

A RESOLUTION ENDORSING ACTIONS IN RESPONSE TO A RESIDENTIAL TRAFFIC
MANAGEMENT PLAN PETITION SUBMITTED BY
RESIDENTS OF ROBERSON PLACE
Resolution No. 87/2006-07

WHEREAS, the Carrboro Board of Aldermen has adopted the Residential Traffic Management Plan for Speed and Traffic Control; and

WHEREAS, property owners and residents of Roberson Place have submitted a petition to the Town under the Residential Traffic Management Plan; and

WHEREAS, data for the streets such as traffic volume, traffic speed, and bicycle and pedestrian activity have been collected and evaluated by Town staff using the criteria in the Residential Traffic Management Plan.

NOW, THEREFORE, THE BOARD OF ALDERMEN OF THE TOWN OF CARRBORO RESOLVES:

Section 1. The Board of Aldermen endorses that the connection between Purple Leaf Place and Rand Road be opened as specified in the 1996 Conditional Use 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.

Section 2. The Board of Aldermen requests that Town staff implement Stage 1 traffic calming measures (education and enforcement) in the neighborhood prior to implementing Stage 2 measures (traffic calming measures such as speed tables). 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.

Section 3. Town staff are instructed to monitor traffic volume and speed in Roberson Place following the opening of the connection.

Section 4. This resolution shall become effective upon adoption.

The foregoing resolution, having been submitted to a vote, received the following vote and was duly adopted this ____ day of _____, 2006:

AYES:

NOES:

ABSENT/EXCUSED:

August 31, 2006

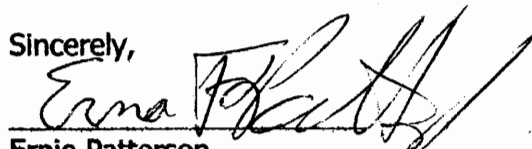
Transportation Advisory Board
Town of Carrboro
301 West Main Street
Carrboro, NC 27510

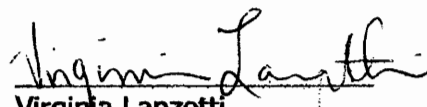
Dear Transportation Advisory Board,

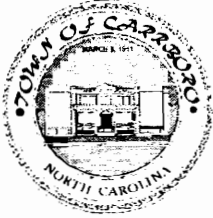
As a follow-on to the Aug 24th Transportation Advisory Board meeting regarding the Roberson Place connection with Rand Road, we would like to provide a written response to the town's proposal and to further clarify our petition. We would like to provide our response prior to the next TAB meeting so that it may receive proper consideration. To assist us in preparing our response, please provide the data and answers requested below, ideally two weeks prior to the TAB meeting.

1. Why is Purple Leaf Place being connected to Rand Road? What are the motivating factors for doing this project, and doing it now?
2. Our HOA petition was submitted as an alternate to the town proposal. Please elaborate on why our HOA proposal does not meet the needs of the community.
3. What are the Street Classifications currently being applied to the streets in Roberson Place (Sweet Bay Pl, Purple Leaf Pl, Wannamaker Pl, and Red Sunset Pl) and to Rand Road. Would any of these classifications change with the completion of the town's proposed project?
4. Collect and present the following data for Roberson Place: vehicle counts, pedestrian and bike counts, and speed.
5. Collect and present the following data for S. Greensboro St: vehicle counts, pedestrian and bike counts, and speed.
6. Provide the town's estimate of the increase in traffic volume and vehicle accidents through Roberson Place that would result if the town's proposal was enacted.
7. Provide the town's projections for increased traffic volume on S. Greensboro St for the next year, 5 yrs, & 10 yrs.
8. Provide the current Traffic Points used in the town's traffic calming criteria for each of the streets in Roberson Place.

Sincerely,


Ernie Patterson
President of Roberson Place HOA


Virginia Lanzotti
Vice-President of Roberson Place HOA



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

DATE: October 11, 2006
TO: Ernie Patterson, President, Roberson Place HOA
Virginia Lanzotti, Vice-President, Roberson Place HOA
FROM: Dale McKeel, Transportation Planner
RE: Response to August 31 Letter

The Roberson Place Homeowner's Association submitted a letter, dated August 31 (received September 5), to the Transportation Advisory Board (TAB) requesting data and answers to eight items. As discussed with members of the HOA, the TAB is a voluntary citizen advisory board. Town staff has undertaken to provide the information requested by the HOA, as follows:

1. *Why is Purple Leaf Place being connected to Rand Road? What are the motivating factors for doing this project, and doing it now?*

Purple Leaf Place is being connected to Rand Road to fulfill a condition of the conditional use permit (CUP) that was approved by the Carrboro Board of Aldermen on January 16, 1996 and modified on March 14, 2000.

As originally proposed, there would have been an emergency access 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 and the town's Planning Board and Transportation Advisory Board recommended a two-way connection.

As part of the approval of the CUP, the Board of Aldermen could have specified that there be no connection or a connection that allowed two-way traffic. The connection allowing one-way traffic (egress) was a compromise between the two.

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. 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 on November 9, 1999, 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.

Please note that copies of relevant minutes and other materials were provided in the Agenda Item Abstract for the August 24 TAB meeting. HOA members may wish to refer back to that agenda abstract for additional information.

2. *Our HOA petition was submitted as an alternate to the town proposal. Please elaborate on why our HOA proposal does not meet the needs of the community.*

As discussed in the Agenda Item Abstract for the August 24 TAB meeting, 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 HOA request and has recommended that the connection between Purple Leaf Place and Rand Road be opened as specified in the Conditional Use Permit to provide egress for vehicular traffic from the Roberson Place property to South Greensboro Street, and allowing ingress and egress to and from South Greensboro Street for emergency service vehicles and bicycles. Once opened, town staff will closely monitor traffic speeds and volumes in Roberson Place. It is anticipated 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. These recommendations are 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."

3. *What are the street classifications currently being applied to the streets in the Roberson Place neighborhood and to Rand Road. Would any of these classifications change with the completion of the town's proposed project?*

Sweet Bay Place is classified as a subcollector street. Red Sunset Place and Purple Leaf Place are classified as local streets. Wannamaker Place is classified as a one-way alley. Rand Road precedes the Carrboro Land Use Ordinance and does not fit neatly into any of the street classifications; however, based on right-of-way and pavement width, it is most similar to a minor or local street. None of these classifications would change with the completion of the connection.

4. *Collect and present the following data for Roberson Place: vehicle counts, pedestrian and bike counts, and speed.*

The following charts show the result of counts taken in 2005 and 2006. The "Volume" column shows the total number of vehicles that passed the point in both directions during a 24-hour period. The "85th percentile speed" is that speed at or below which 85 percent of the vehicles were moving during a 24-hour period. For instance, if the 85th percentile speed is 35 mph, then 85 percent of the vehicles were going 35 mph or lower, while 15 percent of the vehicles were going faster than 35 mph. The speed limit in Roberson Place is 20 mph.

Vehicle Volume and Speed Counts Conducted in 2006

<i>Date</i>	<i>Location</i>	<i>Volume</i>	<i>85th Percentile Speed</i>
8-30-06	200 Sweet Bay (Hill North of Neighborhood)	643	27.15 mph
8-31-06	200 Sweet Bay (Hill North of Neighborhood)	615	28.12 mph
8-30-06	100 Ft. N of Wannamaker-Sweet Bay Intersection	433	27.56 mph
8-31-06	100 Ft. N of Wannamaker-Sweet Bay Intersection	423	28.33 mph
8-30-06	100 Ft. S of Wannamaker-Sweet Bay Intersection	256	22.65 mph
8-31-06	100 Ft. S of Wannamaker-Sweet Bay Intersection	261	23.73 mph
8-30-06	204 Purple Leaf Place	88	21.25 mph
8-31-06	204 Purple Leaf Place	68	20.00 mph

Vehicle Volume and Speed Counts Conducted in 2005

<i>Date</i>	<i>Location</i>	<i>Volume</i>	<i>85th Percentile Speed</i>
2-23-05	200 Sweet Bay (Hill North of Neighborhood)	640	27.46 mph
2-24-05	200 Sweet Bay (Hill North of Neighborhood)	616	27.53 mph
2-23-05	125 Ft. N of Wannamaker-Sweet Bay Intersection	397	27.47 mph
2-24-05	125 Ft. N of Wannamaker-Sweet Bay Intersection	387	27.24 mph
2-23-05	125 Ft. S of Wannamaker-Sweet Bay Intersection	231	19.71 mph
2-24-05	125 Ft. S of Wannamaker-Sweet Bay Intersection	229	21.52 mph

Bike-Ped Counts: The highest recorded bicycle and pedestrian counts in one hour were 54 pedestrians and 5 bicycles on Sweet Bay Lane between 5:15 and 6:15 pm on 9-7-06.

At the August 24 TAB meeting, resident Gary Kramling also asked that the town to report on vehicle speed by direction on the hill on Sweet Bay.

- On 8-30-06, the 85th percentile speed southbound (downhill) was 27.39 mph and northbound (uphill) was 26.78, for a difference of 0.61 mph.
- On 8-31-06, the 85th percentile speed southbound (downhill) was 28.11 mph and northbound (uphill) was 28.13, for a difference of 0.02 mph.

5. *Collect and present the following data for S. Greensboro Street: vehicle counts, pedestrian and bike counts, and speed.*

After receiving the letter, town staff consulted with the HOA representatives and mutually agreed to collect these counts near the intersection of Greensboro and Carr streets.

Vehicle Volume and Speed Counts

<i>Date</i>	<i>Location</i>	<i>Volume</i>	<i>85th Percentile Speed</i>
9-19-06	200 S. Greensboro	10,419	29.63 mph
9-20-06	200 S. Greensboro	10,570	29.48 mph

Bike-Ped Counts: The highest recorded bicycle and pedestrian counts in one hour were 29 pedestrians and 17 bicycles on S. Greensboro Street near Carr Street between 8 and 9 am on

9-11-06. There were a many more pedestrians and bicyclists at the intersection of Greensboro and Roberson, but these were not counted.

6. *Provide the town's estimate for the increase in traffic volume and traffic accidents through Roberson Place that would result if the town's proposal was enacted.*

The town does not have an estimate of the increase in traffic volume that would result if the connection is put in place. The travel demand model that is currently available to the Town of Carrboro, the Triangle Regional Model, is designed to forecast volumes on major roadways, not neighborhood streets. Travel models have not been perfected to the point that they would provide a reliable estimate of the effect on traffic volume of making a certain modification (such as a half closure) to a neighborhood street.¹

In regard to accidents, the town does not have an estimate of the increase in accidents that will result if the connection is put in place. The Carrboro Police Department has provided reports on two traffic crashes that have occurred in the Roberson Place neighborhood between 1-1-2000 and 9-22-2006. One of these crashes occurred when a driver was attempting to back into a driveway and struck a vehicle parked on the street. The other crash occurred when a driver was pulling out of Wannamaker and struck a driver on Sweet Bay; the officer reported that there were vehicles illegally parked in the no parking zone on Sweet Bay blocking the view of the driver on Wannamaker.

There are several factors in the proposal that should promote safety and limit the increase in traffic volumes through Roberson Place with the connection. These include the following:

- What has been proposed at the end of Purple Leaf Place is a “half closure” or “one-way closure,” that is, a barrier that blocks travel in one direction for a short distance on a street that is otherwise two-way. Before and after studies in other communities have shown on average a 42 percent reduction in traffic volumes when a half closure is installed on a street that was previously two-way.² Traffic volumes will be lower with the proposed one-way connection than would be anticipated with a full two-way connection.
- During the morning and afternoon peak traffic periods, left turns onto Roberson Street are prohibited at the Main-Weaver-Roberson intersection near Armadillo Grill. This means that during the most congested traffic periods in downtown Carrboro, drivers who might want to bypass downtown congestion are not allowed to turn left toward Roberson Place. Once southbound drivers have passed Roberson Street, it is unlikely they would backtrack to Sweet Bay Place but instead turn onto Greensboro Street to continue south. Likewise, drivers entering downtown Carrboro from the west or north will find it more convenient to use Greensboro Street rather than Roberson Place to travel south.

¹ This is discussed in the following publication: Reid Ewing, *Traffic Calming: State of the Practice*, (Washington, DC: Institute of Transportation Engineers, 1999), p. 107.

² Ibid, p. 106.

- Many Roberson Place residents will find it more convenient in some instances to exit the neighborhood using the connection rather than exiting via Sweet Bay. The resulting reduction in traffic volumes on some streets, particularly Sweet Bay, would help to offset other increases that may occur due to the opening of the connection.
- Narrow street widths, on-street parking, and a circuitous street pattern should help to discourage cut-through traffic as well as moderate the speeds of vehicles. In addition, town staff may recommend that additional traffic calming measures such as speed tables be constructed. *Residential Streets*, a publication from the Institute of Transportation Engineers, states:

Certainly providing for the free flow of traffic in two 11- or 12-foot lanes that are never occupied by parking can encourage traffic to speed. Encouraging slower traffic speeds through narrower streets can improve the safety of streets for residents. Some studies indicate that as a street becomes wider, accidents per mile increase exponentially; and that the safest residential street may be a narrow street.³

It is also useful to look at Oak Avenue and East Poplar Street, two neighborhood streets in Carrboro that parallel major arterial roads (Greensboro and Weaver Streets). While the traffic volumes on Greensboro and Weaver are in the thousands per day, the volumes on Oak Avenue and East Poplar are far less. For instance, the 2005 NCDOT ADT map shows the traffic volume on N. Greensboro and Weaver to be 14,000 and 7800, respectively, while the volumes recently recorded on Oak Avenue range from 645 to 906 vehicles per day, and on East Poplar Street range from 629 to 810 vehicles per day. The narrow street width, four-way stops, one-way pattern (East Poplar only), and other factors are believed to account for the lower traffic volume on these streets.

The Carrboro Land Use Ordinance defines a local street as a street that is 20 feet in width and is expected to or does handle between seventy-five and 200 trips per day. It should be noted that Oak Avenue is about 21 feet in width (measured from face of curb to face of curb) and is handling more than 900 trips per day. The *Residential Streets* publication suggests that a local street could accommodate 400 to 1500 vehicle trips per day.⁴

7. *Provide the town's projection for increased traffic volume on S. Greensboro Street for the next year, 5 years, and 10 years.*

Every two years the N.C. Department of Transportation does traffic counts and provide the "average daily traffic" (ADT) at selected points on arterial streets in Carrboro.⁵ One

³ Walter M. Kulash, *Residential Streets, Third Edition* (Washington, DC: Institute of Transportation Engineers, 2001), p. 22.

⁴ Ibid, p. 16 and p. 25.

⁵ Available on-line at <http://www.ncdot.org/it/gis/DataDistribution/TrafficSurveyMaps/byYear.html?year=Urban>

of the selected points is S. Greensboro south of Carr Street. The chart below shows the ADT for the past few years.

<i>Date</i>	<i>Location</i>	<i>Volume</i>
1997	S. Greensboro between Carr and Old Pittsboro	12,000
1999	S. Greensboro between Carr and Old Pittsboro	13,000
2001	S. Greensboro between Carr and Old Pittsboro	12,000
2003	S. Greensboro between Carr and Old Pittsboro	14,000
2005	S. Greensboro between Carr and Old Pittsboro	13,000

The ADT on S. Greensboro at this location has fluctuated between 12,000 and 14,000 for the past eight years. There has not been a trend or a significant increase or decrease over this time. In addition, note that the actual count taken by the town in mid-September 2006 (item # 5) was lower than the 2005 ADT by nearly 2500 vehicles.

Traffic forecasts based on the Triangle Regional Model suggest that traffic volumes on major streets in downtown Carrboro will have an average annual increase of 1.1 percent during the morning peak hour and 1.3 percent during the afternoon peak hour. If an annual increase of 1.3 percent is applied to the 2005 ADT for S. Greensboro, the one year increase would be to 13,170 vehicles per day, the five-year increase (compounded) would be to 13,873 vehicles per day, and the ten-year increase would be to 14,804 vehicles per day.

8. *Provide the current traffic points used in the town's traffic calming criteria for each of the streets in Roberson Place.*

Town staff has completed a Traffic Calming Criteria worksheet for Sweet Bay Place on the hill leading into the neighborhood (next page). The point total suggests that this area may qualify for both Stage 1 and Stage 2 traffic calming. The staff Traffic and Parking Committee will be meeting this week to make a recommendation to the Transportation Advisory Board on traffic calming measures.

Street Name: Sweet Bay Place (near 200 Sweet Bay)

Criteria	Application	Collected Data	Points
<i>Traffic Volume</i>	<i>Criteria</i> – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector streets).	643 vehicles per day (8-30-06)	0
<i>85th Percentile Speed</i>	<i>Criteria</i> – 2 points for every mph that the 85 th percentile speed exceeds the posted speed limit	28.12 mph (8-31-06) in 20 mph zone	16
<i>Pedestrian Volume</i>	<i>Criteria</i> – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	54 peds (9-7-06)	5
<i>Bicycle Volume</i>	<i>Criteria</i> – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school	5 bikes (9-7-06)	0
<i>Bus Stops</i>	<i>Criteria</i> – 1 point for each transit stop and 2 points for each school bus stop on the street	3 school bus stops	6
<i>Proximity to Pedestrian Generator (Retail and Parks)</i>	<i>Criteria</i> – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	Within 0.2 miles of downtown	5
	<u>Additional Consideration:</u> In some situations the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.		
TOTAL POINTS			32

Carrboro Board of Aldermen - Minutes Excerpt – November 28, 1995

PUBLIC HEARING/CONDITIONAL USE PERMIT REQUEST/OLD MILL VILLAGE

Bill Spang has applied for a conditional use permit on behalf of Duncan Yaggy which, if granted, would allow for the subdivision of an existing 20.155 acre tract into 91 lots with 31 accessory apartments for a total of 122 units.

The administration and the applicant requested that this public hearing be continued to December 12, 1995.

MOTION WAS MADE BY JAY BRYAN AND SECONDED BY MICHAEL NELSON TO CONTINUE THIS PUBLIC HEARING TO DECEMBER 12, 1995. VOTE: AFFIRMATIVE ALL

Carrboro Board of Aldermen - Minutes Excerpt – December 12, 1995

CONTINUATION OF PUBLIC HEARING/CONDITIONAL USE PERMIT REQUEST/OLD MILL VILLAGE

Bill Spang has applied for a conditional use permit on behalf of Duncan Yaggy which, if granted, would allow for the subdivision of an existing 20.155-acre tract into 91 lots and construction of 63 single-family, detached homes, 28 townhomes, and 30 accessory apartments for a total of 121 units. This property is located at 216 Roberson Street. The administration recommended approval of the conditional use permit with conditions.

Keith Lankford, the town's Zoning Administrator, was sworn in. Mr. Lankford presented the site plan for the proposed development and reviewed the town staff's recommended conditions.

Duncan Yaggy was sworn in. Spoke in favor of the proposed project.

Marianne Fiorentino was sworn in. Ms. Fiorentino explained how she got involved in this project and spoke in favor of the proposal before the Board.

Bill Spang was sworn in. Mr. Spang spoke in favor of the proposed project. Mr. Spang requested that if the Board chooses to go with a 50-foot right-of-way way that they be allowed to cut the front set backs to 7 1/2 for lots 10, 11 and 12.

Phil Post was sworn in. Mr. Post explained the background behind the traffic counts for the project.

John Rintoul, Chair of the Planning Board, was sworn in. Mr. Rintoul stated that the Planning Board had serious concerns about the traffic situation with this project. Mr. Rintoul stated the

Planning Board strongly urged the Board to explore the possibility of securing the Rand Road connection via condemnation proceedings.

Ellen Perry, Chair of the Transportation Advisory Board, was sworn in. Ms. Perry stated that the TAB recommended this conditional use permit be denied unless a southern connection can be negotiated. The TAB feels that the pedestrian lifestyle that the developer has envisioned is overly optimistic and the traffic generated by this development onto Main and Roberson will make an already congested intersection much worse.

Ellen O'Brien, representing the Appearance Commission, was sworn in. Ms. O'Brien presented the Appearance Commission recommendations.

John Marshall, a resident of Poplar Avenue, was sworn in. Mr. Marshall spoke in favor of the proposed development because it will fill in empty land located in the downtown.

Martha Arnold, a resident of 213 Maple Avenue, and representing the Maple Avenue residents, was sworn in. Ms. Arnold requested that the Board consider the following points:

- (1) Establish visible boundaries around the Maple Avenue neighborhood by providing a common buffer and preserving existing trees.
- (2) Preserve the existing character of the street and design the Maple Avenue extension to be consistent with it.
- (3) Preserve the characteristic layout of the neighborhood.
- (4) Prohibit construction traffic on Maple Avenue.
- (5) Resolve the downtown traffic problems.

Dick Bircher, a resident of Maple Avenue. Mr. Bircher expressed concern about the affect of this development on Maple Avenue and the residents' ability to get out of the neighborhood. Mr. Bircher stated that he did not see why it would be necessary to extend Maple Avenue to build four new homes.

Robert Monath, a resident of 206 Maple Avenue, was sworn in. Mr. Monath expressed his appreciation of the historic features of Maple Avenue and asked that the Board keep this in mind during its consideration of this conditional use permit.

Ellen O'Brien presented a letter from Phil Zook, a resident of 211 Maple Avenue. Mr. Zook's letter stated that the plan for this project falls short of what the Maple Avenue neighborhood had asked for and what the developer originally assured the Maple Avenue residents would be done. Specially, the lot widths of the newly created lots at the terminus of Maple Avenue. Mr. Zook requested that the minimum lot width on Maple Avenue be 85 - 90 feet.

Ms. O'Brien read a statement in memory of Mr. Neal, a deceased resident of Maple Avenue.

Mitch Virchick, a resident of 214 Maple Avenue. Mr. Virchick expressed his concern about the increased traffic caused by this development. Mr. Virchick urged the town to condemn Rand Road to open up an additional access.

Andy Cohen, a resident of 205 Maple Avenue, was sworn in. Mr. Cohen stated that he would like to see more development of the nature of the proposed development in the downtown area. Mr. Cohen spoke in favor of opening up a southern access to the development through Rand Road. Mr. Cohen stated he felt the Rand Road access would be used only for residents of the Old Mill Village development. Mr. Cohen urged the Board to delay taking action on this conditional use permit before the roads issue is resolved.

Debbie Bevin, a resident of 204 Maple Avenue, was sworn in. Mr. Bevin spoke in favor of the recommendations made by Martha Arnold for the Maple Avenue residents. Ms. Bevin asked that the new lots on Maple Avenue be increased in size to conform to the existing Maple Avenue lots.

Chris Bevin, a resident of 204 Maple Avenue and a business owner on Main Street, was sworn in. Mr. Bevin expressed concern that this development will adversely affect his home and business. Mr. Bevin stated that he was concerned about the impact of this development on the downtown area of Carrboro.

Maria Owens was sworn in. Ms. Owens spoke in favor of the proposed development. Ms. Owens stated that the resident of Pine Knolls and Carr Street are in favor of the proposed development.

Lee Corum, representing Rogers-Triem, was sworn in. Mr. Corum explained previous discussions with Scarborough and Village Self Storage reference access to Rand Road. Mr. Corum stated that recent discussions had been held with Bill Spang about providing emergency and construction traffic access on Rand Road. No agreements have been met, but a willingness for such an arrangement has been discussed.

Robert Schontz, 207 Maple Avenue, was sworn in. Mr. Schontz stated that the Maple Avenue residents would like to have a 30-foot buffer.

Andy Cohen, a member of the Planning Board, stated that the Planning Board and Transportation Advisory Board had specially requested that the developer negotiate with Rogers-Triem to obtain access to Rand Road.

Alderman Zaffron requested that the town staff determine who owns the easement along Rand Road.

Roy Williford, the town's Planning and Economic Development Director, was sworn in. Mr. Williford stated that the town owns 25 feet from the center line of Rand Road to the end which is 25 to 30 feet from the Yaggy property at the end. Mr. Williford stated that the road alignment at the South Greensboro Street intersection would have to be clarified.

MOTION WAS MADE BY JACQUELYN GIST AND SECONDED BY JAY BRYAN TO CONTINUE THIS PUBLIC HEARING TO DECEMBER 19, 1995. VOTE: AFFIRMATIVE ALL

Carrboro Board of Aldermen - Minutes Excerpt – December 19, 1995

PUBLIC HEARING/DELIBERATION AND VOTE ON CONDITIONAL USE PERMIT REQUEST/OLD MILL VILLAGE

The Board of Aldermen will deliberate and vote on the conditional use permit request submitted by Bill Spang on behalf of Duncan Yaggy which, if granted, would allow for the subdivision of an existing 20.155-acre tract into 91 lots and construction of 63 single-family, detached homes, 28 townhomes, and 30 accessory apartments for a total of 121 units. This property is located at 216 Roberson Street.

The Board of Aldermen voiced support of the proposed subdivision but the issue of a second access to the south of the subdivision was a major concern. Securing this southern access is an issue that involves the developer of the proposed subdivision, the Rogers' Triem Company, and the Town. It was suggested that these parties convene a meeting to discuss the issue of a southern access to the proposed subdivision.

MOTION WAS MADE BY JACQUELYN GIST AND SECONDED BY ALEX ZAFFRON THAT THE PUBLIC HEARING BE CONTINUED UNTIL JANUARY 16, 1996. PRIOR TO THE CONTINUED PUBLIC HEARING DATE, A MEETING SHOULD TAKE PLACE CONSISTING OF THE DEVELOPER, REPRESENTATIVES FOR ROGERS' TRIEM, AND THE TOWN TO DISCUSS AND NEGOTIATE THE ISSUE OF SECURING A SOUTHERN ACCESS TO THE PROPOSED SUBDIVISION WHICH IS ACCEPTABLE TO ALL THREE PARTIES. THE ACCESS TO BE NEGOTIATED IS FOR ALL FORMS OF TWO-WAY VEHICULAR TRAFFIC. VOTE: AFFIRMATIVE 5 (Zaffron, Nelson, McDuffee, Gist, Bryan); NOES 0; ABSENT/EXCUSED 2 (Anderson, Caldwell).

Carrboro Board of Aldermen - Minutes Excerpt – January 16, 1996

CONTINUATION OF PUBLIC HEARING/CONDITIONAL USE PERMIT REQUEST/OLD MILL VILLAGE

The Board of Aldermen deliberated and vote on the conditional use permit request submitted by Bill Spang on behalf of Duncan Yaggy which, if granted, would allow for the subdivision of an existing 20.155-acre tract into 91 lots and construction of 63 single-family, detached homes, 28

townhomes, and 30 accessory apartments for a total of 121 units. This property is located at 216 Roberson Street.

Mike Brough presented a report on his meeting with representatives of Rogers Triem and representatives of the Old Mill Village development concerning an access from Old Mill Village to South Greensboro Street.

Ken Bagwell, attorney for The Yaggy Corporation, was sworn in. Mr. Bagwell stated that the condition proposed by the Town Attorney imposes additional costs on the developer but the developer is willing to accept the condition.

MOTION WAS MADE BY HILLIARD CADLWELL AND SECONDED BY HANK ANDERSON TO CLOSE THE PUBLIC HEARING. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY HANK ANDERSON AND SECONDED BY ALEX ZAFFRON THAT THE APPLICATION IS COMPLETE. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY HANK ANDERSON AND SECONDED BY ALEX ZAFFRON THAT THE APPLICATION COMPLIES WITH ALL APPLICABLE REQUIREMENTS OF THE LAND USE ORDINANCE. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY HANK ANDERSON AND SECONDED BY ALEX ZAFFRON TO APPROVE THE FOLLOWING CONDITIONS:

1. That the developer adjust the 20-foot wide bikepath easement during the construction plan approval process as necessary to meet with OWASA's approval and that the developer modify the OWASA sewer easement agreement at that same time to accommodate the 20-foot wide bikepath easement as per OWASA's requirements.
2. That drainage plans be created during the building permit approval process for individual lots, including roof drains and methods to handle off-site stormwater run-off.
3. That a secondary erosion control plan be created during the building permit approval process to require the installation of any erosion control structures on individual lots during home construction as deemed necessary by the town engineer and/or the Orange County Erosion Control Officer. This restriction shall be established as a note final plat. Any necessary erosion control structures must be shown on the plot plan prior to the building permit approval, and the structures must be installed on the lot prior to any grading or clearing operations.
4. That the Ginkgo "Gingko biloba" trees should consist of only male trees since these do not have the fruit that the female trees have.
5. That an architectural code be established as part of the development's codes, covenants and restrictions. This code should take into account the local vernacular. Also, the Maple Avenue Preservation District Commission should be given the opportunity to comment on this proposed architectural code.

AFFIRMATIVE ALL

MOTION WAS MADE BY JAY BRYAN AND SECONDED BY JACQUELYN GIST THAT THE BIKEPATH SHOULD NOT GO THROUGH THE CEMETERY UNLESS SUCH A ROUTE IS FIRST APPROVED BY THE CEMETERY COMMITTEE. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY JAY BRYAN AND SECONDED BY ALEX ZAFFRON THAT THE DEVELOPER SHALL PROVIDE A MINIMUM 10-FOOT UNDISTURBED COMMON BUFFER AND ADDITIONAL 20-FOOT SETBACKS ALONG THE PROPERTY LINES OF OLD MILL VILLAGE (LOTS 13, 18 AND 19) THAT ABUT THE EASTERN AND SOUTHERN BORDERS OF THE MAPLE AVENUE PROPERTIES. VOTE: AFFIRMATIVE SIX, NEGATIVE ONE (CALDWELL)

MOTION WAS MADE BY JAY BRYAN AND SECONDED BY HANK ANDERSON THAT TO THE EXTENT POSSIBLE, THE DEVELOPER SHOULD PRESERVE MATURE TREES IN THE DEVELOPMENT AND AROUND THE BOUNDARY AREAS OF THE DEVELOPMENT IN KEEPING WITH THE TOWN'S TREE ORDINANCE. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY JAY BRYAN AND SECONDED BY JACQUELYN GIST THAT, TO THE EXTENT CONSISTENT WITH THE TOWN'S ORDINANCE AT THE TIME OF CONSTRUCTION OF THE STREETS WITH REGARD TO THE EXTENSION OF MAPLE AVENUE, THE DEVELOPER SHALL CONTINUE THE ASPHALT ROLLED EDGE AND DITCH DESIGN AND NARROW RIGHT-OF-WAY OF 34.20 FEET OF MAPLE AVENUE AND THE EXISTING 16-FOOT STREET WIDTH OF MAPLE AVENUE IS AN INTEGRAL COMPONENT OF THE MAPLE AVENUE NEIGHBORHOOD AND SHOULD CONTINUE, AS AN EXCEPTION TO THE LAND USE ORDINANCE, ON THE MAP AVENUE EXTENSION. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY JAY BRYAN AND SECONDED BY JACQUELYN GIST THAT EXISTING TREES SHALL BE USED WHEREVER POSSIBLE FOR THE DEVELOPER TO MEET THE STREET TREE REQUIREMENTS. NO LIGHTING NOT IN KEEPING WITH THE STREET LIGHT TYPE, SIZE AND FREQUENCY, SHALL BE REQUIRED ALONG THE EXTENSION OF MAPLE AVENUE. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY JAY BRYAN AND SECONDED BY JACQUELYN GIST THAT BECAUSE THE CONSISTENT LOT WIDTHS OF MAPLE AVENUE CREATE A STRONG RHYTHM ALONG MAPLE AVENUE WHICH CONTRIBUTES SIGNIFICANTLY TO THE OVERALL CHARACTER OF THE NEIGHBORHOODS, THE STREET FRONTAGE FOR ANY NEW LOTS ON THE MAPLE AVENUE EXTENSION SHALL BE BETWEEN 85 FEET TO 90 FEET IN WIDTH. VOTE: AFFIRMATIVE THREE, NEGATIVE FOUR (ZAFFRON, CALDWELL, ANDERSON, MCDUFFEE)

MOTION WAS MADE BY JAY BRYAN AND SECONDED BY ALEX ZAFFRON THAT THE RESTRICTIVE COVENANTS OR DEEDS FOR NEW LOTS ON THE MAPLE AVENUE EXTENSION MUST REQUIRE THAT THE DESIGN OF THESE HOMES BE COMPATIBLE WITH THE SITING, SETBACK, MASSING, SCALE, RHYTHM AND MATERIALS OF THE HOUSES ALONG MAPLE AVENUE. VOTE: AFFIRMATIVE SIX, NEGATIVE ONE (CALDWELL)

MOTION WAS MADE BY JAY BRYAN AND SECONDED BY JACQUELYN GIST THAT ALL CONSTRUCTION VEHICLES RELATING TO THE CONSTRUCTION OF THE OLD MILL VILLAGE, EXCEPT FOR CONSTRUCTION VEHICLES RELATING TO THE CONSTRUCTION OF THE HOUSES ON MAPLE AVENUE EXTENSION, SHALL BE PROHIBITED ON MAPLE AVENUE. AS TO CONSTRUCTION VEHICLES RELATING TO THE CONSTRUCTION OF THE HOUSES ON MAPLE AVENUE EXTENSION, TO THE EXTENT POSSIBLE, ALL SUCH VEHICLES SHALL ALSO BE PROHIBITED ON MAPLE AVENUE.

VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY JAY BRYAN AND SECONDED BY ALEX ZAFFRON THAT ALL DRAINAGE ISSUES AND PROBLEMS ASSOCIATED WITH OLD MILL VILLAGE, INCLUDING THOSE PROBLEMS DESCRIBED IN SUNGATE DESIGN GROUP'S LETTER DATED NOVEMBER 30, 1995, BE ADDRESSED BY THE DEVELOPER AS AGREED UPON IN THE LETTER OF PHIL POST DATED DECEMBER 4, 1995, AND WITH ANY OTHER MEASURES REQUIRED BY THE STAFF. VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY ALEX ZAFFRON AND SECONDED BY HANK ANDERSON THAT PRIOR TO CONSTRUCTION PLAN APPROVAL FOR PHASE 4, THE APPLICANT SHALL CAUSE TO BE EXECUTED AND RECORDED THE FOLLOWING AGREEMENT TO ALLOW ACCESS FROM OLD MILL VILLAGE TO SOUTH GREENSBORO STREET:

(A) AN EASEMENT FROM ROGERS TRIEM, INC. APPURTENANT TO THE OLD MILL VILLAGE PROPERTY, AUTHORIZING EGRESS FOR THE VEHICULAR TRAFFIC FROM THE OLD MILL VILLAGE PROPERTY TO SOUTH GREENSBORO STREET, AND ALLOWING INGRESS AND EGRESS TO AND FROM SOUTH GREENSBORO STREET FOR EMERGENCY SERVICE VEHICLES, SUCH EASEMENT TO EXPIRE AUTOMATICALLY UPON THE ACQUISITION BY THE TOWN OF A PUBLIC RIGHT-OF-WAY PROVIDING ACCESS FROM GREENSBORO STREET TO THE OLD MILL VILLAGE PROPERTY. THE LOCATION AND CONFIGURATION OF THIS EASEMENT SHALL BE SUBSTANTIALLY AS SHOWN ON THE ATTACHED DIAGRAM, WHICH SHALL BECOME EXHIBIT "A" TO THE PERMIT, EXCEPT THAT IT IS UNDERSTOOD THAT THIS EASEMENT MAY PROVIDE THAT IT CAN BE RELOCATED BY ROGERS TRIEM, INC. AT ITS EXPENSE SO LONG AS THE RELOCATED EASEMENT CONTINUES TO SERVE THE SAME FUNCTION. IT IS FURTHER UNDERSTOOD THAT THE EASEMENT SHALL BE GRANTED CONTINGENT UPON ABANDONMENT BY THE TOWN OF THE EXISTING RAND ROAD RIGHT-OF-WAY, AND THAT THE EASEMENT SHALL ALSO RECITE THAT, UPON

REDEVELOPMENT OF THE ROGERS TRIEM PROPERTY, IT IS EXPECTED THAT THE TOWN WILL REQUIRE THAT A PUBLIC STREET BE CONSTRUCTED AND DEDICATED PROVIDING ACCESS FROM SOUTH GREENSBORO STREET THROUGH THE ROGERS TRIEM PROPERTY AND CONNECTING TO THE PUBLIC STREET AT THE SOUTHERN TERMINUS OF THE OLD MILL VILLAGE PROPERTY.

(B) TO THE EXTENT NECESSARY, AN AGREEMENT TO THE MATTERS SET FORTH IN SUBPARAGRAPH (A) SHALL BE EXECUTED BY THE OWNERS OF THE PROPERTY IMMEDIATELY ADJOINING THE ROGERS TRIEM TRACT TO THE SOUTHEAST.

VOTE: AFFIRMATIVE ALL

MOTION WAS MADE BY ALEX ZAFFRON AND SECONDED BY HANK ANDERSON THAT THE APPLICATION BE GRANTED, SUBJECT TO THE ABOVE CONDITIONS.
VOTE: AFFIRMATIVE ALL

Carrboro Board of Aldermen - Minutes Excerpt – March 14, 2000

REQUEST FOR WORDING CHANGE/ROBERSON PLACE CUP MINOR MODIFICATION

The Yaggy Corporation gained approval for a Minor Modification to the Roberson Place Conditional Use Permit (CUP) on January 11, 2000. The modification amended condition #16 to allow the Phase 4 improvements, final plat and house construction to begin prior to the completion of the connection across the Rogers-Triem property. The applicant requested that the wording of the condition be slightly modified to more accurately reflect the intent behind the approval. The administration recommended that the Board of Aldermen approve the requested wording change.

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman Jacquelyn Gist.

A RESOLUTION APPROVING A CHANGE IN WORDING TO THE MINOR MODIFICATION TO THE CUP FOR THE ROBERSON PLACE SUBDIVISION THAT WAS
APPROVED ON JANUARY 11, 2000
Resolution No. 116/1999-2000

WHEREAS, the Carrboro Board of Aldermen has approved a Conditional Use Permit for a major subdivision for the Roberson Place project located at 216 Roberson Street on January 16, 1996; and

WHEREAS, the Board of Aldermen approved a minor modification to the Roberson Place Conditional Use Permit document on January 11, 2000 that allows the construction of the phase

4 improvements and final plat prior to the connection of the roadway across the Rogers-Triem property; and

WHEREAS, the applicant is requesting that the language of the modified condition (condition #16) be changed to better clarify the wording and intent behind the changes; and

WHEREAS, the Town Attorney has approved the requested wording change and has concluded that there is no substantive change in the requirements contained therein.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the wording of condition #16 of the Roberson Place CUP is hereby amended to read as follows:

16. As a continuing condition of approval, subject to the conditions set forth herein, the applicant shall fully cooperate with the Town in its efforts to obtain the following agreement to allow access from Old Mill Village (now called Roberson Place) to South Greensboro Street:

- a. An easement from Rogers-Triem, Inc. appurtenant to the Roberson Place property, authorizing egress for the vehicular traffic from the Roberson Place property to South Greensboro Street, and allowing ingress and egress to and from South Greensboro Street for emergency service vehicles and bicycles, such easement to expire automatically upon the acquisition by the town of a public right-of-way providing access from Greensboro Street to the Roberson Place property. The location and configuration of this easement shall be substantially as shown on the attached diagram, which shall become Exhibit "A" to the permit, except that it is understood that this easement may provide that it can be relocated by Rogers-Triem, Inc. at its expense so long as the relocated easement continues to serve the same function. It is further understood that this easement shall be granted contingent upon abandonment by the Town of the existing Rand Road right-of-way, and that the easement shall also recite that, upon redevelopment of the Rogers-Triem property, it is expected that the town will require that a public street be constructed and dedicated providing access from South Greensboro Street through the Rogers-Triem property and connecting to the public street at the southern terminus of the Roberson Place property.
- b. To the extent necessary, an agreement to the matters set forth in paragraph (a) shall be executed by the owners of the property immediately adjoining the Rogers-Triem tract to the southeast.

In addition, the applicant shall post a financial security equal to or in excess of 125% of the cost of construction of the improvements associated with the connection which shall remain in effect for a period of five (5) years. During the five-year period, the Town may draw against the Letter of Credit if, once the necessary easements have been secured, the Yaggy Corporation declines to undertake the construction or fails to complete the construction within six (6) months. The Letter of Credit would expire five years from the date of the recording of this minor modification approval.

The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 14th day of March, 2000:

Ayes: Joal Hall Broun, Mark Dorosin, Diana McDuffee, Jacquelyn Gist, Michael Nelson, Alex Zaffron

Noes: None

Absent or Excused: Allen Spalt

1996 CUP Condition on the Connection

The Roberson Place subdivision (originally known as Old Mill Village) was approved in January 1996. The approved Conditional Use Permit included the following condition:

MOTION WAS MADE BY ALEX ZAFFRON AND SECONDED BY HANK ANDERSON THAT PRIOR TO CONSTRUCTION PLAN APPROVAL FOR PHASE 4, THE APPLICANT SHALL CAUSE TO BE EXECUTED AND RECORDED THE FOLLOWING AGREEMENT TO ALLOW ACCESS FROM OLD MILL VILLAGE TO SOUTH GREENSBORO STREET:

(A) AN EASEMENT FROM ROGERS TRIEM, INC. APPURTENANT TO THE OLD MILL VILLAGE PROPERTY, AUTHORIZING EGRESS FOR THE VEHICULAR TRAFFIC FROM THE OLD MILL VILLAGE PROPERTY TO SOUTH GREENSBORO STREET, AND ALLOWING INGRESS AND EGRESS TO AND FROM SOUTH GREENSBORO STREET FOR EMERGENCY SERVICE VEHICLES, SUCH EASEMENT TO EXPIRE AUTOMATICALLY UPON THE ACQUISITION BY THE TOWN OF A PUBLIC RIGHT-OF-WAY PROVIDING ACCESS FROM GREENSBORO STREET TO THE OLD MILL VILLAGE PROPERTY. THE LOCATION AND CONFIGURATION OF THIS EASEMENT SHALL BE SUBSTANTIALLY AS SHOWN ON THE ATTACHED DIAGRAM, WHICH SHALL BECOME EXHIBIT "A" TO THE PERMIT, EXCEPT THAT IT IS UNDERSTOOD THAT THIS EASEMENT MAY PROVIDE THAT IT CAN BE RELOCATED BY ROGERS TRIEM, INC. AT ITS EXPENSE SO LONG AS THE RELOCATED EASEMENT CONTINUES TO SERVE THE SAME FUNCTION. IT IS FURTHER UNDERSTOOD THAT THE EASEMENT SHALL BE GRANTED CONTINGENT UPON ABANDONMENT BY THE TOWN OF THE EXISTING RAND ROAD RIGHT-OF-WAY, AND THAT THE EASEMENT SHALL ALSO RECITE THAT, UPON REDEVELOPMENT OF THE ROGERS TRIEM PROPERTY, IT IS EXPECTED THAT THE TOWN WILL REQUIRE THAT A PUBLIC STREET BE CONSTRUCTED AND DEDICATED PROVIDING ACCESS FROM SOUTH GREENSBORO STREET THROUGH THE ROGERS TRIEM PROPERTY AND CONNECTING TO THE PUBLIC STREET AT THE SOUTHERN TERMINUS OF THE OLD MILL VILLAGE PROPERTY.

(B) TO THE EXTENT NECESSARY, AN AGREEMENT TO THE MATTERS SET FORTH IN SUBPARAGRAPH (A) SHALL BE EXECUTED BY THE OWNERS OF THE PROPERTY IMMEDIATELY ADJOINING THE ROGERS TRIEM TRACT TO THE SOUTHEAST.

2000 CUP Condition Modification on the Connection

In March 2000, a wording change to the Conditional Use Permit was approved, which stated:

16. As a continuing condition of approval, subject to the conditions set forth herein, the applicant shall fully cooperate with the Town in its efforts to obtain the following agreement to allow access from Old Mill Village (now called Roberson Place) to South Greensboro Street:

a. An easement from Rogers-Triem, Inc. appurtenant to the Roberson Place property, authorizing egress for the vehicular traffic from the Roberson Place property to South Greensboro Street, and allowing ingress and egress to and from South Greensboro Street for emergency service vehicles and bicycles, such easement to expire automatically upon the acquisition by the town of a public right-of-way providing access from Greensboro Street to the Roberson Place property. The location and configuration of this easement shall be substantially as shown on the attached diagram, which shall become Exhibit "A" to the permit, except that it is understood that this easement may provide that it can be relocated by Rogers-Triem, Inc. at its expense so long as the relocated easement continues to serve the same function. It is further understood that this easement shall be granted contingent upon abandonment by the Town of the existing Rand Road right-of-way, and that the easement shall also recite that, upon redevelopment of the Rogers-Triem property, it is expected that the town will require that a public street be constructed and dedicated providing access from South Greensboro Street through the Rogers-Triem property and connecting to the public street at the southern terminus of the Roberson Place property.

b. To the extent necessary, an agreement to the matters set forth in paragraph (a) shall be executed by the owners of the property immediately adjoining the Rogers-Triem tract to the southeast.

In addition, the applicant shall post a financial security equal to or in excess of 125% of the cost of construction of the improvements associated with the connection which shall remain in effect for a period of five (5) years. During the five-year period, the Town may draw against the Letter of Credit if, once the necessary easements have been secured, the Yaggy Corporation declines to undertake the construction or fails to complete the construction within six (6) months. The Letter of Credit would expire five years from the date of the recording of this minor modification approval.



Town of Carrboro
Public Works Department

memorandum

To: Steve Stewart, Town Manager

From: George Seiz, Director of Public Works

Re: Rand Road Extension Project update

Date: August 17, 2006

Public Works and the Town's engineering consultant, Sungate Design Group, are in the process of finalizing the plans for the extension of Rand Road to connect with Purple Leaf Place near the lower end of the Roberson Place Subdivision. The Town previously obtained right-of-way from the Rogers-Triem property to make this connection. The paving connection is being designed to provide egress for vehicular traffic from the Roberson Place property to South Greensboro Street, and allow ingress and egress for emergency service vehicles and bicycles. A narrow section of pavement (tapered from 20 feet to 10 feet) is incorporated into the design to control the flow of traffic. Signs will be clearly posted designating the restricted use. The project begins at the existing end of Purple Leaf Place, makes a curve, and connects into the existing Rand Road for a total distance of about 150 feet.

The estimated construction cost for the project from January of 2006 was in the range of \$33,000 to \$41,000. Our consultant is currently doing some sub-surface soil exploration as part of the design. The findings of this exploration may require some additional sub-grade preparation and subsequently affect the cost.

The Public Works Department would still like to get this project constructed this fall. Reasons for meeting this time table include the fact that the Roberson Place Bike Path project should be nearly completed by October and the concerns about rapidly rising construction costs. If the design issues can be resolved quickly, Town staff would hope to open bids in mid September and make a recommendation of award soon thereafter.

Another purpose of this memo is to inform the Board that Town staff has received a petition from the Roberson Place Residents requesting 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 South Greensboro Street to the planned bikeway on the east side of Roberson Place.

The petition is being forwarded to the Transportation Advisory Board for review at their August 24th meeting. The advisory board is being asked to make a recommendation to the Board of Aldermen. The Town's Traffic and Parking Committee has already discussed the request. In summary, the Town staff has recommended the following:

1. The connection be made as specified in the Conditional Use Permit (see design noted above).
2. Barriers should not be installed due to delay in emergency response.
3. The incorporation of sidewalks and bikeways adjacent to Rand Road would be difficult due to limited right-of way and the need for drainage easements. Additional cost is also a concern. If the Rogers-Triem property is redeveloped, the land use ordinance would require improved pedestrian and bicycle facilities.

Please see attached abstract to the TAB, from Dale McKeel, which provides more detail.

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

December 7, 1995

The TAB made the following recommendation to the Board of Aldermen: "Because the developer has been unable to secure either an emergency entrance, or a second entrance of any type on the southern end of this property, the TAB recommends that the Board of Aldermen deny the CUP for Old Mill Village; unless such a southern connection can be negotiated. We feel that the pedestrian lifestyle that the developer has envisioned is overly optimistic, and the traffic generated by this development onto Main and Roberson will make an already congested intersection much worse.

Motion made: Heidi Perry

Second: Neal Mochel

VOTE: Ayes (Lane, Mochel, E. Perry, H. Perry) Noes(None) Abstain
(Laudati)

In order to gain the Transportation Advisory Board's approval, it would be necessary for the Town to condemn or negotiate for the property (35'-40') in order to have a southern entrance.

Motion made: Ellen Perry

Second: Neal Mochel

VOTE: Ayes (Lane, Mochel, E. Perry, H. Perry) Noes (None)
Abstain (Laudati)

_____/_____/95
Ellen Perry (Chair) Date



TOWN OF CARRBORO

NORTH CAROLINA

February 10, 2006

Mr. Dale Carlson, President
Roberson Place Homeowners Association
201 Purple Leaf Place
Carrboro, NC 27510

Dear Mr. Carlson:

Attached is the petition form for residents in the Roberson Place neighborhood and for adjacent properties. The form is to be used for collecting signatures in order to indicate that there is a widespread concern for a speeding or traffic issue.

As we have discussed, I have identified an "area of influence." The area of influence includes properties abutting Sweet Bay Place, Red Sunset Place, Purple Leaf Place, and Rand Road. Attached are maps and property owner information for properties in the area of influence.

Please note that the property owner information is updated monthly based on data from Orange County, but this data may not be accurate for properties that have recently been sold.

Please print copies of the petition form as needed to collect signatures. The petition must be signed by at least 75 percent of the owners or residents of properties within the "area of influence." Each property is entitled to one signature. Valid signatures include those from (1) a property owner or spouse, (2) an adult head of household, or (3) an adult renting the property.

Once a valid petition has been received, town staff will evaluate the request using the criteria in the Residential Traffic Management Plan.

Please let me know if you have questions or need additional information. I look forward to working with you.

Sincerely,

Dale McKeel
Transportation Planner

Attachment B – Neighborhood Petition Form (Page 1)

Please fill out this form and return with attached sheets to:

Town of Carrboro
Planning Department
301 W. Main Street
Carrboro, NC 27510
FAX: (919) 918-4454

THE UNDERSIGNED AGREE TO THE FOLLOWING:

1. All persons signing this petition do hereby certify that they own property or reside within the following area:
 - Identified properties abutting Sweet Bay Place, Red Sunset Place, Purple Leaf Place, and Rand Road (see attached map)
2. All persons signing this petition do hereby agree to the following problem in the defined area:
 - Request that the future connection between Purple Leaf Place and Rand Road permit the ingress and egress of emergency vehicles only.
 - Request 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.
 - Request 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.
3. All persons signing this petition do hereby agree that the following contact person(s) represents the neighborhood in matters pertaining to items 1 and 2 above:

Name of key contact person # 1 (please print): Dale Carlson

Address, City, and Zip Code: 201 Purple Leaf Place Carrboro, 27510

Telephone (day): 968-2707 Fax: _____ E-mail: _____

Name of key contact person # 2 (please print): Ann Aylward

Address, City, and Zip Code: 249 Sweet Bay Pl, Carrboro NC 27510

Telephone (day): 923-5242 Fax: _____ E-mail: anncombs@hotmail.com

Please attach additional pages if necessary to discuss the request.

Date Submitted: 4-4-06

Attachment B – Neighborhood Petition Form (Page 2)

This petition is provided so that residents in a neighborhood may verify that there is a widespread concern for a speeding or traffic issue.

Town staff will identify an “area of influence” in the neighborhood. The area of influence includes properties abutting the street and properties on intersecting streets within a reasonable distance of the problem street. The Planning Department will provide a map and addresses for the area of influence.

The petition must be signed by at least 75 percent of the owners or residents of properties within the “area of influence.” Each property is entitled to one signature. Valid signatures include those from (1) a property owner or spouse, (2) an adult head of household, or (3) an adult renting the property.

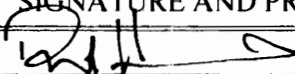
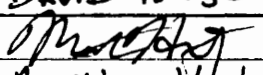
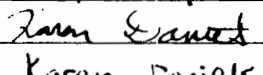
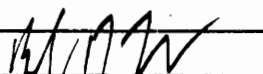
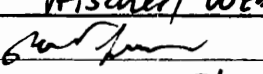
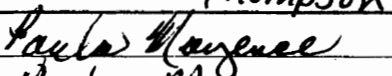
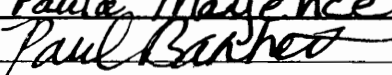
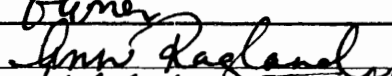
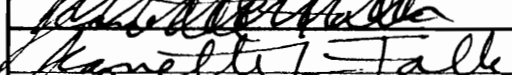
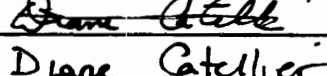
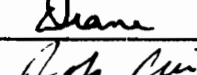
SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
Dale R. Carlson Dale R. Carlson	201 Purple Leaf Dr.	2/10/06
Marilyn Luby Marilyn Luby	271 Sweet Bay Pl	2/16/06
Ann Aylward ANN AYLWARD	249 Sweet Bay place	2-17-06
Cynthia Campbell Cynthia Campbell	241 Sweet Bay Place	2-19-06
Michael Holsman Michael Holsman	239 Sweet Bay Place	2-19-06
Kathryn H. Williams Kathy H. Williams	261 Sweet Bay Pl.	2-19-06
ANNELETTE VAN HORN Annelette van Horn	234 Sweet Bay Pl.	2/19/06
DAVID LANZOTTI David Lanzotti	252 Sweet Bay Pl	2/19/06
David Lanzotti David Lanzotti	256 Sweet Bay Place	2/19/06
Gary Kramling Gary Kramling	303 Sweet Bay Pl	2/19/06
Kathleen C. Gallagher Kathleen C. Gallagher	305 Sweet Bay Pl.	2/19/06
Roberta K. Carson Roberta K. Carson	309 Sweet Bay Pl.	2/19/06

Attachment B – Neighborhood Petition Form (Page 2)

This petition is provided so that residents in a neighborhood may verify that there is a widespread concern for a speeding or traffic issue.

Town staff will identify an "area of influence" in the neighborhood. The area of influence includes properties abutting the street and properties on intersecting streets within a reasonable distance of the problem street. The Planning Department will provide a map and addresses for the area of influence.

The petition must be signed by at least 75 percent of the owners or residents of properties within the "area of influence." Each property is entitled to one signature. Valid signatures include those from (1) a property owner or spouse, (2) an adult head of household, or (3) an adult renting the property.

SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
 DAVID HAUSE	317 Sweet Bay Place	2-19-06
 Matthew Hritz	107 Red Sunset Place	2/19/06
 Karen Daniels Todd Vision	267 Sweet Bay	2/19/06
Vanessa Litwinski	231 Sweet Bay	2/19/06
 Fischer/Weber	259 Sweet Bay	2/19/06
 Thompson	253 Sweet Bay (255)	2/19/06
 Paula Mayence	245 Sweet Bay Place	2/19/06
 Paul Barker	240 Sweet Bay Place	2/20/06
 Anne Ragland	246 Sweet Bay Pl	2/20/06
 Pamela J. Faller	275 Sweet Bay Pl	2/20/06
 Diane Catellier	283 Sweet Bay	2/20/06
 Rob Cui	102 Red Sunset	2/20/06

Attachment B – Neighborhood Petition Form (Page 2)

This petition is provided so that residents in a neighborhood may verify that there is a widespread concern for a speeding or traffic issue.

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The petition must be signed by at least 75 percent of the owners or residents of properties within the "area of influence." Each property is entitled to one signature. Valid signatures include those from (1) a property owner or spouse, (2) an adult head of household, or (3) an adult renting the property.

SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
Margaret Rhee	104 Red Sunset Pl.	2/20/06
Margaret Rhee	Carrboro, NC 27510	
Sharon Kelling-Pen	108 Red Sunset Pl	2/20/06
Sharon Kelling-Pen	Carrboro, NC 27510	
NORMAN MILLER	111 Red Sunset	2/20/06
Robert Pilotti	Carrboro, NC 27510	
Robert Pilotti	265 Sweet Bay Pl	2/20/06
Robert Pilotti	Carrboro NC	
Stephanie Palmer	236 Sweet Bay Place	2/20/06
Stephanie Palmer	Carrboro, NC 27510	
Elizabeth Marsh	253 Sweet Bay Pl	2/20/06
Elizabeth Marsh	Carrboro, NC 27510	
Debra Patterson	237 Sweet Bay Pl	2/20/06
Debra Patterson	CARRBORO, NC 27510	
RANDALL STILES	263 Sweet Bay Pl	2/20/06
Randall Stiles	Carrboro, NC 27510	
RACHEL E. FOSTER	273 Sweet Bay Pl.	2/20/06
RACHEL E. FOSTER	Carrboro, NC 27510	
Krys Johnson	279 Sweet Bay Place	2/20/06
Krys Johnson	Carrboro, NC 27510	
Robert J. Porey	269 Sweet Bay Place	2/20/06
Robert J. Porey	CARRBORO, N.C. 27510	
Bob Porey	304 Sweet Bay Pl	2/20/06
Bob Porey	Carrboro, NC 27510	

Attachment B – Neighborhood Petition Form (Page 2)

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The petition must be signed by at least 75 percent of the owners or residents of properties within the "area of influence." Each property is entitled to one signature. Valid signatures include those from (1) a property owner or spouse, (2) an adult head of household, or (3) an adult renting the property.

SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
Jennifer Leeman Jennifer Leeman	313 Sweet Bay Pl Carrboro, NC 27510	2/21/06
Karolyn Forbes Karolyn Forbes	109 Red Sunset Place Carrboro, NC 27510	2/23/06
Gregory A. Ottman Gregory A. Ottman	200 Purple Leaf Place Carrboro, NC 27510	2/23/06
Matthew L. Jordy Matthew L. Jordy	202 Purple Leaf Place Carrboro, NC 27510	2/24/06
Thomas Koorce Thomas Koorce	212 Purple Leaf Place Carrboro, NC 27510	2/28/06
Michael Lambert Michael Lambert	243 Sweet Bay Place Carrboro, NC 27510	3/01/06
LINDSEY HACK Lindsey Hack	251 SWEET BAY PLACE CARRBORO NC 27510	3/01/06
LESLIE VILATSON Leslie Vilatson	285 Sweet Bay Place Carrboro, NC 27510	3/1/06
BOST Pascale BOST Pascale	311 Sweet Bay Place Carrboro, NC 27510	3/1/06
Michael Petrusc Michael Petrusc	300 Sweet Bay Place Carrboro, NC 27510	3/1/06
DAVID Palanzo David Palanzo	238 Sweet Bay Place Carrboro, NC 27510	3/1/06
Emilia Mackey Emilia Mackey	277 Sweet Bay Pl. CARRBORO NC 27510	3/17/06

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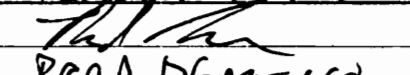
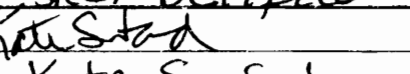
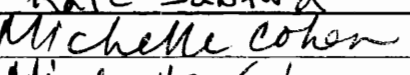
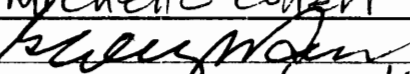
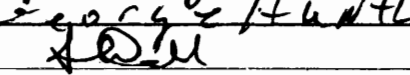
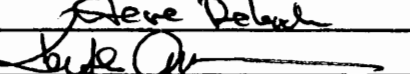
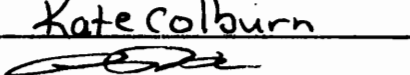
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SIGNATURE AND PRINTED NAME	ADDRESS OF PROPERTY	DATE
 Kendra H. Millis	206 Purple Leaf Pl. Carrboro, NC 27510	03/19/06
 BRAD DEMILIO	108 Red Sunset Pl (106) CARRBORO NC 27510	3/20/06
 Kate Sanford	308 Sweet Bay Place Carrboro NC 27510	3/26/06
 Michelle Cohen	307 Sweet Bay Pl. Carrboro, NC 27510	3/26/06
 George H. Huthley	306 A Sweet Bay Carrboro, NC	3/26/06
 Steve DeLach	105 Red Sunset Place Carrboro, NC 27510	3/28/06
 Kate Colburn	203 Purple Leaf Pl. Carrboro NC 27510	3/30/06
 Chip Muller	302 Sweet Bay Pl. 27510	4/1/06

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[illegible]

Dale McKeel

From: Emily Adams [EmilyAdams@pobox.com]
Sent: Thursday, August 24, 2006 12:04 PM
To: Dale McKeel
Subject: Roberson Place

Dale McKeel,

Tonight, the Transportation Advisory Board will take up the issue of creating a thru-street from this subdivision to South Greensboro Street and I know there is a petition to stop this project from going through. Will you please convey to the members that opposition to this plan is not unanimous?

Personally, I agree with the city's overall plan to keep Carrboro from becoming a series of cul-de-sac neighborhoods and appreciate the thoughtful approach to planning. Roberson Place should not be excluded.

I also understand my neighbors concerns, however, and do not want this subdivision of narrow streets, kids on bikes and cars parked on the curb to become a cut-through for motorists frustrated with the slow progress of Main and Weaver streets. Therefore, I would strongly urge some traffic calming measures. Specifically, I'd like to see at least one traffic hump near the new cut through and, perhaps more importantly, an easing of congestion up at Weaver and Main near the South Greensboro intersections. Couldn't a timing of lights in town help?

Thank you for passing along my comments to those who are considering this issue.

Emily Adams
242 Sweet Bay Place
Carrboro, NC 27510

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

October 19, 2006

SUBJECT: Review of Petition from Roberson Place

MOTION: The Transportation Advisory Board (TAB) recommends that the Board of Aldermen support the town staff recommendation in regard to connectivity and also recommends that traffic counts in the neighborhood be monitored regularly

Moved: John O'Leary Second: Daniel Amoni

VOTE: Passed 6-1: Ayes (Charles Hileman, Heidi Perry, John O'Leary, Audrey de Nazelle, Dave Deming, Daniel Amoni); Noes (Tom High).

HEIDI PERRY (202)
TAB Chair

10 / 19 /06
Date