



Metro

Union Station *Master Plan* – **Project Overview**

- > Project Background
- > Why a Master Plan?
- > What is a Master Plan?
- > Task I Overview
- > Task I Conclusions: The Program

Project Background



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Union Station History



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Union Station Today



Metro's Union Station Property

Mozaic
Apartments



Metro

Union Station Today





Why a Master Plan? Three Considerations...



(1) LA's Expanding System



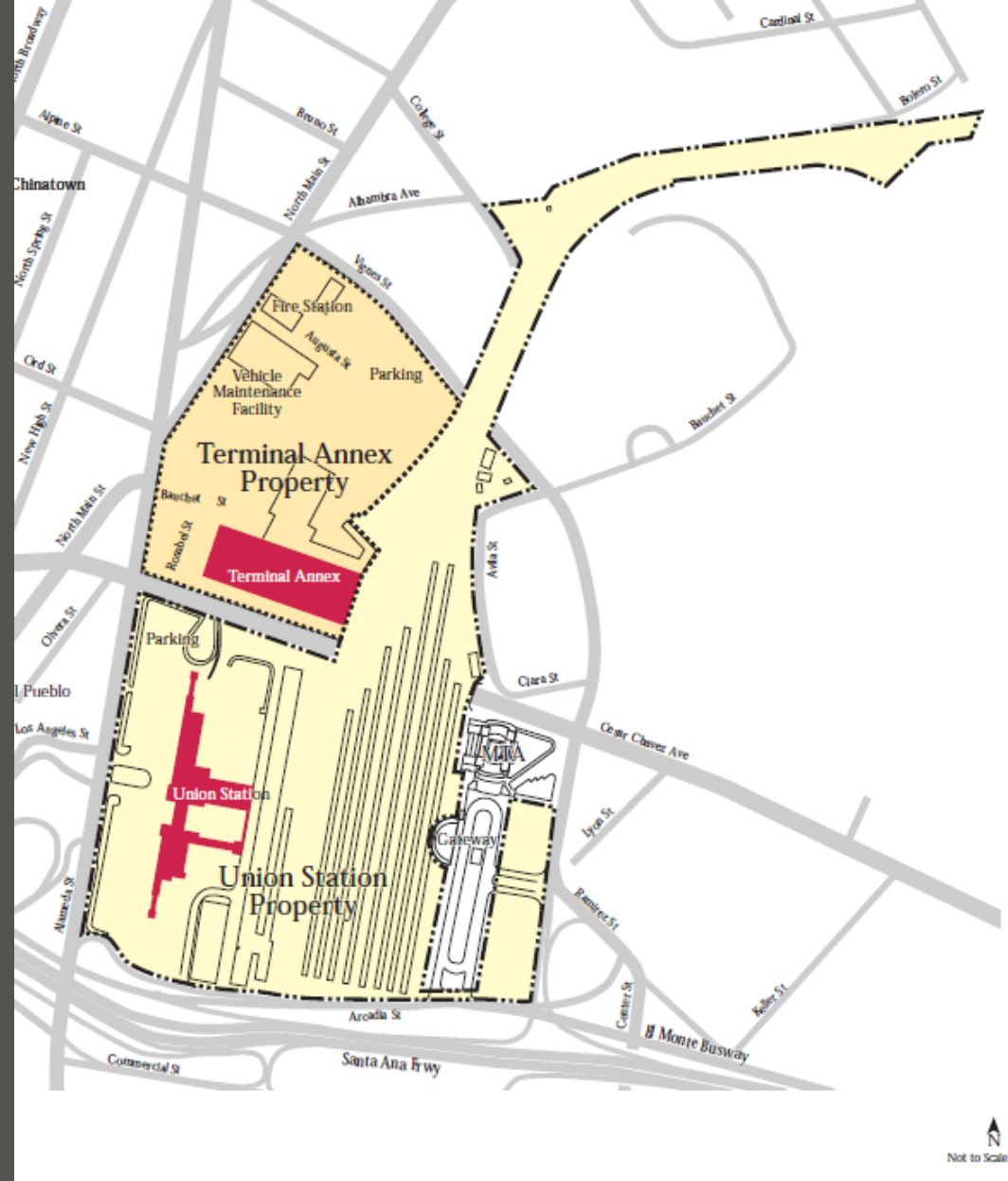
Existing Transit System



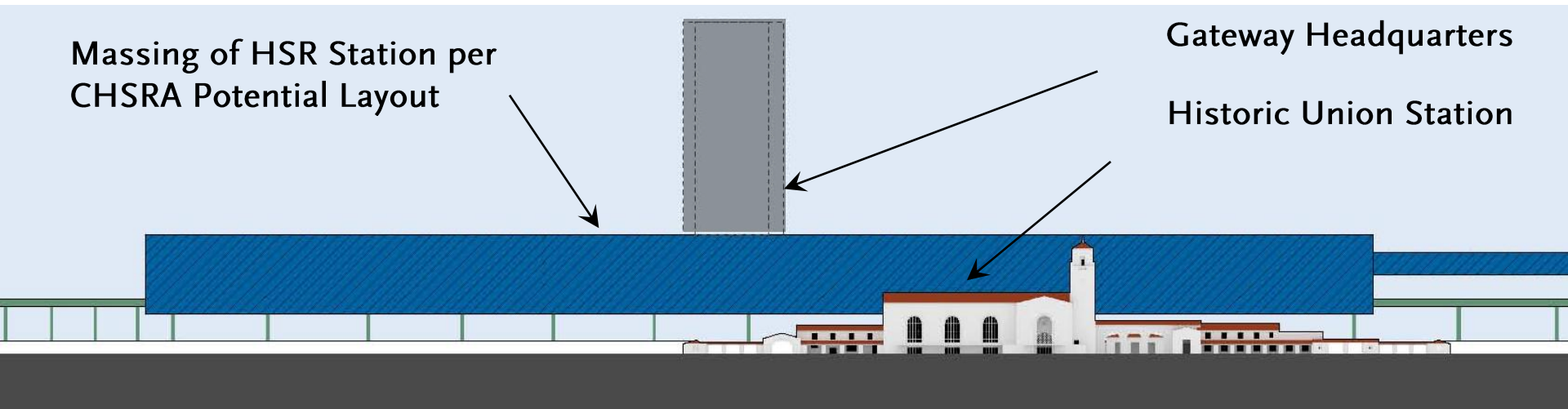
Transit System: Existing and New

Alameda District Specific Plan

- > Adopted 1996
- > Almost 11M sf. of entitlements; 7M sf. entitled to Union Station property
- > Almost 6M sf. still available for development
- > Flexible entitlements and floor area transfer
- > Union Station Development Agreement with the City of Los Angeles



Massing of Current CHSRA Platform and Concourse Concept



What is a Master Plan?

Master Plan

- > Study site technically, quantitatively and qualitatively
- > Develop a game plan for how the property and buildings will be developed over time
- > Intent is to guide future work so that it is cohesive
- > Future work includes short term, medium, and long range work

*Bijlmer Station
Amsterdam*



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Process

- > Data Collection & Analysis
(defining the Program)
- > Draft Alternatives
- > Final Plan
- > Stakeholder Outreach
(throughout)
- > Concurrent Market Study

*Southern Cross Station
Melbourne*



Stakeholder Involvement

- > Community Outreach Plan
- > Union Station Advisory Committee
- > Community Advisory Council
- > Internal Stakeholders
- > Connecting to our neighbors:
 - ULI Advisory Services Panel
 - Linkages Study

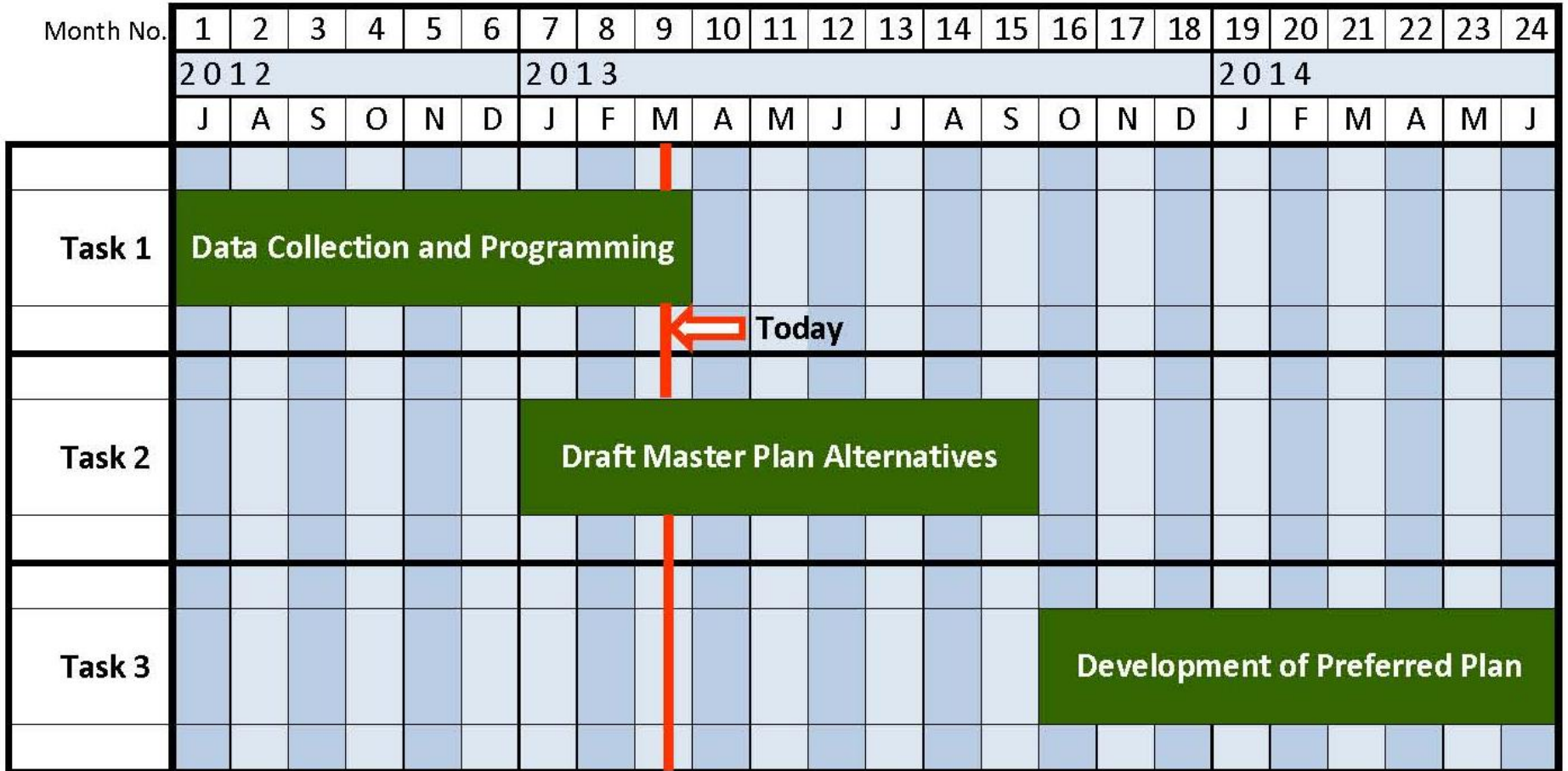
*Paddington Station
London*



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Timeline



Task I Overview

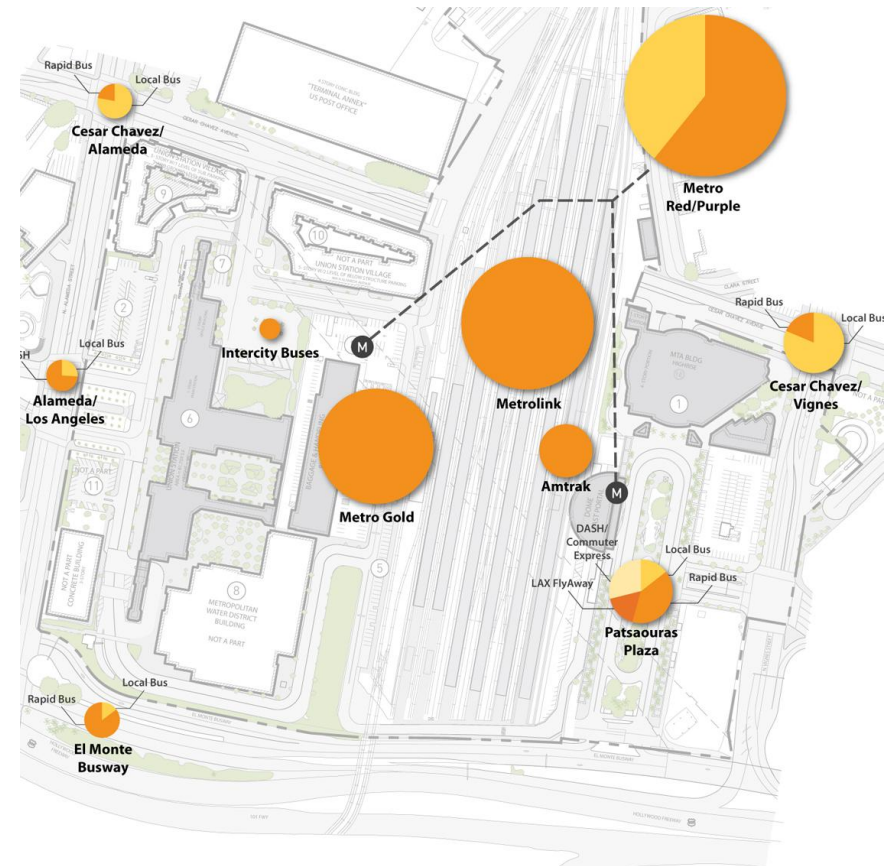
Major Task 1 Subtasks

- > Data Collection and Analysis
- > Stakeholder Outreach
- > Synthesis and Conclusions in Technical Memoranda
- > Refined Goals and Objectives
- > Resulting Program Definition

Data Collection and Analysis

> 17 Consultants of Various Disciplines Studied Site and Context

- Transit activities compiled
- Pedestrian flow patterns analyzed
- Bus and rail capacity reviewed
- Current High Speed Rail plans studied
- Linkages to adjacent neighborhoods and L.A. River evaluated
- Bicycle amenities assessed
- Historic and cultural monuments adjacent to site mapped
- Physical mapping and survey of site



Stakeholder Outreach

- > Over 50 stakeholders interviewed during 17 small group sessions
- > Meetings with Major Transit Operators
- > Meetings with Planning and Operations Groups from Metro, City and County
- > Over 200 people attended Community Meeting with live streaming on web
- > More than 2,000 responses received from Transit-User Survey
- > Community Advisory Council convened to continue stakeholder engagement throughout project



Technical Memoranda

- > Existing and Future Transit Operations, Access, Circulation and Parking
- > High Speed Rail
- > Existing Land Use, Regulatory Plans
- > Site Context
- > Historic Resources
- > Development
- > Infrastructure and Geotechnical
- > Sustainability and Building Systems
- > Opportunities and Constraints

Transit Access

> Conventional Rail

- Previous development did not accommodate expansion of rail service
- SCRIP (So. Cal. Regional Interconnector Project) will relieve immediate needs

> Metro Rail / Light Rail

- Additional access required to accommodate future light rail line(s)
- Location of Gold Line results in yard planning constraints

> Bus and Shuttle Operations

- Bus operations on and adjacent to the site are disjointed
- Substantial passenger confusion

Service	Existing (2012)	Forecast (2040)	% Growth
Metro Red/Purple Line	42,500	58,000	36%
Metro Gold Line	21,500	31,500	47%
Metrolink/Amtrak	33,200	56,000	69%
Bus	19,000	19,750	4%
TOTAL Ridership *	116,200	165,250	
* Ridership does not include High Speed Rail			
High Speed Rail		18 - 25,000	

Sources: 2012 ridership data from Metro & Metrolink, 2040 forecast from Metro Systems Analysis & Research Unit, High Speed Rail forecast from CHSRA

Circulation/Parking

> Vehicular Access, Circulation and Parking

- Difficult to find access to parking garage
- Garage is difficult to understand – poor wayfinding

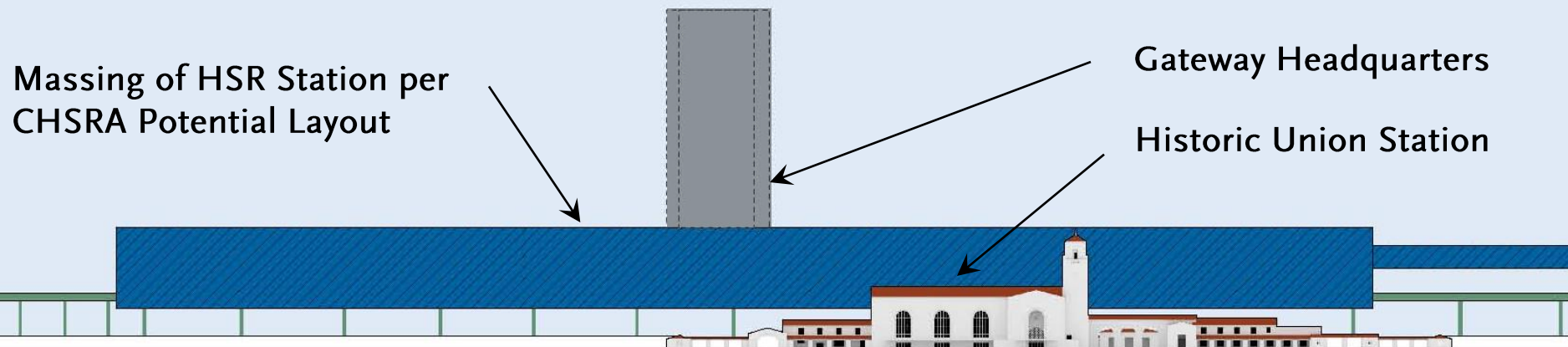
> Pedestrian Access and Bicycle Circulation

- Bicycle facilities and amenities are substandard
- Bus/pedestrian conflict issues at Patsaouras Plaza
- Passenger tunnel nearing capacity at peak



High Speed Rail

- > Currently planned HSR alignment assumes elevated platform and passenger facility above the existing Union Station yard
- > Detailed architectural solution not yet developed by HSR
- > Concepts provided by HSR need to be re-evaluated to address issues for transit use, historic preservation and development
- > Coordination of planning is taking place with CHSRA



Pedestrian Linkages

- > Industrial uses and municipal “back of house” uses at the perimeter
- > Existing pedestrian connections to surrounding neighborhoods are compromised
- > Perceived disconnect from nearby cultural destinations



Development

- > Physical size of useable property is at odds with the scale of entitlements
- > Several of the accessible development parcels on west side of station are already developed by others and are not owned by Metro
- > Public industrial uses on North and East do not support mixed-use development
- > Overbuilding the tracks could unify the site but will add costs



Task I Conclusion: The Program

Refined Goals

- > Accommodate variety of transit modes now and into the future
- > Create an iconic place of extraordinary design as the transit hub for Los Angeles County
- > Enhance and protect the historic station through appropriate repurposing
- > Establish development opportunities that support Union Station's transit role
- > Ensure flexibility to allow plan to adapt to changes in transit
- > Improve access and connectivity for pedestrians and bicyclists
- > Incorporate sustainable best practices

Program

> Transport Optimization

- Transit Operations
- Passenger Experience
- Access and Circulation

> Destination

- Programmatic Uses for the Site
- Historic Station Revitalization
- Sustainable Development

> Connectivity

- Linkages to/from the Site and Surrounding Areas
- Mobility and Open Space

Transport Optimization

> Transit Operations

- Incorporate SCRIP to increase station capacity by 40-50%
- Allow for expansion of commuter and intercity rail tracks and platforms
- Co-locate buses and shuttles
- Eliminate use of private vehicles on Patsaouras Plaza
- Separate bus and auto garage access
- Allow for and integrate HSR while mitigating historic, site planning and potential construction impacts on Union Station

> Passenger Experience

- Improve pedestrian and bicycle access and amenities
- Reconfigure eastern and western entrances for visibility and accessibility
- Create new larger multi-modal concourse
- Provide intuitive wayfinding and seamless transfers

Transport Optimization

> Access and Circulation

- Maximize access by expanding pedestrian flow capacity with wider or additional tunnels / bridges
- Provide on-site and off-site connectivity
- Improve the comfort and safety of walking
- Provide visible, safe, and scalable bicycle facilities and amenities (bike share, storage, and service)
- Provide accommodations for car share and other rental facilities

Destination

> Programmatic Uses for the Site

- Program to support transit functions creating an identifiable, vibrant, 24/7 destination
- Create demand by becoming a market driver
- Potential uses may include a mix of:
 - Flexible commercial, cultural, and social incubator lofts
 - Integrated education and research facilities
 - Event, exhibition, institutional, and professional spaces
 - Markets, restaurants and retail venues
 - Hotel, residential and work/create/live areas
 - Exercise, sports, games, therapy/health zones
 - Community focused activities

Destination

> Historic Station Revitalization

- Reuse and repurpose historic Union Station building and courtyards
- Preserve and restore the primary defining historic characteristics
- Comply with Historic Structures Report
- Require that the new elements have a level of quality equal to or greater than the historic station
- Develop a clear legibility of architecture, entrances and access

> Sustainable Development

- Provide a wide range of flexible programs to generate long-term sustainable development
- Ensure a high level of access to light and air
- Reduce resource impacts of construction and maintenance of buildings
- Integrate new site-wide waste, water, energy, and logistics networks
- Provide self supporting landscaping and surfaces

Connectivity

> Linkages to/from the Site and Surrounding Areas

- Increase the level of access and connectivity to, through, and from Union Station
- Facilitate linkages over the freeway, to the Los Angeles River, and surrounding neighborhoods
- Link on-site development with community projects
- Encourage streetscape improvements around and beyond the edges of the site

> Mobility and Open Space

- Develop clear pedestrian and bike routes through the property
- Provide openness and approachability to the perimeter
- Plan for a series of open spaces that will link indoor and outdoor programs to each other and surrounding neighborhoods

Key Conclusions

- > Transit operations are the top priority, before all other considerations
- > There are more demands on site than can be accommodated
- > Strategic decisions have to be made on the best use of available site area



Questions?

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Project Website:
[www.metro.net/projects/
LA-union-station](http://www.metro.net/projects/LA-union-station)



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Let's get moving.