

**Obey Creek White Paper**

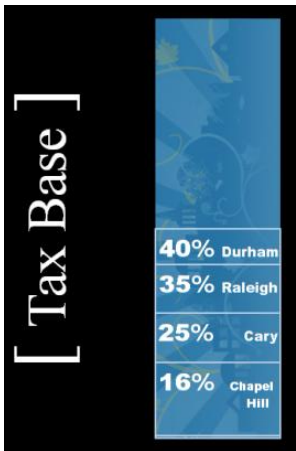
**Affordable Housing, Loryn Clark:**

- Because of the Town's the Inclusionary Zoning ordinance, there will be a requirement that at least 15% of owner occupied units to be affordable to 80% of the median and below. With regards to rental housing, though the Mayor's Committee on Affordable Rental Housing is working on developing policies related to affordable rental housing within market rate developments, there is not a requirement to provide affordable rental housing. However, there likely will be some expectation that the development address affordable rental housing. Timber Hollow has made a proposal that is reasonable, from our perspective. A reasonable proposal that we can support that would provide affordable rental housing voluntarily that would be affordable for 30 years versus the permanent affordability required by the Inclusionary Zoning ordinance. There is also a lot of strong interest in a low income tax credit project (LIHTC) in Chapel Hill. Though we are not currently aware if this site would qualify for the LIHTC program, if it is a possibility that is something that we would encourage the applicant to explore. In some cases, the Council has accepted payments in lieu for affordable housing but I think in this case that there would be a strong preference for units versus a payment because of the location and the amenities in the area. They should not be clustered all in one/corner, rather they should be making well integrated throughout the development.

**Economic Development, Dwight Bassett:**

GENERAL:

There are very real sustainability issues for the level of services currently provided by the Town of Chapel Hill. The Town had a \$ .02 tax increase this year (2014) budget and used \$1.9 million from Fund Balance. There is also a need for an additional \$ .05 - \$ .08 in increases to support needs throughout the Town. We have spent the last five years tightening our belt as a local government unit and have not replaced many staff positions. In order to meet this growth demand, from a monetary stand point, we will either continue to raise taxes or have significant growth in the tax base. The community has had mixed reactions to future development and growth. The new Wal-Mart on 15-501 South will have a direct impact on our ability to attract future new retail tenants to south Chapel Hill and the general market. This business, while located in Chatham County, will capture a large share of our retail market and fund no local benefits. If we lose additional market share to Chatham County we will not be able to re-capture that market share for many decades, if ever.



There is also concern that we have a limited amount of land for future development and that if we do not maximize the opportunities that remain, we will potentially miss the opportunity to gain growth in the tax base. According to national trends, as well as our own research, it does not mean simply allowing something to be built on green-fields, but making sure that we capture the best opportunity to help in alleviating the need for future tax increases for the Town and not losing market opportunity.

RETAIL Market: [Retail Development Strategy](#)

OFFICE Market: [Office Market assessment](#)

HOUSING Study: [Housing Study](#)

**KEY OUTCOMES FROM STUDIES:**

**RETAIL** - We have a significant market gap on what we are capturing and what is available to be captured. Conservative estimates (75% of market) shows 500,000SF in 2010 and 1,000,000SF in 2020. Our market gaps are identified in the Retail Development Strategy.

It would appear, based on market demand, that we have potential for one of three types of centers (as defined in the Retail

- Growth patterns within the Chapel Hill market area show potential for over 1.3 million square feet of new retail over the next 10 years. 400,000 square feet of this amount is latent demand that could be captured immediately.

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**Figure 3.1 Definition of Chapel Hill Trade Area Potential**

Source: ESRI Business Analyst and DCI Analysis

Sub Market	2010 Retail Gap	Estimated Capture Rate	Square Footage 2010	2020 Retail Gap	Estimated Capture Rate	Square Footage 2020
Chapel Hill - Carrboro	\$74,475,758	75%	160,000 - 224,000	\$131,938,384	75%	282,000 - 395,000
East (Durham)	\$(115,283,516)	0%	0	\$27,970,323	25%	20,000 - 28,000
South (Chatham County)	\$52,927,595	75%	114,000 - 159,000	\$101,515,519	75%	217,000 - 305,000
North (Orange)	\$13,846,577	75%	30,000 - 41,500	\$24,227,021	75%	52,000 - 73,000
West (Orange)	\$36,285,228	75%	77,000 - 108,000	\$40,578,927	75%	87,000 - 122,000
Periphery	\$59,477,207	25%	43,000 - 59,000	\$82,618,478	75%	59,000 - 83,000
			423,000 - 592,000			718,000 - 1,000,000

Development Strategy):  
Regional, Lifestyle or Mixed-use.

**OFFICE** – Our Office market absorption rate

**South** - An area across of 15/501 from Southern Village. Also located within the Urban Services Boundary and capable of several hundred thousand feet of development, depending on topography.

This area, if capable of being developed due to topography and other physical constraints, holds strong opportunity for a community or small regional shopping center due to its ability to draw from both Chatham County to the south and western Orange County on Routes 15/501 and 54. It is also well located to capture the market from southern Chapel Hill - including the University of North Carolina. Carrboro is located at a sufficient distance from other major retail centers to make it a feasible location for the expansion of retailers already in the regional marketplace. Estimate: 300,000 to 500,000+ square feet, which due to topographical constraints may be limited.

and demand has not grown dramatically in the last 40 years. Durham and Raleigh have both out-paced Chapel Hill in creating new demand and opportunities. While there is several hundred thousand square feet of approved office space, it is believed that only a small portion of it will be built due to market shifts and exactions as a part of the

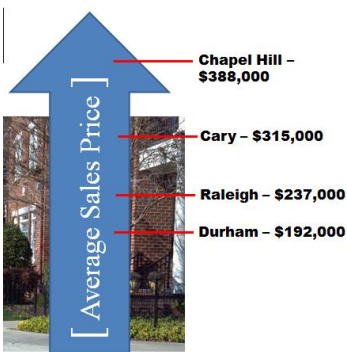
**3.2A HOUSING UNIT AND HOUSEHOLD CHANGE 1990-2000**  
Various Geographies

		Durham County	Orange County	Chatham County	Chapel Hill HMA	Town of Chapel Hill	
1	Households 1990	a	72,297	36,104	15,293	123,694	13,780
2	Households 2000	a	89,015	45,863	19,741	154,619	17,808
3	Total Housing Demand 1990-2000		16,718	9,759	4,448	30,925	4,028
4	Housing Units 1990	a	77,710	38,683	16,642	133,035	14,850
5	Housing Units 2000	a	95,452	49,289	21,358	166,099	18,976
6	New Housing Units 1990-2000		17,742	10,606	4,716	33,064	4,126
11	% Vacancy		5.8%	8.0%	5.7%	6.5%	2.4%
	NOTES						
a.	U.S. Census						
b.	American Community Survey (ACS)						
c.	U.S. Census New Residential Construction Index						
d.	Vacancy Buffer assumes 5% of all Housing Units are vacant at any given time due to time between sales, second homes, unoccupiable/distressed structures, etc.						

development approval process. We have a regional demand to capture as much as 100,000SF per year at a minimum if we work to change our regional reputation and become a "leveled playing field" participant in the region. Between 2010 and today, and relatively little new office space being opened in the last 3 years, we could absorb 300,000SF now and 100,000SF every year following. There are also existing issues related to the current location of office space and the increasing demand in walkable environments. Most of what is available now is not in walkable districts where the current market demand currently exists.

**HOUSING** –

Chapel Hill has a growing unmet demand for multiple



categories of Housing. The low vacancy rate reflects an unmet demand which can continue to affect housing prices until we meet market demand.

This chart reinforces the continuing unmet demand for housing. We are projected to have a demand of roughly

14,500 units in years 2008-2020.

**3.3A PROJECTED HOUSING DEMAND 2008 - 2020**  
Various Geographies

			Durham County	Orange County	Chatham County	Chapel Hill HMA	Town of Chapel Hill		
							Low	Middle	High
1	Population 2008	a	263,048	126,985	63,373	453,406	54,972		
2	Population Projection 2015	b	326,073	141,560	69,434	537,067	57,473		
3	Population Projection 2020	b	336,970	148,559	75,263	561,092	60,437		
4	Average Household Size 2008		2.36	2.34	2.66	2.59	2.22		
6	Estimated Households 2015		138,167	60,496	26,103	224,765	25,889		
7	Household Change 2008-2015		35,551	11,127	3,309	49,986	4,410		
8	% Household Change 2008-2015		35%	23%	15%	29%	21%		
9	Total Housing Demand 2008-2015 (Adjusted for Oversupply)	c	28,813	8,690	1,964	39,468	2,513	3,366	4,219
10	Average Permits Per Year		4,116	1,241	281	5,638	359	481	603
11	Estimated Households 2020		142,784	63,615	28,294	234,693	27,224		
13	Household Change 2008-2020		40,188	14,246	5,500	59,914	5,745		
14	% Household Change 2008-2020		39%	29%	24%	34%	27%		
15	Total Housing Demand 2008-2020 (Adjusted for Oversupply)	c	33,431	11,810	4,156	49,396	3,848	4,701	5,554
16	Average Permits Per Year		2,786	984	346	4,116	321	392	463

NOTES  
a American Community Survey (ACS)  
b North Carolina Office of Budget and Management  
c Oversupply taken from Figure 3.2D

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There is some perception that our greatest needs are only in the affordable and workforce area. The market tells us that we have demand in multiple categories but primarily due to our “slower growth than others areas in the region ,” it is not being fulfilled or built.

4.5B SUMMARY OF LOCAL HOUSING NEEDS  
Chapel Hill, NC

For-Sale Housing	Rental Housing	Workforce Housing	Low Income Housing
Single Family units for households 100% - 175% of AMI	More affordable newly constructed rental units	Rental / For-Sale Units for Households 80%-120% of AMI	Additional Public Housing
Units for Family Households - Low Income to Middle Class - seeking proximity to school system.	Replacement Units for existing rental units likely to redevelop	Units for middle income workforce currently priced out of the market.	Replacement for existing non-subsidized affordable units likely to redevelop
Units for Single Professional Households	Supply of rental units for growing market-rate segment that chooses rental vs. ownership		

**NOTES:**

Economics of Chapel Hill presentation -

<http://www.townofchapelhill.org/Modules/ShowDocument.aspx?documentid=18912>

(Video to above - [http://chapelhill.granicus.com/MediaPlayer.php?view\\_id=9&clip\\_id=1832](http://chapelhill.granicus.com/MediaPlayer.php?view_id=9&clip_id=1832) )

Town Survey (2010 & 2012) findings related to growth -

<http://www.townofchapelhill.org/Modules/ShowDocument.aspx?documentid=18992>

Planning with Economics - <http://www.forbes.com/sites/carlschramm/2013/05/14/its-time-for-city-planners-to-adapt-a-new-model/>

Impact of Development types – 1) <http://dc.streetsblog.org/2013/05/21/taxes-too-high-try-building-walkable-mixed-use-development/#.UZ3mQDXsqY.twitter>

2) [http://citiwire.net/columns/sprawls-hidden-problem-wasting-public-money/?utm\\_source=newsletter&utm\\_medium=email&utm\\_campaign=dispatch](http://citiwire.net/columns/sprawls-hidden-problem-wasting-public-money/?utm_source=newsletter&utm_medium=email&utm_campaign=dispatch)

<http://www.ncsociology.org/sociationtoday/v21/review2.htm> (although an older piece of still informative)

**Engineering and Design Services, Mike Taylor:**

- Provide for complete streets infrastructure. Streets intersecting with US 15-501 may meet the criteria for classification as Collector Streets. For the streets that will function as Collector Street as defined by the Town of Chapel Hill Design Manual provide tree/green lawns, 8 feet wide sidewalks, standard travel lanes, bike lanes, on-street parking on both sides of the streets and room for bus pull-outs and loading zones where applicable. (Bus pull-offs and loading zones should be installed along streets that have a peak hour traffic count of 250 vehicles per hour in the curb side travel lane.) The stormwater drainage design for streets that will function as collector streets must be for the 25 year storm.
  - All other streets may be constructed to Chapel Hill local streets standards. However, every effort should be made to adhere to the complete streets policy. The stormwater drainage design for Local Streets is the 10 year storm. A matrix for street construction and Town approval is advised.
  - The minimum separation between street intersections is 100 feet.
  - Town standard driver sight distance triangles must be provided at intersections and driveways.
  - Consideration should be given to provide bicycle and pedestrian connections to adjacent parcels.
  - Detailed traffic and roadway requirements will be subject to the results of the project Traffic Impact Statement.
  - A maintenance agreement for the developer to provide maintenance of pedestrian and bicycle routes should be considered.
  - Provisions for solid waste disposal should be considered early when developing final plans.
  - Evaluation of existing water supply infrastructure for fire protection.
  - Location of stormwater management infrastructure must be a part of the early development of the plan. Early discussion with our Stormwater Management Engineers is essential.

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- We recommend that the applicant begin to focus on meeting the minimum canopy coverage required for a mixed use development [40%] and be able to indicate in a general way pending specific grading and utility plans how much of the existing canopy will be protected and how much of the 40% minimum will be met by planting new trees.
- We will be interested in whether any streets, sidewalks, bike paths, or open space and associated improvements will be privately maintained or dedicated for public maintenance.
- The street network must take into consideration the accessibility for solid waste collection vehicles.
- Proposed encroachments into the floodplain and RCD should be identified early in the process.

### **Fire Department, Dace Bergen and Dan Jones:**

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- Access/Egress issues, water supply issues, built in protection from fire
- Egress how to get people out of area, neighborhood sheltering capability/community meeting space
- With the addition of potentially 1,000,000 sf of space, the expansion of fire stations 5 resources and space during build out amount of density being kicked around we will need to expand on current site facility equipment and man power
- State review for buildings- Any design of the following type of structures will require plans review by the State which may increase construction time. NC Administrative Codes and Policies; Table 104.1, Group A – greater than 1,000 occupants, Group E - over 2 stories or over 20,000 sf, Group R – over 4 stories or over 100 units/building, Any building over 75' in height(high rise)
- During concept design, pay close attention to NC FPC Ch. 5 and Appendices
- Sprinkler ordinance for Town- Town Ordinance Chapter 7  
<http://library.municode.com/index.aspx?clientId=19952&statelId=33&stateName=North%20Carolina&customBanner=19952.jpg&imageclass=L&cl=19952.txt>

### **Parks and Rec, Bill Webster:**

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Following are our “big issue” comments. Without knowing the details of what is being proposed it is impossible at this stage to know what exactly we might want to suggest in the future.

- Wilson Creek Greenway: We believe that the developer should construct a paved greenway trail from Bennett Road to Wave Road. Because the north and south end of the proposed trail are beyond the project’s boundaries the trail would need to be built in the ROW of Highway 15-501. Within the development we would want to see the trail aligned so that it can attain the best mix of reasonable grades and maximum number of people served. I have attached a very rough map showing one possible alignment. This is not suggested to be a design solution, only an illustrative example of the big picture goal.
- We believe that it is critical that the developer provide a safe means for bicycles and pedestrians to cross Highway 15-501 in order to access the Southern Community Park, the Fan Branch Greenway Trail, and Southern Village. We believe that any such solution should include both signals and pedestrian refugees. Due to the properties very long frontage along Highway 15-501 there should be two such crossings. Ideally one at the southern entrance to Southern Village and the other at Dogwood Acres Drive.
- Depending on the amount and type of residential development there should be a mix of active and passive recreation on site. The active component could be for activities not found at Southern Community Park.

It is our understanding that Wilson Creek is one of the premier watercourses in Town from the perspective of water quality. We believe that the buffer around the stream should be adequate to protect the watercourse as much as is possible.

### **Planning, David Bonk:**

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- Bike and pedestrian access across 15/501 between Southern Village and this site is critical, maybe a bridge or tunnel
- Ramps at 54/15-501 bridge is in trouble at peak hours
- Possibility of 15/501 being more than 4 lanes, pull back their pedestrian facility
- Greenway connections to allow people to avoid the road

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- Internal mix of uses for bike and pedestrian

**Planning, JB Culpepper:**

- Property is outside the city limits, in the Urban Services Boundary and in the Town's ETJ. A key negotiation point will be about the timing of annexation.
- The property is zoned Neighborhood Commercial (NC) and Residential - Low Density-1 (R-LD-1) with 2 overlay zoning districts: Watershed Protection District (WPD) and Resource Conservation District (RCD).
- The designation as watershed protection and resource conservation are reflective of the sensitive nature of the property. The property has stream corridors, federally regulated floodplain, steep slopes, and challenging soils. If it hasn't already been done, I recommend that an up-to-date stream determination occur for the property to determine the nature of the various streams as it relates to the various site constraints.
- Consider vegetative buffer along 15-501 in accordance with the principles of the South 15-501 Discussion Group: Green Gateway
- Bill Webster and I will be following up with the Town Attorney about the recreation area owned by the Town that bisects the property to learn more about any challenges that might present.
- Already mentioned - Bike Plan and the challenges of pedestrian/bikes crossing 15/501.
- I recommend that the Town follow the guidance of the adopted South 15/501 Discussion Group Principles. These were adopted as a component of the Comprehensive Plan in 2012. The 3 items I highlighted from those principles were the Green Gateway concept, emulating the design and height of the Village Core at Southern Village, and recognizing the spirit of the Southern Area Small Area Plan. Preserving and protecting much of the area east of Wilson Creek could help to embrace the spirit of the 1992 Southern Area Small Area Plan.

**Police, Chris Blue:**

Current best practices in incorporating crime prevention through environmental design (CPTED) principals into the planning process have led to some cities writing CPTED into regulatory documents (planning guidelines, not code). We do not have that in place right now so, procedurally, site plans being routed to Police early in the process (as is our practice at TOCH) is also desirable. CPTED officers make comments early and CPTED officers make themselves available to developers/planners for consultation on actions they could take to improve the safety and sense of security in the project.

Pros of this approach: The CPTED advice can be highlighted by developers, elected officials and community members as an example of the comprehensive, measured, and thoughtful approach to the project's design

Cons of this approach: Can add another conflictual element to the planning process and requires give and take (e.g. everyone wants to screen ugly dumpsters, but that is in direct conflict with CPTED principles)

Having CPTED officers consult with developers is a useful idea.

The integration of CPTED training and CPTED officers having a review and advisory role early in the planning process make sense.

Integrating CPTED into design guidelines (rather than regulatory code) could be a long-term objective for us.

The Southern Village sub-station serves as satellite office space for CHPD and, while it is often occupied by officers, it is not staffed 24 hours a day. Officers assigned to patrol the area around Southern Village would also respond to Obey Creek. The Southern Village substation would not have any operational response role. We do not anticipate any additional staffing required responding to Obey Creek, but that could change as the project progresses.

**Public Works Engineering and Design Services, Curtis Brooks:**

- Most buildable section of the site is right by the road so we would anticipate that the wouldn't have much trouble meeting the Towns tree canopy regulations

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- Be aware of what the regulations are in regards to green space
- They need to be aware of the pushback they are going to get from people due to being highly visible from the highway for clear-cutting of trees and land disturbances, Clearly show a map with aerial view of clearing of trees
- Should be forthright with the graphics during the concept plan
- Need to give thought on what they want the appearance to be from the street
- Help people envision what it is and what it's going to look like and why the community would want it.
- Include some areas of retained vegetation along or highway visible from the street pockets or need to offer of something different
- They can use the tree canopy requirements to their advantage to sell the trade off
- Service provision for streets to town standards

### Sue Burke, Stormwater

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The site contains perennial streams, regulatory floodplain, and steep slopes.

The soils are predominantly Louisburg (LoC, LoF). According to the USDA Soil Survey of Orange County, LoF soils:

1. pose "severe" limitations in all categories of Building Site Development (Table 6). (pg. 67)
2. exhibit main limitations for use and management of "...slope, depth to rock [shallow], erosion, and surface runoff" (pg. 18)
3. are "coarse sandy loam" (depth 8-12 inches), weathered bedrock (depth 20-60 inches) as characterized under USDA texture (Table 12 - Engineering Properties and Classifications). (pg. 85)
4. are characterized as friable in all horizons. (pg. 40)

The combination of steep slope, easily eroded coarse soil, and shallow depth to weathered bedrock are generally unsuitable for stormwater infiltration, detention, or retention facilities. Concentrated runoff from unmanaged areas flowing down such slopes, soils, and distances pose a serious risk of concentrating and causing severe erosion rills and sedimentation of the stream. Likewise, sheet flow is likely to concentrate while draining down such areas and also cause erosion and stream sedimentation.

Stormwater management structures cannot be located on, nor can runoff be discharged onto, fill slopes.

Applicable Town regulations include:

Flood Damage Prevention Ordinance - Chapter 5, Article IV Town Code of Ordinances. Any modifications to the floodway or floodplain will require modeling.

Soil Erosion and Sediment Control – Chapter 5, Article V Town Code of Ordinances. Requires erosion and sediment control permit for land disturbance of 20,000 sq. ft. or more. Permit is obtained from Orange County Erosion Control. The Town requires a bond.

Resource Conservation District - §3.6.3 Land Use Management Ordinance. Town's stream buffer regulation.

Watershed Protection District - § 36.4 Land Use Management Ordinance. Limits impervious area to 70% of net land area.

Steep Slopes - §5.3.2 Land Use Management Ordinance. Steep slope restrictions and requirements.

Stormwater Management - §5.4 Land Use Management Ordinance. Requires projects to address water quality, volume and rate.

Jordan Riparian Buffers - §5.18 Land Use Management Ordinance. Regulates activities in and adjacent to the Jordan riparian buffer, which is the first 50 feet measured landward from the top of bank, each side.

Jordan Stormwater Management - §5.19 Land Use Management Ordinance. Adds nutrient (nitrogen and phosphorus) reductions in addition to the Town's stormwater management requirements.

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- Traffic issues (being backed up)
- Potential streets being widen and more street lights
- Ramps to interchanges being increased
- Improve/more turning lanes
- Bike lanes

**Transit, Brian Litchfield/Mila Vega:**

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- High demand area, park and ride in the area is beyond capacity
- Consider how local and express bus service can serve Obey Creek
- Service in the area is at capacity
- Express bus service to Pittsboro passes the proposed development but there is no safe way to pick up/drop off passengers along 15/501
- Current customers should not lose service or be disenfranchised as result of realigning existing service or adding deviations.
- Existing services maybe extended beyond Orange/Chatham county lines
- Look at ways to finance new bus service improvements/amenities to respond to high service demand from the area's employees and student population.
- Review Triangle Transit short range plans to determine if there are any existing plans for new regional connections.
- Existing services, during peak hours are at/beyond capacity. This area does not have evening service, after 7pm, and no weekend service.
- Transit, pedestrian and bike access/connection between Obey Creek and Sothern Village needs to be considered.
- Transit service from Obey Creek to other major destinations within CHT service area.
- Martin Luther King Jr. Boulevard – South Columbia – US 15-501 South Corridor Alternatives Analysis Study
- Options to finance operations and capital associated with the new service to Obey Creek.
- Additional or consolidated Park and Ride.
- Bus service to the proposed LRT station at UNC.

**Existing Transit Service:**

NS and V – Serve Southern Village Park and Ride

- NS <http://www.ci.chapel-hill.nc.us/index.aspx?page=2228>
- V <http://www.ci.chapel-hill.nc.us/index.aspx?page=730>

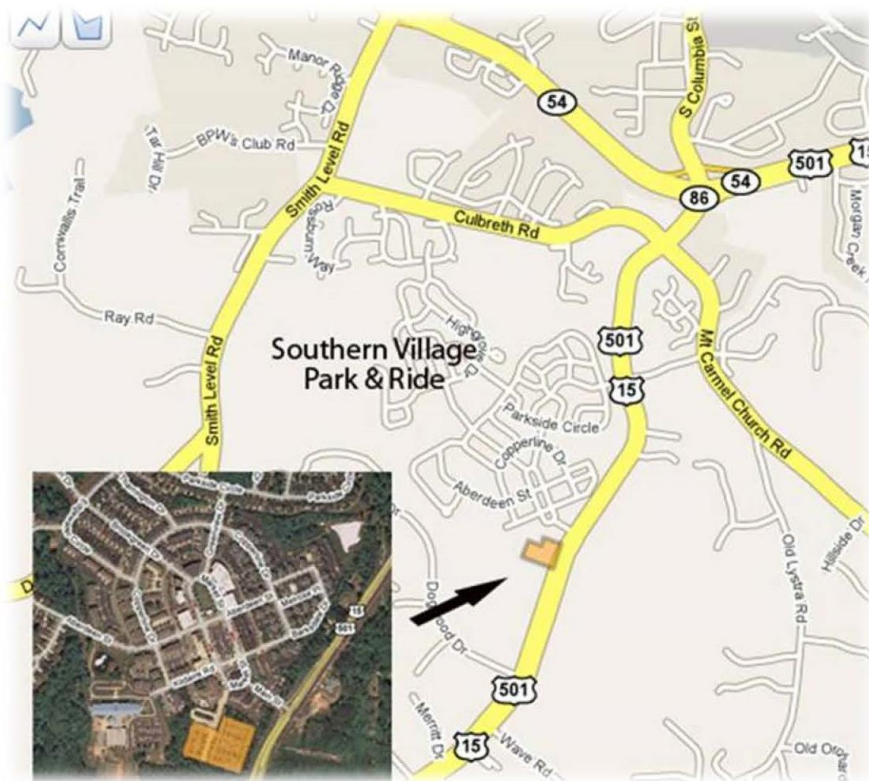
PX – Serves Lowe's (Pittsboro) Park and Ride <http://www.ci.chapel-hill.nc.us/index.aspx?page=1220>

CCX – Serve Chatham County Park and Ride <http://www.ci.chapel-Hill.nc.us/index.aspx?page=708>

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**Southern Village Park and Ride Lot**

Opening Date	August 1995
Number of Spaces	331 (the lot is above capacity during the full service periods)
Service	NS <a href="http://www.ci.chapel-hill.nc.us/index.aspx?page=2228">http://www.ci.chapel-hill.nc.us/index.aspx?page=2228</a> V <a href="http://www.ci.chapel-hill.nc.us/index.aspx?page=730">http://www.ci.chapel-hill.nc.us/index.aspx?page=730</a>



**Points to consider:**

- Additional park and ride at Obey Creek
- Consolidated park and ride at Obey Creek
- Different levels of service with and without Park and Ride presence
- Transit service between Obey Creek and Southern Village



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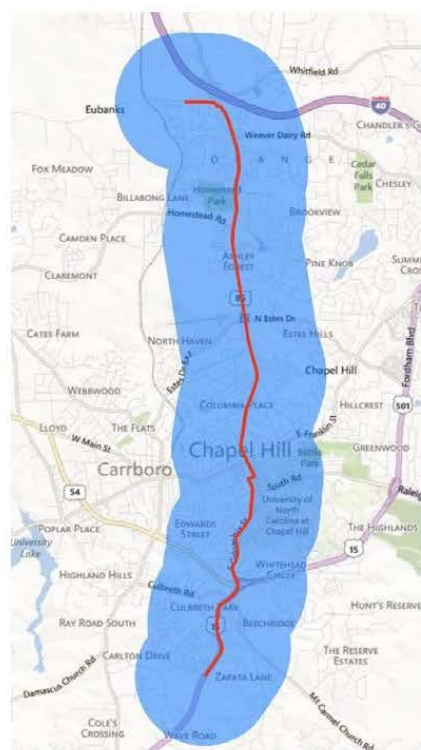
CHAPEL HILL TRANSIT  
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 6900 Millhouse Road  
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[www.townofchapelhill.org/transit](http://www.townofchapelhill.org/transit)

**Martin Luther King Jr. Boulevard – South Columbia – US 15-501 South Corridor  
 Alternatives Analysis Study**

**SUMMARY:** The Alternatives Analysis (AA) Study will examine a variety of public transportation options and alignments and conclude with the identification of a Locally Preferred Alternative (LPA) for the corridor. The study will review transportation corridor from the Eubanks Road Park and Ride to the Southern Village Park and Ride. The study is scheduled to begin in September 2013. The anticipated study timeline is 18 months.

**BACKGROUND:** Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor. Transit service demand will significantly exceed the existing Chapel Hill Transit (CHT) capacity. A higher capacity mode will be needed to achieve operating efficiencies and meet passenger travel time requirements. The study will expand on previous work to identify and evaluate multiple alignments for the corridor and a broad range of service delivery options in order to recommend a Locally Preferred Alternative (LPA) that:



- improves accessibility, frequency, connectivity, reliability, capacity, speed, and convenience;
- improves the level of service and increases ridership to the UNC campus/hospital and provides a necessary connection to the new campus at Carolina North;
- provides access and connection to the proposed UNC Light Rail Station;
- provides more accessible, safe, and comfortable stations/stops with pedestrian connections to activity centers in the corridor;
- supports future development within the corridor and provides benefits to existing neighborhoods, including low income and minority populations; and,

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- generates wide public and stakeholder support and encourages partnerships among agencies, businesses and organizations in the corridor.

**SCOPE:**

1. Public Participation
2. Purpose and Need Statement
3. Scoping
4. Evaluation of Corridor and Initial Alternatives
5. Transit Supportive Development
6. Alternatives Conceptual Design
7. Operational Plans
8. Ridership Estimates and Transportation Impact Assessment
9. Capital, Operating, and Life-Cycle Cost Estimates
10. Social, Economic, and Environmental Impact Evaluation
11. Evaluation and Recommendation of a Locally Preferred Alternative (LPA)
12. LPA Preliminary Design (10%)
13. Conceptual Implementation Plan
14. Study Report

**STUDY COMMITTEES:**

**The Policy Committee** will be responsible for the overall direction of the study and will be comprised of elected, government and organizational officials from the study area. The committee members will provide policy guidance throughout the study process.

**The Technical Committee** will be responsible for advising on technical issues during the study. The committee will be a cross-section of transportation, planning and development professionals from the public and private sectors, community and business leaders and appointed citizens from the Citizens Committee from the study area.

**The Citizens Committee** will consist of citizens and organizations interested in the study from throughout the Chapel Hill Transit service area. The committee will review study information, assist in decision making and provide a citizen's perspective throughout the study process.

**CONTACT INFORMATION:**

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