

MANDATORY REFERRAL-REPORT NO. 16-09
Proposed Real Estate Acquisition for CityLYNX Gold Line Phase 2 ("The Streetcar")

PROJECT PROPOSAL AND LOCATION:

The Charlotte Area Transit System (CATS) is implementing a Right-Of-Way (ROW) Acquisition Program for the CityLYNX Gold Line Phase 2 Project. The Project would be an extension of the approximately 1.5 mile CityLYNX Gold Line Phase 1 Project completed in July 2015 in Center City Charlotte. Awarded funds will be used for the design and construction of an approximately 2.5 mile extension forming a 4 mile CityLYNX Gold Line that will create a transit connection through the City's urban core, including linking the future Charlotte Gateway Station to the LYNX Blue Line and the Charlotte Transportation Center.

The Project will consist of an in-street, mixed traffic alignment. The Gold Line Phase 2 project will begin at the Charlotte Transportation Center (CTC), which is the primary transfer facility for the Charlotte Area Transit System (CATS) bus service, existing LYNX light rail service, and the current terminus for the Gold Line Phase 1 project. The Gold Line Phase 2 project will extend west, from the CTC along Trade Street, for approximately 2.0 miles, and terminate at the Johnson C. Smith University campus on Beatties Ford Road. It will also extend northeast approximately 0.5 miles along Hawthorne Lane from the eastern terminus of Phase 1 at Novant Health Presbyterian Medical Center to Sunnyside Avenue.

| # | Parcel ID | Parcel Address | Zoning (1) | Current Use | Lot Size (Ac.) | Land Use Plan | Pedestrian Overlay | Future Land Use |
|----|-----------|------------------------|------------|---------------|----------------|-----------------------------------|-----------------------|------------------------------|
| 1 | 07821130 | 424 Beatties Ford Road | B-1 | Vacant | .063 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Institutional |
| 2 | 06901126 | 421 Beatties Ford Road | R-22MF | Single Family | .109 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 3 | 07821102 | 424 Beatties Ford Road | B-1 | Vacant | .411 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Institutional |
| 4 | 06901125 | 417 Beatties Ford Road | R-22MF | Single Family | .191 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 5 | 07821103 | 422 Beatties Ford Road | B-1 | Vacant | 3.17 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Institutional |
| 6 | 06901124 | 415 Beatties Ford Road | R-22MF | Single Family | .263 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 7 | 06901130 | 405 Beatties Ford Road | B-1 | Vacant | .184 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 8 | 06901121 | 417 Mill Road | B-1 | Vacant | .490 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 9 | 07821127 | 601 Sparrow Street | R-22MF | JCSU | .447 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Institutional |
| 10 | 07820106 | 148 Beatties Ford Road | R-22MF | JCSU | 41.917 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Institutional |
| 12 | 06901234 | 125 Beatties Ford Road | R-22MF | Institution | 4.760 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Institutional |
| 13 | 07101915 | 1601 W Trade Street | B-1 | Mixed Use | 1.600 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 14 | 07101911 | 1545 W Trade Street | R-8 | Institution | .913 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 15 | 07101907 | 1527 W Trade Street | R-8 | Vacant | .230 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 16 | 07818101 | 1554 W Trade Street | B-1 | Vacant | .078 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 17 | 07818102 | 1548 W Trade Street | B-1 | Vacant | .556 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 18 | 07101905 | 1521 W Trade Street | R-8 | Vacant | .374 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 19 | 07818105 | 1520 W Trade Street | B-1 | Warehouse | .658 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 20 | 07818106 | 1514 W Trade Street | B-1 | Vacant | .202 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |

| | | | | | | | | |
|----|----------|------------------------|--------|---------------|-------|------------------------------------|------------------------|------------------------------|
| 21 | 07818107 | 1512 W Trade Street | B-1 | Vacant | .188 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 22 | 07818108 | 1500 W Trade Street | B-1 | Vacant | .250 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 23 | 07818701 | 1416 W Trade Street | B-1 | Commercial | .444 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 24 | 07101614 | 1401 W Trade Street | B-1 | Commercial | .909 | West End Land Use & Pedscape Plan | West End Ped. Overlay | Multi-Family/ Office/ Retail |
| 25 | 12703701 | 300-322 Hawthorne Lane | O-2 | Institutional | 3.520 | Elizabeth Area Plan | N/A | Institutional |
| 26 | 08019808 | 333 Hawthorne Lane | O-2 | Vacant | 1.338 | Elizabeth Area Plan | N/A | Multi-Family |
| 27 | 12701201 | 1701 East 7th Street | R-5 | Single Family | .189 | Elizabeth Area Plan | N/A | Single Family |
| 28 | 08117901 | 733 Hawthorne Lane | R-22MF | Multi-Family | 3.370 | Sunnyside Land Use & Pedscape Plan | Sunnyside Ped. Overlay | Multi-Family/ Office |
| 29 | 08021410 | 801 Hawthorne Lane | R-22MF | Single Family | .177 | Sunnyside Land Use & Pedscape Plan | Sunnyside Ped. Overlay | Multi-Family |

(1) Zoning per the Charlotte Zoning Ordinance

The Project is anticipated to include approximately 29 parcels (see table above) for track alignment and traction power substations (TPSS). Current parcel uses include vacant land and lands adjacent to or contiguous with existing street right of way, commercial uses and residential properties. One or two additional parcels may be identified as the team is finalizing the locations of two TPSS.

It should be noted that vast majority of these parcels will be partial takes, acquiring right-of-way adjacent to the existing road right-of-way. Existing land uses on these partial takes will be allowed to remain.

PROJECT JUSTIFICATION:

The CityLYNX Gold Line Phase 2 project will support advancement of the region's 2030 *Transit Corridor System Plan* and the 2025 *Integrated Transit/Land Use Plan*. The Gold Line Phase 2 project addresses the needs of the urban environment by addressing the following:

- Improve existing transit service along Trade Street through streetcar service. This will replace the current Gold Rush Circulator service that utilizes replica trolley buses. This service will provide expanded operating hours in Center City.
- Connect key activity centers to the CTC including:
 - Planned Charlotte Gateway Station
 - Johnson C Smith University
 - Johnson & Wales University
 - Northeastern University – Charlotte Campus
 - Wake Forest University – Charlotte Campus
 - University of North Carolina at Charlotte - Center City Campus
 - Bank of America Gateway employment centers
 - Bank of America Corporate Headquarters
 - BB&T Ballpark – home of the Charlotte Knights AAA baseball team
 - Bank of America Stadium – home of the Carolina Panthers NFL team
- Improve circulation and transit connections for existing and planned regional transit network - The Gold Line Phase 2 project connects the CTC directly to the planned Charlotte Gateway Station intermodal hub, which will serve Amtrak Rail Service, Greyhound intercity bus, local and express CATS bus, and the planned LYNX Red Line Commuter Rail.
- Link Center City Charlotte with economically and socially diverse neighborhoods east and west of the Center City area such as Wesley Heights, Elizabeth, and the First, Third, and Fourth Ward Neighborhoods
- Revitalize economic development opportunities along West Trade Street, Beatties Ford Road, Elizabeth Avenue, and Hawthorne Lane
- Provide effective and efficient transit operations:
 - Improve mobility choice and system capacity in the corridor and throughout the region by providing an alternative mode to automobiles
 - Improve air quality by reducing short inner-city auto trips and vehicle emissions
 - Enhance service on two of CATS' busiest bus routes
 - Support further growth of the educational institutions and medical facilities along the corridor with a complementary mix of uses and activities.

- Sustain local neighborhoods and maximize development opportunities
- Support for increased tourism and recreational activity with improved access to a number of key tourism destinations in the Center City.

CONSISTENCY WITH ADOPTED PUBLIC POLICIES:

In 1994, the City of Charlotte and Mecklenburg County adopted the *Centers and Corridors Concept Plan*, a vision of how the region should grow over the long-term. The Concept Plan, updated in 2010, and now called the *Centers, Corridors and Wedges Growth Framework*, June 2010, builds on the region's existing framework of centers and corridors, focusing future development in these areas and preserving lower density development and open space between corridors. The original document focused on "Centers" and "Corridors" as the key to integrating land uses and transportation.

The overall CityLYNX Gold Line is a 10 mile streetcar system, first adopted in the *2025 Corridor System Plan* (adopted November 2002) and re-affirmed in the *2030 Corridor System Plan* (adopted November 2006). The 10 mile alignment begins on Beatties Ford Road in northwest Charlotte at the Rosa Parks Place Community Transit Center and runs through the urban core of the City and then travels east along Central Avenue to the system end-of-line at Eastland Community Transit Center.

CONSISTENCY WITH ADOPTED LAND USE PLANS:

The western segment of the Gold Line Phase 2 (properties 1 – 24) is subject to the *West End Land Use & Pedscape Plan (2005)* which recommends Institutional and a mix of Multi-Family/Office/Retail land uses. The western segment also falls within the West End Pedestrian Overlay District and is subject to the development and urban design standards outlined in Section 10.812 and 10.813 of the Zoning Ordinance.

The eastern segment of the Gold Line Phase 2 is subject to the *Elizabeth Area Plan (2011)* and the *Sunnyside Pedscape & Land Use Plan (2004)*. The *Elizabeth Area Plan* recommends Institutional, Multi-Family up to 12 dwelling units per acre, and Single Family up to 5 dwelling units per acre land uses for properties 25 – 27.

The *Sunnyside Pedscape & Land Use Plan* recommends a mix of Office and Multi-Family up to 22 dwelling units per acre and Multi-Family up to 22 dwelling units per acre land uses for properties 28 – 29. These two parcels also fall within the Sunnyside Pedestrian Overlay District and are subject to the development and urban design standards outlined in Section 10.812 and 10.813 of the Zoning Ordinance.

The three above-mentioned land use plans identified the future alignment of the CityLYNX Gold Line and accounted for the transit line in both land use and streetscape recommendations. Therefore, the proposed acquisition is consistent with adopted land use policies.

PROJECT IMPACT:

This transit project will provide new transit choices and development options. Construction of this project will provide additional opportunities for transit oriented development along the Gold Line Corridor.

RELATIONSHIP TO OTHER PUBLIC OR PRIVATE PROJECTS:

The CityLYNX Gold Line is well coordinated with several public and private projects. The following is a list of those projects and their sponsors:

- Charlotte Water – Water and sewer improvements
- CDOT – Traffic Signal Improvements
- Johnson C. Smith University – New Main Entrance
- West CNIP Team - West End Improvements and Frazier Ave Realignment

ESTIMATED PROJECT COMPLETION DATE:

The CityLYNX Gold Line is accepting a Small Start Grant Agreement in Spring 2016, with construction beginning in Fall 2016. The project is anticipated to be completed in Summer 2020.

JOINT USE TASK FORCE REVIEW COMMENTS:

The Joint Use Task Force discussed this matter at their February 3, 2016 meeting and there were no comments.

PLANNING STAFF RECOMMENDATION:

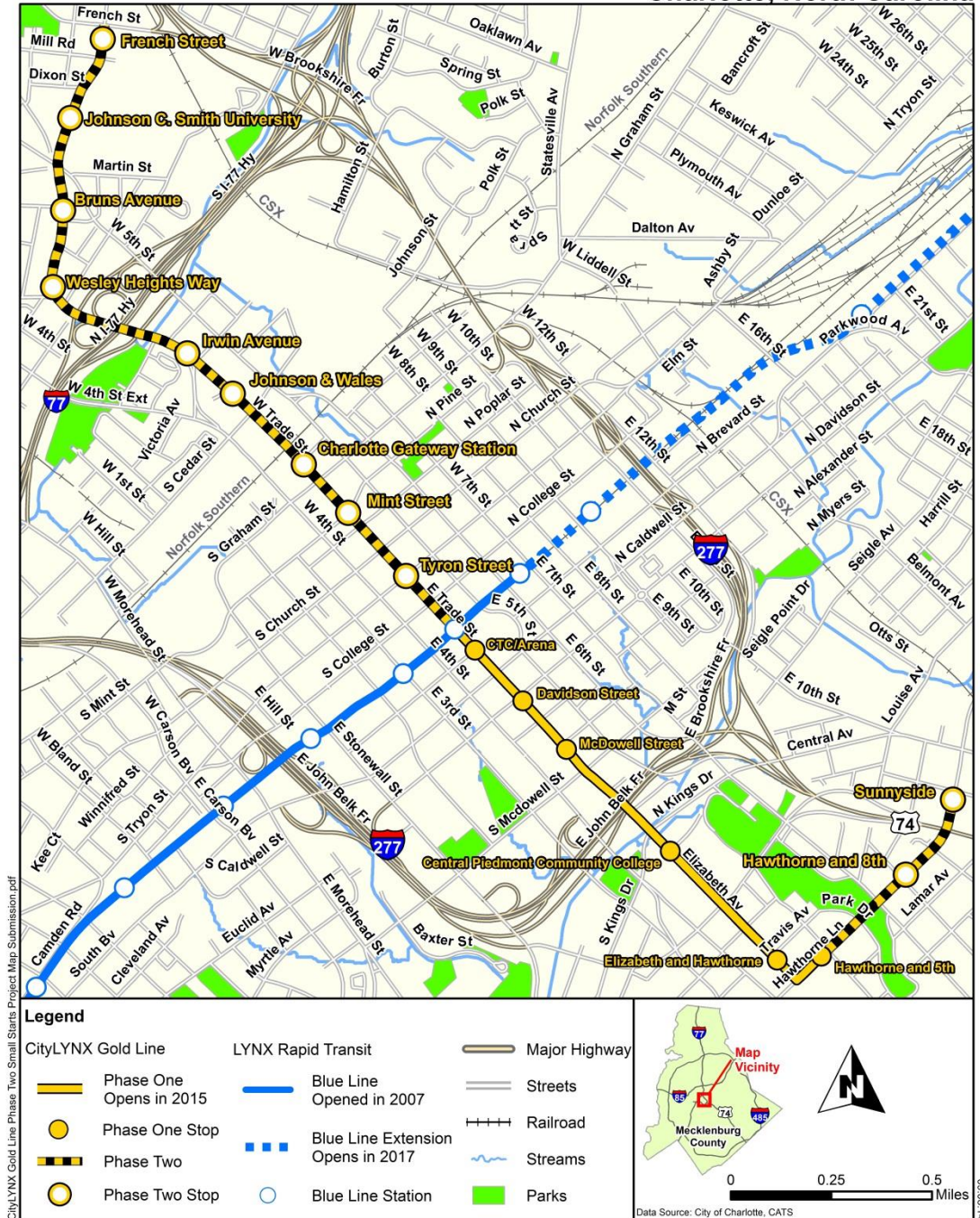
The proposed acquisition is consistent with the *West End Land Use & Pedscape Plan (2005)*, *Elizabeth Area Plan (2011)*, and *Sunnyside Pedscape & Land Use Plan (2004)*. Staff recommends approval of the proposal.

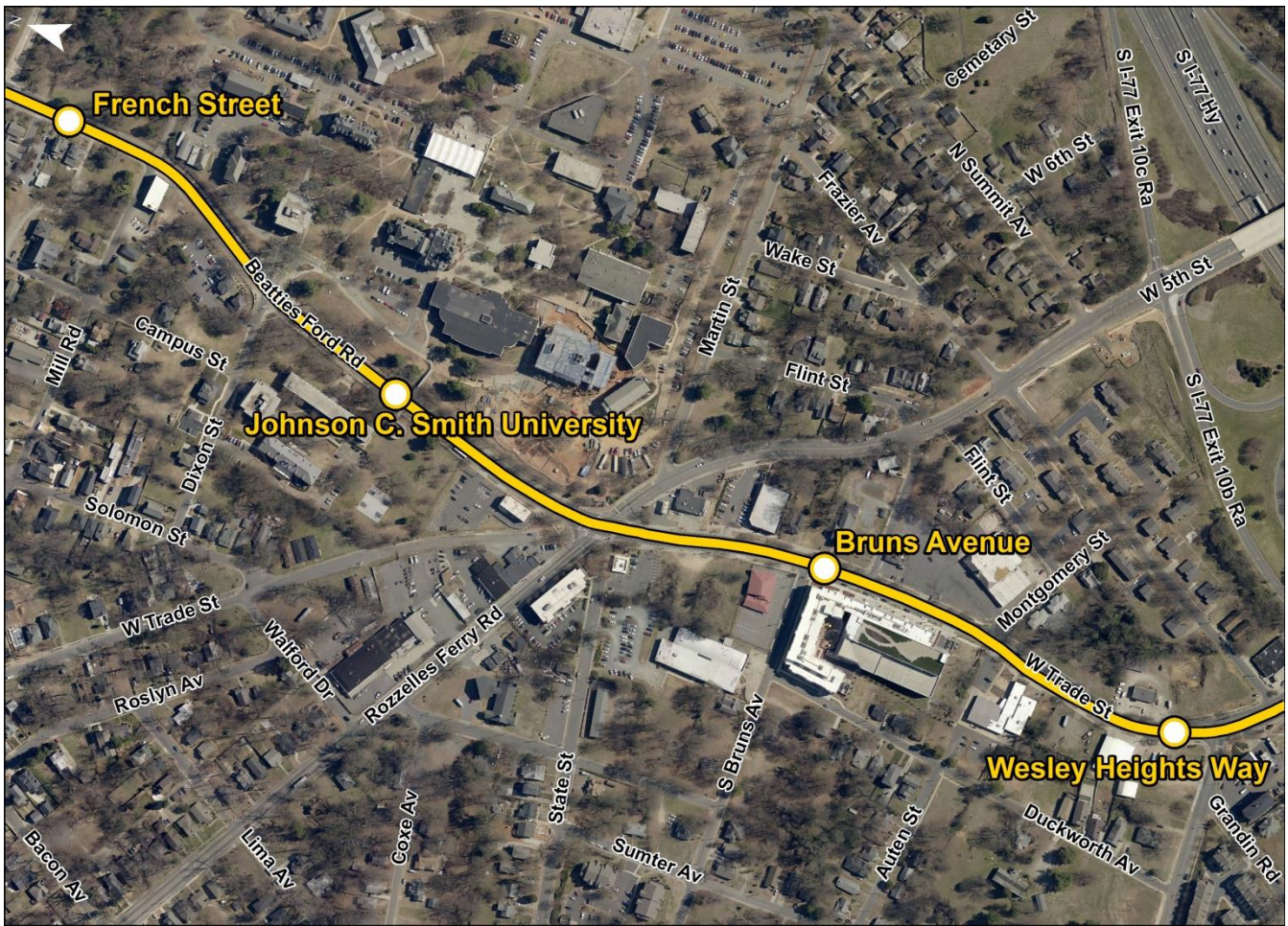
CMPC PLANNING COMMITTEE RECOMMENDATION:

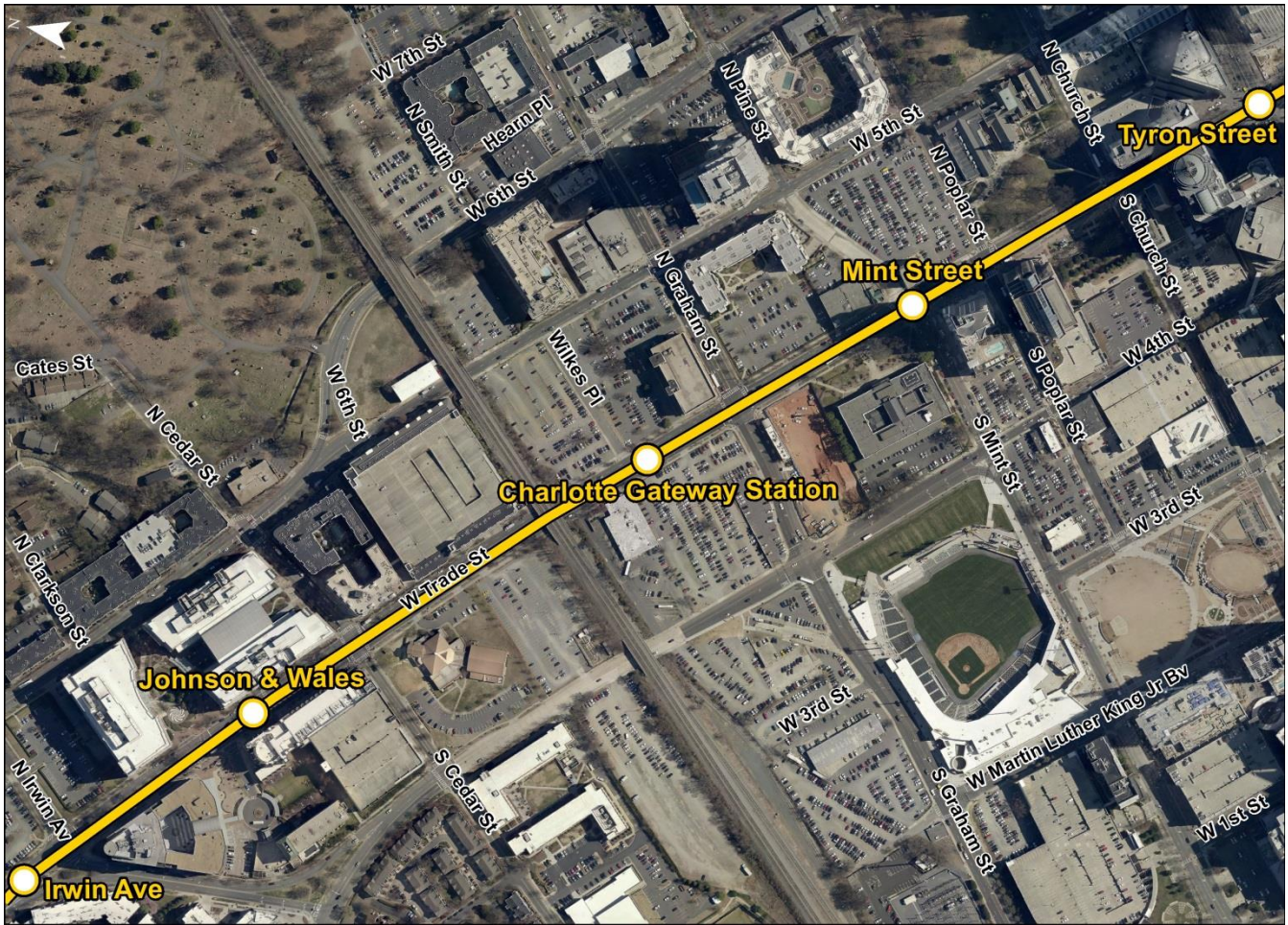
At their February 16, 2016 meeting the Planning Committee recommended approval by a 7-0 vote.



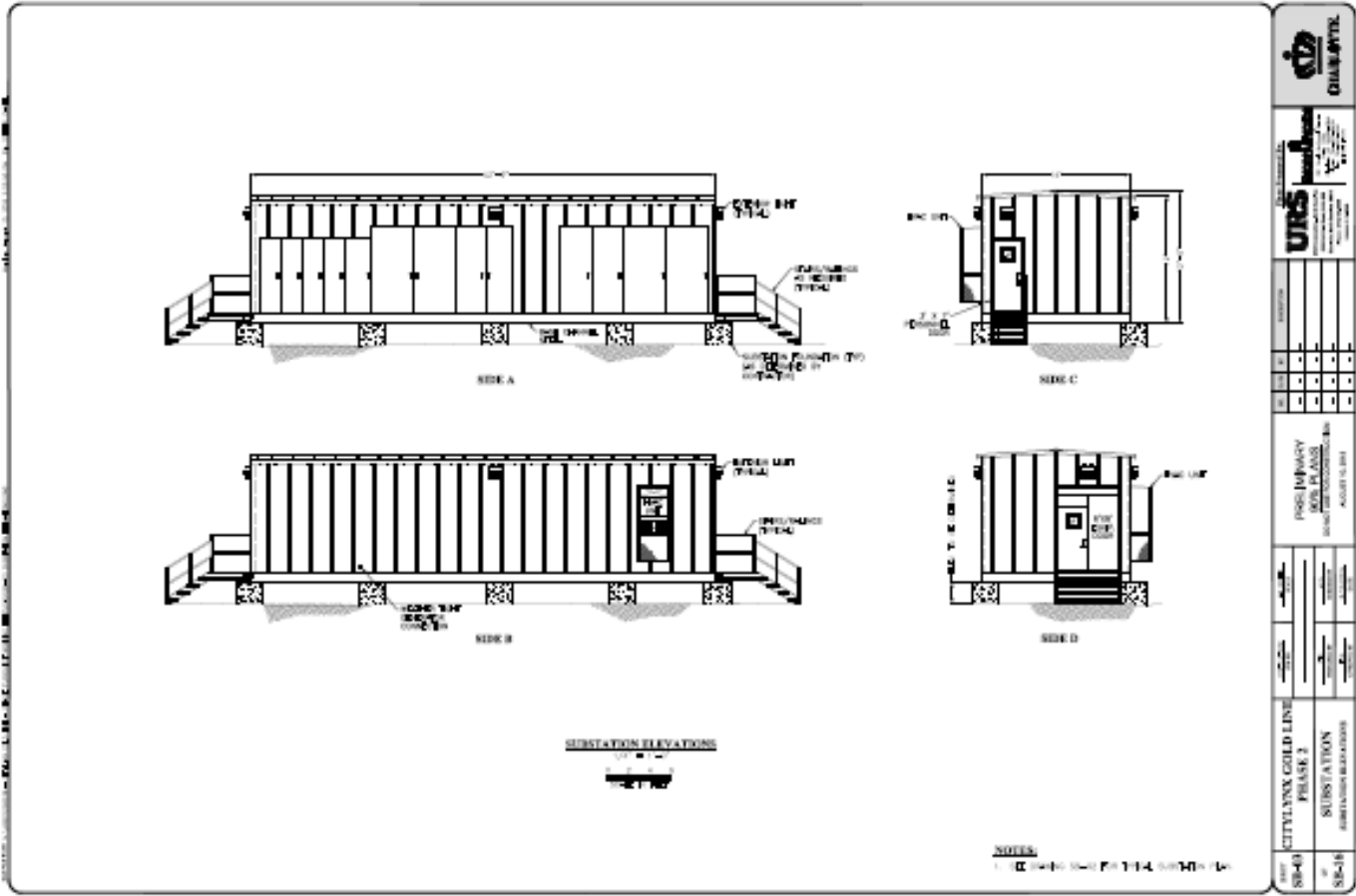
Phase Two Small Starts Project Map Charlotte, North Carolina











Substation elevation