

Jason Sullivan

From: Keith Megginson [keith.megginson@ncmail.net]
Sent: Monday, June 04, 2007 8:53 AM
To: 'Kay Everage'; jason.sullivan@ncmail.net
Subject: FW: Sketch Design Approval of the Knolls at Farrington and Subdivision of Barber Lands

From: Carla Mazzone [mailto:ckmazzone@nc.rr.com]
Sent: Saturday, June 02, 2007 11:49 AM
To: keith.megginson@ncmail.net
Subject: Fwd: Sketch Design Approval of the Knolls at Farrington and Subdivision of Barber Lands

Sir:

This email has been sent to all the Planning Board Members except two for whom we have no email addresses. Would you be so kind as to share the contents of this email with Chris Walker and Warren Glick.

Thank you very much.

Richard and Carla Mazzone

Begin forwarded message:

From: Carla Mazzone <ckmazzone@nc.rr.com>
Date: June 2, 2007 11:42:31 AM EDT
To: Clyde Harris <drclcyde@embarqmail.com>, Delcinia Turner <dsturner1@alltel.net>, Sally Kost <SallyKost@bellsouth.net>, Jim Hinkley <jhinkley@nc.rr.com>, Barbara Ford <pbford@mindspring.com>, Judy Sharman <walkingtrails@earthlink.net>, Karl Ernst <ernst4commish@aol.com>
Subject: Sketch Design Approval of the Knolls at Farrington and Subdivision of Barber Lands

Dear Commissioner:

We respectfully request you require an additional ingress/egress road directly to Millcroft from the Barber lands and from the Knolls before you grant approval to the sketch design for both these parcels. At present the sole ingress/egress road from both these proposed subdivisions is onto South Langdon, and we believe this is potentially dangerous and inappropriate for the following reasons:

1. South Langdon is in a residential area with no curbs or sidewalks, where numerous elderly residents and some small children walk daily.
2. South Langdon is a curved street with a steep grade, which makes it almost impossible for vehicles, especially heavily-laden construction vehicles, to maintain a safe speed as they hurtle downhill towards Millcroft.
3. The clearing and construction of the proposed subdivisions (and any others that will feed onto South Langdon) will necessitate years of many heavily-laden construction vehicles barreling down South Langdon onto Millcroft.
3. There are currently approximately 84 homes that feed directly onto South Langdon, not counting service and construction vehicles, which already make the road heavily used; the additional 78 homesites in the proposed subdivisions, would almost double the present amount of traffic on this residential road. (Because of the 2-car garages planned for each homesite, one must assume at least 2 residents per home, bringing the potential number of vehicles to 324 per day.)
4. The Planning Staff is recommending that the lands of McLean also be granted public access to South Langdon. In October 2006, the lands of McLean were rezoned R-90, giving rise to speculation that they, too, will be subdivided, and their only public access would be through South Langdon. (With 430 acres subdivided,

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one can only imagine the density of the increased traffic through our residential area.)

5. Because all of these homesites are essentially "land-locked" with South Langdon as their sole ingress/egress, there is also the very real danger of entrapment, in the case of an emergency or natural disaster blocking South Langdon.

All of these potential hazards could be minimized with the requirement of an additional ingress/egress directly onto Millcroft. This could be accomplished without having to cross a stream, by the construction of a road from the Knolls onto the planned ingress/egress at the intersection of East Camden and Millcroft . In the interests of residents' safety and in an effort to avoid unintended consequences inherent in the present design, we earnestly entreat you to require this modification of the developers before approval of their sketch design.

Sincerely,

Richard and Carla Mazzone
1301 Langdon Place
Pittsboro, NC 27312

-- Carla