

# BOARD OF ALDERMEN

ITEM NO.: D(4)

## AGENDA ITEM ABSTRACT

MEETING DATE: AUGUST 17<sup>TH</sup>, 2004

**TITLE: A PRESENTATION ON THE PROPOSED NCDOT SCENIC ROADS APPLICATION FOR OLD NC 86  
BY THE NORTHERN TRANSITION AREA ADVISORY COMMITTEE.**

<b>DEPARTMENT:</b> PLANNING DEPARTMENT	<b>PUBLIC HEARING:</b> YES ___ No <u>X</u>
<b>ATTACHMENTS:</b> A. RESOLUTION B. PROPOSED BYWAY MAP. C. INTRINSIC QUALITY WORKSHEET D. NC SCENIC BYWAYS Q&A E. "FOOTBALL ROAD" SCENIC BYWAY DESCRIPTION F. TAB RECOMMENDATION	<b>FOR INFORMATION CONTACT:</b> JEFF KLEAVELAND, 918-7332

### PURPOSE

In an effort to preserve the aesthetic and historic character along Old NC 86 in the Northern Transition Area on into Orange County, the Northern Transition Area Advisory Committee (NTAAC) has prepared an application for NCDOT Scenic Road designation status for a segment of Old NC 86. The NTAAC is requesting that the Board endorse this application. Please note that this item has been placed on the agenda at the request of the chair of the NTAAC. Town staff has not received a completed application package and at this time does not make a recommendation. A resolution has been prepared (Attachment A).

### INFORMATION

The N.C. Department of Transportation (NCDOT) Scenic Byways program was officially authorized in 1993. Forty-five scenic routes have been designated throughout the state to give visitors and residents a chance to experience a bit of North Carolina history, geography and culture while raising awareness for the protection and preservation of these treasures.

In light of this, the NTAAC has begun preparing an application for Scenic Byway status for Old NC 86 for the segment beginning at the intersection of Hillsborough Road and Old Fayetteville Rd (Old NC 86) continuing 7.3 miles north and terminating near the intersection of I-40 just south of the Town of Hillsborough (Attachment B). It is the committee's viewpoint that the route has a variety of intrinsically valuable qualities to be worthy of such status as demonstrated by the attached Intrinsic Quality Worksheet (a required element of the application package) (Attachment C)

In order for a NCDOT maintained roadway to be given Scenic Byway status, a non-profit organization including, but not limited to the governing body of a municipality or county must submit an application to the NCDOT Scenic Byways Program and provide the required evidence that demonstrate that the route has the intrinsic qualities required for designation. Routes so designated are clearly marked with highway signs and the Scenic Byways logo. For further information see the attached questions and answers page published by the Program (Attachment D).

For this application to be considered in the current round of applications it must be received by the end of August. Should this deadline not be met, the review of the project for inclusion into the program will be delayed by a year.

Already on the Scenic Byways list is “Football Road”, now called Old Greensboro Road, a 37 mile byway that begins in Carrboro and ends near Greensboro. The NTAAC have spoken with NCDOT officials who state that their Old NC 86 application can be appended to the Football Road route should it be desired to potentially create a longer Scenic Byway Route through the area. See Attachment E, for the Scenic Byways description of the existing Football Road route.

The committee has presented this proposal to the Town’s Transportation Advisory Board and Orange County’s Historic Preservation Commission. Each of these entities supports the application (see Attachment F). The NTAAC representative will provide supporting evidence to this effect during the meeting as it is not available at this time. Also, the NTAAC will be presenting the proposal to the Orange County Board of Commissioners concurrent with their presentation to the Board of Aldermen on August 17<sup>th</sup>.

Note that the “Scenic Byways” designation does not preclude a road from being improved or developed along in the future. Through the designation is symbolic for representing preserving intrinsically valuable resources, it does not regulate the manner by which a road or adjacent property can be used. Should a community wish to create such regulations for a road, overlay districts and road buffer ordinance would need to be adopted locally.

#### **FINANCIAL IMPACT**

No direct financial impact from the scenic road designation is anticipated.

#### **STAFF RECOMMENDATION**

Town staff has not received a completed application package and at this time does not make a recommendation. A resolution has been prepared (Attachment A).