



## PLAN REVIEW SHEET

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**Date: September 23, 2019**

**Petition #: 2019-115 – Ballantyne Reimagined**

**Staff Contact: John Howard**

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### Bus Operations:

The current project limits contain six local bus stops, all of which have shelters and concrete pads. The stops are located on Ballantyne Corporate Park Drive (4), and Ballantyne Commons Parkway (2). They have a poured concrete pad that is accessible from the shelter to the road. If the pads are not ADA compliant they will need to be made ADA compliant. This can be accomplished by widening the walkway to the standard width (5'). Bus boarding and alighting areas must provide a clear length of at least 96" perpendicular to the curb or roadway edge and at least 60" parallel to the curb or roadway edge. (ADAAG 810.2.2). The width must be 60 inches.

### Blue Line/BRT:

On September 25, 2019, the Metropolitan Transit Commission (MTC) approved the following LYNX System Update Pineville/Ballantyne Rapid Transit Study recommendations:

- An extension of the LYNX Blue Line as identified during the LYNX System Update Pineville/Ballantyne Rapid Transit Study as the Locally Preferred Alternative (LPA) with station locations as identified on the map included with MTC Resolution No. 2019-03.
- A Bus Rapid Transit (BRT) service to the Ballantyne area in coordination with the I-485 Express Lanes as identified on the map included with MTC Resolution No. 2019-03.

The goal of the Transit System Plan is to integrate transit with land uses to create pedestrian oriented environments where residents can live, work, shop and play in places accessible by transit. Extending the LYNX Blue Line with stations in the Ballantyne redevelopment area would provide convenient access to employment, shopping and entertainment opportunities in the Ballantyne area for people living elsewhere in the region, as well as connect employees, customers, and others to Uptown Charlotte and other areas along the Blue Line corridor.

The Ballantyne Reimagined redevelopment is critical to the success of the proposed transit investments, particularly related to Station Area Development, Corridor Preservation for light rail, and Mobility Hubs for BRT.

- **Station Area Development** - The proposed light rail extension is a significant transportation investment, one that would serve and shape the Ballantyne area for generations to come. In order

to maximize the land use potential of the Ballantyne area stations, the development intensity of the station areas should meet the City of Charlotte's Transit Oriented Development policies and ordinance. Additionally, without the appropriate level of density and mix of uses, the extension of the LYNX Blue Line would have difficulty meeting the Federal Transit Administration's New Starts Criteria and could jeopardize future federal funding commitments.

- **Corridor Preservation** - A key element of the adopted Transit System Plan recommendations included the preservation of future transit corridors through the rezoning process and negotiation with developers to protect the future transit corridor and to minimize future impacts to buildings and potential relocations of businesses and/or residents.

The LPA alignment and proposed stations affect a portion of the site proposed for redevelopment. CATS staff is requesting the reservation of right of way (ROW) for implementation of the proposed light rail alignment and light rail stations. The proposed ROW width for the light rail alignment and station within a roadway is typically 120'.

- **Mobility Hubs** - The proposed BRT service will require an upgrade of the existing bus stops in the site proposed for redevelopment. The upgrade will allow the stops to function as mobility hubs within the Ballantyne Corporate Park. Mobility hubs provide the opportunity for transit services to better connect with emerging technologies, ride share services, and micro transit vehicles.

CATS appreciates and supports the commitment of the Petitioner to work with CATS in connection with the 2030 Transit Plan study of a rapid transit alignment to Ballantyne and the rezoning site. CATS requests thorough the entitlement process to work with the petitioner to refine the appropriate light rail alignment and stations for the purpose of corridor reservation, as well as to determine how to include mobility hubs within the proposed development and to identify potential speed and reliability enhancements such as bus only lanes, signal priority, and queue jumpers. This partnership with CATS will support CATS future investment in high quality transit within the proposed development, which will enhance the attractiveness and long-term success of Ballantyne Reimagined.

MTC Resolution No. 2019-03 Map



