

# Corbinton Alleys

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Board of Commissioners

March 11, 2024



TOWN OF  
HILLSBOROUGH

# Introduction

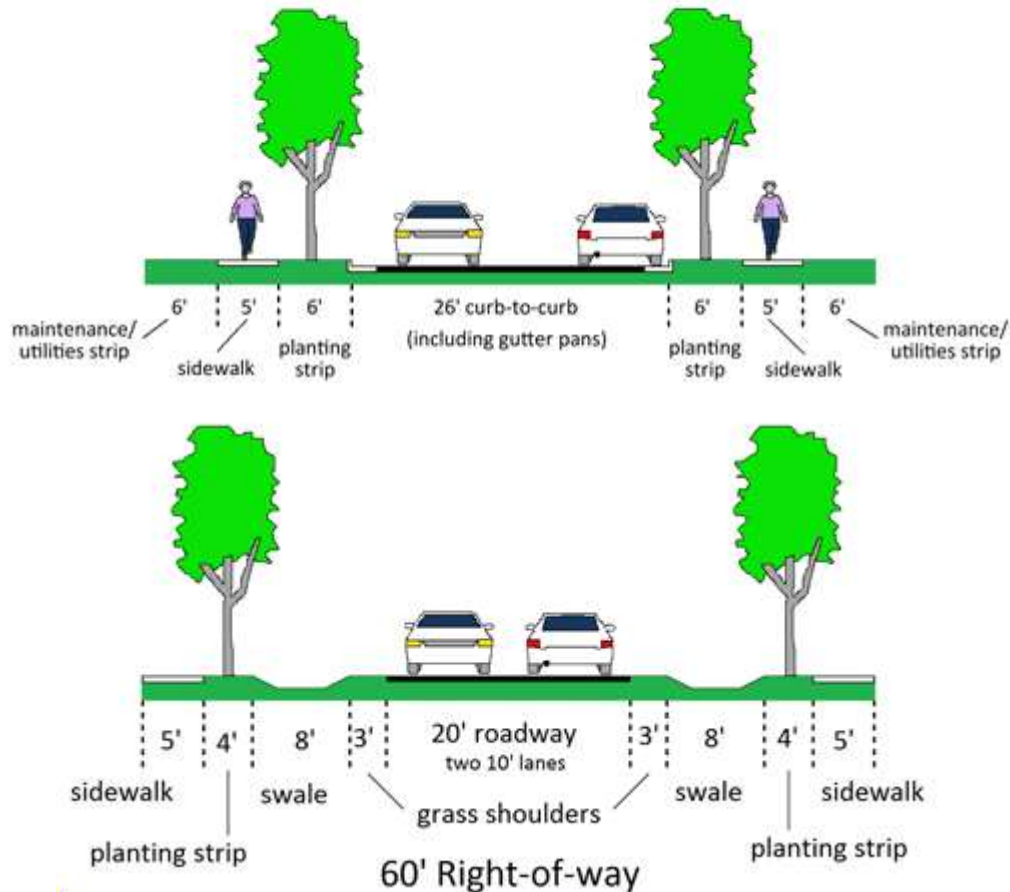
- Request from Corbinton residents to reconsider staff position on acceptance of alleys for public maintenance
- Staff and residents have worked together for years to try to get developer to complete infrastructure
- Residents have devoted a significant amount of time and energy over the years advocating for the developer to deliver a finished product
- Residents have been immensely helpful to staff in identifying and tracking construction deficiencies
- This is not a case of the town and residents being at odds; interests are aligned in trying to address subpar performance by the developer

# Condensed Timeline

- **2003/2004** – Board denies rezoning and SUP, applicant appeals, town ordered to issue SUP
- **2004-2006** – litigation continues, SUP finally issued June 2006
- **2006/2007** – Construction drawings approved. Initial set indicated private alleys, final set changed to public
- **2016** – Plat recorded for development including public right-of-way for alleys. Includes statement that developer will maintain alleys until dedication is accepted by public authority
- **6/2020** – Initial punch list for streets/sidewalks/stormwater conveyance provided to developer
- **8/2020** – Final residence issued certificate of occupancy
- **1/2022** – Alleys deeded from developer to HOA
- **2/2022** – Email from staff to HOA – “The recorded plat for the community clearly indicates the alleys are dedicated to public use. The town has been operating under the assumption they would be dedicated once our standards are met.”
- **11/2022** – Town Attorney sends final punch list to developer. References at least 4 earlier communications.
- **2/2023** – Board updated on lack of progress
- **2/2024** – Email from town staff to HOA - Developer no longer owns alleys, and alleys are not constructed to town standards, staff advises that they should remain under HOA ownership.

# Comparison of Alleys to Street Standards

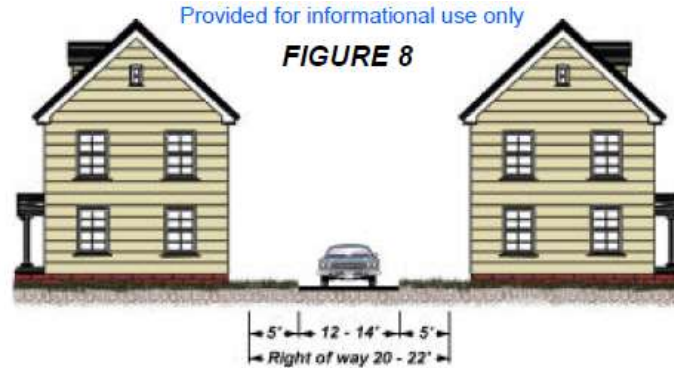
## RESIDENTIAL LOCAL STREET



# Options for Consideration

Option	Pro	Con
1 – Town accepts alleys as-is, brings to standards at town expense	Ends discussions with developer, HOA no longer responsible for maintenance, streets will be improved, avoids additional costs to HOA	Against recent precedent, puts cost burden on town and other residents, may not be feasible under current standards*
2 – Town accepts alleys after HOA brings into compliance with standards	Ends discussions with developer, HOA no longer responsible for maintenance, streets will be improved, aligns with recent precedent, avoids additional cost to town	Puts cost burden on HOA and residents, may not be feasible under current standards*
3 – HOA maintains ownership and responsibility, town continues to provide service via Hold Harmless agreement	Ends discussions with developer, residents continue to receive services, consistent with another neighborhood in town	HOA and residents bear cost of maintenance and eventual replacement
4 – Town and/or HOA continue to pursue developer to bring alleys to standards	Neither town or HOA burdened with cost, puts responsibility on rightful party	Requires protracted negotiations or legal action, continues status quo for undetermined time, cost for attorneys, may not be successful

# Option – NCDOT Traditional Neighborhood Design Guidelines



## Alleys

**Purpose:** Although part of the interconnected street system, alleys provide access to property but are not intended to accommodate through traffic. Alleys are often used by garbage trucks. In some areas alleys must accommodate dumpsters.

**[Note: Not to be accepted onto the state system]**

### Features

- Requires 20' right of way (minimum)
- Utilities, either above or underground, may be located in alleyways to provide service connections to rear elevations
- Width 12' (minimum)
- Additional pavement at alleyway intersections is necessary to facilitate turns.

### Building and Land Use

- Residential - primarily single family
- Provides rear access to garages

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