

RECONNECTING THE WEST END

Reconnecting Communities Pilot (RCP)
Discretionary Grant Program

Funding Opportunity Number: DOT-RCP-FY22-01
UEI: Y84GJESBH8W5



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INTRODUCTION

The Charlotte Department of Transportation (CDOT) is seeking a Planning Grant through the Reconnecting Communities Pilot Program (RCP) to enable the study of the existing interchanges at Interstate 77 and West 5th Street and Interstate 77 and West Trade Street (I-77 and West 5th/Trade Streets). The primary objective of the study is to address barriers to access, including safe and equitable mobility choices, and connectivity to Charlotte’s center city – “Uptown” – while balancing the goals of the community and the needs of the facility.

Consistent with the goals of the U.S. Department of Transportation’s (USDOT) Equity Action Plan, the proposed study area is located within an Economically Disadvantaged Community¹ and the planning study will seek to increase safe and comfortable walking, bicycling, rolling, and transit access to jobs, healthcare, grocery stores, and public space. Furthermore, the study will identify recommendations for equitable transit-oriented development and the inclusion of mixed use and mixed-income housing development, to serve the community and encourage the opportunity to stay in place.

Although previous planning studies have separately evaluated underpass enhancements and interchange realignments, this effort will build on those previous studies to include strong community collaboration resulting in comprehensive mobility, land use, and urban design solutions for implementation. As a result, preliminary engineering and design work to at least 10% completion will aid in the transition from current planning study to future capital construction project.

Historic West End Charlotte

Charlotte’s West End is a historic African American community anchored by Johnson C. Smith University (JCSU), a Historically Black University with significant ties to the Civil Rights Movement of the 1960s. A vibrant community with a legacy of culture, the West End was once a place for entrepreneurship and small business within the Black community. Developed in the late 1800s, the Five Points of the Historic West End includes four distinct neighborhoods: Biddleville, Seversville, Smallwood, and Wesley Heights.²



NEIGHBORHOOD IMPACT FROM FREEWAY ALIGNMENT (AERIAL 1962)

Although the defining characteristics of the West End are its history and the vibrant community, people, and culture, the area saw significant change due to the periods of redlining, urban renewal, and white flight. In 1935, Charlotte’s “Residential Security Map,” or “Redlining Map” was prepared in cooperation with the Home Owners’ Loan Corporation. Many predominant Black neighborhoods across Charlotte received a “D Grade,” deeming the areas “high risk” for home loans. Similarly, Biddleville, Seversville, and Smallwood received C and D grades, while Wesley Heights, a predominantly middle-income white community³ during the 1930s and today, received B and C grades. These grades formalized racist policies that set the foundation for the racial wealth gap that exists today and can be seen in the table below, which provides information on homeownership and median household income.

Although the West End was home to Black and white residents in the early 1900s, the period of urban renewal saw many displaced Black residents throughout Charlotte begin to relocate to areas such as the West End. As this trend started to occur, so did the era of “white flight,” which saw white families flee communities such as the West End to relocate in the suburbs.⁴

The history of Charlotte’s West End cannot be told without acknowledging the Civil Rights Movement of the 1960s. Two prominent actions during this time were the lunch

counter sit-ins of JCSU students at “all-white” restaurants in Uptown and a march on West Trade Street from JCSU to Uptown that was organized to further protest the restaurants and hotels that continued to exclude Black patrons. Both efforts saw resulting change in Charlotte, but unfortunately it wouldn’t be long before the construction of I-77 disconnected the West End from Uptown.⁵



Lunch Counter Sit-ins organized by Johnson C. Smith University Students, 1960. Source: JCSU Digital Mapping Project.



Johnson C. Smith University was founded in 1867 as Freedmen’s College of North Carolina. Source: JCSU Digital Mapping Project.

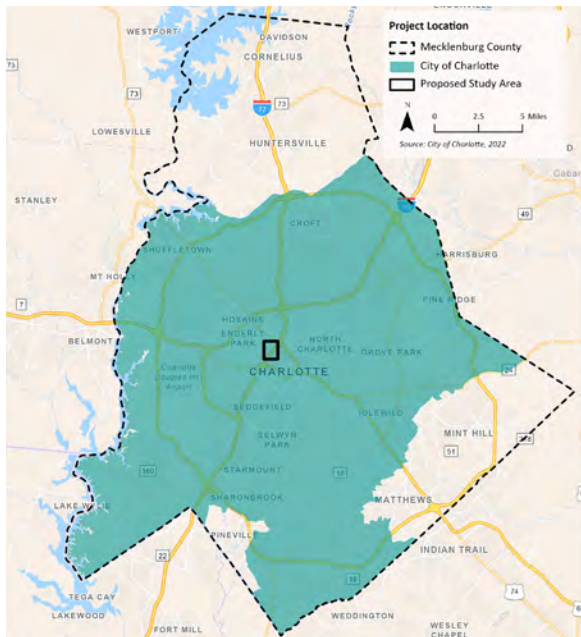
Table 01: Neighborhood Profile Areas	Biddleville & Smallwood	Seversville	Wesley Heights
Population	2,537	971	1,887
Percent Identify as Person of Color	80%	89%	38%
Percent Households in Poverty	31%	23%	8%
Percent Residents Renting Homes	73%	74%	60%
Number of Housing Units	906	462	1,238
Median Gross Rent	\$812	\$916	\$1,414
Median Household Income	\$27,089	\$27,667	\$90,398

Source: Neighborhood Profile Areas, City of Charlotte, 2021 (Attachments 13, 14, 23)

Eligible Facility

Maintained by the North Carolina Department of Transportation (NCDOT), Interstate 77 (I-77) is one of the busiest interstate highways in the country and extends approximately 105 miles through North Carolina. As of 2020, approximately 116,000⁶ vehicles per day travel along the portion of the I-77 corridor within the proposed study area in the City of Charlotte. The I-77 and West 5th/Trade Street interchanges (eligible facility) cover just over 16 acres of land directly adjacent to the West End community area, creating a physical barrier to safe and equitable access into Uptown Charlotte, a primary job center for the region.

Currently, NCDOT is planning for the implementation of managed lanes along the I-77 corridor, just south of the study location. With support from NCDOT, CDOT will work to assess the project facility in tandem with NCDOT's evaluation of the broader managed lanes project so as not to preclude any future redevelopment at I-77 and West 5th/Trade Streets.



Project Location within the City of Charlotte and Mecklenburg County

Project Summary

The legacy and success of the West End and its residents is essential to the overall Charlotte region, and as the 1963 march on West Trade Street further emphasized: **streets are for people.**

Through this planning process, CDOT seeks to alleviate the inequities created through the construction of I-77 and the displacement of residents and businesses from the West End. To that end, CDOT proposes to study the following project components:

- The reconnection of the West End to Uptown through the retrofit or mitigation of the existing I-77 facility.
- The reconfiguration or removal of the interchanges at I-77 and West 5th/Trade Streets to meet demand while also prioritizing the safe and comfortable movement of people.
- The reclamation of land currently serving as a transportation facility to better connect the West End to adjacent communities and create community-centered housing, amenities, and public space.
- The study of existing and future facility demand and level of service with I-77 corridor enhancements currently under evaluation through NCDOT's managed lanes project.
- The development of plans and policies to support the inclusion of mixed-income and mixed-use development, as envisioned in the 5 Points Forward Plan, the plan for Charlotte's West End developed by the community.
- The selection of a preferred alternative which will result in at least 10% preliminary engineering and design plans for the preferred alternative.

LOCATION & MAP

The City of Charlotte is located within Mecklenburg County, North Carolina. Charlotte is the largest city in the state with an estimated population of 874,541⁷ and a land area just over 300 square miles. The study area is located in Five Points, a West End community of Charlotte, and is comprised of four neighborhoods: Biddleville, Seversville, Smallwood, and Wesley Heights. The community is anchored by Johnson C. Smith University and the proposed study area is located directly adjacent to the INLIVIAN⁸ housing property, Tarlton Hills.

Barriers to Connectivity

The eligible facility and study interchanges cover more than 16 acres of land adjacent to the I-77 corridor. The street connection at West 5th Street is approximately 0.12 miles in length across the I-77 overpass and the street connection at West Trade Street is approximately 0.17 miles in length across the I-77 underpass.

Pedestrians and bicyclists must traverse the length of West 5th and West Trade Streets without significant protection or separation from vehicular traffic and must do so while navigating multiple curb cuts from interchange on-ramps and off-ramps. While underpass and corridor improvements have occurred along West Trade Street to increase comfort and decrease vehicular and pedestrian interaction, the lack of land use activity created by the large swaths of land from the interchange leads to a more comfortable experience by car, than on foot or by bike.

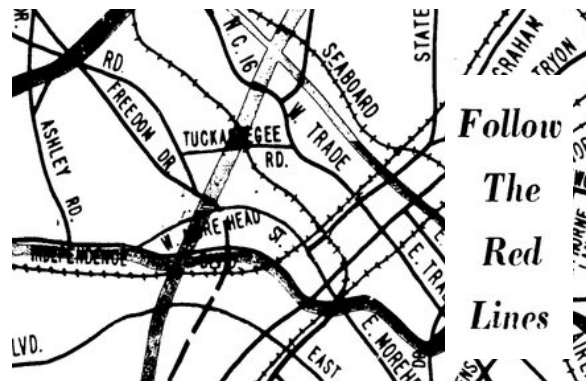
Through the study of these interchanges and adjacent land uses, and in partnership with NCDOT and community stakeholders, the City of Charlotte will evaluate alternative configurations for the I-77 interchanges to reclaim public land and provide opportunity for mixed-income development, inclusive public spaces, and safe and equitable mobility.



Project Location, Places of Interest, and Transportation Facilities. Additional map shown in Attachment 11 and 19.



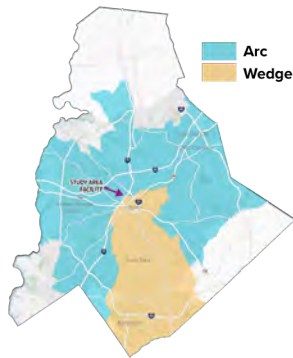
Project location, looking west.



Follow the Red Lines map from 1966 Charlotte Observer article detailing proposed highways. JCSU Digital Mapping Project.

EQUITY, ENVIRONMENTAL JUSTICE, & COMMUNITY ENGAGEMENT

Charlotte has a history of economic, racial, and political segregation that can be seen today through what is known as the Arc and the Wedge, areas of built environment and socio-economic characteristics identified through the [Charlotte Future 2040 Comprehensive Plan](#) (2040 Plan) process. The Arc, which includes the West End community, has a spatial pattern defined by household income data, race data, and voter participation data, and identifies areas within the city that are likely to be historically and currently underrepresented.



Within the Arc, residents in areas such as the West End are also increasingly at high risk of displacement (Attachment 15). To mitigate this risk, the 2040 Plan has identified anti-displacement tools

(Attachment 16), including the establishment of the Charlotte Neighborhood Equity and Stabilization (NEST) Commission. The NEST Commission will review and recommend “anti-displacement strategies and tools for protecting residents of moderate to high vulnerability of displacement.”

Charlotte’s effort to further its commitment to equity and inclusion both in planning processes and decision-making will be continued through the work of this planning study and will rely on extensive community engagement, utilizing tools such as the Environmental Justice Screening and Mapping Tool and the Federal Highway Administration (FHWA) Screening Tool for Equity Analysis of Projects to further support the need for intervention.

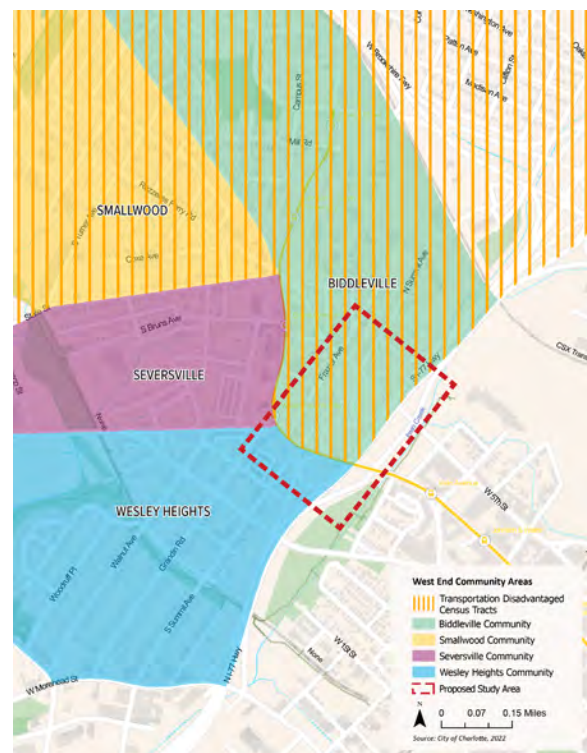
Transportation Disadvantaged Tracts

Consistent with the Justice40 Initiative, the USDOT has identified Transportation Disadvantaged Census Tracts, which identifies community characteristics within seven categories as shown in the below table. Census Tract 47 (Biddleville), which accounts for the majority of the eligible facility, meets the Transportation Disadvantaged Census Tract criteria in several categories.

Table 02: Census Tract 47

Historically Disadvantaged	Yes
Transportation Disadvantage	Yes
Health Disadvantage	No
Economy Disadvantage	Yes
Equity Disadvantage	Yes
Resilience Disadvantage	No
Environmental Disadvantage	Yes

Source: Transportation Disadvantaged Census Tracts, USDOT, 2022



Transportation Disadvantaged Census Tracts & Community Areas

Community Participation Plan

The [5 Points Forward](#) plan, developed in 2021, is a visionary planning effort to guide the development of the West End. Historic West End Partners convened a representative group of stakeholders from the community to ask the question: “*How do we now develop without losing what makes us a historic district like no other in center city?*”

Through this visionary planning effort, the project team identified five challenges for the West End, with two challenges directly aligning with the goals of this proposed planning study:

- To create a rapidly urbanizing district, including long-term owners, residents, and small businesses, and to advance a community that welcomes the newcomer without washing out the elders.
- To reconnect an area with historical roots to the greater center city without losing its core identity.

Through the 5 Points Forward planning process, the team conducted significant community engagement and developed a plan that reflects the vision of the community and stakeholders. To build upon the tremendous work of the 5 Points Forward plan, CDOT has begun the engagement process and reconvened representative community-based organizations with direct ties to that planning effort.

Through this community-supported planning study, CDOT will continue the outreach model established through the 5 Points Forward plan. The goal of participation is to facilitate meaningful, representative engagement from community stakeholders and residents through the extent of the project. Along with the convening of the existing stakeholder group, which will expand to reflect the broader Advisory Group discussed within this narrative, the project team will prioritize equity and engagement by ensuring broad representation throughout the entire process.



The Historic West End's Community-driven 5 Points Forward plan.

The City of Charlotte's Community Engagement Division within Housing & Neighborhood Services will serve as a resource to guide the project team alongside the Advisory Group in developing innovative outreach methods. Potential strategies for engagement include, but are not limited to: Community Surveys, Focus Groups or Listening Sessions, Virtual and In-Person Events, Social Media, Community Door-Knocking/Doorhangers, Community Socials and Open Houses, and Tabling in the Community or at Community Events.

The City of Charlotte also recognizes the incredible value of time and expertise and will work with project partners to utilize private philanthropic dollars to compensate community members for their time, expertise, and generous contributions to the process. Additionally, the City will work to provide childcare and refreshments at in-person meetings and language-translation services (provided through City of Charlotte's Office of Equity, Mobility and Immigrant Integration) at in-person and virtual meetings and events.

Lastly, the City of Charlotte operates under an [Americans with Disabilities Act \(ADA\) Transition Plan](#), to ensure the City's existing programs, services, facilities, and activities comply with federal and state law. As described in Attachment 10, the City is in the early stages of developing a Title VI Plan through the development of a Citywide Language Access Plan, has adopted a Language Access Policy and Commercial Non-Discrimination Policy, and will begin the development of a Community Participation Plan.

MOBILITY & COMMUNITY CONNECTIVITY

Construction of I-77 not only displaced residents and businesses within the West End, but it also created a physical barrier that disconnected the West End from Uptown.

In recent years, the City of Charlotte has taken steps to re-evaluate the interchanges at I-77 and West 5th/Trade Streets, resulting in an interchange feasibility study and underpass enhancement study. These studies were an effective first step, but much work remains to identify an alternative that reflects the community vision of 5 Points Forward.

Other recent efforts to reconnect the West End include the 2021 extension of the CityLYNX Gold Line streetcar, which includes three stations within ¼ mile of the proposed study area (Attachment 17).

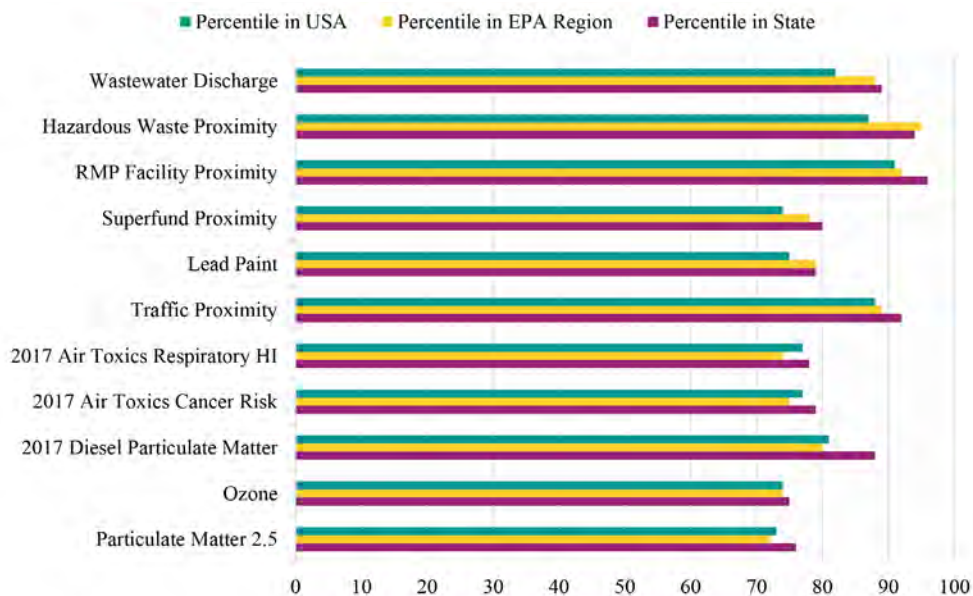
This study will build on this recent effort through the inclusion of equitable transit-oriented development and the reclamation of land for public space, housing, and jobs that were previously destroyed and displaced during the construction of I-77.

Strategic Mobility Implementation

Adopted in June 2022, the [Strategic Mobility Plan](#) (SMP) prioritizes the creation of a **safe** and **equitable** mobility network for all who share Charlotte’s streets. The SMP also establishes a 50/50 mode shift aspiration by which half of our commute trips will be made by means other than a single-occupancy vehicle by 2040. This goal will continue the prioritization of affordable and low-carbon travel options such as walking, bicycling, rolling, and taking transit

In prioritizing these low-carbon travel options, Charlotte will continue to work towards its environmental justice and climate action goals as identified within the city’s [Strategic Energy Action Plan](#) (SEAP) to reduce the increased burden placed on communities such as the West End, which ranks no lower than the 70th Percentile in all EJScreen: Environmental Justice and Mapping Tool indicators as shown in the below chart and Attachment 18.

Figure 01: EJScreen Indicators for Project Area



Source: EJScreen: Environmental Justice Screening and Mapping Tool, 2022

Complete Streets

Further guiding Charlotte’s commitment to the safe movement of people is the [Vision Zero Action Plan](#), which sets the goal of eliminating traffic deaths and serious injuries for all who share Charlotte streets. Advancements in safe mobility will be achieved through the implementation of these plans and guided by the City of Charlotte’s [Urban Street Design Guidelines](#), a smart growth award-winning complete streets policy book that will begin an update within the next year.

Center City 2040 Vision Plan

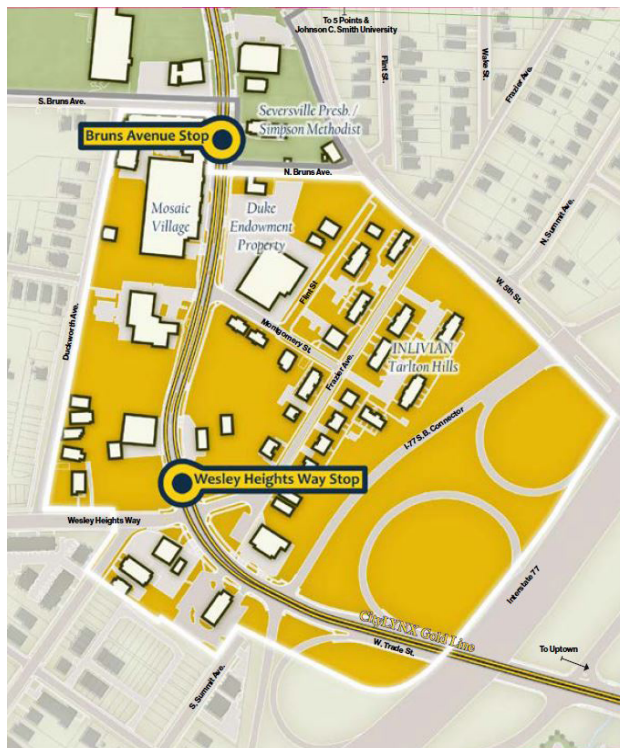
In 2021, the City of Charlotte, Charlotte Center City Partners, and Mecklenburg County released the [Center City 2040 Vision Plan](#). Through this effort, the 2040 Vision Plan formalized the recommendations of the 5 Points Forward plan and proposed “reconfiguring the interchange at I-77 and West Trade Street to create new public land for development that generates new tax revenue that can be reinvested back into the West End.”

Identifying the Need for Facility Retrofit

Creating safe and comfortable access through alternative transportation options is a priority. As previously identified, residents of the West End must rely on a vehicle to access everyday needs such as grocery and pharmacy services (Attachments 21 and 22).

Furthermore, although the study area is located directly adjacent to Uptown, I-77 has disconnected West End residents from comfortable access to quality jobs. As shown in the Job Density map (Attachment 20), the facility planning area has a job density of 1.53 jobs per acre, far less than the up to 147 jobs per acre within the four wards of Uptown.

Through this planning study, CDOT will evaluate the opportunity to remove and/or retrofit the existing facility interchanges and provide comfortable, safe, and enjoyable access across I-77 and reclamation of public land to provide mixed-use and mixed-income development resulting in greater access to grocery, healthcare, and jobs.



The West End Gateway area, as defined within the 5 Points Forward plan, includes the proposed study area and interchanges.



The vision for the West End Gateway, with reconfiguration of the study interchanges, as shown in the 5 Points Forward plan.

COMMUNITY STEWARDSHIP, MANAGEMENT, & PARTNERSHIPS

Community Advisory Group

The City of Charlotte will work with community partners to establish an advisory group, consisting of representation from the following community-based groups:

Historic West End Partners is a grassroots, 501(c)(3) that represents the West End community. Historic West End Partners led the development of the visionary 5 Points Forward plan.

Charlotte Center City Partners is a non-profit organization located in Charlotte's center city. The organization specializes in economic and community development, urban planning, and stakeholder convening.

Knight Foundation is a national philanthropic organization with strong ties to the West End and a history of funding dynamic and community-centered projects, including the 5 Points Forward plan.

Johnson C. Smith University (JCSU) is a private, Historically Black University located in the West End community. Established in 1867, JCSU is a longstanding anchor for the community and prominent institution.

INLIVIAN is the housing authority in Charlotte and administers affordable housing throughout the community, including Tarlton Hills, the property adjacent to the study area interchanges. INLIVIAN is currently developing a mixed-income residential site in Uptown Charlotte that can be used as a case study through this planning study.

LISC Charlotte works to make economic equality a reality for all Charlotteans by focusing on key areas to create stability for communities, families, and residents.

Five Points Community Collaborative is a non-profit, residential organization established to represent the communities of 5 Points: Biddleville-Smallwood, Seversville, and Wesley Heights.

DreamKey Housing Partners administers the House Charlotte Program on behalf of the City of Charlotte, a down payment loan assistance provider.

Northwest Corridor Council of Elders represents community leaders and residents throughout northwest Charlotte, and includes representation from the Historic West End.

And lastly, CDOT will engage the Charlotte Regional Transportation Planning Organization, the Charlotte Area Transit System, the Planning, Design & Development Department, and other city departments.

Through recent planning efforts, CDOT has worked to facilitate community partnerships and will continue to prioritize stakeholder relationships and community-based stewardship. Building upon the visionary work of the 5 Points Forward plan, CDOT has formed partnerships with Historic West End Partners and the Knight Foundation to develop this proposed planning study, and has secured the support of NCDOT, Charlotte Center City Partners, Johnson C. Smith University, LISC Charlotte, Fifth Third Bank, Wells Fargo, and INLIVIAN (Attachments 01 through 09).

Working collaboratively with these community partners, CDOT will prioritize the community-developed vision from previous studies while assessing feasibility and pursuing innovation. Furthermore, CDOT will build upon the work of anti-displacement strategies identified through the implementation of the Charlotte Future 2040 Comprehensive Plan (Attachment 16), including opportunities for mixed-income development, affordable housing, equitable TOD strategies, and other community development activities.

EQUITABLE DEVELOPMENT & SHARED PROSPERITY

Through the planning process, CDOT will build on existing planning efforts, including the recently adopted 2040 Plan which identifies Goal 8: Diverse and Resilient Economic Opportunity. Goal 8 reinforces the commitment for all Charlotteans to have access to quality jobs and upward mobility.

The 2040 Plan also established place types, including the identification of the Tarlton Hills site as a mixed-use neighborhood center (Attachment 24). This designation, coupled with the recently adopted transit-oriented development (TOD) Zoning Districts of the [Unified Development Ordinance](#), creates significant opportunity for the reclamation of transit-adjacent land currently utilized by the facility interchanges to be redesigned for equitable community development.

Anti-Displacement

The City of Charlotte recognizes that with opportunities for redevelopment can also come unintended displacement of residents. As housing prices continue to rise, homebuyers are looking to the West End to purchase property close to Uptown at a reasonable price. This trend places increased pressure on existing residents of the West End, and it is the goal of the 5 Points Forward plan to propose development potential while preserving opportunities for existing residents.

Through this planning study, CDOT will work alongside community partners and stakeholders to prioritize anti-displacement strategies as defined by the recently established NEST Commission. The NEST Commission will review and recommend “anti-displacement strategies and tools for protecting residents of moderate to high vulnerability of displacement” (Attachment 16).

Charlotte Community Planning

Over the next year, Charlotte will begin the community plan update process for west Charlotte, including the identified study area within this planning proposal. This timing benefits the planning study for interchange reconfiguration at I-77 and West 5th/Trade Streets, with the opportunity to begin broad community visioning and goal setting at the larger community scale.

Placemaking & Public Art

The approach to providing vibrant, people-centered places within the West End is twofold: leveraging both the Placemaking Program through the Charlotte Urban Design Center and the innovative initiatives of local thought-leaders. Recently, Potions & Pixels developed a GPS-based immersive technology experience through an app that provides a self-led discovery tour through Charlotte’s historic Brooklyn community, a prominent Black community area that was destroyed during urban renewal.

CDOT will work with community partners and stakeholders to identify similar placemaking opportunities that highlight the history of the West End while providing public space and amenities such as public Wi-Fi.

Business Inclusion

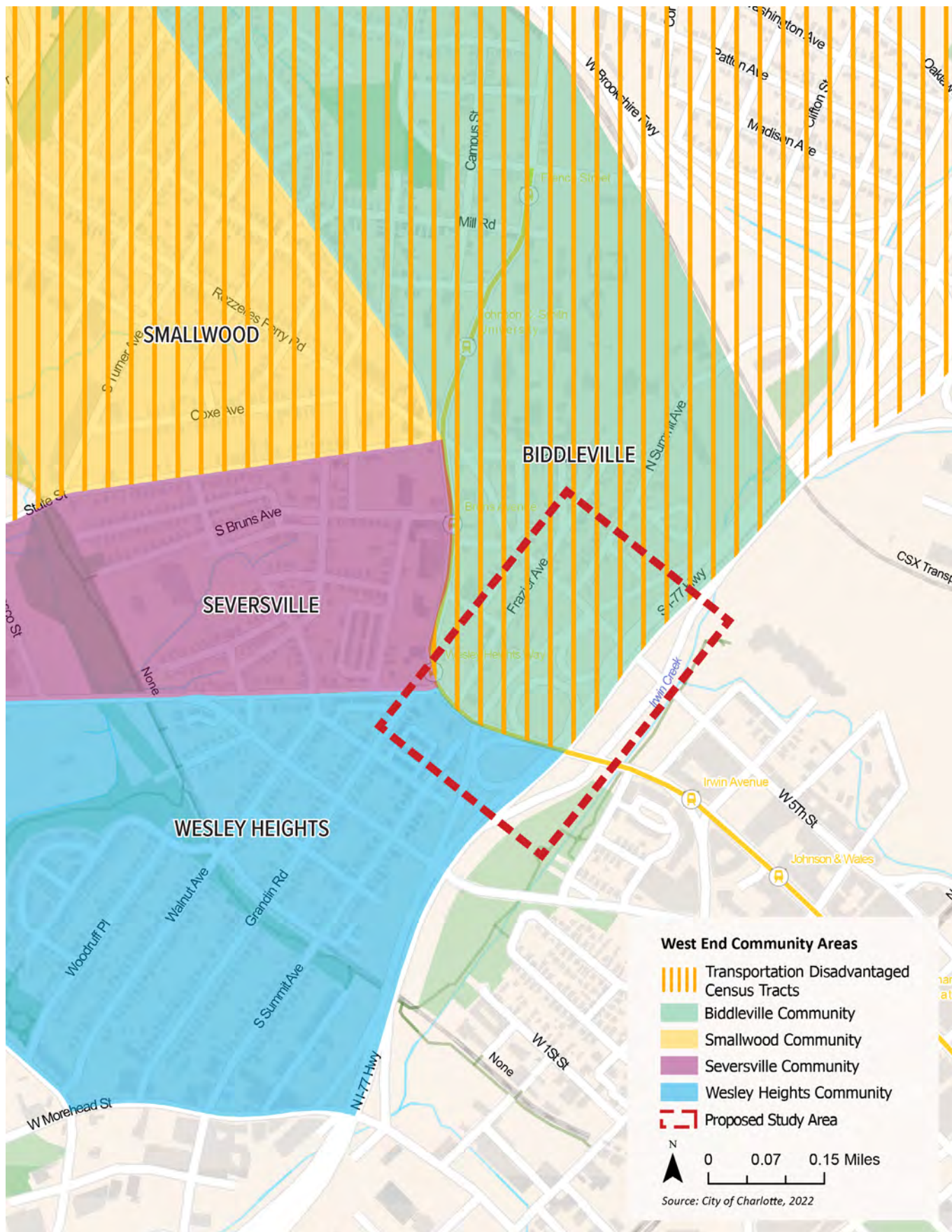
CDOT will work through the Charlotte Business INclusion program, which works to expand access for Minority Owned, Women Owned, and Small Business Enterprises (MWSBE) within the city, to meet citywide and departmental MWSBE goals and will adhere to all USDOT Disadvantaged Business Enterprise requirements.

Furthermore, CDOT will work with community partners to identify potential stakeholders and subcontractors that may qualify within the Charlotte procurement process to complete work within the scope of services.

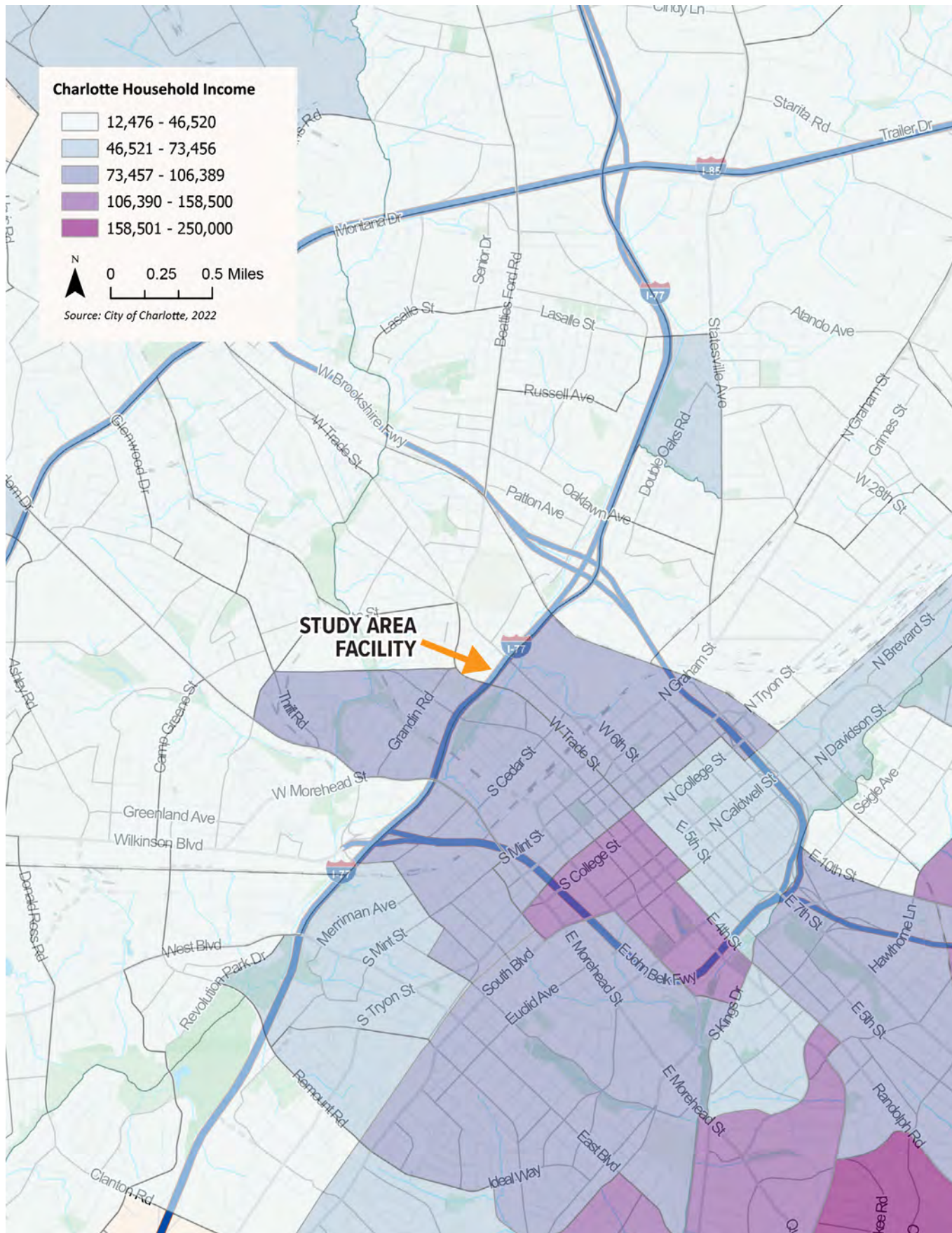
ATTACHMENT 11: WEST END LOCATION AREA



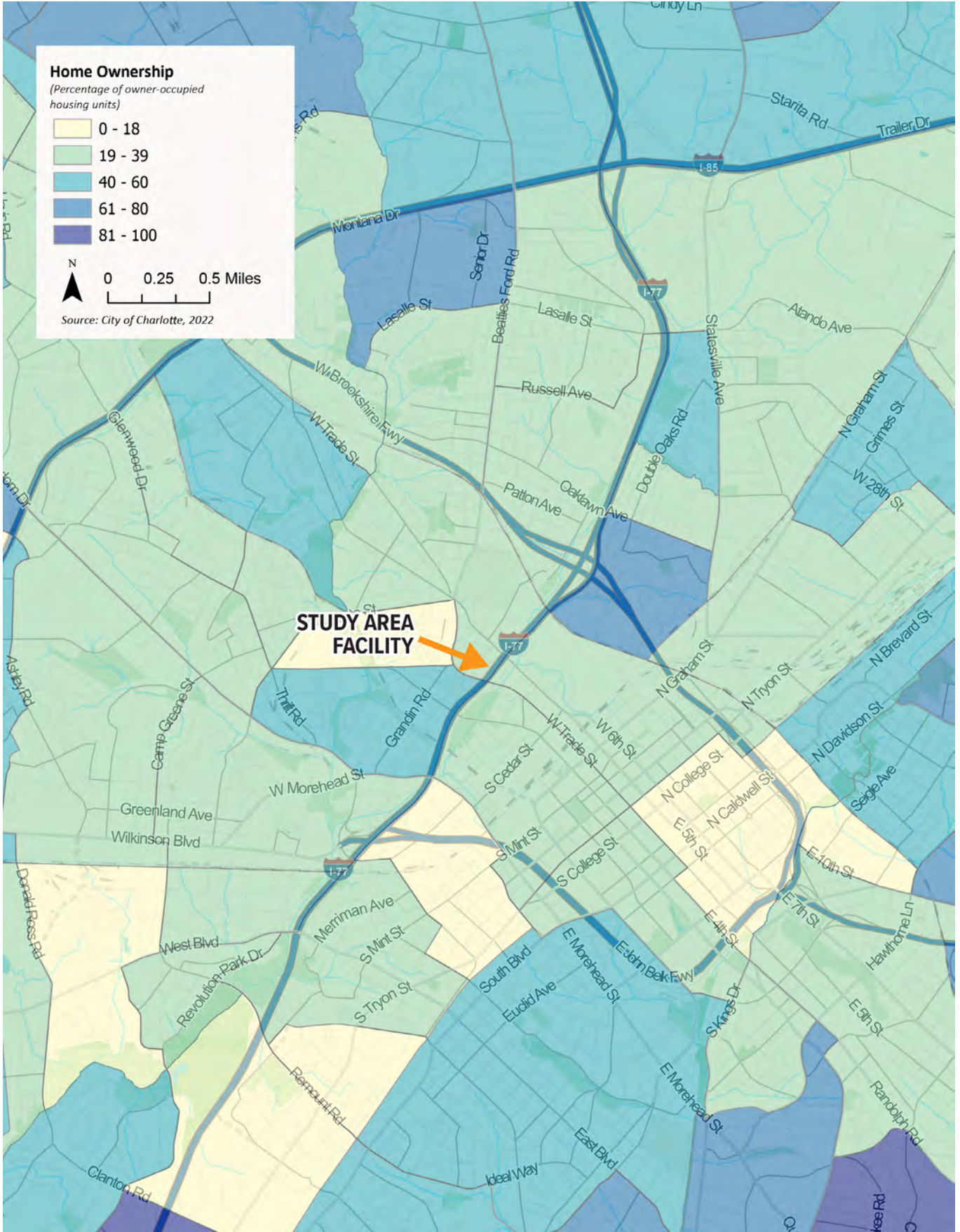
ATTACHMENT 12: WEST END COMMUNITY AREAS



ATTACHMENT 13: CHARLOTTE HOUSEHOLD INCOME



ATTACHMENT 14: HOME OWNERSHIP



ATTACHMENT 15: BIDDLEVILLE DISPLACEMENT RISK



Where is the Displacement Risk Highest Today?

The risk for displacement is highest in areas where vulnerability indicators compound and intersect with rising housing costs and increased construction and housing market activity. Using neighborhood change indicators from the [Housing Locational Tool](#) and vulnerability indicators from [Charlotte Future 2040](#), this map identifies neighborhood areas facing high displacement risk today. Broad partnerships and collective investments in these areas can mitigate displacement risk and support residents who choose to stay in place. [Click here to read more about the methodology and sources](#)



Click on a neighborhood to explore more information. Click on the neighborhood again to view full map

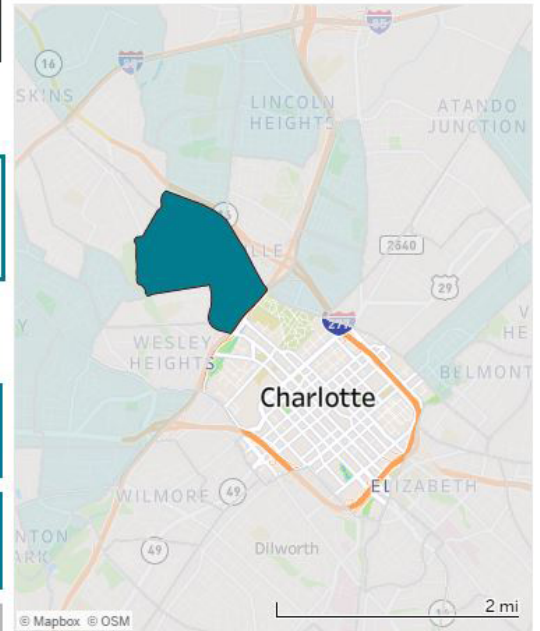
Neighborhood Profile Area: **382**

Indicators of Neighborhood Change

33 # of Permits per 1000	15.3% Change in Median Home Sales price	\$27,089 Median Household Income
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Indicators of Vulnerability *Blue background indicates higher than the City*

31% households in poverty	
80% identify as a person of color	73% residents renting their homes
47% age 25+ without high school diploma	8% age 65 and up



Areas of Greatest Displacement Pressure

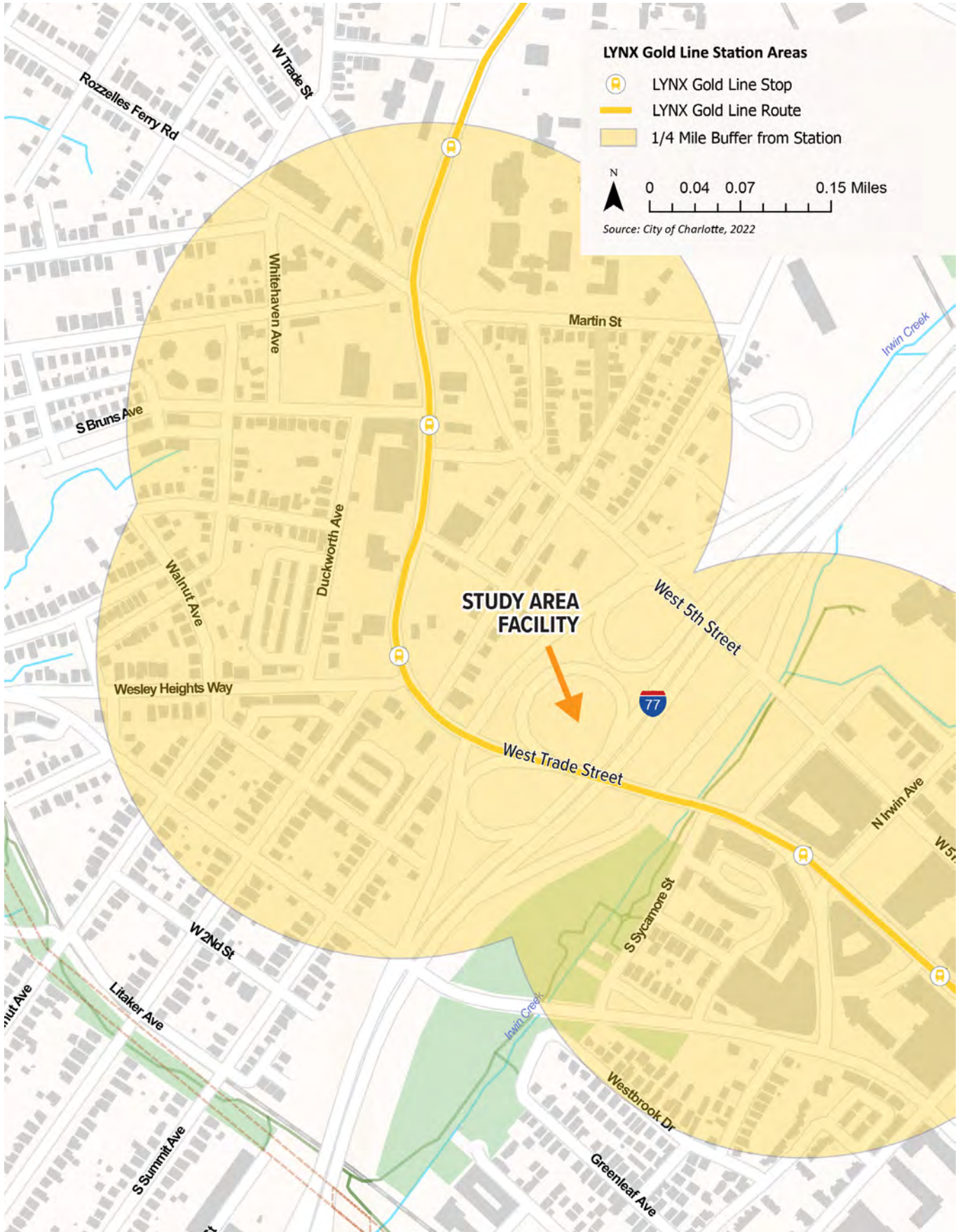
906 Housing Units	425 Single Family Owner-Occupied	338 Single Family Rentals	143 Multi-Family Units	\$812 Median Gross Rent	19% Vacant Housing Units	53 Average Age of Houses (yrs)
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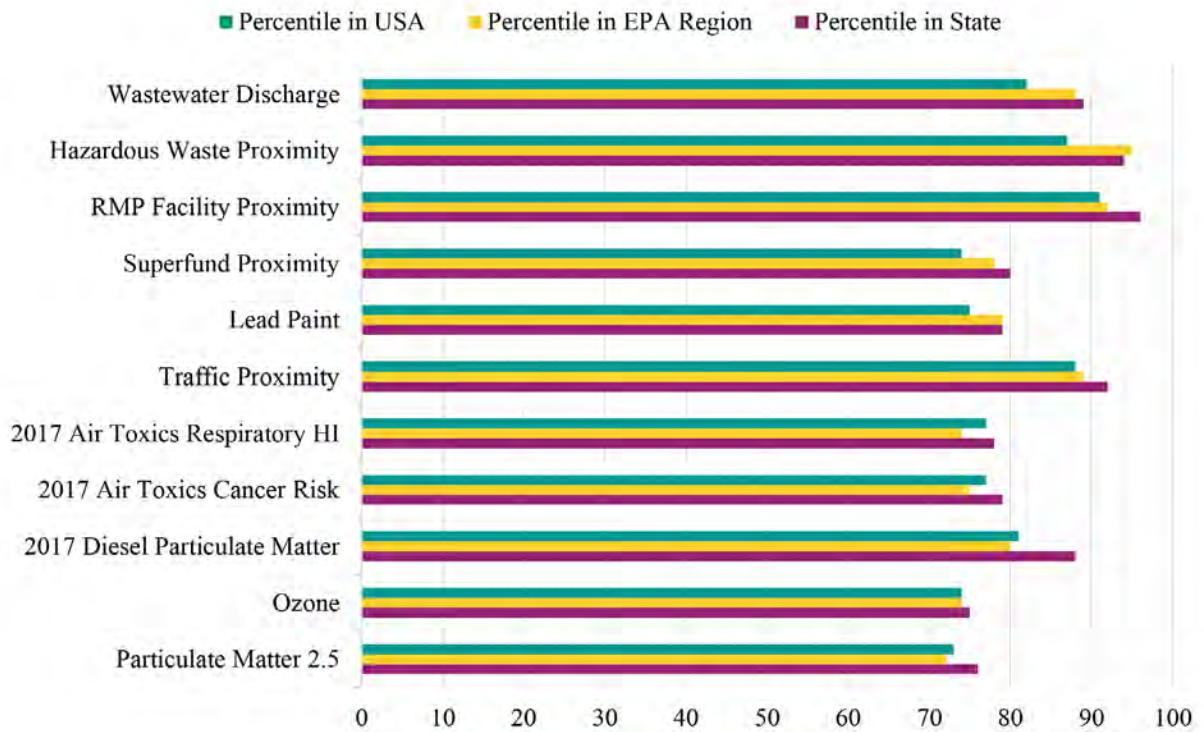
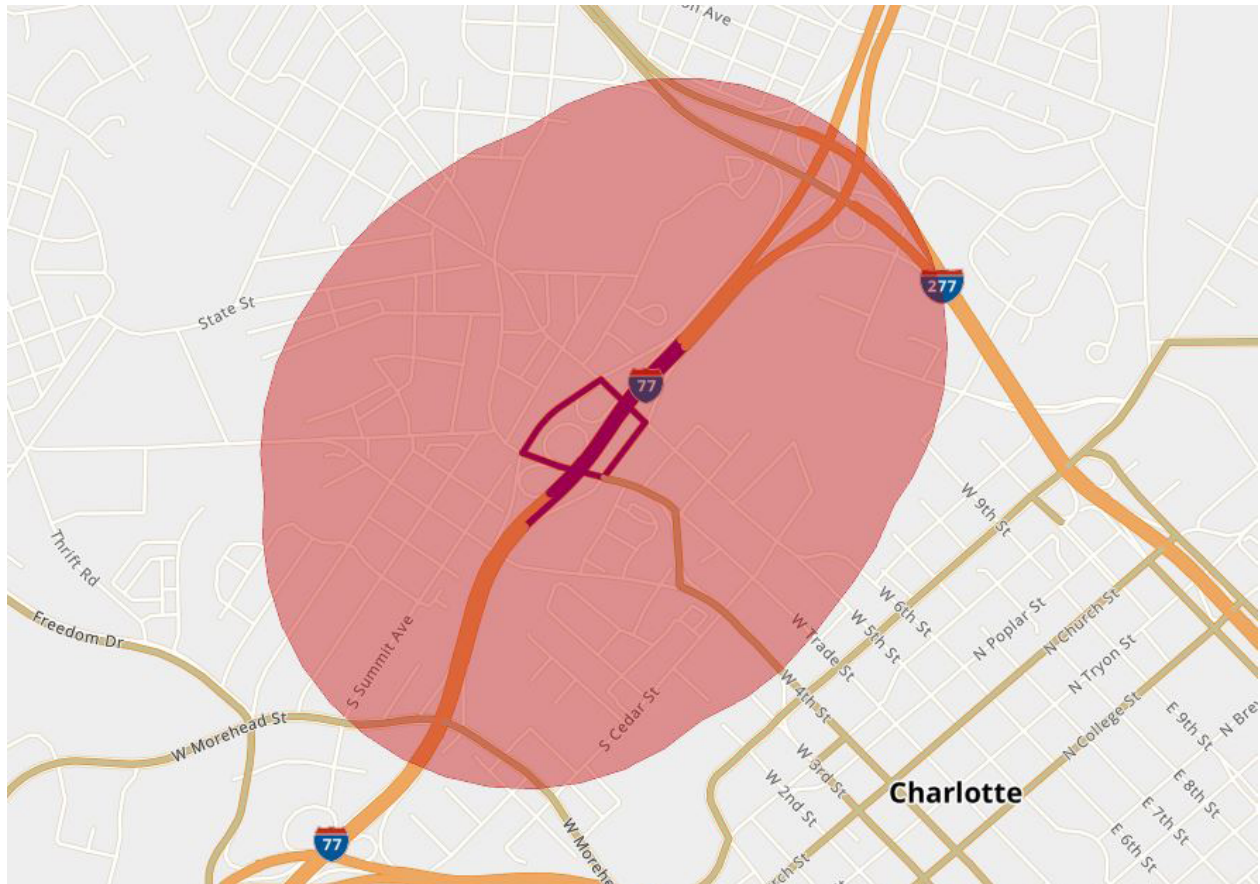
POTENTIAL ANTI-DISPLACEMENT TOOLS FOR NEIGHBORHOODS

Tools and/or Strategies	Description	Type of Tool
Affordable Housing Database	Involves creating and maintaining an in-depth database to track affordable rental properties and mobile home parks at risk of redevelopment as well as operating a network that focuses on the preservation of these properties.	Information
City and Tenant Right-to-Purchase Preservation Program	Provides tenants and cities with the right to purchase government-assisted multifamily rental properties and mobile home parks when the owner decides to sell the property or exit the affordable housing program.	Preserve
Community Land Trusts (CLTs)	CLTs provide opportunities for current and future generations of low-income residents to own homes in a gentrifying neighborhood, while giving communities long-term control over the land.	Produce and/or Protect
Community Benefits Agreements	Agreements executed between community-based organizations and one or more developers. Like Developer's Agreements, they are intended to outline the developers' commitment to provide public benefits to the community to offset potential impacts associated with the proposed development.	Produce, Preserve and/or Protect
Land Banking and Other Land Acquisition Strategy	Land banks are public authorities or non-profit organizations created to acquire, hold, manage, and sometimes redevelop property to return these properties to productive use to meet community goals, such as increasing affordable housing or stabilizing property values.	Produce
Affordable Housing Strike Fund	Affordable housing strike funds provide flexible, below-market financing to fund the preservation of existing affordable multifamily housing by utilizing a combination of public, private, and philanthropic dollars.	Preserve
Tenant Relocation Assistance	Provision of relocation money to low-income Seattle tenants who are displaced from their units because of housing demolition, substantial rehabilitation, change of use or removal of restrictions placed on subsidized housing.	Protect
Mobile Home Park Zoning or Other Protections	Added protections for mobile homeowners - dispute resolution and enforcement program - powers of division of housing. May include certain ordinances for mobile home parks; extending the time period between the notice of nonpayment of rent and the termination of any tenancy; and/or extending the time a mobile homeowner has to vacate a mobile home park after a court enters an eviction.	Preserve and/or Protect
Tax Assistance and/or Abatement Program	Grant program to provide tax payment assistance for qualifying low-income households.	Protect
Property Tax "Circuit Breaker"	Caps the amount of property tax that homeowners have to pay as a share of their income.	Protect
Emergency Rent Assistance Program	Residents who are behind on their rent or utility payments may be eligible for assistance through the Emergency Rental Assistance Program.	Protect
Foreclosure Assistance	Program to help residents facing foreclosure with legal representation, longer periods of time for various aspects of the process, financial assistance, etc.	Protect
Refinancing Programs	Technical and/or financial assistance to help lower income homeowners take advantage of lower interest levels.	Protect
Housing Rehabilitation Program	Low-income loans and/or grants to assist landlords and homeowners make improvements to existing affordable housing stock.	Preserve

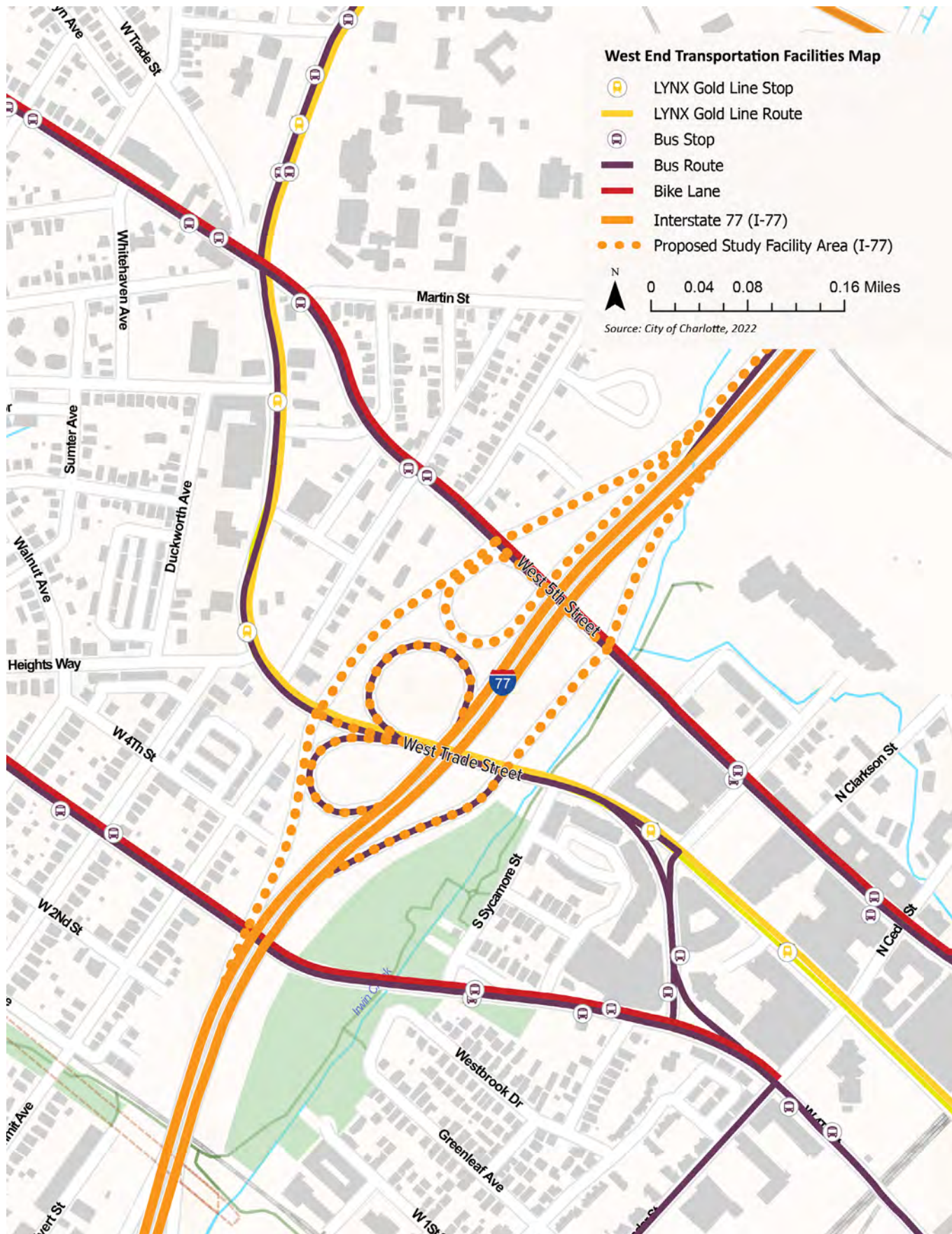
ATTACHMENT 17: LYNX GOLD LINE STATION AREAS



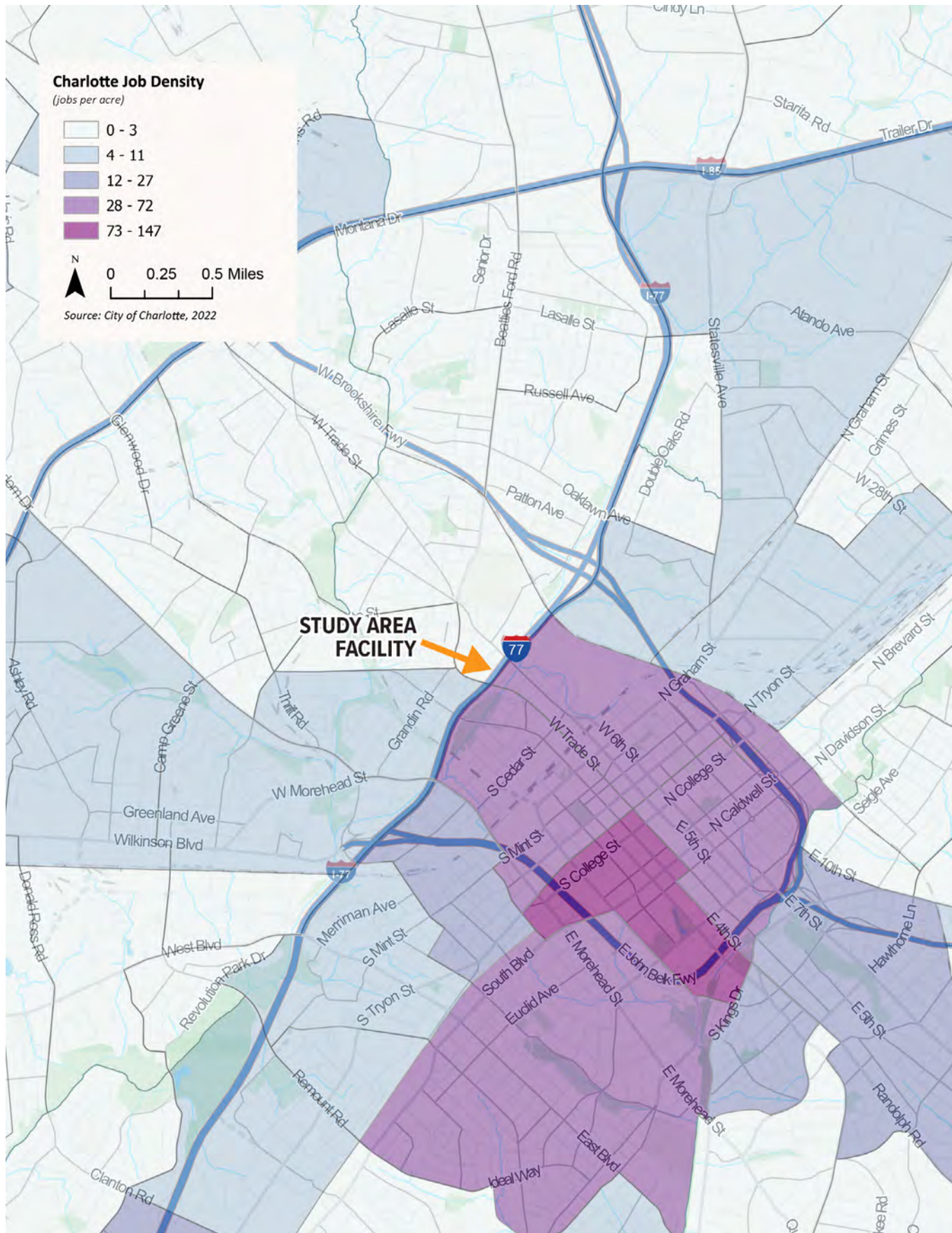
ATTACHMENT 18: EJS SCREEN INDICATORS & PROJECT AREA



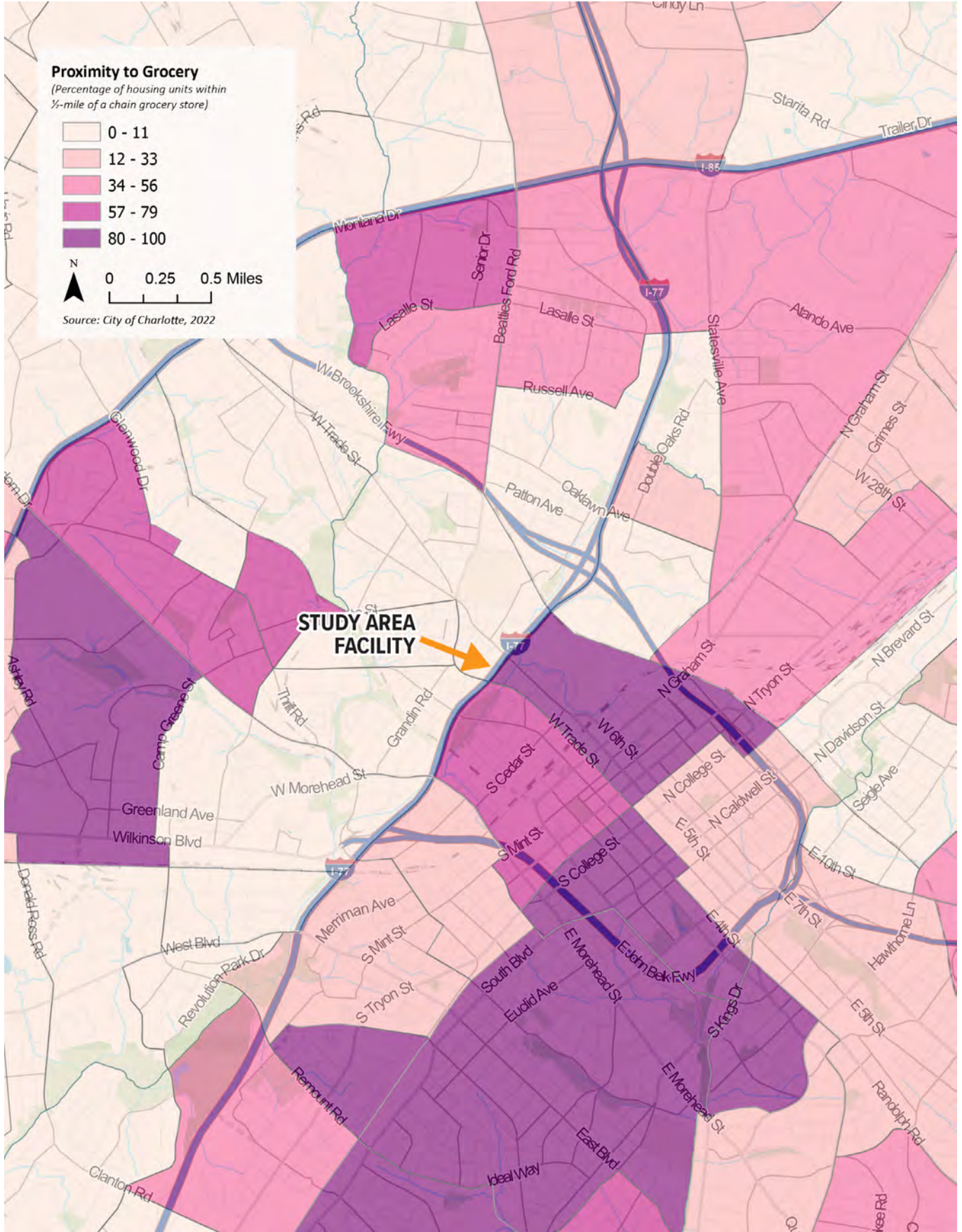
ATTACHMENT 19: WEST END TRANSPORTATION FACILITIES



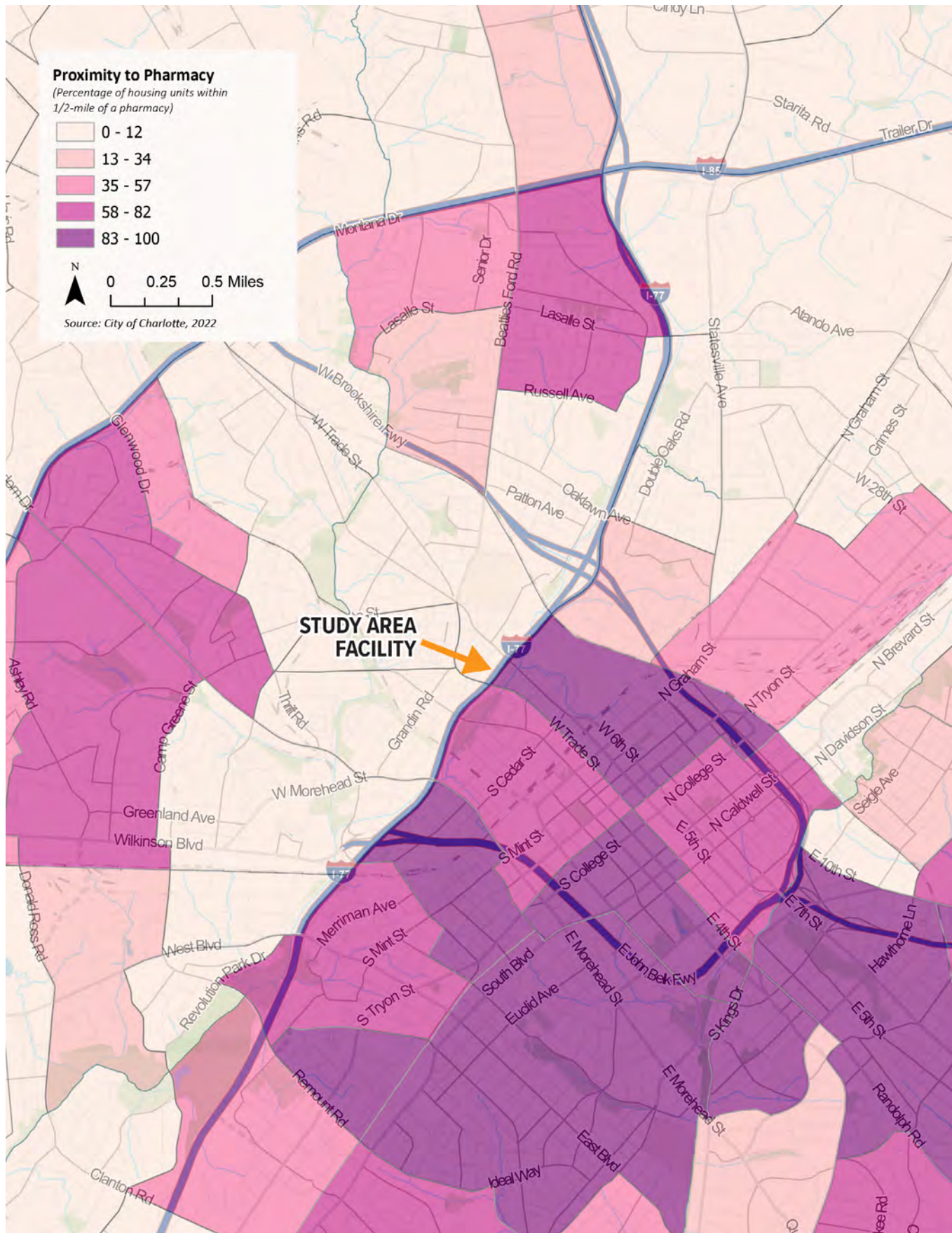
ATTACHMENT 20: CHARLOTTE JOB DENSITY



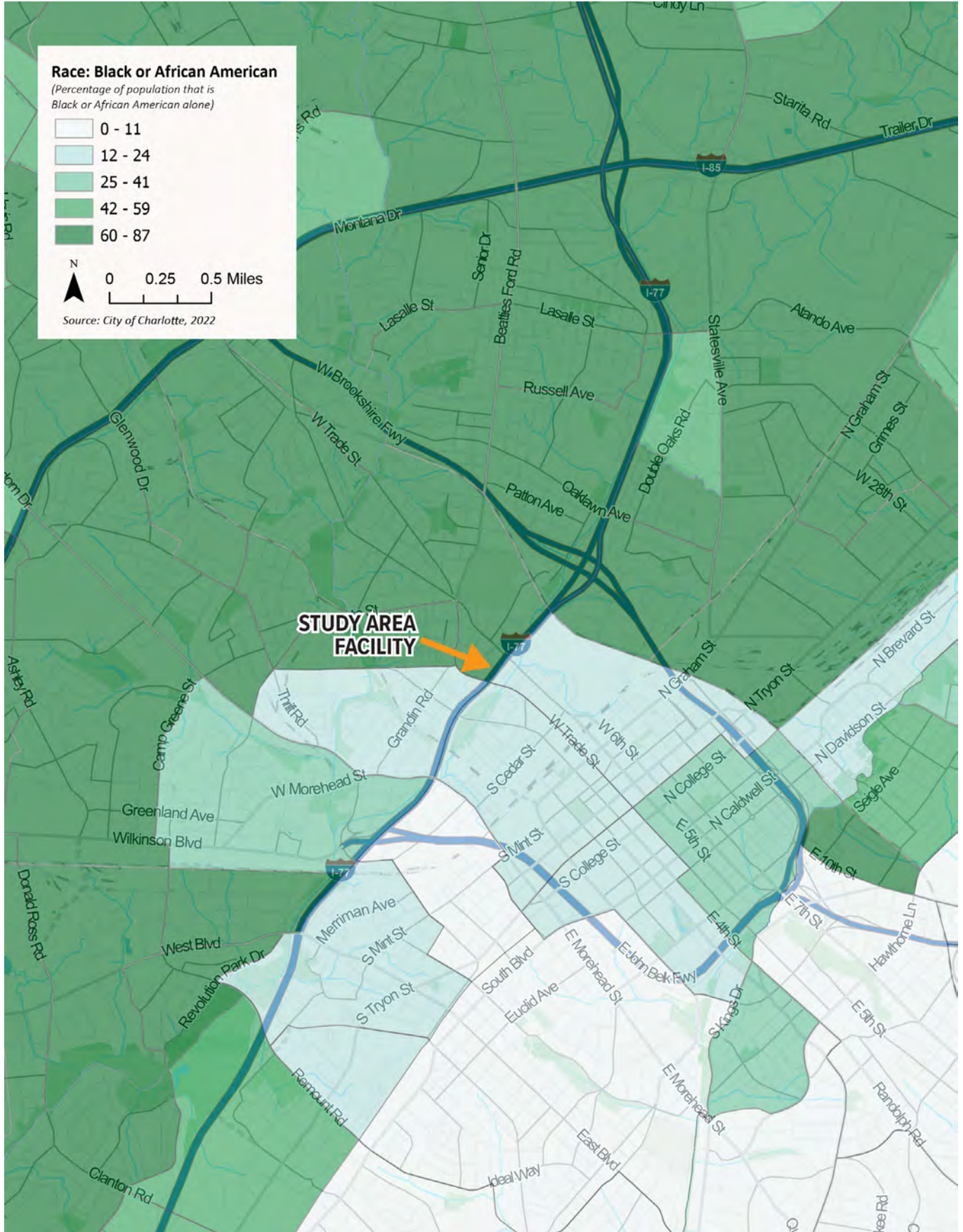
ATTACHMENT 21: PROXIMITY TO GROCERY



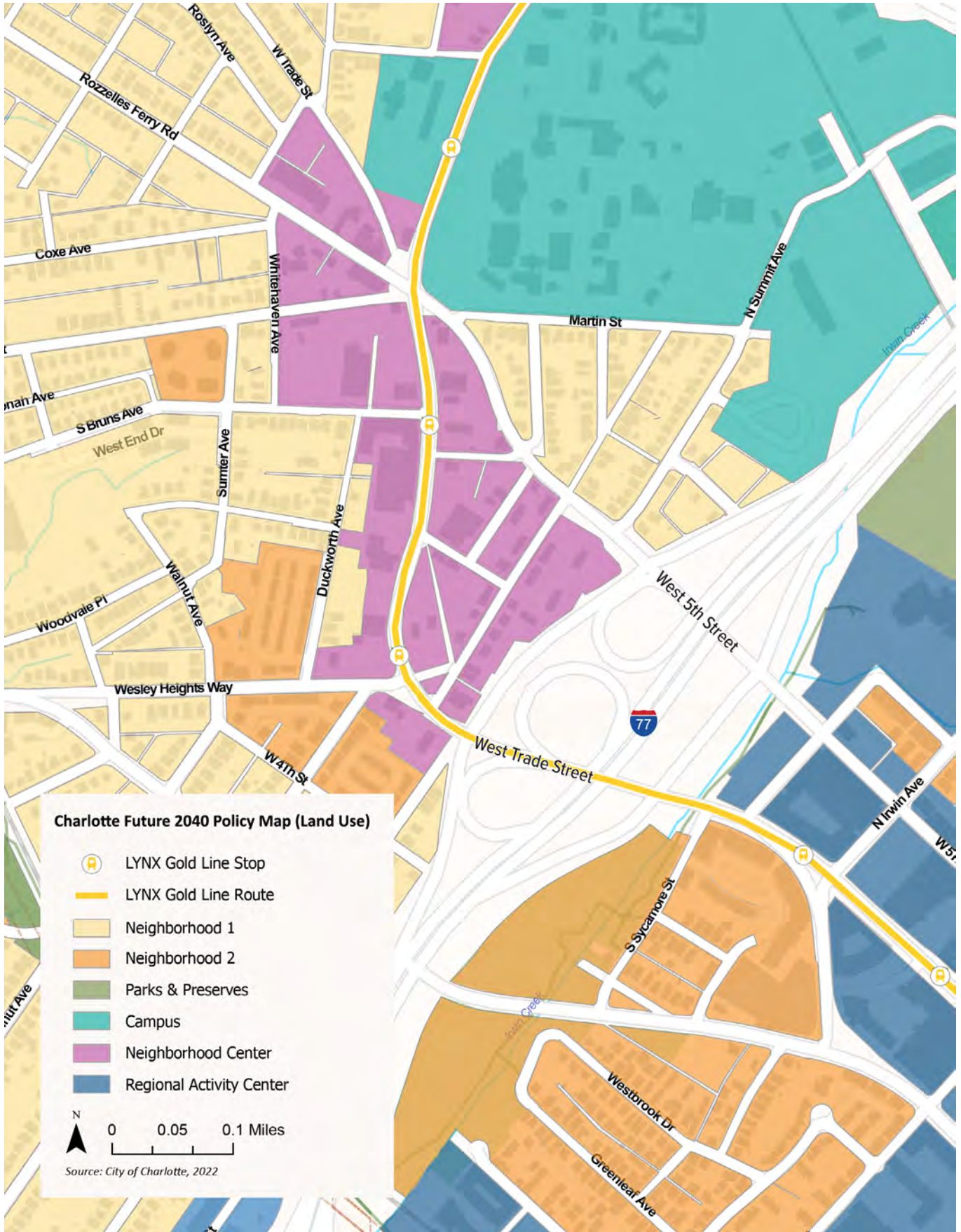
ATTACHMENT 22: PROXIMITY TO PHARMACY



ATTACHMENT 23: RACE: BLACK OR AFRICAN AMERICAN



ATTACHMENT 24: 2040 POLICY MAP



ENDNOTES

- 1 The majority of the proposed study area is located within a Transportation Disadvantaged Census Tract.
- 2 James B. Duke Memorial Library, Johnson C. Smith University: <https://www.westendcharlotte.org/>
- 3 James B. Duke Memorial Library, Johnson C. Smith University: <https://www.westendcharlotte.org/community-transformation>
- 4 James B. Duke Memorial Library, Johnson C. Smith University: <https://www.westendcharlotte.org/community-transformation>
- 5 James B. Duke Memorial Library, Johnson C. Smith University: <https://www.westendcharlotte.org/community-transformation>
- 6 NCDOT Annual Average Daily Traffic (AADT) Mapping Application, 2022
- 7 2020 U.S. Census Population Estimates, 2020
- 8 INLIVIAN is the non-profit real estate holding company in Charlotte that administers affordable housing throughout the community.