



Los Angeles Union Station Master Plan

Railvolution Conference
October 16-19, 2011
Calvin Hollis, EO Countywide Planning



Metro

Los Angeles County Metropolitan Transportation Authority

- Metro Service Area
 - 1,400 sq. miles
 - Larger than 42 states
 - 88 Cities
 - 10 million people
 - 1.4 million trips per day
 - 6 corridors
 - 183 bus routes
 - 5 commuter rail routes



Union Station - History

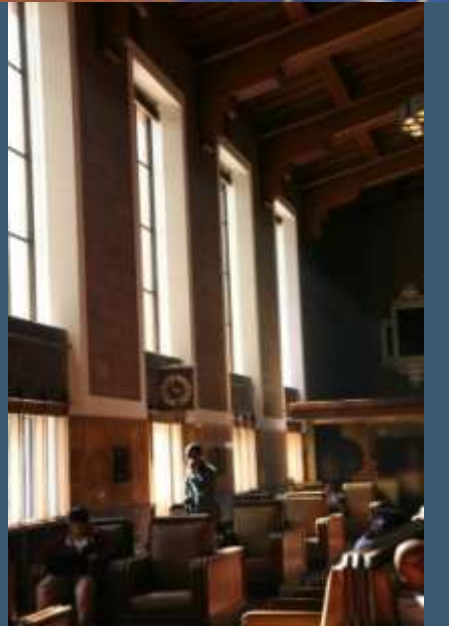
- Opened in May 1939
- Originally known as the "Los Angeles Union Passenger Terminal" to serve the three major western railroads: Southern Pacific, Union Pacific and the Santa Fe
- Listed on National Register of Historic Places in 1980



Union Station Today



Union Station Today



Union Station - Today



Rail/Transit Connections at Union Station

Metro Rail Lines

- Metro Red Line –Hollywood & San Fernando Valley
- Metro Purple Line – Wilshire Corridor to West Los Angeles
- Metro Gold Line – Pasadena/East Los Angeles
- Metro Bus Lines
 - 19 lines servicing Patsaouras Transit Plaza;
850 trips/day
- Other Bus Operators:
 - Downtown LA, Santa Monica, San Gabriel Valley, Westside, South Bay, etc.; 500 trips/day
 - Multiple Shuttles - businesses, public agencies, districts, USC Campuses; 100 trips/day
 - FlyAway to Los Angeles International Airport (LAX); 100 trips/day



Commuter/Intercity Rail/Transit Connections at Union Station

- Metrolink:
 - 6 lines, 413 shared miles, service to Ventura , San Bernardino, Riverside, Orange County, Inland Empire-Orange County and Antelope Valley
 - Approximately 31,520 average weekday boardings
 - Increase ridership forecasted at 8%, FY 2012
- Amtrak:
 - Approximately 4,160 average weekday boardings
 - Train service includes:
 - Southwest Chief to Chicago
 - Coast Starlight to Seattle
 - Sunset Limited to New Orleans
 - Pacific Surfrider to San Luis Obispo, Santa Barbara and San Diego



LOSSAN/I-5 Corridor Connection at Union Station

- Three operational passenger carriers:
 - Amtrak
 - Metrolink
 - Coaster
- Developing consolidated rail corridor ideas
- Could increase patronage at Union Station
- Operations modeling ongoing
- Future ridership modeling



Potential High Speed Rail Connections at Union Station

- Three HSR lines connect at Union Station
- Concepts being developed:
 - At-grade
 - Elevated HSR platforms
- Circulation is a significant concern:
 - Approximately 1,500 passengers/train
- Passenger circulation at Union Station needs to contribute to the experience



Union Station Existing Uses

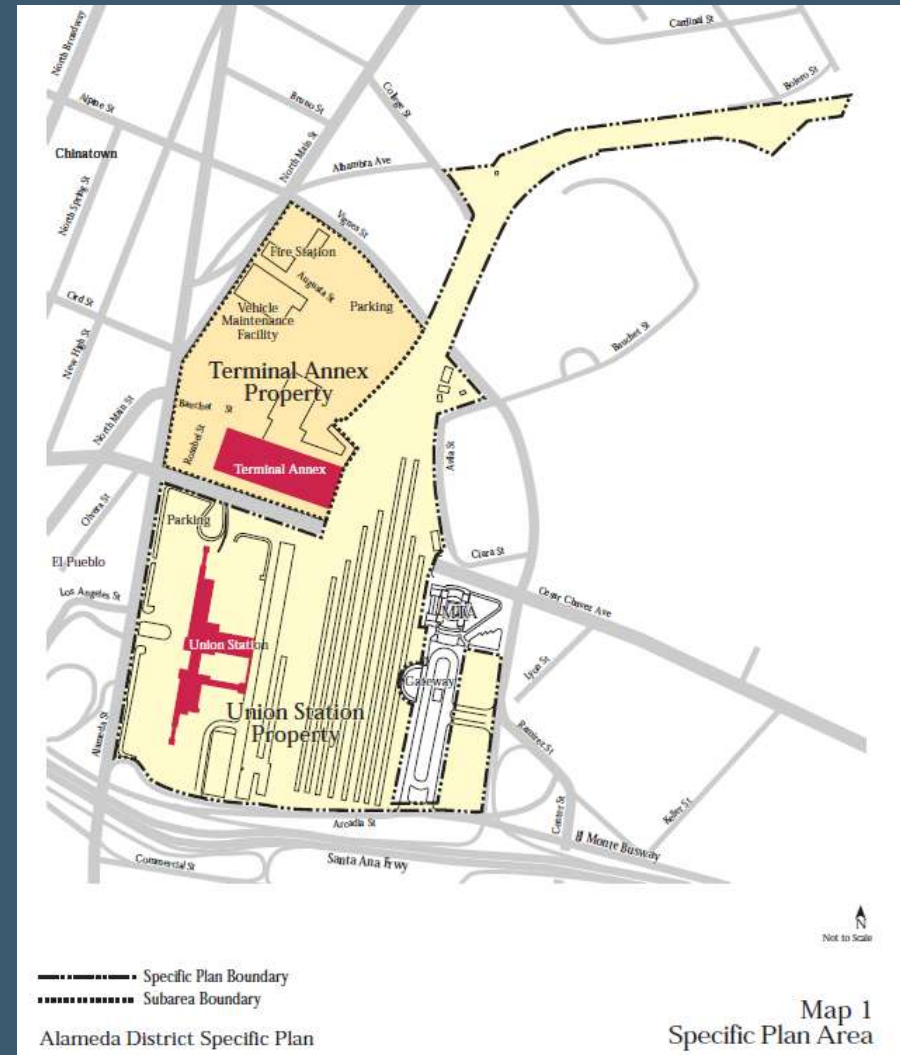
- 38 acre site (20 acres in Rail Yard)
- Metro headquarter office (26 story – 628,000 sq. ft, 4,000 parking spaces, transit plaza)
- 161,000 s.f. train station
- 12 heavy rail tracks and 6 platforms
- Metro Red and Gold Line stations
- 223 surface parking spaces
- 5 bay bus plaza (Amtrak)
- 3 Out Parcels
 - Metropolitan Water District (10 story/530,000 sq. ft)
 - Mozaic Apartments (5 story/275,000 sq. ft, 278 units)
 - First 5 LA Office (3 story/51,000 sq. ft)



Why a Master Plan?

Alameda District Specific Plan

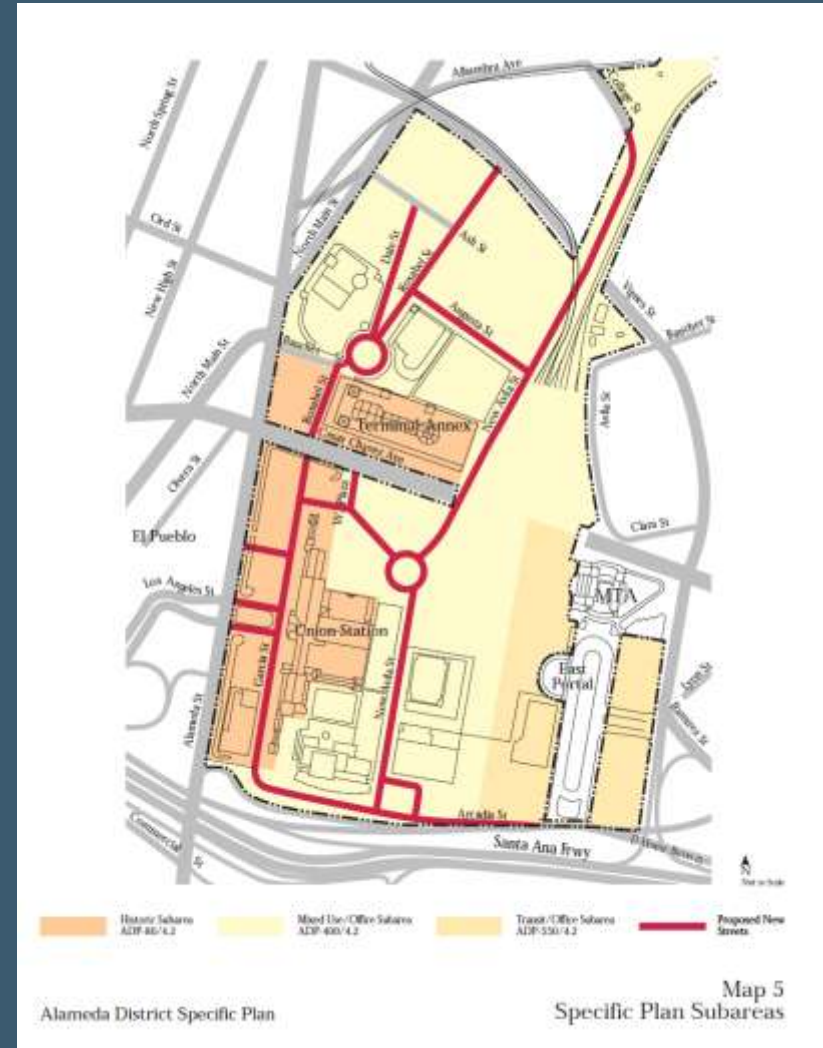
- Adopted 1996
- Includes all of Metro's ownership, except for the One Gateway Plaza, Patsaouras Transit Plaza and East Portal
- Provides 7 m s.f. of entitlements allocated to Union Station Property
- Almost 6M s.f. of entitlements for new development on Union Station Property



Why a Master Plan?

Alameda District Specific Plan (Cont'd)

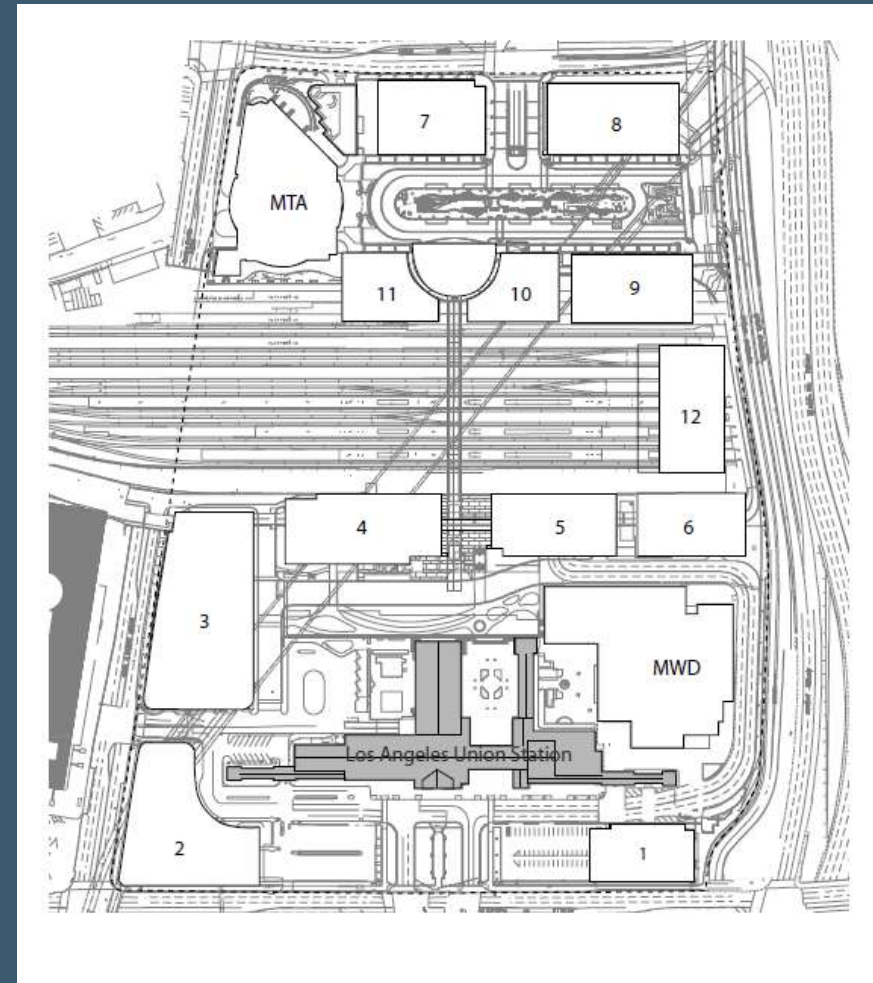
- Contemplates specific uses, but entitlements are flexible/can be used almost anywhere, subject to specified caps and restrictions (trip generation, parking, floor area ratio, bldg. height, etc.)
- Allows for transfer of floor area between properties
- Union Station Development Agreement with the City of Los Angeles expires April 10, 2022



Why a Master Plan?

Previous Development Site Planning

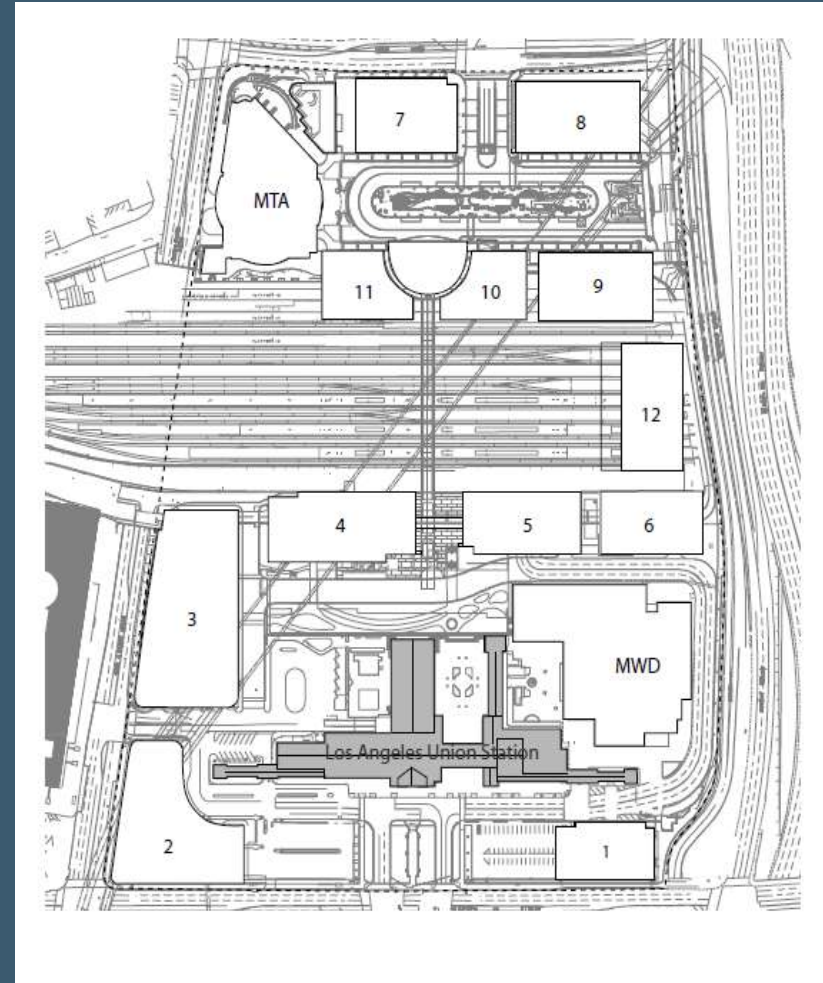
- Sites 4-12 are available for development
 - Sites 4 & 5 contain office and baggage handling facilities currently leased to Amtrak
- Objective of prior owners was to maximize development potential
- Metro has a wider range of objectives centered on transit



Why a Master Plan?

Metro Objectives

- Improve the passenger experience
- Accommodate growth in passenger traffic and new service
- Protect and capitalize on the historic asset in Union Station
- Create an iconic port of entry to Los Angeles, a model TOD
- Create better non-vehicular connections to the adjacent areas
- Maximize the return on Metro's investment



Why a Master Plan?

Challenges to be Addressed

- Maintain acceptable quality of service during development
- Accommodate the uncertainties of high speed rail
- Achieve strict historic preservation goals
- Enhance modal connections
- Create a development plan that is synergistic with adjacent areas
- Overcome difficult physical constraints



Next Steps

- Review master planning team responses to RFIQ
- Short list to MTA Board in December 2011
- Issue Planning Team RFP to Short List in December 2011
- Selection of Master Plan Team in Spring 2012

