

# South 15-501 Gateway/ Southern Village Park and Ride



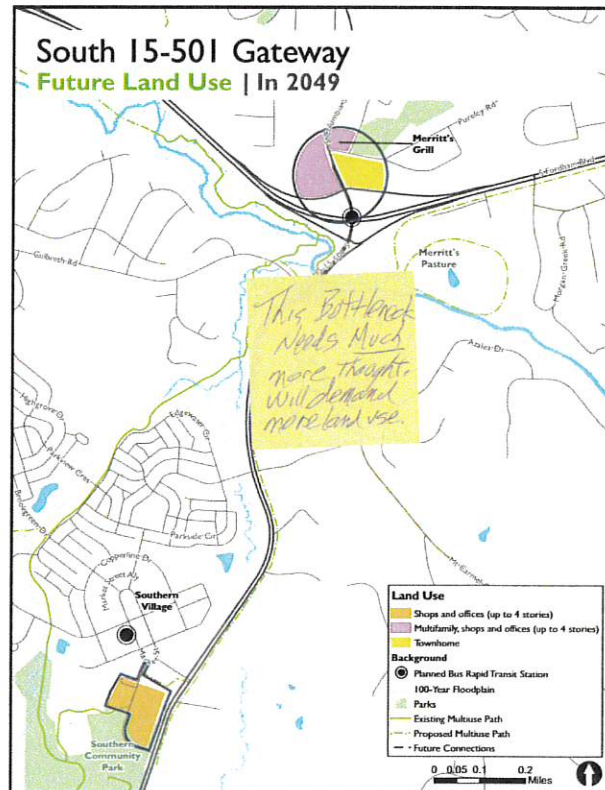
**CHAPEL HILL**  
Charting Our Future Info  
A Land Use Initiative

## Gateway nodes providing a mixture of uses and housing types.

As two gateway nodes on the southside of Chapel Hill, this Focus Area includes a mixture of uses, housing types, and open spaces that respect the differences of the South 15-501 Gateway and the Southern Village Park and Ride. These areas are envisioned to improve connectivity within and to the Focus Areas as well as to future transit service.

### Overview of Current Conditions

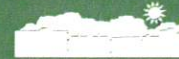
This Focus Area includes two redevelopment areas in the southern portion of the Town. The first area includes a gateway node on South Columbia Street just north of NC 54. This area was selected for additional study due to the broad interest in taking a proactive approach to planning the town's major gateways. The second portion of the Focus Area is two parcels centered on Town-owned land near Southern Village. One parcel is currently used as a park and ride lot and is slated to become the terminal station of the Chapel Hill Bus Rapid Transit system. The second parcel is open space. Future premium transit has the potential to change the development context in the surrounding area, necessitating a proactive planning effort to determine the best use of this small Focus Area. This area also has been identified as the future home of Kidzu Children's Museum, which will occupy a small part of the Town-owned land and will serve as an economic driver for the nodes.










## Land Use Principles

	<b>Placemaking, Street Character, and Urban Form</b>
Reinforce the southern gateway role of these areas with unique and coordinated design elements such as landscaping, signage and branding, and streetscape development.	
The form, use, and design of the nodes should include transitions to align with the character and fabric of the existing community.	
The form and pattern for future development should reflect the 2015 scenario planning process for the park-and-ride location, which includes shops and offices that front internal and external streets, structured parking wrapped with buildings, and on-street parking where appropriate.	
Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Apartment character type. Active frontages in this Focus Area should include South Columbia Street within the South 15-501 Gateway node and streets internal to the Southern Village Park and Ride site. (See Activated Street Frontage Map.)	

# South 15-501 Gateway/ Southern Village Park and Ride



**CHAPEL HILL**  
ChartingOurFuture.info  
A Land Use Initiative

 <b>Density &amp; Intensity</b>	
Promote development at a scale that complements the surrounding area.	
As the terminal station for the bus rapid transit system, transit-oriented development should be encouraged with apartments and a mix of uses.	
 <b>Land Use</b>	
Changes to the area should be complementary to existing residential uses. Areas outside the Focus Area with a low density residential land use designation will remain, including those on the west side of South Columbia Street.	
New housing should be incorporated into the gateway node due to its proximity to future transit service.	
 <b>Connectivity &amp; Mobility</b>	
Bicycle and pedestrian connections should link complimentary uses and users to the multimodal network, including existing bike lanes on South Columbia Street and the Morgan Creek Trails and Merritt's Pasture.	
The location and visibility of these nodes, including access to existing and future transit service, and proximity to major roadways should be enhanced with improved access to adjacent neighborhoods, employment, or amenities.	
The development should provide pedestrian and vehicular connections within the nodes and to adjacent areas.	
Connectivity and mobility improvements should make it easier to traverse South Columbia Street.	
 <b>Environmental</b>	
Stormwater management strategies shall be coordinated and applied within the two nodes.	
Green building concepts such as sustainable siting, energy efficiency, water efficiency, and sustainable construction materials should be encouraged.	



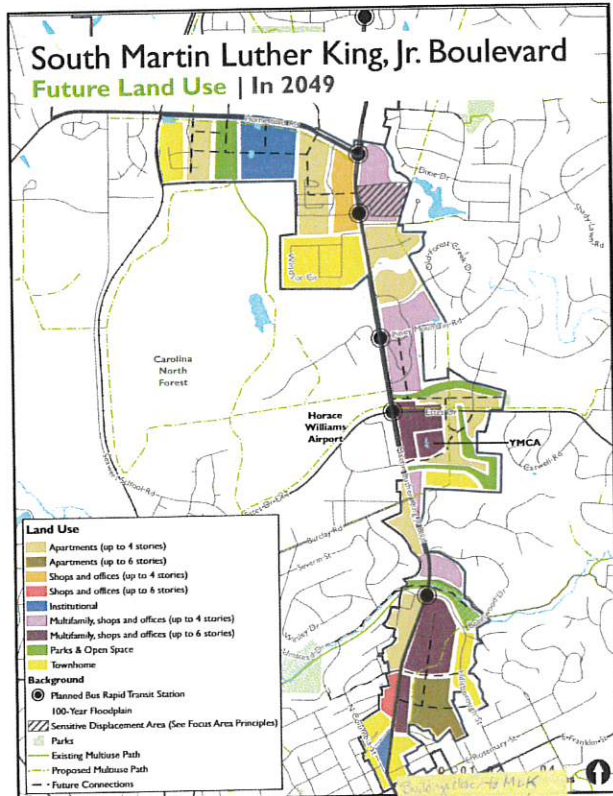
# South Martin Luther King Jr. Boulevard

A gateway corridor with transit-focused development and a mixture of housing types.

The South Martin Luther King Jr. Boulevard Focus Area extends the gateway treatment south of the edge of Downtown. This portion of the corridor is envisioned to include a mixture of uses, including a diversity of housing types, that make the best use of future transit service while protecting natural features such as Bolin Creek. The South Martin Luther King Jr. Boulevard area also serves to reinforce the Town's urban core with an extension of downtown north along the corridor, including an active commercial node at Hillsborough Street. The mix of uses, with an emphasis of offices, will help infuse a year-round customer base for downtown Chapel Hill.

## Overview of Current Conditions

Like the North Martin Luther King Jr. Boulevard Focus Area, the southern portion of the corridor serves as a major arterial and a gateway to Town. While proximity to downtown is defining feature of this area, the corridor is also a barrier to east-west bicycle and pedestrian mobility, and the terrain that rises toward downtown makes it difficult for some non-motorized users. High-density housing mainly serving students is situated along the corridor, and established single-family neighborhoods surround these developments. Little undeveloped land remains in this area, meaning most change will come in the form of redevelopment. Previous planning efforts include the Central West Small Area Plan, Estes Drive Bicycle & Pedestrian improvements, and various townwide plans.



Handwritten note: "The goal is to make this road as welcoming as a first-class hotel. We will have a mix of uses that will create a vibrant, year-round customer base for downtown Chapel Hill."





## Land Use Principles

	<b>Placemaking, Street Character, and Urban Form</b>
A cohesive street design along Martin Luther King Jr. Boulevard, from I-40 to downtown, should be achieved through landscaping, building placement, and design guidelines.	
Building, site, and landscape design should be integrated with bus rapid transit stops.	
The character of the surrounding neighborhoods should be preserved while providing multimodal connections to new destinations, amenities, and public spaces.	
Buildings should be located closer to Martin Luther King Jr. Boulevard with wide, shaded and continuous multimodal paths to enhance walkability and frame the gateway corridor.	
Building placement for the portion of the corridor south of Hillsborough Street should reinforce an extension of the urban character found in Downtown Chapel Hill.	
The Focus Area is characterized by its inviting streetscapes that blend the aesthetics of the built environment with mature tree canopies within the public right-of-way and as part of private development. Maintain this quality by preserving key vegetative areas and implementing new street tree plantings to support this character, shade sidewalks, and help frame the public realm.	
Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Apartment character type. Active frontages in this Focus Area should include the intersections of Martin Luther King Jr. Boulevard at Homestead Road and Estes Drive as well as along Martin Luther King Jr. Boulevard south of Bolin Creek. (See Activated Street Frontage Map.)	

# South Martin Luther King Jr. Boulevard



CHAPEL HILL  
ChartingOurFuture.info  
A Land Use Initiative

 <b>Density &amp; Intensity</b>	
Leverage future transit service by increasing density and intensity within new developments near planned transit stations.	
New developments should include variable heights and densities in response to existing land uses and natural features such as site-specific terrain, tree height, and tree stands.	
Higher density and intensity should be encouraged along Martin Luther King Jr. Boulevard extending from downtown to Hillsborough Street.	
 <b>Land Use</b>	
Future uses along the corridor should encourage student-focused housing to limit the encroachment of student housing on adjacent single-family neighborhoods.	
This area should encourage mixed-income housing near transit stations and within mixed-use centers while encouraging locally-based businesses, through economic development initiatives, that provide services to the surrounding community.	
Planning controls should establish gradual height and density transitions between new development and existing residential and institutional uses.	
Commercial infill and redevelopment should be bicycle and pedestrian-friendly and connected to the larger multimodal network.	
Displacement mitigation strategies will be necessary should existing manufactured home parks in the Focus Area be redeveloped.	
Residential uses that are likely to attract students are appropriate in locations within proximity to transit and prioritize access to shopping and convenience to campus. These locations include near the intersection with Homestead Road and Estes Drive and south of Hillsborough Street.	
 <b>Connectivity &amp; Mobility</b>	
Street design should calm traffic using a variety of means including landscaping and high visibility crosswalks, especially south of Bolin Creek as you approach the core downtown area.	
New roadway and multimodal connections should be designed to accommodate pedestrians, bicycles, and transit vehicles where appropriate, particularly in proximity to the corridor's future bus rapid transit stops.	
Parking strategies, such as consolidating parking in strategic locations, should encourage people to park once and walk from one destination to another within in mixed-use activity nodes. Likewise, property owners who have different peak hours of parking demand should share their parking spaces with one another.	
 <b>Environmental</b>	
Sustainable development that facilitates the use of best management practices that minimize the impact of impervious surface should be encouraged.	
Future development should minimize disruption to the natural features such as Bolin Creek while making spaces available for people's use and enjoyment. The creek should be incorporated into site design where appropriate	
Some developed properties along Bolin Creek should transition to open space.	
Green building concepts such as sustainable siting, energy efficiency, water efficiency, and sustainable construction materials should be encouraged.	

*Need more parks, not just protect current parks*

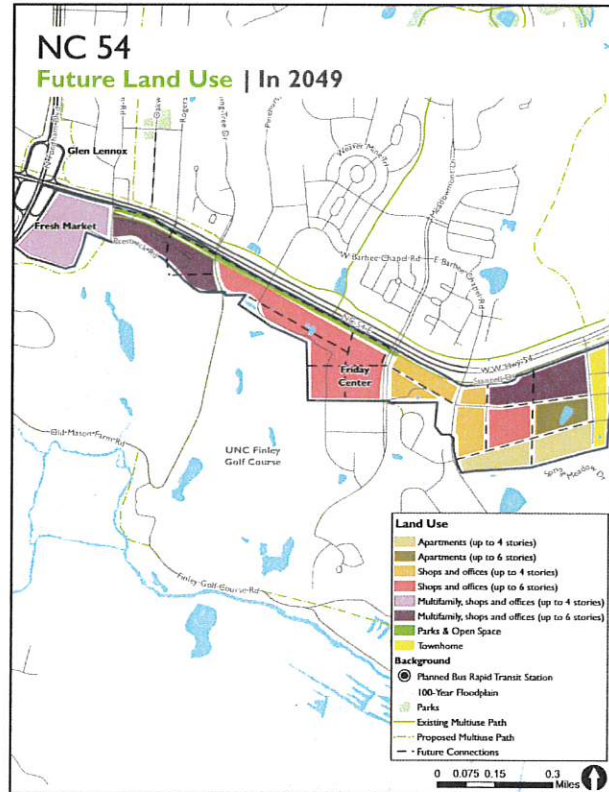
# NC 54 Corridor

## Employment centers with a green gateway to Chapel Hill.





The NC 54 Focus Area blends established and anticipated employment centers and considers the likely benefits of future transit service by encouraging compact, mixed-use development highlighted by diverse and affordable housing options. While linear greenspace will continue to be a defining feature, the tree buffer that exists from Barbee Chapel Road to Findley Golf Course Road may transition over time to a more urban streetscape that includes wide sidewalks with an abundance of street trees.

### Overview of Current Conditions

The NC 54 corridor is a major gateway to the Town from the east and includes several office and commercial centers. Glen Lennox and Meadowmont draw patrons from throughout the community and beyond with dining, entertainment, retail, and services. The corridor has the potential to expand as an employment destination, offering many opportunities for mixed-use development to take advantage of captive demand from weekday employees. The NC 54 corridor is positioned to become an even more important link in the Town's transit system, which is reflected in the land use and development vision expressed in the Focus Area. Most opportunities to reshape the corridor toward a transit-oriented pattern are likely to come from redevelopment and intensification of existing uses, rather than the new development of currently vacant land.


















## Land Use Principles

 <b>Placemaking, Street Character, and Urban Form</b>	
Visual assets such as landscaped medians, tree-lined streets, and building facades should be integrated into a coordinated corridor design.	
Near Fordham Boulevard, the physical character of NC 54 and adjacent development should coordinate with the redevelopment vision of Glen Lennox as established in the Glen Lennox Area Neighborhood Conservation District Plan.	
Mixed-use centers should include public spaces and promote a more holistic corridor design.	
Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Apartment Character Type. Active frontages in this Focus Area should include NC 54 between Fordham Boulevard and Findley Golf Course Road, the intersection of NC 54 and Barbee Chapel Road, the frontage along Findley Golf Course Road, and along interior connections. (See Activated Street Frontage Map.)	
The Focus Area is characterized by its inviting streetscapes that blend the aesthetics of the built environment with mature tree canopies within the public right-of-way and as part of private development. Maintain this quality by preserving key vegetative areas and implementing new street tree plantings to support this character, shade sidewalks, and help frame the public realm.	

# NC 54 Corridor



**CHAPEL HILL**  
 ChartingOurFuture.info  
 A Land Use Initiative

 <b>Density &amp; Intensity</b>	
Develop at a height and scale appropriate to future transit, existing development, and surrounding areas.	
Density and intensity should be the highest near larger proposed transit stops with transitions to adjacent areas. The density and intensity of this areas should be reconsidered if transit is not constructed.	
Increases in density and intensity above six stories should include desirable community amenities and appropriate transitions to adjacent uses.	 
 <b>Land Use</b>	
Diverse and affordable housing options should be located in areas that connect to existing and future transit service.	
Compact, mixed-use developed should occur near transit and supported by a multimodal transportation system.	
 <b>Connectivity &amp; Mobility</b>	
The NC 54 corridor should become more bicycle and pedestrian friendly by closing gaps in the multimodal network and making it easier to traverse NC 54.	
The future design should yield an attractive, tree-lined, boulevard with a median, where the pedestrian and cyclist realms are protected by the natural landscape and physical barriers.	
New roadway and multimodal connections should be created to reduce local trips on NC 54 and enhance circulation within new development.	
 <b>Environmental</b>	
Sustainable site development that facilitates the use of best management practices that minimize or reduce the impact of impervious cover should be encouraged.	
Preserve and expand linear greenspace so NC 54 offers a greater contribution to the Town's urban tree canopy goals.	 
Green building concepts such as sustainable siting, energy efficiency, water efficiency, and sustainable construction materials should be encouraged.	



# North 15-501

Better connection to library from bus routes on Franklin St. More visible, welcoming, interesting walk. Sidewalk...

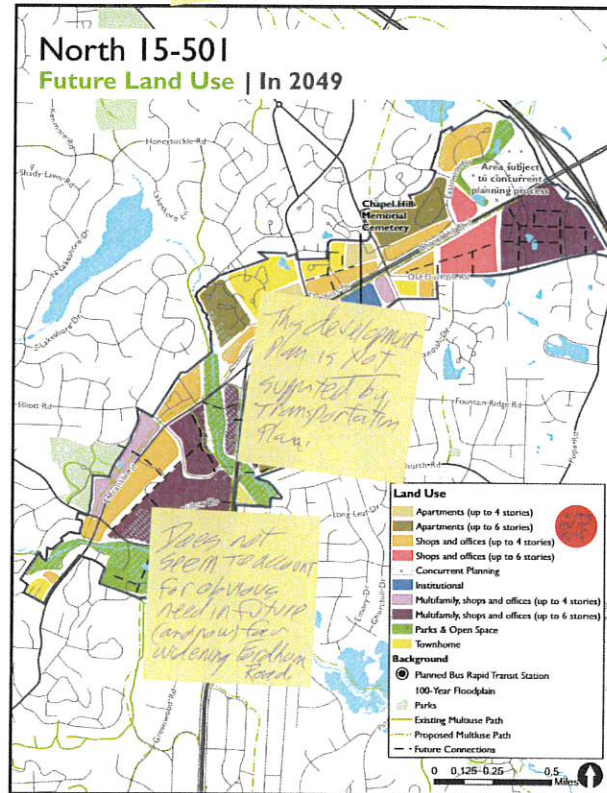
## A destination with a mix of higher intensity uses.

The North 15-501 area is envisioned as a dynamic mix of higher-intensity uses, including places to shop and reside. The vision for this area balances its role as a gateway to Town from points east and a destination that draws residents, employees, shoppers, and visitors from elsewhere. The Focus Area promotes active street life that blends the built environment with mature tree canopies and offers wide sidewalks and other multimodal features. Portions of the Focus Area that are currently developed may transition over time to open space.

### Overview of Current Conditions

North 15-501 is one of the town's major retail and commercial centers as well as an important gateway from I-40. Higher density housing, commercial, and mixed-use developments dominate the corridor, which is surrounded by established single-family neighborhoods. Significant flood and stormwater concerns impact a major portion of this area. In 2014, Chapel Hill adopted a form-based code for the Blue Hill District to establish and maintain a consistent and cohesive design aesthetic. Previous planning efforts include Ephesus Church Road/Fordham Boulevard Small Area Planning and Traffic Analysis, Blue Hill District Design Guidelines, and various townwide plans. Planning strategies should reference the concurrent planning process for the UNC Healthcare Eastowne campus.

### Land Use Principles



### Placemaking, Street Character, and Urban Form

As a gateway from the northeast, additional attention should be given to the form and function of the corridor, including preserving street trees and the orientation of buildings.



As single-story retail centers such as University Place and Eastgate are redeveloped into multistory, mixed-use developments, the provision of additional, connected public spaces should be emphasized.

The Focus Area is characterized by its inviting streetscapes that blend the aesthetics of the built environment with mature tree canopies within the public right-of-way and as part of private development. Maintain this quality by preserving key vegetative areas and implementing new street tree plantings to support this character, shade sidewalks, and help frame the public realm.



Redevelopment should feature a more compact and connected urban framework by limiting block lengths, thus ensuring a higher number of intersections per square mile.



Site buildings closer to the street to enhance the walkability within the Focus Area.







Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Apartment Character Type. Given its vision, active frontages should be a priority throughout the Focus Area. (See Activated Street Frontage Map.)



# North 15-501



 <b>Density &amp; Intensity</b>	
The mix of uses should vary in scale and intensity based on the different context of the Focus Area.	
Density and intensity should be the highest near larger proposed transit stops with transitions to adjacent areas. The density and intensity of these areas should be reconsidered if transit is not constructed.	
Increases in density and intensity above six stories should include desirable community amenities and appropriate transitions to adjacent uses.	● ●
 <b>Land Use</b>	
Existing single-use shopping areas should be encouraged to transition over time to mixed-use areas with clear connections to adjacent neighborhoods and developments.	●
Special consideration should be given to the transition from higher density and intensity uses along the corridor and near larger proposed transit stops to single-family neighborhoods.	
Housing of various price points should be integrated into mixed-use nodes or located near employment centers, including the UNC Healthcare Eastowne campus.	
Townhomes should be encouraged to provide a transition between higher densities in the Focus Area and the single-family residential neighborhoods on the periphery.	
Housing choice and housing supply should be increased by encouraging new multifamily housing in locations indicated on the Focus Area map.	●
This Focus Area should include employment centers, whether single user or in a mixed office setting, within proximity to future transit stops.	
 <b>Connectivity &amp; Mobility</b>	
Parking strategies—such as consolidating parking in strategic locations—should encourage people to park once and walk from one destination to another within in mixed-use activity nodes. Likewise, property owners who have different peak hours of parking demand should share their parking spaces with one another.	●
Given the higher density envisioned for this corridor, bicycle and pedestrian mobility within and to the Focus Area should be prioritized.	●
 <b>Environmental</b>	
The Town should leverage redevelopment as an opportunity to reduce overflows into the Focus Area's historically flood prone locations.	● ● ● ●
Sustainable site development that facilitates the use of best management practices that minimize or reduce the impact of impervious surface should be encouraged.	
Redevelopment and new development should enhance how people are connected to and experience the area's natural resources, including Little Creek and Booker Creek. The creeks should be incorporated into site design where appropriate.	
The North 15-501 should have a greater contribution to the Town's overall urban tree canopy goals.	● ●
Some development should partially transition to open space, where possible, which may require intensification of use away from restored open space on these properties.	●
Green building concepts such as sustainable siting, energy efficiency, water efficiency, and sustainable construction materials should be encouraged.	● ● ●

*The code should limit development to 2-4 stories and require appropriate transitions above the 6th floor.*

*Does this mean more trees in the area or more density? If so, more trees.*

*Daylighting should be used to restore the creek bed in the flood prone area.*



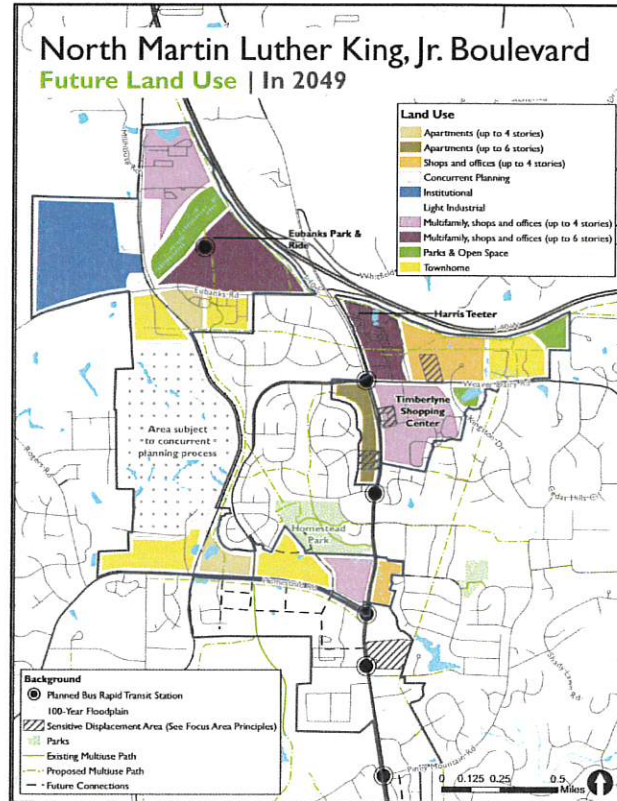
# North Martin Luther King Jr. Boulevard

## A gateway corridor with mixed-use nodes.

The North Martin Luther King Jr. Boulevard area is envisioned as a gateway to the Town from points north that include mixed-use nodes that fully leverage future bus rapid transit service. While improvements will include wide sidewalks, buildings, and tree canopies that frame the corridor, east-to-west multimodal connectivity will also be emphasized. Implementing bus rapid transit along the corridor will significantly influence future mobility, land use, placemaking, and urban form.

### Overview of Current Conditions

Martin Luther King Jr. Boulevard is a major north-south arterial, a gateway to Chapel Hill from the north, and soon to be the Town's premium transit corridor. The area has seen strong development interest in recent years, in part due to its proximity to I-40 and availability of underdeveloped land. Nearly 30% of the area is currently undeveloped, through planned mixed-use developments (including construction underway on Eubanks Road) and a planned bus rapid transit line will impact the character of this area in the future. Previous planning efforts include the Rogers Road Neighborhood Plan, the Greene Tract agreement, the Northern Area Task Force Report, and various townwide plans.




## Land Use Principles

	<b>Placemaking, Street Character, and Urban Form</b>
<p>A cohesive street design along Martin Luther King Jr. Boulevard—from I-40 to downtown—should be achieved through landscaping, building placement, and design standards.</p>	
<p>Additional and connected public and green spaces should be provided as existing retail centers such as Chapel Hill North and Timberlyne Shopping Centers are redeveloped into multi-story developments.</p>	
<p>Buildings should be located closer to Martin Luther King Jr. Boulevard with wide, shared and continuous multimodal paths to enhance walkability and frame the gateway corridor.</p>	
<p>Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Apartment Character Type. Active frontages in this Focus Area should include the intersections of Martin Luther King Jr. Boulevard at Weaver Dairy Road and Homestead Road as well as along Weaver Dairy Road between Martin Luther King Jr. Boulevard and Kingston Drive. (See Activated Street Frontage Map.)</p>	
<p>The Focus Area is characterized by its inviting streetscapes that blend the aesthetics of the built environment with mature tree canopies within the public right-of-way and as a part of private development. Maintain this quality by preserving key vegetative areas and implementing new street tree plantings to support this character, shade sidewalk, and help frame the public realm.</p>	

# North Martin Luther King Jr. Boulevard



**CHAPEL HILL**  
*Charting Our Future.info*  
 A Land Use Initiative

 <b>Density &amp; Intensity</b>	
Leverage future transit service by increasing density and intensity within new developments near planned transit stations.	●
Higher density mixed-use centers should have appropriate building height, landscape, connectivity, and transitions to residential neighborhoods.	● ●
Concentration of density and intensity should be encouraged in proximity to transit stops to leverage transit services and to preserve and protect other areas.	
 <b>Land Use</b>	
New growth should be focused along transit corridors in mixed-use neighborhoods.	
Diverse and accessible housing options with a range of product types and affordability for people of all incomes and life stages should be promoted, particularly in proximity to existing and future transit service.	● ●
Displacement mitigation strategies will be necessary should existing manufactured home parks in the Focus Area be redeveloped.	●
 <b>Connectivity &amp; Mobility</b>	
Connectivity between commercial destinations and residential areas east of Martin Luther King Jr. Boulevard should be a priority.	●
Bicycle, pedestrian, and multimodal links for existing development and new development/redevelopment should be emphasized to fully leverage transit service.	● ● ● ●
New developments should open to and connect with the existing Rogers Road community.	
Parking strategies should encourage people to park once and walk from one destination to another within in mixed-use activity nodes. Likewise, property owners who have different peak hours of parking demand should share their parking spaces with one another.	
Surface parking between buildings and primary streets should be avoided	●
While conversion of the existing railroad is a possibility, until such time, it will remain a barrier to east/west connectivity and ways to lessen its impact should be considered.	
 <b>Environmental</b>	
Sustainable site development using best management practices that minimize or reduce the impact of impervious cover should be encouraged.	● ●
Old Field Creek should be positioned as a protected natural amenity adjacent to shops, offices, and multifamily properties. The creek should be incorporated into site design where appropriate.	● ● ● ●
Green building concepts—such as sustainable siting, energy efficiency, water efficiency, and sustainable construction materials—should be encouraged.	● ● ●



# Downtown

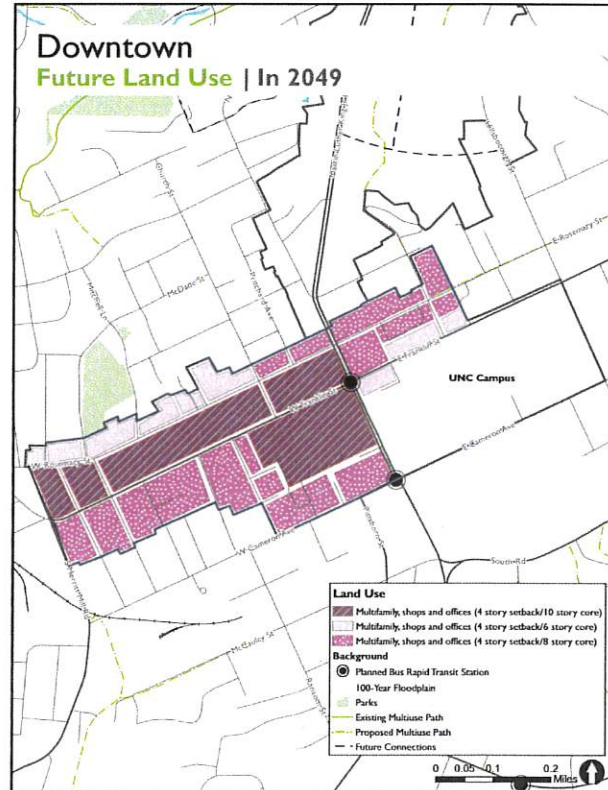


## Preserving and enhancing the heart of Chapel Hill.

The Downtown Focus Area maintains, enhances, and promotes downtown as the social and cultural center of Chapel Hill through infill development, redevelopment, and adaptive reuse (i.e., the reuse of an existing building for a purpose other than what it was originally built for). Special consideration is given to previous Town planning efforts while encouraging sufficient density to absorb growth and limit impacts to other areas of Chapel Hill. Preserving and enhancing the heart of Chapel Hill while attracting year-round residents and additional office and commercial uses are core components of this Focus Area.

### *Overview of Current Conditions*

The Downtown Focus Area stretches from the Town boundary with Carrboro in the west to Spring Lane in the east. This Focus Area covers the traditional core of the Town and is home to a variety of restaurants, offices, and other services typical of a central business district. The area includes part of the Franklin-Rosemary Historic District and University of North Carolina campus, and the student population is a major influence. Though no undeveloped land remains within this area, redevelopment will likely occur over time. Opportunities to enhance the urban design and functionality of Franklin Rosemary Streets will occur as part of this redevelopment. Proactive planning will be necessary to absorb growth over time while preserving the unique character of downtown and protecting established neighborhoods to the north, east, and south. Numerous previous plans are on the books, including the West Rosemary Development Guide and various townwide plans.




















## Land Use Principles

	Placemaking, Street Character, and Urban Form	
	Design alleys to serve as functional welcoming pathways and wayfinding.	
	Enhance the visual character of the Franklin and Rosemary Streets with additional plantings and consistent street design elements.	
	Increase tree canopy coverage within and outside the public right-of-way.	
	Establish design guidelines and controls to develop buildings to be compatible in form and proportion with desired character.	
	When new developments are proposed along Rosemary Street, ensure that the proposals are in keeping with the spirit of the West Rosemary Development Guide.	
	Active frontages are encouraged to create vibrancy and ensure pedestrian activity over time. These frontages should consider the placement of buildings on the site, the location of primary building entrances, streetscapes, and pedestrian-scaled amenities. In some cases, active frontages may mean that retail and services should be allowed on the first floor within the Apartment Character Type. Active frontages in this Focus Area should include the full extents of Franklin Street and Rosemary Streets and Columbia Street within the Focus Area. (See Activated Street Frontage Map.)	
	Improvements to street facades that promote good design and preserve the Town's unique architectural character should be encouraged.	

# Downtown



 <b>Density &amp; Intensity</b>	
<p>Redevelop at a scale and intensity that strengthens Downtown’s capacity to absorb growth and limit impacts to other areas of Town.</p>	
<p>Appropriate transitions should be incorporated between downtown and the Northside neighborhood. As noted in the West Rosemary Development Guide, when new structures are built along Rosemary Street, incorporate setbacks and setbacks that respect the adjacent residences.</p>	
 <b>Land Use</b>	
<p>Redevelop parking facilities to knit together the urban fabric and enhance the streetscape character and public realm.</p>	
<p>Allow increased heights within the Focus Area in locations where such height may be necessary to support or encourage stated redevelopment initiatives.</p>	
<p>Encourage higher density compatible housing through infill, redevelopment, and adaptive reuse (i.e., the reuse of an existing building for a purpose other than what it was original built for).</p>	
 <b>Connectivity &amp; Mobility</b>	
<p>Encourage safe and attractive multimodal transportation options that leverage the street grid and urban intensity.</p>	
<p>Connect and widen sidewalks to encourage walkability, where possible.</p>	
<p>Implement the multimodal network within the downtown area as determined in the Chapel Hill Mobility and Connectivity Plan, particularly with respect to connections to existing trails and on-street bicycle facilities.</p>	
<p>Encourage appropriate redevelopment of surface parking and parking decks to provide more structured parking solutions for private and public use and further infill development goals that support better streetscape character, scale, and connectivity.</p>	
<p>Parking strategies should encourage people to park once and walk from one destination to another within in mixed-use activity nodes. Likewise, property owners who have different peak hours of parking demand should share their parking spaces with one another.</p>	
<p>Surface parking between buildings and primary streets should be avoided.</p>	
 <b>Environmental</b>	
<p>Sustainable site development that facilitates the use of best management practices that minimize or reduce the impact of impervious surface should be encouraged, such as use of pervious pavements, solar shade structures, and water efficient landscape palettes.</p>	
<p>Create urban pocket parks adjacent to the sidewalk zones, specifically in areas prime for public events and festivals.</p>	
<p>Green building concepts such as sustainable siting, energy efficiency, water efficiency, and sustainable construction materials should be encouraged.</p>	