Los Angeles Union Station Master Plan

Railvolution Conference
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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
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
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