

Statement of Arthur DeLuca
On behalf of the Fearington Village Road Safety Committee
To the July 10, 2007 meeting of the Chatham County Planning Board.

The Mission of the Fearington Village Safety Committee is to increase the safety on all streets and roads in Fearington Village for drivers, pedestrians, bikers and animals. My expertise in road safety comes from 31 years in law enforcement, emergency management disaster planning, and retiring as Deputy Chief with the Demarest PD in New Jersey.

Our road safety goals are to continue to increase the awareness for safe driving to our Fearington Village residents, to increase compliance with the 25 mph speed limit, stop signs, right-of-way, seat belt use, safe walking and biking patterns.

The proposal by the Chatham County Planning Commission for the 530 acre McLean development roadway into Fearington Village will undermine three years of hard work and meetings with the NCDOT and Chatham County Sheriff's Department, who have afforded our committee and residents with invaluable resources to make Fearington Village a Safety Model Community to reside in.

January and February 2007 the NCDOT conducted a speed survey for FVRSC for a sign / radar encroachment on various NC State Roads in Fearington. Traffic survey data recorded over 3,000 vehicles, the highest mph speeds being on Millcroft, ranging from 60's / 70's.

Our finest accomplishment for the FVRSC in concert with the Fearington Home Owners Association and RB Fitch was the purchase of a (24"X18") mobile SpeedSentry radar unit. The purpose of this radar unit is to make motorists aware of our 25 mph DOT speed limit.

Fearington Village is the only community in NC that has legal permission from the NCDOT for this mobile radar unit.

Most residents relocated in FV for the tranquility present here, making it safe for bikers, pedestrians, children and animals: not for a super highway going through our community. Many of our Fearington residents continue to give back to Chatham County, in the ways of unselfish volunteering.

The recommendation to funnel connective traffic through the proposed Barber / Fitch development of non- Fearington residents would have devastating impact on the safety of the residents and children on Bradford Place and South Langdon, which also has limited sight vision as the hilly curved roadway ends at Millcroft, is not safe or suited for heavy vehicle traffic. The road systems for Millcroft, South Camden, East Camden, Weathersfield and West Camden are also not suited for the proposed heavy vehicular traffic of 1000 / 2000 vehicles daily.

In conclusion, we strongly believe that it is not wise or suitable for all concerned to have the rural setting for which Fearrington Village was developed twenty six years ago, drastically changed by through traffic which will have no regard for the safety of FV.

Respectfully Submitted,
Arthur A. DeLuca
Arthur A. DeLuca / RSC
42 Caswell
Fearrington Village

From: CharlesErma Riddle
To: cmrede@earthlink.net
Date: 7/7/2007 6:57:10 PM
Subject:

My name is Charles Riddle. I represent Bush Creek Townhomes, a small neighborhood of 40 homes on Langdon Place. If the proposed development of the McLean property is given access through the Barber development to South Langdon, it will have a significant negative impact on much of Ferrington Village. It will be an absolute catastrophe for Langdon Place. Our street is a semi-circle with both entrances and exits leading from and on to South Langdon.

One of our neighbors shared this information with me last week. She was sitting on the porch of her house and counted 16 trucks and cars coming down the steep hill of South Langdon in twenty minutes. That averages out to 48 in an hour. When you add the 48 homes of the Barber development, you are looking at probably 96 an hour or one and a half vehicles every minute. It is still our hope that Fitch Creations may yet find a second exit from Barber to reduce this terrible traffic.

As South Langdon approaches the lower exit from Langdon Place, it curves, obstructing the view of on-coming traffic. I ran a test last week. I stopped my car at the lower exit on to South Langdon and timed how long it took between first seeing an on-rushing vehicle and when it reached the intersection. It was three seconds. It is already a dangerous intersection. It is an accident waiting to happen. The Barber development will double that possibility. If the McLean access is allowed to go through, it will turn South Langdon into a miniature 15-501. More than one tragedy is a certainty.

I now want to quote a statement from one of our Langdon Place neighbors. Her words speak for all of us.

The Planning Department has not considered the negative impact that their recommendation would have on our quality of life here at Ferrington Village. Our village is a tranquil and serene community. From the moment that you see the silo and the animals grazing in the pasture, you begin to relax. Life is unhurried, pastoral and bucolic. As you slowly wend your way through our secluded neighborhoods, you cannot help but notice the many leisurely walkers, the elderly bikers, the young women pushing baby carriages and the children riding their tricycles. Our village has always had limited access from the outside, and is cloistered. Aside from visitors who come to the Village Center, all our traffic is local, comprised of residents or service providers. This setting provides a sense of safety and a feeling of security.

If the recommendation of the Planning Department is allowed to stand, the concept of Ferrington Village will be ruined.

Ferrington Village was planned as a low volume, residential road network. It was never intended to handle anything but this. To introduce outside traffic into such a planned arrangement would utterly destroy this basic concept.

Finally, I want to say something about those who live in Ferrington Village. We are a huge melting pot. We come from all over. The couple on one side of our home is from California. The individual on the other side is from New York state. Very few of us were born in Chatham County. We chose to move here, attracted by both Ferrington Village and Chatham County. Every fall we give a substantial contribution toward the final goal of the United Fund drive. Very few of us have children or even grandchildren in the public schools of Chatham County. Yet, we gladly support the public schools of this county through our personal property taxes. We ask the Planning Board not to respond to our loyalty to Chatham County by destroying our neighborhoods.

Charles & Erma Riddle

**Statement of Uzal H. Martz, Jr
on behalf of Bradford Place and Fearington Village to the
July 10, 2007 meeting of the Chatham County Planning Board.**

Good Evening. I'm Uzal Martz and I live at 1388 Bradford Place in Fearington Village, and am Treasurer of Bradford Place Homeowners Association. I will be speaking on behalf of all residents of Fearington Village in opposition to the latest Planning Staff recommendation adding a "possible future road connection" from McLean into Barber Land, as will be Charlie Riddle, President of Bush Creek Townhomes Association and Art DeLuca, Chairman of Fearington Homeowners Association's Road Safety Committee. Our combined statements will take a total of 10 - 12 minutes.

With your permission, I would like the concerned residents of Fearington here to stand. They have all waived their individual rights to speak to you tonight in order that Messrs Riddle, DeLuca and I can present our statements in full. Their presence reinforces the concerns which the President of the Fearington Home Owners Association conveyed on June 15, 2007, as do these petitions signed by ~~16~~ residents.

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There are three questions which need to be answered when applying the considerations of connectivity.

Question No. 1 "Is it really necessary for the McLean tract to have any additional access at all, let alone the staff recommended one through the Barber development and Fearington Village to 15-501?"

While the McLean's contend the need for this access is "absolutely necessary," they currently have FIVE avenues of access now of record, and accordingly do not need any access at all through Barber:

The currently used access via Big Hole Road was memorialized in the McLean deed transfer to AT&T whereunder they granted AT&T a permanent right-of-way and easement for the purposes of building a road as a connecting link to Mount Gilead Church Road and reserved for themselves, their heirs and assigns the right to use this road. As documented in my written notes, McLean's have additional access through The Legacy, The Preserve, The Harris Tract and The Homestead at Jordan Lake

1) The Chatham County Board of Commissioners Agenda Abstract for the meeting Date 10/16/06 reads: "Access to this property is currently served by a private easement road called Big Hole Road." This right of access was memorialized in the McLean deed transfer to AT&T whereunder the McLean's granted AT&T a permanent right-of-way and easement for the purposes of building a road as a connecting link to Mount Gilead Church and reserved for themselves, their heirs and assigns the right use this road.

2) This 10/16/06 abstract further noted: "Phase Two of the newly approved subdivision, The Legacy, has proposed a connection between their subdivision and the McLean Property."

3) Attached to this abstract is a letter dated September 15, 2006 from the Preserve at Jordan Lake in support of the Zoning Changes, and in her remarks at the 6/5/07 meeting of the planning board, Jennifer Andrews indicated that the McLean's expect an access easement through the Preserve.

4) The minutes of the 10/18/99 meeting of the Board of Commissioners approving a Sketch Design request of The Harris Tract included the provision that "There be public road access provided to the properties of McLean..."

5) The minutes of the Board of Commissioners of March 14, 2005 granting a zoning approval to the Homestead at Jordan Lake included the condition that roads shall provide access to adjacent undeveloped properties by way of dedicated public right-of-way, specifically including the McLean property.

It is disingenuous of Ms Andrews to assert this access is "absolutely necessary ... as other connections are dubious and have no potential," while at the same time saying that this connection "would be most suitable for a secondary access." Given Ms. Andrews confidence in obtaining primary access elsewhere and the five current access options for McLean, there is nothing to support any need for this additional access.

It is further frivolous for her to assert "that providing access to McLean would have no present congestion, impact or destroying of Fearington as there are currently no residents on the McLean property," and that "no

traffic will come from the McLean tract for the foreseeable future." Most of us here are old enough to know that what's cited as "possible" becomes probable and the foreseeable future is just around the corner.

Question No. 2: How should considerations of connectivity be tempered by its impact on the economic viability of adjacent developments?

The McLean property is huge, and combined with future connections with other developments will dwarf the 48 homes of Barber. To thence force access from McLean into Barber's development will not only completely change its character, but also dump this traffic into the already well established Fearington P U D.

As evident by this enlarged version of the Barber Sketch plan, the funneling of potentially 2000 construction and resident vehicle-trips a day from McLean through Barber would pass 18 homes and the Community Park on a residential street, without curbs or sidewalks to separate cars backing out of their driveways or kids playing on the lawn, or biking or walking to the Park. Aside from the untenable impact of this traffic on life and limb of these residents, the necessary inclusion of the proposed possible future public road connection on any sales or marketing materials would scare away potential buyers with a devastating reduction of the economic viability of this development. As such, this is akin to an eminent domain proceeding for the benefit of a private developer, appropriating the economic value of Barber land without due process of condemnation proceeding.

Question No. 3: How should considerations of connectivity be tempered by its impact on the character of existing communities?

In the notes of the July 9, 2001 work session of the Planning Board, Mr. Megginson stated that the transportation system should also minimize negative impacts on places that should be preserved, including existing communities...which Fearington Village most certainly is.

Fearington was designed as a rural village with parks, lakes, ponds, streams, and open fields complete with cows, goats and donkeys. It maintains a pedestrian and bicycle friendly environment on the roadways even in areas without sidewalks or walking paths. The property owners are primarily retirees or families with young children who chose to live in a caring community where they can walk to the village to pick up their mail or do their banking and greet their neighbors along the way.

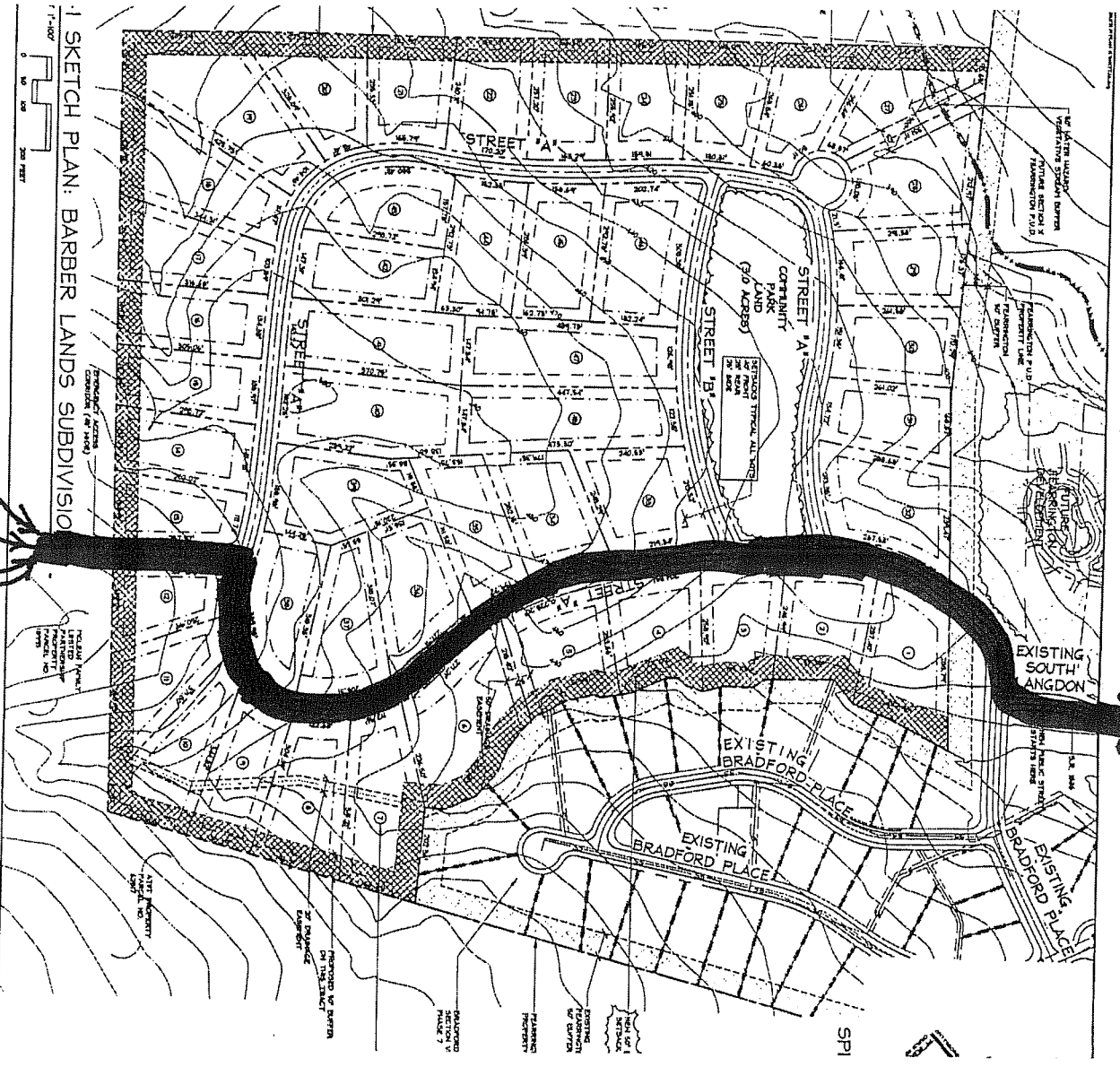
Funneling traffic (especially construction vehicles) from the 530 acre McLean tract, and eventually other properties adjoining it, onto the 25 mph Fearington roads that were not designed to service this influx of vehicles will inevitably damage the overall character of our community.

In conclusion, it is our contention that the McLean lands are not land-locked and that it is not the intent of the planning board to ruin the character and property values of an existing community for the economic convenience of the owner of an undeveloped property. Accordingly, we respectfully ask the Planning Board to reject providing any public vehicular access from McLean to Barber Land, and to approve the inclusion of emergency and utility access as outlined in the proposal.

Thank you, and I will be happy to answer any questions you might have.

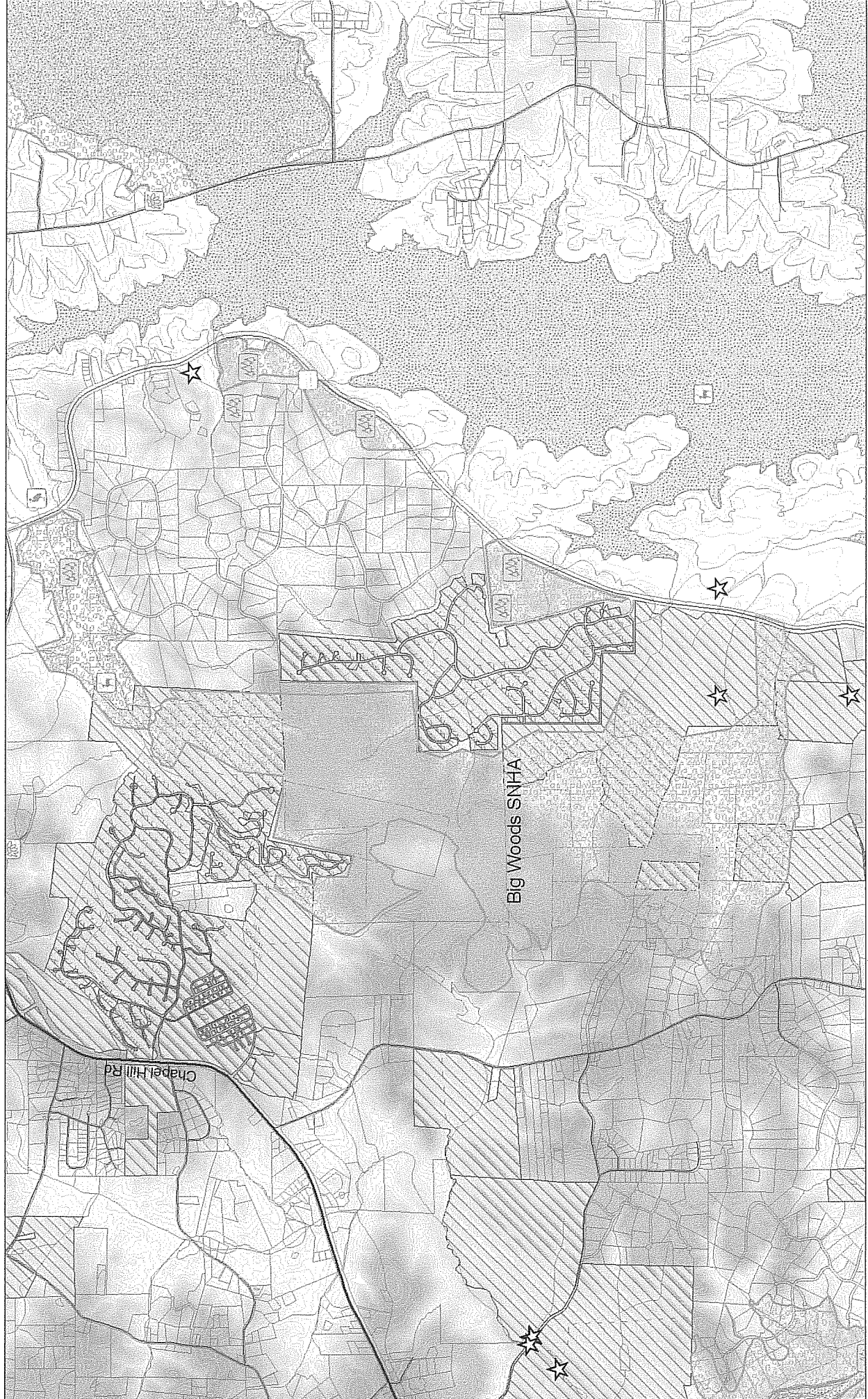
McLean Land
Traffic Flow

1 SKETCH PLAN: BARBER LANDS SUBDIVISION



SPI

Big Woods SNHA



June 2007