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**BOARD OF SUPERVISORS**  
**COUNTY OF LOS ANGELES**  
869 HALL OF ADMINISTRATION / LOS ANGELES, CALIFORNIA 90012

**BAXTER WARD**  
SUPERVISOR FIFTH DISTRICT  
974 5655

March 24, 1976

To the RTD Board of Directors:

On April 11, the City of Los Angeles will be inviting bidder attention to the City plan to develop a Technical Center on land it now owns directly to the east of the present Union Station facility.

The location of that parcel, and any subsequent construction on it, would materially affect planning for the development of a major transportation center in that general area.

It should be understood that the City has held the property for an extensive period, had determined well back in the past on the current course of construction, and is proceeding in a thoroughly proper manner. Among the requirements of the City is that it be not more than approximately one-half mile from Parker Center.

Obviously the question arises -- is there another parcel equally close, of the same size, sufficiently suited for development of the Technical Center structure.

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While we have not surveyed within the entire circumference of such a distance, we are aware of a vacant parcel situated just beyond the Center site, and of approximately the same size.

On February 4, 1976, I wrote to the City that the RTD had a serious stake in the construction proceedings then contemplated (and which will be culminated, apparently, on April 11).

If the transit project for our area is to be either a Starter Line or a Sunset Coast Line, it will require a headquarters facility and expansive accommodations where the lines from throughout the County come together in downtown Los Angeles.

That site ideally is Union Station (or Union Plaza) -- and through all the years the transit corridors have been brought toward Union Station from any point in the suburbs.

The purpose of this letter and report is to suggest that an immediate decision be made by the RTD Board as to whether it intends to make some kind of offer to the City of Los Angeles, in an effort to obtain the property now designated as the site for the Technical Center.

The nearly equivalent parcel of land lies just beyond the City property, and might be suitable for purchase by the RTD as the basis for an exchange of parcels, if the City were agreeable. Funds for the purchase could not be arranged until after the June 8 election. Thus, if the ballot issue is successful, a negotiation could be broached to the City of Los Angeles. Obviously, if the ballot issue loses, there would be a severe limitation of available funding from only the Starter Line account that would remain.

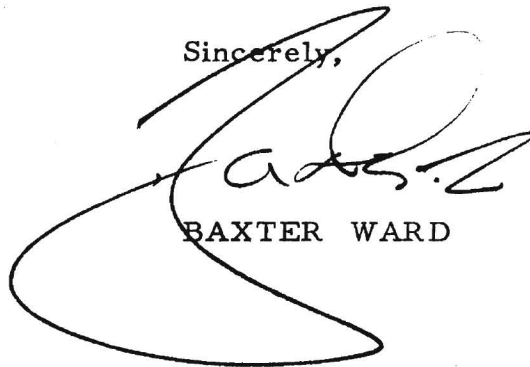
However, the Starter Line also would require a Union Station site terminal that would be capable of both single route service and ultimate expansion to feeder lines toward at least the two valleys.

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Clearly, there is a serious reason to seek a swift resolution of this land situation. Some form of tentative agreement should be reached with the City of Los Angeles in advance of the June ballot, so there would be no costly wasted time pending that type of a decision after the election.

For these reasons, we have prepared sketches and diagrams that outline the parcels and the problems.

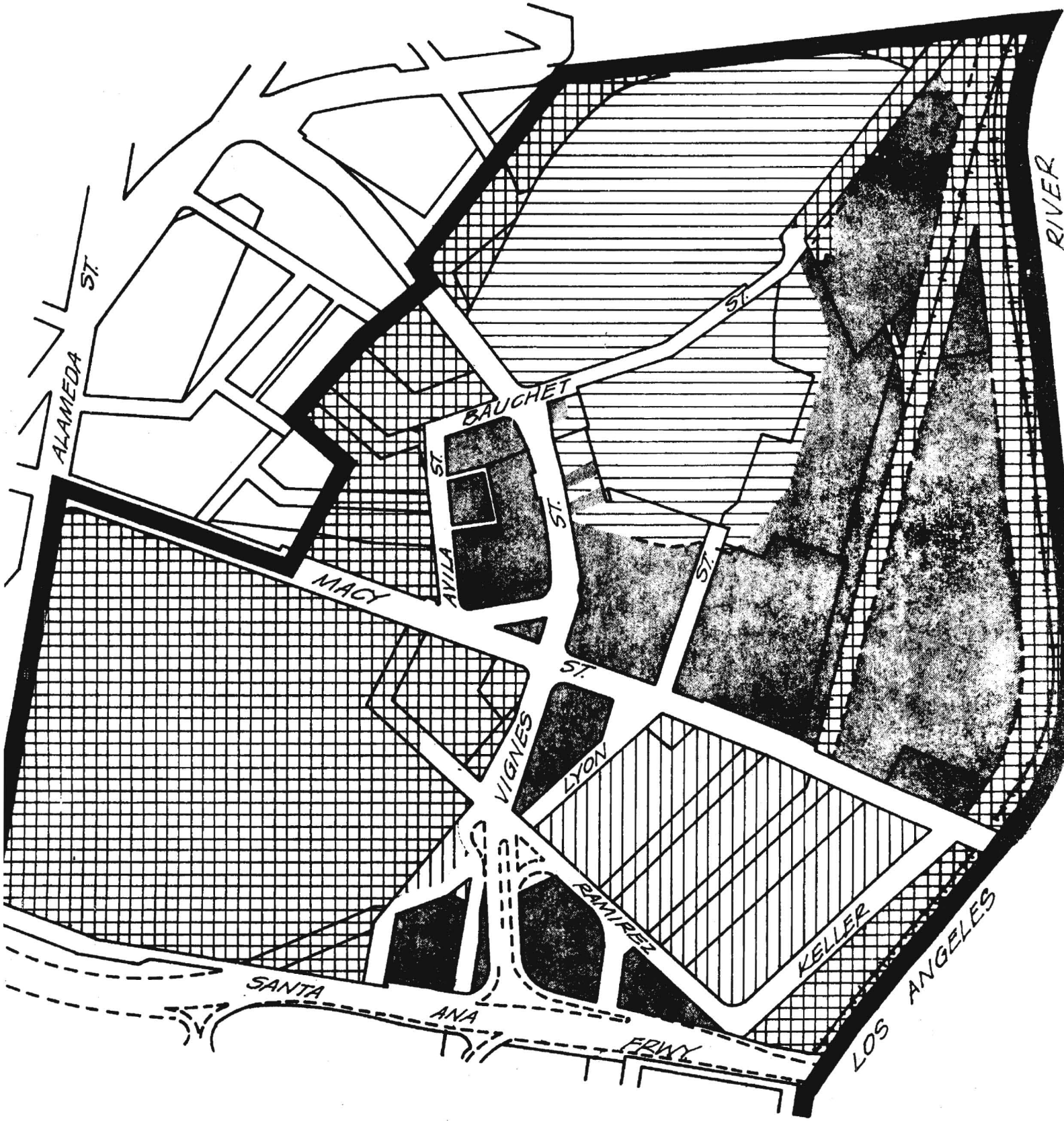
Sincerely,

A large, stylized handwritten signature in black ink, appearing to read 'Baxter Ward', is written over the typed name. The signature is highly cursive and loops around the typed name.

BAXTER WARD

BW:eva

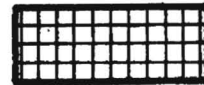
Diagram I outlines the entire Union Station-Plaza area, and identifies parcel ownership through the land use map key. The City-owned property is that shown in vertical striping in the lower right hand section of the map.



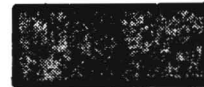
land use map

KEY TO LAND USE MAP

Railroad Property



Privately Owned



City Owned



County Owned

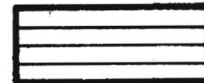
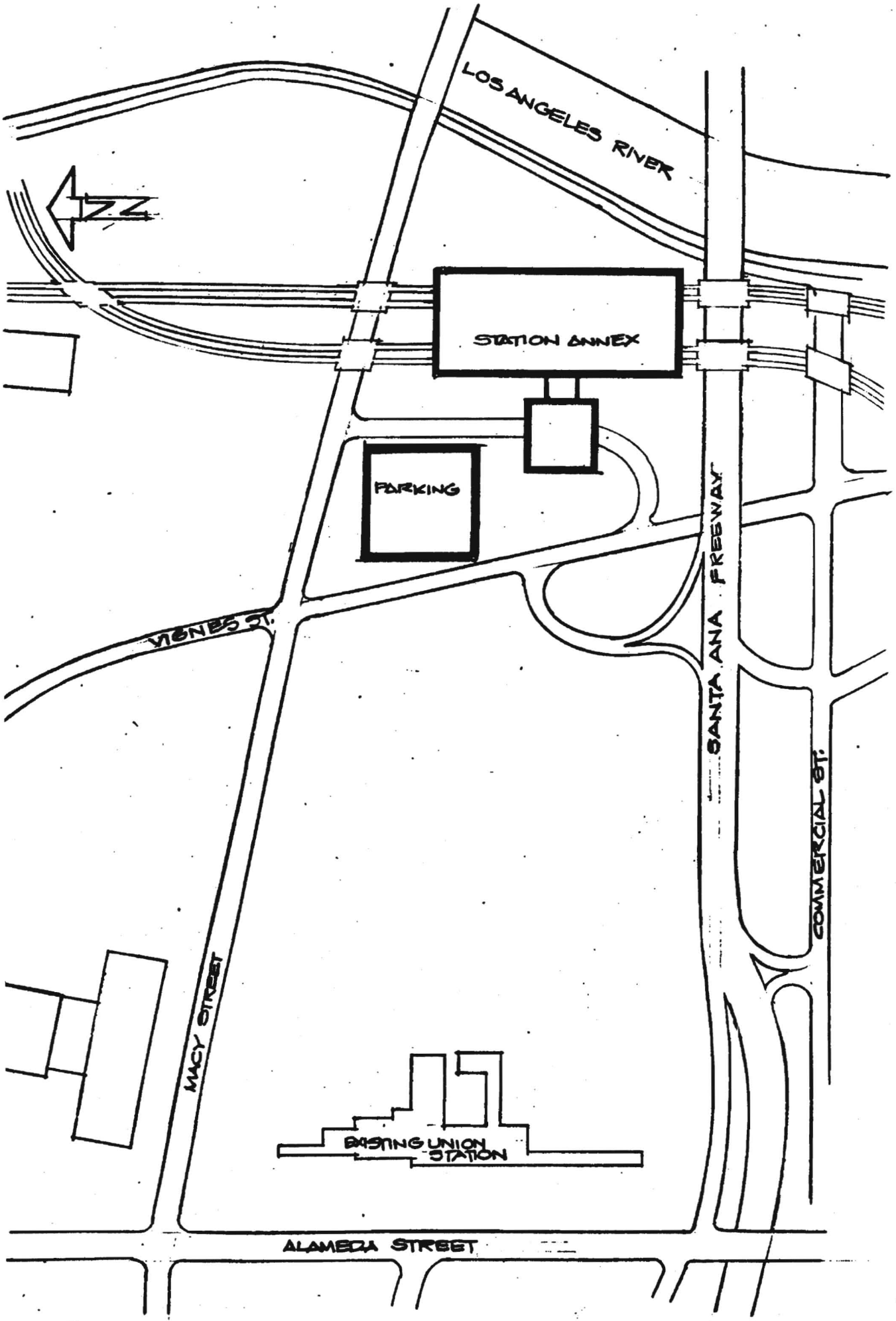


Diagram II illustrates parcel usage if the station annex could be placed approximately 600 yards directly opposite the existing Union Station facility, and nearly bordering the Los Angeles River (still allowing space for Santa Fe freight tracks which parallel the River), additional transit-related facilities, commercial and RTD bus stations, heliport, taxicabs, passenger vehicles, and a boarding station for one loop of the downtown distribution system.

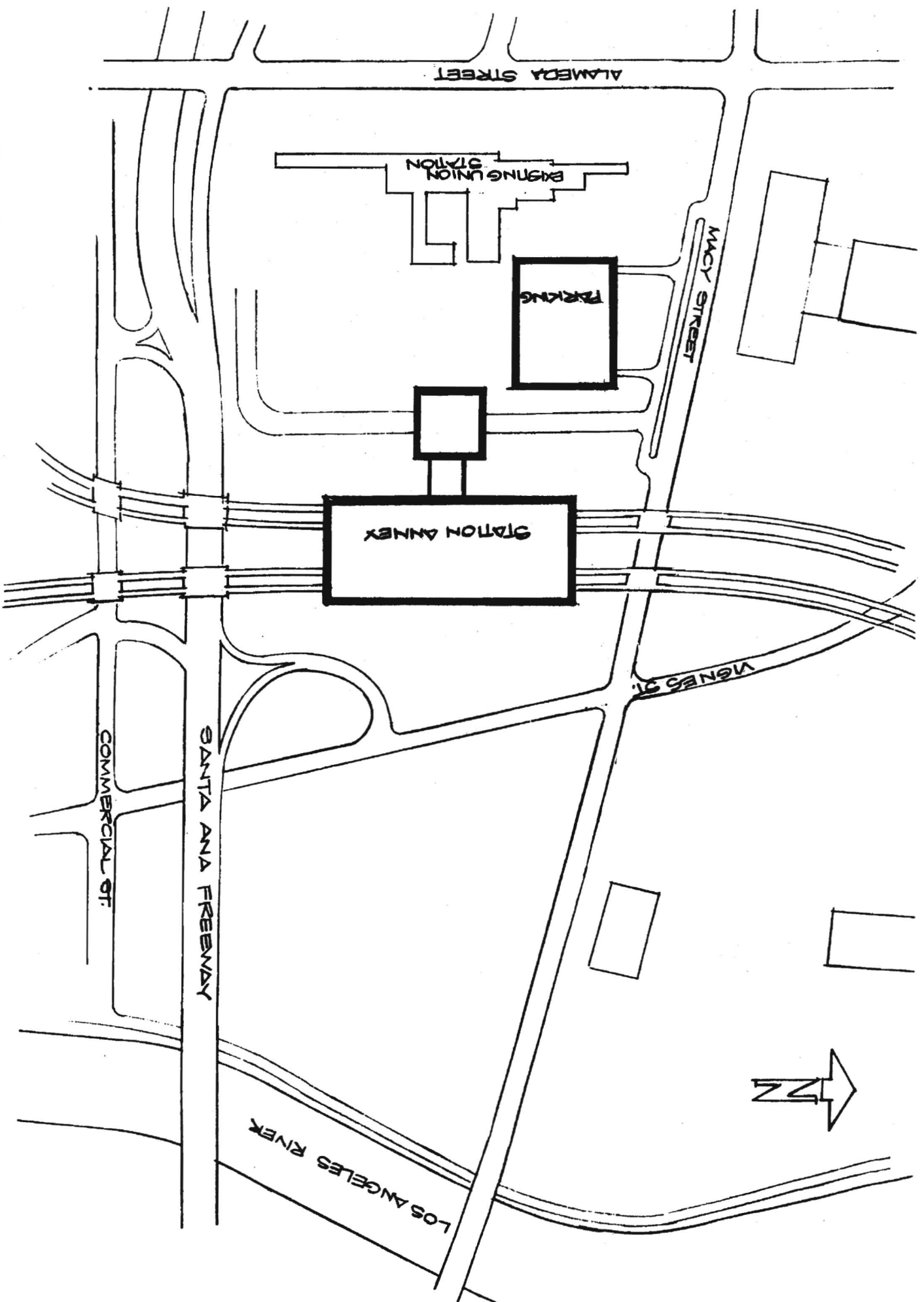
This configuration would call on the City to release its parcel in favor of a negotiated trade off within the area.





SCALE : 1" = 800'  
SITE ANALYSIS AND SELECTION STUDY  
FACILITIES DEPARTMENT  
COUNTY OF LOS ANGELES

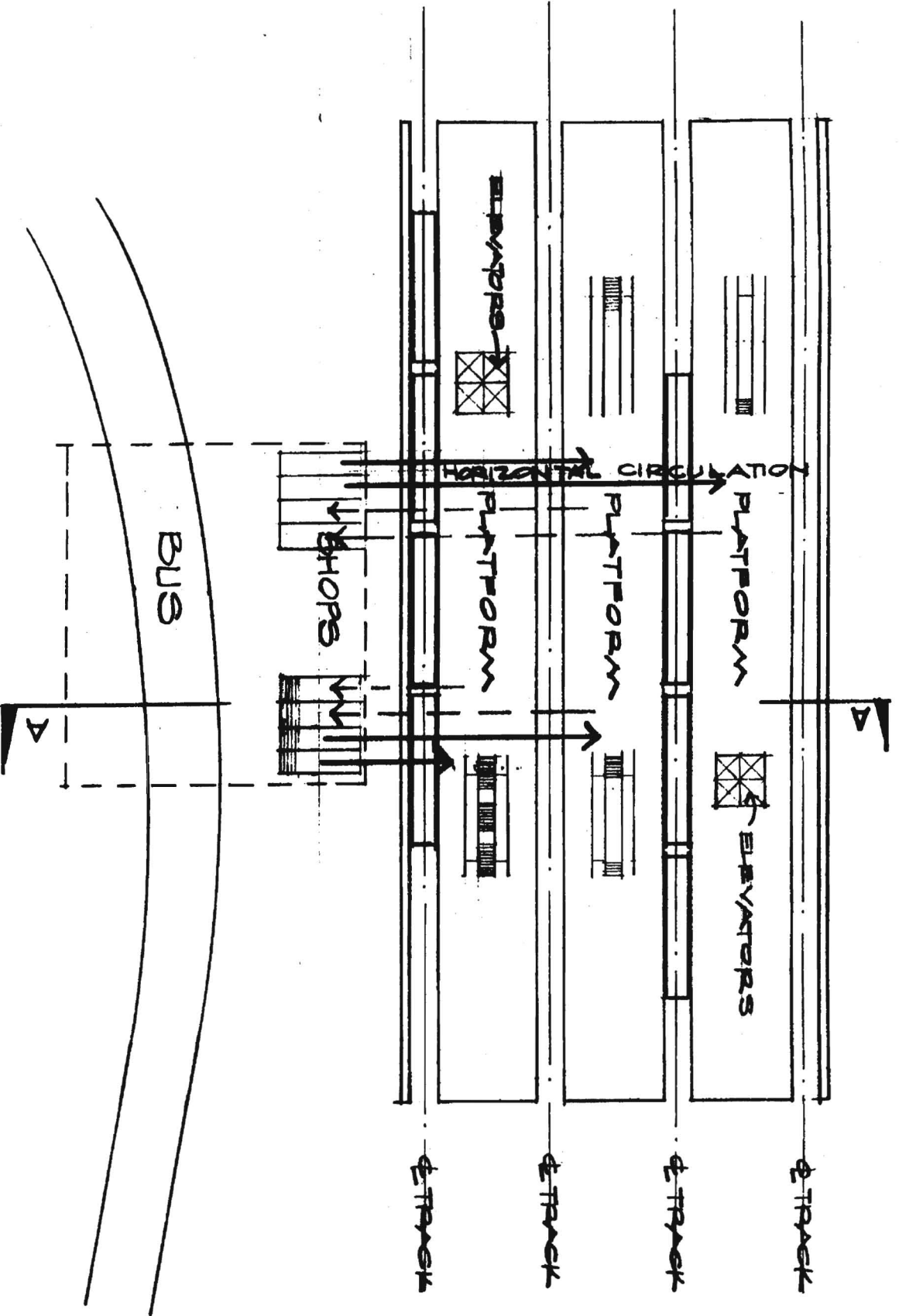
Diagram III shows a highly compressed station annex with limited opportunities for project development in the space between the transit structure and the existing Union Station. The City property (and technical center project) would occupy the blank space just north of the Santa Ana freeway and bordering the Los Angeles River.



SCALE: 1" = 200'

SITE ANALYSIS AND SELECTION STUDY  
FACILITIES DEPARTMENT  
COUNTY OF LOS ANGELES

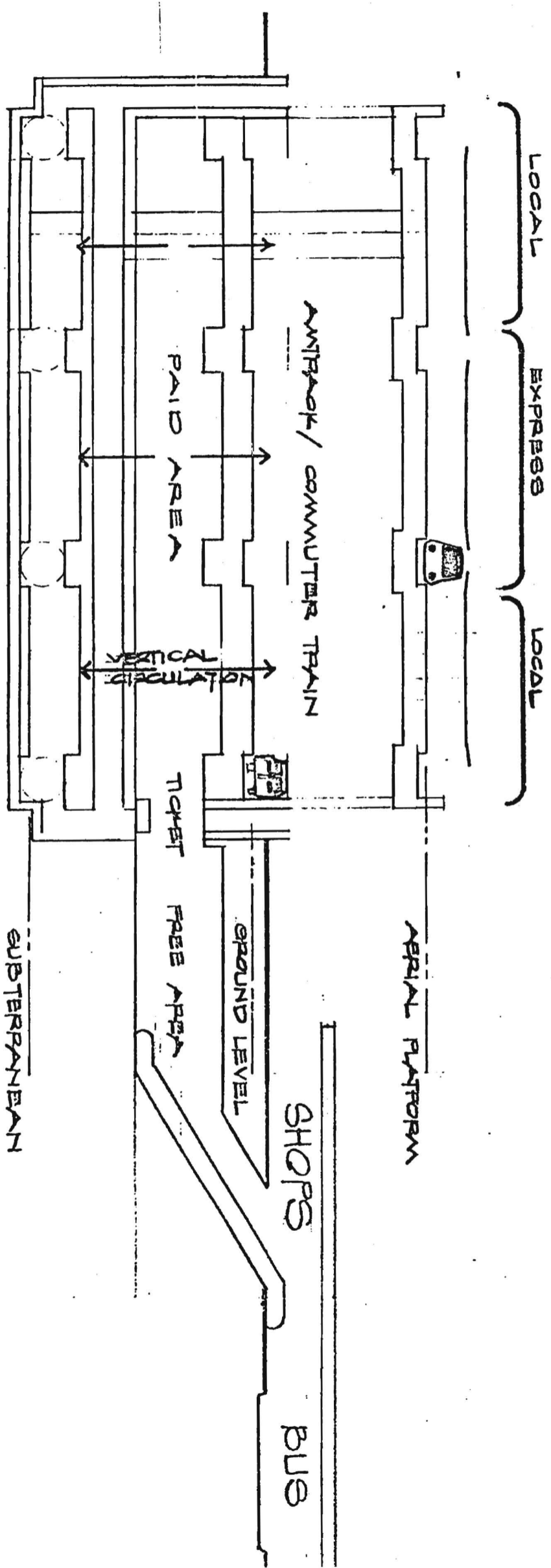
Diagram IV is an overhead view that illustrates the basic need for space. The functions within the annex will be limited to modest rail and bus facilities, plus the usual commercial shops and stores associated with travel facilities.



GROUND LEVEL PLAN  
 AMTRAK / COMMUTER TRAIN  
 SITE ANALYSIS AND SELECTION STUDY  
 FACILITIES DEPARTMENT  
 COUNTY OF LOS ANGELES

Diagram V reproduces in a cross-section the same structure as defined between the dual Figures A at the top and bottom of the drawing.

While these two diagrams do not represent any sort of refined design concept, they do show clearly the limitations that will be imposed on annex functions if the plaza is restricted to the smaller area.



SECTION

SITE ANALYSIS AND SELECTION STUDY  
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