



TOWN OF CARRBORO
NORTH CAROLINA
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Attachment A

November 30, 2006

Mr. Tim Toben
Greenbridge Developments, LLC
400 West Rosemary Street
Suite 1006
Chapel Hill, North Carolina 27516

Re: Greenbridge Mixed Use Project Review

Dear Mr. Toben,

I hope this letter finds you well. As you may have heard, the Carrboro Board of Aldermen has expressed interest in discussing the Greenbridge project at its January 9, 2007 meeting. Also, at the Thursday, December 7, 2006 Joint Advisory Board meeting, it is anticipated that the following advisory boards would like to review and possibly offer comments on the project: Planning Board, Transportation Advisory Board, Appearance Commission, Environmental Advisory Board, and Economic Sustainability Commission. Obviously these boards and the Board of Aldermen are only reviewing the project in a courtesy capacity as the project is in Chapel Hill's jurisdiction. My staff will forward to you any comments resulting from these meetings.

Please consider this letter an invitation to the aforementioned meetings. If you so desire, you may make a presentation at either meeting. Any questions about the meetings or formatting a presentation should be directed to Marty Roupe, Development Review Administrator at 918-7333 or mrroupe@townofcarrboro.org.

Thank you in advance for considering this information. Please let me know if you want to discuss this item in advance.

Sincerely,

Steve Stewart
Town of Carrboro Manager

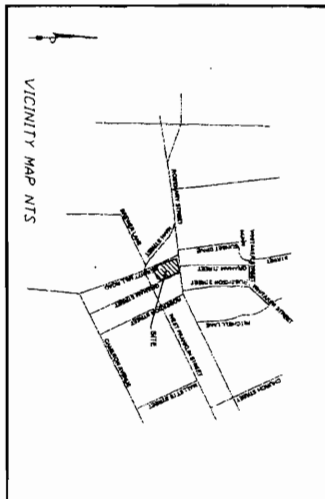
cc: Mayor Mark Chilton and the Board of Aldermen
Roy Williford, Carrboro Planning Director
Marty Roupe, Carrboro Development Review Administrator
Josh Gurlitz, Project Architect
Roger Stancil, Town of Chapel Hill Manager
JB Culpeper, Town of Chapel Hill Planning Director

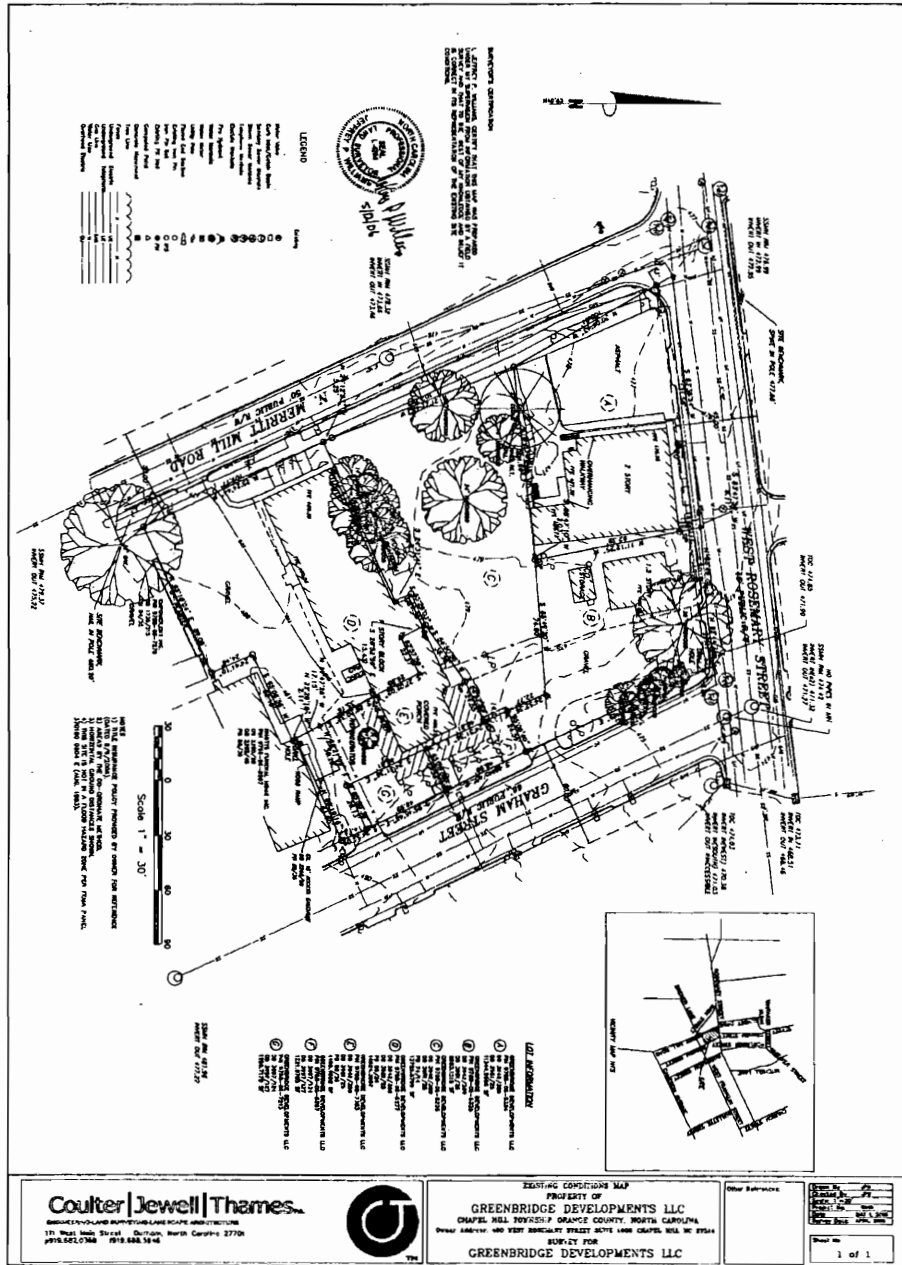
PROJECT NOTES

CONSTRUCTION NOTES:

LIST OF SHEETS

SUP 0.0 - COVER SHEET
- SURVEY
SUP 1.0 - AREA MAP
SUP 1.1 - SITE ANALYSIS
SUP 1.2 - CONSTRUCTION MANAGEMENT PLAN
SUP 2.0 - SITE PLAN
SUP 3.0 - GRADING/TREE PROTECTION PLAN
SUP 5.0 - UTILITY PLAN
SUP 7.0 - LANDSCAPE/LIGHTING PLAN





Coulter | Jewell | Thames

SCAPE ARCHITECTS AND LANDSCAPE ARCHITECTS

111 West Main Street, Raleigh, North Carolina 27601

919.551.1234 919.551.1235



EXISTING CONDITIONS MAP

PROPERTY OF

GREENBRIDGE DEVELOPMENTS LLC

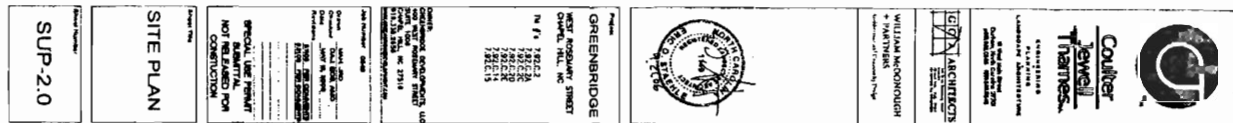
CHAPEL HILL TOWNSHIP ORANGE COUNTY, NORTH CAROLINA

20000 ADDRESS AND 20000 ADDRESS 20000 ADDRESS 20000 ADDRESS 20000 ADDRESS

SUBJECT FOR

GREENBRIDGE DEVELOPMENTS LLC

Sheet No.	1 of 1
1	1



ROOF 117'-0"
LOFT 106'-0"
LVL 9 95'-0"
LVL 8 84'-0"
LVL 7 73'-0"
LVL 6 62'-0"
LVL 5 51'-0"
LVL 4 40'-0"
LVL 3 29'-0"
LVL 2 18'-0"



ROSEMARY STREET ELEVATION

PRELIMINARY DESIGN STUDY




GREENBRIDGE
CHAPEL HILL, NORTH CAROLINA
WILLIAM McDONOUGH + PARTNERS
Architecture and Community Design
SITEWORKS

DS 234
ELEVATION
22 SEPTEMBER 2006
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Town of Carrboro Planning Department



MEMORANDUM

Date: July 14, 2006
 To: Gene Poveromo & Kai Monast, Chapel Hill Planning
 From: Marty Roupe and Members of Planning Department Staff *MR*
 Subject: Courtesy Review Comments
 Project: Greenbridge – Special Use Permit (June 2, 2006 transmittal)

Thank you for the opportunity to comment on the proposed Greenbridge project. The purpose of this memo is to provide courtesy review comments for the proposed project, which is in close proximity to Carrboro's jurisdiction/city limits line. Please let us know if you have questions.

1. Please clearly identify locations of the cross-sections on the site plan and show building elevations from each street frontage. It appears that the tallest portion of the building orients to Carrboro's jurisdiction, but it is not entirely clear. Without clarity it is difficult to comment on the visual impact to Carrboro. Related, please note that Carrboro's Land Use Ordinance allows a maximum height of five-stories in this part of our respective jurisdiction.
2. Please find below projects generally located in or near downtown Carrboro that are currently under review by the Town of Carrboro. Though we do not know whether these projects will be approved or constructed, please consider the projects when reviewing the project generally and specifically when reviewing the project's Transportation Impact Statement (TIS). Projects under review:
 - a. 300 East Main Street Mixed Use Redevelopment (~400,000 sf total),
 - b. Butler Garage Redevelopment/a.k.a: 320 East Main Street (~68 residential units),
 - c. Merritt Mill Apartments (possibly converted to mixed use),
 - d. Old Farmer's Market Mixed Use (unknown commercial sf, with ~27 residential units),
 - e. Lloyd Street Office/Retail (~13,000 sf).

(See #2 below for additional clarification. Transportation Planner Dale McKeel has sent or is sending traffic study information for a, b, c, and d above. Please let us know if you would like additional information related to any of these projects such as: exact square footages, specific proposed uses, ingress/egress points, etc)

3. Carrboro staff notes that a general agreement was reached amongst staff members during a July 6, 2006 meeting at Chapel Hill Town Hall about the parameters of the TIS. In summary, it is our understanding that the Greenbridge TIS will include data from the 300 East Main Street TIS (including the addendum) and that a 'SimTraffic' model presentation will be forthcoming after the additional data is incorporated.
4. Please note that the Town of Carrboro recently adopted a '*Downtown Circulation Study*,' which suggests possible changes and improvements to facilities in and around downtown. A copy of the study was provided at the July 6th meeting we attended. Please consider

compatibility with the information identified in the circulation plan when reviewing this project. Town staff is happy to meet and discuss in detail or paraphrase the contents of the study relative to this specific area.

Additional Design Considerations:

5. Waste facilities, loading zone, and primary entrance to parking garage all are in proximity to the historic St. Paul A.M.E. church (in Carrboro's jurisdiction). Please consider relocating these areas and/or consider creating a circulation pattern that allows vehicles (including large trucks that may be loading/unloading) to cross from one public street to another public street (i.e.: Merritt Mill Road to Graham Street or similar). If the loading zone remains in its current location/configuration, please ensure that the loading zone is sufficiently sized to accommodate large semi-trucks with minimal traffic disruption. In summary, please consider ways to internalize the necessary utilitarian functions in order to allow a more pedestrian-oriented and context-sensitive streetscape along Merritt Mill Road.
6. Regarding our discussion of the possible joint downtown small area planning process, Aldermen Alex Zaffron and Mayor Mark Chilton are supposed to discuss this matter further and report back to the Board of Aldermen. A date has not been set for further Board of Aldermen discussion. Please feel free to contact Drew Cummings, Assistant Town Manager at 918-7314 to discuss further details about the schedule. Also feel free to call me, if you would like, to further discuss potential outcomes of the process (as we began to discuss at our July 6th meeting).
7. Please consider whether the amount of proposed parking is adequate. The 1:400 retail parking standard is not much different than Carrboro's presumptive 1:300 ratio, but the 1 space: 1 unit proposed residential parking is of some concern. Even if one 'owner' space per unit is realistic, where will guests park? Please consider. Carrboro's concern in making these statements relates to potential spillover parking in Carrboro's jurisdiction.



TOWN OF CARRBORO

Attachment D

NORTH CAROLINA

MEMORANDUM

DATE: December 21, 2006
TO: Transportation Advisory Board
Marty Roupe, Zoning Administrator
FROM: Dale McKeel, Transportation Planner
RE: Traffic Impact Analysis for Proposed Greenbridge Project

Attached is the executive summary of the traffic impact analysis for the Greenbridge project. I am providing this to you as additional information on the project. Please note the following:

1. The analysis did not analyze the impacts of Greenbridge traffic on the Main-Rosemary intersection in Carrboro, which is a signalized intersection near the proposed development.
2. The analysis includes three recommended improvement alternatives for intersections in Chapel Hill and Carrboro. These are shown on page E-ix and E-x as alternatives A, B, and C.

It is my understanding that the Town of Chapel Hill staff is not recommending that any of these recommended improvement alternatives be implemented. Instead, the staff recommendation is as follows:

Prior to a Certificate of Occupancy, upgrade the existing traffic signal at the Graham Street/Franklin Street and Franklin Street/Merritt Mill Road intersections to provide pedestrian improvements for the intersection. The improvements shall include pedestrian signal heads, audible pedestrian signals and a revised phasing plan to provide for the pedestrian phase.

If the TAB does wish to comment on this project, it is recommended that your comments be provided to the Board of Aldermen, who would choose whether to comment on the project to the Town of Chapel Hill.

cc: Kendal Brown
Patricia McGuire

TRAFFIC IMPACT ANALYSIS GREENBRIDGE DEVELOPMENT

Chapel Hill, North Carolina

Executive Summary



prepared for:
The Town of Chapel Hill, NC

prepared by:
RS&H
Architects-Engineers-Planners, Inc.

June 2006

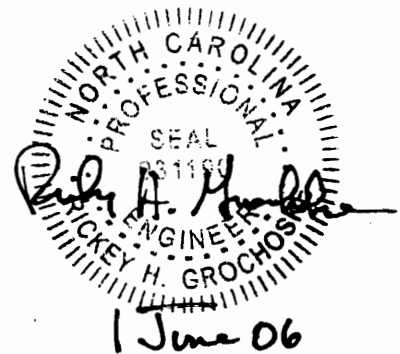


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E.0 EXECUTIVE SUMMARY**E.1 Project Overview**

Greenbridge Development is a proposed development project on Rosemary Street between Merritt Mill Road and Graham Street in Chapel Hill, North Carolina. The proposed development will replace the existing community building, an eight-room rooming house, one single family house and 12 apartment units with 40,000 square feet of retail space and 103 multi-family residential dwelling units totaling 200,000 square feet. The Greenbridge Development will also include 210 parking spaces, all of which will be located below grade, under the proposed development. The development will have access/egress to and from Merritt Mill Road and Graham Street. Figure E-1 shows the site plan. The site is located in the Town Center 2 (TC-2) zoning district, as indicated in the Town of Chapel Hill zoning map, as indicated in the Town of Chapel Hill zoning map (see Figure E-2).

E.2 Proposed Project Traffic

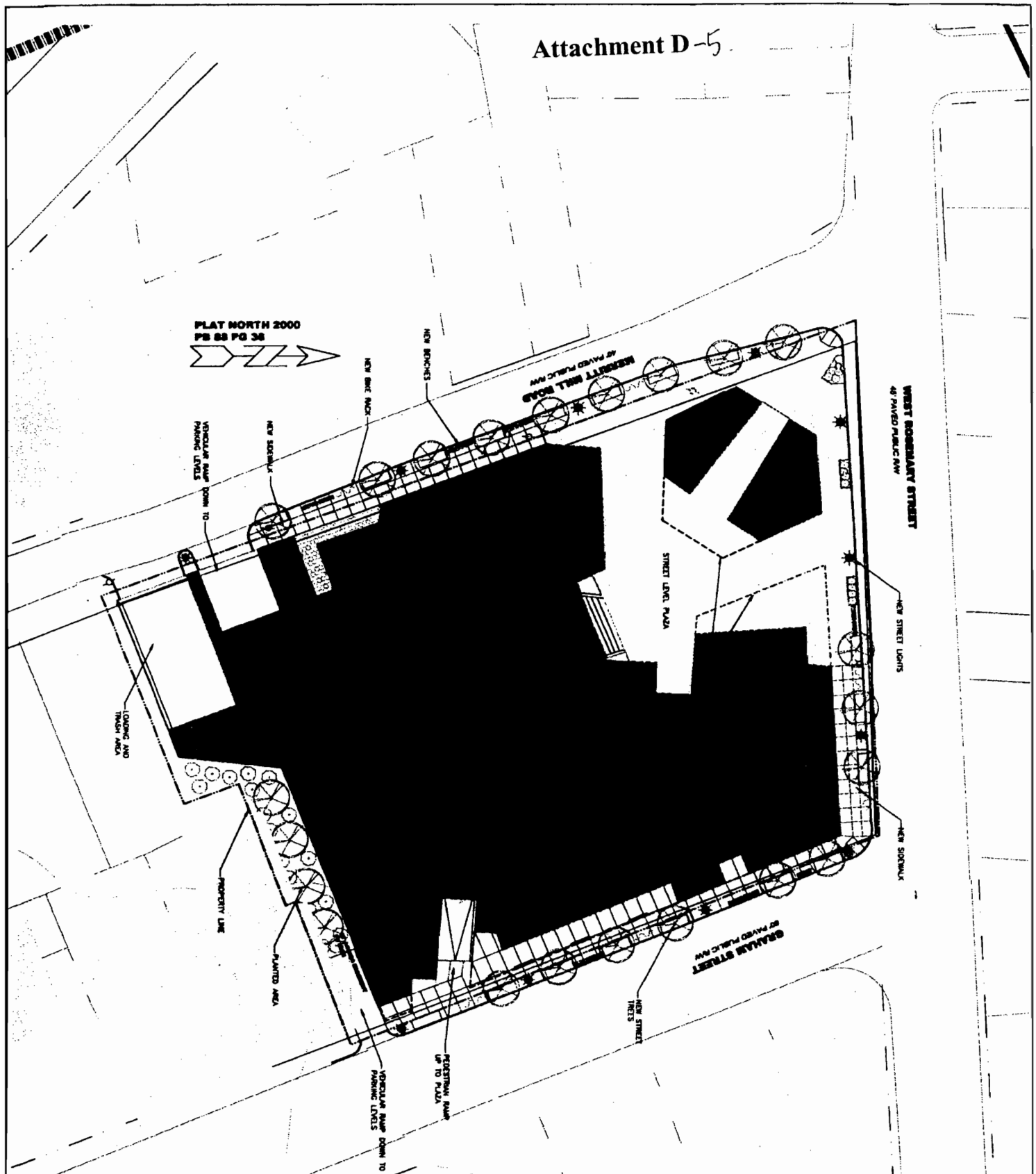
The proposed Greenbridge Development will generate approximately 4,355 vehicle trips per day. Of these trips, 149 vehicle trips will occur during the AM peak hour, 392 vehicle trips during Mid-day peak hour, and 392 vehicle trips during the PM peak hour. The existing development generates minimal traffic. Hence, in determining the impacts of the proposed development, this study did not account for any reduction in traffic due to removal of the existing development.

Table E-1 summarizes the trip generation rates and the number of trips generated by each of these two land use categories during the morning, mid-day and evening peak periods of the day.

Table E-1.
Site Trip Generation
Greenbridge Development

TRIP GENERATION VOLUMES									
Land Use	Size	Weekday (veh. per day)		AM Peak Hour (veh. per hour)		Mid day Peak Hour (veh. per hour)		PM Peak Hour (veh. per hour)	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Residential Dwelling Units	103 Units	306	306	11	48	25	25	31	19
Retail Space	40,000 square feet	1,872	1,872	55	35	171	171	164	178
New trips added to the road network		2,178	2,178	66	83	196	196	195	197





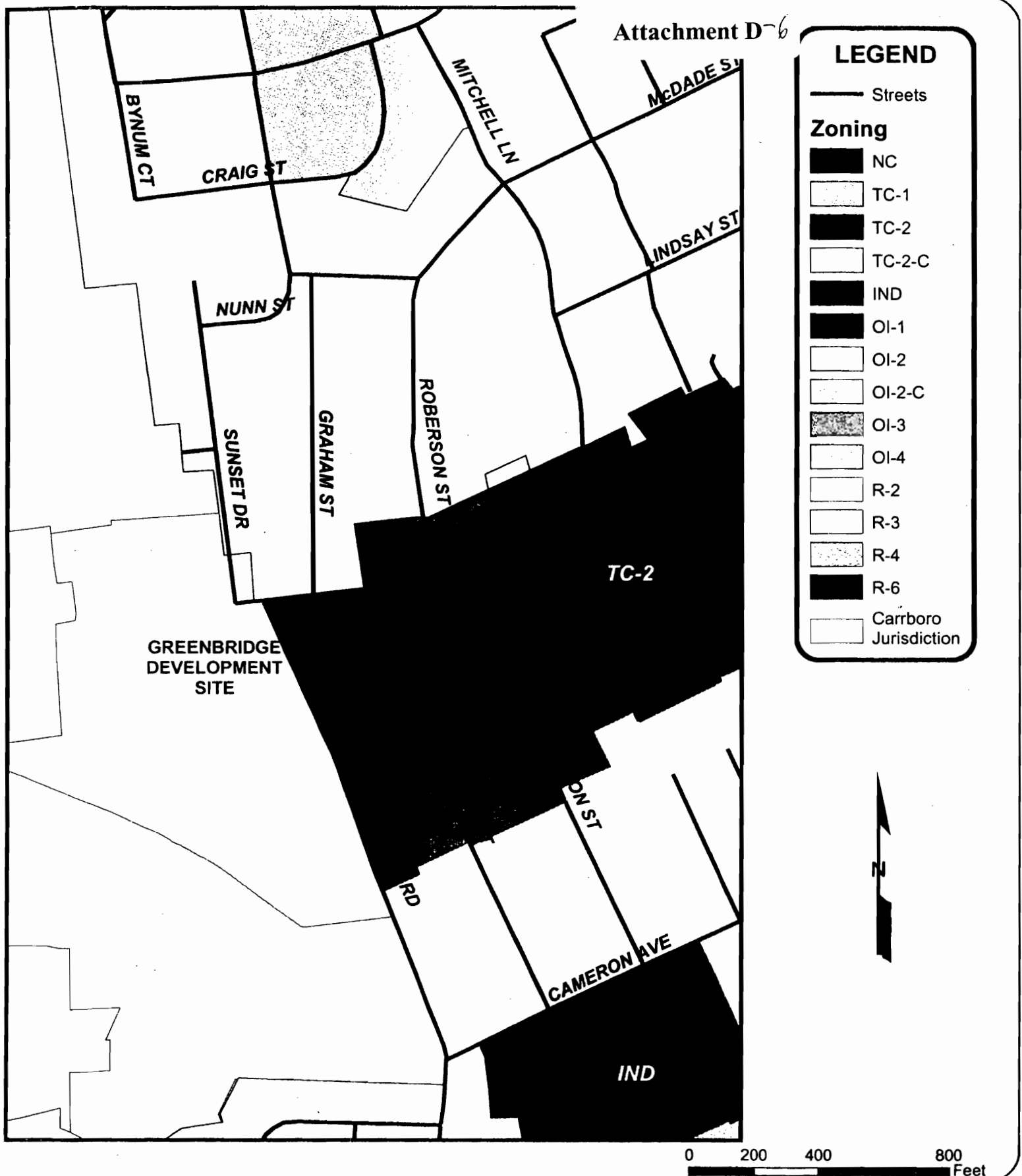
**GREENBRIDGE DEVELOPMENT
TRAFFIC IMPACT ANALYSIS
CHAPEL HILL, NC**

RS&H ARCHITECTS-ENGINEERS-PLANNERS, INC
CHARLOTTE, NORTH CAROLINA



PROJECT SITE PLAN

Figure E-1



GREENBRIDGE DEVELOPMENT
TRAFFIC IMPACT ANALYSIS
CHAPEL HILL, NC

RS&H ARCHITECTS-ENGINEERS-PLANNERS INC.
CHARLOTTE, NORTH CAROLINA



PROJECT LOCATION

FIGURE E-2

E.3 Project Impacts

To determine the traffic impacts of the proposed site development on nearby roadways, traffic flow conditions were analyzed at the following three arterial segments and five intersections for the 2006 Existing Conditions, 2010 No Build Conditions, and 2010 Build Conditions:

Arterial Segments:

- Rosemary Street between Merritt Mill Road and Roberson Street
- Franklin Street/Main Street between Merritt Mill Road and Roberson Street
- Merritt Mill Road between Franklin Street and Rosemary Street

Intersections:

- Rosemary Street at Merritt Mill Road/Sunset Drive (four-leg unsignalized intersection)
- Rosemary Street at Graham Street (four-leg unsignalized intersection)
- Rosemary Street at Roberson Street (four-leg signalized intersection)
- Franklin Street/Main Street at Merritt Mill Road/Brewer Lane (five-leg signalized intersection)
- Franklin Street at Graham Street (four-leg signalized intersection)

Table E-2 and E-3 compare the arterial and intersection capacity analysis results for all of the three scenarios analyzed in this study. Table E-4 summarizes the impacts of the proposed project for the 2010 Build Conditions (a year after it is built and fully occupied).



Table E-2.
Arterial Capacity Analysis Summary

Facility Type	Segment	Direction of Travel	No. of Lanes (both directions)	Threshold Capacity (per direction)*	2006 Existing Conditions			2010 No Build Conditions			2010 Build Conditions		
					AM Peak	Mid-day Peak	PM Peak	AM Peak	Mid-day Peak	PM Peak	AM Peak	Mid-day Peak	PM Peak
Major Arterial	Franklin Street	Eastbound	4	1,600	366	391	390	421	468	471	460	548	566
		Westbound	4	1,600	295	557	658	357	665	783	391	826	884
Minor Arterial	Merritt Mill Road	Northbound	2	550	105	71	96	117	80	107	137	133	161
		Southbound	2	550	52	86	146	58	96	68	80	149	218
	Rosemary Street	Eastbound	2	550	395	389	442	459	463	545	486	525	607
		Westbound	2	550	244	423	548	295	507	647	316	570	709

* Guidelines for Traffic Impact Analysis, Town of Chapel Hill, October, 2001.

Table E-3.
Intersection Capacity Analysis Summary

Intersection	Traffic Movement*	2006 Existing Conditions			2010 No Build Conditions			2010 Build Conditions		
		AM Peak	Mid-day Peak	PM Peak	AM Peak	Mid-day Peak	PM Peak	AM Peak	Mid-day Peak	PM Peak
Rosemary Street at Merritt Mill Road (North-south stop controlled)	Eastbound	A	A	A	A	A	A	A	A	A
	Westbound	A	A	A	A	A	A	A	A	A
	Northbound	B	C	D	C	C	C	C	D	C
	Southbound	B	B	C	C	C	D	C	C	E
Rosemary Street at Graham Street (North-south stop controlled)	Eastbound	A	A	A	A	A	A	A	A	A
	Westbound	A	A	A	A	A	A	A	A	A
	Northbound	C	C	D	C	C	C	C	C	C
	Southbound	B	B	B	B	B	B	B	B	B
	Southbound	B	B	C	B	B	D	B	C	E



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Table E-3 Continued

Intersection	Traffic Movement*	2006 Existing Conditions				2010 No Build Conditions				2010 Build Conditions			
		AM Peak	Mid-day Peak	PM Peak	PM Peak	AM Peak	Mid-day Peak	PM Peak	PM Peak	AM Peak	Mid-day Peak	PM Peak	PM Peak
Rosemary Street at Roberson Street (Signalized intersection)	Overall Intersection	B	A	B	B	B	A	A	B	B	A	A	B
	Eastbound	LTR	A	A	A	A	A	A	A	A	A	A	A
	Westbound	L	A	A	A	A	A	A	A	A	A	A	A
		TR	A	A	A	A	A	B	A	A	A	B	B
	Northbound	LTR	C	C	C	C	C	C	C	C	C	C	C
Franklin Street at Merritt Mill Road (Signalized intersection)	Southbound	LTR	E	D	D	E	D	E	E	E	D	E	E
	Overall Intersection	C	C	E	E	C	C	C	E	C	C	C	C
	Eastbound	LTR	B	B	C	C	C	C	D	C	C	C	E
	Westbound	L	B	B	C	B	B	C	C	B	B	C	C
		TRA	B	B	B	B	B	C	C	B	B	B	B
	Northbound	ALLT	E	E	E	E	E	E	E	E	E	E	E
		R	B	B	B	B	B	B	B	B	B	B	B
	Southbound	LTR	C	C	C	C	C	C	C	C	C	D	E
	Northeast Bound	LTR	D	D	D	E	D	D	E	E	D	D	E
		AR	A	A	A	A	A	A	A	A	A	A	B
Franklin Street at Graham Street (Signalized intersection)	Overall Intersection	L	A	A	A	A	A	A	A	A	A	A	A
	Eastbound	TR	A	A	A	A	A	A	A	A	A	A	A
	Westbound	LTR	A	A	A	A	A	A	A	A	A	A	A
		L	C	C	E	C	C	E	C	C	B	D	D
	Northbound	TR	B	B	D	C	B	D	C	C	B	D	D
		L	C	B	E	C	B	D	C	C	C	E	E
	Southbound	TR	C	B	E	C	C	E	C	C	B	D	D
	Overall Intersection	TR	C	B	E	C	C	E	C	C	B	D	D
Merritt Mill Road at Site Driveway (East-west stop controlled)	Westbound	LR	LR	LR	LR	LR	LR	LR	LR	LR	LR	LR	LR
Graham Street at Site Driveway (East-west stop controlled)	Southbound	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT
	Eastbound	LR	LR	LR	LR	LR	LR	LR	LR	LR	LR	LR	LR
	Northbound	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT	LT

* AL – Adjacent Left-turning Movement; L – Left-turning Movement; T – Through Movement; R – Right-turning Movement; AR – Adjacent Right-turning Movement



Table E-4.
Summary of the Proposed Project's Impacts

Analyses	Impacts
Peak Hour Arterial Capacity	No arterial capacity issues have been identified on any of the study area roads.
Site Access	The two driveways shown in the proposed site plan should be sufficient to accommodate the site traffic as estimated for the proposed development.
New Signal Location	A signal warrant analysis was performed at the unsignalized intersection of Rosemary Street with Merritt Mill Road and Rosemary Street with Graham Street to determine the need for a traffic signal. Travel conditions at neither intersection met the three warrants analyzed: Warrant 2 - Four-Hour Vehicular Volume, Warrant 3 - Peak Hour Vehicular Volume and Warrant 7 - Crash Experience.
Traffic Signal Phasing	The intersections analyzed for this study have multi-phase signal controllers that can accommodate variations in traffic flow. According to these analyses, the traffic demand on the northbound Merritt Mill Road and northeast bound Brewer Lane approaches exceeds at the intersection of Franklin Street/Main Street and Merritt Mill Road exceeds the intersection capacity limits under the 2006 Existing and the 2010 No Build and Build Conditions. In order to improve the traffic flow, this study recommends improvements to the signalized intersection of Franklin Street/Main Street with Merritt Mill Road/Brewer Lane for the 2010 Build Conditions.
High Crash Locations	Crash data were obtained from the North Carolina Department of Transportation (NCDOT) for 36-month period for locations most likely to be impacted by the proposed development. This crash data indicated that the travel conditions in the study area are relatively safe today.
Traffic Signal Progression	The signalized intersections in the study area were analyzed as isolated intersections, therefore no progression analysis was conducted part of this study.
Peak Hour Intersection Capacity	The peak hour intersection capacity analysis indicates that traffic demand in the study area flows at acceptable Levels of Service during the 2006 Existing Conditions, 2010 No Build Conditions, and 2010 Build Conditions with one exception. The exception is traffic demand at the intersection of Franklin Street/Main Street with Merritt Mill Road/Brewer Lane either approaches or exceeds the intersection capacity limits under all the three scenarios analyzed. A detailed description of the proposed mitigation measures for this intersection is provided in Section E-4.
Turn Lane Storage Requirements	The capacity analysis indicates that no separate left-turn lanes or additional storage lengths will be necessary at any of the intersections analyzed for this study.
Intersection Sight Distance	There is no sight distance problem at the intersections of Merritt Mill Road and Graham Street with the proposed site driveways.
Appropriateness of Acceleration/Deceleration Lanes	The speed limit on Merritt Mill Road and Graham Street, the roadways to which the proposed development will have direct access is low (25 miles per hour) indicating that there is no need for acceleration/ deceleration lanes at the proposed site driveway.
Pedestrian and Bicycle Facilities	<p>The section of Rosemary Street within the study area has continuous sidewalk on the north side of the roadway between Main Street and Roberson Street. On the south side of the roadway, there is sidewalk between Graham Street and Roberson Street. On Franklin Street, there is continuous sidewalk on both sides of the roadway throughout the study area. There is continuous sidewalk on both sides of the roadway on Merritt Mill Road and Graham Street between Rosemary Street and Franklin Street. Roberson Street has continuous sidewalk on its west side. The sidewalk on the east side of Roberson Street starts at Rosemary Street and runs approximately one-third the distance from Rosemary Street to Franklin Street.</p> <p>There is no bicycle lane or bicycle facility on any roadways in the study area.</p>
Public Transportation Facilities	The study area is well served by the Chapel Hill Transit with several mid-block bus stops in the study area. No additional bus stop will be added as part of this project.



E.4 Mitigation Measures/ Recommendations

Roadway improvements are divided into four categories: improvements already planned by the Town of Chapel Hill or the North Carolina Department of Transportation, those required regardless of development at the proposed site, improvements proposed as part of the site development, and any additional improvements required as a result of site development.

Planned Improvements

There are no planned improvements to roadways in the study area.

Background Committed Improvements

No other roadway improvements that directly impact this analysis are committed by other development projects in the area.

Applicant Committed Improvements

The proposed site will have access to Merritt Mill Road and Graham Street. At this new roadway, improvements required to accommodate site traffic are limited to one approach lane and one exit lane at each of the site driveways.

Recommended Improvements

Three different alternatives are suggested to mitigate the traffic impacts at the intersection of Franklin Street/Main Street with Merritt Mill Road/Brewer Lane. Since the 2010 Build Conditions indicate that the PM peak hour is the most congested in the study area, a PM peak hour intersection capacity analysis was performed for the Alternatives A and B for this intersection. This study did not include any capacity analysis for the Alternative C.

Alternative 'A': This alternative proposes converting the segment of Merritt Mill Road between Franklin Street/Main Street and Rosemary Street into one-way operation. Should this improvement be implemented, the intersection of Franklin Street/Main Street with Merritt Mill Road/Brewer Lane as a whole would operate at Level of Service D or better throughout the day. However, the traffic demand on the northeast bound (Brewer Lane) approach would continue to flow at either Level of Service E or F, during at least one peak period of the day - same as the Existing and No Build Conditions. The existing properties along this section of Merritt Mill Road would need to be notified and presented this alternative to verify if the effected property owners can live with Alternative "A".

Alternative 'B': This alternative proposes restricting ingress/egress between Brewer Lane and Franklin Street/Main Street to right-in and right-out traffic movements only. To prohibit the left-turning movements into Brewer Lane from the westbound Franklin Street and the northbound/southbound Merritt Mill Road approaches, a median barrier should be considered on Main Street at this intersection. With the proposed improvements, traffic on Brewer Lane would be controlled by a Stop sign and traffic on Main Street/Franklin Street/Merritt Mill Road would be controlled by a two-phase traffic signal. The Brewer Lane phase would be removed. With this improvement, the intersection of Franklin Street/Main Street with Merritt Mill Road/Brewer Lane as a whole would operate at Level of Service D or better throughout the day. However, the traffic demand on the northeast bound (Brewer Lane) approach would continue to flow at Level of Service E, during at least one peak period of the day - same as the Existing and No Build Conditions.

This alternative would also require improvements at the intersection of Main Street/Rosemary Street (in the Town of Carrboro): a new westbound left-turning movement to accommodate the traffic flow and circulation back to Brewer Lane. Eastbound on-street parking on Rosemary Street between Main Street and Merritt Mill Road would need to be removed to accommodate the new westbound left-turning lane (fourth travel lane) at the intersection of Main Street with Rosemary Street. The proposed new left-turning movement may require the Main Street/Rosemary Street intersection to be re-aligned to accommodate the turning radius for large trucks making the westbound left-turning movement.



Alternative 'C': This alternative proposes a one-lane roundabout at the intersection Franklin Street/Main Street with Merritt Mill Road/Brewer Lane. This alternative would probably be a long term improvement as it would require acquiring additional right-of-way. The existing traffic signal at this location would be removed and "yield" control would be implemented for vehicles entering the roundabout. No intersection capacity analysis was performed for this alternative.

Table E-5 compares the PM peak hour intersection Level of Service for all of the scenarios analyzed. Detailed synchro capacity analysis reports are attached in the Appendix of the Traffic Impact Analysis Report.

It should be noted that the westbound, northbound and southbound approaches of this intersection are in the Town of Chapel Hill jurisdiction and the eastbound Main Street and northeast bound Brewer Lane approaches are in the Town of Carrboro jurisdiction. Any improvements to this intersection should be coordinated between these two agencies. A more detailed analysis is required before selecting a final recommendation to improve the traffic flow at the intersection of Franklin Street/Main Street with Merritt Mill Road/Brewer Lane.

Conceptual drawings illustrating each of the three proposed alternatives A, B, and C, are also included in the Appendix.

Table E-5.
PM Peak Hour Intersection Capacity Analysis
Mitigation Alternatives

Condition	Overall Intersection Delay (sec)	Level of Service					
		Overall	EB	WB	NB	SB	NE bound (5th leg)
2006 Existing	58	E	C	B	F	C	F
2010 No Build	77	E	D	C	F	C	F
2010 Build	90	F	E	B	F	E	F
Alternative A	39	D	D	B	D	-	F
Alternative B	41	D	D	C	D	C	E
Alternative C	No Analysis was conducted						



Town of Carrboro
Environmental Advisory Board



MEMORANDUM

Date: January 4, 2007
To: Board of Aldermen
From: Environmental Advisory Board (EAB)
Through: D. Will Autry, Environmental Planner
Copy: Marty Roupe, Development Review Administrator
Subject: Greenbridge Courtesy Review Comments from 12/07/06 Joint Courtesy Review

On December 7, 2006, the Greenbridge development proposal was presented for joint courtesy review at Carrboro Town Hall. Based on the presentation, the EAB recommends that the applicant reconsider the reduction in number of smaller units in an effort to meet the community's need for carbon footprint reduction.

The EAB would also like clarification on the location of the project's affordable units in order to determine if the needs of the community are met as proposed.

The EAB commends the applicant's effort to construct such an ambitious green building and urban infill project in this community, and hopes that future projects will look to Greenbridge as a model.

Thank you for considering these comments.

Lauren Elizabeth Goers 1/4/07
Lauren Goers, Chair
January 4, 2007

Attachment E-2

TRANSPORTATION ADVISORY BOARD

RECOMMENDATION

January 4, 2007

SUBJECT: Greenbridge Development (Chapel Hill Courtesy Review)

MOTION: That the Transportation Advisory Board (TAB) recommends that the Carrboro Board of Aldermen request that the Chapel Hill Town Council ensure expansion of that the Greenbridge traffic impact analysis to include traffic impact on the Rosemary Street/Main Street intersection. The TAB believes that analysis of this intersection would be of benefit to both Chapel Hill and Carrboro.

Moved: High

Seconded: Deming

VOTE: **Passed:** 5 – 0: Ayes (Deming, High, Hileman, O'Leary, Perry);
 Noes (None).

Heidi Perry (by KB)
Transportation Advisory Board Chair

1/4/07
Date



TOWN OF CARRBORO

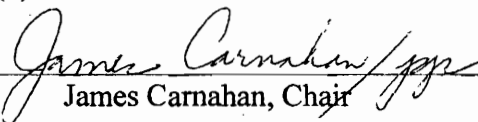
PLANNING BOARD**301 West Main Street, Carrboro, North Carolina 27510**

JANUARY 4, 2007**Comments on Greenbridge Project**

Motion was made by Matthew Barton and seconded by David Clinton that the Planning Board offers the following comments:

- 1) It is a very exciting project; the Planning Board loves the concept and wishes to thank the developers for coming to make a presentation.
- 2) The Planning Board admires the commitment to energy efficiency, time spent working with neighbors, efforts to integrate with existing development, the density, and mix of uses proposed for this project.
- 3) We recommend use of lighter weight facade material (e.g. brick cladding, rather than whole bricks) in order to reduce the structural requirements and associated energy inputs from manufacturing and transport.
- 4) We recommend that the number of on-site affordable units be increased.

VOTE: AYES: (8) Matthew Barton, James Carnahan, David Clinton, Debra Fritz, Lydia Lavelle, Susan Poulton, Mary Rabinowitz, and Ande West; ABSENT/EXCUSED: (2) Seth Chadbourne and Heidi Paulsen; NOES: (0); ABSTENTIONS: (0).

 January 5, 2007
James Carnahan, Chair (date)