



CHAPEL HILL TRANSIT  
Town of Chapel Hill  
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## CHAPEL HILL TRANSIT PUBLIC TRANSIT COMMITTEE

### NOTICE OF COMMITTEE MEETING AND AGENDA

**MARCH 28, 2024 – 10:00 A.M. to 12:00 P.M.**

#### CHAPEL HILL TRANSIT – VIRTUAL

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7. Next Meeting – April 25, 2024 (10:00 a.m. – 12:00 p.m. – Virtual Meeting)	
8. Adjourn	

**MEETING SUMMARY OF A VIRTUAL MEETING OF THE PUBLIC TRANSIT COMMITTEE**

**February 29, 2024, at 10:00 AM**

Present: Marie Parker, Interim Town Manager for Town of Carrboro  
Ranee Haven-O'Donnell, Carrboro Town Council  
Jason Merrill, Carrboro Town Council  
Loryn Clark, Town of Chapel Hill Deputy Town Manager  
Camille Berry, Chapel Hill Town Council  
Melissa McCullough, Chapel Hill Town Council  
Theodore Nollert, Chapel Hill Town Council  
Chassem Anderson, UNC Transportation and Parking  
Cheryl Stout, UNC Transportation and Parking

Absent: Gordon Merklein, Associate Vice Chancellor for Real Estate and Campus Enterprises at UNC

Staff present: Brian Litchfield, Transit Director  
Nick Pittman, Deputy Assistant Director  
Tim Schwarzauer, Business Services Manager  
Caroline Dwyer, Transit Planning Manager

Guests: None

1. **Meeting Summary of January 25, 2024.** The meeting summary was unanimously approved.
2. **Employee Recognition** – Tim Schwarzauer was promoted to Business Services Manager.
3. **Consent Items**
  - A. January Financial Report – Provided for Partners information. Approved by Partners unanimously with no questions.
4. **Discussion Items**
  - A. FY 2024-25 Chapel Hill Transit Budget Development – Provided for Partners information.
    - a. Transit has relied heavily on grants and emergency funding in the past. We have no new revenue sources identified for FY25. Don't have exact numbers but could potentially have a 1.4-million-dollar deficit for FY25.
    - b. We are still experiencing challenges in hiring. We have seen increases in pay for admin positions at other entities. The hiring market will continue to be challenging. We have plans in place to continue to Increase mechanic and operators' salaries. We are using relief funding for Carolina Livery to supplement our routes due to hiring shortages.
    - c. Currently exploring fuel contracts.
    - d. Capital investments.
      - Bus purchasing –7-10 buses short of capital replacement plan. Buses on order delivery is 12-18 months out.

- Replacement of DR vehicles.
  - Radio system needs to be replaced.
  - Charging infrastructure – back up power for vehicles and charging stations.
  - Facility upgrades – HVAC repairs, Roof, Fire suppression systems, Camera systems – need repair and replacement.
- e. NSBRT – Plans continue.

**Discussion of items in section 4:**

1. Committee member asked where the money was going to come from for the capital needs that currently don't have funding? Transit is estimating the budget on high end, 70% budget is personnel. Can use lapsed salaries to help cover budget items at the end of the FY – not sustainable over time.
2. Committee member asked about the 7 buses needed for FY25 that there is no dedicated funding for. We have no new grants or funding for those buses. Our capital plan recommends replacing 7 buses per year. We will be submitting applications for requests for buses in both grant cycles for federal funding. We have done well with obtaining this funding in the past. Hopeful that we will only be asking for a local match from local partners.
3. Committee member asked a question regarding revenue generation. Are there other potential ways to generate revenue long term (other than grants). Transit does not have the ability to levy taxes or issue bonds. This must be explored jointly between Town of CH & Carrboro and is a longer-term conversation at Town Manger level. Regionally the ½ cent sales tax is currently tapped out.
4. We don't use grant money for budgeting purposes because it is sporadic and dependent on administration in DC. State funding is allocated based on performance and service metrics on a state level. Long term as other entities expand service, we will receive less of this state funding. We must advocate to increase overall state funding.
5. Committee member asked about staffing concerns and if the partners are solely responsible for this cost. Yes, partners bear the full cost of staffing. It is 70% of our budget and it is difficult to find money for staffing elsewhere.
6. Committee member asked can we offset the number of buses needed to accommodate salary needs. No. We need to obtain as much federal funding as possible to take care of capital needs. Debt financing agreements may be another option.
7. Committee member asked about student drivers. We are working hard to attract a large range of people to operate buses including universities in the region. Not seeing many results on this front. Currently have 1 student on payroll. Demographics of students and parents show a different need/not need for student driver programs/success.
8. Committee member expressed concern that no money is being put aside for capital needs. When we come in under budget by service/etc. we "refund" the partners. Can we bank this money moving forward for these other capital expenses. Two previous years the partners agree to put aside money for NSBRT and Capital Match for Grants and DR vehicles. We need longer term discussions about how to use this money. Committee member wants to be intentional about a capital needs plan.
9. We cannot reduce service and personnel to free up money. This indicates that we are not able to handle new/larger projects like NSBRT. Transit is crucial to

the Complete community Initiative.

10. Committee member asked about route discontinuation based on performance standards. We review and adjust routes annually. We have not cut service because of performance. 2018-2019 we had to make reductions. Many adjustments were made during covid. Currently running 92% pre-covid about 8% short. As we add operators, we add those trips back in.
11. Committee member asked about on time performance numbers and goals. We monitor with real time info system (moment to moment as well as route overview). New GMV system is working well. Ridership is slowly returning to pre-pandemic level. University games negatively impact our on-time performance numbers, must be manually adjusted.
12. EZ Rider advisory board to partners committee had one open position. One applicant was received and reviewed, ready for partners approval. Approved by Partners.

- B. Holiday Schedule for Calendar Years 2024-25 – Provided for Partners information. Approved by Partners.

**5. Information Items**

- A. Triennial Review Update - Provided for Partners information.
- B. Grant Update - Provided for Partners information.

**6. Departmental Monthly Reports**

- A. Operations – Provided for Partners information.
- B. Community Outreach – Provided for Partners information.
- C. Planning – Provided for Partners information.
- D. Director - Provided for Partners information.
  - a. 7 electric buses just arrived, 7 buses on order.
  - b. Transit has been approached regarding the property on the other side of Millhouse across the railroad tracks. There is no access to this land, and it is not usable to us. We cannot profit from the land sale as it was purchased with federal money. Partners will review before any action is taken.

7. **Next Meeting** – March 28, 2024 (10:00 a.m. – 12:00 p.m., Virtual)

**8. Adjourn**

The Partners set a next meeting date for March 28, 2024
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**3A. February Financial Report**

Prepared by: Nick Pittman, Assistant Director

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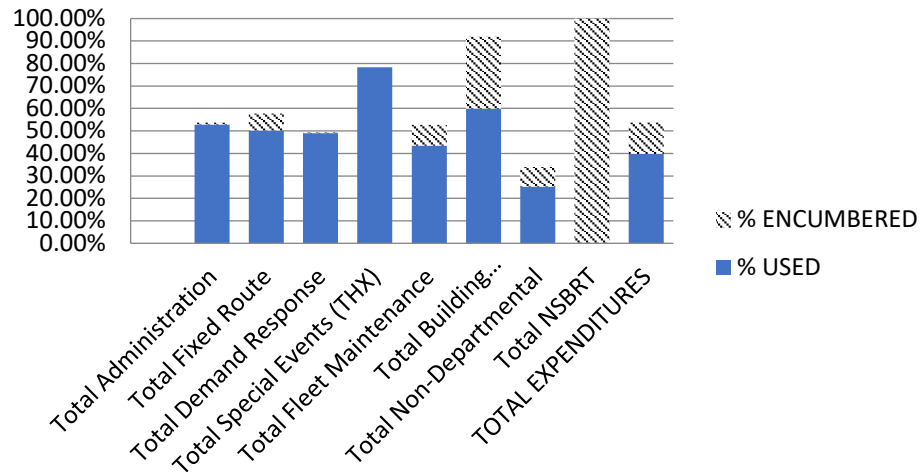
**February 2024**

- Expenses for the month of February were \$2,130,890. This aggregation of expenses and encumbrances for the first eight months of the fiscal year is consistent with years past and is perfectly in line with what we would expect at this point in the year.
- The attached data exhibits the financial information by divisions and should be a useful tool in monitoring our patterns as the year progresses, and is a high-level representation of the data used by our division heads.

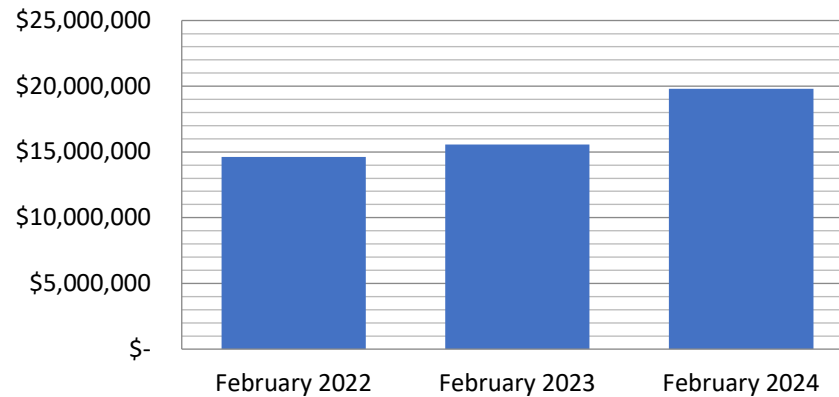
**Transit 640 Fund Budget to Actual at end of February 2024**

	ORIGINAL BUDGET	REVISED BUDGET	ACTUAL YTD EXPENSES	ACTUAL MONTH EXPENSES	CURRENT ENCUMBRANCES	BALANCE AVAILABLE	% USED OR ENCUMBERED Feb	% USED
							66.67%	
Total Administration	\$2,450,306.00	\$2,664,696.00	\$1,407,449.18	\$148,625.71	\$24,747.82	\$1,232,499.00	52.70%	52.82%
Total Fixed Route	\$16,508,744.00	\$18,927,671.00	\$9,501,655.25	\$1,027,765.20	\$1,430,300.03	\$7,995,715.72	57.80%	50.20%
Total Demand Response	\$2,659,688.00	\$3,161,470.00	\$1,547,671.95	\$190,196.69	\$14,230.59	\$1,599,567.46	49.40%	48.95%
Total Special Events (THX)	\$311,364.00	\$311,364.00	\$243,758.55	\$38,664.51	\$0.00	\$67,605.45	78.30%	78.29%
Total Fleet Maintenance	\$5,342,805.00	\$5,453,998.00	\$2,373,658.20	\$242,483.10	\$496,923.76	\$2,583,416.04	52.60%	43.52%
Total Building Maintenance	\$914,611.00	\$1,927,713.00	\$1,155,803.10	\$198,820.50	\$614,664.13	\$157,245.77	91.80%	59.96%
Total Non-Departmental	\$3,962,372.00	\$14,267,262.00	\$3,588,421.32	\$284,334.52	\$1,253,734.86	\$9,425,105.82	33.90%	25.15%
Total NSBRT	\$0.00	\$3,030,555.00	\$0.00	\$0.00	\$3,030,555.00	\$0.00	100.00%	0.00%
<b>TOTAL EXPENDITURES</b>	<b>\$32,149,890.00</b>	<b>\$49,744,729.00</b>	<b>\$19,818,417.55</b>	<b>\$2,130,890.23</b>	<b>\$6,865,156.19</b>	<b>\$23,061,155.26</b>	<b>53.60%</b>	<b>39.84%</b>

**CHT February 2024 YTD Expenses as % of Budget**



**CHT Total YTD Expenses - Previous Years Comparison**



**DISCUSSION ITEM**

March 28, 2024

4A. FY 2024-25 Chapel Hill Transit Budget Development Update  
Action: 1. Receive information and provide staff with feedback.

Staff Resource: Nick Pittman, Assistant Director  
Tim Schwarzauer, Business Services Manager  
Brian Litchfield, Director

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- Please see attached draft presentation. The final presentation, including a recommendation on Partner contributions for FY 2024-25 will be shared at the March 28, 2024, Partners' Meeting.

# (DRAFT) Chapel Hill Transit Fiscal Year 2024-25 Budget Presentation (DRAFT)

March 28, 2024





# Department Goals & Priorities

- ❖ Continue to return service from COVID/staffing reductions
- ❖ Operator/Maintenance Pay, Recruitment and Retention
  - Additional compression work – step-based plan for skill-based positions
- ❖ Supervisor Training and Development Training for Managers
  - Succession planning and development
- ❖ Bus stop improvement projects and support Vision Zero
  - Construction Bid/NC54 Improvements with NCDOT and Carrboro
- ❖ North South Bus Rapid Transit
  - Project Rating/Full Funding Grant Request/State Funding
  - NSBRT - Substantially complete 60% design
- ❖ Continue to explore on route charging for electric vehicles
- ❖ Continue Art in Transit Collaboration



# Key Budget Issues for FY 2025 & Beyond

- ✓ Costs up, things break and are getting old
- ✓ Labor market challenges continue
- ✓ Staff stress high and capacity low
- ✓ State and federal contributions flat
- ✓ Out of space – zero emission infrastructure
- ✓ No new service and no new capital
- ✓ The list goes on, but we'll stop here



# Adjustments Since Last Time

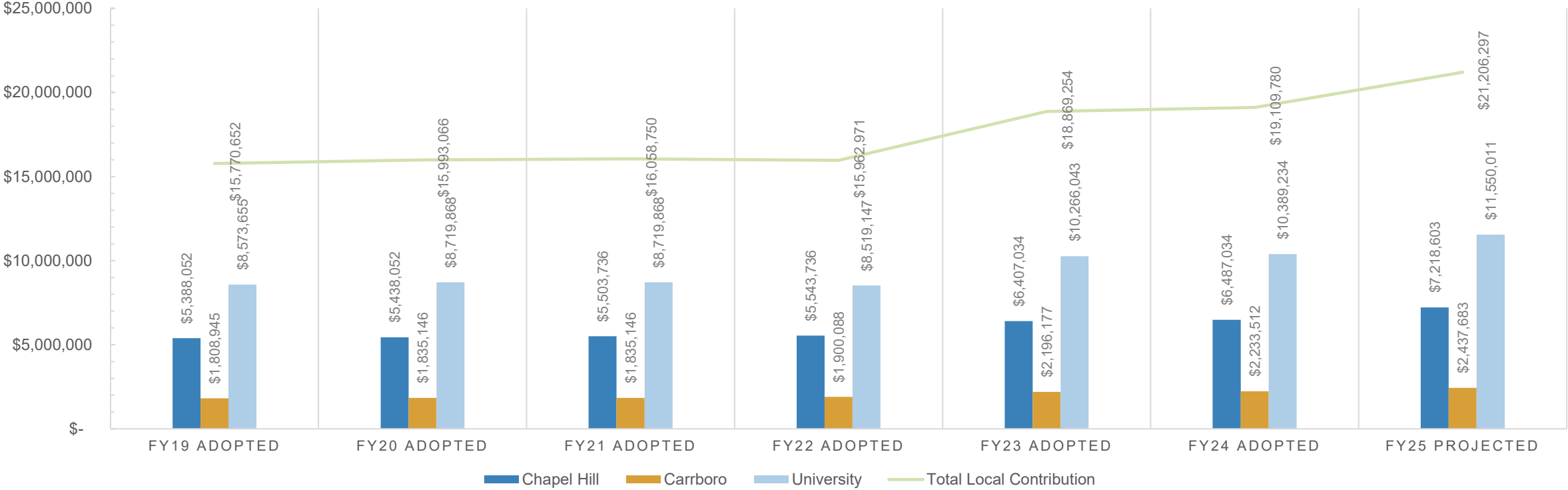
- ❖ Key Expense Areas Finalized – some adjustments may occur
- ❖ Salary Adjustments (expense) = \$832,000
- ❖ Utilities Increased (expense) = \$55,000
- ❖ Orange County Transit Plan Revenue Increased = \$632,069
- ❖ Interest Income Increased (revenue)
- ❖ Fuel Contract Finalized (1/2-year needs)

# FY25 Budget Estimate (DRAFT)

	Current Year Allocation	Potential FY25	Difference	FY25 Capital Plan Projection
Town of Chapel Hill	\$6,478,034	\$7,218,603	\$740,569	\$7,912,000
Town of Carrboro	\$2,233,512	\$2,437,683	\$234,171	\$2,640,000
University	\$10,676,519	\$11,550,011	\$873,492	\$12,510,000

# Partner Contributions (DRAFT)

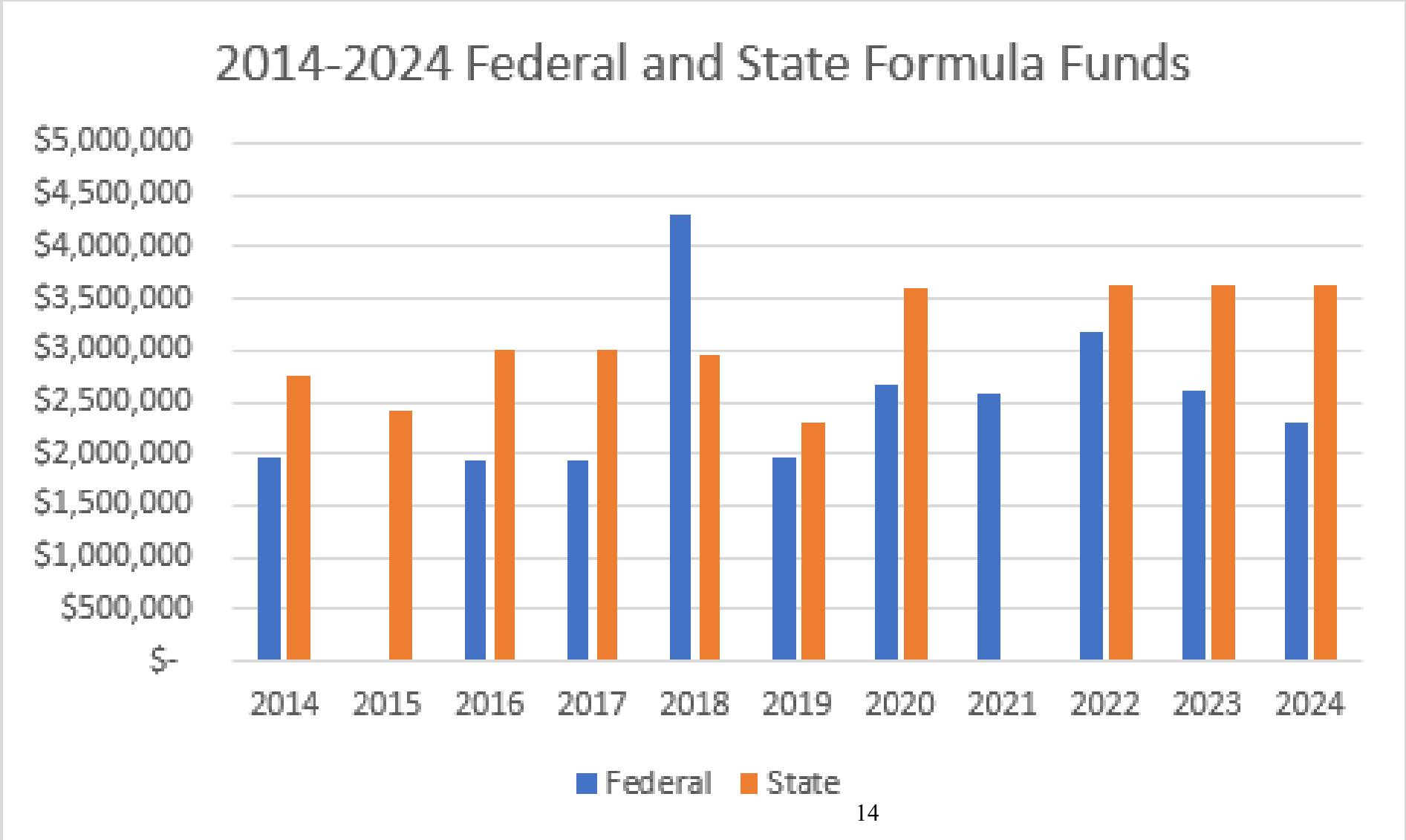
PARTNERS CONTRIBUTIONS BY YEAR



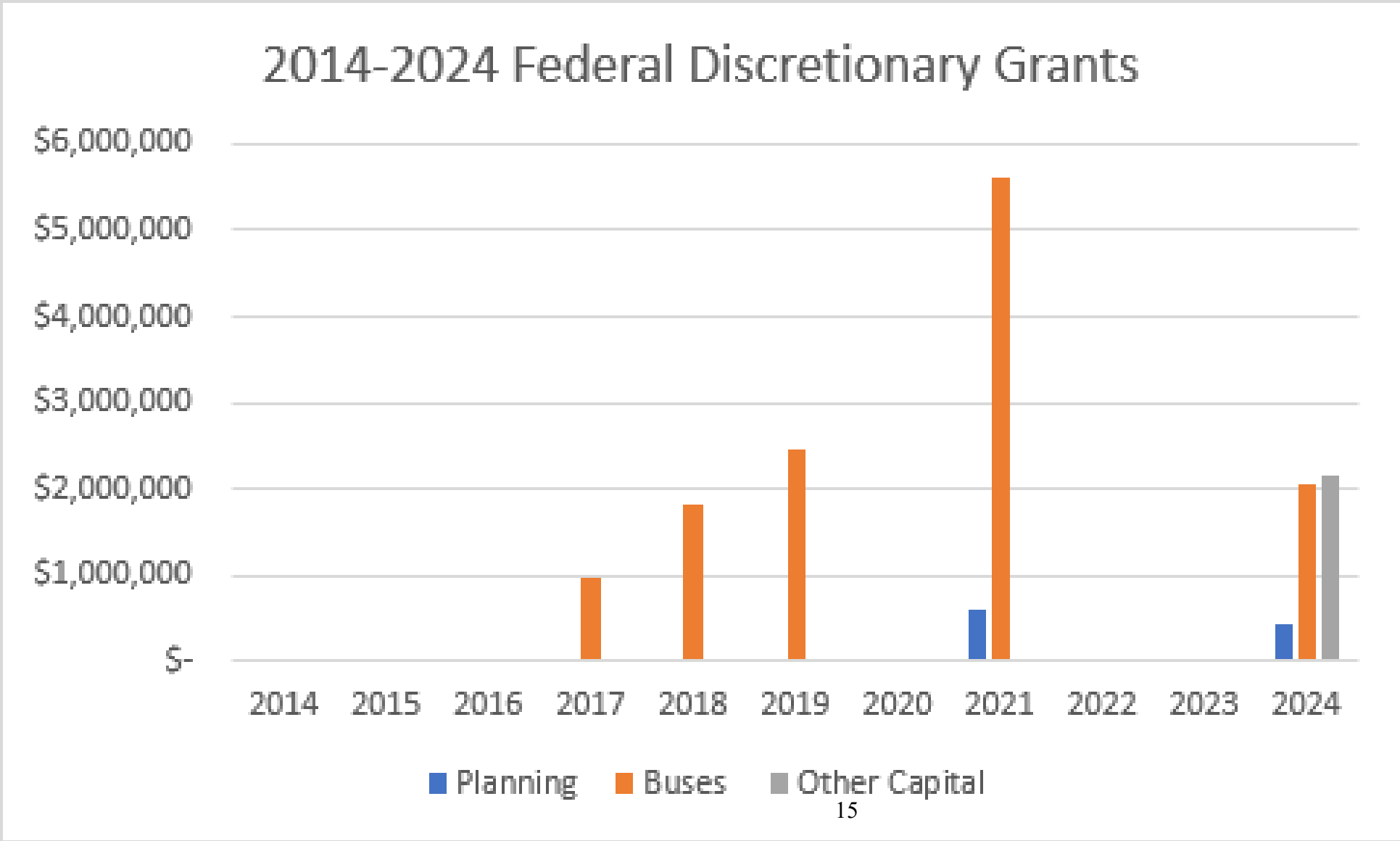
# Examples of Cost Increase

Part Description	2019 Price	Current Purchase Price	% Change
Rear Suspension Air Bag	\$67.99	\$91.69	34.86%
Oil Filter	\$16.00	\$19.75	23.44%
Fuel Filter	\$12.78	\$15.20	18.94%
Diesel Oil	\$1.99	\$2.34	17.59%
Generator	\$1,324.00	\$1,499.00	13.22%
Injector	\$600.77	\$775.85	29.14%
Power Steering Hose	\$67.86	\$143.55	111.54%
Rear Brake Drums	\$187.63	\$256.97	36.96%
Water Pump Belt	\$12.37	\$15.09	21.99%
Air Conditioner Belt	\$29.85	\$41.62	39.43%
Mirror Assembly	\$751.27	\$977.76	30.15%
Demand Response Vehicle Tire	\$139.68	\$246.90	76.76%
Diesel Bus	\$458,944	\$590,000	28.55%
Demand Response Vehicle	\$64,720	\$110,000	69.96%
Engine Replacement	\$25,000	\$67,162	168.64%

# Federal/State Funds



# Federal Discretionary Grants





# FY16-26 Capital Plan

	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	Totals
Need to purchases (capital plan 2019)	16	6	6	7	6	6	6	7	7	7	7	81
Funded	0	16	6	11	5	0	3	8	15	3	0	67
+/-	16	6	6	2	3	9	12	11	3	7	14	

# FY25 Budget Estimate (DRAFT)

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Note – Chapel Hill Contribution \$250,569 above revenue generated by .5 levy rate increase. This will require reductions to all Partner contributions and the use of fund balance or other options to balance budget.

# Budget Recommendation for FY 2025

DRAFT - FINALIZING SLIDE WITH PARTNER CONTRIBUTIONS ASSUMING A .5 LEVY RATE FOR CHAPEL HILL AND PROPORTIONAL INVESTMENTS FOR UNIVERSITY AND CARRBORO. THIS WILL BE LESS THAN THE BUDGET ESTIMATE AND REQUIRE USE OF FUND BALANCE TO BALANCE BUDGET

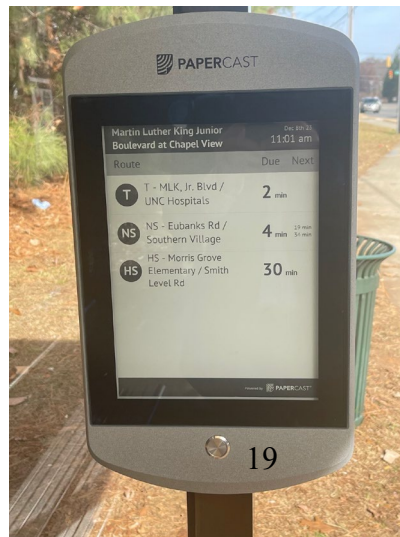
- Other Options
  - Fund Balance/Lapsed Salary - \$1,709,776
  - Service Reductions (requires public hearings and has cascading impacts)

# Adds for FY 2025

## Positions\*-

- Transit Planner- Staff to assist with data reporting and service implementation
- Bus Stops Amenities Technician – Staff to assist with the maintenance and upkeep of bus stop amenities.

\*Positions funded through the Orange County Transit Plan



# Next Steps

- April 15 – Budget Work Session
- April 25 – Partners Meeting
- May 1 – Presentation of Manager’s Recommended Budget
- May 8 – Budget Work Session
- May 15 – Budget Public Forum
- June 5 -- Adoption of FY24-25 Budget







**4B. Chapel Hill Transit 50<sup>th</sup> Anniversary**

Staff Resource: Caroline Dwyer, Transit Planning Manager  
Emily Powell, Community Outreach Manager

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**Overview**

Staff are beginning discussions for acknowledging and celebrating CHT's 50<sup>th</sup> anniversary in August 2024. A planning committee is being formed to lead this effort. CHT staff want to engage all the whole community in this celebration and invite the Partners Committee to share ideas for achieving our goals.

## Assessment of Land Use and Economic Development Effects November 2023

North-South Bus Rapid Transit	
Project Location:	Chapel Hill, North Carolina
Lead Agency:	Chapel Hill Transit
Project Status:	Small Starts Project Development
<i>Date of entry into PD:</i>	November 2016

### A. RATINGS

#### RECOMMENDED RATINGS

**LAND USE** – Medium-Low

- **Existing Land Use** – Medium-Low

**ECONOMIC DEVELOPMENT EFFECTS** – Medium

- **Plans and Policies** – Medium
- **Performance and Impacts** – Medium
- **Affordable Housing** – Medium-High

#### RECOMMENDED SUBFACTOR RATINGS

	LAND USE	ECONOMIC DEVELOPMENT EFFECTS						
	Existing Land Use	Plans and Policies				Performance and Impacts		Afford. Housing
		Growth Mgmt.	Corr. Policies	Zoning Regs.	Tools to Implement	Perf. of Policies	Potential Impact	Afford. Housing
Nov 2021	2	N/A	2	2	2	3	3	4
Nov 2023	2		4	2	3	3	3	4
Change	0		+2	0	+1	0	0	0



**REASONS FOR CHANGES**

<b>Factor</b>	<b>Comments</b>
<b><i>Land Use</i></b>	
Existing Land Use	No change.
<b><i>Economic Development</i></b>	
Growth Management	No change.
Transit-Supportive Corridor Policies	The Town has updated and drafted several plans and policies that encourage corridor and station area development. The NSBRT is discussed and cross referenced in plans and strategic documents on the regional, corridor, and neighborhood level. Transit-oriented development guidelines and plans are mostly still in development, but nevertheless influence other planning documents in anticipation of their wide adoption. The town highlighted the densities for station areas that support transit-oriented development opportunities. The densities range from 7.5 dwelling units per acre (du/ac) to 132 du/ac. There are several planning documents that recommended urban frontages and methods to control speeds to protect the pedestrian experience along corridors. The Town has made several efforts to audit their pedestrian and bicycle infrastructure to identify areas of improvement. Many of the gaps are located in station areas and the Town has plans to prioritize these areas for improvements and enhancements. The public works manual has been updated to ensure multimodal designs are considered when constructing new facilities, and plans make an effort to connect pedestrian systems and station areas. The Town has also updated its parking policies resulting in eliminating parking minimums for two-family dwelling units. Furthermore, the Town’s Transit-oriented Development plan recommends parking policies that encourage denser development.
Zoning Regulations	No change.
Tools to Implement Land Use Plans	The Town proactively meets with the regional business community on planning topics which impact the corridor and station areas. Land use planning has received extensive public engagement and the transit-oriented development plan development has received moderate engagement. The Town now provides regulatory incentives to support transit-oriented development with density bonuses, requirements for transit infrastructure near transit services, and parking reductions near station areas. The Town also conducted extensive outreach for their land use map update and transit-oriented development plan, which had a focus on the NSBRT corridor. However, there are still opportunities to engage with community organizations on zoning, station area development designs, and identifying capital improvements for funding.
Performance of Land Use Policies	No change.
Potential Impact of Transit Investment on Land Use	No change.
Tools to Maintain or Increase Share of Affordable Housing	No change.

**SIGNIFICANT NEW INFORMATION SUBMITTED**

<b>Factor</b>	<b>Comments</b>
General Project Information	Updated the number of stations.
<b><i>Land Use</i></b>	
Existing Land Use	Updated figures for population, employment, and density. Updated proportion of existing legally binding affordability restricted housing in the corridor compared to the proportion of legally binding affordability restricted housing in the counties through which the project travels.
<b><i>Economic Development</i></b>	
Growth Management	N/A
Transit-Supportive Corridor Policies	Added updated information on the Future Land Use Map (2023) and other transportation planning efforts that relate to the corridor and the station areas. Added recommendations from the transit-oriented development guidebook and plan that touch on pedestrian- and bicycle-friendly building and street designs. Added changes to the public works design manual, which directs design standards to consider multimodal design features.
Zoning Regulations	Added new information from the Land Use Management Ordinance. In particular new information from the Land Use Management Ordinance that discusses voluntary transfer of development rights. As well as the clarification that TC-3 districts have no parking minimums.
Tools to Implement Land Use Plans	Noted additional public meetings on the NSBRT project and other transportation related projects. Added several regulatory tools and policies that deal with density bonuses and Tax Incremental Financing.
Performance of Land Use Policies	Added several new projects in development within the corridor and station areas.
Potential Impact of Transit Investment on Regional Land Use	Updated land use and economic baseline numbers for the corridor and region.
Tools to Maintain or Increase Share of Affordable Housing	Updated figures on several affordable housing projects. Added information on the Town’s inclusionary zoning policy and how the Land Use Management Ordinance, and TOD Guidelines help with establishing affordable housing guidelines. Added several new projects with affordable housing while removing a few others that ultimately did not pursue adding units that were considered affordable housing. Added information on the recently passed \$10 million bond and \$9.1 million set aside from the Town for adding and preserving affordable housing.

New information or changes are in bold text below.

## **B. PROJECT OVERVIEW**

### **PROJECT DESCRIPTION**

The North-South Bus Rapid Transit (**NSBRT**) is a proposed 8.2-mile project that comprises **17** stations, including a one-way pair in the central area. The route travels along one of the Town of Chapel Hill’s busiest corridors. It begins in the north at Eubanks and Martin Luther King Jr. Boulevard (MLK) and ends near the Southern Village mixed use development.

### **CORRIDOR DESCRIPTION**

The proposed corridor stretches from the north end of Chapel Hill (near the intersection of Route 86 and I-40), runs along MLK Boulevard, and ends at Southern Village on US-501. The northern and southern termini are park and ride facilities, with five stops in the middle of the route serving downtown Chapel Hill and the University of North Carolina (UNC) Chapel Hill. It is the Town’s major corridor, used by residents, pedestrians, commuters, and students.

The proposed **17** stations are located at:

- Eubanks Road Park and Ride
- Weaver Dairy
- New Stateside
- Homestead
- Northfield
- Piney Mountain
- Estes
- Hillsborough
- **Longview**
- Franklin
- Cameron
- Pittsboro/Credit Union
- Carrington Hall
- Manning/East
- NC-54
- Culbreth
- Southern Village Park and Ride

The land use in the project corridor varies from dense, urban blocks with sidewalks to suburban, large lots with limited sidewalks, to rural areas. The areas surrounding the termini of the line are automobile-oriented and though sidewalks are sometimes provided, the built environment is not pedestrian-friendly due to the many travel lanes and surface parking lots.

The existing corridor includes **32,000** estimated jobs, with high trip generators including UNC-Chapel Hill, UNC Medical Center, Dean Smith Center, and Kenan Stadium.

### **DESCRIPTION OF LOCAL AGENCIES**

Agencies involved in the project include:

- Town of Chapel Hill – The Town is the project sponsor through Chapel Hill Transit, a department of the town government that will also operate the BRT system. The Town has land use planning

and regulatory authority, including in the Extra Territorial Jurisdiction (an area of Orange County outside of the Chapel Hill corporate limits), which covers some of the station areas.

- Orange County – Coordinating partner for transportation planning and projects.
- Triangle J Council of Governments (TJCOG) – Planning and community engagement partner.
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) – Local metropolitan planning agency.
- North Carolina Department of Transportation – State department of transportation with control over state roads which are included in this corridor.
- University of North Carolina – Public university in Chapel Hill and a significant landowner in the project corridor and source of population and employment.

<b><i>D. QUANTITATIVE DATA SUMMARY</i></b>	
<b>Data</b>	<b>Current Year (2022)</b>
Metropolitan Area	
Total Population	<b>595,143</b>
Total Employment	<b>345,559</b>
Central Business District	
Total Employment	<b>25,171</b>
Employment Density (employees/sq. mi.)	<b>23,787</b>
Corridor	
Total Population	<b>29,286</b>
Total Employment	<b>32,533</b>
Total Land Area (Square Miles)	<b>8.4</b>
Population Density (Persons per Square Mile)	<b>3,486</b>
Employment Density (Jobs per Square Mile)	<b>3,873</b>
All Station Areas	
Total Population	<b>26,923</b>
Total Employment at New Project Stations	<b>31,886</b>
Employment at Existing Stations Along the Line	-
Total Land Area (Square Miles)	<b>7.3</b>
Population Density (Persons per Square Mile)	<b>3,671</b>
Employment Density (Jobs per Square Mile)	<b>4,348</b>
Affordable Housing	
Proportion in All Station Areas	<b>3%</b>
Proportion in All Counties in Which Stations are Located	2%
Ratio, Proportion in All Station Areas to Proportion in All Counties in Which Stations are Located	<b>1.4</b>

<i><b>CI. DETAILED ASSESSMENT OF LAND USE</b></i>	
<b>I. EXISTING LAND USE</b>	
<b>a. EXISTING LAND USE</b>	<b>Rating: Medium-Low</b>
<b>Existing corridor and station area development</b>	<ul style="list-style-type: none"> <li>• The Town of Chapel Hill’s North–South Bus Rapid Transit (BRT) is the planned 8.2-mile line along one of the town’s busiest and most vital thoroughfares stretching from Eubanks Road in the north to the Southern Village district in the south. As the region’s first BRT system, the NSBRT will connect employees, students, residents, and visitors to regional connections and local destinations.</li> <li>• The existing land use in the project corridor is mostly suburban, with larger residential buildings around UNC’s campus and the Town Center. Overall, 46% of the station area is residential land use, 15% is university use, and 11% is various commercial, institutional, or mixed use. The corridor’s high trip generators include the University of North Carolina – Chapel Hill, UNC Medical Center, Dean Smith Center, and Kenan Stadium.</li> <li>• The station areas have an average population density of <b>3,671</b> persons per square mile, which corresponds to a MEDIUM-LOW rating based on FTA thresholds. The stations would serve <b>31,886</b> jobs, which corresponds to a LOW rating based on FTA thresholds.</li> </ul>
<b>Existing corridor and station area development character</b>	<ul style="list-style-type: none"> <li>• <b>Eubanks Road Park &amp; Ride:</b> The station character is changing from a simple collector Park &amp; Ride to a mixed-use station at a regional crossroads.</li> <li>• <b>Weaver Dairy:</b> The land use is 48% residential, including low, medium, and high densities, 10% commercial (retail), 8% office, and 4% institutional. There is also 10% undeveloped land.</li> <li>• <b>New Stateside, Homestead, Northfield:</b> These three stations have a stronger residential character, with 59% <b>of the current land use across all three areas being residential</b>, most of which is single-family neighborhoods, though a few <b>newer higher-density multi-family developments</b> are present. There is also a cluster of manufactured housing on the eastern side of MLK Blvd adjacent to Northfield Station. Open space and institutional uses (including university) largely round out the land use mix.</li> <li>• <b>Piney Mountain, Estes:</b> These station areas include the large university landholdings (39% total, including former <b>Horace Williams Airport</b>), as well as other institutional uses (10%). A third of the <b>station</b> area is residential—primarily low-density—though there is some <b>higher-density residential development adjacent to MLK Blvd</b>. The UNC “RR” <b>permitted</b> lot, which is a large student parking lot, is located just outside of the station area along Estes Drive.</li> <li>• <b>Hillsborough, Longview:</b> This station area is residential in nature (<b>81%</b> total), chiefly low-density to the north and higher densities closer <b>to</b> downtown Chapel Hill. The station areas include the popular Bolin Creek Greenway, which is frequently used by pedestrians and bicyclists. The R7 parking lot, which is a UNC employee parking lot, is also located in the station area.</li> <li>• <b>Franklin, Cameron, Pittsboro/Credit Union, Carrington Hall:</b> <b>The combined station area encompasses much of downtown and UNC’s main campus (49 percent). Franklin Station is situated in the Town Center (7 percent) which is the highest-density area of Chapel Hill and has a vibrant mix of commercial and low- to medium-density residential land uses (30%). Franklin Street includes a dense mix of restaurants and shopping, which attracts travelers.</b></li> <li>• <b>Manning East:</b> Manning East station serves <b>hospitals at UNC Medical Center</b>. The remainder of the territory is generally low-density residential on the fringes of the hospital complex. Two large parking decks are available for patient and visitor parking.</li> <li>• <b>NC54, Culbreth:</b> These combined station areas are primarily residential and parklike in nature, though they are bisected by NC Route 54. About <b>53%</b> of the land is residential</li> </ul>

	<p>(mostly single-family homes), and 10% is institutional (schools, churches, and public services).</p> <ul style="list-style-type: none"> <li>• <b>Southern Village Park and Ride:</b> Currently 15% of this station area is undeveloped, 41% is residential, 24% is open space, and 6% is commercial, mixed use, or institutional. The Southern Village Park &amp; Ride has 400 parking spaces. There are also park and recreational facilities to the south of the proposed station. East of the corridor is a significant amount of developable land.</li> </ul>
<p><b>Existing station area pedestrian facilities, including access for persons with disabilities</b></p>	<ul style="list-style-type: none"> <li>• Sidewalk availability varies along the corridor, with some gaps in connectivity towards the northern and southern termini, and continuous sidewalks in the station areas in downtown Chapel Hill.</li> <li>• <b>Eubanks Road Park &amp; Ride:</b> Sidewalks are present to connect the neighborhood just south of the Park &amp; Ride to the transit station. Sidewalks have also been added along Eubanks Road. <b>In 2023 the Town installed ADA curb ramps and sidewalk connections at the Eubanks Park and Ride lot in the southeast portion of the lot.</b></li> <li>• <b>Weaver Dairy:</b> Sidewalks and bicycle lanes are present on both sides of Weaver Dairy Road as well as Martin Luther King Jr. Blvd approaching the transit station.</li> <li>• <b>New Stateside, Homestead, Northfield:</b> Roadways on the western side of MLK Blvd connecting to the stations have sidewalks on at least one side of the roadway, while roadways on the western side of MLK Blvd are not currently equipped with sidewalks.</li> <li>• <b>Piney Mountain, Estes:</b> Estes Drive does not currently have sidewalks or bike lanes to connect the parking lot to the proposed Estes transit station.</li> <li>• <b>Hillsborough, Longview:</b> These station areas include the popular Bolin Creek Greenway, which is frequently used by pedestrians and bicyclists. <b>In 2022 the town reconstructed ADA curbs at MLK Blvd. and Hillsborough Street.</b></li> <li>• <b>Franklin:</b> The application does not explicitly state the presence or condition of sidewalks in this station area, but Google Street View reveals that there are sidewalks within the station area.</li> <li>• <b>Cameron, Pittsboro/Credit Union, Carrington Hall:</b> Sidewalks are present and these station areas experience high levels of pedestrian traffic due to the proximity to UNC’s academic buildings.</li> <li>• <b>Manning East:</b> The application does not explicitly state the presence or condition of sidewalks in this station area, but Google Street View reveals that there are sidewalks within the station area.</li> <li>• <b>NC54, Culbreth:</b> The application does not explicitly state the presence or condition of sidewalks in the station area, but Google Street View reveals that there are limited sidewalks in the area, with limited opportunities for pedestrian crossing, specifically at the intersection of NC54 and Culbreth Road.</li> <li>• <b>Southern Village Park and Ride:</b> The application does not explicitly state the presence or condition of sidewalks in the station area, but Google Street View reveals that there are sidewalks within the station area.</li> </ul>
<p><b>Existing corridor and station area parking supply</b></p>	<ul style="list-style-type: none"> <li>• The existing parking supply in the Central Business District (CBD) is 3,362 spaces, which equals 0.15 spaces per employee. This corresponds to a HIGH rating per FTA thresholds. Daily parking rates at UNC for visitors ranges from \$10 - \$14. Parking at town-owned park and ride facilities is \$2 per day. Off street parking in the town is \$12 per day, while parking in town garages is \$10 per day. The range in daily parking values corresponds to a MEDIUM rating.</li> <li>• <b>Parking Demand Report indicates there are 1,075 paid spaces in the downtown area including 187 on-street spaces. This Report also notes that parking demand frequently exceeds supply during peak hours.</b></li> <li>• Outside of the CBD, parking is provided privately (e.g., shopping plazas) or at UNC. At UNC, first year students are prohibited from parking on campus, and other student body</li> </ul>

	<p>classes are allocated a limited number of parking permits. Costs for campus parking permits can range from \$234 to \$792. <b>Some UNC and UNC Hospital employees are eligible to purchase a parking permit (in 2022-23, annual parking pass fees ranged from \$453 and \$2,355, depending on zone and salary); other employees do not have the option to park on campus.</b> For employees, parking permits are allocated between 200 departments. Willingness to pay is not the main deterrent to parking on campus, but rather the limited number of parking permits. <b>There is a shortfall in parking supply relative to potential demand. There are approximately 11,000 spaces available for main campus employees compared to around 19,000 full-time equivalent employees (faculty and staff) working at the University and UNC Medical Center.</b></p> <ul style="list-style-type: none"> <li>• A certain number of parking spaces in downtown parking decks are allocated for medical center employees; however, due to the limited number of parking spaces, employees are encouraged to use the Park and Ride lots near the hospital.</li> </ul>
<p><b>Proportion of existing legally binding affordability restricted housing in the corridor compared to the proportion of legally binding affordability restricted housing in the counties in which the project travels</b></p>	<ul style="list-style-type: none"> <li>• There are <b>247</b> legally binding affordability restricted (LBAR) housing units within a half-mile radius of all station areas and <b>7,564</b> total existing housing units within a half-mile radius of all station areas. This equates to <b>3.3</b> percent of total housing units in the corridor.</li> <li>• <b>2.3</b> percent of total housing units in the county are LBAR housing units. The ratio between the affordable housing in the corridor to the affordable housing in the county is <b>1.40</b>, which corresponds to a <b>MEDIUM-LOW</b> rating according to FTA thresholds.</li> </ul>



<b>C2. DETAILED ASSESSMENT OF ECONOMIC DEVELOPMENT EFFECTS</b>	
<b>I. TRANSIT-SUPPORTIVE PLANS AND POLICIES</b>	
<b>a. GROWTH MANAGEMENT</b> <span style="float: right;"><b>Rating: N/A</b></span>	
<b>Concentration of development around established activity centers and regional transit</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>Land conservation and management</b>	<ul style="list-style-type: none"> <li>• N/A</li> </ul>
<b>b. TRANSIT-SUPPORTIVE CORRIDOR POLICIES</b> <span style="float: right;"><b>Rating: Medium-High</b></span>	
<b>Plans and policies to increase corridor and station area development</b>	<ul style="list-style-type: none"> <li>• <b>The Town has updated and drafted several plans and policies that encourage corridor and station area development. The NSBRT is considered in plans and strategic documents on the regional, corridor, and neighborhood level. Transit-oriented development guidelines and plans are mostly still in development, but nevertheless influence other planning documents in anticipation of their wide adoption.</b></li> <li>• <b>The Chapel Hill 2020 Comprehensive Plan references proposed transit projects in the region, transit-oriented development (TOD), and form-based code which will be part of the town’s strategy to improve station area development. One of the goals, GPNS.8, recommends targeting transit-oriented corridors for higher-density urbanized development and implementing medium- to high-density zoning districts in these defined corridors, which include station areas. The plan also provides a development framework, themes, goals, and action items to coordinate land use with transit planning. Chapel Hill 2020 includes sub-plans which will be detailed later, including the Downtown Development Framework and Action Plan and the Downtown 2020 Work Plan. Chapel Hill 2020 also prioritizes increasing residential densities, across the board, through strategies like zoning code amendments allowing accessory dwelling units (ADU) in single-family neighborhoods. However, no specific targets or locations are mentioned in the plan.</b></li> <li>• <b>Opportunities to develop in station areas based on Dwelling Units per Acre standards:</b> <ul style="list-style-type: none"> <li>○ <b>Eubanks Road Park and Ride, Weaver Dairy, New Stateside, Homestead</b> <ul style="list-style-type: none"> <li>▪ <b>16 to 34 du/ac corresponding to a MEDIUM-HIGH to HIGH rating.</b></li> </ul> </li> <li>○ <b>Northfield, Piney Mountain, Estes, Hillsborough, Longview</b> <ul style="list-style-type: none"> <li>▪ <b>7.5 du/ac corresponding to a MEDIUM-LOW rating.</b></li> </ul> </li> <li>○ <b>Franklin and Cameron</b> <ul style="list-style-type: none"> <li>▪ <b>26 to 132 ac/du corresponding to a HIGH rating.</b></li> </ul> </li> <li>○ <b>Pittsboro/credit union, Carrington Hall, Manning Eat, NC 54, Culbreth, Southern Village Park and Ride</b> <ul style="list-style-type: none"> <li>▪ <b>Not listed</b></li> </ul> </li> </ul> </li> <li>• <b>The Sharing Our Future (2023) TOD plan recommends TOD-supportive Land-Use Management Ordinance (LUMO) updates such as setting minimum densities across zoning districts and providing density bonuses. The development typologies offer a range of housing and mixed-use building types that promote higher densities that</b></li> </ul>

<b>C2. DETAILED ASSESSMENT OF ECONOMIC DEVELOPMENT EFFECTS</b>	
	<p>affect station areas. All typologies below except townhomes would correspond with a <b>High</b> rating; townhomes would correspond with a <b>MEDIUM-HIGH</b> rating.</p> <ul style="list-style-type: none"> <li>○ Townhomes: 15-20 Net Du/Ac</li> <li>○ Missing Middle Apartment: 25-30 Net Du/Ac</li> <li>○ 4 Story Apartment: 40-50 Net Du/Ac</li> <li>○ Podium Apartment: 50-60 Net Du/Ac</li> <li>○ Wrap-around Apartment: 60-80 Net Du/Ac</li> <li>○ 8 Story Mixed Use Apartment: 80-150 Net Du/Ac</li> </ul> <ul style="list-style-type: none"> <li>• <b>Future Land Use Map (FLUM) (2023) Charting Our Future: A Land Use Initiative</b>, part of the FLUM, created a new Future Land Use Map and accompanying guidance aligned with Chapel Hill 2020, which emphasize increasing the density and intensity of new developments near planned transit stations. The Future Focus Areas include station: North MLK Blvd, South MLK Blvd, Downtown, and South Columbia Gateway. No specific targets for density or FAR are set in the plan. Only guidance is offered, for instance, “higher density mixed-use centers should have appropriate building height, landscape, connectivity, and transitions to residential neighborhoods.” Height restrictions are offered for each of the four listed station areas, limited to four to six stories. Downtown and South MLK station areas are allowed 8 stories for core buildings.</li> <li>• <b>Central West Small Area Plan (2013)</b> is a neighborhood plan that includes the South MLK Blvd station area. The recommended densities correspond to land use ratings of <b>HIGH</b> (&gt;25 dwelling units/acre) and <b>MEDIUM-HIGH</b> (15 - 25 dwelling units/acre) near the BRT corridor.</li> <li>• <b>Orange County Transit Plan Update (2023)</b> prioritizes “transit service in areas with existing or planned higher density development,” “increasing access to jobs and opportunities,” and creating “connections to affordable housing”. The plan proposes several transit service frequency and schedule improvements along the proposed BRT corridor and allocates additional funding for the NSBRT project.</li> <li>• <b>Shaping Our Future (2023)</b> updates the Town’s comprehensive plan with a TOD plan for the NSBRT corridor. An ongoing audit and rewrite of the Town’s Land Use Management Ordinance (LUMO) is addressing inconsistencies between the Town’s goals for a more compact, sustainable, and multimodal community and the existing regulatory and policy framework. The plan includes recommendations and opportunities for station area development:             <ul style="list-style-type: none"> <li>○ TOD Station Area recommendations for development, bike, pedestrian, greenway, and public realm improvements.</li> <li>○ Transition surface parking lots and aging lower density office and retail uses to more productive spaces as well as sites for potential infill projects.</li> </ul> </li> <li>• <b>Setting minimum densities across zoning districts and providing density bonuses to incentivize affordable housing and other community benefits.</b> The Orange County Transit Plan (2017) has a stated goal of encouraging transit-supportive land use. Specific information about how this will be done is not included in the plan. Two projects are referenced in relation to land use: the Durham-Orange (D-O) Light Rail (no longer planned for implementation) and the North-South Bus Rapid Transit line.</li> <li>• The Central West Small Area Plan (2013) recommends higher density development along MLK Boulevard as a method to increase ridership. It envisions walkable and bikeable destinations and improved pedestrian comfort and safety, and provides mechanisms focused on roadway design.</li> <li>• The Eubanks Road Conceptual Plan (2010) includes design principles such as maximizing development by vertically stacking uses, creating pedestrian-friendly</li> </ul>

<b><i>C2. DETAILED ASSESSMENT OF ECONOMIC DEVELOPMENT EFFECTS</i></b>	
	<p>common areas anchored by food retailers and the park &amp; ride hub, and building in the flexibility to adapt to future development opportunities on the site by developing surface parking lots.</p> <ul style="list-style-type: none"> <li>• The Downtown Development Framework and Action Plan (2010) identified the need for infill opportunities for transit and redevelopment within Chapel Hill’s downtown area. The plan emphasized the need to keep the area compact and walkable, but with new development opportunities and improved multimodal connections.</li> <li>• The Downtown 2020 Work Plan (2016) focuses on five areas: development patterns, access, variety, public realm, and economic development. Action items include working with UNC in planning for and developing future student housing and creating design guidelines for downtown that address the need for a variety of development and standards for infill and courtyard development.</li> <li>• The West Rosemary Street Development Guide (2017) includes a portion of the Franklin station area. This Guide identifies priorities including increased daytime commercial activity, more affordable housing, building designs with more ground-floor retail activity, and transitional building heights. The Guide identifies the need for density bonuses that allow for increased height for developments and affordable units.</li> </ul>

<p><b>Plans and policies to enhance transit-friendly character of corridor and station area development</b></p>	<ul style="list-style-type: none"> <li>• The Orange County Transit Plan (2017) has a stated goal of encouraging transit-supportive land use. Specific information about how this will be done is not included in the plan.</li> <li>• Chapel Hill 2020 calls for strengthening design standards and guidelines to ensure that nonresidential developments complement Chapel Hill’s built and natural environment and promote multimodal usage. <b>The plan supports transit and pedestrian activity by ensuring that areas zoned for TOD have reduced parking requirements and higher-density development with access to several different modes of transit and active transportation infrastructure.</b></li> <li>• <i>Charting Our Future’s</i> includes guiding principles such as “connectivity and mobility” and “placemaking, street character, and urban form.” The Martin Luther King Jr North Focus Area includes principles such as encouraging active frontages and connections to public spaces. The Martin Luther King Jr South Focus Area highlights that commercial infill and redevelopment should support larger multimodal networks and have a cohesive street design along the corridor. The Downtown Focus Area includes principles to improve street facades and design street levels of buildings to “engage, charm, and attract pedestrians.” The plan also identifies “character types that recommend building façade designs that do not interrupt pedestrian access along with recommendations on integrating parking within or behind buildings.</li> <li>• The Central West Small Area Plan (2013) envisions walkable and bikeable destinations and improved pedestrian comfort and safety and provides mechanisms to do so focused on roadway design. This Plan has no regulatory framework and serves only as a planning document.</li> <li>• The Eubanks Road Conceptual Plan (2010) includes mostly design principles focused on redeveloping vacant or underused sites. There is very little discussion about enhancing transit-friendly character of the corridor and station areas, outside of redeveloping properties surrounding park and rides (the two termini of the line). The Plan also makes note of redeveloping surface parking lots but does not specify that these must be transit-supportive developments.</li> <li>• The Downtown Development Framework and Action Plan (2010) identified the need for infill opportunities for transit and redevelopment within Chapel Hill’s downtown area. The plan emphasized the need to keep the area compact and walkable, but with new development opportunities and improved multimodal connections.</li> <li>• <i>TOD Guidebook (2018)</i> is a holistic effort to communicate TOD opportunities, conduct a larger, regional TOD market assessment, and identify policy weaknesses and priorities (e.g., related to affordable housing, zoning, parking, and streetscaping). A prioritized action plan is laid out to help with the implementation of TOD.</li> <li>• <i>Shaping Our Future</i> is the Town’s TOD plan that includes recommendations of transit-supportive concepts for many of the station areas. Some of the recommendations include:             <ul style="list-style-type: none"> <li>○ Enhancing bike routes and sidewalks by extending or improving for the purpose of creating a more connected corridor and enhancing access to open spaces and greenway connections that connect to BRT stations.</li> <li>○ Adding street trees, landscaping, and pedestrian-scaled streetlights.</li> <li>○ Creating new apartments and taller buildings that are concentrated closer to BRT stops. Heights will step down to the west, allowing transitions to lower-density and historic neighborhoods.</li> </ul> </li> <li>• <b>Plans for the Franklin, Cameron, Pittsboro/Credit Union, Carrington Hall, and Manning/East Station Areas</b></li> </ul>
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<b>C2. DETAILED ASSESSMENT OF ECONOMIC DEVELOPMENT EFFECTS</b>	
	<ul style="list-style-type: none"> <li>○ <b>West Rosemary Development Guide (2017) outlines design guidelines near the Franklin station for encouraging pedestrian activity, such as horizontal datum lines with minor setbacks above, requiring entries off streets or public spaces, setting minimum numbers of doors and windows for ground-floor retail, encouraging canopies and pedestrian-scale signage and amenities, and restricting parking to the rear, interior, or below buildings, among others.</b></li> <li>○ <b>Central West Small Area Plan (2013) improves plans for South MLK Blvd. The plan identifies opportunities for multimodal improvements that includes the NSBRT project. This includes supporting a diverse mix of land uses and population with its “social heart” as the mixed-use corner of MLK Blvd. and Estes Drive. Accessory dwelling units are recommended</b></li> <li>○ <b>Cameron Avenue planning improvements included painted, dedicated bike lanes to the Cameron station and other multimodal connections in the area.</b></li> <li>○ <b>The Chapel Hill Downtown Mobility Plan/Visioning Charette recommended design recommendations near the Franklin and Cameron station areas, to include active urban frontages and methods to control speeds to protect the pedestrian experience along corridors. Specific recommendations include enclosures and traffic deflections.</b></li> </ul>
<p><b>Plans to improve pedestrian facilities, including facilities for persons with disabilities</b></p>	<ul style="list-style-type: none"> <li>● <b>The Town has made several efforts to audit their pedestrian and bicycle infrastructure to identify areas of improvement. Many of the gaps are located in station areas and the Town has plans to prioritize these areas for improvements and enhancements. The public works manual has been updated to ensure multimodal designs are considered when constructing new facilities. And plans make an effort to connect pedestrian systems and station areas.</b></li> <li>● <b>Many of the plans that have been identified as transit-supportive have not explicitly highlighted improvements to pedestrian facilities, but town policies generally support the provision of sidewalks as a part of all transportation projects.</b></li> <li>● <b>In 2017, the Town of Chapel Hill implemented a Complete Streets Policy in addition to their sidewalk policy which has been in place since 1993. The Complete Streets Policy has been included in the Public Works Engineering Design Manual Update and outlines a six-step process for applying complete street guidelines. It requires developers to provide pedestrian access and sidewalks on both sides of the streets, specifying minimum widths, depending on roadway type. In 2018 the Town was selected to participate in an America Walks Road to Zero pilot program aimed at developing a plan to eliminate traffic fatalities and serious injury. A Road to Zero Task Force was formed to develop the Pedestrian Safety Action Plan (2019), which served as a road map to achieving Road to Zero goals. The primary goals of the Pedestrian Safety Action Plan include: incorporate pedestrian safety measures in town policies, establish a framework for systematic pedestrian safety analysis, and expand community collaboration to implement pedestrian safety programs, improve the physical environment for pedestrian safety.</b></li> <li>● <b>WalkBikeNC (2013) is a plan published by NCDOT that lays out a framework for improving bicycle and pedestrian transportation to enhance mobility, safety, personal health, the economy, and the environment. This works in conjunction with the state’s Complete Streets policy and connects with three projects that are in the NCDOT State Transportation Improvement Program (STIP) that are in the project area. The Town of Chapel Hill Greenways Master Plan (2013) provides a foundation for the continued preservation of greenway corridors. As of 2023, nearly 18 miles of trails have been established, including 13.4 miles of greenway trails and 4.2 miles of park trails. The</b></li> </ul>

***C2. DETAILED ASSESSMENT OF ECONOMIC DEVELOPMENT EFFECTS***

**Horace Williams Trail and Upper Booker Creek Trail are two greenways located between Weaver Dairy and Piney Mountain stations. The Bolin Creek Greenway is located near Longview station while the Morgan Creek Trail and Fan Branch Trail are between the NC 54 and Southern Village Park and Ride stations.**

- The Chapel Hill Mobility Plan identifies a goal of achieving a 35% bicycling, walking, and transit commute combined mode share by 2025. It makes recommendations along the North-South BRT corridor for buffered bike lanes and the closure of the remaining sidewalk gaps. Specific policies including updating the sidewalk priority ranking criteria to account for priority corridors, funding a sidewalk microgap program in the annual capital project, and increasing bike parking requirements for transit stations.
- The Chapel Hill ADA Transition Plan (2017) identifies barriers to pedestrian and transit accessibility, focusing primarily on curb ramps. It makes recommended improvements including new ramps, adjusting marked crosswalks, and mitigating tripping hazards.
  - **The ADA Transition Plan (2023) used public outreach events and a survey helped to inform the short-term, mid-term, and long-term priorities to improve equitable pedestrian access throughout the Town. Priority areas for the town to enhance or expand ADA infrastructure are organized in three categories: (1) Areas that are in need of repair such as sidewalks, curbs, or tripping hazards, (2) Downtown, and (3) Public or Affordable Housing Neighborhoods. Only downtown was identified as an area with a station area that would specifically receive improvements given the high concentration of pedestrian infrastructure.**
- The Chapel Hill Bike Plan includes on shared-use greenway along Estes Drive east of the proposed BRT station with bike and pedestrian accommodations.
- The UNC Master Plan identifies a goal of providing a pedestrian-friendly campus. There is no policy framework to accomplish this, but the goal links pedestrian access back to parking access and alternative travel modes.
- The West Rosemary Development Guide outlines design guidelines for encouraging pedestrian activity.
- The Central West Small Area Plan (2013) envisions walkable and bikeable destinations and improved pedestrian comfort and safety in the study area.
- **The Town of Chapel Hill’s Capital Improvements Program (2021 – 2036) budgets for several bicycle and pedestrian projects across several station areas. Some of the improvements include raised bike lanes on both sides of Estes Drive from MLK Blvd. to Caswell (Estes station area), improved sidewalk on a bridge, and bike lanes, a multiuse path, and sidewalks along parts of Homestead Road and Seawell School Road (Homestead station area).**
- **The Accessibility Audit (2022) evaluated the existing conditions along the BRT corridor and identified infrastructure improvements to increase connectivity for non-motorized travel. The audit resulted in recommended improvements for areas surrounding each station to help bridge gaps in sidewalk connectivity and install pedestrian ramps as well as bicycle facilities. Each station area has around one to five recommendations.**
- **The Public Works Engineering Design Manual (2023) was updated to include revisions to the chapter on “Access, Mobility, and Circulation” that takes a more multimodal approach and is aligned with other planning documents like Vision Zero and Complete Community Strategy. The manual now directs designs to provide several pedestrian features, like direct pedestrian access to adjacent developments, neighborhoods, parks, bus stops, sidewalks, greenways, and/or alternative pedestrian systems and accessible wayfinding and strategies.**

<b>C2. DETAILED ASSESSMENT OF ECONOMIC DEVELOPMENT EFFECTS</b>	
	<ul style="list-style-type: none"> <li>• <b>The Complete Community Strategy (2023) outlines plans to direct future growth targeted areas in the community, including greenways “to enable walkable communities and minimize cars and parking.” As part of this objective, the Everywhere-to-Everywhere Greenway map was developed to guide future greenway improvement efforts and support the ability for people to depend on the greenway network. In 2023, the Town was awarded a \$1 million Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant to conduct a feasibility study for 25 miles of proposed greenways.</b></li> <li>• <b>The LUMO Audit (2023) recommends adopting design standards for bicycle parking, requiring vehicle parking to be located behind primary structures, and incentivizing parking reductions.</b></li> </ul>
<b>Parking policies</b>	<ul style="list-style-type: none"> <li>• UNC has very strict parking policies for both students and staff. First year students are prohibited from bringing a car, while other students apply for parking permits in a lottery system. Costs range from <b>\$175 to \$435.75</b> for each permit, and location can vary from park and ride to on-campus lot. For faculty, UNC utilizes a parking allocation formula to determine how parking permits should be distributed to the different departments. Eighty percent of the permits are distributed based on percentage of employees while 20 percent are distributed based on years of service.</li> <li>• <b>The LUMO Audit (2023) identified areas of improvement related to parking standards including decreasing parking requirements for certain development types and eliminating them in others. However, the full rewrite is still in progress. <i>Housing Choices for Complete Community Amendments</i> eliminates parking minimums and establishes parking maximums for two-family dwelling units.</b></li> <li>• The <i>West Rosemary Development Guide</i> provides recommendations for parking in the area northwest of Franklin Station, including the creation of structured parking for new developments, screened from the street, and other shared parking solutions to avoid oversupplying parking. <b>This is being implemented by the ongoing construction of the East Rosemary Street Parking Deck, a 1,100-space structured parking garage being developed alongside an office building.</b></li> <li>• <b><i>Shaping Our Future</i>, the Town’s TOD plan, identifies surface parking lots as redevelopment opportunity sites. The plan also recommends expanding shared parking by developing a joint use parking policy and facilitating joint use arrangements in public and private garages to accommodate parking needs in the downtown without constructing new parking spaces. The plan recommends considering density bonuses for voluntary parking reductions, lowering parking requirements, and adding parking maximums in select zoning districts.</b></li> </ul>
<b>c. SUPPORTIVE ZONING NEAR TRANSIT STATIONS</b>	
<b>Rating: Medium-Low</b>	
<b>Zoning ordinances that support increased development density in transit station areas</b>	<ul style="list-style-type: none"> <li>• The Transfer of Development Rights program allow for increasing density in a target area, but it remains to be seen how often this it is used and how effective it is. The application provides information on zoning in each of the station areas, detailed below. It is important to note that some stations include university land, which is under State control, thus exempt from local zoning requirements. Details, such as density, on the university land was not provided.</li> <li>• The Future Land Use Map (FLUM) and Land Use Management Ordinance (LUMO) were initiated in 2017 and used as tools to implement the strategies identified in Chapel Hill 2020. <b>The FLUM was adopted in 2020. The LUMO’s second phase was adopted in 2023 and is now in its third phase of rewriting.</b> It includes support for creating compact communities, transit connectivity, encouraging a diversity of housing types, and directing</li> </ul>

**C2. DETAILED ASSESSMENT OF ECONOMIC DEVELOPMENT EFFECTS**

	<p>investment along key transportation corridors by encouraging greater land use intensity. <b>In 2020, the Town approved amendments to the LUMO related to conditional zoning. The revisions resulted in the Residential Special Standards Conditional Zoning (R-SS-CZD) and Mixed-Use Village Conditional Zoning District (MU-V-CZD), which are transit-supportive zoning districts.</b></p> <ul style="list-style-type: none"> <li>• <b>Inclusionary zoning density bonus (LUMO Article 3.10.2) allows two-family or multifamily dwelling units to gain a 3,400-4,400 sq. ft. floor area bonus per affordable dwelling unit included in the project. In the case of districts outside of TC, R-SS-C, and MU-V, there is also a density bonus of 15%. Developers can gain increased floor area by constructing more affordable units.</b></li> <li>• <b>To address the need for “missing middle housing,” the Town also approved LUMO “Housing Choices” text amendments to allow for ‘by-right’ development that diversifies the housing supply. Among the changes, two-family homes are now allowed in all residential zoning districts, where they were previously only allowed in Residential-2 and higher districts. This change could affect properties within the following station areas: New Stateside, Homestead, Northfield, Hillsborough, NC 54, Culbreth, and Southern Village Park and Ride.</b></li> <li>• <b>Eubanks Road Park and Ride:</b> This area is zoned <b>30 percent</b> mixed use, <b>21 percent</b> low-density residential, <b>11 percent</b> rural transition, <b>7 percent</b> innovative light industrial conditional use, and <b>4 percent</b> office/institutional. The maximum core building height is 90 ft. in over <b>a third</b> of the station area, and max FAR is 0.26 in the mixed use and office/institutional zoning (a quarter of the station area), corresponding with a LOW rating.</li> <li>• <b>Weaver Dairy:</b> This station area is zoned <b>48 percent</b> residential, <b>23 percent</b> mixed use, <b>8 percent</b> office/institutional, and <b>7 percent</b> community commercial. The maximum residential density across the various zones is 15 units per acre in <b>25 percent</b> of the station area. Maximum building height is 90 ft. in the mixed-use areas, and max FAR is 0.3 in the highest density residential area, and about 0.4 to 0.5 in the mixed-use and non-residential areas, corresponding with a LOW rating.</li> <li>• <b>New Stateside, Homestead, Northfield:</b> These three adjacent station areas are primarily residential, with <b>71 percent</b> of the land zoned low-density and <b>14 percent</b> zoned medium-density. Maximum heights are 60 ft., and maximum FAR is approximately 0.3, corresponding with a LOW rating. The area with University zoning (which is out of town control) is likely to remain undeveloped parkland, based on current plans.</li> <li>• <b>Piney Mountain, Estes:</b> Piney Mountain and Estes Drive station areas are zoned <b>30%</b> low-density residential and <b>15%</b> medium-density residential. A large portion of the combined station area (38%) is University-1 zoning and includes the planned redevelopment for Carolina North, which would include a substantial amount of housing, as well as academic buildings and university facilities. <b>Building height restrictions range from 40 to 60 feet and the average maximum FAR is .3 corresponding to a LOW rating.</b></li> <li>• <b>Hillsborough, Longview:</b> Hillsborough and Longview station areas are zoned almost entirely residential, with about <b>70 percent</b> low-density and the <b>22 percent</b> medium-density. Maximum building height is 60 ft., and the maximum FAR is generally below 0.25, corresponding with a LOW rating.</li> <li>• <b>Franklin, Cameron, Pittsboro/Credit Union, Carrington Hall, Manning/East:</b> This combined station area primarily comprises downtown, the UNC-Chapel Hill Main campus, and the medical campus. About <b>57 percent</b> of the land is zoned office/institutional. Low-density residential makes up <b>27 percent</b> of the station area and medium-density is <b>8 percent</b>. The maximum core building height for most of</li> </ul>
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<b>C2. DETAILED ASSESSMENT OF ECONOMIC DEVELOPMENT EFFECTS</b>	
	<p><b>the area is 60 feet and the rest of the area restricted to 35- 60 feet. The average maximum FAR for this area is .0945 corresponding with a LOW rating.</b></p> <ul style="list-style-type: none"> <li>• <b>NC54, Culbreth:</b> The combined station area of NC54 and Culbreth is mostly zoned residential, though it should be noted that transportation infrastructure cover much of the station area. Low-density residential is most prevalent (84%), followed by medium-density (<b>14 percent</b>). Maximum core building heights are 60 ft., and max FAR is 0.3, corresponding with a LOW rating.</li> <li>• <b>Southern Village Park and Ride:</b> The Southern Village Park and Ride station area is <b>63 percent</b> low-density residential, and the remainder is medium-density residential, mixed-use, neighborhood commercial, <b>and an approved conditional zoning district</b> to the <b>South Creek (formerly Obey Creek) development. Height restrictions for buildings range from 35 feet to 60 feet. And the average max FAR is .284 corresponding to a LOW rating.</b></li> <li>• There is an incentive for residential construction in the Town Center (TC) zoning district, where floor area bonuses are provided for developments that include residential land uses. In multifamily buildings, the FAR bonus is <b>lesser of 5% or 1,000 sq. ft., whichever is less.</b> In vertical mixed-use buildings, the bonus increases to <b>the lesser of 15% or 15,000 sq. ft. for vertical mixed-use dwellings in the same zoning districts..</b></li> <li>• Cluster development incentives are provided to encourage cluster development in residential districts. Modifications to lot sizes can be made so long as the reduction is contributed to a common area. Projects approved for cluster development have greater design flexibility, with reduced minimum lot widths and reduced street, interior, and solar setback requirements.</li> <li>• Chapel Hill has a Transfer of Development Rights program that allow for increasing density in the target area (known as the receiving area) by reducing density in the sending area. <b>LUMO Article 3.9.2: Directs transfer of development rights (TDR), a voluntary TDR program using a two-party conditional zoning arrangement to increase density in areas identified as desirable for growth and higher density development. There is at least one “receiving area” found in each of the station areas.</b></li> </ul>
<p><b>Zoning ordinances that enhance transit-oriented character of station area development and pedestrian access</b></p>	<ul style="list-style-type: none"> <li>• <b>TOD districts and Town Center zoning districts show potential for enhancing transit-oriented character near transit systems.</b> Mixed-Use (MU) districts are intended to coordinate the development of office, commercial, and residential uses and their necessary support functions near key highway intersections and transit corridors. Three MU districts have been <b>established and can be found in the Eubanks Road Park and Ride, Weaver Dairy, NC 54, Culbreth, and Southern Village Park and Ride station areas.</b> Bus stops are required within 0.5 miles of all units or office buildings within a mixed-use district, and the bus stops must be provided by the developer if they are not present.</li> <li>• Transit-Oriented Development (TOD) districts are intended to create a more intense built environment, oriented to pedestrians and bicycles, further defining a density that is transit supportive. TOD districts must be within 0.5 miles of a transit station. It is anticipated that some of the NSBRT station areas will be designated TOD districts in the future. <b>TOD districts are in the process of being revised, and the proposed changes are anticipated to be adopted in late 2023 to early 2024.</b></li> <li>• <b>The Midtown Pilot Project is a real-time “test drive” of a pilot TOD district, located in the Hillsborough and Longview station areas, which will inform the parameters for the new TOD zoning district included in the LUMO update. The pilot project will consist of an area rezoning to a pilot TOD district and will be accompanied by a multimodal transportation impact analysis to be completed by the end of 2023. The pilot project will operationalize priorities outlined in the Shaping Our Future TOD plan and Complete Community Strategy. After the pilot is concluded, its</b></li> </ul>

<b><i>C2. DETAILED ASSESSMENT OF ECONOMIC DEVELOPMENT EFFECTS</i></b>	
	<p><b>evaluation will inform future policies. Thus, the impacts of the pilot are not yet known.</b></p> <ul style="list-style-type: none"> <li>• There are other zones that allow for mixed commercial and residential uses outside of MU and TOD. Multifamily buildings of <b>all sizes</b> are allowed in Office/Institutional (OI) districts, Town Center (TC), Community Commercial (CC), Neighborhood Commercial (NC), and Development Agreement (DA) districts. Multifamily buildings with up to between 3 and 7 dwelling units are allowed in Residential (R-) districts R-4, R-5, and R-6 districts; all other residential zoning districts allow single-family (with accessory apartment) units, and duplexes <b>or accessory dwelling units (ADUs)</b> may be constructed in all residential districts except those beginning R-1 or R-LD. As UNC-Chapel Hill student body plays a major role in housing needs and inventory, residence halls are permitted in TC, OI-3 and -OI-4, and MU districts. Rooming houses are permitted in R-3, R-4, R-5, R-6, TC, N.C., OI, MU, and DA districts.</li> <li>• <b>The TC-3 district (includes Longview, Franklin, Cameron station areas) has the highest allowable height of any zoning district in the city (120 feet) and the highest allowable FAR (4.00), corresponding to a MEDIUM-LOW rating. Together, the TC districts have no limit to units per acre and no minimum car parking requirements.</b></li> </ul>
<b>Zoning allowances for reduced parking and traffic mitigation</b>	<ul style="list-style-type: none"> <li>• <b>A large portion of the station areas are in TC, OI-3, and OI-4 zoning districts, which do not have parking minimums. However, the Town could benefit from additional opportunities to reduce or eliminate parking minimums around these districts.</b></li> <li>• Parking for vehicles and bicycles is required for all land uses. It may be provided on the lot itself or may be located on another lot within 1,200 feet and its principal use must be parking. Shared parking may be implemented, allowing for parking reductions when uses are not overlapping. Parking requirements may be reduced contingent upon the provision of sidewalks, bicycle facilities, transit service, and transit amenities, depending on zoning district. <b>Parking minimums may be reduced if the special use permit use is expected to generate a lower-than-average number of trips (LUMO Article 5.9.7).</b></li> <li>• In the TC zoning district, parking compliance can be achieved by making payments to the Town of Chapel Hill Parking Fund or providing a transportation management plan that must be approved by the town identifying efforts to promote alternative transportation modes. TC zoning district has no minimum parking requirements. Parking maximums are, on average, 1 per 250-375 sq. ft. for commercial uses and 1 to 1.67 for dwelling unit.</li> <li>• <b>The TC, OI-3 and OI-4 zoning districts—which apply to a majority of land in the Franklin, Cameron, Carrington Hall, Pittsboro/Credit-Union, and Manning/East station areas, and a plurality of land in the Estes station area—do not have minimum parking requirements.</b></li> <li>• <b>LUMO Article 5.9.7 states that the TC zoning district has bicycle parking minimums. The Town requires one bicycle parking space for every four multifamily dwelling units; four spaces for general retail businesses (and additional as floor area increases); and a minimum of eight spaces at schools (or one space for every 10 students).</b></li> <li>• MU districts allow for a 50% reduction in parking and loading requirements.</li> <li>• In residential districts, parking minimums range from 1 to 2 per multi-family dwelling unit, 1 per 2 hall residents, and 1 per 3 fraternity or sorority residents.</li> <li>• In commercial districts, the parking minimum for a general retail business is 1 space per 300 sq. ft. and the maximum is 1 per 200 sq. ft.</li> <li>• There is a floor area bonus incentive for the redevelopment of existing shopping centers to reduce auto dependency. The conversion of 100 surface parking spaces to structured parking grants an additional 20,000 sq. ft. of allowable floor area.</li> </ul>

<b>C2. DETAILED ASSESSMENT OF ECONOMIC DEVELOPMENT EFFECTS</b>	
	<ul style="list-style-type: none"> <li>• <b>LUMO Article 3.5</b> states that residential uses within a Residential-Community Priority-Conditional Zoning District, when established as part of a planned development, may receive a 20% reduction of the required parking that would be typically applied. A 20% reduction of required vehicular parking spaces may also be granted in all districts through a minor variance by the board of adjustments if the proceedings find that the need to meet the standard parking minimum would endanger select specimen trees.</li> </ul>
<b>d. TOOLS TO IMPLEMENT LAND USE POLICIES</b>	
<b>Rating: Medium</b>	
<b>Outreach to government agencies and the community in support of land use planning</b>	<ul style="list-style-type: none"> <li>• <b>The Town proactively meets with the regional business community on planning topics which impact the corridor and station areas. Land use planning has received extensive public engagement, and the TOD plan development has received moderate engagement. However, there are still opportunities to engage with community organizations on zoning, station area development designs, and identifying capital improvements for funding.</b></li> <li>• In May 2017, a Transit-Ready Summit was hosted by TJCOG, the Urban Land Institute, and the now defunct D-O LRT project to discuss market opportunities associated with TOD in Chapel Hill and Durham. The takeaways and lessons learned from this event are still relevant for the NSBRT project.</li> <li>• In July 2019, Chapel Hill Transit held community events to gather feedback about station area design and land use along the N-S BRT corridor. Chapel Hill Transit is currently in the process of collecting feedback on the preliminary station sketches and themes surrounding station area design and land use.</li> <li>• <b>Between 2017 and 2020, the Town conducted outreach and engagement for the Charting Our Future FLUM update. This included coordination meetings with key stakeholders during the Project Initiation phase, a public launch event, multi-day community engagement event, and drop-in opportunities during the Scenario Testing phase, community meetings/drop-in events during the Draft Map phase, and a digital community workshop, virtual public meeting, and digital feedback tool during the Adoption phase. In total, there were 84 in-person opportunities and 2 online engagement efforts with 1,600 unique, digital participants.</b></li> <li>• <b>The Town is a member of the Regional Transportation Alliance (RTA), an organization of public agency and private business leaders within the Triangle area. RTA has provided funding for transportation studies such as FAST (Freeway, Arterial, Street and Tactical), which was intended to identify thoroughfares readily amenable to transit. The results of these studies inform findings reported in the organization’s annual Triangle Mobility Report, along with transportation growth in the region and emerging trends. In addition to transportation studies and the annual report, RTA hosts programs open to the public and the business community to help inform them about land use planning matters.</b></li> <li>• <b>The Town facilitated numerous events throughout 2022 to collect feedback for the Town’s TOD plan. Stakeholders provided feedback related to transit-supportive planning, including the need for improved connectivity, walkability, and bikeability to transit in their neighborhoods. The first round of engagement consisted of small group meetings and stakeholder meetings, confirming values and setting direction. A second round of engagement included open houses, pop-up events, and webinars focusing on NSBRT station areas.</b></li> </ul>
<b>Regulatory and financial incentives to promote transit-supportive development</b>	<ul style="list-style-type: none"> <li>• <b>Chapel Hill’s main incentives include several regulatory tools like tax increment financing, density bonuses, and inclusionary zoning. It remains to be seen how often they are used and their impact.</b></li> </ul>

<b>C2. DETAILED ASSESSMENT OF ECONOMIC DEVELOPMENT EFFECTS</b>	
	<ul style="list-style-type: none"> <li>Chapel Hill provides bonuses for mixed-use development as opposed to single-use, as well as for affordable housing. There is no provision in these bonuses for access to transit.</li> <li>Chapel Hill is establishing a synthetic tax increment finance (TIF) district to assist with the development of parking options and to provide public financing for infrastructure improvements. In a synthetic TIF, a local government borrows funds, which it plans to repay with funds derived from taxes on increased property values in the vicinity of the project, or from revenues otherwise derived from increased private sector economic activity in the vicinity.</li> <li><b>LUMO provides regulatory incentives supporting transit-supportive development including density bonuses, requiring transit infrastructure near transit service, and parking reductions (i.e. incentive zoning, including density bonuses in exchange for reducing surface parking in commercial areas and voluntary transfer of development rights between the Town’s Resource Conversation District and districts designated for higher development densities).</b></li> <li><b>Inclusionary zoning density bonus (LUMO Article 3.10.2): two-family or multifamily dwelling units gain a 3,400-4,400 square feet floor area bonus per affordable dwelling unit included in the project. In the case of districts outside of TC, R-SS-C, and MU-V, which includes a majority of station areas, there is also a density bonus of 15%. This bonus is an opportunity for developers to gain increased floor area by constructing more affordable units, resulting in higher-density mixed-income residential developments which are supportive of higher transit ridership.</b></li> </ul>
<b>Efforts to engage the development community in station area planning and transit-supportive development</b>	<ul style="list-style-type: none"> <li>Chapel Hill’s Economic Development and Planning Departments work with major landowners and other departments to identify redevelopment solutions to transportation challenges <b>including opportunities to retrofit Chapel Hill’s more auto-centric neighborhoods into transit-supportive developments. The Town negotiates agreements to “trade” community benefits for development incentives like increased density, reduced parking, reduced setbacks, and building variances (e.g., height). Recent examples from the NSBRT corridor include Carraway Village, adjacent to the Eubanks Road Park and Ride; Aura on MLK Blvd., and 710 N. Estes Townhouses in the Estes station area; and South Columbia Annex and South Creek at the southern terminus of the NSBRT.</b></li> <li><b>Go Chapel Hill also hosts an annual Transportation Demand Management Commute Choices Conference. Each year developers and businesses are invited to learn about best practices in alternative transportation.</b></li> <li><b>The Town works directly with developers through the Town’s Technical Review Team (TRT), a group of staff members representing various departments who review development applications to ensure they meet Town requirements and to develop agreements. This initiative allows staff to work directly with developers and/or set conditions of approval promoting development goals, including transit-supportive development. Town staff closely review proposed developments along the NSBRT corridor, setting transit-supportive conditions of approval, including dedication of land.</b></li> </ul>

<b>II. PERFORMANCE AND IMPACTS OF POLICIES</b>	
<b>a. PERFORMANCE OF LAND USE POLICIES</b>	<b>Rating: Medium</b>
<b>Demonstrated cases of developments affected</b>	<ul style="list-style-type: none"> <li><b>140 West</b> is a public-private partnership development in Chapel Hill’s downtown area. It includes over 130 housing units, 100,000 square feet of commercial space, and a public</li> </ul>

<p><b>by transit-oriented policies</b></p>	<p>plaza. It occupies 1.75 acres that previously served as a surface parking lot owned and operated by the Town.</p> <ul style="list-style-type: none"> <li>• <b>Carolina Square</b> is a mixed-use project in downtown Chapel Hill that was redeveloped in a transit-supportive manner, with construction completed in 2017. A mixed-use, pedestrian-friendly development that includes a collection of buildings that contain approximately 160,000 square feet of office space, 250 residential rental apartments, and 40,000 square feet of retail and restaurant space. UNC is the owner of the property and redeveloped this site with buildings that are oriented toward the street and taller than typical buildings in other areas. <b>Carraway Village is directly adjacent to the Eubanks Road Park and Ride and will include between 600,000 and 837,000 square feet Of multifamily residential, commercial/retail, and hotel space on a 54-acre site, at full build out. The Town approved Carraway Village as a “special use” allowing increased building height, reduced perimeter setbacks, reduced parking lot setbacks, and other modifications in exchange for no less than 50 affordable units restricted to households at 80% or less of the area median income and other community benefits. The project is partially complete with construction ongoing; 400 apartment units are currently on the market.</b></li> <li>• <b>Glen Lennox Redevelopment</b> is located at Raleigh Rd and Fordham Boulevard, outside of the NSBRT corridor <b>and about 2.4 miles from the Cameron station area.</b> The redevelopment plan for Glen Lennox includes the long-term buildout of almost 1,400 residential units, 108,000 square feet of retail, and 600,000 square feet of office development along with a 150-room hotel. The design of Glen Lennox emphasizes bicycle and pedestrian connectivity both within the site and to the surrounding neighborhoods, as well as access to transit. <b>Efforts are underway to expand bus schedules and routes that serve Glen Lennox as well as a bikeway extension from the development to downtown, which will provide another connection to NSBRT.</b></li> <li>• <b>Trilogy</b> is a 330-unit multifamily development under construction at 1736 Fordham Blvd, outside of the project corridor <b>and 2.4 miles from the Estes station area.</b> It is part of the Blue Hill Form District. The project is replacing a 27,000 square feet retail building and 347 parking spaces with a high-density six-story residential development and parking deck.</li> <li>• <b>Bell Chapel Hill</b> is a 272-unit development (zoned Walkable Mixed-Use-7) that was successfully completed <b>on 3.4 acres in the Blue Hill form district. This development is 2.3 miles from the Estes station area.</b></li> <li>• Outside the project corridor, <b>the Berkshire</b> is a 264-unit multi-family complex with 15,600 square feet of retail constructed in 2017.</li> <li>• <b>1701 North Apartments</b> is located near the proposed Weaver Dairy station and a multi-family residential development offering 145 apartment units and nine townhomes.</li> <li>• <b>86 North Apartments</b> is a multi-family residential development located near the proposed Weaver Dairy station. The 144-unit development was originally constructed in 1984 but was recently renovated.</li> <li>• <b>Solano at Chapel Hill Apartments</b> is a 240-unit apartment complex located between the proposed Weaver Dairy station and New Stateside station. The development is located adjacent to the 86 North Apartments and within walking distance of the Timberlyne Village shopping center.</li> <li>• <b>Bridgepoint Townhomes</b> include 54 townhomes in the western edge of the Homestead station area. Five of the townhomes are offered as affordable units.</li> <li>• <b>Union Chapel Hill</b> is located off MLK Blvd. near the proposed Longview station and is a 346-unit apartment development.</li> </ul>
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	<ul style="list-style-type: none"> <li>• <b>Lark Chapel Hill is a 194-unit apartment complex on MLK Blvd. Formerly Bicycle Apartments/LUX, this development was constructed in 2014 after approval of a special use permit and zoning atlas amendment.</b></li> </ul>
<p><b>Station area development proposals and status</b></p>	<ul style="list-style-type: none"> <li>• In the proposed corridor, the submittal included 17 proposed/planned developments in the project corridor. Detailed below are nine examples. <b>Lullwater Park Housing proposes approximately 310 units of multifamily housing and townhome units as well as ancillary retail space and a parking deck. The development would be located within the Weaver Dairy station area.</b></li> <li>• <b>Aura Chapel Hill is a Mixed-Use Development located at 1000 MLK Blvd. in the Estes station area. This project will have 58 townhomes and 361 apartments, including 40 affordable rental units and 14 for-sale affordable units. The development will offer over 15,000 sq. ft. of commercial space.</b></li> <li>• <b>Homestead Park Townhomes</b> proposes redeveloping an 8-acre parcel (with one single-family residence) into 44 new townhomes, including affordable units. It is in the western edge of the Homestead station area. The concept plan is currently under Town review.</li> <li>• <b>Columbia Street Annex</b> is undergoing the special use permit and zoning atlas amendment process. The project is a mixed-use development of 40-54 residential units and commercial/office space in a 40,000-60,000 sq. ft. building. The project is requesting parking reduction, among other zoning modifications. The site is an assemblage of three parcels totaling 3.7 acres immediately northwest of the NC 54 / S. Columbia Street interchange. It is adjacent to the proposed NC 54 station, and the land is currently undeveloped.</li> <li>• <b>Rosemary East’s</b> concept plan proposes that this 5-story mixed-use building with basement parking, commercial/office space on the first- and second-floors, and 17 residential units on floors three through five, is currently under review. The proposal is requesting a special use permit and rezoning. The site is a 3,125 sq. ft. building currently used as a bar with surface parking.</li> <li>• <b>South Creek Mixed-Use Development</b> proposes a mixed-use development on 121 acres across from Southern Village, Southern Village Park and Ride, and Southern Community Park. Development will be clustered on 40 acres, preserving the remaining property through a conservation easement. The developer has worked closely with Town staff creating a transit-supportive proposal, fully integrated with the NSBRT project, including a financial contribution to constructing the nearest station.</li> <li>• <b>Homestead Gardens / 2200 Homestead Housing’s</b> concept plan proposes to develop a 13-acre parcel into an affordable housing community with 115 to 250,000 sq. ft. The project includes 126 new residential units for rent or purchase in the Homestead station area. The community will serve households earning from below 30% to 115% AMI and will be developed by CASA, Community Home Trust, and Habitat for Humanity. The project has been approved and the Town contributed over \$3 million towards its construction.</li> <li>• <b>Homestead Road Tri Pointe Housing</b> will construct 108 townhomes on a 15.7-acre space in the western edge of the Homestead station area with 16 townhomes offered as affordable housing units. The development will connect to a 10-foot multiuse trail along Homestead Road, providing pedestrian and bicycle access to a nearby senior center, high school, park, and trails.</li> <li>• <b>710 N. Estes Townhomes</b> will construct a 95-unit townhome community in the Estes station area. The development will connect MLK Blvd. to Estes Drive via a multi-use trail. The development envisions supplying “missing middle” housing with ownership opportunities, including, 13 townhomes offered as affordable units.</li> </ul>

<b>b. POTENTIAL IMPACT OF TRANSIT INVESTMENT ON REGIONAL LAND USE</b>		<b>Rating: Medium</b>
<b>Adaptability of station area land for development</b>	<ul style="list-style-type: none"> <li>Currently, 8 percent of the NSBRT corridor consists of <b>undeveloped</b> land that could be developed. If the projects discussed in this review are completed, this number will be reduced substantially. Many station areas have land that is currently underutilized and have the potential for higher density development. Similarly, there are opportunities to develop surface parking lots into mixed use developments.</li> </ul>	
<b>Corridor economic environment</b>	<ul style="list-style-type: none"> <li><b>From 2020 to 2045, population in the metropolitan area is anticipated to grow 38% (from 595,100 in 2020 to 819,700 in 2045), and employment is expected to increase 55% (345,600 to 536,100). Over the same time period, the Town’s population is expected to grow 31% (57,900 to 76,000), while employment is expected to grow 73% (51,200 to 88,400). Population and employment growth in the NSBRT corridor, specifically, are expected to keep pace with local and regional growth rates, with a 29% increase in population (29,300 to 37,800) and a 55% increase in employment over the same period (32,500 jobs to 50,500 jobs).</b></li> <li><b>In 2045, 43% of the Town’s population and 55% of the Town’s jobs will be in the NSBRT corridor. Over a 20-year period, this equates to a 29% increase in population and a 55% increase in employment within the corridor.</b></li> <li><b>Projections show Chapel Hill developing an additional 660,000 square feet of retail space and 770,000-1.2 million square feet of office space through 2040 and increasing the market share of regional office production in Chapel Hill from 3.7% in the region between 2001 and 2020 to 5.1% through 2040.</b></li> <li>A summary of commercial market trends shows that multifamily residential, office, and retail have historically been healthy markets. Across these three submarkets, there have been relatively low vacancy rates and interest in continuing to develop these types of properties.</li> <li>From 2013 to 2015, the corridor areas accounted for 25% of the town’s building permits and 49% of the building permit construction value. The average capital investment made per permit in the Corridor was \$252,000, versus \$100,000 outside the corridor and \$140,000 across the entire town.</li> <li>An analysis of prices along the corridor shows that there are no longer affordable areas of the corridor, which further demonstrates the desirability of the area. The construction of this line has the potential to enhance property values, but also raises concerns of displacement and affordable housing.</li> </ul>	

<b>III. TOOLS TO MAINTAIN OR INCREASE SHARE OF AFFORDABLE HOUSING</b>		
<b>a. TOOLS TO MAINTAIN OR INCREASE SHARE OF AFFORDABLE HOUSING</b>		<b>Rating: Medium-High</b>
<b>Documented evaluation of corridor-specific affordable housing needs and supply</b>	<ul style="list-style-type: none"> <li><b>A market assessment conducted for the Shaping Our Future TOD planning found that Chapel Hill is experiencing an affordable housing shortage. There are 247 affordable housing units along the NSBRT corridor. Compared to all housing units along the corridor, this equates to roughly 3.3% being legally binding affordability restricted.</b></li> <li><b>The assessment found that a substantial number of the permanently Legally-Binding Affordability-Restricted units in Chapel Hill are within the NSBRT station areas. Roughly 70% of these are rental units and are largely preserved for households earning 60% of AMI or less.</b></li> </ul> <p><b>Much of the naturally occurring affordable housing units and mobile home units in Chapel Hill are also located along the proposed BRT corridor.</b></p>	

<p><b>Plans and policies to preserve or increase affordable housing in region and corridor</b></p>	<ul style="list-style-type: none"> <li>• The Town has several policy tools, such as inclusionary zoning and density bonuses, and funding dedicated to increasing the affordable housing supply. However, it lacks publicly owned land to aid in developing additional stock. Though the Town has adopted expedited processes for affordable housing developments, the current development approval process slows down new home construction overall, exacerbating the affordable stock shortage.</li> <li>• The <i>TOD Guidebook</i> (2019) identifies affordable housing action steps for Chapel Hill, including setting targets for dedicated affordable homes at each station based on projected need, calibrating density bonuses to maximize creation of new affordable homes, and streamlining standards and processes to reduce the cost of new homes, among others. The TOD guidebook does not mention guidelines or targets specific to the NSBRT corridor, but is intended to be a general guide that could be applied to the station areas.</li> <li>• <i>Residential Special Standards Conditional Zoning (R-SS-CZD) district</i> The R-SS-CZD district incentivizes and expedites the review of developments creating affordable housing. The R-SS-CZD district is applied to a number of parcels in the Longview station area. Proposed developments in R-SS-CZD must include a 100% on-site affordable housing component or comply with nine development objectives, including the following transit supportive objectives:             <ul style="list-style-type: none"> <li>○ Encourage balanced private and public transportation systems promoting connectivity and safety for vehicles, bicycles, and pedestrians including direct and/or indirect improvements to the community’s transportation systems.</li> <li>○ Support a healthy downtown district by identifying or providing reasonable pedestrian, bicycle, and other non-vehicular access to downtown.</li> <li>○ Encourage community character promoting economic vitality, economic protection, and social equity</li> </ul> </li> <li>• The draft <i>Affordable Housing Plan</i> was presented to the Town Council in June 2023. The plan identifies potential financing tools and strategies with the following recommendations:             <ul style="list-style-type: none"> <li>○ Pursue a combination of a new, larger affordable housing bond and a two-cent tax to fund its affordable housing programs for the next five years.</li> <li>○ An affordable housing bond provides funding for large multi-year housing initiatives such as investment in new development.</li> </ul> </li> <li>• A penny tax for affordable housing provides a reliable, annual stream of funding dedicated to affordable housing programs.</li> <li>• The Housing Needs and Market Assessment conducted in 2017 identified that future affordable housing efforts need to be targeted at renter households earning 60% AMI or less, and homeownership programs should be targeted at 80% AMI.</li> <li>• Chapel Hill is a member of the Orange County HOME Consortium, which created the 2015-2020 Five Year Consolidated Plan and FY 2019 Annual Action Plan to document housing needs and strategies and programs to address those needs. The Consortium helps governments prepare applications for Federal HOME funding.</li> <li>• The Chapel Hill 2020 Comprehensive Plan encourages a variety of housing types, specifically duplexes, triplexes, and ADUs.</li> <li>• The Chapel Hill Affordable Housing Plan provides a comprehensive understanding of the affordable housing system in Chapel Hill.</li> <li>• <i>Inclusionary Zoning Ordinance (LUMO Article 3.10)</i> mandates a set-aside percentage for affordable housing for new for-sale residential developments. Projects proposing five or more housing units must provide at least 15% of their units for low- to moderate-income housing, or 10% for projects within the Town</li> </ul>
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	<p>Center zoning districts. A development application with five or more units must provide an “Affordable Housing Plan” that describes how the application for the development complies with the requirements of the Inclusionary Zoning Ordinance. Most of the set-aside units are sold to the Community Home Trust, which sells them to eligible homeowners through a renewable 99-year ground lease.</p> <ul style="list-style-type: none"> <li>• <i>Inclusionary zoning density bonus (LUMO Article 3.10.2):</i> two-family or multifamily dwelling units gain a 3,400-4,400 sq. ft. floor area bonus per affordable dwelling unit included in the project. In the case of districts outside of TC, R-SS-C, and MU-V, there is also a density bonus of 15%. Developers can gain increased floor area by constructing more affordable units.</li> <li>• LUMO changes aim to reduce the previous development review timeline from 12-18 months to six months or less if at least 25% of the proposed development is affordable housing. It also recommends that rental units offer affordable housing for households earning 60% AMI or less while for home ownership, affordable housing must be offered to households earning 80% AMI or less.</li> <li>• Text amendments to the LUMO to also establish a new conditional zoning district and expedited review process for affordable housing developments. Eligible rental housing projects must have 30% of rental units affordable at or below 60% of Area Median Income (AMI) for a period of at least 30 years. For-sale units must have 30% of for-sale affordable at or below 80% of AMI for a period of at least 99 years.</li> <li>• The Town’s Affordable Housing &amp; Community Connections team develops work plans to prioritize and plan key affordable housing programs and projects. The Affordable Housing &amp; Community Connections work plan include preservation targets exploring the creation of a preservation loan fund, supporting the acquisition of 10 housing units into the Northside Land Bank (near the Franklin station area), and supporting homeowner rehab and repair projects through the Orange County Home Preservation Coalition.</li> </ul>
<p><b>Adopted financing tools and strategies targeted to preserving or increasing affordable housing in the region and/or corridor</b></p>	<ul style="list-style-type: none"> <li>• The Chapel Hill Affordable Housing Investment Plan (2018) was a \$10 million bond referendum resulting in 400 new permanently affordable homes <b>and preserving 300 existing affordable units</b>. It has priorities of providing rental housing to households less than 60% AMI and vulnerable populations, long term affordability, and locating affordable housing near transit. <b>The proposed eligible activities include acquisition of property, home rehabilitation and repairs, and construction of new affordable housing units.</b> It also includes the following proposed priorities: rental housing serving households less than 60% AMI and vulnerable populations (e.g., disabled, homeless, elderly), long term affordability (99 years for homeownership, 20 years for rental development), and location near transit services (like the NSBRT Line).</li> <li>• The Chapel Hill Funding Plan (2022) funds \$9.1 million for around 300 units of affordable housing – including for extremely low-income households – across five affordable housing developments. These affordable housing developments will all be located along the BRT corridor or close to downtown to support access to jobs. <b>In 2022, the Town deployed \$5.25 million of the funding to construct 278 units of affordable housing through projects led by the Town or community partners.</b> Financial support for affordable housing in Chapel Hill comes from the Town’s Affordable Housing Fund and Affordable Housing Development Reserve, as well as CDBG funds.</li> <li>• The Affordable Housing Fund preserves owner-occupied housing in Chapel Hill for affordable housing purposes. Eligible uses of the fund have expanded and include land acquisition, renovation, homeownership assistance, new construction, and rental and utility assistance. The Affordable Housing Development Reserve is approved by Town Council giving funding priority to rental projects that serve households with 60% and below the AMI and homeownership projects that serve households with incomes 80% and below the AMI.</li> </ul>

	<ul style="list-style-type: none"> <li>• Chapel Hill participates in the HUD-administered Community Development Block Grant (CDBG) program, allocating funding to organizations who operate programs or provide housing that benefits low- and moderate-income families.</li> <li>• Chapel Hill enacted an Inclusionary Zoning Ordinance in 2010, mandating a set-aside percentage for affordable housing for new for-sale residential developments. Projects with five or more housing units must provide 15% of their units for low to moderate income housing, as well as provide an Affordable Housing Plan that describes how the application for the development complies with the requirements of Inclusionary Zoning. In the Town Center district, the zoning requirement is 10%.</li> <li>• Chapel Hill has an inclusionary zoning density bonus, which provides a 3,400 – 4,400 sq. ft. floor area bonus in two and multifamily dwelling units per affordable dwelling unit included in the project. Developers can then gain more floor area by constructing more affordable units.</li> <li>• The town has in place an Affordable Rental Housing Strategy and a Rental and Utility Assistance Program for low-income Section 8 housing voucher holders facing discontinuation.</li> <li>• The Community Home Trust is a nonprofit that works with developers who are building their required percentage of affordable homes in their developments. Home Trust assumes ownership of these homes and sells them at below market prices. Community Home Trust is the primary provider of affordable housing in Orange County.</li> </ul>
<p><b>Evidence of developer activity to preserve or increase affordable housing in the corridor</b></p>	<ul style="list-style-type: none"> <li>• <b>In FY 2019, the town exceeded its affordable housing goals and developed a public facing dashboard to track the progress towards affordable housing goals.</b></li> <li>• <b>The Town developed an Affordable Housing Dashboard, offering data visualizations to the public. According to the Affordable Housing Dashboard, there are currently 1,150 total subsidized units throughout the Town, with a breakdown of 338 owner units and 812 rental units. Many of these subsidized units are located along the NSBRT corridor in the Weaver Dairy and Homestead area, between Longview and Franklin, and on either side of NC 54.</b></li> <li>• <b>Orange County HOME’s FY 2022-2023 Annual Action Plan outlines how HOME funds support the goals identified in the Consolidated Plan. Orange County has \$512,241 available for FY 2022-2023. Investments will be made in several projects along the NSBRT corridor which include two projects located near Franklin Street and Homestead station areas that would benefit five households at 30% to 50% AMI and one household at 50% to 80% AMI respectively.</b></li> <li>• <b>There are many projects with affordable housing within the corridor:</b></li> <li>• <b>Homestead Gardens / 2200 Homestead Housing</b> <ul style="list-style-type: none"> <li>○ <b>The development is designed to be an affordable housing site developed by CASA, Community Home Trust, and Habitat for Humanity. 115-130 affordable rental and homeownership units at 30% to 115% of AMI. Community Home Trust’s townhomes sold subject to a 99-year ground lease. Homes typically sell for 30-50% below market value.</b></li> </ul> </li> <li>• <b>Jay Street Affordable Housing</b> <ul style="list-style-type: none"> <li>○ <b>The project is proposed by the Community Home Trust as an affordable housing development</b></li> <li>○ <b>48 affordable rental units for those earning below 30% to 80% of AMI</b></li> </ul> </li> <li>• <b>Peach Apartments</b> <ul style="list-style-type: none"> <li>○ <b>The project is proposed by EmPOWERment, Inc. as an affordable housing development</b></li> <li>○ <b>10 affordable rental units</b></li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ <b>Subsidies are included to allow low, low-income families to qualify for housing (at or below 30% of AMI)</b></li> </ul>
<p><b>The extent to which the applicant’s activities account for long-term affordability and the needs of very- and extremely-low income households in the corridor</b></p>	<ul style="list-style-type: none"> <li>• There is limited information on how these policies will account for long-term affordability.</li> <li>• <b>Chapel Hill’s Affordable Housing Dashboard reports that 42% of the Town’s 1,150 subsidized housing units are occupied by persons earning 0-30% of AMI, and 41% are occupied by those earning 30-60% of AMI.</b></li> </ul>

**F. SUBMISSION INFORMATION**

**TIMELINESS OF SUBMISSION**

<b>Date</b>	<b>Description</b>	
Nov 2021	The submission was provided on time.	
Nov 2023	<b>The submission was provided on time.</b>	

**QUALITY OF SUBMISSION**

<b>Date</b>	<b>Description</b>	
Nov 2021	The submission adequately documents and contextualizes existing conditions. The narrative and links to available online supplemental resources were well organized and generally followed the template structure.	
Nov 2023	<b>The submission adequately documents and contextualizes existing conditions. The narrative and links to available online supplemental resources were well organized and generally followed the template structure.</b>	

**LIST OF SUBMISSION MATERIALS**

<b>Date</b>	<b>Materials Submitted</b>
Nov 2021	<ol style="list-style-type: none"> <li>1. Supplemental Land Use and Economic Development Information</li> <li>2. Small Starts Template</li> <li>3. Land Use and Economic Development Information Supporting Documentation Appendix</li> <li>4. Chapel Hill 2020 Comprehensive Plan</li> <li>5. Downtown Development Framework</li> <li>6. Downtown Work Plan</li> <li>7. Downtown Work Plan Update</li> <li>8. FLUM LUMO Update Individual Focus Areas</li> <li>9. Chapel Hill Land Use Plan</li> <li>10. Land Use Management Ordinance</li> <li>11. Chapel Hill Zoning</li> <li>12. FLUM LUMO Update Guiding Statements</li> <li>13. University Master Plan</li> <li>14. Carolina North Plan</li> <li>15. Orange County Transit Plan</li> <li>16. 2045 Metropolitan Transportation Plan</li> <li>17. West Rosemary Development Guide</li> <li>18. Central West Small Area Plan</li> <li>19. The Dollars and Sense of Development Patterns</li> <li>20. TOD Guidebook</li> <li>21. Eubanks Road Conceptual Plan</li> <li>22. NCDOT Complete Streets Evaluation</li> <li>23. WalkBikeNC Project Plan</li> <li>24. Chapel Hill Public Works Engineering Design Manual</li> </ol>

	<ol style="list-style-type: none"> <li>25. Greenways Master Plan</li> <li>26. Bike Plan (Appendix to Chapel Hill 2020)</li> <li>27. Mobility and Connectivity Plan</li> <li>28. ADA Transition Plan</li> <li>29. Land Use Management Ordinance: Critical &amp; Technical Report</li> <li>30. UNC Parking and Transportation 5-Year Plan</li> <li>31. 140 West website</li> <li>32. Carolina Square website</li> <li>33. Carraway Village website</li> <li>34. Carraway Village Special Use Permit</li> <li>35. Carraway Village Site Plan</li> <li>36. Grove Park Plan Materials</li> <li>37. Glen Lennox Site Plan</li> <li>38. Glen Lennox Development Agreement</li> <li>39. Hillstone Site Plan</li> <li>40. Fordham Apartments Form District Application Materials</li> <li>41. Alexan Form District Application Materials</li> <li>42. Lark Chapel Hill website</li> <li>43. Amity Station Proposal</li> <li>44. Amity Station Materials</li> <li>45. Hanover Concept Plan Narrative</li> <li>46. Hanover Concept Site Plan</li> <li>47. Timber Hollow Site Plan</li> <li>48. 1000 MLK Concept Plan Narrative</li> <li>49. 1000 MLK Concept Plan Site Plan</li> <li>50. Homestead Park Townhomes</li> <li>51. Columbia Street Annex Concept Narrative</li> <li>52. Columbia Street Annex Concept Site Plan</li> <li>53. Rosemary East Concept Plan Materials</li> <li>54. The Graduate Site Plan</li> <li>55. Obey Creek Development Materials</li> <li>56. Comprehensive Affordable Housing Analysis</li> <li>57. On Track? Linking Workforce Housing and Transit</li> <li>58. Raising the Roof: Linking Housing Affordability and Transit</li> <li>59. Orange County HOME Consortium 2015-2020 Plan</li> <li>60. Orange County HOME Consortium FY2019 Annual Action Plan</li> <li>61. Affordable Housing Plan</li> <li>62. Affordable Rental Housing Strategy</li> <li>63. Chapel Hill Affordable Housing Investment Plan Referendum</li> </ol> <p>The first three items were submitted as attachments, and all other items were submitted as links.</p>
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Date	Materials Submitted
Nov 2023	<ol style="list-style-type: none"> <li>1. Supplemental Land Use and Economic Development Information</li> <li>2. Small Starts Template</li> <li>3. Land Use and Economic Development Information Supporting Documentation Appendix</li> <li>4. UNC Master Plan (2019)</li> <li>5. Chapel Hill ADA Transition Plans (2023)</li> <li>6. Accessibility Audit</li> <li>7. Shaping our Future A Transportation and Land Use Initiative</li> <li>8. Chapel Hill Parking Study (2018)</li> <li>9. Q3 FY22 Parking Demand Report</li> </ol>

10.	Chapel Hill 2020 Comprehensive Plan
11.	Charting Our Future A Land Use Initiative
12.	Downtown 2020 Work Plan (2016)
13.	Downtown 2020 Work Plan (2018 Update)
14.	Projected Housing Needs 2020-2040
15.	Shaping Our Future Market Assessment
16.	Orange County Transit Plan (2017)
17.	Orange County Transit Plan Update (2022)
18.	Connect 2045 Metropolitan Transportation Plan
19.	Connect 2050 Metropolitan Transportation Plan
20.	LUMO Audit Report
21.	Complete Community Strategy (2023)
22.	Central West Small Area Plan (2013)
23.	West Rosemary Street Development Guide (2017)
24.	TOD Guidebook (2018)
25.	Capital Improvements Program
26.	Complete Streets Policy (2019)
27.	WalkBikeNC
28.	Town of Chapel Hill Greenways Master Plan
29.	Chapel Hill ADA Transition Plan (2017)
30.	Pedestrian Safety Action Plan
31.	86 North Apartment Files
32.	Solano at Chapel Hill Apartment Files
33.	Project Map_NSBRT_2023-06-01
34.	Project Narrative_NSBRT_2023-08-18_REVO
35.	Town of Chapel Hill Vision Zero Resolution
36.	Chapel Hill Mobility Plan (2020)
37.	Draft Downtown Mobility Study Presentation
38.	Public Works Engineering Design Manual (2023)
39.	Connected Roads Plan and Policy
40.	Town of Chapel Hill Capital Program Report
41.	Housing Choices for Complete Community
42.	UNC Student Parking Policy
43.	UNC Employee Parking Policy
44.	UNC Parking and Transportation Five-Year Plan
45.	Chapel Hill Zoning Atlas
46.	Shaping Our Future Public Engagement Report
47.	Plan Alignment Memorandum
48.	FLUM Focus Area Buildout Impact Assessment
49.	Carraway Village Site Plan
50.	1701 North Apartments Concept Plan Application
51.	86 North Apartments
52.	Solano at Chapel Hill Apartments
53.	Bridgepoint Townhomes Final Plan Application
54.	Union Chapel Hill (Formerly Grove Park)
55.	Lark Chapel Hill Statement of Justification
56.	Grove Park
57.	140 West
58.	Carolina Square
59.	Glenn Lennox Redevelopment Agreement
60.	Hillstone Site Plan
61.	Fordham Apartments Permit Application
62.	Alexan Chapel Hill Permit
63.	Lullwater Concept Plan
64.	2200 Homestead Conditional Zoning Application

65.	2200 Homestead Affordable Housing Proposal
66.	Homestead Road Tri Pointe Conditional Zoning Application
67.	710 N. Estes Townhomes Conditional Zoning Application
68.	Aura Chapel Hill Affordable Housing Plan
69.	Aura Chapel Hill Conditional Zoning Application
70.	Link Apartments Rosemary Project Narrative
71.	Link Apartments Rosemary Conditional Zoning Application
72.	Jay Street Affordable Housing
73.	The Flats Concept Plan
74.	Rosemary Street Parking Deck
75.	136 East Rosemary Innovation Hub
76.	150 East Rosemary Street Lab and Office Developer Statement
77.	Rosemary-Columbia Street Hotel Project Narrative
78.	Amity Station Proposal
79.	Chapel Hill Life Sciences Center Project Narrative
80.	Peach Apartments Concept Plan Application
81.	Columbia Street Annex Special Use Permit Application
82.	South Creek Mixed-Use Development Narrative
83.	Draft Preservation Strategy Framework
84.	Affordable Housing Plan and Investment Strategy Draft
85.	FY23 Key Deliverables
86.	Raising the Roof
87.	Orange County HOME 2020-2025 5 Year Consolidated Plan
88.	Orange County FY 2022-2023 HOME Annual Action Plan FINAL
89.	Affordable Housing Bond Town of Chapel Hill, NC
90.	Affordable Housing Plan Draft
91.	FY19 Q4 Affordable Housing
92.	Affordable Housing Quarterly Report FY23 Deliverables Q2
93.	UNC_South Campus Transportation_SummaryPresentation

<b><i>G1. RECOMMENDATIONS FOR IMPROVEMENT: LAND USE</i></b>	
<b><i>Note: Failure to respond to recommendations may cause ratings to be decreased in future evaluations. The project sponsor should pay particular attention to providing sufficient information and supporting documentation to permit reviewers to fully assess progress on planning activities, development projects, etc.</i></b>	
<b>Subfactor</b>	<b>Potential Strategies to Improve Land Use Rating</b>
Existing Land Use	<ul style="list-style-type: none"> <li>Provide updated information on population and employment and the LBAR housing ratio.</li> </ul>

<b><i>G2. RECOMMENDATIONS FOR IMPROVEMENT: ECONOMIC DEVELOPMENT EFFECTS</i></b>	
<b>Subfactor</b>	<b>Potential Strategies to Improve Economic Development Effects Rating</b>
Growth Management	N/A

Transit-Supportive Corridor Policies	<ul style="list-style-type: none"> <li>• Continue to develop TOD policies and cross reference them across other key planning documents.</li> </ul>
Zoning Regulations	<ul style="list-style-type: none"> <li>• Promote transit-supportive development in the zoning code through additional requirements such as building setback, lot size, and design features. Demonstrate further how building and street designs in and around station areas implement transit and pedestrian friendly designs.</li> <li>• Provide updates on zoning in station areas.</li> <li>• Add transit friendly density targets to enforceable zoning codes in and around transit areas.</li> </ul>
Tools to Implement Land Use Plans	<ul style="list-style-type: none"> <li>• Describe additional regulatory and financial tools to promote transit-oriented development, such as land assembly, fee waivers, or joint development programs.</li> </ul>
Performance of Land Use Policies	<ul style="list-style-type: none"> <li>• Continue to provide updates on new development proposals, those under construction, and those completed. Describe how transit-supportive plans, policies, tools, and/or zoning influenced the development.</li> <li>• Demonstrate that transit-supportive housing and employment development is occurring in the corrido and that significant amounts of transit-supportive development have occurred in other, existing transit corridors and station areas in the region.</li> </ul>
Potential Impact of Transit Project on Regional Land Use	<ul style="list-style-type: none"> <li>• Continue to update the percentage of vacant land in the area as developments are built.</li> <li>• Continue to provide evidence that developments in station areas will be transit-supportive.</li> </ul>
Tools to Maintain or Increase Share of Affordable Housing	<ul style="list-style-type: none"> <li>• Demonstrate progress on using and increasing inclusionary zoning requirements for new development.</li> <li>• Continue to update the number of affordable units in new developments.</li> <li>• Address the need for long-term affordability and the needs of very- and extremely-low income households in the corridor.</li> <li>• <b>Indicate how many units are at or below 60% AMI when listing developments as evidence of developer activity to preserve or increase affordable housing in the corridor.</b></li> </ul>

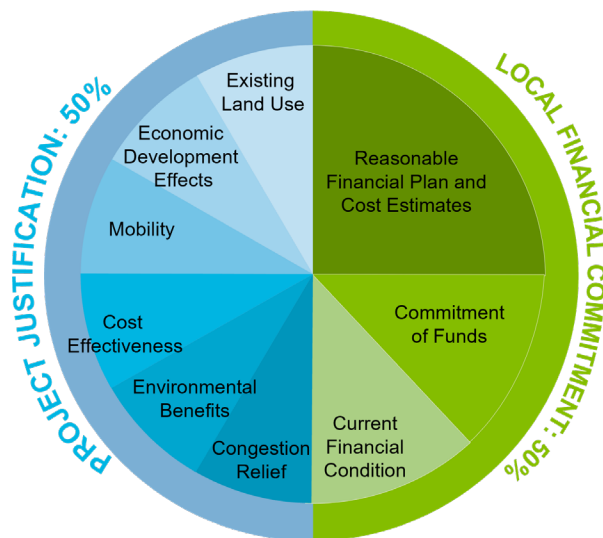


2B. North-South Bus Rapid Transit (NSBRT) Update

Staff Resource: Caroline Dwyer, Transit Planning Manager

**2.B.1 North-South Bus Rapid Transit (NSBRT) Project Evaluation and Rating Update**

Each year, the Federal Transit Administration (FTA) assesses and assigns ratings to proposed Small Starts projects, like NSBRT, in the Capital Investment Grant (CIG) project development pipeline. Projects earning at least a “Medium” composite rating across all evaluation categories (see image) are considered for inclusion in US DOT’s Annual Report on Funding Recommendations. These recommendations are received and reviewed by President Biden, who decides whether to include some or all of US DOT’s Funding Recommendations in the President’s annual recommended budget.



In Augst 2023, CHT staff submitted over 1,300 pages of required information that was reviewed, evaluated, and scored by FTA. In early March, we received notification that NSBRT received the required “Medium” project rating (see *Assessment of Land Use and Economic Development Effects* (November 2023), attached), and the project’s full funding request (\$146.4 million representing 80% of the total project cost) was included in both the US DOT’s Annual Report on Funding Recommendations and in President Biden’s FY25 Recommended Budget. A funding recommendation in the President’s budget is a major project milestone demonstrating FTA’s confidence in our project and a substantial step towards a future grant award.

While it is difficult to predict the Congressional funding actions, there are several possibilities for FY25: full funding in FY25, incremental funding starting in FY25, or funding moved to a future year. The good news is that in recent history almost 90% of transportation projects included in the President’s budget are funded and built at some point. Staff will continue to work with Federal agencies and local/regional advocates and our Federal delegation to try and ensure the best possible outcome for NSBRT.

As the budget process advances, CHT staff will continue working on critical project tasks, including a comprehensive risk and readiness review process, required by FTA, completing 60

and 90% design and engineering, coordinating third party agreements, and engaging with the public and key stakeholder groups. If the approved FY25 budget includes funding for NSBRT, CHT will then be able to apply for a Small Starts Grant Agreement (SSGA) from the FTA. FTA's application review process takes several months, and we are currently on track for a 2025 SSGA application, with a funding announcement anticipated in 2026. There is a considerable amount of work being conducted in the lead up to the grant application and CHT staff will continue working hard over the next year and a half to ensure we complete all FTA-required tasks within our projected timeline.

### **2.B.2 NSBRT State Funding Update**

CHT has requesting additional local funding for NSBRT through NCDOT's ongoing Strategic Transportation Prioritization (SPOT) process. To maximize our chances of being awarded funding through this project, staff have submitted several iterations of the project with funding requests ranging from \$18-\$56.7 million, including two options providing express bus connections to Hillsborough and/or Chatham County. The Chatham County extension allows the project to compete for regional funding, which brings potential prioritization points above and beyond those available to local projects. State SPOT funding could close the project's remaining funding gap, allow CHT to reintroduce project elements that were reduced or eliminated in 2023 due to cost inflations (including a multiuse path on both sides of the project corridor), and potentially redirect transit sales tax revenues being used for the project's local match back to Orange County for other transit projects. CHT staff are hopeful that the project's recent federal funding recommendation may increase the likelihood of receiving a state funding allocation for NSBRT.

### **2.B.3 NSBRT Status Report**

NSBRT's 60% Design phase is successfully advancing, with significant progress being made in several key focus areas. Recently, CHT staff and their consultant team have:

- Received and reviewed right of way (ROW) design and engineering plans for corridor segment 1 (Southern Village to approx. NC 54) and segment 2 (NC 54 to approximately North Street) with internal and external project staff and stakeholders
- Submitted Segment 1 hydrology plans for Town Stormwater staff review
- Initiated discussions with utility providers
- Initiated integrated technology solutions discussions, including Transit Signal Priority (TSP) systems with Town staff
- Continued discussions with UNC related to station placement and design, utility locations and potential impacts, and bicycle facilities through campus.
- Continued planning and coordination for project outreach and engagement, including targeted business outreach and resources

Over the next few months, CHT staff will continue to receive, review, and refine 60% design and engineering plans, including corridor segment 3 (downtown to Eubanks Park & Ride), including ongoing review and coordination with NCDOT. We also anticipate enhancing project communications with the public, Town staff, and key stakeholders.

**Attachments:** Assessment of Land Use and Economic Development Effects, November 2023

5B. Performance Report

Staff Resources: Caroline Dwyer, Transit Planning Manager

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**Performance Report**

- The performance report for October 2023 – December 2023 are attached to this item.

# transit snapshot



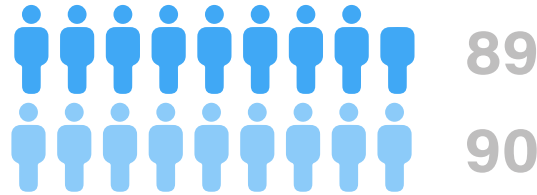
## STAFF

FIXED ROUTE

**OPERATORS**  
(Budgeted)



**OPERATORS**  
(Active)



= 10 October    = 10 November

DEMAND RESPONSE

**OPERATORS**  
(Budgeted)



**OPERATORS**  
(Active)



= 4 October    = 4 November

# transit snapshot



## STAFF

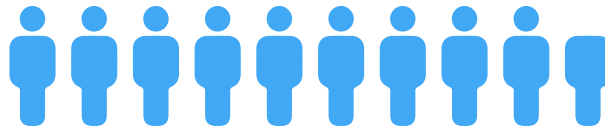
FIXED ROUTE

**OPERATORS**  
(Budgeted)



120

**OPERATORS**  
(Active)



95



DEMAND RESPONSE

**OPERATORS**  
(Budgeted)



21

**OPERATORS**  
(Active)



18



# Operations

OCT & NOV SERVICE DAYS

**31/29 TOTAL (OCT/NOV)**  
 22/20 weekday service days  
 9/9 weekend service days  
 0/1 holiday

OCT & NOV ROUTES

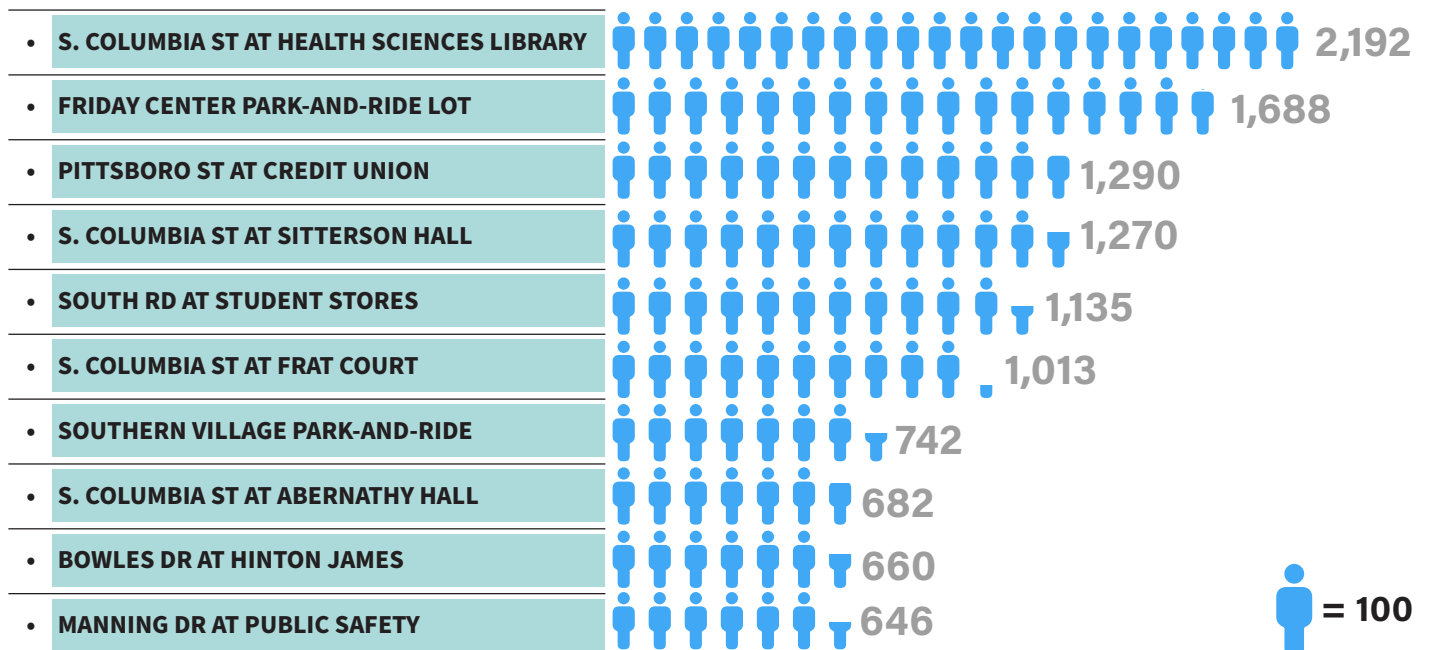
**23 TOTAL**  
 13 full service  
 10 reduced service

- ▶ B, CCX, CM, FCX, HS, JFX, RU, S, , T, U, Safe G, Safe J, Safe T
- ▶ A, CL, CW, D, F, G, J, N, NS, NU

## transit stops

OCT/NOV AVERAGE

### AVG DAILY PASSENGERS | TOP 10 WEEKDAY STOPS



# Operations

DECEMBER SERVICE DAYS

**29 TOTAL**

20 weekday service days  
9 weekend service days

DECEMBER ROUTES

**23 TOTAL**

13 full service

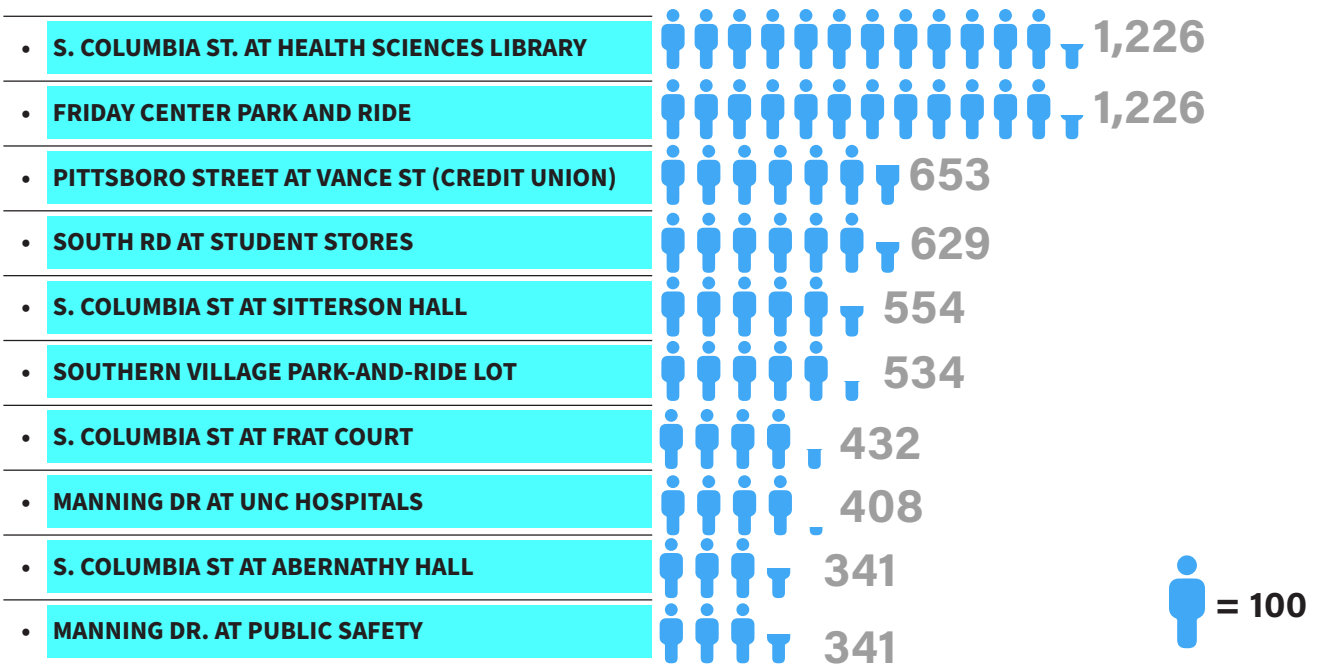
10 reduced service

•••▶ B, CCX, CM, FCX, HS,  
JFX, RU, S, T, U, Safe G,  
Safe J, Safe T

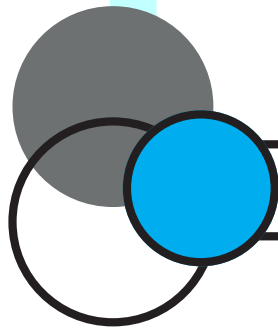
••▶ A, CL, CW, D, F, G, J,  
N, NS, NU

## transit stops

### AVG DAILY PASSENGERS | TOP 10 WEEKDAY STOPS



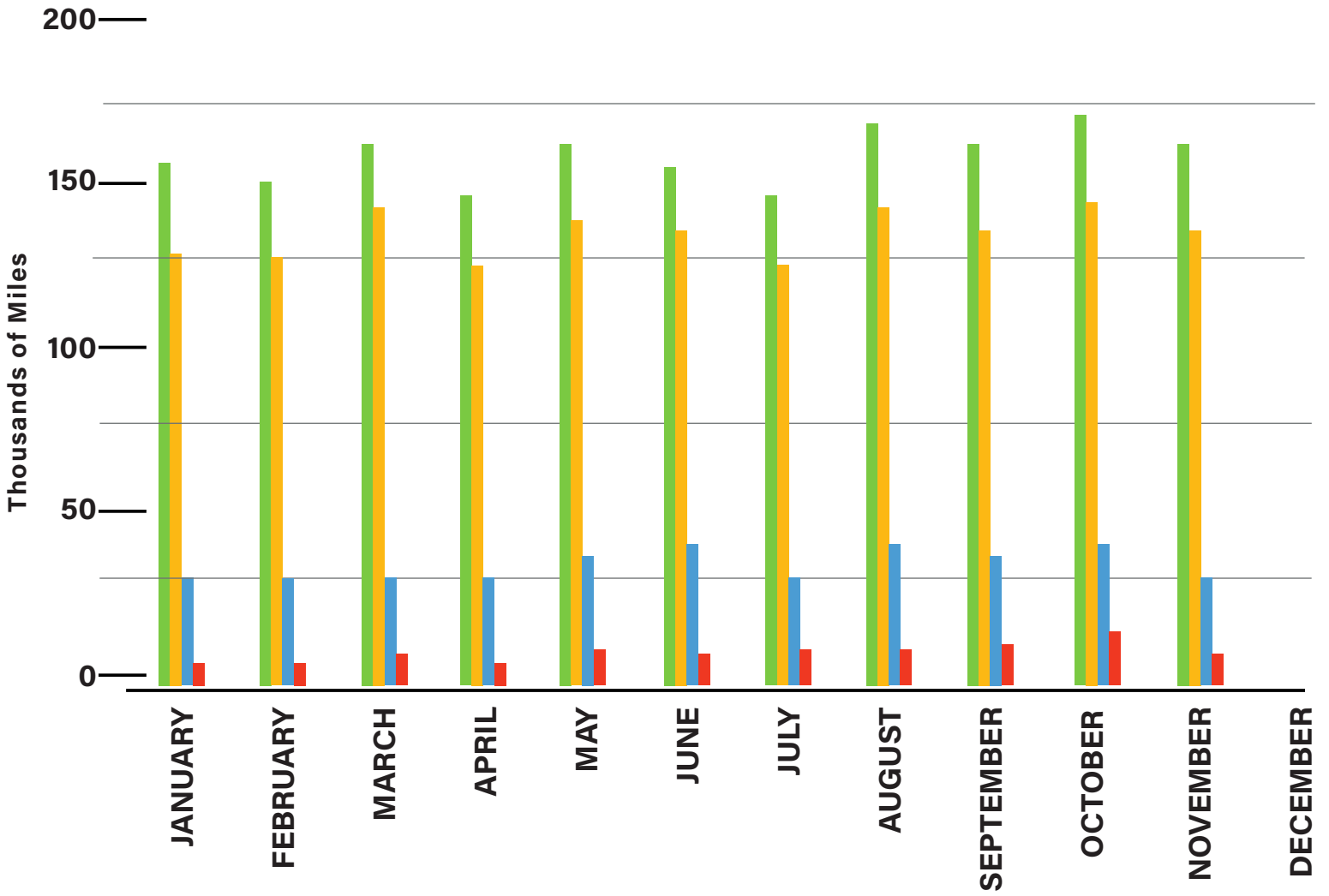
# operations



## OCT/NOV PASSENGER MILES

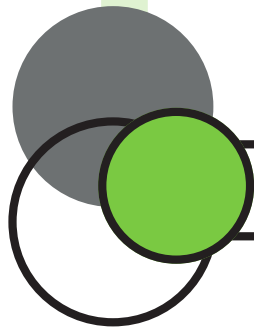
**TOTAL PASSENGER MILES: 171,705/162,530**  
**Fixed Route: 143,377/136,944**  
**Demand Response: 28,328/25,586**  
**Battery Electric Buses: 8,042/6,191**

*\*Included in Fixed Route miles*





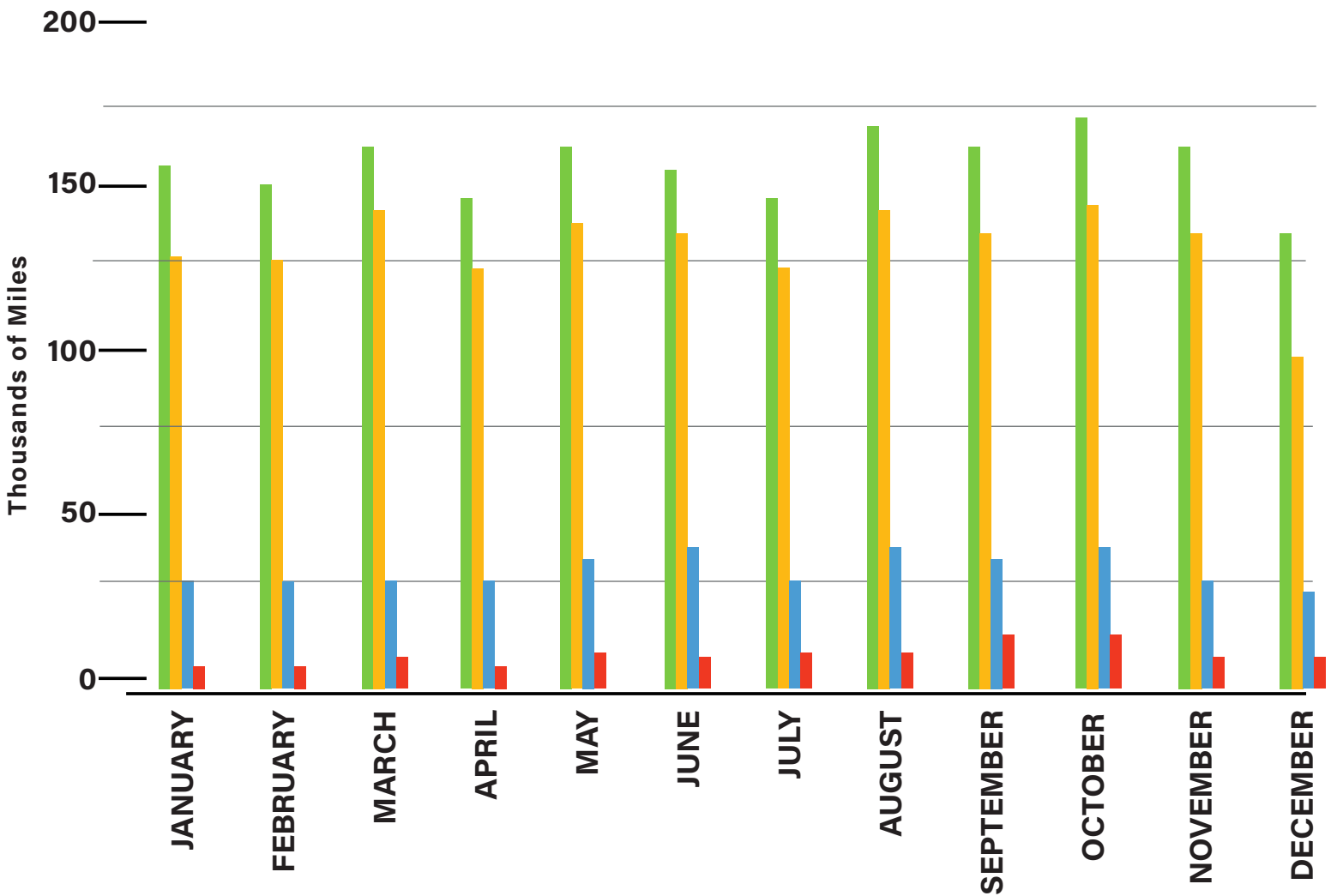
# operations



## DECEMBER PASSENGER MILES

**TOTAL PASSENGER MILES: 130,992**  
**Fixed Route: 107,013**  
**Demand Response: 23,979**  
**Battery Electric Buses: 5,130**

*\*Included in Fixed Route miles*



# Operations



**OCT/NOV SCHEDULED SERVICE HOURS**

**TOTAL: 13,818/12,644**  
**M-F: 12,916/11,742**  
**SAT: 401/401**  
**SUN: 501/501**



**OCT/NOV SCHEDULED SERVICE TRIPS**

**TOTAL: 17,961/16,455**  
**M-F: 16,566/15,060**  
**SAT/SUN: 1,395/1,395**

## daily trips

\* A trip is the completion of one loop or one direction (ex. outbound) of a route)

### Weekday Service

- **A\*** 14
- **B** 22
- **CCX** 38
- **CL\*** 32
- **CM** 30
- **CW\*** 21
- **D\*** 33
- **F\*** 15
- **FCX** 90
- **G\*** 11
- **HS** 34

- **J\*** 57
- **JFX** 42
- **N\*** 14
- **NS\*** 72
- **NU\*** 42
- **RU** 60
- **S** 40
- **SAFE G** 4
- **SAFE J** 10
- **SAFE T** 10
- **T** 11
- **U** 51

### Weekend Service

- **A** 11
- **CM** 18
- **CW** 10
- **D** 11
- **J\*** 9
- **N** 11
- **NS\*** 19
- **NU** 18
- **SAFE G** 4
- **SAFE J** 10
- **SAFE T** 10
- **U** 21

= 10

\*Route operating with suspended trips

# Operations



**TOTAL: 12,258**  
 M-F: 11,155  
 SAT: 501  
 SUN: 601



**TOTAL: 16,012**  
 M-F: 14,307  
 SAT/SUN: 1,705

## daily trips

\* A trip is the completion of one loop or one direction (ex. outbound) of a route)

### Weekday Service

- **A\*** 14
- **B** 22
- **CCX** 38
- **CL\*** 32
- **CM** 30
- **CW\*** 21
- **D\*** 33
- **F\*** 15
- **FCX** 90
- **G\*** 11
- **HS** 34

- **J\*** 57
- **JFX** 42
- **N\*** 14
- **NS\*** 72
- **NU\*** 42
- **RU** 60
- **S** 40
- **SAFE G** 4
- **SAFE J** 10
- **SAFE T** 10
- **T** 11
- **U** 51

### Weekend Service

- **A** 11
- **CM** 18
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- **NU** 18
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- **SAFE J** 10
- **SAFE T** 10
- **U** 21

= 10

\*Route operating with suspended trips

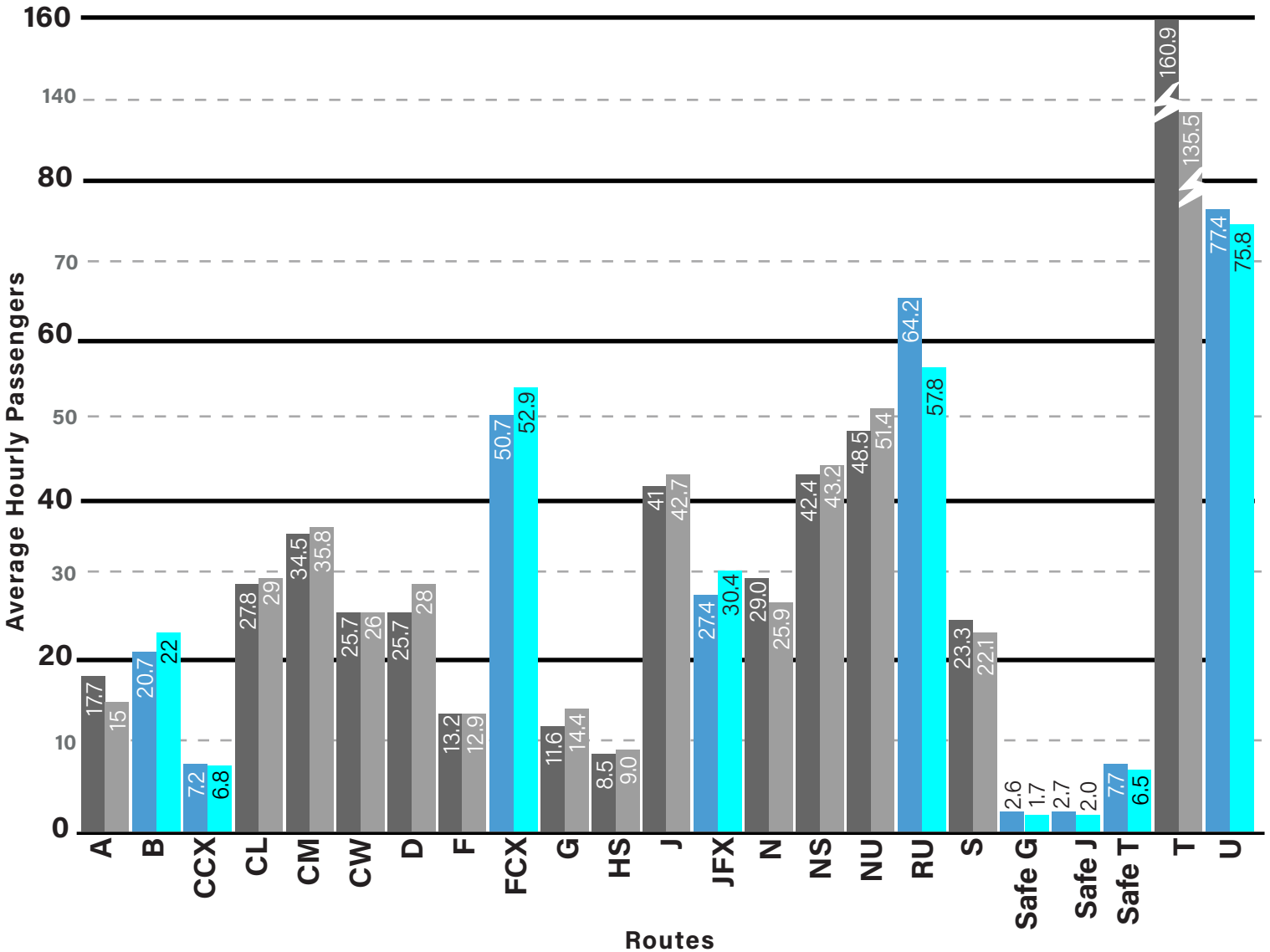
# Ridership

OCT/NOV PASSENGERS

TOTAL: 411,751/401,926  
Avg Pass/Hour: 30/32

average passengers per hour

Oct Nov  
■ ■ UNC ROUTES  
■ ■ ALL OTHER ROUTES



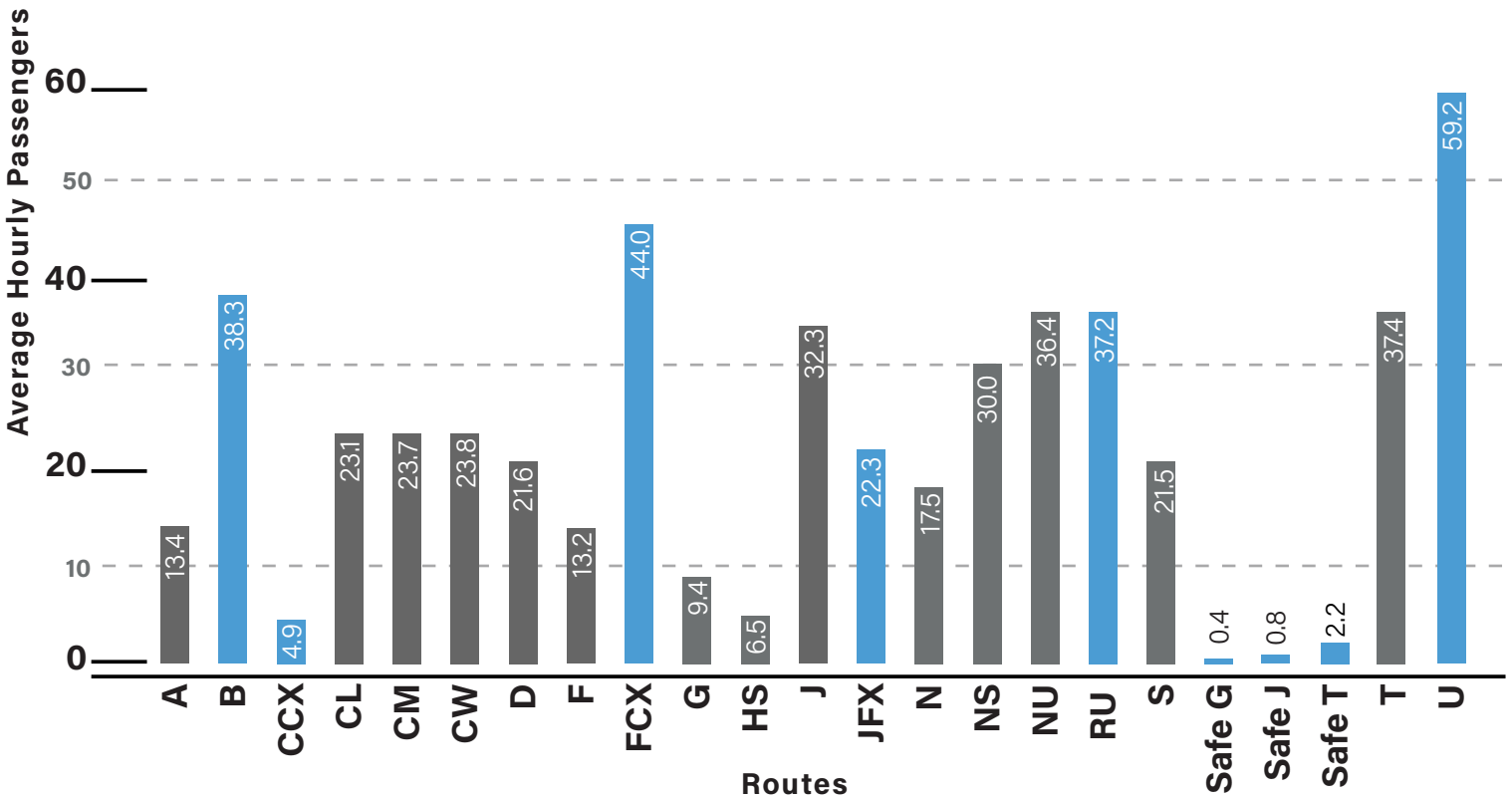
# Ridership



**TOTAL: 237,227**  
**Avg Pass/Hour: 19**

average passengers  
per hour

UNC ROUTES  
 ALL OTHER ROUTES

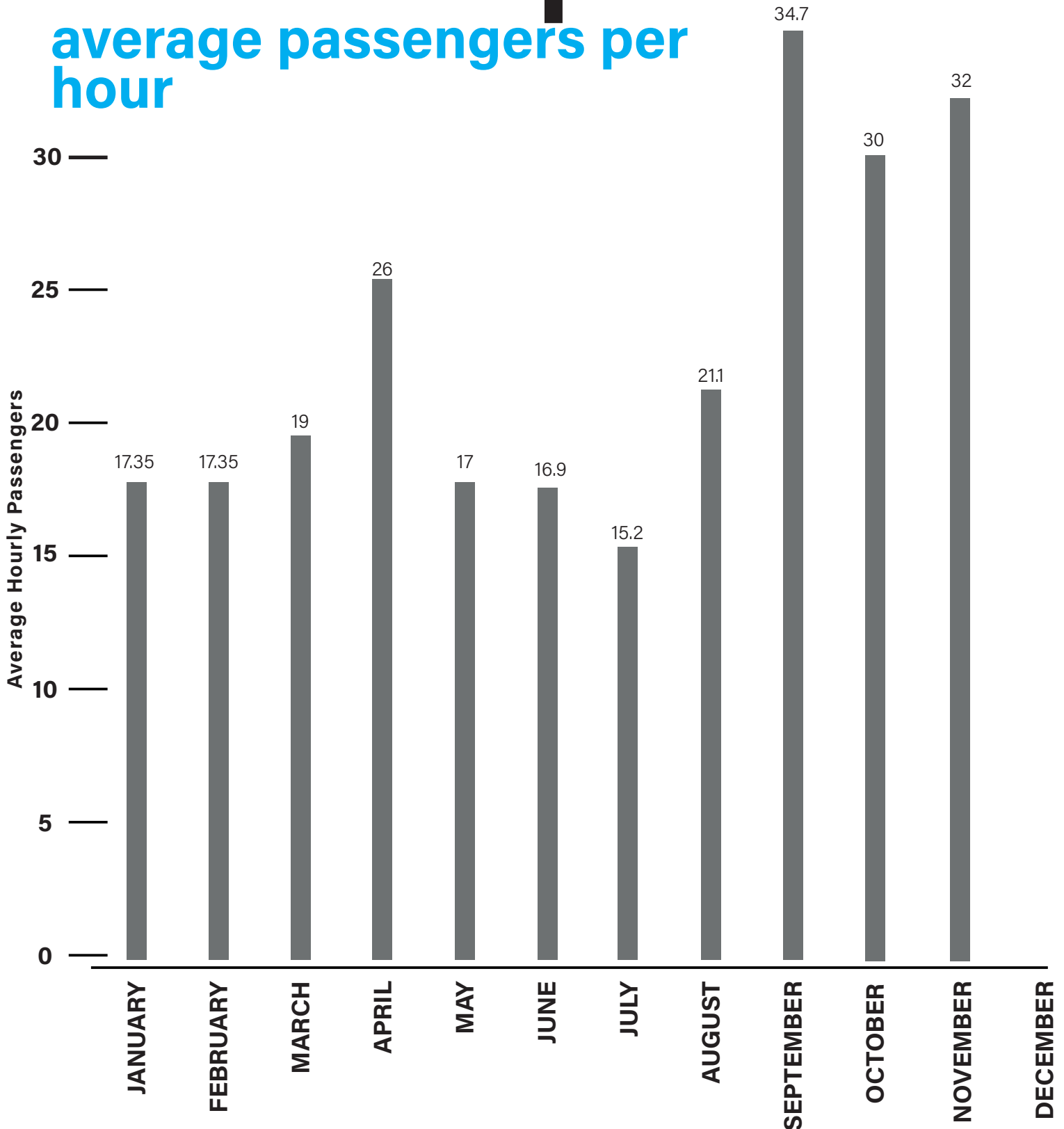


# Ridership

average passengers per hour

Year to Date

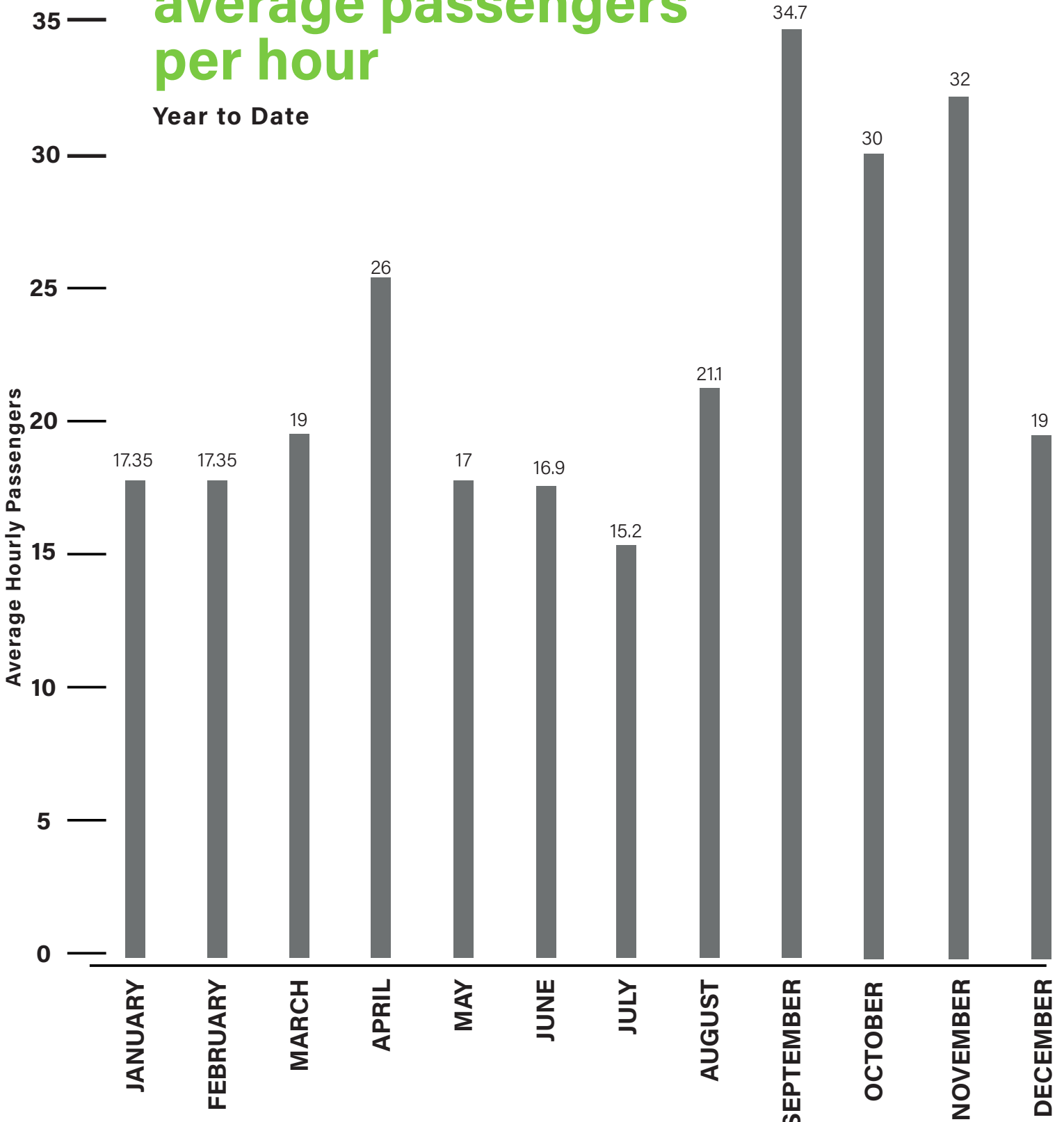
■ ALL ROUTES



# Ridership

average passengers  
per hour

Year to Date

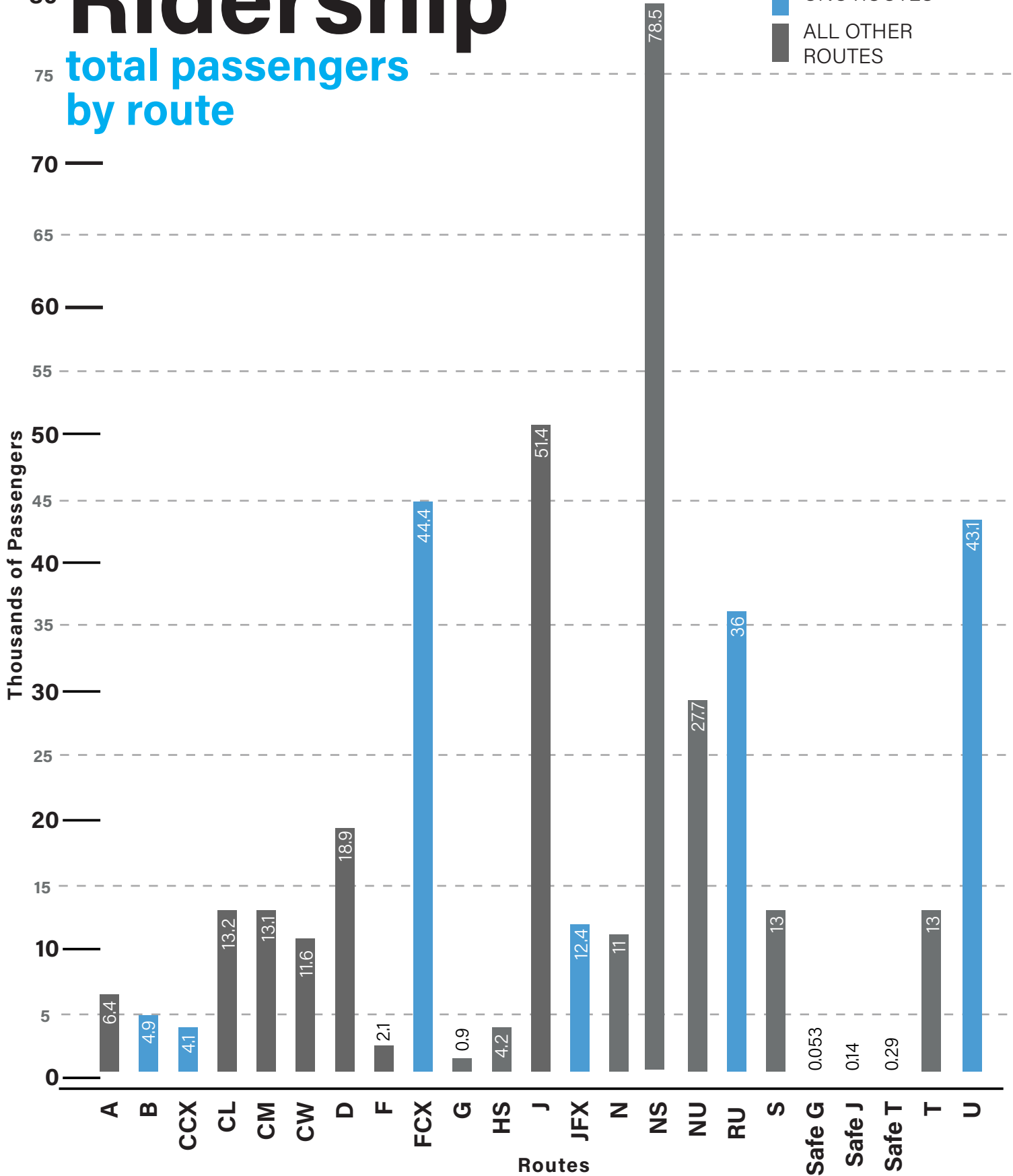


# Ridership

total passengers  
by route

October 2023

UNC ROUTES  
ALL OTHER ROUTES



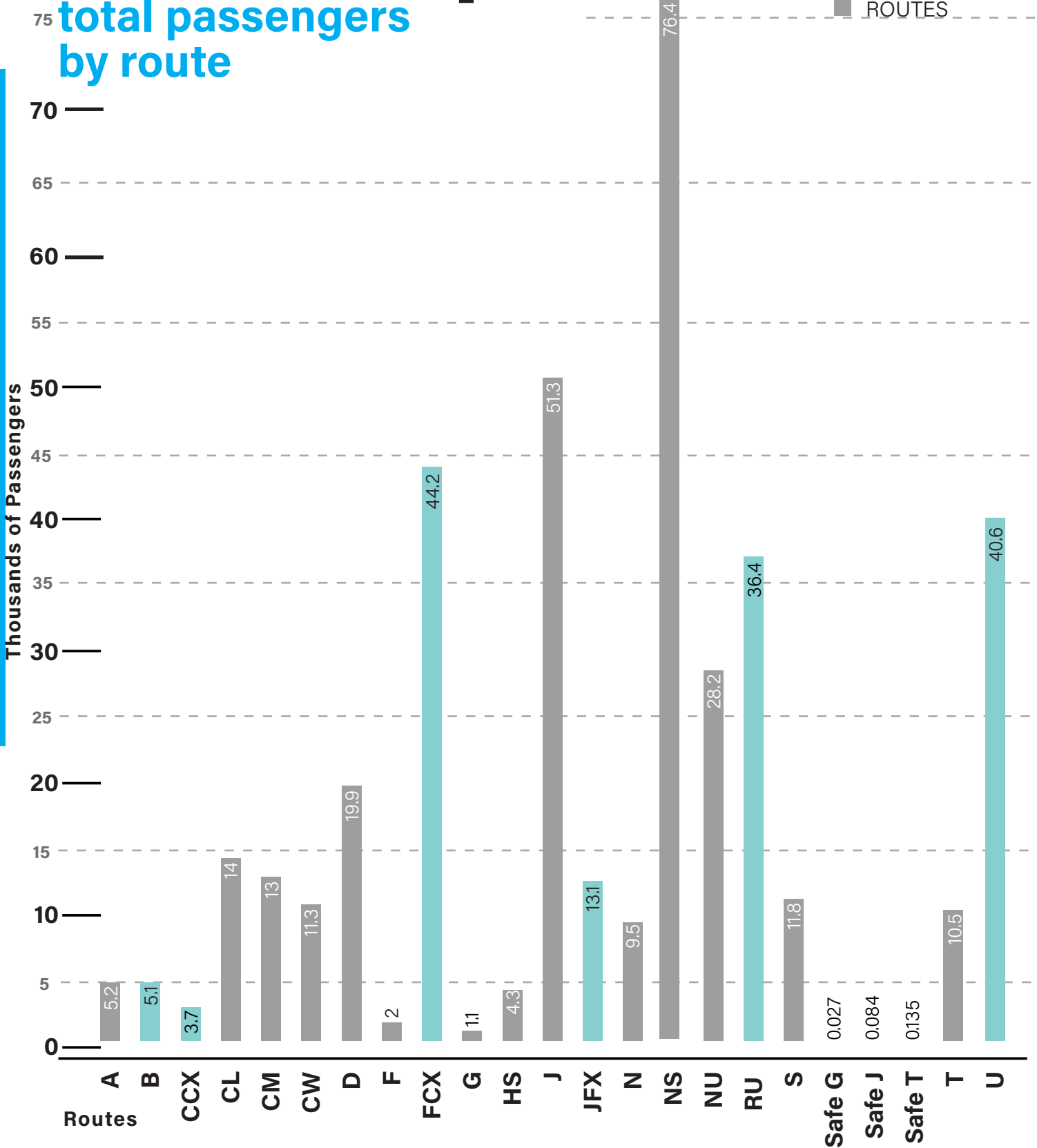


# Ridership

total passengers  
by route

November 2023

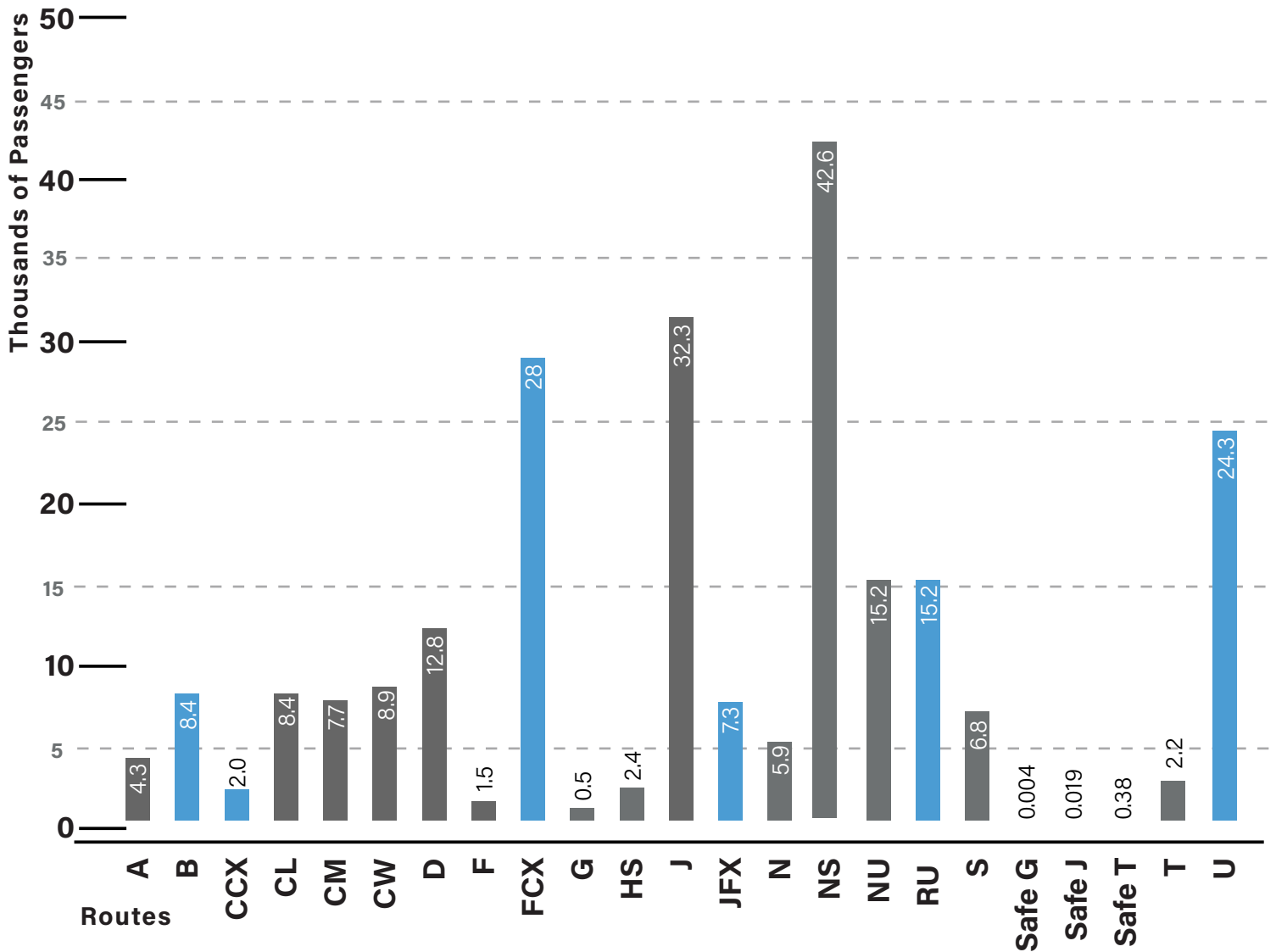
UNC ROUTES  
ALL OTHER ROUTES



# Ridership

total passengers  
by route

UNC ROUTES  
ALL OTHER ROUTES

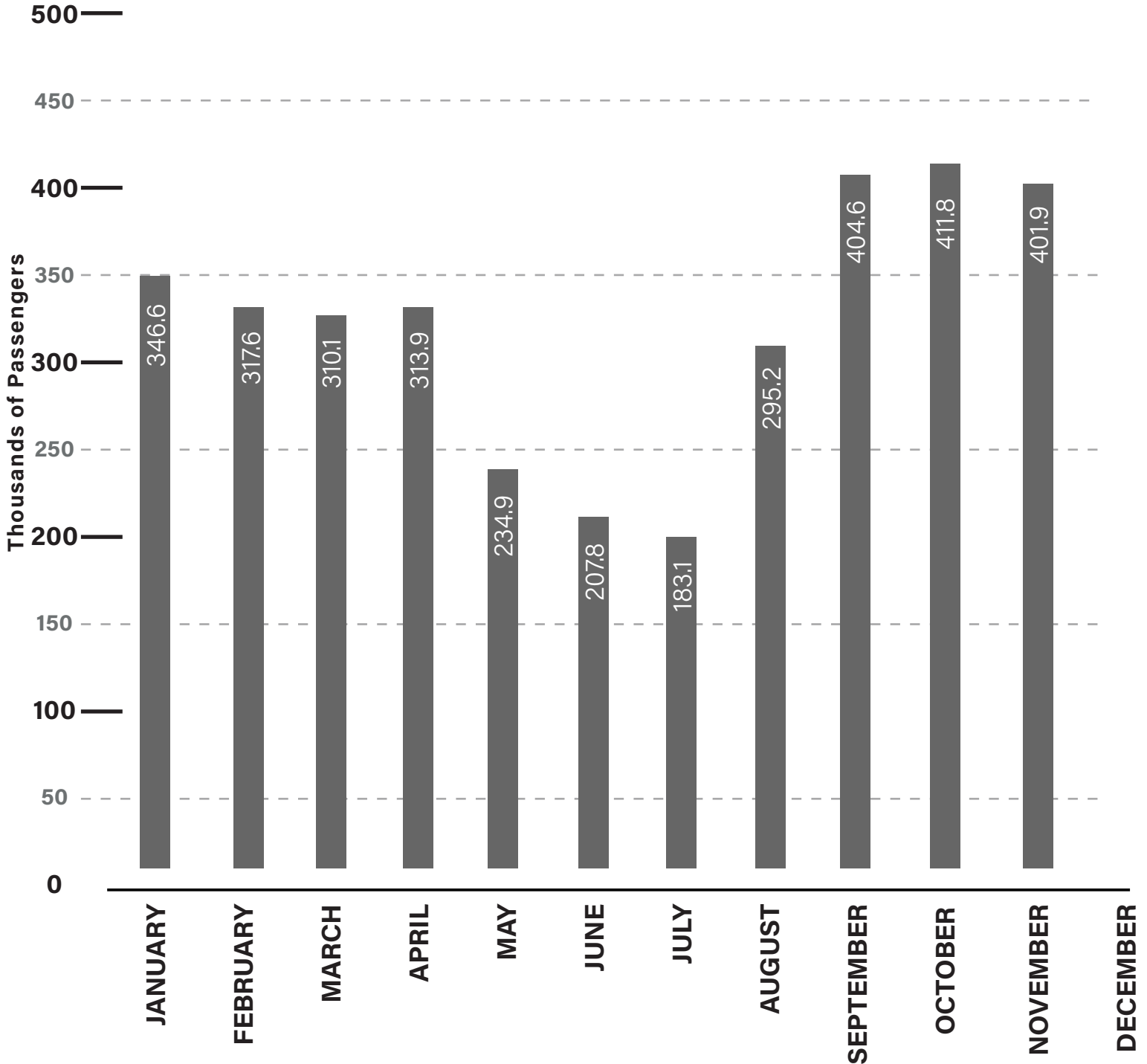


# Ridership

monthly total passengers

Year to Date

■ ALL ROUTES

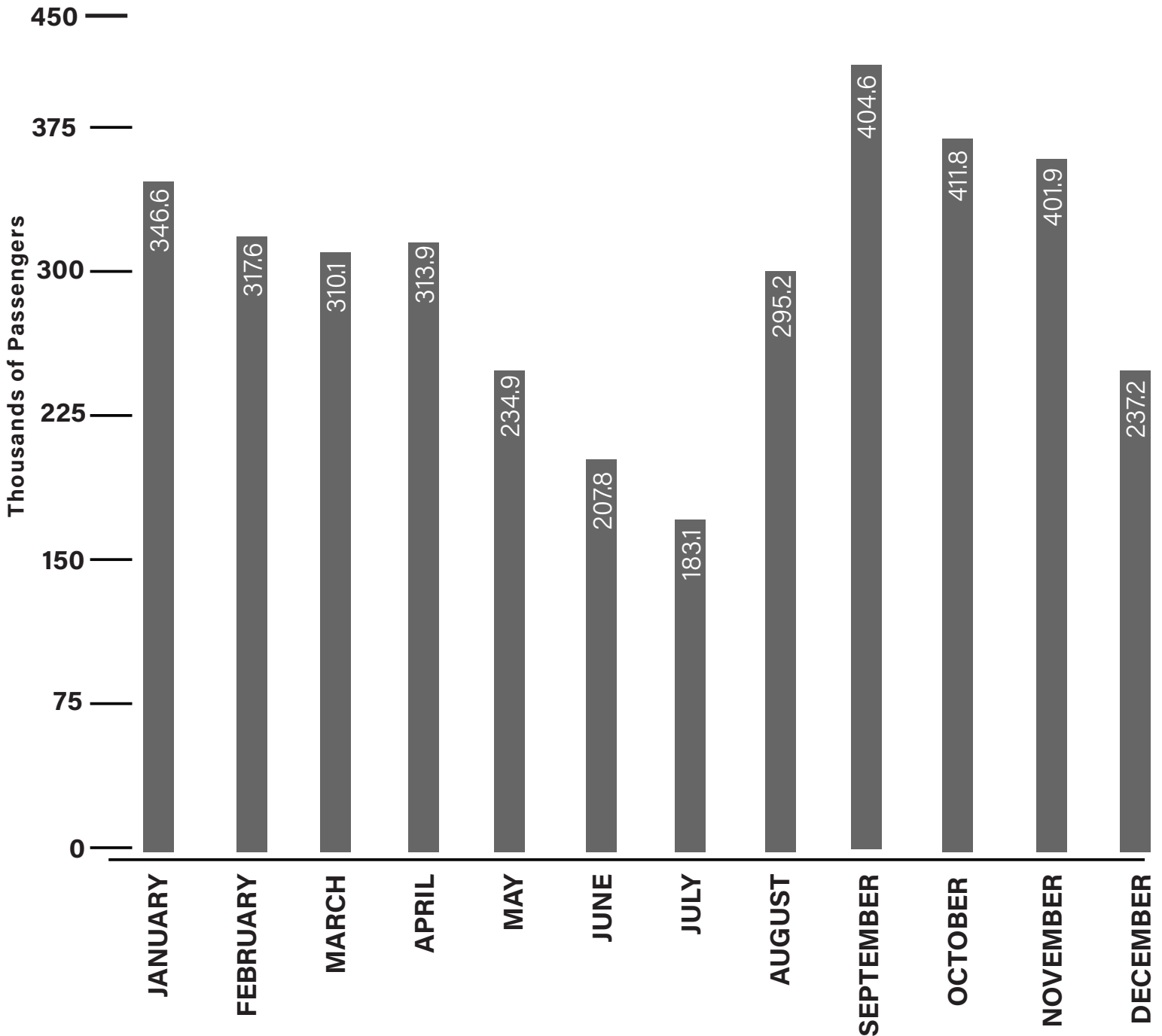


# Ridership

## total passengers

Year to Date

ALL ROUTES



# On-time Performance

## by route

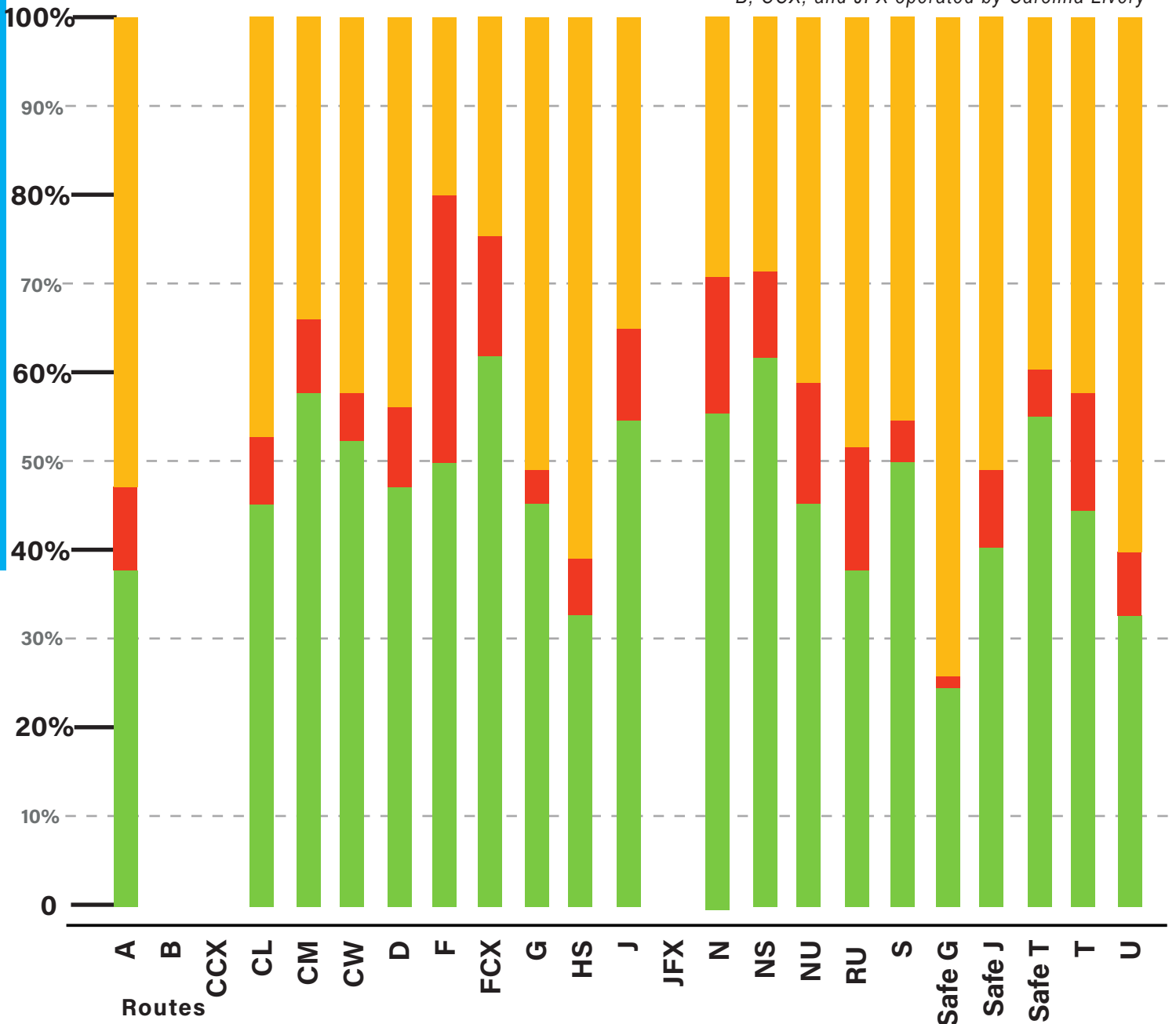
OCTOBER  
ALL ROUTES

ON TIME ■ 55.3%

EARLY ■ ≥ 3 minute 6.3%

LATE ■ ≥ 5 minutes 38.4%

*B, CCX, and JFX operated by Carolina Livery*



# On-time Performance

## by route

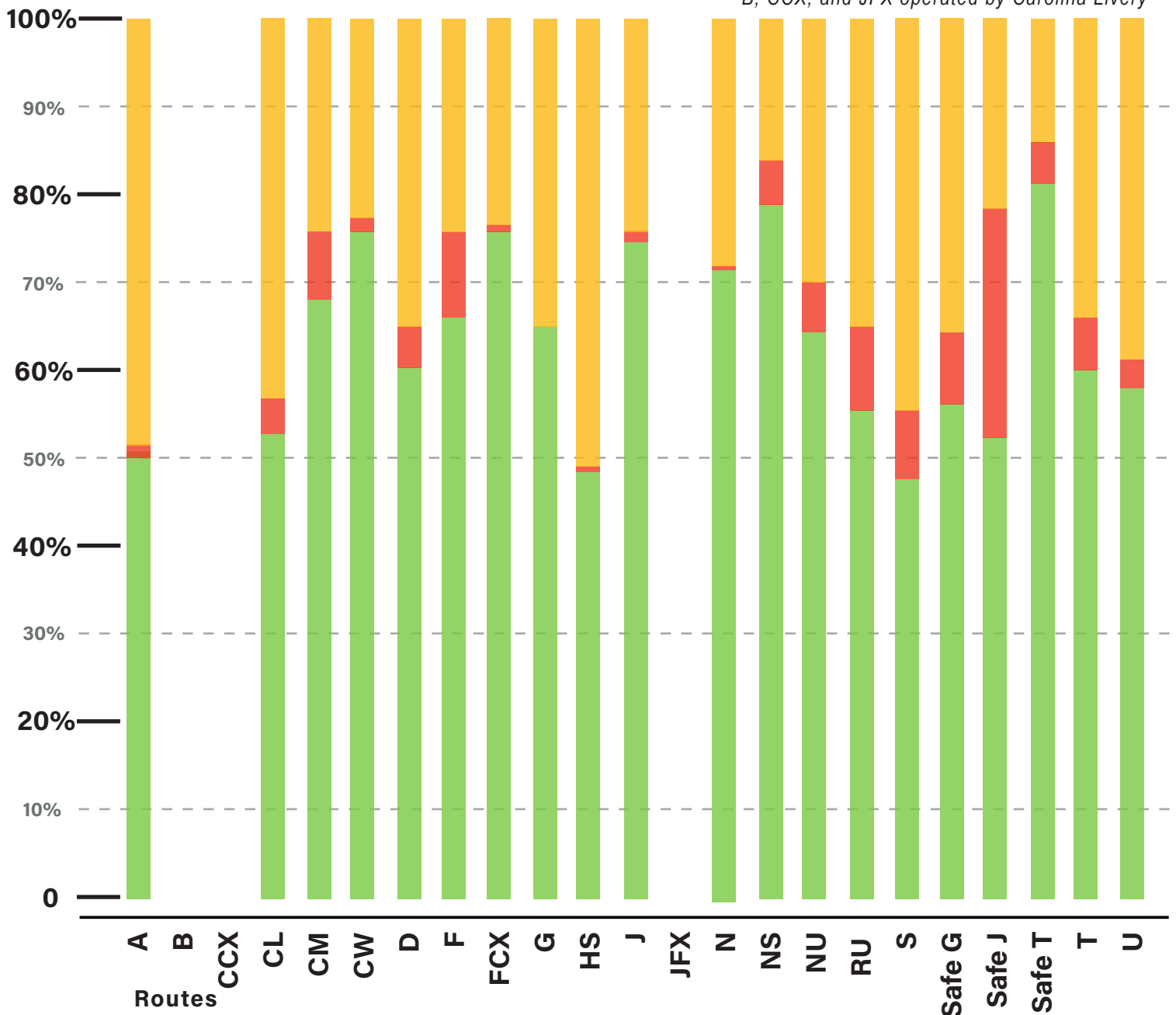
NOVEMBER  
ALL ROUTES

ON TIME ■ 64.9%

EARLY ■ ≥ 3 minute 4.2%

LATE ■ ≥ 5 minutes 31%

*B, CCX, and JFX operated by Carolina Livery*



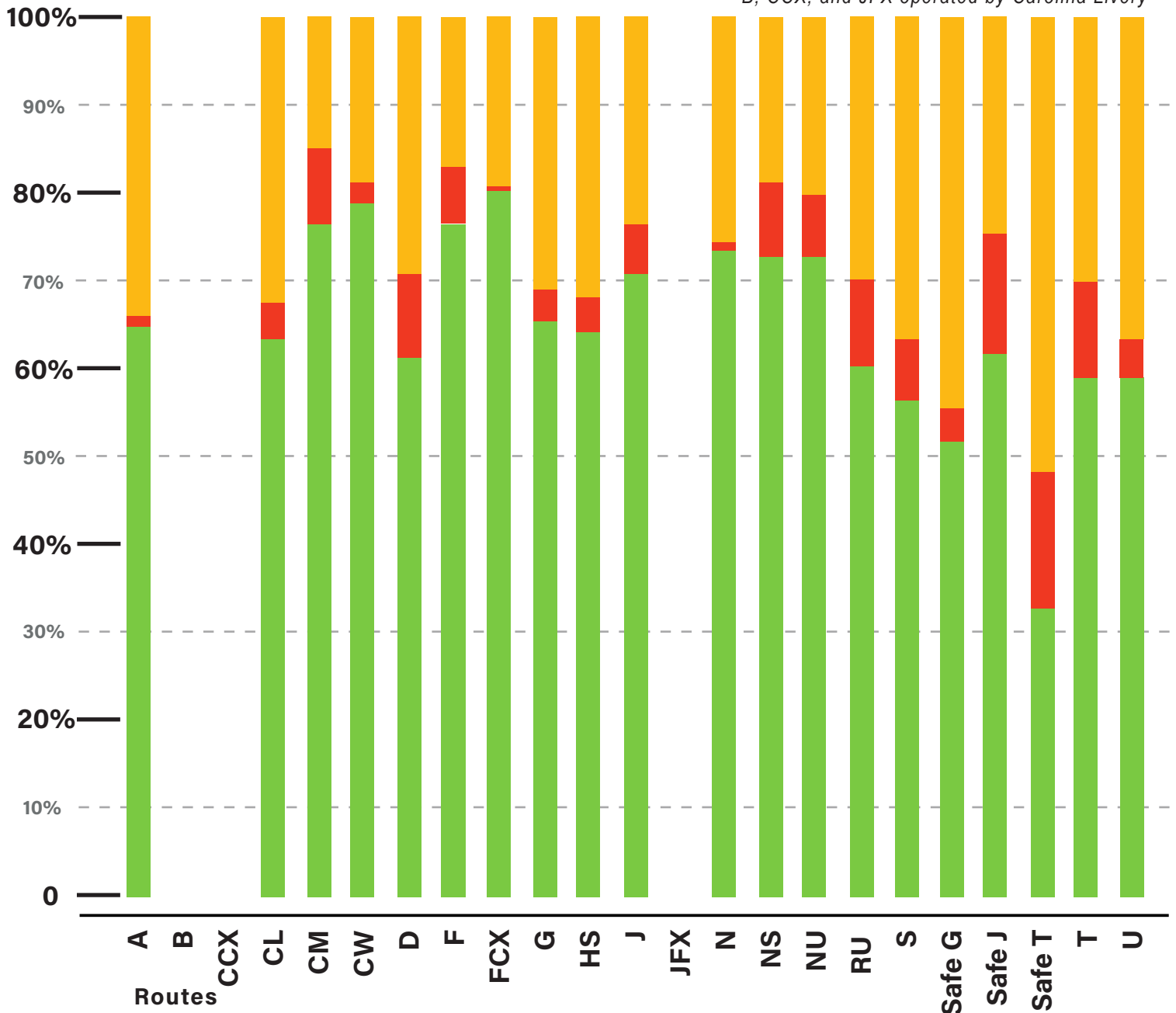
# On-time Performance

## by route

### ALL ROUTES

- ON TIME ■ 68%
- EARLY ■ ≥ 3 minute 6%
- LATE ■ ≥ 5 minutes 26%

*B, CCX, and JFX operated by Carolina Livery*



## 6A. Operations

Staff Resource: Peter Aube, Maintenance Manager  
Joe McMiller, Deputy Operations Manager – Fixed Route

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**Joe McMiller - Fixed Route Division**

- Mar 2<sup>nd</sup> – Tar Heel Express for UNC vs NC State.
- Mar 5<sup>th</sup> – Tar Heel Express for UNC vs Notre Dame.
- Mar 7<sup>th</sup> – Senior Transit Operator Kecia Hargraves celebrated 30 years of service and still rolling!!
- Mar 9<sup>th</sup> – EOC activated for UNC vs Duke, no service impacts.
- Mar 11<sup>th</sup> – Operators Jacob Bare and LaTanya Ross started the Fill-In Supervisor Program.
- Mar 18<sup>th</sup> – 1 new Full Time Operator started Training Class.
- Mar 22<sup>nd</sup> – Year end celebration for Tarheel Express Season.
- Mar 26<sup>th</sup> – Tripper for St. Thomas More students field trip to Morehead Planetarium.
- Mar 29<sup>th</sup> – Good Friday Holiday-Sunday Level Service and 420 route. No U/NU or Safe Rides

**Peter Aube - Maintenance**

- Demand response ran 35,404 miles in February.
- Non-revenue Gas and Diesel vehicles ran 5,433 miles in February.
- Non-revenue Electric Cars ran 16,681 miles in February.
- Fixed route buses ran 152,488 miles in February.
- Battery Electric buses ran 5,843 miles in February.
- Maintenance performed (102) Preventive Maintenance Inspections in February (100% on-time).
- Maintenance performed (12) road calls in February, (12,707) miles between road calls for fixed route.
- Maintenance performed (1) road calls in February, (35404) miles between road call for demand response.
- Maintenance continued interior major cleaning /Stripping waxing floors previously completed by Vendor.
- Preparing Seven (7) New Gillig BEB's for service.



6B. Director

Staff Resource: Brian Litchfield, Transit Director

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**Good Friday Holiday Schedule**

- Chapel Hill Transit will operate a Sunday schedule on Friday, March 29, 2024, in observance of the Good Friday holiday. The A, CM, CW, D, J, N, NS and 420 routes will operate. The U, NU and Safe Rides will not operate. EZ Rider will operate from 8:15 a.m. - 6:52 p.m.
- Safe Rides will not operate Thursday, March 28, 2024 – Saturday, March 30, 2024.
- Regular weekend routes, including the U and NU will operate on Saturday, March 30, 2024, and Sunday, March 31, 2024.
- Transit Administrative offices will be closed and will reopen on Monday, April 1 at 8:30 a.m.

**State and International Bus Roadeo**

- Chapel Hill Transit will participate in the annual North Carolina Public Transportation Association’s (NCPTA) Bus Roadeo on April 5-6, 2024, in Concord. The Bus Roadeo tests the driving and knowledge skills of bus operators in an obstacle course that mirrors the specific driving maneuvers and encounters frequently experienced in the course of their daily work behind the wheel of their bus. Operators must demonstrate safety habits and smoothness of operation and are rated on both while driving through each situation on the course. The following Team Members will represent Chapel Hill Transit

**Bus**

Ricky Hunter  
Scott Gilliam  
Keica Hargraves

**LTV**

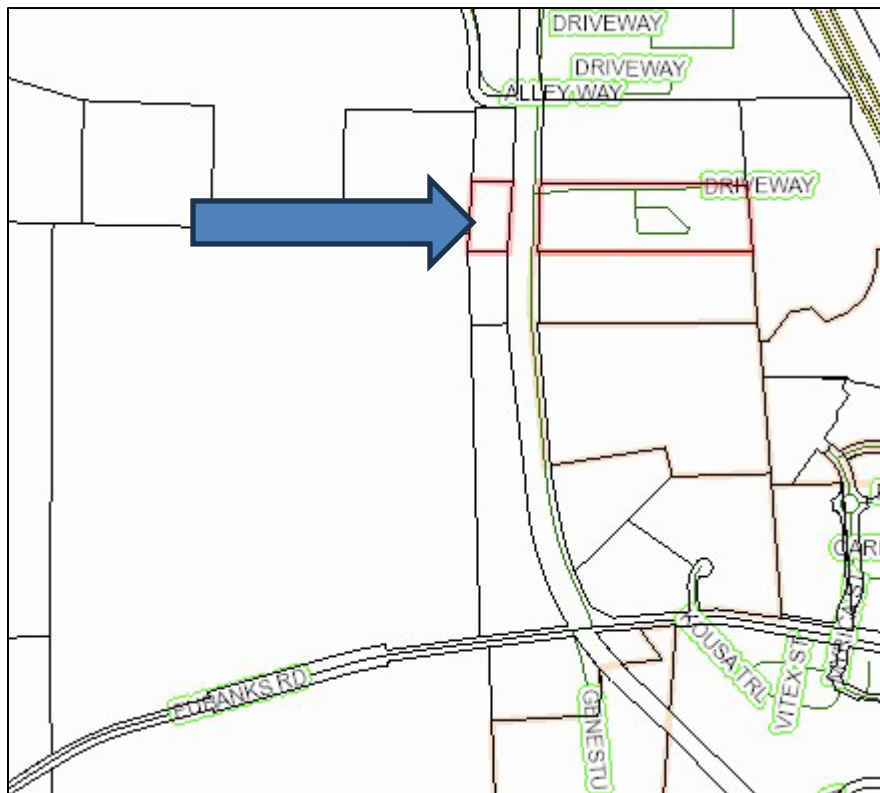
Chance Benton  
Tasha Harrington  
Reginald Paisant

- Ricky Hunter, last year’s State Roadeo Champion for Bus will compete in the International Bus Roadeo on April 26-28, 2024, in Portland, Oregon.
- Please join us in wishing these Team Members will as they represent Chapel Hill Transit and our Partners at these upcoming events.

### Transit Property on Millhouse Road

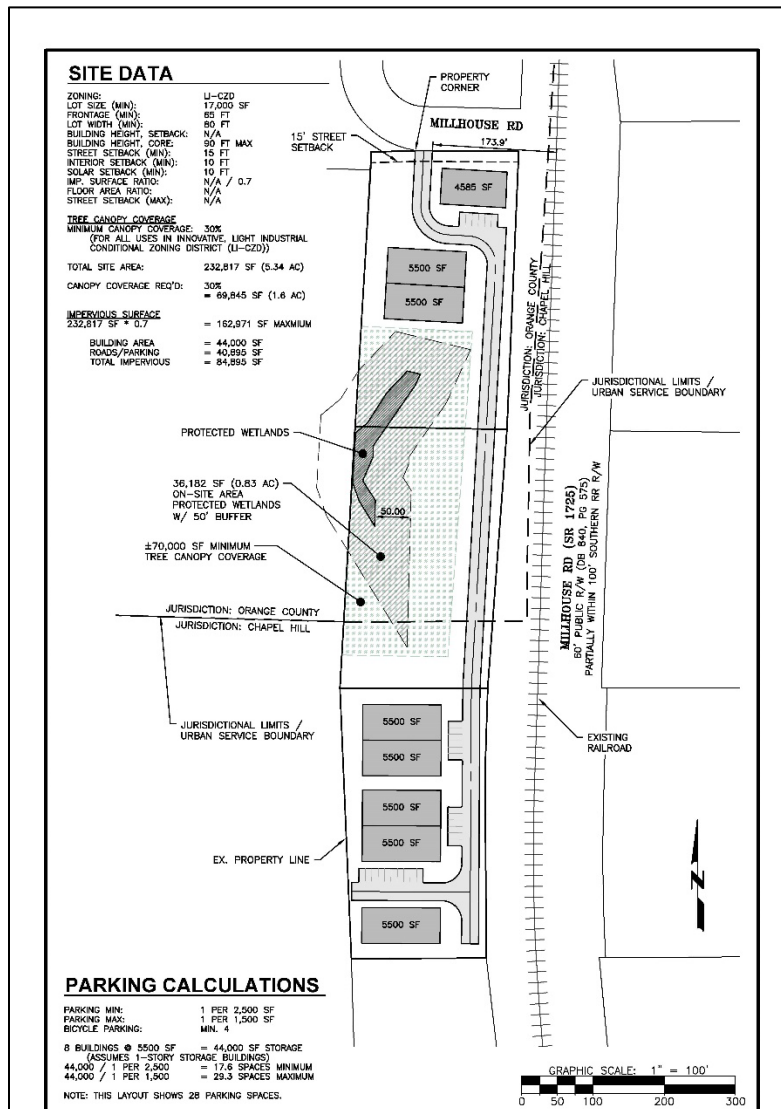
The Transit Facility currently sits on a 13.008 acre parcel which was purchased using a Federal grant. Part of the current parcel (1.93 acres) is located west of the existing railroad (see blue arrow in image). This section of the parcel is currently not accessible and as it exists today has little to no benefit to Chapel Hill Transit. The property would require the construction of a road from either Millhouse or Eubanks for access and the ability to extend sewer, water, electric or other basic development requirements is limited or would be costly. Additionally, the section has protected wetlands and a buffer would be required for any type of development.

To use or dispose of this section requires Federal Transit Administration (FTA) review and approval and disposing of it requires Chapel Hill Transit to follow FTA requirements and return 80% of the value received from disposition back to FTA. Typically, this is done by reducing a future Federal capital grant. FTA has indicated that this section would be deemed an uneconomic remanent and could be removed from the main parcel using an approved disposition process. An appraisal of this section was completed in May 2023 and determined the fair market value to be \$420,000.



A developer currently holds or has options on the property to south of this section and expressed interest in purchasing the Chapel Hill Transit section and other properties to develop a self-storage project or some similar project. Any development in this area would require an access road (see image

below). The developer initially expressed an interest in purchasing the Transit section, which would require us to receive at least \$420,000 and pay 80% of that back to FTA. While we have no concern with this project, this approach would ultimately cost Chapel Hill Transit and our Partners at least \$336,000. We have suggested that the developer request an easement though our property, which would have no fiscal impact to Chapel Hill Transit and our Partners. This would still require us to demonstrate a transit benefit to Chapel Hill Transit to FTA. A potential option would be for Chapel Hill Transit to consider constructing a storage area (pole barn) for the storage of shelters, benches and other materials that have limited needs to be protected from the environment on this section. This storage need is documented in our facility expansion plan needs. The road, built by the developer, could support this development and would not have a negative impact on Chapel Hill Transit. No decision is needed at this point. We wanted the Partners to be aware of this discussion and the options and related challenges related to this property.



### **Congratulations Kecia Hargraves**

Congratulations to Ms. Keica Hargraves, Sr. Bus Operator and Trainer, on achieving 30 years of service with Chapel Hill Transit/Town of Chapel Hill. She rolled into service on March 7, 1994, and over her 30-year career has maintained a perfect safety record (we estimate she has traveled well over 1,300,000 miles in her career) – a significant and impressive accomplishment. In addition to her service and safety record, Keica is well respected by her peers and supervisors, always willing to help, a strong mentor and a fantastic ambassador for Chapel Hill Transit. She also serves as an Operator Trainer and was selected as Trainer of the Year in 2022. Please join us in congratulating Keica in her success and appreciating her unmatched dedication and commitment.

Congratulations Keica – thank you for your service and all you do for Chapel Hill Transit and our customers!



### **Best Wishes to Matt Cecil**

It is with mixed emotions that I must announce that Matt Cecil, Transit Development Manager and NSBRT Project Manager, will be leaving us to join the Town of Cary/GoCary as a Senior Transit Planner. Matt started his career with Town of Chapel Hill/Chapel Hill Transit in 2007 as an intern and has held several positions with us over his career.

Matt has been an incredible resource for Chapel Hill Transit and the Town during his career - his unique work ethic and broad range of skills will be very difficult to replace. Throughout his career with us Matt has taken on vast array of duties and responsibilities including driving buses on snow days and for Tar Heel Express, to managing bus stops and implementing new real-time signs, to federal/state reporting, to assisting with planning major service adjustments and detours, to coordinating safety efforts such as our defensive driving program, to customer surveys, to maintaining our schedules, website and social media presence. Since 2018 Matt has been responsible for our NSBRT project and his hard work and dedication was essential to the project meeting major milestones and complex federal requirements and most recently being included in the President’s recommended budget. Matt is always willing to

take on new challenges and recently completed the Eno Center's Transportation Mid-Manager Program. I am confident that Matt is well situated to have a long and successful career in the public transit industry and look forward to watching his continued success.

His last day at Chapel Hill Transit will be Wednesday, April 10, 2024. While Matt's talents, experience, skills and sense of humor will be missed, we wish him all the best with GoCary.

Thank you, Matt, for your dedication and support for Chapel Hill Transit, on behalf of all of us please know we'll miss you, but we wish you the best of luck.