



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Meeting Agenda Town Council



Tuesday, February 9, 2021

7:00 PM

Remote Meeting - View Livestream or Cable TV

18

6:30-6:35

A. ROLL CALL

6:35-7:15

B. MEETING WITH LEGISLATIVE DELEGATION

7:15-7:20

C. POETRY READING, RESOLUTIONS, PROCLAMATIONS, AND ACKNOWLEDGEMENTS

7:15-7:20

D. ANNOUNCEMENT OF UPCOMING MEETINGS

7:20-7:30

E. REQUESTS FROM VISITORS AND SPEAKERS FROM THE FLOOR

Comments are limited to three minutes per speaker.

7:20-7:30

F. CONSENT AGENDA

1. [21-44](#) Approval of Minutes from the January 19 and January 26, 2021 Meetings
2. [21-35](#) Request to set a public hearing on the permanent closing of a portion of the Maple Avenue Right of Way
PURPOSE: The purpose of this agenda item is to set a public hearing on a request to permanently close a portion of the Maple Avenue right-of-way.

Attachments: [A - Resolution](#)

3. [21-47](#) Group Letter to Submit Public Comments to the North Carolina Utilities Commission Concerning Duke Energy's 2020 Integrated Resource Plan.

PURPOSE: The purpose of this item is for the Town Council to consider signing the attached group letter to submit public comments to the North Carolina Utilities Commission concerning Duke Energy's 2020 Integrated Resource Plan.

Attachments: [Attachment A - NC Local Gov Duke IRP Letter](#)

F. OTHER MATTERS

7:30-8:15

1. [21-42](#) Consideration of Proposed Text Amendments to the Land Use Ordinance Relating to the Historic Rogers Road Neighborhood
- PURPOSE:** The purpose of this agenda item is for the Town Council to continue its deliberation on proposed text amendments to the Land Use Ordinance to establish a new zoning district and associated development standards for the Historic Rogers Road neighborhood.

Attachments: [Attachment A - Consistency Resolution-Text Amend HRCC 2-09-2021](#)

[Attachment B - Draft LUO Ordinance to Establish HR-CC District & LUTABLE 02-05-2021](#)

8:15-9:00

2. [21-41](#) Consideration of local transit capital projects for the Orange County Transit Plan Update

PURPOSE: The purpose of this agenda item is to provide Council the feedback received from Advisory Boards on the potential transit capital projects to seek funding in the Orange County Transit Plan Update, and for them to consider approving them for further consideration in that plan.

Attachments: [Attachment A - Resolution](#)

[Attachment B - Transit Capital Projects Memo](#)

G. MATTERS BY COUNCIL MEMBERS



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Agenda Item Abstract

File Number:21-35

Agenda Date: 2/9/2021

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Request to set a public hearing on the permanent closing of a portion of the Maple Avenue Right of Way

PURPOSE: The purpose of this agenda item is to set a public hearing on a request to permanently close a portion of the Maple Avenue right-of-way.

DEPARTMENT: Planning, Public Works

CONTACT INFORMATION: Patricia McGuire 919-918-7327, pmcguire@townofcarrboro.org
<<mailto:pmcguire@townofcarrboro.org>>; Joe Guckavan, jguckavan@townofcarrboro.org
<<mailto:jguckavan@townofcarrboro.org>>; 919-918-7427

INFORMATION: Town staff reported in July 2020 that utilization of a portion of the right of way of Maple Avenue extension would likely be needed to accommodate the 203 Project building program, particularly the parking deck dimensions. The Town Council authorized moving forward with schematic design that included such a change. As the Town proceeds in the design process, action to partially abandon a portion of the right of way is needed for the site plan compliance to be determined.

In accordance with General Statute 160A-299, the following would be required to permanently close a portion of the Maple Avenue right of way, reducing it in width from 40 to 20 feet:

- The council shall first adopt a resolution declaring its intent to close the street or alley and calling a public hearing on the question.
- The resolution shall be published once a week for four successive weeks prior to the hearing.
- A copy of the resolution shall be sent by registered or certified mail to all owners of property adjoining the street or alley as shown on the county tax records.
- A notice of the closing and public hearing shall be prominently posted in at least two places along the street or alley.
- At the hearing, any person may be heard on the question of whether or not the closing would be detrimental to the public interest, or the property rights of any individual.
- If it appears to the satisfaction of the council after the hearing that closing the street or alley is not contrary to the public interest, and that no individual owning property in the vicinity of the street or alley or in the subdivision in which it is located would thereby be deprived of reasonable means of ingress and egress to his property, the council may adopt an order closing the street or alley.
- A certified copy of the order (or judgment of the court) shall be filed in the office of the register of deeds of the county in which the street, or any portion thereof, is located.
- Any person aggrieved by the closing of any street or alley including the Department of Transportation if the street or

alley is under its authority and control, may appeal the council's order to the General Court of Justice within 30 days after its adoption. In appeals of streets closed under this section, all facts and issues shall be heard and decided by a judge sitting without a jury. In addition to determining whether procedural requirements were complied with, the court shall determine whether, on the record as presented to the city council, the council's decision to close the street was in accordance with the statutory standards of subsection (a) of this section and any other applicable requirements of local law or ordinance.

- No cause of action or defense founded upon the invalidity of any proceedings taken in closing any street or alley may be asserted, nor shall the validity of the order be open to question in any court upon any ground whatever, except in an action or proceeding begun within 30 days after the order is adopted. The failure to send notice by registered or certified mail shall not invalidate any ordinance adopted prior to January 1, 1989.

-Upon the closing of a street or alley in accordance with this section, subject to the provisions of subsection (f) of this section, all right, title, and interest in the right-of-way shall be conclusively presumed to be vested in those persons owning lots or parcels of land adjacent to the street or alley, and the title of such adjoining landowners, for the width of the abutting land owned by them, shall extend to the centerline of the street or alley.

-The provisions of this subsection regarding division of right- of-way in street or alley closings may be altered as to a particular street or alley closing by the assent of all property owners taking title to a closed street or alley by the filing of a plat which shows the street or alley closing and the portion of the closed street or alley to be taken by each such owner. The plat shall be signed by each property owner who, under this section, has an ownership right in the closed street or alley.

- The Town may reserve a right, title, and interest in any improvements or easements within a street closed pursuant to this section. An easement under this subsection shall include utility, drainage, pedestrian, landscaping, conservation, or other easements considered by the city to be in the public interest. The reservation of an easement under this subsection shall be stated in the order of closing. The reservation also extends to utility improvements or easements owned by private utilities which at the time of the street closing have a utility agreement or franchise with the city.

-The Town may retain utility easements, both public and private, in cases of streets withdrawn under G.S. 136-96. To retain such easements, the city council shall, after public hearing, approve a "declaration of retention of utility easements" specifically describing such easements. Notice by certified or registered mail shall be provided to the party withdrawing the street from dedication under G.S. 136-96 at least five days prior to the hearing. The declaration must be passed prior to filing of any plat or map or declaration of withdrawal with the register of deeds. Any property owner filing such plats, maps, or declarations shall include the city declaration with the declaration of withdrawal and shall show the utilities retained on any map or plat showing the withdrawal.

A proposed hearing date of March 9th is included in the attached resolution of intent. Notice will be published four consecutive weeks following the Town Council's adoption of the resolution of intent.

FISCAL & STAFF IMPACT: A public hearing on the action involves notice costs and staff time

RECOMMENDATION: Staff recommends that the Town Council consider setting a public hearing and adopting resolution of intent to abandon a portion of the Maple Avenue right of way, provided as Attachment A.

TOWN OF CARRBORO TOWN COUNCIL

**RESOLUTION OF INTENT TO CLOSE PORTION MAPLE AVENUE PURSUANT TO
N.C. GEN. STAT. § 160A-299**

WHEREAS the Town of Carrboro is proceeding with its plan construct a building at property owned by the Town located at 203 South Greensboro Street to be used for Town offices and the Southern Branch of the Orange County Library, together with a related parking structure (the “203 Project”); and

WHEREAS the current design for the 203 Project requires encroachment into a portion of the public right of way of Maple Avenue from Carr Street to Roberson Street; and

WHEREAS North Carolina General Statutes provides for the closure of public rights of way.

NOW, THEREFORE, BE IT RESOLVED by the Town of Carrboro Town Council, on motion of _____, seconded by _____, this __ day of February 2021, that the Town Council declares its intent to close the above-mentioned portions of the Maple Avenue right of way, and the Town Council will conduct a public hearing to consider the question at 7 o’clock p.m. on the 9th day of March, 2021; and it is further

RESOLVED this Resolution shall be published once a week for four consecutive weeks prior to the hearing in a newspaper in local circulation in the Town of Carrboro, and a copy of this Resolution shall be sent by registered or certified mail to the owners of all property adjoining portions of the street proposed to be closed, as those owners are identified on Orange County Tax Records and notice of the proposed closing and public hearing shall be prominently posted in at least two places along the subject portion of the Maple Avenue; and it is further

RESOLVED that at the hearing, any person may be heard on the question of whether or not the closing would be detrimental to the public interest to the property rights of any individual.

WHEREFORE, the foregoing Resolution was put to a vote of the Members of the Town of Carrboro Town Council on the __ day of February 2021, and the results of which vote was as follows:

Ayes:

Noes:

Absent or Excused:

Dated: _____

Town Clerk



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Agenda Item Abstract

File Number:21-47

Agenda Date: 2/9/2021

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Group Letter to Submit Public Comments to the North Carolina Utilities Commission Concerning Duke Energy's 2020 Integrated Resource Plan.

PURPOSE: The purpose of this item is for the Town Council to consider signing the attached group letter to submit public comments to the North Carolina Utilities Commission concerning Duke Energy's 2020 Integrated Resource Plan.

DEPARTMENT: Planning Department

CONTACT INFORMATION: Laura Janway, Environmental Sustainability Coordinator, ljanway@townofcarrboro.org, (919) 918-7342; Patricia McGuire, Planning Director, pmcguire@townofcarrboro.org, (919) 918-7327

INFORMATION: Duke Energy has submitted an Integrated Resource Plan (IRP) for the North Carolina Utilities Commission's (NCUC) review and approval. The 2020 IRP <https://www.duke-energy.com/OurCompany/IRP> communicates strategies for providing reliable electricity at the lowest cost over a 15-year time period. This review process is an opportunity for the Town of Carrboro to join with other North Carolina communities to share its climate action goals and communicate how the IRP can best support them. The comments in the attached letter were drafted by North Carolina local governments in addition to those that are listed by name as possible signatories. As proposed, the joint letter is a collective effort to advance local governments' renewable energy and greenhouse gas reduction targets.

Background:

Duke Energy submits an IRP every two years. By commenting on the IRP, the Town has an opportunity to advocate for bringing more renewable energy to our electricity grid. Renewables are identified as a key method for achieving emissions reductions in both Carrboro's Community Climate Action Plan <https://www.townofcarrboro.org/DocumentCenter/View/4116/Community-Climate-Action-Plan> and Energy and Climate Protection Plan <https://www.townofcarrboro.org/DocumentCenter/View/553/Energy--Climate-Protection-Plan-2014>.

The highlighted information shown within the attached group letter will be finalized once all of the named communities have had an opportunity to review it and make a decision. The group letter will be submitted by no later than February 26, 2021. As of February 5, 2021, several local governments including the Town of Boone, the Town of Chapel Hill, and Orange County have approved the draft letter, as written, and will be

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official signatories.

Specific actions that support Town goals include: retiring coal power plants as soon as possible to lower emissions, requiring all-source procurement as a way for renewable energy resources to compete head-to-head with fossil fuel options, expanding energy efficiency programs to lower emissions and increase bill affordability, and increasing electric vehicle offerings that support a transition to cleaner transportation options.

FISCAL & STAFF IMPACT: There is no fiscal or staff impact related to this update.

RECOMMENDATION: Staff recommends that the Town Council authorize the submission of the attached group letter on behalf of the Town with the Mayor's signature.

February X, 2021

Mrs. Kimberley A Campbell, Chief Clerk
North Carolina Utilities Commission
Dobbs Building, Fifth Floor
430 North Salisbury Street
Raleigh, North Carolina 27602

RE: Duke Energy Progress' and Duke Energy Carolina' jointly submitted 2020 Biennial Integrated Resource Plan, Docket No. E-100, Sub 165

Dear Chair Mitchell and Commission Members:

The cities of A, B, and C and the counties of X and Y (subsequently referred to as "the undersigned") respectfully submit the following comments on the Duke Energy Progress and Duke Energy Carolinas 2020 Biennial Integrated Resource Plan (IRP) filed on September 3rd, 2020. These comments were drafted alongside other North Carolina local governments in addition to those undersigned in this letter, as a collective effort to advance our governments' renewable energy and greenhouse gas reduction targets.

The undersigned are some of the largest Duke Energy customers and our local governments collectively serve more than X million North Carolina residents. Combined, our community-wide and government operations constitute approximately X MWh / year of energy demand. Accelerating a transition to a clean energy economy is a shared priority for our communities, and the decisions made in this 2020 Biennial IRP process, including the decisions made regarding generation, transmission, and energy efficiency, will critically impact our ability to meet the targets below. While our individual renewable energy goals and GHG reduction goals vary, the undersigned all share a vision of a reliable, affordable, resilient, and equitable energy system.

Undersigned Local Government Renewable Energy and Greenhouse Gas (GHG) Reduction Targets

- Town of Chapel Hill adopted a resolution in 2019 to create a Climate Action Plan and achieve 80% clean, renewable energy communitywide by 2030, and 100% by 2050. The Town also has a goal of reducing communitywide greenhouse gas emissions 26-28% by 2025.
- Orange County adopted goals to reduce greenhouse gas emissions community-wide by 26% by 2025 and transition to a 100% renewable energy-based economy by 2050.
- Durham County and the City of Durham adopted a climate action plan in 2007 with goals to reduce government GHGs by 50% and the community by 30% by 2030. In addition, the County adopted a resolution to work towards 80% renewable energy by 2030 and 100% by 2050 in our operations.
- The City of Durham has set a goal to achieve carbon neutrality in municipal buildings and operations by 2040. The city recently signed a Memorandum of Understanding with Duke Energy to work together on sustainability issues.
- The City of Wilmington adopted a resolution in 2009 establishing a municipal operations greenhouse gas reduction goal of 58% by 2050.

- The Town of Boone adopted a resolution establishing the goals of climate neutrality in municipal operations by 2030, 100% clean renewable energy used in municipal operations by 2040, and 100% clean renewable energy used in the entire Town of Boone by 2050.
- The Town of Carrboro accepted its Energy and Climate Protection Plan in 2014, which was updated in 2020 with a goal recommending an 80% reduction in 2010 municipal greenhouse gas emissions by 2030. The Town accepted its Community Climate Action Plan in 2017, which was updated in 2020 recommending a goal of an 80% reduction in 2010 community greenhouse gas emissions by 2030. Renewables are identified as a key method for achieving emissions reductions in both plans.

Several elements of the shared vision described above echo Duke Energy and the Commission's considerations to ensure affordable, adequate, and reliable electric service. Alongside these, the Commission has the opportunity to consider how the IRP's long-term planning goals can be met while also aligning with and helping to advance many local government and community-wide goals across North Carolina. The IRP is also an opportunity for Duke Energy to chart a course for how the utility will work directly with local governments to (1) prevent disproportionate and adverse health impacts to the customers already most impacted, and (2) offer energy efficiency and renewable energy programs that help achieve our shared equity goals.

Duke Energy has been and will continue to be an essential partner for implementing our climate and clean energy plans and related priorities. To date, the undersigned have established strong partnerships with Duke Energy through individual and group initiatives and the undersigned appreciate Duke Energy's efforts to model six unique IRP scenarios with various pathways to a clean energy future. The undersigned see the 2020 Biennial IRP as another pivotal opportunity to collaborate and achieve more together. We appreciate that the IRP begins to address our long-term renewable energy goals and GHG emission reduction goals as Duke Energy aims to meet their goal of net-zero carbon by 2050. Due to the urgency of climate change and the implications to the wellbeing of all, there are additional actions that should be considered to affordably and equitably reduce GHG emissions at a faster pace than currently outlined. Given this, the undersigned ask that the Commission direct Duke Energy to:

1. Retire its coal power plants as soon as possible to improve the health and public benefits of our communities and use all-source procurement for any replacement and expansion generation.

Our concerns with keeping coal power plants online any longer than absolutely necessary are due to their negative impacts on public health, the economy and the climate. Given these concerns, the undersigned commend Duke Energy's plans for retiring coal units "Allen 1-5" by 2025 in both the "Most Economic" and "Earliest Practicable" 2020 IRP scenarios and are encouraged by Duke Energy's "Earliest Practicable" 2020 IRP scenario that has all coal units set to retire by 2030. However, the undersigned have concerns about plans to primarily replace capacity with natural gas power plants, which are heavy emitters and could eventually become stranded assets due to the dramatic decline in the cost of renewable energy and maturation of storage.

All-source procurement can help ensure that Duke Energy's customers are receiving the best solutions the market can offer and benefiting from increased competition among suppliers that can lead to lower

prices. All-source procurement is a type of request for proposals (RFP) that is technology agnostic, allowing a full range of potential resources to compete on equal footing, and can create a fair process for renewable energy, energy efficiency, demand-side management, and storage to play a more critical role in addressing future energy and capacity needs. Because it typically delivers a suite of technologies and solutions, all-source procurement can also increase the grid's resilience in the face of unexpected natural disasters and reduce probabilities of outages.

A financial tool like rate-payer backed securitization, when made available in North Carolina, can address the challenge of recovering undepreciated value of the coal plants through the low-cost refinancing of that value through the issuance of low-risk bonds backed by customers paying their utility bills. **The undersigned strongly encourage Duke Energy to meet the coal retirement dates they have outlined in the "Earliest Practicable" scenario and replace any needed generation through all-source procurement with an aim towards a combination of renewables, efficiency, demand response, and storage that can provide the same services as fossil gas plants at lower costs.**

2. Update analysis methods to fully value the contribution of energy efficiency programs that help local governments and customers address affordability and climate concerns.

The undersigned are glad to see inclusion of energy efficiency in each of the IRP scenarios. Local governments work with Duke Energy on energy efficiency programs in our own facilities as well as promoting them in our communities. Energy burden is defined as the percentage of household income that goes toward paying electricity and/or natural gas bills. Households that spend 6% or more of their income on energy bills are considered to have a high energy burden. In 2018, 49% and 42% of household in DEP and DEC, respectively, had median energy burdens greater than 6%. When just looking at electricity bills, 31% of households in DEP territory and 26% of households in DEC territory had median electricity burden at or greater than 6%. Minority groups are disproportionately shouldering these high energy burdens. Recognizing that efficiency not only reduces emissions but also saves customers money, we see it as a very important component of meeting our climate and equity goals.

In its IRP, Duke Energy uses an energy efficiency and demand side management Market Potential Study (MPS) to analyze how much energy efficiency is available as a resource in Duke's service territory. The MPS uses the 'total resource cost test' (TRC), which includes costs to participants, but not their attendant benefits, eliminating valuable energy efficiency that could provide value to the system as a whole. As part of that study, we recommend using the Utility Cost Test (UCT), which the Commission directed be used as the primary test. The TRC study also relies on historic program participation data from Duke's current suite of program delivery and marketing methods to determine customer participation levels. This limits potential by missing critical tools like on-bill financing, which Duke does not currently offer.

Although the IRP details its income-qualified program offerings and the company describes its stakeholder engagement approach on the Duke website, it is not clear how or whether historically disadvantaged communities participated in decisionmaking about those programs, which may have led to underutilized/misrepresented assumptions about program use. Successful and durable low-income programs engage these communities so that programs benefit all. **Going forward, we encourage Duke Energy to clearly articulate how it has engaged historically disadvantaged communities in developing its IRP, and which of their recommendations are incorporated into the plan.**

Our local governments **encourage the Commission to review Duke Energy’s assumptions in the Market Potential Study and request that Duke Energy submit updated scenarios that use a Utility Cost Test, use customer adoption models that include the full range of potential methods, including a range of financing tools.** These changes would enable Duke Energy to prioritize energy efficiency as a least cost resource for the system that delivers health, comfort, and affordability benefits to our communities.

3. Expand the distributed generation and utility-scale renewable energy solutions offered to help directly address our local government renewable energy, climate, and equity goals

As currently proposed in the IRP, renewable energy plays varying roles across the six IRP scenarios. The undersigned applaud scenarios C-F where both solar and wind play a more substantial role. The undersigned also note that depending on the scenario selected, additional renewable energy will be needed to meet our collective governmental and community-wide renewable energy targets, either through the basegrid service mix or participation in additional customer programs. Duke Energy’s renewable grid mix of 14% in the Carbon Policy scenario is too low for local governments to reach our renewable energy targets. Accordingly, **the undersigned request the Commission consider our collective goals when reviewing the proposed scenarios and as needed, request Duke Energy to utilize additional renewable energy resources or develop subsequent customer programs that allow local governments to reach stated goals.**

Given the significant portion of our communities that are confronted with energy burden as referenced above, the undersigned believe that it is ever more important to increase renewable energy procurements and collaborate on removing barriers to LMI programs. We look forward to collaborating with and supporting Duke Energy in the design and implementation of renewable energy programs such as new local renewable resources for municipal load and community-wide load, as well as community solar offerings with an emphasis on low-income customers.

4. Conduct a robust technological and economic analysis of the transmission investments needed to enable more renewables in future portfolios

A reliable and cost-effective electric grid distribution and transmission infrastructure is critical to enabling a dramatic increase in renewable energy generation in North Carolina. Conventional power systems planning and Duke’s analysis suggest that significant investments in the transmission system are necessary to enable higher penetrations of renewable energy. The undersigned local governments encourage a cost-effective and systematic transmission expansion approach that enables a cleaner electricity system that includes potential transmission upgrades and has transparent assumptions. There should also be more consideration of the potential transmission benefits of operating DEC and DEP as a single balancing authority or the impact of North Carolina’s commitment to the SMART-POWER memorandum. **Thus the undersigned recommend that Duke Energy undertake a more comprehensive and robust technological and economic analysis, including a substantial investigation of potential transmission alternatives, the repurposing of existing transmission corridors, and the economies of scale gained through large utility-scale renewable projects or joint balancing area planning.**

5. Reassess EV penetration rate and take a proactive approach to growing electrical load through transportation electrification offerings

Transportation electrification paired with clean energy portfolios will support the undersigned local governments' decarbonization goals and is in the public interest. Electrification will also provide value to Duke Energy through new revenue streams for the utility to grow its profits, as noted in the IRP. In the IRP, the assumed electric vehicle penetration rate is 7.3% by 2035, which might be too conservative, given major automakers' ambitious EV efforts. The undersigned commend Duke Energy's efforts through the Electric Transportation Pilot Program, approved by the Commission in December 2020 and encourage them to build on that pilot to hasten the adoption of EVs. **The undersigned recommend Duke Energy consider automakers' EV rollouts and Governor Cooper's Executive Order 80 to better forecast EV penetration, improve utility planning and actively promote EV adoption through incentives and rate design.**

In conclusion, the undersigned local governments have a commitment to the health, economic wellbeing, and resiliency of our communities. While our specific goals vary, we are all committed to a clean energy transition. The long-range plans proposed by Duke Energy will have a profound impact on our ability to meet these goals. Continuing to rely on fossil fuel-based electricity generation runs counter to our goals, is economically risky, and has adverse health impacts, especially for historically disadvantaged communities.

In summary, the undersigned request:

- Duke Energy retire coal plants as soon as possible via the "Earliest Practicable" IRP scenario to improve health and public benefits of NC communities, and to use all-source procurement for replacement and future generation expansion.
- Duke Energy submit updated scenarios that use a Utility Cost Test and use customer adoption models that include the full range of potential methods, including a range of financing tools to fully value the contribution of energy efficiency programs that help local governments and customers address affordability and climate concerns.
- The Commission consider our collective goals when reviewing the proposed IRP scenarios, and as needed, request Duke Energy expand the distributed generation and utility-scale renewable energy solutions offered to help directly address our local government renewable energy, climate, and equity goals.
- Duke Energy conduct a robust technological and economic analysis of the transmission investments needed to enable more renewables in future portfolios.
- Duke Energy reassess EV penetration rate and take a proactive approach to growing electrical load through transportation electrification offerings.
- Duke Energy clearly articulate how it has engaged historically disadvantaged communities in developing its IRP, and which of their recommendations are incorporated into the plan.

The undersigned local governments have a history of partnering with Duke Energy on energy programs that benefit our residents, businesses, and local government operations. We look forward to and are

committed to working with Duke Energy to enable the above solutions that we believe will accelerate a more affordable, clean, equitable, resilient, and reliable energy system. Through continued partnership, we can demonstrate to both North Carolinians and the nation what collaborative clean energy leadership looks like.

Thank you for the opportunity to provide comments.

[Local Government Signatories]



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Agenda Item Abstract

File Number:21-42

Agenda Date: 2/9/2021

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Consideration of Proposed Text Amendments to the Land Use Ordinance Relating to the Historic Rogers Road Neighborhood

PURPOSE: The purpose of this agenda item is for the Town Council to continue its deliberation on proposed text amendments to the Land Use Ordinance to establish a new zoning district and associated development standards for the Historic Rogers Road neighborhood.

DEPARTMENT: Planning

CONTACT INFORMATION: Christina Moon - 919-918-7325, cmoon@townofcarrboro.org; Patricia McGuire - 919-918-7327, pmcguire@townofcarrboro.org <<mailto:pmcguire@townofcarrboro.org>>; Marty Roupe - 919-918-7333, mroupe@townofcarrboro.org <<mailto:mroupe@townofcarrboro.org>>; Nick Herman - 919-929-3905, herman@broughlawfirm.com <<mailto:herman@broughlawfirm.com>>

INFORMATION: On November 10, 2020, the Town Council held a second public hearing to receive comments on draft text amendments relating to the Historic Rogers Road neighborhood. (Meeting materials from the November public hearing and from the first public hearing held on September 22nd may be found at the following links: [Town of Carrboro - Meeting of Town Council on 11/10/2020 at 7:00 PM \(legistar.com\)](https://carrboro.legistar.com/MeetingDetail.aspx?ID=802056&GUID=56F10CAB-AE2E-423F-82E3-D2B733F45740&Options=&Search=>) <<https://carrboro.legistar.com/MeetingDetail.aspx?ID=802056&GUID=56F10CAB-AE2E-423F-82E3-D2B733F45740&Options=&Search=>>>; [Town of Carrboro - Meeting of Town Council on 9/22/2020 at 7:00 PM \(legistar.com\)](https://carrboro.legistar.com/MeetingDetail.aspx?ID=802041&GUID=A280180D-38CC-460C-86F6-246D4FC33504&Options=&Search=>) <<https://carrboro.legistar.com/MeetingDetail.aspx?ID=802041&GUID=A280180D-38CC-460C-86F6-246D4FC33504&Options=&Search=>>>.)

Information presented at the November public hearing focused on a review of the key objectives in the *Rogers Road: Mapping Our Community's Future* report and how the different elements of the draft ordinance were intended to help implement those objectives. Suggestions for alternative provisions were identified and discussed. Conceptual development scenarios were shown to help visualize the existing constraints to the site-the natural constraints associated with the stream buffer requirements and the limited public road access for ingress/egress-information intended to facilitate discussion on an appropriate minimum acreage for the district.

After discussion, Council members requested the following:

- Bring back the draft ordinance for consideration of adoption, include all of the alternative language presented except for the change relating to the minimum size of the HR-CC district, which needs a little

more discussion.

Staff response: The draft ordinance (Attachment B) incorporates all of the alternative language except for the minimum size of the district described in Section 15-136.1(c); the minimum acreage size has been left blank.

- Provide a brief overview of stormwater management provisions in the Land Use Ordinance to help inform neighboring residents of the existing regulations.

Staff response: The Town Engineer will provide a short presentation on the existing stormwater management provisions in the Land Use Ordinance at the meeting, and will be available for questions.

- How can the HR-CC be set up to include the flexibility for small businesses to evolve and expand over time. We need to be able to look out 5-6 years in the future and allow for small businesses to expand. For example, a floral business could expand in size and to include a flower shop. Is there a way to provide for incubator space that could be enlarged over time to provide the next level of business expansion?

Staff response: Some of the uses in the HR-CC provide for some of the expansion described by way of accessory uses. For example, a light manufacturing site such as a bakery could include some retail sales as an accessory use. With regard to incubator space relating to business use, office uses are permitted in the current draft ordinance. The maximum size of a building housing nonresidential uses is set at 3000 square feet; the maximum size of an accessory building used for a home occupation is 2000 square feet. These dimensions were identified based on an interest in retaining the size/scale of existing buildings in the neighborhood. A small maker's space or office could be enlarged so long as it does not exceed the maximum square footage noted above.

- More information about the architecturally Integrated Subdivisions (AIS) provisions and the relationship to minimum lots sizes would be helpful.

Staff response: The minimum lot size in the HR-R district is 14,520 square feet. As part of the alternative language provided at the November public hearing, the minimum lot size for the proposed HR-CC was adjusted to 14,520 square feet to match. The change would be more in keeping with the interest expressed by Historic Rogers Road residents in the Mapping Our Community's Future document for the residential density to be about 3 dwelling units per acre; the larger lot size would also help retain rural character, another interest expressed in the report. The AIS provisions in 15-187, allow a developer to set their own lot size and building setback standards as part of a unified development, so long as the project meets all other requirements of the Land Use Ordinance and does not increase the maximum density. The amount of land "saved" by the smaller lot size would go into open space. If the HR-CC was developed as part of an AIS, the lot could be smaller than 14,520 square feet.

As a reminder, the matter under consideration is the text amendment to create the district. If adopted, a subsequent public hearing process would be needed to consider a map amendment to rezone property to the new district. The Town could initiate the process to rezone to a general zoning district. The conditional zoning process must be initiated by the owner of the property. Only the conditional zoning process involves the

Agenda Date: 2/9/2021

File Type:Agendas

In Control: Board of Aldermen

Version: 1

consideration of a specific development project including a conceptual site plan and other conditions.

FISCAL & STAFF IMPACT: Public hearings involve staff time and public notice costs associated with advisory board and Town Council review.

RECOMMENDATION: Staff recommends that the Town Council continue its deliberation and consider adopting the resolution finding consistency (*Attachment A*) and the draft ordinance (*Attachment B*).

A RESOLUTION ADOPTING A STATEMENT EXPLAINING THE TOWN COUNCIL'S
REASONS FOR ADOPTING AN AMENDMENT TO THE TEXT OF THE CARRBORO
LAND USE ORDINANCE (N.C. Gen. Stat. 160A-383)

WHEREAS, an amendment to the text of the Carrboro Land Use Ordinance has been proposed, which amendment is described or identified as follows: A LAND USE ORDINANCE TEXT AMENDMENT TO ESTABLISH THE HISTORIC ROGERS ROAD COMMUNITY COMMERCIAL DISTRICT AND ASSOCIATED DEVELOPMENT STANDARDS

NOW, THEREFORE, the Town Council of the Town of Carrboro Resolves:

Section 1. The Council has reviewed the draft amendment to the text of the Land Use Ordinance and concludes that the proposed amendment is:

_____ *Consistent* with current adopted plans such as the provisions in *Carrboro Vision2020*, to promote diverse housing options with regard to type and size, the *Facilitated Small Area Plan for Carrboro's Northern Study Area* to allow for opportunities for commercial uses at a community-scale, and the four principals of the "Rogers Road: Mapping our Community's Future" report.

_____ *Inconsistent* with current adopted plans. The proposed action is *inconsistent* with the comprehensive plan for the following reason(s):

_____ *Inconsistent* with the current adopted plans; however, because of the following changed circumstance(s), the Town Council's approval shall also be deemed an amendment to the existing adopted plan, _____, as described below.

Changed circumstance(s):

Amendment to current adopted plan:

Section 2. The Town Council's action is reasonable and in the public interest for the following reason(s):

The proposed text amendment responds to a community initiative after consider public input from the neighborhood it is intended to serve and adjacent residents is reasonable and in the public interest.

Section 3. Therefore, the Carrboro Town Council has: approved / denied the proposed amendment to the text of the Carrboro Land Use Ordinance.

Section 4. This resolution becomes effective upon adoption.

Adopted by the Carrboro Town Council this 9th day of February 2021.

AN ORDINANCE AMENDING THE CARRBORO LAND USE ORDINANCE TO
ESTABLISH THE HISTORIC ROGERS ROAD COMMUNITY COMMERCIAL DISTRICT
AND ASSOCIATED DEVELOPMENT STANDARDS

DRAFT 02-05-2021

THE CARRBORO TOWN COUNCIL ORDAINS:

Section 1. The Carrboro Land Use Ordinance is amended by modifying Section, 15-136.1 Historic Rogers Road District Established, to read as follows:

Section 15-136.1 Historic Rogers Road Districts Established

- (a) The Historic Rogers Road districts, HR-R (residential) and HR-CC (community commercial), are established to implement the goals and recommendations of the *Mapping Our Community's Future* community planning effort, completed in May 2016. The intent of *Mapping Our Community's Future* and the HR Districts is to:
- 1) Create opportunities for long-term residents to continue living in the community and to age in place;
 - 2) Preserve the socioeconomic and cultural diversity of the neighborhood;
 - 3) Increase physical connections within the neighborhood, including for pedestrians and bicyclists;
 - 4) Respect and protect the natural character of the neighborhood;
 - 5) Ensure that new development is consistent with neighborhood character and the vision that residents have developed for its future;
 - 6) Provide greater residential housing choice, affordability, and diversity;
 - 7) Increase economic opportunities within the neighborhood;
 - 8) Increase recreational resources within the neighborhood; and
 - 9) Ensure that new development is adequately served by infrastructure, including streets, sidewalks, and utilities.
- (b) The HR-R zoning district is designed to protect and preserve the character of existing lower-density areas (minimum lot size 14,520 square feet, or no more than three lots per acre) within the neighborhood while providing for compatible new development, including new housing choice options, and increased home occupation opportunities for residents.
- (c) The HR-CC district is designed to provide for a broader range of housing and employment options by concentrating new development into nodes which will balance providing areas for desired new uses while protecting the overall neighborhood character. Uses appropriate in the HR-CC district include live-work units, flex space, and low-intensity neighborhood-serving establishments such as healthcare, assisted living, elder care, child care, and recreation facilities. Property proposed for rezoning to an HR-CC district shall include no

less than ____ contiguous acres. The district may be expanded to include additional parcels of land so long as such parcels: (i) are contiguous to the district, and (ii) are the same, or part of the same, tracts or parcels of land that were identified in *Mapping Our Community's Future* for more intensive uses. The development of an HR-CC district may include the recombination of existing lots and/or the subdivision of new lots that meet the density and dimensional standards outlined in Article XII.

Section 2. Section 15-141.4(a) of the Carrboro Land Use Ordinance is amended to read as follows:

- (a) Conditional zoning districts are zoning districts in which the development and use of the property so zoned are governed by the regulations applicable to one of the general use zoning districts listed in the Table of Permissible Uses, as modified by the conditions and restrictions imposed as part of the legislative decision creating the district and applying it to the particular property. Accordingly, the following conditional zoning districts may be established:

R-20-CZ, R-15-CZ, R-10-CZ, R-7.5-CZ, R-3-CZ, R-2-CZ, R-R-CZ, R-S.I.R.-CZ, and R-S.I.R.-2-CZ

B-1(C)-CZ, B-1(G)-CZ, B-2-CZ, B-3-CZ, B-3-T-CZ, B-4-CZ, CT-CZ, O-CZ, OACZ, M-1-CZ, M-2-CZ (AMENDED 4/27/10; 06/23/15; 10/23/18)

There may also be established a HR-CC-CZ zoning district, pursuant to the purpose statement and criteria described in Section 15-136.1.

Section 3. Article II Section 15-15 Definitions of Basic Terms is amended by modifying the existing definition of Home Occupation, Major to add a reference the HR-CC district as follows:

Home Occupation, Major. A Major Home Occupation is an accessory business use of a residentially-zoned property, that meets one or more of the following criteria: (i) employs up to four non-resident employees, who may work on site; (ii) utilizes outdoor storage of materials, supplies, products, or machinery; or (iii) generates noise, vibration, dust, odor, light, or glare that is visible from neighboring properties or the public right-of-way at any hour of the day. Examples of Major Home Occupations include: barbershops and salons, lawncare or landscaping services, woodworking shops, small engine repair, appliance repair, metalworking, and any home business with more than one non-resident employee. Major home occupation uses are only permissible with a zoning permit in the HR-R and HR-CC districts, and are subject to the performance standards specified in Section 15-176.9.

Section 4. Section 15-146 (Table of Permissible Uses) is amended by adding one new column labelled HR-CC with permissible use classifications as shown in the attached Exhibit 'A.' The letters "Z," "S," "C," "SC," and "ZS," and the symbol "*" have the meanings described for all uses as provided in applicable subsections of Section 15-147.

Section 5. Section 15-147 (Uses of the Designations Z,S,C in Table of Permissible Uses) is amended by adding a new subsection (v) to read as follows:

(v) Per Section 15-176.9, Special Standards for Historic Rogers Road Districts, triplexes are only permissible in the HR-R and HR-CC districts if they meet the definition of an affordable housing unit as described in Subsection 15-182.4.

Section 6. Section 15-176.9 Special Standards for Historic Rogers Road District, is amended to include the HR-CC District as follows:

Section 15-176.9 Special Standards for Historic Rogers Road Districts.

- (a) All applicable provisions of the Carrboro Land Use Ordinance not specifically exempted or modified by this section shall apply to the HR-R and HR-CC districts.
- (b) In both the HR-R and HR-CC districts, the maximum size of any single-family dwelling constructed after the effective date of this section shall be 2,000 square feet of heated floor area; the maximum size of any duplex or triplex dwelling unit constructed after the effective date of this section shall be 1,200 square feet of heated floor area. Any dwelling unit in existence on the effective date of this subsection containing 2,000 square feet or greater of heated floor area may be increased by a maximum of 25% of the existing heated floor area or 500 square feet whichever is greater, but with a maximum size of 2,500 square feet at any time. Any dwelling unit in existence on the effective date of this subsection containing less than 2,000 square feet of heated floor area may be expanded up to a maximum size of 2,000 square feet of heated floor area or 25% whichever is greater.
- (c) Any triplex dwelling unit constructed after the effective date of this section in both the HR-R and HR-CC districts shall be an affordable housing unit pursuant to Subsection 15-182.4(b) of this chapter.
- (d) In the HR-CC district the maximum size of the building footprint for any building containing any nonresidential uses shall not exceed 3,000 square feet.
- (e) An undisturbed buffer, of no less than 50 feet, shall be maintained along the perimeter of the entire HR-CC district.
 - 1. The buffer shall consist of existing vegetation and/or new plantings to meet the requirements in Section 15-307(1) for an Opaque Type A screen.
 - 2. This area shall remain undisturbed except for the removal of noxious weeds and trees determined to be diseased by a Certified Arborist, and the installation of new plantings as required by the standards for a Type A screen described in subsection (e)(1) above.
- (f) Development within the HR-CC district shall be subject to the screening requirements of Section 15-306, to provide sufficient screening between uses, so long as a Type A screen is retained at the boundary line of any parcel in the HR-CC district where that parcel adjoins an adjacent property outside of the district.
- (g) As set forth in the Table of Permissible Uses, Major Home Occupations are permissible only in the HR-R and HR-CC districts, subject to the following standards:
 - 1. Must be conducted by a person who resides on the same lot.
 - 2. Major Home Occupations shall only be located on lots a minimum of one half acre in size.

3. No more than 50% of the heated square footage of the home shall be used for business purposes. This calculation does not include accessory structures in the total square footage calculation for the home; such structures shall be limited to a maximum size of 150% of the home, but in no case shall exceed 2,000 gross square feet.
 4. The maximum number of trips per day to or from the business shall not exceed 50.
 5. The on-premises sale and delivery of goods which are not produced on the premises is prohibited, except in the case of the delivery and sale of goods incidental to the provision of a service.
 6. No more than three business-associated vehicles shall be parked on-site.
 7. Business-associated vehicles shall be limited to vehicles allowed under a Class C license.
 8. Parking for vehicles associated with the business, including employee and visitor vehicles shall be provided on-site, pursuant to the requirements in Section 15-291.
 9. If more than three parking spaces are provided for business-associated vehicles and / or employees and visitors, then the additional spaces above three must be screened by a Type A screen.
 10. All business activities shall be a minimum of 30 feet from all lot lines or within a fully enclosed building.
 11. All noise, dust, vibration, odor, light, and glare-producing activities shall be located a minimum of 30 feet from all lot lines, and any activity that results in noise, vibration, dust, odor, light, or glare shall only occur between the hours of 8 AM and 6 PM.
 12. Any outdoor storage of materials, supplies, products, or machinery (excluding functional vehicles associated with the business) shall be screened with a Type A screen as described in LUO Section 15-307.
- (h) Any Land Use Category 8.100 use located in the HR-CC district is limited to 2,000 square feet heated floor area and may only conduct business between the hours of 6 am and 9 pm.
- (i) For proposed developments within the HR-CC District, a phasing plan must be incorporated into the project which mandates that at least fifteen percent (15%) of the uses must be nonresidential and at least fifteen percent (15%) of the uses must be residential. The phasing plan must ensure that the nonresidential portions are completed prior to or in conjunction with the residential portions of each phase.

Section 7. Section 15-181 Minimum Lot Size Requirements, subsection (a) is revised with the addition of minimum lot size requirements for the HR-CC zoning district as follows:

<u>ZONE</u>	<u>MINIMUM SQUARE FEET</u>
HR-CC	14,520

Section 8. Section 15-182 Residential Density, subsection (a) is revised with the addition of residential density requirements for the HR-CC zoning district, as follows:

<u>ZONE</u>	<u>Minimum Square Feet Per Dwelling Unit, Multi-Family, Triplex and Duplex</u>

HR-CC	14,520
-------	--------

Section 9. Section 15-182.3 Residential Density of Major Developments in Certain Districts, subsection (a) is amended to read as follows:

- (a) Notwithstanding the provisions of Section 15-182, when any tract of land within the R-10, R-15, R-20, RR, HR-R and HR-CC districts is developed under circumstances requiring the issuance of a special or any tract within the R-10, R-15, R-20, RR, HR-R or HR-CC requiring the issuance of conditional use permit, the maximum number of dwelling units that may be placed on that tract shall be determined in accordance with the provisions of this section.

Section 10. Section 15-183 Minimum Lot Widths, subsection (b) is revised with the addition of minimum lot width requirements for the HR-CC zoning district, as follows:

<u>ZONE</u>	<u>Lot Width</u>
HR-CC	50

Section 11. Subsection 15-184 Building Setback Requirements, subsection (a) is revised with the addition of setback requirements for the HR-CC zoning district, as follows:

<u>ZONE</u>	<u>Minimum Distance from Street Right of Way Line</u>		<u>Minimum Distance from Street Centerline</u>		<u>Minimum Distance from Lot Boundary Line</u>
	Building	Freestanding Sign	Building	Freestanding Sign	Building and Freestanding Sign
HR-CC	50	20	70	50	50/20 (50 from edge of HR-CC district as established on date of adoption; otherwise 20)

Section 12. The table included in Subsection 15-185 (a) (2) is amended by the addition of information on the maximum building height for the HR-CC zoning district, as follows:

<u>ZONE</u>	<u>Maximum Height</u>
HR-CC	40'

Section 13. Article XVII Signs, Section 15-271(e) is amended to read as follows:

- (e) Signs for home occupations and major home occupations shall be permitted subject to the following provisions:

1. A lot that houses a legally-established home-based occupation as an accessory use may have up to one wall-mounted sign with a maximum area of 4 square feet. In the HR-R and HR-CC districts, legally-established major home occupations may have up to one wall-mounted sign with a maximum area of 8 square feet.
2. Signs must be non-illuminated.
3. Signs shall comply with the standards of Sections 15-271, Permit Required for Signs, 15-275, Computation of Sign Area, and 15-282, Miscellaneous Requirements.

Section 14. All provisions of any town ordinance in conflict with this ordinance are repealed.

Section 15. This ordinance shall become effective upon adoption

Exhibit 'A' - Table of Permissible Uses
Historic Rogers Road zoning district additions
2-5-2021

Attachment B -7 of 15

DESCRIPTION	HR CC
1.000 Residential	
1.100 Single Family Residences	
1.110 Single Family Detached One Dwelling Unit Per Lot	
1.111 Site Built/Modular	Z
1.112 Class A Mobile Home	Z
1.113 Class B Mobile Home	
1.120 Single Family Detached More Than One Dwelling Unit Per Lot	
1.121 Site Built/Modular	*
1.122 Class A Mobile Home	*
1.123 Class B Mobile Home	
1.200 Two-Family Residences	
1.210 Two-Family Conversion	*
1.220 Primary Residence with Accessory Apartment	*
1.230 Duplex	*
1.231 Maximum 20% units > 3 bedrms/du	*
1.232 No bedroom limit	
1.240 Two Family Apartment	
1.241 Maximum 20% units > 3 bedrms/du	*
1.242 No bedroom limit	
1.300 Multi-Family Residences	
1.310 Multi-Family Conversion	
1.320 Multi-Family Townhomes	
1.321 Maximum 20% units > 3 bedrms/du	*
1.322 No bedroom limit	
1.330 Multi-Family Apartments	
1.331 Maximum 20% units > 3 bedrms/du	
1.332 No bedroom limit	
1.340 Single-Room Occupancy	
1.350 Triplex	*
1.400 Group Homes	
1.410 Fraternities, Sororities, Dormitories and Similar Housing	
1.420 Boarding Houses, Rooming Houses	
1.430 Adult Care Home, Class A	Z
1.440 Adult Care Home, Class B	S
1.450 Child Care Home, Class A	Z
1.460 Child Care Home, Class B	S
1.470 Maternity Home	Z

Exhibit 'A' - Table of Permissible Uses
Historic Rogers Road zoning district additions
2-5-2021

Attachment B -8 of 15

DESCRIPTION	HR CC
1.480 Nursing Care Home	Z
1.500 Temporary Residences	
1.510 Tourist Homes and other Temporary Residences Renting Rooms for Relatively Short Periods of Time	
1.600 Homes Emphasizing Services, Treatment or Supervision	
1.610 Temporary Homes for the Homeless	
1.620 Overnight Shelters for Homeless	
1.630 Senior Citizen Residential Complex	
1.700	
1.800	
1.900 Home Occupation	Z
1.910 Major Home Occupation	Z
2.000 Sales and Rental of Goods, Merchandise and Equipment	
2.100 No Storage or Display of Goods Outside Fully Enclosed Building	
2.110 High-Volume Traffic Generation	
2.111 ABC Stores	
2.112 Specialty High Volume Retail	
2.120 Low-Volume Traffic Generation	
2.130 Wholesale Sales	
2.140 Drive-In Windows	
2.150 Retail Sales with Subordinate Manufacturing and Processing	
2.200 Display of Goods Outside Fully Enclosed Building	
2.210 High-Volume Traffic Generation	
2.220 Low-Volume Traffic Generation	
2.230 Wholesale Sales	
2.240 Drive-In Windows	
2.300 Storage of goods outside fully enclosed building	
2.310 High-volume traffic generation	
2.320 Low-volume traffic	
2.330 Wholesale Sales	

Exhibit 'A' - Table of Permissible Uses
Historic Rogers Road zoning district additions
2-5-2021

Attachment B -9 of 15

DESCRIPTION	HR CC
2.340 Drive-in Windows	
3.000 Office, Clerical, Research and Services	
Not Primarily Related to Goods or Merchandise	
3.100 All operations conducted entirely Within Fully Enclosed Building	
3.110 Operations designed to attract and serve customers or clients on the premises, such as the office of attorneys, physicians, other professions, insurance and stock brokers, travel agents, government office buildings, etc.	ZC
3.120 Operations designed to attract little or no customer or client traffic other than employees of the entity operating the principal use	ZC
3.130 Office or clinics of physicians or dentists with not more than 10,000 square feet of gross floor area	ZC
3.140 Watershed research	
3.150 Copy Centers/Printing Operations	ZC
3.200 Operations conducted within or outside fully enclosed buildings	
3.210 Operations designed to affect and serve customers or clients on the premises	
3.220 Operations designed to attract little or no customer or client traffic other than employees of the entity operating the principal use	
3.230 Banks with drive-in window	
3.240 Watershed research	
3.250 Automatic Teller Machine, Freestanding	
3.260 Social Service Provider with Dining	
4.000 Manufacturing, Processing, Creating, Repairing, Renovating, Painting, Cleaning, Assembling of Goods,	

Exhibit 'A' - Table of Permissible Uses
Historic Rogers Road zoning district additions
2-5-2021

Attachment B -10 of 15

DESCRIPTION		HR CC
Merchandise and Equipment		
4.100 All operations conducted entirely within fully enclosed buildings		C
4.200 Operations conducted within or outside fully enclosed buildings		
5.000 Educational, Cultural, Religious, Philanthropic, Social, Fraternal Uses		
5.100 Schools		
5.110 Elementary and secondary (including associated grounds and athletic and other facilities)		C
5.120 Trade or vocational school		
5.130 College		
5.200 Churches, synagogues and temples (including associated residential structures for religious personnel and associated buildings but not including elementary school buildings) school or secondary		ZS
5.300 Libraries, museums, art galleries, art centers and similar uses (including associated educational and instructional activities)		
5.310 Located within a building designed and previously occupied as a residence or within a building having a gross floor area not in excess of 3,500 square feet		
5.320 Located within any permissible structures		
5.400 Social, fraternal clubs and lodges, union halls, and similar uses		
6.000 Recreation, Amusement, Entertainment		
6.100 Activity conducted entirely within building or substantial structure		
6.110 Bowling alley, skating rinks, indoor tennis and squash courts, billiards and pool halls, indoor athletic and exercise facilities and similar uses.		
6.120 Movie Theaters		
6.121 Seating capacity of		

Exhibit 'A' - Table of Permissible Uses
Historic Rogers Road zoning district additions
2-5-2021

Attachment B -11 of 15

DESCRIPTION	HR CC
not more than 300	
6.122 Unlimited Seating Capacity	
6.130 Coliseums, stadiums, and all other facilities listed in the 6.100 classification designed to seat or accommodate simultaneously more than 1000 people	
6.140 Community Center--a Town sponsored, non-profit indoor facility providing for one or several of various type of recreational uses. Facilities in a Community Center may include, but are not limited to gymnasias, swimming pools, indoor court areas, meeting/ activity rooms, and other similar uses	
6.150 Electronic Gaming Operations	
6.200 Activity conducted primarily outside enclosed buildings or structures.	
6.210 Outdoor recreational facilities developed on private lands, without Town sponsorship or investment, such as golf and country clubs, swimming or tennis clubs, etc. and not constructed pursuant to a permit authorizing the construction of a residential development.	
6.220 Outdoor recreational facilities developed on public lands, or on private lands with swimming pools, parks, etc., not constructed pursuant to a permit authorizing the construction of another use such as a school	
6.221 Town of Carrboro owned and operated facilities.	
6.222 Facilities owned and operated by public entities other than the Town of Carrboro	
6.230 Golf driving ranges not accessory to golf course, par 3 golf courses, miniature golf course, skateboard parks,	

Exhibit 'A' - Table of Permissible Uses
Historic Rogers Road zoning district additions
2-5-2021

Attachment B -12 of 15

DESCRIPTION	HR CC
water slides, and similar uses.	
6.240 Horseback riding stables (not constructed pursuant to permit authorizing residential development)	
6.250 Automobile and motorcycle racing tracks	
6.260 Drive-in Movie Theaters	
7.000 Institutional Residence or Care of Confinement Facilities	
7.100 Hospitals, clinics, other medical (including mental health) treatment facilities in excess of 10,000 square feet of floor area	
7.200 Nursing care institutions, intermediate care institutions, handicapped, aged or infirm institutions, child care institutions	
7.300 Institutions (other than halfway houses) where mentally ill persons are confined	
7.400 Penal and Correctional Facilities	
8.000 Restaurants (including food delivery services), Bars, Night Clubs	
8.100 Restaurant with none of the features listed in use classification below as its primary activity	C
8.200 Outside Service or Consumption	
8.300 Drive-in (service to and consumption in vehicle on premises)	
8.400 Drive Through Windows (service directly to vehicles primarily for off-premises consumption)	
8.500 Carry Out Service (food picked up inside of off-premises consumption)	
8.600 Food Delivery	
8.700 Mobile prepared food vendors	
9.000 Motor Vehicle-Related Sales and Service Operations	
9.100 Motor vehicle sales or rental of sales and service	
9.200 Automobile service stations	
9.300 Gas sales operations	
9.400 Automobile repair shop or body shop	
9.500 Car wash	
10.000 Storage and Parking	
10.100 Independent automobile parking lots or garages	

Exhibit 'A' - Table of Permissible Uses
Historic Rogers Road zoning district additions
2-5-2021

Attachment B -13 of 15

DESCRIPTION	HR CC
10.200 Storage of goods not related to sale or uses of those goods on the same lot where they are stored	
10.210 All storage within completely enclosed structures	
10.220 Storage inside or outside completely enclosed structures	
10.300 Parking of vehicles or storage of equipment outside enclosed structures where: (i) vehicles or equipment are owned and used by the person making use of the lot, and (ii) parking or storage is more than a minor and incidental part of the overall use made of the lot	
11.000 Scrap Materials Salvage Yards, Junkyards, Automobile Graveyards	
12.000 Services and Enterprises Related to Animals	
12.100 Veterinarian	
12.200 Kennel	
13.000 Emergency Services	
13.100 Police Stations	
13.200 Fire Stations	
13.300 Rescue Squad, Ambulance Service	
13.400 Civil Defense Operation	
14.000 Agricultural, Silvicultural, Mining, Quarrying Operations	
14.100 Agricultural operations, farming	
14.110 Excluding livestock	
14.120 Including livestock	
14.200 Silvicultural operations	
14.300 Mining or quarrying operations, including on-site sales of products	
14.400 Reclamation landfill	
15.000 Miscellaneous Public and Semi-Public Facilities	
15.100 Post Office	
15.200 Airport	
15.300 Sanitary landfill	
15.400 Military reserve, National Guard centers	
15.500 Recycling materials collection operations	
15.510 Using collection facilities other than motor vehicles	
15.520 Aluminum recycling using motor vehicles	

Exhibit 'A' - Table of Permissible Uses
Historic Rogers Road zoning district additions
2-5-2021

Attachment B -14 of 15

DESCRIPTION	HR CC
15.600 Public utility service complex	
15.700 Cable Television Signal Distribution Center	
15.750 Data Service Provider Facility	
15.800 Town-owned and/or Operated Facilities and Services	
15.810 Town-owned and/or Operated Public Parking Lot	
15.820 All other town-owned and/or operated facilities and services	
16.000 Dry Cleaner, Laundromat	
16.100 With drive-in windows	
16.200 Without drive-in windows	
17.000 Utility Facilities	
17.100 Neighborhood	
17.200 Community or regional	
17.300 Cable Television Satellite Station	
17.400 Underground Utility Lines	
17.410 Electric Power Lines & Gas Lines	
17.420 Other Underground Lines	
17.500 Solar Array	
17.501 Solar Array Facility, Level 1	
17.502 Solar Array Facility, Level 2	
17.503 Solar Array Facility, Level 3	
18.000 Towers and Related Structures	
18.100 Towers and antennas fifty feet tall or less	Z
18.200 Towers and antennas attached thereto that exceed 50 feet in height, and that are not regarded as accessory to residential users under 15-150(c)(5)	
18.300 Antennas exceeding 50 feet in height attached to structures other than towers, [other than accessory uses under 15-150(c)(5)]	
18.400 Publicly-owned towers, wireless support structures of all sizes that are used in the provision of public safety services	
18.500 Small and Micro Wireless Facilities; with or without associated Utility Poles or Wireless Support Structures	Z
19.000 Open Air Markets and Horticultural Sales	
19.100 Open air markets (farm and craft markets, flea markets, produce markets)	
19.200 Horticultural sales with outdoor display	

Exhibit 'A' - Table of Permissible Uses
Historic Rogers Road zoning district additions
2-5-2021

Attachment B -15 of 15

DESCRIPTION	HR CC
19.300 Seasonal Christmas or pumpkin sales	
20.000 Funeral Homes	
21.000 Cemetery and Crematorium	
21.100 Town-owned cemetery	
21.200 All other cemeteries	
21.300 Crematorium	
22.000 Day Care	
22.100 Child Day Care Home	Z
22.200 Child Day Care Facility	S
22.300 Senior Citizens Day Care, Class A	S
22.400 Senior Citizens Day Care, Class B	S
23.000 Temporary structure or parking lots used in connection with the construction of a permanent building or for some non-recurring purpose	
23.100 Temporary structures located on same lot as activity generating need for structure	Z
23.200 Temporary parking facilities located on or off-site of activity generating need for parking	
24.000 Bus Station	
25.000 Commercial Greenhouse Operations	
25.100 No on-premises sales	
25.200 On-premises sales permitted	
26.000 Subdivisions	
26.100 Major	SC
26.200 Minor	Z
27.000 Combination Uses	*
28.000 Planned Unit Developments	
29.000 Special Events	C
30.000 Planned Industrial Development	
31.000 Off-Premises Signs	
32.000 Village Mixed Use Development	
33.000 Office/Assembly Planned Development	
34.000 Temporary Lodging	
34.100 Hotels and Motels	
34.200 Bed and Breakfast	S



Town of Carrboro

Town Hall
301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:21-41

Agenda Date: 2/9/2021

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Consideration of local transit capital projects for the Orange County Transit Plan Update

PURPOSE: The purpose of this agenda item is to provide Council the feedback received from Advisory Boards on the potential transit capital projects to seek funding in the Orange County Transit Plan Update, and for them to consider approving them for further consideration in that plan.

DEPARTMENT: Planning

CONTACT INFORMATION: Zachary Hallock, (919)-918-7329, zhallock@townofcarrboro.org; Tina Moon, (919)-918-7325, cmoon@townofcarrboro.org; Trish McGuire, (919)-918-7327, pmcguire@townofcarrboro.org

INFORMATION: Staff presented preliminary information about potential transit capital projects (Sidewalks or Greenways that would support transit use) that could be considered for funding under the Orange County Transit Plan Update on December 1st, 2020. That agenda can be viewed at:
<https://carrboro.legistar.com/LegislationDetail.aspx?ID=4705261&GUID=DA377DBE-F03D-4D3A-BBE1-79A9DBB06859>

On January 7th, staff presented information on these potential projects to the Planning Board, Transportation Advisory Board, and Environmental Advisory Board.

Advisory boards supported the proposed projects, and recommended the Town ensure that equity and environmental impacts were considered in the planning and design processes. The new projects that could be considered for funding include:

- Baldwin Park Connector (greenway) - Provide direct connectivity from Lloyd-Broad to CHT A route and Northside Elementary
- BPW Club Road Sidewalks -Ensure bus stops are accessible by providing connectivity to existing sidewalk system where there currently is none.
- 203 Project Connector (shared use path) - Create a designated pedestrian route from bus stops on E Main St to the 203 Project site

More information about these projects including accessibility metrics, demographics, cost estimates, and opportunities/challenges can be found in the staff memo (Attachment B).

Agenda Date: 2/9/2021

File Type:Agendas

In Control: Board of Aldermen

Version: 1

FISCAL & STAFF IMPACT: There is no impact associated with approving these projects. As these projects develop, staff will bring back financial information at a later date.

RECOMMENDATION: Staff recommend Council consider the resolution (Attachment A), approving the new projects for consideration for transit plan funding under the Orange County Transit Plan Update and directing staff to coordinate with the team developing the update to work towards incorporating these projects, where/when applicable.

A RESOLUTION APPROVING POTENTIAL CAPITAL PROJECTS TO IMPROVE TRANSIT
ACCESS FOR THE ORANGE COUNTY TRANSIT PLAN UPDATE

WHEREAS, Carrboro Vision 2020 (4.13) states that the “town should cooperate with Chapel Hill and other regional entities in a comprehensive transportation plan to include: regional transit service conducted by the Triangle Transit Authority, seamless connections among all the region’s public transit systems, and shorter routes and more frequent service”; and,

WHEREAS, 11.0 percent of Carrboro residents take public transportation to work, according to the 2014-2018 American Community Survey, conducted by the U.S. Census Bureau; and,

WHEREAS, the Carrboro Town Council previously received information about the Orange County Transit Plan Update on December 1, 2020; and,

WHEREAS, the Town of Carrboro Planning Board, Transportation Advisory Board, and Environmental Advisory Board received information about these projects on January 7, 2021 and supported continued exploration of them, while emphasizing the need to consider equity and environmental impacts when planning these types of projects;

THEREFORE, BE IT RESOLVED that: The Carrboro Town Council approves the proposed capital projects to improve transit access, directs staff to continue working to incorporate these projects into the Orange County Transit Plan Update and provides the following comments:

This is the 9th day of February in the year 2021.



TOWN OF CARRBORO
NORTH CAROLINA

TRANSMITTAL**PLANNING DEPARTMENT**

DELIVERED VIA: ☐ *HAND* ☐ *MAIL* ☐ *FAX* ☒ *EMAIL*

To: David Andrews, Town Manager
Carrboro Town Council

From: Zachary Hallock, Transportation Planner

Date: February 5, 2021

Subject: Orange County Transit Plan Update - Capital Projects

Summary

In the Fall of 2020, Orange County began a process to update the Orange County Transit Plan, which is funded by four dedicated Tax District Revenue Streams. Previous Transit Plan Updates work to identify small capital projects (like sidewalks or greenways) that support transit use. While this has not yet happened, staff wish to be ready for this opportunity and have developed a list of existing and potential projects for Town Council to consider. Staff previously provided a similar update to Council on December 1, 2020. That agenda item can be found online at: <https://carrboro.legistar.com/LegislationDetail.aspx?ID=4705261&GUID=DA377DBE-F03D-4D3A-BBE1-79A9DBB06859>

Staff presented information about this item to the Planning Board, Transportation Advisory Board, and Environmental Advisory Board on January 7, 2021. In that presentation, staff included one additional project for feedback from advisory boards that had not been in the previous presentation to Council. That project proposes two small sections of sidewalk along BPW Club Road to connect from existing bus stops that do not have a sidewalk, and provide connectivity to the existing sidewalk network. Feedback from advisory boards was supportive of these projects and emphasized the need to consider equity and environmental impacts when assessing the Town's interest in these projects. This item has also been referred to the Greenways Commission, which will be discussed at their February 8th meeting. Additional feedback from them will be included in the presentation associated with this item.

This memo provides a high level overview of the current funding status, transit routes accessed, racial demographics, and total project cost estimates for ten different projects (. These estimates are the total project costs, in many cases there are multiple funding sources for each project and the transit plan funds we receive serve as the local match for another outside funding source (like federal CMAQ funds). One requirement for transit plan funding is that sidewalk projects should be within ¼ mile of a bus stop, and that greenway projects should be within ½ mile. The first table below describes the accessibility metrics including transit routes within ¼ mile, # of residential and non-residential addresses within ¼ mile, and (if there is one) the name of the

school within ½ mile of the project. Revisiting the previously funded projects also provides an opportunity to also review the racial equity impacts of our project selections. The second table shows the racial demographic data for within ¼ mile of each project, which can help understand how these projects mesh with the Town's commitment to racial equity. Following those tables are description sheets for each project which provide information about current plans/funding, cost estimates, transit routes served, and opportunities/challenges.

Accessibility metrics for previously funded and potential future OCTP projects

#	Project Name	Status	Transit Routes Accessed	Length (mi)	Residential Addresses within 1/4 mi	Non-residential Addresses within 1/4 mi	School within 1/2 mile?
1	S Greensboro Sidewalk	Funded - Under Design	F, CW, J, CM, 405	0.63	925	283	FPG Elementary
2	Morgan Creek Greenway Phase 1	Funded - Under Design	J, CM	0.42	684	10	FPG Elementary
3	Estes Drive Corridor Study and Bike-Ped Infrastructure	Funded	F, N	0.43	862	9	Carrboro Elementary
4	West Main Street Sidewalk	Funded	F, CW, J, 405	0.08	424	116	Carrboro Elementary
5	NC 54 HAWK @ Westbrook Dr	Funded - Option 1	J, CM	0.03	1095	2	None
6	NC 54 HAWK @ Abbey Ln	Funded - Option 2	J, CM	0.03	724	4	FPG Elementary
7	Old Fayetteville Road Sidewalk	Funded - No Year Specified	F, CW, CM	0.20	270	42	None
8	203 Project Transit Connector SUP	New Project	F, CW, J, 405	0.07	399	299	Community School for People Under 6
9	Baldwin Park Connector SUP	New Project	A	0.07	603	99	Northside Elementary
10	BPW Club Rd Sidewalk	New Project	J, HS	0.10	983	8	FPG Elementary

Demographics for previously funded and potential future OCTP funded projects

#	Project Name	1/4 Mile Demographics - Non Hispanic/Latino (2018 ACS)							Hispanic /Latino
		Black	Asian	White	Native American	Hawaiian or Other Pacific Islander	Other	2 or More	
1	S Greensboro Sidewalk	15.5%	4.1%	55.4%	0.1%	0.0%	0.0%	5.0%	19.9%
2	Morgan Creek Greenway Phase 1	10.3%	18.4%	47.7%	0.2%	0.0%	0.0%	4.0%	19.4%
3	Estes Drive Corridor Study and Bike-Ped Infrastructure	15.5%	1.6%	73.6%	0.5%	0.0%	0.2%	2.2%	6.4%
4	West Main Street Sidewalk	3.2%	4.9%	73.7%	0.6%	0.0%	0.2%	5.8%	11.6%
5	NC 54 HAWK @ Westbrook Dr	8.6%	29.4%	40.9%	0.0%	0.0%	0.0%	3.4%	17.7%
6	NC 54 HAWK @ Abbey Ln	8.7%	20.4%	44.5%	0.0%	0.0%	0.0%	4.3%	22.1%
7	Old Fayetteville Road Sidewalk	17.0%	8.5%	65.2%	0.8%	0.0%	0.2%	4.3%	4.0%
8	203 Project Transit Connector SUP	18.5%	2.9%	58.6%	0.0%	0.0%	0.0%	5.1%	14.9%
9	Baldwin Park Connector SUP	21.8%	6.9%	64.6%	0.0%	0.0%	0.0%	2.5%	4.2%
10	BPW Club Rd Sidewalk	15.2%	8.1%	56.1%	0.5%	0.0%	0.0%	2.4%	17.7%

#1: South Greensboro Street Sidewalk Current Transit Plan Capital Project

Relevant Plans/Funding Sources:

- Capital Improvements Program
- Town Sidewalk Policy (west side)
- Safe Routes to School Action Plan (both sides)
- Federal STP-DA (Surface Transportation Program Direct Apportionment) funds

Transit Route Access:

- Chapel Hill Transit: J, F, HS, CW, CM
- GoTriangle: 405

Cost Estimate: ~\$1.7 Million

Project Length: ~0.63 Miles

Walking Service Area:

Category	#
Residential addresses w/in ¼ mile	925
Non-Residential addresses w/in ¼ mile	283

Demographics – 2018 ACS

1/4 Mile Demographics - Non Hispanic/Latino (2018 ACS)							Hispanic/Latino
Black	Asian	White	Native American	Hawaiian or Other Pacific Islander	Other	2 or More	
15.5%	1.6%	73.6%	0.5%	0.0%	0.2%	2.2%	6.4%

Opportunities

- Neighbor support
- Resident awareness or ROW impacts and desire to coordinate
- School within ½ mile: FPG Elementary
- Consider additional pavement marking modifications to install bike lanes from the roundabout to the Bridge over Morgan Creek as part of NCDOT resurfacing in 2021.

Challenges

- Topography
- Drainage
- Right of Way
- Utilities

#2: Morgan Creek Greenway Phase 1

Current Transit Plan Capital Project

Relevant Plans/Funding Sources:

- Capital Improvements Program
- Updated Bicycle Plan
- NC 54 Bike-Ped Safety Study
- Morgan Creek Greenway Master Plan

Transit Route Access:

- Chapel Hill Transit: J, HS, CM

Cost Estimate: ~\$1.6 Million

Project Length: ~0.63 Miles

Walking Service Area:

Category	#
Residential addresses w/in ¼ mile	684
Non-Residential addresses w/in ¼ mile	10

Demographics – 2018 ACS

1/4 Mile Demographics - Non Hispanic/Latino (2018 ACS)							Hispanic/Latino
Black	Asian	White	Native American	Hawaiian or Other Pacific Islander	Other	2 or More	
10.3%	18.4%	47.7%	0.2%	0.0%	0.0%	4.0%	19.4%

Opportunities

- Neighbor support
- Bike-ped connectivity from NC 54 via Abbey Lane
- School within ½ mile: Frank Porter Graham Elementary
- Coordination with Chapel Hill for connectivity under Smith Level Road

Challenges

- Topography
- Environmental Sensitivity

#3: Estes Drive Corridor Study and Bike-Ped Current Transit Plan Capital Project

Relevant Plans/Funding Sources:

- Capital Improvements Program
- Town Sidewalk Policy (east side)
- Safe Routes to School Action Plan
- Updated Bicycle Plan

Transit Route Access:

- Chapel Hill Transit: F, N

Cost Estimate (with Corridor Study): ~\$1.0 Million

Project Length: ~0.43 Miles

Walking Service Area:

Category	#
Residential addresses w/in ¼ mile	862
Non-Residential addresses w/in ¼ mile	9

Demographics – 2018 ACS

1/4 Mile Demographics - Non Hispanic/Latino (2018 ACS)							Hispanic/Latino
Black	Asian	White	Native American	Hawaiian or Other Pacific Islander	Other	2 or More	
3.2%	4.9%	73.7%	0.6%	0.0%	0.2%	5.8%	11.6%

Opportunities

- Connectivity from Wilson Park
- School within ½ mile: Carrboro Elementary
- Connectivity and coordination with Chapel Hill

Challenges

- Topography
- Right of Way
- Utilities

#4: W Main Street Sidewalk – Poplar Ave. to Fidelity St.

Current Transit Project Capital Project

Relevant Plans/Funding Sources:

- Capital Improvements Program
- Town Sidewalk Policy
- Safe Routes to School Action Plan

Transit Route Access:

- Chapel Hill Transit: F, J, CW
- GoTriangle: 405

Cost Estimate: \$265,000

Project Length: ~0.08 Miles

Walking Service Area:

Category	#
Residential addresses w/in ¼ mile	424
Non-Residential addresses w/in ¼ mile	116

Demographics – 2018 ACS

1/4 Mile Demographics - Non Hispanic/Latino (2018 ACS)							Hispanic/Latino
Black	Asian	White	Native American	Hawaiian or Other Pacific Islander	Other	2 or More	
3.2%	4.9%	73.7%	0.6%	0.0%	0.2%	5.8%	11.6%

Opportunities

- Complete sidewalk along W Main St
- School within ½ mile: Carrboro Elementary

Challenges

- Right of Way
- Utilities

#5: NC 54 Pedestrian Crossing Signal – At Westbrook Drive

Current Transit Project Capital Project

Relevant Plans/Funding Sources:

- Highway Safety Improvement Program
- Capital Improvements Program
- Updated Bicycle Plan
- NC 54 Bike-Ped Safety Study

Transit Route Access:

- Chapel Hill Transit: J, CM

Cost Estimate: \$150,000

Project Length: ~0.03 Miles

Walking Service Area:

Category	#
Residential addresses w/in ¼ mile	1095
Non-Residential addresses w/in ¼ mile	2

Demographics – 2018 ACS

1/4 Mile Demographics - Non Hispanic/Latino (2018 ACS)							Hispanic/Latino
Black	Asian	White	Native American	Hawaiian or Other Pacific Islander	Other	2 or More	
8.6%	29.4%	40.9%	0.0%	0.0%	0.0%	3.4%	17.7%

Opportunities

- Provide connectivity for apartments along NC 54
- Coordination with NCDOT to submit for Highway Safety Improvement Program funds

Challenges

- High vehicle speeds and volumes
- Topography north and south of NC 54
- Current Transit Plan only has funding for one crossing

#6: NC 54 Pedestrian Crossing Signal – At Abbey Lane

Current Transit Project Capital Project

Relevant Plans/Funding Sources:

- Highway Safety Improvement Program
- Capital Improvements Program
- Updated Bicycle Plan
- NC 54 Bike-Ped Safety Study

Transit Route Access:

- Chapel Hill Transit: J, CM

Cost Estimate: \$150,000

Project Length: ~0.03 Miles

Walking Service Area:

Category	#
Residential addresses w/in ¼ mile	724
Non-Residential addresses w/in ¼ mile	4

Demographics – 2018 ACS

1/4 Mile Demographics - Non Hispanic/Latino (2018 ACS)							Hispanic/Latino
Black	Asian	White	Native American	Hawaiian or Other Pacific Islander	Other	2 or More	
8.7%	20.4%	44.5%	0.0%	0.0%	0.0%	4.3%	22.1%

Opportunities

- Provide connectivity for apartments along NC 54
- Coordination with NCDOT to submit for Highway Safety Improvement Program funds
- Provide connectivity to future Morgan Creek Greenway
- School within ½ mile: FPG Elementary

Challenges

- High vehicle speeds and volumes
- Topography north and south of NC 54
- Current Transit Plan only has funding for one crossing

#7: Old Fayetteville Road Sidewalk
Current Transit Project Capital Project

Relevant Plans/Funding Sources:

- Safe Routes to School Action Plan
- Sidewalk Policy (east side)

Transit Route Access:

- Chapel Hill Transit: F, CW, CM

Cost Estimate: \$325,000

Project Length: ~0.20 Miles

Walking Service Area:

Category	#
Residential addresses w/in ¼ mile	270
Non-Residential addresses w/in ¼ mile	42

Demographics – 2018 ACS

1/4 Mile Demographics - Non Hispanic/Latino (2018 ACS)							Hispanic/Latino
Black	Asian	White	Native American	Hawaiian or Other Pacific Islander	Other	2 or More	
17.0%	8.5%	65.2%	0.8%	0.0%	0.2%	4.3%	4.0%

Opportunities

- Complete 3 mile long stretch of sidewalk along Old Fayetteville

Challenges

- Limited potential to drive transit ridership (connects between existing bus stops)

#8: 203 Project Pedestrian Connector to E Main St

Potential Transit Capital Project

Relevant Plans/Funding Sources:

- 203 Project

Transit Route Access:

- Chapel Hill Transit: F, J ,CW
- GoTriangle: 405

Cost Estimate: \$265,000

Project Length: ~0.07 Miles

Walking Service Area:

Category	#
Residential addresses w/in ¼ mile	399
Non-Residential addresses w/in ¼ mile	299

Demographics – 2018 ACS

1/4 Mile Demographics - Non Hispanic/Latino (2018 ACS)							Hispanic/Latino
Black	Asian	White	Native American	Hawaiian or Other Pacific Islander	Other	2 or More	
18.5%	2.9%	58.6%	0.0%	0.0%	0.0%	5.1%	14.9%

Opportunities

- Direct connectivity from bus routes on E Main to future 203 Project
- Opportunity for transit shelter on E Main St (from GoTriangle)
- School within ½ mile: Community School for People Under 6

Challenges

- Limited available ROW
- Coordination with property owners needed

#9: Baldwin Park Connector – Shared Use Path

Potential Transit Capital Project

Relevant Plans/Funding Sources:

- Updated Bike Plan

Transit Route Access:

- Chapel Hill Transit: A

Cost Estimate: \$295,000

Project Length: ~0.07 Miles

Walking Service Area:

Category	#
Residential addresses w/in ¼ mile	603
Non-Residential addresses w/in ¼ mile	99

Demographics – 2018 ACS

1/4 Mile Demographics - Non Hispanic/Latino (2018 ACS)							Hispanic/Latino
Black	Asian	White	Native American	Hawaiian or Other Pacific Islander	Other	2 or More	
21.8%	6.9%	64.6%	0.0%	0.0%	0.0%	2.5%	4.2%

Opportunities

- Well used footpath identified by Greenways Commission
- Coordination with Chapel Hill
- School within ½ mile: Northside Elementary

Challenges

- Coordination with property owner needed

#10: BPW Club Road - Sidewalk

Potential Transit Capital Project

Relevant Plans/Funding Sources:

Transit Route Access:

- Chapel Hill Transit: J, HS

Cost Estimate: \$120,000

Project Length: ~0.10 Miles

Walking Service Area:

Category	#
Residential addresses w/in ¼ mile	983
Non-Residential addresses w/in ¼ mile	8

Demographics – 2018 ACS

1/4 Mile Demographics - Non Hispanic/Latino (2018 ACS)							Hispanic/Latino
Black	Asian	White	Native American	Hawaiian or Other Pacific Islander	Other	2 or More	
15.2%	8.1%	56.1%	0.5%	0.0%	0.0%	2.4%	17.7%

Opportunities

- Enhance access for people of all abilities to one of the most heavily used transit routes in the State
- Largely within public right of way
- School within ½ mile: Frank Porter Graham Elementary/Magnet School