



City Council Retreat
May 29, 2013



Planning and Development

Agenda

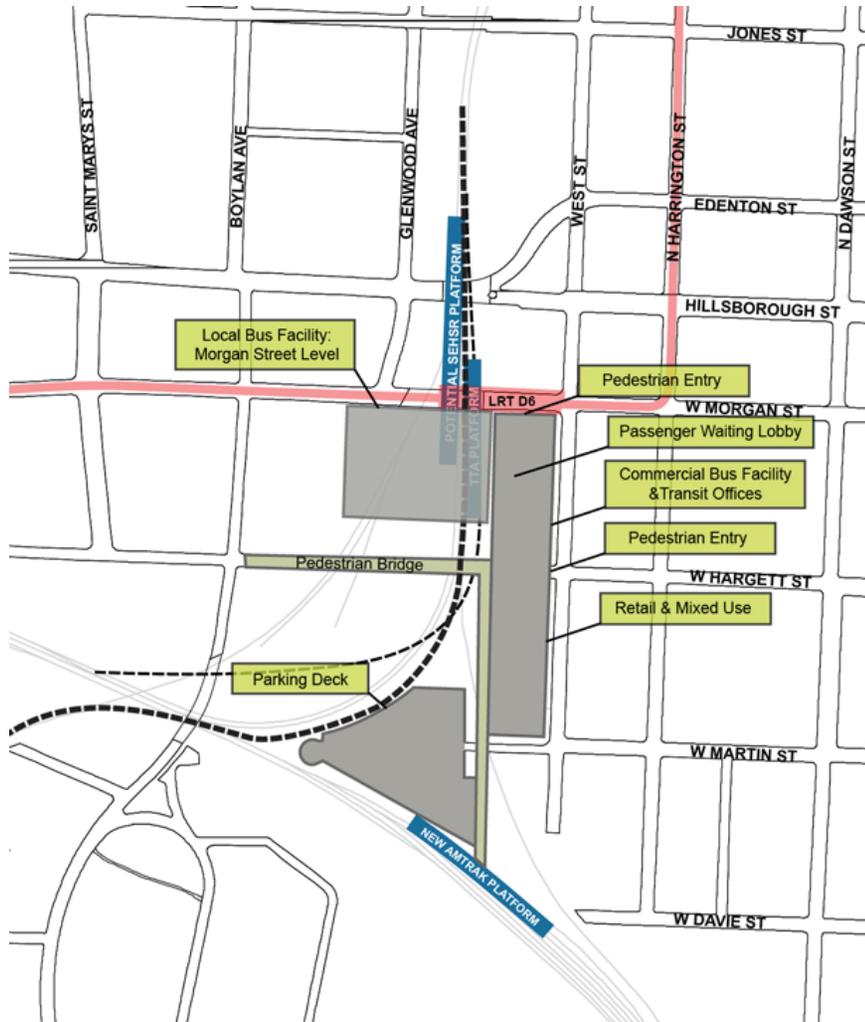
- Facility Planning Update
 - Multimodal Center Addendum Study
- Phase I: 25% Design Update
- Items Requiring Future Discussion:
 - Operational Control of the Facility
 - Design and Development Lead
 - Guiding Principles and Values for the design of outstanding program elements
 - Phasing Proposal and Funding Scenario for Phase I Implementation



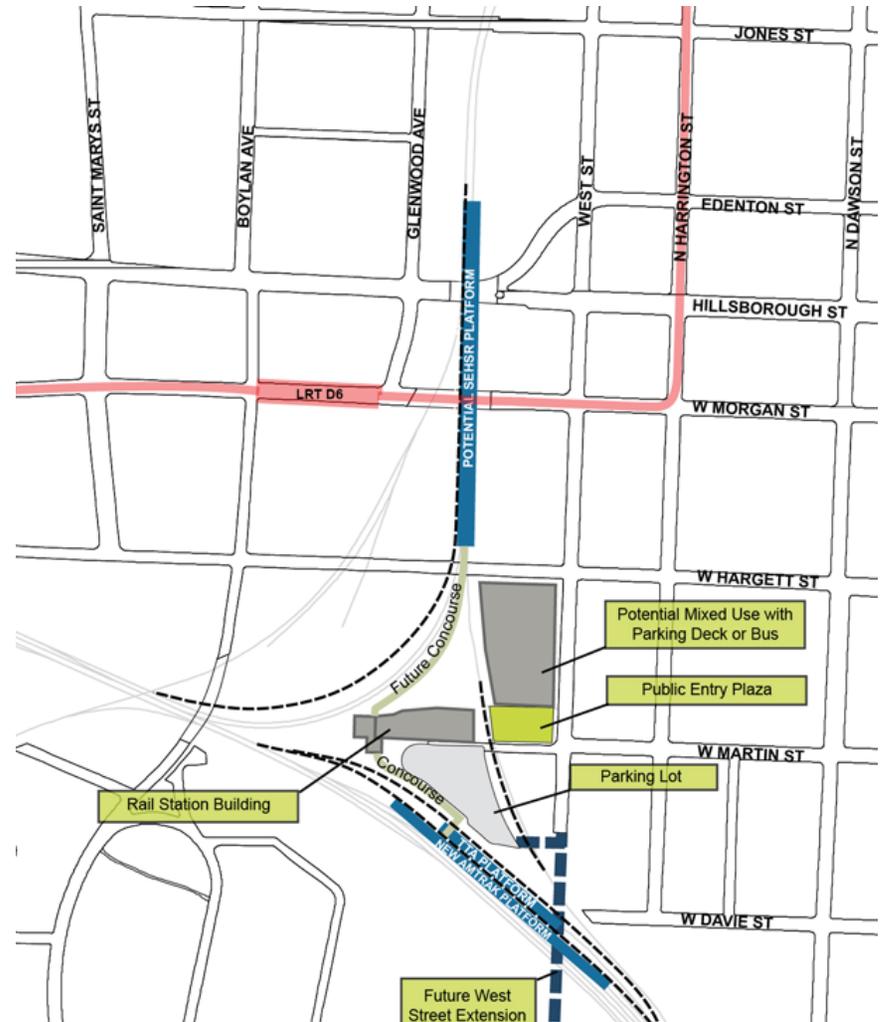
Background

- 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

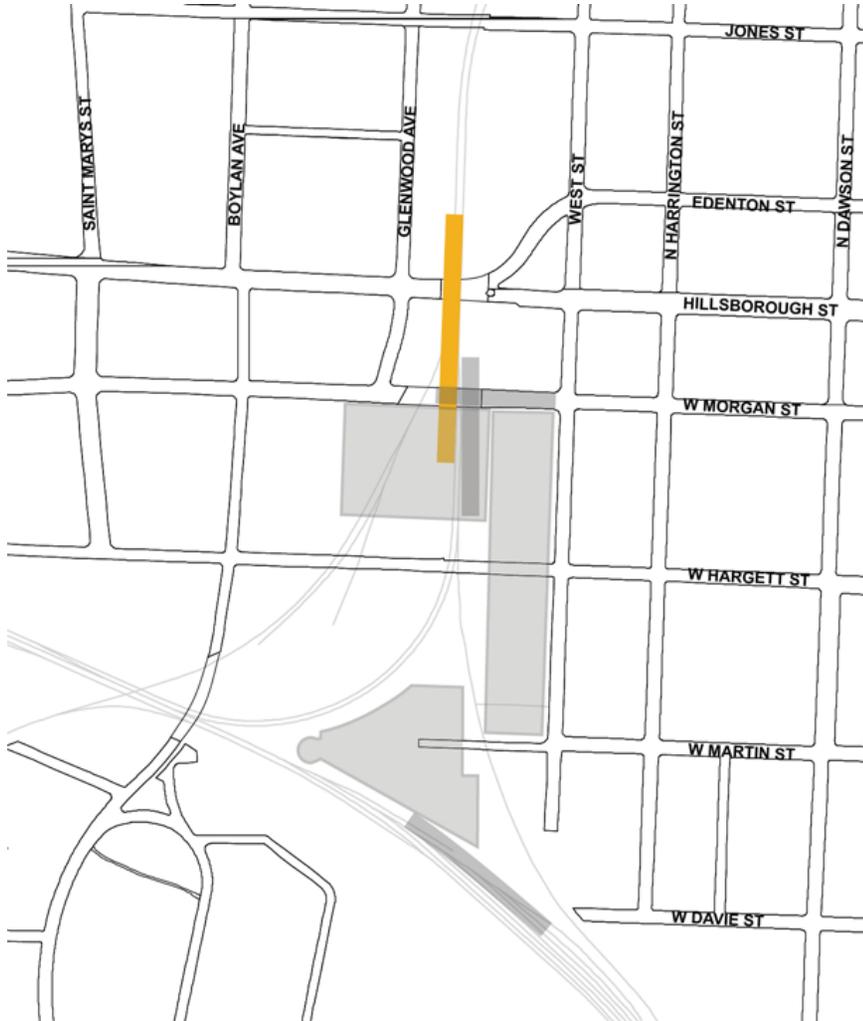


2010 Master Plan

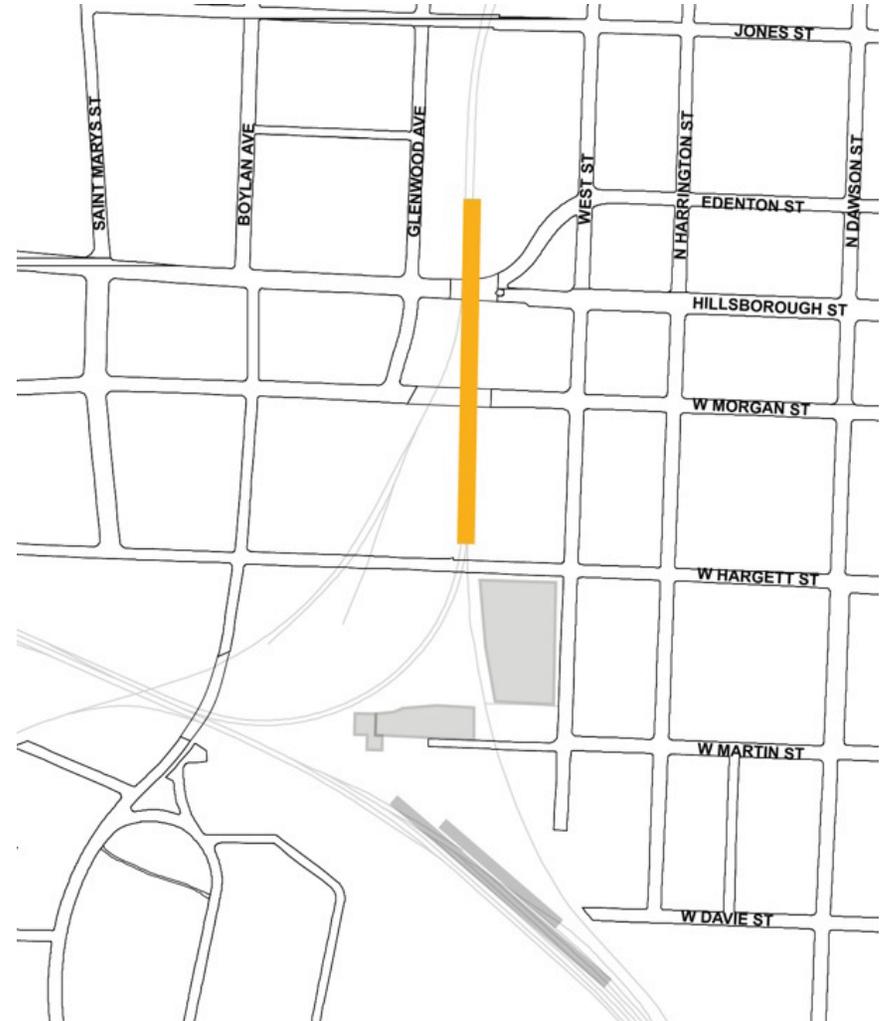


Current Plan Elements

Southeast High Speed Rail Platform

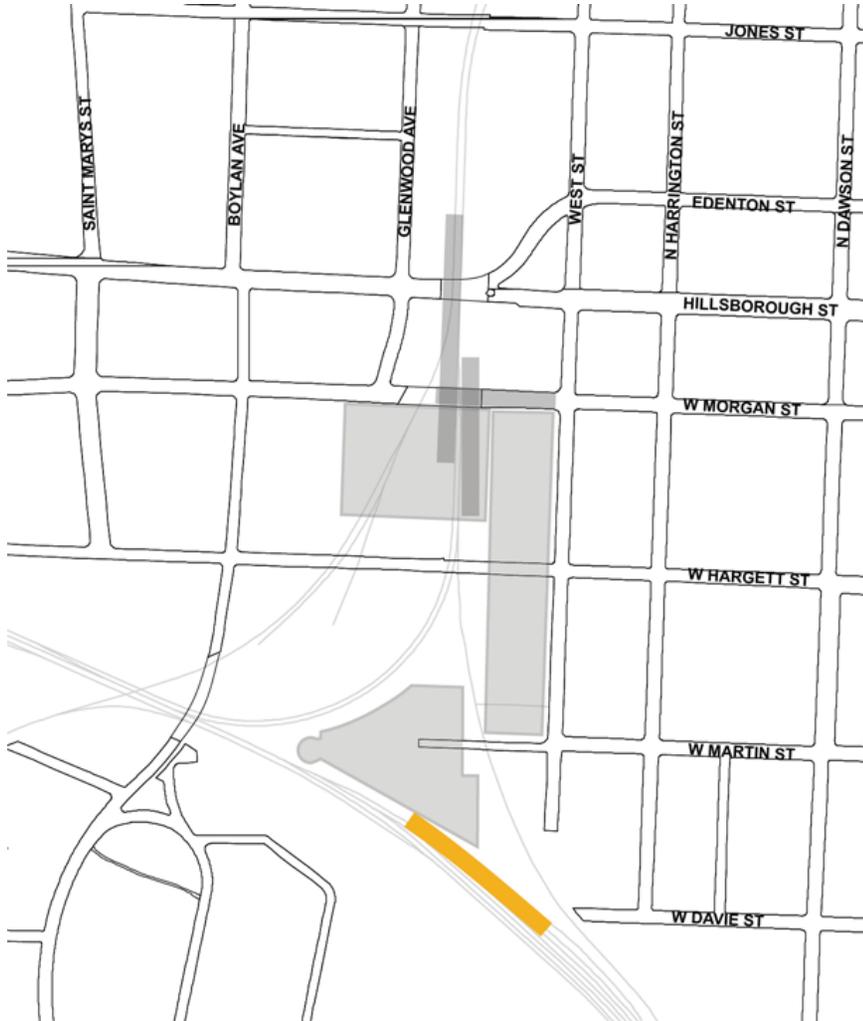


2010 Master Plan

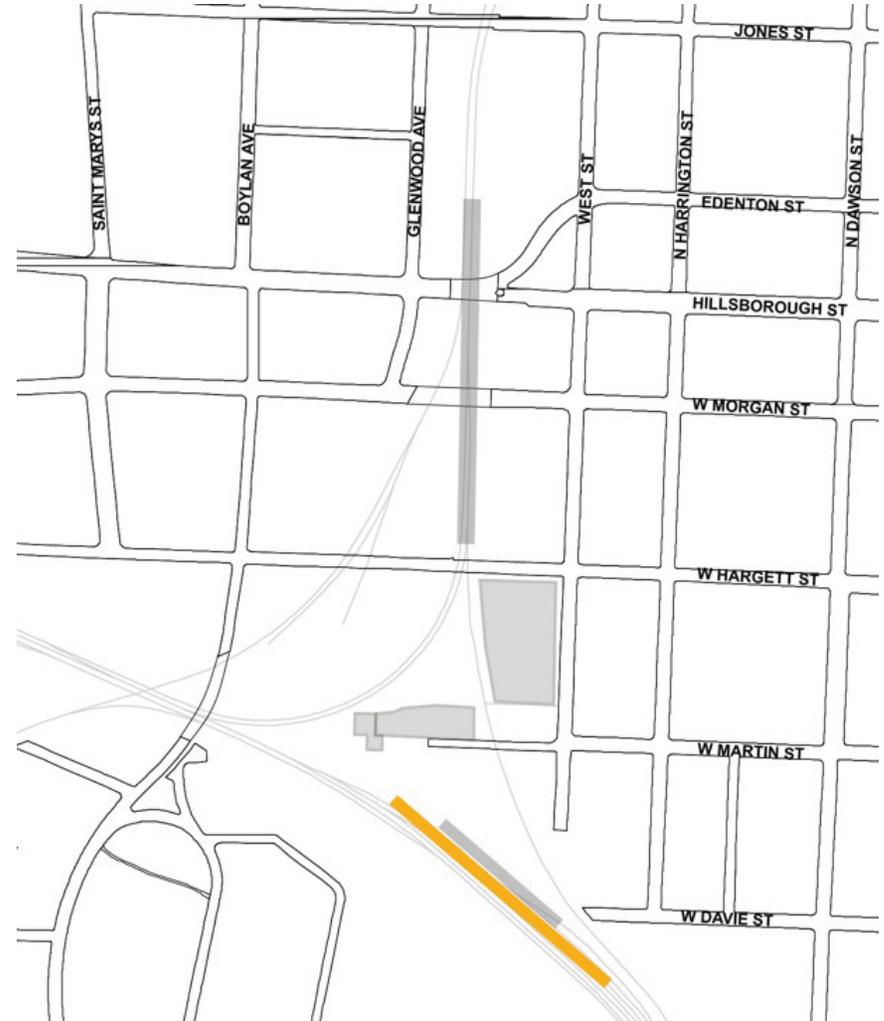


Current Plan Elements

Amtrak Passenger Rail Platform

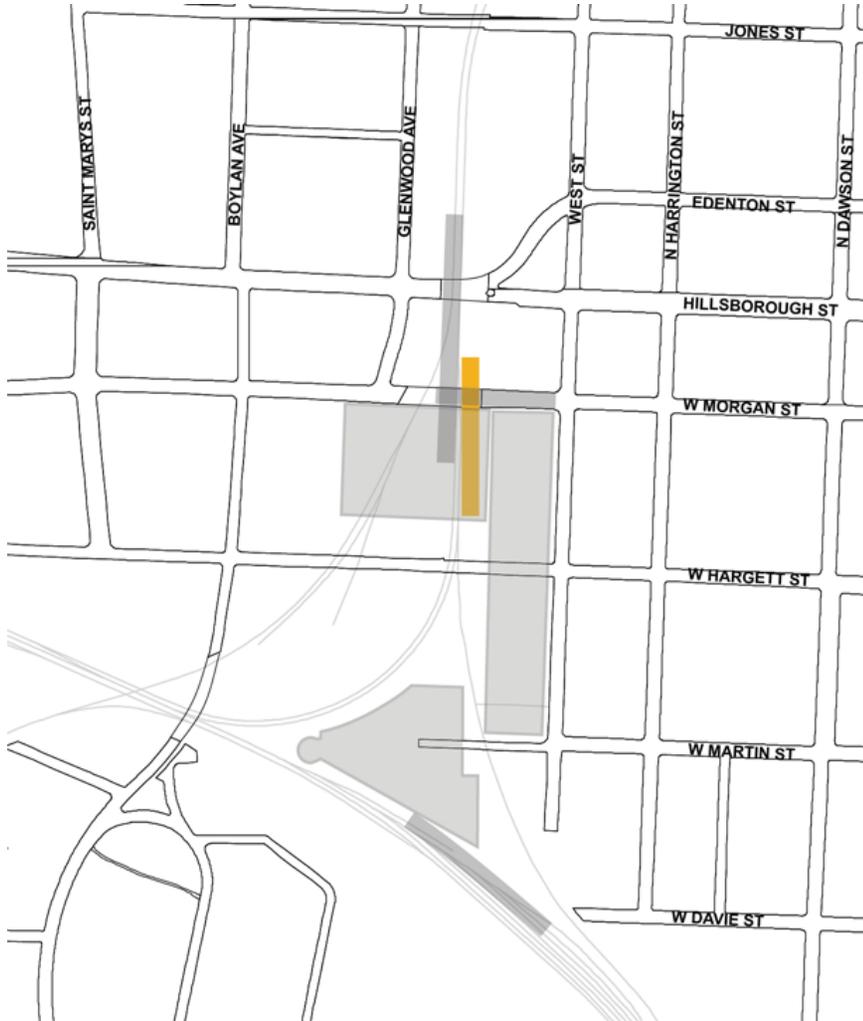


2010 Master Plan

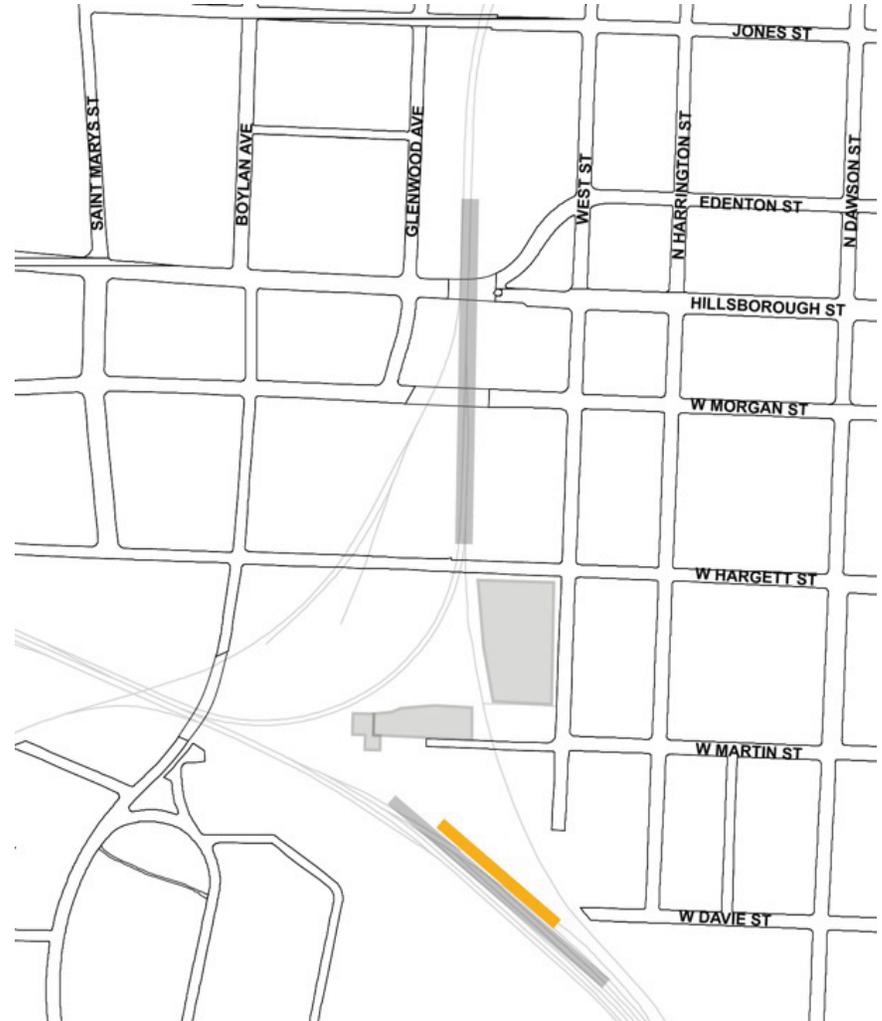


Current Plan Elements

Commuter Rail Platform

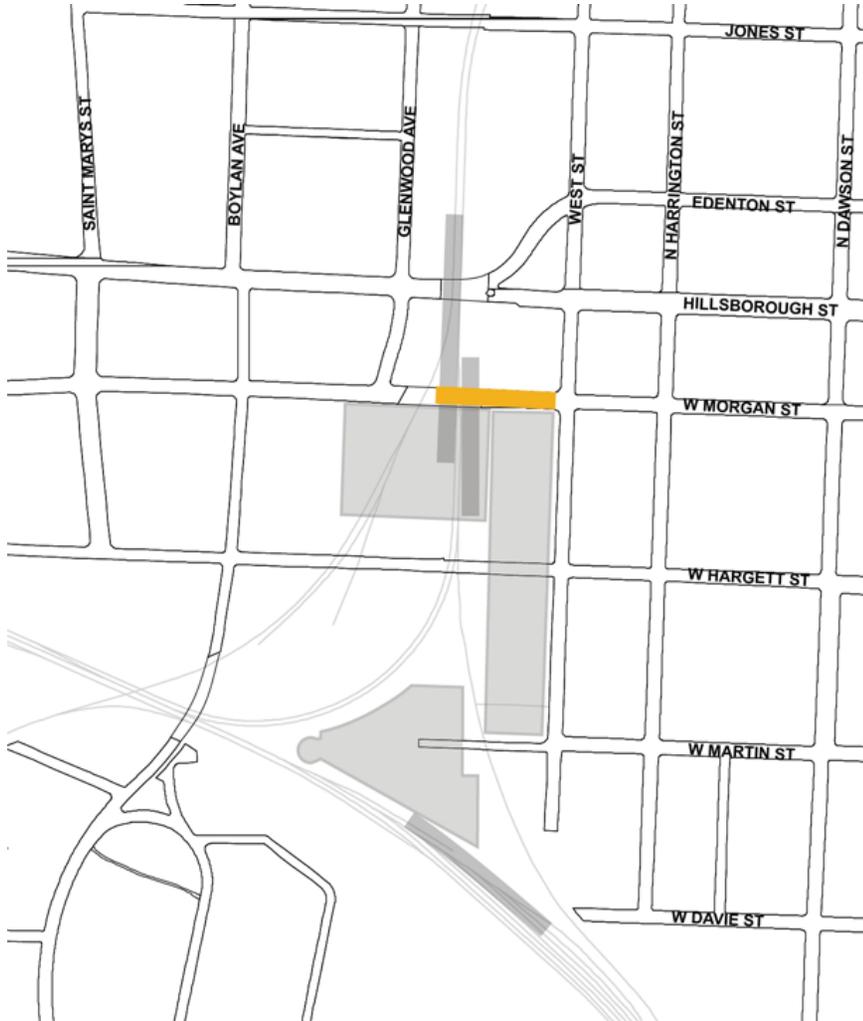


2010 Master Plan

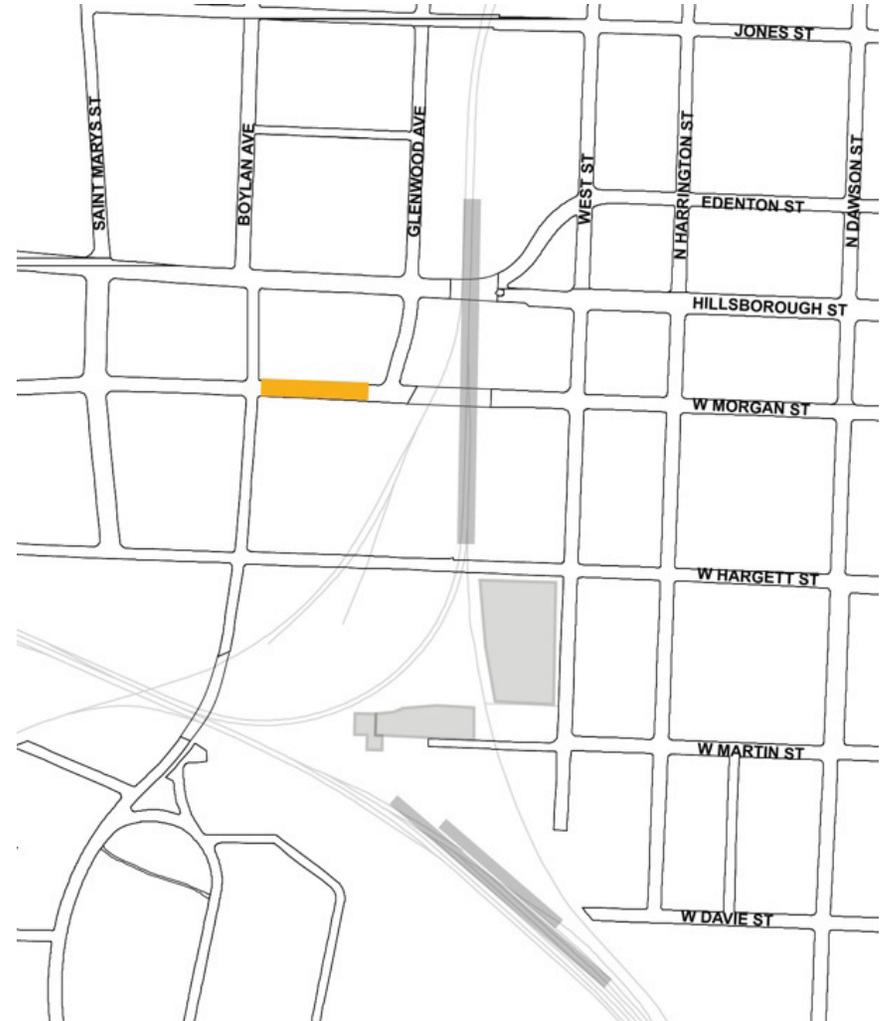


Current Plan Elements

Light Rail Platform

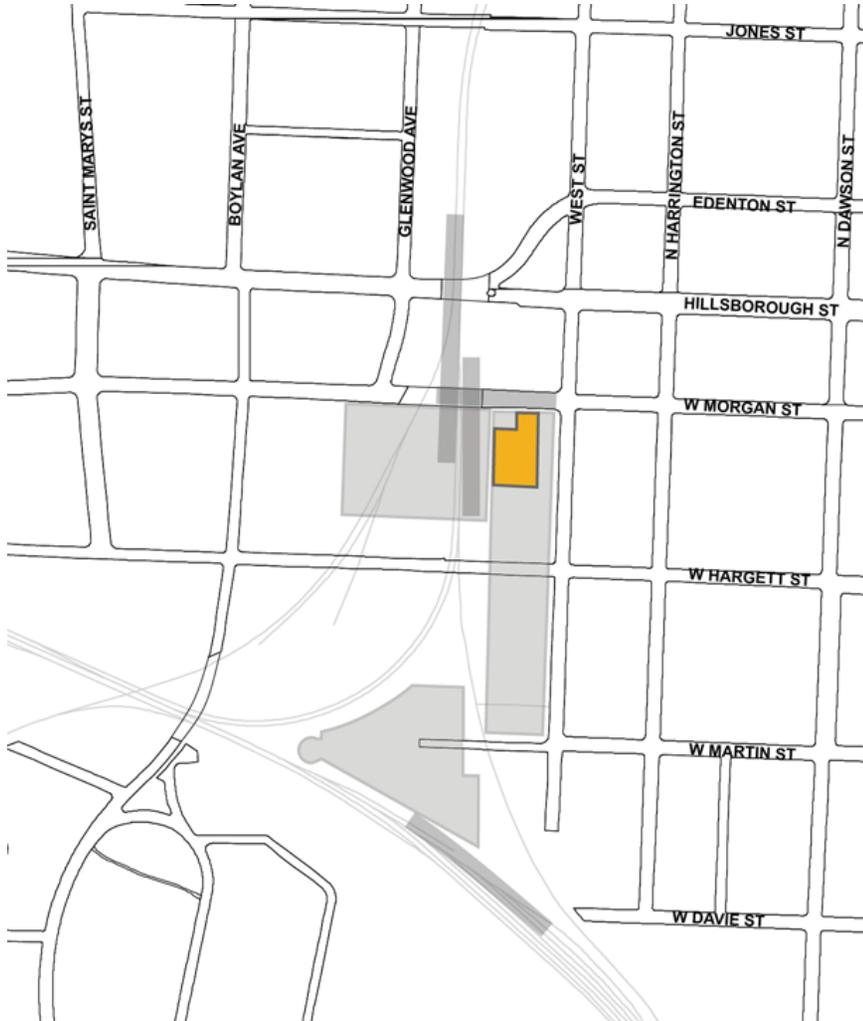


2010 Master Plan

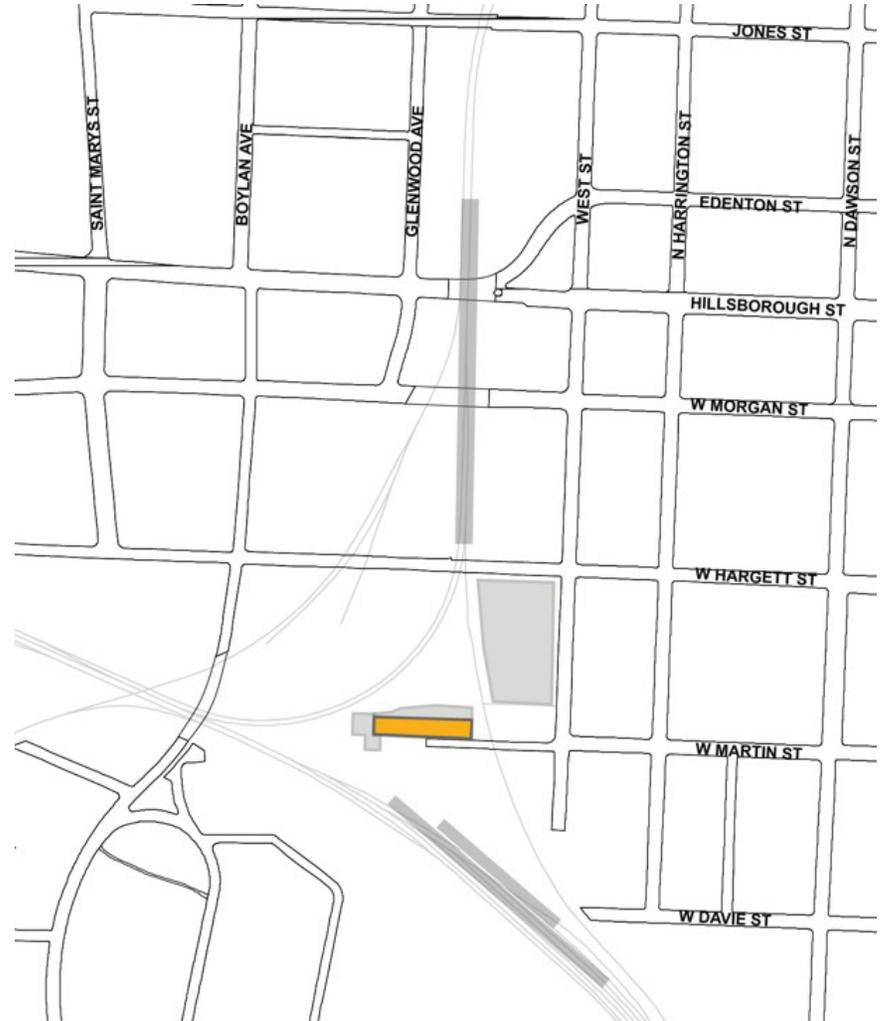


Current Plan Elements

Grand Waiting Hall

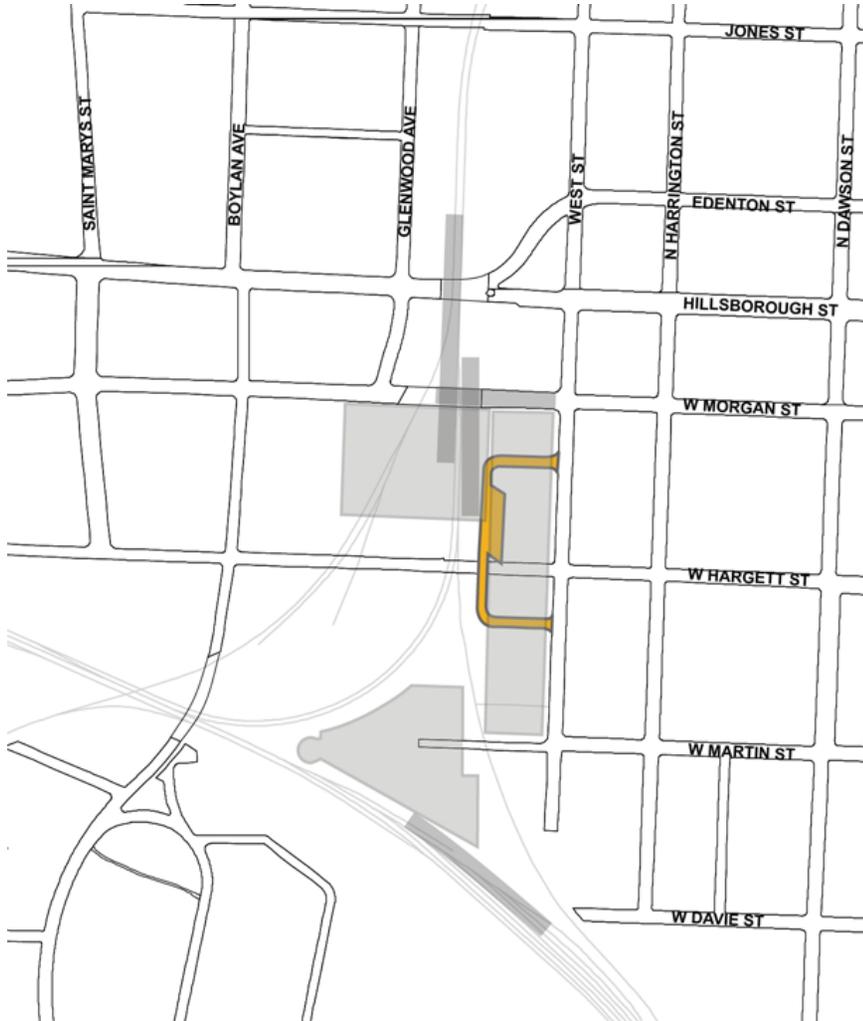


2010 Master Plan

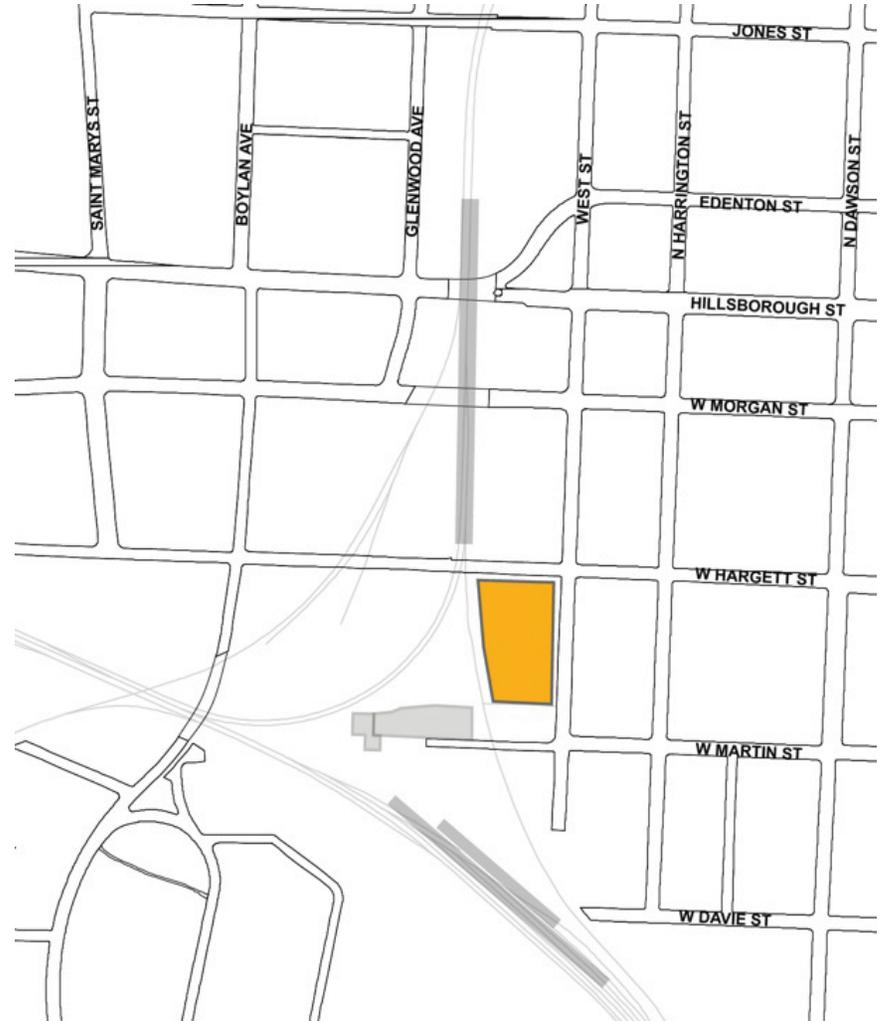


Current Plan Elements

Commercial Bus Facility

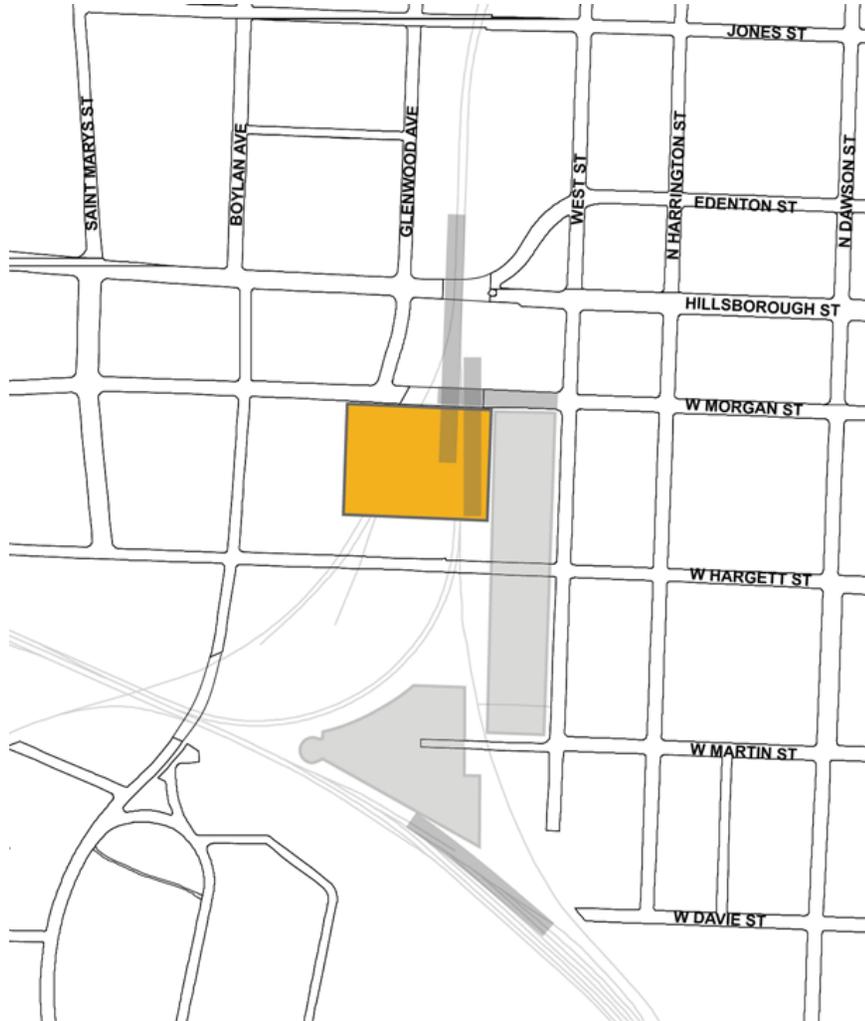


2010 Master Plan



Current Plan Elements

Local Bus Facility

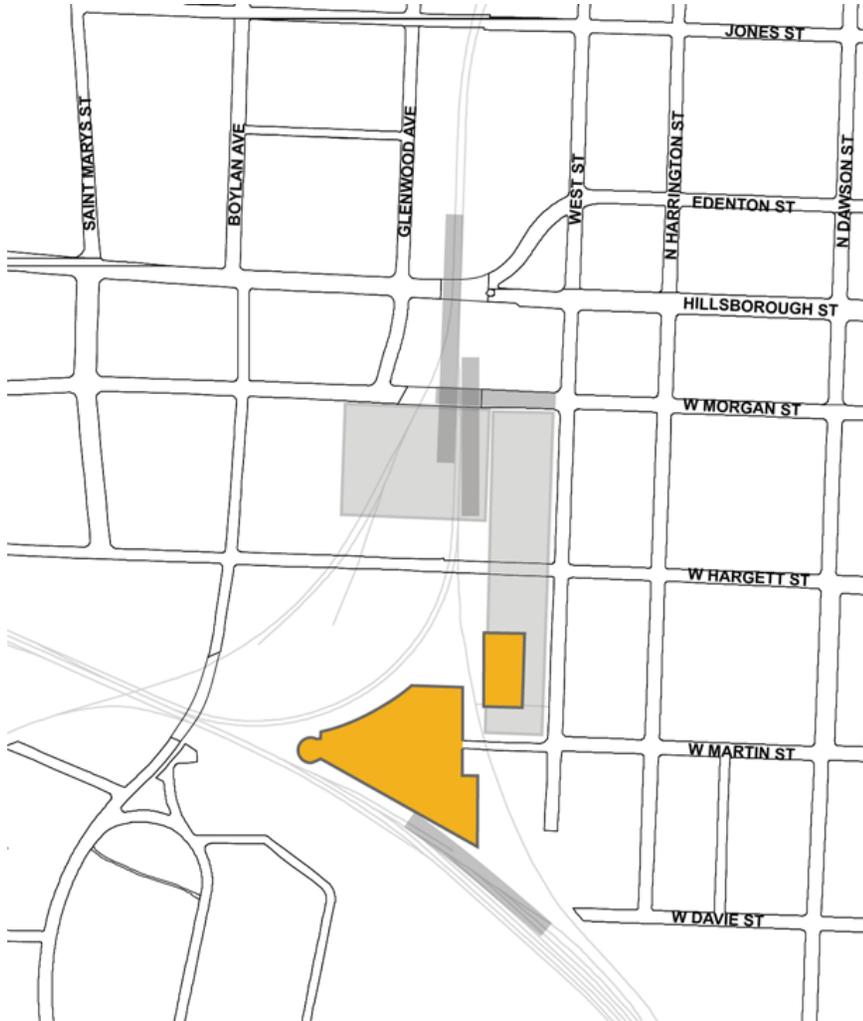


2010 Master Plan



Current Plan Elements

Parking

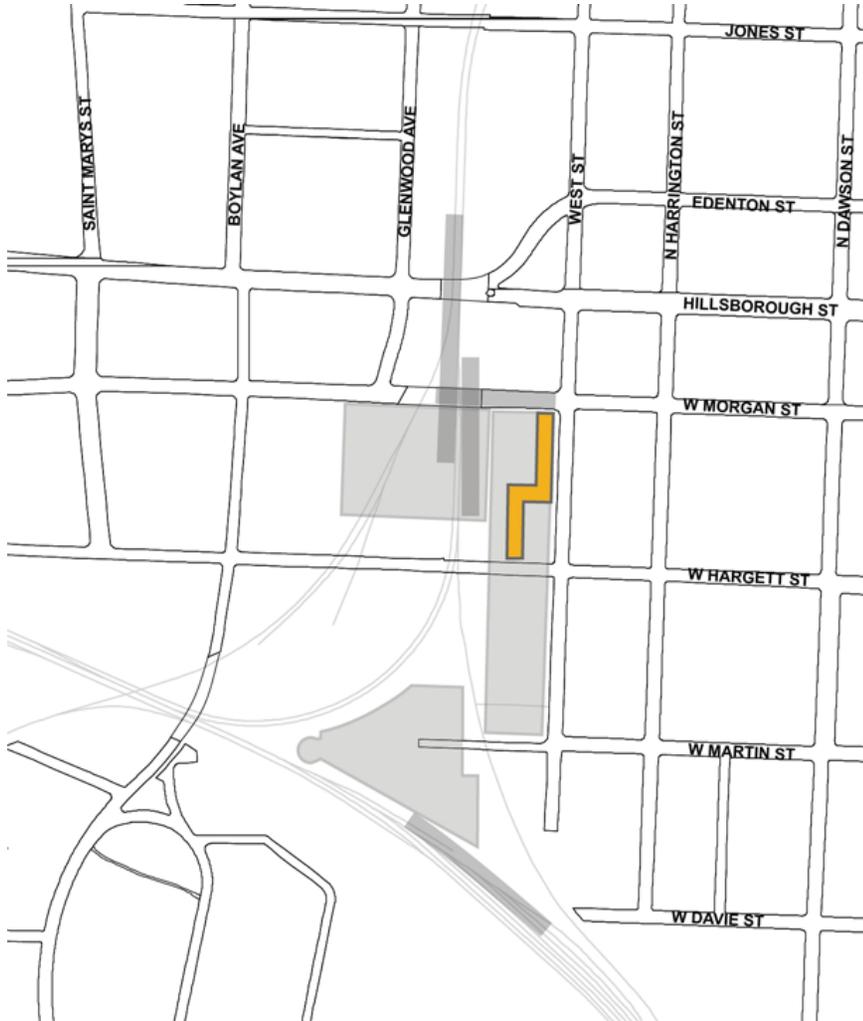


2010 Master Plan

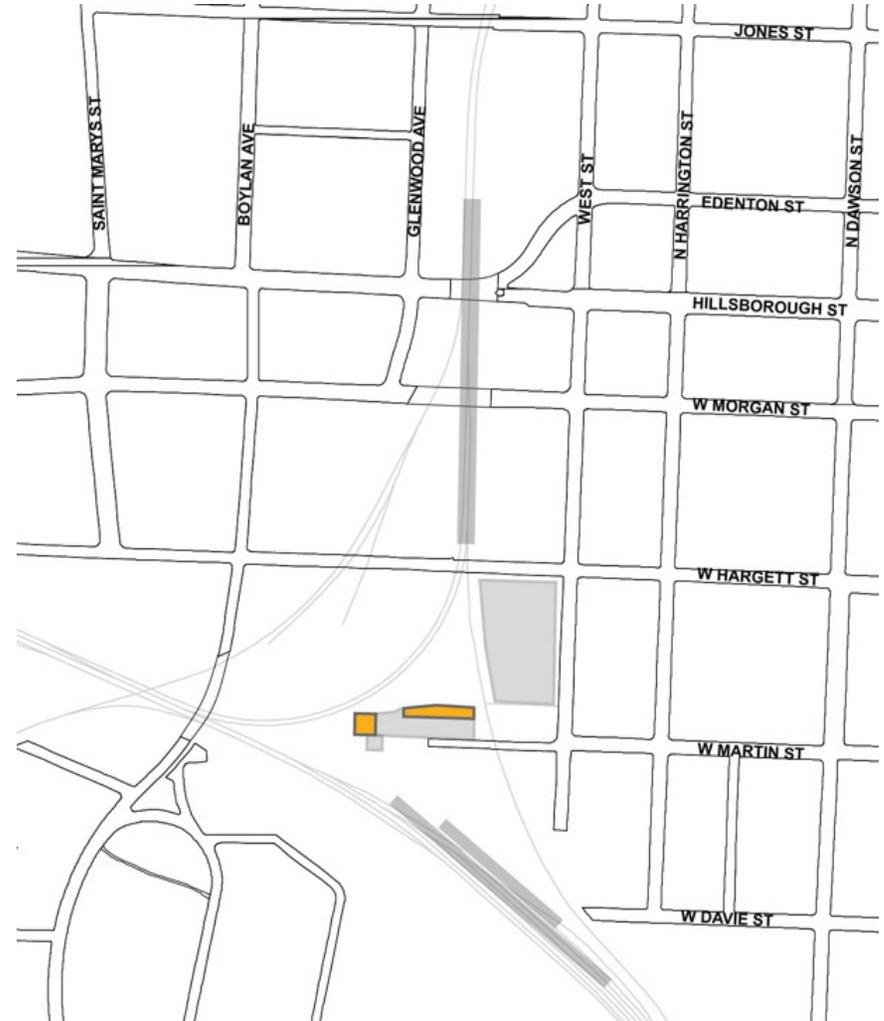


Current Plan Elements

Transit Agency Offices

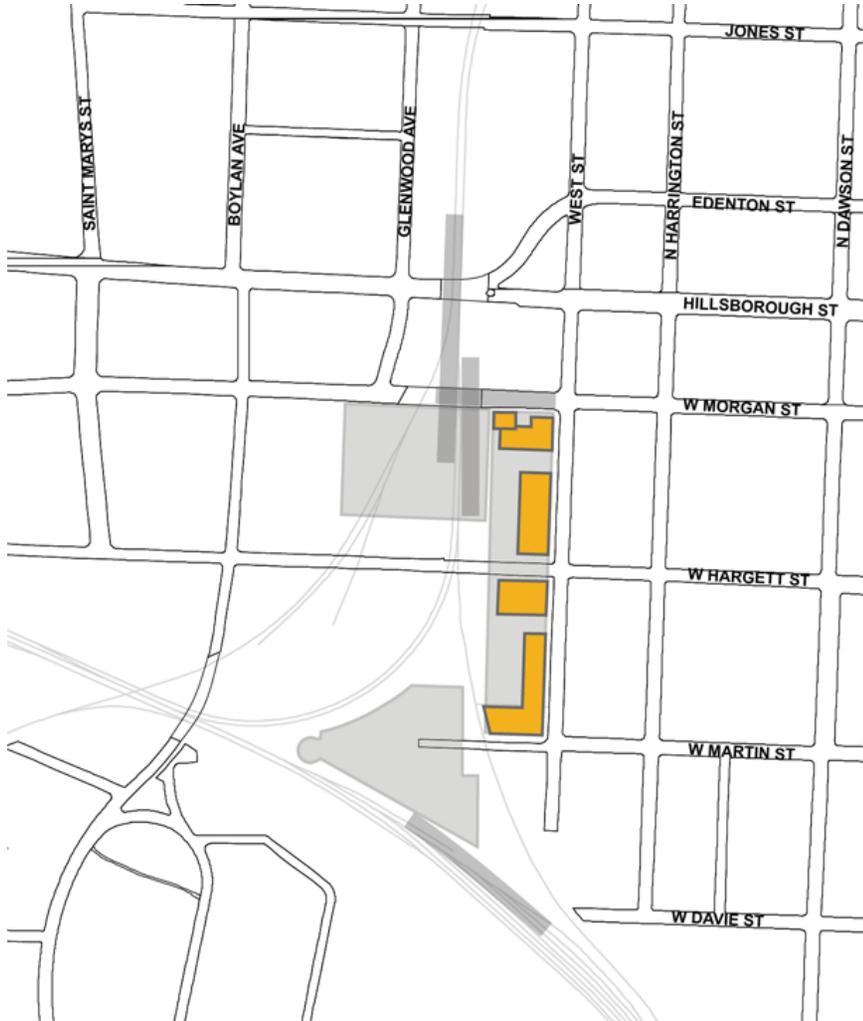


2010 Master Plan

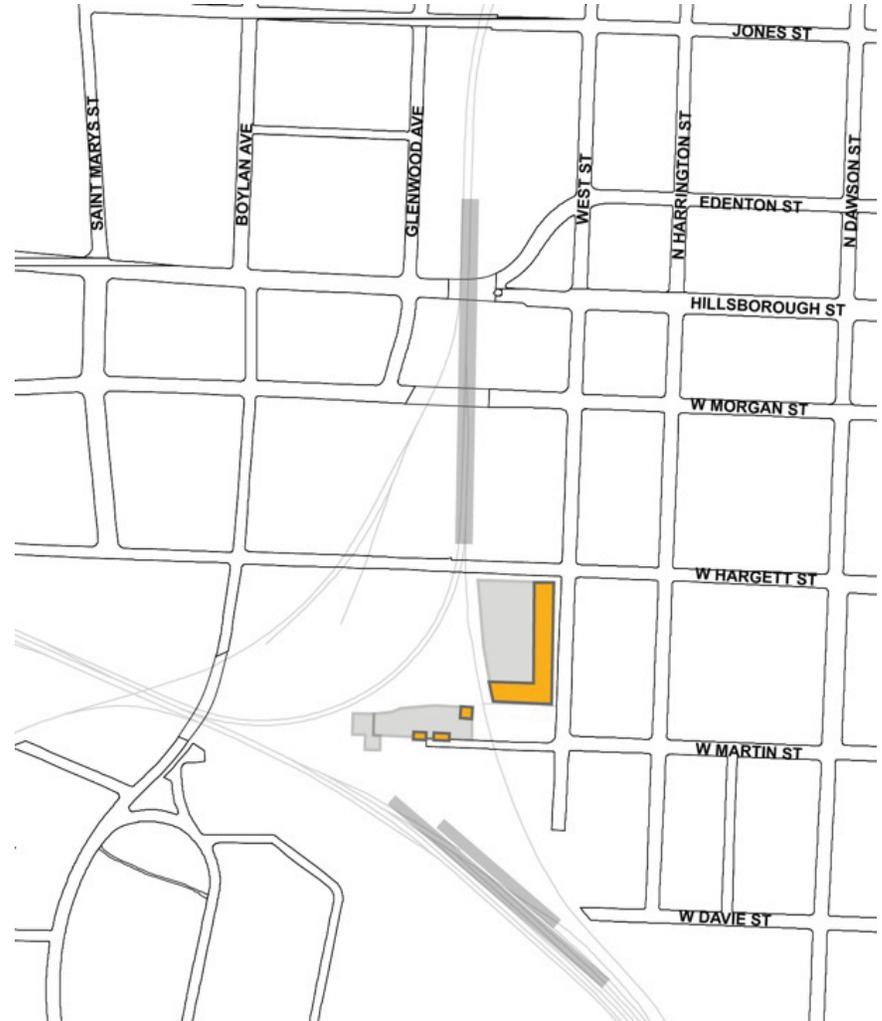


Current Plan Elements

Retail



2010 Master Plan

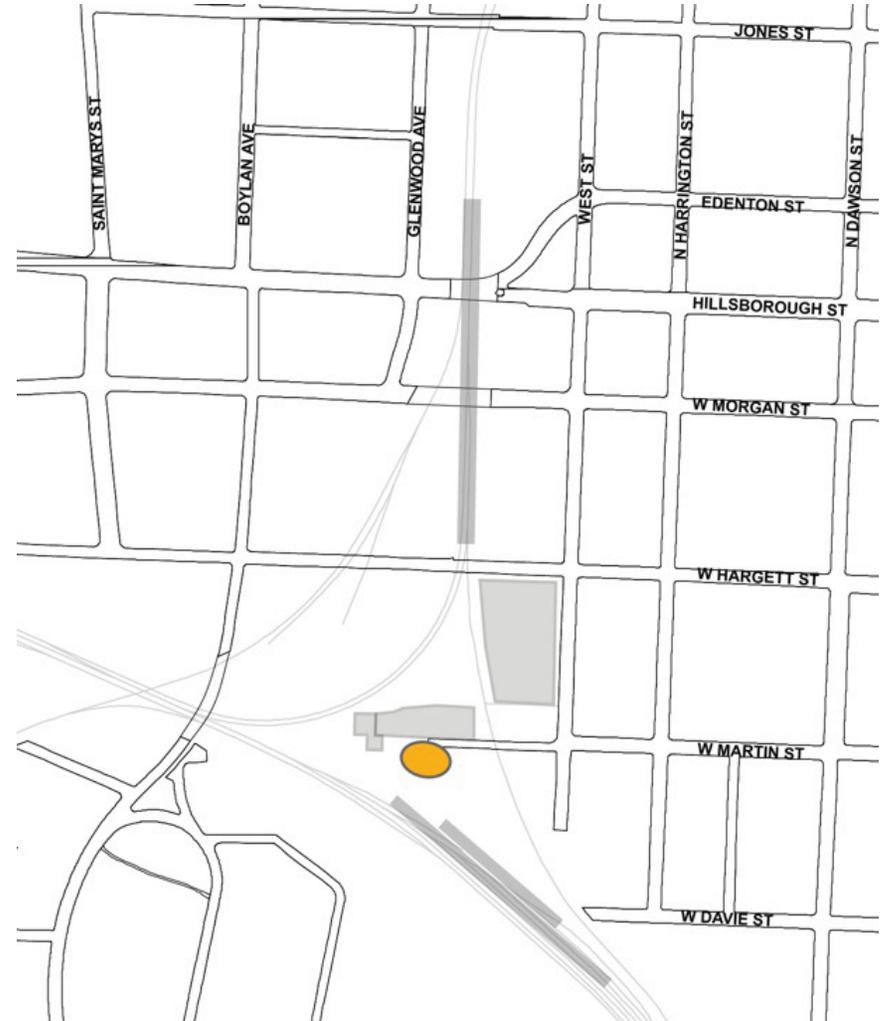


Current Plan Elements

Drop-Off Circle



2010 Master Plan

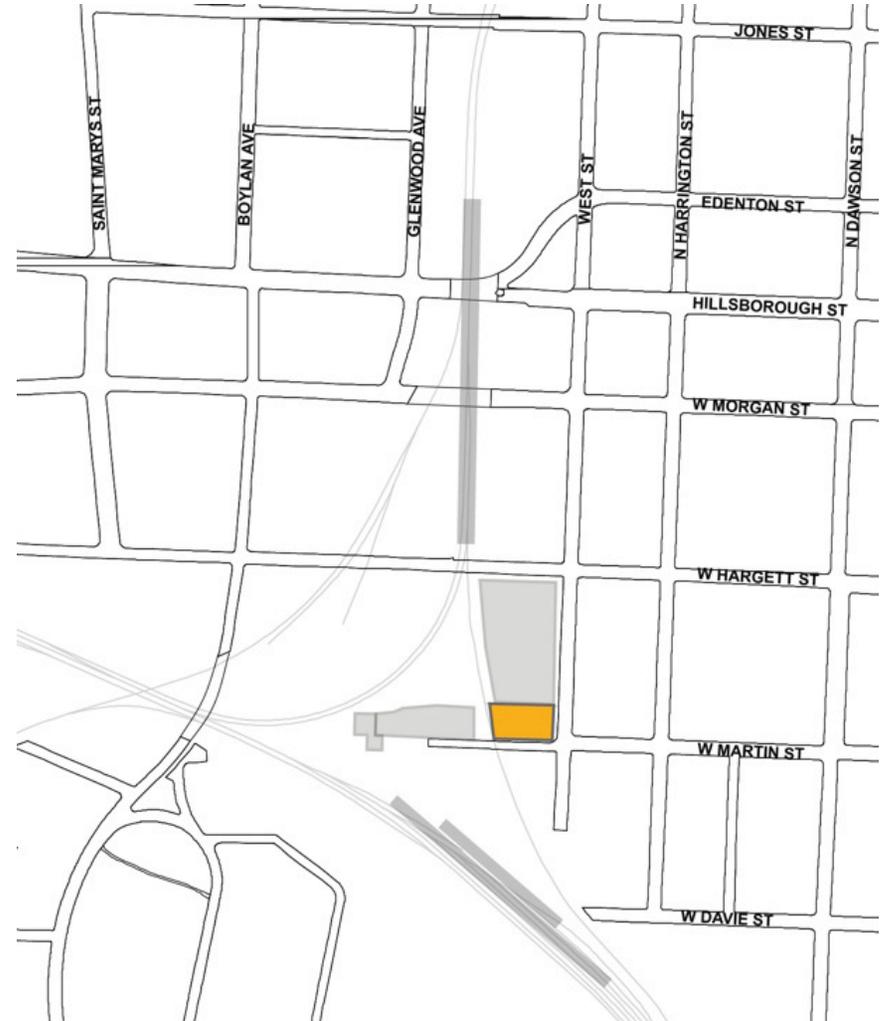


Current Plan Elements

Public Plaza



2010 Master Plan

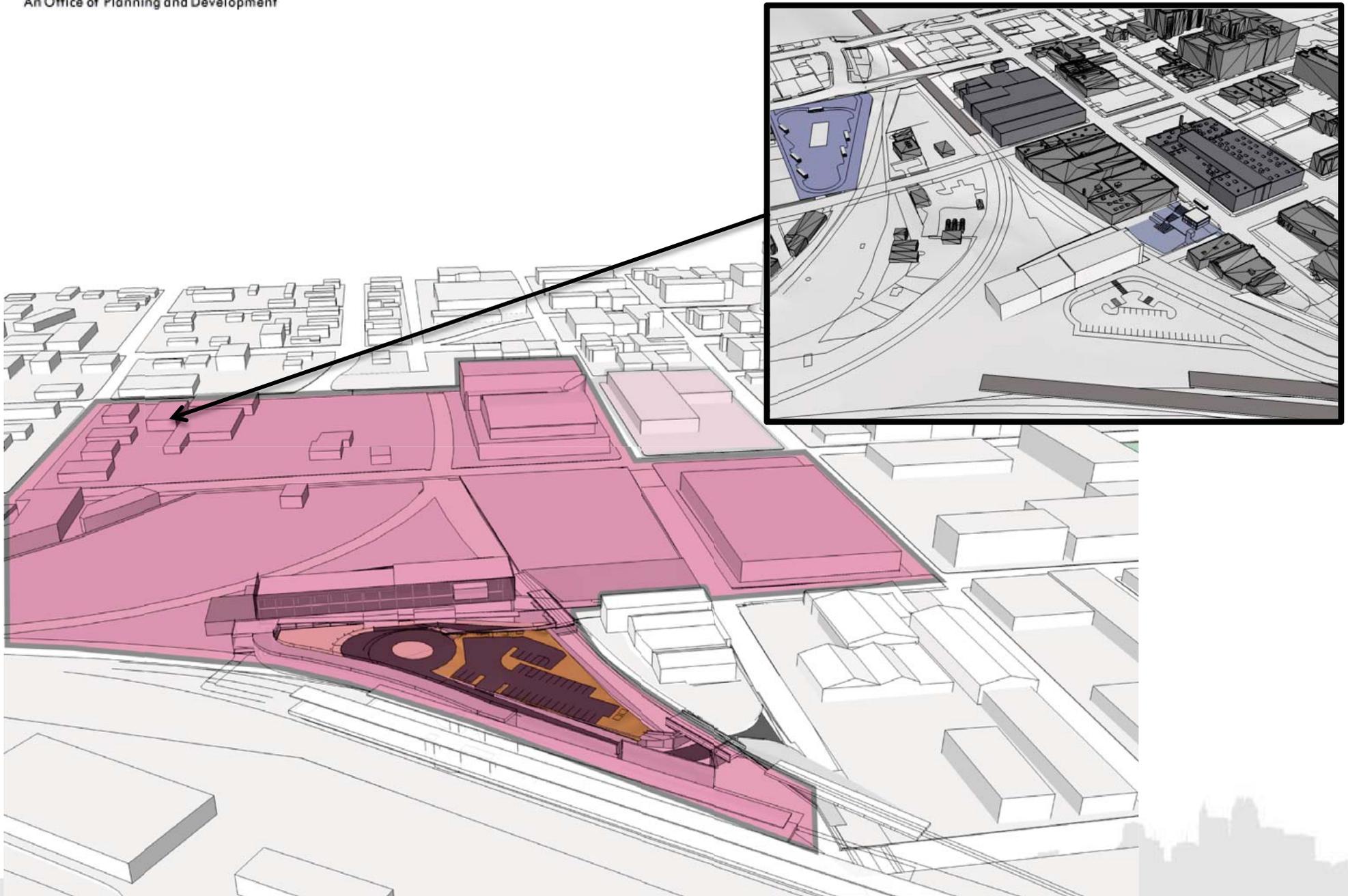


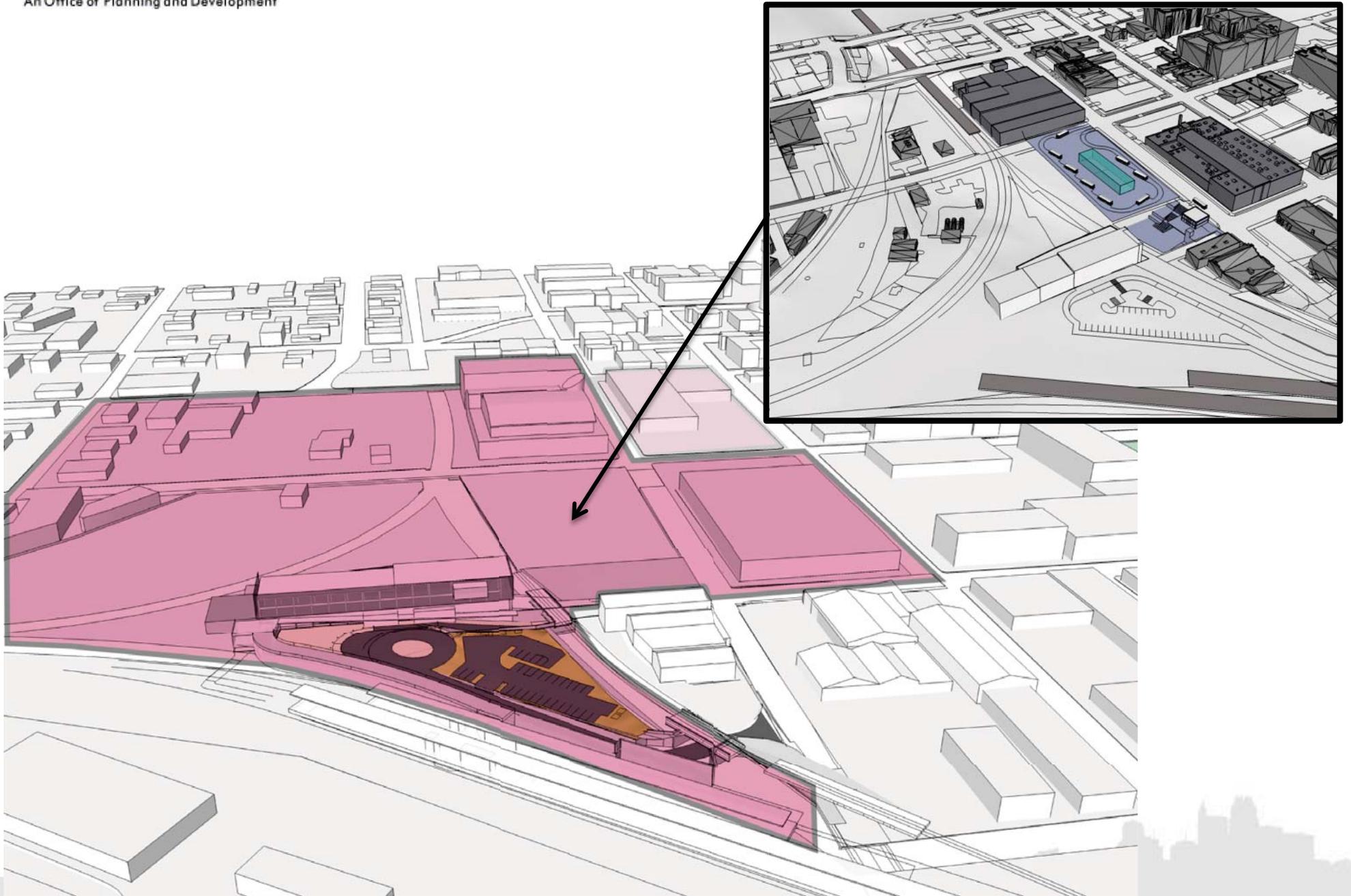
Current Plan Elements

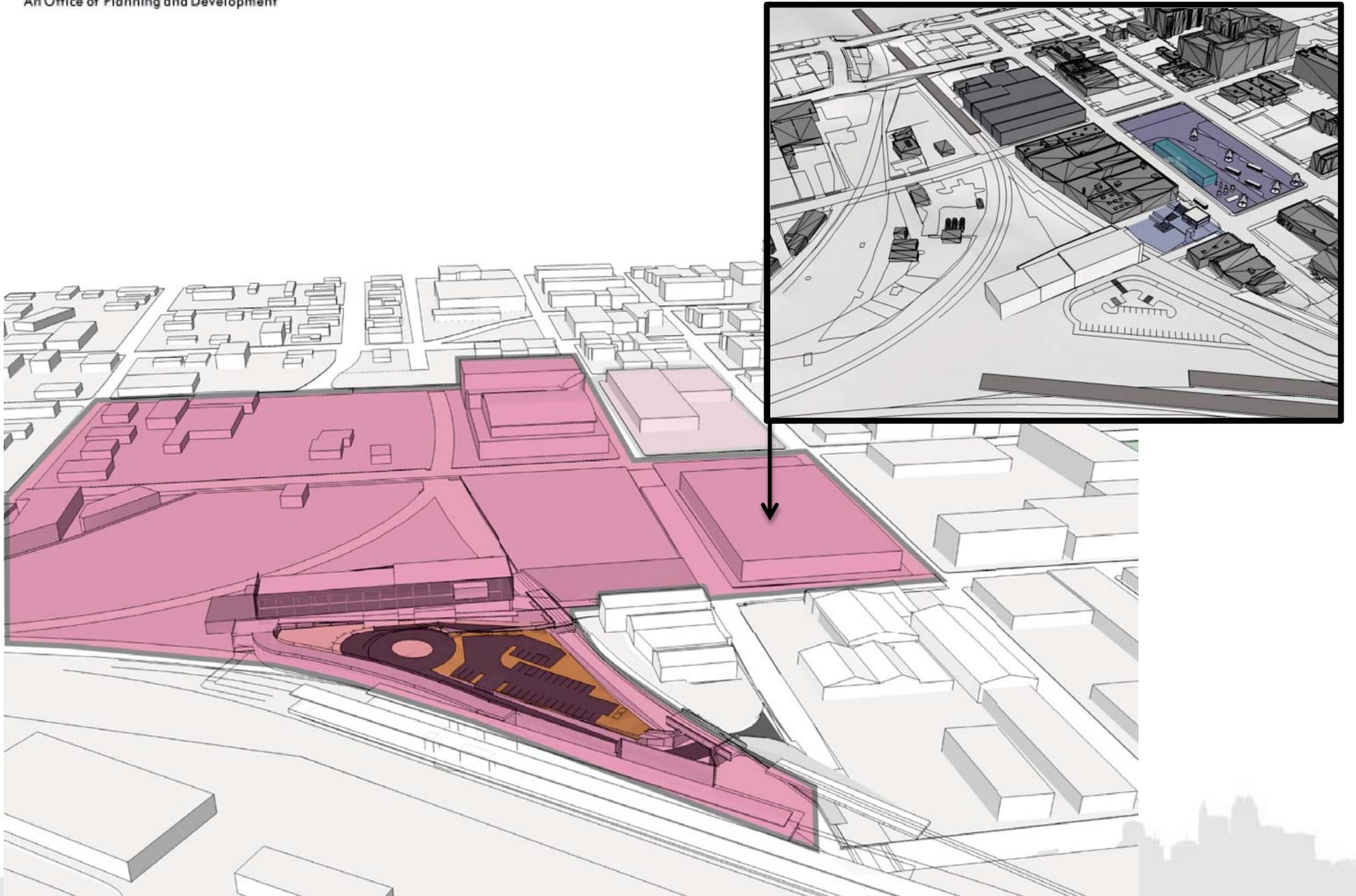
- Connections to Bus
- Parking
- Connections to Light Rail

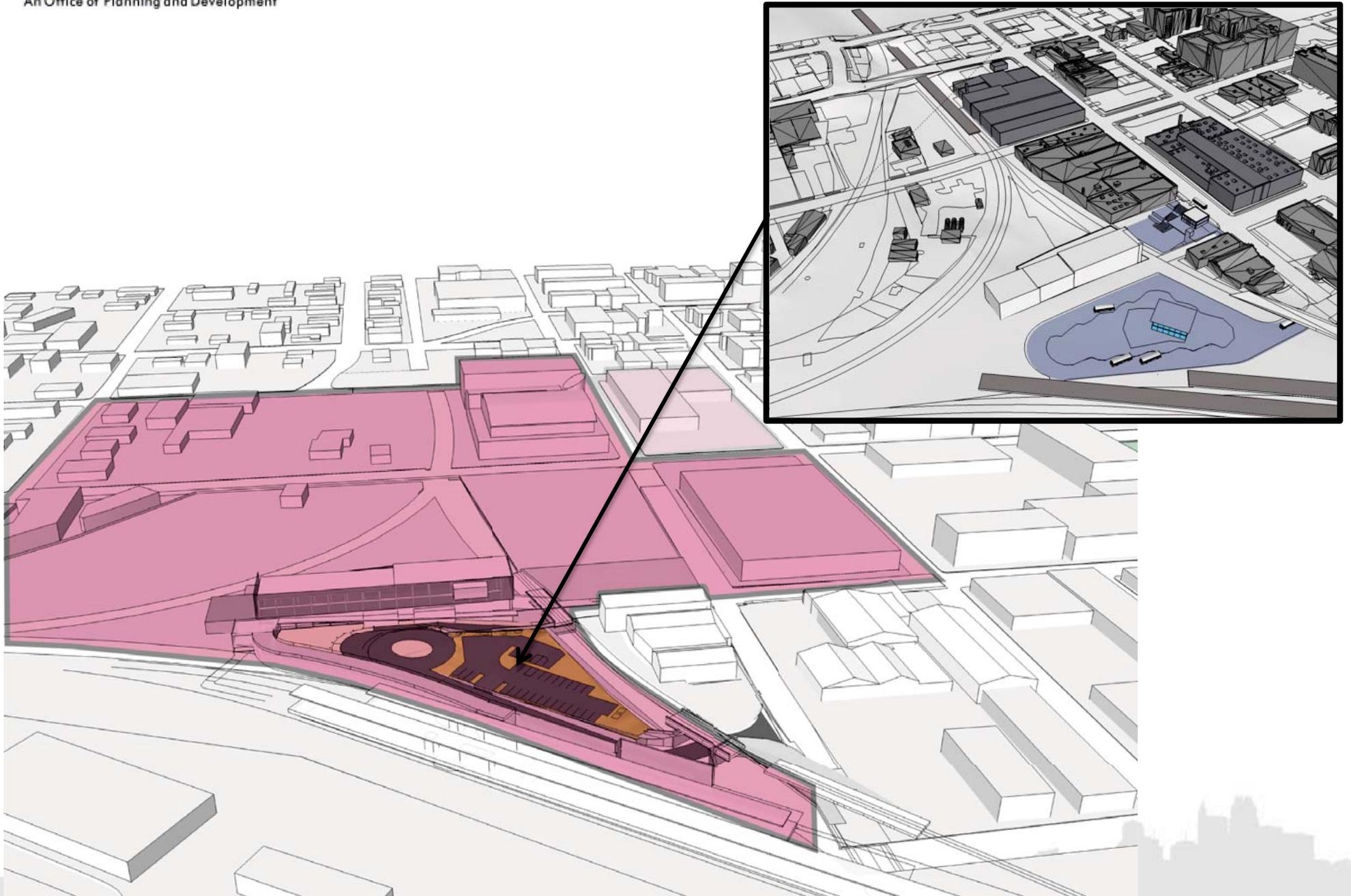


Connections to Bus









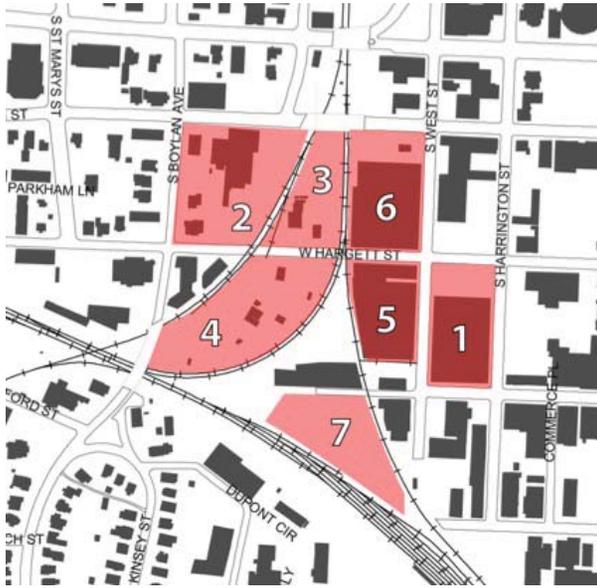
Connections to Bus

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

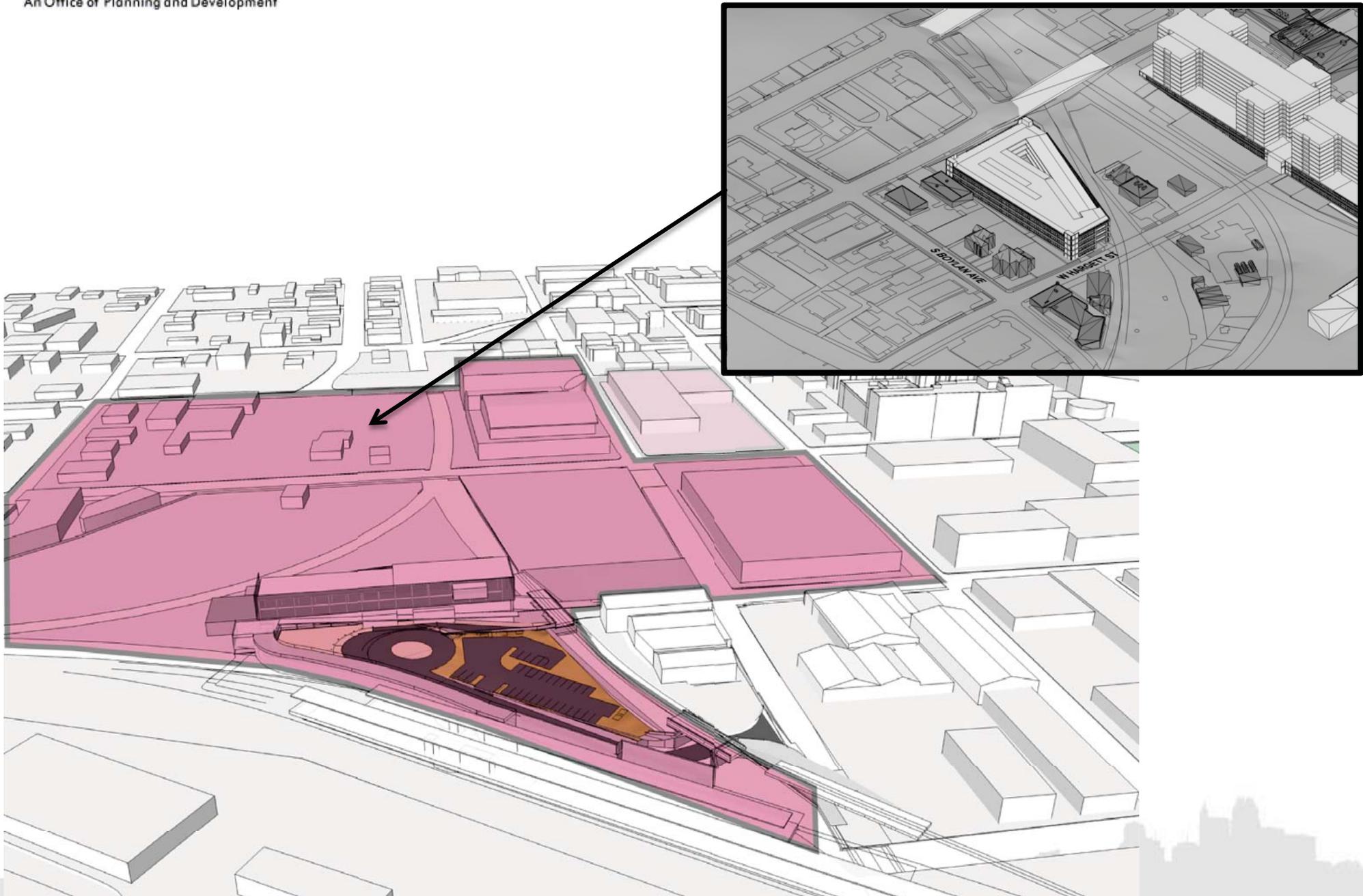


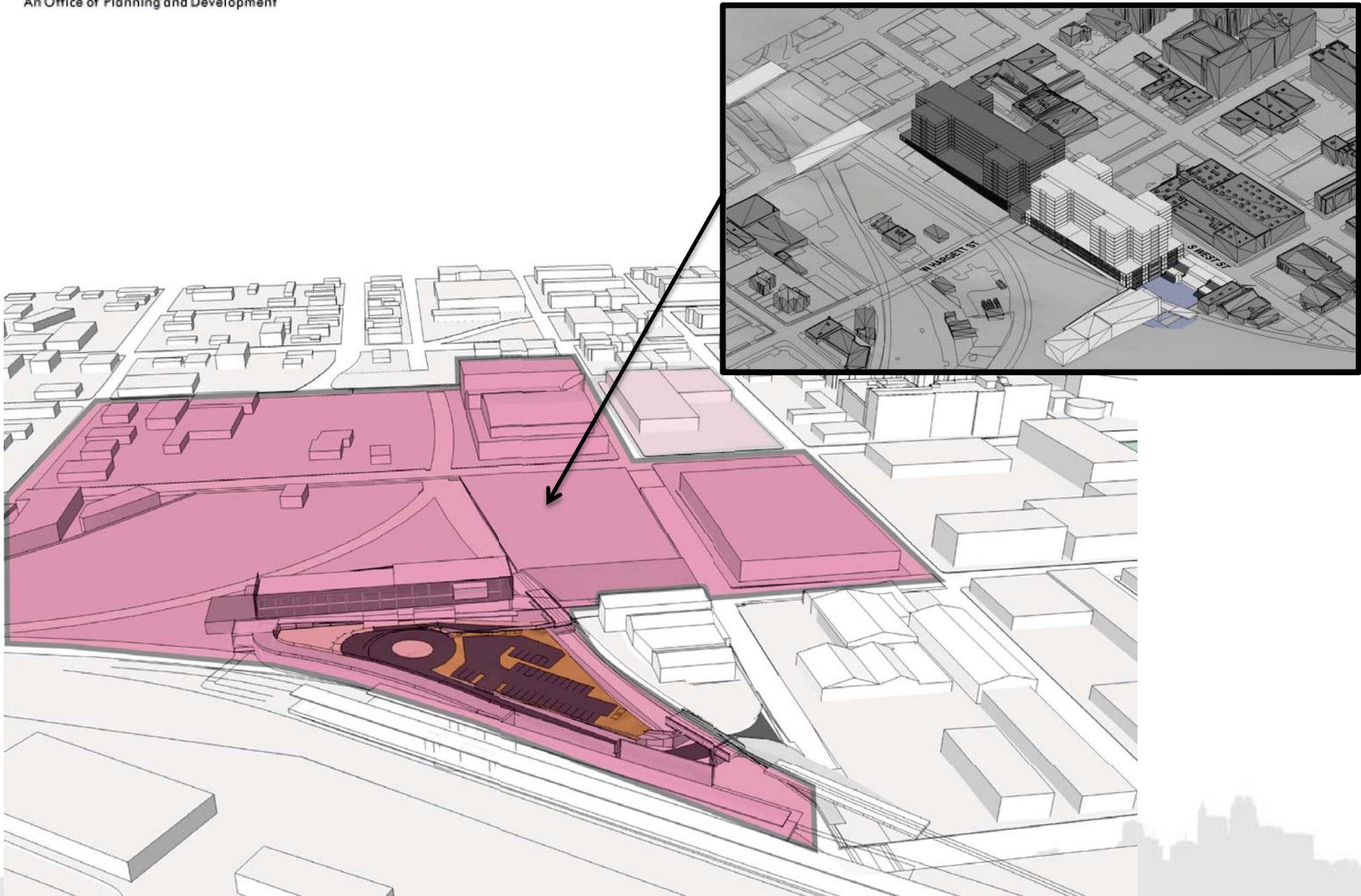
Parking Strategy

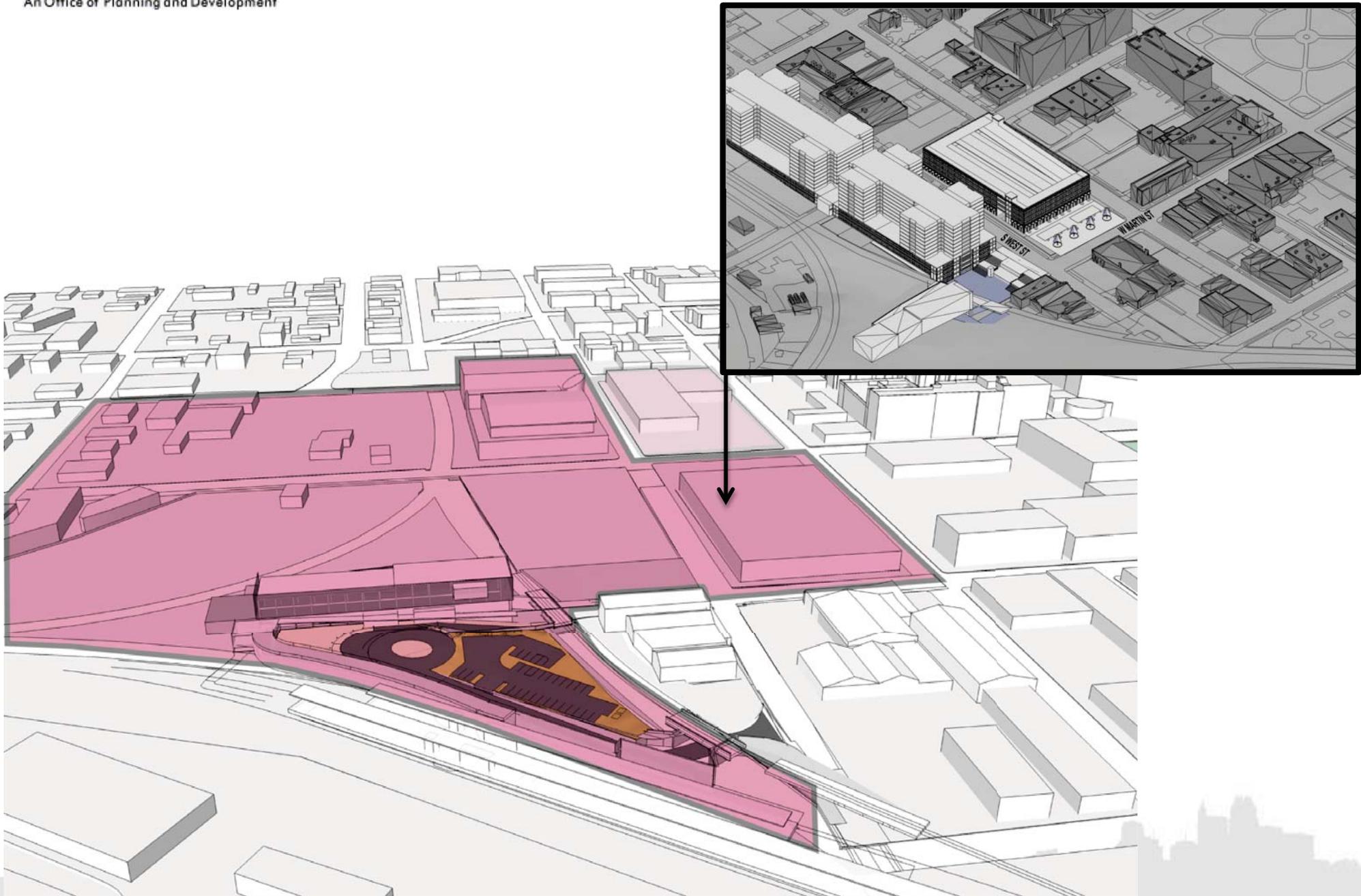


- Evaluated 7 sites
- Developed conceptual/functional diagrams
- As with the Bus Facility Study, the site evaluation criteria included:
 - Neighborhood and Environment
 - Transportation Coordination Issues
 - Site Utilization Issues
 - Site Acquisitions
 - Facility Functional Criteria

Parking Strategy







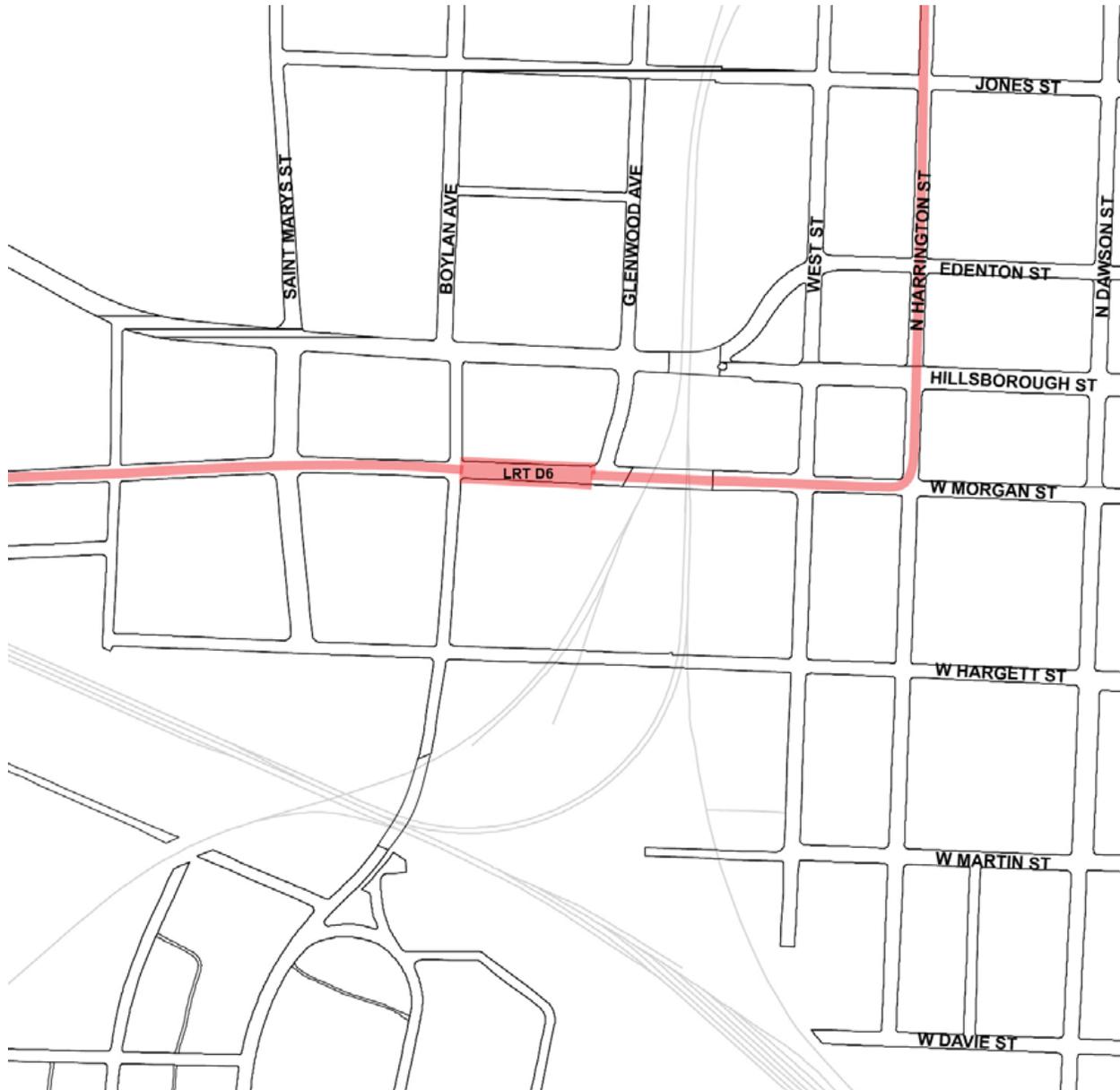
Parking Strategy

Observations:

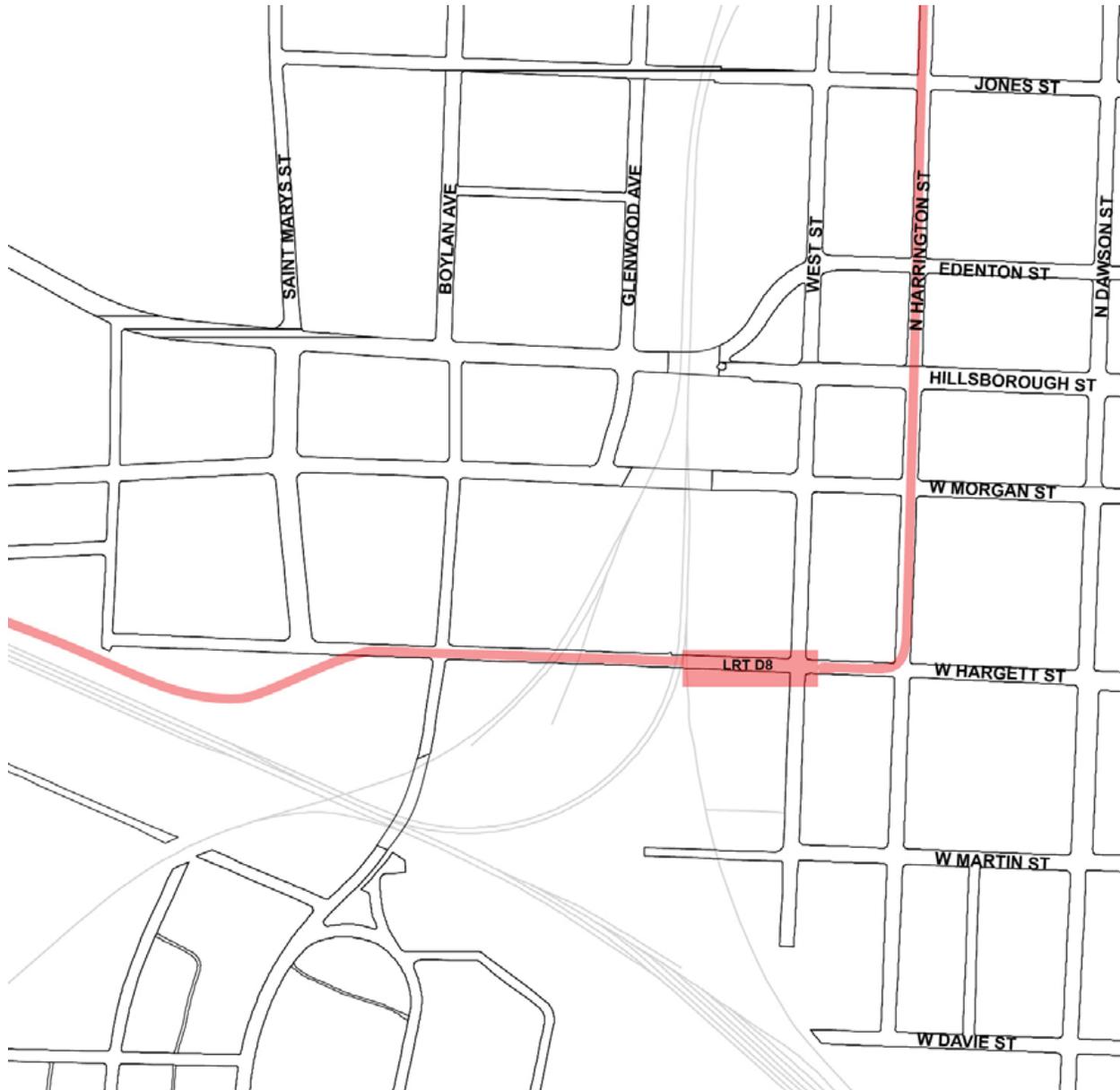
- Meeting the parking load on any one site precludes any mixed use development on that site
- Many sites would require significant additional infrastructure to make them viable
- Many TOD best practices could facilitate development in the area while meeting parking goals:
 - Scattered site approach
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



Morgan Street Option



Hargett Street Concept



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



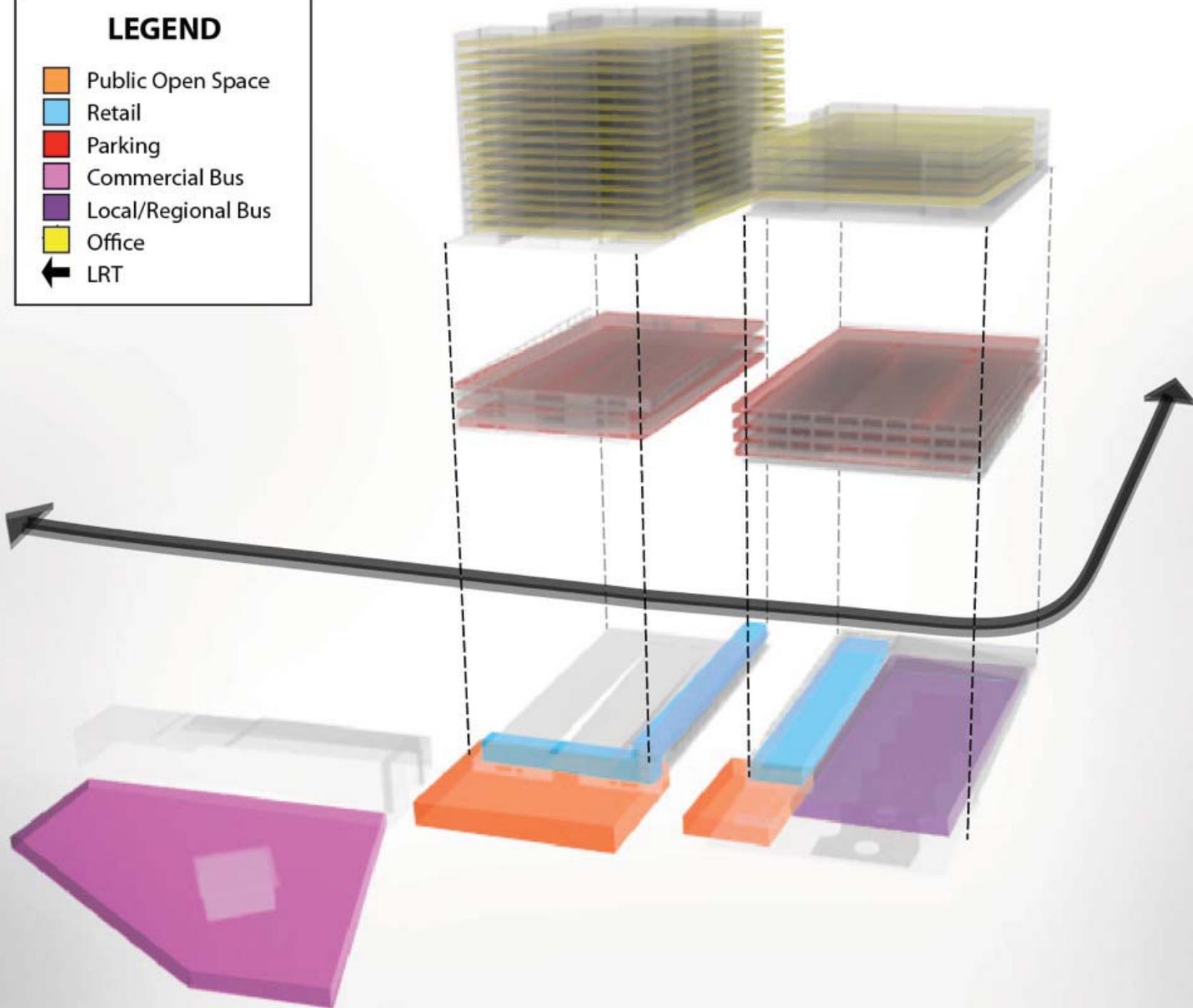
Summary Findings

- 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



LEGEND

- Public Open Space
- Retail
- Parking
- Commercial Bus
- Local/Regional Bus
- Office
- LRT



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 Hargett Street concept in the Alternatives Analysis
- Develop proposals for funding, phasing, and public-private partnership strategies



Implementation & Next Steps

Ongoing implementation items

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

Policy Questions



- 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?