



CHARLOTTE™

**City Council  
Follow-Up Report**

**April 17, 2013**

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**April 8, 2013 – Council Business Meeting**

**Public Comment on Blue Line Extension Station Area Plans**

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During the public hearing on the Blue Line Extension Station Area Plans, two property owners (John Moore and Kent Moore) expressed concerns about the impacts of the LYNX Blue Line Extension (LYNX BLE) project on their property access and also the amount of compensation they have been offered for a temporary construction easement. The Council requested staff response in writing to the concerns of the two property owners.

The LYNX BLE project requires the temporary construction easement, which is currently scheduled to be on Council's June 24<sup>th</sup> agenda. The latest offer to the Moores is \$3,200 for 2,098 square feet of temporary easement and 20 square feet of permanent utility easement. The real estate representatives are following federal guidelines for performing appraisals and making settlement offers to property owners as part of the acquisition process.

John Moore and Kent Moore own a property located at 5926 North Tryon Street, directly opposite Austin Drive. This property is located in the segment of North Tryon Street between the LYNX BLE Old Concord Road and Tom Hunter Road Stations. Presently, there is no median between Old Concord Road and Austin Drive and turning movements are mostly unrestricted. To incorporate light rail into the streetscape, the LYNX BLE project will construct a median in the middle of North Tryon Street. As such, existing median access will change for many businesses in this area.

The project team, which includes CATS, NCDOT and CDOT, thoroughly evaluated the potential effects of the new median on traffic flow and property access. In order to provide safe operating conditions, the project will provide signalized intersections at appropriate intervals. These signalized intersections will accommodate access to major side streets and provide opportunities to perform u-turns, which will maintain access to businesses located along the corridor.

The project will provide new signalized intersections at the following locations along North Tryon Street:

- Orr Road
- Arrowhead Road
- Owen Boulevard
- Orchard Trace Lane

- University City Boulevard Park and Ride entrance (located near Stetson Lane)

In addition to the new signalized intersections, the project will reconstruct and improve the following existing signalized intersections along North Tryon Street:

- Old Concord Road – will include a new grade separation. The light rail will bridge over the intersection in order for the light rail alignment to access the median of North Tryon Street;
- Tom Hunter Road – will include lane configuration changes. The light rail will cross at-grade, with railroad gates and flashers;
- I-85 Connector / Sandy Drive – will include a new grade separation. The light rail will bridge over the intersection;
- University City Boulevard – will include a new grade separation. The light rail will bridge over the intersection;
- University Pointe Boulevard / Shopping Center Drive – will include lane configuration changes. The light rail will cross at-grade, with railroad gates and flashers;
- McCullough Drive – will include lane configuration changes. The light rail will cross at-grade, with railroad gates and flashers;
- Ken Hoffman Drive – will include lane configuration changes. The light rail will cross at-grade, with railroad gates and flashers;
- W.T. Harris Boulevard – will include a new grade separation. The light rail will bridge over the intersection;
- JM Keynes Drive – will include lane configuration changes. The light rail will cross at-grade, with railroad gates and flashers;
- JW Clay Boulevard – will include lane configuration changes. The light rail will cross at-grade, with railroad gates and flashers;
- Institute Circle – will include lane configuration changes. The light rail will cross at-grade, with railroad gates and flashers;

For the following locations along North Tryon Street, access will change to right-in/right-out:

- Austin Drive
- Heathway Drive
- Midblock (located near the U.S. Post Office Driveway)
- Reagan Drive/Kemp Street (the median opening was eliminated with the “weave” project)
- Stetson Drive (the median opening was eliminated with the “weave” project)
- Clark Boulevard
- Midblock (located near the NC Highway Patrol Driveway)

Left turns and u-turns will be permitted at all signalized intersections.

Since the real estate acquisition process is underway for the LYNX BLE, Council will continue to see many real estate acquisitions on the meeting agendas throughout 2013. The current acquisition process is focused along Segment C, which is located between Stetson Drive and UNC Charlotte. However, starting next month, real estate acquisitions will shift to Segment B, which is located between Old Concord Road and Stetson Drive. As such, Council will begin to see acquisitions in this segment on the meeting agendas. CATS anticipates that Council will continue to receive similar concerns from property owners regarding access and compensation.