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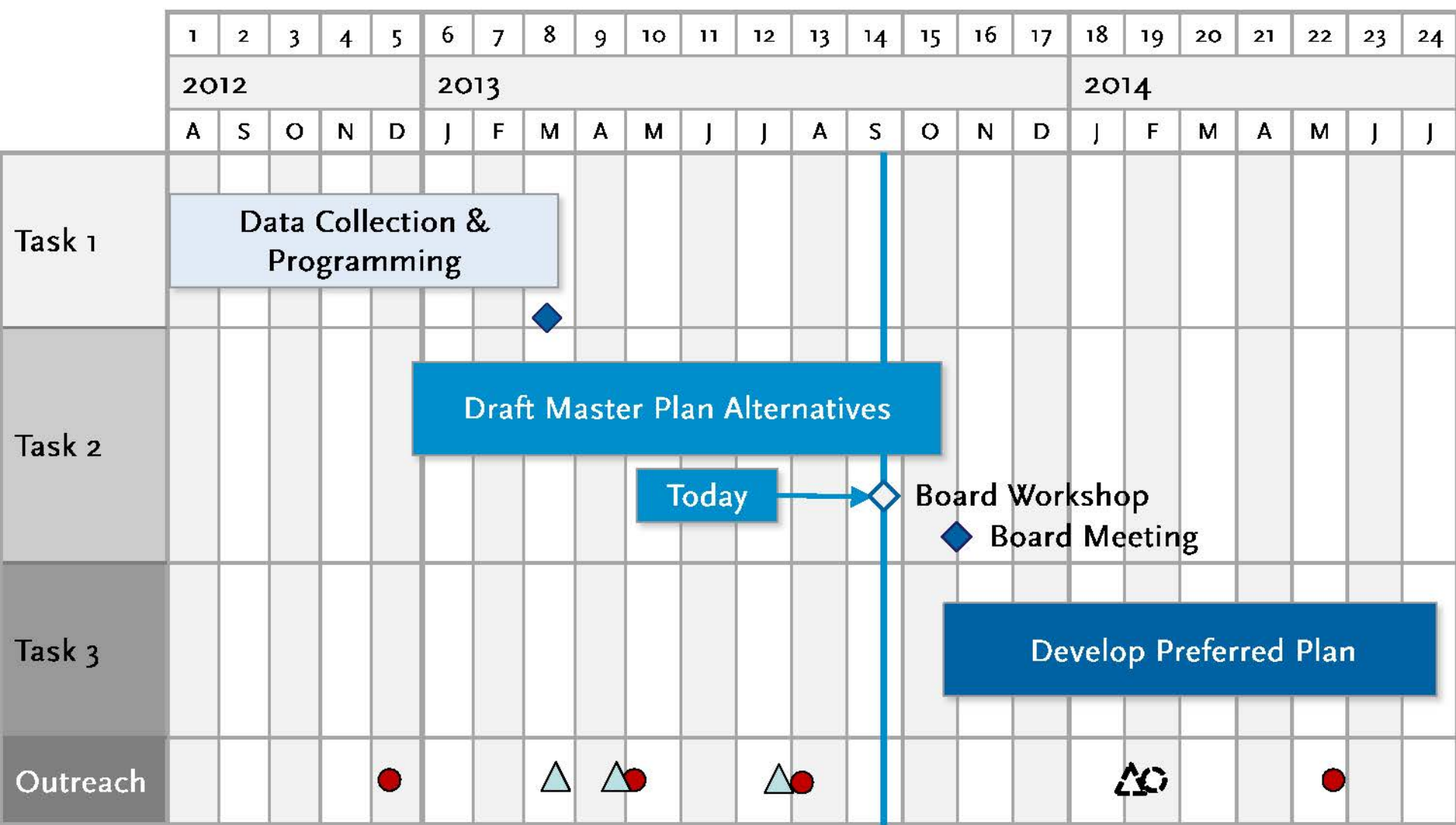
Union Station *Master Plan* – Board Workshop

September 18, 2013

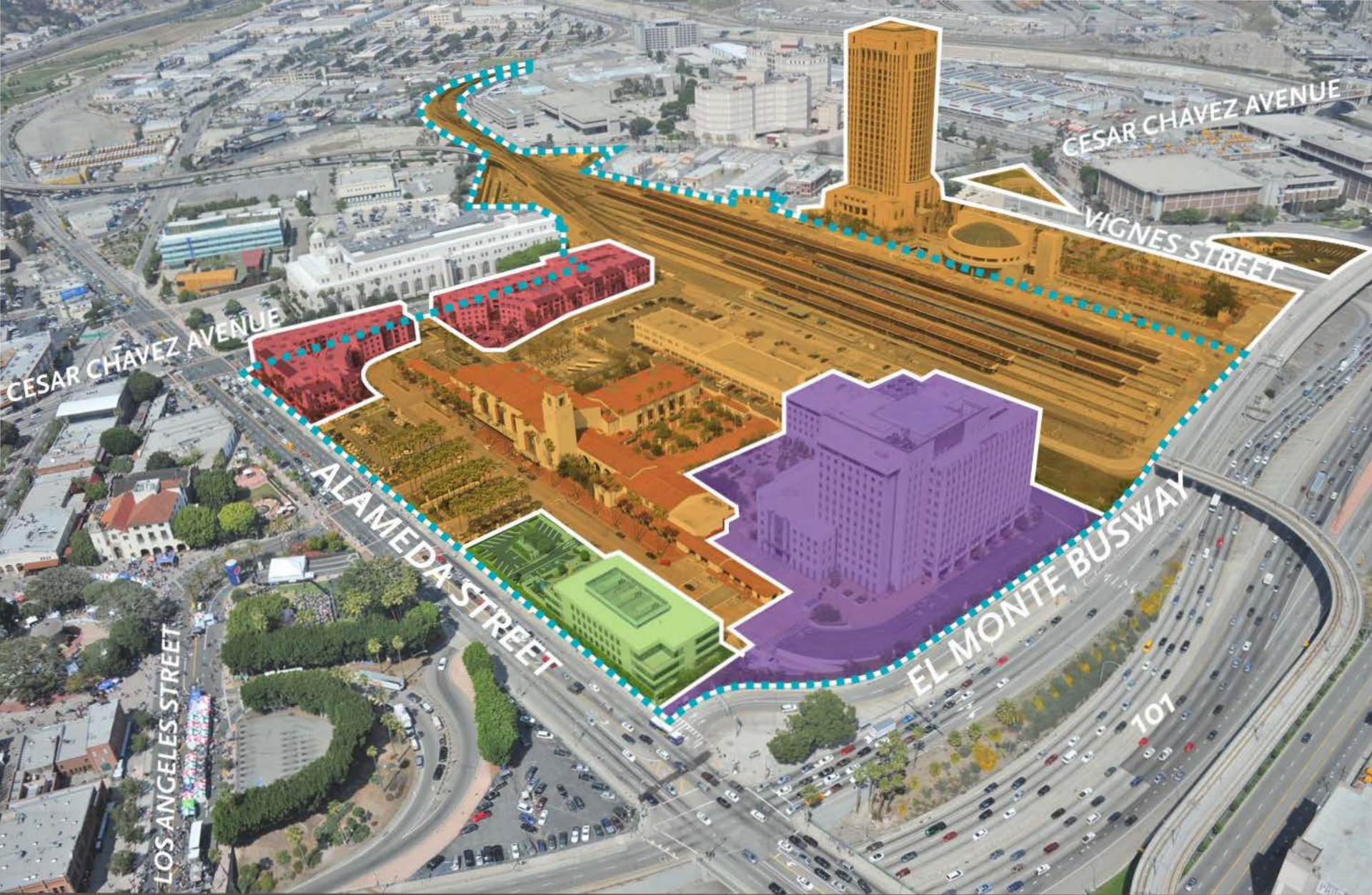
Master Plan Context and Timeline



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- △ Community Council Advisory Meeting
- Community Workshop



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Master Plan Scope

Concurrent transport projects

- SCRIP (Southern California Regional Interconnector Project)
- Silver Line Bus Rapid Transit Station

Separate but related and coordinated planning projects

- Union Station Wayfinding
- Union Station Community Linkages



Southern California Regional Interconnector Project (SCRIP)

- Western-most tracks will become “run-through” tracks
- In procurement for design, engineering, and supplemental EIR
- Construction anticipated to start by 2017
- Will require raising all or a portion of the rail yard by 1 to 4 feet
- Should include planning for changes above and below the yard



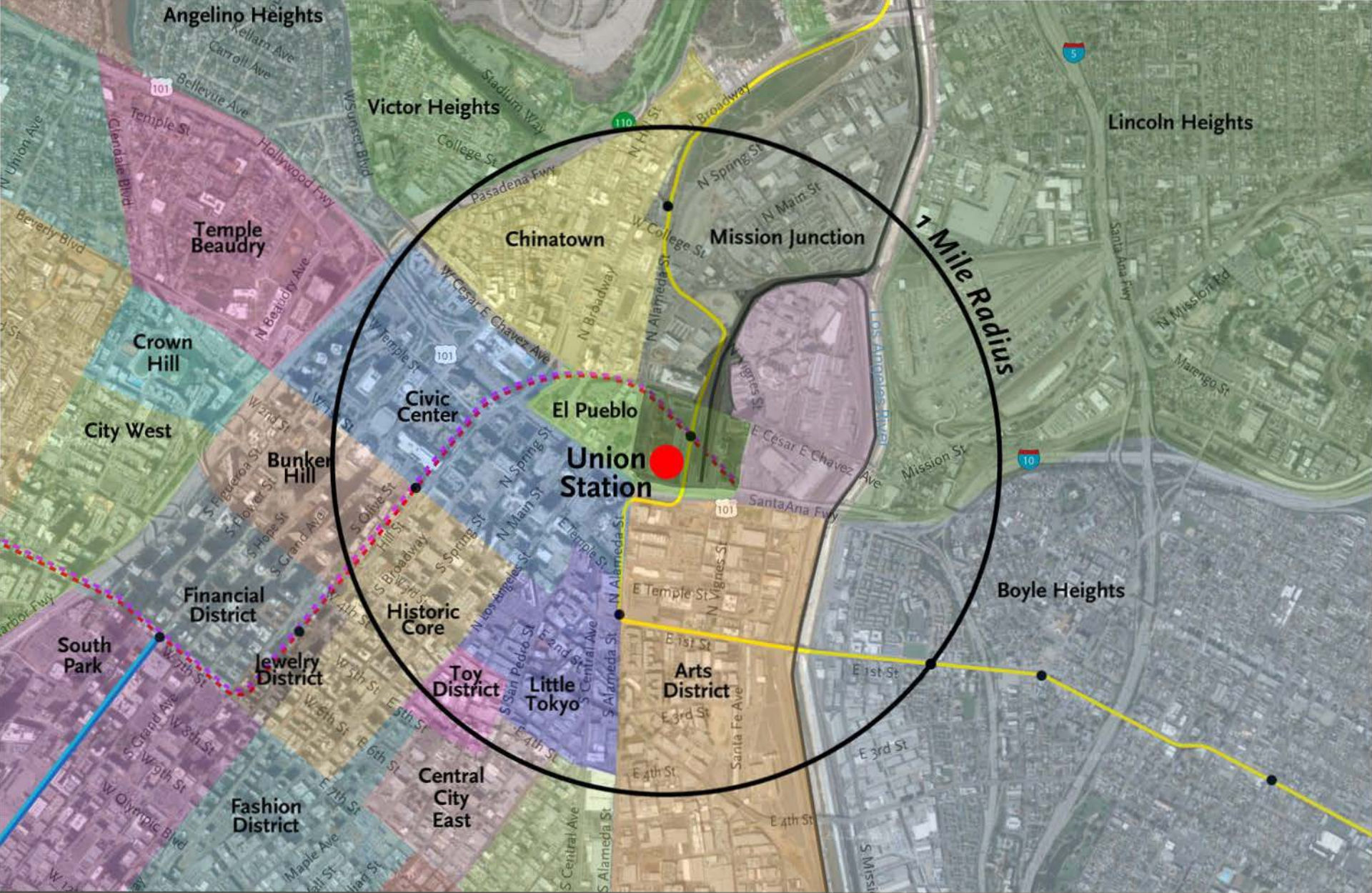
Master Plan Goals and Objectives



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Master Plan Goals

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



LAUS's Place in the City

Key Findings

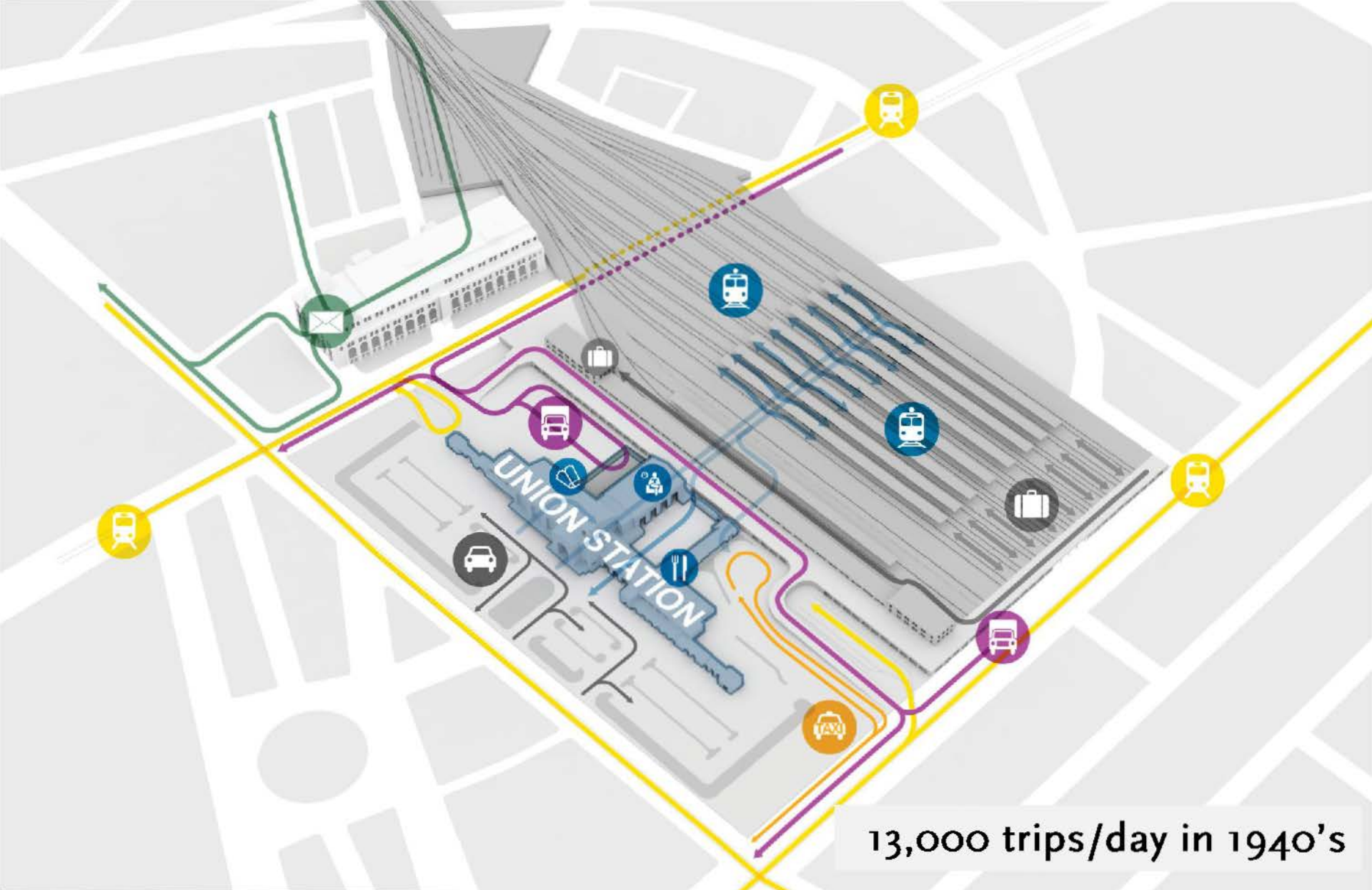


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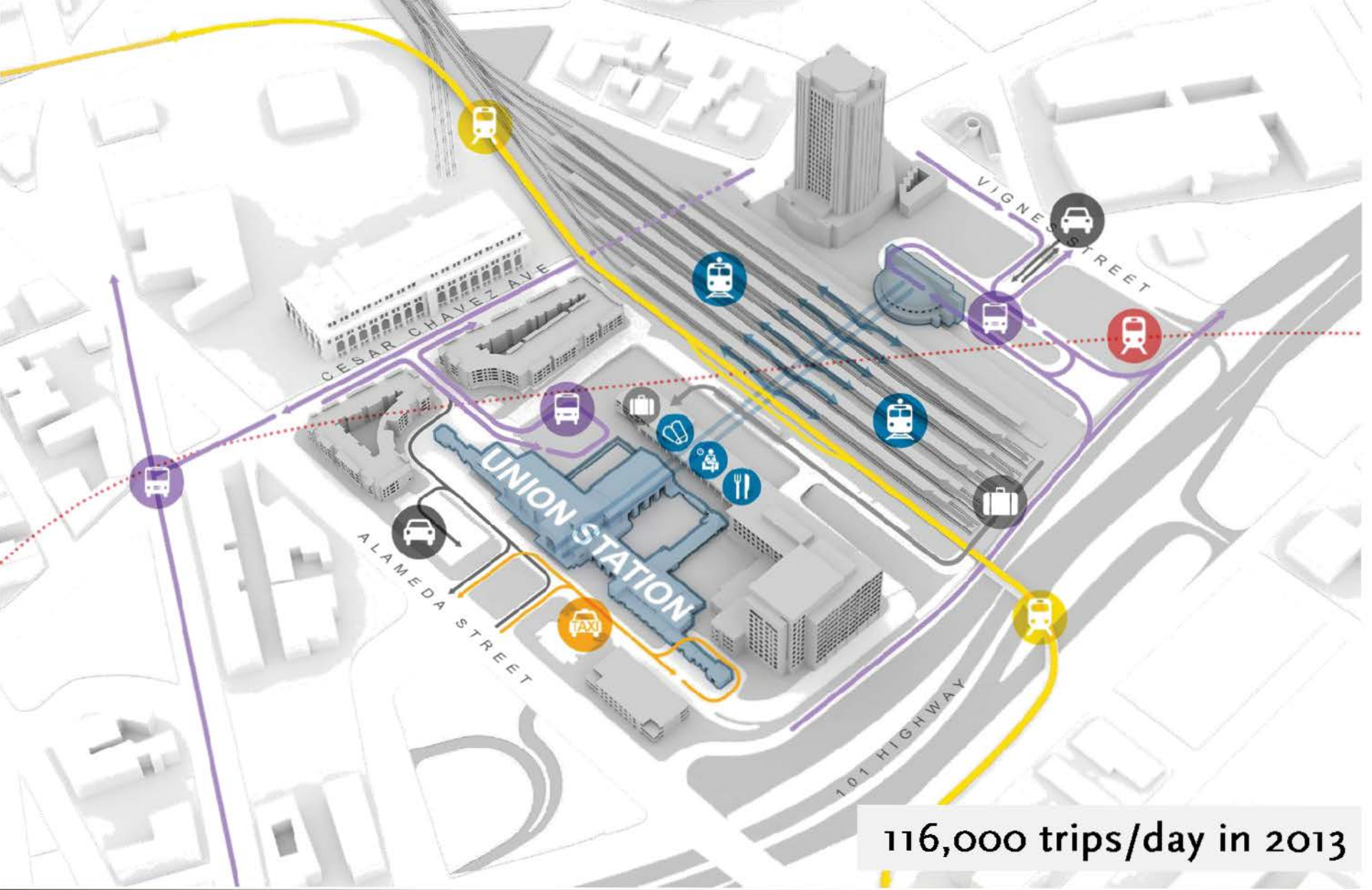
Original Design – circa 1939





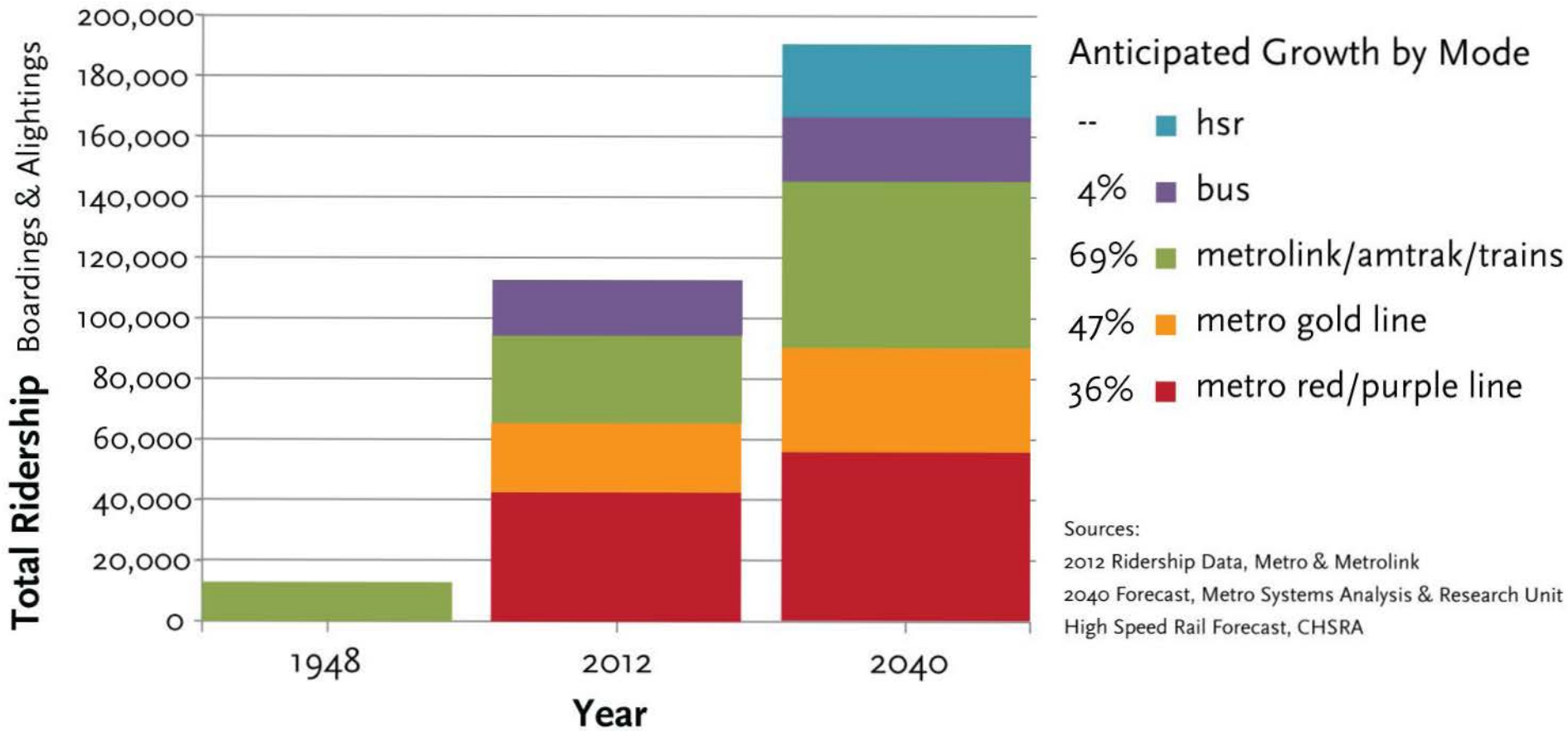
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Circulation Diagram – circa 1940



116,000 trips/day in 2013

Weekday Daily Ridership

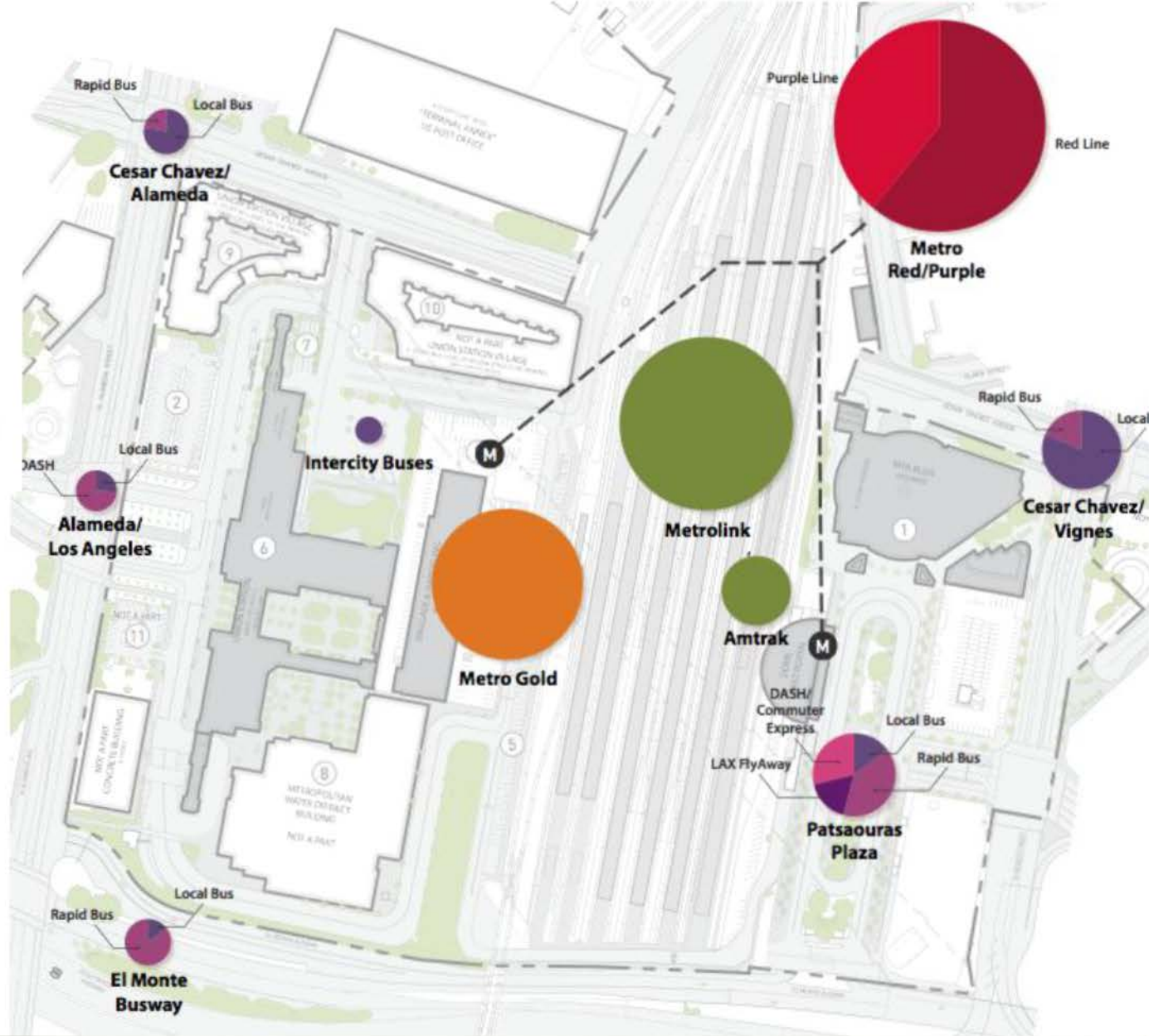


190,000 trips/day in 2040

- bus
- metrolink/amtrak
- metro gold line
- metro red/purple line

Size of Circle =
Relative number of users

Total for Cesar Chavez /
Vignes is almost equal to
total for Patsaouras Plaza



Buses

- Most buses terminating at LAUS travel down Cesar Chavez and Vignes solely to get to Patsaouras Plaza which is inefficient for bus operations
- Bus/pedestrian/auto conflicts at Patsaouras Plaza and are inherent to current design and travel paths
- Lack of clarity for transit riders about where to catch a bus as there are bus stops throughout the site
- Inadequate amenities at all LAUS bus stops (on-site and perimeter)

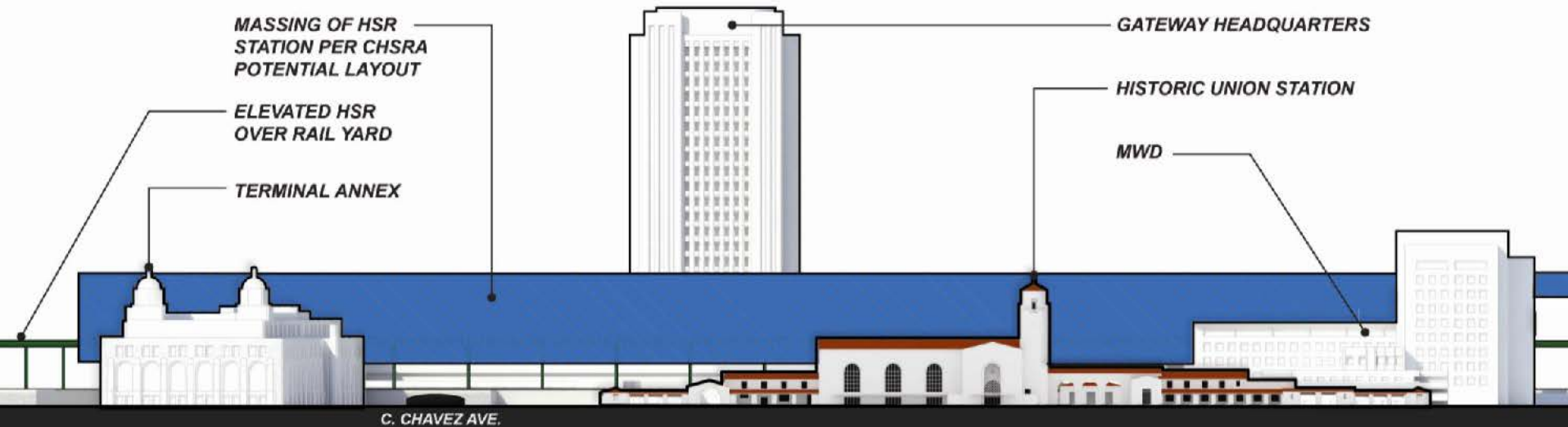


Concourse/Passageway/Rail Yard

- The Passageway does not have the capacity to accommodate current or future passengers
- There is inadequate space for proper amenities
- SCRIP project will impact access to tracks
- Existing rail yard configuration does not accommodate future improvements in platform layouts
- All track access is not ADA compliant



Massing of Current CHSRA Platform/Concourse



Transport Components

Passenger Concourse




The Passenger Concourse component is represented by a blue header and three circular icons. The top icon shows two tickets, the bottom-left icon shows a person sitting with a clock, and the bottom-right icon shows a fork and knife.

Bus Terminal



The Bus Terminal component is represented by a purple header and a single circular icon of a bus.

High Speed Rail

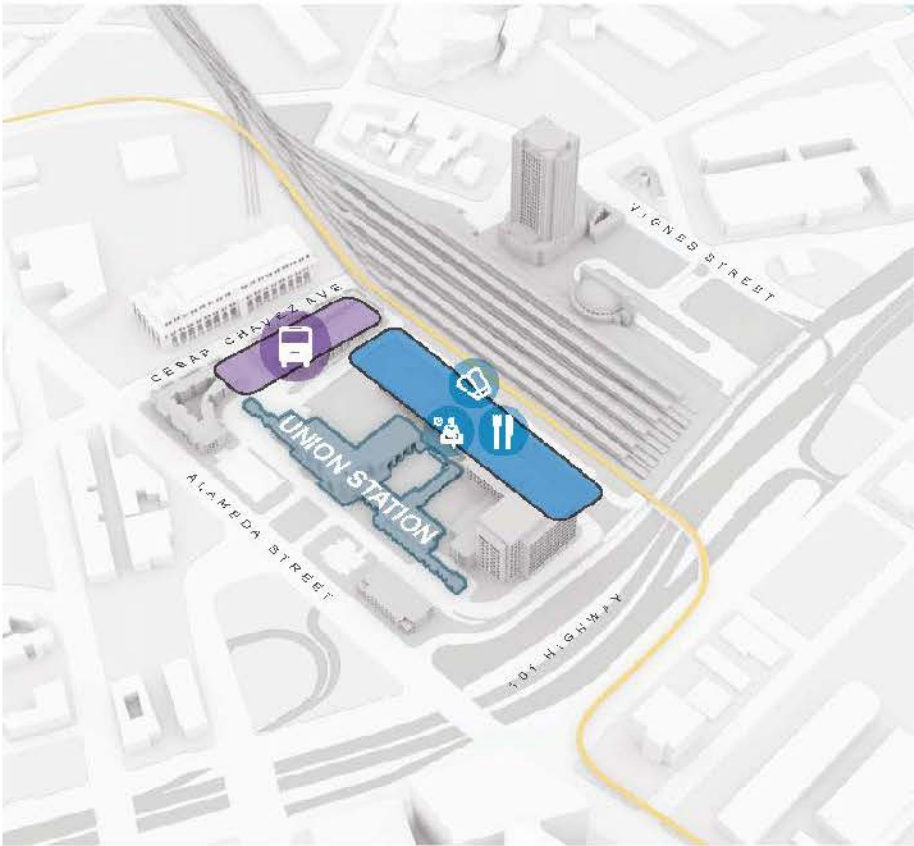


The High Speed Rail component is represented by a green header and a single circular icon of a high-speed train.

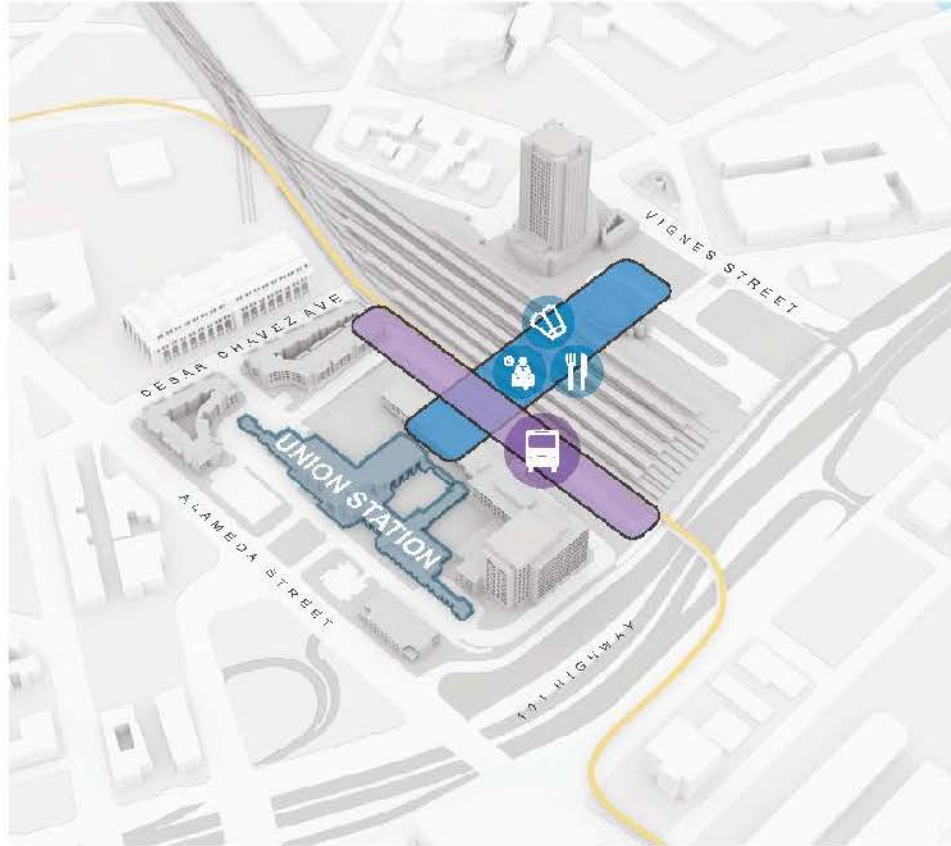
Draft Approaches



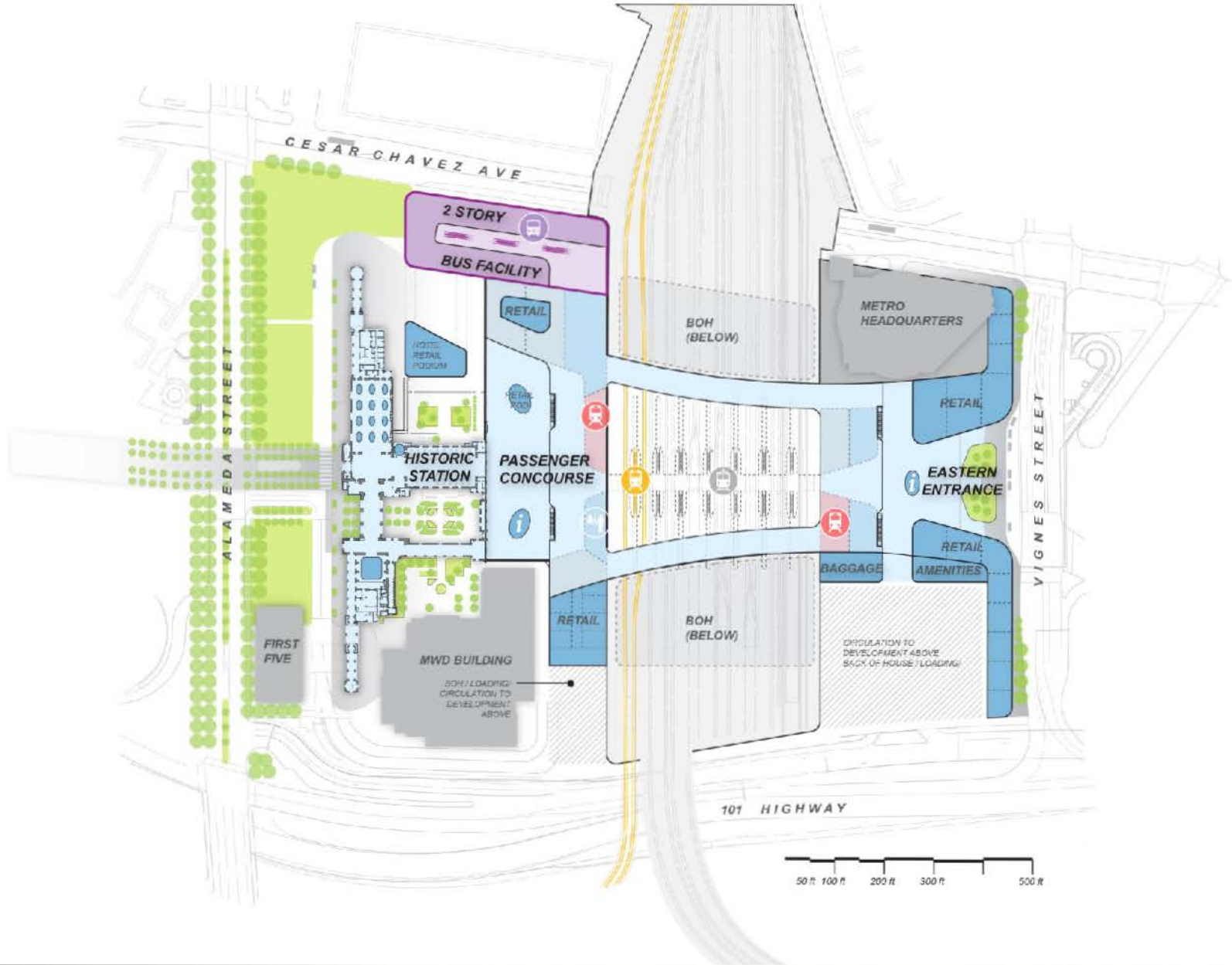
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North/South Passenger Concourse + Relocated Patsaouras Bus Facility



East/West Passenger Concourse + Relocated Patsaouras Bus Facility

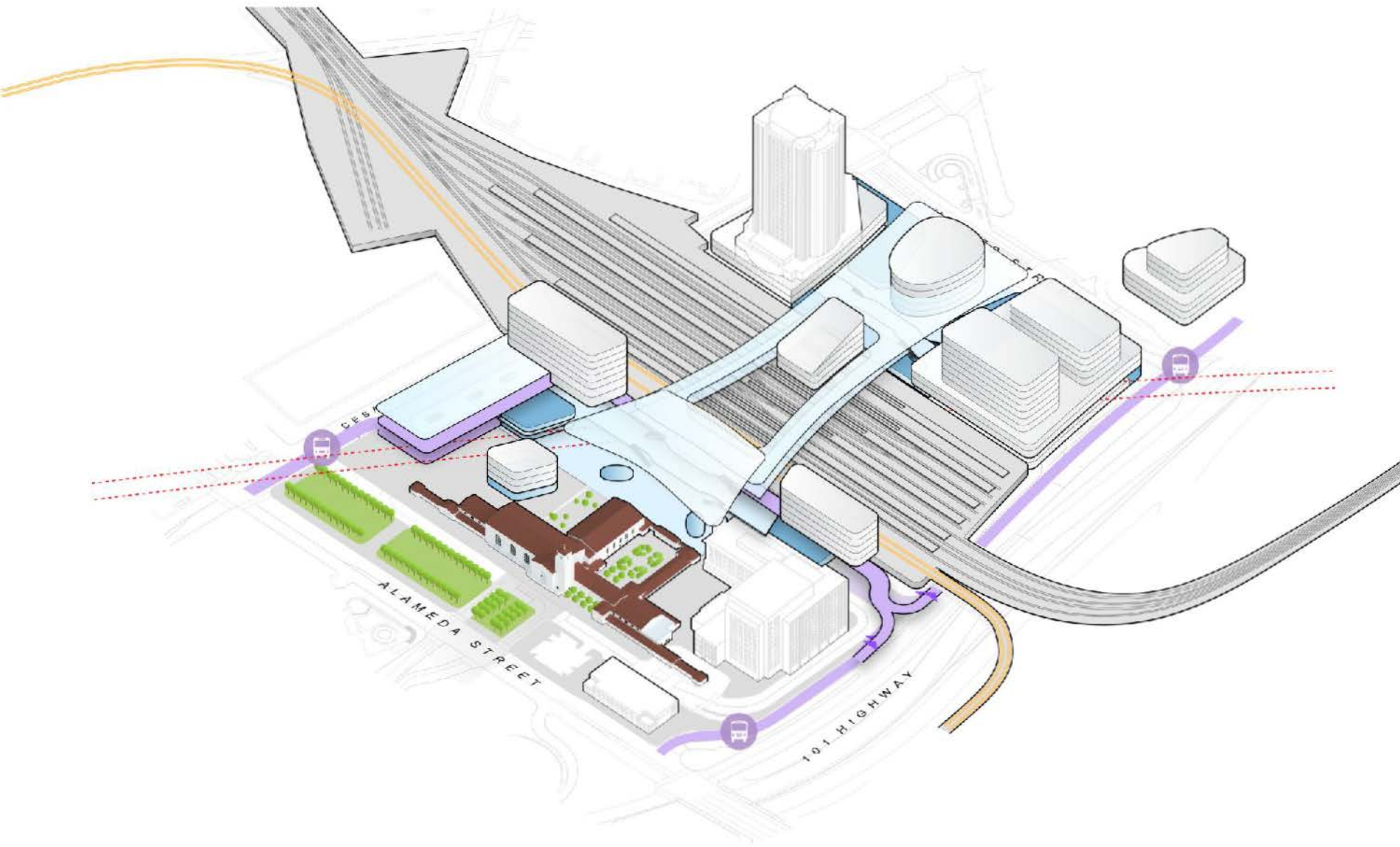


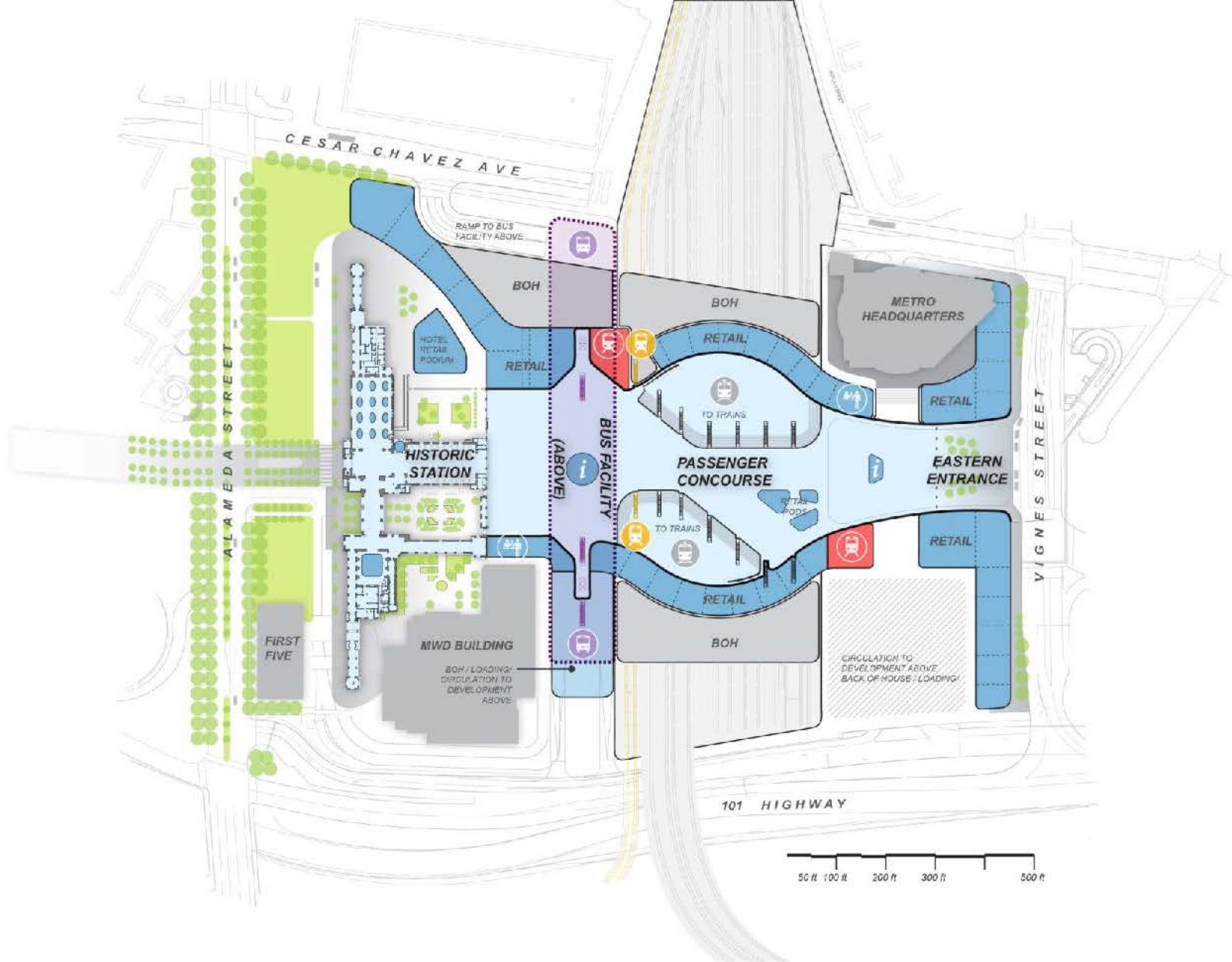


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North/South Passenger Concourse | Section

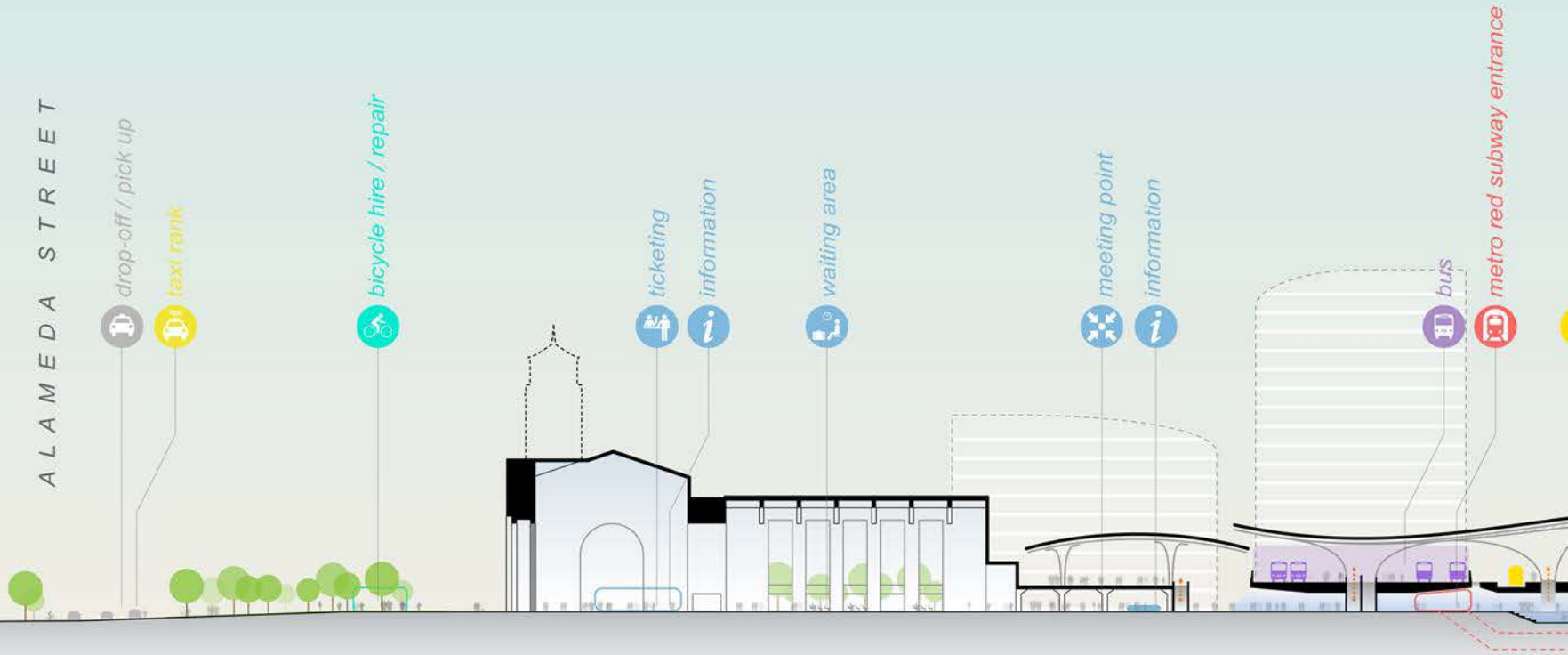






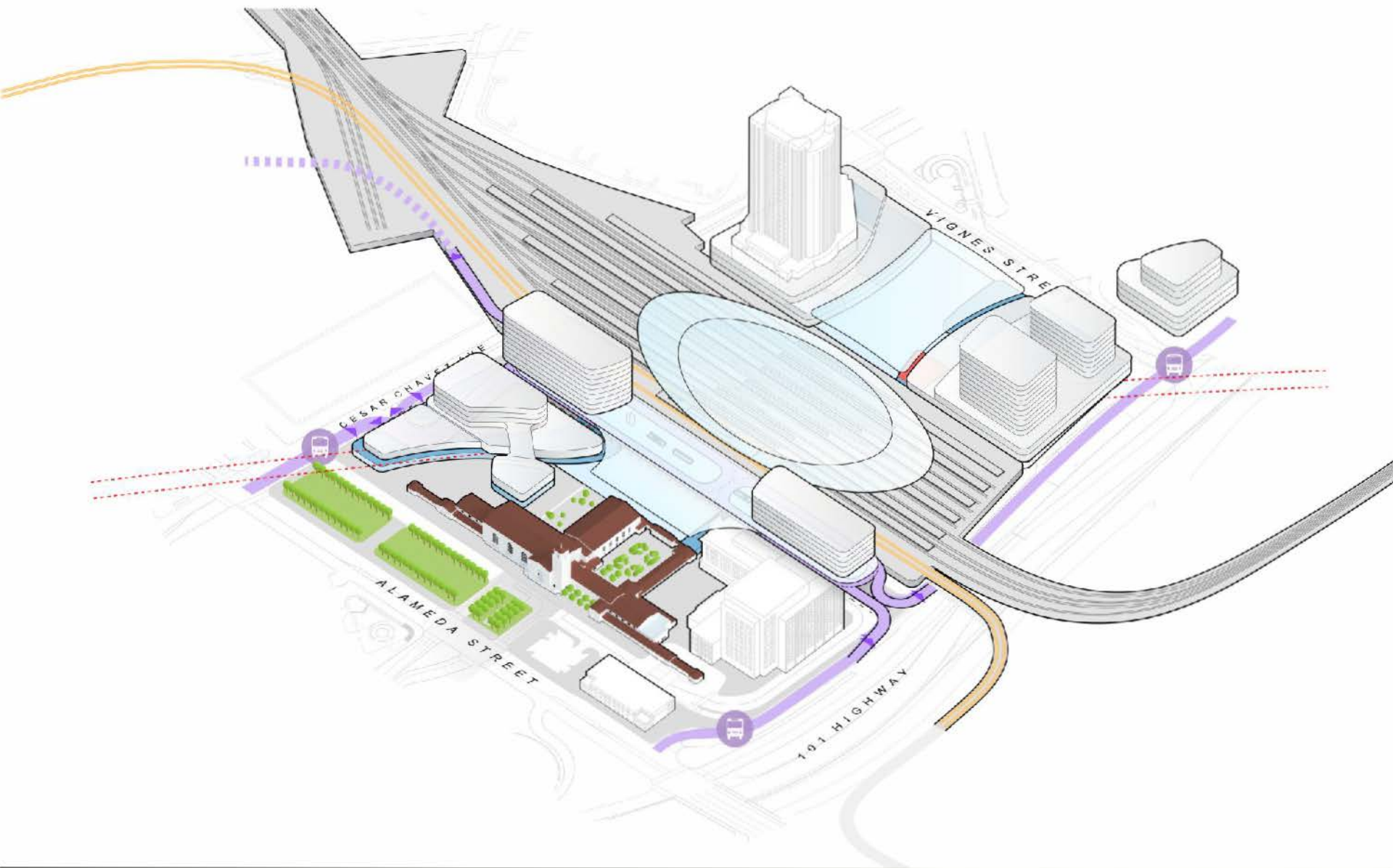
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East/West Passenger Concourse | Site Plan



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East/West Passenger Concourse | Section



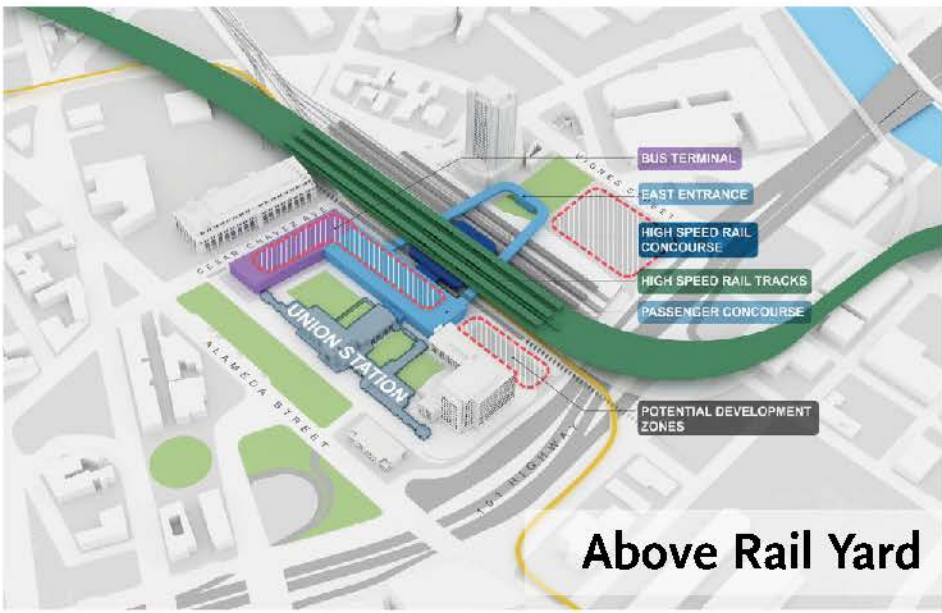
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East/West Passenger Concourse | Stacking

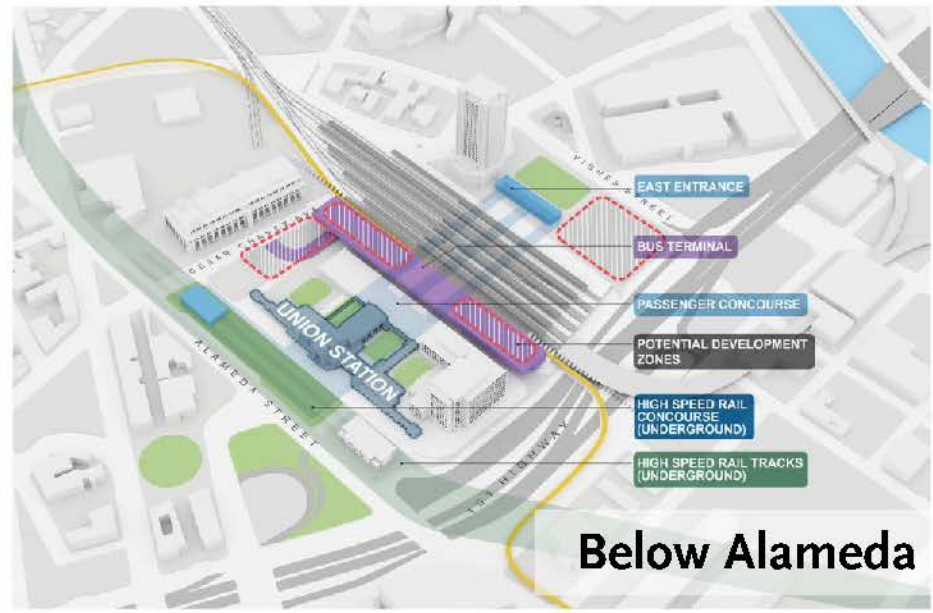
Draft Approaches with Addition of HSR



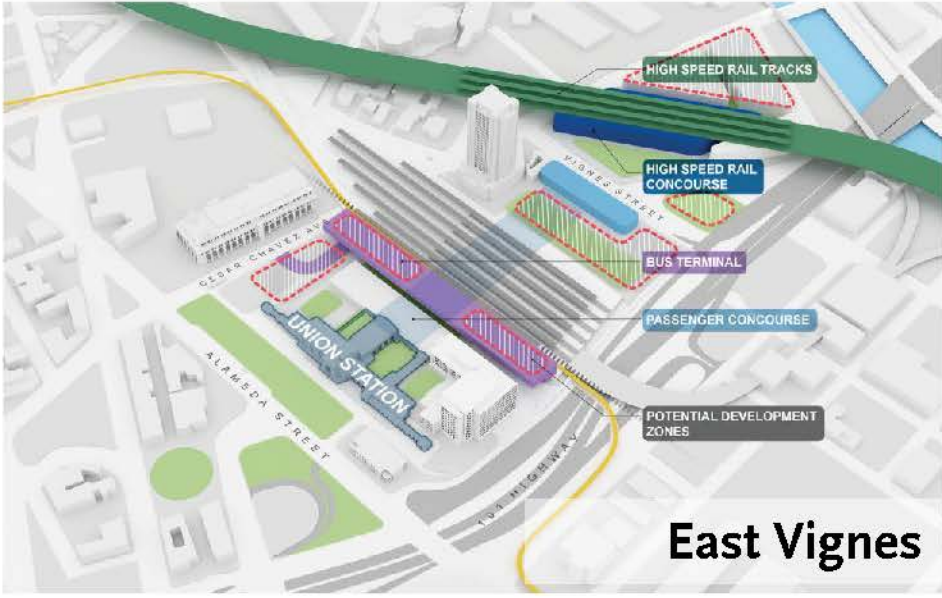
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Above Rail Yard



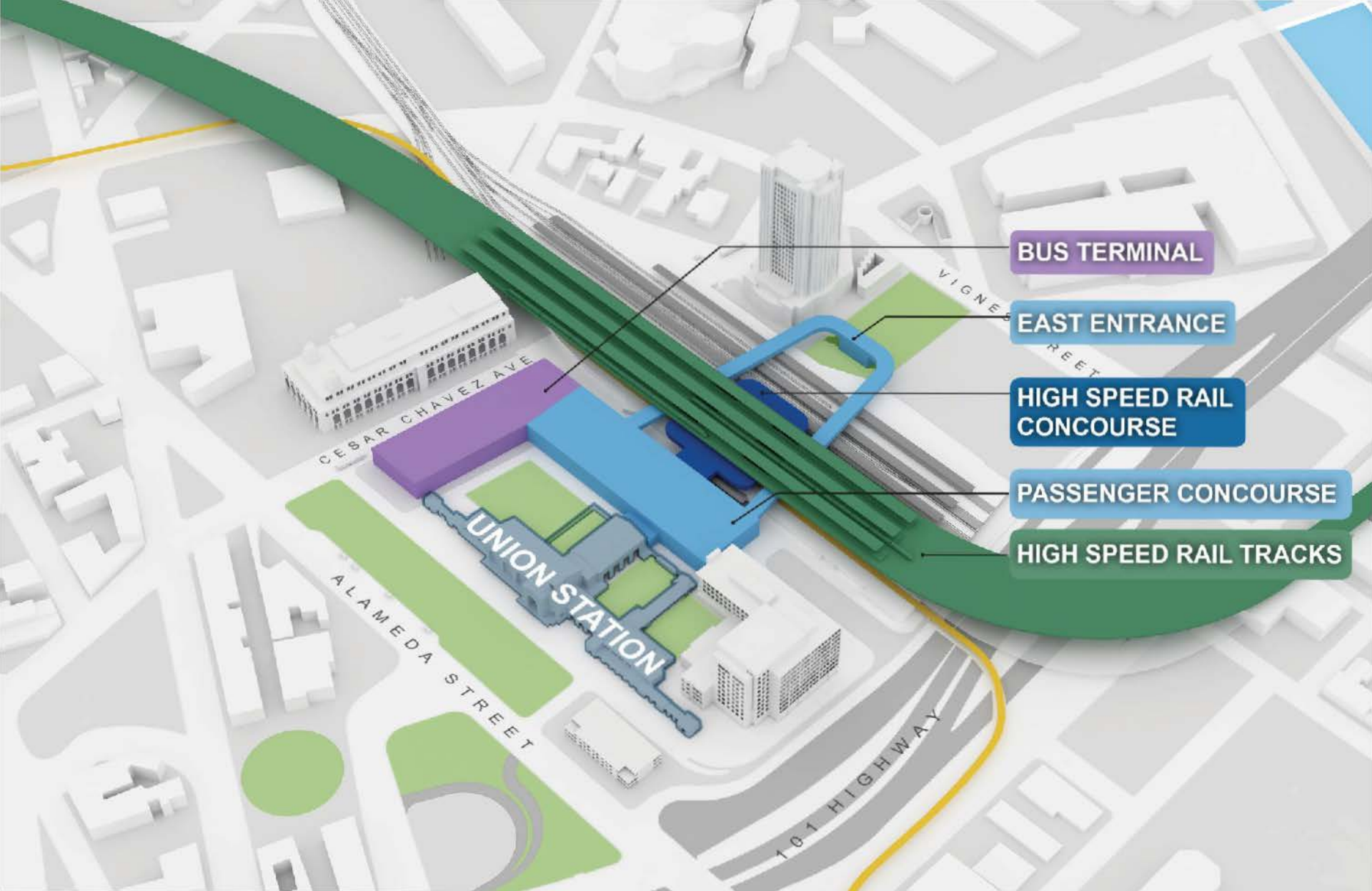
Below Alameda



East Vignes



Below Vignes



BUS TERMINAL

EAST ENTRANCE

HIGH SPEED RAIL
CONCOURSE

PASSENGER CONCOURSE

HIGH SPEED RAIL TRACKS

CESAR CHAVEZ AVE

ALAMEDA STREET

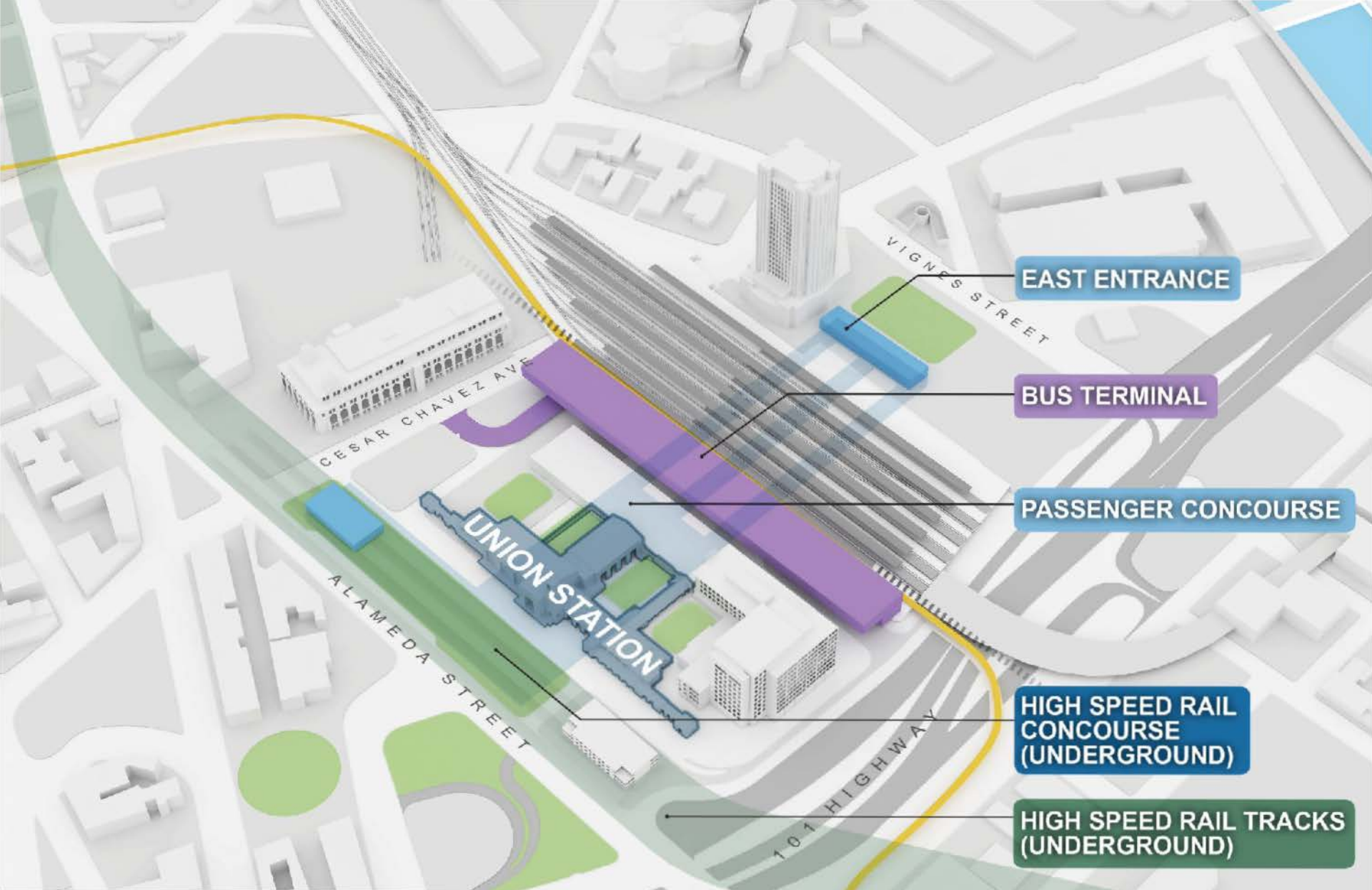
UNION STATION

101 HIGHWAY



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HSR Above Rail Yard | Site Overview



EAST ENTRANCE

BUS TERMINAL

PASSENGER CONCOURSE

HIGH SPEED RAIL CONCOURSE (UNDERGROUND)

HIGH SPEED RAIL TRACKS (UNDERGROUND)

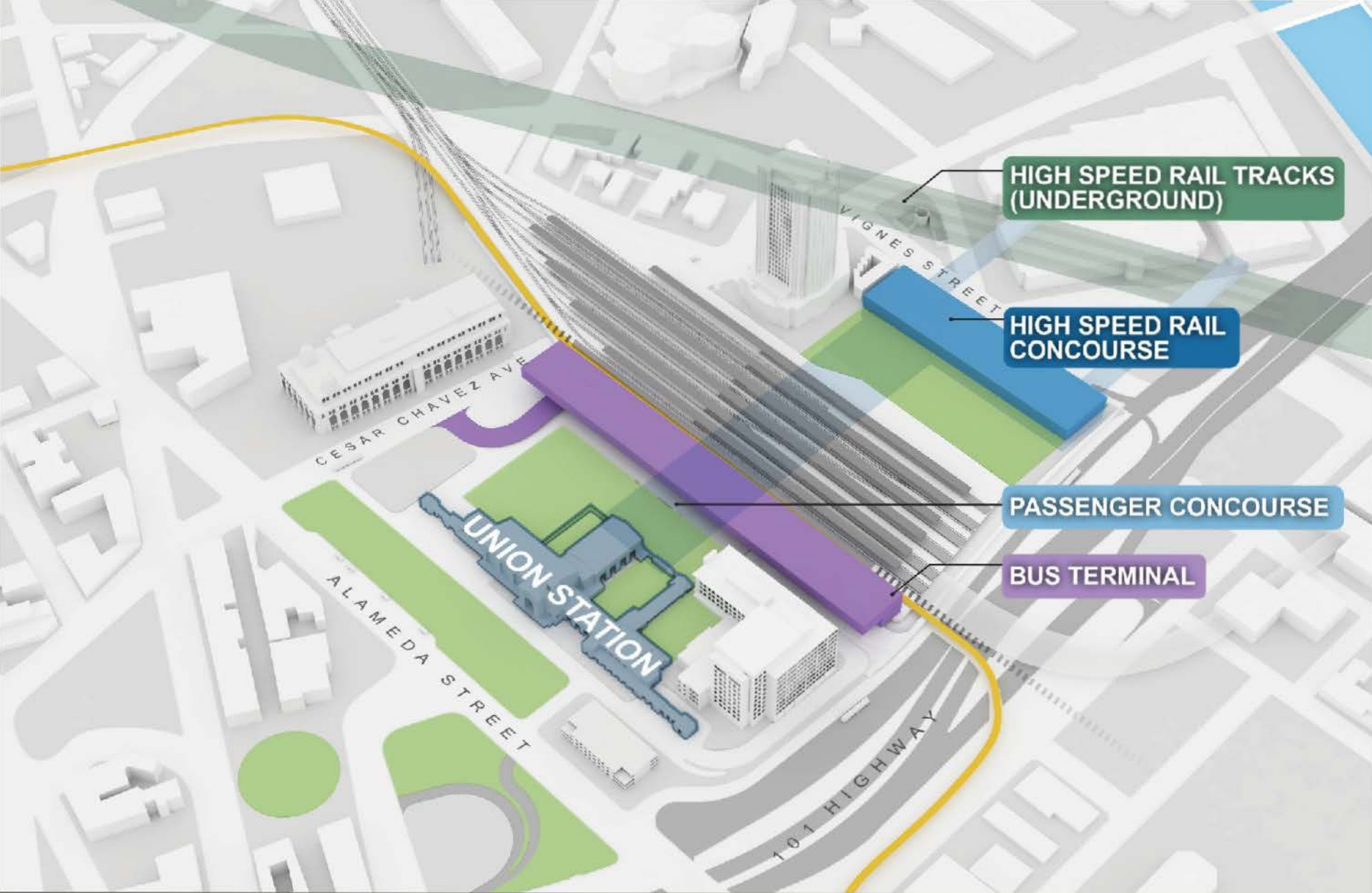
UNION STATION

CESAR CHAVEZ AVE

VIGNOS STREET

ALAMEDA STREET

101 HIGHWAY



HIGH SPEED RAIL TRACKS
(UNDERGROUND)

HIGH SPEED RAIL
CONCOURSE

PASSENGER CONCOURSE

BUS TERMINAL

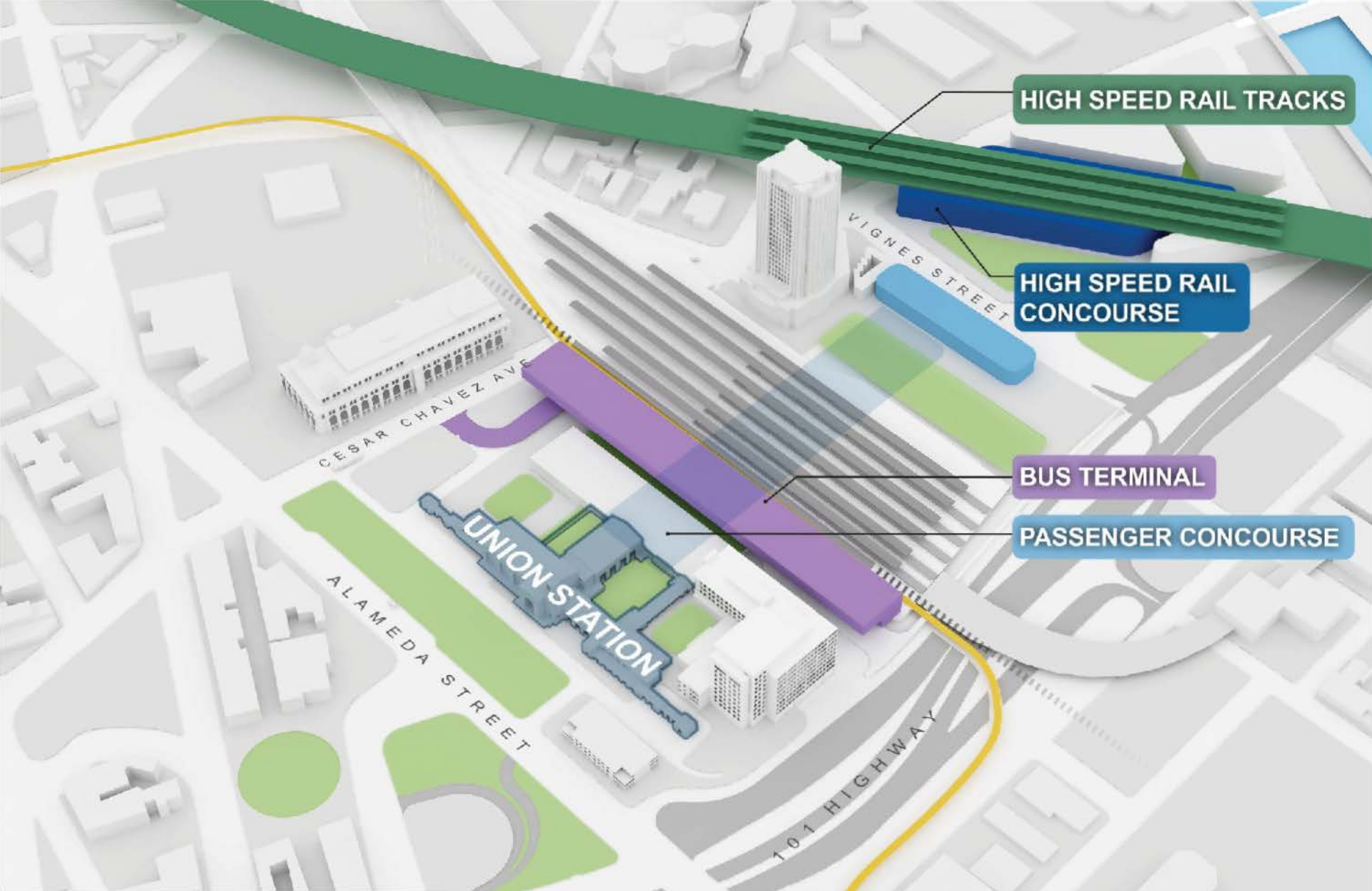
UNION STATION

CESAR CHAVEZ AVE

VIGNES STREET

ALAMEDA STREET

101 HIGHWAY



HIGH SPEED RAIL TRACKS

HIGH SPEED RAIL CONCOURSE

BUS TERMINAL

PASSENGER CONCOURSE

UNION STATION

CESAR CHAVEZ AVE

ALAMEDA STREET

101 HIGHWAY

East/West Passenger Concourse:

- Creates strong east/west spine across the site to both accommodate transit and knit together the two sides of the property
- Can be phased to work with SCRIP, leveraging the opportunity to realize improvements in the concourse while accommodating the access changes necessitated by SCRIP
- Allows a reconfiguration of the east side of the property that can promote development
- Frees up the historic station for re-programming which can create a destination separate from transit uses

North/South Bus Facility:

- More flexibility to adjust ratio and routing of local and regional buses
- Best connections/transfers to other transit modes
- Most successful at minimizing pedestrian/bus conflicts
- Least visual impact to the historic station
- Strongest connection to existing street bus stops including the Silver Line/El Monte Transitway and Alameda and Cesar Chavez bus routes
- Greatest reduction in local street congestion due to buses

Evolution of LAUS in Stages

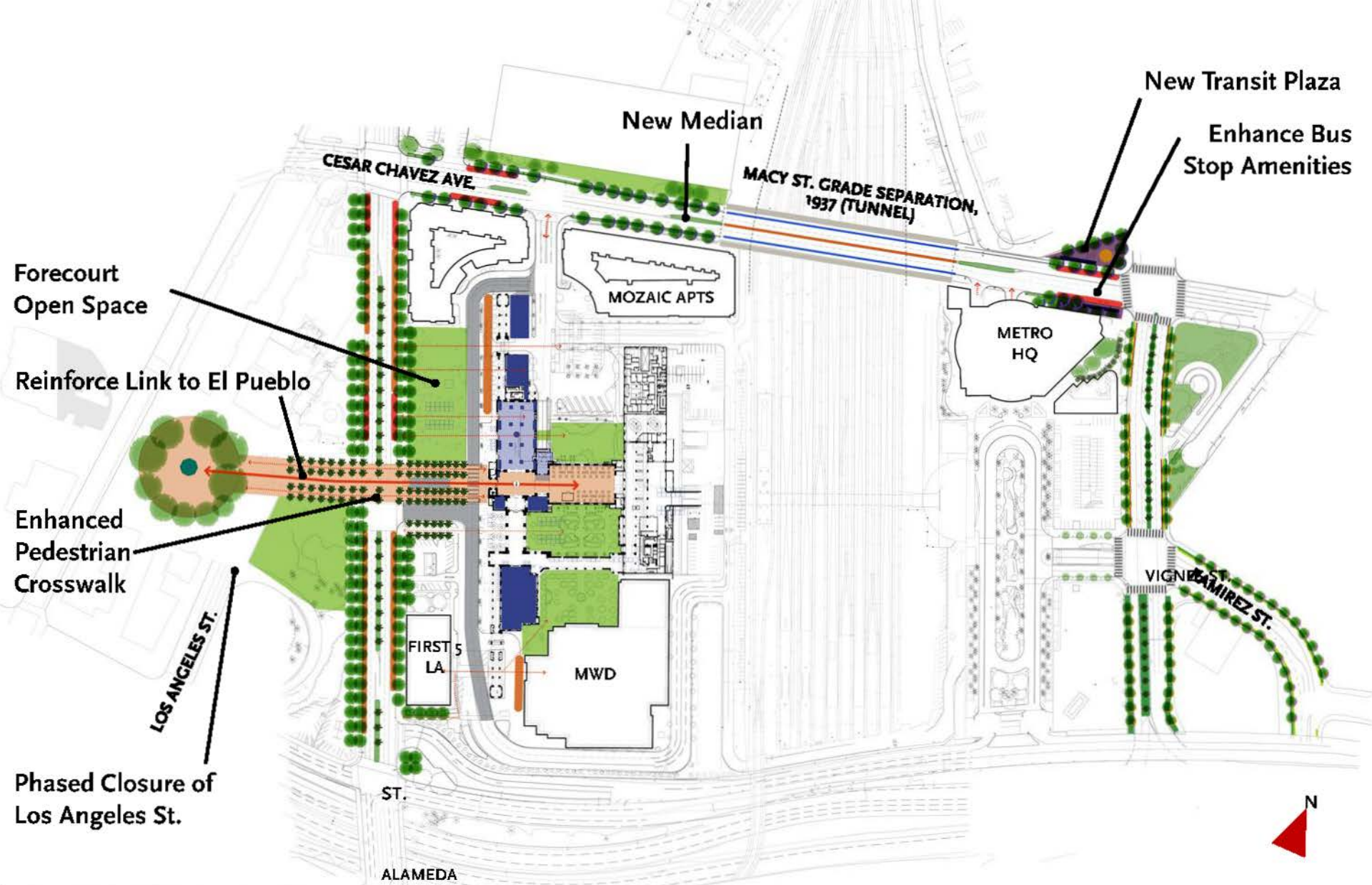


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Stage 1:
Perimeter Improvements and Programming



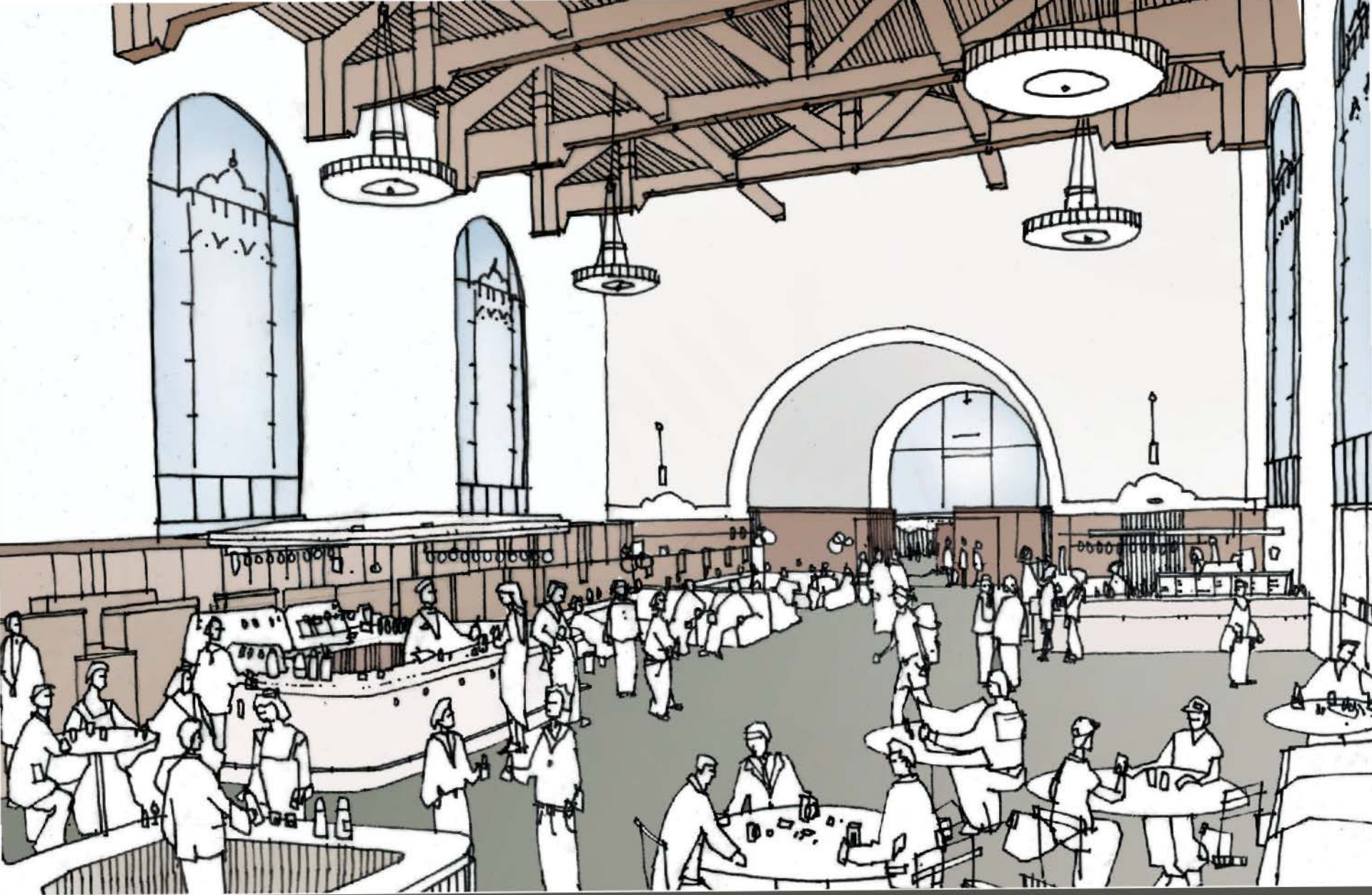
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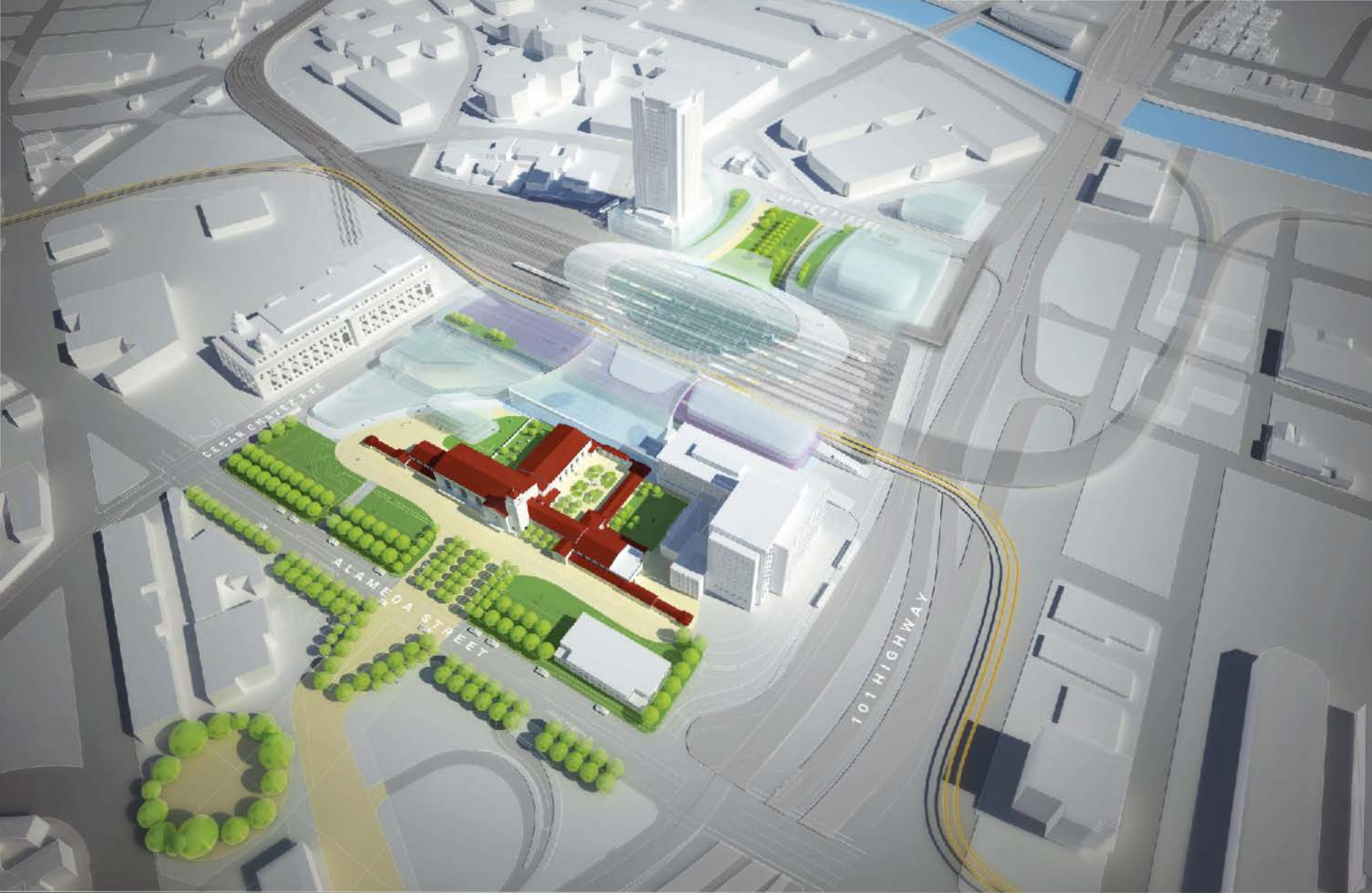
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Union Station Forecourt



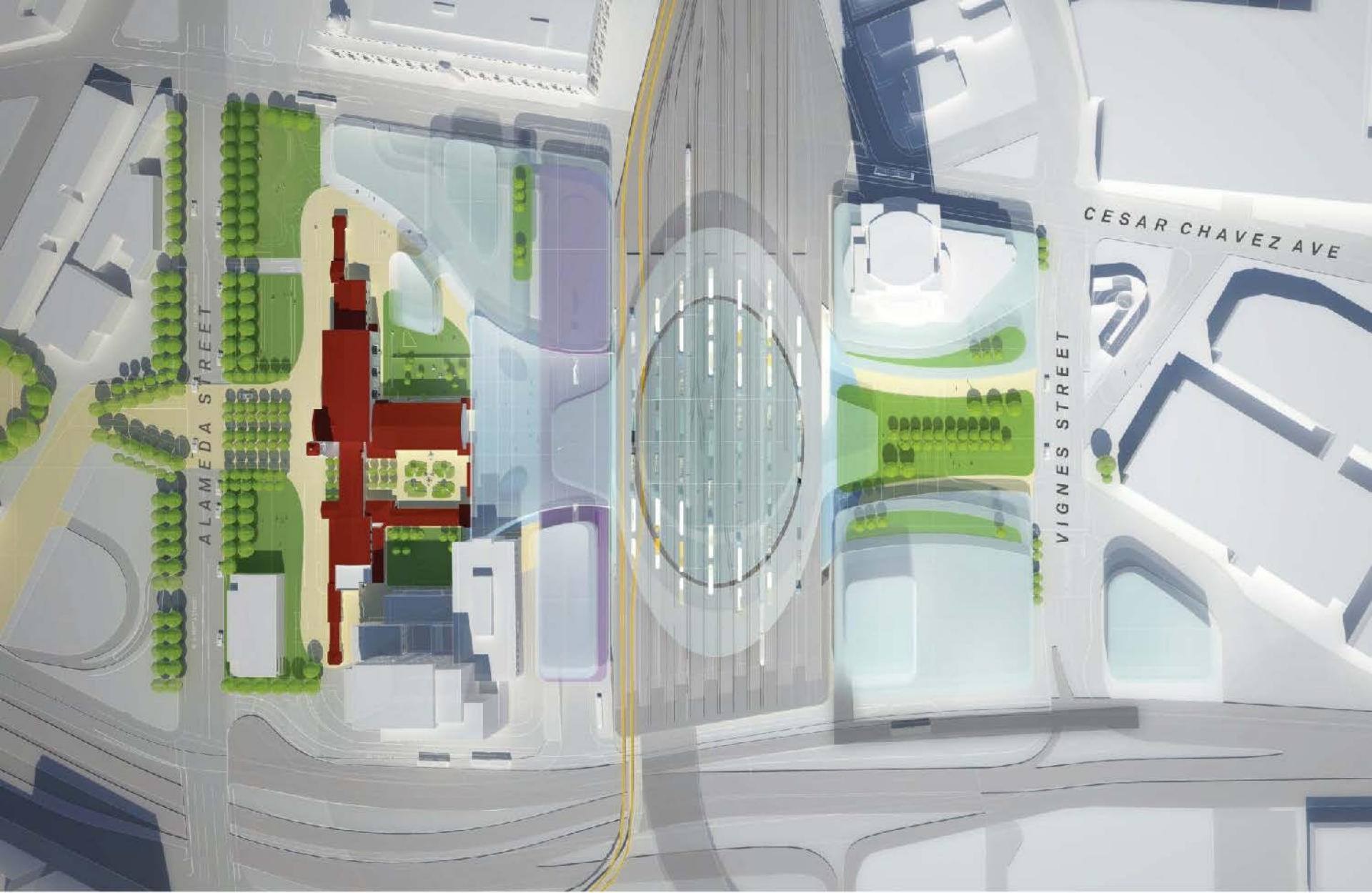
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Union Station Ticketing Hall



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Stage 2: Bus/Concourse + Initial Development



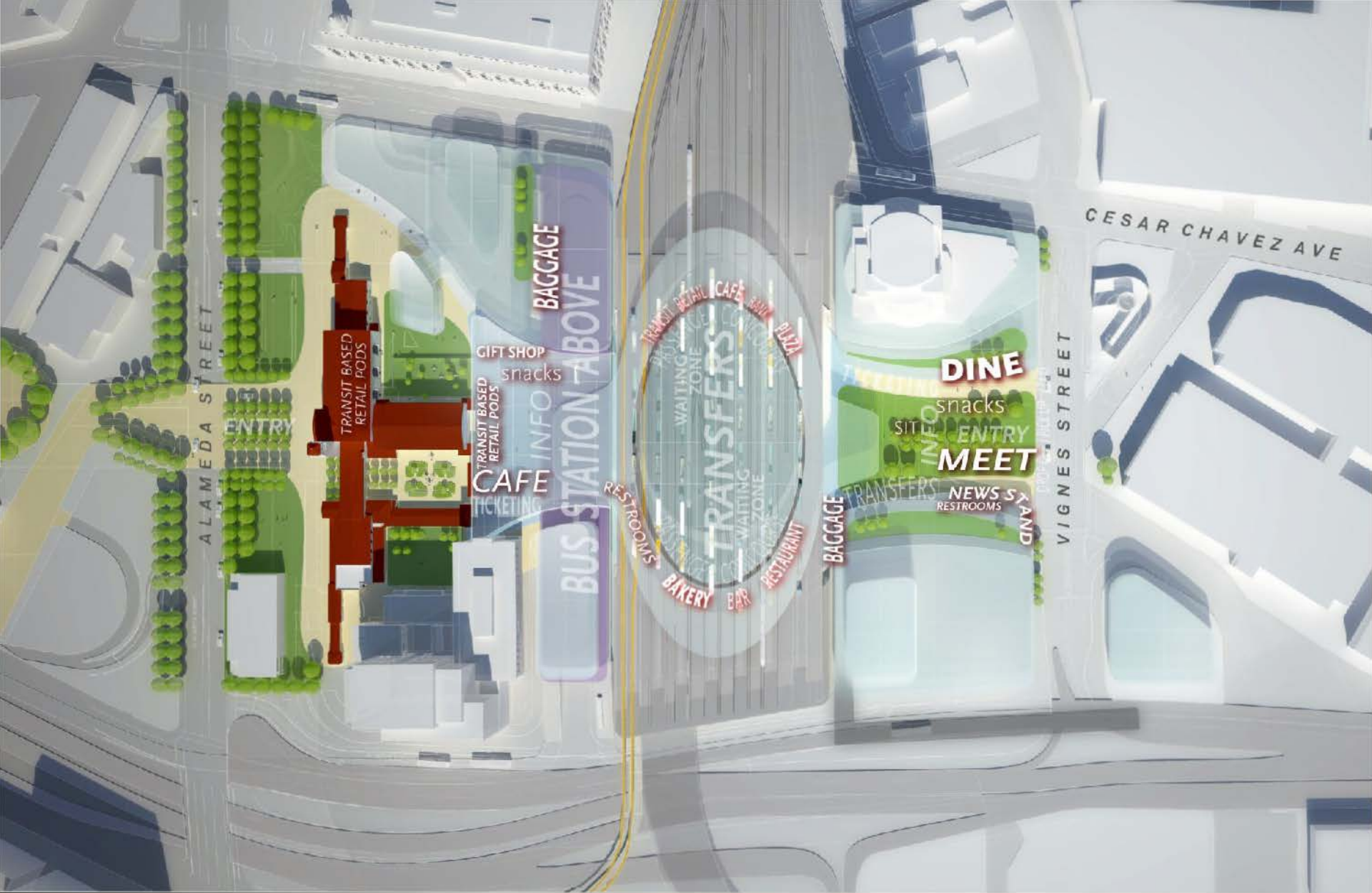
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Stage 2: Programming



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Stage 2: Programming



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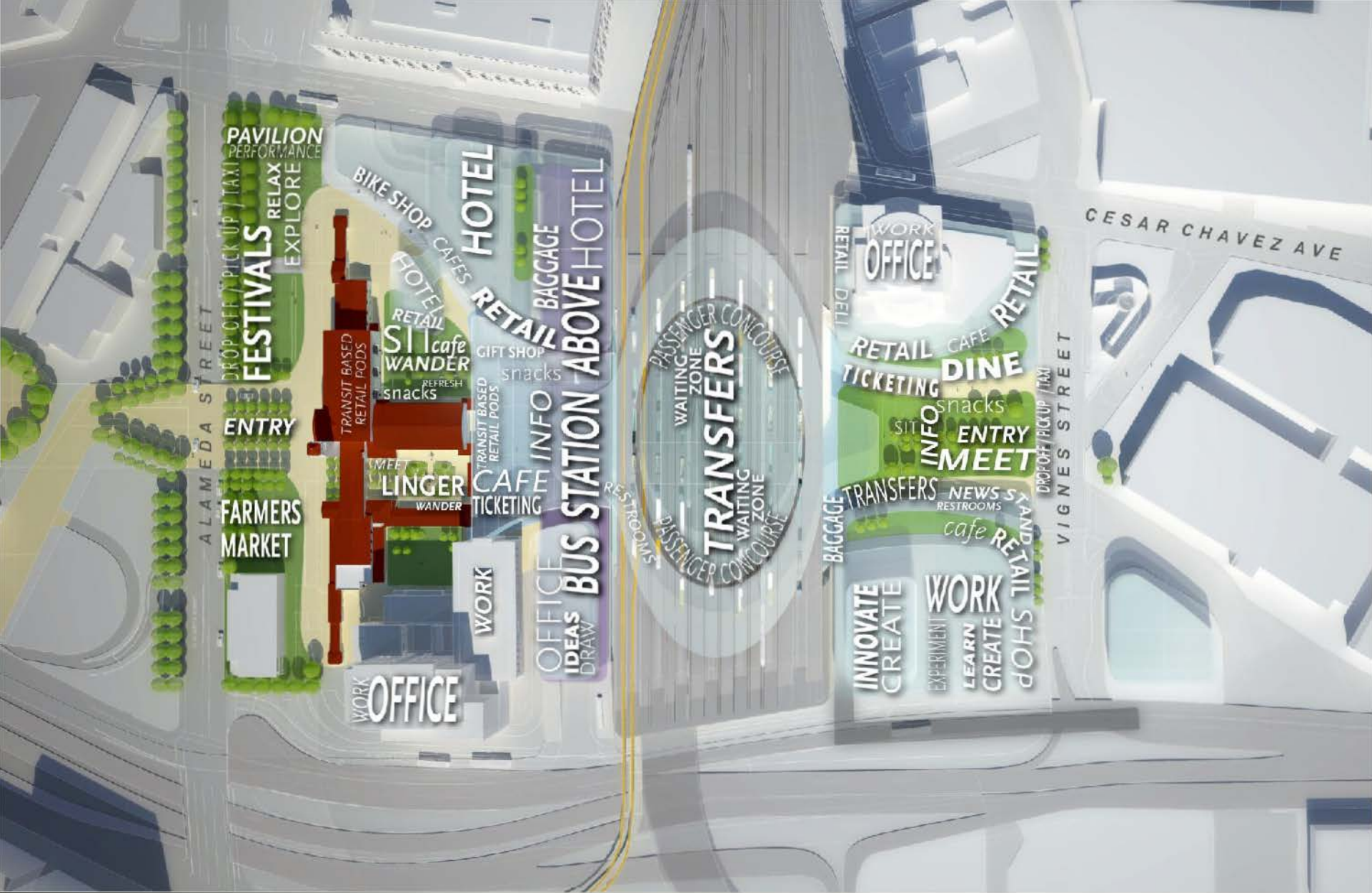
Stage 2: Programming



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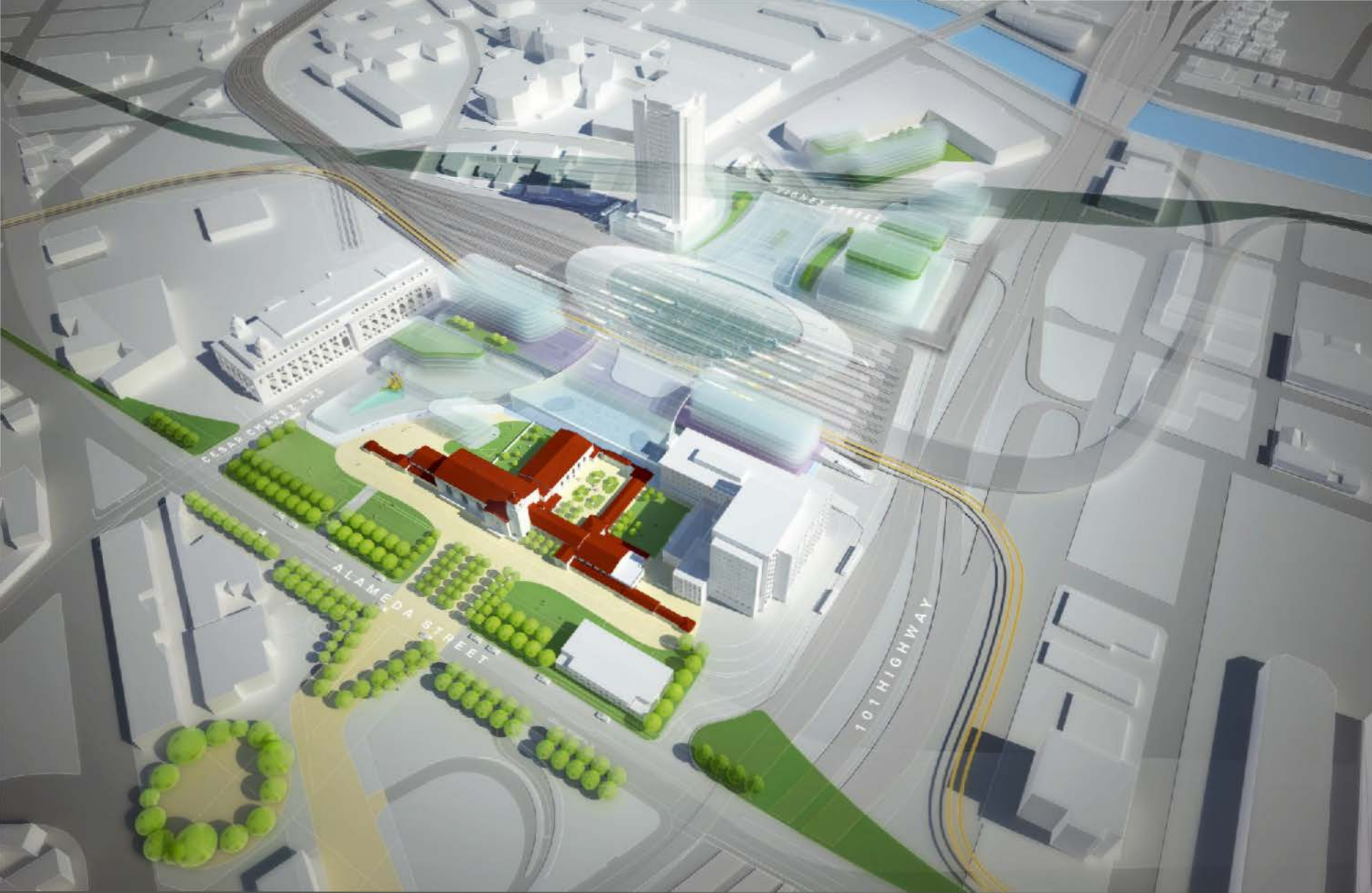
Stage 2: Programming





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Stage 2: Programming



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Stage 3: HSR + Additional Development

Animation of East/West Concourse



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Stage 4: New Urban District

Conclusions and Next Steps



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Conclusions and Next Steps:

- Underlying bus plaza/concourse approaches address the current issues at LAUS
- Underlying approaches work with multiple HSR approaches
- All approaches will influence design of SCRIP
- Amount of development will be flexible – development sites identified to reinforce placemaking, however the market over time will dictate density of development
- In October we will ask the Board to approve the recommended bus/concourse approach

Questions?

Project Website:
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