City Council Retreat
May 29, 2013
Agenda

- Facility Planning Update
  - Multimodal Center Addendum Study

- Phase I: 25% Design Update

- Items Requiring Future Discussion:
  - Operational Control of the Facility
  - Design and Development Lead
  - Guiding Principles and Values for the design of outstanding program elements
  - Phasing Proposal and Funding Scenario for Phase I Implementation
Background

- The Multi-Modal Center Report (MTC) completed in 2010, proposed a multimodal facility containing:
  - Intercity passenger rail
  - Southeast High Speed Rail
  - Regional commuter rail,
  - Local light rail,
  - Commercial bus service,
  - Regional and local bus service,
  - Taxi,
  - Bicycles, and
  - Pedestrians.

- Recent development, changes in partner agencies’ plans, and the TIGER grant award have necessitated a redesign/relocation of virtually every mode
Evolution of Concept

2010 Master Plan

Current Plan Elements
Southeast High Speed Rail Platform

2010 Master Plan

Current Plan Elements
Amtrak Passenger Rail Platform

2010 Master Plan

Current Plan Elements
Commuter Rail Platform

2010 Master Plan

Current Plan Elements
Light Rail Platform

2010 Master Plan

Current Plan Elements
Grand Waiting Hall
Local Bus Facility

2010 Master Plan

Current Plan Elements
Parking

2010 Master Plan

Current Plan Elements
Transit Agency Offices

2010 Master Plan

Current Plan Elements
Drop-Off Circle

2010 Master Plan

Current Plan Elements
Public Plaza

2010 Master Plan

Current Plan Elements
Purpose and Scope

- Developed in response to TIGER IV Grant Award, TTA Alternatives Analysis, and Adjacent Development
- Systematic Evaluation of the 21 sites included in the original MTC report
- Focuses efforts of further study by consultants/experts
• Connections to Bus
• Parking
• Connections to Light Rail
Connections to Bus

- Identified priorities
- Developed baseline functional criteria
- Conducted preliminary evaluation of 21 sites/ concept evaluation with a weighted qualitative scale
- Final development and evaluation of preferred sites with a non-weighted scale:
  - Neighborhood and Environment
  - Transportation Coordination Issues
  - Site utilization Issues
  - Site Acquisition Issues
  - Facility Functional Criteria
Connections to Bus
Connections to Bus

Observations:
- Existing Moore Square Station cannot meet current bus load

- Retrofit of existing Moore Square Station cannot meet future loads as currently proposed*

- No individual site in study area can meet the functional needs of a joint bus facility (commercial regional/local )

- Some sites offer the opportunity for vertical development, phased implementation, and joint development
Parking Strategy

- Evaluated 7 sites
- Developed conceptual/functional diagrams
- As with the Bus Facility Study, the site evaluation criteria included:
  - Neighborhood and Environment
  - Transportation Coordination Issues
  - Site Utilization Issues
  - Site Acquisitions
  - Facility Functional Criteria
Parking Strategy
Parking Strategy

Observations:
- Meeting the parking load on any one site precludes any mixed use development on that site
- Many sites would require significant additional infrastructure to make them viable
- Many TOD best practices could facilitate development in the area while meeting parking goals:
  - Scattered site approach
  - Incremental Implementation
  - Shared-Use Parking
  - Public-Private Partnership
Connections to Light Rail
Morgan Street Option
Connections to Light Rail

Observations:

• Light Rail option on Morgan Street is not proximate to the Viaduct Building

• Light Rail option on Hargett Street would appear to impact surrounding properties and vehicular traffic patterns yet may provide ability to connect into a multimodal facility

• There is not enough information to fully evaluate the Hargett Street concept
Summary Findings

• The remaining land in public ownership is not sufficient to fit all of the remaining program elements.

• A vertical approach (stacking elements) allows flexibility in development, mixed-use components, and the opportunity for Public/Private Partnerships.

• Re-evaluation of program elements or purchase of additional land will be essential to the success of the Union Station Complex.
Recommendations

- Continue with Phase I Implementation of Union Station allowing for flexibility in the design to facilitate future connections

- Re-evaluate program requirements:
  - Continue work on Bus Facilities Master Plan
  - Begin Parking Study
  - Continue work with Triangle Transit to include Hargrett Street concept in the Alternatives Analysis

- Develop proposals for funding, phasing, and public-private partnership strategies
# Implementation & Next Steps

<table>
<thead>
<tr>
<th>Ongoing Implementations</th>
<th>Status</th>
<th>Comment</th>
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<tbody>
<tr>
<td><strong>Recommendations from 2010 MTC Report</strong></td>
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<tr>
<td>City of Raleigh (COR) enters into an Inter-Local Agreement/MOU to obtain site control to design, build, and operate the Raleigh Union Station</td>
<td>Underway</td>
<td>TTA and COR placed negotiations on hold when NCDOT began feasibility study of incorporating Viaduct Building into Union Station Complex</td>
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<td>City of Raleigh creates a new entity to oversee and perform these tasks</td>
<td>Not Pursued</td>
<td>No plans for such an entity have been created.</td>
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<tr>
<td>Initiate and manage Phase 0 – Environmental Clearance and Preliminary Engineering</td>
<td>Underway</td>
<td>Under the direction and funding of NCDOT, the Environmental Assessment for the Viaduct Building and trackwork has begun. FONS1 expected by December 2012.</td>
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<td>Locate and obtain funding sources and determine if the currently proposed half-cent sales tax funds can be applied to this project</td>
<td>Underway</td>
<td>City successfully partnered with NCDOT and TTA on a TIGER grant. Initiation and support use of sales tax funds on future phases of Union Station. Sales tax referendum was not on ballot for Fall 2012.</td>
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<td>Develop a public input strategy</td>
<td>On Hold</td>
<td>Until funding is secured, plans for a public input strategy will remain on hold.</td>
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<tr>
<td>Proceed with facility development</td>
<td>On Hold</td>
<td>Until funding is secured and leadership role created, facility development will remain on hold. Rail improvements associated with TIGER IV funds will continue.</td>
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What course of action should the City pursue with respect to Union Station implementation?

How do you prioritize the needs of transit users vs. the opportunities for private development?