

Historic Carpenter Special Planning Area

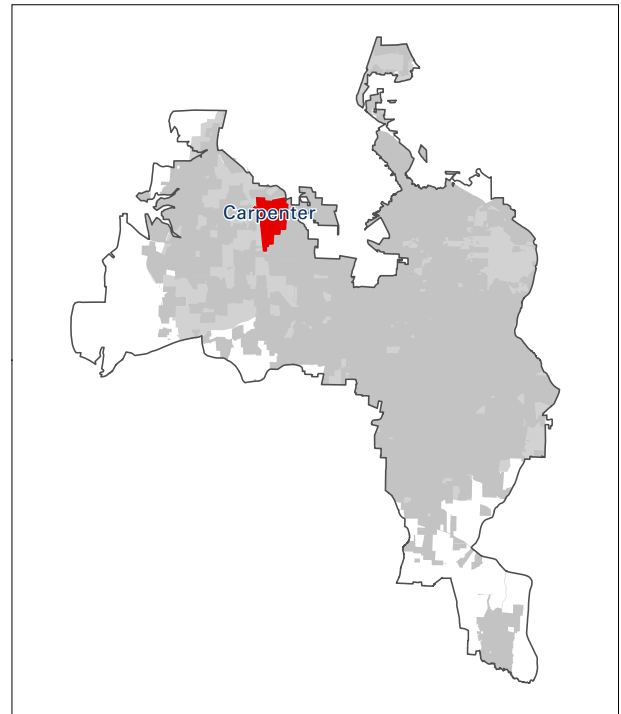
Context

The Carpenter Special Planning Area lies immediately southwest of the Cary-Morrisville border, a scant one mile south of Research Triangle Park at its closest point. The planning area begins immediately east of NC Highway 55, and extends eastward to just past Louis Stephens Drive. The area's northern limits are defined by the future extension of McCrimmon Parkway, and its southern limits by Morrisville Parkway. Carpenter Village, a mixed use Planned Development that is nearing buildout, also helps define the eastern edge of the district. The special planning area incorporates within its boundaries a large portion of the Carpenter National Register Historic District, and includes a largely intact collection of contributing historic buildings, including two of which are designated as Cary Local Landmarks, namely the Carpenter Farm Supply Store and the Farmers' Cooperative and Meeting Hall.

Carpenter began as an agricultural community in the 19th Century, and by the early 20th Century was a well-defined community of small farms surrounding a commercial core that included general stores, a post office, an agricultural supply and farmer's co-op, and churches, and linked to the agricultural markets in Apex and Durham via the Durham and Southern Railroad line. As late as 1990, Carpenter's rural setting and character remained relatively unchanged from the early decades of the 20th Century, existing as a sort of rural "island" between Cary and RTP. This was largely due to the manner in which Cary grew over time. Up until the 1950's, Cary itself was a small town located more than 5 miles southeast of Carpenter, and Morrisville, while closer, was a very small hamlet. Most of Cary's growth in the 1960's and 70's was directed southward, and it wasn't until the 1980's that Cary began growing rapidly north and westward towards Carpenter. Morrisville's growth toward Carpenter began later still, with its westward growth towards Carpenter not beginning until the early 2000's.

Contemporary Planning History

In the late 1980's, Cary's planning jurisdiction was extended westward to include Carpenter. With adoption of a new town-wide Land Use Plan in 1996, Cary for the first time identified Carpenter as a "Special Opportunity Site" where Carpenter's unique rural and historic character should be used to form the framework of a special destination for Cary. Then, in 2000 the Carpenter Historic District was entered into the National Register of Historic Places by the National Park Service. Two years later, Cary developed a special area plan for the entire northwestern part of its planning jurisdiction – the 2002 Northwest Area Plan – the boundaries of which included Carpenter. That 2002 Plan elaborated on the planning vision for Carpenter, recommending context-sensitive infill, adaptive re-use of contributing buildings at the historic crossroads, and preservation of the rural character



“Carpenter is unique among small Wake County communities in that it retains its rural crossroads character and never grew much beyond it.”

of Carpenter. Based on a recommendation from the 2002 Northwest Plan, Cary prepared and adopted in 2005 a special area plan for Carpenter itself – the Carpenter Community Plan. The Carpenter Plan further developed the planning framework, maintaining a focus on historic preservation, context-sensitive infill, preservation of rural character, and open space preservation by using clustered development practices.

Core Issues

Historic Resources

The Carpenter Community contains many architectural and historic resources, both within and outside the Carpenter National Register District boundary. Many such structures remain in the heart of the community around the intersection of Carpenter Upchurch Road and old Morrisville-Carpenter Road – known as the Carpenter Crossroads. And, notable achievements towards preservation have occurred during the last decade: The Town acquired the A. M. Howard Farm property, including its historic farmhouse and outbuildings, as well as the historic C. F. Ferrell store and two associated warehouses. Then, in 2010 The Carpenter Farm Supply Store and the Farmers' Co-op and Meeting Hall were designated as Cary Landmarks. However,

there have also been some losses since the district was created in 2000, including the loss of the Barbee-Williams farm house along Morrisville-Carpenter Road, and the Ferrell Rental House adjacent to the Crossroads.

The Town’s other rural National Register Historic District is southwest of Carpenter, in the Green Level community. As noted in the Green Level SPA section of this plan, the planning and preservation approaches used there from 2004-15 met with little success in preserving Green Level’s historic buildings. The lessons learned in Green Level should inform the implementation steps that will be required to achieve the vision for Carpenter.

Historic Character

The National Register Historic District documentation for Carpenter makes clear that the rural character embodied in the district is just as important as the contributing buildings. The buildings and landscape, taken together, informs and defines the special history of Carpenter. As development continues to press in on Carpenter, a key challenge will be how to preserve a sense of the area’s historic rural character as development occurs. The National Register provides federal-level identification of historic and architectural resources, but provides no protection for those resources. It is up to local governments – such as Cary – to protect buildings and districts through local historic district zoning, by designating local landmarks, and/or through targeted programs and incentives that encourage preservation.

Evolving Character of Area

Development pressures are squeezing Carpenter from all directions. To the west, NC Hwy 55 has been widened from a 3-lane road to a 4-lane median-divided highway. To the south, Morrisville Parkway now cuts across what had been farm fields in 2000. Carpenter Elementary was built in 2004, and the West Regional Library on Louis Stephens Road in 2005. Louis Stephens Road changed from being a short, unconnected section of roadway to a major collector extending from High House Road to McCrimmon Parkway. New shopping centers have arisen in Morrisville just a mile east of Carpenter at the Davis Drive/Morrisville-Carpenter Road intersection. Good Hope Baptist Church underwent a major expansion. Within the SPA itself, the Olde Carpenter subdivision was built during 2006-09. Most significantly, the Carpenter Village mixed use Planned Development, which defines the eastern edge of the SPA and began as 411 acres of farm and forest in 1995, today has over 1,000 residential units, along with a pocket of commercial uses, in a compact, new urban community.

Morrisville-Carpenter Road Realignment

One of the biggest changes and challenges facing the historic Carpenter community is yet to come: Morrisville-Carpenter Road is envisioned as one of the region’s key east-west thoroughfares, linking Amberly at the western edge of Cary with NC Highway 54 in Morrisville, and continuing eastward as Aviation Parkway all the way to RDU Airport. As such, regional traffic plans recommend three things: (a) that Morrisville-





The buildings and landscape, taken together, informs and defines the special history of Carpenter.

Carpenter Road be improved to a 4-lane median divided highway, (b) that on the last 2,000 feet or so of its westward approach to NC 55, the road should be realigned northward to tie into Carpenter Fire Station Road at NC 55, and (c) that the road should have a grade-separated crossing of the CSX Railroad line that parallels NC Hwy 55. Current functional alignments call for Morrisville-Carpenter Road to tunnel under the CSX RR. In order to achieve this, the new alignment of the road will need to begin dropping below grade immediately west of Saunders Grove Lane.

This major roadway project will have a profound impact on Carpenter, presenting both challenges and opportunities. One benefit to the project will be that it will pull east-west through-traffic out of the historic Carpenter Crossroads, avoiding impacts on its vital historic buildings. The key challenge will be that the road will cleave some farm parcels, and separate contributing historic structures from their context. Widening the road may also bring the road surface perilously close to historic structures that front along it. Finally, by its very nature a 4-lane highway can be an incongruous facility within the heart of an historically rural area.

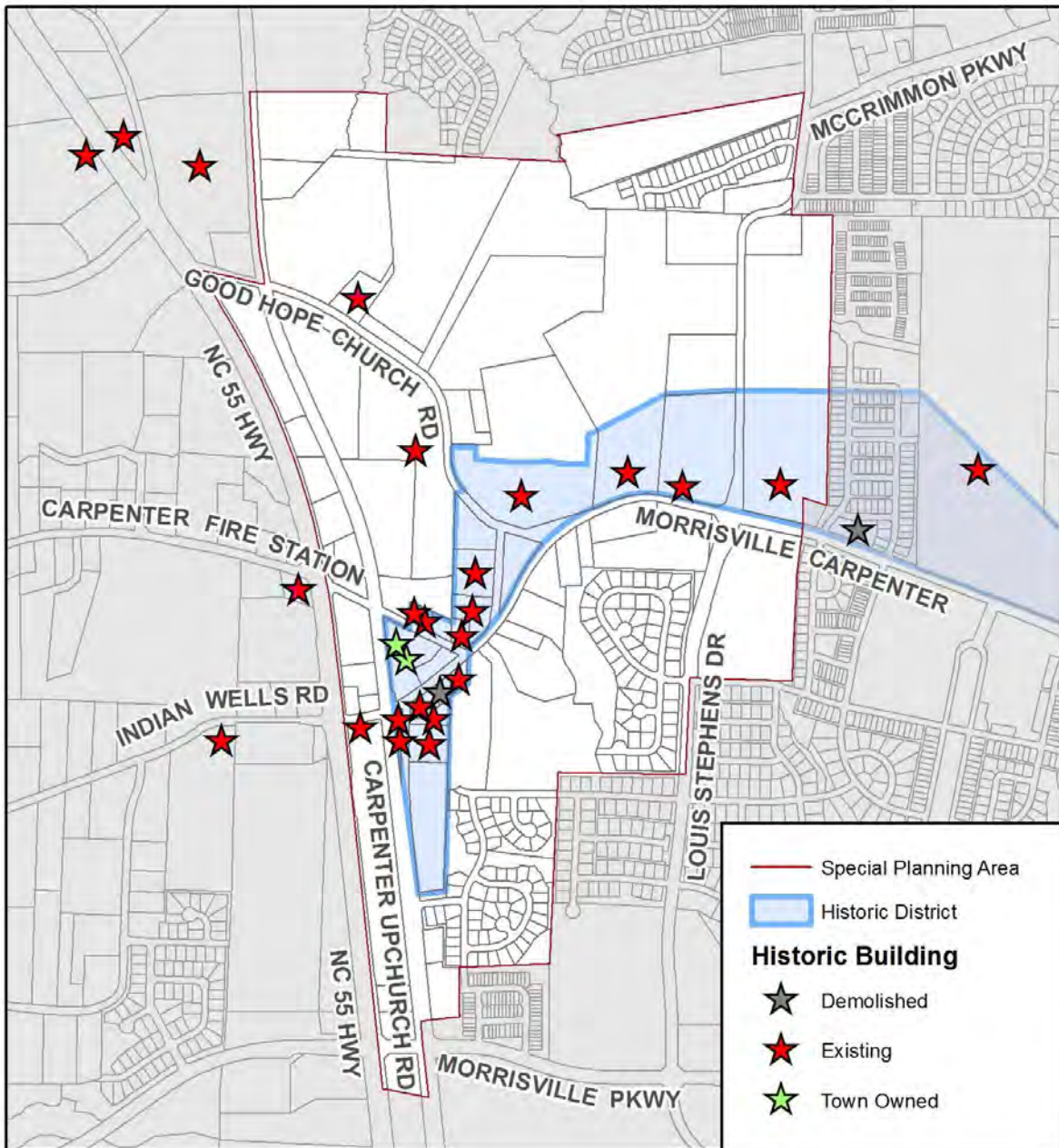
Small Parcel Sizes in the Crossroads

The amount of remaining developable land in and around the historic Crossroads is quite limited, and includes only a handful

of parcels. It will be a challenge to preserve the historic context of the Crossroads, while allowing a small amount of context-sensitive infill development. In addition, some of the historic structures at or near the Crossroads are on very small parcels – some less than half an acre. Such sites tend to present an “all or nothing” situation for preservation, since the site lacks room for the landowner to use additional, new development on the site to help offset the costs – real or perceived – of preservation. Preservation of such sites will require different approaches than were tried in Green Level since 2004.

Parks, Open Spaces, and Greenways

Current plans for Carpenter include a network of existing and planned parks, protected open spaces, stream buffers, and greenways. This network connects the Carpenter community to other parts of Cary and the greater region, and also provides a natural network within the Carpenter area. Cary’s longest greenway spine – the Research Triangle Park to Middle Creek Greenway corridor – runs north-south through the Carpenter area. This provides an opportunity for unique historic interpretation and recreational experiences along this stretch of the corridor.



Carpenter Today

Northern Section of the Carpenter Special Planning Area

The northern section of the special planning area includes primarily open land, a few active farms, land owned by the Town of Cary, and rural homesites. This area includes several historic properties listed in Cary’s Historic Resources Inventory. This area has not seen the development pressures that other parts of town have experienced in recent years, but that is likely to change, as new subdivisions have recently been built at the north and northeast edge of the Carpenter area. The Town’s acquisition of the A. M. Howard Farm site with its historic homestead and farm buildings offers an opportunity to preserve some of Carpenter’s rural character.

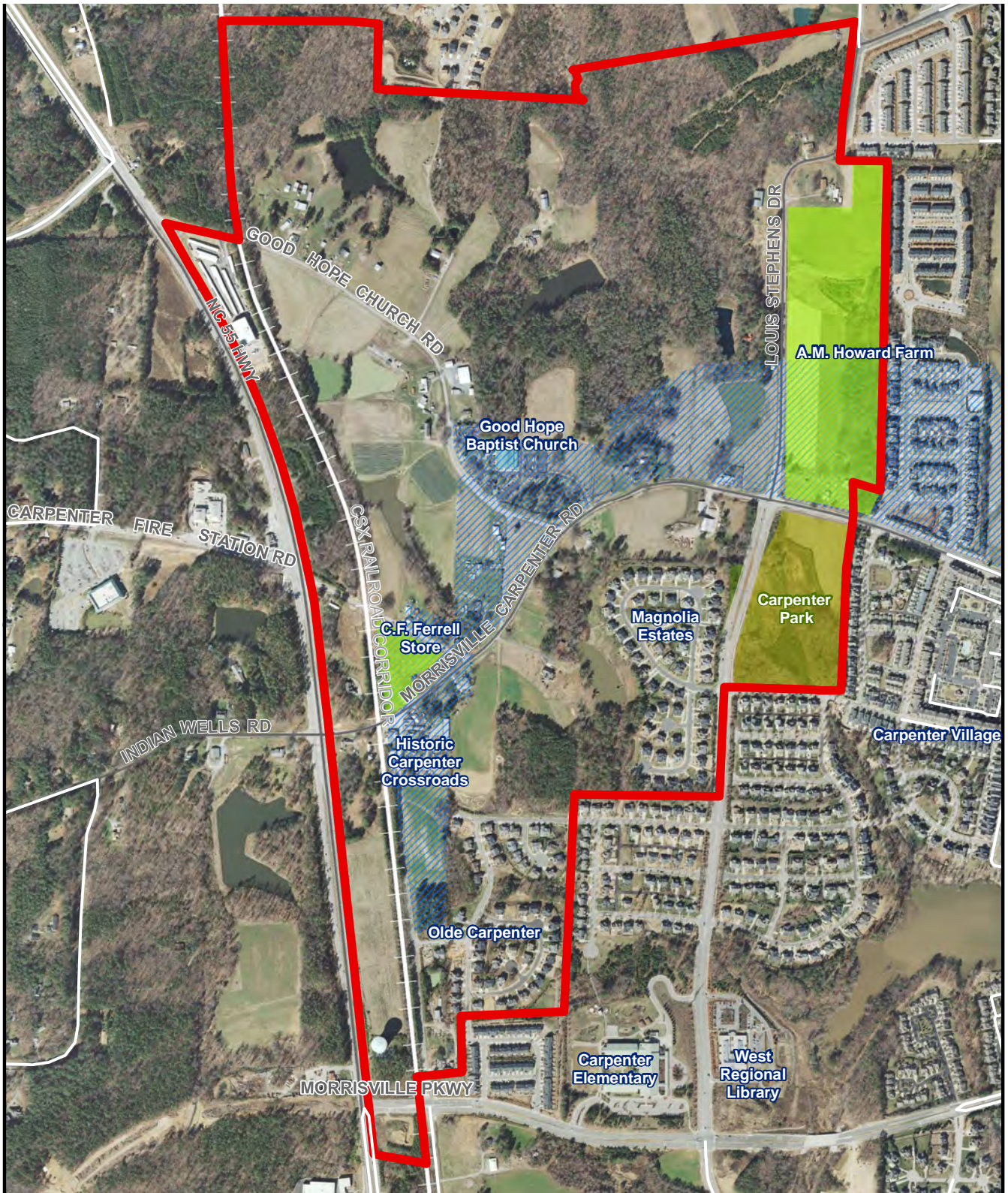
Southern Section of the Carpenter Special Planning Area

The southern section of the special planning area includes the historic crossroads at Morrisville-Carpenter Road’s intersections

with Carpenter Upchurch and Carpenter Fire Station Roads. The Historic Crossroads Area remains largely unchanged from its early 20th Century beginnings, and the Town’s acquisition of the C. F. Ferrell Store site and its historic warehouses provides an opportunity to preserve key elements of the crossroads. While the Magnolia Estates and Olde Carpenter subdivisions have recently encroached on the southern edge of the historic crossroads, there still remains some active cultivation and rural homesites. The new neighborhoods were designed using vegetated buffers to shield views of these developments from the main roads and from the crossroads.



The Historic Carpenter Crossroads Village includes several properties on the National Registry of Historic Places, and offers opportunities for new infill development designed to frame and complement the historic crossroads character.



EXISTING CONDITIONS
Carpenter
 Special Planning Area

- Future Park
- Town-Owned Land
- National Register Historic District

Vision for Carpenter

The Carpenter area provides a glimpse back in time to the early thriving rural crossroads development that established the area. Historic Carpenter Crossroads, the rural crossroads that grew up around the intersections of Carpenter Upchurch and Carpenter Fire Station Roads with old Morrisville-Carpenter Road, remains as the focal point of the area, its character largely unchanged from the first half of the 20th Century. Its historic buildings are preserved and restored, and adaptively re-used to mark this as a special destination for Caryites. A limited amount of context-sensitive infill in and around the crossroads reinforces the historic character while adding fresh vitality, and creates a sort of village. Moving outward from the crossroads area, new development uses context-sensitive site and architectural design to complement the historic areas.

Along a widened and realigned Morrisville-Carpenter Road, historic buildings have been preserved on-site in their historic orientation to the road, on lots of sufficient size to underpin historic context. Ample street buffers screen new development from view along the road. At the road’s eastern

end, the A. M. Howard Farm site has been restored to serve as a special interpretive heritage site, where families can learn about farm life in the early 20th Century. To the north, along Good Hope Church Road, new development is clustered back away from the road, in order to preserve some of the open space character.



Policies for Carpenter

In order to achieve the Vision for Carpenter, the Town’s special policies for this area are:

Policy	Policy Intent
Policy #1: Protect Historic Properties and Places	
<p>Protect and conserve historic properties and places in Carpenter associated with the National Register Historic District, as well as historic assets identified in Cary’s Historic Resources Inventory.</p>	<p>The intent of this policy is to place a primary emphasis on the protection of Carpenter’s irreplaceable historic resources, and to use those resources as key elements defining the unique character of Carpenter. Historic structure should be retained in place whenever possible, especially within the historic crossroads. In some cases along major roadways, such as a widened Morrisville-Carpenter Road, contributing structures may need be moved back from the widened roadway in order to preserve context and render the structures marketable for preservation. Historic structures should be preserved on lots of sufficient size to be evocative of the original setting. When necessary, preserved structures may require buffering from contemporary infill development. New development adjacent to historic sites should provide a contextually-appropriate transition, in terms of massing, scale, landscaping, and architecture.</p>
Policy #2: Encourage Compatible Infill Development and Uses within the Carpenter Crossroads Area	
<p>A limited amount of contextually-compatible infill development within the historic Crossroads area could enhance the vitality of this destination and support regional tourism and economic development efforts.</p>	<p>The intent of this policy is to support infill development within the Crossroads area that complements the existing historic structures and uses, and that utilizes contextually-appropriate scale, massing, landscaping, and vernacular architectural elements. Adaptive re-use of existing historic structures is encouraged. In order to implement the intent of this policy, updates to zoning and development ordinances will likely be required, as well as design guidelines that clearly articulate the architectural and design expectations of infill.</p>

Policy

Policy Intent

Policy 3: Design New Neighborhoods in the Southern Section of the Special Planning Area to Complement the Historic Context

New residential developments located south of the realignment of Morrisville Carpenter Road should be compatible with and support the historic character of the area, and blend into the landscape. New residential development located proximate to the Crossroads area should employ compatible mass, scale, and density, and use landscape and architectural elements that create a transition to the Crossroads.

The intent of this policy is to support new residential development south of the realignment of Morrisville-Carpenter road that complements and protects the historic character of Carpenter. For historic preservation to be successful, it must not just protect the structures themselves, but also the surrounding context. Generally, single-family housing is most preferable. Townhomes may be feasible in proximity to the Crossroads area when the number of connected units in a single building mass is limited appropriately. In order to implement the intent of this policy, updates to zoning and development ordinances may be required for transition areas, as well as design guidelines.

Policy 4: Design New Neighborhoods in the Northern Section of the Special Planning Area that Complement the Historic Rural Character of Carpenter

New developments located in the northern section of Historic Carpenter (north of the realigned Morrisville Carpenter Road) should be compatible with and support the historic rural character of the area, blending into the landscape.

The intent of this policy is to support new single-family residential development in the northern section of Carpenter that minimizes impacts on views from thoroughfare and collector corridors. Subdivisions should be buffered from view along these corridors. Clustered development is encouraged, allowing homes on smaller lots in exchange for the provision of additional open space or buffers adjacent to these roadways. Generally, single-family housing is preferable, however townhomes may be feasible when using clustered development. The provision of natural forested buffers around neighborhoods also helps support the rural context.

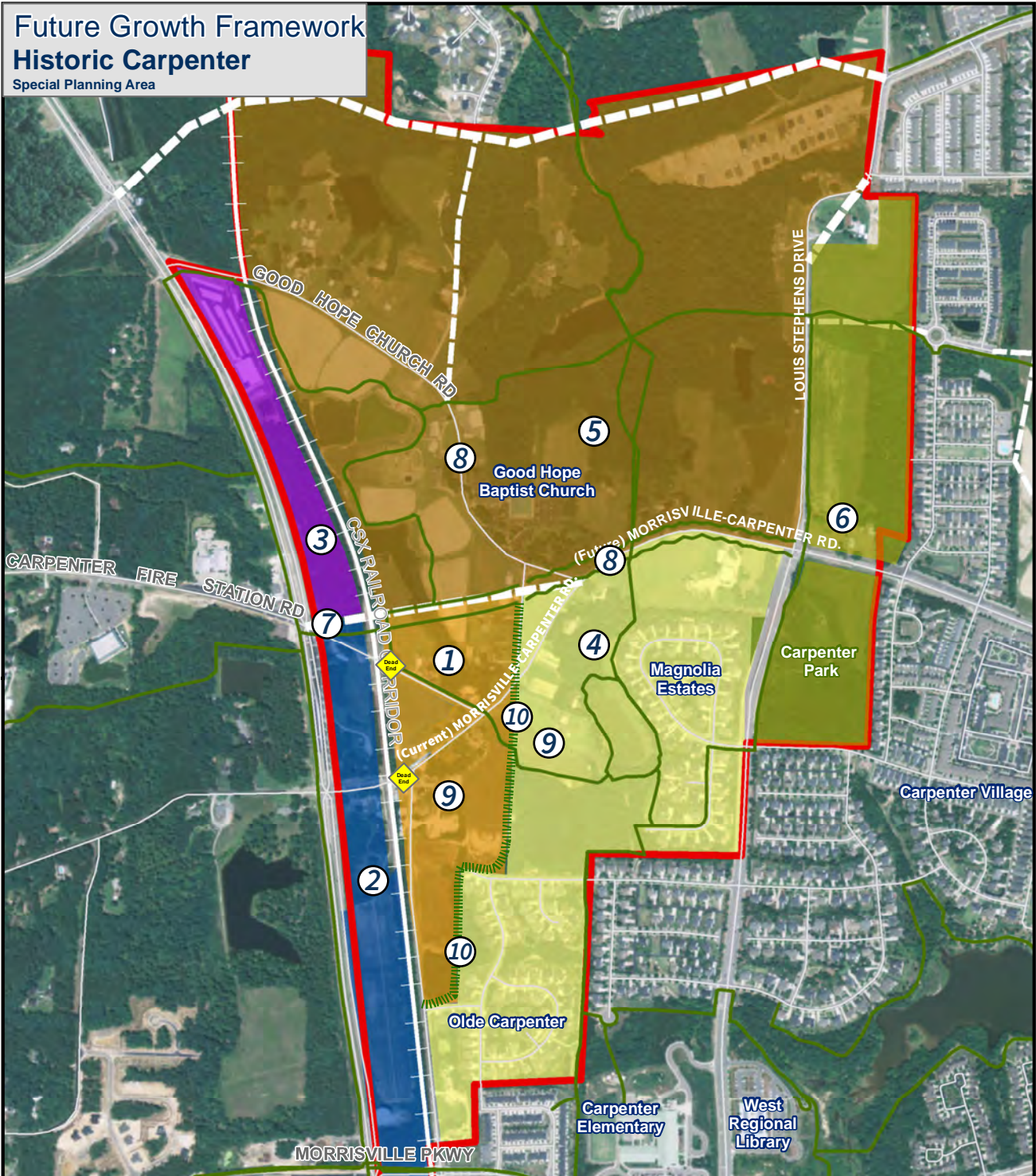
Policy 5: Use Roadway and Streetscape Designs that Reinforce the Historic Character of Carpenter

The design of key roadways and their streetscapes should complement and be compatible with the historic character of Carpenter. This policy applies in particular to the future widening and realignment of Morrisville-Carpenter Road, Good Hope Church Road, and to roads within and proximate to the historic Crossroads area.

There are two parts to this policy. First, within and proximate to the Crossroads, the goal is to retain the community within its historic context. Accordingly, for the area south of the realigned Morrisville-Carpenter Road, the existing sections of Carpenter Upchurch Road, Carpenter Fire Station Road, and the remaining portions of Morrisville-Carpenter and Saunders Grove Roads should be retained in their current design and configuration as of 2015. That is, they should be retained with the appearance of county roads typical of the area up through the 1970's, namely as two-lane roads without curb, gutter, or sidewalk. Within and adjacent to the Crossroads, a connected system of pedestrian paths should be used in lieu of roadside sidewalks. Street lighting should be typical of the period. New local streets proximate to the Crossroads should provide appropriate transitions when tying into the village.

The second part of this policy concerns the widened and realigned sections of Morrisville-Carpenter Road, and along Good Hope Church Road. The design of these roads and their streetscapes should reinforce and complement the historic character of Carpenter, while also providing suburban amenities such as curb and gutter treatments along the road edge. Non-traditional curb and gutter designs should be considered to better reflect the character of the area. Streetscapes should have a more natural and "organic" appearance than elsewhere in Cary. In lieu of typical roadside sidewalks, meandering pedestrian paths should be used. Design elements such as low stone walls can reinforce historic context. Dense hedgerow plantings at the outer edge of streetscapes can shield new development from view.

Future Growth Framework
Historic Carpenter
 Special Planning Area



Carpenter SPA	Mixed Nonresidential Corridor	Existing and Planned Greenways
Crossroads Village	Office & Light Industrial	Proposed Road Extensions and Alignments
Neighborhoods North	Rail Corridor	Village Trail
Neighborhoods South	Parkland	Railroad Corridor
Dead End	Road Crossing over Railroad to Close	

1 Crossroads Village

- Adaptive re-use of existing historic structures is encouraged.
- A limited amount of infill development within the historic crossroads area can enhance the vitality of this historic destination and create a village feeling.
- Infill should complement the existing historic structures and uses, and utilize contextually-appropriate scale, massing, landscaping, and vernacular architectural elements. Infill should use similar setbacks and street orientations as the existing historic buildings.
- Appropriate uses within the village can include small commercial business, live-work uses, neighborhood office, and/or single family residential. Commercial businesses might include small shops, galleries, specialty dining, and so forth – generally the sorts of businesses that can help create a memorable destination, while being suitable for the relatively small-sized buildings appropriate to the village.
- The town-owned C.F. Ferrell Store parcel should provide a contextually-appropriate public space, such as a farmer’s market park, gazebo and simple garden, or similar. This should be a destination identified on adjacent greenway signage.

2 Mixed Nonresidential Rail Corridor

- The narrow strip of land between NC Hwy 55 and the CSX rail corridor is only about 250 feet wide. The developable width is even narrower than 250 feet due to the regulatory buffers required along NC 55 and the railroad right-of-way. Road access is limited to NC 55 and the very short sections of the several cross-streets.
- Land uses should generally be limited to office and commercial. Such uses should help to support and complement the adjacent Crossroads Village.
- Development should be screened from the areas east of the railroad by an opaque or semi-opaque vegetated buffer that uses a simple design and native plant species in a naturalistic design, similar to a hedgerow. These buffers should minimize the impact on views from areas east of the railroad.
- Any development visible from the Crossroads Village should be architecturally compatible with the Crossroads area both in terms of design and building height, bulk, and mass. This includes development visible from the sections of Morrisville-Carpenter Road and Carpenter Fire Station Road between NC 55 and the railroad, including the future realigned Morrisville-Carpenter Road.
- New buildings should be of a smaller scale, with the majority of buildings having a maximum height of two stories.

3 Office and Light Industrial Rail Corridor

- The narrow strip of land between NC Hwy 55 and the CSX rail corridor varies in width from only about 160-260 feet. The developable width is even narrower due to the regulatory buffers required along NC 55 and the railroad right-of-way. In addition, road access is limited to NC 55 and to the very short sections of the several cross-streets.
- Land uses in this area should generally be limited to office and light industrial uses. In some cases, limited commercial/retail uses that rely on bulk storage areas, such as garden supply, nursery, or landscaping services might be appropriate.
- Development within this corridor should be screened from the areas east of the railroad by an opaque or semi-opaque vegetated buffer that uses a simple design and plant species typical of rural settings, similar to a hedgerow. These buffers should minimize the impact on views from areas east of the railroad.
- Any development visible from the Crossroads Village should be architecturally compatible with the historic crossroads buildings both in terms of design and building height, bulk, and mass. This includes development visible from the sections of Morrisville-Carpenter Road and Carpenter Fire Station Road between NC 55 and the railroad, including the future realigned Morrisville-Carpenter Road.
- New buildings should be limited in scale to about 2-3 stories.

4 Neighborhood South

- New residential development should be limited to single family housing, and be compatible with and support the historic character of the area, and blend into the landscape.
- New residential development located proximate to the Crossroads Village should employ compatible mass, scale, setbacks, and density, and use landscape and architectural elements that create a supportive transition to the village. Residential development further afield should use a scale and density comparable to the nearby established neighborhoods in Olde Carpenter and Magnolia Estates.
- Historic properties should be restored and preserved.
- In order to implement the intent of this policy, updates to zoning and development ordinances may be required for transition areas, as well as design guidelines.
- Greenway trails and sidewalks should link neighborhoods and create safe connections to the pedestrian path system within the Crossroads Village.
- **A landscape and design transition should be established between Neighborhood South and the future Crossroads Village, and should include the Village Trail, to define the eastern edge of the village, and separate it from Neighborhood South. The Village Trail corridor should include sufficient room for an opaque or semi-opaque vegetated buffer to help shield views of Neighborhood South from the village. The buffer should use a simple design and plant species typical of the historic setting, similar perhaps to a hedgerow. An alternative to providing a vegetated buffer along the Village Trail is to use a local street to define the edge between the Village and Neighborhood South, provided that development along the west side of the street conformed to the growth framework for development within the Village. Under this option, development on the west side of that road would be part of the Village, and the east side part of Neighborhood South.**

5 Neighborhood North

- New residential development should be compatible with and support the historic character of the area, blending into the landscape.
- Historic properties should be restored and preserved.
- New residential neighborhoods should include low-density, single-family detached homes on large lots or should be designed to cluster homes on smaller lots in exchange for protecting additional open spaces and natural areas. Townhomes may also be feasible when using clustered development.
- Open spaces and naturalistic streetscape buffers should be used to limit views of new residential development from thoroughfare and collector corridors.
- New developments located adjacent to historic properties should utilize designs and site orientation to create visually appealing transitions between properties.
- The provision of natural forested buffers around neighborhoods also helps support the historic context.



This is an example of a cluster of homes that surround common protected open space. The lot sizes for the homes are smaller creating a more connected neighborhood experience. The commonly owned open space reinforces the character and protects views from adjacent roadways.

Source: Clarion Associates

6 Parkland

- The historic A.M. Howard Farm Park land is owned by the Town of Cary. This 46 acres of open space is divided by Morrisville Carpenter Road.
- The 30 acres of the Howard Farm located north of Morrisville Carpenter Road will preserve the historic home and 12 outbuildings for the purpose of memorializing the area's agricultural history and farming practices.
- The 16 acres located south of Morrisville Carpenter Road are being developed separately as a neighborhood park.
- Access to town parks should be made through greenways and meandering trails connecting adjacent neighborhoods to the parks.
- Park infrastructure (parking, outbuildings, restrooms, etc.) Should be designed to limit view impacts from adjacent gateway corridors.



7 Gateways

- As designated on the Future Growth Framework map for Carpenter, gateway treatments should be constructed to alert visitors to the area that they have entered a historic area. Treatments could include low stone walls, signage, or rural plantings to signify entrance to Historic Carpenter. The example to the right illustrates one example of this type of gateway treatment for Didmarton village and civil parish in Gloucestershire, England.



8 Thoroughfare and Collector Roadway Designs and Streetscapes

- For the future realigned and widened section of Morrisville-Carpenter Road, its design and streetscape should reinforce and complement the historic character of Carpenter. The streetscape should have a more natural appearance than elsewhere in Cary. Manicured shrubs, rigidly linear plant spacing, and typical suburban plant species should be avoided in favor of more natural landscaping. In lieu of typical roadside sidewalks, meandering asphalt pedestrian paths should be used. Design elements such as low stone walls can reinforce context. Dense hedgerow plantings at the outer edge of streetscapes can shield new development from view. Street lighting should reflect the historic character of the area. Non-traditional curb and gutter edge design treatments that reflect the rural and historic character should be used.
- For Good Hope Church Road, including its realigned extension, its design and streetscape should mirror distinctive elements of the streetscape and design used for Morrisville-Carpenter Road, to the extent feasible given the narrower streetscape accorded to a collector road.

9 Local Roads Within and Adjacent to the Crossroads Village

- Within the Crossroads Village, Carpenter Upchurch Road, Carpenter Fire Station Road, the original section of Morrisville-Carpenter Road, and Saunders Grove Road should be retained in their current design and configuration. That is, they should be retained with the appearance of county roads typical of the area up through the 1970’s, namely as two-lane roads without curb, gutter, or sidewalk. New local streets within the Crossroads Village should be similarly designed. Street lighting should be compatible with the historic character of the area. (The rationale is twofold. First, urban features such as curb, gutter, and sidewalk are contextually incompatible with the historic character. Second, many of the contributing historic structures have little or no setback from the fronting street, making the addition of such features impossible.)
- Therefore, in lieu of conventional urban sidewalks, pedestrian access should be provided via connected and meandering paths within the Village, connecting sites, buildings, and parking as required. Materials used for pedestrian paths should be evocative of the context, such as bonded aggregates, pea gravel, or similar. (Conventional urban/suburban sidewalks are not appropriate within the Village.) Such pedestrian paths should connect to pedestrian facilities outside the Village.
- Proximate to and connecting with the Crossroads Village, new local streets in Neighborhoods South should provide appropriate transitions when tying into the roads within the Village. Curb and gutter can be appropriate treatments in new residential areas close to the Village if narrow setbacks are used.



The section of Cary Parkway shown to the left provides a very finished, manicured landscape suitable to suburban development. Note the regular spacing of ornamental shrubs in the median, linear concrete sidewalk, and neat lawn areas.



The rural thoroughfare pictured to the left has a very simple median, planted with grass. This sort of median landscaping is more appropriate for historic contexts. Note also the use of a very simple curb to stabilize the outer edge of the pavement.

10 Village Trail

- The eastern edge of the Crossroads Village should be defined by a “Village Trail” – a special public greenway/ trail that will serve as the primary, direct north-south pedestrian route. That is, this trail will provide a direct north-south pedestrian connection linking the sidewalks on Carpenter-Upchurch Road at the entrance to the Olde Carpenter subdivision with the future pedestrian paths along the planned realignment of Morrisville-Carpenter Road. (The trail will provide a critical pedestrian route, in lieu of having sidewalks along the remainder of Carpenter-Upchurch and old Morrisville-Carpenter Roads.)
- The network of meandering pedestrian paths within the Crossroads Village should provide direct connections with the Village Trail.
- Materials used for the trail should be evocative of the context, such as bonded aggregates, pea gravel, or similar. (Conventional urban/suburban sidewalks are not appropriate within the Village.)
- A typical, standard greenway pavement width should be used for the trail, and a right-of-way easement sufficient to provide the landscape buffering described under Neighborhood South.

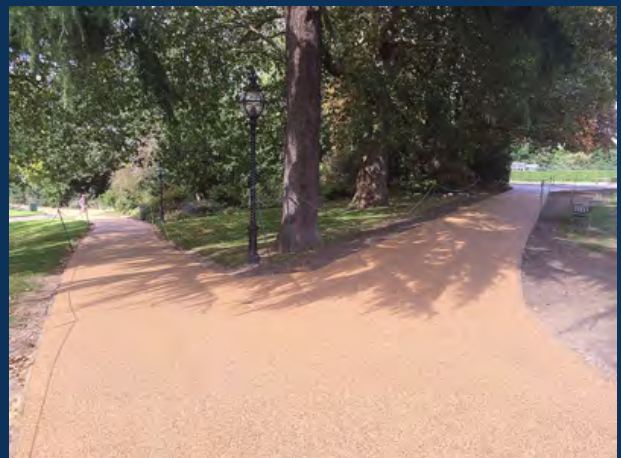
Shown to the right, is the view north across old Morrisville-Carpenter Road. The property on the left lies between NC Hwy 55 and the railroad corridor. Note the simple hedgerow buffer that separates the property from the railroad. The buffer pictured is about 30-40 feet wide, including portions existing on the railroad right-of-way.



Shown below is the view northward on Carpenter Upchurch Road, approaching the Historic Crossroads. Roads like this in and around the Crossroads Village should be retained largely as is – that is, as a typical 2-lane rural road without curb, gutter, or sidewalk. An off-street network of pedestrian paths will provide pedestrian connectivity.



Materials used for pedestrian paths in the Crossroads Village should be contextually appropriate, avoiding concrete and asphalt. New options exist today, such as this resin-bonded gravel path in Britain.



How We Will Achieve Our Vision

1 Protect Historic Properties and Places; Encourage Compatible Infill Development and Uses Within and Adjacent to the Carpenter National Register District

Major Actions:

- Explore development of a Carpenter Local Historic District. A local historic district zoning overlay should be applied to the remaining historic properties in the Carpenter National Register District. Local historic district zoning would allow the Town to require rehabilitation of existing historic properties to be historically appropriate, and new development added to the district to be complementary. If local historic district zoning is not pursued, consider developing a delay-of-demolition ordinance for historic buildings using Cary's special legislation.
- Develop and adopt design guidelines. Design guidelines should be adopted that clearly articulate architectural and design expectations within the Crossroads Village and National Register Historic District. The Guidelines should be formally adopted into the Land Development Ordinance, either as part of a new Carpenter Local Historic District, or as a tool to guide infill and redevelopment.
- Consider developing preservation incentives. The Town should develop incentives to encourage preservation of historic properties. Incentives could include:
 - Local grants for preservation, including façade grants, building stabilization grants, non-profit grants
 - Low-interest or forgivable loan programs
 - Town assistance for moving historic structures on-site when preservation in situ is not advisable
 - Local historic preservation revolving fund, to enable local government acquisition of historic properties, with subsequent re-sale under a preservation easement
 - Reimbursement of development fees when making improvements to historic properties

2 Design New Neighborhoods in the Special Planning Area to Complement the Historic Context; Use Streetscape Designs That Reinforce the Historic Character of Carpenter

Major Action:

Evaluate and update zoning and site development ordinances to implement the vision of the historic Carpenter special planning area. This includes determining whether any existing ordinances inadvertently provide disincentives or roadblocks for implementation of the plan vision. Streetscape requirements and standard specifications for pedestrian facilities, parking, and lighting may need to be amended to preserve the historic context.

RELATED POLICY DIRECTION IN OTHER CHAPTERS

This plan has been organized to address specific topics in specific chapters; however, the policies listed throughout this plan are very much interrelated. Listed here are the policies included in other plan chapters that relate to the Town’s policies on Historic Carpenter.

Shape: Guiding Community Growth in Historic Carpenter	Live:	Work:	Shop:	Engage:	Move:	Serve:
	Fostering Strong Neighborhoods	Assuring Continued Prosperity	Creating Vibrant Destinations	Experiencing the Cary Community	Providing Transportation Choices	Meeting Community Needs
	Policy #1: Maintain Neighborhood Character Policy #4: Provide the Greatest Variety of Housing Options in Mixed Use Center Policy #5: Support Residential Development on Infill and Redevelopment Sites	Policy #1: Grow A Sustainable and Diversifying Workforce Policy #3: Retain and Grow Existing Cary Businesses Policy #6: Attract and Nurture Small Businesses Policy #10: Reserve and Provide Employment Sites in Selected Commercial Mixed Use and Destination Centers	Policy #1: Facilitate Redevelopment of Underperforming Shopping Centers	Parks, Recreation & Cultural Resources master Plan Goals #1, #6 Historic Preservation Master Plan Goals #1, #2, #3, #4, #5	Policy #8: Ensure a Well-Maintained System	Policy #1: Provide Affordable and High Quality Public Services and Facilities for Current and Future Generations Policy #5: Protect and Restore Open Space and the Natural Environment Policy #9: Preserve and Protect the Urban Tree Canopy