



LYNX Blue Line Extension Final EIS

October 11, 2011

- Introductions
- Final EIS overview
- Findings and proposed mitigation
- How to comment
- Open house



- National Environmental Policy Act of 1969 (NEPA)
- Mandates Environmental Impact Statements (EIS) for major federally-funded projects
- Discloses impacts of project, responds to comments on the Draft EIS & describes planned mitigation
- Requires governmental agency coordination
- Forum for public input



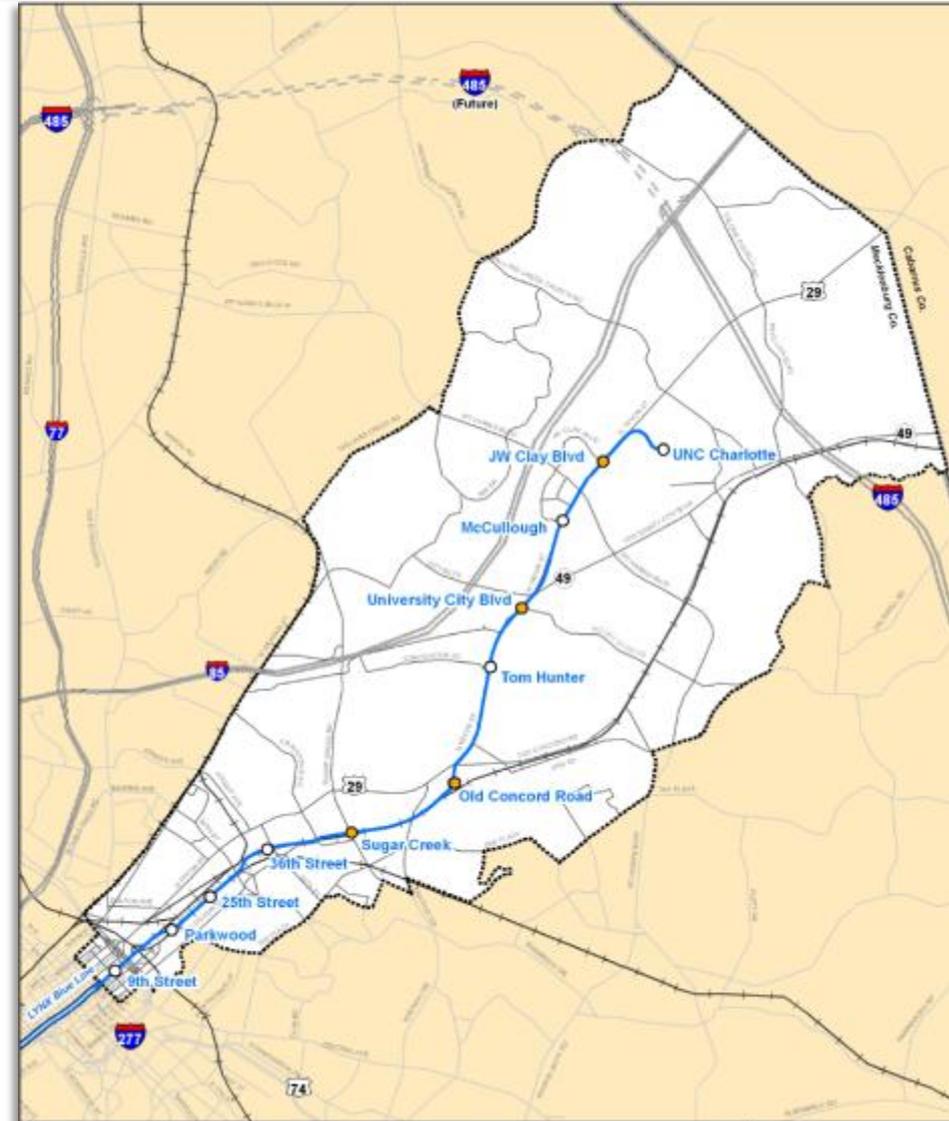
- Project purpose and need
- NEPA Preferred Alternative
- Transportation impacts
- Environmental analysis
- Proposed mitigation
- Evaluation of alternatives
- Public involvement and agency coordination
- Response to comments received on the Draft EIS



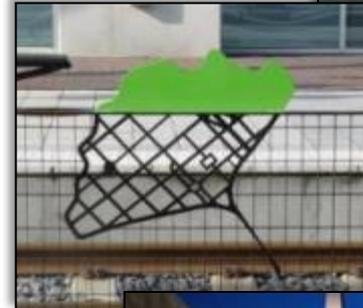
- Purpose is to address:
 - Increasing travel demand
 - Deficiency of existing road network
 - Auto dependence
 - Air pollution
 - Growth
- Benefits include:
 - Improved reliability and travel time savings
 - More commuting choices
 - Special events and tourism
 - Economic development



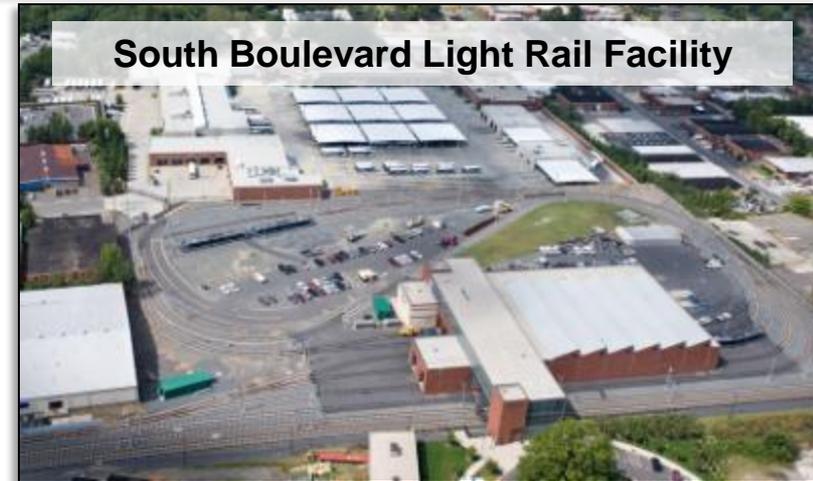
- No-Build Alternative
- Preferred Alternative
 - MTC Adopted NEPA Preferred Alternative
 - 9.4 miles
 - Center City to UNC Charlotte



- 11 Stations (7 walk-up / 4 park-and-ride)
- Approximately 300' center or side platforms
 - Accommodates 3 car trains
- Approximately 3,100 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



- Modifications to existing South Boulevard Light Rail Facility to provide additional storage and maintenance capacity within existing site



South Boulevard Light Rail Facility

- Vehicle storage yard and dispatch facility
- Site of existing Norfolk Southern Intermodal
 - NS plans to relocate to airport



Vehicle Storage Yard and Dispatch Facility

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

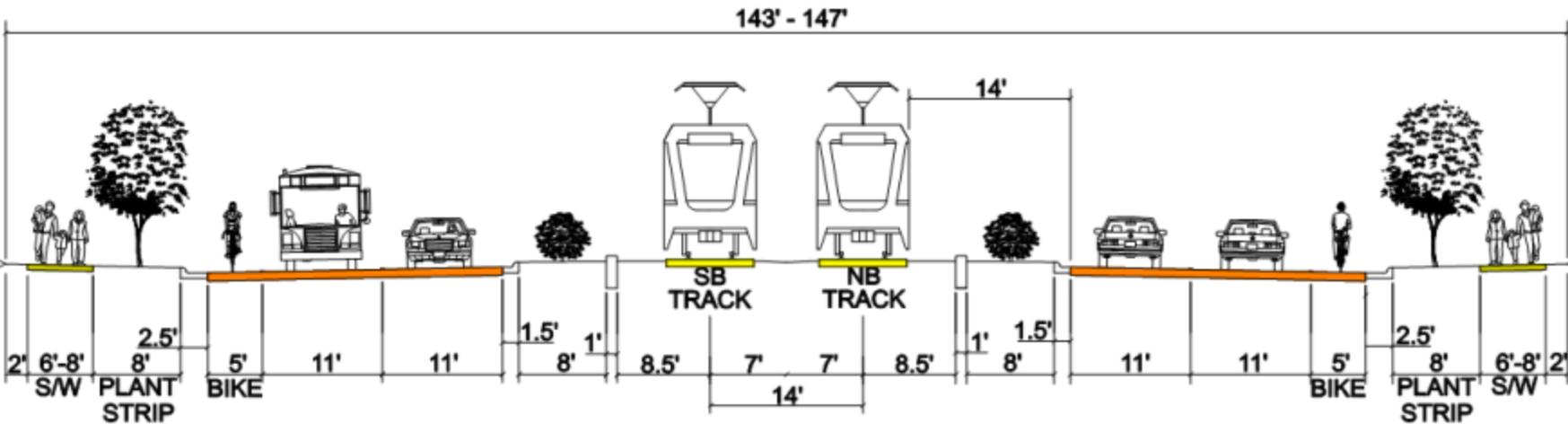


- Provide transportation capacity to accommodate future development
- Support the development of pedestrian-friendly facilities and enhance pedestrian safety
- Provide safe and convenient station access for autos and pedestrians
- Improve connectivity



- 5 new signalized intersections:
 - Orr Road
 - Arrowhead Drive
 - Owen Boulevard
 - Orchard Trace Lane
 - University City Blvd Station park-and-ride entrance
- Close existing median openings along North Tryon Street; access changed to right-in/right-out only:
 - Austin Drive
 - Heathway Drive
 - Midblock (Post Office driveway)
 - Kemp Street
 - Stetson Drive
 - Clark Boulevard
 - Midblock (NC Highway Patrol driveway)
- Left turns and U-turns at signalized intersections
- Old Concord Road re-aligned

North 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 Benefit Area	Impact
Land Use	Supports Center, Corridors and Wedges Growth Framework
Air Quality	Included in conforming TIP and region's LRTP for 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

Impact Area	Impacts
Impacts to forests	10.48 acres (clearing for one park and ride facilities and UNC Charlotte alignment)
Impacts to protected species	No impact to protected species. Impact on 1 Federal Species of Concern / State Listed Species: Carolina Birdsfoot Trefoil
Impacts to groundwater	None
Impacts to streams	3,304 linear feet
Impacts to floodplains and floodways	0.2 acre in FEMA floodway 0.24 acre in Community Encroachment Area 2.18 in Community Floodplain
Impacts to wetlands	0.462 acres

Resource	Mitigation
Forests	<ul style="list-style-type: none"> • Trees & Landscaping will replace vegetation loss • Park-and-ride lots will comply with the Charlotte Tree Ordinance
Protected species	<ul style="list-style-type: none"> • No mitigation required. • For birdsfoot trefoil, contractor will confirm presence prior to construction <ul style="list-style-type: none"> • If present, collect/scatter seeds
Groundwater	<ul style="list-style-type: none"> • CATS and/or UNC Charlotte will complete well abandonment/closure
Streams	<ul style="list-style-type: none"> • Design will continue to avoid/minimize impacts to streams • Compensatory mitigation when impacts unavoidable (Charlotte Umbrella Stream & Wetland Mitigation bank)
Floodplains and Floodways	<ul style="list-style-type: none"> • Bridge design will continue to minimize impacts to floodplains/floodways. • Continued coordination with Charlotte and Mecklenburg County Stormwater Services
Wetlands	<ul style="list-style-type: none"> • Design will continue to avoid/minimize impacts to wetlands • Compensatory mitigation when impacts unavoidable (Charlotte Umbrella Stream & Wetland Mitigation bank)

Resource	Light Rail Alternative	Section 4(f)*
1. Philip Carey Company Warehouse	No Effect	n/a
2. McNeil Paper Company Warehouse Complex	No Effect	n/a
3. Orient Manufacturing Company/Chadwick Hoskins No. 3	No Adverse Effect	<i>de minimis impact</i>
4. Chadbourn Hosiery Mills	No Effect	n/a
5. North Charlotte Historic District	No Adverse Effect	<i>de minimis impact</i>
6. Herrin Brothers Coal and Ice Company Complex	No Adverse Effect	<i>de minimis impact</i>
7. Standard Chemical Products Plant	No Adverse Effect	<i>de minimis impact</i>
8. Republic Steel Corporation Plant	No Effect	n/a
9. General Motors Training Center	No Adverse Effect	<i>de minimis impact</i>

- Enhanced access to park facilities
- 1 Potential Minimal Visual Impact:
 - Toby Creek (Section 4(f) *de minimis* finding)
- Mitigation:
 - Maintain vegetative screens (extent practical)
 - Plant landscaping (where ROW allows)
 - Continued coordination with MCPR
 - CATS notify MCPR in advance of temporary closures due to construction.

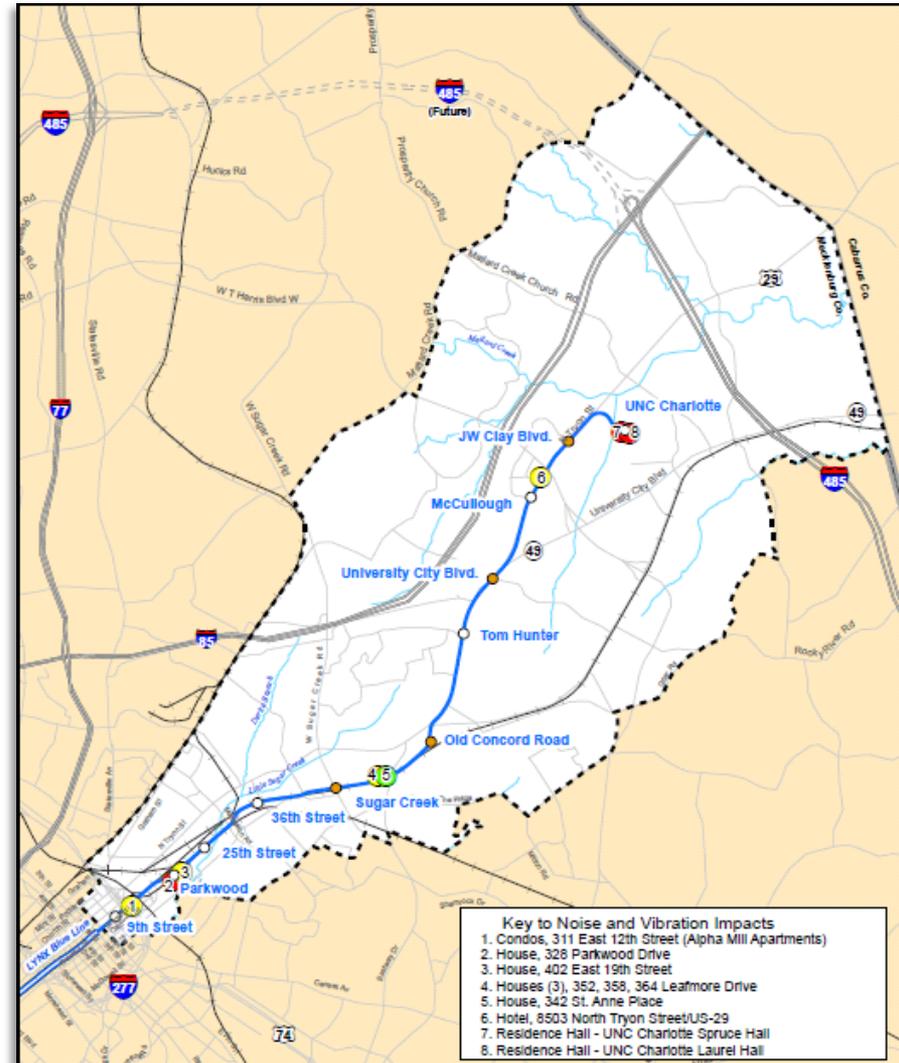


Mallard Creek Greenway crossing under North Tryon Street/US-29.

- 1 Potentially Significant Visual Impact
 - CMC-University
- Mitigation:
 - Implement UDF
 - Provide Additional landscaping
 - Directional signage for hospital
 - Coordination with stakeholders



- Noise Impacts
 - Moderate Impacts
 - 4 single-family residences
 - 2 multi-family buildings at the Alpha Mill Apartments
 - 1 hotel, Residence Inn by Marriott
 - Severe Impacts
 - 1 single-family residence
 - 2 college dormitories at UNC Charlotte, Laurel & Spruce Hall
- Vibration Impacts
 - 1 single family residence



- Noise Mitigation
 - 311 East 12th Street (multi-family)
 - Noise barrier
 - Sound insulation improvements
 - 328 Parkwood Avenue & 402 East 19th Street (single family)
 - Automated top of rail friction modifier system along curve
 - 352, 358, 364 Leafmore Drive (single family)
 - Noise barrier approx. 600 feet long & approximately 10 feet in height
 - 8503 North Tryon Street - Residence Inn by Marriott (hotel)
 - Sound insulation improvements to 16 units (1st & 2nd Floor), closest to North Tryon St.
 - Spruce Hall & Laurel Hall UNC Charlotte (Residence Halls)
 - Automated top of rail friction modifier system along curve
 - Specially-engineered hardware
- Vibration Mitigation:
 - 332 St. Anne Place:
 - Approximately 150 feet of track vibration isolation treatment installed in trackform

- Full acquisitions: 11
- Partial acquisitions: 200+
- Displacements:
 - 14 businesses
 - 0 residential parcels
- Real Estate acquisition can commence following the Record of Decision
- Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act

EIS Schedule

- Final EIS August 2011
 - Comment Period Closes October 27, 2011
- Record of Decision December 2011

- Review Final EIS
 - CATS website: www.ridetransit.org
 - Hard copies: Public libraries (Main, Sugar Creek, University City, UNC Charlotte & State Library of NC)
CATS main offices at CMGC
- Written comments through October 27, 2011
 - 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
 - Comment Card

- Staff available to answer questions
- Proposed project on aerial map with environmental impacts
- 65 percent station design plans
- Comment cards

THANK YOU!

