



CHARLOTTESM

Urban Land Institute Fall Meeting

Lessons in City Redevelopment from the Rose Center October 26, 2016

Assistant City Manager
City of Charlotte
Debra D. Campbell

2030 Transit System Plan Status

Operating

- LYNX Blue Line Light Rail Service
- Sprinter Airport Enhanced Bus Service
- CityLYNX Gold Line Phase 1

Under Construction

- LYNX Blue Line Extension

Under Design

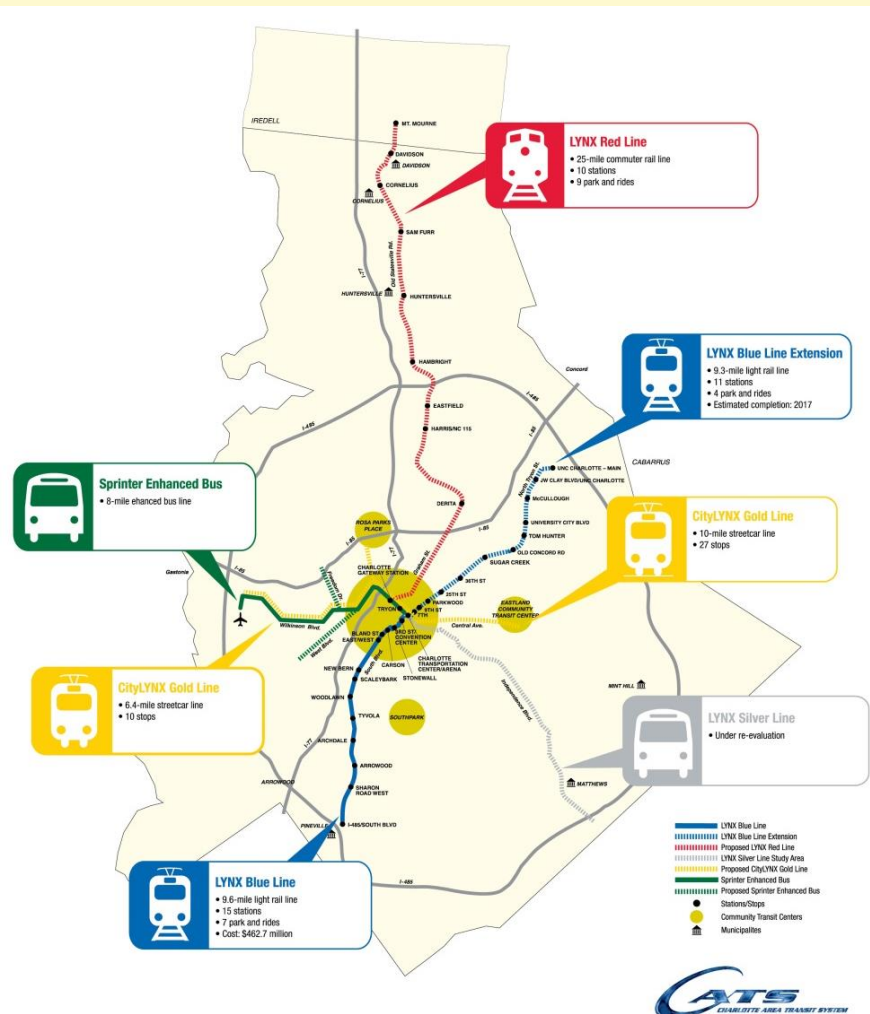
- CityLYNX Gold Line Phase 2
- Charlotte Gateway Phase 1-Track & Structures

Under Study

- LYNX Silver Line Rail Technology/Alignment
- Charlotte Gateway Station
- North Corridor Mobility Study

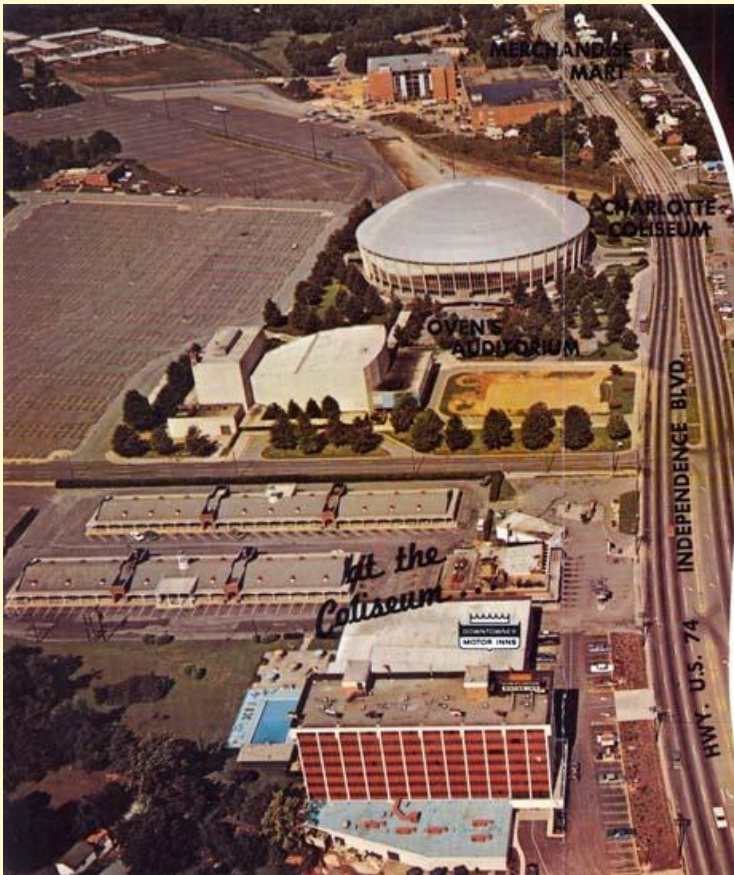
Unfunded

- LYNX Red Line
- CityLYNX Gold Line Extensions: Beatties Ford Rd, Central Ave, and Airport
- LYNX Silver Line



Independence Boulevard

- Completed in 1950 the roadway was North Carolina's first urban expressway.
- Suburban communities quickly developed along the spine.
- Commercial strip retail and entertainment facilities quickly developed



WELCOME!

Cato's AND **ECON-O-WASH**
WOMEN'S AND GIRL FASHIONS LAUNDRY

1-STOP SHOPPING

ERV Construction Company welcomes new members to the fast expanding Amity Gardens "One-Stop" Shopping Center... Cato's... featuring the latest fashions for women and girls and Econ-O-Wash Laundrette. Both firms are having their Grand Openings today!


Amity Gardens Shopping Center has been carefully planned for your shopping convenience. You are able to shop for the entire family... with only one stop. Across open areas of paved strip driveways parking spaces... no need to "dribble"... come as you are and you'll find quality merchandise at unbeatable savings.

STORES NOW OPEN:	STORES TO OPEN SOON:	FUTURE ADDITIONS:
CATO'S	AMITY CLEANERS	DOCTOR'S CLINIC
ECON-O-WASH	HEART FAMILY SHOE STORE	DRUG STORE
WOLWORTHS	BARBER	BEAUTY SHOP
		HOME FURNISHINGS

ERV CONSTRUCTION

THE Barclay CAFETERIA

NEW IN CHARLOTTE



THE LATEST CONCEPT OF SELF-SERVICE DINING. Enjoy the TASTIEST FOODS IN AN ATMOSPHERE OF REFINEMENT.

THE AMITY ROOM AVAILABLE FOR PRIVATE PARTIES FROM 10 TO 130

OPEN MON. THRU SAT. 11:30 A.M. TO 2 P.M. SUNDAY 8 P.M. TO 8 P.M.

537-6751

ONLY 1 MILE EAST 3812 Independence Blvd. E. LOCATED IN AMITY GARDENS SHOPPING CENTER

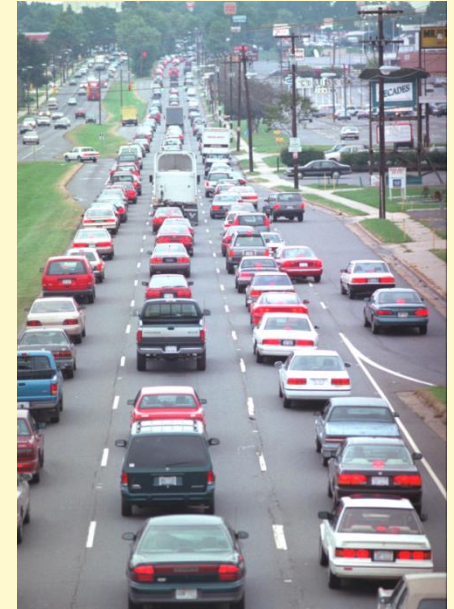


The conversion of Independence Boulevard from a commercial arterial into a limited-access expressway has been an expensive, slow, and painful process.



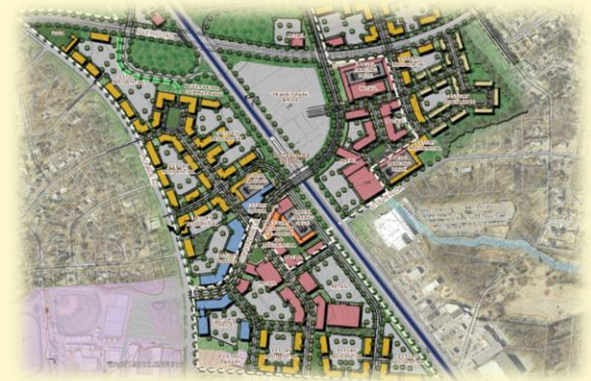
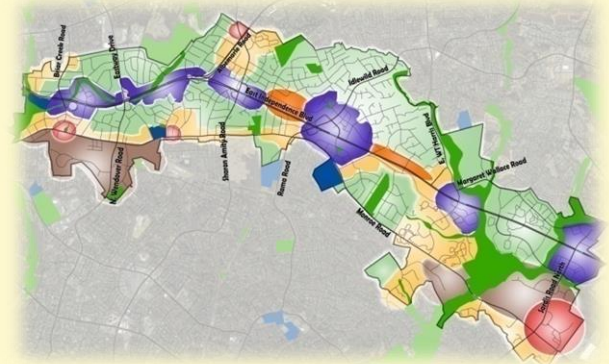
Much of the planning efforts focused on how to complete the expressway. Transit and Land Use planning worked within that constraint.

- 1966 - Expressway Plan
- 1977 - Draft Environmental Impact Statement
- 1982 - US 74 Final Environmental Impact Statement
- 1988 - US 74 Supplemental FEIS
- 1998 - 2025 Transit Land Use Plan
- 1999 - Independence Busway Demonstration Project
- 2002 - 2025 Transit Corridor System Plan (MIS)
 - MTC adopts BRT but directs staff to study rail further
- 2006 - 2030 Transit Corridor System Plan (DEIS)
 - MTC adopts BRT but public doesn't accept recommendation
 - MTC again directs staff to study rail further
- 2011 - Independence Area Plan adopted



Independence Blvd Area Plan

1. Strengthen and Build Neighborhoods
2. Create Nodes
3. Reclaim/Showcase Natural Systems
4. Orient Toward Monroe and Central
5. Leverage Opportunities
6. Provide Transportation Choices
7. Balance Neighborhood, Community, and Regional Needs



**KEY PLAN ASSUMPTION:
Area Plan DID NOT reconsider
transportation planning decisions!**

ULI Rose Fellowship Problem Statement

What are the implementation steps to re-energize, reposition, and ensure the long-term viability of development in the Independence Boulevard study area?

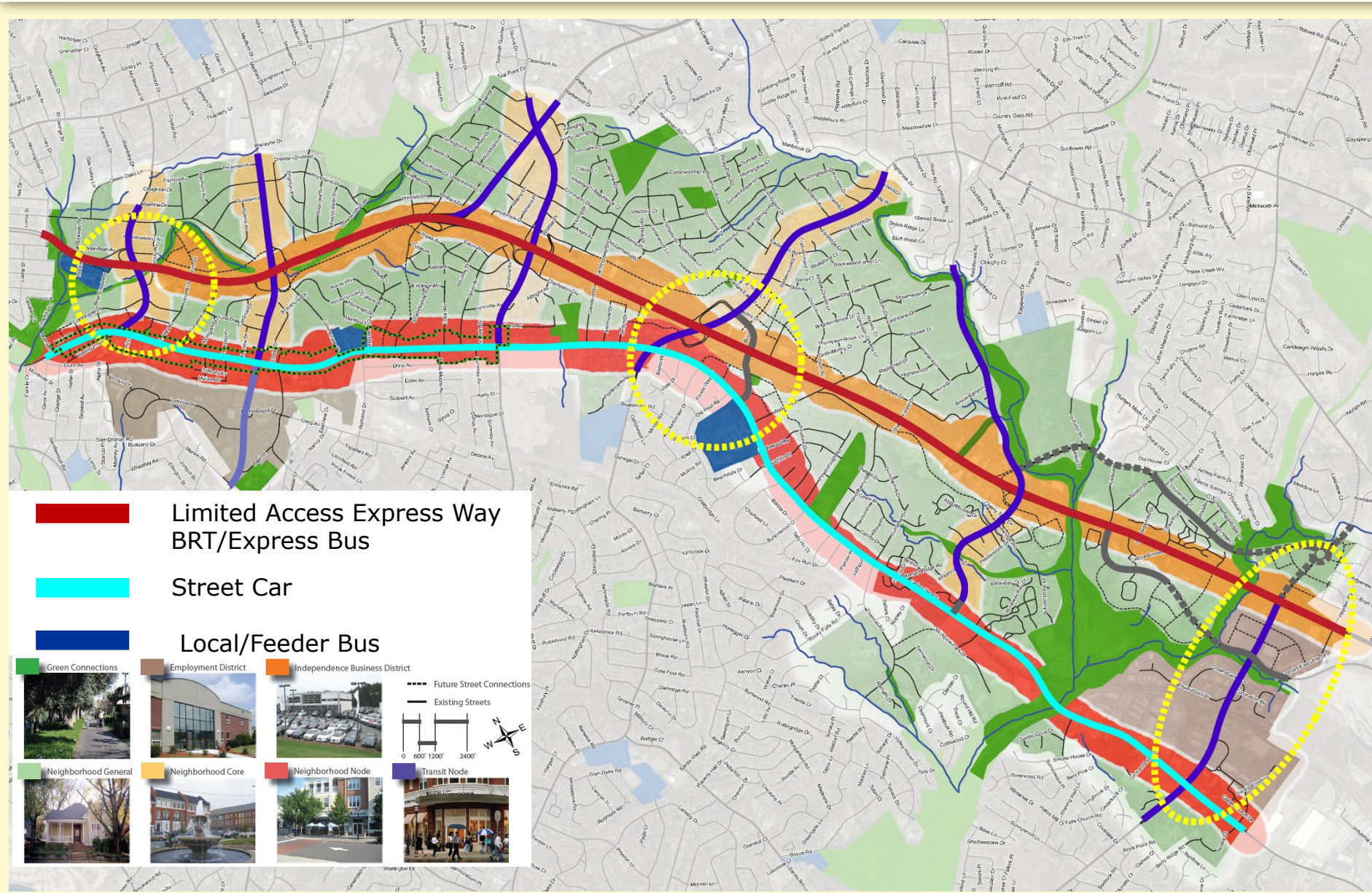


- Co-Chair: Hilary Bertsch, Associate Principal, EEK Architects, New York, New York
- Co-Chair: Carlton Brown, Chief Operating Officer, Full Spectrum of New York, LLC, New York, New York
- Cathy Crenshaw, President & CEO, Sloss Real Estate, Birmingham, Alabama
- Karla Henderson, Group Executive of Planning and Facilities, City of Detroit, Michigan (Rose Fellow)
- The Honorable Glenda Hood, Hood Partners LLC, Orlando, Florida (Rose Center Advisory Board)
- Jeremy Klop, Principal, Fehr & Peers, Denver, Colorado
- Thomas Kronemeyer, Associate Principal, Community Design + Architecture, Oakland, California
- Mike McKeever, Executive Director, Sacramento Area Council of Government, Sacramento, California (Rose Fellow)
- John Sedlak, Executive VP, Houston METRO, Houston, Texas (Rose Fellow Alternate)

- A lot of good work has been done by the City
- **Unique** cooperative spirit between Charlotte and NCDOT
- Project **uncertainty** is harming local market



- Be clear about difference between solutions for regional challenges vs. local challenges
- Build on what you know has worked
- Three main ideas (or refinements to the current plans)
 1. BRT/Express bus on Independence in HOT lanes
 2. Streetcars on Central and Monroe
 3. Promote auto-oriented retail on Independence and neighborhood serving, mixed-use development on streetcar lines



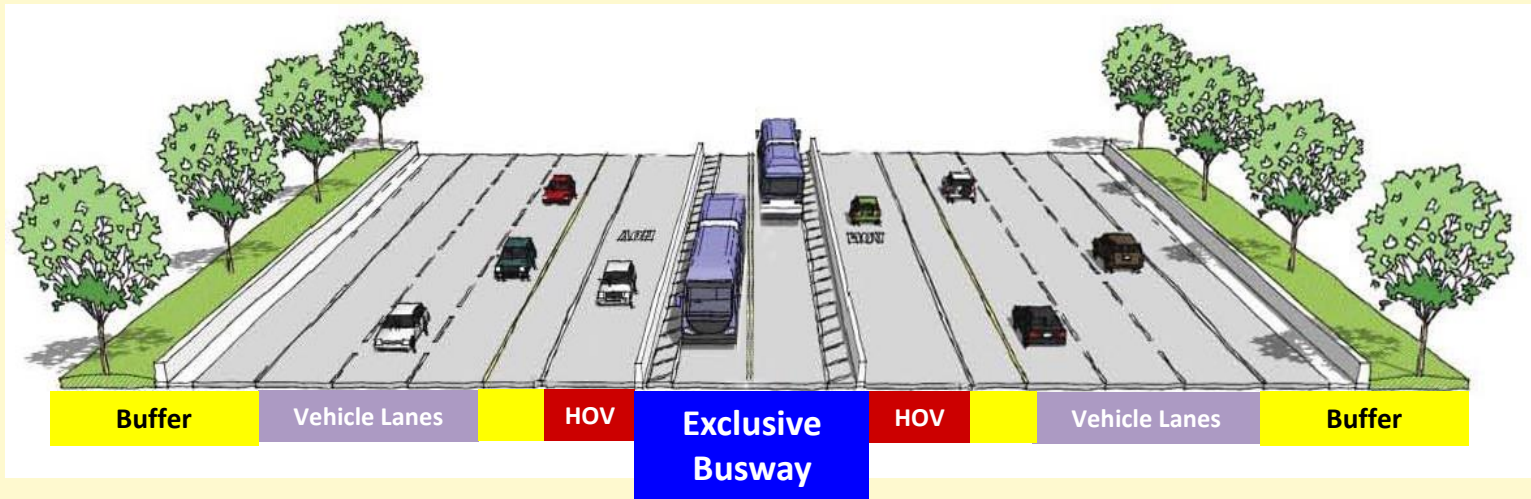
Red Line Limited Access Express Way
BRT/Express Bus

Cyan Line Street Car

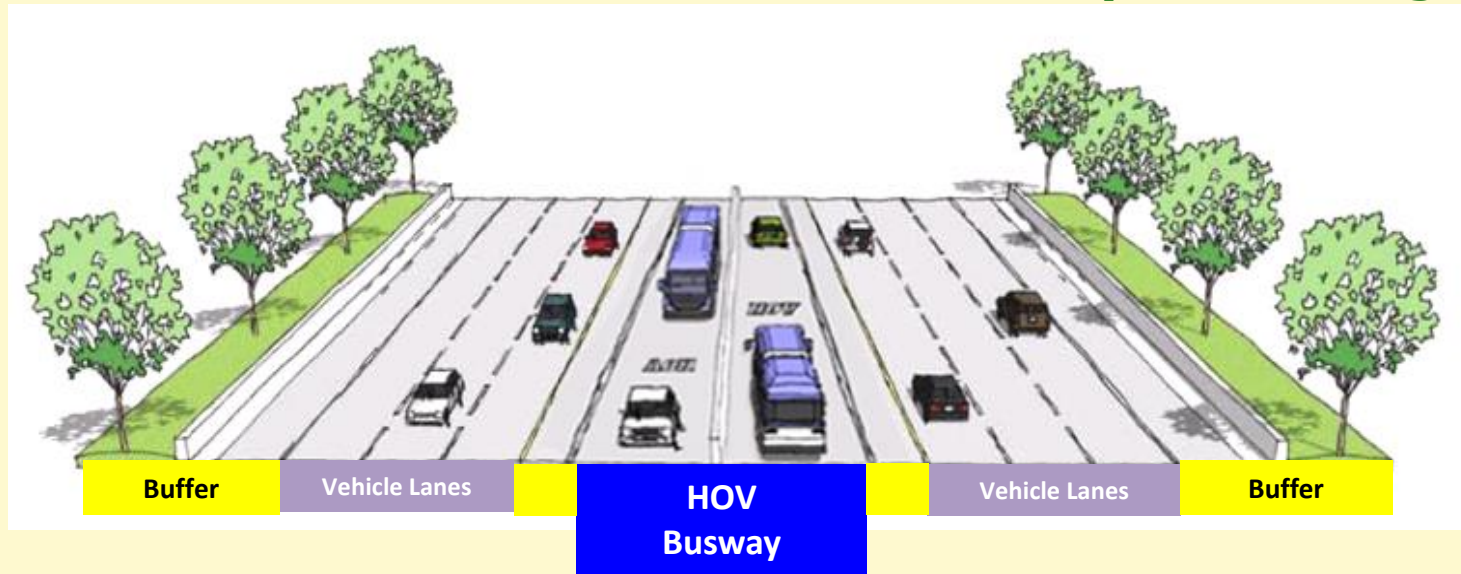
Blue Line Local/Feeder Bus

Green Connections	Employment District	Independence Business District	Future Street Connections Existing Streets 0 600' 1200' 2400' N E
Neighborhood General	Neighborhood Core	Neighborhood Node	

Independence Boulevard with Exclusive Busway*



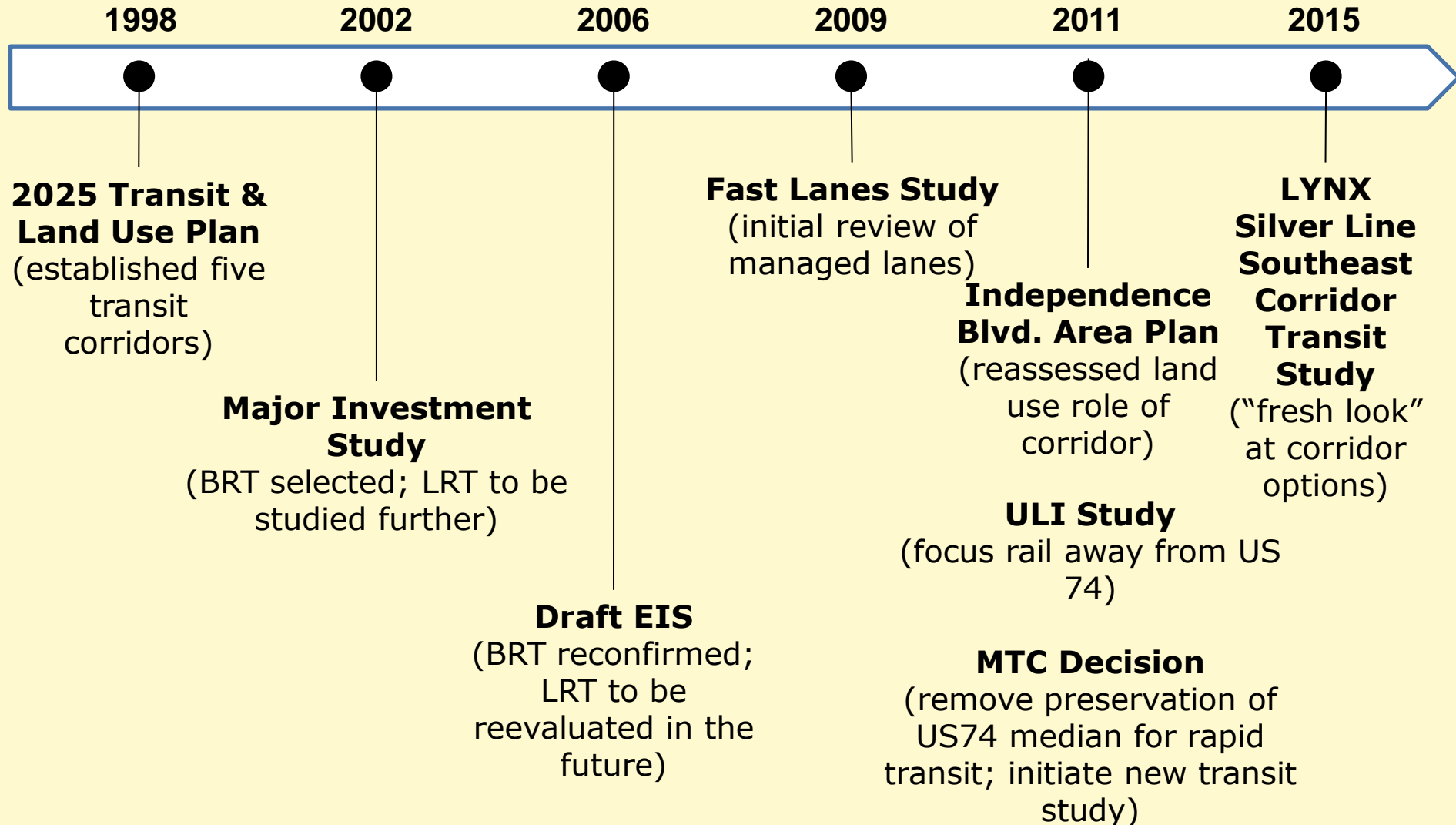
ULI Recommendations with Combined Busway and Managed Lanes



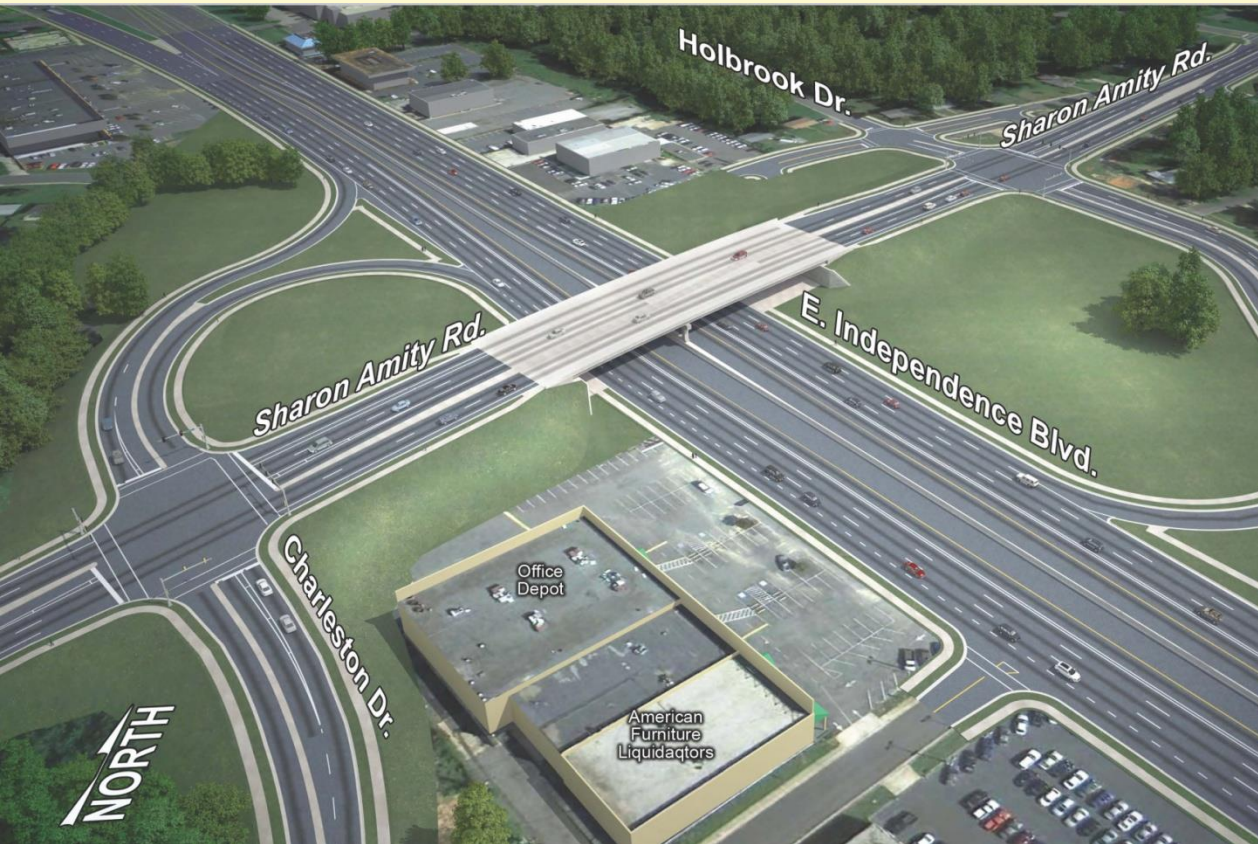


A fresh start for transit

The ULI recommendations “tipped the scale” towards a new look at rapid transit.



Corridor conditions have changed...



Transportation network
characteristics are
different

Socioeconomic
characteristics are
changing

Views regarding the corridor are changing...



New perspectives on
the role of
Independence Blvd.

New and different
development patterns

LYNX Silver Line Study Goals



Define a **rail fixed guideway alignment** (not in the median of Independence Blvd.)

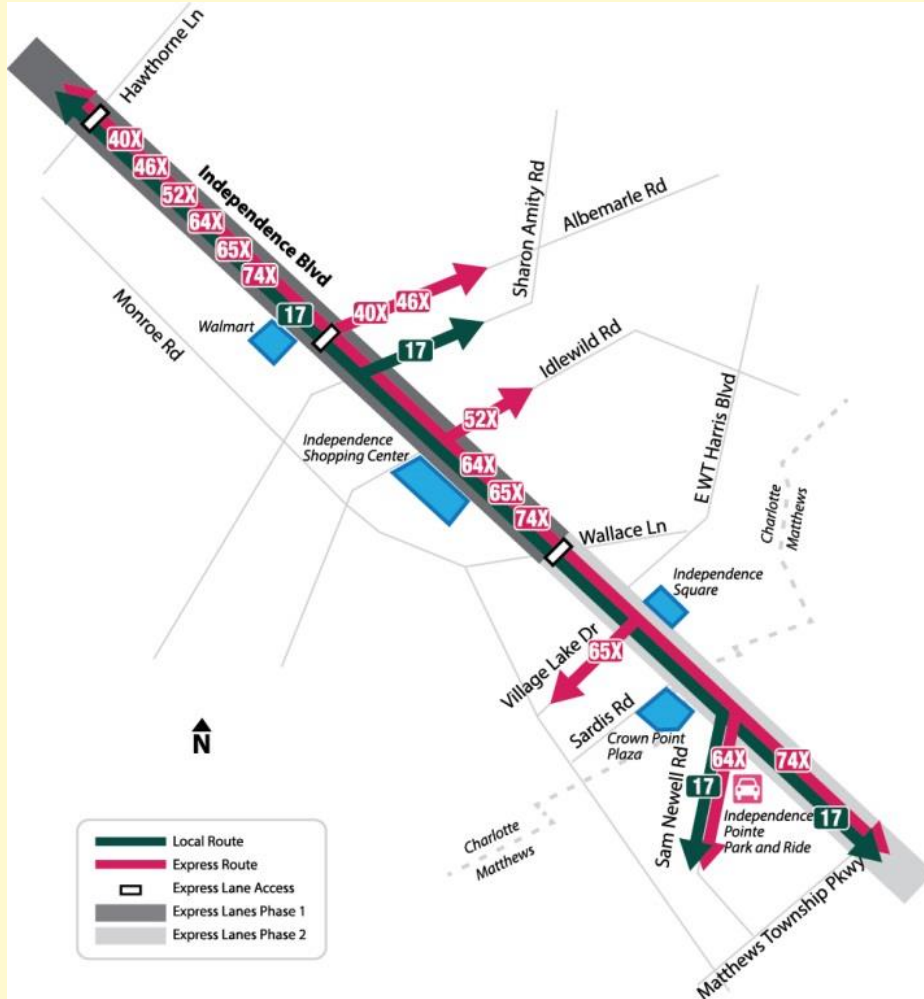


Provide an interim **bus transit strategy** that utilizes the future express lanes



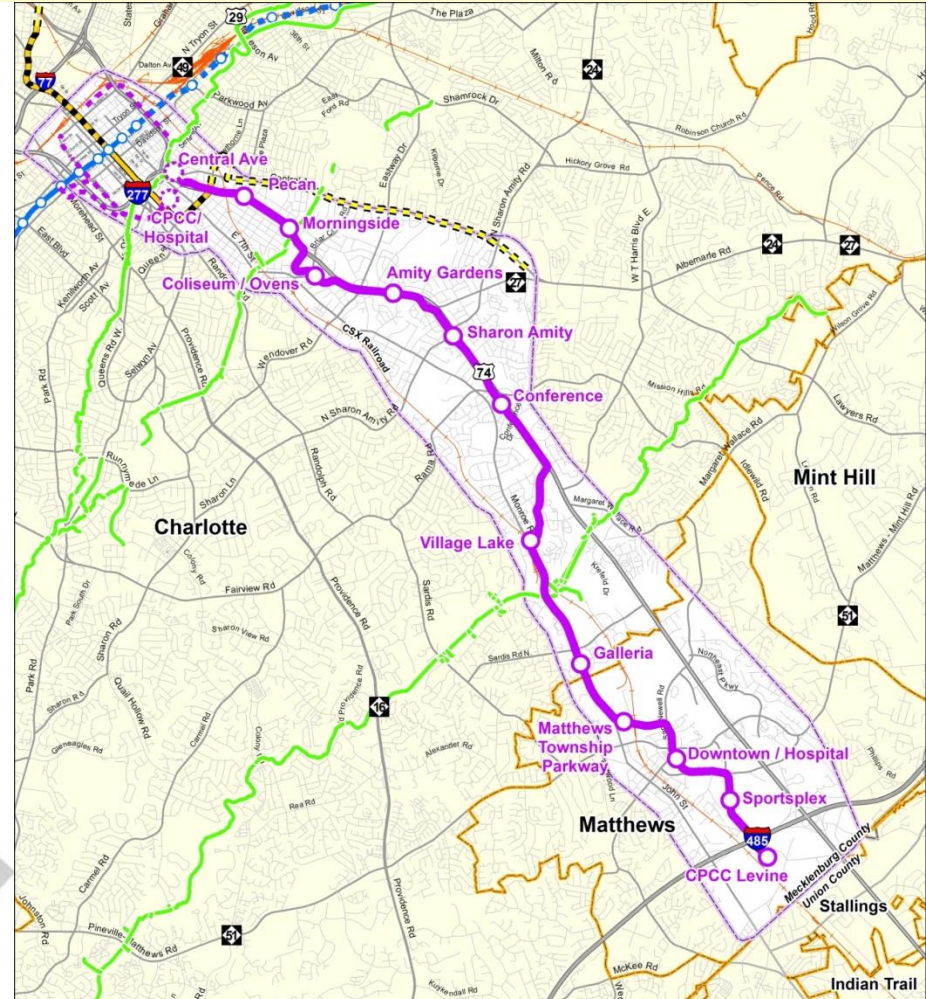
Develop strategies to **protect and preserve** the rail alignment

LYNX Silver Line Study Recommendations



Bus

In the median combined with managed lanes



Rail

13 miles side running

Light Rail recommendation can create new development patterns



- With a publicly supported light rail alignment property owners and developers have a higher level of certainty.
- For the first time the Transit, Transportation, and Land Use visions have broad support from the public.
- City of Charlotte Community Investment Programs such as new street connections and pedestrian improvements can compliment the new visions.
- Although NCDOT will not complete the Independence Expressway Conversion for another 10-12 years, the coordination between the city and the state will continue.
- CATS will need to seek additional funding for the light rail, however is seeking corridor preservation through coordination with Charlotte Planning and the Town of Matthews.

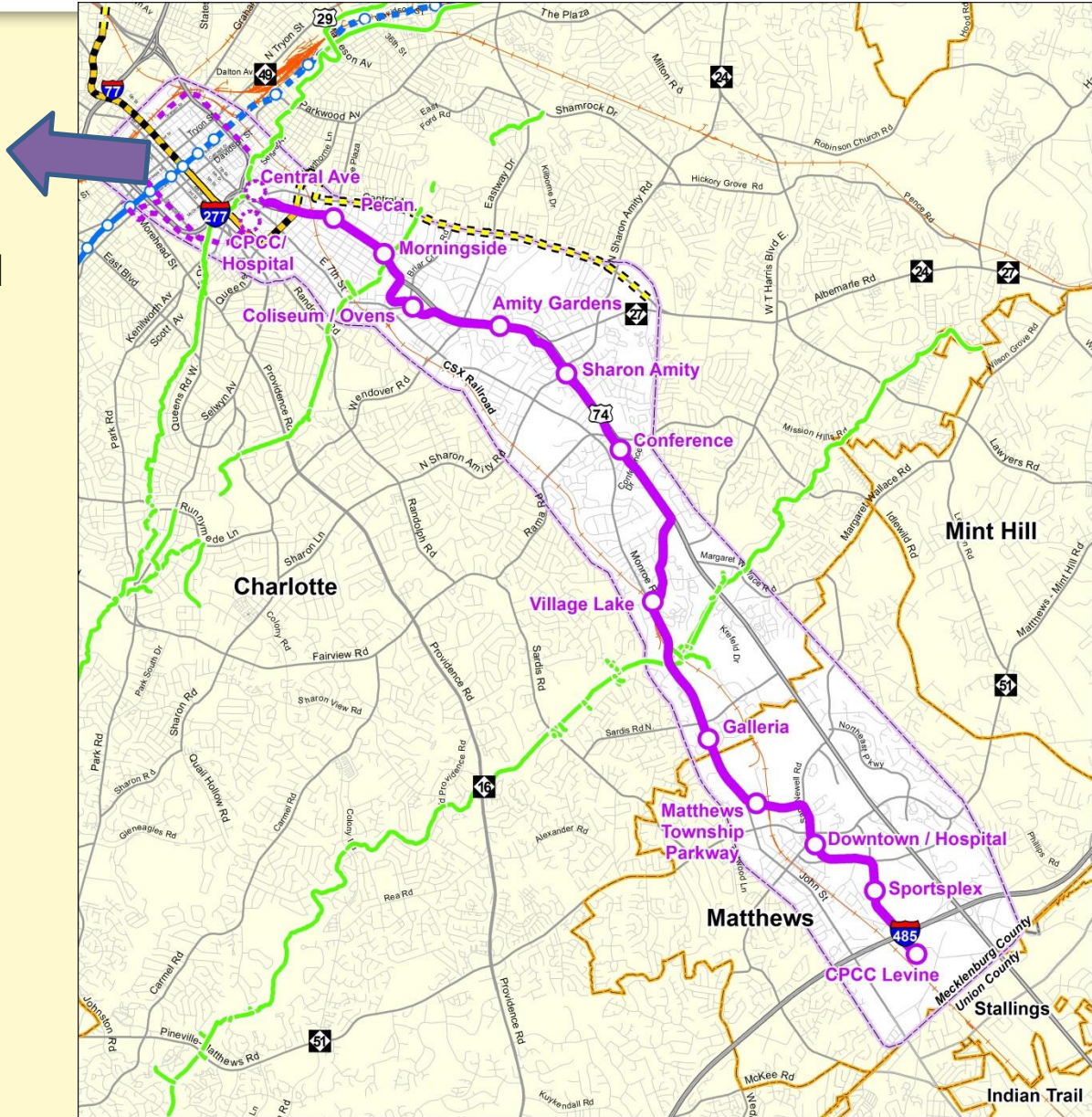


After considering the ULI recommendations the MTC in 2011 passed the following actions that directed CATS staff to:

- Remove special provisions in the 2030 Transit System Plan that required preservation of Rapid Transit in the median of Independence Blvd.
- Work closely with NCDOT and Charlotte Department of Transportation (CDOT) to incorporate bus services into the design of the Independence Blvd Managed Lanes.
- Bring back a process and plan/schedule for an alignment study to evaluate a rail transit alignment on the Southeast Corridor that is not in the median of Independence Blvd.
- Ensure that the alignment study will review the technologies of light rail, streetcar and commuter rail, and recommend a rail transit alignment, which will involve examining all potential rail alternatives in the corridor, including those previously studied.

LYNX Sliver Line Proposed Light Rail Staff Recommendation

- Side running along Independence Blvd to Village Lake Drive Area to median running Monroe Rd to Sam Newell Rd to Independence Pointe Parkway
- 13 miles long from I-277 to CPCC Levine Campus
- 13 stations with 8-10 Park and Rides
- 7-10 miles of Rail Trails
- Uptown alignments should be studied as part of a System Integration/West Corridor/Airport Study



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