

MOTION PLANNING & LAND USE MANAGEMENT

After acquiring Union Station in 2011, the Los Angeles County Metropolitan Transportation Authority (Metro) began a master planning process to upgrade the station to a world-class facility. The Union Station Master Plan (herein "USMP") commenced in August 2012 and on October 23, 2014, the Metro Board of Directors approved recommendations to move the USMP from planning to implementation.

The Master Plan identified improvements to occur in three stages. Stage 1 includes a series of near-term perimeter improvements which will soften the edges of the station, create better connections to the Civic Center and historic and cultural communities surrounding the station, and welcome transit riders and visitors to the public transportation hub of southern California. Stage 2 is focused on the major transit improvements (a new multi-modal concourse and relocated Patsaouras Bus Plaza) and subsequent private development, and Stage 3 is the arrival of a High Speed Rail to Union Station.

The near-term Stage 1 Perimeter Improvements include a series of streetscape, open space, and transit stop improvements to improve the pedestrian and cyclist experience, strengthen connections to and from the station's entrances and create a more welcoming environment to transit riders and visitors. The improvements along Alameda Street are a direct link to the El Pueblo Historic Monument, occur largely within the City of Los Angeles public right of way, and have a direct impact on the use and improvement of Father Serra Park.

In the summer of 2013, Metro also began working in partnership with the City and stakeholders from Civic Center, Chinatown, Little Tokyo, El Pueblo, Boyle Heights, Los Angeles River, and Cornfield ArroyoSeco to develop a public improvement plan called the Connect US Action Plan (herein, "Connect US").

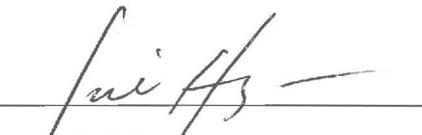
The goal of Connect US is to enhance the master planning effort by improving pedestrian and bicyclist access between Union Station and the Regional Connector/1<sup>st</sup> and Central Station and the cultural and historic neighborhoods that surround them. Connect US has been recognized in the City's new draft Mobility Element of the General Plan.

Because the Stage 1 infrastructure improvements are identified in Connect US and given that these proposed improvements are located on City's public right of way, it would be prudent that the Connect US Action Plan be adopted by the City to ensure that future infrastructure improvements on affected corridors result in the improvements that were developed by community stakeholders, Metro, and the City of Los Angeles.

To ensure that the Stage 1 perimeter improvements are designed and executed in a collaborative, efficient, and thoughtful manner, the affected and relevant City departments should be instructed to collaborate on a regular basis with Metro to provide recommendations on design of the Stage 1 improvements, collectively identify the most effective and feasible construction strategy, and identify opportunities to partner on funding the improvements. The ultimate outcome would include a formal partnership between Metro and the City for the design, funding, and implementation of these improvements.

I THEREFORE MOVE that the Planning Department with the assistance of the Transportation Department, the Bureau of Engineering, El Pueblo and any other affected departments be directed to report within 30 Days with recommendations to establish a formal partnership between Metro and the City for the design, funding, and implementation of the Stage 1 Perimeter Improvements of the Union Station Master Plan, and an analysis of the impacts of Connect US Action Plan adoption.

PRESENTED BY

  
JOSE HUIZAR  
Councilman, 14<sup>th</sup> District

SECONDED BY



  
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