

A RESOLUTION ADOPTING A STATEMENT EXPLAINING THE BOARD OF ALDERMEN'S REASONS FOR ADOPTING AN AMENDMENT TO THE TEXT OF THE CARRBORO LAND USE ORDINANCE

Draft Resolution No.

WHEREAS, an amendment to the text of the Carrboro Land Use Ordinance has been proposed, which amendment is described or identified as follows: AN ORDINANCE AMENDING THE CARRBORO ZONING MAP TO REZONE APPROXIMATELY 5.977 ACRES OF PROPERTY KNOWN AS 501 SOUTH GREENSBORO STREET FROM M-1 (Light Manufacturing) TO M-3-CU (Special Manufacturing-Conditional Use).

NOW, THEREFORE, the Board of Aldermen of the Town of Carrboro Resolves:

Section 1. The Board concludes that the above described amendment is consistent with *Carrboro Vision 2020*, particularly the following provisions:

**2.11 Avoidance of Adverse Effects on Public Health and Safety**

Infill development should take place in a manner that fulfills the town's goals and enhances neighboring areas. The town should develop policies that mitigate the adverse impacts of infill development, with particular consideration given to roads, sidewalks, and aesthetic compatibility. The town should develop a process to mediate disagreements between developers and residents of existing neighborhoods.

**2.42 Carrboro's Character**

Development throughout Carrboro should be consistent with its distinctive town character. The town should adhere to policies that limit the widening of roads, encourage plantings alongside roads, preserve historic areas, buildings and older neighborhoods, and retain unspoiled green spaces and other natural areas.

**2.43** Carrboro should plan and encourage the growth of tree canopies over roads to mitigate the heat and smog effect caused by superheated pavement. Carrboro should strongly encourage electric utilities to put their lines underground to allow for full canopy coverage.

**2.53 Balance and Controlled Growth**

Careful attention should be paid to the carrying capacity of the existing infrastructure as growth occurs.

**3.0 ECONOMIC DEVELOPMENT**

With the population of Carrboro expected to increase during the Vision2020 period, additional commercial development should be anticipated both downtown and in peripheral areas. Carrboro should seek to reduce the tax burden on single-family owners by increasing the percentage of commercial space in town.

**3.1 Nature of Development**

In the interest of environmental preservation, new commercial development must minimize negative environmental impact, it must emphasize appropriate buffers, and it must not compromise the integrity of established neighborhoods.

### **3.21 Downtown Vitality**

The town should develop a plan to govern the continuing development of downtown.

Toward this end, the town should adopt the following goals:

- To double commercial square footage in the downtown from that existing in the year 2000.
- To accommodate additional square footage by building up, not out.
- To increase the density of commercial property in the downtown area.
- To improve the downtown infrastructure (e.g. parking facilities, sidewalks, lighting, shading) to meet the needs of the community.
- To develop transit and traffic initiatives which enhance the viability of downtown.

### **3.3 New Commercial Growth**

Opportunities for new commercial growth exist primarily in four areas: downtown, across from the Carrboro Plaza Shopping Center, within the commercial core of a village mixed-use development, and within new office/assembly conditional use developments. The latter two options are most obviously appropriate in the transition areas, but may be approved throughout the town's jurisdiction.

#### **3.311 Shopping Centers**

Before creating new shopping centers, the town should encourage those that exist to maximize their potential by adding stories when and where practical.

**3.312** All shopping centers should be connected to residential areas with increased pedestrian access.

**3.61** While our citizens may not be able to meet all of their consumer needs in Carrboro, it is important that the town encourage the widest possible diversity of locally operated businesses. The objective is a balanced portrait of convenience: a movie theater, overnight accommodations, home businesses, technology, retail, a variety of department stores, restaurants and entertainment.

#### **3.63 Economic Diversity**

The town should encourage the development of underutilized property in the downtown area.

## **4.0 TRANSPORTATION**

The safe and adequate flow of bus, auto, bicycle and pedestrian traffic within and around Carrboro is essential. The public transit system serves to encourage non-auto travel and reduce congestion on existing roads. The town's Land Use Ordinance and economic development policies both address traffic flow in this expanding municipality.

**4.12** The Town should continue to implement its connector roads policy.

**4.31** The town should fully implement its bicycle and pedestrian network plan. This plan should identify links needed now as well as links that will be needed by 2020.

**4.41 Established Roads**

As a general policy, established roads should be widened to accommodate bike lanes and sidewalks, but not to provide additional lanes for automobiles.

**4.51** The town should continue to require developers to install sidewalks and bicycle paths in new developments.

**4.52** New developments should bear the costs of upgrading connector and arterial facilities in the areas adjacent to their properties to the extent appropriate, including upgrades to serve pedestrian and bicycles, given the added load to the infrastructure and anticipated use of facilities.

**5.23 Water**

Carrboro should be proactive in managing its stormwater, promoting active maintenance of facilities, reducing impacts of increased impervious surface, and minimizing on waterways.

**5.51 Energy**

The town should publicly promote every available means of energy conservation. The town's own alternative and renewable energy targets include passive and active solar, and composted waste co-generated to fuel public vehicles and the heating of town facilities.

Section 2. The Board further concludes that the above described map amendment is reasonable and in the public interest because it will create a more vibrant and successful community and will provide essential public infrastructure which will improve a long-term stormwater drainage problem associated with an existing light manufacturing site.

Section 3. This resolution becomes effective upon adoption.

This the 5<sup>th</sup> day of May 2015.