



MEETING MINUTES

The purpose of Technical Committee Meeting #1 was to present an overview of the scope of work and begin to obtain input on potential guiding principles for the project. As a point of reference, key attributes of several existing and planned multimodal centers in similarly-sized cities were presented. The meeting included an open discussion about potential goals and visions for the project from the perspectives of participating committee members.

Key comments from the discussion are as follows:

- The Multimodal Center should enable interface between all modes that need to connect, both now and in the future. Think ahead to the inclusion of potential future modes.
- Need to consider accommodations for future non-transportation uses.
- Rail access is important; consider additional tracks that may be needed.
- The Aquatics Center and other activities are planned west of the site. The Chamber of Commerce would be a good tenant for the Multimodal Center; they have been discussing moving opportunities.
- Love the idea of incorporating college classroom space and employment assistance programs at the Multimodal Center.
- A new park is being planned at the end of South Street downtown; are there opportunities for connection to the Multimodal Center site?
- Parking deck options for downtown are being discussed.
- Walkability is important; the connection to downtown across Broad Street is critical. Broad Street is currently a perceived barrier to walkability. Connecting to the new greenway beginning at Long Avenue is important.
- Should seek to incorporate Tony's into the site if appropriate. But, don't uproot the building itself.
- Views the Multimodal Center project as a catalyst for center city redevelopment, mixed use (on and off site), providing an eastern anchor for downtown.
- Don't preclude future expansion opportunities.
- Surface parking may be appropriate as an early phase, but could be replaced later with structured parking as the development at the site increases in density.
- Don't use a standard suburban model for development in downtown.

- Alternate proposal: Move connection for existing rail spur down Broad Street to east side of Broad Street (mirror image from current), then construct Multimodal Center west of Broad Street where the rail spur is located now. Rail design limitations will need to be checked as an initial assessment of feasibility of this option.
- Discussion about the plans for use of the site by the new P&N operator. A switching yard is not necessarily consistent with the Multimodal Center concept.
- Like the idea of some sort of a terminating vista at the end of Main Street (at Broad Street).
- Consider different design considerations for accommodating commuter rail vs. bus rapid transit (BRT).
- Follow good central design principles.
- Need to consider density; higher density is preferable. Need to consider zoning code impacts.
- Need a strong effort to engage the public early in the planning process.
- Make Tony's and the Shrimp Boat anchors of the new development (at least have good pedestrian connections).
- Would like to see a linear park connection to downtown (Broad Street is a hurdle).
- Need something to draw people downtown.
- The Marietta Street road diet project is moving forward. The project will increase the strength of pedestrian connections downtown.
- Would like to see civic uses, art uses, maybe a library at the Multimodal Center. Use the facility to help introduce new folks to transit. Would like to see choices in housing available. Whatever goes in the Gastonia model must generate tax revenues.
- Need to look at the economics of the investment in a Multimodal Center. What is being lost (in terms of tax revenue) to offset these gains?
- Phasing needs to consider construction disruption.
- Need to incorporate current owners of the parcels early in the planning process.

Discussion followed about options for logistics for the upcoming planning workshop to begin to draft some initial development concepts. The planning workshop will be held near the end of February; more details will be forthcoming. Committee members want to target folks who are active in the community to encourage their participation in the workshop.

As an additional note, Hank Graham noted that there are two upcoming public forums sponsored by NCDOT regarding the proposed use of the P&N line that terminates at the potential Multimodal Center site. Hank can provide additional information on these meetings.

The attendance sheet is attached.

**Gastonia Multimodal Center
Site Suitability and Conceptual Design Study
Technical Committee Meeting #1**

January 28, 2009

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