

To the Town of Carrboro Board of Alderman

The Roberson Place Home Owners Association formally and respectfully requests that the Zoning Map Change and CUP for 501 South Greensboro, if approved, be approved with the following conditions as a part of the CUP.

- 1) That the connection to Roberson Place Subdivision and 501 South Greensboro (between Purple Leaf Place and Rand Road) remains as a bike and pedestrian connection, with bollard protected access for emergency vehicles only.
- 2) That all owners and future owners of the 501 South Greensboro Property be bound such that the pickup of all trash, recycling, dumpsters, and compactors be restricted to occur only during the hours of 9 am to 5:00 pm on weekdays Monday through Friday.
- 3) That all owners and future owners of the 501 South Greensboro be bound such that deliveries (to and from) the project be restricted to occur only during the hours of 9 am to 5:00 pm on weekdays Monday through Friday.
- 4) That all owners and future owners of the 501 South Greensboro be bound that the lighting of the 501 South Greensboro commercial project be directional lighting such that the light does not shine into or onto the residential properties on Purple Leaf Place.
- 5) That any establishments that play outdoor music be restricted to playing outdoors from 10:00am to 8:00 pm at night.

Visibility Challenges Driving Uphill from Bottom of Purple Leaf Place

From the existing bollards, a tricycle entering the roadway from the Roberson Bike Path is practically invisible:



The tricycle was positioned here when the photo above was taken:



From less than 150 feet down the hill from the end of the Roberson Bike Path, a tricycle in the center of the street cannot be seen:



Here's where the tricycle was parked when the above photo was taken:



From less than 100 feet down the hill from the Roberson Bike Path, a tricycle entering the street from the driveway at 210 Purple Leaf Place is not visible to oncoming traffic:



Here's the location of the tricycle when the picture above was taken:

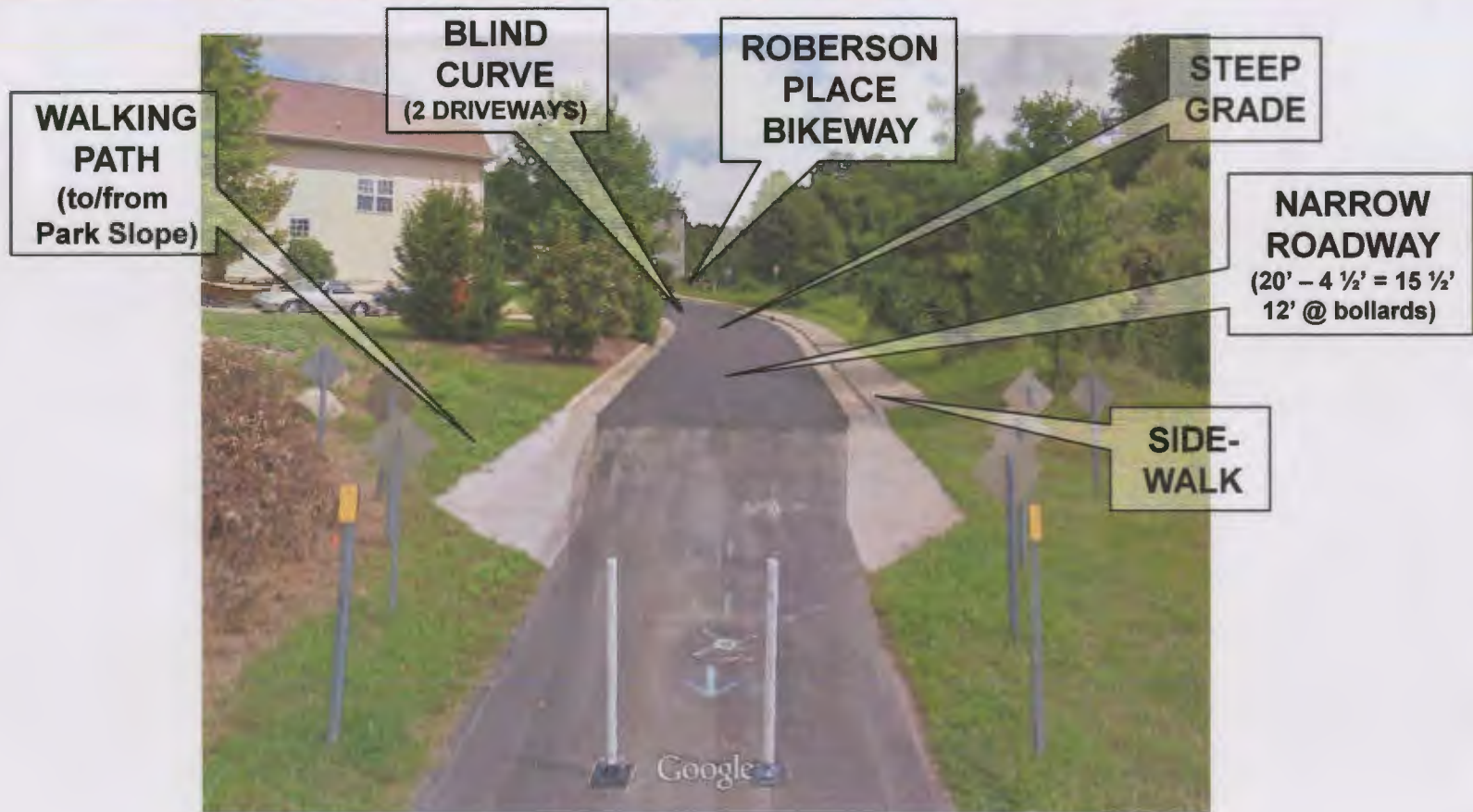


Remarks for BoA meeting on April 28th, 2015 related to South Green CUP request and potential road connection of Purple Leaf Place and Rand Road (part 2)

Carrboro Land User Ordinance – Article XIV Streets and Sidewalks

Section 15-217 General Layout of Streets

(a) To the extent practicable, all streets 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 street practicable.**



Carrboro Land User Ordinance – Article XIV Streets and Sidewalks

Section 15-214 Coordination with Surrounding Streets.

*(c) Subject to subsection 15-217(a), subcollector, local, and minor residential streets shall connect with all surrounding streets to permit **safe**, convenient movement of traffic between residential neighborhoods and to facilitate access to neighborhoods by emergency and other service vehicles. The connections shall be created in such a way that they do not encourage the use of such streets by substantial through traffic.*

IS IT SAFE?

- Sidewalk
- Walking path
- Bikeway
- Narrow streets
- Steep grade
- Blind curve

All coming together at
the southern end of
Purple Leaf Place just
north of the connection

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- Connection of Purple Leaf Place and Rand Road = Movement of traffic between a residential neighborhood and a commercial district.
- Not unusual, but...
- Connecting Purple Leaf Place and Rand Road would connect TWO commercial districts (downtown Carrboro and South Green) through a residential neighborhood. That's unusual and will lead to significant through traffic

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- Flexible nature of the plastic bollards enables larger emergency vehicles to drive over the bollards without breaking speed and without damage to the vehicle – Emergency vehicle access is provided
- If required, bollards can be removed temporarily for service operations like road repair (e.g. last summer the streets of Roberson Place were repaved).

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“...in such a way that they do not encourage the use of such streets by substantial through traffic.”

- Roberson Place is an infill neighborhood with one central north/south route
- If connected, this parallel route to heavily traveled Greensboro St. would become an attractive cut-through option for motorists traveling to points north and south.
- Streets not laid out on a traditional urban grid, so no ability to absorb and disperse through traffic
- Vehicles regularly attempt to cut-through Roberson Place even though:
 - » The connection has never been opened to vehicles.
 - » Posted “No Outlet” and “Road Ends 1000 Feet” signage.

