• 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)
<table>
<thead>
<tr>
<th>Task 1</th>
<th>Task 2</th>
<th>Task 3</th>
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</thead>
<tbody>
<tr>
<td>Data Collection &amp; Programming</td>
<td></td>
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<tr>
<td>Draft Master Plan Alternatives</td>
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<tr>
<td>Develop Preferred Plan</td>
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</tbody>
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Project Timeline
Task 2
Community Workshop
May 2013
• Programmatic Goals
• Guiding Principles
• Draft Alternatives of Transport Functions

Community Workshop
July 2013
• Feedback on Vision
• Refined Alternatives

Community Outreach

Sept - Dec 2012
Kick-Off Meetings
• Stakeholder Outreach
• Analysis of Existing Conditions
• Refined Goals
• Vision for Station

May 2013
Community Workshop

Metro
Union Station and Adjacent Properties
Key Findings
Size of Circle = Relative number of users

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

Distribution of Boardings and Alightings
Context Linkages
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
Guiding Principles

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

- **Transit Operations**
  - SCRIP (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
Transport Alternatives Study Process: Sifting
Transport Alternatives Study Process: Sifting
Draft Alternatives
Concentrated Transport Functions
Dispersed Transit Functions
Transport Components

Passenger Concourse
East-West Passenger Concourse
Passenger Concourse + Bus Terminal
North-South Passenger Concourse + Bus Terminal
East-West Passenger Concourse + Bus Terminal
East-West Passenger Concourse + Bus Terminal
Draft Alternative B Before HSR
Passenger Concourse + Bus Terminal + HSR
HSR Above Rail Yard
Alternative
Above Rail Yard | Potential Development Zones

- Bus Terminal
- East Entrance
- High Speed Rail Concourse
- Passenger Concourse
- High Speed Rail Tracks
- 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
• 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
• 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
• 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?

Project Website:  
metro.net/lausmp

Project Email:  
lausmp@metro.net

Project Phone:  
213.922.6288