• Scope and Context
  - Project Scope
  - Program

• Design
  - Transit Improvements
  - Development
  - Connectivity/Open Space
  - Near Term Improvements
  - Images/Character

• Implementation
  - Rough Order of Magnitude Costs
  - Costs by Stages/Phases

• Next Steps
Scope and Context
Scope of Study
Area of Influence

- Ventura
- Santa Clarita
- Chatsworth
- San Fernando Valley
- Hollywood
- UCLA
- Beverly Hills
- Culver City
- Santa Monica
- Inglewood
- LAX
- South Bay
- Lakewood
- Long Beach
- Norwalk
- Fullerton
- Anaheim
- Oceanside
- Lancaster
- Burbank
- Glendale
- Duarte
- Pasadena
- San Bernardino
- Ontario
- Riverside
- San Diego County
- Orange County
- Ventura County
- Los Angeles County
Weekday Daily Ridership

196,700 trips/day in 2040 not including HSR

Anticipated Growth by Mode

hsr (---) 4%
bus (purple) 69%
metrolink/amtrak/trains (green) (14%)
metro gold line (orange) 41%
metro red/purple line (red)

Sources:
2012 Ridership Data, Metro & Metrolink
2040 Forecast, Metro Systems Analysis & Research Unit
High Speed Rail Forecast, CHSRA
• **Buses**
  - Bus/pedestrian/auto conflicts at Patsaouras Plaza and Chavez/Vignes
  - Lack of clarity about where to catch a bus
  - Inadequate amenities at all LAUS bus stops (on-site and perimeter)
  - Opportunities to enhance safety and operational efficiency

• **Concourse/Passageway/Rail Yard**
  - Passageway has inadequate capacity to accommodate future ridership
  - Passageway is the only east/west connection through the site
  - Platform widths are too narrow to accommodate necessary vertical transportation elements and challenging for those with limited mobility
  - Inadequate space for amenities
• Transport Optimization
  - Create large multi-modal concourse
  - Relocate Patsaouras Bus Plaza and co-locate bus operations
  - Plan for integration of high-speed rail

• Destination
  - Reinvigorate historic station and courtyards
  - Provide uses that support transit functions

• Connectivity
  - Reinforce neighborhood connections
  - Create clear pedestrian and bicycle routes through the site
Transport Optimization
Consolidated Bus Facility: Relocated Patsaouras Plaza
High Speed Rail
Approach to High Speed Rail

Under Vignes
(USMP Illustrative Approach)

Above Vignes
Development Program @ 3.25m sf
Development Parking

- New Parking
- Existing Parking to Remain

- Mozaic (1 Level)
- West Basement (6 Levels)
- Union Station Garage Connection
- South Basement (5 Levels)
- Gateway (4 Levels)
- Gateway 2 (5 Levels)
- Ramirez (8 Levels)

West (20%) 1,100
East (80%) 4,380

Metro
Connectivity/Open Space
Near Term Streetscape and Forecourt Improvements
Alameda Esplanade
24’ Wide Shared Path (Ped + Bike)

Alameda “Road Diet”
Travel Lane Reduction (6 to 4)

Outdoor Dining
Spill-out in front of Station

Direct Station Access
Pedestrian Crossing

Direct Connection
Union Station to El Pueblo

Los Angeles Street
Street Width Reduction
1. Pavilion  
2. Water Feature  
3. Urban Room  
4. Site Furniture  
5. Shaded Space

Alameda Street / US Forecourt: Near Term Plan
Images / Character
Rough Order of Magnitude Costs
• **Transbay** Transit Center (San Francisco): $4.5 b
  - Transit, development and open space

• **Washington DC** Union Station: $7 b
  - Transit improvements and development

• **Moynihan** Station Redevelopment (New York City): $1.1 b
  - Transit improvements

• **Fulton Street** Transit Hub (New York City): $1.4 b
  - Transit improvements + retail amenities

• **Denver** Union Station: $488 m
  - Transit improvements (initial stage)
### ESTIMATED ON-PROPERTY COSTS

<table>
<thead>
<tr>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Improvement Costs</td>
<td>$1.30 b</td>
</tr>
<tr>
<td>Shared Public/Private Costs</td>
<td>$0.41 b</td>
</tr>
<tr>
<td>Master Plan Investment</td>
<td>$1.71 b</td>
</tr>
<tr>
<td>Private Development Investment</td>
<td>$1.30 b</td>
</tr>
<tr>
<td>Investment On-Property including Development</td>
<td>$3.01 b</td>
</tr>
</tbody>
</table>
Implementation in Stages
Phasing / Investment Plan: Stage 1

Transit: $19m
- Alameda Improvements/CC Bus Stop
- Forecourt
Transit: $381m (*assumes SCRIP raises rail yard)
- Multi-modal Concourse
- Back of House

Phasing / Investment Plan: Stage 2a
Phasing / Investment Plan: Stage 2a

Transit: $107m (*assumes SCRIP raises rail yard)
- Canopies

Public/Private Shared Costs: $21m
- Photovoltaic Panels
Phasing / Investment Plan: Stage 2b
Transit: $563m
- Relocated Patsaouras Bus Plaza
- Concourse under Bus Plaza/BOH

Public/Private Shared Costs: $207m
- West Transit Parking
- West Retail/Open Space

Phasing / Investment Plan: Stage 2b
Public/Private Shared Costs: $12m
- Hotel over Historic Concourse Enabling
- West Development

Phasing / Investment Plan: Stage 2c
Phasing / Investment Plan: Stage 2d

Transit: $151m
- East Entrance/Vignes Improvements
- East Transit Parking/BOH

Public/Private Shared Costs: $135m
- East Transit Retail/Amenities
- East Site Improvements and Utilities
Phasing / Investment Plan: Stage 2e/2f

Transit: $74m
- Pedestrian + Bicycle Crossings
- Silver Line Connector

Public/Private Shared Costs: $40m
- East Tower 1 and 2 Enabling Works
- Ramirez Tower Enabling Works
Phasing / Investment Plan: Stage 3

High Speed Rail (by CHSRA)
- HSR Concourse
- HSR Station Box
• Relocated Patsaouras Bus Plaza will enhance passenger safety and bus operations

• Station will be transformed into a destination with transit functionality optimized

• Adequate space for passenger circulation now and in future

• Great connection between east and west sides of site, tying the site together

• Creates space for amenities for transit riders and other users
• Creates a **destination for the region** as well as surrounding areas
• Leverages Metro’s $20 billion **investment** in the transit system
• Generates **economic activity** several times the initial investment in transit improvements
• Creates an estimated **16,900 direct, indirect and induced jobs**
• Generates around $1.3 billion of **on-site commercial development**
• On-site commercial development generates an **additional 13,600 jobs**
• Results in an estimated $20 - 30 million in **annual ground lease revenues**
Next Steps
JUNE thru SEPTEMBER
- Implementation Approach
  - Governance
  - Financing
  - Alameda District Specific Plan (ADSP)
- Additional Visualization

SEPTEMBER
- Board Consideration
- Final Master Plan Document