



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

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TO: BOARD OF DIRECTORS

THROUGH: PHILLIP A. WASHINGTON *PAW*
CHIEF EXECUTIVE OFFICER

FROM: THERESE McMILLAN *TMc*
CHIEF PLANNING OFFICER

SUBJECT: UNION STATION BIKE HUB

ISSUE

In February 2017, the Board approved increasing the life of project budget for the Union Station Bike Hub. At the Finance and Budget and Planning and Programming committees staff received several inquiries from the Board. Director Solis inquired about the cost associated with designing the Bike Hub on the historic side of Union Station. Director Najarian asked whether other designs were considered for the Bike Hub. Lastly, Director Garcia inquired about Bike Share interoperability with other systems. Below are responses to these inquiries.

DISCUSSION

Built in 1939, Union Station is on the National Register of Historic Places. Metro is charged with maintaining its historical integrity. As such, Metro Union Station management and its contractor, Morlin Asset Management (Morlin), was actively involved in the design of the Metro Bike Hub, ensuring that the facility is visually compatible, yet distinct, and that it does not disrupt views of the historic Union Station from the front of the building. Additionally, care was taken to design a facility that may be relocated to accommodate elements of the Union Station Master Plan as they come to fruition. The following are responses to specific issues raised regarding the design of the Bike Hub:

Q: Director Solis asked how much of the cost is related to meeting historical building requirements.

A: The full increase in LOP can arguably be attributed to the historic nature of locating the Bike Hub on the west side of Union Station. By relocating the Bike Hub from P1 to its current location, the Hub had to be designed in order to preserve the historic integrity of Union Station. Guidance set by the office of the Secretary of the Interior dictates that in order to not alter historic features, the Bike Hub needed to be freestanding. As such the Bike Hub was not only to be freestanding to avoid altering or adding to the existing building, but also to be set away from the breezeway so that it would read as completely separate from these features and maintain maximum space around them.

Q: Director Najarian asked that other design choices be explored to keep in line with the existing historic Spanish style.

A. The design of the bike hub is largely dictated by guidance set by the office of the Secretary of the Interior. In addition, we also needed to accommodate the Metro branding of the hub network. Due to relocation of the Bike Hub to the historic section of Union Station, standards state that new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. This was accomplished by employing a subdued contemporary idiom that does not mimic the materials or construction of Union Station and is meant to be subordinate through its simplicity and low profile. The building's height is the same as the roof ridge line of the adjacent breezeway, and the slope of the roof, too, is based on that of the breezeway roof. The footprint of the proposed building is within the length of the breezeway and North Pavilion, set back at the north end to the inner line of the chamfered corner of the pavilion. This setback was utilized to maintain the views so that the north façade of the Metro Bike Hub will be less visible when the historic pavilion is viewed from the west.

Q. Director Garcia asked that staff focus on integration of the two separate bike (share) programs in the county before other cities adopt their own programs.

A. At the July 2015 meeting, the Board passed Motion 22.1 outlining interoperability objectives aimed at addressing the customer experience between the two bike share systems currently in operation in Los Angeles County. One key method to achieving interoperability is integrating the systems through Metro's TAP. Staff is in the process of fully integrating Metro Bike Share with TAP as well as working with the Westside cities and Long Beach to achieve TAP integration.

NEXT STEPS

Staff will continue to coordinate with Morlin through the construction of the Bike Hub. The facility is expected to open in fall 2017