

**ATTACHMENT A**

**A RESOLUTION APPROVING THE ROAD ALIGNMENT FOR  
THE HILLSBOROUGH ROAD NEIGHBORHOOD PARK  
Resolution No. 72/2003-04**

WHEREAS, the Recreation and Parks Department has requested that the Mayor and Board of Aldermen accept the subcommittee report, approve the road alignment option to serve as a guide for the Park Design Committee and direct staff to reinstate the design committee so that they can work along with Site Solutions to design the Hillsborough Road Neighborhood Park.

WHEREAS, The Mayor and Board of Aldermen reviewed the information provided.

NOW, THEREFORE, THE MAYOR AND BOARD OF ALDERMEN OF THE TOWN OF CARRBORO RESOLVE

Section 1. The Board hereby accepts the subcommittee report.

Section 2. The Board hereby approves the road alignment option to serve as a guide for the park design committee.

Section 3. The Board hereby directs staff to reinstate the design committee so that they can work along with Site Solutions to design the park.

Section 4. This resolution shall become effective upon adoption.

# Memorandum

To: Board of Aldermen  
From: Mayor Michael Nelson  
Re: Hillsborough Road Subcommittee

As you know, Jacquie Gist, Mark Dorosin, and I were appointed by the Board of Aldermen to serve as a subcommittee to resolve the issue of the road access to Hillsborough Road Park. The committee met several times over the course of the past 4-6 weeks and we have prepared a recommended solution.

There are several points that I would like to make about this solution.

First, the committee tried our best to resolve the conflict between recreation needs and neighborhood connectivity. We tried to do so in a way that preserved as much recreation space as possible while following the community's desire for connectivity and public safety access to surrounding neighborhoods.

Second, let me address the issue of consistency. Although the board has been applying our roads policy consistently in the past 6-8 years, that hasn't always been the case. Over a decade ago, the board voted to delete a connection at Cobblestone Drive at the request of neighbors. This was the politically expedient thing to do, but it opened the board to criticism and, more important, made it difficult to enforce the connector roads policy later on.

In fact, over the course of the following 5 or 6 years, each time the issue of neighborhood connectivity arose in conjunction with a proposed subdivision, the opponents pointed to the board's decision at Cobblestone Drive as evidence that we were not fairly applying the policy because we deleted the connector in one case but not others.

The next big connector controversy was in the Wexford subdivision--about nine years ago. The Wexford residents pointed to the Cobblestone decision as support for their request not to connect. The board said, in essence, "we made a mistake with Cobblestone, and from here on out we are going to apply this policy consistently." Further, we promised the Wexford and Cates Farm residents that their connector would not be the only one. We have kept that promise by supporting connectors at Autumn Drive, for example.

We also are criticized by developers for requiring connectors that they say raises the cost of their projects.

It would put the board in a very difficult position--with both developers and neighbors-- to exempt ourselves from the very policy we require others to adhere to.

Third, there is a very serious safety issue. There is a long stretch of Hillsborough Rd with no entrance into the neighborhoods to the east. From the entrance to Spring Valley (Morningside Dr/Blue Ridge Rd) to Fair Oaks (Park View) there is no connection into the neighborhoods. This creates a very serious public safety issue. In cases like fires, heart attacks, and strokes, a quick response time is essential to saving lives.

Fourth, Diana points out that if we are serious about requiring a bike/ped corridor from Tripp Farm Road to Carolina North, we need this extension of Tripp Farm. This connection will make the bike/ped access much more efficient for our commuters and will encourage its use.

Report from the Hillsborough Road Park Subcommittee

The Board of Aldermen is interested in seeking development of the Hillsborough Road Park as soon as possible. To this end, the Board of Aldermen established a subcommittee to resolve the outstanding issue of road access to the park. This subcommittee (Jacquie Gist, Mark Dorosin, and Michael Nelson) was charged with reviewing options and making a recommendation to the full Board of Aldermen. The purpose of this report is to transmit the committee's recommended option.

The committee reviewed road connectivity needs, parking needs, and recreation needs before making a recommendation. The committee's recommended connection is attached.

Several key points are worth noting:

- a. The committee is recommending using an existing road bed rather than create new road. The goal of the committee was to preserve as much undeveloped land as possible for recreation uses.
- b. The committee is recommending minimizing impervious surface by providing On-Street parking rather than parking lots.
- c. The number of parking spaces (54) is viewed as the maximum. It is the strong sentiment of the committee that the parking be reduced further. However, a decision on further reducing spaces is not possible until park uses are finalized--some uses are more traffic intensive than others. Because this is a neighborhood park, we wish to encourage citizens to walk and bike. Further, reducing parking will increase the space available for recreation amenities.

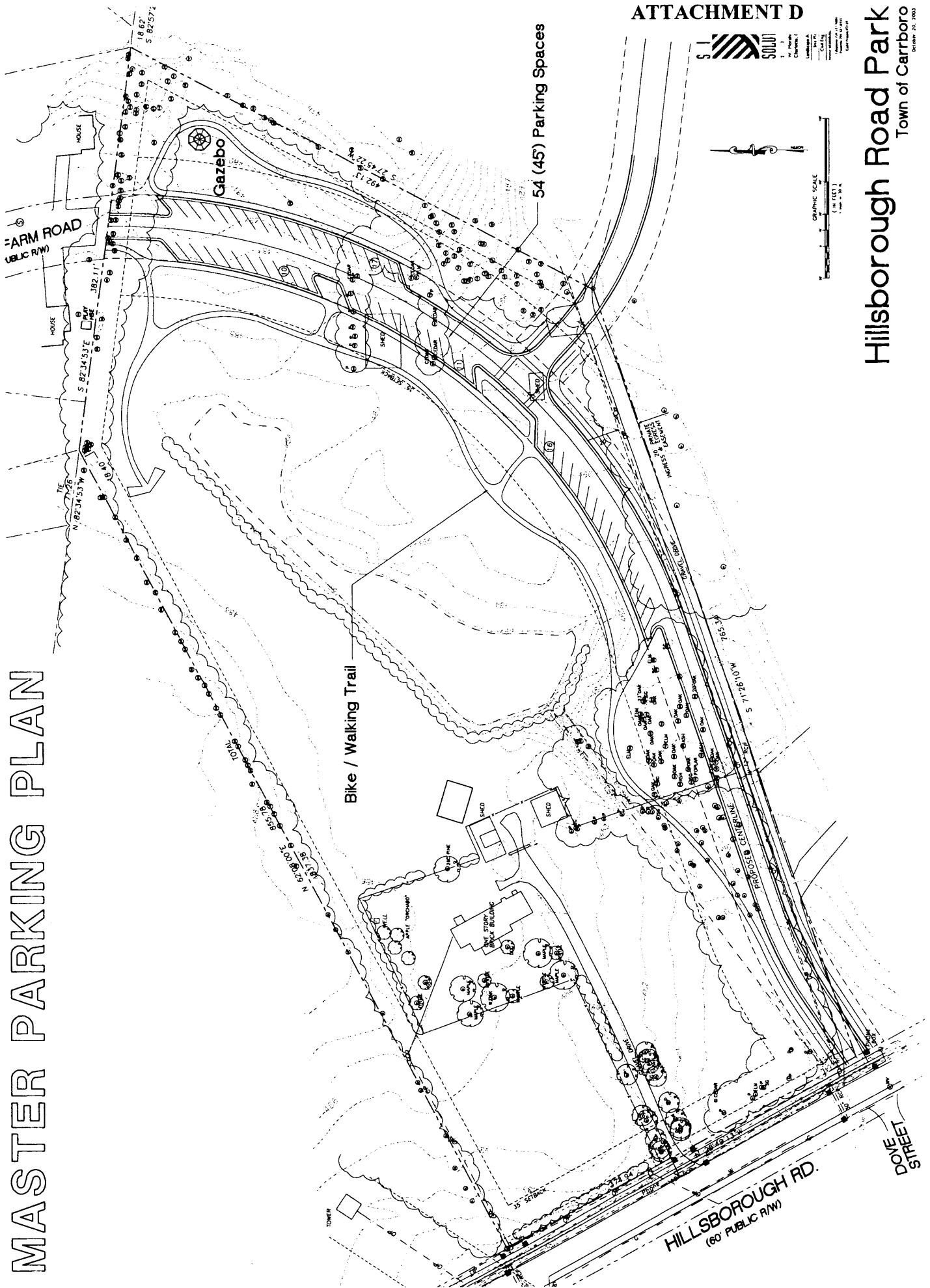
The committee believes that creation of this road will meet several goals:

- a. Provide access to the park from both directions.
- b. Decrease the response time of public safety officers (fire and police) to the surrounding neighborhoods
- c. Create commuter access to the bike/pedestrian corridors, which will eventually access the Horace Williams tract from Tripp Farm Rd.

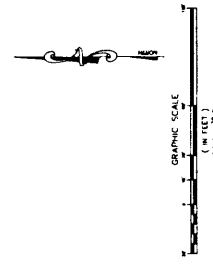
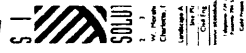
The committee acknowledges that this issue highlights conflicts between two community goals: needed recreation space and neighborhood connectivity. The committee sought a solution that balanced both goals. The committee, after examining numerous options, chose the one that largely utilizes an existing roadbed. By doing so, little additional land is disturbed for the road.

A memo from the Mayor is attached.

# MASTER PARKING PLAN



ATTACHMENT D



Hillsborough Road Park  
Town of Carboro  
October 25, 2003