



Town of Carrboro

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

Meeting Agenda Town Council



Tuesday, March 22, 2022

7:00 PM

Remote Meeting-View Livestream or Cable TV

18

7:00-7:05

A. ROLL CALL

7:05-7:10

B. POETRY READING, RESOLUTIONS, PROCLAMATIONS, AND ACKNOWLEDGEMENTS

7:10-7:15

C. ANNOUNCEMENT OF UPCOMING MEETINGS

7:15-7:20

D. PUBLIC COMMENT

Comments are limited to three minutes per speaker.

7:20-7:25

E. CONSENT AGENDA

1. [22-89](#) Approval of January 11, 2022 Meeting Minutes
2. [22-92](#) A Resolution Setting a Public Hearing for Debt Financing of the Town's share of design and construction costs for the 203 South Greensboro Street Capital Improvement Project.

PURPOSE: The purpose of this item is to schedule a public hearing for debt financing of the Town's share of design and construction costs related to the 203 South Greensboro Street Capital Improvement Project.
Attachments: [Resolution to Set PH for 203 Project Financing](#)
3. [22-91](#) Consideration of a Resolution Setting the Public Hearing for

Commercial Building Special Use Permit-A (SUP-A) located at 201 North Greensboro Street and 100 Center Street for April 26th, 2022.

PURPOSE: The purpose of this item is to schedule the public hearing for a commercial building SUP-A for April 26th, 2022.

Attachments: [Attachment A - Resolution for Public Hearing](#)
[Attachment B - Vicinity Map](#)

4. [22-97](#) Amendment to Town Manager Employment Agreement

PURPOSE: The purpose of this item is to consider an amendment to the Town Manager employment agreement.

Attachments: [Amended Agreement](#)

F. OTHER MATTERS

7:25-9:30

1. [22-86](#) Worksession - Continued Council Discussion of Carrboro Connects 2022-2042 Comprehensive Plan

PURPOSE: The purpose of this agenda item is for the Town Council to consider and specify revisions to the draft comprehensive plan, Carrboro Connects 2022-2042.

Attachments: [A - Resolution](#)
[B - Carrboro Connects Public Hearing Draft](#)
[C - Draft PH Public Comments_March08_2022](#)
[D- Advisory Recommendations Feb2022](#)
[E- Staff Comments_Feb2022](#)
[F - Council Notes on Carrboro Connects StaffConsultant Notes](#)

G. MATTERS BY COUNCIL MEMBERS



Town of Carrboro

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301 W. Main St.
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Agenda Item Abstract

File Number:22-89

Agenda Date: 3/22/2022

File Type:Agendas

In Control: Board of Aldermen

Version: 1

Approval of January 11, 2022 Meeting Minutes



Town of Carrboro

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

Agenda Item Abstract

File Number:22-92

Agenda Date: 3/22/2022

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

A Resolution Setting a Public Hearing for Debt Financing of the Town's share of design and construction costs for the 203 South Greensboro Street Capital Improvement Project.

PURPOSE: The purpose of this item is to schedule a public hearing for debt financing of the Town's share of design and construction costs related to the 203 South Greensboro Street Capital Improvement Project.

DEPARTMENT: Town Manager, Finance

CONTACT INFORMATION: Richard J. White III, Town Manager, 919.918.7315; Arche McAdoo, Finance Director, 919.918.7300

INFORMATION: On March 15, 2022, the Carrboro Town Council adopted an amendment to the 2003 South Greensboro Street Capital Improvement Project Ordinance. This amendment includes a provision for the Town to do debt financing in the amount of \$12,595,000. All local government debt must be approved by the N. C. Local Government Commission (LGC) and requires the governing board to hold a public hearing prior to submitting the application to the LGC for approval. The Town plans to submit its application to the LGC on April 6, 2022 for the May 3, 2022 LGC meeting.

FISCAL & STAFF IMPACT: N/A

RECOMMENDATION: It is recommended that the Town Council adopt the resolution setting the public hearing for April 5, 2022 at 7:00 PM.

A Resolution Setting a Public Hearing for Debt Financing of the Town's Share of Costs for Design and Construction of 203 Project.

WHEREAS, on March 15, 2022 the Carrboro Town Council adopted an amendment to the 2003 South Greensboro Street Capital Improvement Project Ordinance that included debt financing of up to \$12.6 million for the Town's share of design and construction costs; and

WHEREAS, the Town seeks to provide an opportunity for the public to comment on the debt application prior to submission to the North Carolina Local Government Commission.

NOW, THEREFORE BE RESOLVED by the Carrboro Town Council that a public hearing is set for April 5 , 2022 for the purpose of receiving public comments on the debt financing related to the 203 South Greensboro Street Capital Improvement Project.



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Agenda Item Abstract

File Number:22-91

Agenda Date: 3/22/2022

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Consideration of a Resolution Setting the Public Hearing for Commercial Building Special Use Permit-A (SUP-A) located at 201 North Greensboro Street and 100 Center Street for April 26th, 2022.

PURPOSE: The purpose of this item is to schedule the public hearing for a commercial building SUP-A for April 26th, 2022.

DEPARTMENT: Planning Department

CONTACT INFORMATION: James Thomas, Planner / Zoning Development Specialist -
jthomas@carrboronc.gov <<mailto:jthomas@carrboronc.gov>> (919) 918-7335

INFORMATION: Beacon Properties Group has submitted an application for a Special Use Permit-A (SUP-A) for a new commercial building located at 201 North Greensboro Street and 100 Center Street (Attachment B).

The applicant intends to construct a new three (3) story commercial building that will be approximately 16,186 square feet in size.

The subject properties are zoned B1-C and B2 with the NPD (Neighborhood Preservation District) overlay district and the total acre for both lots is .53 acres (23,211sf) and is listed on the Orange County Parcel Identification Numbers 9778-86-4587 and 9778-86-2555.

A resolution setting a public hearing for April 26, 2022 is included as Attachment A.

FISCAL & STAFF IMPACT: None associated with setting the hearing. The applicant has paid the applicable application fees.

RECOMMENDATION: It is recommended that the Town Council adopt the resolution setting the public hearing for April 26th, 2022.

**A RESOLUTION CALLING A PUBLIC HEARING ON A COMMERCIAL BUILDING SPECIAL USE
PERMIT-A REQUEST**

WHEREAS, the Carrboro Town Council seeks to provide ample opportunities for the public to comment on proposed projects; and

WHEREAS, an application has been received for a Special Use Permit-A authorizing a commercial building on the 201 N. Greensboro Street and 100 Center Street parcels identified by Orange County PINs 9778-86-4587 and 9778-86-2555.

NOW, THEREFORE BE RESOLVED by the Carrboro Town Council that the Council call a public hearing on April 26th, 2022 to discuss the proposed commercial shopping center project.





Town of Carrboro

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301 W. Main St.
Carrboro, NC 27510

Agenda Item Abstract

File Number:22-97

Agenda Date: 3/22/2022

File Type:Agendas

In Control: Board of Aldermen

Version: 2

TITLE:

Amendment to Town Manager Employment Agreement

PURPOSE: The purpose of this item is to consider an amendment to the Town Manager employment agreement.

DEPARTMENT:

CONTACT INFORMATION:

INFORMATION:

FISCAL & STAFF IMPACT:

RECOMMENDATION:

NORTH CAROLINA
ORANGE COUNTY

AMENDED EMPLOYMENT AGREEMENT

This Amended Employment Agreement, effective on the date executed below, amends the Employment Agreement of July 12, 2021 (“the Original Agreement”) between the TOWN OF CARRBORO (“Employer”) and RICHARD J. WHITE III (“Employee”) as follows:

1. The text of Section 6: Automobile in the Original Agreement is rewritten as follows:

The Employee's duties require that he shall have the exclusive and unrestricted use at all times of an automobile. In keeping with the Town's values and desire to reduce the carbon footprint that individuals leave upon the community, the Town therefore agrees to pay to the Employee, during the term of this Agreement and in addition to other salary and benefits herein provided, the sum of \$500 per month to purchase, lease, or own, operate, and maintain an energy efficient or hybrid vehicle (up to 40 MPG or greater). The Employee shall be responsible for paying for liability, property damage, and comprehensive insurance coverage upon such vehicle and shall further be responsible for all expense's attendant to the purchase or lease, operation, maintenance, repair, and replacement (if needed) of said vehicle. The Employer shall reimburse the Employee at the IRS standard mileage rate for any business use of the vehicle beyond the corporate limits of the Town of Carrboro.

2. The text of Section 16: Moving and Relocation Expenses at subparagraph D in the Original Agreement is rewritten as follows:

Employer shall pay Employee an interim housing supplement of \$1,500 per month for a period of twelve (12) months commencing on the first day of employment, or until a permanent residence is purchased, leased, or rented within the corporate limits of the Town of Carrboro, whichever event occurs first. It is not required that interim housing be in Carrboro.

3. Except as amended above, all other provisions of the Original Agreement shall remain in full force and effect.

EMPLOYER:
TOWN OF CARRBORO

BY: _____
Damon Seils, Mayor

Date

EMPLOYEE:

BY: _____
Richard J. White III

Date

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

Arche McAdoo, Finance Director



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Agenda Item Abstract

File Number:22-86

Agenda Date: 3/22/2022

File Type:Agendas

In Control: Board of Aldermen

Version: 1

TITLE:

Worksession - Continued Council Discussion of Carrboro Connects 2022-2042 Comprehensive Plan

PURPOSE: The purpose of this agenda item is for the Town Council to consider and specify revisions to the draft comprehensive plan, Carrboro Connects 2022-2042.

DEPARTMENT: Planning

CONTACT INFORMATION: Patricia McGuire, Planning Director, 919-918-7327; pmcguire@carrboronc.gov <<mailto:pmcguire@carrboronc.gov>>, Ben Berolzheimer, Associate Planner, 919-918-7330; bberolzheimer@carrboronc.gov <<mailto:bberolzheimer@carrboronc.gov>>

INFORMATION: The Carrboro Town Council held public hearings on November 16, 2021 and February 22, 2022 and a worksession on March 8, 2022 on a draft comprehensive plan [View the latest Carrboro Connects Draft Plan!](https://www.carrboroconnects.org/public-hearing-draft) | Carrboro Connects <<https://www.carrboroconnects.org/public-hearing-draft>>, (and included as Attachment B- see Full Resolution version for highest quality maps). Agenda materials for the meetings can be accessed at the following links:

November 16, 2021 - [Town of Carrboro - Meeting of Town Council on 11/16/2021 at 7:00 PM \(legistar.com\)](https://carrboro.legistar.com/MeetingDetail.aspx?ID=902919&GUID=66E660AB-E51C-462B-8285-D8D375D836E6&Options=&Search=>) <<https://carrboro.legistar.com/MeetingDetail.aspx?ID=902919&GUID=66E660AB-E51C-462B-8285-D8D375D836E6&Options=&Search=>>> (see Item 1)

February 22, 2022 - [Town of Carrboro - Meeting of Town Council on 2/22/2022 at 7:00 PM \(legistar.com\)](https://carrboro.legistar.com/MeetingDetail.aspx?ID=917885&GUID=0FAE7659-1C0A-43FC-984B-EFAEE7955135&Options=&Search=>) <<https://carrboro.legistar.com/MeetingDetail.aspx?ID=917885&GUID=0FAE7659-1C0A-43FC-984B-EFAEE7955135&Options=&Search=>>> (see Item 1)

March 8, 2022 - [Town of Carrboro - Meeting of Town Council on 3/8/2022 at 7:00 PM \(legistar.com\)](https://carrboro.legistar.com/MeetingDetail.aspx?ID=937400&GUID=8488EF4E-19B7-4BBD-928E-5A05FC504990&Options=&Search=>) <<https://carrboro.legistar.com/MeetingDetail.aspx?ID=937400&GUID=8488EF4E-19B7-4BBD-928E-5A05FC504990&Options=&Search=>>> (see Item 3)

An implementation chapter is included with prioritization of actions in the first five years of the plan. Regular evaluations of progress are planned to occur each year. Updates every five years are expected. These updates will include checking on the progress of the plan's implementation and assessing whether goals, strategies, and projects, including their prioritization, still meet community needs and interests. These reviews and updates may lead to amending the plan in response to changes in conditions.

On March 8th, the Town Council reviewed comments and began selecting edits and determining revisions. Mayor Seils provided a framework for this work. Council Members provided additional comments through the afternoon of March 16th. The draft resolution as provided in the February 22nd public hearing agenda packet is

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Version: 1

attached.

Action Needed: Per North Carolina State Law, 2019-111, Section 2.9(c), action on a reasonably maintained comprehensive plan or land-use plan that accords with North Carolina General Statutes 160D 501 is needed before July 1, 2022 in order for the Town to continue to exercise its zoning authority.

Teska Associates and CNT will need approximately six weeks to incorporate edits and complete formatting of the document. Staff and the consultant team plan to bring the plan back for final consideration /adoption on May 10th.

Attachments C-E from the February 22nd packet, updated to include additional materials received are provided to assist the continued worksession. The ‘Council Notes on Carrboro Connects’ framework with comments added through March 16th is provided as *Attachment F*. Staff and consultants reviewed and have added notes to some items to clarify and to assist with further discussion.

Final adjustments to prioritization and scheduling of items in the Implementation Chapter, especially for actions to be pursued in the first five years following adoption may be needed. With adoption anticipated to closely align with adoption of the Town’s annual budget for FY22-23, all activities shown within the first fiscal year will likely focus on the development of more detailed timelines and associated processes and steps related to implementation.

FISCAL & STAFF IMPACT: There are none noted with the Town Council discussing plan revisions at this worksession.

RECOMMENDATION: The staff recommends that the Town Council review and discuss additional input on the draft plan and identify revisions. A draft resolution that provides an opportunity for the Council to specify plan revisions is included as *Attachment A*.

A RESOLUTION SPECIFYING REVISIONS TO CARRBORO CONNECTS 2022-2042 DRAFT COMPREHENSIVE PLAN

WHEREAS, the Carrboro Town Council seeks to provide ample opportunities for the public to participate in and comment on the Town's planning framework, and;

WHEREAS, the Carrboro Town Council has initiated and undertaken a comprehensive planning process, which has led to the development of a draft plan.

WHEREAS, the Carrboro Town Council has held a public hearing and received community input and advisory board recommendations on a draft plan.

NOW, THEREFORE BE IT RESOLVED that the Town Council specifies the following revisions be incorporated into a final plan and the plan brought back for final action:

1. _____
2. _____
3. _____
4. _____

This is the 22nd day of March in the year 2022.



2022-2042 DRAFT COMPREHENSIVE PLAN

CREATE COMMUNITY TOGETHER

Public Hearing Draft
November 16, 2021



acknowledgments



This document is the product of a community-wide planning effort that included many residents, businesses, organizations, Town staff, and members of advisory boards and commissions. Thank you to all who participated in Carrboro Connects. This plan is a reflection of your vision, ideas, and commitment to Carrboro's future.

CARRBORO CONNECTS TASK FORCE

Catherine Fray (Chair) - Planning Board (Chair)
Quinton Harper (Co-Chair) - Human Services Advisory Commission
David Jessee (Co-Chair) - Economic Sustainability Commission
Tim Turner (Co-Chair) - Environmental Advisory Board (8/2020-7/2021)
Sarah Brown - Transportation Advisory Board (8/2020 - 8/2021)
Wamiq Chowdhury - At-Large Community Member
Lorie Clark - At-Large Community Member
David Dixon - At-Large Community Member
Miles Fitch - Carrboro Business Alliance
Braxton Foushee - Planning Board (Vice-Chair)
Maggie Funkhouser - Recreation and Parks Commission
Rachel Gaylord-Miles - Planning Board
Lauren Joca - Stormwater Advisory Commission
Jacqueline Helvey - At-Large Community Member
Mariela Hernandez - At-Large Community Member
Conner Lopez - Youth Advisory Board (8/2020 - 8/2021)
Elmira Mangum - Planning Board
David Markiewicz - Appearance Commission
Dan Mayer - Arts Commission
Mark Moshier - Carrboro Business Alliance
Jim Porto - Economic Sustainability Commission
Eliazar Posada - Planning Board
Abirami Raja - At-Large Community Member
Soteria Shepperson - At-Large Community Member
Amy Singleton - Affordable Housing Advisory Commission
Jacqueline Thompson - At-Large Community Member
Rasam Tooloee - Planning Board
Anahid Vrana - Northern Transition Area Advisory Committee
Alyson West - Greenways Commission

TOWN COUNCIL (2020-2021)

Lydia Lavelle, Mayor
Barbara Foushee, Mayor Pro Tempore
Jacquelyn Gist
Randee Haven-O'Donnell
Susan Romaine
Damon Seils
Sammy Slade

TOWN MANAGERS

Richard J. White III (2021-)
David L. Andrews (2012-2021)



acknowledgments

Many thanks to the dedicated staff of the Town of Carrboro, who thoroughly reviewed this plan and provided invaluable insight and expertise.

TOWN STAFF

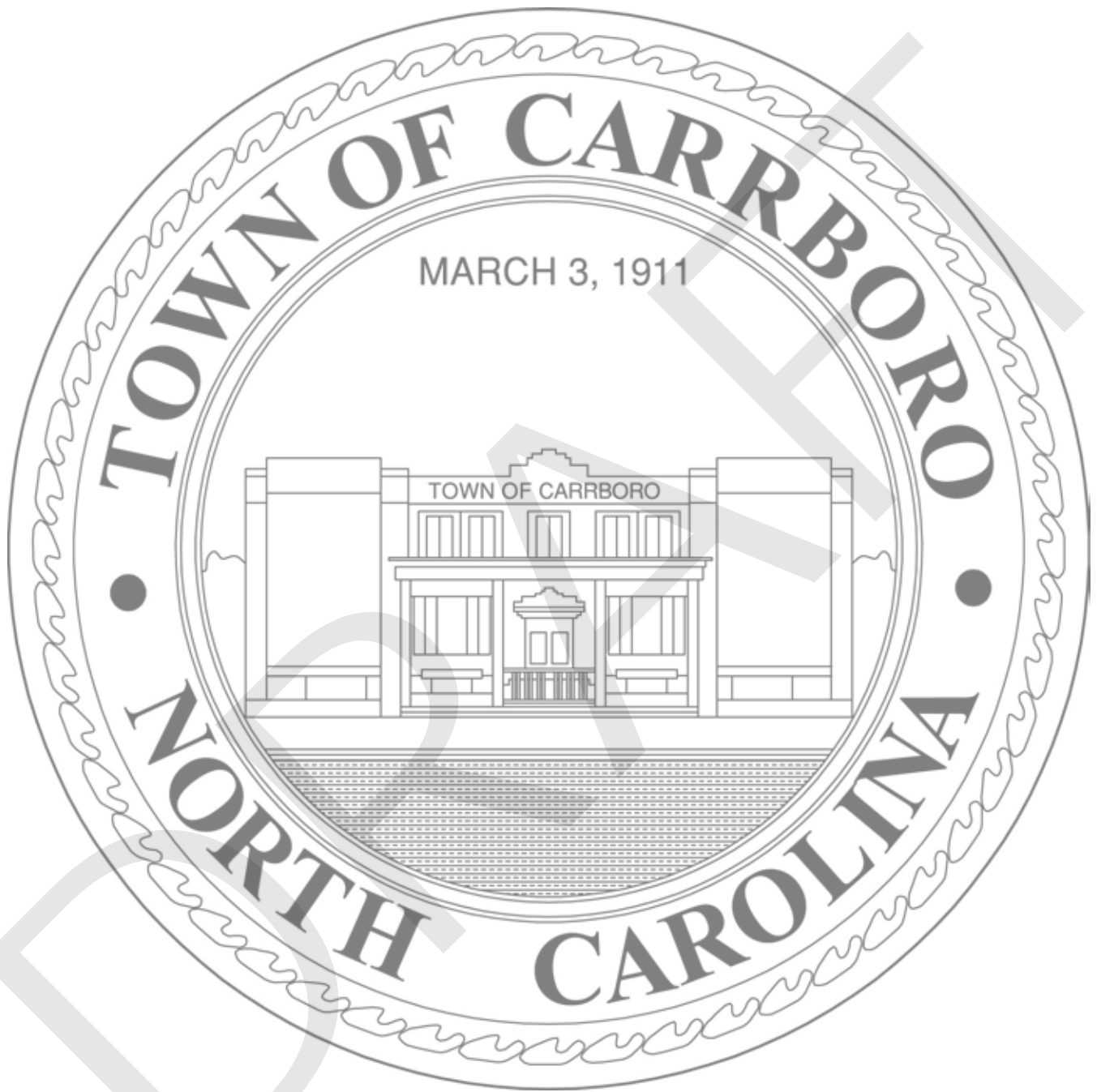
Chris Attack, Police Chief
Ben Berolzheimer, Associate Planner, Planning, Zoning, & Inspections (PZI)
Rebecca Buzzard, Director, Housing and Community Services
Evan Crane, GIS Specialist, PZI
Randy Dodd, Stormwater Utility Manager, Public Works
Catherine Dorando, Town Clerk
Julie Eckenrode, Director, Human Resources
Zachary Hallock, Transportation Planner, PZI
Charles Harrington, Recreation Administrator, Recreation, Parks, & Cultural Resources (RPCR)
Jon Hartman-Brown, Director, Economic Development
Ruth Heaton, GIS Specialist, PZI
Laura Janway, Environmental Planner, PZI
Anita Jones-McNair, Director, RPCR, Race and Equity Officer
Catherine Lazorko, Director, Communication and Engagement
Arche McAdoo, Director, Finance
Patricia McGuire, Director, PZI
Christina Moon, Planning Administrator, PZI
Marsha Pate, Administrative Assistant, PZI
Wendell Rodgers, Facilities Administrator, RPCR
Marty Roupe, Development Review Administrator, PZI
Dave Schmidt, Fire-Rescue Chief
Daniel Snipes, Interim Director, Public Works
Stan Tapp, Code Enforcement Officer, PZI
James Thomas, Planner/Zoning Development Specialist, PZI
Anne-Marie Vanaman, Housing Management Specialist
Andy Vogel, Director, IT
Rick Wade, Code Enforcement Supervisor, PZI

CONSULTANT TEAM

Lead Consultant: Teska Associates, Inc.

Sub Consultants: Center for Neighborhood Technology, Lockamy Consulting





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WHAT SONG do you think of for CARPARK?

- CAROLINA on my MIND
- FREE BIRD, MR. BLUESKY
- SEASONS of LOVE
- CHANGES, I WANT to be Sedated

2 ?

□ IF you could go outside right now... where are you headed?

START HERE



POLL

HANK ANDERSON PARK
CAROLINA NORTH FOREST
BOLIN FOREST
WILSON PARK TRAIL
FARMERS MARKET

MENTAL METER

TRAIL 0.8M

NEXT UP...
BREAK-OUT
COMMUNITY
DISCUSSIONS

"WE NEED TO & UNDERSTAND THE EXPERIENCES OF OTHERS"

1

CHAPTER ONE

Introduction & Plan Overview

CONTENTS

- Plan Overview
- Vision Statements
- Race + Equity
- Climate Action
- How to Use This Plan
- A Brief History of Carrboro
- Development Patterns + Planning Themes

**Welcoming • Inclusive • Vibrant
Quirky • Diverse • Eclectic Green •
Progressive • Walkable • Friendly**

These are just some of the terms residents and community leaders have used during Carrboro's first official comprehensive planning process. This 18-month process has been an opportunity for all residents, organizations, businesses, and appointed and elected officials to come together to develop a common vision for the future of Carrboro and set of goals and strategies to meet that vision. Built on the progress made by past planning and engagement efforts, the comprehensive plan is a complete policy document that describes the type of community that Carrboro wants to be in the future with an implementation strategy to achieve that vision.



“The plan is built on a foundation of race and equity and climate action.”

The plan's engagement process took place in the midst of three crises: a global pandemic, racial equity injustices, and a climate emergency. Still, hundreds of people in Carrboro collectively developed the following plan to address these paramount issues through the following goals summarized in the Plan Overview.

Plan Foundations: Race & Equity // Climate Action



Affordable Housing



Climate & Environment

PLAN GOALS

- Increase the number of homeownership units that are permanently affordable with targeted strategies to serve households earning 80% of Area Median Income (AMI) or below with priority to historically disadvantaged households
- Increase number of rental units that are permanently affordable to very low-income households earning up to 60% of AMI with a particular focus on those earning less than 30% AMI and historically disadvantaged households
- Diversify and expand a variety of housing options throughout Carrboro using a mixture of affordable housing types
- Maintain and improve the quality of Naturally Occurring Affordable Housing (NOAH) and “missing middle” opportunities
- Support efforts with Orange County to ensure that all homeless individuals and families have access to safe housing, appropriate services, and a path to permanent housing.
- Expand resources targeted to affordable housing.

KEY WORDS: *Cost burden, Land trust, Missing middle housing, Naturally occurring affordable housing, Housing bond*

- Achieve 80% reduction in per capita greenhouse gas emissions by 2030, as compared to 2010 levels
- Achieve 80% reduction in municipal emissions by 2030
- Expand equitable and inclusive community participation in the decision-making and implementation of climate change goals and policies
- Enable lower-income residents and small business owners to be able to financially participate and benefit from climate resiliency programs.
- Conserve and restore watersheds, ecosystems, and native species
- Promote policies to ensure distribution of environmental burdens and access to natural areas and ecosystems to be equitable across race, income, and ability, especially in neighborhoods that have been denied and historically underserved.

KEY WORDS: *Energy efficiency, Mitigation, Resilience, Urban heat island, Weatherization*

Plan Foundations: Race & Equity // Climate Action



Transportation & Mobility



Green Stormwater Infrastructure, Energy, & Water

PLAN GOALS

- Address disparate impacts of transportation decisions and investments in Carrboro's BIPOC, lower-income, and non-abled populations
- Continue to expand the transportation system to provide at least one non-automobile option (walking, biking, and transit) for every neighborhood to be usable for a variety of trip purposes.
- Reduce greenhouse gas emissions from motor vehicle use by 80% by 2030
- Improve the management of parking spaces in the downtown area

KEY WORDS: *Greenhouse gas emissions, Micro-mobility, Parking, Racial equity assessment tools, Transportation demand management, Vehicle miles traveled*

- Increase the use of native plants and vegetation to mitigate climate change impacts, including stormwater mitigation and heat island effect.
- Plant and maintain the tree canopy along identified roads.
- Expand stormwater green infrastructure as part of stormwater, watershed restoration, and climate resilience efforts into the Town's public transportation investments.
- Expand stormwater green infrastructure as part of watershed restoration and climate resilience efforts (hydrology).
- Achieve 80% reduction 2010 levels of per capita greenhouse emissions by 2030.
- Ensure that Carrboro residents are informed of and engaged with OWASA's water supply, quality, and cost plans.
- Protect and restore watersheds and ecosystems
- Reduce the amount of Carrboro's treated water use while increasing water rate affordability

KEY WORDS: *Renewable energy sources, Stormwater management, Tree canopy, Water affordability*

Plan Foundations: Race & Equity // Climate Action



Economic Sustainability



Recreation, Parks, and Culture

PLAN GOALS

- Create a more inclusive economy and encourage more racial equity in business growth and start-ups
- Promote economic development that is resilient, promotes excellence in design, reinforces a sense of place, expands commercial development opportunities, promotes infill development and reduces the tax burden on residents
- Grow the arts, entertainment, cultural and tourism sectors of the economy
- Encourage the transition of the economy to one based on green technology and low-impact industries

KEY WORDS: *Downtown and commercial districts, Green economy, Inclusive economy, Living wage jobs, Locally owned and BIPOC businesses, Retail spending gap*

- Promote recreational programming and cultural resources across all ages, genders, races, and abilities with affordable opportunities
- Ensure all people in Carrboro have safe, equitable, and connected access to parks, open space, and recreational facilities
- Ensure that recreation and park facilities and programming are environmentally responsible and help further climate change related goals.
- Strengthen a sense of community and inclusion through the arts, events, and cultural programming that celebrates the diversity in Carrboro

KEY WORDS: *Active recreation, Connectivity, Green space, Park access, Passive recreation*

Plan Foundations: Race & Equity // Climate Action



Land Use



Public Services & Communication

PLAN GOALS

- Promote the design of new development, renovation of existing buildings and public spaces that add to the character and promote the diversity of the community
- Plan for the expansion of affordable housing availability through land use tools of planning, zoning, and development review
- Support development patterns that advance climate action goals and environmental protection
- Promote land use planning and development that reduces GHG emissions through reducing auto-dependence
- Expand appropriate development opportunities that meet the goals of the comprehensive plan
- Improve access and availability of Town Parks and schools to meet recreation and educational needs
- Preserve the architecturally significant and historic properties and districts in the Town that reflect the range of cultures and historic experiences in Carrboro
- Plan for future land uses that advance goals and strategies in the comprehensive plan and protect, enhance, and complement the unique character of each area

KEY WORDS: ADUs, Density nodes, Development review process, Equitable historic preservation, Key corridors, Overlay district

This chapter discusses Town operations and responsibilities of Town departments, including:

- Communications and Community Engagement
- Finance
- Fire-Rescue
- Human Resources
- Information Technology (IT)
- Planning
- Police
- Public Works
- Town Clerk
- Town Management
- Municipal Operations

KEY WORDS: Accountability, Customer service, Efficiency, Participatory budgeting, Partnerships, Responsive, Trust

Introduction

The plan is built on a foundation of **race and equity** and **climate action**. Goals, strategies and projects have been developed around topics like affordable housing; economic sustainability; environment; transportation; green infrastructure, recreation, parks, and culture; land use; and public services.

This is an ambitious plan, but it is founded on the capabilities, aspirations and proven track record of a town that has been a national leader in understanding its history and developing policies and programs to bring equity of opportunity for all of its residents. All are welcome to become part of the woven tapestry of the Carrboro community: those from every race and ethnicity; recently settled refugees or multi-generational families; members of the LGBTQ+ community; or anyone looking for home. The plan is built on the Town's record as a leader in transit, creating a more walkable/bikeable community, and being a partner in protecting its water and land resources with neighboring jurisdictions.

Planning is not new to Carrboro, not even during a public health emergency that exploded into a global health, social, and environmental pandemic – COVID-19, social unrest due to longstanding racial inequity and tectonic shifts in climate patterns from the increase in worldwide greenhouse gas emissions.

Carrboro is not new to planning during global crises. The most recent major planning effort took place 20 years ago during the days following 9/11. Hundreds of residents, local leaders and businesspeople came out to participate in long hours of discussion during sunny September days and nights--oddly quiet with air travel suspended following terrorist attacks in New York, Pennsylvania, and Washington--to envision the future of downtown Carrboro. The decision to go forward was made in part based on the awareness that planning for the future was somehow more certain than anything else that could be imagined at that time. Ironically, the launch of Carrboro Connects coincided almost in exactly the same way with the COVID-19 pandemic.

Faced with a choice to enter the unknown possibility of developing a comprehensive plan with little or no direct physical engagement, or to delay - we jumped in.

What has this planning looked like? From Vision 2020 (adopted in 2000), which laid the groundwork for 20 years of bold action, to the most recent plans including the Climate Action Plan, Carrboro's residents believe in the power of community action based on purposeful and ambitious goals. While this plan may be the first time that all of these issues have been addressed together, it is built on a set of actions led by hundreds of involved residents through participation in Town activities, as well as various partners including non-profits, schools, the county government, transit agencies and universities.

This plan looks at least 20 years into the future – to set a course for actions that may be short-, medium- or long-term. How can Carrboro grow while respecting the history, culture, and aspirations of so many different types of people? How can residents and businesses join together with the Town to reduce its carbon footprint in an equitable manner? How can Carrboro continue to understand its complex history through uncovering truth and educating the community? How can the town become affordable so that anyone who lives or works in Carrboro can remain here? These are not easy questions. We thank all of the people involved for developing a set of cross-cutting approaches that will address these issues with as much effort as the challenges present.

The plan is built on a deep commitment to community engagement that included residents who have committed their time to the Town for years as well as youth, refugees, workers, students, and others who may just be getting involved in their community for the first time. Intentional efforts were taken to reach out to all races, ethnicities, genders, documentation status and refugees. It will take this larger community to implement the plan, with the aim of **building community, intentionally addressing race and equity, and advancing climate action**.

Vision Statements

The following vision statements grew out of the various engagement techniques led by the Carrboro Connects Task Force with input from Advisory Boards, Town Council, residents, and partner organizations. In some ways, these vision statements are built upon the various plans, reports, and initiatives that have taken place in the past, now updated to address race and equity, climate action, and current aspirations. These statements guided the development of goals, strategies, and projects that make up the following chapters.

Affordable Housing

- There is a home for everyone in Carrboro. Carrboro is affordable, safe and welcoming for all households who want to live in the community, works to prevent displacement of existing residents, advances racial equity and accessible housing, and has a full range of affordable options for all life stages and types of households, including BIPOC and other marginalized communities.

Climate Action & Environment

- **Climate Action** - The Town is a leader in mitigating climate change, and in increasing resilience to climate change impacts for both residents and the environment. The Town prioritizes strategies to increase the resilience of BIPOC, low-income, and other residents who are disproportionately impacted by climate change.
- **Environment** - Preserve, protect, and restore natural areas and ecologically sensitive and productive areas through all feasible means. Plans and policies will improve equity by increasing the community's access to experiencing natural places, especially for those who currently have less access.



The planning process is cyclical in nature, as this comprehensive plan will be updated in the future and community engagement will continue

Transportation & Mobility

- Every Carrboro resident, with particular attention to BIPOC populations, has increased safe and quality access to multimodal transportation options for efficient connections to jobs, recreation, and services.

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Green Stormwater Infrastructure, Water & Energy

- **Green Stormwater Infrastructure** - Carrboro routinely prioritizes green infrastructure over grey infrastructure, throughout the town and ETJ, to enhance ecosystems and improve vibrancy and quality of life in the community.
- **Water** - Pursue a “One Water” vision in which water is managed in a sustainable and inclusive manner. Align diverse stakeholders to find common ground solutions to water challenges. Current and future generations of Carrboro residents, especially BIPOC populations, reliably enjoy affordable access to high quality drinking water, while improving healthy environments and aquatic ecosystems for Carrboro wildlife.
- **Energy** - Carrboro reduces its dependence on fossil fuel energy sources with opportunities for all residents, especially low-income BIPOC residents, to participate.

Economic Sustainability

- Carrboro is a place where businesses thrive, living wage jobs are available and residents can create new businesses. The community supports a vibrant and inclusive local economy that meets the needs of the most vulnerable and underserved populations while supporting the growth of BIPOC businesses.

Recreation, Parks & Culture

- All people in Carrboro, of all races and backgrounds, will have safe and equitable access to recreational and cultural opportunities, including a connected network of parks, green space, and trails. The Carrboro community comes together year-round through creative programming and events that celebrate the Town’s history, unique spirit, and diverse range of cultures with high-quality festivals, music, and the arts.

Land Use

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



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Public Services and Communications

The following statements describe how the Town is organized to implement the policies, initiatives and programs outlined in the plan.

- **Communications** - The Communication and Engagement Department works to provide public information, encourage participation, improve trust in local government, and enhance the Carrboro brand and reputation. Through implementation of the Inclusive Carrboro Communications and Community Engagement Plan, we strive to ensure accessible communications to serve our diverse community with new pathways for resident engagement.
- **Finance** - The Finance Department provides financial management support for the delivery of town-wide services through the administration of financials, budgeting, accounts payable, purchasing and contracts, risk management and safety, billing and collections, payroll, and project development through best business practices.
- **Fire and Rescue** - To continuously strive to focus on our Community's needs, wants, and safety and to provide them our best possible service.
- **Human Resources** - To partner with the management team to recruit, hire, develop, and retain a highly qualified diverse staff dedicated to delivering exemplary customer service and to creating an atmosphere of positive employee relations that focuses on the health and wellness of all employees.
- **Information Technology** - Assist departments in delivering technology-based solutions that are cost-effective and increase effectiveness and efficiency. This is accomplished in a spirit of partnership with our stakeholders, which fosters a customer-focused environment that integrates people, processes, and technology. To work with various external and community organizations, as directed by the Town Manager, to discover mutually beneficial relationships sharing technology resources and strengths.
- **Planning** - The Planning Department's mission is to help the Town define and carry out its vision for sustaining existing and future populations. The department monitors the availability and use of resources needed to maintain a balance of the built and natural environments. The department fulfills this mission by offering professional planning, zoning, building code, and engineering and geographic information services to residents, property owners, and businesses.
- **Police** - The Carrboro Police Department protects the residents, businesses and properties within the municipal limits of the Town of Carrboro by providing committed law enforcement officers and community services that foster a safe living environment in our community.
- **Public Works** - Promote a safe, healthy, and pleasing environment and community for residents and the general public through ever progressing projects, programs, and services.
- **Town Clerk** - Prepares Town Council meeting agendas and minutes and makes them available to residents and town staff; maintains official town documents; prepares and makes available updates to the Town Code and provides support for the Mayor and Town Council.
- **Town Manager** - Implements the policies of the Mayor and Town Council and communicates them to the citizenry. To be responsive to the community and to be responsive to the residents' needs to consistently meet their requirements.

Note: Some Town departments are not detailed in this chapter because their priorities and services are discussed in other plan chapters (Recreation, Parks, and Cultural Resources; Housing and Community Services; and Economic Development).

Race and Equity

In launching the development of Carrboro's first comprehensive plan, the Town Council kicked off the process by setting out a framework that begins with considering the impact on race and equity. The Town's deliberate journey began in October of 2018 when the Council unanimously voted to formally begin race and equity work. In November 2018 the Town joined the Government Alliance for Race and Equity (GARE). The inaugural Race and Equity Officer was appointed and the Town developed a leadership core team, and that core team participated in a cohort of communities across North Carolina that culminated in a train the trainer model that has resulted in some of the core team members training every Carrboro staff member. The Town started conversations with its partners in Orange County to create a county-wide message and plan; and every jurisdiction in Orange County is now a member of GARE.

Through this process, the Town of Carrboro's Vision statement on race and equity was formed and the logo created:

The Town of Carrboro envisions being a community where race does not determine outcomes and all have equitable opportunities and resources. We envision a time when participation in community events, programs and advisory boards represent community demographics. All will feel safe, secure and know their voice is valued. We strive to be an inclusive and open minded organization that has a culture created by its diverse staff, which serves the public through a social (racial) justice lens.

GARE training was provided to Carrboro Connects Task Force and Racial Equity Commission members, and is being rolled out to all Advisory Boards. This peer-to-peer training provided a welcoming atmosphere to all members so they could reflect, consider, and process the information in a deep, introspective manner.

Following the GARE training, the Town continues to normalize the conversation about race and equity and organize the work. Next the Town will begin to examine practices, procedures and policies through a racial equity lens and has participated as an active member of One Orange, a county-wide initiative to provide a race and equity framework for reviewing government actions. Key components of this work include:

- racial equity toolkit;
- community engagement
- data collection
- training, and
- evaluation and accountability

Using this framework, all strategies and projects have been designed with the goal that everyone in Carrboro should succeed, no matter their background, and that actions coming out of this plan will ensure that race can no longer be used to predict life outcomes in our community.



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The lens of advancing race and equity goals can be seen throughout the plan. Examples include:

- **Affordable Housing:** Promote the availability of affordable housing for both homeowners and renters; provide assistance toward the preservation of affordable housing units; and work with Orange County to provide services and housing for homeless/unsheltered individuals and families.
- **Climate Action & Environment:** Ensure distribution of environmental burdens and access to natural areas and ecosystems to be equitable across race, income, and ability, especially in neighborhoods that have been historically underserved.
- **Transportation & Mobility:** Address and reverse disparate impacts of past transportation decisions.
- **Green Stormwater Infrastructure, Water & Energy:** Invest in green infrastructure with a focus on Carrboro's BIPOC, lower-income and multiple abilities populations.
- **Economic Sustainability:** Create a more inclusive economy and encourage more racial equity in business growth and start-ups; support existing and attract new businesses that include a range of BIPOC, gender, ethnicities and multiple abilities.
- **Recreation, Parks and Cultural Resources:** Prioritize access for immigrant, BIPOC and other underserved communities while planning for new facilities and celebrate the diversity of Carrboro through cultural events, programming, artwork and stories.
- **Land Use:** Promote excellence in design that meets the diverse range and cultures expressed in the built environment; promote the development of affordable housing through modifications in the land use ordinance; and identify opportunities for affordable housing at key nodes and corridors throughout the Town.
- **Public Services and Communication:** Expand equitable community participation in the decision-making and implementation of Town goals and policies.



Mural at CommunityWorx Thrift Shop

On Language

"Words and their multiple uses reflect the tremendous diversity that characterizes our society. Indeed, universally agreed upon language on issues relating to racism is nonexistent. We discovered that even the most frequently used words in any discussion on race can easily cause confusion, which leads to controversy and hostility. It is essential to achieve some degree of shared understanding, particularly when using the most common terms. In this way, the quality of dialogue and discourse on race can be enhanced."

- Racial Equity Tools¹

The engagement process for Carrboro Connects took place during a specific moment in time, one in which the Town had already been well into the GARE process providing tools and resources to enter into honest dialogue, but also one in which racial equity took prominent center-stage locally and nationally.

GARE recommends utilizing direct language to acknowledge the impact that public policies have on racial equity. GARE principles provided a framework for the process and language used in the plan. These recommendations include being as specific as possible when discussing race.

Terms such as BIPOC – Black Indigenous People of Color – began to take hold in Carrboro and across the U.S. to acknowledge the disproportionate impact both on specific races and the fact that these impacts affect many different races and origins. In addition, the terms Latino/a, Latinx, and Hispanic are all used in the community. It is anticipated that there will be ongoing discussion of preferred usage of these terms in Carrboro.

The outreach process also recognized that populations historically disadvantaged and marginalized include a wide range of groups, from age discrimination to gender identification to persons with different abilities to name a few.

For example, in the housing arena, Affirmatively Furthering Fair Housing (AFFH) holds that:

"Title VIII of the Civil Rights Act of 1968, known as the Fair Housing Act, requires HUD and recipients of federal funds from HUD to affirmatively further the policies and purposes of the Fair Housing Act, also known as "affirmatively further fair housing" or "AFFH." The obligation to affirmatively further fair housing requires recipients of HUD funds to take meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics, which are: race, color, national origin, religion, sex (including sexual orientation and gender identity), familial status and disability."²

In addition, national publications such as the Journal of the American Medical Association (JAMA) have published the following guidance:³

1. Racial Equity Toolkit, <https://www.racialequitytools.org>.

2. Affirmatively Furthering Fair Housing, https://www.hud.gov/program_offices/fair_housing_equal_opp/affh

3. Flanagan, A, Frey, T., Christiansen, SL, et al, "Updated Guidance on the Reporting of Race and Ethnicity in Medical and Science Journals," JAMA. 2021;326(7):621-627. doi:10.1001/jama.2021.13304 <https://jamanetwork.com/journals/jama/fullarticle/2783090>

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“Terminology, usage, and word choice are critically important, especially when describing people and when discussing race and ethnicity. Inclusive language supports diversity and conveys respect. Language that imparts bias toward or against persons or groups based on characteristics or demographics must be avoided.”⁴ “Specific racial and ethnic categories are preferred over collective terms, when possible.”

Noted scholar Kimberlé Crenshaw coined the term “intersectionality” twenty years ago to describe the relationship between power, race and gender. In an interview she explained: “Intersectionality is a lens through which you can see where power comes and collides, where it interlocks and intersects. It’s not simply that there’s a race problem here, a gender problem here, and a class or LGBTQ problem there. Many times that framework erases what happens to people who are subject to all of these things.”⁵

The language of the plan is based on the cumulative input throughout the engagement process. Whenever possible, the language is meant to be inclusive of common experiences when appropriate as well as to be as specific when possible regarding disproportionate impact. The plan’s language is meant to be authentic to that used during the 18-month process in which terms such as BIPOC were used regularly in meetings and materials, as well as terms denoting a wide range of marginalized and disadvantaged communities.

It is anticipated that **this language will continue to evolve and encourages on-going discussion of intentionality of language to best meet the challenges faced in our community to rectify injustices and set a course forward** for specific policies and programs to expand opportunities as a welcoming, diverse and inclusive community

4. Flanagan A, Frey T, Christiansen SL, Bauchner H. The reporting of race and ethnicity in medical and science journals: comments invited. JAMA. 2021;325(11):1049-1052. doi:10.1001/jama.2021.2104

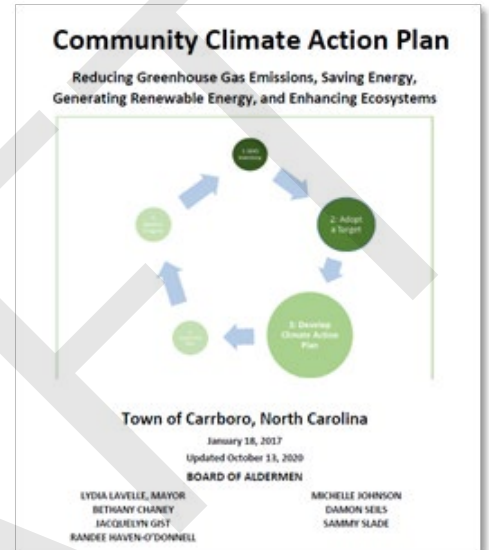
5. “Kimberlé Crenshaw on Intersectionality, More than Two Decades Later,” Columbia Law School, <https://www.law.columbia.edu/news/archive/kimberle-crenshaw-intersectionality-more-two-decades-later>



Climate Action

The second foundation of the Carrboro Connects Comprehensive Plan is climate action. The Town has been a national leader in its efforts to address climate change. Carrboro was one of the first communities of its kind to commit to addressing climate change in a comprehensive manner. In 2009, the Carrboro Board of Aldermen passed a resolution committing the Town to reduce emissions of greenhouse gas emissions that are causing global climate change. In 2014, Carrboro developed a plan focusing on the Town's municipal operations, held three forums regarding climate action, and launched a Task Force to develop the Community Climate Action Plan, which was first released in 2017.

The Community Climate Action Plan (CCAP) goes beyond municipal emissions and focuses on actions the broader community can take to reduce Greenhouse Gas (GHG) Emissions. In 2020, the Plan was updated to establish a goal of 80% reduction in GHG by 2030 as compared with 2010 levels. When the experts say "if we don't act now the effects will be irreversible," Carrboro takes that very seriously. It is recommended that the adoption of Carrboro's Comprehensive Plan includes adoption of the Community Climate Action Plan (2017, Amended 2020) and the Energy and Climate Protection Plan (2014, Amended 2020), both of which are being actively implemented and seeing progress made.





Climate Action (continued)

As a core foundation of this plan, climate action is interwoven into all of the elements of this plan. Examples include:

- **Affordable Housing** builds on recommendations for energy and water conservation in the CCAP to reduce housing expenses to lower-income renters and homeowners. Also expands the availability of affordable housing for people who work in Carrboro that would potentially reduce transportation emissions.
- **Climate Action & Environment** includes many of the CCAP recommendations such as the 80% reduction in GHG by the community, and expand access to weatherization, energy efficiency and water conservation measures.
- Reducing transportation emissions and finding more sustainable mobility options is a focus of **Transportation & Mobility**.
- **Green Stormwater Infrastructure, Water and Energy** includes various ways to implement CCAP, expand use of green infrastructure, conserve water and energy.
- **Economic Sustainability** recommends advancing the green economy and agricultural economy, supporting businesses that can keep jobs local, and calls for reduction in retail sales gap that could reduce transportation emissions by reducing driving out of town to buy products or ordering online that results in inefficient deliveries.
- **Recreation, Parks & Cultural** recommends expanding use of stormwater Best Management Practices (BMPs) in parks both for direct environmental benefits and as a public education tool.
- Update the **Land Use** Ordinance and development review process to address climate action and environmental protection, and more efficient use of land to accommodate growth while preserving land, open space and natural resources as well as making development patterns more transit-friendly for buses, bikes and pedestrians.
- **Public Services** involves the various Town departments that will lead 80% reduction in municipal GHG emissions by 2030.

How to Use this Plan

The Plan takes a systems-based approach to planning, meaning that all elements of the plan are interrelated. For example, land use changes may be needed to support affordable housing development, or Public Works needs to be involved to build and maintain the Town's parks. From an organizational perspective, however, the content of the plan is divided into eight main planning elements:

- **Affordable Housing** includes recommendations to expand the availability of affordable housing, access to housing, and preserve existing affordable housing opportunities.
- **Climate Action and Environment** describes items from the CCAP and ways to implement CCAP as well as protect Carrboro's environmental resources.
- **Transportation & Mobility** recommends strategies and improvements to the Town's multimodal mobility network.
- **Green Stormwater Infrastructure, Water, & Energy** provides a comprehensive approach to infrastructure investments in Carrboro that may be guided by the Town and/or related agencies including OWASA.
- **Economic Sustainability** discusses ways to support existing businesses (especially BIPOC and small businesses), attract new investment, and expand employment.

- **Recreation, Parks and Cultural Resources** focuses on serving the community through the Town of Carrboro's parks and recreational and cultural programming as well as coordination with other agencies including Orange County, UNC (Carolina North Forest and University Lake) and cultural groups.
- **Land Use** includes the planning for a variety of land uses in Town – from housing to commercial development, including specific recommendations for five corridors that have been experiencing changes over time and ways to promote excellence in design in the public and private realms.
- **Public Services** details how the plan will be implemented by various departments including Communication and Engagement, Finance, Fire and Rescue, Information Technology, Police, Public Works, Town Clerk and Town Manager.

While the recommendations in the plan have intentionally been crafted to have cross-cutting impacts across the various planning elements, they are organized based on the primary source of implementation (e.g. recommendations to support affordable housing development approvals are listed in the Land Use Element). At the end of each chapter, additional related strategies and projects that are identified in other chapters are listed in a table for easy reference.



Mural at local business, Present Day on Main; Image credit: Soteria Shepperson

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How to Use This Plan (continued)

Each planning element includes the following components:

- **Vision:** the big picture of what Carrboro wants to be
- **Key Findings:** a summary of facts from past research and plans as well as input gained through the comprehensive planning process. See more information at Carrboro Connects Issues and Opportunity Reports and community engagement summary reports that can be found at <https://www.carrboroconnects.org/documents>
- **Metrics:** quantitative objectives that can be measured over time to determine progress toward meeting the plan's goals. Progress toward these metrics can also be used to refine goals and strategies during plan updates.
- **Goal:** outcome-focused "what" Carrboro is trying to achieve
- **Strategy:** "how" Carrboro will achieve the goal
- **Project:** specific initiatives that will be undertaken to implement the strategy

Following the planning element chapters, an Implementation Plan (to be added in the next Draft) identifies each goal, strategy and project, the primary department or agency responsible, partner agencies and organizations and an implementation schedule (e.g. short, medium or long-term).

Each element also includes a discussion into how the element specifically relates to race and equity and climate action.

In addition to the new content that was developed for the Comprehensive Plan, the following recent plans are recommended to be adopted as part of the Comprehensive Plan so that they will have the same standing in budgeting, review of policies, and developments:

- Community Climate Action Plan (2017, Amended 2020)
- Energy and Climate Protection Plan (2014, Amended 2020)
- Downtown Parking Plan (2017)
- Economic Sustainability Plan (2017)
- Bike Plan Update (2020)

Finally, an implementation plan summarizes key action steps for the first five years after plan adoption, as well as each goal, strategy and project, the lead agency responsible for the project, possible partners, and implementation timeframe.



Garden at Baldwin Park

A Brief History of Carrboro

Just as past residents, a railroad, a university, and a few textile mills helped shape the Town of Carrboro today, current events and people will continue to shape the Town into the future. Along with the transition to a new decade, 2020 has also brought the COVID-19 global pandemic, a social justice uprising in the fight against systemic racism, and a continuing climate emergency. While these issues are not unique to the Town of Carrboro, the way we choose to respond to these crises will undoubtedly change our Town long into the future, and we hope to emerge a stronger, healthier, and more equitable place. Working to create a clear vision and path for the Town through the Comprehensive Plan, we begin with an acknowledgement of the past.

Located in the Piedmont region of North Carolina, Carrboro has a rich history, with a wealth of natural flora and fauna developing from the weathered, ancient mountain range underlying the present-day rolling hills, forests, and streams. For at least 12,000 years before Europeans moved into the area, indigenous peoples flourished in the rich hardwood forests of the area now-called Orange County. In 1701 when English explorer John Lawson passed through the area, he was hosted in a stockade village called Occaneechi Town (within the now Town of Hillsborough) whose Siouan inhabitants had been displaced by Europeans spreading south and west from coastal Virginia settlements. Officially established in 1752 with a land area nearly ten times that of present day boundaries, Orange County's population grew steadily in the lead up to the American Revolution becoming the most populous county in the colony by 1767.

During this period of colonization, most early immigrants were of Scots-Irish, Welsh, and English Quaker descent and were primarily small scale farmers who found the land was most suitable for growing corn and other small grains. It is estimated that in 1755 8% of households in Orange County owned slaves with none owning more than ten slaves. By 1790, enslaved people made up approximately 20% of the County's population. The County was centered on the Town of Hillsborough which at one point, even with its relatively small population (474 people in 1800), was in the running to be named the State's capital.

The End of Slavery

The end of the Civil War ushered in a new era of emancipation and southern Reconstruction. Prior to emancipation, some 6,000 enslaved people made up about a third of Orange County's population.

Previously enslaved people could for the first time own land and pursue prosperity. While many freed slaves left the area, others demonstrated their freedom by purchasing land and forming schools, churches, and businesses in what is now modern day Carrboro.

Dolores and Lorie Clark are 7th generation descendants of freed slaves who lived in Carrboro. They shared their family's story and shed light on local history at one of Carrboro Connects' virtual community meetings. ►



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The St Paul AME Zion Church was the first Black church in Carrboro. Established in 1864 near what is now the juncture of downtown Carrboro and Chapel Hill, it continues to serve many in the local Black community. In 1866, two Black freedmen, Benjamin Craig and Green Cordal, purchased a parcel of land across the street from the St. Paul AME Church. With the help of the Quaker-run Friends of Philadelphia, they built the first Freedman School in Orange County on the site that is now the Black-owned Carolina Car Wash. A plaque recognizing Craig and Cordal's actions was unveiled on August 9, 2021. The school served hundreds of free Black children and adults from founding until closure in 1917.

One of the families living in the area that would become Carrboro was that of Toney and Nellie Atwater Strayhorn, both of whom had been enslaved from birth until they were made free by the Emancipation Proclamation. Dolores Hogan Clark and Lorie Clark, great- and great-great granddaughters of Mr. and Mrs. Strayhorn, represent the 7th generation in their family to own and reside in the home Toney built after purchasing land in what is now downtown Carrboro following his marriage to Nellie in the 1870s. The Strayhorns were well known for their industry and hospitality and for Mr. Strayhorn's skills as a farmer and brick mason.

Many descendants of freed slaves, including those of Toney and Nellie Strayhorn, still reside in Carrboro and Chapel Hill. The work of their ancestors is reflected in the history and continues to shape the legacy of the community today. A marker erected in June 1995 on West Main Street honors formerly enslaved members of the Carrboro community and their descendants.



The second truth plaque in Carrboro -- a product of the Truth Plaque Task Force -- was installed on August 9, 2021 to recognize the Freedman School which served hundreds of free Black children and adults.

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Birth of a Town

1882 marked a critical turning point for Chapel Hill, the university town, when the University Station Spur Railroad was extended south from Hillsborough to a location just one mile west of the North Carolina campus. With no paved roads in the area, both travel and transport of goods was difficult. For this reason, rail was the preferred method of transportation. The construction of this new spur allowed for direct passenger service to UNC-CH, and supported the transport of goods to and from the area. It was with this event that the small community known at times as Lloydville and West End began its transition to modern day Carrboro.

In addition to the expanding University, the rail extension provided another catalyst for the area to grow. As the 20th century was ushered in, what was once a rural agricultural-based economy, transitioned to industrial textile manufacturing. In 1898, Thomas Lloyd built the Alberta Mill, now Carr Mill Mall, the area's first textile mill for the production of cotton hosiery. Lloyd would go on to build two other adjacent mills, neither of which remain. With the success and expansion of the mills came jobs and opportunity.

A decade or so later, seeing the success of the mills, a businessman from Durham named Julian Shakespeare Carr purchased the mills from Lloyd. The mills were renamed the Durham Hosiery Mills and continued to grow and fuel the local economy.

The Town charter was granted March 14, 1911. The Town was named Venable, in honor of Francis Preston Venable, a much-loved educator and scientist, who was serving as President of the University at Chapel Hill at the time, a role he held from 1900 to 1914. The General Assembly approved a name change to Carrboro two years later on October 11, 1913, in honor of Julian Shakespeare Carr. Carr was an Orange County native, veteran of the Civil War, had served on the University Board of Trustees and purchased two of the mills. The Town was renamed Carrboro in exchange for his providing electricity to the Town.



Circa 1920 view of the cross tie market on East Main Street, in front of Durham Hosiery Mill No. 4. The frame cotton warehouse and the upper stories of the brick towers have been removed, and the east end of the mill has been extended with a brick addition. From copy in North Carolina Collection, UNC Library, Chapel Hill.



Aerial view of Carrboro, looking north, taken in the late 1940s (Image credit: UNC-CH)

Circa 1920 view of the cross tie market on E. Main Street, in front of Durham Hosiery Mill No. 4 (Image credit: UNC-CH)

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On June 2, four months before the renaming, Carr gave a racially charged speech at the dedication of a monument to the confederacy on the UNC campus, known as Silent Sam. The monument was removed following a 'Remove Silent Sam' rally on the night of August 20, 2018. The relationship of both Carr and Venable to segregation, bigotry, discrimination, and racism has come into clearer focus in the decades since the Town was chartered. In an effort to tell the whole truth of the racist history of Julian Carr, the Town's namesake, a Truth Plaque Task Force was established in 2018 to gather input for the possible installation of a "truth plaque." The first Truth Plaque was installed on April 16, 2019 and can be found on the front of Town Hall.

By 1913, the newly named Town of Carrboro had grown to approximately 1,000 residents. A small grocery, a cross tie market, a post office, two schools, and the Fitch Lumber Company developed in the coming years. Starting in the late 1930s, most Black residents lived in a neighborhood straddling the border of Carrboro and Chapel Hill extended into the Partridge Field area east of the railroad tracks. Segregation, defacto and enforced, was apparent in this neighborhood and other Carrboro neighborhoods near E. Main Street and Jones Ferry Road. The few Black wage earners employed in the mills worked as sweepers. Most working residents were employed as day laborers or domestics, or were self-employed as farmers, blacksmiths, carpenters and stone masons producing food and the built environment for the growing community.



Did you know?

The conductor of the University Railroad that brought people to and from UNC-CH in the late 19th century offered students free first rides. Today, the Carrboro-Chapel Hill area is well known for its free and reliable bus service as part of a commitment to alternate modes of transportation.

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Growth and Change

For the first few decades after its incorporation, Carrboro maintained a distinct identity as a small mill town on the other side of the tracks from Chapel Hill. Economic decline in the late 1920's saw reduced mill operations. Within 10 years, Durham Hosiery Mills had closed its plants and sold much of its property, including most of its mill houses, at auction. As a result, workers shifted to plants in Durham, the University, or agriculture. One mill became a shell loading plant during World War II; both were opened again to manufacturing textiles after Pacific Mills brought its woolen hosiery production to town from 1945 to 1957. Carrboro's population began to increase during the 1960's due to growth occurring at UNC-CH and supporting businesses. This new population included a large number of students who would play an important role in shaping the Town's politics and culture.

In 1969 Carrboro's first Black elected Town leader, Braxton Foushee, joined the Board of Alderman and went on to serve until 1981. Ruth West served as Carrboro's first woman Mayor, elected in 1975. Robert "Bob" Drakeford, Carrboro's first Black mayor, served from 1977 to 1983. Drakeford hired

the first Black Town Manager, Richard Knight, as well as the Town's first planner and helped to advance alternate modes of transportation such as biking, walking, and transit, key features of life in Carrboro to this day. Since the decline of manufacturing, some downtown buildings have been preserved including the railroad depot and the original textile mill, businesses, and many homes. In 1976, the former Alberta Cotton Mill was rehabilitated to create the Carr Mill Shopping Village which remains a central area for commerce, today housing Weaver Street Market and boutique shops. In 1977, the Town successfully sought funding from the NC General Assembly to build a shelter for a farmers' market. The "locally grown, nationally known" Carrboro Farmers Market continues in its 44th year. Joal Hall Broun served as the first black woman elected official in Carrboro beginning in 1999.

Entering the 21st Century

Since the end of the textile manufacturing era, Carrboro has experienced a rebirth. It has developed an eccentric culture and a reputation as one of the most accepting communities in the South, welcoming people from all walks of life and all parts of the world. Carrboro has established Sister



The "locally grown, nationally known" Carrboro Farmers Market

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City relationships with Juventino Rosas and Celaya both in Guanajuato Mexico as well as San Jorge, Nicaragua, El Menisha, Egypt, and Saratov, Russia. In the early 1990s Carrboro experienced a large influx of Latino immigrants. The Hispanic population increased by 936% between 1990 and 2003 making up 12% of the Carrboro population. Founded in 1992, originally as the Hispanic Resource Center, El Centro Hispano is a local Latino nonprofit organization dedicated to strengthening the community, building bridges and advocating for equity and inclusion for Hispanics/Latinos in the Triangle Area. In 2001 John Herrera was elected to the Carrboro Board of Alderman becoming the first Hispanic immigrant elected to a N.C. municipal office and served until 2009. Herrera co-founded La Fiesta del Pueblo, the Triangle's largest Latinx cultural festival, which started in Carrboro but has since moved to Raleigh to accommodate the 20,000 annual participants.

Carrboro has welcomed refugees from all over the world including people from Syria, Afghanistan and the community from Burma. The Refugee Community Partnership is a local organization that helps to connect people to the resources they need and works to eliminate barriers to access.

Carrboro was the first municipality in North Carolina to elect an openly gay Mayor in 1995, and was also the first local government in the state to grant domestic-partner benefits to same-sex couples.

The Town has continued to grow steadily; in 1960, approximately 2,000 people lived here. Today over 20,000 call Carrboro home and it is a vibrant and diverse community, hosting numerous venues and events. The ArtsCenter and Cat's Cradle both host national music acts, and annual arts and cultural festivals such as the Carrboro Music Festival, WestEnd Poetry Festival, and the Carrboro Film Festival take place in community spaces throughout the downtown.

More information about the Town is available at www.townofcarrboro.org/860/ABOUT-CARRBORO, a page on the Town website where results of the most recent citizen survey, links to US Census demographic data and other resources are available.



Carrboro's Town Hall

Overview of Carrboro Planning

Zoning authority was enacted in 1954. In the 1960's, the Town worked with Triangle 'J' and Chapel Hill and a limited set of land use regulations. The Town prepared a land use plan in 1970. Soon after, Carrboro partnered with Chapel Hill to create the Chapel Hill Transit system, joined the National Flood Insurance program, and adopted a new Land Use Plan followed by a robust unified development ordinance (the first of its kind, with strong environmental protection and requirements for bike lanes and sidewalks in new development) and a revitalization strategy for the downtown.

Years of rezoning studies and comprehensive rezonings followed to establish areas for mixed use and high-density development and to protect the water supply watershed nearby. Population grew by over 300 percent in 20 years and the community was transformed from a declining mill village to a busy town. The land use regulations emphasized residential development with limited commercial areas in order to maintain the economic vitality and focus on the downtown–Main Street–and two designated highway commercial nodes. Current commercial areas include 100 acres of land downtown, at Highway 54 Carrboro Plaza and Willow Creek Shopping Center. There are a number of other non-residential areas that were in place prior to 1980; these are generally quite small in land area and are often mixed use. Key planning concepts have included:

Downtown/Commercial Nodes

Strategies that have been used to support the downtown area have included limiting non-residential areas, focusing on arts and entertainment, overlays to encourage density, outdoor dining and supporting non-vehicular travel such as transit, bike and pedestrian movement. In the 1990s, Office/Assembly districts were added to the zoning ordinance. In 2001, the Downtown Vision laid out these strategies to preserve and strengthen the downtown which led to an increase in the maximum building heights and architectural standards.

Neighborhoods/Housing Diversity

Since the 1960s there has been an expansion of housing tied to the growth of UNC, resulting in the development of a robust transit system in Carrboro and Chapel Hill. Various mechanisms have been used to support infill development including more intensive residential districts, allowing accessory dwelling units and architecturally integrated subdivisions. Mechanisms to support affordable housing have included a density bonus, permit fee waiver, size-limited units and open space and parking requirements.

Environmental Protection

Starting in 1970s, floodplain management began, along with stream buffers. These efforts have included a strong open space requirement in residential development; tree protection, shading, replanting and tree cover; regulating invasive plants and instituting water quantity and water quality standards.

Compact Urban Area

The formation of OWASA and controls have limited development, not allowing water and sewer to expand into the University Lake Watershed, in which much of the Extra-territorial jurisdiction is located. The Joint Planning Area allows for controls over development in the northern part of Carrboro. The Jordan Lake Rules offer additional protection over development.

ETJ and the Transition Areas

The Town's Planning Jurisdiction includes Town limits, the Extra Territorial Jurisdiction (ETJ) and the Carrboro Joint Development Review Area (CJDA) which includes Transition Areas 1 and 2. The Facilitated Small Area Plan for Carrboro's Northern Study Area, adopted in 1999, is a policy document for Carrboro's northern growth area, referred to as the Northern Study Area which includes the two Transition Areas. The Northern Transition Area Advisory Committee provides input into planning and development of this area. Authority for planning in the Transition areas is found in the Joint Planning Agreement and Joint Planning Land Use Plan between Orange County and the Towns of Carrboro and Chapel Hill.

2

CHAPTER TWO

Community Engagement

CONTENTS

- Process
- Getting The Word Out
- Carrboro Connects Task Force
- Stakeholder Interviews
- Project Website
- Creative, Virtual Outreach
- Pop-Up Events
- Community Open House
- Extra Mile Engagement



▲ Carrboro Connects Pop-up Idea Booth in the Rogers Road neighborhood, June 2021

Carrboro Connects is built on a foundation of leading with racial equity and prioritizing climate action.

With this foundation at the core, the plan was steered by an engagement process that brought in as many people as possible from all parts of the community. We had a goal of ensuring that 100% of residents, organizations, businesses, and stakeholders were given an opportunity to participate in the plan. Carrboro Connects is about connecting with the community and with people of every age, race and background to ask the question: **what can WE create, together?**

“This plan should shape the future in a way that is consistent with the values we have as a community.”

- Stakeholder Idea



2 | community engagement

Carrboro Connects may be the Town's first-ever comprehensive plan but the Town has a strong history of planning and engagement. The entire planning process was built around a wide range of engagement tools focused on listening to new ideas, insights, and feedback from the community.

Town leaders felt strongly that this process was to be inclusive and representative of the entire community, including those who have never participated in the past or had to overcome barriers to participate. At every stage, efforts were made to reach new voices and broaden the scope of outreach. The process was not one-size-fits-all -- rather, a menu of engagement options and activities was developed to accommodate the range of peoples' preferences and resources. Despite the challenges of connecting with people during the COVID-19 pandemic, the Carrboro Connects team worked hard to directly reach over 1,300 individuals through over 3,500 touchpoints (defined as the total instances of engagement).

"We have a lot of priorities in town: climate change, our fight against systemic racism, a lot of important work at the local level. You all get to be part of that with the comprehensive plan."

-Mayor Lydia Lavelle

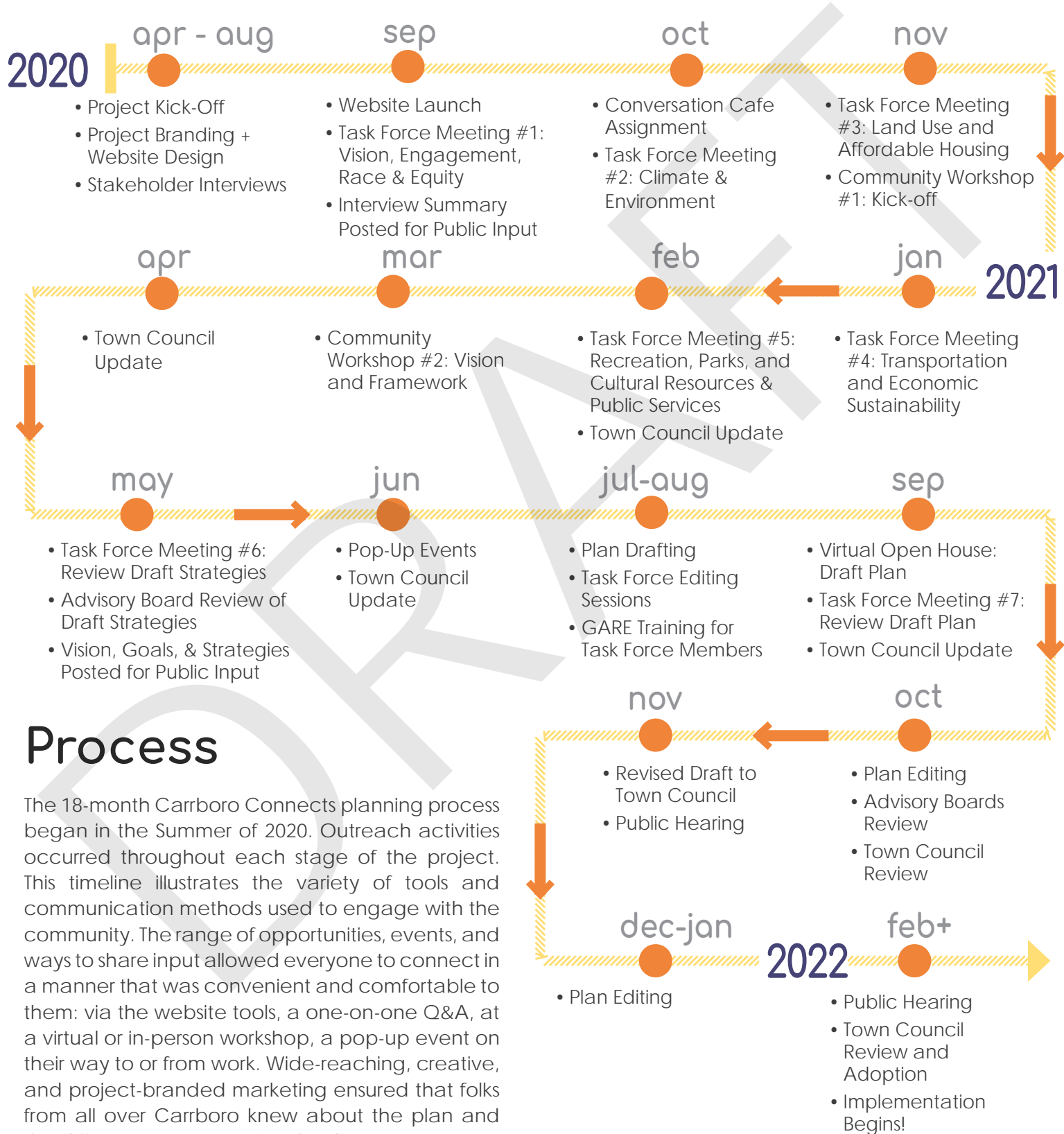
"This plan will guide decisions that make our town more just, resilient, and sustainable. We ask that you reach into your networks, pull in more people, and let's make sure that everyone has an opportunity to participate."

-Mayor Pro Tempore Barbara Foushee



2 | community engagement

Carrboro Connects Outreach Timeline



Process

The 18-month Carrboro Connects planning process began in the Summer of 2020. Outreach activities occurred throughout each stage of the project. This timeline illustrates the variety of tools and communication methods used to engage with the community. The range of opportunities, events, and ways to share input allowed everyone to connect in a manner that was convenient and comfortable to them: via the website tools, a one-on-one Q&A, at a virtual or in-person workshop, a pop-up event on their way to or from work. Wide-reaching, creative, and project-branded marketing ensured that folks from all over Carrboro knew about the plan and the different ways to get involved.

Getting the Word Out

Marketing and promotion of the plan included Town press releases and social media posts, communicating with local nonprofits and neighborhood associations, materials posted at Town Information Centers, radio ads and announcements, branded T-shirts, video features from Town Council members, participation in the 4th of July parade, banners hung in prominent locations around Town, and handing out printed materials at food distribution events and other community gatherings. These ongoing efforts by the Town worked in tandem with marketing of the website, interactive idea-sharing tools, and word of mouth to get the word about that Carrboro was planning for its future and wanted residents to lead the charge.



▲ Carrboro's Town Information Centers are one way to increase access to information, resources, and civic processes by everyone, especially people of color and marginalized communities. These earned Carrboro a national communications Award of Excellence for the Most Creative Activity with Least Dollars Spent.



3,800+
total touchpoints

1,300+
total engaged

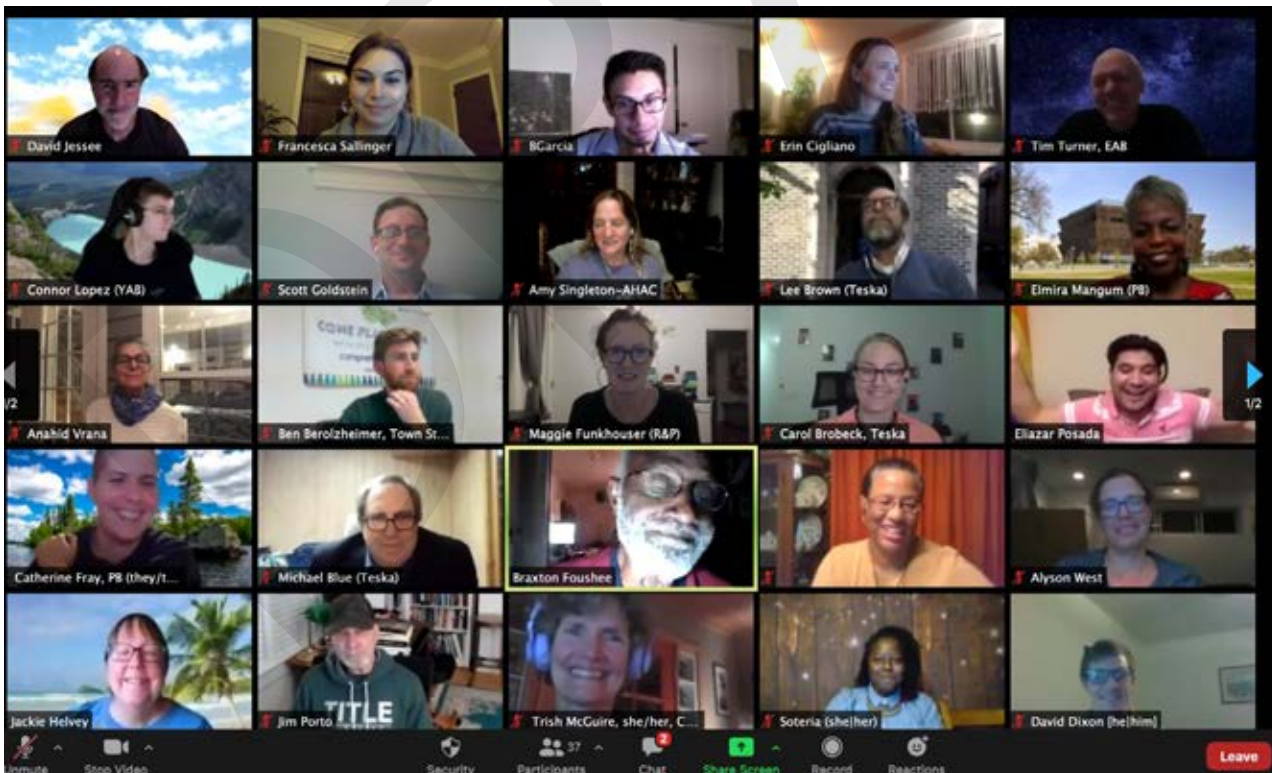
▲ The Carrboro Connects engagement process used a combination of engagement techniques, such as fun and creative marketing in both English and Spanish, social media posts via Town channels and partner organizations, radio announcements, postcard mailings, email, and paper handouts at events.

▲ "Touchpoints" are the total instances of engagement, while "engaged" refers to total individuals who participated

Carrboro Connects Task Force Stakeholder Interviews

A Comprehensive Plan Task Force, comprised of appointed representatives from the Town’s advisory boards as well as 8 at-large members from the community who were appointed by the Town Council, served as the “eyes and ears” of the plan. This group of 29 individuals met over the course of the project to provide input on engagement efforts, identify issues and opportunities, and review and provide feedback on preliminary plan recommendations. The Task Force met officially seven times but also had additional editing sessions, a get-together at the pop-ups in June, and had GARE Trainings to develop and review the plan with a focus on race and equity.

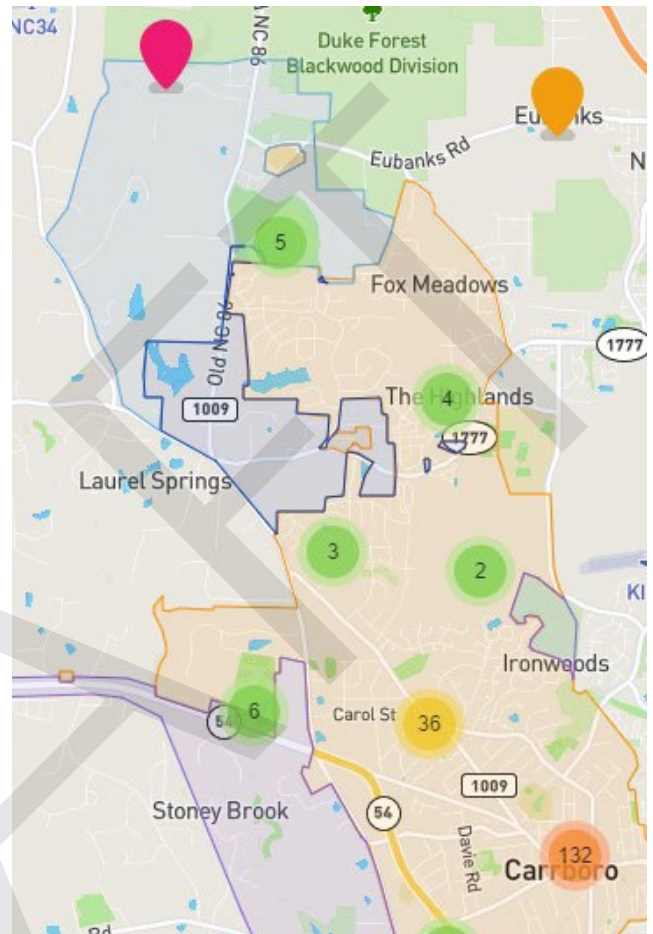
A series of 22 virtual meetings were held over the summer of 2020. In small groups of three to five individuals, the consultant team and Town staff interviewed over 60 residents, community leaders, and businesses representing a broad range of expertise and perspectives. The questions covered everything from what people loved about Carrboro, what are the Town’s biggest challenges and opportunities, and what people would most like to get out of the plan once it is completed. Participants also shared ideas for additional folks to interview and get involved in Carrboro Connects, particularly those who may not already be involved in the Town.



The Carrboro Connects Task Force met consistently over the course of the project for three-hour working sessions via Zoom. In small breakout groups, the Task Force had in-depth discussions about plan topics, raising important questions for the project team and providing constructive edits that led to a more detailed, authentic plan. ▼

Project Website

The project website served as an essential virtual hub for Carrboro Connects. Interactive tools allowed website users to share on a virtual “ideas wall,” place comments on a map for place-specific thoughts, and view all project documents, meeting recordings, and summaries. The website also included a subscribe feature that allowed visitors to sign-up to receive project news via email, and a Google Translate button that converted the site into different languages. At every stage of the planning process, new users learned about Carrboro Connects, registered, read about the plan, and shared their ideas. Throughout the project, over 370 unique subscribers signed up via the project website.



1,700+ Unique Website Visitors

Ted
5 months ago

Regulate AirBnBs
This might be a good time to incorporate some consistent and enfo...

Share 1 ❤️


Andi
3 months ago

Bike lanes throughout town without disappearing just before busy intersections or new roundabout, or bike trail bypasses for busy areas.
Would be nice if kids or novices could bike throughout town witho...

Share 1 ❤️

ELA
10 months ago

Centrally located public Dog Park



Carrboro is missing a public dog park that can be accessed by foo...

Share 0 ❤️

D **DavidD**
7 months ago

This parking lot is never fully used – seems like a great opportunity for creating interesting streetscape or small businesses/housing?

Kristen
3 months ago

Prioritize Mass Transit
I would love if we could work with Chapel Hill to expand our mass...

Share 0 ❤️


Resident
a month ago

Balance high density and park
Every resident should be within a accessible 1/2 mile of a park. ...

Share 0 ❤️

Isa
2 months ago

A water play feature. A water pad. A spray ground. Downtown. None in Carrboro or Chapel Hill yet.



It would improve the town a lot. It's accessible to everyone and ...

S **Steckley**
7 months ago

This could be a great place for a community garden for the residents of South Carrboro. Two apartment complexes and three neighborhoods are here.

Resident
a month ago

Passive bike streets
Amend the land use ordinance to require any proposed cul-de-sac t...

Share 0 ❤️

Ellie Heffernan
2 months ago

Coordinate with other cities to make a more efficient Triangle-wide transit system
Many times, the buses, like CRX or 400, come infrequently. They a...

Share 0 ❤️

Kristen
3 months ago

Online Engagement

The website featured all project documents and information for visitors who just wanted to stop by and browse, as well as activities and multiple feedback tools for registered users.

Quick Statistics:

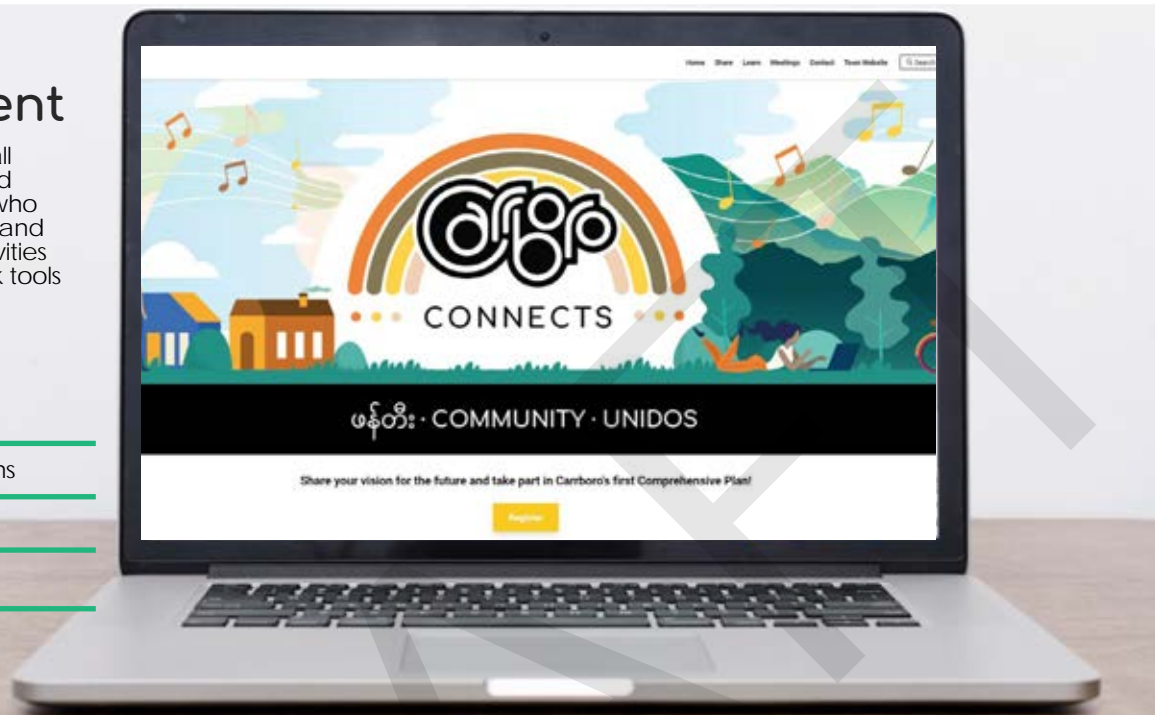
Sep 2020 to Nov 2021

4,500+ Site Visits

370+ Site Registrations

400+ Ideas Shared

200+ Mapped Ideas



In addition to the in-person Around Carrboro Pop-Ups held in June 2021 (discussed on page 15), the website featured a Virtual Pop-Up for anyone who couldn't attend the events. Over 180 people visited the webpage which led to 36 new ideas shared, new website registrations, and new voices being included in the Carrboro Connects planning effort. ▼

Virtual Pop-Up

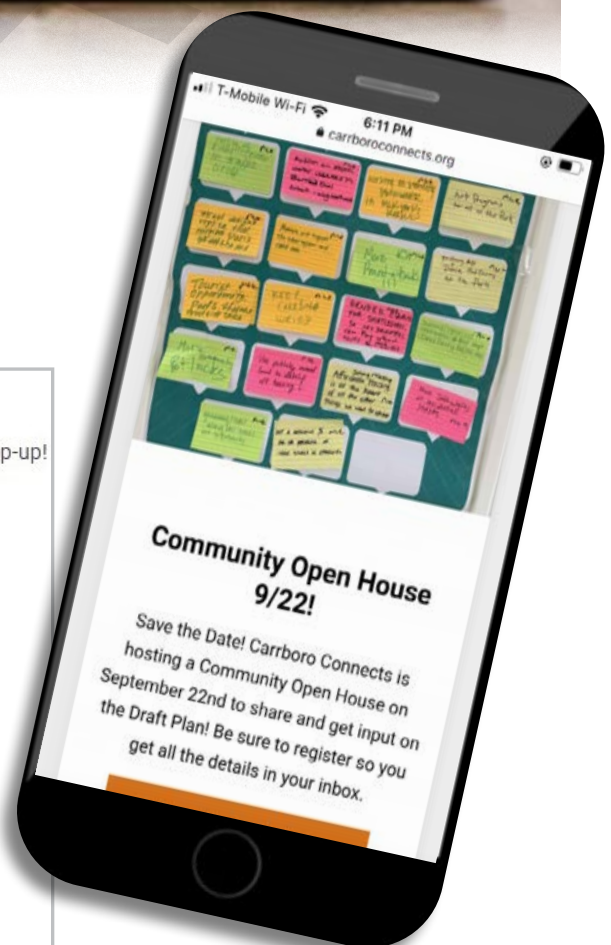
Click the images below to begin sharing input via our virtual idea booth and map booth pop-up!



CLICK TO ENTER



CLICK TO ENTER



Creative, Virtual Outreach

From 2020-2021, during which most of this planning process unfolded, communities around the world shifted many work and social activities into a virtual space. Carrboro Connects had to do the same, and quickly realized some of the benefits of virtual communications: it may be easier for some to participate from home via phone or computer; there is no need to find transportation or childcare; folks can log on for as much time as they have; participation can be with cameras on or off, via the chat, or by listening; and you can have multilingual meetings using Zoom's interpretation tool with a live translator and breakout rooms in different languages.

Carrboro Connects' virtual/remote events included:

- 2 Community Workshops with Spanish translation and breakout groups, also featuring music, mindmapping, and local history
- 2 Facebook Live Events to reach specific populations: one held for Spanish speakers in partnership with El Centro Hispano, one held for Burmese- and Karen-speaking residents with the Refugee Community Partnership
- 7 Task Force Meetings and 2 Task Force Editorial Sessions
- Community submissions to the Carrboro People's Photo Album
- "Conversation Cafe" peer interviews
- Frequent meetings and updates to Town Council, Town Advisory Boards, Orange County Affordable Housing Commission, NAACP, and other local groups that provided input



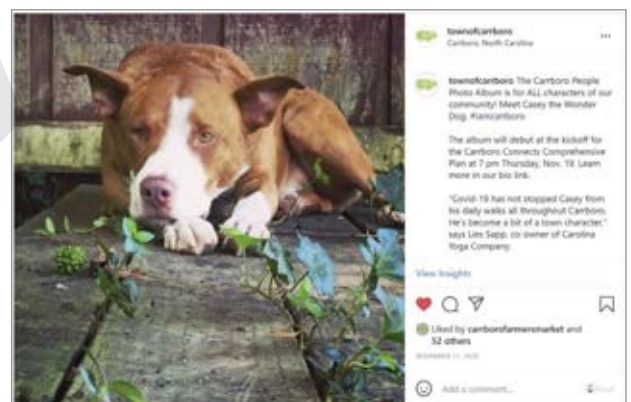
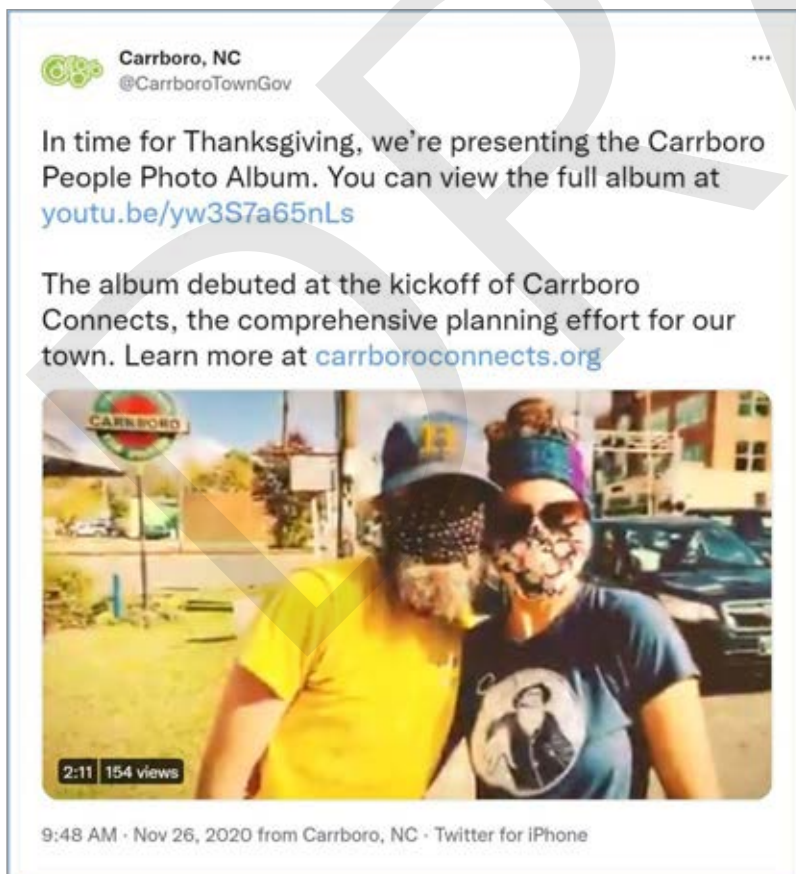
◀ Facebook Live proved to be one effective way to reach communities who may not typically attend a townwide event, especially if it were only in English. Two events with El Centro Hispano and the Refugee Community Partnership allowed for a focus group-like discussion of the specific concerns and ideas from these communities.

Social Media & The Carrboro People Photo Album

The Carrboro People Photo Album encouraged participation at the first community meeting held a week before Thanksgiving. We asked anyone who wanted to be included to take a photo of themselves, their pod, or family pets. View the album at youtu.be/yw3S7a65nLs

More than 150 people attended the Nov. 19, 2020, community meeting when the Carrboro People Photo Album was presented. Engagement was also high leading up to the album premiere, as people shared photos and commented on those they recognized, and Town Communication and Engagement staff posted teasers to boost interest. This was a time during the pandemic when people longed for social interaction.

Raising awareness on social media about Carrboro Connects was a constant driver of public attention. About 100 posts across Twitter, Facebook, Instagram, Nextdoor and YouTube opened the door to people talking about the the town's comprehensive plan. In November 2020, Carrboro Connects posts made the Top Three Most Engaging and Top Three Highest Reach Posts on both Town of Carrboro Instagram and Facebook.



Pop-Up Events

After one year of virtual engagement, the Carrboro Connects team was excited to finally connect in-person for pop-up events around town in June 2021. The pop-ups were an opportunity to reach new people who hadn't yet heard about the comprehensive plan, as well as check-in with old friends to get input on ideas that had been emerging in the planning process. Five pop-ups took place at strategic locations spread across Town. These locations were intentionally picked to capture a wide variety of people and meet them at places they may typically visit. All of the locations were widely disseminated to residents via social media, flyers, email lists and web newsletters.



AROUND CARRBORO POP-UPS
Thursday · Friday · Saturday · June 10 - 12, 2021

COMMUNITY · UNIDOS
Carrboro
CONNECTS

Thursday June 10	Friday June 11	Friday June 11	Saturday June 12	Saturday June 12
Carrboro Plaza	Rogers Road	South Green	Farmers Market	MLK Jr. Park
4 - 5:30 p.m. NC 54 and W. Main Street	4 - 5:30 p.m. Bus stop in front of Faith Tabernacle Oasis of Love	6:30 - 7:30 p.m. 501 S. Greensboro Street	8:30 - 10:00 a.m. Town Commons, 301 W. Main Street	11 a.m. - 12:30 p.m. 1120 Hillsborough Road

Swing by to share input on our Town's very first Comprehensive Plan. Join your neighbors to talk about transportation, housing, jobs, and more!

Safety First: We will be practicing safe physical distancing and taking health precautions.

FREE POPSICLES

Carrboro Connects Virtual Pop-Up

Unable to attend in-person? Everyone is invited to take part in our virtual pop-up, open everyday rain or shine - visit website below or scan QR code. Questions: Contact Ben · bberolzheimer@townofcarrboro.org · (919) 918-7330

carrboroconnects.org/pop-ups

"Implementing this plan will require community members to come together and see how connecting on projects can collectively benefit all of us."

-Soteria Shepperson,
Task Force Member

"How can the Town invest in resources that help build peoples' skills while also meeting needs and improving our neighborhoods?"

-Quinton Harper,
Task Force Co-Chair

2 | community engagement

Pop-Up Photos



▲ Five Pop-Up Events were spaced out over Thursday - Saturday, at locations across town: Carrboro Plaza, Rogers Road, South Green, Farmers Market, and MLK Jr. Park

Community Open House

A community open house to review the Preliminary Draft Plan was held on September 22, 2021. While originally scheduled to gather in-person at the Town Commons, weather forced a last minute pivot to a virtual meeting. This change didn't stop a group of 60 individuals (in addition to the project team, Town Staff, Town Council, and Task Force members) from joining together virtually for discussion and feedback on the recommendations presented in the September Draft.

This November 16th Public Hearing Draft incorporates comments received from over 100 individuals (members of the public, Town Staff, and Town Council) received at the Open House, via the project website feedback form, and through emailed comments and marked up draft documents.

Extra Mile Engagement

Carrboro has set a high bar for civic engagement, incorporating public input into all Town decisions and processes. While this is true, it remains a challenge, in many communities, to reach beyond the usual suspects and hear from the full range of residents.

For this process to be successful, outreach efforts were intentionally designed to go the extra mile and reach out to all members of the Carrboro community, including groups that may have not been involved in the Town's activities in the past.

Towards this goal, a diverse Task Force was developed of people from different racial and ethnic backgrounds and of varied ages, interests, genders and economic backgrounds. The demographic makeup of the Carrboro Connects Task Force is reflective of the Townwide mix. For example, members were: 11% Asian/Pacific Islander (Town = 9%), 21% Black/African American (Town = 11%), 7% Hispanic/Latino (Town = 7%), and 61% White (Town = 68%). This was intentional, as it is important that the group guiding the planning process is demographically similar to the wider Carrboro community in order to serve as ambassadors for an inclusive plan.

The Task Force members served as plan ambassadors, inviting others from their networks to join in the process and interviewing new people, neighbors, and acquaintances to answer questions about Carrboro's future.

To reach new and diverse populations, workshops and materials were multi-lingual and pop-up event locations set in areas where we might engage with more BIPOC residents and workers.

Outreach activities took place in English and Spanish, and some materials and events also translated for the community from Burma (including part of the project logo's tagline, "Creating Community Together"). To engage different age groups and levels of ease/access to technology, outreach was done online, in-person, through printed outreach materials or by calling a Town phone number. Maps do not just include the Town boundary but show the full extent of Carrboro, which includes the Transition Areas and the Extra Territorial Jurisdiction. In interviews and conversations throughout, we have asked each person "who else can we reach out to?"

"The plan is about bringing all of us together, not just those of us here but all those who we can reach. Carrboro Connects is about those connections, the process, and making sure we can all be creative and collaborative and learn from each other."

*-Catherine Fray
Task Force Co-Chair*



CHAPTER THREE

Affordable Housing

VISION

There is a home for everyone in Carrboro. Carrboro is affordable, safe, and welcoming for all people who want to live in the community. The Town works to prevent displacement of existing residents, advances racial equity and accessible housing, and has a full range of affordable options for all life stages and types of households, particularly low- and moderate-income and historically disadvantaged households....

Definition of Affordability:

Access to quality housing to households who cannot afford to pay the rent or mortgage without assistance. Standard: units for which a family would pay no more than 30% of their income for rent or 2.5 times their annual income to purchase.

KEY FINDINGS

1. Housing units were built at the most rapid pace between 1970-1990. Since then, annual rate of housing unit development has slowed and is currently at 1%. (Town of Carrboro)
2. For-sale housing prices are escalating rapidly, including a 13% change in the past year, and a 43% increase over the past five years to a current market price of \$348,000. (Zillow.com, June 2021)
3. Rent is rising faster than income as well. Rent on a two-bedroom apartment has increased 29% over four years while median household income rose 11%. (ACS 2014-2018)
4. Seventeen percent of homeowners have housing cost burden, while 49% of renters experience cost burden -- pay over 30% of their household income toward housing expenses. (ACS, 2014-2018)
5. Based on housing affordability versus demand for housing, there is a total affordability gap of 1,078 housing units, including 314 for-sale units and 765 rental units. (ACS, Esri and Freddie Mac Calculator)

Race and Equity

There has been historic discrimination in housing practices across the U.S. – from access to finance to zoning to redlining practices. Carrboro is currently losing many of its more affordable homes – whether for-sale or rental housing, through escalating prices, speculation and limited amount of new housing that has been built in recent years. A high rate of housing cost-burden, especially among renters, is evidence of the high cost of housing, particularly among low and moderate income households. For Carrboro to be welcoming to residents of all races, backgrounds, and incomes, affirmative policies are needed to preserve existing housing that is affordable and provide more supply of housing that is affordable to low- and moderate-income households.

Affordable housing strategies and projects have been designed to advance race and equity in the town through:

- Expanding the supply of affordable housing for both homeowners and renters.
- Meet the growing need for affordable housing for residents and employees who would like to live in the Town but cannot find affordable housing currently.
- Reduce the housing cost burden for homeowners and renters.
- Create policies that prevent the displacement of existing affordable housing and mitigate the impact through the creation of additional high-quality affordable housing.
- Advance the Town's goals to be a welcoming community for all.

Climate Action

The housing strategies and projects aim to advance the Town's Climate Action Plan and Energy and Climate Action Plan through:

- Designing and retrofitting energy-efficient housing to reduce housing costs.
- Locating housing in areas with high transit accessibility to provide transportation options and reduce auto-dependence, which can reduce total housing + transportation costs.
- Working with OWASA to create more affordable water pricing strategies to reduce costs to residents.

While these strategies are identified within the Climate Action and Environment chapter, they are directly related to advancing quality affordable housing options for both current and prospective residents in the Town.

DRAFT METRICS

1. Number of new affordable for-sale homes and number of preserved affordable homes for households up to 80% Area Median Income (AMI) that have long-term affordability restrictions.
2. Number of new rental units and number of preserved rental units for households up to 60% of AMI
3. Reduce cost burden for homeowners from 17% to X%.
Reduce cost burden rate for renters from 49% to Y%.

GOALS, STRATEGIES, AND PROJECTS

Goal 1: Increase the number of homeownership units that are permanently affordable with targeted strategies to serve households earning 80% of Area Median Income (AMI) or below with priority to historically disadvantaged households.

Strategy 1.1: Increase development of for-sale affordable housing units for households earning up to 80% of AMI.

- a) Establish bi-annual goals for the development of affordable for-sale homes tailored to different price points that are affordable up to 80% AMI at different household sizes.
- b) Match housing strategies to targeted needs by price point and household type. Identify strategies and partner organizations that can provide additional affordable units.
- c) Seek funding sources (see Goal 6) to meet the gap in financing additional affordable housing units.



Habitat for Humanity homes under construction on Cobb Street

Strategy 1.2: Reduce barriers to first-time homebuyers and to homeownership retention, affirmatively marketing to BIPOC and to historically disadvantaged households.

- a) Seek funding and resources to expand the capacity of organizations that provide homeownership counseling services for new buyers, income-eligible existing homeowners, and prospective homebuyers to expand the pool of eligible applicants and reduce the likelihood of foreclosure.
- b) Expand the use of cooperatives and other limited equity housing models to provide homeownership opportunities to prospective owners that may not otherwise be able to afford their homes. This can be part of mixed-income or stand-alone affordable developments of single-family homes, townhomes, or condominiums.



Photo from the Rose Walk neighborhood as an example of attached housing. Through housing counseling and first-time homeowner down payment assistance, more households would be able to afford to purchase homes.

Strategy 1.3: Support and build upon the land trust model and investigate other examples to acquire as well as keep housing permanently affordable, such as cooperative housing.

- a) Expand the reach of cooperative housing models, Community Home Trust, Habitat for Humanity of Orange County, to reach more households and at different income thresholds. Work with partners to expand the cooperative housing and land trust models to offer a broader array of tools to preserve affordable housing and market the programs to renters and low- to moderate-income households interested in purchasing homes.



The Landings at Winmore is a 58-unit Community Home Trust affordable rental development in Carrboro



Ballentine Neighborhood in the Lake Hogan Farms area developed by Community Home Trust

Goal 2. Increase number of rental units that are permanently affordable to very low-income households earning up to 60% of AMI with a particular focus on those earning less than 30% AMI and historically disadvantaged households.

Strategy 2.1: Continue to support rental housing development through the Affordable Housing Fund and leveraging other resources.

- a) Invest in rental housing projects that provide additional units for targeted income groups up to 60% AMI and historically marginalized communities. Expand the toolbox of affordable housing incentives by considering greater incentives for rental units that meet lower income levels at the 30% and 60% AMI levels.

- b) Seek ways to expand rental units in existing developments through providing additional financial resources and incentives. Target Affordable Housing Fund resources to expansion of new affordable rental through redevelopment agreements.

Strategy 2.2: Create targeted rental programs for extremely low-income households (less than 30% AMI).

- a) Work with Orange County to support programs that expand use of vouchers and landlord acceptance of housing vouchers. Participate in the County's efforts to educate landlords on the benefits of accepting vouchers and non-discrimination based on source of income. Refer residents to the County to coordinate ongoing services to voucher-holders to assist them in workforce training, career development, accessing day care, elder care, health care, etc. so that they can build household earnings and therefore more stable housing over time.
- b) Encourage applicants to the Affordable Housing Fund to reserve units for extremely low-income households and target the Fund's investment to making these projects financially viable.

Strategy 2.3: Ease the pressure on rental prices by increasing affordable rental housing stock, particularly in high-transit areas.

- a) Partner with existing rental developments to investigate strategic additions of new affordable units. Provide outreach to owners of existing rental developments to determine interest in adding housing units that meet the goal of at least 15% of new units to be affordable. This can be done by strategic reductions in setbacks, parking requirements or increased number of units to 150% of all, if meeting the affordable housing goal.
- b) Create redevelopment incentives that include affordable housing set-asides for rental housing units. Explore the creation of a new affordable housing incentive that is targeted at redevelopment opportunities, to support the creation of new rental units in existing built-up areas. This could be done through an increase in the density bonus, reduction in parking and/or setbacks. Explore the redevelopment of vacant commercial properties for affordable housing.
- c) Encourage the redevelopment of commercial properties to provide affordable housing as a part of mixed-use developments.



Shelton Station includes 20% affordable housing units and is located a short walk to Carr Mill and Downtown Carrboro.

Goal 3: Diversify and expand a variety of housing options throughout Carrboro using a mixture of affordable housing types.



A new clubhouse for Club Nova is being built in front of affordable housing along Main Street in Downtown

Strategy 3.1: Expand the provision of Accessory Dwelling Units. (ADUs)

- a) Provide assistance and support for BIPOC, senior and long-term homeowners who are interested in creating ADUs.
- b) Reform ADU standards in the Land Use Ordinance to allow for ADUs on more lots (see Land Use Chapter).
- c) Consider incentives for ADUs that are dedicated as permanently affordable for up to 80% of AMI.

Strategy 3.2: Support affordable housing options for older adults and persons with different abilities

- a) Identify sites for active adult, age-restricted housing and accessible housing including criteria such as access to transit, sidewalks, neighborhood amenities, access to food, health care and services. Identify sites that are appropriate for affordable housing options for older adults including vacant or underutilized land that is close to amenities and transportation.
- b) Identify funding resources to invest in new or preservation of existing affordable senior housing.



Carolina Spring Senior Apartments is a 124-unit Low-Income Housing Tax Credit project

Strategy 3.3: Preserve existing mobile home parks and identify possible locations for additional mobile and manufactured housing.

- a) Preserve manufactured home communities to create resident-owned communities, acquisition opportunities, land banking, rehab and repair and creation of an early warning system.

- b) Minimize resident displacement due to redevelopment through home construction as a part of redevelopment, master planning, and using publicly owned land.
- c) Create a Relocation Assistance Package through proactive engagement with residents, housing search assistance, identification of open lots, financial assistance for relocation, and securing new housing.

Strategy 3.4: Assist with acquisition of land for affordable housing.

- a) Identify existing Town-owned lands that can be conveyed to affordable housing developers. Review all Town-owned land not needed for public facilities to determine suitability for affordable housing and determine value of land in consideration of provision of public benefits.
- b) Partner with affordable housing developers to acquire land for development. Consider the use of tools available to the Town to assist affordable housing developers in securing site control for projects that meet the Comprehensive Plan goals and strategies.
- c) Encourage market-rate developers to team with affordable housing developers. Increase the production of affordable housing by encouraging development teams to meet multiple Town goals for affordable housing, economic sustainability, and opportunities for BIPOC and local developers.

Goal 4: Maintain and improve the quality of Naturally Occurring Affordable Housing (NOAH) and “missing middle” opportunities.

Strategy 4.1: Preserve existing for-sale naturally occurring housing.

- a) Continue to provide home repair grants to income-eligible and aging-in-place households.

Strategy 4.2: Reduce erosion of rental housing quality and affordability.

- a) Expand the use of Home Trust and work with property managers/owners to include purchase rehab of rental units to reach lower income levels and as a transition to homeownership or as permanent affordable rental housing.

Strategy 4.3: Preserve existing affordable rentals such as expiring tax credits.

- a) Work with existing rental property owners to determine ways to add additional affordable housing units and what regulatory (e.g. additional allowable density) and/or financial assistance may be needed.
- b) Work with owners of affordable housing developments nearing expiration of affordability restrictions to refinance the property and extend affordability requirements.

Strategy 4.4: Preserve and expand opportunities for “missing middle” housing.

- a) Investigate changes to the Land Use Ordinance to establish minimum and maximum density levels in areas with water and sewer service.

b) Expand housing repair programs for income-eligible households up to 100% AMI to reduce displacement of current households.

Goal 5: Support efforts with Orange County to ensure that all homeless¹ individuals and families have access to safe housing, appropriate services, and a path to permanent housing.

Strategy 5.1: Ensure emergency care and shelter is provided when needed.

- a) Work with the Continuum of Care partners to address the emergency shelter and transitional housing needs of homeless individuals and families. Identify opportunities among local organizations and housing resources to provide related services to homeless households for both emergency and long-term assistance.

Strategy 5.2: Help extremely low-income households and people experiencing homelessness transition to permanent affordable housing.

- a) Help those experiencing homelessness (especially people and families experiencing chronic homelessness; families with children; veterans and their families; and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

Strategy 5.3: Prevent homelessness

- a) Assist the County in identifying housing units and removing barriers to low-income individuals and families to avoid becoming homeless, especially extremely low-income individuals and families and those who are: being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); or, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs.

Goal 6: Expand resources targeted to affordable housing.

Strategy 6.1: Continue to invest in the Affordable Housing Fund

- a) Provide annual reports on the impact of the Affordable Housing Fund. Continue to provide annual reports on Affordable Housing Fund investments, including recipients, number of households supported, income level and demographics of households, etc.
- b) Monitor the property tax rate to support the Affordable Housing Fund. Review the affordable housing fund property taxes raised on an annual basis and the impact of the funds.

¹ Note: Public comments have suggested using the term “unsheltered” instead. For this draft document, “homeless” was used for consistency with the County’s terminology but new phrasing will be considered for future versions.

- c) Develop a campaign to solicit private investments in the Affordable Housing Fund. Consider creating a tax-deductible entity such as a 501 c)3) organization or Housing Trust Fund to raise additional private contributions from residents, businesses and foundations targeted to affordable housing.

Strategy 6.2: Engage the community on the need for affordable housing and explore passage of an Affordable Housing Bond.

- a) Educate the community on the importance of the need and impact of quality, affordable housing.
- b) Determine the programs and projects that could be supported through an Affordable Housing Bond. Conduct community outreach regarding the needs and possible projects.
- c) Based on public support, place the Affordable Housing Bond referendum on the ballot.

Strategy 6.3: Pursue state and federal housing grants and programs.

- a) Pursue grant programs that meet the Town's priorities. Continue to pursue state, federal, foundation and corporate housing funds consistent with the Town's goals.
- b) Advocate for greater affordable housing resources at the state and federal level. Work with North Carolina League of Municipalities to advocate for additional affordable housing resources from down payment assistance to upgrading public housing to new construction and rehabilitation programs.

Climate Action and Environment

- Increase energy and water conservation in new construction and rehabilitation to reduce costs to homeowners and renters.
- Work with OWASA to provide grants for fixture replacement to income-eligible households.

Land Use

- Fully evaluate and reduce housing density restrictions to slow the increase of housing prices and diversify housing stock.
- Preserve and promote the availability of affordable housing near transit.
- Pursue coordinated land use planning for high priority areas.
- Preserve and promote the availability of affordable housing near transit.
- Expand the permissibility of Accessory Dwelling Units (ADUs) and tiny homes.
- Explore the creation of an overlay district to preserve mobile home parks.
- Improve the development review process to support the creation of more affordable housing

Transportation and Mobility

- Investigate and reduce any negative effects of parking requirements on housing costs.



CHAPTER FOUR

Climate Action & Environment

Note: The Town Council has been recommended to adopt both the Community Climate Action Plan and Energy and Climate Protection Plan as a part of this comprehensive plan.

CLIMATE ACTION VISION

The Town is a leader in mitigating climate change and in increasing resilience to climate change impacts for both residents and the environment by incorporating creative system-wide changes. The Town prioritizes strategies to increase the resilience of Black, Indigenous, and People of Color (BIPOC), low-income, and other residents who are disproportionately impacted by climate change.

CLIMATE ACTION KEY FINDINGS

- 1. In August 2021, the Intergovernmental Panel on Climate Change released a report confirming that human actions have caused climate change.** Additionally, it confirms previous reports of impacts of climate change and that 1.5°C and 2°C rise in temperature will happen in the 21st century unless drastic reductions in greenhouse gas (GHG) emissions are achieved globally.¹
From 2000 to 2009, extreme heat was the leading cause of weather-related deaths in the U.S. Extreme heat degrades air quality. Additionally, by the end of the century, the annual number of days with extreme precipitation (3 inches or more) is projected to increase by up to 115% under the lower scenario, and 200% under the higher scenario in the Piedmont Region of North Carolina.² Though the Town was not specifically redlined by federal agencies, housing patterns in the area may leave some populations more vulnerable to the effects of climate change.
- 2. The 2017 Community Climate Action Plan (CCAP) recommended the Town adopt the goal of a 50% reduction per capita GHG emissions by 2025.** In 2020, the CCAP and the 2014 Energy and Climate Protection Plan (ECP) goals were updated to an 80%

¹ IPCC, 2021: Summary for Policymakers. In: Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change [Masson-Delmotte, V., P. Zhai, A. Pirani, S. L. Connors, C. Péan, S. Berger, N. Caud, Y. Chen, L. Goldfarb, M. I. Gomis, M. Huang, K. Leitzell, E. Lonnoy, J.B.R. Matthews, T. K. Maycock, T. Waterfield, O. Yelekçi, R. Yu and B. Zhou (eds.)]. Cambridge University Press. In Press. Retrieved from https://www.ipcc.ch/report/ar6/wg1/downloads/report/IPCC_AR6_WGI_SPM.pdf

² Kunkel, K.E., Easterling, D.R., Ballinger, A., Bilal, S., Champion, S.M., Corbett, D.R., Dello, K.D., Dissel, J., Lackmann, G.M., Luetich Jr., R.A., Perry, L.B., Robinson, W.A., Stevens, L.E., Stewart, B.C., & Terando, A.J. (2020). North Carolina Climate Science Report, North Carolina Institute for Climate Studies. Retrieved from https://ncics.org/pub/nccsr/NC%20Climate%20Science%20Report_FullReport_Final_March2020.pdf

community reduction of 2010 GHG levels by 2030. The Town requires additional funding sources to fully fund implementation of these plans.

3. **Due to actions thus far, the Town has achieved a reduction of ~ 14% in Green House Gas (GHG) emissions as of March 2019.** The Town has set out comprehensive strategies to meet its goals, referring to a systems-wide approach of both redesigning the built environment to incorporate transportation, and improved standards and retrofits to support shifting community and municipal emissions.
4. **From 2009 to 2019, Carrboro's greatest emissions come from electricity and gas, and the emissions from transportation are increasing.** The town has seen a 14% reduction in emissions since 2012 from electricity and gas, 56% reduction since 2012 from solid waste, and a 23% increase in emissions from transportation.³

RACE AND EQUITY AND CLIMATE ACTION

Race and Equity:

The climate action and environment strategies and projects have been designed to advance race and equity in the town through:

- Increasing access to renewable energy, energy efficiency, and green stormwater infrastructure by providing financial subsidies.
- Exploring how renters and homeowners can receive benefits of efficiency measures.
- Shifting and expanding the Town's community engagement initiatives to improve all residents' ability to participate in decision-making around climate initiatives and access to natural areas.
- Assessing the impacts of stormwater variances cumulatively, as opposed to individually.

Climate Action:

The climate action and environmental strategies and projects aim to advance the Town's Climate Action Plan and Energy and Climate Action Plan through:

- Drawing attention to a system's wide approach to be resilient to climate change highlighting changes to construction/retrofits and ecosystem preservation.
- Suggesting how land use, transportation, policymaking process, energy, stormwater management, and water ecosystems decisions can be used to achieve Carrboro's climate action vision.

Some strategies are identified in the other chapters and are directly related to advancing equity and climate action for both current and prospective residents of the Town.

³ Janway, Laura, and Patricia McGuire. "Implementation Update: Energy and Climate Protection Plan (2014) & Community Climate Action Plan (2017)." Town of Carrboro, NC, June 22, 2021.
<https://www.townofcarrboro.org/DocumentCenter/View/9375/ECPP-and-CCAP-Update-June-2021>.

CLIMATE ACTION DRAFT METRICS

1. Achieve 80% reduction in per capita greenhouse gas emissions by 2030, as compared to 2010 levels.
2. Achieve 80% reduction in municipal emissions by 2030, as compared to 2010 levels.
3. Increase the number of BIPOC and low-income residents who participate in public engagement strategies, due to environmental injustice/disparate impacts of climate change.
4. X% percentage of budget requested to enact climate change actions is allocated over next 10 years.

CLIMATE ACTION GOALS, STRATEGIES, AND PROJECTS

Goal 1: Achieve 80% reduction in per capita greenhouse gas emissions by 2030, as compared to 2010 levels.

The goal refers to community-wide greenhouse gas emissions, not only emissions due to municipal operations.

Strategy 1.1 Increase the use of renewable energy sources, e.g., solar for all residents, including low-income residents. (CCAP)

Replacing fossil fuels with renewable energy sources will reduce Carrboro's greenhouse gas emissions. To meet equity goals, low-income residents should be able to access and afford renewable energy.

- a) Develop partnerships with public agencies or organizations to increase opportunities to access renewable energy (CCAP).
 - The town of Carrboro is currently part of the [North Carolina Cities Initiative](#) which is a forum to learn how to increase access to renewable energy. Additionally, seek a partnership with a community development financial institution (CDFI) or other non-profits to implement a community-based solar project. The partnership should seek to increase community awareness of renewable energy benefits and provide accessible program opportunities that lower or eliminate upfront installation costs for low- and moderate-income. Community education programs should continue to prioritize outreach to BIPOC residents and other traditionally underserved populations. The Town should also work with Duke Energy to explore other options to increase access to renewable energy.
 - The Town can encourage residents to pursue solar energy by revamping the Solarize Carrboro program of 2014-2015 where residents received free solar assessments and discounted installments from town-vetted local solar installers.

- Engage in conversations with state-wide environmental groups like Sierra Club and Southeastern Law Center to understand the possibilities of solar microgrids distributed within municipal jurisdictions.
- b) Continue evaluation of the potential to integrate renewable energy infrastructure during the review of development permits. (Carrboro Connects Task Force and Popup)
- Seek authority from the state and effective ways to make buildings “solar ready” or ready for other renewables during development and permit reviews so that future installation is more affordable and achievable. Educate developers on how renewable energy infrastructure is financially beneficial. New affordable housing development should be a priority for this strategy, as on-site renewable energy can lower energy costs for tenants. Continue to follow rise of new technology to create an energy positive building and incorporate in development permit reviews to advise developers on how to improve building designs before approving permits.
- c) Demand for more expansive renewable energy County and State legislation, ordinances, and policies. (Carrboro Connects Task Force)
- Examples include 1.) Enabling financing opportunities to increase the affordability of renewable energy; 2) State funding allocated to subsidize renewable energy for low- and moderate-income households; 3) Streamlining community solar facility requirements for utilities and other enabling policies that allow access to solar energy for residents who aren’t able to install rooftop solar.

Strategy 1.2 Integrate Climate Action with the Local Living Economy (CCAP)

In 2012, 93% of Carrboro’s greenhouse gas emissions were due to community activities (residents and businesses).⁴ To reduce community emissions, local businesses need to be able to implement climate action policies and processes.

Projects:

- a) Expand the Worthwhile Investments Save Energy (WISE) Program and Energy Efficiency Revolving Loan Fund (EERLF).
- Leverage available EERLF funding to pursue sustainable, long-term funding opportunities or budget allocation for these programs, with

⁴ Agudelo-Frankel, David, Brian Beaman, Grace Marshall, and Jessica Myers. “2012 Greenhouse Gas Emission Inventory for the Town of Carrboro, NC.” Carrboro, NC: Town of Carrboro, April 2015.

<http://www.townofcarrboro.org/DocumentCenter/View/2788/2012-GHG-Emission-Inventory-Final>.

processes updated as needed to increase loan accessibility for low- and moderate-income households and BIPOC business owners.



Energy efficiency programs could be combined with rehabilitation initiatives to improve weatherization and reduce monthly energy costs, especially to low- and moderate-income households

- b) Collect and communicate data to the public and decision-makers on food-related greenhouse gas emissions for dining facilities and households in Carrboro (CCAP).
- Continue data collection on household food choice behavior (Note: The Food Choice Survey has been completed and report is anticipated in Fall 2021. Also, a new Environmental Planner has been added in FY 2021-22 budget to assist staff with CCAP). Partner with academic and community organizations to collect data on energy food footprint of dining facilities in Carrboro. Include data in Food Choice Module and other public awareness campaigns related to climate action and local food options.

"Carrboro is known for its farmers' markets. I think it should be celebrated more, along with regenerative farming movement. That's important for taking care of our soil. Additionally, if the supply chains might be interrupted, we'll be dependent on local, sustainable farms, not using industrial inputs." – Community Member



Carrboro's farmers market sources all food within 50 miles, reducing greenhouse gas emissions. The farmers market and local food establishments are examples of efforts to grow and source food within a local market area

- c) Improve access to local healthy food options such as fresh fruits and vegetables to all community members.
 - Local food production reduces carbon emissions due to the reduction in transportation. Analyze future community garden sites, such as one for the residents of southern Carrboro near Berry Hill Dr & Rose Walk Ln. Partner with local organizations to educate residents on how-to increase plant use in diets.
- d) Promote the green economy including local innovators and low-impact industries. (See Economic Sustainability Strategy 5.2)

Goal 2: Achieve 80% reduction in municipal emissions by 2030.

As this goal refers to greenhouse gas emissions due to municipal operations, refer to *Public Services chapter* to view relevant strategies/ projects already underway.

Strategy 2.1: Budget for implementing the Town's climate action plans (both community and municipal) in accordance with the June 25, 2019 Resolution (Environmental Advisory Board).

Goal 3: Expand equitable and inclusive community participation in the decision-making and implementation of climate change goals and policies.

Equity requires that all individuals, especially marginalized populations, can meaningfully contribute to the creation and implementation of community goals and policies. Inclusive community participation works towards co-creation, not just reaction to drafts of policy.

Inclusion of marginalized voices reduces the potential for negative unintended consequences for these community members.

Refer to the Public Services and Communications chapter to see projects to improve community engagement in the implementation of climate change goals and policies.

Goal 4: Enable lower-income residents and small business owners to be able to financially participate and benefit from climate resiliency programs.

Strategy 4.1 Increase participation of rental properties in energy, drinking water, and climate resiliency building programs. (Carrboro Connects Task Force)

While property owners have sole authority to participate in building programs, some or all of the benefits of program participation accrue to renters who pay utility bills and replace personal property after severe weather damage. For this reason, owners may not be incentivized to pursue programs.

- a) Establish a Rental Property Task Force and Process (CCAP).
 - The Town can partner with a community organization to develop and facilitate a task force comprised of stakeholders (building owners, renters, relevant program managers) who are paid for their time (either through their work or if they are resident, through the town), tasked with identifying strategies to increase participation of rental properties in energy, drinking water, and climate resiliency building programs.

CCAP 2020

"Most emissions in Carrboro come from buildings, a very high percentage of buildings are for housing and about two-thirds of housing in Carrboro is rental property. For progress towards Carrboro's Climate Action Goal, it is imperative that emissions reductions efforts address rental property. It is recommended that the Town commission a Task Force to bring forward policy recommendations for how to align landlord and renter interests towards improved energy efficiency in rental units."

- b) Establish a certificate program and public database for the energy performance of rental housing (CCAP).
 - This program and database would make it easier for renters to find energy efficient and climate resilient rental listings. Incorporate feedback from interested stakeholders in program design.

CCAP 2020

"Buildings Recommendation #5: Create Rental Property Registry/Certification

The basis for this recommendation is identical for the above building recommendations. The essence of this recommendation is that, as part of

making rental properties more energy efficient, a program be created that makes it easy for those in the rental market to find energy efficient rental listings.”



Energy efficiency certificates can better inform renters about additional costs of potential housing locations.

Strategy 4.2 Expand access to weatherization, energy efficiency, and continue water conservation measures for all, especially lower-income residents and small business owners, in new construction and retrofits to existing buildings (CCAP).

For Carrboro, OWASA has a robust [water conservation program](#) that water bill payers can access. All of these measures reduce utility costs associated with the building.

- a) Pursue compliance with voluntary section of building code or request specific energy performance rating/measures as a part of land use and/or building permit, especially for affordable housing units/projects (CCAP).
 - Identify voluntary sections of building code that call for increased energy efficiency, weatherization, and water conservation measures. Publicize these sections to developers, especially for affordable housing projects. Explore requiring energy performance ratings in new developments in order to obtain a land use and/or building permit.
- b) Incentivize energy efficiency and green building with special designations and recognition programs to exceed minimum standards and meet climate change demands (Economic Sustainability Plan).



New construction of housing often includes energy efficiency updates.

- c) Develop and promote technical assistance programs for small businesses owners and income-qualified homeowners and renters to install weatherization, energy efficient, and water conservation measures (CCAP).
 - Continue to partner with regional and local jurisdictions to develop and provide technical assistance programs to small business owners and income-qualified homeowners and renters. For example, continue the partnership with OWASA on the water conservation programs at free or reduced cost. Work with OWASA to provide free fixture replacement to income-eligible households. Participate in stakeholder meetings to assist with developing new programs for weatherization and energy efficiency. Stakeholder meeting should be systemwide including program funders, administrators, practitioners, and households.
- d) Develop a free or low-cost financing program for weatherization, energy efficient, renewable energy/community generation, and water conservation projects which can be an addition to affordable home rehabilitation programs (adapted from CCAP and Economic Sustainability Plan).
 - These opportunities may require partnering with other organizations, applying to grants, or advocating for additional funding from the state level. For example, Carrboro can work with OWASA to provide grants for fixture replacement to income-eligible households. The Town can work with the Orange County Home Preservation Coalition to support home weatherization and leverage affordable housing funding through the Weatherization Assistance Program and Home Repair Consortium. The

goal is to keep people in their homes as climate change occurs, and more support may be necessary for older homes, like those in the Transition Areas.

ENVIRONMENT VISION

Preserve, protect, and restore natural areas and ecologically sensitive and productive areas through all feasible means. Plans and policies will improve equity by increasing the community's access to experiencing natural places, especially for those who currently have less access.

ENVIRONMENT KEY FINDINGS

1. Historical practices of development and agriculture have weakened the resiliency of Carrboro's natural ecosystems. However, the Town is committed to improving ecosystem quality, recognizing the dual benefits for quality of life and climate change resiliency and its importance to town identity. In 1995, the land use ordinance required that 40% of open space be preserved in all new developments. In 2014, the tree canopy coverage standards were updated to include at least 40% canopy coverage on residential land.
2. Between 2002 and 2010, Carrboro lost approximately 4% of its tree canopy,⁵ which negatively affects native pollinator populations.
3. Future development decisions may evaluate the impact of retrofitting older developments which are inadequately prepared for predicted impacts of future climate change. For example, a portion of development in Carrboro, particularly near downtown, was completed prior to the implementation of floodplain management regulations.

ENVIRONMENT DRAFT METRICS

1. Calculate the acreage of native plantings in Carrboro and increase by X%.
2. Calculate the acreage of tree canopy in Carrboro and increase by Y%

⁵ Town of Carrboro. (2017). Community Climate Action Plan. Retrieved from <https://townofcarrboro.org/DocumentCenter/View/4116/Community-Climate-Action-Plan>

Goal 1: Conserve and restore watersheds, ecosystems, and native species.

Steward all living things in the Town's local environment. This requires saving and repairing the damage done to the local watersheds and ecosystems.

Strategy 1.1 Support native plantings throughout town (Land Use Ordinance).

Native plants and trees originated and adapted to the local environment contribute to the ecosystem's overall health. Due to development and property practices, native plants and trees have historically been removed. Disrupting native plantings gave rise to invasive species, harmed local food chains, and damaged the overall ecosystem. The Town can intentionally choose to replant native species to mitigate stormwater concerns and urban heat island effect.

- a) Conduct a heat study of Carrboro to identify urban heat islands to determine where native planting programs can be strategically located. Establish parameters within the Land Use Ordinance to mitigate the urban heat island effects in priority areas.
 - Partner with nonprofit partners and research groups to learn best practices for preservation and determine how and where to plant and maintain native trees and plants to create greenspaces for shading and additional environmental and mental benefits. While identifying priority areas, incorporate data of energy burden on households or businesses, because these buildings will benefit from natural shading.
 - Parameters in the land use ordinance can include maintaining and increasing existing canopy. Revisit identification of priority areas as development and plantings occur.
- b) Work with local groups and organizations to support and expand a native pollinators program that provides technical assistance on native planting for Carrboro residents (renters and homeowners) and business owners (CCAP).

"In residential communities, we use chemicals for lawn care. We can move people away from lawns and move them to pollinator friendly plantings. We can go to a strategy of native plantings [...and] educate people on how to care for the lawn." – Task Force Member



Example of native plantings around Carrboro.

- c) Continue to provide education to Public Works and Planning staff, Advisory Commission members, and interested community members in native plant establishment and maintenance along with tree preservation (Stormwater Advisory Commission).
 - Support the Environmental Advisory Board's formation of an independent, community-led tree and native plants coalition that can perform educational outreach, engagement around maintenance concerns, and advocacy for the community forest (as suggested in the CCAP). Focus on participation from and/or benefits to low-income communities and communities of color (Stormwater Advisory Council).



Potential spaces for native plantings and increased tree canopy.

d) Establish and protect stabilizing vegetation in stream channel restoration projects.

- Assess the health of vegetation in prioritized stream channel restoration projects. Plant additional native vegetation to support the ecosystem. Educate the public on the current and long-term benefits of these plants for ecosystem health and stormwater management.

“Provide people with information about how they can participate in protecting the environment—help them understand their impact so they are conscious and can take better choices” – Community Member

e) Continue to work with OWASA and Town of Chapel Hill to improve riparian vegetation condition along sanitary sewer rights of ways and greenways.

- Continue to prioritize sanitary sewer rights-of-ways and greenways based on the condition of riparian vegetation and ecosystem health in the Transition Areas, ETJ, and in the Town of Carrboro. Work with OWASA and Town of Chapel Hill to install and maintain plantings in these areas. Educate the public on the benefits of these plantings. Also, pursue invasive species removal project (CCAP). Educate the public on invasive species in Carrboro. Organize community members to remove invasive species on project days and build environmental stewardship.



Riparian (river) vegetation can be managed by reducing disturbances to ensure health of waterways.

Strategy 1.2 Expand stormwater management measures as part of ecosystem enhancement, watershed restoration, climate resilience, and quality of place improvements. (Interviews)

Mismanaged stormwater can lead to pollution of ecosystems and watersheds and negatively impact human life via flooding during storms. Manage stormwater with appropriate practices that use nature-based solutions to benefit the ecosystem.

Refer to the water, energy, and green stormwater infrastructure chapter for additional, relevant projects.

- a) Review and revise the provisions in the Land Use Ordinance related to stormwater and development to provide better protection to streams and riparian areas.
 - In the review, consider that older developments' stormwater management practices are outdated and do not match current drainage needs due to increased development and climate change

impacts. Reassess mechanism that allows developers to submit a fee in lieu of mitigating the development's impact on stormwater runoff and management.

- b) Continue to identify and prioritize opportunities for water quality retrofit projects from previous endeavors (Bolin Creek Watershed Restoration Plan, Morgan Creek Local Watershed Plan, CCAP, NDPES Phase II).

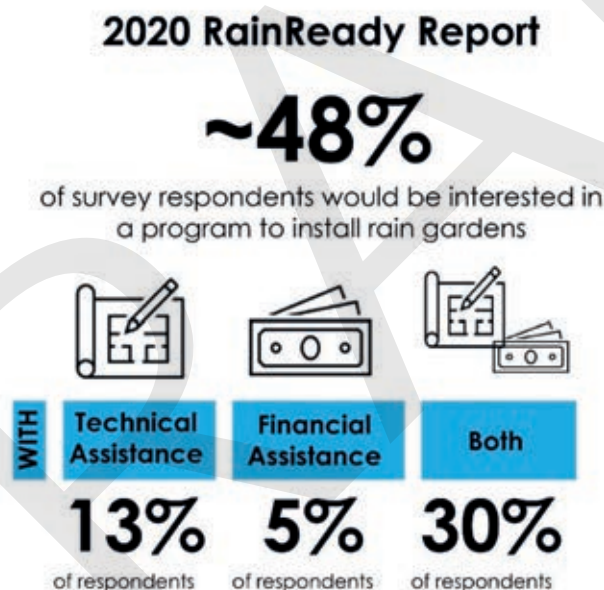
Call Out Box: Stormwater Utility staff time and funds are already directed towards making improvements related to existing development. For example, the Public Works facility stream restoration and Broad Street culvert replacement are examples of projects focused on improving stormwater issues from pre-existing development.

- c) Implement bioengineering/restoration methods to protect and/or restore riparian and aquatic habitats (Morgan Creek Local Watershed Plan, Bolin Creek Watershed Restoration Plan, CCAP).
 - Prioritize stream geomorphic instability. Provide training to planning staff, the Environmental Advisory Board, and interested community members on the danger aquatic habitats face due to climate change and the basics of bioengineering and restoration methods. Identify the best fit bioengineering and restoration methods. Allocate budget to implement these methods.



Example of aquatic environment to consider how development and climate change may impact quality.

- d) Offer technical and financial assistance to renters and homeowners for residential installation of green infrastructure, with an ability to offer priority to more flood prone and lower income residents (RainReady).
- Green infrastructure can help mitigate flooding issues by slowing down the movement of surface rainwater. Educate residents on the types of green infrastructure and support them in installation protocols. Green infrastructure requires regular maintenance to ensure benefits, and thus residents require information, tools, and financing to implement green infrastructure on their private property. Proper education may require the efforts of cross departmental task force.



- e) A Racial Equity Impact Assessment can be used to evaluate and prioritize projects.
- A Racial Equity Impact Assessment is a set of questions used to identify benefits and issues with policies and projects, with a specific focus on the impact on Black, Indigenous, and People of Color communities. REIAs can be used to prioritize projects for funding and implementation and minimize the potential for negative unintended consequences.

Strategy 1.3 Create strategic initiatives to overcome historic soil quality degradation and determine ways to protect and restore soil quality as a crucial component of ecosystem and community enhancement (Public Works Staff).

The health and quality of soil greatly impacts the quality and quantity of life that can be sustained in an ecosystem. Historical developmental practices have stripped many nutrients from soil, destroying the ecosystem at a micro and macro level.

- a) Examine Carrboro's soil quality conditions and how soil quality improvements can contribute to climate change resiliency.
 - Explore new approaches and tools for soil quality protection, both to decrease soil quality depletion and increase soil quality. Investigate the feasibility of demonstration projects to test these approaches.
- b) Recognize and promote the importance of soil organic carbon content. Coordinate with efforts to expand composting program (adapted from CCAP).
 - Fund staff time to facilitate a community-led initiative in developing the possibility of an organics collection and compost initiative. Healthy soil can help sequester carbon from the atmosphere. The sequestration of carbon can also promote the growth of vegetation, which is especially important for native plants. Soil organic carbon content can be improved with the addition of compost, which means that organics waste collection in the Town can be used to support soil health in local ecosystems.
- c) Develop new outreach and technical assistance to accelerate access to information on soil quality and pursuit of soil restoration projects.
 - Support public education through community-led initiatives about the importance of soil quality and how individual homes or collective blocks can improve soil quality. Support educational project days to provide information on how to improve community behaviors, lawn practices, and natural area restoration.



Measuring soil organic matter content, organic matter respiration, and loss-on-ignition tests can be used to measure Carrboro's soil quality.

Goal 2: Promote policies to ensure distribution of environmental burdens and access to natural areas and ecosystems to be equitable across race, income, and ability, especially in neighborhoods that have been denied and historically underserved.

Historical development practices have resulted in inequitable access to natural areas.

Strategy 2.1 Ensure environmental policies and tools do not have disparate impacts based on race and income, and undo harm from historical policies and zoning.

Reviewing previously established polices and zoning to identify historical harms to BIPOC and other traditionally underserved populations will help the Town work towards this goal. Co-develop new policies and tools with impacted communities to undo past harms and create more equitable outcomes.

- a) Evaluate individual permits within a broader context of cumulative burden to ensure that stormwater impacts do not burden flood-prone neighborhoods or low-income residents. (Community Workshop)
- Assess if there is a disproportionate experience of flood burden on marginalized identities (BIPOC, low-income, immigrant, etc.) within Carrboro. Analyze current application of stormwater requirements and thresholds to assess whether they appropriately identify and address the problem of flooding and respond to community concerns of flooding.

Matrix to examine context of individual permit <i>This matrix provides questions that can be helpful to evaluate individual permits in context of Carrboro's current stormwater experiences. The questions ask the evaluator to consider the location of the permit request, what are the current stormwater experiences downstream of the location, and who else may be impacted by the permit's approval. Development of matrix by Center for Neighborhood Technology for Carrboro was informed by review of Stormwater Impact Assessments by Hawaii Coastal Zone Management from Hawaii State Office of Planning.</i>	
Permit Details	<ul style="list-style-type: none">• Permit Requestor• Location of permit area• Currently stormwater retained required• Is there a request for an in lieu of fee?
Number of permits in area	<ul style="list-style-type: none">• Staff or SWAC to determine scale of area based on water flow/water shed maps
Conditions of area	<ul style="list-style-type: none">• Permit conditions: Older permits will have stormwater mitigation requirements less than required for current context• Best practices used• Monitoring of current permits in area• Current peak flow and run off volume in area• Pollutants from area• Upstream of which neighborhoods?
Characteristics of downstream neighborhoods	<ul style="list-style-type: none">• Demographics• Financial vulnerability to flooding

Current flooding impacts experienced by downstream neighborhoods	<ul style="list-style-type: none"> • Number of flooding instances • Which storms led to flooding • Financial costs (direct – repair costs/insurance payouts & indirect – lost work days, etc.)
Future impacts of approving stormwater permit	<ul style="list-style-type: none"> • Evaluate land use and land cover data as well as previous columns

b) Investigate land use planning and flood mitigation approaches to better address impacts to already burdened properties.

- These approaches can seek to address flood plain concerns, flooding due to stormwater runoff from infill and redevelopment, the increased frequency of intense storms, and total precipitation. Geographically include, but do not limit investigation to, the upper Toms Creek watershed.



The Town of Carrboro is already implementing stormwater projects in this low-lying neighborhood that experiences flooding.

- c) Train Stormwater Advisory Council Members, Racial Equity Commission members, and Public Works staff to conduct Racial Equity Impact Assessments on ordinances and actions taken thus far on any policy related to stormwater.
- Racial Equity Impact Assessments are systematic evaluations of possible actions to unearth potential unintended consequences and cumulative impacts of any ordinance or action. These help to identify and rectify harmful stormwater policies and variances.

Transportation & Mobility

- Encourage non-automobile use in the community
- Reduce vehicle miles travelled through land use decisions
- Pursue or enhance existing developments that lends itself to public transit use (such as denser mixed-use nodes)
- Create safe streets for pedestrians, bike riders, and transit riders
- Increase bus frequency and extend bus routes
- Ensure at least one micro-mobility option in all neighborhoods
- Explore approaches to apply green stormwater infrastructure assets in transportation plans and projects that will result in dual benefits.

Green Stormwater Infrastructure, Energy, and Water

- Update stormwater management practices to improve water quality
- Address the effect of development on stormwater management
- Develop programs and policies to support homeowners' and business owners' ability to generate renewable energy, with consideration for low-income owners and financially benefit the town
- Expand access to retrofit existing stormwater infrastructure and add new green stormwater infrastructure on private property for greater lot, neighborhood, and watershed scale resilience and environmental quality as well as community enjoyment of outdoor spaces.

Economic Sustainability

- Promote the green economy including local innovators and low-impact industries.

Land Use

- Support development patterns that advance climate action goals and environmental protection
- Pursue development provisions that preserve and maintain natural areas by incorporating environmentally-sensitive development and building practices.

Recreation, Parks, and Culture

- Ensure all people in Carrboro have safe, equitable, and connected access to parks and open space facilities.

Public Services and Communications

- Increase the energy efficiency of municipal buildings
- Reduce greenhouse gas emissions due to municipal fleet operations
- Value members as advisors in community engagement processes.

- Support neighborhood organizing efforts and outreach to neighborhoods, seeking to strengthen local government, to meaningfully engage traditionally underrepresented community members in environmental decision-making.

DRAFT

APPENDIX - ADDITIONAL RESOURCES

CA: 1.1

ECPP 2020

"To be financially competitive, "renewables" take advantage of federal and state tax credits, renewable energy credits and accelerated depreciation. As a municipality, Carrboro cannot take advantage of these incentives alone. As a pilot project to investigate alternatives, the Town partnered with Carrboro Community Solar in 2012 for a small-scale (5kW) solar electric system at the Town Commons.

Side Bar: 203 Project Analysis: When the Town was discussing designs for the 203 Project, staff discussed the possibility of an energy positive building. However, the multi-story design of the building meant that it had a greater footprint, which would require more solar panels. There are current technological limitations, such as geothermal sources cannot be put under a building. For multi-story buildings, current technologies require a larger site to achieve positive energy status.

CA 1.1

B1GCZ General Business- Conditional Zoning District

"Section 15-141.4 (f) Notwithstanding the foregoing, in approving a rezoning to a B-1(g) CZ zoning district, the Board of Aldermen may authorize the property so zoned to be developed at a higher level of residential density than that otherwise permissible in B-1(g) zoning districts under Section 15-182 if the rezoning includes conditions that provide for site and building elements that will create a more vibrant and successful community. Site and building elements are intended to be selected from at least three of the following seven areas: stormwater management, water conservation, energy conservation, on-site energy production, alternative transportation, provision of affordable housing, and the provision of public art and/or provision of outdoor amenities for public use. Conditions that may be included to meet the above stated objective include but shall not be limited to the following: (AMENDED 11/9/11) [...] g. Specific energy saving features, including but not limited to the following, are encouraged. i. Use of shading devices and high performance glass for minimizing heating and cooling loads ii. Insulation beyond minimum standards; iii. Use of energy efficient motors/HVAC; iv. Use of energy efficient lighting; v. Use of energy efficient appliances vi. LED or LED/Solar parking lot lighting (50-100% more efficient). vii. Active and passive solar features. (3) Provision of onsite facilities (e.g. solar, wind, geothermal) that will provide 5% of electricity demand associated with the project. [...] (13) Provision of affordable housing in accordance with Town policy) Continue to pursue renewable energy supply portfolios and microgrid creation opportunities.

CA 4.2.b

[North Carolina Building Performance Association](#) has submitted comments over the past several years to the North Carolina Housing Finance Agency to increase standards. The Town of Carrboro can explore ways to advocate with the North Carolina Building Performance Association to increase standards.

Charlotte, NC: According to the [American Council for an Energy Efficient Economy](#), The city provides density bonuses to developments with LEED Gold certification, and for those in transit oriented corridors with a LEED Silver certification or similar. ([Municipal code: Sec. 54-299.32. - Incentive options](#))

Greensboro, NC: According to the [American Council for an Energy Efficient Economy](#), Greensboro provides permit fee rebates based on energy efficient construction or inclusion of energy efficient appliances. ([Municipal Code: Sec. 6-3. - Energy efficiency rebates.](#))

CA 5

"BE IT FURTHER RESOLVED that the Carrboro Board of Aldermen directs the Town Manager to charge staff to update cost estimations of current and proposed projects and activities, and develop a 10 year annual climate emergency budget proposal for implementing updated climate action plan goals and related activities and projects for consideration by the Carrboro Board of Aldermen beginning in the FY 2020-21 budget cycle, and annually thereafter.

BE IT FURTHER RESOLVED the Board of Aldermen will assess the recommended climate plan updates and budget based by cost, ability to reduce greenhouse gas emissions per the Town's carbon reduction goals, and implications for race and equity and climate justice for final inclusion in the Town's FY 2020-21 budget and annually thereafter.

BE IT FURTHER RESOLVED the Board of Alderman directs the Town Manager to charge staff to leverage resources from Orange County, the State of North Carolina and the Federal government, when these are available, for helping achieve the Town's goals and for offsetting costs when possible." (June 25, 2019 [Resolution](#))

EE 1.1.b

[Carolina North Land Stewardship Policy](#) 2015 from UNC Chapel Hill

Stewardship Vision Principles and Goals: "The University is committed to responsibly stewarding the open spaces and natural areas within the Conservation Areas and Limited Development Areas (subject to the 100 year and 50-year periods) of the CN property. The University will protect and preserve the physical and biological integrity of the environment, maximize ecosystem services inherent in those areas, and provide opportunities for education, research, and recreation."

EE 1.1.c

Resources on Tree Preservation in Developments

- NC State Extension: [*Protecting and Retaining Trees: A Guide for Municipalities and Counties in North Carolina*](#) includes ordinance provisions and responses to common issues communities face (like clearcutting).
- Sustainable Development Code: [*Ch. 1.3 Sensitive Lands and Wildlife Habitat, Tree Canopy Cover*](#) includes Charlotte, NC as an example of how to protect urban trees.

EE 2.1.c

Little Creek Watershed 2003 Assessment

"Activities should be implemented in conjunction with stormwater retrofit BMPs, in order to improve aquatic habitat. Priority areas include: the entire mainstem of Little Creek within the study area; Bolin Creek below East Franklin Street; Booker Creek below Old Oxford Road; and the 500- foot reach of Booker Creek below the Lake Ellen spillway (a total channel length of approximately 3.2 miles). Smaller sections of upstream channel may also benefit from restoration."

"Many areas have limited bank protection but may be eroding only slowly due to the cohesive soils often comprising the lower banks and the stabilizing influence of roots associated with the mature woody vegetation that is frequently present"

"Identify wetland and riparian restoration projects or other watershed based efforts to mitigate for post-construction stormwater impacts (from both new and existing development) that will not otherwise be controlled."

EE 2.3.c

Resources for Soil Health:

- <https://content.ces.ncsu.edu/soil-health-what-does-it-mean-in-north-carolina>
- <https://www.nrcs.usda.gov/wps/portal/nrcs/main/nc/soils/health/>
- <https://soilhealthinstitute.org/>



CHAPTER FIVE

Transportation & Mobility

TRANSPORTATION AND MOBILITY- VISION

Every Carrboro resident, with particular attention to Black, Indigenous, People of Color (BIPOC) populations, has increased safe and quality access to multimodal transportation options (including bike, pedestrian, and transit) for efficient connections to jobs, recreation, and services.

TRANSPORTATION AND MOBILITY - KEY FINDINGS

1. **Since the 1970s, the Town has committed to a transportation system that serves all users by improving its walkability, bikeability, sidewalks, bike facilities, and greenways.**
2. **Carrboro has partnered with Chapel Hill and UNC for nearly 50 years, developing a local transit system that serves almost 7 million bus trips per year and on average nearly 8,000 boardings and alightings per day in Carrboro alone. Carrboro spends over \$2 M annually to provide free bus rides and EZ rider.** Service is also available from GoTriangle (regional service) and Orange County Transit (smaller bus/van service and on demand service). 12.7 percent of commuters travel to work by transit.
3. **Carrboro is committed to addressing disparate impacts of transportation decisions and prioritizing investments in racial minority and lower-income communities.**

Much of Carrboro's more affordable housing stock, consists of apartment complexes, which are located along the NC 54 corridor or other nearby arterial roads. The "NC 54 Pedestrian and Bicycle Corridor Safety Study of 2019" assessed that several characteristics of the corridor (high speed and volume of roads, lack of sidewalks and paths, wooded areas) create a challenging environment for safe pedestrian crossings, connection to the downtown area, and access to transit.¹ Conducting targeted outreach to these residents will help the Town prioritize and implement policies and projects with equity at the center.

4. **The Town has been recognized for its outstanding commitment to bicycling by the League of American Bicyclists since 2006.** As the first NC community to receive Silver-level designation, Carrboro's bicycle commuter's share of 4.72 Percent places it just below the first and second highest communities (Portland, Oregon and Washington, D.C.) nationally in

¹ vhb: Venture 1. "NC 54 Pedestrian and Bicycle Corridor Safety Study of 2019." NCDOT, Office of Mobility and Safety, 2019. <https://www.townofchapelhill.org/Home/ShowDocument?id=48573>.

this metric. The closest North Carolina community, neighboring Chapel Hill, has a bike commute share of 1.94 percent. All of the other 13 NC cities (out of a total of 532 municipalities) recognized by the League have well below 1 percent of bicycle commuters.

5. **The Town's FY 2021 Capital budget is an indication of the Town's commitment to improving transportation access, including projects such as Morgan Creek Greenway, Jones Creek Greenway, S. Greensboro Sidewalk, and Sidewalk Bond Projects that include Rogers Road sidewalk repairs and bus shelter replacement.** Until planning began on "The 203 Project" related to partnering a new town building and county library in downtown, investments in these types of infrastructure outpaced all other capital planning the Town undertakes.
6. **Advisory board members, residents and Town officials continue to express interest in expanding active transportation and transit options, while ensuring equity and sustainability remain top priorities.** Despite packed sidewalks and large numbers of walkers, strollers, runners, and others every day, Carrboro's largely residential land use pattern yields a "car-dependent" label from WalkScore (a way of measuring how walkable a municipality is, due to its land use and infrastructure), with a walkability score of 28 and bike-ability score of 59 out of 100.
7. **Carrboro has easy access to regional transportation highways such as Interstates 85 and 40, the Raleigh-Durham International Airport, Research Triangle Park, two major health care complexes and other municipalities in the Triangle region.** It is close to large employment centers like UNC Chapel Hill, Duke University, Raleigh and the Research Triangle Park; an outstanding primary and secondary public education system; open space/recreation; and approximately mid-way between the State's mountain and coastal regions. The different transportation modes have contributed to its desirability and are well-recognized aspects of the Town's identity.

RACE AND EQUITY AND CLIMATE ACTION

Race and Equity:

Transportation strategies and projects have been designed to advance race and equity in the town through:

- Modifying Town community engagement practices to reduce barriers for BIPOC and low-income residents' participation.
- Increasing mobility options for BIPOC and low-income communities with an iterative and incremental approach to also avoid displacement.
- Reducing financial barriers or home ownership barriers to access energy efficient, renewable energy, water conservation, and green infrastructure projects.

Climate Action:

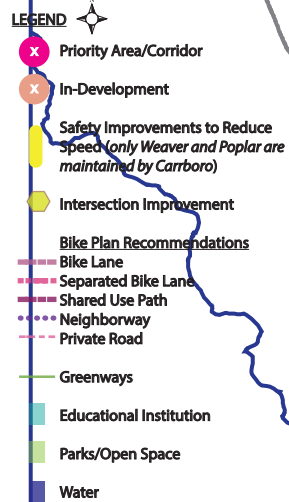
The Transportation strategies and projects aim to advance the Town's Climate Action Plan and Energy and Climate Action Plan through:

- Increasing fossil-free/low fossil-fuel use mobility options to travel from residences to various destinations while reducing emissions from automobile use.
- Creating a more thorough and safer sidewalk/bike path/trail/greenway network to ensure access to fossil-free mobility options.
- Incorporating green stormwater infrastructure to streets and roadways to reduce impervious surfaces.

TRANSPORTATION - DRAFT METRICS:

- 1) Increase the participation of BIPOC and low-income residents in transportation decision-making by increasing targeted outreach opportunities by x% and funding dedicated to that outreach by \$xx.
- 2) Decrease fatalities and serious injuries between bicyclists/pedestrians and automobiles to zero by 202x.
- 3) Decrease Vehicle Miles Travelled (VMT) by xx%.
- 4) Increase bus ridership by x%.
- 5) Increase 5.6 miles of protected bike lanes by 80% by 202x.
- 6) Increase x amount of sidewalk, greenways, and pedestrian lane installations by 202x to improve high priority connections.
- 7) X% of downtown car trips replaced with micro-mobility and public transit trips.

TRANSPORTATION STRATEGY MAP



PRIORITY & IN-DEVELOPMENT DETAILS (Includes public input)

- A. Estes Dr. (Hillcrest to N. Greensboro): Carrboro has installed a marked crosswalk with two pedestrian hybrid beacons on N Greensboro (need for improvement predates plan)
- B. Hillsborough & Old Fayetteville Road: Carrboro has installed a pedestrian refuge island (need for improvement predates plan)
- C. Jones Ferry Road (NC-54 to Hillsborough): Bike Improvement (protected bike lanes on Jones Ferry Rd), Safety Improvements to Reduce Speed
- D. NC-54 (at Henry Anderson Park): Sidewalk Connectivity, Bike Improvement (connect park to Old Fayetteville with shared use path)
- E. S. Greensboro (Carr to Old Fayetteville): Safety Improvements to Reduce Speed (improve signage and connectivity at Carr to access South Green Shops), Pedestrian Safety
- F. Greensboro (Estes to Weaver): Safety Improvements to Reduce Speed (traffic calming at Short), Sidewalk Connectivity, Intersection Improvement (Weaver & Greensboro to access Community Center)
- G. N. Greensboro (Hillsborough to Estes): Safety Improvements to Reduce Speed, Bike Improvement
- H. Hillsborough (N. Greensboro to W. Main/E. Poplar): Bike Improvement, Additional Pedestrian Lighting, Safety Improvements to Reduce Speed
- I. Smith Level Road: Bike Improvement, Safety Improvements to Reduce Speed (safe routes to school), Green Stormwater Infrastructure Improvements
- J. NC-54 (Main to Jones Ferry): Safer Crosswalks, Traffic Signals at Bus Stops, Additional Pedestrian Lighting, Improved Connectivity to Downtown
- K. Hogan Lake Trail: Bike Improvement, Sidewalk Connectivity, Greenway Improvement (protected passive recreation area)
- L. Main Street (Downtown Carrboro): Bike Improvement, Intersection Improvement, Improve Wayfinding and Regulatory Signage, Safety Improvements to Reduce Speed, Improve Sidewalk Conditions, Rail to Trails opportunity at Old Cemetery Rd.
- M. Homestead Rd. & Old NC 86: Once development occurs, improve bike facilities and extend transit service
- N. Barred Owl Creek: Green Stormwater Infrastructure Improvements & Residential Assistance
- O. Carolina North Forest: Continue Initiatives to Improve Access and Travel (not Carrboro property)
- P. Jones Creek Greenway: Continue Initiatives to Improve Greenway Access and Travel
- Q. Morgan Creek Greenway: Continue Initiatives to Improve Greenway Access and Travel (pedestrian bridge to cross Morgan Creek)

Goal 1: Address disparate impacts of transportation decisions and investments in Carrboro’s BIPOC, lower-income, and differently-abled populations.

Develop solutions with marginalized communities to increase mobility options from where they live, work, and generally spend time. Work with Carrboro’s BIPOC and lower-income populations and persons with disabilities to know how they are currently not being served by the current transportation system and if and how this is a different experience for white, higher-income, and able-bodied populations, and find a funding source to offer payment for advisory board members.

Strategy 1.1: Center equity in transportation planning processes (2050 Metropolitan Transportation Plan).

Equitable mobility should be the goal of any transportation planning process in order to repair past processes that have limited mobility of marginalized populations.

Projects:

- a) Continue to promote the inclusion of equity as a weighing factor in the selection of local and regional transportation projects.

Currently, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization is working on including equity in its prioritization process. In the past, there was a mismatch for projects that prioritize equity versus other components like safety.

- b) Prioritize inclusion of persons with disabilities to inform accessibility needs in transportation infrastructure and service design (Carrboro Vision 2020).

Assess the opportunities for residents with disabilities to participate in advisory group roles or as members of the Transportation Advisory Board (TAB). Ensure that all transportation infrastructure decisions include people with disabilities as meaningful advisors, not as tokenized individuals.

“Paratransit mini bus system is helpful but needs to be expanded for those who are wheelbound” – Community member

- c) Use a community engagement process to identify barriers to using alternative forms of transportation instead of automobiles (Community Meeting 2020, Community Climate Action Plan (CCAP) 2020).

The CCAP survey included this question in 2019 and the results were shared as part of an ongoing education effort. The question will continue to be asked every 2 years.

“Introduce recreation in transportation planning [...]. Bikeways and sidewalks start to get to that [by connecting to recreation and amenities].” – Community member

- d) Identify a funding source to pay for resident expertise on boards to reduce the barrier of participation for low-income residents.



Group of Carrboro youth participating in 'Around Carrboro Pop-Ups' outreach event: "Draw YOUR Carrboro".

Strategy 1.2: Improve transportation options for all communities, with a focus on incrementally shifting transit stops to denser areas to serve as connections between residences and points of interests while limiting displacement impacts on marginalized populations.

Research across the nation has shown that improving mobility options in an area tends to raise property values and thus forces low-income populations to move out because they can no longer afford to live there.² At community meetings, some residents have recommended incremental change because they do not want development to happen quickly without intentional thought. In Carrboro, there are no fixed-transit routes since the public transit system is by bus. Bus routes can be shifted incrementally, with a community process that centers on keeping people in their homes. Carrboro can improve mobility options to those who are marginalized, while helping to mitigate displacement. Refer to the Land Use chapter for more detail.

Projects:

- a) Locate additional public transit routes along current and future high-density development (Carrboro Vision 2020) to serve denser areas, and BIPOC residents in collaboration with anti-

² Miguel Padeiro, Ana Louro & Nuno Marques da Costa (2019) Transit-oriented development and gentrification: a systematic review, *Transport Reviews*, 39:6, 733-754, DOI: [10.1080/01441647.2019.1649316](https://doi.org/10.1080/01441647.2019.1649316)

displacement policies, such as a route along Homestead and Old 86 if a new multi-use node is planned.

Identify future public transit routes in collaboration with regional partners, ensure that these routes serve BIPOC and low-income residents and connect them to high-density developments. Co-plan with residents and/or advisory member representatives of these residents to envision changed routes; productive, high-density development uses; and create anti-displacement policies to keep land values affordable. Do so incrementally, so that there is appropriate time to plan with marginalized populations.



Example of existing bus service along a commercial corridor in Downtown Carrboro.

- b) Identify job centers and commercial hubs and conduct a Racial Equity Impact Analysis on current transportation options to these locations, prioritize transportation projects that fill in service gaps (Community Meeting 2020).

Identify benefits and problems with mobility to job centers and commercial hubs with a specific focus on the impact on BIPOC communities. Use this analysis to prioritize multimodal transportation projects to highly desired destinations. Work with BIPOC and low-income populations to find out what types of transportation modes would best serve them to these locations.

Goal 2: Continue to expand the transportation system to provide at least one non-automobile option (walking, biking, and transit) for every neighborhood to be usable for a variety of trip purpose.

A multi-modal transportation system means that individuals do not have to have access to a single-occupancy vehicle to travel around Carrboro. With a multimodal transportation system, individuals feel safe and can afford to walk, bike, or take public transit to easily travel around and out-of-town town for daily needs and recreation.

Strategy 2.1: Encourage non-automobile use in the community and reduce vehicle miles travelled through land use decisions of developments that lends itself to public transit use (such as denser mixed-use nodes) and enhancement of public transit itself.

Most towns and cities, since the 1950s, have been planned with automobiles as the default transportation method, thus land use decisions led to more sprawl. Transportation is a significant source of greenhouse gas emissions. In order to encourage multi-modal transportation systems, Carrboro needs to develop without displacement. Consider how to increase density and create more mixed-use spaces so that people, including low-income households, do not have to travel far to address their multiple needs or access job opportunities, which could reduce community emissions from transportation and at the same time are paired with anti-displacement measures to ensure that low-income households are not priced out of Carrboro

Call out box:

Strategic planning for density allows Carrboro to develop 15-minute neighborhoods in which residents' needs are accessible by walking or biking. Increasing density at specific nodes also reduces transportation carbon emissions (while vehicles are transitioning to electric) and other vehicle pollutants (such as tire microplastics from tire wear) by reducing vehicle miles traveled. Additionally, multi-use building density planned with equity and paired with public transit allows households who cannot afford vehicles improved quality of life by reducing the time and distance they have to travel to complete everyday errands. Increased density with intentional design regulations can reduce additional energy use and support renewable energy creation and energy efficiency. For example, high-density projects can be required to follow density regulations that incorporate landscaping to preserve mature trees and grown new ones to reduce heat or be designed with weatherization and renewable energy uses in mind.

Projects:

- a) Identify funding to expand free public transportation service to low- and moderate-income households, populations who cannot walk without assistance, those who work outside of traditional work hours, the Transition Areas, and the Extraterritorial Jurisdiction (ETJ) transition area throughout the week, including weekends, by considering different passenger vehicle types. (Community Workshop/ Energy and Climate Protection Plan (ECPP) 2020)

Chapel Hill Transit trips are 100% subsidized. The free public transportation service with Sunday service has been welcomed by the community; however, many still find it difficult to travel to their destinations without a personal vehicle. Particularly, those employed outside of 9-5 working hours. Increasing the level of service through expanded hours of operation, and providing a more comprehensive bus network, will help overcome these barriers. Residents can call Orange County public transportation services to address some of these needs. Additionally, the Town should work with transit partners to provide service on lower volume days, e.g., by

using a van or smaller bus and prioritize those who cannot easily access other forms of mobility based on location, ability and income.

"I know the bus routes really well. Why not create new circulation routes that are wider, the cover more area? Like the hospital, business, and retail areas? Help people make trips to popular destinations more easily via transit/but.... why spend time looking for parking if it's easier to take the bus?" – Community member



Bus service is important to residents and workers who do not have access to a personal vehicle. Residents have expressed a need to explore an expanded network with service routes and times to serve all segments of the population, for example those who work the third shift.

- b) Seek to increase funding from the Triangle Transportation Demand Management (TDM) Program and partner with surrounding transit authorities. (CCAP/ECPP).

The Triangle Transportation Demand Management Program links state policy and funding with local and regional transportation providers to reduce dependence on automobiles. The Town of Carrboro provides an annual grant to promote Transportation Demand Management and travel options. As of 2020, there is a new grant in place to help educate residents about diverse transportation options (previously on hold due to the pandemic). Carrboro has partnered with Chapel Hill with Triangle JCOG/NCDOT for several years and is also working with the Duke Center for Advanced Hindsight and Orange County to design welcome packets for new residents on how to create a transportation routine that does not consist of

driving. The Town should continue to pursue funding in partnership with Chapel Hill Transit and Orange County transit to improve transportation options in Carrboro.

- c) Include multiple languages in public transit signage and wayfinding. (Community Meeting)

Many residents of Carrboro's linguistically diverse population do not have access to personal vehicles and depend on public transit. However, current signage is mostly in English, making it difficult to use the public transit system. Public transit usage would benefit from signage in multiple languages, so that those who are most comfortable reading another language can easily access public transportation and get around town. Consider high tech solutions (ie. electronic signs) as well as low tech signs.

"Taking the bus is hard when [there is a] language barrier [...] and [people] may not be able to read the sign or when to get off" – Community member

- d) Collaborate with the North Carolina Capital Area Metropolitan Planning Organization to determine future regional uses for rail lines whose current uses will end in the near future.

Collaboration should consider both how the rail line can support transportation like a fixed guideway system or recreational community desires like a rail to trails or rail near trails line.

Strategy 2.2: Continue to create safe streets and trail networks for pedestrians, bike riders, and transit riders (Residential Management Traffic Plan for Speed and Traffic Control, 1996, Comprehensive Bicycle Transportation Plan Update, 2020).

Most roads built in the United States in the post-war period were designed to improve drivers' safety which ultimately have left pedestrians and cyclists at a higher risk for injury. Complete streets strategies increase pedestrian use by improving perceived safety and comfort and reducing pedestrian accidents through comprehensive safety improvements that prioritize pedestrians, cyclists and transit users in the right-of-way (ROW).

Call Out Box

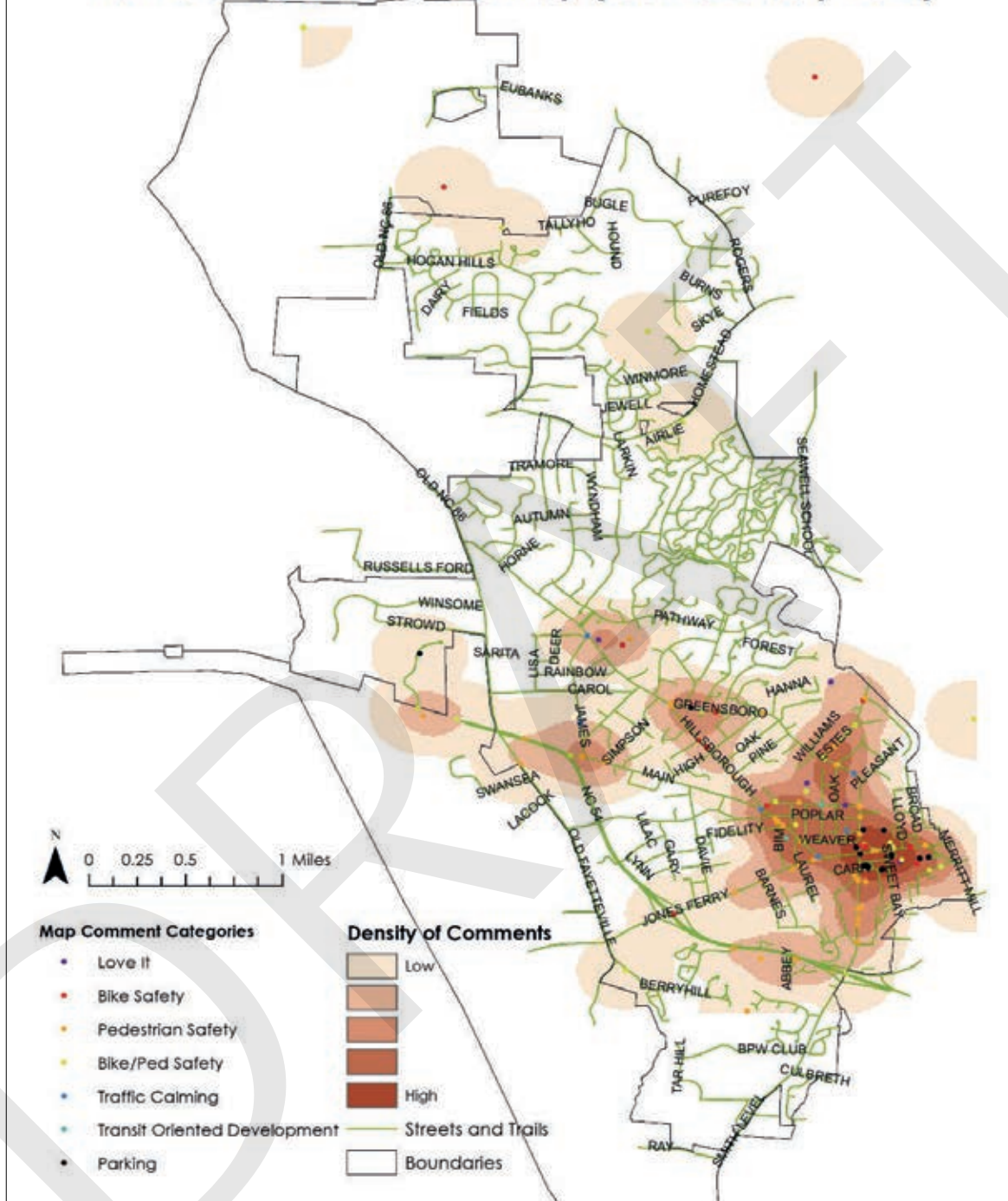
Explanation of Federal and State Transportation Funding Process (MPO & SPOT processes)

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is the lead planning agency that coordinates federal and state transportation funds for projects within the urbanized areas of Durham, Orange and Chatham counties. The DCHC MPO works to develop long range transportation plans, identify transportation projects to receive federal funding, submit projects for state-administered funding prioritization, and assist with project implementation.

Federal Funds – Multiple sources of federal funding are distributed by NCDOT (North Carolina Department of Transportation) to the DCHC MPO that can be considered for transportation projects in Carrboro. These federal sources all require a 20% local match of the total project cost (often referred to as an 80/20 split). The MPO works to prioritize projects for federal funding based on a number of different factors including connectivity, transit access, population/employment density, equity, environmental justice, safety, and emissions/VMT reduction. The MPO accepts applications for funds once per year. Due to requirements on minimum project cost, this is generally a better funding source for larger transportation projects. MPO projects approved for federal funding are programed into NCDOT's State Transportation Improvement Program (STIP)

State-Administered Funds – The state administers and distributes both federal state funds through a competitive process coordinated by NCDOT's Strategic Planning Office of Transportation (SPOT) which occurs every two to three years. A project that scores well enough to receive funding is added to the State Transportation Improvement Program (STIP). The SPOT process involves scoring all roadway, public transportation, bicycle, pedestrian, rail, and aviation projects on a number of criteria. Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), and the NCDOT Division offices also contribute by submitting projects for consideration and assigning local priority to projects. The Strategic Transportation Investments (STI) law sets the distribution of funding between different modes of transportation. Additionally, highway projects (such as roadway capacity or other motor vehicle focused improvements) accepted into the STIP are fully funded by NCDOT but other projects for other modes (such as bicycle or pedestrian) require a local match of 20%. Due to the competitiveness of this process and the timing of improvements in the STIP, it can be a lengthy process from initial submittal to project completion. Furthermore, it can be difficult to get some projects to score well in the process, so other avenues for implementation should be assessed. In addition to the SPOT process, NCDOT also reserves some funds for other projects/programs, such as safety improvements.

Heat Map of Public Comments about Transportation from Carrboro Connects Map (Oct 2020-July 2021)



Public comments collected throughout the comprehensive planning process identified areas that should continue being prioritized for bike and pedestrian improvement. Priority locations include Downtown Carrboro and the surrounding area, Hillsborough Road and Greensboro Street, Main Street and NC-54/Henry Anderson III Community Park, and the Martin Luther King Jr. Park/Carolina North Forest area. Town staff have been working continuously on in these locations and continue to prioritize and seek funding to address residents' concerns.

Projects:

- a) Develop a complete streets policy statement that incorporates and implements a vision zero policy.

Vision zero policies seek to end traffic-related fatalities and serious injuries. A complete streets policy further a vision zero policy by working toward safety for all types of mobility.

Design to Reduce Speed

- b) Evaluate and consider revisions to Town Standards for Street Design (Town Staff).
- c) The LUO Article XIV – Streets and Sidewalks should be considered for update, in particular the requirements related to street width, sidewalks, ROW width, shoulder width, and other design features.

Additionally, LUO Appendix C (specifications for design and construction) should be revised with the goal of considering reductions in the minimum design speed, minimum sight distance, minimum centerline radius, and size of design vehicle. Many of these requirements are carryover from an era of transportation design which aimed to forgive the mistakes of people driving (which was often done at the expense of people walking and biking).

- d) Restructure Residential Traffic Management Plan (RTMP) and incorporate a Bike-Ped Safety Assessment Process (Town Staff).

The Town's Residential Traffic Management Plan has been a process by which residents can request traffic calming devices be installed by the Town and includes a petition-based process and data-driven assessment of the traffic conditions on the street. This process is piecemeal, in that it only responds to requests as they arise and does not take a systemic approach to assessing traffic calming and safety issues on Town-maintained, residential streets. The current process also has concerning implications for equity, as an update of the plan is needed to address the following issues:

1. Consider creating a regular, annual timeline with a specific window during which requests and petitions can be submitted OR develop a systemic, town-wide approach to assessing traffic conditions (with associated data collection) and coordinate with neighbors at those locations where there are potential concerns identified.
2. Consider revising the process of the plan to collect data after a request is submitted (and prior to the petition phase).
3. Create a process by which residents can request reducing the posted speed limits on residential streets. If desired by residents, this could be a direct follow-up to a completed traffic calming project. If the follow-up data collection shows the operating speed (85th percentile) is at least 5 MPH below the posted speed, then a reduction in the posted speed limit can be considered.
4. Create a process by which BIPOC or other underserved neighborhoods can bypass the labor-intensive petition process. The expectation of this would be that if data collected by Town Staff indicates a location meets

the criteria for Stage 2, then staff can reach out to a neighborhood contact directly and gauge interest through a neighborhood meeting rather than the expectation of a formal petition process.

5. Incorporate into this process an assessment of bicycle/pedestrian facilities and sidewalk need. Potential guidance includes the FHWA Small Town and Rural Multimodal networks document

(https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/)

6. Update the list of traffic calming devices under consideration.

- e) Explore and implement engineering solutions to reduce motor vehicle speeds in downtown. With respect to the areas identified on the Transportation Strategies Map for 'safety improvements for speed reduction', a framework is needed to assess existing conditions, make improvements, and measure progress. Conversations with NCDOT with regards to a downtown slow zone (and associated reduction of posted speed limits) have indicated that the operating speed needs to be reduced prior to considering a reduction of the posted speed limit. To impact the operating speed, engineering changes are needed to modify the roadway environment and encourage slower speeds.

Infrastructure Plans & Improvements

- f) Identify existing, needed, and poor-quality sidewalks to update the existing sidewalks plan, for the purpose of implementation alongside development projects to increase pedestrian safety and decrease traffic speed. (Community Workshop)

The Town has been actively adding and improving sidewalks through bond referenda, state transportation prioritization and ADA transition work. The Town should conduct a gap analysis/audit of existing sidewalk infrastructure, access for high priority populations (e.g., non-ambulatory residents, low-to-moderate income households), and existing and projected development patterns, and update its framework for prioritizing sidewalk projects accordingly. The installation of sidewalks can be designed to help increase drivers' cautiousness around residents. Vehicle speeds can be managed by infrastructure, with most attention paid to arterial roads and the downtown.

"To improve walkability repair/widen existing narrow sidewalks and install sidewalks in areas without them, especially to access green spaces" – Community member



This street next to “The 203 project” is an opportunity to create a shared street that can be used by pedestrians, micro mobility users, and drivers.

- g) Continue to implement the Safe Routes to Schools Action (SRTS) plan in coordination with schools. (CCAP, Community Workshop)

Implement plans that support safety for all age groups of children, especially those who have less opportunities due to location, ability, and income. Explore and develop partnerships with community organizations seeking to provide healthy and safe transportation options for youth and continue working to establish the SRTS Implementation Committee.

- h) Leverage Department of Transportation and Town restriping projects for exploration and implementation of bike and pedestrian improvements like bike lanes, bike boxes, intersection bike markings, center turn lanes, additional crosswalks, maintain parking (East Main Street Operational Analysis and Restriping Plan, 2020).

Restriping bike lanes, intersection markings, turn lanes, crosswalks, and parking lot lines have several benefits aside from promoting safe use of streets: they improve the curb appeal of businesses due to the improved aesthetics; they reduce liability by decreasing accidents, they provide better accommodations for people with disabilities, and also comply with laws such as fire codes.

- i) Create safe transition for pedestrians from pedestrian access ways to bus stops (NC 54 Pedestrian and Bicycle Corridor Safety Study, 2019).

Continue engaging residents, especially BIPOC and low-income, to design the best approaches to enhance pedestrian safety and access to bus stops. Potential modifications to improve access and safety include moving bus stops to shorten

walking distances, improving signage/seating/shelter/lighting, and increasing maintenance.

- j) Develop a connected system of on- and off-road facilities to accommodate varying level of bicyclists and follow bike plan recommendations to have physically separated bike lanes (Comprehensive Bicycle Transportation Plan Updated, 2020).

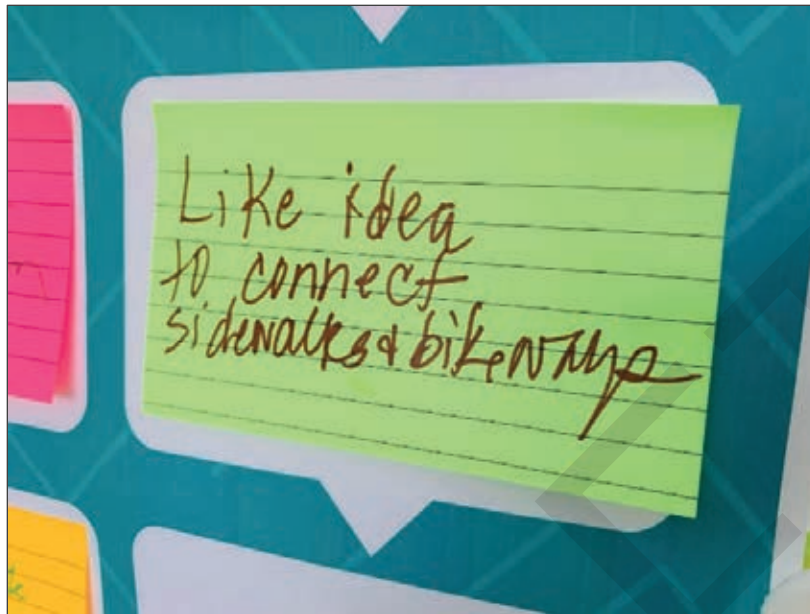
As biking and walking becomes more important to Carrboro, improvements that create more opportunities for residents to walk and bike should increase in volume and distance. On- and off- street bikeway facilities offer opportunities to reduce congestion, improve air quality, and improve personal health.

Protected bike lanes offer benefits to more than just the safety of cyclists: once installed, they encourage more diverse users to bike (female users in particular increase), reduce accidents, and they increase storefront sales (more traffic from cyclists equates to more potential business). The Bicycle Plan Update identifies the best streets for protected bike treatments: N Greensboro Street, Hillsborough Road, W Main Street, Jones Ferry Road, and Poplar Avenue.

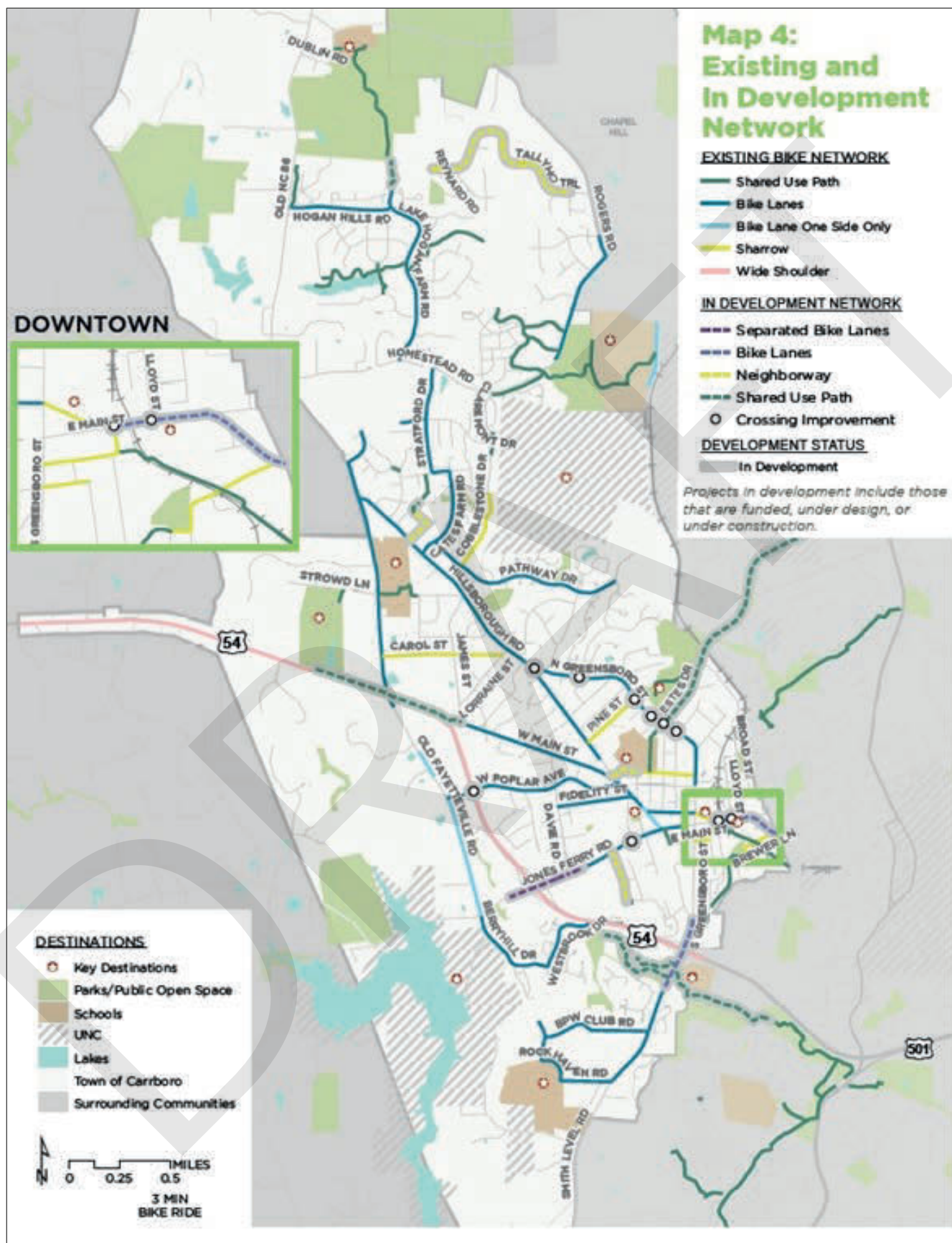


Jones Ferry Road Protected Bike Lane design in phases (from Main Street to Davie Road), Carrboro Bike Plan 2020.

"Finish greenways and bikeways so we can bike into town from the Northern Transition Area." – Community Member



Carrboro resident suggestion for connecting sidewalks and bikeways in town.



Updated 2020 Bike Plan Existing and In Development Network.

- k) Allocate a portion of Powel Bill funding to bike and pedestrian projects.
The Town of Carrboro has historically allocated Powel Bill funds to roadways to support auto infrastructure. A portion of these funds can be used for bike and pedestrian projects.

Public Transit Access

- l) Work with Chapel Hill Transit to continuously improve public transit access, with a particular eye to moderate-income homeownership communities and developments with an affordability component (Source: Goals & Strategies).
Coordinate with Chapel Hill Transit on scheduling and route updates that meet the needs of workers, particularly low-income households that may have weekend, night hours or are commuting to employment in less dense, car-dependent locations.
- m) Encourage and support increasing ridership on public transit by enabling access for transit mode shifts from pedestrians, bicyclists, and drivers at public transit stops and stations (Chapel Hill Transit Short Range Plan, 2020).
- n) Work with Chapel Hill Transit to develop longer-range plans for Bus Rapid Transit (BRT), improved connectivity, connections to regional transit services, park-and-ride facilities, and transit-supportive land use development such as pedestrian-friendly, high-density, and mixed use (Chapel Hill /Carrboro/UNC 2035 Long Range Transit Plan, 2009).

“Create a transportation hub system where smaller vehicles are picking people up in neighborhoods and going to downtown Carrboro to pick up Chapel Hill Transit” – Community Member

Micromobility

- o) Explore different micro-mobility options that consider equitability, accessibility, and help address first-last mile efforts.

First-last mile is defined as the portion of a commuter’s trip (usually the trip’s origin and destination) that is completed on their own, while the bus or rail service used composes the majority of the trip. An example of this includes when someone must first walk, bike, or drive themselves to and from the nearest transit station. Micro-mobility options can be used to help aid in scenarios where transit is not adjacent to someone’s home or intended destination. First-last mile is a particularly significant problem for residents that work in places without strong transit connections during non-traditional work hours. Micro-mobility options may result in safer and more efficient connections for those in most need of safe access to their place of employment. Options can include micro-transit shuttles, electric bike share programs, carpool, and adaptive scooters for people with disabilities.

The [Town of Carrboro](#) is exploring the process of releasing a contract for a bike share system in conjunction with Gotcha, Chapel Hill, and UNC Transportation & Parking. Staff is hoping to implement a program that addresses equitability, accessibility (non-

smart phone users, non-credit card holders, differently-abled users), and optimal locations for stations (about 10-20 bike share hubs) and use.

Carrboro will continue exploring the integration of e-scooters, while assessing their accessibility, safety (including helmet use), and affordability.

Education

- p) Develop programming and financial support (for relevant initiatives) to increase youth education and opportunities (Carrboro Vision 2020) for walking and biking.
 - Youth overwhelmingly depend on walking and biking for transportation needs, understanding their viewpoints and collaborating to improve the modes will protect and mobilize our youngest, and one of our most vulnerable populations. Intentional outreach should be conducted to understand the needs and challenges faced by BIPOC and low-income youth as they travel about the town.



Youth on a bike attending a Carrboro Comprehensive Plan Pop Up Outreach event.



Carrboro's Kidical Bike Mass

q. Encourage people to “leave their cars behind” by continuing to coordinate biking and walking tours in different parts of Town (Community Workshop 2020).

Goal 3: Reduce greenhouse gas emissions from motor vehicle use by 80% by 2030.

Burning fossil fuels such as gasoline and diesel releases carbon dioxide (a greenhouse gas) into the atmosphere, which is causing the earth to warm, resulting in changes to the climate. Different strategies to reduce emissions from vehicles include driving less (increasing active transportation options), choosing fuel efficient vehicles, and updating transportation fleets to include electric vehicles.

Projects:

a) Also see Transportation project 2.1.a



Extending bus service to include off-peak and weekend hours can better serve residents employed by service-oriented jobs. Funding would be needed to extend such service.

- b) Increase opportunities for alternatively fueled public transit, municipal, and private vehicles (Community Meeting 2020).

Alternative fueled vehicles' demand continues to grow as motorists desire ecologically sensitive (reduced carbon dioxide, so cleaner air) and cost effective (save on fuel, tax breaks, fuel efficiency) vehicle options.

- c) Improve and market vanpool and carpool options for commuters (CCAP 2020).
- d) Explore and implement land use practices to support EV charging to reduce greenhouse gas emissions.

On June 8, 2021, the Land Use Ordinance (LUO) was updated to require EV charging stations and infrastructure in new developments. Incorporate solar panels to power EV charging stations at these locations (CCAP 2020). The Town should pursue grants and other funding sources to make EV charging a possibility at affordable house locations and support shared EV use programs. Provide technical assistance or educational resources to HOA boards on how to incorporate EV charging stations at their associations. Additionally, advocate to the state for a clean energy supply to EV chargers so that EV use reduces carbon emissions throughout its life cycle. EVNoire may be a possible partner.

Goal 4: Improve the management of parking spaces in the downtown area.

Parking management strategies in downtown areas can oftentimes be complex: too little supply of parking can make a downtown unattractive to potential businesses, too much parking can increase traffic congestion, and an oversupply of surface parking can negatively impact the built environment by creating large gaps between buildings, increasing urban heat island effect, and making walking, and biking unpleasant. The following parking management strategies seek to balance concerns.

Strategy 4.1: Establish a regular schedule for conducting parking counts and inventorying existing spaces. Consider a more accurate methodology for utilizing shared parking and satellite parking. See *Economic Sustainability Chapter, Goal 2: Strategy 2.1* for more information on “park once” policies.

Projects:

- a) Research into best practices for parking management and conduct additional outreach to business owners, residents, and visitors to understand parking concerns (Community Workshop 2020).

Outreach efforts should include educational components to ensure stakeholders truly understand strategies and trade-offs being presented. Education and outreach will help determine priorities and help the town determine which approaches to use. The town should consider targeting specific focus areas (such as the most congested streets downtown) to better identify needed stakeholders.

Discussing parking management with stakeholders should include conversations around right-pricing parking. Free parking is often seen as an incentive to drive, so potential solutions to dissuade an increase in numbers of drivers/cars may include requiring payment for parking: installing parking meters, implementing market-based parking pricing, or enforcing penalties.

“Consider the true costs of parking” – Community member

- b) Implement wayfinding/signage improvements (Town of Carrboro Downtown Parking Plan, 2017).

Wayfinding signage is an effective way to attract visitors, lengthen their stay, and support local businesses by marketing them together. Wayfinding signage should be provided at varying sizes and scales, and easily read by pedestrians, cyclists, and motorists.

- c) Incorporate and increase parking infrastructure for bicycles in parking plans (Community Meeting 2020).

Thoughtful parking infrastructure for bikes, e-bikes, and other micromobility options is one way to encourage cycling and support local businesses. When a destination

adds bike parking it draws cyclists and normalizes bike culture to draw more diverse riders.

- d) Town should implement Transportation Demand Management (TDM) policies as a leader in these policies and pursue paid parking as a demand management strategy.

TDM focuses on understanding how people make transportation decisions and helping them use the infrastructure in place for transit, walking, or biking. Some tangible policies to implement TDM include educating people about their transportation options, shifting the priority away from driving alone, improving public transportation, and collaborating with employers to financially incentivize bike and transit use.

- e) Plan for multi-level electric vehicle (EV) and bicycle charging stations.

Electric vehicle charging stations have various positive impacts on communities: they promote cleaner air, lower the overall cost of driving for community members, pave the way for other forms of clean transportation options, and help communities achieve their climate change goals. Outreach and analysis should be conducted to determine the best locations for and levels of stations (wattage) to remain accessible for all. Additionally, careful consideration should be placed on equity impacts. EV vehicles (even internal combustion vehicles) are not accessible to all households. Placing chargers in low-income neighborhoods may contribute to displacement if additional anti-displacement measures are not adopted. Consider how to make EVs accessible to low-income households, for example a pooled/shared EV program paired with thoughtfully place EV chargers can increase access to EVs.



Electric vehicle charging station in Carrboro.

Strategy 4.2: Investigate and reduce negative effects of parking requirements on housing costs
(Source: Goals & Strategies)

- a) Investigate lowering residential parking requirements to reduce impervious surfaces and enhance affordability (Source: Task Force) [Note some public and advisory board comments have called for eliminating parking minimums in certain areas such as downtown or in types of development such as affordable housing.]

Undertake a residential parking study to investigate parking standards for small single-family homes, multi-family units (currently 1 ½ spaces for each one- bedroom unit and 2 spaces for each unit with two or more bedrooms), multi-family units limited to persons of low- or moderate-income or elderly (currently 1 space per unit), affordable housing units, and accessory dwelling units.

Work with developers to determine how parking is cost effective and fulfills community needs per the development site.

- b) Reclaim underused parking spaces in larger residential developments to allow for development of affordable housing. (Task Force)

Green Stormwater Infrastructure, Energy, and Water

- Increase opportunities for alternatively fueled public transit, municipal, and private vehicles.

Affordable Housing

- Investigate lowering residential parking requirements to reduce impervious surfaces and enhance affordability.
- Reclaim underused parking spaces in larger residential developments to allow for development of affordable housing.

Economic Sustainability

- Identify job centers and commercial hubs and conduct a Racial Equity Impact Analysis on current transportation options to these locations, prioritize transportation projects that fill in service gaps.

Land Use

- Locate additional public transit routes along current and future high-density development to serve denser areas, and BIPOC residents in collaboration with anti-displacement policies, such as a route along Homestead and Old 86 if a new multi-use node is planned.
- Encourage non-automobile use in the community and reduce vehicle miles travelled through land use decisions of developments that lends itself to public transit use (such as denser mixed-use nodes) and enhancement of public transit itself.
- Evaluate and consider revisions to Town Standards for Street Design.
- The LUO Article XIV – Streets and Sidewalks should be considered for update, in particular the requirements related to street width, sidewalks, ROW width, shoulder width, and other design features.
- Explore and implement land use practices to support EV charging to reduce greenhouse gas emissions.

APPENDIX

Elevated Chicago's Principles and Recommendations for inclusive community engagement: Examples of how another community (Chicago) is thinking about equitable Transit Oriented Development that could be helpful for improving transit accessibility without displacement and providing inclusive outreach to BIPOC communities.

City of Chicago Equitable Transit-Oriented Development (ETOD)

ETOD is about planning with communities so that people of all income levels experience the benefits of dense, mixed-use, pedestrian-friendly living near transit hubs. Recommendations to avoid displacement of lower-income and racial minorities include: streamlining and incentivizing the production of multifamily affordable housing, preserving existing affordable housing in the TOD zone, strengthening affordability and accessibility requirements, strengthening density and parking incentives, unbundling housing and parking costs, and strengthening equity in procurement and supplier diversity policies.

- 1) Shift our mindset: When engaging with communities bring a mindset that sees values in all voices, understand that communities are not monolithic, build and rebuild trust through both words and actions, foster collective learning, be mindful about timelines and commit to an action-oriented process.
- 2) Co-design Community Engagement with Community: Community engagement is most meaningful and effective when the process is designed with community partners.
- 3) Enable two-way Communication and Learning: Having an ongoing dialogue with communities makes engagement around a particular project or plan easier because we already have a trusted relationship established.
- 4) Promote Cultural Competency and Empathy: We must get to know the contexts—community values and norms—in which we are working, really well.
- 5) Value Community Knowledge and Capital: Community residents are, hands down, the experts on their community context and built environment challenges. We must not only acknowledge local expertise, but compensate and amply it.
- 6) Seek and Embrace Multiple Viewpoints: Seek out and engage people who are or will be most affected by development decisions. Embrace diversity and design engagement opportunities to reach out unusual community participants.
- 7) Cultivate Leadership and Advocacy: From inception and design to implementation and activation, we can use the built environment decision making process to cultivate and empower community leaders to lead future efforts.
- 8) Foster Ownership and Identity in Community: Celebrate community identity and explore ways to integrate technical and creative methods that spark interest in permanent community assets.

<https://www.chicago.gov/content/dam/city/sites/etod/Pdfs/ETOD-Full-Policy-Plan-with-Appendices-6-15-21.pdf>



CHAPTER SIX

Green Stormwater Infrastructure, Water, & Energy

GREEN STORMWATER INFRASTRUCTURE - VISION

Carrboro routinely prioritizes green infrastructure over grey infrastructure, throughout the Town and Planning Jurisdiction, to enhance ecosystems and improve vibrancy, quality of life, and stormwater resiliency in the community.

GREEN STORMWATER INFRASTRUCTURE - KEY FINDINGS

1. Protecting terrestrial and aquatic ecosystems, responsible development, and providing citizens with access to nature are priorities for Carrboro. Green infrastructure refers to the nature-based approaches to realizing these priorities. It includes the intentional means to plan and implement strategies that ensure that native plant communities are created, protected, and restored to thrive. Several initiatives have been recently completed or are underway to improve access to and traveling through existing trails and greenways. These include the Jones Creek Greenway, Homestead-CHHS Multi-use path, and Morgan Creek Greenway. Two greenways, Jones Creek and Morgan Creek, are currently being funded in the CIP budget (the CIP budget dedicates \$1,987,500, with federal monies funding 80% of that value, to the development of greenways along Jones and Morgan Creek)
2. Green stormwater infrastructure is a specific type of green infrastructure that focuses on treating the runoff from developed areas with nature-based practices such as rain gardens, wetlands, bioswales, and other measures that more closely mimic how nature operates than many of the more “traditional” grey infrastructure approaches to stormwater management. Carrboro is actively working on identifying and expanding opportunities to educate and assist residents in implementing green stormwater infrastructure on their private properties. In 2020, the Town supported a study that was driven by flood related concerns in the upper Toms Creek watershed and included a recommendation to pilot a green infrastructure-based residential assistance program.

GREEN STORMWATER INFRASTRUCTURE - DRAFT METRICS:

1. Increase residential participation in native planting by xx%.
2. Increase tree canopy coverage by xx%.
3. XX residents engaged in RainReady Initiative to reduce residential flooding.

Goal 1: Increase the use of native plants and vegetation to mitigate climate change impacts, including stormwater mitigation and heat island effect.

Strategy 1.1: Rely on community leadership and participation from all residents, including those with financial barriers or that have historically been excluded from participation.

Marginalized residents are typically on the frontlines of feeling climate change impacts. Work with these residents to understand if and how they are disproportionately impacted by climate change impacts to then understand how to use green infrastructure to improve their life experiences and financial burdens.

Projects:

- a) Support the formation of a community-led urban forestry program for the preservation, protection, and conservation of the community forest (CCAP 2020).

Increase public awareness of the value of trees. Provide oversight for a community scale urban forestry program that seeks to preserve and protect the community forest. Partner with civic groups to improve and expand the Town's tree canopy.

- b) Increase public education of the benefits of native plants and vegetation for stormwater management (NDPES PHASE II).

Educate the public about the difference between turf lawns and native plants in terms of stormwater management. Native plants have deeper roots which can slow down rainwater runoff which reduces stormwater flooding.

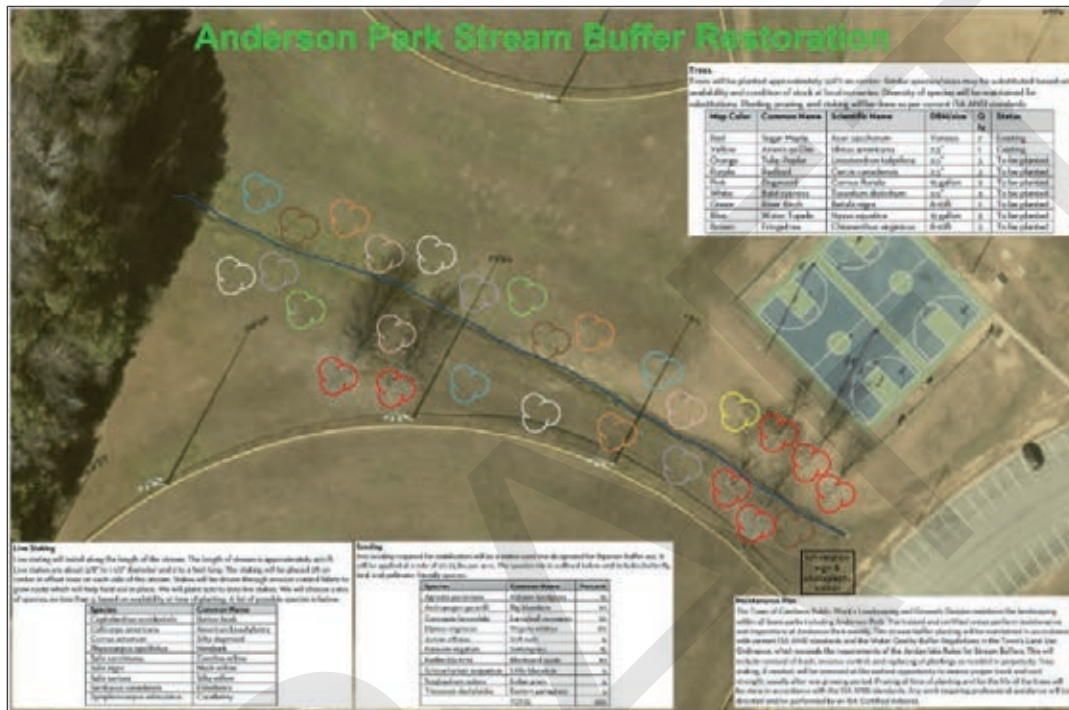
- c) Pursue regulatory and non-regulatory approaches to discourage non-native and invasive plants and encourage native plant use (CCAP 2017).

Encourage naturalized landscaping instead of manicured lawns which require less fertilizers and pesticides and can also reduce heat island effect. Look at the Bolin Forest and Quarterpath Trace neighborhoods' initiatives with regard to urban forest stewardship to discourage non-native/invasive plant use.

- d) Identify opportunities to promote technical assistance and cost-share grant program to residents seeking (RainReady Carrboro, 2020) to abide by regulatory approaches for encouraging native plant use.
- e) Identify local resident "champions" who can partner with the Town to support the development of the program and serve as a liaison to residents (RainReady Carrboro, 2020)
- f) Identify program design options that provide financial support enabling low-income residents' participation in a technical assistance and cost-share grant program to install green infrastructure (RainReady Carrboro, 2020).

- g) Invest in the completion of a new significant restoration project (NDPES PHASE II).

Identify priority locations for native plant restoration projects that support continuity of natural spaces, native pollinators, and residents' access to nature.



Anderson Park Stream Buffer Restoration Project: This project has and will continue to host volunteer events to plant trees (in order to create a pollinator habitat, improve water quality, install stormwater control measures, and provide education/outreach to Carrboro residents).

<https://www.townofcarrboro.org/2517/12895/Anderson-Park-Riparian-Buffer-Restoration>

Refer to the Climate Action and Environment Chapter for additional projects.

Goal 2: Plant and maintain the tree canopy along identified roads.

Improving tree canopy along roads can reduce the heat island effect and reduce stormwater runoff on streets.

Strategy 2.1: Improve canopy downtown to create a more vibrant and inviting urban landscape, reduce the heat island and stormwater runoff, and sequester carbon.

Tree canopy can entice more people to the street because they can depend on the shade and feel comfortable as they traverse down the streets.

Projects:

- a) Develop and implement a downtown street tree master plan.

Create a baseline for downtown street trees. Develop priority streets with community and stakeholder engagement, incorporate urban heat island data. Allocate budget for installing street planters and culturally and ecologically appropriate trees.

- b) Make the 2019 “tree tag” outreach an ongoing and regular initiative.

The tree tag project identified trees and shared how each tree provided financial savings, avoided stormwater runoff, saved electricity and energy, and stored carbon dioxide. This initiative should be expanded past current reach and is an example of a successful public education campaign.

- c) Work with downtown businesses and residents to improve the canopy on private lots.
- d) Seek grant support from the State and other sources to provide financial and technical support.

Allocate staff time to research funding opportunities for increasing the tree canopy.

Strategy 2.2: Work with neighborhoods to improve tree canopy and the forest along roads, in neighborhood open spaces, and on private lots.



Tree canopy coverage provides shade for users while reducing the heat island effect and reduce stormwater runoff.

Projects:

- a) Support neighborhood efforts to pursue grant funds for neighborhood improvements, especially those with ecological value or related to other town priorities.

- b) Provide criteria for neighborhood street tree inventories and related master plans.
- c) Work at a neighborhood scale to “green” the public right-of-way.

- d) Provide technical assistance for individual residents’ improvement and expansion of tree canopy.

Provide workshops, trainings, and a resource center (virtual or physical) to educate residents on how to expand the tree canopy on their own property.

- e) Seek grant support from the State and other sources to provide financial and technical support.

Goal 3: Expand green infrastructure as part of stormwater, watershed restoration, and climate resilience efforts into the Town’s public transportation investments.

Strategy 3.1: Coordinate transportation and public infrastructure improvements with green stormwater infrastructure.

Projects:

- a) Integrate green stormwater infrastructure dual solutions that improve stormwater management practices and traffic calming in transportation infrastructure (streets, alleys, sidewalks, curbs, storm sewers, and greenways).

Example solutions include street planters and permeable pavement which will slow down rainwater runoff. Street planters can be installed in sidewalks or medians and are large concrete boxes with soil that allow for plant growth and include gravel for rainwater storage. Permeable pavement are areas filled with gravel and covered by porous pavement to allow water to travel through.

Permeable Pavement



Examples of green stormwater infrastructure.

Permeable Pavement & Bioretention Bump Outs



Tree planters with Stormwater Filtration



Riparian/Stream Repair/Restoration Projects



Impervious Removal and Disconnection



- b) Residents, especially BIPOC identities, provide feedback on transportation plan's incorporation of green infrastructure (Bolin Creek Greenway Conceptual Master Plan, 2009).

Always include residents, especially those of marginalized identities, in the planning of transportation plans to ensure that their mobility needs are accounted for and that they also understand the dual benefits of green infrastructure.

- c) Educate residents about the Town's definition of a greenway and its benefits, and foster discussion about greenways (Community Meeting 2020).

Callout Box: Greenways Commission Charge for Greenways: Unbroken chains of preserved open space surrounding stream and wildlife corridors, headwaters, water recharge areas, and significant ecosystems that also provide bicycle and pedestrian connections between neighborhoods and for the community.

Goal 4: Expand green stormwater infrastructure as part of watershed restoration and climate resilience efforts (hydrology).

Strategy 4.1: Expand access to retrofit existing stormwater infrastructure and add new green stormwater infrastructure on private property for greater lot, neighborhood, and watershed scale resilience and environmental quality as well as community enjoyment of outdoor spaces.

Projects:

- a) Develop programming and accompanying financial assistance for income-eligible households to install green stormwater infrastructure (RainReady Carrboro, 2020).

Installing green stormwater infrastructure can be expensive. Identifying funding and financing opportunities so that low-income households can also participate and install green stormwater infrastructure.

- b) Develop a playbook for stormwater infrastructure retrofits to educate the public.

Identify partners experts who can help develop and deliver typologies of retrofits with the highest likelihood of widespread adoption. Develop public education campaign to publicize playbook and how-to on implementing retrofits. Provide technical assistance for retrofit projects.

WATER - VISION

Pursue a “One Water” vision in which water is managed in a sustainable and inclusive manner to build a better quality of life for everyone and a healthier environment. Align diverse stakeholders to find common ground solutions to the most pressing water challenges. Current and future generations of Carrboro residents, especially BIPOC populations, reliably enjoy affordable access to high quality drinking water, while improving healthy environments and aquatic ecosystems for Carrboro wildlife.

WATER - KEY FINDINGS

1. OWASA is continuously working towards maintaining a sustainable water supply, particularly one that is affordable for its lower income residents.
2. The Town has been involved in efforts to protect and restore the creeks in Carrboro as well as downstream waters for many years through land use regulations, watershed protection and restoration plans, and an EPA National Pollutant Discharge and Elimination System stormwater permit that requires the Town to implement and enforce a program to reduce the discharge of pollutants to protect water quality and satisfy requirements of the Clean Water Act.
3. The Town specifically created a Stormwater Utility and Enterprise Fund in 2017 (and increased fees in 2020) to provide dedicated revenue and staff to oversee the Town’s stormwater related efforts.

RACE AND EQUITY AND CLIMATE ACTION

Race and Equity:

Transportation and Infrastructure strategies and projects have been designed to advance race and equity in the town through:

- Modifying Town community engagement practices to reduce barriers for BIPOC and low-income residents’ participation.
- Reducing financial barriers or home ownership barriers to access energy efficient, renewable energy, water conservation, and green infrastructure projects.

Climate Action:

The Transportation and Infrastructure strategies and projects aim to advance the Town’s Climate Action Plan and Energy and Climate Action Plan through:

- Increasing fossil-free/low fossil-fuel use energy options for all households.
- Incorporating green stormwater infrastructure to streets and roadways to reduce impervious surfaces.

WATER - DRAFT METRICS

- Track and increase the number of businesses, HOAs, and other organizations that are actively engaged in watershed restoration, stormwater management, and water based public health endeavors.
- Incrementally increase funding for watershed restoration and stormwater management projects every 2-4 years. Rely on a collaborative process between staff and advisory boards, with community input, to determine the amount of the increase.

WATER - GOALS, STRATEGIES, AND PROJECTS

Goal 1: Ensure that Carrboro residents are informed of and engaged with OWASA's water supply, quality, and cost plans.

OWASA is responsible for the maintenance and quality of water (drinking and wastewater) that Carrboro residents depend on. The main way that the Town of Carrboro can assist OWASA is by enforcing and improving land use protections for the University Lake and the Jordan Lake watersheds, including but not limited to impervious surface limits and water quality and buffer regulations.

Strategy 1.1: Coordinate with OWASA and others for the maintenance and improvement of water supply (Jordan Lake Watershed, University Lake).

Projects:

- a) Identify resident concerns, especially those of marginalized identities, related to water and share with OWASA (Stakeholder interviews).

Create a clear line of communication so that residents can share issues with the Town about water affordability, quality, and supply issues. The Town can share these concerns with OWASA and support work to address these issues. Additionally, encourage OWASA to investigate ways to offer reduced water costs for income-eligible families.

- b) Encourage OWASA to explore affordable water rates targeted to lower-income households (Stakeholder interviews).

OWASA currently sets water rates based on a typical household usage at a base rate, and charges higher rates for greater use. This can still put a high burden on low- and moderate-income residents. OWASA also offers the Care to Share program which is a partnership between OWASA and the Inter-Faith Council for Social Service. All funds donated to Care to Share go directly to providing bill assistance. According to OWASA, while North Carolina law does not allow utilities to offer discounted rates or debt forgiveness for those who cannot pay their water bill, residents have expressed the need for OWASA to explore innovative approaches to address this issue to make sure that water is not turned off due to households not being able to pay their water bills.

- c) Work with OWASA to communicate goals and projects to residents in culturally responsive ways (Stakeholder interviews).

Carrboro should suggest to OWASA how to best communicate to Carrboro residents so that everyone is fully informed. This is particularly important for water efficiency measures which can help reduce financial burden on low-income households and address residents' concerns of drought.

Goal 2: Protect and restore watersheds and ecosystems. (Little Creek Watershed Assessment, Morgan Creek Local Watershed Plan, Bolin Creek Watershed Restoration Plan, 2012; Facilitated Small Area Plan 1999).

Due to development, the aquatic health of many of creeks and riparian areas in and around Carrboro have been compromised through pollution, habitat degradation, changes in hydrology, and other stressors. To ensure the health of all species living in and dependent on local creeks, people's access to water, and to improve resilience to climate change, further invest in and protect these ecosystems.



Carrboro is committed to investing in and protecting all bodies of water and ensuring the health of these ecosystems and all the species that rely on them.

Strategy 2.1: Continue to implement watershed management and restoration projects. (Bolin Creek Watershed Restoration Plan, 2012, Little Creek Watershed Assessment, 2003; Morgan Creek Local Watershed Plan, 2004).

Stormwater runoff can degrade water quality due to the pollution runoff it picks up as it moves from urbanized and polluted spaces to water bodies. By managing stormwater, the pollution to aquatic ecosystems can be reduced.

Projects:

- a) Seek additional funding to continue to expand the Stormwater Utility's and Enterprise fund efforts to implement stormwater/bioengineering methods and retrofits. (Morgan Creek Local Watershed Plan, 2004; Jordan Lake Rules, BCWRP).

Identify high priority projects and allocate sufficient budget and staff time to identified projects. Priority projects should be identified via data-driven method and contribute to improvement for the whole watershed, not be isolated to one section and includes equity components to increase stormwater burdened households, low-income households, and BIPOC household's access to clean and healthy water bodies.

Retrofit projects can scale from lot-level stormwater management to larger regional treatment facilities. Successful retrofitting requires available space for structure and maintenance, permission from owner, funding for engineering design and initial construction, regular maintenance, designated entity responsible for maintenance and repairs, and a method to enforce maintenance after construction.

- b) Implement incentive programs for stormwater management or infrastructure mitigation projects for local businesses and develop technical and financial assistance of income-eligible households to participate (Bolin Creek Watershed Restoration Plan, 2012) that prioritize BIPOC-led businesses.

Create job opportunities for BIPOC-led businesses for stormwater management projects to support Carrboro's business enterprise goals. Provide programmatic support to help BIPOC businesses bid competitively to other businesses.

Installing green stormwater infrastructure can be expensive. Identify funding and financing opportunities so that low-income households can also participate and install green stormwater infrastructure.

- c) Research and develop additional and innovative pollution prevention and cleanup, and hillslope, conveyance and channel erosion control practices that build upon current practices to best serve the various ecosystems in Carrboro (Bolin Creek Watershed Restoration Plan 2012).

Work with other agencies and consultants or academics to implement strategies understand pollution prevention, cleanup, and erosion control practices specific to the ecosystems of Carrboro. Prioritize which practices to implement based on budget, impacts on the ecosystem, and carefully consider unintended consequences on historically marginalized residents of Carrboro.

- d) Continue to administer procedures for detecting and removing illicit discharge sources (Carrboro: Illicit Discharge Detection and Elimination Program 2020).

Regularly review and revise the town's Illicit Discharge Detection and Elimination program, maintain a current map of the stormwater system, annually maintain and evaluate written procedures for identifying illicit discharges, train staff appropriately, educate the public, publicize how community members can report illicit discharges, and track violations.

- e) Continue to expand educational efforts on green infrastructure and pollution prevention best practices, as well as hazards of illegal discharge (Little Creek Watershed Assessment, 2003; RainReady, 2020; Carrboro: Illicit Discharge Detection and Elimination Program, 2020).

The recently released and well received Stormwater and Watershed Homeowners Manual is an example of a beneficial resource.

Some residents and business owners of Carrboro may use harmful chemicals to manage their landscapes or improve the aesthetic look of their lawns or gardens. These chemicals pose a danger to water bodies, for example, through eutrophication which robs the water of oxygen, or being acutely or chronically toxic to aquatic organisms. Continue to expand education about more eco-friendly landscape and garden care to reduce these impacts.

Work with resident groups to help spread information about hazards of illegal discharge. Continue to partner with Chapel Hill's stormwater education program or UNC to develop content for the educational campaign.

"Provide more publicity and outreach to expand existing volunteer waterway cleanups" – Task Force Member

- f) Assess discharge permits and consider if there is a larger cumulative burden on BIPOC and/or low-income households.

If so, reassess permits to one, decrease permit approvals, and two, ensure that permit approvals do not burden certain populations over others.

- g) Limit disturbance of riparian areas while maintaining sanitary sewer infrastructure and greenways (BCWRP, 2012) (Little Creek Watershed Assessment, 2003).

Work with OWASA and other utilities to identify disturbed riparian areas near infrastructure. Riparian areas refer to terrestrial land in the transition between uplands and aquatic ecosystems. Limit any future disturbance to the maximum extent and reestablish native vegetation when possible.

Strategy 2.2: Address the effect of development on stormwater management (Bolin Creek Watershed Restoration Plan, 2012, Morgan Creek Local Watershed Plan, 2004, Carrboro: Stormwater Management Plan, 2021).

Impervious surfaces - due to development - reduce the opportunity for water to infiltrate soil, so instead water runs off and leads to stormwater issues.

Projects:

- a) Implement structural and non-structural management measures for redevelopment and infill and as retrofits in dense locations to increase stormwater volume control (BCWRP, 2012; Morgan Creek Local Watershed Plan, 2004; Little Creek Watershed Assessment, 2003).

Non-structural management measures cluster and concentrate development, minimize disturbed and impervious areas, reduce runoff, preserve open space, protect natural systems, and incorporate existing landscape features such as wetlands and riparian corridors into site plans. Structural management measures are engineered technologies to store, infiltrate, and evapotranspire runoff and that prevent pollution from entering stormwater runoff.

- b) Incentivize Low Impact Development practices for any new developments that reduce impervious surfaces and mimic natural hydrology (Little Creek Watershed Assessment, 2003; Community Workshop 2020).

Low impact development practices use nature-based solutions (like green stormwater infrastructure) to manage stormwater with infiltration and evapotranspiration.

- c) Stabilize vegetation in new construction above and beyond minim erosion control requirements (Little Creek Watershed Assessment, 2003).

To stabilize vegetation means to maintain existing vegetation at construction sites. This can help prevent erosion during precipitation events because the roots of vegetation keep soils intact. Carrboro can add this as a practice for consideration in approving construction permits.



One of the ways Carrboro can continue improving water quality is by pursuing stream restoration, enhancing stormwater runoff management projects.

Goal 3: Reduce the amount of Carrboro's treated water use while increasing water rate affordability.

Reducing treated water use can reduce water costs because less energy and facility use is required when less water is treated, saving expenditure.

Strategy 3.1: Promote water conservation and efficiency efforts among residents and businesses (OWASA Long Range Water Supply Plan, 2013).

Support water conservation and efficiency efforts among people of the town, not just of municipal water use.

Projects:

- a) Develop programs to educate residents and business owners about local water supply and stewardship programs (OWASA Long Range Water Supply Plan, 2013).

Work with OWASA to support communications on water stewardship programs to residents and business owners. Ensure that education is culturally responsive so that all residents and business owners can understand messaging.



Water conservation programs should be culturally responsive, so all residents and business owners understand the message.

- b) Provide financial and technical assistance to income-eligible residents and business owners to install water conservation and efficiency measures (OWASA Long Range Water Supply Plan, 2013; Triangle Regional Water Supply, 2014).

Partner with OWASA to support water conservation and efficiency programs that reduce cost and technical burden for residents and business owners. Engage community members to support development and implementation of programs to make sure that they are effective and useful for residents.

- c) Establish water efficiency standards for new developments and encourage retrofits to older developments (OWASA Long Range Water Supply Plan, 2013).

Setting water efficiency standards will force developers to build more water efficient buildings. For retrofits, develop a program to help fund retrofits and determine which entity is responsible for retrofits. Work with OWASA to provide technical assistance for these retrofits.

- d) Develop policies to expand safe use of reclaimed water (Triangle Regional Water Supply, 2014).

Reclaimed water is reusing wastewater for other purposes prior to treatment. For example, irrigating gardens with safe wastewater. Identify policies that are barriers to reclaimed wastewater use and advocate for different policies. Support public education around same reclaimed water use.

- e) Initiate water use audits, repairs, and retrofits in government buildings (Collaborative Report on Water Conservation Strategies, 2008).

Improve municipal water efficiency by first auditing water use to determine a baseline and then budget for and implement water infrastructure repairs and retrofits to reduce water use.

- f) Pilot demonstration of water conservation and efficiency projects at public facilities (Collaborative Report on Water Conservation Strategies, 2008).

To encourage private water conservation and efficiency projects, use a public facility as a demonstration project. Educate community members about the projects so that they can become comfortable – speak to how it works and the water and cost savings.

- g) Assess what level water rates must be set at to improve affordability for low-income residents and advocate to OWASA to set affordable rates.

Advocate to OWASA to look at water bill payment data and understand payment trends looking at both qualitative and quantitative data. Facilitate meetings between OWASA and community members to ensure culturally responsive meeting logistics and content. Use meetings to understand how affordability can be improved.

ENERGY - VISION

Carrboro reduces its dependence on fossil fuel energy sources with opportunities for all residents, especially low-income BIPOC residents, to participate.

ENERGY - KEY FINDINGS

- 1) Carrboro is working towards their energy goals of reaching 80% reduction of emissions by 2030 when compared to 2010 levels.
- 2) The Town wants to be responsive of social justice while working towards their energy goals by addressing the energy burden on low-income households.

ENERGY - DRAFT METRICS

- 1) Reduce Greenhouse gas emissions reduction (per capita) by 80% from 2010 levels by 2030.
- 2) Increase Town and community use of renewable energy by xx% by 202x.

ENERGY - GOALS, STRATEGIES, AND PROJECTS

Goal 1: Achieve 80% reduction 2010 levels of per capita greenhouse emissions by 2030.

This goal was updated in Carrboro's Community Climate Action Plan in October 2020; the previous adopted goal was 50% reduction in greenhouse gas emissions by 2025. The goal refers to community-wide greenhouse gas emissions, not only emissions due to municipal operations.

Strategy 1.1: Reduce greenhouse gas emissions from motor automobile use by 80% by 2030 (CCAP 2020).

Transportation is a significant source of greenhouse gas emissions. Automobiles that use gasoline emit greenhouse gasses because the energy source comes from fossil fuels which are rich in carbon. The same is true of electric vehicles unless the electricity to charge them are created from renewable energy. Increased density and infrastructure around mixed-use residential and commercial areas, and accessible alternatives to single-occupancy vehicle travel methods to points of interest, could reduce community emissions due to transportation. Mixed-use areas and transportation options must be widely accessible, affordable, and meet a variety of household needs and preferences.

Projects:

- a) Refer to Transportation project 2.1.a
- b) Provide a variety of public transit options (buses, small buses, vans, etc) and increase opportunities for alternatively fueled vehicles (Community Meeting 2020). Relatedly, improve vanpool and carpool options for commuters and seek funding opportunities from Triangle TDM (CCAP 2014).

The Triangle TDM provides funding opportunities for alternatives to automobile use. Staff should allocate time to understand these opportunities and align these to community desires for a variety of public transit options. A variety of public transit

options may increase service hours while managing concerns of largely empty typically sized buses.

- c) Support adoption of electric vehicles by requiring EV charging stations, infrastructure, and spaces at popular destinations. (CCAP 2020).

As of June 8, 2021, the LUO requires EV charging stations in new developments. Assess where EV charging stations would benefit drivers without displacing current residents from their homes by triggering gentrification. Popular destinations may include downtown Carrboro or recreational locations. Including EV charging stations in new developments can entice environmentally friendly households to reside there. Additionally, research car-sharing electric vehicle programs, so that those who cannot afford their own vehicle can make use of the charging infrastructure as well.

Strategy 1.2: 80% reduction 2010 levels of community greenhouse emissions attributed to Carrboro buildings by 2030 (CCAP 2020).

Improve energy efficiency of buildings to reduce emissions related to energy use.

Projects:

- a) Continue conducting building energy assessments and ratings for all municipal buildings and inventory energy efficiency measures throughout the town (ECPP 2014).

The Town worked with a consultant to establish a baseline of building energy use and develop a rating system to prioritize buildings for energy efficiency projects. The two buildings with work beginning/complete is Town Hall and Century Center.

- b) Increase energy efficiency within municipal buildings with technologies used in weatherization efforts (ECPP 2014).

Identify and budget for weatherization best practices – such as those related to insulation, window fixtures, etc. Opportunities should be determined using the information learned from the building energy assessment (in progress).

- c) Address limitations to financing energy efficiency for low-income households and renters by creating and administratively supporting a Rental Environmental Task Force including owners and renters (CCAP 2017).

The Town should partner with a community organization to develop and facilitate a task force comprised of compensated stakeholders, tasked with identifying strategies to increase participation of rental properties in energy efficiency projects. Conduct a community engagement program to develop a program that best serves low-income, renter households. Budget annual amount to implement energy efficiency projects (CCAP 2020).

- d) Support energy efficiency financing for small businesses and low-income households through the Energy Efficiency Revolving Loan Fund (CCAP 2017) and clean energy financing for commercial properties (Environmental Advisory Board).

Conduct evaluation of the Energy Efficiency Revolving Loan Fund program to identify best practices, understand previous program participants' experiences and opinions, and explore changes that would allow greater flexibility and more categories of uses (solar and geothermal). Speak with current business owners that have yet to participate to understand what improvements would benefit potential future participants. Budget annual amount to implement energy efficiency projects (CCAP 2020).

The town of Carrboro is currently part of the [North Carolina Cities Initiative](#) in coalition with several other municipalities. One of 12 action items include reducing barriers for commercial properties to access clean energy by adding a lien and paying off installments through property bills. Co-create how to address barriers for small business owners to ensure that the program is feasible for those with less capital or concerns with liens.

- e) Host renewable energy sites in the business district, among clustered commercial buildings, or Town buildings.

Determine barriers to publicly owned renewable energy sites and advocate for policy changes. Identify opportune locations for renewable energy sites among clustered buildings. Educate the public about the renewable energy site to increase awareness of renewable energy.

- f) Develop a Community Energy Dashboard, using building energy assessment data, to identify progression or regression from the Town's energy goal over time (CCAP 2020).

Using the building energy assessments develop a dashboard that is publicly viewable to show how building energy consumption is supporting or moving away from Town energy goals. Regularly update the dashboard for accurate counts.

- g) Create a utility billing platform to help energy customers (individual households, commercial building owners, and municipalities) understand their energy use.

The Town of Carrboro is currently part of the [North Carolina Cities Initiative](#). One of the agreed upon action items is to create a utility billing platform in partnership with Duke Energy which would be funded through on-bill financing. In the creation, it is imperative that the financing mechanism considers impact on low-income households to ensure that additional billing does not create an energy cost burden.

- h) Create policies that incentivize net-zero construction and energy efficient retrofits in new and existing developments, prioritizing affordable housing developments.

Carrboro is part of the [North Carolina Cities Initiative](#) through which the town can conduct research and understand net zero building stretch codes and advocate for such legislation at the state. Add net-zero provisions or suggestions (if provisions are not legally allowed) to building permits and educate developers and landowners about the provisions. Provide technical assistance on net-zero retrofit construction projects. Prioritize affordable housing development in which residents are energy-burdened (paying a high proportion of their income on energy).

- i) Explore options to increase renewable energy usage through Renewable Energy Credits (RECs) purchases or advocating reinstatement of state solar tax credits. (CCAP 2020).

Advocate with a coalition of other jurisdictions for reinstatement of state solar tax credits. Purchase additional RECs and advocate against any policy barriers to purchasing more RECs.

Strategy 1.3: Increase Carrboro's use of renewable energy (CCAP 2017).

Increasing renewable energy use – solar or geothermal are best fits for Carrboro – to reduce greenhouse gas emissions.

Projects:

- a) Develop a renewable energy portfolio that takes advantage of federal and state tax credits and supports increased solarization (ECPP 2014).

Work with Duke Energy to increase renewable energies in the portfolio. Research additional solar energy for the portfolio for procurement. Allocate staff time to identify federal and state tax credits to incentivize renewable energy procurement.

- b) Advocate for state legislation that enables Carrboro to invest in renewable energy generation projects that allows shared solar investment benefits in the community or can generate revenue to be invested in community needs, like affordable housing (Community Meeting 2020).

Advocate to the state to streamline community solar facility requirements for utilities and other enabling policies that allow access to solar energy for residents who aren't able to install rooftop solar. Research opportunities and best practices for generating revenue from community solar and allocate these revenues to support affordable housing projects in the town.

- c) Develop programs and policies to support homeowners' ability to generate solar energy on roofs, with consideration for low-income homeowners (Community Meeting 2020).

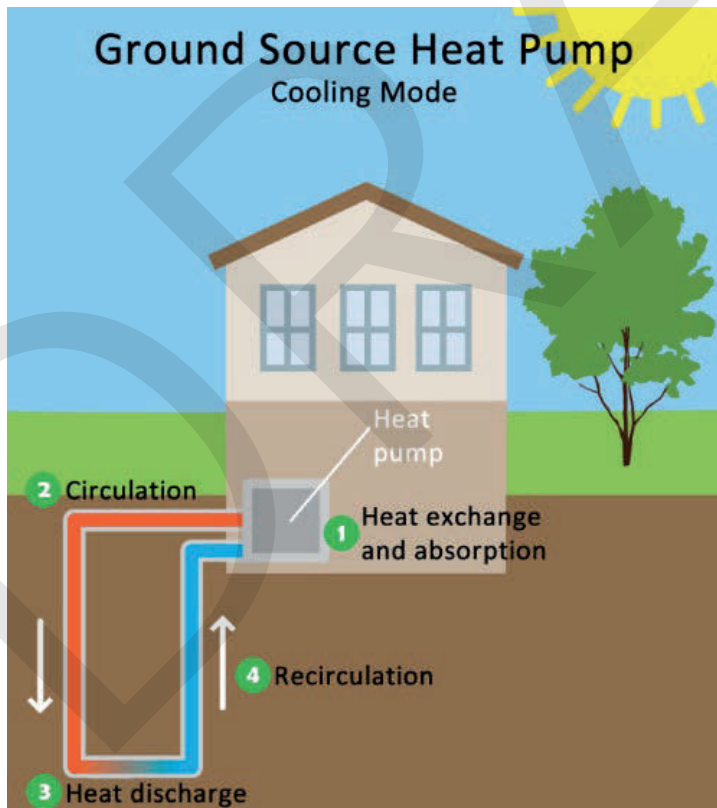
Assess the limitations to homeowners' generating solar energy. Develop financial and technical assistance programs to ease adoption of roof solar energy for low-income homeowners. Finance ideas can include grant base programs, low-cost financing, or on-bill financing – but should be determined with low-income homeowners in program development.



Example of distributed renewable energy (solar panels) Identify opportunities to increase municipal or community-based solar projects (ECPP), including funding to allow participation at a variety of income levels.

d) Investigate opportunities to pursue geothermal installations (CCAP 2020).

The Town can consider a municipal project on owned land along Morgan Creek. Additionally, the town staff should consider how to incentivize installations.



A Geothermal heating and cooling system (EPA).

Transportation & Mobility

- Provide a variety of public transit options (buses, small buses, vans, etc) and increase opportunities for alternatively fueled vehicles
- Support adoption of electric vehicles by requiring EV charging stations, infrastructure, and spaces at popular destinations.
- Coordinate transportation and public infrastructure improvements with stormwater green infrastructure.

Climate Action & Environment

- Increase Carrboro's use of renewable energy
- Support energy efficiency financing for small businesses and low-income households through the Energy Efficiency Revolving Loan Fund and clean energy financing for commercial properties.
- Provide financial and technical assistance to income-eligible residents and business owners to install water conservation and efficiency measures
- Increase public education of the benefits of native plants and vegetation for stormwater management.
- Identify opportunities to promote technical assistance and cost-share grant program to residents seeking to abide by regulatory approaches for encouraging native plant use.
- Invest in the completion of a new significant restoration project.
- Improve canopy downtown to create a more vibrant and inviting urban landscape, reduce the heat island and stormwater runoff, and sequester carbon.
- Continue to implement watershed management and restoration projects.
- Address the effect of development on stormwater management.

Affordable Housing

- Create policies that incentivize net-zero construction and energy efficient retrofits in new and existing developments, prioritizing affordable housing developments.

Public Services

- Continue conducting building energy assessments and ratings for all municipal buildings and inventory energy efficiency measures throughout the town.



CHAPTER SEVEN

Economic Sustainability

VISION

Carrboro is a place where businesses thrive, living wage jobs are available and residents can create new businesses. The community supports a vibrant and inclusive local economy that meets the needs of the most vulnerable and underserved populations while supporting the growth of BIPOC businesses and the community as a whole.

Definitions:

A sustainable economy provides long-term financial opportunities for local businesses. Equitable development is attained when all individuals have an opportunity to prosper and outcomes are not predetermined based on one's race, gender, age, creed, national origin, disability, sexual orientation, gender identity/expression or economic status.

KEY FINDINGS

1. Inclusive, equitable growth is fundamental to economic sustainability

Carrboro's diversity in race, ethnicity, language, gender identify, education and culture, is treasured by the community. Throughout the engagement process, residents have expressed a deep concern that without taking action, Carrboro could lose what makes Carrboro different than so many other communities. Carrboro is home to households of virtually every income and education level. The strategies and projects that have been identified aim to provide a pathway toward equitable opportunities and sustainable growth.

Engagement with local BIPOC-owned businesses is critical to success. Outreach efforts during the planning process identified issues including access to resources, equipment, affordable commercial space, and overcoming the challenges of starting a business as major concerns. The recommendations that follow include ideas to address these challenges including developing partnerships to expand access to credit, exploring incubator space to provide affordable, high-quality space, and assistance with technology, marketing, and online tools for local and BIPOC businesses to thrive in Carrboro.

2. Capture a larger share of the regional economy.

Carrboro is located in one of the most dynamic, largest economies in the U.S.¹ From its base in research, education, and technology to attracting Fortune 500 companies, the Triangle is home to innovative, growing companies. Yet, the Town has limited land available for commercial development and has a small amount of office or research space, while residents need to commute out of Carrboro to access regional job opportunities.

Nearly half of all retail spending leaves Carrboro each year -- a total of \$161 million -- as residents shop in surrounding communities.² This may be due to a variety of reasons, including the high cost and limited availability of land. A successful strategy will need to find opportunities to both attract more businesses to serve local needs and better connect residents to existing local businesses, so they are aware of what is available in the community.

3. Arts and culture are building blocks for what makes Carrboro distinct from other communities.

From the Freight Train Blues to Carrboro Music Festival, Carrboro Film Fest and local venues, Carrboro is known for its arts and entertainment offerings. With two major projects – the 203 Greensboro project and new ArtCenter – as well as private venues expanding and relocating – now is the time to determine ways to further enhance the importance of these institutions to the community. As the largest share of Carrboro’s economy (38% of businesses and 42% of employees) in the service industries – from education institutions, entertainment and hospitality – thriving arts and entertainment is critical to provide cultural offerings to express the diversity of the Carrboro community.



Artists' rendering of the 203 Project that will house the Town's Recreation, Parks and Cultural Resources Program, the Orange County Southern Branch Library, the Orange County Skills Development Center, Virtual Justice Center, WCOM Radio and Teen Center.

¹ Carrboro is located in the Durham Chapel Hill MSA which is ranked 66th while the Raleigh City MSA is ranked 42 according to the Bureau of Economic Analysis ranking of regional Gross Domestic Product (GDP) in 2017. Taken together, the region's economy is over \$126 B in GDP.

² Esri and Infogroup, 2020

4. Support for locally-owned business start-ups and BIPOC businesses

With graduates and high-tech workers converging in our region from all over the globe, how can Carrboro provide opportunities for business start-ups, and encourage them to stay in the community? With rising costs for both housing and commercial space, what policies and programs can support a thriving community that is affordable for start-ups and innovators? What outreach and technical assistance is needed to BIPOC-owned businesses to encourage them to open and stay in Carrboro?

5. Downtown Carrboro is an economic, social and cultural engine for the community and needs to be well-maintained with an attractive design, provide a diversity of entertainment, restaurants and cultural activities.

Downtown serves as one of the central gathering places in Carrboro. From a place to casually gather at Carr Mill to eating at one of the many restaurants, to attending a special event, the Downtown provides multiple opportunities for residents and visitors. Since it is the most recognizable commercial area in Carrboro, maintaining the health of the Downtown is important for residents, local businesses, non-profit organizations and Town departments.

6. There is a need to diversify the tax base to support local services.

Only 4% of Carrboro's land area is commercial, while 56% of land is residential, 35% is parks, open space, and natural resources and 5% is public use.³ This leads to a reliance on residential properties to fund local services. In fact, eighty-nine percent of the tax base is residential – 77% single-family and condominium and 12% apartments.⁴ Only eleven percent of the tax base is commercial. The Task Force has identified a need to provide additional commercial opportunities to relieve the reliance of local property taxes primarily on residents.

The following section of the chapter lays out the Goals, Strategies and Projects that have been put forward by the Carrboro Connects Task Force based on a wide variety of engagement tools with residents, businesses, and organizations throughout Carrboro. These goals, strategies and projects aim to provide a more equitable, sustainable approach to economic investment in the Town, expanding opportunities for residents, small and BIPOC businesses to grow in the community.

DRAFT METRICS

1. Increase number of BIPOC and small businesses that receive assistance from the Town annually
2. Set a target for number of arts and entertainment businesses and organizations that are assisted annually
3. Reduce annual retail spending gap
4. Increase share of commercial assessed value as percent of *total assessed property value*

³ Town of Carrboro GIS data

⁴ Orange County Tax Assessor, 2019

GOALS, STRATEGIES, AND PROJECTS

Goal 1: Create a more inclusive economy and encourage more racial equity in business growth and start-ups.

Strategy 1.1: Create more equitable opportunities for residents and workers to obtain living wage jobs and a career path to support one's household.

- a) Encourage and support businesses to become Orange County Certified Living Wage employers. While the Town cannot require living wages, it can encourage employers to become Orange County Certified Living Wage employers. The Town can also profile employers who meet this standard through social media, events, and promotion.
- b) Seek out and encourage opportunities for light manufacturing industries that can create livelihoods with living wages. Carrboro can reinforce its roots and support light manufacturers in town that provide employment opportunities and are increasingly an important part of the regional economy. The Land Use Ordinance should continue to offer and identify new areas that are zoned for light manufacturing to expand the Town's tax base while providing employment opportunities.
- c) Expand access to capital for locally-owned and BIPOC businesses and entrepreneurs. Partner with community organizations, credit unions and Community Development Financial Institutions to assist low-income, immigrants and BIPOC households and businesses that are not banked through financial education and coaching (Economic Sustainability Plan). Rates for the unbanked are much higher for BIPOC households and businesses which often leads to high interest payments due to payday cash advance and title loans. Through education, partnerships and ensuring that people know what products are available, more Carrboro residents can qualify for low-cost banking products including credit cards, mortgages, and small business loans.

Strategy 1.2: Support existing and attract new businesses that include a range of BIPOC, gender, ethnicities, and multiple abilities.

- a) Utilize an equity rating tool such as a racial equity analysis for use in governmental decision-making.
- b) Pursue marketing efforts to support locally-owned businesses that reflect the diversity of the community. The Town's marketing efforts including its web site, use of social media and local events can highlight the diverse aspects, providing role models for youth, attracting more visitors into Carrboro, and leading to greater economic success of these businesses.
- c) Based on an inventory of needs of local businesses, provide support for technology upgrades to be more competitive online and in-person. The Town can connect local, BIPOC and other diverse businesses to regional training providers that provide technical skills, software, and certifications.



Present Day on Main provides a gathering space for local residents and is an example of a BIPOC-owned business that is bringing people together through food, culture and music

Strategy 1.3: Expand access to capital for entrepreneurs, locally-owned and BIPOC businesses.

- a) Collaborate with banks and other lenders to provide gap financing, micro-loans, and lease assistance to local businesses and non-profits with an emphasis on equity gaps. Start-up costs can be substantial for new businesses who often do not qualify for traditional lending products. The Town can explore on its experience during COVID-19 in partnering with banks and local lenders to determine ways to provide gap financing so that businesses can start-up, expand, acquire new space, or develop new products and services.
- b) Work with local lenders and credit unions to develop and market affordable products for financing locally owned businesses and non-profits. Several banks and financial institutions have financial products for small businesses and entrepreneurs, but they may not be aware of the availability, or do not think they could qualify for the products, or there are some barriers to accessing the products. By connecting Carrboro entrepreneurs and local businesses to these financial institutions including credit unions, CDFIs and banks, the Town can make sure that there is knowledge of affordable and fair lending products available to them and advocate for modifications to meet the local needs of small businesses.
- c) Increase awareness of the Town's revolving loan fund through email, social media, newspaper articles, and peer-to-peer communications. The revolving loan fund is a successful program that many local businesses, particularly BIPOC businesses, may not be aware of or may qualify for it. Through increased marketing and fine-tuning the revolving loan fund, the Town may be able to reach more businesses to provide this critical financial resource.
- d) Work with locally-owned and BIPOC businesses to help them navigate development review, permitting, building code and other interactions with the Town.

- e) Continue to support locally owned and operated businesses through CBA and other networking opportunities.
- f) Support building social capital by offering scholarships for membership in the Carrboro Business Alliance for low-asset businesses.

Goal 2: Promote economic development that is resilient, promotes excellence in design, reinforces a sense of place, expands commercial development opportunities, promotes infill development and reduces the tax burden on residents.

Strategy 2.1: Support well-planned and designed, higher density and mixed-use development in the downtown.

- a) Develop a small area plan for the downtown. Plan for new, well-designed mixed-use development and public spaces on vacant and underutilized parcels in and near the downtown.
- b) Identify areas for the downtown to grow, such as the area around OWASA & the new ArtsCenter site on Jones Ferry Road as identified in the Land Use element.
- c) Continue to market events and activities in the downtown and Town Commons that reinforce the sense of place and bring more residents, visitors, and customers into Carrboro. Market events including the Carrboro Film Fest, Freight Train Blues, Carrboro Music Fest, Carrboro Day, and other events that celebrate the community.
- d) Improve signage and wayfinding in and near the Downtown to make it easier to find parking, bike trails, and key destinations including both public facilities and private destinations.
- e) Reinforce civic spaces in the downtown with the opening of 203 S. Greensboro and the planned renovation of the Century Center. Ensure there is a high level of walkability, bike-ability, and one-time parking for public facilities across these facilities.



This site on E. Main St. just east of the railroad tracks could be home to preserving existing buildings and siting a new cultural incubator and public plaza to extend the amenities from the adjacent Carr Mill.

Strategy 2.2: Strengthen other business districts and commercial areas in Carrboro's neighborhoods.

- a) Plan for mixed-use business districts and upgrade shopping centers into multi-use destinations outside of the downtown such as nodes along Route 54 at Main Street and Jones Ferry Road, on Homestead Road and at the intersection of Smith Level and Culbreth. Consider proposals for mixed-use development that meets appropriate scale and high-quality design at these destinations that create more walkable destinations for business and residential users rather than traditional, auto-oriented shopping centers.

Strategy 2.3: Aim to close the retail spending gap to keep more of Carrboro's spending power within the Town.

- a) Identify market segments and recruit local, regional and/or BIPOC businesses that can provide goods and services to keep spending in town. Work with local businesses to understand their market reach, how they can diversify product offerings to reach more customers and develop marketing campaigns to reach more customers through convenience, local nature of stores, and selection.
- b) Actively educate citizens on the importance of buying and investing locally by communicating through events and various media channels, especially social media campaigns through the Carrboro Business Alliance and other relationships. Create a marketing campaign focused on the rich variety of offerings in Carrboro by highlighting local businesses.

Goal 3: Grow the arts, entertainment, cultural and tourism sectors of the economy.

Strategy 3.1: Support expanded access to capital to the cultural community (arts, music, cultural institutions, etc.) including businesses and non-profit organizations.

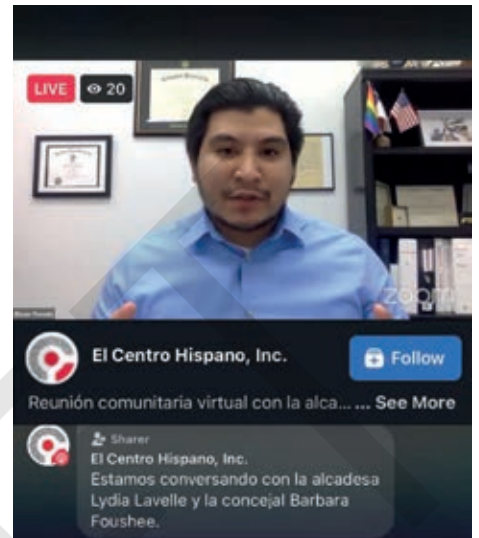
- a) Explore micro-venture funds with investors/owners in Carrboro music and arts community. Develop relationships with financial institutions including credit unions and CDFIs to offer tailored products that meet the needs of music, arts and cultural organizations and businesses.
- b) Gain a better understanding of debt and equity gaps for businesses and artists of color and leverage partnerships to close those gaps through lending products and other actions that can best meet the needs of businesses and artists of color.

Strategy 3.2: Create a cultural market.

- a) Grow an entrepreneurial class of cultural-related businesses that can be successful in Carrboro such as creating a regular place (e.g., at the Town Commons and other key locations) for hosting markets or sales of crafts and cultural offerings.

Strategy 3.3: Expand tourism opportunities

- a) Work with regional tourist marketing efforts to promote Carrboro including trails, University Lake, local arts, music, and events. Partner with the Carrboro Tourism Development Authority to expand marketing efforts and provide seed funding to local events and activities.
- b) Update land use policies and regulations for short-term rentals. Identify policies needed to allow for short-term rentals to support the local economy and events while preserving neighborhood character.
- c) Determine demand for additional hotel and conference space. Identify potential market for additional hotel and conference space that can meet local demand while providing revenue to support local arts and tourism.
- d) Encourage the Tourism Development Authority to promote eco and agricultural tourism. Identify unique aspects of Carrboro that can attract additional users that may come to the community as well as support restaurants and local businesses.



One of the ideas that arose through a Carrboro was to explore the creation of a cultural market in Carrboro



Many businesses have embraced outdoor dining and activities, bringing activity to the public and private realms

Strategy 3.4 Support business opportunities and unique ownership models

- a) Seek out ways to expand the opportunities for essential services in town, including office and flex space to accommodate growing businesses and more diverse retail categories. Identify the demand for additional office and research space and the appropriate facilities. Determine if increased work-at-home trends may also lead to additional flex offices for remote work.
- b) Target research and development opportunities, such as the Old 86 town-owned property, and partner with the development community, banks, and other governmental agencies. Identify locations both in-town and along commercial corridors for additional space.
- c) Encourage and support co-op models to expand business opportunities and address equity gaps. Explore ways to expand cooperative ownership models like Weaver Street Market to other types of retail and business services.

Goal 4: Encourage the transition of the economy to one based on green technology and low-impact industries.

Strategy 4.1 Promote energy efficiency, renewable energy, and green buildings.

- a) Expand opportunities for renewable energy through seeking low-cost financing for energy efficiency, renewable energy projects and community generation. Identify programs offered by utilities, financial institutions, state, and federal sources that can provide low-cost financing and grants.
- b) Incentivize energy efficiency and green building to exceed minimum standards with special designations, recognition programs, and that meet climate change demands.

Strategy 4.2: Promote the green economy including local innovators and low-impact industries.

- a) Explore additional changes to the Energy Efficiency Revolving Loan that would allow greater flexibility and more category of uses, including solar and geothermal, using strategies such as communication with past recipients and potential applicants to determine any barriers or challenges in the Revolving Loan that can be addressed to improve the program.
- b) Create connections between BIPOC residents and small businesses to growing green economy fields. Create networking opportunities and educational events with the Chapel Hill Carrboro Chamber, UNC Chapel Hill, Duke University, Research Triangle, El Centro, Urban League, and other organizations to generate leads for additional business opportunities.
- c) Create a special recognition program for businesses that meet or exceed climate change and support green economy initiatives consistent with the Local Living Economy Task Force.
- d) Encourage and support local sourcing between businesses as a means for reducing carbon footprints. Encourage major institutions and employers to purchase locally to support businesses and reduce transportation costs and carbon footprint.
- e) Encourage and support plant-based food businesses and promote existing food businesses to offer more plant-based food options consistent with the CAP.

- f) Support the continuation of agricultural businesses and production in the ETJ and Transition Areas to preserve the rural character of the area and maintain food production close to Town to reduce emissions in transporting food long distances.

Strategy 4.3: Attract a greater share of high tech, biotech and research, and development industries.

- a) Partner with UNC Chapel Hill, Duke University to identify opportunities for start-up industries in Carrboro. Identify local start-ups that can operate at home, in shared incubator spaces, or new flex spaces.
- b) Identify additional lands for research and development in Carrboro connected to regional institutions. Identify the needs for physical spaces such as lab and office space. Consider the creation of an economic development district to support business growth that provide benefits to the community.
- c) Recruit incubator start-ups looking for a new location. Reach out to start-ups to determine their space needs, support, and any obstacles they are facing in finding either their first or a move-up location. Assemble a list of properties that could be adapted for start-up use.

RELATED STRATEGIES AND PROJECTS IN OTHER CHAPTERS

Affordable Housing

- Diversify and expand a variety of housing options throughout Carrboro using a mixture of affordable housing types.
- Expand resources targeted to affordable housing.

Climate Action & Environment

- Expand the Worthwhile Investments Save Energy (WISE) Program and Energy Efficiency Revolving Loan Fund (EERLF).
- Collect and communicate data to the public and decision-makers on food-related greenhouse gas emissions for dining facilities and households in Carrboro.
- Develop and promote technical assistance programs for small business owners, income-qualified homeowners, and renters to install weatherization, energy efficient, and water conservation measures.

Transportation & Mobility

- Work with Chapel Hill Transit to develop longer-range plans for Bus Rapid Transit (BRT), improved connectivity, connections to regional transit services, park-and-ride facilities, and

transit-supportive land use development such as pedestrian-friendly, high-density, and mixed use.

- Continue to expand a multimodal transportation system that includes prioritizing walking, biking and transit as viable means of transportation and physical activity.
- Improve the management of parking spaces in the downtown area.
- Implement wayfinding and parking strategies from the 2017 Carrboro Parking Study that provides more locations to “park once.”

Green Stormwater Infrastructure, Water & Energy

- Improve energy efficiency of buildings to reduce emissions related to energy use.
- Increase Carrboro’s use of renewable energy.
- Promote water conservation and efficiency efforts among residents and businesses.

Recreation, Parks and Culture

- Strengthen a sense of community and inclusion through the arts, events, and cultural programming that celebrates the diversity in Carrboro.
- Encourage expanded compatible uses of the Town Commons to include year-round programming such as a crafts and artisan markets.
- Support placemaking projects that promote the Carrboro story and brand.

Land Use

- Support walkable, bikeable, place-based business growth and development.
- Encourage development along transit lines and improve pedestrian and bike access in proposed developments.
- Provide greater incentives for developers to include affordable housing and commercial space in development projects.
- Improve the development approval process to be more predictable and efficient while continuing to offer vibrant community participation.
- Develop written standards for each board and commission which has responsibility for development review.



CHAPTER EIGHT

Recreation, Parks, & Culture

VISION

All people in Carrboro, of all races and backgrounds, will have safe and equitable access to recreational and cultural opportunities, including a connected network of parks, green space, and trails. The Carrboro community comes together year-round through creative programming and events that celebrate the Town's history, unique spirit, and diverse range of cultures with high-quality festivals, music, and the arts.

Town of Carrboro Recreation, Parks, and Cultural Resources Mission Statement

To enrich the leisure needs and quality of life for citizens by providing accessible facilities, creative and diverse recreation opportunities and a safe public park system.

KEY FINDINGS

1. **Only 27% of Carrboro residents live within a half-mile (roughly a 10-minute walk) of a Town park, and higher-income residents have better physical access to parks (31% live within a 10-minute walk).** (Source: Trust for Public Land, 2021) Improving this statistic and enhancing equitable access to / participation in recreation, parks, and cultural resources is important to the community and continues to be a goal for the Town. "Access" should be thought of in terms of both physical access—how easily people can get to and spend time in parks/at events—and perceived access—a broader question of understanding whether community members feel their needs and interests are being met.

SIDEBAR FEATURE: What is “perceived access?” of the Town’s recreational and cultural resources?

Do members of the BIPOC community, women, and other segments of society feel welcomed in all places? Are programs and activities appealing, safe, and, available to a wide range of groups, or do they only serve some populations? The Town is actively pursuing these questions through initiatives like the new Racial Equity Commission, the Government Alliance for Race and Equity (GARE) Trainings, the Neighborhood Liaisons Program, neighborhood information center boards, and other community engagement efforts focused on expanding equity across Carrboro.

To work towards equity in recreation, parks, and cultural resources, both of these questions of physical and perceived access should be considered in planning and decision-making. The Town is actively pursuing these questions through initiatives like using a racial equity tool to evaluate policies, practices and procedures, collecting and compiling data, the new Racial Equity Commission, racial equity training of staff and board and commissions, enhanced marketing efforts such as the Neighborhood Liaisons Program, neighborhood information center boards, and other community engagement efforts focused on expanding equity across Carrboro.



Town Information Centers like this one are being installed around Town to reach residents who may not use the Internet frequently. These provide information about programs, services, and upcoming events to engage community members from all over Carrboro.

2. Carrboro residents are very satisfied with the RPCR Department's programs and services (and received "A" grades across all categories in both the 2016 and 2018 Carrboro Citizen Surveys) but there is a strong desire for the following new amenities: an interactive water feature (swimming pool or splash pad/park), an indoor community center, more greenways and trails, and additional multi-purpose fields for soccer and other sports. These were commonly expressed throughout engagement for Carrboro Connects as well as in specific questions asked as part of the 2018 Biennial Carrboro Citizen Survey. The Town has limited resources and available land, making it difficult to plan for expansion or development of new programming and parks facilities.

	Under 20,000	20,000 to 49,999	Carrboro RPCR (Y/N)
Themed special events	80%	90%	Y
Team sports	84%	93%	Y
Social recreation events	78%	91%	Y
Fitness enhancement	70%	86%	Y
Health and wellness education	68%	83%	Y
Individual sports	65%	78%	Y
Safety training	63%	70%	Y
Aquatics	59%	69%	N
Racquet sports	58%	65%	Y
Performing arts	47%	65%	Y
Trips and tours	47%	65%	Y
Cultural crafts	46%	58%	Y
Martial arts	43%	63%	N
Visual arts	41%	55%	Y
Natural and cultural history	37%	51%	Y
Golf	25%	46%	N
Running/cycling races	27%	32%	Y/N*
Source: 2020 NRPA standards and Carrboro RPCR Fall 2020 Brochure			
Note: This table only accounts for programming offered by Carrboro RPCR. While other local organizations may offer the programming mentioned here, they were not factored into this assessment.			

Prevalence of Programming Offered by Park & Recreation Agencies based on Jurisdictional Population (Carrboro's Population is approx. 21,000)

Carrboro's RPCR Department offers extensive programming for a community of its size, providing 13 of the 17 National Recreation and Parks Association (NRPA) possible programs. Carrboro also offers additional programs not listed in this chart of commonly provided recreational offerings. This table is intended to communicate that Carrboro, when compared with communities of similar size, does an excellent job of providing a range and diversity of programming.



Disc golf is an example of a recreational program not listed in the commonly provided NRPA program, but an increasingly popular sport facility that Carrboro's RPCR Department provides at Anderson Park.

3. **It is important to celebrate the Carrboro story and promote a shared sense of place through cultural programming, historic preservation, and public art.** Participants in the engagement process made clear the importance of the Town's community identity, composed of a variety of perspectives and a rich tapestry of diverse cultures.

RACE AND EQUITY AND CLIMATE ACTION

Race and Equity

Recreation, Parks, and Cultural Resources strategies and projects have been designed to advance race and equity in the town through:

- Expanding recreational facilities and opportunities for more people in Carrboro, with an emphasis on providing free or affordable programs (i.e. outdoor exercise equipment in parks, online recreational programs) and accessible parks and trails for people with different abilities.
- Prioritizing access for immigrant, BIPOC, and other underserved communities when planning for new RPCR facilities or attempting to make private recreational spaces more open to the public.
- Focusing outreach towards those without Internet access or those for whom English is a second language.
- Celebrating the diversity in Carrboro through new cultural events, programming, artwork, and stories that residents and visitors can engage with to learn more about Carrboro's residents and local culture and traditions.

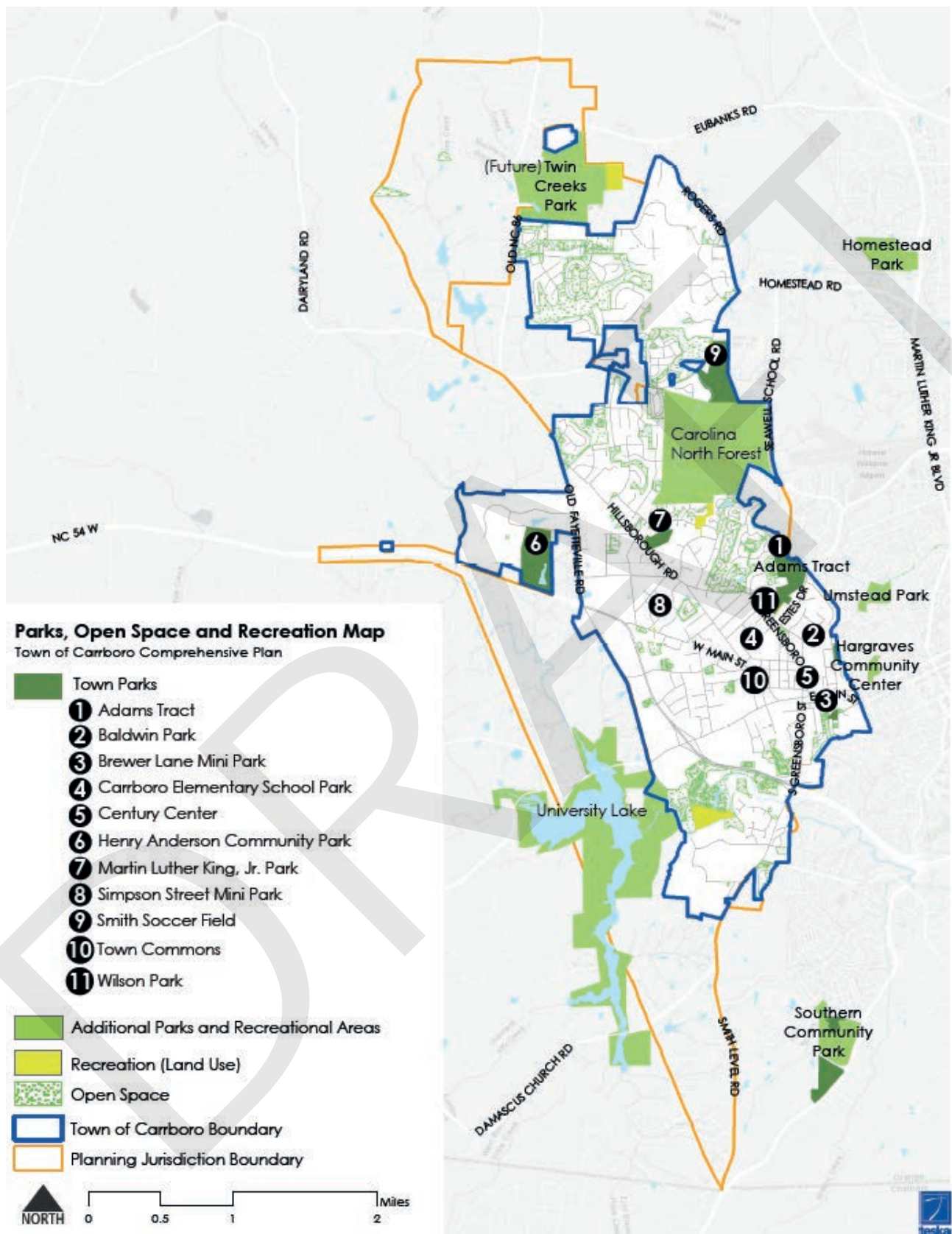
Climate Action

Recreation, Parks, and Cultural Resources strategies and projects aim to advance the Town's Climate Action Plan and Energy and Climate Action Plan through:

- Encouraging the development of a connected network of greenways, parks, open spaces, and trails that facilitate transportation by foot and bike, thereby reducing local carbon emissions.
- Ensuring that recreation and park facilities are using environmental best management practices and showcasing these through educational components for park users.
- Protecting ecologically sensitive sites and preserving land that could be used for sustainable purposes.

DRAFT METRICS

1. Increase in the number of residents who live within a 10-minute walk of a park or programmed activities
2. Increase in the number of BIPOC participants in RPCR programming
3. Increase in the number of all people participating in RPCR programming
4. Increase in the number of BIPOC-led programs
5. Increase in the number of new programs and events in Carrboro
6. Increase in the number of new equitable and accessible recreational amenities (such as outdoor exercise equipment)



Parks, Open Space and Recreation Map

GOALS, STRATEGIES, AND PROJECTS

Goal 1: Promote recreational programming and cultural resources across all ages, genders, races, and abilities with affordable opportunities.

Strategy 1.1: Evaluate recreational programming through the new racial equity lens to identify any gaps in activities for all interests, age groups, ability, and affordability levels. (Source: Interviews)

- a) Periodically survey the public and conduct needs assessments on recreation services to identify new opportunities, changing priorities, and barriers (e.g. affordability) to improve communication and foster community trust. (Source: Best Practice) Surveys may also reveal efficiencies and deficiencies in service provision or new ideas for programming that better aligns with community interests.
- b) Conduct a feasibility study and/or needs assessment for an indoor recreation center/swimming pool in Town. (Source: Interviews and Engagement) As documented in the 2006 Parks Master Plan and heard again throughout engagement for Carrboro Connects, there has been continued interest in a public pool and more indoor recreational facilities and gyms in Carrboro. This new rec center could also include flexible spaces for after school programming and attempt to fill other programming and facility gaps that are not met with the new 203 Project and ArtsCenter.
- c) Install additional outdoor exercise amenities in more parks and along trails for affordable and easy access. (Source: Interviews and Engagement) Monitor and assess usage and maintenance requirements of exercise features at Dr. MLK, Jr. Park, as this model may be of interest and may be applicable elsewhere.
- d) Consider a communications campaign that focuses on targeted outreach in communities that are not currently utilizing RPCR programs. (Source: Best Practice)
- e) Enhance the promotion of the Financial Assistance Program (FAP). (Source: Recreation and Parks Commission) This Town program is available for families and individuals who live in Orange County and wish to participate, but are unable to pay fees for classes and activities offered by the Recreation, Parks, & Cultural Resources Department.
- f) Provide activities and spaces geared towards teenagers with passive and active gathering spaces and programs that would appeal to their age level. (Source: Interviews) Teenagers are a difficult age group to reach, as their programming interests may be different from youth and older adults. The Town can survey the teenage population to better understand their needs and then use survey findings to partner with the forthcoming Teen Center (part of the 203 Project) to adapt or plan for new programming opportunities and gathering spaces.
- g) Continue, promote, and expand offerings for virtual recreational programming. (Source: Town Staff) The RPCR Department has a dedicated “Virtual Programming” webpage on www.carrbororec.org, which includes extensive online offerings such as summer camp activities and crafts, athletic instruction, health and wellness education, and links to other virtual resources and learning opportunities. These online programs are an example of an equitable recreational amenity, as they are free and allow anyone with internet access to engage from home, school, or other

extracurriculars without needing RPCR space or facilities. RPCR should continue these and expand these offerings.

"I love the little workout space at Collins Crossing! It's especially great because it has a variety of equipment in one space (rather than spread out around a longer trail, like the Pumpkin Loop--which is still cool). Could we add more of these around town? Perhaps at the new MLK park, Simpson, Anderson, Wilson, etc." –Website comment



Outdoor exercise equipment, pictured above, provides a free opportunity for people of varying abilities to work out individually or in a group. Pull-up bars in particular are becoming popular and have been specifically requested in the community engagement process.



Carrboro's parks offer many well-used sports facilities like these courts pictured here at Anderson Park. Through engagement, many expressed desire to see more multi-purpose fields for soccer and other sports.

Strategy 1.2: Identify and promote opportunities for both passive and active recreation for young and old populations using the racial equity review process. (Source: Interviews)

- a) Dedicate funding and identify sites for a splash pad (or similar interactive water feature) that can serve all ages and ability levels to play, gather, and cool down during Carrboro's warm weather. (Source: Engagement) Ideally this amenity would be located somewhere that is bikeable and walkable for nearby neighbors, such as in the Rogers Road - Eubanks neighborhood or in a central location near downtown.
- b) Add at least one multigenerational wellness opportunity each year to an existing town wide event. (Source: Best Practice) To encourage all-ages participation and community-building, RPCR and its partners can set a goal of hosting at least one program or event each year that will attract a range of people and introduce new wellness opportunities. Examples may include a community-wide walk around Town, pickleball, or yoga/meditation.
- c) Continue to encourage and expand neighbor-organized community gardens in public parks. (Source: Interviews) Community gardens provide grounds for community building, mental and physical health, and education. RPCR can evaluate areas in parks that could be suitable as new community garden spaces.
- d) Improve park and trail accessibility for people with different abilities. (Source: Best Practice) Long-term, the Town should aspire to go beyond the minimum ADA standards and work towards achieving near universal access for all individuals.
- e) Consider adding programs that offer health education, physical training, and nutrition. (Source: Best Practice) These types of programs can cater to all ages and ability levels and promote health and wellness.

"Let's look to UNC's successful edible garden program which has little gardens spread around campus! Would love to see that near affordable housing or across from Twin Creeks Parks. I hope there can be opportunities for small scale farming in the Northern Transition Area." –Task Force comment

"A water play feature, a water pad, a spray ground...None in Carrboro or Chapel Hill yet. It would improve the town a lot. It's accessible to everyone and a place to meet and connect and cool down during the hot summer months." – Website comment

"The Twin Creeks Park current pathway is accessible for those on foot, bikes, wheelchairs, and walkers. Any future build out and amenities should focus on accessibility. This coupled with the current CH Transit bus stop at MGEElementary (and possible future transit stops) will provide people of all abilities and ages a truly safe natural space with no barriers to physical access and enjoyment." –Feedback from Northern Transition Area Advisory Committee



Splash pads and water fountains are fun-filled gathering spaces and play areas for children, teens, and families. During engagement for Carrboro Connects, many expressed that they would like to see this kind of amenity in Carrboro. A splash pad may also satisfy some of the near-term demand for a public pool as the Town determines the feasibility of such.

Strategy 1.3: Continue to adapt and expand cultural resources and programming to align with community needs. (Source: Interviews)

- a) Capitalize on the 203 Project and the new ArtsCenter to plan for arts and cultural programming that reaches underserved populations. (Source: Town Staff) These new facilities provide tremendous opportunities for RPCR and related organizations (i.e. local schools and their theater programs, religious institutions, etc.) to revamp

existing programs and capture new users and develop new programming to serve populations and interests that are not currently served.

- b) Identify partnerships and opportunities for cross-pollination with other organizations providing programming. (Source: Task Force) Where public agencies cannot fill in the gaps, RPCR should consider establishing formal partnerships and supportive relationships with nonprofit organizations that already offer or can expand their programs to ensure community needs are met. For example, the Art Therapy Institute collaborates with the Refugee Community Partnership for programming.

Goal 2: Ensure all people in Carrboro have safe, equitable, and connected access to parks, open space, and recreational facilities.

“Every resident should be within a half mile of a park. This will become especially needed if the Town moves to higher density with townhomes that are typically developed without recreational space.” –Website comment

Strategy 2.1: Strive for a park, play field, or other green space within walking distance (e.g. half-mile or 10-minute walk) and physically accessible to all residents in Carrboro. (Source: Vision 2020)

- a) Prioritize access for Black, Indigenous and People of Color (BIPOC), immigrants, and other underserved communities in siting new park and recreation facilities or improving access to existing parks and facilities, including the number of entrances, access points, and safe pathways to existing facilities, allowing more residents to be able to walk to a park. (Source: Task Force) See Park Access Map for more details.
- b) Pursue opportunities for new, expanded, or shared multi-purpose fields that can accommodate a range of activities and users. (Source: Engagement)
- c) Consider ways that the Town of Carrboro can coordinate with and encourage Orange County to implement plans for Twin Creeks Park. (Source: Task Force and Engagement) A master plan for this park has been approved and is currently seeking funding. Implementation of Twin Creeks would have a major impact and achieve cross-cutting goals of increasing park access and connectivity between greenways and bike routes, and amenities such as a spray park, especially for those living in the Rogers Road neighborhood and the Transition Areas.
- d) Explore or consider partnerships with homeowners’ associations (HOAs) and other landowners for joint use agreements that increase public access to open space and recreational facilities. (Source: Interviews) There are existing green spaces and recreational facilities that are not open to the public but could potentially open up for designated times or programming. For example, there could be an agreement with Perry Place affordable housing community, CASA, and the Towns of Carrboro and Chapel Hill to facilitate shared use with other neighbors in the Merritt Mill Road neighborhood. In the near term, temporary installations can offer a less expensive option to “pilot” an idea or program.

- e) Adopt siting and service criteria for evaluating potential land acquisition for recreation and park facilities in cooperation with other regional park providers and in relation to siting facilities in underserved areas and exploring sites for pocket parks (less than 2 acres) or button parks (1 acre or less). (Source: Best Practice)
- f) Consider locations for a new dog park in a central location in Town to provide an amenity for dog owners and another opportunity for additional social and gathering spaces for residents. (Source: Engagement)

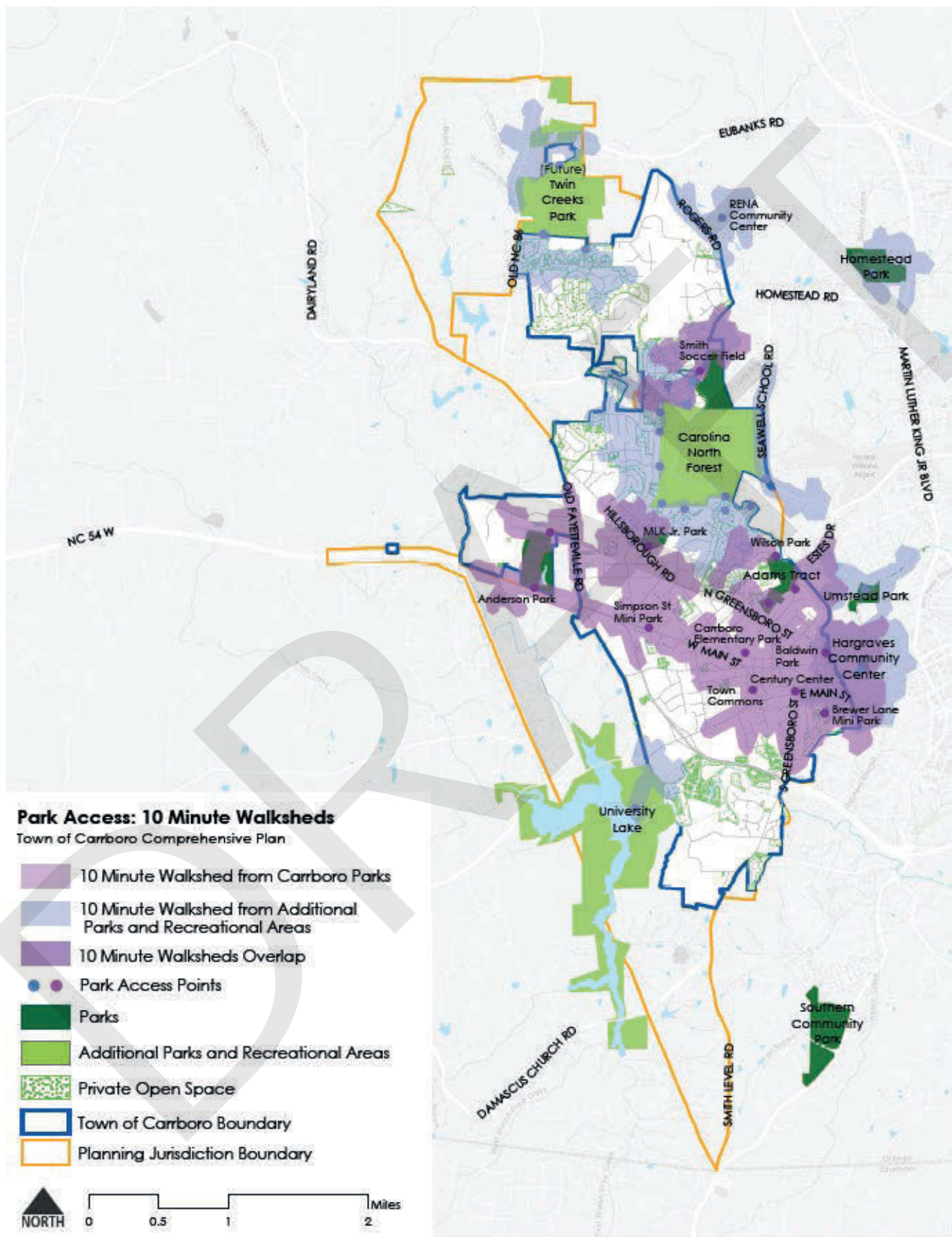
SIDEBAR FEATURE: Criteria for parkland acquisition and capital improvements:

- Land/project is well-suited for additional recreational and cultural opportunities that have been identified through outreach as priorities for the Town.
- Land/project would provide greater access to traditionally underserved communities such as low-income households, BIPOC households, immigrants, and refugees.
- Land/project would enhance climate action goals through environmentally sound best practices such as alleviating localized flooding through stormwater green infrastructure.
Land/project would enhance connectivity to bike facilities, sidewalks, greenways, and/or transit.
Land/project would provide greater access to households that are currently more than a 10-minute walk from a park.

SIDEBAR FEATURE: The Park Access Map illustrates the 10-minute walking distance (the “walkshed”) from different park access points. It is important to note that the analysis simply accounts for streets that can get someone from point A to point B in a 10-minute walk and does not factor in the walkability or pedestrian experience and comfort or safety of that walk. It also does not include any privately owned/HOA open space or facilities including pools in apartment complexes or private neighborhoods.

“Carrboro parks” includes all Town-owned and managed parks, while “additional parks and recreational areas” includes those areas that are not maintained by the Town but still located nearby and able to be used by Carrboro residents (i.e. Chapel Hill or Orange County facilities, Carolina North, University Lake). While these are outside of RPCR’s jurisdiction, they are still local assets that contribute to the overall network of parks and recreation for many people.

Based on this analysis, the far northern (including the Transition Areas) and southern sections (including the ETJ) of Carrboro are underserved by park access. The area just west of downtown (including the Fidelity-Davie neighborhood) is also underserved. **Note:** through Carrboro Connects engagement there have been calls for converting the green space adjoining Westwood Cemetery into a park, and others who wish to respect the historic legacy of the cemetery and allow the cemetery use to expand. This is an ongoing community issue to be explored further.



Park Access: 10 Minute Walksheds Map

Strategy 2.2: Continue to maintain and pursue new opportunities for coordination and shared-use agreements with Orange County, Chapel Hill, Chapel Hill-Carrboro City Schools, and other recreation providers to connect park and greenway systems. (Source: Interviews)

- a) Expand existing parks partnerships and consider the need for any new agreements that can improve access across different park systems. (Source: Interviews) The Town of Carrboro already has a strong partnership and existing shared use agreements with the Chapel Hill Carrboro City Schools, which allows RPCR to extend sports programming using school-owned facilities, such as gyms and playing fields. New and expanded partnerships can allow the Department to further extend its programming reach. As part of future needs assessments, RPCR should identify possible new partners—such as neighborhood HOAs, private organizations, and nonprofit or religious/institutional groups—and design mutually beneficial arrangements to help fill in any programming or service gaps.
- b) Encourage and participate in a regional Parks and Recreation Facilities Master Plan to guide future parks planning and help leverage outside funding. (Source: Orange County Parks and Recreation Master Plan)

Strategy 2.3: Preserve, enhance, and promote access to additional parks and open spaces through partnerships with other agencies and organizations. (Source: Interviews)

- a) Continue to work with other agencies such as the County, UNC, OWASA, and the Town of Chapel Hill to maintain and expand opportunities in Carolina North Forest and University Lake. (Source: Engagement) During engagement, many residents stated their great appreciation for Carolina North and University Lake as significant community assets that they use and enjoy. Carrboro's RPCR can continue to build on these assets by supporting new linkages, programs, and outreach/education that enhances access for even more Carrboro residents.
- b) Consider new sites for recreational opportunities as part of future development in the Extra Territorial Jurisdiction (ETJ). (Source: Town Staff) Future improvements in the ETJ may spur the need/opportunity for new facilities and/or RPCR land acquisition. RPCR should coordinate with the Planning Department to stay abreast of plans in that area to coordinate and budget accordingly to take advantage of prospects for open space preservation/activation.
- c) Continue to promote and spread awareness of nearby park facilities, especially those that closely border Carrboro and provide amenities and programming that Carrboro lacks. (Source: Town Staff) For example, Carrboro residents can access facilities in Chapel Hill and Orange County such as the Homestead Aquatic Center or the Chapel Hill Community Center which has a pool, indoor basketball courts, indoor rock climbing and can be easily accessed by the paved portion of the Bolin Creek Trail near Umstead Park. Other examples include Homestead Park, Hargraves Community Center, and Southern Community Park. By letting Carrboro residents know about Chapel Hill and Orange County's offerings (and vice versa), these agencies can share resources and decrease the need to provide redundant programs and services.

Strategy 2.4: Focus on community outreach and education about parks and recreation opportunities, especially to those without access to the Internet or for whom English is a second language. (Source: Best Practice)

- a) Connect with community ambassadors / neighborhood liaisons to help with translation and outreach. (Source: Town Staff) While it may not be feasible to translate all RPCR materials into the many languages that are spoken in Carrboro, the Department can identify and employ the use of liaisons from different groups who can assist with community outreach and language interpretation. A key first step to engaging people who are not currently taking advantage of RPCR programs and services is by reaching these communities via neighbors and friends they already know and trust.
- b) Collaborate with school districts, community organizations, and businesses to promote park resources and programs. (Source: Task Force) This might include partnering with schools, nonprofits, churches, and grocery stores, etc. to print and distribute physical copies of the recreation and parks program guide for those without reliable internet access. These places are also often in tune with community needs and can serve as ambassadors for the RPCR Department.
- c) Add multilingual park signage that also uses pictures and icons. (Source: Best Practice) To increase accessibility and continue to foster a welcoming environment at RPCR facilities, future signage improvements can include multiple languages as well as imagery and icons to communicate important information to more users.
- d) Engage new and existing parks users through events that serve multiple purposes (i.e. food distribution and programming for children). (Source: Task Force) Families with multiple demands on their time may not be able to take advantage of RPCR programs as often as they would like. By planning recreational and cultural events/programs in tandem with other community services, the Department may be able to reach more users and educate them about what RPCR has to offer.



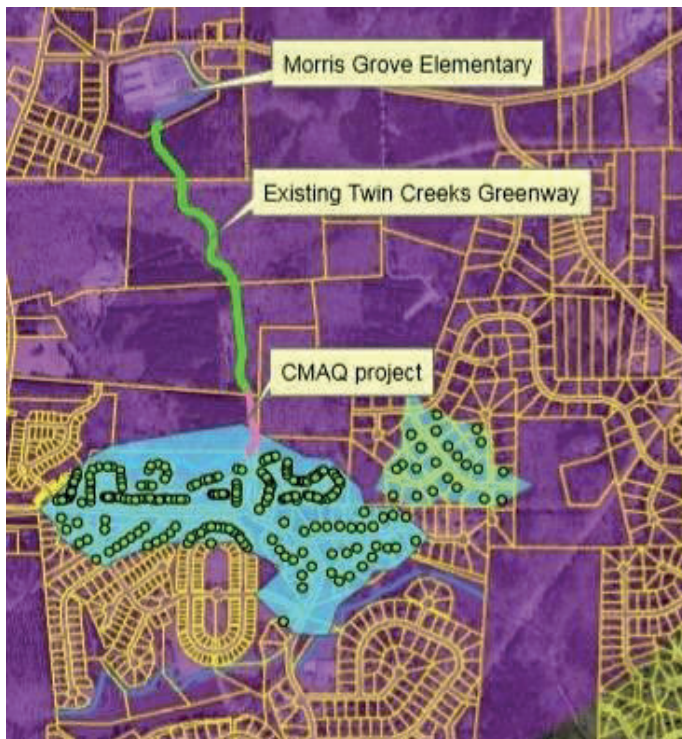
Signage in Carrboro's parks is often posted in both English and Spanish

Strategy 2.5: Encourage and support the development of greenways and trails for public use, creating a complete network of connected greenways connecting parks, open spaces and conservation areas for biking, walking, and wildlife corridors. (Source: Vision 2020)

- a) Continue to collaborate across the RPCR Department, Public Works, and other Town departments and government agencies to implement planned greenway improvements strategically and efficiently in conjunction with planned park and neighborhood linkages. (Source: Interviews and Engagement) This work is already occurring at the regional level through the Town's participation with the Durham Chapel Hill Carrboro Metropolitan Planning Organization. Throughout the engagement process, there was a common vision for a comprehensive greenway system with connected paths and greenways to facilitate car-free access to parks and natural areas in the Carrboro area.

"Explore any opportunities to connect Twin Creeks Park, Morris Grove Elementary, and the future middle school -via greenways and accessible pathways- to the Greene Tract and Eubanks Park & Ride. This will provide children safe options for riding bikes to/from MGElementary and the future middle school." -Feedback from Northern Transition Area Advisory Committee

SIDEBAR FEATURE: Through the engagement process there has been expressed interest in moving forward with the planning process for the Bolin Creek Greenway. Phase 1 is complete and the 2009 Conceptual Master Plan included alternative alignments for Phases 3 and 4. The Town Council will identify a facilitated process for the next steps, likely in 2022.



SIDEBAR FEATURE: The Jones Creek Greenway is currently under design. Once completed, this will be a 10-ft. or wider shared use path for bicyclists and pedestrians that adds another segment to the Town's greenway network north of Homestead Rd. along Jones Creek, connecting with the Twin Creeks Greenway. The project will provide walking and cycling options for the Lake Hogan Farms, Legends, Ballentine, and Fox Meadow neighborhoods to destinations such as Morris Grove Elementary and Twin Creeks Park. Find other planned and active construction projects online via the Town's "Current Projects" webmap.



Existing trails at Wilson Park

Goal 3: Ensure that recreation and park facilities and programming are environmentally responsible and help further climate change related goals. (Source: Orange County Parks and Recreation Master Plan)

Strategy 3.1: Implement Best Management Practices in maintenance and future upgrades to Carrboro's park facilities. (Source: Task Force)

- a) Treat recreation and park facilities as functional and exemplary landscapes that can employ green stormwater infrastructure, include native vegetation, flood mitigation, and other resiliency measures. (Source: Best Practice) In partnership with Public Works, RPCR may consider developing specific standards or rating systems to evaluate and improve existing and new facilities to ensure they are using best practices in energy efficiency, stormwater management, and water conservation.
- b) Install educational components in park facilities to share information with the public about stormwater management, sustainable practices, and nature preservation. (Source: Interviews) Various Carrboro facilities already include information displays to educate users and the public, but RPCR may identify where there are additional opportunities to showcase sustainability-related information. To the extent possible, these displays should be interactive and informative for all ages.



Example of educational signage in Baldwin Park that informs visitors about rain gardens

Strategy 3.2: Enhance public access to parks and natural areas while balancing environmental protection and locating active facilities away from ecologically sensitive sites. (Source: Engagement)

- a) Continue to explore options for "nature play" areas like the ones at Dr. MLK Jr. Park. (Source: Best Practice) These outdoor play environments incorporate the surrounding

- landscape and vegetation to expose children to nature early on. These spaces can be low-impact and incorporate educational components, instilling appreciation for interacting with nature in a responsible way.
- b) Encourage strategies for farming to be viable in Carrboro using open space in subdivisions or other underutilized land. (Source: Recreation and Parks Commission) Orange County has a present use value taxation program and other farming programs which Carrboro residents can take advantage of to make farming more financially feasible. This can advance climate change goals by increasing the amount of food grown and consumed locally. Property owners could have nontraditional crops or host farm-based activities uses (i.e. pick-your-own berries, apples, etc.) and community-supported agriculture (community gardening, wholesale nurseries, commercial stables, etc.).

Goal 4: Strengthen a sense of community and inclusion through the arts, events, and cultural programming that celebrates the diversity in Carrboro.

Strategy 4.1: Continue activation and flexible programming of public spaces in partnership with businesses or other private entities. (Source: Best Practice)

- a) Increase opportunities for flexible events and informal activities that enhance the use of public spaces for things like exercise classes, music lessons, dining, outdoor meeting spaces and gatherings, pop-up events, etc. (also see Economic Sustainability) (Source: Interviews)

Strategy 4.2: Continue to celebrate the diversity of the Town's residents through events, festivals, and programming that honors the variety of cultural backgrounds and traditions in Carrboro. (Source: Vision 2020)

- a) Conduct outreach with different segments of the population to identify new opportunities for town wide events that honor and share a variety of cultural traditions. (Source: Town Staff) While the Town already has a full calendar of year-round events, there may be opportunities to expand existing events, such as the community dinner, or partner with local groups and individuals on new cultural programming, led by representatives from each cultural tradition. RPCR can lead outreach to recruit these partners and issue small grants to allow new voices to lead and put on the programs.

Strategy 4.3: Continue to support, fund, and install public artwork by local artists in strategic locations throughout Town to celebrate the history and story of Carrboro. (Source: Vision 2020)

- a) Seek ideas and funding for interactive and culturally representative public artwork to be installed in parks and along greenways. (Source: Task Force) Public art can serve multiple purposes, activating and enlivening spaces while also telling the Carrboro story and showcasing the diverse talents of residents. The Carrboro Arts Committee can work with RPCR to identify new locations along greenways and in park facilities. The Arts Committee can lead the pursuit of funding such as public-private

partnerships or grant opportunities, and recruit local artists to implement new public art installations.

- b) Consider the development of an Arts Plan to be led by the Arts Committee. (Source: Task Force) An Arts Plan could identify strategic locations in both public and private spaces—such as near parks, inside and around affordable housing, on buses and at bus stops, etc.—for additional artwork and arts initiatives around Carrboro.
- c) Pursue more opportunities for people to organically express themselves and come together through art in the parks via temporary installations, using chalk art or portable paint boards. (Source: Town Staff) Partner with local organizations (e.g. NAACP) that can organize the activity or event and potentially showcase the artwork afterwards.



This mural in Town depicts Elizabeth "Libba" Cotton, who was a blues and folk musician from Carrboro. Public art like this contributes to a vibrant sense of place while also celebrating the people who have contributed to the Carrboro story.

Strategy 4.4: Encourage expanded compatible uses of the Town Commons to include year-round programming such as a crafts and artisan markets. (Source: Engagement)

- a. Recruit new and emerging vendors and entrepreneurs selling a range of goods. (Source: Engagement) The Carrboro Farmers Market can broaden its reach and become even more inclusive and diverse by encouraging and assisting new types of vendors to sell goods. A year-round use of the space to include crafts and artisan markets may attract more vendors from immigrant and BIPOC communities, or groups traditionally not involved with the farmers market.

"Better use of the Town Commons/Farmers Market area, like affordable outdoor classes from the recreation department or classes from local businesses. Why not have the yearly ArtsCenter Elf Market in winter here? It would give small businesses a financial push before the holidays. The Town of Carrboro could lend tents to small businesses and NGOs." – Website comment

Strategy 4.5: Support placemaking projects that promote the Carrboro story and brand. (Source: Interviews and Engagement)

- a. Pursue installations that promote Carrboro as a creative community to attract arts-related tourism and economic development. (Source: Creative Carrboro 2014) The creative culture of Carrboro is a major element of the Town's character, and it is important to keep that authentic. Still, showcasing this creativity through public artwork and placemaking projects can communicate the spirit of Carrboro and attract new people to visit and spend money in Town to support local businesses. The Town, RPCR, and the Arts Committee should consider interactive installations that employ local artists and share the Carrboro story with visitors, inviting them to participate.
- b. Incorporate historical elements and context to share the Town story. (Source: Interviews and Task Force) Just as it is important to reveal and condemn racist truths about the Town's namesake and founding through the Truth Plaque initiative, it is also important to celebrate and elevate the positive stories of Carrboro's history. The Town has already done this through naming projects after notable Carrboro residents—such as the Libba Cotten bikeway—and can partner with the Arts Committee and other boards, commissions and the community, to explore new ways of celebrating historical figures and stories through public installations and placemaking projects.
- c. Continue the Truth Plaque Project. (Source: Interviews) In 2017, the Carrboro Truth Plaque Community Task Force was established to recognize Carrboro's history while uplifting the truth and acknowledging an unjust past. The first plaque, installed in 2019 at Carrboro Town Hall, explains Julian Carr's ties to racial segregation. A second plaque was unveiled in August 2021 for the Freedman School. The project should continue with the addition of more plaques around Town and opportunities for individuals or organizations to sponsor the installation of plaques.



Town Commons

Economic Sustainability

- Leverage greenways and trails as tools for economic development and business promotion and tourism attraction. Local businesses and tourism groups in Carrboro can promote greenways as transportation options or attractions for visitors who may patronize restaurants and shops as part of a greenway outing

Transportation & Mobility

- Identify specific needed improvements for sidewalks, bike paths, and transit routes to enhance multi-modal access to parks, including proximity and enhanced connections to recreation and park facilities as a criteria for evaluating and prioritizing transportation projects. Higher priority may be given to projects which are most needed due to existing safety and vulnerability, and those which increase connections and fill existing gaps in the network.

APPENDIX: SUMMARY OF PARK MASTER PLAN COMPONENTS

CARRBORO RESIDENT RECREATIONAL PREFERENCES

Please see a full summary in the [Results from RPCR questions on the 2018 Carrboro Biennial Survey](#).

CITIZEN SATISFACTION

The Carrboro RPCR Department manages ten total parks and operates a variety of programs. In both the 2016 and 2018 Carrboro Citizen Surveys, the Town's parks and recreation and cultural programs received "A" grades across all categories. Twenty percent of survey respondents indicated someone in their household had participated in a program in the past two years, with the following named most often: youth/various sports, basketball, Christmas events, July 4th, camps, events/festivals/concerts, children's events, Open Streets, Music Festival, baseball/softball, tennis, and Spanish classes.

Citizen Survey Results – Parks & Recreation

Category	2016 Grade	2018 Grade
Cost or Amount of Fee	A	A+
Overall Experience	A	A
Ease of Registration	A	A
Instructor Quality	A-	A
Facility Quality	A	A-
Program Quality	A	A-
Source: Carrboro 2018 Biennial Survey Report		

INVENTORY OF EXISTING RECREATIONAL FACILITIES AND PARKLAND

Please see the [RPCR Issues and Opportunities Report](#) for a full inventory of existing recreational facilities and parkland.

ESTIMATE OF PARKLAND AND FACILITIES TO BE ACQUIRED

METRICS

The National Recreation and Park Association (NRPA) compiles data and insights for recreation and park agencies across the United States. Their 2020 NRPA Agency Performance Review report highlights 24 essential metrics, several of which are highlighted in the below tables. With a 2019 population estimate of 21,190, Carrboro just barely falls into the 20,000 to 49,999 agency category based on its jurisdiction population. Therefore, two metric categories are used in the following comparison tables: jurisdictions with under 20,000 people and those with 20,000 to 49,999 people.

Based on the NRPA comparisons, the Town of Carrboro has more than sufficient **parkland** per 1,00 residents, but would need to **add approximately 80 additional acres to its inventory of town parks** to meet the NRPA metric for at least 9.6 acres of Town Parks per 1,000 residents. When considering with the total parkland (which encompasses over 1,000 acres), the Town may not need to fill this entire 80 acre gap in order to sufficiently meet resident needs as there are additional recreation and park areas available to the public. However, the Park Access Map described in this chapter depicts specific areas in which residents may be underserved by parks within a 10-minute walk.

General Park Facilities Comparisons

	Under 20,000	20,000 to 49,999	Carrboro
Acres of Town Parks* per 1,000 Residents	12.0	9.6	5.3
Acres of Total Parkland** per 1,000 Residents	12.0	9.6	57.2
Residents per park	1,300	1,963	2,119
Miles of Trail (maintained by Carrboro)	3.0	8.5	6.5
Miles of Trail (within Carrboro Planning Jurisdiction)	3.0	8.5	19.37
Notes:			
*Town Parks includes the ten parks managed by RPCR.			
**Total Parkland includes the following Additional Parks and Recreational Areas: Carolina North (UNC), University Lake (UNC), Homestead Park (Chapel Hill), Southern Community Park (Chapel Hill), Umstead Park, and Hargraves Community Park (Chapel Hill), Twin Creeks Future Park (Orange County)			
Source: 2020 NRPA standards			

Outdoor Park & Recreation Facilities - Population per Facility

	Under 20,000	20,000 to 49,999	Carrboro RPCR
Playgrounds	2,523	3,157	3,027
Tot lot	6,998	10,900	21,190
Basketball courts	4,090	7,067	4,238
Outdoor tennis courts	2,922	4,347	3,532
Baseball field - youth	3,396	5,132	10,595
Baseball field - adult	7,804	17,185	5,298
Multi-purpose field	4,683	7,297	10,595
Dog park	10,000	28,132	21,190
Outdoor swimming pool	8,023	25,107	N/A
Community gardens	7,914	22,562	7,063
Soccer field - youth	3,294	4,833	21,190
Soccer field - adult	7,665	10,576	10,595
Skate park	10,118	29,421	N/A
Football field	7,500	16,971	21,190
Source: 2020 NRPA standards			
Note: While Carrboro RPCR does share facilities with local schools for certain programming, those shared facilities are not included in these metrics.			

Indoor Park and Recreation Facilities - Population per Facility

	Under 20,000	20,000 to 49,999	Carrboro RPCR
Community center*	9,601	26,280	10,595
Senior center	12,209	32,639	N/A
Performance amphitheater	10,812	30,577	21,190
Nature center	10,816	35,854	N/A
Teen center*	13,622	28,400	21,190
Notes:			
*Forthcoming as part of the 203 Project.			
Source: 2020 NRPA standards			

Programming Offered by Park & Recreation Agencies

	Under 20,000	20,000 to 49,999	Carrboro RPCR (Y/N)
Themed special events	80%	90%	Y
Team sports	84%	93%	Y
Social recreation events	78%	91%	Y
Fitness enhancement	70%	86%	Y
Health and wellness education	68%	83%	Y
Individual sports	65%	78%	Y
Safety training	63%	70%	Y
Aquatics	59%	69%	N
Racquet sports	58%	65%	Y
Performing arts	47%	65%	Y
Trips and tours	47%	65%	Y
Cultural crafts	46%	58%	Y
Martial arts	43%	63%	N
Visual arts	41%	55%	Y
Natural and cultural history	37%	51%	Y
Golf	25%	46%	N
Running/cycling races	27%	32%	N

Source: 2020 NRPA standards and Carrboro RPCR Fall 2020 Brochure

Note: This table only accounts for programming offered by Carrboro RPCR. While other local organizations may offer the programming mentioned here, they were not factored into this assessment.

COMMUNITY ENGAGEMENT AND OUTREACH

The Community Engagement Chapter details the extensive engagement efforts conducted over the course of the planning process. A specific focus on recreation and parks was a consistent theme and engagement area across all activities – in every meeting and as part of every outreach activity, participants were asked for their ideas and feedback on park and recreation improvements and recommendations. Over 1,300 people were engaged in the process, representing members from nearly every demographic group across Carrboro. Over 75 comments specific to recreation and parks were collected and incorporated in this document.



CHAPTER NINE

Land Use

VISION

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

KEY FINDINGS

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

¹ U.S. Census 2020

² Carolina Demography, 2019

³ Town of Carrboro GIS and Orange County

Race and Equity

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

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

Climate Action

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

DRAFT METRICS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Strategy 7.1: Review and Update Neighborhood Preservation Districts.

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

Strategy 7.2: Create a local historic landmark property program.

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

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

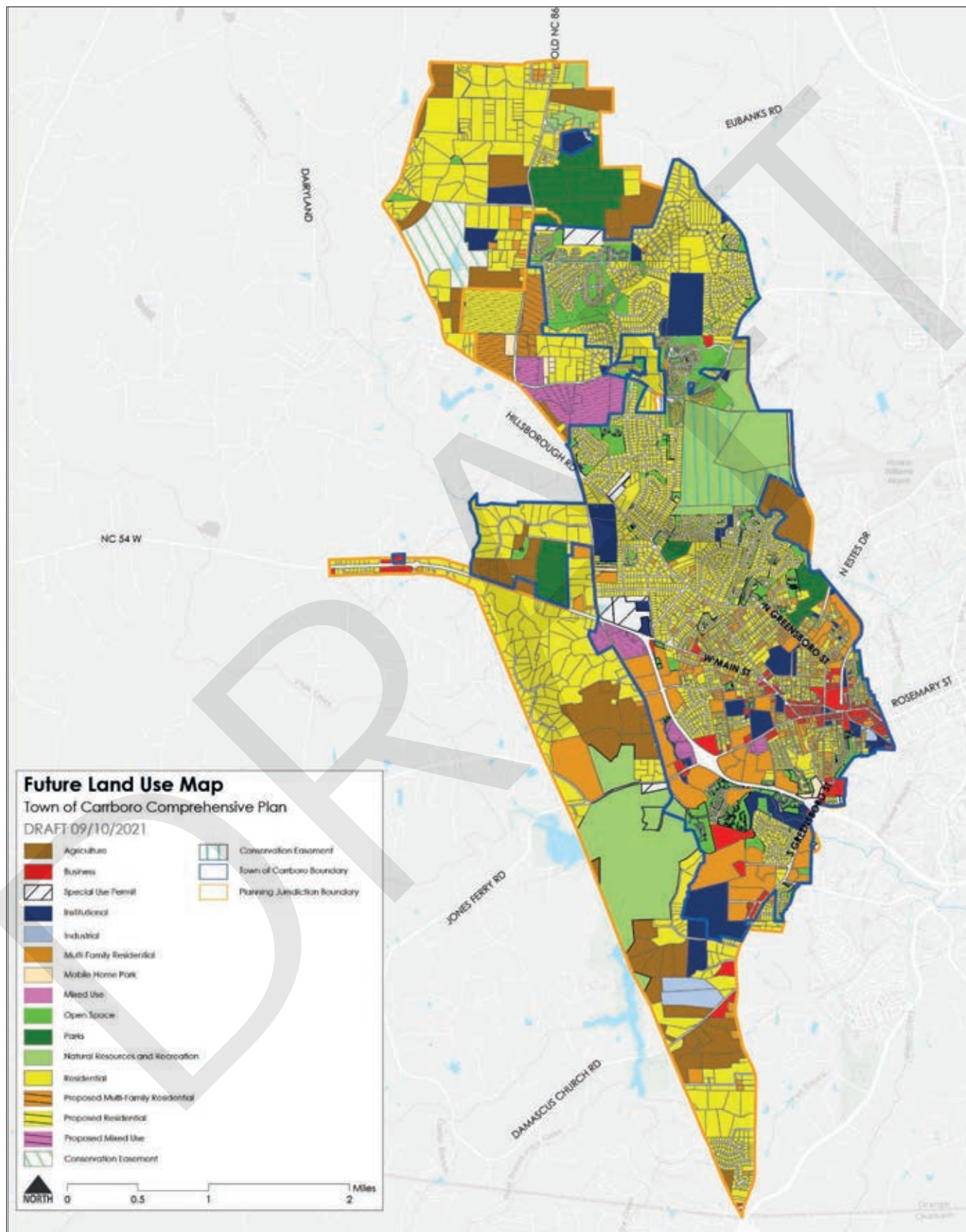
- a) Continue to provide historic records and other support to property owners seeking historic landmark status such as land record and NC State Housing Preservation Office records.
- b) Provide recognition through plaques and/or online recognition of National Historic Landmarks.
- c) Consider becoming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

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

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

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

Future Land Use Map



Corridor Plans

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

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

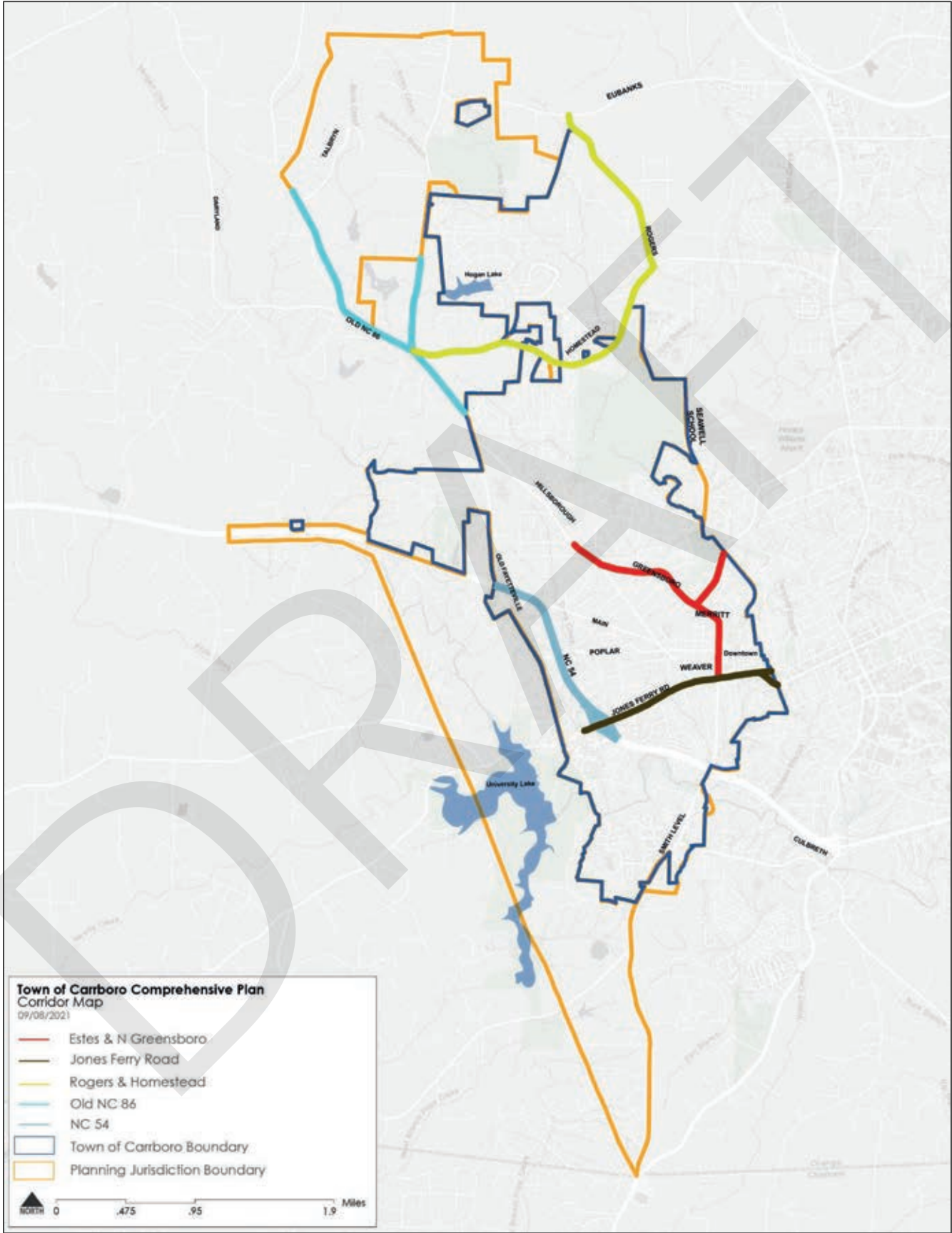
How to use the Corridor Plans

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

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

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

Corridor Map



Jones Ferry Road Corridor and Downtown

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

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

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

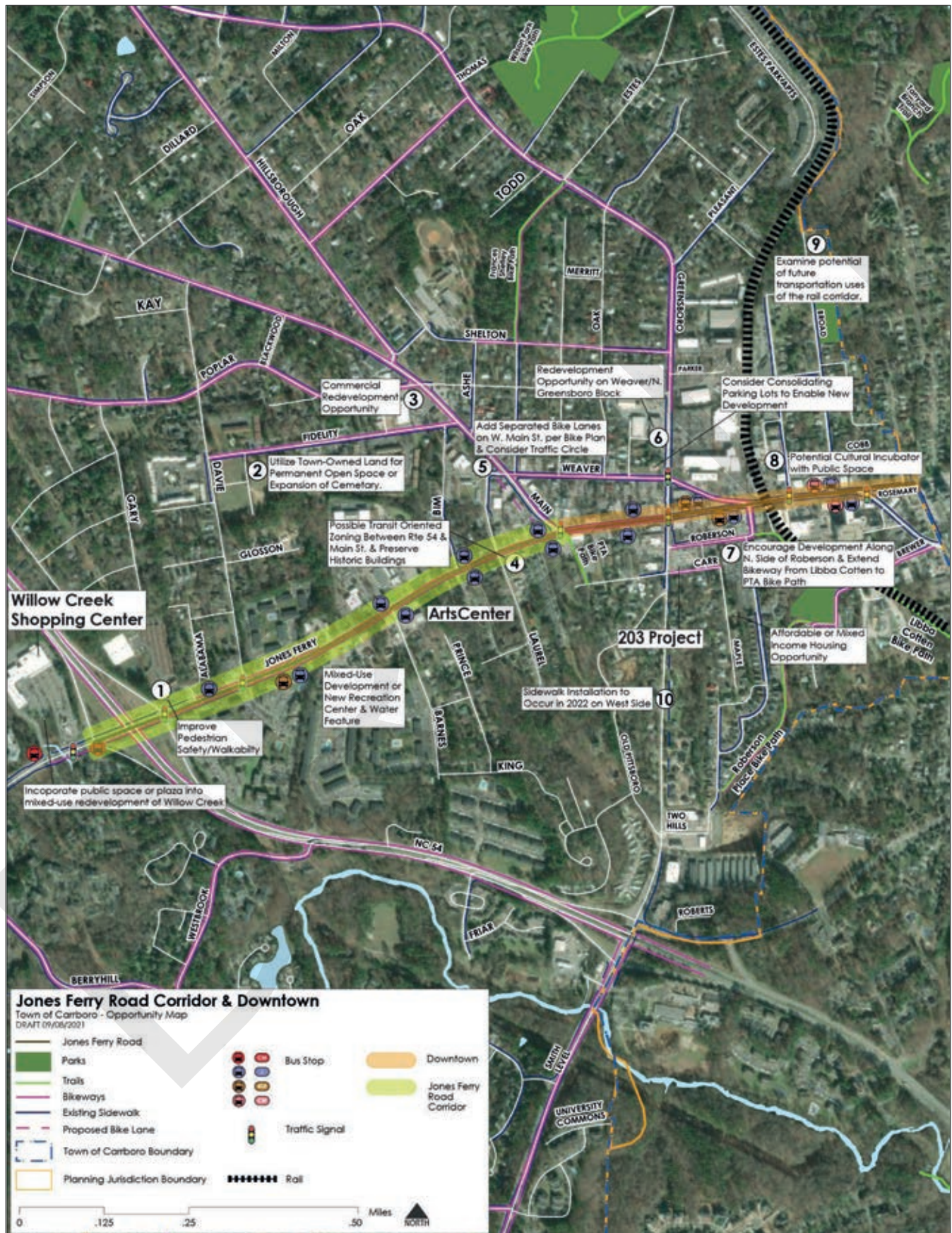
- 1) Improve the pedestrian safety and walkability at NC 54 and Jones Ferry Road, while reinforcing pedestrian and bike safety along the entire corridor, including protected bike lanes, improved crosswalks, consideration of adding pedestrian refuge islands, and greater pedestrian safety.
- 2) Proceed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

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

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

DRAFT

Jones Ferry Road Corridor and Downtown – Opportunity Map



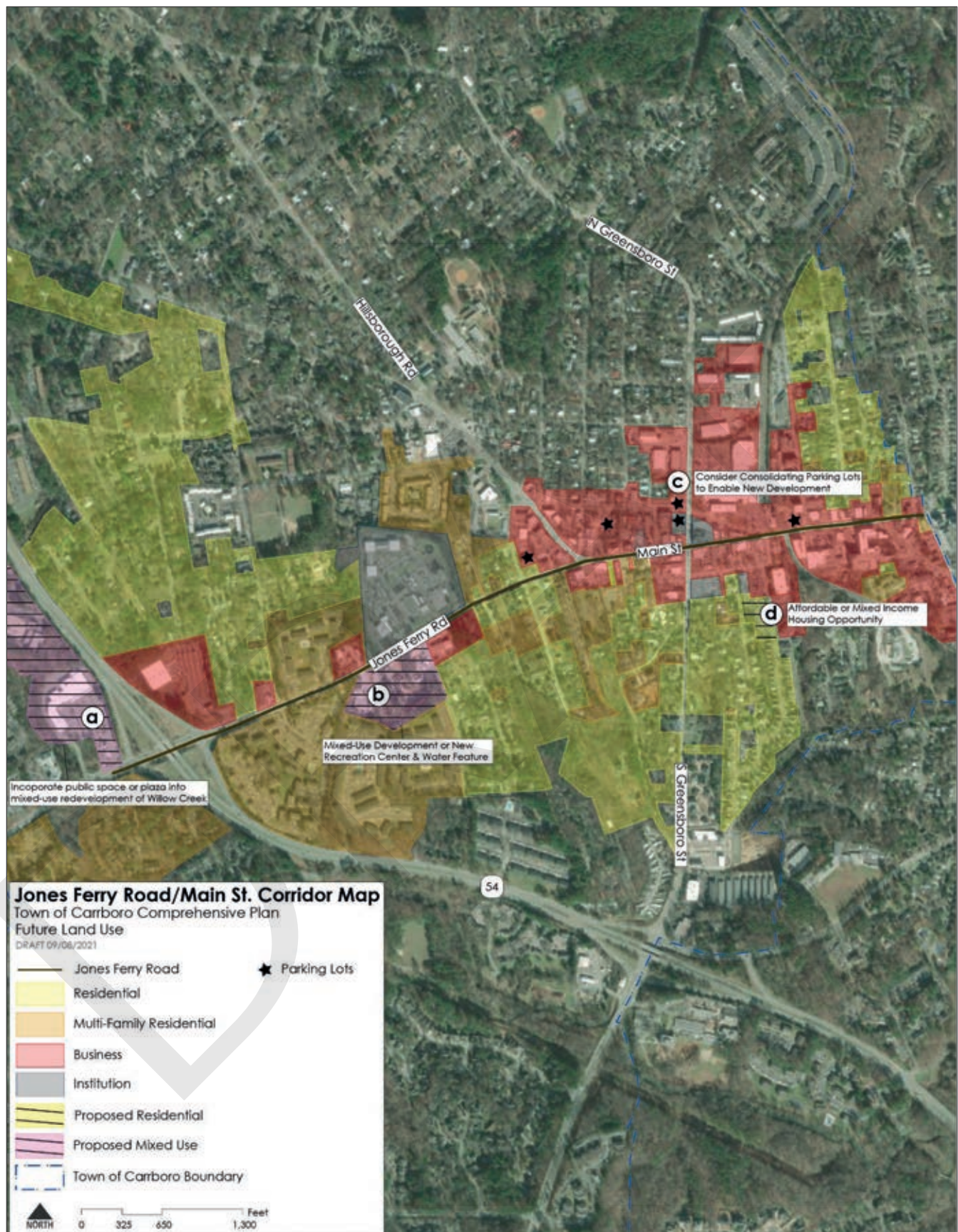
Jones Ferry Road and Downtown Future Land Use

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

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

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

Jones Ferry Road Corridor and Downtown – Future Land Use Map



NC 54 Corridor

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

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

NC 54 Corridor (see Opportunity Map)

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

NC 54 Corridor – Opportunity Map



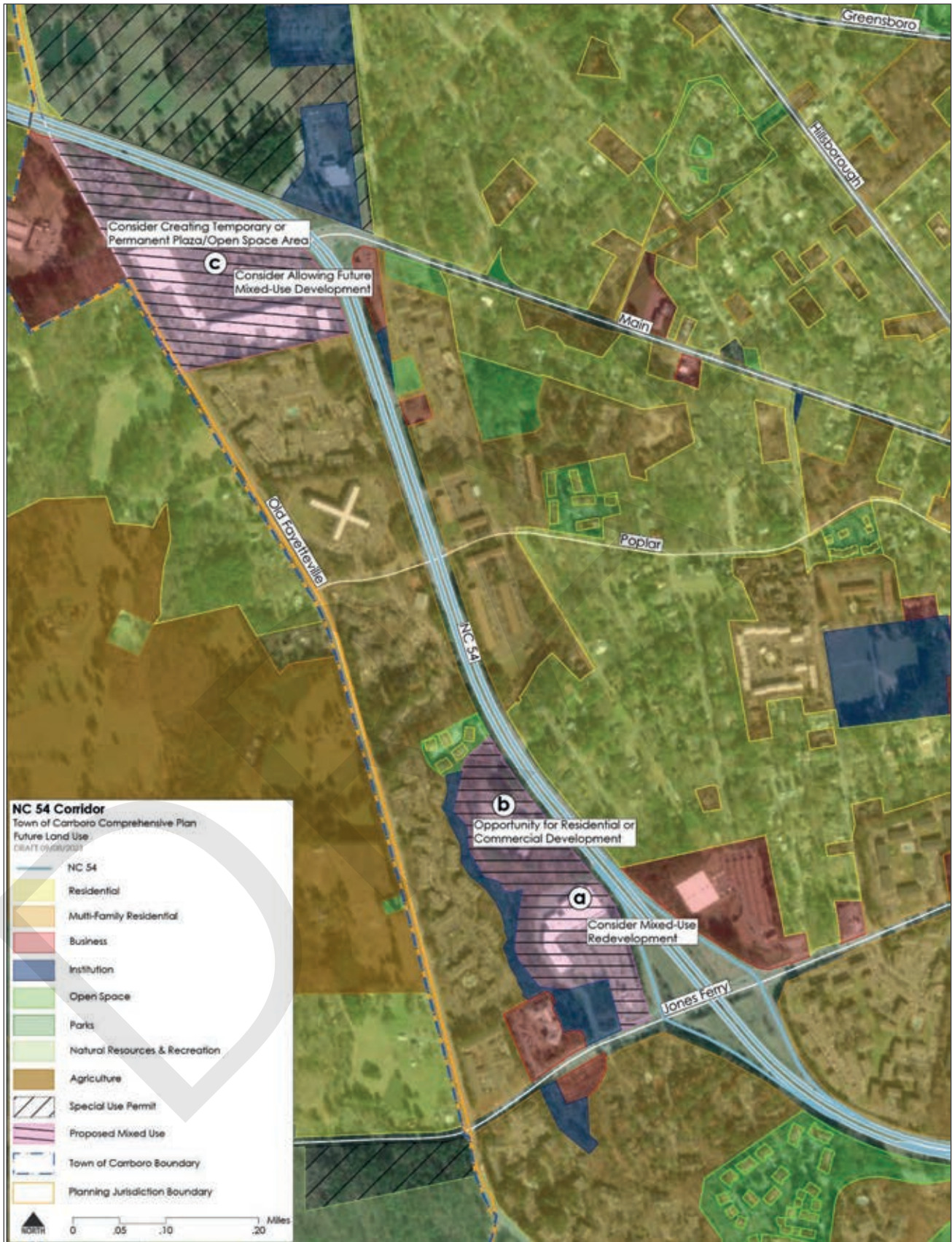
NC 54 Future Land Use

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

NC 54 Corridor Sites (see Future Land Use Map)

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

NC 54 Corridor – Future Land Use Map



Rogers, Homestead and Old 86 Corridor

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

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

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

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

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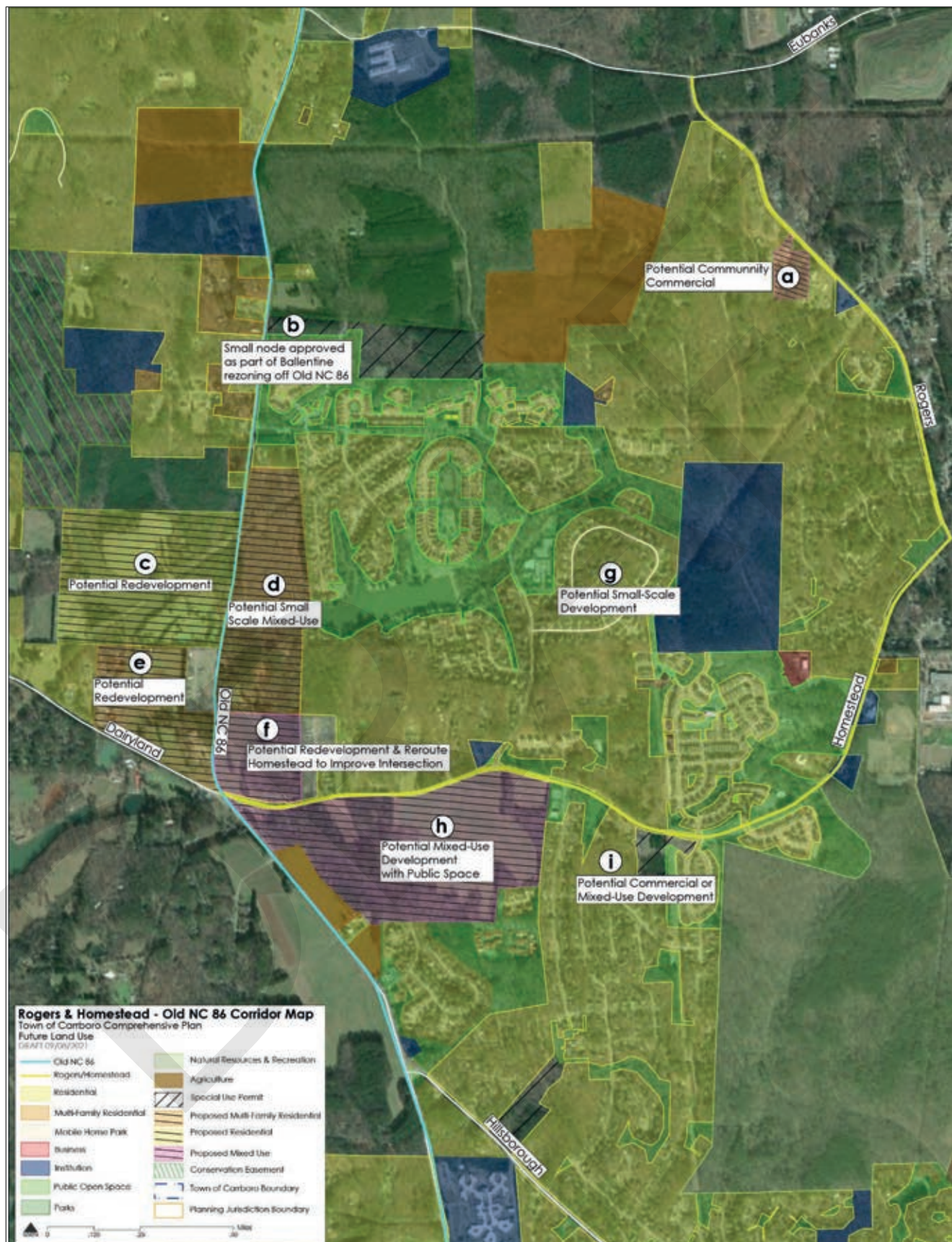
Rogers, Homestead and Old 86 Corridors Future Land Use

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

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

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

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



Estes & N. Greensboro Corridor

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

Estes and N. Greensboro Corridor (see opportunity map)

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

Estes and N. Greensboro Corridor Future Land Use

Sites (see future land use map)

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

Estes & N Greensboro Corridor
Town of Carboro - Opportunity Map
DRAFT (01/08/2021)

- Estes/N Greensboro
- Park
- Trails
- Bikeways
- Existing Sidewalk
- Proposed Sidewalk
- Proposed Bike Path
- Town of Carboro Boundary
- Planning Jurisdiction Boundary
- New Traffic Circle
- Bus Stop
- Rail

0 0.05 0.10 0.20 Miles

Estes and N. Greensboro – Future Land Use Map



Climate Action and Environment

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

Transportation & Mobility

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

Green Stormwater Infrastructure, Energy and Water

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

Affordable Housing

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

Economic Sustainability

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

Recreation, Parks & Culture

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

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

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

Public Services

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

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CHAPTER TEN

Public Services & Communications

Communications, Finance, Fire-Rescue, Human Resources, Information Technology (IT), Planning, Police, Public Works, Town Clerk, Town Management

COMMUNICATIONS AND COMMUNITY ENGAGEMENT

Mission: To provide public information, encourage participation, improve trust in local government, and enhance the Carrboro brand and reputation. Through implementation of the Inclusive Carrboro Communications and Community Engagement Plan, we strive to ensure accessible communications to serve our diverse community with new pathways for resident engagement.

GOALS, STRATEGIES, AND PROJECTS

Expand equitable community participation in the decision-making and implementation of Town goals and policies. (Town Council, Carrboro Connects Task Force)

Equity requires that all individuals, especially marginalized populations, can meaningfully contribute to the creation and implementation of community goals and policies. Inclusion of marginalized voices reduces the potential for negative unintended consequences for these community members.

Strategy 1.1 Create meaningful partnerships to engage with community members (CCAP).

- a) Actively recruit members from and develop public sessions with community-based organizations and resident leaders, prioritizing traditionally underrepresented populations.
- b) Transparently communicate government decisions from vision to implementation in culturally responsive ways (e.g., language accessibility and neighborhood-based meetings.) (Community Workshop)
 - To be culturally responsive to diverse populations, the Town should provide professionally translated materials (e.g., Spanish, Burmese, and other languages) using language that is readily understood by the general public. Community meetings should occur at times and locations that enable participation by various populations.
- c) Evaluate current community engagement opportunities for accessibility and cultural appropriateness.
 - Engage community-based organizations and resident leaders that serve diverse populations to evaluate current community engagement activities.

Develop and implement a plan to improve engagement practices in the areas identified by the evaluation findings.

Strategy 1.2 Value members as advisors in community engagement processes. (Community Workshop)

When community members are considered advisors, government staff seek their input and take heed of the feedback shared. Government plans and processes are responsive to the information and integrate the provided feedback.

- a) Implement the Inclusive Carrboro Communications and Community Engagement Plan
- b) Increase public awareness of and participation in Town decisions, programs and services
- c) Expand Neighborhood Information Network.
- d) Hold community conversations with liaisons and partners.
- e) Complete Town Website redesign
- f) Create internal systems to standardize and enhance communications
- g) Develop organizational communications guidance.
- h) Establish organizational graphic design tool/platform.
- i) Coordinate and standardize emergency communications

FINANCE DEPARTMENT

Mission: The Finance Department provides financial management support for the delivery of town-wide services through the administration of financials, budgeting, accounts payable, purchasing and contracts, risk management and safety, billing and collections, payroll, and project development through best business practices.

GOALS, STRATEGIES, AND PROJECTS

1. To strengthen financial accountability throughout the organization.
 - a. Coordinate annual audit and prepare Comprehensive Annual Financial Report.
 - b. Review and update policies and procedures.
2. To process and record all transactions accurately and timely.
 - a. File all required financial reports with state and/or federal agencies.
3. To make financial information available to decision makers on a regular and timely basis.
4. To evaluate and implement strategies to utilize technology for increased operating efficiency, effectiveness, and cost savings.
 - a. Continue to identify strategies for streamlining administrative processes.
 - b. Continue to increase knowledge among departments on the use of MUNIS financial system.
 - c. Increase use of EFTs with vendors.

Additional Projects

- Financing for 203 South Greensboro Street Project.
- Secure favorable financing for vehicles and equipment replacement.
- Develop a Participatory Budgeting process for the Town at-large, and a Green Neighborhood participatory budgeting program that returns saved money to the specific neighborhood (CCAP), especially in traditionally underserved neighborhoods.

FIRE AND RESCUE DEPARTMENT

Mission: To continuously strive to focus on our Community's needs, wants, and safety and to provide them our best possible service.

GOALS, STRATEGIES, AND PROJECTS

1. Provide all hazards response in accordance with industry best practices to ensure Carrboro remains a safe place to live, work, and visit.
 - a. Develop a comprehensive inventory system by December 31, 2021 that will list all tools, equipment, and materials that have an end-of life. The system would also show items in need of replacement and their corresponding costs.
2. Provide community risk reduction services, including public education and fire prevention efforts, to foster an environment of awareness and collaboration in which risks are proactively reduced making our community safer.
 - a. Research and develop comprehensive third grade lesson plans to address the top three identified community risks applicable to youth by June 30, 2022, if children return to normal school schedules.
 - b. Annually host an open house to deliver safety messages to the community based upon the top three identified community risks. The goal of the open house will be to reach a minimum of 300 individuals.
 - c. Conduct a canvas of neighborhoods, to ensure the installation and operation of smoke detectors. Special attention will be paid to neighborhoods/areas where smoke detector installation has been in question or non-existent. The fire department will canvas a minimum of four neighborhoods that house marginalized individuals.
3. Identify the most common causes of personal injury and property damage, locally and regionally, to implement public education strategies to reduce risks due to identified causes.
 - a. Conduct public education and outreach to independent and assisted living occupancies to educate the geriatric community on the top three issues directly affecting this demographic. The public education will be conducted quarterly to meet the goal of reaching 75% of independent and assisted living occupancies by June 30, 2022.
4. Provide comprehensive training to all personnel to maximize operational capabilities
5. Creation of a succession plan to prepare personnel for advancement as opportunities arise, and to assist with personnel retention.

HUMAN RESOURCES

Mission: To partner with the management team to recruit, hire, develop, and retain a highly qualified diverse staff dedicated to delivering exemplary customer service and to creating an atmosphere of positive employee relations that focuses on the health and wellness of all employees.

GOALS, STRATEGIES, AND PROJECTS

1. Work with Town Manager and Management Team to maintain a fair, respectful, and effective work environment through Organizational Development work and initiatives, training, and communication.
 - a. Provide Organizational Development assistance to Town Manager and Management Team.
 - b. Provide staff development training to management and employees.
2. Research, review, and recommend competitive and cost-effective benefits to attract and retain highly qualified staff.
 - a. Administer town-provided and voluntary benefits, including counseling all employees on benefit plans and options.
3. Research and review pay and position classification policies and programs that support Council's goals for competitive, living wages and that also provide employees with an affordable housing wage.
 - a. Ensure that every position, whether full-time or part-time, is paid at least a living wage equivalent to the rates established by the Orange County Living Wage non-profit.
 - b. Conduct and respond to salary surveys on a regular basis to ensure staff are competitively compensated.
4. Implement well-being program for employees in keeping with Councils' goal of enhancing quality of life for everyone.
 - a. Research and develop programs to support all aspects of employee wellness, including physical, mental, emotional, and financial well-being.
 - b. Coordinate employee assistance program (EAP) services.
5. Provide a fair and equitable process for attracting applicants and retaining employees who have the education and experience commensurate with position requirements.
 - a. Regularly review the implementation of the personnel policy and relevant practices to assure adherence to the Town's Equal Employment Opportunity policy.
 - b. Periodically conduct employee and management surveys to learn about any potential recruitment and retention issues.
 - c. Participate in the Town's GARE initiative to ensure equitable hiring practices.

INFORMATION TECHNOLOGY (IT) DEPARTMENT

Mission: Assist departments in delivering technology-based solutions that are cost-effective and increase the effectiveness and efficiency of various Town services. This is accomplished in a spirit of partnership and consultation with our stakeholders, which fosters a customer-focused environment that integrates people, processes, and technology. To work with various external and community

organizations, as directed by the Town Manager, to discover mutually beneficial relationships sharing technology resources and strengths.

GOALS, STRATEGIES, AND PROJECTS

1. To provide the technology to enhance the delivery of Town services and to increase the access to and the quality of vital government data.
 - a. Install conduit along South Greensboro Road during NCDOT sidewalk project for fiber optic cabling to connect the Town's Century Center and 203 Project (potentially) to Public Works.
 - b. Continue working with architects on IT/technology related aspects of the 203 Project.
2. To partner with our customers to understand their business processes and needs and then identify activities that can be effectively streamlined through the application of technology in a manner that is cost-effective, convenient and satisfactory.
3. To align technology to business processes throughout Town government.
4. To increase business continuity and limit service interruption through the application of technology and infrastructure redundancy.
5. To work with county, municipal, educational and other agencies to share, cooperatively build and leverage existing infrastructure.
 - a. Continue to work with Orange County, OWASA, UNC-Chapel Hill, Town of Chapel Hill and Chapel Hill-Carrboro City Schools to interconnect and expand fiber optic networks and share knowledge.
 - b. Continue to work with various North Carolina Next Generation Network (NCNGN) initiatives. NCNGN is a regional effort by four leading universities and six municipalities seeking to accelerate the deployment of ultra-high-speed networks to their surrounding communities.
 - c. Continue to work with Google to bring Google Fiber to the Carrboro Community
6. To apply various technologies that enable staff, citizens and others to decrease their carbon footprint while working for the Town or interacting with the Town

PLANNING DEPARTMENT

Mission: The Planning Department's mission is to help the Town define and carry out its vision for sustaining existing and future populations. The department monitors the availability and use of resources needed to maintain a balance of the built and natural environments. The department fulfills this mission by offering professional planning, zoning, building code, and engineering and geographic information services to residents, property owners, and businesses.

GOALS, STRATEGIES, AND PROJECTS

1. To provide thorough, timely and responsive service, ensuring accuracy, effective and efficient use of financial, human and physical resources, innovative and engaging support for community initiatives, and clear and successful communication strategies.
 - a. Complete transition of zoning applications to Energov, including development of new Active Projects Report.
 - b. Coordinate and manage completion of comprehensive planning process
2. To emphasize the protection of existing neighborhoods, development that is compact, energy-considerate and ecologically appropriate, therefore promoting trust, mutual respect, acceptance, happiness, and well-being.
3. To coordinate development of a well-balanced public infrastructure, including green infrastructure which improves walkability and access to transit.
 - a. Complete design process for pedestrian and bicycle improvements (e.g. South Greensboro Street and Jones Creek)
 - b. Begin construction of Morgan Creek Greenway after successful selection of contractor
4. To evaluate and support commercial/office/business/residential mixed use developments in new or redeveloping areas in support of strategic priorities to diversify revenue streams and maintain ethnic and economic diversity.
 - a. Coordinate development process, including permitting and construction authorization, for uses at 203 S. Greensboro property
5. To excel in GIS technology and other means of access to Town information and services, including downloadable data sets, location-based functions.
6. To cooperate with federal, state, county and municipal governments and multi-national companies to provide new and leverage existing GIS technology and data in the service of the Town government, staff, and citizens.

POLICE DEPARTMENT

Mission: The Carrboro Police Department protects the citizens, businesses and properties within the municipal limits of the Town of Carrboro by providing committed law enforcement officers and community services that foster a safe living environment in our community.

GOALS, STRATEGIES, AND PROJECTS

1. Ensure Carrboro will continue to be a safe community for all residents, business owners/operators, and guests.
 - a. Maintain Carrboro's Safety for residents, business owners/operators and visitors.
 - b. Reduce the number of known drug houses and street-level drug sales locations.
 - c. Continue partnership with Public Works and Recreation and Parks staff to provide a safe setting for all special events.
2. Monitor and address traffic and pedestrian safety issues.
 - a. Maintain the number of pedestrian safety operations involving Community Services Division personnel.

- b. Increase the number of directed patrols and speed enforcement campaigns involving Uniform Patrol Division personnel.
 - c. Reduce the number of traffic accidents.
- 3. Meet mandated training requirements.
 - a. Meet mandated training goals.
- 4. Recruit and hire diverse officers.
 - a. Maintain current staffing levels.
- 5. Develop and retain personnel who effectively deal with emergency, crisis, and/or complex situations and handle routine duties carefully and professionally.
- 6. Train and develop employees for advancement and/or for expanding job responsibilities.
 - a. Continue management/leadership training for supervisors.
- 7. Increase Community Policing efforts.
 - a. Re-start community outreach programs.
- 8. Continue to use social media to inform and involve the community.

Additional Projects:

Maintain current fuel consumption.

Obtain new or enhanced revenue sources.

PUBLIC WORKS DEPARTMENT

Mission: Promote a safe, healthy, and pleasing environment and community for residents and the general public through ever progressing projects, programs, and services

GOALS, STRATEGIES, AND PROJECTS

1. Provide timely, cost effective maintenance of public street system including signage, storm drainage system, multi-use paths, and right-of-way.
 - a. Administer contracts for bi-annual street resurfacing, sidewalk improvements, and pavement markings based on maintenance needs identified in the Pavement Condition Survey and Sidewalk and Curb Ramp Condition Survey.
 - b. Work with NCDOT to improve the ADA compliance of pedestrian infrastructure.
 - c. Update all roadway regulatory signs to MUTCD standards with high reflectivity for better visibility.
 - d. Implement wayfinding signage for the Town municipal parking lots.
 - e. Improve and maintain existing infrastructure in order to protect the Town's investments; including interior appearance of various facilities (wall repair, painting, and routine cleaning). Improve public infrastructure so that public perception increases from a B- to an A for the biennial community survey.
2. Provide cost effective, reliable solid waste collection, and disposal services.
 - a. Implement bulk item collection route to improve customer service and efficiency.
 - b. Continue to evaluate, design, and implement recommendations from the Solid Waste Study including Every-Other-Week collection, and education and outreach.

- c. Continue to investigate food waste disposal options. Work with Orange County and the Solid Waste Advisory Group to identify other programs.
- 3. Maintain public buildings and grounds in an environmentally friendly manner so they are pleasant and safe gathering spaces.
 - a. Implement a Master Plan for Town Facilities including strategies to improve energy efficiency and sustainability.
 - b. Continue to provide residents with aesthetically pleasing and safe facilities.
 - c. Incorporate energy and climate protection strategies and upgrades; and work with the Environmental Sustainability Coordinator to identify other energy reducing projects.
- 4. Provide cost effective maintenance of the Town's motor vehicle fleet and equipment.
 - a. Continue to evaluate and revise existing policies to improve operational efficiencies including vehicle replacement, employee overtime, safety policies, and emergency operations.
- 5. Administer construction projects within budget and on schedule.
 - a. Assist the Capital Improvements Projects with various engineering and construction needs.
 - b. Support the continued design and building of the 203 South Greensboro Street Project.
 - c. Continue to coordinate and provide support on Capital Improvement Projects for greenways, roadways, sidewalks, biking improvements, bus shelter replacement, and projects outlined in the Facilities Rehabilitation Project Fund.
- 6. To assist the Town to meet their overarching goals and objectives by providing various engineering services.
 - a. Assist the Streets and Grounds Division with various engineering services for public benefit and public safety.
 - b. Continue to coordinate all Planning Department application reviews.
 - c. Continue to prepare design documents for "Pedestrian and Bicycle Safety projects".
- 7. To achieve, and exceed where possible, stormwater performance standards established in the Town Code, Land Use Ordinance, and by the State.
 - a. Continue to assist the Stormwater Division with engineering services for various stormwater management needs.

Additional Projects:

Continue to provide Town services in the most efficient, safe, and quality manner including support for special events within the Town.

Continue to enhance service levels and efficiencies of existing operations by improving knowledge in, and usage of, the Town's GIS capabilities. (Ex. solid waste collection, loose leaf collection,

mowing, street sweeping, street and ROW maintenance, street sign maintenance, park assets, and building maintenance).

Continue to explore funding and grant options for capital projects.

Further enhance on the job training and certifications of employees to better serve the Town's needs and ensure all Public Works staff complete the Government Alliance on Race and Equity (G.A.R.E.) training.

Continue to seek out minority firms for contract procurement.

Continue to prepare Public Works for increasingly severe weather due to climate change.

Continue to work with FEMA to obtain funding, and/or other grant opportunities, for relocation of the Public Works facility due to high risk location hazards.

TOWN CLERK

Mission: Prepares Town Council meeting agendas and minutes and make them available to citizens and town staff; maintain official town documents; prepare and make available updates to the Town Code and provide support for the Mayor and Town Council

GOALS, STRATEGIES, AND PROJECTS

1. Serve the Council and the public by facilitating the production of meeting agendas and minutes in a clear, timely fashion.
 - a. To continue educational requirements for Master Municipal Clerk Designation from the International Institute of Municipal Clerks.
2. Provide complete and accurate minutes to the Town Council so they can be approved in a timely fashion.
3. Maintain and organize official town documents, including the Town Code and all Town Contracts, for the use of the Council, staff, and the public.
4. Provide multiple public access points for all minutes and agendas.
 - a. To continue using Granicus agenda, meeting, and minute management software for efficient meetings.
5. Increase the use of available technology in storage and retrieval of all town documents.
 - a. To increase the number of electronically indexed contracts.
 - b. To continue scanning of contracts.

TOWN MANAGER

Mission: Implement the policies of the Mayor and Town Council and communicate them to the citizenry. To be responsive to the community and to be responsive to the citizens' needs to consistently meet their requirements.

GOALS, STRATEGIES, AND PROJECTS

1. To lead an organization that functions well internally and implements Council policies in a timely, effective, efficient, and friendly manner.
 - a. Continued emphasis on equity initiative.
 - b. Active participation in long-term recovery and resiliency post-pandemic.
 - c. Implementation of Capital Improvements Plan.
 - d. Completion of the 203 Project.
2. To give well-informed, helpful advice to the Council Members on policy options and other matters.
3. To facilitate effective Board action through the presentation of clear, concise agendas.
4. To adhere to the professional code of ethics and always work towards the long-term best interests of the Town.
 - a. Continued town financial sustainability.
5. To ensure staff satisfaction and retention.
 - a. Organizational and employee development.
6. To communicate Town policy, decisions, and activities clearly and efficiently to residents and staff.

MUNICIPAL OPERATIONS

GOALS, STRATEGIES, AND PROJECTS

Goal 1: Achieve 80% reduction in municipal emissions by 2030 (Energy and Climate Protection Plan, updated October 2020)

The goal refers to greenhouse gas emissions due to municipal operations.

Strategy 1.1 Increase the energy efficiency of municipal buildings. (Town Council)

Energy efficiency reduces the amount of fuel needed to power buildings, which reduces both the emissions and energy costs.

Refer to Public Services chapter to view relevant projects already underway.

- a) Conduct building energy audits of all municipally owned buildings (ECPP).
 - Engage qualified energy professionals to conduct a building energy audit, establish a baseline energy performance and compare to similar buildings, and identify energy efficiency opportunities for each municipal building.
- b) Continue to upgrade building equipment with more energy efficient technology (ECPP).
 - Continue ongoing energy efficiency efforts to upgrade building equipment and operations, while evaluating life-cycle costs.
- c) Improve resilience against climate concerns with energy backup generators for new critical facilities (Eno-Haw).

- Supply backup energy generators for new critical facilities such as fire houses, hospital and care facilities, and shelters.
- d) Consolidate municipal uses of buildings and improve building operations and maintenance best practices.
 - Study opportunities to consolidate buildings to move departments in closer proximity with each other, in order to reduce building and transportation energy usage. Improve building operations, maintenance, and occupant behavior to reduce energy use. Support with policy as needed, e.g., a Town policy requiring purchase of EnergyStar-rated products.

Strategy 1.2 Reduce greenhouse gas emissions due to municipal fleet operations. (Town Council, ECPP)

Several approaches can be taken to reduce energy use and emissions related to vehicle travel.

- a) Right size the vehicle fleet (ECPP).
 - “Right-sizing” eliminated unneeded vehicles from the municipal fleet. This can reduce maintenance costs and encourage more efficient use of municipal vehicles.
- b) Replace internal combustion vehicles with electric vehicles and/or alternative fuel vehicles, as the market continues to improve (ECPP).
 - Identify bulk purchasing and other opportunities to replace conventional vehicles with electric vehicles, and replace certain Public Works vehicles with biogas vehicles. Install solar-powered EV charging stations at municipal buildings.
- c) Reduce vehicle idling (ECPP).
 - Adopt an anti-idling policy for all municipal vehicles to require engine shut-off while vehicles are not moving. Provide supplementary battery systems for vehicles where idling is required.
- d) Reduce staff travel to meetings.
 - Identify opportunities to reduce staff vehicle travel to meetings, e.g., consolidation of departmental office space, virtual meetings, or meeting in a centralized location. Identify resources provided by the Triangle Transportation Demand Management program.
- e) Accurately track fuel use, mileage, and lifecycle cost data, to prioritize fleet transition.
 - Accurate accounting will enable decision-making for right-sizing the fleet and procuring electric and/or alternative-fueled vehicles.
- f) Develop a clean vehicle procurement process that aligns to Business Enterprise goals.
 - Use a data-driven approach to develop a clean vehicle procurement process that reduces transportation emissions and supports Disadvantaged Business Enterprises. Identify research that must be completed in developing the process and consider phasing of the procurement process to meet various departmental needs.



CHAPTER ELEVEN

Implementation

CONTENTS

□ Priority Projects

□ Implementation Table

How to Use the Implementation Plan

The Carrboro Connects Implementation Plan is divided into two parts. The first part consists of the Priority Projects Implementation Plan, which is a summary of action steps for five high-priority projects for each element of the plan, to be implemented between 2022-2026. For each priority project, action steps summarize activities that will be led by the Town and its partners with details on implementation and deliverables. These steps can be used in budgeting for both operating and capital expenses. Decisions of the Town Council will guide these priorities over time based on available resources and continued community input and outreach. All implementation items are contingent on resources and staff time and will be reevaluated and measured for necessary adjustments.

The second part is an Implementation Table. The Table lists every goal, strategy, and project, with the following columns providing more detail at the project level:

- **Cross-Cutting:** Indicates which other elements of the plan this project relates to
- **Lead:** Lead Town Department or Partner Agency that will have the overall responsibility to implement the project
- **Partners:** Other Town Departments or Partner Agencies that should be involved in the project
- **Timeframe:** Estimate of years for implementation. Note that projects noted as years 6+ may have current or interim activities in earlier years
- **Resources:** Suggested sources of funding
- **Cost:** Relative level of cost for each project

Cross-Cutting

- Race and Equity 
- Climate Action & Environment 
- Affordable Housing 
- Transportation & Mobility 
- Green Stormwater Infrastructure, Water, & Energy 
- Economic Sustainability 
- Recreation, Parks, & Culture 
- Land Use 

Resources

- Town Capital Budget CB
- Town Operating Budget OB
- State S
- Federal F
- County C
- Private P

Cost

- Primarily Staffing Time \$
- Operational Budget \$\$
- Larger Capital Expense \$\$\$

PRIORITY PROJECTS: AFFORDABLE HOUSING

Project 1.2 a)
Seek funding and resources to expand the capacity of organizations that provide homeownership counseling services

Project 3.1 a) Provide assistance and support for BIPOC, senior and long-term homeowners who are interested in creating ADUs

Project 3.4 a) and b) Identify existing Town-owned lands and partner with affordable housing developers to acquire land

Strategy 6.2: Engage the community on the need for affordable housing and explore passage of an Affordable Housing Bond.

Project 6.3 Pursue state and federal housing grants and programs

Determine the need for additional housing counseling resources; Determine barriers to existing counseling such as languages, cost, transportation, scheduling

Provide outreach and education to determine current barriers to ADUs – financial, zoning, and other barriers

Identify Town-owned lands that are available for affordable housing based on suitability of site, access to transportation and amenities

Research other NC municipality affordable housing bonds and how they passed

Monitor and apply for grants in Build Back Better capital program

Support Planning on Land Use Ordinance changes

Secure resources from grants and/or Affordable Housing Fund to expand services

Work with affordable housing developers on possible projects Determine if zoning changes are required

Education and outreach to the community on possibility for a housing bond

Based on availability of land, work with a developer on a new affordable housing development such as LIHTC or senior affordable housing

Expand housing counseling based on available resources

Work with private lenders on developing mortgage products available to finance ADUs

Support efforts of developers to secure sources of funds. Design and development of new affordable, mixed-income and/or mixed use developments

Develop affordable housing bond capital budget if bond passes

Determine whether to put bond on ballot

Pursue funding for new affordable housing project with state and federal resources

2022-2023

2024

PRIORITY PROJECTS: AFFORDABLE HOUSING

Project 1.2 a)
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Project 3.1 a) Provide assistance and support for BIPOC, senior and long-term homeowners who are interested in creating ADUs

Project 3.4 a) and b) Identify existing Town-owned lands and partner with affordable housing developers to acquire land

Strategy 6.2: Engage the community on the need for affordable housing and explore passage of an Affordable Housing Bond.

Project 6.3 Pursue state and federal housing grants and programs

Evaluate effectiveness, determine related barriers

Consider creating a technical support team at low or no cost depending on household income

Occupancy of new affordable units.

Identify additional lands for affordable housing

If the bond is on the ballot and passes, begin investing in projects

Continue to monitor and apply for grants

Expand services based on resources that are available

Work with affordable housing developers on additional projects

Continue to invest in affordable housing projects based on passage of bond

Continue to monitor and apply for grants

2025

2026+

PRIORITY PROJECTS: CLIMATE ACTION & ENVIRONMENT

Project 1.1 A) Develop partnerships with public agencies or organizations to increase opportunities to access renewable energy

Project 1.1 B) Continue evaluation of the potential to integrate renewable energy infrastructure during the review of development permits.

Project 1.2 A) Expand the Worthwhile Investments Save Energy (WISE) Program and Energy Efficiency Revolving Loan Fund (EERLF).

Project 4.1 B) Establish a certificate program and public database for the energy performance of rental housing

Project 4.2 D) Develop a free or low-cost financing program for weatherization, energy efficient, renewable energy/community generation, and water conservation projects

Within the North Carolina Cities Initiative, understand current efforts by municipalities to achieve increased renewable energy use, challenges at the state/county level.

Partner with groups like the UNC Environmental Finance Center, utilities (i.e. Duke Energy, Piedmont Electric) and the DOE to understand financial opportunities (either funding programming in town or pushing state to allow for renewables at community scale).

Research current practices nationwide & the state to incorporating renewable energy infrastructure in permit development. Identify any challenges at implementing ordinances at the state level. Work with NC Clean Energy Tech Center & NC Green Buildings Council on understanding financial benefits to developers.

Seek authority from state, if necessary. Educate developers on financial benefits of renewable energy infrastructure. Understand current challenges, especially for affordable housing developers.

Program evaluation of EERLF and WISE to understand best practices and challenges. Identify barriers to participation. Planning, Identify additional funding sources for both EERLF and WISE

Make changes to EERLF and WISE based on evaluation, community engagement, and potential funding sources identified.

Collaborate with Triangle Green Building Council to understand where such database has been implemented, what information is required, and how to get it. Understand challenges from state law in making requirements. Town Council continue to seek statutory authority from NC Legislature.

Discuss with landlords to understand barriers. Discuss with renters any concerns and what they would want to see. Develop policy and identify funding to establish a certificate program and public database.

Inventory all currently available programs to low-income households in terms of weatherization, energy efficiency, and water conservation. Understand who is currently accessing them and who is not. Understand current collaborations between program agencies, funding opportunities/challenges, if any.

Convene program agencies to understand how they can better work together within current funding limitations and identify additional funding opportunities. Conduct engagement of past participants to understand challenges and benefits of programs. Bring in work from Project 1.1A

2022-2023

2024

PRIORITY PROJECTS: CLIMATE ACTION & ENVIRONMENT

Project 1.1 A) Develop partnerships with public agencies or organizations to increase opportunities to access renewable energy	Project 1.1 B) Continue evaluation of the potential to integrate renewable energy infrastructure during the review of development permits.	Project 1.2 A) Expand the Worthwhile Investments Save Energy (WISE) Program and Energy Efficiency Revolving Loan Fund (EERLF).	Project 4.1 B) Establish a certificate program and public database for the energy performance of rental housing	Project 4.2 D) Develop a free or low-cost financing program for weatherization, energy efficient, renewable energy/community generation, and water conservation projects
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Develop plan for residential access to solar, thinking about those who can and cannot afford or implement privately (like those without rooftop access). Plan may include incentives, access to community-based renewables, or options to switch to renewable energy on electric bills.

Implement plan.

Understand options to improve building designs (work with partners). Identify financial incentives to support integration of infrastructure.

Integrate renewable energy infrastructure into development permits (again based on state authority requirements). Educate developers and residents about changes.

Launch EERLF & WISE updated version. Targeted outreach to those who did not participate but would have benefited most.

Work with Triangle Building Council or other partner to develop certificate requirements. Continue to advocate to State if statutory authority not granted.

Establish the database and policy. Make this a requirement, will depend on state law. Planning. Procure database creator to develop database. Outreach to renters in database creation. Educate landlords on certificate requirements. Input properties in database.

Launch database and outreach to renters.

Develop and produce plan to improve programming, paying attention to any changes in funding and advances from Project 1.1A

Implement plan – run program.

PRIORITY PROJECTS: TRANSPORTATION & MOBILITY

Project 1.1 D)
Identify a funding source to pay for resident expertise on boards to reduce the barrier of participation for low-income residents.

Project 2.1 A)
Expand free public transportation to reach more households by considering different passenger vehicle types.

Project 2.2 F) and J)
Identify sidewalks to update alongside new development and develop a connected system of on- and off-road bike facilities and physically separated bike lanes.

Project 4.1 E- Plan for multi-level electric vehicle (EV) and bicycle charging stations.

Project 4.2 A -
Investigate lowering residential parking requirements to reduce impervious surfaces and enhance affordability.

Conduct community outreach to identify the barriers to participating in advisory boards. Reach out to municipal partners (through GARE or other) to learn about compensation procedures.

Identify funding source and incorporate into Town budget. Implement compensation.

Conduct outreach to understand where and when public transportation services are needed. Reach out to partners to understand current and potential funding sources.

Work with partners to identify what stops and times are possible and the finances required to implement the routes. Identify and commit to funding to maintain subsidization.

Conduct community engagement, audit of existing sidewalk infrastructure, and gap analysis of access to high priority populations. Reprioritize sidewalk projects (with priority also to safe school routes). Revisit bike plan recommendations for physically separated paths.

Identify funding for sidewalk and bike-way projects. Identify how protected bikeways can be incorporated into sidewalk projects.

Identify funding for charger installation plan.

Identify funding
Conduct outreach to residents to identify locations for EV and bicycle charging stations - considering both residential and commercial locations. Outreach should pay attention to who currently has access to EV vehicles and who still needs access to EV vehicles and how to increase access.
lation plan.

Complete residential parking study for all types of residences and conduct community outreach to understand community needs of the different residences.

Conduct financial analysis of benefits of reduced parking requirements to develop costs which can allow for additional affordability options. Calculate opportunities for pervious surface/stormwater management when parking is removed.

2022-2023

2024

PRIORITY PROJECTS: TRANSPORTATION & MOBILITY

Project 1.1 D)
Identify a funding source to pay for resident expertise on boards to reduce the barrier of participation for low-income residents.

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Expand free public transportation to reach more households by considering different passenger vehicle types.

Project 2.2 F) and J)
Identify sidewalks to update alongside new development and develop a connected system of on- and off-road bike facilities and physically separated bike lanes.

Project 4.1 E- Plan for multi-level electric vehicle (EV) and bicycle charging stations.

Project 4.2 A -
Investigate lowering residential parking requirements to reduce impervious surfaces and enhance affordability.

Communicate what opportunities are possible and conduct community engagement to identify which routes to implement.

Implement routes.

Procure engineers and develop sidewalk and protected on- & off-road facilities.

Procure construction contractors to implement projects.

Analyze where proper infrastructure is provided to install chargers based on the outreach. For areas where EV chargers are desired but infrastructure is not prepared, identify alternate locations and/or review current policies/construction projects to incorporate necessary infrastructure. Also consider displacement impacts of charger locations.

Identify funding for charger installation and accessible EV programs.

Develop policy responding to findings of previous two tasks.

2025

2026+

PRIORITY PROJECTS: GREEN STORMWATER INFRASTRUCTURE, WATER, AND ENERGY

Project 2.1 A)
Develop and
implement a
downtown street
tree master plan.

Project 2.1 B) Implement
incentive programs for
stormwater management
or infrastructure mitigation
projects for local
businesses and develop
technical and financial
assistance of income-
eligible households to
participate.

Project 2.2 A)
Implement structural
and non-structural
management
measures for
redevelopment and
infill and as retrofits
in dense locations to
increase stormwater
volume control.

Project 3.1 A) Integrate
green stormwater
infrastructure dual
solutions that improve
both stormwater
management and
function as traffic calming
(i.e. streets, alleys,
sidewalks, curbs, storm
sewers, and greenways).

Project 4.1 B)
Develop a
playbook for
stormwater
infrastructure retrofits
to educate the
public.

2022-2023

Create baseline
of existing trees
in downtown –
include informa-
tion used in 2019
tree tags

Identify priori-
ty streets with
community and
stakeholder en-
gagement and
data from urban
heat island as-
sessment.

Identify funding
opportunities for
master plan.

Implement Rain-
Ready program and
assess who is partici-
pating. If there is low
interest from low-in-
come household,
convene a com-
munity meeting to
understand barriers.

Work with Depart-
ment of Economic
Development or
Chamber of Com-
merce to identify
current businesses
conducting infra-
structure mitigation/
stormwater man-
agement projects
and determine if
any meet Carrboro's
business enterprise
goals.

Host focus groups
with BIPOC-led and
small businesses to
understand the chal-
lenges to including
stormwater mitiga-
tion projects.

Identify dense
locations subject
to poor stormwa-
ter volume control
and future project
sites that will re-
duce stormwater
volume control.
Review structural
and non-structur-
al management
measures to
identify the best
management
practices for new
and existing de-
velopments.

Educate develop-
ers and building
owners on these
different measures
and identify chal-
lenges/barriers
to implementing
them.

Identify roadways at
higher risk for flood-
ing and increased
pedestrian safety
concerns. Prioritize
roads near resi-
dential areas and
schools, especially
near affordable
housing, and those
previously identified
in plans. Determine if
Town has jurisdiction
on design param-
eters for these roads. If
not, work with appro-
priate jurisdiction to
understand design
limitations.

Identify funding for
design and construc-
tion.

Hire stormwater
design consultants to
determine options for
the prioritized roads.

Identify and
create a list of
current popular
green stormwa-
ter infrastructure
methods used
throughout the
county. Reach
out to NC State
Cooperative Ex-
tension for how-
tos implement
these methods,
as well as other
methods that
have benefits
but are less
popular, identify
costs for each of
these methods,
identify business-
es that provide
green stormwa-
ter infrastructure
installation for
each of these
methods

2024

PRIORITY PROJECTS: GREEN STORMWATER INFRASTRUCTURE, WATER, AND ENERGY

Project 2.1 A)
Develop and
implement a
downtown street
tree master plan.

Project 2.1 B) Implement
incentive programs for
stormwater management
or infrastructure mitigation
projects for local
businesses and develop
technical and financial
assistance of income-
eligible households to
participate.

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Implement structural
and non-structural
management
measures for
redevelopment and
infill and as retrofits
in dense locations to
increase stormwater
volume control.

Project 3.1 A) Integrate
green stormwater
infrastructure dual
solutions that improve
both stormwater
management and
function as traffic calming
(i.e. streets, alleys,
sidewalks, curbs, storm
sewers, and greenways).

Project 4.1 B)
Develop a
playbook for
stormwater
infrastructure retrofits
to educate the
public.

Procure plan-
ners to devel-
op downtown
master plan and
begin communi-
ty engagement
for master plan.

Collaborate with
Housing Dept. to de-
velop plan for low-in-
come residents to
access green storm-
water infrastructure
based on the com-
munity meeting. Look
into state resources
to identify grants.

Identify partners,
funding, and edu-
cational campaigns
to support business
uptake. For business
who provide installa-
tion services, under-
stand challenges to
hiring and retaining
BIPOC staff.

Amend and imple-
ment changes to
RainReady based on
previous years work.

Complete develop-
ment and launch
program with fund-
ing opportunity for
BIPOC-led and small
businesses.

Begin assessments of
who is participating
in programming and
initial challenges.

Identify incentives
for implemen-
tation. Develop
metrics to ensure
impacts. Include
measures in
ordinances or
development
permits to hold
building owners
and developers
accountable.

Begin to measure
impacts.

Procure contractors
and begin construc-
tion.

Procure a web
design agency
to design phys-
ical playbook
or online web-
page, Storm-
water Advisory
Group act as
focus group to
inform design.
Launch website
and make part
of RainReady
program.

Outreach on
website, gather
resident feed-
back on use of
website. Mea-
sure changes in
green stormwa-
ter installations
and by who
(demographi-
cally especially
around in-
come).

Release down-
town master
plan.

PRIORITY PROJECTS ECONOMIC SUSTAINABILITY

Strategy 1.1) Create more equitable opportunities for residents and workers to obtain living wage jobs and a career path to support one's household.

Strategy 1.2) Support existing and attract new businesses that include a range of BIPOC, gender and abilities

Strategy 2.1) Well-planned and designed higher density and mixed-use development in the downtown

Strategy 2.2) Strengthen other business districts and commercial areas in Carrboro's neighborhoods.

Strategy 3.3) Expand tourist opportunities

Encourage and support businesses to become Orange County Certified Living Wage employers.

Continue to provide outreach to existing businesses to determine what needs they may have and how the Town can help them.

Scope out a small area plan for the Downtown.

Meet with owners of Carrboro Plaza and Willow Creek to discuss plans for upgrades and additional development capacity.

Inventory cultural and natural destinations and events in Carrboro; conduct focus groups to determine messaging

Recognize employers that pay living wages.

Pursue marketing efforts to support locally-owned businesses that reflect the diversity of the community.

Conduct outreach to businesses, property owners and residents; and develop plans for higher density and mixed-uses in target areas of the downtown.

Begin planning for new mixed-use development at Homestead Rd. and Old NC 86

Seek partnerships such as Tourism Development Authority for funding and avenues for marketing.

Seek out and encourage opportunities for light manufacturing industries that can create livelihoods with living wages

Provide assistance based on needs identified by the businesses.

Determine parking, transportation and infrastructure improvements for public safety and quality of life.

Work with property owners and/or developers to pursue zoning changes to allow additional mixed-use development and affordable housing.

Implement marketing campaign to target audiences

2022-2023

2024

PRIORITY PROJECTS ECONOMIC SUSTAINABILITY

Strategy 1.1) Create more equitable opportunities for residents and workers to obtain living wage jobs and a career path to support one's household.

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Strategy 2.1) Well-planned and designed higher density and mixed-use development in the downtown

Strategy 2.2) Strengthen other business districts and commercial areas in Carrboro's neighborhoods.

Strategy 3.3) Expand tourist opportunities

Identify land and other resources to support growing industries that pay living wages.

Seek out new business start-ups including BIPOC to locate in Carrboro.

Review draft plan and adopt final plan

Continue to work with property owners and developers toward additional development opportunities.

Evaluate impact of marketing campaign

Determine incentives to support growing industries pay living wages.

Provide on-going support to new businesses to ensure they succeed in Carrboro.

Begin implementation of downtown plan.

Pursue other sites in Town that have potential for additional mixed-use development.

Pursue tourist amenities including possible need for more hotel and conference space.

2025

2026+

PRIORITY PROJECTS: RECREATION, PARKS, AND CULTURE

Project 1.1B)
Conduct a feasibility study for an indoor recreation center/ swimming pool in Town.

Strategy 2.1) Strive for a park, play field, or other green space within walking distance (e.g. half-mile or 10-minute walk) and physically accessible to all residents in Carrboro.

Project 2.3C) Continue to promote and spread awareness of nearby park facilities, especially those that provide amenities and programming that Carrboro lacks.

Project 2.5A) Continue to collaborate across RPCR and other departments and government agencies to implement planned greenway improvements strategically and in conjunction with park and neighborhood linkages.

Project 4.3A) Seek ideas and funding for interactive and culturally representative public artwork to be installed in parks and along greenways.

RPCR to determine a location for potential recreation center/ swimming pool.

RPCR and Recreation & Parks Commission determine the best approach for the feasibility study (i.e. hiring a consultant vs. dedicating staff time).

If outsourced, RPCR develops and releases RFP for consultant services. Initiate and complete the feasibility study.

Use findings from the study to develop recommendation regarding pursuit of a new indoor recreational center/swimming pool.

Use Park Access map to identify priority locations for new parks, play fields, or other green spaces in residential areas that are currently more than a 10-minute walk from these amenities.

Begin conversations with private landowners and HOAs to determine if there are recreational areas that can be opened up for some public use and access in priority areas.

Develop a public survey that asks questions about residents' usage of Town parks and additional recreation and parks areas.

RPCR analyzes survey results, determines where gaps in recreational programming and facilities exist, and begins process to plan for addressing these gaps.

Recreation & Parks Commission identifies critical gaps in Carrboro's parks and greenways network.

RPCR continues planning and design of the Jones Creek Greenway that would provide access to the future Twin Creeks Park.

Consider ways the Town can coordinate with and encourage Orange County to implement plans for Twin Creeks Park.

RPCR circulates info on parks and greenways network gaps and project evaluation criteria with Town Departments, the County, and the Durham Chapel Hill Carrboro MPO to identify projects for collaboration.

RPCR, Arts Committee, Recreation & Parks Commission and Racial Equity Commission identify locations along greenways and in park facilities where public art and informational signage would be appropriate.

RPCR reviews locations and coordinates with Planning, Public Works, and Communications & Engagement to develop a staff recommendation on locations for new public artwork/signage over the next four years.

2022-2023

2024

PRIORITY PROJECTS: RECREATION, PARKS, AND CULTURE

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Project 4.3A) Seek ideas and funding for interactive and culturally representative public artwork to be installed in parks and along greenways.

Depending on results from feasibility study and staff recommendations:

RPCR staff begins applying for grants and securing other funding.

Acquire land for facility and begin community engagement and design process.

Complete designs for facility.

Secure funding and begin construction on new facility.

Pursue opportunities for new, expanded, or shared multi-purpose fields that can accommodate a range of activities and users

Continue to coordinate with Orange County on implementation of Twin Creeks Park to provide greater access to residents in the northern section of Carrboro

RPCR and Rec. & Parks Commission and Communications and Engagement develop outreach plan for parks and recreational opportunities in and near Carrboro.

RPCR and Rec. & Parks Commission inventory underutilized resources and refine outreach plan and/ or recommend upgrades to park facilities to meet needs of the community.

Working with partners, RPCR pursues Town and external grant funding for projects identified as priorities.

RPCR and interdepartmental/intergovernmental partners budget for at least one priority project and begin planning and design process.

If not yet funded, RPCR continues efforts to implement Twin Creeks with the County while beginning planning for a Town-led recreation improvement that could serve residents in the northern section of Carrboro (i.e. splash pad or pocket park).

RPCR conducts internal check-in regarding progress on priority projects list and in filling gaps in Carrboro's parks and greenways network.

The Arts Committee begins searching for funding opportunities, such as public-private partnerships, donated/crowd-sourced funds, or grants.

Arts Committee drafts a request for proposals from local artists.

Arts Committee, Rec. & Parks Commission, and Racial Equity Commission review responses and selects preferred artists and subjects.

Implementation of new public art installations in identified locations.

2025

2026+

PRIORITY PROJECTS: LAND USE

Project 2.1A)
Develop small area
land use plans for
strategic nodes
that promote
principles including
affordable housing,
land conservation
and improved
walkability.

Projects 2.2 A and B)
Pursue rezoning for
greater density along
key corridors and
transit nodes and/or
investigate creating
new overlay district for
greater density in areas
with high levels of transit
and amenities.

Strategy 4.1A)
Update the Land
Use Ordinance to
be consistent with
the goals of the
Comprehensive Plan

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

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

Determine priority
areas to conduct
small area plans
such as key cor-
ridors identified
in the compre-
hensive plan and
possible updates
to existing small
area plans based
on the compre-
hensive plan.
Determination
should consider
race & equity
and climate ac-
tion criteria.

Begin first small
area plan by
beginning
community
outreach and
inventorying
land use and
existing condi-
tions.

Investigate options
of either increasing
as-of-right zon-
ing density along
key corridors and
transit nodes and/
or creating a new
overlay zoning
district for these
locations.

Conduct out-
reach to residents,
businesses and
property owners
in the affected ar-
eas. Prepare draft
text and/or map
amendments.

Develop a process
to update the Land
Use Ordinance
including the
following topics:
Accessory Dwell-
ing Units (ADUs),
parking standards,
short-term rental,
bulk standards for
residential develop-
ment, and consider-
ation of new over-
lay districts.

Determine advisory
board process to
lead and comment
on proposed LUO
changes. Begin
public input process
on the key zoning
issues. Investigate
current conditions
and best practices
regarding each
of the key zoning
issues.

Investigate areas
identified for com-
mercial and mixed-
use development
that are identified on
the Future Land Use
Map.

Determine open
space, environmen-
tal constraints and
possibilities for afford-
able housing and
other public benefits.

Conduct outreach
to residents, busi-
nesses and property
owners in the affect-
ed ares. Determine
whether to rezone
land for commercial
or mixed-use devel-
opment.

Review current
development
review process
by interview-
ing each set of
stakeholders -
elected and ap-
pointed officials,
staff, community
representatives
and develop-
ment teams.

Map out the
objectives of
the process, the
role of each
Advisory Board,
the length of
time and sta-
tus of projects
that have been
reviewed over
past 10 years,
and inventory
the reasons for
delays in the
process.

2022-2023

2024

PRIORITY PROJECTS: LAND USE

Project 2.1A)
Develop small area
land use plans for
strategic nodes
that promote
principles including
affordable housing,
land conservation
and improved
walkability.

Projects 2.2 A and B)
Pursue rezoning for
greater density along
key corridors and
transit nodes and/or
investigate creating
new overlay district for
greater density in areas
with high levels of transit
and amenities.

Strategy 4.1A)
Update the Land
Use Ordinance to
be consistent with
the goals of the
Comprehensive Plan

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

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

2025

Continue com-
munity involve-
ment and
develop land
use and other
recommendations for the small
area that are
consistent with
the comprehen-
sive plan.

Review and
adopt first small
area plan.

Begin second
small area plan
based on prior-
ities.

2026+

Continue com-
munity involve-
ment and
develop land
use and other
recommendations for the small
area that are
consistent with
the comprehen-
sive plan.

Review and adopt
changes to LUO.

Monitor implemen-
tation of the LUO
changes. Provide
education to the
community on
changes to the
ordinance.

Draft zoning text for
each of the key is-
sues and solicit pub-
lic input. Consider
any map changes
to accompany the
zoning text chang-
es.

Review and adopt
zoning text and
map changes.

Review progress of
the comprehensive
plan to determine
whether there are
additional areas
of the LUO that
should be investi-
gated for addition-
al modifications.









Plan for any needed
infrastructure improve-
ments such as roads,
sidewalks, water infra-
structure, etc.
















Make infratructure
improvements based
on available public
and private resourc-
es.












Determine ways
to improve
efficiency while
ensuring com-
munity input
remains robust.










Develop time-
lines and ways
to reduce any
delays in the
process.

Adopt changes
to development
review process
as a result of the
review.

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 1: Increase the number of homeownership units that are permanently affordable with targeted strategies to serve households earning 80% of Area Median Income (AMI) or below with priority to historically disadvantaged households						
<i>Strategy 1.1 Increase development of for-sale affordable housing units for households earning up to 80% of AMI.</i>						
AFFORDABLE HOUSING	1.1 a) Establish bi-annual goals for the development of affordable for-sale homes tailored to different price points that are affordable up to 80% AMI at different household sizes.					
		Aff. Housing	Planning	1-5	CB, OB, S, F, C, P	\$\$\$
	1.1 b) Match housing strategies to targeted needs by price point and household type. Identify strategies and partner organizations that can provide additional affordable units.					
		Aff. Housing	Planning, affordable housing developers	1-5	OB	\$
	1.1 c) Seek funding sources (see Goal 6) to meet the gap in financing additional affordable housing units.					
		Aff. Housing	Orange County	1-5	CB, OB, S, F, C, P	\$-\$\$\$
<i>Strategy 1.2 Reduce barriers to first-time homebuyers and to homeownership retention, affirmatively marketing to BIPOC and to historically disadvantaged households.</i>						
	1.2 a) Seek funding and resources to expand the capacity of organizations that provide homeownership counseling services for new buyers, income-eligible existing homeowners, and prospective homebuyers to expand the pool of eligible applicants and reduce the likelihood of foreclosure.					
		Aff. Housing	Housing counseling organizations	1-5	OB, S, F, C	\$
	1.2 b) Expand the use of cooperatives and other limited equity housing models to provide homeownership opportunities to prospective owners that may not otherwise be able to afford their homes.					
		Aff. Housing	Cooperatives, Home Trust	6+	CB, OB, S, F, C, P	\$\$
	<i>Strategy 1.3: Support and build upon the land trust model and investigate other examples to acquire as well as keep housing permanently affordable, such as cooperative housing.</i>					
	1.3 a) Expand the reach of cooperative housing models, Community Home Trust, Habitat for Humanity of Orange County, to reach more households and at different income thresholds.					
		Aff. Housing	Cooperatives, Home Trust	6+	CB, OB, S, F, C, P	\$\$
Goal 2: Increase number of rental units that are permanently affordable to very low-income households earning up to 60% of AMI with a particular focus on those earning less than 30% AMI and historically disadvantaged households.						
<i>Strategy 2.1: Continue to support rental housing development through the Affordable Housing Fund and leveraging other resources.</i>						
	2.1 a) Invest in rental housing projects that provide additional units for targeted income groups up to 60% AMI and historically marginalized communities.					
		Aff. Housing	Orange County	1-5	CB, OB, S, F, C, P	\$\$\$
	2.2 b) Seek ways to expand rental units in existing developments through providing additional financial resources and incentives.					
		Aff. Housing	For-profit and non-profit developers	6+	CB, OB, S, F, C, P	\$\$

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 2: Increase number of rental units that are permanently affordable to very low-income households earning up to 60% of AMI with a particular focus on those earning less than 30% AMI and historically disadvantaged households.						
<i>Strategy 2.2 Create targeted rental programs for extremely low-income households (less than 30% AMI).</i>						
AFFORDABLE HOUSING	2.2 a) Work with Orange County to support programs that expand use of vouchers and landlord acceptance of housing vouchers					
		Aff. Housing	Planning	1-5	CB, OB, S, F, C, P	\$\$\$
	2.2 b) Encourage applicants to the Affordable Housing Fund to reserve units for extremely low-income households and target the Fund's investment to making these projects financially viable.					
		Aff. Housing	Planning, affordable housing developers	1-5	OB	\$
	<i>Strategy 2.3 Ease the pressure on rental prices by increasing affordable rental housing stock, particularly in high-transit areas.</i>					
AFFORDABLE HOUSING	2.3 a) Partner with existing rental developments to investigate strategic additions of new affordable units					
		Aff. Housing	For-profit and non-profit developers	6+	CB, OB, P	\$\$
	2.3 b) Create redevelopment incentives that include affordable housing set-asides for rental housing units					
	 	Aff. Housing	Planning	6+	CB, OB, P	\$
	2.3 c) Encourage the redevelopment of commercial properties to provide affordable housing as a part of mixed-use developments.					
AFFORDABLE HOUSING	  	Aff. Housing	For-profit and non-profit developers	6+	CB, OB, S, F, C, P	\$\$\$
	Goal 3: Diversify and expand a variety of housing options throughout Carrboro using a mixture of affordable housing types.					
	<i>Strategy 3.1: Expand the provision of Accessory Dwelling Units. (ADUs)</i>					
	3.1 a) Provide assistance and support for BIPOC, senior and long-term homeowners who are interested in creating ADUs.					
		Aff. Housing	Non-profits, churches, organizations	1-5	OB	\$
AFFORDABLE HOUSING	3.1 b) Reform ADU standards in the Land Use Ordinance to allow for ADUs on more lots					
		Planning	Aff. Housing	1-5	OB	\$
	3.1 c) Consider incentives for ADUs that are dedicated as permanently affordable for up to 80% of AMI.					
	 	Aff. Housing	Planning	1-5	CB, OB, S, F, C, P	\$\$
	<i>Strategy 3.2: Support affordable housing options for older adults and persons with different abilities</i>					
AFFORDABLE HOUSING	3.2 a) Identify sites for active adult, age-restricted housing and accessible housing including criteria such as access to transit, sidewalks, neighborhood amenities, access to food, health care and services					
	 	Planning	Aff. Housing	6+	OB	\$
	3.2 b) Identify funding resources to invest in new or preservation of existing affordable senior housing.					
		Aff. Housing	Orange County	6+	CB, OB, S, F, C, P	\$\$\$

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 3: Diversify and expand a variety of housing options throughout Carrboro using a mixture of affordable housing types.						
<i>Strategy 3.3: Preserve existing mobile home parks and identify possible locations for additional mobile and manufactured housing.</i>						
AFFORDABLE HOUSING	3.3 a) Preserve manufactured home communities to create resident-owned communities, acquisition opportunities, land banking, rehab and repair and creation of an early warning system.					
		Aff. Housing	Planning	6+	CB, OB, S, F, C, P	\$\$\$
	3.3 b) Minimize resident displacement due to redevelopment through home construction as a part of redevelopment, master planning, and using publicly owned land.					
		Aff. Housing	Planning	6+	OB	\$
	3.3 c) Create a Relocation Assistance Package through proactive engagement with residents, housing search assistance, identification of open lots, financial assistance for relocation, and securing new housing.					
		Aff. Housing	Planning	6+	OB	\$\$
<i>Strategy 3.4: Assist with acquisition of land for affordable housing</i>						
	3.4 a) Identify existing Town-owned lands that can be conveyed to affordable housing developers					
		Planning	Aff. Housing	1-5	CB, OB	\$\$
	3.4 b) Partner with affordable housing developers to acquire land for development					
		Aff. Housing	Affordable housing developers	1-5	CB, OB, S, F, C, P	\$\$
	3.4 c) Encourage market-rate developers to team with affordable housing developers					
		Aff. Housing	Affordable housing developers	1-5	N/A	\$
Goal 4: Maintain and improve the quality of Naturally Occurring Affordable Housing (NOAH) and “missing middle” opportunities.						
<i>Strategy 4.1: Preserve existing for-sale naturally occurring housing.</i>						
	4.1 a) Continue to provide home repair grants to income-eligible and aging-in-place households					
		Aff. Housing	Non-profit organizations, churches	1-5	OB, S, F, C	\$
<i>Strategy 4.2: Reduce erosion of rental housing quality and affordability</i>						
	4.2 a) Expand the use of Home Trust and work with property managers/owners to include purchase rehab of rental units to reach lower income levels and as a transition to homeownership or as permanent affordable rental housing.					
		Aff. Housing	Community Home Trust	6+	CB, OB, C, P	\$\$
<i>Strategy 4.3 Preserve existing affordable rentals such as expiring tax credits.</i>						
	4.3 a) Work with existing rental property owners to determine ways to add additional affordable housing units and what regulatory (e.g. additional allowable density) and/or financial assistance may be needed					
		Aff. Housing	Planning, Property Owners	6+	OB	\$
<i>Strategy 4.4: Preserve and expand opportunities for “missing middle” housing.</i>						
	4.4 a) Investigate changes to the Land Use Ordinance to establish minimum and maximum density levels in areas with water and sewer service.					
		Planning	Aff. Housing, Public Works	1-5	OB	\$
	4.4 b) Expand housing repair programs for income-eligible households up to 100% AMI to reduce displacement of current households.					
		Aff. Housing		1-5	CB, OB, S, F, C	\$\$

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 5: Support efforts with Orange County to ensure that all homeless individuals and families have access to safe housing, appropriate services, and a path to permanent housing.						
<i>Strategy 5.1: Ensure emergency care and shelter is provided when needed</i>						
AFFORDABLE HOUSING	5.1 a) Work with the Continuum of Care partners to address the emergency shelter and transitional housing needs of homeless individuals and families					
		Orange County	Continuum of Care partners	6+	F, C	-
	<i>Strategy 5.2: Help extremely low-income households and people experiencing homelessness transition to permanent affordable housing.</i>					
	5.2 a) Help those experiencing homelessness (especially people and families experiencing chronic homelessness; families with children; veterans and their families; and unaccompanied youth) make the transition to permanent housing and independent living					
		Orange County	Continuum of Care partners	6+	F, C	-
Goal 6: Expand resources targeted to affordable housing.						
<i>Strategy 6.1: Continue to invest in the Affordable Housing Fund</i>						
AFFORDABLE HOUSING	6.1 a) Provide annual reports on the impact of the Affordable Housing Fund.					
		Aff. Housing		1-5	OB	\$
	6.1 b) Monitor the property tax rate to support the Affordable Housing Fund.					
		Aff. Housing	Town Manager, Council	1-5, 6+	OB	\$
	<i>Strategy 6.2: Engage the community on the need for affordable housing and explore passage of an Affordable Housing Bond.</i>					
AFFORDABLE HOUSING	6.2 a) Educate the community on the importance of the need and impact of quality, affordable housing.					
		Aff. Housing	Communications	1-5	OB	\$
	6.2 b) Determine the programs and projects that could be supported through an Affordable Housing Bond.					
		Aff. Housing	Communications	1-5	OB	\$
	6.2 c) Based on public support, place the Affordable Housing Bond referendum on the ballot.					
AFFORDABLE HOUSING		Town Council	Town Manager, Aff. Housing	1-5	OB	\$
	<i>Strategy 6.3: Pursue state and federal housing grants and programs.</i>					
	6.3 a) Pursue grant programs that meet the Town's priorities.					
AFFORDABLE HOUSING		Aff. Housing		1-5	OB	\$
	6.3 b) Advocate for greater affordable housing resources at the state and federal level.					
AFFORDABLE HOUSING		Aff. Housing	Communications	1-5	OB	\$

CLIMATE ACTION

CROSS-CUTTING

LEAD

PARTNERS


TIMEFRAME

RESOURCES





COST

Goal 1: Achieve 80% reduction in per capita greenhouse gas emissions by 2030, as compared to 2010 levels

Strategy 1.1 Increase the use of renewable energy sources, e.g., solar for all residents, including low-income residents.

1.1 a) Develop partnerships with public agencies or organizations to increase opportunities to access renewable energy.					
	Planning	NC Cities Initiative, Local Community Organizations, Sierra Club, Southeastern Law Center	1-5	P, OB, S	\$
1.1 b) Continue evaluation of the potential to integrate renewable energy infrastructure during the review of development permits.					
	Planning	Zoning	6+	OB	\$
1.1 c) Demand for more expansive renewable energy County and State legislation, ordinances, and policies.					
	Planning	Sierra Club, Southern Law Poverty Center	6+	OB, P	\$

Strategy 1.2 Integrate Climate Action with the Local Living Economy

1.2 a) Expand the Worthwhile Investments Save Energy (WISE) Program and Energy Efficiency Revolving Loan Fund (EERLF)					
 	Planning	Southern Energy Efficiency Alliance	6+	F, CB, C	\$\$
1.2 b) Collect and communicate data to the public and decision-makers on food-related greenhouse gas emissions for dining facilities and households in Carrboro.					
	Planning Department	UNC, Farmers Market, Local Community Organizations	1-5	OB, P	\$
1.2 c) Improve access to local healthy food options such as fresh fruits and vegetables to all community members.					
	Planning Department	Farmers Market, Community Garden Leaders	6+	C, S, P	\$\$\$
1.2. d) Promote the green economy including local innovators and low-impact industries.					
	Planning Department	Economic Development, UNC, NC State University	6+	OB, S, F, P	\$\$

Goal 2: Achieve 80% reduction in municipal emissions by 2030.




Refer to Public Services and Communications chapter to view relevant strategies/projects already underway.

Goal 3: Expand equitable and inclusive community participation in the decision-making and implementation of climate change goals and policies.

Refer to the Public Services and Communications chapter to see projects to improve community engagement in the implementation of climate change goals and policies

Goal 4: Enable lower-income residents and small business owners to be able to financial participate and benefit from climate resiliency programs.

Strategy 4.1 Increase participation of rental properties in energy, drinking water, and climate resiliency building programs.

4.1 a) Establish a Rental Property Task Force and Process.					
 	Planning	Housing and Community Services, emPOWERment Inc	6+	OB, P	\$
4.1 b) Establish a certificate program and public database for the energy performance of rental housing.					
	Planning	Business Alliance, Board of Realtors, Triangle Green Building Council	6+	OB, P	\$\$

CLIMATE ACTION

CROSS-
CUTTING

LEAD

PARTNERS

TIMEFRAME

RESOURCES

COST

Goal 4: Enable lower-income residents and small business owners to be able to financial participate and benefit from climate resiliency programs.

Strategy 4.2 Expand access to weatherization, energy efficiency, and continue water conservation measures for all, especially lower-income residents and small business owners, in new construction and retrofits to existing buildings.

4.2 a) Pursue compliance with voluntary section of building code or request specific energy performance rating/measures as a part of land use and/or building permit, especially for affordable housing units/projects.



Planning

Triangle Green Building Council

6+

OB

\$

4.2 b) Incentivize energy efficiency and green building with special designations and recognition programs to exceed minimum standards and meet climate change demands.

Planning

Triangle Green Building Council

6+

OB

\$

4.3 c) Develop and promote technical assistance programs for small businesses owners and income-qualified homeowners and renters to install weatherization, energy efficient, and water conservation measures.



Planning

OWASA, NC DEQ, South Eastern Energy Association

6+

S, C, OB

\$

4.3 d) Develop a free or low-cost financing program for weatherization, energy efficient, renewable energy/community generation, and water conservation projects which can be an addition to affordable home rehabilitation programs (adapted from CCAP and Economic Sustainability Plan).



Planning

Orange County Home Preservation Coalition, Habitat for Humanity, OWASA

6+

S,C,OB

\$\$

ENVIRONMENT

CROSS-
CUTTING

LEAD

PARTNERS

TIMEFRAME

RESOURCES

COST

Goal 1: Conserve and restore watersheds, ecosystems, and native species

Strategy 1.1 Support native plantings throughout town.

1.1 a) Conduct a heat study of Carrboro to identify urban heat islands to determine where native planting programs can be strategically located. Establish parameters within the Land Use Ordinance to mitigate the urban heat island effects in priority areas.



Planning

PW, EAB, Local Community Groups

6+

OB, CB

\$

1.1 b) Work with local groups and organizations to support and expand a native pollinators program that provides technical assistance on native planting for Carrboro residents (renters and homeowners) and business owners.



Planning

PW, Local Community Groups, Local Businesses, Housing and Community Services

6+

CB, P

\$

1.1 c) Continue to provide education to Public Works and Planning staff, Advisory Commission members, and interested community members in native plant establishment and maintenance along with tree preservation.



Planning

PW, EAB, SWAC

1-5

OB

\$

1.1 d) Establish and protect stabilizing vegetation in stream channel restoration projects.



Public Works

6+

CB

\$\$

1.1 e) Continue to work with OWASA and Town of Chapel Hill to improve riparian vegetation condition along sanitary sewer rights of ways and greenways.



Public Works

OWASA, Town of Chapel Hill, Local Community Groups

1-5

C, CB

\$

ENVIRONMENT

CROSS-CUTTING

LEAD

PARTNERS

TIMEFRAME

RESOURCES

COST

Goal 1: Conserve and restore watersheds, ecosystems, and native species

Strategy 1.2 Expand stormwater management measures as part of ecosystem enhancement, watershed restoration, climate resilience, and quality of place improvements.

1.2 a) Review and revise the provisions in the Land Use Ordinance related to stormwater and development to provide better protection to streams and riparian areas.



PW,
Planning

SWAC, EAB

1-5

OB

\$

1.2 b) Continue to identify and prioritize opportunities for water quality retrofit projects from previous endeavors.



PW

Planning, Greenways
Commission, SWAC

1-5

OB

\$

1.2 c) Implement bioengineering/restoration methods to protect and/or restore riparian and aquatic habitats.

PW

Planning, Greenways
Commission, EAB

6+

S, F

\$

1.2 d) Offer technical and financial assistance to renters and homeowners for residential installation of green infrastructure, with an ability to offer priority to more flood prone and lower income residents.



PW

Planning, SWAC, Housing and
Community Services

6+

CB, S

\$\$

1.2 e) A Racial Equity Impact Assessment can be used to evaluate and prioritize projects.



Planning

PW

6+

CB

\$

Strategy 1.3 Create strategic initiatives to overcome historic soil quality degradation and determine ways to protect and restore soil quality as a crucial component of ecosystem and community enhancement.

1.3 a) Examine Carrboro's soil quality conditions and how soil quality improvements can contribute to climate change resiliency.



PW

1-5

OB

\$

1.3 b) Recognize and promote the importance of soil organic carbon content. Coordinate with efforts to expand composting program.



PW

6+

OB

\$

1.3 c) Develop new outreach and technical assistance to accelerate access to information on soil quality and pursuit of soil restoration projects.



PW

Local Community Organizations

6+

CB

\$

Goal 2: Promote policies to ensure distribution of environmental burdens and access to natural areas and ecosystems to be equitable across race, income, and ability, especially in neighborhoods that have been denied and historically underserved.

Strategy 2.1 Ensure environmental policies and tools do not have disparate impacts based on race and income, and undo harm from historical policies and zoning.

2.1 a) Evaluate individual permits within a broader context of cumulative burden to ensure that stormwater impacts do not burden flood-prone neighborhoods or low-income residents.



Planning,
PW

Zoning, SWAC

1-5

OB

\$

2.1 b) Investigate land use planning and flood mitigation approaches to better address impacts to already burdened properties.



Planning

PW, SWAC

1-5

OB

\$

2.1 c) Train Stormwater Advisory Council Members, Racial Equity Commission members, and Public Works staff to conduct Racial Equity Impact Assessments on ordinances and actions taken thus far on any policy related to stormwater.



Planning

PW, SWAC

1-5

OB, CB

\$

TRANSPORTATION & MOBILITY

CROSS-CUTTING

LEAD

PARTNERS

TIMEFRAME

RESOURCES

COST

Goal 1: Address disparate impacts of transportation decisions and investments in Carrboro's BIPOC, lower-income, and differently-abled populations.

Strategy 1.1: Center equity in transportation planning processes (2050 Metropolitan Transportation Plan).

1.1 a) Continue to promote the inclusion of equity as a weighing factor in the selection of local and regional transportation projects.

	Transportation	Planning, DCHC-MPO, PW, TAB, Local Community Groups	1-5	OB	\$
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1.1 b) Prioritize inclusion of persons with disabilities to inform accessibility needs in transportation infrastructure and service design

	Transportation	Disability Committee, TAB, PW	1-5	OB	\$
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1.1 c) Use a community engagement process to identify barriers to using alternative forms of transportation instead of automobiles

 	Transportation	Planning, TAB, Local Community Groups, Communications and Engagement	1-5	OB	\$
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1.1 d) Identify a funding source to pay for resident expertise on boards to reduce the barrier of participation for low-income residents.


	Transportation		1-5	OB	\$
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Strategy 1.2: Improve transportation options for all communities, with a focus on incrementally shifting transit stops to denser areas to serve as connections between residences and points of interests while limiting displacement impacts on marginalized populations.

1.2 a) Locate additional public transit routes along current and future high-density development to serve denser areas, and BIPOC residents in collaboration with anti-displacement policies.

  	CHT, Transportation	Planning, PW, DCHC-MPO	1-5,6	S, F	\$\$\$
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1.2 b) Identify job centers and commercial hubs and conduct a racial equity impact analysis on current transportation options to these locations, prioritize transportation projects that fill in service gaps.

 	Planning	Transportation	1-5	OB	\$
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Goal 2: Continue to expand the transportation system to provide at least one non-automobile option (walking, biking and transit) for every neighborhood to be useable for a variety of trip purposes.

Strategy 2.1: Encourage non-automobile use in the community and reduce vehicle miles travelled through land use decisions of developments that lends itself to public transit use (such as denser mixed-use nodes) and enhancement of public transit itself.

2.1 a) Identify funding to expand free public transportation service to low- and moderate-income households, populations who cannot walk without assistance, those who work outside of traditional hours, the Northern Transition Area, and the Extraterritorial Jurisdiction (ETJ) transition area throughout the week, including weekends, by considering different passenger vehicle types.

  	Transportation	CHT, Orange County Transit, Go Triangle	1-5	OB, C	\$
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2.1 b) Seek to increase funding from the Triangle Transportation Demand Management (TDM) Program and partner with surrounding transit authorities.

	Transportation	CHT, DCHC-MPO, NCDOT, Orange County Transit, Go Triangle	1-5	CB, S	\$
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TRANSPORTATION & MOBILITY

CROSS-CUTTING

LEAD

PARTNERS

TIMEFRAME

RESOURCES

COST

Goal 2: Continue to expand the transportation system to provide at least one non-automobile option (walking, biking and transit) for every neighborhood to be useable for a variety of trip purposes.

Strategy 2.1: Encourage non-automobile use in the community and reduce vehicle miles travelled through land use decisions of developments that lends itself to public transit use (such as denser mixed-use nodes) and enhancement of public transit itself.

2.1 c) Include multiple languages in public transit signage and wayfinding.



Transportation,
PW

CHT, Orange County Transit,
Go Triangle, NCDOT, Local
Community Groups

1-5

CB

\$\$

2.1 d) Collaborate with the North Carolina Capital Area Metropolitan Planning Organization to determine future regional uses for rail lines whose current uses will end in the near future.



Transportation

NCCA-MPO, Planning

1-5

OB

\$

Strategy 2.2: Continue to create safe streets and trail networks for pedestrians, bike riders, and transit riders.

2.2 a) Develop a complete streets policy statement that incorporates and implements a vision zero policy.

Transportation,
Planning

PW, TAB, Local Community
Groups

1-5

OB

\$

>> Design to Reduce Speed

2.2 b) Evaluate and consider revisions to Town Standards for Street Design.

Transportation,
PW

Planning

1-5

OB

\$

2.2 c) The LUO Article XIV – Streets and Sidewalks should be considered for update, in particular the requirements related to street width, sidewalks, ROW width, shoulder width, and other design features.

Planning,
Transportation,
PW

Disability Committee, TAB

1-5

OB

\$

2.2 d) Restructure Residential Traffic Management Plan (RTMP) and incorporate a Bike-Ped Safety Assessment Process.

Transportation,
Planning

PW, TAB

1-5

OB

\$

2.2 e) Explore and implement engineering solutions to reduce motor vehicle speeds in the downtown.



Transportation,
PW

NCDOT

1-5, 6

OB, P

\$\$

>> Infrastructure Plans & Improvements

2.2. f) Identify existing, needed, and poor-quality sidewalks to update the existing sidewalks plan, for the purpose of implementation alongside development projects to increase pedestrian safety and decrease traffic speed.

Transportation,
PW

TAB, Disability Committee,
Planning, Local Community
Groups

1-5

OB

\$

2.2 g) Continue to implement the Safe Routes to Schools Action (SRTS) plan in coordination with schools.

Transportation

Schools

1-5

CB, OB, S

\$

2.2 h) Leverage Department of Transportation and Town restriping projects for exploration and implementation of bike and pedestrian improvements like bike lanes, bike boxes, intersection bike markings, center turn lanes, additional crosswalks, maintain parking

Transportation,
PW









NCDOT

1-5

OB, CB, S

\$\$

TRANSPORTATION & MOBILITY

CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
>> Infrastructure Plans & Improvements					
2.2 i) Create safe transition for pedestrians from pedestrian access ways to bus stops.					
	PW	Transportation	1-5,6	CB	\$\$
2.2 j) Develop a connected system of on- and off-road facilities to accommodate varying level of bicyclists and follow bike plan recommendations to have physically separated bike lanes.					
	Transportation, PW	Planning, Local Community Groups, NCDOT, TAB	1-5, 6	CB, S, F	\$\$\$
2.2 k) Allocate a portion of Powel Bill funding to bike and pedestrian projects.					
	Transportation		1-5	CB	\$
>> Public Transit Access					
2.2 l) Work with Chapel Hill Transit to continuously improve public transit access, with a particular eye to moderate-income homeownership communities and developments with an affordability component					
	Transportation, CHT	Planning, Housing and Community Services	1-5	OB	\$
2.2 m) Encourage and support increasing ridership on public transit by enabling access for transit mode shifts from pedestrians, bicyclists, and drivers at public transit stops and stations.					
	Transportation	CHT, Planning, TAB	1-5, 6	CB, S, F	\$\$
2.2. n) Work with Chapel Hill Transit to develop longer-range plans for Bus Rapid Transit (BRT), improved connectivity, connections to regional transit services, park-and-ride facilities, and transit-supportive land use development such as pedestrian-friendly, high-density, and mixed use.					
	Transportation, CHT	Planning, DCHC-MPO, TAB	1-5, 6	OB	\$
>> Micromobility					
2.2 o) Explore different micromobility options that consider equitability, accessibility, and help address first-last mile efforts.					
 	Transportation	Gotcha, Chapel Hill, UNC, Disability Committee, TAB, Local Community Groups	1-5, 6	P	\$\$
>> Education					
2.2 k) Develop programming and financial support (for relevant initiatives) to increase youth education and opportunities for walking and biking.					
	Transportation	Local Community Groups, RPCR, Schools, TAB	1-5	OB, P	\$\$
2.2 h) Encourage people to "leave their cars behind" by continuing to coordinate biking and walking tours in different parts of Town .					
	Transportation	Planning, TAB, Local Community Groups, RPCR	1-5	OB	\$

TRANSPORTATION & MOBILITY

CROSS-CUTTING

LEAD

PARTNERS

TIMEFRAME

RESOURCES

COST

Goal 3: Reduce greenhouse gas emissions from motor vehicle use by 80% by 2030.

3.1 a) Identify funding to expand free public transportation service to low- and moderate-income households, populations who cannot walk without assistance, those who work outside of traditional hours, the Northern Transition Area, and the Extraterritorial Jurisdiction (ETJ) transition area throughout the week, including weekends, by considering different passenger vehicle types.



Transportation

Planning

1-5

OB

\$

3.1 b) Increase opportunities for alternatively fueled public transit, municipal, and private vehicles.



Transportation

PW, EAB

1-5, 6

S, F, P

\$\$\$

3.1 c) Improve and market vanpool and carpool options for commuters.



Transportation

Economic Development

1-5

CB, P

\$\$

3.1 d) Explore and implement land use practices to support EV charging to reduce greenhouse gas emissions.



Planning

Transportation, EAB, EVNoire

1-5

OB, S, P

\$

Goal 4: Improve the management of parking spaces in the downtown area.

Strategy 4.1: Establish a regular schedule for conducting parking counts and inventorying existing spaces. Consider a more accurate methodology for utilizing shared parking and satellite parking.

4.1 a) Research best practices for parking management and conduct additional outreach to business owners, residents, and visitors to understand parking concerns.



Planning,
Transportation

Local Businesses

1-5

OB

\$

4.1 b) Implement wayfinding/signage improvements



Transportation,
PW

Local Businesses, Planning

1-5

CB

\$\$

4.1 c) Incorporate and increase parking infrastructure for bicycles in parking plans



Transportation,
PW

TAB

1-5

CB

\$\$

4.1 d) Town should implement Transportation Demand Management (TDM) policies as a leader in these policies and pursue paid parking as a demand management strategy.



Transportation,
Planning

Local Businesses

1-5

OB, P

\$

4.1 e) Plan for multi-level electric vehicle (EV) and bicycle charging stations.



Planning,
Transportation

1-5

P

\$\$\$

Strategy 4.2: Reduce negative effects of parking requirements on housing costs

4.2 a) Investigate lowering residential parking requirements to reduce impervious surfaces and enhance affordability



Planning,
Housing

Transportation, Economic
Development

1-5

OB

\$

4.2 b) Reclaim underused parking lots in larger residential developments to allow for development of affordable housing.



Planning,
Housing

Transportation, Economic
Development, AHAB

1-5, 6

CB

\$\$

GREEN STORMWATER INFRASTRUCTURE

CROSS-CUTTING

LEAD

PARTNERS










TIMEFRAME

RESOURCES

COST



Goal 1: Increase the use of native plants and vegetation to mitigate climate change impacts, including stormwater mitigation and heat island effect.

Strategy 1.1: Rely on community leadership and participation from all residents, including those with financial barriers or that have historically been excluded from participation.

1.1 a) Support the formation of a community-led urban forestry program for the preservation, protection, and conservation of the community forest					
	PW	Arbor Day Foundation, NC Botanical Garden, EAB, NC Urban Forest Council, NC Forest Service Urban Forestry Program	6+	OB, P	\$
1.1 b) Increase public education of the benefits of native plants and vegetation for stormwater management					
	PW	NC Native Plant Society, Friends of Bolin Creek, Morgan Valley Alliance, North Carolina Botanical Garden, North Carolina Audubon, UNC-Chapel Hill	1-5	OB, P, C	\$
1.1 c) Pursue regulatory and non-regulatory approaches to discourage non-native and invasive plants and encourage native plant use					
	PW	HOAs, NC Botanical Garden, NC Native Plant Society, Friends of Bolin Creek, Morgan Valley Alliance	6+	OB, C	\$\$
1.1 d) Identify opportunities to promote technical assistance and cost-share grant program to residents seeking to abide by regulatory approaches for encouraging native plant use.					
 	PW	North Carolina Cooperative Extension, Friends of Bolin Creek, Orange County Soil and Water Conservation District	6+	OB, C, S	\$
1.1 e) Identify local resident "champions" who can partner with the Town to support the development of the program and serve as a liaison to residents					
	PW	SWAC, Friends of Bolin Creek	1-5	OB	\$
1.1 f) Identify program design options that provide financial support enabling low-income residents' participation in a technical assistance and cost-share grant program to install green infrastructure					
 	PW	Orange County Soil and Water Conservation District, Town of Chapel Hill Stormwater Management Division	6+	OB, C	\$\$
1.1 g) Invest in the completion of a new significant restoration project					
	PW	OWASA	6+	OB, C, S, F	\$\$\$

Goal 2: Plant and maintain the tree canopy along identified roads.

Strategy 2.1 Improve canopy downtown to create a more vibrant and inviting urban landscape, reduce the heat island and stormwater runoff, and sequester carbon.

2.1 a) Develop and implement a downtown street tree master plan.					
	PW	Planning, EAB	1-5	CB	\$\$
2.1 b) Make the 2019 "tree tag" outreach an ongoing and regular initiative.					
	PW	EAB	1-5	OB, CB	\$

GREEN STORMWATER INFRASTRUCTURE

CROSS-
CUTTING

LEAD

PARTNERS

TIMEFRAME


RESOURCES

COST

Goal 2: Plant and maintain the tree canopy along identified roads.

Strategy 2.1 Improve canopy downtown to create a more vibrant and inviting urban landscape, reduce the heat island and stormwater runoff, and sequester carbon.

2.1 c) Work with downtown businesses and residents to improve the canopy on private lots.

	PW	Local Businesses, Housing and Community Services	1-5	P, CB	\$
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2.1 d) Seek grant support from the State and other sources to provide financial and technical support.

	PW	Planning	1-5	OB, S	\$
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Strategy 2.2 Work with neighborhoods to improve tree canopy and the forest along roads, in neighborhood open spaces, and on private lots.

2.2 a) Support neighborhood efforts to pursue grant funds for neighborhood improvements, especially those with ecological value or related to other town priorities.

	Planning, PW	Community Groups	6+	OB	\$
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2.2 b) Provide criteria for neighborhood street tree inventories and related master plans.

	Planning, PW	EAB	6+	OB	\$
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2.2 c) Work at a neighborhood scale to "green" the public right-of-way.

 	PW	Community Groups	6+	CB	\$\$
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2.2 d) Provide technical assistance for individual resident's improvement and expansion of tree canopy.

 	PW	Housing & Community Services	6+	CB	\$\$
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2.2 e) Seek grant support from the State and other sources to provide financial and technical support.

	PW		6+	OB, S, C	\$
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Goal 3: Expand stormwater green infrastructure as part of stormwater, watershed restoration, and climate resilience efforts into the Town's public transportation investments.

Strategy 3.1 Coordinate transportation and public infrastructure improvements with stormwater green infrastructure.

3.1 a) Integrate green stormwater infrastructure dual solutions that improve stormwater management practices and traffic calming in transportation infrastructure (streets, alleys, sidewalks, curbs, storm sewers, and greenways).

 	PW	Transportation, SWAC	1-5	CB, C, S	\$\$
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3.1 b) Residents, especially BIPOC identities, provide feedback on transportation plan's incorporation of green infrastructure.

  	Transportation, Planning	PW, Greenways Commission, Local Community Organizations	1-5	OB	\$
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3.1 c) Educate residents about the Town's definition of a greenway and its benefits, and foster discussion about greenways

	PW	Transportation, Planning, Greenways Commission	1-5	OB	\$
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GREEN STORMWATER INFRASTRUCTURE

CROSS-CUTTING

LEAD

PARTNERS

TIMEFRAME

RESOURCES

COST

Goal 4: Expand stormwater green infrastructure as part of watershed restoration and climate resilience efforts (hydrology).

Strategy 4.1 Expand access to retrofit existing stormwater infrastructure and add new green stormwater infrastructure on private property for greater lot, neighborhood, and watershed scale resilience and environmental quality as well as community enjoyment of outdoor spaces.

4.1 a) Develop programming and accompanying financial assistance for income-eligible households to install green stormwater infrastructure



PW

Planning, SWAC, Housing and Community Services

1-5

CB, OB

\$\$

4.1 b) Develop a playbook for stormwater infrastructure retrofits to educate the public.



PW

Planning, SWAC

6+

OB

\$

WATER

CROSS-CUTTING

LEAD

PARTNERS

TIMEFRAME

RESOURCES

COST

Goal 1: Ensure that Carrboro residents are informed of and engaged with OWASA's water supply, quality, and cost plans.

Strategy 1.1 Coordinate with OWASA and others for the maintenance and improvement of water supply (Jordan Lake Watershed, University Lake).

1.1 a) Identify resident concerns, especially those of marginalized identities, related to water and share with OWASA.



PW

OWASA

1-5

OB

\$

1.1 b) Encourage OWASA to explore affordable water rates targeted to lower-income households.



PW

OWASA, Inter-Faith Council for Social Service

1-5

OB

\$

1.1 c) Work with OWASA to communicate goals and projects to residents in culturally responsive ways



PW

OWASA, Local Community Groups

6+

OB

\$

Goal 2: Protect and restore watersheds and ecosystems, and cost plans.

Strategy 2.1 Continue to implement watershed management and restoration projects.

2.1 a) Seek additional funding to continue to expand the Stormwater Utility's and Enterprise fund efforts to implement stormwater/bioengineering methods and retrofits



PW

SWAC, Greenways Commission, Planning

6+

OB

\$

2.1 b) Implement incentive programs for stormwater management or infrastructure mitigation projects for local businesses and develop technical and financial assistance of income-eligible households to participate that prioritize BIPOC-led businesses.



PW

Local Businesses, Housing and Community Services

6+

CB

\$

2.1 c) Research and develop additional and innovative pollution prevention and cleanup, and hillslope, conveyance and channel erosion control practices that build upon current practices to best serve the various ecosystems in Carrboro.



PW

EAB

6+

CB

\$\$

WATER

CROSS-CUTTING

LEAD

PARTNERS


TIMEFRAME

RESOURCES

COST

Goal 2: Protect and restore watersheds and ecosystems, and cost plans.

Strategy 2.1 Continue to implement watershed management and restoration projects.





2.1. d) Continue to administer procedures for detecting and removing illicit discharge sources.					
	PW	Local Community Groups	6+	CB	\$\$
2.1 e) Continue to expand educational efforts on green infrastructure and pollution prevention best practices, as well as hazards of illegal discharge.					
	PW	EAB, Local Community Groups, UNC Chapel Hill	1-5	CB, S	\$
2.1 f) Assess discharge permits and consider if there is a larger cumulative burden on BIPOC and/or low-income households.					
	PW, Zoning	Planning	6+	OB	\$
2.1 g) Limit disturbance of riparian areas while maintaining sanitary sewer infrastructure and greenways.					
	PW	OWASA	6+	OB, C	\$

Strategy 2.2 Address the effect of development on stormwater management.

2.2 a) Implement structural and non-structural management measures for redevelopment and infill and as retrofits in dense locations to increase stormwater volume control.					
	PW	EAB	1-5	OB	\$
2.2 b) Incentivize Low Impact Development practices for any new developments that reduce impervious surfaces and mimic natural hydrology					
	Planning	PW	1-5	OB	\$
2.2 c) Stabilize vegetation in new construction above and beyond minim erosion control requirements.					
	Zoning	PW	1-5	OB	\$

Goal 3: Reduce the amount of Carrboro's treated water use while increasing water rate affordability.

Strategy 3.1 Promote water conservation and efficiency efforts among residents and businesses

3.1 a) Develop programs to educate residents and business owners education about local water supply and stewardship programs					
	PW	OWASA, Local Businesses, Local Community Organizations	6+	CB, P	\$
3.1 b) Provide financial and technical assistance to income-eligible residents and business owners to install water conservation and efficiency measures.					
	PW	OWASA, Housing and Community Services, Local Businesses	6+	CB, P	\$\$
3.1 c) Establish water efficiency standards for new developments and encourage retrofits to older developments.					
	PW	OWASA, Zoning	1-5	OB	\$
3.1 d) Develop policies to expand safe use of reclaimed water.					
	PW	EAB, Planning	6+	OB	\$
3.1 e) Initiate water use audits, repairs, and retrofits in government buildings					
	PW	Town of Carrboro	6+	CB, C, P	\$\$
3.1 f) Pilot demonstration of water conservation and efficiency projects at public facilities					
	PW	Town of Carrboro	6+	CB, C, P	\$\$
3.1 g) Assess what level water rates must be set at to improve affordability for low-income residents and advocate to OWASA to set affordable rates.					
 	PW	OWASA	1-5	OB	\$

ENERGY

CROSS-CUTTING

LEAD

PARTNERS






TIMEFRAME

RESOURCES
















COST







Goal 1 Achieve 80% reduction 2010 levels of per capita greenhouse emissions by 2030.

Strategy 1.1: Reduce greenhouse gas emissions from motor automobile use by 80% by 2030















1.1 a) Refer to Transportation project 2.1.a					
1.1 b) Provide a variety of public transit options (buses, small buses, vans, etc) and increase opportunities for alternatively fueled vehicles. Relatedly, improve vanpool and carpool options for commuters and seek funding opportunities from Triangle TDM.					
  	Transportation		1-5, 6+	CB, C, S, F, P	\$\$\$
1.1 c) Support adoption of electric vehicles by requiring EV charging stations, infrastructure, and spaces at popular destinations.					
 	Transportation	PW	6+	CB, P, F	\$\$\$












Strategy 1.2 80% reduction 2010 levels of community greenhouse emissions attributed to Carrboro buildings by 2030.









1.2 a) Continue conducting building energy assessments and ratings for all municipal buildings and inventory energy efficiency measures throughout the town.					
	PW	Planning	1-5	OB	\$
1.2 b) Increase energy efficiency within municipal buildings with technologies used in weatherization efforts.					
	PW	Buildings Energy Workgroup	6+	S, F	\$\$\$
1.2 c) Address limitations to financing energy efficiency for low-income households and renters by creating and administratively supporting a Rental Environmental Task Force including owners and renters.					
  	PW	Planning, Landlord Groups, Renter Groups	6+	OB	\$
1.2 d) Support energy efficiency financing for small businesses and low-income households through the Energy Efficiency Revolving Loan Fund and clean energy financing for commercial properties.					
  	PW	NC Clean Tech Center, UNC Environmental Finance Center, Chapel Hill Sustainability Office, Southeast Energy Efficiency Alliance	6+	F, S	\$\$\$
1.2 e) Host renewable energy sites in the business district, among clustered commercial buildings, or Town buildings.					
	PW	Triangle Green Building Council, Solarize Carrboro, Carrboro Business Alliance	6+	F, S, P	\$\$\$
1.2 f) Develop a Community Energy Dashboard, using building energy assessment data, to identify progression or regression from the Town's energy goal over time.					
	PW	UNC, American Council for an Energy Efficient Economy	6+	CB, P	\$
1.2 g) Create a utility billing platform to help energy customers (individual households, commercial building owners, and municipalities) understand their energy use.					
	PW	Communications, North Carolina Cities Initiative	6+	OB, S	\$
1.2 h) Create policies that incentivize net-zero construction and energy efficient retrofits in new and existing developments, prioritizing affordable housing developments.					
  	PW	Housing & Community Services, Triangle Green Building Council	6+	OB, S, F	\$
1.2 i) Explore options to increase renewable energy usage through Renewable Energy Credits (RECs) purchases or advocating reinstatement of state solar tax credits.					
	PW	Sierra Club, North Carolina Sustainable Energy Association	6+	OB, S	\$
















ENERGY						
CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST	
Goal 1 Achieve 80% reduction 2010 levels of per capita greenhouse emissions by 2030.						
Strategy 1.3 Increase Carrboro's use of renewable energy.						
1.3 a) Develop a renewable energy portfolio that takes advantage of federal and state tax credits and supports increased solarization.						
	PW	Solarize Carrboro, North Carolina Sustainable Energy Association	6+	OB, C, S, F	\$\$	
1.3 b) Advocate for state legislation that enables Carrboro to invest in renewable energy generation projects that allows shared solar investment benefits in the community or can generate revenue to be invested in community needs, like affordable housing.						
 	PW, Planning	Solarize Carrboro, Sierra Club, North Carolina Sustainable Energy Association, Southern Alliance for Clean Energy, Community Investment Groups	6+	OB	\$	
1.3 c) Develop programs and policies to support homeowners' ability to generate solar energy on roofs, with consideration for low-income homeowners.						
 	PW, Planning	Solarize Carrboro, Housing & Community Services	6+	OB, C, S, F	\$\$	
1.3 d) Investigate opportunities to pursue geothermal installations.						
	PW	Orange County, Contractors	6+	OB, C	\$	

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 1: Create a more inclusive economy and encourage more racial equity in business growth and start-ups						
<i>Strategy 1.1 Create more equitable opportunities for residents and workers to obtain living wage jobs and a career path to support one's household.</i>						
ECONOMIC SUSTAINABILITY	1.1 a) Encourage and support businesses to become Orange County Certified Living Wage employers.					
		Econ. Sustainability	CBA, Orange County	1-5	OB	\$
	1.1 b) Seek out and encourage opportunities for light manufacturing industries that can create livelihoods with living wages					
		Econ. Sustainability	CBA	6+	OB	\$
	1.1 c) Expand access to capital for locally-owned and BIPOC businesses and entrepreneurs.					
		Econ. Sustainability	CBA	1-5	OB	\$\$
	<i>Strategy 1.2 Support existing and attract new businesses that include a range of BIPOC, gender, ethnicities, and multiple abilities.</i>					
	1.2 a) Utilize an equity rating tool such as a racial equity analysis for use in governmental decision-making.					
		GARE Cohort	Econ. Sustainability	1-5	OB	\$
	1.2 b) Pursue marketing efforts to support locally-owned businesses that reflect the diversity of the community.					
		Communications	Econ. Sustainability	1-5	OB	\$
	1.2 c) Provide support for technology upgrades to be more competitive online and in-person.					
		Econ. Sustainability	CBA	1-5	OB	\$\$
	<i>Strategy 1.3: Expand access to capital for entrepreneurs, locally-owned small and BIPOC businesses.</i>					
	1.3 a) Collaborate with banks and other lenders to provide gap financing, micro-loans, and lease assistance to local businesses and non-profits with an emphasis on equity gaps.					
		Econ. Sustainability	CBA	6+	OB, P	\$\$
	1.3 b) Work with local lenders and credit unions to develop and market affordable products for financing locally owned businesses and non-profits.					
	 	Econ. Sustainability	VNS	6+	OB, P	\$\$
	1.3 c) Increase awareness of the Town's revolving loan fund through email, social media, newspaper articles, and peer-to-peer communications					
		Communications	Econ. Sustainability	1-5	OB, P	\$
	1.3 d) Work with locally-owned and BIPOC businesses to help them navigate development review, permitting, building code and other interactions with the Town.					
	 	Econ. Sustainability	Planning	1-5	OB	\$
	1.3 e) Continue to support locally owned and operated businesses through CBA and other networking opportunities.					
	 	CBA	Econ. Sustainability	1-5	OB	\$
	1.3 f) Support building social capital by offering scholarships for membership in the Carrboro Business Alliance for low-asset businesses.					
	 	CBA	Econ. Sustainability	1-5	OB	\$\$







	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 2: Promote economic development that is resilient, promotes excellence in design, reinforces a sense of place, expands commercial development opportunities, promotes infill development and reduces the tax burden on residents.						
<i>Strategy 2.1: Support well-planned and designed, higher density and mixed-use development in the downtown.</i>						
ECONOMIC SUSTAINABILITY	2.1 a) Develop a small area plan for the downtown.					
		Planning	Econ. Sustainability, CBA	1-5	OB	\$
	2.1 b) Identify areas for the downtown to grow, such as the area around OWASA & the new ArtsCenter site on Jones Ferry Road as identified in the Land Use element.					
	 	Planning	Econ. Sustainability, CBA	1-5	OB	\$
	2.1 c) Continue to market events and activities in the downtown and Town Commons that reinforce the sense of place and bring more residents, visitors, and customers into Carrboro.					
		Communications	Econ. Sustainability, CBA	1-5	OB, S, C	\$
	2.1 d) Improve signage and wayfinding in and near the Downtown					
ECONOMIC SUSTAINABILITY		Planning	Econ. Sustainability, CBA	1-5	OB, F,S,C	\$\$
	2.1 e) Reinforce civic spaces in the downtown with the opening of 203 S. Greensboro and the planned renovation of the Century Center.					
		Econ. Sustainability	RPCR, CBA		OB, CB	\$\$
<i>Strategy 2.2 Strengthen other business districts and commercial areas in Carrboro's neighborhoods.</i>						
	2.2 a) Plan for mixed-use business districts and upgrade shopping centers into multi-use destinations outside of the downtown					
		Planning	Econ. Sustainability, CBA	1-5	OB, CB	\$
<i>Strategy 2.3 Aim to close the retail spending gap to keep more of Carrboro's spending power within the Town.</i>						
	2.3 a) Identify market segments and recruit local, regional and/or BIPOC businesses that can provide goods and services to keep spending in town					
	 	Econ. Sustainability	Planning	3-5	OB	\$
	2.3 b) Actively educate citizens on the importance of buying and investing locally by communicating through events and various media channels					
	 	Communications	Econ. Sustainability, CBA	1-5	OB	\$
Goal 3: Grow the arts, entertainment, cultural and tourism sectors of the economy.						
<i>Strategy 3.1 Support expanded access to capital to the cultural community (arts, music, cultural institutions, etc.) including businesses and non-profit organizations.</i>						
	3.1 a) Explore micro-venture funds with investors/owners in Carrboro music and arts community					
	 	Econ. Sustainability	CBA, RPCR	6+	OB	\$\$\$
	3.1 b) Gain a better understanding of debt and equity gaps for businesses and artists of color and leverage partnerships to close those gaps					
		Econ. Sustainability	CBA, RPCR	6+	OB	\$









	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 3: Grow the arts, entertainment, cultural and tourism sectors of the economy.						
<i>Strategy 3.2: Create a cultural market.</i>						
	3.2 a) Grow an entrepreneurial class of cultural-related businesses that can be successful in Carrboro					
		Econ. Sustainability	El Centro	1-5	OB, CB, S, C, P	\$\$
<i>Strategy 3.3: Expand tourism opportunities</i>						
ECONOMIC SUSTAINABILITY	3.3 a) Work with regional tourist marketing efforts to promote Carrboro including trails, University Lake, local arts, music, and events					
		Econ. Sustainability	CBA	1-5	OB, CB, S, C, P	\$
	3.3 b) Update land use policies and regulations for short-term rentals.					
		Planning	CBA	1-5	OB	\$
	3.3 c) Determine demand for additional hotel and conference space.					
		Econ. Sustainability	Planning	6+	OB	\$
	3.3 d) Encourage the Tourism Development Authority to promote eco and agricultural tourism					
		Communications	Tourism Development Authority	1-5	OB, C	\$
<i>Strategy 3.4 Support business opportunities and unique ownership models</i>						
ECONOMIC SUSTAINABILITY	3.4 a) Seek out ways to expand the opportunities for essential services in town, including office and flex space to accommodate growing businesses and more diverse retail categories					
		Econ. Sustainability	Planning	1-5	OB, C	\$\$
	3.4 b) Target research and development opportunities					
		Econ. Sustainability	Planning	6+	OB, C, S, F, C	\$\$
	3.4 c) Encourage and support co-op models to expand business opportunities and address equity gaps					
		Econ. Sustainability	Planning	3-5	OB, P	\$\$
Goal 4: Encourage the transition of the economy to one based on green technology and low-impact industries.						
<i>Strategy 4.1 Promote energy efficiency, renewable energy, and green buildings.</i>						
ECONOMIC SUSTAINABILITY	4.1 a) Expand opportunities for renewable energy through seeking low-cost financing for energy efficiency, renewable energy projects and community generation					
		Econ. Sustainability	Sierra Club	6+	OB, C, S, F, C	\$\$\$
	4.1 b) Create connections between BIPOC residents and small businesses to growing green economy fields					
		Econ. Sustainability		6+	OB, C, S, F, C	\$
	4.1 c) Create a special recognition program					
		Econ. Sustainability	Communications	1-5	OB	\$
	4.1 d) Encourage and support local sourcing between businesses as a means for reducing carbon footprints					
		Econ. Sustainability	UNC, Duke, Carrboro Farmers Market	1-5	OB, P	\$











	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 4: Encourage the transition of the economy to one based on green technology and low-impact industries.						
Strategy 4.1 Promote energy efficiency, renewable energy, and green buildings.						
ECONOMIC SUSTAINABILITY	4.1 e) Encourage and support plant-based food businesses					
	 	Econ. Sustainability	Carrboro Farmers Market	6+	OB, P	\$
	4.1 f) Support the continuation of agricultural businesses and production in the ETJ and Transition Areas					
	 	Econ. Sustainability	Local farmers, CSAs, Farmers Market	6+	OB, C, S, F	\$
	Strategy 4.3: Attract a greater share of high tech, biotech and research, and development industries.					
ECONOMIC SUSTAINABILITY	4.3 a) Partner with UNC Chapel Hill, Duke University to identify opportunities for start-up industries					
		Econ. Sustainability	Planning	6+	OB, P	\$
	4.3 b) Identify additional lands for research and development					
		Econ. Sustainability	Planning	6+	OB, CB, P	\$\$
	4.3 c) Recruit incubator start-ups looking for a new location					
	 	Econ. Sustainability	Planning	6+	OB, C, P	\$






	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 1: Promote recreational programming and cultural resources across all ages, genders, races, and abilities with affordable opportunities.						
<i>Strategy 1.1 Evaluate recreational programming through the new racial equity lens to identify any gaps in activities for all interests, age groups, ability, and affordability levels.</i>						
RECREATION, PARKS, AND CULTURE	1.1 a) Periodically survey the public and conduct needs assessments on recreation services to identify new opportunities, changing priorities, and barriers (e.g. affordability) to improve communication and foster community trust.					
		RPCR	Recreation & Parks Commission, Local organizations	1-5	OB	\$
	1.1 b) Conduct a feasibility study and/or needs assessment for an indoor recreation center/swimming pool in Town.					
		RPCR	Planning, Public Works, Communications & Engagement, Recreation & Parks Commission	1-5	OB	\$
	1.1 c) Install additional outdoor exercise amenities in more parks and along trails for affordable and easy access.					
	 	RPCR	Public Works, Recreation & Parks Commission	6+	CB	\$\$
	1.1 d) Consider a communications campaign that focuses on targeted outreach in communities that are not currently utilizing RPCR programs.					
		RPCR	Communications Dept, local organizations	6+	OB	\$
	1.1 e) Enhance promotion of the Financial Assistance Program (FAP).					
		RPCR	Communications Dept, local organizations	1-5	OB	\$
	1.1 f) Provide activities and spaces geared towards teenagers with passive and active gathering spaces and programs that would appeal to their age level.					
		RPCR	Communications Dept, Future Teen Center, Carrboro High School	6+	CB	\$\$
	1.1 g) Continue, promote, and expand offerings for virtual recreational programming.					
		RPCR	Recreation & Parks Commission, Schools	1-5	OB	\$
	<i>Strategy 1.2 Identify and promote opportunities for both passive and active recreation for young and old populations using the racial equity review process.</i>					
	1.2 a) Dedicate funding and identify sites for a splash pad (or similar interactive water feature) that can serve all ages and ability levels to play, gather, and cool down during Carrboro's warm weather.					
		RPCR	Recreation & Parks Commission, Public Works	6+	CB, State, County	\$\$
	1.2 b) Add at least one multigenerational wellness opportunity each year to an existing town wide event.					
		RPCR	Local organizations, Recreation & Parks Commission	6+	OB	\$
	1.2 c) Continue to encourage and expand neighbor-organized community gardens in public parks.					
	 	RPCR	Local organizations	1-5	OB	\$
	1.2 d) Improve park and trail accessibility for people with different abilities.					
	 	RPCR	Recreation & Parks Commission, Public Works	6+	CB, Federal, County, State	\$\$\$
	1.2 e) Consider adding programs that offer health education, physical training, and nutrition.					
		RPCR	Local fitness/nutrition groups, schools	6+	OB, Private	\$










	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 1: Promote recreational programming and cultural resources across all ages, genders, races, and abilities with affordable opportunities.						
<i>Strategy 1.3 Continue to adapt and expand cultural resources and programming to align with community needs.</i>						
	1.3 a) Capitalize on the 203 Project and the new ArtsCenter to plan for arts and cultural programming that reaches underserved populations.					
		RPCR	ArtsCenter	6+	OB, Private	\$
	1.3 b) Identify partnerships and opportunities for cross-pollination with other organizations providing programming.					
		RPCR	Recreation & Parks Commission, Local organizations	1-5	OB, Private	\$

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 2: Ensure all people in Carrboro have safe, equitable, and connected access to parks, open space, and recreational facilities						
<i>Strategy 2.1: Strive for a park, play field, or other green space within walking distance (e.g. half-mile or 10-minute walk) and physically accessible to all residents in Carrboro.</i>						
RECREATION, PARKS, AND CULTURE	2.1 a) Prioritize access for Black, Indigenous and People of Color (BIPOC), immigrants, and other underserved communities in siting new park and recreation facilities or improving access to existing parks and facilities, including the number of entrances, access points, and safe pathways to existing facilities, allowing more residents to be able to walk to a park.					
	 	RPCR	Recreation & Parks Commission, Public Works	1-5	CB, OB, Federal, County, State	\$\$\$
	2.1 b) Pursue opportunities for new, expanded, or shared multi-purpose fields that can accommodate a range of activities and users.					
		RPCR	Recreation & Parks Commission, Schools, HOAs	6+	CB, OB, Federal, County, State	\$\$
	2.1 c) Consider ways that the Town of Carrboro can coordinate with and encourage Orange County to implement plans for Twin Creeks Park.					
		RPCR	Orange County, Durham Chapel Hill Carrboro Metropolitan Planning Organization, Planning, Public Works	1-5	Federal, County, State	\$
	2.1 d) Explore or consider partnerships with homeowners' associations (HOAs) and other landowners for joint use agreements that increase public access to open space and recreation facilities.					
		RPCR	HOAs, private landowners	6+	OB	\$
	2.1 e) Adopt siting and service criteria for evaluating potential land acquisition for recreation and park facilities in cooperation with other regional park providers and in relation to siting facilities in underserved areas and exploring sites for pocket parks (less than 2 acres) or button parks (1 acre or less).					
		RPCR	Regional park providers, Recreation & Parks Commission	1-5	OB	\$
	2.1 f) Consider locations for a new dog park in a central location in Town to provide an amenity for dog owners and another opportunity for additional social and gathering spaces for residents.					
		RPCR	Recreation & Parks Commission	6+	CB, OB	\$\$























	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 2: Ensure all people in Carrboro have safe, equitable, and connected access to parks, open space, and recreational facilities						
<i>Strategy 2.2: Continue to maintain and pursue new opportunities for coordination and shared-use agreements with Orange County, Chapel Hill, Chapel Hill-Carrboro City Schools, and other recreation providers to connect park and greenway systems.</i>						
REC, PARKS, & CULTURE	2.2 a) Expand existing parks partnerships and consider the need for any new agreements that can improve access across different park systems.					
		RPCR	Regional park providers, Recreation & Parks Commission	1-5	CB, OB	\$\$
	2.2 b) Encourage and participate in a regional Parks and Recreation Facilities Master Plan to guide future parks planning and help leverage outside funding.					
		RPCR	County, regional park providers, Recreation & Parks Commission	6+	CB	\$\$
	<i>Strategy 2.3: Preserve, enhance, and promote access to additional parks and open spaces through partnerships with other agencies and organizations.</i>					
	2.3 a) Continue to work with other agencies such as the County, UNC, OWASA, and the Town of Chapel Hill to maintain and expand opportunities in Carolina North Forest and University Lake.					
		RPCR	County, UNC, OWASA, Town of Chapel Hill	6+	CB, OB, County, State	\$\$
	2.3 b) Consider new sites for recreational opportunities as part of future development in the Extra Territorial Jurisdiction (ETJ).					
		RPCR	Recreation & Parks Commission	6+	CB	\$\$
	2.3 c) Continue to promote and spread awareness of nearby park facilities, especially those that closely border Carrboro and provide amenities and programming that Carrboro lacks.					
		RPCR	Communications Dept	1-5	OB	\$
<i>Strategy 2.4: Focus on community outreach and education about parks and recreation opportunities, especially to those without access to the Internet or for whom English is a second language.</i>						
2.4 a) Connect with community ambassadors / neighborhood liaisons to help with translation and outreach.						
		RPCR	Neighborhood liaisons, Town Communications Dept, Local organizations	1-5	OB	\$
2.4 b) Collaborate with school districts, community organizations, and businesses to promote park resources and programs.						
		RPCR	School districts, Community Organizations, Local businesses	6+	OB	\$
2.4 c) Add multilingual park signage that also uses pictures and icons.						
		RPCR	Immigrant populations/organizations	6+	CB	\$\$
2.4 d) Engage new and existing parks users through events that serve multiple purposes (i.e. food distribution and programming for children).						
		RPCR	Communications Dept, local organizations	6+	OB	\$
<i>Strategy 2.5: Encourage and support the development of greenways and trails for public use, creating a complete network of connected greenways connecting parks, open spaces and conservation areas for biking, walking, and wildlife corridors.</i>						
2.5 a) Continue to collaborate across the RPCR Department, Public Works, and other Town departments and government agencies to implement planned greenway improvements strategically and efficiently in conjunction with planned park and neighborhood linkages.						
		RPCR	Durham Chapel Hill Carrboro Metropolitan Planning Organization, Orange County, Planning, Public Works	6+	CB, OB	\$\$

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 3: Ensure that recreation and park facilities and programming are environmentally responsible and help further climate change related goals.						
<i>Strategy 3.1: Implement Best Management Practices in maintenance and future upgrades to Carrboro's park facilities.</i>						
REC, PARKS, & CULTURE	3.1 a) Treat recreation and park facilities as functional and exemplary landscapes that can employ green stormwater infrastructure, include native vegetation, flood mitigation, and other resiliency measures.					
	 	RPCR	Public Works, Planning	6+	CB, OB	\$\$
	3.1 b) Install educational components in park facilities to share information with the public about stormwater management, sustainable practices, and nature preservation.					
	 	RPCR	Public Works, Planning	6+	CB, OB	\$\$
<i>Strategy 3.2: Enhance public access to parks and natural areas while balancing environmental protection and locating active facilities away from ecologically sensitive sites.</i>						
REC, PARKS, & CULTURE	3.2 a) Continue to explore options for "nature play" areas like the ones at Dr. MLK Jr. Park.					
		RPCR	Public Works, Planning, Recreation & Parks Commission	6+	CB, OB	\$\$
	3.2 b) Encourage strategies for farming to be viable in Carrboro using open space in subdivisions or other underutilized land.					
	 	RPCR	Planning, private landowners	6+	OB	\$
	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 4: Strengthen a sense of community and inclusion through the arts, events, and cultural programming that celebrates the diversity in Carrboro.						
<i>Strategy 4.1: Continue activation and flexible programming of public spaces in partnership with businesses or other private entities.</i>						
REC, PARKS, & CULTURE	4.1 a) Increase opportunities for flexible events and informal activities that enhance the use of public spaces for things like exercise classes, music lessons, dining, outdoor meeting spaces and gatherings, pop-up events, etc.					
	 	RPCR	Recreation & Parks Commission, Communications Dept, local businesses	1-5	OB	\$
	<i>Strategy 4.2: Continue to celebrate the diversity of the Town's residents through events, festivals, and programming that honors the variety of cultural backgrounds and traditions in Carrboro.</i>					
	4.2 a) Conduct outreach with different segments of the population to identify new opportunities for town wide events that honor and share a variety of cultural traditions.					
REC, PARKS, & CULTURE		RPCR	Local organizations, Racial Equity Commission	1-5	OB	\$
	<i>Strategy 4.3: Continue to support, fund, and install public artwork by local artists in strategic locations throughout Town to celebrate the history and story of Carrboro.</i>					
	4.3 a) Seek ideas and funding for interactive and culturally representative public artwork to be installed in parks and along greenways.					
		RPCR	Arts Committee, Racial Equity Commission, Recreation & Parks Commission, Planning	1-5	CB, OB	\$
REC, PARKS, & CULTURE	4.3 b) Consider the development of an Arts Plan to be led by the Arts Committee.					
		Arts Committee	RPCR, Planning, Recreation & Parks Commission	6+	OB	\$
	4.3 c) Pursue more opportunities for people to organically express themselves and come together through art in the parks via temporary installations, using chalk art or portable paint boards.					
		Arts Committee	RPCR	6+	OB	\$

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 4: Strengthen a sense of community and inclusion through the arts, events, and cultural programming that celebrates the diversity in Carrboro.						
<i>Strategy 4.4: Encourage expanded compatible uses of the Town Commons to include year-round programming such as a crafts and artisan markets.</i>						
4.4 a) Recruit new and emerging vendors and entrepreneurs selling a range of goods.						
	 	RPCR	Farmers Market, Economic Sustainability Commission, Racial Equity Commission	1-5	OB	\$
<i>Strategy 4.5: Support placemaking projects that promote the Carrboro story and brand.</i>						
REC, PARKS, & CULTURE	4.5 a) Pursue installations that promote Carrboro as a creative community to attract arts-related tourism and economic development.					
		Arts Committee	RPCR, Economic Sustainability Commission	6+	OB	\$
	4.5 b) Incorporate historical elements and context to share the Town story.					
		Racial Equity Commission	Arts Committee	6+	CB, Private	\$
REC, PARKS, & CULTURE	4.5 c) Continue the Truth Plaque Project.					
		Racial Equity Commission	Local organizations	6+	CB, Private	\$

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 1: Promote the design of new development, renovation of existing buildings and public spaces that add to the character and promote the diversity of the community.						
<i>Strategy 1.1: Foster quality design of the public realm including public right-of-way, Town facilities, parking lots and other public spaces.</i>						
LAND USE	1.1 a) Make improvements to public spaces and rights-of-way in the Downtown to attract more residents and customers to visit the downtown to support local businesses, entertainment, arts and culture.					
		Planning	Econ. Sustainability	3+	CB	\$
	1.1 b) Continue to upgrade Town lands to incorporate native landscaping and Green Stormwater Infrastructure (GSI).					
		Public Works		6+	CB	\$
	1.1 c) Continue to extend sidewalks to connect missing links and incorporate lighting, amenities, and plantings as appropriate in conjunction with these installation projects.					
		Public Works	Planning	1-5	CB, F,S,C, P	\$\$\$
	1.1 d) Continue installing gateways, signage, and wayfinding to celebrate Carrboro and direct visitors to key locations around Town with particular attention to cultural destinations that recognize the diversity of the community.					
		Public Works	Planning	1-5	CB	\$
	1.1 e) Create public plazas or gathering spaces outside of the downtown, including possible locations at Homestead and NC 54, Rogers Road.					
		Planning	Public Works	6+	CB, P	\$
	1.1 f) Continue to promote the use of public art to express the history, diverse cultures, and aspirations of all Carrboro residents.					
		RPCR	ArtsCenter	1-5	OB, CB, P	\$
<i>Strategy 1.2: Encourage the improvement of semi-public spaces to provide amenities, stormwater benefits and attractive environments for a balance of people, natural habitat, and open space.</i>						
	1.2 a) Work with homeowner associations to expand public use of open space including bikeway connections, use of recreational activities and natural habitat.					
		Public Works	Planning	6+	OB, CB,P	\$
	1.2 b) Develop design standards, landscaping, and tree canopies for neighborhood commercial and mixed-use districts to guide new and redevelopment proposals.					
		Planning	Public Works	6+	PB	\$
Goal 2: Plan for the expansion of affordable housing availability through land use tools of planning, zoning, and development review.						
<i>Strategy 2.1: Pursue concerted land use planning/small land use plans for high priority/high potential areas.</i>						
	2.1 a) Develop small land use plans for strategic nodes that promote Carrboro Connects principles including more affordable housing, land conservation, and improved walkability.					
		Planning	Affordable Housing	1-5	OB	\$

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 2: Plan for the expansion of affordable housing availability through land use tools of planning, zoning, and development review.						
<i>Strategy 2.2: Preserve and promote the availability of affordable housing along key corridors and nodes that are transit-accessible, walkable and bikeable</i>						
LAND USE	2.2 a) Pursue rezoning for greater density along key corridors and transit nodes					
	  	Planning	Public Works, Chapel Hill Transit	1-5	OB	\$
	2.2 b) Investigate creating a new overlay zoning district to allow greater density in areas with high levels of transit and are near amenities.					
	  	Planning	Public Works, Chapel Hill Transit	1-5	OB	\$
<i>Strategy 2.3: Expand the allowance of Accessory Dwelling Units (ADUs) and tiny homes.</i>						
	2.3 a) Expand the permissibility of ADUs on residential lots.					
	  	Public Works	Planning	6+	OB, CB,P	\$\$
	2.3 b) Determine whether a new zoning district should be created for smaller lots to allow for tiny home developments					
	  	Planning	Public Works	6+	PB	\$
<i>Strategy 2.4: Explore the creation of an overlay district to preserve mobile home parks.</i>						
	2.4 a) Increase density at nodes along corridors					
	  	Planning	Affordable Housing	1-5	OB	\$
	2.4 b) Determine whether an overlay zoning district would be an effective mechanism to preserve the viability of the mobile home parks and reduce the pressure on housing prices.					
	  					
<i>Strategy 2.5: Fully evaluate and reduce housing density restrictions to slow the increase of housing prices and diversify housing stock.</i>						
	2.5 a) Investigate setbacks, floor area ratio, minimum lot area requirements and parking standards in the Land Use Ordinance to identify opportunities to strategically support higher density levels in appropriate locations					
	  	Planning	Affordable Housing, Economic Sustainability	1-5	OB	\$
	2.5 b) Increase incentives such as the affordable housing density bonus to provide more affordable units in new development and redevelopment					
	  	Planning	Affordable Housing, Economic Sustainability	1-5	OB	\$
	2.5 c) Work with partners to seek legislative authority for inclusionary zoning policies					
	  	Planning	Communications	6+	OB	\$

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 2: Plan for the expansion of affordable housing availability through land use tools of planning, zoning, and development review.						
<i>Strategy 2.6: Improve the development review process to promote more affordable housing and reduce costs.</i>						
LAND USE	2.6 a) Create a maximum timeline for review of affordable housing projects (or projects with a minimum number of units set aside for affordable housing)					
	  	Planning	Affordable Housing, Econ. Sustainability	3-6	OB	\$
	2.6 b) Develop clear standards for the review of affordable housing projects for use by Advisory Boards to improve predictability and reduce the amount of time for approvals.					
	  	Planning	Affordable Housing, Econ. Sustainability	3-6	OB	\$
Goal 3: Support development patterns that advance climate action goals and environmental protection.						
<i>Strategy 3.1: Pursue development provisions that preserve and maintain natural areas by incorporating environmentally sensitive development and building practices</i>						
	3.1 a) Continue to examine and update standards for conservation lands, wetlands, and steep slopes to future best practices.					
	 	Planning	Public Works	6+	OB	\$
	3.1 b) Add vegetative standards to the development review process					
		Planning	Public Works	1-5	OB	\$
	3.1 c) Review and update open space requirement and coordinate with goal of reducing impervious surfaces within the open space.					
	 	Planning	Public Works	6+	OB	\$
	3.1 d) Liaise with UNC Chapel Hill's Facilities Planning Department and private citizens, where possible, to seek opportunities to formalize Carolina North Forest as a nature preserve and recreational open space.					
	  	Planning	UNC	6+	OB	\$
	3.1 e) Identify the opportunity for cluster development, low-impact development, brownfield redevelopment, transit-oriented development, and native "greenscape" requirements in future development plans					
	  	Planning	Public Works	6+	OB	\$
	3.1 f) Continue preservation of urban tree cover/forests					
	  	Planning	Public Works	1-5	OB	\$
	3.1 g) Regularly assess standards and ordinances for current best practices or issues on a rolling schedule so that each is updated on a 5-year basis.					
	  	Planning	Public Works	6+	OB	\$

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 4: Promote land use planning and development that reduces GHG emissions through reducing auto-dependence.						
<i>Strategy 4.1: Update the Land Use Ordinance to be consistent with the goals of the Comprehensive Plan.</i>						
LAND USE	4.1 a) Develop a process to update the Land Use Ordinance including the following topics: Accessory Dwelling Units (ADUs), parking standards, short-term rental, bulk standards for residential development, and consideration of new overlay districts.					
	 	Planning	Public Works, Aff. Housing, Econ. Sustainability	1-5	OB	\$
	4.1 b) Consider updates to the land use ordinance to facilitate the development of 15-minute neighborhoods.					
	 	Planning	Public Works, Aff. Housing Econ. Sustainability	1-5	OB	\$
	4.1 c) Update parking requirements to consider adjustments or removal of minimum requirements for affordable housing, accessible dwelling units, and mixed-use development to reduce impervious surfaces and make more efficient use of land.					
	 	Planning	Public Works, Aff. Housing, Econ. Sustainability	1-5	OB	\$
Goal 5: Expand appropriate development opportunities that meet the goals of the comprehensive plan.						
<i>Strategy 5.1: Increase the amount of land available for commercial and mixed-use development.</i>						
5.1 a) Update zoning to allow for greater density of development in the Downtown and near key nodes.						
	 	Planning	Public Works, Aff. Housing, Econ. Sustainability	1-5	OB	\$
<i>Strategy 5.2: Improve the development approval process to be more predictable and efficient while continuing to offer vibrant community participation.</i>						
5.2 a) Update and clarify the roles of each commission or advisory board.						
	 	Planning	Public Works, Aff. Housing, Econ. Sustainability	1-5	OB	\$
5.2 b) Create a timeline for each project's review.						
	 	Planning	Public Works, Aff. Housing, Econ. Sustainability	1-5	OB	\$
5.2 c) Develop written standards for review of projects.						
	 	Planning	Public Works, Aff. Housing, Econ. Sustainability	1-5	OB	\$
Goal 6: Improve access and availability of Town Parks and schools to meet recreation and educational needs.						
<i>Strategy 6.1: Identify additional park space needed to serve residents within a 10-minute walk.</i>						
6.1 a) Utilize race and equity criteria as factors in siting new parks, park features, and programming.						
	  	RPCR	Public Works, Planning	1-10	OB, CB	\$\$\$
6.1 b) Focus on connectivity between parks through bike facilities, sidewalks, micromobility and transit.						
	  	RPCR	Public Works, Planning	1-10	OB, CB	\$\$\$

	CROSS-CUTTING	LEAD	PARTNERS	TIMEFRAME	RESOURCES	COST
Goal 6: Improve access and availability of Town Parks and schools to meet recreation and educational needs.						
<i>Strategy 6.2: Coordinate with Chapel Hill-Carrboro Schools regarding school siting, capital needs and improved access via bike facilities and sidewalks</i>						
LAND USE	6.2 a) Coordinate siting of new schools such as land set aside in Twin Creeks Park and the Greene Tract					
	 	Planning	Chapel Hill Carrboro Schools, Public Works	6+	OB	\$\$\$
	6.2 b) Coordinate capital needs for existing schools in terms of additions, outdoor amenities on school grounds.					
	 	Planning	Chapel Hill Carrboro Schools, Public Works	6+	OB	\$\$\$
	6.2 c) Improve access to schools via bicycle facilities and sidewalks.					
	 	Planning	Chapel Hill Carrboro Schools, Public Works	6+	OB, CB	\$\$\$
Goal 7: Preserve the architecturally significant and historic properties and districts in the Town that reflect the range of cultures and historic experiences in Carrboro.						
<i>Strategy 7.1: Review and Update Neighborhood Preservation Districts.</i>						
	7.1 a) Update Neighborhood Preservation Design Guidelines to reflect ways to promote equitable design and preservation.					
	  	Planning	Public Works, Aff. Housing, Econ. Sustainability	6+	OB	\$
	7.1 b) Continue to work with property owners interested in nominating their area as a new Neighborhood Preservation District.					
	  	Planning	Public Works, Aff. Housing, Econ. Sustainability	6+	OB	\$
<i>Strategy 7.2: Create a local historic landmark property program.</i>						
	7.2 a) Add a nominating process for designating local landmarks to the Land Use Ordinance that reflects the range of cultures and historic development in Carrboro.					
	  	Planning	Aff. Housing, Econ. Sustainability	6+	OB	\$
	7.2 b) Plan for walking tours, plaques and/or online recognition of historic properties including highlighting historic truths of the community.					
	  	Planning	Aff. Housing, Econ. Sustainability	6+	OB	\$
	7.2 c) Study and seek public input on whether to establish landmark restrictions such as a delay to demolition permits.					
	  	Planning	Aff. Housing, Econ. Sustainability	6+	OB	\$
<i>Strategy 7.3: Assist property owners who seek designation of their property as a National Historic Landmark.</i>						
	7.3 a) Continue to provide historic records and other support to property owners seeking historic landmark status such as land record and NC State Housing Preservation Office records.					
	 	Planning	Aff. Housing, Econ. Sustainability	6+	OB	\$
	7.3 b) Provide recognition through plaques and/or online recognition of National Historic Landmarks.					
	 	Planning	Aff. Housing, Econ. Sustainability	6+	OB	\$
	7.3 c) Consider becoming a Certified Local Government to designate landmarks.					
	 	Planning	Aff. Housing, Econ. Sustainability	6+	OB	\$
Goal 8: Plan for future land uses that advance goals and strategies in the comprehensive plan and protect, enhance, and complement the unique character of each area.						
<i>Strategy 8.1 Plan for balanced growth at key nodes and corridors that further goals of the plan. The future Land Use Map shows all existing and future land uses. Specific changes are identified in Corridor Plans.</i>						

GLOSSARY

Active recreation: Structured activities that require the use of special facilities, courses, fields, or equipment, such as baseball, basketball, tennis, etc.

Adaptation: Adjustment in natural or human systems to a new or changing environment that exploits beneficial opportunities or moderates negative effects (ECPP 2020, p 25)

Affordable housing is housing that is affordable to households with low incomes, meaning that these households pay no more than 30% of their income for housing costs like rent, mortgage, and utilities. Standard is units for which a family would pay no more than 30% of their income for rent or 2.5 times their annual income to purchase.

Area Median Income (AMI) – many affordable housing programs are based on AMI. The Orange County AMI in 2021 was \$86,400.¹

- o **Low-income households** are considered low-income if they earn no more than 80% of AMI. In 2021, this was \$48,400 for one person and \$69,100 for a family of four
- o **Very low-income households** are those that earn under 50% of AMI. In 2021 this was \$30,250 for one person and \$43,200 for a family of four
- o **Extremely low-income households** are those that earn under 30% of AMI. In 2021 this was \$18,150 for one person and \$25,900 for a family of four

Best Management Practices (BMPs): Practices that can be implemented to prevent or reduce the amount of pollution generated in stormwater runoff, protect water quality, and promote soil conservation. Examples include: runoff diversions, silt fences, stream, buffers, groundcover vegetation, etc.²

Bioengineering stormwater methods: Include rain gardens, stormwater wetlands, permeable pavement, rainwater harvesting, disconnected impervious surfaces, and other green infrastructure, detention ponds, and rain gardens.

Bioretention: Use of plants and soils for removal of pollutants from stormwater runoff via adsorption, filtration, sedimentation, volatilization, ion exchange, and biological decomposition ([NCDENR Stormwater SCM Manual](#))

Carrboro Joint Development Review Area (CJDA) – adopted in 1986 as part of the Orange County-Chapel Hill-Carrboro Joint Planning Area Land Use Map. The area includes Transition Area 1 and 2.

¹ Orange County “What is Affordable Housing?” <https://www.orangecountync.gov/1083/Affordable-Housing-101>

² https://www.ncforestservice.gov/water_quality/what_are_bmps.htm

Climate Change: Increasing quantity of greenhouse gases (GHGs) in the atmosphere is causing temperatures to rise and increasing the frequency and severity of extreme weather events, and that human activities are the primary cause (CCAP 2020, p 2).

Conservations Areas: An area of land that is protected or of special interest to be preserved (i.e. University Lake).

Distributed renewable energy sources: Energy coming from renewable sources (i.e, solar, wind, geothermal) and are generated near point of use (e.g., residential home, municipal building) rather than a centralized power plant.

Evapotranspire: How water transfers from land to the atmosphere through evaporation and transpiration (water going from soil and evaporating from plants).

Extra Territorial Jurisdiction (ETJ): Area outside of the Town's municipal boundary that is still subject to the Town's land development regulations and within the Joint Planning Area as part of an agreement between Orange County, Carrboro, and Chapel Hill.

Greenways: Unbroken chains of preserved open space surrounding stream and wildlife corridors, headwaters, water recharge areas, and significant ecosystems that also provide bicycle and pedestrian connections between neighborhoods and for the community.³

Greenway Connections: Paths or routes that provide bicycle and pedestrian connections to/from greenways and trails.

Green space: Land covered with grass, trees, shrubs, or other vegetation (e.g. parks, community gardens, and cemeteries).

Green Stormwater Infrastructure (GSI): Nature-based stormwater management methods that mitigate flooding, improve the ecosystem's health, and provide additional benefits to the community.

Grey Stormwater Infrastructure: Built stormwater management methods like pipes

Geomorphic instability: When the slopes of landscape, rivers or streams, and hills are less stable, often due to erosion.

Community plan/actions: Broader plan to address activities that: expands the focus to include energy saving activities across the jurisdiction (residential, commercial, industrial, transportation, and other sectors) of the broader community; recognizes that, while local government actions can greatly influence, energize, and leverage effective activities in the broader community, the government has less direct control over these activities in comparison to a government-only plan (CCAP 2020, p 6-7).

Ecologically Sensitive: Ecosystems that are sensitive to destruction due to direct or indirect human actions

Economic Sustainability: A sustainable economy provides long-term financial opportunities for local businesses.

³ <https://townofcarrboro.org/238/Greenways-Commission>

Equitable development is attained when all individuals have an opportunity to prosper and outcomes are not predetermined based on one's race, gender, age, creed, national origin, disability, sexual orientation, gender identity/expression or economic status.

Energy efficiency: Improvements to reduce building energy consumption.

Energy Positive Building: When a building creates more energy than it uses.

Feeder System: Smaller bodies of water that join into a larger body water.

Microgrid: Generation of renewable energy paired with battery storage that are independent from the energy grid but can provide energy to grid during outages.
(Advanced Energy)

Micro-mobility: Bike Share, E-Bike, E-Scooters, and other vehicles that cannot travel more than 15 miles per hour (Ch. 6 Motor Vehicles and Traffic)

Mitigation: Activities that avoid or decrease the release of greenhouse gas (GHG) emissions, or decrease atmospheric GHG concentrations, e.g., carbon storage in forests or soils (ECPP 2020, p 25).

Multigenerational wellness: The active process of pursuing a healthy lifestyle across all age groups.

Municipal plan/actions: A focus on government buildings, facilities, infrastructure, and transportation; concentrates on activities for which the government has direct influence – e.g., personnel, planning, and budgeting – which means tighter control over implementation (CCAP 2020, p 6).

Natural Areas: Land that is largely undeveloped/undisturbed and in its natural state (e.g. Carolina North Forest, nature reserves, prairies, etc.).

Nature Play: Any unstructured play in outdoor settings and with natural elements and features (i.e., trees, logs, rocks, water) as opposed to conventional manufactured playground equipment.

Northern Study Area (NSA) and Northern Transition Area (NTA) – The NSA is Carrboro's northern growth area and is the subject for the *Facilitated Small Area Plan for Carrboro's Northern Study Area* adopted in 1999. The Northern Transition Area Advisory Committee provides input on planning, growth and development issues for the NSA.

Open Space: Per the Carrboro Land Use Ordinance, Open Space refers to an area that: is not encumbered with any substantial structure; is not devoted to use as a roadway, parking area, or sidewalk; is not part of any privately owned lot that is used or intended for use for residential purposes; is legally and practicably accessible to the general public or to the residents of the development where the open space is located.

Passive recreation: Activities that do not require prepared facilities or special resources, such as walking, nature viewing, picnicking, etc.

Points of Interest: Groceries, restaurants, businesses, government buildings, etc.

Present use value taxation: A program enacted by the North Carolina Legislature that allows for reduced tax values of individually owned property involved in agricultural, horticultural or forestry management.⁴

Productive Areas: Environments that provide ecosystem services (like pollination, clean air, climate resiliency) that benefit living things, including humans.

Racial Equity Assessment Tools: A Racial Equity Impact Analysis can be used to inform and shape transportation policy decisions and/or recommendations. Some criteria that may be included in an assessment include: assessing the benefits and impacts (burdens) of the project on certain racial groups, how the needs of racial minorities will be prioritized, and strategies to mitigate potential negative consequences around decision-making.

Recreation providers: Any department or organization dedicated to providing recreational facilities and programming for public use (e.g. Carrboro's Recreation, Parks, and Cultural Resources Department, Orange County Parks Department, YMCA, RENA, etc.).

Renewable Energy Site: Locations where renewable energy are zoned/allowed.

Resilience: Closely related to the concept of adaptation is climate resilience (ECPP 2020, p 25). The capacity of a community, business, or natural environment to prevent, withstand, respond to, and recover from a disruption ([U.S. Climate Resilience Toolkit](#))

Transportation Demand Management: A set of strategies aimed at maximizing traveler choices. ([US DOT Federal Highway Administration](#))

Urban Heat Island Effect: Where temperatures are higher in certain areas of a jurisdiction as a result of a loss of vegetation, removing shade and natural cooling, and an increase in heat-absorbing building materials, such as asphalt parking lots and building rooftops

Water conservation measures: reduce household water use.

Weatherization: building improvements that enhance occupant comfort during severe weather.

Note: see On Language portion of the Draft Comprehensive Plan for a discussion regarding race and ethnicity used in the plan. Further information on usage of terms including **African American, Black, Asian, American Indian, Native American, Hispanic, Latino or Latina, Latinx** are described in Flanagin A., Frey, T., Christiansen, S, et al, "Updated Guidance on the Reporting of Race and Ethnicity in Medical and Science Journals, JAMA, 2021;326(7):621-627. doi:10.1001/jama.2021.13304 <https://jamanetwork.com/journals/jama/fullarticle/2783090>

⁴ <https://www.co.orange.nc.us/1793/Present-Use-Value>

DRAFT

Town of Carrboro
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Carrboro Connects Public Hearing Draft – Public Comments

March 2022

THE FOLLOWING REPRESENTS ALL PUBLIC COMMENTS SUBMITTED SINCE NOVEMBER 16, 2021 IN RELATION TO CARRBORO CONNECTS AS OF MARCH 4, 2022. COMMENTS WERE RECEIVED THROUGH THE PROJECT WEBSITE AS WELL AS EMAIL.

**Respondent No:** 1**Login:** Anonymous**Email:** n/a**Responded At:** Nov 23, 2021 11:19:43 am**Last Seen:** Nov 23, 2021 11:19:43 am**IP Address:** n/a

Q1. Please share any feedback you have on the Public Hearing Draft Plan! If relevant, please specify the chapter/goal/strategy/project with your comment.

Here are a few comments on the draft of the comprehensive plan. First, thanks for the efforts. Implemented as written, it is a huge improvement on the current LUO. But that was not a hard feat, given the huge inadequacies of the old planning regime. I, however, think that the plan is too little and too late. The goals are great, but will the plan achieve those goals? Housing is one area where the plan is too little and too late. Not very bold. It would be helpful to have the reasoning of the plan fully laid out for Carrboro residents to examine. We have a huge affordability crisis in town. When Durham went forward with their Expanding Housing Opportunities initiative, they devoted time and resources to explain the "why" of the proposal. They included presentations and a solid review of the literature through links that would help citizens evaluate why the proposal would address the problems it was trying to solve. The public hearing phase of the plan needs some degree of outward facing education. It should also include likely scenarios as to what will happen in the town in a "business as unusual" scenario. What will happen with housing affordability, traffic, climate related impacts, taxes, etc., if we continue down the path we have been on. What is the outlook with the new plan? Is there a third alternative or others that will meet the goals of the new plan better? I would find it very helpful for someone to explain, for example, how the plan gets people in the NoGro neighborhoods (north of Greensboro) out of their cars or helps them reduce the number of trips in some future 15 minute town scenario given that they are not near any of the planned corridors and that the town is very disconnected from north to south. As I see the new plan, those neighborhoods still will produce heavy flows of traffic and offer few alternatives for reduced car dependency. Also, how does the plan add to affordability in those neighborhoods? I would also find it helpful if someone would explain how the plan actually gets the housing we need built in the numbers of units needed at a pace that would actually make a difference given that so little of the future LUO maps allow for multiple-unit housing. Who will build it? Who will own it? Will it all be next to the highway and further the economic segregation of the town? Again, I'll point out that commercial lots have sat empty for years because no one wants to go through the hassle and risk of going through the current process in Carrboro. According to my reading of the plan and the maps, missing middle housing still seems to be missing in the great majority of the land area of our town. It would be nice to know how many total acres are dedicated to single family zoning in our current LUO and compare that to the number of total acres in the new comprehensive plan. How many new acres are switched from single to multi-family zoning. If, as many historians have pointed out in depth, single family zoning walks hand in hand with social exclusion and segregation, how does this plan centered on equity leave so much of the town's single family zoning untouched? Multi-unit housing is how working class people can outbid the rich for expensive land. The plan restricts that collective power to a very small slice of our land area. Sadly, the plan asks that we "consider" or "investigate" far too many critical items. Carrboro government is really good at considering and investigating things-- they can do it for years and years. I may be wrong, but from my quick read, it seems to punt on all the really hard issues that some progressive communities are successfully addressing in their comprehensive plans. And finally, while the plan uses all the right buzz words of the moment, it needs to set forth some common understanding of what they really mean in the context of the plan and in the context of the town. For example, walkability. Does it mean an exclusive suburb with sidewalks where it is nice to walk a dog? Or is it something else? Where does walkability currently exist (or does it?) and what can we expect to see as we enhance it throughout the town? Another great example is "character." What does that mean? And to whom? I have lived here for almost 30 years and have no idea what you mean by the word as used in the plan. Most of Carrboro is automobile dependant suburbs with very low walkability scores. Is that the "character" we are trying to promote? A lot of Carrboro is segregated by income. The term needs a precise definition if it remains in the plan. Things that should be in the plan: Simple, broadly applicable fixes that are being rolled out in other progressive cities and towns: end single family zoning, add ADU regulations that ensure that they actually get built, end parking minimums, and end free parking. Deal with the design mistakes of the past in the street network-- long stretches of road with no signals and no intersections are not safe and don't promote walkability. Greensboro, Hillsborough, and Main streets need some sort of treatment in this plan. It's also hard to argue that a street with traffic that regularly is over 40 mph is a "family" neighborhood and should be zoned as such. Upzone the area around the Farmer's Market. The market is a significant investment but sits empty most days of the week. Adding mixed use density to the area will bring more people and activate it on other days of

the week. Downtown should not be restricted to two streets that run from Jones Ferry to Eastgate in Chapel Hill. We need a thicker downtown. Main Street? Carrboro is one of the few towns I have been to where Main Street isn't really Main Street. Extend zoning changes so that Main Street can actually be a Main Street. Where is the transit for transit oriented density? Where will the future high frequency routes be that will actually get people out of their cars in significant numbers? We do have transit oriented density, but the transit we are oriented around is cars. Much of the density on the west and south sides of town doesn't add to the liveliness or vitality of the streets in Carrboro because it is car oriented and adds density but not urbanity. Don't make the same mistakes now. The plan leaves the most wealthy neighborhoods untouched. The plan should figure out how to add affordable housing to the most wealth segregated neighborhoods and should have a plan for using affordable housing fees and HOA's as a force for change rather than the force for exclusion and the status quo that they have been in the past. Figure out how to expedite your decisions-- 9 years or more for a park? How is that responsive to citizens? Re-designing Main Street was mentioned at least 5 years ago and nothing has happened. The delay in the various processes that Carrboro has created does not serve its citizens on the whole. The various choke-points you have created have empowered and served wealthy NIMBY's at the expense of the town's other residents, but they have not given us the high quality places that we all deserve.

Q2. Age	45-54
Q3. About Me	I reside in Carrboro
Q4. How long have you lived in the Carrboro area?	20+ years
Q5. What is your primary language spoken at home?	English
Q6. Which of the following best describes your race/ethnicity?	White
Q7. Preferred Pronouns	He, him, his
Q8. Gender	not answered

**Respondent No:** 2**Login:** James Yankaskas**Email:** pwsjry@med.unc.edu**Responded At:** Nov 30, 2021 06:49:23 am**Last Seen:** Nov 30, 2021 14:47:24 pm**IP Address:** 173.95.183.59

Q1. Please share any feedback you have on the Public Hearing Draft Plan! If relevant, please specify the chapter/goal/strategy/project with your comment.

I strongly support the further development of affordable housing in our area. As a 40+ year resident and a long-term UNC employee I observed the contributions of many local individuals to our community. Rising housing costs limit residential options for many essential workers. This can lead to longer commutes, more traffic, parking problems, and community disruption. Habitat for Humanity helps many working families through their housing work, volunteers, and thoughtful planning. Carrboro's leaders and community are in an ideal position to continue and increase such affordable housing efforts.

Q2. Age	65-74
Q3. About Me	I reside in the Northern Transition Area, Extra-Territorial Jurisdiction Area, or Other
Q4. How long have you lived in the Carrboro area?	20+ years
Q5. What is your primary language spoken at home?	English
Q6. Which of the following best describes your race/ethnicity?	White
Q7. Preferred Pronouns	not answered
Q8. Gender	Male

**Respondent No:** 3**Login:** Anonymous**Email:** n/a**Responded At:** Dec 02, 2021 16:57:49 pm**Last Seen:** Dec 02, 2021 16:57:49 pm**IP Address:** n/a

Q1. Please share any feedback you have on the Public Hearing Draft Plan! If relevant, please specify the chapter/goal/strategy/project with your comment.

Just a factual correction: on page 13 of the introduction, the section On Language, it states that Kimberlé Crenshaw coined the term "intersectionality" 20 years ago. She used the word in a published work for the first time in 1989, 32 years ago. She also has said repeatedly that she didn't come up with the concept and pointed to a much longer history of intersectional advocacy by Black women.

Q2. Age 35-44

Q3. About Me I reside in Carrboro

Q4. How long have you lived in the Carrboro area? 11 - 20 years

Q5. What is your primary language spoken at home? English

Q6. Which of the following best describes your race/ethnicity? White

Q7. Preferred Pronouns They, them, theirs

Q8. Gender **Other (please specify)**
Nonbinary

**Respondent No:** 4**Login:** Anonymous**Email:** n/a**Responded At:** Dec 02, 2021 18:22:15 pm**Last Seen:** Dec 02, 2021 18:22:15 pm**IP Address:** n/a

Q1. Please share any feedback you have on the Public Hearing Draft Plan! If relevant, please specify the chapter/goal/strategy/project with your comment.

Still too many "consider"s. We could make this a much shorter and more focused document if we either found an action to take or struck the project from the plan. "Consider" to me, means either that we can't agree on what to do, or that we don't really care about the topic. The former needs more attention to find a resolution, the latter doesn't belong in a comprehensive plan.

Q2. Age 35-44

Q3. About Me I reside in Carrboro

Q4. How long have you lived in the Carrboro area? 11 - 20 years

Q5. What is your primary language spoken at home? English

Q6. Which of the following best describes your race/ethnicity? White

Q7. Preferred Pronouns They, them, theirs

Q8. Gender **Other (please specify)**
Nonbinary

**Respondent No:** 5**Login:** Anonymous**Email:** n/a**Responded At:** Jan 26, 2022 09:03:44 am**Last Seen:** Jan 26, 2022 09:03:44 am**IP Address:** n/a

Q1. Please share any feedback you have on the Public Hearing Draft Plan! If relevant, please specify the chapter/goal/strategy/project with your comment.

I object to the basic premise of allocating resources derived from ALL TAXPAYERS to the priority benefit of one group , BIPOC. BIPOC groups may not be disadvantaged simply because of their skin color or background. Plenty of not otherwise delineated white people live in Carrboro TOO I support equalizing resources but not the emphasis on BIPOC. EQUALITY not ill defined preferences to a certain politically favored group is what I think will move us forward without fueling resentment between tax paying citizens,

Q2. Age	65-74
Q3. About Me	I reside in Carrboro
Q4. How long have you lived in the Carrboro area?	not answered
Q5. What is your primary language spoken at home?	English
Q6. Which of the following best describes your race/ethnicity?	White
Q7. Preferred Pronouns	She, her, hers
Q8. Gender	Female

**Respondent No:** 6**Login:** Anonymous**Email:** n/a**Responded At:** Jan 26, 2022 09:13:35 am**Last Seen:** Jan 26, 2022 09:13:35 am**IP Address:** n/a

Q1. Please share any feedback you have on the Public Hearing Draft Plan! If relevant, please specify the chapter/goal/strategy/project with your comment.

I resent the feedback form asking REQUIRED questions about age sex etc. These questions make it too easy for you to ignore my replies as some old white woman- seems every aspect of this proposal is geared to prioritize some groups while ignoring others who don't fit the pre-desired outcome. This entire exercise is unfair in that it pits citizens allocated tax funded resources against each other based on segmented grouping. Why not allocate resources equally among all citizens? We all have different needs and they are NOT always based on race sex age group affiliation. The entire premise of this document is offensive to me as it aims to allocate resources strictly to some groups over others- just another method of discrimination- discrimination is wrong no matter the supposed reason, - it is inherently unfair.

Q2. Age Under 18

Q3. About Me I reside in Carrboro

Q4. How long have you lived in the Carrboro area? Not applicable

Q5. What is your primary language spoken at home? Other

Q6. Which of the following best describes your race/ethnicity? **Other (please specify)**
None of your business

Q7. Preferred Pronouns **Other (please specify)**
None of your business

Q8. Gender **Other (please specify)**
None of your business

To: Carrboro Connects

January 2022

Hello. All

I moved to Carrboro several years ago when it was time for me to downsize. I found a small condo on Fidelity St. where I'd be within walking distance of most things I'd need – stores, gym, farmers' market, etc.

Carrboro also has nice parks, and I'd driven to, and enjoyed them for years. Alas, my dog and I quickly realized they were not within convenient walking distance on this side of town.

BUT: We DO have the meadow beside Westwood Cemetery, and there are five or six condo and apartment complexes within a ten minute walk of this lovely green space. These buildings are filled with students, young families, working folks, and older people – like me, for example.

We all need this outdoor space: to breathe, to picnic, to see the sky, to exercise, to play with kids and, dogs, and simply to enjoy. It makes no sense to take away such a place.

Very sincerely,
Jean G. Call



119 Fidelity St. Unit E4
Carrboro

**Please restore the ParkServe parks priority map and
please remove (or revamp) the Walkshed map**

Comments on November draft of Carrboro Connects Comprehensive Plan

Bob Proctor February 10, 2022

The September draft of the CC comprehensive plan (CCCP) included a map on p.134 that indicated the highest priority areas of Carrboro for receiving new parks. This ParkServe map was obtained from the Trust for Public Lands. They arrived at their recommended areas by giving weight to the data for the following six important parameters: population density, density of low income households, density of people of color, community health, urban heat islands, and pollution burden. But this insightful map was deleted from the November draft of the CCCP. From 2017 through 2020 our progressive friends urged federal agencies to listen to the data-driven advice formulated by subject area experts. On this matter I would similarly urge you to respect the conclusions of these outside experts by restoring the ParkServe map to the comprehensive plan.

Since providing equitable treatment by the Town to all Carrboro residents over the next 20 years is the primary overarching theme of this comprehensive plan, it is not surprising that the words 'equity' and 'equitable' occur 180 times in the 256 page November draft. Anyone familiar with Carrboro and its parks can readily see that the distribution of parkland and park facilities is highly inequitable when the parks south of Main Street are compared to the parks north of Main Street: To measure equity one must take into account the size of a park, how many facilities it contains, and how many nearby residents must share its space. Although thousands of residents live in multi-family homes south of Main Street, the only Town parks on that side of town are small or tiny, are located on or near Main Street itself, and have scant facilities. In contrast, all four of Carrboro's sizable multi-facility parks are north of Main Street, on the largely privileged side of town where most homes already are surrounded by their own greenery. The deleted ParkServe map reflected this obvious "common sense" analysis: all of its dark purple "Very High Priority" area was south of Main Street.

The deletion of this map is especially concerning because not only has it been replaced by a 10-minute Walkshed map, a sentence that refers to the new Walkshed map has also been added: On p.145 the November draft lists several "Criteria for parkland acquisition and capital improvements" in a new sidebar. The last of these criteria, "Land/project would provide greater access to households that are currently more than a 10-minute walk from a park", is saying to anyone who happens to live within a ten minute walk of *any* patch of land currently designated as a "park" that their needs for natural space and park

facilities have been satisfied. This is unfair to people who live close to several of the designated "parks"; to illustrate this we begin with the two most extreme examples:

The Simpson and Brewer "mini-parks" should really be called "micro-parks". The Simpson park, whose usable area is only 0.16 acre, consists of nothing but a fenced-in playground for children under 7. The hundreds of people living in the apartment homes on both sides of NC-54 near Carrboro Plaza are within a 10-minute walk of this tiny patch of land. No unaccompanied adult male can hang out in this park without scaring away young families and possibly even being called into the police. Apart from the playground there is just one uncovered picnic table (without a brazier). There is no good place to park (not even on the street, given the steep shoulders and another nearby intersection). The Brewer park, whose usable area is only 0.25 acre, consists of nothing but an old badly slanted basketball court surrounded by two small grassy areas: Most of that "park" property is leased to a community pre-school, which has fenced in their playground as a private entity. On weekdays none of the parking spaces are available to the public before 6:00pm. Perhaps two hundred low income folks live in the adjacent neighborhood. This "park" is worthless to any of them who do not play basketball. To tell any of these people, or any of the people living near Carrboro Plaza, that their needs for natural space and recreational facilities have been met is an affront.

Were all 11 of the parks and facilities listed in the R & P brochure automatically included for the formation of the Walkshed map?

I have heard from one source that the Town's image with the County has already been damaged by the Town ignoring Carolina North when computing parkland available. If a Carrboro resident within ten minutes of UNC's Carolina North (or Chapel Hill's Hargraves pool) wants to walk in nature (or go swimming) they are not going to care about which government entity is managing the space. That UNC space and that Chapel Hill park should simply be included in the Walkshed map without using a special color. Moreover, if someone wants to go jogging on the grounds of a public school on the weekend, they are not going to be concerned with whether the Town holds some obscure contract with the school district for that space. Public schools tend to be evenly distributed geographically, their grounds can confidently used only on the weekends (by lone adult males who don't want to be feel skittish about being near a school), and they are usually good only for jogging. So all schools should be ignored when forming a map. Carrboro Elementary School (details below) and Smith Soccer Fields should be ignored. If you don't play soccer, then how are those soccer fields being less than a ten minute walk away from your home relevant to the question at hand?

The Century Center is a valuable resource, and it is true that dancing groups use it and some exercise classes are held there. But since it is entirely indoors it does not provide any contact with nature. Relatively few people live within a ten minute walk of it; what our downtown is currently lacking is a natural space (other than the privately owned WSM front (plastic) "lawn"). It would be best to simply delete the Century Center from this analysis. This analysis should include only the four real parks (Anderson, MLK, Wilson/Adams, Baldwin), and (once their small areas and their high population service areas are taken into account) the Town Commons mini-park and the Simpson and Brewer micro-parks.

In 1954 in their Brown decision the Supreme Court ruled that "separate but equal" is inherently impossible since separate always implies unequal. Please contrast the mono-facilities offered by the tiny Simpson and Brewer Parks with the multiple gold-plated facilities in the large MLK Park, which is in the heart of the most privileged part of Carrboro. The contrast becomes more glaring when one computes the numbers of residents who live within ten minute walks of those three parks. To obtain true equity the Town should aspire to offer an equal amount of natural space per person and an equal number of facilities per person. After all, the General Parks Facilities Comparisons table on p.157 compares the numbers of acres of parkland per 1000 residents for Carrboro overall to the nationwide average for this statistic for comparably sized towns. A good example of this is provided by Town Commons: It could reasonably be called a "mini-park" since it offers a little bit of open green space and four facilities. However (as the description below indicates) not only does it pale in comparison even to Baldwin Park (much less than to Wilson, MLK, and Anderson Parks), it is surrounded by hundreds of residents within a ten minute walk (in contrast to those parks). So the residents living near it are not now being equitably served by it.

Using the Walkshed map in its current form will help to lock in the existing inequitable distribution of natural spaces, parklands, and park facilities. In my humble opinion I feel that the November draft gives too much emphasis to the 10-minute walk concept. Although proximity is extremely important, having a sharp cut-off at 10 minutes is likely to lead to some strange conclusions. Nonetheless, if it is retained, my companion document, 'If the Walkshed map is ...', proposes incorporating the acres per 1000 residents metric into the 10-minute Walkshed map. This proposed map, which could be easily prepared, would not address the number of facilities available but it would still paint a much fairer picture for the siting of our next park than the current Walkshed map would. Even if the Walkshed map is improved in this manner the ParkServe map should still be restored to the comprehensive plan.

**** Park Details ****

Town Commons Mini-Park: You can't use it during a prime recreation time, before 1:00pm on Saturdays (which is 25% of weekend daylight hours). Even if all three of its parking lots are ignored, the center grass is only 21% of its roughly square area. Since it has no large trees it is difficult to describe it as providing a "natural space": Its paved areas add up to 55% of its squarish area, with its border grass and trees comprising the remaining 24%. It is surrounded by two large parking lots, a busy street, and a noisy car wash. Its two large parking lots, along with Town Hall and the gym and their parking lots, form one of the most intense urban heat islands in Carrboro. This means that exercising in it during the summer months is more unpleasant (and riskier) than exercising in the large green parks on the northside of town. (It does contain four facilities: covered spaces, a pair of picnic tables, a tiny playground, and restrooms.)

Carrboro Elementary School "Park": There is no signage at the school that indicates that some of its grounds are somehow regarded as forming a Town park. The Recreation and Parks' brochure states that this "park" is open on weekdays from 3:00pm to dark. However, the only sign on the school property states "These Grounds Are Reserved for School Use Only Mon-Fri 7:00am-6:00pm"! I recently decided to brave the danger of the cops being called when I entered at 5:30pm on a Friday, since there were still a dozen children playing on the equipment (overseen by some sort of official adult). On the hidden baseball field in the back I did see an adult male dog walker and an adult male jogger; they must have entered via the signless back entrance. The R & P brochure lists the following facilities: youth baseball field, basketball court, play equipment, open space. How is this different than any other schoolyard? What is the point of including this particular school in the analysis at hand?

**If the Walkshed map is retained,
please incorporate sizes-of-parks and populations-served**

Proposal to improve November draft of Carrboro Connects Comprehensive Plan

Bob Proctor February 9, 2022

For the consideration of the creation of new parks the November draft of the CC comprehensive plan (CCCP) replaced the ParkServe map with a new Walkshed map. As the accompanying document 'Please restore ...' indicated, the ParkServe map accurately reflected the current inequitable distribution of parks within Carrboro while the Walkshed map has several inequitable shortcomings. In my humble opinion I feel that the November draft gives too much emphasis to the 10-minute walk concept. Although proximity is extremely important, having a sharp cut-off at 10 minutes is likely to lead to some strange conclusions. Nonetheless, in case it is retained, here it is indicated how the Walkshed map could be improved to give a much more accurate view of how the Town can more accurately provide equitable access to nearby natural spaces and parks for its residents.

Most importantly, please consider first revising the new sidebar on p.145 as follows. This will better align this sidebar with the overarching theme of the comprehensive plan, in which the words 'equity' and 'equitable' appear 180 times over 256 pages. The title for this sidebar is "Criteria for parkland acquisition and capital improvements". First delete the last sentence, which pertains to 10-minute walksheds. Please consider replacing it with a new first bullet point. This emphasizes equity with respect to both quantity and quality, without limiting its scope by referring to the somewhat-arbitrary 10-minute walkable metric:

"• Land/project would enhance access to natural spaces and parks which are equitable both with respect to nearby acres per 1000 population served and with respect to population per nearby facility available."

Principals for Refinement of Walkshed Map

- As the recent inclusion of the General Parks Facilities Comparisons table on p.157 of the November draft indicated, it is important not only to have some parkland within a 10-minute walk of as many residents as possible, the *amount* of parkland provided per resident is also a crucial metric to achieve equity.
- When determining the population served by a park it should be kept in mind that people are not going to hesitate to cross town lines and they will not care which government entity is managing a tract or a facility.
- Schools are more or less evenly distributed geographically and they tend to have similarly limited facilities. Their grounds can be accessed only during limited times. For the sake of simplicity it seems best to ignore all school grounds, whether or not our R & P department happens to have some kind of contractual arrangement in place with the school district.

9 Parks to Include (and 3 to Ignore)

Please see 'Please restore ...' for the rationales.

Parks & Natural Areas: Anderson, MLK, Wilson/Adams, Baldwin, Hargraves, Carolina North.

Mini-Park: Town Commons

Micro-Parks: Simpson, Brewer

Please Ignore: indoors-only Century Center, Carrboro Elementary schoolyard, Smith Soccer Fields.

Map Colors

After deleting the three facilities listed above, begin with the Walkshed map.

Pale Yellow: Do not shade any land outside of Carrboro's boundaries, with the following exception ... do shade all areas pale yellow that are outside of Carrboro but within the 10-minute walkshed of any of the 9 listed parks. (This is being done to indicate which nearby non-Carrboro areas are contributing people to a park's service burden.)

Shades of Pink & Red for Non-Walkable Areas: Within Carrboro's boundaries, shade all areas that are not within a 10-minute walk of one of the 9 listed parks with some shade of pink or red. The lightest pink would be used for the most sparsely populated non-walkable areas and the darkest red would be used for the most densely populated non-walkable areas. (All of these areas have 0 acres of parkland within a 10-minute walk.) Dark red would indicate the most "unparked per person" parts of Town.

Shades of Blue & Purple for Walkable Areas: For the areas within a 10-minute walk of some park we want to indicate (as in the table on p.157) just how many people (within Carrboro and outside of Carrboro) are using each acre in that park. For example, suppose a 1 acre park has 1000 people living within a 10-minute walk of it. (For now also suppose that its walkshed does not overlap with the walkshed of any other park.) Then its walkshed would be shaded with a shade of blue/purple that would indicate that it is providing 1.0 acre per 1000 residents within its 10-minute service area. If a large park was situated in a thinly populated part of town (e.g. MLK) then its statistic might be something like 10.0 acres per 1000 residents. Shade it pale blue to indicate that those folks are being "amply-parked". If a small park was situated in a densely populated part of town (e.g. Town Commons) then its statistic might be something like 0.1 acres per 1000 residents. Shade it dark purple, to indicate that it has the highest need for more parkland within the "under-parked" parts of Town.

Overlapping Walksheds: Here and there there may be small areas that are within a 10-minute walk of two parks, e.g. the homes midway between Wilson and Town Commons. Those areas would given the shade of blue that indicates the sum of the two density stats for the two walksheds that it is in.

Other Possible Maps

- If there is only one map: If the Walkshed map is converted into just one map as suggested above then the acres in Adams should be added to the acres in Wilson to obtain one Wilson/Adams tract.
- A Natural Spaces map: It would be nice to prepare a second map that would indicate access to natural spaces using the same acres-per-1000-residents metric. Then Adams could be removed from Wilson/Adams in the first map. The Simpson park would be removed from the Natural Spaces map. The sizes of Brewer and of Town Commons would be cut in half for Natural Spaces; the latter mini-park is 55% pavement.
- A Facilities map: It would be nice to prepare a third map that would indicate access to recreational facilities. Then the Century Center would be listed. If a Natural Space map had been prepared then the Adams tract could be ignored for the facilities map, apart from its trails being counted as a facility for Wilson. A scoring system could be developed to indicate how many facilities are available at each site. Both Simpson and Brewer would receive scores of '1' (for playground-only and for basketball-only). Town Commons would receive a score of '4' (pavilion, play area, two picnic tables, restrooms). MLK Park would receive a score over '20'. It has two covered picnic areas (each with multiple tables and braziers), a jogging track, a pair of exercise stations on that track, a mini-amphitheater, a large and luxurious play area, a pump track, a community garden, and plush (heated!) restrooms. Not to mention 9 benches and 18 garbage cans!

Ben Berolzheimer

From: Mary Bryant
Sent: Friday, February 18, 2022 2:38 PM
To: Ben Berolzheimer
Cc: Trish McGuire
Subject: FW: flawed infill policy

From: Richard Ellington <outlook_41CF9C58A0763675@outlook.com>
Sent: Friday, February 18, 2022 11:10 AM
To: PublicComment <publiccomment@carrboronc.gov>
Subject: flawed infill policy

The town of Carrboro seems hell-bent on covering every piece of urban grass with driveways and buildings. A once generous-sized lot on the corner of High and Old Hillsborough streets that originally had only one small house, a nice lawn and greenery and an accessory structure now has five dwellings on it. This is shameful.

The town that once was p[populated by a couple of thousand citizens is now about TEN TIMES that with only a small increase in area. Living cheek by jowl with your neighbors may be a thing, good or bad, but I see no reason to find out.

For years we have had flooding issues in various location in our town. Tom's Creek is the classic example. The trailer park on South Greensboro Street is another. It has been determined by a number of experts in various reports to the town government that something needs to be done about controlling the flow and rate of runoff after storm events BUT the town government has done very little to actually address this issue. One of the reasons for the increase in rate and rate of runoff is housing density and impervious surface from the increased infill.

The town government needs to either get serious about reducing the rapid infill rate OR deal seriously with runoff. This is part of the town council's job.

Respectfully submitted, Richard Ellington

Sent from [Mail](#) for Windows

Ben Berolzheimer

From: Rob LaVelle <rlavelle@cfsnc.org>
Sent: Tuesday, February 22, 2022 6:16 PM
To: council
Subject: comprehensive plan thoughts

Dear Town Council,

I'll offer a brief note about the comprehensive plan because I cannot attend tonight's meeting. I do hope to retire in a progressive southern town, and the plan still offers me, a teacher, healthy prospects in that regard. But unfortunately, it looks like the progressive southern town will be one in Uruguay or Chile instead of Carrboro. My big fear is that the plan is not a significant enough departure from business as usual, and by not doing enough, we will continue to see housing prices spiral upward even after full implementation. Luckily, I'll be able to sell my small house for an insane pile of money to finance the transition! If only others had that same option.

There is a lot to consider in the plan and in the feedback on the plan, but I think one comment from the Transportation Advisory Board cuts to the quick: "The land uses proposed in the Future Land Use Map are insufficient to meet the Town's CCAP GHG emissions reduction goal of 80% which is included as a goal in Carrboro Connects. The future land use map should be revised to include increased density and additional mixed-use development within the downtown and the immediate surroundings to help meet this goal. This is needed to significantly reduce Vehicle Miles Traveled, which is both a metric of the transportation section, and has a significant impact on reducing transportation emissions to reach the 80% GHG reduction goal." Truly said.

The plan needs to get serious about some serious numbers, primarily, what is the magic number of people per square mile that gets people out of their cars and into alternative modes of transportation, including public transportation. This number is not a mystery. Urban geographers know it. The consultants writing this plan probably know it, I hope. And the land use maps as presented in the plan are a long way from getting us to that point.

I have written to you earlier on the plan's missing housing, so I won't linger there, but I will offer three more pieces of advice

First, the plan needs to be clear about the relationship between building housing in general and affordable housing in particular. The plan talks a lot about affordable housing, but it really skirts lightly around the question of why housing is so expensive in Carrboro in the first place: supply restrictions. I may be wrong, but it doesn't seem to mention market-rate housing very much. I really do wish we could create a broad right to shelter in the US independent of market conditions, but to ignore the role of the wider market in capitalist America is negligent in any comprehensive plan. The best way to preserve and protect NOAF is to build enough housing in the first place. The plan needs to address the supply issues we have and the rectify the fact that it is really hard to build anything other than single family homes on most town lots.

Second, the plan needs to be clear about how fine-grained or coarse-grained future development will be. The plan seems to be pushing the broad development of large parcels of land on Jones Ferry and 54, and also in Calvander and Rodgers/Estes. The plan does not seem to push the easy redevelopment of fine grained infill projects closer to the town core. This is a mistake. The crappiest places on Earth are all master-planned, coarse-grained developments built to a finished state by one contractor. The coolest places on Earth are all fine-grained products of many, many hands.

Third, the plan needs to deal with the impact of broad rezonings as opposed to narrowly targeted rezonings. The plan seems to be deliberately written to not poke the nimbys from the usual neighborhoods, but falls short because it does so. What does the academic literature say about the impacts of spot zoning on speculation? The plan allows for very little change for most places in town and for very significant changes on some targeted lots. This is a set up for some intense land speculation. Affordable housing will be very hard to get if narrow rezonings boost the speculation on the only land available to build multi-family units, shooting ourselves in the foot. Broad rezonings have less of an impact on land values and would reduce some of the heavy speculation that the plan will unleash.

Thanks for your time and attention.

Sincerely,

Rob LaVelle

P.S. Sorry, I couldn't resist. The part of the plan that gives me nausea is to see the undefined redevelopment opportunities in the Calvander area. Are these going to be the same dumb greenfields developments that we have seen in Carrboro in the last decade or so? More suburbs with walk scores under 10? Please, no.

--

Rob LaVelle
Carolina Friends School
Upper School, Spanish and Geography

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Ben Berolzheimer

From: heidi perov <heidiperov@gmail.com>
Sent: Wednesday, February 23, 2022 11:41 AM
To: council
Cc: Richard White; Trish McGuire
Subject: Comprehensive plan

Dear Mayor and Town council,

I have been struggling with what comments to make on the Comprehensive plan, an undertaking that began two years ago. The Town went to extraordinary measures to make sure there was great diversity on the task force, and yet last night, there were still comments that the Town had not adequately engaged with all of its residents. At this point, I would have to think that many residents either don't want to engage, or they are overwhelmed with the scope of the plan, and don't know how to approach it. I know that a comprehensive plan is a herculean undertaking, and I admire all who have worked so hard to come to consensus on the plan.

However, the plan is still far from finished. Many of the "X% by X date" goals are still to be filled in, and, as was mentioned in the public hearing last night, there are far too many "consider this" and "investigate that" phrases for the plan to have any meaningful impact on the Town's future.

Meanwhile, for the past two years, **several really important decisions have been put on hold** for the sake of the completion of the Comprehensive Plan.

One of the highest priorities of these, in my mind, is the changes to the LUO that would allow more multifamily housing and that would prevent further proliferation of near-million-dollar single family homes to be built on lots.

I fully expect this process could take another year, which will be another year lost in terms of making progress on the LUO and other town priorities.

So, what are my comments? I would like to see the LUO discussion and other worthwhile discussions not be put off, (let the Comprehensive Plan incorporate the revised LUO), that the same be done for other Town priorities, that the plan be bold and put real definitive goals in place of "considerations." ("That which is not measured cannot be improved.")

As always, thank you for all you do to make Carrboro a better place.

Sincerely,
 Heidi

Heidi Perov Perry
heidiperov@gmail.com
 919-618-8199
 Certified Bicycling Instructor (LCI) #4338
 @heidiperov

Ben Berolzheimer

From: Diana Newton <diananewton@fallingapples.com>
Sent: Wednesday, February 23, 2022 8:06 PM
To: council; Trish McGuire
Subject: Feedback on Carrboro Connects Comprehensive Plan

Dear Mayor Seils, Town Council members, and Ms. McGuire,

I wanted to offer my feedback on the Carrboro Connects Comprehensive Plan in writing, which I offered briefly in the public hearing at last night's Council meeting, for your consideration.

Carrboro Connects is certainly “comprehensive,” which is on the one hand, laudable for breadth of consideration across many of the Town's areas of need, concern, and growth. The current Carrboro Connects draft commits and counting to describe 7 key areas, all of which are to be viewed through the twin lenses of climate action and race and equity. Great!

Leaders need to have visions that inspire people to engage and follow. Those visions may even be grand. But they get in trouble when the vision become so comprehensive as to become grandiose!

The dark side of “comprehensive” rears its head when the planning body takes on too much, for too long a time horizon, with too few or unknown resources, and too little realism. We leave in a remarkably VUCA (volatile-uncertain-complex-ambiguous) time in which long-term planning is fraught with unknowns as never before.

Upon careful review, the Comprehensive Plan lacks:

- detailed implementation specifics
- acknowledgement of need for expanded human resources
- realistic, achievable goals
- budget projections
- a transparent, publicly available progress tracking mechanism for accountability

The Plan is unquestionably thorough at its current 258 pages,. But with over 40 goals and over 100 strategies, and a fatiguing number of additional bullet points for initiatives/projects, **it begs credibility as to HOW the Town of Carrboro Council and staff could possibly achieve this vision.** Only 40 pages—15% of the Plan—is dedicated to Implementation. Metrics are missing and often meaningless. Budget projections are a chimera.

And importantly, the “HOW” is inextricably related to the “WHO.” Every one of the strategies will require more time and energy and communication from Council and staff. My fundamental question is then: You and what army are taking this on? While the HR section includes the usual boilerplate mission and language of “recruit, hire, develop, and retain,” there is **no acknowledgement in the Plan that current staffing would need to be significantly increased, or by how much.** Even today, the staff is not able to achieve many of its current goals in a timely way. Where is the commitment for expanding human resources?

The Comprehensive Plan lacks precise, fleshed-out Implementation specifics to support the vision details.

Recommendation #1: Develop and add completed metrics that are reliable and realistic before approval of the Plan.

While “How to Use This Plan” proclaims that the metrics are “quantitative objectives that can be measured over time,” within each chapter, there is a woeful lack of meaningful, quantitative metrics. While there is acknowledgement by TOC Planning that the metrics need to be “refined,” I assert that many need to start by being defined at all.

Examples of non-quantitative metrics:

- “Reduce cost burden for homeowners from 17% to x%” (p. 39)
- “x% of budget requested...” (p. 52)
- “Calculate... native plantings... by x%” (p. 59)
- “Increase number of BIPOC and small businesses...” Increase by how many-1 or 100? (p. 125)
- “Reduce annual retail spending gap”--by how much? (p. 125)
- “Set a target for number...” (page 125)--obviously! What is it? (p. 125)

Recommendation #2: Develop meaningful financial resource estimates before approval of the Plan.

In addition to “how” and “who,” the Plan completely omits addressing the critical “how much” question. Within the Implementation chapter (and throughout), there are no budget projections. There is a vague statement about the use of “available resources,” and costs are only described in relative terms (\$-\$\$-\$\$\$) and by likely funding source. Are we being asked to commit millions or billions over this timeframe, and how does the money align with the priorities. There is no way to tell here.

Recommendation #3: Identify those goals that have previously existed and identify barriers to achieving them.

The Plan includes some goals and strategies that have been in existence for a while yet not accomplished. Without examining the “why?,” citizens have little reason to trust that they will now be accomplished just because they are included in a big new document.

Example: The RainReady program was developed over two years ago but remains stillborn. Why? There is no valid reason why the Stormwater staff could not have called an informational meeting in my neighborhood during the last two years. When asked by a SWAC member if the RainReady pilot had been done or was something in the future, staff could not answer the question, stating that “what is included and not included in the pilot is blurry.” This is an implementation failure that needs to be unpacked and addressed.

While prioritizing green stormwater infrastructure is the right thing to do, the Plan does not address how the Town intends to deal with its failing grey stormwater infrastructure.

The Carrboro 2021 Stormwater Management Plan includes a need for outreach and support from HOAs. Carrboro does not even have a complete list of HOAs, which is mind boggling.

Recommendation #4: Commit to development of a digital Plan dashboard that Carrboro citizens can easily access and that is regularly updated.

Transparency in government depends on readily available, accurate information and is fundamental to accountability for achieving the Plan's goals.

A digital dashboard should be one that any one of us can go to and see progress on Housing Goal 2, Strategy 1.2 at any time. We should be able to see Progress against goal, include current vs. projected timeline and costs. The current TOC website is a morass of pages and links and needs to be overhauled stem to stern.

To close, I implore each of you to see the massive investment that has been made in this Plan to completion in a way that is **not driven by a rush to deadline**. Please **get it right**. Please **make it realistic**. Twenty years of our future is at stake.

Thank you,
Diana Newton

Diana Newton, Neighbor-Citizen-Advocate
103 Dove Street

Barred Owl Creek Neighborhood Coalition

Carrboro, North Carolina USA

Coalition Website: <https://barred-owl-creek.gogladly.com>

From: dbailey15able <delores.bailey@gmail.com>
Sent: Monday, February 28, 2022 1:12 PM
To: Ben Berolzheimer
Subject: Re: Town of Carrboro - Upcoming Community Workshop

Attachment C

Good Morning Ben,

Sorry I could not make the meeting with the NAACP housing committee. I did want to be sure you knew of EMPOWERment's affordable rental housing program and all that we do that compliments the Comprehensive Plan specifically Goal 2. I particularly think EMPOWERment's name should be mentioned as well as a picture of at least one of the 14 affordable rental units we own in Hillmont or one of the four affordable rentals we own in Collins Crossing. Both of these communities contain money received from Carrboro's Affordable Housing funds. The EMPOWERment - Carrboro collaboration to produce and preserve affordable rentals is one I am sure will continue and therefore needs to be mentioned in the Comprehensive Plan.

EMPOWERment's Affordable Rental Plan acquires properties in Carrboro with the assistance of Carrboro Affordable Housing Funds. Staff seeks out properties that allow us to increase the Carrboro affordable rental inventory. We work with homeowners to purchase homes as well as apartments that will add to that stock. We have acquired more than 10 of our units as we are currently negotiating a sale. EMPOWERment manages our rental units. These units targeted residents that earn 80% AMI and below. We have the unique distinction of offering our units at below market rate. To achieve this price, EMPOWERment calculates subsidies into the units. We particularly address Strategies 2.2, 2.3. I am happy to supply you with pictures of our units either at Hillmont or Collins Crossings. You also might not be aware that EMPOWERment has funding available from the County to assist with mobile home ownership which can be used in Carrboro (Strategy 3.3). In a program called DMAP- Displacement Mitigation Assistance Program, EMPOWERment works with families that may need to relocate and or purchase a mobile home.

As I understand it, these suggestions are for potential inclusions into the plan. I would appreciate and believe it is appropriate to name EMPOWERment's work with The Town of Carrboro in addressing affordable housing acquisitions, productions and preservation.

Thank you

Delores Bailey

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
1	Adopt Carrboro Connects as the comprehensive plan for the Town of Carrboro, after having addressed the comments made by the Task Force, as well as those made by the other advisory boards and commissions and the public. The current draft should not be the final draft.	n/a	0	All			Carrboro Connects Task Force
2	Adopt Carrboro Connects as the comprehensive plan for the Town of Carrboro	n/a	0	All			Arts Commission
3	Adopt Carrboro Connects as the comprehensive plan for the Town of Carrboro and provide recommendations as a separate attachment "Planning Board Comprehensive Plan General Comments."	n/a	0	All			Planning Board
4	Second the comments from the EAB and add additional comments from the CAT	Note that the EAB comments being "seconded" were from October 2021 and have already been incorporated into the Public Hearing Draft	0	All			Climate Action Team
5	Adopt Carrboro Connects as Town Comprehensive Plan, subject to consideration/comments noted	n/a	0	All			Affordable Housing Advisory Commission
6	Adopt Carrboro Connects as the comprehensive plan for the Town of Carrboro	n/a	0	All			Racial Equity Commission

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
7	Adopt Carrboro Connects as the comprehensive plan for the Town of Carrboro	n/a	0	All			Recreation and Parks Commission
8	Adopt Carrboro Connects as the comprehensive plan for the Town of Carrboro	n/a	0	All			Stormwater Advisory Commission
9	Adopt Carrboro Connects as the comprehensive plan for the Town of Carrboro	n/a	0	All			Greenways Commission
10	Adopt Carrboro Connects as the comprehensive plan for the Town of Carrboro, provided that TAB comments are addressed	n/a	0	All			Transportation Advisory Board
11	Adopt Carrboro Connects as the comprehensive plan for the Town of Carrboro	n/a	0	All			Economic Sustainability Commission
12	Lack of emphasis/priority on importance of overall appearance of the downtown	Add to Economic Sustainability Vision: "The Town will prioritize the importance of the appearance and accessibility to the downtown and other business districts to support the local tax base and provide a welcoming environment for businesses, residents and visitors." Look for more opportunities to incorporate appearance considerations throughout recommendations.	0	All			Appearance Commission

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
13	Consider the document's accessibility – create outlines for each section to make the document easier to navigate and visualize how all sections fit together. Other ideas: non-sighted individuals use headings to navigate; Outsource the formatting to an entity qualified to ensure the document's accessibility; Ensure document has Section 508 compliance: https://www.section508.gov/ ; Create text only version for printing	Goal will be to utilize best practices in the next draft to make the document as accessible as possible, though outside of the scope of this project to achieve full Section 508 compliance.	0	All			Climate Action Team
14	The addition of language regarding the role of Greenways in connecting affordable housing to public transit, land use, and in zoning decisions.	Find appropriate location in plan to add language on role of greenways	0	All			Greenways Commission
15	Reserving land for future Greenways when identifying opportunities and priorities in zoning and land use processes.	Include language to recommend reserving land for future greenways and greenways connections	0	All			Greenways Commission
16	Suggest making the “Preserve the architecturally significant and historic properties and districts in the Town” text red to note there were differences in opinion. However, the Planning Board supports the preservation of historic districts in the Town that have been home to BIPOC communities.	Question for Council	1	Introduction & Plan Overview		5	Planning Board

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
17	Regarding developer incentives, the Town should communicate predictability of the process, not mission statements, to the developers and be clear about AH expectations and potential timelines. Clear options will help developers understand how to underwrite their project to meet the Town's affordable housing goals and community expectations	Add to Land Use Chapter Goal 2: d) "Communicate clear and predictable process to developers to meet the Town's affordable housing goals"	2	Affordable Housing			Affordable Housing Advisory Commission
18	Prioritize the need for increased financial resources related to Goal 6 for the affordable housing initiatives outlined in the comprehensive plan.	Add to Affordable Housing vision: "and that the Town prioritizes resources to meet affordable housing goals."	3	Affordable Housing	6	47	Affordable Housing Advisory Commission
19	Favors a housing bond to support additional affordable housing strategies; concerned that the people in the most need of affordable housing would be required to pay increased taxes, especially since the economic mobility of low-income residents continues to be challenged. However, it was noted that North Carolina law does not allow tax abatement or reductions.	Add "Ensure that a housing bond is designed to benefit and not place additional burden on low and moderate income households" to 6.2 b)	3	Affordable Housing	6.2	48	Affordable Housing Advisory Commission
20	Related to Goal 2, Strategy 2.1, include application of a racial equity lens when implementing rental programs and developing affordable housing.	Add "Utilize a racial equity lens in designing and implementing rental programs and developing affordable housing"	3	Affordable Housing	2.1	42	Affordable Housing Advisory Commission

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
21	Related to Goal 2, Strategy 2.3 is a strong strategy (see the example of the Affordable Housing Special Revenue Fund supporting Empowerment's acquisition and rehabilitation of apartment units) that has helped add to the rental affordable housing stock and ARPA and AH bonds can help continue to increase those units.	Add a call out box and/or photo and caption that highlight the success of the Affordable Housing Special Revenue Fund and Empowerment's work	3	Affordable Housing	2.3	43	Affordable Housing Advisory Commission
22	Related to Goal 3, note that many Carrboro residents have lots that would accommodate an ADU. Explore incentives for property owners to create ADUs and to make them permanently affordable to individuals earning 80% AMI and under and recognize that the Town must also consider that monitoring compliance with private citizens would be very difficult and that some incentives mentioned, such as those involving property taxes, is beyond Town control.	Modify 3.1 c) to say: "Explore incentives for property owners to create ADUs and to make them permanently affordable to individuals earning 80% AMI and design a program for property owner compliance with the restriction"	3	Affordable Housing	3.1	45	Affordable Housing Advisory Commission
23	Page 50 #2 reference that revised goal was based on climate justice and include footnote	Add text and footnote to key finding #2	4	Climate Action and Environment		50	Climate Action Team

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
24	Page 52 #4 – Town should utilize 20 percent of its annual budget to achieve its climate action goals, taking into account available federal and state funding and the overall cost calculated to achieve climate action goal.	Question for Council	4	Climate Action and Environment		52	Climate Action Team
25	Reconsider color choices in implementation table – chapter feels inaccessible and vertical columns are hard to read (color choices of white lettering and background noted)	Document design and improved accessibility and readability will be addressed in the next draft.	4	Climate Action and Environment			Climate Action Team
26	Consider Metrics – split metrics into process measures (measures that discuss engagement, etc.) and evaluative measures (measures that affect carbon)	Refine metrics and provide sources for data and assumptions	4	Climate Action and Environment			Climate Action Team
27	The Town needs to plan to collect data to determine the impact of each initiative on equity	Refine metrics and provide sources for data and assumptions	4	Climate Action and Environment			Climate Action Team
28	Provide concrete examples	n/a	4	Climate Action and Environment			Climate Action Team
29	Provide some context on different sectors of emissions in Carrboro – use the example from the Economic Sustainability section	Include Carrboro emissions by sector in Key Findings section	4	Climate Action and Environment			Climate Action Team

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
30	Also provide info about the scope of emissions in the Town's inventory	Include Carrboro emissions by sector in Key Findings section	4	Climate Action and Environment			Climate Action Team
31	Provide info about Town employee survey and commute length – our decisions are also increasing emissions in other cities and counties as well	Add strategy/project language on Town employees' commutes	4	Climate Action and Environment			Climate Action Team
32	Provide more information about how the Town will implement these actions and what actions are already in place	See implementation plan	4	Climate Action and Environment			Climate Action Team
33	Clarify what is policy and what is implementation, put this lens on the plan. For implementation, make sure the plan contains details down to what type of assistance the Town can offer. Fill in any gaps. Example: Modules Project – toolkits/boxes and instructions virtually.	See implementation plan	4	Climate Action and Environment			Climate Action Team
34	Prioritize by carbon reduction and climate justice and evaluate in the context of the Town's emissions reduction goals	Included in plan	4	Climate Action and Environment			Climate Action Team
35	Key Findings section should recap the primary drivers of GHG emissions from human action (to make it easy to relate Goals and Strategies to the problems we need to solve)	Add language outlining sources of GHG emissions to help put the goals and projects in context	4	Climate Action and Environment		50-51	Climate Action Team

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
36	Key Findings Section: Acknowledge the interdependencies between systems. For example, EVs are only as clean as their energy source	Add language about interdependencies between systems in the Key Findings section	4	Climate Action and Environment		50-51	Climate Action Team
37	Key Findings Section: Can we make citizens fully or partially responsible for reaching the 80% reduction of GHG emissions per capita? Through overt and direct taxation like a carbon tax? Through incentives, subsidies?	Add language that clearly emphasizes the portion of all GHG emissions that community emissions represents. Consider more overt/direct actions that can be taken.	4	Climate Action and Environment		50-51	Climate Action Team
38	Key Findings Section: Consider that some programs may be more effective as joint efforts between all municipalities in the County. Collaborative efforts may be more competitive for grant funding	Importance of multi-jurisdiction collaboration is emphasized throughout the plan	4	Climate Action and Environment		50-51	Climate Action Team
39	Should the Climate Action sub-section directly relate back to race and/or equity	Included in section already	4	Climate Action and Environment		51	Climate Action Team
40	Could the metrics be more clearly stated as metrics (e.g. what are we actually measuring, e.g. (1) GHG emissions in metric tons, (2) Carrboro town spending towards Climate Action activities etc.?) and also how these measurements will be collected and reported?	Refine metrics and provide sources for data and assumptions	4	Climate Action and Environment		52	Climate Action Team
41	Increase the use of renewable energy: The plan needs boots-on-the-ground activities and resources for acquiring solar as a source of energy	Strategies included in Energy section	4	Climate Action and Environment			Climate Action Team

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
42	How will Carrboro measure participation by lower-income and BIPOC residents in Climate Action policy discussions, decisions, and implementation?	Included in section already as well as the Public Services Communications & Engagement chapter	4	Climate Action and Environment			Climate Action Team
43	Food Choices – Initiatives outlined in the CCAP should be incorporated into this plan. Many of these are low-hanging fruit; they are impactful and would be relatively easy to implement	See Climate & Environment Pg. 54 1.2(b). Could incorporate additional detail about specific strategies for altering food choices besides communications	4	Climate Action and Environment	1.2(b)	54	Climate Action Team
44	Increase participation of rental properties in energy, drinking water, and climate resiliency building programs. Rental Property Task Force. All stakeholders, including landlords and renters, must be part of the discussion. ·Landlords have most leverage and impact	Included in plan	4	Climate Action and Environment			Climate Action Team
45	Make technical assistance programs available for all Carrboro citizens for consideration and implementation of all strategies and activities covered in the Climate Action plan. Self-service, Town services, Crowd-sourced/community	Include strategy/project language in section	4	Climate Action and Environment			Climate Action Team

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
46	Environment needs to be defined more broadly and specifically in both the findings and the metrics. Tree canopy and native plantings are only two aspects of our ecosystem. Examples - Pollinators, conservation, Air Pollution, Biodiversity, Water quality - impact of climate change on ability of pollutants to accumulate and cause impacts	Consider additional Environment metrics to accompany tree canopy and native plantings. Expand Key Findings to be more descriptive.	4	Climate Action and Environment		59-60	Climate Action Team
47	Reflect the idea of connectivity/fully-connected pedestrian and bicycle infrastructure in the metrics	Add emphasis of quality of bike/ped infrastructure over quantity in the Transportation and Mobility metrics	5	Transportation and Mobility	2.2	89-90	Climate Action Team
48	Add metric to Transportation chapter: All children in Carrboro should have a safe route to walk or bike to school	Add metric to Transportation chapter: All children in Carrboro should have a safe route to walk or bike to school	5	Transportation and Mobility			Transportation Advisory Board
49	Revise transportation draft metric #2 to read: "Reduce serious injuries between people walking/biking and vehicles to zero and maintain a zero fatality rate"	Revise transportation draft metric #2 to read: "Reduce serious injuries between people walking/biking and vehicles to zero and maintain a zero fatality rate". Originally read "decrease fatalities and serious injuries between bicyclists/pedestrians and automobiles to zero by 202x."	5	Transportation and Mobility		76	Transportation Advisory Board

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
50	When final transportation metrics are identified, please provide calculations and additional details for how those were derived/identified.	Consider providing supporting information for all metrics that include how the measure was determined, what the baseline measure (starting place) is for each and how they will be measured.	5	Transportation and Mobility			Transportation Advisory Board
51	The plan needs to include a clear statement of what the baseline GHG emissions and other metrics that are identified as goals in the plan.	Provide baseline GHG emissions and other baseline measurements for plan metrics	5	Transportation and Mobility			Transportation Advisory Board
52	The land uses proposed in the Future Land Use Map are insufficient to meet the Town's CCAP GHG emissions reduction goal of 80% which is included as a goal in Carrboro Connects. The future land use map should be revised to include increased density and additional mixed-use development within the downtown and the immediate surroundings to help meet this goal. This is needed to significantly reduce Vehicle Miles Traveled, which is both a metric of the transportation section, and has a significant impact on reducing transportation emissions to reach the 80% GHG reduction goal.	Future land use considerations indicated on the corridor plans and within goals and strategies do outline policies to support higher density and mixed-use development, but specific parcel-level changes to indicate higher density will require additional public participation as development proposals arise.	5	Transportation and Mobility			Transportation Advisory Board
53	The Town should work to ensure interconnectivity of bicycle infrastructure between Carrboro, Chapel Hill, and Orange County.	Add strategy/project language to promote interconnectivity of local and regional bicycle infrastructure (Chapel Hill, Orange County)	5	Transportation and Mobility			Transportation Advisory Board

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
54	All biking and walking facilities in Carrboro should be designed/built for all ages and abilities (from children to seniors)	Add strategy/project language that emphasizes bike/ped facility design that is built for all ages	5	Transportation and Mobility			Transportation Advisory Board
55	Revise the land use ordinance street standards to only allow curb-separated bike lanes with a buffer between the bike lane and the sidewalk, and between the bike lane and the curb	Add strategy/project language to promote design standards to only allow curb-separated bike lanes with a buffer between the bike lane and the sidewalk, and between the bike lane and the curb	5	Transportation and Mobility			Transportation Advisory Board
56	Revise the land use ordinance street standards to use a maximum design speed of 20 MPH.	Add strategy/project language to explore changes to street design standards to use a maximum design speed of 20 MPH.	5	Transportation and Mobility			Transportation Advisory Board
57	The Town should further investigate taking over maintenance of Main Street and/or North Greensboro Street from NCDOT	Add strategy/project language to investigate taking over maintenance of Main Street and/or North Greensboro Street from NCDOT	5	Transportation and Mobility			Transportation Advisory Board
58	Adding Greenways to the maps on page 77 and indicate the differences between planned and future Greenways and existing path and trails.	Edit map and indicate differences between planned and future vs existing	5	Transportation and Mobility		77	Greenways Commission
59	Consider adding a definition of a Greenway at either first mention, or under all appropriate sections when Greenways are mentioned. Suggest that design of the document be taken into account for best practice.	Add definition of Greenway to body of document (currently in glossary)	5	Transportation and Mobility			Greenways Commission

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
60	Toms Creek Greenway (future connectivity) is not shown on Page 77 map	Add Toms Creek Greenway (future connectivity) to the Transportation Strategies Map	5	Transportation and Mobility		77	Planning Board
61	Recommend index as to what the intersection improvements on page 77 are (are they funded, what do the improvements entail, etc.).	Review intersection improvements and add index or details, or reference where to find this information	5	Transportation and Mobility		77	Planning Board
62	Identify future Bolin Creek Greenway improvements on page 77.	Add Bolin Creek Greenway improvements to the Transportation Strategies Map	5	Transportation and Mobility		77	Planning Board
63	Energy - Building electrification. Ithaca NY has a program to use as a potential model. Pursue banning new buildings from connecting to gas. Find a way to help lower income residents change out hot water heaters from gas to higher efficiency electric	Add strategy/project language that promotes new building standards or incentives to use electric rather than gas	6	Green Stormwater Infrastructure, Water, and Energy			Climate Action Team
64	Energy - EV charging stations - Help facilitate charging at residents' homes which do not have garages. Also at rental properties.	Add strategy/project language for expanding EV charging options outdoors and at rental properties	6	Green Stormwater Infrastructure, Water, and Energy			Climate Action Team

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
65	Ch. 6 Pg. 101: the green stormwater infrastructure draft metrics are incomplete and the numeric goals are represented by "XX."	Finalize all metrics throughout the plan that are still incomplete with "X" placeholders. For Green Stormwater Infrastructure decide on the following three: Increase residential participation in native planting by xx%; Increase tree canopy coverage by xx%; xx residents engaged in RainReady initiative to reduce residential flooding	6	Green Stormwater Infrastructure, Water, and Energy		101	Stormwater Advisory Commission
66	Pg. 103 Item G: the reference to the significant restoration projects includes a reference to NPDES Phase II. Please remove the reference to NPDES Phase II.	Remove the reference to NPDES Phase II in Green Stormwater Infrastructure 1.1(g)	6	Green Stormwater Infrastructure, Water, and Energy	1.1(g)	103	Stormwater Advisory Commission
67	Pg. 113: see comment "assess discharge permits..." seems to refer to industrial discharges, which are regulated by the State. The Town does not issue industrial discharge permits.	Remove reference to the Town's involvement in discharge permit approvals (Water 2.1(f) as that is not in the Town's purview	6	Green Stormwater Infrastructure, Water, and Energy	2.1(f)	113	Stormwater Advisory Commission

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
68	The Town is required to implement a number of specific stormwater-related management elements under its NPDES Phase II permit. Remove as goals any metrics that are required as part of existing permits. Support Town stormwater program to meet all requirements of all state, federal and local regulations.	Remove as goals any metrics that are required as part of existing permits. Support Town stormwater program to meet all requirements of all state, federal and local regulations.	6	Green Stormwater Infrastructure, Water, and Energy			Stormwater Advisory Commission
69	Specifically incentivize organizations with a demonstrated commitment to both business and social outcomes (e.g. racial justice, equality, environment, climate, gender, etc.)	No change proposed	7	Economic Sustainability			Climate Action Team
70	Adding Greenways to the maps on page 139 and indicate the differences between planned and future Greenways and existing path and trails.	Edit map and indicate differences between planned and future vs existing	8	Recreation, Parks & Culture		139	Greenways Commission
71	Adding Greenways to the maps on page 146 and indicate the differences between planned and future Greenways and existing path and trails. Is there a way to include greenways in the 10 minute walk calculation	Add greenways as features on the 10 minute walkshed map. Not feasible to complete analysis using linear pathways.	8	Recreation, Parks & Culture		146	Greenways Commission

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
72	Cutting the last sentence in project 2.5a "Throughout the engagement process, there was a common vision for a comprehensive greenway system with connected paths and greenways to facilitate car-free access to parks and natural areas in the Carrboro area." And place it in the main paragraph under strategy 2.5	Move sentence to Strategy level	8	Recreation, Parks & Culture	2.5(a)	149	Greenways Commission
73	Clarify and provide more context on the Sidebar feature regarding moving forward with the planning process for the Bolin Creek Greenway. Make it clear that "through the engagement process" refers to the CC engagement process	Clarify language in sidebar feature	8	Recreation, Parks & Culture		149	Greenways Commission
74	Page 146 - can the map differentiate between the two shades of purple (maybe cross hatching to show overlap or use a different color). It is a struggle to read the street names	Improve legibility of 10 Minute Walkshed Park Access Map by better distinguishing between purple and blue	8	Recreation, Parks & Culture		146	Planning Board
75	Review land use ordinances that present potential conflicts with stormwater control and water quality. Examples include parking minimums and recreation requirements that require removal of trees	Review land use recommendations and add language to emphasize these potential conflicts	9	Land Use			Stormwater Advisory Commission

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
76	Incorporate the red text changes to be within the final document. For other points noted in red we would ask for clarity on how the red text will be resolved before adoption of the plan (such as the red text on Page 167). Will this factor into the prioritization of the goals or can this red text/note be added to the final plan to show that there were different perspectives.	Council Policy Decision on red text points -- to be resolved for final plan	9	Land Use			Planning Board
77	Provide a greater emphasis of the need for increased light industrial uses, such as fabrication and assembly, perhaps under Strategy 5.1	Add language supporting increased light industrial uses, such as fabrication and assembly, perhaps under Strategy 5.1	9	Land Use			Planning Board
78	Replace the verb "consider" throughout the document with stronger verbs (ex. Strategy 2.3 uses "consider" a lot.)	Some strategies in projects require further study as part of plan implementation. In some cases, "consider" can be replaced with stronger action verbs.	9	Land Use			Planning Board
79	Replace the letter "i" throughout the Land Use section and the entire document. It appears lowercase throughout, even where it should be capitalized	Fix lowercase "i" throughout the plan. Already noted elsewhere. Issue with the font that is to be corrected.	9	Land Use			Planning Board

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
80	Confirm that the Planning Board's previous comments on #5 of the Estes and N Greensboro - Opportunity Map were incorporated into this version. If there are differing opinions a text box noting those might be helpful within the map (Previous comment: desire to strengthen the wording. One suggestion is to reword as "Remove obstacles to missing middle housing or other denser housing units along N Greensboro St.")	Current wording: "Pursue additional density through ADUs and transit oriented zoning while preserving mill homes and other significant properties"	9	Land Use		186	Planning Board
81	Symbols on the key in this section do not match the symbols used in the back	Make sure Symbols on the key in Implementation Plan match the symbols used in the back	11	Implementation			Climate Action Team
82	Headings are in different locations – some are on the back and some on the side, it would be easier to read if they are all in the same location	Check to make sure headings are consistent	11	Implementation			Climate Action Team
83	Consider forming an implementation committee to help with evaluating metrics and reporting. This group could help assist other advisory boards with plan implementation	Question for Council	11	Implementation			Climate Action Team

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
84	Projects in the comprehensive plan should align with the Town's climate action goals and climate action plan implementation. Create an ongoing project which involves updating the priority projects in the implementation plan according to which are most effective at helping the Town reach its climate action goals	See implementation plan	11	Implement ation			Climate Action Team
85	Throughout this document, note which initiatives are outlined in the Community Climate Action Plan	Recommend not adding additional notes to maintain document readability and consistency with other adopted plans	11	Implement ation			Climate Action Team
86	Revisit this chapter on a regular basis	This will be built into the implementation plan moving forward	11	Implement ation			Climate Action Team
87	Add relative greenhouse gas emissions reduction information in order to provide context for those who are not familiar with specific projects	Add language to Climate Action Key Findings section	11	Implement ation			Climate Action Team
88	many of the symbols don't fit correctly into respective boxes and it looks out-of-place	Improve formatting of symbols and boxes in Implementation Plan	11	Implement ation		220	Climate Action Team
89	The Implementation Plan needs to be updated and advisory boards should be re-surveyed to reflect the updates that were made to the comprehensive plan and the comments collected in recent months	Question for Council	11	Implement ation			Climate Action Team

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
90	The Implementation Plan should align with the overall Comprehensive Plan as it is revised	Question for Council	11	Implementation			Climate Action Team
91	Insert the Greenways Commission under implementation 2.5a as a body that can help set priorities and provide feedback. Ensure the Greenways Commission's role is clear and noted in appropriate similar areas in the implementation sections	Clarify Greenways Commission role and add to Implementation Table	11	Implementation		213	Greenways Commission
92	Provide more details on best practices or how to go about implementing the strategies, example: Develop a process to update the Land Use Ordinance including the following topics: Accessory Dwelling Units (ADUs), parking standards, short-term rental, bulk standards for residential development, and consideration of new overlay districts (Page 215). Could suggested changes to the LUO be called out or could the implementation plan point to priority changes in the LUO?	Revise Implementation plan to reflect priorities in updating the Land Use Ordinance	11	Implementation			Planning Board

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
93	Focus on parts of these priority projects that are “force multipliers”. This might include the Town making changes to the LUO that then can be implemented by others, such as private entities	Add language to introduction of Implementation chapter to discuss why certain projects were designed as priorities, which was largely due to their role as "force multipliers." Also review implementation action steps to better align project timelines for greater impact.	11	Implementation			Planning Board
94	Move the infrastructure needs to earlier on in implementation for the priority projects (i.e. it is shown closer to 2025 for Strategy 5.1, but this could be moved up because it could be the longest item to program, fund, and construct).	Consider these changes to priority project implementation steps	11	Implementation			Planning Board
95	Prioritize the LUO and infrastructure needs. This could be a way to help to focus staff time. Prioritizing LUO changes can be applied to the other sections as well	Consider these changes to priority project implementation steps	11	Implementation			Planning Board
96	Add some additional text about manufacturing on Pg. 211.	Add language that supports prioritization of manufacturing in the Economic Sustainability Implementation Table	11	Implementation		211	Planning Board
97	Use a darker colored text. The white text on yellow (page 203) is difficult to read.	Change yellow/white text on Pg 203 to improve legibility	11	Implementation		203	Planning Board
98	On Page 204, Under Strategy 6.2 the word “bone” should be “bond”	Correct typo "bone" --> "bond" on page 204	11	Implementation		204	Planning Board

#	Comment	Proposed Change or Response	Chapter #	Chapter Name	Goal/Strategy /Project	Page #	Source
99	Move “Discuss with landlords...” to an early timeframe due to the high number of rentals within the Town of Carrboro (4.1 on Page 205)	Consider changes to priority project implementation steps	11	Implementation		205	Planning Board
100	Explore opportunities to partner with additional organizations like AIA, such as how North Carolina Cities initiative is noted on Page 205	Reference AIA for green building project implementation	11	Implementation		205	Planning Board
101	Focus on 4.2 and perhaps completing the financial analysis earlier (Page 207)	Consider completing the financial analysis listed as an implementation step under Transportation and Mobility 4.2	11	Implementation		207	Planning Board
102	Move up the identification and programming of funds for advisory board members (1.1 Page 208). In addition, the Planning Board suggests other techniques that may encourage more diversity on boards, such as different meeting times and locations	Move up the identification and programming of funds for advisory board members (1.1 Page 208).	11	Implementation		208	Planning Board
103	Preserve “Recreation, Parks, and Culture” resources, while also looking to construct new ones. Suggest adding text to the Strategy that notes preservation of these resources	Chapter reflects this comment throughout	11	Implementation			Planning Board
104	Suggest changing “investigate” to “identify” and also including light industrial as another use under Strategy 5.1 (Page 215).	Change “investigate” to “identify” and also including light industrial as another use under Strategy 5.1 (Page 215).	11	Implementation		215	Planning Board

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#	Comment	Chapter #	Chapter	Goal/Strategy/Project	Page #	Source
1	define "BIPOC" before page 12	1	Introduction			Planning
2	Page 18 - Compact urban development - add "and the creation of the rural buffer" (might need a text box describing the rural buffer)	1	Introduction		18	Planning
3	Update timeline in the Engagement chapter	2	Community Engagement		27	Planning
4	Picture on page 68: This is not an accurate representation-recommend replacing this graphic. Upsizing the pipe size and extending a piped stream and thereby transferring the impacts onto downstream properties is not an exemplary stormwater project. Also, this watershed is an example of a watershed with essentially no stormwater management. Finally, this is a floodplain management and not a stormwater issue-these homes were built where they should not have been-located in the floodplain	4	Climate & Environment		68	Public Works
5	replace "stormwater management measures" with "nature-based stormwater solutions"	4	Climate & Environment	1.2	63	Public Works
6	Change to: "Establish and protect native vegetation in riparian and stream channel restoration projects"	4	Climate & Environment	1.2d	62	Public Works
7	Question the relationship to Race and Equity of the following project: assessing the impacts of stormwater variances cumulatively, as opposed to individually	4	Climate & Environment		51	Public Works
8	Consider removing Transportation 1.1 c) - there is a large amount of sector research that has been done on the barriers for bike, ped and transit that can be applied pretty broadly across municipalities. Maybe an engagement process to identify the key geographic areas	5	Transportation & Mobility	1.1c		Planning
9	Building on comments made by the Greenways commission, The map on page 77 - all of the Carolina north trails appear very close to the symbology of "greenways". This could be very confusing	5	Transportation & Mobility		77	Planning
10	Consider adding a call out box clearly describing OWASA and their relationship to the town and how water quality considerations factor into decision-making	6	Green Stormwater, Water, & Energy			Planning

#	Comment	Chapter #	Chapter	Goal/Strategy/Project	Page #	Source
11	Copy editing changes to Green Stormwater, Water, & Energy Chapter	6	Green Stormwater, Water, & Energy			Public Works
12	Either remove or considerably edit Water Project 2.1(f) to better articulate what is intended. There are no “discharge permits” in Carrboro	6	Green Stormwater, Water, & Energy	2.1f	113	Public Works
13	Water Strategy 2.2 fits better under Green Stormwater Infrastructure Goal 3	6	Green Stormwater, Water, & Energy	2.2	113	Public Works
14	Recommend taking out the word stormwater in chapter title since this chapter talks about GI more broadly and more specifically goes into GSI. Several goals are peripherally about GSI, and it is misleading to try to lump it all under this term	6	Green Stormwater, Water, & Energy		101	Public Works
15	Green Stormwater Infrastructure Goal 1 as written, seems like it is about terrestrial ecosystems and plant communities and pretty tangential to green STORMWATER infrastructure	6	Green Stormwater, Water, & Energy	1	102	Public Works
16	Metric 1 seems very difficult to track	6	Green Stormwater, Water, & Energy		101	Public Works
17	Metric 2 recommend 5% by 2030	6	Green Stormwater, Water, & Energy		101	Public Works
18	Metric 3 recommend: "20 residents engaged in RainReady infrastructure projects by 2025"	6	Green Stormwater, Water, & Energy		101	Public Works
19	Need foundations (climate and equity) summary paragraphs added to chapter 6	6	Green Stormwater, Water, & Energy			Planning
20	Need foundations (climate and equity) summary paragraphs added to chapter 7	7	Economic Sustainability			Planning
21	RPCR key finding #1 uses TPL data - it seems like we have tried to remove TPL data from the plan so maybe we should find a different way to calculate this so we maintain consistency.	8	Recreation, Parks and Cultural Resources		134	Planning
22	Remove all reference to the neighborhood liaison program in the RPCR section as it has not yet been implemented. Maybe instead add reference to it in the public services section	8	Recreation, Parks and Cultural Resources		135	RPCR

#	Comment	Chapter #	Chapter	Goal/Strategy/Project	Page #	Source
23	Add clarification for 10 minute walk park map that it only uses roads and doesn't account for offroad facilities such as greenways.	8	Recreation, Parks and Cultural Resources		145	Planning
24	Multiple corrections to the existing and future land use map	9	Land Use			Planning
25	Potential added context regarding Carolina North Forest: The Carrboro Comprehensive Plan includes a goal to “Liaise with UNC Chapel Hill’s Facilities Planning Department and private citizens, where possible, to seek opportunities to formalize Carolina North Forest as a nature preserve and recreational open space.” In 2011, the University recorded permanent easements for Conservation Area C, Bolin Creek West Conservation Area totaling 183 acres within Carrboro in 2011. This permanent easement describes permitted uses, including research and recreation, and includes a land management plan. The 2009 Carolina North Agreement with the Town of Chapel Hill also established the Bolin Creek 100-year Limited Development Area, totaling 53 acres, within Carrboro (Article 5.5.2). Existing trails on these parcels are open to the public and managed by the Carolina North Land Management Office, UNC Grounds Services Department. The Carolina North Annual Report documents community organized runs and trail maintenance activities that occur each year. Here is the most recent report.	9	Land Use			Planning
26	Potential to add detail regarding UNC CH owned land: The University owns 9 parcels within Carrboro totaling 428.6 acres within the Town of Carrboro town limits and 4 parcels totaling 414.7 acres in Carrboro’s extra territorial jurisdiction. The properties are a mix of undeveloped acreage and developed parcels adjacent to University Lake and campus. More than half of the parcels owned by the University in the Town of Carrboro and ETJ are recorded as permanent conservation easements or limited development areas until 2109.	9	Land Use			Planning
27	B-3 on W main st on future land use map shown as Natural resource/recreation. This should have been business. Is this part of another GIS data capture? There are two lots similarly B-3 on NC Hwy 54 and should also be business in the future , not natural resource.	9	Land Use			Planning

#	Comment	Chapter #	Chapter	Goal/Strategy/Project	Page #	Source
28	Add explanation/definitions for categories on future land use map.	9	Land Use			Planning
29	Consider reference to bike/ped safety and infrastructure maintenance in the Public Services section under both Police and Public Works	10	Public Services			Planning
30	Add SWAC as a "Partner" in implementation plan for 1.2c	11	Implementation	1.2c	223	Public Works
31	Change project 1.2d to a 1-5 year timeframe (Offer technical and financial assistance to renters and homeowners for residential installation of green infrastructure, with an ability to offer priority to more flood prone and lower income residents)	11	Implementation	1.2d	223	Public Works
32	The priority projects and goals seem move conclusive instead of suggestive. Should be considered from a broader context? (based on assessment lens findings, staffing, budget and collaborations, etc.)	11	Implementation		213-214	RPCR
33	It is our understanding that the racial equity assessment lens evaluation, along with climate action review findings provide the direction in terms of needs and priorities.	11	Implementation		213-214	RPCR
34	2.5A does not belong in the Recreation and Parks section. This work is the responsibility of Planning.	11	Implementation		213-214	RPCR
35	Pilot implement RainReady program and assess who is participating. If there is low interest from low-income household, convene a community meeting to understand barriers	11	Transportation & Mobility		209	Public Works
36	Establish and protect stabilizing vegetation in stream channel restoration projects. Should be 1-5 for timeframe	11	Implementation	1.1(d)	222	Public Works
37	Identify program design options that provide financial support enabling low-income residents' participation in a technical assistance and cost-share grant program to install green infrastructure Should be 1-5 for timeframe	11	Implementation	1.f	228	Public Works
38	Invest in the completion of a new significant restoration project Should be 1-5 for timeframe	11	Implementation	1.1g		Public Works
39	Develop a playbook for stormwater infrastructure retrofits to educate the public Should be 1-5 for timeframe	11	Implementation	4.1b	230	Public Works

#	Comment	Chapter #	Chapter	Goal/Strategy/Project	Page #	Source
40	Seek additional funding to continue to expand the Stormwater Utility's and Enterprise fund efforts to implement stormwater/bioengineering methods and retrofits Should be 1-5 for timeframe	11	Implementation	2.1a		Public Works
41	Continue to administer procedures for detecting and removing illicit discharge sources Should be 1-5 for timeframe	11	Implementation	2.1d	231	Public Works
42	Limit disturbance of riparian areas while maintaining sanitary sewer infrastructure and greenways Should be 1-5 for timeframe	11	Implementation	2.1g		Public Works
43	First step should be identify land. What does "Occupancy of new affordable units" mean?	11	Implementation		203-204	Planning
44	Land Use Priority projects: Identify areas to preserve/set aside first so we know what we're working with	11	Implementation		215-216	Planning
45	Land Use Priority projects: reassess the amount of effort completing all of these projects in 5 years will take. We need to be thinking about which ones will offer the most positive outcomes in relation to the effort it will take	11	Implementation		215-216	Planning
46	Land Use Priority Projects: there is too much frontloaded in 2022. Much of staff time for 2022 is already accounted for. Consider moving first steps in 2.1(a) and 5.1 back a year.	11	Implementation		215-216	Planning
47	Land Use Priority Projects: Make sure to integrate the first steps of 2.2 (a&b), 4.1, and 5.1 as they are all related and can be done in tandem. Also make sure these feed into the Affordable Housing Priority Projects	11	Implementation		215-216	Planning
48	Land Use Priority Projects: 5.1: Update infrastructure plans to be included in development regulations	11	Implementation		215-216	Planning
49	Transportation & Mobility Priority Projects: 1.1(d) - why is this specific to transportation? Seems like this should apply more broadly to public engagement	11	Implementation		207-208	Planning
50	Transportation & Mobility Priority Projects: 4.2(a) - Research on the benefits of reduced parking regulations already exists	11	Implementation		207-208	Planning
51	Transportation & Mobility Priority Projects: 2.2 (f&j): Bikeways and sidewalks tend to be separate plans/projects if funded by NCDOT	11	Implementation		207-208	Planning

#	Comment	Chapter #	Chapter	Goal/Strategy/Project	Page #	Source
52	Transportation & Mobility Priority Projects: 2.1 (a): "reaching out to partners to understand funding sources" is confusing. We are already pretty aware of the sources	11	Implementation		207-208	Planning
53	Transportation & Mobility Priority Projects: 4.2(a) - Determine/identify motivation for parking requirement savings to be passed on	11	Implementation		207-208	Planning
54	Transportation & Mobility Priority Projects: 2.1 (a): This project really sounds like it calls for a Carrboro Short Range Transit Plan. Needs funding and more \$\$ to CHT to provide service, buses, and operators	11	Implementation		207-208	Planning
55	Many minor edits to the Affordable Housing Implementation projects/section	11	Implementation		203-204	Housing and Community Services
56	Affordable Housing Priority Projects: 3.4 a&b: Yes, we're already working on this and agree it should be a top priority, use the land we have and secure additional land for AH, when possible.	11	Implementation	3.4a&b	203-204	Housing and Community Services
57	Affordable Housing Priority Projects: 1.2a: Absolutely, was anticipating this being a major item in our REI work and the assessment really leading us in this direction. .	11	Implementation	1.2a	203-204	Housing and Community Services
58	Affordable Housing Priority Projects: 6.3: Yes, we need additional funding and a lot is coming along through the Federal and State governments. One major barrier is staff capacity – these grants require a great deal of work!	11	Implementation	6.3	203-204	Housing and Community Services

#	Comment	Chapter #	Chapter	Goal/Strategy/Project	Page #	Source
59	Affordable Housing Priority Projects: 3.1a: This one seems really out of place – it's very narrow and does very little if anything for affordable housing in Carrboro. Yes, I can see that it has helps diversify our housing stock, but to be out of place for our top 5 affordable housing priorities. Perhaps this is better served in the Land use section? In ADU permissibility overall and more specifically for these target groups. I'm hoping our top 5 priorities for the next 5 years will really make a dent in filling our housing gap. Replace this with something related to climate action/weatherization	11	Implementation	3.1a	203-204	Housing and Community Services
60	Affordable Housing Priority Projects: 6.2: YES So, considering what was said about 3.1a, I'd like to propose a priority related to climate action – urgent repairs and weatherization – preservation of existing AH – especially BIPOC long time homeowners and NOAH. We need to make sure we don't lose the existing AH we have (Carolina Spring/Pine Grove/etc.) and make sure the units are safe and weatherized (long lasting).	11	Implementation	6.2	203-204	Housing and Community Services

Notes on Carrboro Connects Public Hearing Draft

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Note: Comments **highlighted in yellow** were agreed to during the Town Council's discussion on March 8, 2022.

One Orange Racial Equity Framework

Staff asked for guidance on including adoption information for the One Orange Countywide Racial Equity Framework and incorporating use of the Racial Equity Assessment Lens (REAL) and other One Orange racial equity pillars in the implementation chapter. Note: Comments highlighted in yellow were agreed to during the Town Council's discussion on March 8, 2022.

- **AGREED:** Include overarching commentary about the use of the framework and the REAL in the implementation of the plan (including the Introduction and other locations).

Red Text From Staff

Staff asked for guidance on the following items ([see February 22 agenda abstract](#)). Note: Comments highlighted in yellow were agreed to during the Town Council's discussion on March 8, 2022.

Pg	Item	Comment
58	Refers to page 203-204 Affordable Housing Priority Projects: 6.3: Yes, we need additional funding and a lot is coming along through the Federal and State governments. One major barrier is staff capacity – these grants require a great deal of work!	<p>Randee and Susan - Chapter 11 Goal 6.3 Refers to page 203-204 on Housing and Community Service.</p> <p>The staff comment re: staff capacity is a concern for the entire Comprehensive Plan.</p> <ul style="list-style-type: none"> • Need to set reasonable goals for the current staff capacity • Need to identify additional staffing needs to execute the Comprehensive Plan
145	Westwood Cemetery sidebar - Recreation, Parks, Cultural Resources (see also page 172)	<p>AGREED: Consider referencing the Recreation and Parks master plan to place this issue into that context.</p> <p>AGREED: Refer to the undeveloped portion of Westwood Cemetery.</p> <p>Randee and Susan - remove the public schools, Town Commons, Century Center, Simpson and Brewer Parks from the Page 146 walkshed map, they do not fit the standard public park definition.</p> <p>Staff/Consultant Note: A redesignation of a park should be included as part of plan implementation and should be done in the broader context of all RPCR facilities.</p>
161	Architectural standards - Land Use	AGREED: Agree with the Planning Board.
162	Strategy 2.2 - select project(s) - Land Use	AGREED: Adopt zoning reforms to preserve and increase availability of affordable housing in key corridors that are transit-connected, walkable, and bikeable. Tools A and B are both useful; but generally the underlying zoning should come first, the overlays later.
162	Accessory Dwelling Units Maximum Size - Land Use	AGREED: Use best practices to minimize limitations on property owners' ability to use ADUs as a tool to maximize the value of their property and to expand housing opportunities.
166	Remove parking minimums - Land Use	AGREED: With regard to (c): Update parking requirements to remove minimum requirements for residential development close to transit (including affordable housing, accessory dwelling units, and the residential components of mixed-use developments) to reduce impervious surfaces and make more efficient use of land.

167	Architectural/historic preservation - Land Use	AGREED: Goal 7 is good as is, with the addition that it includes preservation of historic districts in the Town that have been home to BIPOC communities..
172	Westwood Cemetery - Land Use	AGREED: Remove the red text.

Advisory Board Recommendations

Staff compiled advisory board recommendations (see [Attachment D](#) in the February 22 agenda item). The recommendations shaded in blue in the table below were tagged with “question for council.” Other items listed in the table below were called out by council members. Note: Comments **highlighted in yellow** were agreed to during the Town Council’s discussion on March 8, 2022.

No.	Item	Comment
16	Suggest making the “Preserve the architecturally significant and historic properties and districts in the Town” text red to note there were differences in opinion. However, the Planning Board supports the preservation of historic districts in the Town that have been home to BIPOC communities.	AGREED: See Goal 7 comment above.
24	Page 52 #4 – Town should utilize 20 percent of its annual budget to achieve its climate action goals, taking into account available federal and state funding and the overall cost calculated to achieve climate action goal.	<p>AGREED: Change to something like "At minimum, 20% of the budget required to meet the town's climate action goals is funded by the town over the next 10 years."—and move down to new Strategy 2.2.</p> <p>Randee: Given: \$200m/10 years = \$20m per year, if ToC puts in 20% = \$4m. \$4 toward Climate / \$25m (general fund\$) = 16% of the annual budget. Trish identified that ToC spent \$2.1m, Therefore: a minimum of 20% = \$4m, which doubles Climate Action funding.</p> <p>Q: Are we seeking to leverage \$? Q: CO2 emissions Carrboro residents’ travel is the highest percentage followed by food choice. Both of which are dependent upon the response and engagement of residents and are out of our hands as a municipality.</p>
76	Incorporate the red text changes to be within the final document. For other points noted in red we would ask for clarity on how the red text will be resolved before adoption of the plan (such as the red text on Page 167). Will this factor into the prioritization of the goals or can this red text/note be added to the final plan to show that there were different perspectives.	AGREED: See “Red Text From Staff” section above.
83	Consider forming an implementation committee to help with evaluating metrics and reporting. This group could help assist other advisory boards with plan implementation	AGREED: Method of accountability for providing transparency about progress on the plan. (See also the language under Other Comments below about transparency around regular check-ins and updates.)
89	The Implementation Plan needs to be updated and advisory boards should be resurveyed to reflect the updates that were made to the comprehensive plan and the comments collected in recent months	AGREED: Notify advisory board members when the final draft becomes available for review prior to the public hearing.

90	The Implementation Plan should align with the overall Comprehensive Plan as it is revised	
21	Related to Goal 2, Strategy 2.3 is a strong strategy (see the example of the Affordable Housing Special Revenue Fund supporting Empowerment's acquisition and rehabilitation of apartment units) that has helped add to the rental affordable housing stock and ARPA and AH bonds can help continue to increase those units. (Proposed Response: Add a call out box and/or photo and caption that highlight the success of the Affordable Housing Special Revenue Fund and Empowerment's work)	AGREED: Include all affordable rental housing provider names or speak of them as whole without highlighting any individually over others. Consider including specific examples for strategies (2.2, 2.3, 3.3) i.e. Empowerment Inc already uses in Carrboro as per Delores's letter.
22	Related to Goal 3, note that many Carrboro residents have lots that would accommodate an ADU. Explore incentives for property owners to create ADUs and to make them permanently affordable to individuals earning 80% AMI and under and recognize that the Town must also consider that monitoring compliance with private citizens would be very difficult and that some incentives mentioned, such as those involving property taxes, is beyond Town control. (Proposed Response: Modify 3.1 c) to say: "Explore incentives for property owners to create ADUs and to make them permanently affordable to individuals earning 80% AMI and design a program for property owner compliance with the restriction")	<p>Sammy: Raises question on how ADUs are an affordable housing strategy that works by increasing housing stock and reducing property values generally through increase of housing stock supply vs. strategy for achieving affordable housing specifically for 80% below median income.</p> <p>Randee: Q: private vs public build, use and accessibility for future public availability as affordable stock?</p> <p>Staff/Consultant Note: Following guidance determined on 3/8/22: Use best practices to minimize limitations on property owners' ability to use ADUs as a tool to maximize the value of their property and to expand housing opportunities. Could expand/continue discussion to determine is ADUs play a role in advancing affordable housing goals and if so, to implement as such.</p>
34	Prioritize by carbon reduction and climate justice and evaluate in the context of the Town's emissions reduction goals (Proposed Response: Included in plan)	<p>Sammy: Include context in climate implementation section to clarify that climate action projects prioritized in this section are not meant to displace our climate action plans or town council resolutions that speak to our climate action goals and how to achieve them.</p> <p>Randee: Agree with above.</p>
52	The land uses proposed in the Future Land Use Map are insufficient to meet the Town's CCAP GHG emissions reduction goal of 80% which is included as a goal in Carrboro Connects. The future land use map should be revised to include increased density and additional mixeduse development within the downtown and the immediate surroundings to help meet this goal. This is needed to significantly reduce Vehicle Miles Traveled, which is both a metric of the transportation section, and has a significant impact on reducing transportation emissions to reach the 80% GHG reduction goal. (Proposed Response: Future land use considerations indicated on the corridor	AGREED: Be clear in the Land Use chapter about how implementation of the policies in the plan and the creation of small area plans will shape the evolution of the Future Land Use Map.

	plans and within goals and strategies do outline policies to support higher density and mixed-use development, but specific parcellevel changes to indicate higher density will require additional public participation as development proposals arise.)	
57	The Town should further investigate taking over maintenance of Main Street and/or North Greensboro Street from NCDOT (Proposed Response: Add strategy/project language to investigate taking over maintenance of Main Street and/or North Greensboro Street from NCDOT)	<p>Sammy: Strategy/Project to investigate taking over NCDOT streets should include all major corridors (as per Patrick McDonough recommendation via email Feb. 22)</p> <p>Randee: Be clear that what is agreed to is to investigate and determine feasibility and cost benefits.</p>
63	Energy - Building electrification. Ithaca NY has a program to use as a potential model. Pursue banning new buildings from connecting to gas. Find a way to help lower income residents change out hot water heaters from gas to higher efficiency electric (Proposed Response: Add strategy/project language that promotes new building standards or incentives to use electric rather than gas)	<p>Sammy: Include in strategy/project language the experience from recent low-income household project in Orange County that replaced gas water heaters with electric water heaters. For projects that receive town funding require electrification and no gas, also make automatic for town owned buildings.</p> <p>Randee: Agreed</p>
65	Ch. 6 Pg. 101: the green stormwater infrastructure draft metrics are incomplete and the numeric goals are represented by "XX." (Proposed Response: Finalize all metrics throughout the plan that are still incomplete with "X" placeholders. For Green Stormwater Infrastructure decide on the following three: Increase residential participation in native planting by xx%; Increase tree canopy coverage by xx%; xx residents engaged in RainReady initiative to reduce residential flooding)	<p>Sammy: Also define goals (x by x date), p. 39, 52, 59, 125</p> <p>Randee: What are the Staff recommendations for these three? (Referring to "Increase residential participation in native planting by xx%; Increase tree canopy coverage by xx%; xx residents engaged in RainReady initiative to reduce residential flooding")</p> <p>Staff/Consultant Note: Staff will proceed with a review and revision of all plan metrics using the following guidance that was determined on 3/8/22. Metrics are the things we will measure ("What We Will Measure"), as compared to goals, which are the things we want to achieve. Metrics can help us understand how successful we are at achieving the goals.</p>
69	Specifically incentivize organizations with a demonstrated commitment to both business and social outcomes (e.g. racial justice, equality, environment, climate, gender, etc.)	<p>Sammy: Look into rejoining local business network such as the Business Alliance For Local Living Economies</p> <p>Randee: what organizations (non-prof., for prof. Both?) are we talking about? What is meant by "incentivize"? Town of Carrboro was a member of BALLE, Business Alliance For Local Living Economy need to continue that membership.</p>
84	Projects in the comprehensive plan should align with the Town's climate action goals and climate action	Sammy: As mentioned in my response to #34 Comp

	<p>plan implementation. Create an ongoing project which involves updating the priority projects in the implementation plan according to which are most effective at helping the Town reach its climate action goals (Proposed Response: See implementation plan)</p>	<p>Plan should not displace climate action plans and goals, implementation section does not relate sufficiently to what degree prioritized strategies approximate our climate action goals, as such enumerated projects are insufficient, or at a minimum require further assessment to evaluate degree that they contribute to our climate action goals, especially important, relevant and necessary since climate action is one of the two foundations of the comp plan. Please include this point in intro to implementation section.</p> <p>Randee: Clarify that the Comprehensive Plan Climate Action goals are subsummed under the Community Climate Action Plan</p> <p>Damon: In general, I agree that the comp plan should be consistent with the adopted plans that are intended to be “re-adopted” with it.</p>
92	<p>Provide more details on best practices or how to go about implementing the strategies, example: Develop a process to update the Land Use Ordinance including the following topics: Accessory Dwelling Units (ADUs), parking standards, shortterm rental, bulk standards for residential development, and consideration of new overlay districts (Page 215). Could suggested changes to the LUO be called out or could the implementation plan point to priority changes in the LUO? (Proposed Response: Revise Implementation plan to reflect priorities in updating the Land Use Ordinance)</p>	<p>Sammy: As part of prioritized implementation land use strategy 4.1a</p> <p>Randee: Agree</p>

Staff Comments

Staff compiled comments from the departments (see [Attachment E](#) in the February 22 agenda item). Council members offered responses to the items listed in the table below.

No.	Item	Comment
6	Change to: "Establish and protect native vegetation in riparian and stream channel restoration projects (Ch 4, Goal/Strategy 1.2d, page 62)	<p>Sammy: Not sure what this is in reference to?; page number and strategy are not matching</p> <p>Staff/Consultant Note: Typo. Refers to 1.1d not 1.2d</p>
7	Question the relationship to Race and Equity of the following project: assessing the impacts of stormwater variances cumulatively, as opposed to individually	<p>Sammy: Keep, as it refers to strategy 2.1 on page 67</p> <p>Staff/Consultant Note: Staff anticipates assessing all strategies and projects in the context of the One Orange Racial Equity Framework</p>
8	Consider removing Transportation 1.1 c) - there is a large amount of sector research that has been done on the barriers for bike, ped and transit that can be applied pretty broadly across municipalities. Maybe an engagement process to identify the key geographic areas	<p>Sammy: Yes remove and replace with: "use community engagement process to identify places in town for implementing 'best practice' projects for maximizing use of bike, ped and transit as alternatives to automobile transportation."</p>
15	Green Stormwater Infrastructure Goal 1 as written, seems like it is about terrestrial ecosystems and plant communities and pretty tangential to green STORMWATER infrastructure	<p>Sammy: Solve by taking out 'Stormwater' as per previous item #14 recommendation</p> <p>Staff/Consultant Note: On the question of whether to title the chapter "Green Infrastructure..." or Green Stormwater Infrastructure... – We changed the name in this draft to include the word "stormwater" to make it more clear what green infrastructure is (not a term everyone knows) and to explicitly call out stormwater as a topic. For example if someone is interest in stormwater (as many people in Carrboro are), having the word in the title will help them navigate the plan more easily.</p>
16	Metric 1 seems very difficult to track	<p>Sammy: Seek EAB and Stormwater commission input on whether feasible metric and how</p>
17	Metric 2 recommend 5% by 2030	<p>Sammy: same as #16 above</p>
21	RPCR key finding #1 uses TPL data - it seems like we have tried to remove TPL data from the plan so maybe we should find a different way to calculate this so we maintain consistency.	<p>Sammy: Keep Trust for Public Land data and restore map per Bob Proctor recommendation, also look into using proposals by Bob Proctor (emails Feb. 9 & 10) on how to assess</p> <p>Damon: I recommend against including the ParkServe tool. Although it has the potential to be useful, it relies on incomplete data and should not be used for policy</p>

		<p>making. The limitations of ParkServe became an issue in recent community discussions of the Greene Tract, and I am uncomfortable with the idea of asking staff to rely on it when staff are knowledgeable enough about our local parks and green spaces to help us and the community understand where the community's existing resources are and where the gaps are.</p> <p>Staff/Consultant Note: Need council determination</p>
23	Add clarification for 10 minute walk park map that it only uses roads and doesn't account for offroad facilities such as greenways.	<p>Sammy: Better to change the map instead, to recognize greenways as ped infrastructure</p> <p>Staff/Consultant Note: There are technical reasons that kept us from analyzing the walkshed from off-road facilities (greenways). We understand this is a limitation of the map and will be state explicitly and could be something added as a project.</p>
28	Add explanation/definitions for categories on future land use map	<p>Sammy: Need to be bold with designating of major transportation corridors for mixed use. Need zoning that incentivizes small tract granular development over large tract developments.</p>
32	The priority projects and goals seem move conclusive instead of suggestive. Should be considered from a broader context? (based on assessment lens findings, staffing, budget and collaborations, etc.)	<p>Sammy: Point raises question of how to reconcile prioritizations with broader context realities such as staffing, budget, collaborations, etc... This is addressed/acknowledged in preamble of implementation section.</p>
33	It is our understanding that the racial equity assessment lens evaluation, along with climate action review findings provide the direction in terms of needs and priorities.	<p>Sammy: Good point, raises question of how needs and priorities were identified and what role climate and equity foundations have in that prioritization and identification of needs. Include point in implementation preamble.</p>
34	2.5A does not belong in the Recreation and Parks section. This work is the responsibility of Planning.	<p>Sammy: Parks component is correctly ascribed, greenways isn't. Opportunity for interdepartmental collaboration? See Greenways Commission in advisory boards comments #91 about need for including greenways commission in this strategy</p>
43	First step should be identify land. What does "Occupancy of new affordable units" mean?	<p>Sammy: First step is at top of page 203, not 204 11 Implementation</p>
49	Transportation & Mobility Priority Projects: 1.1(d) - why is this specific to transportation? Seems like this should apply more broadly to public engagement	<p>Sammy: Move (to public engagement) and replace 1.1d with New Transportation and Mobility project 4.3 that follows up on upcoming parking program study: a) A program that maximizes downtown access through prioritization of alternatives to parking. The program will increase access to the downtown. Parking</p>

		management specific solutions are secondary priority for downtown access compared to car independent alternatives. This could potentially open up land that is currently tied up by presumptive parking standards minimums required of commercial property owners. Include planning for parking maximums. b) Create and use funds generated by downtown improvement district to fund downtown access programs.
54	Transportation & Mobility Priority Projects: 2.1 (a): This project really sounds like it calls for a Carrboro Short Range Transit Plan. Needs funding and more \$\$ to CHT to provide service, buses, and operators	Sammy: Change this priority to integrate with mixed use, high density land use changes that will generate the urban nodes that will warrant the running of new routes and the tax revenue to fund those routes. As per 2.2a
58	Affordable Housing Priority Projects: 6.3: Yes, we need additional funding and a lot is coming along through the Federal and State governments. One major barrier is staff capacity – these grants require a great deal of work!	Sammy: Build back better never materialized so moot point, but if it did then, as with the Infrastructure and COVID bills, the grants will typically allow for funding staff/consultant capacity for administration of funds. Replace 6.3 with new 4.5 strategy: a) "Leverage work of and augment (with local funds) the funding of Weatherization Assistance Program with a goal of weatherizing all low income homes in Carrboro by 2030. Leverage the work already happening with the Orange County Home Preservation Coalition, working with other Orange County governments to fund staffing for that program and augment WAP funds so that the Community Action Agency can increase their annual quota for Orange County/ Carrboro low-income household weatherization work."
59	Affordable Housing Priority Projects: 3.1a: This one seems really out of place – it's very narrow and does very little if anything for affordable housing in Carrboro. Yes, I can see that it has helps diversify our housing stock, but to be out of place for our top 5 affordable housing priorities. Perhaps this is better served in the Land use section? In ADU permissibility overall and more specifically for these target groups. I'm hoping our top 5 priorities for the next 5 years will really make a dent in filling our housing gap. Replace this with something related to climate action/weatherization	Sammy: I agree with staff's point on this and comments in #60, dovetails with my comments on #58 too
60	Affordable Housing Priority Projects: 6.2: YES So, considering what was said about 3.1a, I'd like to propose a priority related to climate action – urgent repairs and weatherization – preservation of existing AH – especially BIPOC long time homeowners and NOAH. We need to make sure we don't lose the existing AH we have (Carolina Spring/Pine Grove/etc.) and make sure the units are safe and weatherized (long lasting).	Sammy: Yes, see previous note on 58. Identify # of houses that are affordable housing in Carrboro and divide annually that number per the timeframe described by our climate action goals. Tie in with 4.2 D.

Other Comments

Note: Comments **highlighted in yellow** were agreed to during the Town Council's discussion on March 8, 2022.

General

- **AGREED:** Damon: Metrics are the things we will measure ("What We Will Measure"), as compared to goals, which are the things we want to achieve. Metrics can help us understand how successful we are at achieving the goals.
- **AGREED:** Damon: Whenever possible, make the language of the plan bolder and more direct.
- **AGREED:** Sammy 1: Throughout: Ambiguous language (i.e. 'consider,' 'study') replaced by concrete actions.
- **AGREED:** Danny: Be transparent about the plan for regular check-ins on the adopted plan (for example, frequency of updates, reporting, etc).
- **AGREED:** Randee: Schedule of regular check-ins and updates reflect the "breathability" of the document.
- **AGREED:** Barbara: Language clarity, accessibility.
- **AGREED:** Susan: Express why racial equity is a pillar of the plan (systemic inequities, institutional racism; see page 10).

Chapter 1: Introduction & Plan Overview

- **Sammy 2:** Intro: P. 13 correction change '20 years ago' to 32 years ago'
- **Sammy 3:** Intro, page 3: "Reduce ghg emissions from motor vehicles by 80% below 2010 levels by 2030"
- **Sammy 4:** Intro, page 4: Include plan goal "Maximize locally owned economy"
- **Randee and Susan:** Add to Intro. Page 4: Revise plan goal to state: "Maximize locally owned economy with living wage jobs"
- **Barbara:** Intro, clarify the use of 'intersectionality' and its origin (from public comment)

Chapter 3: Affordable Housing

- **Damon:** Page 40: How do these goals and strategies relate to the Town's adopted Affordable Housing Goals and Strategies? Should that policy document be discussed or referenced in this chapter? Should it be "re-adopted" with the Comprehensive Plan?
 - **Staff/Consultant Note:** AH Goals and Strategies document should be reference. Many of the goals and strategies included in this chapter come from the AH Goals and Strategies document.
- **Barbara:** Page 40: I agree that the goals and strategies should align/relate with the Town's adopted AH goals and strategies and the policy should be referenced in the Comp Plan. Maybe others as well since we want to show connectedness between existing policies/plans???
 - **Staff/Consultant Note:** AH Goals and Strategies document should be reference. Many of the goals and strategies included in this chapter come from the AH Goals and Strategies document. Same goes for other plans such as CCAP, Bike Plan
- **Sammy 5:** Affordable Housing (4.2.a): Why Home Trust model preference when there are many other affordable rental unit models and providers in our community? WCHA, Empowerment, etc.. Fix by listing these affordable rental providers as partners towards Home Trust home ownership.
- **Sammy 6:** Affordable Housing, new 4.5: a) "Leverage work of and augment (with local funds) the funding of Weatherization Assistance Program with a goal of weatherizing all low income homes in

Carrboro by 2030. Leverage the work already happening with the Orange County Home Preservation Coalition, working with other Orange County governments to fund staffing for that program and augment WAP funds so that the Community Action Agency can increase their annual quota for Orange County/ Carrboro low-income household weatherization work."

- **Sammy 7:** Affordable Housing, new 4.5: b) Work with other Orange County governments to cost share on staffing for Home Preservation Coalition
- **Sammy 11:** Affordable Housing, new Goal 7 -- Reduce utility expenses for all homes. Strategy 7.1 Find ways to provide free broadband by using the town's expanding broadband network; Strategy 7.2 -- Weatherize all Affordable housing by 2030 (per new 4.5) Strategy 7.3 Make photovoltaic installations accessible to low income housing.

Chapter 4: Climate Action & Environment

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Chapter 5: Transportation & Mobility

- **Sammy 8:** Transportation and Mobility, 4.2a: Change to : "Investigate lowering, eliminating and setting maximum residential parking requirements to reduce impervious surfaces and enhance affordability. Undertake a residential parking study, for all housing types, to determine lower minimum parking standards, elimination of minimum parking standards and setting maximum parking standards."
 - **Staff/Consultant Note:** Yes, make consistent with what was agreed upon for the land use chapter: Update parking requirements to remove minimum requirements for residential development close to transit (including affordable housing, accessory dwelling units, and the residential components of mixed-use developments) to reduce impervious surfaces and make more efficient use of land.
- **Sammy 9:** Transportation and Mobility, new 4.3: New Transportation and Mobility project that follows up on upcoming parking program study: A program that maximizes downtown access through prioritization of alternatives to parking. The program will at minimum sustain and at best increase access to the downtown. Parking management is done with eye towards ultimately replacing car storage for transit, ped, biking, micromobility, etc alternatives. This could potentially open up land that is currently tied up by presumptive parking standards minimums required of commercial property owners. Include planning for parking maximums.
- **Sammy 10:** Transportation and Mobility, Future Land Use Map: Don't be shy about defining vision through broad-strokes zoning for town at large instead of piecemeal per parcels accomplish first by changing future zoning map in the comp plan and thereafter by rezoning or overlays over base zone that aligns with townwide vision as represented by updated 'future zoning map'
 - **Staff/Consultant Note:** Propose providing a clear description/discussion of what is zoning versus land use/future land use
- **Danny:** P. 76: draft metrics—rephrase metrics as nouns rather than x% figures

Chapter 6: Green Stormwater Infrastructure, Water & Energy

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Chapter 7: Economic Sustainability

- **Sammy 12:** Economic Sustainability, new 4.4: "Create downtown improvement district to fund downtown access program (New Transportation & Mobility 4.3) and free broadband using town's broadband network."

- **Sammy 13:** Economic Sustainability, new 4.4: "Explore options for providing free broadband using town general funds for residential and downtown improvement district for commercial. Also, lobby legislature to legalize municipal broadband in NC."

Chapter 8: Recreation, Parks & Culture

- **Sammy 14:** Recs, Parks and Culture, page 145: Better define parks that are included in walkshed map so that differences in qualities are accounted for (Size(acres/1,000 residents within 10 minute walk), amenities, accessibility (times of day and disability) Consider ways to represent this as per.
 - **Staff/Consultant Note:** Further analysis needed as part of plan implementation
- **Sammy 15:** Recs, Parks and Culture, page 145: P. 145 Sidebar Delete last sentence that pertains to 10 minute walkshed and replace with bullet point "Land/project would enhance access to natural spaces and parks which are equitable in regard to 1) walkable proximity of acres per 1000 population served and 2) walkable facility type available per 1000 population served. (modified Bob Proctor, Feb. 10).
 - **Staff/Consultant Note:** This would require additional analysis that would be better suited for plan. Consider this type of change to any of these designations as part of implementation of these projects and in the broader context of all RPCR facilities.
- **Sammy 16:** Recs, Parks and Culture, page 146: Keep walkability map and Restore ParkServe Map that showed highest priorities for Carrboro new parks
- **Randee:** page 149 SIDEBAR FEATURE: Recommended re-write: The Town Council will identify a facilitated process for community engagement to discuss further potential plans for alternative alignments of Bolin Creek Phases 3 and 4.
 - **Damon:** I think it would wise to ensure that whatever language is used here is consistent with the language we settled on for the updated bike plan.:
 - **Staff/Consultant Note:** From 2020 Bike Plan Update: *Carrboro adopted a Greenways Master Plan in 2006, that first identified the Bolin Creek Corridor as a potential alignment for greenway development. This is a multi-phase project of which sections 1A and 1B have been completed. Phase 2 as identified in that plan should still be considered for potential bicycle transportation projects. Consideration of other alignments in that plan were not discussed as part of this planning process, because as of October 2020, direction has yet to be determined by the Carrboro Town Council.*

Chapter 9: Land Use

- **Damon:** Page 163: Should Strategy 2.4 be tied to the mobile home strategy that will soon be presented to the Town Council?
- **Damon:** Page 167: Consider referencing the existing historical marker program adopted by the Town Council on February 5, 2002, and the Historic Carrboro Plaque Program "supported" by the Town Council on October 21, 2008.
- **Sammy 17:** Land Use, 5.1?: How many acres are dedicated to single family zoning in current LUO? How does this compare to comprehensive plan? How many are switched from single family to multifamily?
 - **Staff/Consultant Note:** Watershed Residential is only zone limited to single family residences; boarding houses and tourist homes also allowed. Further analysis would be needed and could be completed as part of plan implementation.
- **Sammy 18:** Land Use, 5.1 new b: What land use changes need to happen to accommodate growth of 6,000 to 11,000 new residents by 2050 (also account for affordable housing stock deficit if it grows proportional to current deficit)? What is total development opportunity acreage within current town limits. How much in ETJ? What amount of acreage more do we need? How many jobs and dwelling units can that accommodate? Please provide map that reflects that scenario.

- **Staff/Consultant Note:** Further analysis would be needed and could be completed as part of plan implementation. Goals and strategies to promote and allow for increased density, growth and redevelopment are identified throughout the plan and explicitly stated in the Land Use chapter (9). The corridors are intended to identify areas throughout town where significant changes could occur based on existing characteristics. Where areas for new development or redevelopment are identified, a more fine-grained analysis that includes further engagement process and evaluation will be required. The future land use map will continue to be updated as we move forward with this thorough process. Staff and consultants can make changes to the plan to provide greater transparency and highlight where these proposed changes are included in the plan.
- **Sammy 19:** Land Use, new 8.2: Align LUO maps with required densities and mixed uses required to meet towns climate action goals. Use people/sq. mile and amenities metrics known by urban geographers to inform new maps.
 - **Staff/Consultant Note:** Goals and strategies to promote and allow for increased density, growth and redevelopment are identified throughout the plan and explicitly stated in the Land Use chapter (9). The corridors are intended to identify areas throughout town where significant changes could occur based on existing characteristics. Where areas for new development or redevelopment are identified, a more fine-grained analysis that includes further engagement process and evaluation will be required. The future land use map will continue to be updated as we move forward with this thorough process. Staff and consultants can make changes to the plan to provide greater transparency and highlight where these proposed changes are included in the plan.
- **Danny:** Land use, 2.2: Suggested language: “Adopt zoning reforms to increase availability of affordable housing in key corridors that are transit-connected, walkable, and bikeable”
 - 2.2a/b red language: **AGREED:** Adopt zoning reforms to preserve and increase availability of affordable housing in key corridors that are transit-connected, walkable, and bikeable. Tools A and B are both useful; but generally the underlying zoning should come first, the overlays later.
- **Sammy 20:** Land Use, 2.3.a: How many parcels in town can accommodate 1000 sq. ft. max size ADUs and/or 500 sq. ft. max JADUs with minimized setbacks and parking requirements removed?
 - **Staff/Consultant Note:** Further analysis would be needed as part of plan implementation
- **Sammy 21:** Land Use, 2.5.b: don't need to study if greater subsidies are needed for 30% AMI Strike out: “Determine if greater incentives are needed for lower income levels, e.g 30% AMI where there is a critical need and gap in affordability. Replace with: “Provide subsidies necessary for lower income levels e.g. 30% AMI or an upside bigger then the delta of those subsidies via entitlement process.”
- **Sammy 22:** Land Use, new strategy 2.7: Land Use, new strategy 2.7: Calculate level of subsidy needed to bring desired housing types to market, in particular missing middle types. Do current rents in Carrboro support unsubsidized construction of those units? How much subsidy per unit do we need for the housing types that we want? Sightline in the Pacific Northwest did a great job on this in Portland: <https://www.sightline.org/2021/08/01/we-ran-the-rent-numbers-on-portlands-7-newly-legal-home-options/support-building-these-types/> If not, what is the subsidy needed?
- **Sammy 23:** Land Use, 2.5.a: Parking space elimination will decrease the cost of all developments, not just 'affordable units'. Strike this language in 2.5a: “This may include strategic reduction or removal of the requirement for parking spaces for affordable units, ..
- **Sammy 24:** Land Use, new 2.8: End single family zoning or Change LUO to prioritize multifamily housing over Single family housing.
 - **Staff/Consultant Note:** No current zoning for specific housing types. Current zoning only defines areas based on allowable density.
- **Sammy 25:** Land Use, 4.1a: Include Junior Accessory Dwelling Units (JADUs) under 500 sq. ft, interior or attached to home.
- **Sammy 26:** Land Use, 4.1a: Include Create LUO provisions that will maximize mixed use ‘fine grained’ small scaled/small tract developments over ‘coarse grained’ large scale/large tract developments.

- **Staff/Consultant Note: The plan is fine grained.** Corridor maps provide for greater evaluation in some areas and will require a fine grained approach
- **Sammy 27:** Jones Ferry Rd Small Area Plan: Parking study does not recommend pursuing structured parking unless it is warranted, currently there is a surplus of parking in town. Strike: "Pursue recommendations of downtown parking study including locations for additional structured parking and shared parking opportunities that meet the needs of all users. Add: "Increase alternative ways for accessing the downtown that minimize dependency on cars and construction of more surplus parking infrastructure."
- **Sammy 28:** Jones Ferry Rd Small Area Plan: Update Jones Ferry rd.small area plan and map with mixed use density around farmers market
 - **Staff/Consultant Note:** To be examined as part of Jones Ferry corridor. Identified as potential TOD zoning. Goals and strategies to promote and allow for increased density, growth and redevelopment are identified throughout the plan and explicitly stated in the Land Use chapter (9). The corridors are intended to identify areas throughout town where significant changes could occur based on existing characteristics. Where areas for new development or redevelopment are identified, a more fine-grained analysis that includes further engagement process and evaluation will be required. The future land use map will continue to be updated as we move forward with this thorough process. Staff and consultants can make changes to the plan to provide greater transparency and highlight where these proposed changes are included in the plan.
- **Sammy 29:** Better define development intent and vision (i.e. Calvander) for each small area plan
- **Randee and Susan:** 5.1 add a call-out box for the rural buffer to provide explanation and context on why ToC urges dense development within our municipal boundary while keeping land outside of the municipal boundary limited in development

Chapter 10: Public Services & Communications

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Chapter 11: Implementation Plan

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Appendix: Glossary

- **Sammy 30 and Barbara:** Glossary: Define 'walkability' and 'character'
- **Barbara:** Define 'BIPOC' and 'character'
- **Randee:** Glossary - define "Affordable" for affordable housing, affordable to whom?
 - **Staff/Consultant Note:** Will include definition from page 37 in glossary
- **Randee and Susan:**
 - Page 10 (42) Introduction & Plan Overview specifically name and reference institutional and systemic racism in the context for the racial equity pillar and GARE.
 - Glossary - define:
 - Institutional racism
 - Systemic racism