

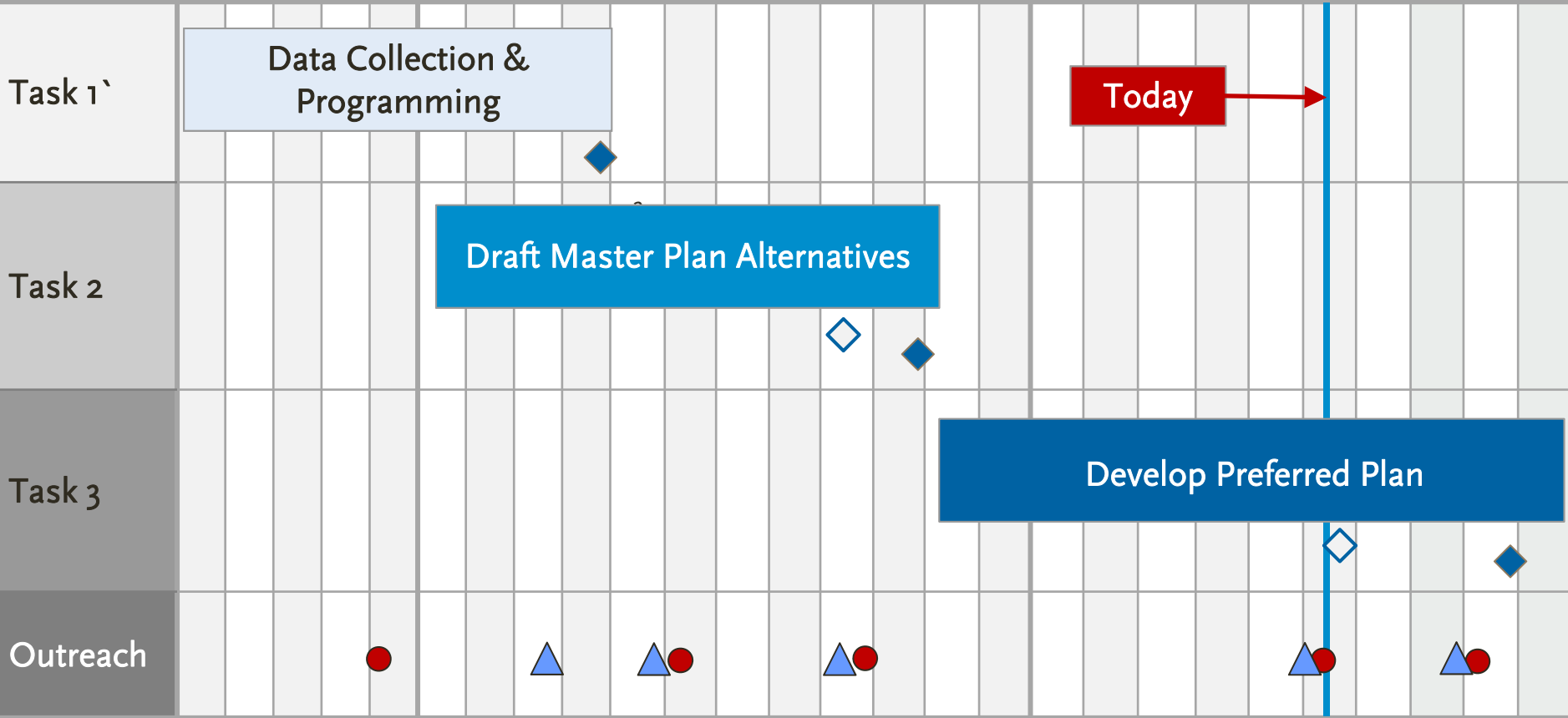


Metro

Union Station Master Plan | Task 3 Update

June 18, 2014

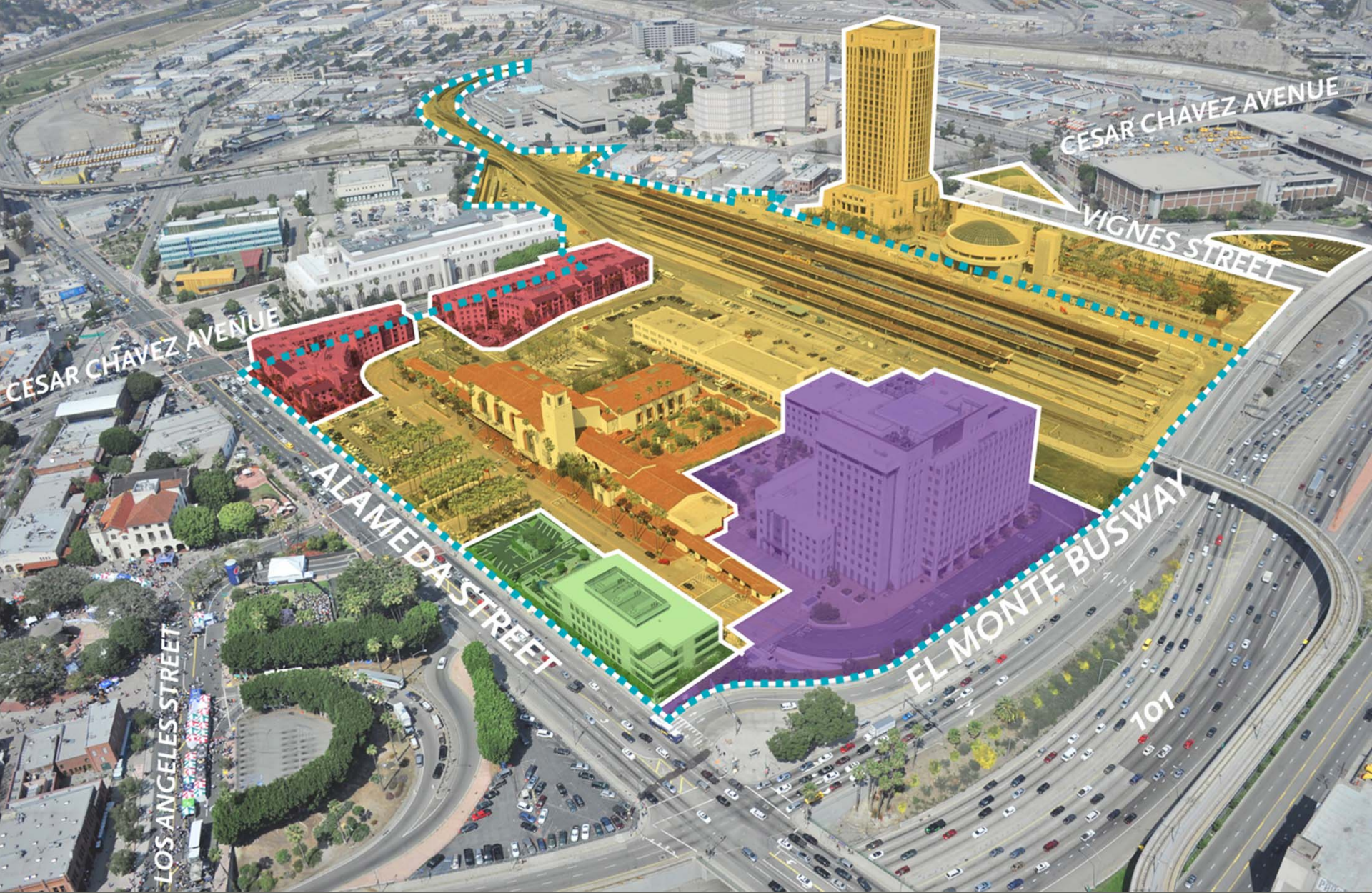
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2012					2013												2014									
A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O



-  Community Council Advisory Meeting
-  Board Workshop
-  Community Workshop
-  Board Meeting

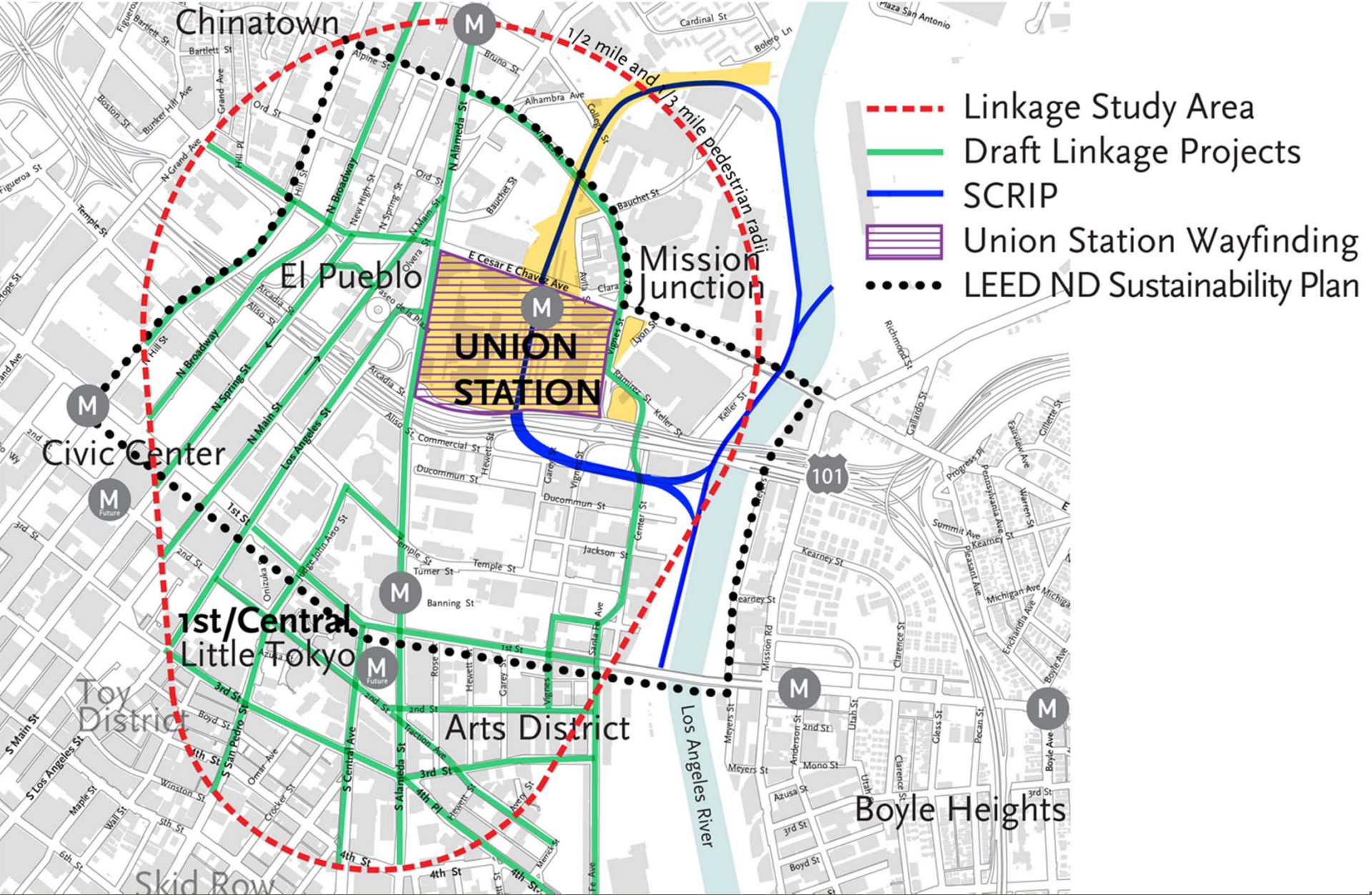
- Scope and Context
 - Project Scope
 - Program
- Design
 - Transit Improvements
 - Development
 - Connectivity/Open Space
 - Near Term Improvements
 - Images/Character
- Implementation
 - Rough Order of Magnitude Costs
 - Costs by Stages/Phases
- Next Steps

Scope and Context



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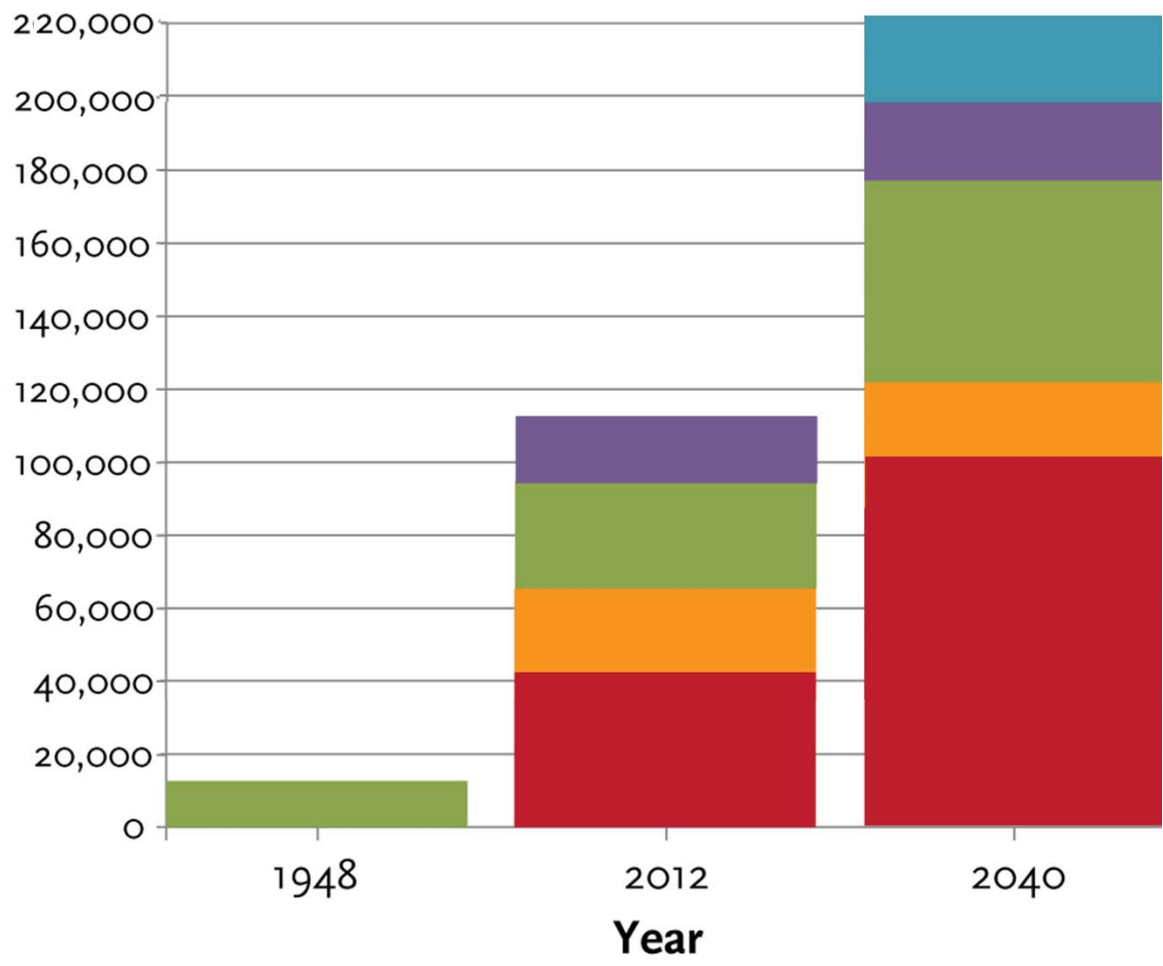
Scope of Study



- - - Linkage Study Area
- Draft Linkage Projects
- SCRIP
- Union Station Wayfinding
- LEED ND Sustainability Plan



Total Ridership Boardings & Alightings



Anticipated Growth by Mode

- hsr
- bus
- metrolink/amtrak/trains
- metro gold line (14%)
- metro red/purple line 41%

Sources:
2012 Ridership Data, Metro & Metrolink
2040 Forecast, Metro Systems Analysis & Research Unit
High Speed Rail Forecast, CHSRA

196,700 trips/day in 2040 not including HSR

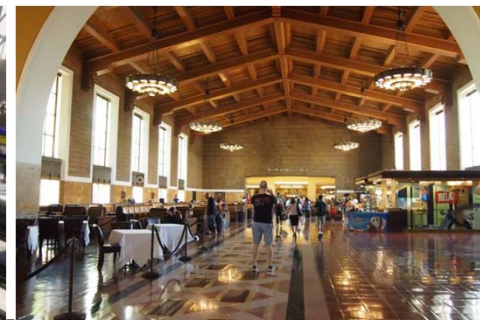
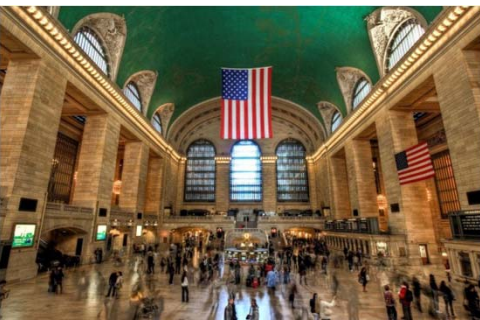


Weekday Daily Ridership

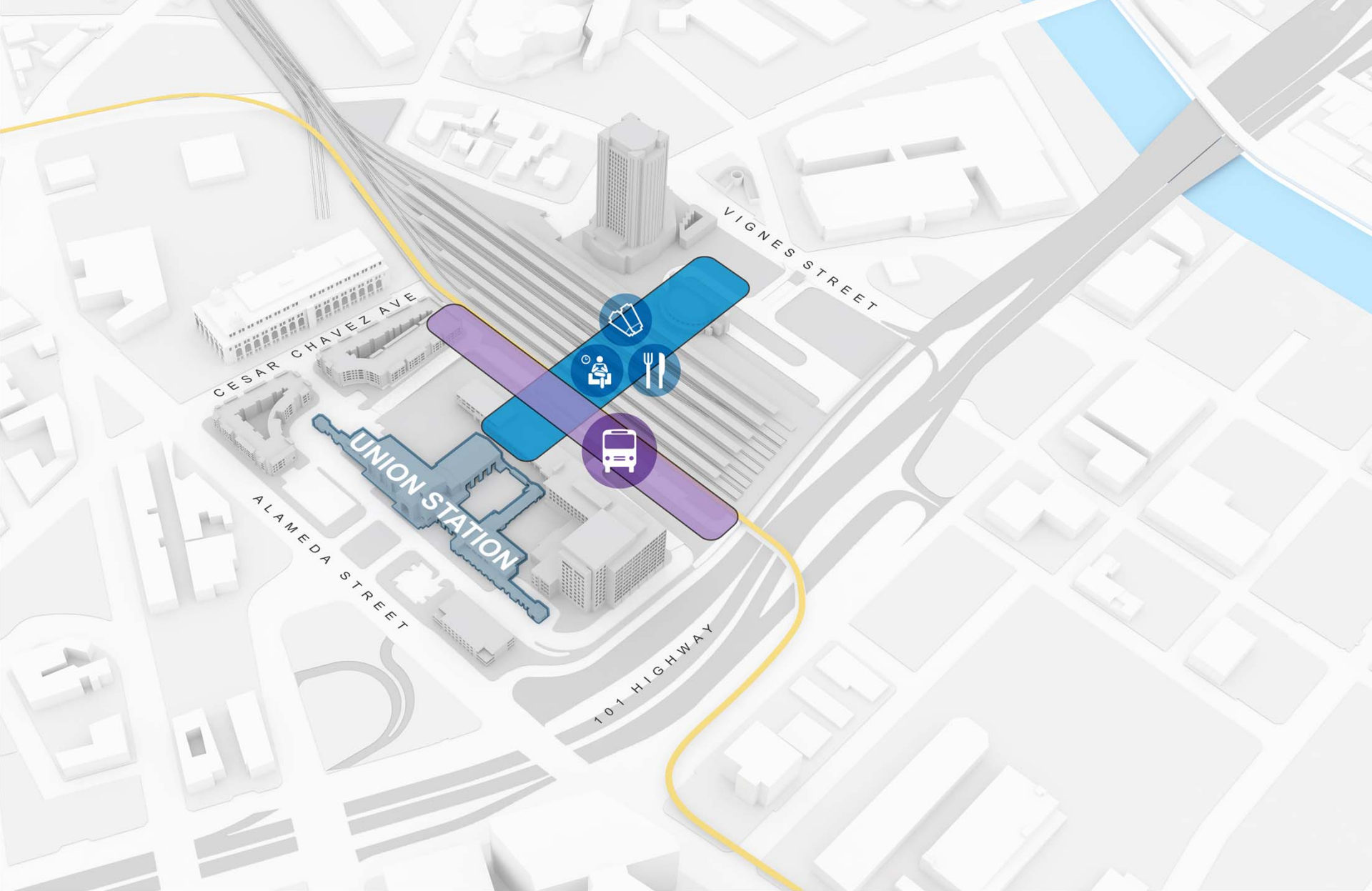
- Buses
 - Bus/pedestrian/auto conflicts at Patsaouras Plaza and Chavez/Vignes
 - Lack of clarity about where to catch a bus
 - Inadequate amenities at all LAUS bus stops (on-site and perimeter)
 - Opportunities to enhance safety and operational efficiency
- Concourse/Passageway/Rail Yard
 - Passageway has inadequate capacity to accommodate future ridership
 - Passageway is the only east/west connection through the site
 - Platform widths are too narrow to accommodate necessary vertical transportation elements and challenging for those with limited mobility
 - Inadequate space for amenities



- Transport Optimization
 - Create large multi-modal concourse
 - Relocate Patsaouras Bus Plaza and co-locate bus operations
 - Plan for integration of high-speed rail
- Destination
 - Reinvigorate historic station and courtyards
 - Provide uses that support transit functions
- Connectivity
 - Reinforce neighborhood connections
 - Create clear pedestrian and bicycle routes through the site

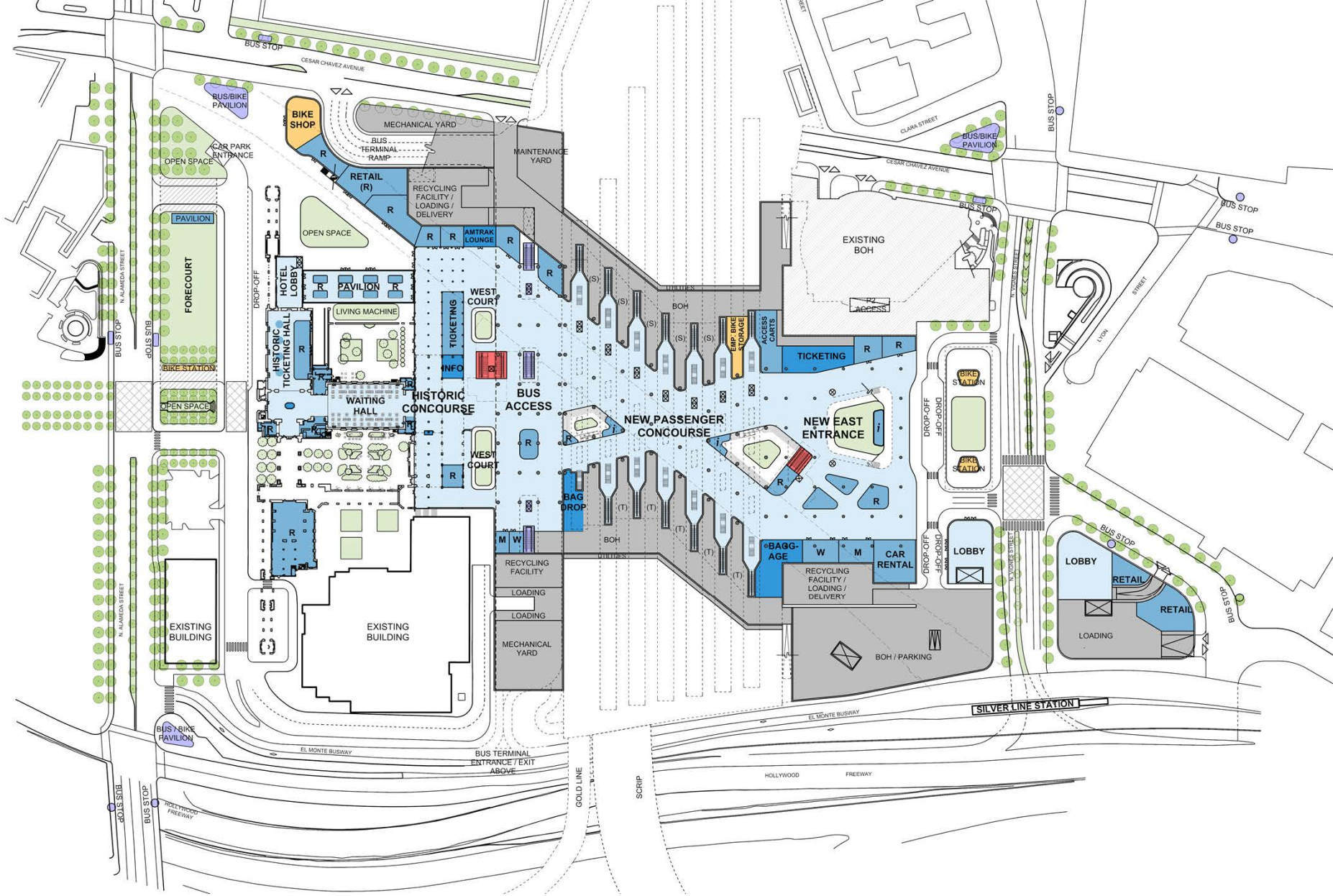


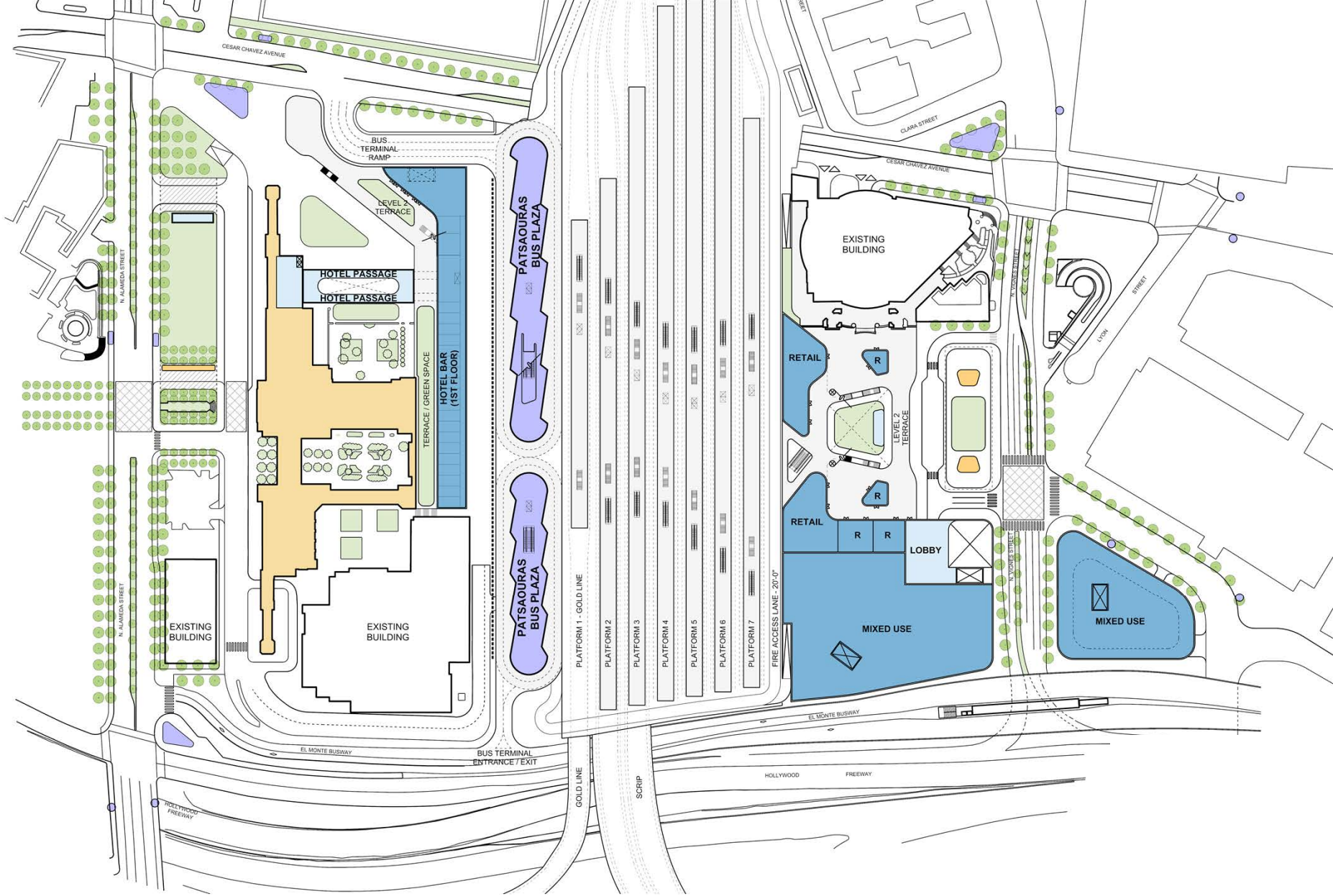
Transport Optimization



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Task 2 Selected Approach

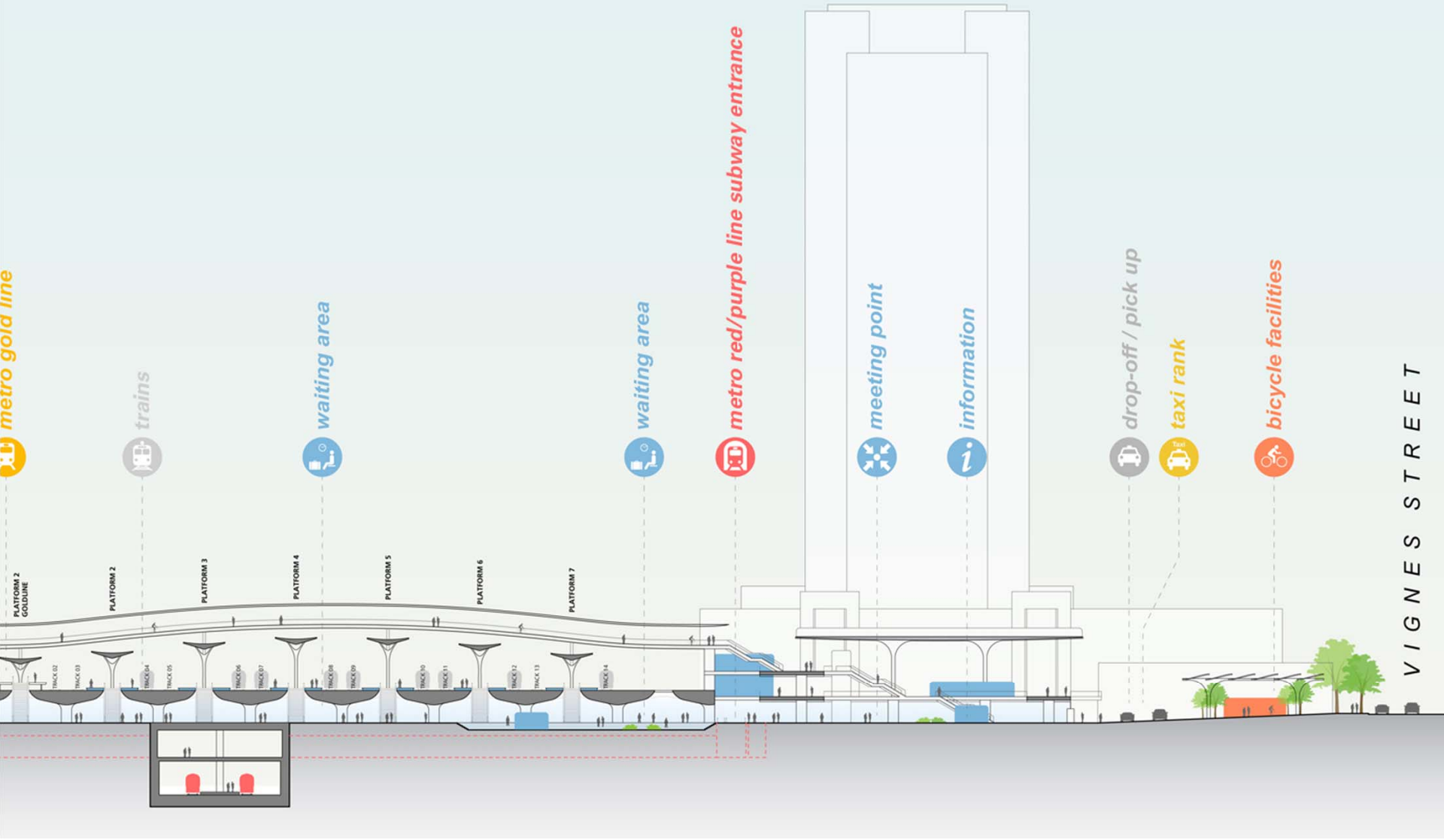




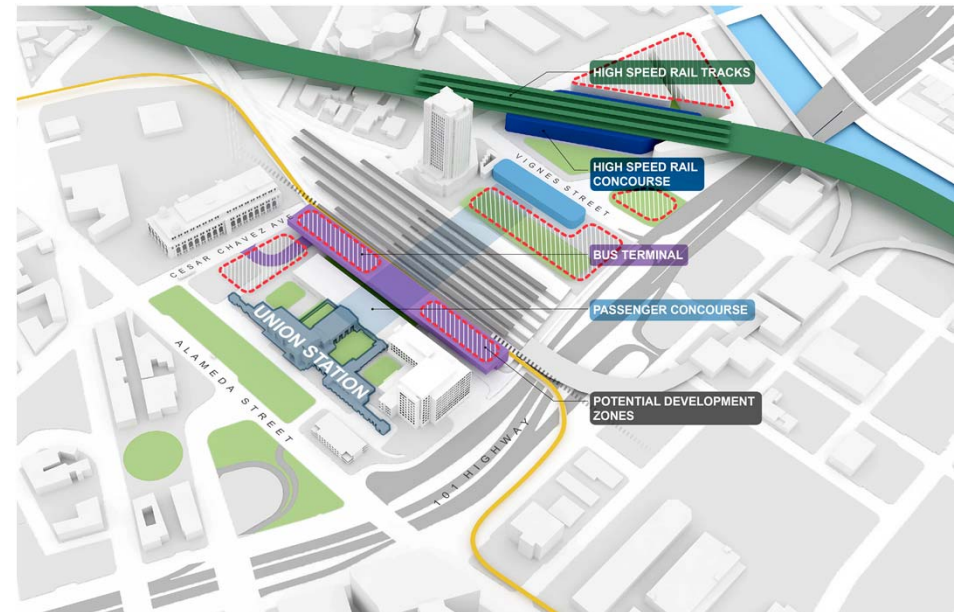
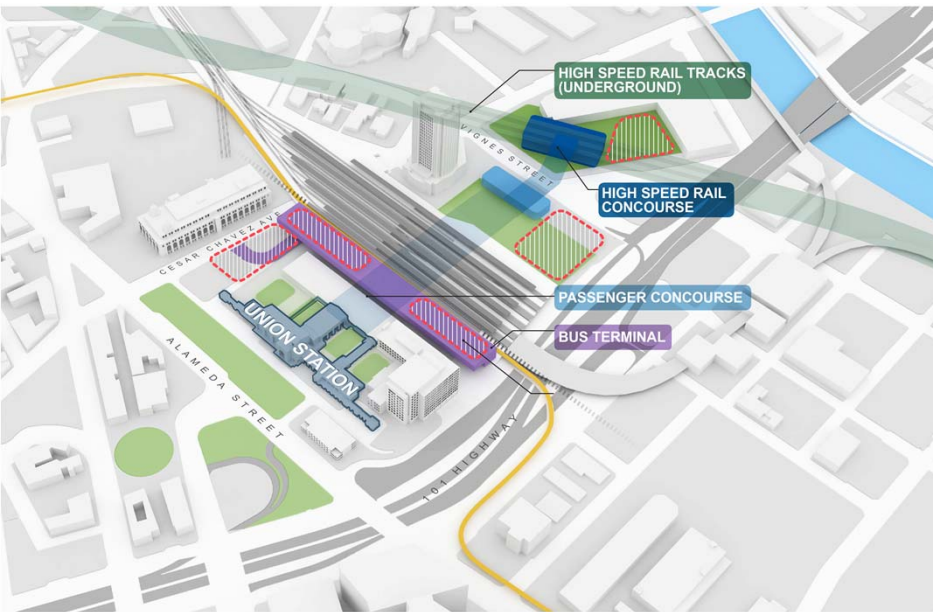
Metro

Consolidated Bus Facility: Relocated Patsaouras Plaza

metro gold line

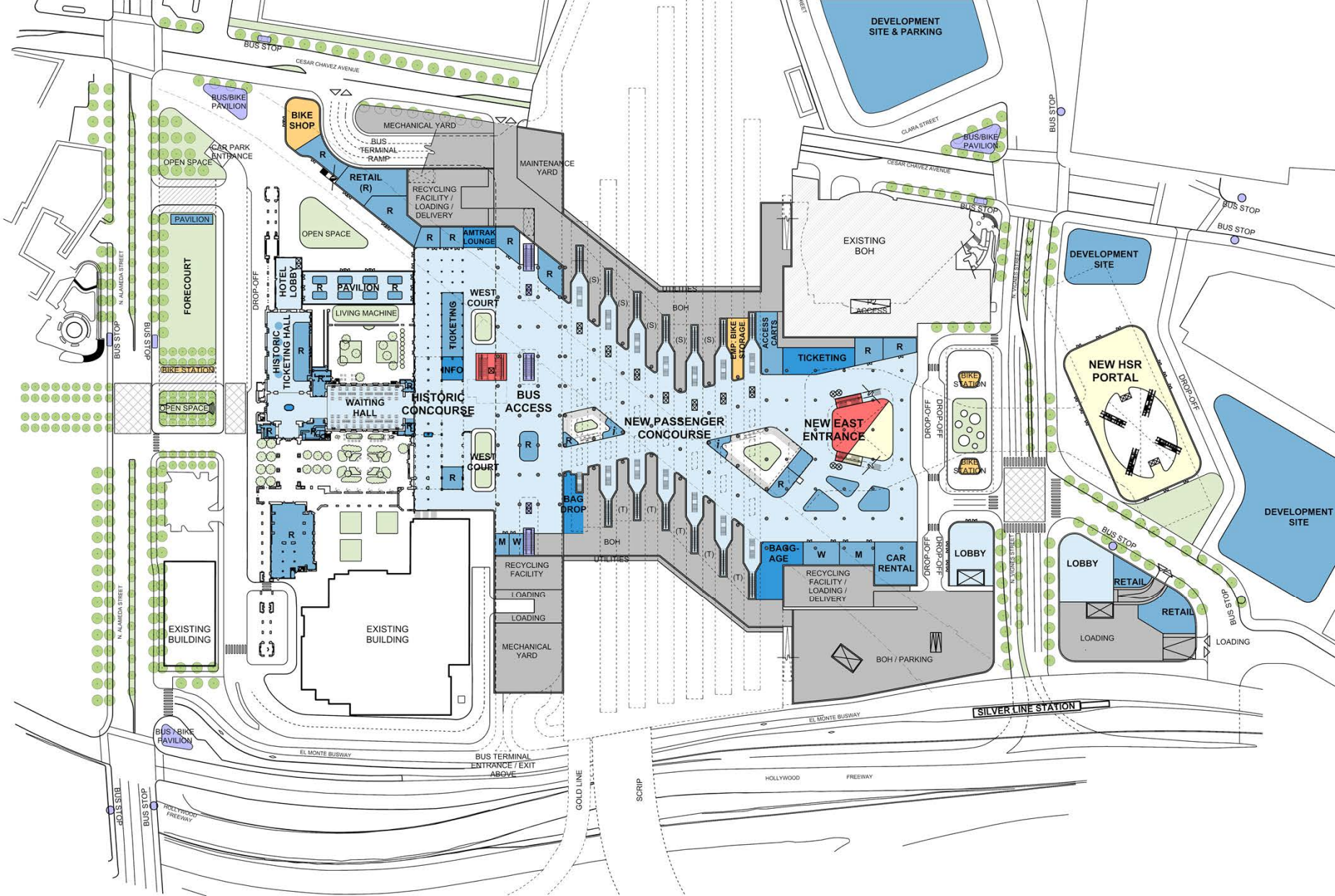


High Speed Rail

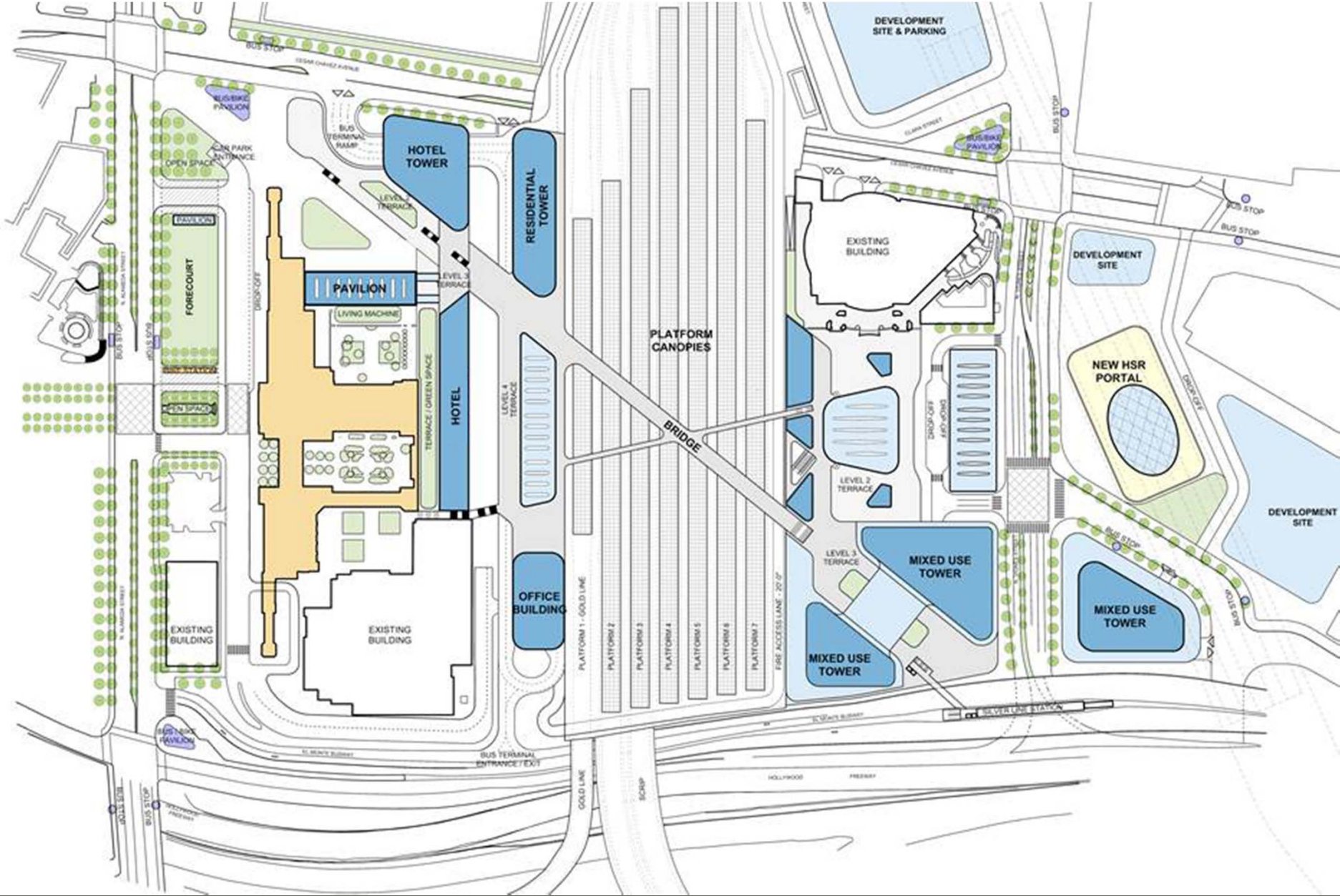


Under Vignes
(USMP Illustrative Approach)

Above Vignes

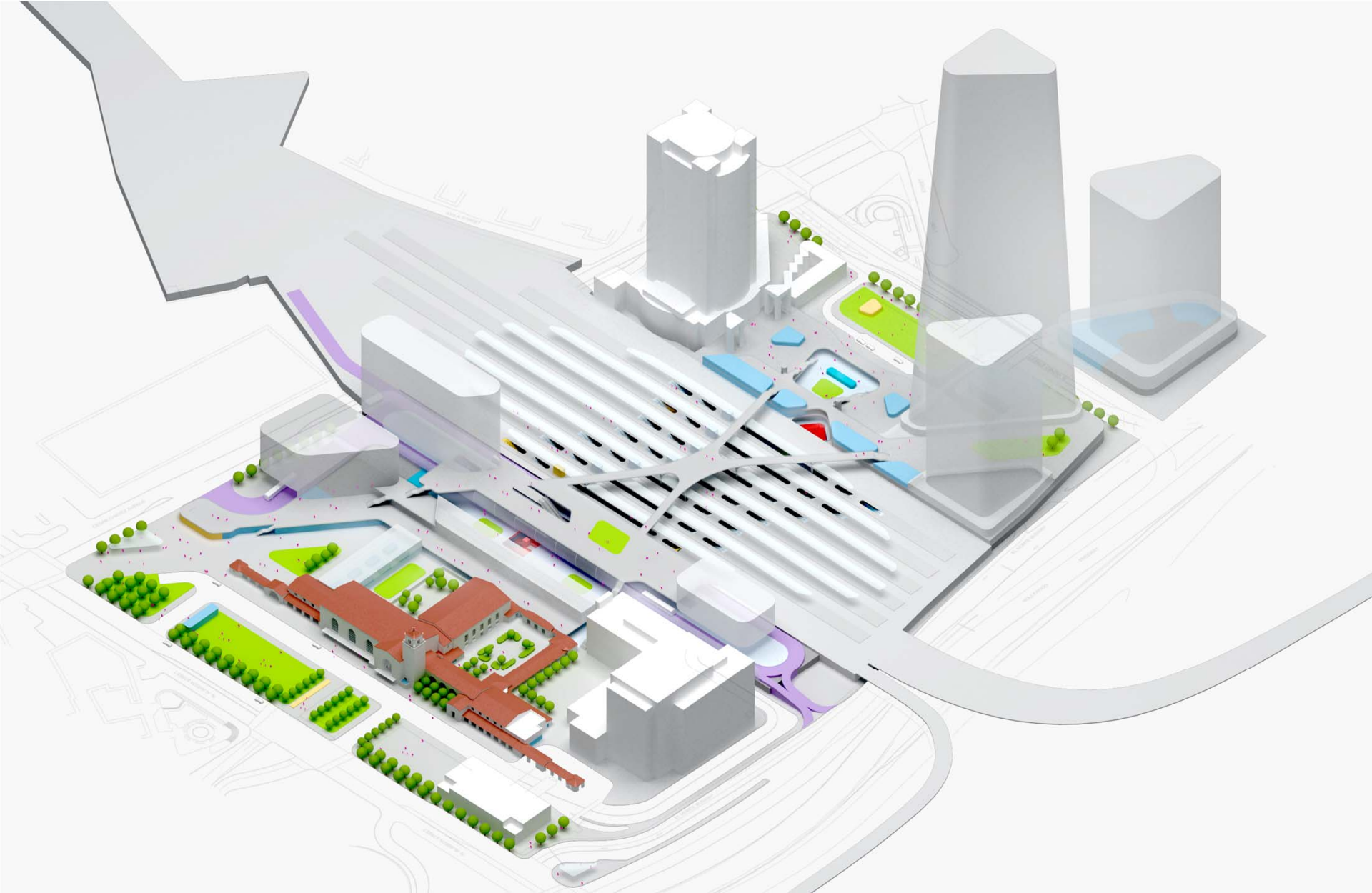


Development



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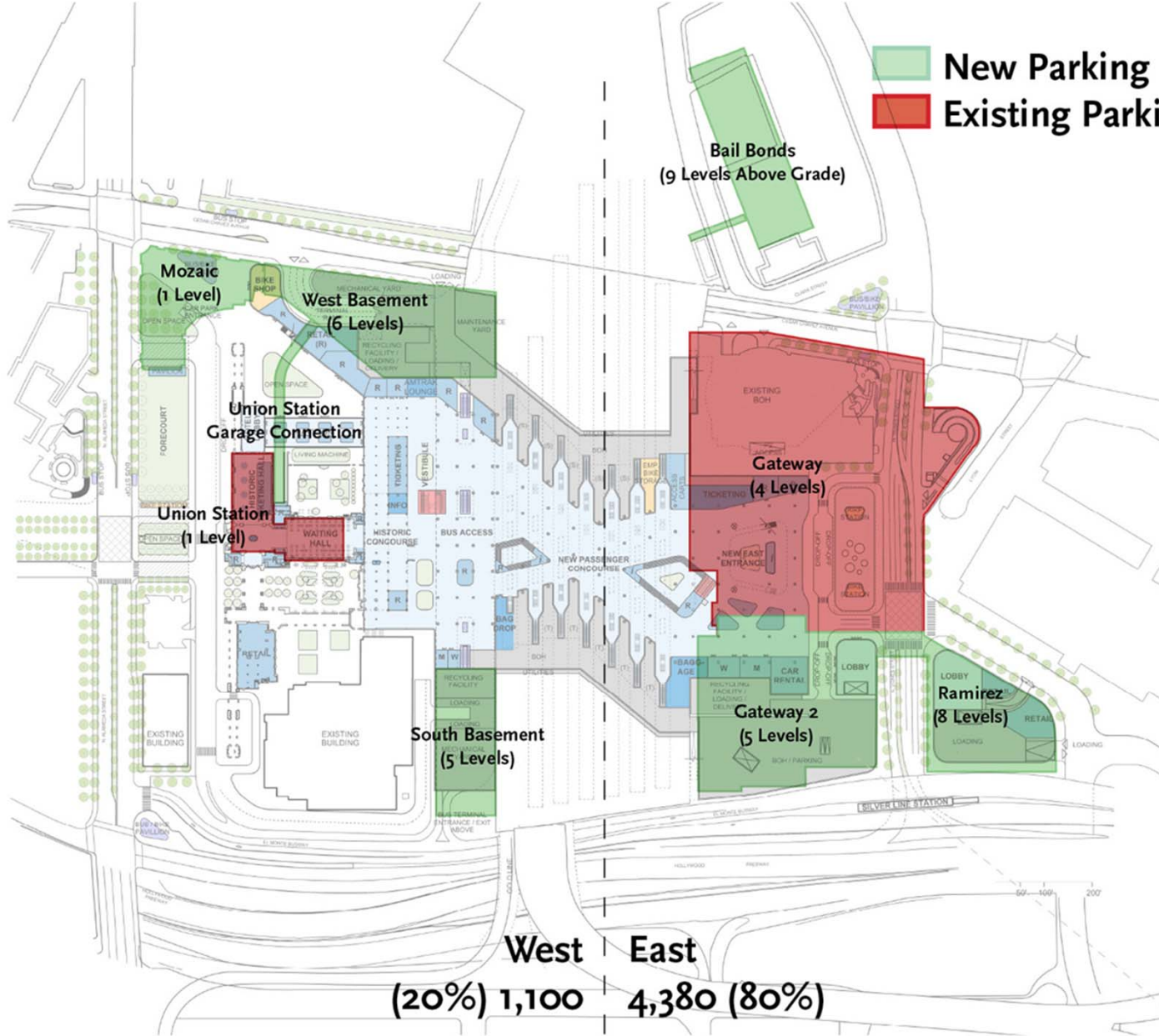
Development Program @ 3.25m sf

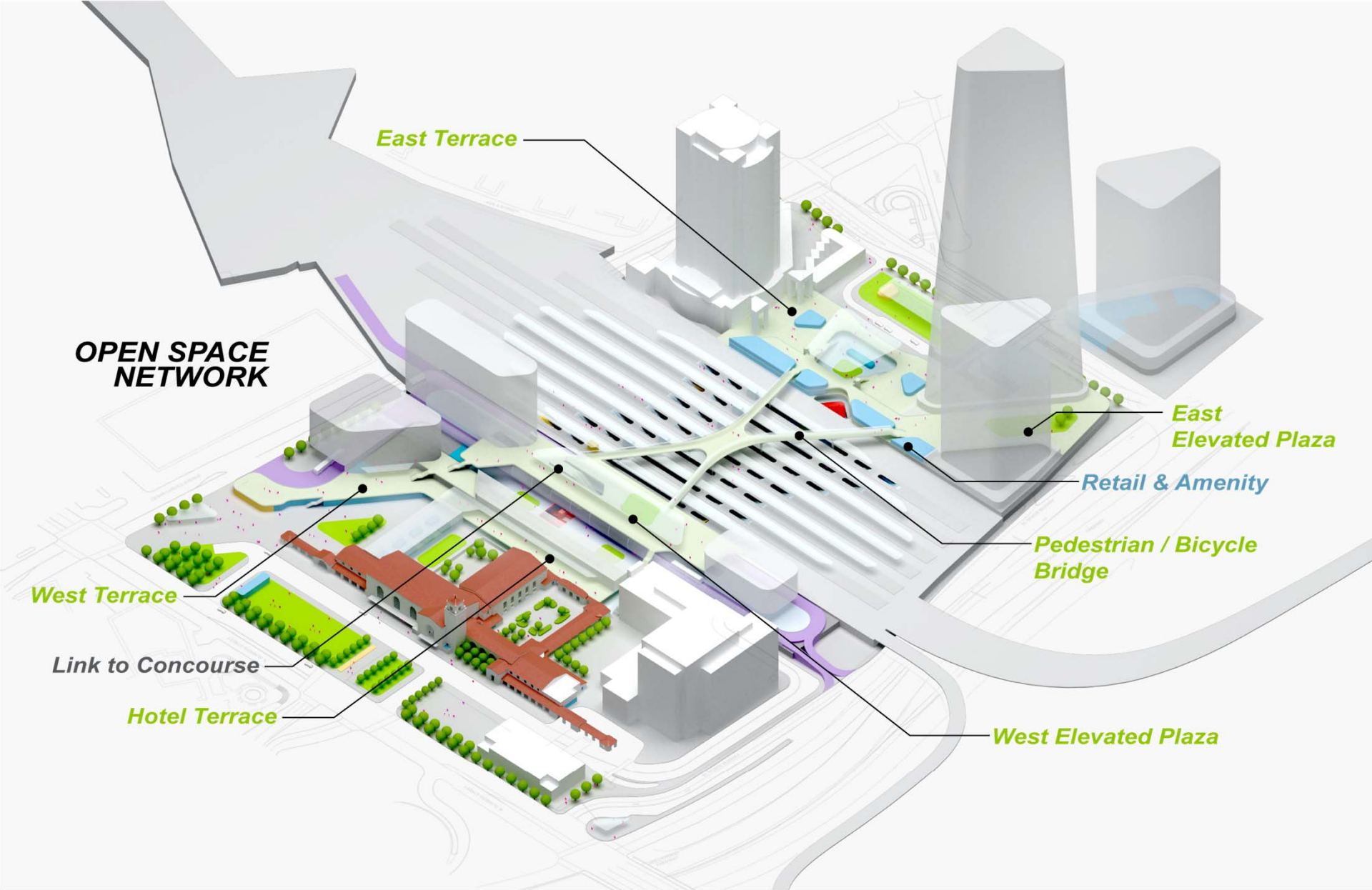


Metro

Development Program @ 3.25m sf

New Parking
Existing Parking to Remain





OPEN SPACE NETWORK

East Terrace

East Elevated Plaza

Retail & Amenity

Pedestrian / Bicycle Bridge

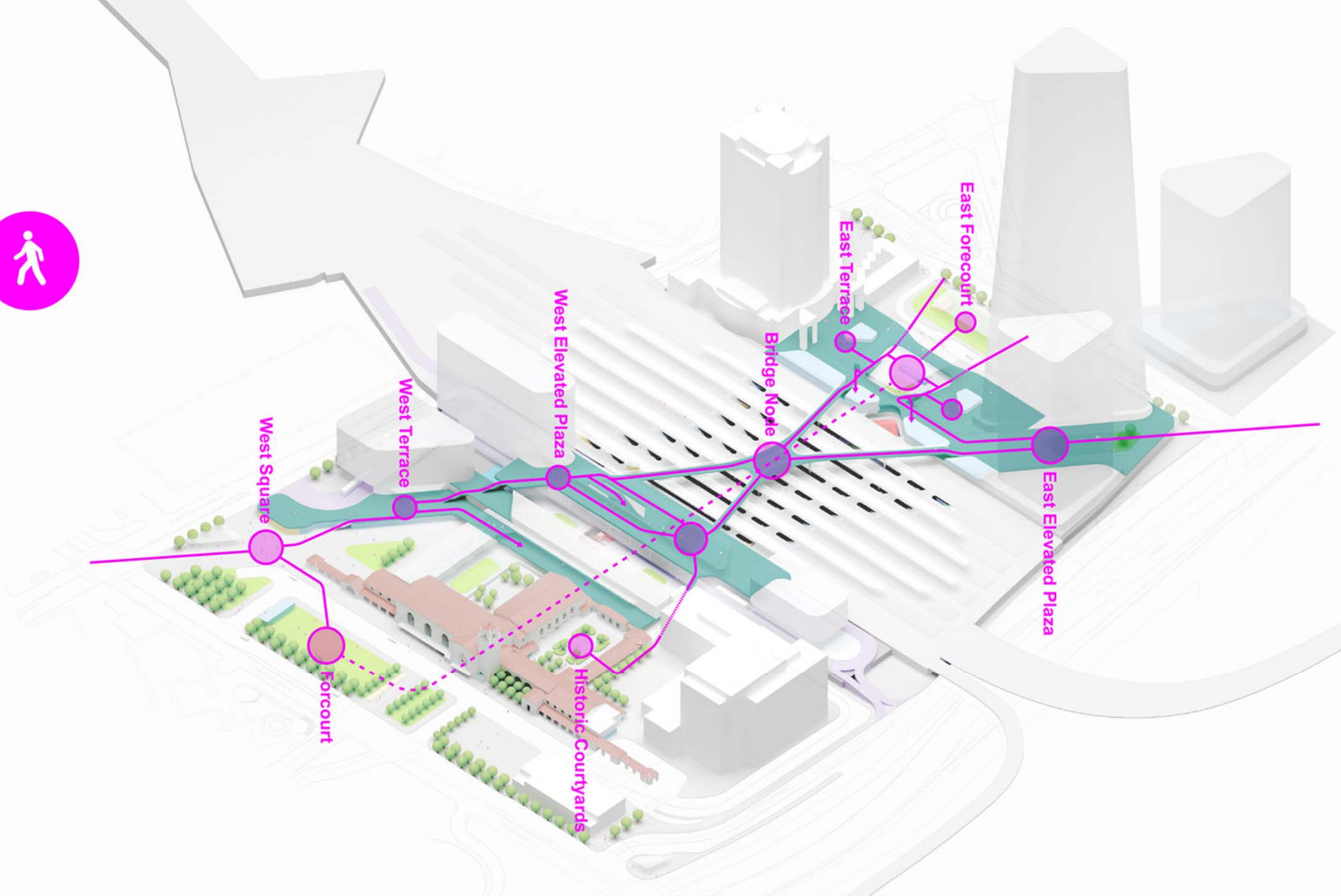
West Terrace

Link to Concourse

Hotel Terrace

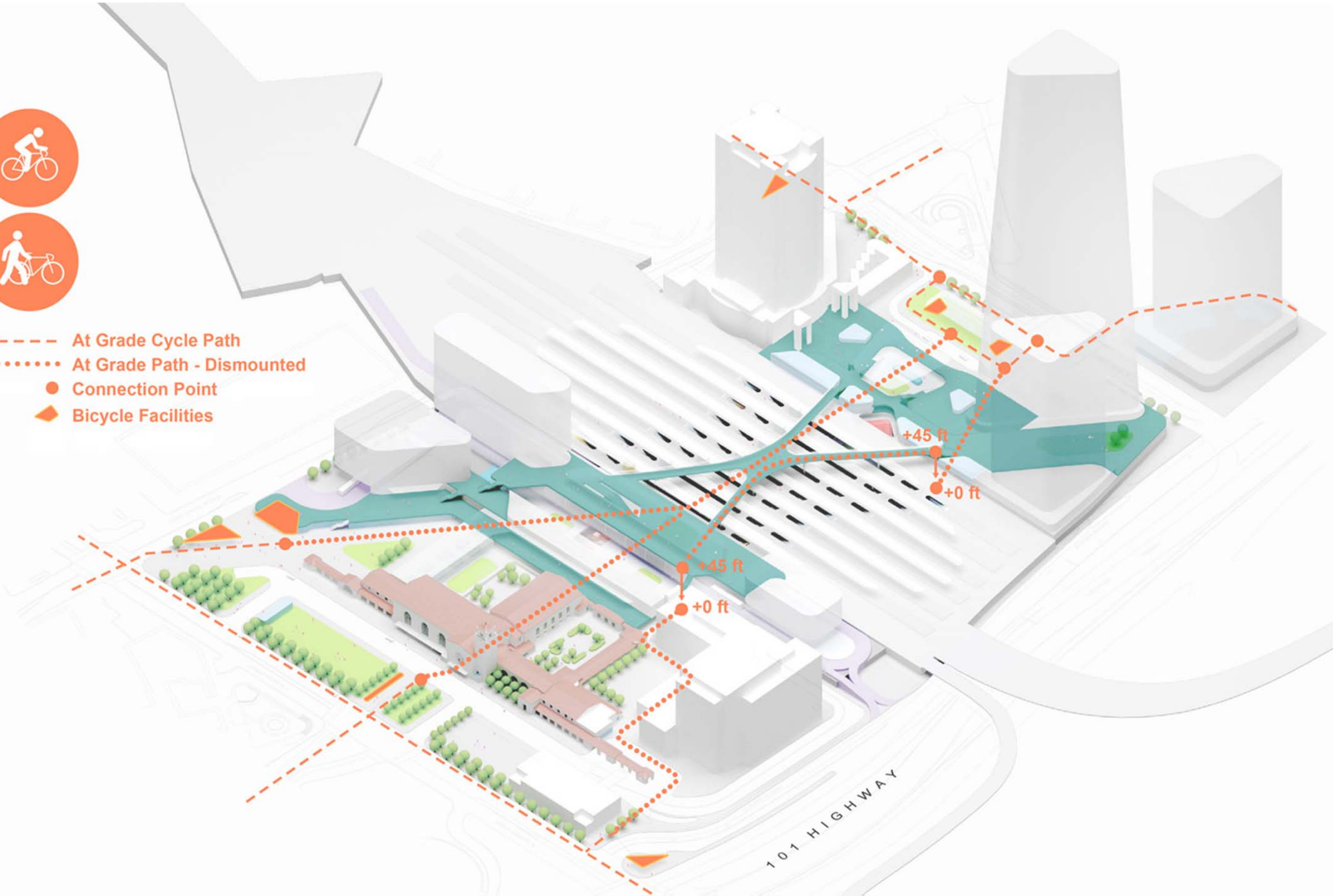
West Elevated Plaza

Connectivity/Open Space





- At Grade Cycle Path
- At Grade Path - Dismounted
- Connection Point
- ▲ Bicycle Facilities



Near Term Streetscape and Forecourt Improvements

Outdoor Dining
Spill-out in front of Station

Direct Station Access
Pedestrian Crossing

Alameda Esplanade
24' Wide Shared Path (Ped + Bike)

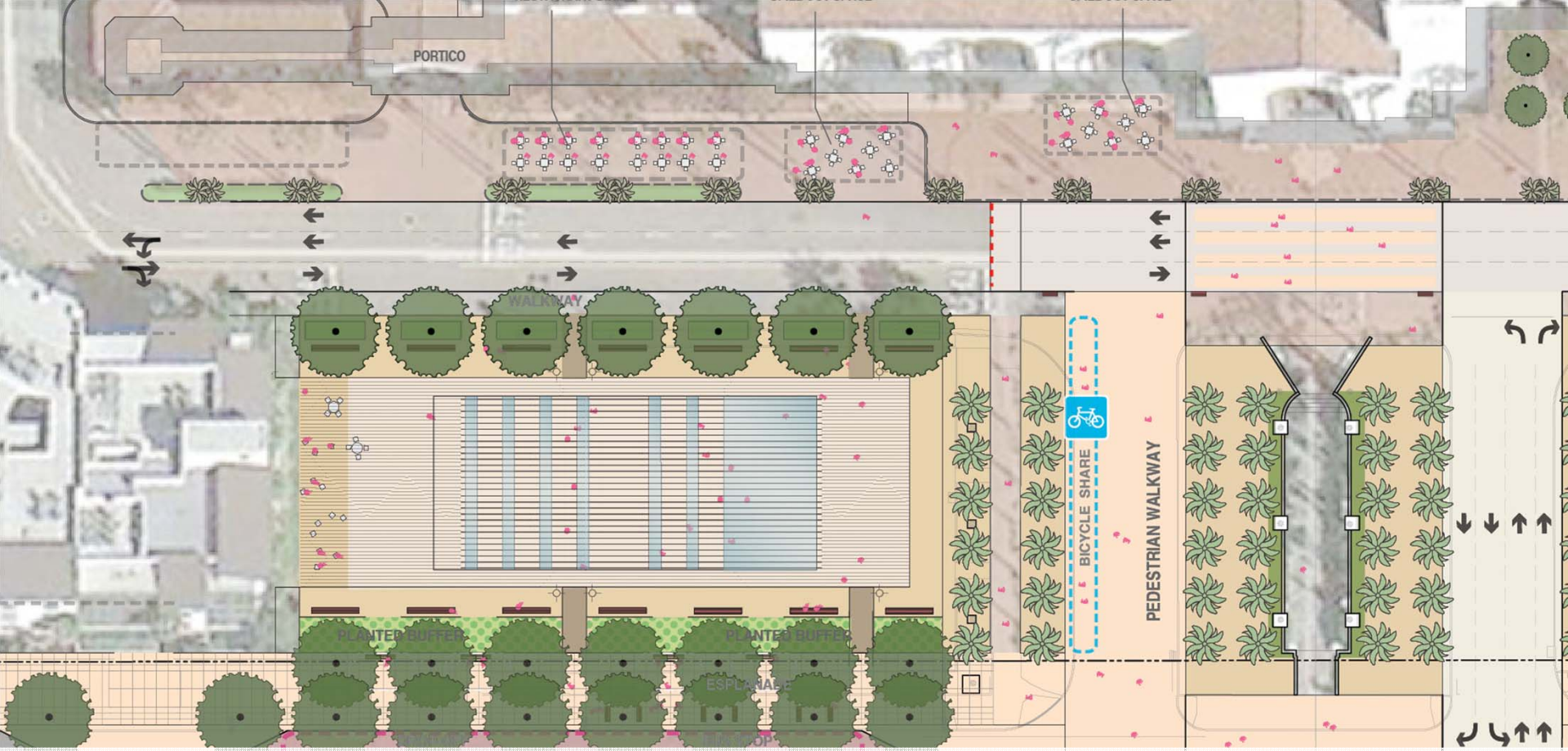
Alameda "Road Diet"
Travel Lane Reduction (6 to 4)

Direct Connection
Union Station to El Pueblo

Los Angeles Street
Street Width Reduction



Alameda Street / US Forecourt: Near Term Plan



1. Pavilion



2. Water Feature



3. Urban Room



4. Site Furniture



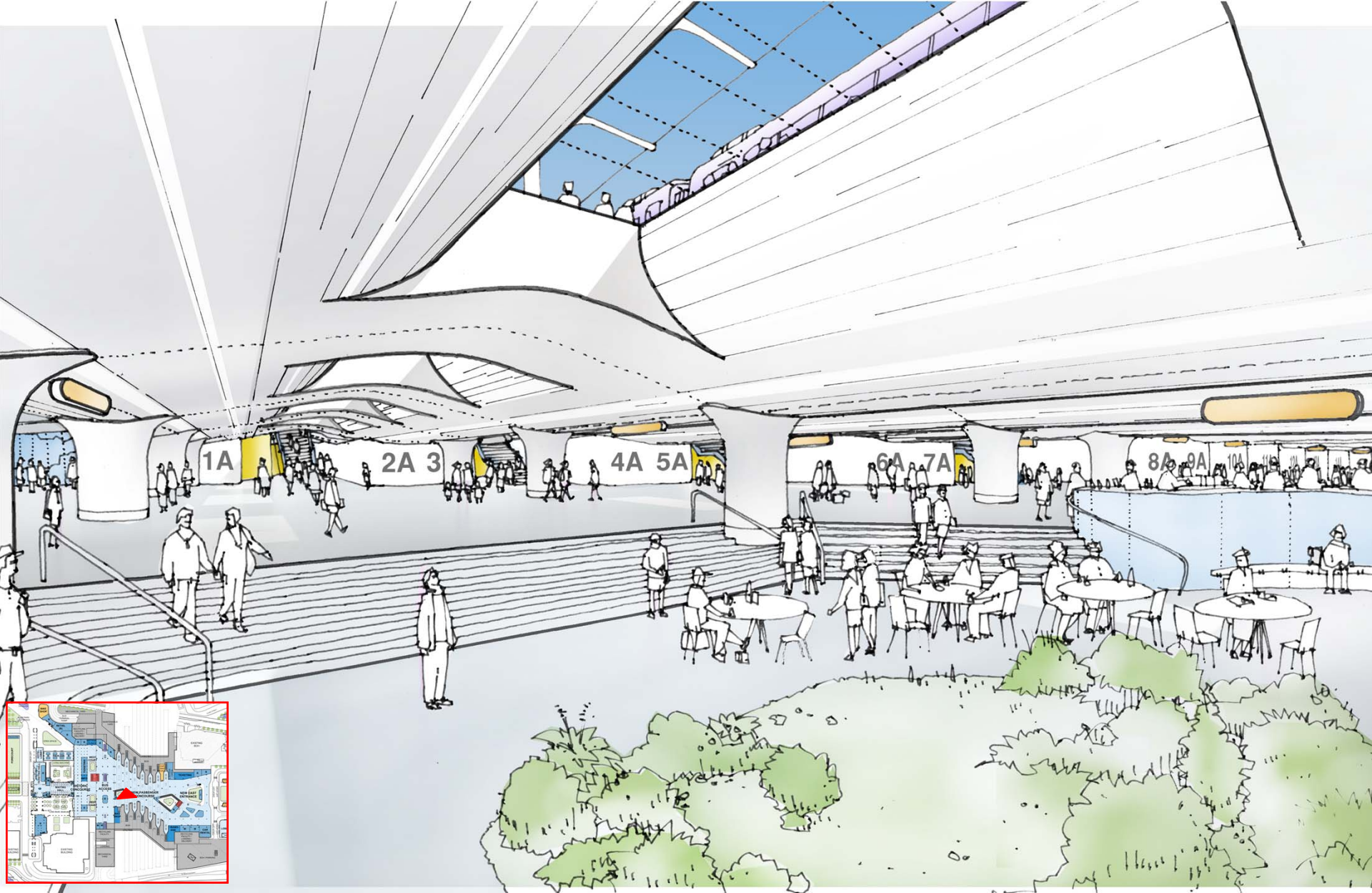
5. Shaded Space



Images / Character

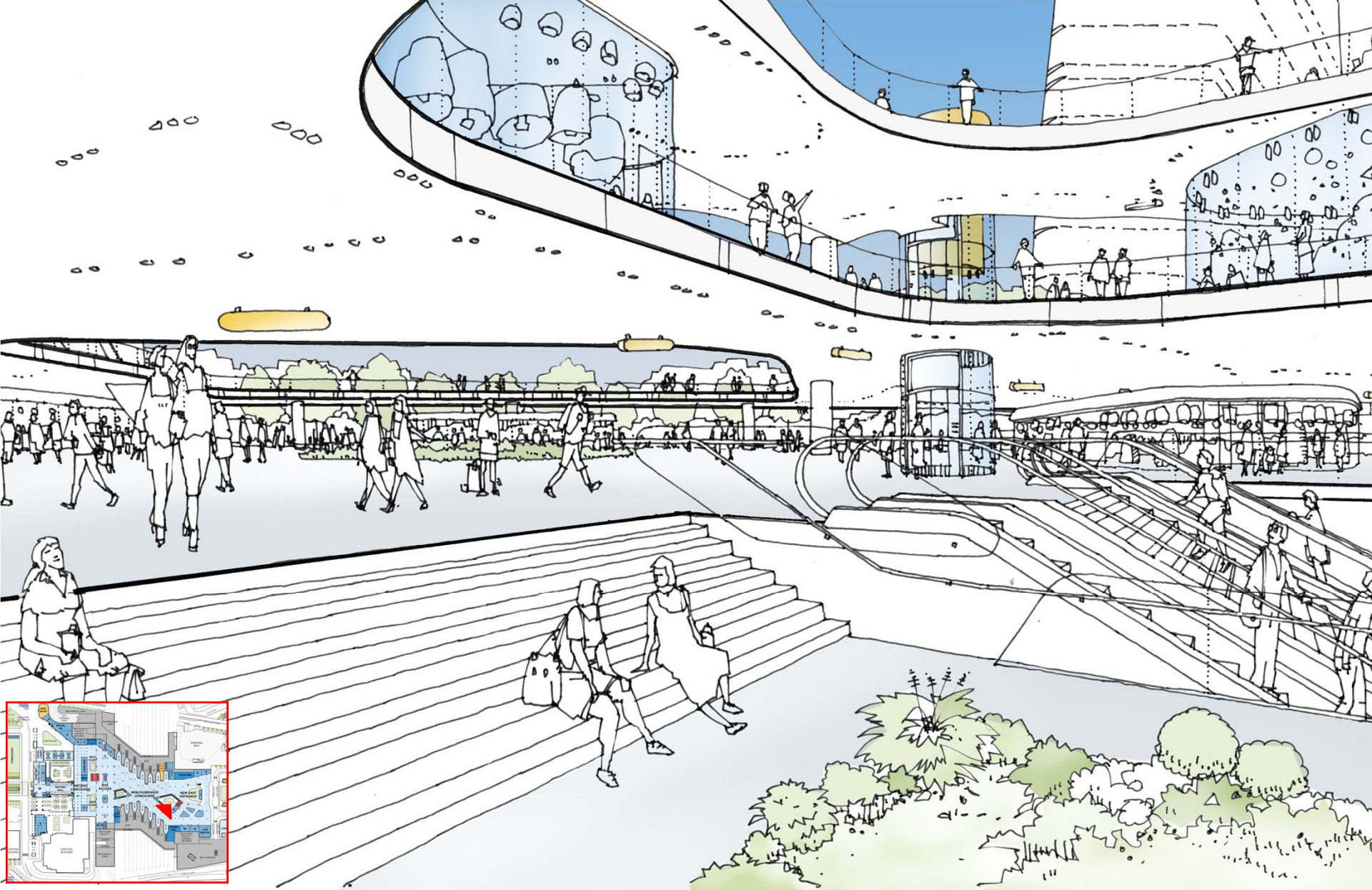


Illustration: West Court/Patsaouras Bus Plaza



Metro

Illustration: Concourse



Metro

Illustration: East Court



Metro

Illustration: Aerial

Rough Order of Magnitude Costs

- **Transbay** Transit Center (San Francisco): **\$4.5 b**
 - Transit, development and open space
- **Washington DC** Union Station: **\$7 b**
 - Transit improvements and development
- **Moynihan** Station Redevelopment (New York City): **\$1.1b**
 - Transit improvements
- **Fulton Street** Transit Hub (New York City): **\$1.4b**
 - Transit improvements + retail amenities
- **Denver** Union Station: **\$488 m**
 - Transit improvements (initial stage)

ESTIMATED ON-PROPERTY COSTS

Transit Improvement Costs = \$1.30 b

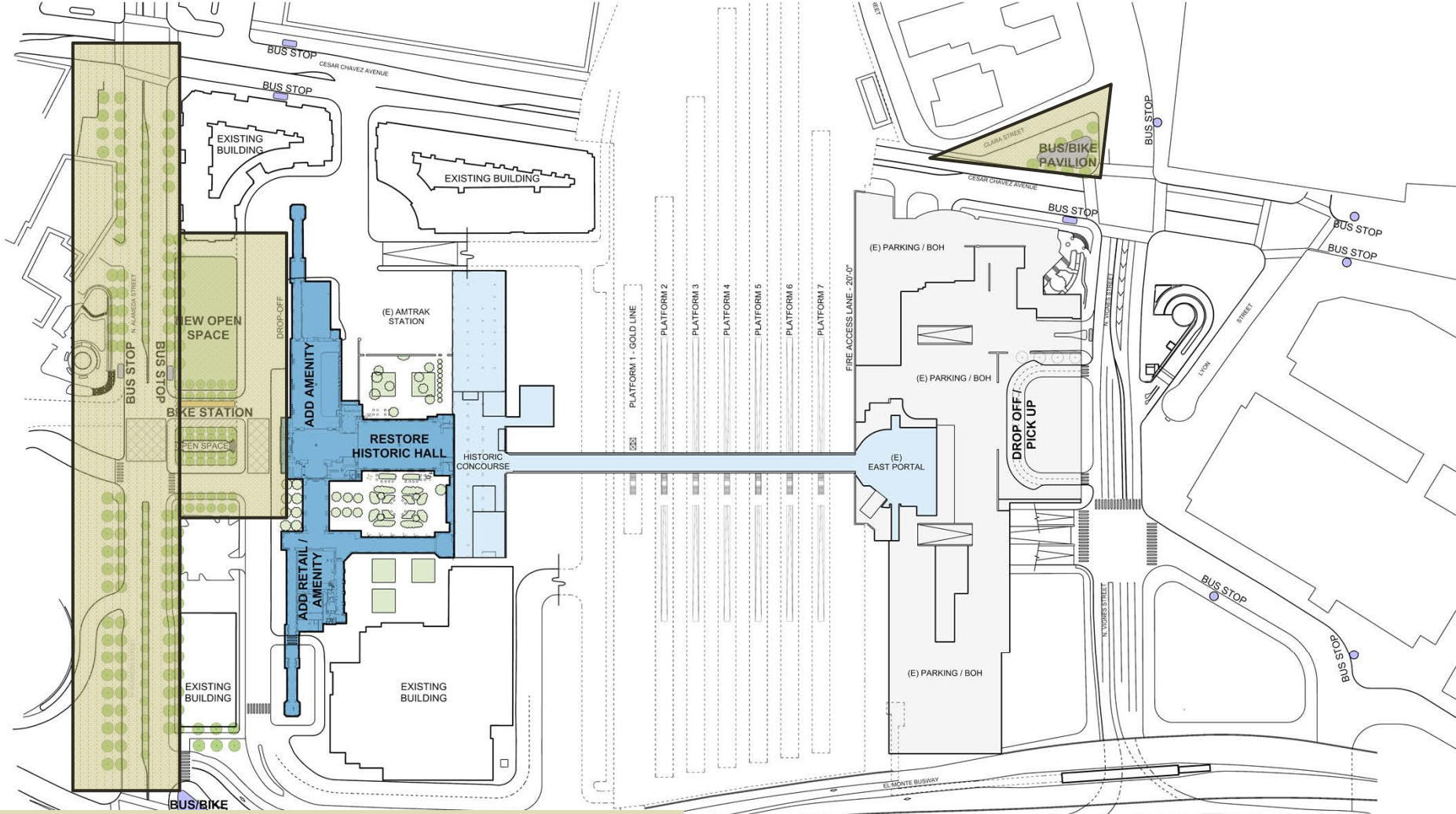
Shared Public/Private Costs = \$0.41 b

Master Plan Investment = \$1.71 b

Private Development Investment = \$1.30 b

Investment On-Property
including Development = \$3.01 b

Implementation in Stages

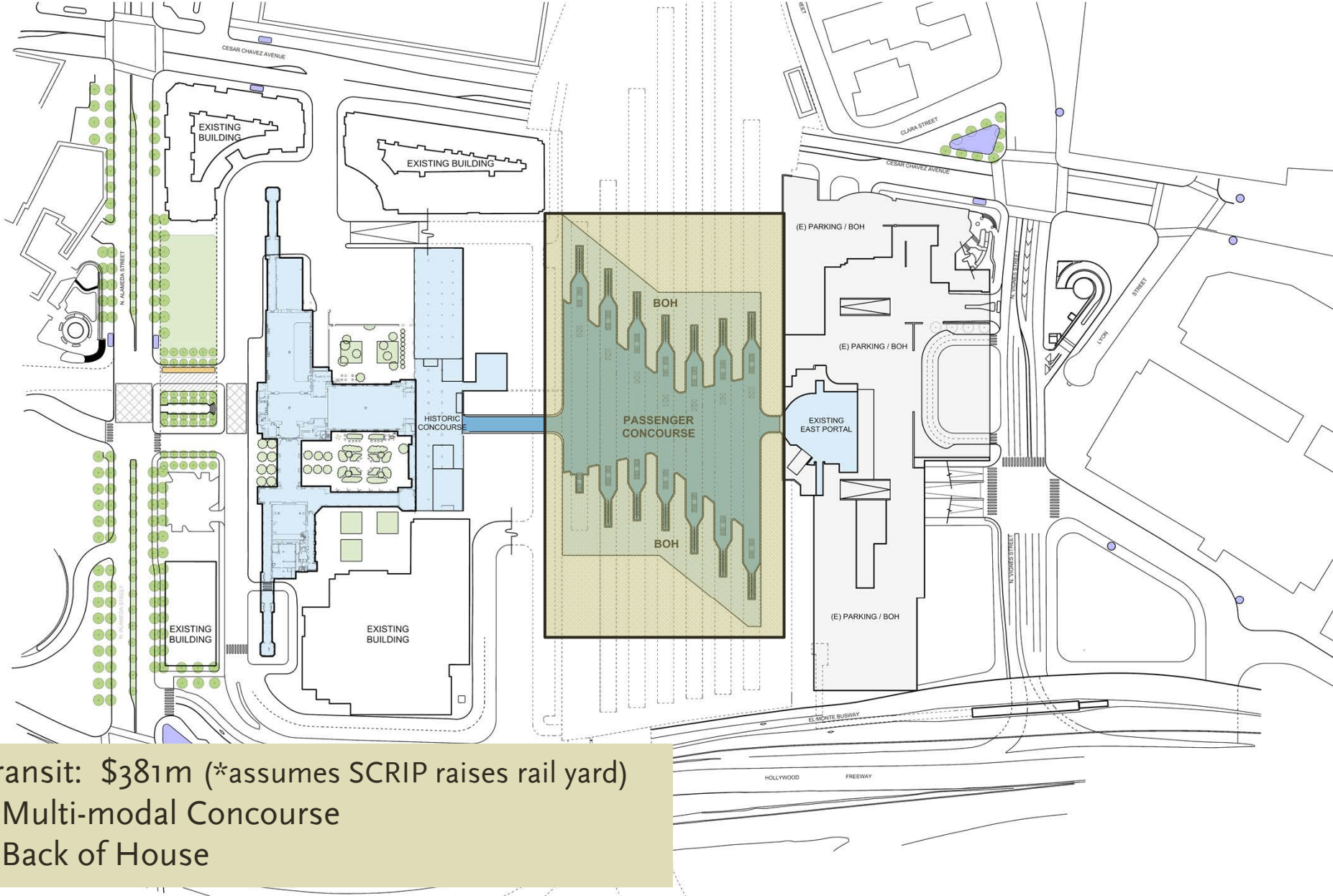


Transit: \$19m

- Alameda Improvements/CC Bus Stop
- Forecourt

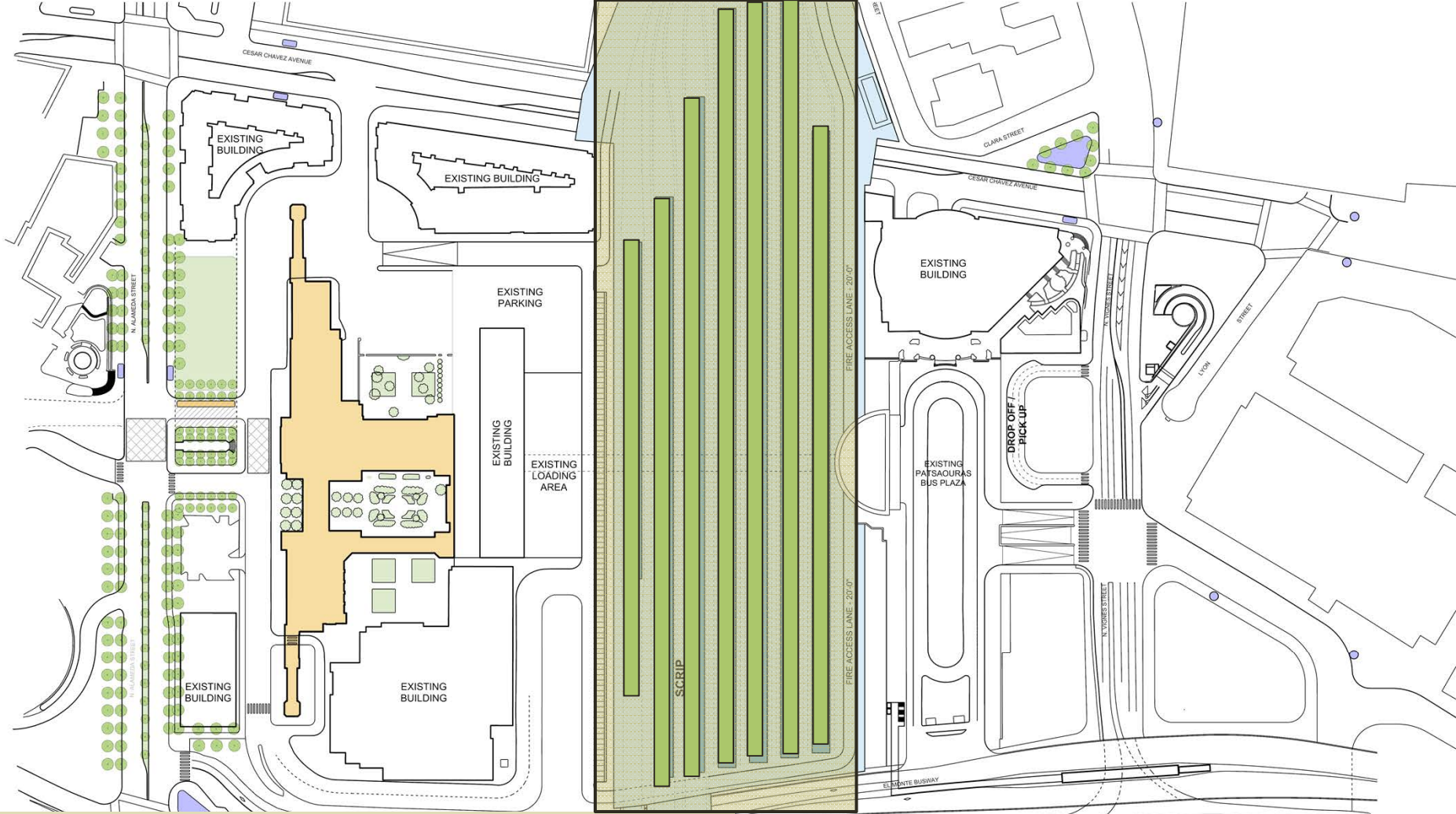


Phasing / Investment Plan: Stage 1



Transit: \$381m (*assumes SCRIP raises rail yard)

- Multi-modal Concourse
- Back of House

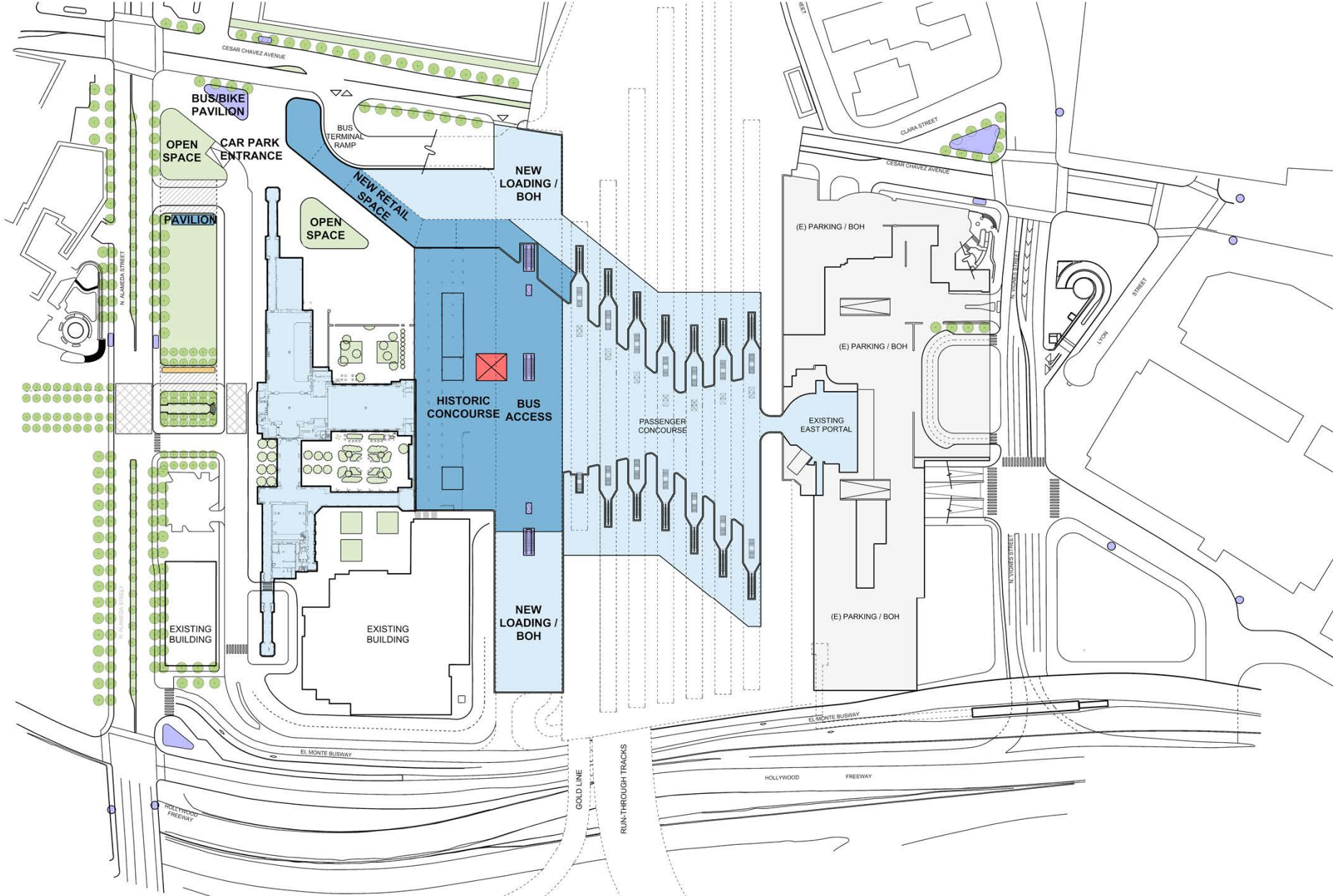


Transit: \$107m (*assumes SCRIP raises rail yard)
 - Canopies

Public/Private Shared Costs: \$21m
 - Photovoltaic Panels



Phasing / Investment Plan: Stage 2a



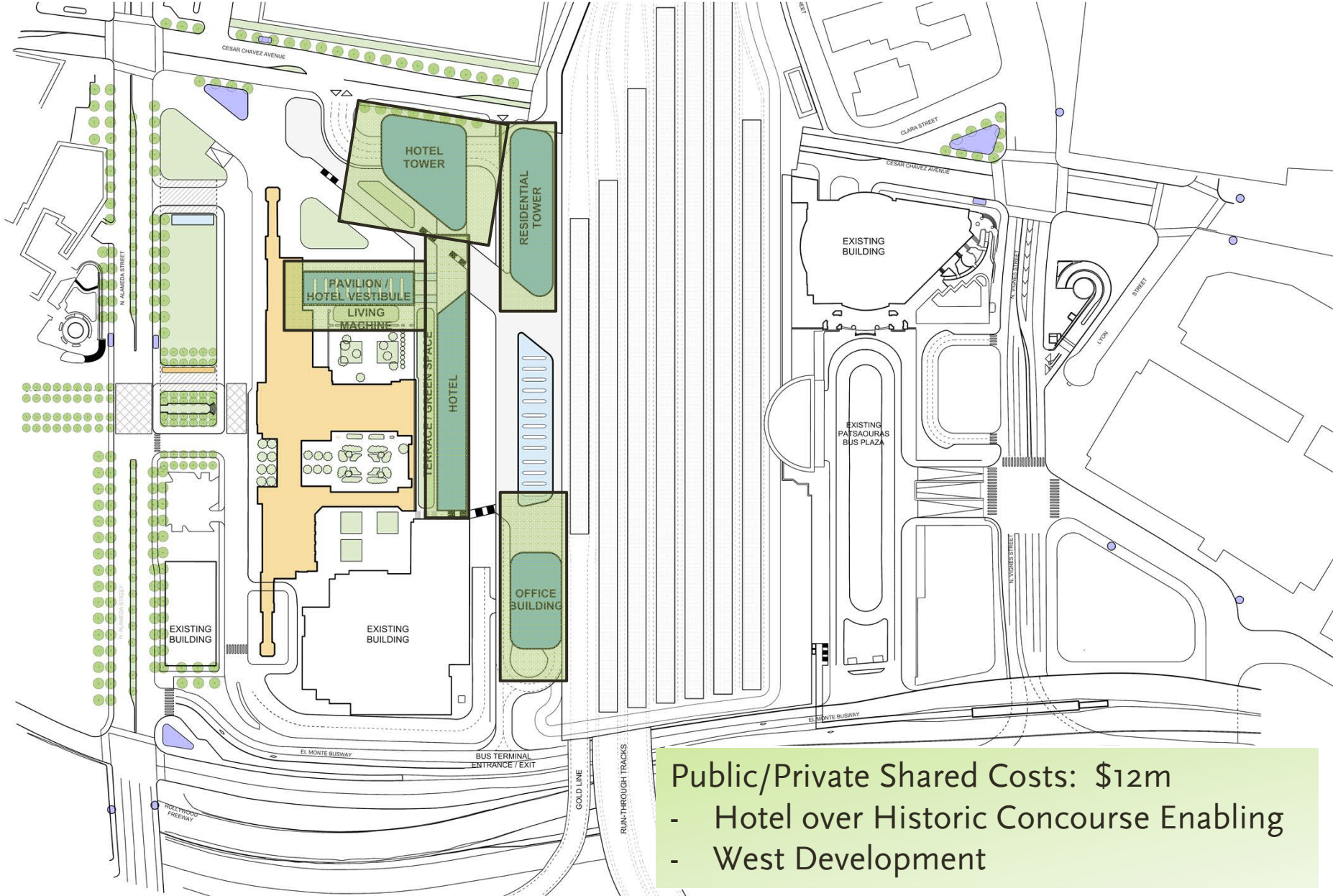


Transit: \$563m

- Relocated Patsaouras Bus Plaza
- Concourse under Bus Plaza/BOH

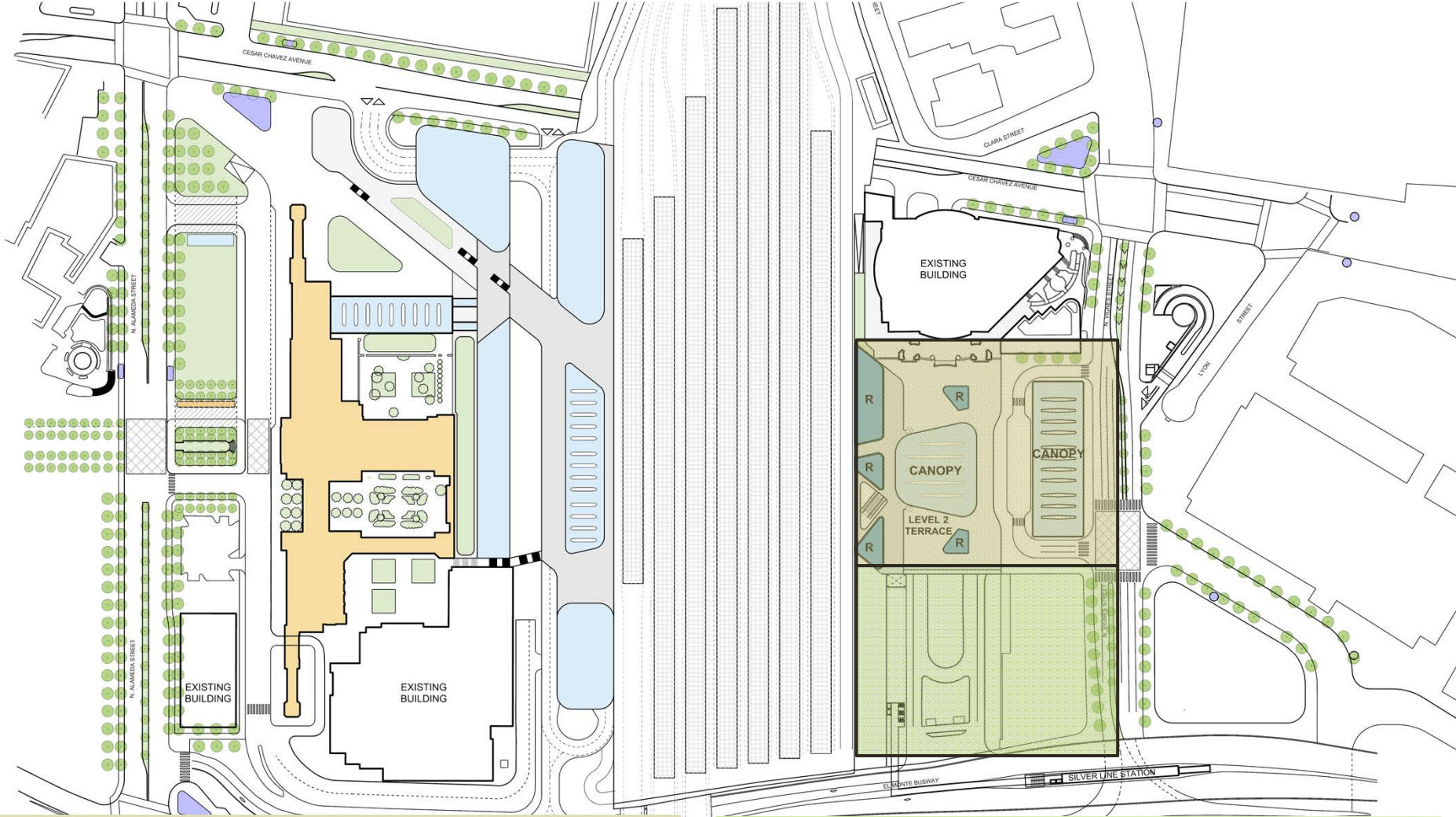
Public/Private Shared Costs: \$207m

- West Transit Parking
- West Retail/Open Space



Public/Private Shared Costs: \$12m

- Hotel over Historic Concourse Enabling
- West Development



Transit: \$151m

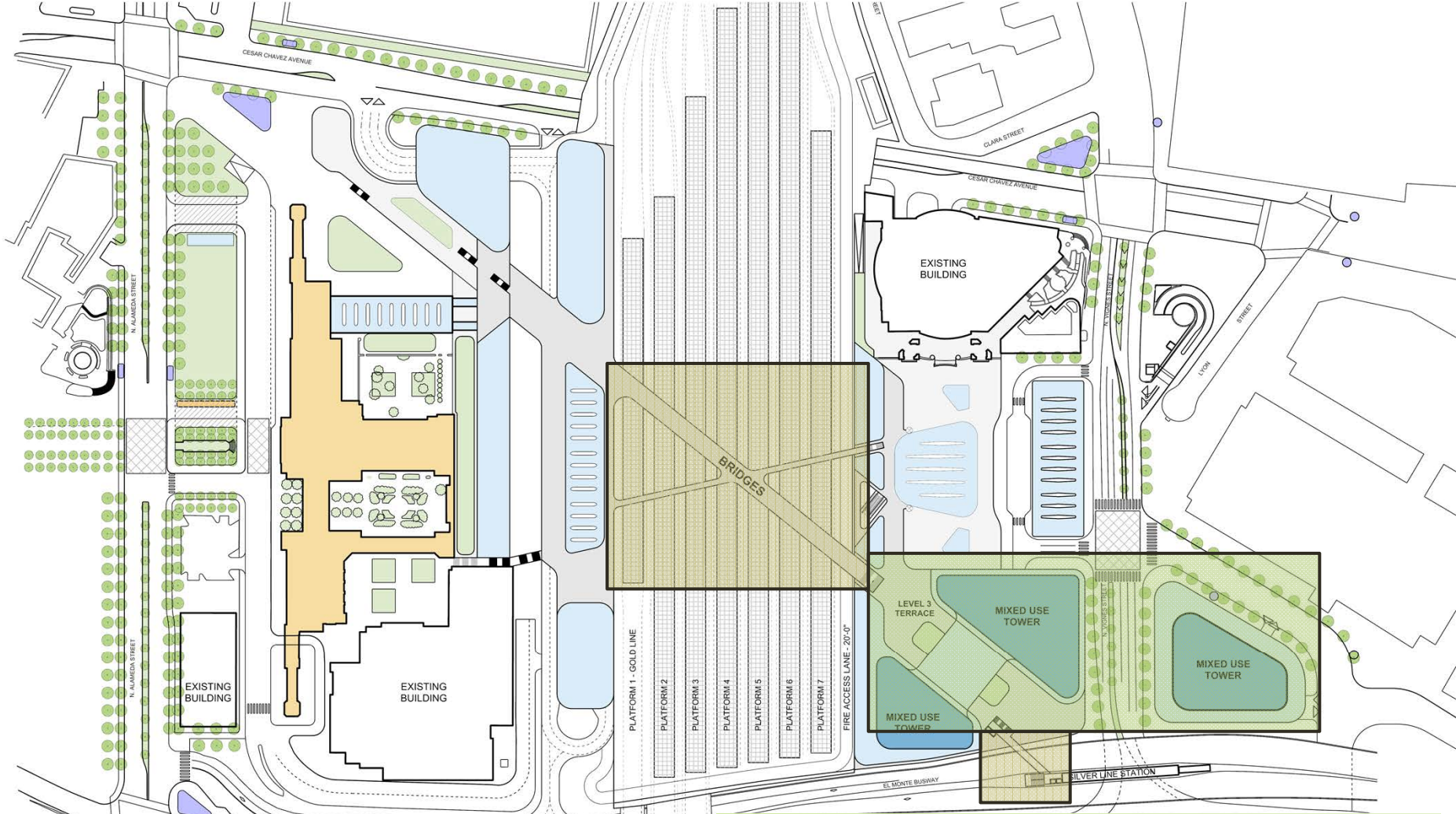
- East Entrance/Vignes Improvements
- East Transit Parking/BOH

Public/Private Shared Costs: \$135m

- East Transit Retail/Amenities
- East Site Improvements and Utilities



Phasing / Investment Plan: Stage 2d



Transit: \$74m

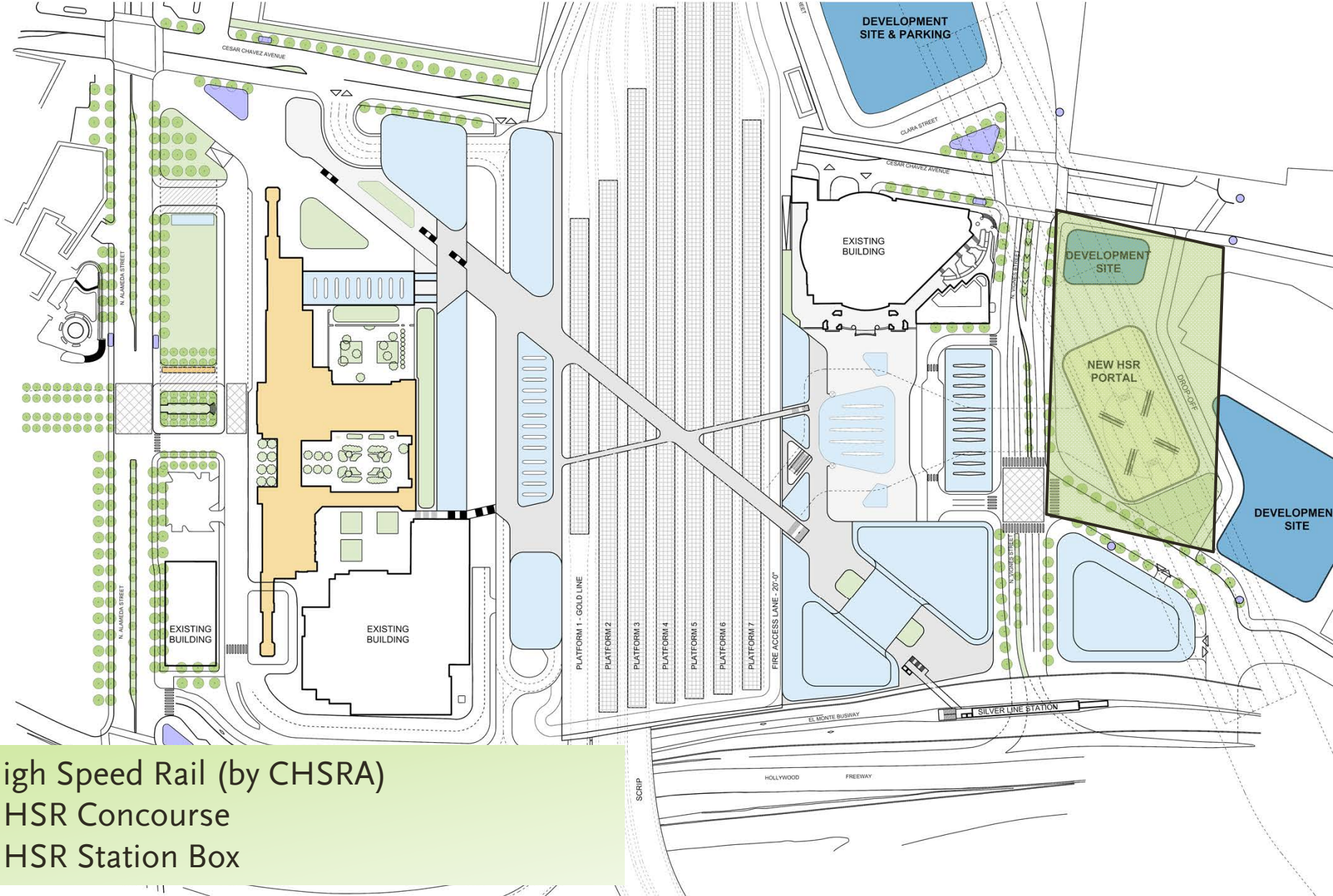
- Pedestrian + Bicycle Crossings
- Silver Line Connector

Public/Private Shared Costs: \$40m

- East Tower 1 and 2 Enabling Works
- Ramirez Tower Enabling Works



Phasing / Investment Plan: Stage 2e/2f



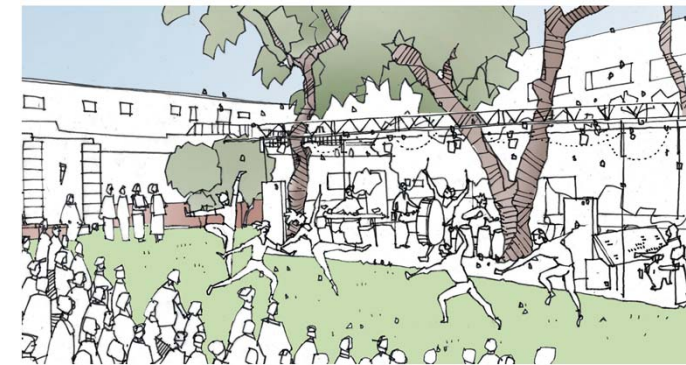
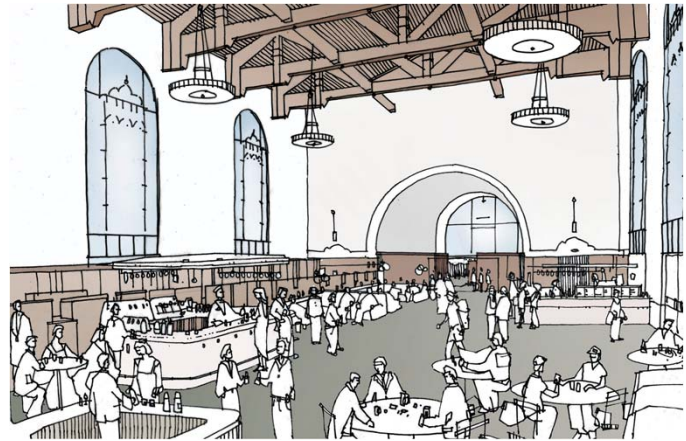
High Speed Rail (by CHSRA)

- HSR Concourse
- HSR Station Box

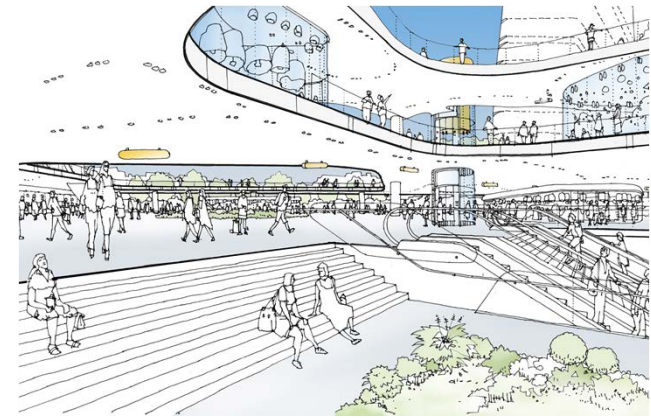
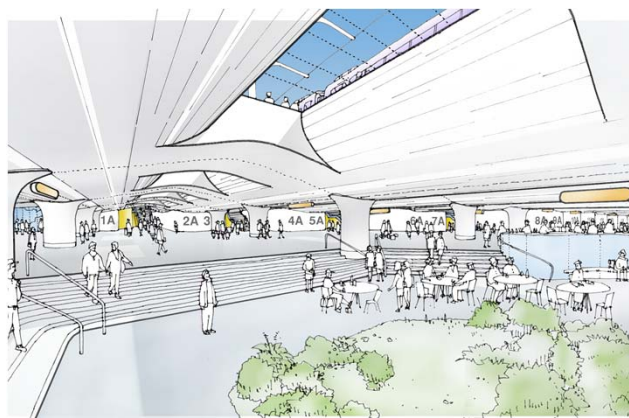
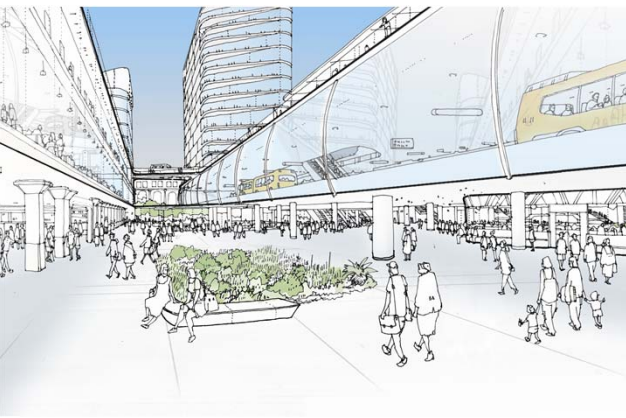


Benefits

- Relocated Patsaouras Bus Plaza will **enhance passenger safety** and bus operations
- Station will be **transformed into a destination** with transit functionality optimized
- Adequate space for **passenger circulation** now and in future
- Great connection between east and west sides of site, **tying the site together**
- Creates **space for amenities** for transit riders and other users



- Creates a **destination for the region** as well as surrounding areas
- Leverages Metro's \$20 billion **investment** in the transit system
- Generates **economic activity** several times the initial investment in transit improvements
- Creates an estimated **16,900 direct, indirect and induced jobs**
- Generates around \$1.3 billion of **on-site commercial development**
- On-site commercial development generates an **additional 13,600 jobs**
- Results in an estimated \$20 - 30 million in **annual ground lease revenues**



Next Steps

JUNE thru SEPTEMBER

- Implementation Approach
 - Governance
 - Financing
 - Alameda District Specific Plan (ADSP)
- Additional Visualization

SEPTEMBER

- Board Consideration
- Final Master Plan Document



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213.922.6288



Questions?