION	THURSDAY				SATURDAY			
	9:00 AM	11:00 AM	4:00 PM	9:00 PM	9:00 AM	11:00 AM	4:00 PM	9:00 PM
300 E. Main Deck	33%	41%	44%	54%	12%	16%	40%	81%
Town Hall ✈	36%	50%	45%	9%	97%	100%	24%	9%
Laurel Ave	31%	38%	31%	0%	94%	100%	0%	19%
CommunityWorx				4%				0%
Weaver Street	66%	88%	88%	6%	69%	88%	3%	16%
Century Center	64%	77%	62%	31%	54%	79%	41%	79%
Fitch Lumber				12%	25%	39%	27%	22%
Fitch Warehouse	15%	35%	20%	10%	40%	35%	20%	10%
Rosemary/Sunset ✈	91%	64%	64%	36%	36%	73%	36%	36%
Roberson & Main Lot	39%	64%	56%	56%	42%	64%	69%	78%
Roberson/Acme	74%	86%	97%	54%	26%	57%	69%	77%
Drakeford Deck ✈	16%	34%	28%	7%	1%	32%	27%	20%

Rates highlighted in red indicate critical or close to failing levels of service (85-100% occupied). Lots with these occupancy rates should generally be considered full at their respective times. Typically, when lots approach these occupancy rates, they are unreliable parking locations for visitors and indicate a need for additional parking during these times. Rates highlighted in yellow are approaching a failing level of service (70%-85%) but would still be considered to have parking availability. These parking lots should continue to be monitored closely as parking demand increases and indicate the coming need for additional parking options.

At certain points during the day, many of the public lots face very high occupancy rates, but this tends to move around various areas downtown depending on the time of day. Some may also be related to specific events occurring regularly in that area. For example, the high occupancy rates associated with Town Hall and Laurel Avenue parking lots on Saturday morning are directly a result of the weekly Farmer's Market. This could even impact the Weaver Street parking lot as it would be the next closest public lot to the Farmer's Market while the former two parking locations are at 100% capacity.

While these peak times exist in specific parking locations, the narrative shifts when we look at overall parking zones within the Town. These zones attempt to create an approximate walk shed to better understand the on-the-ground, practical impacts of public parking demand in the various areas of downtown rather than looking at individual parking locations.

Figure 1-Weekday Parking Demand by Zone

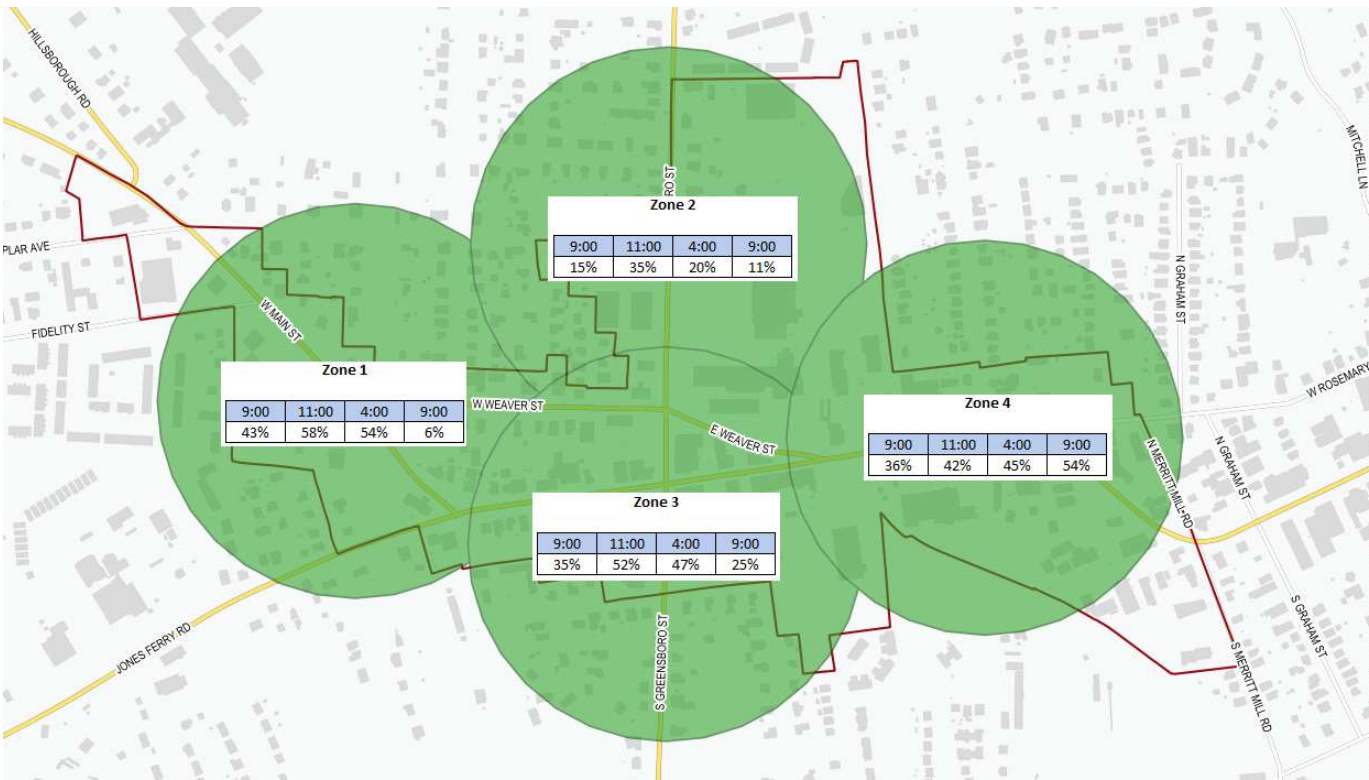


Figure 2-Weekend Parking Demand by Zone



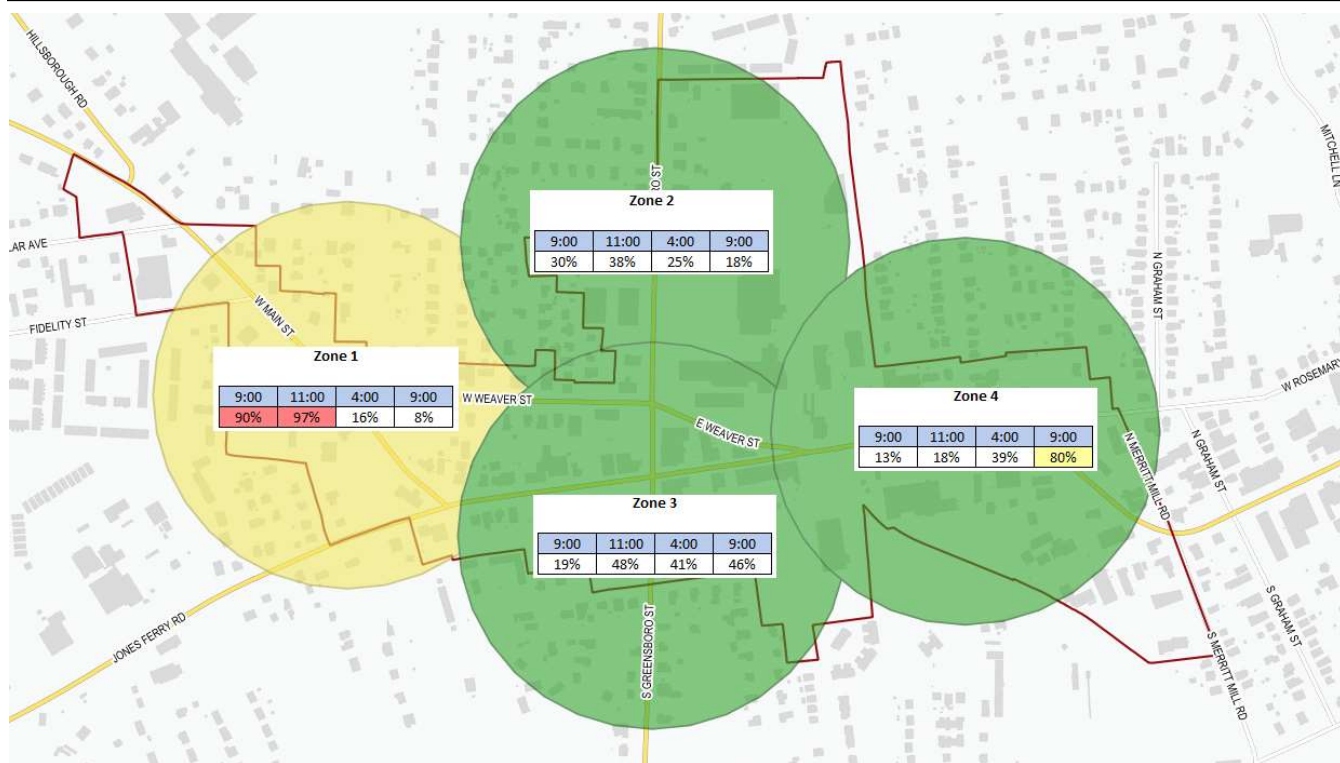


Figure 1 illustrates the parking demand for weekdays by the four zones downtown. Here, Zone 4 represents the highest average occupancy rates at 44% while Zones 1 and 3 are second with an average of 40% occupancy. None of these zones are near peaking at any point during the day.

Figure 2 illustrates the parking demand for weekends. Due to the weekly Farmer's Market, Zone 1 represents the highest average occupancy at 53% causing this zone to peak in the morning. It should be noted, however, that while this data is used to represent the weekend, the Farmer's Market only occurs on Saturday mornings. The on-street parking that is made available only during the Farmer's Market hours is not included with these counts - only off-street public parking locations. High usage of Town Commons for other larger events could create a similar demand on Saturday afternoon or Sundays causing public parking to be difficult to find in this area of downtown during these events. Zones 3 and 4 also provide the second and third-highest occupancy averages at 39% and 38% respectively. Of note, public parking in Zone 4 does approach failing levels during weekend evenings with 80% occupancy.

## **Parking Turnover**

During the observation days, a sample of 47 spaces were monitored to determine the length of stay of visitors in these spaces. There was a total of 94 vehicles rotating through these spaces during the weekday and 104 vehicles rotating through these spaces during the weekend from 9:00am through 6:00pm. The town currently has an ordinance which restricts parking in public parking lots to 2 hours. As illustrated in Table 2, 45% of the vehicles that parked in the sampled spaces stayed for more than 2 hours on weekdays, while only 29% of the vehicles parked in the sampled spaces stayed for more than 2 hours on the weekends. This indicates that there is a much higher turnover of vehicles during the weekends and a much higher number of vehicles observe the 2-

hour parking limit.

*Table 2-Percent of Vehicles Length of Stay*

	THURSDAY	SATURDAY
2-hour or less	55%	71%
2-4 hours	17%	20%
4-6 hours	18%	7%
6+ hours	10%	2%
Cars parked 2+ hours	45%	29%

This is a significant improvement from the previous count in 2022, which saw 69% and 51% of vehicles parked more than 2 hours on weekdays and weekends respectively. This indicates significantly higher compliance with the 2-hour parking limit ordinance and, as a result, more parking availability when it is needed.

## **Conclusions and Recommendations**

Parking has been a controversial topic in the Town but continues to play an important role in the vitality and vibrancy of the downtown business ecosystem. Since the previous public parking count in 2022, there has been an increase in average parking occupancy - especially during weekday, daytime hours. This increase is demonstrated in some of the parking locations shifting to exceed 85% occupancy. It should be noted, however, that many of the parking locations which have reached a failing level have few parking spaces and contribute little to the overall parking availability of a particular zone. The exception to this is the Weaver Street parking lot and the Town Hall parking lot.

Overall, the counts indicate that existing publicly available off-street parking is meeting demand. However, weekend evening parking in Zone 4 should continue to be monitored as this occupancy continues to be at 80% (as it was in 2022). Additional parking locations may be considered for Zone 1 as this zone has the second-highest average occupancy for weekdays and highest average occupancy for certain weekends. This need becomes especially important not only for the Farmer's Market, but any type of special event that may create a similar demand for parking. Except for special events, parking in Zone 1 is also meeting demand.

Considering this, at this time staff believe demand for public parking is being adequately met with the existing parking facilities and recommend no new parking is necessary for the downtown area. The previously referenced Zones should continue to be monitored for increases in parking occupancy that could lower the level of service currently provided and create difficulty in finding parking spaces.

**FISCAL IMPACT:** None.

**RECOMMENDATION:** Staff recommend that Council receive the presentation and take no actions towards creating new parking at this time.

# 2025 PUBLIC PARKING COUNT UPDATE

Carrboro Town Council



1

## BACKGROUND

- Walker Consulting was hired in 2019 to conduct a Parking Study
- The counts took place in the fall of 2021 due to a delay from the COVID Pandemic
- Staff conduct another count in fall of 2022

2

# INTERIM ACTIVITY ON PARKING

- Carr Mill Mall began towing in late summer/fall of 2023
- Staff began information campaign on public parking locations – postcards, yard signs, social media, website, town newsletter, etc
- Drakeford Library Complex Parking Deck opens in spring 2025
- 2025 parking count updates in spring 2025



High: 67 °F

Sunny



High: 81 °F

Partly Sunny

3

# FINDINGS

- Turnover in public parking lots has improved significantly – less than half of sampled parked cars stayed more than 2 hours

	THURSDAY	SATURDAY
2-hour or less	55%	71%
2-4 hours	17%	20%
4-6 hours	18%	7%
6+ hours	10%	2%
Cars parked 2+ hours	45%	29%

2022	THURSDAY	SATURDAY
2-hour or less	31%	49%
2-4 hours	29%	23%
4-6 hours	19%	3%
At end of observation	21%	25%
<i>Known to be 6+ hours</i>	19%	13%
Cars parked 2+ hours	69%	51%

- Averages for parking occupancy are higher than they were in the 2022 parking count
  - Especially daytime weekdays

4



# FINDINGS

## OCCUPANCY RATES

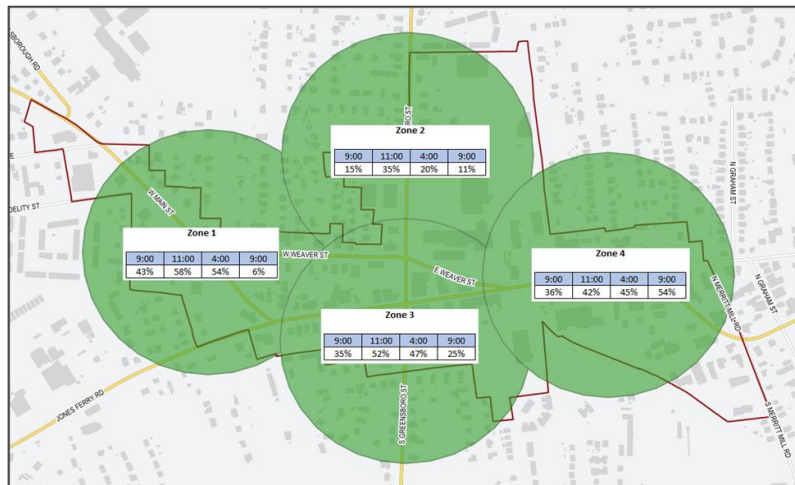
LOCATION	THURSDAY				SATURDAY			
	9:00 AM	11:00 AM	4:00 PM	9:00 PM	9:00 AM	11:00 AM	4:00 PM	9:00 PM
300 E. Main Deck	33%	41%	44%	54%	12%	16%	40%	81%
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Laurel Ave	31%	38%	31%	0%	94%	100%	0%	19%
CommunityWorx				4%				0%
Weaver Street	66%	88%	88%	6%	69%	88%	3%	16%
Century Center	64%	77%	62%	31%	54%	79%	41%	79%
Fitch Lumber				12%	25%	39%	27%	22%
Fitch Warehouse	15%	35%	20%	10%	40%	35%	20%	10%
Rosemary/Sunset ✈	91%	64%	64%	36%	36%	73%	36%	36%
Roberson & Main Lot	39%	64%	56%	56%	42%	64%	69%	78%
Roberson/Acme	74%	86%	97%	54%	26%	57%	69%	77%
Drakeford Deck ✈	16%	34%	28%	7%	1%	32%	27%	20%

90 days notice for loss of leased lots

5

# FINDINGS

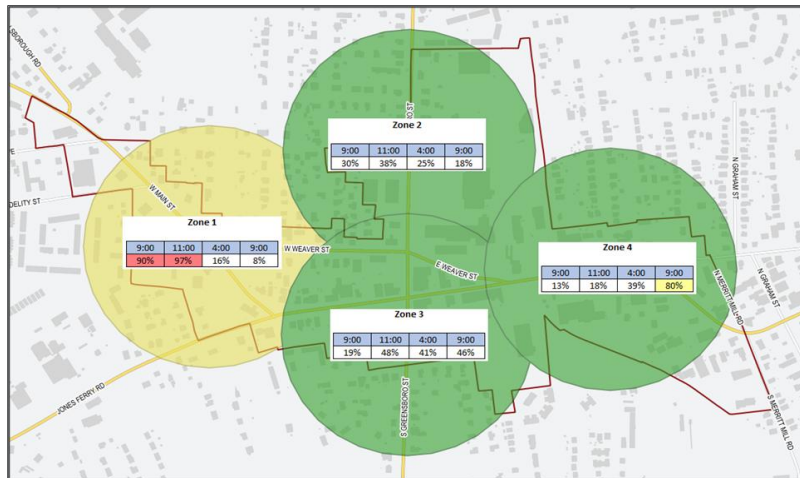
## WEEKDAY LEVEL-OF-SERVICE



6

# FINDINGS

WEEKEND LEVEL-OF-SERVICE



7

## CONCLUSIONS AND RECOMMENDATIONS

- Parking turnover has increased
- Average parking occupancy has increased
  - Especially weekday, daytime hours
- Most failing parking locations are small
  - Except Weaver Street and Town Hall
- Overall, existing parking is meeting demand
  - Monitor Zone 4 and special events in Zone 1
- Staff recommend no new parking is necessary for Downtown at this time

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## **Race and Equity Pocket Questions**

**Title and purpose of this initiative:** Public Parking Count Update

**Department:** Economic Development

### **What are the racial and equity impacts?**

Access to public parking is often linked to economic opportunity and accessibility for those who have vehicles. While the analysis shows that parking availability has generally improved, there may be unintended disparities in access. Historically marginalized communities, particularly low-income residents and BIPOC-owned businesses may face challenges if parking policies don't account for accessibility and alternative transportation options. Additionally, if parking availability increases only in certain zones, it might reinforce existing inequities in access to downtown BIPOC-owned businesses which may be concentrated.

### **Who is or will experience community burden?**

- Low-income residents and workers who may not have flexible parking alternatives (or the income to rent a parking space) and rely on public parking for downtown access, employment, or essential services.
- BIPOC-owned businesses as parking scarcity makes accessing these businesses more difficult for their customers. Additional costs associated with leasing needed parking spaces may take away needed capital from the business.
- Individuals with disabilities may be impacted by having to take a longer route on foot to access a specific business.

### **Who is or will experience community benefit?**

- Business owners who benefit from increased parking turnover and availability.
- Visitors and shoppers who access downtown with a vehicle may find parking more convenient.
- Downtown employers whose employees live further away and rely on a vehicle to commute to work.
- Those driving downtown may see improved circulation and reduced congestion due to high parking access.
- Residents who cannot or choose not to walk, bike, or have easy access to public transit, such as those with disabilities, families with young children, or residents who live more than a 10-minute walk/bike trip from downtown or who do not live near a public transit stop.

### **What are the root causes of inequity?**

The challenges with equitable access to parking stem from multiple structural factors:



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FACING RACE, EMBRACING EQUITY

- Urban planning decisions that historically prioritize vehicle infrastructure over multimodal access.
- Private enforcement disparities (such as towing policies) that disproportionately affect certain groups.
- Economic barriers, such as the affordability of multiple or reliable vehicles or lack of parking options near where lower-income residents may receive services.

**What might be the unintended consequences of this action or strategy?**

- Displacement of customers and workers—If certain parking policies favor short-term visitors over employees or long-term patrons, certain groups may find downtown access more challenging.
- Reduced economic inclusivity—Businesses that rely on customers from outside the immediate downtown area (especially those serving marginalized communities) may see fewer customers.
- Increased reliance on enforcement mechanisms—Towing policies or fines could disproportionately affect certain populations, reinforcing economic hardship.

**How is your department planning to mitigate any burdens, inequities, and unintended consequences?**

To ensure parking policies align with racial equity, staff will continue to engage business owners and BIPOC communities, advertise and promote the usage of public transit, work to improve relationships with property owners and inform the public to avoid towing on private parking lots, continue to work with business to find solutions for employee parking.





## Agenda Item Abstract

**File Number:** 25-049

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**Agenda Date:** 5/20/2025  
**In Control:** Town Council  
**Version:** 1

**File Type:** Action Item

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Appointment to Selected Boards/Commissions

### **OWASW Board of Directors**

Elmira Mangum

Ken Krebs

Justin Russell

Jocelyn Tsai

Hissan Waheed

### **Housing & Human Services Advisory Commission**

Josie Hartman

Ronnie Zuckerman

Heather Nash

Jack Sweeter