

Chronology – Development and Review
Small Area Planning for Carrboro's Northern Study Area

November 12, 1991	Staff report and recommendations regarding small area planning. Board of Aldermen referred to staff to prepare report on process and Agenda Planning Committee to schedule.
January 7, 1992	Staff report on process. Referred to 1992 retreat agenda.
August 18, 1992	Staff report on process and work group. Board of Aldermen referred to Planning Board for recommendation on the structure of the work group.
October 6, 1992	Staff report on recommended organization of work group and its proposed charge. Board of Aldermen endorsed structure and charge, with a few edits.
February 2, 1993	Appointments to the Small Area Planning Work Group (SAPWG).
April 13, 1993	Joint worksession with SAPWG.
June 1, 1993	Report from Town Attorney on options for processing development proposals during small area planning process
June 14, 1994	Update on SAPWG progress and proposed schedule for presentation of development scenarios.
September 20, 1994	Board of Aldermen requested status report on SAPWG progress.
December 6, 1994	Report on progress of SAPWG and request that the Board of Aldermen appoint a work group to review Land use Ordinance and determine what changes are needed to implement SA plan.
January 24, 1995	Staff report on proposed charge for ordinance drafting committee that would prepare ordinances necessary to implement the recommendations of the SAPWG. Board adopted charge, membership structure, meeting schedule, and designated staff support. The staff also presented information on mixed-use developments and rural villages in other towns.
November 9, 1995	Open house on draft plan – Homestead Community Center
November 21, 1995	Board of Aldermen requested that OWASA staff review SAPWG report.
December 19, 1995	Worksession on SAPWG draft plan. Board of Aldermen set a public hearing for February 6, 1996 to review a proposed text amendment that would establish a development moratorium in the Northern Study Area. Board of Aldermen also set a public hearing for review of the Northern Study Area plan.
February 6, 1996	Public hearing on plan. Twenty-one members of the public offered comments.
February 13, 1996	Continuation of hearing. Review of public comments. Board of Aldermen agreed to set up a committee of aldermen and staff to plan a facilitated meeting to address concerns about the plan.
March 19, 1996	Report from Small Area Plan Facilitation Committee. Board authorized establishment of steering committee and requested list of neighborhoods located in the small area planning area.
April 2, 1996	Report on list of neighborhoods. Board of Aldermen authorized staff to seek nominations (direct mailing, newspaper advertisement) for membership on facilitation steering committee.
May 28, 1996	Board requested Agenda Planning Committee to schedule worksession on small area plan and timeline for completion/implementation.
June 4, 1996	Board of Aldermen appointed 27 members to the Facilitation Steering Committee

June 27, 1996	Worksession on Draft Small Area Plan
September 17, 1996	Report from steering committee on facilitated meeting process.
October 1, 1996	Request that Agenda Planning Committee schedule a report from steering committee on financing and other issues.
October 8, 1996	Discussion of Planing Board to officially dissolve the SAPWG. Board requested that staff prepare a resolution of appreciation.
October 22, 1996	Board of Aldermen adopted resolution commending work of SAPWG
November 12, 1996	Request from Aldermen Bryan that Town Manager notify Chapel Hill and Orange County of tentative dates for facilitated meeting.
December 17, 1996	Report on Small Area Plan Facilitated Steering Committee
January 14, 1997	Report on proposed schedule and budget breakdown for facilitated meeting
April 19, 1997	Day one of two-day facilitated meeting. Randall Arendt serves as moderator and Andy Sachs and volunteers from the Orange County Dispute Settlement Center as facilitators
May 31, 1997	Day two of facilitated meeting.
August 19, 1997	Board of Aldermen review of draft facilitated plan, modified per comments and recommendations submitted by Randall Arendt. Board referred plan to an ordinance drafting committee and identified committee members.
August 26, 1997	Alderman Zaffron requested that Agenda Planning committee schedule a meeting to discuss duties and composition of drafting committee.
September 16, 1997	Board of Aldermen adopted charge, designated members, approved proposed time line and requested town attorney to prepare a land use ordinance amendment to institute a development moratorium in the study area. Members appointed were: Giles Blunden, Margaret Brown, Jay Bryan, Jean Earnhardt, Tom High, Kathy Kaufman, and Alex Zaffron.
October 7, 1997	Request-to-set a pubic hearing for LUO text amendment on development moratorium.
November 11, 1997	Public hearing – development moratorium. Three members of the public spoke.
January 13, 1998	Board discussed upcoming report and agreed to schedule a special meeting if report scheduled for January 20 was delayed.
January 20, 1998	Report from Ordinance Drafting Committee on progress and proposed JPA amendments. Board of Aldermen endorsed joint planning amendments and requested that they be forwarded to the county for placement on the agenda for the April 8, 1998 hearing.
February 17, 1998	Review of Chapel Hill request to add review of Northwest Area Plan to Joint Public Hearing scheduled for April 8, 1998.
March 24, 1998	Worksession on status of work of ordinance drafting committee.
April 7, 1998	Request-to-set public hearing to extend development moratorium
April 8, 1998	Joint Public Hearing on JPA amendments.
May 12, 1998	Public Hearing – extension of development moratorium. There were no comments from the public.
	Chapel Hill Planning Board –final decision on JPA amendments.
May 21, 1998	Carrboro Planning Board final decision on JPA amendments.
May 26, 1998	Board of Aldermen final decision on JPA amendments.
June 2, 1998	Board of Aldermen requested that Mayor contact Chairs of Board of County Commissioners and Chapel Hill Town Council and request final

	votes on small area plan.
June 8, 1998	Chapel Hill Town Council reviews JPA amendments
July 6, 1998	Chapel Hill Town Council amends resolution re: Carrboro JPA amendments.
July 15, 1998	Orange County Planning Board reviews JPA amendments.
August 18, 1998	Board of Aldermen requested report from Town Attorney on options when development moratorium expires. The Board also requested a schedule for completion of the small area plan.
August 25, 1998	Board of Aldermen to discuss development moratoria on September 8, 1998. Tentative schedule of completion distributed.
September 8, 1998	Board of Aldermen directed Town Attorney to prepare two ordinances extending the development moratorium for two and three months and set a public hearing for October 6, 1998.
September 22, 1998	The Board of Aldermen received a draft copy of ordinance to implement the recommendations of the small area plan.
October 6, 1998	Public hearing on development moratorium. Twelve members of the public made comments.
	Worksession to receive the first of four presentations on the draft ordinance.
October 13, 1998	Worksession to receive the second of four presentations on the ordinance. The board made specific suggestions for changes and clarifications
October 27, 1998	Worksession on parts 3 and 4 of NSA ordinance.
November 2, 1998	Worksession to review revisions, recommendations, and reviewer's comments. Three sections were referred to subcommittees for additional work.
November 10, 1998	Board of Aldermen requested that the affordable housing provision be revised to include a mechanism to ensure the long-term affordability of the housing units.
November 11, 1998	Orange County Planning Board completed final review of JPA amendments.
November 17, 1998	Board of Aldermen reviewed revised ordinance and Orange County Planning Board comments. Set a public hearing for review of the ordinance for December 15, 1998.
December 1, 1998	Board rescheduled December 15 hearing to December 16, 1998.
December 2, 1998	Public Informational Meeting on NSA Ordinance at Homestead Community Center. Six citizens attended.
December 9, 1998	Public Informational Meeting on NSA Ordinance at Homestead Community Center. Twenty-six citizens attended.
December 15, 1998	Board of County Commissioners' consideration of Joint Planning Agreement amendments related to NSA Plan.
December 16, 1998	Public hearing on NSA Plan
January 5, 1999	Board of Aldermen review staff analysis of issues from public hearing on NSA Plan.
January 11, 1999	Discussion of Draft letter to BOCC in response to Barry Jacobs' proposal to revise JPA amendments in response to citizen comments.
January 19, 1999	BOCC considered JPA amendments
January 20, 1999	Board of Aldermen discusses further action needed regarding NSA ordinance.

ATTACHMENT A-4

January 22, 1999	Joint staff meeting – discussion of outstanding issues
February 2, 1999	BOCC adopts JPA amendment incorporating NSA Plan.
February 9, 1999	Board of Aldermen considers revised JPA amendment and identifies provisions for "Final Draft" of NSA Ordinance.
February 16, 1999	Board of Aldermen worksession on Vernacular Architectural Standards
March 23, 1999	Public hearing on NSA Ordinance scheduled but delayed at request of Board of County Commissioners.
March 30, 1999	Joint meeting between Board of Aldermen and BOCC to review draft ordinance.
May 2, 1999	BOCC determined no consistency problems between draft ordinance and NSA plan/Joint Planning LU Plan.
May 11, 1999	Report on outcome of BOCC review of consistency of NSA Ordinance with NSA plan.
May 25, 1999	Public hearing on NSA Ordinance.

Meeting Schedules- Work Group, Steering and Ordinance Drafting Committees*Small Area Planning Work Group*

(See attached attendance record. Please note that there were three other meetings that were not added to the attendance record. These meetings were held on September 21, 1995, November 16, 1995 and January 18, 1996.)

Facilitation Steering Committee

July 8, 1996	January 29, 1997	May 31, 1997
August 29, 1996	March 6, 1997	June 11, 1997
November 11, 1996	April 18, 1997	July 15, 1997
December 5, 1996	April 19, 1997	
January 9, 1997	May 15, 1997	

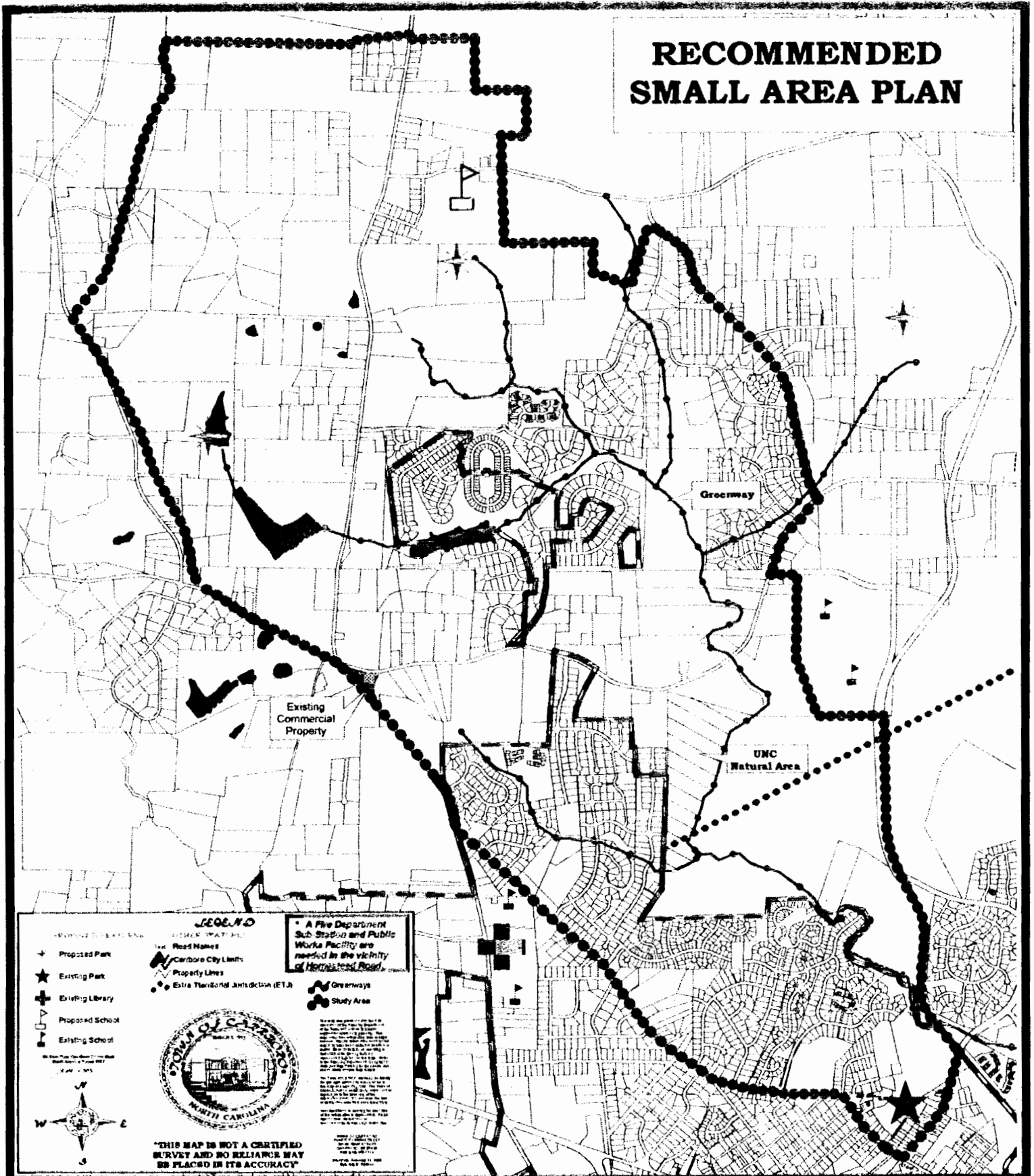
Ordinance Drafting Committee

September 30, 1997	March 12, 1998	June 10, 1998
October 27, 1997	March 18, 1998	June 17, 1998
November 24, 1997	March 25, 1998	June 24, 1998
December 11, 1997	April 1, 1998	June 29, 1998
December 17, 1998	April 22, 1998	July 7, 1998
January 8, 1998	April 29, 1998	July 22, 1998
January 14, 1998	May 6, 1998	July 29, 1998
January 28, 1998	May 13, 1998	October 24, 1998
February 4, 1998	May 20, 1998	October 28, 1998
February 17, 1998	May 24, 1998	
March 4, 1998	June 3, 1998	

Planning/pjm – 12-15-98

MAP #7:

RECOMMENDED SMALL AREA PLAN



1. COUNTY COORDINATION: Work with the County to encourage the preservation of active farmland, and to limit the conversion of farmland to developed uses outside the Study Area, as a trade-off for accommodating new development within the Study Areas.
2. ENCOURAGE "METRO-FARMING": Encourage the conservation of active farmland within new conservation subdivisions and elsewhere in the Study Area, with emphasis on nontraditional crops or uses (high-value vegetables, pick-your-own berries, apples, etc.) and community-supported agriculture (community gardening, wholesale nurseries, commercial stables, etc.). Metro-farming should be promoted by a special committee that would look into ways to make Use Value Assessments more common and frequently applied.
3. ENCOURAGE "LANDOWNER COMPACTS": Actively promote the concept of two or more adjoining landowners combining their properties to increase the possibility of significant conservation set aside on one parcel by shifting part or all the density to the other parcel(s), with pro-rata sharing of proceeds by the various participating landowners.
4. EXPLORE THE ROLE OF PDR'S: Recognizing the limited availability of public and private funds with which to purchase development rights from farmers, and also the relatively high cost of such purchases where farmland is zoned for densities of one or more dwellings per acre, the Town should nevertheless explore this option as one additional way of preserving all or part of a farm within the Study Area.

Mixed-Use Village Centers

1. VILLAGE FLOATING ZONE: Amend policy proposal in Draft Plan for a Mixed-Use Village Center along Old 86 to a policy endorsing the concept of a "floating zone" for future residential village developments in the Transition Area.
2. FLOATING MIXED-USE CENTER: Amend policy proposal in the Draft Plan for a Mixed-Use Center along Homestead Road to a policy endorsing the concept of a "floating zone" for mixed-use villages with very modest retail components at appropriate locations in the Transition Areas.
3. REHABILITATE AND DENSIFY EXISTING SHOPPING CENTERS AND OTHER SITES IN CARRBORO: Modify zoning (parking requirements, setbacks, floor-area ratios, etc.) to encourage existing shopping centers to add new floorspace along front edges and eventually to be redeveloped into multi-story mixed-use centers, especially those located along transit routes. Such developments could provide locations for new student rental housing, in addition to shopping centers such as Carrboro Plaza, other sites such as the public works property and the asphalt plant could eventually be redeveloped for mixed-use centers, or at least higher density residential.

Housing Availability

1. OFFER PAIRED BONUSES: Increased density incentives not only to reduce land cost per dwelling but also to offset additional cost of designing, building, and landscaping new affordable housing so that it looks like a market-rate product rather than a government project. Such housing should be integrated physically into new subdivisions through design standards for building design and for neighborhood layout.
2. APPROPRIATE DENSITIES: Cap densities for market-rate housing at 3 dwelling units per acre so that bonus densities of 4 to 5 dwelling units per acre could be offered while

SECTION 3 GENERAL PRINCIPLES

INTRODUCTION

When the Board of Aldermen created the Small Area Planning Work Group in 1992, they asked the committee to, "at a minimum," address nine issues (see Small Area Planning Work Group Charge, in Section I). The Small Area Planning Work Group used these nine concerns as key issues to orient its discussions of desired land uses and land use patterns in the Study Area. Through the course of the Work Group's work it has explored a number of planning concepts and decided upon a number of development principles as most suitable to guide the form of development in the Study Area. These concepts and principles, organized by topic, are briefly explained below. Relevant Carrboro policy documents are cited in parentheses to illustrate the relationship between these principles and existing Town policies. "Goals and Objectives for Carrboro's Northern Study Area" as modified by the Facilitated Conference distills these development principles and planning concepts into a list organized to address each of the nine concerns of the Board of Aldermen.

DEVELOPMENT PRINCIPLES

Small-Town Character (Objective 2.40, Carrboro's Year 2000 Task Force Policies)

Development in the study area should be consistent with the preservation of Carrboro's small-town character. Policies such as limiting roads to two lanes, encouraging plantings along roads, preserving historic areas and scenic vistas, and retaining unspoiled open spaces and other natural resources, will help to ensure that the features which make Carrboro an attractive community in which to live will continue to enhance the quality of life in the area in the future.

Village-type development in the study area should be encouraged. This type of development blends residential and commercial opportunities, is easily negotiated by pedestrians, and includes focal points such as parks and other types of open space. In addition to preserving the small-town character of Carrboro and preserving a pedestrian-scale orientation, village-type development improves the Town's ability to provide services efficiently and would likely reduce the traffic impacts of new development.

Housing for a Diverse Population (Objective 2.50, Carrboro's Year 2000 Task Force Policies)

Carrboro needs neighborhoods with a mixture of housing opportunities designed for a diverse population. Due to the growing attractiveness of the area to new area residents, and the resulting upward pressure on housing costs, steps should be taken which would ensure that Carrboro continues to provide housing opportunities for people from diverse backgrounds and from all income levels. In addition to the public provision of such housing opportunities, strategies should be explored for providing incentives to the private sector to incorporate this variety in the development of new housing units.

Citizens Concern and Participation (Objective 2.70, Carrboro's Year 2000 Task Force Policies)

In making development decisions, the Town should strike a fair balance between the rights of property owners, neighbors, other affected citizens, and the community as a whole. To further this goal, every effort should be made to involve a broad base of Carrboro's population in the formulation of land use policies within the jurisdiction.

Preservation of the Natural Environment (Objective 2.20, Carrboro's Year 2000 Task Force Policies)

One of the attractions of the study area is the beauty of the land itself, with its open fields, wooded streams and rolling hills. If development leads to the destruction or alteration of these features, they cannot be reconstructed. Before we decide how best to guide development in the midst of this landscape, we should first decide what we are willing to preserve. In some cases it may be necessary for the town to purchase land outright in order to ensure that it is not despoiled. Other methods for land acquisition, such as the purchase of development rights and tax incentives for "gifting land" can also be used.

Particular topographical features within the study area should be designated in advance as areas which are to be left undisturbed, unless public health and safety factors dictate otherwise. Such features include stream buffers, steep slopes, flood plains and designated wooded areas. Protection of these locations would yield valuable benefits to the community, including partial protection of plant and animal habitats, preservation of the aesthetic beauty of the land, maintenance of buffers between developments, improved water quality and reduced drainage problems.

In areas where development is allowed to occur, land use ordinances should strongly encourage designs and methods that result in the minimal destruction of native vegetation, particularly of wooded areas. For example, the use of wooded buffers and undisturbed vegetation to provide transitions between natural and developed landscapes should be required.

The adoption and execution of major provisions of the Carrboro Recreation and Parks Comprehensive Master Plan would result in the presence of additional open space in the study area in the form of a large community park and three smaller neighborhood parks. However, goals for the preservation of natural areas and for the development of active recreation areas are not always harmonious.

Attractiveness of Developed Environment (Objective 2.30, Carrboro's Year 2000 Task Force Policies)

The town should adopt town-wide design standards, including architectural controls and landscaping requirements, in order to improve the appearance of residential and commercial areas.

Incentives for attractive development should also be created. New development which blends single family and multi-family units should be carefully designed and landscaped to ensure aesthetic compatibility. New development should also be designed to be compatible with

existing development. The privacy and scenic views that current residents enjoy from their homes should not be ruined by careless development.

Carrboro also has a number of scenic roadway vistas that should be preserved. Vistas are an important part of the community's identity. They are often the first and most lasting impression visitors receive of a Town. Additionally, they reinforce residents' "sense of place." The Work Group has identified a number of roadway vistas which should receive special protection from encroaching development:

- The white plank fencing along parts of Homestead Road and Old NC 86.
- The view upstream where Homestead Road crosses Bolin Creek.
- The pond and entrance at Wexford.
- Huge specimen trees in front of established homes on Homestead and Hillsborough Roads.
- The mature hardwood forests on the UNC tracts.

Economic Development (Goal 3.0, Carrboro's Year 2000 Task Force Policies)

When commercial development (retail and office) occurs, it occurs either simultaneously with population increases, or shortly after residential development has occurred. Since the population of Carrboro will continue to increase significantly in the Study Area, new commercial development will be needed. Routine commercial service needs should be met by neighborhood centers.

If the trend of reduced Federal money continues, a greater share of the tax burden will fall on those who pay ad valorem taxes. Ad valorem taxes are taxes on the value of properties, such as the property tax and the automobile tax. If additional commercial and industrial development does not occur, the net effect may be an increase in the ad valorem tax burden on citizens. Increases in these kinds of taxes might make it more difficult for middle-income and low-income people to live in Carrboro.

Principles regarding economic development of both commercial and industrial types are as follows:

- Strip development along major roads should not be permitted. This type of development makes people dependent upon automobiles for their transportation needs, isolates citizens without access to automobiles, and creates additional negative traffic impacts on the community.
- Convenience stores do serve a need. The number and location of these businesses should be controlled, so as to avoid the creation of strip shopping areas, traffic problems, and incompatible usages.
- Consideration should be given to the creation of a well-designed business area, if the uses do not create significant negative environmental, quality of life, or traffic impacts. Consideration should be given to business development which would create jobs that are available to people without professional degrees. A business area should

be located with convenient access to major connector roads in the Study Area, as well as to pedestrian and bicycle routes.

- Neighborhood/residential service activities, such as corner stores, dry cleaners, and day care centers, should be located in neighborhood service centers near intersections of local and collector roads and should be restricted to uses that serve adjacent neighborhoods.
- Auto-service related activities should be located in commercial/service centers near intersections on major roads.
- New office, retail, and other commercial development should be encouraged in order to diversify the tax base. This objective should be achieved in ways that are consistent with the rest of this plan.

Diverse Housing Types, Sizes and Costs

The provision of affordable housing should:

- Promote affordable housing that looks like market-rate housing, using the same materials, exterior facade styles, and forms. Affordable housing should never be segregated or built in high concentrations of units. A good ratio for the provision of affordable housing is 1 to 10: 1 affordable home to 10 market rate homes.
- Permit housing above retail establishments.
- Encourage detached buildings behind houses, in the form of garage apartments or backyard cottages.

Transportation (Goal 4.0, Carrboro's Year 2000 Task Force Policies)

Providing for the adequate flow of bus, auto, bicycle, and pedestrian traffic within Carrboro and to adjoining areas is an essential part of the Town's efforts to preserve its small-town character and to create attractive pedestrian-scale neighborhoods. Additionally, Town services such as police, fire, and public works may be adversely affected if poor traffic patterns exist. A good traffic flow would likely decrease the costs of providing these services. Development must necessarily have an impact on traffic flow, but possible negative impacts can be avoided or minimized with sound transportation design and effective planning. Economic development and population growth are both less disruptive if their effects on transportation are taken into account. Although transportation enhancements can facilitate travel between areas, they can also seriously damage neighborhoods, natural areas, and other areas of concern. The relative priority of smooth traffic flow should be weighed against negative impacts in other areas.

Police, Fire, Public Works

Service provision currently is considered to be generally satisfactory, but new facilities will be needed in the future, which implies the need for significant capital outlays. Funding mechanisms for these new facilities should be investigated.

PLANNING CONCEPTS

In addition to the development principles described above, the Small Area Planning Work Group explored a number of planning concepts, and identified several which they believe are especially suitable in guiding the forms of development in the Study Area. The following concepts represent the Small Area Planning Work Group's proposal as revised through the facilitated planning conference process:

Conservation of Natural and Environmentally Sensitive Areas

The issue of appropriate buffer widths along streams, creeks, and lakes involves many variables depending on the characteristics of the particular water corridor.

In addition to providing access to pedestrians and cyclists, linear open space corridors may be designed to filter stormwater run-off from adjacent development. These corridors often function as traps for pollutants and nutrients. Leaf litter and ground cover can also slow down storm run-off, thereby reducing soil erosion and stream sedimentation. The minimum width for water quality buffering depends on factors such as soil permeability, steepness of the slope, and the amount and type of plant material.

Wider corridors are generally needed for wildlife habitat. The value of providing buffers for wildlife and water quality concerns has been well demonstrated. However, width requirements range dramatically depending on their purposes. Many variables should be considered and flexibility should be applied when determining the optimal corridor widths. A conservation overlay zone could be established that would base the establishment of the appropriate widths of stream and open space corridors on the consideration of site-specific conditions.

Patterns of Development**Neo-Traditional/Mixed Use Village Concept**

Proponents of neo-traditional town planning see it as an answer to the problems of suburban sprawl (Duany, 1991). Simply put, its aim is to encourage the development of land in the pattern of traditional neighborhoods built prior to 1945.

The "Traditional Neighborhood" has the following basic design principles:

- The Neighborhood is limited in size so that a majority of the population is within a 5-minute or 1/4 mile walking distance from the center.
- The streets are laid out as a network so there are alternate routes to every destination.
- There is a full hierarchy of streets that are relatively narrow and are well-defined by the buildings along them.
- The buildings are limited in size.

- A mixture of uses in addition to traditional residential uses are encouraged in these types of developments. Such permitted uses might be neighborhood-scale commercial, office, or institutional.
- There are public squares or centers which contain shops, civic buildings, and offices, as well as apartments and open space.

The positive results of the Traditional Neighborhood pattern include:

- Independence of movement is made possible. By bringing most of the activities of daily living, including dwelling, shopping and working, within walking distance, the elderly and the young gain independence of movement.
- Small town atmosphere is created. Human-scaled and pedestrian oriented developments make possible neighborhoods with small town character.
- Negative impacts from automobile traffic are minimized. Traffic congestion, the expense of road construction, and atmospheric pollution are all significantly reduced by reducing the number and length of automobile trips.
- Bus service is facilitated. By providing appropriate building densities and concentrations, public transit becomes a viable alternative to the automobile.

Important neo-traditional design features include:

- Buildings aligned along streets and squares, creating effective spatial definition.
- Functional and public open space.
- Trees aligned along streets.
- Parking located along streets and/or to the rear of buildings. A row of parked cars buffers the pedestrian from traffic. Parking lots must be placed to the rear of buildings to avoid gaps on the building line which destroy pedestrian continuity. Providing higher density housing (lots under 50 feet wide) with alleys eliminates garage doors from becoming the dominant feature of the facade.

Sustainable Development

The concept of sustainable development borrows from the ecological idea of “carrying capacities.” In the field of ecology, a carrying capacity is defined as the amount of disruption an ecological system is able to sustain while continuing to function as a system. Ecological systems are able to absorb certain levels of impacts without breaking down; however, when the system’s carrying capacity is reached and exceeded, the system will begin to deteriorate.

Advocates of sustainable development argue that current patterns and forms of development are not environmentally sustainable in the long run because they are based on unsustainable patterns of activity. One example of this is the residential commuter suburb, which is based on the use of the single-occupant automobile. In these types of developments, cars are needed for nearly all transportation needs because workplaces, stores, and even schools are not within walking or bicycling distance and transit cannot effectively function in such low density areas. Automobiles depend on the continued operation of a highly complex, limited-supply, environmentally-damaging petroleum extraction and refining system. Because of this, these types of communities are not as sustainable as types of development which are less dependent on the single-occupancy automobile.

Sustainable development advocates support a variety of measures, such as the use of alternative energy systems, energy efficient building designs, and pedestrian-oriented communities, to further the long-term sustainability of human development. Carrboro should encourage the consideration of long-term sustainability issues in assessing the forms and locations for development in the study area.

GOALS AND OBJECTIVES – CARRBORO’S NORTHERN STUDY AREA

Based on the principles and concepts described above, goals and objectives formulated by the Small Area Work Group and the Facilitated Conference link each of the Work Group’s nine goals (given to them by the Board of Aldermen) to methods for attaining those goals.

GOAL 1. *PATTERNS OF GROWTH WHICH MINIMIZE NEGATIVE IMPACTS AND MAXIMIZE POSITIVE IMPACTS ON THE COMMUNITY.***OBJECTIVES:**

- 1.A. Require neighborhood residential development which is clustered.
- 1.B. Encourage the concept of a “floating zone” for future residential village developments in the Transition Area.
- 1.C. Endorse the concept of a “Floating Zone” for mixed-use villages with very modest retail components at appropriate locations in the Study Area.
- 1.D. Continue policy of providing Town services to newly developed areas concurrent with the attainment of minimum service level standards.
- 1.E. Pursue objectives listed under transportation, service provision, and environmental quality goals listed below.
- 1.F. Provide for modest community-scale commercial and office uses in mixed-use areas.
- 1.G. Encourage appropriately-scaled economic development in mixed-use areas with very modest retail components at appropriate locations.

- 1.H. Prohibit land uses and activities which would use large quantities of water; include stringent performance standards.

GOAL 2. PATTERNS OF GROWTH WHICH ALLOW FOR THE EFFICIENT PROVISION OF TOWN SERVICES.

OBJECTIVES:

- 2.A. Restructure impact fees to reflect true current and future costs of new development to the community, with the exception of assessing impact fees which conflict with Goal 4.
- 2.B. Investigate and implement various mechanisms for the acquisition of land for the purposes of providing open space, creating trail and bikeway linkages, and preserving environmentally sensitive areas.
- 2.C. Encourage development in patterns described under Goal 1.
- 2.D. Begin the process of land acquisition for a fire substation, a public works service center, and other needed public facilities in the Study Area.

GOAL 3. CONSERVATION OF NATURAL AND ENVIRONMENTALLY SENSITIVE AREAS, AND THE PROTECTION OF ENVIRONMENTAL QUALITY.

OBJECTIVES:

- 3.A. Use conservation overlay zone standards to determine appropriate streamway buffer widths for new development.
- 3.B. Prohibit development of natural and environmentally sensitive areas through the creation of a resource conservation district or open space conservation district.
- 3.C. Identify strategies for various types of acquisition or dedication that would protect important natural areas, including Bolin Creek.
- 3.D. Mitigate potential impacts of development on streams and creeks. (e.g. erosion, sedimentation, pollution)
- 3.E. Identify Primary Conservation Areas (wetlands, floodplains, & Slopes >25 percent) and Secondary Conservation Areas (mature deciduous woodland, prime farmland in fields, meadows, pastures, wildlife habitats/travel corridors, historic/cultural features, scenic viewsheds from public roads across existing fields/meadows/pastures, etc.).

GOAL 4. A VARIETY OF HOUSING TYPES AND PRICE LEVELS.

OBJECTIVES:

- 4.A. Explore options for establishing a legal basis for inclusionary zoning.
- 4.B. Provide strong incentives for new development to dedicate a proportion of new housing units to renters or prospective home buyers in specified income levels.
- 4.C. Explore community land trust options for the provision of affordable housing.
- 4.D. Promote village development patterns as described under Goal 1.
- 4.E. Increase density incentives not only to reduce land cost per dwelling but also to offset additional cost of designing, building, and landscaping new affordable housing so that it looks like a market-rate product rather than a government project. Such housing should be integrated physically into new subdivisions through design standards for building design and for neighborhood layout.

closer to population centers in Carrboro should be considered for accessibility by the physically handicapped.

- 6.E. CONNECT HOMESTEAD ROAD AT LAKE HOGAN FARMS WITH THE BOLIN CREEK GREENWAY: Implement this connection along a drainage channel or stream bed running through several existing subdivisions, as a long term goal.
- 6.F. SUBSIDIARY GREENWAY TRAILS: Require developers of new subdivisions to lay out and construct neighborhood trails through their new developments in such a way that they will connect with and extend the Town's more formal greenway network.
- 6.G. HORACE WILLIAMS TRACT: The Town should aim for more than a small 10-acre park on this large tract by proactively encouraging the owner to think more creatively and to plan to accommodate all the permitted density to be situated east of the creek, where the land is actually much more suitable for development. A defacto density bonus could be offered by agreeing to calculate the density to be transferred from west of the creek to the eastern area on the basis of gross acreage on the western bank, rather than on net developable land. (A realistically drawn "Yield Plan" for the western area would probably show that its actual developability is constrained by the numerous drainage ways that dissect it.)
- 6.H. EXPERIMENTAL TRAILS: New trails should be designated as "experimental" with a defined period for evaluation and abandonment, in situations where abutters register concern about litter, vandalism and privacy loss.

GOAL 7. CONTINUATION OF CARRBORO'S SMALL-TOWN CHARACTER AND PRESERVATION OF ITS EXISTING NEIGHBORHOODS.

OBJECTIVES:

- 7.A. Limit potential traffic, noise, lighting, and aesthetic impacts of new development on existing neighborhoods.
- 7.B. Through the encouragement of cluster development and village-scale development, foster the creation of new pedestrian-scaled neighborhoods to enhance the variety and character of Carrboro's neighborhoods.

GOAL 8. A PEDESTRIAN-SCALE COMMUNITY.

OBJECTIVES:

- 8.A. Require cluster and traditional-style village development.
- 8.B. Provide for adequate commercial space such that citizens are able to conduct commercial transactions within walking distance of their homes.
- 8.C. Provide adequate walkways, sidewalks, and pedestrian networks to enable people to walk to nearby residences, parks, schools, and neighborhood commercial centers.

GOAL 9. CONTINUATION OF THE CHARACTER AND NATURAL BEAUTY OF THE STUDY AREA.

OBJECTIVES:

- 9.A. Implement objectives identified under Goal 3.
- 9.B. Preserve important vistas in the Study Area.
- 9.C. Implement town-wide design guidelines to ensure that new development does not degrade the aesthetic character of the Study Area.

SECTION 4 THE RECOMMENDED SMALL AREA PLAN

INTRODUCTION – PUTTING IT INTO PERSPECTIVE

Any land use plan for an area within North Carolina's Triangle region must acknowledge the reality of the explosive population growth in the region over the past twenty years. Due to the success of The Research Triangle Park; the proximity of The University of North Carolina at Chapel Hill, Duke University, and North Carolina State University; the general attractiveness of life in the area; and the great variety of business opportunities to be found in the region, new residents are flocking to the area. This immigration bodes well for the future economic prospects of the region, but poses problems for many current residents, who fear that the qualities of the area which they enjoy will be trampled underfoot by the crush of new development. This dilemma is becoming increasingly evident in Carrboro, which is expected to double in population within the next fifteen years.

The charge given to the members of the Small Area Planning Work Group (SAPWG) was to formulate a plan for development in the Northern Transition Study Area which would accommodate a large share of Carrboro's anticipated growth while seeking to preserve the natural, social, aesthetic, and economic qualities that make it a desirable place in which to live. Carrboro's ability to expand is severely limited by a number of constraining factors: to the east, Carrboro shares a border with the Town of Chapel Hill; to the south and west, Orange County has established rural buffer zones which serve to preserve the water quality of the University Lake Watershed, the source of much of the area's drinking water. The size of the Study Area is also constrained to the north by portions of Duke Forest. This leaves Carrboro with the Northern Study Area to accommodate the bulk of expected growth. Carrboro currently has an agreement with Orange County and Chapel Hill which will allow the annexation of the Transition Areas. Clearly, the Study Area is of primary importance to the future of Carrboro. To successfully accommodate anticipated growth while maintaining its small town heritage and enhancing the quality of life for all of its citizens, Carrboro must ensure that the land in the Study Area is not squandered through the exclusive development of high-priced, large-lot, single family housing.

This Small Area Plan describes the SAPWG's and the Facilitated Conference's proposed land uses in the Study Area. Over the two years of meetings by the Work Group, and two days of facilitated meetings by area residents, careful attention was paid to balancing the interests of landowners in the Study Area with the interests of all Carrboro's citizens. The resulting plan clusters residential development; encourages "village-scale" developments; accommodates the need for open space, conservation, and park land; and creates neighborhood and community-scale commercial centers. These measures are designed to minimize the negative impacts on environmental quality, transportation, taxation, and neighborhoods that can result from new development. The plan will also serve to preserve Carrboro's small town character by discouraging a "sprawled" and uniform pattern of monotonous development and creating instead new neighborhood-scale communities.

STUDY AREA LAND USE PLAN

FLOATING ZONES – Residential

Mixed-Use Village Centers - Mixed-use village centers provide for planned village developments on larger tracts of land. These village centers will be allowed in a newly created floating zone that in addition to basic acreage requirements will impose “good neighbor” performance standards designed to protect existing residents from negative impacts generally associated with new development.

Proposed uses in the Village Floating Zone include: residential, neighborhood-scale commercial, and neighborhood-scale office. In order to ensure that village-style development is internally consistent, it should be developed as one project, by one developer. Acceptable site plans require integration of neo-traditional design ideas to create a neighborhood-scale, pedestrian friendly development. Park land and open space within the development should be plentiful and readily accessible to all residents without need for automobile travel. All residential sites should be within one quarter mile of a village center, where commercial and office establishments are located. Streets within the development should be laid out in a pattern that provides for multiple routes to destinations and disperses traffic among many streets. The village should also be served by a network of bicycle and pedestrian paths which connect with pathways along the Bolin Creek greenway. An acceptable site design will also include provision for transit facilities and transit access.

The overall target densities for the mixed use area is 5 dwelling units per acre. The overall target density for the entire Study Area is approximately the same as the current density of Carrboro: 2.1 dwelling units per acre. A portion of the developable land area will be dedicated to commercial and office uses, with the possibility of increasing commercial acreage with higher residential densities. Areas for open space, parks, and conservation will be determined either through the recently passed open space ordinance or through the use of performance-based criteria for these types of uses. The village mixed-use areas will host a variety of housing types, styles, and prices, including single family residences, townhouses, and rental apartments. Cap densities for market-rate housing at 3 dwelling units per acre so that bonus densities of 4 to 5 dwelling units per acre could be offered while still allowing for a minimum of 40 percent of the developable land being designated as open space (connected with the townwide greenway network).

Neighborhood Mixed-Use - New housing developments in neighborhood mixed-use areas will be clustered in order to preserve sensitive environmental features and provide open space to residents. Some commercial uses will be allowed in these zones, subject to “good neighbor” performance standards relating to impacts from traffic, noise, hours of operation, lighting, and aesthetics. New collector roads in these areas should be built on a grid pattern. Bicycle and pedestrian pathways to provide access and recreation should be developed as well. A mixture of housing types, styles, and prices will be encouraged in these areas. Within neighborhood mixed-use zones, larger-scale commercial facilities will be allowed with higher residential densities. Higher residential densities, in turn, will be allowed with the provision of

residential densities. Higher residential densities, in turn, will be allowed with the provision of publicly-beneficial development features, such as affordable housing, parks and open space, and so on. Performance standards relating to environmental, traffic, noise, and other impacts will determine the maximum appropriate scale for development in these areas. Subject to these performance standards, additional village mixed-use areas could be allowed in the neighborhood mixed-use zone.

Figure 4-1 Mixed-Use Development Concept

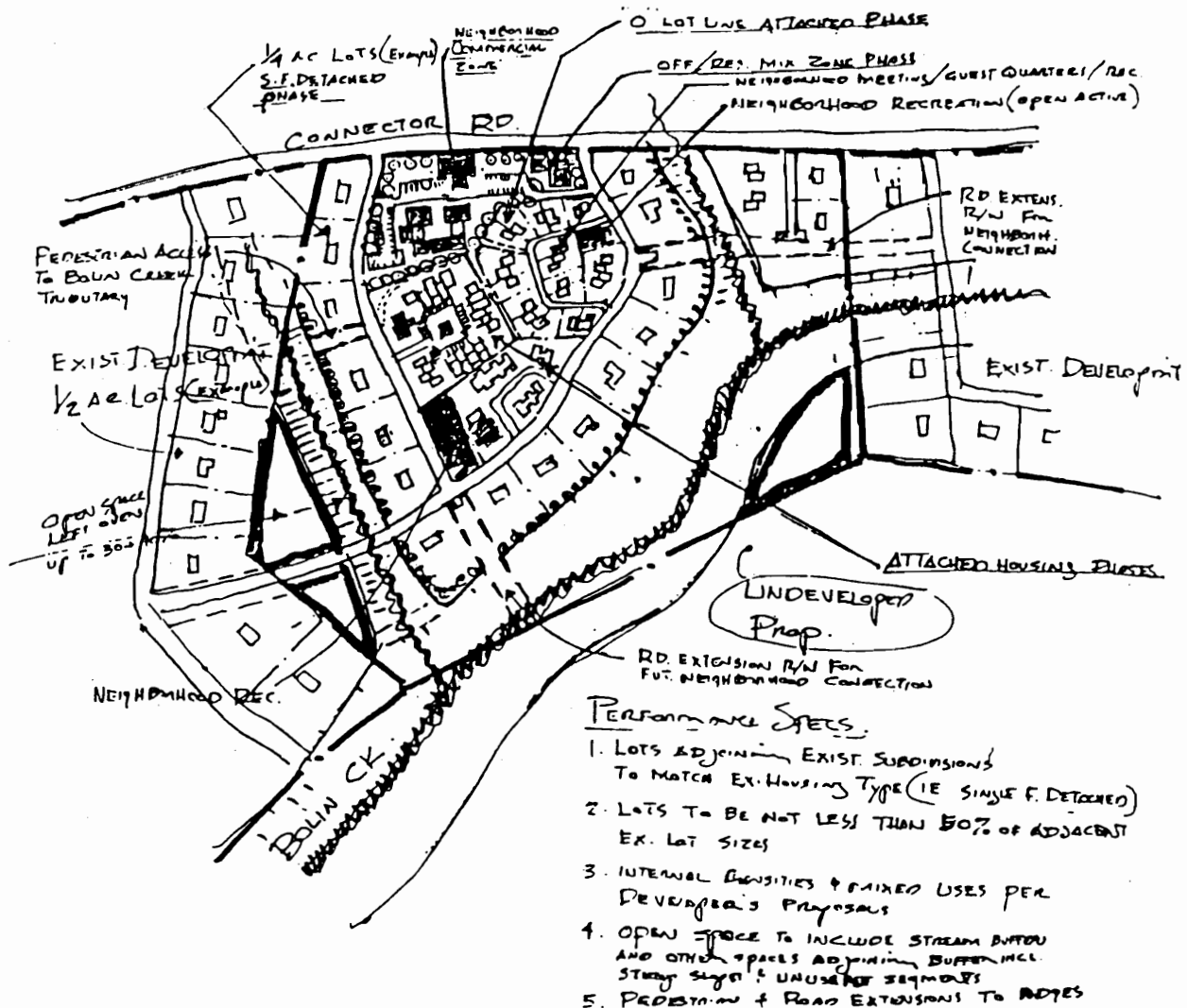
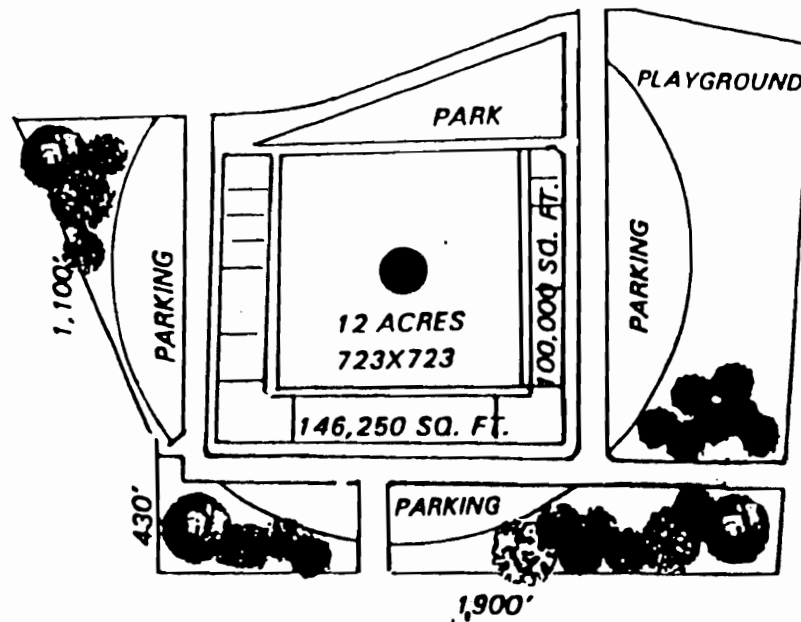


Figure 4-2 Community Mixed Use



**70 ACRES
CARRBORO SQUARE
COMMUNITY MIXED-USE**

- 12 ACRE GREEN
- 435,000 SQ. FT. RETAIL
- ARCADE FACING 3 SIDES OF GREEN
- EACH SHOP HAS FRONT & BACK ENTRANCE
- PARKING AREA IN BACK OF EACH STORE
- 880,500 SQ. FT. PARK = 20 ACRES
- 8 1/2 ACRES PARKING
- 6 POINTS OF BIKE/PEDESTRIAN ACCESS
- AUTO ACCESS
- 2 ENTRANCES OFF OF ARTERIAL(S) AND/OR COLLECTOR(S)
- 2 SEPARATE ENTRANCES OFF OF LOCAL ROAD(S) AND/OR SUBCOLLECTOR(S)

with primary constraints. A ratio of open space should be established such as the one recommended by Randall Arendt.

The ordinance should require that priority be given to ranked categories of land (secondary constraints) such as:

- ⇒ contiguous wooded areas
- ⇒ pleasing open vistas (seen either from a road or within a development)
- ⇒ historically or archaeologically significant areas (even if structures or graves are located there)

1.3 Create a “floating zone” for future residential village developments

In order to encourage mixed-uses, the Town is encouraged to amend the Land Use Ordinance to create a “floating zone” for future residential village developments in the Study Area. Carrboro can foster a neo-traditional style of village-sized mixed-use development by including a number of performance standards with incentives for mixed-use development proposals. Mixed-use village centers should provide for planned village developments on tracts of land with a net developable area greater than 25 contiguous acres in size. These village centers will be allowed in a newly created floating zone that in addition to basic acreage requirements will impose “good neighbor” performance standards designed to protect existing residents from negative impacts generally associated with new development.

One of the crucial aspects of neo-traditional development is that to create village character, residences should be no more than a quarter of a mile from the village center. This enables residents to easily walk to most areas within the village. This will help to create pedestrian-scaled neighborhoods rather than auto-dependent suburbs. It is important not to allow subdivision of these parcels. In order for neo-traditional developments to work, they must be built so that all elements of the village are harmonious.

Another crucial aspect of neo-traditional development is a mixture of uses in the development. Carrboro could require that a certain percentage of the development be allocated to commercial and office uses. These mixed use areas should be capable of supporting very modest retail components at appropriate locations in the Study Area. New mixed-use classifications could be developed by integrating current B3, R2 or R3, and O zoning classifications and adding some new elements.

Additional elements, such as street and building design standards, should be incorporated into the new mixed-use area(s), but Carrboro should be careful not to over-regulate the form of development. Street and building design standards should be a part of any good neo-traditional-style development, and these elements can be approved through the site plan review process.

Neighborhood mixed-use areas are intended to be predominantly residential. Flexibility should be allowed in the amount of commercial space permitted in these areas. A baseline figure for allowable commercial development should be set, but higher commercial densities should be permitted with the provision of publicly-beneficial development features such as parks, bicycle

paths, and affordable housing. Strict guidelines pertaining to site design and performance standards for commercial development should be a part of this type of new land use designation.

1.4 Attract developers who have successfully built mixed-use and clustered developments.

A number of developments in the area have successfully incorporated some, if not all, elements of these two styles of development. Some examples are Chapel Hill's Southern Village, Fearington Village south of Chapel Hill, and the proposed University Station development in Hillsborough. Developers of these mixed-use, village style areas, as well as other potential developers, could be approached by Carrboro officials. This would allow direct communication of the type of development sought in the Study Area and the assessment of the interest of the development community in such projects.

1.5 Provide incentives to commercial and office businesses that locate in neo-traditional developments.

One of the frequent stumbling blocks of neo-traditional development is catalyzing business interest in these areas. This difficulty is not due to the lack of profit incentives in these areas, but to the inherent conservatism of businesses and financial institutions. By providing incentives, such as tax breaks, higher allowed densities, or an expedited permitting process, businesses will overcome their reluctance to locate in these new types of developments and find that there are many advantages to a neo-traditional location. Once there is enough evidence that neo-traditional location is good for business, financial institutions and new businesses will readily support and pursue neo-traditional locations.

1.6 Create a new business/office/assembly area that would allow certain types of light manufacturing, flex space, and office uses subject to performance standards.

Although commercial and office uses in mixed-use areas within the Study Area will help to offset the tax burden on residences within Carrboro, larger-scale employers would have greater impacts on changing the overall balance of taxation. Additionally, the location of larger-scale employers in the Study Area would help to defray traffic impacts by enabling more people who live in Carrboro to work in Carrboro. Performance standards can be applied to these types of uses, and impact assessment evaluation can be employed to ensure that they do not create undue negative impacts on neighbors.

the area takes "the big picture" into account, Carrboro should strongly encourage the coordination of transportation planning in the area with other involved parties. Carrboro should also continue to actively participate in regional transportation planning efforts. If commuter rail service is planned for the area at some point in the future, the service should be closely coordinated by involved parties.

5.5 *Promote coordination between developers for the planning of bicycle, pedestrian, transit, and automobile transportation routes.*

Incentives should be provided to developers for linking these transportation routes. Emphasis should be placed on making these routes publicly accessible. Currently developers are awarded points for the provision of facilities such as tennis courts and swimming pools in their developments. The points awarded for the provision of bicycle and pedestrian pathways should be increased, with even higher points awarded to pathways that connect to other networks. The findings of the American Lives Survey indicate that consumers highly rank natural open space, as well as walking and bicycle paths, in their preferences for development amenities. (Source: "American Lives Survey Analysis", prepared by Diane Schrauth, January 16, 1995.)

5.6 *Incorporate transportation concepts which support mixed-use development.*

Provision for the traditional mode of transportation by automobile should be balanced with provision for other modes, such as bus, pedestrian, and bicycle travel. Automobile access should not preclude the uses of other modes of transportation. This can be controlled by locating automobile access in the rear of buildings, revising roadway design standards, and limiting the provision of parking spaces while providing for convenient bicycle, pedestrian, and transit access to buildings. Mixed-use style development should ensure that distances between residences and commercial, office, and civic centers will not require the use of automobiles in all instances.

GOAL 6: *ADEQUATE PROVISION OF PUBLICLY ACCESSIBLE PARKS AND RECREATION FACILITIES.*

MEASURES:

6.1 *Follow the recommendations of the Recreation and Parks Comprehensive Master Plan.*

- e. ~~Not more than 25 percent of the total building gross floor constructed within the proposed district may be used for uses permissible within this district that fall within the 2.000 classification.~~

(11) **O/A CU OFFICE/ASSEMBLY CONDITIONAL USE.** This district is identical to the O/A district and shall be subject to all regulations applicable to the O/A district (including but not limited to the performance standards set forth in Part 1 of Article XI) except as follows: **(AMENDED 05/25/99;5/28/02)**

- a. This district shall be a conditional use district authorized under N.C.G.S. 160A-382. As such, property may be placed within this district only in response to a petition by the owners of all the property to be included.
- b. No area less than four contiguous acres and no more than a total of twenty-five (25) acres may be rezoned to the O/A CU.
- c. As indicated in the Table of Permissible Uses, the only permissible use within an O/A CU district is an office/assembly planned development, and an office/assembly planned development is permissible only in an O/A CU district.
 - 1. The applicant for an office/assembly planned development conditional use permit shall specify which of the use classifications generally permissible with an O/A district the applicant wants to make permissible within the proposed O/A CU district.
 - 2. Once a conditional use permit authorizing an office/assembly planned development has been issued, then individual tenants or occupants of the spaces or properties covered by the permit may occupy or use such individual spaces or properties without need for additional zoning, special use, or conditional use permits, so long as such use or occupancy is consistent with the approved conditional use permit including limitations on permissible use classifications approved pursuant to subsection 1 above or other conditions or limitations imposed as conditions pursuant to Section 15-59.
 - 3. Uses within the O/A CU district shall be limited to those where loading and unloading occurs during daylight hours only.
- c.1. Not more than 25 percent of the total building gross floor constructed within the proposed district may be used for uses permissible within this district that fall within the 2.000 classification.
- d. When an O/A CU rezoning petition is submitted (in accordance with Article XX of this chapter), the applicant shall simultaneously submit a conditional use permit application for an office/assembly planned development.

Section 15-141.2 Village Mixed Use District Established (AMENDED 05/25/99)

(a) There is hereby established a Village Mixed Use (VMU) district. This district is established to provide for the development of rural new villages at a scale intended to continue Carrboro's small town character as described in its Year 2000 Task Force Report and to promote a traditional concept of villages. The applicant for rezoning to this district must demonstrate that its planning, design and development will achieve, but not necessarily be limited to, all of the following specific objectives:

1. The preservation of open space, scenic vistas, agricultural lands and natural resources within the Town of Carrboro and its planning jurisdiction and to minimize the potential for conflict between such areas and other land uses;
2. The creation of a distinct physical settlement surrounded by a protected landscape of generally open land used for agricultural, forest, recreational and environmental protection purposes.
3. Dwellings, shops, and workplaces generally located in close proximity to each other, the scale of which accommodates and promotes pedestrian travel for trips within the village.
4. Modestly sized buildings fronting on, and aligned with, streets in a disciplined manner.
5. A generally rectilinear pattern of streets, alleys and blocks reflecting the street network in existing small villages which provides for a balanced mix of pedestrians and automobiles.
6. Squares greens, landscaped streets and parks woven into street and block patterns to provide space for social activity, parks and visual enjoyment.
7. Provision of buildings for civic assembly or for other common purposes that act as visual landmarks and symbols of identity within the community.
8. A recognizable, functionally diverse, but visually unified village focused on a village green or square.
9. Development of a size and scale, which accommodates and promotes pedestrian travel rather than motor vehicle trips within the village.
10. Compliance with the policies embodied in this chapter for the development of a village mixed use.

(b) The VMU district shall be a conditional use district authorized under N.C.G.S. 160A-382. As such, property may be placed within this district only in response to a petition by the owners of all the property to be included.

(c) As indicated in the Table of Permissible Uses, the only permissible use within a VMU district is a village mixed use development, and a village mixed use development is only permissible within a VMU district.

(d) Property may be rezoned to the VMU district only when the property proposed for such rezoning:

1. Comprises at least fifty, but not more than two hundred, contiguous acres. For purposes of this subsection, acreage is not "contiguous" to other acreage if separated by a public street or connected only at a point less than one hundred feet in width; and
2. Is so located in relationship to existing or proposed public streets that traffic generated by the development of the tract proposed for rezoning can be accommodated without endangering the public health, safety, or welfare; and
3. Will be served by OWASA water and sewer lines when developed;

(e) No more than 350 gross acres may be rezoned to the VMU district and no more than three villages may be approved.

(f) Nothing in this section is intended to limit the discretion of the Board of Aldermen to deny an application to rezone property to a VMU district if it determines that the proposed rezoning is not in the public interest.

(g) When a VMU rezoning application is submitted (in accordance with Article XX of this ordinance), the applicant shall simultaneously submit an application for approval of a master plan for the proposed village mixed use development, in accordance with the following provisions.

1. The master plan shall show, through a combination of graphic means and text (including without limitation proposed conditions to be included in the conditional use permit for the proposed development):
 - a. The location, types, and densities of residential uses;
 - b. The location, types, and maximum floor areas and impervious surface areas for non-residential uses;
 - c. The location and orientation of buildings, parking areas, recreational facilities, and open spaces;
 - d. Access and circulation systems for vehicles and pedestrians;
 - e. How the development proposes to satisfy the objectives of and comply with the regulations applicable to a village mixed use development as set forth in Section 15-176.2 of this chapter;

- f. How the development proposes to minimize or mitigate any adverse impacts on neighboring properties and the environment, including without limitation impacts from traffic and stormwater runoff; and
 - g. How the development proposes to substantially comply with the town's recommended "Village Mixed Use and Affordable Housing Vernacular Architectural Standards."
 2. The planning board, Northern Transition Advisory Committee, Appearance Commission, Environmental Advisory Board, Transportation Advisory Board (and other advisory boards to which the Board of Aldermen may refer the application) shall review the proposed master plan at the same time it considers the applicant's rezoning request. In response to suggestions made by the planning board (or other advisory boards), the applicant may revise the master plan before it is submitted to the Board of Aldermen.
 3. If the applicant submits a proposed master plan with a VMU rezoning application, then:
 - a. Applicants for VMU districts that are located within the Transition Area portion of the Carrboro Joint Development Area as defined within the Joint Planning Agreement should meet with Carrboro Town and Orange County Planning staff prior to the formal submittal of an application to informally discuss the preliminary rezoning development plan.
 - b. The rezoning application and master plan proposal shall be reviewed concurrently by the Board of Aldermen according to the same procedures and in accordance with the same standards applicable to other zoning amendments; and
 - c. The Board may not approve the VMU rezoning application unless it simultaneously approves the master plan for the development of the property, subject to such reasonable modifications and conditions as the Board may impose in the exercise of its legislative discretion.
 4. Approval of a VMU rezoning application with a master plan under this section does not obviate the need to obtain a conditional use permit for the village mixed use development in accordance with the provisions of Section 15-176.2 of this chapter.
 - a. With respect to VMU applications involving property that is totally or partly within the Transition Area portion of the Carrboro Joint Development Area as defined within the Joint Planning Agreement, in addition to other grounds for denial of a conditional use permit application under this chapter, a conditional use permit for a village mixed use development shall be denied if the application is inconsistent with the approved master plan in any substantial way. Without limiting the generality of the foregoing, an application for a conditional use permit is inconsistent in a substantial way with a

previously approved master plan if the plan of development proposed under the conditional use permit application increases the residential density or commercial floor area permissible on the property or decreases or alters the location of open space areas.

- b. With respect to property that is located totally outside the Transition Area portion of the Carrboro Joint Development Area as defined within the Joint Planning Agreement, in addition to other grounds for denial of a conditional use permit application under this chapter, no conditional use permit for a village mixed use development may be denied on the basis that the application is inconsistent with the approved master plan. However, if the conditional use permit is approved, the Board of Aldermen shall be deemed to have amended the master plan to bring it into conformity with the conditional use permit.
 - c. No conditional use permit for a village neighborhood mixed use development may be denied for reasons set forth in Subsection 15-54(c)(4) if the basis for such denial involves an element or effect of the development that has previously been specifically addressed and approved in the master plan approval process, unless (i) it can be demonstrated that the information presented to the Board of Aldermen at the master plan approval stage was materially false or misleading, (ii) conditions have changed substantially in a manner that could not reasonably have been anticipated, or (iii) a basis for denial for reasons set forth in Subsection 15-54(c)(4) is demonstrated by clear and convincing evidence.
5. Subject to Subsection 15-141.2(g)(4)b, a master plan approved under this section may only be amended in accordance with the provisions applicable to a rezoning of the property in question.

Section 15-141.3 Conditional Use Zoning Districts (AMENDED 5/25/04)

(a) The following conditional use zoning districts are hereby established: RR-CU, R-20-CU, R-15-CU, R-10-CU, R-7.5-CU, R-3-CU, R-2-CU, R-S.I.R.-CU, R-S.I.R.-2-CU, B-1(c)-CU, B-1(g)-CU, B-2-CU, B-3-CU, B-4-CU, CT-CU, B-3-T-CU, O-CU, M-1-CU, and M-2-CU. The provisions of this section applicable to these conditional use-zoning districts do not affect or apply to other conditional use zoning districts established under this chapter, including the Office/Assembly Conditional Use District, or the Village Mixed Use Conditional Use District.

(b) The conditional use zoning districts established in this section may be applied to property only in response to a petition signed by all the owners of the property to be included within such district.

(c) The uses permissible within a conditional use zoning district established herein, and the regulations applicable to property within such a district, shall be those uses that are permissible within and those regulations that are applicable to the general use zoning district to

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- (1) The entrance/exit doors of such uses shall be located in such a manner that a person entering/exiting such business is not required immediately to cross a drive-in window exit lane.
- (2) Drive-in windows shall be located in such a fashion that vehicles using or waiting to use such drive-in or drive-through facilities do not interfere with vehicles seeking to enter or leave parking areas.
- (3) Where it is necessary for patrons wishing to park and enter such businesses to cross a drive-in window lane, crosswalks leading from parking areas to building entrances shall be clearly marked.
- (4) The vehicular entrances or exits of such uses shall not be located within 300 feet of the intersection of the centerlines of intersecting streets.
- (5) A building housing an 8.400 classification use may not be located closer than 1,000 feet to the nearest point of another building housing an 8.400 classification.
- (6) A Type B screen shall be erected, on the exterior border, from the service window to the entrance of the stacking lane.

Section 15-176.2 Village Mixed Use Developments (AMENDED 05/25/99; 05/28/02)

(a) In a village mixed use development, a maximum of ten percent of the total gross acreage of the tract, or five acres, whichever is less, may be used for purposes permissible in the B-3T or OA districts, subject to any conditions or limitations (including limitations on the types of permissible uses) contained in the remaining provisions of this section, the Master Plan, or the conditional use permit that authorizes the development in question.

- (1) Within the portion of the tract developed for commercial purposes, the regulations (other than use regulations, which are governed by the provisions immediately above) applicable to property zoned B-3T shall apply except as otherwise provided in this section or as otherwise allowed by the Board of Aldermen in the approval of the Master Plan or conditional use permit for the development.
- (2) The commercial portions of the village mixed use development shall be contained within a "storefront use area." This area shall be designed to provide a variety of retail shops and services to support the day-to-day needs of village residents and other local residents, complemented by other compatible business, civic and residential uses in commercial-type buildings in a manner consistent with a small downtown or central market place in the community.
- (3) Storefront use areas shall be located so they are easily accessible by pedestrians from as much of the residential areas as possible (preferably

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within 1,500 feet – a five-minute walk). Nonresidential uses that are intended or expected to serve an area beyond the development itself shall be located to the extent practicable to permit vehicular access from outside the development without passing through residential streets.

- (4) Storefront use areas shall be located at least 200 feet from an arterial street and at least one-half mile from the nearest edge of another commercial center.
- (5) Parking areas that serve commercial facilities shall be screened with a Type A screen from the view of public streets located outside the development.
- (6) If and to the extent that dwelling units are constructed above commercial uses in commercial areas, the additional vehicle accommodation area required to accommodate such residential uses shall not be treated as commercial area for purposes of the “cap” on commercial areas established by this section.
- (7) Commercial areas shall surround or be located adjacent to or across the street from a public park, green, or square, which area may be credited as part of the open space required of the development.
- (8) Within the commercial areas authorized under this section, buildings shall be designed and constructed so that each individual enterprise occupies (whether as tenant or owner occupant) an area of not more than 6,000 square feet per floor.

(b) Portions of the tract not developed in accordance with the provisions of subsection (a) above may be developed in accordance with the provisions of this chapter applicable to property that is zoned R-10, except as those provisions are modified by the provisions of this section or the Master Plan or conditions imposed by the Board of Aldermen in the issuance of the conditional use permit.

- (1) The number of dwelling units permissible within the entire tract shall be determined in accordance with the provisions of Section 15-182.3 (as adjusted by density bonuses awarded for providing affordable housing under Section 15-182.4), subject to the following:
 - a. Areas used for commercial purposes shall *not* be subtracted from the adjusted tract acreage before determining permissible density.
 - b. All dwelling units constructed above commercial uses in commercial areas (e.g. a second story apartment located above a first floor retail store or office) shall be permissible *in addition* to the number of dwelling units otherwise authorized under this section.

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- c. When a lot is developed as a primary residence with an accessory detached dwelling, the accessory dwelling shall be permissible in addition to the number of dwelling units otherwise authorized under this section.

- (2) The residential portions of the development shall contain a mixture of housing types that are generally reflective of the housing types in Carrboro and ownership/rental options so that the development provides housing opportunities for persons within as broad a range of income levels as is feasible. Different housing types and price ranges shall be intermixed rather than segregated.
 - a. The development shall contain an area known as a "townhouse use area." This area shall be designed to provide for a variety of housing opportunities, including residential buildings such as townhouses and/or apartments in close proximity to the storefront area, and to provide for the flexible use of such buildings to accommodate compatible business and civic uses which supplement the storefront area. The townhouse use area shall be a designated geographic unit generally located along neighborhood streets and adjacent to the storefront area. In approving a conditional use permit for a Village Mixed Use Development, the Board may approve the following uses not generally authorized in an area zoned R-10, subject to such restrictions and conditions relating to locations, use classifications, and other matters as the Board may provide:
 - 1. Personal or business services
 - 2. Office
 - 3. Private club
 - 4. Restaurant
 - 5. Artist studio
 - 6. A maximum of 4 guestrooms for lodging
 - 7. Medical clinic or facility
 - 8. Retail sales, if in conjunction and on the same lot as a home occupation

 - b. The development shall also contain a "single-family detached residential use area" designed to provide for single-family detached homes in a residential neighborhood environment. In approving a conditional use permit for a Village Mixed Use Development, the Board may approve the following uses not generally authorized in a single family detached residential area zoned R-10, subject to such restrictions and conditions relating to locations, use classifications, and other matters as the Board may provide:
 - 1. Office, as an accessory use, or for not more than 2 full-time

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employee equivalents.

(c) In addition to other applicable use regulations as provided above, lots within the following areas may not be used for the purposes indicated below:

(1) Storefront use areas:

- a. drive-in or through windows
- b. uses requiring loading or unloading during non-daylight hours.

(d) In approving a conditional use permit for a village mixed use development, the Board of Aldermen shall ensure, by approval of a condition, phasing schedule, or otherwise, that the nonresidential portions of the development are occupied only in accordance with a schedule that relates occupancy of such nonresidential portions of the development to the completion of a specified percentage or specified number of phases or sections of the residential portions of the development. The purpose and intent of this provision is to ensure that the approval process for a village mixed use development is not used, intentionally or unintentionally, to create nonresidential uses in areas generally zoned for residential uses except as part of an integrated and well-planned primarily residential development.

(e) The open space provided within a village mixed use development pursuant to Section 15-198 shall include areas known as "village conservancy use areas " and "greens, parks, and squares."

- (1) Conservancy use areas are areas designed to create a visual and physical distinction between the development, the surrounding countryside, and any neighboring developments.
- (2) Greens, parks and squares are spatially defined and distributed open spaces within the village mixed use development designed to serve a variety of outdoor leisure and assembly needs of village residents and to enhance the form and appearance of the development.
- (3) There shall be a main village green, which shall be centrally located in close proximity to the storefront area as described in subsection (a)(2). Other, smaller greens shall be dispersed throughout the remainder of the village center in such a way that no lot is more than a walking distance of 1,320 feet from a green, square or park. The main village green shall be designed to a pedestrian scale and shall be no less than 30,000 square feet in size, while the other, smaller greens, squares and parks shall be no less than 10,000 square feet in size.
- (4) Open space areas set aside in accordance with this section may be used to satisfy the forty percent requirement of subsection 15-198(c). If the areas the developer is required to set aside as open space under Section 15-198 together with the areas required to be set aside under this subsection exceed forty percent of the mixed use development, then the Board of Aldermen

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shall allow the developer to set aside less than the one or more of the categories of open space otherwise required under Section 15-198 or this subsection so that the developer is not required to preserve as open space more than forty percent of the development tract.

(f) Village Mixed Use Developments shall meet the following objectives with regard to land use arrangement and design criteria:

(1) Overall Form.

- a. Open space should be designed to follow the natural features whenever possible and to provide for an agricultural, forest and undeveloped character of the land.
- b. The core of the village shall be distinguished from the peripheral, contiguous open space by a well-defined "hard edge" of dwellings in contrast with the open, largely agricultural, forest and undeveloped character of the open space.
- c. The village should be sited so as to best preserve natural vistas and the existing topography.
- d. The village should be designed in a generally rectilinear pattern of blocks and interconnecting streets and alleys, defined by buildings, street furniture, landscaping, pedestrian ways and sidewalks.

(2) Spatial Relationships of Various Use Areas and Open Space.

- a. The common, peripheral open space shall surround the village unless explicitly modified upon a finding that unique topographical or other natural features or preexisting boundary conditions require an alternative arrangement.
- b. Village storefront use and townhouse use areas shall be surrounded by the residential use area or, where applicable, by a combination of residential and civic use areas.
- c. Higher density residential lots should be generally located between the designated commercial area and lower density residential lots.
- d. The transition between uses shall be blended to avoid a distinct visual segregation.

(3) Block Design

- a. Blocks of a generally rectangular shape should be the main organizing feature of the village. While topography, existing

Art. XI SUPPLEMENTARY USE REGULATIONS

vegetation, hydrology and design intentions should influence block shape and size, the maximum length for a block is to be four hundred and eighty (480) feet with an allowance for blocks up to six hundred (600) feet when mid-block pedestrian paths or ways are provided. No less than one eight-foot pedestrian alley or way must be provided for every two-hundred (200) feet of road frontage in the storefront use area.

- b. The blocks of the village may be subdivided into lots, having frontage on a street, whose generally rectangular shape should respond to environmental factors, the proposed use and design intentions.
- c. Village lots should minimize front and side yards, garage aprons and entrances and blank walls, and should generally have as narrow a width as is practical to encourage pedestrian movement.
- d. Each block which includes storefront and narrow frontage townhouse lots shall be designed to include an alley or small clusters of parking, with service access in the rear. Blocks of wide frontage townhouse lots need not be designed to include an alley and rear parking.
- e. Similar land use types shall generally front one another while dissimilar land use types shall generally abut along alleys or rear parking.
- f. Lot layout, path and sidewalk design shall ensure pedestrian access to each lot.
- g. The build-up line specifies a cornice height that establishes the prominent visual dimension of a building and defines its proportion in relation to the street. It should vary, with no more than sixty (60) consecutive feet of the build-up line having a similar cornice or roofline, and be between one and three and one-half stories in height. A two-story build-up line can range from 20 to 25 feet above average ground level. A three-story build-up line can range from 30 to 35 feet above average ground level. (AMENDED 5/28/02)

(4) Storefront and Townhouse use Area Design Components

- a. New multi-family and commercial buildings in storefront and townhouse use areas shall be subject to a maximum front setback (the "build-to" line) in order to maintain a strong sense of streetscape. Such buildings shall generally be of two-story construction (to the so-called "build-up" line) and shall be designed in accordance with the design standards of this chapter and any other

Art. XI SUPPLEMENTARY USE REGULATIONS

applicable standards. To create a defined edge to the village's public space, new multi-family or commercial buildings should conform to a consistent setback from the street. Porches for multi-family or townhouse construction can extend beyond the build-to line. In addition, building faces, as well as a majority of the roof ridgelines should be parallel to the street.

- b. Maximum height regulations are 49 feet and three and a half stories.
- c. Minimum street frontage is 25 feet.
- d. Setback regulations are as follows: Front = no minimum required; maximum is 15 feet; Rear = 20 feet minimum; Side = Zero minimum lot lines are allowed, except at block ends or adjacent to alleys or pedestrian walks as required under block design requirements.
- e. Parking within this area shall be subject to the other parking requirements of this chapter as well as the following:
 - 1. Non-residential off-street parking shall generally be to the side or the rear, or located within internal parking areas not visible from the street.
 - 2. The permit-issuing authority may allow on-street parking spaces along the front property line (except where there are driveway cuts) to be counted toward the minimum number of parking spaces required for the use on that lot.
 - 3. On-street parking space shall be designed as either parallel to the curb on both sides of the street, or diagonal to the street on the storefront side with landscaped breaks serving the pedestrian alleyways.
 - 4. Off -street parking may be located within 100 feet (measured along a publicly accessible route) from the lot containing the use to which the parking is accessory, if the lot containing the parking is owned or leased to the owner of the principal use, or if the lot containing the parking is dedicated to parking for as long as the use to which it is accessory shall continue, and it is owned by an entity capable of assuring its maintenance as accessory parking.
 - 5. The permit-issuing authority may allow shared use of parking.
- f. All public sidewalks and walkways shall:

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1. Be constructed of brick or concrete with brick borders in such a way that they do not impede accessibility.
 2. Be no less than six feet in width; and
 3. Create a completely interconnected network of pedestrian walkways throughout the storefront use and townhouse use areas.
- g. All storefront and townhouse use areas shall contain the following:
1. At least one trash can and one recycling receptacle of approved design in each block;
 2. Public benches of approved design at bus stops, green spaces, and at intervals of no greater than 200 feet along both sides of each block and at lesser intervals and/or in required clusters, as appropriate (i.e. high-activity areas due to the nature of surrounding uses); and
 3. At least one bike rack on each block.
- h. All new construction shall be of similar scale and massing to small-scale, historic buildings in downtown Carrboro.
- i. All roofs shall be topped with low-pitched roofs with articulated parapets and cornices, or pitched roofs where fascias are emphasized and any roof dormers are functional.
- j. Storefront buildings shall:
1. Include show windows on the ground level. Storefront windows are to be large and traditional in appearance and are to include low sills and high lintels.
 2. Articulate the line between the ground and upper levels with a cornice, canopy, balcony, arcade, or other visual device.
 3. Include lighting in show windows, which is in conformance with other lighting regulations, herein;
 4. Project lighting on the sidewalk from about eight feet in conformance with other lighting regulations herein;
 5. Present the principal entrance to the sidewalk. Alternatively, if the principle entrance faces onto an interior courtyard, the entrance to the courtyard must be presented to the sidewalk.

Art. XI SUPPLEMENTARY USE REGULATIONS

- k. The façade of storefront buildings may be separated from the sidewalk surface by a landscaped strip of no greater than three feet, except as necessary to accommodate open-air, food service establishments.
 - l. The construction of open colonnades over a sidewalk adjoining storefront buildings may be permitted subject to an appropriate easement over the public right-of-way.
 - m. Materials in the exterior of buildings surrounding the greens shall be limited to a diversity of brick. Wood, stucco, masonry and other siding materials are subject to the review of the Appearance Commission and the approval of the permit-issuing authority.
 - n. All signage shall:
 - 1. Be affixed to building façade, canopy, or arcade;
 - 2. Be located within the first story limit;
 - 3. Be visible to both pedestrians and drivers;
 - 4. Contain visual street numbers for each building; and
 - 5. Utilize lighting conforming to applicable regulations.
 - o. Storefront buildings shall have at least 60 percent of their front facade parallel to the street.
 - p. The principal entrance shall be from the front sidewalk.
 - q. Storefront buildings fronting on the same street and located on the same block shall be attached, except as necessary to accommodate pedestrian ways.
 - r. The street treescape shall require:
 - 1. The planting of species which branch above 8 feet to facilitate viewing of storefronts and signage.
 - 2. The planting of trees every 30 feet to 50 feet depending on size so as to create a regular pattern of street trees through the area.
- (5) Residential uses within the single family detached residential use area shall conform to the following requirements:

Art. XI SUPPLEMENTARY USE REGULATIONS

- a. Lots shall generally be located along local streets and around the perimeter of the combined storefront and townhouse areas and between those areas and the village conservancy district.
- b. The minimum lot width at the building line shall be 40 feet unless the Board of Aldermen has also approved the development as an architecturally integrated subdivision as described in Section 15-187.
- c. Variations in the principal building position and orientation shall be encouraged, but the following minimum standards shall be observed: Front yard: 15 feet minimum (but 8 feet to front porches or steps) and 25 feet maximum; Rear yard: 30 feet minimum for principal buildings and 5 feet for accessory buildings; Side yard: 20-foot separation for principal buildings, with no side yard less than 5 feet unless the Board of Aldermen has also approved the development as an architecturally integrated subdivision as described in Section 15-187.
- d. The total impervious coverage shall be 50 percent for all of the lots in this use area. Allocation to each lot shall be indicated on the conditional use permit plans and must be finalized at the time a final plat is recorded. For multi-phase projects, the final allocation shall be by phase. No further reallocation of impervious surface coverage for lots in this use area shall be allowed after the final plat has been recorded..
- e. The maximum height of buildings shall be 35 feet.
- f. Residential structures shall be designed to reflect Carrboro's vernacular building tradition in accordance with the design standards described in Section 15-141.2 of this chapter.
- g. Accessory Detached Dwelling shall be architecturally integrated as follows:
 - 1. Accessory Detached Dwellings or outbuildings shall be designed to harmonize with the Carrboro vernacular architecture described above.
 - 2. There shall be a maximum of one accessory dwelling unit (ADD) per lot of less than ten (10) acres.
 - 3. The gross floor area in the ADD shall not exceed 750 square feet.

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4. Exterior fire-exit stairs are prohibited on any side of Accessory Detached Dwellings except at their rear, except in cases when the ADD is located above a garage.
5. All off-street parking for Accessory Detached Dwellings shall be located to the side or rear as viewed from the street.

(6) Roads and Streets.

- a. Street patterns within the village mixed use shall be a rectilinear network of streets, interconnected with clear, direct, understandable patterns, with variations as needed for topographic and environment and other valid design consideration.
- b. Streets shall be designed generally to:
 1. Parallel and preserve existing fence lines, tree lines, hedgerows and stone walls.
 2. Minimize alteration of natural site features.
 3. Secure the view to prominent natural vistas.
 4. Minimize the area devoted to vehicle travel.
 5. Promote pedestrian movement so that it is generally more convenient to walk short distances than to drive.
 6. Be aligned so that the "terminal vista" is of open space features, either man-made (greens, commons), natural (meadows, large trees in distance), or a community structure of significance.
- c. With the exception of loop roads, all neighborhood and local streets shall terminate at other streets within the village proper and shall provide connections to existing or proposed through streets or collectors outside the village proper where practical. Loop roads, as defined in this chapter, are specifically allowed.
- d. Sidewalks shall be provided as required in Article XIV of this chapter.
- e. Sidewalk widths shall be at least six feet in retail/commercial areas, and at least five feet in residential, as well as townhouse, areas.
- f. A plan for sidewalks and footpaths shall be designed to connect all houses with any of the village's greens and parks.

Art. XI SUPPLEMENTARY USE REGULATIONS**(7) Parking.**

- a. Off-street parking lots and areas shall generally be located at the rear of buildings.
- b. No off-street parking shall be permitted in the front yards of buildings located in the storefront or townhouse use areas, nor shall off street parking be the principal use of corner lots in these areas.
- c. Any off street parking space or parking lot in a storefront, townhouse, or civic area which abuts a street right-of-way shall be buffered from the right-of-way by a landscaped area no less than 4 feet wide in which is located a continuous row of shrubs no less than 3 1/2 feet high, or by a wall no less than 4 feet and no more than 6 feet high.
- d. Off street parking in the storefront and narrow frontage townhouse areas shall generally be accessible from an alley only.
- e. The permit-issuing authority may allow on-street parking spaces along the front property line (except where there are driveway cuts) to be counted toward the minimum number of parking spaces required for the use on that lot.

(8) Landscaping

- a. The applicant shall submit a comprehensive landscape master plan for all areas of the village, and village conservancy areas, identifying the location and size of both existing vegetation to be retained and proposed new vegetation, typical planting materials, the phasing of landscape installation and planting methods.
- b. Shade trees shall be provided along each side of all streets, public or private, existing or proposed. Shade trees shall also be massed at critical points, such as at focal points along a curve in the roadway. In locations where healthy and mature shade trees currently exist, the requirements or new trees may be waived or modified. Section 15-315 of this Chapter notwithstanding, the developer shall either plant or retain sufficient trees so that, between the paved portion of the street and a line running parallel to and twenty- five feet from the center line of the street, there is for every forty feet of street frontage at least an average of one deciduous tree that has or will have when fully mature a trunk at least twelve inches in diameter. Trees may be placed uniformly.

Art. XI SUPPLEMENTARY USE REGULATIONS

- c. Parking lots larger than 19 spaces and/or 6,000 square feet in size shall have internal landscaping as well as buffering landscaping on the edge of the lot.
- d. Trees and other plants should be chosen with reference to the list set forth in Appendix E.
- e. Trees and other public landscaping shall be protected by means of suitable barriers.
- f. The method and means for providing quality street trees and other community landscaping such as in village greens, parks, and squares shall be addressed.
- g. The developer shall be required to post a suitable performance bond to ensure that any tree that dies within eighteen (18) months of planting shall be replaced with the same species and size, and that any tree shall be well maintained, i.e., irrigated and fertilized, for a total of thirty-six (36) months from time of planting. If trees are removed, they shall be replaced with trees of similar size and function.

Section 15-176.3 Reserved for Transfer of Development Rights (AMENDED 05/25/99)**Section 15-176.4 Vehicle Sales in the B-1(g) Zoning District (AMENDED 06/25/02)**

(a) In addition to the other applicable provisions of this chapter, vehicles sales operations (use classification 9.100) located in the B-1(g) Zoning District shall be subject to the following requirements:

- (1) A vehicle sales operation may not be located within 2,000 feet of another vehicle sales operation (measured in a straight line and not by street distance) in the B-1(g) or M-1 zoning districts.
- (2) A vehicle sales operation is permitted only on lots containing no more than 26,000 square feet.
- (3) A vehicle sales operation is permitted only on lots that are bordered on at least one side by an arterial street.
- (4) Outdoor storage areas for vehicles in the process of repair or dealer preparation may only be located behind the principal building and/or its accessory buildings.
- (5) All vehicle repairs and preparation for sale are to be conducted within fully enclosed structures.

Art. XI SUPPLEMENTARY USE REGULATIONS

- (6) Multiple driveway cuts and outdoor storage/display areas in the front portion of the lot shall be permitted to the extent that they do not impede the installation of the type "C" screen.
- (7) Vehicle sales operations are subject to the non-residential performance standards applicable to 9.400 uses as specified in Sections 15-163 through 15-169.
- (8) Each vehicle is allocated one (1) square foot of sign area to be displayed on the interior of a side window of the vehicle only.
- (9) A vehicle sales operation must be an annex of a pre-existing vehicle sales business located within 800 feet.
- (10) A vehicle sales operation is allowed in those portions of the B-1(g) district that are not adjacent to residentially zoned property (primary zoning classification only).

Section 15-177 Architectural Standards for Major Subdivisions (AMENDED 05/25/99)

(a) The following standards are recommended for all subdivisions of 5 or more units and shall pertain to 50% of the dwelling units in the subdivision.

- (1) Porches shall span 80 percent of the front façade.
- (2) Roofs shall be as follows:
 - a. Main roof pitch – 8/12 to 12/12
 - b. Lower roof pitches – 3/12 to 5/12
 - c. Roofs shall have a minimum overhang of sixteen (16) inches on all eaves and gables.
- (3) Clapboard or shingle siding shall have a four to five and a half-inch exposure.
- (4) Windows shall have a vertical to horizontal proportion of not less than two to one.
- (5) Trim details – Columns, vents, gables, and other details should reflect details in the recommended "Village Mixed Use and Affordable Housing Vernacular Architectural Standards." (Section 15-141.2).
- (6) Any chimney must be located within the body of the house unless it is an all-masonry chimney.

Section 15-141.3 Conditional Use Zoning Districts (AMENDED 5/25/04)

(a) The following conditional use zoning districts are hereby established: RR-CU, R-20-CU, R-15-CU, R-10-CU, R-7.5-CU, R-3-CU, R-2-CU, R-S.I.R-CU, R-S.I.R.-2-CU, B-1(c)-CU, B-1(g)-CU, B-2-CU, B-3-CU, B-4-CU, CT-CU, B-3-T-CU, O-CU, M-1-CU, and M-2-CU. The provisions of this section applicable to these conditional use-zoning districts do not affect or apply to other conditional use zoning districts established under this chapter, including the Office/Assembly Conditional Use District, or the Village Mixed Use Conditional Use District.

(b) The conditional use zoning districts established in this section may be applied to property only in response to a petition signed by all the owners of the property to be included within such district.

(c) The uses permissible within a conditional use zoning district established herein, and the regulations applicable to property within such a district, shall be those uses that are permissible within and those regulations that are applicable to the general use zoning district to which the conditional use district corresponds, except as otherwise provided in this section. For example, property that is rezoned to a B-2-CU district may be developed in the same manner as property that is zoned B-2, except as provided in this section.

(d) Subject to subsection (f), all uses that are permissible in the conditional use zoning district shall require the issuance of a conditional use permit, regardless of whether a use in the corresponding general use district would ordinarily require (according to the Table of Permissible Uses) a zoning permit, special use permit, or conditional use permit.

(e) When a rezoning petition for a conditional use zoning district is submitted (in accordance with Article XX of this chapter), the applicant shall simultaneously submit a conditional use permit application showing how the applicant proposes to develop the entirety of the property covered in the rezoning petition.

1. The rezoning and conditional use permit applications shall be processed and reviewed concurrently.
2. The Board of Aldermen shall simultaneously conduct a public hearing on the rezoning and conditional use permit applications, in accordance with the procedures applicable to other conditional use permit applications.
3. If the Board concludes in the exercise of its legislative discretion that the proposed rezoning would not be consistent with the public health, safety, or welfare, it may deny the application in accordance with the same procedures applicable to any ordinance amendment request.

4. If the Board approves the rezoning request, it shall then vote on whether to issue the conditional use permit. Such permit may be issued subject to reasonable conditions and requirements as set forth in Section 15-59.
5. If the conditional use permit is allowed to expire (under Section 15-62), the Board may initiate action to rezone the property to any appropriate general use district classification. In addition, notwithstanding any other provision of this ordinance, the Board shall be under no obligation to consider any major modification of a conditional use permit issued in connection with a conditional use rezoning or any new conditional use permit for property that has been the subject of a conditional use rezoning.
 - (f) If a conditional use permit issued in connection with a conditional use rezoning authorizes the creation of a residential subdivision containing lots intended for development with not more than four dwelling units each, and the conditional use permit application does not provide sufficient information to authorize a development permit for such lots, then such lots may be developed pursuant to the issuance of a zoning permit (i.e. each lot will not require an amendment to the conditional use permit issued for the overall development).



CAROLINA NORTH

Conceptual Draft Master Plan March 2004

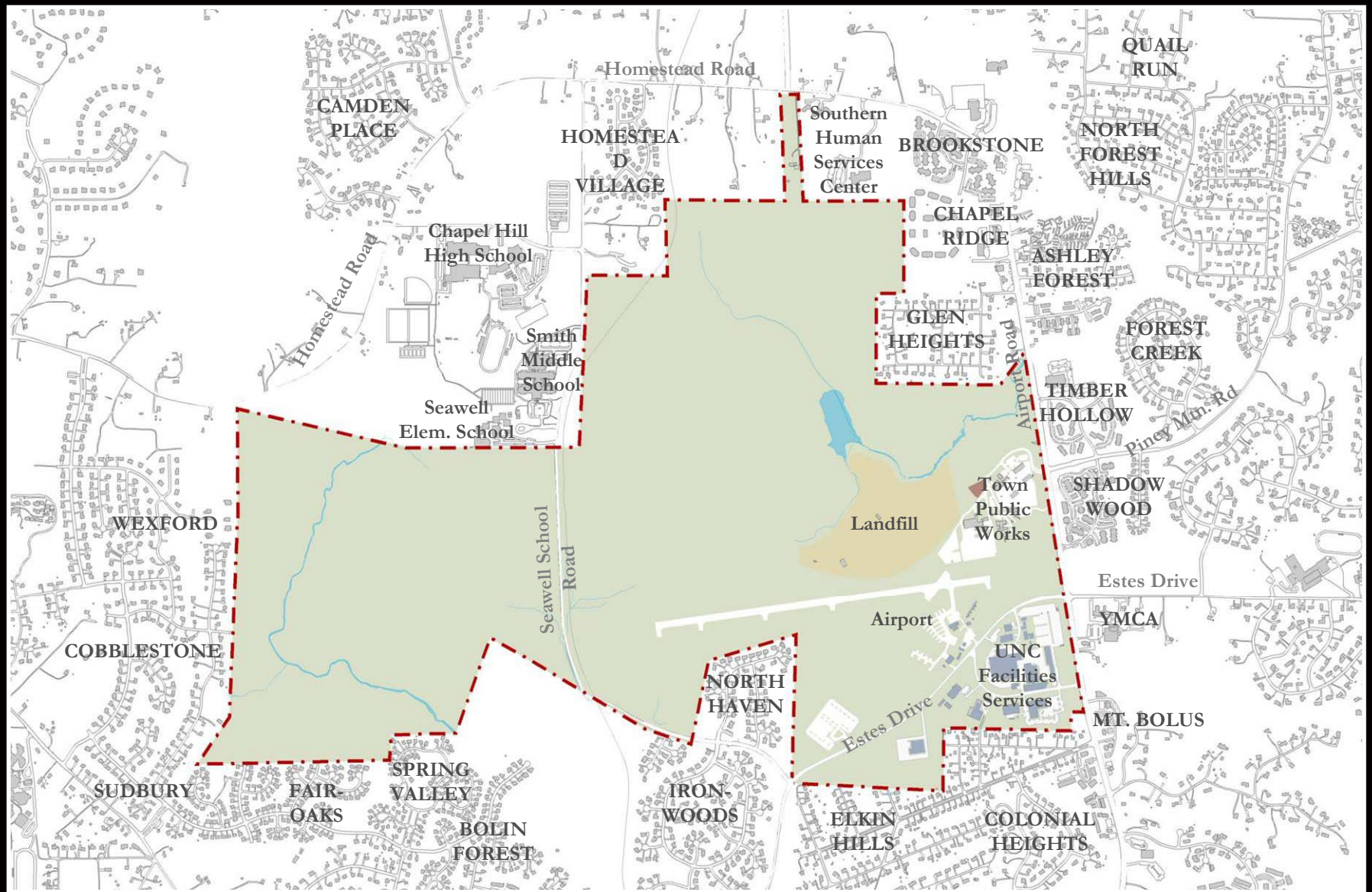
(Excerpted Copy for Carrboro Board of Aldermen Review - April 12, 2005)

Ayers/Saint/Gross - Stonebridge Associates - Martin/Alexiou/Bryson

TIMELINE FOR PROPOSED DEVELOPMENT

1. Projected buildout of 50 years
2. Pace of development determined by programmatic needs for space and resources
3. Developed in 5- to 10-year phases
4. Mixed-use communities will be created





NEIGHBORHOODS



Weaver Dairy Extension

Homestead Road

Airport Road

Seawell School Road

Estes Drive Extension

EXISTING STREETS



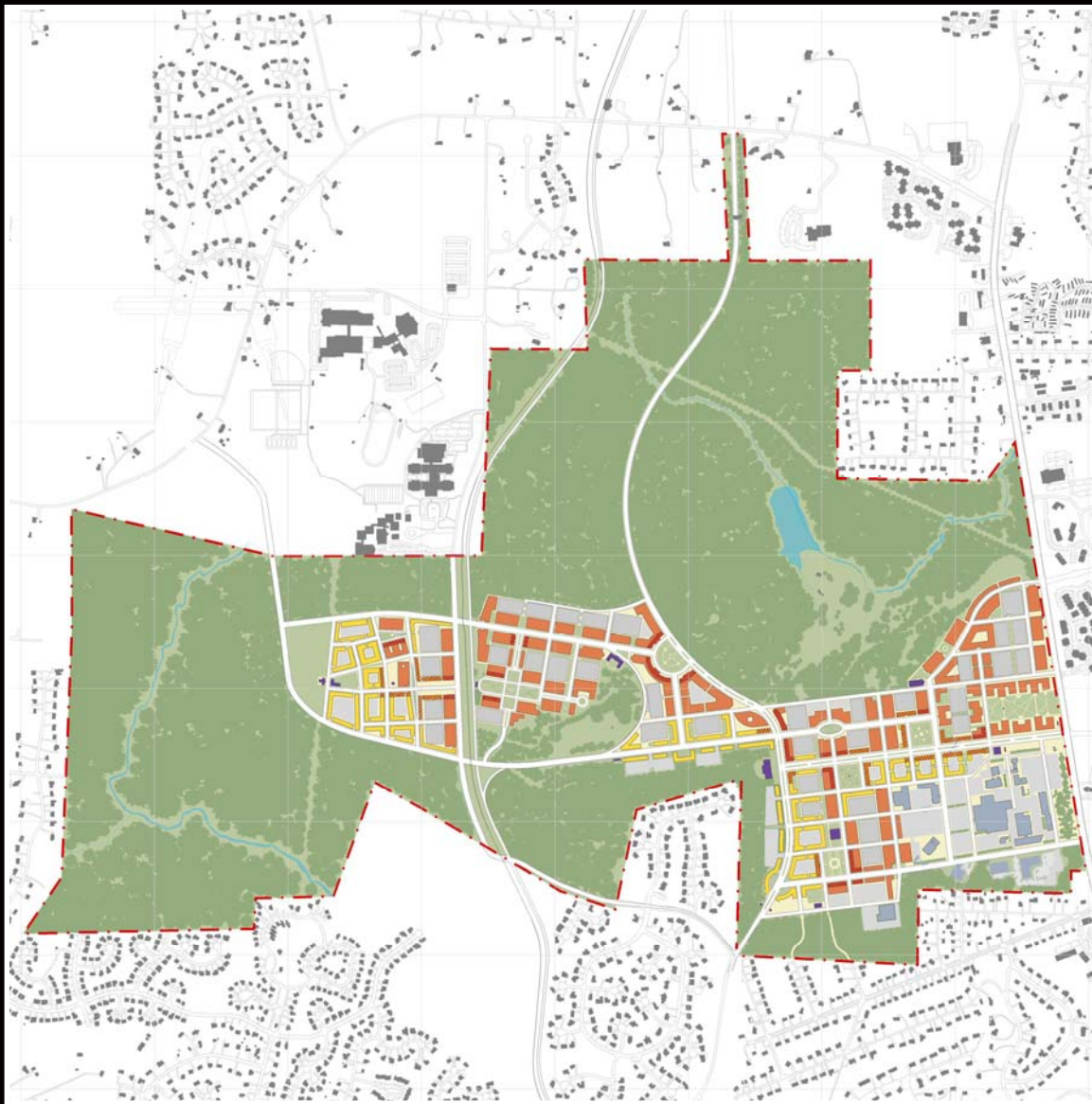
railroad track

Town Public Works

Horace Williams Airport

UNC Facilities Services

OTHER FEATURES







1. School Site
2. Realigned Street
3. Residential Buffer
4. Parking Reduction
5. Building Heights
6. Housing
7. Green Space
8. Stream Buffers

March 2004

RECOMMENDED IMPROVEMENTS TO THE PLAN



PHASE ONE THROUGH SEVEN

-  Institutional/Research
-  Residential
-  Service Retail
-  Common Uses

-  Support Buildings
-  Deck Parking
-  Surface Parking



PHASE FIVE



- Institutional/Research
- Residential
- Service Retail
- Common Uses





- Deck Parking
- Surface Parking



	Off-Street Deck Parking	10,600 spaces		Institutional/Research	6 million gross square feet
	Off-Street Surface Parking	1,400 spaces		Residential	2 million gross square feet
	On-Street Parking (all streets)	5,000 spaces		Service Retail	.3 million gross square feet
				Common Uses	.1 million gross square feet



POTENTIAL LOCATION OF THE SCHOOL SITE

-  Institutional/Research
-  Residential
-  Service Retail
-  Common Uses



BUILDING HEIGHTS





OPEN SPACE



Parks/Open Space



Hardscape Plazas

48 acres of green space

30 acres of landscaped parks & quads

18 acres of natural areas



NEIGHBORHOODS

The plan includes five neighborhoods, each having a recognizable center, mix of uses and a pedestrian-friendly street network.



Crow Branch

Bolin Creek

stream buffers

STREAM VALLEYS AND STREET NETWORK



slopes over 10% (tan)

slopes between
5% and 10% (beige)

slopes under 5% (white)

highest point on site

lowest point on site

SLOPE ANALYSIS AND STREET NETWORK



landfill

chemical site

Town Public Works

Horace Williams Airport

UNC Facilities Services

LAND CURRENTLY IN USE
AND STREET NETWORK



3600 0 3600 Feet

NC State Plane Coordinate System (NAD83)







TOWN OF CARRBORO
301 W. Main St.
Carrboro, NC 27510

8 April 2005
Dale McKeel, Planning Department
918-7329

Carrboro Connector Roads

Legend

-  Existing Connector Road
-  Proposed Connector Road
-  Water Bodies
-  Carrboro Town Limits

THIS MAP IS NOT A CERTIFIED SURVEY AND IS FOR REFERENCE ONLY

The requestor must be aware of data conditions and ultimately bear responsibility for appropriate use of the information with respect to possible errors, original map scale, collection methodology, currency of data, and other conditions specific to the data.