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111 Presque Isle Lane
Chapel Hill, NC 27514

2006 Board of Directors
 President Josephine Stevens
 Vice President John Wainio
 Secretary John Hutchison

The Elders & Deacons
 Chapel Hill Bible Church
 260 Erwin Road
 Chapel Hill, NC 27514

Dear Elders and Deacons

We write to you regarding UNC's proposal to establish a Park and Ride lot using the Church's current parking lot. As your neighbors, we wish to express some concerns about this proposal. We are aware that the Bible Church, when being constructed, carefully considered how its design might impact on a predominantly residential area. We assume that the Church continues to recognize that changes to the use of its property will have significant impacts in this same residential area.

To date, we have mainly heard from UNC about this proposal, and now we would like to know more about the Church's thinking and planning. In this letter we set out some issues that have been raised by members of the Presque Isle community. We seek your considered responses to the following issues and questions:

- 1) The proposal for a Park and Ride lot was first made in 1998 and was revived in 2002. Town Council documents indicate that the Church had numerous reservations about the proposed lot in 2002. We are interested to know which particular aspects of UNC's current proposal have met those earlier reservations.
- 2) In April 2002 a Church letter stated that expanded parking was required by the Church due to "current space constraints and our anticipated continued growth, space in our area is very tight on Sundays, *and growing more tight during the week*" [emphasis added the final phrase]. The Town Council accepted the Church's request, in part based on parking counts. Can you tell us how many spaces the Church added at that time? We are also interested to know why it is that the Church that had high demands for parking in 2002 can now allocate 241 spaces to UNC?
- 3) We understand that the original master plan for the Church included a number of future phases. Can you tell us if there are any plans for further construction at your site in the period to 2010? More specifically, we wish to know if the Church plans to build more parking spaces?

- 4) Presque isle has three churches as neighbors. We have always considered this a positive aspect of our community. Has the Bible Church considered that a Park and Ride lot fundamentally alters the nature of our primarily residential neighborhood?

- 5) We are worried about the safety of local people in our neighborhood, and the safety of children and older people:
 - a. We are especially concerned about safety at the Old Sterling/Sage intersection as much of the traffic (including 26 new buses) will be turning left towards 15/501. Has the Church considered the problems of mixing pedestrians with increased car and bus traffic?
 - b. The Presque Isle community includes a number of retirees and some of these people have expressed concerns about their ability to safely cross Sage Road with increased traffic moving out of Old Sterling. Will there be a pedestrian crossing on Sage?
 - c. We understand that the Church has children entering and leaving throughout the day and into the evening. We also know that there is a playgroup at the Church and that the Church has a number of other activities that cater to children. Has the Church considered ways to monitor the safety of children in the area in relation to potential predators and substantially increased traffic?
 - d. We are aware that some UNC Park and Ride lots have Police Call Boxes that allow immediate contact with the UNC Police and activate a flashing blue light on top of the call box. Will the Bible Church lot have this safety facility?

- 6) We are concerned about increased traffic in the neighborhood and the potential for traffic to be attracted into Sage and Old Sterling. We do not consider the Park and Ride in isolation, but in the context of the proposed extension of Sage Road, the Wilson Assemblage, new commercial constructions on both Eastowne and Providence, the build-out of Providence Glenn, the Super Road intersection on 15/501 and the new hotel on Erwin Road. At the recent Town Council Meeting we were surprised by a UNC statement that the Park and Ride lot would not create any traffic impacts. The combination of developments in the area together with the Park and Ride lot (with a minimum extra 26 buses-beginning 30 minutes earlier than currently-and a minimum of 500 vehicle movements a day) *must* mean a traffic impact and the potential for increased air and noise pollution. In the case of the Park and Ride, we ask:
 - a. What traffic controls does the Church consider necessary in order to maintain safety for drivers and pedestrians near the Church?
 - b. Is a pedestrian crossing planned for those who will cross Old Sterling near the bus stop?
 - c. Is the Church proposing any traffic controls at Erwin and Sage or Old Sterling and Sage?
 - d. Is the Church proposing any traffic means for slowing traffic on Old Sterling?
 - e. We are concerned that the roads most impacted by the development are mostly small, narrow and unmarked. Will the Church urge that Eastowne and Old Sterling be marked with centerlines?
 - f. Will the Church be building a new path from its parking lot to the sidewalk on Old Sterling so that there will be safe walking on both sides of the Church entrance for those proceeding to the bus stop?

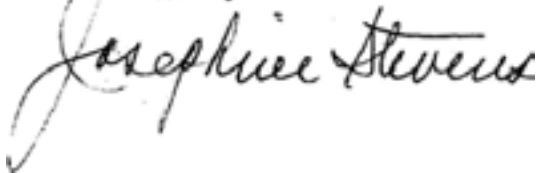
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7) We believe that the Park and Ride's associated shuttle bus to UNC will be very attractive and that it will be a magnet for bus riders in addition to those for the 241 planned parking places. We understand that residents at Finley Forest and business proprietors at Meadowmont have experienced parking problems created by their proximity to bus services and Park and Ride lots. This gives rise to questions regarding the control of parking. We ask:

- a. How does the Church propose to limit parking to 241 in a lot that can hold far more vehicles? Will the Church issue parking stickers to all other users of the lot in order to ensure that there is no "overflow" parking? If not, what measures are proposed to enforce the limit of 241 spaces?
- b. Will the Church demand that signage for parking restrictions be put in place on Erwin, Old Sterling, Coleridge and Eastowne?
- c. We are concerned that our community may have to engage a towing service and regulate our own parking. This may result in a considerable burden for our community (for signage, a towing service, the issue and maintenance of parking stickers, etc.). Has the Church considered that illegal parking from this development may impact on neighboring housing communities and commercial premises? Have mitigation or compensatory measures been considered?

8) Some of our residents use the existing C/L and D bus services. We are concerned that, as bus riders move to use the new service to be provided to UNC, that the schedules and routes for the existing routes may change. Potentially, this would seriously disadvantage our older residents. Has the Church sought assurances from Chapel Hill Transit that this will not be the outcome?

Yours sincerely



Josephine Stevens President

cc: Members of Chapel Hill Town Council

BARB WALTON
ENCLEWOOD DRIVE, CHAPEL HILL, NC.

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Comments regarding a request for "Special Use Permit Modification for the Chapel Hill Bible Church" location at the northeast corner of Erwin Road and Sage Road in Chapel Hill, NC.

- An important consideration for the Planning Board in reviewing the application should be the extent to which increased use of the Bible Church parking lot will contribute to increased chemical contaminants in runoff from the Parking Lot to the adjacent Resource Conservation District.
- Previous inventory of the Cedar Terrace Bottoms in 1988, conducted for the Triangle Land Conservancy in coordination with the North Carolina Natural Heritage Program, indicates that this area represented the best example of mature bottomland swamp forest in the county. The survey characterized the site as prime breeding habitat for numerous plants and animals, including over 33 bird species, and diverse assemblages of vertebrate and invertebrate species.
- Loss of flora and fauna is common in urban watersheds. A common cause is the elevated concentrations of chemical pollutants such as polycyclic aromatic hydrocarbons, grease and oil, as well as toxic inorganic substances, such as those released from automobile tires, that are transported from impervious surfaces to receiving waters. In this case, the designated Resource Conservation District serves as the receiving body and the organisms living there receive high concentrations of pollutants delivered in stormwater runoff.
- Aquatic species and the wildlife that feed on them are especially vulnerable during early life stages to elevated concentrations of chemical contaminants delivered in storm water runoff directly to breeding habitat. For this reason the Resource Conservation District receiving stormwater runoff from the Bible Church is especially vulnerable due to the predominance of species associated with the wetland.
- Urban Watershed Management is the technological approach of managing the stormwater runoff generated from rainfall in an urban environment. In undeveloped and undisturbed environment, rainfall is naturally filtered and absorbed by its environment. In an urban setting, with typical development of many impervious surfaces, storm water transports pollutants to receiving waters.
- Wet-Weather Flow (WWF) generated by precipitation, collects harmful pollutants while it travels through our city streets & other impervious and drainage systems. Many receiving water quality issues are due to the high level of contaminants generated by Wet-Weather Flow.
- Urban Watershed Management calls for measures to retain or divert urban runoff from areas of high automobile use, such as the Bible Church Parking Lot under new permit scenario, to reduce pollutant loads during and shortly after rainfall events.
- Mitigation and management measures for Wet Weather Flow should be considered as a requirement for increase usage of the Bible Church Parking Lot to minimize the impact to the adjacent Resource Conservation Area.

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204 Presque Isle Lane
Chapel Hill NC 27514

November 3, 2006

Dear Mayor and Council Members

**Special Use Permit
Chapel Hill Bible Church Park and Ride
Council Meeting: Monday, November 13, 2006**

As a neighbor of the Bible Church, I wish to raise some questions for UNC as the applicant on this proposal for a park and ride (P/R) lot. I am concerned about the continued developments in the area that are bringing ever more vehicles to my neighborhood. I have raised questions regarding this in earlier meetings. However, in this letter I wish to raise issues regarding the operational aspects of the proposed P/R lot. I do not believe that there has been adequate attention to these issues.

All of these issues and questions have been raised in other Town and community meetings and some were set out in a letter to the Church as far back as May 12. Church representatives explained that they would not respond in writing to communications, but only through community meetings organized by the Church and UNC. As there have been no definitive responses, I request that the Council consider seeking responses from the applicant on each of the following issues.

- 1) At a recent CDC meeting, the University stated that they were considering user tickets for the express bus, which would be limited to riders who have a UNC P/R lot parking permit and to neighbors or regular users of the bus who show that they are biking or walking to the stop. The University said that the Church would administer this. This proposal is potentially useful for reducing concerns regarding illegal parking in the local area. Can the University and Church commit to this?
- 2) The University always states that there will be minimal traffic impact. This is not in line with the peak hour LOS findings. The Traffic Impact Study (TIS) shows impacts considered "deleterious" on 3 of the 6 intersections studied (TIS, ES-4). Further, the TIS did not study impacts on Eastowne's two intersections with 151501. Recent developments in Eastowne and the likely use of Eastowne by buses and vehicles going to the P/R lot, it seems that the impact on this street and these intersections should be examined. What will be the impacts on Eastowne?
- 3) There appear to be personal safety issues associated with inadequate lighting, lack of a sidewalk on the Sage Road side of the entrance roadway to the Bible Church parking lot from Old Sterling, and the failure to plan for a police call box in the proposed P/R lot.

- What plans are there for improved lighting from the bus stop to the parking lot?

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- As almost all UNC P/R lots have police calls boxes, why is it that there will not be such a safety measure at the Bible Church lot?
 - Will there be sidewalks from the bus stop to the parking lot on the west side of the entrance to the Bible Church?
- 4) The proposal is to use the existing bus stop on Old Sterling and to make it "like" another stop on Old Sterling. The other stop mentioned has a recessed bus pull-in (to take buses out of traffic while they pick up passengers). As the current bus stop is likely to be in traffic tailbacks from Sage Road in peak hours, will this bus stop be recessed out of traffic?
- 5) In April 2002 a Church letter stated that expanded parking was required by the Church due to "current space constraints and our anticipated continued growth, space in our area is very tight on Sundays, *and growing more tight during the week.*" [emphasis added]. The Town Council accepted the Church's request. If the Church had high demand for parking in 2002, how can it now allocate 241 spaces to UNC?
- 6) It is understood that the original master plan for the Church included a number of future phases. Are there any plans for further construction at the site in the period to 2010? More specifically, does the Church plans to build more parking spaces?
- 7) There appears to have been no consideration of the impacts on pedestrians. Safety at the Old Sterling/Sage intersection is a concern, especially for seniors. What will be the impacts on pedestrians and their safety?
- 8) The Church has children entering and leaving throughout the day and into the evening, including for a play group. Has the Church considered ways to maintain the safety of children in the area in relation to substantially increased traffic?
- 9) Can residents be assured that the existing C/L and D bus services will not be reduced after the P/R lot is operational?

Yours sincerely

Kevin Hewison

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From: Bob Miles
Sent: Sunday, November 05, 2006 4:55 PM
To: Town Council
Cc: All Clerk
Subject: Chapel Hill Bible Church Park and Ride

534 Ives Court
Chapel Hill NC 27514

November 5, 2006

Dear Mayor and Council Members

Special Use Permit
Chapel Hill Bible Church Park and Ride
Council Meeting: Monday, November 13, 2006

As a neighbor of the Bible Church living in the Providence Glen condominium development, I wish to raise some questions for UNC as the applicant on this proposal for a park and ride (P/R) lot. I am concerned about the continued developments in the area that are bringing ever more vehicles to my neighborhood.

All of these issues and questions have been raised by other neighbors in earlier Town and community meetings and some were set out in a letter to the Church as far back as May 12 2006. Church representatives explained that they would not respond in writing to communications, but only through community meetings organized by the Church and UNC. As very little notice of these meetings has been given to neighbors, I have not been able to attend any of them because my current duties as an Associate Dean at UNC require me to travel a great deal internationally. But my understanding from information provided by my neighbors is that there have not been definitive responses. I therefore request that the Council consider seeking responses from the applicant on each of the following issues.

1) At a recent CDC meeting, the University stated that they were considering user tickets for the express bus, which would be limited to riders who have a UNC P/R parking lot permit and to neighbors or regular users of the bus who show that they are biking or walking to the stop. The University said that the Church would administer this. This proposal is potentially useful for reducing concerns regarding illegal parking in the local area. Can the University and Church commit to this and how would this be administered?

2) The University always states that there will be minimal traffic impact. This is not in line with the peak hour LOS findings. The Traffic Impact Study (TIS) shows impacts considered "deleterious" on 3 of the 6 intersections studied (TIS, ES-4). Further, the TIS did not study impacts on Eastowne's two intersections with 151501. Recent developments in Eastowne and the likely use of Eastowne by buses and vehicles going to the P/R lot, it seems that the impact on this street and these intersections should be examined. What will be the impacts on Eastowne? Can these impacts be investigated before a decision is taken on the application?

3) There appear to be personal safety issues associated with inadequate lighting, lack of a sidewalk on the Sage Road side of the entrance roadway to the Bible Church parking lot from Old Sterling, and the failure to plan for a police call box in the proposed P/R lot.

- What plans are there for improved lighting from the bus stop to the parking lot?
- As almost all UNC P/R lots have police calls boxes, why is it that there will not be such a safety measure at the Bible Church lot?
- Will there be sidewalks from the bus stop to the parking lot on the west side of the entrance to the Bible Church?

4) The proposal is to use the existing bus top on Old Sterling and to make it "like" another stop on Old Sterling. The other stop mentioned has a recessed bus pull-in (to take buses out of traffic while they pick up passengers). As the current bus stop is likely to be in traffic tailbacks from Sage Road in peak hours, will this bus stop be recessed out of traffic?

5) In April 2002 a Church letter stated that expanded parking was required by the Church due to "current space constraints and our anticipated continued growth, space in our area is very tight on Sundays, *and growing more tight during the week*" [emphasis added]. The Town Council accepted the Church's request. If the Church had high demand for parking in 2002, how can it now allocate 241 spaces to UNC?

6) It is understood that the original master plan for the Church included a number of future phases. Are there any plans for further construction at the site in the period to 2010? More specifically, does the Church plans to build more parking spaces?

7) There appears to have been no consideration of the impacts on pedestrians. Safety at the Old Sterling/Sage intersection is a concern, especially for seniors. And will any provision be made to protect the safety of young people crossing Old Sterling to catch the school buses? What will be the impacts on pedestrians and their safety?

8) The Church has children entering and leaving throughout the day and into the evening, including for a playgroup. Has the Church considered ways to maintain the safety of children in the area in relation to substantially increased traffic?

9) Can residents be assured that the existing C/L and D bus services will not be reduced after the P/R lot is operational?

I conclude with the thought that a better solution for all concerned is for UNC to rent space in parking areas close by but further up the road, such as at New Hope Commons and/or Patterson Place. The additional benefit is that these two lots have adequate parking lot lighting already in place (Bible Church Park & Ride lot would NOT) and the access roads in and out to either location should be better able to handle additional traffic much better than Sage, Erwin or Eastowne will today. People coming from Durham on Erwin Rd would exit onto Mt. Moriah and wind up directly in the New Hope Commons lot (or continue across the 15-501 intersection to Patterson Pl), instead of having to continue on Erwin to Chapel Hill and turn at the terrible Erwin/Sage Rd intersection, which is fast becoming another Erwin and 15-501 type of

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intersection. Has the University considered such a solution?

Yours sincerely

Bob Miles

Dr Robert Miles
Associate Dean: Study Abroad & International Exchanges
Professor of Sociology and International Studies
209 Porthole Building
University of North Carolina at Chapel Hill
CB#3130
Chapel Hill
NC 27599-3130

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Date: Fri, 3 Nov 2006 21:29:14 -0500
From: "Robert K. Deutsch" <RKD21@Bellsouth.net>
Subject: UNC Park and Ride
To: mayorandcouncil@townofchapelhill.org

On Wednesday, October 18, 2006 I attended a meeting at the Chapel Hill Bible Church sponsored by the Church and UNC and attended by a representative from the Chapel Hill Traffic Department as well as representatives of both the Bible Church and UNC and neighbors residing in the area, for the purpose of having further discussions in regard to the proposed UNC Park and Ride to be located on the Bible Church property.

During the meeting I brought up the subject of safety for the residents. Safety, here, relates to the traffic on Erwin Road, Sage Road, and Fordham Road (15-501) and will be compounded by the 241 additional cars in the proposed Park and Ride, the Wilson Assemblage, the Marriot Residence Inn, expansion at Lowe's, and in 2010 by the diversion of Weaver Dairy Road from its present connection to Erwin to a new intersection with Erwin at Sage. In a recent traffic study by the Town of Chapel Hill it was stated that the intersection of Sage and Erwin has the highest incidence of collisions in Chapel Hill.

I live in Presque Isle Villas which is at the intersection of Sage and Erwin across from the Bible Church. I and many others in the area walk for my health. Unfortunately the majority of walking areas with sidewalks are across the street on the Bible Church side of Sage. Every day I cross Sage at least twice to get to Old Sterling and then to Eastowne Rd, Providence Rd. and the Borders Book Store. In doing that I take my life in my hands. THERE IS NOT ONE MARKED STREET CROSSING FOR PEDESTRIANS BETWEEN ERWIN ROAD AND 15-501. NOT ONE!! Actually I consider Sage a five lane (counting the turn lane) expressway created in the middle of a residential district. Speeders frequently exceed fifty miles per hour between Erwin and 15-501 in each direction. A recent traffic study by the Town says "Crash information for the US 15-501 and Sage Road intersection exhibits an excessive trend for rear-end crashes along US 15-501, potentially attributable to congested traffic operations and speeding. Forty seven total crashes were recorded at the intersection between 2003 and 2005." In addition there were fifteen crashes at the Erwin Road and Sage Road intersection and three at Sage Road and Old Sterling Road between 2003 and 2005.

I suggest the town take steps to protect people attempting to cross Sage Road between Erwin Road and 15-501 by making at least several cross-hatched pedestrian crossings, perhaps at Sage and Erwin, also between Coleridge Road and Old Sterling, and between the east end of Coleridge and the north side of Sage at the street marking the rear entrance to Lowe's. Additionally, I suggest that at least two yellow and black "pedestrian crossing" signs be placed on each side of Sage Road between Erwin and Sage Road. The above actions might reduce the hazard of crossing Sage and, conceivably, act to calm the traffic speed.

Thank you for your consideration of my concerns.

Robert K. Deutsch
502 Presque Isle Lane
Chapel Hill, NC 27514

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-----Original Message-----

From: Dr. Harvey Krasny [mailto:hkrasny@mindspring.com]

Sent: Wednesday, November 08, 2006 3:02 AM

To: Town Council

Cc: All Clerk

Subject: Re: Bible Church Modification of SUP for a Park & Ride-- Chapel Hill

Re: Bible Church Application for Modification of its SUP for a UNC Park & Ride Facility.

Dear Mayor and Town Council,

I am opposed to the addition of a Park & Ride facility (P&R) to the Bible Church, located off of Sage Rd, Erwin Rd and Old Sterling. This facility is badly needed by UNC and should be placed further up 15-501 towards Durham where it can best serve the needs of the primary users of this facility.

I have lived in this part of Chapel Hill for over 20 years, and travel through Sage and Erwin roads regularly to reach my home. I have watched this area grow out of proportion in the last five years, fueled by high-density building in this small area. With this explosion of growth has come an even greater increase in traffic to the area residential neighborhoods-- growth that the streets and arteries feeding this area cannot seem to handle at peak hours. Yet, the Town continues to approve MORE high-density building and MORE vehicle parking in this one area.

Here follows are three (3) major points of concern to support my opposition.

1. THE CHURCH'S NEED FOR ADDED VEHICLE PARKING- WAS IT TRUE OR FALSE--

It is my contention that the Bible Church has broken faith with the neighbors and with the Town. When their SUP was approved in 1998 the neighbors and the Town were sold by the Church on the idea that the 800 vehicle parking spaces that the Church was requesting would NOT have a detrimental effect on the daily flow of traffic and the already noticeable congestion during peak-hour travel on Sage and Erwin Roads. This is because these 800 or so vehicles would be coming and going primarily on Sunday, and NOT during the weekdays when traffic congestion is most likely to occur. The neighbors and the Town understandably bought this argument, though the Town wisely approved 500 of the 800 spaces initially until the Church could show the Town that there was a need for the remaining 300 spaces.

In 2002 the Church returned to the Town and asked for the remainder of their spaces (300) based on the following statement:

"Due to current space constraints and our anticipated growth, space in our facility is already very tight on Sundays, AND GROWING MORE TIGHT DURING THE WEEK. We are looking forward to the next phase of our master plan build-out, which may be a gym to serve the athletic programs during the week and provide for more worship space on Sundays."

Yet when asked recently how many of those 300 spaces were paved, the Church said ONLY 25% or approximately 70 spaces. If the Church has NOT yet found the need for those extra 230 spaces which were approved five (5) years ago, based on their testimony before Council, we wonder whether UNC's grand plan is to help the Church pave and convert those approved Church parking spaces into more Park & Ride spaces (on top of the present 241 spaces they are asking for today)-- thus making a P & R lot of almost 500 cars traveling through our neighborhood during the busiest and most traffic-congested times of the weekday.

I ask-- did their own need for those 230 additional spaces five years ago just evaporate? NOTE-- I have asked the Church representatives in a recent neighborhood meeting with them if they would agree to NEVER go beyond the 241 Park & Ride spaces-- they would NOT agree to it. I think we have our answer as to what is on their agenda.

2. UNC HAS HAD FIVE YEARS TO FIND ALTERNATIVES UP THE ROAD-- In early 2002 UNC did indicate to the Town Council that it is exploring the use of a P & R facility at this same Church lot. They asked Council for a document to "...communicate to the university and the Bible Church that the Council has no objection to the University pursuing development of a park-ride lot at the Bible Church property." Council did NOT approve this request, but indicated that the Church could make a formal application if they wished and further, that UNC might alternatively wish to consider looking further up the road (15-501) for a lot. UNC has had nearly five (5) years to seek other arrangements for parking elsewhere to serve UNC faculty/staff commuters from the Durham area who enter the Town (via 15-501, Erwin Rd, Old Chapel Hill Rd and other entry points). UNC has ONLY said that land is prohibitively expensive in this area and that the Church's lot will be a near-term and short-term (5 years) solution. Yet, when I have asked them recently at four different Board meetings and at a neighborhood meeting whether they have seriously explored discussions as an alternative with New Hope Commons and/or Patterson Place (up the road) to use some of their parking area (NOT nearly at capacity during weekday hours of 6:00AM-6:00PM). There was NO comment (NOT a word!). I suspect that UNC has NOT even explored either of these two viable options or other paved parking areas closer to Durham like the former South Square area. Use of New Hope Commons and/or Patterson Pl lots has the following advantages:

- Close to each other;
- Within minutes of the Church's lot;
- Will NOT impact on residential neighborhoods like the Church's lot will do;
- Has adequate parking lot lighting, which the Church's lot may not have,
- Has wide access roads that are already built to handle peak hour congestion;

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- Is directly accessible to Durham commuters from 15-501, Erwin Rd, and Old Chapel Hill Rd; AND
- Will NOT add to the present peak hour traffic congestion and declining Level of Service (LOS) at these intersections: 15-501 & Sage, Erwin & Sage (before or after the traffic light and cut-through is added in 2008-09), and Eastowne (both entrances) & 15-501.

I ask-- why isn't the use of one or both of these two paved, lighted lots with underused capacity (or a lot further up the road) being seriously explored BEFORE even considering the Bible Church's lot?

3. CAN THEIR APPLICATION SUPPORT FINDING #3--

The 3rd finding required by the Town to grant a SUP or its modification is:

"That the use of development is located, designed, and proposed to be operated so as to maintain or enhance the value of contiguous property, or that the use or development is a public necessity.

The Church in their application for SUP modification says NOTHING about maintaining or enhancing value of contiguous property under this Finding, and it's certainly NOT a public necessity. The implication is that such a facility will benefit the neighbors too by UNC offering to neighbors who live near the Church and work at/attend UNC a chance to leave their vehicles in their respective parking lots and take one of the 26 express buses that will serve this Park & Ride facility Mon-Fri. They expect Council to make a leap of faith that there is a significant contingent of UNC faculty/staff/students living in these nearby residential locations and that these people will regularly take advantage of the opportunity to use this express bus service to UNC campus. Further, they expect Council to accept on blind faith that the values of contiguous property will NOT be diminished, but may even be enhanced by having such a service close-by for homeowners. I respectfully refute these allegations until I see clear proof supplied to support them. The burden of proof is on the Church and UNC to supply this evidence. In their absence, I maintain that Finding #3 has NOT been met, and therefore on these grounds alone this application should NOT be approved.

I ask-- does the Church's application truly meet the test of Finding #3?

I respectfully submit this letter as evidence to be included in the record of this SUP modification application. Thank you.

Sincerely,

Harvey C. Krasny