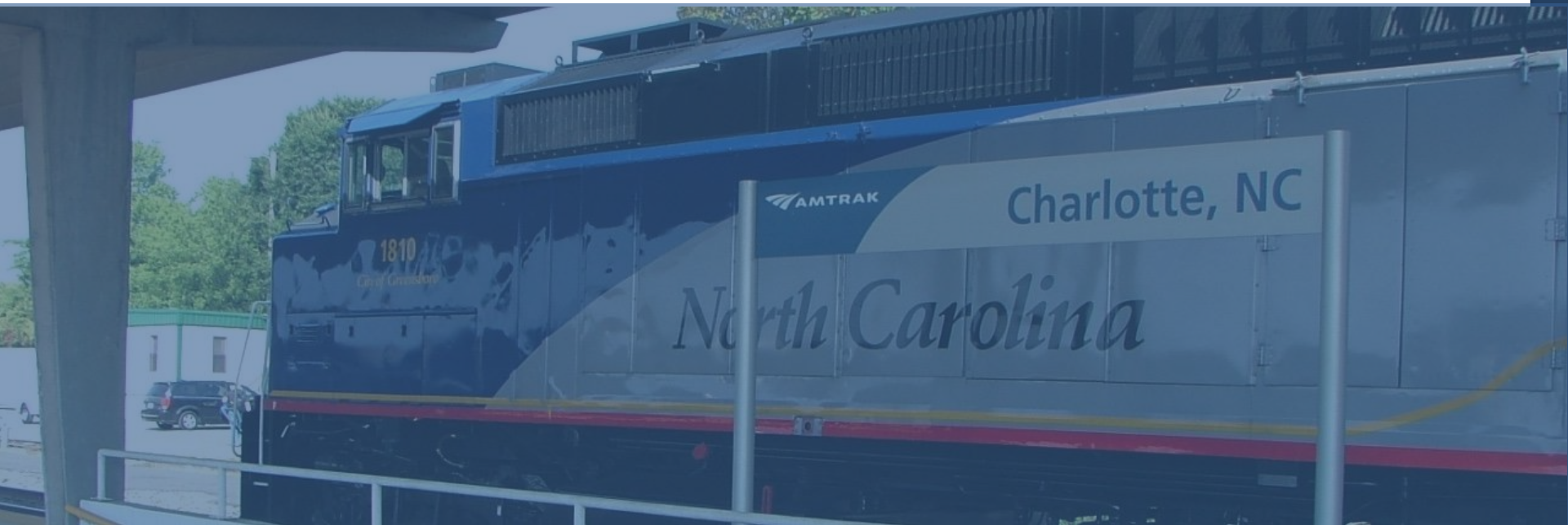
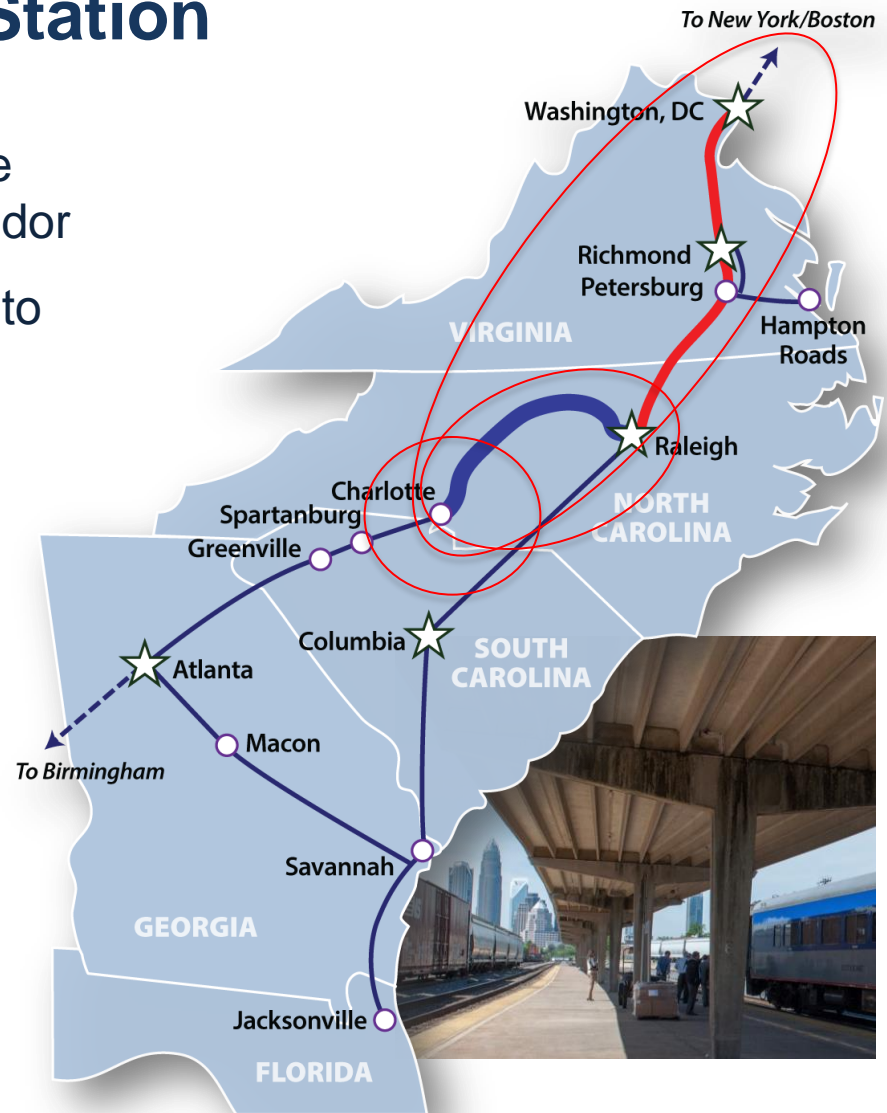


# Charlotte Gateway Station (CGS) Project Update



# InterCity Rail, Charlotte Station

- Southern end of the first phase of the federally-designated Southeast Corridor
- Southern “bookend” of the Charlotte to Raleigh Piedmont Corridor
- Busiest station in NC – 184,911 got on or off trains here in 2015
- Eight trains daily – expanding to 12 by 2017
- Direct routes to New Orleans and Atlanta in the Southeast and Washington, DC and New York in the Northeast



*Southern Railway Station  
Built 1905 – Torn Down 1962*





## Project Objective:

- Improve regional and local transportation system and services
- Leverage publicly controlled property to facilitate further economic development



## The Missing Link – an InterCity Station at the Right Location

**For 26 years, North Carolina's Amtrak has operated from a structure built in 1962. The location itself and the building are both inadequate:**

- 5,100 sf waiting room – too small and is often overcrowded; substandard baggage handling
- Approx. two miles from Uptown – poor access, especially for pedestrians; limited transit connection—one bus route
- Station tracks also serve as Mainline freight tracks – impact on NS operations (40 trains/day – expected to increase due to Airport Intermodal terminal)
- Inadequate parking, access and circulation
- Prone to flooding



- 
- Legend**
- \*CGS (NCDOT) Main Block
  - \*NCDOT-Owned Property
  - \*Greyhound
  - BB&T Ballpark
  - Romare Bearden Park
- \*Approximate Acreage Before Future Track Alignment**
- | NCDOT          |       |
|----------------|-------|
| A              | 3.75  |
| B              | 1.5   |
| C              | 2.88  |
| D              | 1.56  |
| E              | 1.29  |
| F              | 0.47  |
| G              | 1.8   |
| H              | 2.14  |
| J              | 2.35  |
| Total          | 17.74 |
| CGS Main Block |       |
| NCDOT C        |       |
| Greyhound      |       |
| Total          |       |
- Proposed Phase 2 CityLYNX Gold Line Alignment**
- Stoo
- Proposed LYNN Red Line**



# CHARLOTTE GATEWAY STATION



**Charlotte Gateway Station**



## Phase One – Track, Structures & Signals (TS&S)

- Five new bridges at West 4<sup>th</sup>, West Trade, West 5<sup>th</sup>, West 6<sup>th</sup> Streets & Cedar Street Connection
- Two 2,000 foot long station tracks paralleling Norfolk Southern mainline on NCDOT-owned right-of-way
- Concourse
- Greyhound Reconfiguration
- Separates passenger from freight operations
- Signal Construction
- Includes connector track to Charlotte Locomotive and Railcar Maintenance Facility
- Area will accommodate future third station track

### **Conceptual Cost Estimate: \$70,000,000**

- **Federal \$25,000,000**
- **State and Local TBD**
- **STI Process TBD**
- **MPO Federal Funding TBD**
- **CIP Request TBD**



## Phase Two – Interim Station, Platform and Canopy

### **Interim Intercity Passenger Rail Station:**

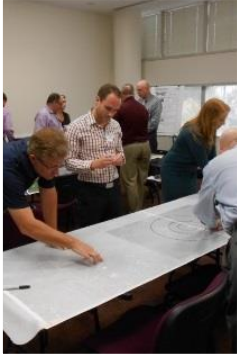
- New 10,000 sq. ft. building between Trade and 5<sup>th</sup> streets
- Immediately north of future CGS site
- Accommodate 200 seated passengers, 185 parking spaces
- Adequate functional space for day-to-day operations

### **Permanent Platform and Canopy:**

- 1,200 foot long elevated, ADA compliant, level boarding center island platform
- Accommodates current as well as next generation train sets
- 600 foot long canopy

**Conceptual Cost Estimate: \$20-\$25,000,000**  
No Funding or Financing Currently Identified

# Study Goals



Communicate  
the vision



Establish the long-term  
vision for the district...  
...but support near-term  
implementation



Further define the  
western edge of  
Uptown



Create a gateway  
destination

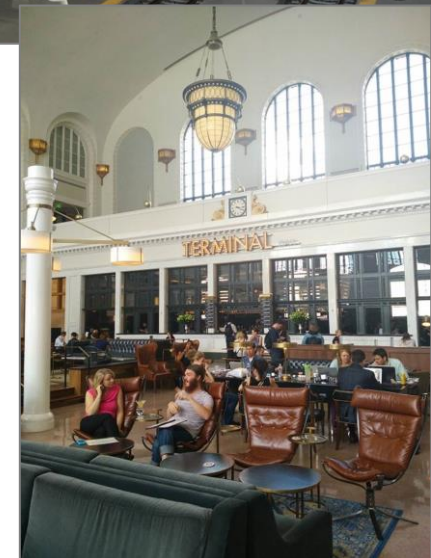


Leverage public property to  
facilitate mixed use  
development



# Denver, Colorado

- Existing Union Station built in 1881
- Remodeled in 1914 – well located but needed master planning and land uses to redevelop station into multimodal and TOD
- Implemented by 4 public entities and a private partner – 14 years in the making from acquisition of property to opening
- 9 different federal, state and local funding sources totaled approx. \$480M-\$500M
- **Strategy paying off:** New development of approximately \$2B in office, retail, hotel and residential





Denver/DUS





# CHARLOTTE GATEWAY STATION

Denver/DUS



Denver/DUS

