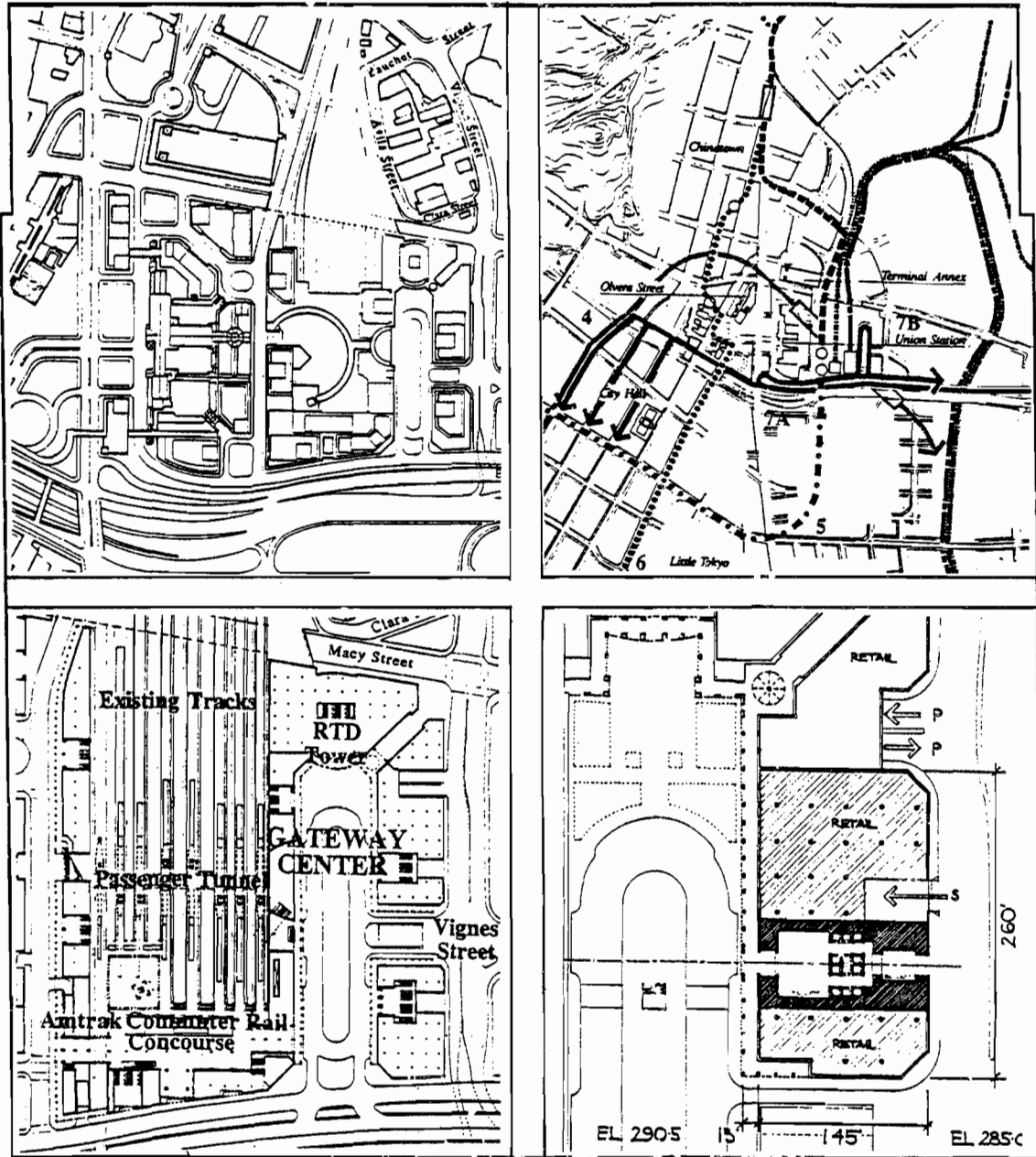


ALAMEDA

D I S T R I C T P L A N

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LOS ANGELES, CA 90012



Master Plan Summary

Prepared For:

*Catellus Development Corporation
Los Angeles, California*

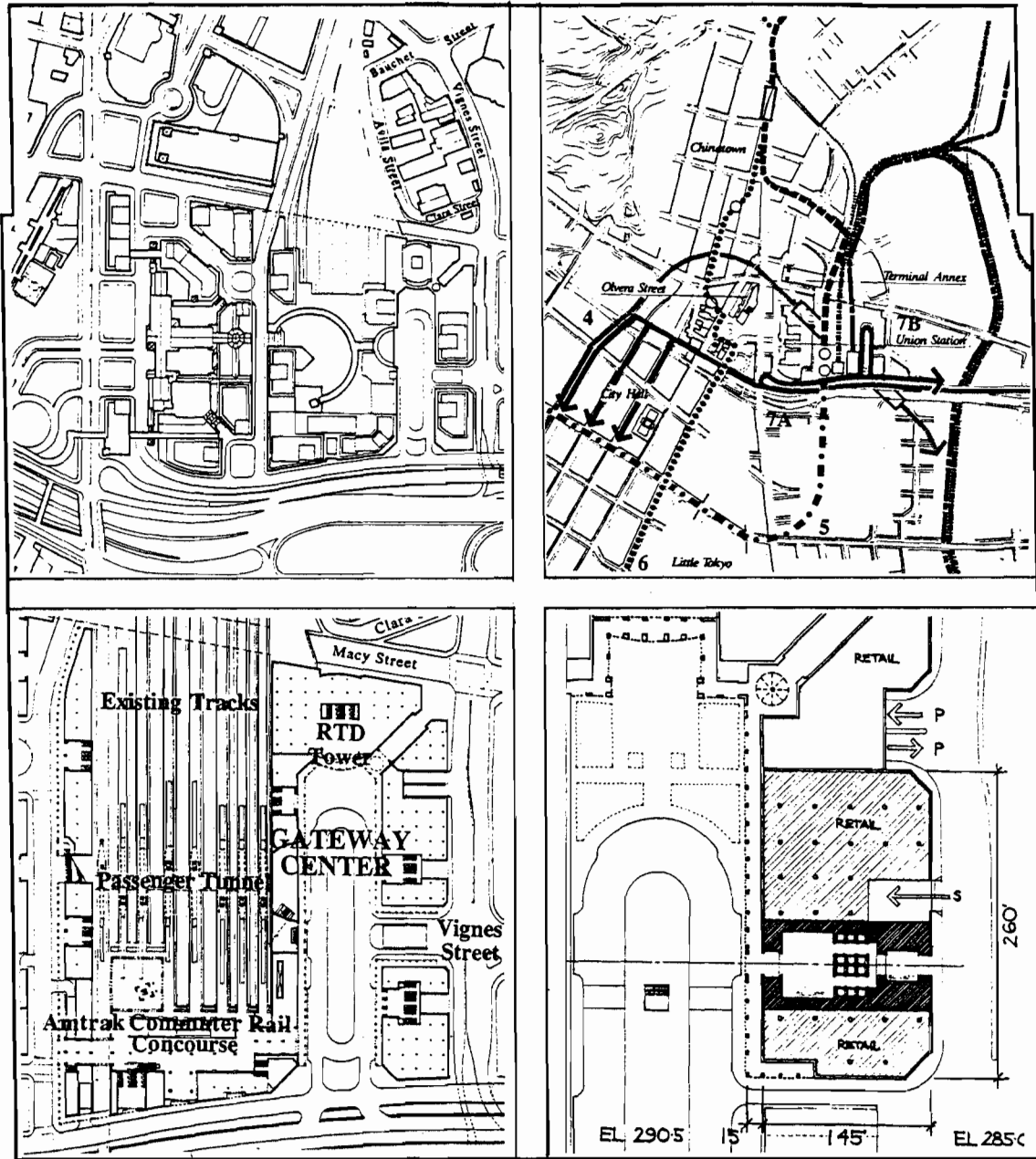
*Ratkovich Villanueva Partnership
Los Angeles, California*

Prepared by:

*Ehrenkrantz & Eckstut Architects
Santa Monica, California
New York, New York
November, 1991*

ALAMEDA

D I S T R I C T P L A N



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November, 1991

Master Plan Summary

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Part One

Alameda District Plan Summary

Illustrations

THE ALAMEDA DISTRICT PLAN

Master Plan Summary

I. Introduction

The Alameda Plan envisions a distinct new district in Los Angeles based on the historical roots of the area within the larger downtown context, evolving from what exists today, and culminating in a rich urban environment to serve the needs and aspirations of a more urbanized region. More specifically, the district reinforces the connections with Downtown and the emerging rail transit system at Union Station, and enhances vehicular and pedestrian accessibility.

The strength of the plan is in the creation of linkages necessary for a single development strategy; not individual parcels, but rather a cohesive new district in Los Angeles: The Alameda District. This linked development of El Pueblo, Union Station, and the Terminal Annex will become the new, vital logical extension of the Downtown.

The force behind such growth and development is the large investment of public funds in creating a truly meaningful regional transportation infrastructure for Los Angeles. Centered around Union Station as its hub, this multimodal regional system is planned to include Metrorail, light rail, HOV busway, commuter rail and Amtrak service, bringing commuters and visitors to the downtown from all corners of the five-county region. This creates the opportunity for Union Station and the Alameda District to be not just a point of distribution to Downtown, but a major new destination.

In the Alameda District Plan we have a wonderful opportunity. The chance to create a fully developed urban mixed-use district that will revitalize the area, reestablish the link to downtown and support the economic development of East Los Angeles. The potential for a quality plan that maximizes public benefits is great.

The Alameda District Plan process is based on consensus planning. The involvement of public agencies and community groups has been sought from the beginning.

The design team has studied the existing conditions, considered the historical forces and incorporated the planned transportation improvements in an effort to learn, both from the place and from all of the various interests involved, what is appropriate and fitting.

Catellus Development Corporation and the Ratkovich Villanueva Partnership have joined together in this master plan effort to gain public support as well as development entitlements for the Union Station and Terminal Annex properties. The plan creates a mixed-use urban environment that enhances the cultural character and economic future of downtown by creating new development opportunities, significant public amenities, and a new regional transportation center. Linked to downtown, the Civic Center, Little Tokyo, and Chinatown by Alameda Street, the new Alameda District joins these disparate areas, creating a vital, logical extension of downtown.

Land Use

Hotels, offices, services, residential, and specialty retail attractions will make Union Station and the Alameda District significant destinations. Approximately 11 million square feet of new development is proposed over time in a 75-acre area, with initial projects at Terminal Annex and the eastern portion of the Union Station site. Development will be incremental, complemented by a significant public space at each stage. Recognizing the importance of the architectural integrity and pedestrian scale of the historic buildings and plazas, the plan proposes a thoughtful distribution of density that showcases these buildings while preserving the views of downtown, the neighboring communities of Boyle and Lincoln Heights and of the San Gabriel Mountains.

Urban Design

The plan accommodates relatively conventional buildings that respond to the existing marketplace. It does not rely on special uses or unusual attractions. On the one hand, the plan attempts to make this part of downtown as normal as possible by using normal streets and normal buildings fronting upon them. On the other, unusual care, attention and amounts of land are devoted to outdoor pedestrian spaces.

It is these common areas; streets and sidewalks, squares and parks, that finally make the critical difference. The proposed buildings enhance and reinforce the aims of the plan but they are not the only means for creating a beautiful new part of the Los Angeles Downtown. In fact, the plan is in marked contrast to the rest of downtown where the emphasis has been on the architectural object at the expense of the public environment.

The design goal for the Alameda District Plan is to create a district that grows out of the rich architecture off Union Station and the Terminal Annex, the cultural heritage of El Pueblo and Olvera Street and the active urban tradition of the Chinatown neighborhood and weaves these together into one comprehensive plan to guide the areas future growth linked to the phased development of public transit. The success of the plan to a large degree hinges on a partnership between the public and private sectors tying public policy to development opportunities in a well conceived accountable manner.

The plan recognizes the cultural, historical, and architectural significance of El Pueblo, the birthplace of Los Angeles; Union Station, the historic rail gateway to the city and prominent architectural landmark; and Terminal Annex, the city's former major postal facility. As landmarks, they are important individual sites, but when integrated into an overall plan with lively public open spaces, inviting pedestrian connections, and vital new development, they create a historic ensemble that establishes the singular, authentic character of the district.

The Alameda is the seam knitting these areas to each other and to downtown. Proposed as a tree-lined boulevard, the Alameda is the linear open space that becomes the "front door" for the new district. From the Alameda, a new network of public open spaces throughout the district creates a truly urban pedestrian experience. Responding to both historic and contemporary surroundings, the open spaces shape the plan with quality environments of different character, ambience, size, and use, and settings for gathering, intimacy and surprise.

In addition to enriching the complexity of the urban fabric, the plan rejoins downtown with the Alameda District area to embrace the city's primary regional transportation hub. With Amtrak, commuter rail, MetroRail, express bus, and light rail service, Union Station will provide commuter and intercity access

to a comprehensive transit network, and will be a vital resource for visitors, as well as residents, with its concentration of transit options and inviting alternatives to the automobile.

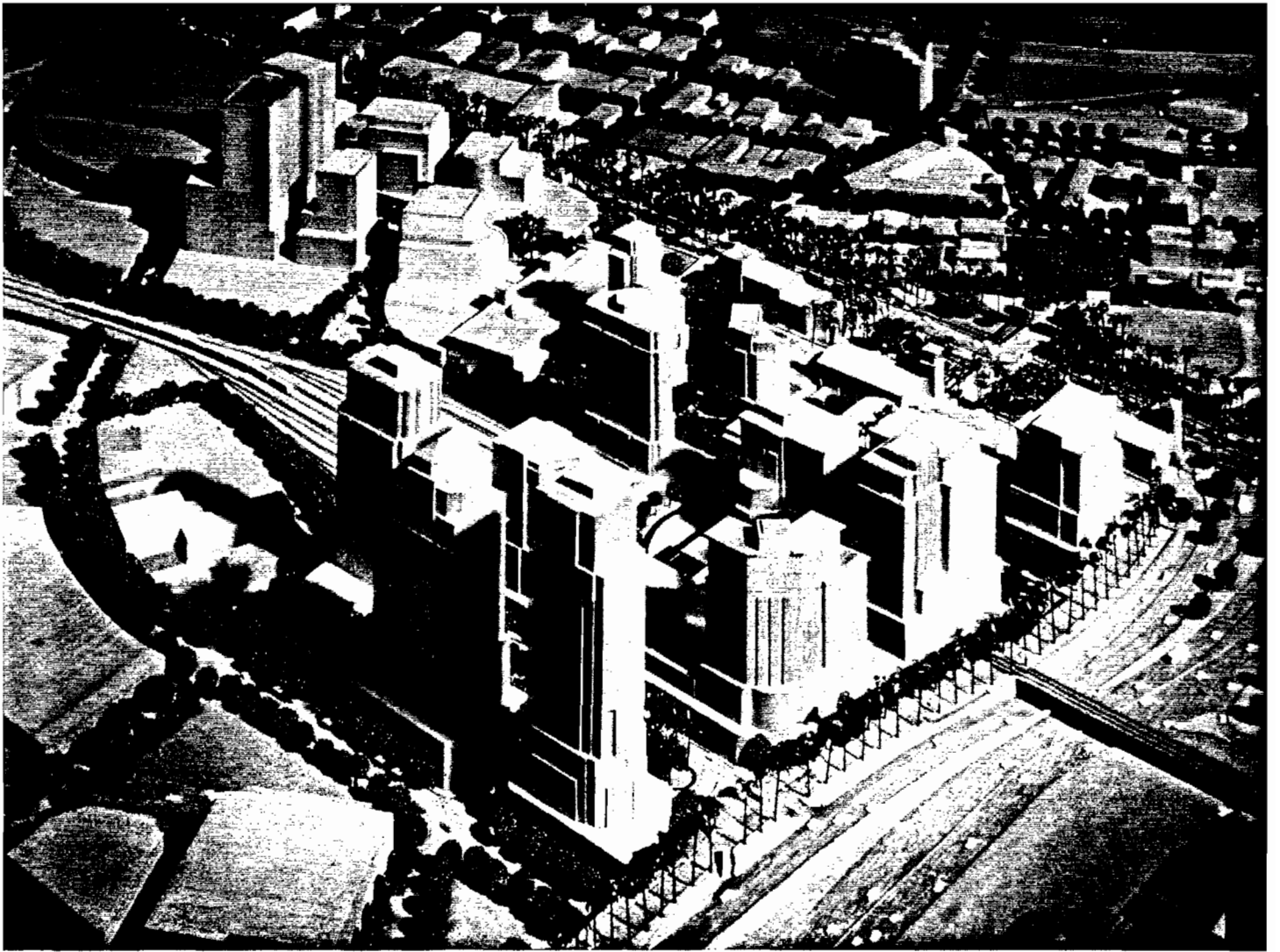
The Master Plan provides a framework for guiding development in the district over the next 30 years, anticipating the public and private infrastructure necessary for responsible growth and capitalizing on the significant public investment already committed for transportation improvements at Union Station.

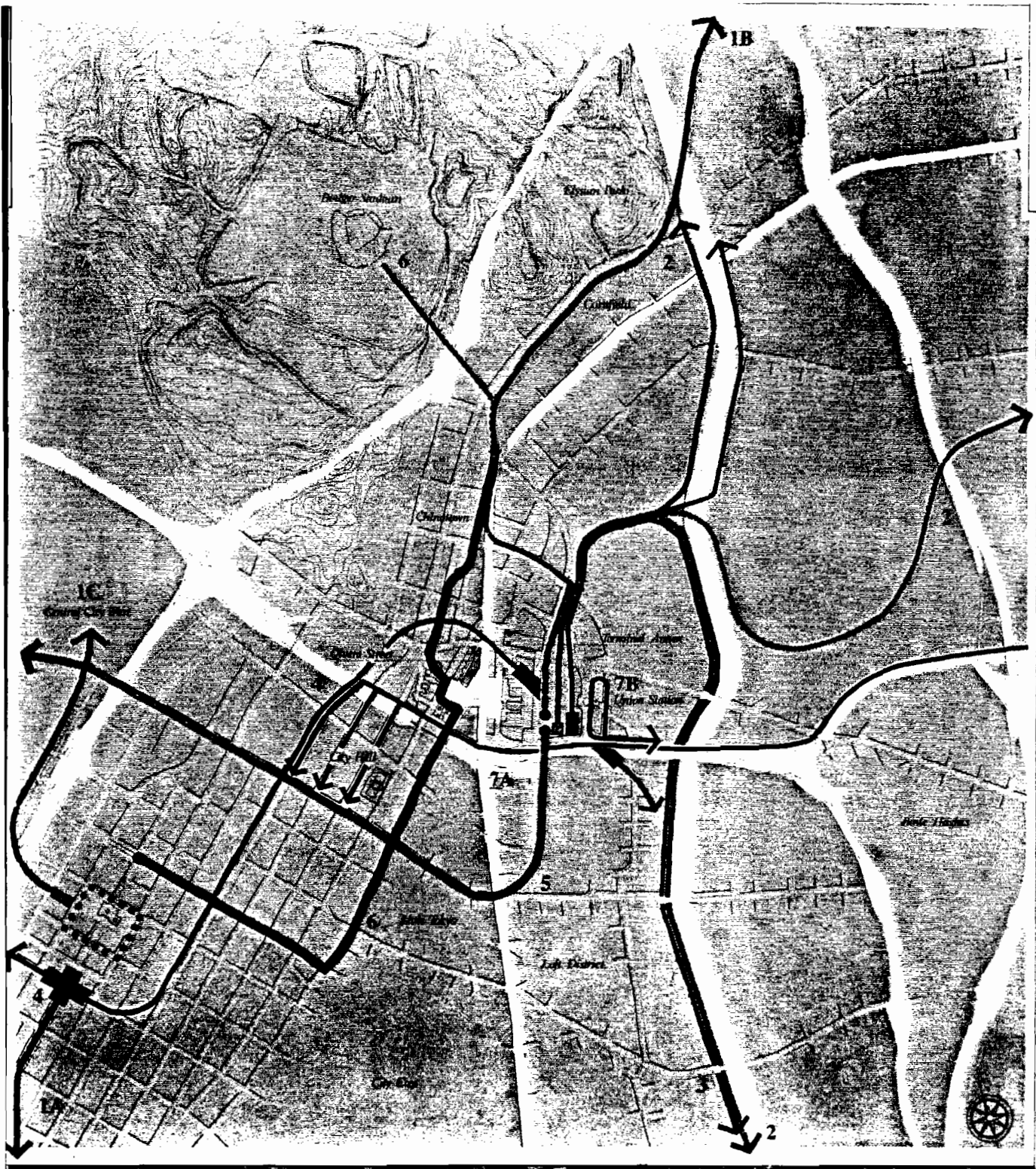
Inspired by its rich architectural legacy and cultural diversity, and shaped by the city's critical need for transportation alternatives, the Alameda District Plan outlines an ambitious yet realistic vision for the future. It creates a complex, quality urban environment with public amenities that complete north downtown Los Angeles. In addition, the plan recognizes its importance as a vital, new transportation center of regional significance, able to serve the growing and changing mass transportation needs of Southern California. With a projected 250,000 daily transit riders, Union Station will truly become the Grand Central Station of the west.







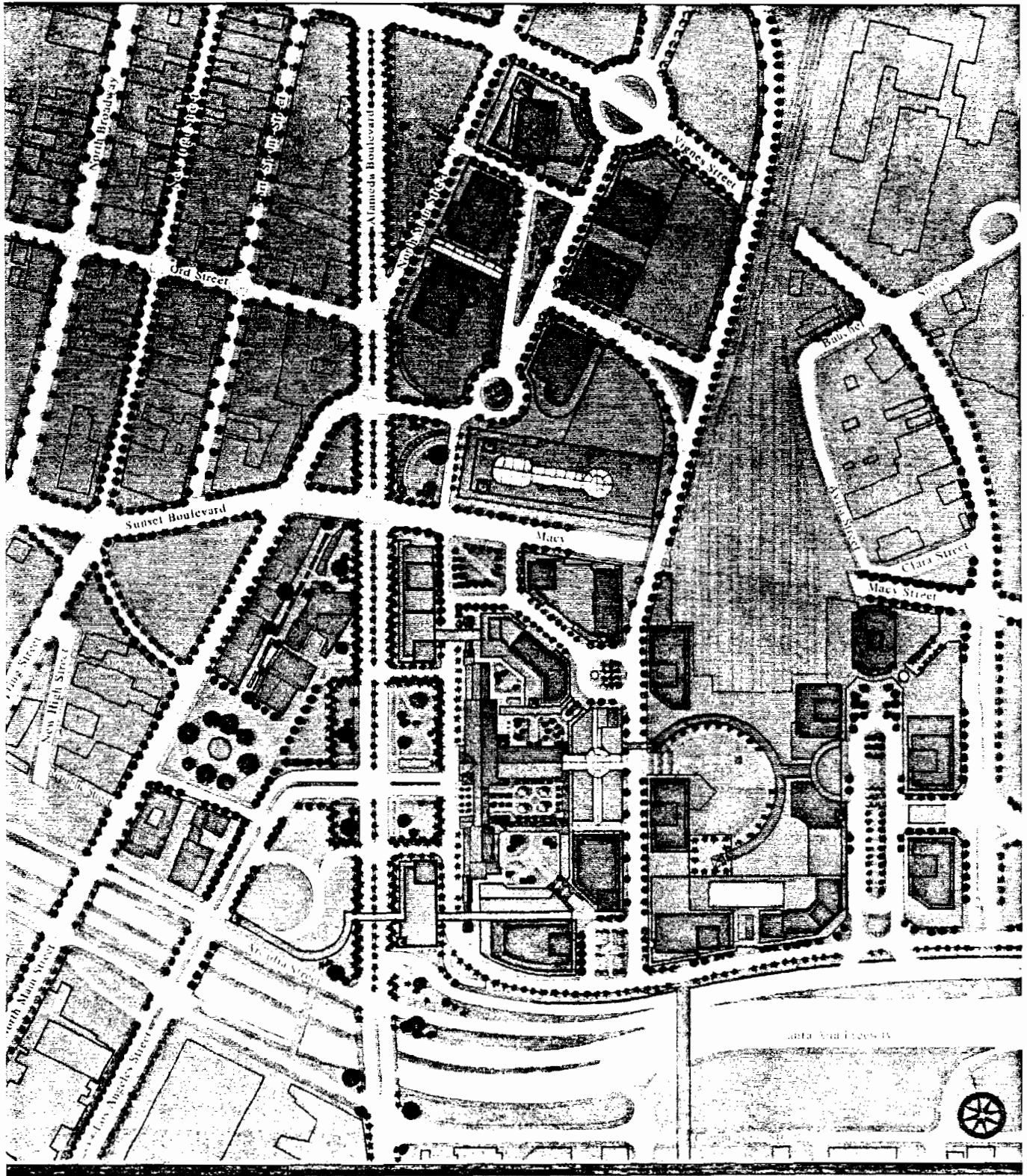




- 1A LRT - Long Beach
- 1B LRT - Pasadena
- 1C LRT - Glendale
- 2 Commuter Rail
- 3 Amtrak
- 4 Metrolink
- 5 AFS
- 6 Trolley
- 7A El Monte Busways and HOV
- 7B RTD Bus Plaza

ALAMEDA

DESIGN PLAN
Regional Transit Systems

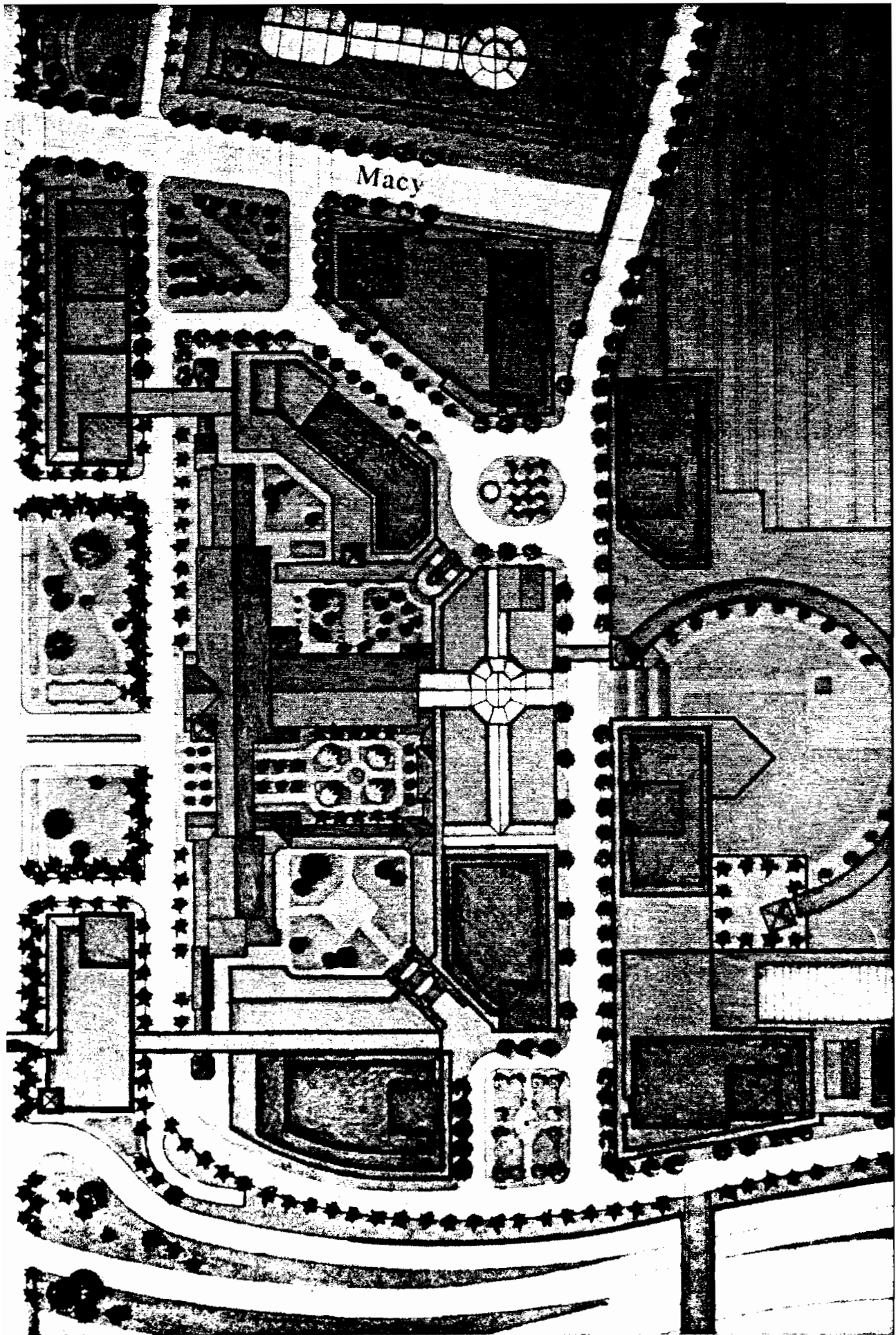


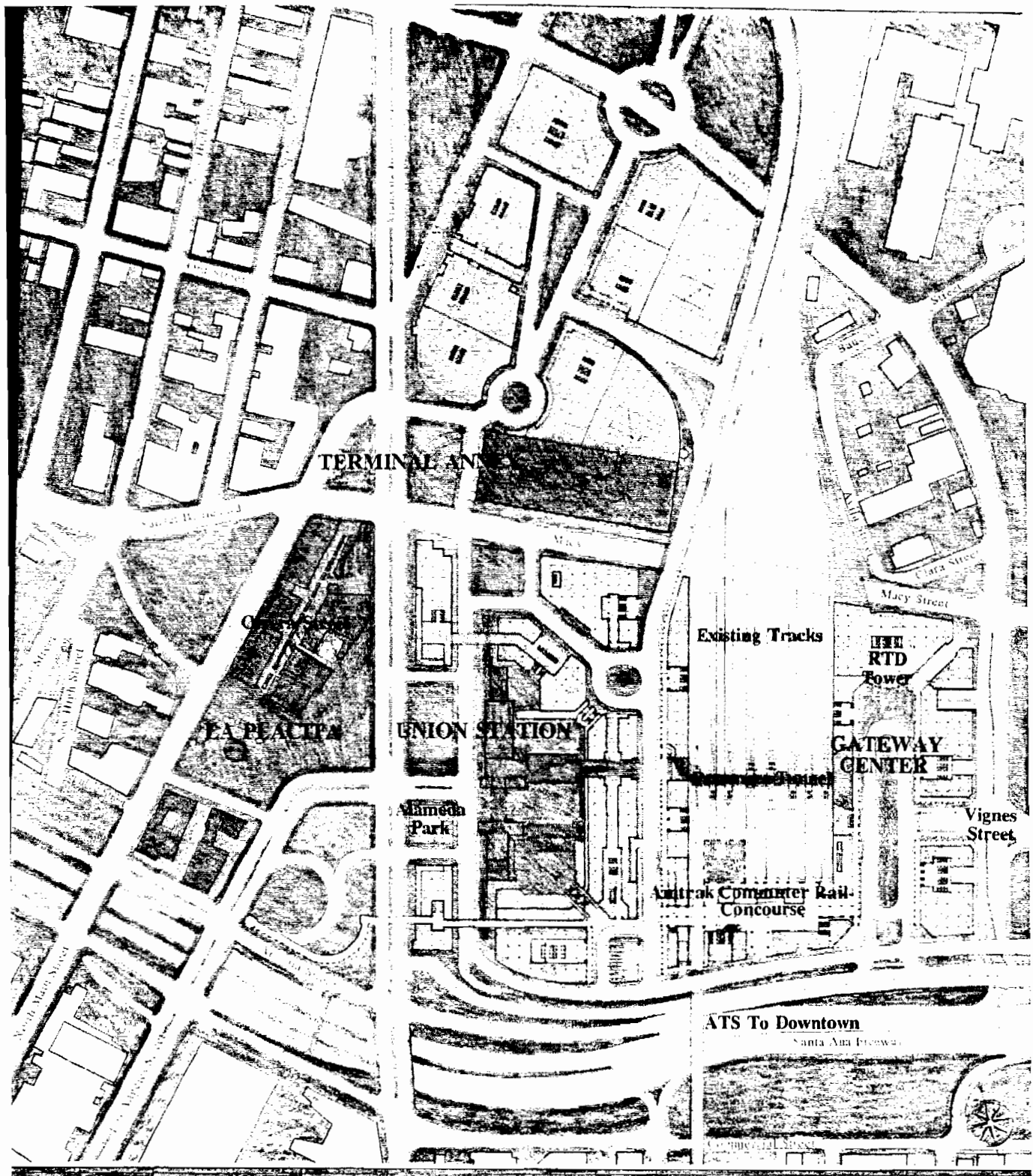
ALAMEDA

DISTRICT PLAN

Illustrative Site Plan

Cheskrone & Eckstut Architects
 October 1991





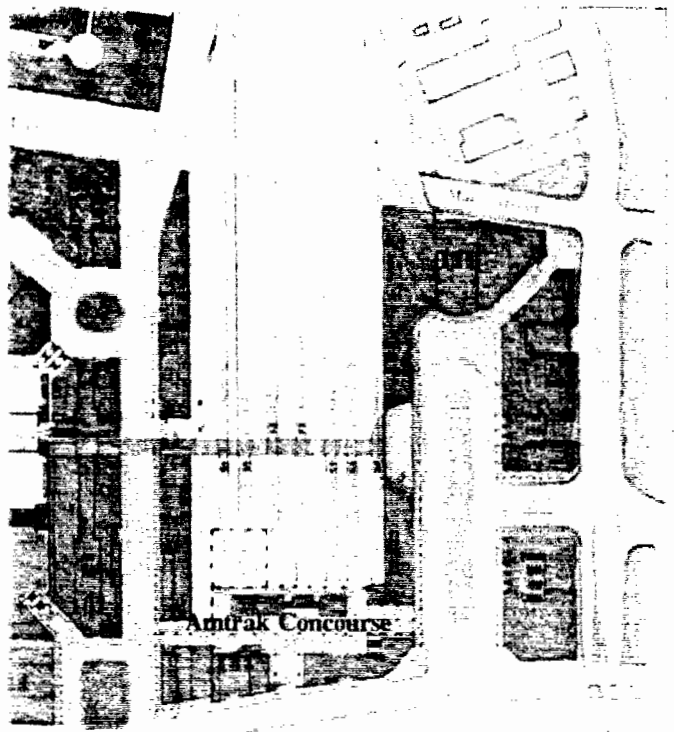
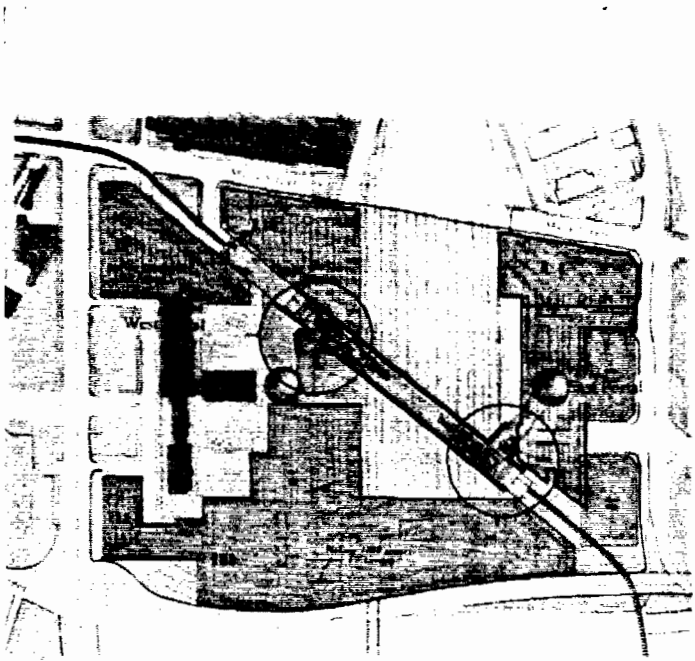
ALAMEDA

DIS TR I C T P L A N

El. +20 Plan

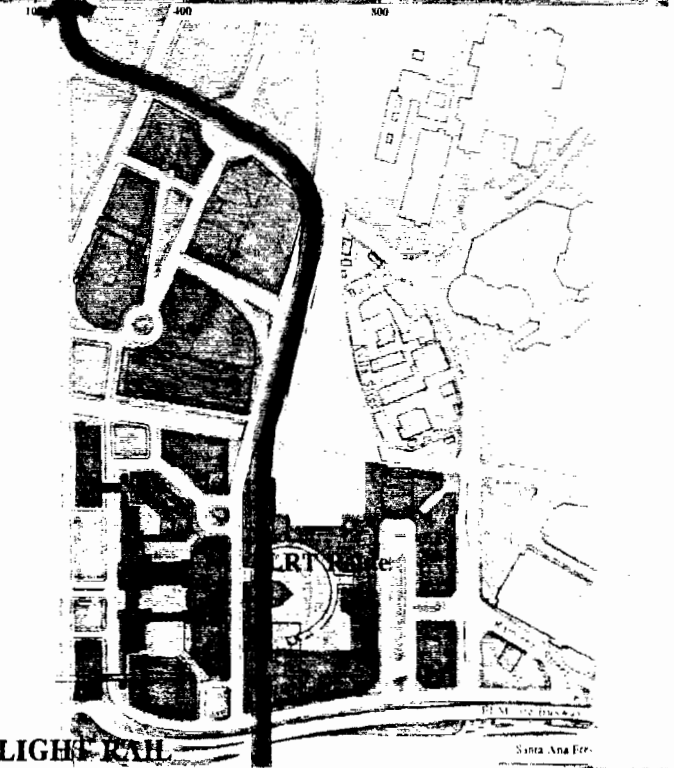
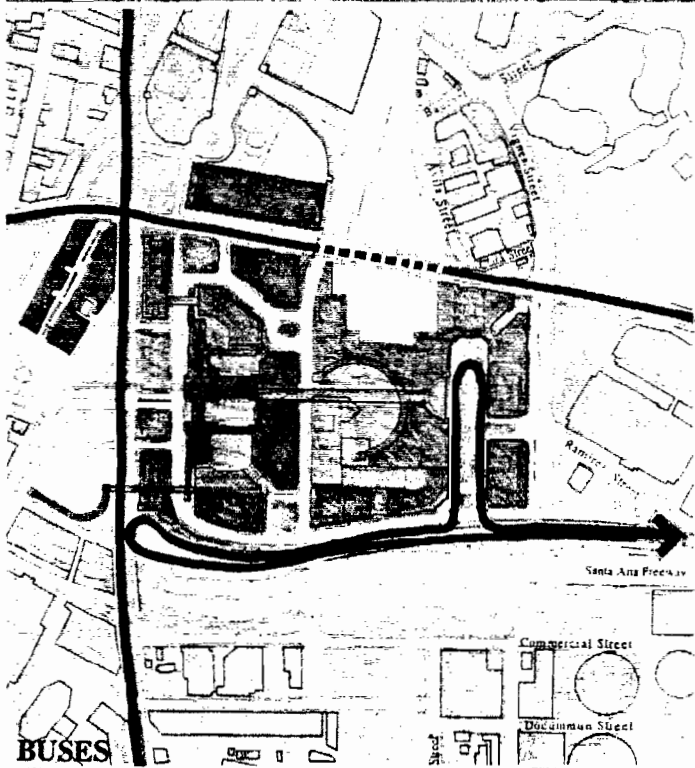
Ehrenkrantz & Eckstut Architects

October 1991



METRORAIL

AMTRAK / COMMUTER CONCOURSE



BUSES

LIGHT RAIL

200 400

600

800

1000

1200

1400

0

200

400

600

800

1000

ALAMEDA

DISTRICT PLAN

Transit Systems

Ehrenkrantz & Eckstut Architects

October 1991



Alameda Boulevard



Crossing at Sunset Boulevard and Macy Street



La Placita - El Pueblo



Alameda Place

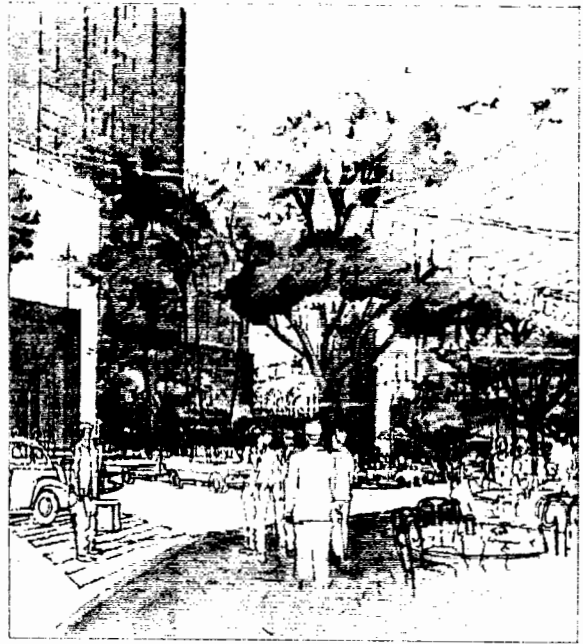
ALAMEDA

DESIGN PLAN

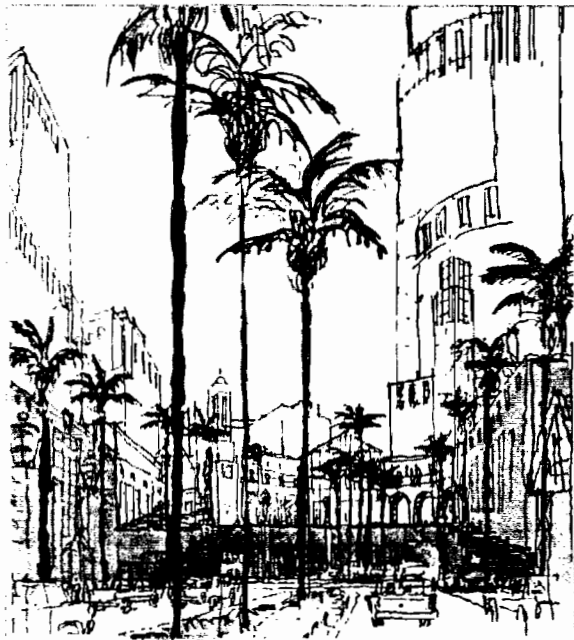
Public Open Spaces



South End Street



West Metro Plaza



East Metro Plaza



Baughet Terrace

ALAMEDA

DISTRICT PLAN

Public Open Spaces

ALAMEDA DISTRICT PLANNING BOARD

December 1988

Part Two

*Transportation Master Plan
Preliminary Transportation Study*

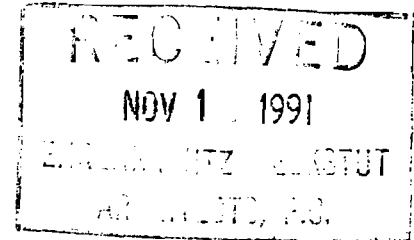
Bus Route Evaluation and Recommendations

Illustrations

ALAMEDA DISTRICT PLAN
TRANSPORTATION MASTER PLAN
PRELIMINARY TRANSPORTATION STRATEGY

INTERNAL DRAFT - FOR DISCUSSION

PREPARED BY: KORVE ENGINEERING



August 22, 1991

1. SITE CONTEXT

1.1 Central Area Location

The Alameda District Plan encompasses the Union Station and the Terminal Annex sites east of Alameda Street between the Hollywood (US-101) Freeway and Vignes Street.

The site is located in the center of the Los Angeles region, within the Greater Downtown area. It is immediately adjacent to the freeway "ring" serving the downtown and is proximate to both the Central Business District (CBD) and to Chinatown.

1.2 Current and Past Use

The site is currently in use in a variety of ways that generate vehicular traffic. The Union Station site is a terminal for Amtrak train service and connecting bus operations. The parking lot in front of Union Station holds about 900 spaces and is used for visitor parking for Olvera Street and the Civic Center, but primarily is for Amtrak passengers. The Terminal Annex site was until recently the main Los Angeles post Office site with a considerable amount of auto and truck trip activity. Since the relocation of the Main Post Office to South Los Angeles the site has been used for public parking and juror parking, with shuttle bus service to the CBD. There are currently about 2,400 parking spaces with about 1,700 in active use on the Terminal Annex site.

1.3 Transit Access

The area is unique in that it surrounds and is immediately adjacent to the Union Station rail terminal, which is planned to become the single most important transit site in the Greater Downtown Area for transit access to the CBD. No fewer than five (5) major transit modes are

1 **Preliminary**

planned to serve the Downtown through Union Station. These are shown in Figure 1 and will include:

- The Metro Red Line subway system, comprising lines from the San Fernando Valley, Westwood/Wilshire Corridor, and the Eastside;
- The Metro Blue Line, currently serving Long Beach but which will also provide light rail service from Pasadena;
- The Glendale rail transit line, comprising a rail mode yet to be determined;
- Commuter Rail, comprising five corridors to Moorpark, Saugus, San Bernardino, Riverside and Oceanside;
- Amtrak intercity service, including service from Santa Barbara and San Diego;
- The El Monte Busway, providing express bus service from the eastern Los Angeles metropolitan area.

This will make the site unique not only in Southern California but in the Western United States. The level of transit activity at the station will be unparalleled in the West and will be similar to transit stations/terminals more typically found in the Eastern United States, in cities that have a significantly higher transit ridership and mode share than Los Angeles or other west coast cities.

1.4 Freeway Access

The site has immediate access to the Hollywood/Santa Ana Freeway and the San Bernardino Freeway, and close access to the Golden State and Pasadena Freeways. Figure 2 illustrates freeway-access corridors and ramps. The site is immediately adjacent to five freeway off-ramps and six freeway on-ramps, although these are in a constrained section of the Hollywood Freeway between Alameda Street and Mission Road where freeway-to-freeway merges and on/off ramp weaves lead to significant freeway congestion. While much of this traffic is regional traffic passing through the downtown area, a significant portion is destined for the downtown and has to share this freeway section because of the lack of viable alternative routes into downtown from the eastside.

Within about one-and-a-half miles there are an additional 15 off-ramps and 13 on-ramps which provide alternate freeway access points via City street connections. Principal access to the Golden State Freeway is either east via Brooklyn Avenue or Fourth Street, or through the industrial areas to the north via Mission Road, and North Spring Street. Access to the Pasadena Freeway is via the Hill Street and Stadium Way ramps which involve passing through Chinatown. Access to the San Bernardino Freeway is also via the Hollywood Freeway ramps adjacent to the site, or via either the Golden State or the Hollywood Freeways using First and Fourth Streets. Access to the San Bernardino Freeway is also via the

Hollywood Freeway ramps adjacent to the site. Access to the Hollywood and Harbor Freeways is via Sunset Boulevard and the Aliso/Arcadia Frontage roads.

A key proposed freeway access improvement in the Central City North area is the Alameda Bypass and connections to the Golden State and Pasadena Freeway Interchange. This improvement, identified in the Central City West Specific Plan and the Blueprint Report, has been proposed as an alternate route into downtown to relieve the Pasadena Freeway and connections through Chinatown. It will also provide a direct access route to/from the Alameda District Plan area.

1.5 Local Access and Circulation

Although not surrounded by a standard grid system of streets, the ADP area can currently be accessed via major and secondary highways from all directions. The arterial street system is shown in Figure 3.

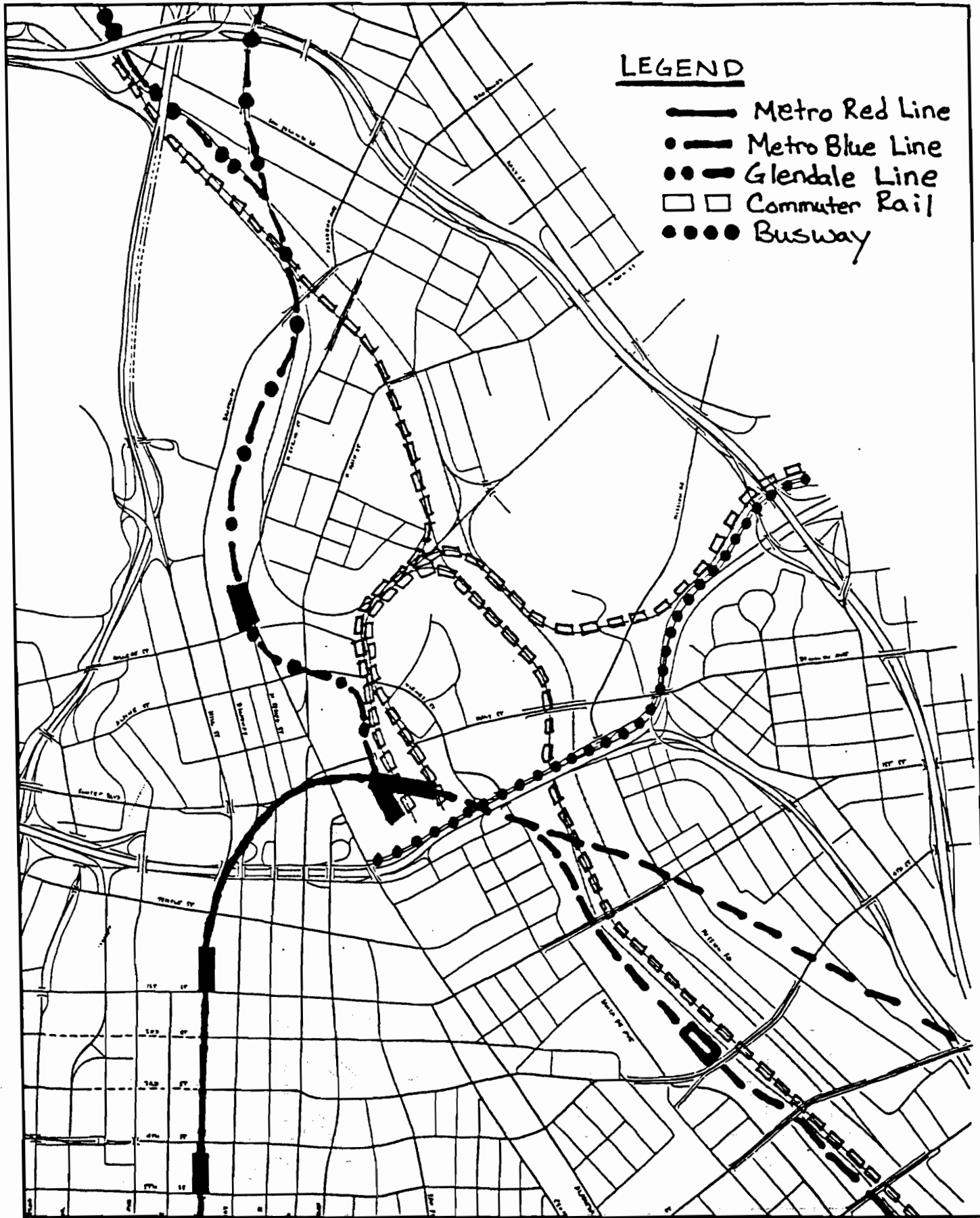
Access to/from the north is via a relatively poor arterial system. North Broadway links the CBD to the Golden State Freeway and Lincoln Heights, but does not provide good connections to the Alameda Corridor or the Union Station area. North Spring Street connects the Alameda Corridor to the Golden State Freeway and beyond, but is narrow and passes over a low capacity bridge over the Los Angeles River. North Main Street serves more local access to the communities north-east of the CBD with relatively poor connections to the Golden State Freeway.

Access to/from the south is by two corridors, through the CBD and by the Alameda Corridor. The Spring-Main one-way couplet along with Los Angeles Street currently provides excellent direct access and substantial capacity into and through the CBD and to/from the Santa Monica Freeway. North-south access is more constrained to the east of Alameda Street, where there are few direct connections south of the freeway.

The principal east-west access corridor, other than the Hollywood Freeway, is the Brooklyn Avenue/Macy St./Sunset Blvd. corridor. With respect to the surface street system in the ADP area, this is the corridor with the highest current traffic volumes. Traffic volumes are much lower in the north-south direction, and there is also considerable surplus capacity on the north-south streets.

1.6 Parking

In addition to the existing parking activity on site, the ADP area has long been the planned site for additional parking supply. The Metro Rail system plans to build up to 2,500 park-and-ride parking spaces at Union Station. The Community Redevelopment Agency has for some time now targeted the Union Station area as one of the peripheral parking areas for the CBD. While no hard numbers of spaces have been identified, a past agreement between the

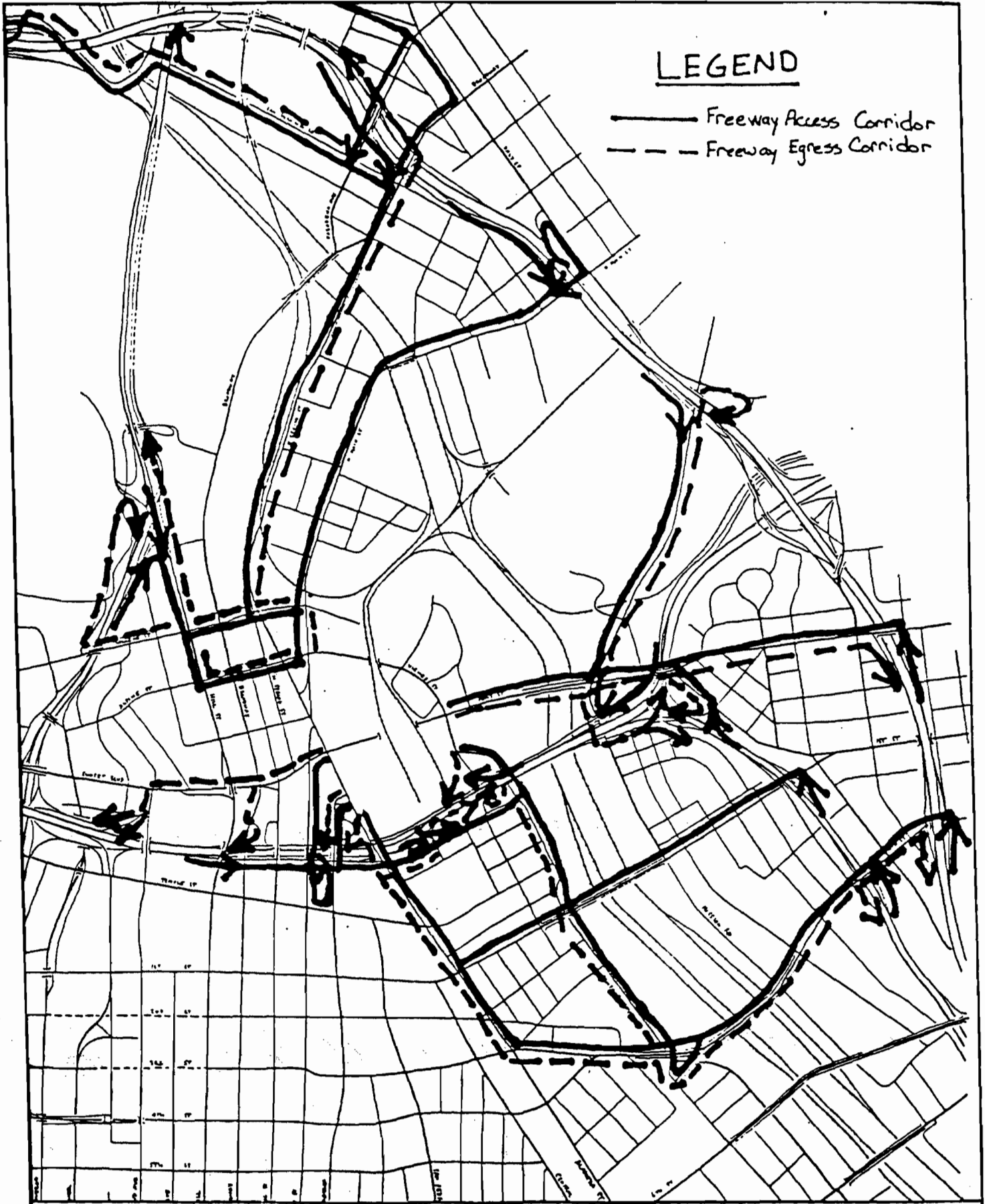


LEGEND

- Metro Red Line
- - - Metro Blue Line
- Glendale Line
- □ Commuter Rail
- Busway

ALAMEDA DISTRICT PLAN — TRANSPORTATION STRATEGY
 FIGURE 1 TITLE: PLANNED TRANSIT SYSTEM

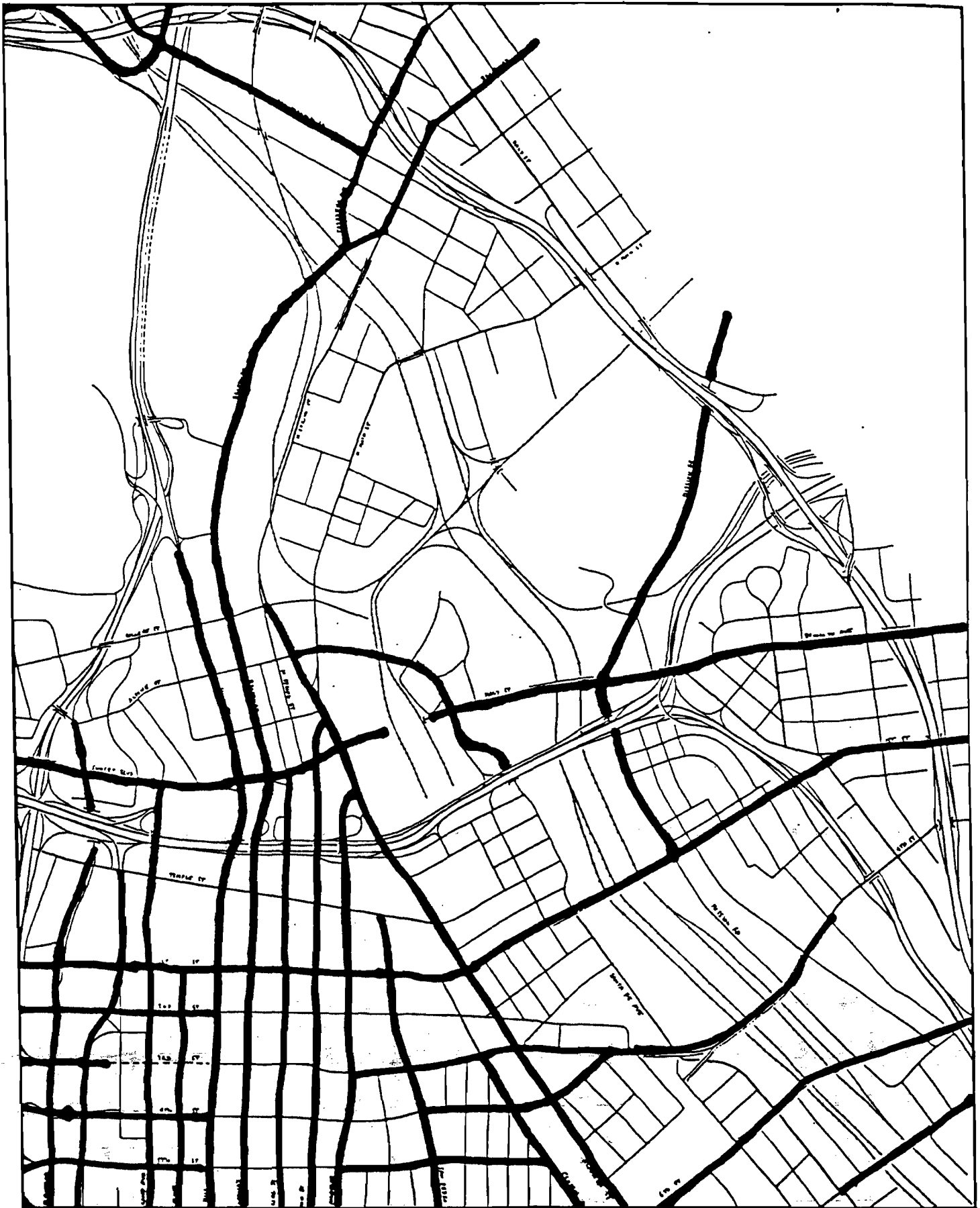
Drainage



LEGEND

- Freeway Access Corridor
- - - Freeway Egress Corridor

ALAMEDA DISTRICT PLAN — TRANSPORTATION STRATEGY
 FIGURE 2 TITLE: FREEWAY ACCESS CORRIDOR & RAMPS



ALAMEDA DISTRICT PLAN — TRANSPORTATION STRATEGY
FIGURE 3 TITLE: ARTERIAL STREETS

City of Los Angeles and SCRTD for Metro Rail improvements identified a supply of 1,000 peripheral parking spaces at Union Station.

These provisions need to be reevaluated. There is an increasing view that Union Station is too close to the CBD to function effectively as a peripheral parking site, and that the location of parking garages at Union Station might cause more traffic congestion than intended to solve. A more appropriate location may be at a potential Fourth Street Yard Metro Station, or further out at potential stations at Eastern, Indiana, or Whittier/Lorena on the Pomona Freeway. Similarly, the 2,500 parking structure planned for Metro Rail at Union Station may not be necessary, particularly as Metro is extended to the east. (Union Station in Washington D.C., for example, has only 1,200 parking spaces for AMTRAK, Commuter Rail and Metro Rail).

2. THE TRANSPORTATION MASTER PLAN

2.1 Concept

The Transportation Master Plan is currently in preparation. Some of the basic concepts have been identified and are summarized here. A substantial amount of detail is currently being defined and evaluated, and will be forthcoming later. The Master Plan is based on three key concepts:

- Significant use of transit to minimize auto trips.
- Strong pedestrian circulation system to complement high-transit service.
- Dispersal of traffic across numerous access/egress routes to minimize traffic impacts.

The transportation master plan is based on the unique opportunity provided by the site for an unparalleled use of transit. This will apply not only to commute trips to the employment at the project site, but also to non-work trips to project land uses such as retail and hotel. The Plan sets an aggressive but achievable goal of 60% transit use and 15% rideshare to project employment, with only 25% drive alone. This transit policy will significantly reduce the level of automobile trips to/from the project.

The Alameda District Plan Project has the potential to become the critically important catalyst or "trailblazer" for a significantly higher use of transit in the Downtown, and to play a major role in the effective utilization of the extensive transit infrastructure that is being planned for the area.

2.2 Transit Plan

Plan Components

The project will provide for a transit program that will act as the "pioneer" or leader for the use of the transit facilities planned for Union Station. The Planned Metro Red, Metro Blue, and Commuter Rail lines will provide transit opportunities for employees coming in to the site from all parts of Metropolitan Los Angeles. The ADP area will be well served not only by the station facilities at Union Station, but also by a second station on the Pasadena light rail line planned at Alameda and College Streets.

The Plan will also recognize the strategic importance of continued development, capacity enhancement and extension of these facilities, and will provide for the possible future extension southward across the Hollywood Freeway of the Commuter Rail and Light Rail lines.

The Plan will recognize the importance of local transit connections with the CBD, with provisions for the possible future incorporation of a Downtown Circulator or People Mover, increased shuttle service including an expanded DASH shuttle, a possible Broadway/Chinatown Shuttle, a potential Banning Street Trolley, and other shuttle and local transit service as appropriate, for example, to Dodger Stadium.

The strategic location of the site at the end of the El Monte Busway and on the approach route to the CBD for regional bus service will be integrated into the plan. The transit plan will include the provision for local and express bus service to the site as well as potentially for contract express bus service.

A key part of the program will be the location of buildings and pedestrian linkages to the transit facilities. The development of a very active transit information campaign and establishment of a "site identity" to encourage transit use will also be pursued. Key momentum will be provided by the fact that an early anchor tenant will be the RTD Headquarters with a staff that already show a very high level of transit use. It is expected that the plan will also include a significant transit pass and fare subsidy component in lieu of the current practice of parking subsidies to further encourage transit use. Such a program could be in lieu of trip fees, also auto trips will be reduced as a result.

Policies and Goals

Table 1 summarizes the planned transit services and capacities into Union Station by the various transit modes, the alignments of which are also illustrated in Figure 1. This very significant level of transit capacity to the site will permit very different travel characteristics to those of current office buildings and to future office buildings in the CBD not adjacent to such transit service.

Table 1. PLANNED TRANSIT CAPACITY AT UNION STATION
P.M. PEAK HOUR - OUTBOUND

Mode	Service Frequency (min)	Passenger Capacity/ Hour
Local Bus	2	1,350
Express Bus	1	2,700
LRT		
Blue - Pasadena	6	7,110
Blue - Long Beach	6	7,110
Metro Rail		
Valley	5	12,168
East	5	12,168
West	5	8,112
Commuter Rail		
Moorpark - LA	20	1,932
Santa Clarita - LA	40	966
Santa Bernardino - LA	20	1,932
Riverside - LA	45	859
Oceanside - LA	60	644
Inter City Rail	60	644
Totals		58,775

Currently about 21% of all downtown office workers use transit to/from work, 17% rideshare, and 62 drive alone in an automobile. The transit share is expected to increase significantly in the future, to be comparable to the mode share achieved in some other west coast downtowns today. Downtown San Francisco, for example, achieves a 57% transit use and 15% rideshare served by two BART subway lines, five light rail lines, a Commuter Rail corridor, and three major express bus systems. Seattle and Portland both achieve a CBD transit share of 35-40% and rideshare levels of 20-25%, based primarily on a single (light) rail line and an extensive bus system. The Oakland CBD averages 44% transit with the BART lines and a bus system.

These are CBD averages, so there are sub-areas and specific buildings for which much higher transit mode shares are achieved; for example, areas directly adjacent to transit stations and terminals. In Washington, D.C., for example, there are a number of existing buildings in the vicinity of Union Station (which serve the Metro-Rail System, Amtrak, and commute-rail service) currently achieving a 60% transit share for employee commuting.

It is anticipated that in about 20 years, ultimate mode shares for the Alameda District Plan of at least 60% transit, 15% rideshare, and 25% drive alone are realistically achievable in this context. These goals are entirely consistent with similar plans in other areas. The Central City West Specific Plan, for example, has set mandated area-wide goals of 35% transit, 25% rideshare, and 45% auto drive alone, with substantially less direct transit service capacity than the Union Station. In the city of Oakland, the Kaiser Center Transportation Management Program identifies goals of 50% transit, 27% ridesharing, and only 19% drive alone for 4 million square feet of office, retail, and hotel space located near the BART line and the bus lines.

The principal proposed land use in the Alameda District Plan is office space, which is particularly well suited for high transit use by workers. Office workers have historically shown to be a transit-oriented population, and transit can provide extremely high person capacities into and out of the sit in the peak periods. It is also anticipated that a significant portion of the office space will be used by government agencies which have also shown an above-average transit use. The existing RTD headquarters building, for example, already achieves about a 40% transit share and 30% rideshare for the employee commute to work.

2.3 TDM Plan

The project Master Plan will include a comprehensive Transportation Demand Management Plan aimed at achieving the transit and rideshare goals. This plan will include a substantial series of measures to encourage transit ridership, carpooling, and vanpooling, including guaranteed ride home, fleet vehicles for day use, day-care facilities, etc.

A comprehensive trip-reduction program will also be established to encourage flextime and staggered work hours, along with a comprehensive work-hours management program, all aimed at spreading the peak of commute trips and better utilization of the available transit and highway capacity.

It is anticipated that a Transportation Management Organization will be established specifically for the ADP with a full-time staff to implement the TDM program. The TMO will work closely with the Central City TMA (Commuter Club).

2.4 Parking Plan

While it will be important to the viability of the project to provide sufficient parking, on-site parking policies must be carefully tailored and coordinated with the mode split policies so that an oversupply of parking does not discourage transit use.

The current City code would require 2.0 spaces per 1,000 GSF of office space. This provision would result in a significant oversupply if the transit and rideshare percentages discussed earlier are to be achieved. A more appropriate ultimate on-site supply ratio would be about 1.0 space per 1,000 GSF, similar to current CBD parking ratios, to accommodate the 25% drive alone and visitors. A graduated reduction to this level may be necessary to match the transit infrastructure provisions that will only occur over a number of years. Higher parking provision ratios will not be needed because of the high use of transit to/from the site. The level of on-site parking could potentially be reduced even further by providing a portion off-site at appropriate Metro Rail intercept locations such as a Fourth Street Yard station, or Pomona Freeway intercept locations at Eastern, Indiana, or Whittier/Lorena.

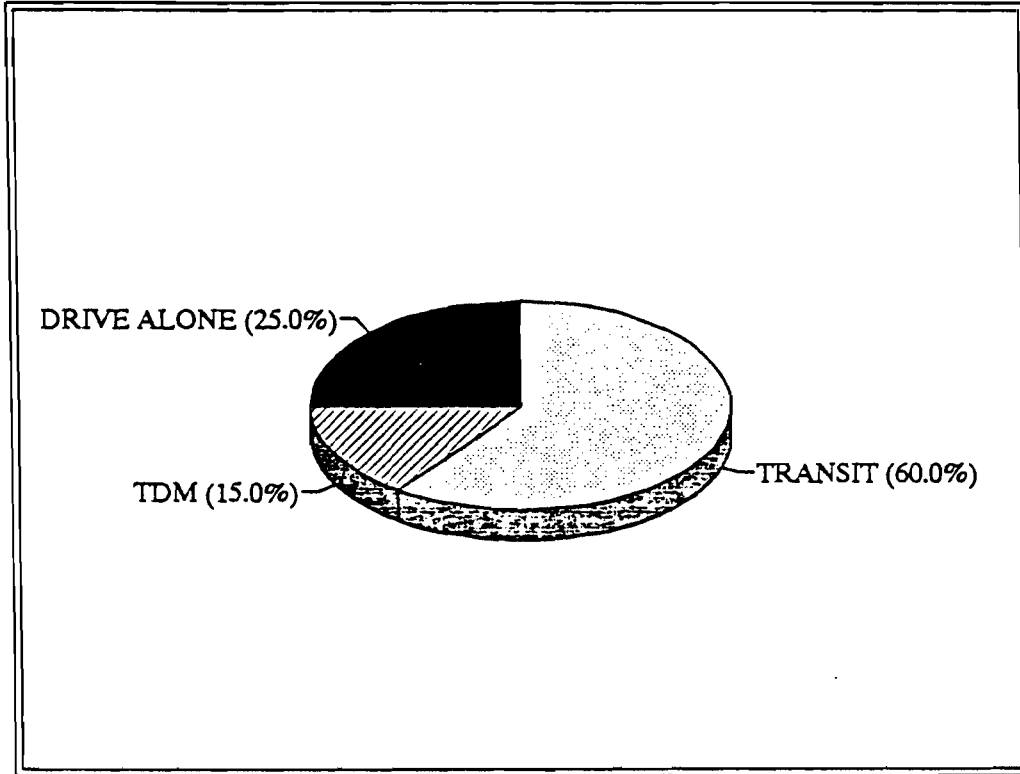
There is currently some uncertainty as to the potential provision of both CBD peripheral parking and Metro park-and-ride parking at Union Station, independent of the Alameda District Plan. The ADP proposes that peripheral parking is not an appropriate use of the Union Station area and is more appropriately located elsewhere, as discussed earlier. The Plan also recommends that if the park-and-ride spaces are constructed, their utilization should be monitored closely and evaluated to determine if reallocation is appropriate. These spaces could, for example, be used as part of the ADP parking supply. This would avoid a potential oversupply of parking in the ADP area.

2.3 Preliminary Travel Forecast Analysis

A preliminary strategic analysis of travel forecasts has been conducted for the Transportation Master Plan. Based on the overall mode share policies and goals shown in Figure 4, travel mode share assumptions were developed for each key land use as shown in Table 2. It is anticipated that, overall, about 60% of trips will be by transit, 15% by rideshare, and only 25% by auto drive alone.

Daily trip-generation estimates for the ADP are shown in Table 3, by principal land-use category. The preliminary analysis indicates that a total of about 43,000 daily vehicle trips and 73,500 daily transit trips will be generated by the ADP. As shown in Figure 5, almost 80% of the daily trips will be generated by the office uses.

ALAMEDA DISTRICT PLAN - TRANSPORTATION STRATEGY
 FIG. 4 OVERALL TRAVEL MODE SHARE

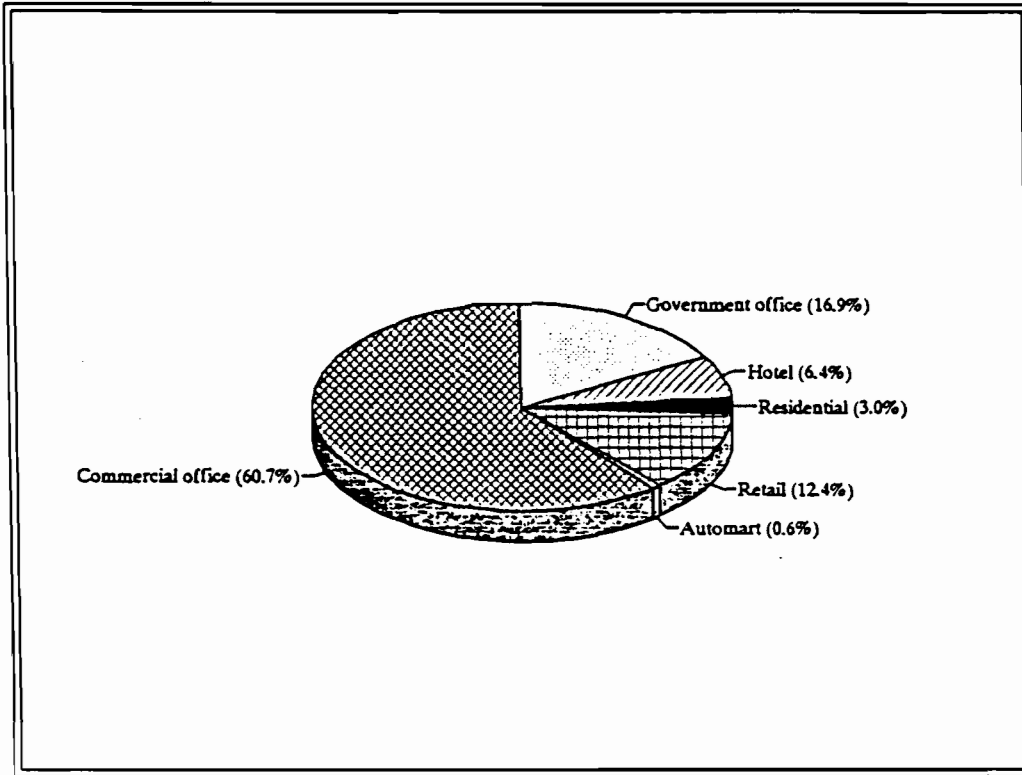


ALAMEDA DISTRICT PLAN - TRANSPORTATION STRATEGY
 TABLE 2 TRAVEL MODE SHARE ASSUMPTIONS

	Percent Transit	Percent TDM	Percent Drive Alone
Commercial office	60%	15%	25%
Government office	65%	20%	15%
Retail	35%	0%	65%
Automart	25%	0%	75%
Hotel	30%	0%	70%
Residential	35%	0%	65%
Other	N/A	N/A	N/A

Preliminary

ALAMEDA DISTRICT PLAN - TRANSPORTATION STRATEGY
 FIG. 5 TRIP GENERATION TOTALS BY LAND USE



ALAMEDA DISTRICT PLAN - TRANSPORTATION STRATEGY
 TABLE 3 DAILY TRIP GENERATION TOTALS BY LAND USE

	GSF or Units	Daily Vehicle Trips	Daily Transit Trips
Commercial office	7,735,000	22,850	47,700
Government office	1,250,000	4,600	15,000
Retail	360,000	8,250	6,200
Automart	330,000	500	250
Hotel	750 Rooms	4,700	2,800
Residential	625 Units	2,050	1,400
Other	95,000	N/A	N/A
Totals	9,770,000	42,950	73,350

Preliminary

Estimates of peak-hour trip generation from the ADP area are shown in Table 4. During the peak hours, there will be twice as many transit trips generated by the ADP area as vehicle trips (about 11,400 transit versus 5,500 auto vehicle during the P.M. peak hour). The low number of peak-hour auto trips will be directly attributable to the significant transit goals identified for the project. Of the total P.M. peak-hour trips identified in Table 4, about 75% - 80% of the trips will be outbound from the ADP area during the peak hour.

Table 4. PEAK HOUR TRIP GENERATION TOTALS BY LAND USE

	GSF or Units	AM Peak Hour		PM Peak Hour	
		Vehicle Trips	Transit Trips	Vehicle Trips	Transit Trips
Commercial Office	7,735,000	4,360	9,100	3,770	7,870
Government Office	1,250,000	410	1,350	790	2,550
Retail	360,000	165	130	765	560
Automart	330,000	60	20	105	20
Hotel	750 Rooms	380	230	360	220
Residential	625 Units	155	105	225	150
Other	95,000	N/A	N/A	N/A	N/A
Totals	9,770,000	5,550	10,950	6,010	11,370

In order to provide a preliminary determination of the potential magnitude of travel impacts from the ADP on the transportation system, a preliminary screenline analysis was performed. This analysis, which is documented in Appendix A, compares travel demand and system supply across a cordon line surrounding the general ADP area.

With respect to the transit system, preliminary projections indicate that ADP land uses will use a significant but manageable portion of the transit capacity into Union Station (up to about 20%).

For the roadway system it is estimated that during the P.M. peak hour the ADP could increase traffic volumes on outbound roadways from the ADP area by about 22%, or 3,040 vehicle trips. The existing capacity of this arterial system during the P.M. peak hours is estimated at about 22,500 vehicle trips.

Similarly, the ADP could increase traffic volumes on all outbound freeways by about 4%, or 2,605 vehicle trips. The current P.M. peak-hour capacity of the freeway system is about 56,000 vehicles. These comparisons are summarized in Table 5.

Table 5. SUMMARY SCREENLINE ANALYSIS - OUTBOUND P.M. PEAK HOUR

	Arterials	Freeways
Existing Traffic	13,960	59,000
ADP Traffic	3,140	2,860
Existing & ADP Traffic	17,100	61,605
% Increase	+22%	+4%
Existing Capacity	22,500	58,000
Existing Volume/Capacity Ratio	0.62	1.02
Existing & ADP Volume/Capacity Ratio	0.76	1.06

This analysis indicates that, in general, there appears to be sufficient arterial roadway capacity in the area to support the ADP project. However, because traffic will not be spread evenly across all available capacity, problem areas can be expected in certain critical locations. The analysis indicates that the current capacity will be exceeded in certain corridors, including the following: the N. Spring Street, Mission Bridge, Brooklyn Avenue, Center Street, and Sunset Blvd. corridors, and that roadway improvements will be necessary in these locations. The analysis also indicates that the freeway system is currently about 2% over capacity in the P.M. peak hour, which could increase to about 6% over capacity with the ADP traffic. The most congested segments are the Harbor Freeway south of the four level and the Pasadena Freeway north of Stadium Way. With respect to access/egress for the ADP area, the most significant problems are anticipated in the immediate vicinity of Union Station and the Hollywood Freeway.

It should be emphasized that this preliminary analysis assumes no roadway or freeway-capacity improvements, nor any transportation demand management measures to reduce or spread peak-hour traffic loads. It should thus be considered a "worst-case" estimate for purposes of refinement and further development of the plan. Additional transportation demand management measures could further reduce peak-hour traffic load from ADP land uses. The roadway-improvement concepts identified in the following two sections could help mitigate traffic impacts as well as improving overall access and circulation in the Central City North area.

2.6 Circulation

The minority of site users who will drive alone will be distributed over a number of different access corridors. The Plan strategy is to provide for some level of roadway improvements

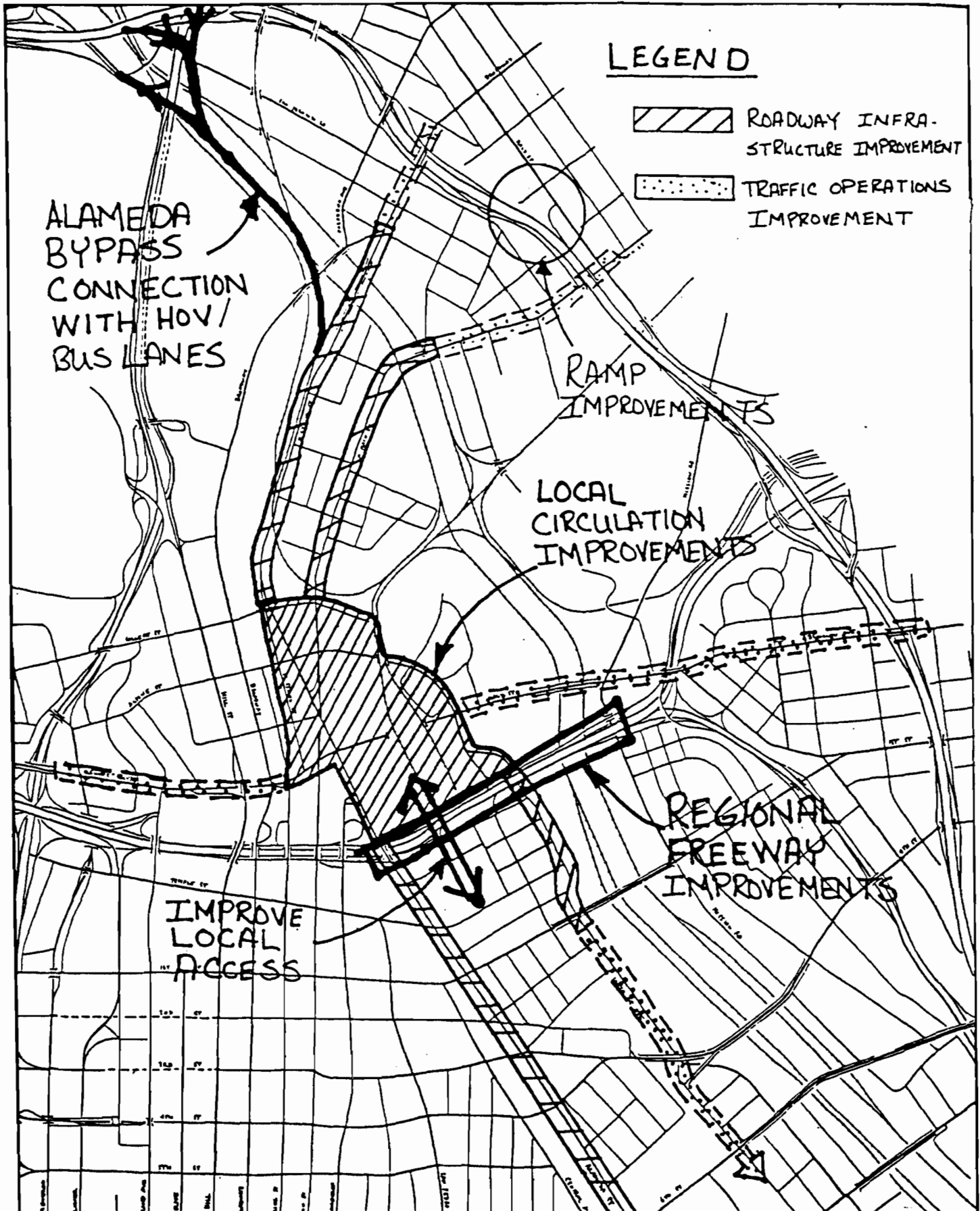
in all corridors to enhance overall accessibility in all directions, avoid focusing traffic in one location, and intercept vehicles before they reach key congestion points.

The Alameda District Plan will provide the opportunity for a number of improvements to the general roadway and access system in the various access corridors through contributions to infrastructure improvements. Various concepts are illustrated in Figure 6. In Central City North certain roadway improvements, which will improve access to/from the project from the north, will also improve the arterial roadway system and thus help general circulation patterns. These might include roadway widenings and bridge replacements in the North Spring and North Main Street corridors (replacement of the railroad tracks — an important benefit to Commuter Rail operations and roadway capacity on North Main Street); extension of the Spring-Main one-way couplet north to Vignes or College Streets; traffic operations improvements, including signaling and reversible lanes in the Sunset Blvd./Macy St./Brooklyn Ave. corridor and improvements to the Mission Road/Macy St. intersection. The Alameda Bypass will also provide significant relief to Chinatown and the Pasadena Freeway through Elysian Park as well as enhancing regional access to the ADP area.


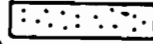
The project plan expects to provide improvements at a number of intersections in the study area, including the provision of ATSAC at a significant number of locations.

The Alameda District Plan will also provide a similar opportunity to improve north-south access in the Alameda Corridor and parallel to it to improve access to the south and minimize traffic intrusion into the CBD. This could include the upgrade of the Vignes-Ramirez-Center-Santa Fe-Mateo Corridor, as well as a possible collector street connection from Union Station over the Hollywood Freeway south to First Street. These improvements would provide improved local circulation across the freeway, better access to eastside arterials feeding the First, Fourth, Sixth, and Seventh Street bridges, and improve alternate access to the Santa Ana and Pomona Freeways to relieve the Hollywood Freeway "Slot." They would also provide improved arterial access to the eastside of the CBD and to the Santa Monica Freeway. Project traffic headed south through the CBD would cross the Hollywood Freeway and enter the CBD in the "off-peak" direction and would be able to use the current surplus capacity in that direction.

These roadway improvements, along with the freeway-access improvements expressed below, will be tested to determine their effectiveness in mitigating the potential traffic impacts identified in the preceding section.



LEGEND

-  ROADWAY INFRA-STRUCTURE IMPROVEMENT
-  TRAFFIC OPERATIONS IMPROVEMENT

ALAMEDA
BYPASS
CONNECTION
WITH HOV/
BUS LANES

RAMP
IMPROVEMENTS

LOCAL
CIRCULATION
IMPROVEMENTS

REGIONAL
FREEWAY
IMPROVEMENTS

IMPROVE
LOCAL
ACCESS

ALAMEDA DISTRICT PLAN — TRANSPORTATION STRATEGY
FIGURE 6 TITLE: ROADWAY CONCEPTS

2.7 Freeway Access

The project could provide contributions to two key improvements to the regional freeway system. First, the proposed Alameda Bypass connections into the SR-110/I-5 interchange would significantly relieve the Pasadena Freeway. This facility would also facilitate access to/from the project.

Second, a series of potential improvements to the Hollywood Freeway between Alameda and Mission Road and the San Bernardino/Santa Ana Freeway split that might include a realignment of the Hollywood Freeway to remove or lessen the "jog," and the addition of collector-distributor roads and ramp modifications on either side of the freeway. These collector-distributor roads could extend from the current Aliso and Arcadia frontage roads to provide direct connections to the San Bernardino and Santa Ana Freeways. This would allow both ADP and downtown traffic to bypass the congested segment of the Hollywood Freeway across the Los Angeles River. This would have significant benefits to regional traffic flows on the freeway, as well as improving access to the Central City North and CBD areas.

3. SUMMARY

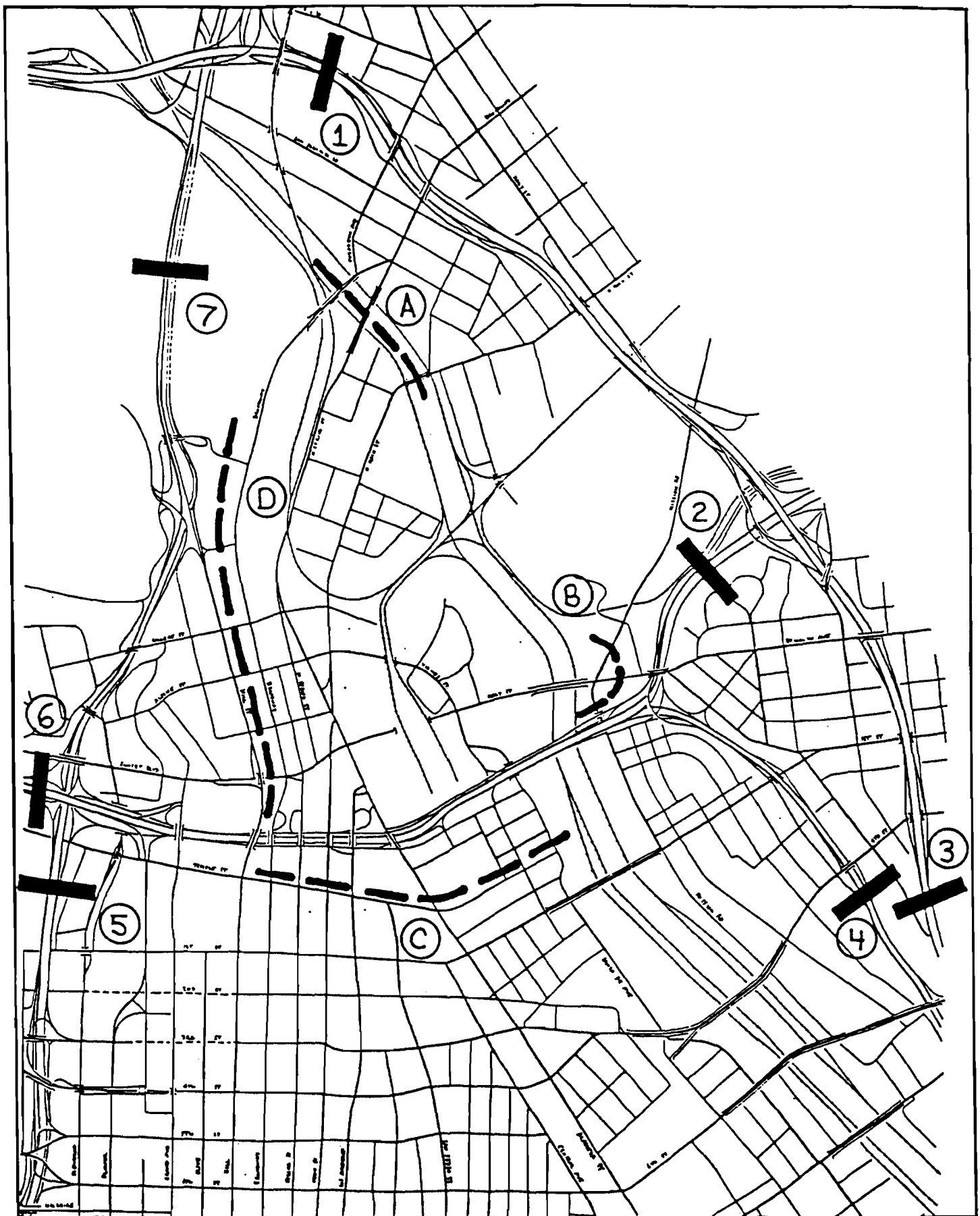
The Transportation Master Plan for the Alameda District Plan is comprehensive and wide ranging. It is heavily focused on the use of the substantial amount of transit infrastructure planned for the Union Station area. The plan integrates both regional commuter transit and local circulator transit opportunities along with a coordinated transportation demand management program to minimize the use of the automobile. The Plan is internally consistent in terms of achievable transit and rideshare goals, with parking ratios designed to support transit use and discourage drive-alone commuting and a pedestrian circulation system to complement the high transit usage. The Plan also provides a unique opportunity to contribute to the improvement of both the arterial circulation system in Central City North and the access system for the regional freeway system.

In summary, the Plan will pioneer a significant change in travel behavior in the Los Angeles region, with a significantly reduced reliance on the automobile. The transit hub of Union Station is the ideal location for the land uses that comprise the ADP. Indeed, the unique transit characteristics make it one of the few areas in Southern California that can accommodate this level of growth.

APPENDIX A

PRELIMINARY SCREENLINE ANALYSIS

Preliminary



ALAMEDA DISTRICT PLAN - TRANSPORTATION STRATEGY
 FIGURE A.1 TITLE: SCREENLINE LOCATIONS

ALAMEDA DISTRICT PLAN - TRANSPORTATION STRATEGY

Table A-1. ARTERIAL SCREENLINE ANALYSIS - OUTBOUND P.M. PEAK HOUR

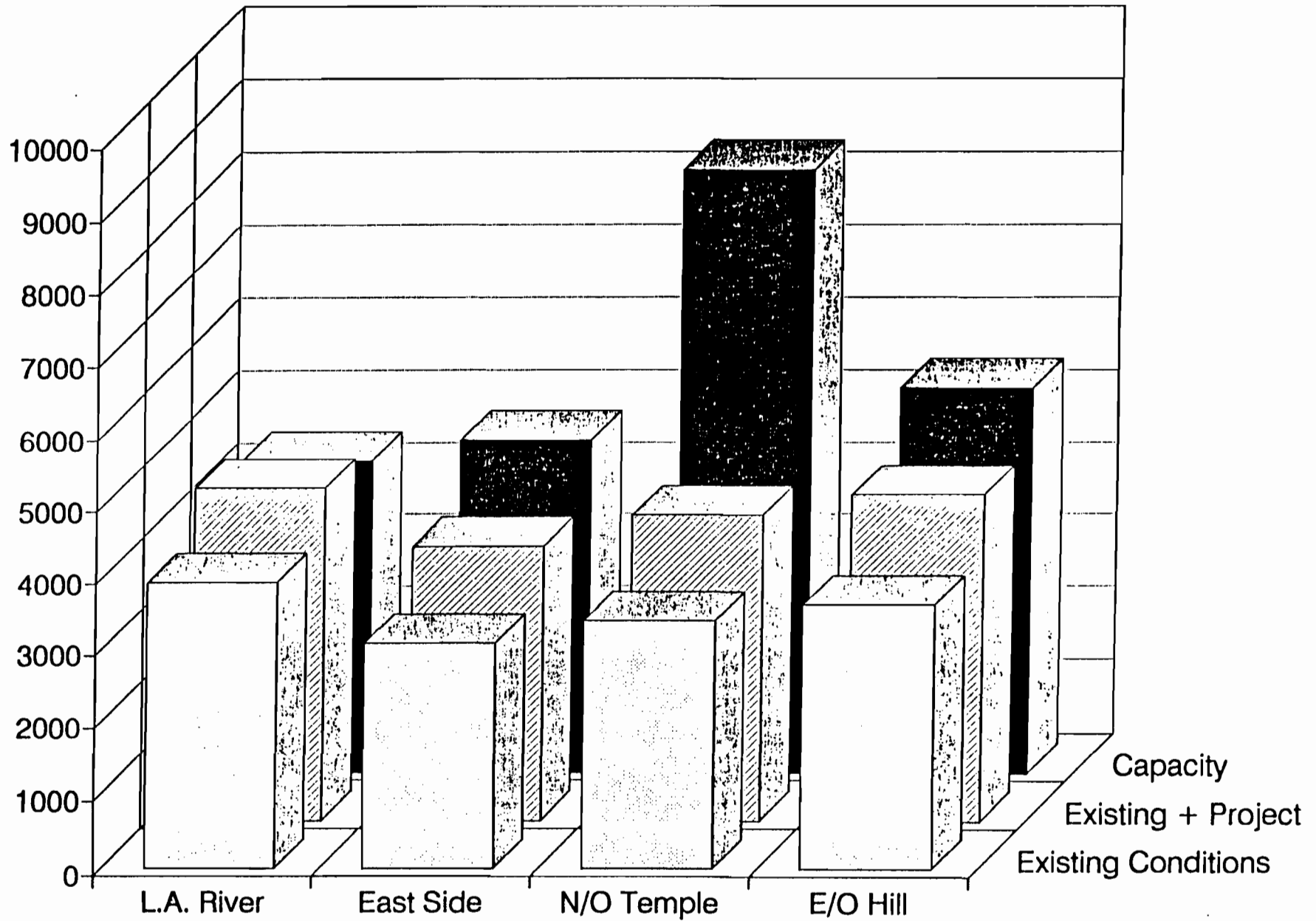
Screenline	No. of Lanes	Existing Conditions			+Project Traffic, Existing Capacity		
		Traffic Volumes	Capacity	V/C Ratio	Traffic Volumes	Capacity	V/C Ratio
A. Los Angeles River	7	3,925	4,300	0.91	4,650	4,300	1.08
B. East Side	7	3,070	4,600	0.67	3,825	4,600	0.83
C. North of Temple Street	12	3,365	8,300	0.41	4,270	8,300	0.51
D. East of Hill Street	11	3,600	5,300	0.68	4,360	5,300	0.82
TOTALS	37	13,960	22,500	0.67	17,100	22,500	0.76

Note: No roadway improvements assumed for this baseline analysis.

Preliminary

ALAMEDA DISTRICT PLAN - TRANSPORTATION STRATEGY

FIG. A.2 ARTERIAL SCREENLINE ANALYSIS - OUTBOUND P.M. PEAK HOUR



ALAMEDA DISTRICT PLAN - TRANSPORTATION STRATEGY

Table A-2. FREEWAY SCREENLINE ANALYSIS - OUTBOUND P.M. PEAK HOUR

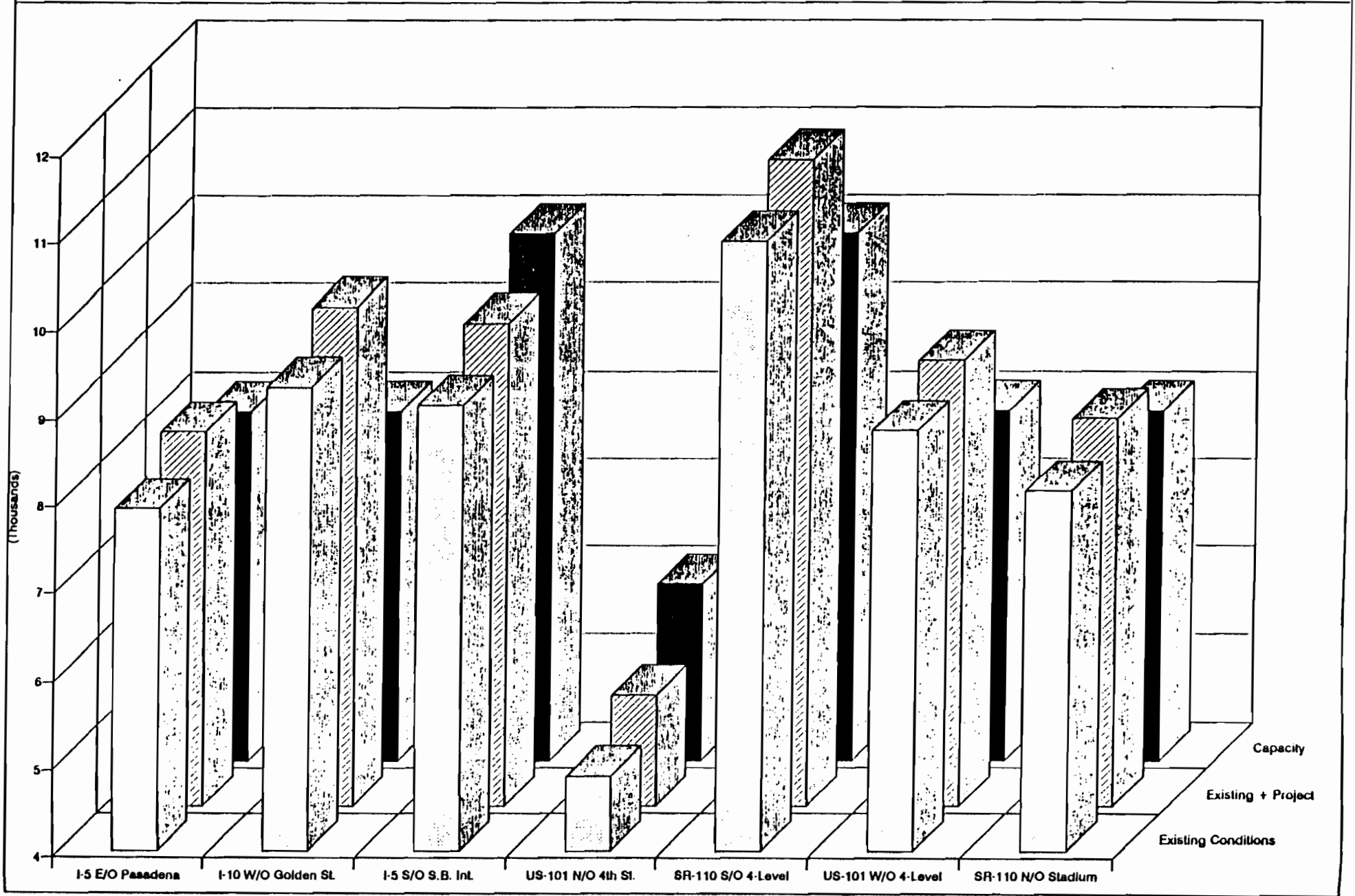
Freeway	Location	No. of Lanes	Existing Conditions			+Project Traffic, Existing Capacity		
			Traffic Volumes	Capacity	V/C Ratio	Traffic Volumes	Capacity	V/C Ratio
1. I-5 (GS)	E/O Pasadena	4	7,900	8,000	0.99	8,285	8,000	1.04
2. I-10 (SB)	W/O Golden St.	4	9,300	8,000	1.16	9,685	8,000	1.21
3. I-5 (SB)	S/O SB Int.	5	9,100	10,000	0.91	9,510	10,000	0.95
4. US-101 (SA)	N/O 4th St.	3	4,850	6,000	0.81	5,260	6,000	0.88
5. SR-110 (H)	S/O 4-level	5	10,950	10,000	1.10	11,360	10,000	1.14
6. US-101 (HW)	W/O 4-level	4	8,800	8,000	1.10	9,075	8,000	1.13
7. SR-110 (PA)	N/O Stadium	3	8,100	8,000	1.35	8,430	8,000	1.40
TOTALS		28	59,000	58,000	1.02	61,605	58,000	1.06

Note: No roadway improvements assumed for this baseline analysis.

Preliminary

ALAMEDA DISTRICT PLAN - TRANSPORTATION STRATEGY

FIG. A.3 FREEWAY SCREENLINE ANALYSIS - OUTBOUND P.M. PEAK HOUR



TRAVERS
ASSOCIATES

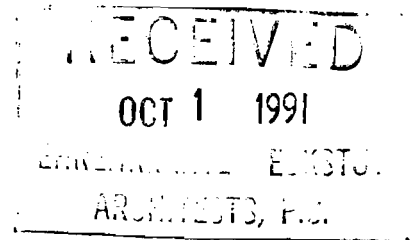
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CONSULTANTS
TRANSPORTATION AND
TRAFFIC ENGINEERING

201-385-0510

DRAFT

MEMORANDUM OF RECORD

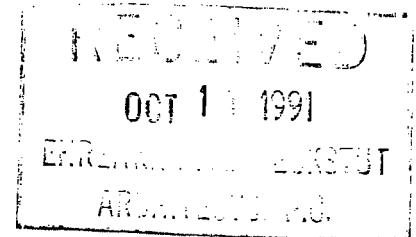


TO: Ehrenkrantz & Eckstut Architects
Luis Hoyas

BY: Travers Associates, Inc.
Warren Travers, P.E.
David A. Stroud

SUBJECT: UNION STATION MASTER PLAN REVISIONS
Bus Route Evaluation and Recommendations
Los Angeles, California
Project 190-015-02

DATE: October 11, 1991



Introduction

We have examined the bus lines of the Southern California Rapid Transit District (RTD) and other municipal and privately operated transit services in the vicinity of Union Station. The attached Table I summarizes the bus lines in the Union Station service area that were evaluated.

Our examination included local lines serving downtown Los Angeles (LA), east/west local lines, north/south local lines and express lines.* The purpose of our examination was to gain an understanding of the services currently being provided, including a distinction of lines terminating in the area from those passing through and identification of potential route modifications to complement the metro rail and commuter rail services at Union Station. Our findings and recommendations are described below:

*Lines serving downtown numbered 0-99.
East/west local lines numbered 100-199.
North/south local lines numbered 200-399.
Express local lines numbered 400-599.

General

The bus lines operating in the vicinity of Union Station are basically made up of local and express lines serving downtown LA and points beyond. During the two-hour morning peak period, approximately 365 bus trips occur in the Union Station area as illustrated in Table II. About 45 percent of these buses pass through the area to and from points north and east while the remaining 55 percent terminate in the area. Service areas west and southwest of downtown include Malibu, Santa Monica, Inglewood, Lawndale, Redondo Beach and San Pedro; service areas east and northeast of downtown include East LA, Montabello, Arcadia and El Monte. The operating characteristics of these lines together with their service areas suggest opportunities for interfacing bus and Union Station rail services. The opportunities for Metro Rail/Bus and Commuter Rail/Bus interface are described below:

Metro Rail/Bus Interface

Union Station is currently the eastern most terminal of Metro Rail system. Initial service will extend south and west to Wilshire/Alvarado with three intermediate stops in the downtown. Rail transit service is extended to the south (Long Beach) by virtue of a transfer at 7th and Flower Streets to the Metro Blue Line. Present plans call for the extension of the Red Line to Hollywood and eventually to the Lankershim corridor in the Valley; a Wilshire corridor extension is also planned.

There are no present plans for extending the Red Line to the east. Accordingly, only those bus lines which have markets beyond Union Station to the north and east are candidates for interface with Metro Rail in the foreseeable future. The RTD lines which offer this opportunity include Lines 68, 70, 71, 76, 78, 79, 378 and 379. All of these lines except Line 76 are routed through the Macy corridor which reflects 62 eastbound and 78 westbound trips during the two-hour morning period. Additionally, there are 11 trips north and 11 trips south through the Union Station area reflected by Line 76. The combined 162 two-way trips provide potential interface with Metro Rail accounting for 45 percent of the total trips within the Union Station area. These lines are illustrated (red) on the accompanying Figures 1 and 2.

Ideally, it would be most beneficial from the standpoint of interface with Metro Rail to reroute the lines shown in red onto the Union Station site in order to minimize walking distance. However, at best, this would result in an awkward route configuration for buses plying the Macy corridor and an even more awkward reconfiguration for Line 76. This awkward reconfiguration would add additional time to the run and subject through passengers to considerable delay. Accordingly, it would appear

best to not divert the candidate buses off line but rather enhance the interface opportunity between the Metro East Portal and the intersection of Vignes and Macy through the RTD building site . And, it would appear that Line 76 offers little chance for effective interface, unless the line were rerouted, for example, to ply the Sunset/Macy corridor together with the Vignes corridor thus utilizing the above mentioned Metro Rail interface opportunity (Vignes/Macy - East Portal).

Commuter Rail/Bus Interface

Union Station is the hub of the commuter rail system. Service will be provided to Ventura to the west, Santa Clarita to the north, San Bernardino and Riverside to the east and Orange County to the south.

Unlike the limited potential interface of bus and Metro Rail, virtually all bus activity in and around Union Station provides the opportunity to distribute commuter rail passengers through the downtown service area and beyond - although clearly, the advantage of proximity lies with the terminating routes in comparison to the through routes.

Only Lines 76 (Thru) and 55 (Terminating - shown in orange) which together account for about 13 percent of the area's bus service could be considered remote in terms of convenient interface. The most significant opportunities relate to terminating routes which consist of Lines T1, T2, 20, 320 (Alpine layover) and Lines 40, 42, 442 (County Jail layover) which together account for 87 two-way trips, or about 25 percent of the area's bus service. These lines are shown in blue on the accompanying figures.

Lines 439, 444, 446 and 447, illustrated in green, also provide a significant opportunity for interface with commuter rail. These lines account for 21 northbound and 21 southbound trips during the two-hour peak period between 6:00 and 8:00 a.m. The combined 42 two-way trips account for 10 percent of the total bus trips serving the Union Station area.

Lines 33 and 333 (brown) together reflect 50 trips during the morning peak period which account for 14 percent of the total bus activity. These are essentially loop routes which terminate in proximity on Los Angeles Street.

There are several possibilities for enhancing interface between terminating routes and commuter rail. One of the more apparent candidates are the express routes which terminate at RTA Terminal 31 off Vignes (green). As illustrated in Figure 2, it would be relatively easy to reroute this group of lines via Vignes through the South Roadway with stops directly adjacent to the rail concourse. As a major side benefit,

this routing would basically trade off two left turns from Macy (west to south at Alameda and east to north at Vignes) for one left from Vignes south to Ramirez east. Most significant is the relief offered to the heavily traveled intersection of Alameda and Macy. And, the transfer of passengers between these lines and the lines in the Alameda corridor would be conveniently relocated to Los Angeles/Alameda from the Macy/Alameda intersection.

Also possible, but not reflected in Figure 2, is the potential to reroute Lines 33 and 333 (brown) eastbound on Macy through the intersection of Alameda thence right (south) to the west access road serving the Station, thus eliminating the right turn at Macy/Alameda.

Based on the foregoing, 42 of the 84 bus turning movements at the intersection of Macy and Alameda could be removed and 19 converted to a thru movement. Thus eliminating all left turning bus movements and leaving only 23 right turns at this critical intersection. There are clearly other opportunities for rerouting selected bus lines in order to enhance interface with commuter rail.

Other Considerations

Alpine Street Layover: The Union Station/Post Office Annex development suggests the need to relocate the Alpine Street bus layover function. Based on our review of the RTD routes, we feel the opportunity exists to relocate the layover to a location proximate to the proposed Chinatown LRT Station. This would have a secondary benefit of offering transfer opportunities with the LRT in relation to serving Chinatown directly as well as service to points beyond.

WT/DAS:sp

Attachs.

TABLE I

BUSLINE SUMMARY FOR UNION STATION AREA

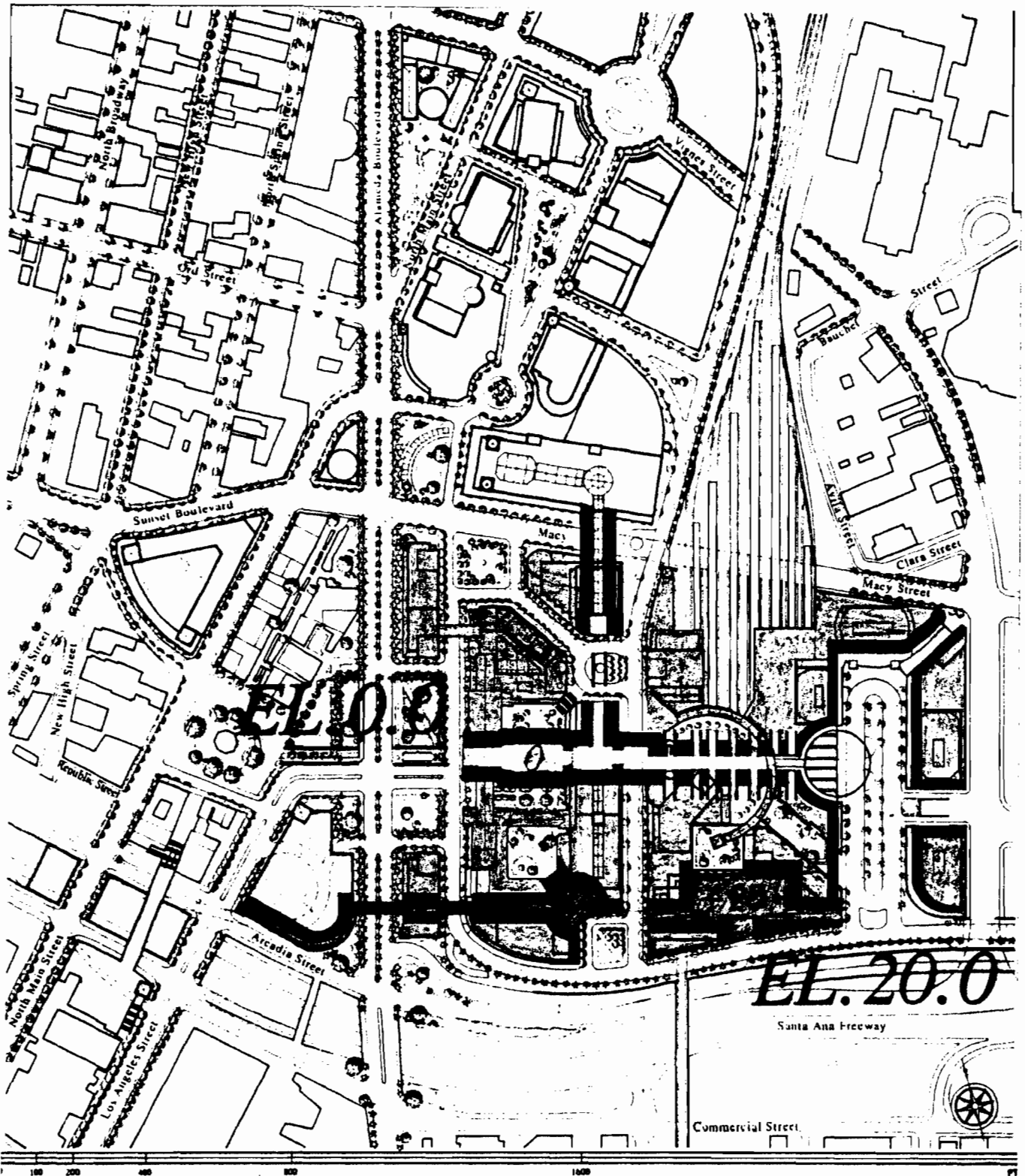
Line No.	Trips 6:00 - 8:00 a.m.						%	Local	Express	Through	Terminated	Destination
	Vol.	Dir.	Vol.	Dir.	Tot.							
20	3	E	0	W	3	1	X			X	Santa Monica	
320	2	E	5	W	7	2		X		X	Santa Monica	
33	13	E	15	W	28	8	X			X	Santa Monica	
333	6	E	16	W	22	6		X		X	Santa Monica	
439	4	N	5	S	9	2		X		X	Redondo Beach	
443	4	N	1	S	5	1		X		X	Palos Verdes	
444	5	N	7	S	12	3		X		X	Rancho Verdes	
446	4	N	4	S	8	2		X		X	San Pedro	
447	4	N	4	S	8	2		X		X	San Pedro	
68	14	E	15	W	29	8	X		X		W. LA/Montabelo	
70	13	E	14	W	27	7	X		X		El Monte	
71	11	E	11	W	22	6	X		X		W. LA/E. LA	
40	14	N	15	S	29	8	X			X	Lawndale	
42	6	N	7	S	13	4	X			X	LAX Airport	
55	15	N	9	S	24	7	X			X	Watts	
76	11	E	11	W	22	6	X		X		El Monte	
78	12	E	14	W	26	7	X		X		South Arcadia	
79	12	E	14	W	26	7	X		X		Arcadia	
378	0	E	5	W	5	1		X	X		South Arcadia	
379	0	E	5	W	5	1		X	X		Arcadia	
434		VIA	439		0	0		X		X	Malibu	
442	10	N	8	S	18	5		X		X	Inglewood	
RTA Subtotal	163		185		348	94						
T1	5	N	5	S	10	3		X		X	Torrance	
T2	4	N	3	S	7	2		X		X	Torrance	
Other Subtotal	9		8		17	5						
TOTAL	172		193		365	99						

TABLE II

THROUGH AND TERMINATING BUSLINE SUMMARY

No. Trips 6:00 to 8:00 a.m.

Through Lines						Terminating Lines						Total
N	E	S	W	Subtotal	%	N	E	S	W	Subtotal	%	
-	73	-	89	162	45	75	24	68	36	203	55	365



Pedestrian Access Easements

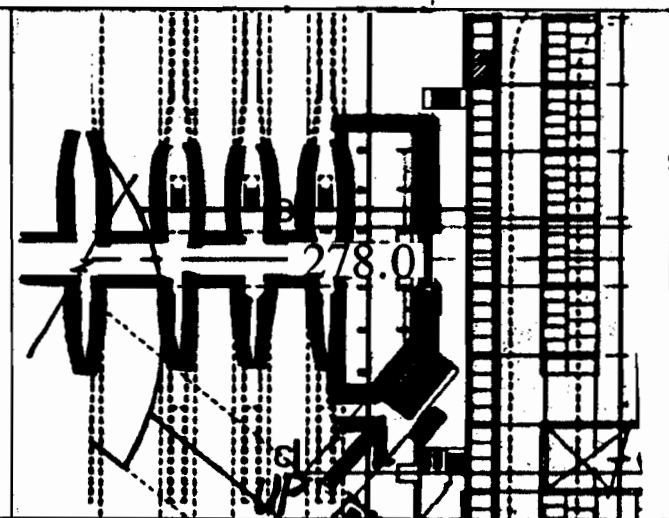
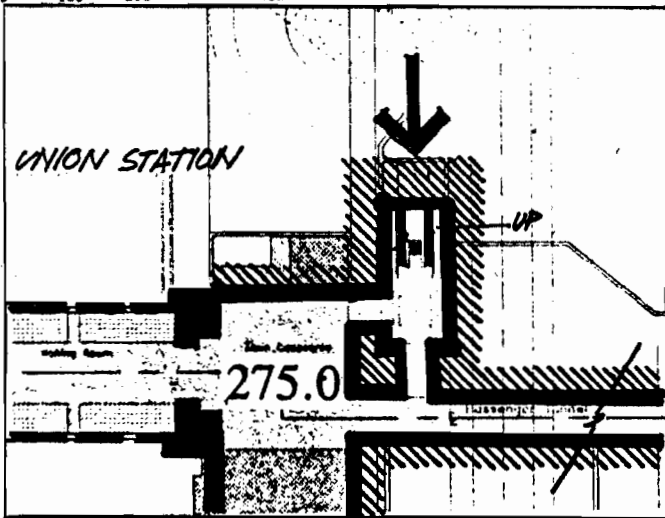
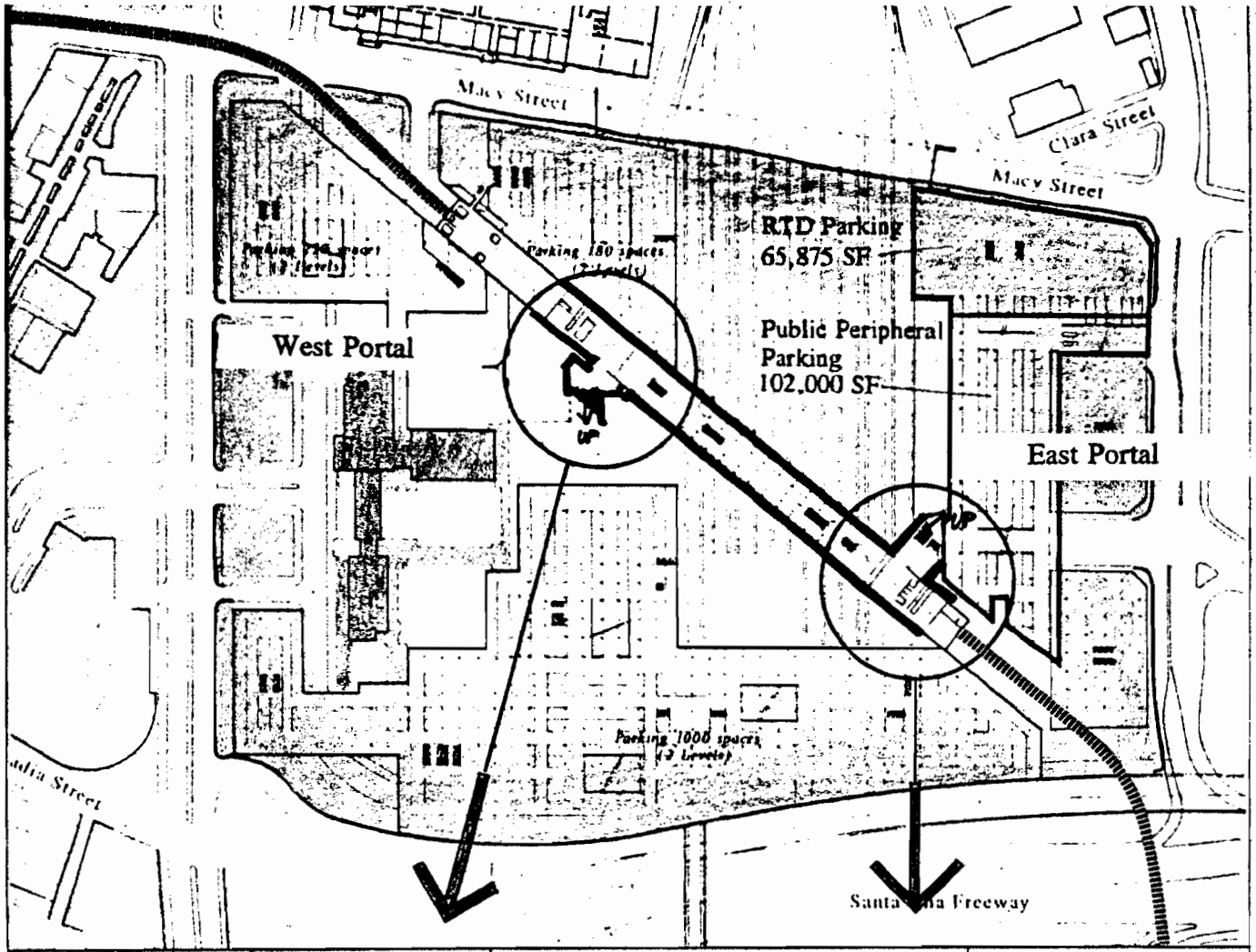
ALAMEDA

DISTRICT PLAN

Amtrak Study

Deborah & Susan Architects

October 1998



West Portal

Metrorail

East Portal

ALAMEDA

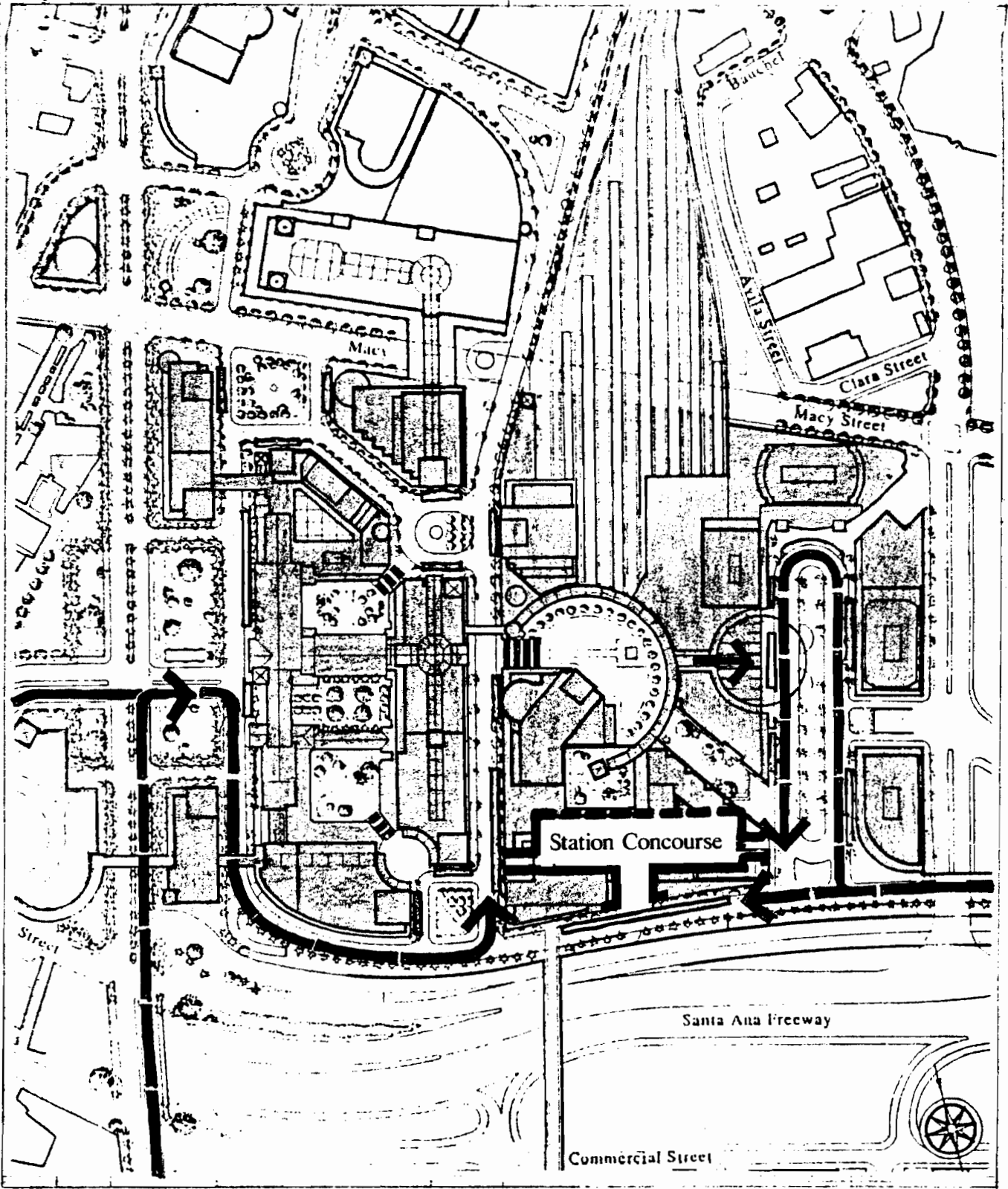
DISTRICT PLAN

Amtrak Study

Chapman & Eckman Architects

October 1991

Travers Associates



Auto and Taxi Drop-off Zones

ALAMEDA

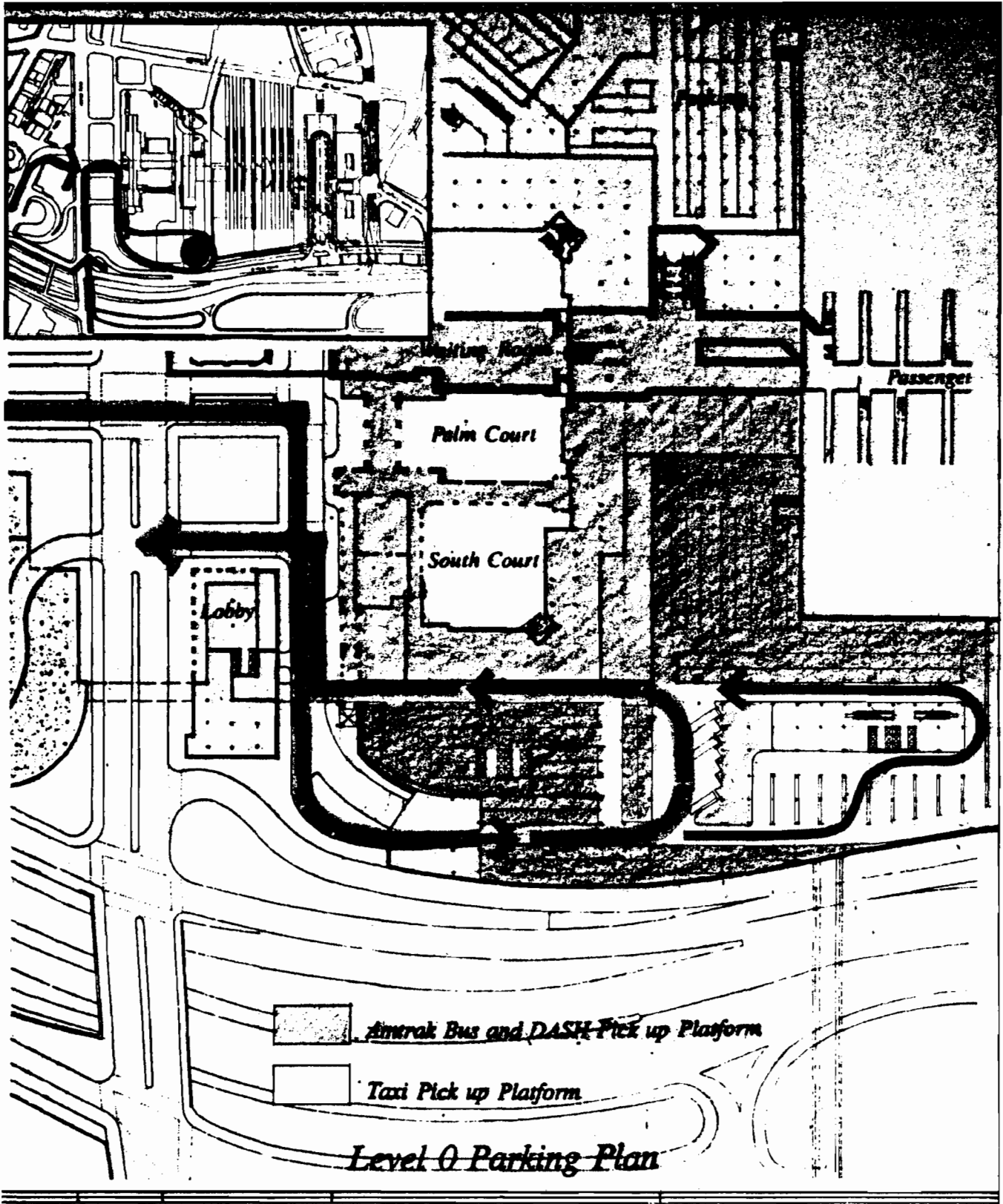
DISTRICT PLAN

Amtrak Study

Designers & Editors Architects

October 1996

Travers Associates



Amtrak Bus and Dash

ALAMEDA

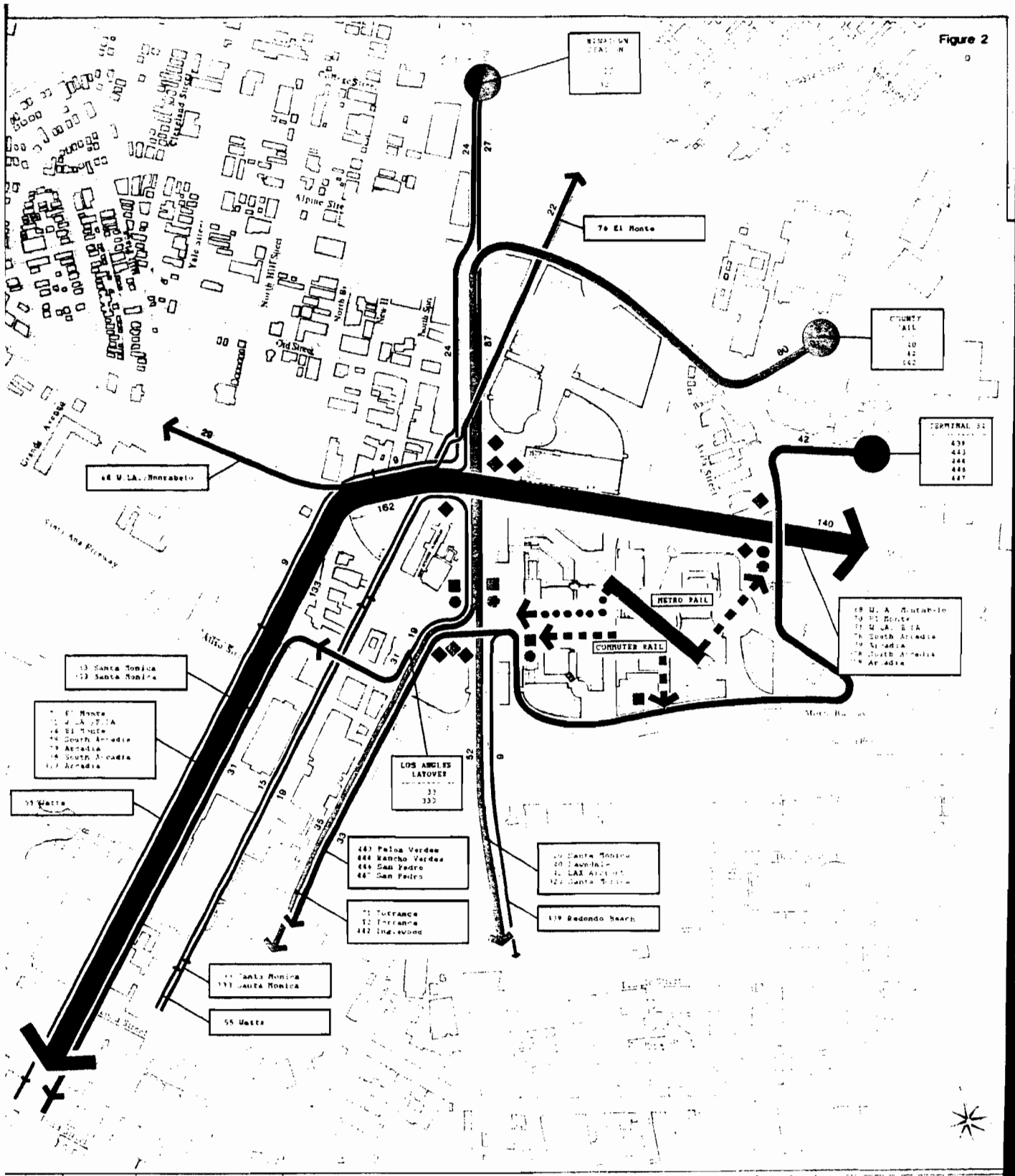
DISTRICT PLAN

Amtrak Study

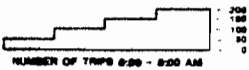
Chavez and Echols Architects

October 1991

Figure 2



LEGEND



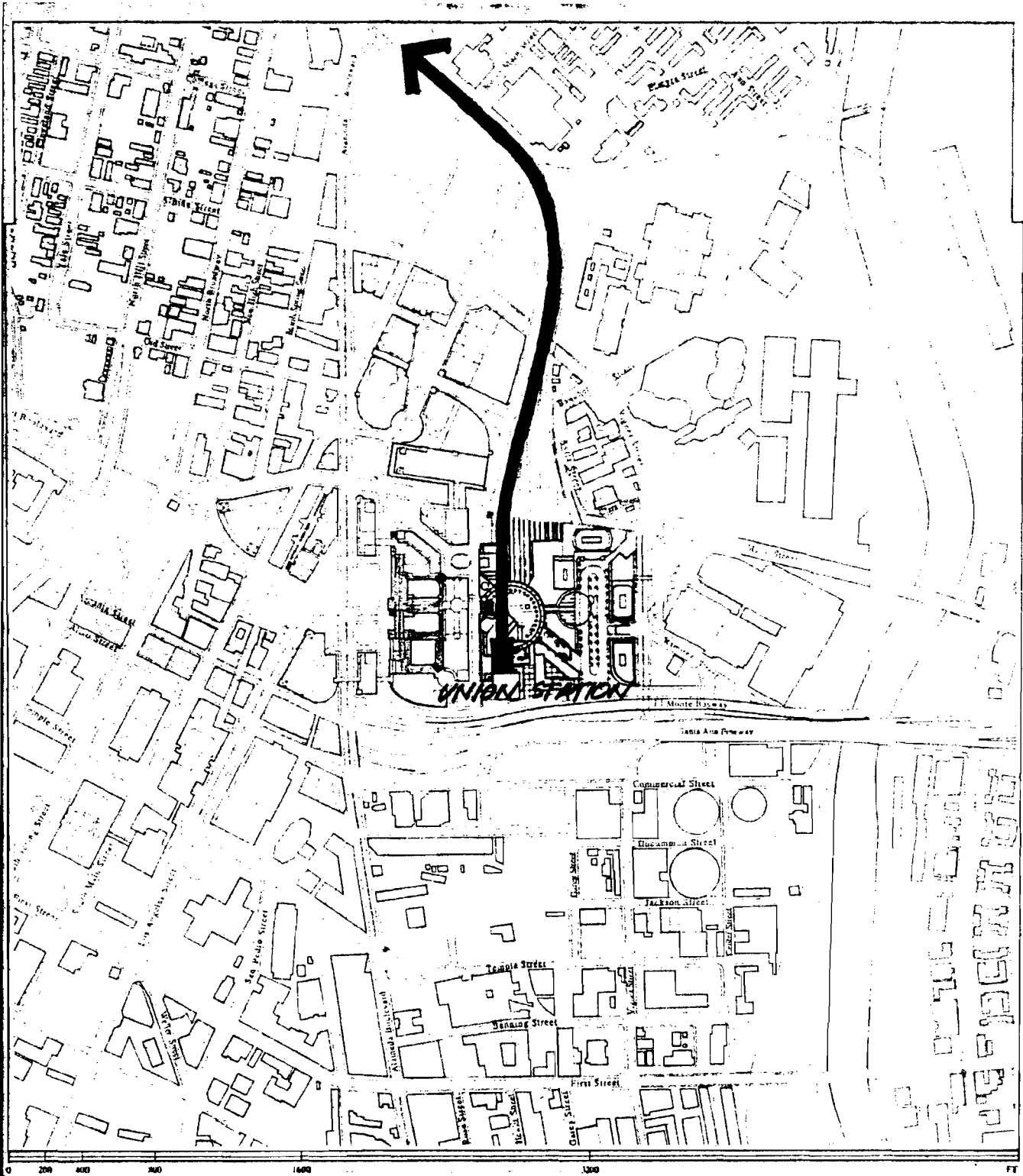
- TRANSFERS
- ◆ BUS/BUS
 - BUS/METRO
 - BUS/RAIL
 - ⊙ BUS/METRO FUTURE

ALAMEDA

Local Area Context Plan

MODIFIED BUS ROUTES

TRAVERS ASSOCIATES
OCTOBER, 1981



LRT Alignment Alternative 1

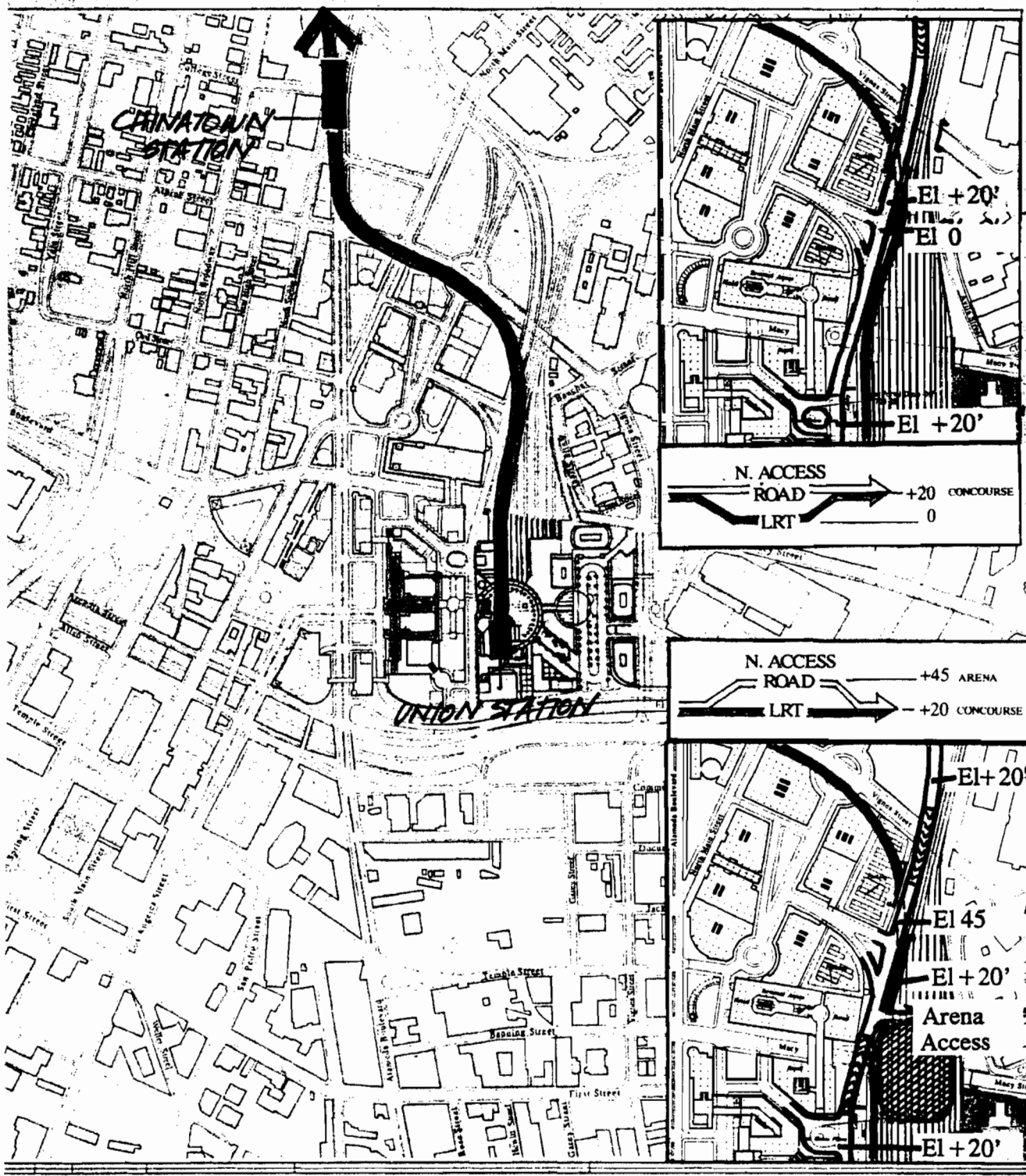
ALAMEDA

DISTRICT PLAN

Amtrak Study

Christensen & Eckert Architects

October 1991



LRT Alignment Alternative 2

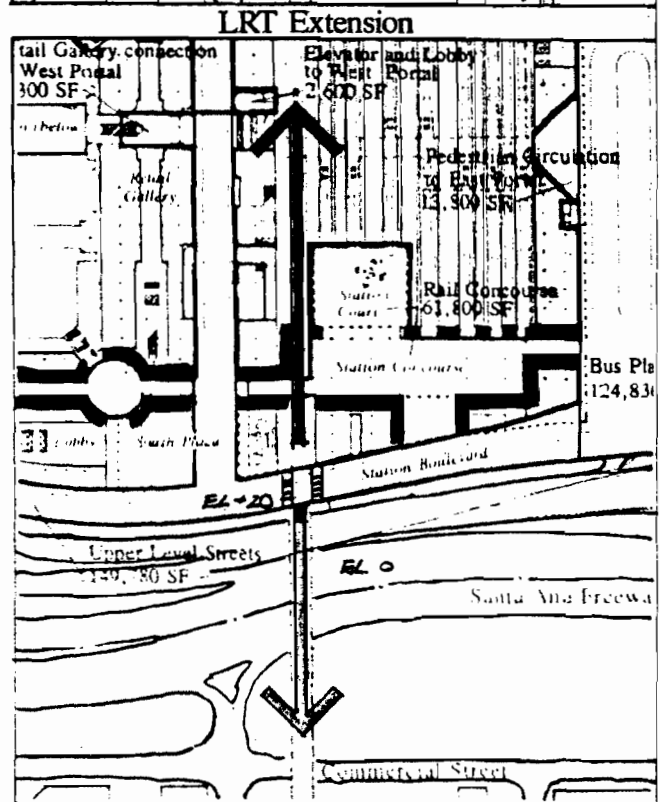
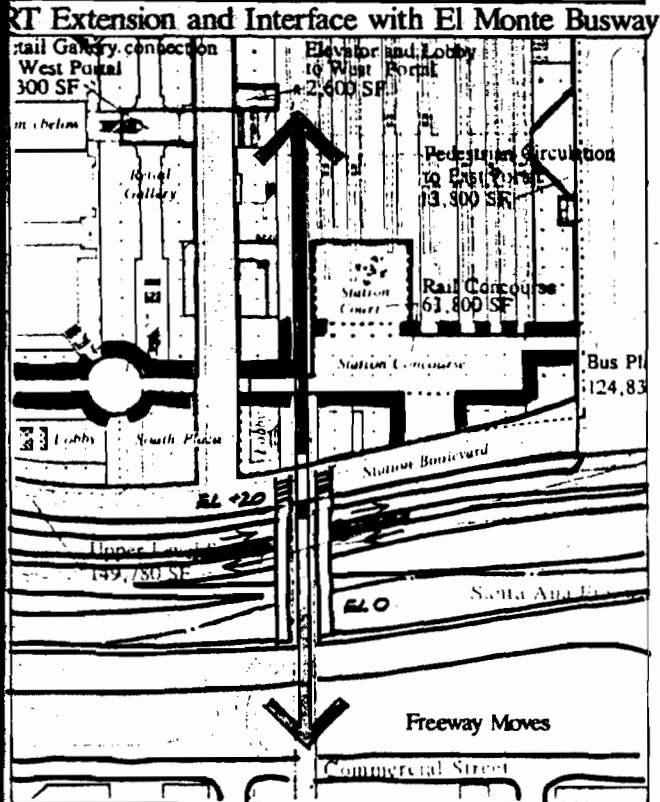
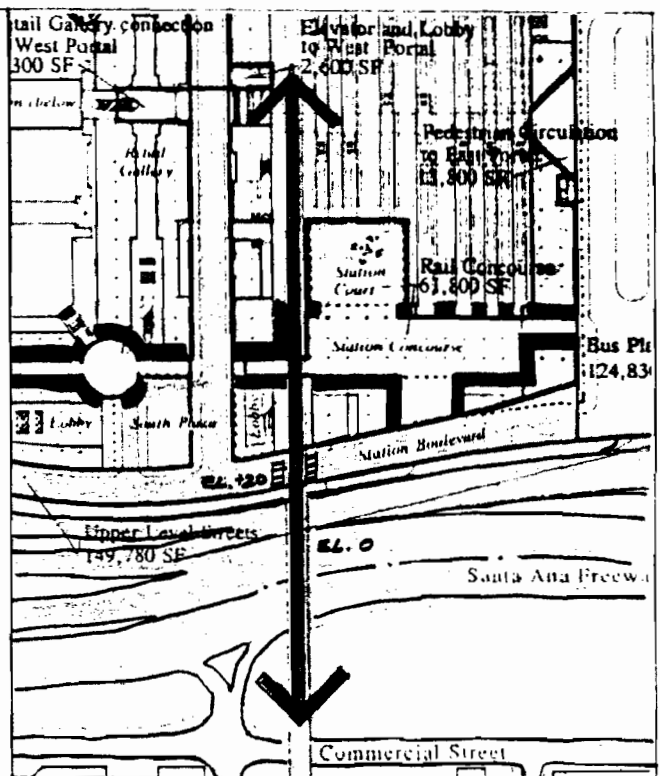
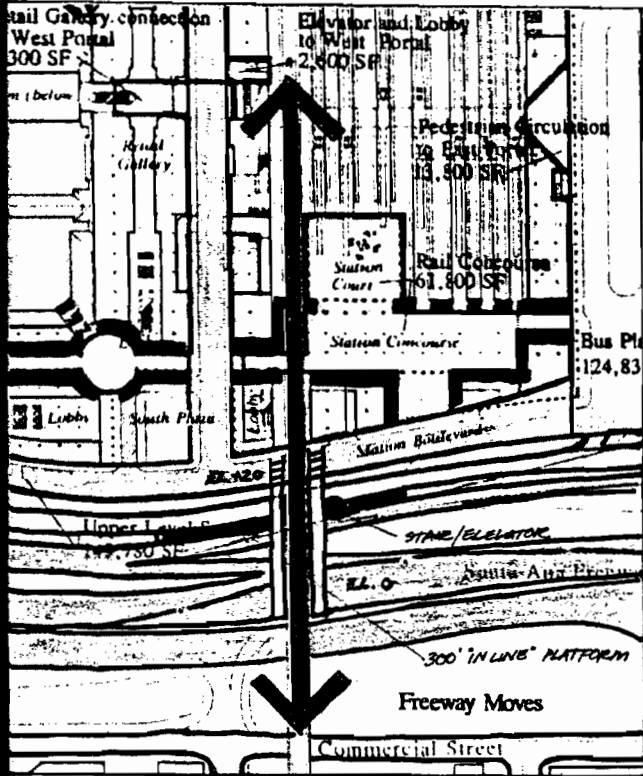
ALAMEDA

DISTRICT PLAN

Amtrak Study

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ATS and Interface with El Monte Busway

ATS

LRT Alternatives

ALAMEDA

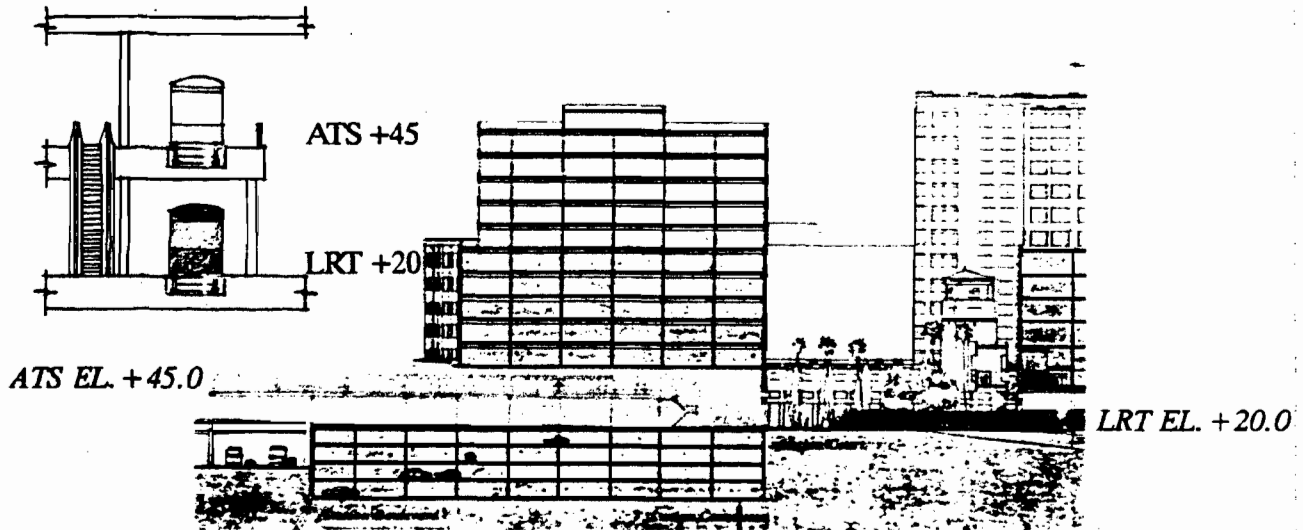
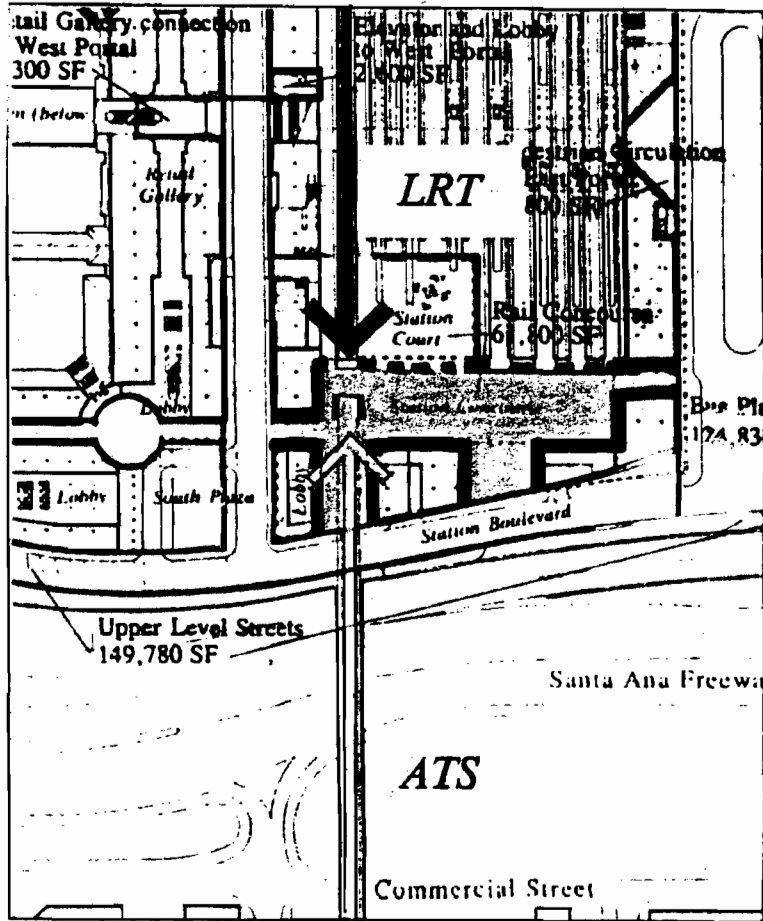
DISTRICT PLAN

Amtrak Study

Thompson & Gibson Architects

October 1991

Travers Associates



ATS Alternative

ALAMEDA

DISTRICT PLAN

Amtrak Study

Charter & Estate Architects

Travers Associates

Part Three

Amtrak Facility Study

Illustrations

Alameda District Plan

Master Plan Summary Amtrak Study

As part of the Alameda District Plan, Ehrenkrantz and Eckstut, Architects and the transportation engineering firms of Travers Associates and Korve Engineering, Inc., were directed by Catellus Development Corporation to study the proposed re-location of the Amtrak facilities at Union Station.

The study involved the following items:

- I. Analysis of the planned transportation improvements at the Alameda District Plan, their operational requirements and timing of construction.
- II. Existing rail track and platform truncation at the existing facility.
- III. Platform designation per the Transportation Master Plan.
- IV. Initial studies for a proposed 30,000 sf passenger concourse at level +20. Concourse functions, baggage handling and commuter flows were studied using the existing facility as a baseline.
- V. Surrounding structures proposed for Gateway Center and other adjacent developments.

The study then focused on the Amtrak facility program:

- I. General spatial and functional requirements: Administrative center, reservations, crew base and first class lounge.
- II. Optimum location of facility per proposed location of concourse East Portal and Gateway Center.
- III. Siting and massing alternatives.

The Building Site:

- I. Proposed Site. Proposed site: Implication in terms of massing, relation to Gateway Center and the ADP.

Site Constraints: Adjacencies, Critical links and construction considerations.

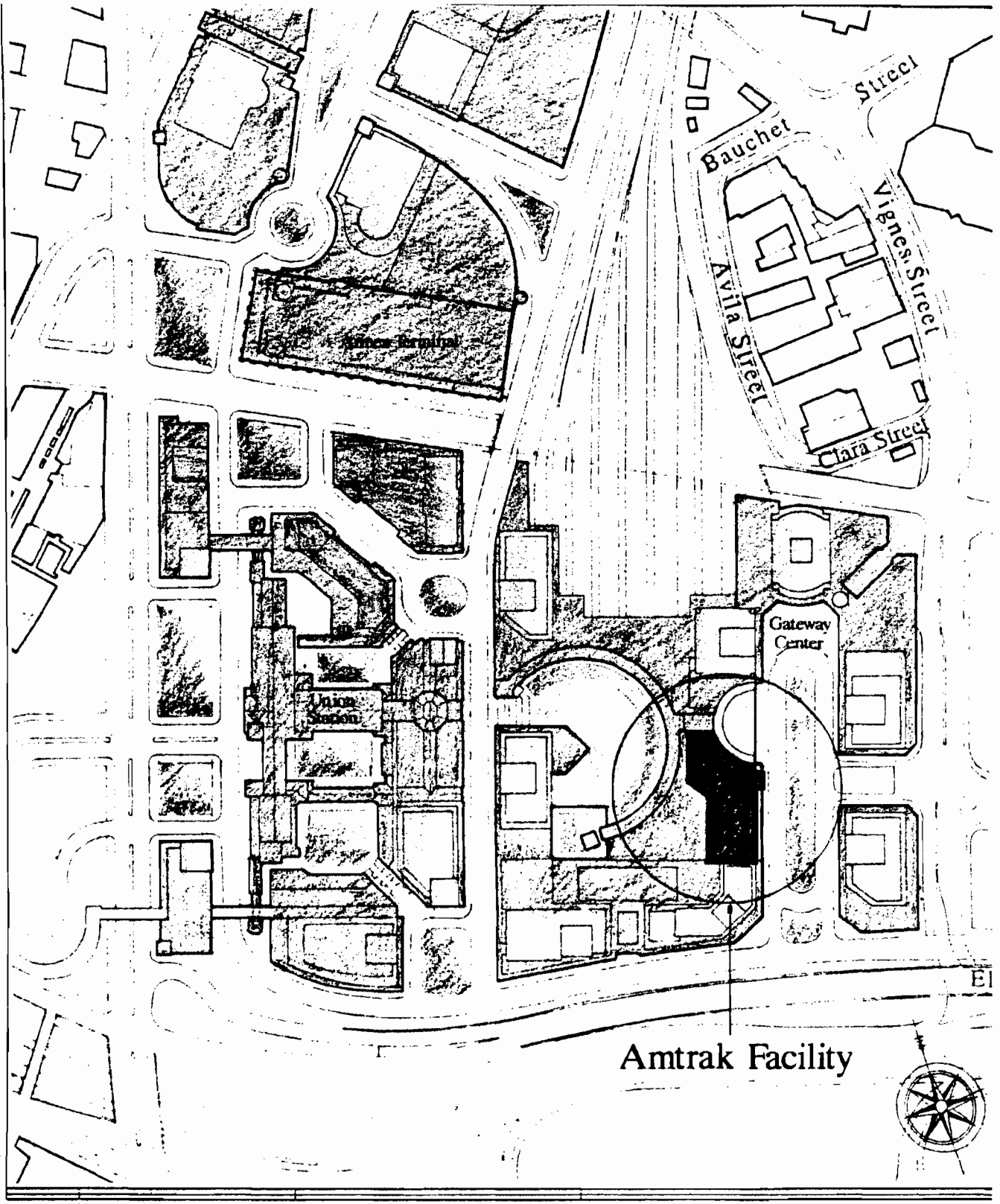
Pedestrian/Commuter

Parking available on site.

Building Massing. General functional groupings
Draft building program and proposed location and preliminary design

- II. **Proposed Amtrak Building.** The proposed Amtrak building is illustrated in the following illustrations. Briefly, the building program comprises 185,000 square feet of space, which includes a new 30,000 square feet passenger concourse with direct access from Gateway Center, the Union Station Passenger Tunnel and adjacent streets. The proposed concourse exceeds the amount of space currently in use at Union Station.

The operations building houses the proposed first floor lounge, crew base, reservation facility and general administration space. The Amtrak building is directly south of the East Portal and will form the S.W. corner of Gateway Center



Amtrak Facility



0 160 320 640 1280

Master Plan

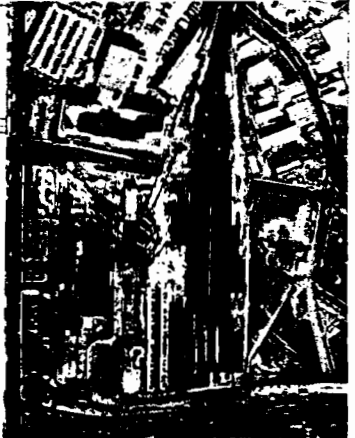
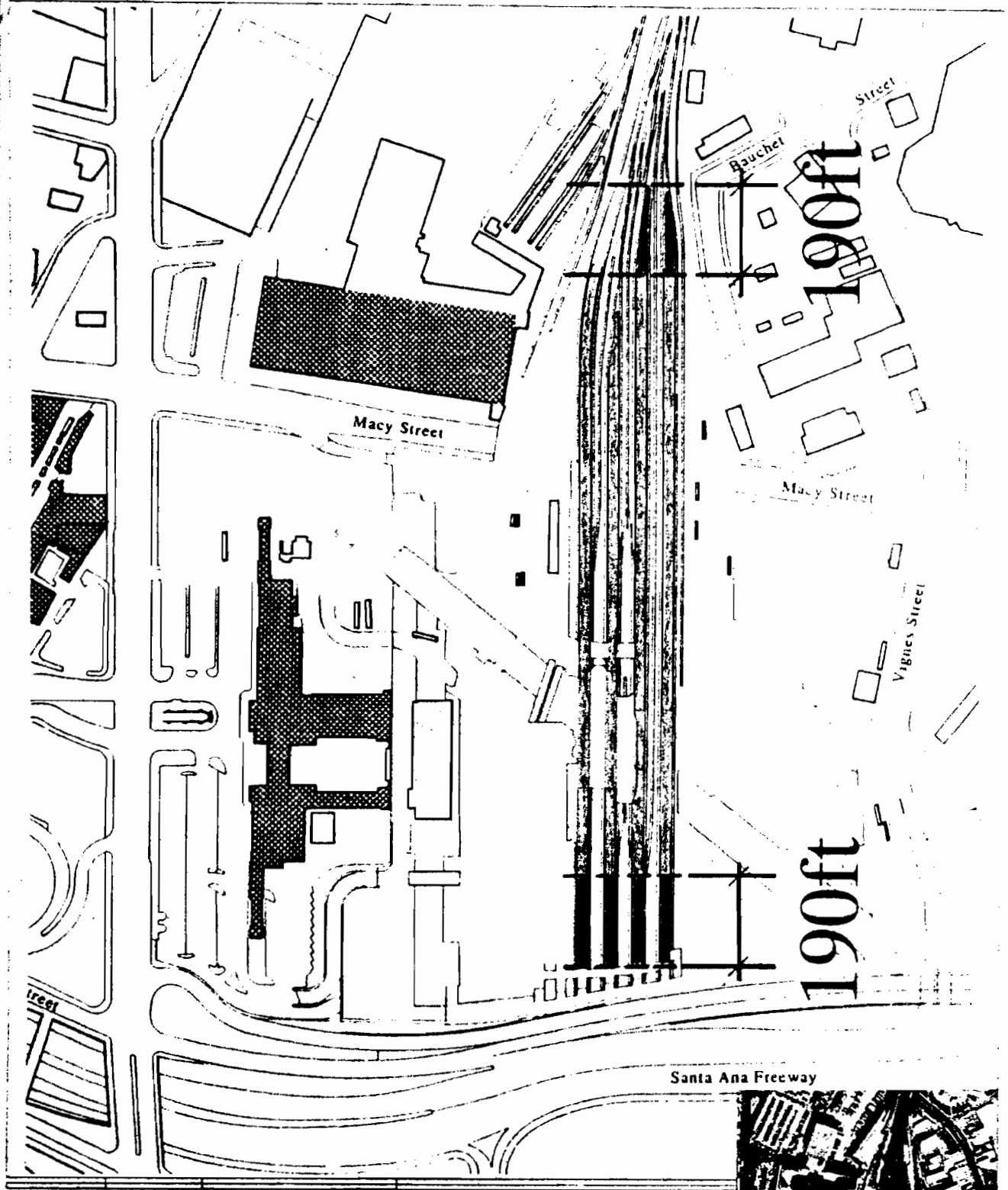
ALAMEDA

DISTRICT PLAN

Amtrak Study

Donohue & Scheer Architects

October 1991



Platforms Truncation

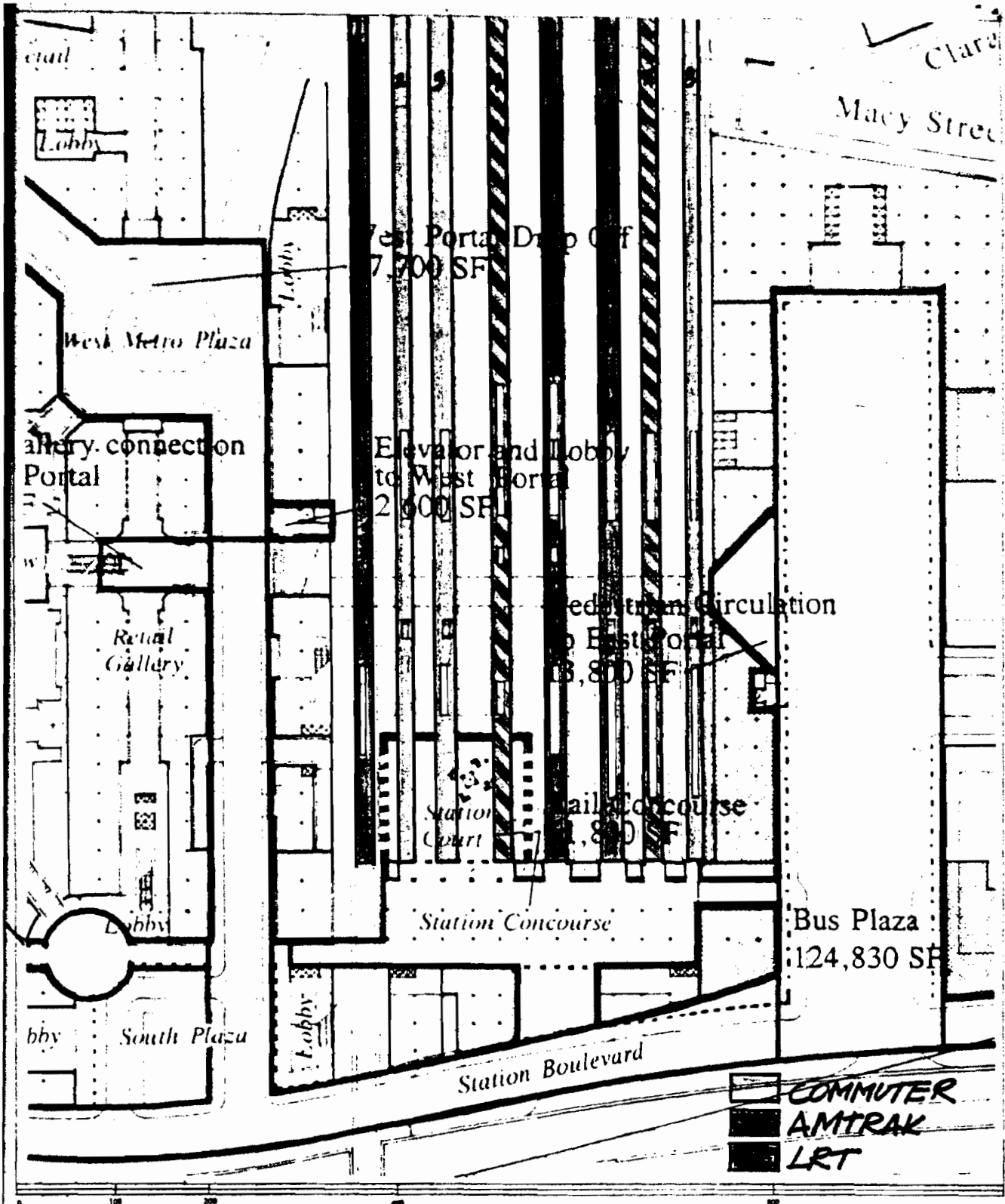
ALAMEDA

DISTRICT PLAN

Amtrak Study

Chapman & Deane Architects

October 1988



Platforms Designation

ALAMEDA

DISTRICT PLAN

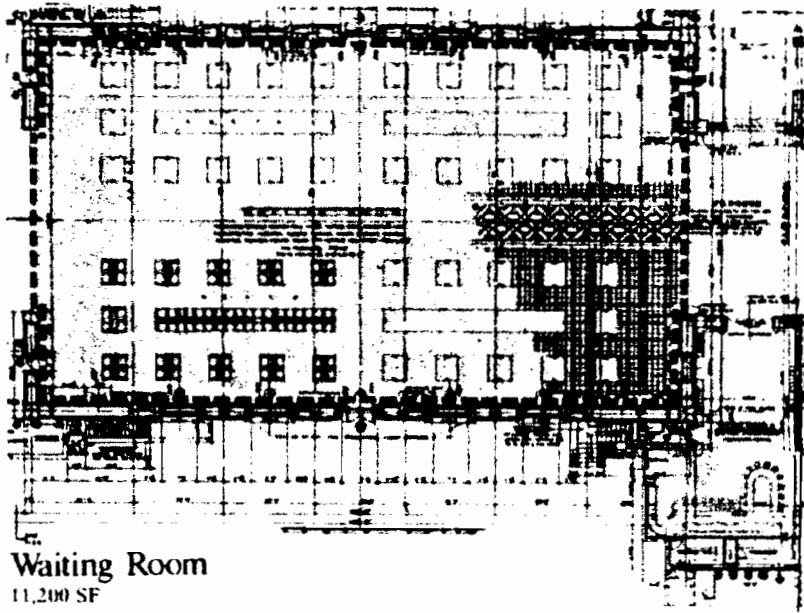
Amtrak Study

Shoemaker & Erbes Architects

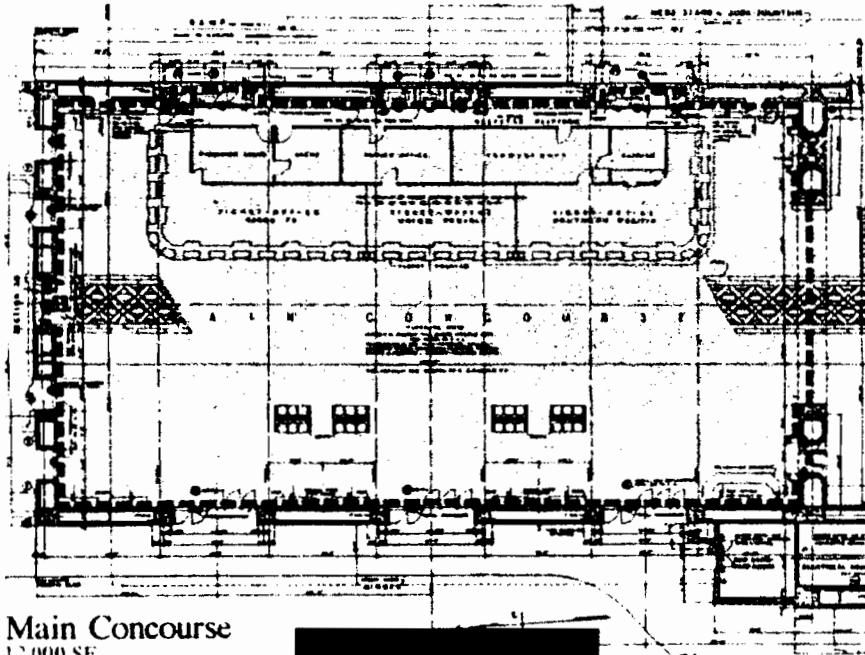
October 1998

Travers Associates





Waiting Room
11,200 SF



Main Concourse
12,000 SF

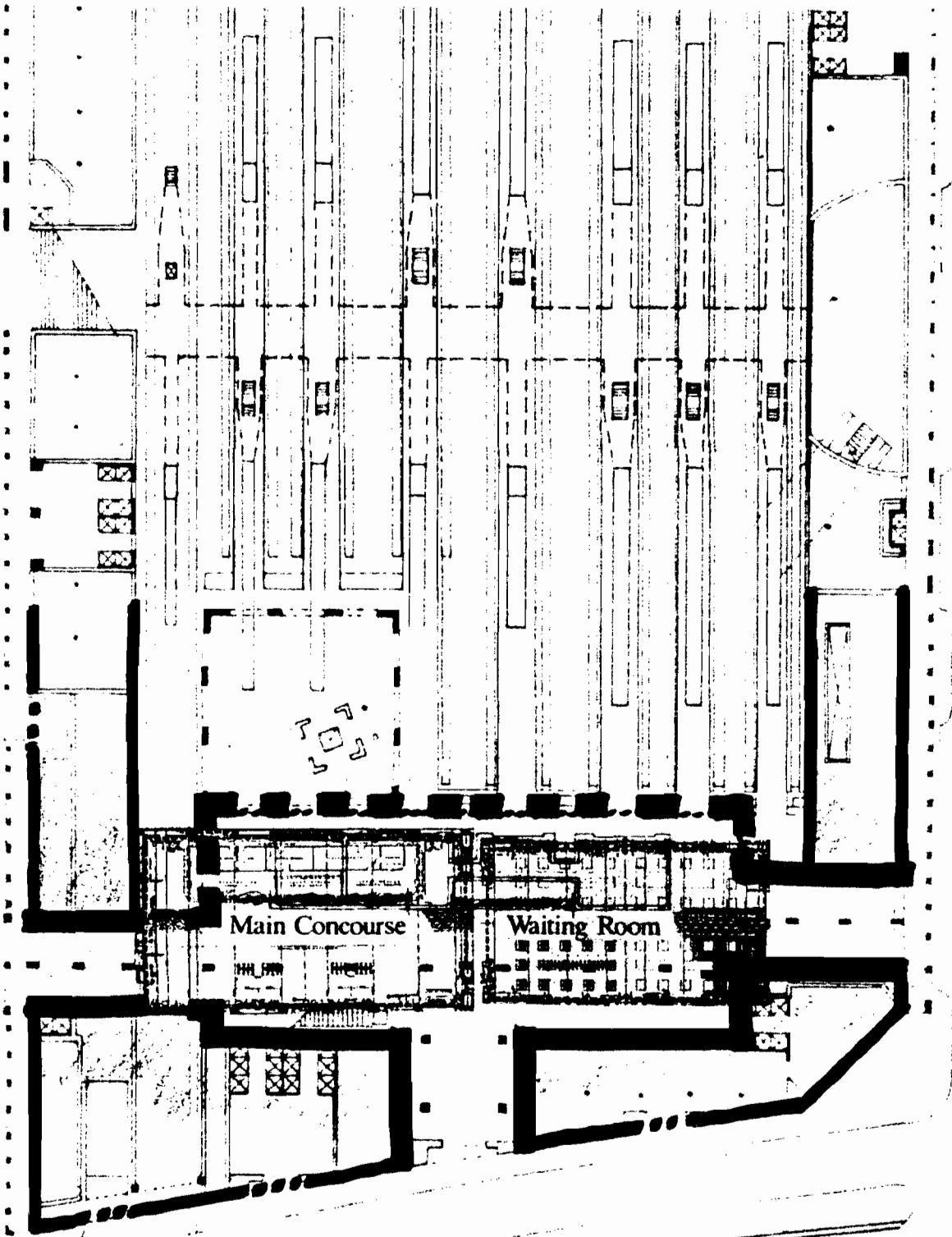


20 40 80 160 FT

Union Station - Concourse & Waiting Room

ALAMEDA

Amtrak Study



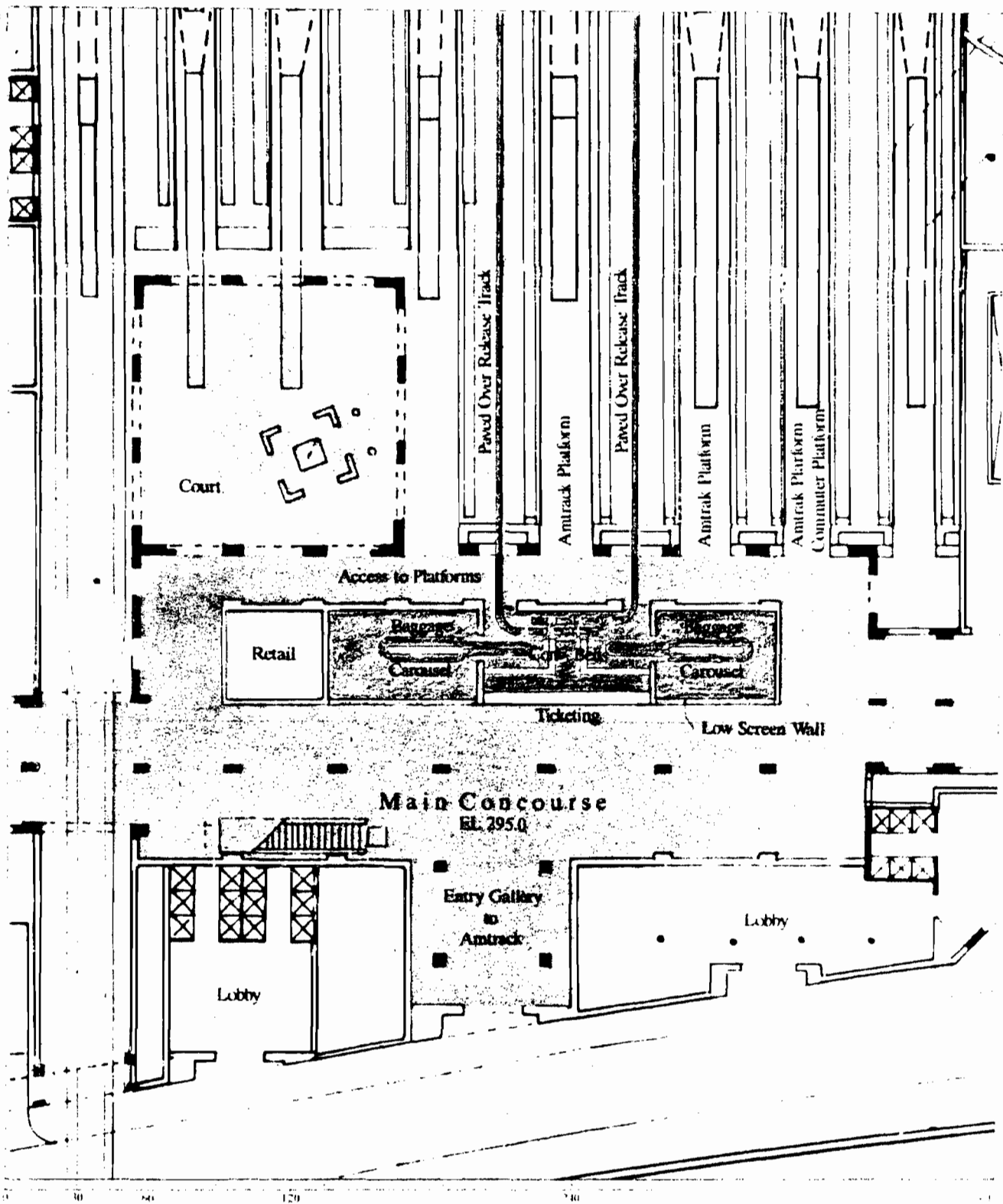
Main Concourse

Waiting Room

Scale Comparison - Union Station

ALUMINUM

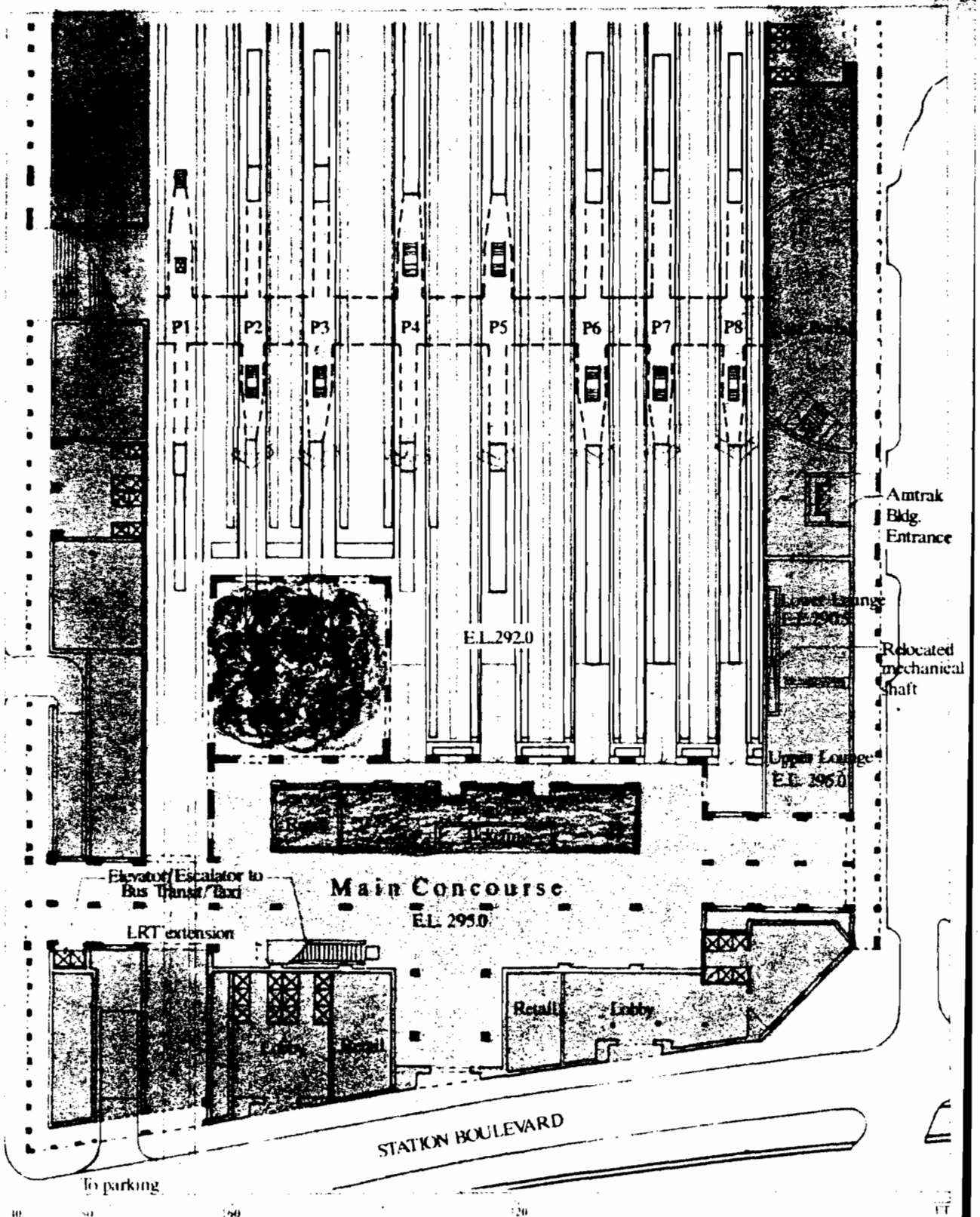
ALUMINUM



Baggage Handling

ALAMEDA

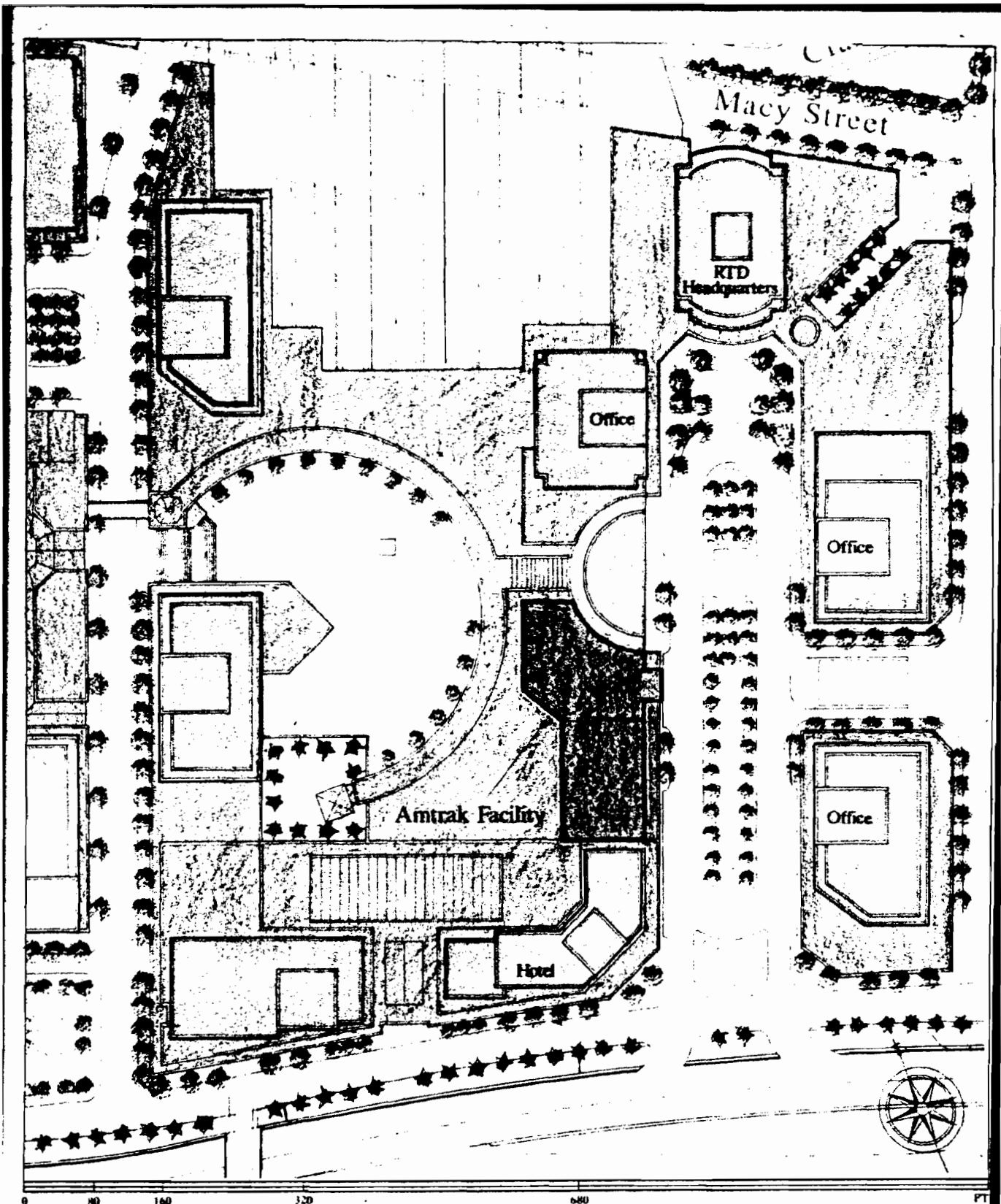
Amtrak Study



Concourse Level Plan E.L. 295.0

ALAMEDA

Amtrak Study



Gateway Context Plan

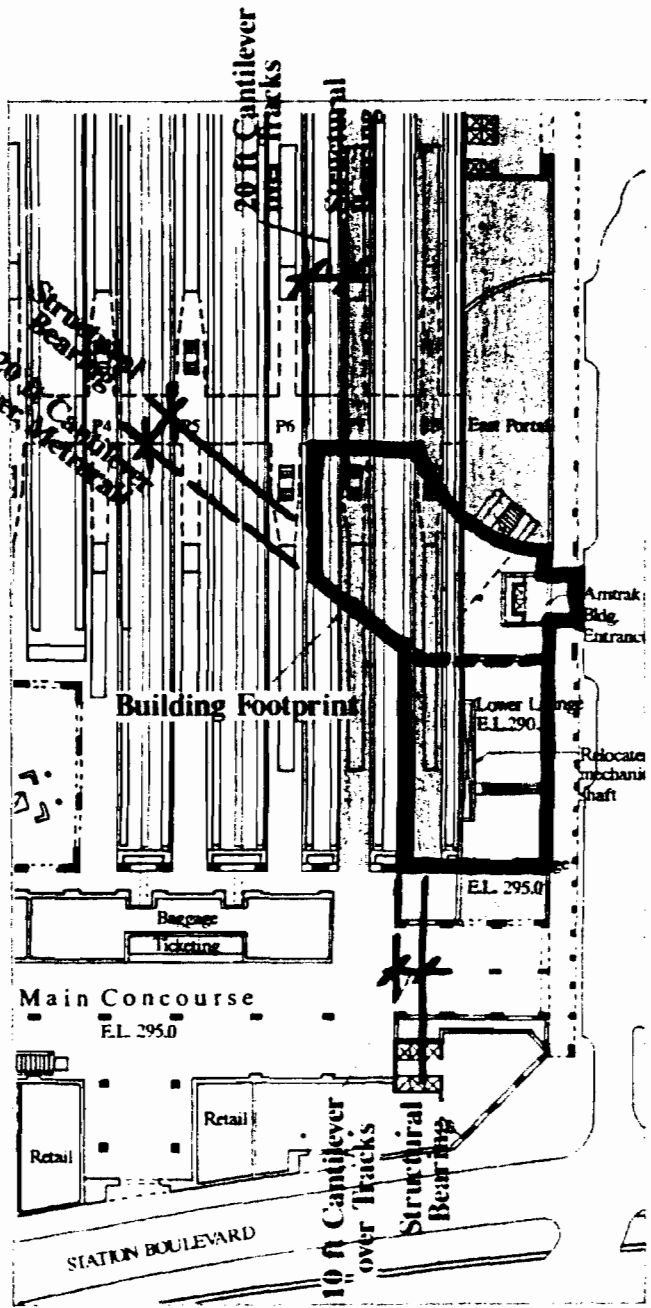
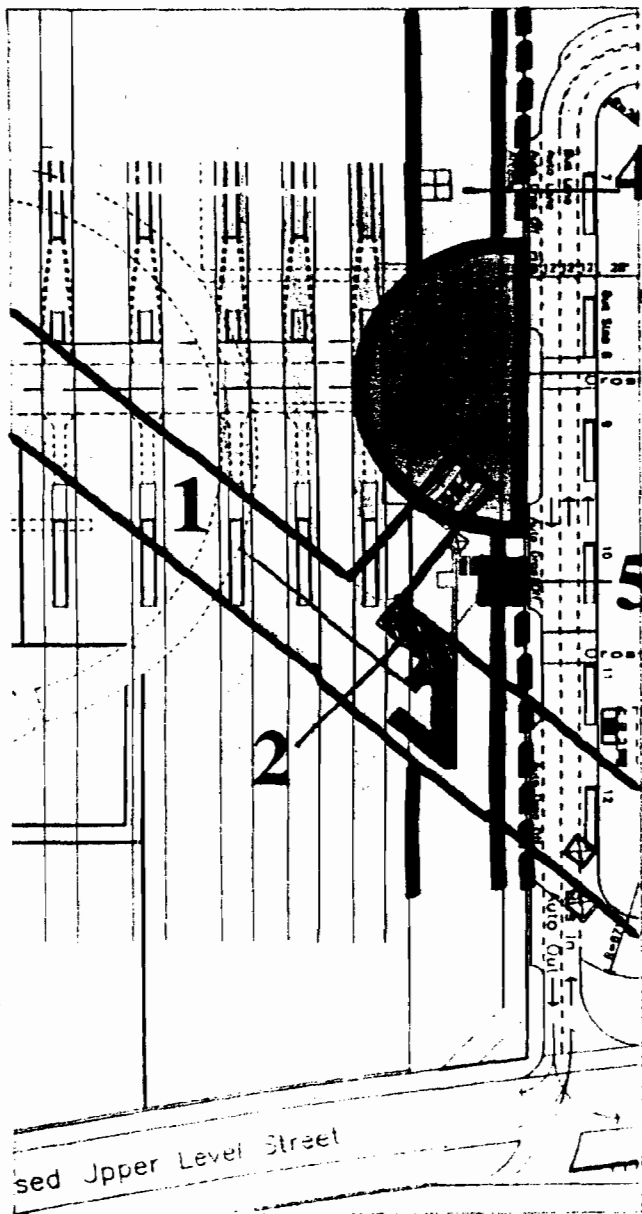
ALAMEDA

DISTRICT PLAN

Amtrak Study

Dworkins & Eckstut Architects

October 1998



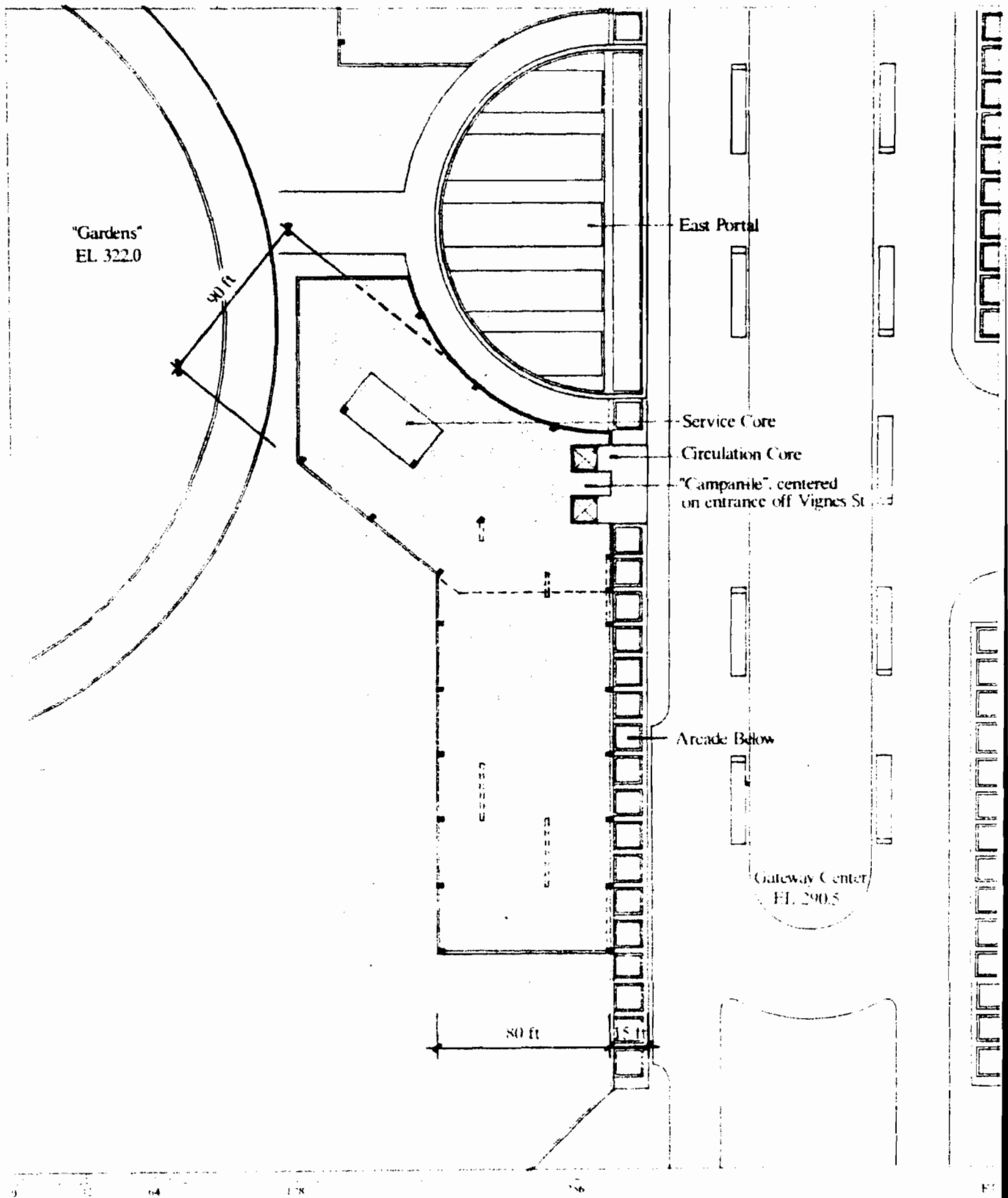
- 1 Metrorail Structure
- 2 Mechanical Shaft
- 3 Portal
- 4 60' clear Building Zone, 15' Arcade
- 5 "Campanile" (centered on street)

Structural Bearing Options :

- 1. Centered on Platforms
- 2. On Side of Ramps

Constraints
ALAMEDA

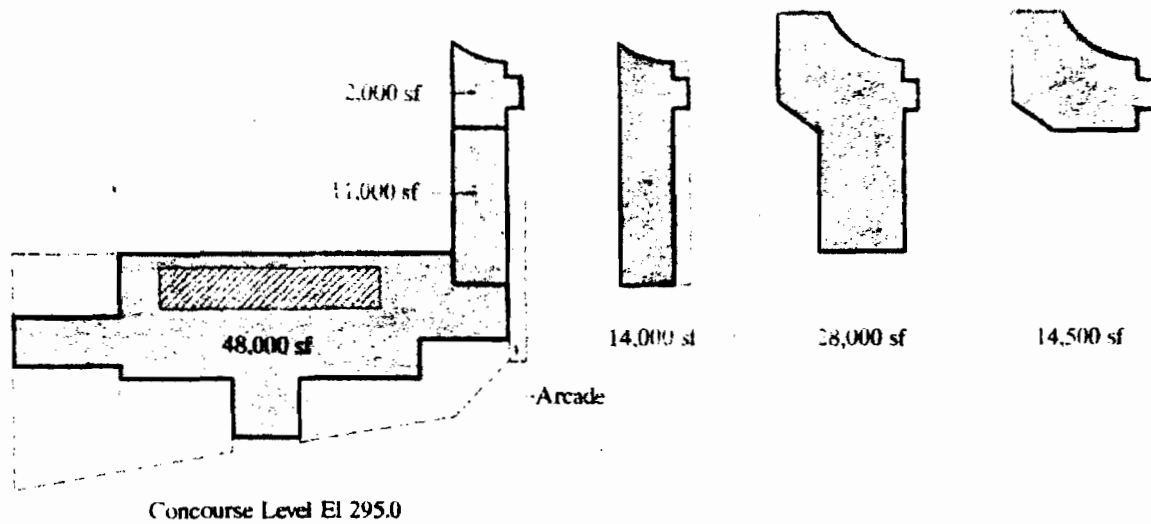
Amtrak Study



Typical Floor Plan

ALAMEDA

Amtrak Study



Amtrak Facility Program

Concourse	30,000 sf
Baggage/Ticketing	6,000 sf
1st Class Lounge	9,000 sf
Retail/Future Amtrak Services	12,000 sf
Plaza Level Lobby	2,000 sf
Crew Base	14,000 sf
Reservations	84,000 sf
Administrations	28,000 sf
	<u>185,000 sf</u>

0 100 200 300 400 500 FT

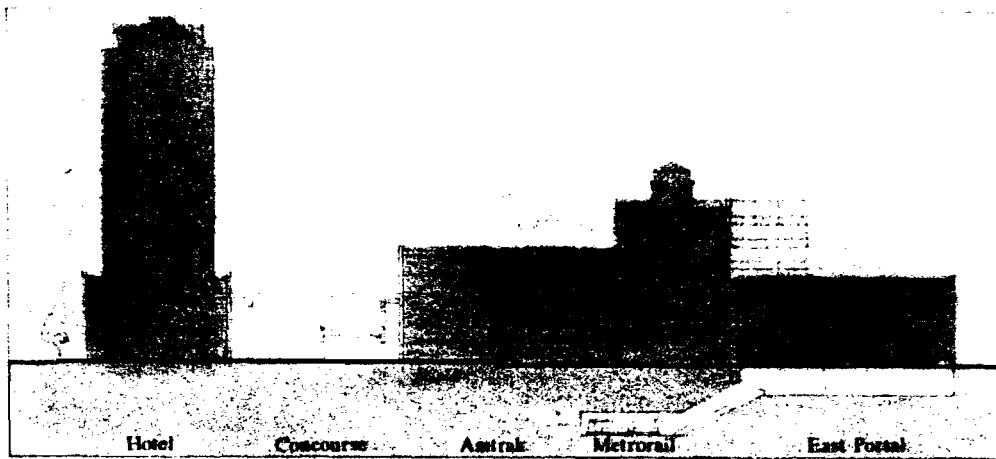
Program

ALAMEDA

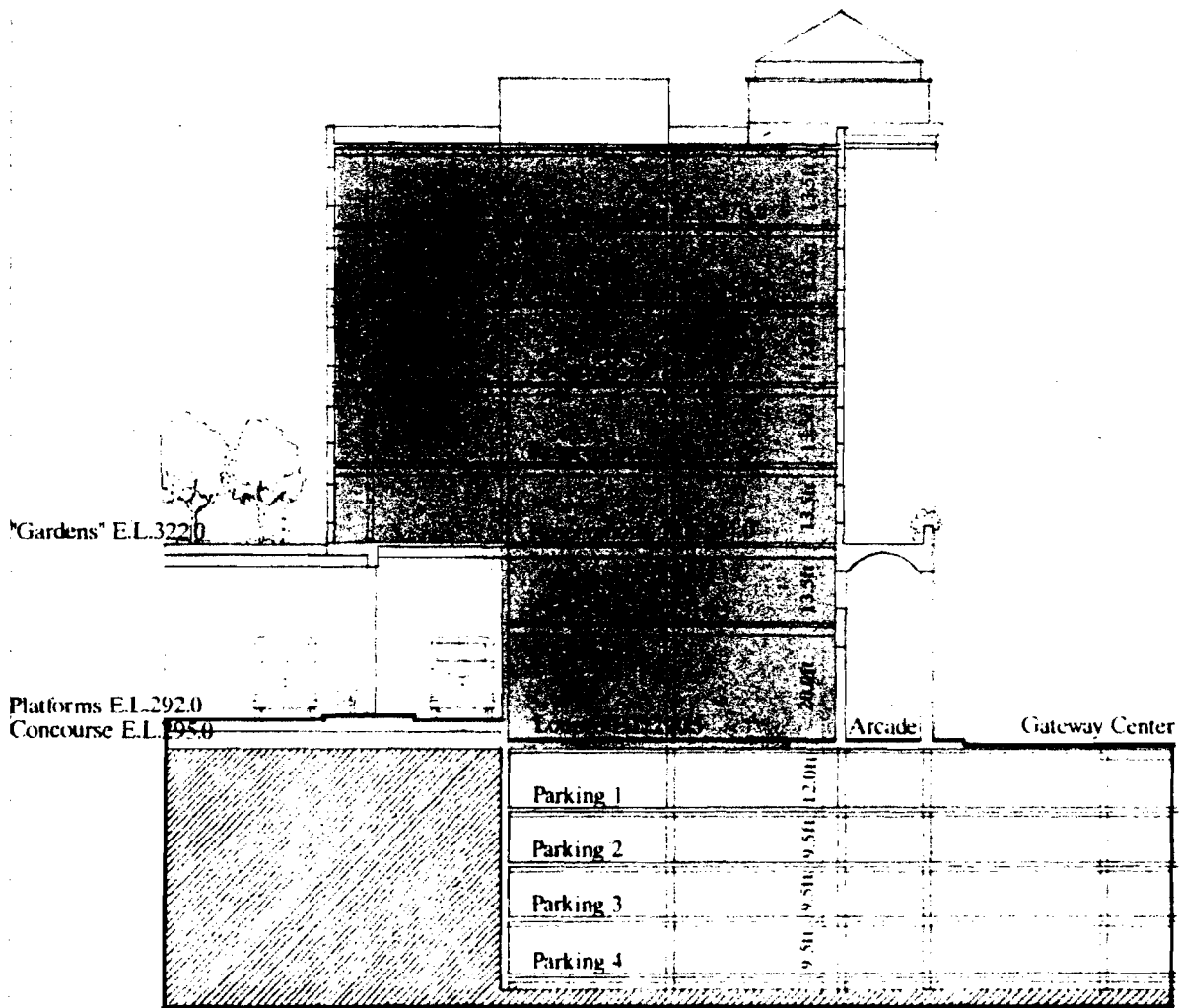
Amtrak Study

Engineering & Architecture

October 1997



N-S Section



"Gardens" E.L. 322.0

Platforms E.L. 292.0

Concourse E.L. 295.0

Amtrak Metrorail Arcade Gateway Center

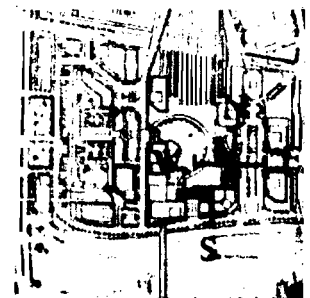
Parking 1	12.0ft
Parking 2	9.5ft
Parking 3	9.5ft
Parking 4	9.5ft

0 16 32 64

E-W Section

ALAMEDA

Amtrak Study



Part Four

*Los Angeles County Transportation Commission
Facility Study*

Alameda District Plan

Master Plan Summary

Los Angeles County Transportation Commission Study

Ehrenkrantz and Eckstut, Architects was directed by Catellus Development Corporation to prepare an initial development feasibility study for the siting of a government office administrative facility.

The Los Angeles County Transportation Commission is currently examining options for the re-location of their Headquarters.

Location: The proposed LACTC facility is located within the Alameda District Plan. A brief description of the plan is contained herein. The building in question will be located in what is called Gateway Center, the easternmost building grouping within the District Plan.

Gateway Center, like the ADP, is mainly a place of work, that is, an office environment. It will eventually contain about a quarter of the entire development area of the ADP. The following structures are currently proposed: a 450 room hotel, a 185,000 square feet Amtrak building and passenger concourse, and the 620,000 sq ft headquarters Tower for the Southern California Rapid Transit District.

These buildings, and the LACTC HQ Tower, will be placed around a 150 x 600 ft. public open space, Gateway Metro Plaza. The LACTC building will be placed at the terminus of the historic Union Station Axis.

Transit Links: The LACTC facility will be directly linked to the major transit improvements described earlier in this document. Briefly, they are:

- 1) A local bus stop at the corner of Macy and Vignes will be connected to Gateway Center and the Metro Plaza by a public open space and a pedestrian easement.
- 2) The Metro Plaza itself is an express bus terminal facility linking the ADP to East Los Angeles via the El Monte Busway, already in operation.
- 3) Commuter Rail expanded service will be accessible from the restored historic passenger tunnel and eventually by direct pedestrian link from the Gateway arcades to the proposed Amtrak passenger concourse.
- 4) MetroRail will be directly accessible to commuters from the proposed East Portal. This facility is a general transfer space that allows commuters to go from one transit mode to another.
- 5) The Amtrak passenger concourse and platforms will be directly accessible from Gateway Center. Auto drop-off will be available at curbside.

Parking:

Gateway Center is built on a four-story underground parking structure that extends from the easternmost rail platform (the reconstructed platform #8) to the area below the re-aligned Vignes Street. In this way, parking is directly accessible to all Gateway Center buildings.

The historic Union Station passenger tunnel will be extended to connect to the East Portal and through parking level P-1 to the Kiss-n-Ride facility, the pedestrian connection to the Plaza above and finally to the LACTC P-1 lobby.

The Building Site:

The building site dimensions are roughly 260 x 145 ft., or about 1/2 acre. The site forms the NE corner of Gateway Center and will be adjacent to the proposed SCRTD Tower to the North and Gateway Metro Plaza to the West. Vignes Street and the Plaza approach ramps form the eastern and southern edges of the property, respectively.

The Building:

The building sits squarely on most of the site, in a north-south direction. Four levels of parking are provided below the level of Metro Plaza. The LACTC Tower will have four level expanded base at the Plaza level. The floorplates will be about 40,000 each. The tower shaft continues upward thereafter. The floorplates are 19,000 - 20,000 sq. ft. with conventional 13'-6" floor to ceiling height and a conventional 45' "core to glass" dimension. A lobby with an elevator bank and service core is provided at the Plaza level. The Plaza level will contain commercial and/or retail uses.

Vehicular Circulation:

Auto circulation is accommodated at Gateway Metro Plaza. Autos will enter via the sloping ramp at Vignes/Ramirez and circulate in a conventional fashion around the length of the Plaza. There are auto drop-off areas in front of every building front door.

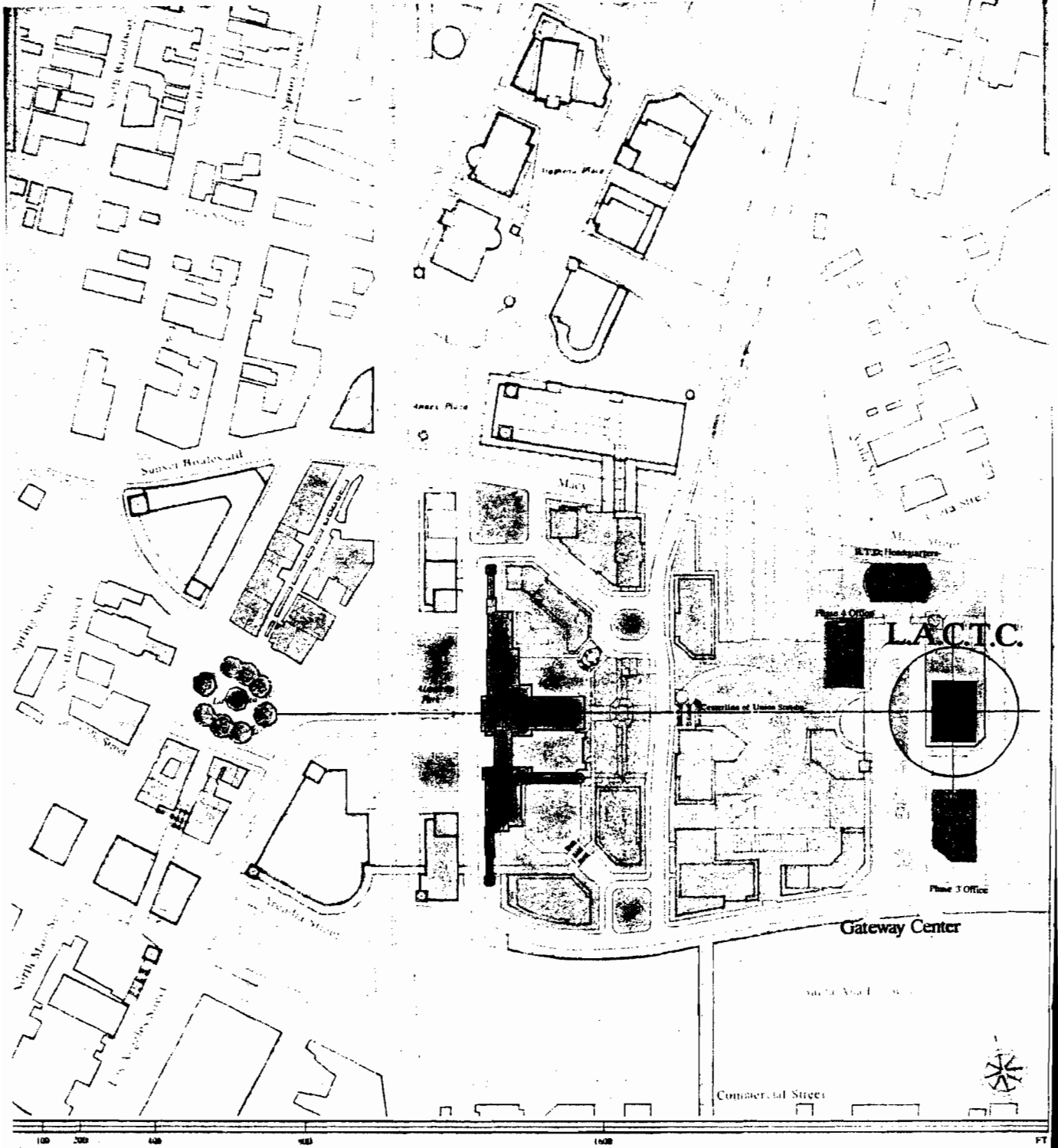
Buses will enter Metro Plaza from the El Monte Busway and proceed to their assigned berthing station. Passengers will disembark at the Central Promenade space. The busses will circulate counter the auto circulation. This assures a separation of traffic flows and also places commuters within easy walking distance of other bus berthing station and other transit modes.

The connection to the Hollywood Freeway is accomplished by the Vignes on and off-ramps. The ADP is fully served by local freeways. These are described in the Transportation Master Plan, described earlier.

Pedestrian Circulation:

The Metro Plaza at Gateway Center is a pedestrian oriented public open space. All of the buildings fronting the Plaza will have an open arcade that will link them in a continuous covered pedestrian space where commuters will be able to stroll and shop under cover of the elements.

There will be a direct pedestrian link to the RTD Headquarters building at the Plaza level. most of the pedestrian movement will occur at the Bus/Commuter Rail/MetroRail link. This is accomplished at the East Portal. The East Portal is a spacious facility that will serve to channel flows of commuters to and from the Metro Plaza. Through a series of level changes, commuters will be able to go from level P-1 and the passenger tunnel to their trains or to MetroRail.



LOCATION PLAN

ALAMEDA

DISTRICT PLAN

Roof Plan

STREETS: EKSTAD & WHITE

October 2, 1981

L.A.C.T.C. Headquarters Study

Historic Union Station Axis

Proposed Upper Ave Street

El Monte Boulevard

Santa Ana Freeway

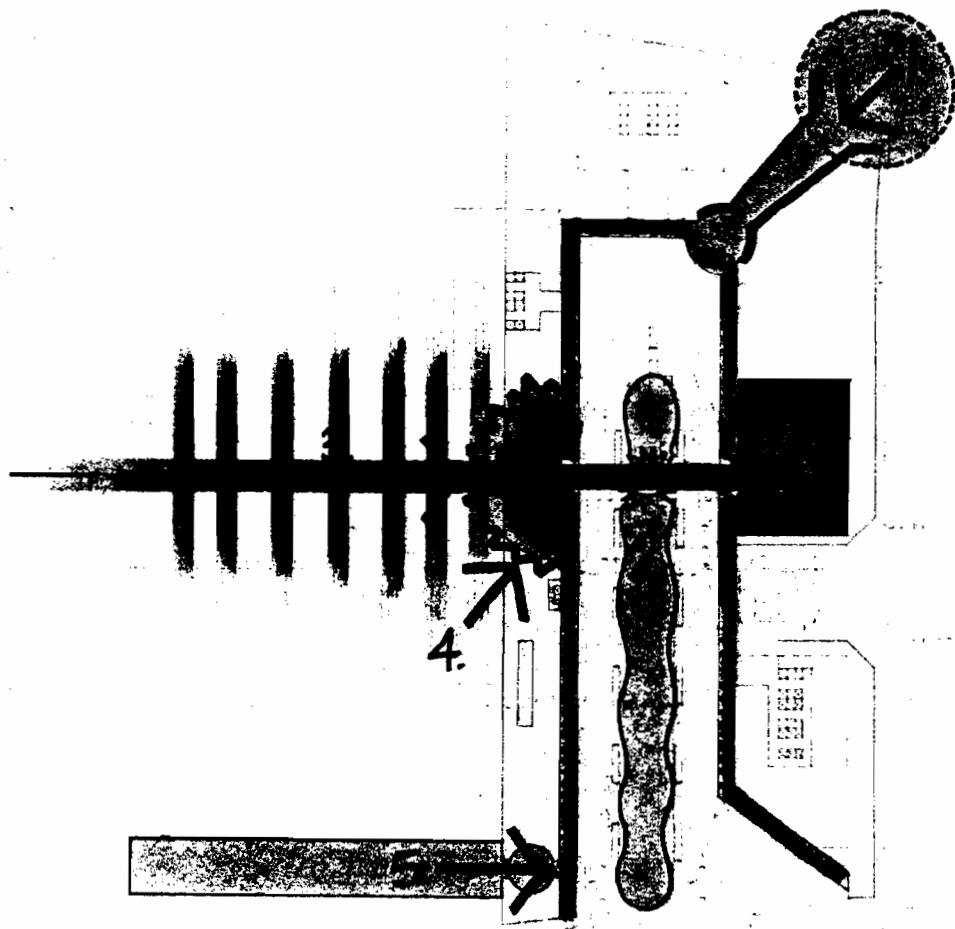
GATEWAY CONTEXT

ALAMEDA COUNTY OFFICE OF
PLANNING AND ECONOMIC DEVELOPMENT
1500 Alameda Street, Suite 1100
Alameda, CA 94501
510.763.1400

ALAMEDA

L.A.C.T.C. Headquarters Study

PLANNING 2009

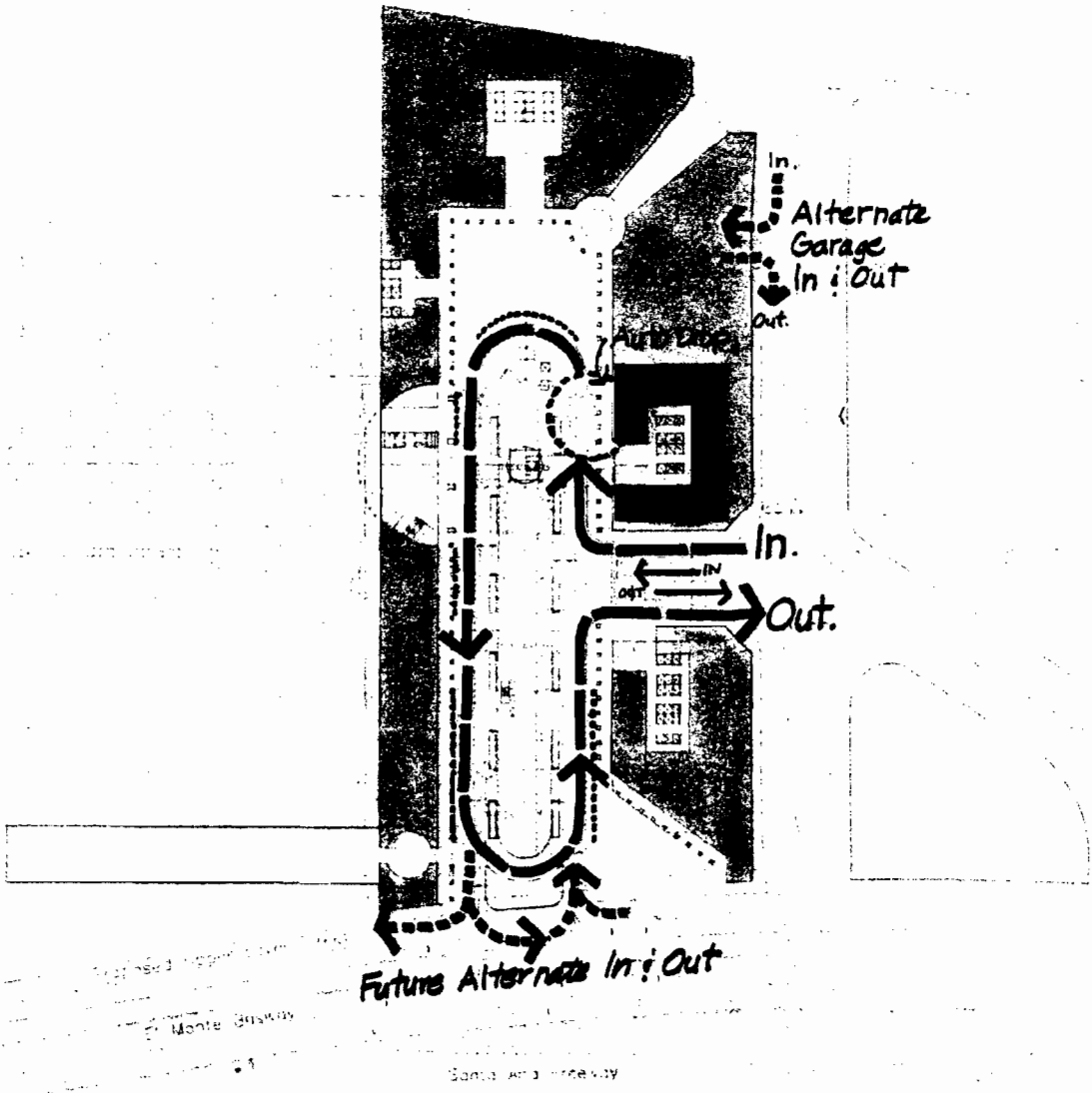


1. Local Bus Stop
2. Express Bus Station
3. Commuter Rail Connection
4. MetroRail
5. Future Amtrak Concourse

PEDESTRIAN CIRCULATION

ALAMEDA

L.A.C.T.C. Headquarters Study



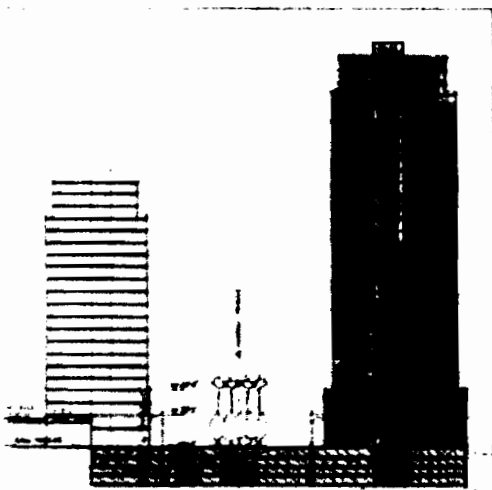
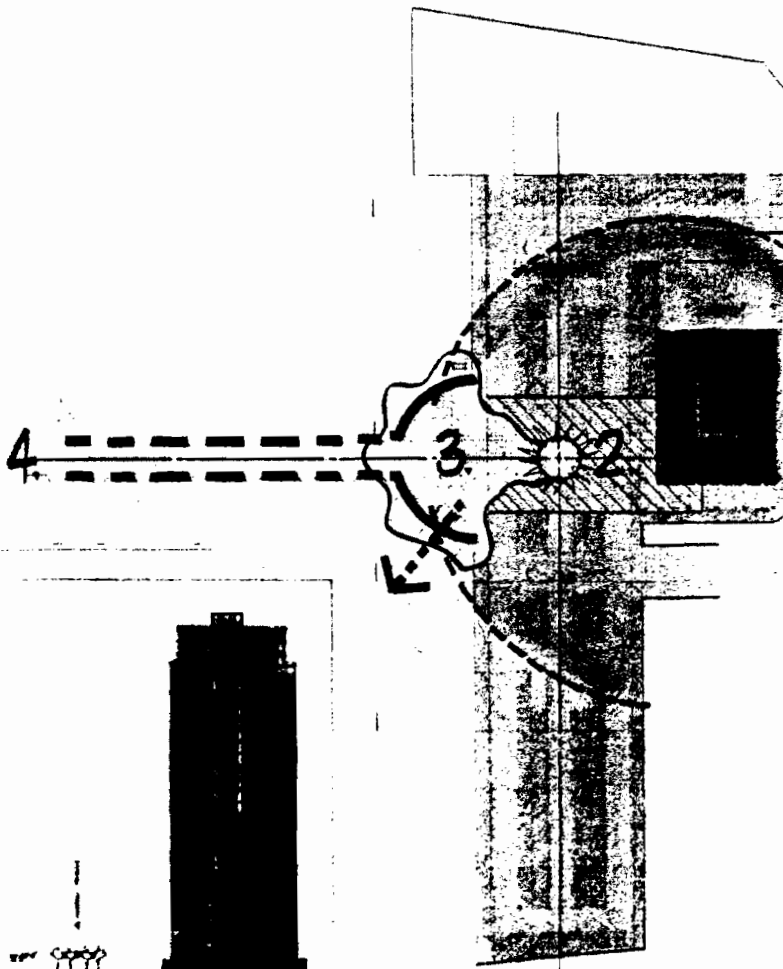
AUTO CIRCULATION

Prepared by S. L. ...
 100 ...
 1968

ALAMEDA

E.A.C.T.C. Headquarters Study

1/1/68 2 114

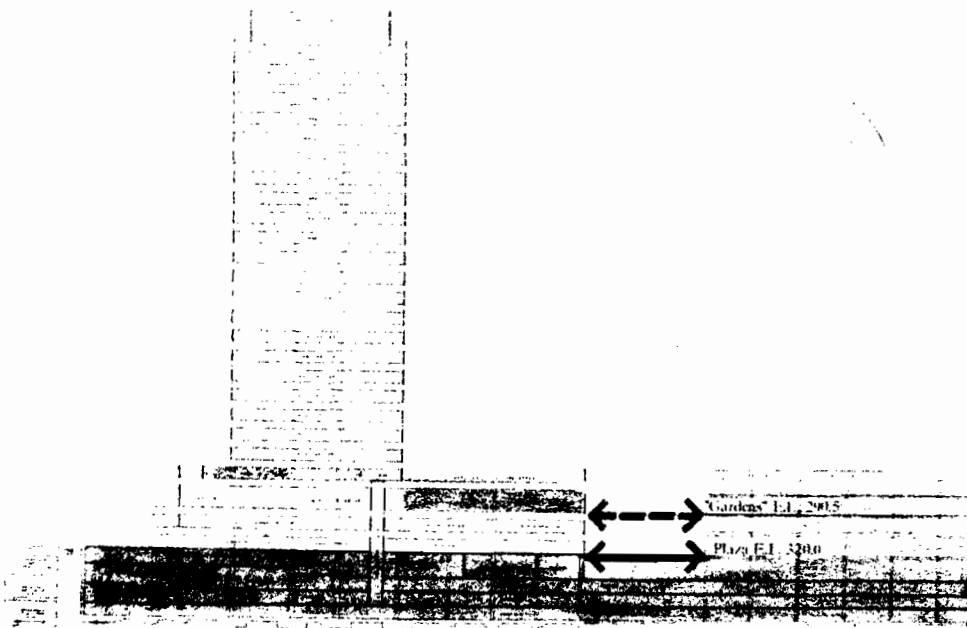
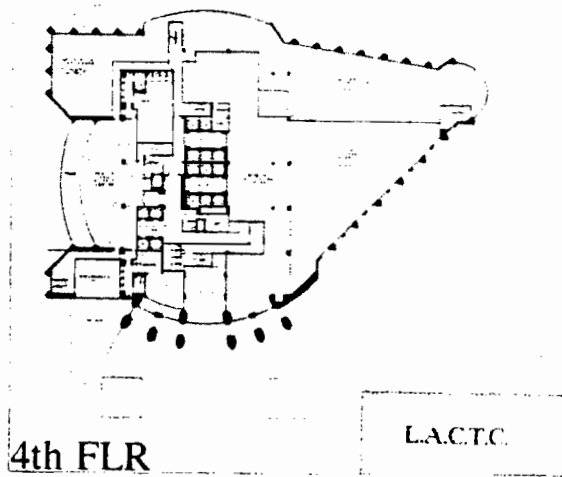
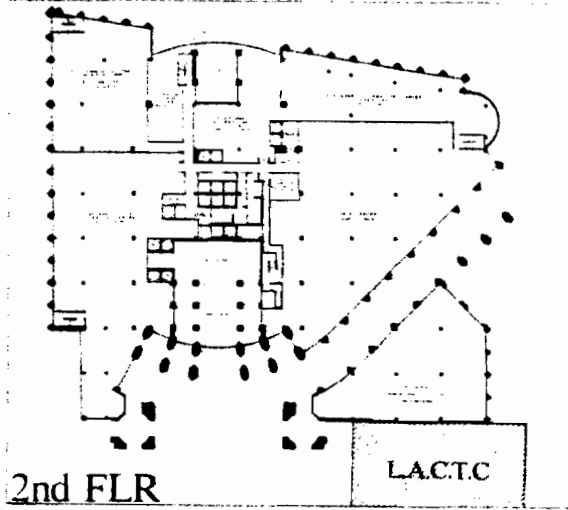
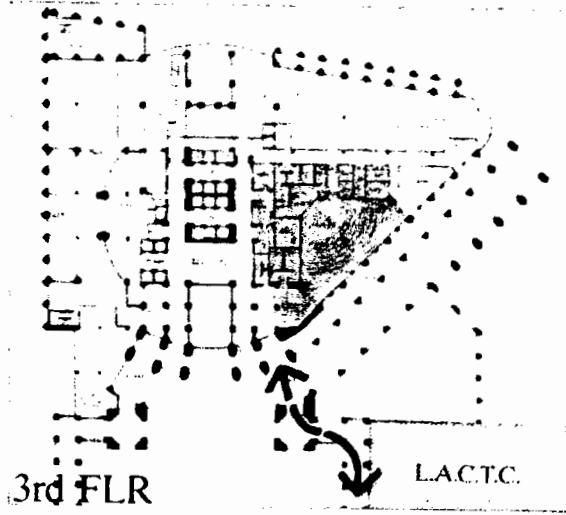
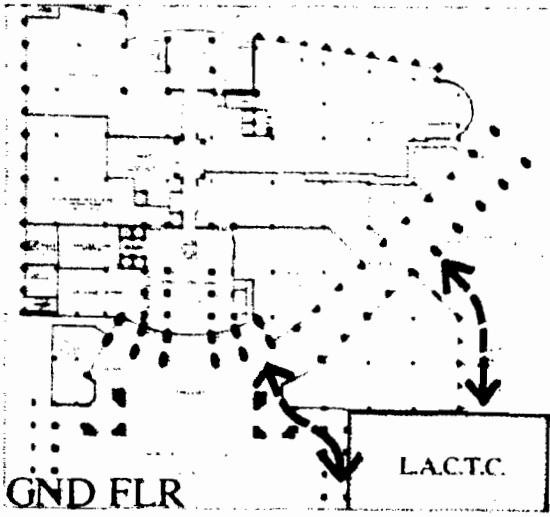


PARKING GARAGE ACCESS

- Parking Garage Connects Directly to:
1. L.A.C.T.C. Tower Elevators
 2. Express Bus Plaza
 3. East Portal & MetroRail
 4. Train Platforms

ALAMEDA

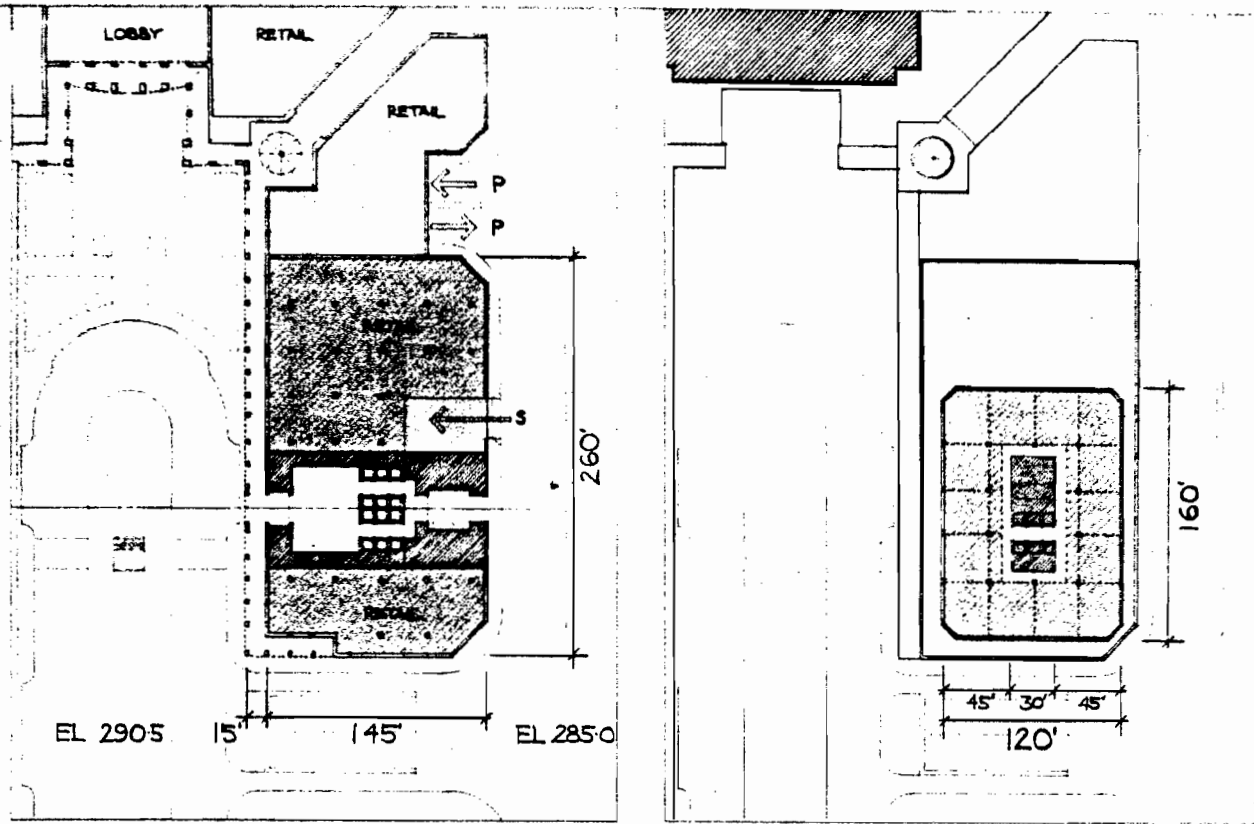
L.A.C.T.C. Headquarters Study



POTENTIAL LINKAGE OF R.T.D. AND L.A.C.T.C. AT BASE LEVELS

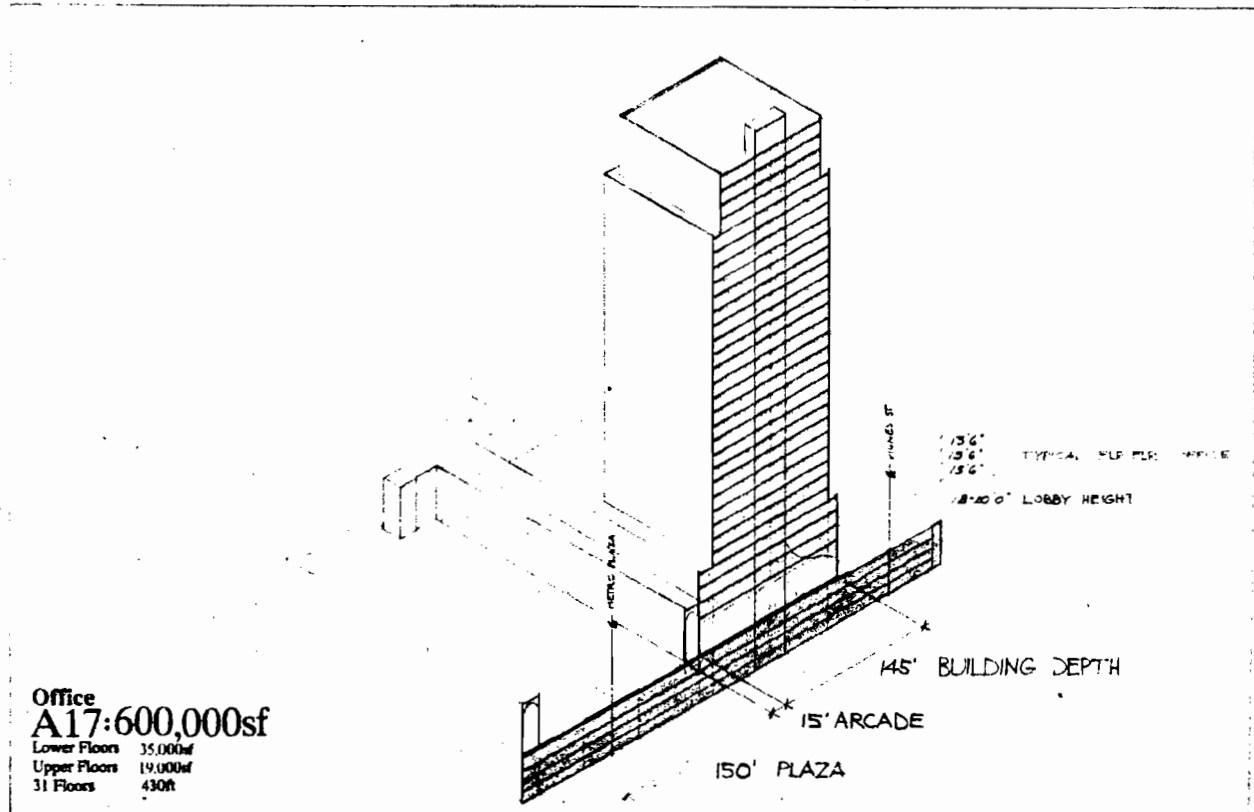
ALAMEDA

L.A.C.T.C. Headquarters Study



Ground Floor : 35,000sf (Footprint typical to podium levels)

Typical Floor : 19,000sf



Office
A17:600,000sf
 Lower Floors 35,000sf
 Upper Floors 19,000sf
 31 Floors 430ft

SCHEMATIC FLOOR PLANS AND SECTION

Exterior and Coastal Architects
 1111 Wilshire Boulevard, Suite 200
 Los Angeles, California 90017
 213.621.1842

ALAMEDA

L.A.C.T.C. Headquarters Study

Development Team

Owners	Catellus Development Corporation United States Postal Service
Developers	Catellus Development Corporation The Ratkovich Villanueva Partnership
Architect	Ehrenkrantz & Eckstut, Architects
Transportation Consultant	Travers Associates Korve Engineering, Incorporated
Civil Engineering Consultant	Mollenhauer, Higashi & Moore Korve Engineering, Incorporated