



Board Report

File #: 2016-0850, File Type: Budget

Agenda Number: 36.

**REVISED
CONSTRUCTION COMMITTEE
NOVEMBER 16, 2017**

**SUBJECT: UNION STATION RESTROOM EXPANSION AND
RENOVATION PROGRAM**

**ACTION: APPROVE A LIFE OF PROJECT BUDGET OF \$7.95 MILLION FOR UNION STATION
RESTROOM EXPANSION AND RENOVATION PROGRAM**

RECOMMENDATION

APPROVE a Life of Project (LOP) budget for Los Angeles Union Station (LAUS) New and Existing Public Restroom Facilities Program improvements of \$7.95 million for the following:

- A. construction of new public restroom facilities for \$5.35 million; and
- B. renovation of existing public restroom facilities for \$2.6 million.

ISSUE

The existing Union Station restroom facilities are severely deficient. The current restrooms are not code compliant per Metro's standards, not to mention the standards set by the City of Los Angeles, the State of California's Title 24, Building Code (CBC), California Amendments and the federal Americans with Disabilities Act of 1990 (ADA), as noted in the Blackseth Union Station Site Inspection Disabled Access Report dated November 2013. The existing 30-year-old plumbing infrastructure was not designed to handle the number of patrons who pass through Union Station on a daily basis, and is well beyond its expected life-span resulting in the condition of the restrooms being Union Station's primary source of complaints from the public.

The station experiences an average of 100 full restroom closures annually due to improper use of the plumbing system by the public. The restroom closures can range in duration from 45 minutes to 4 hours, depending upon the extent of the repair. The closure of the west restrooms forces patrons, including elderly and disabled, to travel nearly 1,000 feet down the passageway to the east restroom facilities. Responding to emergency work orders generated by restroom issues is the single largest engineering staff demand. Restroom maintenance calls disrupt regular preventative maintenance and repair schedules which negatively impact the efficient and safe operation of the station. Security officers and janitorial crews responding to restroom closures cause regular shift coverage to be

disrupted.

The above recommendations are supported by Metro's risk managers, facility managers, ADA and security professionals as necessary to bring Union Station into regulatory compliance and risk mitigation to a significant degree. The approval of these improvements for this Metro-owned facility supports Metro's commitment to providing a safe, operational, accessible and beneficial facility for the public's use and comfort.

DISCUSSION

The existing Los Angeles Union Station building is over seventy-seven (77) years old. The current set of passenger concourse public restroom facilities were not properly maintained and renovated by the previous owner. The original public restroom design had 55 toilets, 17 urinals, and 46 lavatories. The prior owners' decisions resulted in many non-compliant modifications. Today there are only 17 45 toilets, 5 urinals, 10 lavatories, and 2 baby-changing areas. These restroom facility reductions occurred despite an increase from a 1939 daily average of 33 trains in and out (serving approximately 7,000 people) to a present daily average of 511 trains in and out, and 900 buses in and out (serving approximately 75,000 people). In short, although the LAUS foot traffic has increased by 11 times its original (low volume), the former compliant minimum fixture quantity or capacity has declined to less than one-third (1/3) of the original city-approved design.

Previously, to protect and preserve Union Station, the Board approved a variety of capital projects including exterior paint, wood and metal restorations, passageway restoration, way-finding signage, roof renovation and installation of HVAC, all of which have been completed. The Board also authorized the current fire, life, and safety/ADA multi-year capital project as a significant step toward the safety of Union Station as a transit facility and attractive public destination.

However, there remain outstanding deferred maintenance and modernization steps to make Union Station's public restroom facilities consistent with Metro's current standards and compliant with CBC and ADA regulations. Due to heavy use, the restrooms are at the end of their useful life span. They will require a major infrastructure renovation within the next 12 to 18 months. We have consulted with our historic preservation architect on making Union Station compliant with CBC and ADA codes without sacrificing the station's historic character in the process.

Findings

The proposed renovation of the existing restrooms and construction of two new set of restrooms behind the AMTRAK ticket counter and a concrete wall toward the train yard (See Attachment A) will create a newer, more efficient, usable space inside historic structure without downsizing of public common areas or tenant square footage. A series of investigations by structural engineers, shoring engineers and soils experts have resulted in positive constructability studies of a new location within the existing passenger concourse area. Renovation and construction of the new facilities will have minimal impact to building occupants or the public.

Considerations

The two new sets of restrooms will operate independently of the existing set of restrooms, which will allow one set to be closed periodically for maintenance and repair, while the other set will remain open and operational. This will alleviate all future full restroom closures and negative impacts to the public. Additionally, the selection of an alternative vacuum plumbing system could reduce water consumption by sixty percent (60%) and prevent main line blockages, allowing engineering to address any fixture clogs locally without closing the entire facility. Additionally, the selection of this plumbing system will allow for future expansion or integration, if necessary, to facilitate new tenants or additional restroom facilities. The selected location for these new facilities has been coordinated with LinkUS to ensure future projects will not be adversely impacted by these facilities.

The primary benefits are customer satisfaction, code compliance, operational improvements and increased energy efficiency, while reducing water consumption and maintenance costs. The project will be scheduled in two phases in an effort to minimize the impacts to the public. The new restrooms will be constructed first, so that they are completely operational prior to renovation of the existing restrooms. This approach will allow Union Station to maintain an operational set of restrooms at all times.

This proposed new capital project has been cleared through the CEQA Categorical Exemption process as documented in the memorandum dated June 9, 2017 prepared by ICF for Metro. (See Attachment B). This capital project is part of a Ten-Year Capital Plan summarized in Attachment C.

DETERMINATION OF SAFETY IMPACT

Approval of this item will improve the integrity of the historic building by providing Union Station with energy-efficient, water-saving, code-compliant public restroom facilities, including accessibility for individuals with disabilities.

FINANCIAL IMPACT

Approval of this action will establish a \$7.95 million Life of Project budget for the Union Station New and Existing Public Restroom Improvement Project. Funds will be allocated to Cost Center 4520 - Union Station Operations and Management, Account 50316 - Professional and Technical Services.

Funding for this project will come from Proposition C 40% Discretionary Cash and Debt, which is consistent with the funding source for the existing Union Station capital projects. These funds are eligible for Metro Planning, Construction and Bus/Rail Operations. An additional \$150,000 will be allocated to this project by utilizing the previously-approved Project 210145 funding for the ADA improvements that are required for the restrooms.

Impact to Budget

Cash flow is critical for funding this new project. The required cash flow for the project are forecasted as follows:

Union Station Capital Program Improvements for construction of new public restroom facilities and renovation of existing public restroom facilities.

1. FY19 funding for Construction of new public restroom facilities for \$5.35 million
2. FY19 funding for Renovation of existing public restroom facilities for \$2.6 million

ALTERNATIVES CONSIDERED

An alternative would be to continue operations without the aforementioned project. This is not recommended because this would compromise Metro's commitment to public safety and expose the agency to liabilities for CBC and ADA deficiencies. Continuing operations without upgrading the restroom facilities and infrastructure will increase annual repairs, maintenance and operating costs as well as increase the number of complaints by patrons and tenants, all of which do not support Metro's initiative to transform Union Station into a premier destination within the City of Los Angeles.

Another alternative is to limit the renovation to the existing restroom facility for \$2.6 million. This alternative is not recommended. It would require the complete shutdown of the existing facilities during construction. It will neither provide the additional plumbing fixtures required to become compliant with California Building Codes and ADA requirements, nor would it eliminate complaints or public impacts due to full closures of the facilities for repairs and maintenance.

NEXT STEPS

Upon the Board's approval and authorization, the bid packaging will be completed for Morlin Asset Management to proceed with the project.

ATTACHMENTS

Attachment A - Maps of Existing and New Union Station Passenger Concourse Restrooms

Attachment B - ICF Memo: CEQA Categorical Exemption for L.A. Union Station Renovations Projects, June 9, 2017

Attachment C - Summary Ten-Year Capital Plan

Prepared by: Richard G. Darby, Manager, Transportation Planning, (213) 922-2365

Kenneth E. Pratt, Deputy Executive Officer, Union Station Property Management, (213) 922-6288

Calvin E. Hollis, SEO, Countywide Planning & Development, (213) 922-7319

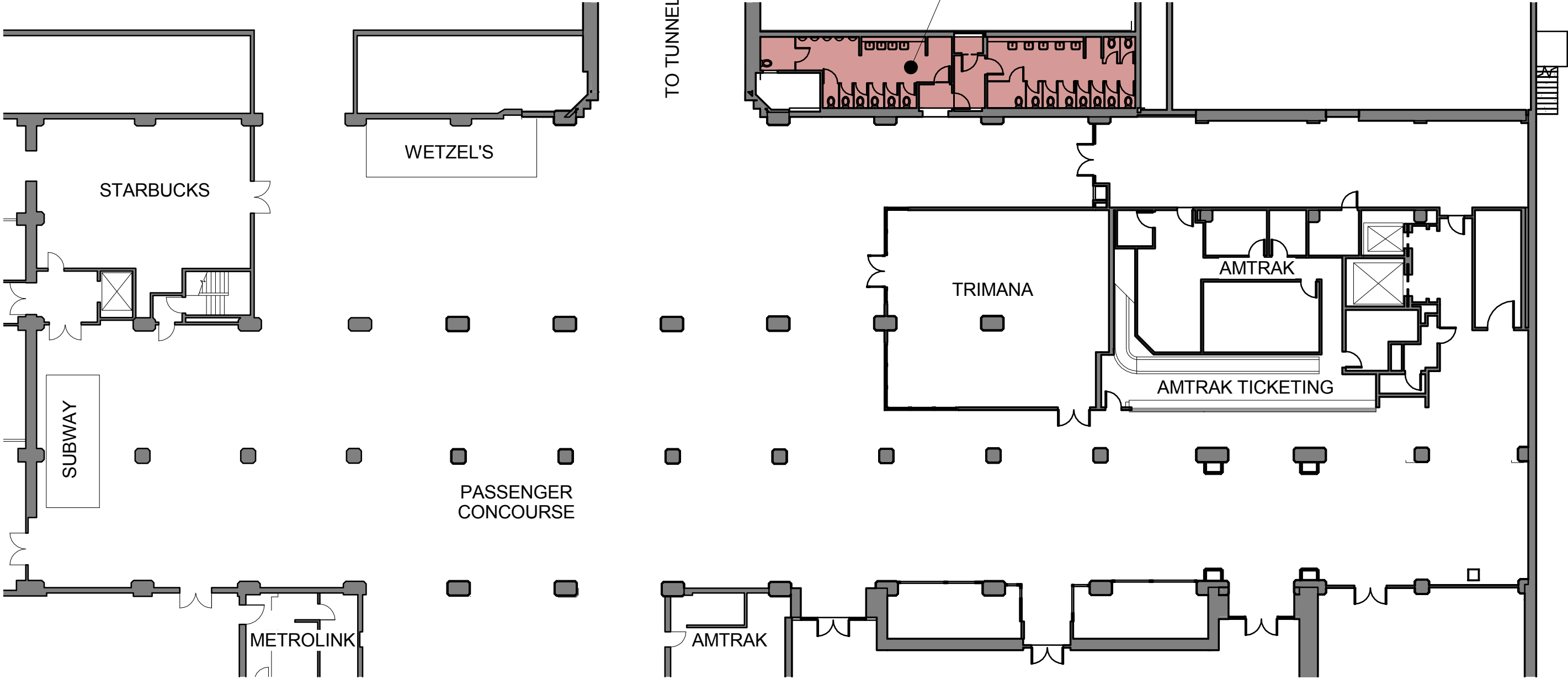
Daniel Levy, Chief Civil Rights Program Officer, (213) 922-8891

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077


Phillip A. Washington
Chief Executive Officer

EXISTING RESTROOMS

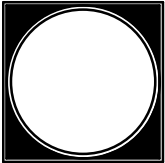
TO TUNNEL

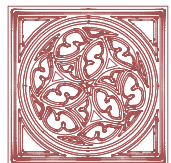
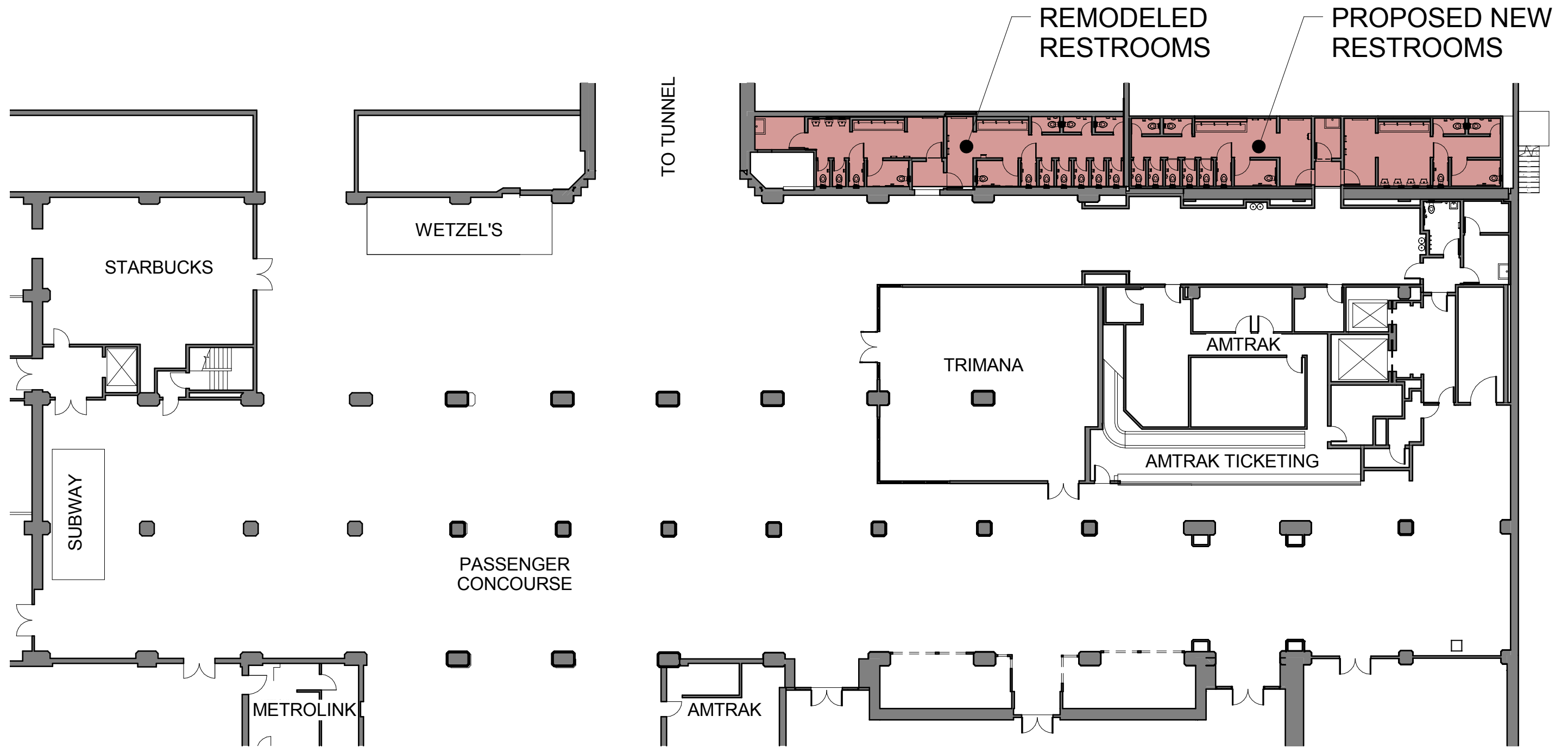


Architectural
Resources Group

PASSENGER CONCOURSE
EXISTING RESTROOMS

LOS ANGELES UNION STATION
11216.01.018
03/27/17



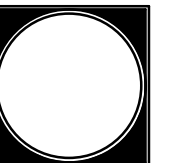


Architectural
Resources Group

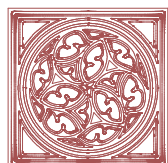
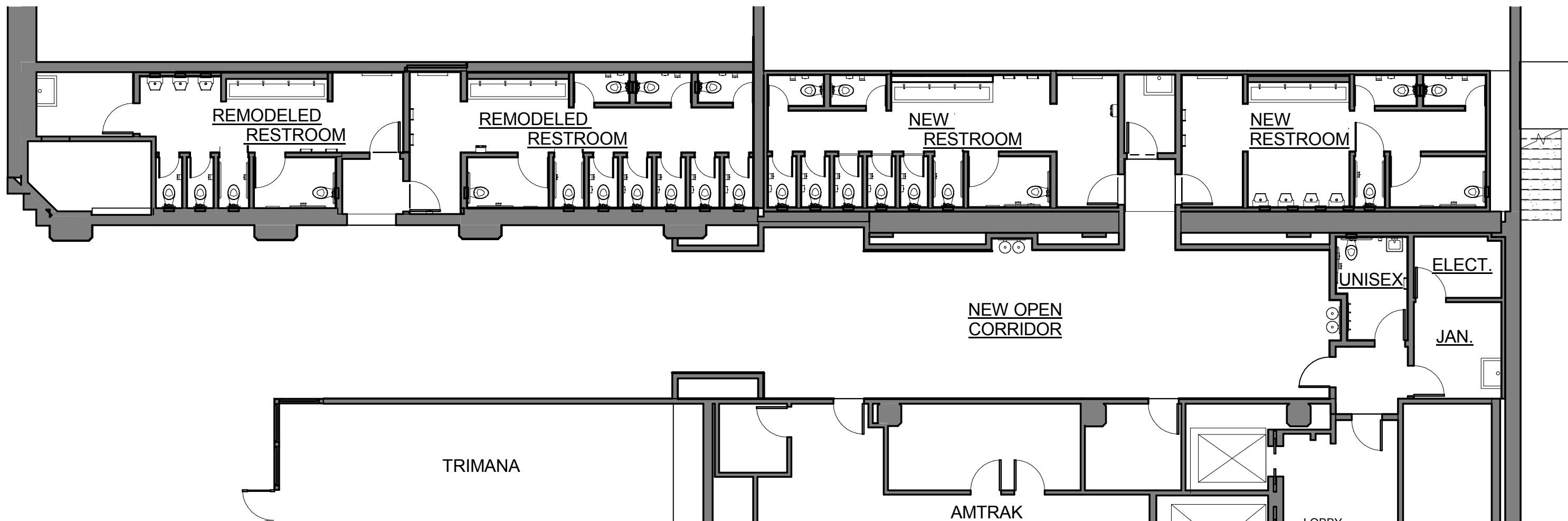
PASSENGER CONCOURSE

PROPOSED RESTROOMS

LOS ANGELES UNION STATION
11216.01.018
03/27/17



TO TUNNEL

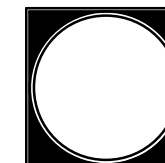


Architectural
Resources Group

PASSENGER CONCOURSE

PROPOSED RESTROOMS

LOS ANGELES UNION STATION
11216.01.018
03/27/17





Memorandum

To:	Andrina Dominguez, ENV SP, Environmental Specialist
From:	Namrata Cariapa ICF
Date:	June 9, 2017
Re:	CEQA Categorical Exemption for L.A. Union Station Renovations Projects

1. Introduction and Project Description

The Los Angeles County Metropolitan Transportation Authority (Metro) proposes to perform improvements at the historic Los Angeles Union Station (LAUS), located at 800 North Alameda Street, Los Angeles, California 90012. The proposed improvements that are the subject of this memorandum include a restroom expansion (Restroom Expansion Project), which involves remodeling and expanding the existing restrooms on the historic west side of Union Station, and Union Station East Phase V Wayfinding Signage (Signage Project), which seeks to unify the east campus of the property and the Metro Parking Garage with signage from the historic west side. Together, these renovation projects compose the Los Angeles Union Station Renovations Projects (proposed Project). These actions, which are exempt from the California Environmental Quality Act (CEQA), pursuant to Section 15301, Existing Facilities, represent Class 1 exemptions, consisting of “the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use beyond that existing at the time of the lead agency’s determination.” This memorandum documents why the proposed Project would not result in a significant impact on the environment and is therefore exempt from CEQA.

1.1 Restroom Expansion Project

The restroom expansion would involve remodeling existing restrooms on the historic west side of Union Station and constructing an expanded restroom facility. The restroom expansion would consist of demolition of tenant storage space, partial demolition of a utility tunnel, excavation of dirt infill below the utility tunnel’s slab floor, construction of new restrooms and egress areas, and remodeling the adjacent existing restrooms. The proposed design would increase the total number of water closets in the women’s restrooms by nine, the total number of water closets in the men’s restrooms by four, and the total number of men’s urinals by four. The restroom expansion would also involve construction/installation of a unisex employee restroom, janitor’s closet, two drinking

fountains/water bottle filling stations, and two service sinks. See Attachment 1 for existing conditions regarding the restroom facilities and Attachment 2 for the proposed restroom expansion plan.

1.2 Union Station East Phase V Wayfinding Signage Project

The Signage Project was developed through the Los Angeles Union Station Master Plan in 2015 as part of the Master Wayfinding Program. This improvement would include construction of a new main parking garage gantry as well as an “airport style” sign, directing drivers to a new pickup/drop-off area. The existing gantry structure at the main parking garage entrance would be replaced with new structural columns and sign panels. The “airport style” sign structure would consist of a 27-foot-high galvanized steel column with a 32-foot-wide by 10-foot-high cantilevered sign attached. The sign would be fabricated to applicable Los Angeles Department of Transportation and California Department of Transportation standards and specifications and would be illuminated. All signage improvements are proposed along Vignes Street; existing signage at this location would be removed. See Attachments 3 and 4 for existing conditions and proposed signage locations. Attachments 5 and 6 show the proposed signage plans for the “airport style” signage and parking structure gantry.

2. California Environmental Quality Act

The proposed Project constitutes a project, as defined by CEQA (California Public Resources Code Section 21000 et seq.). The CEQA Guidelines, Section 15367, state that a “lead agency” is “the public agency that has the principal responsibility for carrying out or approving a project.” Therefore, Metro is the lead agency responsible for the proposed Project.

Section 21084 of the Public Resources Code requires the CEQA Guidelines to include a list of the classes of projects that would not have a significant effect on the environment and, therefore, would be exempt from the provisions of CEQA. In accordance with Section 21084, CEQA Guidelines Section 15300 identifies those classes of projects that ordinarily do not have a significant impact on the environment. Section 15300.2 identifies exceptions to the use of CEQA exemptions. As described in Section 15300.2, a categorical exemption shall not be used if the project would result in a significant effect, a significant cumulative effect, damage to scenic resources, or a substantial adverse change in the significance of a historical resource. A categorical exemption shall also not be used for a project located on a site that is included on any list compiled pursuant to Section 65962.5 of the Government Code.

2.1 CEQA Determination

As lead agency, Metro has determined, based on the information and analysis summarized in this memorandum (see Section 3, below), that the proposed Project would not result in a significant effect on the environment. None of the exceptions identified in Section 15300.2 of the CEQA Guidelines are applicable to the proposed Project. Therefore, the proposed Project is considered to be exempt from CEQA, per Article 19, Section 15303, Class 3, New Construction or Conversion of Small Facilities. This categorical exemption applies to the construction and location of a limited number of new small facilities or structures, the installation of new small pieces of equipment or facilities in small structures, and the conversion of existing small structures from one use to another when only minor modifications are made to the exterior of the structures. The exemption includes a list of structures with maximum allowable sizes.

3. Environmental Analysis

The proposed Project has been evaluated, based on the environmental resource areas identified in the Initial Study Checklist (Appendix G of the CEQA Guidelines).

The site for the proposed Project is located in a developed urban area that contains no agricultural, forestry, mineral, or sensitive or special-status biological resources; therefore, the proposed Project would result in no impacts on those resources. Additionally, the proposed Project would not alter land forms, create unstable slopes, or be located in proximity to an active earthquake fault; therefore, it would not exacerbate any existing geologic hazards.

Because of the limited amount of excavation and soil disturbance that would occur as a result of construction of the proposed Project, which would be confined mostly within the LAUS building, the proposed Project would not result in adverse soil erosion impacts.

No residences or businesses would be displaced as a result of the proposed Project, and no housing would be provided. Therefore, the proposed Project would not result in population or housing impacts.

No recreational resources are located on the Project site or immediately adjacent to proposed construction activities. The proposed Project would not create an additional demand for public services; therefore, new or expanded public service facilities (e.g., police, fire, park facilities) would not be required.

The proposed Project would not physically divide a community because the proposed improvements, which would be relatively minor in scale, would be located within LAUS. The improvements would not displace any businesses or housing or diminish access to adjacent land uses. The proposed improvements would also not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect (see the more detailed impact discussions that follow). Therefore, the proposed Project would not result in adverse land use impacts.

Impacts related to other environmental resources are discussed below.

3.1 Aesthetics

The site for the proposed Project is located within the Los Angeles Union Station Historic District (LAUSHD). The LAUSHD has substantial value as an aesthetic resource for the thousands of employees, customers, and visitors who utilize the space every day. The proposed Project would be designed to integrate into the historic fabric of the LAUS building and would not degrade or damage the existing visual character or quality of the LAUSHD, for the reasons described below. The proposed Project would not substantially degrade the existing visual character or quality of the site and its surroundings. The Signage Project, which was included in the Master Wayfinding Program that was completed for historic Union Station in 2015, seeks to unify the east campus of the property and the Metro Parking Garage with signage from the historic west side. Therefore, the new signage would be compatible with recent signage renovations. Additionally, the new signs would be located along Vignes Street, outside the boundaries of the LAUSHD, and therefore would not have an adverse effect on the visual setting of the historic structures within the LAUSHD.

As described in the memorandum prepared by Architectural Resources Group (ARG) (see Attachment 7 to this memorandum), the Restroom Expansion Project would require no change to the defining characteristics of LAUS and its site environment. In addition, the Restroom Expansion Project would occur within the existing envelope of the LAUS building and would not be visible from the exterior of the station.

The proposed Project would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Furthermore, the new signage would not generate substantial light or glare, and the proposed lighting would be consistent with existing lighting for signage at the location for the Signage Project and throughout the LAUS campus.

The Restroom Expansion Project would occur within the envelope of the LAUS building; therefore, all light related to the restrooms would be contained within the building.

The proposed Project would not be located within or adjacent to a scenic vista or state scenic highway. Therefore, no significant impacts related to aesthetics would occur.

3.2 Air Quality

Construction activities would have minor impacts related to air quality (e.g., the generation of dust and use of construction equipment that would emit air pollutants). The increases in air pollutants would be negligible given the limited extent and duration of construction. As per all construction projects at Union Station, the areas under construction would be barricaded to protect the public. Construction would be short term. Unpleasant smells from paint and adhesives are anticipated, but all products that would be used during construction would adhere to low volatile organic compound (VOC) standards.

Operation of the proposed Project would result in minor indirect impacts on air quality. These would be related to the minor increases in energy consumption that would result from operating the renovated restrooms, drinking fountains/water bottle filling stations, and two service sinks. Therefore, no significant impacts related to air quality would occur.

3.3 Cultural Resources

Given the historic nature of LAUS, a memorandum was prepared by a qualified architect that evaluated the proposed Project's potential impacts on the LAUSHD. This memorandum is provided as Attachment 7.

As described in the attached memorandum, the Restroom Expansion Project would meet the Secretary of the Interior's Standards for Rehabilitation. These standards are applied under CEQA to evaluate the appropriateness of a project. Page 2 of Attachment 7 notes that:

A project that has been determined to conform with the Secretary of the Interior's Standards for the Treatment of Historic Properties can generally be considered to be a project that will not cause a significant impact (14 California Code of Regulations [CCR] Section 15126.4(b)(1)). In fact, in most cases, if a project meets the standards, it can be considered categorically exempt from CEQA (14 CCR Section 15331).

The memorandum analyzes the Restroom Expansion Project in light of 10 standards from the Secretary of the Interior's Standards for Rehabilitation. For all 10 standards, the Restroom Expansion Project either meets the Secretary of the Interior's Standards for Rehabilitation or the standards do not apply. A description of the standards can be found in Attachment 7. In addition, according to the geotechnical technical report prepared by Irvine Geotechnical for the Restroom Expansion Project, the soil beneath the site for the proposed Project contains fill; it does not contain any archaeological or paleontological resources or human remains (Irvine Geotechnical 2015 [*Geotechnical Engineering Exploration, Proposed Bathroom and Amtrak Ticketing Facility, Union Station*]).

Because the Signage Project is included in the Master Wayfinding Program, the new signage has already been determined to meet the Secretary of the Interior's Standards for Rehabilitation. Therefore, no significant impacts related to cultural resources would occur. Also, see the discussion of aesthetics in Section 3.1, above.

3.4 Greenhouse Gas Emissions

Given the limited project footprint and extent of construction, construction activities, including the use of construction equipment, would result in negligible increases in greenhouse gas emissions. Operation of the proposed Project would also result in very minor incremental increases in greenhouse gas emissions from the minimal increases in energy consumption that would result from operating the renovated restrooms, drinking fountains/water bottle filling stations, two service sinks, and new signage. Therefore, the proposed project would not result in a substantial contribution to cumulative greenhouse gas emissions impacts.

3.5 Hazards and Hazardous Materials

Construction of the proposed Project would include minor demolition of existing structures. According to a records search conducted on May 25, 2017, the site for the proposed Project does not contain any hazardous cleanup, permit, or other sites and is not listed as a contaminated groundwater site (EnviroStor [<http://www.envirostor.dtsc.ca.gov/public/>]; GeoTracker [<http://geotracker.waterboards.ca.gov/gama/>]).

Construction and demolition activities involving the handling of asbestos-containing materials, lead-based paint, or any other similar hazardous materials are strictly regulated. Construction personnel involved with the proposed Project would handle these materials in accordance with all applicable laws and regulations. Construction would occur northeast and approximately 300 feet away from the La Petite Academy day care center at LAUS; however, because hazardous materials would be properly managed and transported in compliance with the above-mentioned regulations, there would not be a risk at the academy related to hazardous materials. All construction work would be conducted in such a way as to ensure the safety of construction workers and the general public. Similarly, if any abatement of hazardous materials, such as lead-based paint or asbestos-containing materials, is required, these materials would be properly managed and transported in compliance with all applicable regulations, thereby minimizing the risk to construction workers and the general public posed by these hazards.

3.6 Hydrology and Water Quality

The nearest waterway to the site for the proposed Project is the channelized Los Angeles River, approximately 0.6 mile to the east. The proposed Project would not create a new direct connection to this water body. The nearest coastline is approximately 15 miles to the west. Construction would utilize best management practices (BMPs) in compliance with stormwater statutes, regulations, and permits to ensure proper control of runoff. The site for the proposed Project site is paved; the proposed Project would not change the permeability of the Project site. Therefore, no significant impacts related to hydrology or water quality would occur.

3.7 Noise

Construction activities would have minor impacts related to noise (e.g., from the use of tools and construction equipment). As per all construction projects at Union Station, the area would be barricaded to protect the public. Construction would be short term. Operation of the proposed Project would not result in any impacts related to noise.

3.8 Transportation/Traffic

Construction of the proposed Project would require workers to travel to the construction site, material and equipment deliveries, and waste hauling. However, given the minor scale of the renovations, the proposed Project would not generate significant amounts of traffic that would significantly affect transportation within and around LAUS or in the region. Temporary barricades to restrict pedestrian circulation would be installed around the perimeter of the Restroom Expansion Project site. All portions of LAUS not immediately adjacent to the Restroom Expansion Project site would remain accessible during construction.

Installation of the large sign on Vignes Street, under the Signage Project, would very likely require closure of one lane of traffic at the Metro Parking Garage entrance. This work would be done at night so as to avoid peak vehicular and bus traffic hours. Therefore, no significant impacts related to transportation or traffic would occur.

Attachments:

Attachment 1: Existing Conditions (restroom facilities)

Attachment 2: Proposed Restroom Expansion Plan

Attachment 3: Signage Locations

Attachment 4: LAUS Signage Existing Conditions

Attachment 5: "Airport Style" Signage

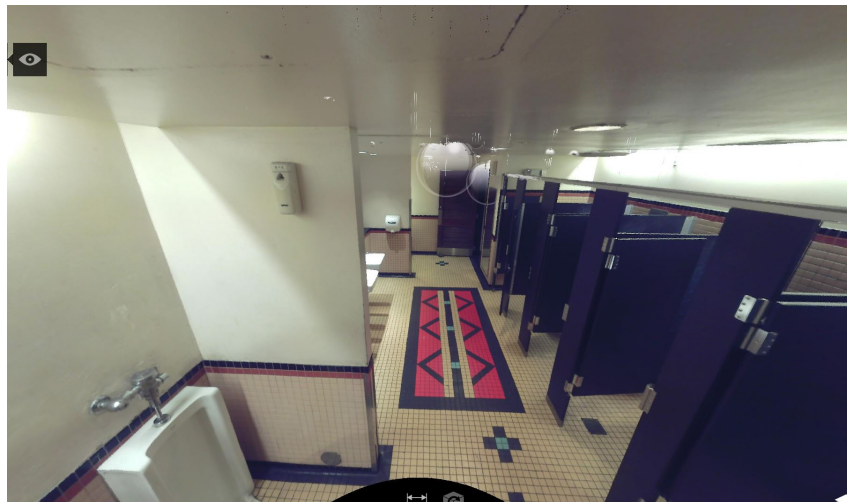
Attachment 6: Parking Structure Gantry Plan

Attachment 7: ARG Cultural Resources Memo

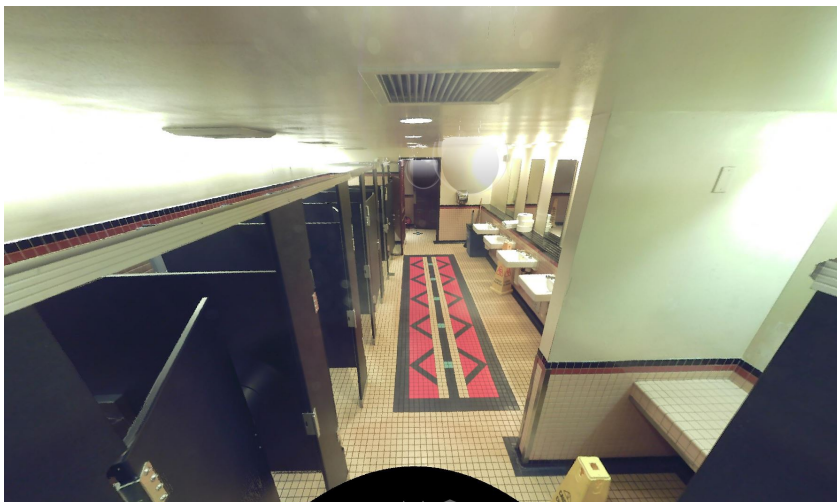
Attachment 1: Existing Conditions (restroom facilities)



Restroom Facility Entrance



Men's Restroom Facility



Women's Restroom Facility

Attachment 2: Proposed Restroom Expansion Plan



Architectural
Resources Group

8 Mills Place, Suite 300
Pasadena, California 91105
626.583.1401

arg-la.com

NO.	DESCRIPTION	DATE
-----	-------------	------

LOS ANGELES UNION STATION

PASSENGER CONCOURSE RESTROOM
PHASE 1 - STORAGE RELOCATION
800 N. ALAMEDA
LOS ANGELES, CA

SHEET TITLE

KEY PLAN - FIRST FLOOR

ISSUANCE
SCHEMATIC DESIGN

6/2/2016

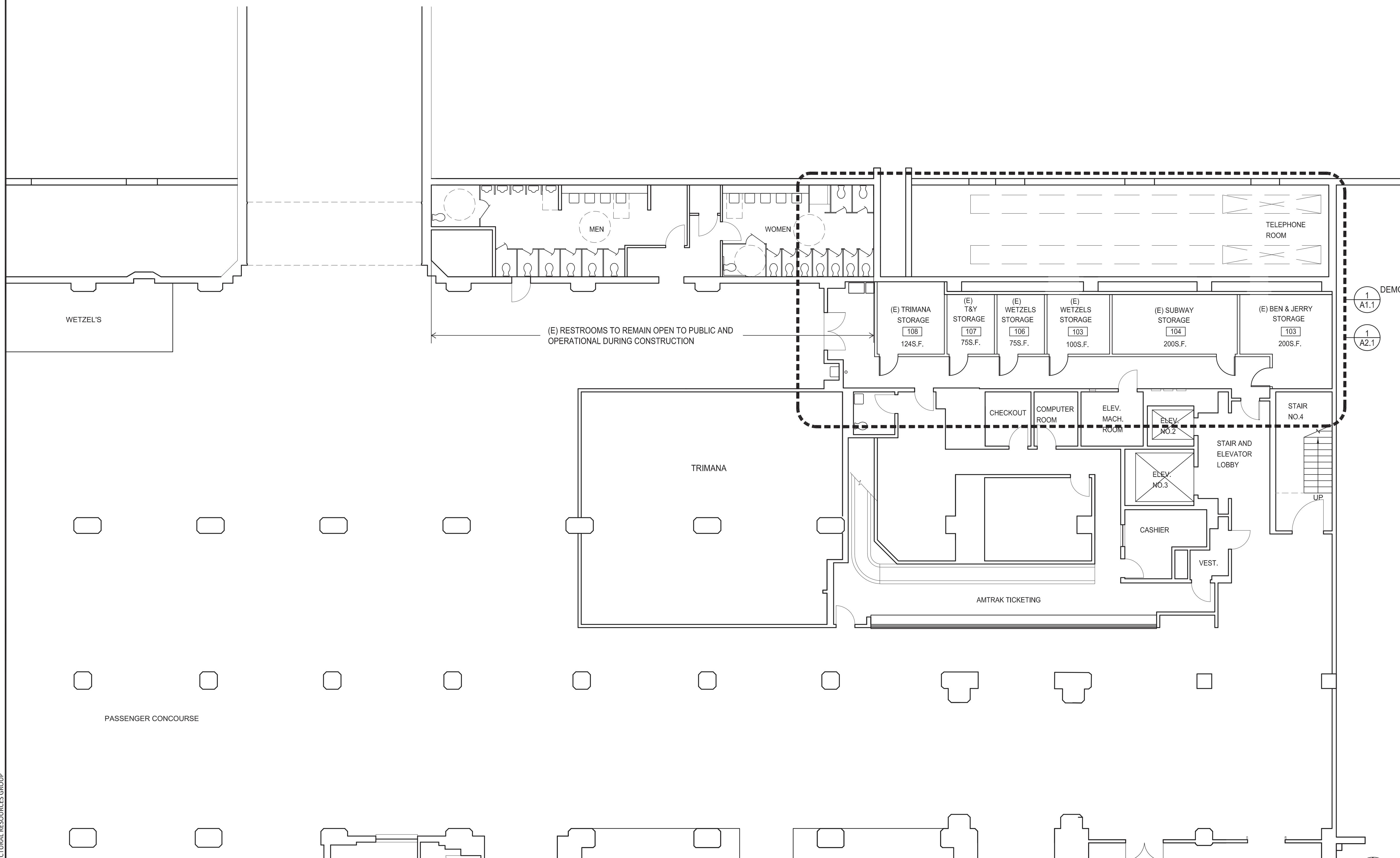
PROJ NO.
11216.01.18

DRAWN
AP

CHECKED
JD

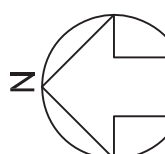
DRAWING NO.

A0.3
SHEET OF 00



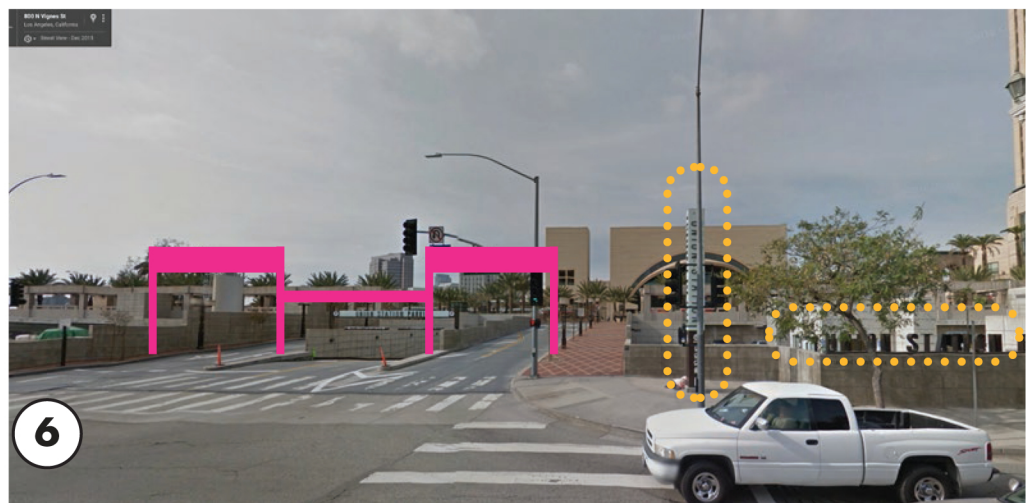
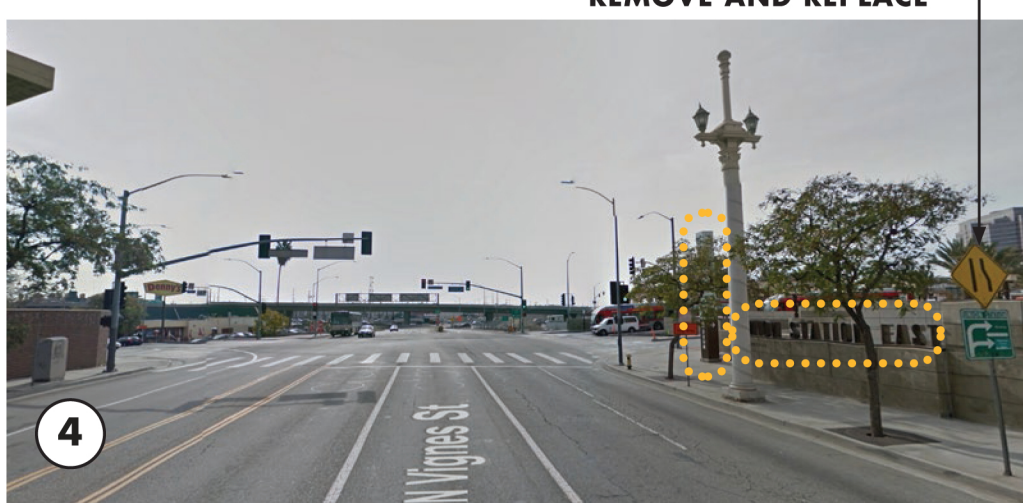
1 KEY PLAN - FIRST FLOOR - EXISTING CONDITION
A03
1/8" = 1'-0"

8 0 8 16
1/8" = 1'-0"



Attachment 3: Signage Locations

- Existing Union Station Sign
- Proposed Union Station Sign



Attachment 4: LAUS Signage Existing Conditions

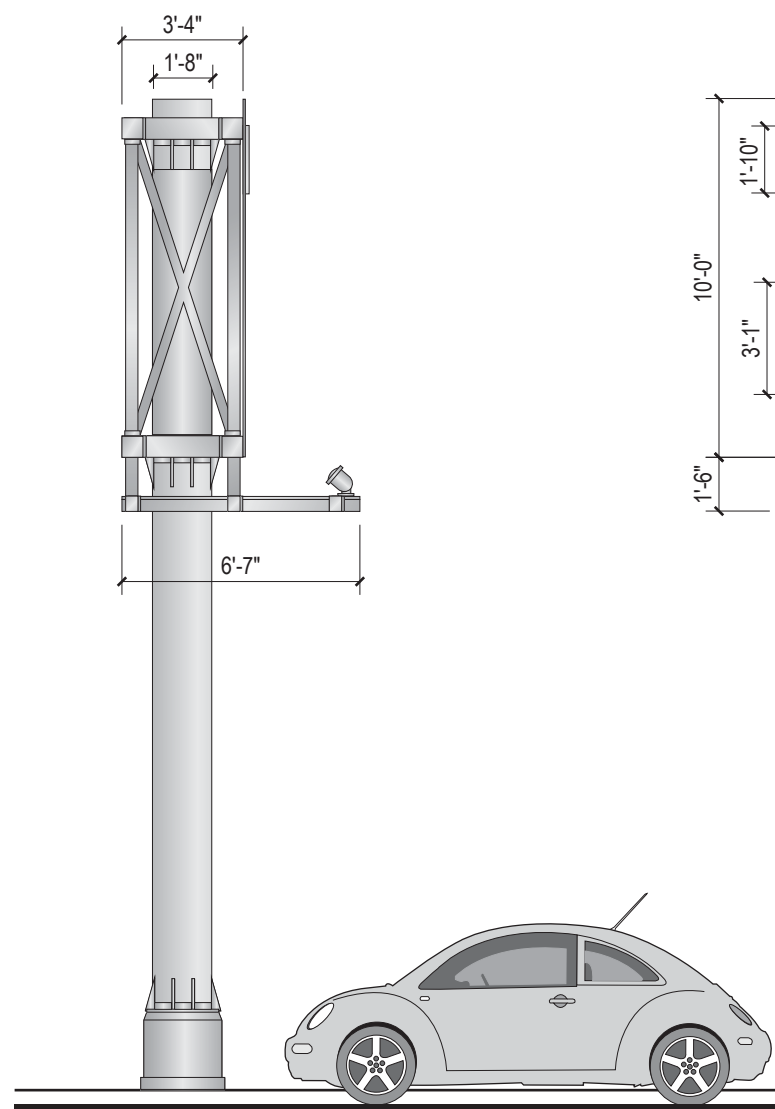


Existing Conditions

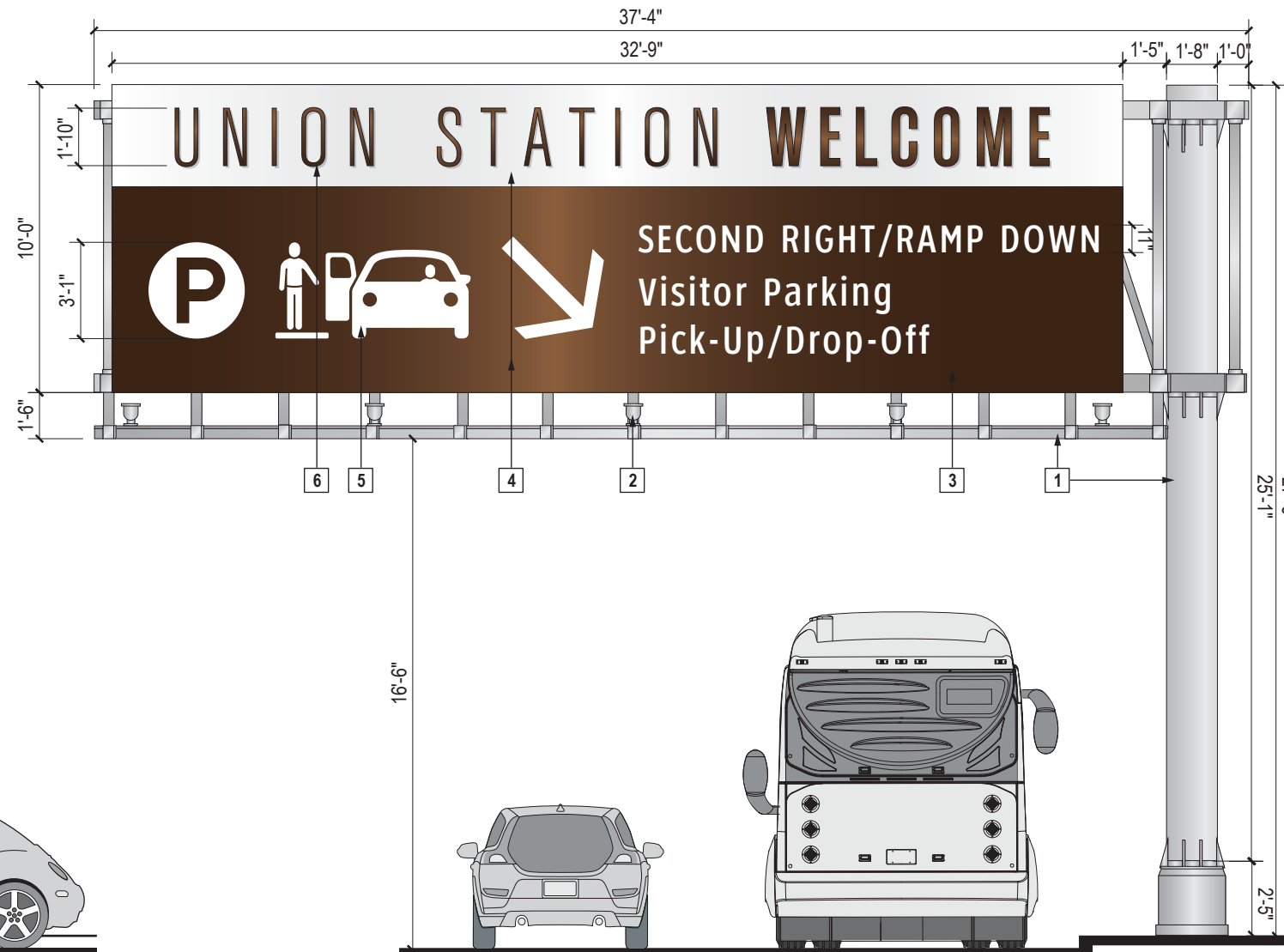


Architectural Rendering

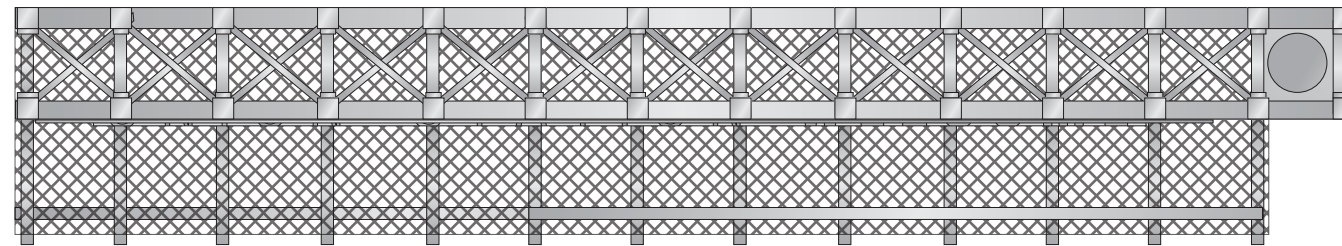
Attachment 5: “Airport Style” Signage



2 SIDE ELEVATION
scale: 3/16" = 1'-0"



1 ELEVATION
scale: 3/16" = 1'-0"



3 TOP VIEW DETAIL
scale: 3/16" = 1'-0"

NOTES

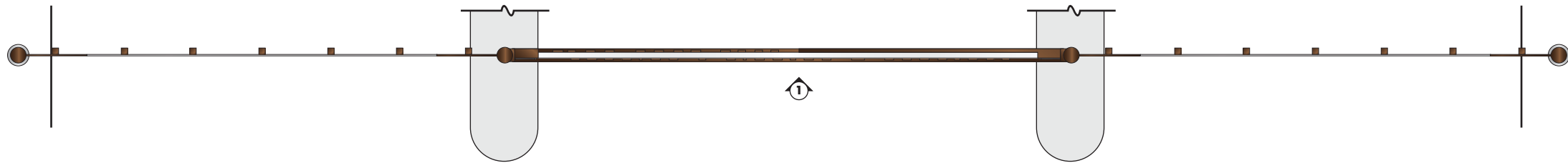
1. **Cantilever Sign Structure:** Galvanized steel structural column, footing, support truss and access deck. Fabricator to engineer to applicable LADOT and CalTrans standards and specifications.
2. **Lighting:** Uplights mounted to access decking.
3. **Sign Panel:** Aluminum sheeting to comply with ASTM B209.
4. **Retroreflective Sheeting:** 3M Diamond Grade sheeting (V1).
5. **Symbols and Text:** Laser cut 3M Diamond Grade sheeting (V2).
6. **Dimensional Letterforms:** 1.5" D painted aluminum attached to the sign panel with concealed mechanical fasteners (P1).

FABRICATOR TO PRICE BOTH OPTIONS 1 AND 2.

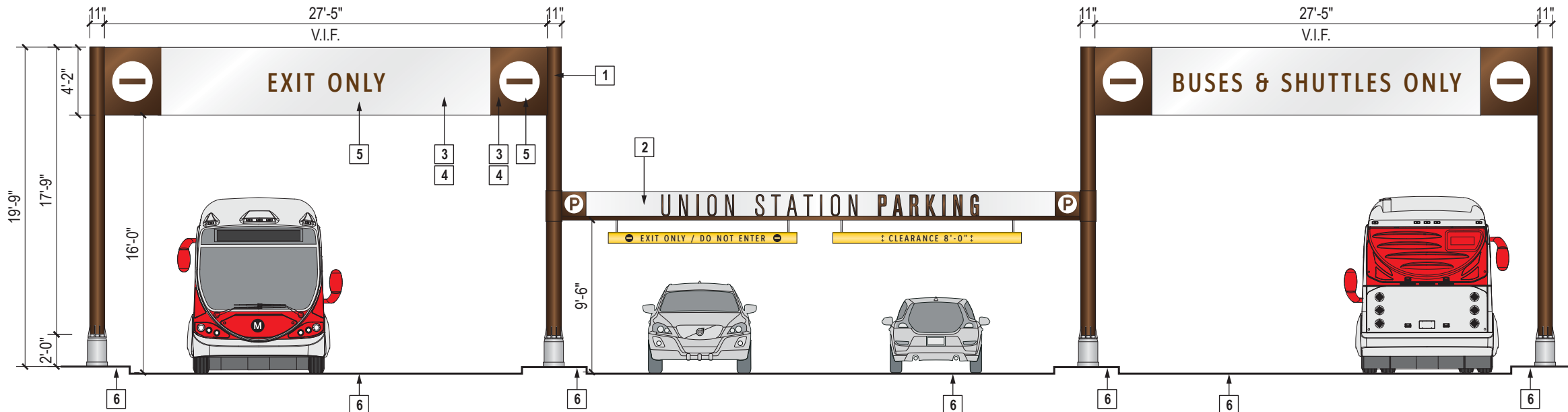
Attachment 6: Parking Structure Gantry Plan

NOTES

- 1. **Sign Structure:** Painted structural columns (P1) mounted to existing curbs . Fabricator to engineer structure, footings and all attachments.
- 2. **Existing Internally Illuminated Gantry:** Remove existing gantry, clearance bars and columns. Replace gantry between new structural columns as shown.
- 3. **Sign Panel:** Aluminum sheeting to comply with ASTM B209. Provide stiffeners and backing as required
- 4. **Retroreflective Sheeting:** 3M Diamond Grade sheeting, colors as shown.
- 5. **Symbols and Text:** Laser cut 3M Diamond Grade sheeting, colors as shown.
- 6. **Field Verification:** Fabricator to verify all existing conditions including driveway widths, sidewalk widths and support walls.



2 PLAN VIEW
scale: 1/8" = 1'-0"



1 ELEVATION
scale: 1/8" = 1'-0"

VIGNES ENTRY WEST

Attachment 7: ARG Cultural Resources Memo

Memorandum

To: Kenneth E. Pratt
L. A. Metro
Director of Union Station Property Management
Countywide Planning and Development Dept.

Project: Union Station Restroom Expansion *Standards* Analysis
Project No.: 11216 BG018, L. A. Union Station On-Call/Restroom Expansion
Date: March 20, 2017
Via: Email

At the request of Morlin Asset Management, Architectural Resources Group (ARG) has reviewed the proposed design for the Restroom Expansion at the southeast end of the historic passenger concourse in Los Angeles Union Station ("Union Station," "the Station"). We have prepared this analysis to determine for your information whether the proposed project meets the *Secretary of the Interior's Standards for Rehabilitation* (the *Standards*) in terms of its potential impact to the historic Los Angeles Union Station National Register District. Due to the District's National Register listing, it is a historic resource for purposes of the California Environmental Quality Act (CEQA). The intent is to demonstrate whether the proposed project will have an adverse impact to historic resources (the Union Station National Register District).

The Proposed Project

The proposed project involves remodeling existing restrooms and constructing new restrooms at the southeast end of the passenger concourse. This memo is based on the construction document drawings dated January 11, 2017. The proposed project comprises the demolition of tenant storage space, the partial demolition of a utility tunnel, the excavation of dirt infill below the utility tunnel's floor slab, the construction of new restrooms and egress, and the remodeling of adjacent existing restrooms. The proposed design will increase the total number of water closets in the women's restrooms by nine, the total number of water closets in the men's restrooms by four, and the total number of men's urinals by four. The project also involves the construction/installation of an employee unisex restroom, janitor's closet, two drinking fountains/water bottle filling stations, and two service sinks.

ARG Qualifications

Architectural Resources Group is the architect for the proposed project. ARG has served as the on-call architect for Metro/Morlin Management at Union Station since 2011 (and previously for prior ownership since 2007). ARG has over 35 years of architecture, planning, and conservation practice in California focused mainly on historic resources, both in their rehabilitation and in the design of additions and new

construction at historic properties. Most of the firm's projects are designed and executed according to the *Secretary of the Interior's Standards for Rehabilitation*, frequently under the review of local government preservation authorities, the State Office of Historic Resources, or the National Park Service. ARG maintains three offices, located in San Francisco, Pasadena, and Portland, OR, with over fifty staff. All ARG professional staff meet the *Secretary of the Interior's Professional Qualifications Standards* in architecture, architectural history, or history. ARG was selected as the Firm of the Year in 2006 by the California Council of the American Institute of Architects, the first historic preservation firm to be so honored.

The Secretary of the Interior's Standards for Rehabilitation

The *Secretary of the Interior's Standards for Rehabilitation* (the *Standards*) are a set of treatment standards for historic buildings developed by the National Park Service. The *Standards* are used at the federal, state, and often the local level to provide guidance regarding the suitability of various elements of a proposed project that could affect a historic resource. The *Standards* are employed under CEQA by the lead agency to determine the appropriateness of such a proposed project. As noted in the *California Office of Historic Preservation Technical Assistance Series #1, California Environmental Quality Act (CEQA) and Historical Resources*:

A project that has been determined to conform with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* can generally be considered to be a project that will not cause a significant impact (14 CCR § 15126.4(b)(1)). In fact, in most cases if a project meets the *Standards* it can be considered categorically exempt from CEQA (14 CCR § 15331).¹

The National Park Service notes the following regarding the use of the *Standards*:

The *Standards* (Department of Interior regulations, 36 CFR 67) pertain to historic buildings of all materials, construction types, sizes, and occupancy. They encompass the building's exterior and the interior; its related landscape features, site, and environment; and attached, adjacent, or related new construction. The *Standards* are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

Further, Rehabilitation as a treatment approach for historic properties is defined as follows:

"the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values."

¹ Document can be found on line at:

<http://ohp.parks.ca.gov/pages/1069/files/11%20online%20resources.pdf>

Following is a discussion of the appropriateness of the proposed project's design based on conformance with the ten *Standards*.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

The proposed project meets Standard #1. The proposed location for the restroom expansion is in a space currently occupied by an unexcavated dirt area below a pipe tunnel. The pipe tunnel's floor slab sits approximately 10' above the ground level of the passenger concourse. The construction of the new restrooms requires a roughly 72' long by 18' wide by 10' deep dirt area under the tunnel's floor slab to be excavated. The tunnel's floor slab and north wall will be demolished during excavation, and an opening will be cut in the concrete wall abutting the dirt infill to the west. Though the tunnel and space below it will undergo alterations, these areas were not historically and are not currently character-defining features of Union Station. As such, changes to the tunnel and ground below it will not have an impact on the defining characteristics of the Station and its site and environment.

The proposed project also includes remodeling the existing public restrooms and replacing the existing tenant storage with a corridor providing egress to the new restrooms, a janitor's closet, and an employee unisex restroom. The existing restrooms and storage were constructed in the 1980s and 1990s, and replaced original back-of-house spaces, including a distribution center and tenant locker rooms and restrooms. The restroom remodel and storage demolition require no change to the defining characteristics of the Station and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

The proposed design meets Standard #2. The project applies to existing non-historic restrooms, non-historic tenant storage, and a utility tunnel/ground under the utility tunnel. No historic materials or features that characterize the Station will be affected. As such, the overall historic character of Union Station will be retained and preserved.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

The design of the proposed project meets Standard #3. The additional features proposed for the new and remodeled restrooms are distinct from the historic materials and features and easily discerned as contemporary additions.

4. **Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.**

Standard #4 is not applicable. No features of this description are affected by the project.

5. **Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.**

Standard #5 is not applicable. No distinctive features, finishes, construction techniques, or examples of craftsmanship will be affected by this project.

6. **Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.**

Standard #6 is not applicable. The proposed restroom expansion and remodel does not involve the treatment or repair of historic materials.

7. **Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.**

Standard #7 is not applicable. The proposed project does not involve the cleaning or surface treatment of any historic materials.

8. **Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.**

Construction of the new restrooms will require the excavation of a roughly 72' long by 18' wide by 10' deep dirt area under the floor slab of an existing pipe chase. In order to comply with Standard #8, ARG recommends that a Cultural Resource Management (CRM) firm be consulted for an assessment of archaeological sensitivity; if the consultant finds the area has potential to contain intact subsurface resources, a Monitoring and Discovery Plan should be in place prior to the commencement of this phase of the project and an archaeological monitor should be on site for all ground disturbance.

9. **New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The 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.**

The proposed project meets Standard #9. The construction of new restrooms will require the partial demolition of a utility tunnel, excavation of the ground below the tunnel, and demolition of non-historic tenant storage. None of these spaces contain historic materials that characterize the Station. The new restrooms and remodeled existing restrooms will be designed with architectural features and materials that are compatible with, but differentiated from the historic features and materials in the passenger concourse.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The proposed design meets Standard #10. The restroom expansion and remodel is in back-of-house and utility spaces. The restroom remodel is occurring within the existing envelope of the building, and although the restroom expansion involves some excavation, the new construction will not be visible from the exterior of the Station. For these reasons, the essential form and integrity of the Station and its environment would be unimpaired if these changes were to be removed in the future.

We would be happy to discuss the project further and provide whatever guidance we can to see this enhancement of facilities successfully incorporated into the historic property.

Sincerely,



Evanne St. Charles
Architectural Historian and Historic Preservation Planner

cc: Christopher Smith, Principal, ARG
Jen Dunbar, AIA, Senior Associate, Project Manager/Project Architect, ARG

ATTACHMENT C

SUMMARY TEN-YEAR CAPITAL PLAN

The Los Angeles Union Station (Union Station) Ten-Year Project Projection identifies the known major Capital Improvement Projects for the station. The attached spreadsheet, Cost Center 4520 – 10 Year Budget, divides those projects into: (a) current Capital Projects underway with Project Numbers; and (b) Identified Future Projects with Project Numbers as TBD.

We have one current Capital Improvement Project in progress in the station; Fire, Life, Safety/ADA and LED lighting. Currently, that project is progressing on schedule and within budget.

Identified Future Projects were prioritized on the basis of state of good repair, public safety, compliance with law, enhancing Union Station as a Transit Oriented Destination and being “customer-centric”, and meeting passenger needs for Metro, Amtrak and Metrolink. The restroom project is the number one Identified Future Project for Union Station out of a total of nine Future Projects listed.

All of the proposed projects are motivated by the foregoing criteria. Major projects include:

- The Ticket Concourse restaurant concept would be placed behind the Ticket Counter and seat approximately one hundred diners. The main floor area of the Ticket Concourse would remain available for event booking.
- Passenger Concourse Restack includes the co-location of businesses and services that have customers and functions in common and the creation of a European-style food hall offering a variety of eateries and experiences. This project is triggered by implementation of the LinkUS project which relocates certain Amtrak facilities into the new concourse.
- The Amtrak Bus Parking Security facility is a future project for which Amtrak would be asked to provide a capital contribution.

The balance of the projects represent ongoing restoration and refurbishment projects required to maintain the historic structure. As with any plan, modifications to the list and their individual projected timing may be amended as more knowledge evolves.

UNION STATION RESTROOM EXPANSION & RENOVATION

Construction Committee

November 16, 2017



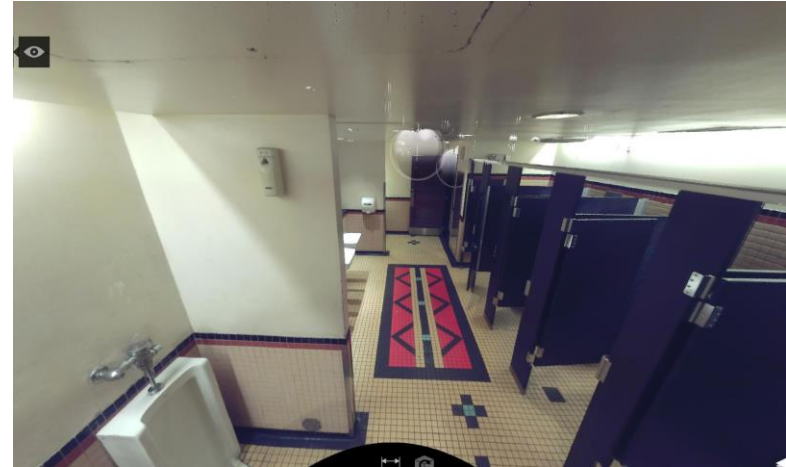
AGENDA

- Existing Conditions
- Operational Challenges
- Code Requirements
- Expansion Feasibility Study
- Preparing for the Future



EXISTING CONDITIONS

- * The current restrooms were built in the early 2000's, or roughly 15 years ago.
- * Heavy use has rapidly been deteriorating infrastructure causes approximately 100 full restroom closures annually.
- * The existing plumbing system is not able to handle the heavy abuse from patrons putting non-waste items in toilets.
- *The facilities do not meet current code requirements for access or fixture count based upon the number of patrons who visit Union Station.
- * The plumbing fixtures utilize more water, and the lighting and mechanical systems use more energy than necessary due to age.
- * Lack of proper ventilation causes interior area to smell bad. This air also sits stagnant in the in the Passenger Concourse impacting patrons to the Shoe Shine Booth, Trimana, Amtrak, Metrolink . . .



Existing Men's Restroom



Existing Women's Restroom

OPERATIONAL CHALLENGES

Current Restroom Facility @ Union Station causes negative impact on:

- Engineering time spent responding to restroom issues is 45% of emergency work orders. Other work orders become delayed.

- Security coverage when facilities are closed causes guard coverage at other areas of the station to be reduced so guards can cover the restroom closure.

- Janitorial crews spend increased times cleaning facilities, causing other shift work to be delayed.

- Public complaints about lack of facilities.

- Passenger complaints negatively impact Metro, Metrolink & Amtrak ridership and associated amenities (e.g., retail and services).

- Tenants receive complaints from customers, negatively impacting their business. Employees of tenants have no restroom facilities available within state mandated distance of work area.

CODE REQUIREMENTS

Current Restroom Facilities do not meet California Plumbing Code:

- * One set of restrooms is deficient by 7 toilet fixtures.
- * Lavatory count is deficient by 3 fixtures.
- * Drinking Fountain count is deficient by 4 fixtures.
- * There are no wheelchair accessible ADA compliant stalls in either existing restrooms - CBC 213.3.1
- * No Ambulatory Accessible Compartment exists – CBC 213.3.1

Los Angeles Union Station Fixture Count Analysis [without Ticketing Concourse]

Existing Conditions									
				WC	Urinals		Lavs	DF	Service Sink
Passenger Concourse	Men			7	5		4	1	1
	Women			10	0		5		
Traxx	1 Unisex			1	0		1	0	
Total Restrooms				WC	Urinals		Lavs	DF	Service Sink
	Uni			1	0		1	1	1
	Men			7	5		4		
	Women			10	0		5		

Minimum Required Fixture Count									
Group B				WC	Urinals		Lavs	DF	Service Sink
	Men	225.15		4	3		4	2	1
	Women	225.15		11			5		
Group A2 (restaurants)									Service Sink
	Men	91.16667		2	1		1	2	1
	Women	91.16667		3			1		
Group A3 (assembly)									Service Sink
	Men	83.06667		1	1		1	1	1
	Women	83.06667		3			1		
Total Restrooms				WC	Urinals		Lavs	DF	Service Sink
	Men			7	5		6	5	3
	Women			17	0		7		

ADA notes:

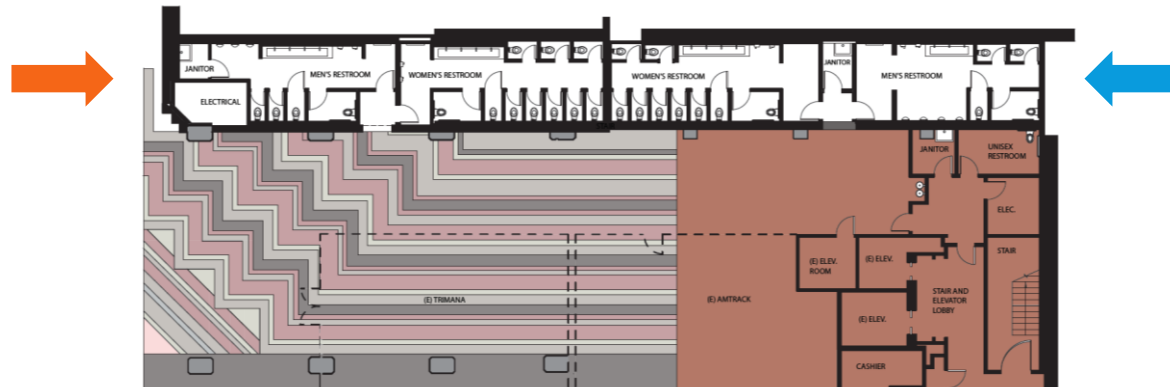
1) Where toilets are provided, at least one compartment shall be wheelchair-accessible.

2) In addition to the accessible compartment, where six (6) or more toilet compartments are provided, or where the combination of urinals and water closets totals six (6) or more fixtures, at least one compartment shall be an "Ambulatory Accessible Compartment." CBC 213.3.1

EXPANSION FEASIBILITY STUDIES

- * Soils Testing & Reports includes environmental and a CEQA Categorical Exemption (CE) are completed
- * Exploratory Demolition of structural walls to determine materials & construction of original building
- * Removal of dead or unused electrical & plumbing infrastructure
- * Laser scanning & modeling of entire Passenger Concourse & existing restroom facilities
- * Structural & Shoring pre-engineering studies nearly complete
- * Electrical & plumbing surveys of all surrounding infrastructure to determine use of the most efficient systems.

Existing
Restrooms to
be renovated in
Phase 3



New Expanded
Restroom Area
to be constructed in
Phase 2.

PREPARING FOR THE FUTURE



Views of the historic restrooms



PREPARING FOR THE FUTURE



Some of the proposed finish selections



PREPARING FOR THE FUTURE

- New facilities will be completely independent of each other. If one restroom needs to be closed for maintenance, there will still be a fully functioning set of restrooms at all times.
- State-of-the-Art Plumbing system will virtually eliminate opportunities for main line blockages. All clogs will be locally accessible at the toilet fixture, allowing engineering to resolve the issue quickly.
- Water consumption with new Plumbing system will decrease by 60%.
- New energy efficient lighting increases sustainability efforts.
- HVAC system will provide proper air flow and will be tied to new Central Plant system. This will provide more efficiency than stand-alone package units and allow engineering to control the system more effectively.
- Heavy duty fixtures, cement wall partitions and high ceilings will deter vandalism.
- No structural/shoring impacts to LinkUS project or Master Plan project.
- Positive public experience.
- Fewer complaints from patrons or tenants.

COMMENTS / NOTES