

The staff, however, does state that if the Board wishes to amend the Whispering Hills CUP to eliminate an access point, the Board would require a recordable document to be executed by all property owners within the subdivision.

ANALYSIS

Mr. Mike Murray of the Whispering Hills Homeowners Association addressed the Mayor and the Board of Aldermen requesting that the Town either accept the roads within Whispering Hills subdivision, or that Lantern Way at its terminus with King Street be closed to through-traffic.

There is no current policy that addressed this request; however, two options could be considered to address the Whispering Hills problem: (1) do not accept the streets, and (2) amend the existing Whispering Hills CUP to eliminate an access point. Both options were considered by the administration. The staff's conclusion not to accept the streets comes as a result of an on-site investigation of the Whispering Hills subdivision. The staff of both the planning and public works departments note that the pavement widths of the streets is only eighteen (18) feet and that no stormwater system exists. The streets also have speed bumps; and existing signs within the subdivision do not meet the Manual for Uniform Traffic Control Device's Standards. The streets within the Whispering Hills subdivision do not meet Town's standards as written in Section 15-216, subsection (a) of the Carrboro Land Use Ordinance. The current width of the streets, the lack of a stormwater system, and the existence of speed bumps are contrary to street functions as listed with the Carrboro Land Use Ordinance; in which streets carry motor vehicle traffic, allow on-street parking in some cases, and serve as an important link in the Town's drainage system. Furthermore, the driveway entrances within the subdivision do not conform to the Town's specifications written in Section 15-213, subsection (c)(with reference to Appendix C); and Section 15-294, subsection (d) of the Carrboro Land Use Ordinance. Finally, the staff has noted that the Whispering Hills subdivision's general design requirements for vehicle accommodations under Section 15-295 does not meet Town standards. If the Town does not accept the streets, the Town would not incur any expenses to bring the roads to public standards; however, emergency service vehicles could face many hindrances (i.e. traversing speed bumps and/or tight curves) if streets remained in their current condition within the subdivision.

The staff's consideration of option two required a thorough review of the final plat. The final plat recorded within the deed book shows two points of access to public streets. The roadway system and points of access are private rights given to each property owner within the subdivision. The elimination of an access point will require each property owner to sign a recordable document giving up their individual right to that particular access point. The elimination of the King Street/Lantern Way intersection could be done by removing the current pavement at the intersection and replacing it with turfstone or a similar surface. Breakaway bollards would also be placed at the intersection to deter public access, yet allow emergency vehicles the opportunity to access the subdivision. The Lantern Way/Old Pittsboro Road intersection would be the only point of access for vehicles entering or leaving the subdivision; and that point of access can be hazardous under adverse weather conditions. The Carrboro Police Department considered option two as acceptable. The Carrboro Fire Department, however, believes that removing the current pavement at the King Street/Lantern Way intersection and replacing it with a turfstone or similar surface could hinder emergency service vehicle movement (particularly during adverse weather conditions). The Fire department also noted that closing the Whispering Hill's entrance at Kings Street and Lantern Way would greatly increase response time in fire emergencies at this location. Finally, the Fire Department indicated that they would not drive a fire fighting apparatus through any type of barricade.

The staff would like to bring to the Board's attention the recommendations from the advisory boards to include two entrances to the Whispering Hills subdivision. The Appearance Commission recommended that the staff coordinate with the developer in an effort to reduce the traffic impact on King Street. The TAB required that the Homeowners Association provide a paved street connecting the subdivision to Old Pittsboro Road if suitable easements become available. The staff noted that the provision of another point of access to the development would encourage additional cross connector traffic between South Greensboro Street and Jones Ferry; but the additional traffic would be limited because the route would be very circuitous.

Option one is viable and should be considered by the Board. Option two would require the King Street/Lantern Way entrance to be redesigned to allow a turn-around for emergency service vehicles.

RECOMMENDATION

The staff recommends that the Board of Aldermen not accept the streets within the Whispering Hills subdivision into the Town due to the streets not meeting public road standards. The staff recommends that both access points remain open; however, if the Board of Aldermen wishes to amend the existing Whispering Hills CUP to eliminate an access point, then the Board should require a recordable document to be executed by all property owners with the Whispering Hills subdivision relinquishing their right-of-access to King Street from Lantern Way and that a design for street closure be submitted for review and approval.

ACTION REQUESTED

To adopt by motion the administration's recommendation.

MEMORANDUM

TO: Kenneth Withrow
FROM: Ben Callahan
RE: Whispering Hills requests
DATE: January 19, 1994

The Police Department does not have any serious concerns with the proposal to install baffles on the roads in the Whispering Hills subdivision. Such installation would not impede the Department's ability to patrol and otherwise provide services to the neighborhood any more than the currently installed speed bumps do.

Should the neighborhood or Town elect to install a barricade at the King Street entrance, it is possible that Officers would patrol the area less frequently. Furthermore, if the neighborhood does not provide a turn-around near the barricade, it is possible that Officers would not patrol the upper section of the neighborhood since exit from this area would be difficult and inconvenient.

Regardless of what decisions are made concerning these streets, the Department will continue to provide services to the area, as Officers will be expected to patrol the neighborhood as often as possible. We cannot predict, however, how barricades or other traffic control devices might impact patrol patterns.



TOWN OF CARRBORO

NORTH CAROLINA

MEMORANDUM

TO: Mr. Kenneth W. Withrow, Transportation Planner

FROM: Wayne Lacock, Interim Fire Chief (WL)

SUBJECT: Closing Access to Whispering Hills at King Street & Lantern Way

DATE: January 20, 1994

Closing the entrance of the Whispering Hills subdivision at King Street and Lantern Way would greatly increase response time in fire emergencies at this location. Due to the layout of fire hydrants and the existence of narrow streets with no turn around capability for a fire apparatus, this would in some cases greatly delay establishing a water supply for fire suppression. Temporary emergency access are not usable in many cases due to poor maintenance and an unstable travel surface in certain weather conditions. We would not drive a fire apparatus through any type of breakaway barricade.

(THIS IS THE TAB'S RECOMMENDATION ON THE CONDITIONAL USE PERMIT FOR THE WHISPERING HILLS SUBDIVISION ISSUED IN 1984)

TAB RECOMMENDATIONS

Date of Meeting: February 2, 1984

Subject: Whispering Hills/Conditional Use Permit Request

RECOMMENDATION:

The TAB recommends that the application be approved subject to the following conditions:

The permit should attach the following requirements to the granting of the permit:

- 1) The Homeowners Association shall be required to provide a paved street connecting the development to Old Pittsboro Road if suitable easements become available.
- 2) An internal sidewalk system should be constructed by which pedestrians can walk between building structures to the end of the project without walking in the driveway.
- 3) The internal sidewalk system should be constructed of materials other than concrete.
- 4) The staff shall work with the developer and residents in a continued effort to ameliorate the impact of traffic on children's safety on King Street.

APPLICABLE
REGULATIONS:

Carrboro Land Use Ordinance Sections:

- 15-49 Application to be Complete
- 15-54 Special Use Permits and Conditional Use Permits
- 15-55 Burden of Presenting Evidence
- 15-57 Recommendations on Conditional Use Permits
- 15-58 Board Action on Conditional Use Permits
- 15-59 Additional Requirements on Conditional Use Permits

SPECIAL
INFORMATION:

The Appearance Commission has recommended that the staff continue to coordinate with the developer in an effort to reduce the traffic impact on King Street. The staff takes the position that the present plans will result in the least amount of impact on King Street because the additional traffic will be limited to that generated by the proposed development. Provision of another point of access to the development would encourage additional cross connector traffic between South Greensboro Street and Jones Ferry Road; however, this additional traffic would be limited because the route would be very circuitous.

The two possible connections that have been explored are as follows:

1. To the east via the Rocky Brook Trailer Park Road to Old Pittsboro Road. The landowner between the proposed development and Rocky Brook Trailer Park is unwilling to allow development of the property for any purpose.
2. To the south across the Rocky Brook Trailer Park to Highway 54 Bypass. This connection is problematic for two reasons: 1) excessive elevation changes, and 2) N.C. DOT will not permit a driveway connection onto a ramp at road interchanges. Further, the staff would discourage additional connections to Highway 54 Bypass.

ANALYSIS:

The application, as submitted, is complete.

RECOMMENDATIONS:

The Administration recommends approval of a Conditional Use Permit for the Whispering Hills development proposal.

