ENVIRONMENTAL ASSESSMENT
(Preliminary)

CHARLOTTE GATEWAY STATION

March 2009

Prepared for

Federal Transit Administration

By

Charlotte Area Transit System
600 East Fourth Street
Charlotte, NC 28202
S.0 EXECUTIVE SUMMARY

This chapter summarizes the Environmental Assessment (EA) for the Charlotte Gateway Station (CGS) Project, and details the project goals and objectives, the project planning context and the environmental consequences associated with the project.

S.1 Purpose and Need for Action

The Charlotte Area Transit System (CATS), in cooperation with the City of Charlotte and the North Carolina Department of Transportation (NCDOT) Rail Division, has proposed the development of CGS, a six-acre, multi-modal transportation facility that would serve as a centralized downtown transportation hub for CATS bus, commuter rail, streetcar, and other rapid transit operations, as well as for Amtrak intercity passenger rail and Greyhound bus service. CGS would also serve as a major intercity passenger rail stop along the Atlanta to Washington Southeast High Speed Rail Corridor.

Construction of the CGS project is intended to fulfill three primary goals in the transportation and land use development plans of the City of Charlotte and the State of North Carolina. The three goals are:

1. **Transit Hub** – CGS will serve as a centralized multimodal station that supports the transportation services included in regional 2030 Transit Plan, thereby increasing transit ridership, helping to manage congestion on the region’s roads, and helping to facilitate attainment of regional air quality goals. This includes: enhanced CATS local and express buses service, commuter rail service to the North Mecklenburg Towns of Huntersville, Cornelius and Davidson and the Iredell County Town of Mooresville; a station stop for the Charlotte Streetcar operating between Eastland Mall and Beatty’s Ford Road; and the West and Southeast rapid transit corridors with service west to the airport and east to the Town of Matthews.

2. **Intercity Rail Station** – CGS will accommodate NCDOT Rail Division’s vision to improve existing intercity passenger rail and future intercity high speed rail. This includes relocation of the Charlotte Amtrak intercity passenger rail station from its current location two miles north of the Center City to CGS, as well as construction of the rail infrastructure necessary for this relocation and to enhance capacity for additional frequencies.

3. **Private-Public Complementary Development** – CGS will be a component of a long range private-public master development that integrates and complements a mix of residential, commercial, retail and transportation infrastructure in Center City Charlotte. In addition to the CGS site, NCDOT owns some 20 adjacent acres of property along the NS tracks. NCDOT seeks to ensure that all of its property is developed in a complementary, transit supportive way that positively contributes to the development of Center City Charlotte. It intends to seek a Master Developer to devise a Master Plan for a combined private-public program that includes CGS and complementary office, retail and residential development. Such development will provide a revenue stream to fund NCDOT costs associated with relocation of Amtrak and maintenance of CGS.

While well served today by various regional and local transportation modes, Charlotte lacks a centralized hub for accessing and transferring to and from these modes. CATS operates
the Charlotte Transportation Center (CTC), served by most of its local and regional express buses. Amtrak provides intercity rail service south to Atlanta and north to Washington. The Charlotte Amtrak station operates two miles away at a Norfolk Southern (NS) rail yard. Greyhound, with a large regional network of service, operates from a downtown facility located at Trade and Graham Streets (the future CGS site), some five blocks from the CTC. In all cases, existing facilities have become inadequately sized for the growth in transportation services that is currently taking place and is expected to accelerate in the coming years. The lack of easy connectivity between the modes seriously undermines the efficiency and use of the region’s public transportation system.

With the advent of new CATS rapid transit to Charlotte, and the proposed expansion of intercity rail service through operation of additional Charlotte-Raleigh and regional high-speed trains, a centralized multimodal facility is required in downtown Charlotte. By 2030, the new station is expected to daily serve the needs of some 4,600 commuter rail passengers, 2,000 daily Greyhound passengers, 1,400 Amtrak passengers, and some 50,000-60,000 local bus, street car and transit riders.

CGS will be a significant public-private development, providing access to local and regional public transportation and including substantial public parking, retail and office space. Through complementary development of adjacent NCDOT-owned property, the project is likely to include substantial residential and other mixed use opportunities as defined through a Master Plan. CGS’s proposed location between the NS mail line tack and Graham Street and between 4th and Trade Streets is within walking distance of much of the business district in downtown Charlotte, headquarters to three Fortune 100 firms and the second largest banking center in the United States. CGS would also be connected by bus and streetcar to the CTC, the existing bus terminal and the hub for Charlotte’s new light rail system. The area immediately around the CGS is currently home to Gateway Village, a Bank of America office complex that includes 1.2 million square feet of office space, the new Johnson & Wales University, Bank of America football stadium (Carolina Panthers), and other large business and office complexes. A substantial number of downtown residents also live adjacent to the proposed station in the historic Third and Fourth Wards.

The specific facilities and services included in the proposed Full-Build CGS, inclusion of which are consistent with current Charlotte zoning for the CGS site (as well as a Transit-Supportive overlay district), include the following:

- **Intericty Passenger Rail Station** – Charlotte’s existing Amtrak train station would be relocated to the CGS and provide controlled access to the intercity passenger train platforms build along the NS mainline tracks. The Amtrak component of the CGS would include passenger drop-off, ticketing, baggage services and a waiting room, as well as new passenger platforms and tracks.

- **CATS Bus Operations** – enhanced bus facilities along 4th, Graham and Trade Street, with the possibility of a below-grade facility, would serve Express, airport and local buses. Other improvements at the existing CTC would enhance the ability of the CATS bus network to accommodate significant future ridership growth.

- **North Corridor Commuter Rail** – with up to 38 daily trains between Charlotte and Mooresville. Platforms would be located on the west side of the NS mainline connecting to 4th and Trade Streets.
Greyhound Bus Depot and Parking Deck – replacing the existing Greyhound facility located on the CGS site. The new facility located would be built on adjacent property between 3rd and 4th Streets and include 12 bays, at grade with waiting area and food services for Greyhound patrons. A parking deck would be provided above the Greyhound depot with capacity for approximately 750 spaces. The Greyhound depot would be physically connected to the CGS with a skyway over 4th Street. Architectural treatment of the Greyhound depot and the parking deck would be consistent with and compliment the aesthetics of CGS.

Figure S.1-1. Concept Renderings of Charlotte Gateway Station
- Charlotte Street Car – operating along Trade Street with service every 5-10 minutes. The Streetcar system would eventually extend from Eastland Mall, five miles to the east, to the Rosa Parks Place transit Center along Beatty’s Ford Road. Additional service would extend from CGS to the Charlotte Douglas Airport, eight miles to the west, as part of the West Corridor transit program.

- Southeast Corridor – rapid transit from the Town of Matthews, 12 miles to the east, along the Southeast Corridor, currently planned as a BRT system, would serve the CGS on either Graham or Trade Streets.

- Gateway Plaza – a public plaza to serve as a focal point for a mix of travelers, residents, workers and students. The plaza would include a variety of retail, public art and access to the various transportation facilities.

- Private mixed-use development including air rights is envisioned on the CGS site. In addition, substantial complementary privately-funded mixed-used development will be constructed on adjacent NCDOT-owned property consistent with a Master Plan to be developed by NCDOT and Charlotte.

S.2 Purpose of the EA

In accordance with the National Environmental Policy Act (NEPA) and regulations and guidance from the Federal Transit Administration (FTA), this EA evaluates the social, economic, environmental, and transportation impacts that would result from implementation of CGS. The EA includes:

- Analysis necessary to identify the social, economic, environmental, and transportation impacts of implementing CGS, as compared to the no-action alternative and a minimal-action base case;

- Opportunities to avoid, minimize, and mitigate adverse impacts;

- Projected project costs;

The No-Action Alternative consists of the existing transportation facilities, plus committed transportation improvements, including projects under construction, projects in the State Transportation Improvement Program (STIP), the Mecklenburg Union Metropolitan Planning Organization’s (MUMPOs) Long-Range Transportation Plan (LRTP), and bus service improvements to which area transit providers have made financial commitments. The minimal-action base case includes facilities to accommodate NCCR service and on-street transit service.

S.3 Planning Background and Decision Making History

Planning for a multimodal station in Center City Charlotte has advanced on two separate fronts – as an integral component of the Charlotte regional transit program and separately as a key intercity rail passenger facility for current Amtrak service and future Southeast High Speed Rail service. The NCDOT began acquiring property for station development in 1998. Property acquisition totaling 27 acres was completed in February 2004. A 2002 feasibility study examined seven different station design options and eight different track layouts. Eighty-four meetings were held with various stakeholders, both public and private, to assist
in the development of the conceptual plan. The MPO has supported the concept of a new multi-modal facility in Charlotte throughout the NCDOT feasibility process. The CGS is a major transit component in the most recently adopted MPO LRTP (2005) and funding to support construction is listed in the MPO Transportation Improvement Program (TIP).

**Transit Hub:** Over the past decade, local elected officials and planners in Charlotte and Mecklenburg County have focused on developing a fundamental, broad-based approach to addressing transportation and land use issues resulting from the large population growth that began in the 1990s. Population is expected to nearly double between 2000 and 2030. Efforts have centered on encouraging land use development that sustains the economic growth and vitality of the region, promotes use of public transportation, and protects, sustains and grows local communities and neighborhoods. In 1994, the City completed a visionary report entitled “Centers and Corridors,” which recommended building rapid transit corridors into Charlotte as a means to address congestion and focus regional population growth. This was followed in 1998 with a comprehensive guide for transportation and land use development, called the *2025 Integrated Transit/Land-Use Plan*. The plan incorporated technical analysis, public outreach, and extensive hands-on public involvement to develop long-term recommendations for shaping the region’s growth.

To fund implementation of this plan, Mecklenburg County voters were asked to endorse a one-half cent increase in the local sales tax. In November 1998, 58 percent of the voters took the extraordinary step of approving the sales tax increase, which generates an average of $65 million annually to fund the costs of the existing transit system and to fund the local share of future rapid transit corridor programs.

Following approval of the sales tax increase, the MTC identified five rapid transit corridors deemed essential to achieving the desired land use and transportation objectives of the region, along with a new multimodal facility in Center City Charlotte. The MTC directed that a Major Investment Study (MIS) be completed for each of the corridors, analyzing alternative transit improvements and developing the information required to recommend corridor alignments and technology.

In November 2002, the MTC adopted the System Corridor Plan. The Plan recommended a comprehensive, integrated system of improvements in the five transit corridors and Center City Charlotte and construction of a multimodal station to support the land use and mobility objectives within available financial resources. This plan was updated in November of 2006, when the Metropolitan Transit Commission (MTC) approved the CATS 2030 Corridor System Plan. It establishes the scheduling and prioritization of the CATS rapid transit program and defines the set of transit modes that would serve the CGS facility. A schematic of all of CATS rapid transit corridors is provided in Figure S.3-1. CGS would serve four of these corridors:

- **NCCR, the Purple Line** – an eleven station commuter rail line that would terminate at CGS in the south and extend for approximately 25 miles north to Mount Mourne, with future service to downtown Mooresville, some 5 miles further to the north. Some 4,500 commuters are expected to use the trains each day.

- **The Southeast Corridor, the Silver Line** – an eleven station, 13-mile BRT system would terminate at CGS. In excess of 17,000 passengers are expected to use Southeast Corridor buses each day.
Figure S.3-1. CATS Rapid Transit System Map
The Charlotte Streetcar Corridor – a 10 mile “Portland” type electric streetcar operating on embedded rails in the streets serving the central business district and adjoining neighborhoods along Beatties Ford Road, Trade Street, Elizabeth Avenue, Hawthorne Lane and Central Avenue. When completed, the streetcar system will carry some 16,000 daily passengers.

The West Corridor, the Orange Line – an initial enhanced bus service from Center City Charlotte to Charlotte Douglas International Airport beginning in year 2008. The system would be replaced by a streetcar beginning in 2019. This system would terminate at the CGS and the airport and would incorporate a fixed guideway from the CGS to Ashley Road along Morehead Drive and Wilkinson Boulevard.

**Intercity Rail Facility:** The NCDOT Rail Division has spearheaded an effort over the past decade to relocate Amtrak service to downtown Charlotte from its current inadequate facility two miles to the north. As part of this effort, NCDOT has acquired approximately 27 acres of property along the east side of the NS mainline freight tracks between 3rd and 9th Streets to accommodate freight and passenger rail track alignment improvements necessary to serve CGS, as well as the property required for CGS itself and the new Greyhound facility.

A new downtown Charlotte Amtrak station is an integral part of NCDOT’s efforts to enhance statewide intercity rail service, as well as lead the regional effort to implement high-speed rail service in the Southeast from Atlanta to Washington. NCDOT has completed upgrades to or rebuilt some 14 passenger rail stations across the state served by Amtrak; Charlotte remains the last major station to be upgraded. Amtrak service currently consists of the state-supported Charlotte – Raleigh – New York Carolinian and the Charlotte – Raleigh Piedmont, as well as the Washington – Atlanta – New Orleans Crescent. NCDOT anticipates adding a second Piedmont frequency in the near-term and has proposed as many as six daily Charlotte-Raleigh trains operating in as little as two hours thirty minutes.

NCDOT, in cooperation with Georgia, South Carolina and Virginia, is leading efforts to implement the Southeast High-Speed Rail Corridor, with frequent, high-speed service connecting Atlanta (and possibly Birmingham to the South) with Charlotte, Raleigh, Richmond and Washington, DC. The corridor is officially designated as a high-speed rail corridor by the US Department of Transportation. In 2002, a Record of Decision for the Tier 1 (programmatic) Environmental Impact Statement for the Southeast High Speed Rail Corridor was issued. That document included construction of a new Charlotte multimodal facility to serve as a major regional transportation hub connecting intercity rail with other local and regional public transportation. Subsequently, this EA represents the second tier of environmental documentation for the Charlotte multimodal component of the Southeast High Speed Rail Corridor.

In 2002, NCDOT completed a feasibility study (Feasibility Study for the Charlotte Multi-modal Station and Area Track Improvements) detailing the NS and CSX track improvements required to relocate Amtrak to CGS and enhance local freight service, as well as site and facility plans for CGS. Since then, discussions have continued with the NS and CSX to update and to fund implementation of these plans. In addition, NCDOT now owns all property required to relocate Amtrak to CGS and to construct the CGS.
S.4 Alternatives Considered

The Alternatives considered in this EA include a No-Action Alternative, a Transportation Systems Management (TSM) Alternative, and four NCCR Build alternatives. Each alternative is briefly described below.

S.4.1 No-Action Alternative
Under the No-Action Alternative, CGS would not be constructed. However, some transit services, e.g., bus and streetcar stops, likely would be constructed separate from CGS. Thus, the site likely will be served by future transportation even if CGS is not built to integrate and enhance the benefits from these varied uses. Year 2030 No-Action transit and passenger rail facilities include:

- Existing transit routes and schedules currently operated by CATS.
• Other new bus services to which CATS has committed.
• New bus services to serve areas that would be developed by 2030.
• The Blue Line (South Corridor) Light Rail, with stations east of CGS, in service November 2007.
• TSM-level improvements in the other rapid transit corridors.
• Routine replacement of existing facilities and equipment at the end of their useful life.
• The NCCR, Purple Line by 2012.
• The Northeast Light Rail Phase I, Blue Line by 2014.
• The Southeast Corridor, Silver Line by 2026.
• The West Corridor Phase I, Orange Line by 2029.
• The Center City Streetcar, by 2023.

The No-Action Alternative provides the underlying base-case for comparing the travel benefits and environmental impacts of the other alternatives. It also is an alternative itself. While it has no environmental impacts resulting from implementation of the build alternatives, it also offers none of their travel or land use benefits.

S.4.2 Base Case Alternative
The Base Build Alternative represents the minimum investment at the CGS site to provide for the services included in the No-Action alternative as well as platforms to facilitate NCCR service. Commuter trains would stop on the west side of the NS tracks but would be minimally connected to the other modes of public transportation. There would be no retail or offices integrated into the plaza and station buildings. There would be no on-site air rights development.

S.4.3 Full Build Alternative
The Full Build Alternative would add over 200,000 square feet of retail, office and future air rights development, integrated to provide scale, functional connectivity with the public transportation facilities, and a critical mass of activities and markets to support a dynamic, vibrant urban setting. Full development of the NCDOT property adjacent to the CGS could add as much as one million square feet of additional mixed use development. Future development sites (currently surface parking lots) south and north of the CGS will be developed pursuant to a master development plan to be pursued by the state. The master development plan will compliment and support a mixed use (employment, residential and retail) community that can be served by the transportation amenities of the CGS. Over 14,000 new jobs and 11,000 new residents are expected to accompany the new developments surrounding the CGS.

S.5 Summary of Environmental Consequences
This section summarizes the potential environmental consequences of the No-Action Alternative, Base Alternative, and Full Build Alternative. In this EA, the Base Alternative has the same social, economic and environmental impacts as the No-Action Alternative and is therefore presented along with the No-Action Alternative for the assessment of impacts.
A number of environmental impacts for each alternative were evaluated with the purpose of preserving and protecting the environment within the North Corridor. The following key findings were made:

- **Land Use**: The CGS is part of an ongoing effort by the City of Charlotte and the region to support land use activities that promote “walkable” communities. Charlotte’s TOD zoning district, which includes the area within ½ mile of the CGS, is intended to create a compact and high intensity mix of residential, office, retail, institutional, and civic uses that will promote and depend on the high potential for enhanced transit and pedestrian activity. Pedestrian circulation and transit access are especially important and have an increased emphasis in the TOD zoning districts. The uses anticipated for CGS – transportation facilities and transit supportive mixed-use development, are consistent with both the current zoning classification (UMUDD) and a TS overlay district.

- **Population**: The number of residents within 1/2 mile of CGS will increase nearly six-fold from 2,368 in 2000 to 13,565 by 2030.

- **Employment**: Employment within ½ mile of CGS will increase 62 percent from 22,862 employees in 2000 to 36,973 employees.

- **Residential and Business Displacements**: Greyhound would be the only business or residence displaced by CGS. However, Greyhound will be provided a new depot as part of the CGS program.

- **Air Quality**: The CGS supports the guiding principle of the System Corridor Plan to improve air quality. It supports the reduction of vehicular traffic at the regional (CATS), state (Amtrak), and national (Amtrak/High Speed Rail) level. The project would help reduce pollutants and conforms to the State Implementation Plan (SIP) for air quality conformance and the goals set forth in the Clean Air Act Amendments (CAAAA) and the Environmental Protection Agency’s (EPA’s) Final Conformity Rule.

- **Noise & Vibration**: The amount of additional noise and vibration from passenger trains and other CGS activities is projected to have no impact to the surrounding area.

- **Water Resources**: There would be no impacts on water resources.

- **Cultural, Historic & Archeological**: The State Historic Preservation Office (SHPO) found that the project would have no adverse effect on any resource.

- **Hazardous Materials**: Soil and ground water contamination has been identified on the CGS site. This will require additional environmental investigation, such as soil and/or groundwater sampling. Special measures, as appropriate, would be implemented during construction to mitigate adverse impacts.

- **Construction**: Since most of the site is comprised of surface parking lots, the construction of the CGS will have little impact on adjacent or nearby structures.
Table S.5-1 presents a summary of the possible environmental impacts identified for the No-Action/Base Case Alternative and the Full Build Alternative.

Table S.5-1. Summary of Potential Environmental Impacts

<table>
<thead>
<tr>
<th>Impact Areas</th>
<th>No-Action and Base Case Alternatives</th>
<th>Full Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRAFFIC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Degraded Intersections</td>
<td>0/8</td>
<td>0/8</td>
</tr>
<tr>
<td>(PM) (LOS E or F)/Total Intersections</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAND USE PLANS AND POLICIES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Consistency with local plans</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Transit Supportive Development Polices</td>
<td>Zoning Codes in place, but no application of Transit Overlay District Zone</td>
<td>Yes</td>
</tr>
<tr>
<td>Parkland</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>DISPLACEMENTS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residences</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Businesses</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>COMMUNITY SERVICES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Disruption of Access</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Emergency Service Interruption</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>ENVIRONMENTAL JUSTICE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Impacts to Target Populations</td>
<td>No improved mobility and access to jobs under the No-Action Alternative. Increased mobility and access to jobs under the TSM Alternative.</td>
<td>Improved mobility and access to jobs</td>
</tr>
<tr>
<td>POPULATION AND EMPLOYMENT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2030 Population Served Within ½ mile of Stations</td>
<td>None</td>
<td>13,565</td>
</tr>
<tr>
<td>2030 Employment Served Within ½ mile of Stations</td>
<td>None</td>
<td>36,973</td>
</tr>
<tr>
<td>VISUAL AND AESTHETICS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New visual elements not in character with corridor</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>AIR QUALITY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Conformity with Regional Plan</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>Creation of CO Hot Spots</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Reduction in VMT</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>NOISE AND VIBRATION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Noise without Horn (# sites)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Noise with Horn (# sites)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Vibration (# sites)</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>
Table S.5-1. Summary of Potential Environmental Impacts (continued)

<table>
<thead>
<tr>
<th>Impact Areas</th>
<th>No-Action and Base Case Alternatives</th>
<th>Full Build Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>ENVIRONMENT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Endangered Species</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Farmlands</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Terrestrial Plant Communities</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>and Associated Wildlife</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Habitat</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Floodplains</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Groundwater</td>
<td>Potential Contamination</td>
<td>Treatment TBD</td>
</tr>
<tr>
<td>Surface Waters (linear feet)</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Wetlands (acres)</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Contaminated Soils</td>
<td>Potential Contamination</td>
<td>Treatment TBD</td>
</tr>
<tr>
<td>HISTORIC RESOURCES</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Possible Adverse Impact</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Archaeological Resources</td>
<td>None</td>
<td>None</td>
</tr>
</tbody>
</table>

The potential positive and negative secondary effects of the NCCR alternative are summarized in Table S.5-2.

Table S.5-2. NCCR Secondary Effects

<table>
<thead>
<tr>
<th>Potential Positive Secondary Effects</th>
</tr>
</thead>
<tbody>
<tr>
<td>▪ Transportation and Traffic</td>
</tr>
<tr>
<td>o Improved mobility options and accessibility</td>
</tr>
<tr>
<td>o Potential that some drivers would switch to transit</td>
</tr>
<tr>
<td>o Reduced commute times</td>
</tr>
<tr>
<td>▪ Quality of life</td>
</tr>
<tr>
<td>o Reduced urban sprawl by concentrating growth around infrastructure</td>
</tr>
<tr>
<td>o Options to avoid stress of commuting via personal auto</td>
</tr>
<tr>
<td>▪ Economics</td>
</tr>
<tr>
<td>o Increased sales tax revenues</td>
</tr>
<tr>
<td>o Increased property values - increased tax base and revenues</td>
</tr>
<tr>
<td>o Sustainable economic development</td>
</tr>
<tr>
<td>o Increased efficiencies in service delivery due to increased concentration of development</td>
</tr>
<tr>
<td>o Increased employment opportunities</td>
</tr>
<tr>
<td>▪ Environmental Justice</td>
</tr>
<tr>
<td>o Increased mobility for transit-dependent residents</td>
</tr>
<tr>
<td>▪ Neighborhoods</td>
</tr>
<tr>
<td>o Infill and redevelopment opportunities of underutilized properties</td>
</tr>
<tr>
<td>o Improved access to parks, recreation centers, and entertainment venues</td>
</tr>
<tr>
<td>▪ Air Quality</td>
</tr>
<tr>
<td>o Reduced pollution</td>
</tr>
<tr>
<td>▪ Natural Resources</td>
</tr>
<tr>
<td>o Conservation of land and natural resources</td>
</tr>
</tbody>
</table>
Table S.5-2. NCCR Secondary Effects (continued)

<table>
<thead>
<tr>
<th>Potential Negative Secondary Effects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic and Transportation</td>
</tr>
<tr>
<td>o Increased traffic from induced development</td>
</tr>
<tr>
<td>Quality of Life</td>
</tr>
<tr>
<td>o Public opposition to dense development patterns near neighborhoods</td>
</tr>
<tr>
<td>o Aesthetics of stations and station area development</td>
</tr>
<tr>
<td>Economics</td>
</tr>
<tr>
<td>o Strain on infrastructure to support station area plans</td>
</tr>
<tr>
<td>Environmental Justice</td>
</tr>
<tr>
<td>o Market demand for housing near transit may reduce affordable housing</td>
</tr>
<tr>
<td>o Redevelopment could displace of low income persons</td>
</tr>
<tr>
<td>Historic Resources</td>
</tr>
<tr>
<td>o Destruction/redevelopment of historic properties</td>
</tr>
<tr>
<td>Natural Resources</td>
</tr>
<tr>
<td>o Loss of habitat for terrestrial natural communities</td>
</tr>
<tr>
<td>o Between 3 and 5 acres of impacts to wetlands</td>
</tr>
</tbody>
</table>

S.6 Summary of Transportation Impacts

The CGS project would add a major multimodal transportation facility to Center City Charlotte. By bringing together local, regional and intercity transportation modes in a single complex, it would readily facilitate convenient connections between modes and substantially enhance transportation choices. A traveler living in Davidson would be able to take a commuter train to CGS and walk to his or her job, connect by bus (and eventually street car) to the airport, ride Greyhound to Nashville or take Amtrak to Raleigh or Atlanta.

Greyhound already is located at the future CGS site, which currently includes on-site parking for customers. Service levels are not expected to substantially increase. Relocation of Amtrak service to CGS is projected to generate a need for less than 75 daily parking spaces.

Mixed use development of CGS and the adjacent NCDOT property would generate parking requirements for employees, residents and visitors. These likely would be accommodated in one or more parking decks. The CGS site and other NCDOT property current are used for surface parking lots and accommodate over 1,000 vehicles. As a result, conversion of the surface parking lots to mixed use development supported by parking decks is not projected to result in significant additional parking needs.

Completion of such a large multimodal transportation facility as the CGS and adjacent mixed use development will increase the amount of traffic operating along surrounding streets and will require re-routing of traffic movement to accommodate buses, potential “streetcar” and “commuter rail” integration into the station. The opening year (2010) traffic analysis shows that the signalized intersections will continue to operate at a decent level of service (LOS “D” or better). However, in the future (2030), levels of service at most of these intersections will degrade to unacceptable levels and show signs of congestion.
Although intersections operate at LOS F in 2030, traffic volumes are lower and operations are improved in the downtown area with increases transit service. Transit will be an increasingly used alternative available to commuters wanting to avoid traffic congestion. Increased congestion is not limited to the study area. It will be prevalent in the downtown or Center City Charlotte area. Increased congestion and greater diversity of jobs in the downtown will likely spread the peak period beyond the traditional one-hour peak, lessening the impact of traffic growth during any one short period.

### S.7 Mitigation Summary

Mitigation would be required to offset impacts identified in Section S.4 above and detailed in Chapters 3-18 of this EA. These mitigation commitments are summarized in Table S.7-1.

**Table S.7-1. Summary of Mitigation**

<table>
<thead>
<tr>
<th>Impact Areas</th>
<th>Mitigation Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TRAFFIC</strong></td>
<td>The CGS will enhance the use of transit in Center City Charlotte without generating additional downtown vehicular traffic. Only minor improvements, such as signal modifications, turn restrictions, and curbside bus bays are recommended.</td>
</tr>
<tr>
<td>LAND USE PLANS AND POLICIES</td>
<td>The GCS project is consistent with local and regional land use plans and policies. Land use mitigation efforts would not be necessary.</td>
</tr>
<tr>
<td>DISPLACEMENTS</td>
<td>Uniform Relocation Assistance and Real Property Acquisition Policies Act would be followed.</td>
</tr>
<tr>
<td>COMMUNITY SERVICES</td>
<td>Access to community facilities and emergency services would not be disrupted.</td>
</tr>
<tr>
<td>ENVIRONMENTAL JUSTICE</td>
<td>The CGS project would not result in disproportionately adverse impacts on low-income and minority communities and businesses. Environmental justice mitigation efforts would not be necessary.</td>
</tr>
<tr>
<td>POPULATION AND EMPLOYMENT</td>
<td>The CGS project will increase public accessibility to employment opportunities. Population and employment mitigation efforts would not be necessary.</td>
</tr>
<tr>
<td>VISUAL AND AESTHETICS</td>
<td>Application of context sensitive design principles. One percent of CATS’ budget is dedicated to “Art-in-Transit.”</td>
</tr>
<tr>
<td>AIR QUALITY</td>
<td>The CGS project is included in a conforming long-range transportation plan and transportation improvement program. Air quality mitigation efforts would not be necessary.</td>
</tr>
<tr>
<td>NOISE AND VIBRATION</td>
<td>No mitigation is required.</td>
</tr>
<tr>
<td>ECOSYSTEMS, FARMLANDS, PROTECTED/ENDANGERED SPECIES</td>
<td>No mitigation is required.</td>
</tr>
<tr>
<td>Endangered Species</td>
<td>No mitigation is required.</td>
</tr>
<tr>
<td>Farmlands</td>
<td>No mitigation is required.</td>
</tr>
<tr>
<td>Terrestrial Plants and Wildlife</td>
<td>No mitigation is required.</td>
</tr>
</tbody>
</table>
Table S.7-1. Summary of Mitigation (continued)

<table>
<thead>
<tr>
<th>Impact Areas</th>
<th>Mitigation Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>WATER RESOURCES</td>
<td></td>
</tr>
<tr>
<td>Floodplains</td>
<td>No mitigation is required.</td>
</tr>
<tr>
<td>Groundwater</td>
<td>No mitigation is required.</td>
</tr>
<tr>
<td>Surface Waters</td>
<td>No mitigation is required.</td>
</tr>
<tr>
<td>Wetlands</td>
<td>No mitigation is required.</td>
</tr>
<tr>
<td>HISTORICAL AND ARCHAEOLOGICAL RESOURCES</td>
<td>Archaeological resource mitigation efforts would not be necessary.</td>
</tr>
<tr>
<td>PARKLANDS</td>
<td>No parklands are impacted.</td>
</tr>
<tr>
<td>HAZARDOUS MATERIALS</td>
<td>Phase II investigations would be conducted during final design. Remediation in accordance with local and state regulations.</td>
</tr>
<tr>
<td>CONSTRUCTION IMPACTS</td>
<td>A detailed block-by-block traffic plan will be completed and Best Management Construction techniques will be applied to reduce noise, air and water impacts; historic buildings will be noted on construction plans and designated as “no-go” zones.</td>
</tr>
</tbody>
</table>

S.8 Financial Analysis and Investment Impacts

S.8.1 Capital Costs
Capital costs were estimated based on Preliminary Engineering Plans and are summarized in Table S.8-1 below. The estimate includes costs associated with the project planning, design, construction, management, oversight and start-up costs. It is anticipated that some of these costs would be borne by private funds, however, specific sources has not yet been determined (see Master Plan description in Section S.1). Costs partially include adjacent properties, but not those which would be privately funded.

Table S.8-1. Capital Cost Estimates by Alternative (Year 2012 Mid-Point of Construction Dollars)

<table>
<thead>
<tr>
<th>No-Action</th>
<th>Base Build</th>
<th>Full Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>$26.53 million</td>
<td>$150.98 million</td>
</tr>
</tbody>
</table>

S.8.2 Funding and Financing Strategies
The public transportation components of CGS will be constructed using a combination of federal, state and local funds. A specific cost-sharing agreement has not yet been negotiated between CATS and NCDOT and would await development of the Master Plan.
Mixed-use development associated with the CGS site and adjacent NCDOT-owned property will be privately funded.

**Federal Funding:** The CGS project has been the recipient of several federal grants appropriated or authorized by Congress under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) section 5309 Bus Discretionary program. This funding includes:

- **FY 2005:** $2,411,606 (FY 2005 Department of Transportation Appropriations)
- **FY 2006-09:** $19,864,800 (SAFETEA-LU)

**State Funding:** NCDOT has invested $35 million to acquire the CGS site and adjacent property along the NS mainline tracks. By including this property as part of the Master Plan, NCDOT intends to leverage the value of the property to provide funding for the public transportation facilities included at CGS. If additional funding is required for those facilities and to relocate Amtrak to CGS, it will seek such funding through its usual state budget process.

**Charlotte Area Transit System:** CATS’ contribution to the CGS project will be funded using revenues from the ½ cent sales and use tax dedicated to funding future transit improvements. Voters in Mecklenburg County approved the sales tax in November 1998 and it has been collected since April 1999. By statute, revenues from the sales and use tax can only be applied to expenditures for planning, construction, and operation of a county wide public transportation system.

A detailed funding plan will be developed and implemented by CATS and NCDOT prior to the start of construction.

**S.9 Public and Agency Coordination**

A comprehensive public involvement plan was developed to parallel the North Corridor EA process in order to engage citizens in the project and ensure that the project reflected their input and concerns. This is consistent with the City of Charlotte and CATS policy of proactively seeking public comment on transit-related projects.

The goals of the public involvement plan are to:

- Inform/educate citizens in a factual and objective manner about the transit/land-use plan and its associated opportunities and challenges.
- Proactively seek opinions, perceptions and participation from the North Corridor publics so that the EA phase recommendations may reflect the needs of the community
- Document and incorporate public input into the North Corridor EA phase
- Ensure that all public involvement activities identify and address the needs of area minority, low-income and transit dependent populations

Stakeholders across Charlotte have participated in the activities and outreach leading to the 2030 Transit Plan, which includes the CGS project. Stakeholders with specific interests in CGS – including residents, neighborhood associations, businesses and other interest groups – were specifically targeted and included as part of the public involvement process.
Public outreach and design activities for CGS occurred in two phases. Between 2000 and 2002, NCDOT undertook an extensive effort to determine the feasibility of building a multimodal station at Trade Street and adding railroad trackage necessary to accommodate relocation to the Amtrak station and NCCR service. This work culminated in the 2002 *Feasibility Study for the Charlotte Multimodal Station and Area Track Improvements*, which included site plan alternatives and an environmental overview. Over 70 outreach and coordination meets were held by NCDOT and CATS with local neighborhood associations, City, County and railroad officials, and other interested parties.

In 2004, CATS implemented a second phase of the design and outreach work with the objective of developing a specific design concept for the multimodal station, now called Charlotte Gateway Station. Through the fall and early winter of 2004, discussions were held with state, city and county officials, the general community and other interested parties. A public meeting was held December 7, 2004 to solicit additional public comments.

A design charette was conducted over a 3-day period from February 1-3, 2005. The charette included representatives of NCDOT; CATS; Charlotte DOT; Charlotte Planning and Engineering; Mecklenburg Planning Commission; Greyhound; Charlotte-Mecklenburg Police; representatives of the real estate development community and the Design Team.

Outreach has continued since 2005, including presentations to Charlotte City Council and the Metropolitan Transit Commission, local neighborhood associations, downtown organizations and area stakeholders. In all, 18 public meetings were held between 2006 and 2008 to discuss the CGS project. A presentation was provided on July 22, 2008, to the Third Ward Association, which represents residents and businesses in the area around CGS. On October 8, 2008, a presentation was made to officials from Johnson & Wales University, the campus of which abuts CGS.

In March, CATS and Mecklenburg Union Metropolitan Planning Organization (MUMPO) published the draft Environmental Assessment on their respective websites and requested comments from the public.

On March 18, 2009, CATS is scheduled to brief the Technical Committee of MUMPO on the CGS project.

CATS and NCDOT will continue to seek public involvement in the development of CGS. Public Involvement will be an integral component of the master planning process.
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1.0 PURPOSE AND NEED

This Chapter describes the Charlotte Gateway Station (CGS) project and identifies the purpose and need for the facility. It also describes the multi-modal transportation objectives that would be met by the CGS.

1.1 Description & Problem Statement

Over the last decade, the Charlotte region has adopted several overriding transportation and land use objectives aimed at addressing major local challenges and problems presented by the area’s high growth rate and related congestion. These include significantly increasing the use of public transportation as a means to reduce congestion on local roads and highways and to help the region achieve Federal air quality mandates. In the process, the region has taken steps to encourage construction of new transit-oriented developments at and around transit stops, resulting in higher density land uses that support the use of transit and reduce the number of vehicular trips. Critical to the success of this effort is construction of a centralized transportation hub in Charlotte that can serve the varied transportation needs of commuters and regional travelers, as well as provide an exciting mixed-use focal point for downtown development.

A centralized multimodal transportation facility is needed in order to fully realize the benefits of the new CATS rapid transit to Charlotte, and the proposed expansion of intercity rail service through operation of additional Charlotte-Raleigh and regional high-speed trains. The new hub will enhance the efficiency of public transportation by providing seamless connectivity between local and regional transportation modes, thus making the system more attractive to travelers. At this one location, travelers will be able to access employment in the Charlotte downtown central business district, take buses or the streetcar to other employment, residential and entertainment venues, ride rapid transit to the airport and other areas of the region, catch a Greyhound bus or ride Amtrak.

In order to address the problems relating to congestion and air quality, the Charlotte Area Transit System (CATS) in cooperation with the City of Charlotte and the North Carolina Department of Transportation (NCDOT) Rail Division has proposed the development of the CGS, a six acre, multi-modal transportation facility that would serve as a centralized downtown transportation hub for CATS bus, commuter rail, and streetcar transit operations, as well as Amtrak intercity passenger rail and Greyhound bus service. The CGS would also serve as a major stop along the Atlanta to Washington Southeast High Speed Rail Corridor.

For example, Charlotte is served today by various regional and local transportation modes and is preparing for the introduction of new light rail, commuter rail, and streetcar transit along various corridors leading into the downtown area. However, the city lacks a centralized hub for accessing and transferring to and from these modes. CATS currently operates most of its local and regional express buses from the Charlotte Transportation Center (CTC), located six blocks from the proposed CGS and the proposed North Corridor commuter line. Likewise, Amtrak provides intercity rail service south to Atlanta and north to Washington but the Charlotte Amtrak station is located two miles away at a Norfolk Southern (NS) rail yard. Greyhound, with a large regional network of service, operates from a downtown facility located at Trade and Graham Streets near the proposed CGS site. In all cases, existing facilities have become inadequately sized for the growth in transportation services that is currently taking place and is expected to accelerate in the coming years. The lack of easy connectivity between the modes seriously undermines the efficiency and
use of the region’s public transportation system. This, in turn, adversely impacts the region’s effort to reduce highway congestion and achieve Federal air quality mandates.

Charlotte Gateway Station is intended to serve this purpose.

Charlotte is served today by various regional and local transportation modes and is preparing for the introduction of new light rail, commuter rail, and street car transit along various corridors leading into the downtown area. However, the city lacks a centralized hub for accessing and transferring to and from these modes. CATS currently operates most of its local and regional express buses from the Charlotte Transportation Center (CTC), located six blocks from the proposed CGS. Amtrak provides intercity rail service south to Atlanta and north to Washington. The Charlotte Amtrak station is located two miles away at a Norfolk Southern (NS) rail yard. Greyhound, with a large regional network of service, operates from a downtown facility located at Trade and Graham Streets at the proposed CGS site. In all cases, existing facilities have become inadequately sized for the growth in transportation services that is currently taking place and is expected to accelerate in the coming years. The lack of easy connectivity between the modes seriously undermines the efficiency and use of the region’s public transportation system. This, in turn, adversely impacts the region’s effort to reduce highway congestion and achieve Federal air quality mandates.

A centralized multimodal transportation facility is essential in order to fully realize the benefits of the new CATS rapid transit to Charlotte, and the proposed expansion of intercity rail service through operation of additional Charlotte-Raleigh and regional high-speed trains. The new hub will enhance the efficiency of public transportation by providing seamless connectivity between local and regional transportation modes, thus making the system more attractive to travelers. At this one location, travelers will be able to access employment in the Charlotte downtown central business district, take buses or the streetcar to other employment, residential and entertainment venues, ride rapid transit to the airport and other areas of the region, catch a Greyhound bus or ride Amtrak.

CGS would be located along the NS Atlanta-Washington mainline tracks between 3rd, Graham and Trade Streets. Greyhound is currently located at this site, which also was once the location for the historic Southern Railway depot. Figure 1.1-1 illustrates the boundaries of the CGS project site. The CGS would be within walking distance of much of the business district in downtown Charlotte, including the headquarters for three Fortune 100 firms and most of the offices for what is now the second largest banking center in the United States. The CGS also would be connected by bus and streetcar to the CTC, the existing bus terminal and the hub for the new Lynx Blue Line from the South and Blue Line Extension to the Northeast. The area immediately around the CGS is currently home to Gateway Village, a Bank of America office complex that includes 1.2 million square feet of office space, the new Johnson & Wales University, the Bank of America football stadium (Carolina Panthers), and other large business and office complexes. A substantial number of downtown residents also live adjacent to the proposed station in the historic Third and Fourth Wards.
The area immediately around the proposed station is expected to experience extensive office, residential and retail growth in the next five years including:

- Expansion of the Johnson & Wales University to a 5,000 student campus including a new business management school located adjacent to the CGS platforms.
- An additional 500,000 SF of office space to support the existing Bank of America Gateway Village complex within two blocks of the CGS, as well as other office projects within walking distance of CGS.
- The addition of a new Triple A baseball stadium to house the Charlotte Knights within one block of the CGS.
- Approximately 2,000 new high rise residential units, within a 10 minute walk to the CGS.

CGS will be a significant public-private development, providing access to local and regional public transportation and including substantial public parking, retail and office space. It is likely that the project also will include residential and other mixed use development. Specific facilities and services provided in the proposed CGS include the following elements:

- Intercity Passenger Rail Station: Charlotte’s existing Amtrak train station will be relocated to the CGS. The Amtrak component of the CGS will include passenger drop-off, ticketing, baggage services and a waiting room, as well as new passenger platforms and tracks.

- CATS Local & Regional Buses: All local and regional CATS buses currently serve downtown Charlotte at the CTC via 4th and/or Trade Streets. Many of these buses will also serve CGS, including new CitiLynx enhanced bus service to the Charlotte-Douglas International Airport and express buses operating along I-77 to the south, north and west. Plans call for the buses to serve CGS along 4th, Trade, and Graham Streets. CGS will include either an off-street below-grade terminal area within the CGS block, or enhanced staging facilities along 4th, Trade and Graham Streets, as well as necessary capacity improvements at the existing CTC.

- Greyhound Bus Depot and Parking Deck: The existing Greyhound facility is located on the CGS site. It will be replaced by a new facility located on adjacent property between 3rd and 4th Streets. The new Greyhound depot will include up to 12 bays, a waiting area and food services for Greyhound patrons. A parking deck is planned above the Greyhound depot with capacity for approximately 750 spaces. The Greyhound depot may be physically connected to the CGS with a skyway over 4th Street. Architectural treatment of the Greyhound depot and the parking deck will be consistent with and compliment the aesthetics of CGS.

- Lynx Purple Line: This new commuter rail service will connect Charlotte, Huntersville, Cornelius, Davidson and Mooresville with up to 38 daily trains. Platforms will be located on the west side of the NS mainline.

- Charlotte Streetcar: new streetcar service will operate along Trade Street every 5-10 minutes. The Streetcar system will extend from Eastland Mall, five miles to the east, to the Rosa Parks Place Transit Center, five miles to the west. In addition, streetcar service is planned to extend to the Charlotte Douglas International Airport, eight miles to the west, as part of the West Corridor transit program.

- Southeast Corridor Transit: Rapid transit (either BRT or light rail) will terminate at CGS from the Town of Matthews, 12 miles to the east, along the Southeast Corridor.

- Office and Public Meeting Space – The North Carolina State Property Office and CATS have identified a need for approximately 100,000 SF of office space for state and CATS
staff at the CGS. Space could be included for other office users, public meeting rooms, an auditorium, transit operating staff and local police and security personnel.

- Private mixed-use development, including air rights above the CGS site and on NCDOT-owned property north of CGS, is envisioned.

Conceptual illustrations, architectural renderings and capital costs for the CGS and the abovementioned elements have been developed in a report entitled CATS Charlotte Gateway Station Conceptual Design Summary Technical Report March 2006. A conceptual rendering of the CGS facility is provided in Figure 1.1-2.
Passenger circulation from the rail platforms at the station to other modes within or adjacent to the station will be handled through a series of stairs and elevators to the either the ground floor of the station or to the street grade on the 4th Street or Trade Street side of the station.

- Passengers from the Lynx Purple Line will alight at the commuter rail platforms, on the west side of the NS mainline and proceed by stairs to either 4th Street or Trade Street. There, they can enter CGS or either walk or take the streetcar or other buses the three blocks to the core of the CBD, or go six blocks to the CTC to transfer to other buses or board the Lynx Blue Line to the south or northeast.

- Amtrak passengers will exit from the intercity passenger train platforms and will take a series of stairs and escalators to gain access to the station great hall for baggage claim and access to either the bus terminal downstairs or to Trade Street for cab, bus or streetcar access. The platforms are currently planned for the east side of NS mainline. However, the platforms could be relocated between the NS main line tracks if required to address future congestion and other operational issues. Location of the platforms will not impact the Amtrak station facilities.

The site section and oblique rendering below, which includes an optional under-ground CATS bus capacity, illustrates how passenger access is provided through the station.

![Diagram of passenger circulation at Charlotte Gateway Station](image-url)
1.2 Purpose and Need

Construction of the CGS project is intended to fulfill three primary goals in the transportation and land use development plans of the City of Charlotte and the State of North Carolina. The three goals are:

1. Provide a multimodal station that meets CATS 2030 Transit Plan objectives.
2. Provide a multimodal station that accommodates NCDOT Rail Division’s vision to improve existing intercity passenger rail and eventually intercity high speed rail.
3. Incorporate a mix of public and private financial commitments to facilitate a long range master development that integrates and compliments a mix of residential, commercial, retail and transportation infrastructure in Center City Charlotte.

The three goals are explained in more detail below.

1.2.1 CATS 2030 Transit Plan

In November of 2006, the Metropolitan Transit Commission (MTC) approved the CATS 2030 Corridor System Plan. This plan establishes the scheduling and prioritization of the CATS rapid transit program and defines the set of transit modes that would serve the CGS facility. A schematic of all of CATS rapid transit corridors is provided in Figure 1.2-1. Of the five new transit corridors addressed in the 2030 Transit Plan, CGS would be served by the four corridors described below. CATS estimates that 60,000-70,000 passengers per day will use one or more of the local, regional or intercity modes at CGS.

- Lynx Purple Line (North Corridor) – a ten station commuter rail line that will terminate at CGS in the south and extend approximately 25 miles north to Mount Mourne, with future service to downtown Mooresville, some five miles further to the north. CGS is the southern terminus for the NCCR and its location within four blocks of the epicenter of the Charlotte’s central business district provides the ideal focal point for commuters traveling to and from the northern towns and counties. Plan calls for inaugurating NCCR service before 2015. Some 4,600 commuters are expected to use the trains each day.

- Lynx Silver Line (Southeast Corridor) – an eleven station, 13-mile bus rapid transit (BRT) or light rail system that will terminate at CGS. The initial phases of the Southeast Corridor call for joint purchase of right of way by CATS and NCDOT and construction of the BRT system from the CGS to Conference Drive to start in year 2011. Second and third phases call for extensions to Sardis Road and Central Piedmont Community College respectively. In excess of 17,000 passengers are expected to use the Lynx Silver Line each day.

- The Center City Streetcar Corridor – a 10 mile “Portland” type electric streetcar operating on embedded rails in the streets that will serve the central business district and adjoining neighborhoods along Beatties Ford Road, Trade Street, Elizabeth Avenue, Hawthorne Lane and Central Avenue. The CGS will be one of the major stops and transfer points along the 34 stop streetcar route. The first phase (engineering design) of the Center City Streetcar is scheduled to start in year 2013. When completed, the streetcar system will carry some 16,000 daily passengers.

- Lynx Orange Line (West Corridor) – an initial enhanced bus service, called CitiLynx, from Center City Charlotte to Charlotte Douglas International Airport that will begin in year 2009 and then be replaced by a streetcar beginning in 2019. The Lynx Orange Line will serve CGS and CTC.
Figure 1.2-1. CATS Rapid Transit System Map
Another key component in the CATS 2030 Transit Plan includes a redistribution of bus service in the Center City Charlotte resulting from implementation of the new fixed guideway rapid transit corridors. Currently, CATS’ operates a hub and spoke system, with 29 local bus routes and 23 express bus routes which traverse the City’s arterial spokes into the CTC. The CTC located at Trade, 4th and Brevard Streets, is experiencing capacity issues, as ridership on the CATS system has grown some 65 percent in the past eight years. However, with new rapid transit serving downtown Charlotte, some of the existing bus routes will be realigned to provide access to the transit stations rather than to the downtown. With these changes and implementation of capacity enhancements at CTC, the facility can continue to operate as the primary downtown bus station for CATS. Capacity enhancements will include expanding the facility to separate express and local bus traffic and renovation of the existing building.

1.2.2 Accommodate Enhanced Intercity Passenger Rail

The NCDOT Rail Division has spearheaded an effort over the past decade to relocate Amtrak service to downtown Charlotte from its current inadequate facility two miles to the north. As part of this effort, NCDOT has acquired approximately 27 acres of property along the east side of the NS mainline freight tracks between 3rd and 9th Streets to accommodate freight and passenger rail track alignment improvements necessary to serve CGS, as well as the property required for CGS itself and the new Greyhound facility.

A new downtown Charlotte Amtrak station is an integral part of NCDOT’s efforts to enhance statewide intercity rail service, as well as lead the regional effort to implement high-speed rail service in the Southeast from Atlanta to Washington. NCDOT has completed upgrades to or rebuilt some 14 passenger rail stations across the state served by Amtrak; Charlotte remains the last major station to be upgraded. Amtrak service currently consists of the state-supported Charlotte – Raleigh – New York Carolinaian and the Charlotte – Raleigh Piedmont, as well as the Washington – Atlanta – New Orleans Crescent. NCDOT anticipates adding a second Piedmont frequency in the near-term and has proposed as many as six daily Charlotte-Raleigh trains operating in as little as two hours thirty minutes.

NCDOT, in cooperation with Georgia, South Carolina and Virginia, is leading efforts to implement the Southeast High-Speed Rail Corridor, with frequent, high-speed service connecting Atlanta (and possibly Birmingham to the South) with Charlotte, Raleigh, Richmond and Washington, DC. The corridor is officially designated as a high-speed rail corridor by the US Department of Transportation. In 2002, a Record of Decision for the Tier 1 (programmatic) Environmental Impact Statement for the Southeast High Speed Rail Corridor was issued. That document included construction of a new Charlotte multimodal facility to serve as a major regional transportation hub connecting intercity rail with other local and regional public transportation. Subsequently, this Environmental Assessment represents the second tier of environmental documentation for the Charlotte multimodal component of the Southeast High Speed Rail Corridor.

In 2002, NCDOT completed a detailed feasibility study (Feasibility Study for the Charlotte Multi-modal Station and Area Track Improvements) detailing the NS and CSX track improvements required to relocate Amtrak to CGS and enhance local freight service, as well as site and facility plans for CGS. Since then, discussions have continued with the NS and CSX to update and to fund implementation of these plans. In addition, NCDOT now owns all property required to relocate Amtrak to CGS and to construct the CGS.
The proposed CGS is a material component of NCDOT plans to enhance passenger rail service from Raleigh to Charlotte and to implement Southeast High Speed Rail service. Additionally, the CGS, with its location in the heart of the second largest banking center in the United States, confirms the utility of high speed rail passenger service to and from this important financial destination.

1.2.3 Facilitate a Master Development Plan

In addition to providing multimodal connectivity between Charlotte’s and the region’s local and intercity transportation modes, CGS will serve as a catalyst for transit supportive mixed use private development in a key part of the downtown. To facilitate private investment, as well as financially leverage the state-owned property and new public transportation facilities, NCDOT and CATS will seek a Master Developer to plan and implement private investment at CGS as well as build the public transportation facilities.

Private investment at CGS will focus on two areas:

- **CGS Block**: Retail, office and air rights development will be closely integrated with the public transportation facilities between 3rd and Trade Streets in order to provide a larger, more monumental scale to the those facilities and to increase the level of activity and number of people at CGS. This in turn will enhance transit ridership and make for a more vibrant, dynamic atmosphere. As currently envisioned in the Full Build Alternative, some 100,000 square feet of office space would surround the Amtrak train station, providing a dramatic station design and a significant market boost to retail activities within the station. A retail pavilion and numerous retail kiosks within the public plaza will help to create a vibrant setting for travelers, students at nearby Johnson & Wales University, workers and residents of Charlotte’s 3rd and 4th Ward neighborhoods. A 25,000 sq. ft air rights pad within the plaza could be developed to provide hotel, office and/or residential space with spectacular vistas of the Charlotte skyline. A parking facility will be included atop Greyhound, with 200 spaces reserved for Amtrak, Greyhound and CATS customers and another 550 spaces intended to support the private mixed-use development. The Master Developer will be responsible for planning and implementing an integrated private development plan designed to complement the transportation services provided at CGS and to financially leverage the public facilities to generate capital and operating support for the project.

- **Private Development On State Properties**: The Master Developer will also be responsible for planning, designing and building mixed-use development between Trade Street and 9th Street on some 10 additional acres of state-owned property. As Charlotte continues to grow its already expansive residential and office market, there likely will be strong demand for the state-owned property. The property between 6th and 9th Streets will remain predominantly residential, consistent with the 4th Ward neighborhood around it. Property between Trade and 6th Street is likely to be mixed-use, with office, retail and residential. Additional parking will be provided to support these uses. No federal funds would be used for the private mixed-use development.

NCDOT, in cooperation with the City of Charlotte and CATS, expects to issue a Request for Qualifications (RFQ) for a Master Developer in 2009 to comprehensively plan, design and implement the development of CGS and the NCDOT properties between 3rd and 9th Streets. The RFQ will be followed with a Request For Proposals (RFP) to those entities qualified in the RFQ process, seeking a specific development plan for CGS and the state properties.

The Master Developer will be tasked with two overriding objectives:

- To create and implement a dynamic and viable vision for the integrated development of the CGS and the state properties, with the goal of creating a vibrant, transit oriented,
mixed use transportation and economic center within Charlotte, consistent with and supportive of Charlotte’s downtown land use objectives and long-range plans.

- To structure creative financing approaches to the development to leverage funding for the capital costs of the public facilities included in the CGS and to provide a long-term revenue stream to support operation of the public facilities.

NCDOT and CATS expect to select a Master Developer and Master Development Plan in 2010. This would facilitate construction of the public transportation facilities at CGS by the end of 2014.

1.2.4 Summary

Charlotte is experiencing unprecedented employment and residential growth. The demand for regional and local public transportation is strong and expected to continue to grow. The City requires a downtown transportation hub providing convenient connectivity between local bus, rapid transit, airport, Greyhound and Amtrak services.

CGS will provide this connectivity, while also providing a unique and exciting focal point for the area’s residents, students, office workers and businesses. CGS is a critical element of CATS’ 2030 transportation system, NCDOT’s intercity and Southeast High-Speed Rail Corridor plans, and Charlotte’s center-city land-use objectives. These goals are interdependent and build upon each other. CGS is integral to the secondary benefits of mobility, choice, and environmental enhancements implicit in a rail transportation mode developed in concert with a more compact and efficient urban community.
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2.0 ALTERNATIVES CONSIDERED

This chapter describes the alternatives evaluated in the Environmental Assessment. Section One summarizes the Charlotte Gateway Station (CGS) Build Alternative considered within the regional, statewide and national context of long range transit and passenger rail plans. Section Two describes the No-Action Alternative. Section Three describes the conceptual design of the CGS Build Alternative in more detail. Section Four describes the capital costs of the CGS Build Alternative.

2.1 Charlotte Gateway Station Function and Context

The CGS is an integral multimodal component of the regional Charlotte Area Transit System (CATS) 2030 Transit Plan. CGS is the terminal station for the Lynx Purple Line (North Corridor Commuter Rail), the Lynx Silver line (Southeast Corridor) and the Lynx Orange Line (West Corridor). (Figure 2.2-1) CGS also would serve as a major stop for the Center City Streetcar system and would be served by much of the CATS downtown bus system. Spatially and functionally, CGS must be located at the juncture of these various transit services and the Norfolk Southern (NS) rail line, on which Lynx Purple Line commuter trains will operate. That juncture is at Trade and Graham Streets in downtown Charlotte, just three blocks from the center of the central business district. The street car will directly connect CGS with the Charlotte Transportation Center (CTC), served by the Lynx Blue Line to the northeast and the south.

CGS is also an integral component of the Southeast High Speed Rail Corridor. The station would serve as Charlotte’s intercity passenger rail station for enhanced Amtrak service along the Southeast High-Speed Rail Corridor connecting Atlanta, Charlotte, Raleigh, Richmond and Washington, DC. This downtown location would replace Amtrak’s current station located two miles from the downtown on North Tryon Street. Amtrak currently operates three daily round-trip trains through Charlotte: the Crescent, with service between New Orleans, Atlanta and New York; the Carolinian, serving Charlotte, Raleigh, Washington and New York; and the Piedmont, providing daily service between Charlotte and Raleigh. With implementation of the Southeast High-Speed Rail corridor improvements, intercity rail passenger service will expand to as many as eight daily round-trip trains between Charlotte and Raleigh. As part of this effort, NCDOT Rail Division is currently working with NS and CSX to improve track alignments and operational features for the freight and passenger rail facilities in Center City and west to the Charlotte Douglas International Airport.

The proposed CGS site formerly housed the Richmond & Danville passenger depot (circa 1890) rebuilt as the Southern Railway passenger depot in 1922 and demolished in 1962. The Greyhound bus terminal currently occupies half the site, with the remainder used for surface parking. Greyhound will relocate its terminal to a new building in the adjacent block, which will be part of the CGS complex. Greyhound operates as many as 100 daily buses through Charlotte with up to 2000 daily passengers.

CGS will be served by most CATS downtown local and express buses. Enhanced passenger boarding and unloading facilities will be constructed along 4th, Trade and Graham Streets to provide easy connections to the various transit modes at CGS and to local residences, office and retail centers. An underground bus transfer capacity at CGS also is under consideration, as well as capacity enhancements at CTC.
The CGS complex will include major retail and office components, making CGS a destination as well as a transportation center. Charlotte is undergoing major building and expansion in the central business district with signature office and residential projects underway in addition to new museums, cultural centers and a baseball stadium. Mixed use development at CGS will complement many of the adjoining development projects, focusing on creating an exceptional environment for passengers, pedestrians, bicyclists, and the local neighborhood.

Lynx Purple Line trains will use a new platform to be added west of the existing NS mainline tracks and served by two exclusive NCCR station tracks. These two tracks would join NS Track 2, the western-most NS track, some 400 feet north of the station. NS Track 2 will be used exclusively for commuter rail service and would connect to the “O” line at the Archer Daniel Midlands plant, approximately 2,100 LF to the east.

CGS is ideally located to meet the transportation needs of both Charlotte and NCDOT. Indeed, the spatially constrained urban land forms in Center City Charlotte, as well as the functional and operational transit and passenger rail requirements, restrict the CGS to the nexus of the NS mainline tracks and Trade Street. The 2002 NCDOT Rail Division's *Feasibility Study for the Charlotte Multi-Modal Station and Area Track Improvements* support the same conclusion.

### 2.2 No Action Alternative

Under the No-Action Alternative, CGS would not be constructed. This would affect the plans of several other key transit facilities – e.g., bus and streetcar stops, a new Greyhound depot, parking decks, a terminus for the Lynx Purple Line, and the relocation of the Amtrak station. Year 2030 No-Action transit and passenger rail facilities include:

- Existing transit routes and schedules currently operated by CATS.
- Current Lynx Blue Line service between Charlotte and Pineville.
- Other new bus services to which CATS has committed.
- New bus services to serve areas that would be developed by 2030.
- Routine replacement of existing facilities and equipment at the end of their useful life.
- Lynx Blue Line Extension by 2016.
- Lynx Silver Line by 2026.
- Citilink service to the airport by 2009 and Lynx Orange Line by 2029.
- The Center City Streetcar, by 2023.
Figure 2.2-1 CGS and Adjacent Transit/Rail Service

Legend
- CGS
- CTC
- Silver Line
- Purple Line
- Amtrak
- Other Rail
- Streetcar
- Orange Line

Charlotte Gateway Station  Preliminary-EA
The No-Action Alternative provides a foundation for comparing the benefits and impacts of the other alternatives. It also is an alternative itself. While theoretically, the No-Action Alternative has no direct impacts, it also offers no benefits.

It is important to note that the No-Action Alternative does not fulfill the major transportation and land use objectives adopted by the Metropolitan Transit Commission in the CATS 2030 Transit Plan, as detailed in the Purpose & Need. CGS is intended to integrate transportation in Charlotte’s downtown through enhanced connectivity and concentration of transportation options at a single mixed-use center. This, in turn, provides the essential foundation to support private retail, office and residential uses both on and nearby the site. These synergies and integration are lost in the No-Action alternative, resulting in a less coordinated, non-integrated delivery of transportation services and a loss of connectivity and efficiency. Lynx Purple Line commuter trains would not operate and other proposed rapid transit could be required to terminate at less optimal locations lacking intermodal connectivity and undermining efforts to reduce downtown congestion and improve local bus operations. The loss of intermodal efficiencies would reduce ridership on the rapid transit lines, streetcar and bus routes, potentially undermining efforts to secure local, state and federal funding for transit construction and operations.

A No-Action Alternative does not accommodate NCDOT’s Rail Division plans to relocate the Amtrak station and improve the freight and passenger track alignments for both Amtrak and high speed rail enhancements. Finally, the No-Action Alternative materially reduces the long range master plan participation and investment from the private sector to redevelop the Center City properties along the NS Right of Way.

2.3 Base and Full Build Alternatives - Conceptual Development of the Charlotte Gateway Station

Two Build Alternatives are considered.

- **Base Build Alternative** – assumes construction of minimum public transportation facilities and includes no integrated private retail or private mixed use development on the CGS site.

- **Full Build Alternative** – assumes construction of the integrated retail, office and air rights development with the public transportation facilities as illustrated on the parcel bordered by 3rd, Graham, Trade Streets and the NS ROW (see Figure 2.3-1)

The Base Build Alternative represents the minimum investment at CGS to provide additional local CATS bus capacity and a terminus station platform for the Lynx Purple Line. Commuter trains would stop on the west side of the NS tracks but, with the reduced scale of the CGS, would be minimally connected to the other modes of public transportation. There would be no retail or offices integrated into the plaza and station buildings. There would be no on-site air rights development.

The Full Build Alternative would add retail, office and future air rights development, integrated to provide scale, functional connectivity with the public transportation facilities, and a critical mass of activities and markets to support a dynamic, vibrant urban setting. The Greyhound Bus Depot would be replaced by a new facility located on adjacent property between 3rd and 4th Streets. The new Greyhound depot would include up to 12 bays, with a waiting area and food services for Greyhound patrons. A parking deck would be provided
above the Greyhound depot with capacity for approximately 750 spaces. Future development sites (currently surface parking lots) south and north of the CGS will be developed pursuant to a master development plan to be pursued by the state. The master development plan will complement and support a mixed use (employment, residential and retail) community that can be served by the transportation amenities of the CGS.

CATS initiated conceptual architectural design work in July of 2004 for CGS. It was recognized, however, that the CGS would require special attention to accommodate the many functions it was envisioned to house. CATS, the City of Charlotte and the State of North Carolina expect the CGS to have a prominent design presence considered appropriate for one of the major transportation facilities in North Carolina.

In close partnership with CATS, a design team was developed consisting of local and national architects, planners, engineers as well representatives of the City of Charlotte’s Planning and Engineering Departments and the NCDOT Rail Division.

Supporting the concept design and environmental documentation were a number of activities. The support effort included historic and archaeological surveys and environmental research and testing on the CGS site.

Figure 2.3-1. Charlotte Gateway Station Design Concept
2.3.1 Design Charette
Public outreach and design activities for CGS occurred in two phases. Between 2000 and 2002, NCDOT undertook an extensive effort to determine the feasibility of building a multimodal station at Trade Street and adding railroad trackage necessary to accommodate relocation to the Amtrak station and NCCR rail service. This work culminated in the 2002 **Feasibility Study for the Charlotte Multimodal Station and Area Track Improvements**, which included site plan alternatives and an environmental overview. Over 70 outreach and coordination meets were held by NCDOT and CATS with local neighborhood associations, City, County and railroad officials, and other interested parties.

In 2004, CATS implemented a second phase of the design and outreach work with the objective of developing a specific design concept for the multimodal station, now called Charlotte Gateway Station. Through the fall and early winter of 2004, discussions were held with state, city and county officials, the general community and other interested parties. A public meeting was held December 7, 2004 to solicit addition public comments.

A design charette was conducted over a 3-day period from February 1-3, 2005. The charette included representatives of NCDOT; CATS; Charlotte DOT; Charlotte Planning and Engineering; Mecklenburg Planning Commission; Greyhound; Charlotte-Mecklenburg Police; representatives of the real estate development community and the Design Team.

One significant change to the original planning assumptions was added as result of the design charette process. To address office space requirements for both CATS and the State of North Carolina, approximately 100,000 square feet of office space was added to the station building. This had the added benefit of stimulating other private retail and mixed-use activity at the CGS site and providing more mass to the station building itself, bringing it more into compliance with NCDOT’s desire for a prominent visual presence.

2.3.2 Design Concept
The resulting conceptual site plan formed the basis for design efforts that followed. Over the next several months the design concept continued to evolve. Preliminary construction cost estimates were developed and refined in 2006. The station design concept is illustrated in Figure 2.3-1. Future development sites north of Trade Street are currently targeted for mid-rise retail and student residential use. East of Graham Street, the City of Charlotte and County of Mecklenburg are advancing plans for a new minor league baseball stadium and 3rd Ward park, currently planned for opening in 2010.

The recent economic downturn has reduced current demand for downtown office and residential development in Charlotte. This is expected to continue through 2008 and well into 2009. However, the CGS area remains a primary focal point for new development in Charlotte and is expected to see intensive development once the economic conditions improve.

2.3.3 Facility Parameters
Projected transportation services, building components, parking, planning capacities and related amenities to be provided by the CGS in the Full Build Alternative are currently estimated as follows:
Projected Transportation Services

- CATS Bus Operations - 600 daily buses (90+ during peak hours) with 1,000 daily on/off passengers
- Amtrak - 4 daily trains upon station opening (400 daily passengers); up to 8 daily trains in future (800 daily passengers)
- Lynx Purple Line - 4,000 rush hour passengers, daily (Monday through Friday)
- Lynx Silver – 500 passengers daily
- Lynx Orange Line – 250 passengers daily
- CATS Streetcar System – 1,374 passengers daily
- Greyhound - 2,000 daily passengers; 100 buses over 24 hour period
- Center City Street Car - service every 15 minutes between MMS and CTC on Trade St.
- Taxi Drop-off and Pick-up

Gateway Station Building Components

- Transportation Center - 55,000 SF, includes:
  - Great Hall
  - NCDOT/AMTRAK Intercity Rail accommodating ticketing and information, checked baggage, waiting area, operations center, security and employee welfare areas.
  - CATS bus and Lynx Purple, Silver, and Orange Lines and Streetcar transit, including information area and possible operations/management/dispatch center, security and employee welfare.
- Retail Space (provided by others) – 18,800 SF, includes:
  - Street Frontage along 4th Street and Trade St.
  - Plaza and Great Hall frontage
- Office Space (provided by others) – 97,000 SF, includes:
  - 4 floors office space
  - Lobby amenities
  - Conference rooms, community meeting rooms
  - Additional office space may be added if marketable
- Civic Plaza – 77,000 SF,
- Right of Way Improvements
  - CATS bus passenger boarding and waiting enhancements on 4\textsuperscript{th}, Trade and Graham Streets
  - West Trade Street – 25’ Sidewalk
• South Graham Street & West 4th Street – 20’ Sidewalk
• Trade Street Bridge – 210’ X 40’
• 4th Street Bridge – 110’ X 55’
• Future Air Rights Development – TBD
  o Retail Pavilion with Trade St/Graham St/Plaza Frontage
  o Future Office/Retail/Residential Tower

Greyhound Redevelopment

• Greyhound Depot – 13,000 SF + Bus Bays
  o 12 active bus bays, 5 stacked bus spaces
  o Ticketing, baggage, cafeteria, waiting area, employee welfare
  o 3 parking/loading spaces
• Public Parking Structure – 180,000 to 200,000 SF
  o 750 parking spaces
  o Approximately 4 to 5 levels
  o Other public parking lots/structures as needed

At CGS, passengers would be able to transfer to other rapid transit modes, the Center City Streetcar, Amtrak and Greyhound. The design of the station will focus on providing convenient, easy connections between modes. CATS is committed to coordinating its fare structure and transfer policy with the other transit modes to encourage the use of public transportation. Passengers will be able to transfer conveniently from trolley, light-rail, bus, and commuter rail under one fare structure and transfer system.

The safety and security of travelers is of utmost importance and concern and many steps and systems would be implemented system wide to maximize the safety of passengers. While the proposed security program has not been fully developed, it is expected to include a variety of features, including:

• Extensive use of transit and local police at the station and aboard trains;
• Security cameras at the station and, where appropriate, along the right-of-way; and
• Emergency call boxes at the station, along platforms, and along the right-of-way.

In addition, CATS would rely on the latest FTA and FRA analyses and recommendations regarding safety and security at transit and rail stations and facilities. In November 2004, the FTA released a report entitled Transit Security Design Characteristics. The recommendations included in such analyses would be relied on in designing transit stations and systems.

CATS is also committed to providing full access to its transit facilities pursuant to the Americans with Disabilities Act 1990 (ADA), 36 CFR Part 1192 and 49 CFR Parts 27, 37 & 38. CATS’ commuter trains and buses, as well as CGS station components, will fully comply with ADA and include, inter alia, as appropriate:
• elevators and ramps
• handrails on ramps and stairs
• tactile Braille signs
• large print signs
• audio and visual information systems
• accessible ticket vending machines
• accessible entry gates
• platform edge warning strips
• platform gap modifications and/or bridge plates to accommodate access to trains and buses
• telephones at accessible height, with volume controls
• text telephones (TTY’s)
• accessible restrooms at stations with restrooms

2.4 Charlotte Gateway Station Capital Cost Estimate

Capital cost estimates were developed for the full build and base design concepts. Initial estimates were developed in 2006 and have been updated to 2007 using the Engineering News Record (ENR) Building Cost Index, February 2006 to February 2007, 2.2%. Starting in 2010, a five year planning, design and construction program is anticipated. The midpoint of the projected years of expenditure under this scenario is 2013. Preliminary capital costs are provided in Table 2.4-1. Full Build Alternative and Table 2.4-2 CGS Conceptual Cost Estimate Base Build Alternative.

Full Build features and construction elements included in the CGS facility include:

• CATS/Amtrak Station – Great Hall, Ticketing, Waiting, Baggage, Circulation & MEP
• CATS Bus Terminal - below grade option between 4th and Trade Streets; enhancements along 4th, Trade & Graham Streets
• Office Space – Approximately 97,000 SF distributed across four floors.
• Retail Space - Approximately 18,800 SF
• Plaza – includes fountains, pedestrian amenities, landscaping
• Public Art Allowance – 1% of Construction
• Track Access and Platforms – both AMTRAK and Lynx Purple Line
• Greyhound Station Relocation and Parking Deck
• Civil work (streets, drainage, grading, sidewalks and utilities)
• Land and Right of Way
- Widen bridges at 4th and Trade streets
- Base Build features and construction elements included the following:
  - NCCR platform with canopies, lighting and ticket vending machines
  - Stairwells and handicapped lifts to Trade and 4th to support NCCR platforms
  - Widen bridges at 4th and Trade streets
  - Artwork allowance at 1.0% of Construction

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* ENR Building Cost Index % Change Feb 2006 - Feb 2007 = 2.2%
** Assumed Average Annual Increase of 4.0% escalated to project midpoint in 2012.
*** Land and ROW includes current Greyhound site and NS property west of main line, but does not include property owned by NCDOT
**** Does not include enhancements at CTC of approximately $12 million
### Table 2.4-2 CGS Conceptual Cost Estimate Base Build Alternative

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</tr>
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<td>Land &amp; ROW ***</td>
<td>$ 1,500,000</td>
<td>$ 1,533,000</td>
<td>$ 1,865,129</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>$ 21,340,000</td>
<td>$ 21,809,480</td>
<td>$ 26,534,567</td>
</tr>
</tbody>
</table>

* ENR Building Cost Index % Change Feb 2006 - Feb 2007 = 2.2%

** Assumed Average Annual Increase of 4.0% escalated to project midpoint in 2012.

*** Land and ROW includes NS parcel west of the main line tracks, but does not include property owned by NCDOT
Mr. Keith Parker, CEO
Charlotte Area Transit System
600 E 4th Street
Charlotte NC 28202

Re: Charlotte Gateway Station

Dear Mr. Parker,

This letter serves as zoning verification for the above referenced properties which are all currently zoned Uptown Mixed Use District (UMUD). The City of Charlotte Planning Department has participated in discussions and reviewed plans for the development of the Charlotte Gateway Station.

The current plans indicate construction of a multimodal transportation center at the reference sites, which will include an Amtrak train station, a Greyhound depot, along with platforms and facilities to accommodate commuter rail, CATS buses and streetcar service.

All of the referenced parcels are anticipated to be rezoned as a Transit Oriented Development District (TOD) which is consistent with the area plan and allows all the uses proposed.

Please let me know if you have questions or if I can provide any additional information.

Sincerely,

[Signature]
Kathrina J. Young
Zoning Administrator
Mr. David J. Carol  
Sr. Project Manager  
North Corridor Commuter Rail  
Charlotte Area Transportation System  
600 East 4th Street  
Charlotte, NC 28202  

Dear Mr. Carol:

This letter is intended to consolidate a series of communications about environmental documentation for the proposed new passenger railroad station on the west side of Charlotte, NC.

The Federal Railroad Administration (FRA) has supported the basic location of the proposed railroad passenger station on the west side of Charlotte, NC for a number of years. The FRA included this station in our Technical Monograph: Transportation Planning for the Richmond-Charlotte Railroad Corridor, published in January, 2004. Integrating all proposed commuter intercity passenger rail services, and projected growth rail freight services on the tracks through the proposed station area presents a complex challenge. FRA is committed to working with the Charlotte Area Transportation System, North Carolina Department of Transportation and the Federal Transit Administration to address this challenge in a way that maximizes performance levels of all forms of rail transportation.

The FRA has no objections to completing the environmental documentation for the proposed Charlotte, NC passenger station, as long as it is recognized that there may be changes to the track and platform configuration in the vicinity of the new station, which might cause intercity passengers to walk a slightly greater distance (perhaps 20 - 60 feet) from the station facilities to the trains. FRA does not anticipate any meaningful impact differences from potential changes as to which track may be a freight track or a passenger track; there will be tracks and platforms on the west side of the new station in any case.

Sincerely,

Mark E. Yanchmitz  
Associate Administrator  
for Railroad Development
March 4, 2008

Chris M. Lloyd
PB Americas, Inc
121 West Trade Street, Suite 1950
Charlotte, NC 28202

Re: CATS North Corridor Commuter Rail and Charlotte Gateway Station, Supplement Effects Evaluations, Mecklenburg County, ER 06-1956

Dear Mr. Lloyd:

Thank you for your January 24, 2008 letter containing the above referenced document and for Frances Alexander and you meeting with us on February 13, 2008 to review the document in greater detail. As discussed with you at the meeting, we also met on February 15, 2008 with Allan Paul of the North Carolina Department of Transportation’s Rail Division to clarify several elements of the project and the various agencies responsibilities.

Based on the information in the supplemental effects evaluation, our meetings with CATS and NCDOT, and a follow-up email from Ms. Alexander, we concur with the findings of effect as summarized on Table 6 “Summary Table Recommended Evaluations of Effect,” pages 41-42 with the following exceptions.

210. Southern Railway Bridge – new bridge over West Sixth Street: While an adverse effect, CATS is not responsible for this undertaking. Rather, NCDOT will need to consult with us about the effect of the removal of the bridge and the 4(f) taking. This same comment applies to the effect of bridge removal on the Fourth Ward Historic District (#212) as well as what NCDOT will do with the listed property they have already purchased within the National Register-listed Fourth Ward Historic District, using state funds.

We have reservations about the effect of the Gateway Station on the Fourth Ward Historic District (#212), Virginia Paper Company Warehouse (#215), and the (former) US Post Office (#216). While the station may not have a direct physical effect on these historic properties, there are likely to be long-term indirect and cumulative effects that will put the buildings at a risk of demolition. If documentation on these potential effects is available, we would like to review it.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation’s Regulations for Compliance with Section 106 codified at 36 CFR Part 800.
Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

Peter Sandbeck

cc: Allan Paul, NCDOT/Rails
    Frances Alexander