



**CITIZENS TRANSIT ADVISORY GROUP (CTAG)
Agenda**

**January 19th, 2021
7:30 am to 9:00 am
South Boulevard Light Rail Facility
WebEx Meeting**

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- | | |
|--|-----------------------------|
| I. <u>Call to Order</u> | Edward Tillman, Co-Chairman |
| II. <u>Approval of November 17th, 2020 Meeting Summary</u> | |
| III. <u>COVID-19 Operations Changes and Updates</u> | Allen Smith, III |
| IV. <u>CEO Comments</u> | John Lewis, Jr. |
| V. <u>Other Business</u> | |
| VI. <u>Adjournment</u> | |

CITIZENS TRANSIT ADVISORY GROUP (CTAG)

Meeting Summary

November 17th, 2020

DISCUSSION SUMMARY

(Approved on January 19, 2021)

Present: Adam Pasiak, Mecklenburg County, CTAG Co-Chairman
Jeffrey Parker, Mecklenburg County
Todd Steiss, Town of Davidson
Kevin Walsh, Town of Huntersville
Donald Rhodes, Town of Matthews
Jessi Healey, Town of Mint Hill
Tommy Fellers, Town of Pineville

Staff: John Lewis Jr, Bradley Thomas, Allen Smith III, Kenneth Chapman, Krystal Green,
Jason Lawrence, Jennifer Fehribach, Rachel Gragg, Laura Johnson, Jill Brim, Nicky
Galloway, Paulus Ford

Meeting time 7:30 a.m. – 9:00 a.m.

I. Call to Order

The regular meeting of CTAG was called to order at 7:32 a.m. by CTAG Co-Chair Edward Tillman.

II. Approval of Meeting Summary – Noah Gabriel Cartagena representing the Charlotte City Council, Todd Steiss, now representing the Town of Davidson, Kevin Walsh representing the Town of Huntersville and Donald, Rhodes representing the Town of Matthews.

III. Approval of Meeting Summary from October 20th, 2020 – Approved

IV. Silver Line TOD Study (presentation attached)

John Howard, CATS Transit Planner presented to Silver Line Study.

There was some discussion as to whether or not the TOD would help identify opportunities not just for affordable housing in the rental housing space but also if it would help identify some of those opportunities for individuals and families that may be facing displacement over rising residential taxes and other costs of living increases due to that development. The answer to the question was yes, and the initial feedback was positive. The TOD will be an area of focus, discussion and potential opportunities that could be brought out of those potential issues with development of that corridor. At a future meeting, CTAG would like to invite the Housing Development Group, once they have had a chance to research the issues and proposal some solutions.

V. CEO Remarks (Duke Energy Electric Bus P3)

John Lewis, Jr, Chief Executive Officer, Charlotte Area Transit System shared that CATS had received two grants:

- 1) Low-No Emission Grant Program that was acquire six (6) fully electric buses

- 2) Volkswagen Settlement Fund Grant that would acquire two (2) hybrid or electric buses.

Also, there was a potential 3P opportunity with a little local publicly-traded company regarding the upgrading of the CATS bus fleet with potential new electric buses and infrastructure support. More information will be shared about this, as the negotiations were still move forward. Hopefully the details are agreed upon within the next couple months.

VI. Other Business

The question was asked as to the current status of the COVID situation within our system and how the pandemic has affected ridership within our operations. Mr. Lewis share that there was a study done, in testing some of our fleet, in partnership with UNCC, also involving a third-party firm to conduct those studies. Preliminary findings were positive. The final findings from that third-party firm have not been completed. Hopefully, those details will be available in the coming weeks. CATS Marketing will be working on getting that information out to the public once the results are available.

VII. Adjourn

The meeting was adjourned at 8:24am

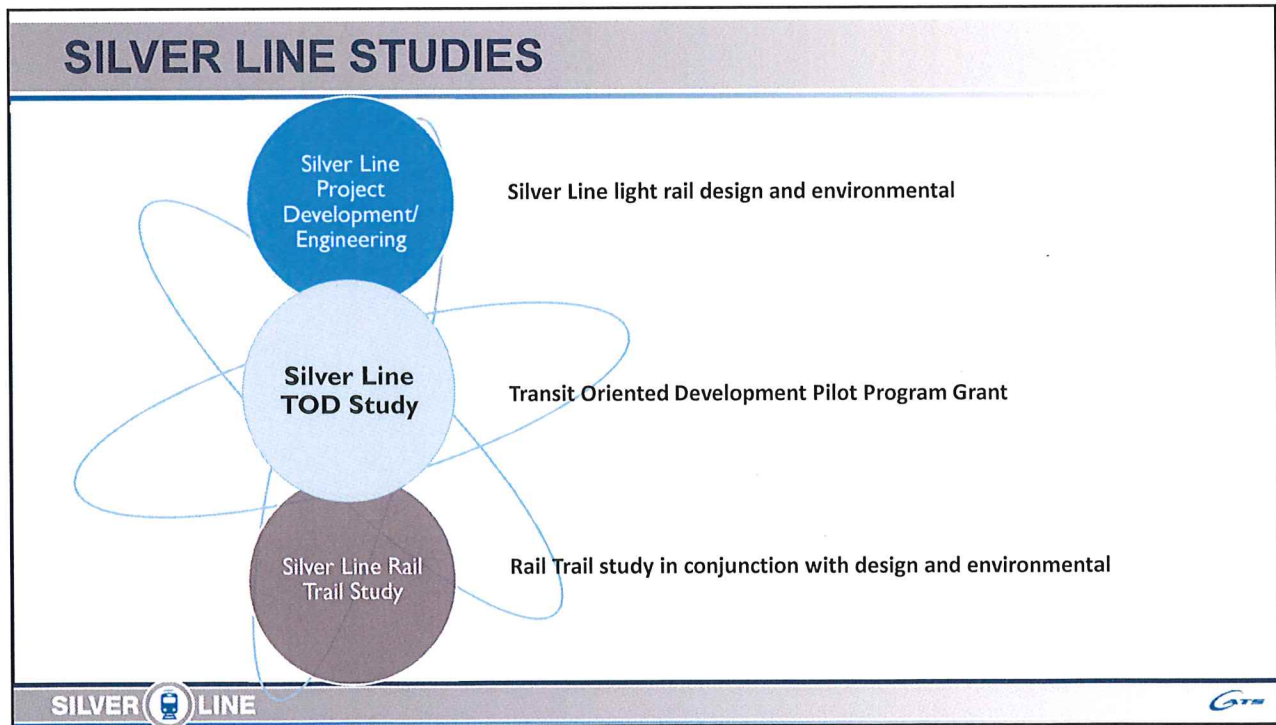
NEXT CTAG MEETING: JANUARY 19TH, 2021 AT 7:30 AM

**Silver Line
TOD Study**

**Citizens Transit
Advisory Group**

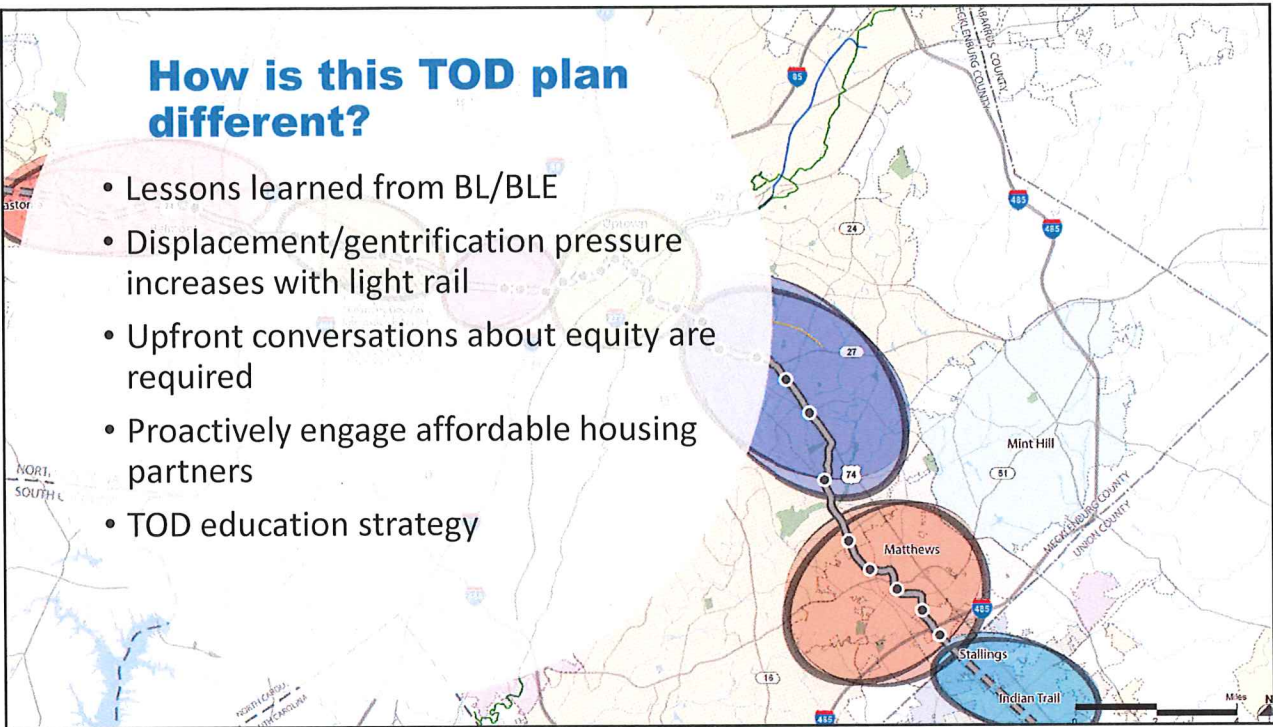
November 17, 2020

CATS **LYNX**
CHARLOTTE AREA TRANSIT SYSTEM RAPID TRANSIT SERVICES



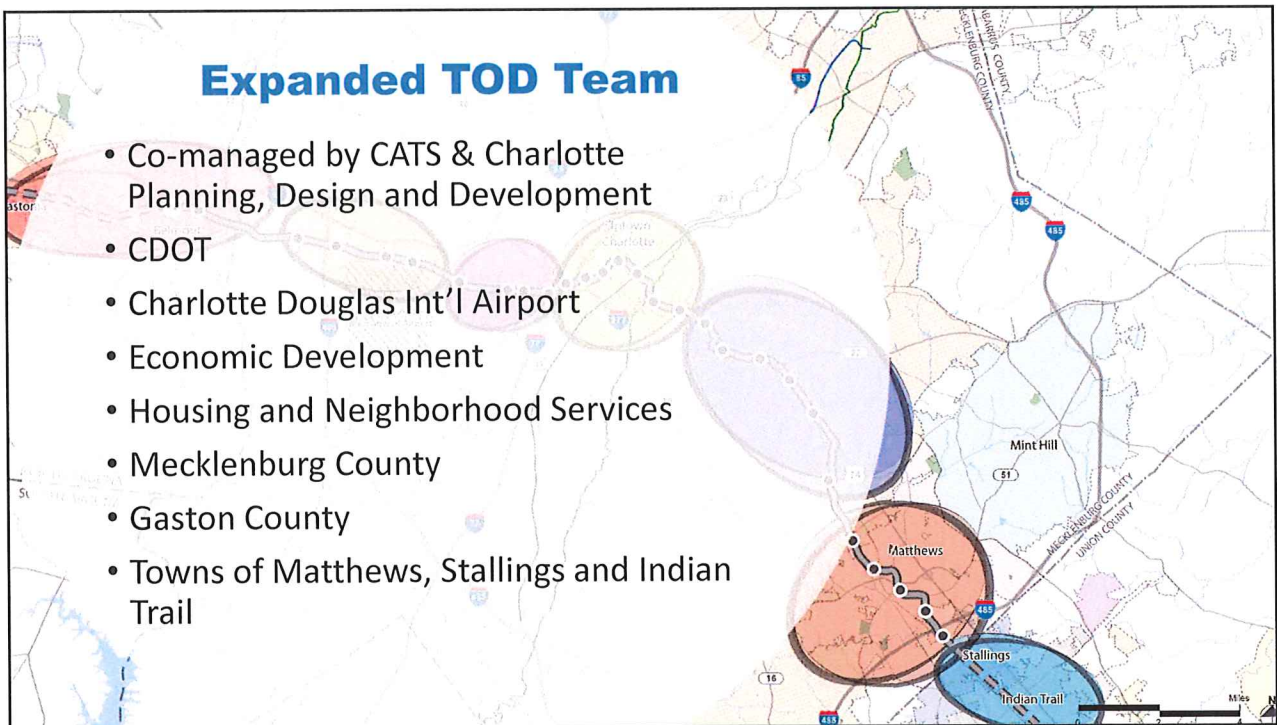
How is this TOD plan different?

- Lessons learned from BL/BLE
- Displacement/gentrification pressure increases with light rail
- Upfront conversations about equity are required
- Proactively engage affordable housing partners
- TOD education strategy



Expanded TOD Team

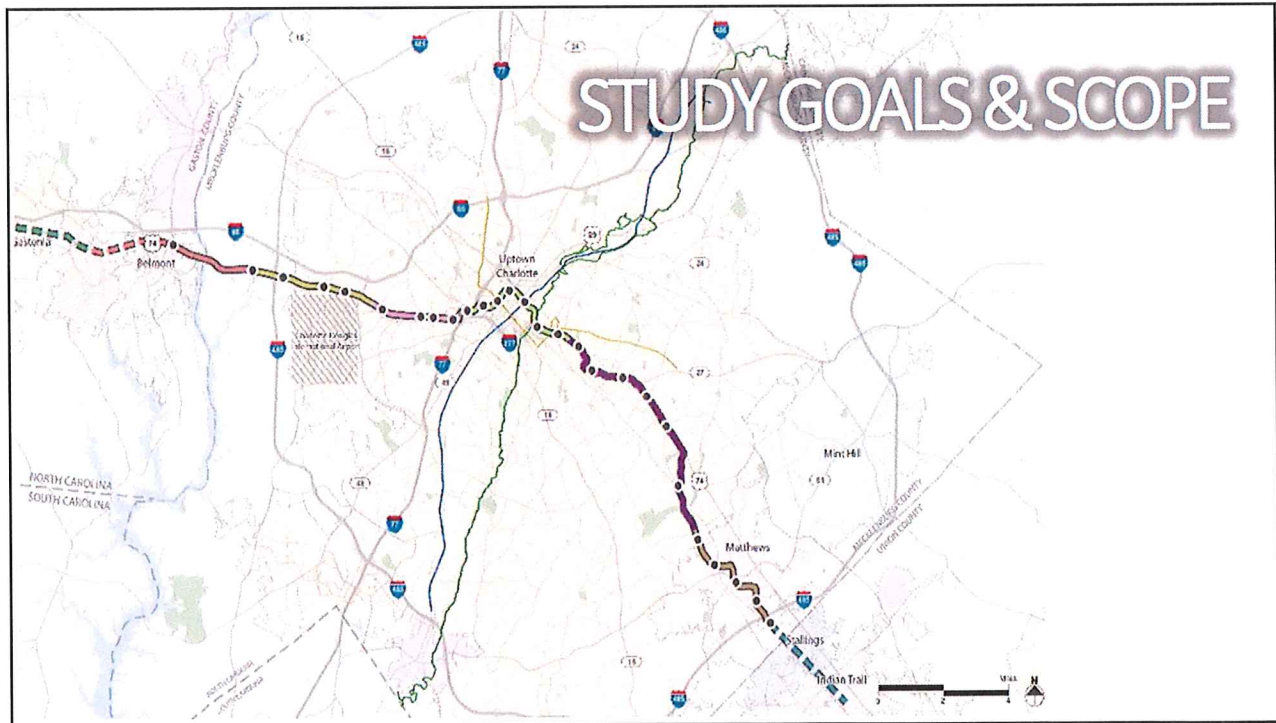
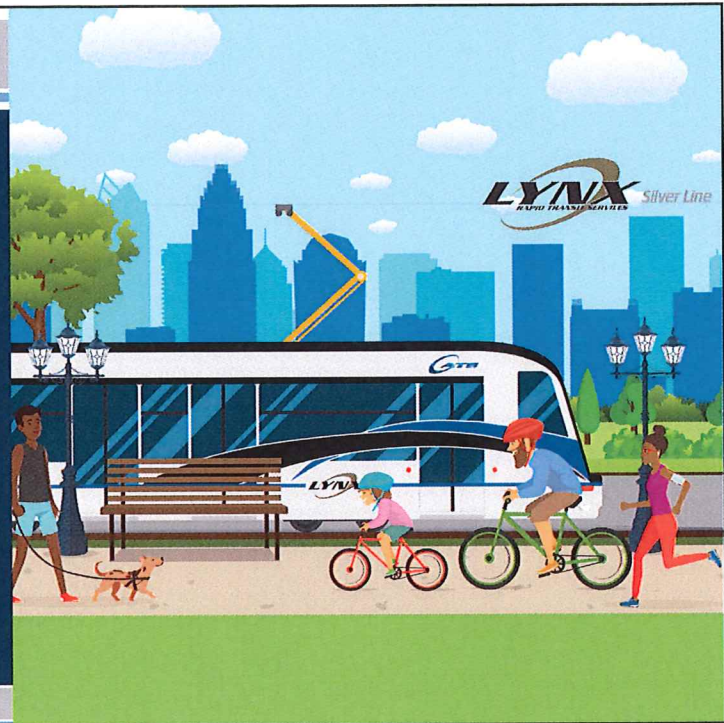
- Co-managed by CATS & Charlotte Planning, Design and Development
- CDOT
- Charlotte Douglas Int'l Airport
- Economic Development
- Housing and Neighborhood Services
- Mecklenburg County
- Gaston County
- Towns of Matthews, Stallings and Indian Trail

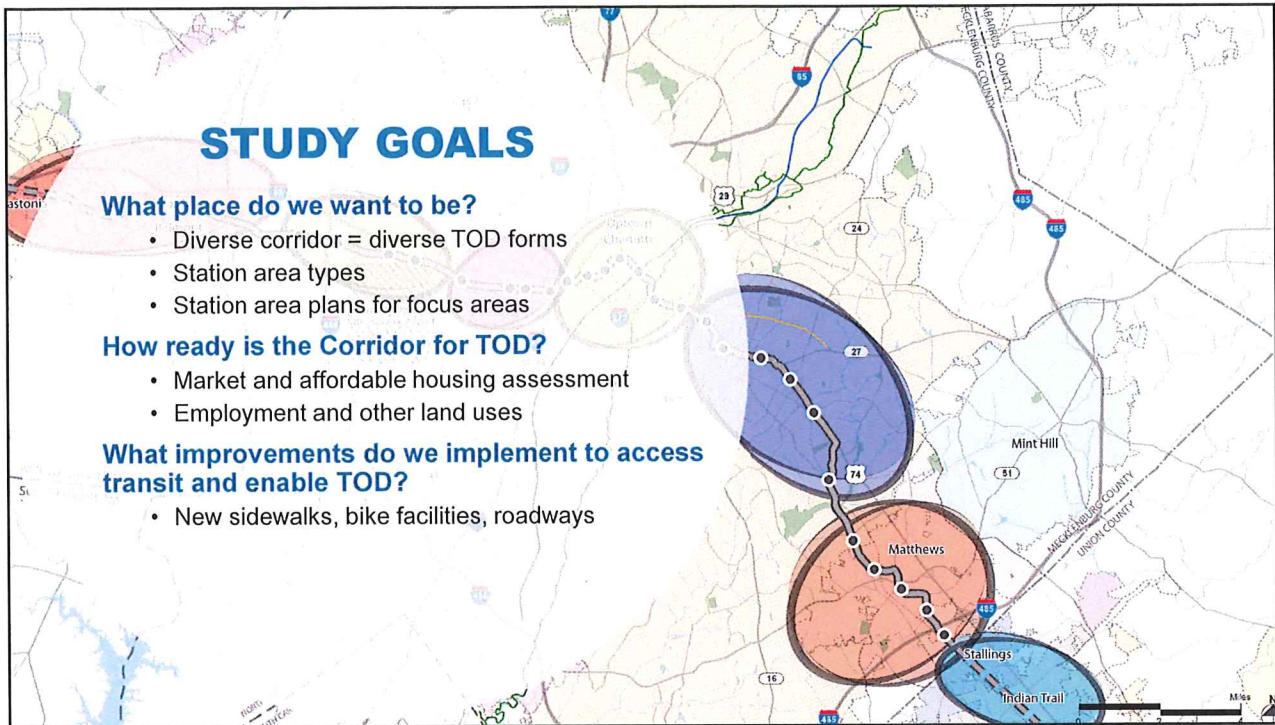


OUTLINE

1. Goals and Scope
2. What is TOD?
3. Deliverables
4. Outreach & Education
5. Work To-Date
6. Initial Findings/Big Ideas
7. Schedule & Key Next Steps

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TOD STUDY SCOPE

Community Education & Engagement

- Conduct **outreach and education** to key stakeholders and communities along the corridor
- Understand **lessons learned** from the Blue Line/BLE
- Community educate about **affordable housing and TOD basics**

TOD Readiness/Market Study



- Assess **TOD readiness** based on market, affordable housing, and infrastructure factors
- Identify potential **locations and opportunities for TOD**
- Develop **affordable housing strategies** to integrate into key station areas

Station Area Planning

- Support & coordinate the **alignment and station alternatives evaluation and selection**
- Develop **guidance for Station Area Types** and support revisions to the **Urban Design Framework**
- Develop **Station Area Plans** for 7 demonstration station areas

Implementation Strategy

- Outline **key infrastructure** for all station areas & Corridor Preservation Strategies
- Develop **TOD implementation plan**

WHAT IS TRANSIT ORIENTED DEVELOPMENT?

Success of transit is more than just designing for the train....



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TOD IS ABOUT

Leveraging transit to support our communities



Mobility & Access



Land Use



Community Design



Equity

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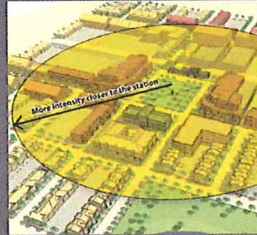


HOW CAN TOD PLANNING ACHIEVE THIS?



Enhance Connectivity

Enhance the existing transportation network to promote good walking, bicycling, and driving connections to transit



Encourage Transit Supportive Development

Focus a mix of complementary, well integrated land uses within walking distance of the transit station



Enhance Community Identity

Use design to enhance community identity around station areas and to make it an attractive, safe, and walkable place



Expand Opportunities

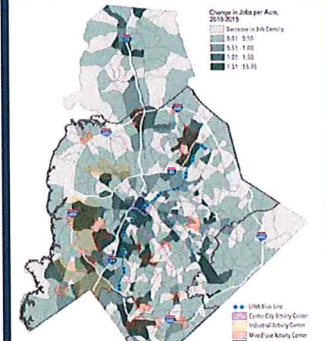
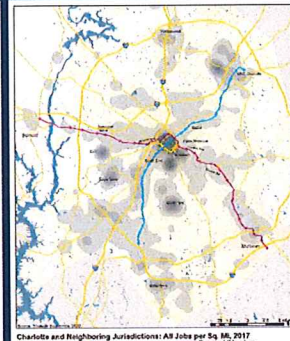
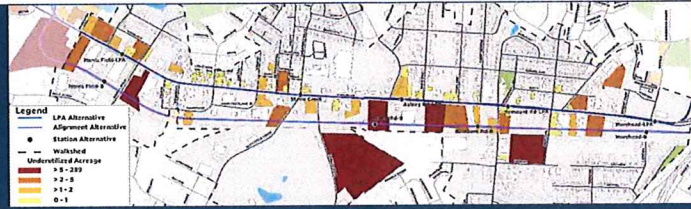
Optimizing access to transit to enhance economic mobility and access to jobs; increase affordable housing and neighborhood amenities

EQUITABLE TOD IS MORE THAN ABOUT HOUSING



DELIVERABLE: MARKET ASSESSMENT

- Assess TOD Market Readiness
- Identify potential catalytic TOD sites/station areas
- Develop corridor preservation strategies



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DELIVERABLE: STATION TOD CONCEPTS

- Station Location/Alignment Alternatives Criteria
- Station Location Alternatives Screening
- Station Area Concepts for All Stations- what to enhance, preserve/protect, or change
- Station Area TOD Plans for 7 Demonstration Station Areas
- Station Area Typology Manual
- Tools to get TOD ready for other Jurisdictions

Metropolitan East-West Corridor Martin Luther King, Jr. and Central

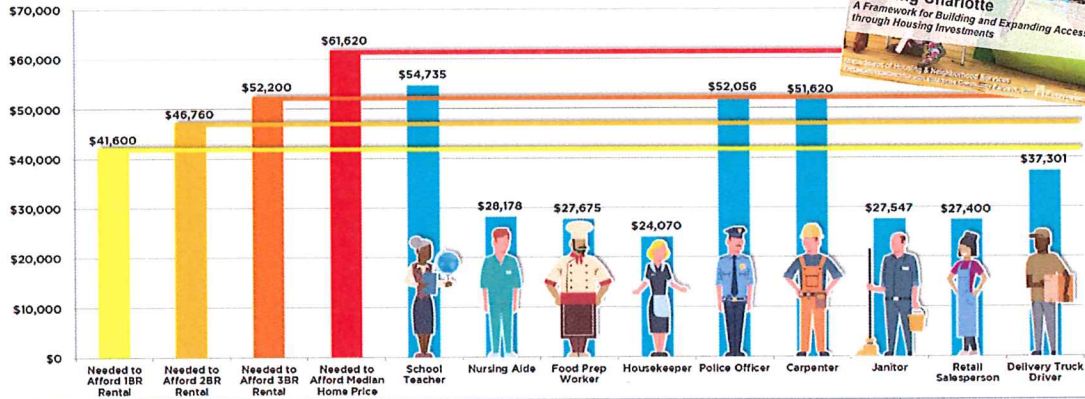
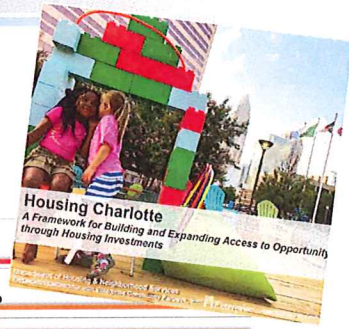
Development Scenario (Phase 1)

Location on the East-West Corridor



DELIVERABLE: AFFORDABLE HOUSING ASSESSMENT

- Corridor Screening for affordable housing opportunities
- Strategies for retaining affordable housing and addressing residential displacement
- Detailed Affordable Housing assessment for demonstration station areas



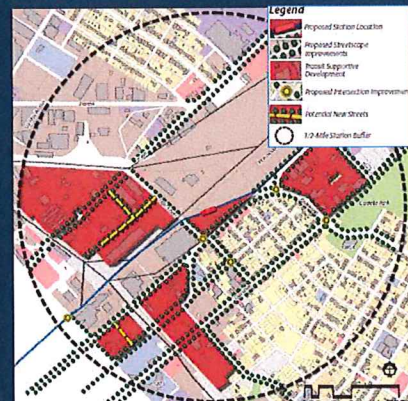
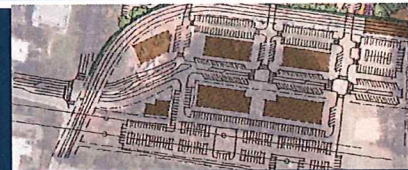
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DELIVERABLE: OUTLINE CAPITAL INVESTMENTS

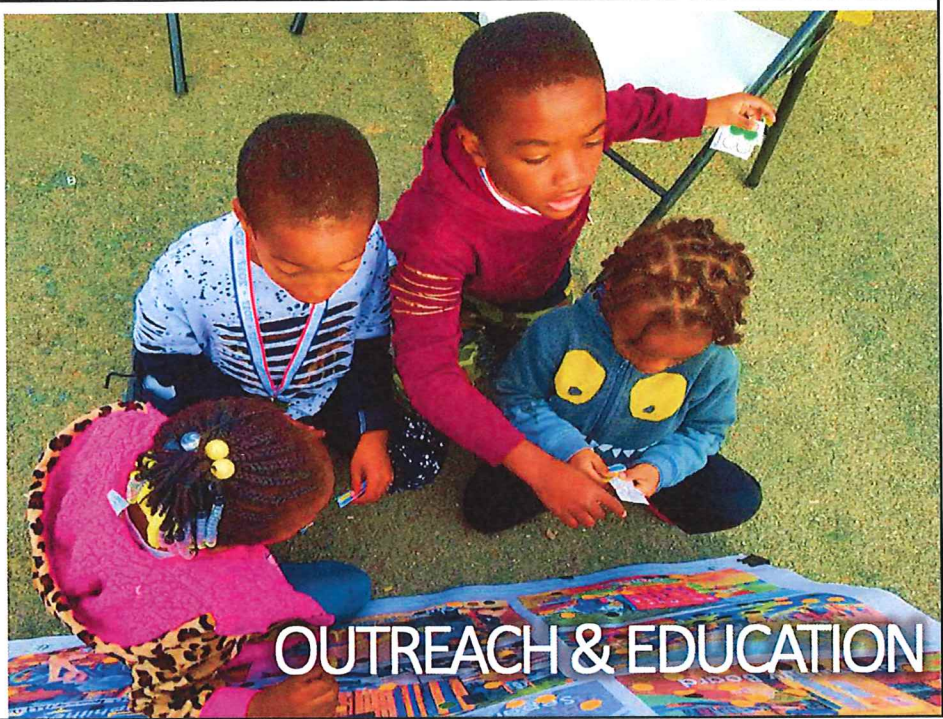
- Multimodal infrastructure
- Parks and open spaces
- Preservation of affordable housing opportunities
- Potential joint-use developments

Proj ID	Loc	Project	Location	Description	Lead Agency	Status / Next Steps
LM-9	✓	Lake Mary Blvd/Palmetto St Signal	Lake Mary Blvd/Palmetto St Intersection	Install signal at Lake Mary Blvd/Palmetto St intersection and add sign operations and signs	City of Lake Mary	County agreed to approve signal. City is pursuing enhancement funding
LM-10	✓	Country Club Rd/16th Ave/17th Ave Crosswalk	Country Club Rd/Lakeview Ave Intersection	Provide crosswalk treatment to cross Country Club Rd/Lakeview Ave (near crosswalk's potential BRT location)	City of Lake Mary	City will consider addressing as part of the Lakeview Blvd Path project
LM-11	✓	Crystal Lake Ave North Sidewalk Improvements	Crystal Lake Avenue - Country Club Road to Station House	Construct sidewalk on north side of Crystal Lake Ave	City of Lake Mary	City of Lake Mary is pursuing enhancement funding to complete the sidewalk to Country Club Rd
LM-12	✓	Crystal Lake Ave South Sidewalk Improvements	Crystal Lake Ave - East of Spiborn Bldg	Replace displaced asphalt with sidewalk on south side	City of Lake Mary	City will consider addressing during the north side sidewalk project
LM-13	✓	Crystal Lake Ave North Sidewalk Improvements	Crystal Lake Avenue - Station House Property to Palmetto Avenue	Construct sidewalk on north side of Crystal Lake Ave	City of Lake Mary	Station House development will construct to its property's west edge
LM-14	✓	Crystal Lake Ave ROW Improvements	Crystal Lake Ave - Station House to Palmetto St	Construct sidewalk on south side of Crystal Lake Ave, add angled on-street parking	City of Lake Mary	City is pursuing enhancement funding and coordinating with the Station House development
LM-15	✓	Palmetto/Crystal Lake Intersection Improvements	Palmetto St/Crystal Lake Ave Intersection	Intersection improvements will add stop signs to east-west movements, and raised crosswalk(s) will be provided on Crystal Lake Ave	City of Lake Mary	Station House development will construct
LM-16	✓	Old Lake Mary Rd Sidewalk Improvements	Old Lake Mary Rd - Palmetto St to Wilbur Ave	Construct sidewalk on north side of Old Lake Mary Rd	City of Lake Mary	Station House development will construct



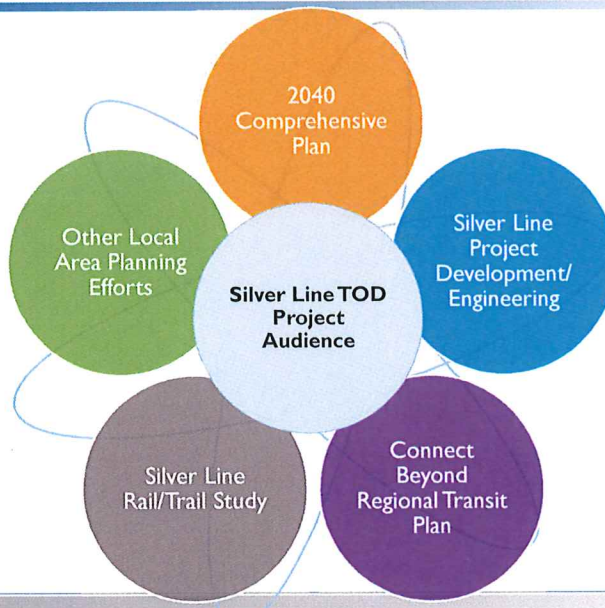
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OUTREACH & EDUCATION

LEVERAGE EXISTING CHANNELS



PURPOSEFUL ENGAGEMENT FOR ALL STAKEHOLDERS

AUDIENCE TYPE	ORGANIZATIONS ENGAGED	OUTREACH ACTIVITIES
Partner Agencies	<ul style="list-style-type: none"> CATS CDOT Airport Mecklenburg County Parks & Rec NCDOT Economic Development Planning, Design & Development Housing & Neighborhood Services 	<ul style="list-style-type: none"> Stakeholder interviews (March 2020) Urban Design Workshops (May 2020) Core Team and Project Management Team (on-going) Engagement/Meetings (Summer 2020) TOD Lessons Learned Workshop (October 2020) ULI TOD Education Coordination (Spring 2021) Station Area Workshops (Spring 2021)
Other Jurisdictions	<ul style="list-style-type: none"> Town of Matthews City of Belmont Town of Stallings Town of Indian Trail Gaston County City of Gastonia 	<ul style="list-style-type: none"> Stakeholder interviews (March 2020-Present) Urban Design Workshops (May 2020) ULI TOD Education Coordination (Spring 2021) Core Team and Project Management Team Engagement/Meetings (Summer 2020)
Developers/ Business Community	<ul style="list-style-type: none"> Proffitt Dixon (Entertainment District) Crossland Southeast Ascent Real Estate (Affordable Housing Developer) Beacon Development (Cedar Hill) Beauxwright (The Foundry) Pipe & Foundry 	<ul style="list-style-type: none"> Stakeholder interviews (March 2020-Present) Coordination (on-going) ULI TOD Education Coordination (Spring 2021)

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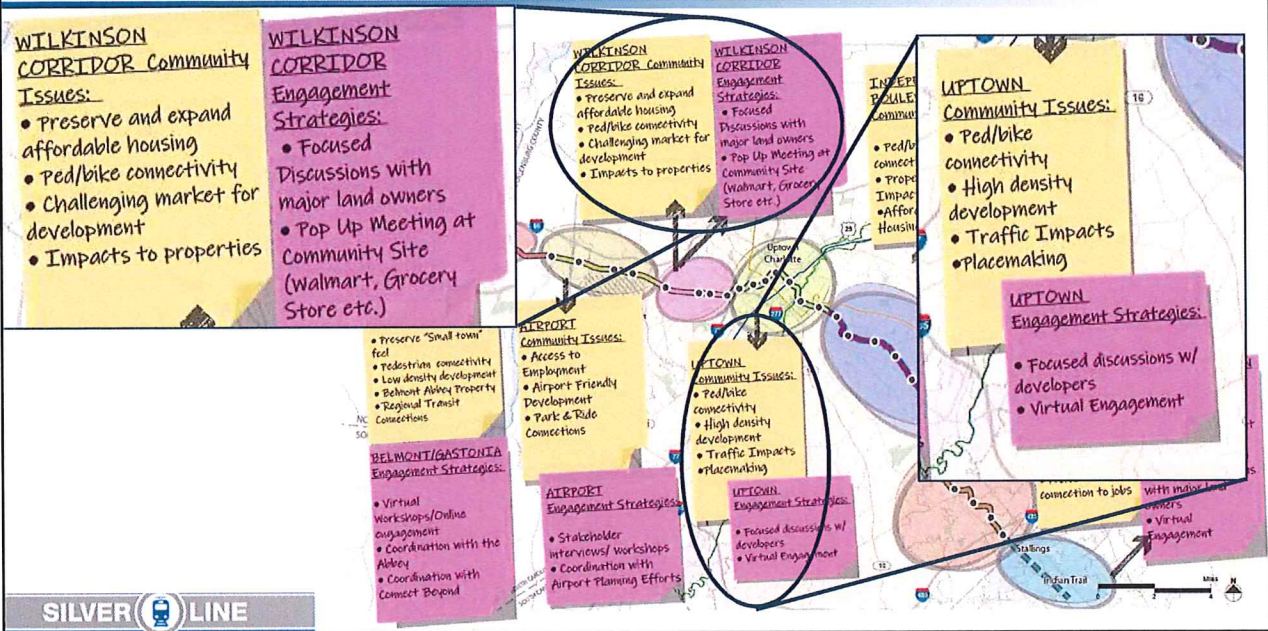
PURPOSEFUL ENGAGEMENT FOR ALL STAKEHOLDERS

AUDIENCE TYPE	ORGANIZATIONS ENGAGED	OUTREACH ACTIVITIES
Stakeholders	<ul style="list-style-type: none"> Center City Partners Belmont Abbey Central Piedmont Community College Novant Hospital- Matthews CRVA Atrium Hospital 	<ul style="list-style-type: none"> Stakeholder interviews (March 2020-Present) Urban design briefings (Summer 2020)
Public/ Residents	<ul style="list-style-type: none"> Community Associations/HOAs Local Business & Property Owners Senior populations Limited English populations Commuters Workers/Local employees 	<ul style="list-style-type: none"> Support round 1 & 2 of the Design Team's public engagement meetings Round 3 of Public meetings in January 2021 Education materials on TOD tailored to the various community contexts Community engagement for station area planning in Spring 2021

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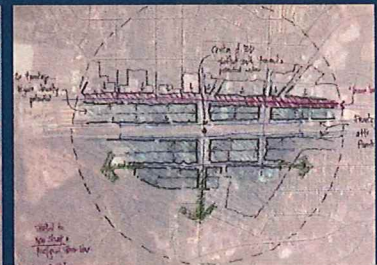
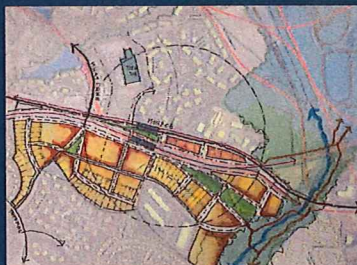
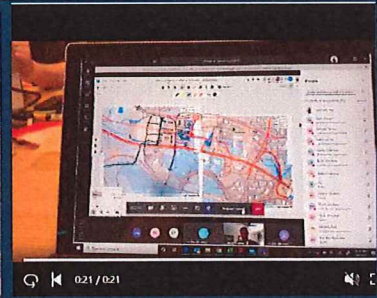


TAILORED OUTREACH ACTIVITIES FOR EACH PLACE



WORK TO DATE

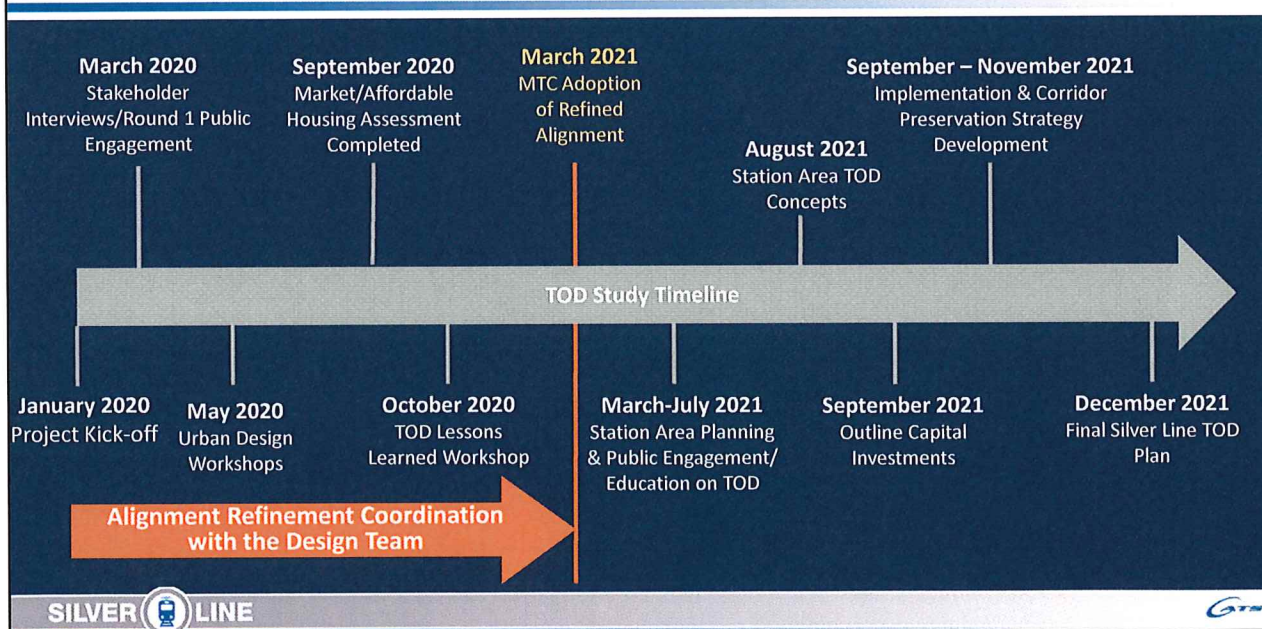
- 8-Day Urban Design Workshop
- Developed Preliminary TOD Scenarios for Alignment Alternatives
- TOD Metrics for all Alignment Alternatives
- Corridor-wide existing conditions assessment
- Corridor-wide Affordable housing & market assessment in progress



INITIAL FINDINGS

KEY FINDING	WHAT DOES IT MEAN?
Corridor has a variety of character and opportunities	Different levels of maturity (city/town maturity) Engagement approaches need to be tailored & equitable
Strong community desire for equity & affordable housing	Need to preserve existing affordable communities Value preserving small businesses
Strong support for bike/ped and trail connections (2TOD)	Close coordination with the Rail Trail Team Pedestrian & Bicycle Investments are crucial to TOD success
TOD is going to be different from South End	Expectations need to be managed: TOD will be more modest & incremental
Many infrastructure challenges along the corridor	Infrastructure Investment provides increased connectivity, mobility, job access, health, etc. Corridor of opportunity—need infrastructure investment even without transit
Transit investment can create some significant TOD in pockets	Investment package must come with transit

SCHEDULE & KEY NEXT STEPS



Thank you!

