

**TRANSIT ORIENTED
DEVELOPMENT STUDY PHASE 2
PUBLIC ENGAGEMENT MEMO**



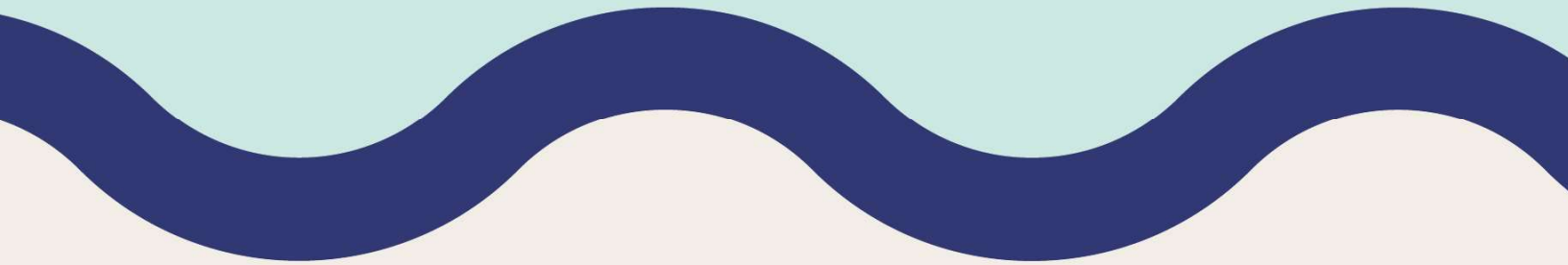
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Governments (BCDCOG)

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Contents

Introduction	4
TOD Advisory Committee Meetings	6
Stakeholder Meetings	9
Local Government	9
Subject Matter Experts	9
Community Workshops	11
Pop-up Events	31
Conclusion	35
Appendix	37

INTRODUCTION



Introduction

As South Carolina's first bus rapid transit system (BRT) comes to the Lowcountry, Phase 2 of the Transit Oriented Development (TOD) study focused on identifying opportunities to establish parameters and guidelines to improve quality of life for communities and residents. TOD will enable the corridor to capture more of the region's growth, supporting transit ridership, and reinforcing a people-oriented sense of place. The Phase 2 TOD study involved planning strategies focused on creating livable, walkable communities centered around public transit stations. This report details the engagement efforts undertaken in working towards the following planning outcomes and deliverables:

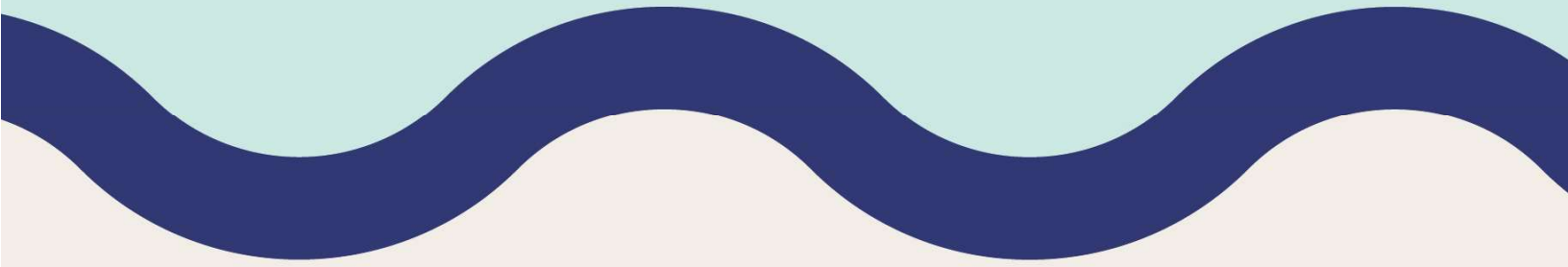
1. Development of an updated housing assessment;
2. Development of strategies to support affordable housing and equitable development within the Lowcountry Rapid Transit (LCRT) station areas;
3. Prioritization of bicycle and pedestrian infrastructure near LCRT station areas;
4. Identification of funding opportunities for bicycle and pedestrian infrastructure;
5. Development of tools to monitor TOD success, including fiscal impacts and equitable outcomes; and
6. Development of a model code process for voluntary use by local governments to support the implementation of TOD.

The project team identified equitable engagement techniques to connect with residents and community stakeholders throughout the process. Engaging with these diverse groups included listening, learning, and crafting TOD implementation recommendations that reflected existing community strengths and future aspirations. Insights from these efforts shaped the recommendations of Phase 2 of the TOD study, ensuring that TOD for LCRT becomes a transformative project for the region.

The process incorporated methods outlined in the Charleston Area Transportation Study Public Participation Plan (CHATS PPP) regarding Title VI and Limited-English speaking (LEP) outreach. This included providing informational materials in both English and Spanish. All public meetings conformed to the BCDCOG agency policy concerning the American Disabilities Act (ADA) of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended). Notices for meetings included information on how to request special accommodation under the ADA or translation services.

In total, the BCDCOG and their consultants facilitated 5 TOD Advisory Committee meetings, 20 meetings with local government staff, 27 stakeholder meetings, 4 community workshops, and tabled at 7 community events. This report provides insight into the information and feedback gathered throughout these engagement efforts.

TOD ADVISORY COMMITTEE MEETINGS



TOD Advisory Committee Meetings

The TOD Advisory Committee, composed of 27 stakeholders and leaders, played a crucial role in providing input, feedback, and recommendations on TOD strategies for the LCRT corridor. Committee members attended five meetings between May 2023 and July 2024, which are summarized below.

Meetings 1 - 2 (in person)

The first TOD Advisory Committee Meeting was held in person in May 2023. The project team presented an update on Phase 1 outcomes, introduced the committee to Phase 2 of the TOD study, and solicited input on components of successful TOD for the Charleston region. The committee provided feedback on useful measurements to be provided by the equitable TOD (eTOD) tool and identified obstacles and requirements for TOD success, summarized below:

Perceived obstacles to achieving TOD:

- Insufficient support for necessary policy environment.
- Limited experience with mass transit and TOD development in the region and state.
- Increasing commercial and residential rents resulting in displacement.

Requirements for achieving TOD:

- Engaging various stakeholders on the opportunity for implementing TOD and its benefits.
- Illustrating how TOD can alleviate traffic and congestion.
- Emphasizing connectivity and access in educational materials.
- Tackling public perception of density and height around station areas.
- Clarifying the distinctions between height, density, and development, and illustrating these with real-life examples and place types.

The discussion provided insights into the diverse perspectives on TOD, the perceived benefits and challenges, and the importance of education and policy support for successful TOD implementation. Collaboration and communication among diverse stakeholders are needed to realize the potential of TOD in the region.

The second TOD Advisory Committee Meeting was also held in person in August 2023. The project team presented findings on recent and planned development activity, identified parcels with nearer-term potential for change, and discussed housing affordability strategies.

The team also provided an update on engagement efforts. An interactive exercise solicited feedback on development typologies across the corridor, and the committee discussed partnerships and roles necessary for successful TOD in pre-assigned breakout groups. Committee members expressed their desire to engage stakeholders, share information, increase involvement, and continue building a strong foundation for TOD.

Meetings 3 - 4 (virtual):

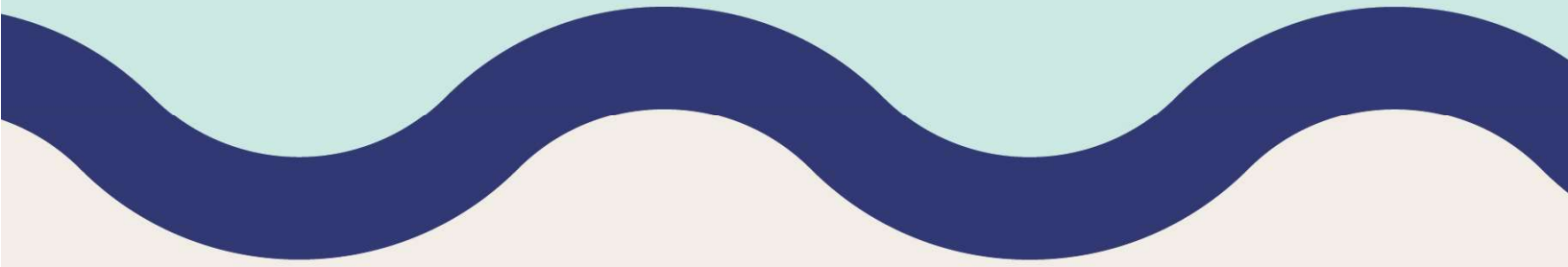
The third TOD Advisory Committee Meeting was held virtually in December 2023. The project team presented the proposed process for developing a transit-supportive code, including takeaways from developer discussions. The team also presented the prioritization process for bicycle and pedestrian infrastructure projects and provided an update on corridor market trend findings, affordable housing strategies, and next steps.

The fourth TOD Advisory Committee Meeting was held virtually in May 2024. During this meeting, the project team presented the final market demand conclusions by submarket, final bike and pedestrian project prioritization, and demonstrated the use of the eTOD tool. The final market demand conclusions reflected trends that have impacted regions differently across the country since the COVID-19 pandemic, including altered migration patterns, retail spending patterns, office density assumptions, and travel patterns.

Meeting 5 (in person):

The fifth and final TOD Advisory Committee Meeting was held in person in July 2024. During this meeting, the project team presented a recap of Phase 1 and 2 TOD deliverables and activities, highlighting the breadth and depth of materials available to the committee in championing TOD. The team communicated the TOD opportunities in the corridor and the choices available to regional leaders and decision-makers. Final implementation tools and strategies presented included the transit-supportive code and framework planning process, TOD site-specific value capture, anti-displacement toolkit, and the fiscal impact tool. To conclude, committee members brainstormed short- and long-term next steps to advance TOD in the region based on their roles.

STAKEHOLDER MEETINGS



Stakeholder Meetings

Local Government

A series of meetings with Charleston, North Charleston, and Charleston County were facilitated over the project period to coordinate and receive feedback on the applicability and utility of different strategies and tools. The purpose of each of these meetings is listed below.

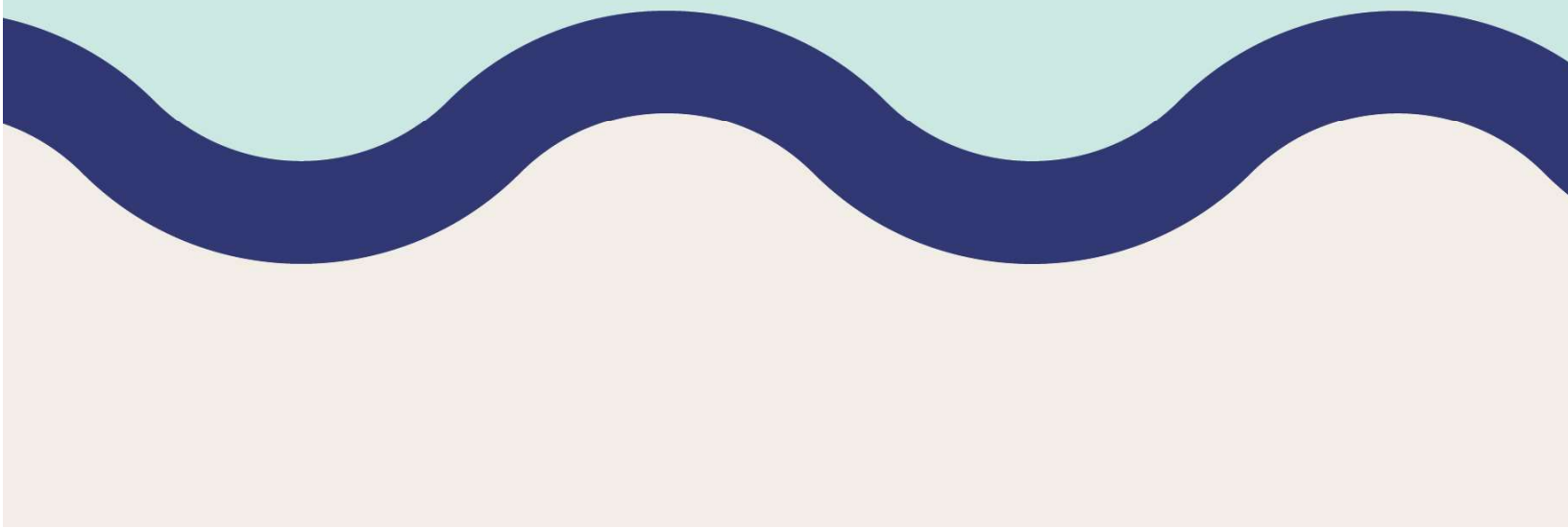
3	Project kick off
2	Coordination and outreach strategies
5	Affordable housing strategies and market dynamic insights
6	Transit supportive code and policy
4	Bicycle and pedestrian prioritization and funding

Subject Matter Experts

Subject matter expert meetings occurred both in person and virtually to engage smaller groups of people including developers, housing advocates, property owners, community representatives, and others with an interest in development and infrastructure within the station areas. The number and subject matter for these meetings is listed below.

5	General project updates
15	Affordable housing strategies and market dynamic insights
4	Transit supportive code and policy
3	Bicycle and pedestrian infrastructure prioritization

COMMUNITY WORKSHOPS



Community Workshops

A series of community workshops and meetings were held across the corridor to gather input from community members on their priorities and vision for each station area. Locations across the corridor were selected to engage diverse stakeholders and community members. Each meeting focused on station areas closest to the meeting location and was scheduled for two hours. Three meetings were held on weeknight evenings while one was held on a Saturday morning. The project team spent the first 30 minutes of each meeting providing a project presentation and short video. Participants were then guided into a participatory mapping exercise, with questions for individual feedback, and a time for each table to report out.

Attendees were asked to indicate on a map which areas were important to them/their community, which they marked with green dots, and which areas could benefit from redevelopment or new development which they marked with red dots. The composite maps and associated comments for each station area were digitized and are included under the summary for each meeting in the following section. Attendees were also asked to come up with a positive newspaper headline about their station area 20 years from now. Lastly, attendees shared one thing they were excited about and one thing they felt apprehensive about. Responses to these questions are included in the following section.

Meeting 1:

Station Areas of Focus: Mt. Pleasant St. Park-and-Ride & Huger Street

Location: International Longshoremen's Association (ILA) Local 1422 Hall

Date: July 27, 2023, 6:00 - 8:00PM

Attendees of the workshop at the ILA were generally excited about the new possibilities and potential that the LCRT will bring but were apprehensive about the potential exacerbation of existing issues that additional development could bring to the Peninsula. Attendees wanted to see improvements in flood mitigation efforts, stronger protections against displacement, and greater bus, pedestrian and bike connectivity to the stations. A summary of specific reflections and hopes is included below, along with the main takeaways from the participatory mapping exercise.



Figure 1: Project team members hold up a station area map to hear feedback from workshop attendees

Imagine this station area 20 years from today. What positive newspaper headline would you like to see describing the kind of place it has become?

1. 20 years later the LCRT made a dream come true
2. LCRT initial route is a good start that prompted secondary and tertiary transit systems
3. LCRT has slowly eliminated the Charleston rush hour traffic nightmare
4. Reynolds Station becomes the most used stop in the LCRT with the finished development of the Navy Yard
5. LCRT continues to influence projects throughout South Carolina
6. LCRT provides affordable means of transportation and brings Upper Eastside Community together
7. Charleston becomes the model city for building attainable housing right
8. 20 years in the making, LCRT makes good on its promise to revitalize the city
9. Employees have the easiest commute: Top 10 cities for easiest work commute
10. LCRT truly connects the culture mix, the interests of the community and opens up opportunities for all people in the Lowcountry. TOD, if you build it they will come!

What is something you are excited about or learned today?

1. The stops appear to be located well
2. I learned that LCRT is helping the community in more ways than one
3. The need for transportation on an affordable basis, I am very excited about the feeling of growth that will come to the Meeting Street Area
4. The increase in affordable housing, workforce housing, market rate housing in being fed by the Rapid Transit
5. TOD will need to see more multi-family development along the corridor to help the initiative thrive
6. Excited about growth
7. The affordable housing strategy
8. Excited that LCRT can support Housing Authority Growth
9. Bike safety and highly walkable
10. The bus stop that is coming for the people in Rosemont to use
11. This level of community engagement hope and expect more - maintain and grow this engagement, want to see more black people in the room
12. Hopeful for 50% of residents to work within 10 miles of home

What is something you are apprehensive about?

1. TODs will accelerate gentrification, what strategies will be developed to address this?
2. Each stop poses issues for pedestrian crossing and movement
3. About the unknowns along the corridor
4. Displacement (although I appreciate the thought given to preventing it)
5. Apprehensive about gentrification
6. Not enough housing for low income elderly
7. Big development taking over and leaving current residents out of the process

Key insights from mapping exercise (Grouped by topic area):

<p>Connectedness</p>	<ol style="list-style-type: none"> 1. Clean and safe transit stations, with good bike safety and accessibility are very important. 2. New bus routes to the Rosemont area should be connected to LCRT. Rosemont needs safe pedestrian crossings. 3. Improved bus predictability is desired. 4. Bus connections to the College of Charleston for those who work there need to be improved. ty are very important.
<p>Community Vitality</p>	<ol style="list-style-type: none"> 1. Apprehension about displacement due to rapid development and gentrification. 2. More grocery stores, recreational spaces, bicycle lanes, and affordable housing near Eastside. 3. Affordable housing for hospitality workers is needed. 4. Upper Eastside is not great for redevelopment.
<p>Environmental Health</p>	<ol style="list-style-type: none"> 1. Street trees and improved shade needed to improve heat island affect and harsh pedestrian environment. 2. Developing over wetlands has worsened and caused many flooding problems in the Peninsula. 3. Mosquito problems due to flooding is also a public health problem.
<p>Specific Design/Development Direction</p>	<ol style="list-style-type: none"> 1. Concerns about the density of developments like Pacific Box and Crate. 2. Maintain and preserve Rosemont, while also highlighting opportunities like the Magnolia development. 3. Introduce density to the Eastside.
<p>Other discussion areas</p>	<ol style="list-style-type: none"> 4. The need for a change in perceptions of public transit, especially given the dislike some residents have for the current bus service.

Map 1: Composite feedback for Hackemmann Ave, Rosemont/Magnolia, Mt. Pleasant, Huger St, and Huger St Alternative station areas



Meeting 2

Station Area: Reynolds Ave & Dorchester Rd

Location: Metanoia / St. Matthews Baptist Church

Date: July 29, 2023, 10:00AM - 12:00PM

Attendees of the workshop held at Metanoia expressed deep commitment to the neighborhood and identified many existing community assets within the two station areas. Improved and additional spaces for community gathering, safer pedestrian environments, protections against displacement, supportive services, and job opportunities were identified as critical needs for the community.

Figure 2: Workshop attendees engage in mapping exercise



What is something you are excited about or learned today?

1. Excited to hear about all the positives going on in North Charleston and the focus on affordable housing, thriving local businesses, enhancing and creating greenspaces walkways and more
2. Better connecting communities
3. Transportation can help residents
4. This is going to be great for families to get to services, better employment, shopping, etc.
5. Excited for clean and safe stations and a good operation plan
6. Collective engagement and input is critical however policy is equally important to bring equity to the discussion

What is something you are apprehensive about?

1. We couldn't do that or other negative talk and barriers are thrown up before explaining the positive and potential
2. Where people will go if they get displaced
3. Displacement of current communities
4. There are many needs of residents that need to be addressed

Imagine this station area 20 years from today. What positive newspaper headline would you like to see describing the kind of place it has become?

1. LCRT project promises North Charleston residents a car-independent future
2. Local redevelopment spurring growth along Chicora and Park Circle communities
3. LCRT and community partners defy the odds; development ceases to displace residents
4. Chicora Cherokee booming in diversity, equity, and inclusion in schools, businesses and community amenities
5. Culture and community; how one North Charleston community got it RIGHT by lifting up the culture and people living there

6. Reynolds Avenue is now the walkable car lite downtown that smaller families and single people enjoy living in
7. LCRT records record ridership numbers
8. The Reynolds to McMillan Neighborhood in North Charleston represents how dreams become reality
9. Amazing!! Low cost housing for the elderly
10. Local homeownership increases by 40% in formerly economically distressed communities.
11. Reynolds Ave is a vibrant walkable corridor surrounded by original homes with original residents mixed with new housing that fits the neighborhood

Key insights from mapping exercise (Grouped by topic area):

*Indicates that an idea was repeated across groups.

Connectedness	<ol style="list-style-type: none"> 1. Accessible needs better access to Reynolds/Rivers through sidewalk improvements.* 2. A walking path from Navy Yard to McMillan would be beneficial.
Community Vitality	<ol style="list-style-type: none"> 1. The neighborhoods are between two planning change areas. 2. Displacement due to lack of affordable housing. 3. Adaptive reuse for public housing facilities. 4. Better access to jobs, mental health resources, shopping, recreational activities, and parks are desired. 5. A senior citizen community center and youth community center for at risk youth are needed. 6. Mental health resources are needed. 7. Want more entertainment, arts, and a community center.
Environmental Health	<ol style="list-style-type: none"> 1. Greenspace wanted near homes off Cosgrove by the creek. 2. There is an opportunity for green space near Mary Ford. 3. More green spaces are needed along McMillan/Navy Hospital/Reynolds.
Economic Vitality	<ol style="list-style-type: none"> 1. A significant portion of the population is reliant upon housing subsidies. 2. More opportunities for local businesses and entrepreneurship. 3. Unrealistic voucher prices have posed challenges. 4. New businesses are not reflective of neighborhood needs.

	<ol style="list-style-type: none"> 5. Workforce development is crucial for making salaries align with housing costs. There's a need for more access to jobs.
<p>Specific Design Direction</p>	<ol style="list-style-type: none"> 1. Redevelop plasma plaza - mixed use housing and groceries. The area could use at least two grocery stores.* 2. DSS shopping center near the current super stop could be mixed use grocery store or other retail. 3. Red brick church near Caribbean Delight could be new development. 4. Higher density off McMillan would be good. 5. Taller buildings would be okay on Rivers Avenue. 6. Recommendations for increased density near Navy Hospital and a focus on libraries. 7. The parking lot across from Helm Avenue could be redeveloped.
<p>Existing assets</p>	<ol style="list-style-type: none"> 1. CARTA Superstop* 2. Navy Base 3. Library* 4. Military Magnet Academy* 5. Mary Ford K-1st grade school 6. Old Chicora Elementary 7. Garden space around North Carolina Ave 8. Starlight, Elks Lodge, VFW (brings social activity)* 9. Rivers Ave businesses*: Daddy's Girl Bakery, creative photography business 10. Community Park and garden in the Metanoia Charleston promise neighborhood 11. LAMC and Metanoia 12. Cherokee church which has a lot of resources for the community.
<p>Other areas of discussion</p>	<ol style="list-style-type: none"> 1. The Department of Labor Grant offers opportunities for job training. 2. There is a need for policies aimed at changing circumstances in rent-heavy neighborhoods.

Meeting 3

Station Area: Mall Dr, Remount Rd, Durant Ave (future), Helm Ave

Location: North Charleston Intermodal/Amtrak

Date: July 31, 2023, 6:00 - 8:00PM

Community members in attendance were generally excited about the TOD potential around the LCRT system and the opportunity for more walkable developments. Attendees highlighted the importance of safer pedestrian and bicycle routes, especially considering the presence of railroad tracks in the area. The composite map shows feedback for areas that are important to the community; visualizing areas that could be redeveloped shows a clear pattern of preservation of the neighborhoods, and significant potential for redevelopment along Rivers Avenue. Attendees gave suggestions for parks, affordable housing, recreation, entertainment, grocery stores, areas for improved walkability, community centers, and community gardens.



Figure 3. Attendees share out to the larger group

What is something you are excited about or learned today?

1. Positive impacts on the community and a system that serves as a model to upgrade communities without displacing people.
2. Excited about the potential and the community collaboration.
3. Excited to hear the requirement that 20% of housing is aimed to be kept affordable and it should be higher.
4. Excited about the opportunity for older areas of North Charleston to get higher density mixed use development that is easier to navigate by walking.
5. Substantially more residents able to commute to work with no cars
6. More community spaces for neighbors to meet others like parks, gardens, bike trails and children's recreational areas.
7. That the project staff is interested in sustainable housing.
8. LCRT stations to develop with actual community input.
9. Ending neglect on Rivers Ave and removing car dependency throughout Charleston as a whole.



Figure 4. Workshop attendees engage in

10. Excited about the planned pedestrian infrastructure along Rivers and to Rivers from surrounding areas

What is something you are apprehensive about?

1. If LCRT does not make an impact in transforming the current trend of gentrification in low-income areas.
2. Apprehensive about the stuck-ness of connectivity created by interstates and the railroad.
3. Displacement and people not being able to access housing.
4. Will there be bike infrastructure and are we building in any infrastructure beyond that for motor vehicles?
5. Airbnb and tourism centric development.
6. Potential stigmatization of the LCRT like the CARTA system as a whole.
7. Loss of property ownership and increase in property taxes.

Imagine this station area 20 years from today. What positive newspaper headline would you like to see describing the kind of place it has become?

1. Dreams come true; livable thriving accessible communities
2. E-bike community makes green travel through LCRT even greener
3. Ferndale, Ten Mile, Whipper Barony, Singing Pines thriving due to transit investments in LCRT line
4. Bibbity boppity boop transit dreams come true in North Charleston
5. Disenfranchised communities got a facelift to increase livability and economics
6. Liberty Hill, the oldest neighborhood in North Charleston gets new look and new opportunities
7. Successful creation of live work play communities for generations to come
8. North Charleston is the best place to have and raise a family affordably
9. LCRT spurred development, increased affordable housing and provided new employment opportunity for adjacent residents
10. Institute access control and mandate
11. Managed growth and development pays off! Improved employment, improved infrastructure, increase in entrepreneurship

Key insights from mapping exercise (Grouped by topic area):

*Indicates that an idea was repeated across groups.

<p>Connectedness</p>	<ol style="list-style-type: none"> 1. Safety concerns related to crossing tracks and dangerous intersections.* Crossing at Ashley Phosphate, Cosgrove, and Aviation are all very dangerous. 2. Rivers Avenue past Durant feels like an interstate. 3. Safety concerns related to dangerous pedestrian environments. 4. Desire for improved access to emergency clinics, parks, grocery stores, and bike racks. 5. Pedestrian infrastructure improvements are desired. 6. Improved community spaces and ending car dependency. 7. Public transit improvements for airport travelers and a hope that public transit can be more convenient than driving. 8. Additional transit stops/station in Union Heights. 9. Better connections with the future medical centers including Roper. 10. Desire for better connecting transit in the Remount area. 11. Desire for improved infrastructure, including raised crosswalks, wider sidewalks, shaded bus stops, and road diets. 12. Improvements desired for pedestrian experience along roads close to the railroad including Gaynor, Nesbitt, and Railroad Avenue. 13. Access to the airport by walking or biking. 14. Connect Helm to Navy Yard and riverfront.
<p>Community Vitality</p>	<ol style="list-style-type: none"> 1. Continued impact from the Naval Yard's closure in 1996. 2. Concerns about potential stigmatization of the LCRT. 3. Potential for community benefit agreements and accessory dwelling units to address housing affordability. 4. Desire for more neighborhood stores, parks, pocket libraries, and street lighting.* 5. Updated shopping areas, recreational facilities, and grocery stores around Remount.

	<p>Redesign/development of Felix Pickney Community Center.</p> <ol style="list-style-type: none"> 6. Community amenities like a skating rink. 7. Additional grocery stores and walkable amenities would be beneficial. 8. More spaces for the elderly to gather and socialize. 9. Plans should focus on sustainable housing and bike infrastructure. 10. Recreational centers for children and other entertainment centers would be valuable. 11. The community needs more parks and upgraded community centers.
<p>Economic Vitality</p>	<ol style="list-style-type: none"> 1. Shelters for those experiencing homelessness and funding for seniors to maintain their homes are needed. 2. Programs to benefit older homeowners to rent out rooms. 3. Potential redevelopment of areas into community farms. 4. Liberty Hill's housing affordability should be a priority, opportunities for housing repairs should also be prioritized for homes along Gaynor, Nesbitt, Mixon, Ferndale and Russelldale streets.
<p>Specific Design Direction</p>	<ol style="list-style-type: none"> 1. Higher density development would be appropriate especially in the north. 2. Appropriate development would be 8 to 10 story buildings with mixed-use neighborhoods and rental units. 3. Transformation of hotels into apartments. 4. Green spaces should be prioritized near Helm Avenue. 5. Desire for improved green spaces, safer parks, and ADUs (Accessory Dwelling Units). 6. Potential for redevelopment along Rivers including the car dealerships. 7. Small businesses in live work units. 8. Potential for redevelopment of Piggly Wiggly Drive.
<p>Existing assets</p>	<ol style="list-style-type: none"> 1. The presence of mixed income and demographic populations in Park Circle, and mixed uses including restaurants and destinations that are walkable and bikeable.

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| | <ol style="list-style-type: none">2. Existing neighborhoods, and a desire to keep R1 zoning to preserve these areas.3. Ferndale Community Center, however, there is a desire to continue to improve and expand this center.4. Liberty Hill has great historic value and should be preserved. |
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Map 3. Composite feedback for Remount Rd, Mall Dr, Durant Ave, and Helm Ave Proposed station areas



Meeting 4

Station Area: Melnick Dr. Park-and-Ride, Eagle Landing Boulevard, Mabeline Road, Hanahan Road

Location: The Opportunity Center

Date: August 1, 2023, 6:00 - 8:00PM

Three groups of attendees at the community workshop in The Opportunity Center discussed four northern station areas, while one group of attendees, who were residents of Charleston, focused on the Peninsula station areas. Attendees emphasized the need for safer crossings for several intersections in the study area and improved connectivity and safer pedestrian infrastructure within the station areas. They also supported a vision for larger scale redevelopment of underutilized parking areas to improve walkability and connectivity within larger sites.

What is something you are excited about or learned today?

1. Substantially more residents able to commute to work with no cars.
2. More community spaces for neighbors to meet others like parks, gardens, bike trails and children's recreational areas.
3. Excited about the planned pedestrian infrastructure along Rivers and to Rivers from surrounding areas.
4. I am excited about the enhanced accessibility to public transportation.
5. I am hopeful that the City of Charleston will respect the hospitality field concerning affordable housing.
6. I actually feel this is promising, I wish them luck.
7. Cross walks and signals.

What is something you are apprehensive about?

1. Redevelopment and "new" things bring gentrification with them. While we create greater opportunities to travel by not having private transportation we risk the native population from generational wealth and well-being.
2. Lack of guaranteed tenant protections with new development.
3. Tenant protections for Gadsen Creek and downtown neighborhoods.
4. That cultural history will not be preserved.
5. Changes negatively impacting existing areas.
6. The project fails due to a lack of support.
7. Traffic in the future with all the redevelopment along the corridor.

Imagine this station area 20 years from today. What positive newspaper headline would you like to see describing the kind of place it has become?

1. North Charleston is the #1 city in SC to live, work and play
2. LCRT leads the way in revamping the community without displacing people

3. Rivers Avenue is the new hotspot of SC more than 50,000 people have now moved into this area; there are many options on where to live from single family homes, hip new
4. Charleston a model created equity in housing and transportation put a halt to gentrification on the Peninsula.
5. High speed rail connecting Moncks Corner, Summerville, and Charleston
6. New green transportation focuses on maintaining community while extending services to newcomers and to the Lowcountry
7. First black mayor in Charleston, first woman mayor of Charleston
8. New development in Charleston coming to bring change
9. Residents of Gadsen Green save Gadsen Creek

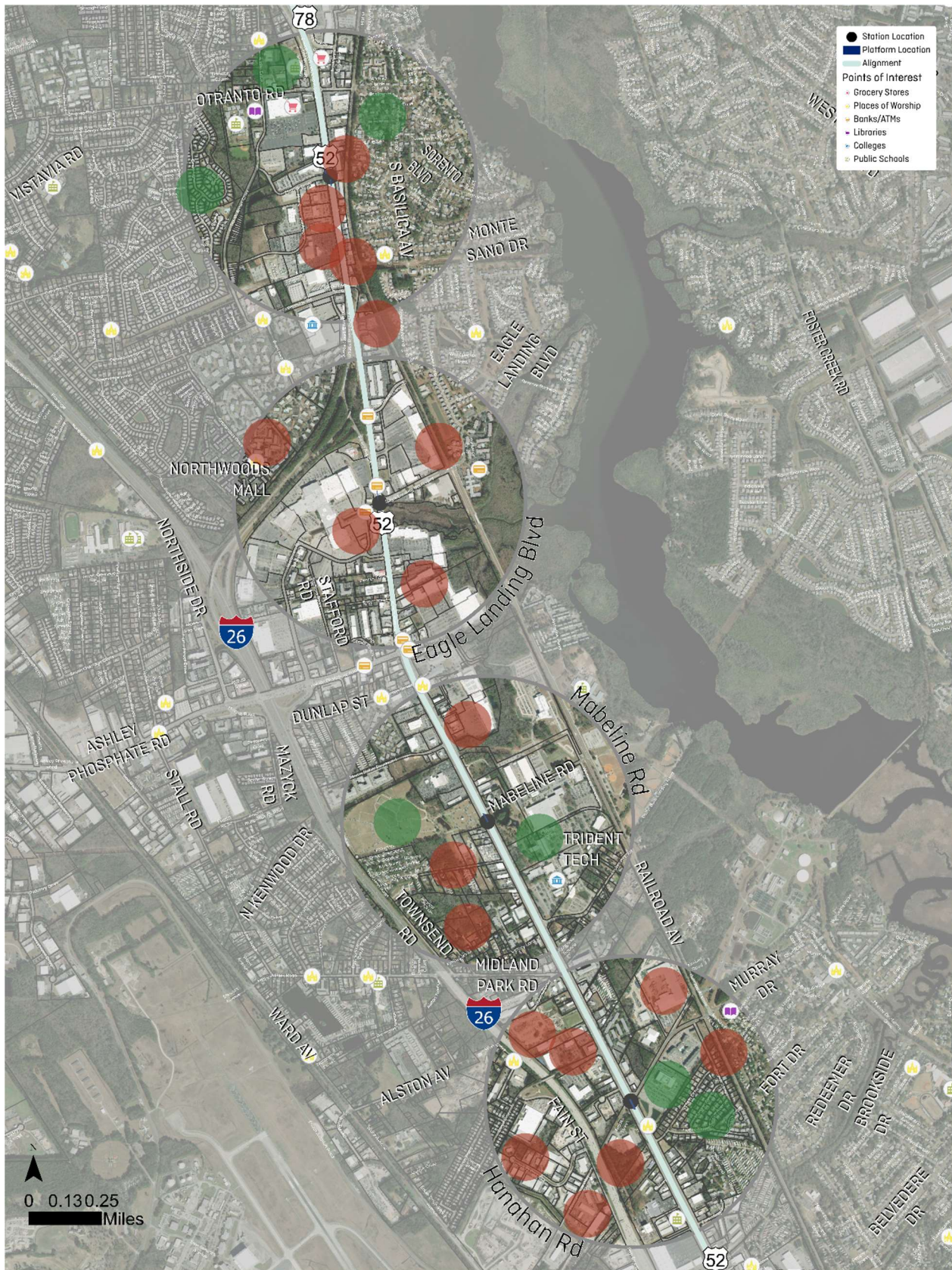
Key insights from mapping exercise (Melnick Dr, Eagle Landing Blvd, Mabeline Rd, and Hanahan Rd):

*Indicates that an idea was repeated across groups.

<p>Connectedness</p>	<ol style="list-style-type: none"> 1. Connectivity between neighborhoods near Rivers/Otranto area. 2. Midland Park Road is a very busy and dangerous street that needs a sidewalk. 3. There are neighborhoods within the walkshed that cannot walk to the station area because of existing network deficiencies. 4. Bike and pedestrian infrastructure is lacking and better connections across Rivers Avenue are needed. 5. The distance to Melnick Station is far for many neighborhoods in the area. 6. Communities are cut off by railroad tracks and face inadequate pedestrian facilities. 7. Communities are cut off by I-26 and need better connectivity between neighborhoods and across the highway area near Rivers/Otranto.* 8. Traffic congestion in the Otranto area will make LCRT access difficult. 9. Traffic challenges in the Ashley Phosphate area, a redesign of Ashley Phosphate is needed.
<p>Community Vitality</p>	<ol style="list-style-type: none"> 1. More grocery stores and improved food access is needed.* Piggly Wiggly suggested as a desired grocer. 2. Health centers and hospital care facilities needed. 3. Senior centers and age restricted housing needed near the LCRT line.

	<ol style="list-style-type: none"> 4. More local businesses instead of big boxes and chains. 5. Improved quality of housing is needed for some neighborhoods.
Environmental Health	<ol style="list-style-type: none"> 1. Concerns about drainage and associated flooding issues especially near Mall and Ingleside Drive.
Specific Design Direction	<ol style="list-style-type: none"> 1. There are excessive parking lots in these station areas that could be redeveloped, in the Northwoods Estate area specifically. Parking lots can and should be reduced. 2. The Northwood Estate parking lot should be redeveloped. 3. Large scale redevelopment is needed. 4. Redevelopment of the entire Northwood Mall is needed. 5. Mixed views of the Northwoods mall with some liking the shopping but disliking the underutilized parking lots and suggesting mixed-use and mixed income housing. 6. Trident Tech is an asset that can be further developed around. 7. Townhomes and better neighborhood design is needed. 8. Redesign of Midland Park access 9. The entire side between Rivers and Townsend Road has the opportunity
Existing assets	<ol style="list-style-type: none"> 1. Senior Center and Library in Northwood Estate. 2. Communities to the west side of Rivers Avenue like Baker Plantation. 3. Trident Tech and the VA Hospital. 4. The Post Office on Rivers is an asset but could potentially relocate to a smaller space.

Map 4. Composite feedback from Melnick Dr, Eagle Landing Blvd, Mabeline Rd, and Hanahan Rd Station Areas



Map 5. Composite feedback from Mt Pleasant St, Huger St, Huger St Alternative (Lee St), John St station areas



POP-UP EVENTS



Pop-up Events

Between March and June 2024, the TOD team tabled or attended 17 community events to directly engage with residents. The project team prioritized events in parts of the corridor where residents were less likely to have been engaged through previous efforts. The team used this opportunity to provide some of the foundational information about the benefits of TOD, such as improved accessibility to everyday destinations and increased safety for pedestrians. Through tabling at these events, the team aimed to foster greater community support and collaboration in shaping a more vibrant and connected LCRT corridor. The events are detailed in the table below.

March 7, 2024	North Charleston Neighborhood Associations, President's Meeting	The team attended this meeting to engage with neighborhood presidents, provide key project updates, and plan for attendance at future neighborhood meetings and events.
March 9, 2024	Black Expo	Staff attended and provided information during this expo on LCRT/TOD and answered questions from attendees.
March 13, 2024	MUSC Senior Expo	Staff attended and provided information on LCRT/TOD and answered questions from attendees.
March 14, 2024	Metanoia Group	BCDCOG Project manager presented updates on LCRT and information on TOD. Outreach team attended to support and provide additional resources as needed.
March 16, 2024	Links Black Family Matters Community Carnival for STEAM	Links in Charleston is the Charleston chapter of a nation-wide African American women's volunteer service organization. The Black Family Matters Carnival was held to promote Science Technology Engineering Arts and Math to young students, and was held in collaboration with the Black Family Wellness Expo. The project team spoke with parents and students about TOD benefits and what it means for the future of the Charleston region.
March 21, 2024	Fatherhood Initiative Social and Emotional Learning,	This event was held at Mary Ford Elementary School in North Charleston and was for fathers to provide information and resources to establish

	Charleston Promise Neighborhood	positive relationships and fostering self-awareness and effective communication. The project team tabled at this event with the same informational resources covering the benefits of TOD and talked about implications for the future of the Charleston region.
March 28, 2024	City of Charleston Small Business Expo	Staff attended and provided information on LCRT/TOD and answered questions from attendees.
April 10, 2024	Liberty Park/Highland Park Terrace	Team presented information on LCRT and TOD at the neighborhood meeting and answered questions from the audience.
April 17, 2024	MUSC Earth Day	Staff attended and provided information on LCRT/TOD and answered questions from attendees.
April 18, 2024	Student Appreciation Week, ECPI	The East Coast Polytechnic Institute is a private for-profit university based out of Virginia Beach Virginia which opened a campus in North Charleston. The North Charleston campus offers programs in nursing, medical assistance, cyber security, and engineering technology. The university does not offer on-campus housing and draws commuter students who often stay in the region after graduating pursuing careers in their areas of expertise. Successful TOD means creating places that future generations can continue to benefit from and thrive within, so tabling at this event again focused on communicating the benefits of TOD and future implications for livability in the region.
April 27, 2024	Money Fair Event, Increasing Hope	Staff attended and provided information on TOD and answered questions from attendees.
May 4, 2024	Cinco De Mayo Celebration	Hispanic liaison led my Marketing Manager attended the event and provided information on LCRT/TOD and answered questions from attendees.
May 8, 2024	North Charleston Business Expo	Staff attended and provided information on LCRT/TOD and answered questions from attendees.

May 20, 2024	Northeast Park Circle Civic Club	Staff presented two sessions on LCRT and TOD to a multi-neighborhood group.
June 1, 2024	End of the Year Kids Fest, The Gathering Center	Staff attended and provided information on LCRT/TOD and answered questions from attendees.
June 2, 2024	Mount Moriah Baptist Church	Staff attended after service fellowship time to provide information on LCRT/TOD and answer questions from congregants.
June 22, 2024	Juneteenth Celebrations	Staff provided materials to be distributed during the event.



Figure 5. Pictures from Community Events

CONCLUSION



CONCLUSION

The success of TOD for the LCRT corridor relies on continuous and meaningful engagement with the community. Transformation of the station areas requires ongoing collaboration between community members, local and regional government, and private developers. Ongoing engagement can strengthen the relationships and trust built through the efforts described in this report by continuing to ensure diverse voices are heard and needs are addressed.

Achieving pedestrian-friendly design, a mix of uses, diverse housing and mobility choices, healthy lifestyle options, and an abundance of destinations requires coordinated and sustained efforts. While some LCRT station areas already have the necessary elements to support transit, others will require varying levels of transformation, and therefore increased levels of community and stakeholder involvement. LCRT will improve access to jobs, education, and other essential needs within the BCDCOG Region, and can reduce transportation costs for households. However, improved access is expected to drive demand for land near the LCRT, impacting affordability for households and businesses without proper planning for affordability. Maintaining open channels of communication and actively involving stakeholders will ensure that TOD initiatives adapt to emerging challenges, foster community support, and ultimately create vibrant, sustainable, and well-integrated station areas.

APPENDIX



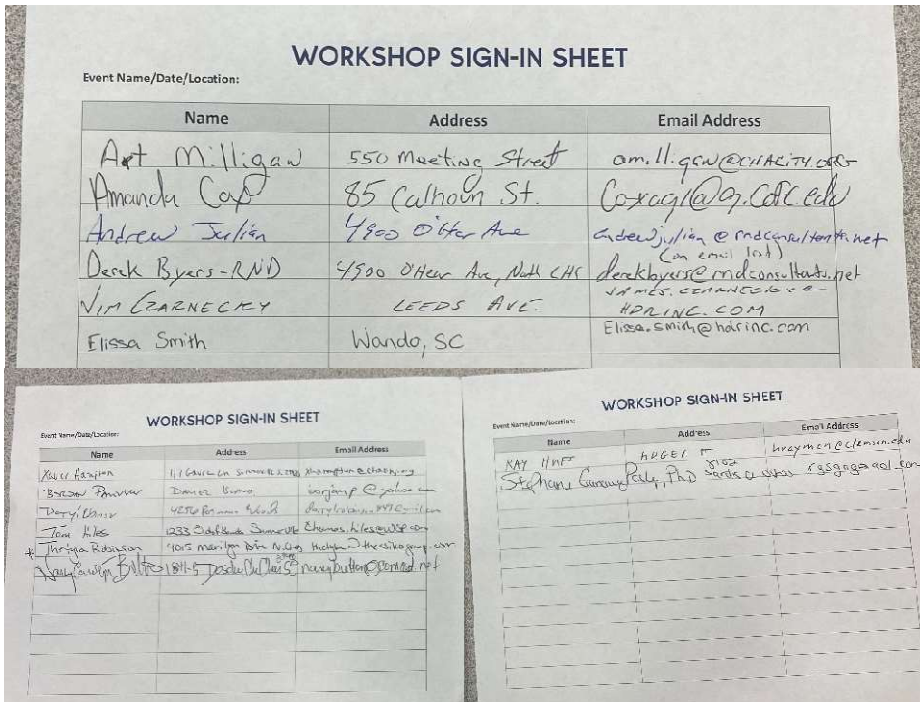
TOD Advisory Committee Members

Name	Position and Organization
Adam McConnell	Project Manager, City of North Charleston
Alison Simmons	Planning and Zoning Director, Berkeley County
Andrea Melocik	Deputy Director of Planning, Charleston County
Andrew Bock	Planning Director, City of North Charleston
Bill Stanfield	CEO Metanoia
Bryan Havir	Assistant Administrator, Dorchester County
Cameron Spencer	Assistant City Manager, City of Hanahan
Christopher Morgan	Planning Manager, City of Charleston
Corey Van Hannegeyn	President, North Charleston Neighborhood Presidents Association
Elaine Morgan	CEO, Berkeley Chamber of Commerce
Emma Berry	Communities and Transportation Project Manager, Coastal Conservation League
Geona Johnson	Housing Development Office, City of Charleston
Jason Ward	Deputy Administrator, Dorchester County
Jessi Shuler	Director of Planning, Town of Summerville
Josh Dix	Government Affairs Director, Charleston Trident Association of Realtors
Katie Zimmerman	Executive Director, Charleston Moves
Kendra Dunn	Consultant for One Region (DEI)
Kendra Wise	Planning and Zoning Director, City of Goose Creek
LoElla C. Smalls	Community Development Director, Charleston County Housing and Community Development

Melissa Levesque	Senior Vice President & Chief Strategy Officer, Coastal Community Foundation
Morgan Gundlach	Director of Civic Design, City of Charleston
Omar Muhammad	President, LAMC/CCRABEJ
Rita Berry	Board of Directors Greater Summerville-Dorchester County Chamber of Commerce
Robby Maynor	Communities and Transportation Project Manager, Coastal Conservation League
Robin Hargett	Executive Director, Urban Land Institute
Sam Skardon	Director of Development and Operations, The CLIMB Fund
Scott Barhight	Senior Vice President of Government Relations, Charleston Metro Chamber of Commerce
Steve Dudash	Director of Special Projects, LCRT Strategic Partners

Workshop and Pop-Up Event Sign-In Sheets

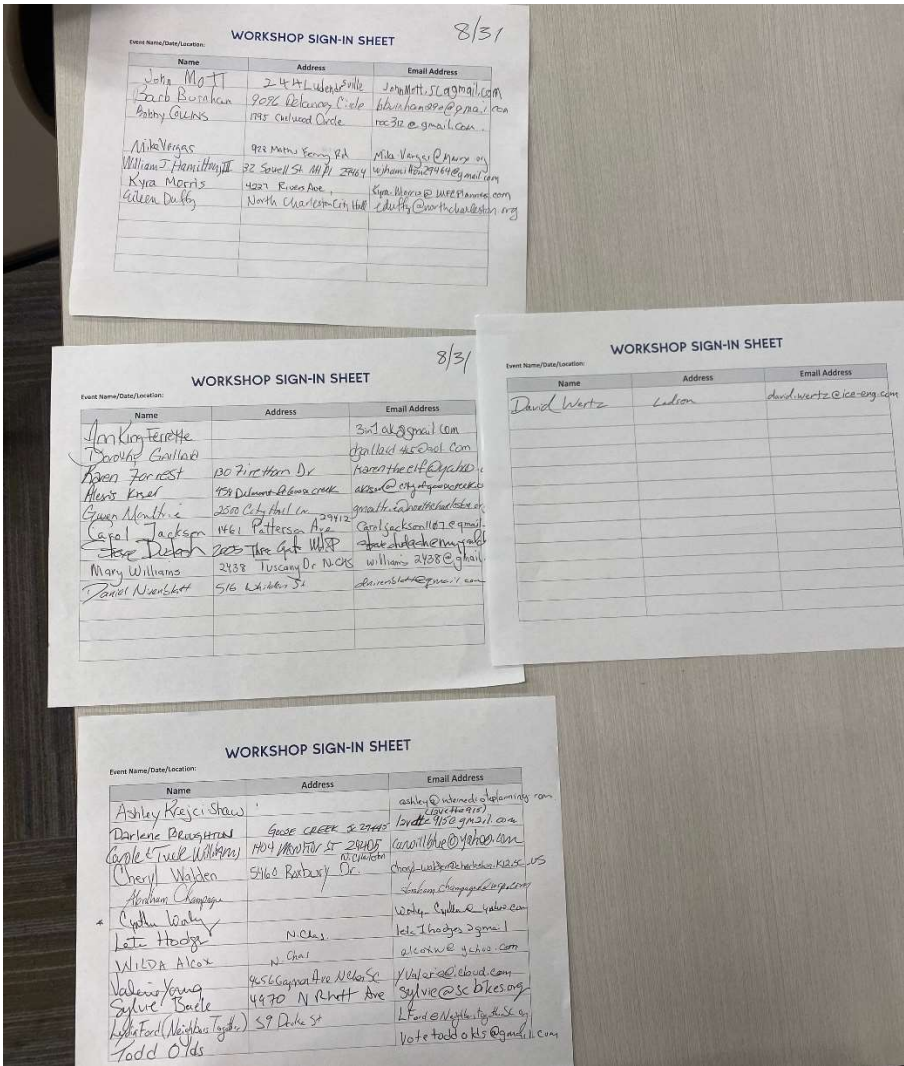
Workshop: International Longshoremen's Association, July 27, 2023



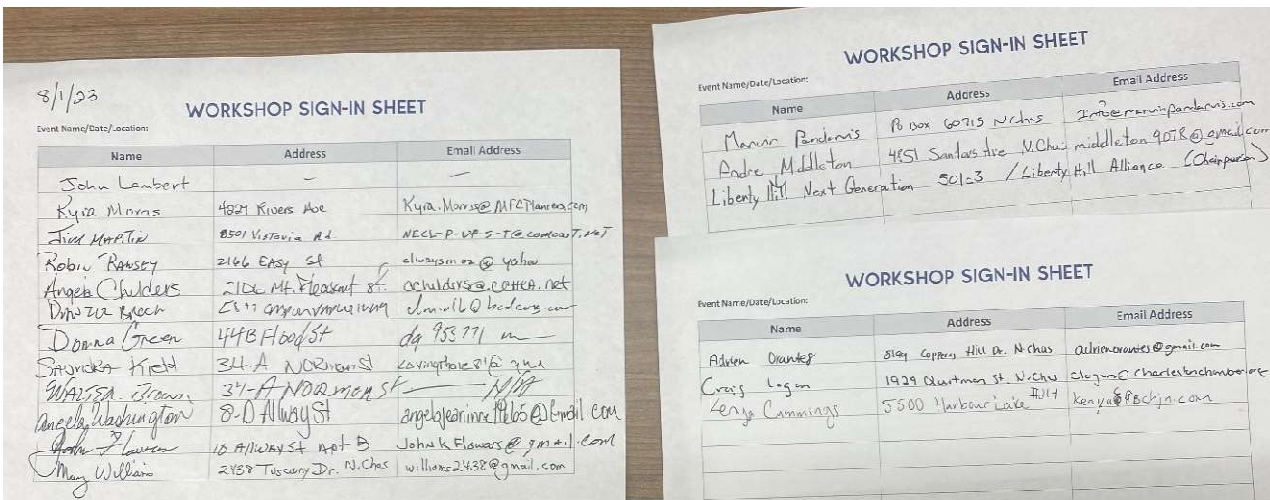
Workshop: Metanoia / St. Matthews Baptist Church, July 29, 2023



Workshop at North Charleston Intermodal/Amtrak, July 31, 2023



Workshop at The Opportunity Center, August 1, 2023



Money Fair, Increasing Hope, Opportunity Center, April 27, 2024



FOR MORE INFORMATION,
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End of Year Kids Fest, The Gathering Center, June 1, 2024

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Mount Moriah Baptist Church, June 2, 2024

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Links Black Family Matters Community Carnival for STEAM, March 16, 2024

This event hosted by the Links chapter in Charleston, and while no names or emails were collected, the team shared social media addresses, website information, and provided handouts to attendees. There were over 250 attendees, comprised of families and young adults.

Fatherhood Initiative Social and Emotional Learning, March 21, 2024

This event hosted by Charleston Promise Neighborhood and while no names or emails were collected, the team shared social media addresses, website information, and provided handouts to attendees. There were around 20 attendees, comprised of African American fathers and their daughters.