



# Charlotte Transportation Center Redevelopment Staff Recommendation

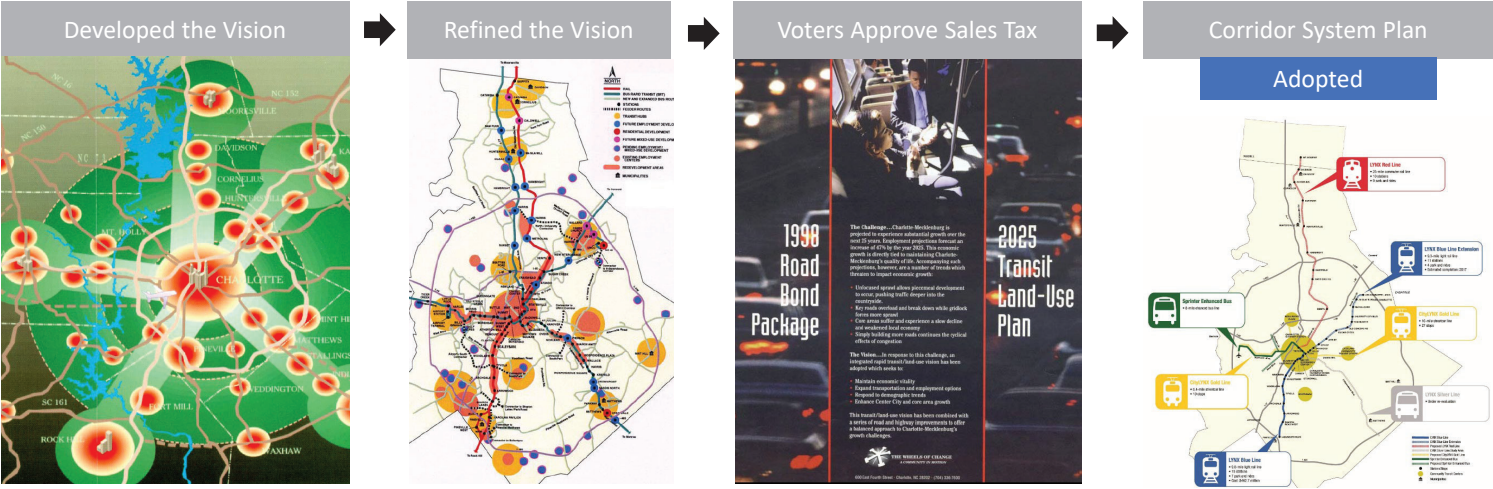
Transportation, Planning, and Development  
Committee  
January 3, 2023

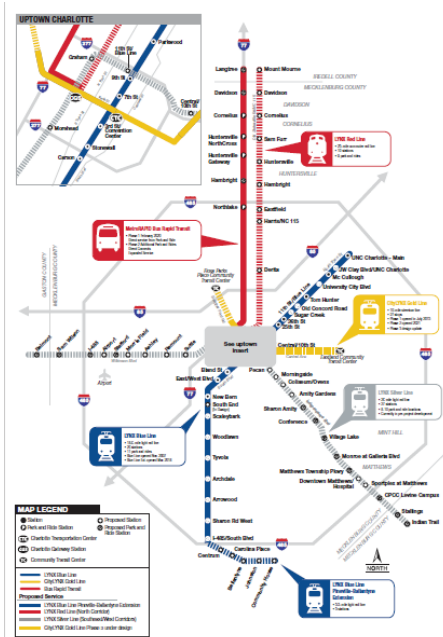
## Today's Discussion

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

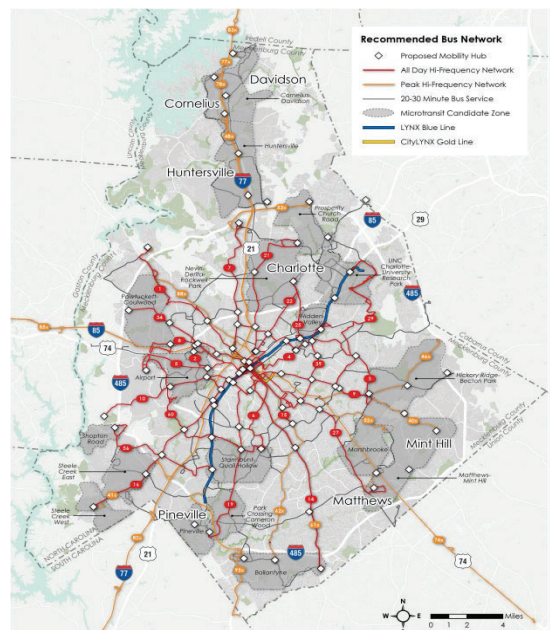


# It Started with a Vision





**2030 Transit System Plan**



**Envision My Ride**



## 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

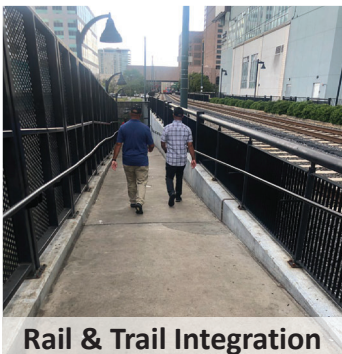


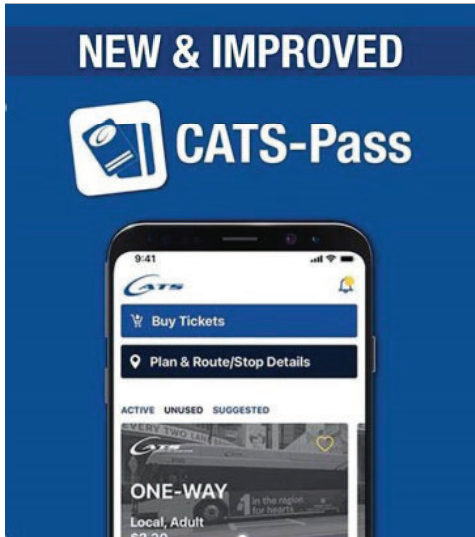
### Problems to solve:

- 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





Mobility expectations and needs have changed

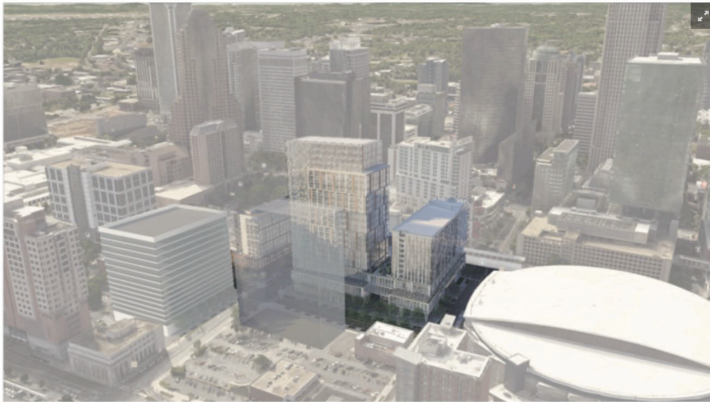


# A Unique Opportunity

Commercial Real Estate

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

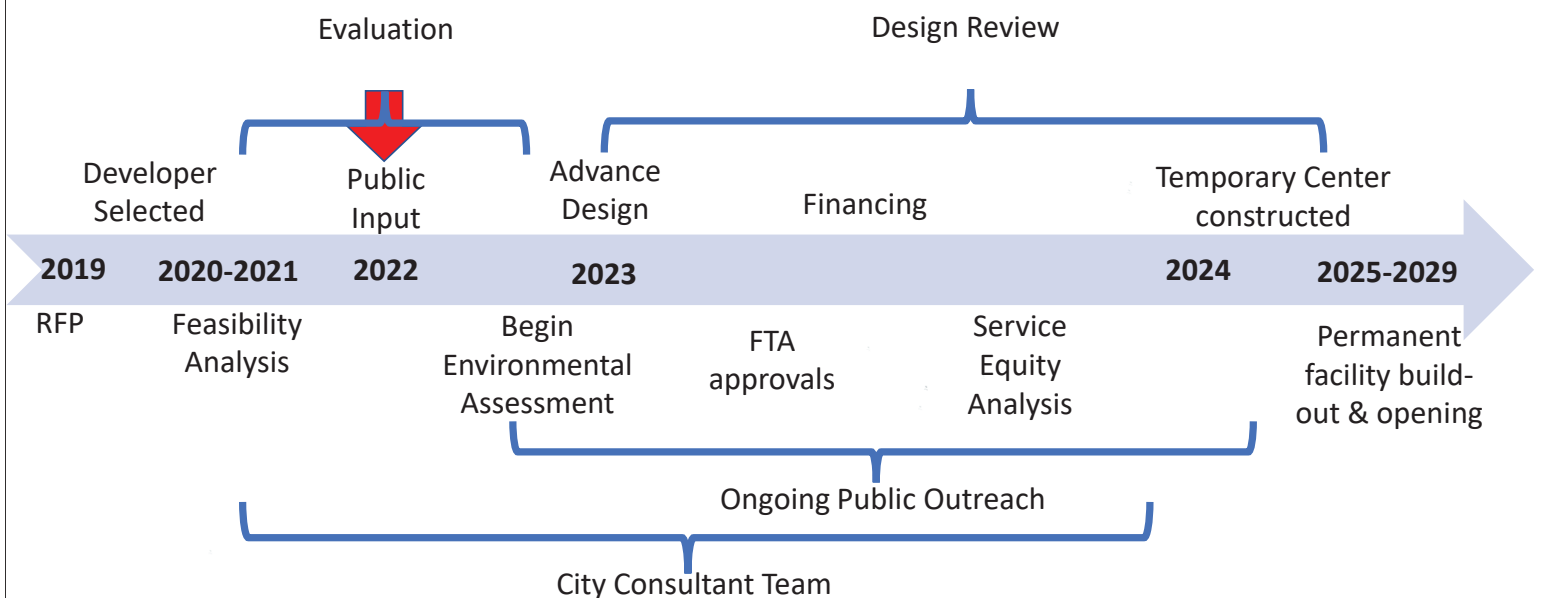
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- City received an unsolicited proposal to redevelop the Charlotte Transportation Center from a Greensboro developer
- CATS issued a formal request for proposals in June 2019
- Three groups submitted proposals and the joint venture partnership of Charlotte-based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



## Project Timeline

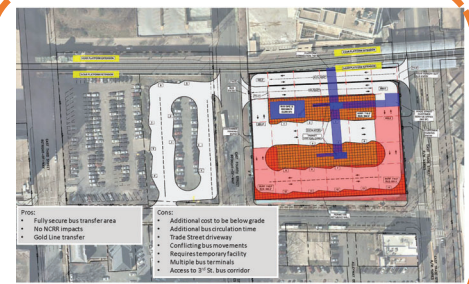
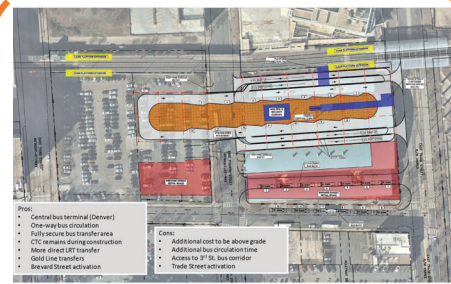
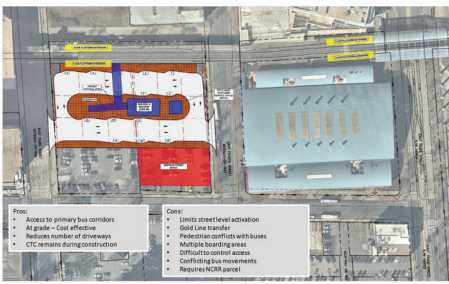
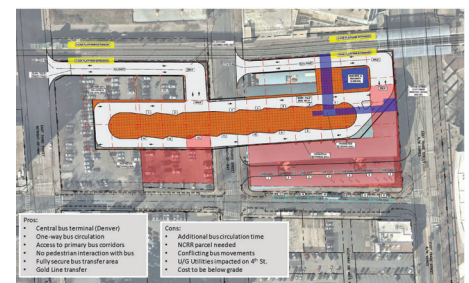
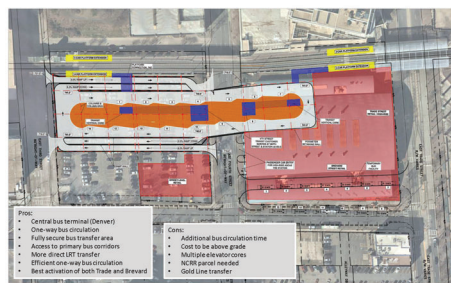
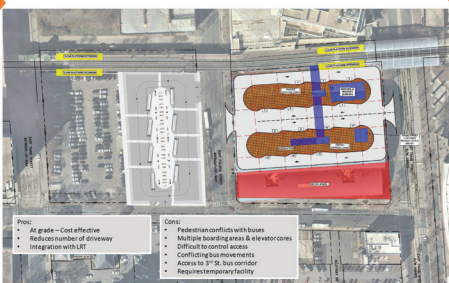


# Transit and Mobility Goals

- **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



# Initial Evaluation

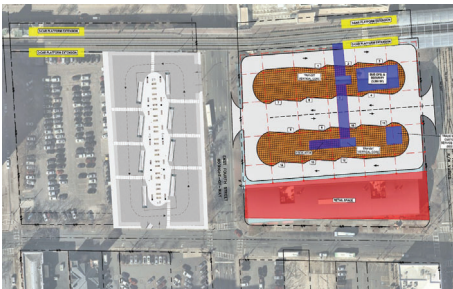
- Focused on which option best improves the Passenger Experience
- Prior engagement with TSAC and passengers placed high value on safety, security, lighting, and climate-controlled space
- Terrace option makes temporary transit center difficult.
- At grade option does not meet passenger expectations

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

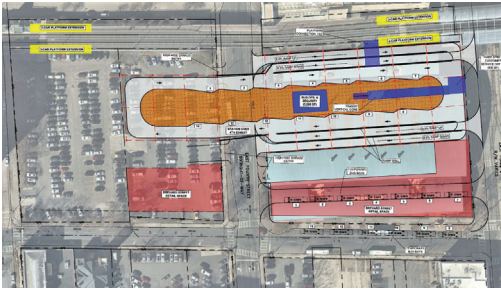
 No improvement
  Some improvement
  Most improvement



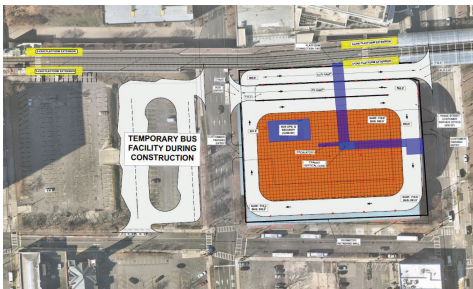
# Initial Evaluation Results



Street Level  
Eliminate



Terrace  
Refine



Concourse  
Advance



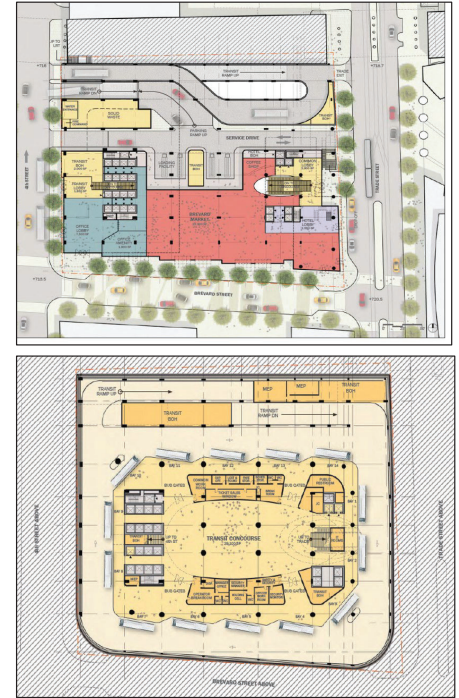
## Key Differences

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

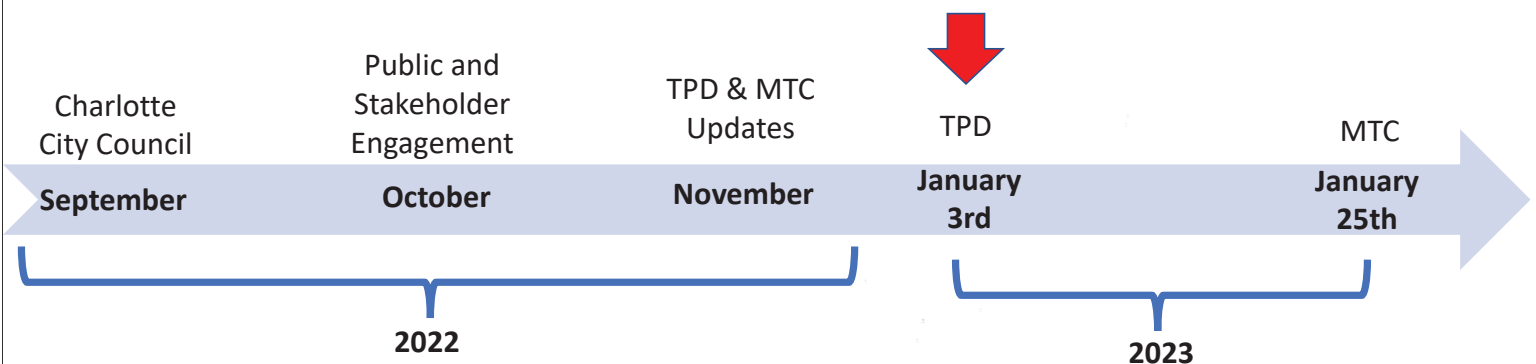
### Two Level Terrace

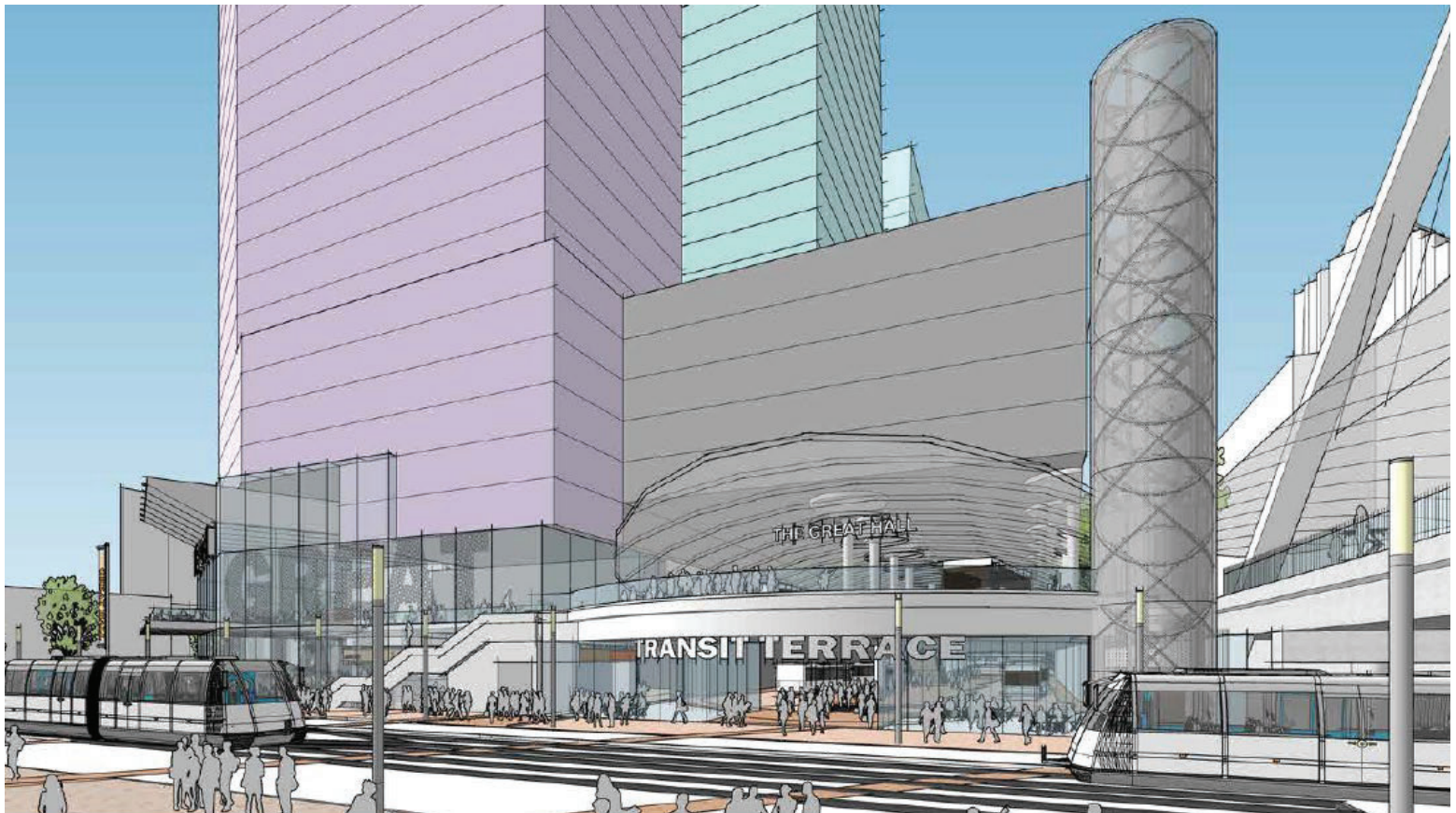


### Concourse



## Path to Recommendation





## 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.



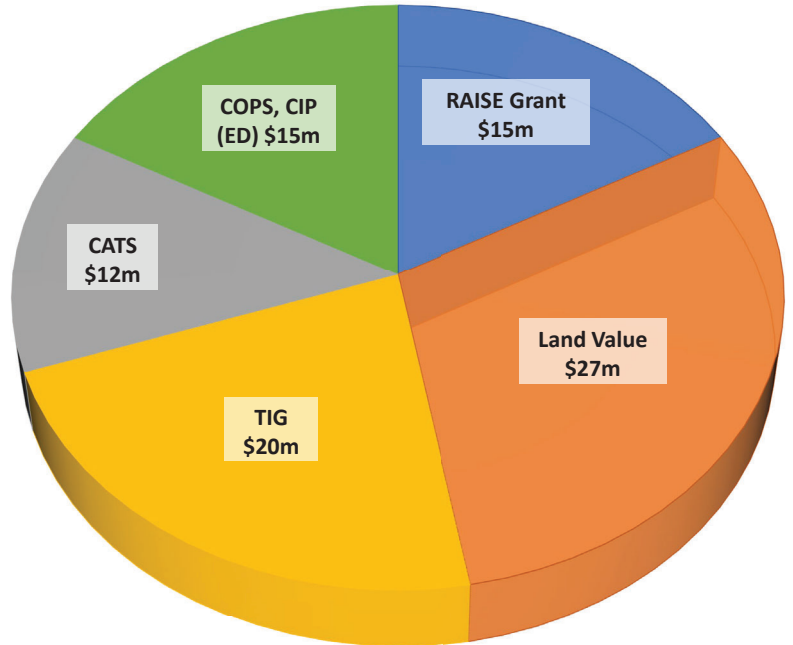
## Public Feedback & Evaluation

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

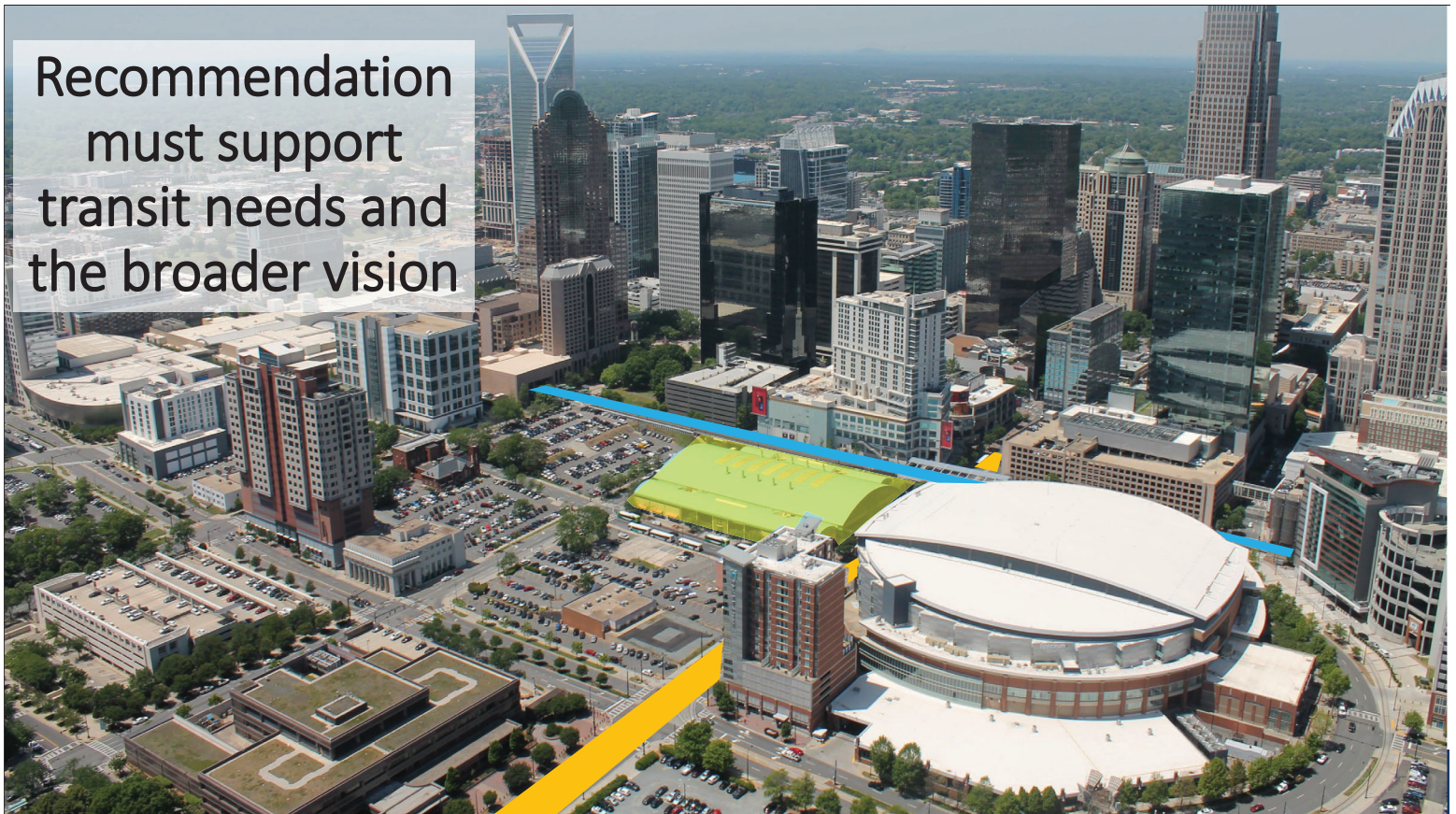
No improvement
 Some improvement
 Most improvement
 Public Feedback

# 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
  - Ability to leverage \$62m that could not be captured otherwise.
    - \$27m land value, \$15m RAISE, & \$20m TIG



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 Hornet 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

