



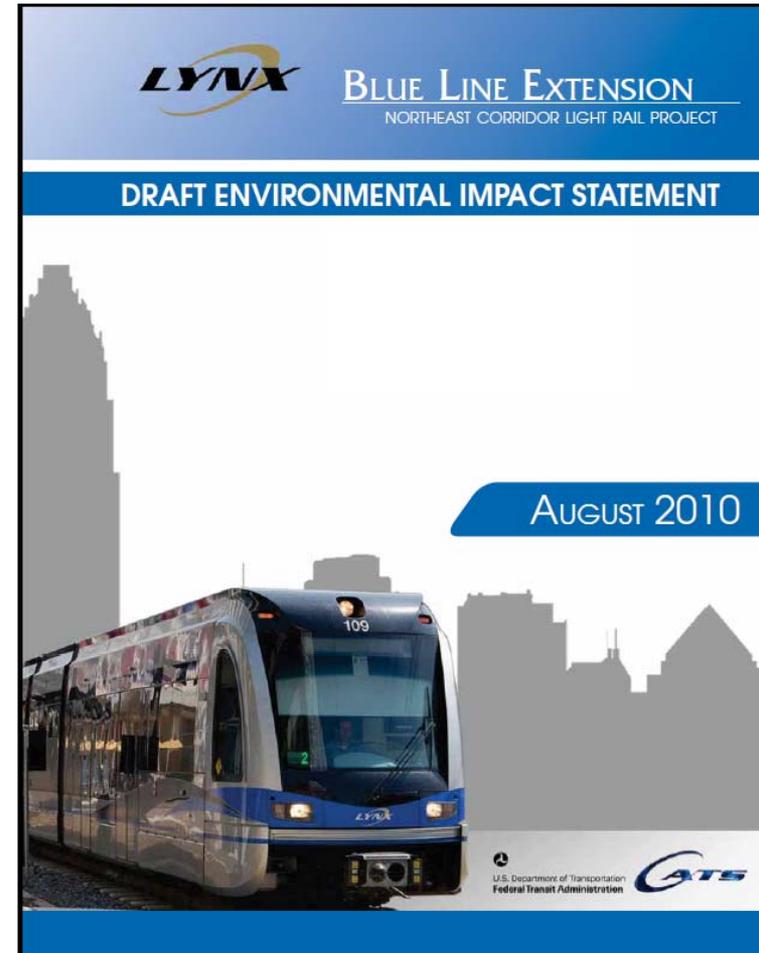
LYNX Blue Line Extension Draft EIS

September 9 & 14, 2010

- Introductions
- Draft EIS overview
- Alternatives
- Alignment and transportation analysis
- Environmental analysis and findings
- How to comment
- Open house



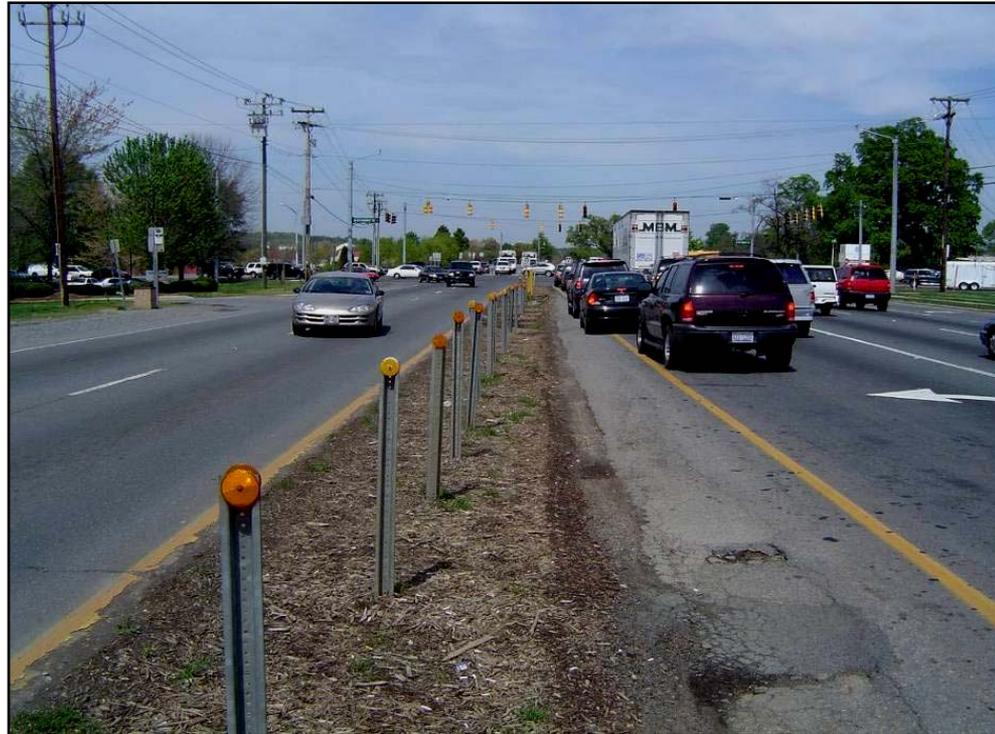
- National Environmental Policy Act of 1969 (NEPA)
- Mandates that Environmental Impact Statements (EIS) be prepared for major federally-funded projects
- Discloses the impacts of the project
- Requires governmental agency coordination
- Serves as a forum for public input



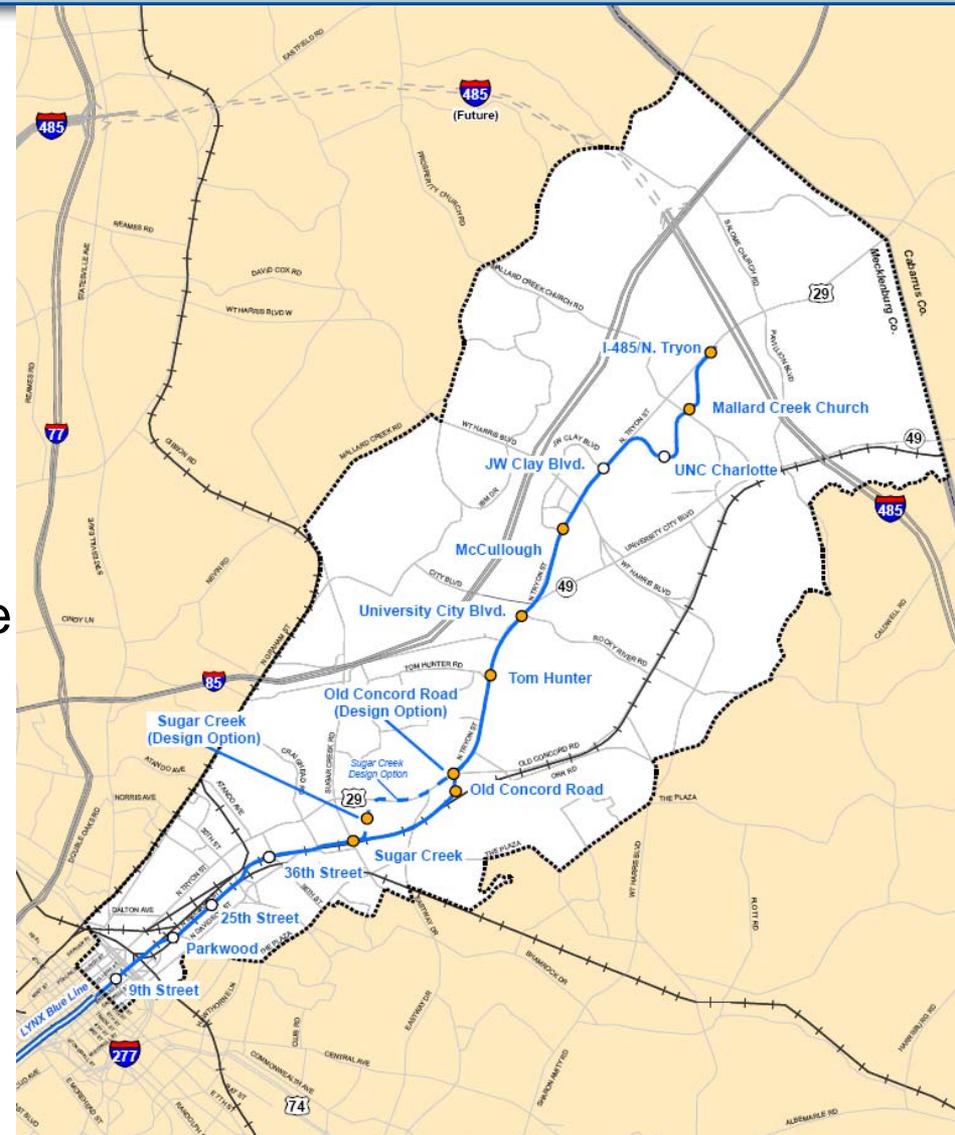
- Project purpose and need
- Alternatives considered
- Transportation impacts
- Environmental analysis
- Proposed mitigation
- Evaluation of alternatives
- Public involvement and agency coordination



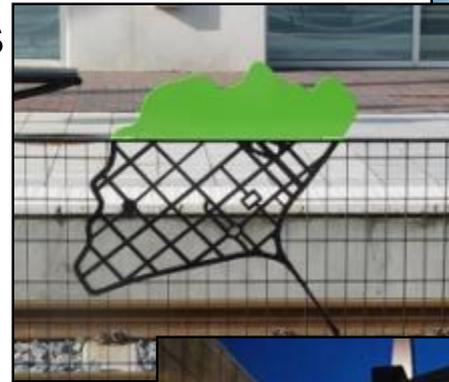
- Purpose is to address:
 - Increasing travel demand
 - Deficiency of existing road network
 - Auto dependence
 - Air pollution
 - Growth
- Benefits include:
 - Improved reliability and travel time savings
 - More commuting choices
 - Special events and tourism
 - Economic development



- No-Build Alternative
- Transportation Systems Management (TSM)
 - Baseline Alternative for FTA New Starts Criteria
- Light Rail Alternative
 - MTC Locally Preferred Alternative
 - 30% design plans
- Light Rail Alternative – Sugar Creek Design Option
 - Documents Sugar Creek/NCRR Alternatives Analysis - 2009

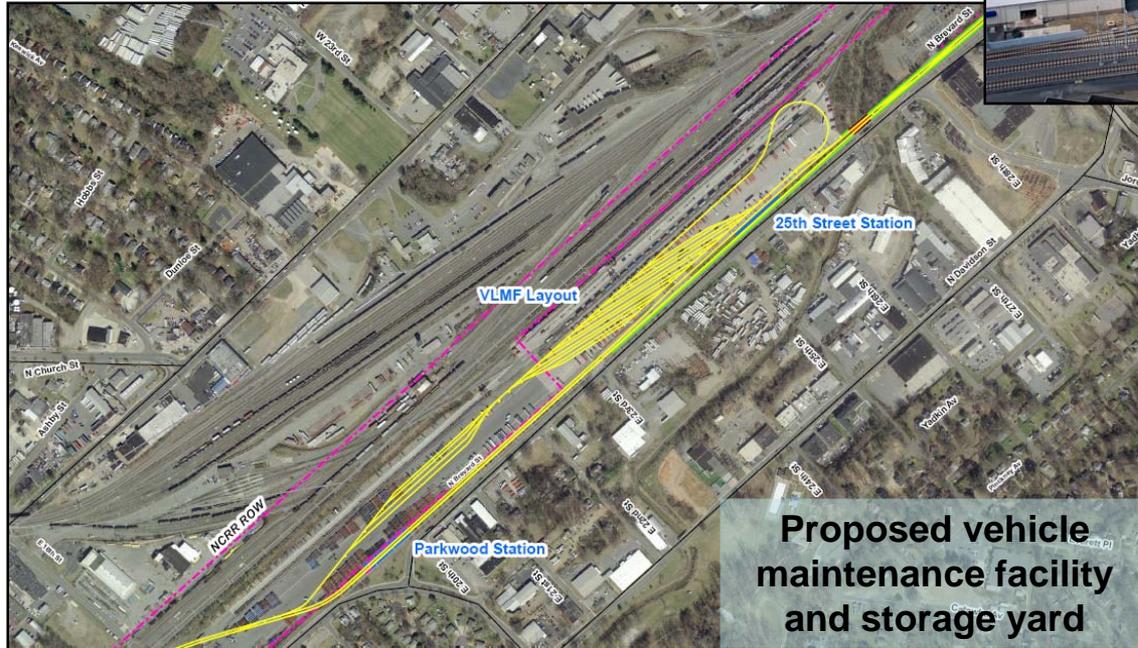


- 13 Stations (6 walk-up / 7 park-and-ride)
- Approximately 300' center or side platforms
 - Accommodates 3 car trains
- Approximately 4,800 parking spaces
- Connecting bus services
- Station amenities:
 - Security features
 - Bicycle parking
 - Public art
 - Shelters, garbage cans, benches
 - Trees
 - Lighting
 - Ticket vending machines (TVMs)
 - Maps and schedules



Vehicle Light Maintenance Facility

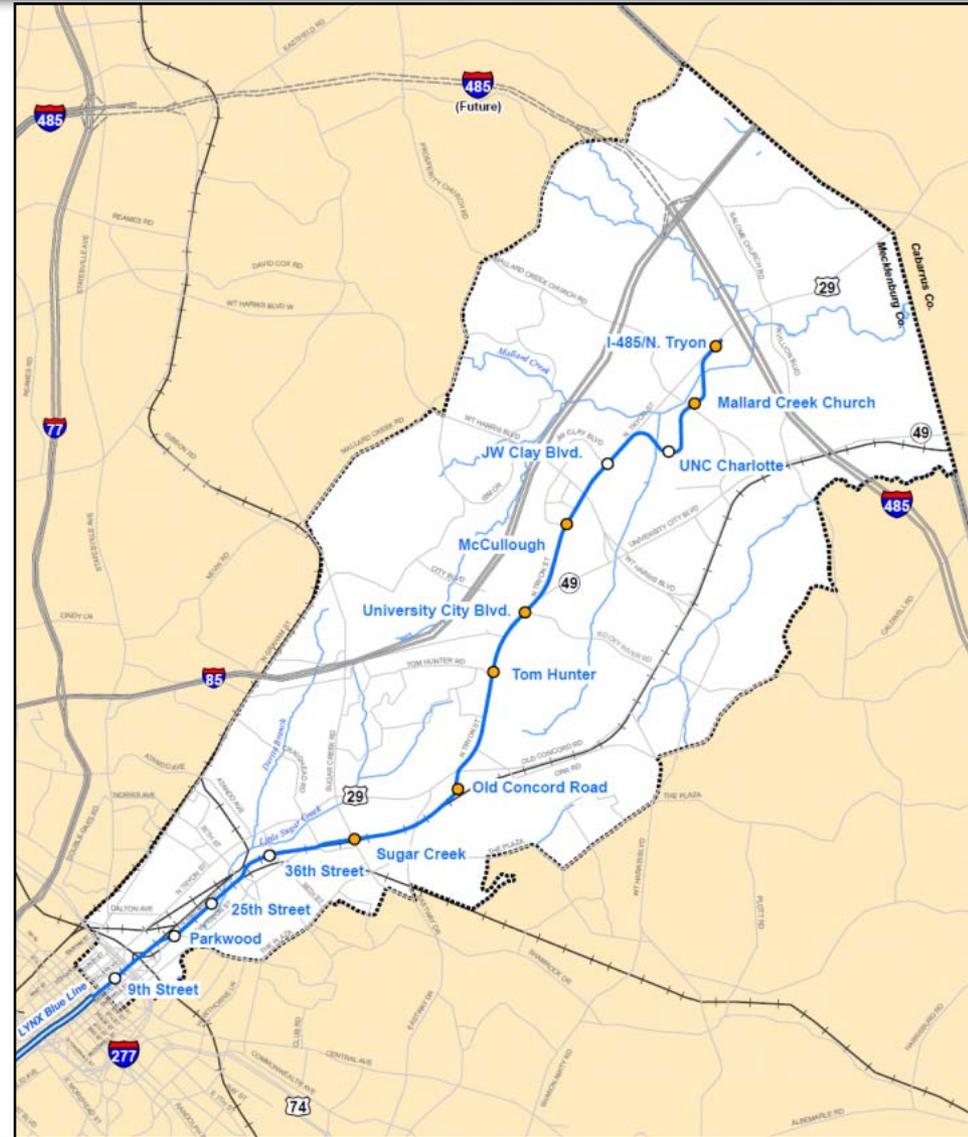
- Site of existing Norfolk Southern Intermodal Facility along N. Brevard St.
 - NS plans to relocate to Airport
- Light maintenance activities
- Storage yard for 26 rail vehicles



- Traction power substations
 - Provide electricity for light rail vehicles
 - Eight substations planned, approx 1 mile apart
- Signal control house
 - Contains signaling control system for safe vehicle operation
 - Eight signal houses planned, distance varies related to locations of crossover tracks



- Existing conditions
- Objectives
- Alignment
- Typical section

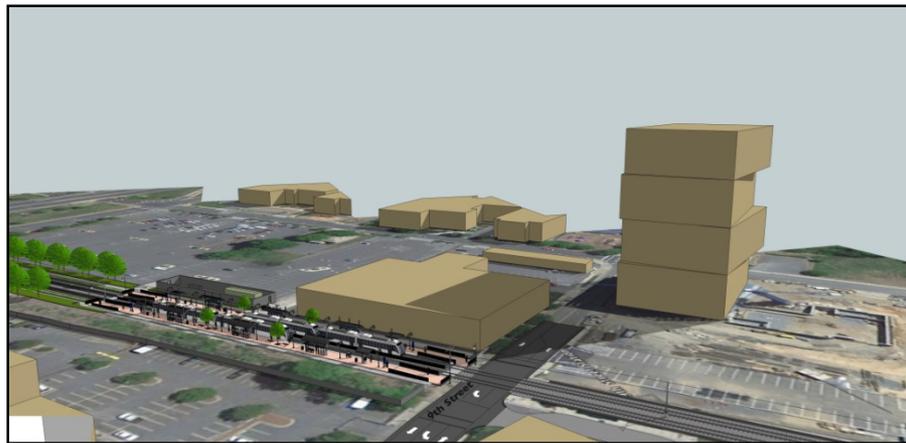


- Auto oriented
- Poor pedestrian environment
- Access management issues
- Limited connectivity



- Provide transportation capacity to accommodate future development
- Support the development of pedestrian-friendly facilities and enhance pedestrian safety
- Provide safe and convenient station access for autos and pedestrians
- Improve connectivity



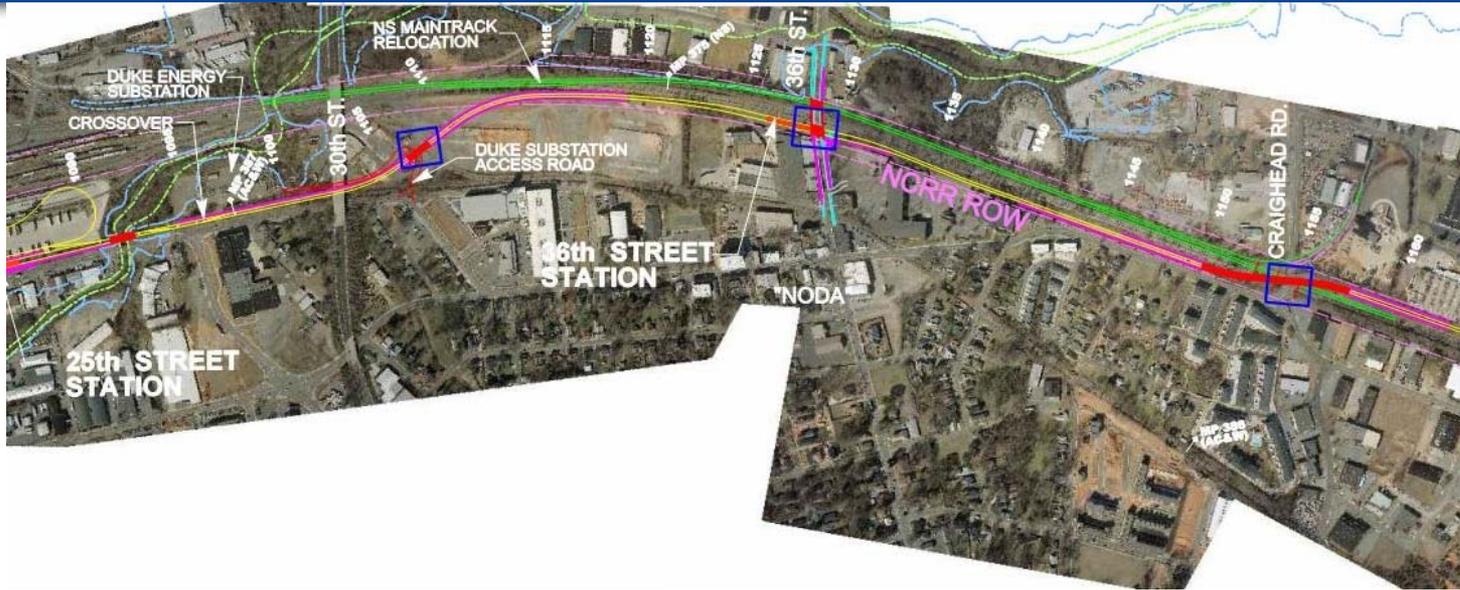


9th Street Station



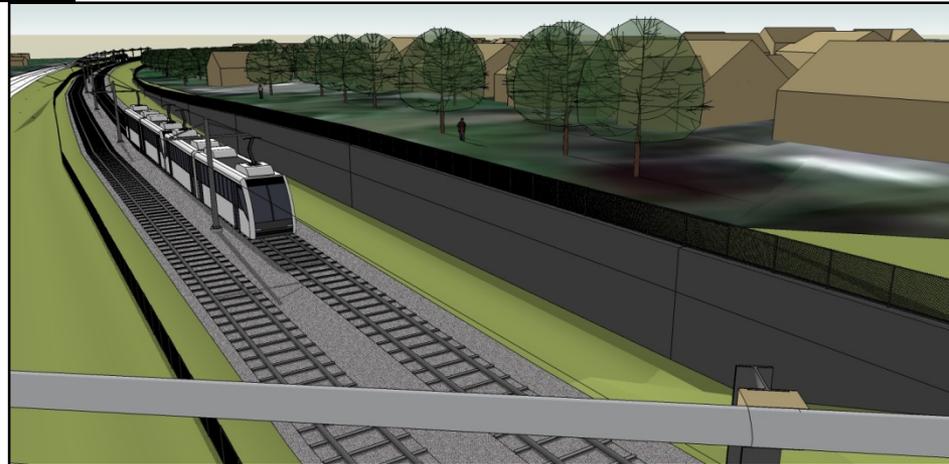
9th Street Station

Alignment – 25th St. to Craighead Rd.





Proposed Change: Sugar Creek Parking Deck Location



Light rail in NCCR right-of-way, near St. Anne Place

View from Eastway Drive bridge, looking south



Proposed change: Eliminate park and ride lot at Tom Hunter



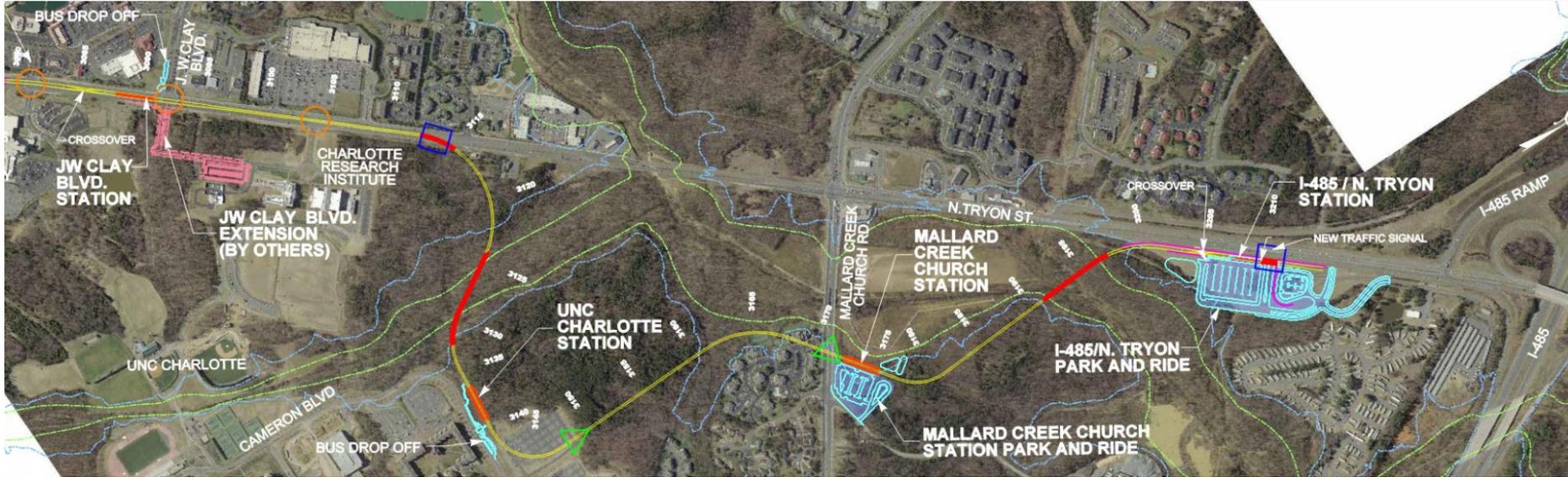
N. Tryon St. at Arrowhead Drive



McCullough Station



LRT Bridge over Harris Boulevard



- Proposed Changes:**
- Grade separation
 - Aerial station
 - Eliminate park and ride lot



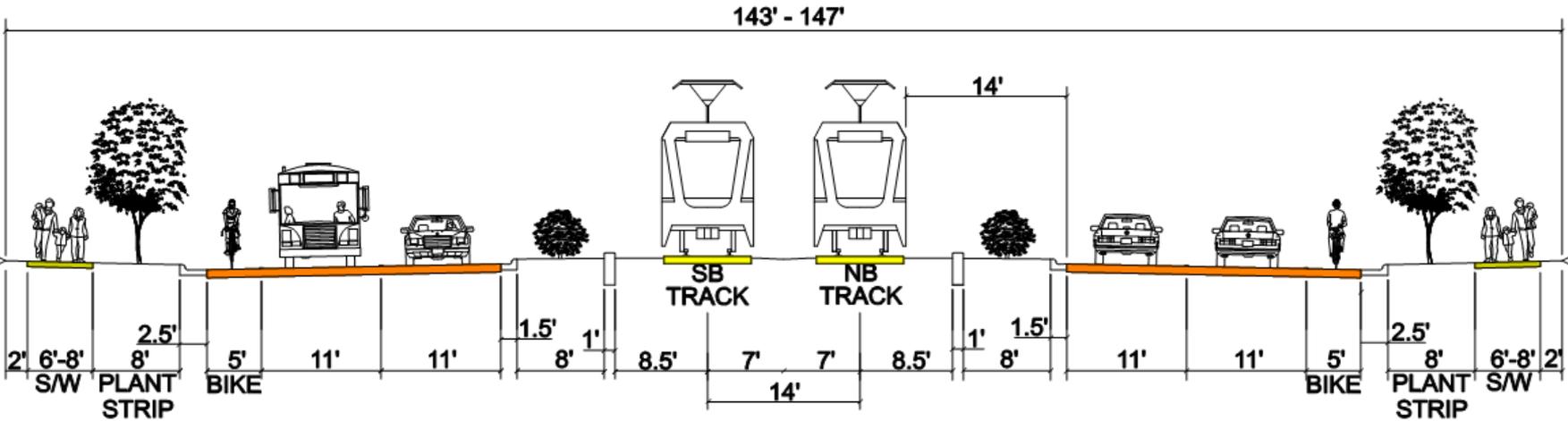
Mallard Creek Church Station



I-485/N. Tryon Light Rail Station

- 6 new signalized intersections:
 - Orr Road
 - Arrowhead Drive
 - Owen Boulevard
 - Orchard Trace Lane
 - University City Blvd Station park-and-ride entrance
 - Morningstar Place Drive (entrance to I-485/N. Tryon parking deck)
- Close 5 existing median opening along N. Tryon Street; access changed to right-in/right-out only:
 - Austin Drive
 - Heathway Drive
 - Kemp Street
 - Stetson Drive
 - Clark Boulevard
- Left turns and U-turns at signalized intersections
- Old Concord Road re-aligned

N. Tryon Street Typical Section





- Land Use & Zoning
- Socio-Economic Conditions
- Neighborhoods, Community Services & Environmental Justice
- Visual & Aesthetic
- Cultural Resources
- Parklands
- Natural Resources
- Water Resources
- Air Quality
- Noise & Vibration
- Energy
- Hazardous & Contaminated Materials
- Safety & Security
- Acquisitions & Displacements
- Construction Impacts
- Secondary and Cumulative Effects
- Financial Analysis



Environmental Area	Impact
Land Use	Supports Center, Corridors and Wedges Growth Framework
Air Quality	Included in region's LRTP air quality conformity Reduces Vehicle Miles Traveled (VMT) = reduces regional emissions
Energy	Reduces VMT = reduces vehicle energy consumption
Jobs and Economic Development	Creates jobs from construction and operation of light rail Potential for transit oriented development
Neighborhoods	Improved access to transit

Area	Impacts
Impacts to forests	19.9 acres (clearing for park and ride facilities and UNC Charlotte alignment)
Impacts to protected species	None
Impacts to groundwater	None
Impacts to streams	3,262 linear feet
Impacts to floodplains and floodways	0.2 acre in FEMA floodway 0.87 acre in Community Encroachment Area 8.47 in Community Floodplain
Impacts to wetlands	1.522 acres

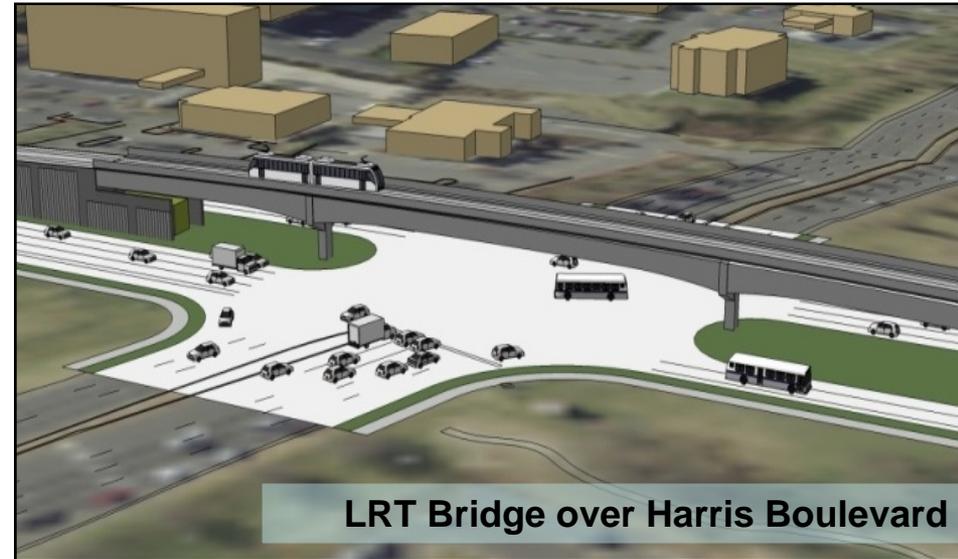
Resource	No-Build Alternative	Light Rail Alternative	Light Rail Alternative – Sugar Creek Design Option
1. Philip Carey Company Warehouse	No Effect	No Effect	No Effect
2. McNeil Paper Company Warehouse Complex	No Effect	No Effect	No Effect
3. Orient Manufacturing Company/Chadwick Hoskins No. 3	No Effect	No Adverse Effect	No Adverse Effect
4. Chadbourn Hosiery Mills	No Effect	No Effect	No Effect
5. North Charlotte Historic District	No Effect	No Adverse Effect	No Adverse Effect
6. Herrin Brothers Coal and Ice Company Complex	No Effect	No Adverse Effect	No Adverse Effect
7. Standard Chemical Products Plant	No Effect	No Adverse Effect	No Effect
8. Republic Steel Corporation Plant	No Effect	No Effect	No Adverse Effect
9. General Motors Training Center	No Effect	No Adverse Effect	No Effect

- Enhanced access to park facilities
- 3 potential impacts, expected to be minimal
 - Kirk Farm Fields: noise, visual
 - Planned Toby Creek Greenway: visual
 - Planned Mallard Creek Greenway Extension: visual
- Detailed noise assessment
- Coordinate with Mecklenburg County Park and Recreation on design and construction

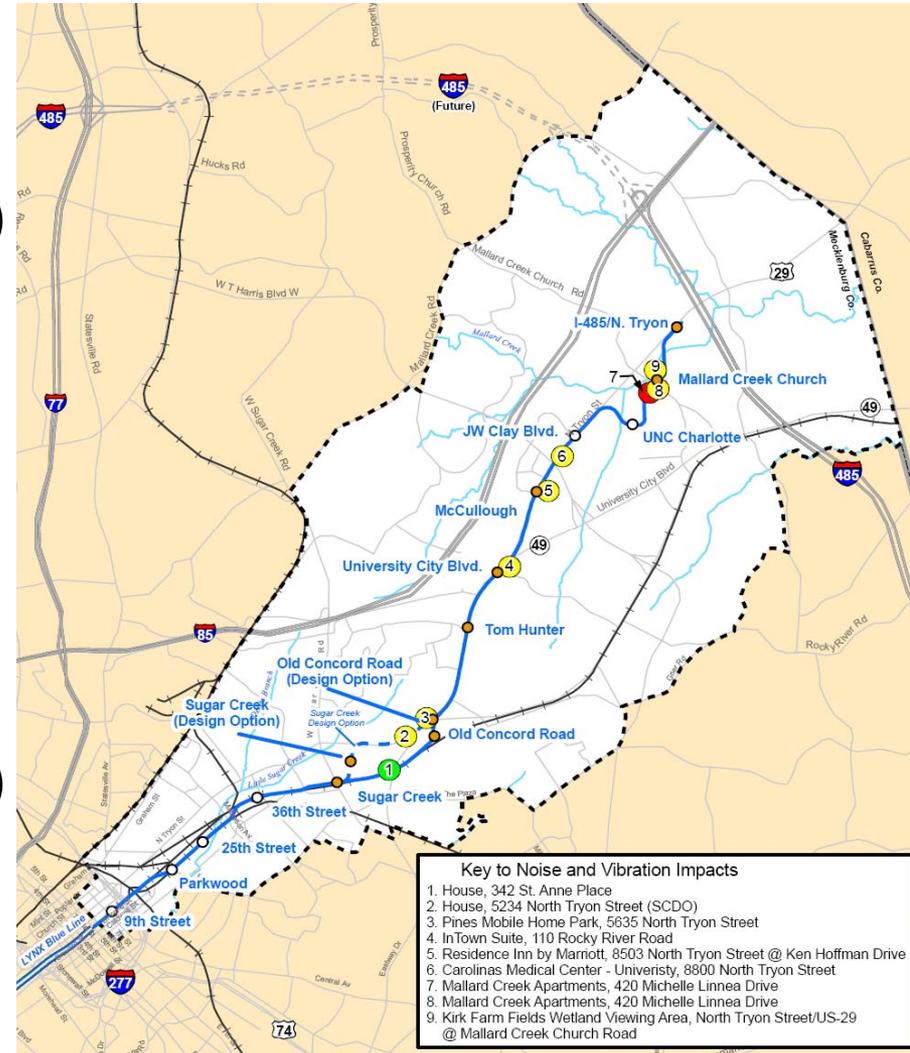


Boardwalk at Kirk Farm Fields.

- Potentially Significant
 - CMC-University
 - Mallard Creek Apartments
- Mitigation
 - Implement Urban Design Framework
 - Additional landscaping
 - Directional signage for hospital
 - Coordination with stakeholders



- **Moderate Impacts**
 - Pines Mobile Home Park (26)
 - Mallard Creek Apartments (6)
 - In-Town Suites, Hampton Inn & Residence Inn by Marriott
 - CMC-University
 - Kirk Farm Fields
- **Severe Impacts**
 - Mallard Creek Apartments (2)
- **Wheel squeal**
 - UNC Charlotte Laurel Hall dormitory & Kirk Farm Fields



- Detailed noise and vibration assessment for moderate and severe impacts
- Potential mitigation measures
 - Rail vehicle skirts
 - Sound barriers
 - Resilient or damped wheels
 - Building sound insulation
- Coordinate with property owners

- Full acquisitions: 25
- Partial acquisitions: 195 / 204
- Displacements:
 - 22 / 19 businesses
 - 1 residential parcel (Mallard Creek Apartments)
- Real Estate acquisition can commence following the Record of Decision
- Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act

EIS Schedule

Draft EIS	Fall 2010
Final EIS	Summer 2011
Record of Decision	Fall 2011

- Review Draft EIS
 - CATS website www.ridetransit.org
 - Hard copies in public libraries (Main, Sugar Creek, University City, UNC Charlotte, CPCC, Cabarrus) and CATS office at CMGC
- Written comments through October 12, 2010
 - E-mail: bluelineextension@charlottenc.gov
 - Fax: (704) 432-2729
 - Mail: Judy Dellert-O'Keef, Charlotte Area Transit System
600 East Fourth St., 9th Floor, Charlotte, NC 28202
 - Fill out Comment Card
- Verbal comments at Public Hearing
 - Wednesday, September 22, 2010, 5:30 p.m., MTC Meeting
Charlotte-Mecklenburg Government Center, Room 267
Call 704-432-0872 to sign up to speak

- Staff available to answer questions
- Proposed project on aerial map with environmental impacts
- Proposed project on aerial map with acquisitions and displacements
- 30% station design plans
- Comment cards

THANK YOU!

