

August 28, 2008

Mr. Scott Murray
274 Botetourt Court
Boynton, VA 23917

RE: Regional Transit Station Siting Opportunities in Meadowmont

Dear Mr. Murray:

At your request, Triangle Transit staff has reviewed an aerial map of proposed development on Meadowmont Parcel 20, adjacent to the Fixed Guideway Easement Alignment in Meadowmont Village. This easement has been reserved for a future regional transit corridor by the Town of Chapel Hill.

The key discussion of our staff focused on **whether** or not the original proposed site for a transit station within Meadowmont **was still the preferred** location, and whether or not the original location was a superior location for a transit stop than Meadowmont Parcel 20.

Key Findings

For a variety of reasons, Triangle Transit **supports the** original planned location of the transit stop as the best location **within Meadowmont** for a transit station. Those reasons include:

- The Americans with Disabilities Act and operational requirements establish the need for fixed guideway rail and rapid transit stops to be built on straight alignments and not curves (**Meadowmont Parcel 20 is adjacent to a curved portion of the alignment**)
- The need to elevate a transit guideway alignment over NC 54 makes a station location closer to NC 54 difficult to **accomplish**
- Several parking lots directly adjacent to the proposed station location present opportunities for the actual station and infill development opportunities

The current easement, which is 50 feet wide, which must be preserved. In addition to the specified 50 feet, an additional five **(5) to ten (10)** feet would provide considerably greater ease in construction of a fixed guideway transit facility, and would reduce the extent of transit construction impacts on adjacent uses. Depending on the configuration of the future transit station, additional **property** may also be needed.

The current recommendations of the **Special Transit Advisory Commission** recommend light rail transit (LRT), powered by **an overhead** electric catenary wire, for this corridor. When LRT systems are implemented, **additional** land is needed for power substations

evenly spaced at regular intervals along the entire alignment. At this time, this proposed project does not have enough detailed work completed to consider where the optimum location for substations may be.

Therefore, while it is possible that an optimum location for a power substation may be Meadowmont Parcel 20, there is an equal if not greater chance that an optimum location for a power substation could be 1000 or 1500 feet in either direction from this parcel. In light of this, there is not enough information available to recommend reservation of Meadowmont Parcel 20 for a future power substation.

In closing, Triangle Transit appreciates the opportunity to comment on this development proposal. Staff assessment of the proposal includes:

- Support for this infill development close to a transit station
- Confirmation that the original Meadowmont station location remains the preferred site
- Recommendation for an additional five to ten feet of setback from the transit easement

If there are any questions regarding this letter, please direct them to me at (919) 485 - 7522.

Sincerely,



Greg Northcutt
Director of Capital Development
Triangle Transit

Cc: Gene Poveromo, Town of Chapel Hill
Roger Perry, East West Partners