



Metro

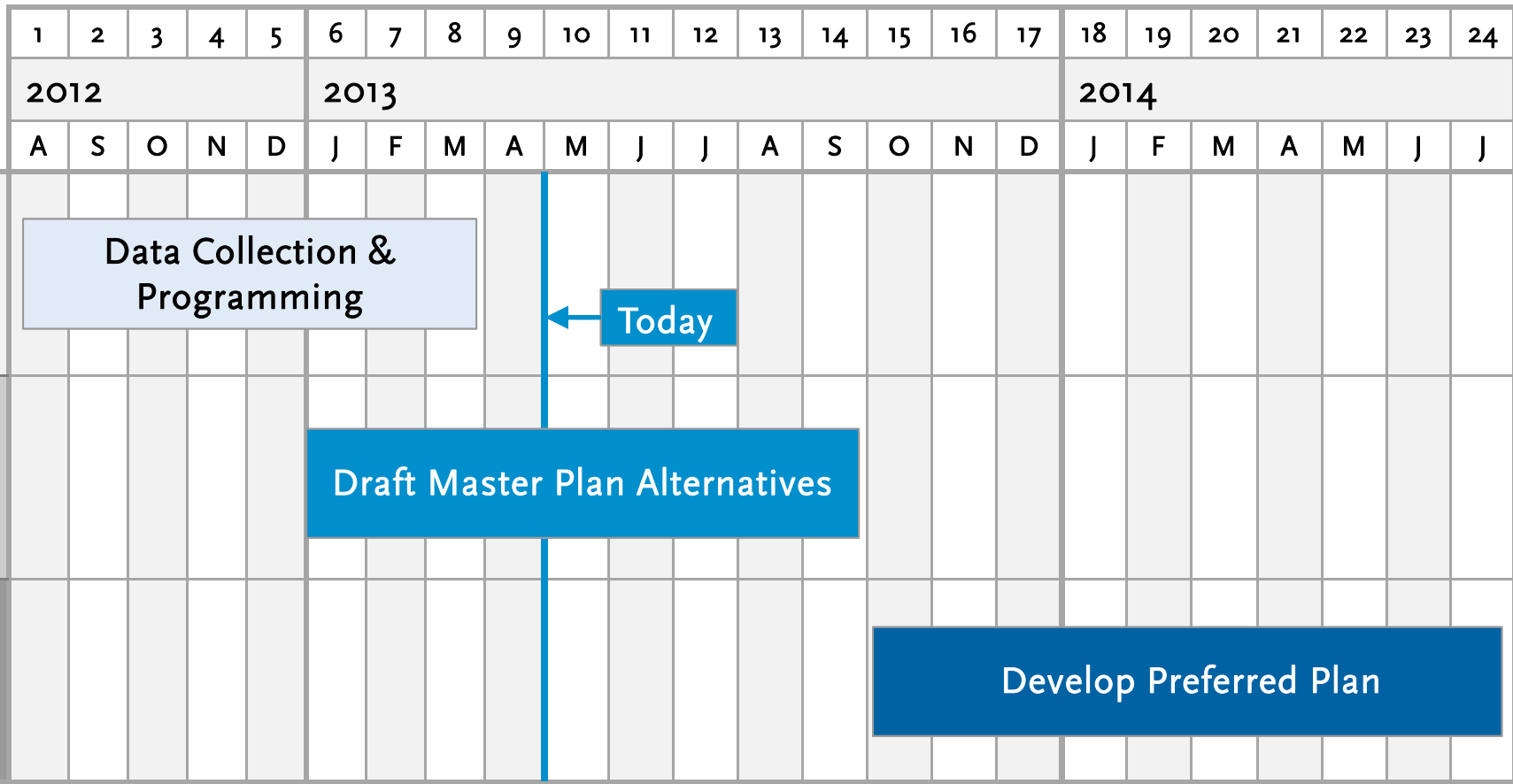
Union Station *Master Plan* – Task 2 Briefing

- Goals and Organization for Tonight's Meeting
- Presentation
 - Master Plan Schedule and Scope
 - Key Findings
 - Guiding Principles
 - Alternatives Process
 - Draft Alternatives
 - Next Steps
- Workshop Discussions at 5 Hubs

Master Plan Schedule and Scope

- Master Plan Team approved by Board in June 2012
- NTP in August 2012
- 24 month process
- Work organized into 3 tasks
- 4 briefings (1 in Task 1, 2 in Task 2, 1 in Task 3)





Sept - Dec 2012

Kick-Off Meetings

- Stakeholder Outreach
- Analysis of Existing Conditions
- Refined Goals
- Vision for Station

May 2013

Community Workshop

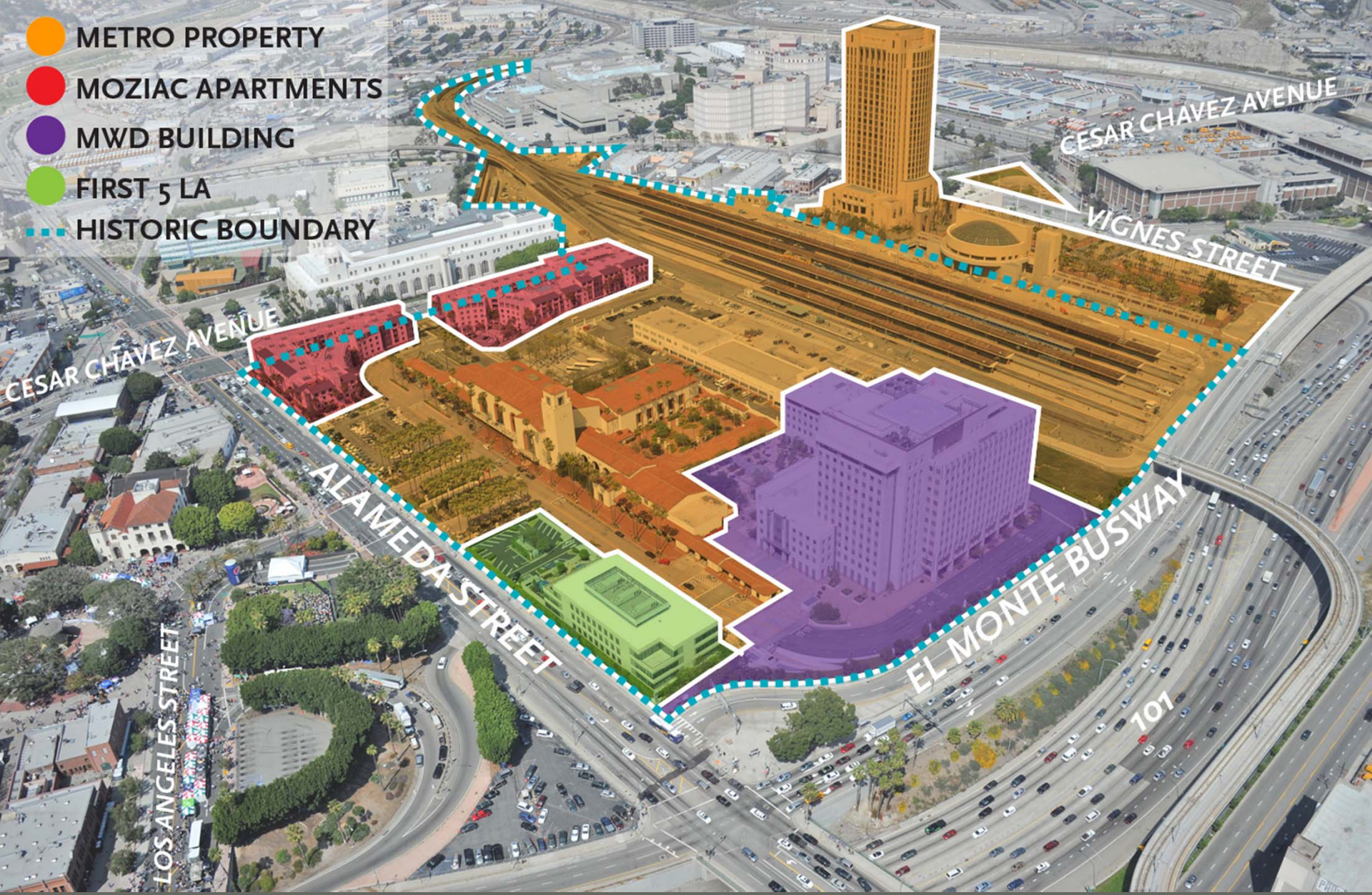
- Programmatic Goals
- Guiding Principles
- Draft Alternatives of Transport Functions

July 2013

Community Workshop

- Feedback on Vision
- Refined Alternatives

-  METRO PROPERTY
-  MOZIAC APARTMENTS
-  MWD BUILDING
-  FIRST 5 LA
-  HISTORIC BOUNDARY

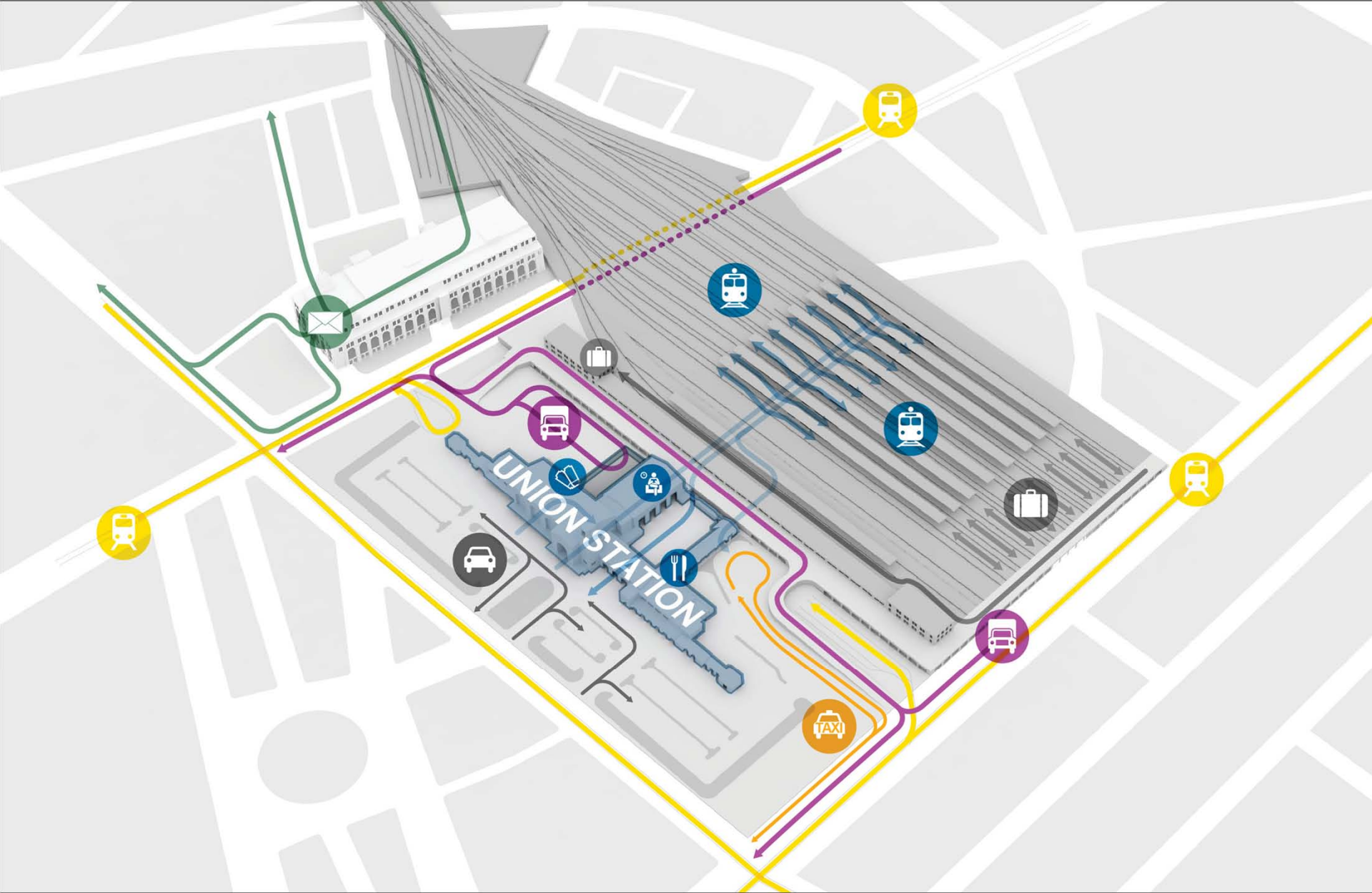


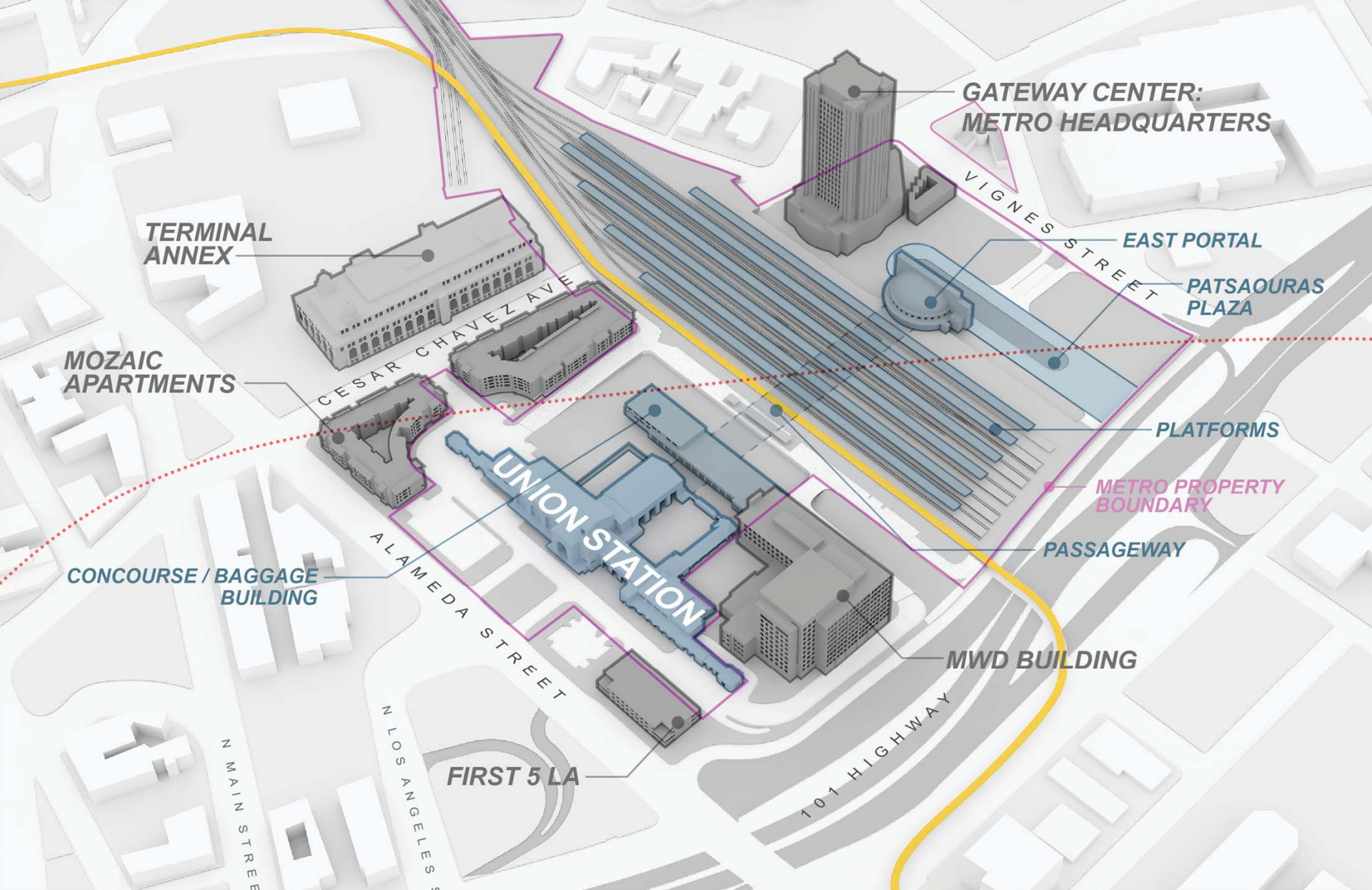
Key Findings

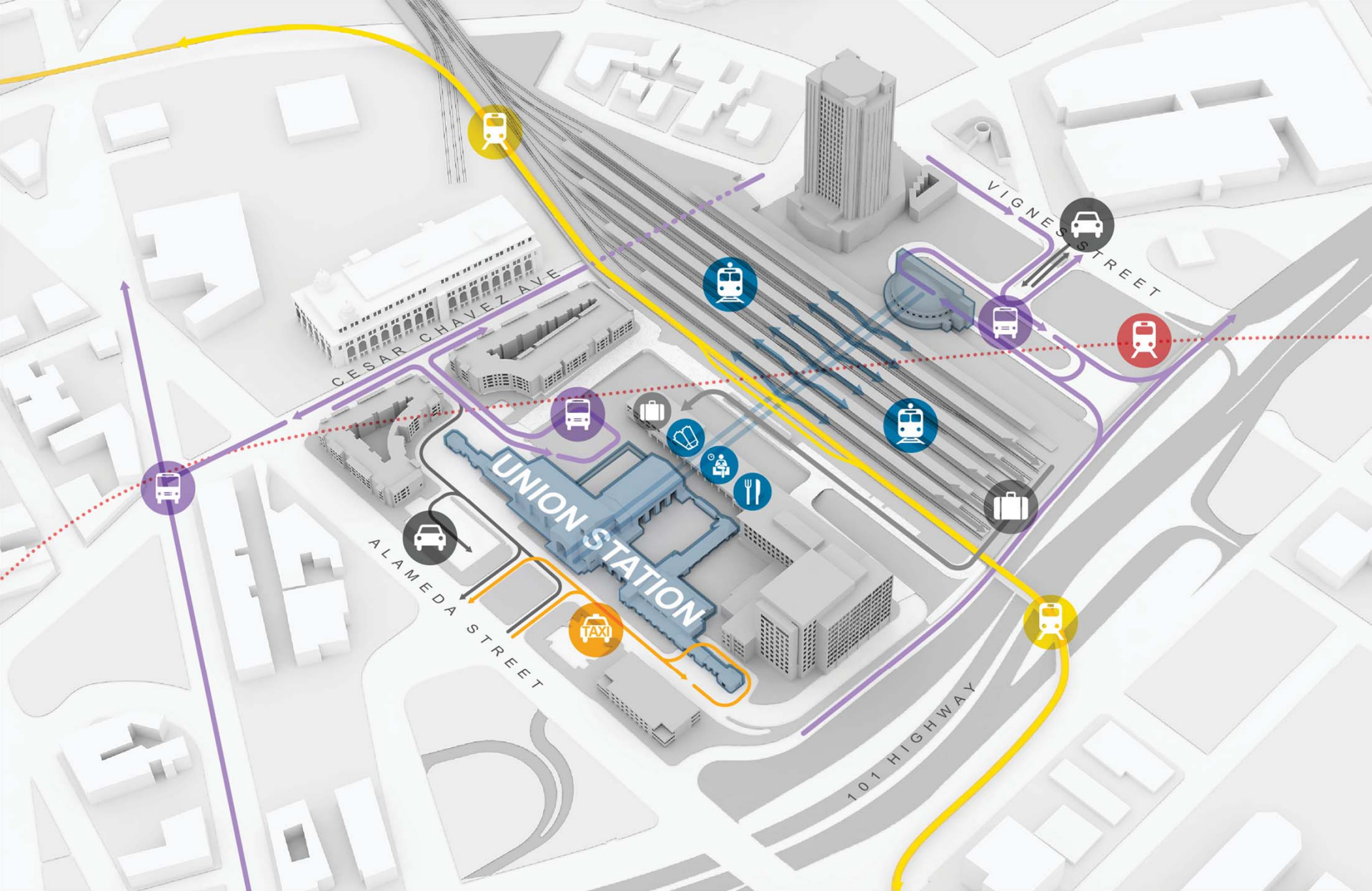


Metro

Original Conditions







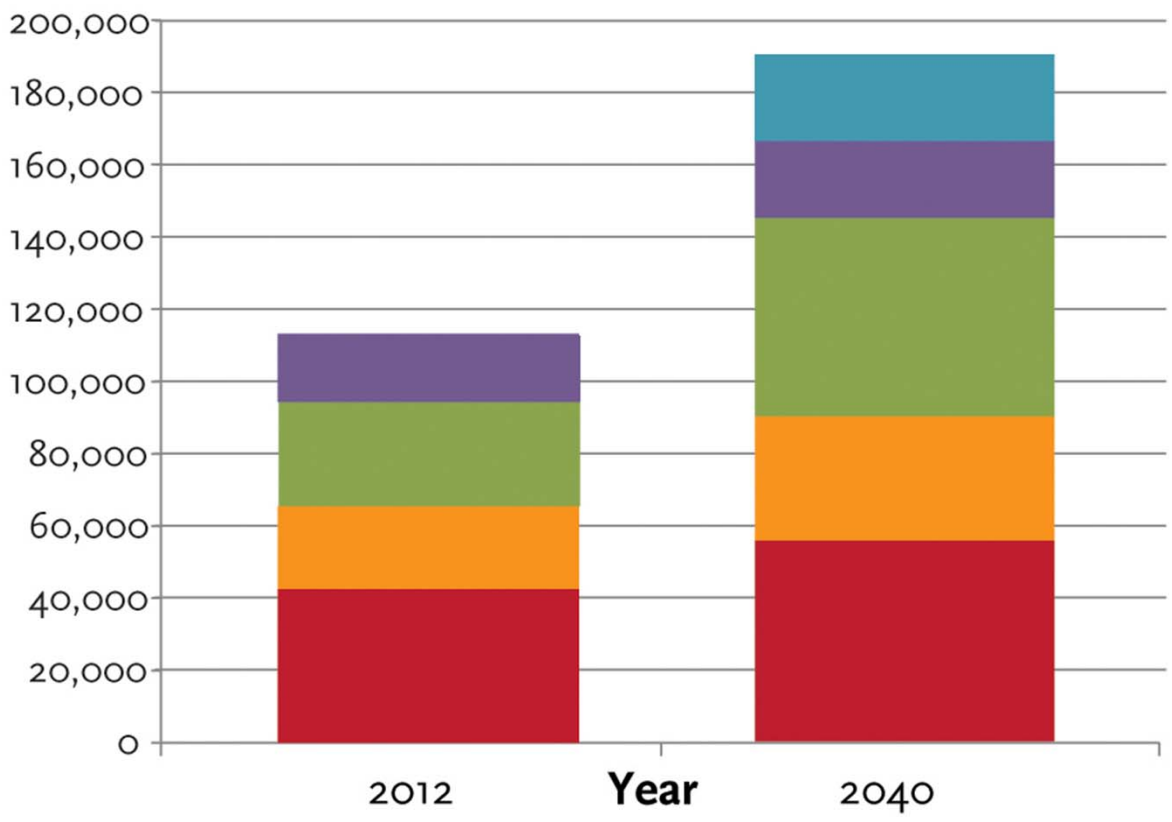
- bus
- metrolink/amtrak
- metro gold line
- metro red/purple line

Size of Circle =
Relative number of users

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



Total Ridership Boardings & Alightings



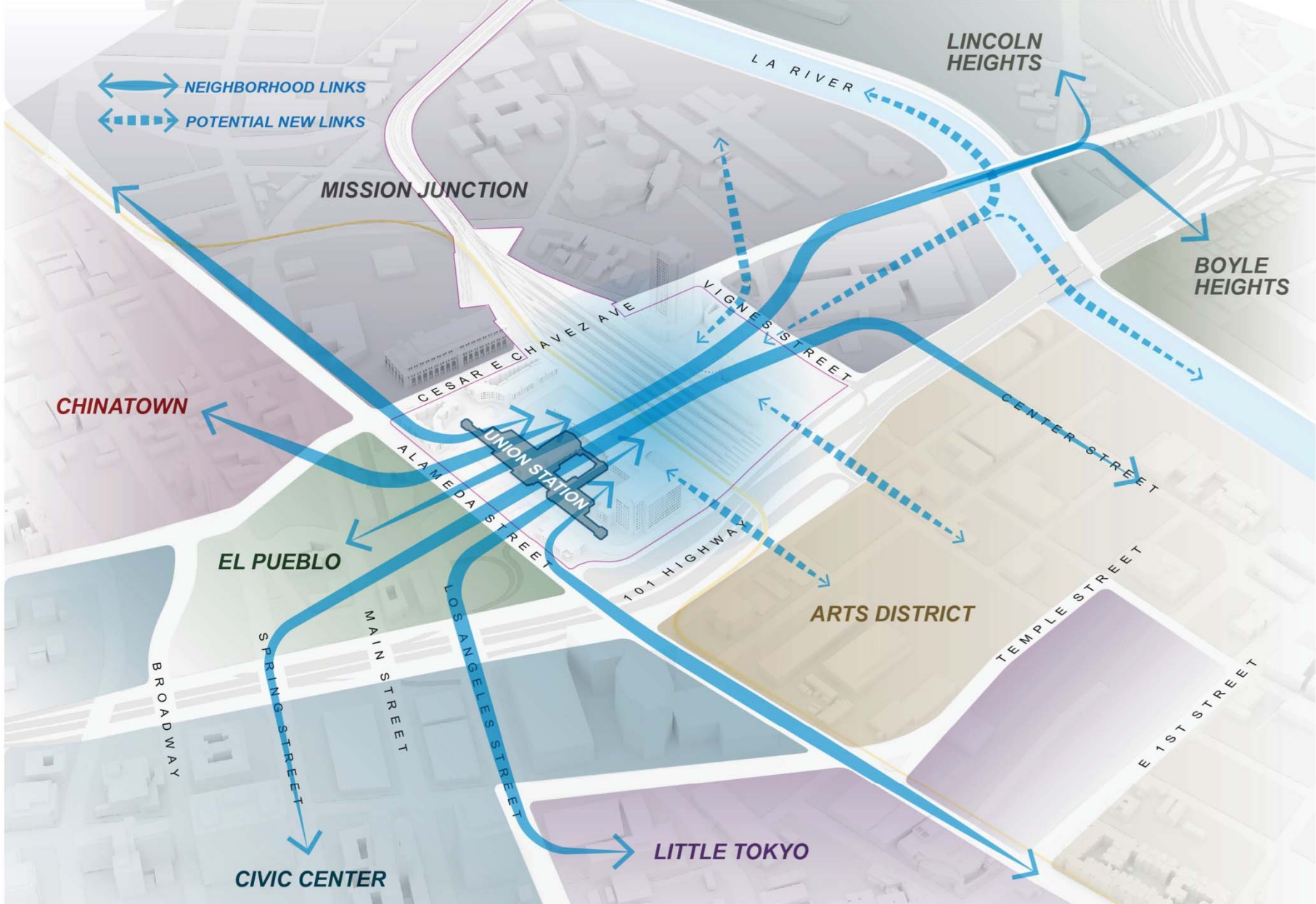
Anticipated Growth by Mode

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

Sources:
2012 Ridership Data, Metro & Metrolink
2040 Forecast, Metro Systems Analysis & Research Unit
High Speed Rail Forecast, CHSRA



Weekday Daily Ridership

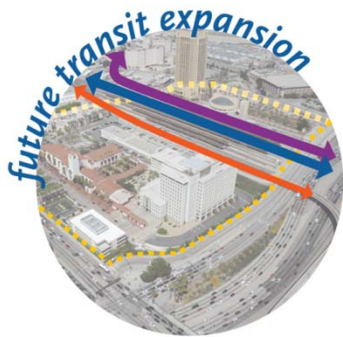


Guiding Principles

Transport Optimization



- More efficient operations and transfers
- Co-locate bus and shuttle services
- Integrate bike share, car share and car rental



- Incorporate run-through tracks
- Allow for potential (or future) track and platform expansion
- Plan for integration of high-speed rail



- Create larger multi-modal concourse
- Provide intuitive wayfinding and clear signage
- Expand pedestrian flow capacity
- Improve amenities and services



Destination



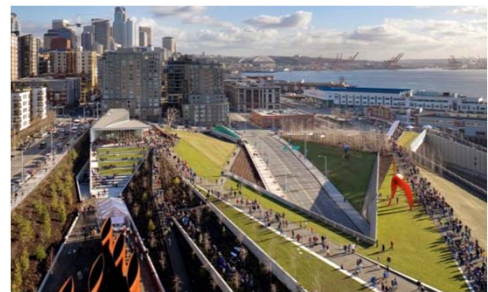
- Provide uses that support transit functions
- Create demand by becoming a market-driver
- Become a world-class destination



- Reinvigorate historic station and courtyards
- Preserve and restore its historic character
- New structures should attain the quality of craftsmanship found in the original station



- Integrate new site-wide utility network
- Provide flexible programs to generate long-term sustainable development
- Ensure a high degree of access to light and air



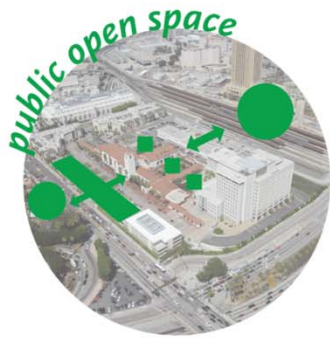
Connectivity



- Improve universal access
- Reinforce neighborhood connections
- Enhance site edges, balance security and access



- Create clear pedestrian and bicycle routes through the site
- Provide convenient bicycle amenities
- Connect east and west sides of the site



- Plan for connections between existing and future open spaces
- Make perimeter more approachable
- Maintain access to sunlight and views



Alternatives Process

Transport Optimization

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graph TD; A[Transport Optimization] --> B[Transit Operations]; A --> C[Passenger Experience]; A --> D[Access and Circulation];
```

Transit Operations

- SC RIP (Run Through Project)
- Expansion of Rail/LRT
- Consolidation of Bus Operations
- Integration of High Speed Rail
- Regional Connector

Passenger Experience

- Legibility of Entrance Points
- Wayfinding and Transfers
- Capacity and Movement

Access and Circulation

- On-site and Off-site Connectivity
- Pedestrian and Bicycle Access
- Open Space

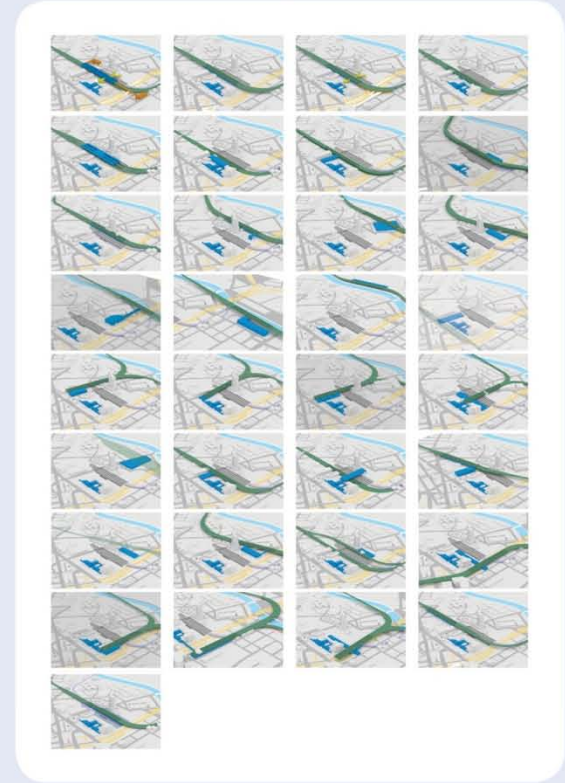
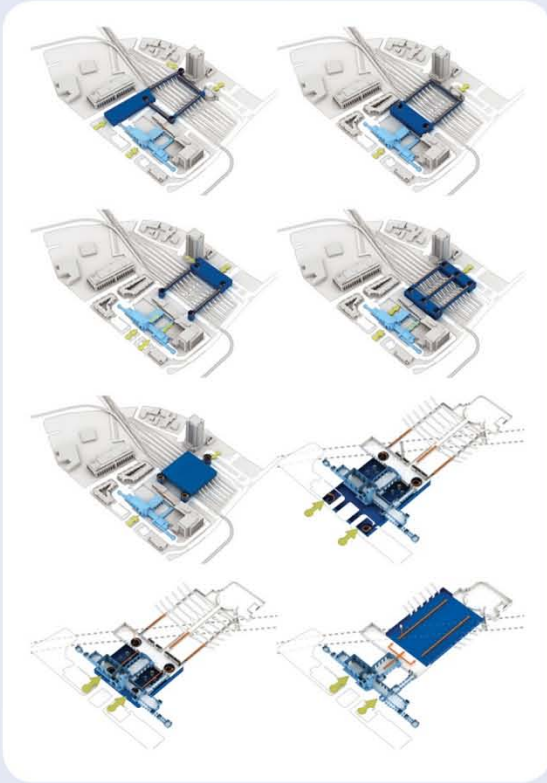
PASSENGER
CONCOURSE

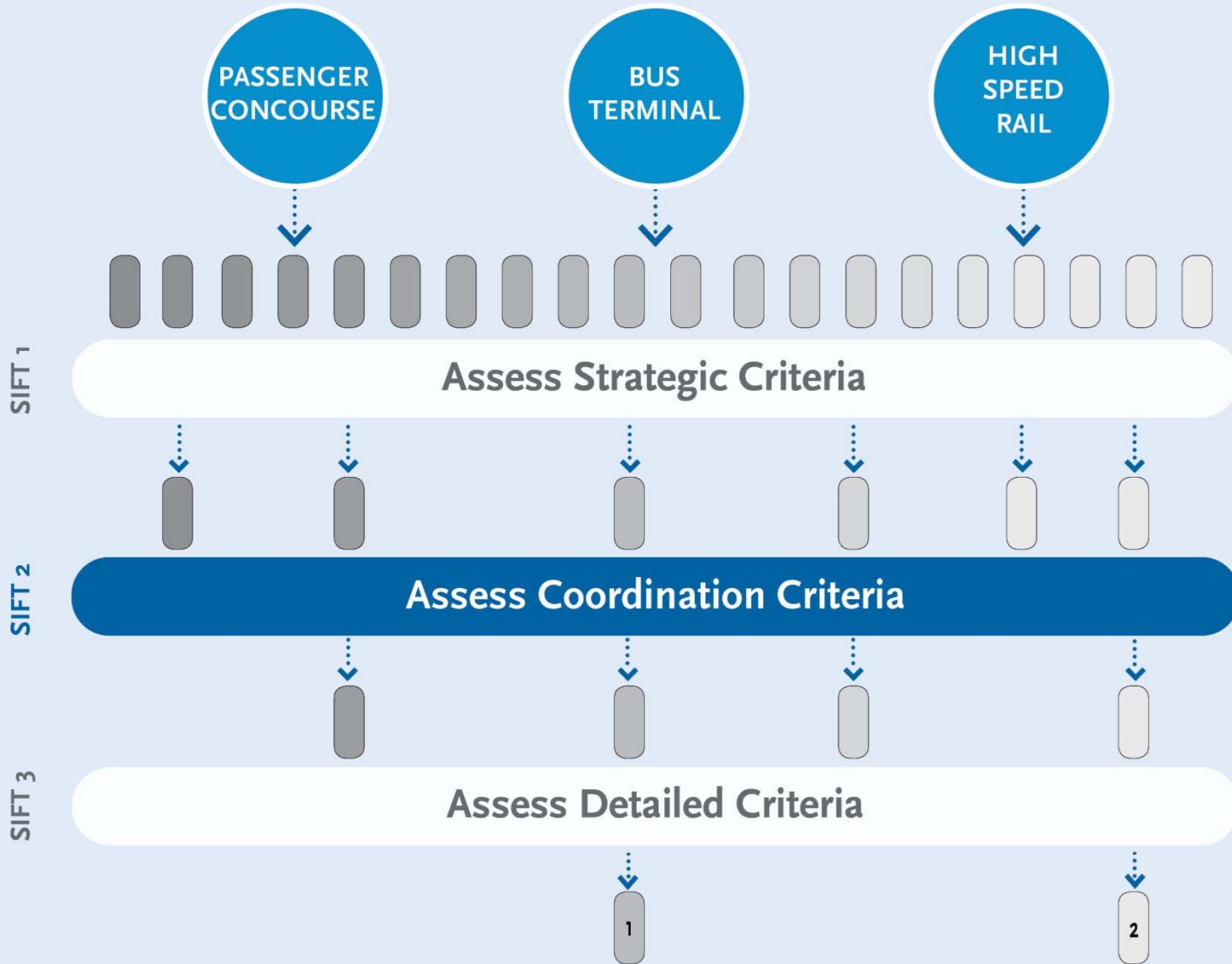


BUS
TERMINAL

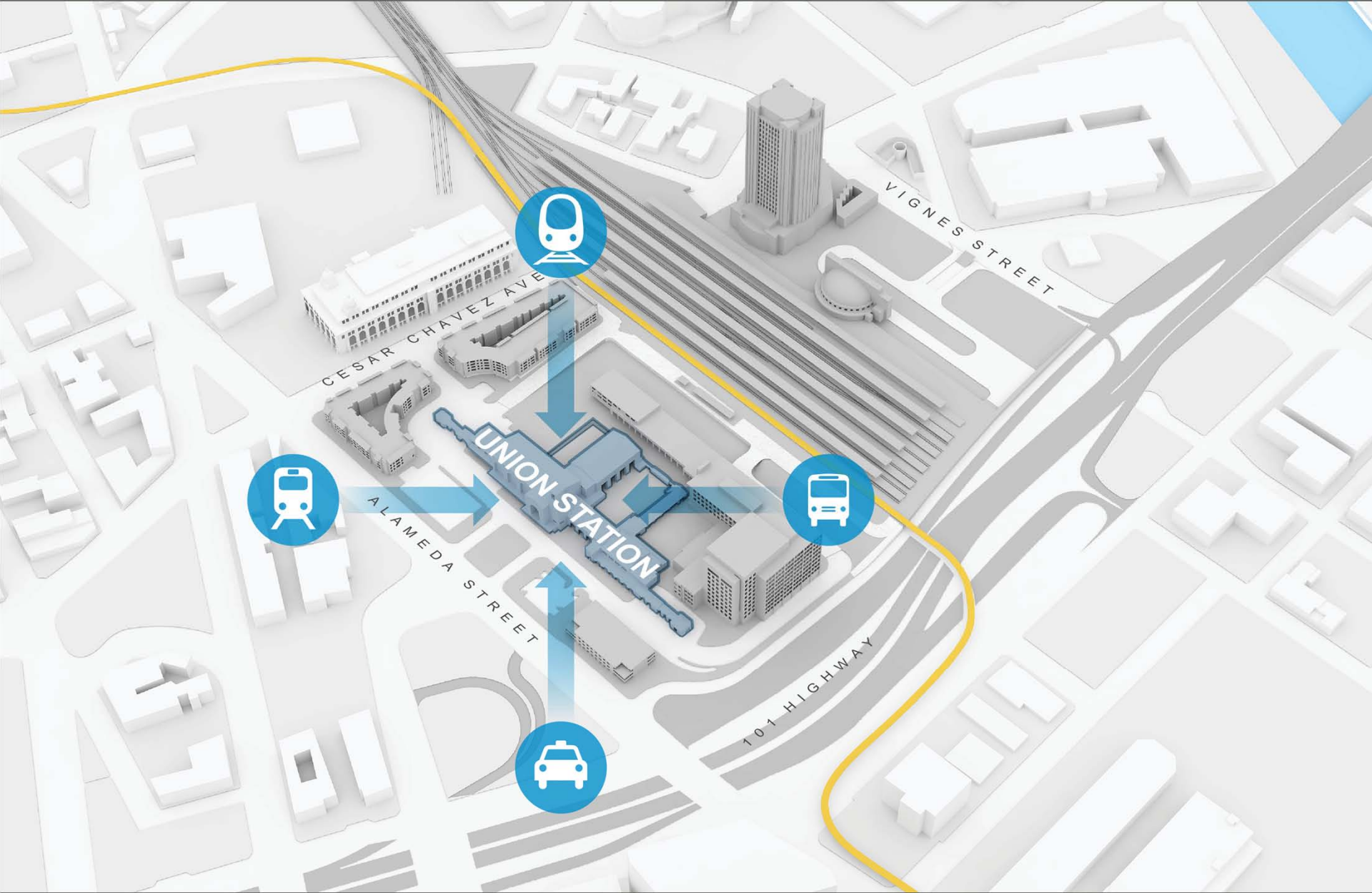


HIGH SPEED
RAIL



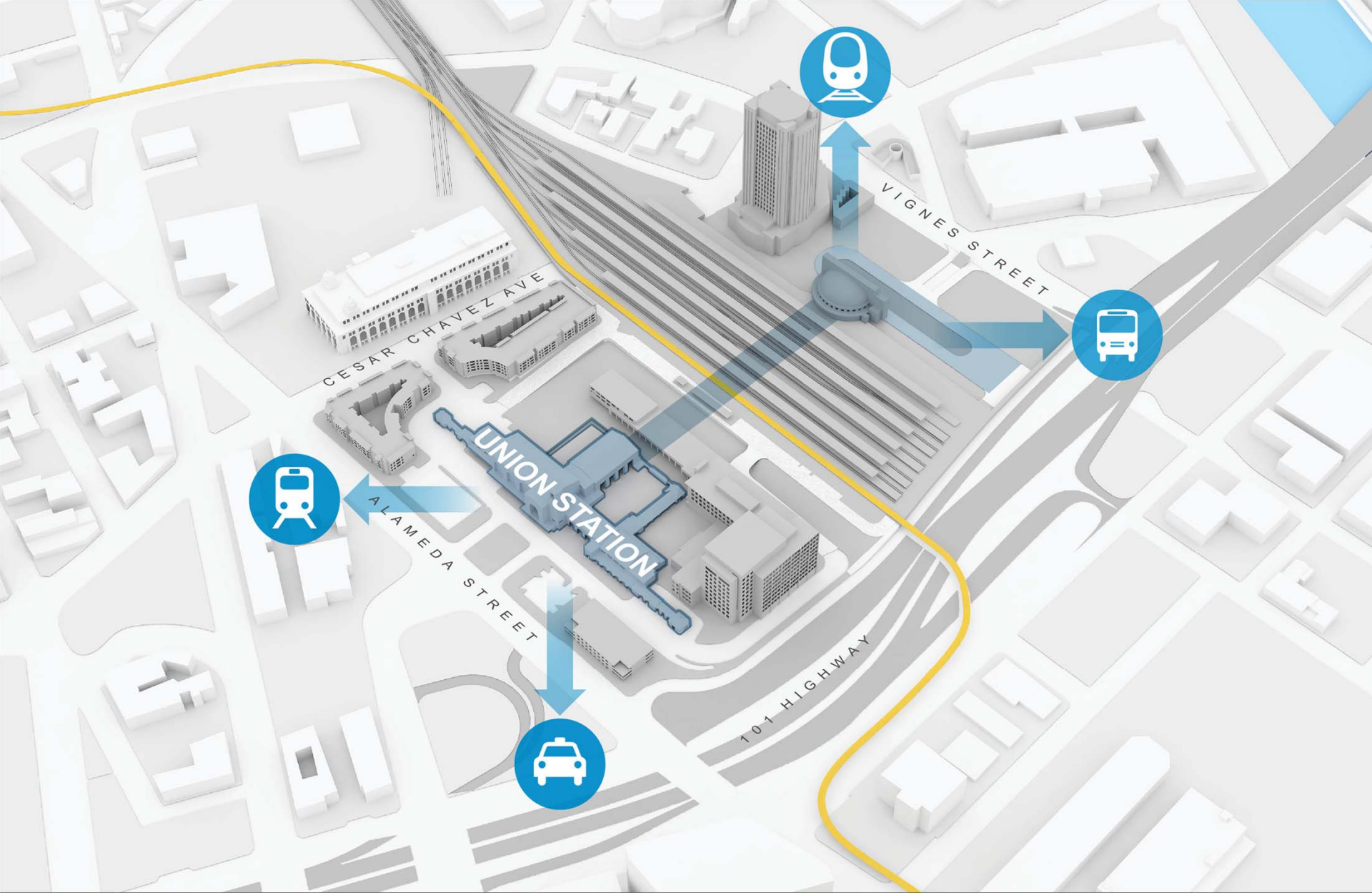


Draft Alternatives



Metro

Concentrated Transport Functions

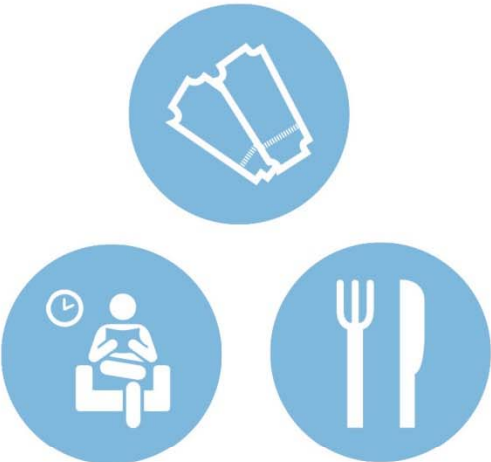


Metro

Dispersed Transit Functions


Transport Components

Passenger Concourse




The Passenger Concourse section features three circular icons. The top icon shows two tickets. The bottom-left icon shows a person sitting at a desk with a clock, representing a waiting area or check-in. The bottom-right icon shows a fork and knife, representing dining services.

Bus Terminal



The Bus Terminal section features a single circular icon of a bus.

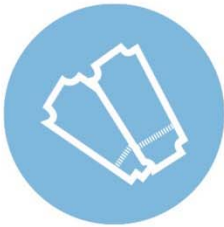
High Speed Rail

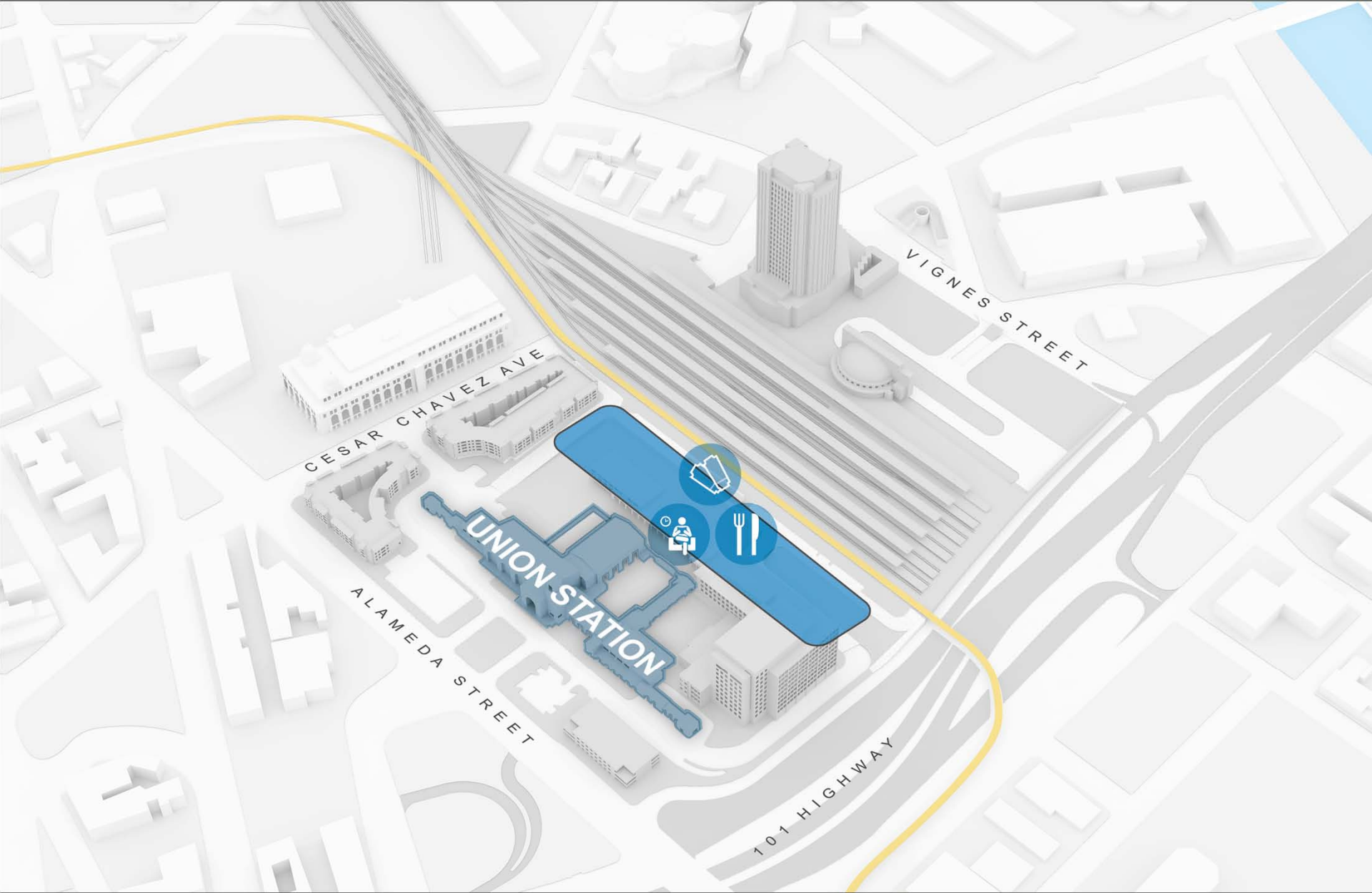


The High Speed Rail section features a single circular icon of a high-speed train.

Transport Components

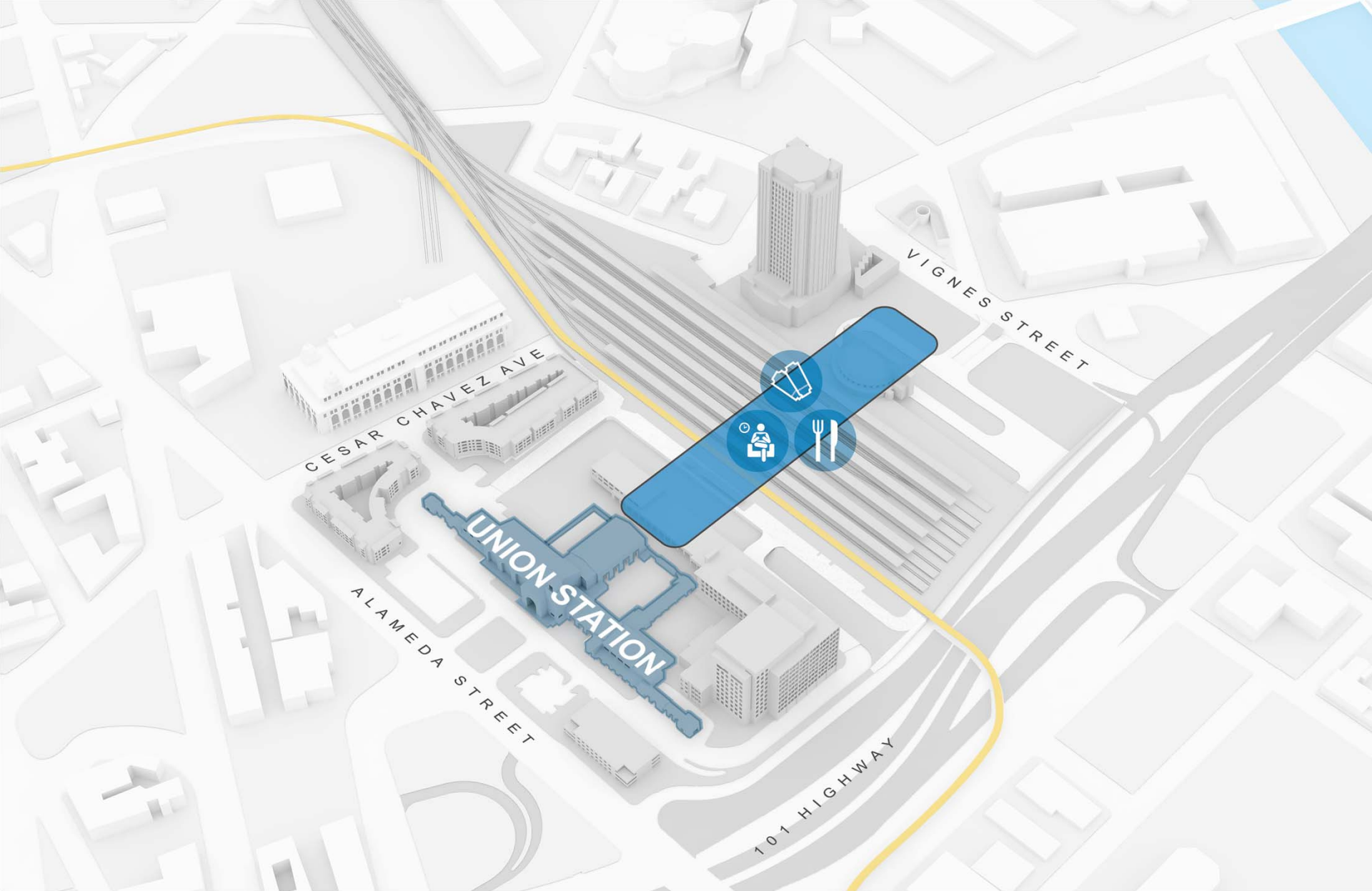
Passenger Concourse





Metro

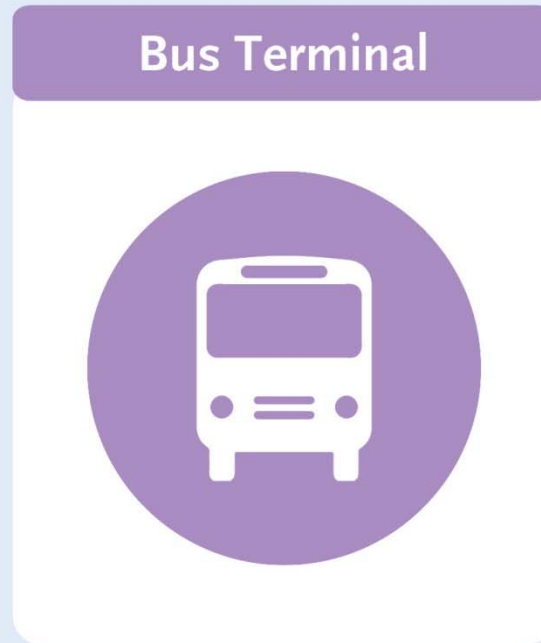
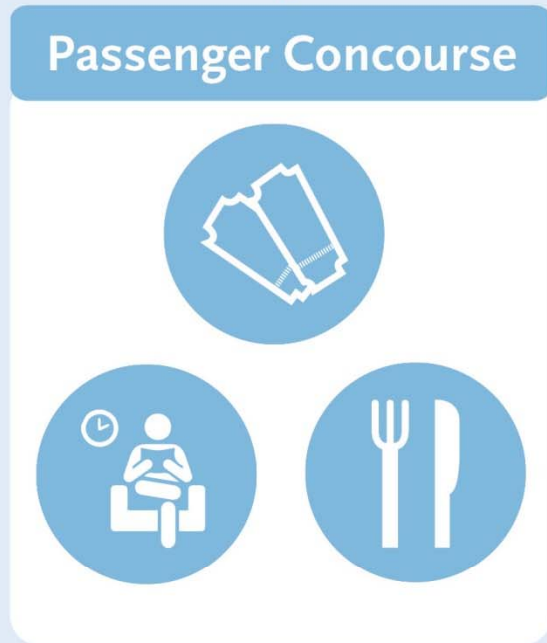
North-South Passenger Concourse



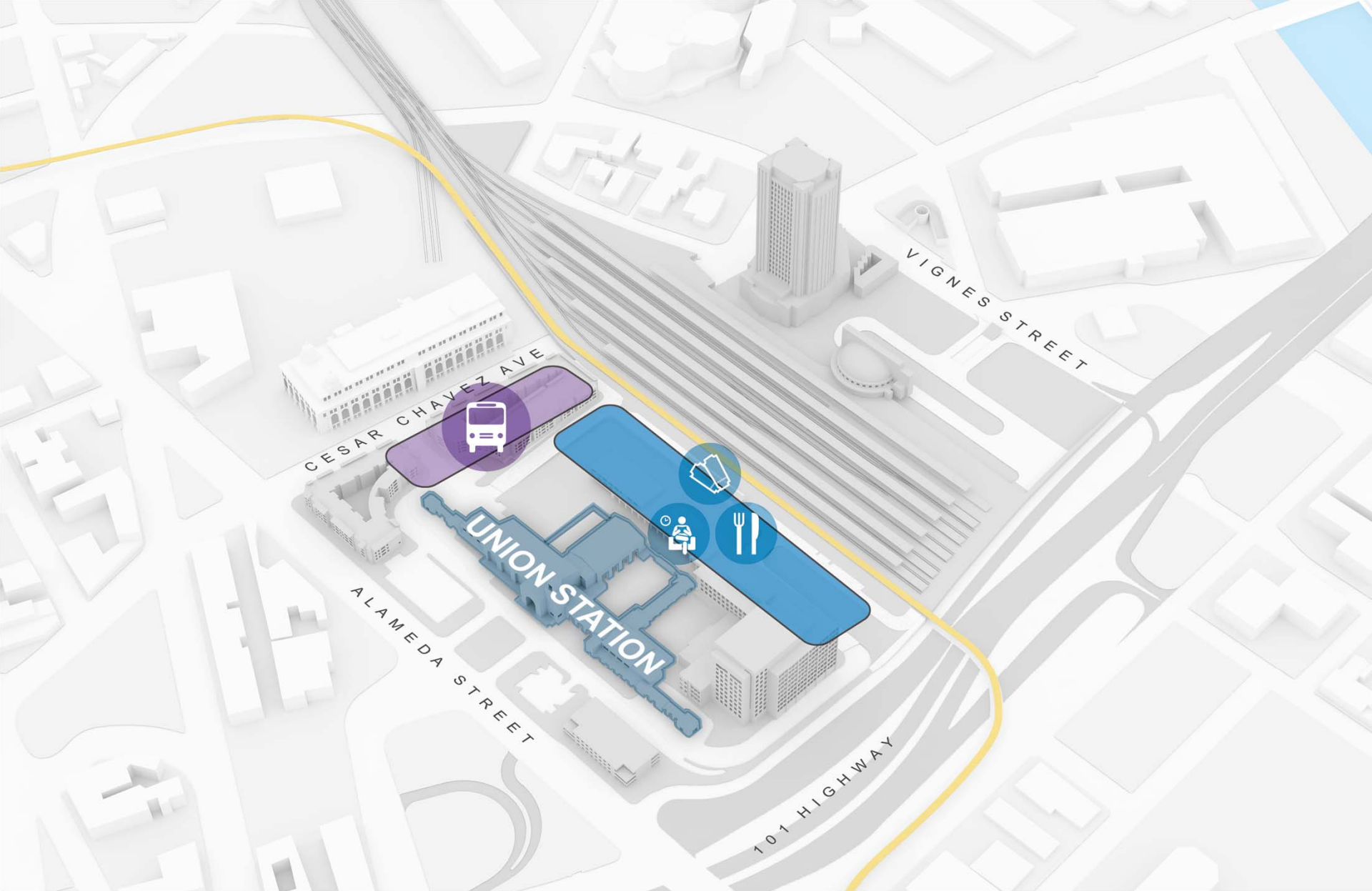
Metro

East-West Passenger Concourse

Transport Components

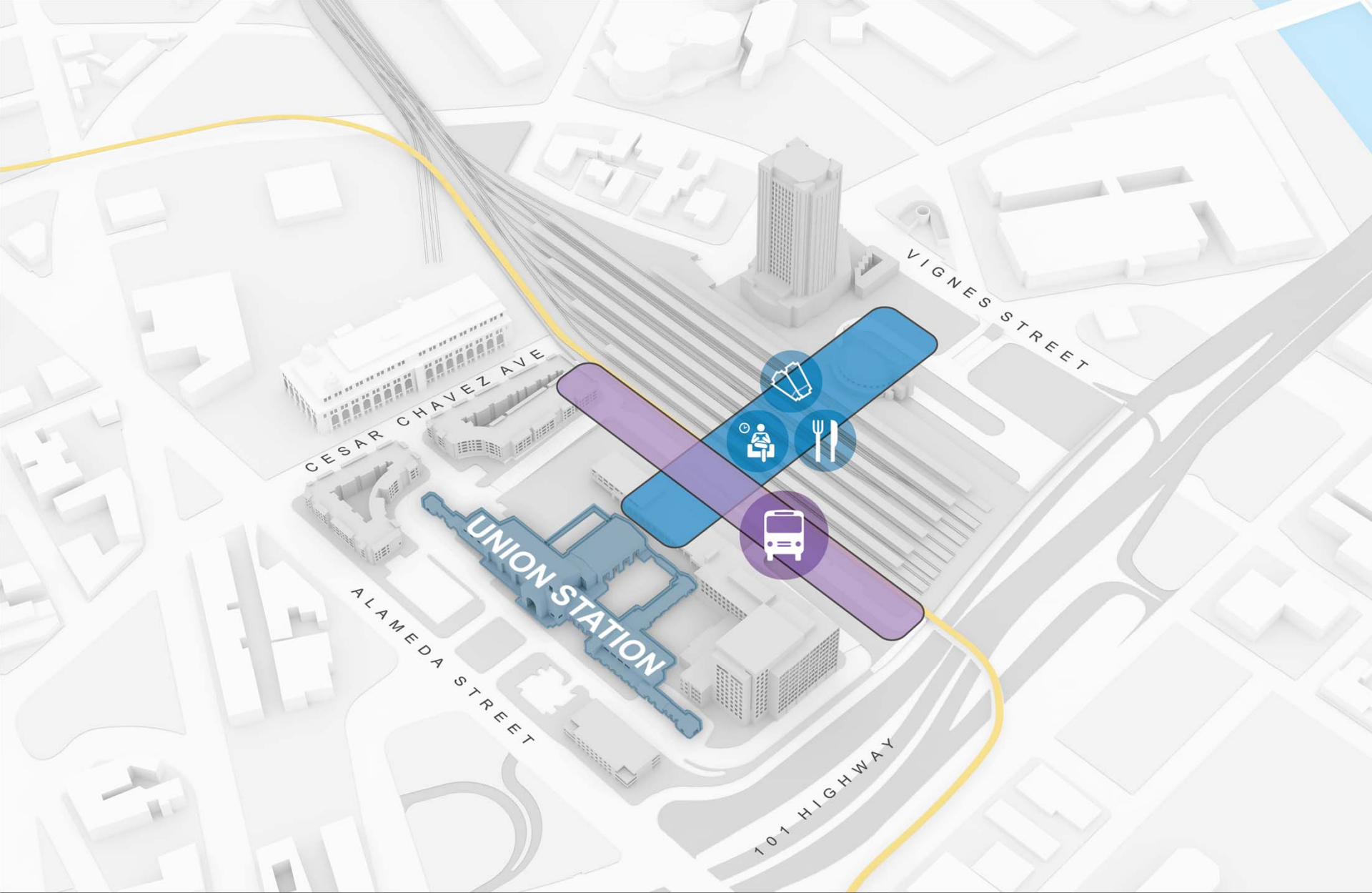


Passenger Concourse + Bus Terminal



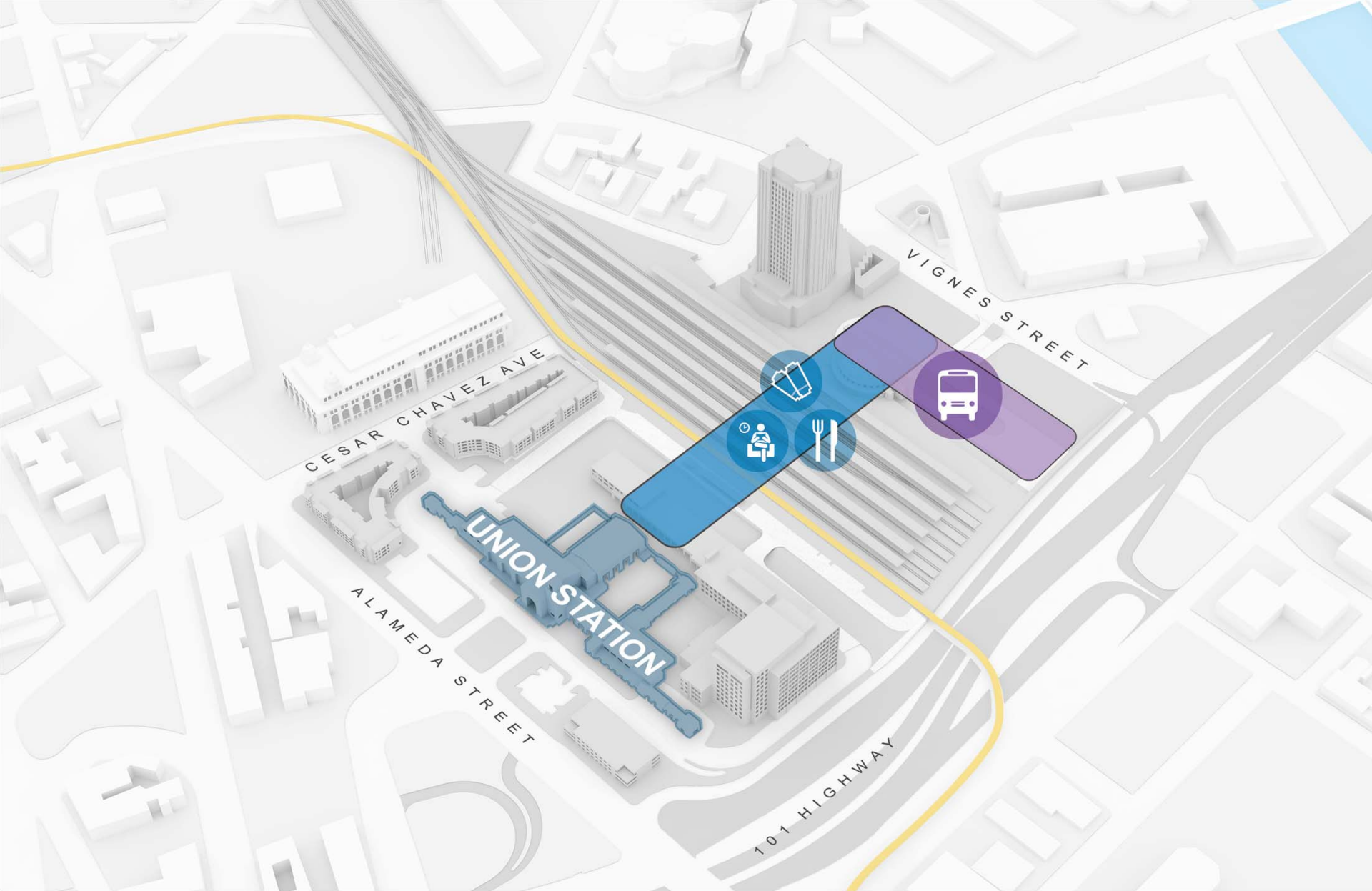
Metro

North-South Passenger Concourse + Bus Terminal



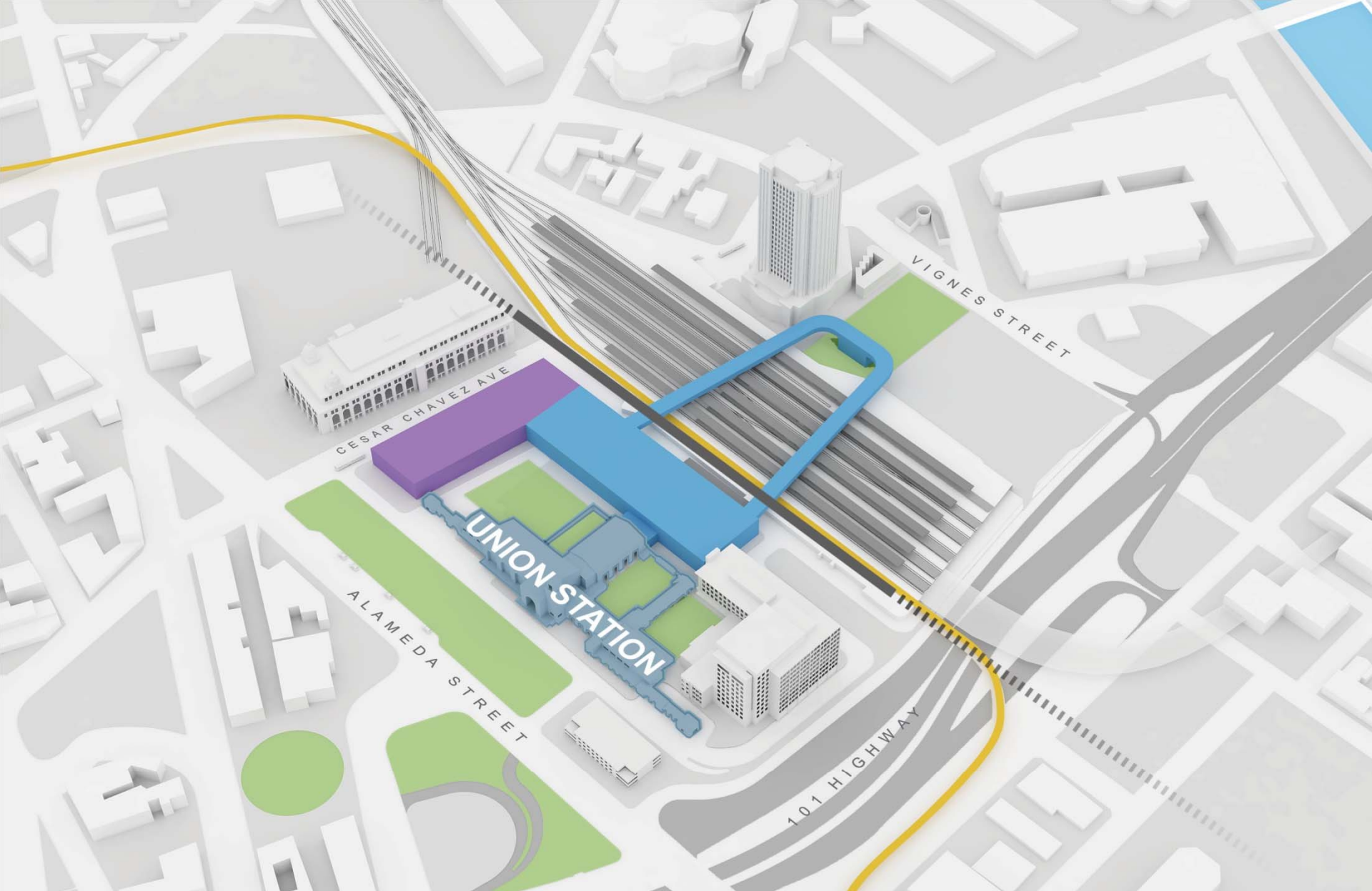
Metro

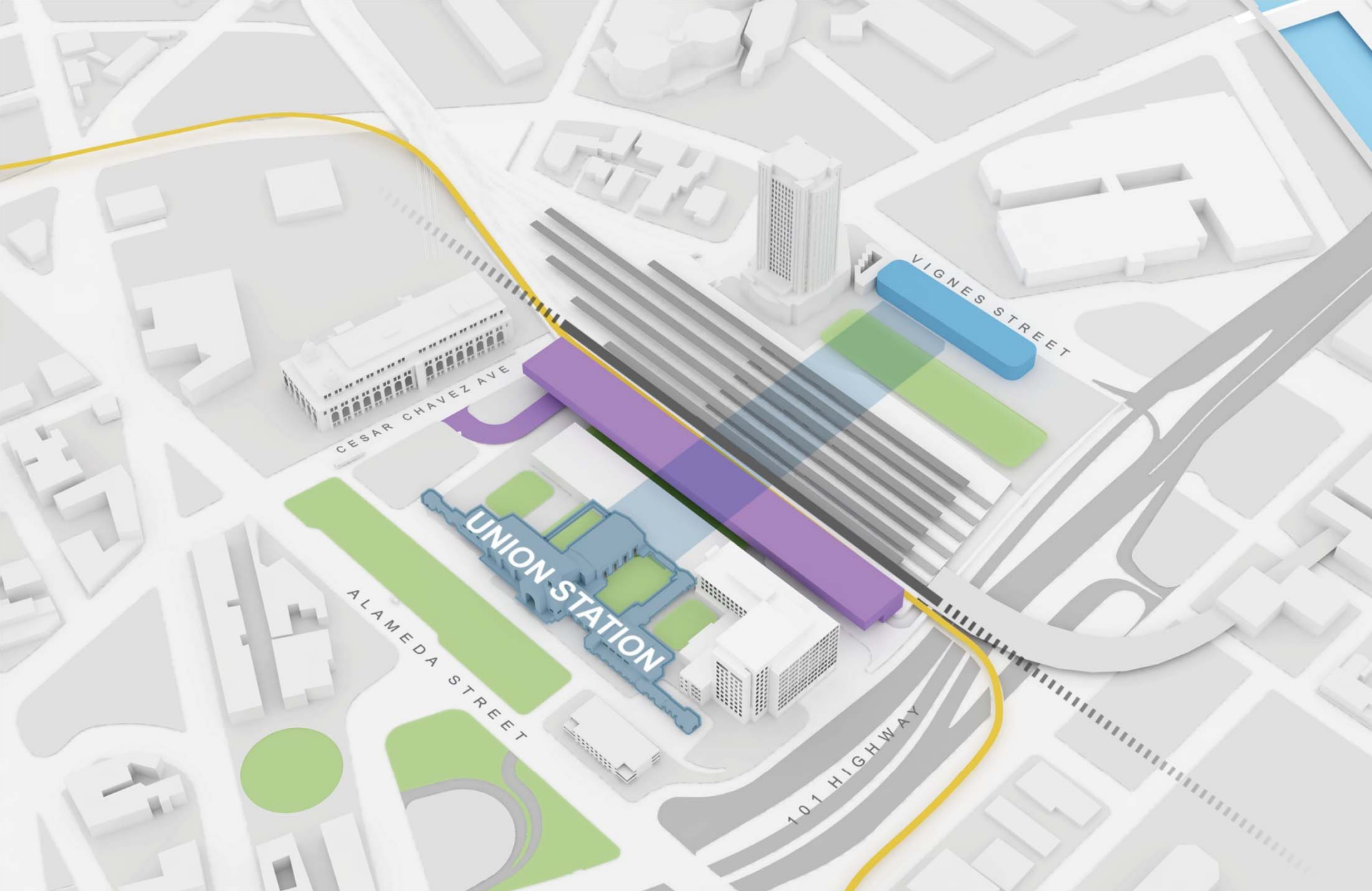
East-West Passenger Concourse + Bus Terminal



Metro

East-West Passenger Concourse + Bus Terminal






Transport Components

Passenger Concourse




The Passenger Concourse component includes three sub-elements: two tickets, a person sitting at a desk with a clock, and a fork and knife.

Bus Terminal

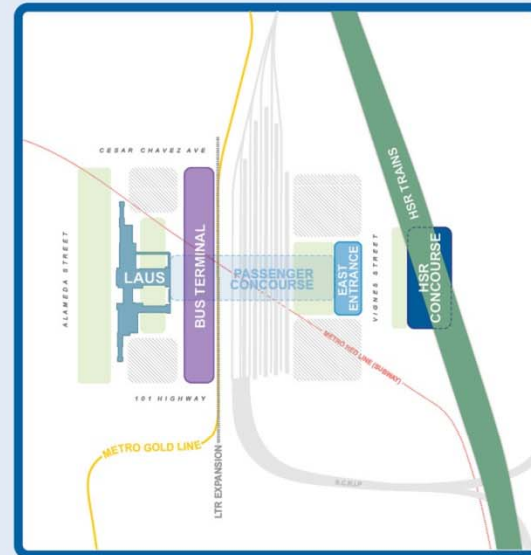
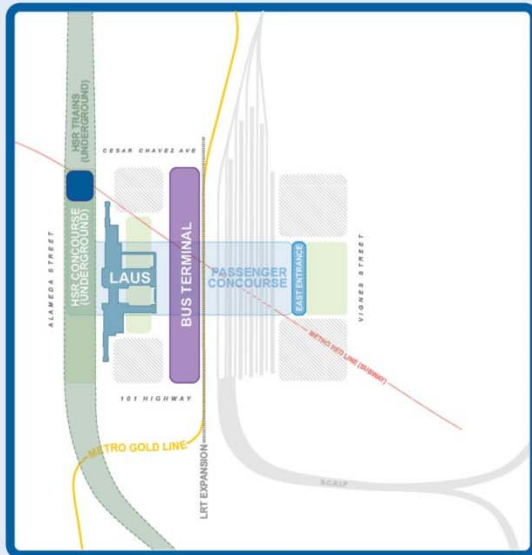
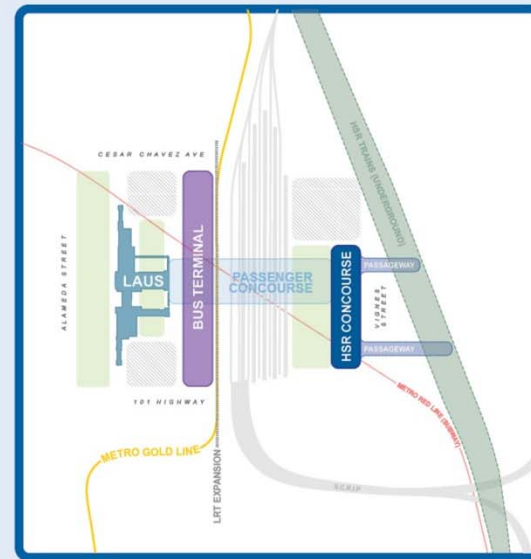
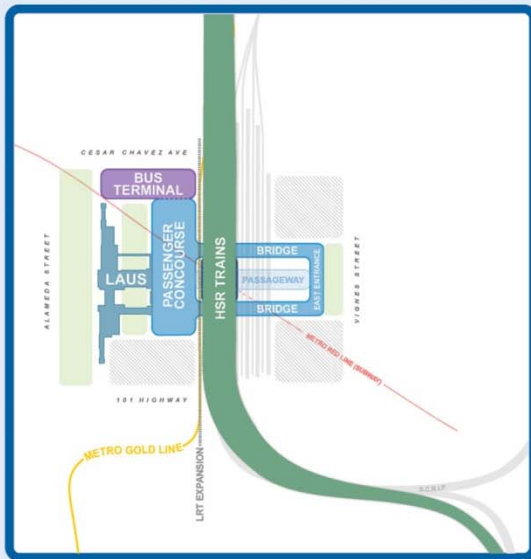


The Bus Terminal component is represented by a white bus icon inside a purple circle.

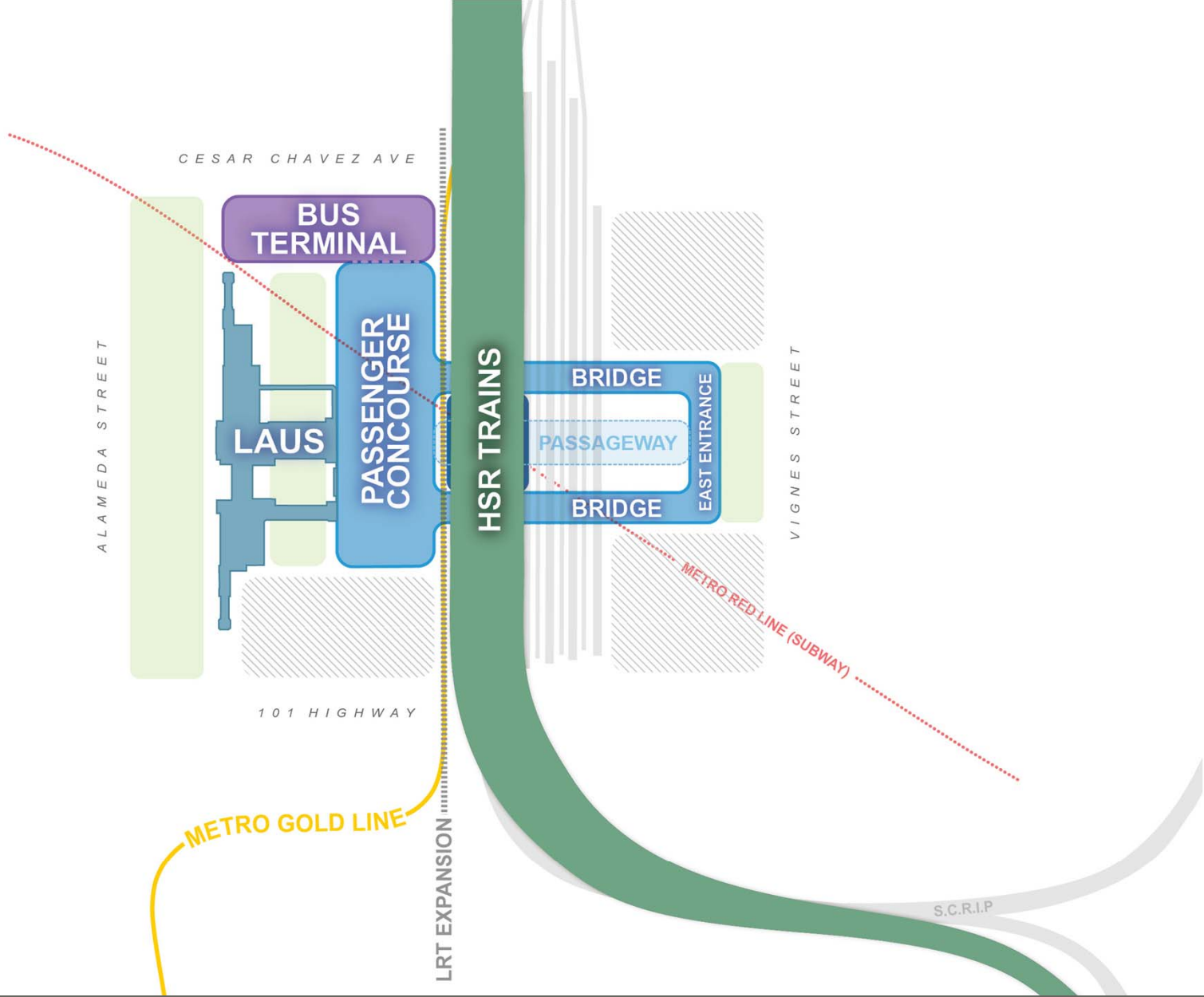
High Speed Rail



The High Speed Rail component is represented by a white high-speed train icon inside a green circle.



HSR Above Rail Yard Alternative



ALAMEDA STREET

LAUS

PASSENGER CONCOURSE

BUS

LRT

HSR TRAINS

HSR CONCOURSE

BRIDGE

GOLD LINE

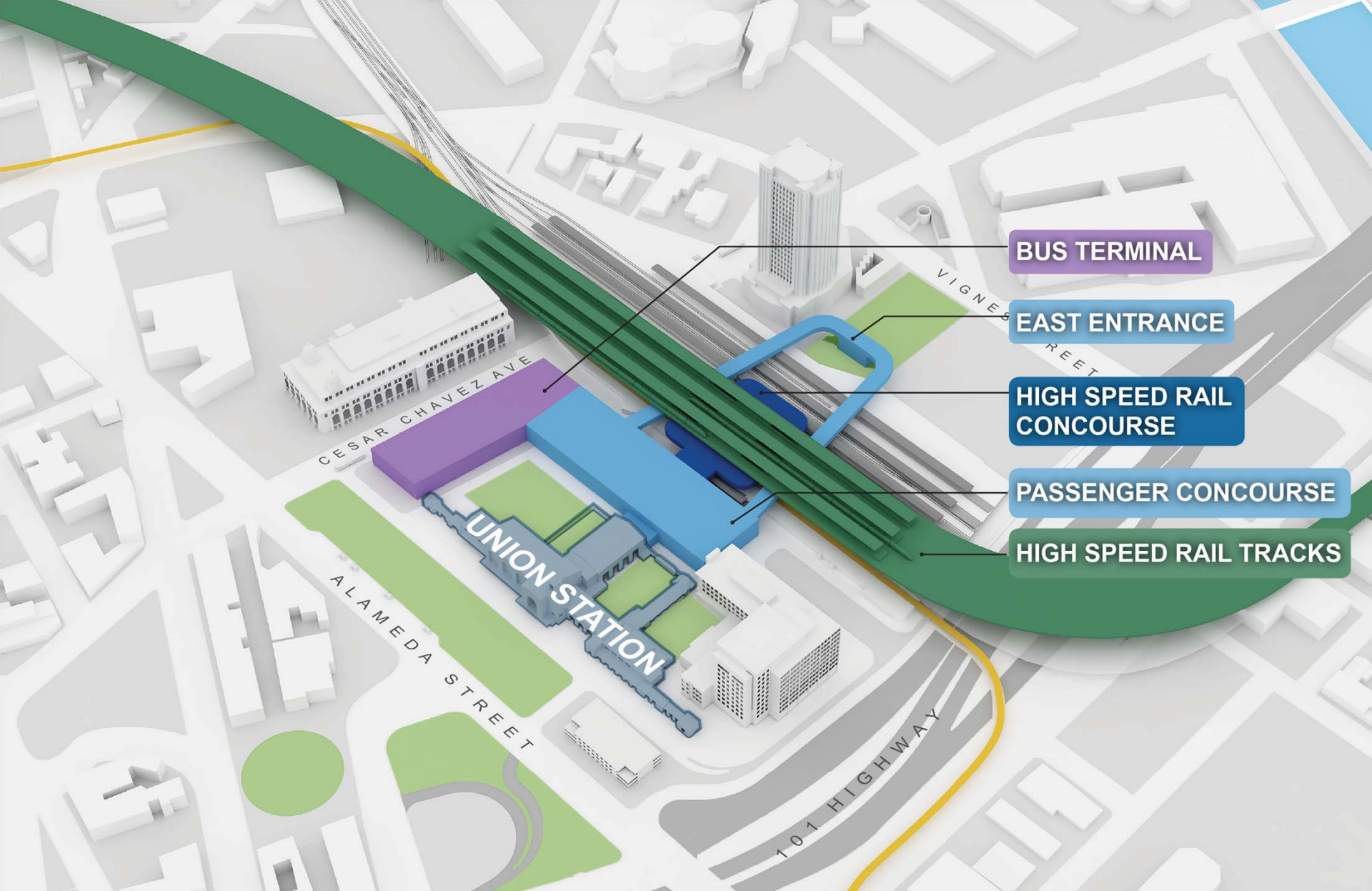
TRAINS

PASSAGEWAY

EAST ENTRANCE

SUBWAY

VIGNES STREET



BUS TERMINAL

EAST ENTRANCE

HIGH SPEED RAIL CONCOURSE

PASSENGER CONCOURSE

HIGH SPEED RAIL TRACKS

UNION STATION

CESAR CHAVEZ AVE

ALAMEDA STREET

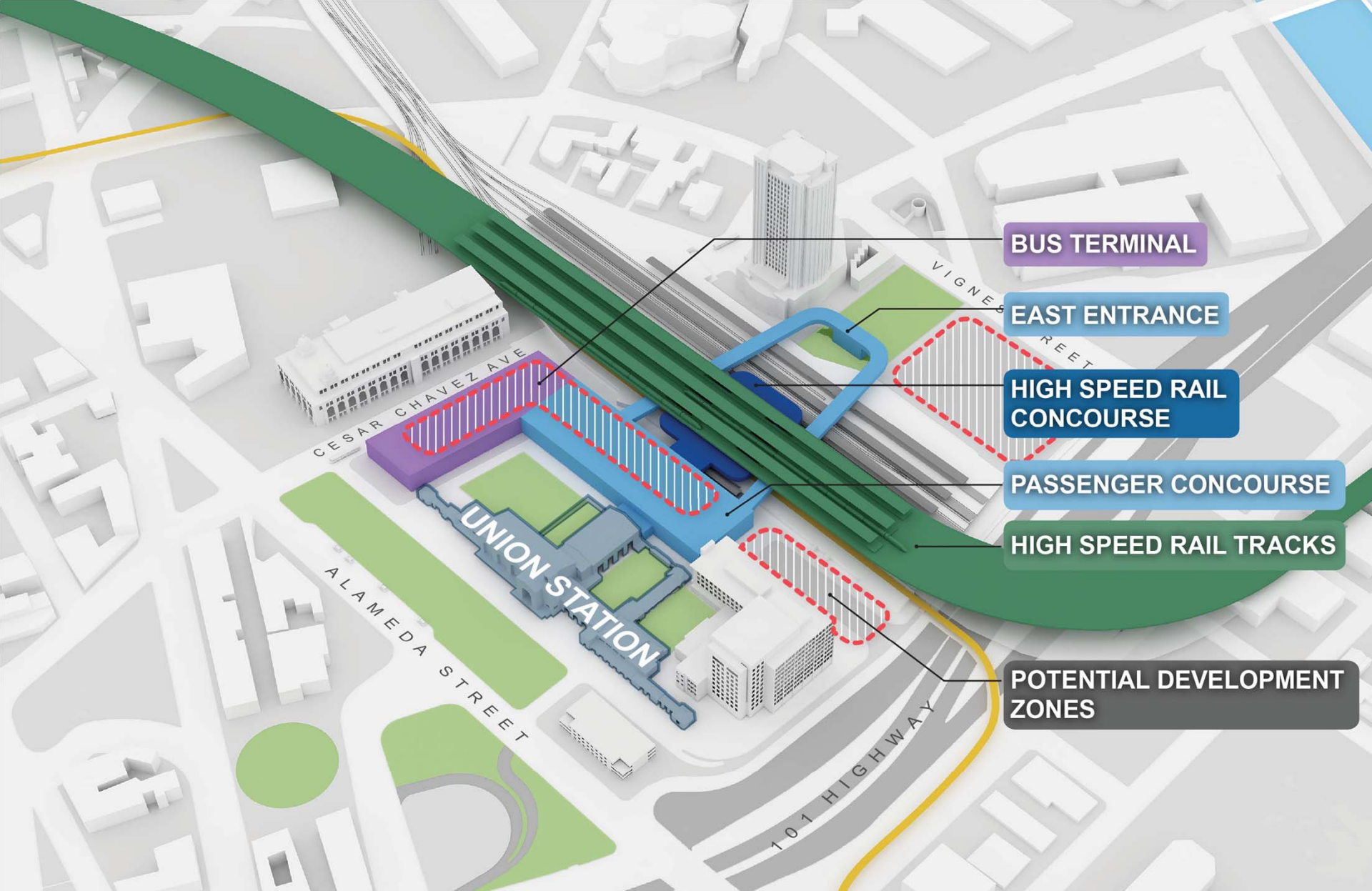
101 HIGHWAY

VIGNES STREET



Metro

Above Rail Yard | Site Axonometric



BUS TERMINAL

EAST ENTRANCE

HIGH SPEED RAIL
CONCOURSE

PASSENGER CONCOURSE

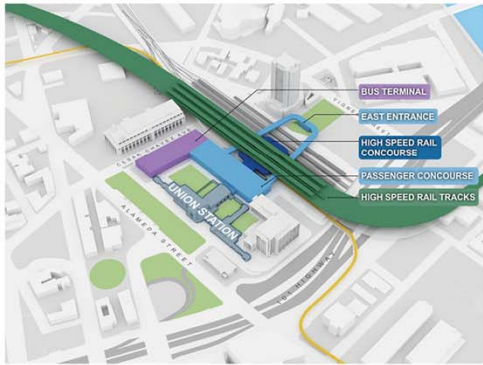
HIGH SPEED RAIL TRACKS

POTENTIAL DEVELOPMENT
ZONES

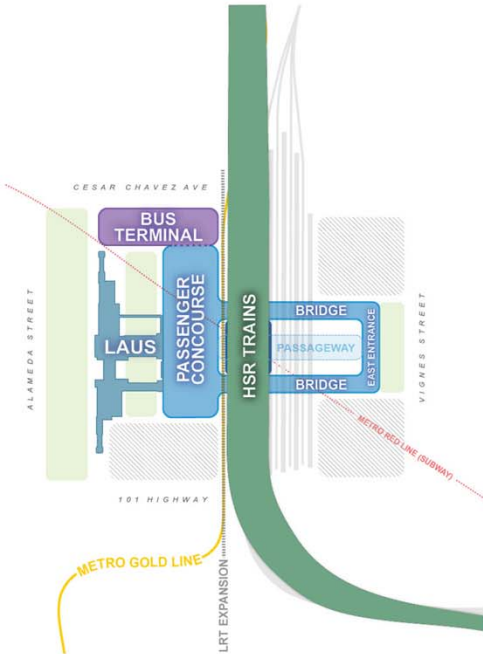


Above Rail Yard | Potential Development Zones

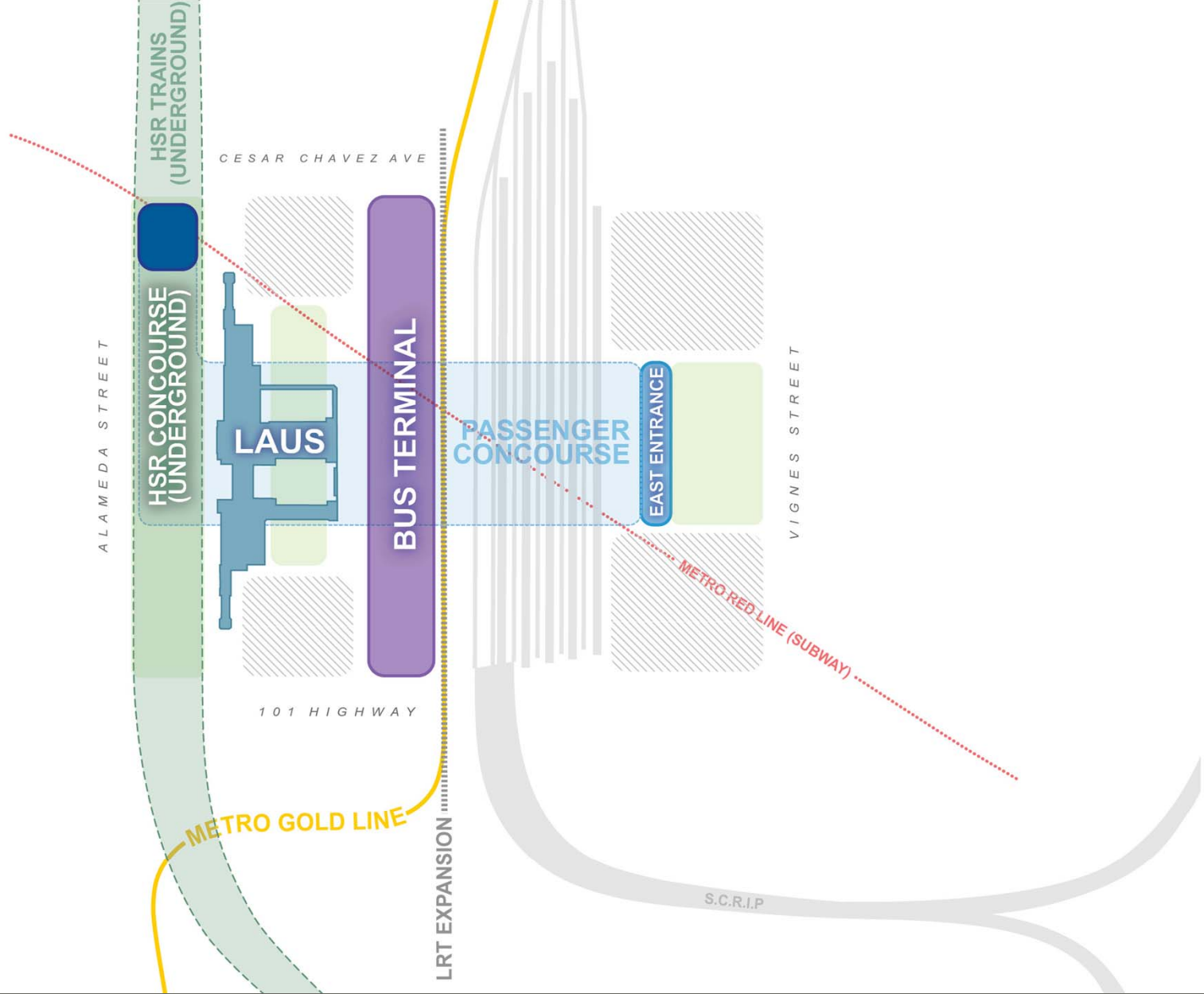


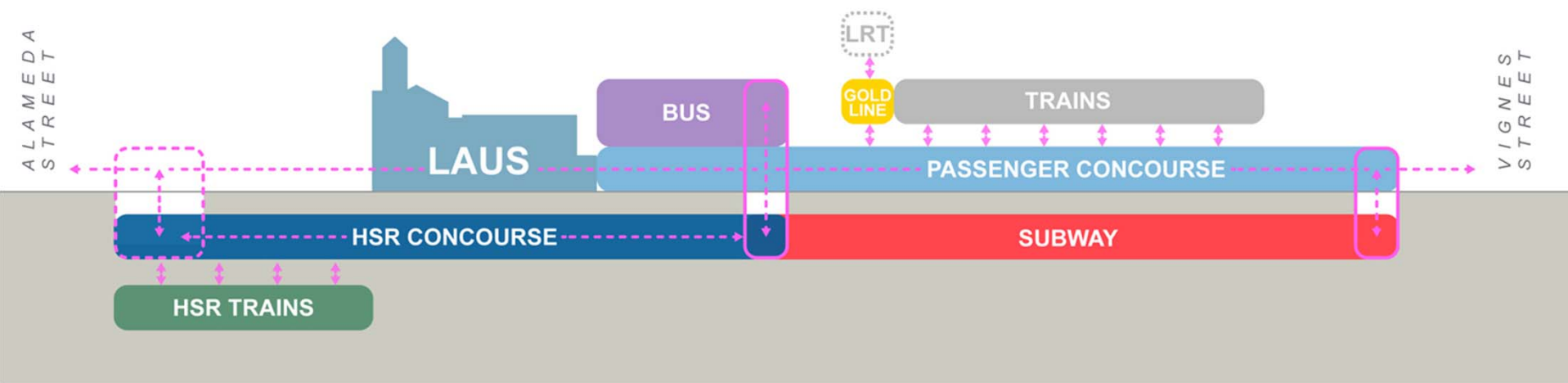


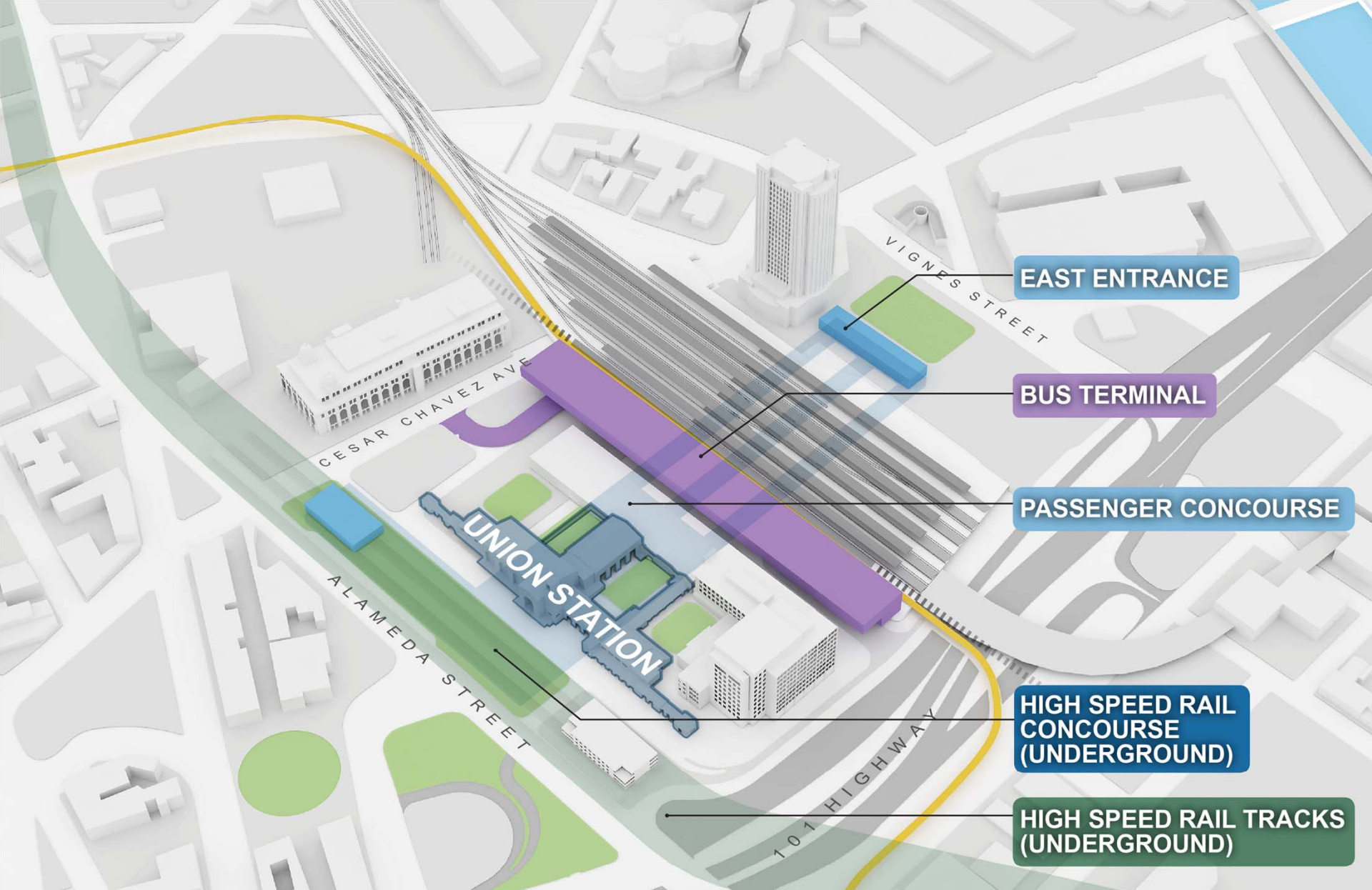
- Transport functions are concentrated towards the western side of the site.
- The historic station would be mostly used for transit access.
- An expanded passenger concourse behind the historic station connects all transit modes
- A two-story bus terminal next to Cesar Chavez co-locates bus operations.
- High Speed Rail is stacked above the existing conventional rail.
- The HSR concourse and passenger concourse can have shared spaces and amenities.
- The eastern side of the property is less encumbered by transit and remains available for development.



HSR Under Alameda Alternative







EAST ENTRANCE

BUS TERMINAL

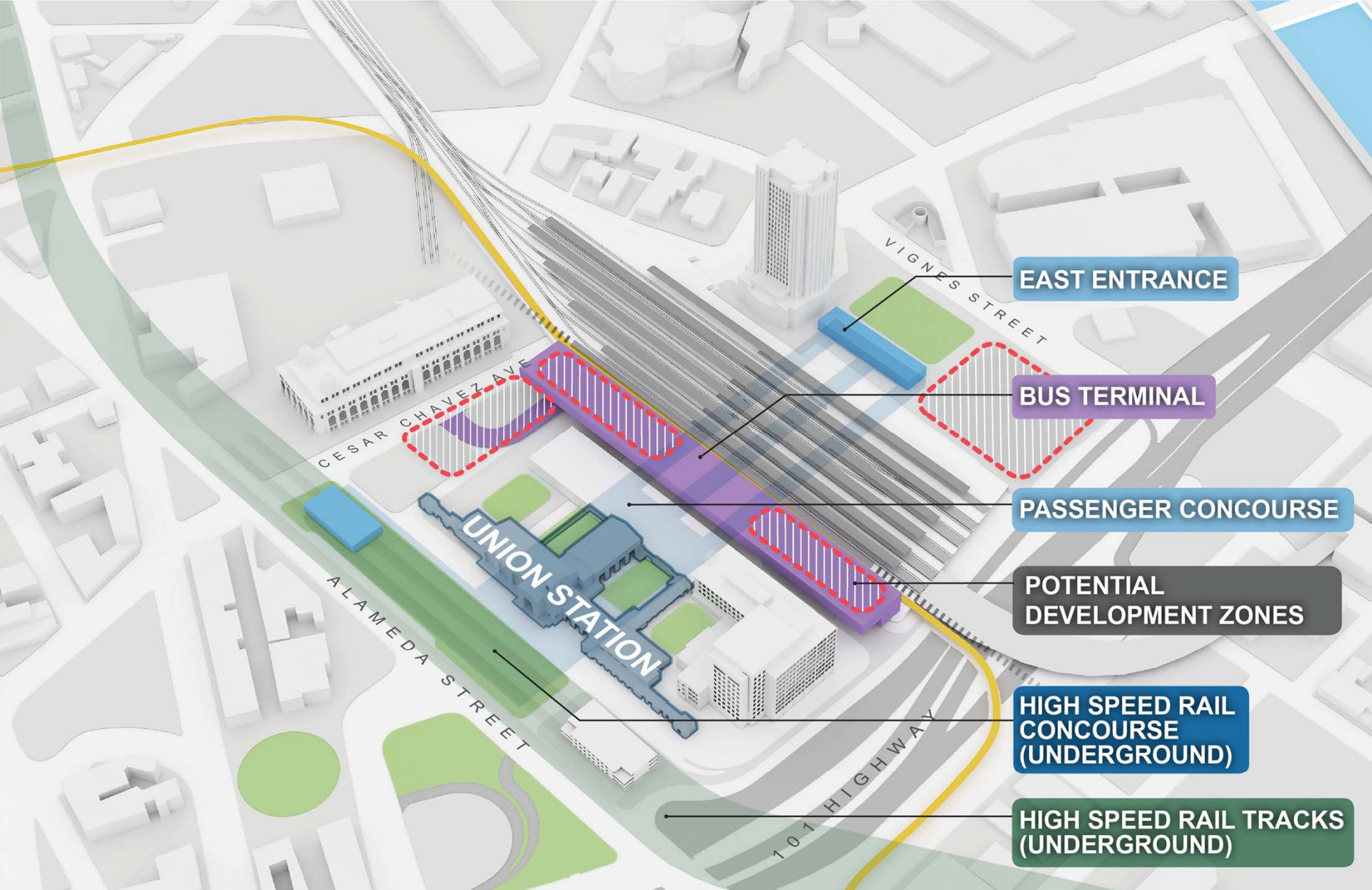
PASSENGER CONCOURSE

HIGH SPEED RAIL CONCOURSE (UNDERGROUND)

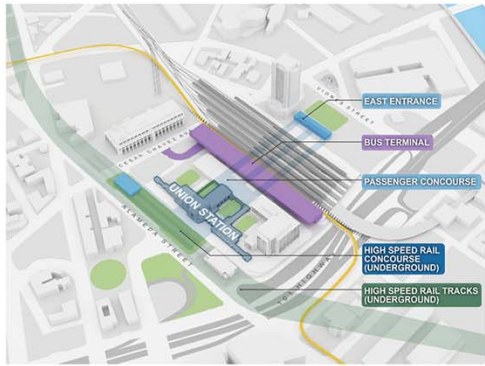
HIGH SPEED RAIL TRACKS (UNDERGROUND)



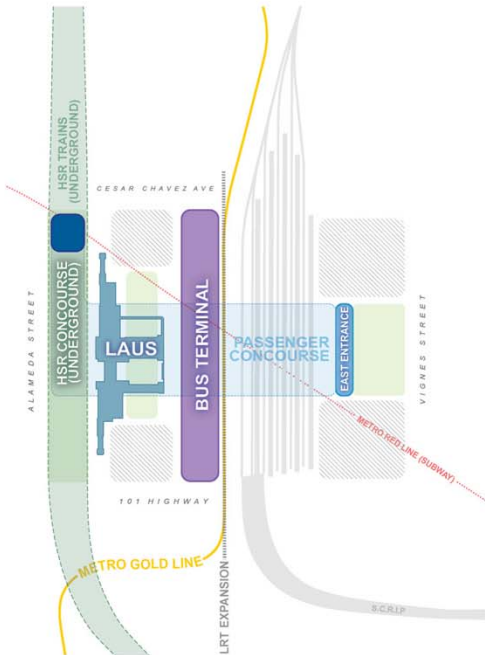
Under Alameda | Site Axonometric



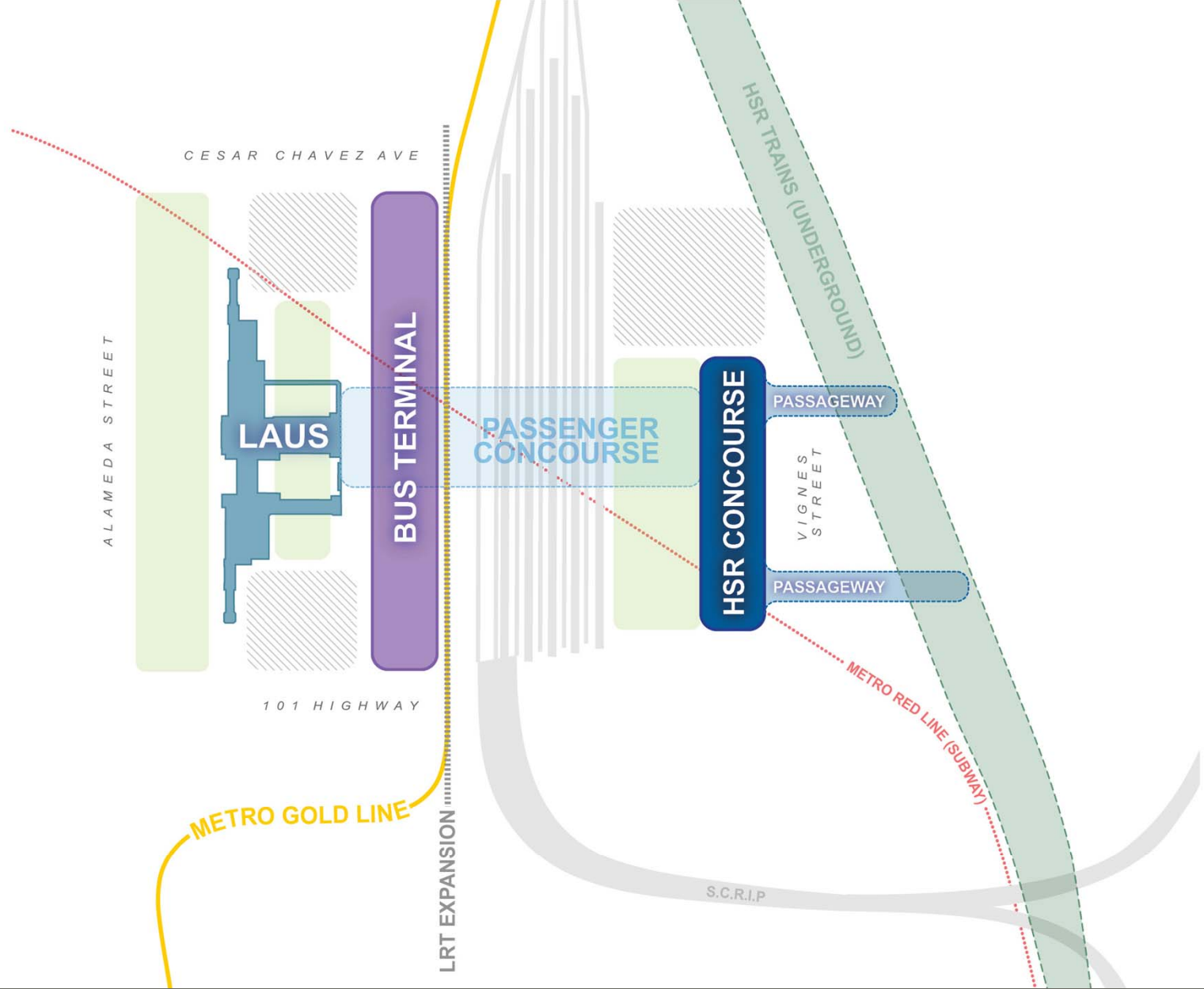




- Transport functions are concentrated towards the western side of the site.
- The historic station would be mostly used for transit access.
- A significantly widened below grade passenger concourse connects all transit modes.
- A two-story bus terminal between Cesar Chavez and the El Monte Busway allows access to both.
- The underground HSR concourse and station would be accessed through a new entry portal.
- The HSR station will need to be approximately 100 ft. below grade.
- The underground HSR station does not disturb the frontage of the historic Union Station.



HSR Under Vignes Alternative



ALAMEDA
STREET

LAUS

BUS

LRT

GOLD
LINE

TRAINS

PASSENGER CONCOURSE

HSR
CONCOURSE

VIGNES
STREET

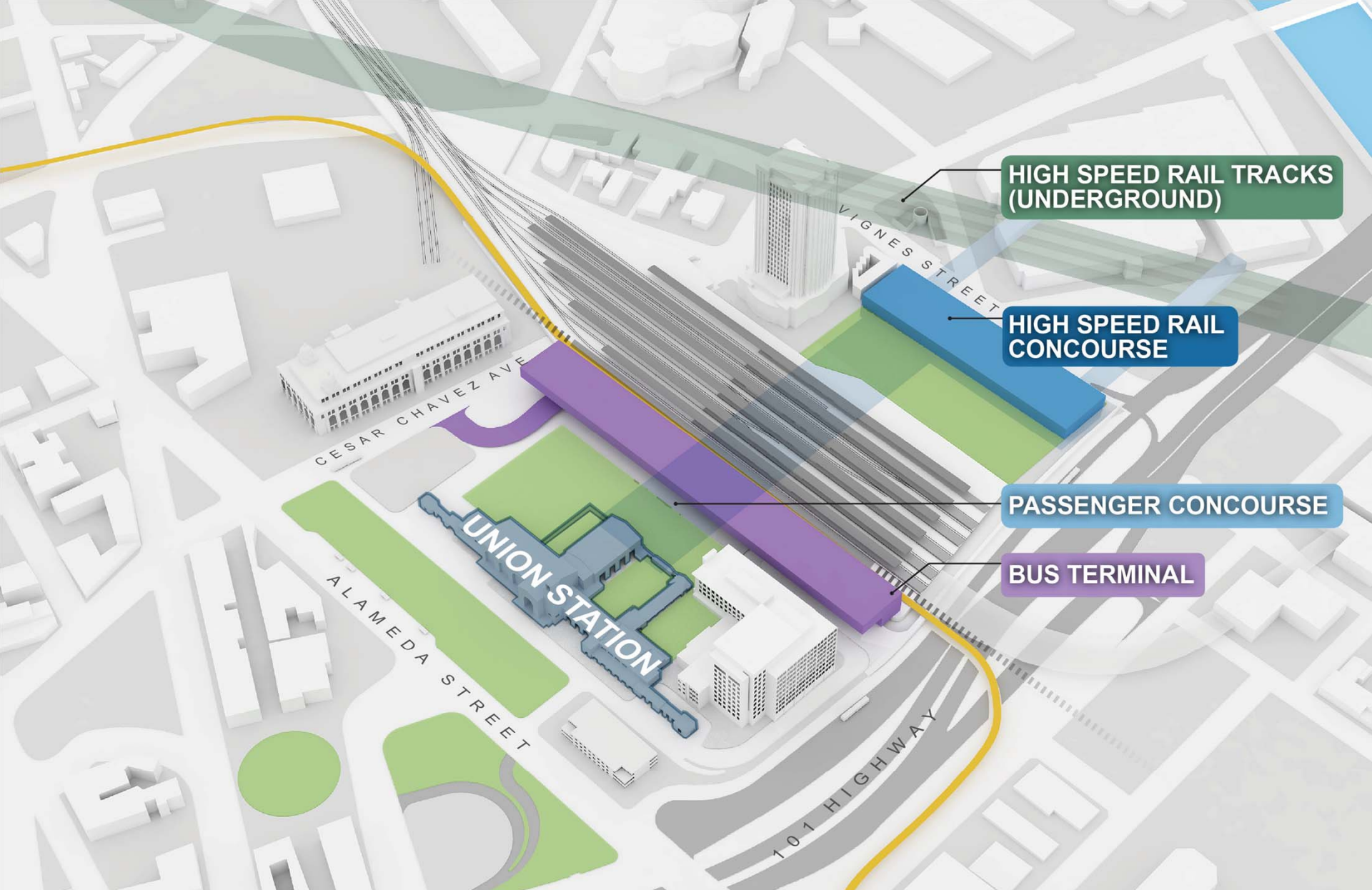
SUBWAY

HSR TRAINS



Metro

Under Vignes | Site Section



HIGH SPEED RAIL TRACKS (UNDERGROUND)

HIGH SPEED RAIL CONCOURSE

PASSENGER CONCOURSE

BUS TERMINAL

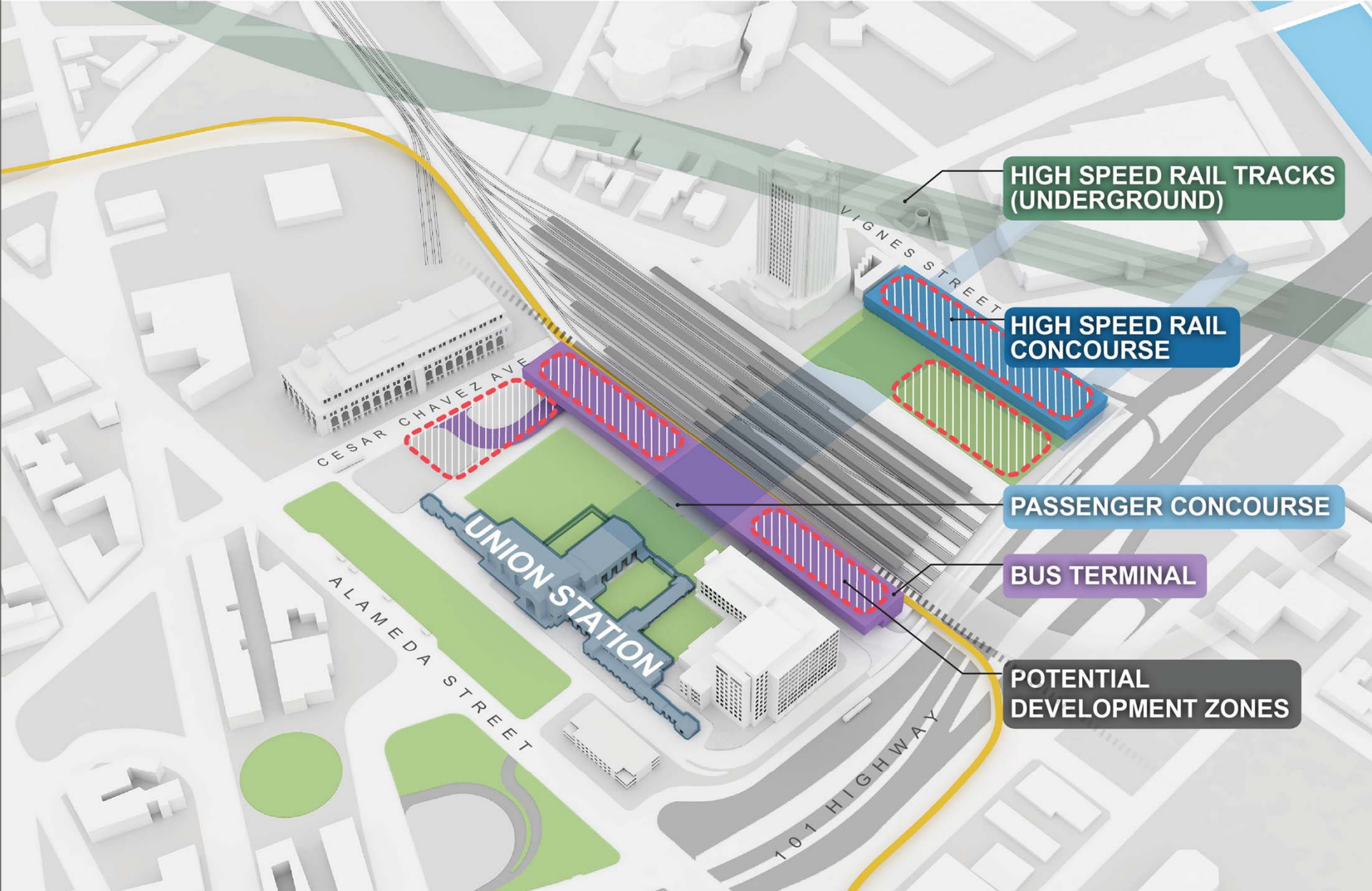
UNION STATION

CESAR CHAVEZ AVE

VIGNES STREET

ALAMEDA STREET

101 HIGHWAY



HIGH SPEED RAIL TRACKS
(UNDERGROUND)

HIGH SPEED RAIL
CONCOURSE

PASSENGER CONCOURSE

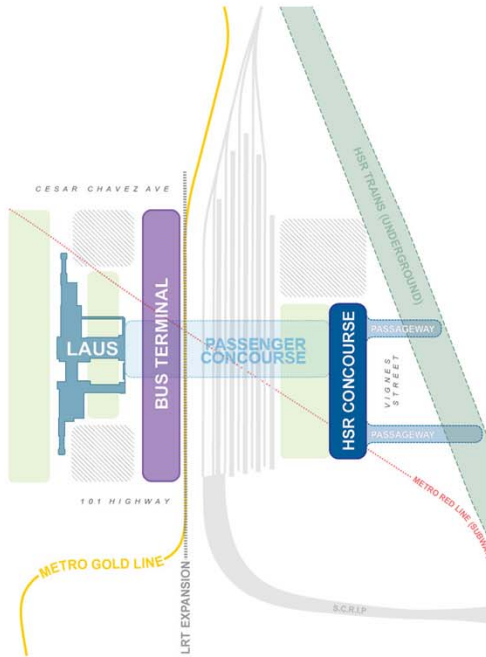
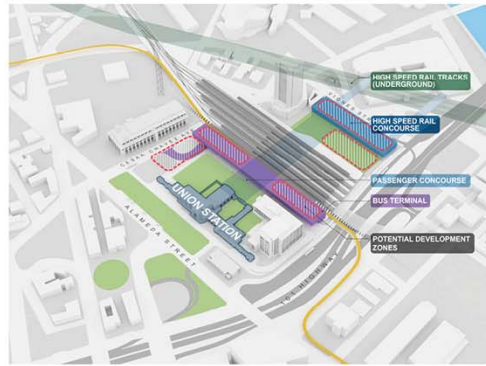
BUS TERMINAL

POTENTIAL
DEVELOPMENT ZONES



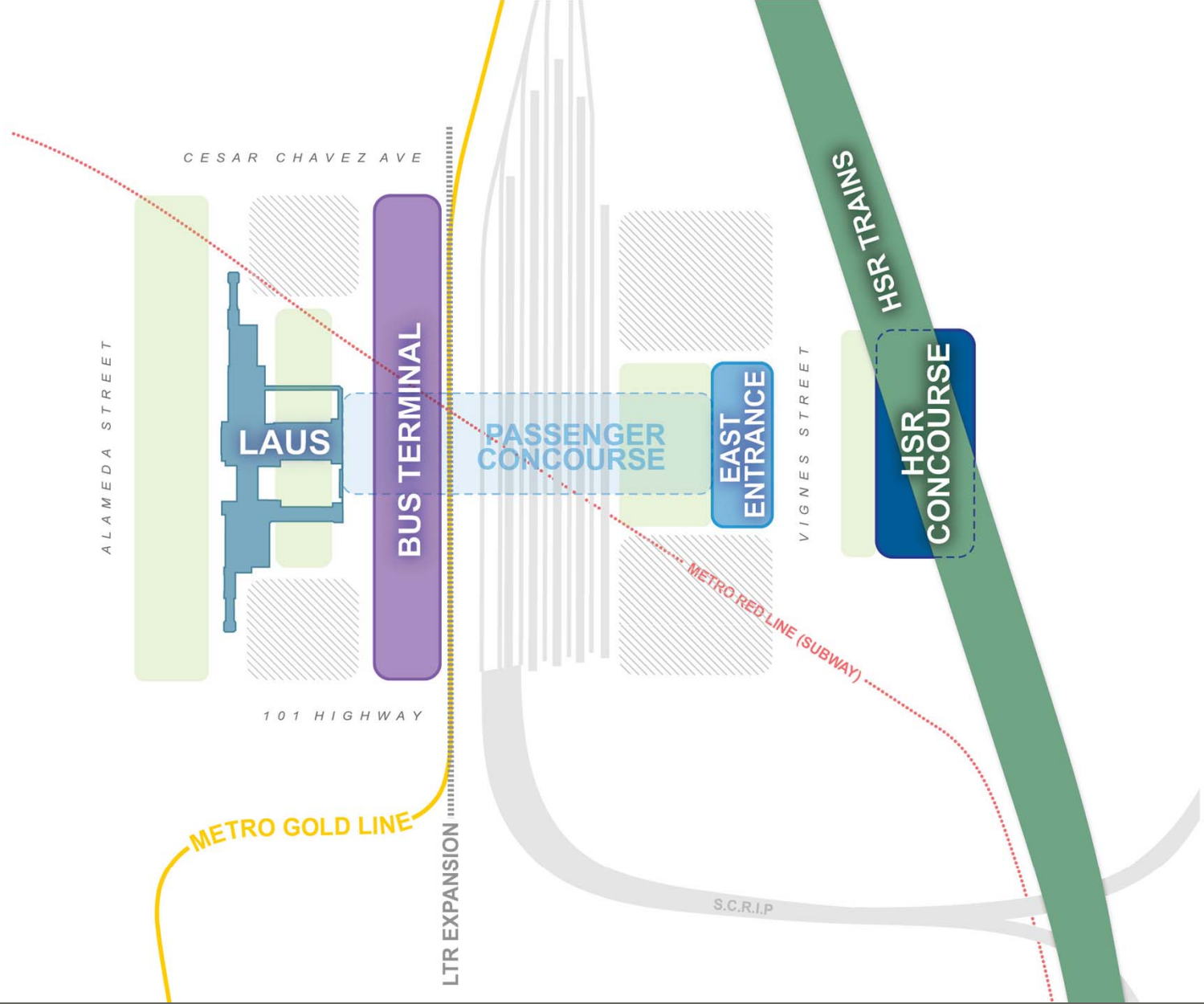
Under Vignes | Potential Development Zones

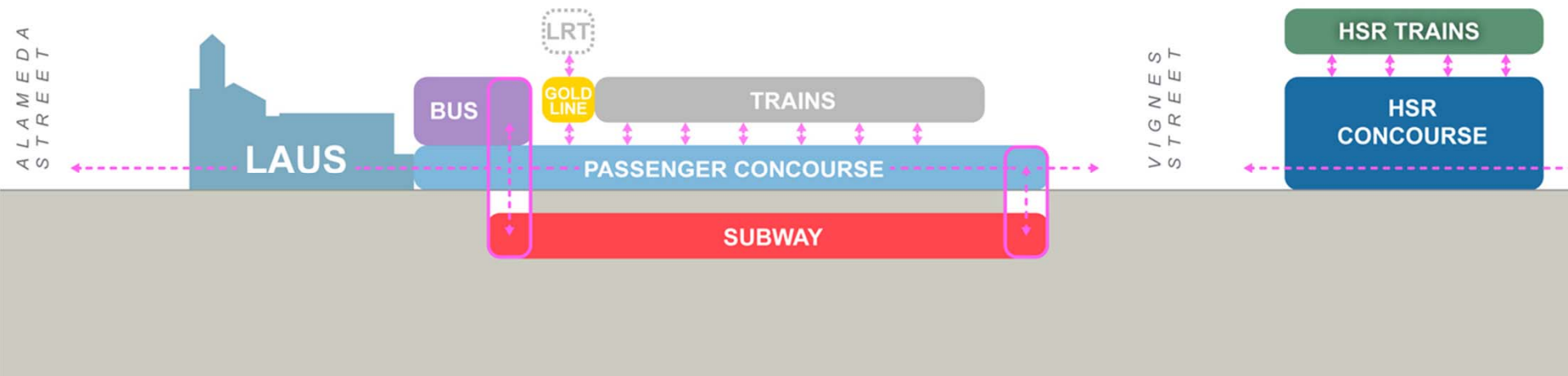


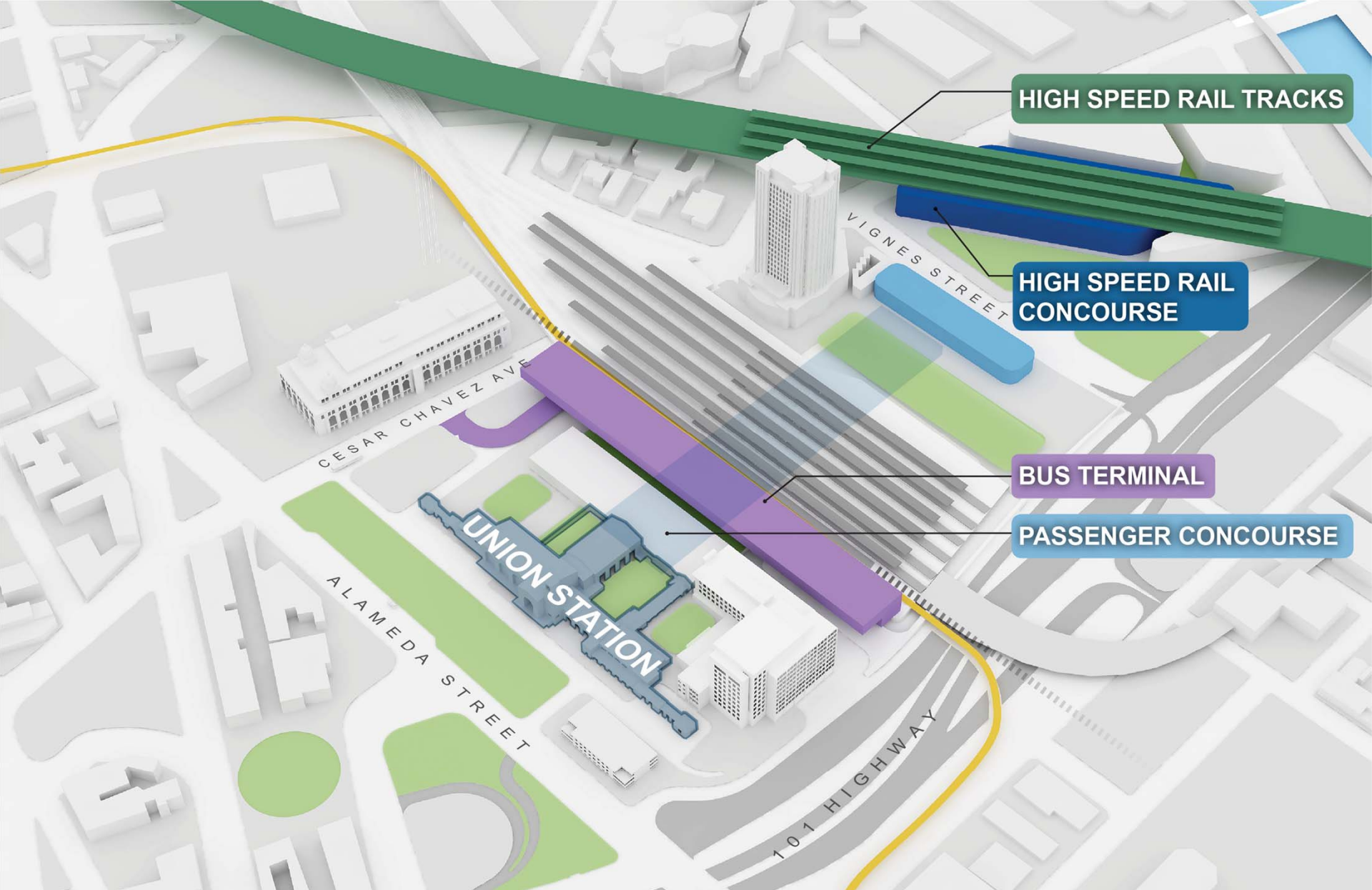


- Transport functions are dispersed throughout the site.
- A two-story bus terminal between Cesar Chavez and the El Monte Busway allows access to both.
- A significantly widened passenger concourse at the level of the historic station connects all transit modes.
- Vehicular traffic on Vignes would be reduced by the relocation of bus operations.
- HSR would be approximately 60 feet below Vignes and would parallel the Red/Purple Line.
- The HSR concourse could have its own identify and address along Vignes.
- HSR could become a catalyst for development on the east side of the site.

HSR East Vignes Alternative







HIGH SPEED RAIL TRACKS

HIGH SPEED RAIL CONCOURSE

BUS TERMINAL

PASSENGER CONCOURSE

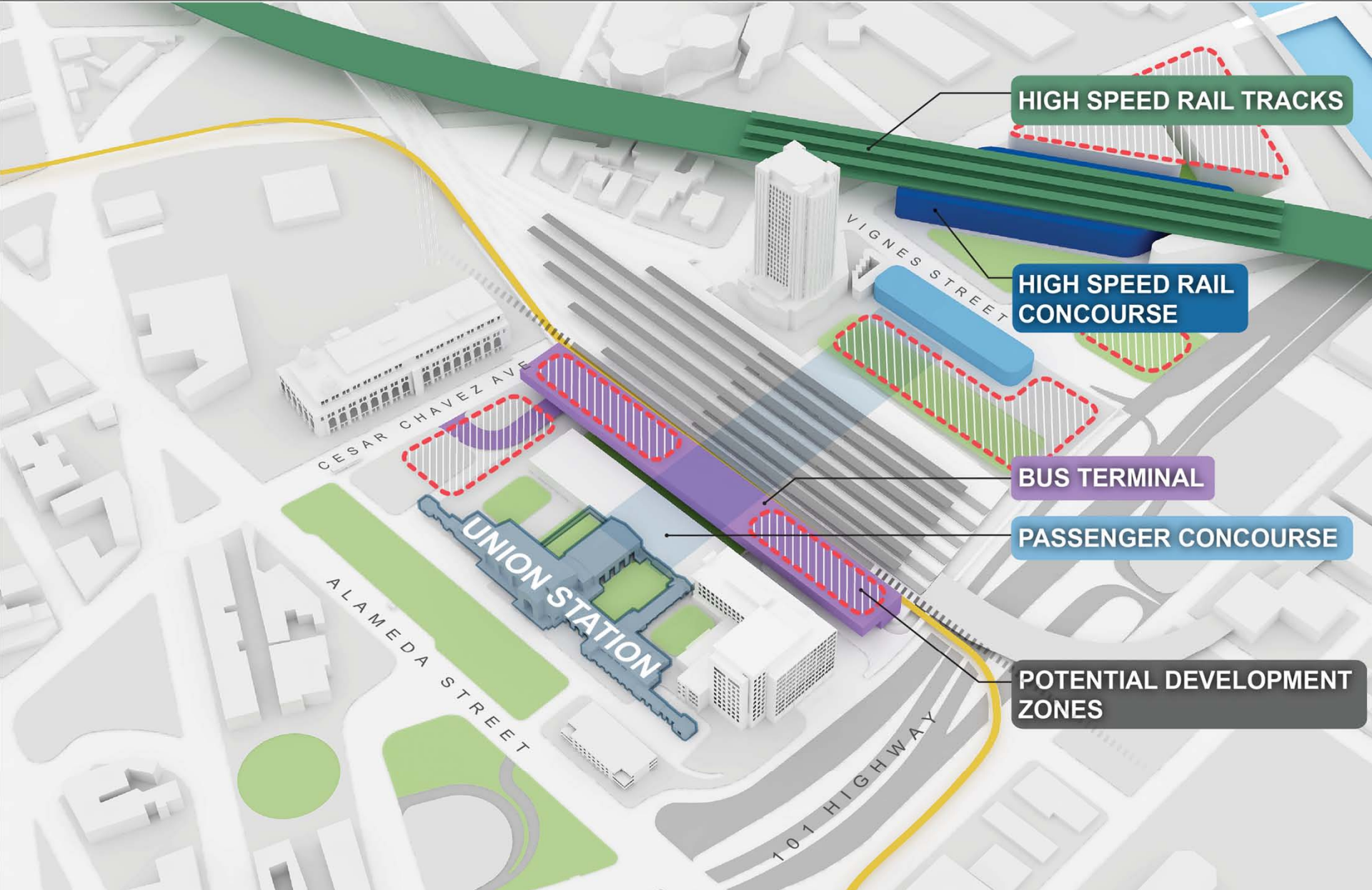
UNION STATION

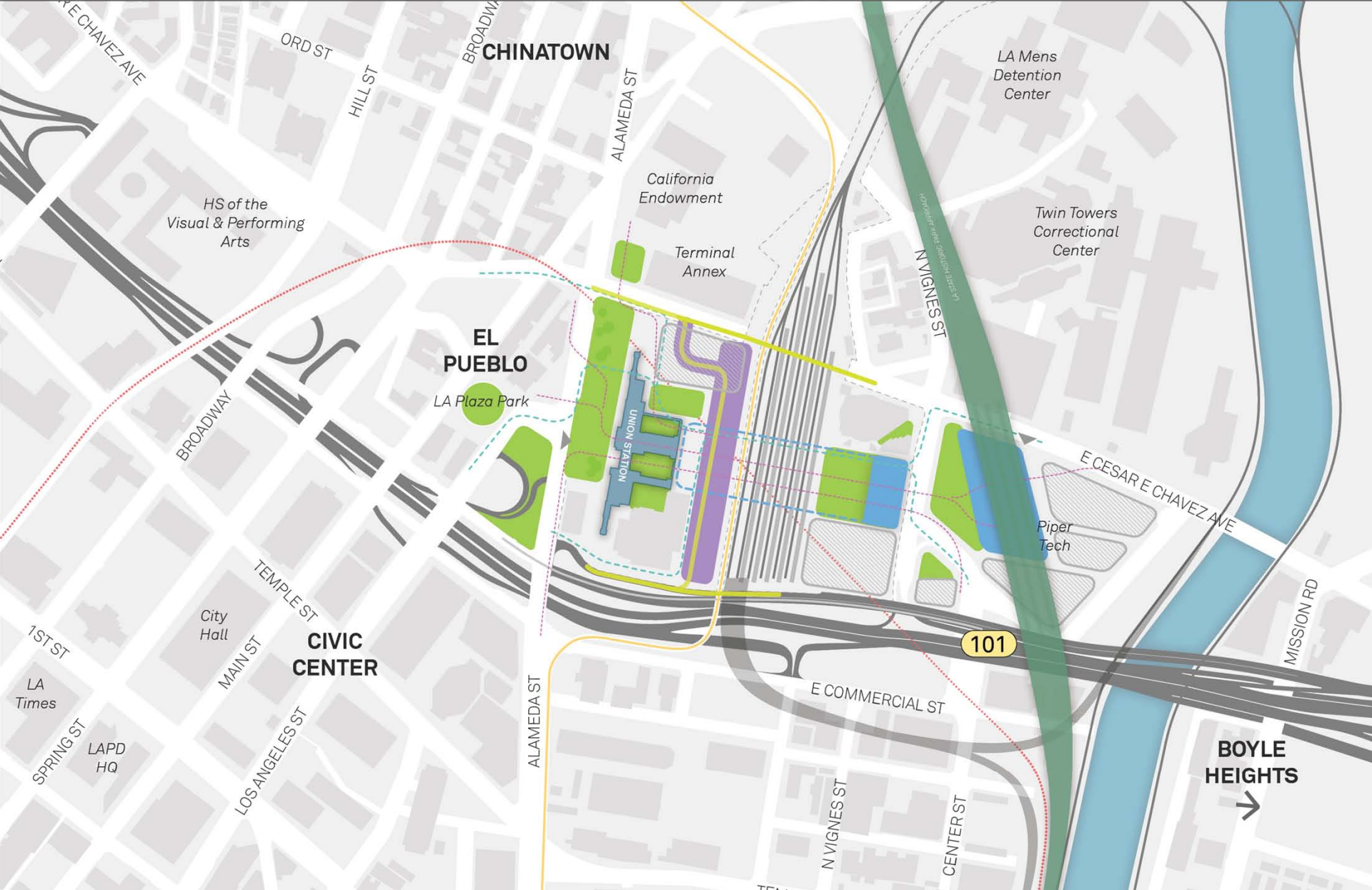
CESAR CHAVEZ AVE

VIGNES STREET

ALAMEDA STREET

101 HIGHWAY





CHINATOWN

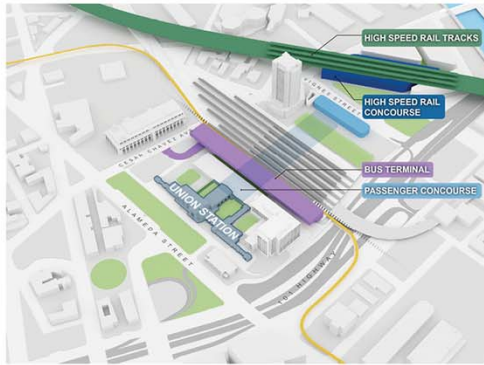
EL PUEBLO

CIVIC CENTER

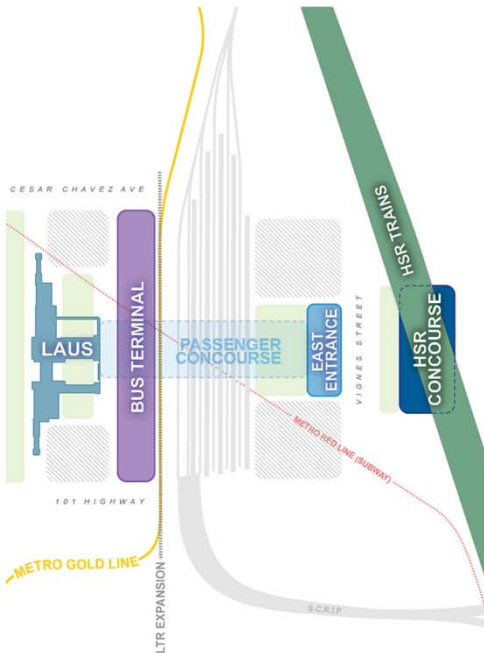
BOYLE HEIGHTS



East Vignes | Context Plan



- Transport functions are dispersed throughout the site.
- A two-story bus terminal between Cesar Chavez and the El Monte Busway allows access to both.
- A significantly widened passenger concourse at the level of the historic station connects all transit modes.
- HSR can function as an independent station.
- The physical separation of the HSR station allows it to not directly impact Metro's operations.
- Union Station would be in the center of a transit development rather than on an edge.
- Development opportunities on east side of HSR have potential to link Union Station to the river.



Next Steps

- Integrate feedback on preliminary draft alternatives
- Incorporate data from market study(in progress)
- Community Workshop on revised alternatives in late July 2013
- Develop order of magnitude cost information
- Alternatives presented to Metro Board in September 2013
- Development of Final Preferred Plan Sept – Spring 2014
- Community Workshops on Final Plan – Spring 2014

- 5 hubs are set up around room
 - Master Plan Program and Process
 - Above Rail Yard Alternative
 - Under Alameda Alternative
 - Under Vignes Alternative
 - East Vignes Alternative
- Additional diagrams are provided at each hub
- Circulate to each hub and ask questions
- Fill out comment cards and leave them at end of evening



Questions?

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213.922.6288



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