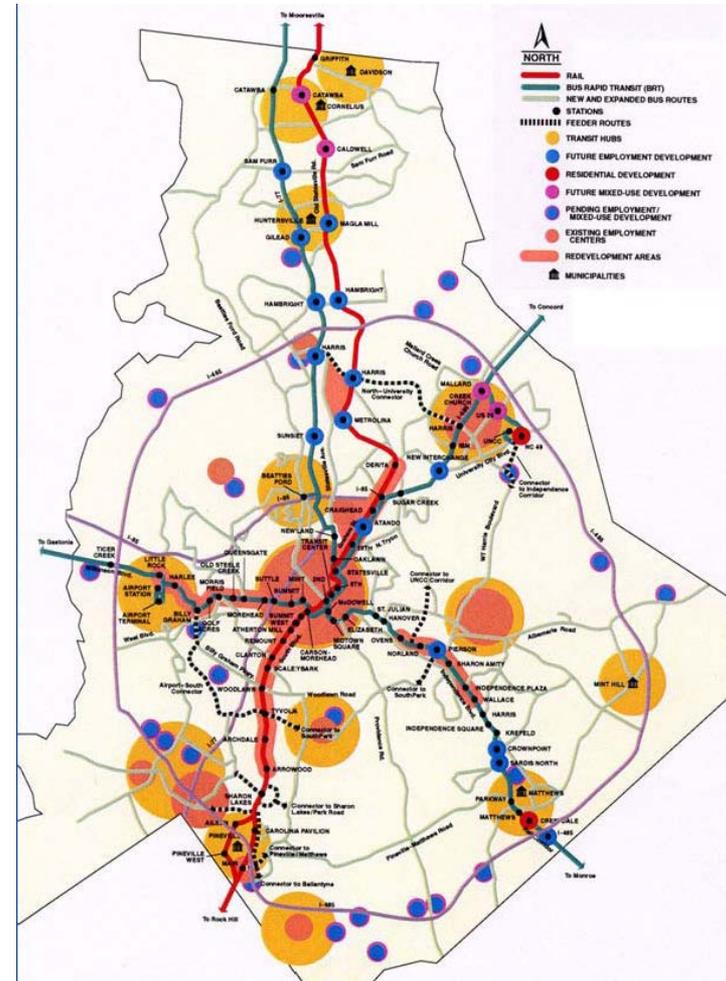




LYNX SILVER LINE TOD PLAN

Charlotte Mecklenburg Planning Commission

- Adopted by Mecklenburg County voters in 1998
- Vision for a long-term growth management strategy
- Integrates rapid transit and mixed-used development along 5 transportation corridors
- Expands transit system to serve between the rapid transit corridors
- Provide more transportation choices to meet mobility needs
- Support sustainable growth for region
- Updated in 2006
2030 Transit System Plan





Establish **reliable transit** to connect the region, enhance quality of life, and strengthen access to opportunities



Use transit to **influence and shape growth** while respecting community character



Increase mobility in each corridor through effective transit investments

CONNECTING THE VISION

The Transit Corridor System Plan

In 2006, the Metropolitan Transit Commission (MTC) adopted the 2030 Transit Corridor System Plan, furthering the vision outlined in the 2025 Integrated Transit/Land Use Plan.

The 2030 Transit Corridor System Plan consists of multiple transit modes in five corridors, a series of improvements in Charlotte's Center City and bus service and facility improvements to link our area's key centers of economic activity.

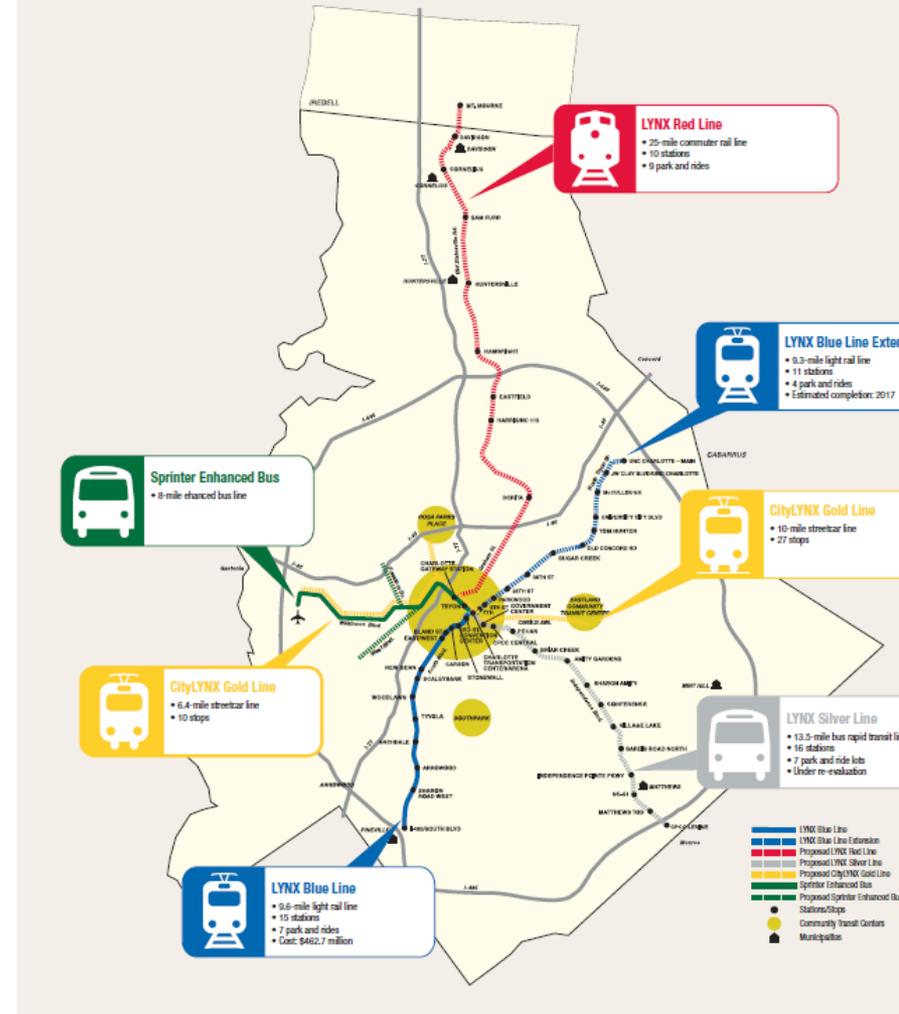
Once completed, this plan will encompass 25 miles of commuter rail, 19 miles of light rail, 16 miles of streetcar, and an expanded network of buses and other transit services.

Transit Modes

- 
LYNX Red Line
 North Corridor
 Center City to Mount Mourne
 25-mile commuter rail line
- 
LYNX Blue Line Extension
 Northeast Corridor
 Center City to UNC Charlotte – Main
 9.3-mile light rail line
- 
CityLYNX Gold Line
 Center City
 10-mile streetcar line
- 
LYNX Silver Line
 Southeast Corridor
 Center City to CPCC Levine Campus
 13.5-mile bus rapid transit line

- 
LYNX Blue Line
 South Corridor
 Center City to I-485 at South Blvd
 9.6-mile light rail line
- 
CityLYNX Gold Line
 West Corridor
 6.4-mile streetcar line
- 
Sprinter Enhanced Bus
 West Corridor
 8-mile enhanced bus line

LYNX System Map



CONNECTING TRANSIT AND LAND USE

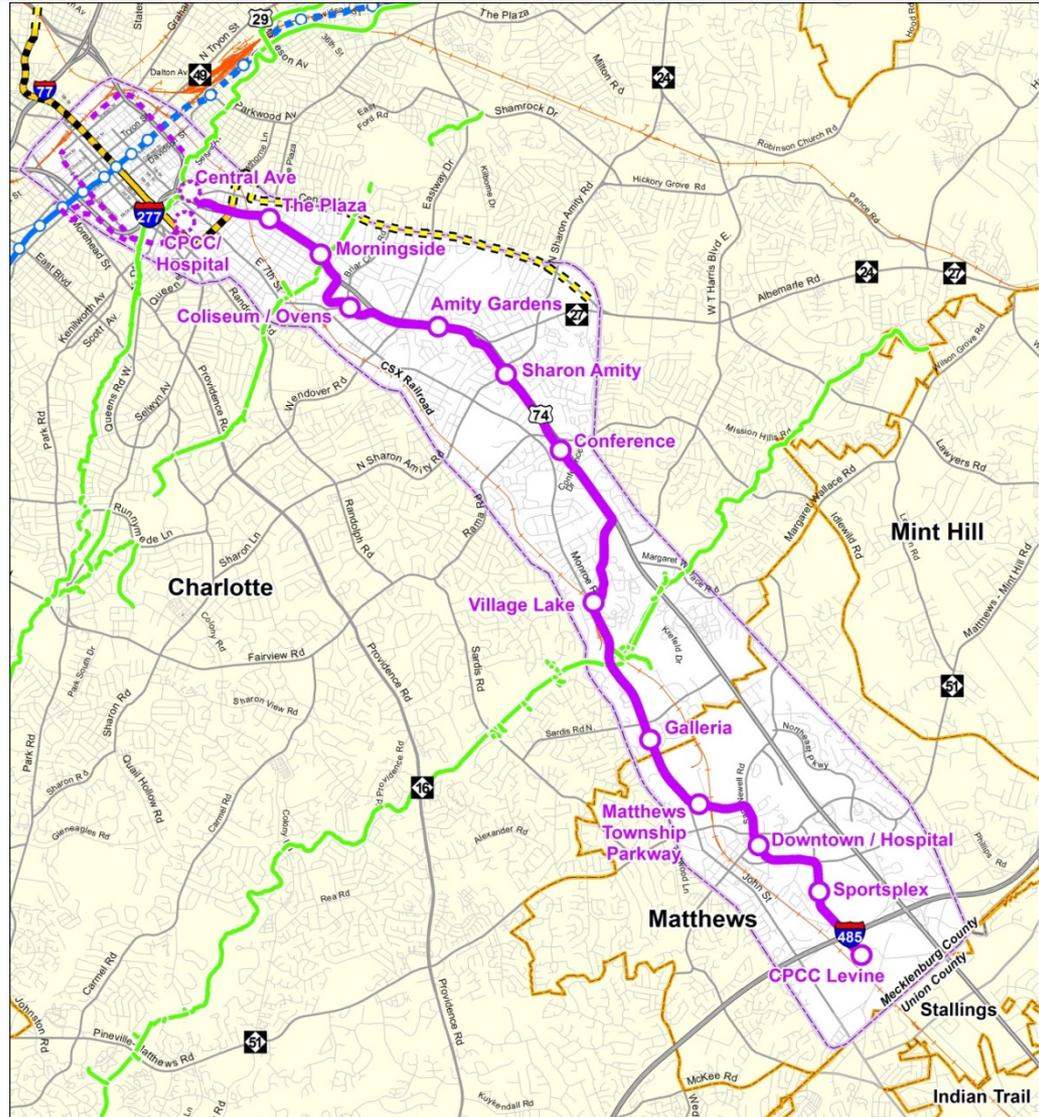
The integration of transit and land use is a key component in moving the region forward. Successful transit oriented developments (TOD) offer a pedestrian-oriented environment in which residents can live, work, shop and play in places accessible by transit. The primary benefits of TOD include:

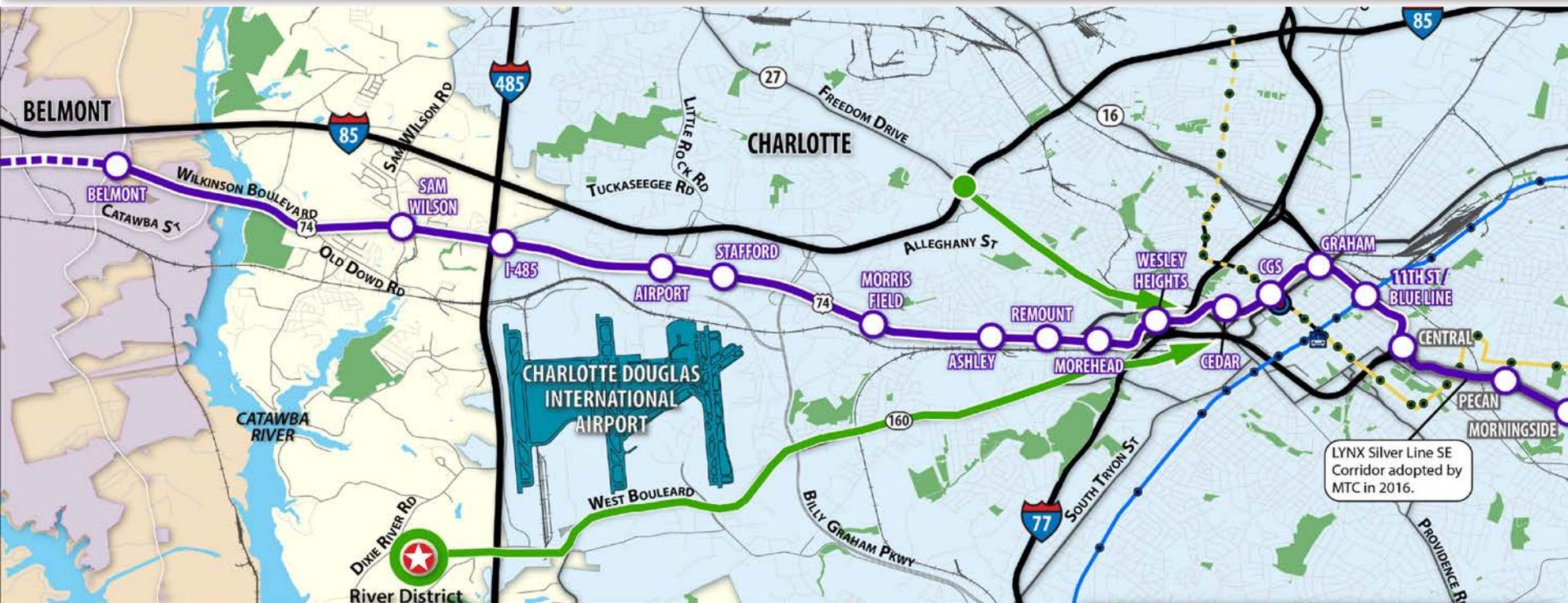
- Reducing sprawl and protecting existing neighborhoods
- Reducing commute times and traffic congestion
- Improving environmental quality and open space preservation
- Encouraging pedestrian activity and discouraging automobile dependency

Since 2005, retail, office, and residential units within ½ mile of the LYNX Blue Line have grown substantially. These investments bring in new tax revenues to the city and county which are reinvested in education, police, fire, roads and other public programs other than transit.

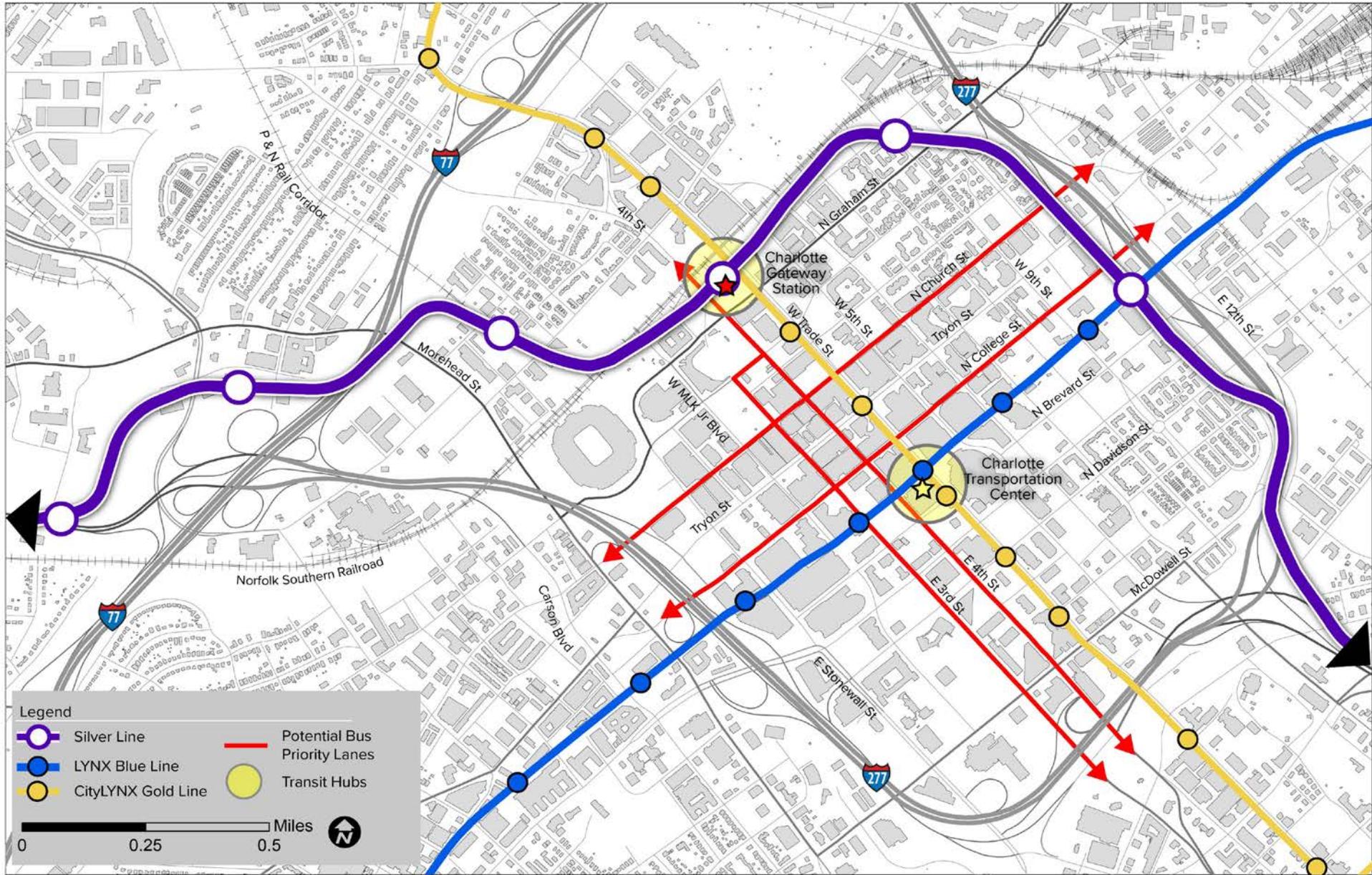


- Metropolitan Transit Commission approved recommendation of light rail in November 2016
- 13 stations with 8-10 park and ride locations
- Identified possible extensions to the West
- Center City alignments to be considered as part of LYNX System Update.
- CATS LYNX System Update study for North and West Corridors completed in February 2019





- Light rail replace streetcar as the West Corridor Transit Mode
- Wilkinson Blvd as the light rail alignment including planning for rail trail
- West Corridor be included in the LYNX Silver Line project
- Extend light rail across the Catawba River to the City of Belmont
- As part of the Regional Transit Study, evaluate light rail to downtown Gastonia
- Implement enhanced bus services and bus stop capital improvements along West Blvd and Freedom Drive

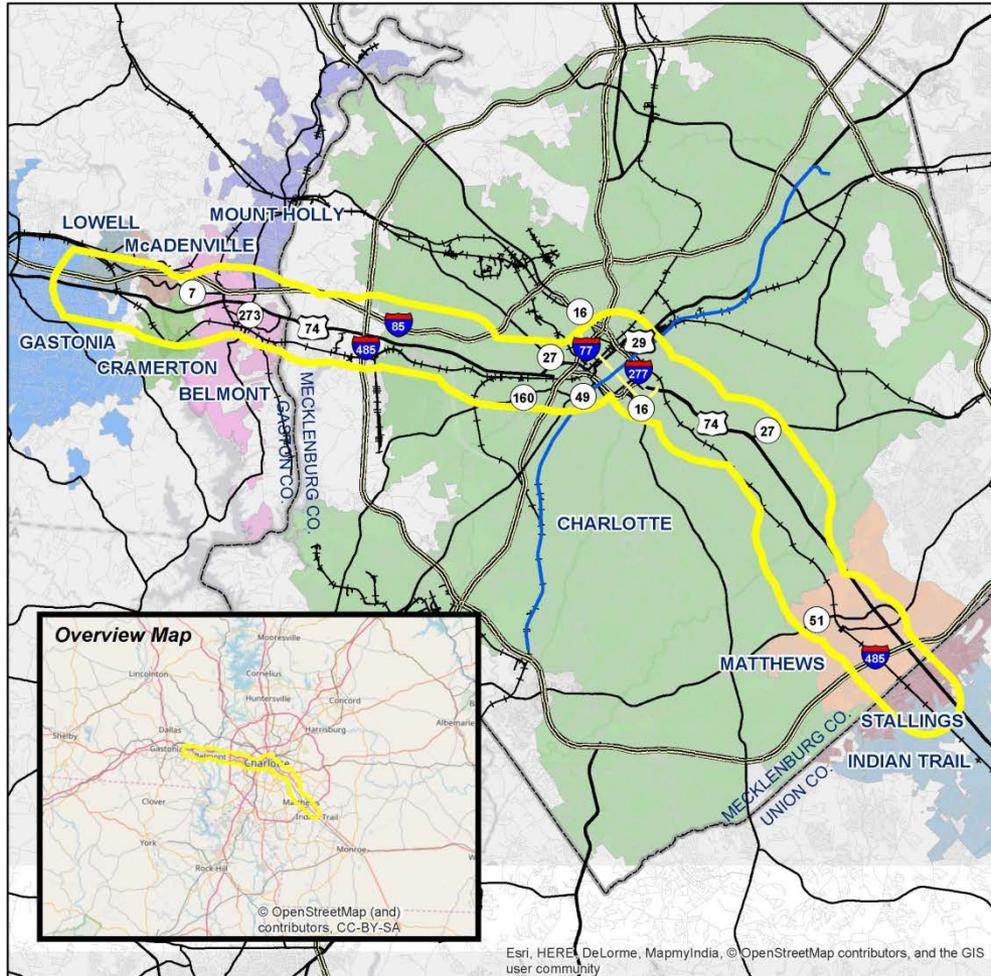


CATS in partnership with Charlotte Planning, Design + Development Department, City of Gastonia, City of Belmont, Town of Matthews, Town of Stallings, and Town of Indian Trail received a \$920,000 planning grant for **TOD planning** from the Federal Transit Administration.

Silver Line Study Area

LEGEND

-  Study Area
-  Interstate
-  US Route
-  NC Route
-  Local Road
-  Railroad
-  LYNX Blue Line
-  CityLYNX Gold Line

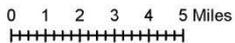


City Departments

- Airport
- CDOT
- Economic Development
- E&PM
- Housing & Neighborhood Services
- Planning



0 1 2 3 4 5 Miles



July 2018

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TOD Engagement and Education

- Transit Oriented Development basics
- Manage expectations
- Affordable housing
- Lessons Learned

TOD Readiness/Market Study

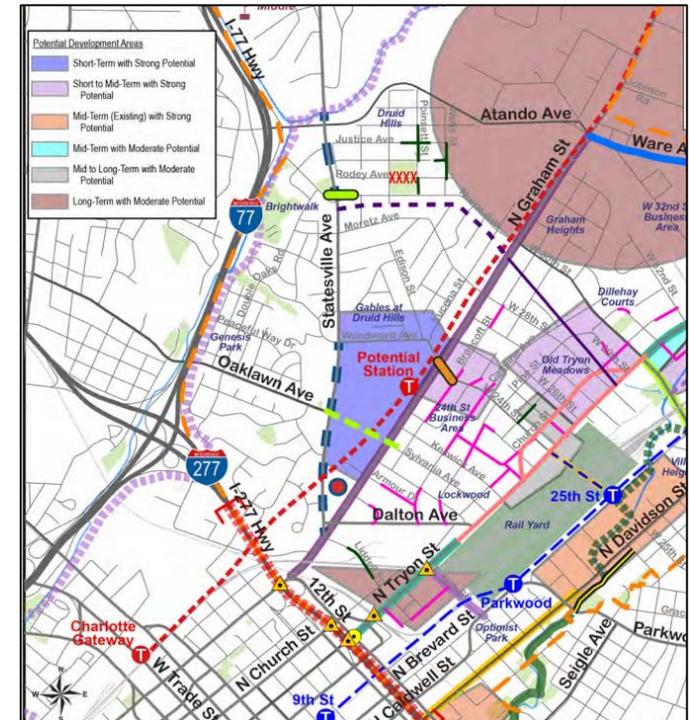
- Existing and future market demand
- Development strategies (Joint development, affordable housing)
- Demographic trends
- Financing strategies

Station Area Planning

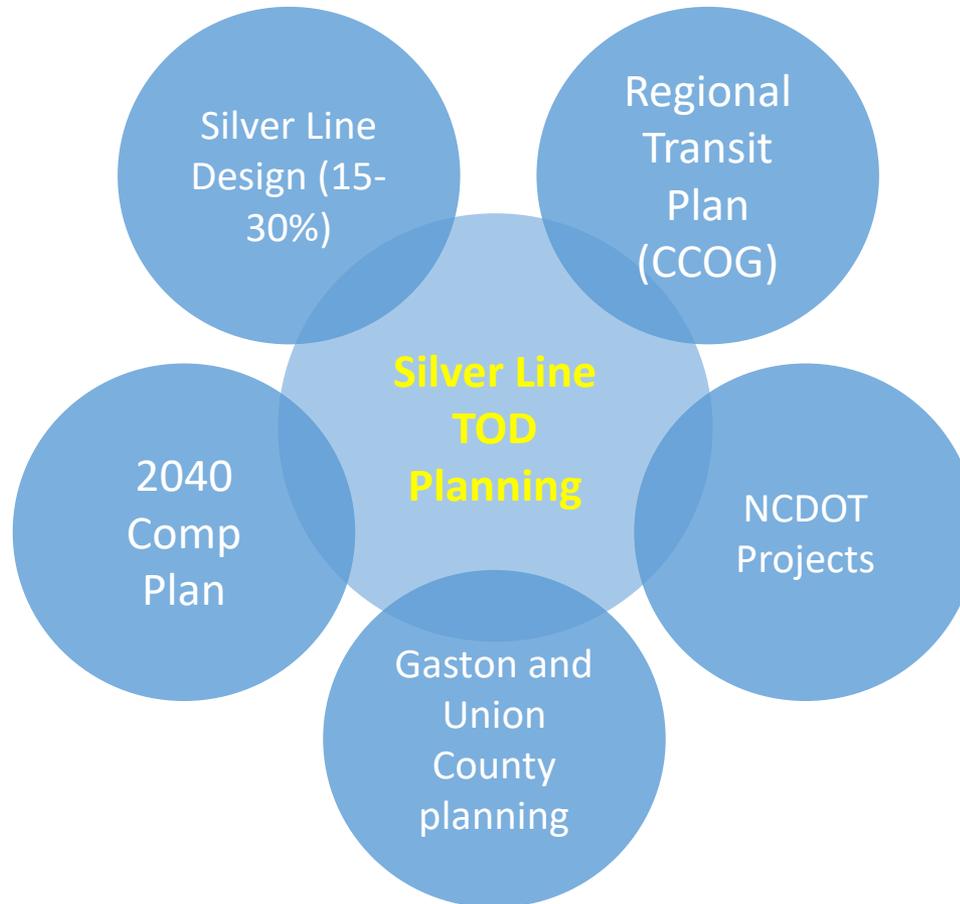
- Analyze station location goals and options
- Station Area Typology update
- Identify infrastructure opportunities

Implementation Strategy

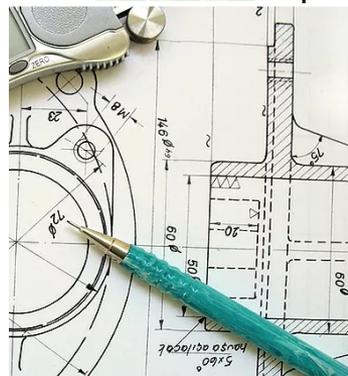
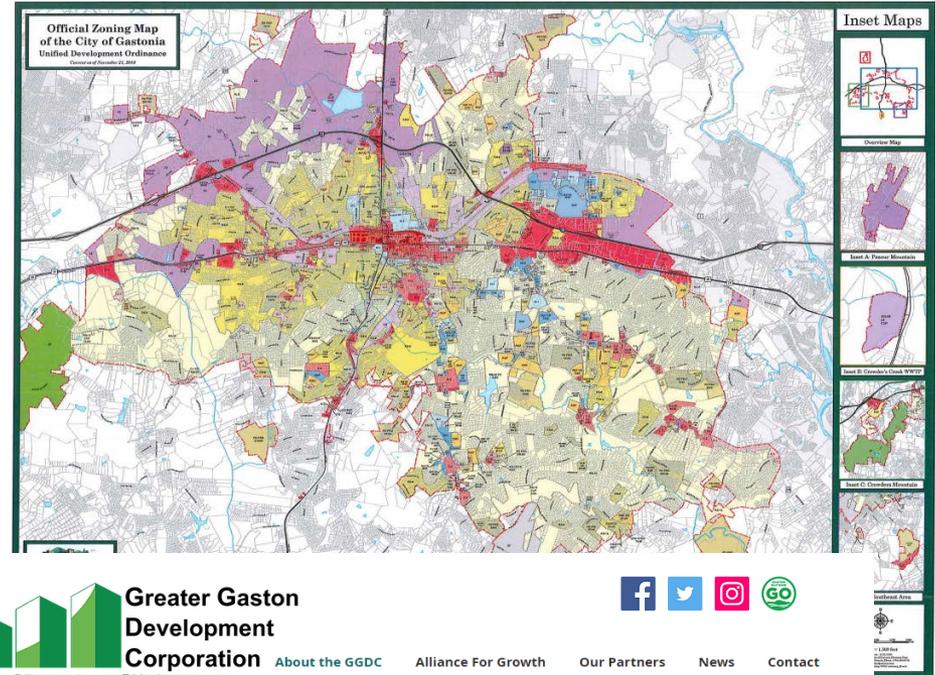
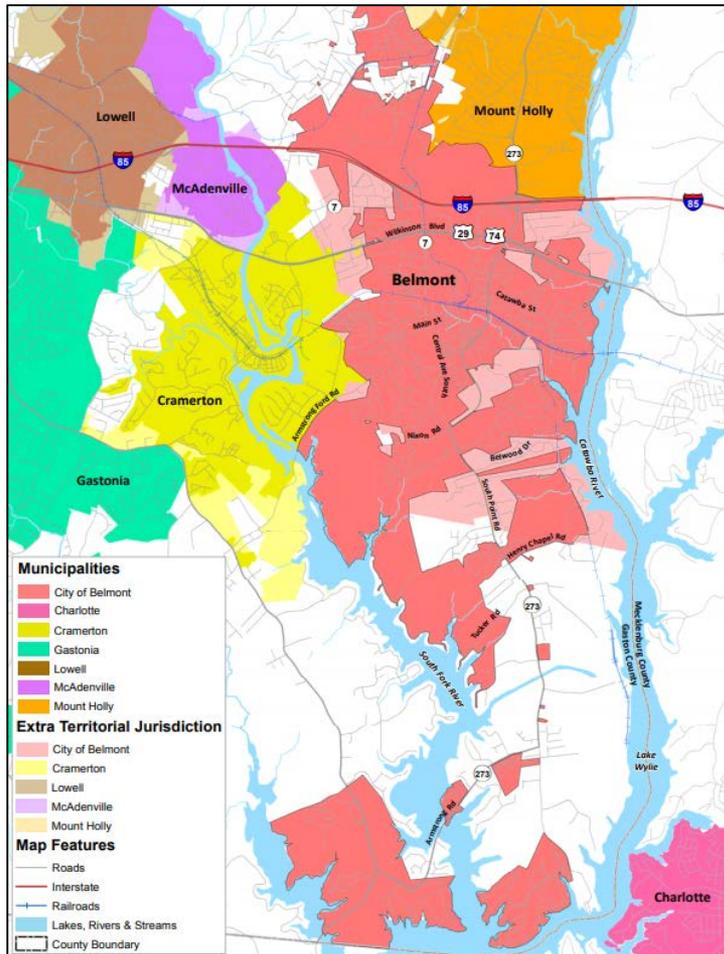
- Capital improvements and funding
- Corridor preservation



Collaboration is Key



City of Belmont and City of Gastonia

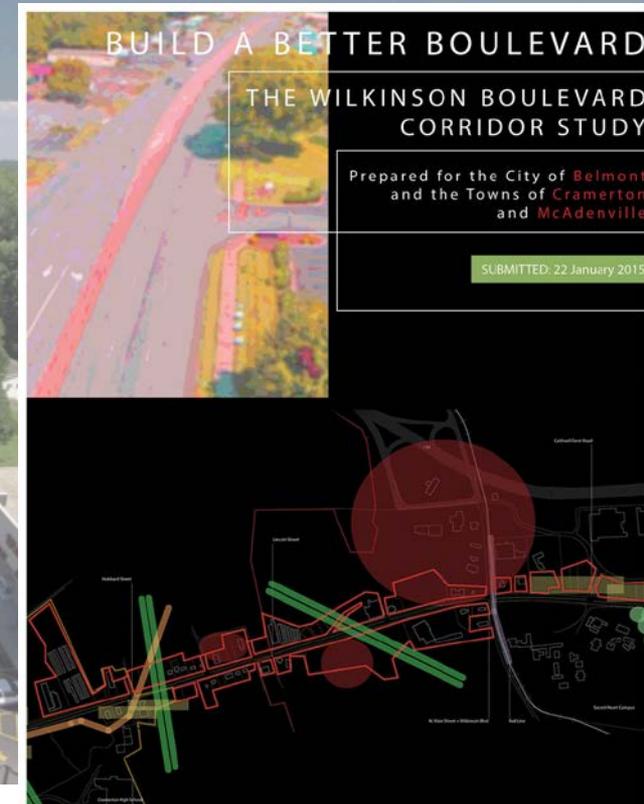


A Catalyst for Action Driving Results

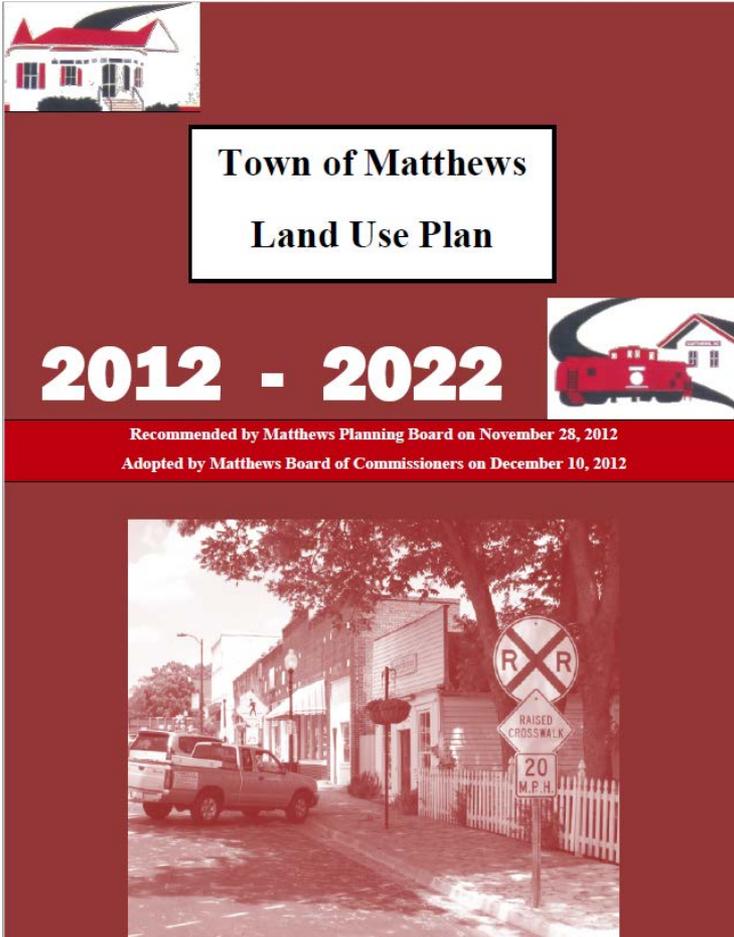
CLT AIRPORT - GASTON STRATEGY

BUILD-A-BETTER BOULEVARD WILKINSON BLVD

BELMONT, CRAMERTON + McADENVILLE, North Carolina



Town of Matthews, Town of Indian Trail, Town of Stallings





Town of Matthews
Land Use Plan

2012 - 2022



Recommended by Matthews Planning Board on November 28, 2012
Adopted by Matthews Board of Commissioners on December 10, 2012



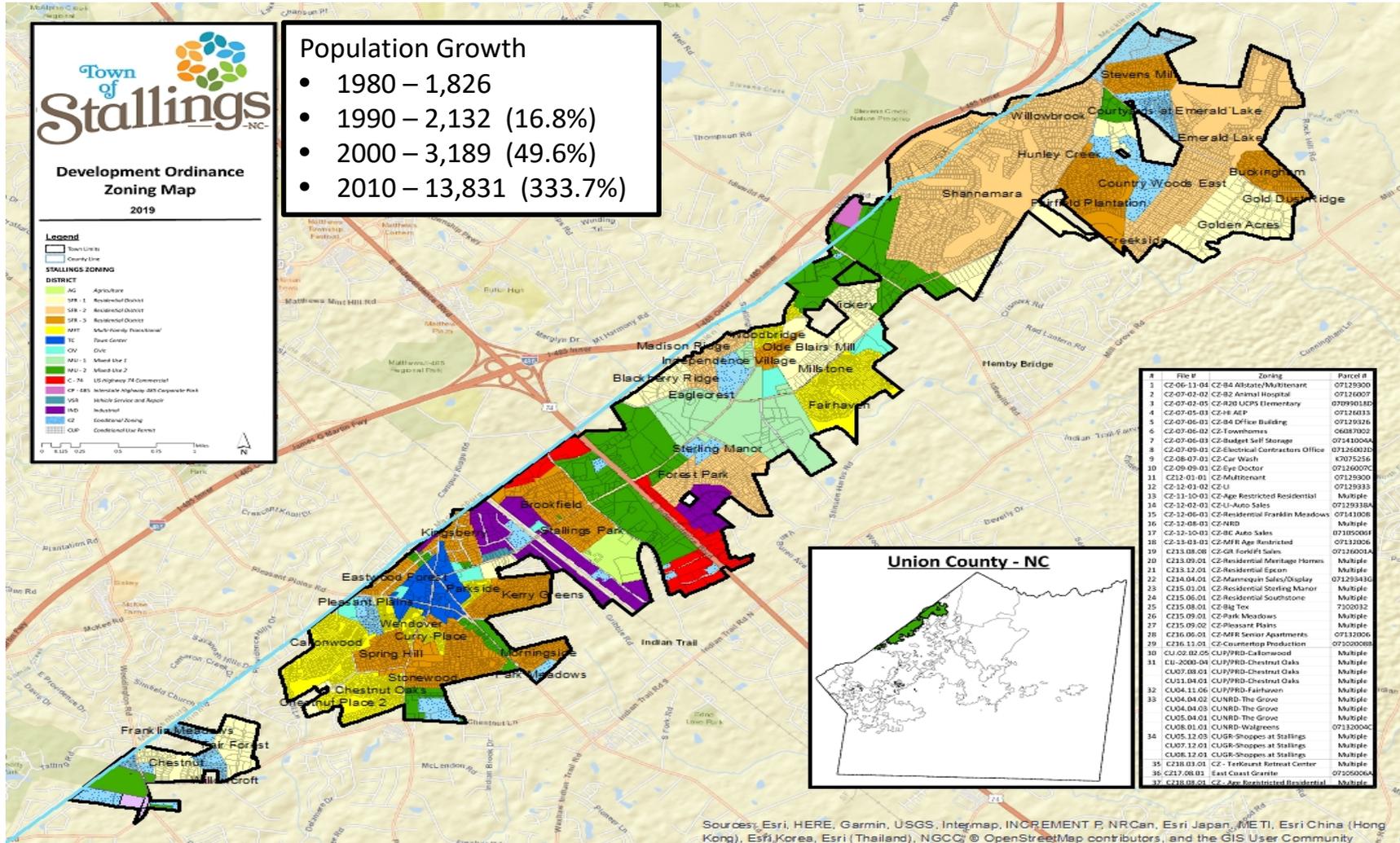
A photograph of a street scene with a railroad crossing sign, a raised crosswalk sign, and a 20 M.P.H. speed limit sign. A white pickup truck is parked on the street.



IMAGINE it

The Town of Indian Trail Comprehensive Plan

Adopted by the Town of Indian Trail Town Council November 12, 2013



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

Stallings: Key Vision Plan Ideas

- Open space and lower density housing will buffer and protect existing neighborhoods
- A mixed-use core will create a lively commercial hub
- An open space network will ultimately connect to other areas of town
- Multi-family housing services to buffer the commercial development and is located away from existing neighborhoods
- Street network permits multiple options for getting around
- A regional office park will have easy access to I-485 and provide a workplace for Stallings' residents



ILLUSTRATIVE SITE PLAN



>> vicinity map

>> existing aerial

>> bird's-eye rendering

>> illustrative site plan

>> proposed land use

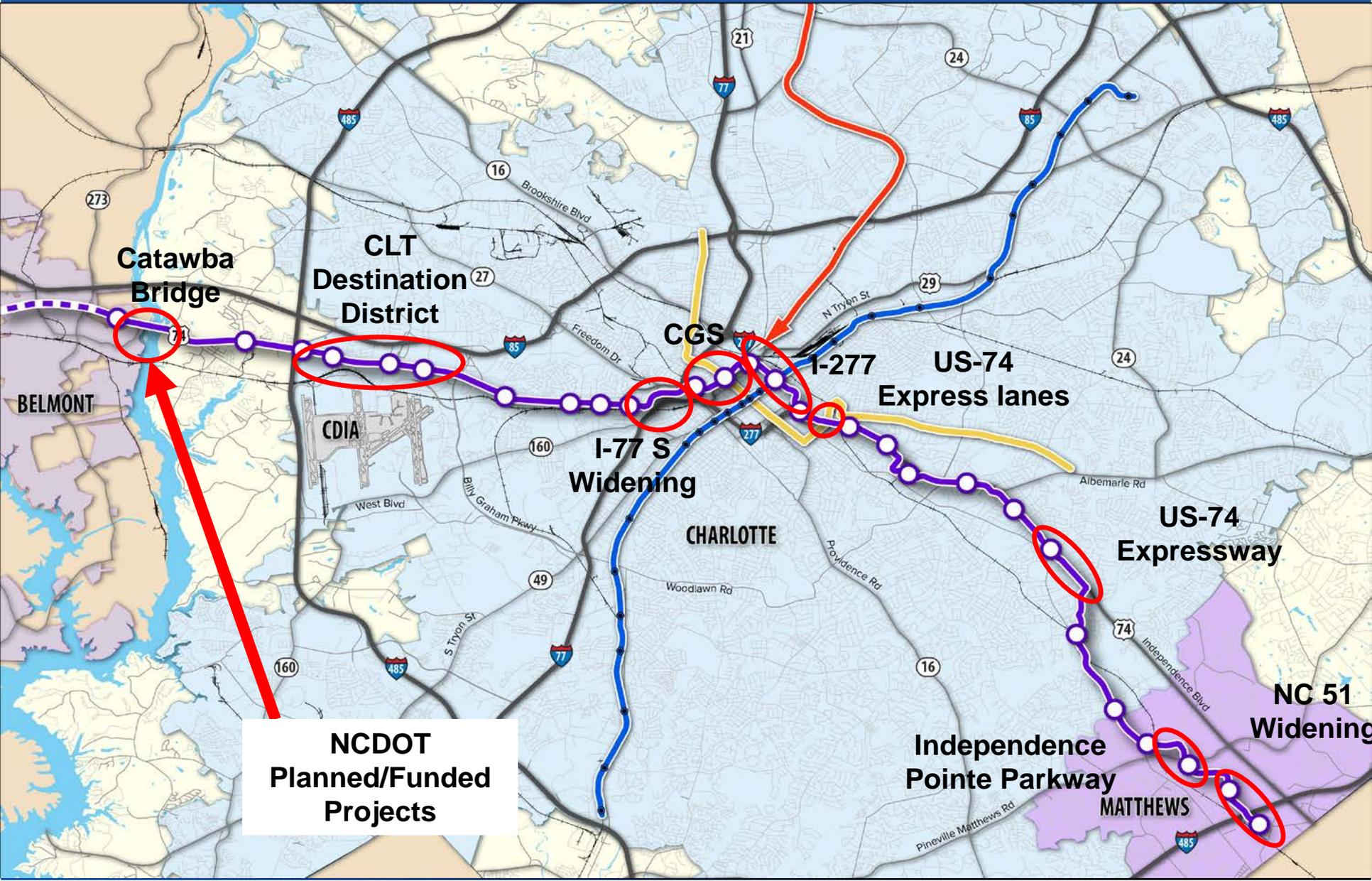
>>key ideas

- Open space and lower density housing will buffer and protect existing neighborhoods
- A mixed-use core will create a lively commercial hub
- An open space network will ultimately connect to other areas of town
- Multi-family housing serves to buffer the commercial development and is located away from existing neighborhoods
- Street network permits multiple options for getting around
- A regional office park will have easy access to I-485 and provide a workplace for Stallings' residents

idlewild road corridor

DESTINATION + DESIGN

Stallings



Project Management Team

- CATS
- Airport
- CDOT
- Planning
- Economic Development
- Housing Services
- City of Belmont
- City of Gastonia
- Town of Indian Trail
- Town of Matthews
- Town of Stallings

Advisory Team (proposed)

- City Executives
- Elected/Appointed officials
- Charlotte Meck. School System
- Mecklenburg County
- MTC
- Other boards and commissions

Team Roles and Responsibilities

Advisory Team

- Work collaboratively to ensure goals and objectives of all agencies are met
 - Land use, station locations, infrastructure
- Provide guidance and feedback at major milestones

Project Management Team

- Work closely with the consultant team and Silver Line (Engineering/Design) team
- Provide input and expertise throughout the process
- Review reports and plans, attend regularly scheduled project meetings
- Be point of contact for department
- Ensure the document incorporates relevant policies and plans
- Keep respective staff and leadership informed & updated

**Finalize
RFQ**
April

**Consultant
Selection**
July

**Public
workshops**
Fall -
Winter

**Finalize
Station
Locations**
Spring

**TOD
Planning
Resumes**