

MARCH 2022

LYNX SILVER LINE TRANSIT-ORIENTED DEVELOPMENT STUDY



ACKNOWLEDGMENTS

STUDY PARTNERS

Charlotte Area Transit System
City of Charlotte
City of Gastonia
City of Belmont
Town of Matthews
Town of Stallings
Town of Indian Trail
Mecklenburg County
Union County
Gaston County
Charlotte Regional Transportation
Planning Organization
Lincoln-Gaston County Metropolitan
Planning Organization

THANK YOU TO THE FOLLOWING FOR SUPPORTING OUR OUTREACH EFFORTS

Urban Land Institute—Charlotte
The Pointe Church—Belmont
Hygge Coworking
Mecklenburg County Parks & Recreation
Charlotte Regional Visitors Authority
Charlotte Mecklenburg Library



MAYOR VIOLA LYLES

The Charlotte Area Transit System (CATS), along with our regional partners, is pleased to present this LYNX Silver Line Transit-Oriented Development Study. This study delivers recommendations for how the communities around future LYNX Silver Line light rail stations can support transit-oriented development (TOD) that is multimodal, equitable, and economically resilient.

The tremendous success of TOD along the LYNX Blue Line illustrates the power of linking intentional planning with transformative transit investments. The LYNX Silver Line provides an opportunity to build upon past lessons, guide growth, and expand transportation options and TOD to neighborhoods along the east-west corridor and beyond Charlotte's borders.

Charlotte is a place of action, and on the heels of the recently adopted Charlotte Future 2040 Comprehensive Plan (adopted 6.21.21), the LYNX Silver Line TOD Study offers a vision for how Charlotte and our regional partners can begin implementing shared goals to guide our region's future success. This TOD study was guided by a public process focused on engaging regional stakeholders and residents to set a vision for equitable growth and vibrant urban places linked by walking, biking, and rapid transit options.

The recommendations in this study demonstrate our region's commitment:

- Our commitment to sustainability and smart growth practices that guide new development to the places best suited to support it and make car-free/car-lite living a more realistic choice for more of our residents;
- Our commitment to equitable transit-oriented development (ETOD) that seeks to address the inequities of the past, prevent displacement, and provide opportunities for residents of all incomes, abilities, races, beliefs, and backgrounds;
- Our commitment to support safe and equitable mobility options, providing affordable transportation choices to access education and job opportunities for those who may face barriers to employment; and
- Our commitment to partnership and progress, working across the region to meet the needs of each municipality, while recognizing our future success depends upon pulling together to achieve a regional transit/TOD vision.

As design work on the LYNX Silver Line project continues, we look forward to continued regional collaboration in support of the LYNX Silver Line and future TOD. I'd like to thank our municipal partners, regional stakeholders, and residents in all of the Silver Line communities for their past and ongoing support to realize this collaborative regional vision.

Sincerely,

A handwritten signature in black ink that reads "Vi Lyles".

Viola Lyles
Chair, CATS Board of Directors | Mayor, City of Charlotte

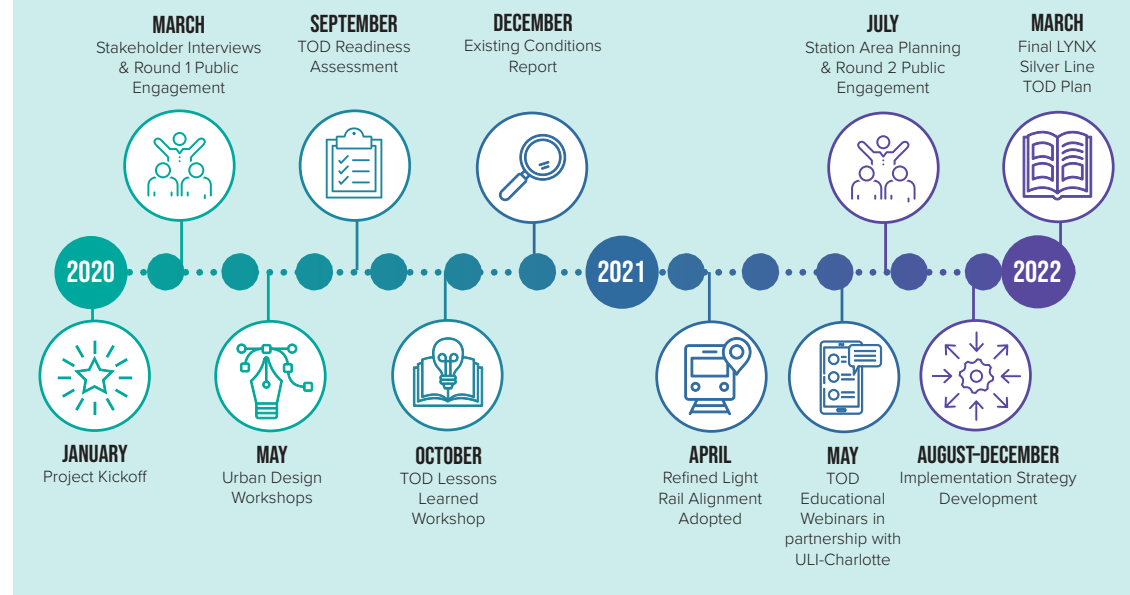
EXECUTIVE SUMMARY

STUDY PURPOSE & PROCESS

The LYNX Silver Line is a proposed 29-mile, 29-station light rail project that will extend from Belmont in Gaston County, through Center City Charlotte and Matthews in Mecklenburg County, and into Union County.

Charlotte Area Transit (CATS) and the City of Charlotte Planning, Design & Development Department are planning for the future of the LYNX Silver Line corridor, focusing on how adjacent areas and communities—particularly areas around future light rail stations—will experience and guide development. The goal of the City and its partners is transit-oriented development (TOD) along the LYNX Silver Line that is multimodal, equitable, and economically resilient. The TOD planning efforts summarized in this report were completed in parallel with the preliminary design and engineering work for the LYNX Silver Line.

LYNX SILVER LINE: TRANSIT-ORIENTED DEVELOPMENT STUDY TIMELINE

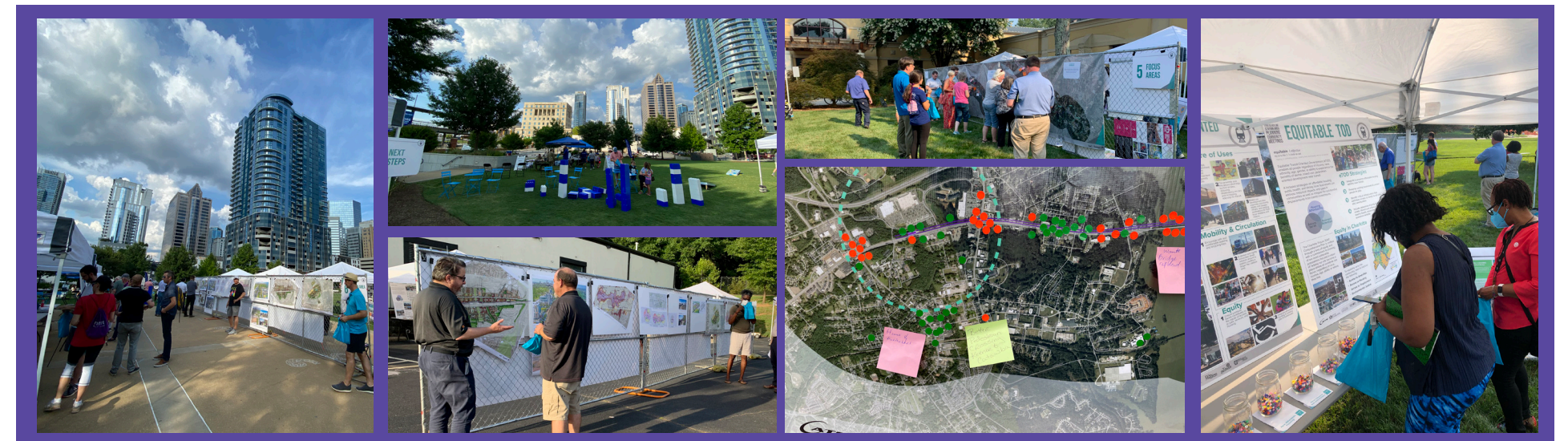
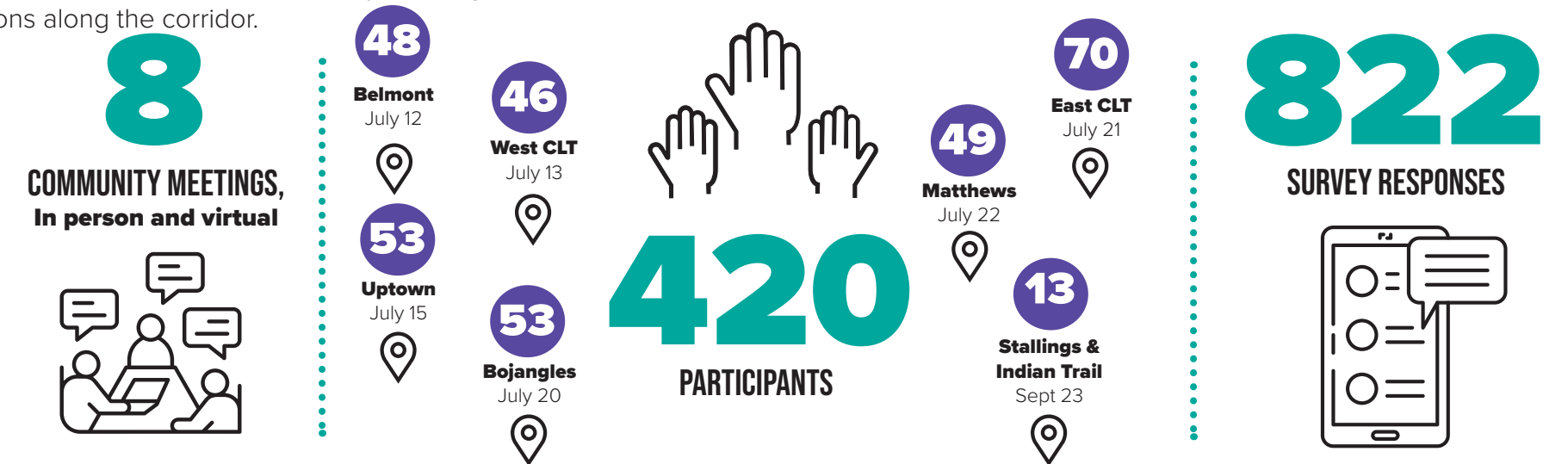


Coordination with TOD study partners, including cities and towns along the proposed LYNX Silver Line, was crucial to the development of this report. Local study partners include:

- The City of Charlotte
- The City of Gastonia
- The City of Belmont
- The Town of Matthews
- The Town of Stallings
- The Town of Indian Trail
- Mecklenburg County
- Union County
- Gaston County

PUBLIC ENGAGEMENT

A public process focused on engaging regional stakeholders and residents guided the development of the LYNX Silver Line TOD Study. Through this process, communities set a vision for equitable growth and vibrant places linked by walking, biking, and rapid transit options. Public and stakeholder engagement happened in three phases: community meetings, online survey, and virtual public workshops. In July 2021, CATS and its partner agencies hosted a series of six in-person community meetings for the station area planning effort along the LYNX Silver Line. During the six meetings, community members learned about the station area planning process and TOD study, learned how CATS and its partners are planning and preparing for the LYNX Silver Line project, and gave input around what they would like to see in their station areas. The community meetings focused on seven demonstration areas, but attendees were able to provide input on all 29 stations along the corridor.



OUTCOMES OF THE STUDY

Refined Locally Preferred Alternative Alignment

The LYNX Silver line TOD study team worked closely with the LYNX Silver Line design team, to refine the Locally Preferred Alternative (LPA) through a year-long collaborative and iterative process that considers the TOD potential and land use impacts of stations and alignments throughout the engineering decision-making process. This collaborative process led to a refined LPA alignment adopted by the CATS Metropolitan Transportation Commission in April 2021.



Implementation Plan

Successful implementation of TOD occurs through a combination of recognizing and leveraging market development forces, proactive municipal policies, and targeted public infrastructure that support compact, walkable/bikeable, equitable development outcomes. Recommendations on potential infrastructure improvements and TOD areas are outlined [HERE](#).

Next Steps & How Can You Stay Engaged?

The LYNX Silver Line Project Team continues to advance an environmental impact study and is conducting more detailed design plans in anticipation of funding and constructing the line. TOD planning will be revisited and refined throughout these stages.

For More Information, Visit <https://www.catssilverline.com/>

Contact

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Mail : Charlotte Area Transit System

C/O Marketing Department

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Charlotte, NC 28202

Creating a Vision for Silver Line

The study team worked with multiple partners, stakeholders, and the community to develop a new vision for seven demonstration station areas along the corridor. These demonstration station areas illustrate TOD principles and best practices that could guide planning and implementation for other stations with similar conditions.



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HOW TO READ THIS REPORT

USE THESE ICONS AS YOUR GUIDE

As you flip through this report, you'll see icons that represent different categories of recommendations and analysis for each proposed LYNX Silver Line station area. Use these icons as a quick reference guide for reading this report.



PUBLIC INPUT



MARKET & AFFORDABLE HOUSING STRATEGIES



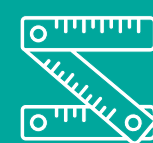
EQUITABLE TOD



INFRASTRUCTURE RECOMMENDATIONS



STATION AREA TYPOLOGIES & GOALS



MEASURING SUCCESS

VISUALIZING THE FUTURE

The plan and perspective renderings shown in this report illustrate just one potential outcome of future TOD. The TOD principles and general development framework/opportunities illustrated by these renderings is more important than the specific design or what is represented on each property. The purpose of the plans and perspective renderings is to help envision everything that TOD around the LYNX Silver Line can and should be with successful stakeholder partnerships and if guided effectively with appropriate zoning and land development regulations, supportive infrastructure investments, and policies to support equity.

LIST OF ACRONYMS

AMI – Area Median Income

BIPOC – Black, Indigenous, and people of color

CATS – Charlotte Area Transit System

CDOT – Charlotte Department of Transportation

CHOIF – Charlotte Housing Opportunity Investment Fund

CIP – Capital Improvement Program

CPCC – Central Piedmont Community College

CRTPO – Charlotte Regional Transportation Planning Organization

ESL – English as a Second Language

ETOD – Equitable Transit-Oriented Development

FAA – Federal Aviation Administration

HTF – Housing Trust Fund

LPA – Locally Preferred Alternative

MARTA – Metropolitan Atlanta Rapid Transit Authority

MTC – Metropolitan Transit Commission

NCDOT – North Carolina Department of Transportation

NOAH – Naturally-Occurring Affordable Housing

QAP – Qualified Allocation Plan

TOD – Transit-Oriented Development

TOD-CC – Transit Community Center

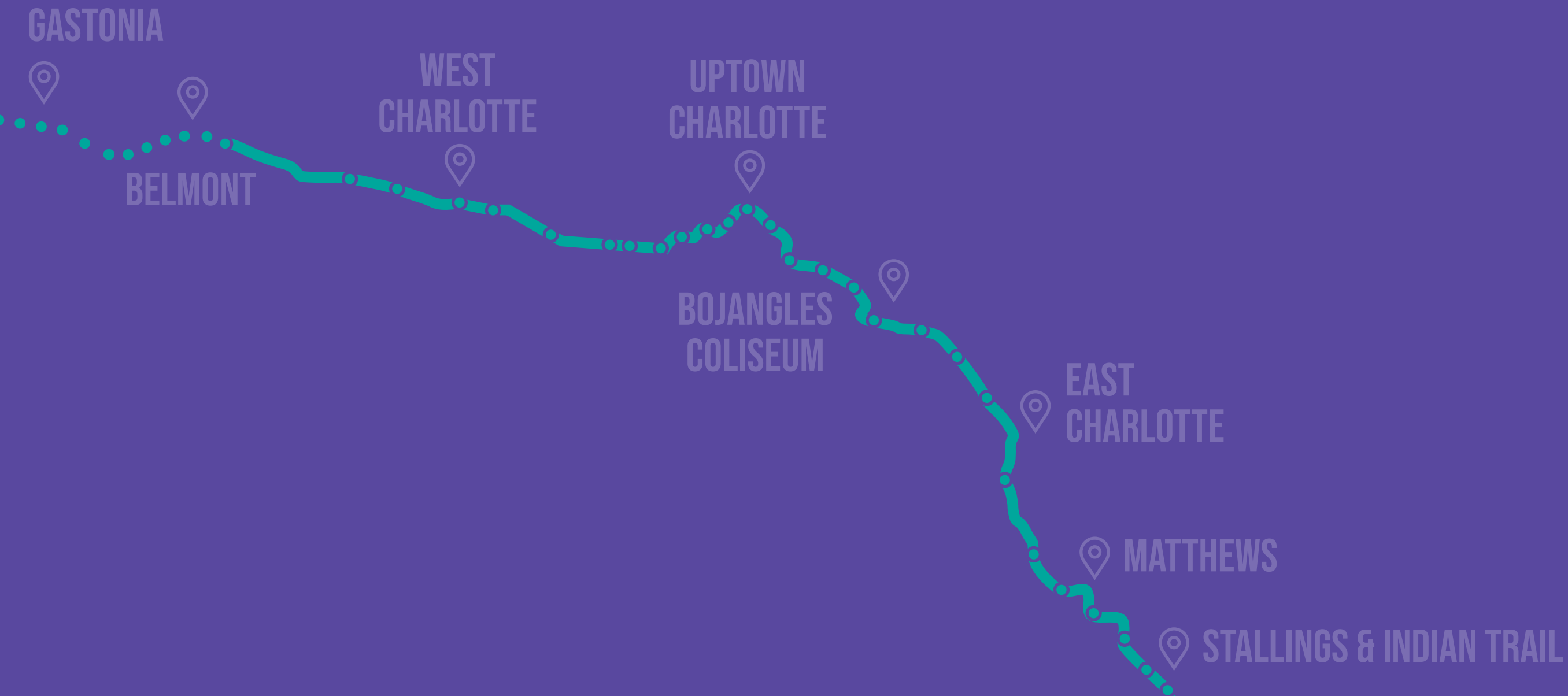
TOD-NC – Transit Neighborhood Center

TOD-TR – Transit Transition

TOD-UC – Transit Urban Center

UDO – Unified Development Ordinance

XCLT – Cross Charlotte Trail



Transit-oriented development (TOD) is pedestrian-oriented, compact, mixed-use development centered on quality public transit.



INTRODUCTION

A. STUDY PURPOSE

The LYNX Silver Line is a proposed 29-mile, 31-station light rail project that will extend from Belmont in Gaston County, through Center City Charlotte and Matthews in Mecklenburg County, and into Union County.

The Charlotte Area Transit System (CATS) and the City of Charlotte Planning, Design & Development Department are planning for the future of the LYNX Silver Line corridor, focusing on how adjacent areas and communities—particularly areas around future light rail stations—will experience and guide development. The goal of the City and its partners is transit-oriented development (TOD) along the LYNX Silver Line that is multimodal, equitable, and economically resilient.

This TOD study considers:

- How land adjacent to the LYNX Silver Line should be used (including residences, retail, dining, offices, schools, and parks)
- The current and future character and design of surrounding communities
- How to create 10-minute neighborhoods, where needs and services are reachable by a quick walk, bike ride, or transit ride
- Affordability, particularly in housing and commercial development
- Preserving existing neighborhoods historic districts, and landmarks
- Equitable redevelopment opportunities
- The best station locations to address these considerations

Each community along the corridor has unique needs and characteristics that inform specific and appropriate designs for the 31 station areas. The TOD planning efforts summarized in this report were completed in parallel with the preliminary design and engineering work for the LYNX Silver Line.

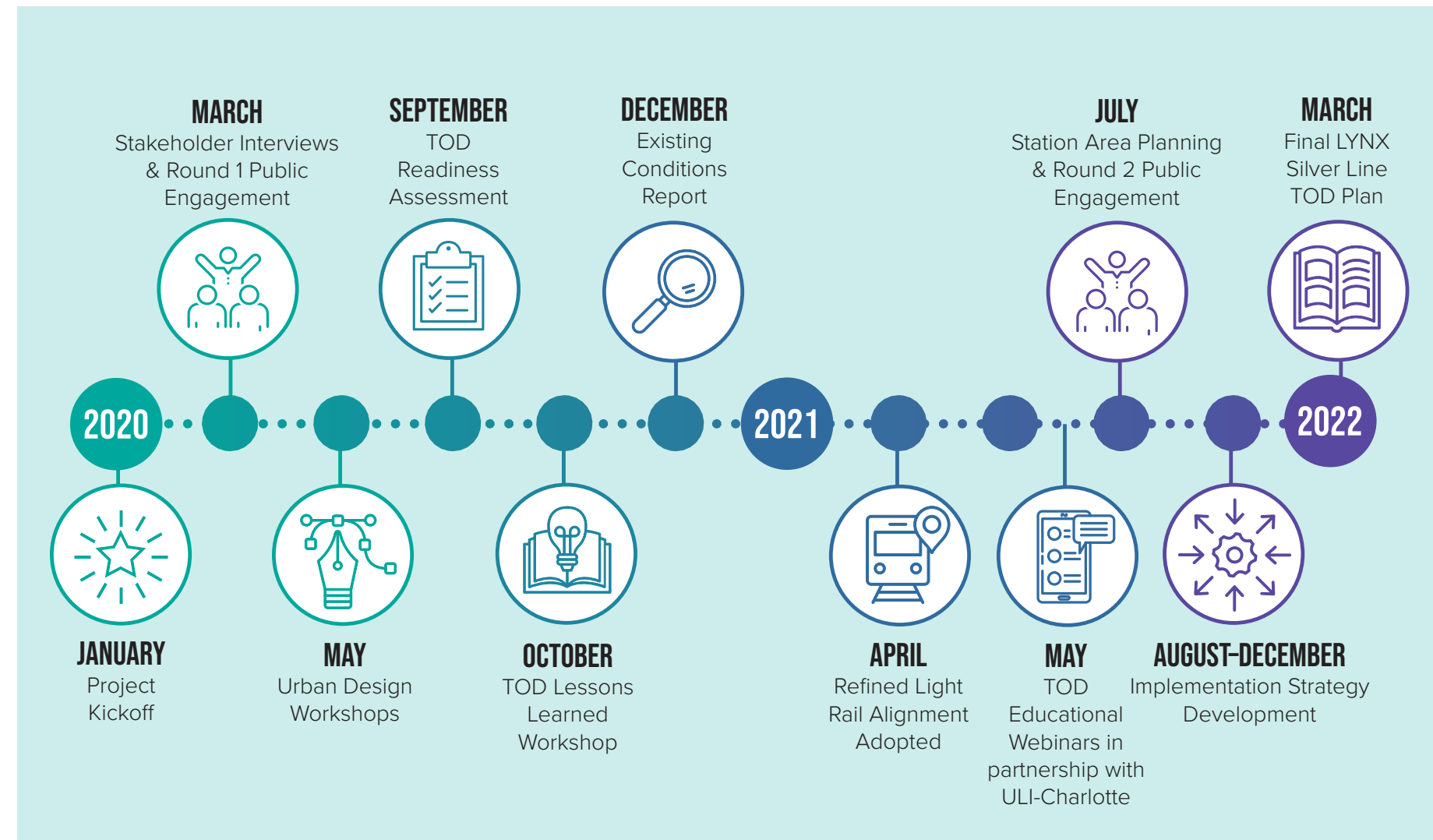
Coordination with TOD study partners, including cities and towns along the proposed LYNX Silver Line, was crucial to the development of this report. Local study partners include:

- The City of Charlotte
- The City of Gastonia
- The City of Belmont
- The Town of Matthews
- The Town of Stallings
- The Town of Indian Trail
- Mecklenburg County
- Union County
- Gaston County
- CATS

B. LYNX SILVER LINE PROJECT OVERVIEW

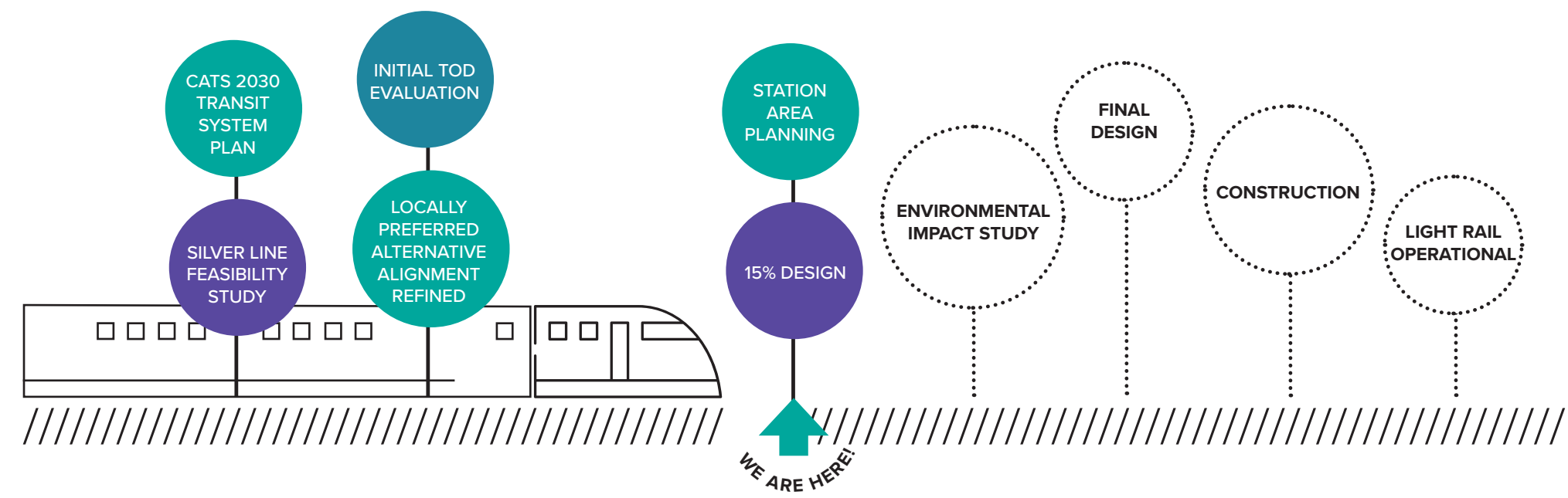
LYNX SILVER LINE: TRANSIT-ORIENTED DEVELOPMENT STUDY TIMELINE

The following timeline summarizes the station area planning work that took place in 2020 through 2022 as part of this TOD study.



LYNX SILVER LINE: NEXT STEPS

Next steps for the LYNX Silver Line project include conducting an environmental impact study and producing more detailed design plans in anticipation of funding and constructing the line. TOD planning will be revisited and refined throughout these stages.



Coordination with regional partners, including cities and towns along the LYNX Silver Line was crucial to the development of the proposed alignment and this TOD study.

LYNX Silver Line: Related Planning & Design Efforts

Several initiatives related to the TOD study were conducted in parallel or are ongoing, including:

LYNX SILVER LINE RAIL TRAIL STUDY

The LYNX Silver Line Rail Trail is a proposed pedestrian and bicycle trail along the LYNX Silver Line corridor. The trail would provide a safe and convenient way for people to travel by bicycle, scooter, or on foot, with direct access to light rail stations. Similar to the existing LYNX Blue Line Rail Trail, the trail would provide opportunities for exercise and outdoor recreation while also supporting adjacent TOD.

LYNX SILVER LINE DESIGN WORK

In conjunction with station area planning, preliminary design is key to moving the LYNX Silver Line project forward. The ongoing design work involves engineering, rail alignment refinement, and right-of-way coordination. As mentioned previously, the next steps for this important work include conducting an environmental impact study and producing more detailed design plans in anticipation of funding and construction of the line.

CATS ENVISION MY RIDE BUS PRIORITY STUDY

The Envision My Ride Bus Priority Study is an ongoing initiative that seeks to identify opportunities and make recommendations for system-wide and targeted bus priority treatments throughout the CATS bus system. The goal of the study is to support more frequent and direct bus service and greater connectivity between bus routes. The study also intends to improve connections to other transportation facilities, such as park-and-ride lots, bike share, and rail transit (including future access to LYNX Silver Line stations).

CHARLOTTE STRATEGIC MOBILITY PLAN AND 2040 COMPREHENSIVE PLAN

The Charlotte Department of Transportation (CDOT) is preparing a new citywide transportation plan called the Charlotte Strategic Mobility Plan. The focus of the plan is to implement the “Safe and Equitable Mobility” goal from the recently adopted 2040 Comprehensive Plan. Among other things, the plan will identify priority investment networks for different transportation modes, including transit, and outline a funding strategy for

future capital investments that will support transit and multimodal TOD areas.

CHARLOTTE STREETS MAP AND POLICY MAP

Concurrent to the development of a new Unified Development Ordinance, CDOT is preparing a citywide Streets Map that will identify desired future cross-sections for all major streets in Charlotte. The Streets Map will be used as a regulatory tool for required streetscape improvements for private development. It will also be used as a capital planning tool for guiding the desired streetscape improvements in public investment (City and North Carolina Department of Transportation projects). Likewise, the City of Charlotte adopted the 2040 Policy Map which is a companion to the adopted 2040 Comprehensive Plan. The intent of both mapping initiatives is to support safe and equitable access for all transportation modes throughout the city, especially TOD areas.

CONNECT BEYOND STUDY

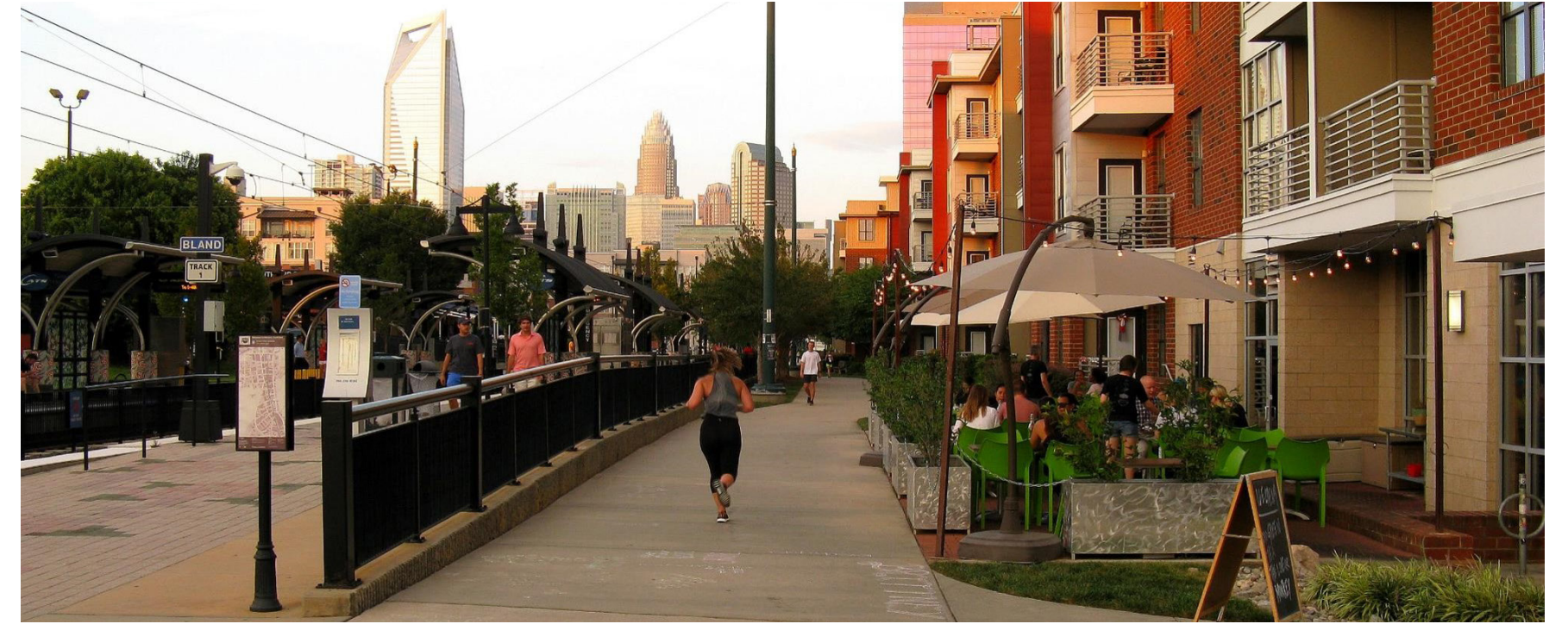
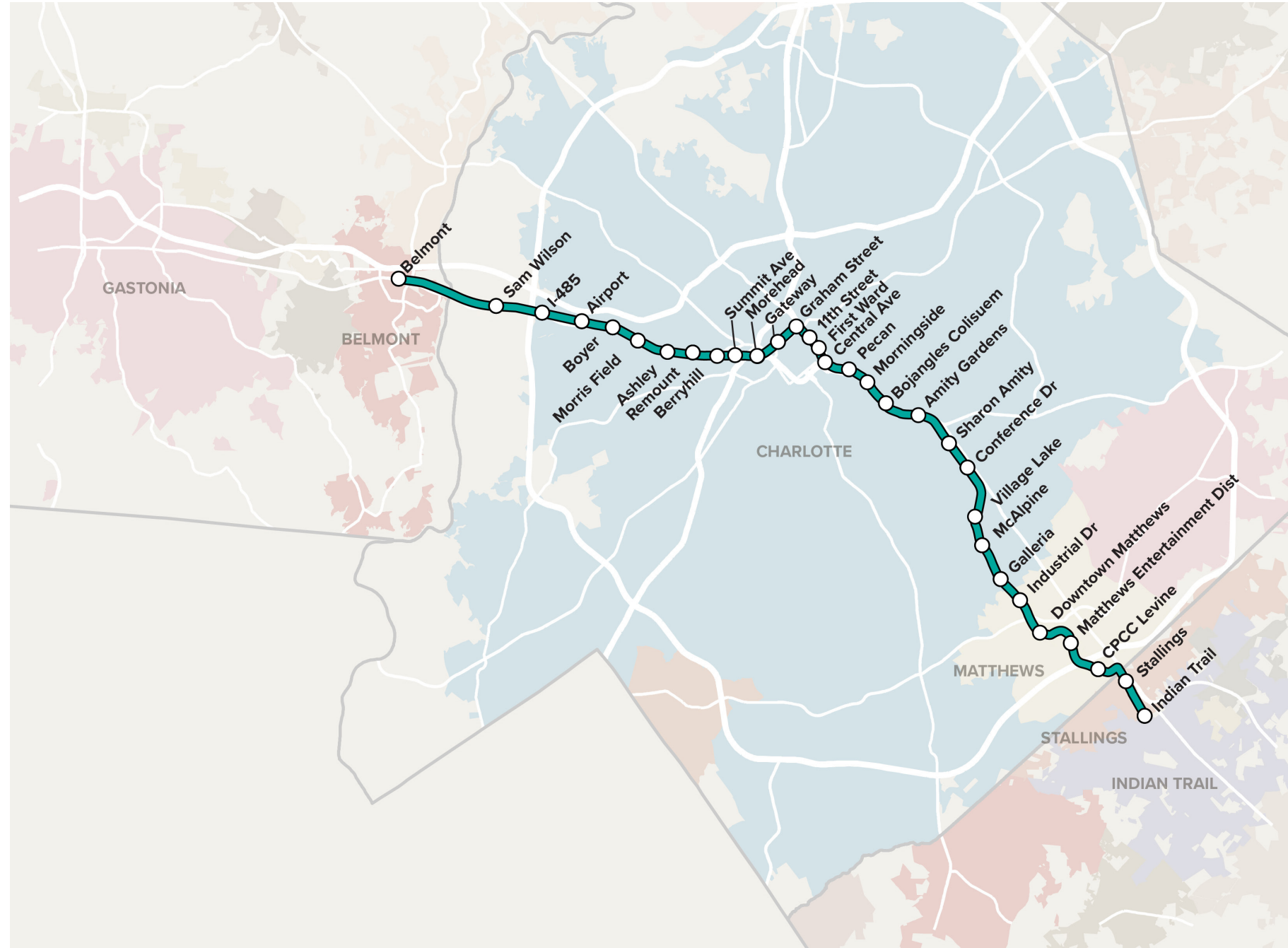
CONNECT Beyond is a mobility initiative, led by the Centralina Regional Council, to identify opportunities for regional transit connections within 12 counties in North and South Carolina. The study reinforces regional travel patterns that incorporate the LYNX Silver Line as a future light rail corridor for the Charlotte region.

URBAN DESIGN FRAMEWORK AUDIT: LYNX BLUE LINE EXTENSION

Charlotte’s experiences with the LYNX Blue Line Extension, as documented in the Blue Line Extension Urban Design Framework Audit, provide key lessons that can be usefully applied to future station design and TOD around the LYNX Silver Line. Key takeaways from the Blue Line Urban Design Framework Audit regarding station area development included the necessity of station area design guidelines for adjacent development allowing for flexibility in the station design to change as redevelopment occurs with a community benefit agreement. Inclusion of affordable housing as an essential component to transit and land use planning and the construction of a parallel rail trail, with appropriate widths and separate space for cyclists and pedestrians, to support station access, micromobility, and multimodal TOD development.



PROPOSED STATION LOCATIONS



C. STATION AREA PLANNING & TOD

LYNX Silver Line station locations were identified through preliminary environmental and existing conditions analysis, coordination between CATS and its partner agencies, and input from stakeholders along the proposed line. Locations of stations will continue to be refined in the next stages of planning and design. (For more on how station locations were identified and the “locally preferred alternative” alignment, see Section 2.A.)



What is transit-oriented development?

Transit-oriented development (TOD) is pedestrian-oriented, compact, mixed-use development that is centered on quality public transit.

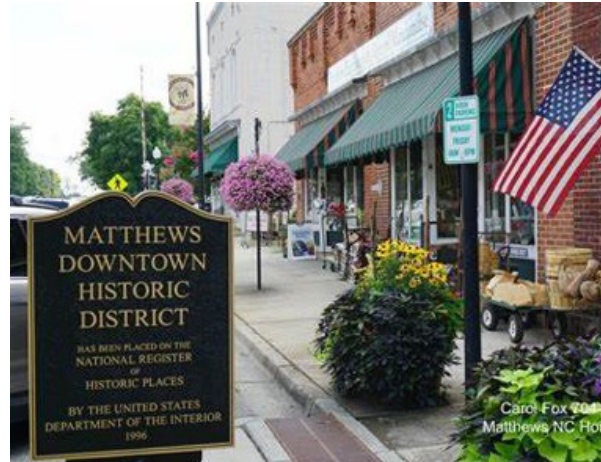
It typically includes a mix of housing, office, retail, neighborhood amenities, and other uses within walking distance of a transit station. The following pages outline the key ingredients of TOD.

Creating Engaging Public Spaces

Include pedestrian-friendly elements that create vibrant and active spaces which lead to health, environmental and economic benefits.



Mixture of Uses



1 Clustering residential, retail, office, entertainment and civic uses around transit creates convenient access to goods and services.

2 The proximity and mix allows short trips by foot or bike, reducing dependency on cars and increasing transit ridership.

3 Mixed-use development improves community vitality and creates vibrant and exciting destinations for residents and visitors.

Mobility & Circulation



1 Encourage safe and comfortable walking and bicycling trips.

2 A denser and tightly connected street network around a station creates a larger capture area.

Equity



1 Ensure premium transit contributes to the equity of access to jobs, services, and housing.

2 Integrate affordable housing & existing jobs & businesses.





Stakeholder and public input was key in guiding the development of TOD recommendations for the LYNX Silver Line. In all, eight public meetings were held with a total attendance of over 400 people, plus numerous small group meetings with neighborhoods, advocacy and business groups. The project's online survey generated 822 responses.



STAKEHOLDER & PUBLIC INPUT SUMMARY

A. PAST LYNX SILVER LINE ENGAGEMENT & DEVELOPMENT OF THE LOCALLY PREFERRED ALTERNATIVE (LPA)

The development of the LYNX Silver Line light rail alignment and proposed stations dates back to the LYNX Silver Line Southeast Corridor Study. A significant engagement process with the public and stakeholders along the southeast corridor led to the recommendation for a light rail alignment with 13 proposed stations between Uptown Charlotte and Matthews. In November 2016, the Metropolitan Transit Commission (MTC) approved the recommended light rail alignment as the “Locally Preferred Alternative” or LPA.

After the conclusion of the Southeast Corridor Study, CATS and community stakeholders recognized an opportunity to expand the vision for the LYNX Silver Line by connecting to the Charlotte Gateway Station and extending to the west. Beginning in 2017, CATS and its partners conducted an extensive public and stakeholder engagement process in the north/west corridors and in Center City. In all, 19 public meetings were held with a total attendance of over 750 people, plus numerous small group meetings with neighborhoods, advocacy and business groups.



Locally Preferred Alternative is an important term used by the Federal Transit Administration and the National Environmental Policy Act to recognize a proposed transportation project alignment that has been evaluated through a public planning process and adopted as the desired alternative by the appropriate state and/or local agency(ies).





In February 2019, the MTC adopted an expanded LPA for the LYNX Silver Line, extending 26 miles from Matthews to Belmont. CATS also committed to exploring end-of-line options into Stallings during the next phase of the LYNX Silver Line design, and transit extensions west to Gastonia through a separate regional transit study.

In January 2020, CATS began refining the LYNX Silver Line LPA to maximize benefits and minimize risks. CATS considered many factors during the refinement process, including design and operations, connectivity, development opportunities, cost, environmental constraints, and feedback from the public, resource agencies, and other key stakeholders.

CATS conducted extensive public engagement, including online open houses, live virtual public meetings, neighborhood meetings, and

surveys. Much of that public engagement happened during the same period as the engagement for this LYNX Silver Line TOD Study.

CATS recommendations for the refined LPA were adopted by the MTC in April 2021, leading to the currently-proposed, 29-mile light rail alignment from Belmont in Gaston County, through Center City Charlotte and Matthews, into Union County. Thirty-one stations and one vehicle maintenance facility are currently anticipated along this refined LPA alignment.

With a newly adopted LPA, CATS and its partners are continuing to move the LYNX Silver Line forward into more detailed design and environmental review. Public engagement will continue as the project develops.

Community Meetings

In July 2021, CATS and its partner agencies hosted a series of in-person community meetings for the station area planning effort along the LYNX Silver Line. During the meetings, community members learned about the station area planning process and TOD study, learned how the City is planning and preparing for the LYNX Silver Line project, and gave input on what they would like to see in their station areas. The community meetings focused on seven demonstration areas, but attendees were able to provide input on all 31 stations along the corridor.

WHAT DOES THE COMMUNITY VALUE ALONG THE LYNX SILVER LINE?

During each community meeting, participants were asked to provide input on how they would prioritize spending if given a limited budget. Each participant was given about 20 beads to “spend” on projects and initiatives in station areas. The image below illustrates the results of this participatory budgeting exercise.

B. LYNX SILVER LINE TOD STUDY ENGAGEMENT

A public process focused on engaging regional stakeholders and residents guided the development of the LYNX Silver Line TOD Study. Through this process, communities set a vision for equitable growth and vibrant places linked by walking, biking, and rapid transit options. Public and stakeholder engagement happened in three phases: community meetings, online survey, and virtual public workshops.

8
COMMUNITY MEETINGS,
In person and virtual



48

Belmont
July 12

46

West CLT
July 13

53

Uptown
July 15

53

Bojangles
July 20

420
PARTICIPANTS



49

Matthews
July 22

13

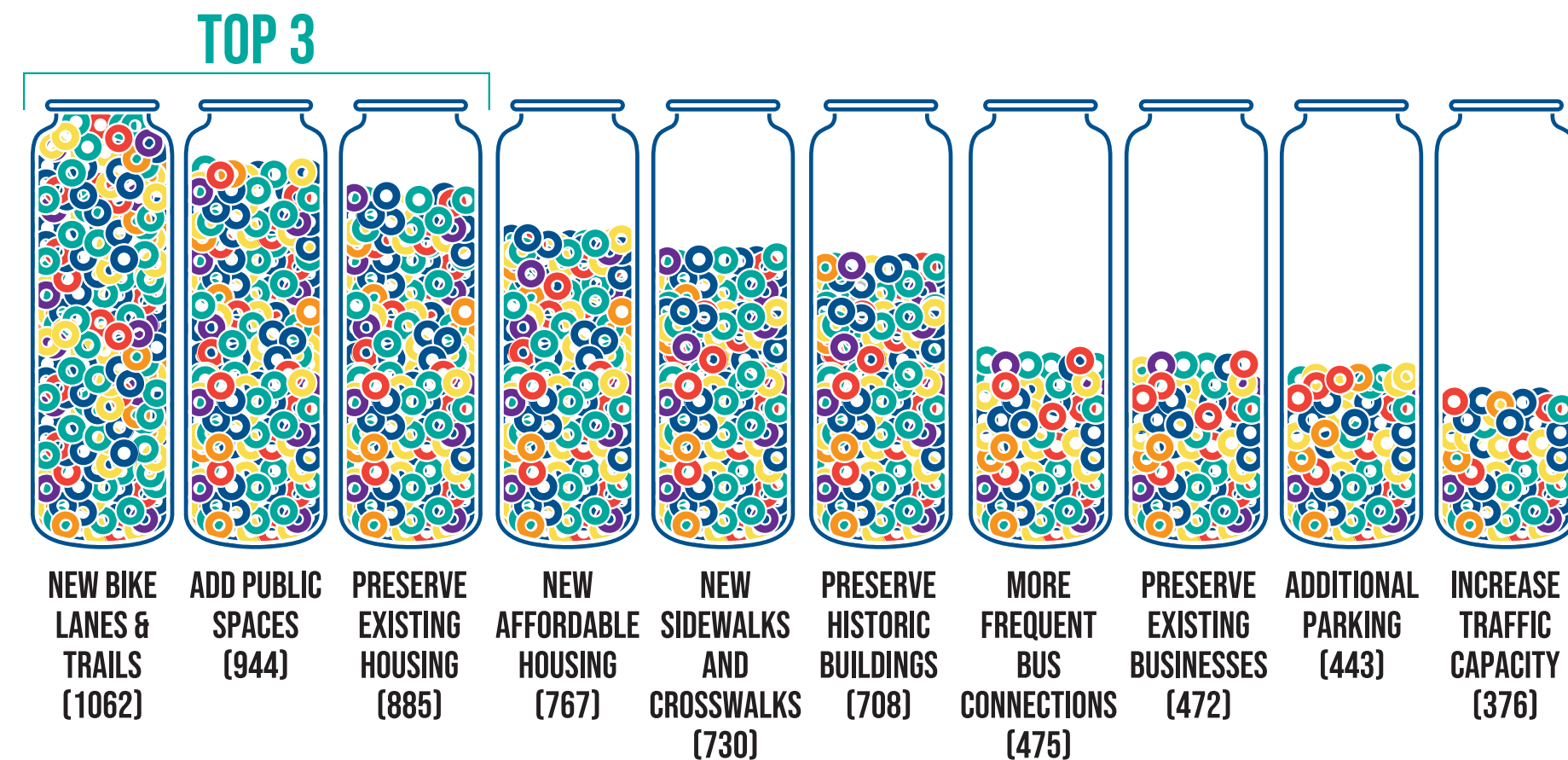
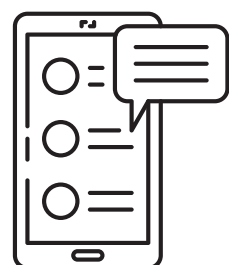
Stallings &
Indian Trail
Sept 23

70

East CLT
July 21

822

SURVEY RESPONSES



*Input collected above does not include input from Stallings and Indian Trail because these workshops were hosted virtually.



COMMUNITY MEETING DATES AND LOCATIONS

- July 12th: Belmont**
Demonstration Area: Station areas around the Belmont station area
- July 13th: West Charlotte**
Demonstration Area: Station areas around Ashley Road, Remount Road, and Berryhill Road
- July 15th: Uptown Charlotte**
Demonstration Area: Station areas around 11th Street, including key connection to LYNX Blue Line
- July 20th: Bojangles Coliseum**
Demonstration Area: Station area around the Bojangles Coliseum
- July 21st: East Charlotte**
Demonstration Area: Station area around the Village Lake and McAlpine stations
- July 22nd: Matthews**
Demonstration Area: Station areas around the Downtown Matthews and Entertainment District stations
- September 23rd: Stallings & Indian Trail**
 The Charlotte Regional Transportation Planning Organization (CRTPO) and CATS held a virtual community meeting for residents in Stallings and Indian Trail to inform them about potential future LYNX Silver Line stations in their communities and gather their input about station area planning.

Demonstration Area: Station areas around Stallings and Indian Trail



Online Survey

In summer 2021, CATS gathered input on each of the 31 proposed LYNX Silver Line stations through an online public survey. Respondents were asked to describe their future “home” and “destination” stations and preferred place types* for those stations.



Virtual Public Workshops

Community members unable to participate in the community meetings could provide feedback on station area planning through two online virtual public workshops. The workshops were open for comment from October 4 through November 12, 2021. Overall, the virtual public workshops had 251 unique visitors (216 for Belmont, Charlotte, and Matthews; 35 for Stallings and Indian Trail).

* Place Types are a term used in City of Charlotte’s 2040 Comp Plan to holistically describe the character, land use, transportation, layout, and design intent of various areas in the City. In Charlotte, Place Types will provide the policy-level guidance that will inform the City’s Unified Development Ordinance (UDO) that will in turn shape future development

New bike lanes and trails were the number 1 category of investment requested by communities along the LYNX Silver Line. Additional space for cars, in the form of parking or increased traffic capacity, was the community’s least desired category of investment. This provides an understanding of the communities values that informed decisions throughout the station area planning and vision development.

WHAT WE HEARD

GASTONIA



Wilkinson Boulevard is a challenging corridor to cross and new pedestrian accommodations should be considered.

PEOPLE VALUE THE HOMES AND BUSINESSES IN DOWNTOWN BELMONT AND WANT TO MAINTAIN A "SMALL TOWN FEEL."

Many people would like to see improvements made at the intersections of Main Street/Wilkinson Boulevard and Park Street/Wilkinson Boulevard.

MOST OF THE NEW DEVELOPMENT POTENTIAL IS ON THE NORTH SIDE OF WILKINSON BOULEVARD.

KEY THEMES FROM EACH STATION AREA

WEST CHARLOTTE

WILKINSON BOULEVARD IS A CHALLENGING CORRIDOR TO CROSS AND NEW PEDESTRIAN ACCOMMODATIONS ARE NEEDED.

Most of the new development potential is on the south side of Wilkinson Boulevard.

RESIDENTS ON THE NORTH SIDE OF WILKINSON BOULEVARD ARE CONCERNED ABOUT MAINTAINING EXISTING AFFORDABLE HOUSING AND PRESERVING THEIR COMMUNITY CHARACTER.

UPTOWN CHARLOTTE

BOJANGLES COLISEUM

Community members see the Coliseum as **an asset to keep** and are excited about the potential for new development around it.

Community members identified the commercial properties along Independence Boulevard as opportunities to change uses and building types.

Independence Boulevard is a barrier to pedestrian and bicycle connections for neighborhoods on either side of it.

Many people support making 11th Street **more walkable and bikeable**.

COMMUNITY MEMBERS WANT TO PRESERVE THE EXISTING AFFORDABLE HOUSING IN THE VILLAGE LAKE NEIGHBORHOOD.

VILLAGE LAKE RESIDENTS SUPPORT THE CONCEPT OF A "TOWN CENTER" FEEL AROUND THE STATION AREA.

EAST CHARLOTTE

A pedestrian, bicycle, and trail connection from the **Entertainment District** to the **Sportsplex at Matthews** is desirable.

The community wants to deter a "park-and-ride" station in their downtown and emphasize a walk-up station environment.

NEARBY COMMUNITIES WANT TO PRESERVE THEIR EXISTING HOUSING AND CHARACTER.

MATTHEWS

STALLINGS & INDIAN TRAIL

SAFE AND COMFORTABLE PEDESTRIAN CROSSINGS ALONG MAJOR ROADS, SUCH AS INDEPENDENCE BOULEVARD, ARE IMPORTANT.

Park-and-ride options, that provide access to I-485, are desired, but should blend in with the town character and activity center concept of the station area plans.

MANY COMMUNITY MEMBERS ARE SUPPORTIVE OF THE POTENTIAL STATIONS AS A MEANS TO IMPROVE REGIONAL CONNECTIVITY.

THERE IS EXCITEMENT ABOUT THE POTENTIAL TO ADD PUBLIC SPACE IN THE UPTOWN AREA THROUGH THE LYNX SILVER LINE PROJECT.

“BREVARD STREET & TRYON STREET ARE IMPORTANT CONNECTIONS TO GET NORTH OF BROOKSHIRE FREEWAY.”

Connecting McAlpine Park and the McAlpine Creek Greenway to the McAlpine Station is important.

COMMUNITY MEMBERS WANT TO PRESERVE THE DOWNTOWN FEEL OF MATTHEWS.





Education on the Benefits and Implementation of TOD

TOD WEBINAR SERIES IN PARTNERSHIP WITH URBAN LAND INSTITUTE (ULI)

In partnership with the Charlotte Chapter of ULI, two webinars were held for professionals and members of the public to attend and take a deeper dive on key issues communities along the Corridor are facing as part of implementation. The webinars included bringing together expert panelist from Charlotte and other peer cities, such as Austin, Seattle and Atlanta. In the sessions, panelist described their lessons learned from implementing similar projects in their communities and answered questions from attendees.

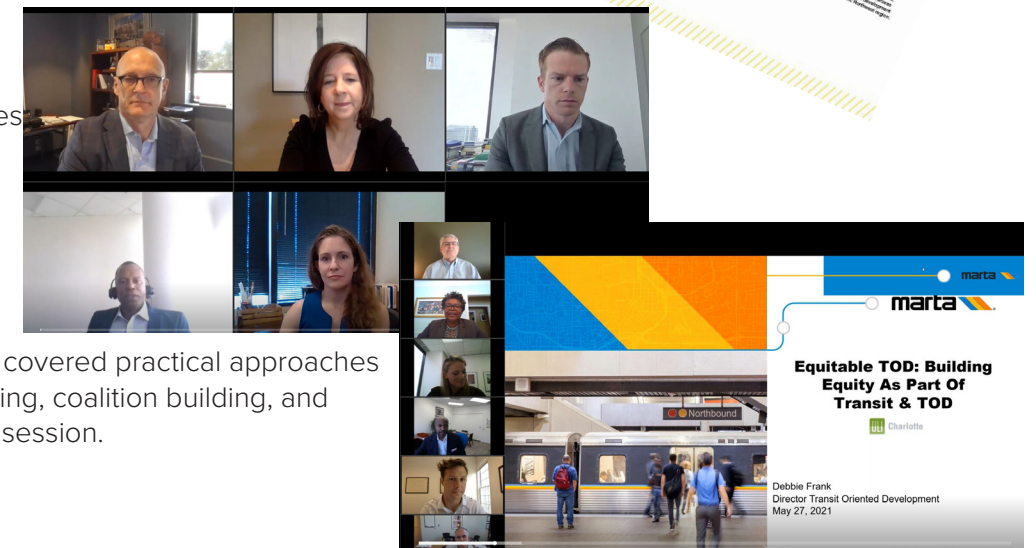
WEBINAR 1: SETTING THE STAGE FOR TOD IN SMALL AND BIG CITIES

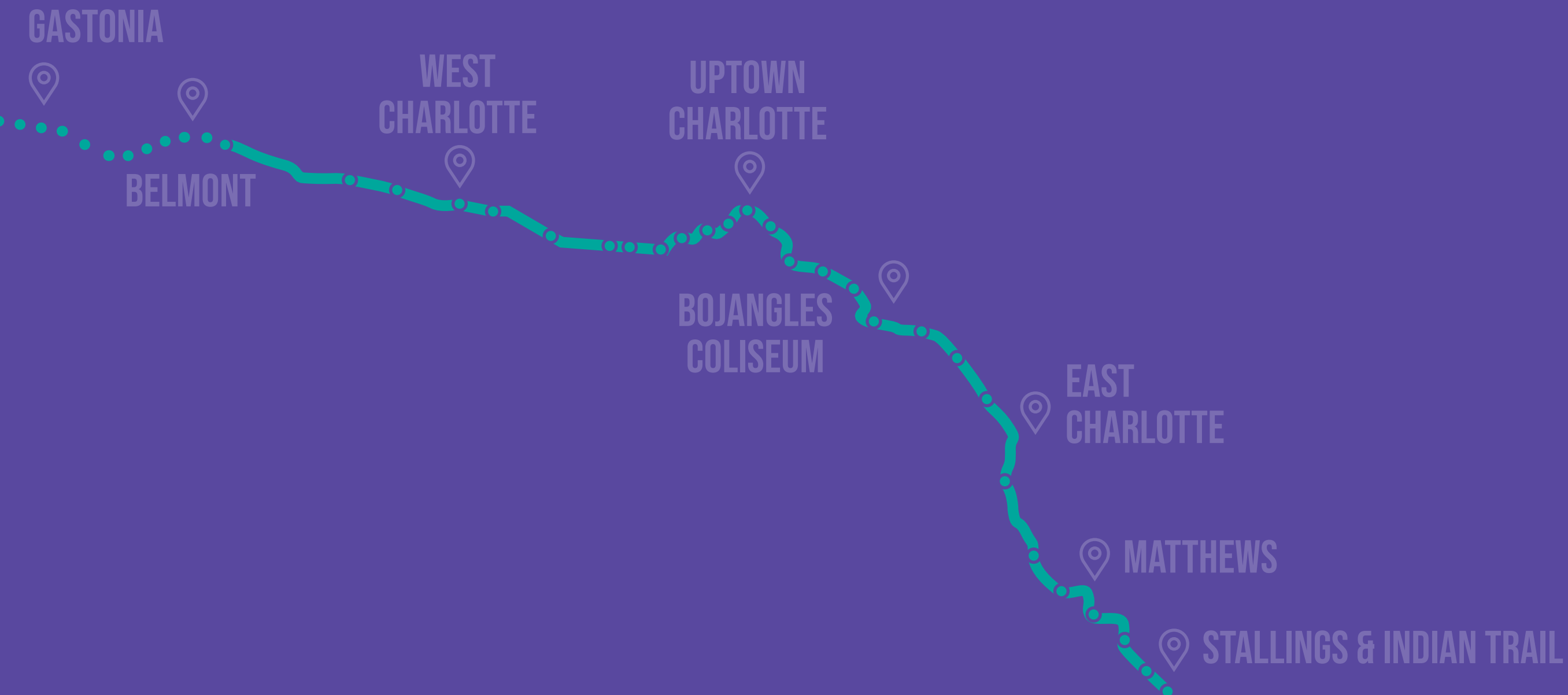
In response to concerns about how TOD implementation looks in various contexts, the first webinar explored how regional partners and stakeholders can work together to leverage transit to support community goals and ensure TOD is scaled appropriately to small and big communities. Panelists shared experiences on how transit can enhance, celebrate, and preserve the places transit serves. This session covered TOD policy, regulatory, and partnering tools that communities can use to proactively manage change arising from transit and TOD investments. The session also touched on practical TOD strategies to consider in the post-pandemic realities. Over 100 participants registered for the session

WEBINAR 2: EQUITABLE TOD: BUILDING EQUITY AS PART OF TRANSIT & TOD

Equity was a major lens the station area planning work was viewed through and participating partners expressed a desire to leverage the investment of the LYNX Silver Line to meet several community's equity goals. Equitable Transit-oriented Development (eTOD) enables all people regardless of income, race, ethnicity, age, gender, or ability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit. The webinar included a lively panel discussion on how thoughtful eTOD strategies on affordable housing, public health, and strong local businesses can address historical impacts and gaps in communities as well as mitigate for unintended displacements from transit investments. The panel also covered practical approaches to overcoming institutional challenges related to funding and financing, coalition building, and getting to early eTOD wins. Over 160 participants registered for the session.

The webinar recordings can be found [HERE](#).





Understanding the future typologies and market potential for each station area is an important part of calibrating future TOD to the unique context of each station.

STATION AREA RECOMMENDATIONS



STATION AREA RECOMMENDATIONS

A. INTRODUCTION

This chapter outlines specific transit-oriented development (TOD) recommendations for each of the 31 proposed LYNX Silver Line stations. The content and recommendations are tailored to the unique context and public input received for each specific station area.

STATION AREA SUMMARY

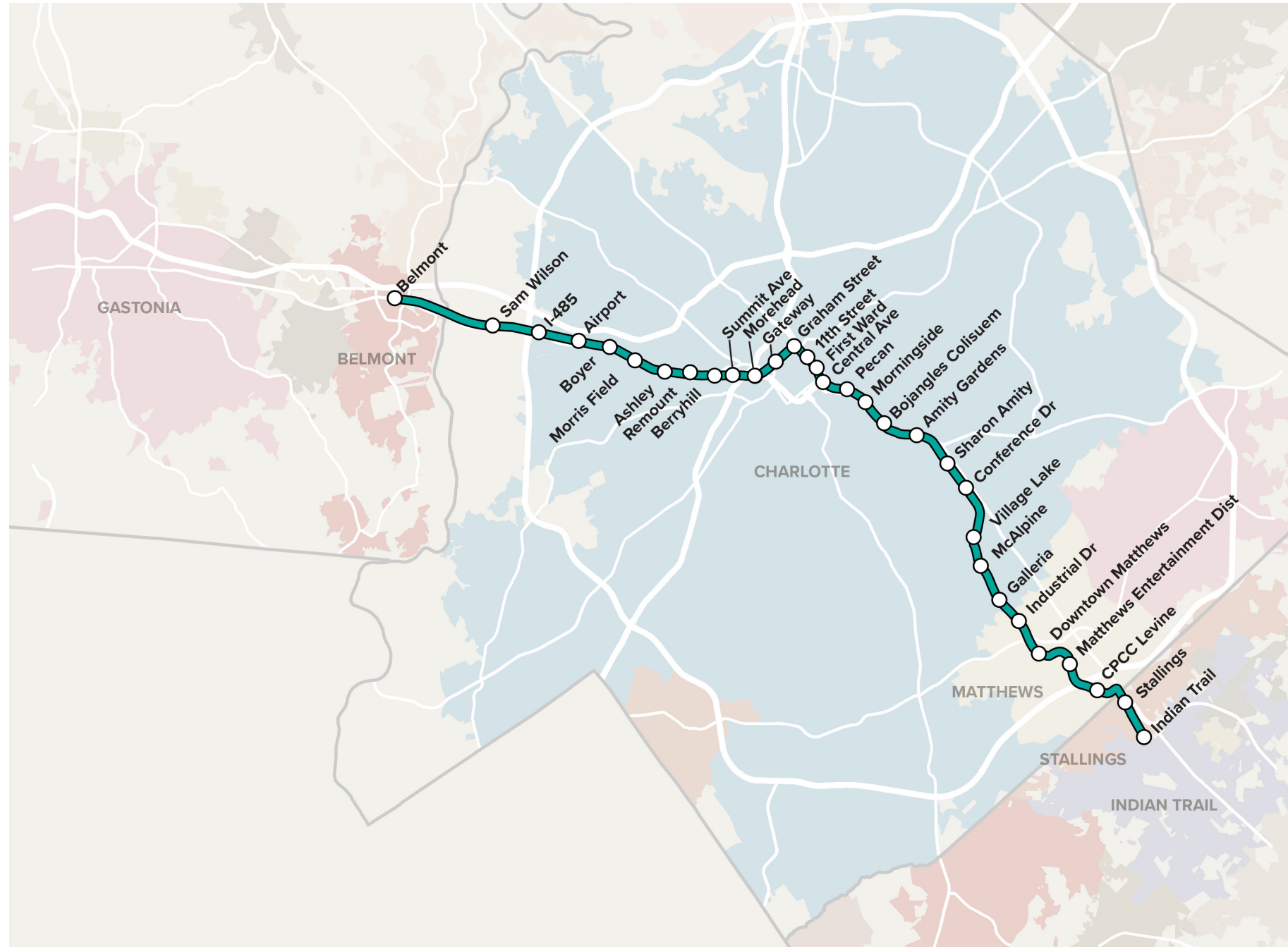
Each station area has a page describing existing conditions, key considerations and goals for future TOD, and strategies for supporting equitable development, among other important characteristics.

This chapter also includes content for several “demonstration areas” that were studied in greater depth. The demonstration areas were selected, in coordination with study partners, to represent the various land use and transportation network contexts across the entire LYNX Silver Line corridor. The demonstration areas serve as a guide for other station areas with similar conditions. The principles and lessons from the demonstration areas can be applied to the future planning and implementation of other station areas throughout the corridor.

For each demonstration area, site-specific urban design plans and renderings were produced to illustrate potential future TOD outcomes and strategies. These include how development should be oriented to future LYNX Silver Line stations, where new streets and public spaces can best support walkable and bikeable station areas, and what scale of development is most supportive of community vision and preservation of existing neighborhoods.

Ten-minute walkshed maps, representing the approximate area that can be accessed within a ten-minute walk of each proposed station, were developed for each station area. Walksheds were generated using network distances along the existing, non-limited access street network and consider barriers such as highways and railways.

For all stations areas, it is recommended to preserve space for the LYNX Silver Line Rail Trail per recommendations in the LYNX Silver Line Rail Trail Study Report.





Station Area Typologies, Market Indices, and Affordable Housing

Understanding the typologies, market potential, and affordable housing opportunities for each station area is an important part of calibrating future TOD to the unique context of each station.

STATION AREA TYPOLOGIES

Future transit station area typologies are defined by how riders are anticipated to get to and from the station as well as expected land use and placemaking opportunities. As a part of the TOD planning process, all proposed LYNX Silver Line stations were evaluated and assigned one of the four broad station area typologies:



Walk-Up: Walk-Up Stations are accessed primarily by walking and bicycling, with no on-site vehicular parking (personal or shared mobility). Bus stops on nearby streets provide transit connections.



Ride-Up: Ride-Up Stations are accessed by walking and bicycling with specific accommodations for vehicular ride-up/drop-offs and shared mobility. Limited personal vehicular parking may be provided depending on site conditions and context. Bus connections can occur on-street and stations may include limited bus layover areas.



Commuter: Commuter Stations are easily accessible by car from key arterials and interstates. They may be located at the end of the line. These stations include significant park-and-ride facilities for personal vehicles and accommodations for all other modes.



Destination/Transfer: Destination/Transfer Stations provide connections to multiple other transportation modes, including streetcar, bus routes, etc. These stations may also be co-located with a destination that is a major attractor and trip generator. Platforms may need to accommodate large crowds.

(See Appendix A for a complete description of the considerations that inform each of the station area typologies and a matrix of the typologies by station.)

STATION AREA MARKET INDICES

Proposed station areas were also evaluated using a set of market indices related to each station area’s potential for development/ redevelopment and multimodal transportation connections. Each station received a score from 1 to 3 for each index, with 1 indicating very limited opportunities and 3 indicating ample opportunities. The indices include:

- Walkability Index:** How well an existing station area serves the needs of pedestrians through non-motorized access and connectivity
- Opportunity Sites Index:** How much redevelopment and infill development opportunity sites are available in the existing station area, including currently underutilized properties
- Office Market Index:** How well a station area and its surrounding land uses support office development/redevelopment
- Hotel Market Index:** How well a station area and its surrounding land uses support hotel development/redevelopment
- Transit Connectivity Index:** How well a station area serves the needs of transit riders through connectivity to bus routes, other rail lines, etc.

(See Appendix C for the full market index analysis for each station.)

AFFORDABLE HOUSING

Based on detailed and location-specific household data of the corridor, the study developed an understanding of neighborhood propensities for new housing. The potential market for new housing in the demonstration areas, and specifically affordable housing, was determined by the correlation of a number of factors—including, but not limited to: household mobility rates; incomes; lifestyle characteristics and housing preferences; the location of the study area; and the current housing market context. Out of the demonstration areas, the highest potential for new affordable housing is the 11th Street Uptown Station area, followed by the Village Lakes Station area, then Bojangles, then Remount Road.

(See Appendix C for full affordable housing analysis.)

Station Area Place Types and Future Land Uses

The development of placetypes and future land uses is based on a review of current and future land use data. As part of Charlotte’s 2040 Comprehensive Plan there was a future placetypes policy map developed and the outcomes for each station areas are reflected below. For consistency, land use plans in other jurisdictions were reviewed and compared to Charlotte’s descriptions. The below table also includes a summary of market and housing opportunities for each station area.

Station Name	Belmont	Sam Wilson	I-485	Airport	Boyer	Morris Field	Ashley	Remount	Berryhill	Summit	Cedar Yard	Gateway	Graham	11th Street	First Ward	Central	Pecan	Morningside	Bojangles	Amity Gardens	Sharon Amity	Conference Dr	Village Lake	McAlpine	Galleria	Industrial Dr	Downtown Matthews	Matthews Entertainment	CPCCLevine	Stallings	Indian Trail	
Station Typology	Commuter	Ride-up	Commuter	Ride-Up + Destination Transfer	Ride-up	Ride-up	Ride-up	Ride-up	Walk-up	Walk-up	Walk-up + Destination Transfer	Walk-up + Destination Transfer	Walk-up	Walk-up + Destination Transfer	Walk-up	Walk-up	Walk-up	Walk-up	Ride-Up + Destination Transfer	Walk-up	Commuter	Commuter	Walk-up	Commuter	Ride-up	Ride-up	Walk-up	Walk-up	Commuter	Commuter	Walk-up	
Place Types																																
Neighborhood 1																		X		X	X	X				X				X	X	
Neighborhood 2											X	X	X		X																	
Parks & Preserves																												X				
Commercial	X																												X	X		
Campus																													X			
Manufacturing & Logistics		X																							X							
Innovation Mixed Use		X	X	X	X																							X			X	
Neighborhood Center																				X	X		X	X								
Community Activity Center	X				X	X	X	X	X						X	X	X			X		X		X		X	X	X	X	X	X	
Regional Activity Center				X						X	X	X	X	X	X								X	X								
Market Opportunities																																
Retain Existing Development				X							X	X	X	X	X	X	X	X	X	X			X				X		X			
Infill Redevelopment	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Full Site Redevelopment	X	X	X	X							X	X		X						X		X		X	X	X		X	X	X	X	
Housing Opportunities																																
Preserve NOAH		X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Enhance NOAH	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Build New Affordable Housing	X	X	X	X		X	X	X			X	X		X						X		X		X	X	X		X	X	X	X	

B. STATION AREA TOD RECOMMENDATIONS

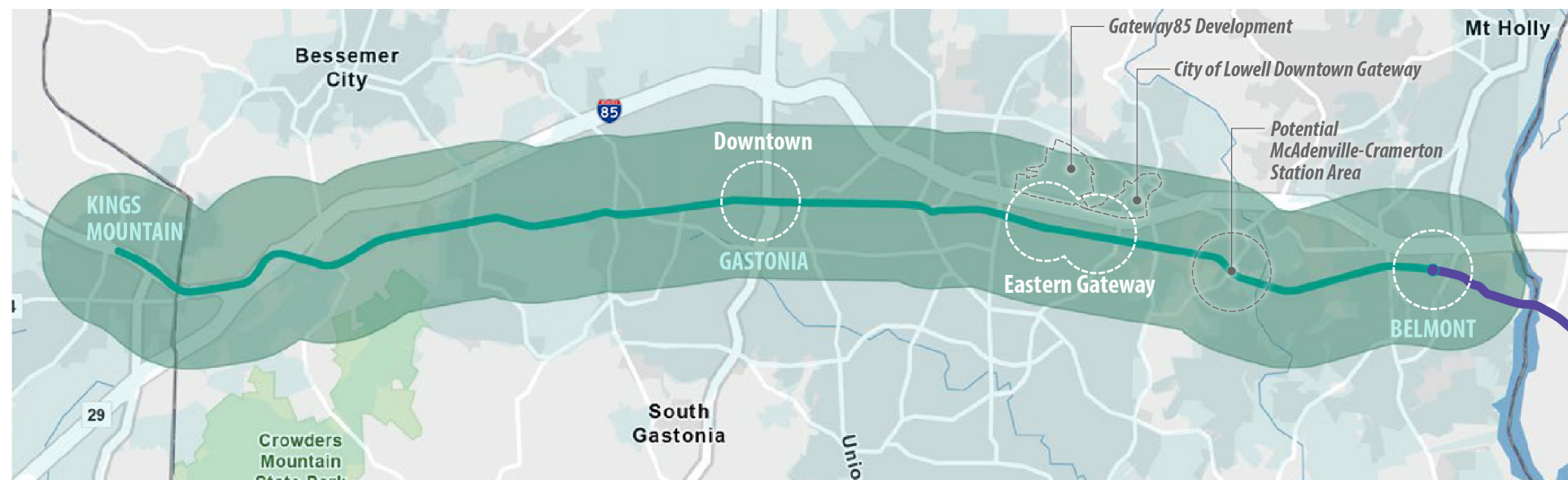
Gastonia's Redevelopment Nodes

CONNECT Beyond's High Capacity Transit Corridor "D" will be able to interface with the Western end of line station of the LYNX Silver Line, extending TOD potential along the US 74 Corridor to Kings Mountain. Gastonia's jurisdiction presently has the most advanced regulatory framework in place to implement TOD on the corridor due to recent zoning amendments and its comprehensive plan framework for four "redevelopment nodes" on Franklin Boulevard. Recent plans and developments also have potential to reinforce transit-supportive growth particularly at Gastonia's Downtown and Eastern Gateway Redevelopment Nodes. The latter node can also reinforce this potential with the 2020 Gateway Master Plan for the City of Lowell, which touches the station area. Other municipalities between Downtown Gastonia and Belmont will need to address policy and plans for potential future station areas and explore transit-supportive frameworks.

EXISTING CORRIDOR CONDITIONS SYNTHESIS

- From the Belmont Silver Line Station to Downtown Gastonia, highway oriented land uses predominate on the US 74 corridor.
- Some residential areas are located within potential walksheds, including the high draw holiday destination of McAdenville, which has a quality pedestrian realm that could allow visitors to enjoy local offerings more readily if they arrive by transit.
- Most commercial properties are small, stand-alone and solely accessed directly off US 74 by automobile, offering poor potential to extend connectivity and attract other formats of development.
- I-85, disconnected subdivision patterns at the stream ways, and the railroad barriers will all challenge future north-south connectivity.
- Connections to the local street fabric of adjacent neighborhoods.

CONNECT BEYOND HIGH CAPACITY TRANSIT CORRIDOR "D" - BELMONT STATION TO KINGS MOUNTAIN



Downtown Gastonia Station Area

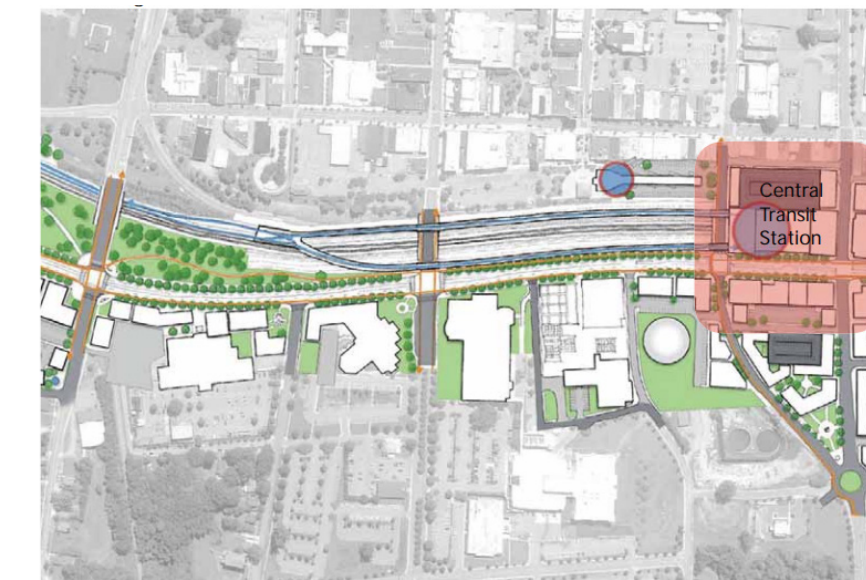


A Walk-up Station for High Capacity Transit lines serving the historic downtown of Gastonia

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Already developed in a rail-oriented historic fabric, this station area also stands out as one of the most "TOD"-ready in terms of it's advanced regulatory framework for such development.
- This station area could also significantly interact with the CONNECT Beyond Commuter Rail Corridor D (Norfolk Southern Charlotte-Kings Mountain).

CONNECTING DOWNTOWN TO NC-7



Eastern Gateway Station Area



A Ride-up Station in the Eastern Gateway of Gastonia with a key connection to Lowell's Gateway

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Provide direct access and park-and-ride opportunity for commuters to/from I-85, and support the potential new I-85 interchange improvements to access areas north of the freeway, including the important employment destination of Gateway85.
- Advance the multimodal and street fabric-repair recommendations of the Franklin Boulevard Corridor Access and Alternate Development Mobility Strategy.

CENTRAL STATION & MAIN ST REDEVELOPMENT



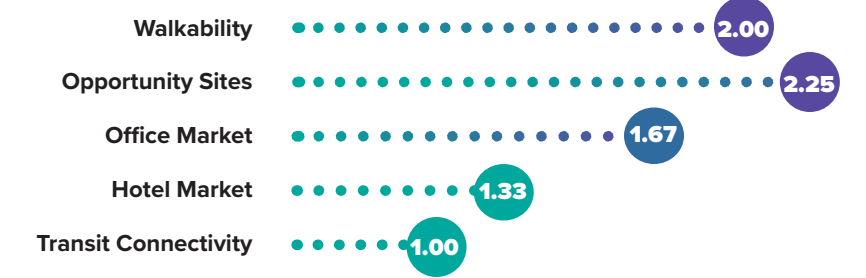


Belmont Station Area



A Commuter Station with the feel of Historic Downtown Belmont

STATION AREA MARKET INDICES



KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Support opportunities for mixed-use, commercial, and senior housing redevelopment consistent with the scale and character of Downtown Belmont.
- Establish multimodal connections to Historic Downtown Belmont, Belmont Abbey and College, and the Browntown neighborhood.
- Preserve future connections to planned regional trail systems and the Catawba River.
- Plan for end-of-the-line commuter transfer opportunities.

RESPONDING TO INPUT

- Community members rely on the commercial uses north of Wilkinson Boulevard and would like to see more commercial/retail development in these areas.
- Intersection improvements would improve multimodal access, especially along Wilkinson Boulevard. Pedestrian and bicycle facilities and improved crossings would better connect active modes, which the community desires.
- There are nearby neighborhoods community members would like to see preserved.

EXISTING CONDITIONS SYNTHESIS

- Institutional and commercial land uses front Wilkinson Boulevard around the proposed station with residential areas in surrounding neighborhoods.
- There is a high concentration of jobs along Wilkinson Boulevard, with residential density prevalent in surrounding neighborhoods.
- There are many parcels less than 2 acres in size, especially along the north side of Wilkinson Boulevard, that are underused.
- There are several existing, disconnected sidewalk segments along Wilkinson Boulevard. The neighborhood directly north of the corridor has a more connected sidewalk network.
- I-85 is a barrier between the station and Belmont Abbey College to the north. Wilkinson Boulevard's wide cross section and limited crossing opportunities make comfortable, safe pedestrian connectivity across either side of it a challenge.

10-MINUTE WALKSHED





BELMONT STATION DEMONSTRATION AREA

A Commuter Station with the feel of Historic Downtown Belmont

WALKABILITY 2

OPPORTUNITY SITES 2.25

OFFICE MARKET 1.67

HOTEL MARKET 1.33

TRANSIT CONNECTIVITY 1

Affordable Housing

EXISTING AFFORDABLE HOUSING UNITS

748

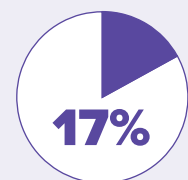
For the demonstration areas, a standard capture rate of 20% to 25% per year over the next five years of the total annual market potential for each housing type (rental apartments, condominiums, for-sale townhouses) by income (60 to 80 percent AMI for affordable, and 80 percent and above for market-rate). Below summarizes the average annual projections for affordable housing, by type, over the next five years (2021- 2025) in the Belmont station area. These projections determined the market potential for affordable housing from the consumer perspective, not the developer perspective. The introduction of transit and supportive policies can likely increase this affordable housing market demand and market share.

POTENTIAL ADDITIONAL AFFORDABLE HOUSING UNITS*



Multi-Family for Rent

34 to 45 new units

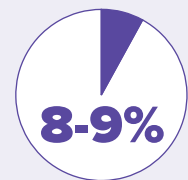


17% of all new rental units



Townhouses For Sale

5 new units



8-9% of all new townhouses

Total Affordable Units

40 to 50 new units
14% of all new units

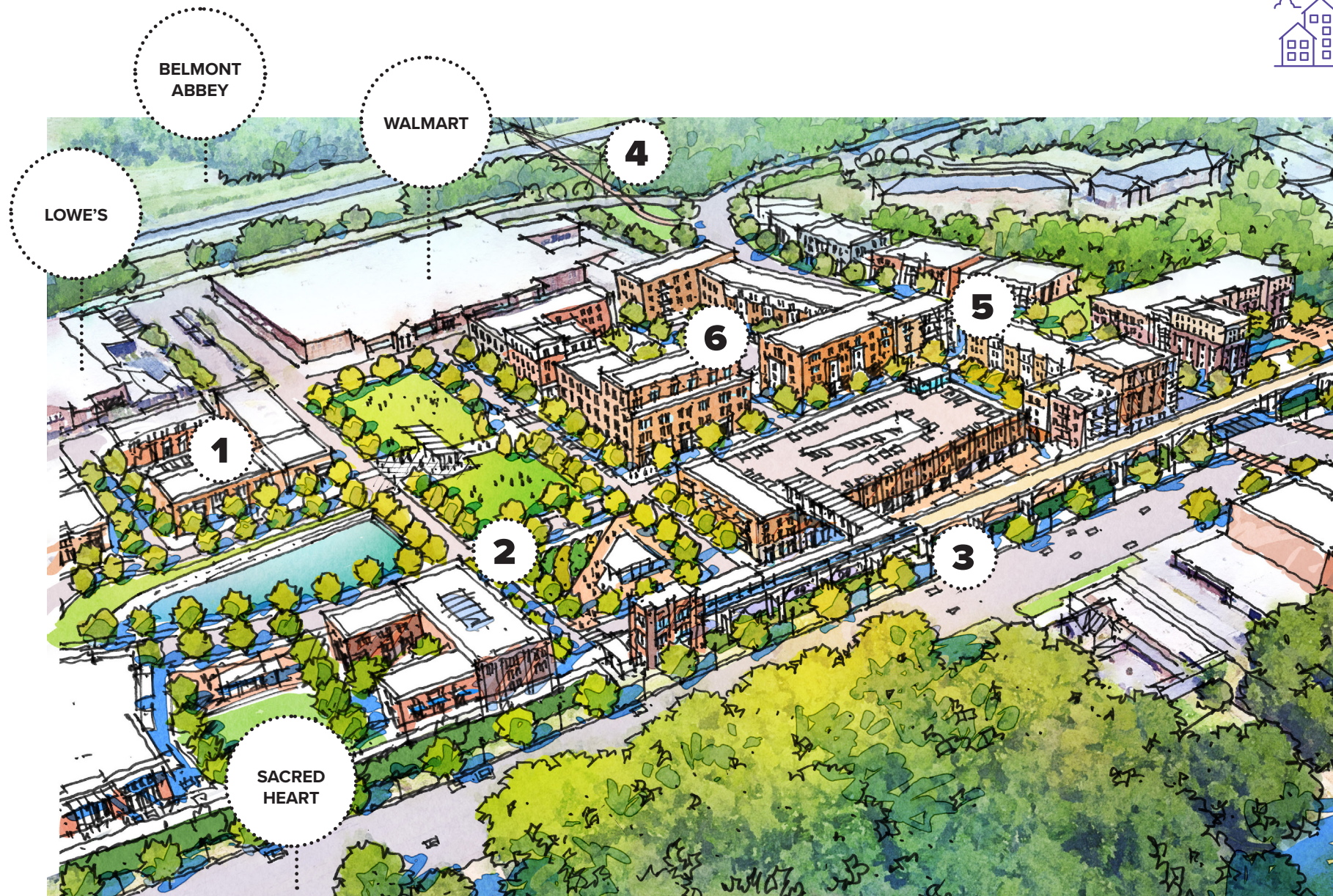


Illustration of a long-term vision for the Belmont station area

- 1. Long-Term: Infill mixed-use development with residential and structured parking to be shared with commercial
- 2. New organizing park space connecting future infill development to transit station
- 3. Station location with park and ride garage and activating frontage uses on Caldwell Farms Road
- 4. Proposed pedestrian bridge connecting Belmont Abbey and new hospital to transit station
- 5. Extension of Caldwell Farms Road to Park Street
- 6. Potential mixed-use redevelopment with connections to the transit station



FUTURE TOD KEY CONSIDERATIONS & GOALS: BELMONT DEMONSTRATION AREA

BELMONT

1



Support opportunities for mixed-use, commercial and senior housing redevelopment consistent with the scale and character of Downtown Belmont.

2



Establish multimodal connections to Historic Downtown Belmont, Belmont Abbey and College, and Brown Town.

3

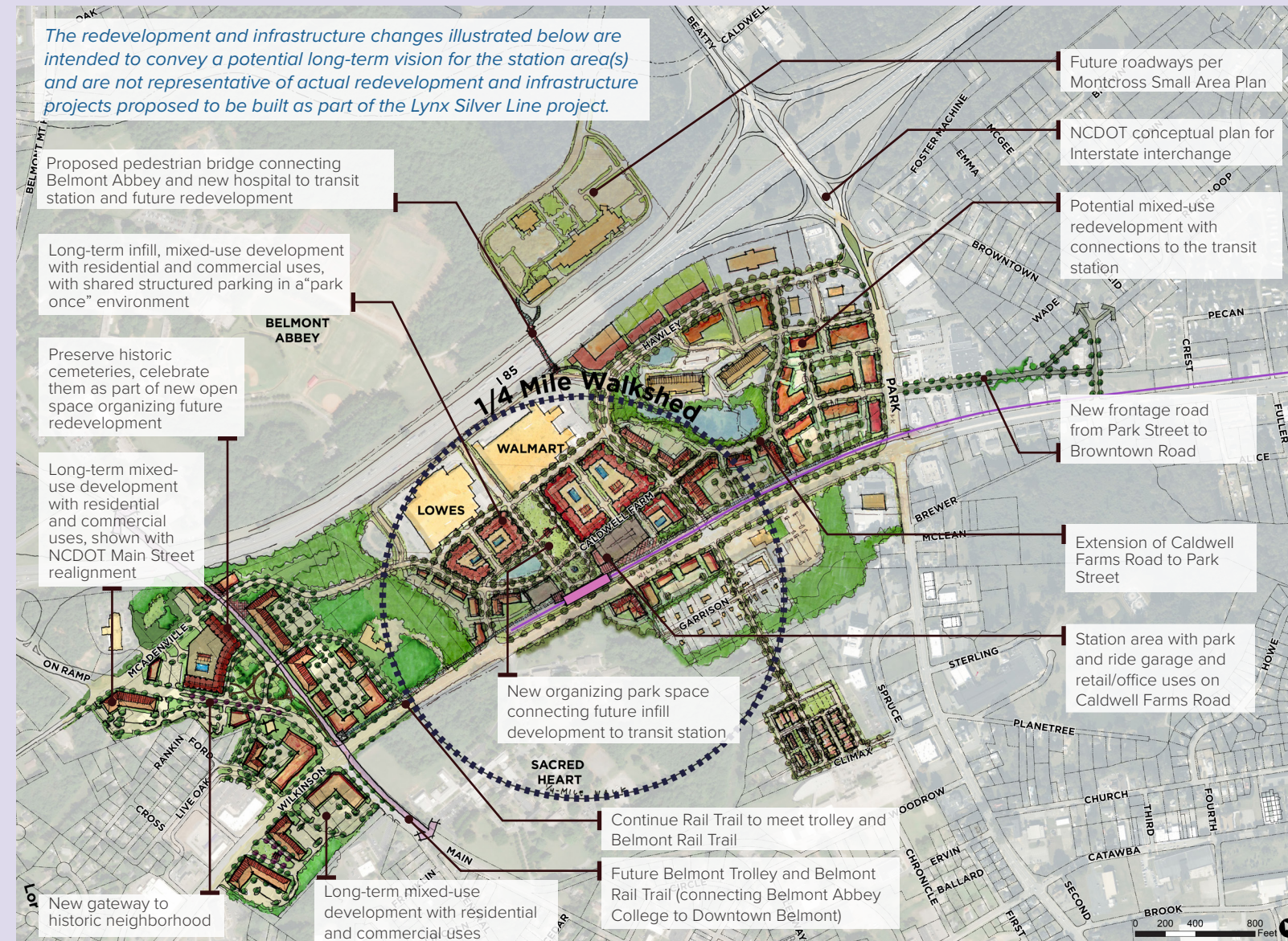


Preserve future connections to planned regional trails and the Catawba River.

4



Plan for end-of-the-line commuter transfer options.



POTENTIAL DEVELOPMENT PROGRAM OF ILLUSTRATIVE CONCEPT



2,000

New Residential Units



1,199,300

sq ft Ground Floor Commercial



490,600

sq ft Commercial Buildings



Sam Wilson Station Area

Ride-Up Station Serving Neighborhoods and Businesses West of I-485

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Capitalize on commuter access to/from I-485 and communities to the west.
- Support opportunities for commercial, industrial, and hotel development and redevelopment. There is the potential for large employment centers to emerge with future development.
- Establish multimodal connections to the Westmoreland, Huntlynn Acres, and Parkwood neighborhoods.

EXISTING CONDITIONS SYNTHESIS

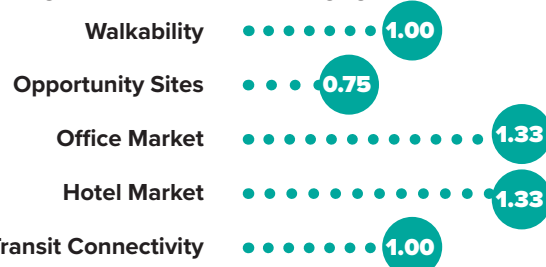
- Commercial and industrial land uses front the proposed station. Some residential areas are also located within the station's walkshed.
- Connectivity to areas with high employment density, such as the Amazon distribution center and warehouses to the west of the station, will be important.
- There are few sidewalks and designated pedestrian crossings, especially across Wilkinson Boulevard, within the station area.

RESPONDING TO INPUT

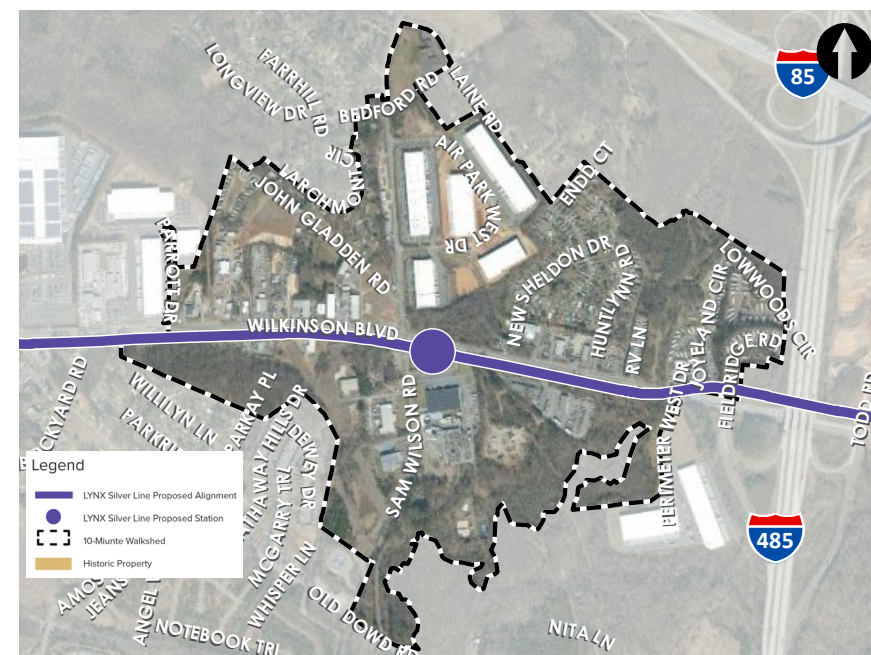
- The proposed station area is located in an area with light industrial uses that is putting pressure on adjacent neighborhoods.
- Intersection improvements are needed to improve multimodal access, especially along Wilkinson Boulevard. Pedestrian and bicycle facilities, as well as improved pedestrian crossings, would

improve connectivity for non-vehicular modes of travel, which is desired by community members.

STATION AREA MARKET INDICES



10-MINUTE WALKSHED



I-485 Station Area

Major Commuter Station Serving the New Amazon Distribution Center and Future Employment Centers

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Provide direct access and park-and-ride opportunities for commuters to/from I-485.
- Support opportunities for new commercial, employment/office, and industrial development. As demonstrated by the Amazon distribution center site, there is the potential for large employment centers to emerge with future development.
- Pursue multimodal connections to the new Amazon distribution center and the Tuckaseegee Road corridor to the north.

EXISTING CONDITIONS SYNTHESIS

- The area directly around the proposed station is mostly undeveloped, with opportunities for greenfield commercial, industrial, and office development.
- Connectivity to areas with high employment density, such as the Amazon distribution center and warehouses to the west of the station and I-485, will be important.

RESPONDING TO INPUT

- Intersection improvements and new street connections are needed to improve multimodal access, especially along Wilkinson Boulevard.
- This station area has to potential to include future major employment centers, connectivity to existing nearby neighborhoods and affordable housing is important.



STATION AREA MARKET INDICES



10-MINUTE WALKSHED





Airport Station Area

Destination and Intermodal Station Serving the Charlotte Douglas International Airport

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Provide direct and intuitive shuttle/connector access, including a grade-separated connection, to the Charlotte Douglas International Airport terminal.
- Support opportunities for commercial, hospitality, and light industrial redevelopment.
- Pursue multimodal connections through the Airport [Destination District](#) redevelopment.

EXISTING CONDITIONS SYNTHESIS

- Little Rock Road/Josh Birmingham Parkway and I-85 limit connectivity among the businesses and single-family residential homes to the north and west. In particular, the mobile home residents along Wilkinson Boulevard west of I-85 are separated from the Charlotte Douglas International Airport and the proposed station by the interstate.
- The existing land use around the station is mostly commercial, institutional, and industrial, with relatively few single-family residential parcels. The area has several employment centers.
- There are underutilized parcels within the station area, including several over five acres in size.
- Wilkinson Boulevard itself presents a barrier to pedestrian and bicycle travel because of its wide cross section and limited crossing opportunities. The area contains few dedicated facilities for bicycling and walking, with sidewalk gaps throughout the station area, and lacks local east-west streets parallel to I-85 and Wilkinson Boulevard.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The airport owns most of the land and is obligated to follow FAA guidelines for development within the flight paths of the airport. The airport's Destination District Plan outlines the future development vision.
- Creating a direct, intuitive connection from the proposed station to Charlotte Douglas International Airport terminal is essential.

10-MINUTE WALKSHED



Boyer Station Area

Ride-Up Station with Connections to the Goodwill Opportunity Campus

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Provide access for commuters to/from I-85 via Billy Graham Parkway and Boyer Street.
- Support opportunities for mixed-use, commercial, and employment/office redevelopment that is consistent with the Destination District Plan and are FAA compliant.
- Pursue safe and convenient pedestrian connections to the Goodwill Opportunity Campus.

EXISTING CONDITIONS SYNTHESIS

- The area around the proposed station consists primarily of commercial and industrial development, with a high concentration of employment-related land uses including the Goodwill Opportunity Campus a significant community resource.
- Major roadways include I-85 parallel and to the north of Wilkinson Boulevard as well as Billy Graham Parkway to the east.
- There are some sidewalks throughout the walkshed, but the presence of major thoroughfares without walking and biking facilities currently limits connectivity for pedestrians and bicyclists throughout the station area.

RESPONDING TO INPUT

- The airport owns most of the land and is obligated to follow FAA guidelines for development within the flight paths of the airport. The airport's Destination District Plan outlines the future development vision.
- The airport identified there are floodplain challenges to

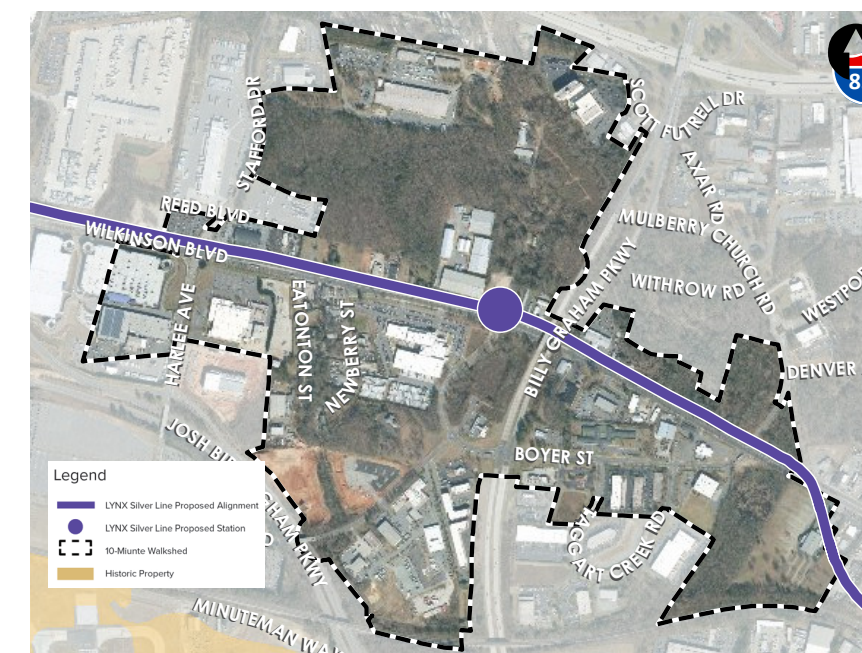


developing the land between Mulberry Church Road and Wilkinson Boulevard.

STATION AREA MARKET INDICES



10-MINUTE WALKSHED





Morris Field Station Area

Ride-Up Station with Direct Access to Small and Mid-Size Businesses

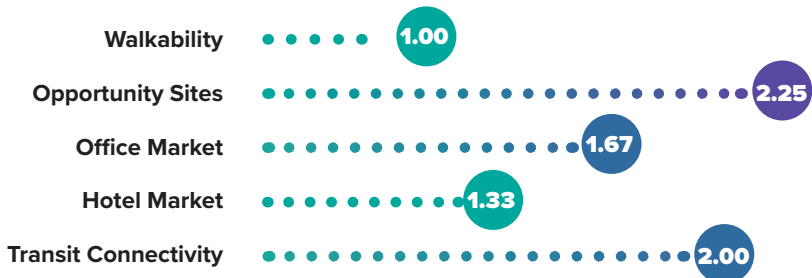
KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Provide direct pedestrian access to the Mecklenburg Emergency Medical Services Agency, Charlotte-Mecklenburg Police Department, other employment centers within the station area.
- Support opportunities for mixed-use and employment/office redevelopment.
- Pursue multimodal connections to the CPCC-Harris campus and the Westerly Hills neighborhood.

EXISTING CONDITIONS SYNTHESIS

- The walkshed around the proposed station consists of commercial and industrial development as well as residential development (set back behind commercial and industrial uses), specifically the Westerly Hills and Capitol Drive neighborhoods. Main contributors to employment density are the Mecklenburg Emergency Medical Services Agency and Charlotte-Mecklenburg Police Department.
- There are several underutilized sites within the station area, including small parcels and larger parcels (over two acres in size).
- The area has a sparse sidewalk network, with existing sidewalks along portions of Wilkinson Boulevard and Morris Field Drive, and on portions of roadways within single-family residential areas. There is a bicycle facility on Morris Field Drive south of the existing Norfolk Southern rail line.
- The ongoing project to replace the bridge on Morris Field Drive over the Norfolk Southern railroad tracks will improve multimodal north-south connectivity. Similarly, an ongoing streetscape project on Alleghany Avenue from Wilkinson Boulevard to Ashley Road will provide an additional sidewalk and bike lane connection.

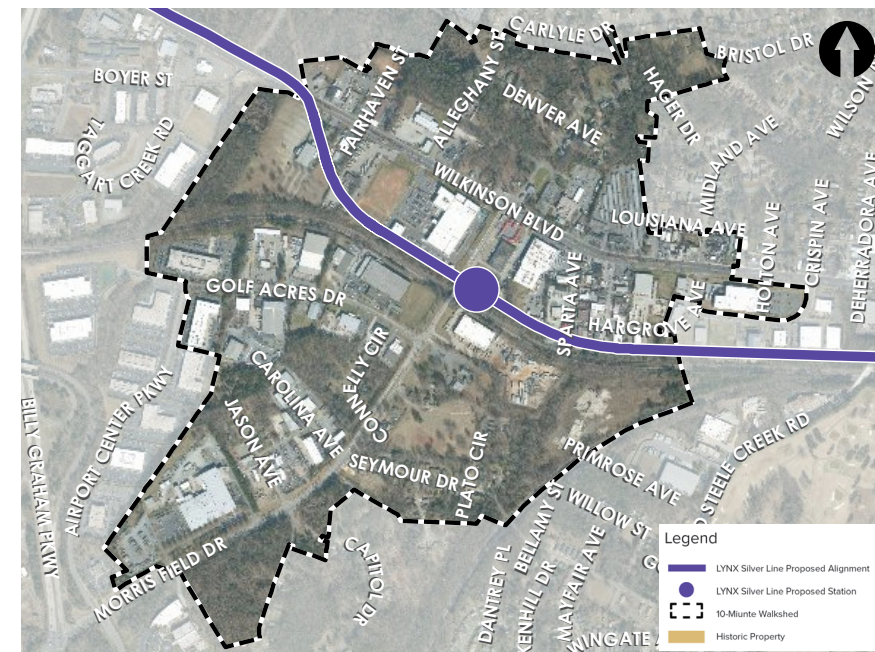
STATION AREA MARKET INDICES



RESPONDING TO INPUT

- Intersection improvements and new street connections are needed to improve multimodal station access, especially along Wilkinson Boulevard.
- Pedestrian facilities, as well as improved pedestrian crossings, are needed to improve connectivity for non-vehicular modes of travel, which is desired by community members.

10-MINUTE WALKSHED





Ashley Station Area

Ride-Up Station that Marks the Transition Towards Uptown Charlotte

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Support opportunities for mixed-use and commercial redevelopment, including through the planned Clanton Road Extension project.
- Establish multimodal connections to the Ashley Park and Pinecrest neighborhoods.
- Support future connection to the West Boulevard corridor via the Clanton Road (NCDOT) extension.
- Redevelop Wilkinson Boulevard as a multimodal urban thoroughfare and/or establish a block/grid roadway network to provide parallel routes to Wilkinson Boulevard.

EXISTING CONDITIONS SYNTHESIS

- Commercial and industrial uses primarily front the proposed station at Ashley Road and Wilkinson Boulevard, with single-family residential uses set back behind this development, contributing to concentrations of both jobs and residences. The Walmart Supercenter is a major employer within the station area.
- There are many underutilized sites near Wilkinson Boulevard within the station walkshed, including some larger sites over 5 acres in size.
- Although the area has several access points between the surrounding communities and Wilkinson Boulevard, the sidewalk network mostly exists around the residential neighborhoods north of the proposed station. There is an existing bicycle facility on the portion of Ashley Road just north of Wilkinson Boulevard.

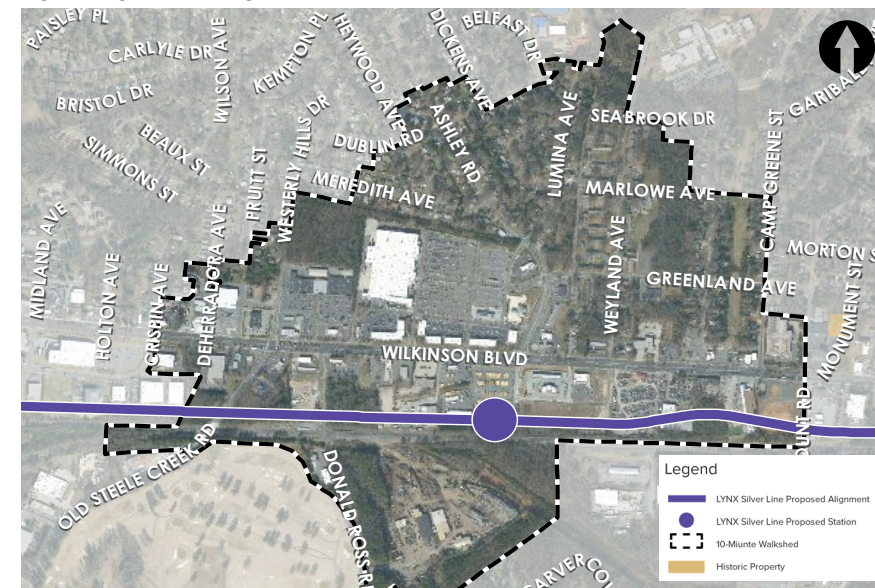
STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is in an area with a mixture of commercial and residential uses and preserving existing affordability is important to residents and business owners.
- Intersection improvements and new street connections would improve multimodal access, especially along Wilkinson Boulevard.
- The station area needs pedestrian and bicycle facilities and improved pedestrian crossings, to improve connectivity for non-vehicular modes, which is desired by community members.

10-MINUTE WALKSHED



Remount Station Area

Ride-Up Station with Significant Opportunity for Urban Infill Redevelopment

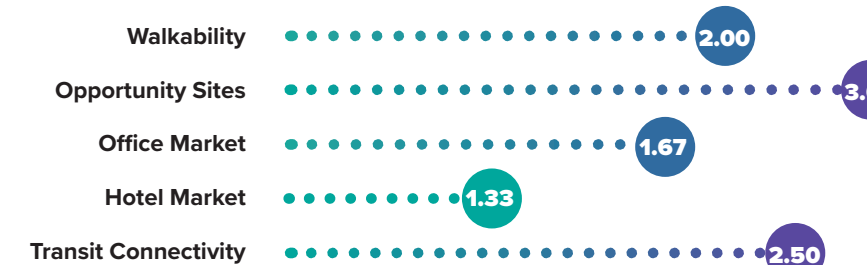
KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- There are opportunities for mixed-use and commercial infill within the shopping centers along an urbanizing corridor.
- Support opportunities for moderate density residential development to the south of the Norfolk Southern rail line.
- Pursue multimodal connections to the Camp Greene, Westover Hills, and Revolution Park neighborhoods.
- Redevelop Wilkinson Boulevard as a multimodal urban thoroughfare and/or establish a block/grid roadway network to provide parallel routes to Wilkinson Boulevard.

EXISTING CONDITIONS SYNTHESIS

- The land uses around Wilkinson Boulevard within the walkshed for the proposed station are primarily industrial and commercial. Residential areas are located directly north and south of the land uses fronting Wilkinson.
- The James C. Dowd House is a historic landmark within the station walkshed.
- There is a high concentration of jobs fronting Wilkinson east of the proposed station and a high concentration of households in the areas north and south of the corridor.
- Many properties are currently underutilized along both sides of the corridor, with a wide range of acreages.
- Sidewalks are located along several streets around the station, especially in residential areas. There is a bicycle facility along Remount Road south of Wilkinson Boulevard.

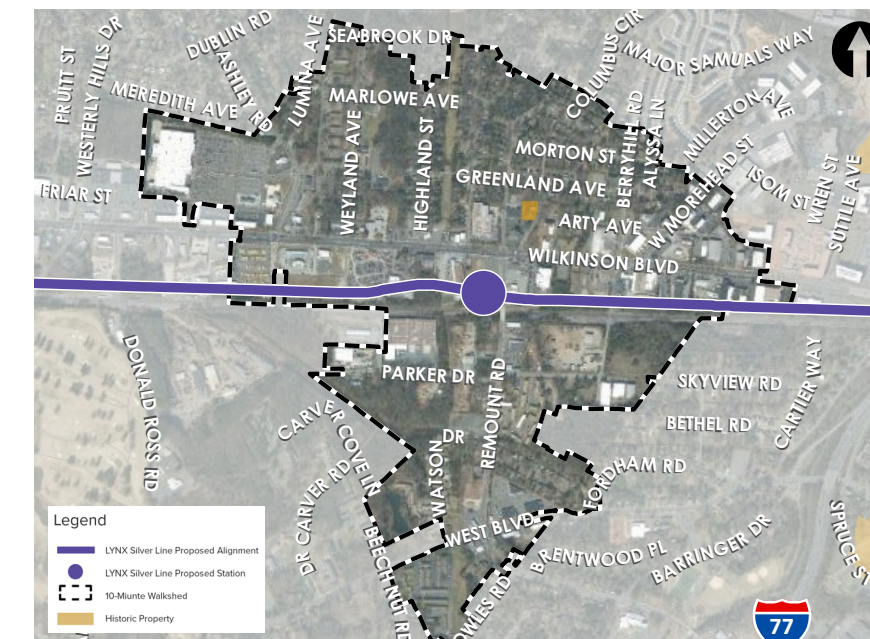
STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is in an area with a mixture of commercial and residential uses, which community members value.
- Intersection improvements and new street connections are needed to improve multimodal access, especially along Wilkinson Boulevard.
- The station area needs pedestrian and bicycle facilities and better crossings to improve connectivity for active modes.

10-MINUTE WALKSHED





Berryhill Station Area

 Walk-Up Station serving the Westover Hills and Ashley Park Neighborhoods

STATION AREA MARKET INDICES



KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Support opportunities for mixed-use and commercial infill along an urbanizing corridor.
- Support opportunities for moderate density residential development to the south of the Norfolk Southern rail line.
- Establish multimodal connections to the FreeMoreWest area, the Westover Hills neighborhood, and across the I-77/Belk Freeway interchange to the Wilmore neighborhood.
- Capitalize on pedestrian and bicycle connections via the planned Irwin Creek Greenway extension (part of the regional “Seam Trail”) to connect to neighborhoods and employment centers to the north and south.
- Redevelop Wilkinson Boulevard as a multimodal urban thoroughfare and/or establish a block/grid roadway network to provide parallel routes to Wilkinson Boulevard.
- As Berryhill Road is slated for closure by NCDOT, re-establishing north-south connectivity will need to be a public investment priority.

RESPONDING TO INPUT

- The proposed station is in an area with a mixture of commercial and residential uses, which community members value.
- Intersection improvements and new street connections are needed to improve multimodal access, especially along Wilkinson Boulevard.
- The station area needs pedestrian and bicycle facilities and improved pedestrian crossings to improve connectivity for non-vehicular modes of travel, which the community desires.

EXISTING CONDITIONS SYNTHESIS

- Industrial and commercial land uses primarily front the proposed station along Wilkinson Boulevard, with residential areas set back from these uses. There are concentrations of both jobs and households within the station walkshed.
- Bryant Park is a historic landmark within the proposed station area.
- There are a few underutilized sites within the walkshed, mainly fronting Wilkinson Boulevard and less than five acres in size.
- Several sidewalk sections currently existing within the station area, including on Wilkinson Boulevard and along some residential streets.

10-MINUTE WALKSHED





WALK-UP STATION



RIDE-UP STATIONS

WEST CHARLOTTE DEMONSTRATION AREA

(Ashley, Remount, and Berryhill Stations)

Marks the Transition Towards Downtown Charlotte with Significant Opportunity for Urban Infill Redevelopment

	Ashley Station	Remount Station	Berryhill Station
WALKABILITY	2	2	2
OPPORTUNITY SITES	1.5	3	0.75
OFFICE MARKET	1.33	1.67	2.33
HOTEL MARKET	1.33	1.33	1.33
TRANSIT CONNECTIVITY	2.5	2.5	2

Affordable Housing

EXISTING AFFORDABLE HOUSING UNITS

3,800+ Includes existing NOAH along the west side of the corridor

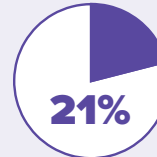
For the demonstration areas, a standard capture rate of 20% to 25% per year over the next five years of the total annual market potential for each housing type (rental apartments, condominiums, for-sale townhouses) by income (60 to 80 percent AMI for affordable, and 80 percent and above for market-rate). Below summarizes the average annual projections for affordable housing, by type, over the next five years (2021- 2025) in the Remount Road station area. These projections determined the market potential for affordable housing from the consumer perspective, not the developer perspective. The introduction of transit and supportive policies can likely increase this affordable housing market demand and market share.

POTENTIAL ADDITIONAL AFFORDABLE HOUSING UNITS*



Multi-Family for Rent

60 to 75 new units



21% of all new rental units



Condominiums

10 new units



14-17% of all new rental units



Townhouses For Sale

5 to 10 new units



8-13% of all new townhouses

Total Affordable Units

75-95 new units

18% of all new

*Historically, the TOD Affordable Housing program has seen up to 5% of the total affordable housing development produced from on site commitments by developers

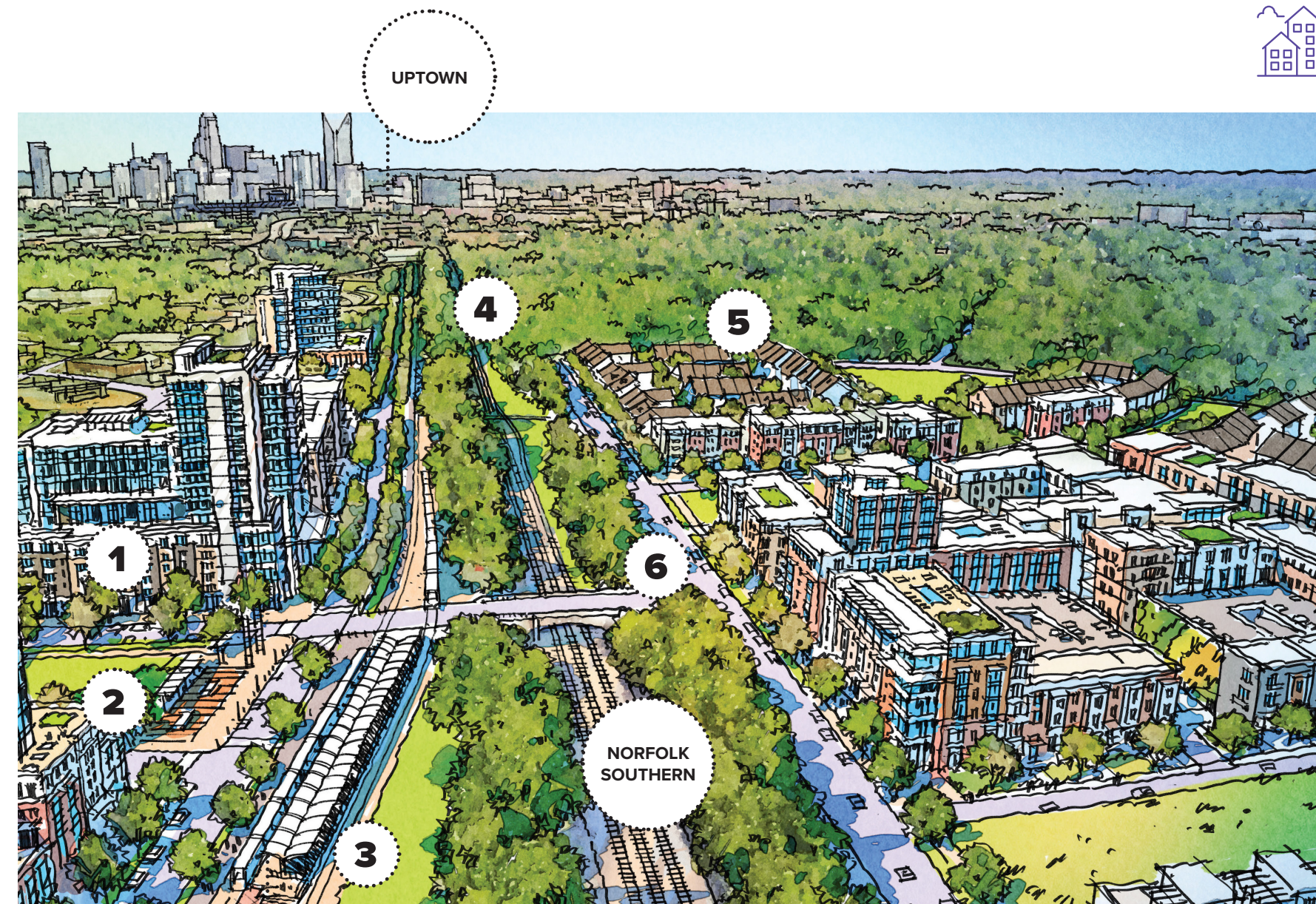


Illustration of a long-term vision for the West Charlotte demonstration area

1. Long-Term: Infill mixed-use development with residential and structured parking to be shared with commercial
2. New organizing park space connecting future infill development to transit station
3. Station location with park and ride garage and activating frontage uses on Ashley Road
4. Proposed pedestrian bridge connecting residential neighborhoods to transit station
5. Infill and blend development into existing residential neighborhoods
6. Potential mixed-use redevelopment with connections to the transit station

FUTURE TOD KEY CONSIDERATIONS & GOALS: WEST CHARLOTTE DEMONSTRATION AREA

WEST CHARLOTTE

Ashley
Remount
Berryhill

1



Redevelop Wilkinson Boulevard as a multimodal urban thoroughfare, especially at the intersections with Ashley Road, Remount Road, Berryhill Road, and Morehead Street.

2



Support opportunities for mixed-use and commercial infill/redevelopment along an urbanizing corridor.

3

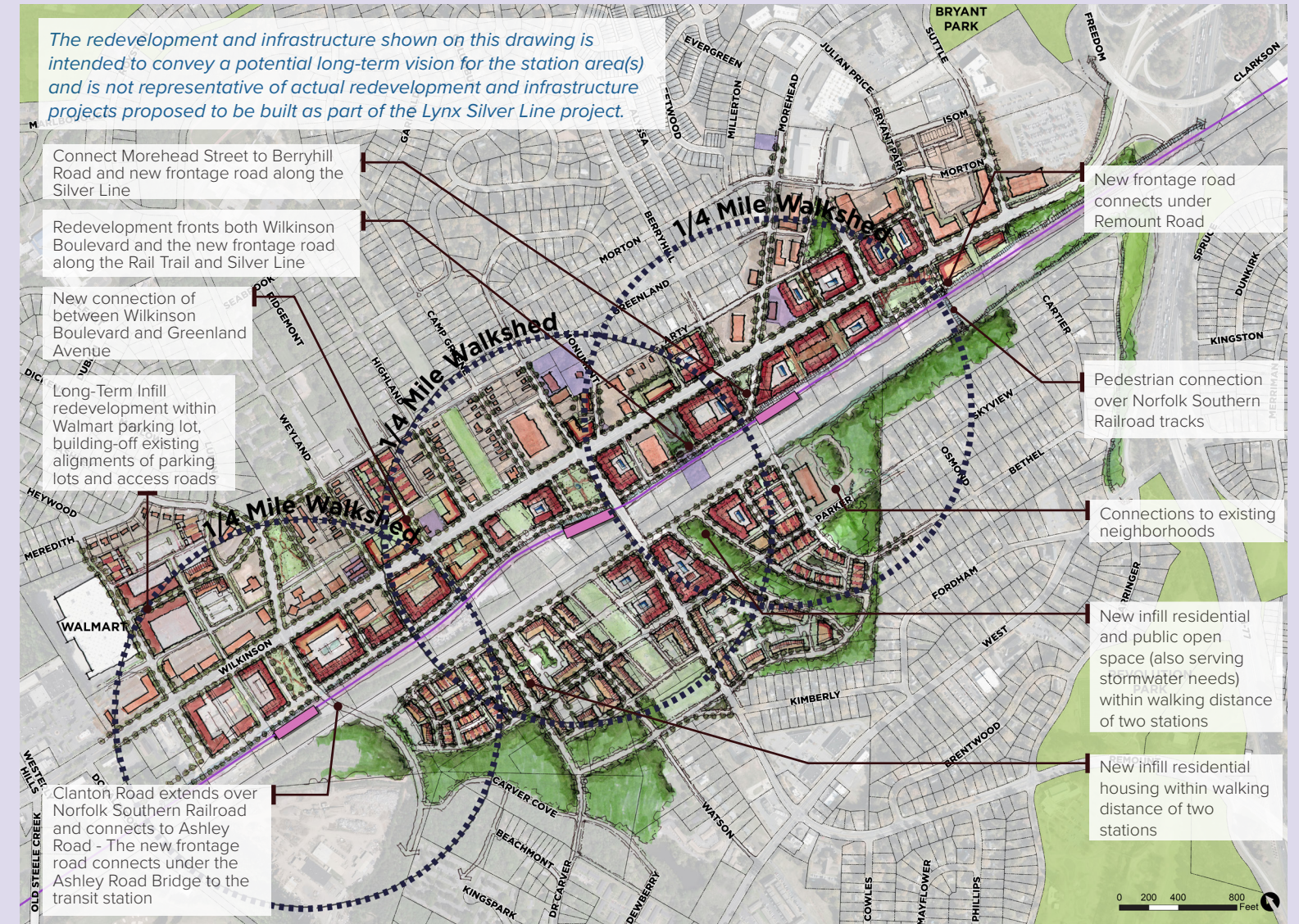


Support opportunities for moderate density residential development to the south of the Norfolk Southern Line.

4



Establish multimodal connections to adjacent neighborhoods.



POTENTIAL DEVELOPMENT PROGRAM OF ILLUSTRATIVE CONCEPT



3,900
New Residential Units



742,400
sq ft Ground Floor Commercial



416,400
sq ft Commercial Buildings

Illustration of a long-term concept plan for the West Charlotte demonstration area



Summit Station Area

Walk-Up Station Adjacent to New Infill Redevelopment and the Established Gold District

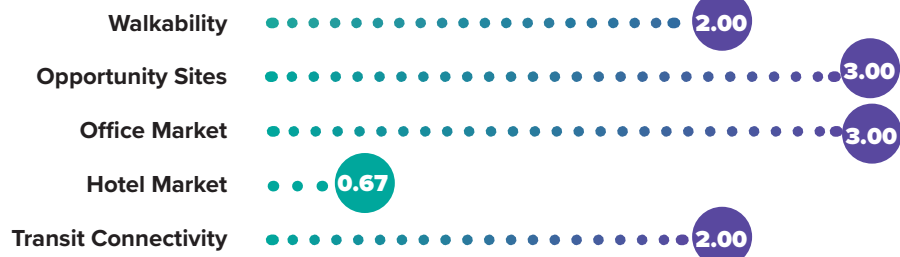
KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Create a destination station with direct connections to I-77 and I-277 as well as multimodal facilities to the south and east.
- Support access to/from major events at destinations such as the Bank of America Stadium.
- Support opportunities for infill redevelopment from industrial uses to land uses with higher densities and a mixture of uses.
- Maintain connectivity to Summit Avenue through a new bridge crossing over the railroad tracks.
- Pursue multimodal connections to the Wilmore, South End, and Third Ward neighborhoods.

EXISTING CONDITIONS SYNTHESIS

- I-77/ and -277 present barriers for multimodal access to the north and west of the proposed station.
- Currently, industrial land uses surround the proposed station, and several commercial developments are also located within the station area. Residential areas are concentrated southwest of the station location.
- There are several underutilized parcels, mainly under five acres in size, to the north and south of the station.
- Within the station area, there are few sidewalks, and existing sidewalks are sparse. A bicycle facility is located along South Mint Street, south of the proposed station.

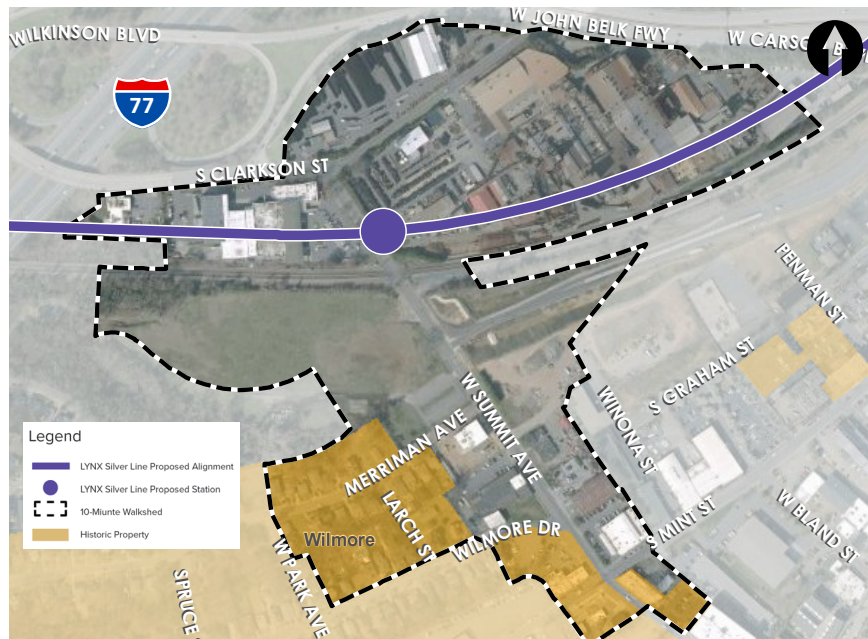
STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The station area needs pedestrian and bicycle facilities and improved pedestrian crossings to improve connectivity for non-vehicular modes, which is desired by community members.
- It is important to preserve the character of the historic Wilmore neighborhood with anticipated adjacent development in the gold district and the Pip & Foundry site.

10-MINUTE WALKSHED



Morehead Station Area

Destination Station Adjacent to Bank of America Stadium with Significant Redevelopment Potential

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Create a major multimodal transfer station with direct connections to greenways, the Uptown CycleLink, and other transit options.
- Support multimodal access to/from major events at Bank of America Stadium, Truist Field, and Romare Bearden Park.
- Support opportunities for dense, urban, mixed-use redevelopment.
- Pursue multimodal connections to the Wesley Heights, Third Ward, South End, and Uptown neighborhoods.
- Reconcile TOD in Uptown with the City's Capital Investment Plan, Uptown Transportation Plan (as it develops), land development processes, and Unified Development Ordinance (UDO).

EXISTING CONDITIONS SYNTHESIS

- The existing land uses within the station walkshed are primarily commercial and industrial, resulting in a concentration of jobs around the proposed station. The closest concentration of residences is located north of West First Street and west of Cedar Street in Third Ward.
- There are many underutilized parcels of various acreages within the station area, especially in the area between I-77 and the Norfolk Southern rail line, with potential uses including a new stadium or entertainment district.
- Sidewalks are currently located along Morehead Street and Cedar Street, as well as along several local and residential streets near the station. Furthermore, there are several bicycle facilities and shared use paths, including Irwin Creek Greenway (northwest of the proposed station) and the proposed Uptown CycleLink.



STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is in an area with a mixture of land uses, including entertainment options, which the community values.
- Intersection upgrades and new street connections are needed to improve multimodal access along the proposed rail alignment.
- The station area needs pedestrian and bicycle facilities and improved pedestrian crossings to improve connectivity for non-vehicular modes, which is desired by community members.

10-MINUTE WALKSHED





Gateway Station Area

Destination Station with Intermodal Access to the City Center and Uptown Amenities

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Create a major intermodal activity center with direct multimodal connections to the Greyhound bus station, Johnson & Wales University, the CityLYNX Gold Line streetcar, the Uptown CycleLink, and several other in-town bicycle facilities.
- Support access to/from major events at Truist Field, Romare Bearden Park, the Elmwood/Pinewood Cemetery and Bank of America Stadium.
- Support opportunities for partnership redevelopment and narrow infill redevelopment.
- Reconcile TOD in Uptown with the City's Capital Investment Plan, Uptown Transportation Plan (as it develops), land development processes, and UDO.

EXISTING CONDITIONS SYNTHESIS

- Commercial development primarily fronts the proposed station, near the intersection of Trade Street and Graham Street, creating concentrations of employment around the station area. Within the walkshed, several multi-family residential developments also create pockets of high residential density.
- There are a few underutilized parcels within the station walkshed, mainly between one and five acres in size.
- Most streets around the proposed station have sidewalks. There is a bicycle facility along West 4th Street, just south of the proposed station. There are also bicycle facilities along 5th and 6th Streets, part of the Uptown CycleLink network.

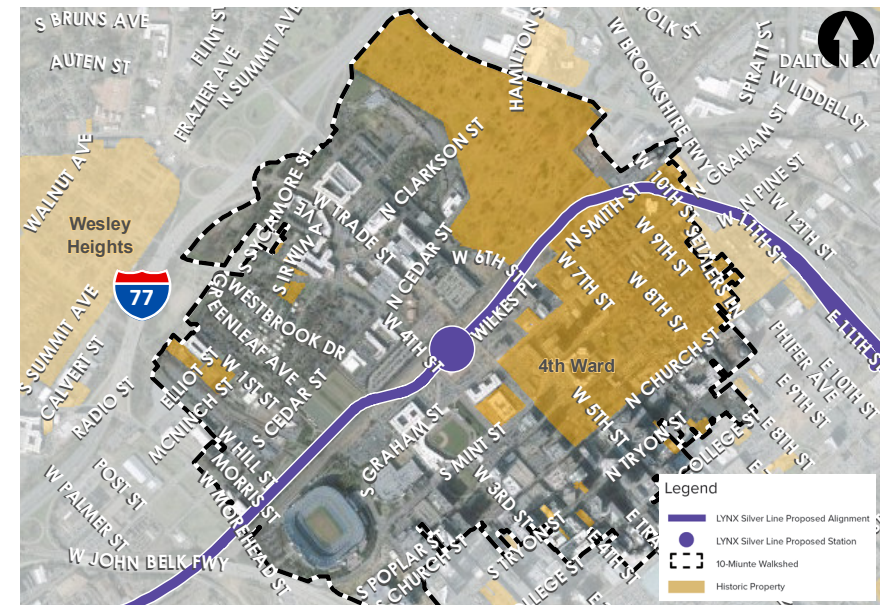
STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is in an area with mixed land uses, including commercial/office, residential, and institutional, which community members value.
- Intersection upgrades and new street connections are needed to improve multimodal access along the proposed rail alignment.
- The station area has historic homes and buildings in Fourth Ward that need to be preserved.

10-MINUTE WALKSHED



Graham Street Station Area

Walk-Up Station with Urban Residential Character and Access to the NC Music Factory

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Preserve the historical character of the Fourth Ward neighborhood. This is a recognized local historic district.
- Support opportunities for urban, neighborhood-scale, infill redevelopment within existing narrow blocks.
- Establish multimodal connections to North Carolina Music Factory (The Fillmore, Charlotte Metro Credit Union Amphitheater, and other attractions), as well as the Greenville, Lockwood, North End, and Fourth Ward neighborhoods.
- Capitalize on access to I-277, the Brookshire Freeway, and bicycle connections through the Elmwood/Pinewood Cemetery to the Uptown CycleLink.
- Reconcile TOD in Uptown with the City's Capital Investment Plan, Uptown Transportation Plan (as it develops), land development processes, and UDO.

EXISTING CONDITIONS SYNTHESIS

- The proposed station, located near the intersection of North Graham Street and West 10th Street, is surrounded by residential, commercial, and industrial uses, with concentrations of both households and jobs.
- The Norfolk Southern and CSX rail lines (to the northwest) and I-277 (to the northeast) present significant challenges for access to/from the neighborhoods north of the interstate to the station area and Fourth Ward.
- Sidewalks currently exist along most streets within the station area.



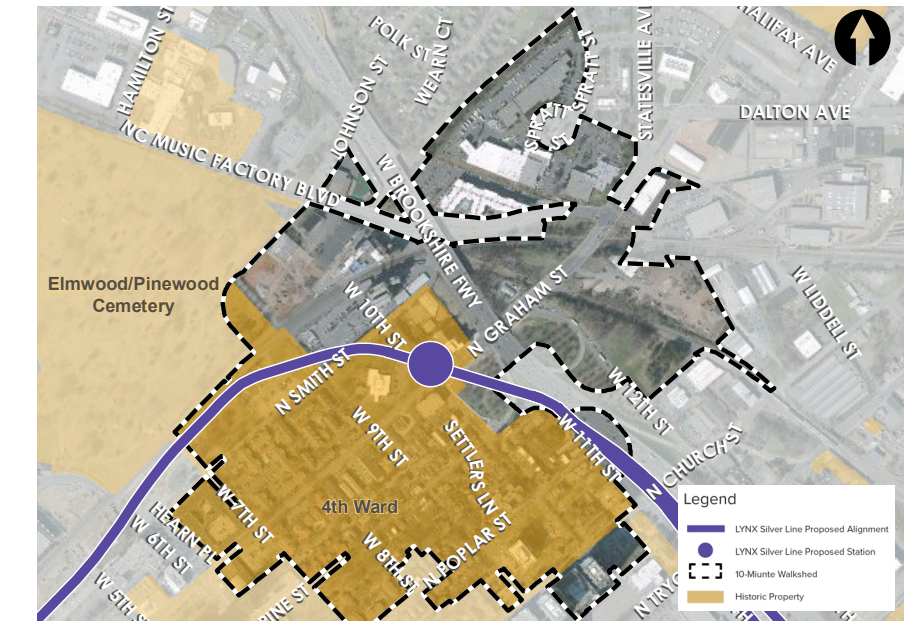
STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The community values Fourth Ward's historic assets and wants to preserve existing small businesses and residents' homes.
- Intersection improvements and new street connections are needed to improve multimodal access along the proposed rail alignment.
- The community identified a multimodal connection between Fourth Ward and North Carolina Music Factory Boulevard as important.

10-MINUTE WALKSHED





11th Street Station Area

 Major Destination Station with Intermodal Connections to the LYNX Blue Line

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Create a major activity center and transfer station with direct multimodal access to the LYNX Blue Line light rail.
- Support high density urban mixed-use redevelopment in the station area. Leverage publicly-owned properties for redevelopment that add public benefit (e.g., affordable housing and civic spaces).
- Enhance multimodal connections to Uptown (via the LYNX Blue Line, Charlotte Rail Trail, and future Uptown CycleLink), and under I-277/ Brookshire Freeway to the Optimist Park neighborhood.
- Minimize barrier impact of existing freeway and potential future Silver Line rail infrastructure to multimodal connectivity and development potential across both sides of the freeway.
- Reconcile TOD in Uptown with the City's Capital Investment Plan, Uptown Transportation Plan (as it develops), land development processes, and UDO.

EXISTING CONDITIONS SYNTHESIS

- Institutional, commercial, industrial, and residential land uses are all in the walkshed for the proposed station. 11th Street is primarily fronted by commercial uses west of the proposed station and institutional and residential uses south of the station.
- Jobs are primarily concentrated around the central portion of the station walkshed. Residents are mostly located to the east and west of the station. I-277 presents a barrier for access to/from neighborhoods to the north.
- Many parcels (5 acres or smaller) have been identified as underutilized. Underutilized properties are mostly concentrated in the center of the walkshed, southwest of the proposed station.
- Sidewalks are located along 11th Street and the surrounding streets. There are no dedicated bike facilities within the station walkshed.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The station is in an area with mixed land uses, including commercial and entertainment uses, which community members value.
- Intersection upgrades and new street connections are needed to improve multimodal access along the proposed rail alignment.
- The community expressed a strong desire to minimize barrier impacts of the existing freeway and potential rail infrastructure to multimodal connectivity and development potential.

10-MINUTE WALKSHED





First Ward Station Area

Walk-Up Station in the First Ward Neighborhood that Connects Across the Brookshire Freeway

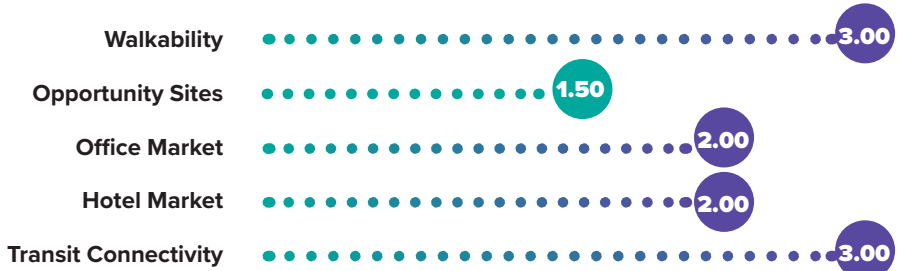
KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Support high density urban mixed-use redevelopment in the station area. Leverage publicly-owned properties for redevelopment that add public benefit (e.g., affordable housing and civic spaces).
- Enhance multimodal connections to Uptown (via the LYNX Blue Line, Charlotte Rail Trail, and future Uptown CycleLink), and under I-277/ Brookshire Freeway to the First Ward, Optimist Park, and Belmont neighborhoods.
- Minimize barrier impact of existing freeway and potential future Silver Line rail infrastructure to multimodal connectivity and development potential across both sides of the freeway.
- Reconcile TOD in Uptown with the City's Capital Investment Plan, Uptown Transportation Plan (as it develops), land development processes, and UDO.

EXISTING CONDITIONS SYNTHESIS

- Institutional, commercial, industrial, and residential, and recreational land uses are all in the proposed station walkshed. 11th Street is primarily fronted by institutional and residential uses west and south of the station. Alexander Park is located to the east of the proposed station, on the other side of I-277.
- Concentrations of residences are located in First Ward adjacent to the station location. I-277 presents a barrier for access to/from neighborhoods to the north.
- There are several underutilized properties of various acreages within the station area.
- Within the walkshed, sidewalks are located along most streets.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The community values to preserve existing small businesses and residents' homes.
- Intersection and streetscape enhancements, as well as improved multimodal transportation facilities, are needed to improve access along the proposed rail alignment.
- The community expressed a strong desire to minimize barrier impacts of the existing freeway and potential rail infrastructure to multimodal connectivity and development potential.

10-MINUTE WALKSHED

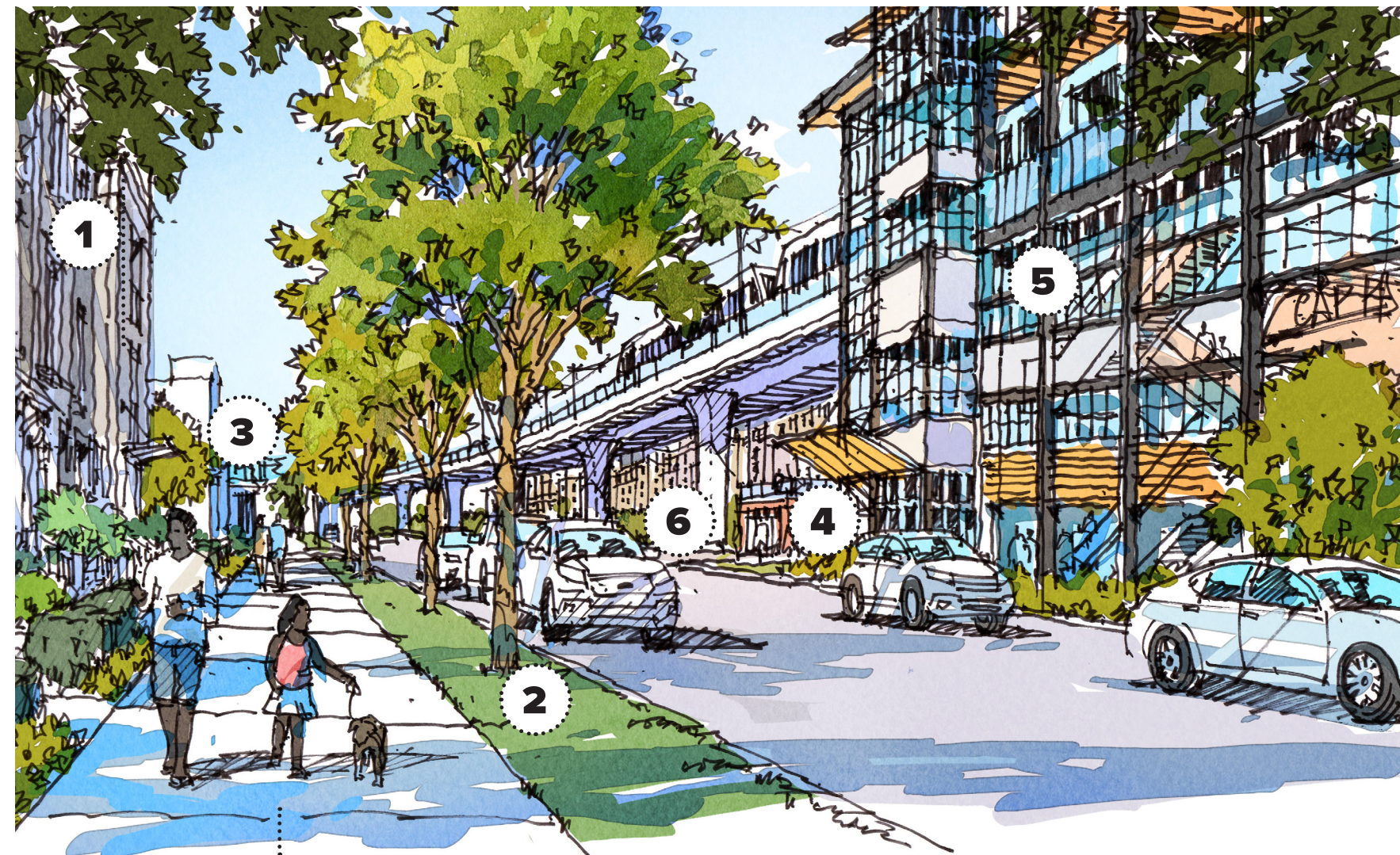


Illustration of a long-term vision for the 11th Street demonstration area

1. Long-Term: Infill mixed-use development with residential and parking to be shared with commercial
2. New streetscape improvements including street trees and landscaping to improve pedestrian space
3. Activating frontage uses around the proposed station area
4. Proposed pedestrian connection improvements at the intersections surrounding the proposed station
5. Integrate elevated station platform into the pedestrian environment
6. Evaluate complete street design alternatives to support new transit activity on 11th street



CHARLOTTE: UPTOWN 11TH STREET AND FIRST WARD DEMONSTRATION AREA

Major Destination Station with
Intermodal Connections to the
LYNX Blue Line

	11th Street Station	First Ward Station
WALKABILITY	3	3
OPPORTUNITY SITES	2.25	1.5
OFFICE MARKET	3	3
HOTEL MARKET	2.67	2.67
TRANSIT CONNECTIVITY	3	2.5

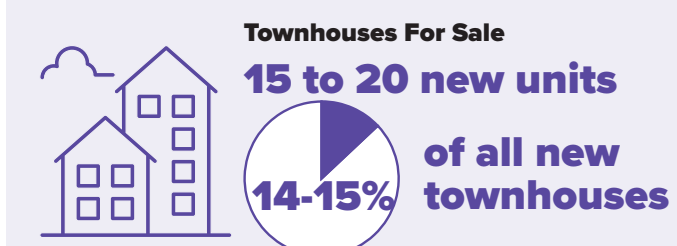
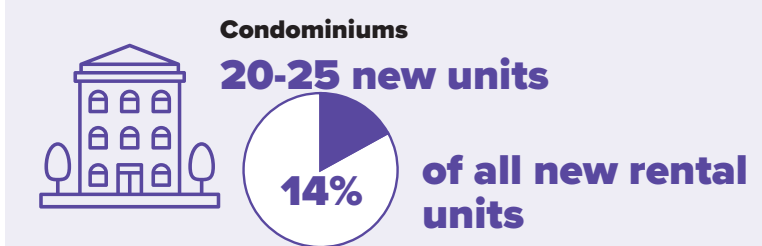
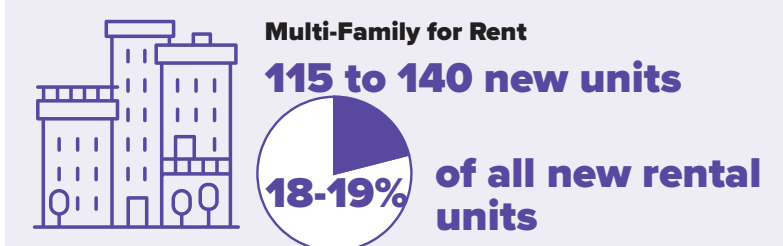
Affordable Housing

EXISTING AFFORDABLE HOUSING UNITS (NOAH)

85

For the demonstration areas, a standard capture rate of 20% to 25% per year over the next five years of the total annual market potential for each housing type (rental apartments, condominiums, for-sale townhouses) by income (60 to 80 percent AMI for affordable, and 80 percent and above for market-rate). Below summarizes the average annual projections for affordable housing, by type, over the next five years (2021- 2025) in the Uptown 11th Street station area. These projections determined the market potential for affordable housing from the consumer perspective, not the developer perspective. The introduction of transit and supportive policies can likely increase this affordable housing market demand and market share.

POTENTIAL ADDITIONAL AFFORDABLE HOUSING UNITS*



Total Affordable Units
150-185 new units 17% of all new units

* Historically, the TOD Affordable Housing program has seen up to 5% of the total affordable housing development produced from on site commitments by developers.

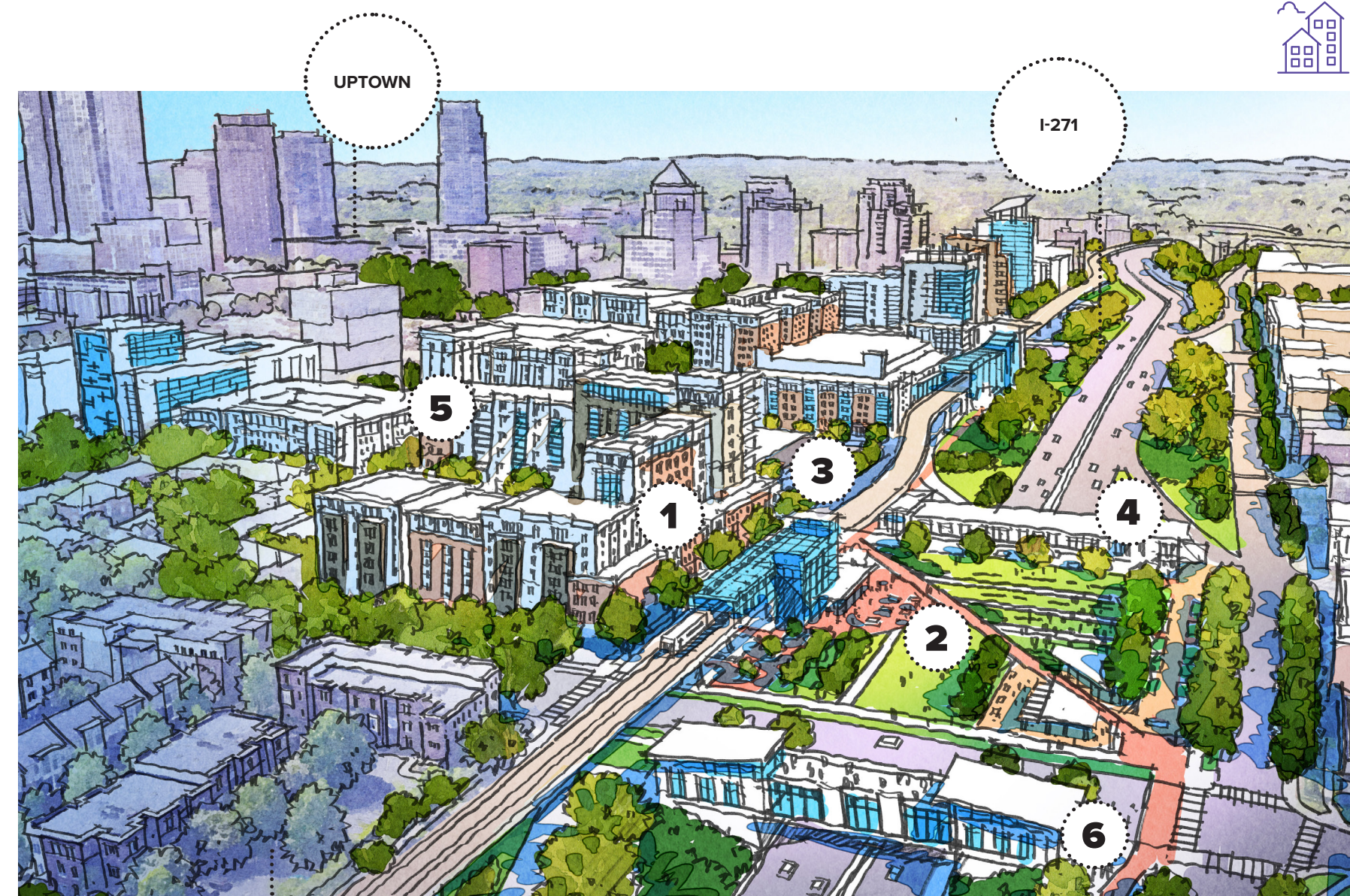


Illustration of a long-term vision for the 11th Street station area

1. Long-Term: Infill mixed-use development with residential and structured parking to be shared with commercial
2. New cap park space connecting future infill development to transit station
3. Station location with park and ride garage and activating frontage uses on 11th Street
4. Proposed bridge enhancement including connections to residential neighborhoods and new commercial uses.
5. Infill and blend development into existing residential neighborhoods
6. Potential mixed-use redevelopment with connections to the transit station



FUTURE TOD KEY CONSIDERATIONS & GOALS: UPTOWN 11TH STREET DEMONSTRATION AREA

UPTOWN CHARLOTTE

11th Street First Ward

1



Establish multimodal connections to Uptown (via the LYNX Blue Line, Charlotte Rail Trail, and future Uptown CycleLink), and under I-277/ Brookshire Freeway to the Optimist Park neighborhood.

2



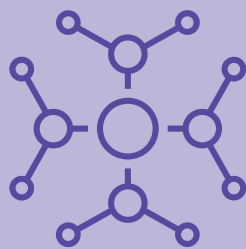
Minimize barrier impact of existing freeway and potential future Silver Line rail infrastructure to multimodal connectivity and development potential across both sides of the freeway.

3

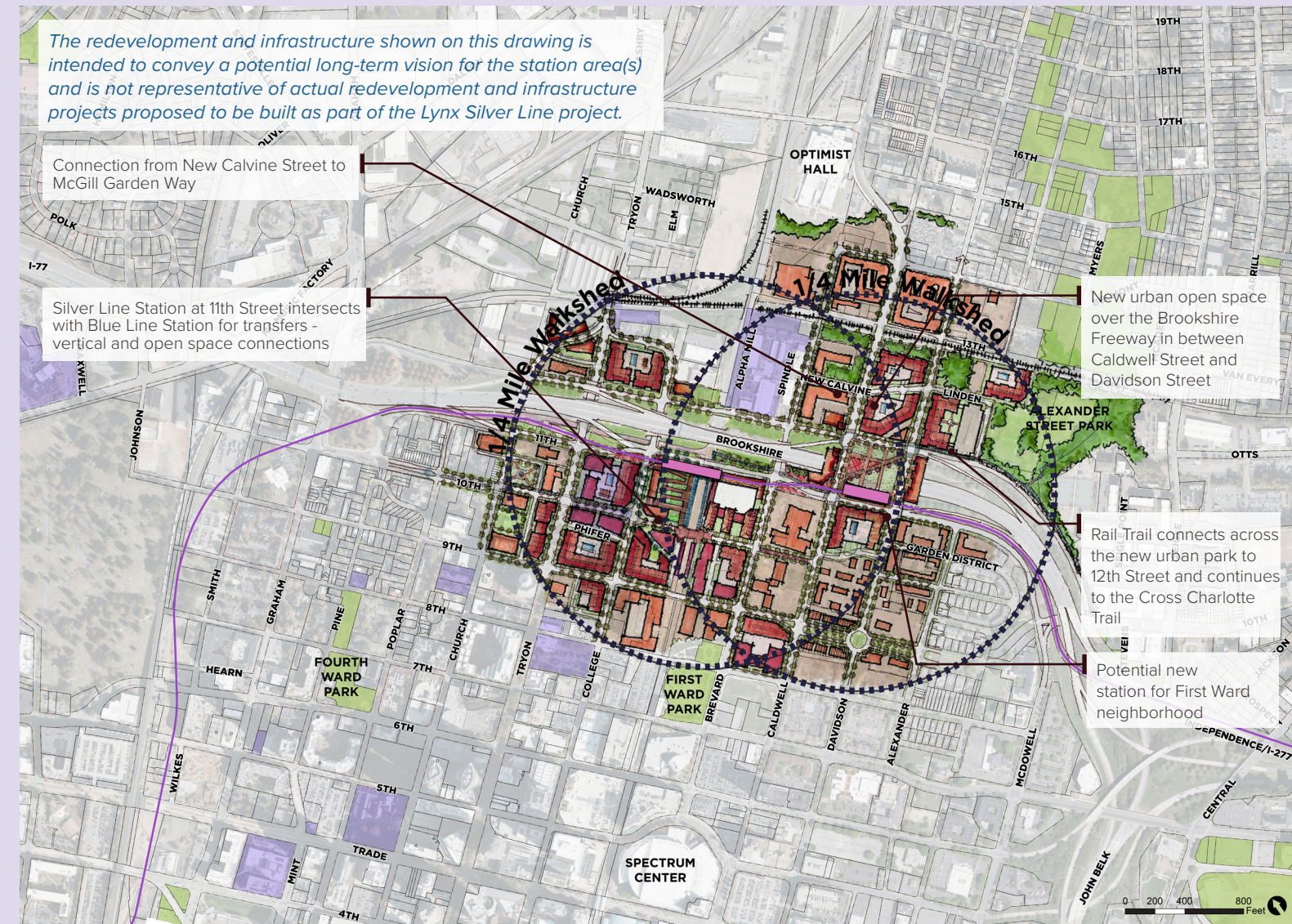


Support opportunities for significant urban, mixed-use infill redevelopment on publicly owned properties.

4



Create a major activity center and transfer station with direct access to the LYNX Blue Line light rail.



POTENTIAL DEVELOPMENT PROGRAM OF ILLUSTRATIVE CONCEPT



3,600

New Residential Units



633,150

sq ft Ground Floor Commercial



1,629,650

sq ft Commercial Buildings



Central Avenue Station Area

Walk-Up Station with Access to the CPCC-Central Campus and XCLT

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Preserve character of existing adjacent and nearby neighborhoods.
- Support opportunities for mixed-use redevelopment on publicly owned properties that complements the context of the adjacent neighborhoods
- Capitalize on the Cross Charlotte Trail (XCLT) to support multimodal connections to the neighborhoods to the north and south.
- Establish multimodal connections and supportive development to the Central Piedmont Community College (CPCC)-Central Campus and the First Ward, Elizabeth, Sunnyside, and Seigle Point neighborhoods.

EXISTING CONDITIONS SYNTHESIS

- The area within the proposed station walkshed consists primarily of commercial and institutional land uses with residential areas set back behind these uses, resulting in concentrations of both households and jobs.
- A key destination just southwest of the station is the CPCC Central Campus, although Independence Boulevard separates the two. The Piedmont Open IB Middle School is also located in area to the north of the station, on East 10th Street.
- Many streets have existing sidewalks including higher volume roads such as Kings Drive, Central Avenue, East 7th Street, and East 10th Street.
- The XCLT runs along Central Avenue, providing direct access to the station through one of the region's signature pedestrian and bicycle corridors. Furthermore, as another major trail, the LYNX Silver Line Rail Trail, crosses the XCLT within the station area, multimodal access and interconnectivity are critical.

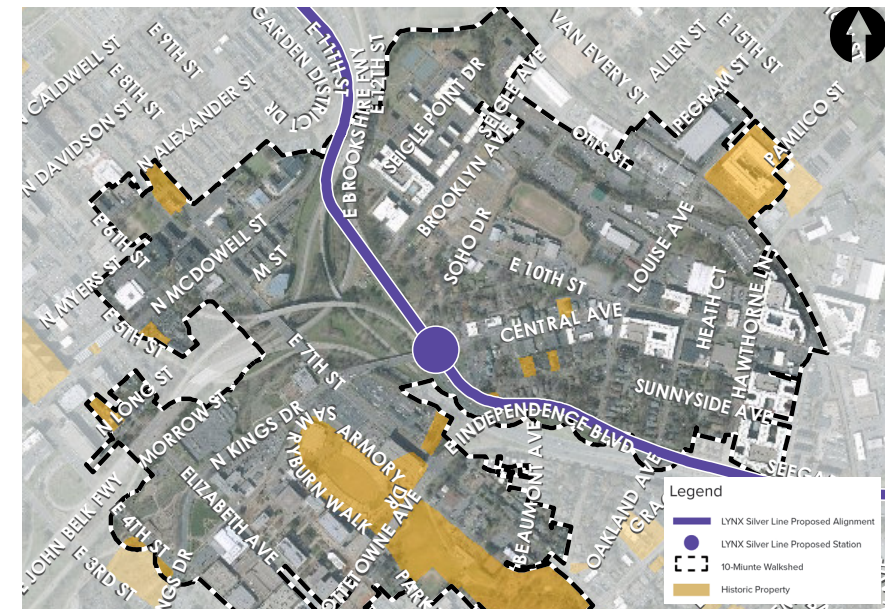
STATION AREA MARKET INDICES



RESPONDING TO INPUT

- Important to protect and preserve existing single family neighborhoods within and adjacent to the station area.
- Intersection improvements are needed to improve multimodal access along the proposed rail alignment.
- The station area needs better crossings and pedestrian and bicycle facilities, including parallel to I-277 and the LYNX Silver Line alignment, to improve connectivity for non-vehicular modes of travel, which is desired by community members.

10-MINUTE WALKSHED



Pecan Station Area

Walk-Up Station with Connections to the CityLYNX Gold Line Extension

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Preserve character of existing adjacent and nearby neighborhoods.
- Support opportunities for mixed-use infill redevelopment that is scaled to complement the character of adjacent neighborhoods.
- Establish multimodal connections to the CityLYNX Gold Line extension on the Central Avenue corridor and the Elizabeth, Chantilly, Sunnyside, and Plaza Midwood neighborhoods.

EXISTING CONDITIONS SYNTHESIS

- Independence Boulevard bisects the proposed station area. Commercial development is adjacent to the station and directly north of Independence and residential development (in the Elizabeth and Chantilly neighborhoods) is directly south. Residential areas in Belmont and Plaza Midwood can also be found north of the commercial uses along Independence.
- Most of the job density in the area is along Independence Boulevard, fronting the corridor to the north. Most of the single-family residential density is south of Independence Boulevard and north of Central Avenue, although there are a few multi-family residential concentrations along Independence.
- Many streets in the station walkshed have sidewalks, including in both commercial and residential areas.
- The planned CityLYNX Gold Line Extension includes a streetcar stop near the intersection of Central Avenue and The Plaza.
- Although it doesn't currently have dedicated bicycle facilities, Pecan Avenue is a significant bike route. Separated bike lanes on The Plaza extend from the station area north into the Plaza Midwood neighborhood.

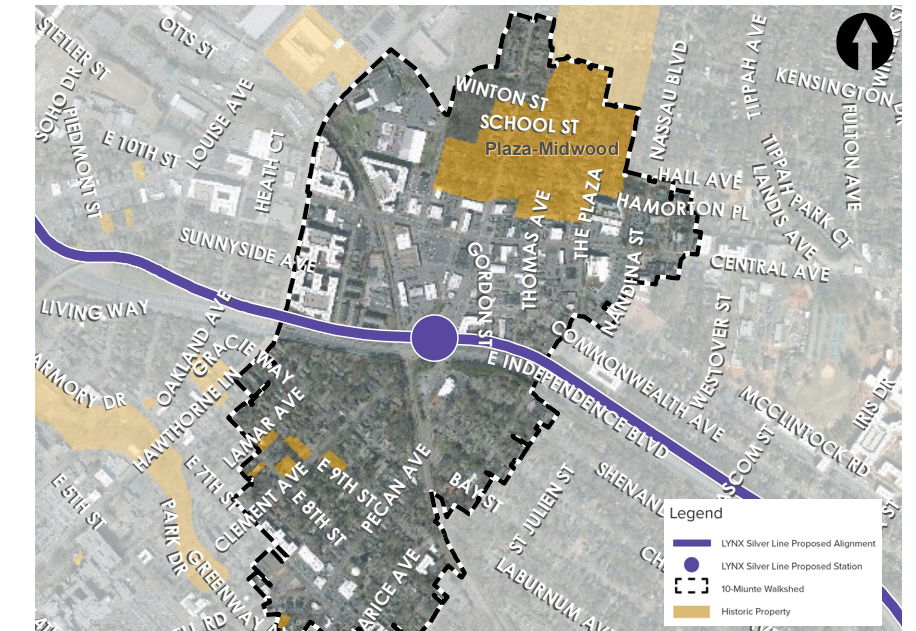
STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is in an area with mixed land uses the community values, including commercial and residential.
- Important to protect and preserve existing single family neighborhoods within and adjacent to the station area.
- The station area needs pedestrian and bicycle facilities and better pedestrian crossings to improve connectivity for non-vehicular modes, which is desired by community members.

10-MINUTE WALKSHED





Morningside Station Area

Walk-Up Station with Connections to the Future Briar Creek Greenway

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Support limited, neighborhood-scale redevelopment that is appropriate for the context of the adjacent Commonwealth-Morningside and Chantilly neighborhoods.
- Capitalize on pedestrian and bicycle connections via the planned Briar Creek Greenway extension to overcome the Independence Boulevard barrier and provide direct connections to the Chantilly neighborhood and Chantilly Park.
- Improve bicycle connections linking areas to the north and the Central Avenue/Tippah Park areas to the proposed station (via Iris Drive or Morningside Drive). Add or improve crossings and dedicated bike lanes along Central Avenue and Commonwealth Avenue.

EXISTING CONDITIONS SYNTHESIS

- Independence Boulevard bisects the station area east-west. It is a major barrier, separating the neighborhoods to the north and south for 1.3 miles between Pecan Avenue and Briar Creek Road.
- The Commonwealth Park residential neighborhood is adjacent to the proposed station. Multi-family residences and Veterans Memorial Park are north of single-family residences along Commonwealth Avenue.
- There are sidewalks in neighborhoods north and south of Independence Boulevard, but no pedestrian or bicyclist crossings or opportunities for connectivity across Independence Boulevard.
- A planned extension of the Briar Creek Greenway would be the sole connection across Independence Boulevard in this 1.3-mile stretch. The extension would connect greenway segments ending at Randolph Road the proposed LYNX Silver Line station.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is located within an area that consists of a mixture of land uses, which community members value.
- Important to protect and preserve existing single family neighborhoods within and adjacent to the station area.
- Although it doesn't currently have dedicated bicycle facilities, Commonwealth Avenue is a significant bike route.

10-MINUTE WALKSHED



Bojangles Station Area

Destination Station for Major Event Venues and a Catalyst for Affordable Housing Redevelopment

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- As development pressure builds on Monroe Road, preserve destination uses at Bojangles Coliseum and Ovens auditorium.
- Orient development to support transit station access, new public space, and the destination activity/event center at the Bojangles Coliseum and Ovens Auditorium (BOplex) and Park Expo & Conference Center areas.
- Support opportunities for significant new affordable housing and mixed-use redevelopment on publicly-owned property.
- Pursue multimodal connections to the Monroe Road corridor and Commonwealth Park, Grier Heights, and Echo Hills neighborhoods.
- Capitalize on direct access to Independence Boulevard.

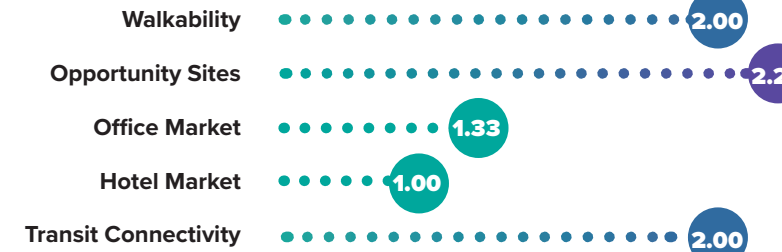
EXISTING CONDITIONS SYNTHESIS

- The proposed station and rail alignment are surrounded by commercial land uses, with major destinations including BOplex and the Park Expo & Conference Center. Residential and industrial developments are located directly behind these commercial areas.
- There are more jobs than households along the proposed alignment in the surrounding walkshed. The highest job density is west of the station, and residents are primarily to the east.
- There are several underutilized properties around the proposed station, ranging in size from less than one acre to more than five acres.
- There are sidewalks on several larger roads in the walkshed, but no bike facilities. As the proposed station is southwest of Independence Boulevard, multimodal connections to the residential areas northeast of Independence present a challenge.
- A potential counter to implementing TOD may be the desire for



maintenance of a large supply of existing parking by some entities.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- TOD should leverage development and redevelopment opportunities along Monroe Road and on the BOplex site.
- Intersection improvements and new street connections are needed to improve access along the proposed rail alignment.
- The station area needs pedestrian and bicycle facilities and improved pedestrian crossings to improve connectivity for non-vehicular modes, which is desired by community members.

10-MINUTE WALKSHED





CHARLOTTE: BOJANGLES COLISEUM DEMONSTRATION AREA

Major Destination Station with Intermodal Connections to the LYNX Blue Line

- WALKABILITY 2
- OPPORTUNITY SITES 2.25
- OFFICE MARKET 1.33
- HOTEL MARKET 1
- TRANSIT CONNECTIVITY 2

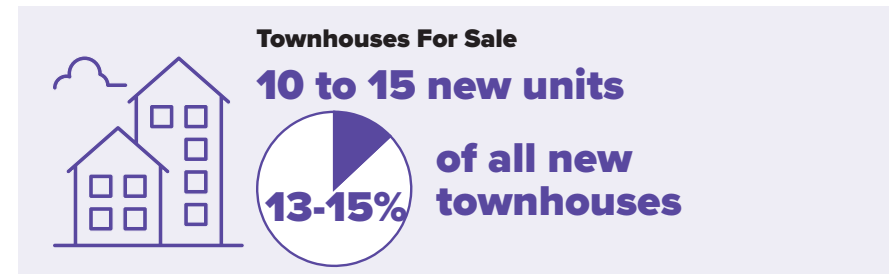
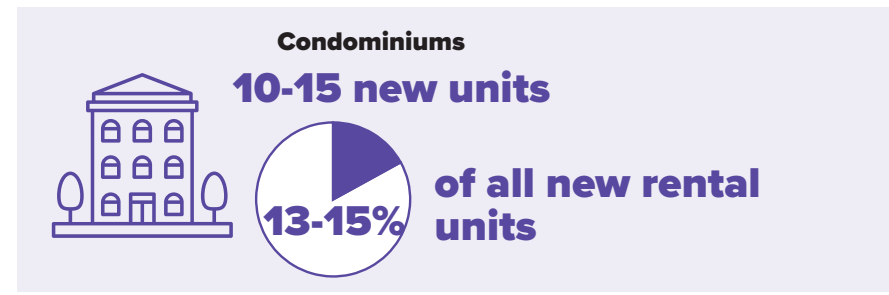
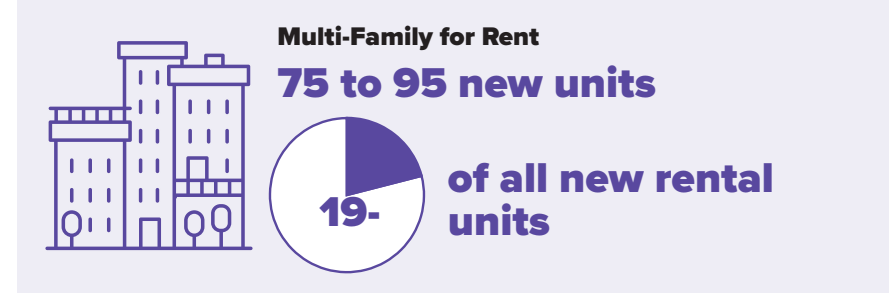
Affordable Housing

EXISTING AFFORDABLE HOUSING UNITS (NOAH)

11,500+ Includes existing NOAH along the east side of the corridor

For the demonstration areas, a standard capture rate of 20% to 25% per year over the next five years of the total annual market potential for each housing type (rental apartments, condominiums, for-sale townhouses) by income (60 to 80 percent AMI for affordable, and 80 percent and above for market-rate). Below summarizes the average annual projections for affordable housing, by type, over the next five years (2021- 2025) in the Bojangles Coliseum station area. These projections determined the market potential for affordable housing from the consumer perspective, not the developer perspective. The introduction of transit and supportive policies can likely increase this affordable housing market demand and market share.

POTENTIAL ADDITIONAL AFFORDABLE HOUSING UNITS*



Total Affordable Units
95-125 new units 18% of all new

* Historically, the TOD Affordable Housing program has seen up to 5% of the total affordable housing development produced from on site commitments by developers.

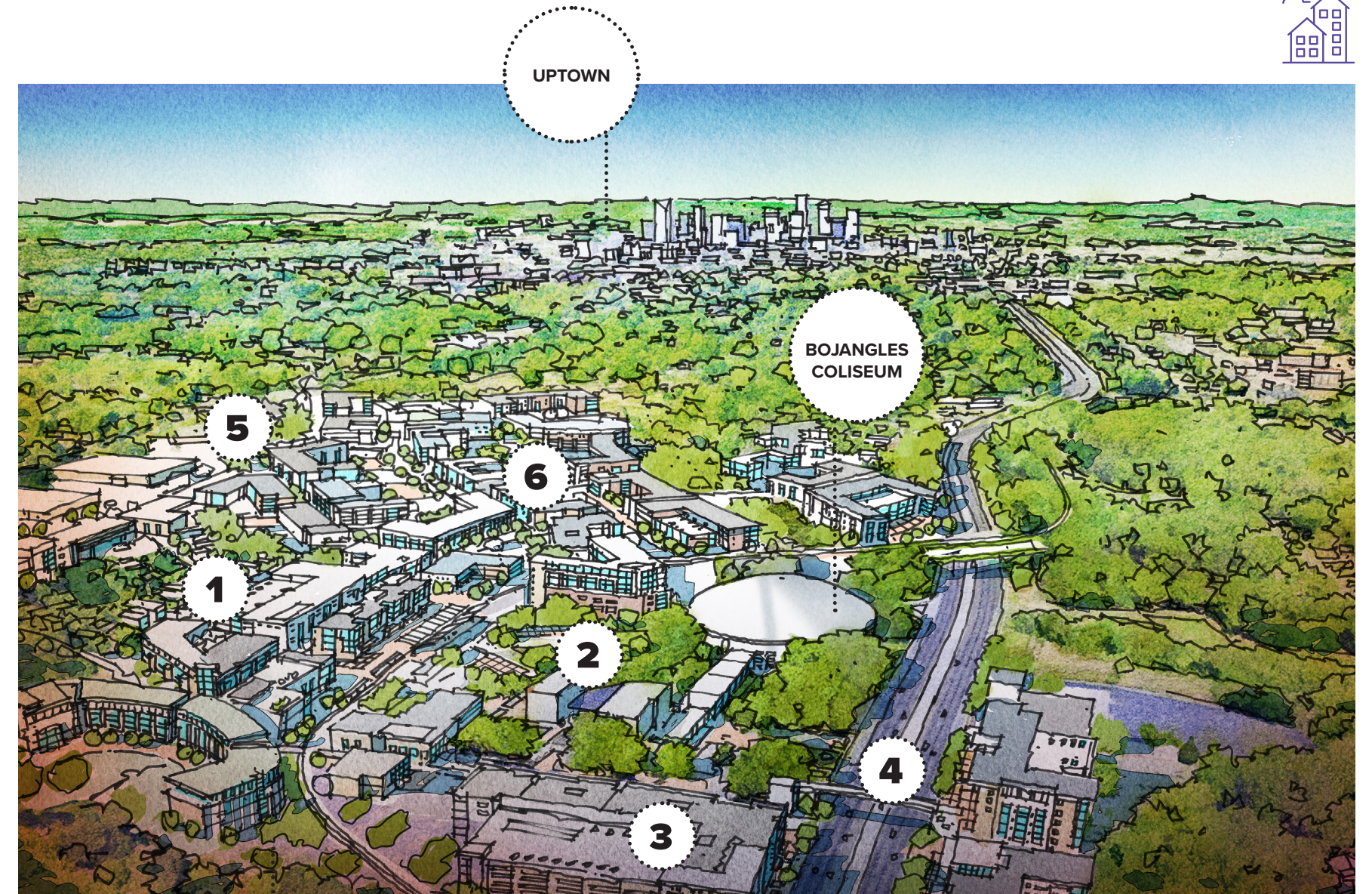


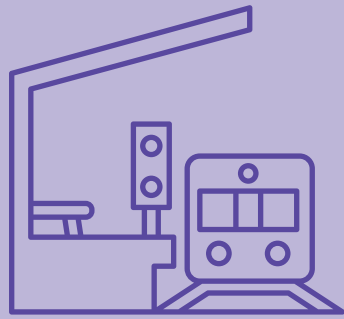
Illustration of a long-term vision for the Bojangles station area

1. Long-Term: Infill mixed-use development with residential and structured parking to be shared with commercial
2. New park space and urban plaza connecting future infill development to transit station
3. Station location with park and ride garage and activating frontage uses on Independence Boulevard
4. Proposed pedestrian bridge connecting residential neighborhoods to transit station
5. Infill and blend development into existing residential neighborhoods
6. Potential mixed-use redevelopment with connections to the transit station



FUTURE TOD KEY CONSIDERATIONS & GOALS: BOJANGLES COLISEUM DEMONSTRATION AREA

1



Orient development to support transit station access, new public space, and a destination activity/event center at the Bojangles Coliseum, Ovens Auditorium, and Park Expo & Conference Center area.

2



Support opportunities for significant new affordable housing and mixed-use redevelopment on the publicly-owned property of Bojangles Coliseum/Ovens Arena.

3



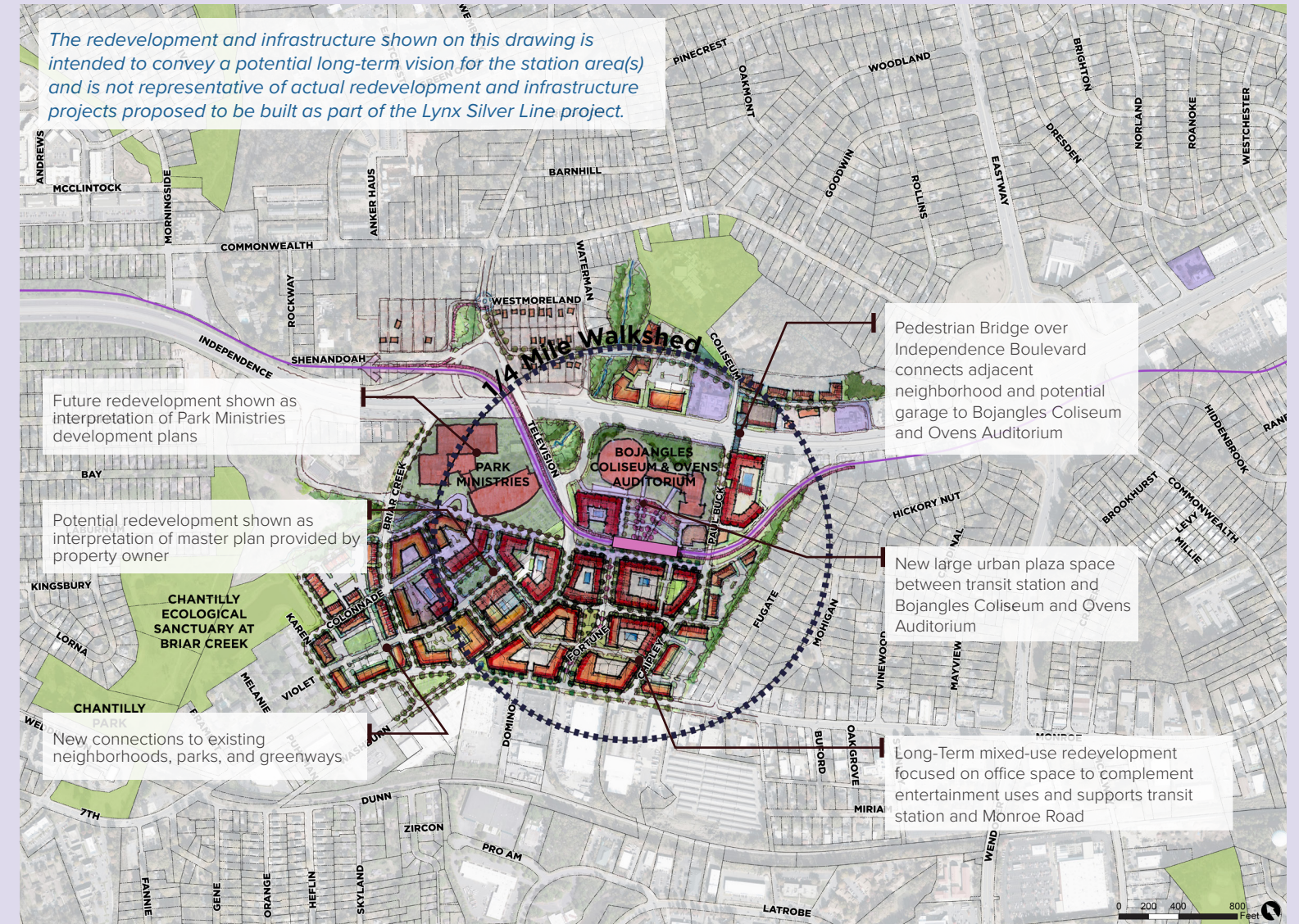
Pursue multimodal connections to the Monroe Road corridor and Commonwealth Park, Grier Heights, and Echo Hills neighborhoods.

4



Capitalize on direct access to Independence Boulevard.

BOJANGLES COLISEUM



POTENTIAL DEVELOPMENT PROGRAM OF ILLUSTRATIVE CONCEPT



1,900
New Residential Units



885,300
sq ft Ground Floor Commercial



2,107,200
sq ft Commercial Buildings

Illustration of a long-term concept plan for the Bojangles station area



Amity Gardens Station Area

Walk-Up Station with Commercial and Employment/Office Redevelopment Potential

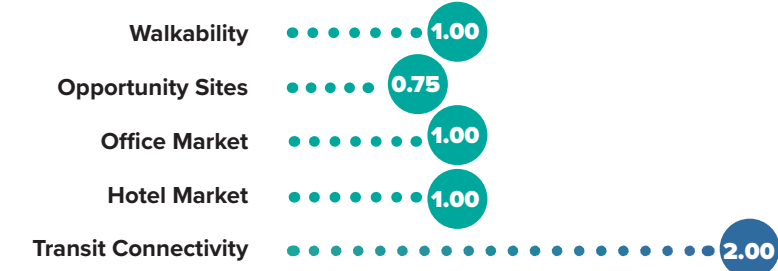
KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Support opportunities for commercial and/or employment/office infill redevelopment.
- Pursue multimodal connections to the Oakhurst, Eastway/Sheffield Park, and Amity Gardens neighborhoods.
- Consider additional east-west connections parallel to Independence Boulevard, such as a street connecting North Wendover Road to Pierson Drive.

EXISTING CONDITIONS SYNTHESIS

- In the station walkshed, commercial development fronts Independence Boulevard on both sides with residential areas behind. Because of this, job concentrations primarily front Independence and population is concentrated away from it.
- Major trip generators include a Walmart Supercenter and automotive dealerships along Independence Boulevard.
- Within the station area, sidewalks are primarily located in residential areas. There are currently no crossing opportunities across Independence Boulevard, which acts as a major barrier separating the areas to the north and the south.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is in an area with mixed land uses, including commercial and residential, which community members value.
- Important to protect and preserve existing single family neighborhoods within and adjacent to the station area.
- The station area needs pedestrian and bicycle facilities and improved pedestrian crossings to improve connectivity for non-vehicular modes, which is desired by community members.

10-MINUTE WALKSHED





Sharon Amity Station Area

Neighborhood Commuter Station that Helps Buffer Independence Boulevard

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Capitalize on direct access for commuters to/from Sharon Amity Road and Independence Boulevard.
- Support opportunities for limited commercial infill redevelopment on underutilized parcels adjacent to Independence Boulevard.
- Pursue multimodal connections to the Amity Gardens, Oakhurst, and Coventry Woods neighborhoods.

EXISTING CONDITIONS SYNTHESIS

- Commercial development fronts Independence Boulevard within the proposed station walkshed, with single-family residential and institutional land uses set behind. There are concentrations of high employment density, but a large portion of the walkshed is residential in character.
- There are a few underutilized properties within the walkshed, mainly less than 2 acres in size.
- Sidewalks are currently located along several roads within the station area, including on Independence Boulevard and Sharon Amity Road, though gaps remain. Both Independence and Sharon Amity act as barriers within the area due to their wide cross sections and limited crossing opportunities, presenting challenges to pedestrian and bicycle connectivity.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- Protect established existing single family residential neighborhoods in the area.
- Pedestrian and bicycle facilities are needed within the station area, especially on the North Sharon Amity Road Bridge, to improve connectivity for non-vehicular modes of travel, which is desired by community members.

10-MINUTE WALKSHED



Conference Drive Station Area

Commuter Station with Direct Access to/from Independence Boulevard

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Capitalize on direct access for commuters to/from Idlewild Road, Conference Drive, and Independence Boulevard.
- Support opportunities for mixed-use and commercial redevelopment on underutilized parcels adjacent to the interchange.
- Pursue multimodal connections to the M Station Apartments and the Coventry Woods, Statewood, and Wynnwood neighborhoods.
- Also, provide safe connections to nearby civic destinations such as East Mecklenburg High School and Independence Regional Library.

EXISTING CONDITIONS SYNTHESIS

- The area around the proposed station consists mainly of commercial development, with institutional and residential (both single- and multi-family) development behind.
- Concentrations of both jobs and residences can be found in the station walkshed, with a majority of the job density fronting Independence Boulevard.
- There are several underutilized parcels at the intersections of Conference Drive/Idlewild Road, Conference Drive/Monroe Road, Idlewild Road/Connection Point Boulevard, including some over 5 acres in size.
- Sidewalks exist along local and residential streets and as well as several high-volume roads within the station area, including Conference Drive, Idlewild Road, Monroe Road, and Independence Boulevard. There is a bicycle facility along the portion of Monroe Road between Idlewild Road and Conference Drive.



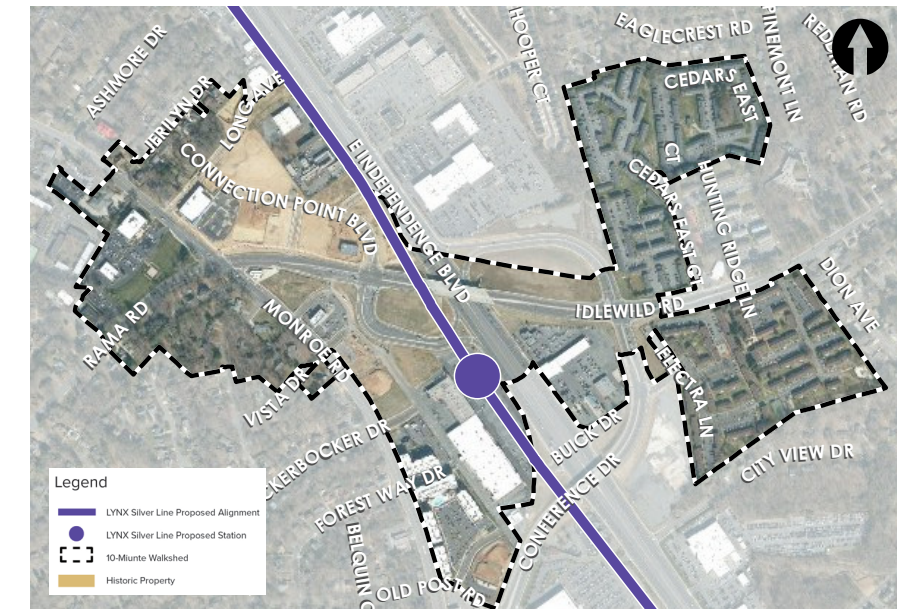
STATION AREA MARKET INDICES



RESPONDING TO INPUT

- Intersection upgrades and new street connections are needed to improve access, especially along Independence Boulevard.
- The station area needs pedestrian and bicycle facilities and improved pedestrian crossings to improve connectivity for non-vehicular modes, which is desired by community members.

10-MINUTE WALKSHED





Village Lake Station Area

Walk-Up Station with Potential for Affordable Housing Redevelopment

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Support opportunities for neighborhood-scale residential and affordable housing redevelopment, while preserving naturally-occurring affordable housing (NOAH).
- Pursue multimodal connections (midblock cul-de-sac connections and along existing streets) to McAlpine Creek Park and the Abbotts Glen, Crown Point, Fox Ridge, Waterford Townhomes, Apple Tree Village, East Forest, and Woodberry Forest neighborhoods.

EXISTING CONDITIONS SYNTHESIS

- The main land uses surrounding the proposed alignment through the Village Lake area are residential, both single- and multi-family, resulting in high housing density within the station area. Commercial areas are set back behind the residential areas.
- There are no underutilized parcels in the immediate vicinity of the proposed station, but there are a few small sites (less than 1 acre each in size) within the station walkshed off of Independence Boulevard.
- Currently, sidewalks are present along Village Lake Drive and along several streets in the adjacent residential neighborhoods. A bike facility is located along Village Lake Drive, between Monroe Road and Independence Boulevard.
- Within the residential areas, new road and pedestrian connections are likely needed between the cul-de-sac properties to maximize access between the proposed station and adjacent neighborhoods.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is in an area with mixed land uses, including single family and multi-family residential uses, which community members value.
- Intersection improvements and new street connections are needed to improve access along the proposed rail alignment.
- The station area needs pedestrian and bicycle facilities and improved pedestrian crossings to improve connectivity for non-vehicular modes, which is desired by community members.

10-MINUTE WALKSHED



McAlpine Station Area

Ride-Up Station with Access to McAlpine Creek Park and Potential for New Neighborhood Development

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Support opportunities for neighborhood-scale, mixed-use, residential development on undeveloped properties.
- Pursue multimodal connections to the McAlpine Business Park as well as the McAlpine Creek Greenway, McAlpine Creek Park, and the East Forest, Stonehaven, and Sardis Woods neighborhoods.
- Capitalize on commuter access to/from Monroe Road.

EXISTING CONDITIONS SYNTHESIS

- Within the proposed station walkshed, there is a high concentration of housing west of Monroe Road and a high concentration of employment east of Monroe Road. Greenway Park Elementary school is also a key local destination to the southeast of the proposed station.
- There are a few underutilized parcels within the walkshed, including two over five acres in size.
- Sidewalks are located along Monroe Road, McAlpine Park Drive, and along several streets in the adjacent neighborhoods.

RESPONDING TO INPUT

- The proposed station is located within an area that consists of a mixture of land uses, with proximity to parks and recreational areas, which community members value.
- Intersection improvements and new street connections are needed to improve access along the proposed rail alignment.



STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The station area needs pedestrian and bicycle facilities and better pedestrian crossings to improve connectivity for non-vehicular travel modes, which is desired by the community.
- The community identified a desire for more multimodal transportation facilities and improved streetscape on Monroe Road.

10-MINUTE WALKSHED





WALK-UP STATION



RIDE-UP STATION

EAST CHARLOTTE DEMONSTRATION AREA

(Village Lake and McAlpine Stations)

Potential for housing development, including affordable housing, and access to McAlpine Creek Park

	Village Lake Station	McAlpine Station
WALKABILITY	2	2
OPPORTUNITY SITES	.75	1.5
OFFICE MARKET	1	1
HOTEL MARKET	1	1
TRANSIT CONNECTIVITY	1.5	1.5

Affordable Housing

EXISTING AFFORDABLE HOUSING UNITS (NOAH)

11,500+ Includes existing NOAH along the east side of the corridor

For the demonstration areas, a standard capture rate of 20% to 25% per year over the next five years of the total annual market potential for each housing type (rental apartments, condominiums, for-sale townhouses) by income (60 to 80 percent AMI for affordable, and 80 percent and above for market-rate). Below summarizes the average annual projections for affordable housing, by type, over the next five years (2021- 2025) in the Village Lake station area. These projections determined the market potential for affordable housing from the consumer perspective, not the developer perspective. The introduction of transit and supportive policies can likely increase this affordable housing market demand and market share.

POTENTIAL ADDITIONAL AFFORDABLE HOUSING UNITS*



Multi-Family for Rent



80 to 100 new units

19% of all new rental units



Condominiums



10-15 new units

13-15% of all new rental units



Townhouses For Sale



10 to 15 new units

11-13% of all new townhouses

Total Affordable Units

100-130 new units

17-18% of all new units

* Historically, the TOD Affordable Housing program has seen up to 5% of the total affordable housing development produced from on site commitments by developers.



Illustration of a long-term vision for the East Charlotte demonstration area

1. Long-Term: Infill mixed-use development with residential and parking to be shared with commercial
2. New streetscape improvements including street trees and landscaping to improve pedestrian space
3. Activating frontage uses along the adjacent streets around the station
4. Proposed pedestrian connection improvements at the intersections surrounding the proposed station
5. Infill and blended development into existing area within East Charlotte
6. Potential mixed-use redevelopment with centralized park adjacent to the station



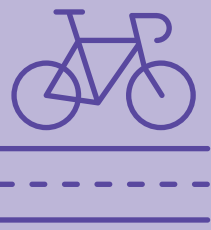
FUTURE TOD KEY CONSIDERATIONS & GOALS: EAST CHARLOTTE DEMONSTRATION AREA

1



Support affordable housing redevelopment and preserve naturally occurring affordable housing (NOAH), especially around the Village Lake Station.

2



Pursue multimodal connections to adjacent neighborhoods, multifamily developments, and greenways.

3

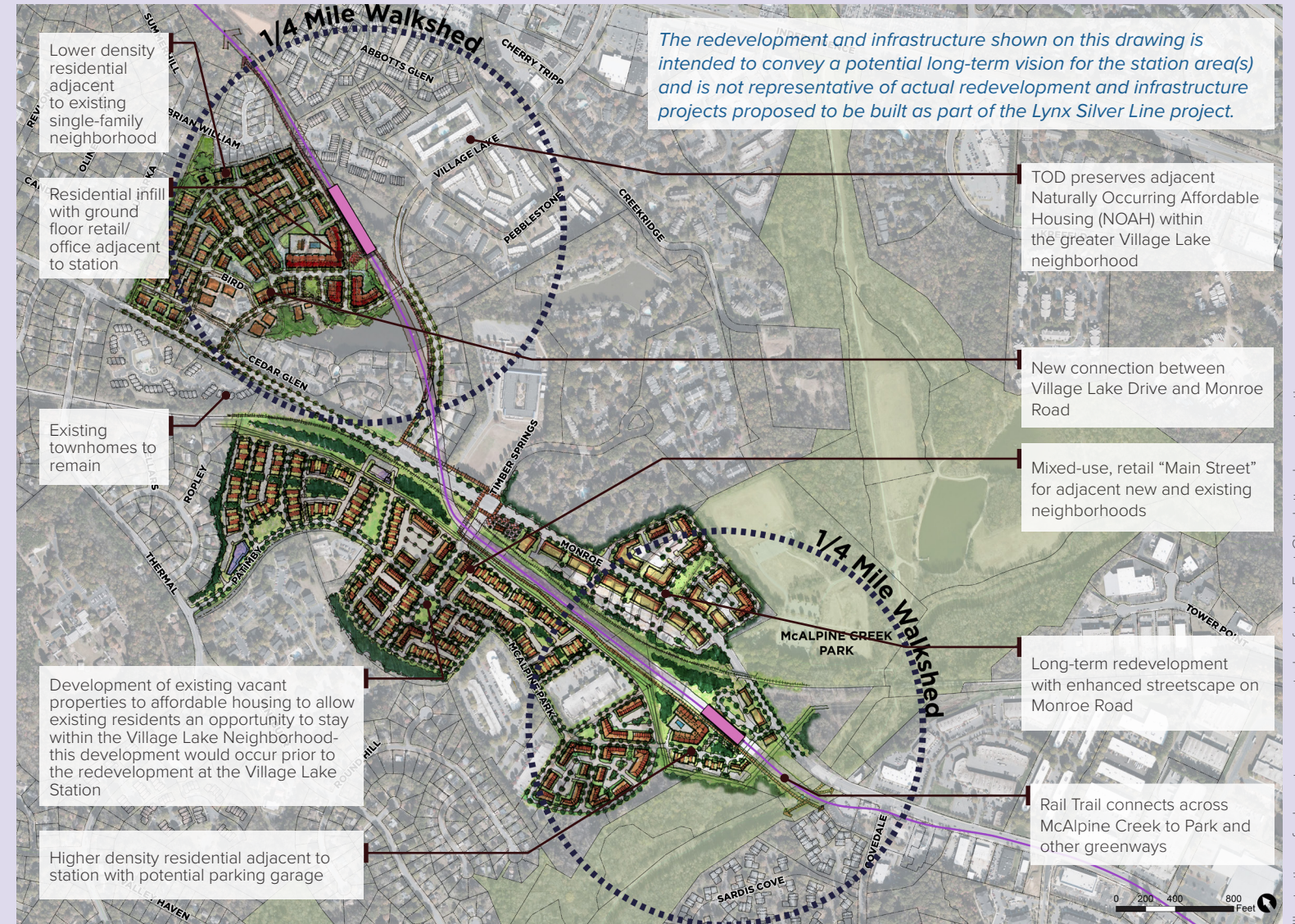


Support opportunities for neighborhood-scale development/redevelopment.

Village Lake

McAlpine

EAST CHARLOTTE



POTENTIAL DEVELOPMENT PROGRAM OF ILLUSTRATIVE CONCEPT



1,400
New Residential Units



648,200
sq ft Ground Floor Commercial



212,300
sq ft Commercial Buildings

Illustration of a long-term concept plan for the East Charlotte demonstration area



Galleria Station Area

 Ride-Up Station with Connections to Galleria Village

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Capitalize on commuter access to Monroe Road and Sardis Road.
- Support opportunities for mixed-use, commercial redevelopment on shallow parcels along the Monroe Road corridor.
- Pursue multimodal connections to several employment centers (business parks), Galleria Village, and the Sardis Woods neighborhood.

EXISTING CONDITIONS SYNTHESIS

- The proposed station is mainly surrounded by commercial land uses, including the Galleria Shopping Center and Walmart Supercenter, with residential and industrial areas set behind.
- There is a higher concentration of jobs than residences in the station area, although there are several multi-family residential areas along Monroe Road.
- There are several underutilized properties near Monroe Road and Sardis Road North, with lots ranging from less than one acre to over 5 acres in size.
- Several roads, including Monroe Road, Sardis Road North, and Galleria Boulevard, have sidewalks.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is in an area with mixed land uses the community values, including commercial and residential.
- The community identified Monroe Road as challenging with opportunities limited to large intersections at Sardis Road and Monroe road. Intersection improvements and new crossings are needed to make access to the light rail more comfortable for pedestrians.
- The station area needs pedestrian and bicycle facilities and better pedestrian crossings to improve connectivity for non-vehicular modes, which is desired by community members.

10-MINUTE WALKSHED





Industrial Drive Station Area

Commuter Station for Matthews Residents and Potential Family Dollar Redevelopment

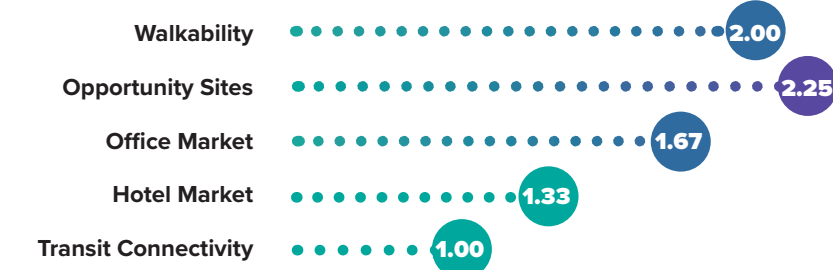
KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Capitalize on commuter access to Monroe Road.
- Support adaptive reuse and/or redevelopment of existing Family Dollar, light industrial and distribution sites over time to transit supportive uses.
- Support opportunities for mixed-use, commercial, and light industrial redevelopment.
- Pursue multimodal connections to existing employment areas and the Sardis Forest neighborhood.

EXISTING CONDITIONS SYNTHESIS

- There is relatively high employment density in the station area. The proposed station, near Industrial Drive and Monroe Road, consists mainly of industrial and commercial land uses, with residential areas set behind to the west of Monroe Road.
- The CSX rail line presents a barrier to the predominantly commercial and industrial land uses to the east.
- There are many underutilized properties within the walkshed, with most between zero and five acres in size.
- The area, with limited roadway connectivity, currently has a disconnected and limited sidewalk network with infrequent crossing opportunities along Monroe Road.

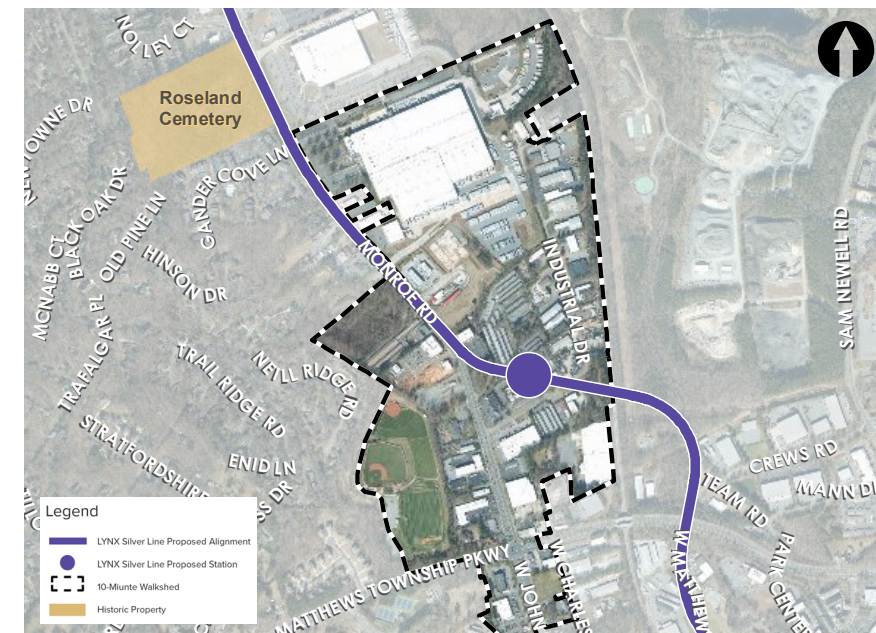
STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is located within an area that consists of a mixture of land uses, which community members value.
- Intersection improvements are needed to improve access along the proposed rail alignment.
- The station area needs pedestrian and bicycle facilities and improved pedestrian crossings to improve connectivity for non-vehicular travel modes, which is desired by community members.

10-MINUTE WALKSHED





WALK-UP STATION



RIDE-UP STATION

MATTHEWS DEMONSTRATION AREA

(Downtown Matthews and Entertainment District Stations)

Serving Historic Downtown Matthews and Providing Access to the Sportsplex

	Downtown Matthews Station	Entertainment District Station
WALKABILITY	3	2
OPPORTUNITY SITES	0.75	3
OFFICE MARKET	1.67	1
HOTEL MARKET	1.33	1.33
TRANSIT CONNECTIVITY	1	1

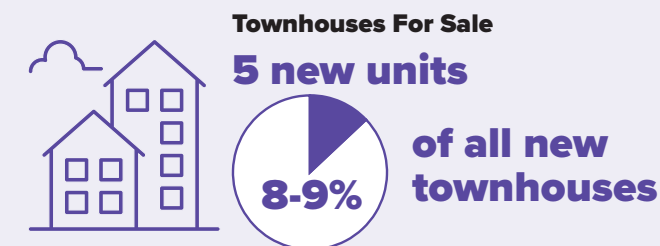
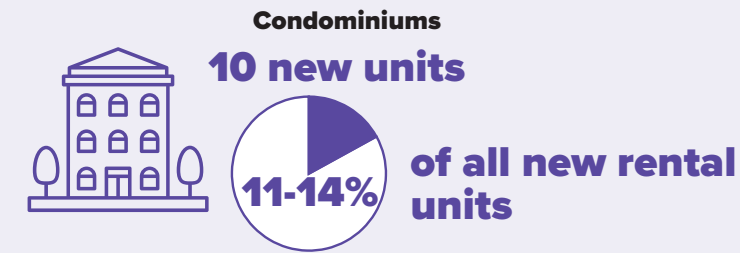
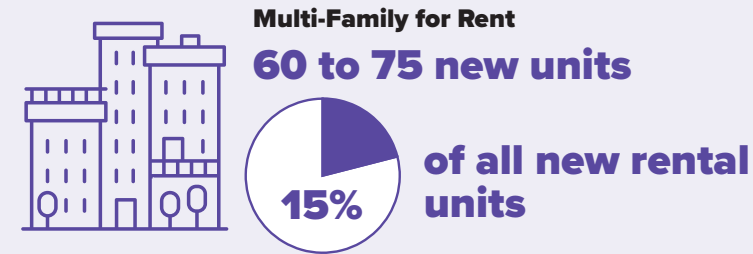
Affordable Housing

EXISTING AFFORDABLE HOUSING UNITS (NOAH)

100-140

For the demonstration areas, a standard capture rate of 20% to 25% per year over the next five years of the total annual market potential for each housing type (rental apartments, condominiums, for-sale townhouses) by income (60 to 80 percent AMI for affordable, and 80 percent and above for market-rate). Below summarizes the average annual projections for affordable housing, by type, over the next five years (2021- 2025) in the Downtown Matthews station area. These projections determined the market potential for affordable housing from the consumer perspective, not the developer perspective. The introduction of transit and supportive policies can likely increase this affordable housing market demand and market share.

POTENTIAL ADDITIONAL AFFORDABLE HOUSING UNITS



Total Affordable Units
75-90 new units

14% of all new units



Illustration of a long-term vision of Downtown Matthews near the proposed station

1. Long-Term: Infill mixed-use development with residential and structured parking to be shared with commercial
2. New streetscape improvements including street trees and landscaping to improve pedestrian space
3. Activating frontage uses along the adjacent streets around the station
4. Proposed pedestrian connection improvements at the intersections surrounding the proposed station
5. Infill and blended development into existing area within Downtown Matthews
6. Additional streetscape emphasis on multimodal improvements





FUTURE TOD KEY CONSIDERATIONS & GOALS: MATTHEWS DEMONSTRATION AREA

1



Support multimodal connections to Downtown Matthews, the Novant Health Matthews Medical Center, the Sportsplex at Matthews, McAlpine Creek Greenway, and adjacent roadways and neighborhoods.

2



Support opportunities for new mixed-use development and town-scale urban infill.

3

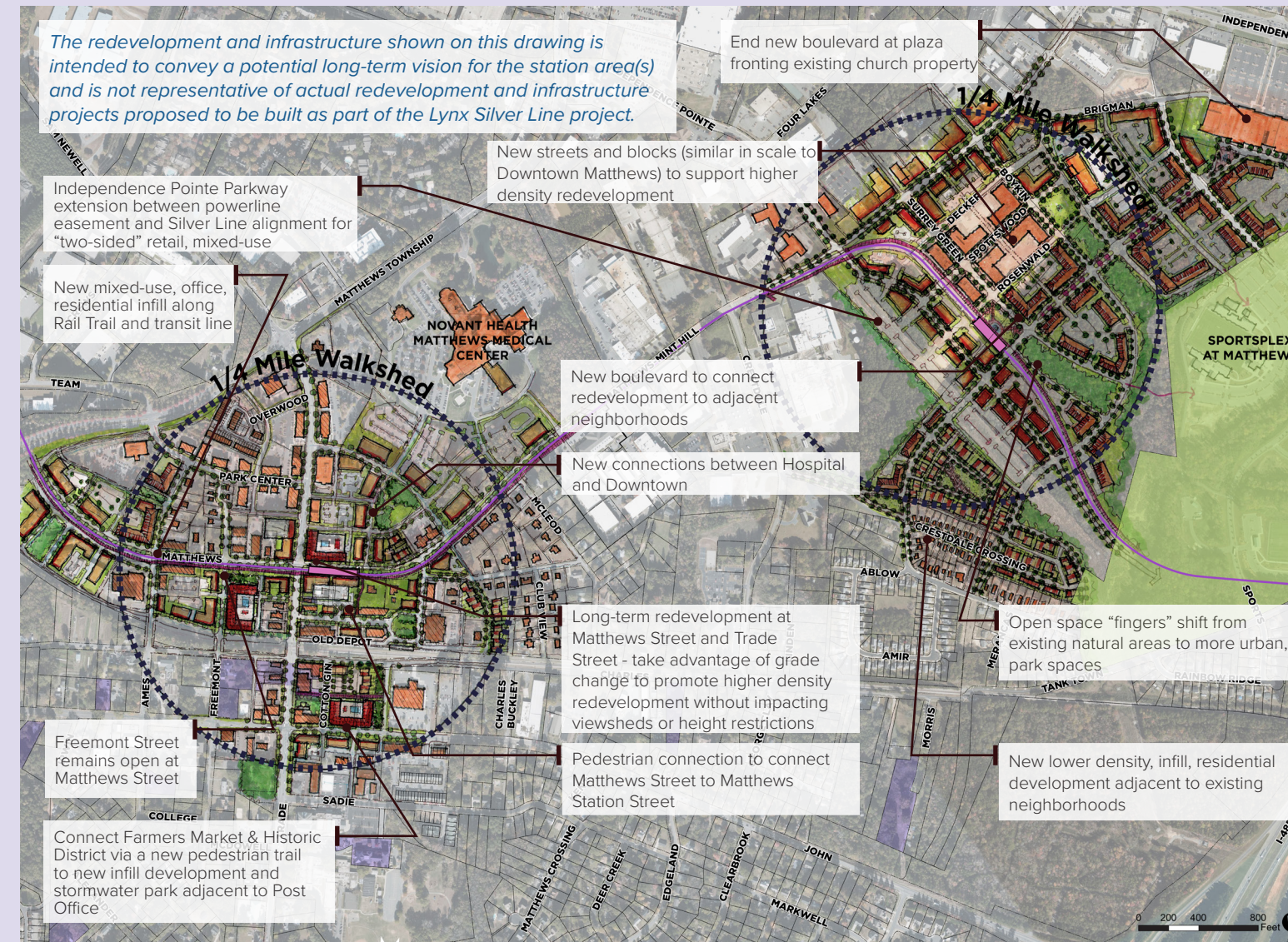


Expand the town center character and activity of Historic Downtown Matthews.

MATTHEWS

Downtown Matthews

Entertainment District



POTENTIAL DEVELOPMENT PROGRAM OF ILLUSTRATIVE CONCEPT



2,200
New Residential Units



1,147,000
sq ft Ground Floor Commercial



388,600
sq ft Commercial Buildings



Downtown Matthews Station Area



KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Support opportunities for small, town-scale urban infill redevelopment.
- Increase the number of multimodal connections to the Novant Health Matthews Medical Center and Downtown Matthews neighborhoods.

EXISTING CONDITIONS SYNTHESIS

- The proposed rail alignment along Matthews Street, Matthews-Mint Hill Road, and Trade Street (just outside Downtown Matthews) is fronted by industrial, commercial, residential, and institutional land uses, with the proposed station located in a commercial area.
- North of the alignment, there is a higher concentration of jobs, especially due to the presence of the Novant Health Matthews Medical Center. Both households and jobs are on Matthews Street and Matthews-Mint Hill Road south of the alignment. Employment density is higher than housing density.
- There are several underutilized parcels within the station walkshed. Most parcels are 2 acres or smaller in size.
- Several sidewalk segments exist along Matthews Street west of Trade Street. The neighborhood north of the proposed station and Downtown, southwest of the station have more comprehensive sidewalk networks.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is in an area with mixed land uses, including commercial and residential, and an environment that supports a walk-up typology, which community members value.
- Intersection improvements are needed to improve access along the proposed rail alignment.
- The station area needs pedestrian and bicycle facilities and better pedestrian crossings to improve connectivity for non-vehicular modes, which is desired by community members.

10-MINUTE WALKSHED

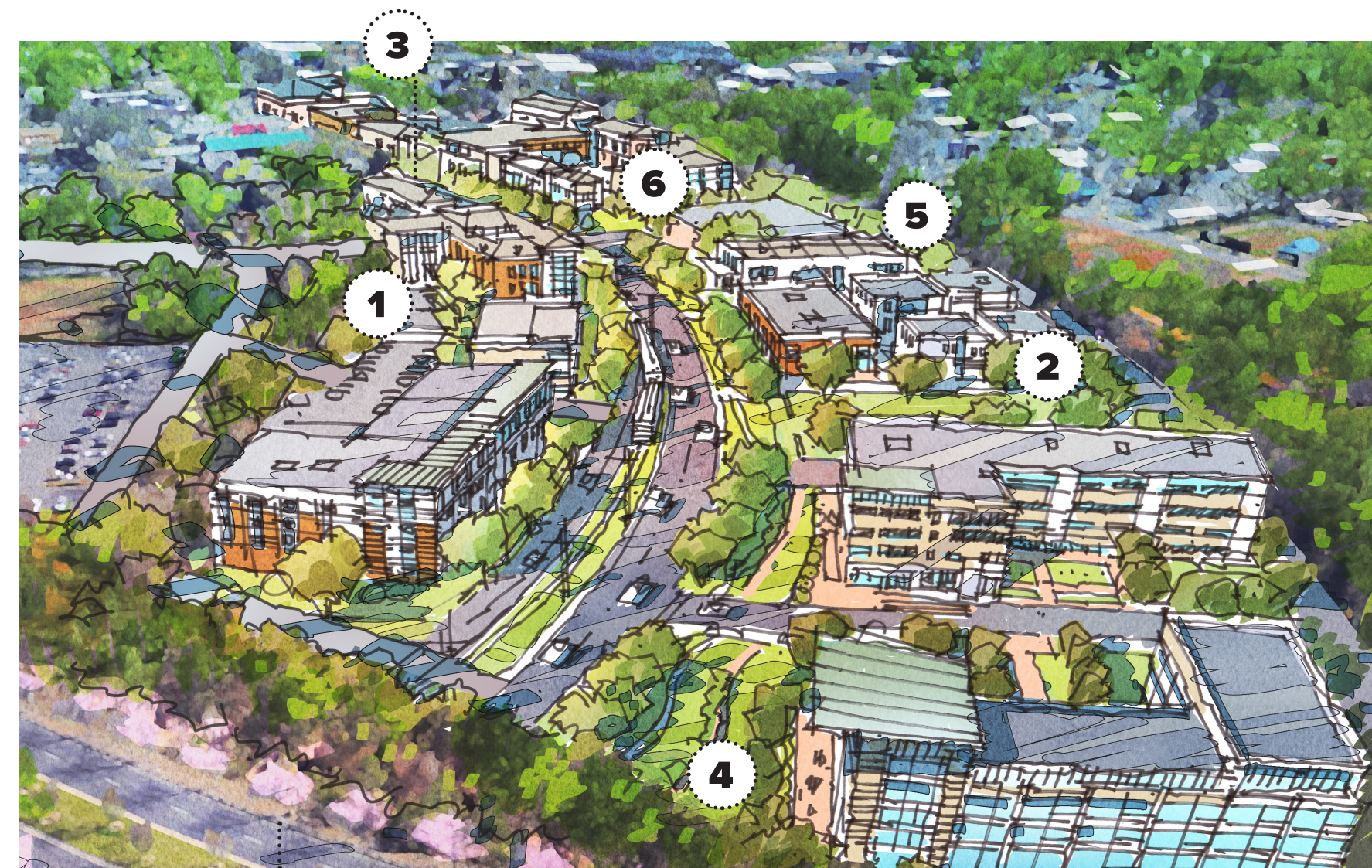
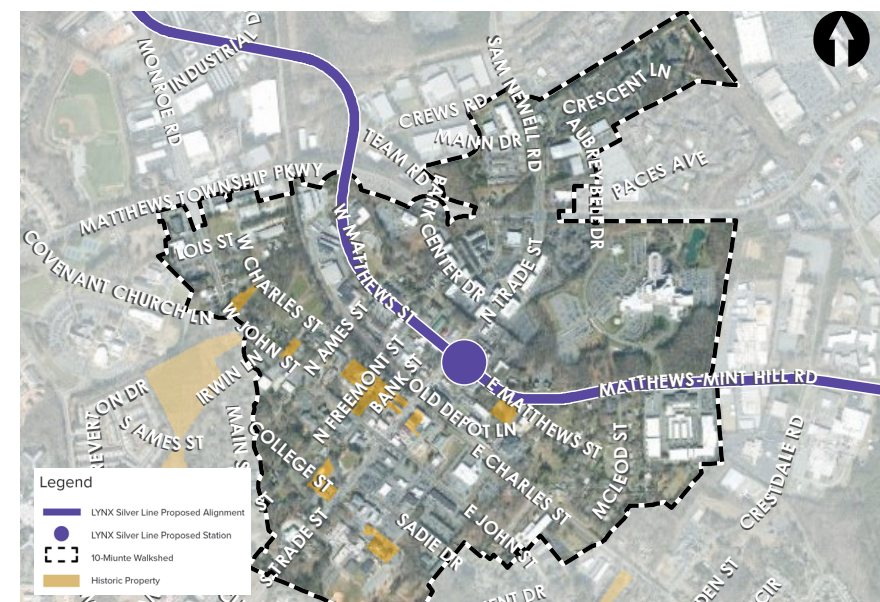


Illustration of a long-term vision for the Downtown Matthews station area

1. Long-Term: Infill mixed-use development with residential and parking to be shared with commercial
2. New park space connecting future infill development to transit station
3. Station location with park and ride garage and activating frontage uses on Trade Street
4. Proposed pedestrian trail connecting residential neighborhoods to transit station
5. Infill and blend development into existing residential neighborhoods
6. Potential mixed-use redevelopment with connections to the transit station





Entertainment District Station Area



Ride-Up Station with Potential Mixed-Use Development and Access to the Sportsplex at Matthews

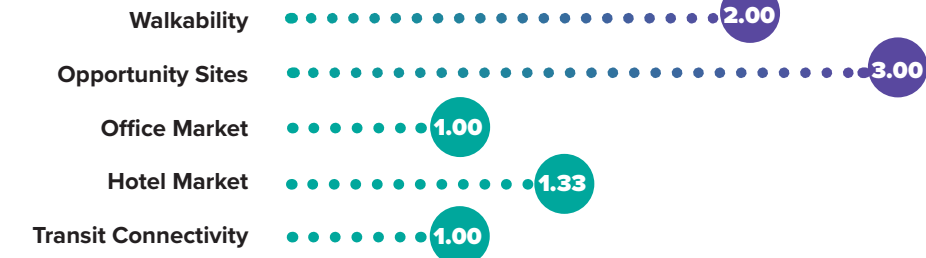
KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Support opportunities for new mixed-use, residential development in alignment with current development projects like the Briley Apartments.
- Pursue multimodal connections to Matthews-Mint Hill Road, the Sportsplex at Matthews, and the Four Mile Creek Greenway.
- Capitalize on commuter access to the potential extension of Independence Pointe Parkway.

EXISTING CONDITIONS SYNTHESIS

- The proposed station is located within commercial development, with the rail alignment also passing through industrial development and the Sportsplex at Matthews.
- There are primarily employment areas along Matthews-Mint Hill Road and the proposed alignment. Concentrations of housing are south of Matthews-Mint Hill Road west of the Sportsplex.
- There are a few underutilized properties northeast of the proposed station, each 2 acres or smaller in size.
- Existing sidewalks are located along Matthews-Mint Hill Road, on Independence Pointe Parkway north of Matthews-Mint Hill Road, and along a few roads in the surrounding neighborhoods. There are no bike facilities near the proposed station.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is in an area with future planned mixed land uses, including entertainment options and opportunities to support an active lifestyle, which community members value.
- Intersection improvements and new street connections are needed to improve access along the proposed rail alignment.
- The station area needs pedestrian and bicycle facilities to improve connectivity for non-vehicular travel modes, which is desired by community members.

10-MINUTE WALKSHED

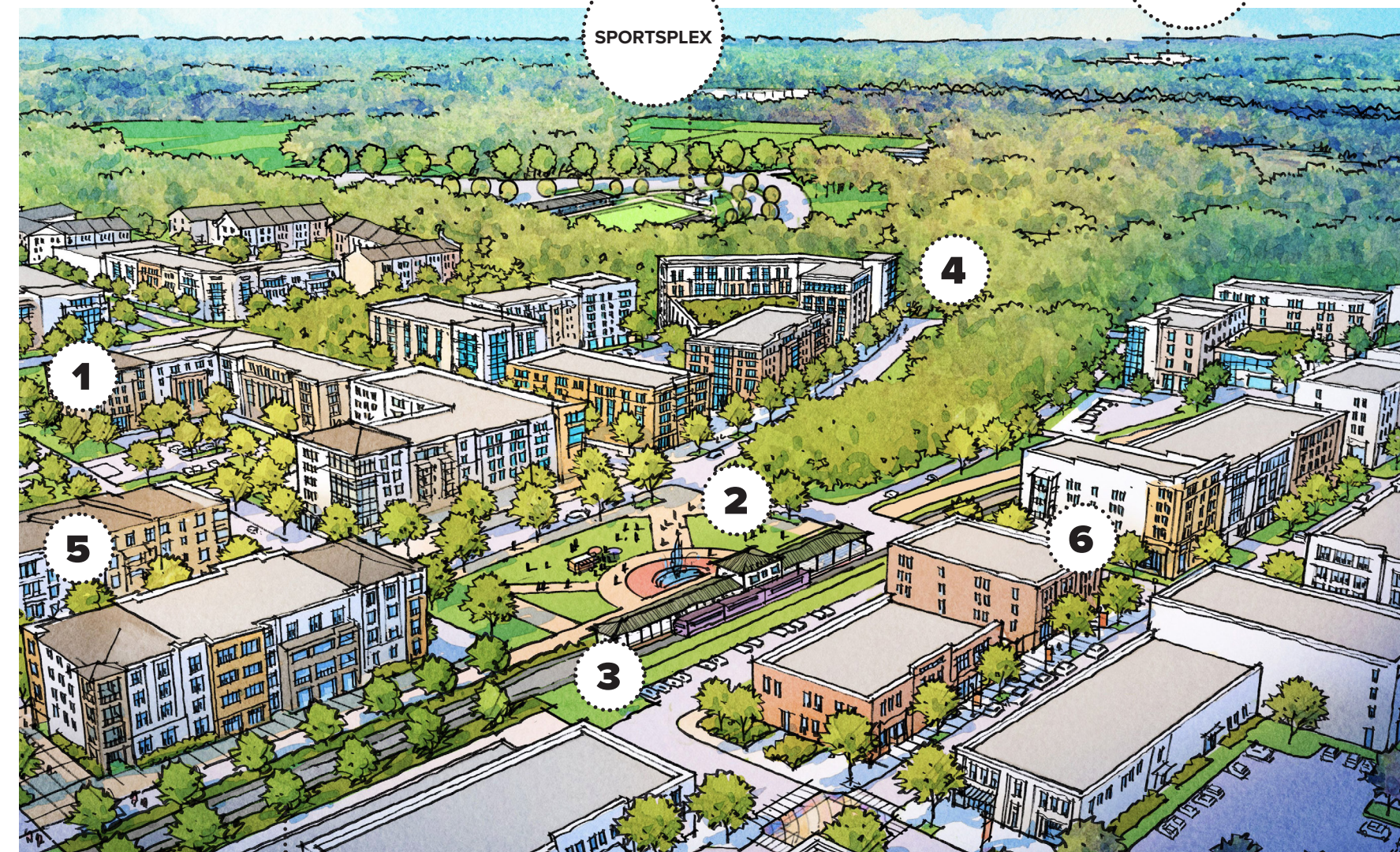
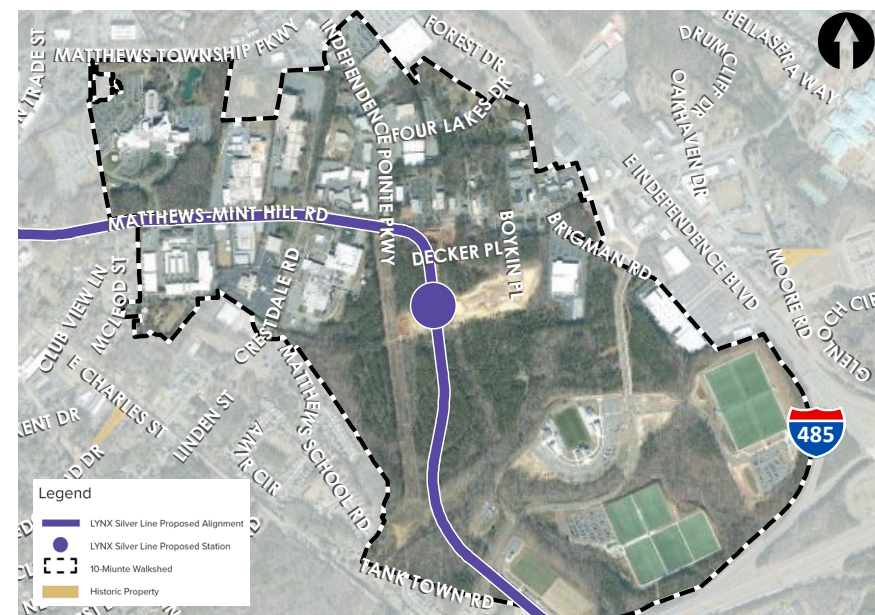


Illustration of a long-term vision for the Entertainment District station area

1. Long-Term: Infill mixed-use development with residential and parking to be shared with commercial
2. New park space connecting future infill development to transit station and the surrounding developments
3. Station location with park and ride lots and activating frontage uses along both sides of the station
4. Proposed pedestrian connection from residential neighborhoods and sportsplex to transit station
5. Infill and blend development into existing residential context
6. Potential mixed-use redevelopment with connections to the transit station



CPCC Levine Station Area



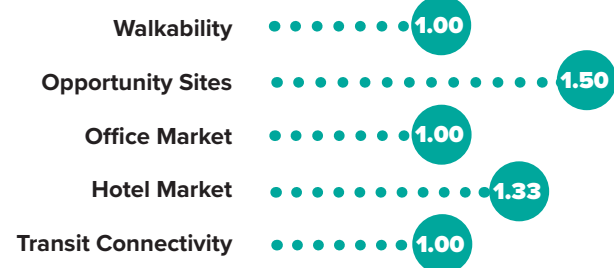
KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Establish direct access to the CPCC Levine campus.
- Support opportunities for new mixed-use, institutional development in alignment with the CPCC Levine campus expansion.
- Pursue multimodal connections across I-485, and along Campus Ridge Road and CPCC Lane.
- Create a specific and coordinated land use vision (and subsequent TOD supportive policies) for this area led by the Town of Matthews in partnership with major landowners and stakeholders (e.g., CPCC, Mecklenburg County Park and Recreation, CATS, and NCDOT).

EXISTING CONDITIONS SYNTHESIS

- The proposed station, just south of the CPCC Levine campus, is in a sparsely-developed area. Campus Ridge Road provides the connection between the CPCC Levine campus and the surrounding areas of Matthews and Stallings, with Downtown Stallings less than one mile away from the campus.
- I-485 is a barrier to the Sportsplex at Matthews and the properties to the northwest. The areas surrounding the CPCC Levine campus have limited roadway connectivity.
- South of the proposed station, there are a several large underutilized and greenfield sites.
- There are no pedestrian and bicycle facilities or destinations (other than CPCC Levine Campus) within the station area.

STATION AREA MARKET INDICES



RESPONDING TO INPUT

- The proposed station is located with accessibility to surrounding development and future growth.
- New street connections are needed to improve access along the proposed rail alignment.

10-MINUTE WALKSHED



FUTURE TOD KEY CONSIDERATIONS & GOALS: STALLINGS & INDIAN TRAIL DEMONSTRATION AREA

1



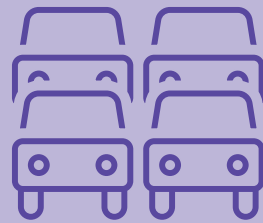
Pursue multimodal connections to the Atrium Health Union West Hospital, the Town of Stallings, Chestnut Square Park, Crossing Paths Park, and the Indian Trail Town Center.

2



Support opportunities for new commercial, employment/office, and residential development.

3



Capitalize on commuter access from major thoroughfares.

STALLINGS & INDIAN TRAIL



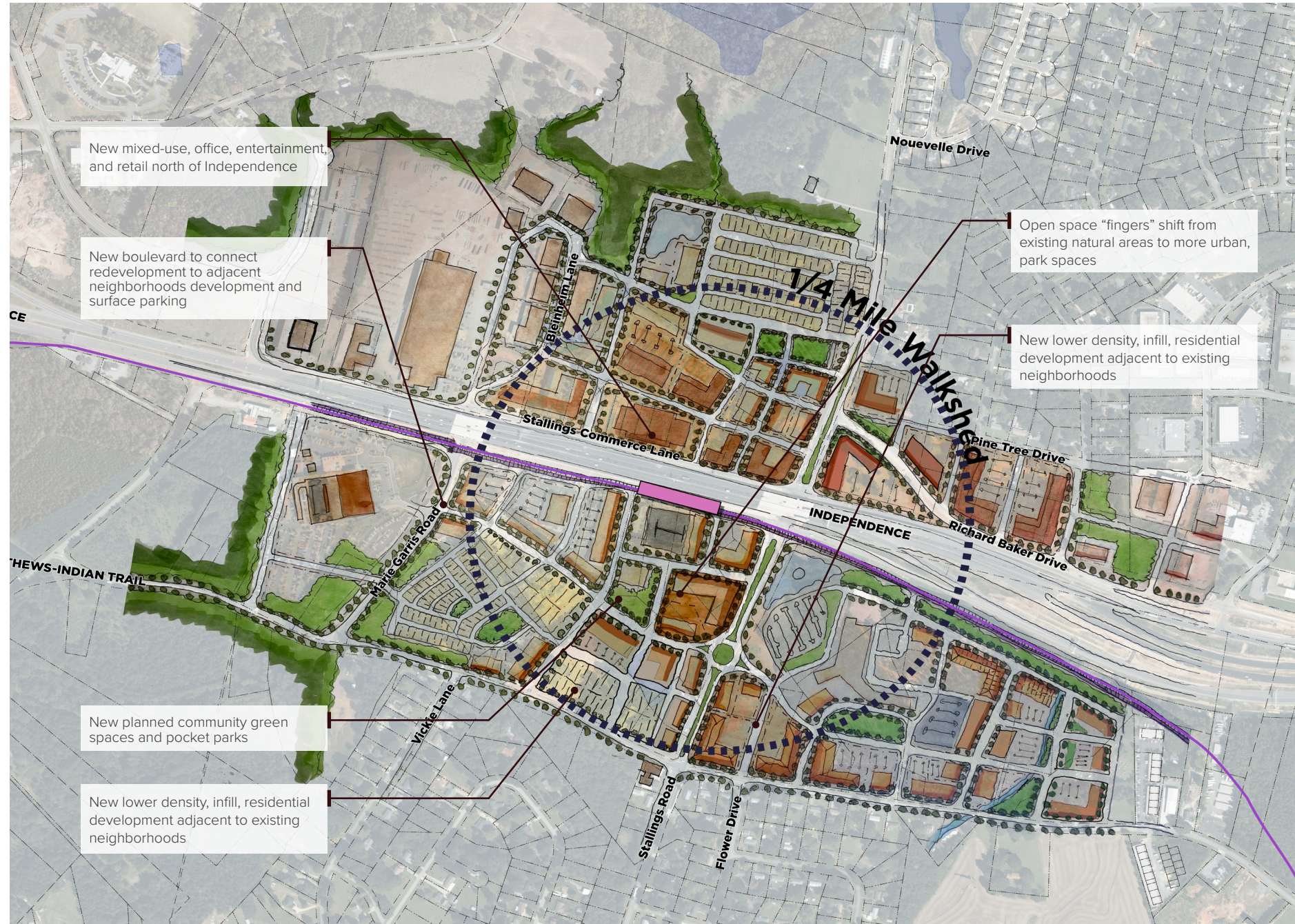


Illustration of a long-term concept plan for the Stallings station area

Stallings Station Area*



Commuter Station Serving the New Hospital and Access for Transit Users East of I-485

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Capitalize on commuter access to Independence Boulevard and I-485 via Stallings Road and the Monroe Expressway.
- Support opportunities for new commercial, employment/office, and residential redevelopment.
- Pursue multimodal connections to the Atrium Health Union West Hospital and the Town of Stallings.

EXISTING CONDITIONS SYNTHESIS

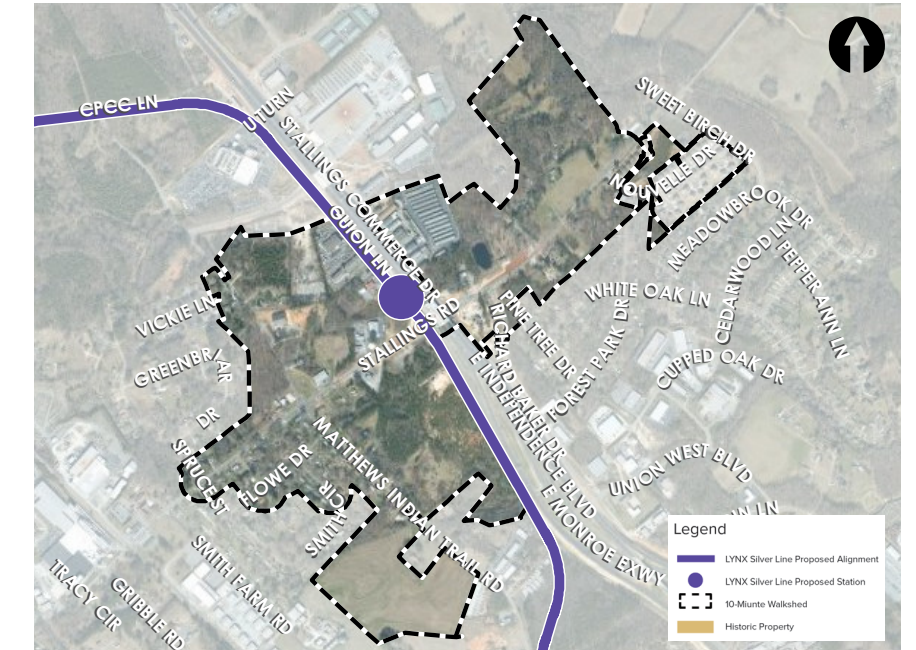
- The area adjacent to the proposed station at Stallings Road and Independence Boulevard consists of commercial and industrial land uses. Within a half mile of the stations, there are also existing residential and institutional areas set behind commercial and industrial development.
- The station is located within an employment area with a high density of jobs. On both sides of Independence Boulevard, there are concentrations of residences set back behind employment uses.
- Although disconnected in some areas, there are sidewalks along Stallings Road as well as along several roads in the residential neighborhood east of the proposed station.

*Detailed land use and market analysis work is anticipated for future phases of station area planning in Stallings and Indian Trail.

RESPONDING TO INPUT

- The proposed station is located within proximity to activity center-supportive land uses, including commercial and residential, and commuter destinations (such as I-485 and Independence Boulevard), which community members value.

10-MINUTE WALKSHED





Indian Trail Station Area*

Ride-Up Station Serving the Town of Indian Trail

KEY CONSIDERATIONS & GOALS FOR FUTURE TOD

- Plan for an end-of-the-line station with commuter access to Matthews-Indian Trail Road and Chestnut Parkway.
- Support opportunities for commercial and light industrial redevelopment and new neighborhood residential development.
- Establish multimodal connections to Chestnut Square Park, Crossing Paths Park, Indian Trail Town Hall, and the Indian Trail Town Center.

EXISTING CONDITIONS SYNTHESIS

- Industrial and commercial land uses are present in the immediate vicinity of the proposed station. Within a half-mile radius, there are also small concentrations of residential development, open spaces, and parks, including Chestnut Square Park.
- The proposed station is adjacent predominantly to concentrations of employment with lower concentrations of households.
- The CSX rail line passes through the station area west of the proposed station, parallel to Independence Boulevard, which presents a barrier for access.
- Sidewalks are currently located along portions of North Indian Trail Road/Indian Trail Fairview Road and Matthews-Indian Trail Road, as well as around Chestnut Square Park.

*Detailed land use and market analysis work is anticipated for future phases of station area planning in Stallings and Indian Trail.

RESPONDING TO INPUT

- The proposed station is located within proximity to key neighborhood destinations and amenities, which community members value.

10-MINUTE WALKSHED



Illustration of a long-term concept plan for the Indian Trail station area





Successful implementation of transit-oriented development occurs through a combination of recognizing and leveraging market development forces, proactive municipal policies, and targeted public infrastructure that supports compact, walkable and bikeable, equitable development outcomes.



IMPLEMENTATION & NEXT STEPS

A. INTRODUCTION

Successful implementation of transit-oriented development occurs through a combination of recognizing and leveraging market development forces, proactive municipal policies, and targeted public infrastructure that supports compact, walkable and bikeable, equitable development outcomes. Many actors, public and private, play a role in achieving high-quality TOD. Constructing the LYNX Silver Line is obviously the most significant and necessary public action for triggering privately built TOD. Beyond that, there are many supportive actions, policies, and regulations that public stakeholders must pursue to achieve the goals and recommendations outlined in Chapter 3.

This chapter focuses on those supportive actions, policies, and regulations. Who should implement them? What funding mechanisms/ partners can support them? When and where should they be applied? How can they ensure equitable outcomes? The identified infrastructure needs and policy recommendations in the pages that follow represent key next steps that stakeholders should pursue to support the very best version of TOD along the LYNX Silver Line corridor.

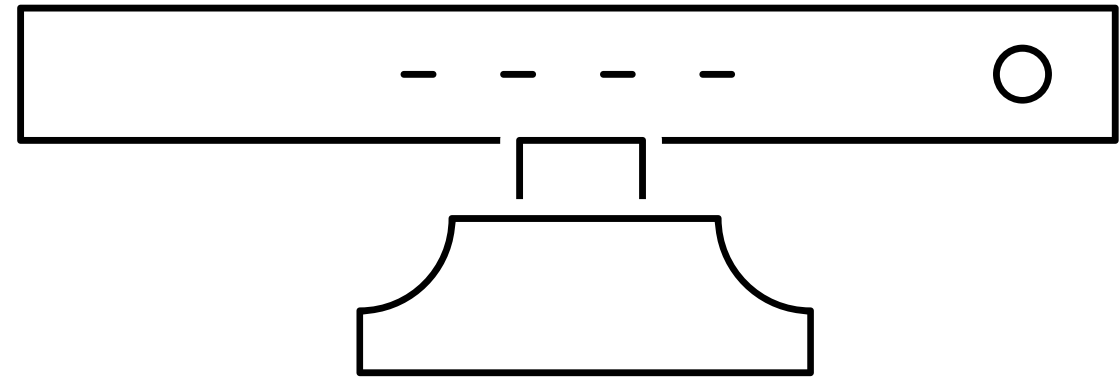
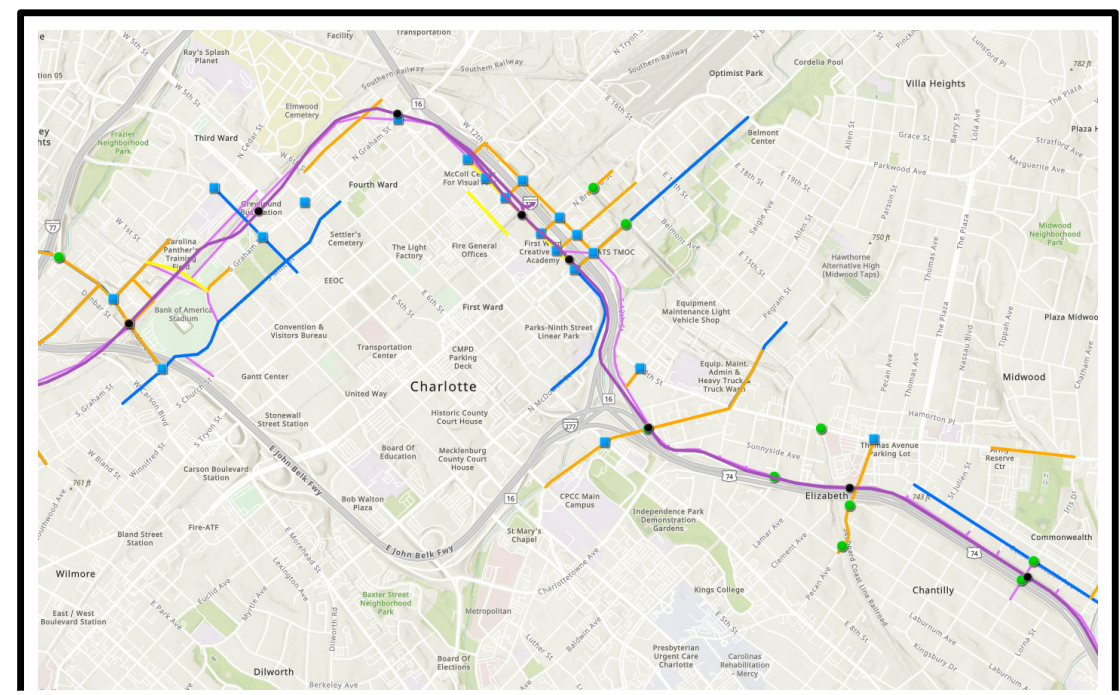
B. INFRASTRUCTURE NEEDS & RECOMMENDED TOD AREAS

Two critical components of any transit-oriented development implementation strategy are **1) supportive infrastructure investment** and **2) TOD zoning and development regulations**. These are essential tools to implement compact, walkable and bikeable development with high-quality public spaces and a vibrant mix of uses that engage transit users and community members. This section of the LYNX Silver Line TOD Study outlines areas recommended for future TOD zoning and specific, multimodal, infrastructure needs that were identified during the planning process.

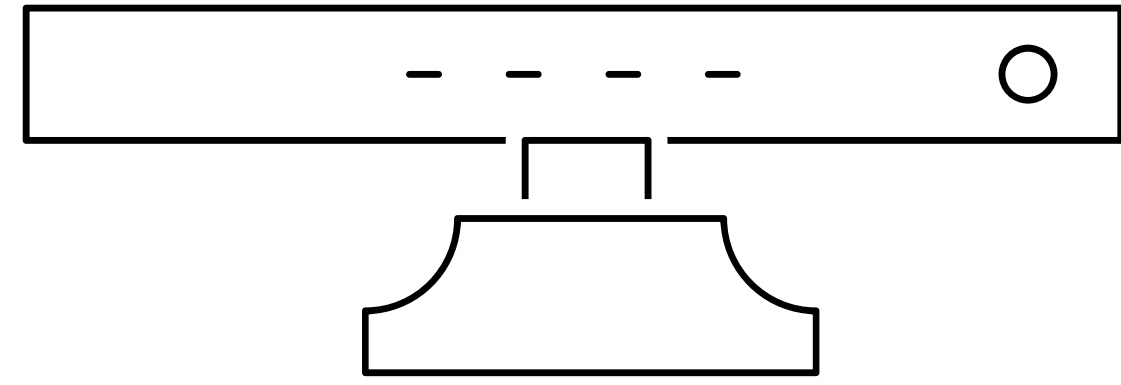
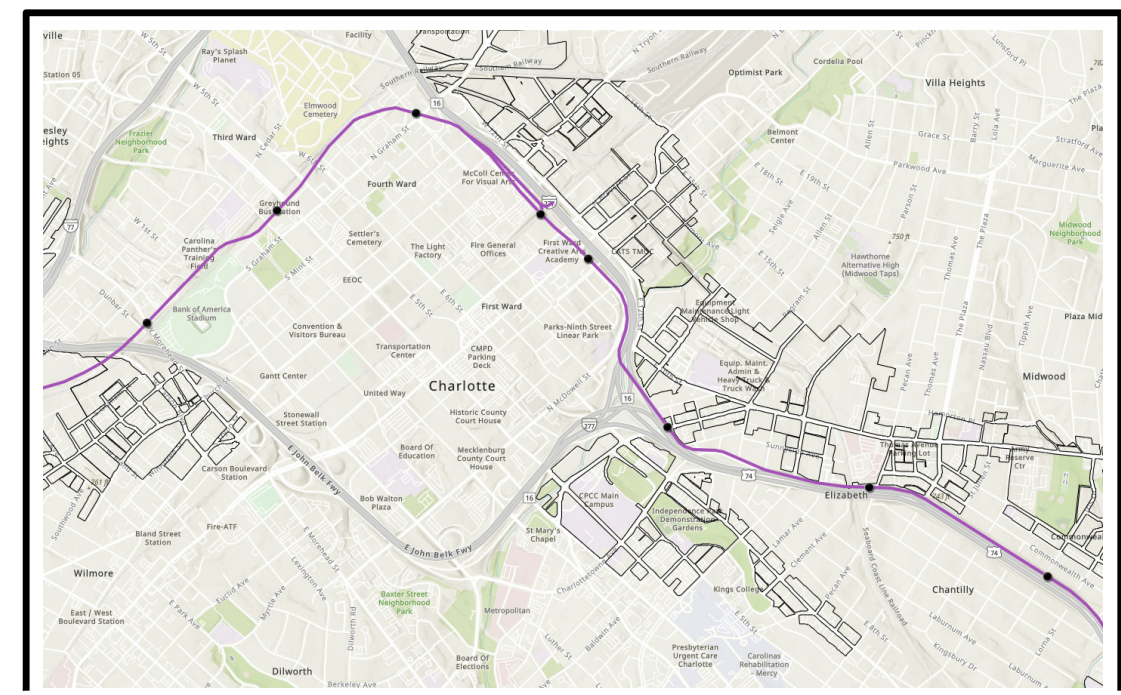
As a part of the LYNX Silver Line TOD Study, the project team, study partners, and public participants identified a range of infrastructure needs within the proposed station areas. These recommendations are summarized in an online interactive GIS map and database for the entire corridor. The images shown are screenshots of the interactive map that documents recommendations for station areas. Identified infrastructure needs cover all modes of transportation, including sidewalk and pedestrian crossing improvements, new bikeways, new traffic signals, intersection improvements, and new street connections. A future LYNX Silver Line Rail Trail, running the entire 29-mile length of the LYNX Silver Line, is also a key component of these identified infrastructure needs.*

*LYNX Silver Line Rail Trail Planning Study Report (2021)

INFRASTRUCTURE NEEDS MAP SCREENSHOT



TOD AREAS MAP SCREENSHOT



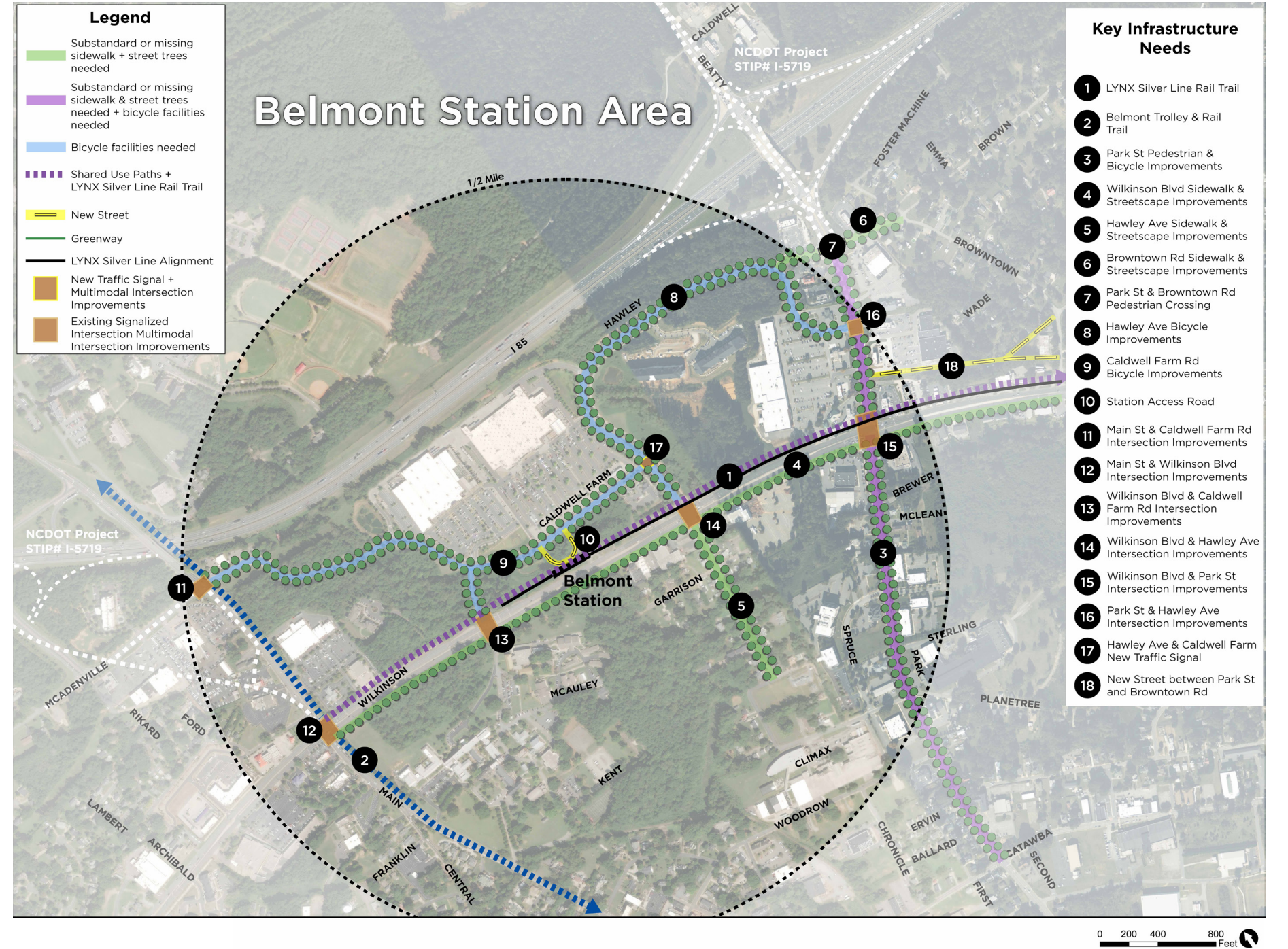
The infrastructure needs are not prioritized in any way, nor do they represent specific planned or funded projects. They simply illustrate the most important infrastructure needs to support future TOD. Local municipal partners, NCDOT, and CATS are the most likely implementing agencies for future infrastructure improvements and should reference these infrastructure needs maps as they develop their future capital investment plans or as they partner with private development and redevelopment projects.

As a part of the LYNX Silver Line TOD Study, the project team, study partners, and public participants also identified “TOD Areas” along the LYNX Silver Line alignment. The purpose of this exercise was to distinguish between properties appropriate for future TOD and areas that should be preserved at their current scale, density, and use (mostly established single-family residential neighborhoods, community facilities, public parks, and open spaces).

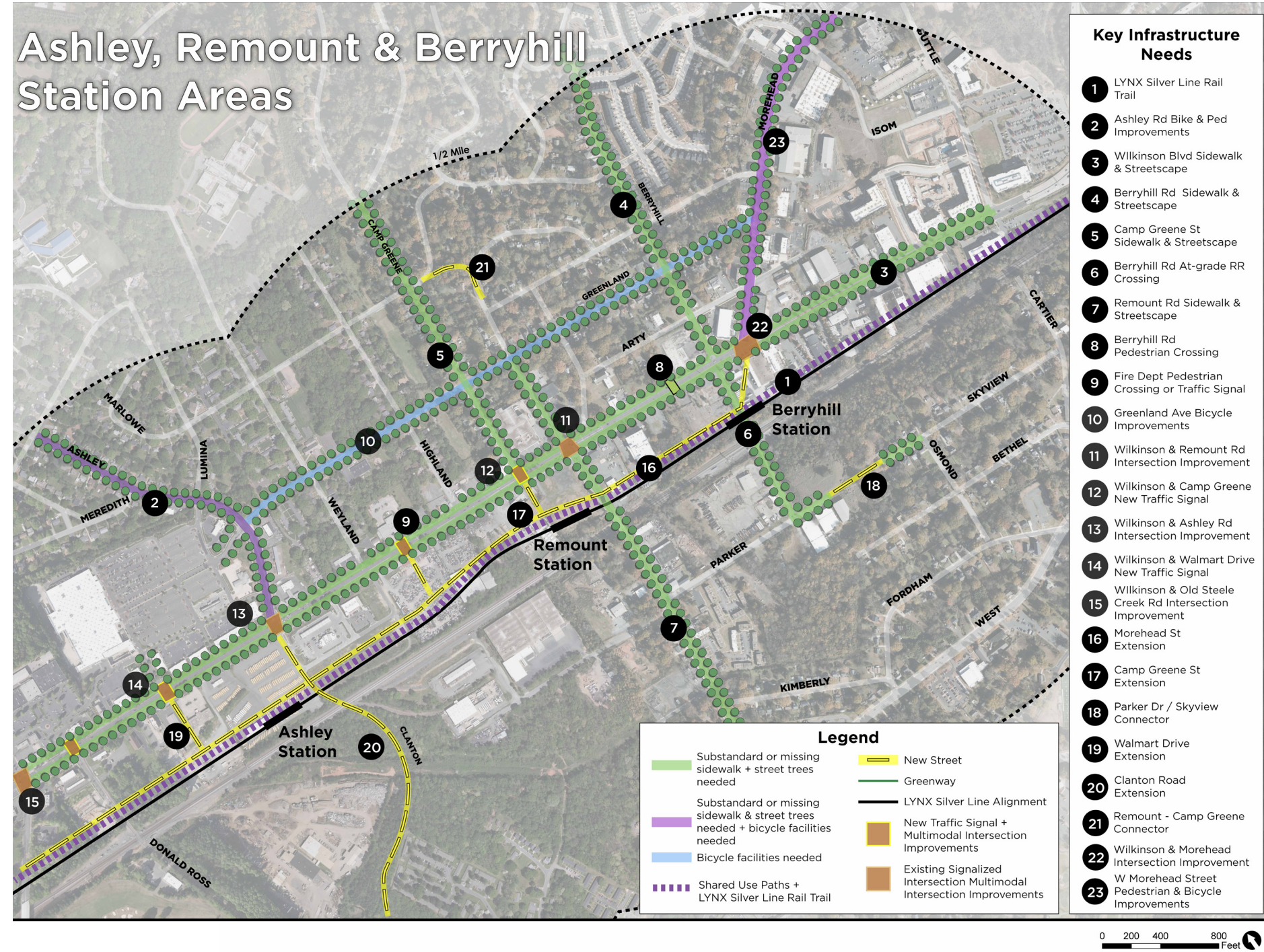
An interactive map of the identified infrastructure needs and TOD Areas along the entire corridor is available for reference [here](#).



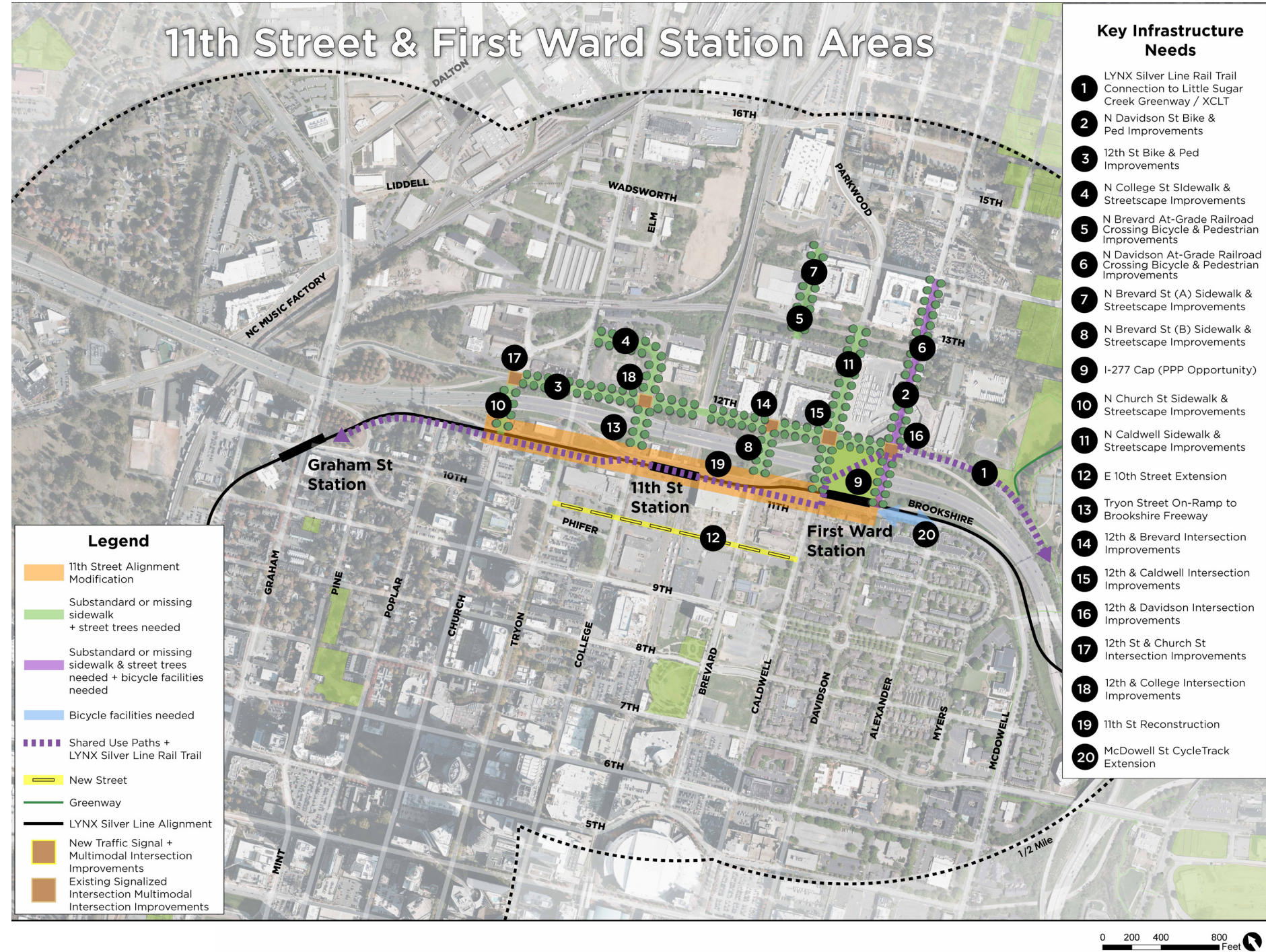
The following pages identify infrastructure needs within the six “demonstration areas” studied in greatest depth as a part of the planning process for the LYNX Silver Line TOD Study. **The identified needs represent infrastructure ideas that would help leverage the transit investment and support TOD around the station areas. All infrastructure identified are subject to further engineering assessment and much of it will need to be built outside of the LYNX Silver Line project construction.** Note, the current needs exceed the capital budget and projects may be completed via a public/private partnership or as part of development requirements.

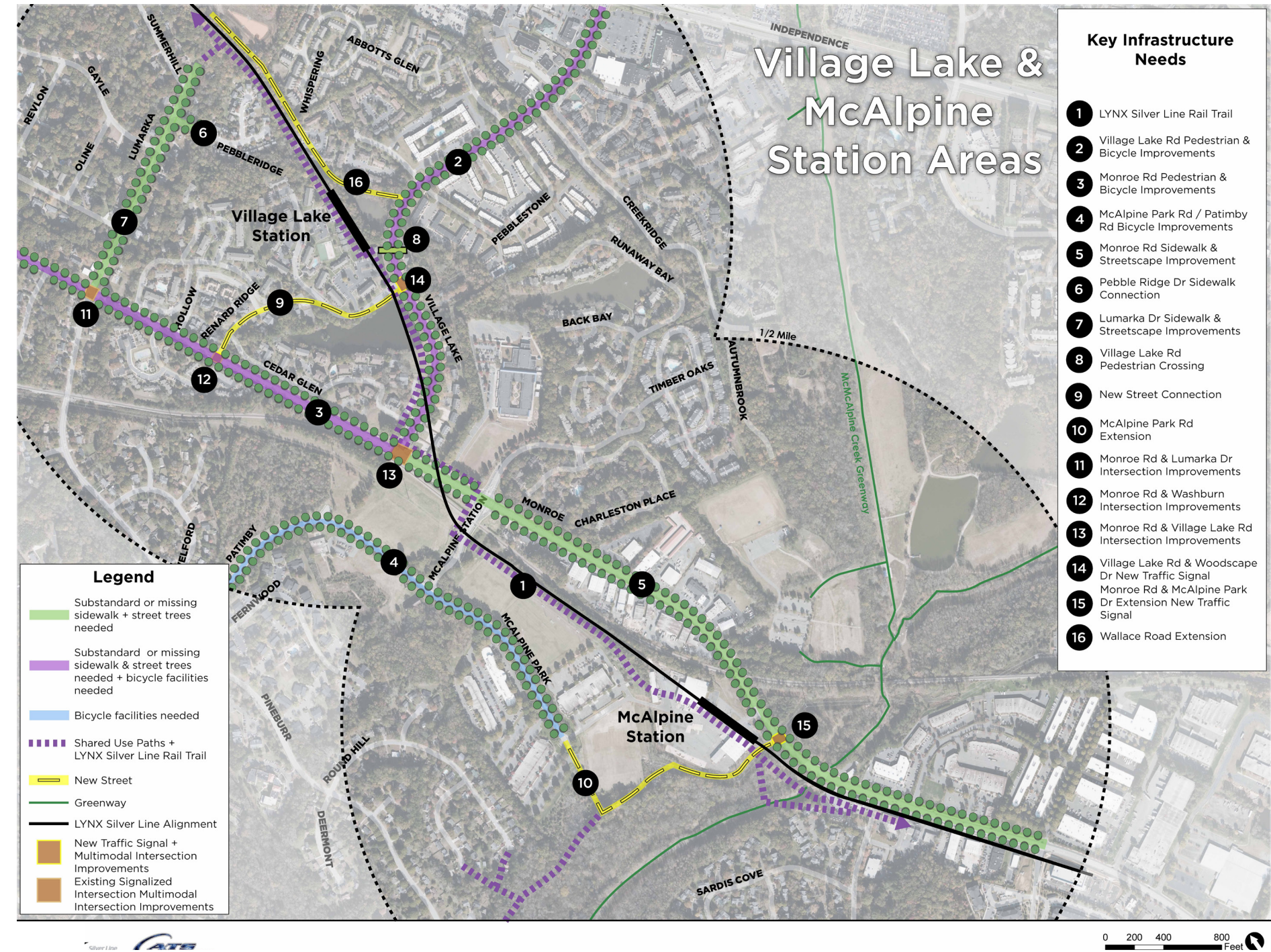
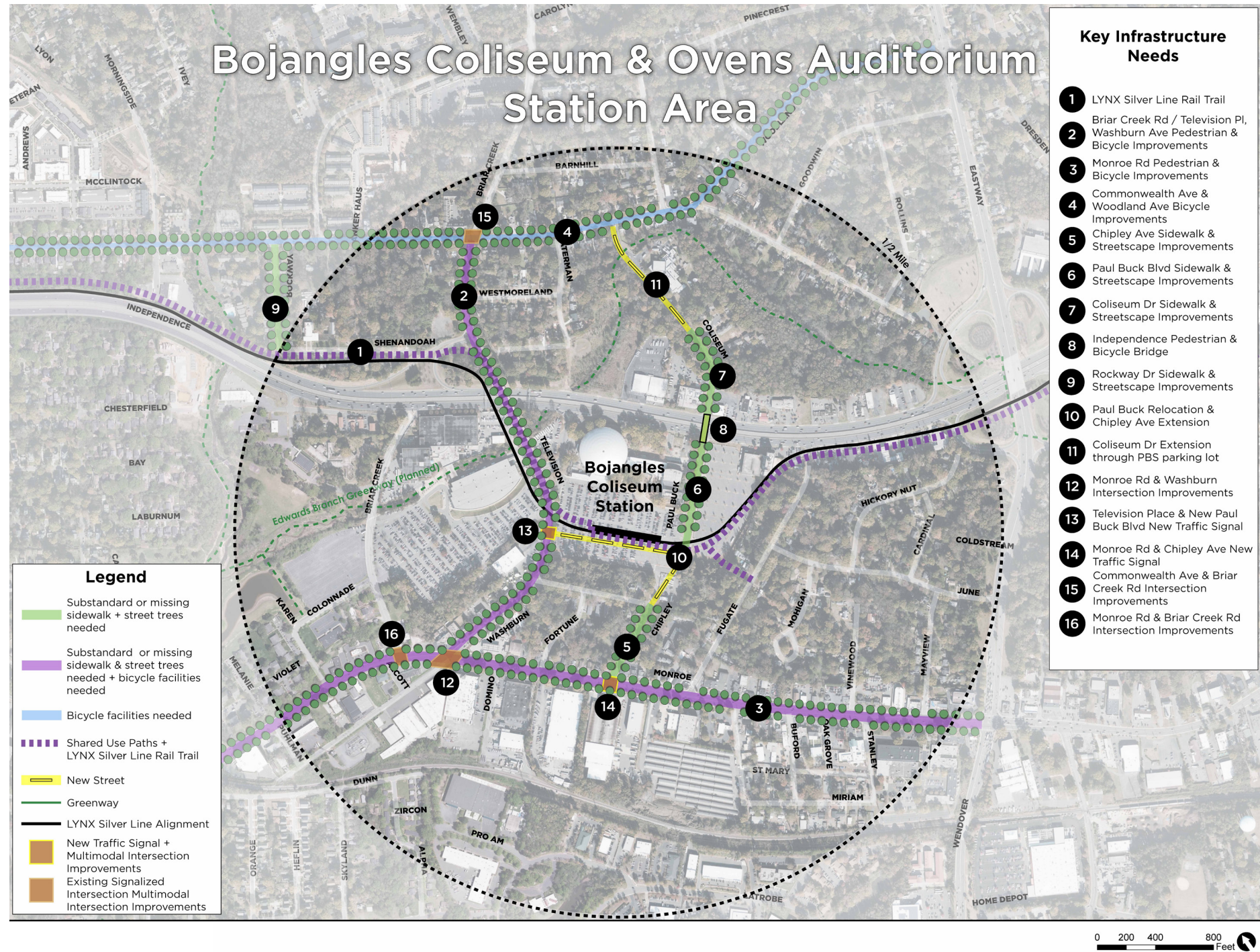


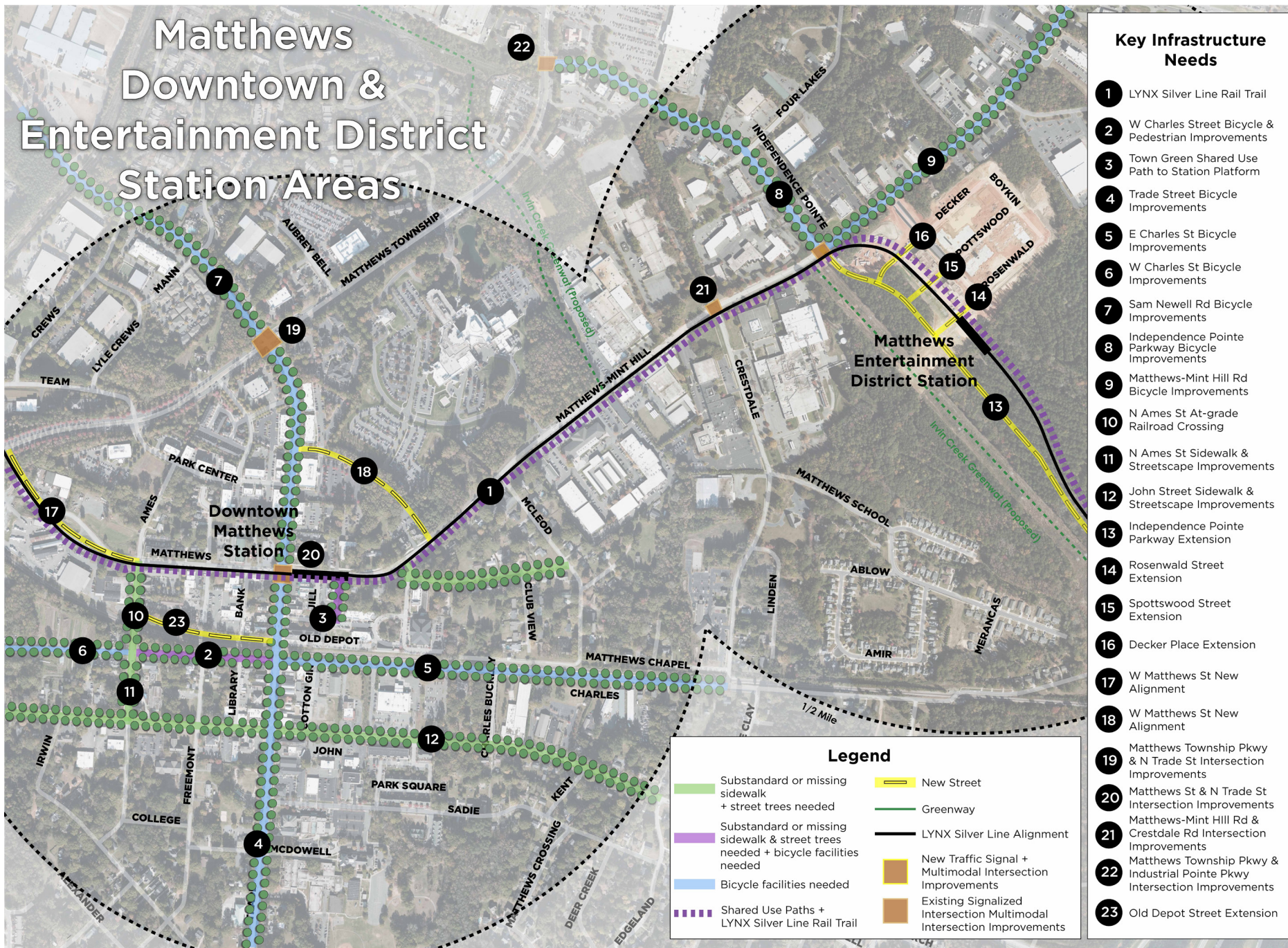
Ashley, Remount & Berryhill Station Areas



11th Street & First Ward Station Areas







Key Infrastructure Needs

- 1 LYNX Silver Line Rail Trail
- 2 W Charles Street Bicycle and Pedestrian Improvements
- 3 Town Green Shared Use Path to Station Platform
- 4 Trade Street Bicycle Improvements
- 5 E Charles St Bicycle Improvements
- 6 W Charles St Bicycle Improvements
- 7 Sam Newell Rd Bicycle Improvements
- 8 Independence Pointe Parkway Bicycle Improvements
- 9 Matthews-Mint Hill Rd Bicycle Improvements
- 10 N Ames St At-grade Railroad Crossing
- 11 N Ames St Sidewalk & Streetscape Improvements
- 12 John Street Sidewalk & Streetscape Improvements
- 13 Independence Pointe Parkway Extension
- 14 Rosenwald Street Extension
- 15 Spottswood Street Extension
- 16 Decker Place Extension
- 17 W Matthews St New Alignment
- 18 W Matthews St New Alignment
- 19 Matthews Township Pkwy & N Trade St Intersection Improvements
- 20 Matthews St & N Trade St Intersection Improvements
- 21 Matthews-Mint Hill Rd & Crestdale Rd Intersection Improvements
- 22 Matthews Township Pkwy & Industrial Pointe Pkwy Intersection Improvements
- 23 Old Depot Street Extension

Legend

Substandard or missing sidewalk + street trees needed	New Street
Substandard or missing sidewalk & street trees needed + bicycle facilities needed	Greenway
Bicycle facilities needed	LYNX Silver Line Alignment
Shared Use Paths + LYNX Silver Line Rail Trail	New Traffic Signal + Multimodal Intersection Improvements
	Existing Signalized Intersection Multimodal Intersection Improvements

C. EQUITABLE TOD STRATEGY

What is ETOD?

Equitable Transit-Oriented Development (ETOD) is “development that enables all people regardless of income, race, ethnicity, age, gender, immigration status, or ability to benefit from dense, mixed-use, pedestrian-oriented development near transit hubs” and corridors (The City of Chicago, 2020, pg. 5).

Although transit-oriented development typically provides benefits such as improved mobility and access, economic development, and climate resilience, development pressure can also cause harm in the form of displacement of longtime residents/businesses and increasing racial and economic segregation. To eradicate this problem, ETOD thinking should be a part of decision-making processes from the start of transit project development.

EQUITABLE TRANSIT ORIENTED DEVELOPMENT (ETOD):

- Ensures that marginalized groups have power and ownership in decision-making processes;
- Implements policies designed to equitably direct resources to those who need it most to overcome historical and structural barriers, specifically Black, Indigenous, and People of Color (BIPOC), low-income communities, and the disability community;
- Values and preserves community history and culture;
- Improves life outcomes for all by increasing spending power, wealth, and access to quality jobs for the most vulnerable; and
- Is intentional about securing affordability in housing and transportation costs for the most vulnerable community members.

The content in this chapter is informed by best practices/policies from a variety of communities and organizations. In particular, the City of Chicago's Equitable Transit-Oriented Development (ETOD) Policy Plan, as well as recent planning work associated with the Charlotte Future 2040 Comprehensive Plan and the Charlotte Strategic Mobility Plan, were useful for developing this section. Useful ETOD references include the following:

Center for Neighborhood Technology (n.d.). eTOD Briefs. Retrieved from <https://etod.cnt.org/briefs.php>.

Chapple, K., & Loukaitou-Sideris, A. (2021). White Paper on Anti-Displacement Strategy Effectiveness. Retrieved from White Paper on Anti-Displacement Strategy Effectiveness ([ca.gov](https://www.charlottenc.gov/Mayor/Charlotte_Moves_Task_Force/Documents/Charlotte_MOVES_State_of_Mobility_October_2020.pdf)).

The City of Charlotte (2019). Built City Equity Atlas. Retrieved from https://cltfuture2040.com/wp-content/uploads/2020/08/2019-04_18_Char_Equity-Atlas_FINAL.pdf.

The City of Charlotte (2020). Charlotte Strategic Mobility Plan: State of Mobility Report. Retrieved from https://charlottenc.gov/Mayor/Charlotte_Moves_Task_Force/Documents/Charlotte_MOVES_State_of_Mobility_October_2020.pdf.

The City of Chicago (2020). Equitable Transit-Oriented Development (ETOD) Policy Plan. Retrieved from <https://www.chicago.gov/content/dam/city/sites/etod/Pdfs/ETOD-Full-Policy-Plan-with-Appendices-6-15-21.pdf>.

The City of Chicago (2016). The Neighborhood Opportunity Fund. Retrieved from City of Chicago Neighborhood Opportunity Fund.

Equitcity (2019). Racial Equity Statement of Principle. Retrieved from <https://static1.squarespace.com/static/59e46956bff200caf3dcfa9/t/5d57f709b14a65000188b623/1566045962459/8.13.19+DRAFT+-+The+Equitcity+Racial+Equity+Statement+of+Principle+PDF.pdf>.

Government Alliance on Race and Equity (2015). Racial Equity Toolkit: An Opportunity to Operationalize Equity. Retrieved from <https://www.racialequityalliance.org/2015/10/30/racial-equity-toolkit/>.

The Next System Project (2020). Fighting Gentrification and Displacement: Emerging Best Practices. Retrieved from Fighting gentrification and displacement: Emerging best practices (thenextsystem.org).



For the LYNX Silver Line TOD study partners, pursuing an ETOD approach with a special focus on racial justice and those populations that have traditionally been left out, will support economic development and access to opportunity for all populations. By doing this, ETOD can serve as a catalyst for LYNX Silver Line communities to acknowledge and address past harms of transportation investments in Black and Brown communities, operationalize racial equity through intentional policy, eliminate disparities for Black, Indigenous, People of Color (BIPOC) communities, and improve quality of life outcomes for all.

ETOD within the Charlotte Region

Within the Charlotte region, there is commitment and policy guidance around the issues of equity in transportation and TOD. The recently adopted Charlotte Future 2040 Comprehensive Plan is informed by Charlotte's Built City Equity Atlas (2019) and includes 10 overarching goals that will guide the city over the next 20 years. Two of those 10 goals relate specifically to ETOD along the LYNX Silver Line.

GOAL 4 – TRANSIT- AND TRAIL-ORIENTED DEVELOPMENT (2T-OD):

Charlotte will promote moderate to high-intensity, compact, mixed-use urban development along high-performance transit lines and near separated shared-use paths or trails.

GOAL 5 – SAFE AND EQUITABLE MOBILITY:

Charlotte will provide safe and equitable mobility options for all travelers regardless of age, income, ability, race, where they live, or how they choose to travel.

Last year, as a part of Charlotte's citywide Strategic Mobility Plan process, the City developed a more specific definition for "transportation equity" in Charlotte. Transportation equity means:

- 1. Social and Geographic Equity:** Focusing limited resources on the mobility needs identified by vulnerable communities to ensure that people of all ages, abilities, and backgrounds have equitable transportation choices and access to opportunity; and
- 2. Modal Equity:** Prioritizing investment in historically under-invested modes of travel (walking, biking, transit) to ensure residents have safe and comfortable options no matter how they choose to travel.*

*Strategic Mobility Plan: State of Mobility Report. 2020

In the CONNECT Beyond Regional Mobility Plan (October 2021), "Advancing Equity" is a guiding principle for the evaluation and recommendation of regional high capacity transit corridors. Criteria including "Transit Dependency," "Access to Jobs," and "Opportunities for Historically Underserved Populations" were used to guide the planning process and selection of future regional transit corridors so that future transit investments will result in improvements for the places and people that need them most.

Part of the motivation for the focus on transportation equity and ETOD in the plans mentioned above comes from a recognition that past TOD in Charlotte has not resulted in equitable outcomes. There have been some notable exceptions, like the thoughtful efforts of affordable housing providers to locate affordable housing units adjacent to major bus transit corridors.

The LYNX Blue Line has been a tremendous economic development success, creating a huge new tax base and driving growth in jobs and investment, especially in places like South End. However, that rapid growth and investment has led to rising rents and housing costs. Neighborhoods along the LYNX Blue Line and Gold Line are now among the most expensive in Charlotte. Living near the LYNX system is unattainable for many of the families and households who depend on transit the most. ETOD along the LYNX Silver Line offers an opportunity to change that, to provide affordable transportation choices to vulnerable populations, and to support economic mobility and help underserved families build wealth.

ETOD Strategies & Recommendations

Informed by the best practices and policies of other communities and organizations, and buoyed by the Charlotte region’s growing commitment to equity, there are a variety of ways that the LYNX Silver Line communities and partner institutions can implement ETOD.

In general, the many strategies and recommendations for ETOD implementation can be grouped into three overarching priorities.

1. Build the capacity of LYNX Silver Line communities to support ETOD.
2. Embed ETOD principles into the municipal planning process.
3. Make ETOD required, easier, and more predictable.

When implemented effectively, the strategies & recommendations that follow in the table below will support these three overarching priorities, prevent displacement of residents and businesses, encourage equitable community investment, promote desegregation, support health and transportation equity, and increase access to opportunity and wealth especially for the most vulnerable households.

EQUITABLE TOD: BUILDING EQUITY AS PART OF TRANSIT & TOD

LEVERAGING TRANSIT TO BUILD COMMUNITIES
A Webinar Series on Transit-oriented Development

Learn from our peer communities on how we can take action now to plan and implement transit that supports thriving communities along the Silver Line Corridor.

Equitable Transit-oriented Development (eTOD) enables all people regardless of income, race, ethnicity, age, gender, or ability to experience the benefits of dense, mixed-use, pedestrian-oriented development near transit. Come and hear a lively panel discussion on how thoughtful eTOD strategies on affordable housing, public health, and strong local businesses can address historical impacts and gaps in communities as well as mitigate for unintended displacements from transit investments. The panel will also cover practical approaches to overcoming institutional challenges related to funding and financing, coalition building, and getting to early eTOD wins.

Webinar presented in partnership with ULI Charlotte

MAY 27, 2021; 1:30 TO 3:00 PM EDT Register to attend this Webinar

DEBBIE FRANK
Director of TOD, MARTA (Metropolitan Atlanta Rapid Transit Authority)

Debbie Frank is the Director of Transit Oriented Development at the Metropolitan Atlanta Rapid Transit Authority (MARTA) in Atlanta, GA, managing the planning and implementation of the transit-oriented development program for the Authority. She is a real estate development and urban planning expert with over 20 years of success spearheading planning, development and redevelopment initiatives for both private for-profit and nonprofit organizations as well as the public sector in Alabama, Ohio, Tennessee and Georgia.

MARK ETHRIDGE
Partner, Ascent Real Estate Capital

Mark is a Partner at Ascent Real Estate Capital and leads the company's affordable housing platform, Ascent Housing. Ascent Housing is a leader in naturally-occurring affordable housing (NOAH) preservation and has created 563 affordable housing units since 2019. Most recently, Ascent Housing helped launch the Housing Impact Fund, a \$50mm social impact fund raised to acquire and preserve 1,500 NOAH units in Charlotte by the end of 2022.

MARTY KOOISTRA
Executive Director, Seattle Housing Development Consortium

Marty is recognized for his leadership in community revitalization, poverty alleviation, green building, board development, networks, and strategic alliances domestically and globally. As executive director of HDC, Marty leads our association of diverse organizations in a shared mission to increase access to affordable housing.

ALISON LORIG
Senior Vice President of Development, BRIDGE Housing, Seattle

Alison Lorig joined BRIDGE as Senior Vice President of Development, Pacific Northwest, in April 2016. She oversees the company's real estate development activities in the Pacific Northwest region.

As part of the LYNX Silver Line TOD Study, CATS hosted a webinar in partnership with the Urban Land Institute. The webinar included a 90 minute panel discussion with practitioners who have been tackling ETOD issues in Charlotte, Atlanta and Seattle. A recording of these webinars are available here: <https://www.catssilverline.com/resources>

1

BUILD THE CAPACITY OF LYNX SILVER LINE COMMUNITIES TO SUPPORT ETOD

An essential priority for implementing ETOD along the LYNX Silver Line is to build organizational and resource capacity within the cities, towns, and counties on the alignment. The strategies and recommendations in this category may be effective when pursued by individual municipalities, but they are likely most successful when pursued as a part of a regional ETOD Coalition.

Theme	Strategies and Recommendations
Municipal Capacity Building	Organize an ETOD work group, task force, or advisory group.
	Appoint an ETOD manager and full time City of Charlotte staff to advance projects and policies.
	Create a Neighborhood Opportunity Fund to support projects that have a catalytic impact on BIPOC and low-income communities.
	Create an ETOD project and program scorecard.
	Create an ETOD evaluation framework and annual public report.
	Develop a strategy to leverage publicly owned land and vacant lots for equitable development.
	Develop an interactive ETOD map and calculator to assess and track equitable development.

Appoint an ETOD manager and full time city/town/county staff to advance projects and policies.

Appointing an ETOD manager and full-time staff is important for advancing ETOD coordination and implementation. The City of Chicago used this strategy to streamline the process and applications for ETOD project support and approvals by creating a single point of contact. This has been helpful for making the development process more accessible to all people and encouraging more creative and innovative proposals.

Create an ETOD evaluation framework and annual public report.

Creating an ETOD evaluation framework and understanding performance measures that help municipal partners achieve equitable outcomes and goals (i.e. anti-displacement, desegregation, wealth building) can help leadership better understand who is benefiting from TOD, who is bearing the costs, and how strategies and protections for the most vulnerable communities can be improved. *Also see Section 4.D “Measuring Success.”*

*Some of these strategies are already being advanced in communities along the Silver Line, especially in the City of Charlotte. Communities should continue learning from each other as peers through the potential ETOD Coalition.

2

TRACK AND ASSESS IMPLEMENTATION OF EQUITABLE DEVELOPMENT

The second essential priority for ETOD along the LYNX Silver Line recognizes that supporting equity is an ongoing process of reevaluation & re-engagement, not a static goal, and it requires giving power and ownership to disadvantaged communities within the transportation and land use planning process.

3

MAKE ETOD REQUIRED, EASIER, AND MORE PREDICTABLE

The third essential priority of ETOD for the Silver Line is the details and guidelines around ETOD in terms of zoning, transportation, parking, development, etc. There are many aspects for the City to consider for the foundations and implementation of ETOD.

Theme	Strategies and Recommendations
Community Engagement	Develop consistent education and messaging tools around the goals and impacts of ETOD. Let the community design the engagement process.
Land Use and Zoning	Complete racial equity and health impact assessments to evaluate new city/town/county policies and regulations. Develop neighborhood land use plans that outline site-specific opportunities for ETOD. Use ETOD project scorecards as a rezoning/development evaluation and engagement tool.
Transportation	Prioritize affordable transportation options and access (transit, biking, and walking) in all city/town/county plans and capital improvement programs.
Health and Safety	Incorporate community definitions of health, safety, and care into citywide and countywide plans and policies. Develop citywide and countywide health, safety, and racial equity principles.

Let the community design the engagement process.

At the heart of ETOD is understanding the lived experiences and needs of marginalized communities to improve racial, health, and safety life outcomes and eliminate disparities. Working with community organizers and trusted leadership to design an equitable engagement process is essential, specifically prioritizing mutually beneficial and intentional relationships. It is important to understand barriers such as language, perceptions of a safe and welcoming engagement process, lack of mobility or access to a meeting, or childcare.

Use ETOD project scorecards as a rezoning/development evaluation and engagement tool.

Tracking specific metrics can help monitor the advancement of equity in the implementation of the LYNX Silver Line. An ETOD project scorecard can be used to review and explore how the proposed project or development aligns with ETOD goals and desired outcomes. ETOD project scorecards should inform community engagement to better equip community leadership to participate in the decision making process.

Theme	Strategies and Recommendations
Preserve Community History and Culture	Develop incentives and policies to preserve and retain neighborhood character in TOD Zones.
Zoning and Land Use	Create neighborhood typologies that capture community history and context. Improve design guidelines to promote walkability and mixed-uses. Allow for flexibility in permitted building uses. Permit small scale multi-family housing (“missing middle” housing) in TOD zones to promote more housing choice and affordability. Tailor zoning and land use requirements to neighborhood market strength, history, and context. Permit zoning and land use waivers for projects in weaker markets.
Parking	“Right-size” parking requirements for TOD buildings and establish maximums. Strengthen bike parking requirements. Establish curbside loading/parking policies. Unbundle parking and housing costs to promote affordability and transportation equity. Require developers to implement alternative transportation incentives. Allow for shared parking arrangements in project parking calculations.

(These recommendations exclude Charlotte as these recommendations are included in the City of Charlotte’s TOD ordinances)

Unbundle parking and housing costs to promote affordability and transportation equity.

Cities/towns can implement regulations to make parking a commodity that is priced and paid/leased separately from housing in new development. When parking costs are automatically bundled into the cost of housing units, rents can become an unsustainable cost burden on low-income communities. Separating these costs can work to increase housing affordability and market choice, catering to a more diverse range of families.

3

MAKE ETOD REQUIRED, EASIER, AND MORE PREDICTABLE (CONT'D)

Theme	Strategies and Recommendations
Jobs and Workforce	Ensure BIPOC or disability owned businesses benefit from development.
	Create quality jobs with priority given to local residents.
	Leverage anchor institutions to keep jobs and wealth in communities.
Transportation	Develop policies to preserve small businesses.
	Improve pedestrian and bicycle infrastructure and investments in BIPOC and low-income communities.
	Improve accessibility through signage and wayfinding.
	Increase access to micromobility options.
	Prioritize funding to make transit stations and streets fully accessible to people with disabilities.
Housing Preservation and Anti-Displacement (Also see Section 4.C)	Prioritize high-performing, high-frequency transit in BIPOC and low-income communities.
	Acquire and hold properties for affordable housing and incubator business development through land banking in ETOD areas.
	Provide local bond funding to support affordable housing developments.
	Focus municipal funding for affordable housing developments in ETOD areas.
	Create community land trusts and support community control of land.
	Establish emergency relief that models lessons learned from the COVID-19 pandemic.

Leverage anchor institutions to keep jobs and wealth in communities.

Leveraging the power of community anchors, such as hospitals, universities, foundations, major employers, and other place-based institutions, is an important ETOD strategy for jobs and the workforce. Anchor institutions can help use local procurement and hiring practices to keep jobs and wealth in communities.

Improve accessibility through signage and wayfinding.

Increasing accessibility for how people move and navigate public space is essential. Intuitive, multi-lingual signage and tactile wayfinding at transit stops/stations improves quality of life for everyone, especially the disability community and the English-as-a-second-language (ESL) community.

3

MAKE ETOD REQUIRED, EASIER, AND MORE PREDICTABLE (CONT'D)

Theme	Strategies and Recommendations
Housing Preservation and Anti-Displacement (Also see Section 4.C) (continued)	Establish and protect the right of first refusal for affordable housing non-profits to preserve long-term affordability.
	Provide foreclosure assistance and support tenant right to counsel.
	Support homeownership as a stabilizing mechanism with tenant opportunity to purchase.
Development Incentives	Create limited equity housing cooperatives to preserve long-term affordability.
	Foster and incentivize joint development opportunities with local transit agencies
	Prioritize ETOD in applications for municipal funding that supports housing and economic development
	Incentivize the creation, activation, and long-term stewardship of public and open space
	Incentivize providing services that benefit young children, families, and pregnant persons
	Establish incentives for supportive services/uses including childcare, healthy food, access to healthcare, etc.

C. CORRIDOR PRESERVATION & AFFORDABLE HOUSING STRATEGIES



Affordable Housing Funding Sources and Tools

The following provides an overview of the state and local funding sources and tools available to the Silver Line communities for affordable housing development.

STATE SOURCES

Low Income Housing Tax Credits: The 9% Low-Income Housing Tax Credit program is the primary state funding source for affordable housing in North Carolina. Credits are awarded by the North Carolina Housing Finance Agency on a competitive basis through the Qualified Allocation Plan (QAP) application process.

LOCAL SOURCES AND TOOLS

Housing Trust Fund (HTF): The HTF is a City of Charlotte-administered, bond-financed housing fund established in 2001. Since then, the City has committed \$136 million toward the program, and the fund has leveraged the development of 7,278 affordable units located throughout Charlotte. A 2018 bond referendum, which was approved, injected \$50 million into the fund.

Charlotte Housing Opportunity Investment Fund (CHOIF): CHOIF is a revolving loan fund established in 2018 as an initiative to support affordable housing development in Charlotte. The initiative provides low-cost, short-term financing to affordable and mixed-income housing development projects. The fund currently has \$53 million available, comprised of low-interest debt, conventional debt, and equity contributions. CHOIF funding is often combined with HTF to maximize the subsidy offered for affordable housing development.

City-Owned Property for Affordable Housing Development: In 2019, the City of Charlotte established formal guidelines for selling or donating city-owned land to affordable housing developers. The City periodically analyzes the suitability of City-owned parcels for affordable housing and then partners with non-profit entities or affordable housing developers interested in developing housing on those sites. The City encourages developers applying for HTF and CHOIF funds to incorporate requests for use of city-owned land as a means to shrink the funding gap. Additionally, there could be opportunities for remnant properties of the parcels CATS purchases

for the construction of the LYNX Silver Line to include affordable housing development.

Naturally-Occurring Affordable Housing (NOAH) Preservation: In 2019, the City of Charlotte also passed guidelines around the preservation of NOAH, establishing a streamlined process for evaluating NOAH preservation opportunities throughout Charlotte, and directing the City to leverage funding sources, including HTF and CHOIF, specifically for acquisition and rehabilitation of NOAH units. The City currently prioritizes NOAH projects with over 50 units. Note, since implementation of the Silver Line will entail displacement of some existing affordable housing, a strategy to address such displacement must be implemented.

TOD Districts: In 2002, the City of Charlotte incorporated transit-oriented zoning districts into its zoning code, which are intended to increase density and support high-quality TOD near transit stations. The TOD bonus structure allows that each additional floor for development must include affordable housing or pay a fee-in-lieu. In exchange for providing various community benefits, including on- or off-site affordable housing, a contribution to the HTF, or land donation for affordable housing, development projects in these zones are eligible for a density bonus beyond what is permitted in base zoning guidelines. The four TOD zoning districts—Transit Urban Center (TOD-UC), Transit Neighborhood Center (TOD-NC), Transit Community Center (TOD-CC), and Transit Transition (TOD-TR)—each have their own density standards.

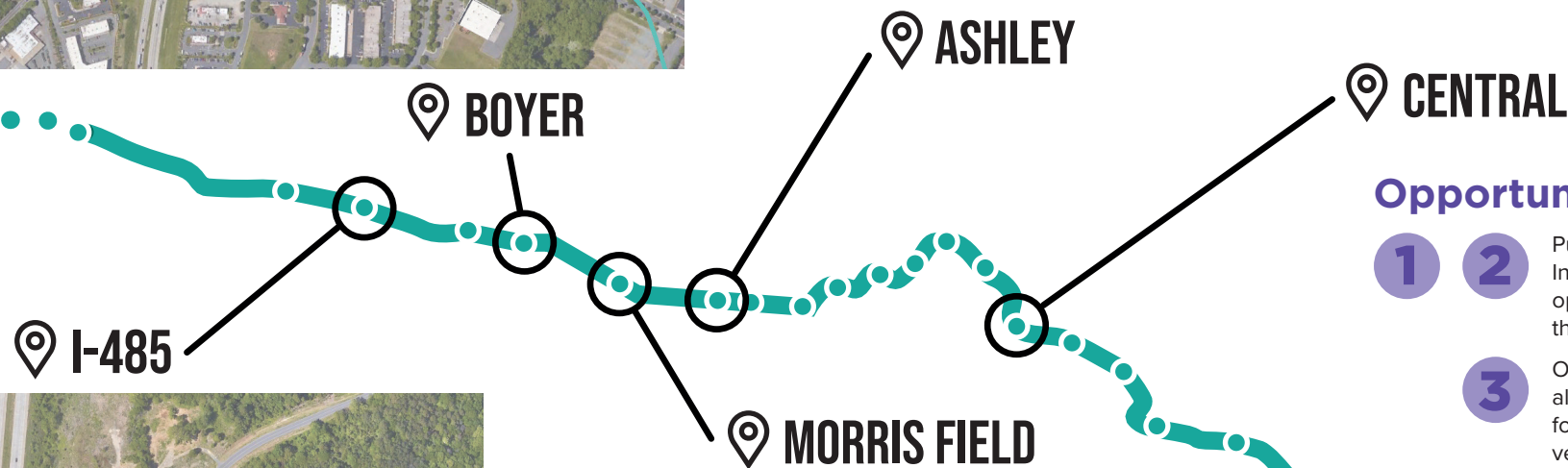
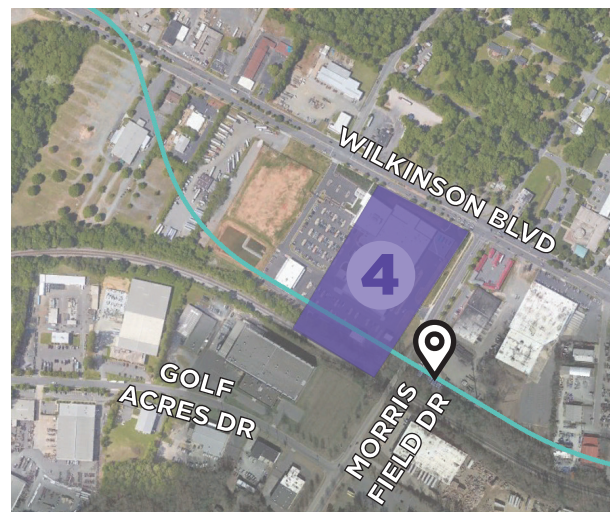
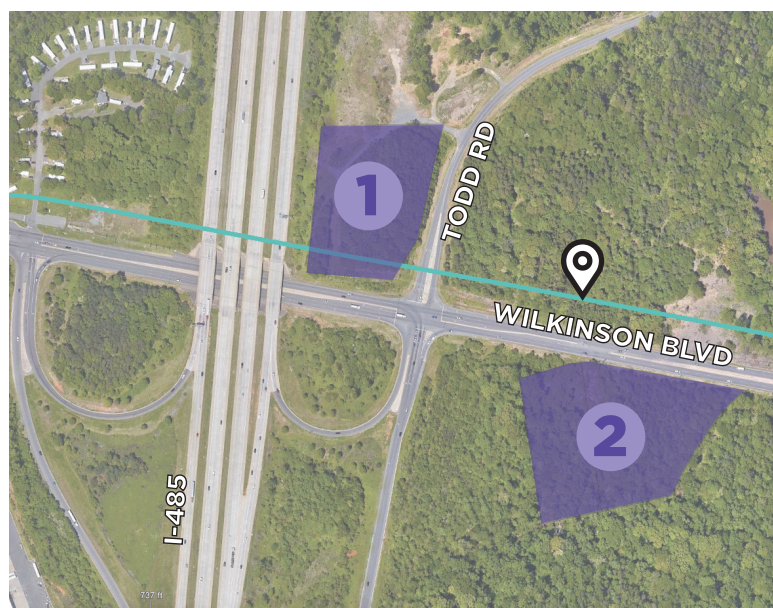
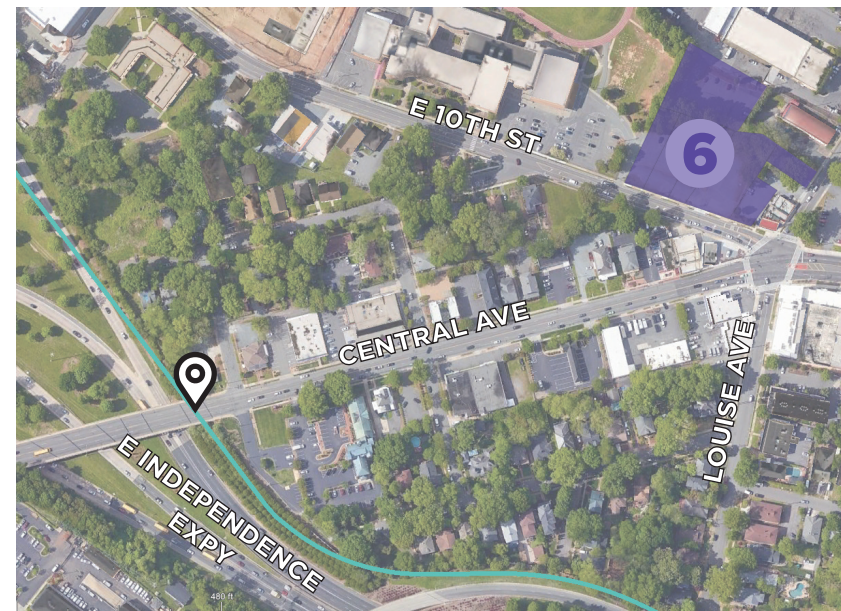
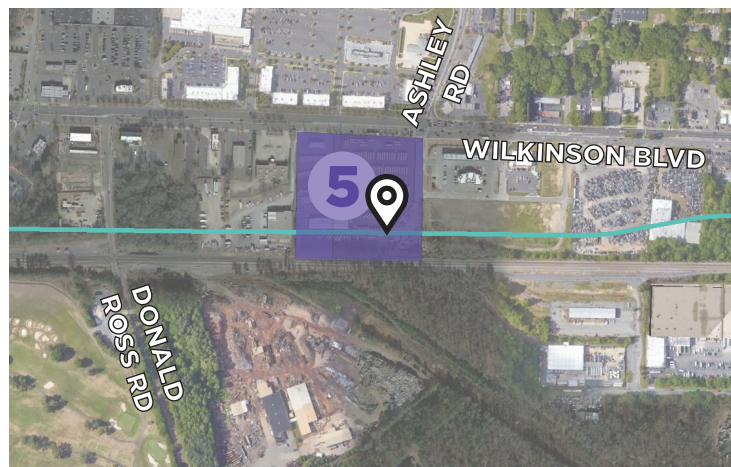
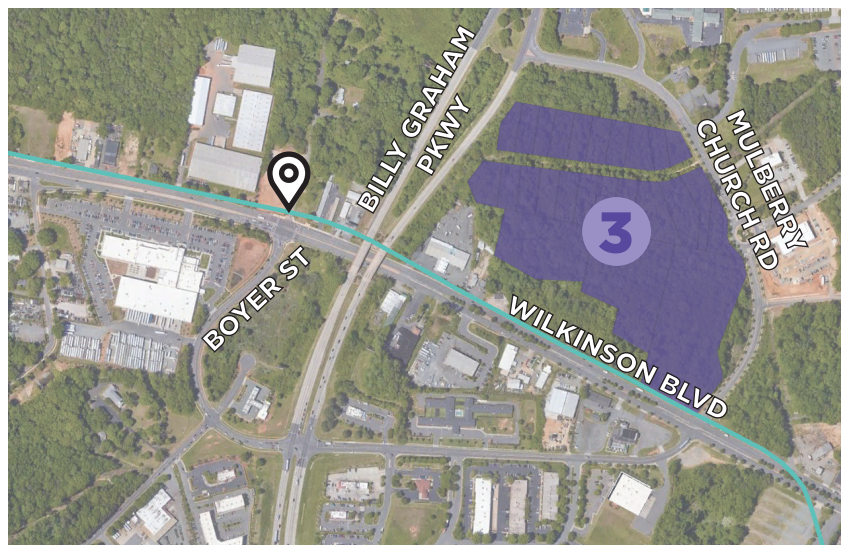
Voluntary Mixed-Income Housing Development Program: This program, which the City of Charlotte established in 2013, is a density bonus program intended to leverage designated affordable housing units from private multifamily development. The program allows developers proposing projects in two multifamily zones, as well as areas within a quarter mile of transit stations, to exceed the base unit density by two to three units per acre in exchange for reserving half of the additional units for households earning at or below 80 percent of the area median income (AMI). However, the density bonus is only offered if a project is in a census block group that has median home values above the overall median home value in the Charlotte Sphere of Influence and requires that sites be a minimum of three acres.

See Appendix B for complete documentation on potential affordable housing funding sources and tools.



POTENTIAL PROPERTIES FOR LAND BANKING AND AFFORDABLE HOUSING

For stations within the City of Charlotte limits, publicly-owned parcels within the station area walksheds were evaluated for land banking to preserve opportunities along the corridor for affordable housing projects that could have access to a station and city-guided development. Key opportunities are mapped and highlighted to the right.



Opportunities

- 1 Publicly-owned parcels around I-485 that are outside the Charlotte Douglas International Airport's flight path provide opportunities for city-guided redevelopment opportunities, particularly industrial-light jobs. Note, these properties are owned by the Airport and subject to Federal Aviation Administration (FAA) requirements.
- 2 Owned by the Airport, this large parcel will be impacted by the LYNX Silver Line alignment and has environmental challenges. The land could be potentially acquired for city-driven development, as it has been identified as a preferred location for a vehicle maintenance facility in the west corridor. FAA requirements also apply.
- 3 This parcel includes a relatively new building that houses the Charlotte-Mecklenburg Emergency Services office. However, a partial acquisition of the back side of the parcel could allow the City to develop more public services that have direct access to the Morris Field station.
- 4 The Charlotte-Mecklenburg Schools system currently uses these parcels as a school bus parking lot. With the impact of the LYNX Silver Line construction, this parcel could be an opportunity for affordable housing adjacent to the Ashley station.
- 5 These publicly-owned parcels, while not impacted directly by the LYNX Silver Line, are vacant parcels within walking distance of the Central station. Consolidating these parcels for affordable housing could add equitable housing options in a quickly gentrifying community.
- 6 Village Lake (not shown) is an example of a prominent existing NOAH community. This area presents a unique opportunity to preserve the number of existing affordable housing units while guiding new affordable housing projects on land that will need to be acquired for the project.

Other Corridor Preservation Strategies

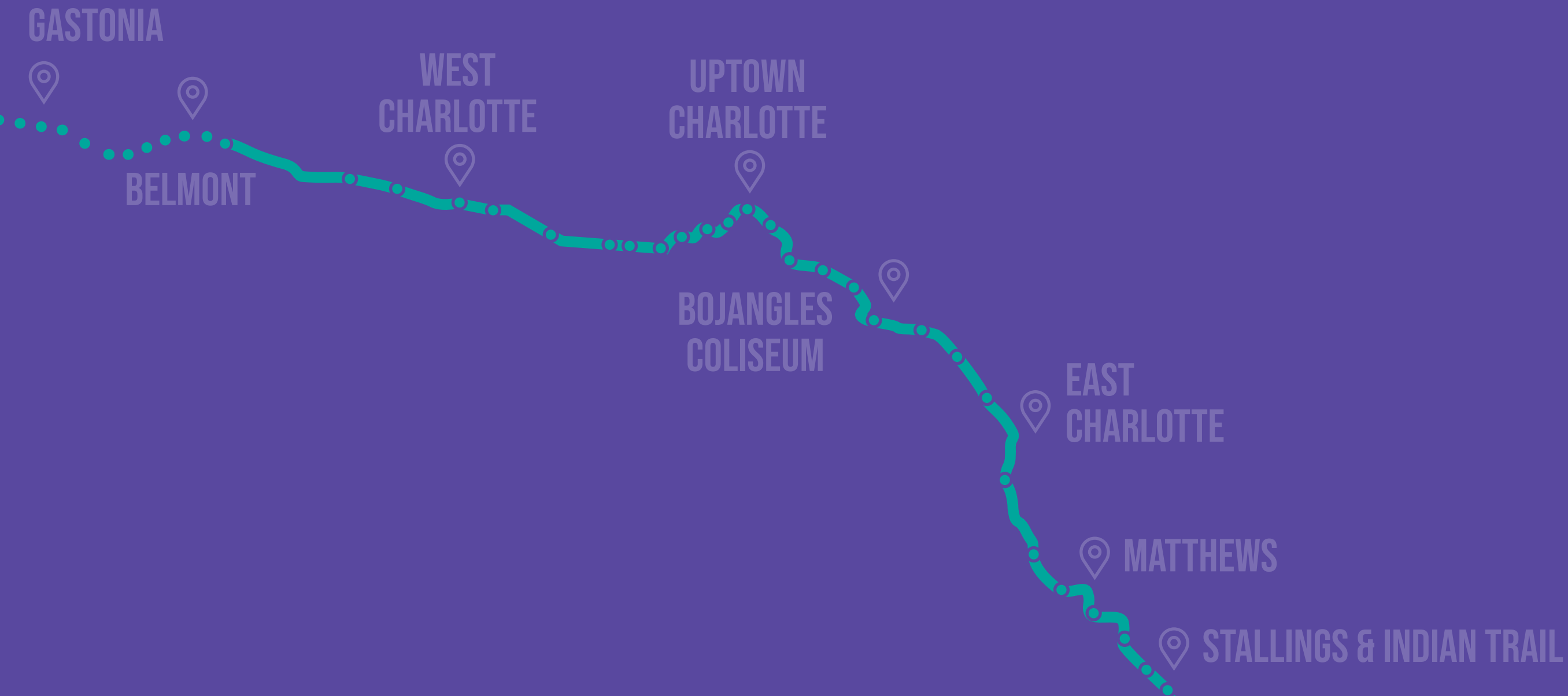
- DENSITY TRANSFER** Allows unused allowable densities in one area to be transferred to another area.
- LAND SWAPPING** Government agencies can offer alternative pieces of land from the agency's inventory of property to the developer in exchange for their parcel(s) along the corridor.
- PUBLIC/PRIVATE PARTNERSHIP** Allows the developer to dedicate a portion of the project (such as right-of-way, shared parking, shared use of public spaces, etc.) while receiving compensation from income derived through joint development with the City.
- SETBACK ORDINANCES** This method uses local ordinance to require new construction for development to be setback from the right-of-way line.
- DEVELOPMENT EASEMENT** Government agencies can acquire the use of a parcel without transfer of ownership by purchasing the property owner's right to develop the land.
- TOD ZONING** Regulation that allows properties adjacent to the corridor to have higher densities than in a typical development ordinance.

D. MEASURING SUCCESS

Performance tracking is critical to understanding success and shortcomings of planning, design, and implementation of the LYNX Silver Line. CATS and the partner agencies have identified key areas to benchmark and measure to ensure overall goals for the project are met. These metrics are summarized in the following table and baseline measurements for 2020 and 2021 can be found in Appendix D.

	Key Areas to Measure	Metrics	Baseline (by station)
Short Term	Development	Number of jobs within the potential station area	##
		Number of community resources (e.g., parks, medical offices, grocery stores, social services) with direct access to proposed station location	##
		Number of households with direct access to station	##
	Demographics	Population Density	##
		Employment Density	##
		BIPOC Population Density	##
		Zero-Car Households	##
	Magnitude and severity of barriers that must be mitigated for access to station for all users	Walkable Block Size: Average block size within the station area (acres)	##
		Safety: Number of annual pedestrian and bicycle crashes in the station area	##
		Transit Connections: Total bus transfers to/from the station	##
		Bicycle Connections: Miles of all ages and abilities bike facilities in the station area	##
		Walkability: Percentage of streets with missing sidewalks	##
	Mitigating displacement of businesses and residents	Number of houses sold	##
		Number of commercial parcels turnover in ownership	##

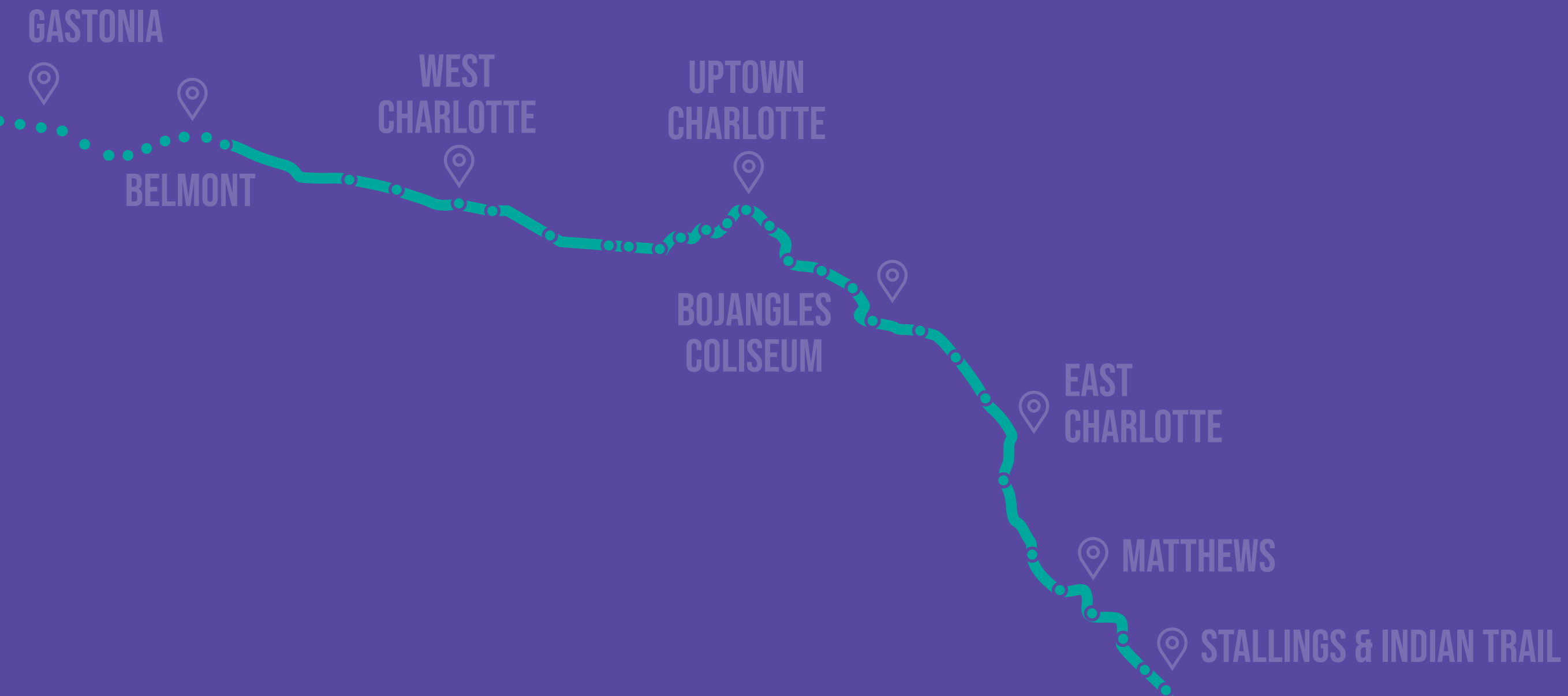
	Key Areas to Measure	Metrics	Baseline (by station)
Long Term	Commercial Development	Occupied square footage of commercial development in the proposed station area.	##
		New commercial building permits obtained within station areas.	##
	Total number of residential units	Total number of residential units within the proposed station areas	##
		New residential building permits obtained within the station areas	##
	Estimated construction value (residential and commercial)	Construction value (residential and commercial) based on building permits	##
	Implementing supporting capital projects	Number of funded Capital Improvement Program (CIP) projects	##
	Equitable TOD	Number of affordable housing units	##
		Average commute time to work	##
		Average travel time for goods and services	##
Non-SOV mode split		##	



LYNX Station Area Typology Manual



Affordable Housing Recommendations



”
Market Analysis/Index



”
Performance Metrics