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February 28, 2014

TO: BOARD OF DIRECTORS

THROUGH: ARTHUR T. LEAHY *AL*
CHIEF EXECUTIVE OFFICER

FROM: MARTHA WELBORNE, FAIA *MW*
CHIEF PLANNING OFFICER

**SUBJECT: DIRECTOR BONIN MOTION ON USMP AND
SUSTAINABILITY**

ISSUE

At the October 24, 2013 meeting of the Metro Board of Directors, a motion from Director Bonin requested several actions and information pertaining to the Union Station Master Plan (USMP). This Board Box provides an update/information on each item.

DISCUSSION

Below is a response to each specific direction.

A. Adopt a goal of LEED-ND (Neighborhood Development) certification, at the level of Silver or higher, for the Union Station Master Plan;

Sustainability is one of the primary goals of the USMP. During the first task of the USMP process, data collection and programming, our consultant team developed 9 technical memoranda. One of the memos was dedicated to the range of sustainability options that are possible within the Master Plan framework and recommend a goal of LEED-ND certification for the USMP. LEED ND is a designation system for neighborhoods, or portions of neighborhoods, that emphasizes elements that bring buildings and infrastructure together and relates the neighborhood to its local and regional landscape. Now that we are in the final task of developing the USMP, we have taken the first step toward this certification and submitted an application to the US Green Building Council to prequalify the USMP with a goal of LEED ND at the silver level or higher. Buro Happold, the sustainability consultant for the USMP, is assisting with the certification process. In addition to LEED ND, we are examining other applicable sustainability measures, such as the Living Building Challenge and the Sustainable Sites Initiative.

- Additionally, our commitment to sustainability must begin prior to the implementation of USMP-identified projects. We are working closely with the Director of Union Station Property Management and Morlin Asset Management (the station's property managers) to identify projects in the current capital budget that will reflect our commitment to sustainability. We are currently studying sustainable approaches to bringing heating and air conditioning (HVAC) to the historic station.
- We are working with Metro's Environmental Compliance department to pre-qualify for a LEED EBOM (existing buildings, operations and maintenance) designation for the historic station.

B. Direct staff to report on LEED-ND feasibility options and costs;

Buro-Happold has reviewed feasibility costs and they estimate that LEED-ND certification will cost approximately \$31,750. This includes all application and pre-certification fees. In addition, the USMP budget includes \$44,000 to cover consulting costs for Buro Happold to prepare the necessary studies and certification materials. Total costs for LEED ND application are \$75,750.

C. Direct staff to apply for the technical assistance program offered in collaboration by the Environmental Protection Agency and/or other appropriate agencies when the application is released later this year;

Metro's Countywide Planning Department applied for, and in January 2014 was awarded, a technical assistance grant from Global Green, USA for the Union Station Master Plan. The grant provides sustainable design consultation with the help of the Environmental Protection Agency's Building Blocks for Sustainable Communities Program. Over the coming months, four sustainability experts will conduct site visits to Union Station and the surrounding neighborhoods. At the conclusion of the visit, the consultants will present to our team recommendations for both physical and policy changes, measured against the criteria necessary to obtain LEED-ND. Those findings, coupled with the work of our USMP sustainability consultants, will guide our efforts to achieve LEED-ND certification.

D. Direct staff to report on new development opportunities created by the east-west configuration. Report should include high-density and mixed-use options and the status of conserving and using air rights above the reconfigured tracks and elsewhere around the station site.

At the October Board meeting, the Board approved the basic approach for the USMP to include a new multi-modal concourse in an east-west configuration, and the relocation of Patsaouras Bus Plaza to the west of the property, in a north-south configuration. With this direction, the USMP has been studying development opportunities afforded by this layout of transit infrastructure. Sites identified for commercial development will be driven by transit orientation, their

contribution to overall placemaking, their impact on the historic station (minimizing impacts to viewsheds), and their sustainability in terms of access to natural light and ventilation. We will report on these development options to the Board in a workshop in June 2014, but we can provide the following information in response to the Motion based on studies to date:

- We are examining development scenarios that include a range of densities and programs. All of the programs include a mix of commercial, residential, cultural and potentially some educational/institutional uses.
- While we are planning for high density development on site, there are three key considerations with respect to density:
 1. We are committed to protecting the historic character of the station, which requires preserving viewsheds and stepping back development heights, which will impact the density we can achieve on the west side of the property;
 2. We will plan for high density but ultimately the market demand for commercial development and the rents that can be commanded at the site will determine the density level that is supported.
 3. Location of private development should not unduly restrict our ability to meet the transit needs of the station both now and in the future.
- We are not recommending development directly above the rail yard, for the following reasons:
 - We do not want to preclude future expansion of conventional or light rail. Based on the existing constraints on the yard, expansion of rail (other than the anticipated SCRIP, Southern California Regional Interconnector Project) will likely occur above the rail yard.
 - The infrastructure to allow building construction above the rail yard is extremely costly and would likely have to be engineered and installed at the time of the track reconfiguration, most likely during the SCRIP project. This would create considerable costs at Metro's expense, and would require a significant amount of guesswork as we do not currently have specific developments to dictate the necessary engineering and infrastructure.
 - Based on a market study for the commercial development prospects of the station, it is not likely that the residual land values of development parcels above the rail yard will justify the significant cost to develop over the rail yard (in terms of infrastructure to create the development costs and the sheer difficulty of the construction process over an existing operating rail yard). These costs would have to be subsidized, likely by Metro.

NEXT STEPS

We will hold a workshop with the Board in June 2014 to share progress on the USMP, including:

- Further conceptual design of the transit components approved in October 2013;
- An approach to development across the site, including potential densities and development programs;
- Preliminary cost estimates for the USMP components;
- Phasing plans for implementation.

If you have further questions or wish for additional clarification, please contact Jenna Hornstock, Deputy Executive Officer, at (213) 922-7437 or hornstockj@metro.net