

Street Connectivity Chronology: 1965 - Present

DATE	ACTION
1965	R.S. Lloyd, Plantation Acres subdivision approved by Board of Aldermen with connections to Old Fayetteville Road, Hillsborough Road, W. Main Street. Streets remain unimproved until early 1980s.
1969	Barrington Hills subdivision approved by Orange County with Autumn Drive stubbed out to adjoining property.
1970	Carrboro N.C. Community Facilities and Land Development Plan 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.
1975	Carrboro Planning Board prepared letter requesting Orange County Board of County Commissioners allow extension of Carrboro's extraterritorial jurisdiction to extent authorized by NC General Statutes.
1976	Chapel Hill Planning Proposes Orange Comprehensive Planning Council
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)
1979	Town of Chapel Hill requests ETJ extension Orange County refuses request and drafts "Joint Planning Goals and Objectives"
1980	Bolin Forest subdivision, Phase I, approved, with Bolin Forest Drive and portions of Bolin Creek Drive. Subsequent phases extended streets to property lines: Bolin Creek Drive stubbed out to Adams' Tract, Pathway Drive (via Wild Oak Lane) to Bolin Creek itself, and the property line of future Quarterpath Trace subdivision. (MOTION: PATTERSON; SECOND: BOONE; AFFIRMATIVES: DRAKEFORD, SHARER, ROSE, PATTERSON, FOUSHEE, BOONE, WHITE)
1980- 1984	Joint planning and water and sewer extension boundary discussions continue; draft agreement is revised.
1982	The Board of Aldermen adopts resolution reiterating request presented in Planning Board letter (1975) to Orange County requesting extension of ETJ.
1983	Tennis Club Estates subdivision approved. Street connection to Odum tract, across Tom's Creek, included (MOTION: WHITE; SECOND: PATTERSON; AFFIRMATIVES: DRAKEFORD, ROSE, WHITE, BOONE, PATTERSON, CALDWELL, GARRETT).
1984	The Board of Aldermen requests that Orange County adopt Carrboro's Land Use Ordinance for the ten- and twenty-year transition areas (in Orange County plan) and agree upon a zoning map for the transition areas using classification from the Carrboro LUO. 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. Chapel Hill and Orange County entered into Joint Planning Agreement (JPA)
	Spring Valley subdivision approved. Pathway Drive street connectivity provided, as well as principal access via Spring Valley Drive and Blueridge Drive in the Webbwood subdivision.
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 (MOTION: WHITE; SECOND: ANDERSON; AFFIRMATIVES: PORTO, ANDERSON, BOONE, NORWOOD, WHITE, CALDWELL, GARRETT). Cobblestone subdivision approved. Street connection to Pathway Drive (east and west), and stub out to property line of Cobblestone Drive and Rockgarden Drive (MOTION: BOONE; SECOND: CALDWELL; AFFIRMATIVES: PORTO, GARRETT, CALDWELL, BOONE, WHITE, NORWOOD; NOE: ANDERSON) Fair Oaks subdivision approved. Street connection to western terminus of Pathway Drive to Spring Valley no later than final phase of development (MOTION: WHITE; SECOND: BOONE; AFFIRMATIVES: PORTO, NORWOOD, WHITE, BOONE, CALDWELL, ANDERSON, GARRETT)

DATE	ACTION
1985	Highland Hills apartments approved. Street connection to BPW Club Road, Rock Haven connector (MOTION: BOONE; SECOND: CALDWELL; AFFIRMATIVES: PORTO, BOONE, WHITE, NORWOOD, CALDWELL, GARRETT).
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 (MOTION: ANDERSON; SECOND: WEGNER; AFFIRMATIVES: BOONE, GURGANUS, ANDERSON, WEGNER, CALDWELL, NORWOOD; ABSENT: PORTO).
	The Board of Aldermen adopted Southern Connector Roads Plan (MOTION: BOONE; SECOND: ANDERSON; AFFIRMATIVES: PORTO, GURGANUS, CALDWELL, ANDERSON, BOONE, WEGNER, NORWOOD).
	Orange County, Chapel Hill and Carrboro entered into a Joint Planning agreement that increased Carrboro's zoning jurisdiction
	Town staff provided courtesy review comments on Homestead Highlands subdivision: Cul-de-sac at Inverness Way eliminated and r/w extended to southwest property line; R/w for Claymore Road increased to 60 feet consistent with future function as collector street when property to the west developed. Subdivision approved by Orange County using NCDOT Rural Roads standards.
1987	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 (MOTION: BOONE; SECOND: GURGANUS; AFFIRMATIVES: CALDWELL, BOONE, GURGANUS, NORWOOD; NOES: MARSHALL, PORTO, WEGNER).
	Carrboro joins JPA. Carrboro, Chapel Hill, and Orange County adopt JPALUP. Orange County adopts Carrboro LUO for administration of Town development standards in Transition Areas.
1988	Transportation Advisory Board presented its Downtown Traffic Circulation Plan to the Board of Aldermen for consideration.
	Quarterpath Trace subdivision approved. Street connection of Pathway Drive to Spring Valley and Bolin Forest subdivisions (MOTION WEGNER; SECOND: CALDWELL; AFFIRMATIVES: KINNAIRD, MARSHALL, GURGANUS, CALDWELL, WEGNER, SHETLEY; NOE: BRYAN).
1989	(February) Board of Aldermen received TAB report on Downtown Traffic Circulation and adopted a process for proceeding with reviewing and analyzing the plan.
	(August) Board of Aldermen set a public hearing for review of the TAB's Downtown Traffic Circulation Plan on September 12, 1989.
	(September) Public Hearing on the Downtown Traffic Circulation Plan. The Board of Aldermen voted to delete a number of recommendations from the plan and then voted to table the remaining recommendations.
1990	(June) Following discussion at the Annual Planning Retreat the Board of Aldermen directed that the Lloyd/Broad and Carr/Roberson/Brewer Lane alternatives to the Downtown Traffic Circulation Plan be brought back to the Board of Aldermen for information and discussion and decision as to whether a public hearing should occur prior to further Board action.
	Camden subdivision approved. University access to Horace Williams north tract relocated to street right-of-way/Camden Lane stub-out to property line (MOTION SHETLEY; SECOND; BRYAN; AFFIRMATIVES: KINNAIRD, MARSHALL, GURGANUS, CALDWELL, SHETLEY, GIST, BRYAN)
1991	The developer submitted the initial proposal for the Wexford subdivision. These plans showed Stratford Drive extending from Homestead Road to the southern property line 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 (MOTION: BRYAN; SECOND: GURGANUS; AFFIRMATIVES: KINNAIRD, GURGANUS, CALDWELL, SHETLEY, GIST, BRYAN; ABSENT: MARSHALL).

DATE	ACTION
1992	<p>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.</p> <p>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 (MOTION: MARSHALL; SECOND: GURGANUS; AFFIRMATIVES: KINNAIRD, MARSHALL, GURGANUS, CALDWELL, SHETLEY, BRYAN; NOE: GIST).</p> <p>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 (MOTION: GURGANUS; SECOND: MARSHALL; AFFIRMATIVES: KINNAIRD, CALDWELL, MARSHALL, GURGANUS, SHETLEY, GIST, BRYAN).</p> <p>(May) In response to the application for the OCCHS facility on Lloyd Street, staff requested direction from the Board of Aldermen. The Board of Aldermen requested that staff schedule a discussion of the Lloyd/Parker Street extension as it relates to the health center project.</p> <p>(June) Staff presented alternatives and cost estimates for connecting Lloyd Street to North Greensboro Street, including Parker Street extension, Willard Street extension, and the railroad spur. It was the consensus of the Board to not take any action on this matter.</p> <p>(August) Board member proposed that staff and TAB consider a connection between Lloyd and North Greensboro. The Board took no action on this matter.</p>
1994	<p>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 (MOTION: SHETLEY; SECOND: ANDERSON; AFFIRMATIVES: NELSON, MARSHALL, KINNAIRD, SHETLEY; NOES: GIST, BRYAN).</p> <p>The Board of Aldermen approved the CUP for Williams Woods. The Williams Woods subdivision included the extension of Wyndham Drive from Cates Farm to Wexford and the connection of Autumn Drive (MOTION: MARSHALL; SECOND: BRYAN; AFFIRMATIVES: KINNAIRD, NELSON, MARSHALL, ANDERSON, SHELLEY, GIST, BRYAN).</p> <p>Lake Hogan Farms subdivision approved. Includes north-south connector road, street connection to Old NC 86, street stub-outs to east (2) and west (1) to un/underdeveloped properties (MOTION: ANDERSON; SECOND: SHETLEY; AFFIRMATIVES: KINNAIRD, NELSON, MARSHALL, ANDERSON, SHETLEY, GIST, BRYAN).</p>
1995	<p>The Board of Aldermen approved the connection between Stratford Drive and Cates Farm Road with five conditions: town staff to monitor traffic on Cates Farm Road/Stratford Drive and Wyndham Drive, input traffic data into model to validate results of traffic model; traffic speed be closely monitored and enforced by Police Department, with traffic management measures taken to reduce speeds if necessary; town re-evaluate the arterial connector between Old 86 and Homestead Road for inclusion on the state transportation improvement program; the following signs be installed (4-way stop at Pathway and Cates Farm, 3-way stop at Rock Garden and Garden Cates, 4-way stop at Rock Garden and Cates Farm, 4-way stop at Autumn and Cates Farm, 4-way stop at Tramore and Stratford, and 2-way stop at Autumn and Stratford; undulations be installed as follows: 2 on Cates Farm, with one between Pathway Drive and Garden Gate and one between Garden Gate and Autumn Drive, and 2 on Stratford Drive to be located between Autumn Drive and Tramore (MOTION: SHETLEY; SECOND: MARSHALL; AFFIRMATIVES: KINNAIRD, MARSHALL, SHETLEY, ANDERSON; NOES: NELSON, GIST, BRYAN)</p> <p>Representatives of the Wexford neighborhood forwarded to the town a petition for traffic calming devices along Stratford Drive.</p> <p>Sunset Creek subdivision approved. Street connection to un/underdeveloped property to north included (MOTION: MARSHALL; SECOND: SHETLEY; AFFIRMATIVES: KINNAIRD, MARSHALL, SHETLEY,</p>

DATE	ACTION
1996	<p>ANDERSON, GIST, BRYAN; ABSENT: NELSON)</p> <p>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). 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</p>
1997	<p>Wexford residents met with town staff and administration to discuss traffic calming devices along Stratford Drive. Petition forwarded to TAB for review.</p> <p>(January) 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.</p> <p>(February) The TAB discussed language in the Land Use Ordinance that would not allow cul-de-sacs unless it was otherwise impracticable.</p> <p>(March) The TAB recommended amendments to the Land Use Ordinance. The TAB objective was “to ensure that the Board of Aldermen understands that the Land Use Ordinance should be consistent with the Connector Roads Policy.”</p>
	<p>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.</p>
	<p>(April) The Board of Aldermen approved traffic calming improvements for Stratford Drive, including: temporary chicanes on “north” Stratford Drive and “south” Stratford Drive, painted crosswalk near the clubhouse, painted crosswalks and multi-way stops at the Stratford/Tramore and Stratford/Autumn intersections. A schedule to monitor for effectiveness was also established. Additional traffic calming was advised, or the closure of Stratford Drive until a second connection (via Wyndham Drive or Colfax, or another street to the west) was made to Homestead Road if any of three conditions occurred related to 85th percentile speeds or maximum traffic volume (MOTION: ZAFFRON; SECOND: CALDWELL; AFFIRMATIVES: NELSON, CALDWELL, ANDERSON, BRYAN, GIST, MCDUFFEE, ZAFFRON).</p>
	<p>(May) 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...”</p>
	<p>(June) 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.</p>
	<p>(August) 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) (MOTION: ZAFFRON; SECOND: SHETLEY; AFFIRMATIVES: NELSON, ANDERSON, CALDWELL, MCDUFFEE, SHETLEY, ZAFFRON; NOE: GIST).</p> <p>The Planning Board recommended adoption of the amendment to the Land Use Ordinance that related to street layouts.</p>

DATE	ACTION
1997	<p>(September) 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 (MOTION: ZAFFRON; SECOND; MCDUFFEE; AFFIRMATIVES: NELSON, ZAFFRON, MCDUFFEE, ANDERSON, SHETLEY; NOES: GIST, CALDWELL).</p>
	<p>(October) 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.</p>
	<p>(November) 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.</p>
	<p>After evaluating temporary chicanes, the decision was made to install (3) speed humps along Stratford Drive.</p>
1998	<p>Carrboro Greens subdivision permit application denied by the Board of Adjustment because project does not include street connection to southern property line. Applicant appeals. Town decision is upheld by Superior Court.</p>
1999	<p>(August) Following monitoring of speed/volume, two additional speed humps were installed on Stratford Drive. A monitoring strategy was established.</p>
	<p>(September) 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).</p>
	<p>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.</p>
	<p>(November) 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.</p>
	<p>Hanna Ridge subdivision is approved. Street stub-out to the Adams' tract is required (MOTION: MCDUFFEE; SECOND: ZAFFRON: AFFIRMATIVES: NELSON, BROUN, CALDWELL, GIST, MCDUFFEE, SPALT, ZAFFRON).</p>
2000	<p>(January) 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.</p>
	<p>(February) 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.</p>

DATE	ACTION
2000	<p>(March) 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.</p> <p>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 (MOTION: DOROSIN; SECOND: SPALT; AFFIRMATIVES: BROUN, DOROSIN, MCDUFFEE, NELSON, SPALT, ZAFFRON. NOES: GIST).</p>
2001	<p>Smith Middle School Athletic Fields. Includes reservation for future Seawell school connector road (Motion: SPALT; Second: MCDUFFEE; AFFIRMATIVES: BROUN, MCDUFFEE, GIST, NELSON, SPALT, ZAFFRON, ABSENT: DOROSIN</p> <p>Jones Ferry Park and Ride Lot – Extension of Old Fayetteville Road (Motion: ZAFFRON; SECOND: BROUN; AFFIRMATIVES: NELSON, BROUN, DOROSIN, GIST, MCDUFFEE, SPALT, ZAFFRON</p> <p>Rose's Walk at University Lake (formerly Morgan Ridge). Street connection between Old Fayetteville Road and Berry hill Drive, satisfied by building bridge over Tom's Creek, is required (Motion: GIST; SECOND: BROUN; AFFIRMATIVES: NELSON, BROUN, DOROSIN, GIST, HERRERA, MCDUFFEE, ZAFFRON).</p>
2002	<p>Tramore West approved by the Board of Adjustment at western terminus of Tramore Drive. Street connection to the under/undeveloped property west of this project is included (MOTION: KRUTER; SECOND: MARSHALL; AFFIRMATIVES: COLLINS, KRUTER, ELLESTAD, RING, ISRAELSON, MARSHALL; ABSENT: SHEPHERD, CHILTON, DINGFELDER)</p> <p>Hillsborough Road Park/Dr. Martin Luther King Jr. Park/Text Amendment – technically should have had street connection but Council decided not to, and had to do a text amendment to choose not to connect in specific situations</p>
2003	<p>(October) The Board of Aldermen received a report on the Pathway Drive and Tripp Farm connector roads. The Board voted that the Pathway Drive and Tripp Farm Road Connections to the Horace Williams Tract be removed from the Town's Connector Roads Plan. (MOTION: BROUN; SECOND: ZAFFRON; AFFIRMATIVES: BROUN, DOROSIN, GIST, HERERRAL, MCDUFFEE, ZAFRON, NELSON</p> <p>Winmore VMU approved. Street connections include stub-outs to north (2), south (3) and west (1) (MOTION: GIST; SECOND: BROUN; AFFIRMATIVES: BROUN, DOROSIN, GIST, HERERRA, MCDUFFEE, ZAFFRON NOES: NELSON).</p>
2005	<p>(August) Carrboro Connector Roads Plan is modified by adding a connector road between Merritt Mill Road and Brewer Lane. (Motion: MCDUFFEE; Second: BROUN; AFFIRMATIVES: BROUN, CHILTON, HERRERA, MCDUFFEE, ZAFFRON, NELSON NOES: GIST).</p>

DATE	ACTION
2003	High School # 3 – Connection of Tar Hill Drive to Rock Haven Road. (Motion: ZAFFRON; Second: GIST; AFFIRMATIVES: NELSON, BROUN, GIST, HERERRA, MCDUFFEE, ZAFFRON ABSENT: CHILTON).
2005	Claremont AIS CUP Phases 1-3 Approval – connections to Winmore and Lucas Lane Colleton Crossing review
2006	Jones Property at LHF. Street connection to Hogan Hills Road as well as Lake Hogan Farms Road Extension (MOTION: ZAFFRON; SECOND: HAVEN-O'DONNELL; AFFIRMATIVES: CHILTON, BROUN, COLEMAN, GIST, HERERRA, HAVEN-O'DONNELL, ZAFFRON).
2007	Ballentine subdivision approved. Street connection to Hogan Hills Road, as well as Lake Hogan Farms Road Extension and new street to serve subdivision, Twin Creeks Park and property to the east (Motion: ZAFFRON; Second: BROUN; AFFIRMATIVES: CHILTON, BROUN, COLEMAN, GIST, HERERRA, HAVEN-O'DONNELL, ZAFFRON). Elementary School #10 approved. Street connection/construction of northern terminus of Lake Hogan Farms Road (with Eubanks Road) (Motion: COLEMAN; SECOND: HERRERA; AFFIRMATIVES: CHILTON, BROUN, COLEMAN, GIST, HERERRA, HAVEN-O'DONNELL ABSENT: ZAFFRON). Modification to Ballentine Shoppes at Jones Ferry
2010	Zimmerman subdivision (Litchfield?) AIS CUP Approved with connection and extension of Lucas Lane and additional 3 stub outs for future connections
2012	Claremont South (Phases 4 & 5) Street stub outs and ROW to Carolina North Forest adjacent property. Connection to Colfax will have bollards. No vehicle connection to Colfax Claremont South modifications
2015	South Green (501 S Greensboro) – <i>reopen purple leaf, at base of S Green</i>
2019	Sanderway – condition of permit was Pathway Drive roadway continue southeast and terminate at property line [for future connection] Deer Street
2019	Kentfield AIS CUP approved. - connection to Wyndham Drive made WITH bollards. No car through traffic. T-turnaround built. Lloyd Farm – connector street (Merchant Way) to connect Post Office Dr to Old Fayetteville and Trade Dr Roberson Place
2022	Jade Creek
2023	Homestead Road/Lucas Lane