

Los Angeles Union Station Urban Design Plan

Administrative Draft: Concept Plan

DRAFT

Prepared by ROMA Design Group

December 1986

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UNION STATION REDEVELOPMENT CONCEPT PLAN: ADMINISTRATIVE DRAFT

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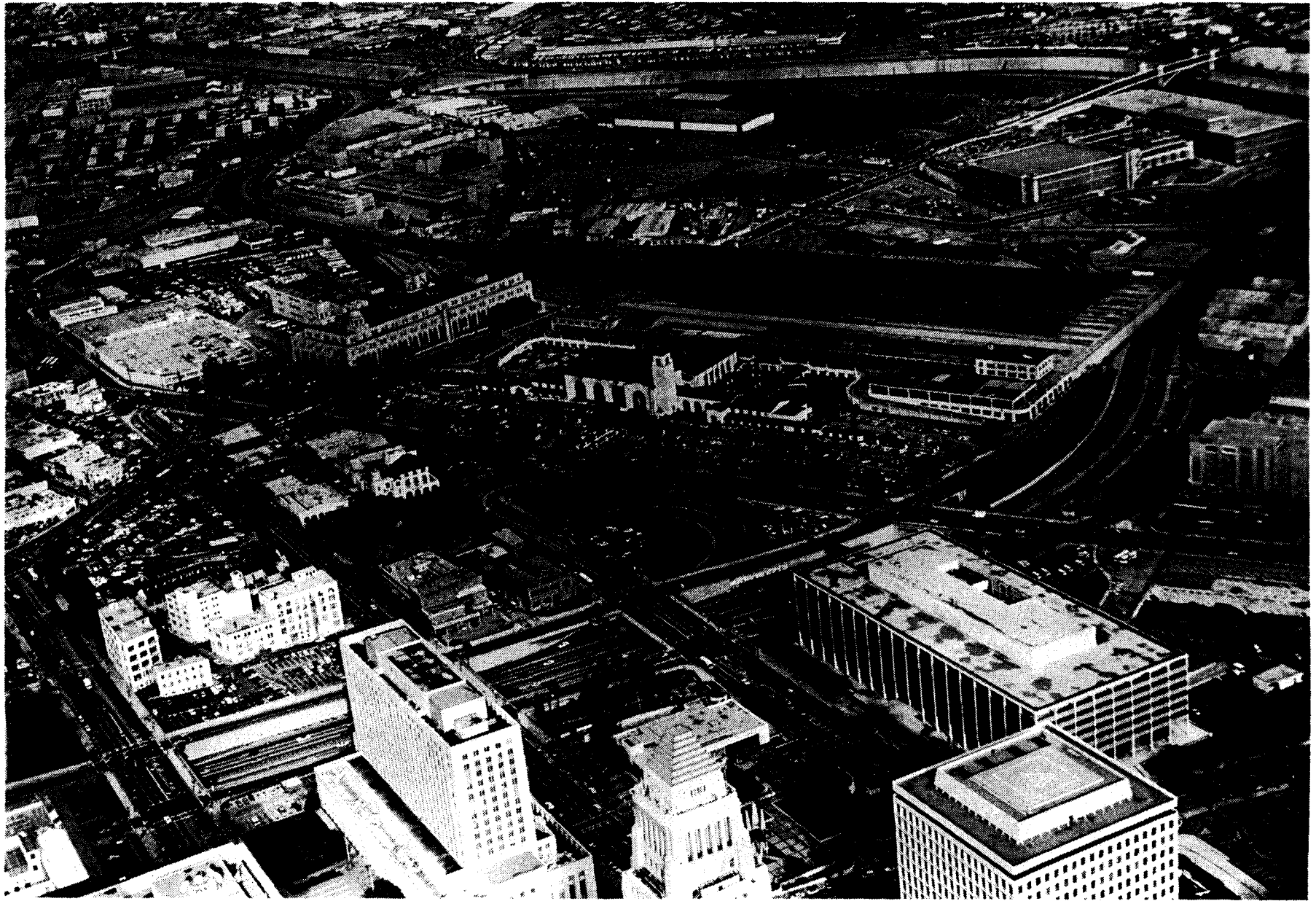


FIGURE 1
AERIAL VIEW OF PROJECT AREA

UNION STATION REDEVELOPMENT CONCEPT PLAN

1. INTRODUCTION

In 1986, the Community Redevelopment Agency, in conjunction with the Los Angeles Union Passenger Terminal Development Committee and the United States Postal Service, initiated a joint planning process to prepare a concept plan for the 70-acre Union Station and Terminal Annex properties. The purpose of the plan is to establish a coordinated vision for the area, consistent with overall community objectives and the potential of the properties to contribute to the vitality and diversity of downtown Los Angeles. The plan represents a joint vision on the part of the Agency and the property owners regarding the scope, character and intensity of future development on the site. Upon review and approval by the City of Los Angeles, the plan will provide the basis for revisions to the City's Community Plan and Zoning Ordinance, and for the preparation of a development entitlement agreement between the property owners and the City.

The study process has involved the coordinated efforts of a multidisciplinary consultant team working closely with the client group. At the outset of the study, opportunities and constraints related to historic preservation, urban design, market and transportation considerations were identified. These parameters, in conjunction with input received from an Agency-sponsored developer workshop, provided the basis for a series of planning alternatives representing a range of development scenarios for the site. An evaluation of the alternatives from the standpoint of traffic impacts, effect on key views and historic structures, and market and financial implications

resulted in the preparation of the final Concept Plan.

The plan recognizes the potential to restore the Union Station area as a principal gateway to the center city, and to improve its image from that of an underutilized service district to an attractive activity center within the downtown. With the construction of the Metro Rail project now underway, and with additional transit service under consideration for the site, the project area's historic role as a transportation hub within the region and the downtown is being made more significant. The plan calls for the reinforcement of this role and the inclusion of commercial, recreational and cultural activities that will create a viable and diverse mixed-use support center to the downtown, and an attractive tourist destination that complements the adjacent El Pueblo, Chinatown and Little Tokyo districts. The historic preservation of the Union Station and Terminal Annex buildings, and their reuse for people-oriented activities that maintain the civic and public significance of the buildings, is a critical component of the Concept Plan.

This document provides a summary of the Concept Plan. Chapter 2: The Site and its Context discusses the site in relation to its regional and local setting, and outlines the key site components that will influence development on the property. Chapter 3: Urban Design Concept describes the key objectives for redevelopment and the design response to these objectives. Chapter 4: Framework for Development describes the on-site pedestrian, transit and vehicular requirements that will provide the infrastructural framework for future development. Chapter 5: Scope and Staging of Development provides the standards for development

and parking, including allowable uses, maximum height, bulk and intensity, and the off-site improvements that will be required for each increment of development. Finally, Chapter 6 outlines specific design guidelines that will determine the form, character and organization of development on the property.

2. THE SITE AND ITS CONTEXT

The 70-acre project area, consisting of the USPS Terminal Annex property and the LAUPT Union Station area, is located on the northeastern edge of downtown Los Angeles, generally bounded by the Santa Ana Freeway on the south, Alameda and North Main Streets on the west, and Vignes Street on the north and east. The study area is divided into two major properties: the 50-acre Union Station site owned by Southern Pacific/Santa Fe and Union Pacific railroads, located south of Macy Street and including the track right-of-way; and the 20-acre Terminal Annex site owned by the United States Postal Service, located north of Macy Street between Alameda Street and the tracks.

2.1 REGIONAL CONTEXT AND MARKET POTENTIAL

The Union Station area is strategically situated within the city's regional transportation network, enjoying excellent vehicular access from the Santa Ana, Golden State and Pasadena Freeways. The site is also a principal hub of the region's existing and planned transit system. Present operations on the Union Station site include Amtrak inter-city train and bus service, Trailways bus service, the RTD bus system, the El Monte Busway, and the City's downtown DASH shuttle. Union Station will also be the phase one terminus of the Metro Rail heavy-rail subway system, presently under construction and anticipated for completion in 1992. In addition, preliminary plans for a city-wide light rail transit network connecting outlying communities with the CBD envision Union Station as a principal transfer point within the system.

In addition to, and because of, its role as a transit center, the Union Station site also offers a great development opportunity within the region. As a large assembly of undeveloped property in close proximity to downtown Los Angeles, the site can play a significant role in the larger commercial office market of the region. As a focal point of an expanded transit network, and with the potential for sufficient on-site parking, the Union Station site is seen as an attractive secondary office center to the downtown and, as such, could compete effectively with existing centers including Century City, the Miracle Mile, Glendale and Pasadena.

The Union Station area is also seen as an attractive opportunity for the creation of a major specialty retail destination within the metropolitan area. The high levels of transit accessibility and pedestrian traffic, the highly imageable historic buildings, and the close proximity to existing tourist destinations including El Pueblo de Los Angeles, Chinatown, and Little Tokyo, make the LAUPT site particularly suitable for the development of a festival marketplace, not unlike that recently completed at the Union Station Terminal in St. Louis. A festival marketplace of this type would contribute to the viability of the existing tourist destinations in the area, enhance the image of this part of the city, and provide a catalyst for hotel and office uses on the site. Such a use would also ensure the ongoing viability and the high quality maintenance of the Union Station building. Cultural and public-oriented uses, such as a new Children's Museum or a Railroad Museum, would also be an important catalyst for development on the property, and would enhance the civic nature and identity of the site.

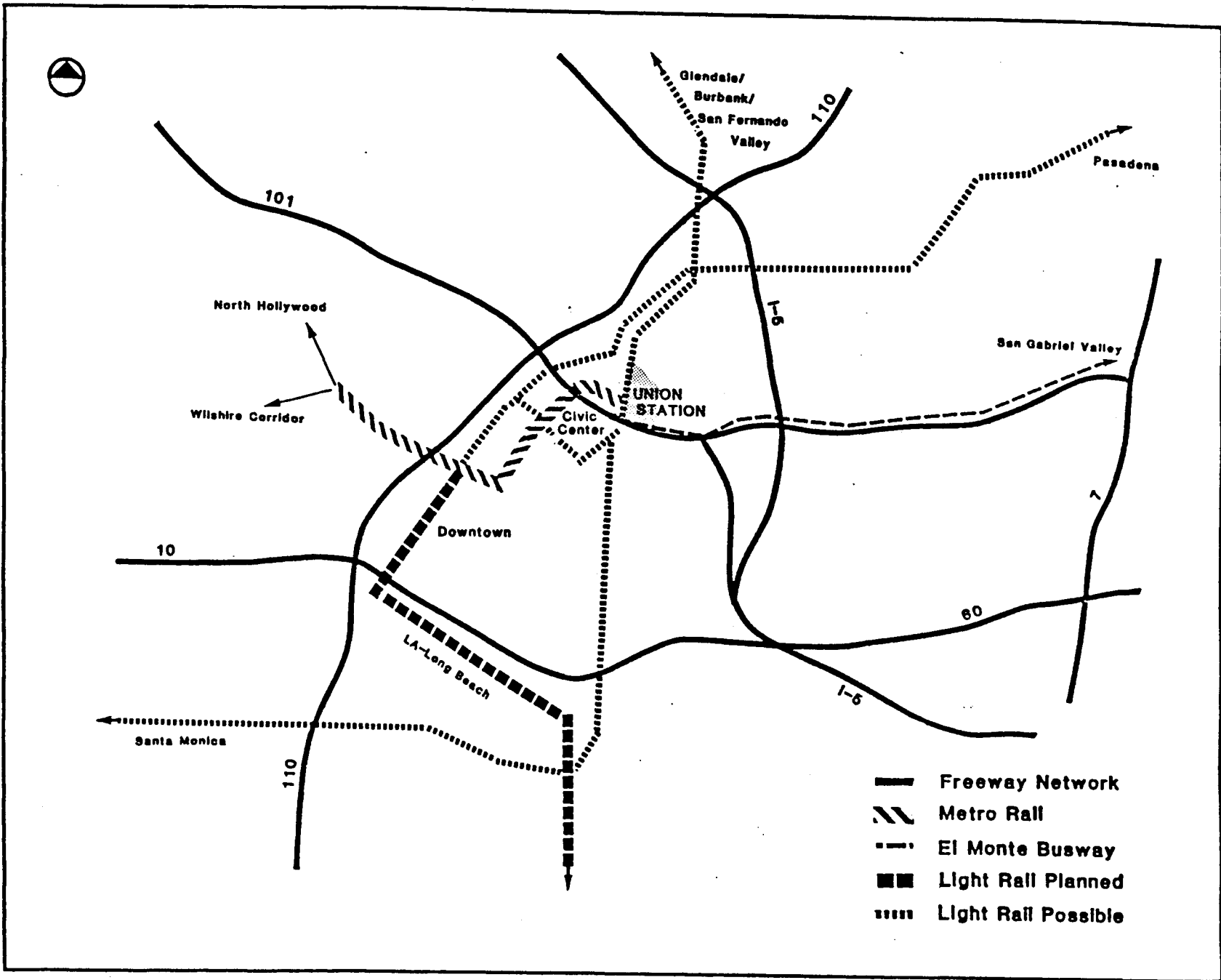


FIGURE 2
REGIONAL CONTEXT

2.2 LOCAL CONTEXT

In spite of its close proximity to the downtown, the Union Station area is presently perceived as a transition zone; it is neither within the Central Business District to the west nor part of the large industrial and service area to the east. The site has a definite front and back; to the rear of the site, south and east of the railroad tracks, land uses are predominantly service, distribution and industrial in character, with large vacant and underutilized parcels, some of which have been developed for public service facilities. These include the County Jail, the City's Piper Technical Center, and the SCRTD Central Bus Maintenance Facility. Given the large parcel ownership and the high level of improvements by various governmental entities, it is not anticipated that this area will change from its service and industrial orientation in the near future.

The front of the property along Alameda Street has a strong identity, due to the distinctive Union Station passenger terminal and the USPS Terminal Annex building. The unique architectural character of these buildings, in combination with the historic El Pueblo de Los Angeles immediately to the west, creates a harmonious district that is representative of both the city's early Spanish heritage and its civic architecture of the 1930's. Views to the Union Station and to the Terminal Annex building from the west (i.e., from Hill Street, Sunset Boulevard, the Civic Center and from El Pueblo) reinforce the identity and significance of this area within the downtown.

El Pueblo de Los Angeles

As the original town site of Los Angeles and an important center of the Hispanic community, El Pueblo is a key historic and cultural resource within the City and, as such, plays an important role in the future of the Union Station area. The historic plaza at the core of the park is an important civic space, with direct visual and pedestrian connections across Alameda Street to the Union Station passenger terminal. It is an attractive social gathering place and the frequent site of cultural and religious festivals. Olvera Street, located immediately north of the plaza, has attracted visitors to its Mexican marketplace for 50 years, and has helped to give this district its memorable identity. The central plaza, the shops and stalls along Olvera Street, and the other cultural activities within the park attract approximately two million visitors annually.

El Pueblo provides the most potential for direct physical linkage with the Union Station development; the central plaza is on axis with the tower of the passenger terminal building, and Olvera Street terminates at the intersection of Macy and Alameda Streets, with direct pedestrian and visual access to the Terminal Annex building. Because of the barrier of the Santa Ana Freeway, the El Pueblo district is the principal pedestrian link between the Union Station property and the Central Business District and, as such, is a critical factor in the redevelopment of the property. The general plan for the park calls for improved pedestrian access to Union Station, the reinforcement of Olvera Street as a viable and attractive Mexican marketplace, and shared parking with future development on the Union Station site.

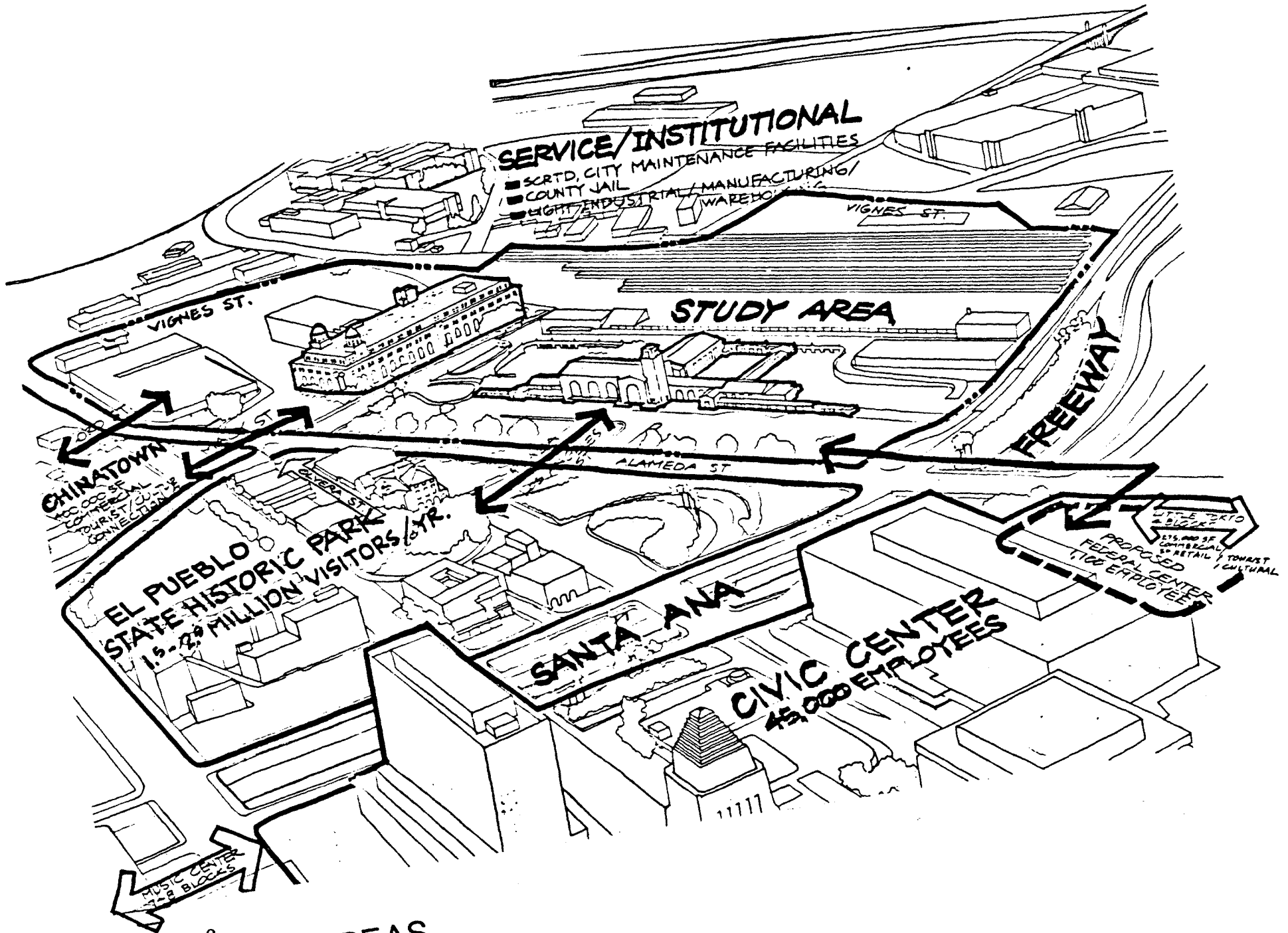


FIGURE 3
 ADJACENT AREAS

Civic Center

The Civic Center, across the Santa Ana Freeway from El Pueblo, is a distinctive architectural precinct of pre and post-World War II buildings, including the art-deco City Hall, the federal style Hall of Justice, and several International Style office buildings. As a major employment center, accommodating 45,000 employees, the area generates a great deal of pedestrian activity but, typical of many civic centers, this activity is concentrated during weekday periods and is fairly vacant at other times. Its relative proximity to the Union Station site, within 10 minutes walking distance, creates good opportunities for strong physical and market linkages. These linkages will be enhanced by the construction of a new General Services Administration federal office and courthouse building of 800,000 square feet along Alameda Street across the Santa Ana Freeway from the Union Station property.

Chinatown

Chinatown, located to the north and west of the Union Station site, is a diverse neighborhood of residential, commercial and light industrial uses. The area functions as a principal cultural and commercial center for the Chinese community, and is also evolving as a receptor area for other Asian peoples in the Los Angeles area. The neighborhood is characterized by a declining environment of vacant parcels and parking lots that interrupt the pedestrian continuity of the area, and by a lack of private investment. The area is greatly impacted by traffic congestion and pedestrian conflicts as well as parking deficiencies. The redevelopment plan for Chinatown calls for the mitigation of traffic problems, the reinforcement of the district's role as a cultural center, the preservation

of its diverse range of land uses, and the enhancement of the area's image and identity through infill development and pedestrian and streetscape improvements. The plan identifies particular street corridors and gateway locations for streetscape improvements, including Sunset Boulevard, North Spring Street, Ord Street and North Main Street, all of which could provide enhanced pedestrian linkages to the Union Station area.

Little Tokyo

Little Tokyo, located several blocks south of the Santa Ana Freeway between Los Angeles and Alameda Streets, is not directly linked with the Union Station site, but provides a destination of intense pedestrian activity in the area. Unlike Chinatown, Little Tokyo has seen a considerable amount of redevelopment and private investment in the past five years, and has evolved from a small commercial and cultural district to a new center of trade and commerce oriented to the Pacific Rim nations. The recently completed New Otani Hotel includes conference facilities, and a small specialty retail center has been developed on the adjacent block.

2.3 KEY ELEMENTS OF THE SITE

As illustrated in Figure 4, the Union Station project area is comprised of a series of key elements that will significantly influence the form and character of development on the site. These include the Union Station terminal building and its immediate surroundings, the raised +15-foot trackway, the Metro Rail subway station that traverses the LAUPT site, and the historic Terminal Annex building. The following discussion characterizes these elements and points out the development opportunities and constraints associated with each:

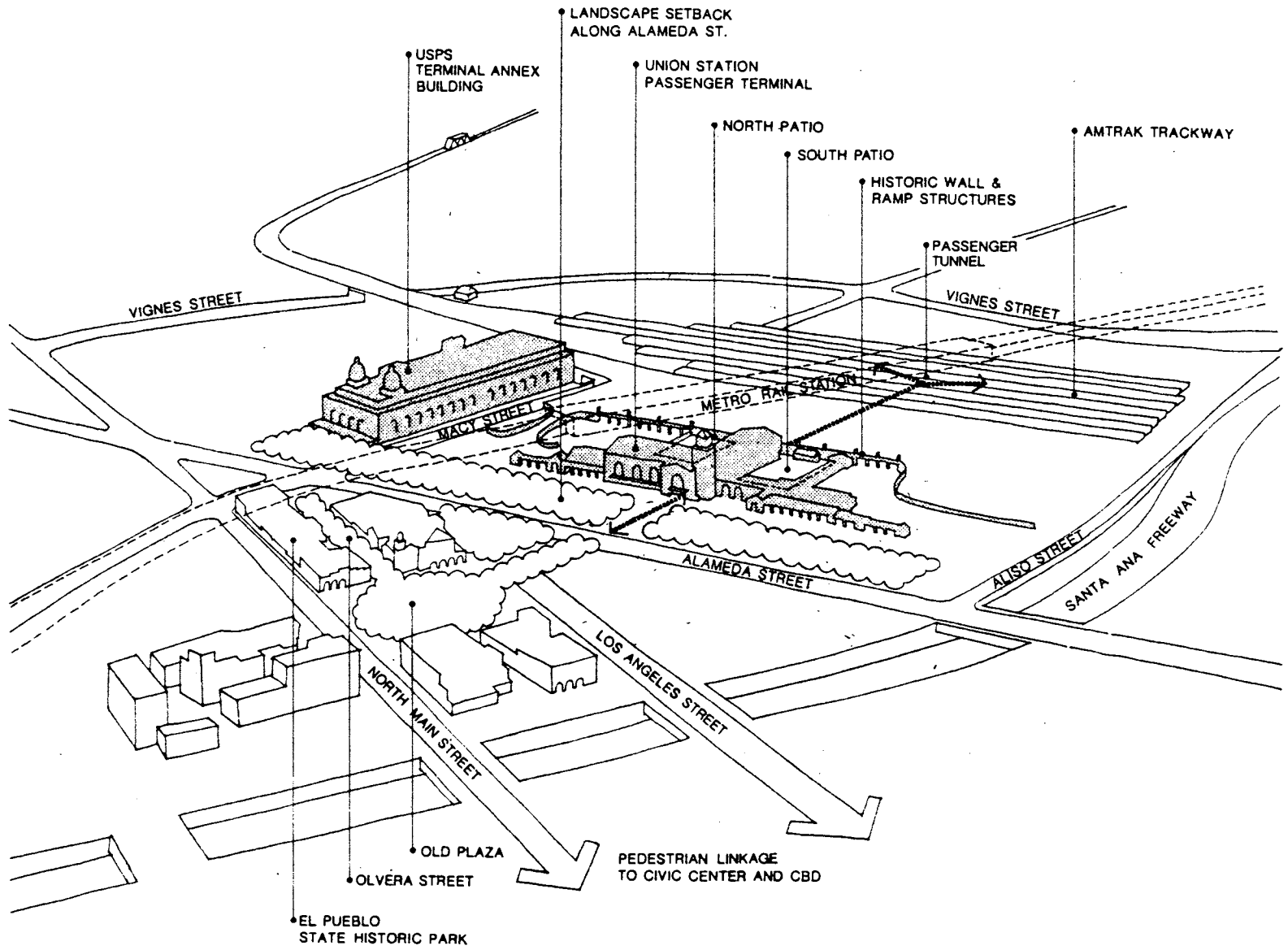


FIGURE 4
 KEY ELEMENTS OF THE SITE

The Union Station Passenger Terminal

The construction of Los Angeles Union Station was part of a nationwide trend toward the consolidation of railroad facilities at a single location. These projects were often conceived as an integral part of larger civic improvement efforts and, indeed, in Los Angeles, Union Station was planned as an extension of the City's new Civic Center, with early plans indicating a ceremonial mall connecting the two areas. The architectural treatment of the station was carefully considered by the City, which wanted it to express the region's unique qualities, including its Spanish heritage, its benign climate, and its mystique as the world's new motion picture capital.

The building that emerged was a brilliant affirmation of these goals; its style includes elements of California's Mission Revival architecture, with exotic splashes of Moorish and Art-Deco detailing. The front facade, set back from Alameda Street, creates a picturesque and glamorous "movie set-like" backdrop for the busy activities of a train station, while establishing a strong civic statement that is respectful of its surroundings.

Rather than a static form, Union Station is a dynamic and artful assemblage of vertical and horizontal elements, radiating out from its central tower. In addition to creating a strong east-west axial relationship with the Old Plaza of El Pueblo, the tower provides a visual focus for the north-south elevational composition. This composition is comprised of a series of volumes that provide a dramatic and clever transition from the monumental scale of a civic building to the human scale of a pedestrian. The grand Vestibule portico and Ticket Hall adjoining the central tower establishes a

strong monumental entrance, while the intermediate scale of the South Patio portico and the Restaurant and office wings creates a transition to the intimate scale of the arcade structures that extend beyond the main building mass to the southern and northern edges of the site. This reduction in scale and mass is taken even further with the art-deco light standards that accompany the pedestrian along the north-south walkway.

The overall effect of this composition is one of artful casualness; the building is not a closed and finite system of forms, but an open one that stretches out into the landscape. As a result, it is conceivable that, with considerable care, new additions could be made to the building without destroying the historical and architectural integrity of the building. For instance, low single-story structures could be introduced along the inside eastern edge of the arcades without altering the frontal profile of the building.

Another key factor that contributes to the unique quality of the Union Station terminal is its relationship to, and its inclusion of, the open spaces around and within it. As discussed, the surface parking lot along Alameda Street, with its lush Southern Californian landscaping, creates an essential and integral foreground to the building. The large north and south vehicular courts, defined by the curvilinear retaining wall and ramp structures, provide an appropriate open space separation between the pristine white forms of the terminal and the more utilitarian structures adjacent to the tracks. The North and South Patios are exterior rooms, each with their own unique characteristics, and each an integral extension of the terminal building.

This solid-void relationship of building mass to open space is as important to the preservation of the terminal's identity as the preservation of the facade. As a result, it is critical that the open space setback along Alameda Street be enhanced as a landscaped foreground to the building; that the vehicular courts continue to provide some open space relief for the buildings; and that the patios be preserved as intimate exterior rooms.

The experience of moving through the terminal building is one that is made up of distinctive contrasts. Upon entering the building, one leaves the bright Southern California sunshine to find a dark and shadowed interior that is punctuated with light from the patios and the skylight at the terminus of the Waiting Room. It is also a contrast of tall monumental rooms and intimate low spaces, as can be experienced between the Waiting Room and the Train Concourse. When entering the North Patio from the Waiting Room, one leaves the frenetic bustle of a railroad station for the quiet reflection of a garden. This collage of spatial experiences is a key part of the sensory enjoyment of the building and one that should be maintained in any rehabilitation effort.

The building's materials and detailing are also important in giving scale to both the interior and exterior. The tile roofs, the window mullions and grilles, the colorful ceramic treatment around openings, and the painted wainscot bands along the arcades create an intricate scale that reduces the monumetality of the building. In the interior of the terminal, the architectural detailing reduces the awesomeness of the spaces. For instance, the steel ceiling trusses of the Ticket Concourse are reduced in scale by taking on the appearance and span of wood; the effect is almost that of a

medieval banquet hall. Similarly, the ceramic wainscot at the perimeter of the main rooms lend detail and continuity throughout the terminal, and provide a comfortable human scale within the tall spaces.

The Retaining Wall and Ramp Structure

Although it was constructed after the terminal building, the retaining wall and ramp structure that separates the station from the track level above is an integral part of the overall composition. Its utilitarian simplicity provides a strong edge and contrast to the historic compound, and a good transition between the people-oriented activities of the station and the machine-like environment of the train platforms. The curvilinear form of the ramps embrace the historic building and accentuate the casualness and ease of the station environment, while the articulated system of bays and the corresponding light standards along the balustrades give the wall additional interest and detail.

In the redevelopment of the Union Station property, the ramp and retaining wall could continue to serve as a principal organizing element of the site. The linear space along the top of the wall, for instance, provides interesting views of the historic building and the downtown and could be enhanced as a pedestrian promenade. The simple construction of the wall and ramp offers the opportunity for some modifications to achieve more efficient circulation and site utilization, but such modifications should replicate and extend the original forms.

The East-West Pedestrian Axis

While the ramp and wall structures at the rear of the terminal provide a strong visual element for the historic buildings, the east-west pedestrian axis through the LAUPT site is an overriding functional one. This axis, which extends from the Old Plaza at El Pueblo to the at-grade passenger tunnel beneath the train platforms, provides an extremely clear pedestrian route and orienting element through the terminal complex. Commuters going to the trains circulate along this axis through the Vestibule, Waiting Room and Train Concourse to the passenger tunnel and platforms. Those arriving at the station by rail circulate along the passenger tunnel and are graciously diverted to the South Patio, a route that is parallel to the central axis, and that joins it again in front of the terminal building. This east-west sequence of interior and exterior spaces is important in ensuring direct and convenient access to the trains, as well as creating a unique pedestrian experience.

Amtrak Operations

Upon the completion of Union Station in 1939, passenger travel by rail had already reached its zenith. By the 1940's and 1950's, the advent of affordable commercial air travel and the increased ownership of private vehicles significantly reduced the demand for rail service. As a result, Union Station now handles one third the number of trains than it did when it opened in 1939. Currently, the station accommodates approximately 11 arrivals and departures each day, with 7 of these being short 5 to 6-car trains serving the well-traveled Los Angeles-San Diego route, and the remaining 4 trains serving longer destinations, including New Orleans, Chicago, Salt Lake City and Seattle.

As a result of declining ridership, the station facilities are seen as oversized for current operations. For example, Amtrak and Trailways use only a small portion of the 150-foot long ticket counter in the main concourse. Ticketing today is increasingly automated and travel agents play a significant role in ticket sales and distribution. In addition, the station facilities currently pose some operating inefficiencies for Amtrak, including: the separation of ticketing and baggage operations; long passenger walking distances; and the necessity to move baggage by cart through the north vehicular court to the ramp and tracks above.

Both the railroads and Amtrak have expressed interest in a new passenger facility that consolidates functions in a more efficient manner. The objective is to integrate ticketing with baggage drop-off, and to create a more direct system of transferring the baggage and passengers to the trains. Any future facility will continue to need drop-off space and parking (approximately 700 spaces), and staging for 7 to 8 feeder buses. While the relocation of Amtrak passenger facilities within the property is feasible and desirable, it will be important to maintain pedestrian access to, and the identity of, the station from Alameda Street.

The elevated track area, once used for both freight and passenger handling, is now exclusively in passenger operations, with Amtrak using only 8 of the 16 platforms. The trackway includes an inactive area approximately 350-feet deep between the edge of the retaining wall on the west and the first active passenger platform of Track 5. The remaining track area to the east (Tracks 5 through 14) will remain in active use for the foreseeable future.

Development opportunities exist in the inactive track area, and in the air rights above the active trackway. A minimum clearance of 21 feet must be provided for train access.

The Terminal Annex Building

The Los Angeles Terminal Annex Post Office was designed in a Mission Revival style, complementing the architectural vocabulary of Union Station, and creating a cohesive grouping oriented to Alameda Street and El Pueblo de Los Angeles. Like Union Station, the structure is set back from Alameda Street within a lushly landscaped foreground. The building has a definite front and back. The south and west facades, oriented to Macy and Alameda Streets and to the Civic Center beyond, are highly articulated, with well-composed arched openings and a denticulated entablature punctuated with urns; these facades are further enhanced by the two domes on top of the structure that create an attractive silhouette, and that reinforce the civic identity of the building. The north and east elevations are more reflective of the building's functional and industrial character, and have little of the architectural detail of the Alameda and Macy Street facades. A large annex connected to the north facade was constructed in the 1960's and has no architectural or historical significance.

Like the facades of the building, the interiors of the Terminal Annex reflect both the civic and functional roles of the post office facility. The distinctive L-shaped lobby along Macy and Alameda Streets is typical of many California post offices of this era, with large "Socialist-Realist" murals, vaulted ceilings, and richly detailed and articulated floor and wall materials. As the only publicly-accessible area within the Terminal Annex

building, the lobby is its only significant interior space, and one that is an important part of the building's identity. Because the remaining portions of the building have served primarily for the sorting and distribution of mail, they are largely undistinguished.

The rehabilitation of the Terminal Annex building will involve the preservation of the historic south and west facades and the interior lobby. In addition, the visual setting of the building in relation to Union Station and to Alameda Street is an important factor that will require consideration in the redevelopment of the property.

The 5-story, 450,000 square foot building offers attractive reuse opportunities. While the concrete flat slab structure, with its 28-foot structural grid of mushroom columns and its 18-foot floor-to-floor dimensions, makes it versatile for a range of reuse options, the configuration and size of the floor plates will require the construction of light courts or atriums within the building if it is rehabilitated for commercial office use. These modifications could be achieved without altering the historic appearance or silhouette of the building from the south and west.

USPS Operations

The Terminal Annex facility has served as the central postal distribution center for Los Angeles since its completion in the early 1940's. As such, it is the point of entry for all mail arriving in Los Angeles and the central sorting and distribution point for the region. The facility is also the only post office in the city that provides 24-hour counter service.

The Terminal Annex facility's adjacency to Union Station reflected the dominance of rail in postal distribution, prior to the development of the interstate highway system and the more extensive use of air mail. Because rail is no longer a primary mode for the movement of the mail, the Postal Service is in the process of relocating the central distribution function of the Terminal Annex facility to a suburban location, with improved highway and airport access. It is the USPS's intention, however, to maintain a branch post office within the Terminal Annex building and to continue to offer 24-hour retail service. As a result, the Terminal Annex building will maintain its civic identity as the main post office within the downtown.

The requirements of the branch post office include a building area of approximately 50,000 square feet and provision for approximately 200 parking spaces for customers, employees and company vehicles, as well as loading facilities for up to 8 trucks. The ground floor area of the Terminal Annex building, with its grand public lobby and murals, presents an ideal opportunity for reuse as a branch post office, with the adjacent parking and loading areas adapted to meet the program requirements.

Both Union Station and the Terminal Annex postal facility have played an important role in the life of downtown Los Angeles, and together have created a cohesive and memorable district within the city. The unique architectural character of the buildings and the adjacent El Pueblo de Los Angeles create a harmonious district that is representative of both the city's early Spanish heritage and its civic architecture of the 1930's. The Terminal Annex post office building and the Union Station terminal are important civic landmarks which, for many years, gave this part of the city a vibrant 24-hour

environment, while providing essential public services of transportation and postal distribution.

With the decline of passenger rail service, the relocation of the city's regional postal facility to a more suburban location, and the isolation of the site from the downtown by the freeway system, the Union Station area has become largely underutilized relative to the nearby central business district. However, with the construction of the Metro Rail system underway, and other transit improvements under consideration, there is great potential for this area to once again play a key role within the downtown and the region. The plan recognizes this potential and envisions the Union Station area as a principal gateway to downtown Los Angeles, serving as a transfer point for all major transit modes, and as a thriving commercial, recreational and cultural sub-center of activity.

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3. URBAN DESIGN CONCEPT

Both Union Station and the Terminal Annex post office have played an important role in the life of downtown Los Angeles, and together have created a cohesive and memorable district within the city. The unique architectural character of the buildings and the adjacent El Pueblo de Los Angeles create a harmonious district, representative of both the city's early Spanish heritage and its emergence as a major urban center in the 1930's. The Terminal Annex post office and the Union Station are important civic landmarks which, for many years, gave this part of the city a vibrant 24-hour environment, while providing essential public services of transportation and postal distribution.

With the decline of passenger rail travel, the relocation of the city's regional postal facility to a more suburban location, and the construction of the Santa Ana Freeway adjacent to the property, the Union Station area has become largely underutilized and further removed from the activities and life of the downtown. However, with the construction of the Metro Rail system now underway, and other transit improvements under consideration, there is great potential for this area to once again play a key role within the downtown and the region.

The establishment of Union Station as a major transportation hub within the region also provides the opportunity to include other activities on the site that build on the unique features of the area and that create an exciting and diverse environment. Rather than a single-purpose facility that people pass through on their way to other places, the Union Station area is envisioned as an attractive destination in itself, one that reestablishes

the site's civic identity within the downtown, and one that is supportive of the activities around it.

This vision for the Union Station area is guided by four key objectives: the reinforcement of the site's civic role and identity; the creation of an integrated development with strong links to the downtown and surrounding activities; the preservation and enhancement of the site's unique resources; and the reinforcement of the site as a major transportation center that will serve the region well into the 21st century.

Reinforcing the Site's Civic Role and Identity

The maintenance of transportation and postal service within the Union Station and Terminal Annex facilities is essential, for these uses provide important continuity with the past and ensure the site's continued identity as a civic destination within the downtown and region. A key objective of the plan is to complement these activities with other priority uses that reinforce this civic identity, and that enhance the site as an attractive public destination. The plan calls for a diverse activity program of cultural, entertainment, retail and commercial uses that are attractive to a wide segment of the population, and that can ensure an active day and nighttime environment.

A major component of this activity program will be a festival marketplace located within and around the Union Station passenger terminal. The cafes and shops of this marketplace will be highly complementary to the historic building with its grand rooms and open spaces, and will help to recreate the hustle and bustle that was once so much a part of the train station environment. Like many that

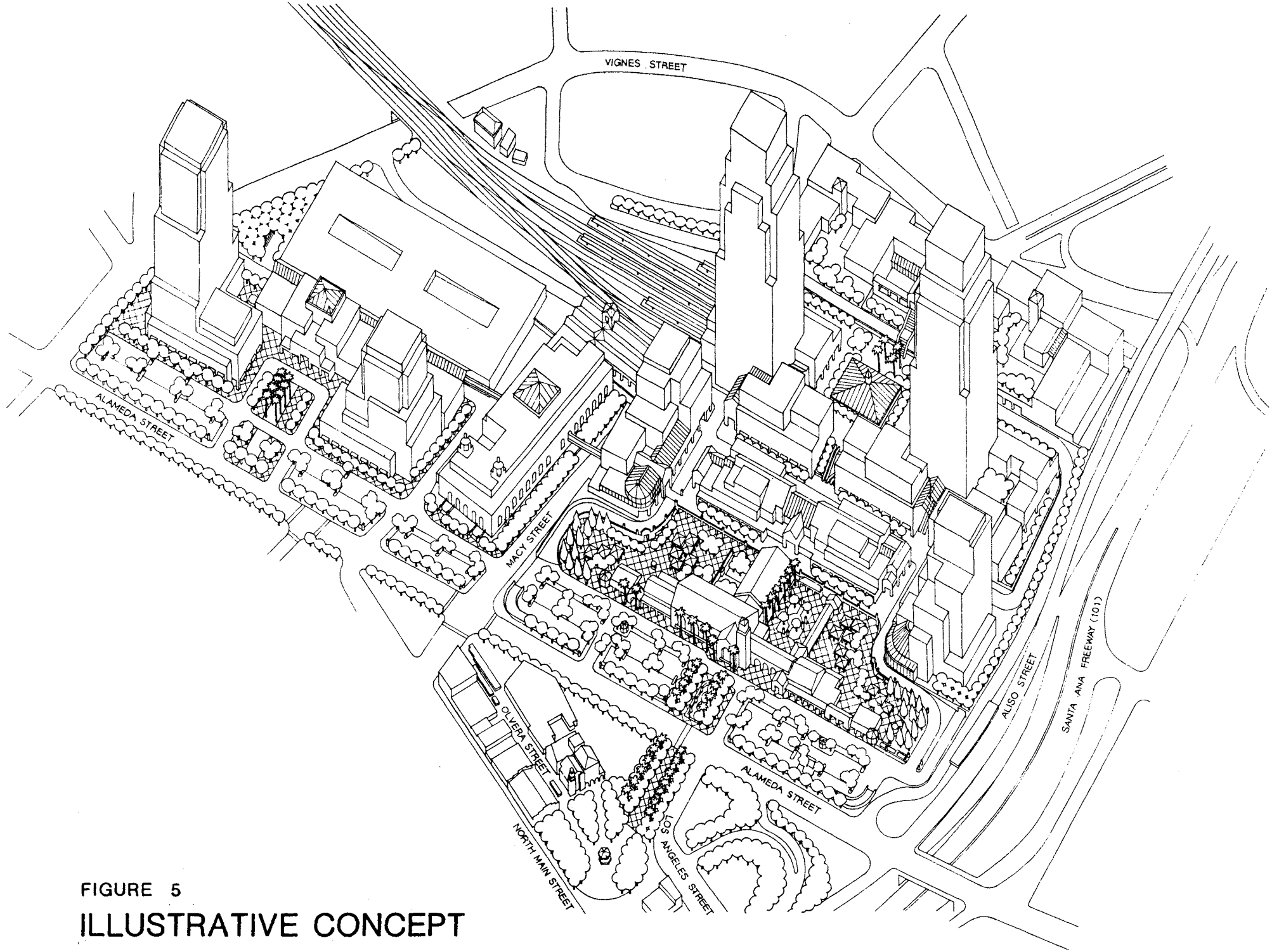


FIGURE 5
ILLUSTRATIVE CONCEPT

have been developed around the country, this festival marketplace will be an important component in the revitalization of this part of the city, and is seen as an activity that will be very supportive of existing visitor attractions in the area, including El Pueblo and Chinatown.

Like the recent redevelopment of Union Station in St. Louis, the inclusion of a festival marketplace within and around the terminal building will also ensure a viable reuse of the historic structure, and its ongoing maintenance and preservation as an important landmark within the city. In turn, the historic building will provide the marketplace with a strong identity that will be a critical component of its success and the success of other uses on the site. The ongoing role of the Union Station terminal as the "front door" for transit and transportation activities on the site is one that is extremely complementary to the notion of a festival marketplace, and one that will attract a diverse range of visitors to the area.

In addition to the commercial-recreational activities of the festival marketplace, cultural and educational attractions will be an important part of the development's activity program, and will further enhance the site's role as a public destination. The distribution of these uses throughout the project area will also help to create activity linkages between the various development components. For instance, the location of a Railroad Museum, that chronicles the history of passenger rail travel at Union Station, on rail spurs between the USPS and LAUPT sites will provide an attractive destination on this more remote part of the site and create an important linkage between the two properties. Similarly, the potential rehabilitation of a portion of the Terminal Annex for the Los

Angeles Children's Museum's new home would enhance the public use of this historic building and create a major destination at the USPS site.

In addition to these cultural facilities, the site has great potential for exhibition and meeting facilities that would serve the city's growing importance as an international center of business and trade. The large development sites and the international diversity of the area make these activities particularly appropriate to the Union Station project area.

Hotels are seen as a highly attractive use that will further enhance the day and nighttime activity of the project area, and that will serve the increasing number of people that will visit the attractions of Union Station, El Pueblo, Chinatown and the downtown. The development of a hotel in close proximity to the Union Station terminal and to the festival marketplace will serve as an important activity generator. The plan recognizes the potential for the grand rooms of the terminal building to be transformed into a hotel lobby and lounge that would provide a major public interior space for the city as well as the hotel development.

Because of its high levels of accessibility, and its role as a regional transportation hub, the Union Station area is also envisioned as a major employment center for the region. As the largest assembly of undeveloped land in close proximity to downtown Los Angeles, the site is an attractive location for secondary and support office uses. The plan proposes a total office development of approximately 6.5 million square feet, to be developed over the next 30 years. As such, this new

urban center will provide an alternative to existing regional centers including Century City (7.1 msf), the Miracle Mile/Mid-Wilshire corridor (12 msf), and Pasadena (4.7 msf). The diverse mixture of employees, tourists and commuters will also create a viable and active urban district at this important gateway location in downtown Los Angeles.

Creating an Integrated Development With Strong Linkages to the Surrounding Area

The Union Station area is a relatively isolated site, separated from downtown by the Santa Ana Freeway and from areas to the east by a vast warehouse and industrial district. The USPS and LAUPT properties are large underutilized areas with little physical connection to one another. An important objective for the redevelopment of the Union Station area is to forge stronger links to the downtown and the adjacent areas of El Pueblo, the Civic Center and Chinatown.

Further, the objective is to create a system of linkages within the large project area that will provide an intricate network of activities as an extension and enhancement of the overall urban fabric of the area. This network of activities will provide a rich and diverse pedestrian environment, with concentrations of intense activity contrasted with places of reflection and repose; the network will also ensure a continuity and clarity of movement, with sufficient interest along its length and attractive destinations. It is this pattern of movement and network of activities that will make the Union Station development an exciting place to work and visit.

The existing Union Station site already possesses the skeleton of this movement system. The principal east-west axis through the terminal building and beyond to the passenger tunnel and train platforms is a major corridor of movement for commuters going to and from their workplaces in the Civic Center and downtown. The redevelopment plan calls for the reinforcement of this spine as the primary pedestrian linkage within the development and to the activities of El Pueblo and Olvera Street. It is envisioned not only as a convenient route for commuters, but as a diverse system of interior and exterior open spaces that will accommodate a wide range of activities and attract a wide range of users.

For instance, the visitor crossing Alameda Street from El Pueblo will find a palm-lined gateway plaza that will provide a distinctive foreground to the historic terminal building and an area for spontaneous events, such as art festivals and concerts. Upon entering the terminal building, one could find a big-band tea dance in the grand ballroom of the Ticket Concourse, enjoy a fine meal in the art-deco restaurant, relax over a drink in the grand lobby of the Waiting Room, or catch a quick snack in one of the cafes along the South Patio. Proceeding further east along this central axis beyond the historic terminal, the pedestrian would enter into a large atrium space surrounded by retail activities of the festival marketplace.

By means of a grand stair and escalator within this space, this visitor could ascend to the promenade level above or, if she chose to remain on the ground floor, could proceed by way of the passenger tunnel to the Metro Rail portal, Amtrak terminal, or the bus terminal and parking garage at the rear

of the site. This east-west axis of pedestrian-oriented spaces would also continue along the upper levels of the development and terminate within the air rights development over the railroad tracks. Here, a large garden space interrupted by a lacey glass structure, reminiscent of the great European train sheds, would provide a comfortable place to sit in the sun and an interesting overlook to the train platforms below.

Along the track level balustrade of the retaining wall structure overlooking the patios and courts of the historic terminal and the downtown skyline beyond, a pedestrian esplanade lined with cafes and shops will connect the northern and southern atriums of the festival marketplace. These multi-leveled retail atriums will provide a major focus of activity along the promenade and an escalator connection to the marketplace below. Below the promenade and along the historic retaining wall structure, a continuous arcade of shops and restaurants will reinforce this north-south movement axis at the ground level and provide a covered pedestrian connection between the north and south retail courts.

The plan recognizes the potential to extend the pedestrian promenade from the LAUPT site to the Terminal Annex development across Macy Street by means of a pedestrian bridge. This bridge would provide a strong linkage between the two properties, allowing people visiting the rehabilitated Terminal Annex building to flow naturally into the festival marketplace at the Union Station. Such a bridge would also offer the opportunity to extend this north-south pedestrian axis further north to the other development components of the USPS site and to the major parking garage and, by so doing,

to further integrate the activities of the two projects.

In addition to these east-west and north-south pedestrian axes that provide the principal organizational structure to the development, an overlaying network of walkways and open spaces will provide additional linkages within the development and to surrounding areas. For instance, the pedestrian system of the USPS development will extend across Alameda Street to Chinatown, and across Macy and Alameda Streets to the Olvera Street marketplace.

This overall network of pedestrian ways and open spaces will provide the principal framework for a cohesive and integrated Union Station development that will become a natural extension of the surrounding urban activities and fabric.

The Preservation and Enhancement of the Site's Unique Resources

The unique architectural resources of the Union Station and Terminal Annex buildings, and the views of these historic structures from the south and the west, provide the site with its principal identity. A major objective for the redevelopment of the Union Station area is to preserve and enhance this unique identity, by maintaining the visual qualities of the historic grouping, and by preserving the buildings as excellent examples of their period and as viable and meaningful places within the city today.

The lushly landscaped foreground of the Union Station and Terminal Annex buildings contributes significantly to the civic identity and historic setting of the buildings and of the area as a

whole. The plan calls for the preservation and improvement of this setback area and its extension as a well-landscaped boulevard edge along the length of Alameda Street. This setback will also create visual continuity between the USPS and LAUPT properties and will ensure that new development has a background, rather than foreground, relationship with the historic buildings.

The preservation of the front elevations and their unique silhouettes is also a very important part of maintaining the historic integrity of the buildings and the civic identity of the site. The plan calls for the west elevation of Union Station and the south and west facades of the Terminal Annex to be preserved and restored to their original condition. The plan also calls for new development on both sites to be stepped back from the Union Station and Terminal Annex buildings to create an appropriate scale transition and to maintain the predominant foreground presence of the historic structures, as they are viewed from the south and west.

On the LAUPT site, the first major increment of new development will be located behind the retaining wall and ramps, in order to create an appropriate setback from the historic structure and to maintain the open space relationship between the wall and the terminal building. In addition, development along the east-west axis of Union Station will step back in height, from 7 floors along the pedestrian esplanade to a maximum of 10 floors behind. Tower buildings will be placed in locations that will have the least impact on the main frontal view of the station building, and on its relationship with the Terminal Annex. For instance, a 23-floor tower along the Santa Ana Freeway and two 55-story structures on the trackway air rights toward the rear of the site will be well removed from the Union Sta-

tion building, and will create a compatible and distinctive backdrop, symbolic of the site's new role and identity within the downtown.

On the USPS site, new buildings will be designed to extend the cornice line of the Terminal Annex building along the Alameda Street frontage, and to step up in height as development proceeds away from the historic structure. Two major tower developments are foreseen: a 20-floor building north of the Terminal Annex building, and a second one of 40 stories along Vignes Street. Like the LAUPT towers, these buildings will be designed as attractive backdrops to their historic counterpart.

Finally, the preservation of the Union Station and Terminal Annex buildings as viable civic landmarks is a paramount objective of the redevelopment plan. Rather than preserving the buildings as empty shells of a bygone era, the challenge of preservation in this case is to ensure a strong continuity with the past, while providing new activities that can restore life, meaning and viability to the structures.

The Union Station Passenger Terminal will no longer serve as a bustling railroad station, but many of its original qualities can be restored with the introduction of active people-oriented uses that are compatible with the grand interior spaces and that maintain the principal spatial relationships of the building. A festival marketplace and a hotel public lobby and lounge will achieve these objectives and ensure the ongoing maintenance and upkeep of the facility. In order to adapt to its new role as a marketplace, the plan identifies potential modifications that could be made to the rear of the terminal building to ensure an active environment and to foster new linkages. These

include the addition of low retail structures along the freestanding arcades of the building, and the introduction of retail pavilions within the north and south vehicular courts. Such modifications will require careful treatment and will need to be developed in close conjunction with the State Historical Preservation Office.

The Terminal Annex building will continue to serve as the main branch post office within the downtown, but its sorting and distribution functions can now be replaced with a variety of activities that will attract increased numbers of people to the site. The building is envisioned as an attractive office and commercial environment, as well as the site for a major cultural attraction such as the Los Angeles Children's Museum. While the south and west facades of the building will be preserved, the north and east elevations will allow modifications to enhance the levels of natural light and to increase the efficiency of the large floor plates. The proposed pedestrian bridge between the south elevation of the building and the Union Station development will require careful treatment to preserve the historic identity and integrity of the structure.

Reinforcing the Site as a Major Transportation Center

The Union Station site offers the City of Los Angeles a major opportunity to create a regional transportation center, comprised of Amtrak inter-city rail, Metro Rail subway service, and a coordinated system of inter-city and city bus service. In addition, the potential of Union Station to serve as a terminus for a regional light rail transit network is one that is highly attractive. A principal goal for the redevelopment of the Union

Station area is to reinforce the role of the site as an efficient transportation transfer center that can satisfy current and projected transit needs for many years to come.

In order to achieve this concept, the plan envisions the creation of a modern transportation facility at the rear of the LAUPT site. This facility will be designed to provide the most efficient and convenient linkages between all modes of transit and with the pedestrian network of the development. The facility will also include a significant parking component that will, in addition to serving the development, provide intercept parking for transit users.

The east-west passenger tunnel through the LAUPT site will provide the major pedestrian spine for commuters accessing transit or transferring between modes. The Amtrak platforms will continue to be reached from this spine, as will the Metro Rail system, from portals at either end of the tunnel. An escalator and elevator core at the eastern terminus of the tunnel will provide direct access to the main Amtrak ticketing and baggage facility at track level and to the parking structure above. Also, at the eastern terminus of the passenger tunnel, beneath the parking structure and Amtrak facility, will be a major bus terminal serving RTD, Amtrak and Trailways patrons. Those arriving at the site by car will be able to enter the transportation and parking facility directly from the Santa Ana Freeway at Vignes and Ramirez Streets, or from an additional road at trackway level entering the site at Vignes and Bauchet Streets. This latter roadway will also provide for passenger drop-off adjacent to the Amtrak ticketing and baggage facility.

This integrated system of transit, parking, pedestrian and vehicular linkages will function as a highly efficient transportation center, where passengers will be able to transfer quickly from one mode to another. However, the plan also recognizes the importance of creating an attractive environment that will offer opportunities for people to take advantage of the activities of the site, and to walk through the development to tourist and employment destinations beyond the project area. The rich pedestrian network of interior and exterior open spaces and walkways, and the interconnected program of activities, throughout the complex will provide commuters with numerous ways of reaching their desired destinations, and many opportunities to stop along the way.

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4. FRAMEWORK FOR DEVELOPMENT

Although the completion of the Union Station redevelopment will take many years to be realized, it is critical that the project evolve within a comprehensive planning framework. This framework must provide an overall organizing structure that ensures that public objectives are met and that the private development of the site will result in a cohesive whole, rather than a series of independent parcels. The framework must ensure that desired pedestrian linkages within the project and adjacent areas are achieved, that existing and anticipated transit operations can be accommodated on the site, and that automobiles and service vehicles can efficiently circulate to and through the development.

This section outlines this overall framework for development, including a description of the pedestrian circulation system, transit operations, and site access and vehicular circulation.

4.1 PEDESTRIAN CIRCULATION

As a mixed-use development and a regional transit hub within the downtown, efficient and understandable pedestrian movement through the Union Station development and to major commuter and visitor destinations (i.e., El Pueblo, Civic Center, downtown) is critical. It is also critical that the experience of walking through the Union Station development be an enjoyable one, with a diversity of activities along the way and a variety of spatial experiences.

Figure 7 illustrates the planned pedestrian circulation system for the redevelopment of the Union Station area, and the sequence of activity nodes that are envisioned within it. The system repre-

sents a hierarchical network of public walkways, open spaces and interior spaces that integrate the entire project area along a principal east-west and north-south axis.

The Principal East-West Pedestrian Axis

The east-west axis of the Union Station passenger terminal is the central spine of the pedestrian circulation network. This movement corridor will function at several levels to link parking and transit facilities with other development components, and will reinforce the existing linkage between Union Station, El Pueblo and the Civic Center.

At the +0-foot grade level, this spine will terminate at the Old Plaza of El Pueblo and connect to an improved plaza space in front of the Union Station building. Through the realignment of the Alameda-Los Angeles Street intersection, the pedestrian crossing will be made safer, more attractive and direct. Pedestrians will continue to have two ways of circulating through the terminal building to the passenger tunnel, by way of the South Patio or through the grand interior spaces of the Union Station Vestibule and Waiting Room, both of which will offer a diversity of activities including restaurants, exhibits and entertainment. Immediately east of the historic terminal building, a multi-leveled atrium space will provide a vertical connection to the upper promenade and the activities on the +15-foot level, and will connect to the major north-south pedestrian route through the festival marketplace.

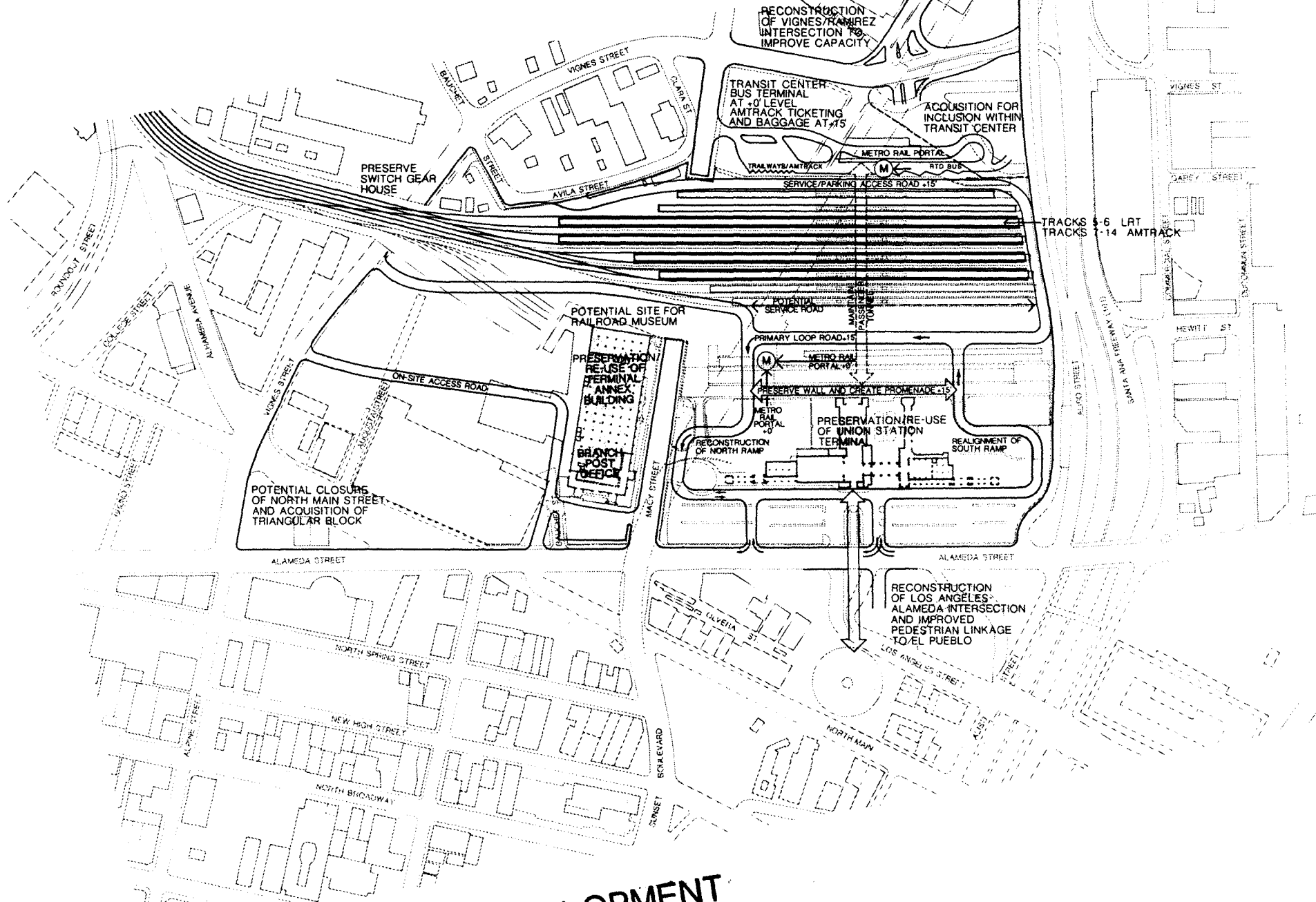


FIGURE 6
FRAMEWORK FOR DEVELOPMENT

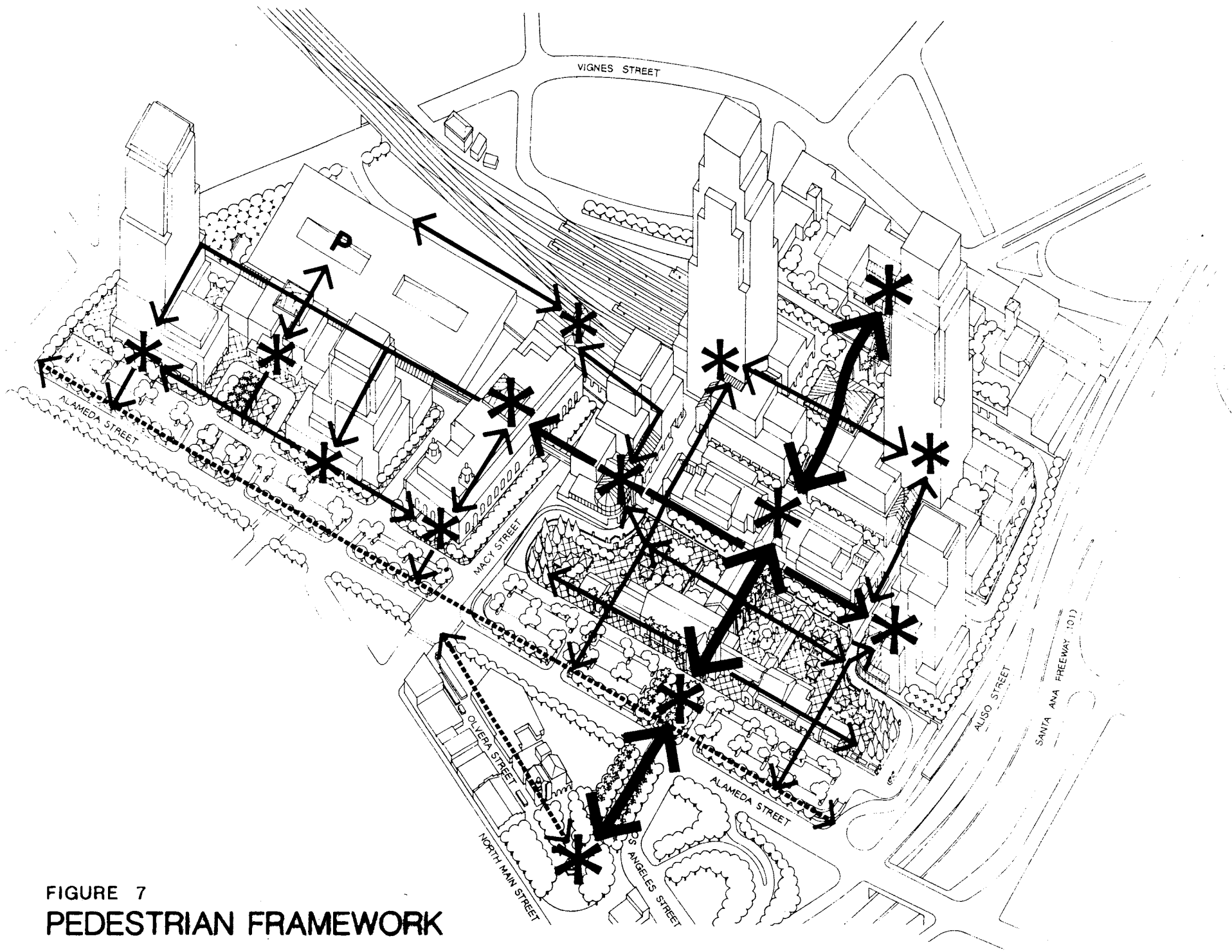


FIGURE 7
PEDESTRIAN FRAMEWORK

Proceeding east from the atrium space at grade level into the existing passenger tunnel, this central pedestrian spine will provide direct connections to each of the major transit modes planned for the site: one will be able to descend to the Metro Rail system through portals located at the western and eastern ends of the tunnel; passengers will be able to circulate to the planned light rail transit and Amtrak platforms by means of the existing ramp system; and the RTD, Trailways and Amtrak bus terminals will be located at the eastern end of the tunnel. At this terminus point, commuters will be able to take an escalator to the Amtrak ticketing and baggage terminal one level above, or an elevator to the multi-leveled parking garage.

As illustrated on the cross section of Figure 12, this central pedestrian spine will also function at upper levels of the project, by linking the development and open space above the parking garage and the +46 podium level with the promenade level and the activities of the festival marketplace and the historic passenger terminal.

The Principal North-South Pedestrian Axis

The continuity of commercial-recreational activities between the north and south vehicular courts of Union Station, and the integration of the LAUPT and USPS developments, depends to a great extent on the development of a strong north-south pedestrian axis through the project area.

Within the LAUPT site, this axis will be provided on both the +0 and +15-foot levels, providing a two-tiered system of pedestrian circulation that will connect the north and south phases of the festival marketplace with the mixed-use activities above. At grade level, this north-south axis will

be defined by the existing retaining wall structure, which will provide an arcaded and active streetscape frontage. At the +15-foot level, a continuous exterior promenade along the balustrade of the historic retaining wall will provide overlooks to the activities below, and an active esplanade of cafes and shops. The location of multi-leveled retail atrium spaces at each end of the arcade and promenade walkways will provide for vertical access between the two levels and create interesting anchors and nodes of activity.

It is recommended that this north-south pedestrian axis be extended at the +15-foot level over Macy Street to connect to activities within the rehabilitated Terminal Annex building (e.g., Children's Museum, trade mart, etc.), and beyond to the major parking and development components planned for the USPS site. Such a connection would create a strong pedestrian and market linkage between the two properties and increase opportunities for shared parking. The design of a pedestrian bridge, however, must be undertaken with the utmost care to ensure compatibility with the Terminal Annex structure and compliance with standards and guidelines for its historic rehabilitation. An additional north-south linkage between the USPS and LAUPT properties could be created at the rear of the Terminal Annex structure; the development of a railroad museum at this location would significantly enhance such a connection by promoting the area as an attractive destination.

Secondary Pedestrian Network

In addition to these principal axes, a secondary grid of pedestrian circulation is proposed for the development. On the LAUPT property, two east-west walkways will flank the central pedestrian spine

and provide access between Alameda Street, through the north and south portals of the Union Station terminal to the activities of the festival marketplace. The northernmost of these two sub-axes will also provide a direct connection to the planned Metro Rail portal beneath the retaining wall structure. Along the front of the Union Station building, pedestrians will continue to circulate beneath the arcade structures, which will be activated by the addition of new retail and restaurant uses. Along the rear of the terminal building, additional north-south pedestrian circulation will be encouraged through newly-created open spaces within the vehicular courts that will connect to the patio spaces and the Waiting Room within the terminal.

On the USPS site, development north of the Terminal Annex building will be set back to correspond with the facade of the historic building, and to create a continuous north-south walkway along the edge of the buildings. Building entries along this walkway will provide activity nodes and opportunities for east-west linkages to the parking structure behind. A key linkage between the USPS development and Chinatown across Alameda Street will be provided in the vicinity of Ord Street and North Main Street.

Along the Alameda Street frontage of the project area, the sidewalk will be widened as part of the effort to enhance the street as a major boulevard within the downtown, and to create a generously landscaped open space identity for the Union Station development.

4.2 TRANSIT OPERATIONS

A key objective for the redevelopment of Union Station is to enhance the site's role as a regional transportation hub for downtown Los Angeles, and to

maximize the convenient interface between a wide range of transit modes. An employee arriving at the site by Amtrak, for instance, should be able to transfer directly to the RTD system, to light rail transit, or to Metro Rail. If this employee's destination is within the project area or nearby (e.g., the Civic Center), he or she should also be able to walk directly there, by means of the pedestrian system of walkways and open spaces discussed above.

Figure 8 illustrates the principal transit modes that must be incorporated within the development and their relationship to one another. The plan calls for the creation of a transportation center at the rear of the site, where these transit modes intersect with a major parking facility, and where the most convenient interchange of passengers can take place. The transportation facility would be located at the terminus of the at-grade passenger tunnel and provide direct linkages to other project components, and to El Pueblo and the Civic Center, along the central pedestrian spine of the development.

Amtrak

It is important that the Union Station site maintain and enhance its historic role as the passenger train terminus for the city of Los Angeles. The present passenger facilities within the main terminal building, however, far exceed space requirements for Amtrak operations; a new facility would offer the opportunity to improve the efficiency of passenger and baggage handling, and to create a stronger link with other transit modes planned and existing on the site. In addition, the number of tracks presently devoted to Amtrak operations exceed existing and projected demand. The plan

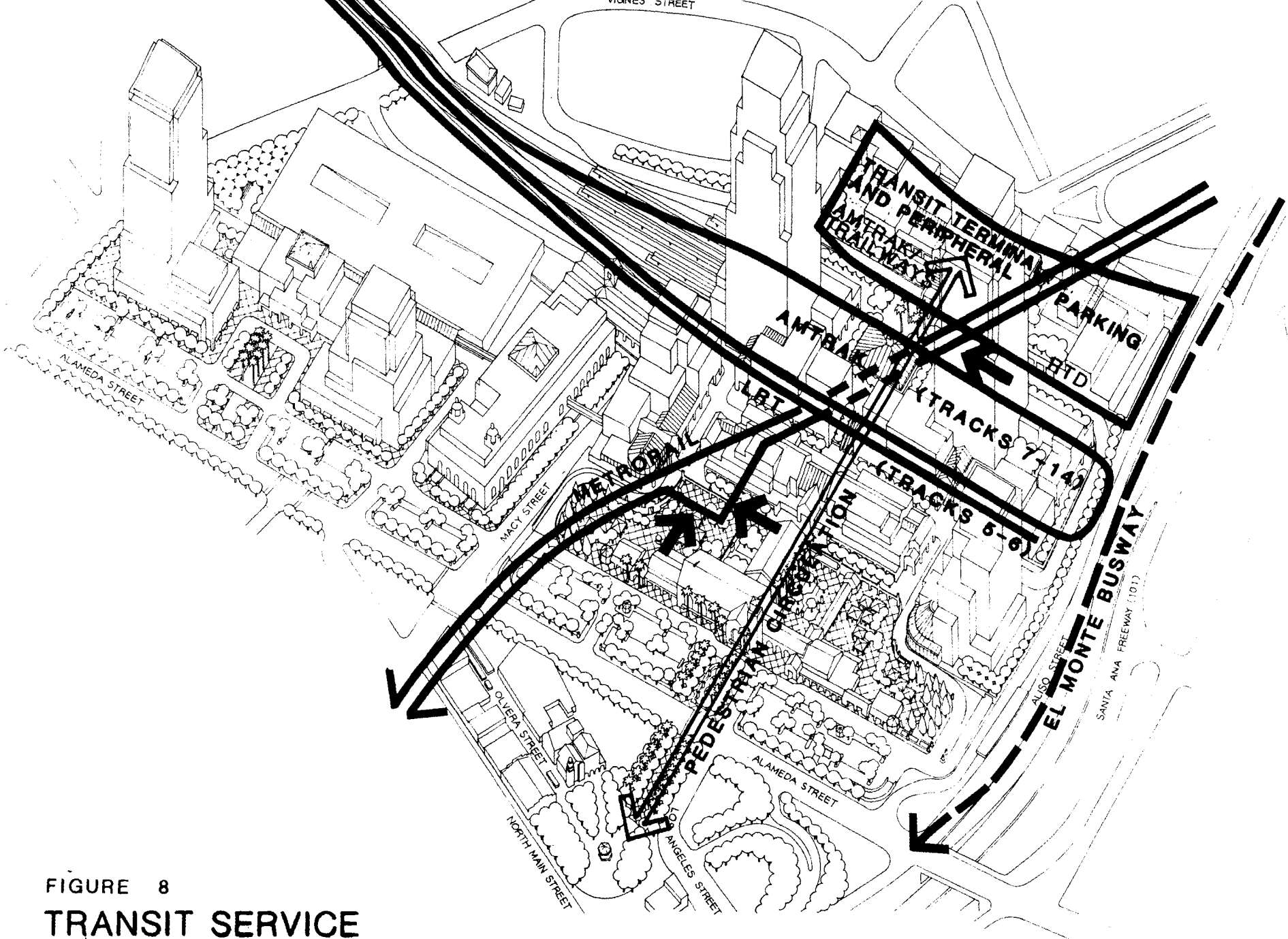


FIGURE 8
 TRANSIT SERVICE

proposes that Tracks 7 through 14 be utilized for Amtrak operations, and that Tracks 5 and 6 be reserved for future LRT use.

The plan also calls for the relocation of Amtrak passenger facilities to the proposed transportation center at the rear of the site. As illustrated in Figure 12, the Amtrak ticketing and baggage facility would be located at track level within the transportation center, and would have direct vehicular and service access along a raised (+15 foot) roadway and from the adjacent parking structure. Commuters arriving or departing the station by foot would still be able to reach the trains by circulating through the terminal building or South Patio to the passenger tunnel and, as a result, the Alameda Street identity of Union Station as a train terminal would be maintained. Remote ticketing machines or kiosks located along major commuter paths (e.g., the South Patio) would provide pedestrians with a convenient alternative to the main ticketing facility.

Light Rail Transit

Current regional transit concepts under study by the LACTC and other agencies propose a network of light rail transit lines that will link Burbank, the San Fernando Valley, Pasadena, and Santa Monica with the downtown. Because of its position on the railroad right-of-way, and because of its emergence as a key downtown transportation node, Union Station would be an ideal LRT terminus and interchange, particularly for the Burbank and Pasadena lines. In order to accommodate this concept, the plan reserves two tracks (Tracks 5 and 6) for future LRT service.

Metro Rail

The development of a rapid transit system, extending westward from Union Station through downtown Los Angeles and the Wilshire Corridor to a terminus in North Hollywood, has been planned by the Southern California Rapid Transit District (SCRTD). The initial 4.4-mile segment of this 18-mile system, which has received funding, will provide service from Union Station to Alvarado and Wilshire with three intermediate stations in downtown Los Angeles. Construction of this first phase is scheduled to commence in early 1987, with ultimate completion targeted for 1992.

Figure 8 illustrates the alignment of the Metro Rail tunnel and station through the LAUPT site, and indicates the planned pedestrian portal locations. These portals have been carefully positioned in order to provide the most convenient access and interchange within the project's overall system of pedestrian movement. As indicated, pedestrians would be able to enter the subway system at three locations: from the at-grade passenger tunnel along the central pedestrian spine of the project; from the north court of the proposed festival marketplace; and from the transportation center at the rear of the site. These portal locations will provide direct pedestrian linkages to Alameda Street, as well as to other transit modes and the project's major parking facilities.

The construction of Metro Rail will be a major site development constraint, since the northern portion of the LAUPT site will be used as a construction staging area, and since portions of the tracks will have to be temporarily removed for the cut and cover construction of the station. As a result, it is anticipated that the first phases of the Union

Station development (i.e., the festival marketplace) will be opened simultaneous with the completion of heavy construction on the site.

Bus Transfer Terminal

SCR TD has proposed plans for a bus terminal at the rear of the LAUPT site to facilitate transfers between RTD feeder bus service and the Metro Rail system. This transfer will provide a primary source of Metro Rail ridership at the LAUPT site.

As discussed, the redevelopment plan for Union Station proposes that this facility be made part of a more comprehensive transportation center that would include a major parking facility, with linkages to Amtrak rail and a future LRT system. Within this concept, the bus terminal, located at-grade and bounded by Macy Street, Vignes Street and the Santa Ana Freeway, would accommodate RTD, Trailways and Amtrak buses. Principal bus access to, and egress from, this terminal would be from Macy Street immediately east of the roadway tunnel, with an additional linkage to the El Monte Busway. The location of this terminal in close proximity to parking, the east-west pedestrian tunnel, and to the other transit modes will promote convenient access and interchange of passengers.

4.3 ON-SITE VEHICULAR CIRCULATION AND ACCESS

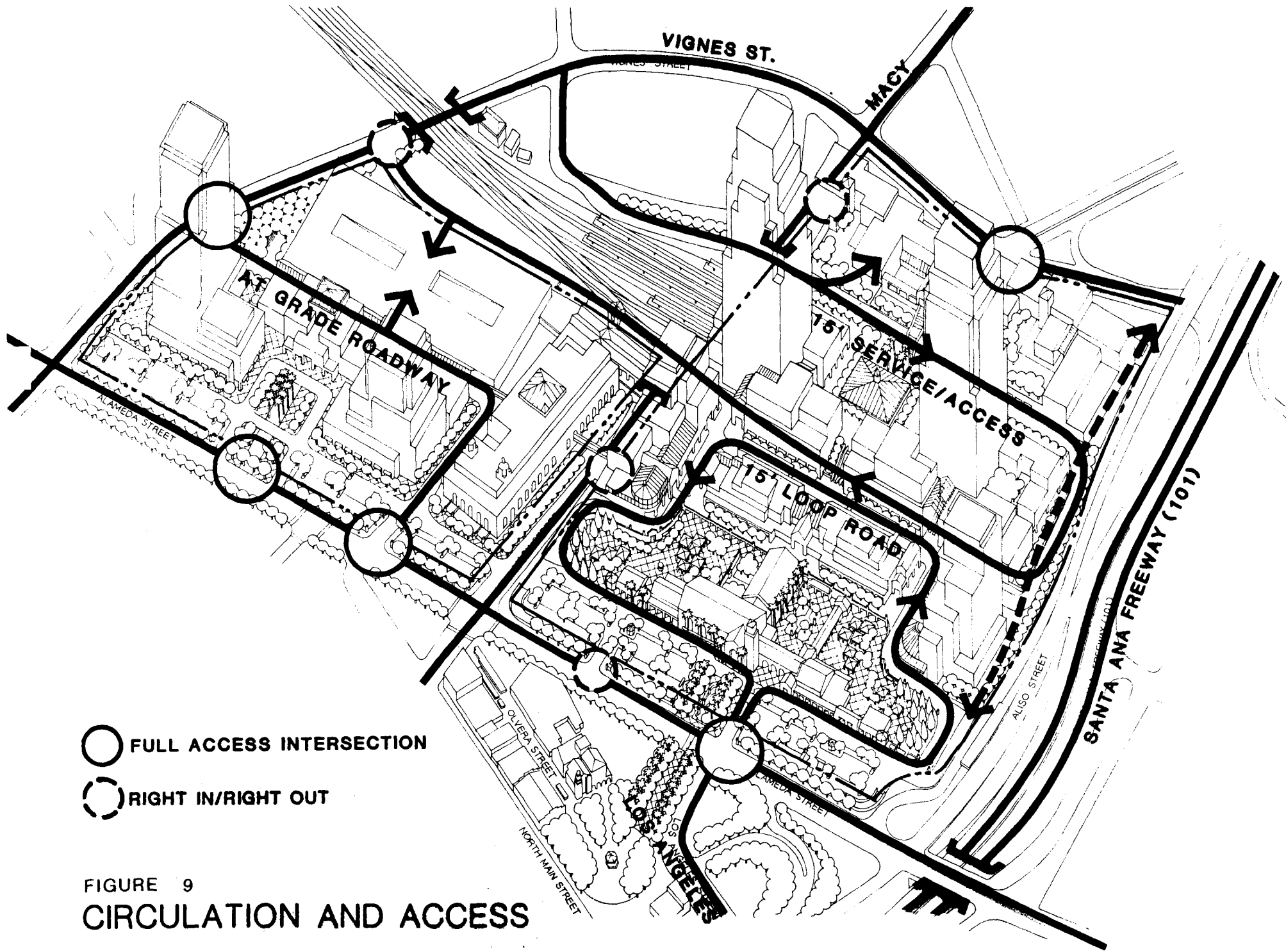
Figure 9 illustrates the on-site circulation and access concept for the project area. As shown, primary site access to the LAUPT property will be confined to major intersections at the front and rear of the site: at the Alameda-Los Angeles and Vignes-Ramirez Street intersections, respectively. Primary access to the USPS site will be at three improved intersections: North Main and Alameda

Streets; Vignes and Alhambra Street; and a third intersection from Alameda or North Main Streets, depending on whether the City and privately-owned triangular block is included within the project area.

LAUPT Site Circulation

Because access to the LAUPT site is limited to two principal points, the development of the property will require a complete system of on-site roadways that provide vehicular and service access to all development components. Two roadway loops are proposed to achieve full access: a primary loop entering and exiting the site at the Alameda-Los Angeles Street intersection in front of Union Station; and a secondary access and service loop entering the site in the vicinity of Vignes and Avila Streets, and exiting it at Vignes Street immediately west of the railroad viaduct. These two loops would intersect at the +15-foot level west of the railroad tracks, within the proposed intermediate development zone, offering additional circulation alternatives.

The primary loop road, entering the site at the realigned intersection of Los Angeles and Alameda Streets, is proposed as a two-lane one-way counter-clockwise loop. Immediately in front of the terminal building, however, the roadway will provide two-way movement to the vehicular drop-off areas and to the surface and below-grade parking facilities. An additional right-in, right-out intersection will be located midway between Los Angeles and Macy Streets along Alameda Street to provide for efficient circulation in front of the building, and to provide relief for the main intersection. To the south of the terminal, traffic will ascend to the +15-foot level on this loop road by way of the



- FULL ACCESS INTERSECTION
- ⊖ RIGHT IN/RIGHT OUT

FIGURE 9
CIRCULATION AND ACCESS

reconstructed south ramp, and circulate around to the realigned north ramp, where it will return to grade level and to Alameda Street at the front of the building. The alignment of the loop road is designed to assure access to all development parcels within the intermediate development zone, and will provide frontage for the air rights development above the railroad tracks.

The secondary loop road from Vignes Street will provide cross-circulation between the LAUPT and USPS properties at the +15-foot level west of the railroad right-of-way, and access the major parking structures on both sites. It will also provide vehicular access to the Amtrak ticketing facility, and will accommodate on-site service vehicle circulation. This loop road is conceived as a one-way clockwise loop that merges with the primary loop road within the +15-foot intermediate development zone.

In addition to access provided from the secondary loop at the +15-foot level, the parking garage and transportation center at the rear of the LAUPT site will have its principal access from the improved intersection of Ramirez and Vignes Streets, allowing the majority of vehicles entering the site to do so directly from the Santa Ana Freeway.

Additional access points to the LAUPT site will include: a right-in, right-out intersection immediately west of the Macy Street undercrossing to be used primarily for service vehicles; and an entrance to the east of the undercrossing for buses entering and exiting the planned transportation center. In order to provide additional east-west cross access within the LAUPT site and link the development's parking facilities, an at-grade road

is also proposed beneath the raised trackway along the southern edge of the site.

USPS Site Circulation

Because of its more accessible street frontage, development on the USPS site will not rely as heavily on internal on-site circulation as the LAUPT development. Primary access to the development will be from two potential intersections along Alameda Street, and an additional intersection along Vignes Street in the vicinity of Alhambra Street. In order to reduce site circulation on these perimeter streets, the plan calls for an internal at-grade roadway that would link the Vignes Street and Alameda Street full-movement intersections. This roadway, in addition to the secondary LAUPT loop road, would provide direct access to the parking structure at the rear of the site and accommodate service vehicles.

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5. SCOPE AND STAGING OF DEVELOPMENT

The previous section (Framework for Development) outlines on-site requirements that are necessary to fulfill public objectives for the development of the property. This section describes the permitted scope of development (i.e., the allowable uses, the height, intensity and parking requirements) that can be provided within this overall framework and the staging of development, based on the implementation of required off-site traffic improvements.

The scope and staging of development is determined to a great extent upon major traffic constraints, and the desire to create a balanced program of uses that can help to offset peak demands. The program and location of allowable uses is also based on the suitability of specific parcels within the development for particular activities as well as overall objectives for an active pedestrian-oriented environment.

These requirements are intended to provide a basis for future zoning amendments, the updating of the Community Plan, and the preparation of the Development Entitlement Agreement and, as such, constitute the standards for future development on the site. The design guidelines, outlined in the following section, provide a more detailed description of the desired architectural and organizational treatment of the development, and are intended to guide the form and character of the project. Figure 10 illustrates the division of the project area into development zones and parcels that are the basis for the following development requirements.

5.1 SCOPE OF DEVELOPMENT

LAUPT ZONE 1: HISTORIC ZONE

This area of the Union Station site, bounded by Alameda Street on the west, Macy Street on the north, the Santa Ana Freeway on the south, and the retaining wall and ramp structure on the east, must be treated with the most sensitivity. The preservation of the civic identity and historic character of the terminal building complex are key objectives of the redevelopment project. The following parameters have been established for development in this area:

Allowable Uses

- a. A festival marketplace, consisting of commercial-recreational activities, including retail, restaurant and entertainment uses, confined to the vehicular courts and the interior of the existing terminal structure, within the guidelines discussed in the following section.

Height

- a. For new development, a maximum height of 15 feet, with provision for an additional 8 feet for special roof treatment.

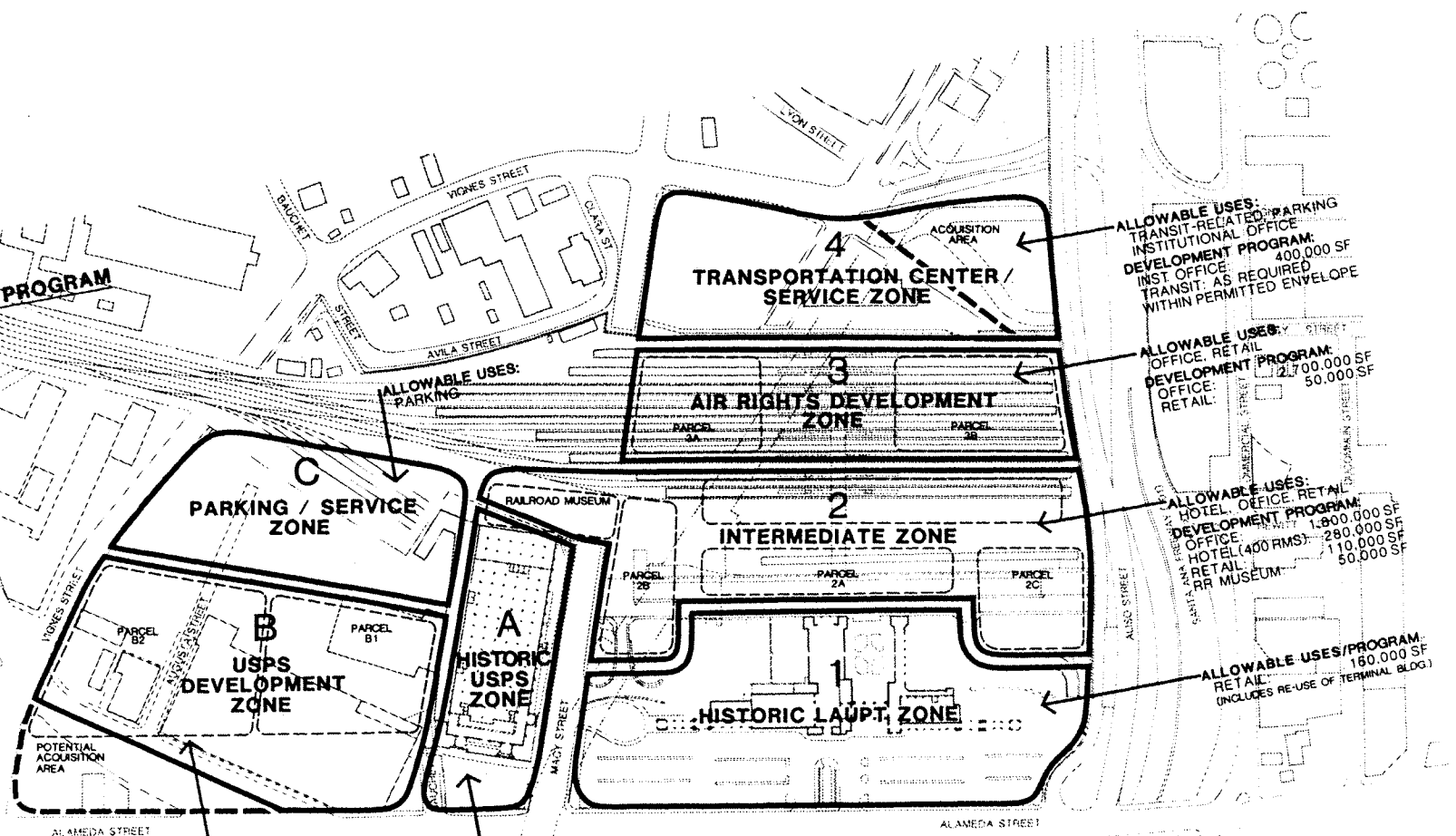
Coverage

- a. Development within the vehicular courts shall have a maximum coverage of 30%.

SUMMARY DEVELOPMENT PROGRAM

COMMERCIAL USES:	
USPS SITE	2,000,000 SF
LAUPT SITE	5,000,000 SF
TOTAL	7,000,000 SF
CULTURAL/INSTITUTIONAL USES:	
USPS SITE	200,000 SF
LAUPT SITE	450,000 SF
TOTAL	650,000 SF
GRAND TOTAL	7,850,000 SF

*NOT INCLUDING TRANSIT RELATED OR PARKING DEVELOPMENT



ALLOWABLE USES:
 TRANSIT-RELATED PARKING
 INSTITUTIONAL OFFICE
DEVELOPMENT PROGRAM: 400,000 SF
 INST. OFFICE
 TRANSIT: AS REQUIRED
 WITHIN PERMITTED ENVELOPE

ALLOWABLE USES:
 OFFICE, RETAIL
DEVELOPMENT PROGRAM: 2,700,000 SF
 OFFICE
 RETAIL

ALLOWABLE USES:
 OFFICE, RETAIL
DEVELOPMENT PROGRAM: 1,800,000 SF
 OFFICE (400 RMS): 280,000 SF
 RETAIL: 110,000 SF
 RR MUSEUM: 50,000 SF

ALLOWABLE USES/PROGRAM:
 RETAIL
 (INCLUDES RE-USE OF TERMINAL BLDG.)
 160,000 SF

ALLOWABLE USES:
 PARKING

ALLOWABLE USES:
 COMMERCIAL OFFICE
 POST OFFICE, CULTURAL
DEVELOPMENT PROGRAM: 250,000 SF
 COMMERCIAL USES: 100,000 SF
 CHILDRENS MUSEUM: 50,000 SF
 POST OFFICE

ALLOWABLE USES:
 HOTEL, OFFICE, RETAIL
 CULTURAL
DEVELOPMENT PROGRAM: 1,750,000 SF
 COMMERCIAL USES: 50,000 SF
 CULTURAL

**FIGURE 10
 PARCELIZATION AND SCOPE OF DEVELOPMENT**

Intensity

- a. The maximum square footage of programmed commercial activity within the historic zone shall be 60,000 gross square feet.

LAUPT ZONE 2: INTERMEDIATE DEVELOPMENT ZONE

The intermediate development zone is situated between the ramp and retaining wall structure on the west and Track 4 on the east. The zone includes the developable area beneath the track level and adjacent to the retaining wall, as well as 4 development parcels at the +15-foot track level.

Allowable Uses

- a. +0 Level: Along the retaining wall and ramp structures, within the existing baggage and express wings of Union Station, Commercial-Recreational uses, including retail, restaurant and entertainment-related activities.
- b. Parcel 2A: Office and/or Hotel, with Commercial-Recreational uses at the +15-foot level oriented to the promenade. The linear and mid-rise configuration of this parcel, and its relation to the historic interior spaces of Union Station, make it particularly appropriate for a hotel.
- c. Parcels 2B and 2C: Office and/or Hotel, with Commercial-Recreational uses at the +15-foot level oriented to a multi-level atrium and the promenade. Parcel 2C, because of its greater development capacity and high visibility from the freeway, is particularly appropriate for a major office development. Parcel 2B is well

sited to either a hotel or an office building, and will be important in creating an activity linkage with the USPS development. In order to promote this linkage, exhibit space related to the proposed Railroad Museum will be required at the +15-foot level of Parcel 2B.

- d. Parcel 2D: Office, and Support Retail.

Maximum Height

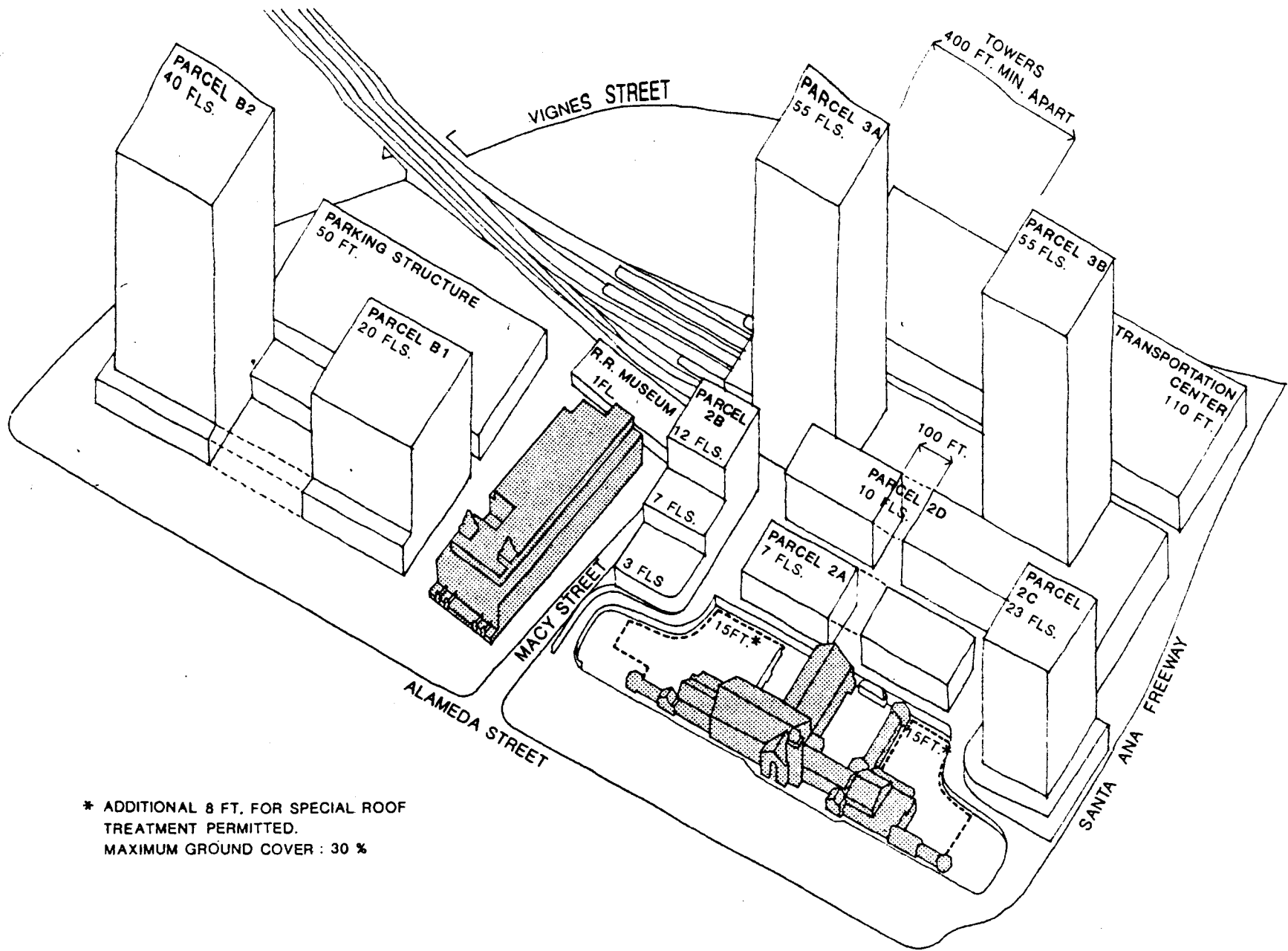
The following represent maximum height limits for each parcel within the Intermediate Development Zone. The design guidelines, outlined in the following section, describe the massing and distribution of the building envelopes in more detail.

- a. Parcel 2A: Maximum height of seven floors.
- b. Parcel 2B: Maximum height of 12 floors within 160 feet of the rear of the parcel, stepping down to 7 floors within 260 feet of the rear of the parcel, and to 3 floors for the remaining portions of the parcel.
- c. Parcel 2C: Maximum height of 23 floors.
- d. Parcel 2D: Maximum height of 10 floors.

Intensity

Commercial development within the Intermediate Development Zone shall not exceed 2,190,000 gross square feet; office uses shall not exceed a maximum of 1,800,000 square feet.

In addition, 10,000 square feet of exhibit space associated with the proposed railroad museum is required at the +15-foot level of Parcel 2B, and an



* ADDITIONAL 8 FT. FOR SPECIAL ROOF
 TREATMENT PERMITTED.
 MAXIMUM GROUND COVER : 30 %

FIGURE 11

MAXIMUM HEIGHT AND BULK

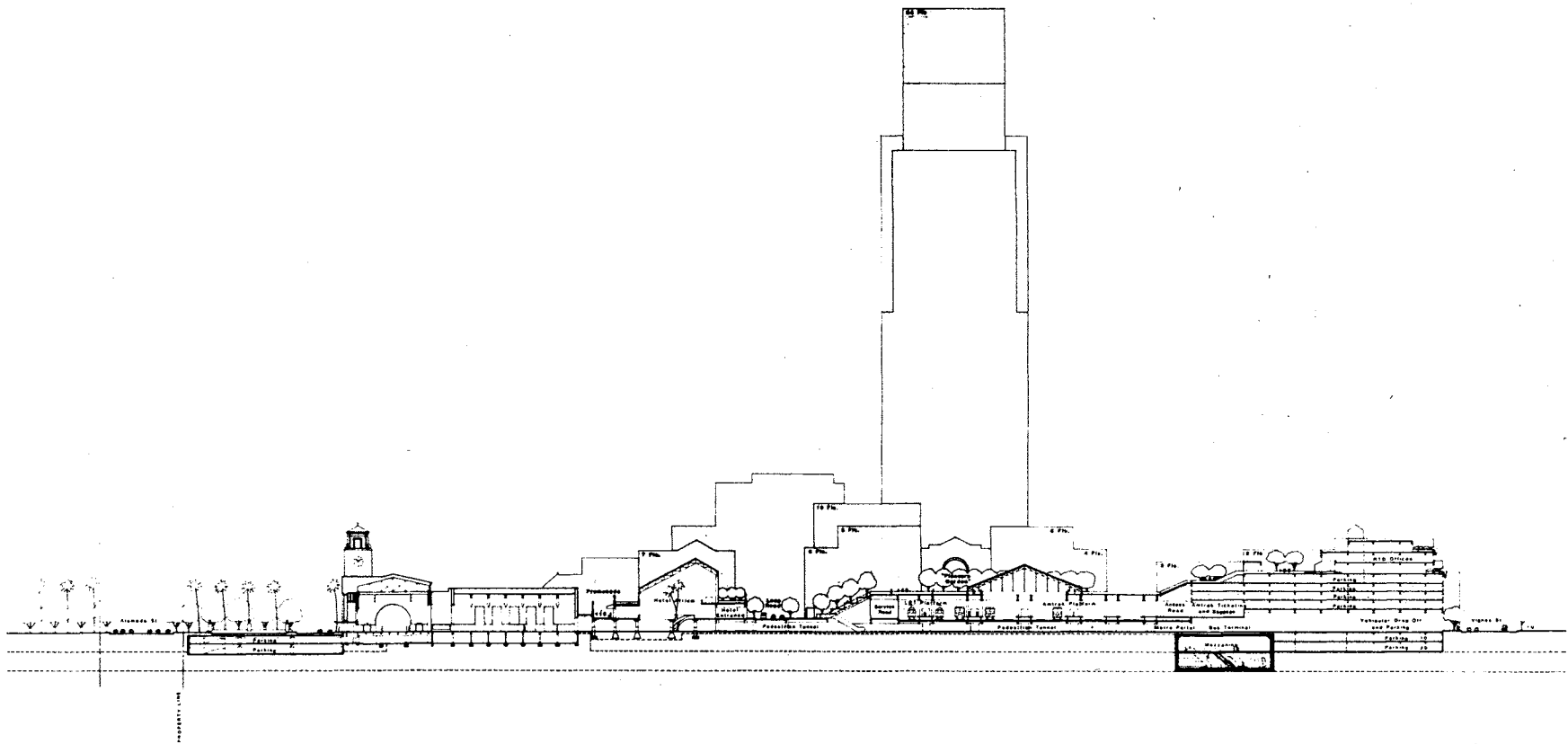


FIGURE 12
 LAUPT ILLUSTRATIVE CROSS SECTION

additional 50,000 square feet of single-level shed space for exterior railroad museum exhibits will be permitted immediately east of the Terminal Annex building.

LAUPT ZONE 3: AIR RIGHTS DEVELOPMENT ZONE

This zone, located above the active trackway at a +46-foot podium level, is the area of highest development intensity on the LAUPT site. Two parcels, situated on either side of a major open space, have been delineated.

Allowable Uses

- a. Office, Support Retail, and Commercial-Recreational uses.

Maximum Height

- a. Parcels 3A and 3B: Maximum height of 55 floors within the Design Guidelines outlined in the following section.

Intensity

Commercial development within the Air Rights Development Zone shall have a ceiling of 2,750,000 gross square feet; office development shall not exceed 2,700,000 gross square feet.

LAUPT ZONE 4: TRANSIT AND PARKING FACILITY

As discussed above (Framework for Development), the transit and parking facility located at the rear of the LAUPT property will accommodate a maximum of 4,000 parking spaces, an RTD and Trailways bus terminal, and an Amtrak ticketing and baggage-handling facility. In addition, the facility will provide a

direct connection to the Metro Rail system and the active track platforms by means of the existing passenger tunnel.

Allowable Uses and Intensity

- a. In addition to the transit and parking-related uses described above, institutional office uses (e.g., RTD headquarters) may be located within this zone, up to a maximum area of 400,000 gross square feet.

Height

- a. All uses within this development zone must be accommodated within a building envelope that does not exceed 110 feet.

USPS ZONE A: HISTORIC TERMINAL ANNEX ZONE

The following development requirements pertain to the Terminal Annex building which, after rehabilitation, is estimated to have a total usable square footage of approximately 400,000 square feet, including basement areas.

Allowable Uses

- a. Branch Post Office, the retail portion of which must be located at ground level in the front of the building.
- b. Commercial, Office, Retail.
- c. Cultural (e.g., Children's Museum).

Intensity

- a. Branch Post Office: 50,000 square feet, or as required.
- b. Commercial uses not to exceed 250,000 square feet.

USPS ZONE B: DEVELOPMENT ZONE

All new development on the USPS property will be located within the two development parcels of this zone. The closure of North Main Street between Alameda and Vignes Streets and the acquisition of the adjacent triangular block provides the opportunity to enlarge the boundaries of the area but, as discussed below under Design Guidelines, it is recommended that this area be maintained primarily for open space that will complement the development, create an attractive transition to Chinatown, and provide open space continuity along Alameda Street between the LAUPT and USPS properties.

Allowable Uses

- a. Commercial, Office, Retail.
- b. If the triangular block bounded by Vignes, Alameda and North Main Streets is acquired, a Chinese Cultural Center will be required at the ground level of Parcel B2, oriented to Alameda Street and Chinatown.

Maximum Height

- a. Parcel B1: Maximum height of 20 floors, within the design guidelines for building massing described in the following section.

- b. Parcel B2: Maximum height of 40 floors, within the design guidelines for building massing described in the following section.

Intensity

- a. Commercial development within this zone shall not exceed 1,750,000 gross square feet.

USPS ZONE C: PARKING/SERVICE ZONE

This zone combines the rear portion of the USPS property with the LAUPT railroad spur area for parking and service-related uses. Maximum height shall be limited to 50 feet.

5.2 PARKING PROGRAM

STANDARDS

The following parking standards reflect the mixed-use nature of the redevelopment project, and the opportunity for higher levels of shared parking as the site is developed more intensively; the standards also take into account the increasingly high levels of transit service that will be provided on the site.

Retail/Commercial-Recreational

- a. For the initial phases of the project, when retail development is the principal site activity, a minimum of 4 spaces per 1,000 square feet shall be provided.

- b. With the addition of 400 rooms of hotel use within the project area, and 2,000,000 square feet of office development, this standard may be reduced to 2 spaces per 1,000 square feet.
- c. At interim points (i.e., prior to the full development of 2,000,000 square feet of office and 400 rooms of hotel), reduction of the base standard of 4 spaces per 1,000 square feet may be made based upon an analysis of shared parking opportunities.

Hotel

- a. Within a mixed-use development, where a minimum of 1,000,000 square feet of office is provided with its required parking component, a minimum of 0.4 spaces per guest room should be allocated; where there is no benefit of shared parking, a minimum of 1 space per guest room should be provided.
- b. At interim points (i.e., prior to the full development of 1,000,000 square feet of office), reduction of the base standard of 1 space per guest room may be made based upon an analysis of shared parking opportunities.

Office

- a. For the initial phases of the development, a minimum of 1.7 spaces per 1,000 square feet of office uses should be provided within the project area.
- b. Following the construction of at least 2,500,000 square feet of office uses within the project area, parking for subsequent office development

may be reduced to a minimum of 1.4 spaces per 1,000 square feet.

Amtrak/Trailways

- a. In the initial phases of the project, a minimum of 720 spaces should be provided for the exclusive use of Amtrak and Trailways employees and customers.
- b. Following the construction of 1,000,000 square feet of office development on the site, and the construction of transit-related parking at the rear of the site, this parking reservoir may be reduced to 500 spaces.

Peripheral and Transit-Related Parking

- a. Upon the completion of the first phase of the Metro Rail system, a minimum of 1,000 spaces exclusively dedicated to peripheral and transit-related parking must be provided within the transit and parking facility at the rear of the LAUPT site.
- b. Upon the expansion of the Metro Rail system to the east, this parking may be reduced or reallocated, if equivalent parking is provided at appropriate intercept locations.

Post Office

- a. A total of 200 parking spaces must be provided for the branch post office on the USPS site; at least 80 of these shall be short-term spaces provided in the surface parking area immediately west of the Terminal Annex building. The

remaining 120 spaces shall be designated for employee parking, and must be located within 500 feet of the Terminal Annex building.

Museum/Exhibit Uses

- a. A minimum of 3 spaces per 1,000 square feet of museum or exhibit use shall be provided within 500 feet of the activity.
- b. Following the construction of 1,000,000 square feet of office development and the provision of its required parking within 500 feet, parking for museum activities may share office parking with no exclusive spaces required.

DISTRIBUTION AND LOCATION OF PARKING

Parking shall not exceed a total project area capacity of 11,300 spaces. This capacity is estimated to be sufficient to accommodate parking demand at full development buildout, and at the various stages of development.

The parking strategy calls for two major parking structures at the rear of the USPS and LAUPT properties to provide long-term office employee and transit-related parking. These structures would provide approximately 70% of the total parking within the development. The remaining parking would be provided in closer proximity to the development parcels providing more convenient short-term visitor spaces. The specific distribution of these spaces is illustrated in Figure 13 and described below:

LAUPT Zone 1: Historic LAUPT Zone

In front of the Union Station passenger terminal, it is estimated that 1,000 parking spaces could be provided at grade and within a two-level below-grade structure. Because of the major disruption that would be involved in the construction of a below-grade facility, it is recommended that this structure be built prior to the opening of the festival marketplace, and simultaneous with the completion of the Metro Rail project. This facility should be used exclusively for short-term parking related to the festival marketplace and to El Pueblo de Los Angeles. No other parking will be permitted within this zone.

LAUPT Zone 2: Intermediate Development Zone

As an integral part of the development of Parcels 2C and 2D, it is estimated that approximately 600 structured parking spaces could be provided on 2 to 3 levels below the +15-foot track level. These spaces should be devoted primarily to short-term visitor and hotel parking. Prior to any development of Zone 2, approximately 700 interim surface spaces could be provided at this track level for use by visitors to the festival marketplace and to El Pueblo. Interim parking must comply with the design guidelines for interim site treatment described below.

LAUPT Zone 3: Air Rights Development Zone

Because of difficulties related to access and construction over the track level, it is recommended that no parking be provided in this zone.

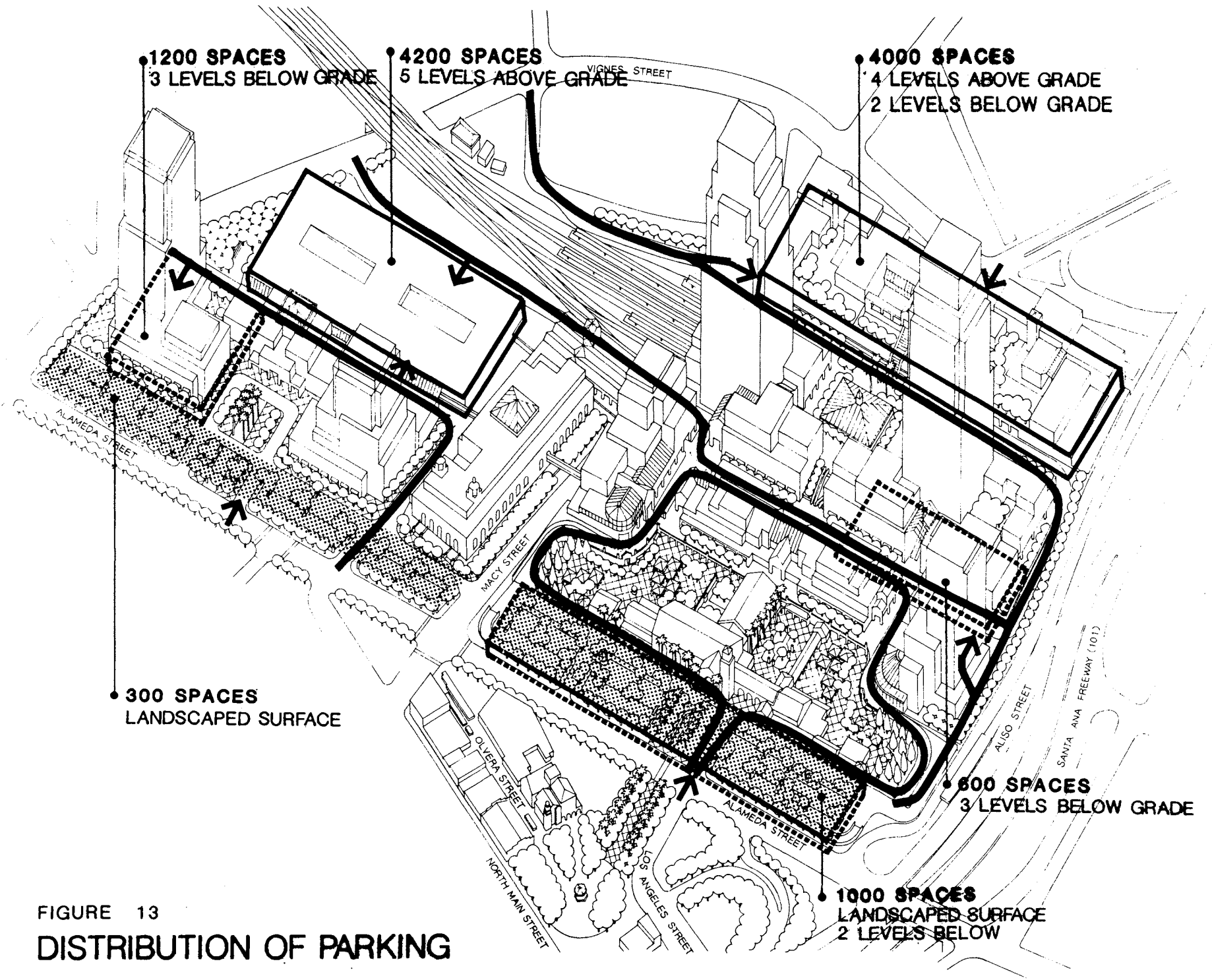


FIGURE 13

DISTRIBUTION OF PARKING

LAUPT Zone 4: Transit and Parking Center

A major parking facility of 4,000 spaces, to be provided as an integral part of the transit terminal, is recommended for this zone. It is estimated that 1,000 of these spaces could be provided on 2 levels below grade, and that the remaining 3,000 spaces could be accommodated on 4 levels of parking above the planned RTD, Amtrak and Trailways bus terminal. It is also projected that this parking could be built in increments, beginning with 1,000 spaces of below-grade parking, and followed by two subsequent increments of 1,500 spaces above. The phasing of this facility, therefore, could be staged to respond to demand from related project development.

USPS Zone A: Historical Terminal Annex Zone

The 80 surface spaces in front of the Terminal Annex building should be maintained as short-term parking for the branch post office.

USPS Zone B: Development Zone

Assuming closure of North Main Street, and the inclusion of the triangular block within this area, it is estimated that approximately 220 surface parking spaces could be provided within the Alameda Street setback area. As an integral part of the development of Parcel B2, 1,200 below-grade or structured spaces could be provided within this zone.

Prior to development of Zones B and C, approximately 2,000 interim spaces could be provided within the existing 3-level parking structure and at grade.

USPS Zone C: Parking/Service Zone

A 5-level parking garage of 4,200 spaces is recommended for the rear portion of the USPS property and on a portion of the LAUPT rail spurs. With appropriate pedestrian linkages (see Design Guidelines), this facility will serve as employee parking for both the LAUPT and USPS sites.

5.3 STAGING OF DEVELOPMENT

The development phasing of the Union Station project area is dependent not only on market forces, but also by the capacity constraints presented by the existing street system. Based on an analysis of existing roadway conditions, it is estimated that development within the Union Station project area exceeding one million square feet would create unacceptable levels of service on the adjacent roadway system. However, with a series of designated street improvements and with increased levels of transit ridership, the full development program of 7.6 million square feet can be accommodated on the site.

Table 1 describes the required street improvements that are triggered by increasing on-site traffic volume thresholds, and the amount of development that each level of improvement can support. The chart also indicates the entity that will likely be responsible for implementation of the targeted improvement. This triggering system will provide the principal basis for the phasing of development on the site.

6100d/5SASOD

TABLE 1

REQUIRED TRAFFIC IMPROVEMENT ACTIONS BY THRESHOLD LEVEL OF TRAFFIC

'TRIGGER' REQUIRING TRAFFIC IMPROVEMENT (1)	MAXIMUM TRAFFIC AT THIS IMPROV. LEVEL (1)	APPROXIMATE MAX. DEVEL. THAT CAN BE ADDED TO SITE	REQUIRED LEVEL OF STREET IMPROVEMENT	TRAFFIC IMPROVEMENT ACTIONS	CITY/CRA RESPONSIBILITY	OWNER (LAUPT, USPS) RESPONSIBILITY	RESPONSIBILITY OF OTHER PARTIES
(before occupancy of any new devel.)	1740 veh.	1 mil. gsf (+ replace 400,000 gsf on USPS site)	Levels I, II	1. Widen Alameda from north of Arcadia to Temple	o Complete current program	o No actions required	o (none)
				2. Realign Alameda/Los Angeles St. inters.	o Implementation and fair-share of costs (33% for Old Town)	o Fair-share of costs (67% LAUPT, 0% USPS)	o (none)
						o Provide adequate on-site facilities	
1740 veh.	2610 veh.	1.5 mil. gsf	Level III-A	1. Alameda/Main intersection improvements	o Implementation and fair-share of costs (%)	o Fair-share of costs (% LAUPT, % USPS) (ROW needs ...)	
				2. Main/Vignes intersection improvements	o Implementation and fair-share of costs (%)	o Fair-share of costs (% LAUPT, % USPS) (ROW needs ...)	
						o Provide adequate on-site facilities.	
2610 veh	5394 veh.	5 mil. gsf	Level III-B	1. Vignes/Ramirez/Freeway Ramp inters. improvements.	o Implementation and fair-share of costs (%)	o Fair-share of costs (% LAUPT, % USPS)	o SCRTD provide R-0-W west side of inters
				2. Add turn-lanes at inters of Main/Vignes and Alameda/Vignes	o Implementation and fair-share of costs (%)	o USPS site R-0-W for turn-lanes, and USPS and LAUPT fair-share (% LAUPT, % USPS)	
						o Provide adequate on-site facilities.	
5394 veh.	10452+ veh.	7.6 mil. gsf	Level IV	1. Widen/improve N Spring & Alameda Streets, north of site, to I-5.	o Implementation and fair-share of costs (%, based on	o Fair-share of costs (% LAUPT, % USPS)	
						o Provide adequate on-site facilities.	

6. DESIGN GUIDELINES

The preceding section (Scope of Development) outlines the allowable land uses, height and intensity for development in the Union Station project area, and the mitigations that are necessary for each increment of development. These requirements will become the basis for future modifications to the existing zoning and Community Plan for the site.

The Design Guidelines, on the other hand, are intended as recommendations for the site planning, architectural, and organizational treatment of buildings and open space, and will be the principal guide to the design of improvements on the site. They are highly specific where conformance is essential to the public purpose of the project, and more general where this concern is not as critical, and where various design approaches could be taken. For instance, the design guidelines are specific in requiring particular treatment for the preservation and reuse of the historic structures, for the treatment of key pedestrian linkages and open spaces, and for the interrelationship of development components with transit facilities. The guidelines are less specific in areas where development is not so closely integrated with the historic buildings and with the open space and transportation system of the development.

While the Design Guidelines have been carefully considered by the parties involved in the planning process, it is possible that different or additional guidelines may be identified which achieve the intended urban design concept. In such a case, the Agency and property owners may mutually agree to alterations and refinements of the guidelines, insofar as such refinements reinforce

and enhance the overall urban design concept for the site. The following Design Guidelines are organized by development zone and parcel, as described in Figure 10.

6.1. LAUPT ZONE 1: HISTORIC PASSENGER TERMINAL ZONE

The unique historic identity and character of the Union Station passenger terminal is unquestioned and, as discussed, its preservation and enhancement is a principal objective of the urban design concept for the redevelopment of the project area. In addition to its architectural form and the grand sequence of interior spaces, the building's immediate surroundings are essential elements of the historic setting, and must be treated with equally careful consideration. The following guidelines are aimed at preserving the key components of the building and its historic context.

The City Front Elevation of the Terminal Building

- a. The Alameda Street elevation of the Union Station building must be preserved in its present form; no modifications to the materials, silhouette or the major fenestration and arches of the building will be permitted.
- b. The inside walls of the arcade structures, north of the Ticket Concourse and south of the Restaurant wings, will be permitted to be punctured with storefront openings to promote retail activity along the front of the terminal building. These openings should be designed to be unobtrusive and compatible with the composition and materials of the overall elevation.

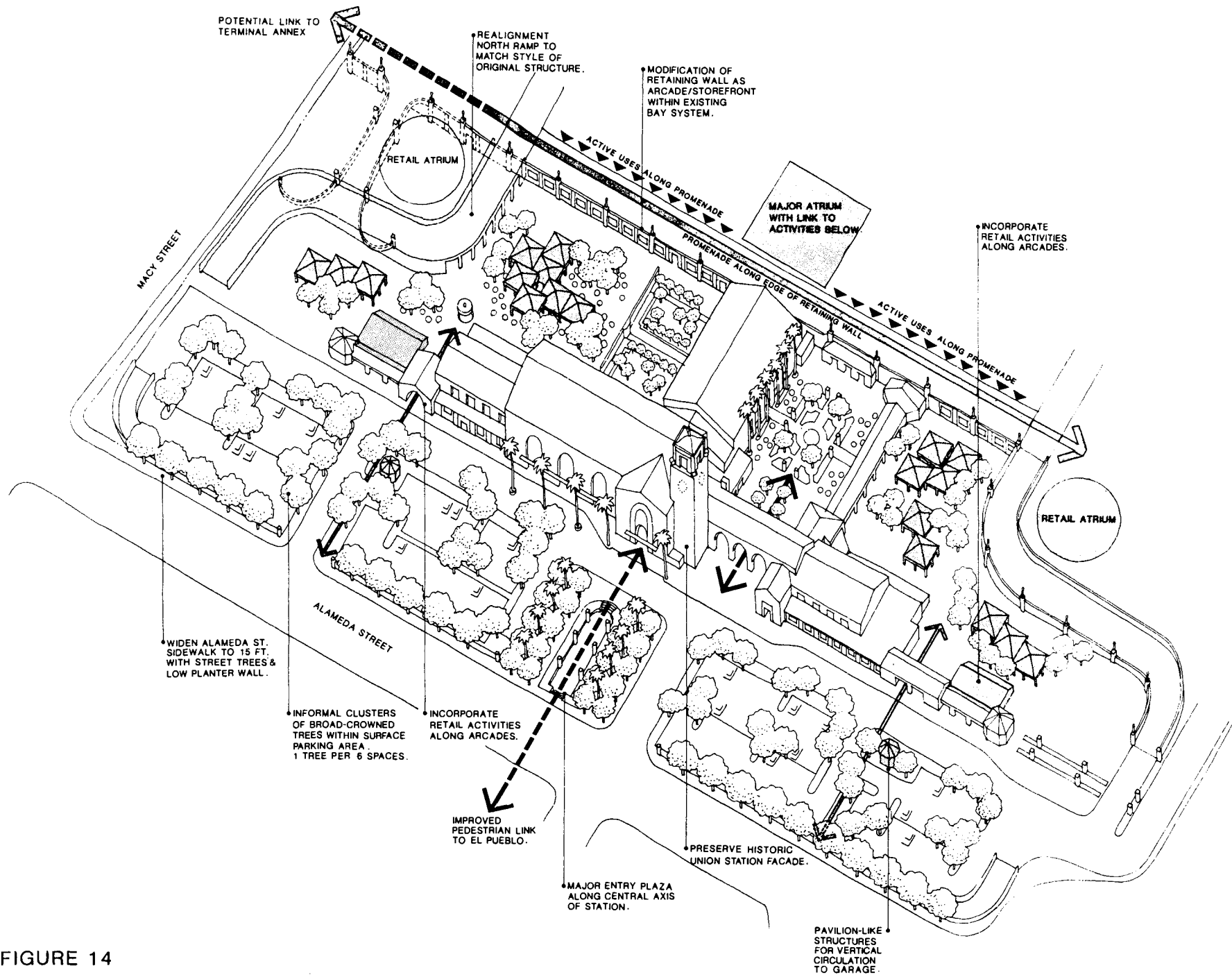


FIGURE 14

LAUPT : REHABILITATION GUIDELINES

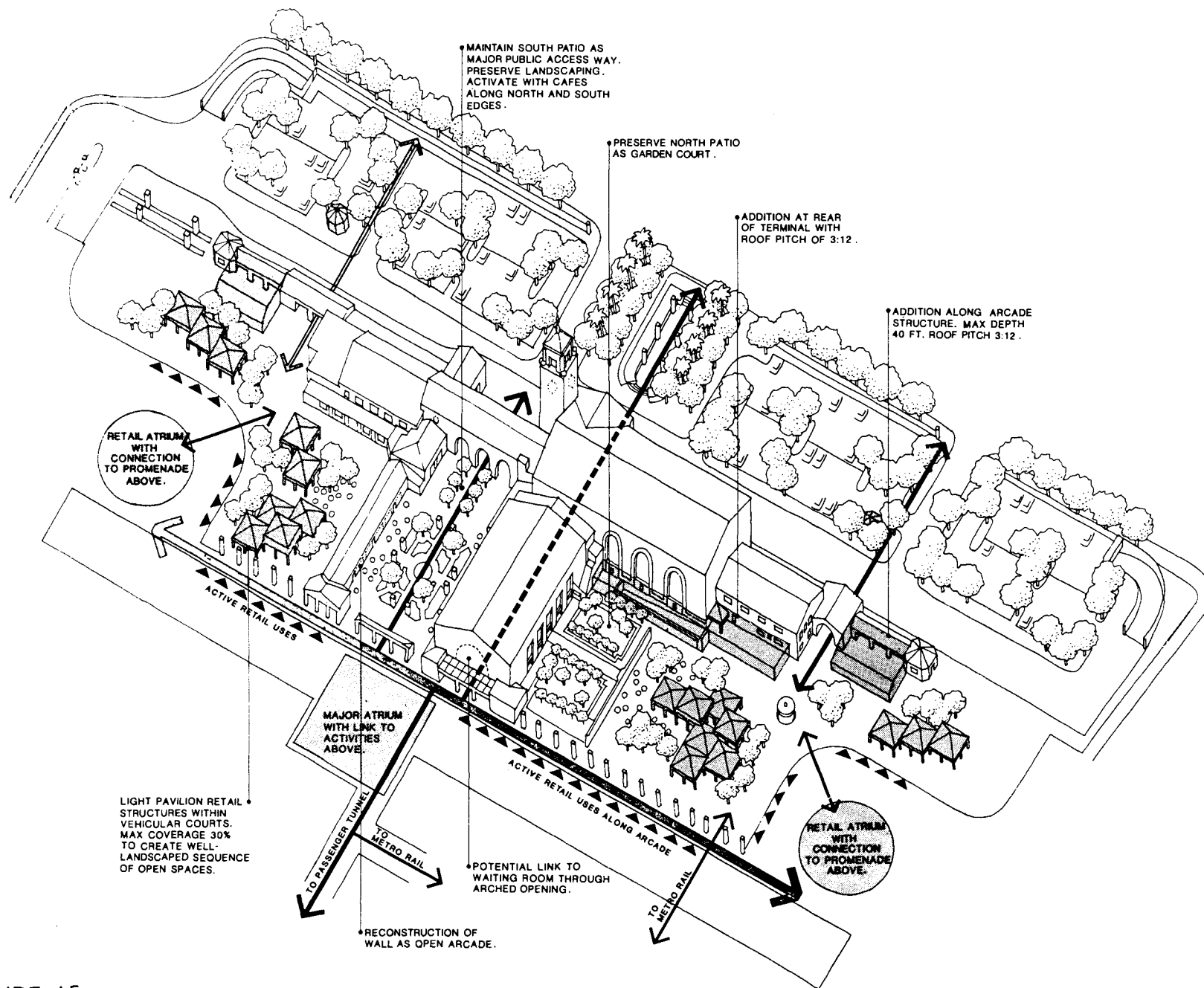


FIGURE 15
 LAUPT : REHABILITATION GUIDELINES

- c. No signage will be permitted on the exterior building face of the passenger terminal; signage will be permitted within the arcade spaces, but must be designed as part of an overall graphics system for the development.

The Alameda Street Setback Area

- a. No permanent structures will be permitted between the Union Station terminal building and Alameda Street, with the exception of up to two elevator/stair structures providing vertical access to a below-grade parking structure. These vertical structures must not exceed 400 square feet each, or a total of 15 feet in height, and must be designed as elegant kiosk pavilions. The pavilions must be located along the east-west pedestrian pathways leading to the north and south portals of the terminal building.
- b. Structured parking must be located completely below present grade.
- c. Surface parking must be well landscaped with clusters of broad crown evergreen or partially deciduous trees (e.g., ficus, jacaranda magnolia, Brazilian pepper, etc.) planted in an informal arrangement to provide an interesting and diaphanous "veil" along the entire length of the building setback area. It is recommended that a minimum of 1 large specimen tree, with a minimum box size of 48 inches, be planted for each 6 surface parking spaces. Trees should be planted in generous planters that do not protrude from the surface of the parking lot by more than 12 inches. Within the planters, ground cover, typical of Southern California,

should provide color and texture to the parking areas.

- d. The central axis of Union Station, leading to the Los Angeles-Alameda Street intersection and beyond to El Pueblo de Los Angeles, must be designed as an exclusive pedestrian zone with a minimum width of 100 feet. Special pavement and landscaping features (e.g., palms, water feature, seating, sculpture, etc.) that highlight this area's role as a key linkage to El Pueblo and as the major pedestrian and vehicular entrance to the site should be undertaken. The area should be designed to accommodate special and spontaneous events, but visual and pedestrian access to the tower and the main entrance of the building must not be obstructed. The light columns of the existing entry plaza should be incorporated as part of this entry space; consideration should also be given to the preservation and/or reconstruction of the existing depressed plaza.
- e. In order to create a wider sidewalk of 15 feet along Alameda Street, a 3-foot setback is required along the front property line of the property. Large canopy street trees, similar to those recommended for the surface parking area, are recommended along the curb edge of the sidewalk to create a continuous boulevard treatment. A low planter wall with a maximum height of 30 inches will be permitted along the inside edge of the Alameda Street sidewalk to provide definition to the project area; this wall must be broken to permit pedestrian access to the central pedestrian area and to the secondary pedestrian ways leading to the north and south porticos of the terminal building.

The Vehicular Courts

- a. The north and south vehicular courts provide an important open space relationship to the terminal building and to the retaining wall and ramp structures. It is recognized, however, that the size of these courts is too vast to comfortably support the people-oriented festival marketplace activities envisioned for this area. In order to preserve the key building to open space relationship, and to create a more active and intimately scaled space, light market pavilion structures up to a maximum height of 15 feet (with an additional 8 feet permitted for special roof treatment) will be permitted within the vehicular courts to a maximum coverage of 30%.
- b. The organization of these pavilions should create an interesting and varied sequence of open spaces that accommodate the principal pedestrian flows (Figure 15) and that create well-scaled people places. Open spaces should be designed with: large canopy trees, special pavement punctuated by lushly planted beds and water features, generous provision for outdoor seating, and festive lighting that accentuates the historic structures and retail activities.
- c. Pavilion structures should be light in nature, to contrast the heavier massing of the terminal buildings and the wall and ramp structures. Glass and steel structures with colorful canvas awnings are recommended. The structures should be designed to activate the pedestrian environment of the festival marketplace and to provide visual interest; long expanses of blank walls should be avoided.

- d. Service access and loading areas for retail functions should be concealed from view, and should not obstruct principal pedestrian flows. The use of small tractors and carts for deliveries and garbage removal is recommended within the vehicular courts. Garbage storage for the retail complex should be located along Macy Street immediately west of the vehicular underpass to provide for large service access directly adjacent to the retail complex.

Additions to the Terminal Building

- a. The asymmetrical and dynamic composition of the terminal building (i.e., the tower and main halls at the center, with lower volumes and the linear arcade structures radiating to the east and west) presents the opportunity for minor additions that will not alter the appearance of the front elevation, or destroy the compositional integrity of the overall building mass. As illustrated in Figure 15, low single-story additions may be constructed to the east of the freestanding arcade structures on the north and south of the terminal buildings, and adjacent to the terminal office and Ticket Concourse wings. Since the intention of these structures is to activate the arcade spaces and the vehicular courts, the perimeter of these additions shall be designed with continuous storefront facades, compatible with the form and character of the original building.
- b. These structures will not be permitted to alter the frontal elevation of the building, nor will they be permitted to protrude above the ridge of the freestanding arcade or to obstruct the arched windows of the Ticket Concourse. In addition, the arcade portals connecting the

Alameda Street side of the building to the interior courts must remain open to provide unobstructed pedestrian access to the festival marketplace.

- c. In order to maintain compatibility with the existing buildings, these additions should be designed as shed structures with a 3:12 roof pitch, and should employ the same palette of materials (tile roofs, plaster facade, metal sash fenestration), and architectural vocabulary as the original building. The maximum depth of these additions will be 20 feet adjacent to the Ticket Concourse, 30 feet adjacent to the terminal office wing, and 40 feet adjacent to the freestanding arcade structures. All such modifications to the terminal building will require approval from the State Historical Preservation Office (SHPO).

The Vehicular Ramps and Retaining Wall

- a. As discussed, the curvilinear vehicular ramps and the retaining wall that separate the terminal area from the trackway level provide a strong organizing edge to the historic zone, and should be preserved. It is recognized, however, that maintenance of the ramps in their present configuration may not be appropriate to the efficient circulation of vehicular traffic, or to the most efficient distribution of land uses. As illustrated in Figure 14, therefore, the north ramp may be modified to an alignment that is approximately symmetrical with that of the south ramp, but that maintains at least 280 lineal feet of exposed retaining wall along the north vehicular court and north patio. Limited modifications to the alignment of the south ramp

may be made to provide for safe and convenient vehicular circulation to the upper level.

- b. The wall structure that retains the raised trackway level must be restored as part of the development; its bay system of columns must be maintained as part of a storefront design, or as a covered arcade that provides a continuous pedestrian connection between the north and south sections of the festival marketplace.
- c. A continuous frontage of active retail uses must be provided along the entire length of the retaining wall and ramp structures.
- d. No permanent structures will be permitted to protrude from the retaining wall. Colorful canvas awnings will be permitted to protrude from the wall, but these must be interrupted at each column bay.
- e. All modifications to the retaining wall and ramp structures must be designed to replicate the historical treatment and materials, and to provide continuity along their entire length. The existing light standards must be preserved and/or replicated along the balustrade of the retaining wall and ramp structures at a minimum interval of 40 to 60 feet, corresponding with the bay system of the wall.

The South Patio

- a. The South Patio must continue to function as a major pedestrian way between the front of the terminal complex and the pedestrian tunnel leading to the train platforms and the planned Metro Rail portal. A continuous pedestrian way

with a minimum total width of 25 feet must be provided along this route, with access maintained 24 hours per day.

- b. The spatial integrity and character of the South Patio must be maintained. No permanent structures will be permitted within the open space. The existing palm trees, light standards, and the fountain must be preserved within the space.
- c. In order to promote an active environment, generous provision for outdoor seating and cafe tables along the northern and southern edges of the South Patio should be made.
- d. Along the southern edge of the South Patio, openings will be permitted in the arcade structure to provide a stronger pedestrian and visual link to the activities of the south vehicular court. These openings should be designed, however, to replicate the column and arcade treatment along the curb edge of the south vehicular court.
- e. Since the South Patio will continue to be utilized heavily by commuters, consideration should be given to the incorporation of a transit information center and remote Amtrak ticketing facility at the location of the building's original parcel check and newsstand counter.

The North Patio

- a. The garden-like characteristics of the North Patio must be preserved. The window seats along the south wall, the north garden wall, the

fountain and all major trees within the space must be preserved.

- b. The majority of the lawn area should also be preserved; limited additions of paved surface will be permitted at the perimeter of the North Patio to accommodate outdoor seating and pedestrian ways.

Interior Spaces (General)

- a. The spatial integrity and character of the major public rooms (the Vestibule, Restaurant, Ticket Concourse, and Waiting Room) of the Union Station Passenger Terminal, and their sequential relationships, must be preserved. No permanent partitions will be permitted within these spaces.
- b. The public nature of these rooms must also be preserved by providing for a continuous public access way, no less than 25 feet in width, along the central axis of the entrance foyer and waiting room, and connecting to the passenger tunnel leading to the trains and the planned Metro Rail portal. Since the pedestrian access way through the South Patio will be required to be open to the public on a 24-hour basis, this access way may be closed during non-business hours for maintenance and security.
- c. The large rooms should be reused for activities that generate activity, promote public use, and that are compatible with the interior form of the space.

The Vestibule

- a. The Vestibule must be maintained as the principal public entry to the historic terminal building; a public access way no less than 25 feet in width must be provided through this space.
- b. The information kiosk in the center of this space should be preserved, as should all floor and wall materials, the coffered ceiling, and the bronze-framed entries to the newsstand and coffee shop. The existing newsstand and coffee shop spaces and the police office in the southwest corner are recommended for reuse as active retail uses adjacent to the Vestibule.

The Waiting Room

- a. The Waiting Room is recommended for food and beverage service, with cafe tables distributed along the north and south edges of the room, on either side of the required 25-foot wide public access way. These activities may be associated with a hotel development or with the festival marketplace. In either case, the activities should be accessible to all visitors to the Union Station development. Kitchen and service areas must not protrude into the Waiting Room, but should be confined to the existing ancillary spaces at the perimeter of the room and/or in the garage space below.
- b. In order to provide a strong visual and pedestrian linkage to the promenade and the adjacent activities at the +15-foot level, consideration will be given to the modification of the east wall of the Waiting Room. Such modifications could include an arched opening located above

the existing portal with a grand stairway providing direct access to the promenade level. This improvement would reinforce the role of the Waiting Room as the principal public interior space of the entire complex, strengthen the system of public open spaces along the central axis of the development, and provide for a direct linkage between the Waiting Room and the hotel and office activities above. It is recognized, however, that the design of these new elements must be carefully executed to be compatible with the existing space; the arched opening, for instance, should be of the same proportion as that on the west wall of the waiting room; the stairs should not be an overly obtrusive element within the space and should not obstruct the required public access way; the "to the trains" portal should be preserved as part of the overall composition of the east elevation. Approval from SHPO and from the Agency will be required prior to any such modifications.

- c. Floor and wall materials, the gabled coffered ceiling, the circular light fixtures, the clocks above the patio doors, the original signage, and the wall speakers must be preserved and restored. To the extent possible, some of the existing seating should be incorporated within the space.

The Ticket Concourse

- a. Potential uses for the Ticket Concourse include a large restaurant, a dinner club, or a ballroom.

- b. The Ticket Concourse should remain visible from the Station Vestibule; a glass partition and doors within the existing archway between the Vestibule and the Ticket Concourse will be considered to provide some physical and acoustical separation, but this must be designed to be compatible with the existing arched entry to the Vestibule from the South Patio portico. Glass will also be considered within the smaller openings on either side of the arched entry.
- c. The east and west walls of the Ticket Concourse must be preserved; no modifications will be permitted to the arched windows; the bronzed grilles on the windows must also be preserved; as appropriate, the creation of additional entries beneath the arched windows on the east wall of the room will be considered to promote activity linkages to the festival marketplace and the North Patio; these entries should be carefully designed to maintain the spatial integrity of the space.
- d. The north wall of the Ticket Concourse should be preserved in its present state; consideration will be given to the opening of the arched recess in the center of the wall, if it is appropriate for the viable use of the room, and if its design does not significantly alter the spatial characteristics of the space.
- e. Floor and wall materials, the gabled truss ceiling, the circular light fixtures, the clock on the north wall, and the original signage must be preserved and restored. To the extent possible, the ticket counter and some of the existing seating should be considered for use within the space.

The Restaurant

- a. The Restaurant should be restored, and its unique characteristics preserved and enhanced. The patterned floor tiles, ceramic wall treatment, banquettes, and light fixtures are of particular interest and should be preserved and restored to the extent possible.
- b. While the art-deco treatment of the Cocktail Lounge is worthy of preservation, consideration will be given to its replacement with an open arcade (as originally constructed) or storefront within the existing building envelope, in order to promote continuity of activity between the Restaurant and the Festival Marketplace.

The Train Concourse

- a. The Train Concourse, immediately to the east of the Waiting Room and the South Patio, will be a key circulation space within the Union Station complex. It must continue to provide public pedestrian access to the passenger tunnel and the planned Metro Rail portal from the South Patio and the Waiting Room. In addition, it must allow unobstructed pedestrian access between the southern and northern sections of the proposed Festival Marketplace. It is also recognized that this area will be critical in providing a major vertical connection to the promenade level and the hotel and/or office activities above. As a result, this space should be designed as a principal public gathering place that can accommodate the north-south, east-west, and vertical pedestrian flows.

b. To the extent possible, the key features of this interior space should be maintained (in whole or in part). These include the low ceilinged space that provides a dramatic contrast to the monumental Waiting Room; the art-deco inspired mushroom columns; the aluminum-framed doors leading to the passenger tunnel and trains; and the patterned tile floor treatment.

c. In order to accentuate the vertical connection to the promenade and hotel and/or office activities above, a major top-lit atrium should be incorporated within and/or adjacent to this space. This atrium should provide escalator and stair access to the upper level, and should be located along the east-west and north-south pedestrian paths of flow, without obstructing movement. The atrium space should be designed as a highly public space, surrounded by activities that will ensure a high level of use, and that provide retail continuity between the north and south sections of the Festival Marketplace. In addition to retail uses, the inclusion of a major entertainment attraction at this key node (e.g., cinema, theatre, multi-media show) is recommended to reinforce this north-south continuity.

The Passenger Tunnel

a. The passenger tunnel must be maintained as a public access way, accessible 24 hours per day, from the east and the western portions of the site. In addition to its function as the principal entry to the train platforms, the tunnel will also function as a key east-west pedestrian linkage between the transit center at the rear of the site and the development and the city beyond. On the west, the passenger tunnel

must provide an unobstructed connection to the South Patio, and to the Waiting Room and to the planned Metro Rail portal. On the east, the tunnel must provide a direct link to the parking garage, bus terminal, and Amtrak ticketing area above.

The Parking Garage

a. Because of its configurational and efficiency limitations, it is recommended that the existing parking garage beneath the terminal building be reused for service-related functions such as kitchens, storage, and mechanical areas. Service van access to this space could be achieved by means of the existing ramp or, if this ramp is closed, from a below-grade parking structure beneath the Alameda Street setback area.

6.2. LAUPT ZONE 2: INTERMEDIATE DEVELOPMENT ZONE

The Intermediate Development Zone is situated at the +15-foot track level, bounded by the retaining wall and ramp structures on the west, Macy Street on the north, the Santa Ana Freeway on the south, and Track 4 on the east. While this area offers the opportunity for new development that will complement the Festival Marketplace activities within and surrounding the historic passenger terminal, it must be carefully designed to ensure an appropriate transition in scale, and a compatible and integrated architectural treatment. In addition, the organization of open space and activities within this zone must be carefully integrated with each other and those of the historic zone, to provide continuity and ease of movement between the two areas, and to provide

links to the Terminal Annex site and future air-rights development to the east. The following guidelines are intended to achieve these objectives:

The Promenade

- a. Along the entire length of the retaining wall at the +15-foot level, development shall be set back by 35 feet to create a continuous pedestrian promenade that connects the northern and southern areas of the site, and that offers overlooks to the Festival Marketplace below.
- b. Along the promenade, a continuous frontage of active retail, restaurant and other people-oriented uses should be provided. Provision for outdoor cafe seating along the promenade is especially encouraged to activate the pedestrian space.
- c. Canvas awnings should extend over these cafe spaces and the promenade to provide shade and color. Generous provision should also be made for benches and planters that will further enhance the pedestrian environment; these and any other street furniture elements should be organized to provide visual clarity and variety along the length of the promenade.
- d. The existing light standards along the balustrade of the retaining wall and the ramp structures must be restored as an integral part of the promenade design; additional lighting within the promenade should be designed to be compatible with these historic fixtures.

Linkages to the Historic Terminal

- a. Multi-level sky-lit atrium spaces that provide strong activity nodes and vertical linkages to the Festival Marketplace and historic terminal area below should be provided along the center and at either end of the promenade.
- b. The central atrium, within Parcel 2A, is envisioned as a large publicly-oriented hotel or office building lobby that provides direct vertical linkages (by way of escalators, elevators and stairs) to the Train Concourse area below. This linkage should provide direct pedestrian access to the north-south retail spine of the Festival Marketplace, as well as to the east-west pedestrian axes along the passenger tunnel, South Patio and Waiting Room of the passenger terminal.
- c. The northern and southern atriums, within Parcels 2B and 2C, respectively, are envisioned as retail-oriented anchors at the base of larger office or hotel developments; these atriums should also be designed as major public interior spaces that provide direct pedestrian connections by way of escalators, elevators and stairs, between the promenade and the Festival Marketplace activities within the vehicular courts below.
- d. The atriums should be largely glazed and articulated to express their public function as activity nodes along the promenade. The interior space of the atriums should be open and public in nature, with generous levels of natural light and views to the Festival Marketplace activities and the historic terminal structure.

- e. As discussed above, consideration will be given to the creation of an arched opening within the east wall of the Waiting Room wing that will provide a direct pedestrian overlook and linkage (by way of a grand stair) between the promenade and the Waiting Room. The purpose of this modification will also be to reinforce the east-west pedestrian axis through the entire complex.

Linkages to the Terminal Annex and USPS Property

- a. Consideration should be given to the provision of a pedestrian overcrossing that links the promenade and the north retail atrium to the second level of the Terminal Annex building. This link would create a strong physical and market connection between potential activities on the USPS site (i.e., a Children's Museum, trade mart, parking facility, etc.) and the Festival Marketplace and mixed-use development on the LAUPT property. The pedestrian bridge, however, must be carefully designed to be compatible with the historic south elevation of the Terminal Annex building; as discussed below, it is recommended that it be designed as a light and delicate steel truss structure penetrating the building through one of the existing arched openings. Design of this bridge must be undertaken in conjunction with, and be approved by, the State Historical Preservation Office and the National Park Service.
- b. In addition, a direct pedestrian and activity linkage must be provided between Parcel 2B and the proposed railroad museum to be located immediately east of the Terminal Annex building. This linkage should provide easy and understandable access between the north retail atrium and the planned site for the railroad

museum; in order to achieve this connection, 10,000 square feet of the +15-foot grade level of the Parcel 2B development adjacent to this site must be developed as the interior exhibit area of the railroad museum.

The Loop Road

- a. The loop road is envisioned as an attractive street, with generous sidewalks and a comfortable pedestrian environment along both sides. A minimum sidewalk depth of 15 feet shall be provided. Vehicular drop-offs should not encroach on the sidewalk area.
- b. Street trees, planted at maximum intervals of 40 feet, should be provided along the curb edge of the sidewalks. Street furniture and lighting should be designed to be integral with that provided along the promenade.
- c. To the extent possible, activities adjacent to the sidewalk of the loop road should be oriented to the street, with frequent entries and largely penetrable window walls. The use of colorful canvas awnings, and/or the provision of a continuous pedestrian arcade along the street, is strongly recommended.

Linkages to the Air Rights Development Zone

- a. Along the central axis of the development, within Parcel 2D, a 100-foot wide open space should be provided to create a pedestrian link between the intermediate development zone and the air rights development that may occur over the active track area. This open space should also provide a vertical connection (by way of escalator and stair) to grade level and the

passenger tunnel and planned Metro Rail portal below. It is envisioned as a series of stepping terraces that provide easy vertical access to the planned amenities on the upper podium level, as well as comfortable landscaped places to sit and view activities. Prior to the development of the air-rights zone, this open space may be designed at a single level, with escalator linkages to grade level below.

- b. In addition to this central open space, the development of Parcel 2D should provide direct pedestrian linkages by way of escalator to the tower structures (i.e., Parcels 3A and 3B) on the upper air rights podium level. These linkages are envisioned as "galleria-type" spaces that provide the tower structures with a strong entry identity and address along the loop road.

Building Massing

- a. The allowable height limits outlined in the previous section (Scope of Development) are intended as gross building envelopes; within these limits, buildings should be well articulated to provide an attractive silhouette and backdrop to the historic terminal complex; they should also be designed to step down in scale to the principal open spaces of the development including the patios, the Festival Marketplace courts, the promenade, and the loop road. More specifically:
- b. The development of Parcel 2A has a maximum height limit of seven floors; within this height limit, development should step down in at least one increment to a maximum height of three floors along the pedestrian promenade, and a

maximum height of five floors along the vehicular loop road. The central atrium of the development should be clearly expressed and provide a major interruption in the building mass. Roof forms should provide an attractive and articulated top to the building; the introduction of sloping roof elements are recommended to create a compatible relationship to the historic terminal structures.

- c. The height limit of Parcel 2B is carefully sculpted to preserve the strong visual relationship between the Terminal Annex and Union Station buildings; this development must be stepped down from a maximum height of 12 floors within 160 feet of the rear of the parcel, to an intermediate level of 7 floors within 260 feet of the rear of the parcel, to a maximum height of 3 floors for the remaining atrium portion of the development. Within these height limits, the building should also step down to the loop road and to the Macy Street edge to avoid the creation of unarticulated shear walls. The use of sloping roofs, particularly on the lower portions of the building adjacent to the historic development zone, are strongly recommended to provide additional scale and visual interest. The atrium space should be clearly expressed as the northern terminus to the promenade, and as a strong anchor to the Festival Marketplace.
- d. Because of its position adjacent to the freeway, and its relative remoteness from the historic buildings, Parcel 2C is permitted to achieve a maximum height of 23 floors. Within this height limit, however, the building mass should be highly articulated with the tower portion stepped back from the loop road, promenade and

historic zone of development. Development should step down to a maximum height of three floors along the ramp structure, and a maximum height of five floors along the loop road. In addition, the overall massing of the building should be articulated to avoid the creation of uninterrupted shear walls. The use of sloping roofs on the lower portions of the building adjacent to the historic development zone is recommended. The atrium space should be clearly expressed as the southern counterpart to the atrium of Parcel 2B, and should also provide a strong anchor to the promenade and Festival Marketplace.

- e. The height limit of Parcel 2D is not permitted to exceed 10 floors, because of its sensitive position on the east-west elevational axis of the Union Station building. Within this height limit, development should step down to a maximum height of seven floors along the loop road, and should be broken by the "galleria" tower entrances and by the terraced open space link to the podium level along the central axis of the site.

Building and Facade Treatment

- a. Development within the intermediate zone should provide a well-scaled and integrated "background" to the Union Station terminal building; they should not attempt to compete with the historic foreground for attention.
- b. Building facades should be well articulated and organized; the division of the building into distinct horizontal zones (e.g., the base, the middle and the top) is recommended to reduce the verticality of the mass, and to create variation

and interest. For portions of the development below 12 floors in height, the use of curtain walls is discouraged in favor of building walls that are punctured with well-proportioned and composed openings.

- c. Materials should be of a high quality, richly detailed to provide visual interest at the pedestrian scale and on the upper levels of the development. Materials should be light in color to complement the historic structures in the area; earthtones, pastels, or whites accented with dark or bright colors are considered compatible. Reflective glass is considered an undesirable material, because of its tendency to create uncomfortable glare conditions and its incompatibility with the historic structures.
- d. Because of their visual exposure to the higher development components of the project, special attention should be paid to the treatment of roofs. Rooftop equipment should be concealed from view and/or integrated within the architectural vocabulary of the building. Large expanses of flat roof area should be avoided through the use of roof terraces, sloping roof forms and/or other special roof features.

Parking and Service Access

- a. All parking within the Intermediate Zone of development must be completely below grade; no above-grade parking structures will be permitted within this area. Interim surface parking (i.e., prior to the development of all parcels within the zone) will be permitted within the conditions outlined below. (Interim Site Treatment)

- b. Parking facilities should be connected to development by means of the open space and pedestrian circulation system outlined for the project area. (Framework for Development)
- c. Service and loading facilities shall be situated in areas that do not conflict with pedestrian areas. It is recommended that Parcels 2A and 2B be serviced from an at-grade service roadway (+0-foot level) with direct access from Macy Street immediately west of the underpass, and that Parcels 2C and 2D be serviced in the rear from the +15-foot level service road with access from Vignes Street.

Interim Treatment of Zone 2

It is recognized that the full buildout of Zone 2 will happen over an extended period of time, and that a high level of environmental quality should be achieved at each phase of development. More specifically, the following guidelines are intended to achieve this objective:

- a. The promenade along the edge of the retaining wall shall be constructed in the first phase of development as an integral part of the Festival Marketplace and the open space system of the site.
- b. Interim surface parking, accessed by the vehicular ramps, will be permitted within undeveloped portions of the Zone 2 area, but must be buffered from the promenade by a 30-foot strip consisting of raised planting beds and a double row of trees.

- c. The full construction of the loop and service road system should be completed prior to the development of Parcels 2C and 2D.
- d. Retail uses beneath the promenade level, and along the retaining wall and ramp frontage, should be developed as an integral part of the Festival Marketplace development in the first phase of construction.
- e. In order to activate the promenade, reinforce the activities of the Festival Marketplace and encourage activity linkages to the Terminal Annex project, highest priority should be given to the early development of Parcels 2A and 2B, prior to the development of 2C and 2D.

6.3 LAUPT ZONE 3: AIR RIGHTS DEVELOPMENT ZONE

Air rights development above the active trackway (Tracks 5 through 14), between Macy Street and the Santa Ana Freeway, offers the opportunity to reinforce the Union Station area as a regional office and transit center in close proximity to the downtown. Because of its distance from the historic passenger terminal (over 500 feet), the area can be developed in a more intensive fashion, with high-rise structures that provide an understated and elegant counterpoint to the historic frontage of the site, and that symbolize the new role of the Union Station area. Indeed, to ensure the viability of development in this more remote portion of the site, it is critical that it achieve a higher level of visibility than the development zones in closer proximity to the terminal building.

However, it is also essential that this visibility is achieved in a way that is compatible with, and supportive of, the historic identity of the terminal complex. As the area of highest intensity, this upper level of the complex must be an integral part of the overall open space and pedestrian circulation system, with strong vertical linkages to the +15-foot level and to the parking garage and transit facility immediately to the east. The following guidelines are intended to achieve these objectives:

Open Space and Pedestrian Linkages

- a. The construction of a major public open space at the podium level (approximately +46-foot level) is required in conjunction with any air rights development. This open space shall be no less than 1.5 acres, and shall have as its centerpiece a large glass shed structure that provides a direct visual overlook to the trackway and transit activities below.
- b. The design of the shed structure should recall the great glass roofs of European train stations, and be positioned in such a way as to create a series of intimate and sheltered pedestrian places at the podium level.
- c. The treatment of the open space should be varied and include areas of hardscape, lush planting, open lawn, and reflecting pools.
- d. It is recommended that food-related uses be provided adjacent to this open space to promote activity, and to create an attractive destination for visitors and employees. The creation of a "pleasure garden" with amusement attractions and/or a health club at this level

is also recommended to ensure active use of the open space.

- e. As discussed above (Linkages to Air Rights Zone), three major pedestrian linkages are required between the air rights zone and the intermediate zone of development at the +15-foot track level. These include a series of stepped terraces leading to the podium-level open space along the central axis of the property and two additional "galleria-type" spaces that link the loop road with each of the tower structures.
- f. The podium level should be designed to provide direct pedestrian linkages to the transit center and parking facility to the east, and to any institutional office development that may occur on the roof of this structure.

Building Massing

- a. A maximum of two tower structures will be permitted within the air rights zone. As discussed above (Scope of Development), these structures shall not exceed a height of 55 floors from the podium level and shall be separated above the 5th floor by at least 400 feet.
- b. The tower structures shall be highly articulated, with frequent stepbacks and a receding profile toward the peak. To this end, the average floor area of the first 30 floors shall not exceed 35,000 gross square feet per floor; the average floor area of the next 15 floors shall not exceed 25,000 gross square feet per floor; and the remaining 10 floors shall not exceed an average floor area of 20,000 gross square feet per floor.

Building and Facade Treatment

- a. The tower structures shall be designed to provide a harmonious backdrop to the historic buildings and the foreground development in Zone 2. Building materials should be light in color and of a high quality; in order to de-emphasize the verticality of the buildings, it is suggested that glass curtain walls be utilized in the higher portions of the building (e.g., above the 30th floor), artfully contrasted with a solid building wall of well composed openings at lower levels (e.g., below the 45th floor).
- b. Reflective glass is not an acceptable material, because of its tendency to create uncomfortable glare conditions.

Service Access

- a. Because the tower structures are situated over the active track area, service access to the podium level should be provided from a service spine along the length of Parcel 2D in the intermediate development zone, connecting horizontally to the main elevator cores of the towers at the +46-foot level.

6.4 LAUPT ZONE 4: TRANSIT CENTER/PARKING FACILITY

The transit center and parking structure at the rear of the LAUPT property will provide commuters with a convenient intermodal transfer point in close proximity to the downtown. Those arriving by car or by other regional modes, such as Amtrak or Trailways, will be able to transfer directly to the Metro Rail or RTD systems, or walk through the

Union Station development to the Civic Center and the downtown. Employees who work within the Union Station project area will be able to reach their destinations by circulating at the +46-foot podium level or at grade through the passenger tunnel. The organization and image of this facility will be one of efficiency, appropriate to its role as a modern transportation center. As an extension of this transportation function, the facility may also include an institutional garden office component above the parking structure; RTD has been identified as a potential user of this office space.

The design of the transit center and parking structure will be required to meet the detailed performance criteria of each of the transit modes. A preliminary discussion of these requirements is presented in Section 4: Framework for Development; these criteria will be subject to refinement as more detailed engineering studies are undertaken. The following guidelines are intended to ensure that the facility is compatible and well integrated with the overall development.

Linkages, Pedestrian Circulation and Open Space

- a. A vertical circulation core must be provided within the transit and parking facility, linking all levels with the eastern terminus of the passenger tunnel and with the planned Metro Rail portal.
- b. A bridged connection(s) must be provided between the transit and parking facility and the +46-foot podium level of the air rights development zone.

- c. If institutional office development occurs on the top deck of the facility, it should be organized around a series of open spaces that provide employee amenities and that create an attractive visual environment. Additional connections should be made between this open space and the +46-foot podium level of the air rights development zone.

Building Massing and Treatment

- a. As discussed above (Scope of Development), the maximum height of development in this zone shall be 110 feet from the Vignes Street elevation. As illustrated in Figure 12, this height limit could support two levels of below-grade parking, a bus terminal and Amtrak ticketing/baggage facility, four additional levels of parking and three levels of garden office above.
- b. The facade treatment should integrate the various layers of the complex within well composed elevations that present a modern transit identity to the Freeway, Vignes and Macy Streets.
- c. Along Vignes and Macy Streets, development above 70 feet in height should step back by at least 15 feet in at least one increment.
- d. Building materials that accentuate the facility's modern transit identity and provide some contrast with other components of the development are recommended. These could include materials such as steel, glass, aluminum, and pre-formed metal or porcelain-clad composite panels.

6.5 USPS ZONE A: HISTORIC TERMINAL ANNEX ZONE

The Terminal Annex Post Office building is an important component in the overall civic and historic identity of the Union Station area. Its Mission Revival style complements the Art-Deco and Spanish Revival motif of the Union Station terminal, creating a cohesive grouping set back from Alameda Street. Unlike Union Station, the Terminal Annex building does not contain a complex series of grand interior spaces; rather, the interior is primarily open warehouse space, reflecting its principal function as a distribution and sorting facility. A notable exception to this is the ground level of the building, which includes a distinctive post office lobby with period murals and detailing, which should be preserved as part of any new development. As a result of the significant amounts of open interior space, the reuse options for the Terminal Annex are more varied than those of the Union Station building.

The following guidelines, illustrated in summary form in Figure 16, ensure the preservation of the building and provide recommendations for its rehabilitation.

The City Front (West and South Elevations)

- a. All elements of the west and south facades must be preserved and restored within the original design intent of the building. The stair and elevator tower constructed along the south facade in the mid-1960's should be removed, and the facade restored to its original condition.
- b. The silhouette and profile of the building, as it is viewed from the south and west, shall not be altered.

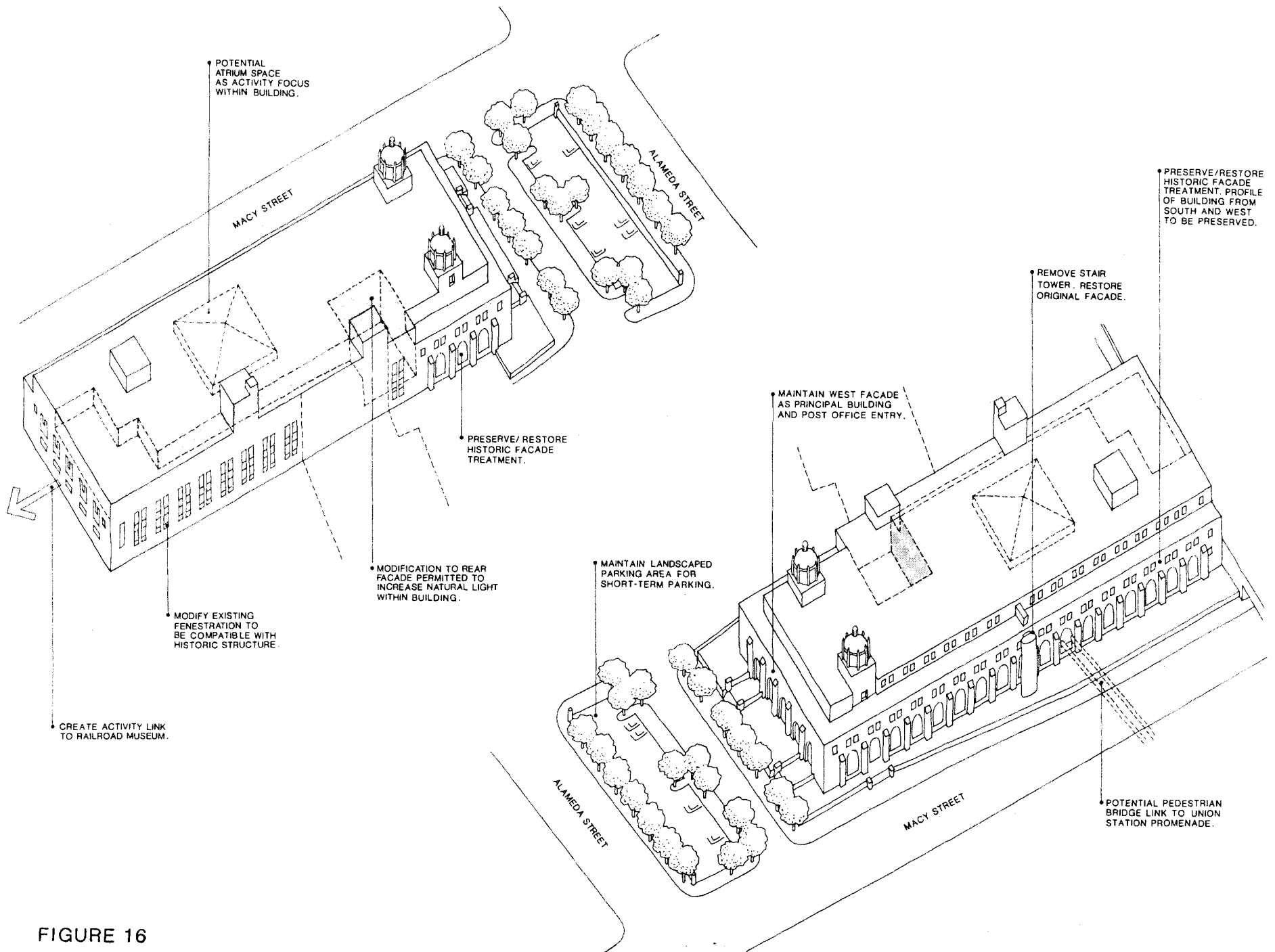


FIGURE 16
 TERMINAL ANNEX BUILDING : REHABILITATION GUIDELINES

- c. Additional ground level entries will be permitted along the south elevation, as required for efficient building access; however, these must be located within the existing bay system and designed to be consistent with the existing fenestration pattern.
- d. On the west facade, the existing entry porch and stair must be preserved. No additional entries will be permitted along this building elevation.
- e. Consideration will be given to the inclusion of a pedestrian bridge, connecting the south facade of the Terminal Annex building with the +15-foot level of the Union Station development. This bridge provides the opportunity to create a strong activity and market linkage between the two properties; however, its design must be carefully executed to ensure that the historic integrity and identity of the Terminal Annex building is not threatened. A delicate steel truss structure that meets the historic building at one of its arched bays is recommended. The refenestration of this bay, to provide an entry, should also be carefully executed to be compatible with the existing mullion pattern. These modifications will have to comply with the Secretary of Interiors Standards and Guidelines for rehabilitation, and be undertaken in consultation with the State Office of Historical Preservation and the National Park Service.

The North and East Elevations

- a. The westernmost 3-1/2 bays of the north elevation shall be preserved and restored within the original design intent of the building.

- b. For the efficient redevelopment of the USPS site and for the attractive reuse of the Terminal Annex building, it is recommended that the north annex wing of the building, constructed in the 1960's, be demolished.
- c. The remaining portions of the north and east elevations have no historical and architectural distinction, and may be altered to provide increased levels of natural light to the interiors; these modifications may include light courts or indentations that increase the efficiency and light levels of the interior spaces; the design of these modifications should be compatible with the Secretary of the Interiors Standards and Guidelines for rehabilitation, and should be undertaken in consultation with the State Historical Preservation Office and the National Park Service.
- d. The treatment of the east elevation of the building should allow for direct pedestrian linkages between the proposed railroad museum and any public-oriented or cultural uses included within the Terminal Annex building (e.g., a Children's Museum).

The Alameda Street Setback Area

- a. No permanent structures will be permitted in the area between the Terminal Annex building and Alameda Street. Major landscaping elements should be maintained; surface parking should also be maintained to provide convenient access for post office patrons.

- b. In order to promote safer and more efficient site access, the entry road from Alameda Street to this frontal area should be realigned to be part of the intersection with North Main Street.
- c. New landscaping should be designed to extend the lush and informal treatment of this setback area and to enhance pedestrian linkages to the building from Alameda Street.

The Post Office Lobby

- a. The L-shaped lobby along the west and south edges of the Terminal Annex building should be maintained as a principal public circulation space.
- b. The distinctive architectural features of this space, including the arches, vaulting, murals, elevator doors, and the patterned floor and wall treatment, should be preserved and restored.
- c. In order to maintain the public role of this space, the retail function of the branch post office should be located adjacent to the lobby along the present counter and post office box areas.
- d. The linear lobby space should be extended along the perimeter of the building to provide linkages to new vertical cores, atrium spaces, and/or other public-oriented activities at this level (e.g., a Children's Museum). These extended lobby spaces should provide architectural continuity with the existing lobby through the use of similar materials and treatment.

Interior Rehabilitation

- a. Rehabilitation must not cause any change in the profile or elevation of the Terminal Annex building, as it is viewed from the west and the south.
- b. Because of the large floorplates and their unsuitability for some uses (e.g., office), the construction of a large top-lit atrium within the building may be undertaken; it is recommended that such an atrium provide the building with a major focus of activity, and that this space be linked at the +15-foot level by a pedestrian bridge to the adjacent parking structure, and (if a pedestrian bridge is deemed appropriate) to the Union Station complex across Macy Street. The space could function as a major building lobby, and/or as a reception and exhibit area related to a major cultural use, such as the City of Los Angeles Children's Museum.
- c. All partitions that presently obstruct windows along the historic south and west facades of the building shall be removed; all fenestration shall be restored to its original condition.

6.6 USPS ZONE 2: DEVELOPMENT ZONE

The area to the north of the Terminal Annex building along Alameda and North Main Streets offers significant development opportunity that will reinforce the role of the Union Station area as a regional sub-center. Its development, however, must be carefully undertaken to step up in scale from the Terminal Annex building, and to continue the landscaped open space setback along

Alameda Street. The closure of North Main Street between Vignes and Alameda Streets, and the inclusion of the triangular block within the project area, would greatly enhance the identity and accessibility of this development zone. However, if the private portion of the triangular block is acquired, the plan recommends that a significant portion the block be maintained for open space to ensure continuity of landscape treatment along Alameda Street. The following guidelines are intended to achieve these objectives:

The Alameda Street Setback Area

- a. All development must be set back from the Alameda Street property line by 300 feet, to correspond with the setback of Union Station and the Terminal Annex building and to create a consistent boulevard effect along Alameda Street.
- b. Structured parking must be located completely below present grade.
- c. Surface parking must be well landscaped, with clusters of broad crown evergreen or partially deciduous trees (e.g., ficus, jacaranda magnolia, Brazilian pepper, etc.) planted in an informal arrangement to provide an interesting and diaphanous "veil" along the entire length of the setback area. It is recommended that a minimum of 1 large specimen tree, with a minimum box size of 48 inches, be planted for each 6 surface parking spaces. Trees should be planted in generous planters that do not protrude from the surface of the parking lot by more than 12 inches. Within the planters, ground cover,

typical of Southern California, should provide color and texture to the parking areas.

- d. In order to create a wider sidewalk of 15 feet along Alameda Street, a 3-foot setback is required along the Alameda Street property line. Large canopy street trees, similar to those recommended for the surface parking area, are recommended along the curb edge of the sidewalk to create a continuous boulevard treatment. A low planter wall with a maximum height of 30 inches will be permitted along the inside edge of the Alameda Street sidewalk to provide definition to the project area; this wall should be broken to permit pedestrian access at designated points along the street.

Pedestrian Linkages

- a. A continuous north-south pedestrian walkway, with a minimum depth of 20 feet, should be provided at grade along the front of all development within this zone; the walkway should provide a direct connection to the front of the Terminal Annex building and should be connected to the Alameda Street sidewalk by walkways adjacent to each of the access roads entering the site.
- b. This walkway should also offer direct pedestrian linkages to the parking garage at the rear of the site, by way of the major building entrances and vertical cores.
- c. A continuous covered arcade is recommended along this front walkway to enhance the pedestrian experience; ground level uses should be oriented to the walkway and arcade, and should be predominantly glazed.

- d. It is also recommended that an additional north-south pedestrian spine be provided at the +15-foot level along the rear of this development zone, to create a strong link between the Terminal Annex building, new development and the parking structure at the rear of the site.

Building Massing

- a. Development along the 300-foot setback line of Alameda Street shall be built to a maximum height of 60 feet to correspond with the cornice line of the Terminal Annex building. Development permitted above this 60-foot datum must be stepped back from the setback line by a minimum of 25 feet.
- b. As described above (Scope of Development), the maximum permitted height within Parcels B1 and B2 is 20 and 40 floors, respectively. These developments should be composed of mid-rise components of approximately 5 floors, stepping up to a maximum of two tower structures spaced a minimum distance of 400 feet apart.
- c. The overall building mass should be highly articulated to provide visual interest and to avoid the creation of large expanses of uninterrupted wall surface. The building mass should step back as the height increases. To this end, development between the 6th and 10th floors of the 2 towers should not exceed an average gross floor area of 35,000 square feet per floor; the average area of each floor between the 11th and 20th floor should not exceed 30,000 square feet; development between the 21st and 30th floors should not exceed an average area of 25,000 square feet; and all

floors above this level should not exceed an average area of 20,000 square feet each.

Building and Facade Treatment

- a. The tower structures shall be designed to provide a harmonious backdrop to the Terminal Annex building. Building materials should be of a high quality and light in color to be compatible with the historic foreground building; glass curtain walls are discouraged in favor of a solid building wall with well-composed and proportioned openings.
- b. Reflective glass is not an acceptable material, because of its tendency to create uncomfortable glare conditions.

Parking and Service Access

- a. All parking structures within this development zone shall be visually concealed from Vignes, North Main and Alameda Streets. Parking structures must be accessed from on-site roadways; no direct access shall be permitted from city streets.
- b. Service access to this development zone must be from Vignes Street to avoid pedestrian conflicts; service and loading areas must be located adjacent to on-site roadways, and concealed from the Alameda and North Main Street frontages.

Interim Site Treatment

It is recognized that the full buildout of this development zone will take place over an extended period of time. The following guidelines are

intended to ensure that each increment of development maintains a high level of environmental quality:

- a. Prior to the development of this zone, the existing parking structure should be maintained to provide parking for on-site development and for adjacent areas, including El Pueblo and Chinatown. Interim surface parking within this zone and at the rear of the site should also be provided, with generous perimeter landscaping along Vignes Street.
- b. As discussed above, it is recommended that the Annex wing of the Terminal Annex building be demolished prior to the rehabilitation of the historic structure, because of its unsuitability for reuse and its position in the most developable portion of the site. After demolition, this building site should be leveled to the present grade of the surface parking area, to await development.
- c. The landscaped setback improvements along Alameda Street should be undertaken at the earliest possible point in time (e.g., upon demolition of the existing parking structure, and upon closure of North Main Street and acquisition of the triangular block).

6.7 USPS ZONE C: PARKING STRUCTURE

A major parking facility of approximately 4,200 spaces is proposed at the rear of the USPS site, and on the existing rail spurs owned by the LAUPT. By virtue of its location, and its linkage with the Union Station site by a +15-foot roadway, this facility will be able to serve both the USPS and

LAUPT developments. The structure should not exceed a maximum height of 50 feet (or 6 levels of parking), and should be accessed from on-site roadways at both the +15 and +0-foot levels. As discussed above, strong pedestrian linkages should be made between the parking garage and the railroad museum, Terminal Annex building, and the USPS development zone.

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