

The background image shows the interior of the Charlotte Transportation Center. It features a high, vaulted ceiling with a complex steel truss structure. Large white columns support the roof. In the foreground, there are blue and white bus bays labeled 'H' and 'O' with 'BUS ROUTES' signs. A bus is visible on the right with the route '34 FREEDOM DRIVE'. People are walking and sitting on blue benches. A semi-transparent white box is overlaid in the center, containing the title text.

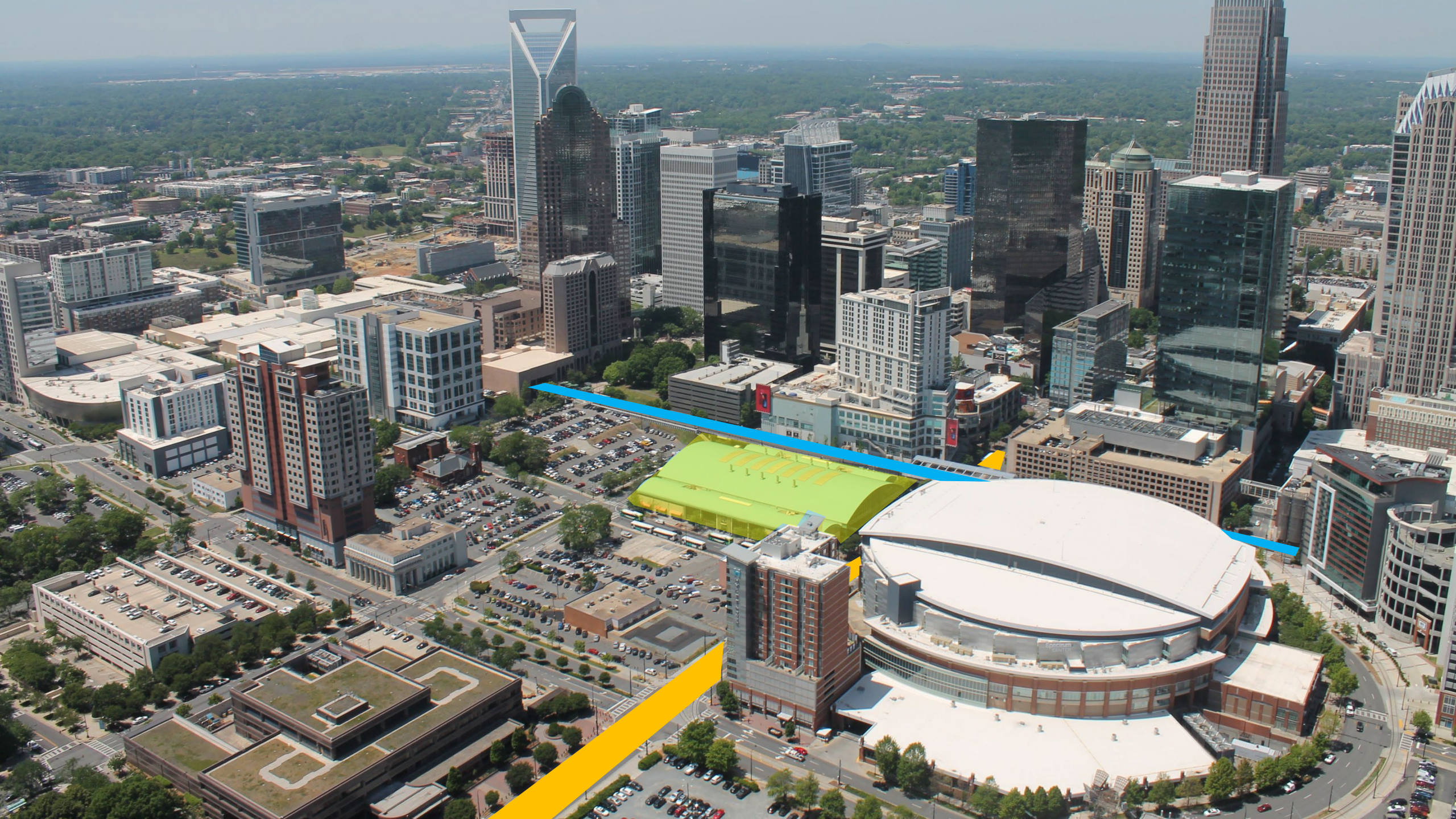
# Charlotte Transportation Center Redevelopment Staff Recommendation

Transportation, Planning, and Development  
Committee  
January 3, 2023

# Today's Discussion

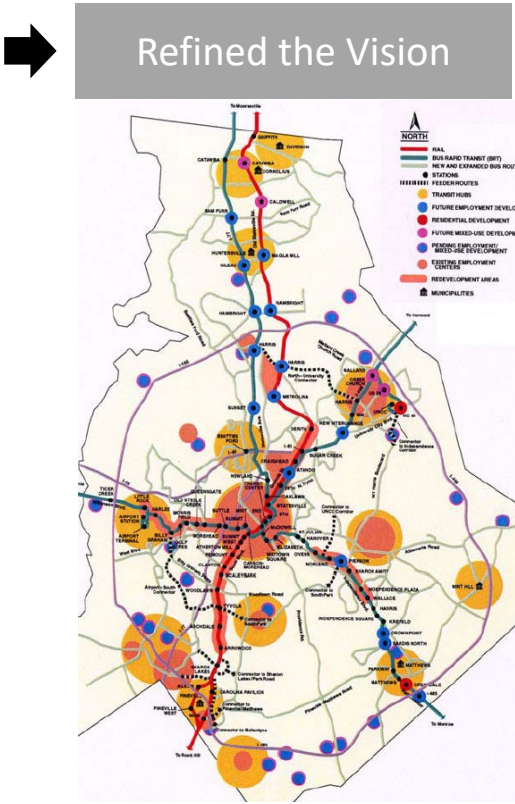
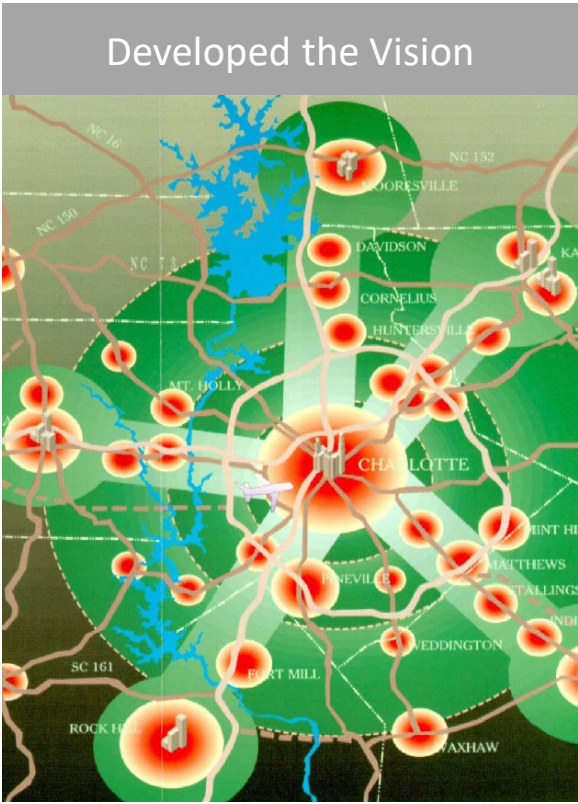
- ▶ What's brought us to this moment
- ▶ Charlotte Transportation Center Design Process
- ▶ Public & Stakeholder Feedback
- ▶ Staff Recommendation
- ▶ Next Steps



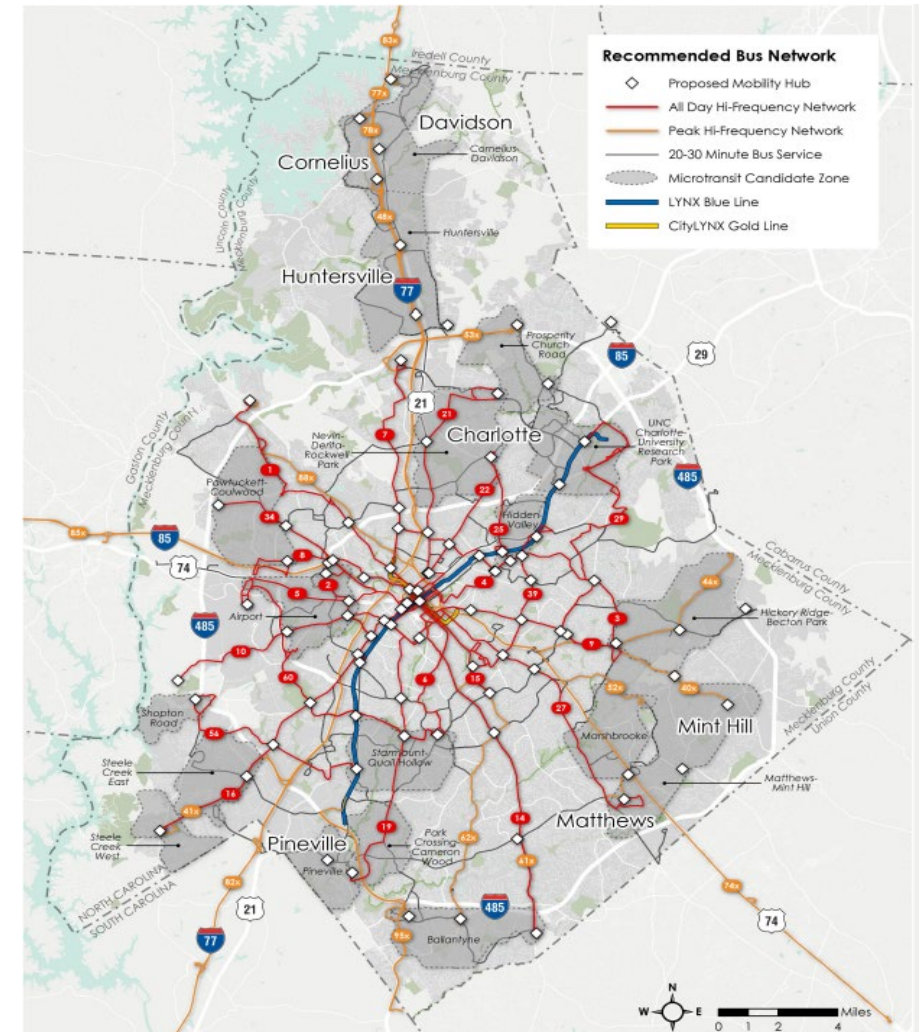
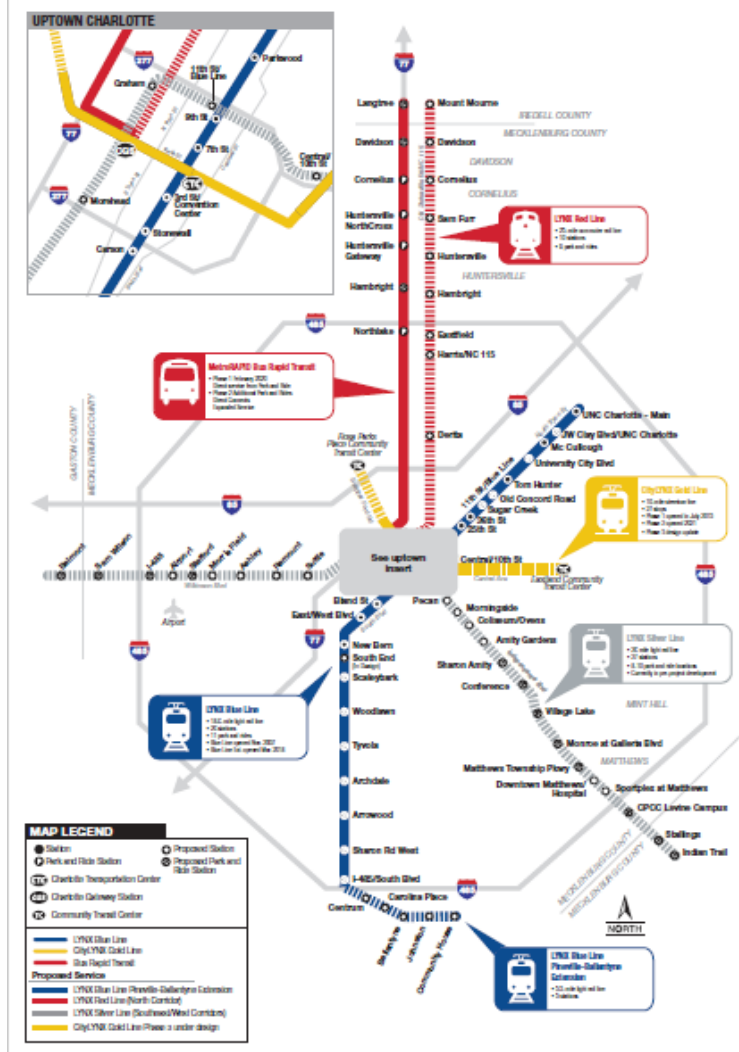




# It Started with a Vision









# Yesterday's transit solution

## Prior to 1995:

- Bus transfers occurred at Trade & Tryon
- Bus staging and stopping occurred on street
- All passenger activity on sidewalk



## Problems to solve:

- Create a more comfortable transit experience.
- Locate a site to centralize bus transfer in line with future transit corridors
- Minimize pedestrian (non-transit) and automobile conflicts

## Solution:

- Move uptown transit activity to a single covered facility





# The problems to solve today





**Passenger conflicts**



**Rail & Trail Integration**

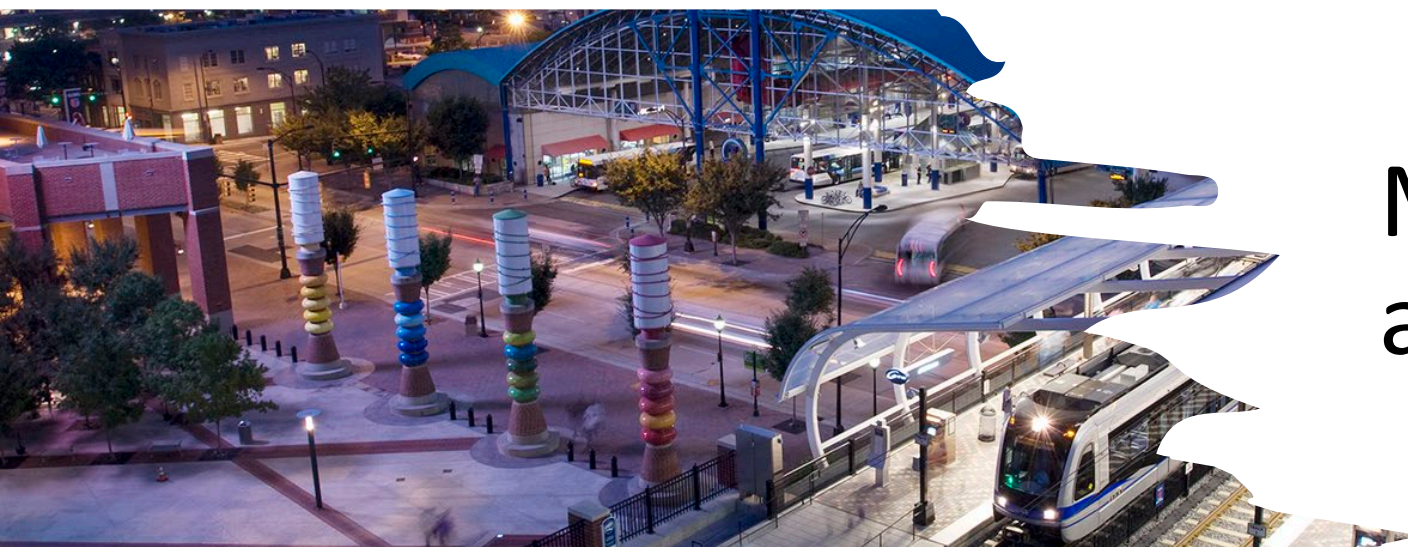


**Street Activation**



**Catalyze surrounding land use vision**





Mobility expectations  
and needs have changed



To move forward we must solve:

- Funding
- Temporary Center
- Activation



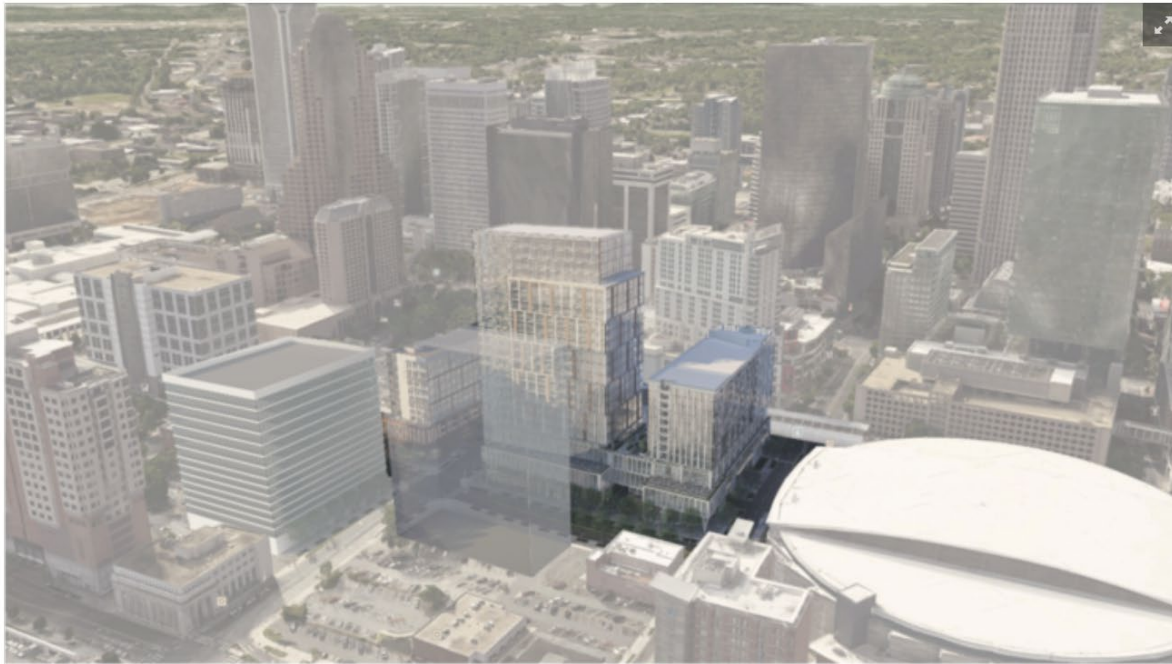


# A Unique Opportunity

Commercial Real Estate

## CATS selects JV for negotiations on redeveloping uptown bus terminal into major mixed-use center

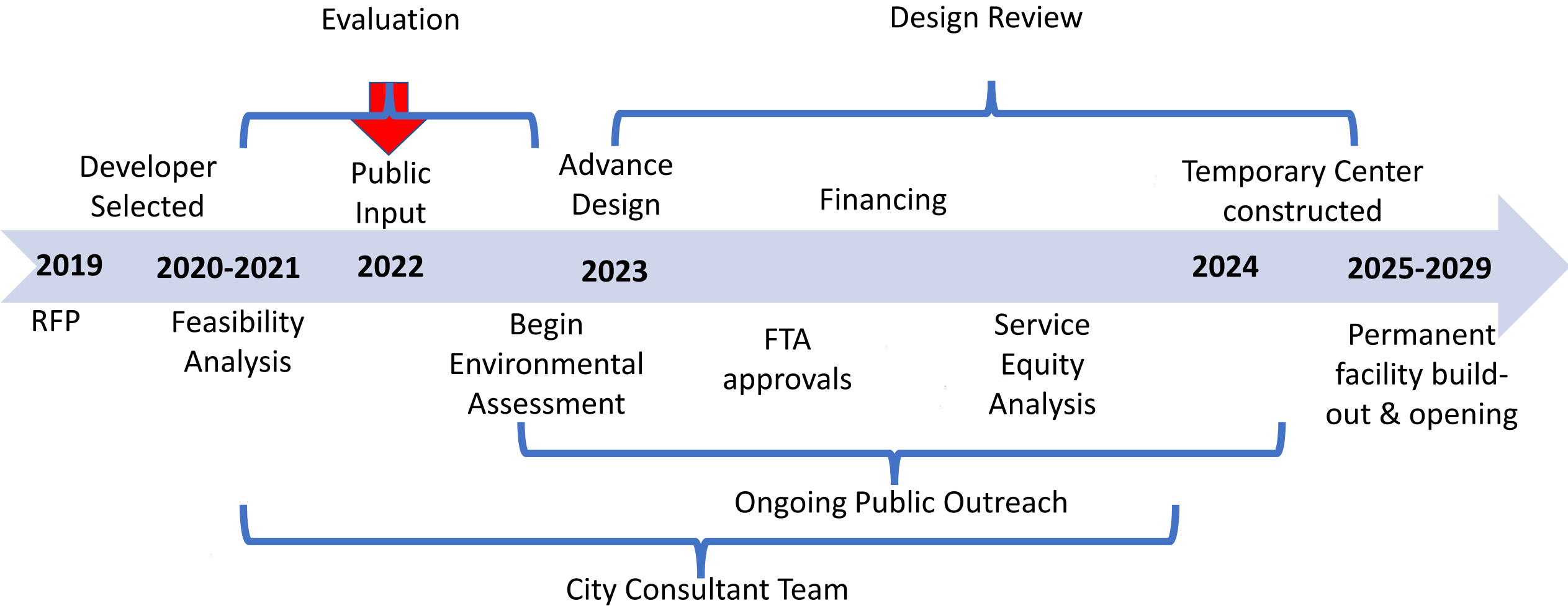
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- City received an unsolicited proposal to redevelop the Charlotte Transportation Center from a Greensboro developer
- CATS issued a formal request for proposals in June 2019
- Three groups submitted proposals and the joint venture partnership of Charlotte-based White Point Partners and Dart Interests, a Dallas real estate investment firm, was selected



# Project Timeline





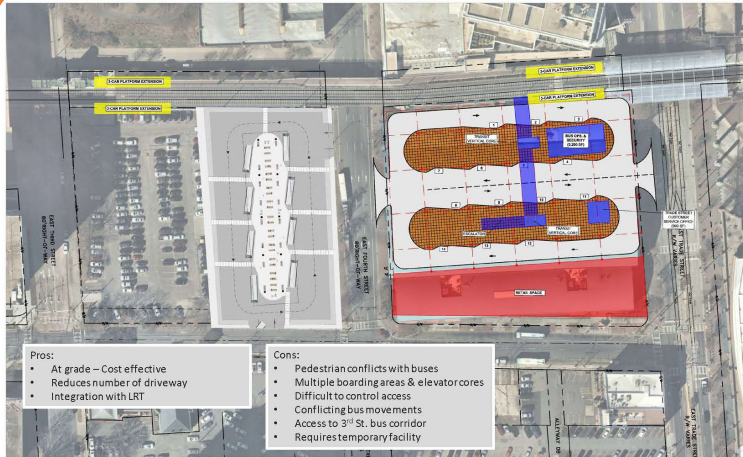
# Transit and Mobility Goals

- **Continuity in Service via a Temporary Facility**
- **Elevate the Transit Rider Experience**
  - ✓ Comfortable, Climate Controlled Space
- **Safety and Security is Top Priority**
  - ✓ Controlled access to transit space
  - ✓ Minimize Pedestrian and Vehicle Conflicts
- **Easy and Convenient Transit Connections**
  - ✓ Central Mobility Hub for Bus, Light Rail, Streetcar
- **Sustainable Design**
  - ✓ LEED Certified and/or Envision Certification
  - ✓ Battery Electric Bus Hub
- **Integrated with Mixed Use Development**
  - ✓ Create an Active, Vibrant Place

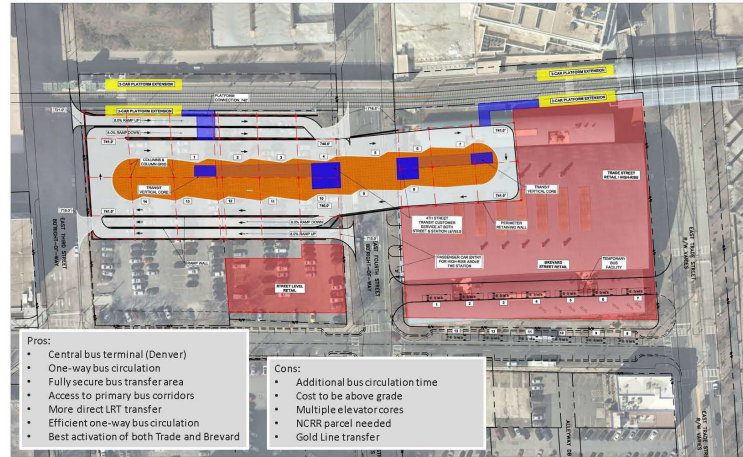




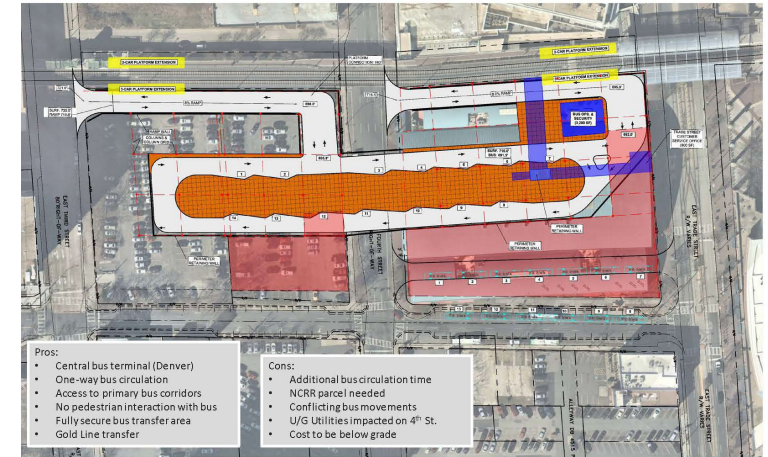
# Many options studied



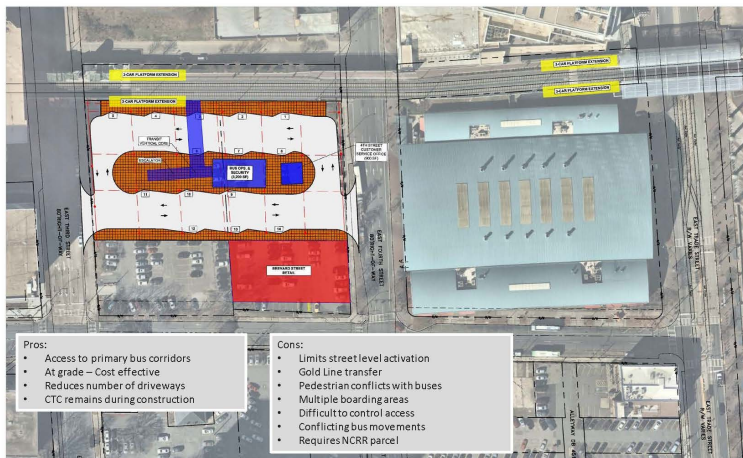
DART GTH Kimley»Horn CTC UPTOWN STATION OPTION 2A AT-GRADE BETWEEN 4TH AND TRADE



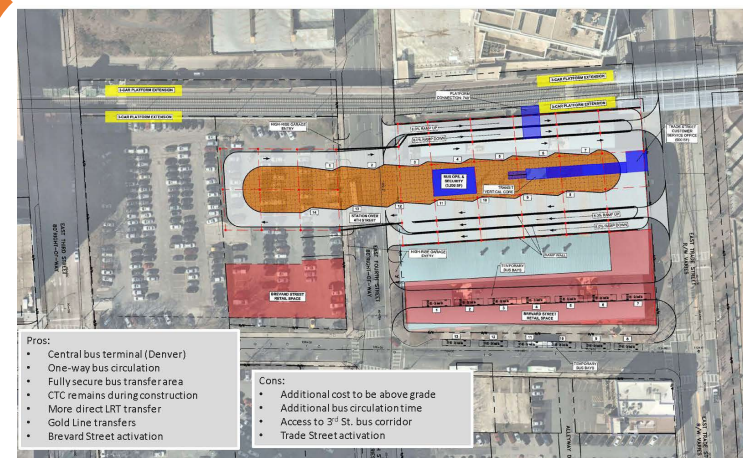
DART GTH Kimley»Horn CTC UPTOWN STATION OPTION 4A ONE-WAY ELEVATED OVER 4TH STREET



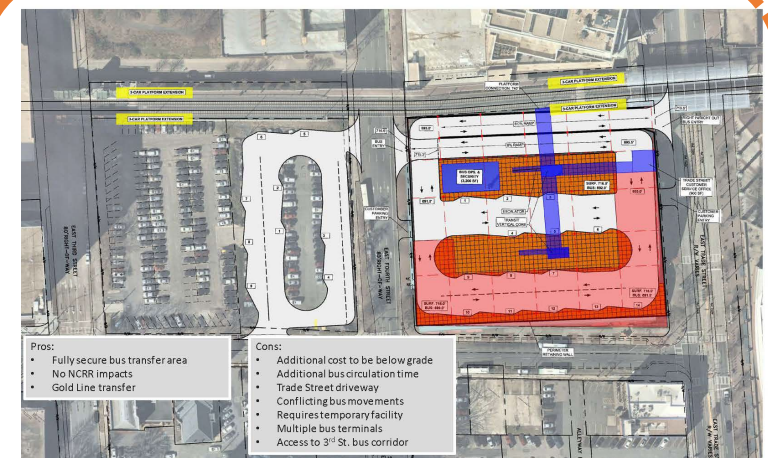
DART GTH Kimley»Horn CTC UPTOWN STATION OPTION 3C ONE-WAY SUB-GRADE BENEATH 4TH STREET



DART GTH Kimley»Horn CTC UPTOWN STATION OPTION 2B AT-GRADE 3RD TO 4TH



DART GTH Kimley»Horn CTC UPTOWN STATION OPTION 4B ELEVATED ADJACENT TO LIGHT RAIL






DART GTH Kimley»Horn CTC UPTOWN STATION OPTION 3D SUB-GRADE BETWEEN 4TH AND TRADE



# Initial Evaluation

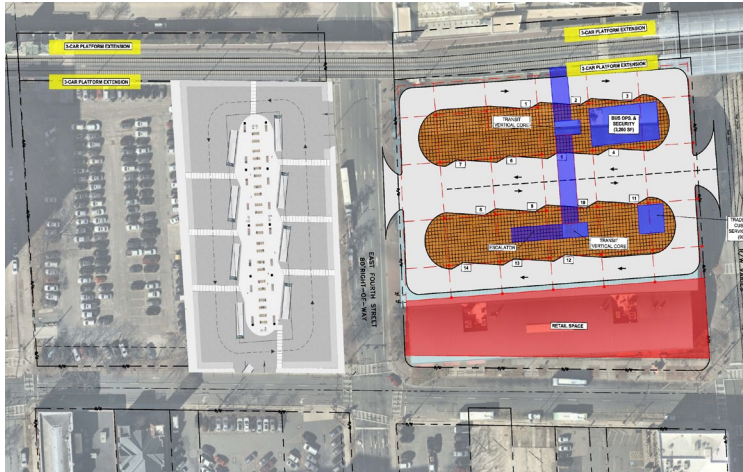
- ▶ Focused on which option best improves the Passenger Experience
- ▶ Prior engagement with TSAC and passengers placed high value on safety, security, lighting, and climate-controlled space
- ▶ Terrace option makes temporary transit center difficult.
- ▶ At grade option does not meet passenger expectations

	AT GRADE	TERRACE	CONCOURSE
Bus to Bus Transfer			
Bus to Rail Transfer			
Safety			
Security			
Climate Controlled			
Natural Lighting			

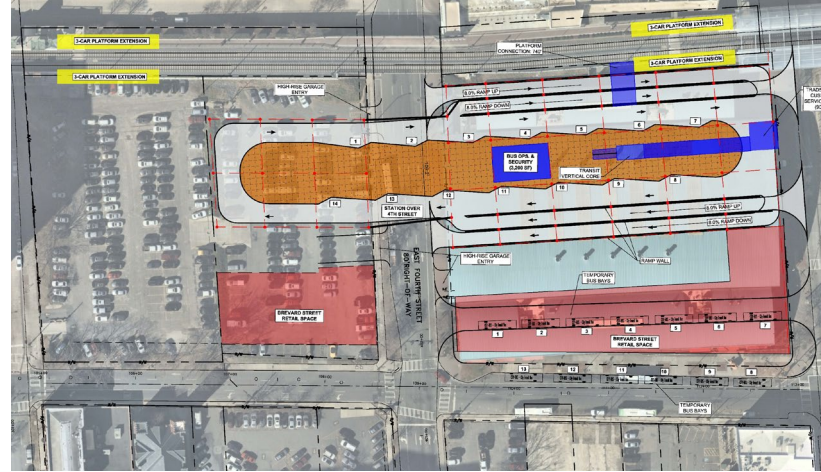
 No improvement     Some improvement     Most improvement



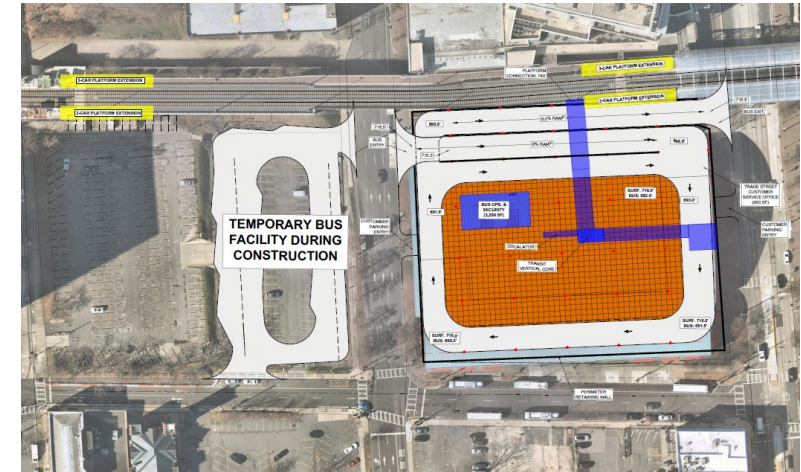
# Initial Evaluation Results



Street Level  
**Eliminate**



Terrace  
**Refine**



Concourse  
**Advance**

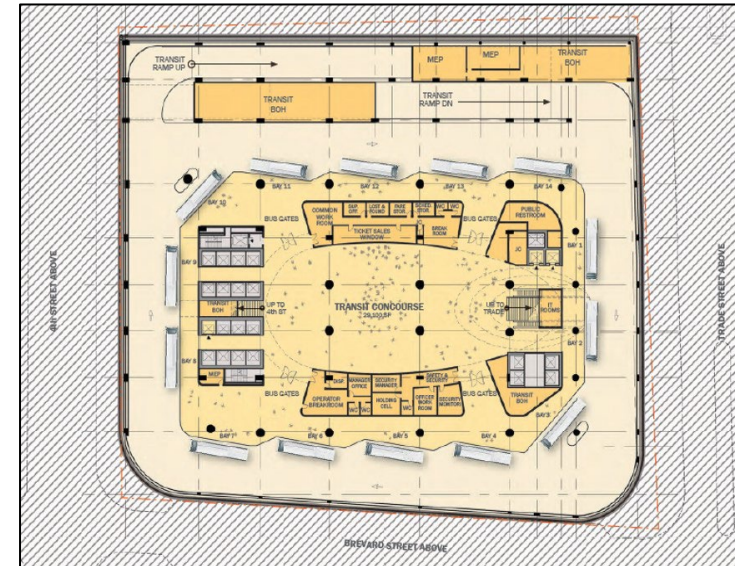
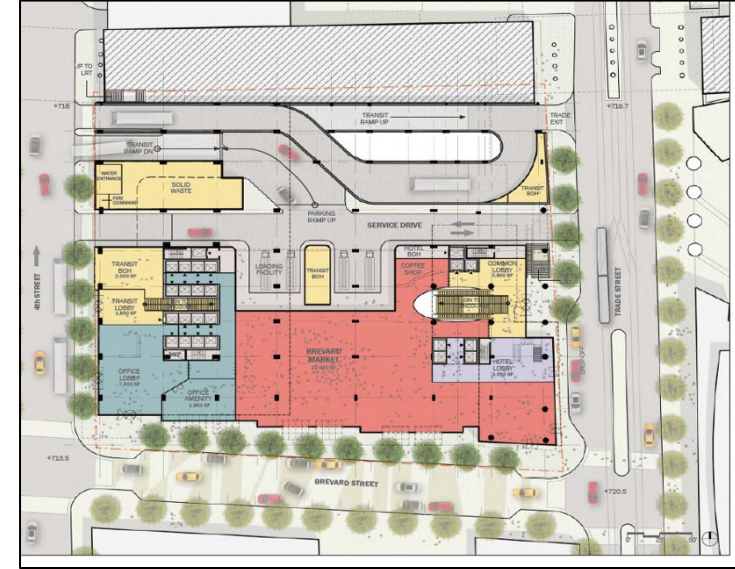
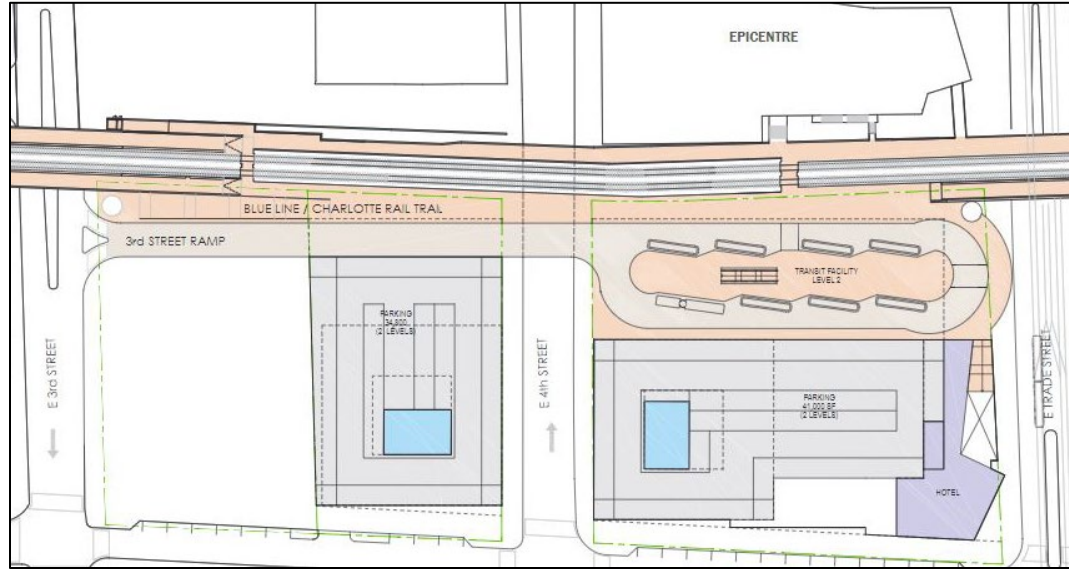


# Two Level Terrace

# Concourse

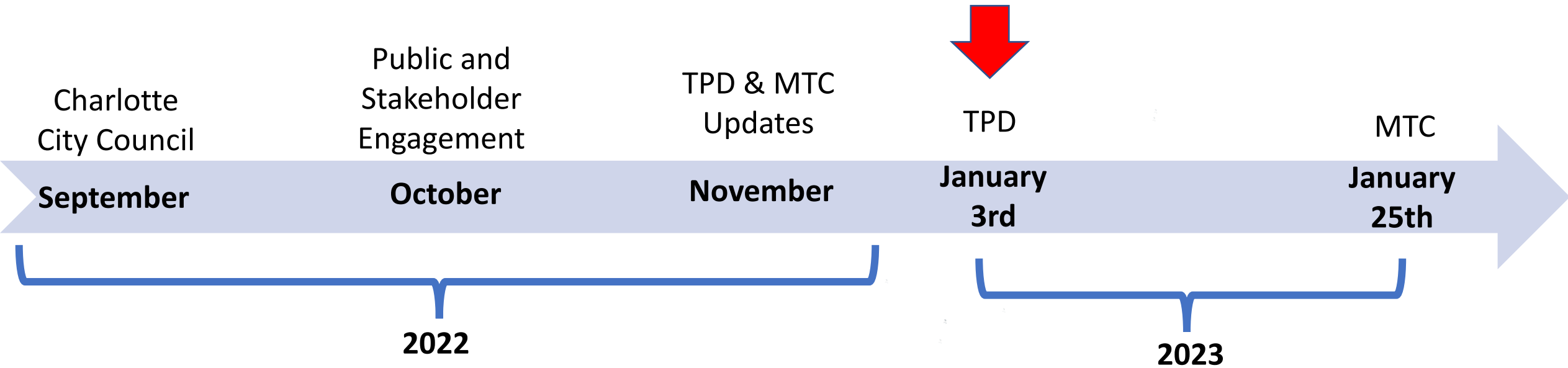
## Key Differences

- Natural Light
- Bus operational flexibility
- Secured climate controlled space
- Passenger experience





# Path to Recommendation





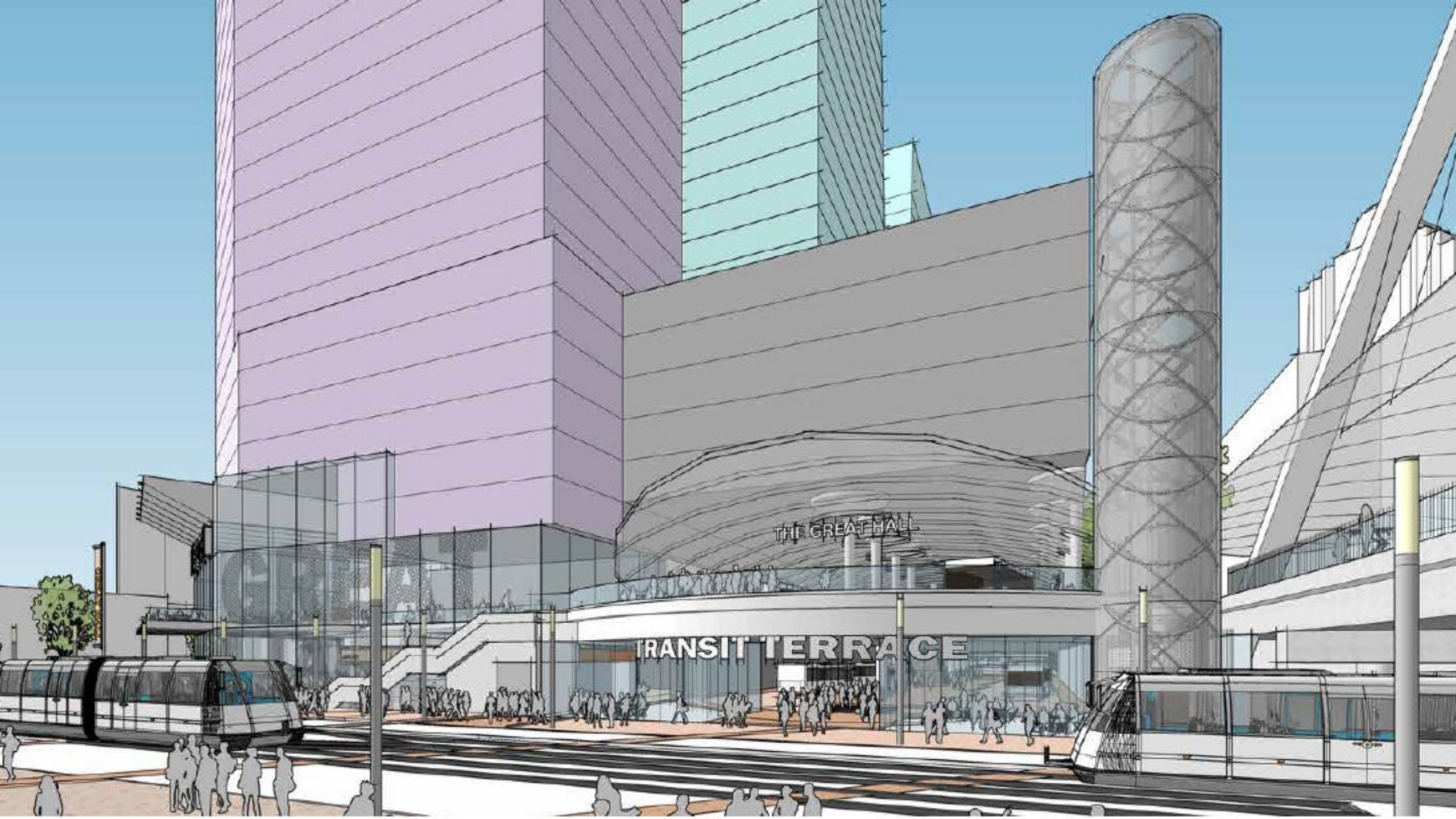


# Public & Stakeholder Outreach By the Numbers

- Over 400 Bus Riders engaged at CTC Pop Ups
- 499 views of the Virtual Public Meetings
- 5 attendees at In Person Meeting
- Over 100 Bus Operators engaged
- 346 completed surveys







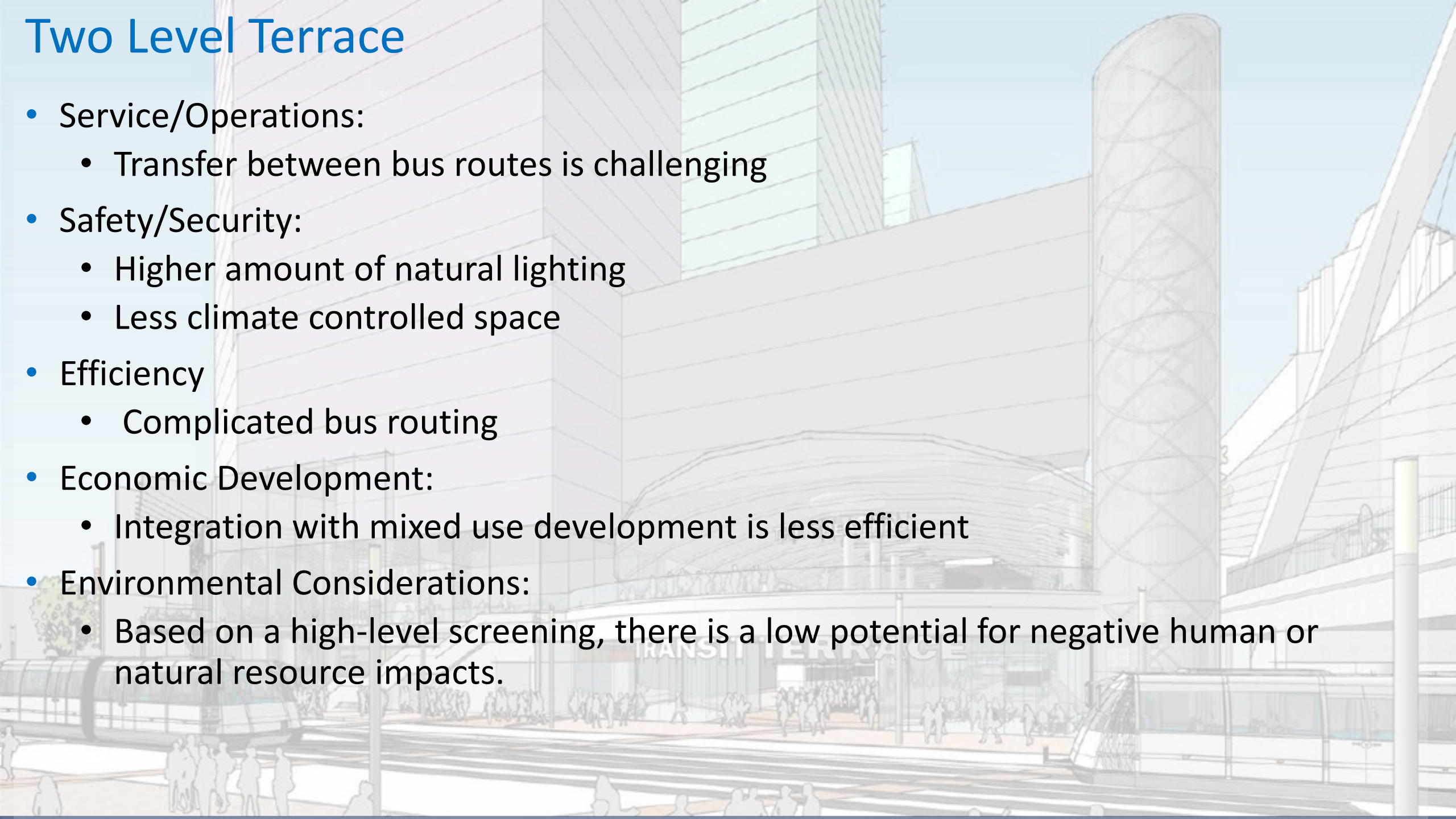
THE GREAT HALL

TRANSIT TERRACE



# Two Level Terrace

- Service/Operations:
  - Transfer between bus routes is challenging
- Safety/Security:
  - Higher amount of natural lighting
  - Less climate controlled space
- Efficiency
  - Complicated bus routing
- Economic Development:
  - Integration with mixed use development is less efficient
- Environmental Considerations:
  - Based on a high-level screening, there is a low potential for negative human or natural resource impacts.









# Concourse

- Service/Operations:
  - Simple transfer between bus routes
  - Consolidated climate controlled space
- Safety/Security:
  - Single platform is more secure and reduces pedestrian conflicts.
- Efficiency:
  - More efficient bus routing
- Economic Development:
  - Maximizes integration with mixed use development
- Environmental Considerations:
  - Based on a high-level screening, there is a low potential for negative human or natural resource impacts.
  - Through the design process careful attention to air quality will be addressed but will be mitigated by CATS bus fleet electrification.





—

No improvement

◐

Some improvement

●

Most improvement

✓

Public Feedback

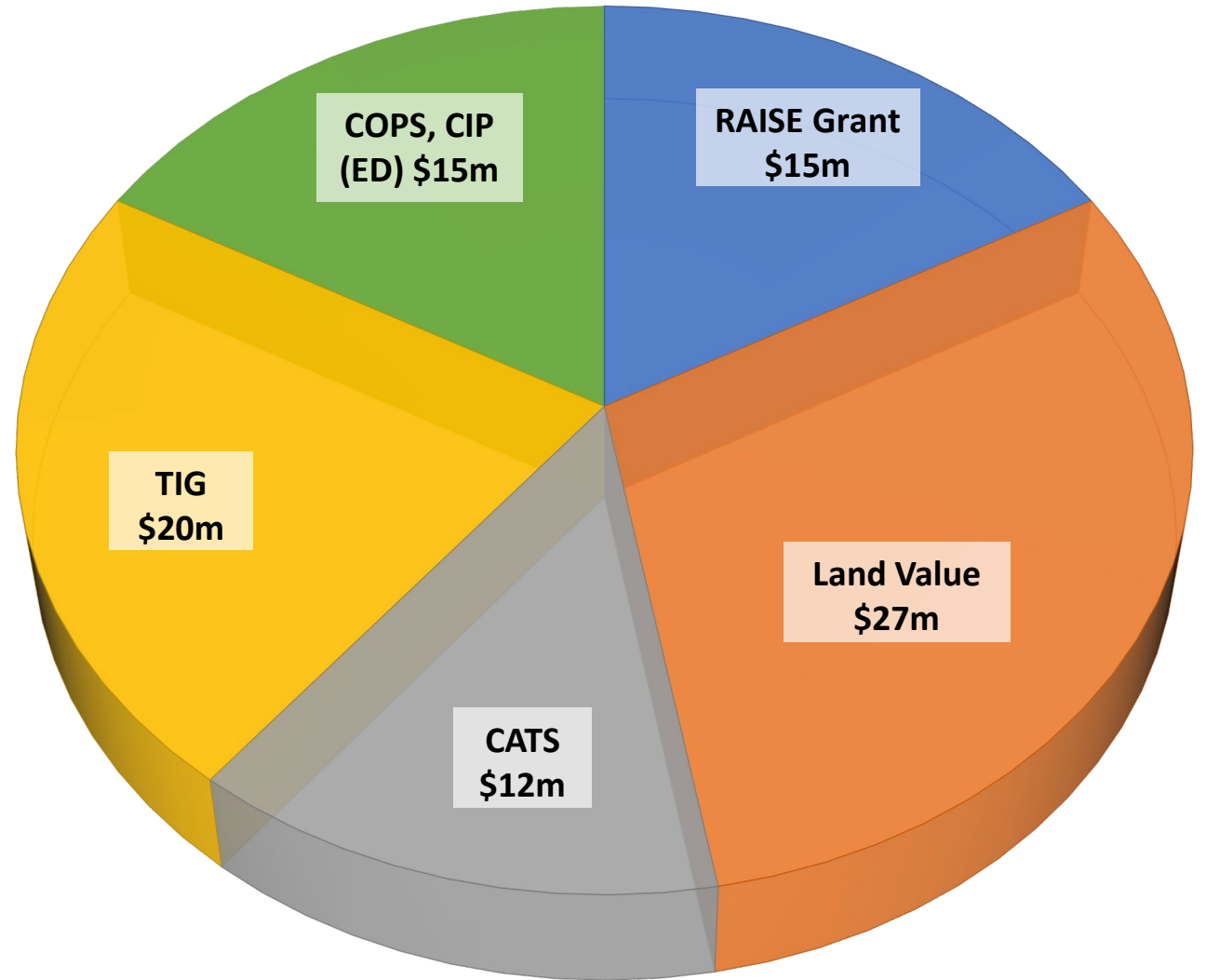
# Public Feedback & Evaluation

	TWO LEVEL TERRACE	CONCOURSE
Bus to Bus Transfer	◐	● ✓
Bus to Rail Transfer	● ✓	◐
Safety	●	● ✓
Security	●	● ✓
Climate Controlled	—	● ✓
Natural Lighting	◐ ✓	—



# Financial Framework

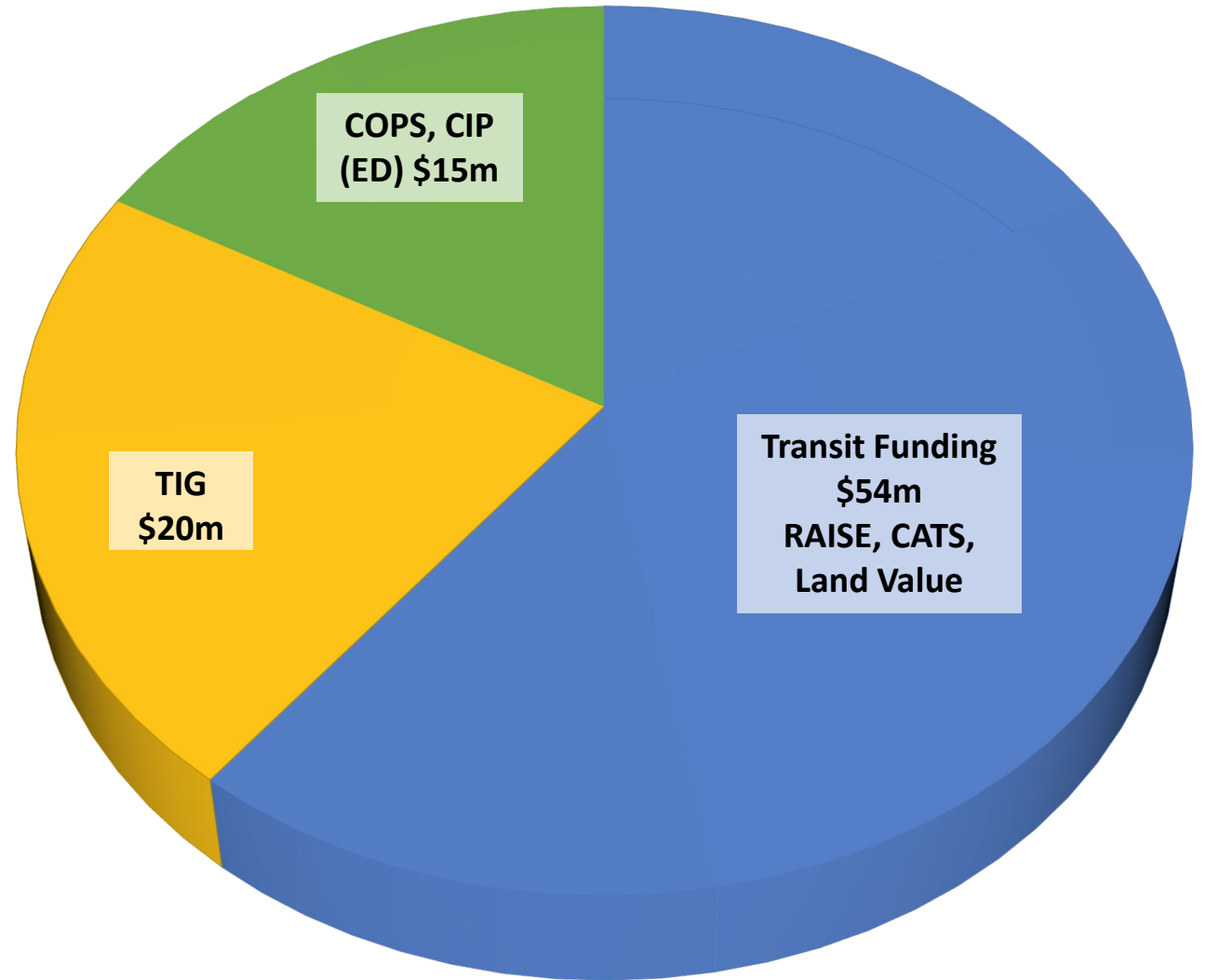
- ▶ New Charlotte Transportation Center at same site would range \$45m-\$55m
  - Not integrated with development
  - Unlikely to receive RAISE Grant
  - Land Value not a funding source
- ▶ Integrated Transit Center (Concourse/Two Level Terrace) estimated at \$89m
  - Leveraging \$27m (COPS, CIP (ED), CATS)
  - Leveraging \$27m Land Value



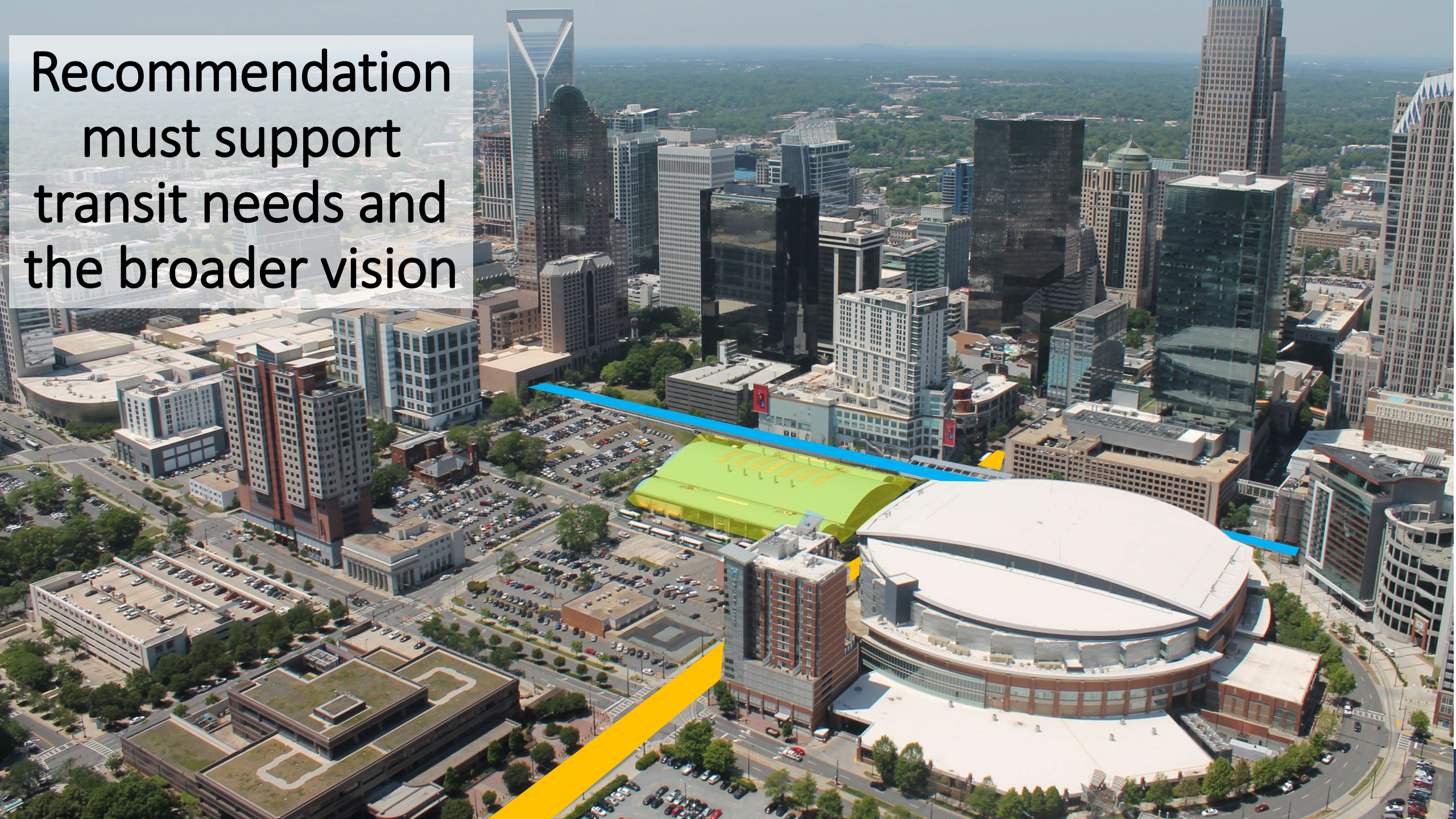


# Financial Framework

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  - Leveraging \$27m Land Value







Recommendation  
must support  
transit needs and  
the broader vision



# Staff Recommendation

► Staff recommends the concourse option as the preferred design for the redevelopment of the Charlotte Transportation Center

- More climate-controlled space
- More efficient secured space
- Seamless transfer between bus routes
- Provides maximum integration with development
- Access creates more placemaking opportunities
- Best supports the goals of surrounding development opportunities

► Additionally, staff recommends that:

- Through the design process continue to increase climate-controlled space and natural light
- Include emerging Autonomous Vehicle technology to assist operators
- Incorporate sustainable design and electric vehicle charging





# Next Steps

- ▶ Approval of Transit Center Design Concept
- ▶ Framework for Public Private Partnership
  - Financial structure for public infrastructure
  - Opportunity/need for district and Horner Practice Facility
  - Larger community benefits
- ▶ Process for Council approvals
  - Memorandum of Understanding
  - Master Development Agreement





# Next Steps

- ▶ January 3<sup>rd</sup>
  - TPD Endorsement of Staff Recommendation
- ▶ January 25<sup>th</sup>
  - Metropolitan Transit Commission Action
- ▶ February
  - Framework for Public Private Partnership





Questions?

## MISSION STATEMENT

Charlotte Area Transit System provides essential mobility solutions that connect communities, opportunity, places, and each other.