



Charlotte City Council  
**Transportation & Planning Committee**  
Meeting Summary for September 8, 2014

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## COMMITTEE AGENDA TOPICS

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- I. **Subject:** **Transit Corridor System Plan Update**  
Action: For information only
- II. **Subject:** **Prosperity Hucks Area Plan Update**  
Action: For information only
- III. **Subject:** **Future Agenda Items**  
Action: For information only

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## COMMITTEE INFORMATION

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Present: Vi Lyles, David Howard, Patsy Kinsey, Greg Phipps, Kenny Smith

Time: 3:35 pm – 4:26 pm

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## ATTACHMENTS

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Handouts  
Agenda package

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## DISCUSSION HIGHLIGHTS

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Committee Chair Lyles called the meeting to order and asked everyone in the room to introduce themselves.

I. **Transit Corridor System Plan Update**

Campbell: John Muth is going to provide an update on the Transit Corridor System, and just for the record for those folks who are presenting, we would like to get out of here no later than 4:15.

Mr. Muth started the presentation with slide 2 (see the attached presentation, 2030 Transit Corridor System Plan).

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Howard: One of the reasons this subject is important to me is to make sure we're clued in on not only what's going on with construction projects but the money. Is there anything going in right now that's turning in the wrong direction that we need to know about?

Muth: No. We feel like we're in good shape relative to budget. The civil contracts combined with the track contract that you awarded earlier this year came in \$62 or \$63 million under what had been budgeted. Our contingency right now is significantly greater than the FTA would have required as a minimum. We will keep you updated on schedules and any budget issues.

Howard: I'd love to have an update slide with a broad category as to where you are from a budget perspective.

Muth: I think you all get the monthly reports emailed to you.

Lyles: I don't think so.

Muth: This is the monthly report we prepare for the FTA. It has a lot of information about the budget. We'll check on that.

Howard: It might be part of the MTC packet we get.

Muth: It might be. I'll check and if you're not getting it, I'll make sure you do. It's good information.

Smith: If it's part of a larger package, can you separate it out and send it?

Muth: Yes.

Lyles: Mr. Howard, I think we talked about getting a bi-monthly update. The point is to have something that highlights what's in the document.

Howard: Having that information ahead of time would be helpful.

Muth: Okay.

Phipps: What are the projected completion dates for the Eastway Bridge lengthening, 36<sup>th</sup> Street grade separation and Sugar Creek grade separation projects (see slide 6 of the attached 2030 Transit Corridor System Plan)?

Muth: I'm not sure but I'll get that information to you.

Lyles: That would be great. Email is fine.

Mr. Muth resumed the presentation with slide 8 (see the attached presentation, 2030 Transit Corridor System Plan).

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Howard: How much was the Tiger Grant (see slide 8 in the attached presentation, 2030 Transit Corridor System Plan)?

Muth: I think \$18M.

Howard: I'd love to know how much each station costs and how much is left.

Muth: Okay.

Mr. Muth resumed the presentation with slide 9 (see the attached presentation, 2030 Transit Corridor System Plan).

Smith: Help me understand the difference between commuter rail and light rail.

Muth: Light rail is powered overhead by electrical power. It's typically in the 18-15 mile range, and some places might go out 20 miles. Station spacing is about a quarter of a mile close in, and maybe one-half mile to a mile as you get further out. We have fifteen stations on our 9.5 mile light rail. Commuter rail can be electric power as well, but we have talked about a diesel locomotive with three or four passenger cars attached to it. Station spacing is about five miles or greater. The longer distances would typically be served by commuter rail that serve primarily during peak periods, so less frequent service than a light rail project. Also, a commuter rail can operate on freight tracks with an agreement. The light rail has to be on its own tracks.

Mr. Muth resumed the presentation with slide 10 (see the attached presentation, 2030 Transit Corridor System Plan).

Phipps: Is the Red Line truly a viable line given the lack of consensus with the towns and the issue with Norfolk Southern? I know we've kept it as part of the plan, but is it really viable?

Lyles: Mr. Howard would like to address that question.

Howard: The towns were fighting for this and were ready to kill the Blue Line Extension. They want the Red Line very much, and everyone is working to find an arrangement with Norfolk Southern and the North Carolina Railroad. It's the only way to feed mass transit going north. You can tell by what you see on TV about Hot Lanes; they need other ways to get from the north into Charlotte.

Lyles: This is our only connection to the north. When do we get to talk about when the Blue Line continues south?

Howard: I'll let you know tomorrow. This whole system was designed as a regional system. It's time to start having that conversation with the towns to get the counties together.

Mr. Muth resumed the presentation with slide 11 (see the attached presentation, 2030 Transit Corridor System Plan).

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Smith: When you say, "Coming down Monroe," do you mean down the middle of the road or down existing tracks?

Muth: If it's a streetcar, it has to go down middle of Monroe road. It wouldn't be compatible with the CSX freight tracks.

Mr. Muth resumed the presentation with slide 13 (see the attached presentation, 2030 Transit Corridor System Plan).

Lyles: When would Council begin to see this shaping up for a decision (see slide 13 of the attached presentation, 2030 Transit Corridor System Plan).

Muth: We'd like to purchase the Greyhound and bring it to you for consideration later this year or early next year.

Lyles: I thought we had to do something before the end of this year.

Muth: We need to show FTA that we have a viable plan and show that we have elected officials behind the project and show commitment from the state to working out the track issues with Norfolk Southern. We just need to show the plan. Buying the Greyhound property is an acceptable use of the funds. We made a previous offer and that now needs to be updated.

Howard: Are you two talking about the same thing? You were talking about the money can go back?

Lyles: We are talking about the money that can go back as well.

Muth: There has been no firm date given to us.

Howard: How much could go back?

Muth: We have about \$18M that hasn't been spent.

Howard: Buy it.

Muth: Greyhound is interested in what the long term plan is before they agree to a commitment so we've got to work through those issues with them.

Mr. Muth concluded the presentation with slide 15 (see the attached presentation, 2030 Transit Corridor System Plan).

Lyles: Thank you. We'll see you in about 8 weeks.

Campbell: When we come back we'd like to ask the Committee to focus on the most specific information you can so that we aren't being redundant every other month. We want to bring new information.

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Howard: I want to hear more definition about what's happening with the Gateway Station.

Muth: Okay. The path we're talking about is the state being in the lead working out the track requirements, and the city being the lead on developing the property.

Lyles: The next item is the Prosperity Hucks update.

## **II. Prosperity Hucks Area Plan Update**

Campbell: This is just for information to update you on where we are. Ed, I'll turn it over to you.

Mr. McKinney started the presentation with slide 3 (see attached presentation, Prosperity Hucks Area Plan).

Phipps: I want to applaud the work that staff is doing. I don't know that we'll easily reach an agreement because of the apartment phase of it. They think it will take up a lot of acreage they feel would be conducive to an activity center. I think it's been worth it.

Howard: I would love to know if staff has taken the time to find out what went wrong with this one. Are there lessons learned that allow us to understand why this took an extra year.

Campbell: I would not describe this as something going wrong. I would describe this as something we needed to do to better clarify what the vision was. When you use the terminology village or activity center, lots of things are conjured up in your mind. In the document or in the text of the plan, I don't think we did a good job of defining the features and characteristics so that the document describes what those characteristics are. Also, we haven't necessarily gotten away from the fundamental thought process of creating this special and unique place, because development has occurred that is inconsistent with that vision. We are trying to figure out how we truly capture the essence of the 1998 plan and we have to react to the existing plan. I think we've gained a lot more credibility with the neighborhood, but I also think they understand that we are going to disagree on some things particularly related to housing diversity.

Howard: I didn't mean it went wrong as much I wonder what happened. What concerned me are the people who had to sit through it the first time having to start over. How does that work with this new group being added the process?

Campbell: Nothing stimulates community interest in a planning process more than a rezoning.

Lyles: Thank you. It's a lot of work.

Campbell: Kudos to my staff because they have truly been patient getting community input. It's not easy.

## **III. Future Agenda Items**

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Lyles: Regarding the last agenda item (Future Agenda Items) I think we'll start with the top two items unless there is something specific you want to move up on the list.

Phipps: You may have received the same email I did from Martin Zimmerman regarding parking near colleges and universities, so I hope we'll be able to move that item up.

Lyles: Can we look at parking near colleges?

Campbell: We will look at it and communicate with the chair about the next steps.

Lyles: Any other items?

Campbell: Welcome back from your summer vacation. You've got a lot on your plate as you can see from the referrals, and we're looking forward to working with you.

Meeting adjourned at 4:26.

**CATS**  
CHARLOTTE AREA TRANSIT SYSTEM

## Transportation and Planning Committee



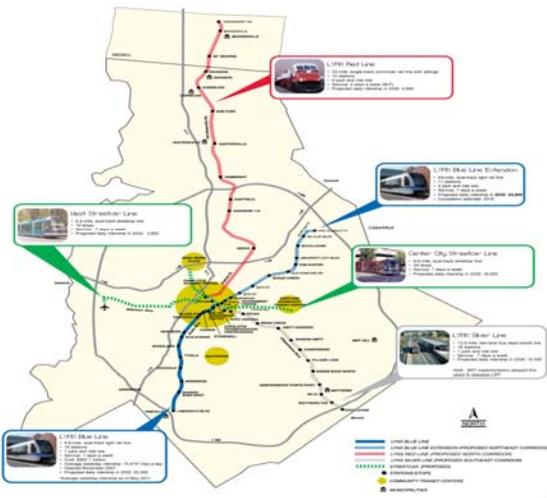
September 8, 2014

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**CATS**  
CHARLOTTE AREA TRANSIT SYSTEM

## 2030 Transit Corridor System Plan

### 2030 Transit System Plan



The map displays the 2030 Transit System Plan for Charlotte, North Carolina. It features several transit corridors and stations, each with a detailed callout box. The callouts include:

- L1901 Rapid Line:** A red line connecting the airport to downtown, with a callout box showing a train and station details.
- L1901 Blue Line Extension:** A blue line extending from downtown to the airport, with a callout box showing a train and station details.
- West Direction Line:** A green line connecting the airport to downtown, with a callout box showing a train and station details.
- East Direction Line:** A green line connecting downtown to the airport, with a callout box showing a train and station details.
- L1901 Blue Line:** A blue line connecting downtown to the airport, with a callout box showing a train and station details.
- L1901 Orange Line:** A blue line connecting downtown to the airport, with a callout box showing a train and station details.

The map also includes a legend for various transit modes and station types, such as Light Rail, Rapid Rail, and Station Types. The City of Charlotte logo and the website www.RIDETRANSIT.org are visible at the bottom.

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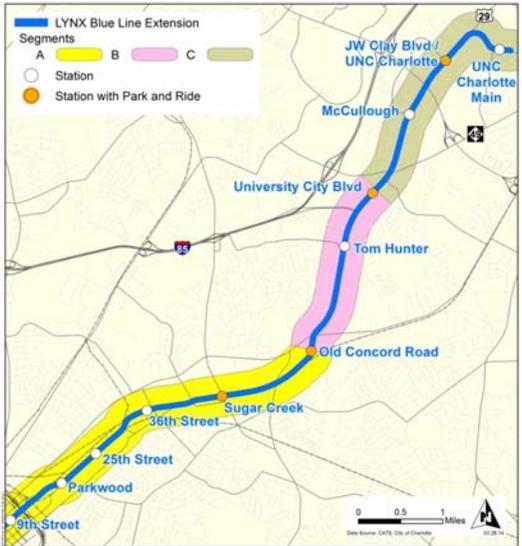


## MOVING CHARLOTTE FORWARD

*Blue Line Extension: Northeast Corridor*

### Project Overview

- 9.3 miles, 11 stations
- 4 park and ride facilities
- Approx. 3,100 parking spaces
- Accommodates 3-car trains
- 25,000+ daily riders
- Improvements to North Tryon St.
- Connects UNC Charlotte campuses
- 22 minute commute from Uptown to UNC Charlotte
- Initial service 7.5 minute peak frequency
- Connecting bus services
- Revenue service in 2017





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## MOVING CHARLOTTE FORWARD

*Blue Line Extension: Northeast Corridor*

### Advanced Utility Relocation

**Expected Completion:**  
August 2014




### Civil Construction

**Started:**  
March 2014




### Track and Systems Construction

**Started:**  
July 2014






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## MOVING CHARLOTTE FORWARD

*Blue Line Extension: Northeast Corridor*

### What's happening out there?

- Utility relocation, both above and underground
- Retaining walls to support the widened roadway
- Widening the road to make room for light rail tracks
- Adding light rail tracks along existing freight tracks
- Lengthening the Eastway bridge to accommodate tracks underneath









## MOVING CHARLOTTE FORWARD

*Blue Line Extension: Northeast Corridor*

### Construction Impacts

#### North Tryon Street construction starts this summer

- Maintenance of traffic during construction will be an area of focus for CATS, NCDOT and CDOT.
- Traffic shifts will occur for construction; the traveling public should allow extra travel time.
- BLE Communications Team has a robust communication plan to announce changes to traffic patterns.
- Businesses will retain access during construction.
- Pedestrian access will be maintained during construction.
- Areas of particular concern:
  - NCDOT Mallard Creek bridge replacement
  - Eastway Bridge lengthening
  - 36<sup>th</sup> Street grade separation
  - Sugar Creek grade separation



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## MOVING CHARLOTTE FORWARD

*Blue Line Extension: Northeast Corridor*

### Partnerships are Key!

Supporting Businesses, Residents, Community

Strong communication at all levels will ensure the BLE's successful completion

- Points of contact
  - Business Liaison
  - Community Specialist
- Multi-departmental agency coordination

- Collaboration
  - Joint BLE Communications Team
  - Residents and Business Owners
  - Non-profits
  - First Responders, CMC, CMS, UNC Charlotte
  - Media





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## LYNX Blue Line Capacity Expansion

- Funded by Transportation Investment Generating Economic Recovery (TIGER III)
- Expand three platforms to accommodate 3-car trains
- Request made to FTA to extend platforms at fourth station
- Add 4 traction power substations (TPSS)
- Will pursue Core Capacity Grant to extend remaining platforms



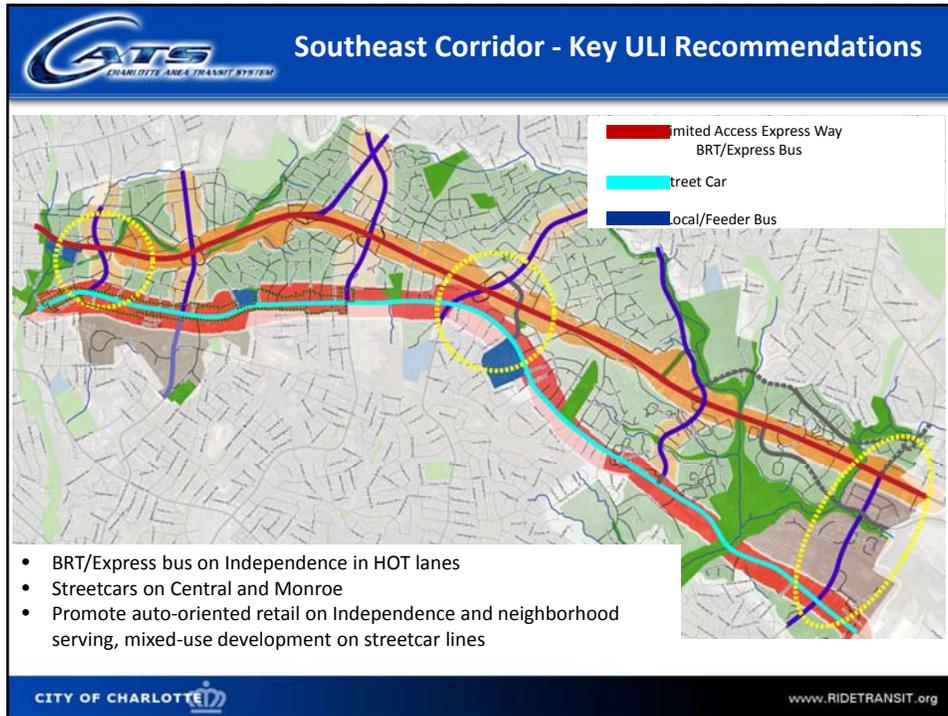
**MAP LEGEND**

- LYNX Station
- LYNX Park and Ride Station
- CTC Charlotte Transportation Center
- LYNX Blue Line (South Corridor)

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**Southeast Corridor Alignment Definition Goals and Timeline**

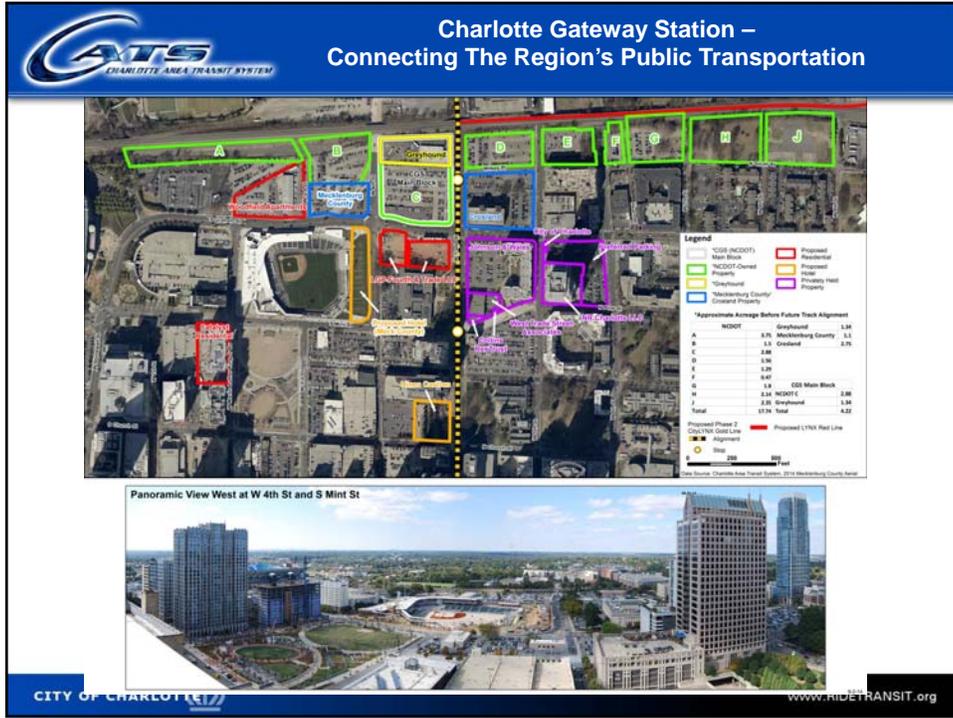
**Goals**

- Define a fixed guideway alignment that serves future transportation needs and promotes the land use plans and polices of the Southeast Corridor.
- Provide interim transit strategy that utilizes the future HOT lane proposed on Independence Blvd.
- Coordinate with land development strategies to protect and preserve the fixed guideway alignment.

**FY 15 – FY 16**

- The project team will take into consideration past studies with an open approach and “fresh look”
- Final recommendations to MTC in FY 16

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**CATS**  
CHARLOTTE AREA TRANSIT SYSTEM

## West Corridor

**2025 System Plan (2002)**

- Bus Rapid Transit
- Light rail not FTA cost-effective

**2030 System Plan (2006)**

- Streetcar extension– post 2030
- Light rail not FTA cost-effective

**Airport Strategic Development Plan**

- Articulation of the Airport’s role in global marketplace
- Framework for Land Development that drives economic growth



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## Thank You



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Update:  
Prosperity Hucks Area Plan



Draft Plan  
Review  
&  
Refinement:  
Steps we are taking

1. Community Dialog
2. Redefine the Activity Center
3. Refine land use & design recommendations
4. Plan Review & Adoption





## Community Dialog: Homework images...



**Skyland Town Center**

**Pedestrian-centered streets**





**Special event greenspace**

**Apartment above retail**



**Public areas built to blend in to natural areas (such as Coligny Beach plaza in Hilton Head)**



**The Green**



I like the green space incorporated into mixed use building such as The Green in Dallas. Use green space for shops and use that green space to play, relax and dine. I get that there are good restaurants at The Green. If the green space had function as a walkway location, it would naturally draw more people especially families to spend money in the retail establishments. Use things to do in the park, such as the water in Coligny Village and the spring (park) playground at Hilton Head. I think if the airport behind shopping, it would thrive. Specify the program, amenities, shops and services. It is a shame that a great development idea was turned to ordinary characters.

**Baxter Village, Fort Mill SC**




**Variety of building styles and heights gives "grown over time" feel**



**Local pub has roof top dining**

**Glenwood Park Atlanta multifamily living**

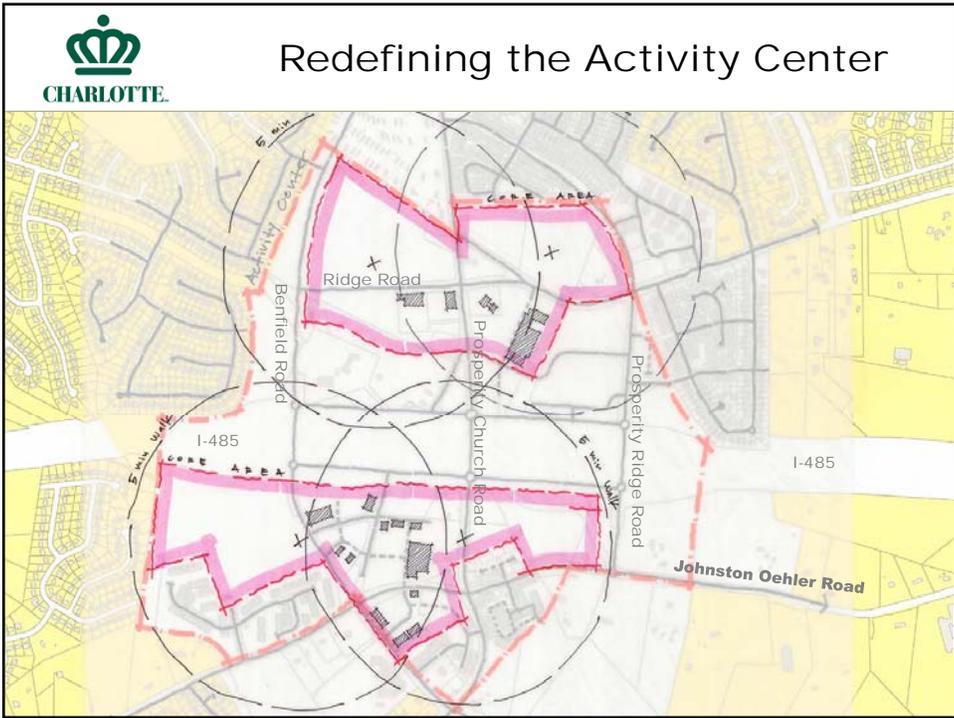
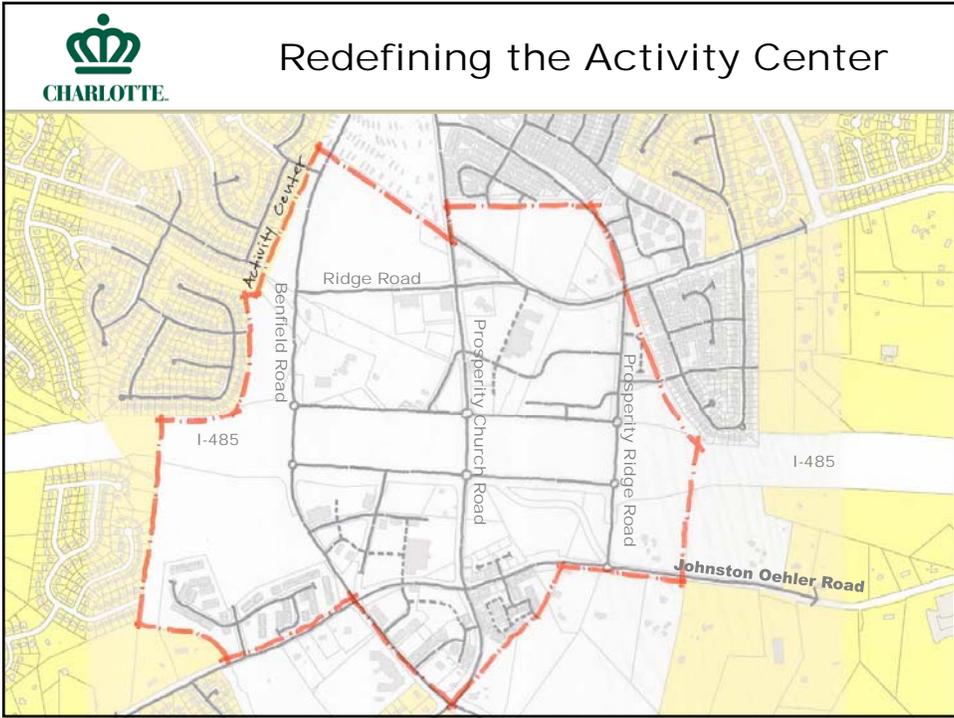







## Redefining the Activity Center







**Refine  
Land Use  
&  
Design:**

Questions to be  
Answered

1. What **design characteristics** do we want to encourage?
2. What is the **form of retail/office/commercial** we want?
3. Where is the **place for multi-family?**
4. What **type of open space** do we want?



**Plan Review  
& Adoption :**

Next Steps

**September-October**

- Community work sessions & meetings
- Recommendations

**November-December**

- Update Draft Plan
- Begin review & adoption process

**January-March**

- Complete public hearing & Council adoption process

**Transportation & Planning Committee**  
**Monday, September 8, 2014**  
**3:30 – 4:30 p.m.**  
**Charlotte-Mecklenburg Government Center**  
**Room 280**

**Committee Members:** Vi Lyles, Chair  
David Howard, Vice Chair  
Patsy Kinsey  
Greg Phipps  
Kenny Smith

**Staff Resource:** Debra Campbell, Planning Director and City Manager's Office

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**AGENDA**

- I. Transit Corridor System Plan Update –30 minutes**  
*Staff Resource:* John Muth, Transit  
Staff will present an update on the status of key elements of the 2030 Transit Corridor System Plan.  
*Action:* For information only
  
- II. Prosperity Hucks Area Plan Update –15 minutes**  
*Staff Resource:* Ed McKinney  
Staff will present an update on the status of the Prosperity Hucks Area Plan.  
*Action:* For information only
  
- III. Future Agenda Items –15 minutes**  
*Staff Resource:* Debra Campbell  
Staff will ask the Committee to identify items to be discussed at their next meeting.  
*Action:* Select agenda topics to be discussed at the next Committee meeting.
  - Walkability Scan/Pedestrian Safety
  - Development Review and Permitting Assessment
  - Auto Oriented Uses
  - Zoning Ordinance Update
  - Prosperity Hucks Area Plan
  - Parking near Colleges and Universities
  - University City Area Plan

**Next Scheduled Meeting:** October 23, 2014 at 12:00 p.m.