

**BOARD OF ALDERMEN**  
**AGENDA ITEM ABSTRACT**

**ITEM NO. D(3)**

**MEETING DATE: November 21, 2006**

**TITLE: A Review of a Petition from Roberson Place Residents**

<b>DEPARTMENT: PLANNING</b>	<b>PUBLIC HEARING: YES ___NO__X__</b>
<b>ATTACHMENTS:</b> <ul style="list-style-type: none"><li><b>A. Resolution</b></li><li><b>B. Response to Letter from Roberson Place Homeowner's Association</b></li><li><b>C. Minutes of Board of Aldermen Meetings from 1995 and 1996</b></li><li><b>D. CUP Condition from 1996</b></li><li><b>E. CUP Condition from 2000</b></li><li><b>F. Letter from George Seiz, Public Works Director</b></li><li><b>G. 1995 TAB recommendation on the Old Mill Village CUP (former name of Roberson Place)</b></li><li><b>H. Petition from Roberson Place Residents</b></li><li><b>I. E-mail message received from Emily Adams</b></li><li><b>J. TAB Recommendation</b></li></ul>	<b>FOR INFORMATION CONTACT:</b> <b>Dale McKeel – 918-7329</b>

**PURPOSE**

Residents of the Roberson Place neighborhood have submitted a petition under the Town's Residential Traffic Management Plan. Town staff has collected data and evaluated traffic conditions in order to make a recommendation on the neighborhood's request. A resolution has been prepared for the Board's adoption.

**INFORMATION**

**The Connection between Purple Leaf Place and Rand Road**

The Roberson Place subdivision (originally known as Old Mill Village) was approved on January 16, 1996. As originally presented to the Board of Aldermen, there would have been an emergency access connection at the southern end of the subdivision abutting the Rogers-Triem property.

During the review and public hearing for the subdivision, there was much discussion about the connection. Some nearby residents on Maple Avenue and the town's Planning Board and Transportation Advisory Board recommended a two-way connection. Minutes from relevant 1995 and 1996 Board of Aldermen meetings are attached (Attachment C).

As part of the approval of the CUP, the Board of Aldermen could have specified that there be an emergency access only connection or a two-way traffic connection between Purple Leaf Place and Rand Road. Ultimately, the Aldermen in 1996 approved a one-way connection to provide egress from the neighborhood. The one-way traffic connection was a compromise between an emergency access and a full two-way connection. The 1996 CUP condition is attached (Attachment D). In 2000, the CUP condition was modified by the Board to allow construction of Phase 4 of Roberson Place even though the connection to Rand Road had not been completed (Attachment E).

Construction of the connection has been delayed for several reasons. After much discussion, the developers of Roberson Place (Yaggy Corporation) were not able to come to terms with the owners of the Rogers-Triem property regarding an easement to connect the Purple Leaf Place right-of-way to the Rand Road right-of-way.

On November 9, 1999, the Board of Aldermen authorized the use of eminent domain to obtain the right-of-way needed to extend Rand Road to Purple Leaf Place, and this acquisition was finalized on January 13, 2005. As specified in the conditional use permit, following the acquisition of the right-of-way, the town's zoning staff contacted the Yaggy Corporation to let them know that the right-of-way had been obtained and that the Yaggy Corporation could then undertake the construction of the connection. The Yaggy Corporation declined to do the construction, so the town was then able to draw upon a letter of credit to complete the construction and commenced work on construction plans. In August, Public Works Director George Seiz provided a memo to the Board on the status of the Rand Road project (Attachment F).

For many years there has been a sign at the end of Purple Leaf Place stating, "This Road May be Extended in the Future" in accordance with the Town's policy of informing residents and prospective property buyers of future connector roads.

Town expenditures on the connection include the following. In addition, there were legal and appraisal fees in conjunction with the right-of-way acquisition:

- Right-of-way acquisition: \$25,000
- Engineering design of the connection: \$9,900

### **Neighborhood Petition**

The Town of Carrboro's Residential Traffic Management Plan (RTMP) provides a mechanism for addressing residents' concerns on residential streets. Residents of Roberson Place submitted a petition to the Town in April 2006 (Attachment A) which requests the following:

- That the future connection between Purple Leaf Place and Rand Road permit the ingress and egress of emergency vehicles only.
- That a temporary barrier be erected at the connection of Purple Leaf Place and Rand Road which can only be removed by emergency vehicle personnel.
- That sidewalks and bikeways be installed adjacent to the road to allow pedestrian and bike traffic to travel from Greensboro Street to the planned bikeway on the east side of Roberson Place.

Prior to collecting signatures, representatives of the Roberson Place Homeowner's Association met with Town staff. An area of influence was defined from which signatures were to be collected. The petition was examined and met the 75 percent threshold in the RTMP (signatures from 64 out of 79 residents/property owners – 81 percent).

At the August 24 meeting of the TAB, Roberson Place residents and TAB members requested that Town staff could fill out the traffic calming worksheet for Roberson Place. Town staff has completed the worksheet for Sweet Bay Place on the hill leading into the neighborhood. The Roberson Place Homeowner's Association submitted a letter, dated August 31, to the Transportation Advisory Board (TAB) requesting data and answers to eight items. Town staff provided a response to this letter to the HOA on October 11, 2006 (Attachment B).

### **Staff Recommendation**

The Town's Traffic and Parking Committee (made up of representatives from the Economic Development, Fire, Planning, Public Works, Police, and Recreation and Parks departments) discussed the neighborhood request and recommends the following to the Board of Aldermen:

1. Town staff recommends that the connection between Purple Leaf Place and Rand Road be opened as specified in the 1996 permit to provide egress for vehicular traffic from the Roberson Place property to South Greensboro Street, and allowing ingress and egress to and from S. Greensboro Street for emergency service vehicles and bicycles. Once opened, Town staff will closely monitor traffic speeds and volumes in Roberson Place, and if there are problems, corrective measures can be reviewed with the neighborhood. It is anticipated that several factors, including the one-way connection and the narrow, circuitous streets, will discourage cut-through traffic, and that many residents of Roberson Place will benefit from having an alternative means of exiting the subdivision.
2. Town staff does not support the placement of barriers that would require emergency responders to step out of a vehicle to remove a barrier. This would delay emergency response and should not be allowed. Other types of barriers may be considered.
3. Town staff finds that under current conditions there would be difficulties in constructing sidewalks and bikeways adjacent to Rand Road, due to several factors including a narrow right-of-way and the need for drainage easements on the property. In the event that the Rogers-Triem property is redeveloped, the land use ordinance would require improved pedestrian and bicycle facilities.

4. Town staff has analyzed traffic conditions on Sweet Bay Place on the hill leading into the neighborhood, and the point total suggests that this area may qualify for both Stage 1 and Stage 2 traffic calming. The worksheet is attached to the back page of Attachment B. The Traffic and Parking Committee discussed this information and recommends that Town staff implement Stage 1 traffic calming measures (education and enforcement) prior to implementing Stage 2 measures (traffic calming measures such as speed tables). This recommendation is made in part because currently most of the traffic in the neighborhood consists of neighborhood residents. Once Stage 1 Traffic Calming measures are implemented, town staff will wait approximately three to six months and collect traffic speed and volume data and evaluate other traffic conditions on the street. If the education and enforcement measures have not been successful, Stage 2 measures can be considered.

Town staff anticipates that the narrow and circuitous street network in Roberson Place will discourage cut-through traffic and that many residents of Roberson Place will benefit from having an alternative means of exiting the subdivision. Additional analysis is provided in the October 11 response to the neighborhood (Attachment B). The TAB and Town staff have also heard from residents of Roberson Place who support the connection (for example, see Attachment I).

The recommendation for the connection is consistent with the town's policies and regulations on street connectivity, including Section 15-217 (a) of the Land Use Ordinance, which states, "To the extent practicable, all streets 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 street practicable."

Please note that in response to a request from the neighborhood, the speed limit for the streets in Roberson Place was reduced from 25 to 20 mph in March 2003. This change appears to have had little impact on the actual speeds of vehicles in the neighborhood.

### **TAB Meetings and Recommendation**

The TAB first heard this item on August 24, 2006 and voted to extend the discussion to the next TAB meeting. In order to accommodate the TAB schedule and with the approval of the Roberson Place HOA, the discussion was moved to the October 19 TAB meeting.

On October 19, the TAB reviewed the information and made a recommendation to the Board of Aldermen. The TAB voted 6-1 to recommend that the Board of Aldermen support the town staff recommendation in regard to connectivity and also recommended that traffic counts in the neighborhood be monitored regularly (Attachment J).

### **RECOMMENDATION**

A resolution has been prepared for the Board's adoption (Attachment A).