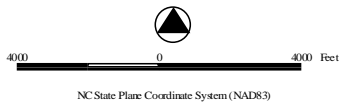
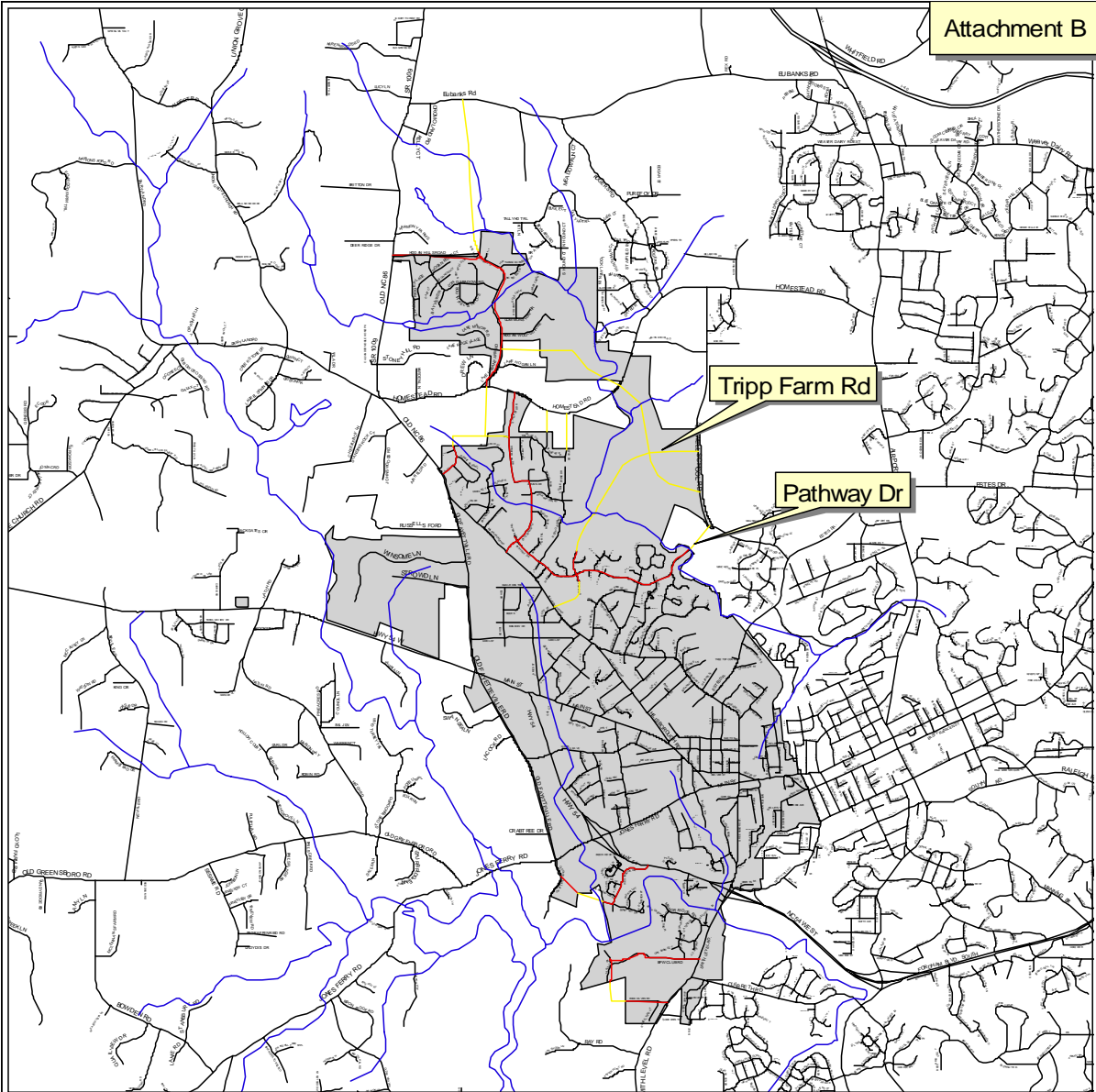


**A RESOLUTION RECEIVING THE REPORT ON THE PATHWAY
DRIVE AND TRIPP FARM ROAD CONNECTOR ROADS
Resolution No. 50/2003-04**

WHEREAS, the Carrboro Board of Aldermen seeks ample opportunities to review policy and plans.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen receive the report.

This is the 21ST day of October in the year 2003.



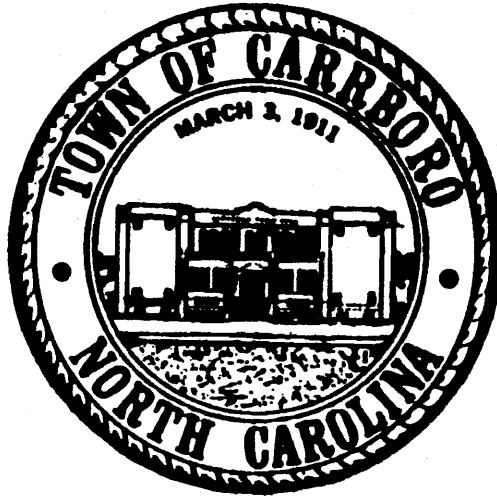
TOWN OF CARRBORO
301 W. Main St.
Carrboro, NC 27510
17 October 2008
Dale McKel, Planning Department
918.732.9

THIS MAP IS NOT A CERTIFIED SURVEY AND IS FOR REFERENCE ONLY
The requestor must be aware of data conditions and limit liability responsibility for the 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.

Carrboro Connector Roads

- Streams
- Connector Roads
 - Existing
 - Planned
- Streets
- Carrboro Town Limits

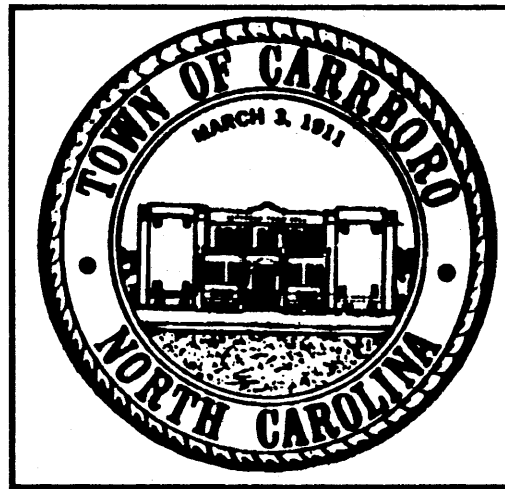
TOWN OF CARRBORO



CONNECTOR ROADS POLICY

Adopted: MARCH 18, 1986

By: TOWN OF CARRBORO BOARD OF ALDERMEN



JAMES V. PORTO, JR., Mayor

Carrboro Board of Aldermen

DOUG ANDERSON

TOM GURGANUS

JOHN BOONE

ZONA NORWOOD

HILLIARD CALDWELL

JUDITH WEGNER

OVERVIEW

BACKGROUND

In 1986, when the Connector Roads Policy was conceived, Carrboro was just beginning to develop toward the north. The Connector Roads Policy was adopted by the Board of Aldermen as a guide to aid in the construction and maintenance of a sound traffic plan for the town. As stated in the introduction of the plan, the success of Carrboro's growth as a town is "ultimately dependent upon the effectiveness and continued efficiency of its transportation system."

The Connector Roads Policy was designed to guide an ever-changing Board of Aldermen as new projects and developments come before them for approval. The Policy's purpose was to ensure that old and new developments and businesses in the town would be connected to each other, both to disperse newly generated traffic and to give a sense of connectivity and unity to the town as it grows. The roads included on the Connector Roads Plan were intended to provide a backbone for a more intricate grid of smaller connector roads.

THE CHARGE

In the fall of 1996, the Board of Aldermen asked the Transportation Advisory Board to review the Connector Roads Policy to see if it still served the town's needs. The TAB noted during its discussion that the town's failure to connect some of the designated roads prevented the Plan from achieving its full potential. However, the TAB maintains its belief that a Connector Road Policy is a vital part of the town's planning initiative.

THE RESPONSE

Because the Transportation Advisory Board recognized that there had been confusion over the interpretation of the Connector Roads Policy and its guidelines, the TAB modified and abbreviated the wording to state the purpose of the Connector Roads Policy in a single paragraph. The TAB eliminated and changed some of the wording for the sake of clarification. The TAB included in the Policy's purpose not only road classifications which connect arterials, but all new roads (minor, local, subcollector, and collector) which are built for new developments. The roads included on the original Connector Roads Plan were (and will remain) intended to provide the backbone for a more intricate public roadwork system that would incorporate all classifications of roads, all of which work together to connect the town and its communities.

I. INTRODUCTION

In 1986, the Connector Roads Policy was conceived and adopted by the Town of Carrboro to aid the town in planning the construction and maintenance of a sound traffic plan for the town. The success of Carrboro's growth as a town is ultimately dependent upon the effectiveness and continued efficiency of its transportation system. Additionally, Carrboro's transportation system, like any public facility, must keep pace with the increased demands that new development places upon it. Roadway systems must be regularly re-evaluated and upgraded to meet future demands.

II. STATEMENT OF PURPOSE

The purpose of the Connector Roads Policy is to ensure that old and new developments and businesses in our town connect to each other, both to disperse newly generated traffic and to give a sense of connectivity and unity to the town as it grew. It indicates a commitment by the town to work toward this connectivity. The roads shown on the Connector Roads Plan are intended to provide a backbone for a more intricate grid of smaller connector roads. The Connector Roads Policy is designed to guide an ever-changing Board of Aldermen as new projects and developments come before them for approval. As Carrboro's boundaries for development expand, additional areas and "backbone" collector roads will need to be added to these maps to ensure that all of Carrboro connects in ways that are both safe and efficient.

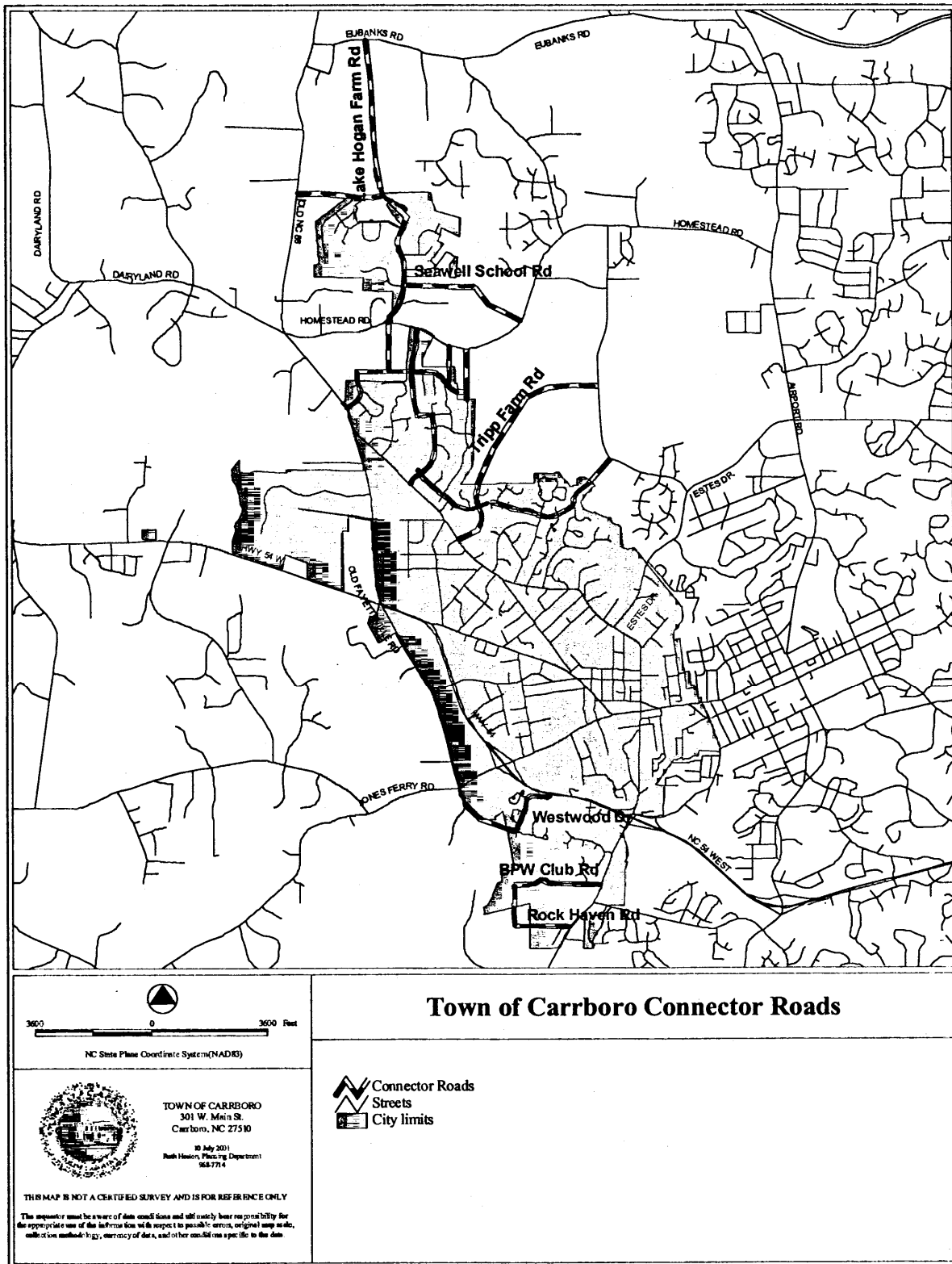
III. CONNECTOR ROADS PLAN

The Connector Roads Plan proposes to meet the demands from full development of the northern development area by construction of a series of connector roads that will link this area with the arterial system to the north and to Estes Drive in the east. The construction of a connector road that parallels Hillsborough Road and North Greensboro Street, and providing access with Estes Drive is vitally important to reduce further congestion on Greensboro Street and the Town Center. Connector roads should also eliminate the disruption of residential neighborhoods to the south of areas under development. Connector roads would also be planned to extend north, permitting access to Homestead Road and to the I-40 interchanges.

The connector roads system in the southern development will provide access to the Laurel Hill Parkway thoroughfare which will loop the Bypass, beginning at Jones Ferry Road and connecting with NC 54 and eventually I-40. Because of the development that has already taken place in this area, the two connectors that are central to the overall system, Berryhill Drive and Rock Haven Road, have been approved for construction. In addition, portions of the Laurel Hill Parkway have also been approved for construction.

IV. DESIGN AND CONSTRUCTION STANDARDS

The Design Standards for connector roads should follow the Land Use Ordinance's guidelines, based on the individual road's classification, and its potential for traffic of all varieties in the future as well as when a development is presented to the board.



AMENDMENT DATA SHEET

**Map: Southern Connector Roads Plan - Board-Approved
April 02, 1991**

**Map: Connector Road Plan Northwest Section - Board-
Approved February 25, 1992**

**Map: Connector Road Plan Concept - Board-Approved
February 08, 1994**

Text & Map: Board-Approved August 19, 1997

**Map: The Connector Roads Plan for the Northern Area -
Board-Approved May 26, 1998**

Street Connectivity Timeline: 1970 - Present

<i>DATE</i>	<i>ACTION</i>
1970	Carrboro N.C. Community Facilities and Land Development Plan (1970) notes that "enforcement of Carrboro's subdivision regulations in extraterritorial planning area will lead to improved street alignments in future subdivisions and proper setbacks from these streets.
1977	Land Use Plan Carrboro, N.C. 1977-2000 calls for street systems to be laid out so that through traffic is minimized, but enough access points to thoroughfares from every neighborhood are provided."
1979	The original Collector Roads Plan was prepared for the Town. The Plan included northern collectors (Broad Street, James Street) and southern collectors (Berryhill Drive and Davis Drive) as well as crosstown streets (Broad Street or Lloyd Street).
1984	The Board of Aldermen held a public hearing on the Collector Roads Plan. The Board directed staff to revise the proposed northern collectors into a plan for interconnected streets and deferred a decision on the cross-town streets and southern collectors to a future date.
1985	The Board of Aldermen adopted the Connector Roads Policy on May 14, 1985 and referred the policy to the TAB and staff for preparation of an accompanying plan.
1986	The Board of Aldermen adopted the Northern Connector Roads Plan on March 18, 1986. The plan included Pathway Drive, Tripp Farm Road. The alignment of the connector in the vicinity of Cobblestone/Danziger (i.e. Cates Farm) property was referred to the TAB to determine potential development in the area.

1987

Orange County, Chapel Hill and Carrboro entered into a Joint Planning agreement that increased Carrboro's zoning jurisdiction.

The Board of Aldermen held a public hearing on a proposed extension of Pathway Drive west to the Danziger/Riggsbee property line on July 7, 1987. The Board voted against the proposed extension.

1991

The developer submitted the initial proposal for the Wexford subdivision. These plans showed Stratford Drive extending from Homestead Road to the southern property for eventual connection to Hillsborough Road.

The Carrboro Board of Aldermen voted to approve the Conditional Use Permit (CUP) for the Wexford subdivision. A motion that was unanimously approved for inclusion as a CUP condition specified that Stratford Drive's pavement be extended to the southern property line, and that a permanent sign be erected by the developer stating possible future extension.

The Board of Aldermen approved the Southern Connector Roads Plan showing the Berryhill Drive and Rock Haven Road connectors.

1992

The Board of Aldermen held a meeting on January 21, 1992 on the Connector Roads Plan and discussed connection of Stratford Drive to Hillsborough Road in relation to the development of the Danziger property.

The Board of Aldermen held a public hearing and adopted revisions to the Connector Roads Plan that included the Stratford Drive/Cates Farm Road connector.

The Board of Aldermen held a public hearing on the Cates Farm subdivision and approved the CUP showing the extension of Cates Farm Road to the northern property line and built to collector roads standards so that this road would function as a connector to the Wexford subdivision and beyond to Homestead Road

- 1994
The Board of Aldermen adopted the Connector Roads Plan Concept for the Northern Transition Area. The connector road configuration for Wexford remained the same as previously adopted. The Board of Aldermen approved the CUP for Williams Woods.
- 1996
The Board of Aldermen adopted the Residential Traffic Management Plan on June 11, 1996. The Carrboro Transportation Advisory Board began to discuss revisions to the Connector Road Policy such as design standards and connections between residential, institutional, and commercial uses.
- November 1996
The Carrboro TAB requested that text amendments to the Land Use Ordinance to clarify the need for consistency with the Connector Roads Policy and Plans. The TAB discussed assimilating a map and list of connector roads in the Town of Carrboro.
- January 1997
The TAB discussed amendments to the Land Use Ordinance in the following sections: Article XIV Section 15-214 (c) Coordination with Surrounding Streets; Section 15-217 (a) and (b) General Layout of Streets. Language within these sections required the connection of all residential streets, discouraged the use of curved roads and cul-de-sacs.
- February 1997
The TAB discussed language in the Land Use Ordinance that would not allow cul-de-sacs unless it was otherwise impracticable.
- March 1997
The TAB recommended amendments to the Land Use Ordinance. The TAB objective will be "to ensure that the Board of Aldermen understands that the Land Use Ordinance should be consistent with the Connector Roads Policy."

The Board of Aldermen held a worksession to discuss revisions to the Connector Roads Policy and amendments to the Land Use Ordinance. The Board of Aldermen requested a public hearing be set on these revisions.

May 1997

The Board of Aldermen discussed draft revisions to the Connector Roads Policy and set a public hearing for August 17, 1997. The Board of Aldermen debated whether cul-de-sacs should be allowed in the Land Use Ordinance. The Board made three suggestions at this meeting: refer to Belmont, North Carolina Land Use Ordinance in regard to specific roadway length requirements, provide clarifying language for "stop" signs that were addressed under the proposed subsection (H) to Section 15-217, and restate 15-217 (b) to say, "To the extent practicable, all roads shall be interconnected. Cul-de-sacs are not encouraged unless topography or adjacent properties does not allow a design that would make an interconnecting road possible..."

June 1997

The Town held a Neighborhood Forum to discuss draft revisions to the Connector Roads Policy, Land Use Ordinance, and Town Code. A number of comments were made at this meeting regarding cul-de-sacs and connectivity.

August 1997

The Board of Aldermen held a public hearing to discuss comments from the Neighborhood Forum and staff recommendations for the Land Use Ordinance. The Board approved revisions to the Connector Roads Policy, which required all new roads to be connected no matter what classification. The Board also sent proposed revisions to the Land Use Ordinance to the Planning Board for their review. These revisions dealt with Section 15-214 (a) and (c) as well as Section 15-217 (b).

The Planning Board recommended adoption of the amendment to the Land Use Ordinance that related to street layouts.

September 1997

The Board of Aldermen held a public hearing on amendments to the Land Use Ordinance. The Board adopted the following language in Section 15-217 (a) to the extent practicable, all roads shall be interconnected. Cul-de-sacs shall not be used unless the topography of the land does not allow a design that would make an interconnecting road practicable.

October 1997

The TAB reviewed the CUP for the Carrboro Greens Project. The site plan showed a cul-de-sac subdivision, with no connections to the east or north. The design would not comply with the newly approved requirements within the Carrboro Land Use Ordinance (Section 15-217{a}) unless the developer could prove that there is no practical means to make a road connection. The TAB delayed a decision until their next scheduled meeting.

November 1997

The TAB discussed how a proposed moratorium on the Northern Transition Area would affect the Carrboro Greens CUP. The TAB voted to table action on the Carrboro Greens Project until the Board of Aldermen lifted the moratorium.

September 1999

The TAB held a joint review session with the Planning Board and Appearance Commission on the Carrboro Greens CUP and a proposed LUO text amendment. The TAB supported the staff recommendation regarding Carrboro Greens and further supported the change to Subsection 15-217(a).

The developer of the Horne Hollow property provides the Town with the latest proposal. The development involves the creation of three lots using the minor subdivision process. The minor subdivision process does not involve the creation of any new public streets; however, the street connections linking the two portions of Autumn Drive can be completed.

November 1999

The staff presented a general report to the Board of Aldermen concerning the Autumn Drive connection and requested to receive guidance on how to address road connectivity within the minor subdivision process. The Board of Aldermen referred this matter to staff, TAB, and Planning Board for further study and analysis to look at alternative traffic scenarios, with and without an Autumn Drive connection, that satisfy the Land Use Ordinance and ameliorate traffic effects.

January 2000

The TAB held a public meeting with residents who lived in the vicinity of the proposed connection.

The TAB requested that staff provide a traffic analysis that included accident and speeding data in the vicinity of the proposed connection.

February 2000

The staff presented the traffic analysis to the TAB at their February 10, 2000 meeting. The TAB made a recommendation following the staff presentation and citizen input. The TAB recommendation was to connect the two Autumn Drives with a bicycle and pedestrian facility until such time the staff completes a comprehensive study of the connection for vehicular traffic.

The staff presented a report to the Planning Board at their February 17, 2000 meeting. The Planning Board made a recommendation following the staff presentation and citizen input. The Planning Board recommendation was to support the Autumn Drive connection but delay final action until adequate resolution to pedestrian safety is found.

March 2000

The Board of Aldermen held a public hearing on the Autumn Drive connection to receive citizens' comments March 7, 2000. The Planning Staff recommended to the Board of Aldermen the following changes to the Autumn Drive connection: a "hooked" neckdown traffic-calming design with a 20-foot pavement cross section, and a five-foot sidewalk along the north side; a three-way stop intersection at Stratford Drive and Autumn Drive, Downing Court and Autumn Drive, Autumn Drive and Barington Hills Drive, and a four-way stop intersection at Barington Hills Drive and Bruton Drive; and the use of traffic calming devices such as speed humps be added to the Autumn Drive connection into the Barington Hills subdivision if traffic speeds warrant the use of such devices based on criteria established with the Board's adopted Residential Traffic Management Plan.

The Board of Aldermen voted in support of the Autumn Drive connection at the March 21, 2000 meeting with the following specification: the connection will consist of a "hooked" neckdown traffic-calming device with a 20-foot pavement

cross section and a five-foot sidewalk along the north side which will be paid for by the developer of the Horne Tract; that traffic control devices for this connection will include: a three-way stop intersection at Stratford Drive and Autumn Drive, Downing Court and Autumn Drive, Autumn Drive and Barington Hills Drive, and a four-way stop intersection at Barington Hills Drive and Bruton Drive; that traffic-calming devices such as speed humps shall be included in the Autumn Drive connection into the Barington Hills subdivision based on criteria established within the Board's adopted Residential Traffic Management Plan prior to the opening of the connection; that a barricade accommodating emergency traffic be placed to obstruct vehicular traffic on Autumn Drive at the entrance to Barington Hills and the facility be striped as a pedestrian and/or bikeway until adequate pedestrian facilities with least impact are provided in Barington Hills at no cost to Barington Hills residents; and that sidewalks be constructed along Autumn Drive in the Barington Hills subdivision and on Barington Hills Drive with no costs to the residents.

Subdivisions/Developments where Street connection designs were included in conjunction with Connector Roads initiatives:

- 1980 Bolin Forest
- 1983 Tennis Club Estates
- 1984 Spring Valley
- 1985 Cobblestone
- Fair Oaks
- Sudbury
- Waverly Forest
- Highland Hills
- 1988 Quarterpath Trace
- 1990 Camden
- 1991 Wexford
- 1992 Cates Farm
- 1993 Williams Woods at Cates Farm
- 1994 Lake Hogan Farms
- 1995 Sunset Creek
- 1998 Carrboro Greens
- 1999 Hanna Ridge