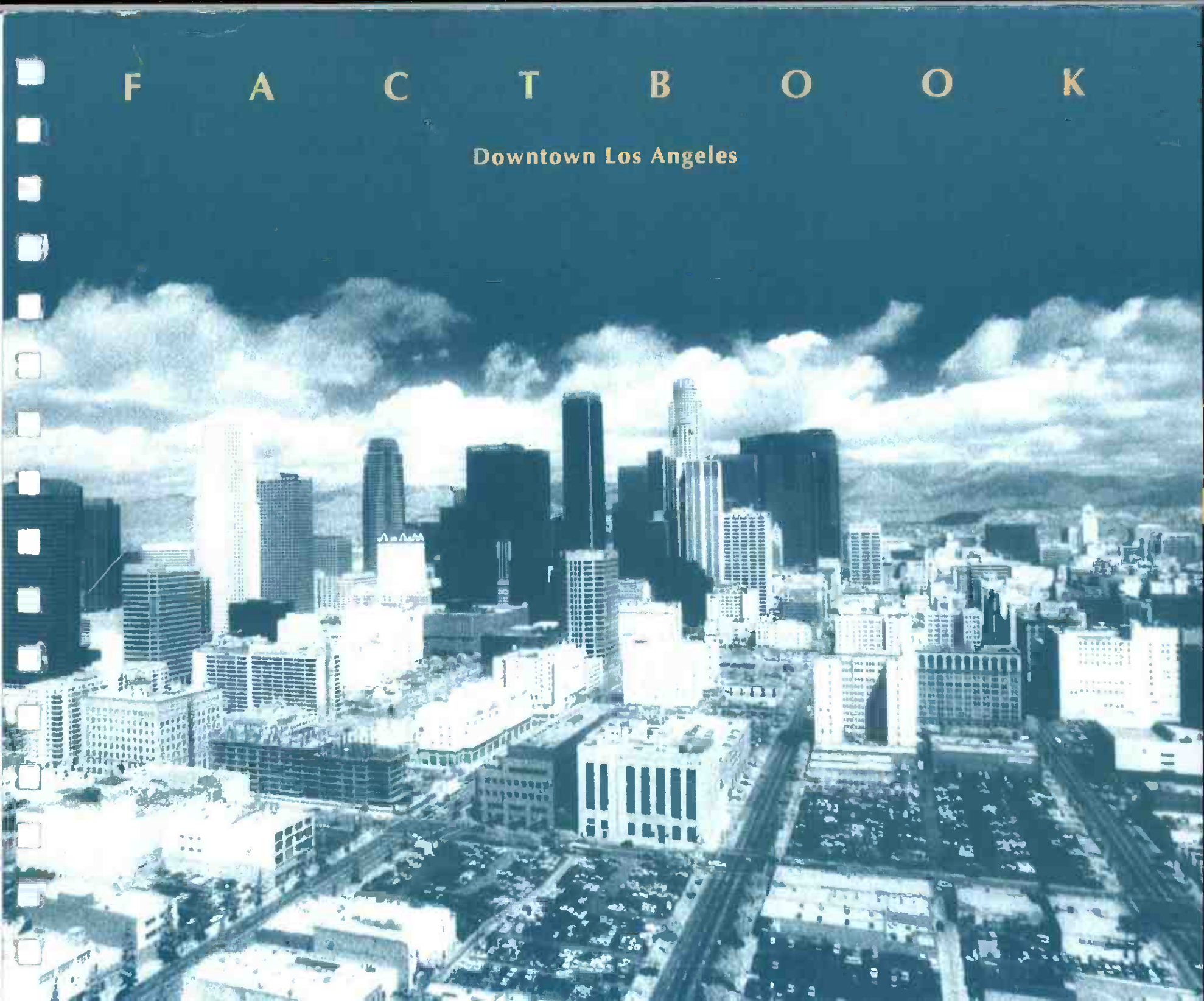
F A C T B O O K

Downtown Los Angeles



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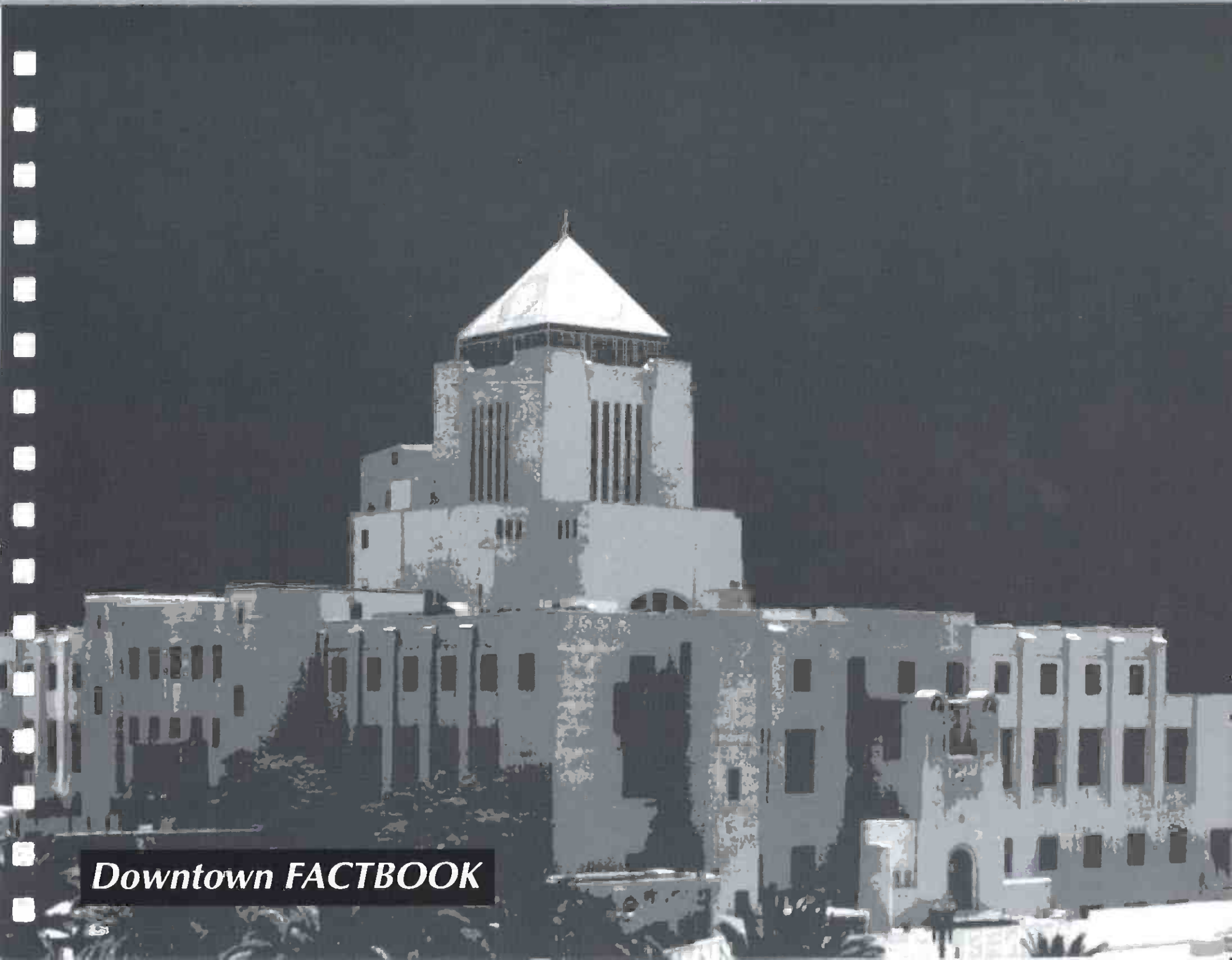

Downtown FACTBOOK

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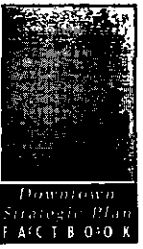

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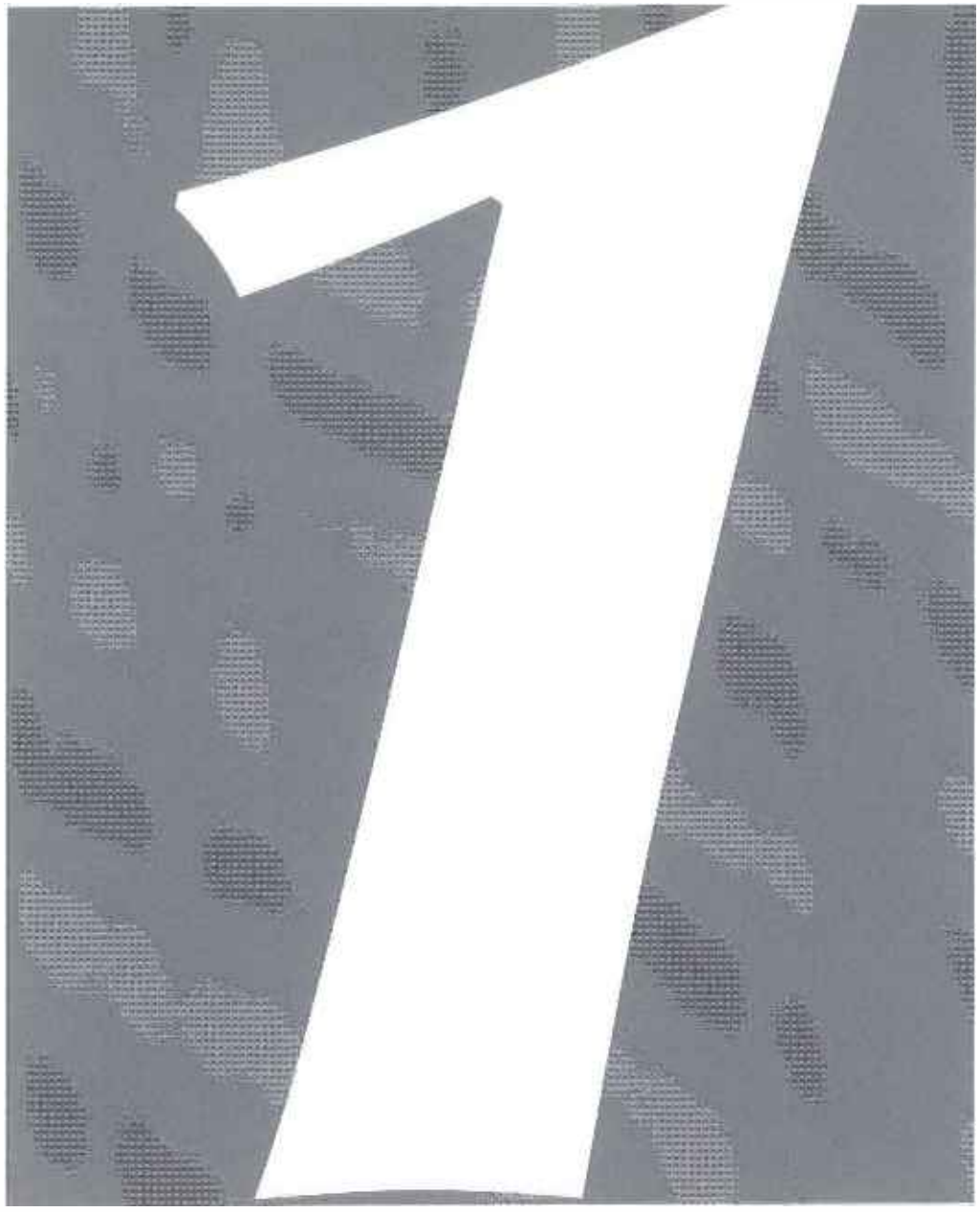


- *Introduction*
- *Summary*

INTRODUCTION & SUMMARY

Aerial View of Downtown Los Angeles

Introduction & Summary

Introduction

Greater Downtown truly comprises the "heart" of the City and Metropolitan Region. All the classic characteristics of great downtowns elsewhere in the world reside here at the crossroads of the metropolis - central business district, commercial and government office headquarters, parks and plazas, cultural and convention centers, stadiums and sports arenas, colleges and universities, hospitals and health centers, higher housing densities, ethnic neighborhoods, railroads and freeways, the hub of a fledgling rail rapid transit system, and a river waiting to be brought back to life.

Greater Downtown's regionally visible skyline signals the transition of the Los Angeles Region from an extended auto-dominated mosaic of middle class 20th Century suburbs to a multi-faceted cosmopolitan urban place offering a vast variety of uniquely differentiated living, working, and recreational environments for the 21st Century. No other downtown in Southern California or on the West Coast can replicate this unique role and mix of form and functions.

"A Greater Downtown for the 21st Century", Department of City Planning, City of Los Angeles, July 1990

Downtown is filled with a wide variety of development, built environments, people, and transportation modes. Downtown contains a vast array of different elements -- buildings, districts, open space, streets, residents, workers, homeless persons, sidewalks, freeways, intersections, and means of transportation. Downtown has a core, adjacent community and specific plan areas, and surrounding statistical area neighborhoods. Downtown has a history and a future.

Figure 1-1
Downtown Core Area

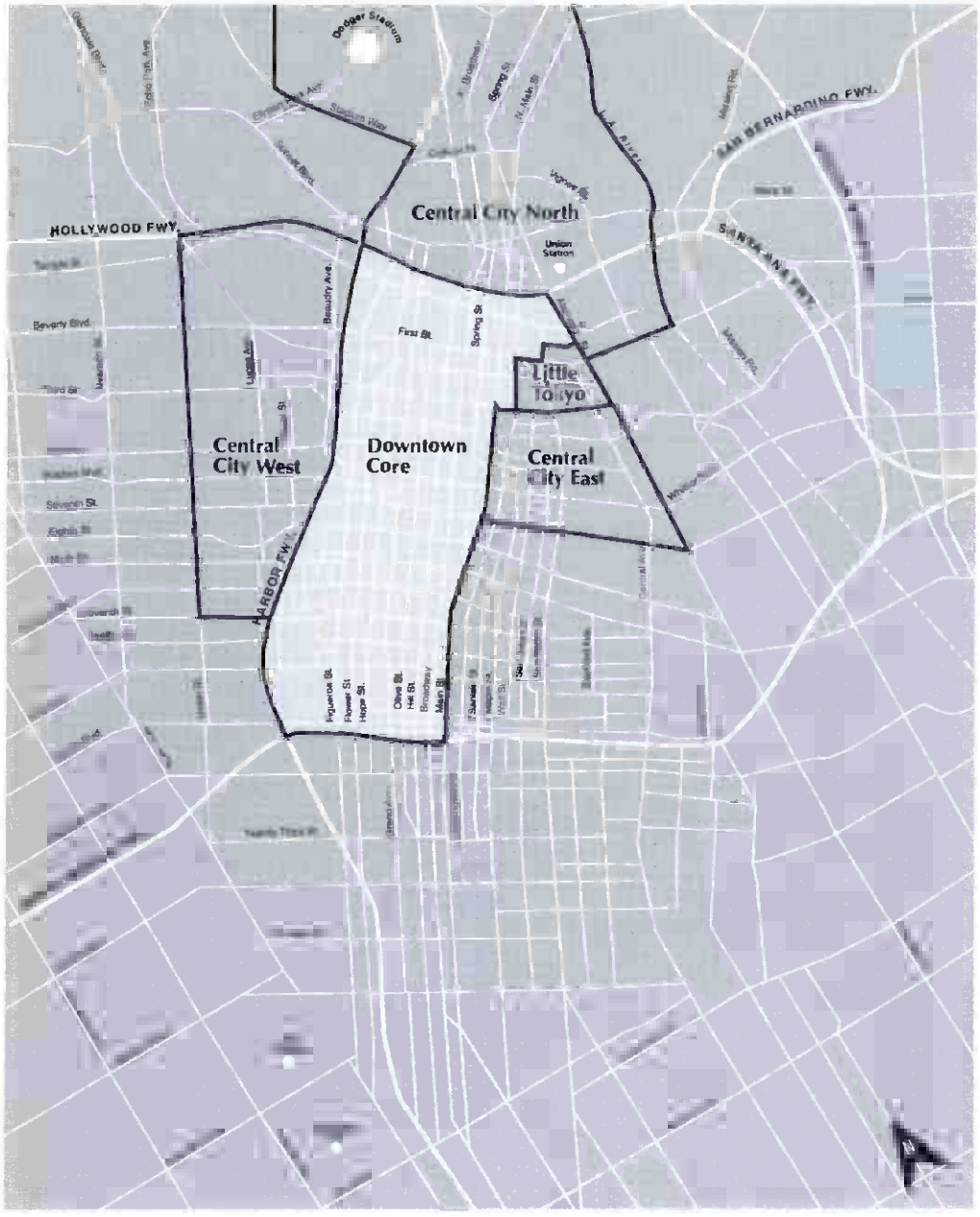


Figure 1-2
Downtown Core and Adjacent Planning Areas

This Downtown Factbook contains information about all of these and more. It attempts to describe what we have currently in order to help us plan for what we want in the future.

The Factbook presents information in five sections:

- Greater Downtown
- Downtown Development
- Downtown Built Environment
- Downtown People
- Downtown Movement

The information contained in the Factbook varies in detail and geographic scope. Information of various types is provided about the Downtown Core, the surrounding Greater Downtown area, the area within five miles of Downtown, and the larger Los Angeles County region.

The Factbook focuses on the Downtown Core area which represents the heart of the Greater Downtown area. The Downtown Core is bounded by the Hollywood Freeway on the north, Harbor Freeway on the west, Santa Monica Freeway on the south, and Main Street on the east. It contains five subareas — Civic Center, Bunker Hill, Financial Core, Historic Core, and South Park. (See Figure 1-1.) Information is the most detailed and abundant for this Core area.

The Factbook provides information, often on a more general level, for much of the surrounding Greater Downtown area as well. This Greater Downtown area includes four planning areas adjacent to the Downtown Core (Central City North, Little Tokyo, Central City East, and Central City West) which are illustrated in Figure 1-2 and five surrounding neighborhoods encompassing a wider geographic area (Westlake, Silver Lake/Chinatown, Lincoln Heights, Boyle Heights, and the Wholesale industrial area between the Downtown Core and the Los Angeles River) which are illustrated in Figure 1-3. (The boundaries used in the Factbook for these adjacent areas and

surrounding neighborhoods are based on census tract or zip code areas due to the availability of data at these statistical levels. As a result, boundaries may not coincide exactly with Los Angeles City community planning areas.)

The Factbook provides information about current and future residents living in an even greater geographic area -- the five-mile ring surrounding the Downtown Core. (See Figure 1-4.)

Finally, the Factbook provides information about the Los Angeles region for a number of key topics. Regional information is provided on existing conditions and forecast trends for office and retail development, and for transportation systems and commute patterns. This regional information helps illustrate the current and future role that Downtown will play in these key areas.

This Factbook contains the latest information available as of October 1990. Some information is recent; other information is more dated. Some older information has been updated based on current trends. Information was collected from a number of different sources which are identified for each figure in Chapter 7. As more data is collected and information is analyzed, addenda to this Factbook will be prepared. The Factbook is intended to evolve as planning for Downtown progresses.

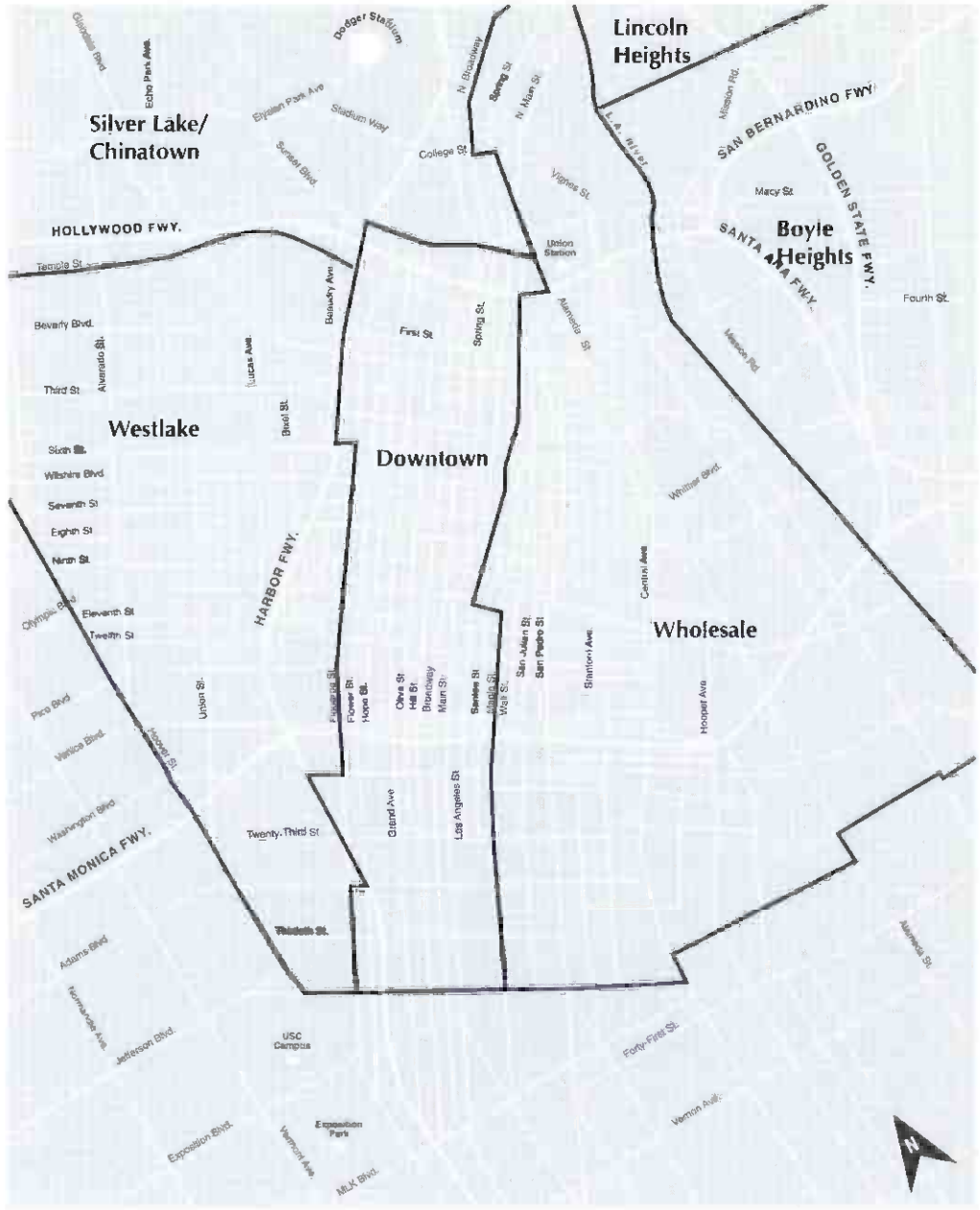


Figure 1-3
Downtown Statistical Area and Surrounding Neighborhoods

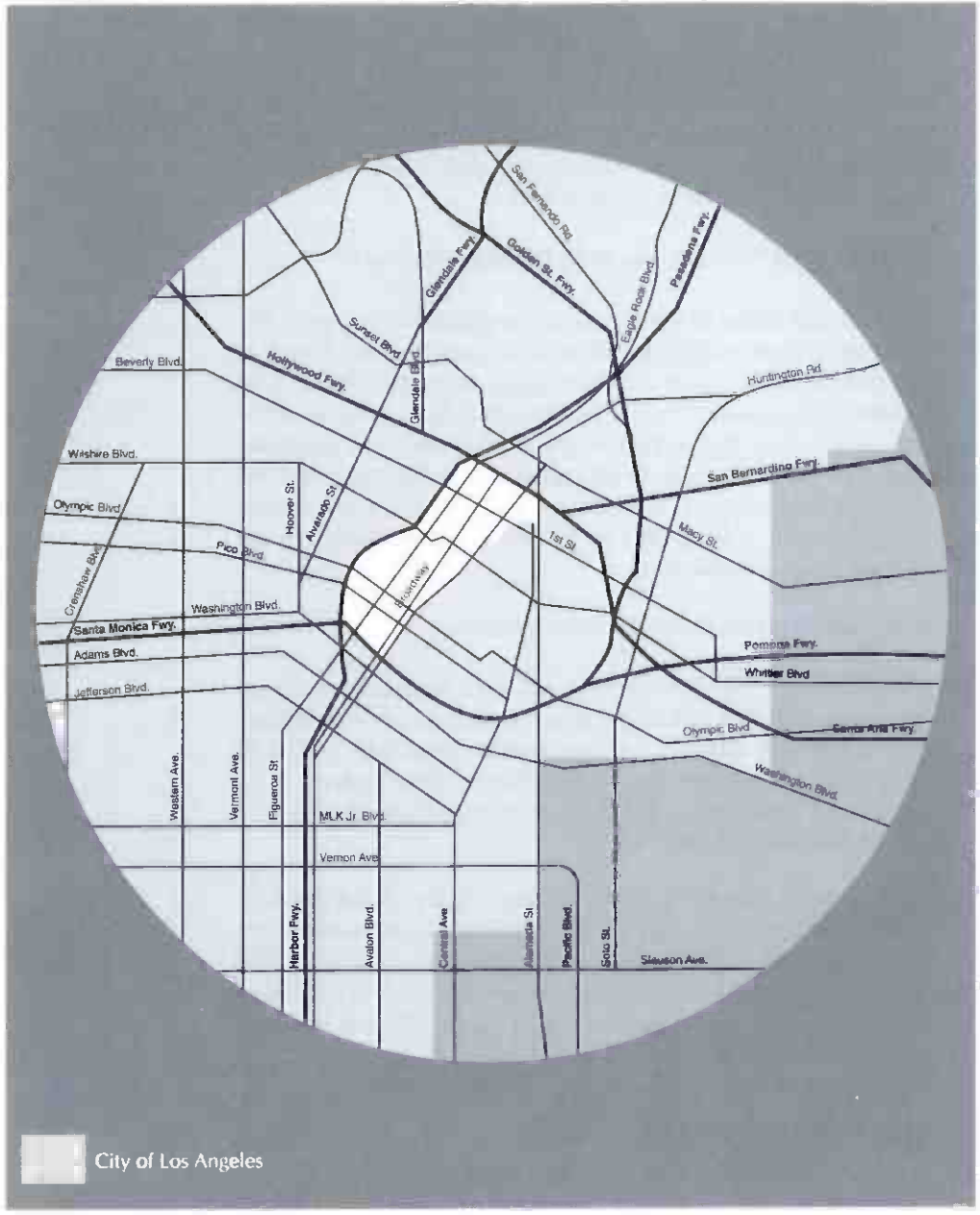


Figure 1-4
Five-Mile Subregion Surrounding the Downtown Core

Summary

What Is The Downtown Core?

The Downtown Core is part of the larger geographic area known as Downtown Los Angeles or Greater Downtown. The Core contains five subareas each of which have unique attributes and opportunities. The Core encompasses the City's Civic Center -- a complex of government and public buildings which comprises the largest concentration of city, state, and federal governmental facilities in the country outside of Washington, D.C. The Core contains the City's Historic Core which includes so many architecturally significant commercial office buildings and historic theaters that the area merits the designation of two National Historic Districts. The Core includes both Bunker Hill and the Financial Core which have been the focus of major new commercial development and which now contain the greatest concentration of high-rise office and hotel development in the region. The Core contains South Park, an area containing existing smaller-scale office and industrial buildings, the expanding convention center, many acres of surface parking lots, and older residential hotels. It is envisioned that South Park will contain an expanded residential neighborhood catering to people who work downtown.

How Large Is The Downtown Core?

The Downtown Core encompasses almost 700 acres of land (not including streets and sidewalks) and is criss-crossed by a grid of streets forming 164 city blocks.

The Core currently contains about 70 million square feet of development. Almost 20.8 million square feet of new development are recently completed, under construction, or approved.

Where Is The Development Concentrated?

Development is most heavily concentrated in the Financial Core. This area contains the largest amount of existing and approved development in one of the more compact areas in the Downtown Core. Its 26.8 million square feet of existing and approved development (30% of the total development in the Downtown Core) is located on just 91 acres of land.

How Much Of The Core Has Been Developed So Far?

Just over half (56%) of the allowable development density in the Downtown Core has been or will be developed if all buildings that are existing, under construction, or approved by the City Council are taken into account. The greatest amount of development density has been used in Bunker Hill, where virtually all of the permitted floor area has been used or allocated for development, and the Financial Core where 83% of the permitted development density has been used. About 58% of the development density in the Historic Core has been used.

How Much Development Density Remains?

It follows that if 56% of the Downtown Core's development density has been used, then 44% of the development density still remains for future growth. In some areas, such as the Civic Center and South Park, much of the permitted development density remains to be used. The Civic Center has 43% of its permitted development density remaining; South Park 69%.

Most (51%) of the estimated 75.5 million square feet of development density remaining in the Downtown Core occurs on parcels that are currently occupied by buildings which do not utilize all the development density of the parcel. To use this density, a property owner may add additional floor area to the existing building, demolish and rebuild with a larger building, or, under some circumstances, transfer the "unused" density to another site.

More easily utilized remaining development density is available from parcels currently used for surface parking lots. The 128 acres of surface parking lots located in the Downtown Core could yield

about 26.7 million square feet of floor area which accounts for about 35% of the remaining development density. Historic buildings containing less floor area than is currently permitted contribute about 6.5 million square feet of remaining development density.

How Is Land Used In The Core?

As the commercial hub of a large metropolitan region, the Downtown Core has about 203 acres of land parcels (29% of the 693 acres of land area in the Downtown Core) occupied by office buildings. Reflecting Los Angeles' "car culture", a total of 23% (166 acres) of the land area is used for parking lots and structures. Public buildings occupy 103 acres of land (15% of the total land area), retail uses occupy 73 acres (11%), and residential uses occupy 44 acres (6%). Other land uses make up the balance. And illustrating the fact that the Downtown Core is a densely built up urban core, only about 2% of the land area is currently vacant. However, new projects have been approved for development on most of this vacant land

How Are The Buildings Used In The Core?

There are almost 70 million square feet of floor space in the Downtown Core. The majority (53%) of this floor area is used for offices. The rest of this floor area is devoted to retail (11%), residential (8%), industrial (7%), public (6%), and hotel (6%) uses. However, a significant amount (9%) of the floor space is vacant and unused or used for such things as storage.

The residential floor area located in the Downtown Core contains about 8,112 units in apartment, condominium, and resident and transient hotel buildings. Hotel floor area contains about 6,000 rooms as well as hotel service and function spaces.

Where Are These Uses Located?

Offices, shops, public buildings, homes, hotels, and industrial businesses are located in all areas of the Downtown Core but some concentrations are evident. Much of the floor area that is devoted to office and hotel uses is located in the Financial Core. The Financial Core contains 42% of the office space and 45% of the hotel floor space located in the Downtown Core.

Most retail shops are located in both the Financial and the Historic Cores. About 35% of the Downtown Core retail floor area is located in the Financial Core where retail activity is concentrated in several large, multi-level shopping complexes and along Seventh Street. About 30% of the Downtown Core retail floor area is located in the Historic Core where retail activity takes place primarily in street-level shops located along Broadway.

Most (78%) of the industrial space in the Downtown Core is located in South Park and most (72%) of the unused floor area is located in the Historic Core. Public buildings are concentrated in the Civic Center area which contains 43% of the total floor area devoted to public uses. Residential floor space is concentrated in Bunker Hill which contains almost half (49%) of the total residential floor area in the Downtown Core.

How Does Each Subarea Differ In Terms Of Building Uses?

The mix and concentration of building uses gives each subarea of the Downtown Core a distinct function and role. The Civic Center serves as the governmental focus of the Downtown Core. Almost all (90%) floor area built in the Civic Center area is used for public buildings or office buildings which house governmental employees or functions. Bunker Hill serves as both a business center and residential community. While most of its floor area is used for offices, Bunker Hill contains the highest concentrations of residential and hotel floor area of any subarea. About 21% of the floor area in Bunker Hill is used for residential apartments and condominiums and 11% is used for hotels.

The Financial Core serves as the primary office center of the Downtown Core. Almost three-quarters (73%) of the floor space in

this area is used for offices, and about 13% of the floor area here is used for retail shops which cater to the large numbers of office employees who work in this area.

The Historic Core is an interesting mix of both very active retail stores and largely vacant office space. About 16% of the floor space located in the Historic Core is used for retail shops, which is the highest concentration of any subarea in the Downtown Core. About 36% of the Historic Core's floor area is used for offices but an almost equal amount of floor area (30%) is vacant and unused or serves such interim uses as storage. This vast amount of unused floor space, almost 4.5 million square feet, which is located primarily in historically important and architecturally significant buildings, provides a great resource of existing floor space that can be put to new uses in innovative ways.

South Park contains a large concentration of industrial uses that are not consistent with the current zoning and planned vision for this area, which is to establish a significantly expanded residential community. While a large proportion (32%) of the floor area in South Park is devoted to offices, about 26% of the floor space is in industrial use -- primarily garment, wholesaling, and warehousing -- which is over five times the amount located in other subareas in the Downtown Core. Only about 8% of South Park's floor area is currently devoted to residential uses.

What Development Can Be Expected In The Future?

There are almost 20.8 million square feet of floor area either under construction or approved. Most of this new floor area is evenly divided among Bunker Hill (29%), the Financial Core (28%), and South Park (28%).

Most (56%) of this new floor area will be office space. Much of the remaining new floor area will be in public (10%), residential (8%), and hotel (7%) uses. About 16% of this new floor area is reserved for future on-site development at the Convention Center.

By the year 2010, it is forecast that between 15.2 and 22.2 million square feet of additional office space will be built in the Downtown Core and Central City West area adjacent to the Core. There is an anticipated demand for an additional 5,300 residential units if strong policy directives, excellent planning, and major public investments in reducing land costs and providing amenities are undertaken.

What Is The Built Form Of The Downtown Core & Surrounding Areas?

The Downtown Core has been divided into five large subareas based on the planning focus for each area, but both the Core and surrounding areas can also be described on a much more fine-grained level. Individual components that make up the seemingly complex downtown environment can be studied in an orderly manner.

The Downtown Core and surrounding area can be viewed as a clustering of distinct districts which have common, identifying characteristics; a network of paths which channel people's movement about the area; a series of edges that form boundaries, barriers, or seams between areas; a collection of nodes containing a concentrated level of activity and "energy" into which people can enter; and a variety of landmarks which provide a point of reference to people as they move about the downtown area. Downtown is made up of buildings, streets, and open space, all of which can be described and analyzed.

What Are The Downtown Districts?

Downtown Los Angeles can be thought of as a collection of districts each with a different architectural form and land-use function. Districts in the Downtown Core include the planning subareas -- the Civic Center, Bunker Hill, the Financial Core, Historic Core and South Park -- as well as smaller functional areas such as the Jewelry, Garment, Toy, Flower, and Seafood Districts. Districts outside of the

Core area include Chinatown, El Pueblo, Little Tokyo, Central City West, Central City East, and the Eastside Industrial, among others.

What Are The Key Streets And What Are They Like?

Downtown is crisscrossed by a network of streets linking districts and providing a means of access throughout Downtown but more importantly contributing to the urban experience of the pedestrian. Key east/west streets include First, Fifth, and Seventh Streets. Key north/south streets include Figueroa and Hope Streets, Broadway, and Spring Street.

Where is the Open Space Downtown?

The Downtown Core has few acres of public open space but those acres provide a welcome relief from the intense urban environment that surrounds Downtown workers, residents, shoppers, and visitors. Pershing Square is the major public open space in the Downtown Core. Other Downtown open space resources include the Civic Center Mall around which the City's government buildings are oriented; El Pueblo Plaza which serves as an historic gathering place for civic, social, and religious events linking the City with its Hispanic roots; Biddy Mason Park which commemorates the life of this Los Angeles pioneer; and San Julian and Gladys Parks in Central City East which serve the residents of this neighborhood. Grand Hope Park, currently under development on Olympic Boulevard in South Park, will become the focus of the residential neighborhood envisioned in this area.

Who Lives In Downtown And Its Surrounding Neighborhoods?

There are almost 18,000 people who live in the Downtown Core. An additional 56,800 residents live immediately adjacent to the Downtown Core in Central City North, West, and East and in Little Tokyo. Almost 394,000 residents live within a 2- to 3-mile radius of the Downtown Core and just under one million people live within a 5-mile radius.

In addition, it is estimated that there are 12,000 homeless persons living in Downtown, according to a 1986 study. This group is mainly concentrated east of the Downtown Core, in and around the Central City East (CCE) area, where a multitude of social services, missions, shelters and SRO hotels help provide for the basic needs of the homeless.

By the year 2010, it is forecast that 103,200 persons will live in the Downtown Core and adjacent areas which will be an increase of almost 28,600 persons (38% increase). Almost 430,000 persons are forecast to be living within a 2- to 3-mile radius of the Downtown Core which will be an increase of about 34,400 persons (8.7% increase).

The per capita annual income of residents living within 5 miles of the Downtown Core is estimated at $8,773 which is just 60% of the per capita income for residents of Los Angeles County. Nearly half (48%) of the population living within 5 miles of the Downtown Core is Hispanic which is the largest population segment. About 9% of the population in this area is White, non-Hispanic which is the smallest population segment.

Who Works Downtown And In The Surrounding Areas?

There are almost 215,000 employees who work in the Downtown Core. Most of these people work in jobs located in the Financial and Historic Cores. An additional 80,000 workers have jobs in areas adjacent to the Downtown Core such as Central City North, West, and East and in Little Tokyo. A total of just over 500,000 persons work within a 2- to 3-mile radius of the Downtown Core.

The estimated average annual employee income of Downtown workers ranges from a high of $55,000 for professional workers to a low of $17,500 for laborers and service workers. About 67% of the Downtown workers earn $24,000 or less per year and are employed in such occupational categories as clerical, the largest category; labor; service; operator; and others.

By the year 2010, it is forecast that almost 605,000 persons will be working within the 2- to 3-mile radius area of the Core which will be an increase of just over 104,400 persons (20.9% increase).

What Transportation Systems Serve Downtown?

Eight freeways converge on Downtown, connecting the area to almost 7,800 lane-miles of other freeways and state highways. A dozen major arterials connect Downtown with surrounding communities and distant suburbs. These major arterials and other city streets converge on Downtown to form a network of streets arranged in a relatively uniform grid.

Los Angeles County is served by one of the nation's largest transit bus systems. The Southern California Rapid Transit District alone has a fleet of almost 2,500 buses that operate along freeway, limited-stop express, and local street routes. Many of these lines converge in Downtown. The cities of Santa Monica, Montebello, Torrance, and Gardena, as well as regional transit authorities in Riverside and Orange Counties provide bus service into Downtown Los Angeles. Express and/or local bus service is available from almost every downtown city block.

Busways are being expanded and constructed to help transit buses by-pass increasing freeway congestion when traveling between Downtown and outlying communities. The El Monte Busway was recently extended over the Los Angeles River to a new terminus south of Union Station. The Harbor Freeway Transitway, presently under construction, will provide an express bus link along the Harbor Freeway to the vicinity of 23rd and Figueroa Streets south of Downtown.

Downtown is at the heart of a newly emerging rail transportation system for the region. Inter-city Amtrak trains from San Diego, San Francisco, and points east and regional commuter trains arrive at Union Station. The Metro Blue Line is operating between Downtown Long Beach and Downtown Los Angeles and serves the southern and western edge of the Downtown Core. The Metro Red Line, which will start operation in the near future, will travel right through the heart of the Civic Center, Historic Core, and Financial Core areas. The first leg of this subway line will link Downtown with areas along the Wilshire Corridor. This initial segment will be expanded to eventually connect with Hollywood and the San Fernando Valley. A proposed Metro Orange Line will connect Downtown with Beverly Hills, Century City, and Westwood to the west and Boyle Heights and other communities to the east.

How Are These Transportation Systems Used And Why?

In 1987, almost 1.5 million people entered and exited Downtown in 831,000 vehicles of all types during a typical 16-hour workday. Most (87.7%) of these vehicles were automobiles and most of these people (65.5%) were motorists or passengers in these cars.

While transit buses accounted for only 2% of the vehicles coming into and leaving Downtown, they carried over 21% of the people. Of the almost 1.3 million bus boardings that occur daily in the region (almost half a billion per year), Downtown is the origin or destination for a large share. However, Downtown transit ridership declined 18.7% between 1984 and 1987. Carpooling declined as well. The estimated average vehicle occupancy rate declined 2% between 1984 and 1987 when there were only about 1.33 persons per vehicle.

Little information is known about the travel patterns of retail, hotel, garment, and other employees who work in the Downtown Core and adjacent areas. Much more is known of their office co-workers who make up an estimated 71% of the employment base in Downtown. Most of these office workers converge on the Downtown Core from their homes west and east of Downtown. About 28% live east of Downtown in the San Gabriel Valley and 24% live west of Downtown on the Westside and south San Fernando Valley. Most (52%) Downtown office workers live within 15 miles of their

jobs. About 72% of these office workers arrive at work between 6:46 a.m. and 9:00 a.m. with the greatest number arriving just before 8:00 a.m. (13% of the commuters). However, 79% of the office workers leave for home during the same length of time in the afternoon (between 3:46 p.m. to 6:00 p.m.) with the greatest numbers leaving just before 5:00 p.m. (23% of the commuters). This concentration of departures and the addition of more non-commuting motorists on streets and freeways makes the afternoon commute more difficult than the morning commute. About 39% of the office commuters are able to get to work in 30 minutes or less but only about 33% are able to get home in the same period of time.

Most (60%) Downtown Core office workers drive to work alone. Almost 21% use public bus or rail transit and just over 14% carpool. About 48% of the office workers who drive alone to work do so because it is faster, private, and more convenient for them to do so. Another large group (30%) drive alone because they need their car for errands or they have irregular work hours. Of those office employees who use transit to get to work, 60% do so because they feel it is faster, cheaper, and/or more enjoyable than driving. Only 13% of the transit users must use this mode of travel because they do not have a car or a driver's license.

Automobiles, trucks, buses, and other motor vehicles utilizing city streets and freeways either converge on or pass through the area in great numbers. By 1995, it is forecast that almost 450,000 vehicles per day will travel on the Harbor Freeway segment adjacent to the Downtown Core and between 200,000 and 400,000 vehicles per day on freeway segments that feed into it. Over 831,000 vehicles entered the Downtown Core on a typical day in 1987 ranging from 5,800 vehicles that entered the Downtown Core using 11th Street at Los Angeles Street to over 35,000 vehicles entering and leaving the Downtown Core at Third Street where it intersects Figueroa Street. The largest number of vehicles "accumulate" in the Downtown Core at 1:30 pm when over 67,000 vehicles are located somewhere in the Downtown Core. By 2 o'clock in the afternoon, the largest number of persons (160,000) are in the Downtown Core. Over 1,000 buses per day travel along Spring and Hill Streets, Broadway, and segments of Temple, First, Fifth, and Sixth Streets. An estimated 6,600 pedestrians per hour walk along both sides of Seventh Street with over 4,000 of these pedestrians passing in front of the Broadway Plaza per hour. Almost 5,000 pedestrians per hour walk on both sides of Broadway between 4th and 5th Streets.

What Is The Result?

Isolated congestion on city streets and sidewalks is the result of all this movement into, around, and through Downtown. Congested intersections are clustered in the northern part of the Downtown Core, particularly around the Civic Center, in the morning peak hour; but are in more scattered locations during the afternoon rush hour. The quality of pedestrian flow is estimated to be "impeded" on most sidewalk segments in the Downtown Core for which there is information. It is "crowded" or "congested" on many segments near Wilshire Boulevard and Seventh Street.

Where Are Cars Parked And What Is The Cost?

A large amount of Downtown's land and floor area is devoted to the storage of automobiles. Almost 24% of the land area in the Downtown Core is used for parking lots and parking structures.

There are an estimated 5,000 to 6,000 parking spaces on streets in Downtown and an estimated 68,800 off-street parking spaces located in both public and private parking lots and structures. By the year 2002, it is estimated that about 19,000 spaces will be added to the parking supply in the Downtown Core alone.

The cost to park cars is high. In 1986, the estimated average monthly parking cost for Downtown office workers ranged from $84 in the Civic Center to $121 in the Financial Core. But many motorists typically don't pay the full cost for parking. Almost 83% of the office workers in the Downtown Core receive a subsidy to help offset their

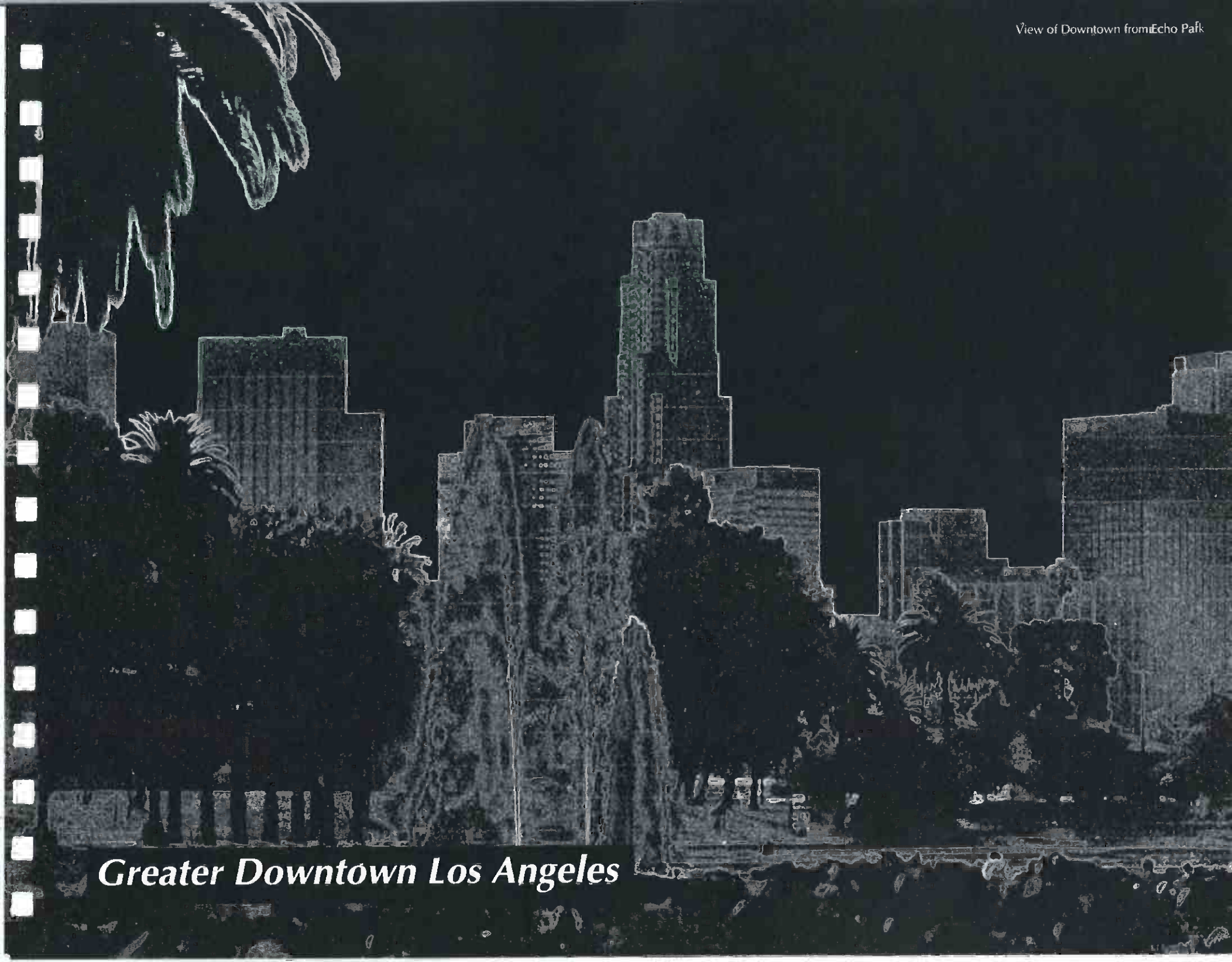
parking costs. In 1986, Downtown employers are estimated to have spent over $74 million subsidizing automobile parking for their employees.

Where Is Transportation Headed?

Downtown's transportation future is inextricably linked to that of the region as a whole. The increasing urbanization and economic complexity of the region is driving a continuing increase in the per capita trip-making rate which is compounded by increasing population growth. Yet many portions of the freeway system and major streets have reached or exceeded their design capacity and it is often not possible or desirable to expand these facilities. If present trends continue, enormous amounts of the population's time will be lost in the delays and inefficiencies of an overloaded freeway and street system. The quality of mobility in the region, particularly in Downtown, will depend on how successful we are in expanding transportation systems that can be expanded, such as rail transit, and in making more efficient use of the existing road network through such means as ridesharing.

2

GREATER DOWNTOWN LOS ANGELES



View of Downtown fromEcho Park

Greater Downtown Los Angeles

Greater Downtown

Greater Downtown, of which the Downtown Core is a part, has no single set of precise boundaries. As stated in its July 1990 report on the Greater Downtown, the City Planning Department stated:

> *Greater Downtown ... is a loosely configured area extending well beyond the perceived boundaries of the 110, 101, and 10 Freeways and Alameda Street. Over time, the conceptual boundaries of this area will change in response to physical, social, environmental, and technological changes. Presently, the area surrounds the Central Business District (CBD) roughly from Central City West on the west; to the Los Angeles River in the east; Union Station/Olvera Street (and) Chinatown on the north; and the USC/Coliseum/Exposition Park area on the south.*

Depending on the topic, the Downtown Factbook contains information about Greater Downtown for areas with different boundaries. This is due, in large part, to the different ways and unique purposes for which information is collected, collated, and used.

For information on development density used and remaining development density available, the Factbook discusses the Downtown Core and areas to the west, north, and east where development is likely to occur that will most affect or be affected by the Downtown Core.

For the most recent population and housing information, the Factbook provides data for the Central City and the seven surrounding Community Plan areas which is the smallest area for which 1990 census material is currently available.

For built form, the Factbook describes the area which visually defines "Greater Downtown" – the area where the streets shift direction, where high-rise office buildings first become visible to the approaching motorist or neighborhood resident, or where hills and mountains can be viewed by the Downtown pedestrian, worker, or resident.

For transportation and transit facilities information, the Factbook describes the vast network of freeways, bus routes, and rail lines that link Downtown and distant suburbs and communities.

Figure 2-1
Aerial View of the Greater Downtown

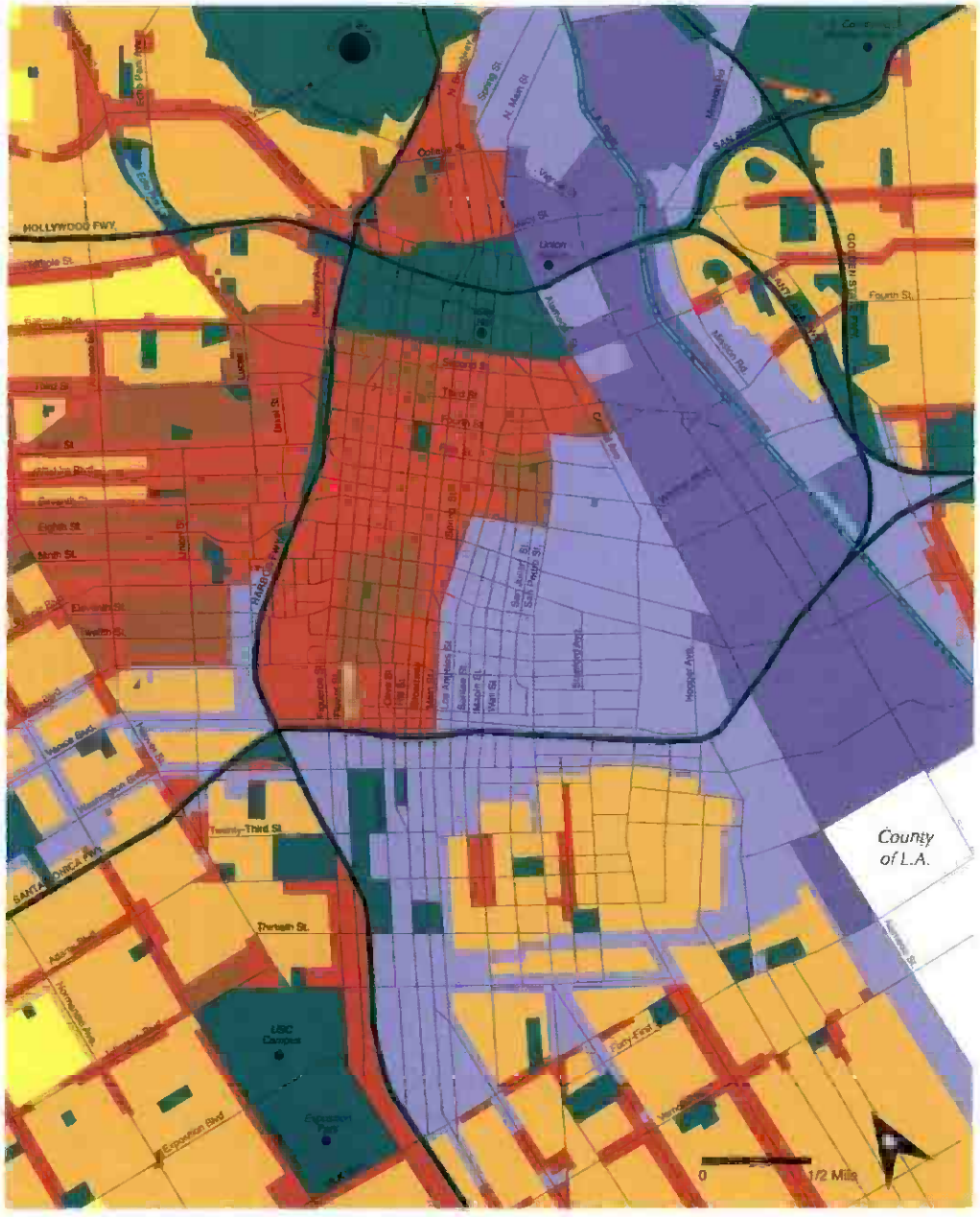


Figure 2-2
Generalized Land Uses Within Greater Downtown

Low Density (0.5-7 du/ac)
Medium Density (7-60 du/ac)
High Density (60+ du/ac)
Commercial
Light Industrial
Heavy Industrial
Open Space/Public/Quasi-Public

Generalized Land Uses

The generalized land use map (Figure 2.2) shows an often intricate pattern of differing land uses which can often be clearly identified on the aerial photograph of the area (Figure 2.1).

Commercial land uses occupy a large area between the Harbor Freeway and Main Street, First Street and the Santa Monica Freeway. The high-rise towers set amid spacious plazas of the Financial Core and densely developed buildings built to the edges of each block located in the Historic Core area can be clearly identified in the center of the photograph in Figure 2.1. An additional large area of commercial land uses is currently located and is expected to more fully develop adjacent to and west of the Harbor Freeway. Most major streets west of the Downtown Core and several of the major streets east and south of the Downtown Core are lined with commercial uses radiating out from the Core.

Light and heavy industrial uses extend over a vast area east of the Downtown commercial core to beyond the Los Angeles River and extend far to the north and south. This sprawling area of low rise, densely developed buildings, some of which are quite large, is clearly seen in the fan-shaped area on the right side of Figure 2.1.

Medium and high density residential land uses nearly encircle the Greater Downtown area. Residential land uses are located between the many major commercial streets on the west side of Greater Downtown, but residential neighborhoods extend over larger areas in the eastern and southern portions of Greater Downtown. These large residential neighborhoods are clearly indicated on the upper and lower right side of Figure 2.1 where the fine-grained pattern of homes, small apartments, yards, and trees are in clear contrast to the adjacent industrial areas. Other, more densely developed residential areas are visible in the upper and lower left corners of Figure 2.1.

Prominent open space and public land uses are scattered throughout the Greater Downtown area. Dodger Stadium on the north is clearly visible in the upper edge of Figure 2.1 and USC/Exposition Park can be seen at the lower edge. MacArthur Park, Echo Park, and Elysian Park are clearly visible against the urban background on the center left and upper left hand side of Figure 2.1.

Total Development

Much of the existing and approved development and development that is under construction in Greater Downtown is concentrated in the Downtown Core area where between 31% (South Park) and 98% (Bunker Hill) of the allowable development density has been used. Areas surrounding the Downtown Core are less heavily developed with between 9% (First Street East) and 26% (Central City West) of the estimated development density used.

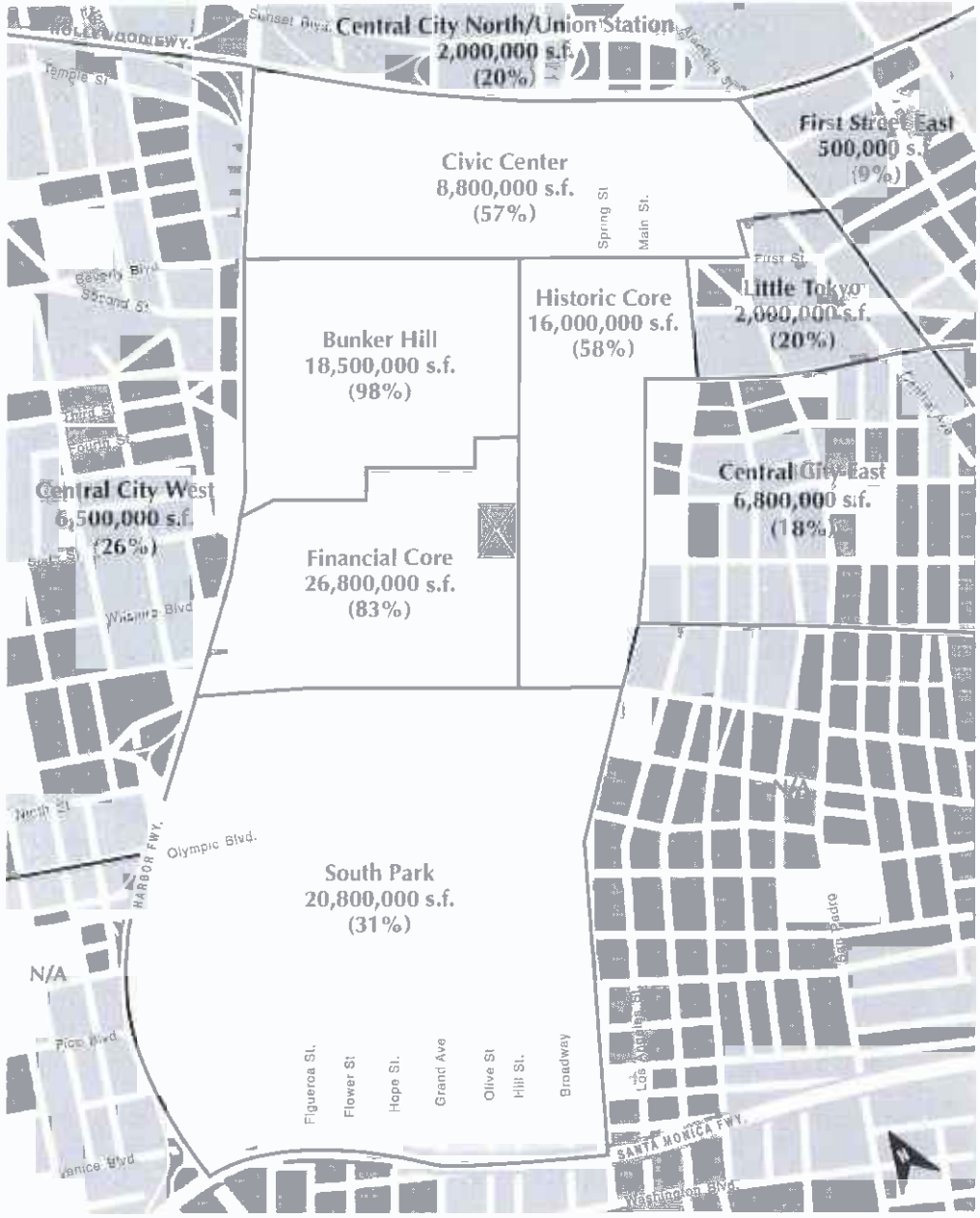


Figure 2-3
Total Development Within Greater Downtown

s.f. → Total Existing, Approved, Under Construction Floor Area
(%) → Percent of Development Density Used

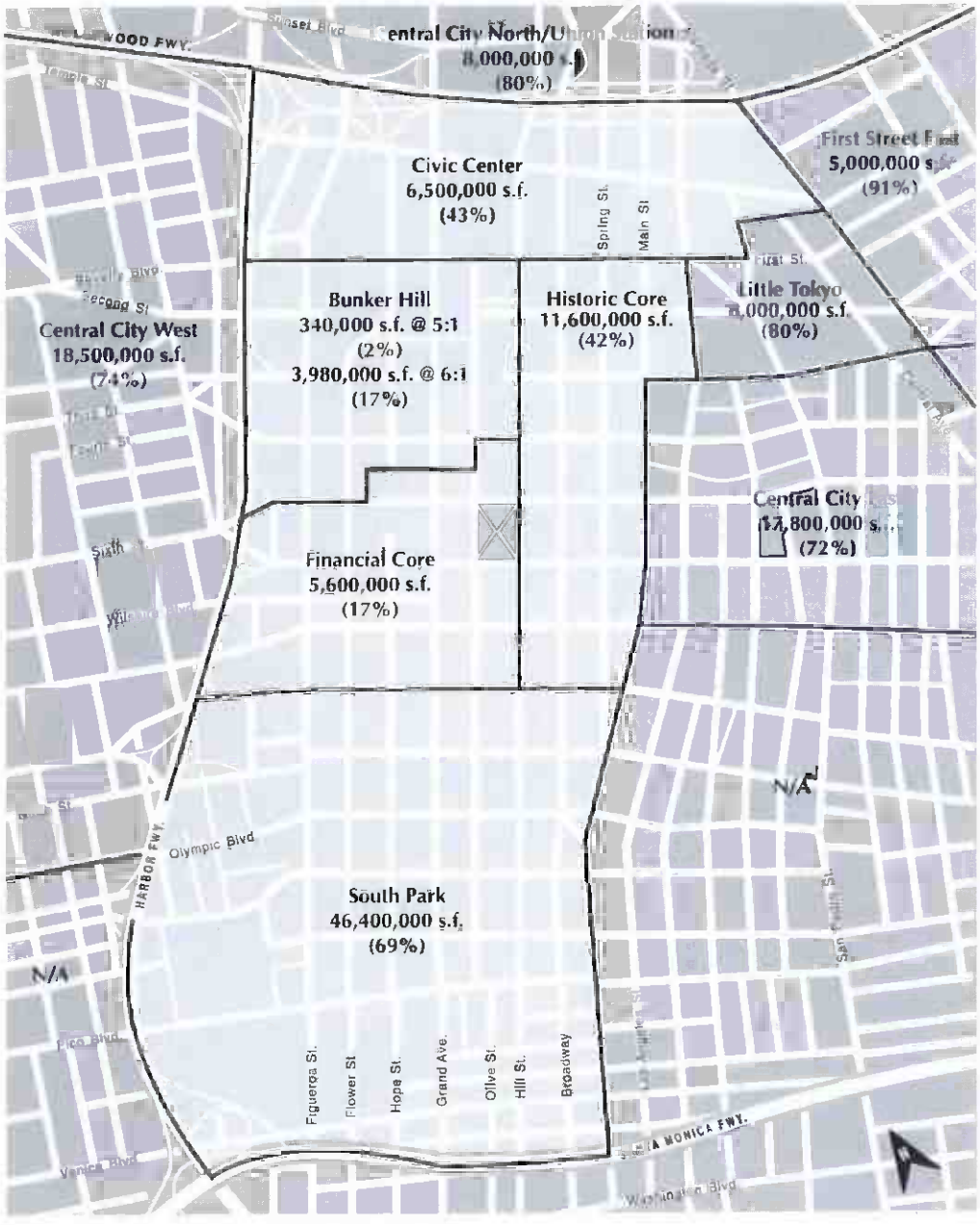


Figure 2-4
Remaining Development Density Within Greater Downtown

s.f. ——➤ Remaining Development Density
(%) ——➤ Percent of Development Density Remaining

Remaining Development Density

Much of the remaining development density available in the Greater Downtown area is located in areas peripheral to the Core area. An estimated 5 million square feet of development density remains in the First Street East area and an estimated 18.5 million square feet still remains in Central City West.

Built Form Characteristics

The characteristics of Greater Downtown's built form extend far beyond the Downtown Core. Downtown has often been described as the area within the ring of the Santa Monica, Harbor, Hollywood, and Santa Ana Freeways. These broad, elevated or depressed roadways form a strong edge to the area, but also serve as major connectors to the rest of the City. However, recent high-rise development west of the Downtown Core is visually extending Downtown across the Harbor Freeway.

The high-rise buildings of Downtown form a dramatic backdrop for activities taking place in Greater Downtown and can be seen from many areas throughout the City giving Downtown a visual prominence in the region. These high-rise buildings form a strong contrast with the surrounding areas which are developed with generally low- to mid-rise buildings.

Much of the eastern portion of Greater Downtown contains the City's Historic Core and various industrial districts. Buildings in the Historic Core fill the block to the property line to form a clear street edge. Many of the buildings in the Historic Core were built up to the 150' height limit imposed at the time of their construction thus providing a uniform urban scale and pattern to the area. Many of the buildings located on the eastern fringes of Greater Downtown are also built to the edges of blocks in the area, but these buildings are usually only one or two stories tall. This gives the area a uniformity of scale similar to the Historic Core but at significantly less density.

The hills and more distant mountains located nearby and the river which runs through Greater Downtown are natural features which help to define Greater Downtown. The City was founded in this location due to its close proximity to the fresh water in the river. However, today, the Los Angeles River is an often dry, concrete-lined flood control channel.

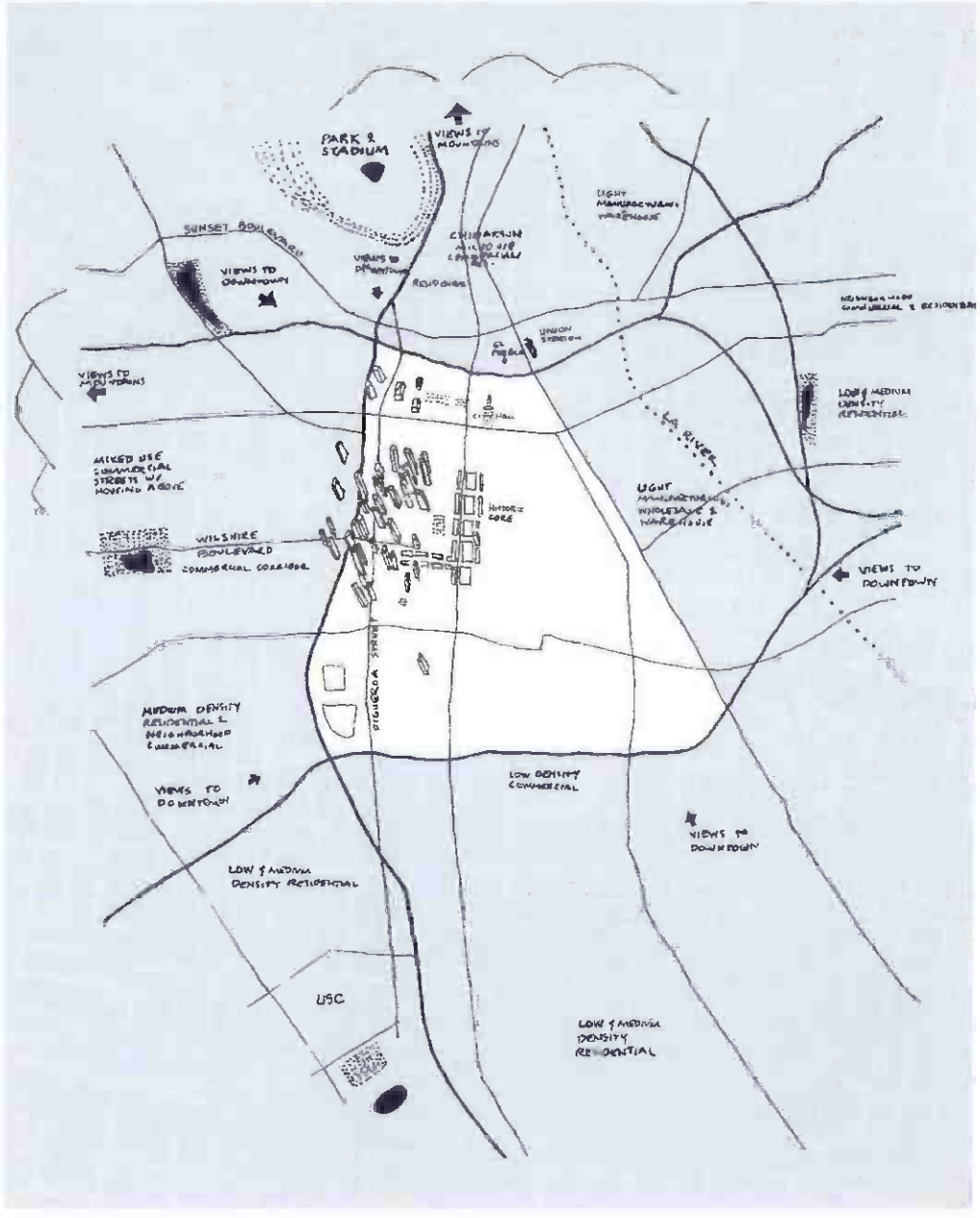


Figure 2-5
Built Form Characteristics of the Greater Downtown

Height Districts

The San Gabriel Mountains and the Hollywood Hills form natural vistas to the north and west. Smaller hills closer to the Downtown Core such as Elysian Heights, Boyle Heights, and Lincoln Heights add visual interest to the area and provide views to Downtown from nearby neighborhoods. Parks and recreational areas ring Greater Downtown and help to bring nature into the urban environment.

Major streets radiate out from Greater Downtown. These arterials are often lined with commercial businesses with residential neighborhoods nestled between these commercial spines.

The City's Zoning Code permits lower density development to be built in the peripheral areas of Greater Downtown. The floor area ratio in these areas is 1.5 which limits the building floor area to 1.5 times the parcel land area. The highest density development is permitted toward the center of Greater Downtown. In much of the Downtown Core, the permitted floor area ratio is 6.0 which allows the building floor area of a project to equal up to 6.0 times the project site's land area. However, under the City's transfer of floor area ratio program (TFAR), development can equal up to 13 times the parcel area if the City permits unused potential floor area to be transferred from other parcels in the same area.

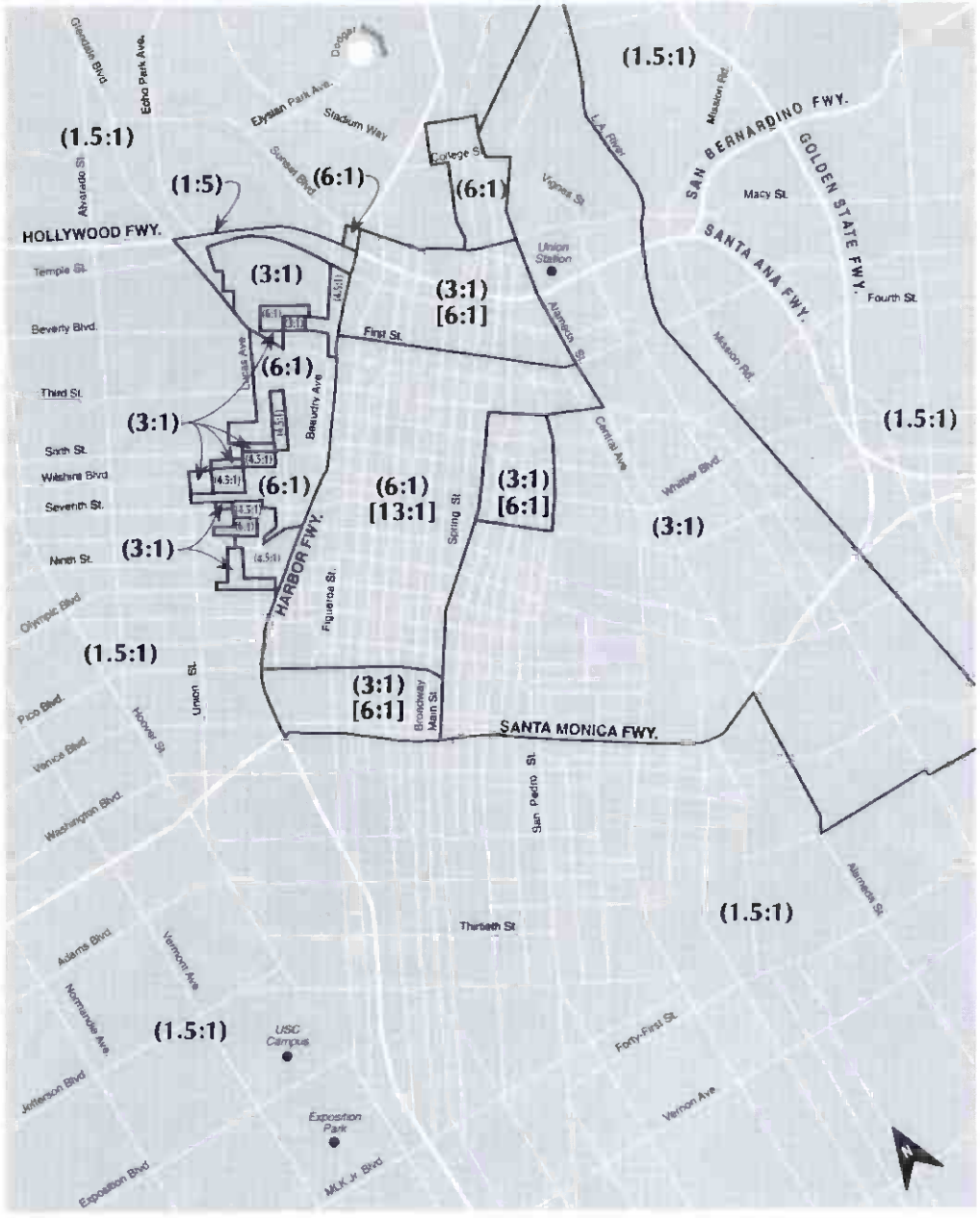


Figure 2-6
Height Districts Within Greater Downtown

(Building Area : Land Area) ——→ By Right Floor Area Ratio
(Building Area : Land Area) ——→ Maximum Average Floor Area Ratio

Residential Land Uses

As was noted for Figure 2.2, residential land uses are located around the periphery of the Greater Downtown area. A variety of residential neighborhoods--both large and small, and high and low density--radiate out from the major commercial and industrial core of Greater Downtown.

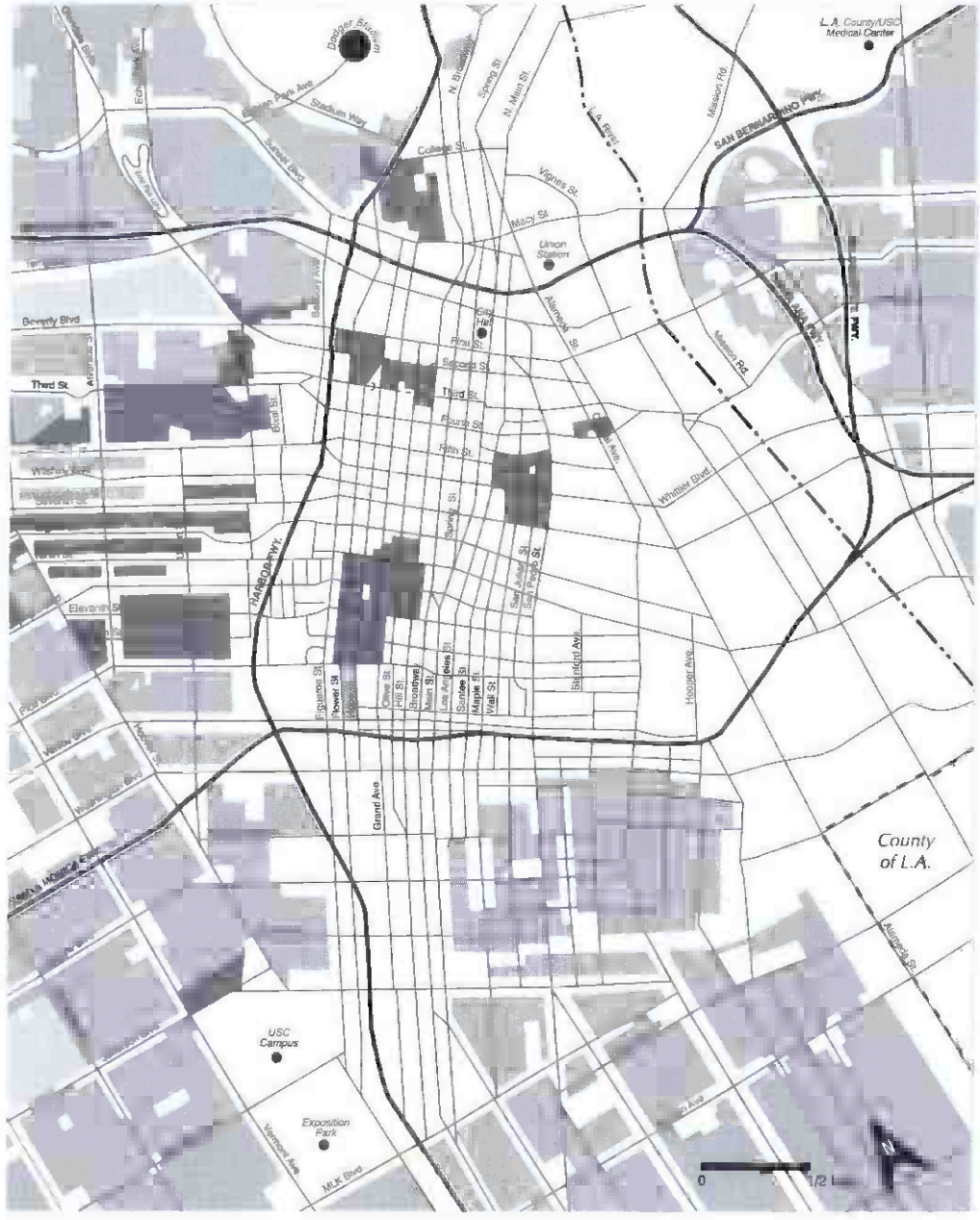


Figure 2-7
Residential Land Uses Within Greater Downtown

Low Density Residential (0.5-7 du/ac)
Medium Density Residential (7-60 du/ac)
High Density Residential (60+ du/ac)

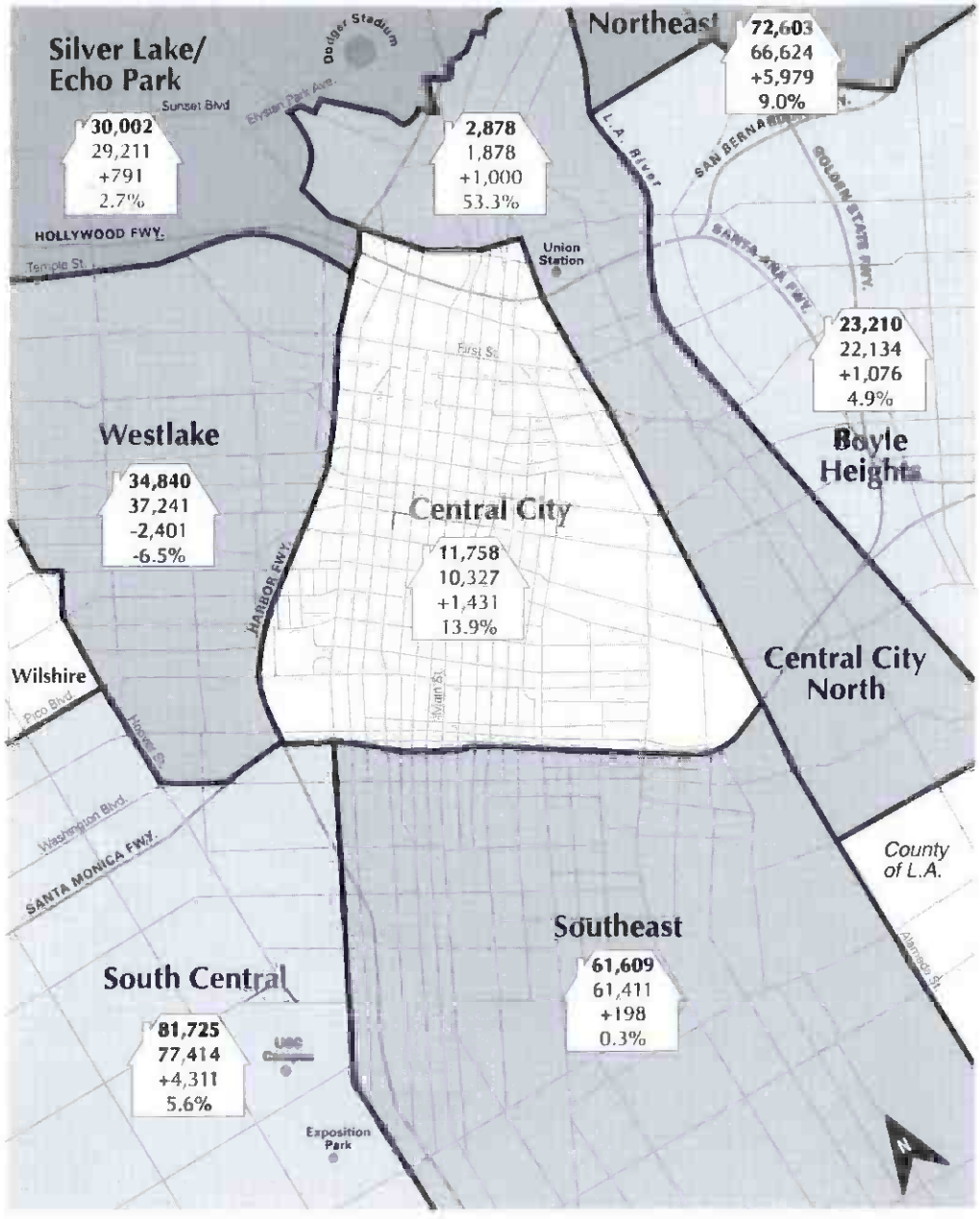


Figure 2-8
Current Housing Inventory and Changes in Unites - 1980 to 1990

#	1990 Housing Units
#	1980 Housing Units
±	Change in Number of Housing Units
%	Change 1980 to 1990

Housing

According to the 1990 Census, there were just over 318,600 units located in the Central City and surrounding Community Plan areas. The greatest number of units (81,725 units) were located in the South Central Community Plan area with the fewest (2,878 units) located in the Central City North Community Plan area.

Compared to 1980 Census data, the largest number of new units were built in the Northeast Community Plan area (5,979 units) over the 10 year period 1980-1990 while the Westlake Community Plan area lost 2,401 units over this same period.

The inventory of housing units in the Central City North Community Plan area increased by the greatest percentage (53%) between 1980 and 1990, but only because the total number of housing units remained low. Except for the Westlake Community Plan area, which lost 6.5% of its housing stock, more typical increases over the 10 year period ranged between 0.3% in the Southeast Community Plan area and 9.0% in the Northeast Community Plan area.

Population

According to the 1990 Census, there were almost 1,060,000 residents living in the Central City and surrounding Community Plan areas. The largest number of residents (257,469) lived in the South Central Community Plan area and the smallest number lived in the Central City North Community Plan area (14,551).

Compared to 1980 Census data, the Southeast Community Plan area added the most residents (47,637 persons) over the 10 year period 1980-1990. The Central City North Community Plan area added only about 1,700 new residents over this same period.

The population of the Southeast Community Plan area also increased by the greatest percentage (25.5%) between 1980 and 1990 while population growth in the Silver Lake/Echo Park Community Plan area gained only about 9.9% -- the lowest percentage. More typical population growth rates over the 10 year period ranged from 13.1% in the Central City Community Plan area to 19.7% in the Northeast Community Plan area.

Information from the 1990 Census describes the racial and ethnic composition of the population in each of the Community Plan areas located in and around the Greater Downtown area.

According to the 1990 Census, about 39.9% of the population of the City of Los Angeles was Hispanic; 37.7% was White, non-Hispanic; 13.0% was Black; 9.2% was Asian; and 0.3% each was Native American and Other categories.

In comparison, Hispanic residents comprised the majority of the population in the Boyle Heights (94.1% of the total population), Westlake (79.3%), Northeast (63.8%), Southeast (58.6%), and Silver Lake/Echo Park (50.9%) Community Plan areas; and comprised the largest population group in the Central City Community Plan area (49.0%). Black residents comprised the largest population group in the South Central Community Plan area with 47.6% of the population. Asian residents comprised the largest population group in the Central City North Community Plan area with 32.9% of the population.

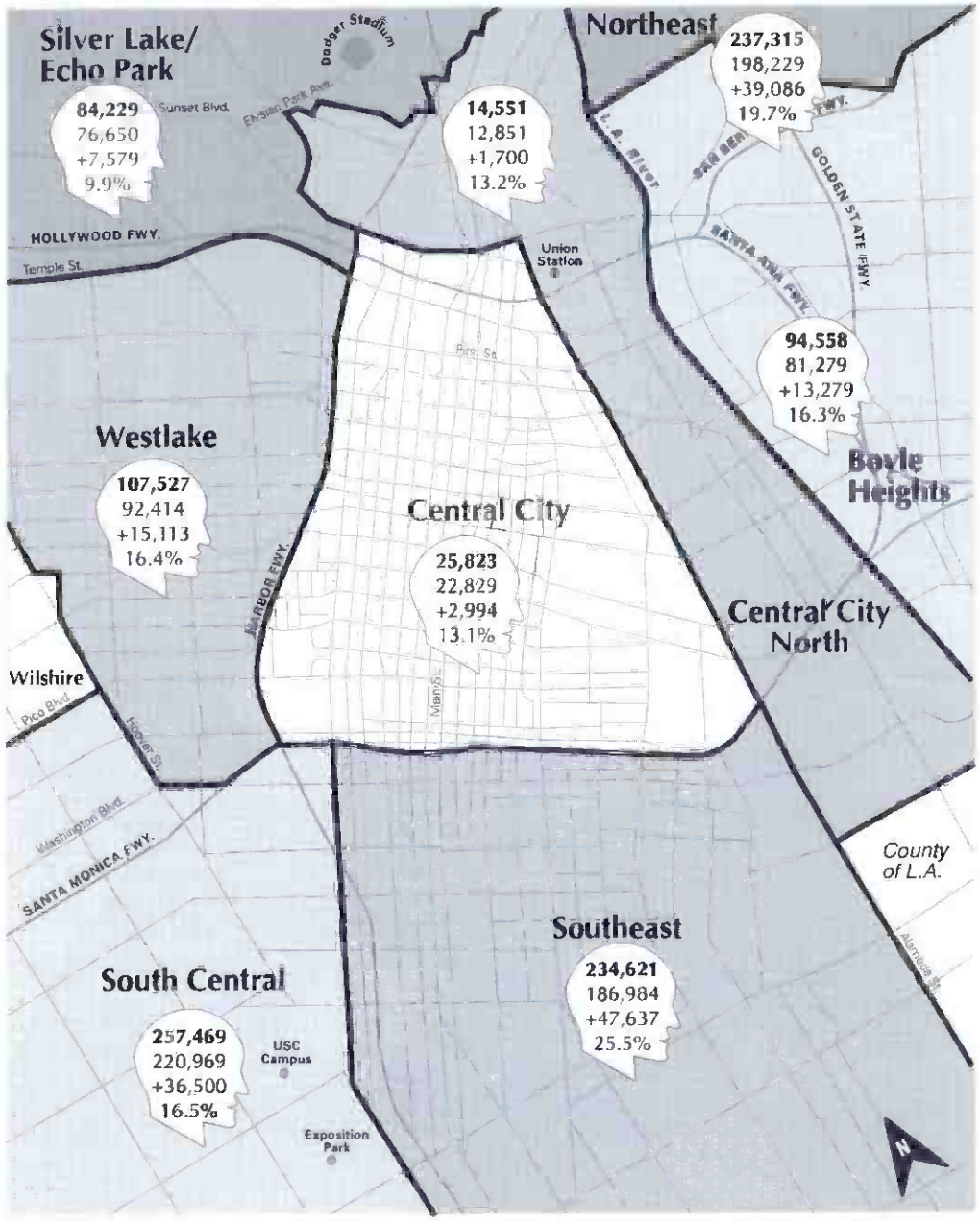


Figure 2-9
Current Population and Population Growth - 1980 to 1990

1990 Population #
1980 Population #
Change in Number of Population ±
Change 1980 to 1990 %

	Northeast	Boyle Heights	Southeast	South Central	Silver Lake/ Echo Park	Westlake	Central City	Central City North	Total L.A. City
White[1]	17.8%	1.6%	0.7%	4.4%	19.9%	6.5%	18.8%	11.8%	37.3%
Black[1]	1.7%	0.7%	39.6%	47.6%	1.9%	2.9%	20.6%	22.6%	13.0%
Native	0.3%	0.1%	0.1%	0.2%	0.3%	0.3%	0.7%	0.2%	0.3%
Asian[1]	16.1%	3.2%	0.6%	2.6%	26.6%	10.7%	10.6%	32.9%	9.2%
Hispanic	63.8%	94.1%	58.6%	44.7%	50.9%	79.3%	49.0%	32.0%	39.9%
Others	0.3%	0.3%	0.4%	0.4%	0.3%	0.4%	0.3%	0.5%	0.3%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Figure 2-10
Distribution of Population by Race/Ethnicity

1. Non-Hispanic

Freeways And Major Streets

There are about 1,473 miles of freeways in the greater Los Angeles metropolitan area. Six freeways (Interstate 5, 10, 101, and 110; and State Route 60, 101) converge on Greater Downtown and connect the area directly with the San Fernando and San Gabriel Valleys, Pasadena, Santa Monica/Westside, and South LA/Los Angeles Harbor. Many motorists use these freeways to travel to destinations in the Greater Downtown area, but it is estmated that most motorists are just passing through Greater Downtown on their way to distant suburbs and communities.

Twenty major city streets either terminate in or extend through Greater Downtown and connect the area with surrounding suburbs and communities. These "transect" streets carry large volumes of motorists and bus transit to the Greater Downtown area and often through it.

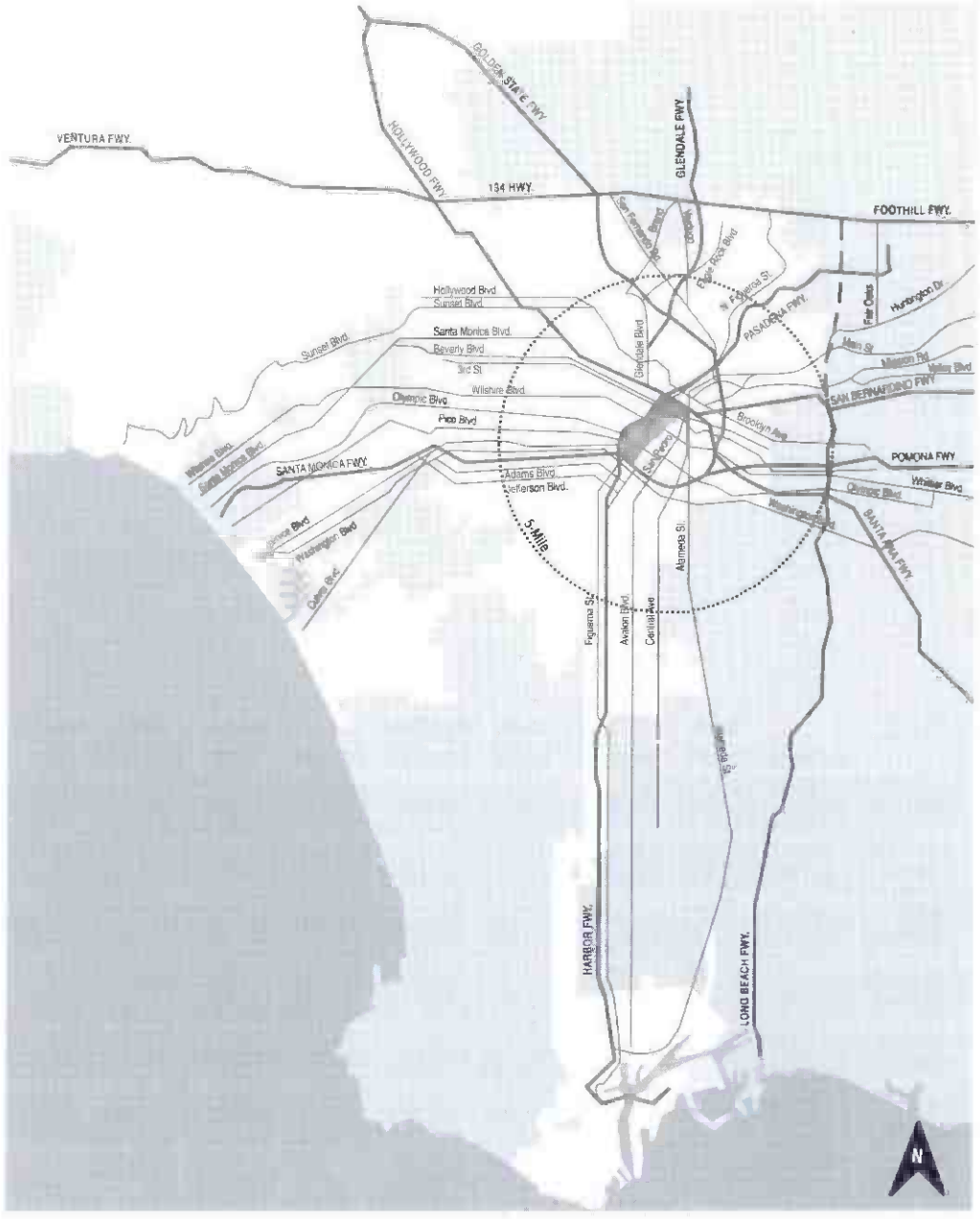


Figure 2-11
Freeways and Major Streets Serving the Greater Downtown

Figure 2-12
Rail Transit Lines Serving the Greater Downtown

Rail Transit Lines

Greater Downtown is currently served by a light rail transit line (Blue Line) connecting Downtown Los Angeles, Long Beach, and communities in between and by Amtrak interstate rail service which terminates at Union Station. A heavy rail subway transit line (Red Line) is under construction which extends from Union Station through the Downtown Core west to MacArthur Park. This line will be extended further west to the Mid-Wilshire District and north to Hollywood and eventually to the San Fernando Valley by the year 2000. Construction will shortly commence on a second light rail line (Green Line) which will run along the Century Freeway connecting LAX, Norwalk, and communities in between. This line will intersect the Blue Line to Downtown Los Angeles enabling visitors arriving at the airport to take rail transit to Downtown Los Angeles with only one transfer. And, in the next several year, a system of commuter rail transit lines will be placed in service connecting Downtown Los Angeles with such distant communities as Santa Barbara, Moorpark, Santa Clarita, and San Bernardino, as well as Orange County communities.

Local Bus Service

Local bus transit has been, at least for the past 35 years, the "backbone" of transit accessibility in the Greater Downtown area. Even with the arrival of high-capacity rail lines, local bus transit will continue to have a primary, ever-important role. In all but the few subway stations in the Downtown Core, for instance, local transit buses will provide a significant share of the access to the regional rail system. Thus, the need for continued growth and improvement of local bus transit services is an inseparable part of the thrust to build a major rail transit network for the region.

Local bus transit is being heavily impacted by a wide range of factors. The most fundamental is the increasing congestion of streets in Greater Downtown and the resulting decline in local transit bus speeds. Each day, each local bus line may channel dozens, hundreds, or even thousands of local bus trips into and out of the Greater Downtown area. Even a few minutes of delay on a major bus line can quickly add up over the course of a day. As overall bus speeds deteriorate, more buses must be put onto the streets just to maintain transit patron capacity. This increases transit costs, erodes transit system productivity, and further adds to street congestion while providing increasingly poor service to transit patrons. Expediting the flow of local transit buses through surface streets is, therefore, an important part of the transportation agenda for the Greater Downtown.

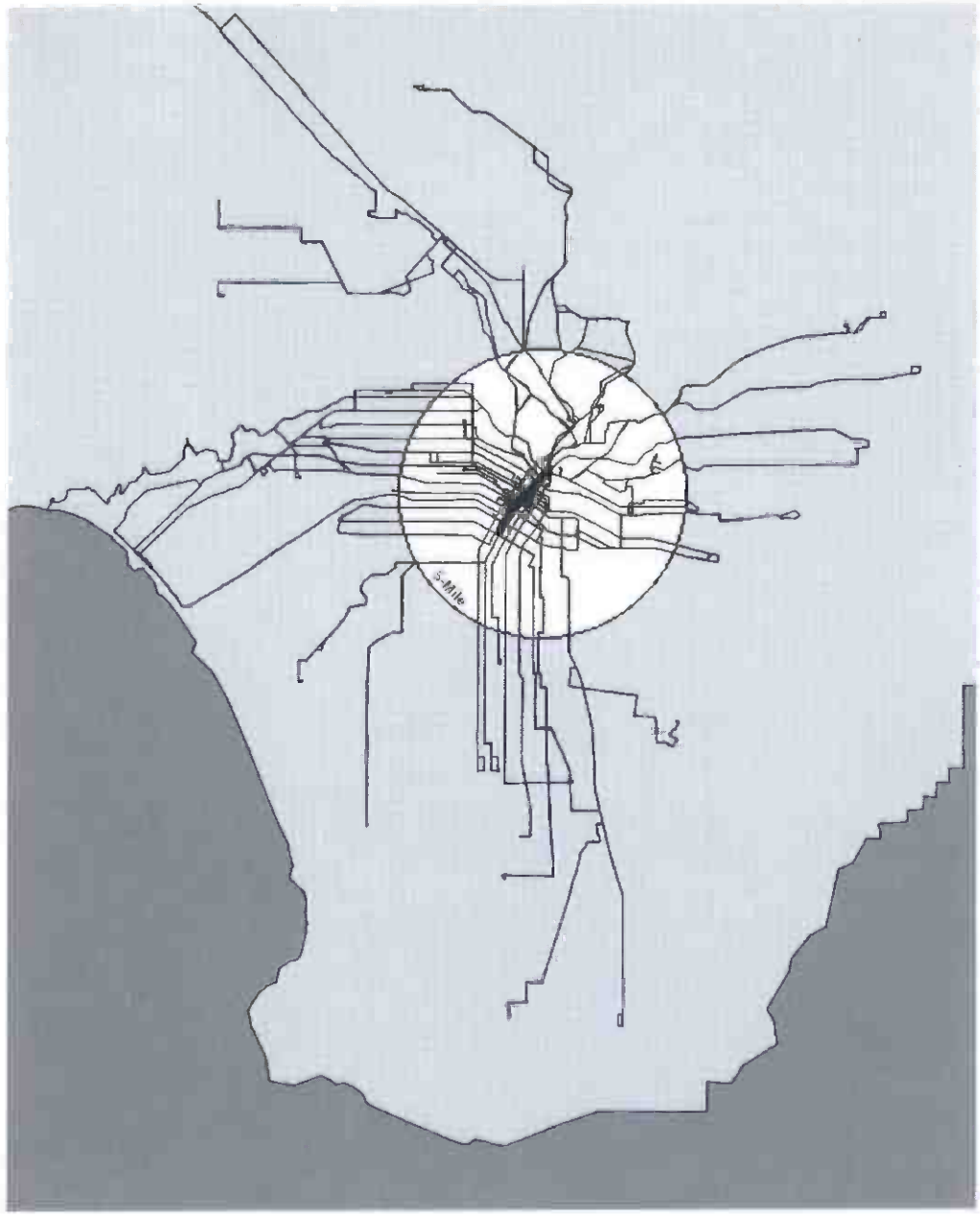


Figure 2-13
RTD Local Lines Serving the Greater Downtown

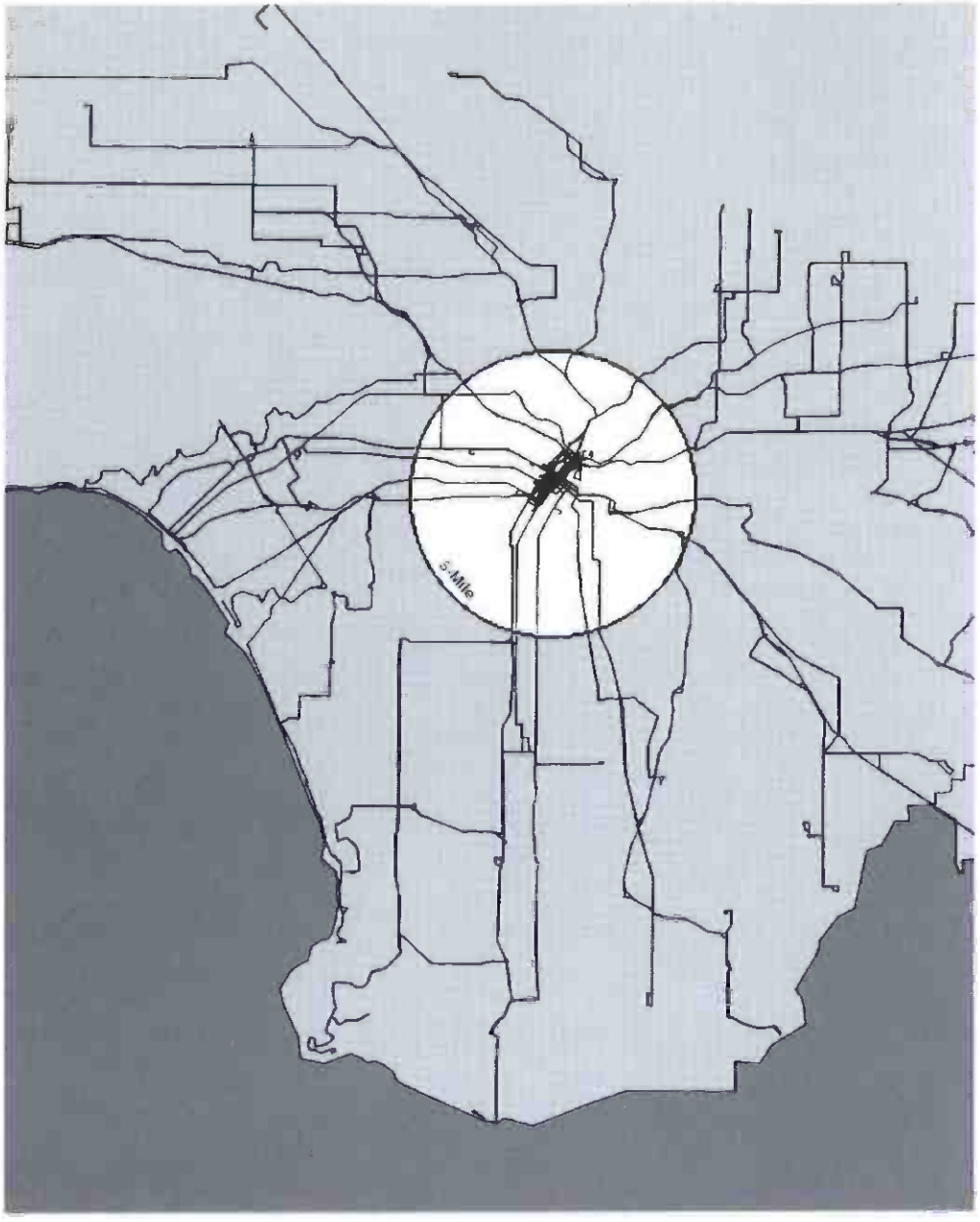


Figure 2-14
RTD Express Lines Serving the Greater Downtown

Express Bus Service

The express bus system has been providing the transit services most like that which rail transit will provide: accessibility for the longer trips (primarily peak period commute trips) from suburban locales into the Downtown employment center.

There will be a few instances where present day express bus services are likely to be supplanted by proposed rail services. But, on the whole, express bus services will continue to have a major, distinct role to play. In particular, express buses should increasingly be able to take advantage of a growing system of "HOV" ("high-occupancy vehicle") lanes that will be installed on the region's most crowded freeways, thus being able to maintain reasonable service speeds in the face of growing general congestion. While rail transit investments will tend to concentrate on higher density districts that are impractical to serve with freeways, freeway corridors serving lower density development will have a continuing need for the transit accessibility the region's express bus system can provide.

Prospective Projects And Resources

Greater Downtown has a number of potential transit related resources and prospective projects that could help accommodate and separate "through" traffic in the area thus helping the flow of local circulation around Greater Downtown. Both the Bunker Hill Transit Tunnel and former Pacific Electric Tunnel could accommodate transit systems that could help improve Downtown circulation. The Bixel Transit Mall and Glendale high occupancy vehicle corridor project could help increase the efficiency of existing circulation facilities. The Alameda By-Pass Corridor and Harbor Freeway Thru-Way could serve traffic passing through the Greater Downtown area helping this type of traffic to move more smoothly through the area. The proposed Hope Street Promenade connecting South Park and the Financial Core would enhance the pedestrian environment and encourage people to walk to their destinations in these areas rather than using the automobile.

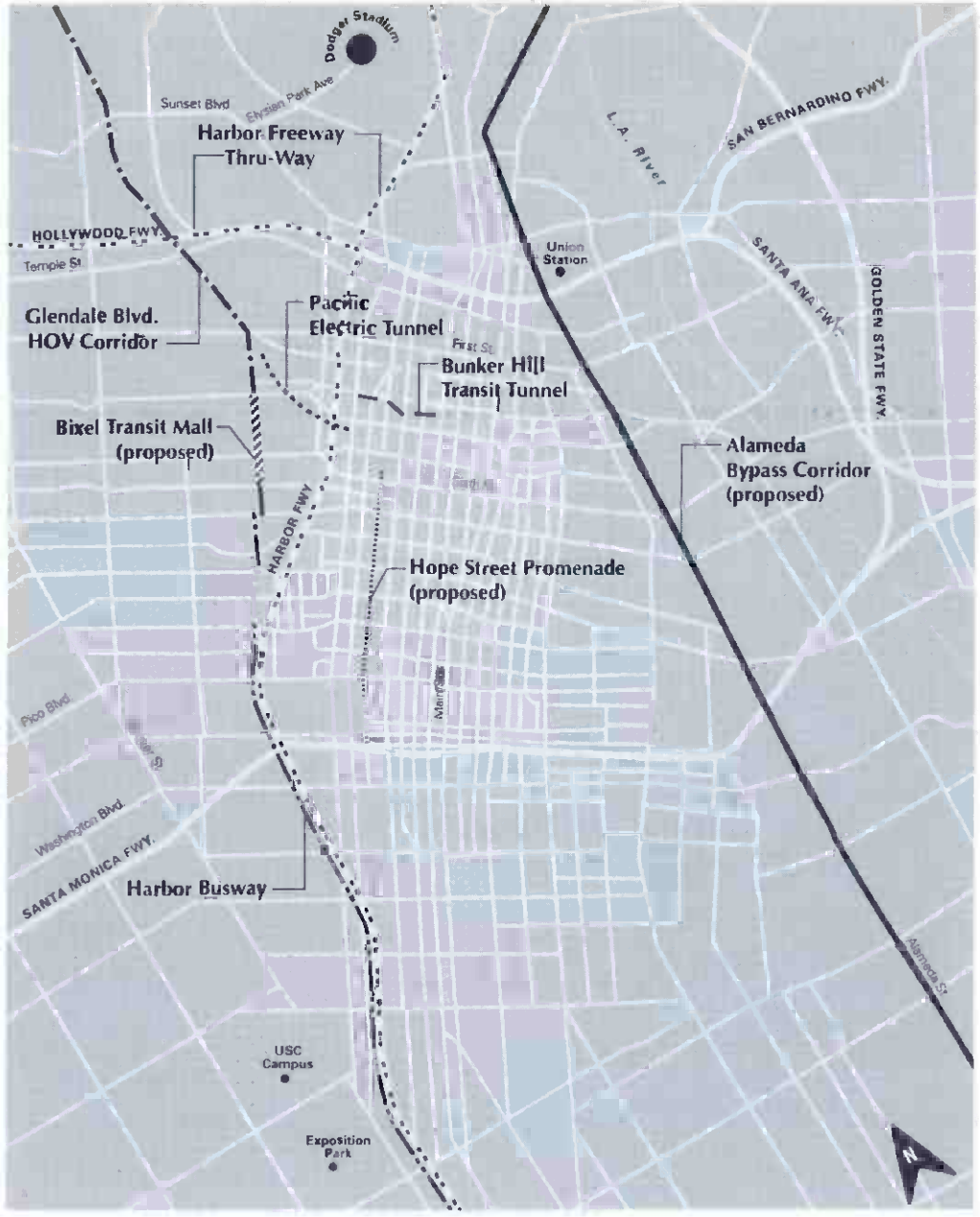
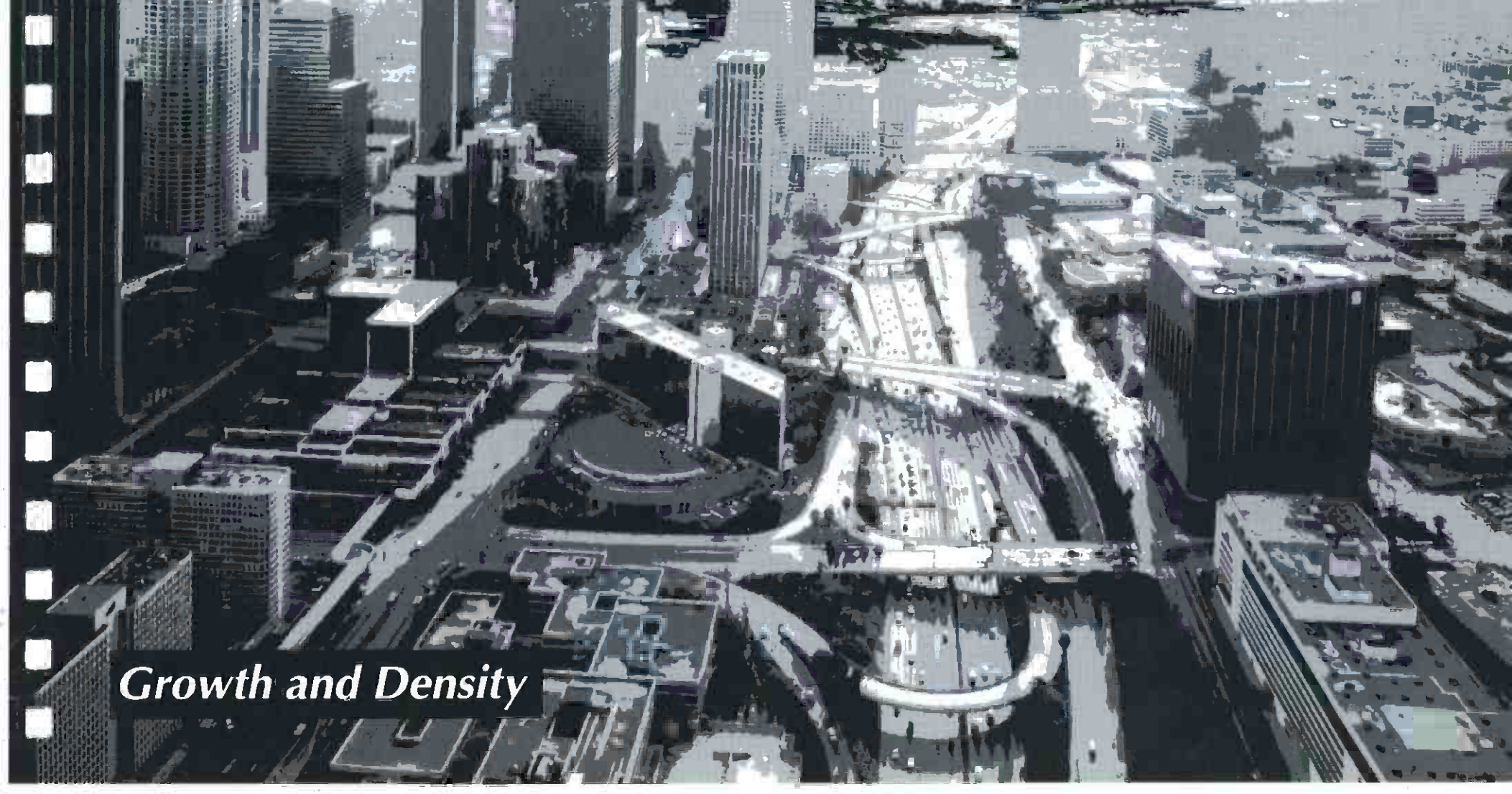


Figure 2-15
Prospective Transportation Projects and Resources

3

- *Growth and Density*
- *Office*
- *Retail and Restaurant*
- *Housing*
- *Hotels*
- *Industrial*
- *Government and Institutions*
- *Arts and Culture*
- *Unused Floor Area*

DOWNTOWN DEVELOPMENT


Growth and Density

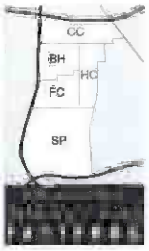
Total Development

Figure 3-2 shows the amount of building area on each block in the Downtown Core that existed, was under construction, or was approved by the City Council as of March 1990. The map is shaded to show patterns of development intensity.

- The Downtown Core, consisting of 164 city blocks, contained a total of almost 70 million square feet of building floor area and about 20.8 million square feet of new construction or approved development in March 1990.

- Of the 164 blocks within the Downtown Core, 32 blocks (20%) contain or will contain over 1,000,000 square feet of building floor area. These blocks are concentrated in Bunker Hill, the Financial Core, and in the Historic Core south of Fourth Street.

- 62 blocks (38%) contain less than 250,000 square feet of building area. These blocks are located primarily south of Olympic Boulevard in the South Park area of the Downtown Core.



* Disney Hall complex in environmental review. 300,000 s.f. devoted to Concert Hall component exempt from density cap.
** Includes proposed Maguire Thomas project which is in environmental review.

Civic Center	8,833,000	Square Feet	(10%)
Bunker Hill	18,480,000		(20%)
Financial Core	26,836,000		(30%)
Historic Core	15,988,000		(17%)
South Park	20,771,000		(23%)
Total	**90,908,000**	**Square Feet**	**(100%)**

Figure 3-1
Total Development by Subarea (Existing, Approved, Under Construction)

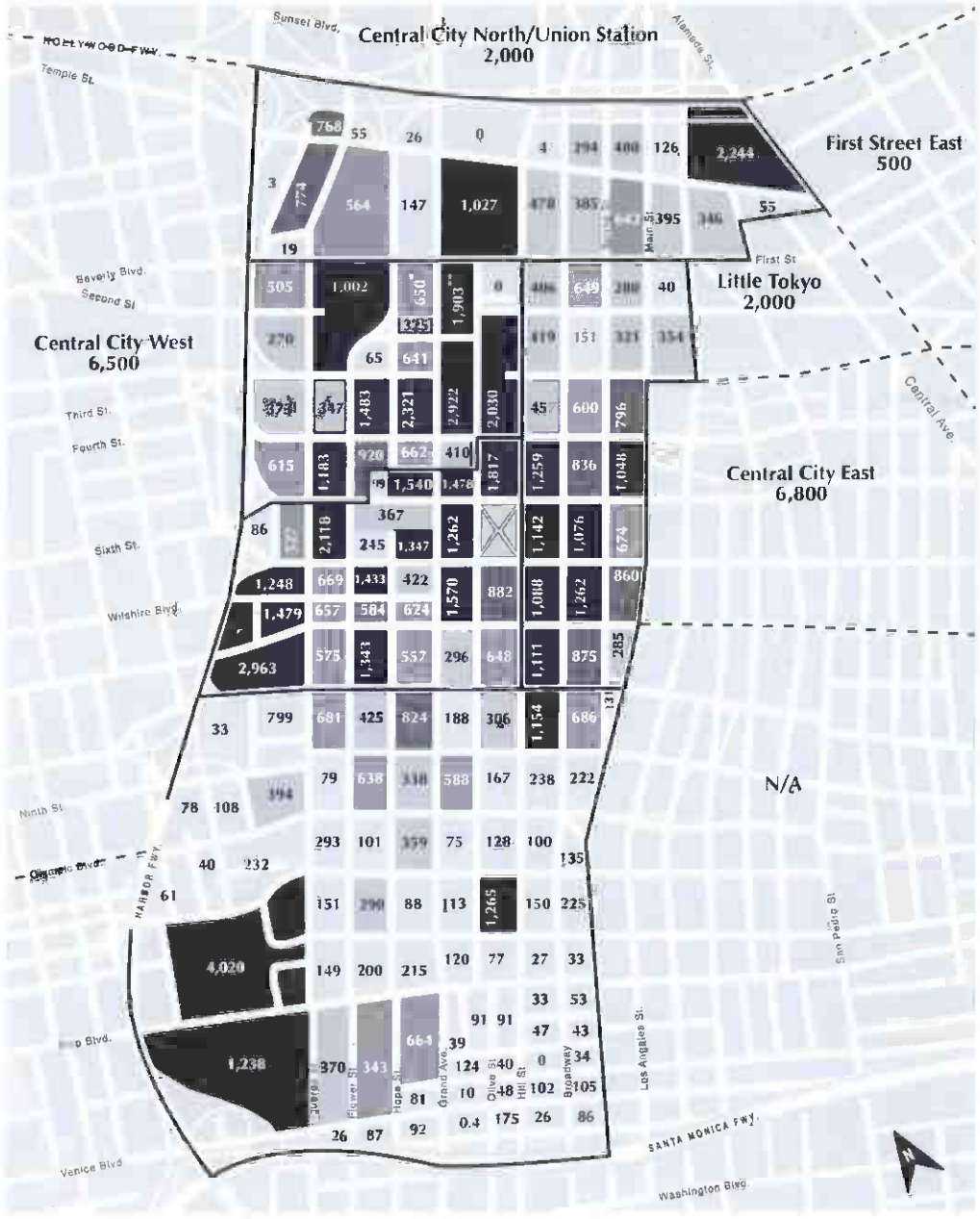


Figure 3-2
Square Footage of Block Development (thousands of square feet)

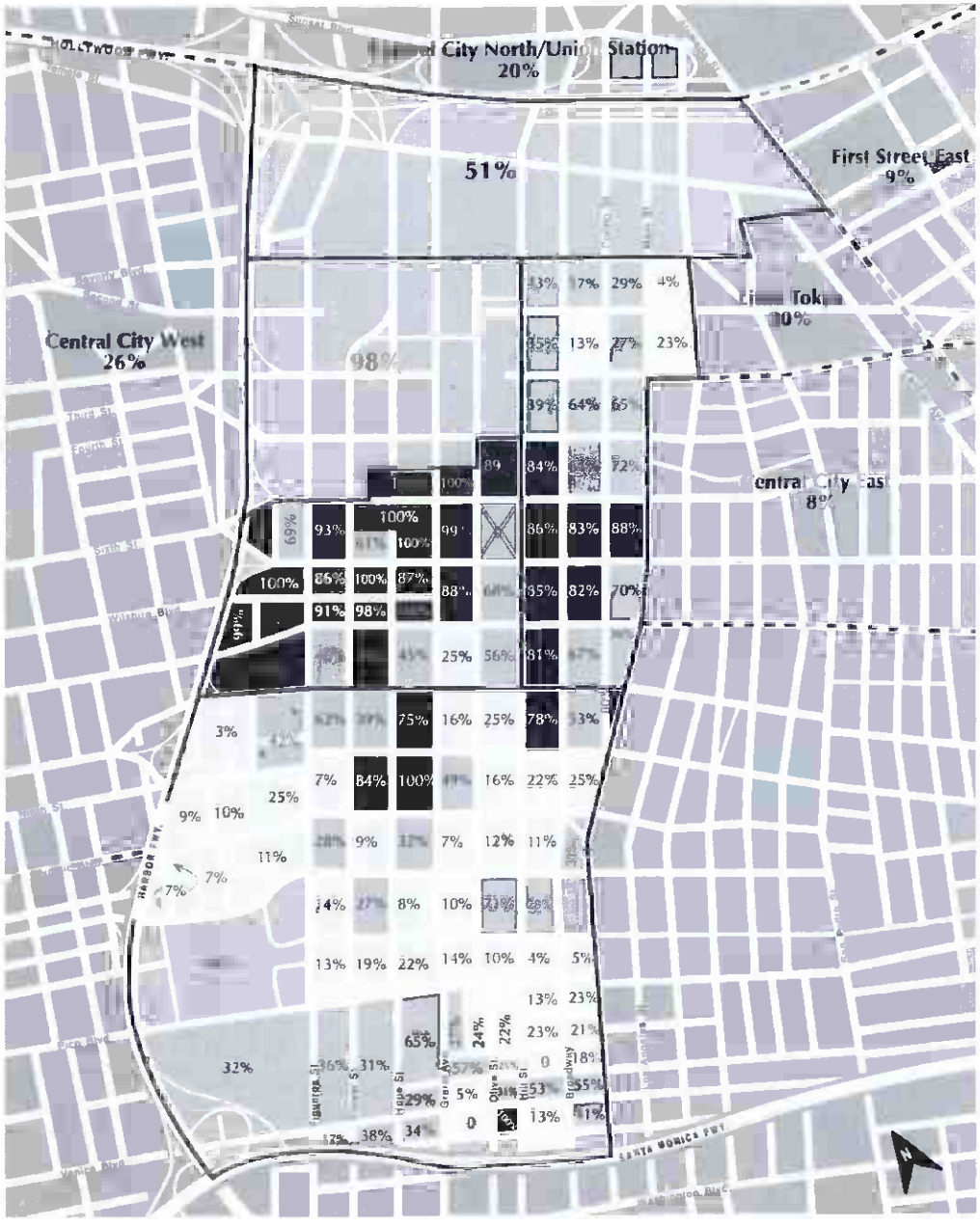


Figure 3-3
Percentage of Development Density Used by Block

75% or More of Development Density Used
25% or Less Development Density Used

Percent Of Development Density Used

Figure 3-3 shows the percent of the development density for each block that was "used" for development that existed, was under construction, or was approved by the City Council as of March 1990. The map is shaded to show blocks with the most (75% or more) and least (25% or less) proportion of their development density used.

- Each block has a potential development density based on the floor area ratio (FAR) permitted for parcels on that block, the number and size of older buildings that exceed the FAR limit because they were built before current FAR limits were enacted, density variations, and the amount of density that has been transferred to or from parcels on that block.

- 31 (25%) of the 123 blocks in the Downtown Core, for which there is specific information, contained existing development or proposed development that used 75% or more of the development density on the block. These blocks are concentrated in the Financial Core west of Hill Street and in the Historic Core south of Sixth Street.

- 43 blocks (35%) contained existing or proposed development that use 25% or less of the development density permitted on the block. These blocks are located principally in the South Park area of the Downtown Core. Blocks in areas surrounding the Downtown Core are generally less intensively developed.

- About 56% of the development density permitted in the Downtown Core has been used. A large proportion of the development density permitted in the Financial Core (83%), Bunker Hill (98%), and the Historic Core (58%) has been used. The development density that has been used in the Civic Center totals approximately 51% and in South Park about 31%. (If the overall permitted floor area in Bunker Hill is increased to 6:1 FAR, about 83% of the area's development density will be used.)

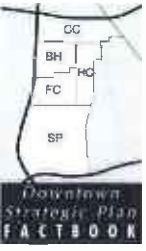
Remaining Development Density

Figure 3-4 shows the amount of remaining development density in rentable square feet for each block in the Financial Core, Historic Core, and South Park areas of the Downtown Core as of March 1990. A more general estimate is provided for the Civic Center and Bunker Hill subareas based on December 1988 information. The map is shaded to show the blocks with the greatest and least amount of development density remaining.

- In general, the development density remaining on a block includes the additional floor area that would be permitted on parcels that are occupied by existing buildings that contain less floor area than is permitted and the floor area that could be constructed on vacant lots and surface parking lots. (Additional density may be granted to designated historic buildings that are rehabilitated.)

- The remaining development density may be developed on that block or may be transferred under the City's Transfer of Floor Area Ratio (TFAR) Ordinance, to another site.

- There are 13 blocks that have over 1 million square feet of development density remaining. Most of these blocks are located in South Park and include the large blocks west of Figueroa Street that contain low-scale development and other blocks in South Park that contain low-scale development and/or large surface parking lots.



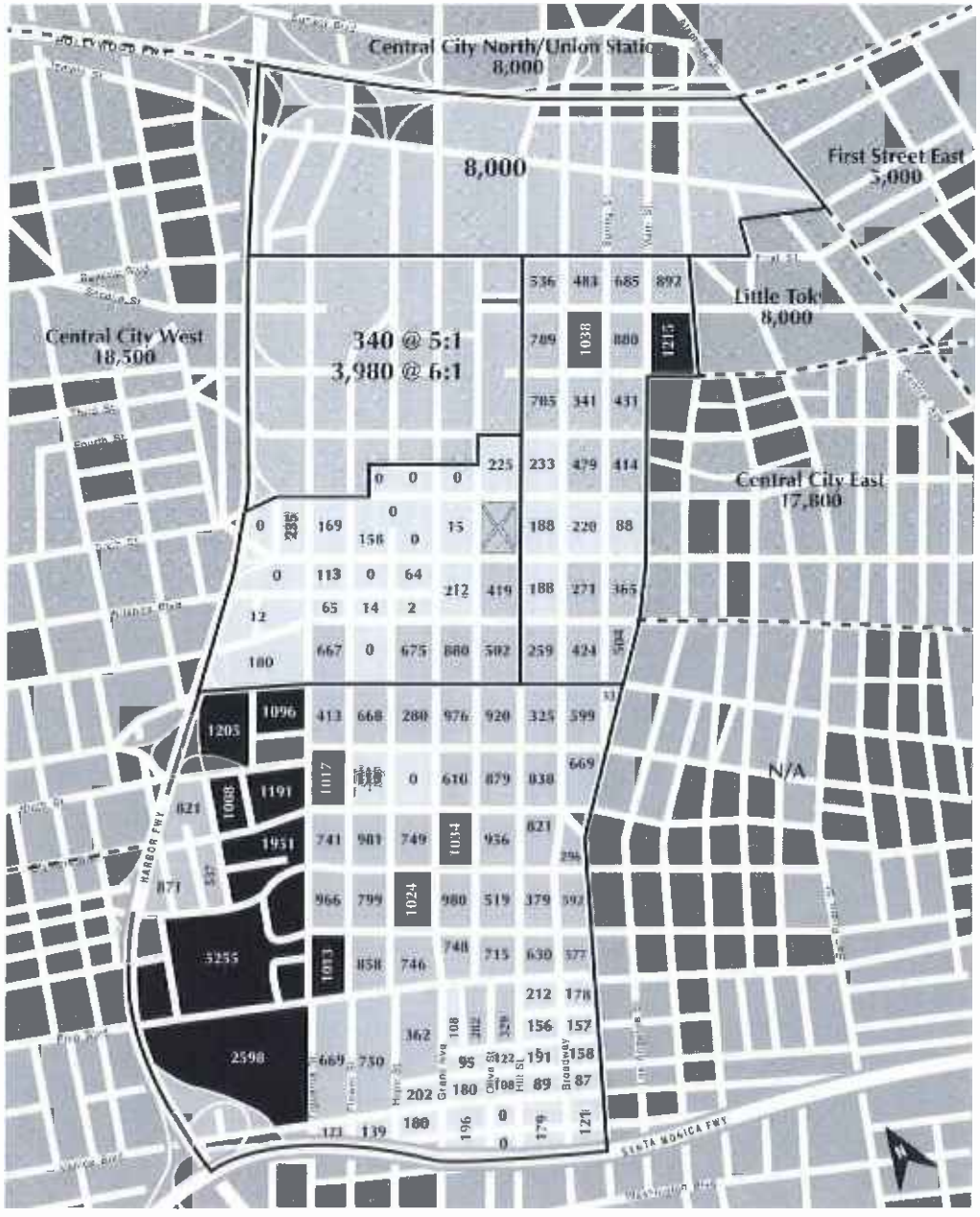


Figure 3-4
Remaining Development Density by Block (thousands of square feet)

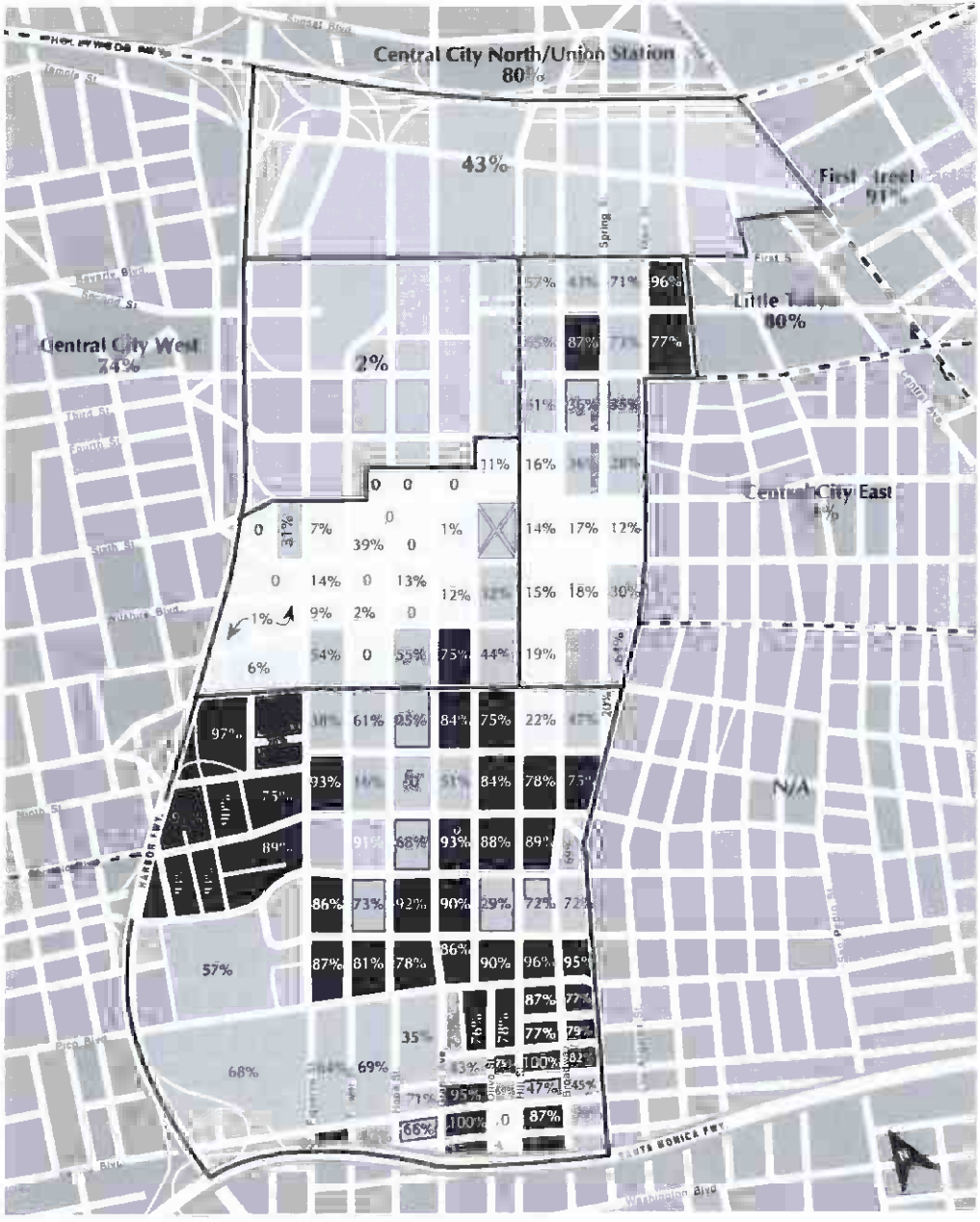


Figure 3-5
Percentage of Development Density Remaining by Block

Percent Of Development Density Remaining

Figure 3-5 shows the percent of each block's development density remaining as of March 1990 (December 1988 for the Civic Center and Bunker Hill). The map is shaded to show blocks with the greatest (75% or more) and least (25% or less) proportion of their development density remaining.

- The percent of development density remaining on a block is based on the proportion of remaining development density in relation to the total development density permitted for that block.

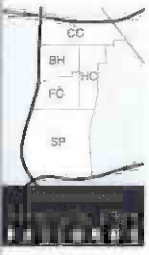
- 32 (26%) of the 123 blocks for which there is specific information have 25% or less of their development density remaining. These blocks are concentrated in the Financial Core and in the Historic Core south of Fifth Street.

- 41 (33%) blocks have 75% or more of their development density remaining. These blocks are concentrated in the South Park area of the Downtown Core.

- About 44% of the development density permitted in the Downtown Core is remaining. Most of the permitted density in South Park (69%) and much of the permitted density in the Civic Center (43%) and the Historic Core (42%) is remaining. Little of the permitted density in the Financial Core (17%) and Bunker Hill (2%) is remaining. (About 17% of Bunker Hill's permitted density would remain if the overall permitted floor area in Bunker Hill is raised to 6:1 FAR.)

Transfer Of Floor Area Ratio (TFAR)

Development density that has not been used may be transferred from one parcel to another parcel under the city's Transfer of Floor Area Ratio (TFAR) Ordinance. However, the two parcels must be located within the same Central City Community Plan area (Civic Center; Central Commercial Core, which includes both the Financial and Historic Cores; South Park; and Central City East). Figure 3-6 outlines the areas within which density transfers must remain.



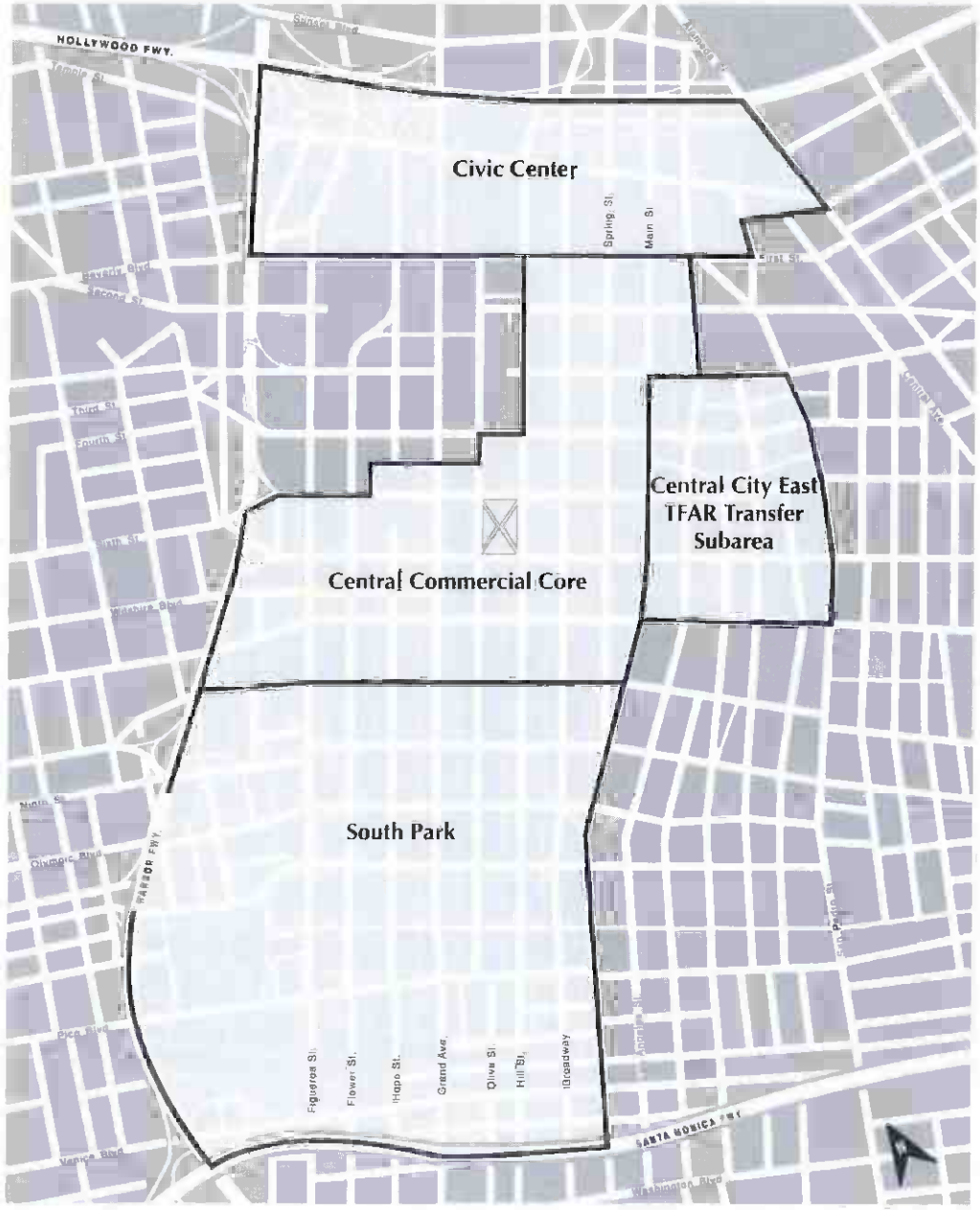


Figure 3-6
Central City Community Plan Areas (TFAR Transfer Subareas)

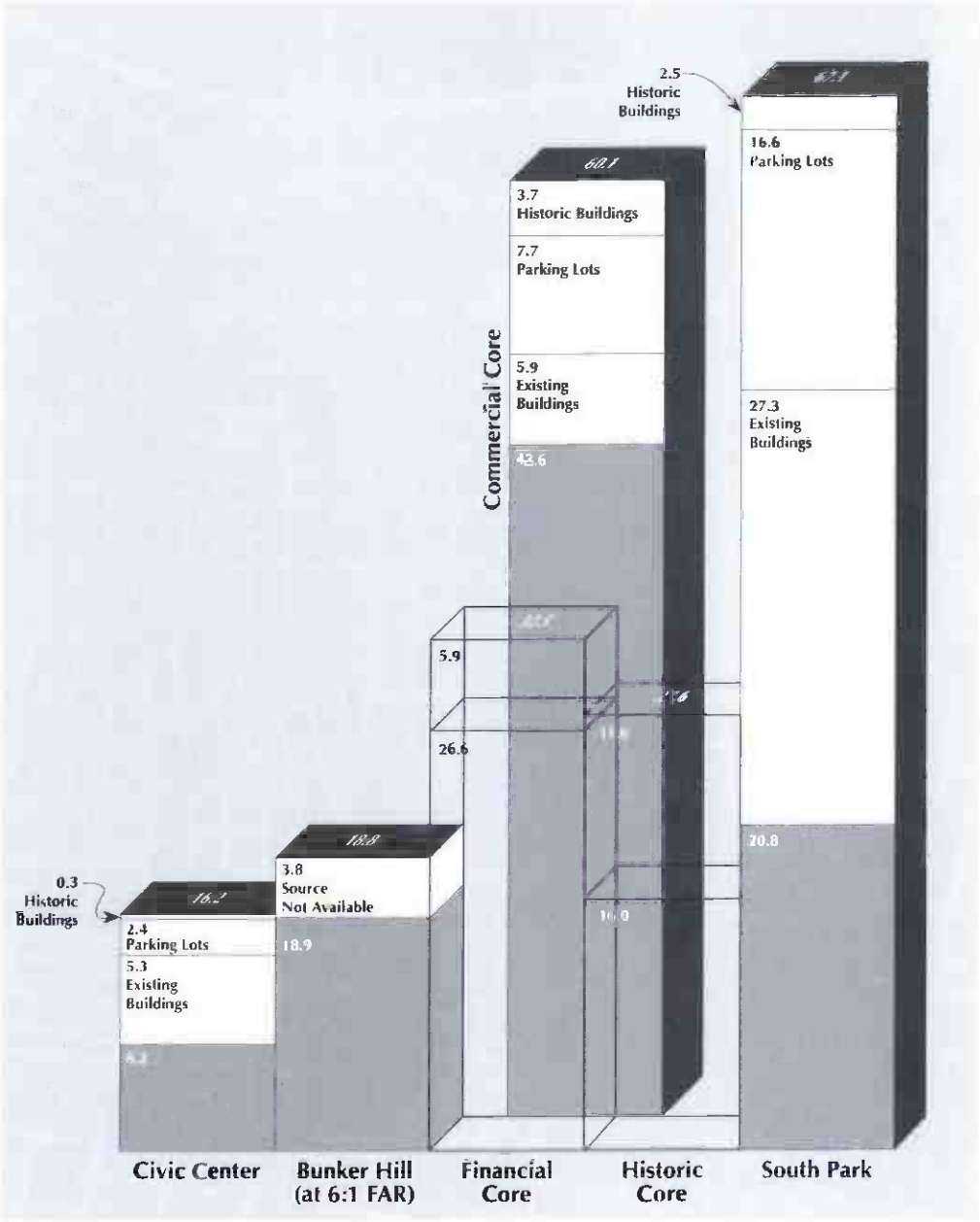


Figure 3-7
Sources of Remaining Development Density (numbers are in million square feet)

Development Density Remaining
Development Density Used

Sources Of Remaining Development Density

Figure 3-7 illustrates the source of the remaining development density for each subarea of the Downtown Core. The figure provides the estimated square feet of development density remaining from each of three major sources — surface parking lots, existing under-developed buildings, and historic buildings.

- There are about 75.5 million square feet of remaining development density in the Downtown Core.

- About 38.5 million square feet, or 51%, of remaining development density occur on parcels where existing buildings are not constructed to the full development density permitted on their sites. This remaining density may be developed on the parcel by either adding floor area to existing buildings or replacing existing buildings with larger structures. This remaining development density may also be considered for transfer to another parcel in the same Central City Community Plan area.

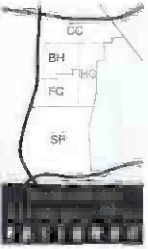
- Up to 26.7 million square feet of development can be built on surface parking lots in the Downtown Core which accounts for 35% of the development density remaining. This floor area may also be considered for transfer to other parcels. The surface parking lots in South Park would yield approximately 16.6 million square feet of new development or 62% of the amount available from this source.

- Historic buildings were built prior to the introduction of Floor Area Ratio (FAR) limits in 1946 and their overall reduction in 1974-75. Many historic buildings that are listed or eligible to be listed on the National Register of Historic Places are developed at or above the maximum 6:1 FAR permitted on the parcel. However, those that are not developed to the maximum density permitted provide about 6.5 million rentable square feet of additional floor area that could be developed on their parcels or transferred to other sites in the same Central City Community Plan area.

Permitted Floor Area Ratio (FAR)

Figure 3-8 shows the floor area ratio (FAR) density permitted by the various Community Plans adopted for areas located in and adjacent to the Downtown Core. The FAR is the ratio of the allowable square feet of building floor area to square feet of land area on the building site.

- Parcels may be developed with rentable floor area up to 6 times their land area in most areas of the Downtown Core. Parcels may be developed with building floor area up to 3 times their land area in the Civic Center and South Park area south of Pico Boulevard and up to an average of 5 times the total land area in Bunker Hill.



- Individual parcels in the Financial Core, the Historic Core, and in most of South Park may potentially be developed with floor area up to 13 times their land area, if the City Council approves the transfer of density rights to that parcel from another parcel or parcels and appropriate public benefit payments and improvements are provided by the developer.

- Individual parcels in the Civic Center and in South Park south of Pico Boulevard may be developed with floor area up to 6 times their land area with Council approval of a density transfer and with appropriate public benefit payments and improvements being provided by the developer.

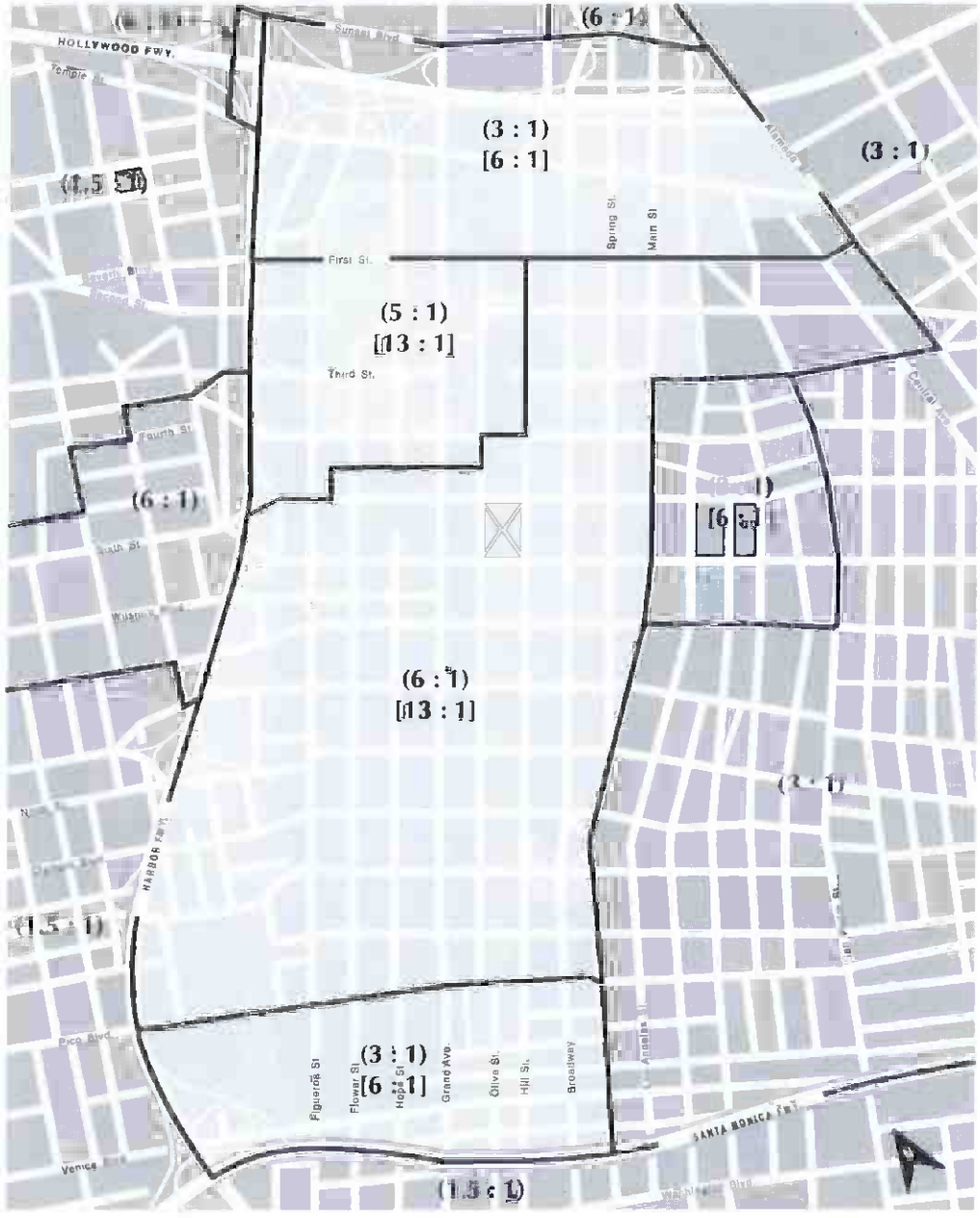


Figure 3-8
Permitted Floor Area (Height Districts)

(--) By-Right FAR
[--] Maximum Average FAR

Figure 3-9
Current Floor Area Ratio by Block

6.0 + / 5.0 - 5.9 | 4.0 - 4.9 / 3.0 - 3.9 | 2.0 - 2.9 / 1.0 - 1.9 | Below 1.0

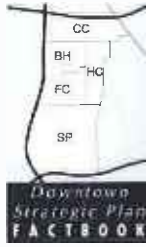
Current Floor Area Ratio (FAR)

Figure 3-9 shows the Floor Area Ratio (FAR) for each block based on the amount of development existing, under construction, or Council-approved as of March 1990. The map is shaded to highlight FAR ranges.

- The current FAR of each block is based on the total rentable floor area on the block divided by the total land area of that block. (Rentable floor area includes unused space that is currently vacant, closed off, or used for interim uses such as storage.)

- The highest development densities, as illustrated by the FAR of a block, occur in the Financial Core and in the Bunker Hill and the Historic Core areas located south of Third Street.

- Where a block FAR exceeds the maximum FAR of 13:1 permitted by zoning under the City's TFAR program, either special City Council actions were taken (such as the establishment of a designated building site for developments related to the Central Library expansion and a zoning variance for the First Interstate Bank Building) or the block contains buildings built before current FAR standards were enacted.



1. Part of "Designated Building Site" created by the City Council as part of the Central Library expansion. FAR for blocks containing "Designated Building Site" = 8.3.
2. AT&T Building and Checkers Hotel constructed prior to adoption of current FAR standards
3. First Interstate Building constructed with a zoning variance.
4. Includes only the floor area in the Disney Hall complex subject to density cap.
5. Includes proposed Maguire Thomas project which is in environmental review.

Primary Land Uses By Block

Figure 3-10 shows the primary land use on each block in the Downtown Core as of December 1988. A land use is considered "primary" if it occupied more than 50% of the acreage on a block. The land use of each parcel was determined by its prevailing building use (i.e. a multiple story building with ground floor retail shops and two or more upper floors of offices would be classified as an office building since office uses were the prevailing use on the parcel).

- 54 blocks contained a mix of land uses with no single land use comprising more than 50% of the acreage on the block. Office use was the primary land use for 44 blocks in the Downtown Core. Parking uses were the primary land use on 29 blocks - 25 blocks contained primarily parking lots and 4 blocks contained parking structures.

Figure 3-11 shows the acreage of land devoted to various uses in the Downtown Core as of December 1988. (These figures do not include land used for streets and alleys.) Changes in land use due to new construction or approved projects since that date are not reflected on the figure.

- About 29% (203 acres) of the 693 acres of land that comprise the Downtown Core was occupied by office buildings.
- The 128 acres of parking lots and 38 acres of land devoted to parking structures made up a combined total of 23% (166 acres) of the Downtown Core land area.
- About 15% (103 acres) of the Downtown Core land area was devoted to buildings that were entirely or mostly in public use.
- About 11% (73 acres) of the Downtown Core land area was devoted to retail uses.

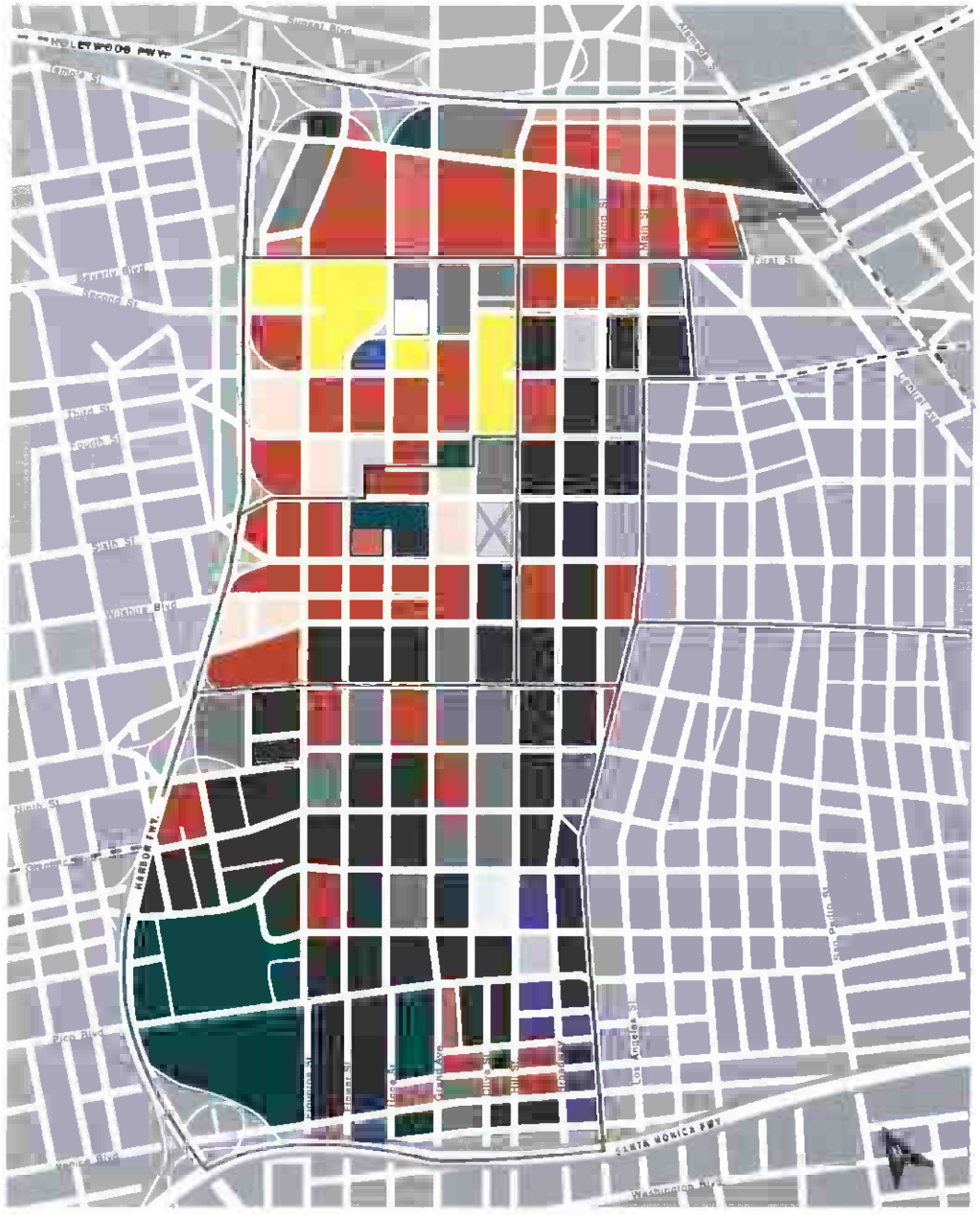


Figure 3-10
Primary Land Use by Block

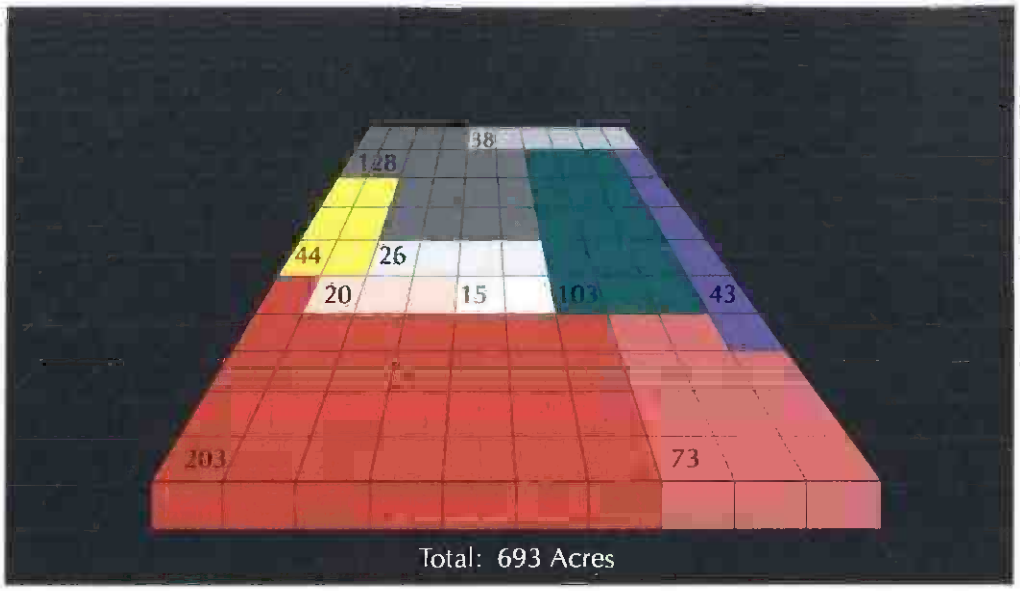


Figure 3-11
Acreage of Land Uses in the Downtown Core

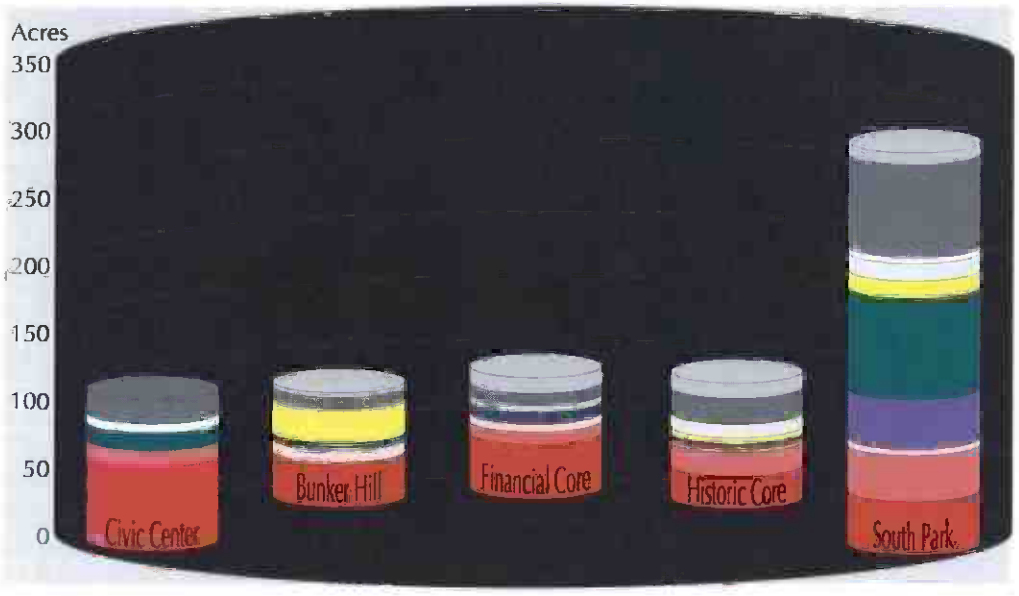


Figure 3-12
Distribution of Land Uses by Subarea in the Downtown Core

Office
Parking Lot
Public
Retail
Residential
Industrial
Parking Structure
Unused Building
Hotel
Vacant

Downtown Core Land Uses

- The remaining acreage in the Downtown Core contained residential (44 acres), industrial (43 acres), unused (26 acres), and hotel buildings (20 acres).

- Only about 2% (15 acres) of the land area in the Downtown Core was vacant land.

Figure 3- 12 shows the mix of land uses in each subarea of the Downtown Core as of December 1988.

- Most of the 118 acres of land in the Civic Center was devoted to office (54%), parking (17%), and public (12%) uses.

- Most of the 86 acres in Bunker Hill were devoted to office (40%) and residential (28%) uses.

- Most of the 91 acres of land in the Financial Core were used for offices (45%) and parking facilities (24%).

- Most of the 96 acres of land in the Historic Core were used for offices (25%) and parking facilities (33%).

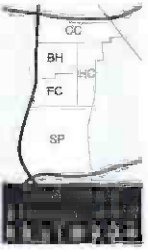
- Most of the 302 acres in South Park were devoted to public (25%) and parking facilities (25%).

											Total (Acres)
Civic Center	63	13	0	0	14	0	0	7	20	0	**118**
Bunker Hill	34	0	7	2	3	24	0	1	10	4	**86**
Financial Core	41	9	6	2	7	1	2	1	9	13	**91**
Historic Core	24	18	1	3	3	5	10	0	21	11	**96**
South Park	40	33	6	37	76	14	14	5	67	10	**302**
Total (Acres)	**203**	**73**	**20**	**43**	**103**	**44**	**26**	**15**	**128**	**38**	**693**

Primary Building Uses By Block

Figure 3-13 shows the primary use of buildings on each block as of December 1988. A use is primary if it occupies more than 50% of the building floor area on the block. The primary use occupies the majority of floor space but is not necessarily the only use on the block. Blocks are classified as containing a mix of uses if no one use totals more than 50% of the total floor area on the block.

The map showing the primary building use on a block differs from the Land Use Map (figure 3-10) in that this map indicates the primary use to which buildings on the block are devoted rather than how the land on the block is used.



- Office is the primary building use on 57 blocks in the Downtown Core. These blocks are concentrated in the Financial Core and in the Bunker Hill area south of Third Street.
- Retail is the primary building use on 12 blocks. These blocks are in scattered locations rather than being concentrated in any one area.
- Industrial is the primary building use on 18 blocks. These blocks are concentrated in South Park east of Hill Street and south of Twelfth Street.
- There are 10 blocks that contain buildings devoted primarily to public uses. These blocks are concentrated in the Civic Center area of the Downtown Core but also are located in a number of areas in South Park.
- Residential is the primary building use on 8 blocks. Several blocks in Bunker Hill are devoted to residential uses as well as a number of blocks north of the Convention Center in South Park.
- Hotels are the primary use of buildings on two blocks in Bunker Hill, one block in the Financial Core, and one block in South Park. Other hotels in the Downtown Core are located on blocks which have primarily office or retail building uses on the block.

1. City Hall classified as Office for study purposes.
2. Music Center classified as service retail.
3. Public buildings classified as part Office/part Public.

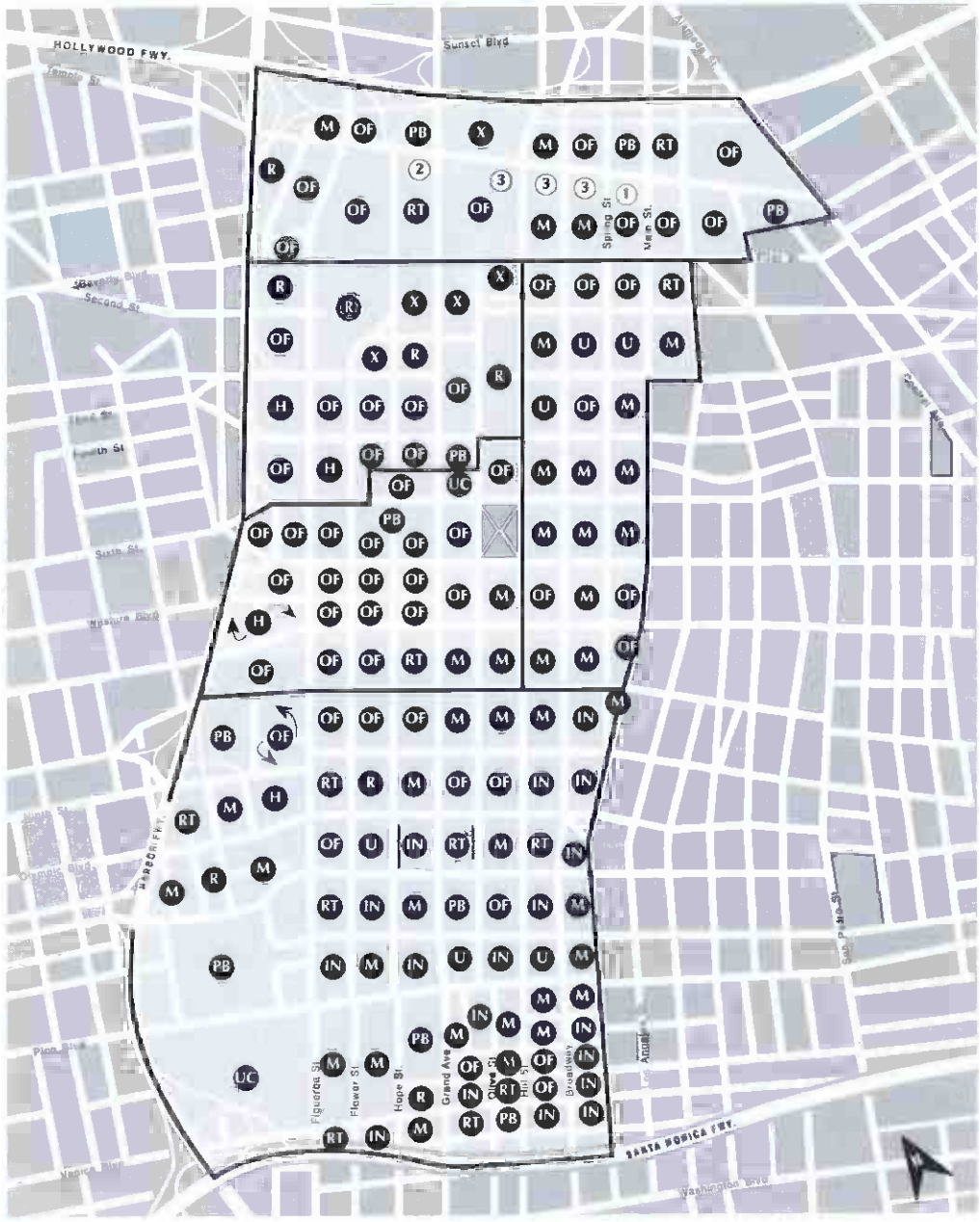


Figure 3-13
Floor Area Use by Block

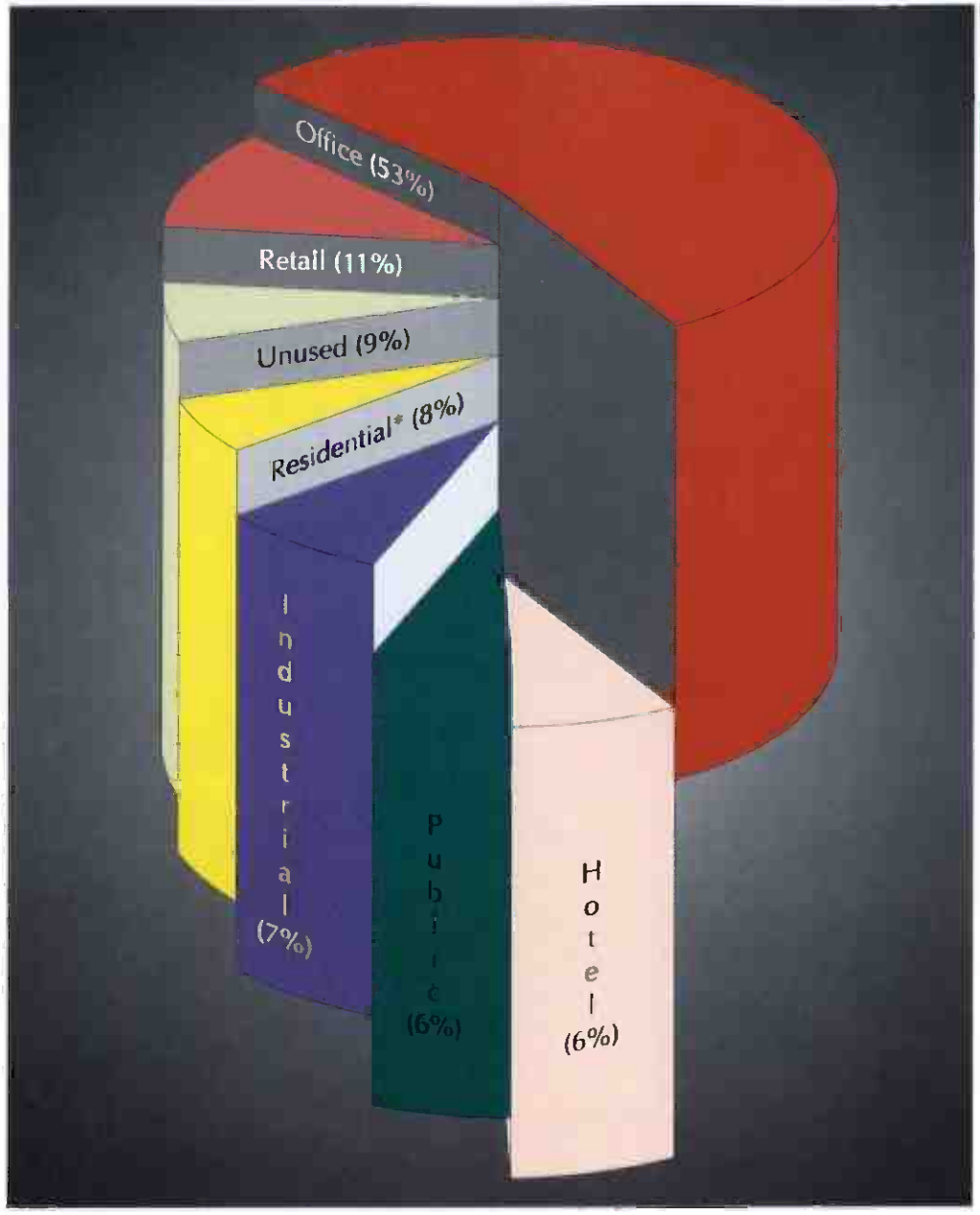


Figure 3-14
Distribution of Building Uses in the Downtown Core

Downtown Core Building Uses

Figure 3-14 shows the distribution of building uses in the Downtown Core as of December 1988. The figures do not include floor area under construction or approved since that time. The companion table (figure 3-15) shows the square feet of rentable floor area devoted to each use.

- Most (53%) of the rentable floor area in the Downtown Core is devoted to office uses.
- The remaining floor area is distributed among retail (11%), residential (8%), industrial (7%), hotel (6%), and public (6%) uses.
- Approximately 9% of the total floor area is unused space that is vacant or used for storage.

Office:	37,341,000 Square Feet
Retail:	7,796,000
Unused:	6,139,000
Residential*:	5,411,000
Industrial:	4,752,000
Public:	4,405,000
Hotel:	4,132,000
Total:	**69,976,000 Square Feet**

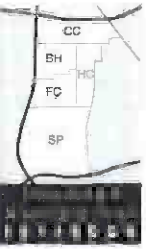
Figure 3-15
Distribution of Floor Area

* Includes Residential, Transient Hotel, Residential Hotel

Location Of Building Use By Subarea

Figure 3-16 shows how each type of building use was distributed among the five subareas of the Downtown Core in December 1988. The height of each bar in the diagram corresponds to the total amount of building floor area devoted to that use. The percentage figure indicates how much of that use was located within each subarea.

- The Downtown Core contained just over 37 million square feet of office floor area. About 42% of that office space was located in the Financial Core, 20% was located in Bunker Hill, 14% was located in the Historic Core, 13% was located in South Park, and 11% was located in the Civic Center subareas.



- Almost 7.8 million square feet of retail floor area was distributed among the Financial Core (which contained 35% of the retail floor area), the Historic Core (30%), and the South Park (26%) subareas with some retail also located in Bunker Hill (5%) and the Civic Center (4%).

- The Downtown Core contained about 4.8 million square feet of industrial floor area. Most (78%) of the industrial floor space was located in South Park.

- The Downtown Core contained about 4.4 million square feet of public floor area with most of this type of space located in the Civic Center (43%) and South Park (35%) subareas.

- Most (72%) of the 6.1 million square feet of floor area that was unused and in need of major rehabilitation prior to reuse was located in the Historic Core.

- Most of the 5.4 million square feet of residential floor area was located in Bunker Hill (49%) and the Historic Core (26%). Most of the 4.1 million square feet of hotel floor area was distributed between the Financial Core (45%) and Bunker Hill (33%).

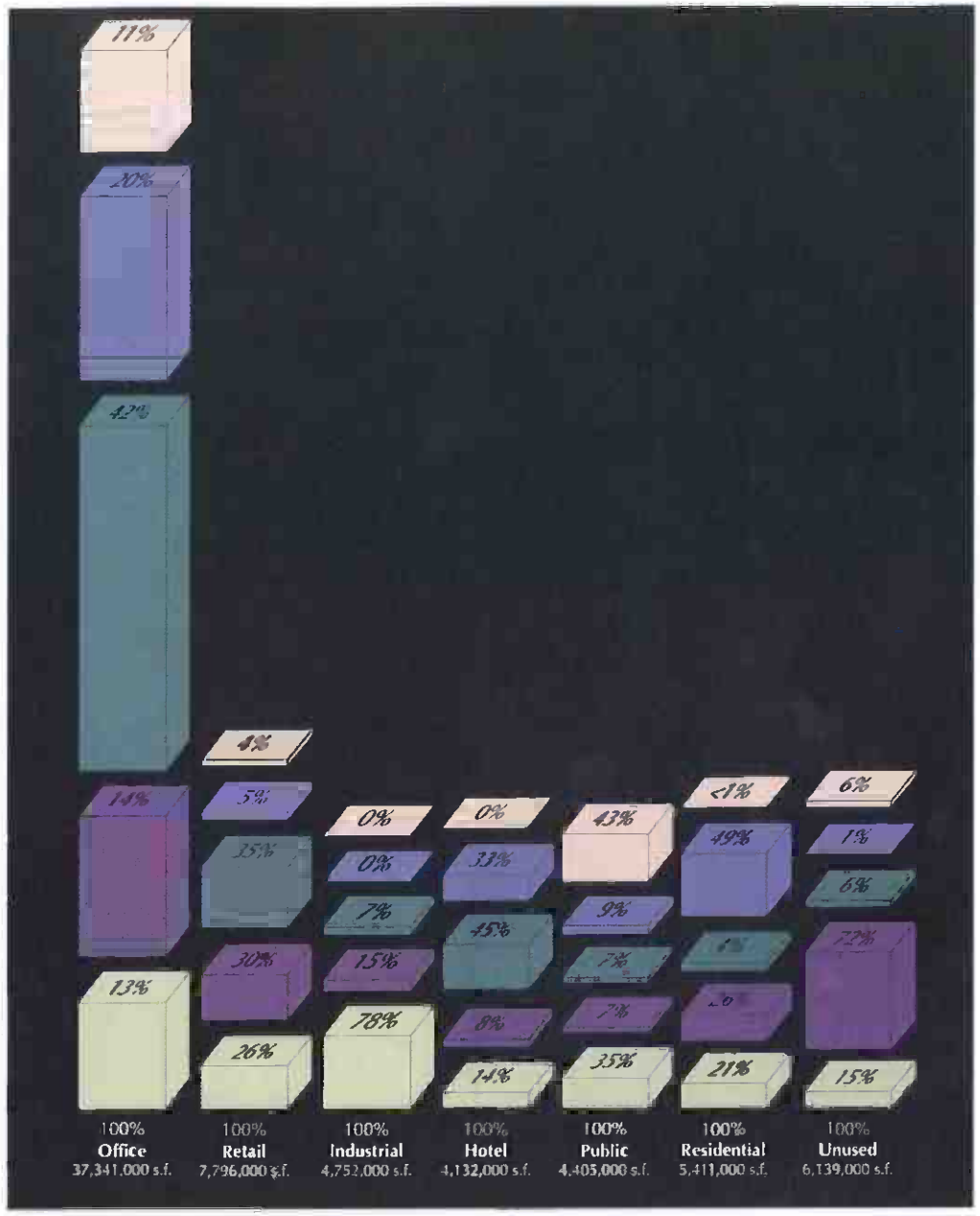


Figure 3-16
Location of Building Uses by Subarea

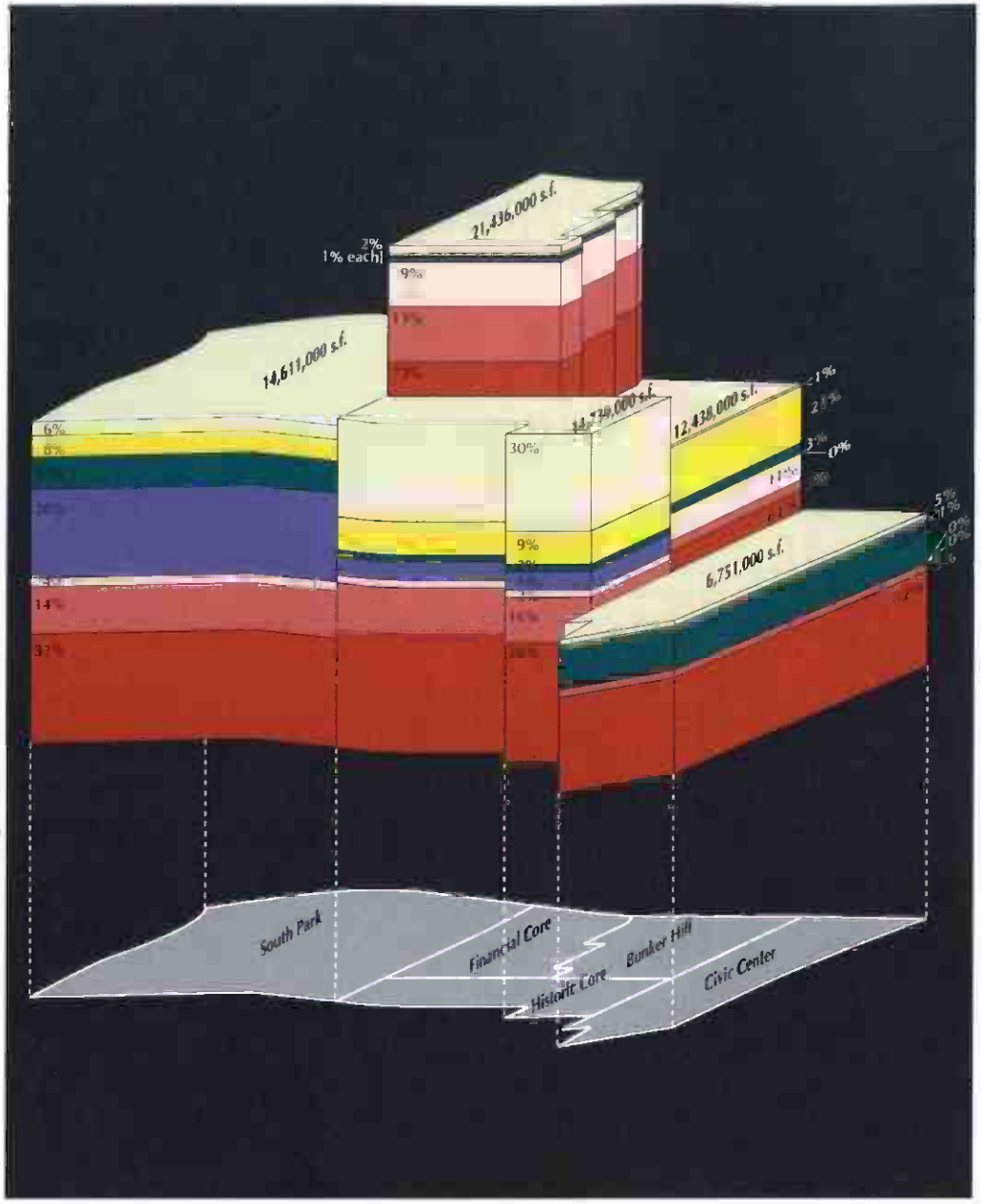


Figure 3-17
Distribution of Building Uses by Subarea

Office
Retail
Hotel
Industrial
Public
Residential
Unused

Distribution Of Building Use In Each Subarea

Figure 3-17 illustrates the mix of uses within each subarea as of December 1988.

- The Financial Core contained about 21.4 million square feet of rentable floor area in December 1988 with about 73% of this floor area in office use. Office space and public buildings that are classified as office space for study purposes dominated the Civic Center (62% of the total floor area) and Bunker Hill (61%) subareas. Office use was also a major use of building floor area in the Historic Core (36%) and South Park (32%).

- Other than office uses, public use is the largest building use category in the Civic Center (28% of the total building area), residential in Bunker Hill (21%), retail in the Financial Core (13%), unused floor area in the Historic Core (30%), and industrial in South Park (26%).

Building Construction By Decade

Figure 3-18 shows the decade in which major buildings were built in the Downtown Core.

- Most of the buildings built in the Downtown Core before 1950 are located in the Historic Core and South Park areas. Many of the major buildings constructed in the 1950s and 1960s were public buildings built in the Civic Center. Buildings constructed in the 1960s and 1970s are generally located in the Financial Core. Buildings constructed in the 1980s are concentrated in the western half of the Financial District and in the southern portion of Bunker Hill.

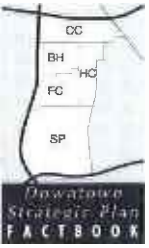


Figure 3-18
Building Construction by Decade in the Downtown Core

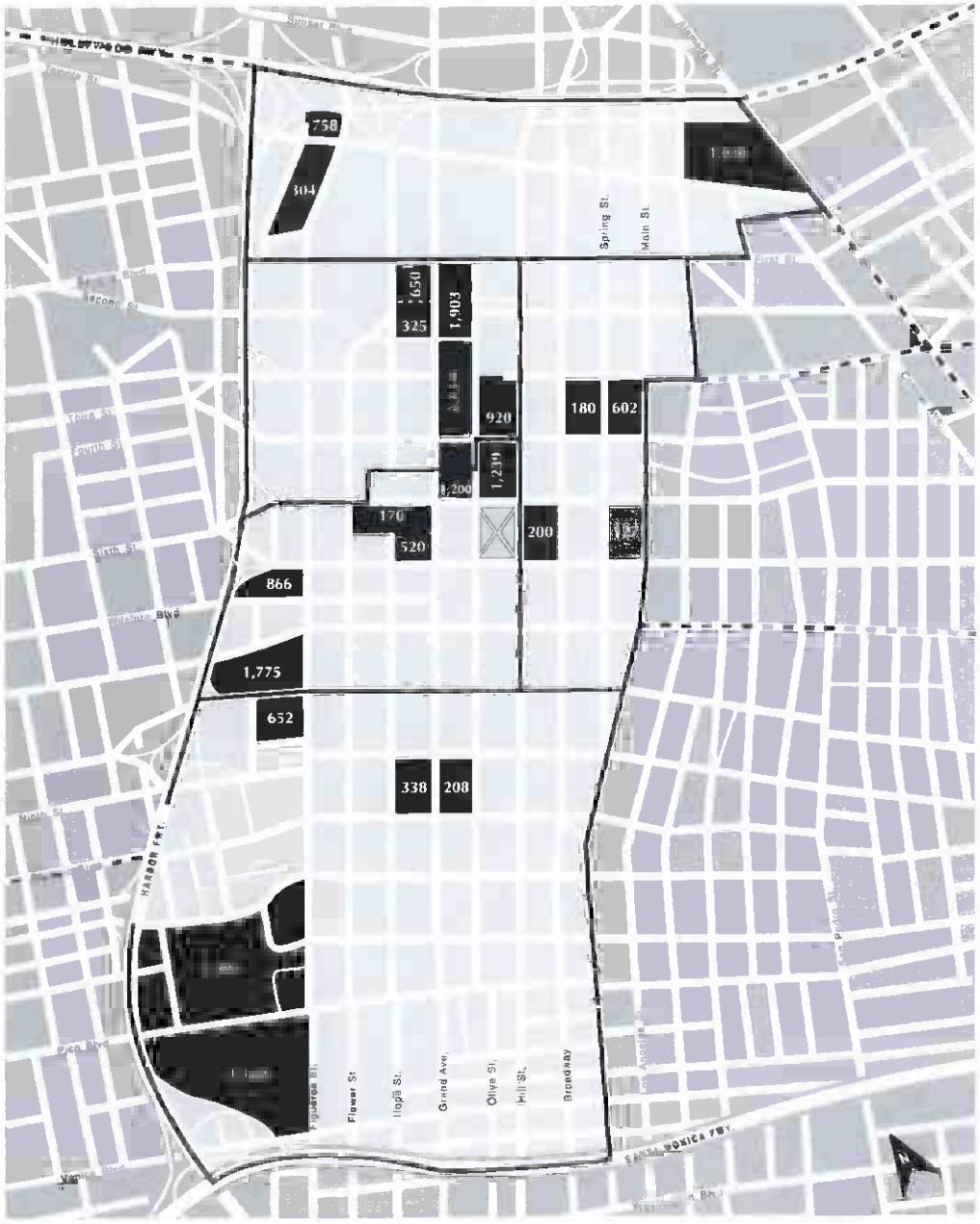


Figure 3-19
New and Approved Projects in the Downtown Core (thousands of square feet)

New And Approved Projects

Figure 3-19 shows the floor area by block that was under construction or approved by the City Council but not yet under construction between December 1988 and March 1990.

- Each subarea contained new and approved projects:

Civic Center	2,082,000	square feet	(10%)
Bunker Hill	6,042,000		(29%)
Financial Core	5,769,266		(28%)
Historic Core	1,108,880		(5%)
South Park	5,791,983		(28%)
Total	**20,794,529**	**square feet**	**(100%)**

- As shown in Figure 3-20, most (56.3%) of the almost 20.8 million square feet of floor area in new and approved projects is anticipated to be devoted to office use. About 16.4% is anticipated to be devoted to future on-site development associated with the Convention Center, 10.2% to public use, 8.1% to residential use, 7.0% to hotel use, and 2.1% to retail use.

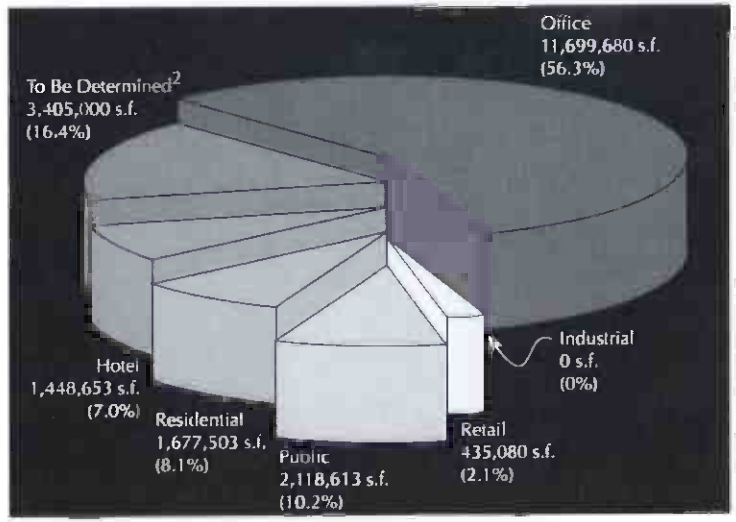
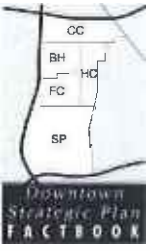


Figure 3-20
Distribution of Uses in New and Approved Projects

1. Disney Hall complex in environmental review. 300,000 square feet devoted to Concert Hall component is exempt from density cap for Bunker Hill.
2. Convention Center remaining density available for future projects


CC
BH
HC
FC
SP
Downtown
Strategic Plan
FACTBOOK


Office

Los Angeles County Sub-Market Inventory

Figure 3-21 shows the amount of office floor area located in each office sub-market in the region in 1989. The figure also illustrates the proportion of the region's office inventory contained in each submarket. In 1989, Downtown contained just over 24.6 million square feet of office space or about 18% of the 134.8 million square feet of office space in the Los Angeles County inventory.

The Downtown Core is one of 16 sub-markets within Los Angeles County (see Figure 3-22). It is unique among the County's sub-markets in that the Downtown Core is the prominent economic center of the Western U.S., has a tenant base consisting primarily of Pacific Rim companies entering the West Coast market, has diversified land uses, and has superior transportation accessibility.

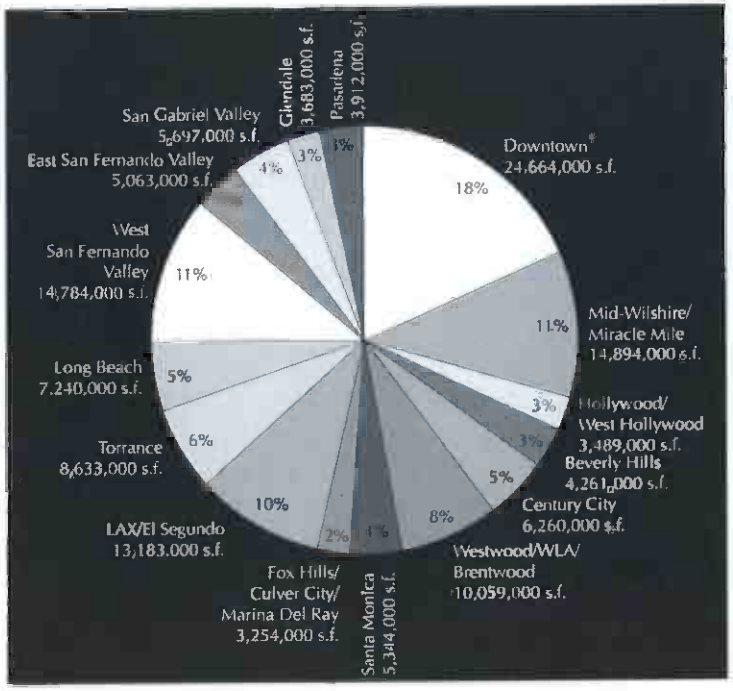


Figure 3-21
Total Competitive Office Inventory: 134,835,000 s.f.

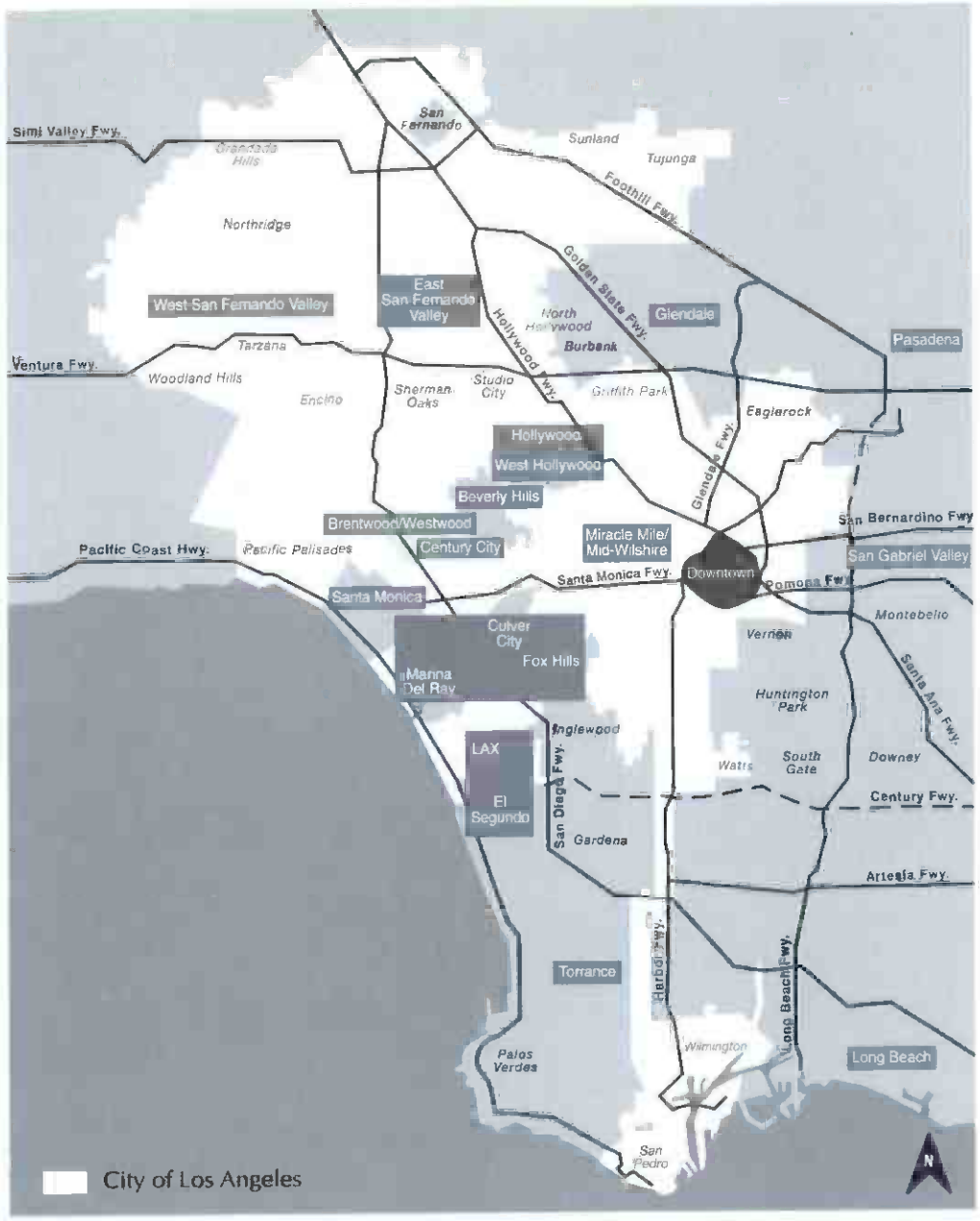


Figure 3-22
Los Angeles County Regional Office Sub-Markets

*Includes Downtown Core and Central City West

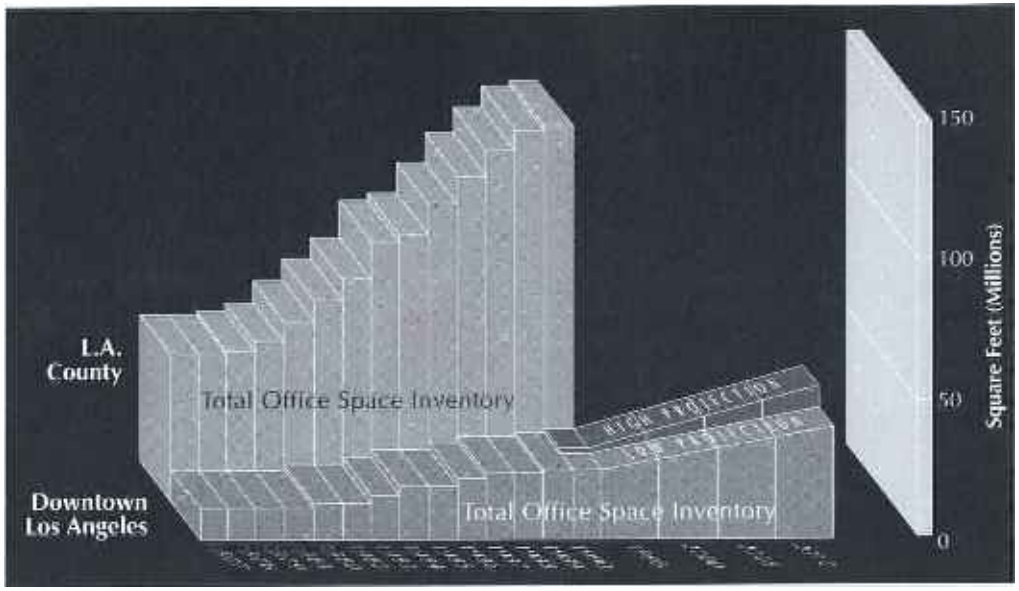


Figure 3-23
Office Inventory in the Downtown Core

	Los Angeles County	Downtown Los Angeles	
	Total Inventory	Total Inventory	% of L.A. County
1977	53,536,700	12,476,000	23%
1978	53,936,600	12,476,000	23%
1979	55,244,500	12,476,000	23%
1980	56,452,200	12,710,000	23%
1981	64,037,100	13,085,000	20%
1982	73,395,500	14,187,000	19%
1983	81,639,800	16,868,000	21%
1984	94,106,100	18,830,800	20%
1985	97,644,400	18,942,400	19%
1986	108,260,880	21,930,300	20%
1987	118,727,200	23,568,800	20%
1988	127,507,000	24,285,900	19%
1989	134,833,800	24,643,900	18%
1990	136,288,000	25,944,000	8%
		High Projection	Low Projection	
1995	N/A	30,876,000	30,708,000	N/A
2000		34,463,000	33,109,000	
2005		40,740,000	36,913,000	
2010		48,120,000	41,130,000	

Figure 3-24
Office Inventory Figures

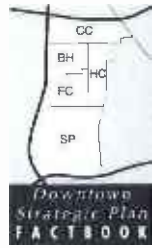
Downtown Core Office Inventory

Figure 3-23 compares the amount of "competitive" office space in the Downtown Core with the amount of "competitive" office space located elsewhere in Los Angeles County between 1977 and 1990. The figure also shows the projected increase in office inventory for the Downtown Core (including Central City West) between 1990 and 2010 given both high and low projections.

- As shown in figure 3-24, since 1977, the total amount of "competitive" office space in Los Angeles County has increased from 53.5 million to 136 million square feet. The Downtown Core's office inventory has more than doubled over the period from 12.5 million to almost 26 million square feet. (The Downtown Core also contains 11 million square feet of other office uses serving public, institutional, and other more specialized office users.)

- Between 1977 and 1989, the Downtown Core's share of the County's "competitive" office inventory declined from 23% to 18%. However, during that time, the Downtown Core remained the single largest office center in Southern California and the State of California.

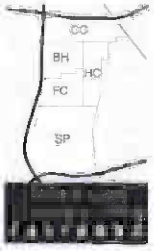
- In 1977, the Downtown Core contained 12.4% more office space than the #2 office market but contained about 66% more office space than the #2 markets in 1989.



Los Angeles County Office Absorption

Figure 3-25 illustrates the annual absorption rate for office space in Los Angeles County between 1977 and 1989. This figure also compares the share of that average annual absorption contributed by the Downtown Core with the share contributed by other office markets in the County.

- Office space is "absorbed" into the market when it is leased and occupied. Office absorption figures include space that is newly occupied in any given year while office inventory figures count ALL office space that exists in any given year whether occupied or vacant. Net absorption includes the leasing of newly constructed buildings that have been added to the office inventory and the leasing of previously vacant existing buildings that are part of the existing office inventory.



- The historic strength of the Downtown Core derives from its location near the center of the Los Angeles basin population base and at the hub of the regional freeway network. The future economic strength of the Downtown Core depends upon its ability to continue to attract office development. Market demand for other land uses — hotel, retail, and residential — is driven largely by growth of the office sector.

- In the period from 1977 through 1988, Los Angeles County experienced a net absorption of almost 67 million square feet of office space, of which the Downtown Core accounted for almost 10.6 million square feet, or nearly 16% of the County total.

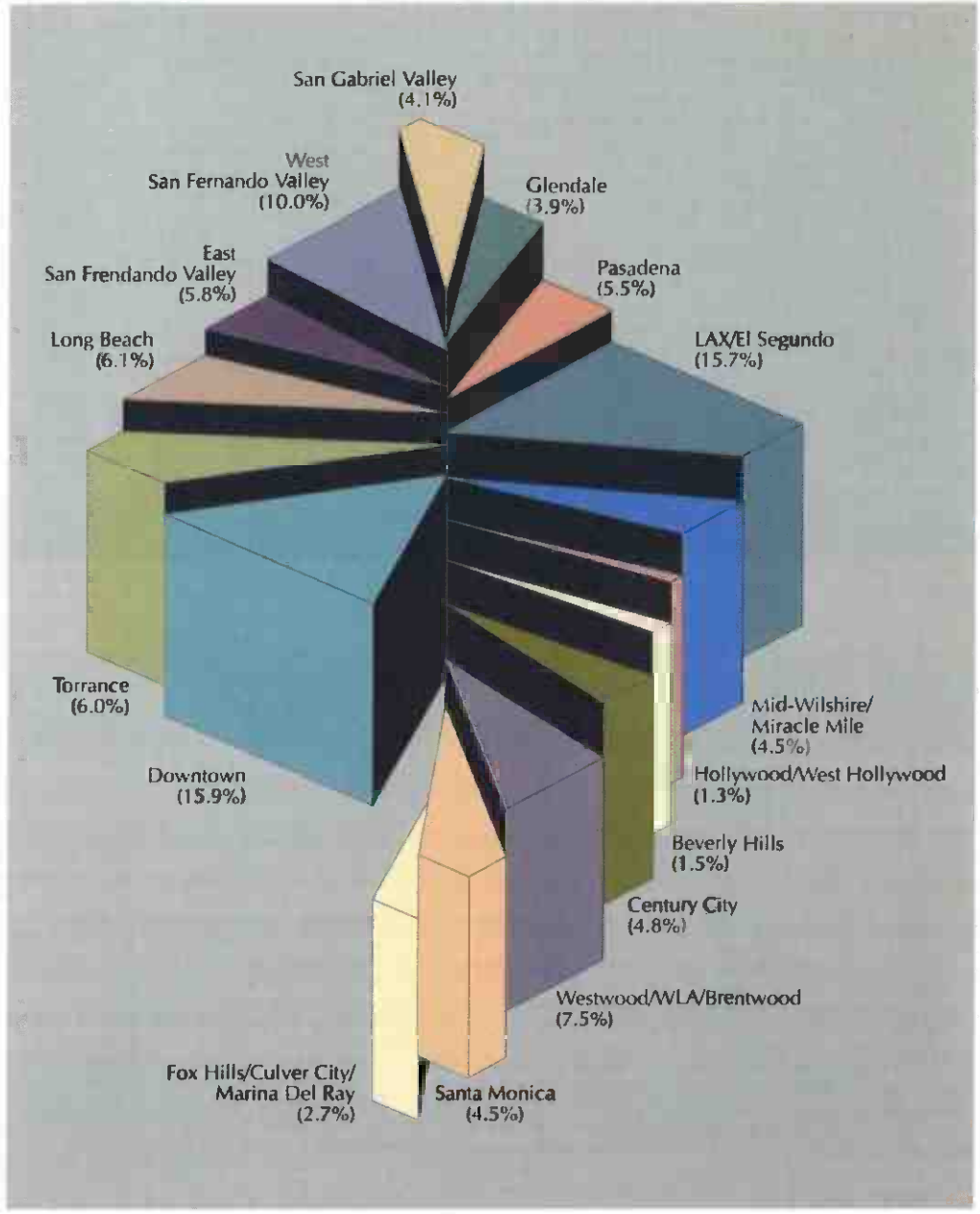


Figure 3-25
Total Competitive Office Absorption, 1977-1988: 66,397,000 s.f.

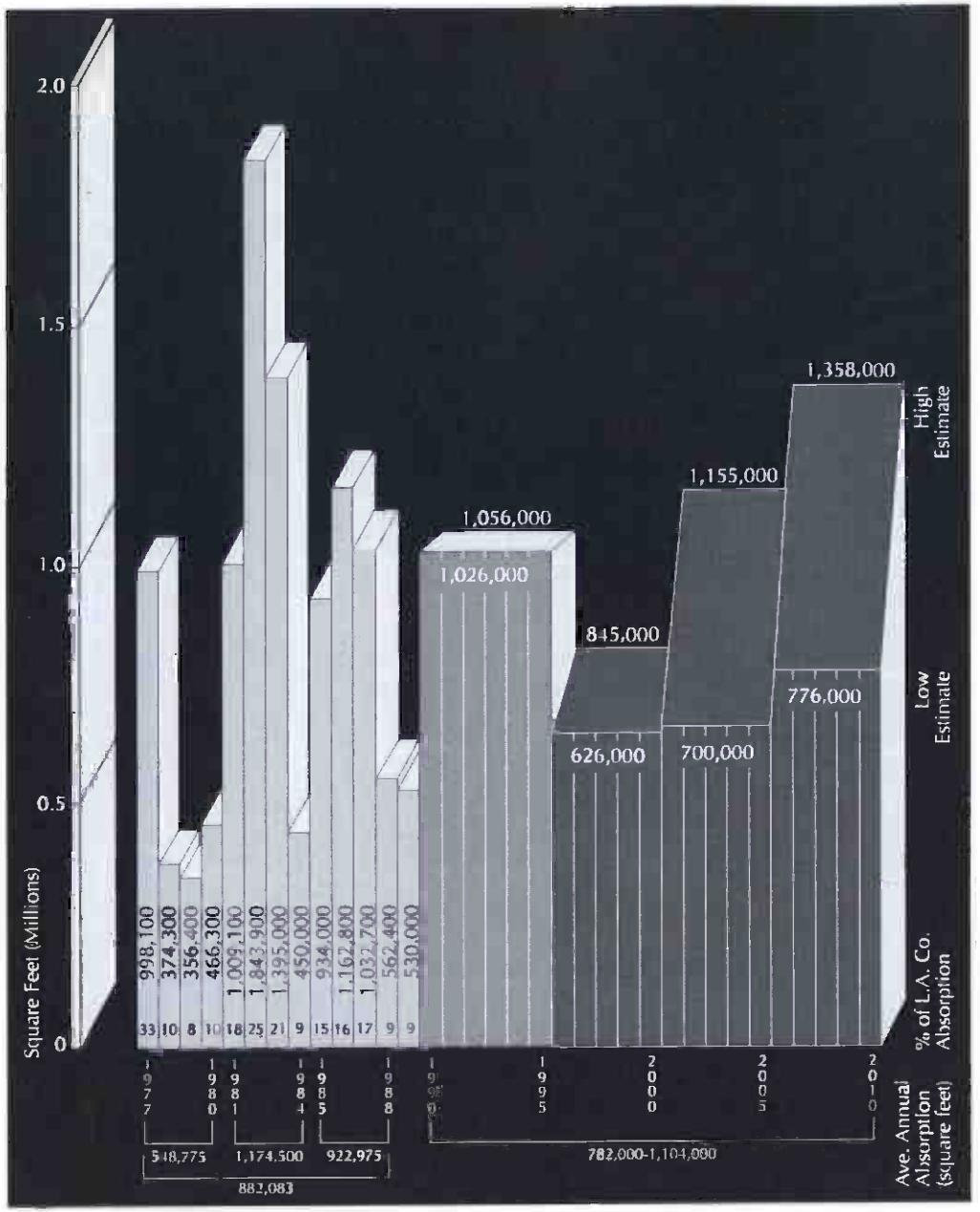


Figure 3-26
Downtown Core Office Absorption Figures

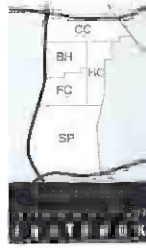
Downtown Core Office Absorption

Figure 3-26 illustrates the amount of office space that was absorbed annually in the Downtown Core between 1977 and 1990. The figure also shows the annual amount of office space that is forecast to be absorbed in the Downtown Core between 1991 and 2010. Both high and low projections are provided.

- Between 1977 and 1988, the Downtown Core absorbed an average of almost 882,100 square feet of office space per year. Annual absorption ranged between 356,000 and 1.8 million square feet. In the early 1980s (1981-1984), the Downtown Core absorbed an average of almost 1,175,000 square feet of office space per year. In the late 1980s (1985-1988), the Downtown Core annually absorbed an average of almost 923,000 square feet.

- The future competitive position of the Downtown Core in the County's marketplace is based on historical absorption patterns, site availability, governmental policies, traffic considerations, and competition from other regional markets. Between 1990 and 2010, Economics Research Associates (ERA) projects that the average absorption of office space for the Downtown Core will be between 782,000 and 1.1 million square feet per year depending on policy directions and market conditions. In the near term (1990 to 1995), a range of just over 1 million square feet of office space is forecast to be absorbed annually in the Downtown Core. In the longer term future (1995 to 2010), between 626,000 and almost 1.4 million square feet of office space is forecast to be absorbed annually.

- The strongest segment of the Downtown Core office market is the Class A Institutional market, and this segment of the market accounts for most of the future absorption rate.



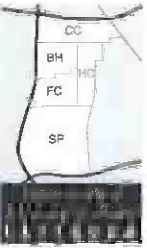
Office Floor Area

Figure 3-27 shows the total floor area in each subarea devoted to office use in December 1988.

Figure 3-28 shows the amount of rentable floor area devoted to office uses in December 1988 and is shaded to show concentrations of office use. The square footage figures on the map do not include office buildings under construction or approved since that time. However, blocks on which major new office buildings have been built or have been approved are noted.

- There were just over 37 million square feet of rentable office space in the Downtown Core. Most of the office space is located in the Financial Core (39%) and Bunker Hill (21%) areas.

- There was an average of 53,840 square feet of office floor area for each acre of land area in the Downtown Core. Blocks that contained more office floor area per acre than average were concentrated between 3rd and 7th Streets in the Bunker Hill, Financial Core, and Historic Core areas.



* Figure does not include floor area under construction or approved since 12/88.
** City Hall and City Hall East are classified as primarily office space for study purposes.

Civic Center	4,187,000	Square Feet	(11%)
Bunker Hill	7,557,000		(21%)
Financial Core	15,612,000		(41%)
Historic Core	5,247,000		(14%)
South Park	4,737,000		(13%)
Total	**37,340,000**	**Square Feet**	**(100%)**

Figure 3-27
Office Floor Area by Subarea

Figure 3-28
Office Floor Area by Block (thousands of square feet)

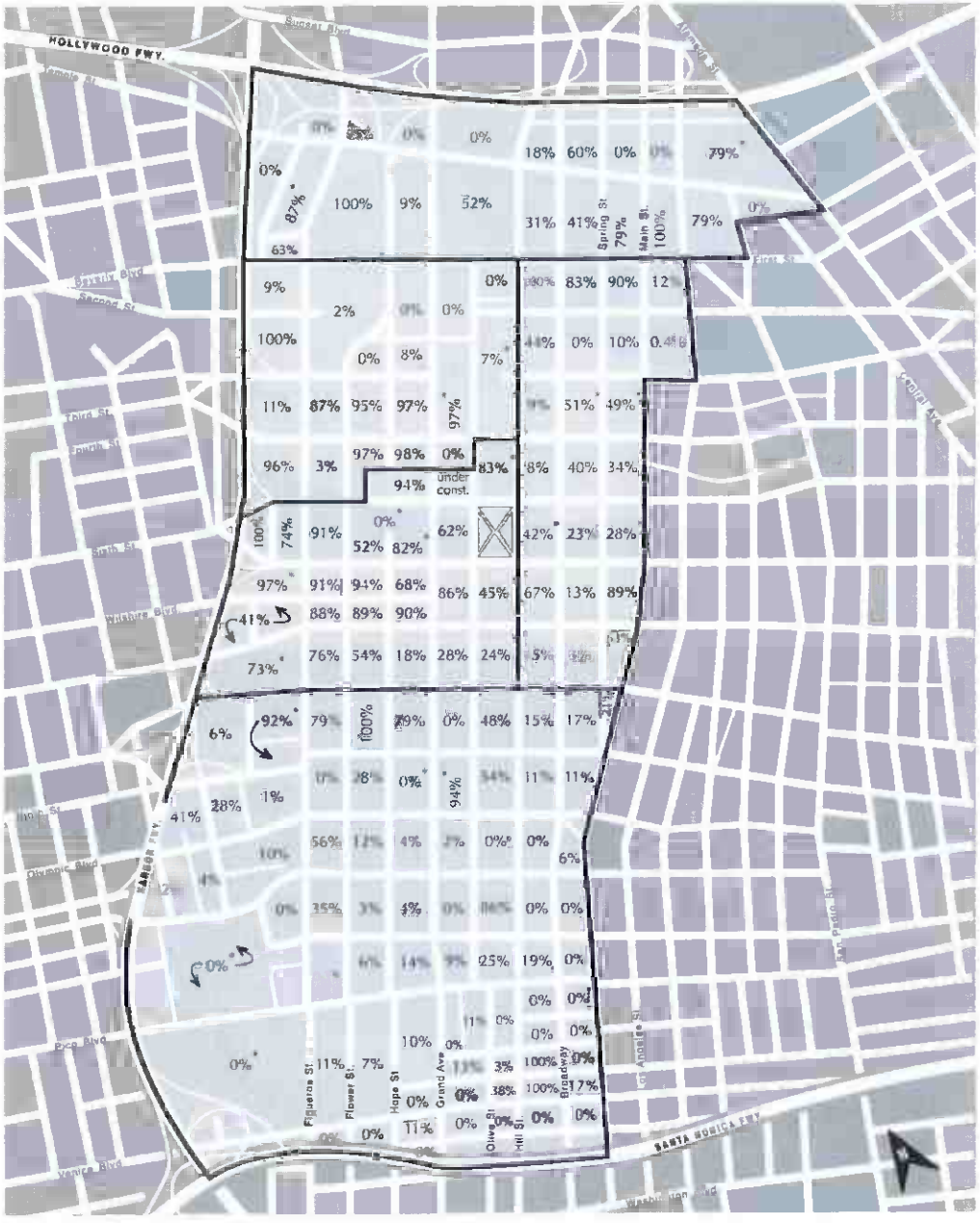


Figure 3-29
Percentage of Total Floor Area in Office Use

Percentage Of Total Floor Area In Office Use

Figure 3-29 shows the proportion of the building area on each block that was used for office uses in December 1988.

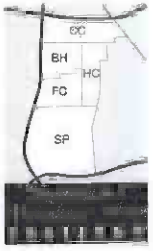
- Office floor area comprised 53% the total floor area in the Downtown Core in December 1988.

* % does not include floor area under construction or approved since 12/88.

Office Floor Area By Class

Figures 3-30 and 3-31 illustrate the amount of rentable office floor area in each class of office space and provides their corresponding occupancy rates. This information is based on a survey of 139 office buildings in the Downtown Core and Central City West conducted in 1990.

- Office space is classified into one of four categories-A, B, C, and D-based on the location, address, age, building condition, size of floor plate, and other factors that determine the lease rates and the type of tenant who would be expected to lease the space.



- Class A office buildings include newly constructed and older structures that are located in prestigious areas, are exceptionally well maintained, provide superior levels of services for tenants, and contain floor sizes that can be efficiently laid out.

- Class D office buildings are generally older structures located in less desirable areas, are less well maintained, and have floor configurations that do not allow for efficient office layouts.

- Classes B and C office buildings are located in moderately desirable areas and are of intermediate condition, age, and efficiency.

- Most of the Class A office space is located in the Financial Core and Bunker Hill areas of the Downtown Core. Class B office space is located primarily in the Financial Core, Class C in the Financial Core and Historic Core, and Class D in the Historic Core where buildings built at the beginning of the century are generally located.

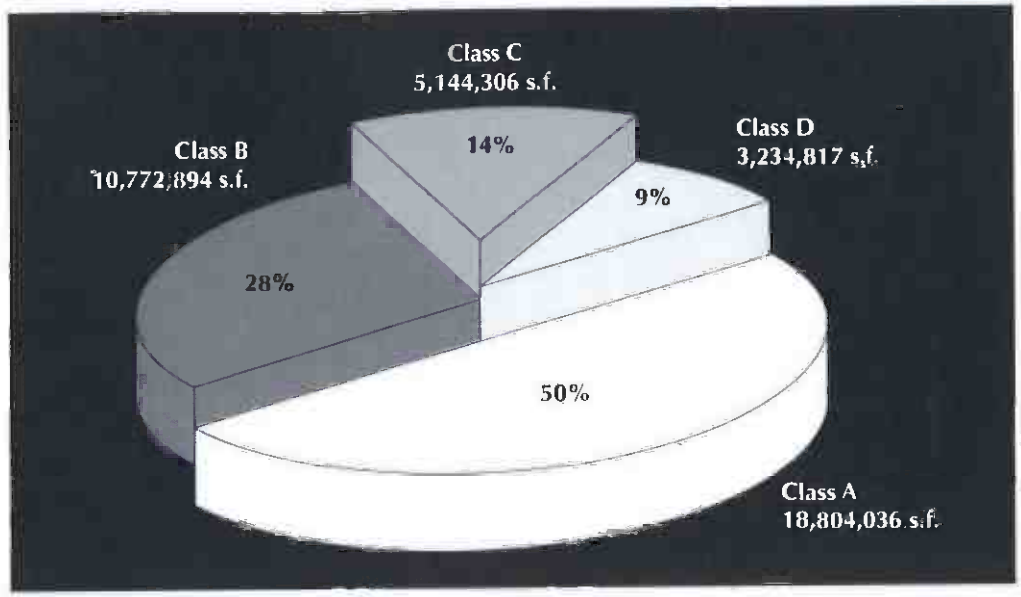


Figure 3-30
Office Floor Area by Class (Downtown Core and Central City West)

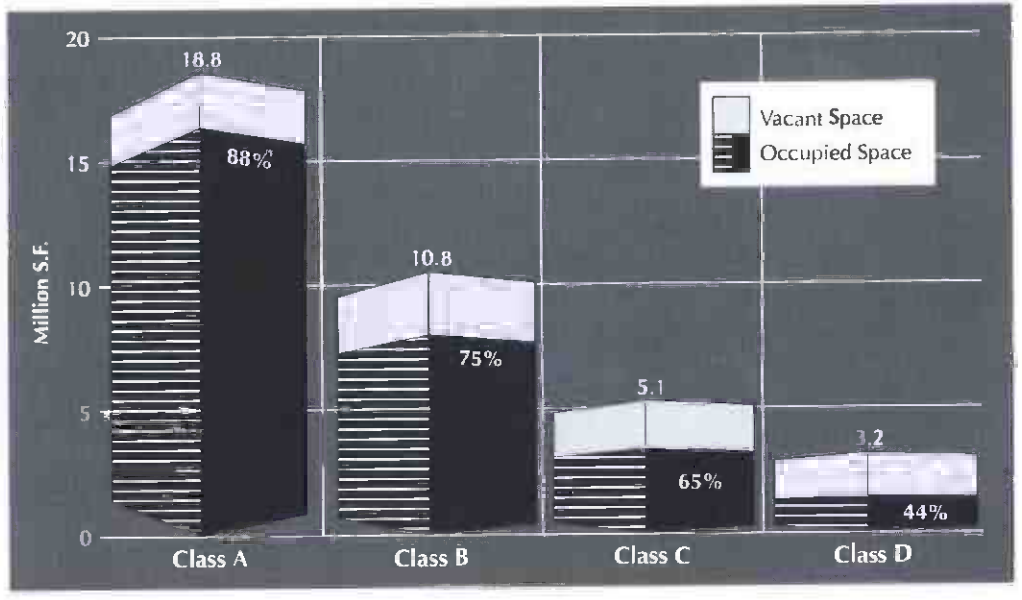


Figure 3-31
Office Occupancy Rate by Class

Retail and Restaurant

Retailing Overview

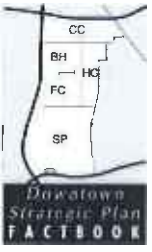
Downtown retailing serves two primary markets:

- the employee-supported retail centered in the Financial Core and Bunker Hill subareas and

- the regional-supported retail located in the Broadway corridor area (located between Second, Ninth, Hill, and Spring Streets) of the Historic Core.

Employee Supported Retail

- Restaurants, cafes, drug and grocery stores to serve increasing numbers of Downtown workers are currently in great demand.



- According to 1982 United States Census data, adjusted to 1990, Downtown Core office workers will account for an estimated $700 million in sales in 1990.

- Downtown's employee-based retailers compete with shopping centers proximately located to the employees' residences (see figure 3-32). About 30% of Downtown office employees live in the San Fernando Valley, Glendale, Burbank, and Pasadena which are served by three major regional shopping centers (Numbers 4,5,6 on map). About 28% of office workers live in the San Gabriel Valley or Orange County which are served by two major regional shopping centers (Number 7 on map and South Coast Plaza in Orange County). About 42% of the office employees live in the Westside and South Bay which are served by six major regional shopping centers (Numbers 1,2,3, 9, 10 and 11 on map).

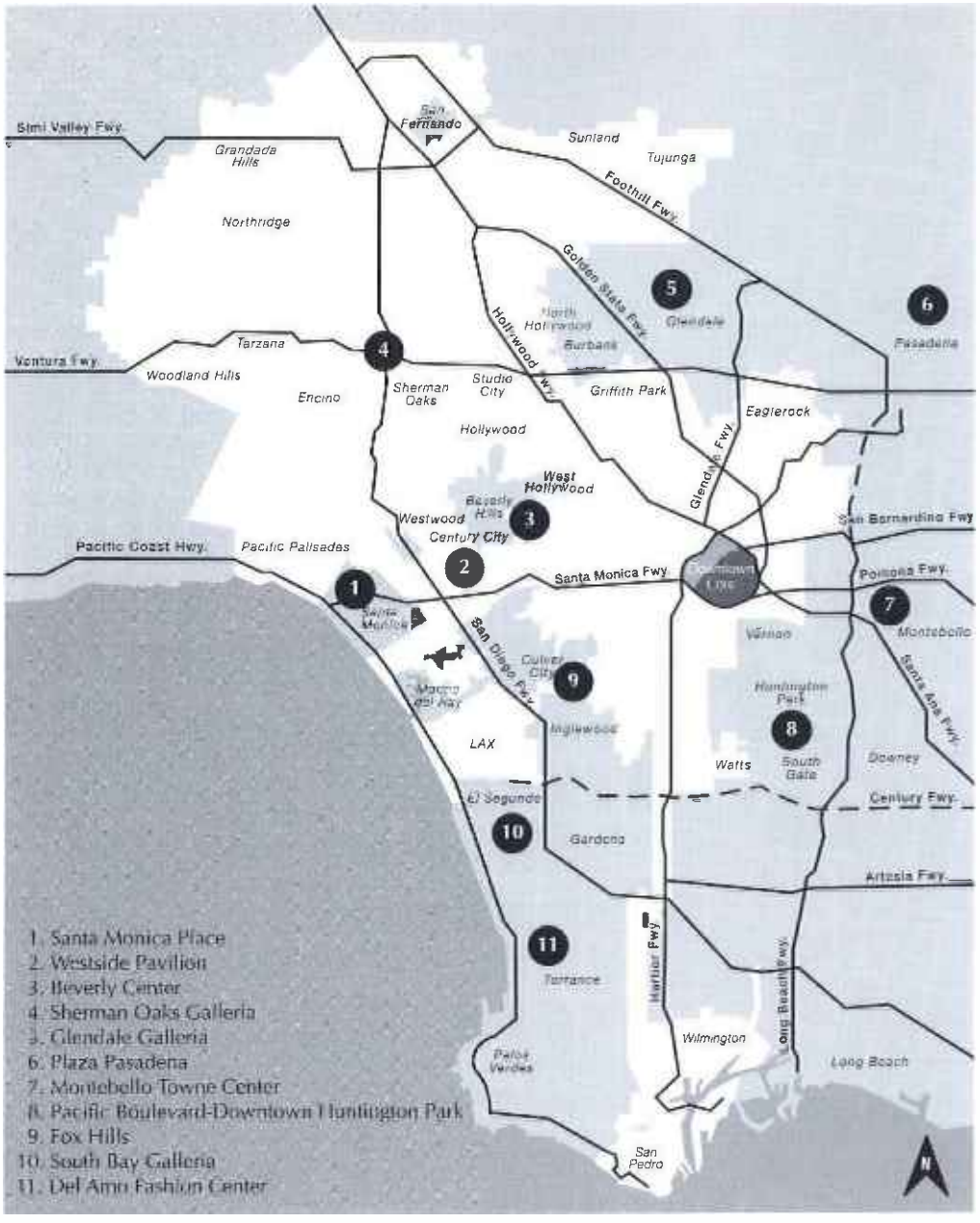


Figure 3-32
Major Regional Shopping Centers

Regionally Supported Retail

- The resident population living in the Downtown Core and surrounding neighborhoods support the retail trade in the Broadway corridor, and residents living within a much larger area of the region support retail business in the Jewelry District and the Garment District.

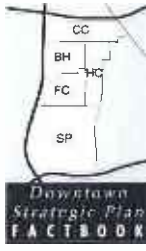
- Over 90% of Broadway shoppers are of Hispanic origin, live within 8 miles of the area, and earn less than $20,000 annually.

- The Broadway corridor contained 456 businesses in 1988 which totalled 977,500 square feet.

- Annual sales in the Broadway corridor were estimated at about $206 million in 1987, which would have ranked it among the top twelve of Southern California regional shopping centers.

- Major competition for Broadway corridor retailing includes Pacific Boulevard in Huntington Park (Number 8 on map) and Whittier Boulevard in East Los Angeles. Competition may also occur from Brooklyn Avenue in Boyle Heights and North Broadway in Lincoln Heights. Montebello Towne Center (Number 7 on map) will begin to attract the current customers of Broadway corridor's stores as the income of these shoppers rise.

- Residents living throughout the region support the retail activities in the Garment and Jewelry Districts. These shoppers are attracted to the two areas in search of bargain prices on clothes and jewelry.

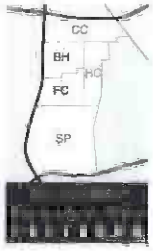


Retail Floor Area

Figure 3-33 shows the total floor area in each subarea devoted to retail uses in December 1988.

Figure 3-34 shows the amount of rentable floor area devoted to retail uses in December 1988. The map is shaded to show areas where retail uses are concentrated. The figures do not include retail uses in projects that have been constructed or approved since that time. However, the blocks on which new development has occurred or has been approved are noted.

- There was almost 7.8 million square feet of rentable retail space in the Downtown Core in December 1988. Most of the retail space was located in the Financial Core (35%), Historic Core (30%), and South Park (26%).



- There is on average of about 11,200 square feet of retail floor area for each acre of land area in the Downtown Core. Blocks that contained more retail floor area per acre than average were concentrated along Broadway in the Historic Core and Seventh Street and Wilshire Boulevard in the Financial Core.

* Figure does not include floor area under construction or approved since 12/88.
1. Music Center classified as Service Retail.

Civic Center	330,000	Square Feet	(4%)
Bunker Hill	405,000		(5%)
Financial Core	2,758,000		(35%)
Historic Core	2,320,000		(30%)
South Park	2,005,000		(26%)
Total	**7,818,000**	**Square Feet**	**(100%)**

Figure 3-33
Retail Floor Area by Subarea

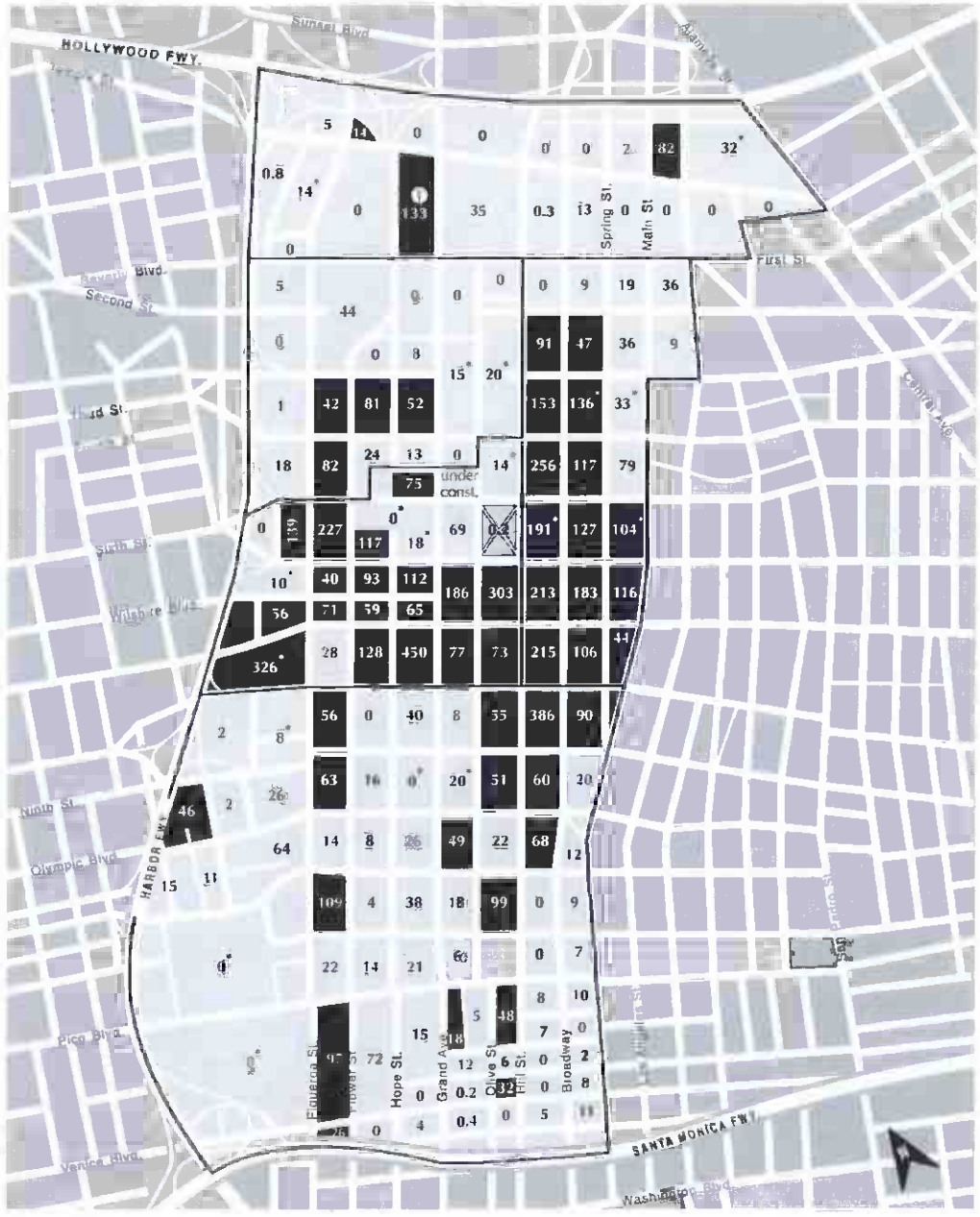


Figure 3-34
Retail Floor Area by Block (thousands of square feet)

Retail Concentrations: Blocks containing more retail floor area per acre of block land area than average in Downtown Core. Average = 11,272 square feet of retail floor area per acre.

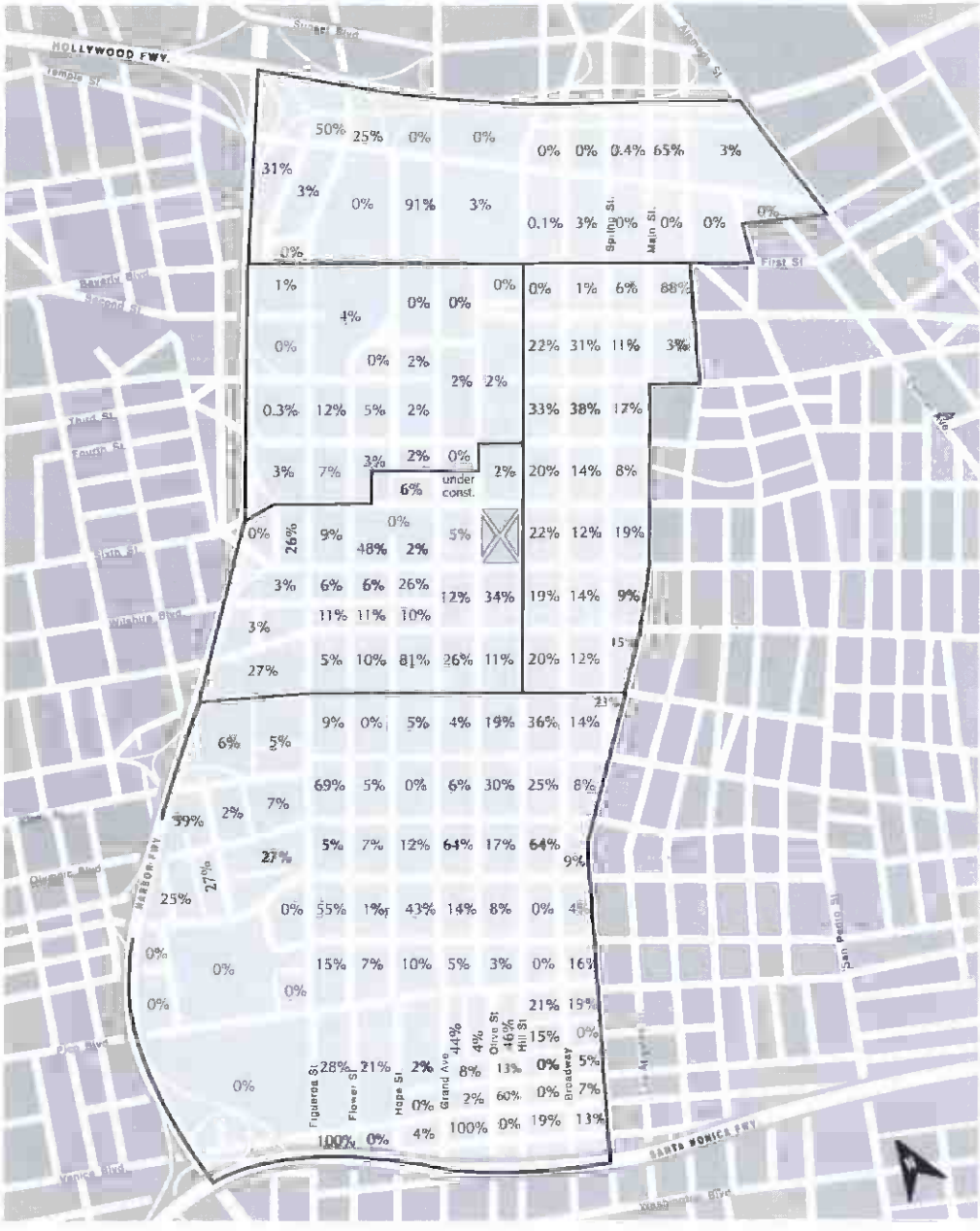


Figure 3-35
Percentage of Total Building Area in Retail Use by Block

Percentage Of Total Development In Retail Use

Figure 3-35 shows the percent of the total rentable floor area on the block that was devoted to retail uses in December 1988.

- Retail space made up approximately 11% of the total floor area in the Downtown Core in December 1988.

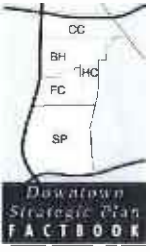
Retail Location Map

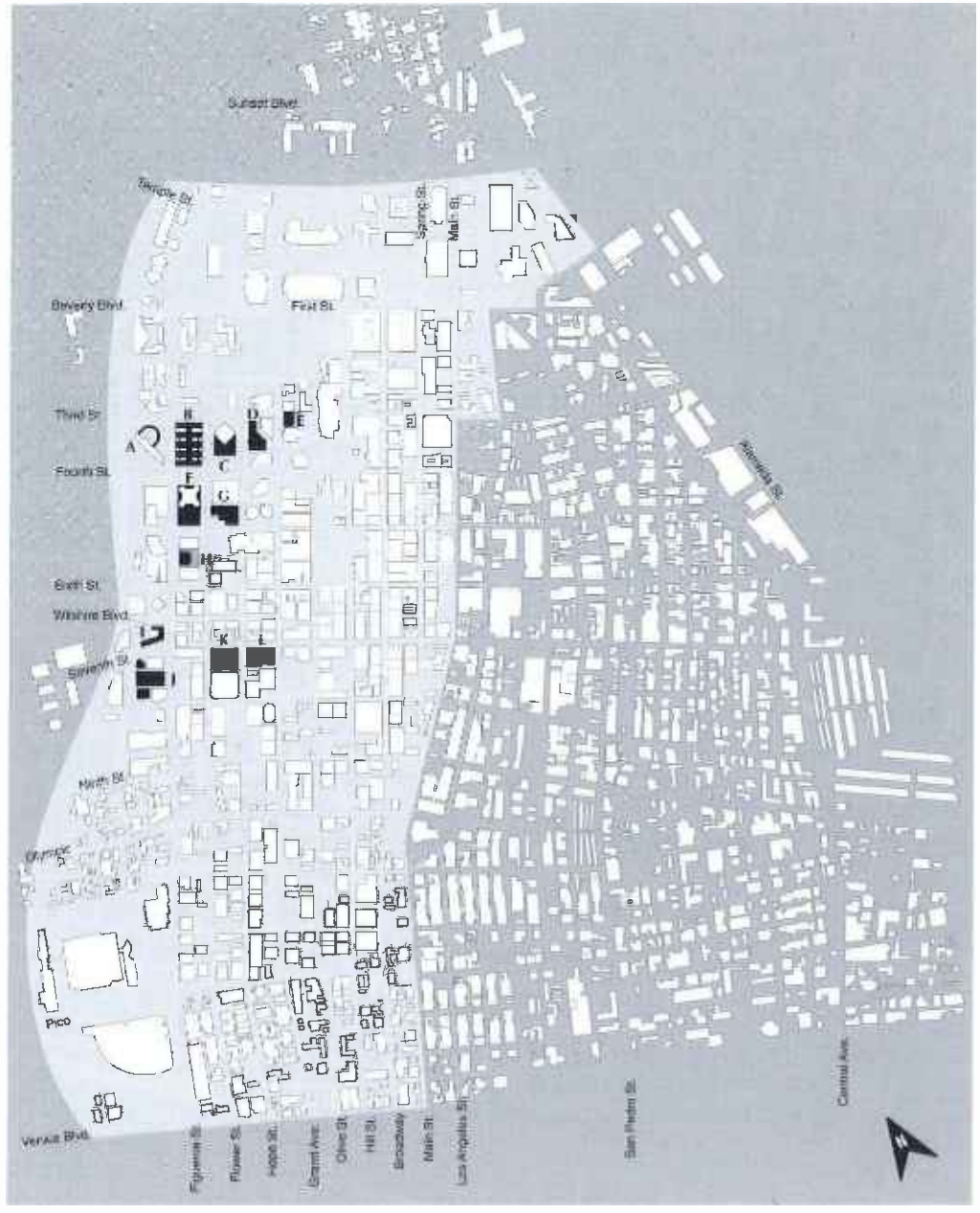
- There are approximately 3.1 million square feet of retail uses in the Financial Core and Bunker Hill subareas. Most (61%) of this retail space is concentrated in three department store complexes, six office developments, and two hotels (see figure 3-36).

- The remaining retail floor area is located throughout the Financial Core, Historic Core, and South Park areas primarily on the ground floor of buildings located in these areas.

- Additional retail space will be required to serve new residents living in the Downtown Core and surrounding areas. For each 1,000 new residents, there will be a need for:

  - 250 s.f. of supermarkets
  - 50 s.f. of drug/variety store
  - 180 s.f. of department store
  - 70 s.f. of apparel store
  - 160 s.f. of specialty store
  - 100 s.f. of restaurant/other





A Sheraton Grande Hotel Retail/Restaurants
B World Trade Center Retail
C Security Pacific Building Retail/Restaurants
D Wells Fargo Court Retail/Restaurants
E California Plaza Retail/Restaurants
F Bonaventure Hotel Retail/Restaurants
G 444 Building Retail/Restaurants
H ARCO Plaza
I Hilton Hotel Retail/Restaurants
J Seventh Market Place
K Broadway Plaza
L Robinson's Department Store

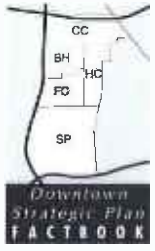
Figure 3-36
Location of Major Retail Commercial Complexes


Housing

Residential Land Uses In Downtown Core And Surrounding Neighborhoods

Figure 3-37 shows the general pattern of high-, medium-, and low-density residential neighborhoods in the Downtown Core and surrounding neighborhoods. The map does not necessarily show the actual density of housing, but it does show the permitted densities that are contained in the adopted Community Plans for each area.

- The Downtown Core contains two major high-density residential neighborhoodS -- one located in Bunker Hill and the other in South Park.
- Medium- to high-density residential areas are located between major commercial streets in the Silver Lake/Echo Park, Westlake, South Central and Boyle Heights areas adjacent to the Central City and Downtown Core areas.
- Low-density residential neighborhoods are located between the main commercial and industrial streets in neighborhoods south of the Downtown Core.



Downtown Core and Surrounding Neighborhoods: 1990

- The Downtown Statistical Area (which contains most of the Downtown Core and an adjacent area east and south of Downtown) and the five adjacent Statistical Areas as defined by the Los Angeles County Department of Regional Planning accounted for just over 125,500 housing units in 1990. The highest concentration of housing units is in Westlake (32%), followed by Silverlake/Chinatown (22%) and Boyle Heights (19%).
- An estimated total of 12,100 housing units are located in the Downtown Statistical Area, representing 10% of all the housing stock within the six Statistical Areas.

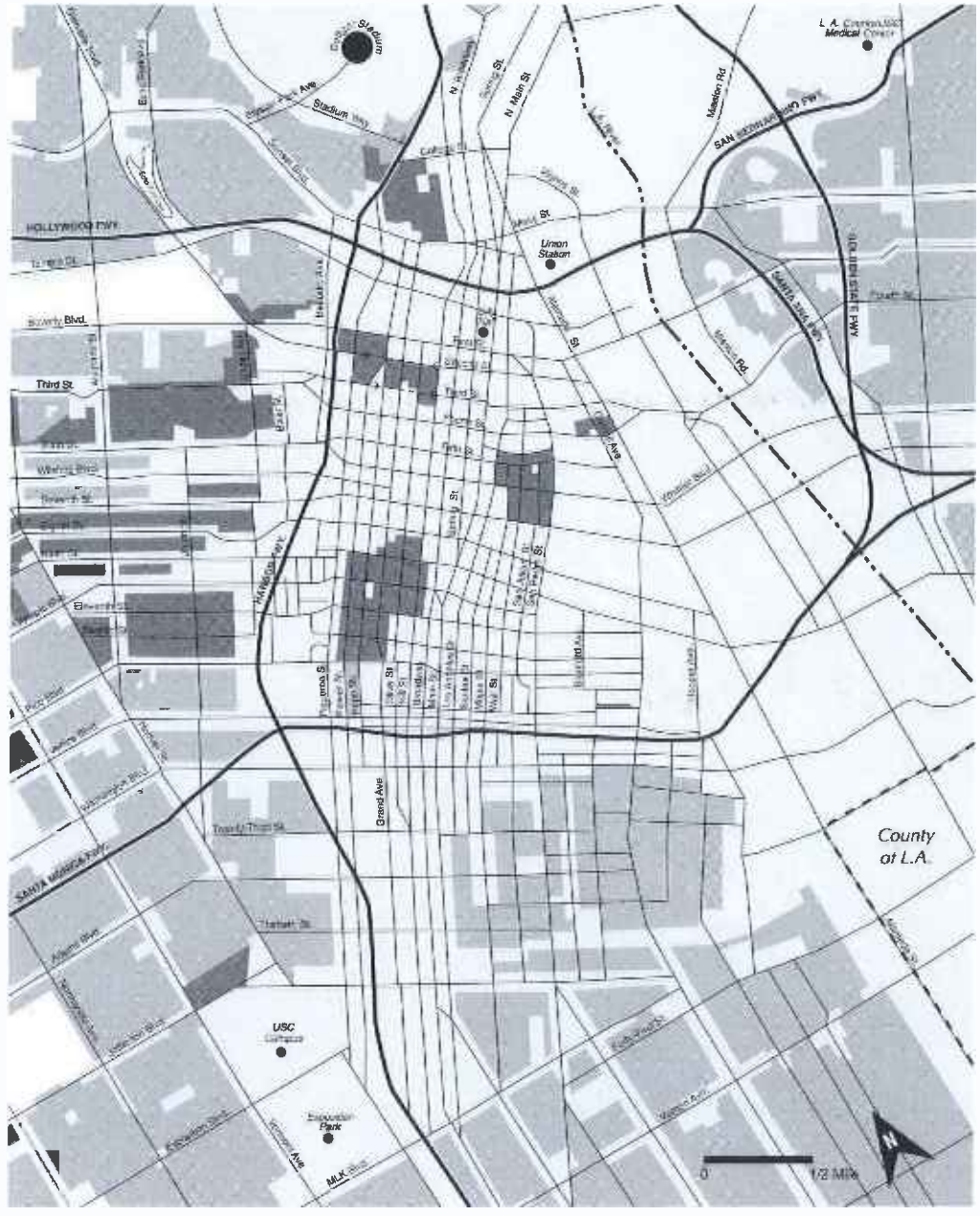


Figure 3-37
Residential Land uses in the Downtown Core and Surrounding Neighborhoods

Low Density Residential (0.5-7 du/ac)
Medium Density Residential (7-60 du/ac)
High Density Residential (60+ du/ac)

Housing Inventory: 1990

Downtown Core: 1990 (Figure 3-38)

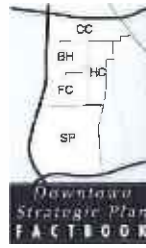
- The total housing inventory in the Downtown Core in 1990 was estimated at 8,112 units which includes apartments, condominiums, and residential hotels.
- Bunker Hill accounts for approximately 37% of Downtown Core housing and contains primarily market-rate housing.
- Housing in the Financial Core and Historic Core account for about 36% of Downtown Core housing stock and contain primarily resident hotels.
- South Park accounts for about 26% of Downtown Core housing, most of which is low-income housing.

Downtown Core & Adjacent Areas: 1990 (Figure 3-39)

- The Downtown Core and areas immediately adjacent to it accounted for almost 28,000 housing units. Within this broader geographic context, Central City West accounts for about 41% of the housing stock followed by the Downtown Core with 29% of the stock.
- Central City North (especially Chinatown) and Little Tokyo are characterized primarily as moderate/low income residential neighborhoods and contain a combined total of about 13% of the housing stock.
- Housing stock in Central City East represents about 17% of the housing in this broader geography, and is characterized primarily as low-income, single-room occupancy housing.

Downtown Statistical Area & Surrounding Neighborhoods: 1990 (Figure 3-40)

- The Downtown Statistical Area accounted for about 125,500 housing units in 1990. The highest concentration of housing units is in Westlake (31%), followed by Silverlake/Chinatown (23%) and Boyle Heights (19%).
- An estimated total of 12,100 housing units are located in the Downtown Statistical Area, representing 10% of all the housing stock within the six Statistical Areas.



Housing Inventory: 1990

Civic Center	4	Units	(<1%)
Bunker Hill	3,023		(37%)
Financial and Historic Cores	2,954		(36%)
South Park	2,131		(26%)
Downtown Core	**8,112**	**Units**	**(100%)**

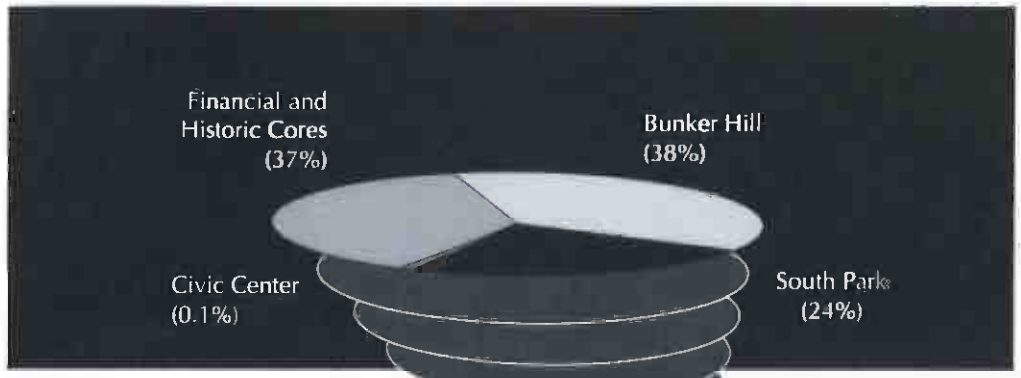
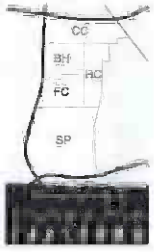


Figure 3-38
Downtown Core Housing Inventory: 1990



Downtown Core	8,112	Units	(29%)
Central City North	3,001		(11%)
Little Tokyo	600		(2%)
Central City East	4,897		(17%)
Central City West	11,346		(41%)
Downtown Core & Adjacent Areas	**27,965**	**Units**	**(100%)**

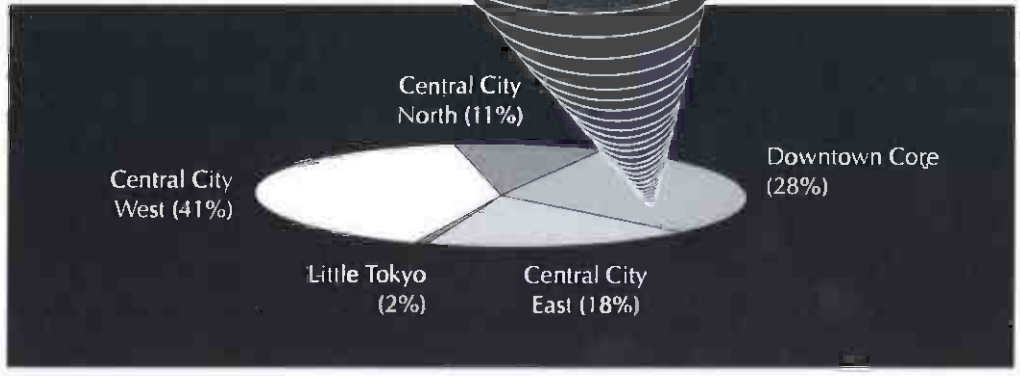


Figure 3-39
Downtown Core & Adjacent Areas Housing Inventory: 1990

Downtown Statistical Area	12,102	Units	(10%)
Westlake	39,536		(31%)
Boyle Heights	23,932		(19%)
Wholesale	9,768		(8%)
Silver Lake/Chinatown	28,009		(23%)
Lincoln Heights	12,189		(10%)
Downtown Statistical and Surrounding Areas	**125,536**	**Units**	**(100%)**

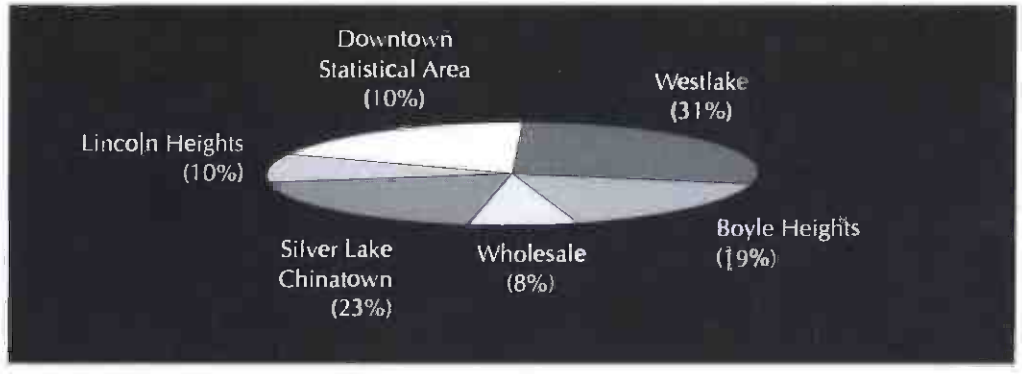


Figure 3-40
Downtown Statistical Area & Surrounding Areas Housing Inventory: 1990

Downtown Core and Adjacent Areas: 2010

- Given policy assumptions developed in 1987, SCAG projects that the Downtown Core and areas immediately adjacent to it will contain just over 37,400 housing units in 2010. The distribution of the housing within each subareas is not specified. This is a projected increase of 9,450 units (6.5%) over the 1990 total housing inventory.

Downtown Core and Surrounding Neighborhoods: 2010

- According to the Los Angeles County Department of Regional Planning, the Downtown Statistical Area and the five adjacent Statistical Areas will account for almost 148,000 housing units in 2010. The highest concentration of housing units is in Westlake (31%), followed by Silver Lake/Chinatown (21%) and Boyle Heights (18%). (See Figure 3-41.) This is an increase of 22,123 units (18%) over the 1990 estimate.

- An estimated total of 15,360 housing units are forecast for the Downtown Statistical Area, representing 10% of all the housing stock within the six Statistical Areas. This is a projected increase of 3,258 units (27%) over the 1990 total.

ivic Cen er	o Available
Bunker Hill	"
Financial and Historic Cores	"
South Park	"
Downtown Core	**13,412**

Downtown Core	13,412
Central City North	Not Available
Little Tokyo	"
Central City East	"
Central City West	"
Downtown Core & Adjacent Areas	**37,410**

Downtown Statistical Area	15,36	Units	10%)
Westlake	45,416		(31%)
Boyle Heights	26,726		(18%)
Wholesale	14,068		(10%)
ilver Lake/Chinatown	31,733		(21%)
Lincoln Heights	14,356		(10%)
Downtown Statistical and Surrounding Areas	**147,659**	**Units**	**(100%)**

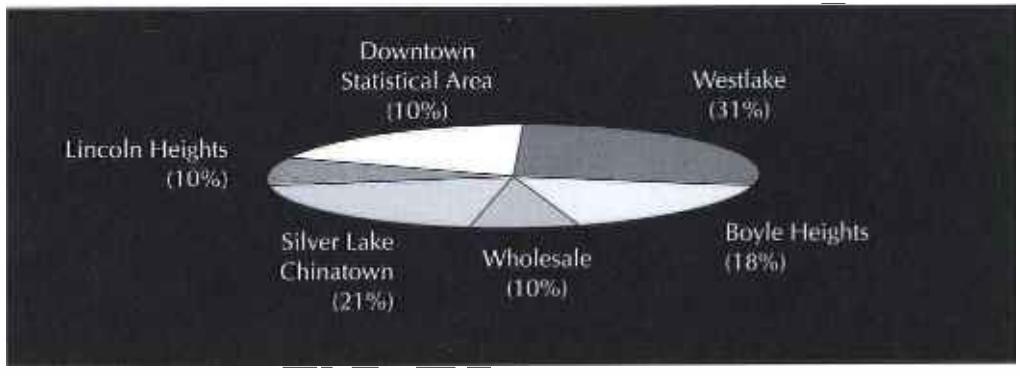


Figure 3-41
Downtown Statistical Area & Surrounding Areas - Distribution of Forecast Housing Inventory: 2010

Residential Buildings

Figure 3-42 shows the building area devoted to residential uses in December 1988. There were just over 5.4 million square feet of residential floor area or 8% of the total floor area in the Downtown Core in December 1988. The largest amount of residential floor area (2.6 mil. s.f.) was located in Bunker Hill. This was 49% of the total residential floor located in the Downtown Core. Almost 1.4 million square feet of residential floor area were located in the Historic Core (26%) and 1.1 million square feet were located in South Park (21%).

Figure 3-43 shows the location of major residential buildings in the Downtown Core.

Civic Center	1,700	Square Feet	(<1%)
Bunker Hill	2,638,900		(49%)
Financial Core	241,600		(4%)
Historic Core	1,398,500		(26%)
South Park	1,130,000		(21%)
Total	**5,410,700**	**Square Feet**	**(100%)**

Figure 3-42
Residential Floor Area by Subarea

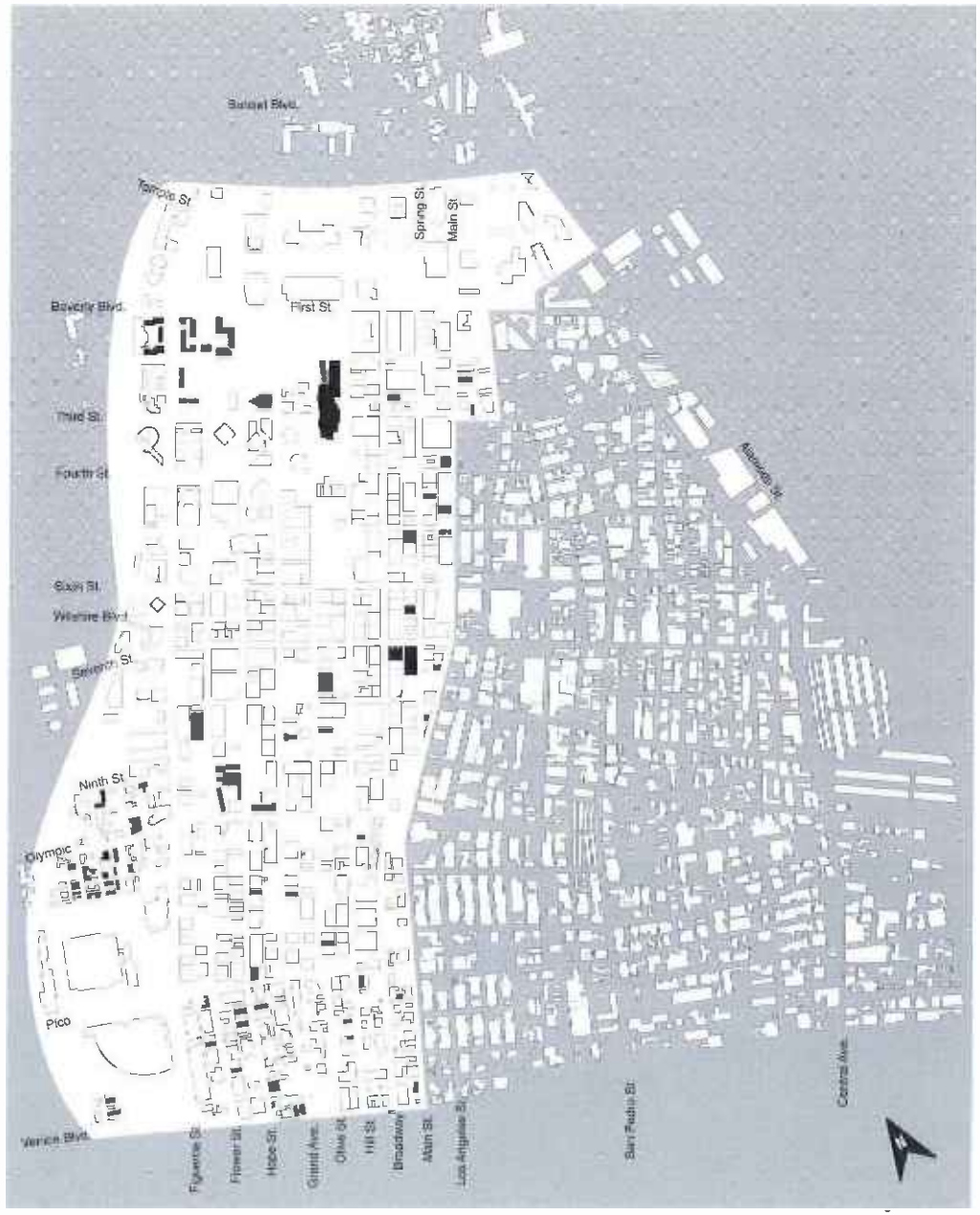


Figure 3-43
Location of Residential Buildings in the Downtown Core

1. Under Construction (Del Prado)

Residential Buildings

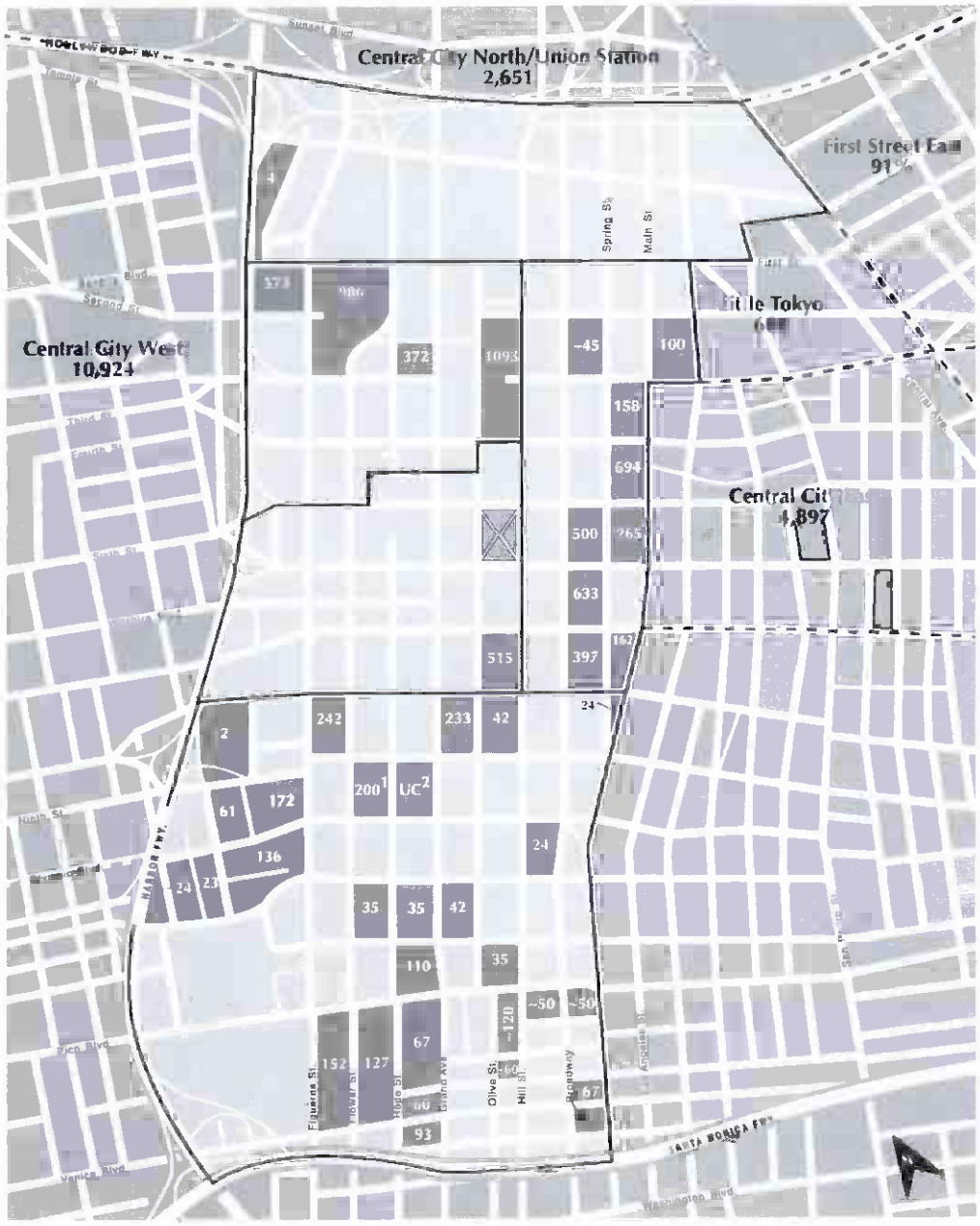
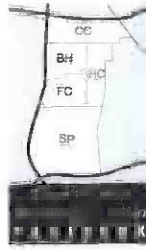


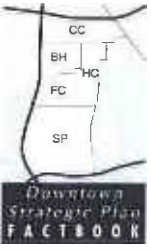
Figure 3-44
Residential Units by Block

Residential Units[1]

- Figure 3-44 shows the number of residential units on each block in the Downtown Core as of December 1988. Residential units include apartment and condominium units as well as rooms in residential hotels which are generally used as residences.
- There are approximately 8,112 units located in the Downtown Core. Units in the Bunker Hill area are concentrated in major residential condominium and apartment buildings.
- Many of the existing units in South Park are concentrated near Grand Hope Park or scattered among smaller structures located throughout the area.
- Units in the Historic Core are located primarily in large residential hotels. These hotels provide rooms for longer-term stays and housing for lower-income persons in addition to rooms for overnight guests.



1. Includes residential, transient hotel, residential hotel uses.
–: Number is an estimate.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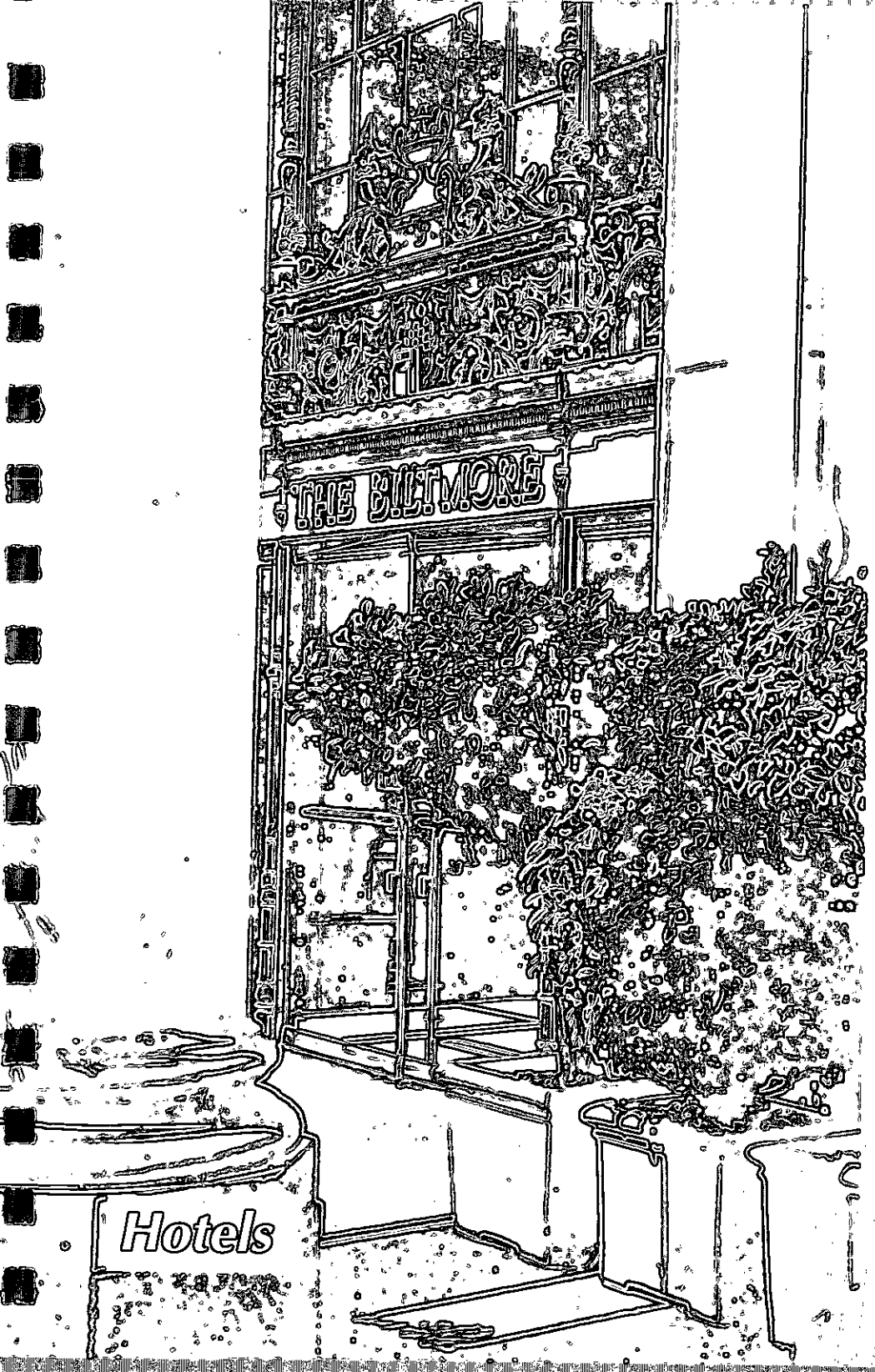
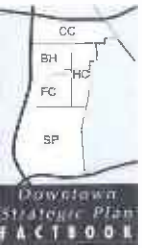

THE BILTMORE
Hotels

Hotel Locations

Figure 3-45 shows the location of major hotels in the Downtown Core. The hotels identified on this map include business class hotels, tourist/economy class hotels, and motels that provide overnight accommodations to business persons, tourists, and other visitors but do not generally provide-longer term accommodations.

- There are six business class hotels located in Bunker Hill and the Financial Core. Most of the tourist/economy class hotels are located in South Park along Figueroa Street.



A	*Kawada*
B	*Sheraton Grande*
C	*Bonaventure*
D	*Clark (under renovation)*
E	*Biltmore*
F	*Checkers*
G	*Hilton*
H	*Hyatt Regency*
I	*Embassy (USC Residential College)*
J	*Kent Inn*
K	*Best Western Inn Towne*
L	*Figueroa*
M	*Royal Host*
N	*Holiday Inn*
O	*Empire 900 Motel*
P	*Experience Hotel*
1	*New Otani*
2	*Hotel Tokyo*

Figure 3-45
Major Hotels and Motels in the Downtown Core

Hotel/Motel Buildings

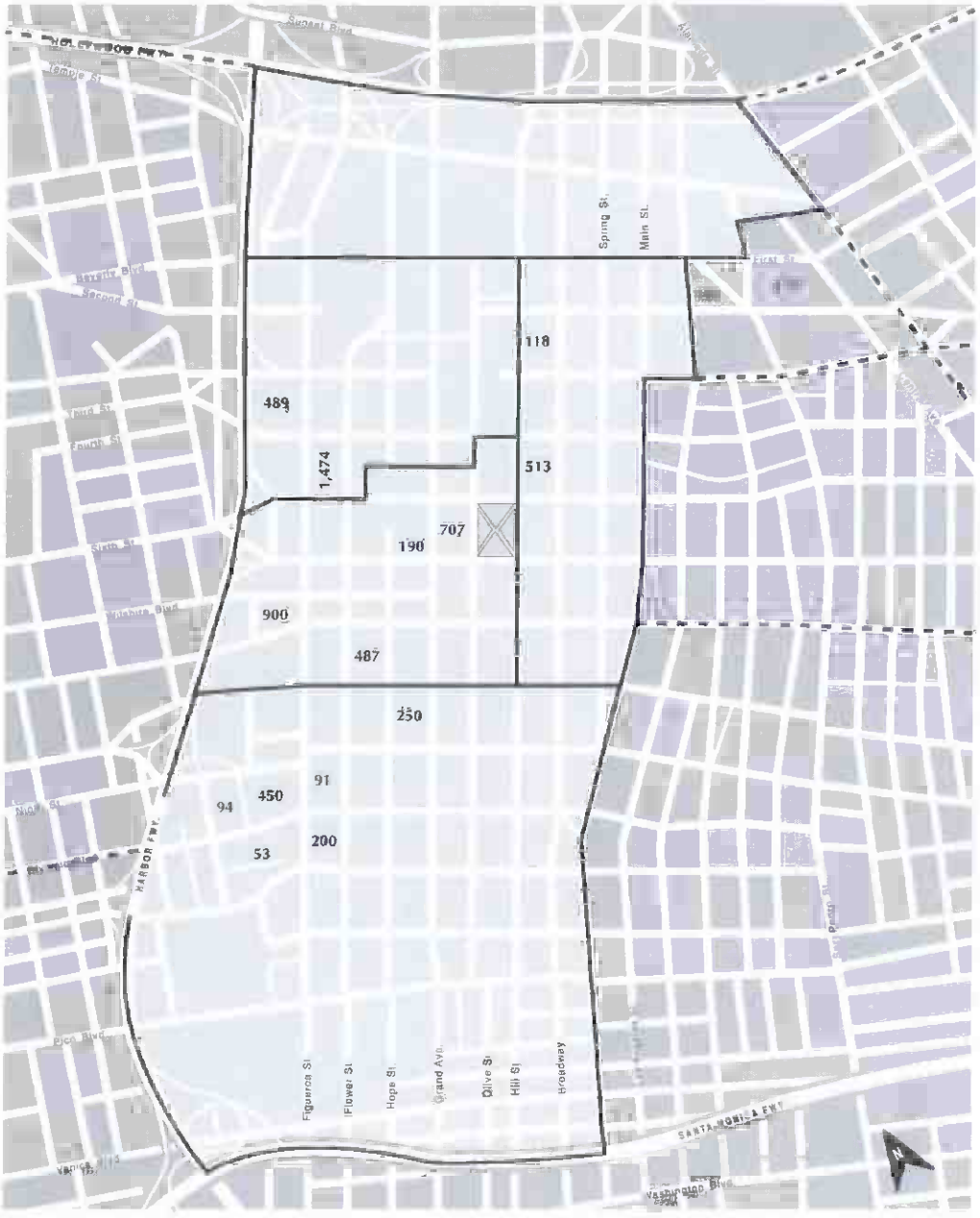


Figure 3-46
Hotel Rooms by Block

Hotel Rooms And Floor Area

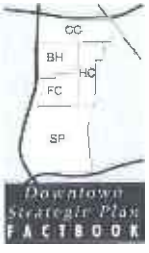
Figure 3-46 shows the number of rooms on each block in December 1988.

- There were approximately 6,000 rooms in major business class hotels, tourist/economy class hotels, and motels in the Downtown Core.

Figure 3-47 shows that the Downtown Core contained about 4.1 million square feet of hotel use which equaled about 6% of the total floor area in the Downtown Core in December 1988. Approximately 1.9 million square feet of hotel floor area was located in the Financial Core (45% of the total hotel floor area) and about 1.4 million square feet were located in Bunker Hill (33%).

Civic Center	0	Square Feet	(0%)
Bunker Hill	1,369,900		(33%)
Financial Core	1,861,900		(45%)
Historic Core	308,400		(8%)
South Park	591,400		(14%)
Total	**4,131,600**	**Square Feet**	**(100%)**

Figure 3-47
Hotel Floor Area by Subarea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Industrial

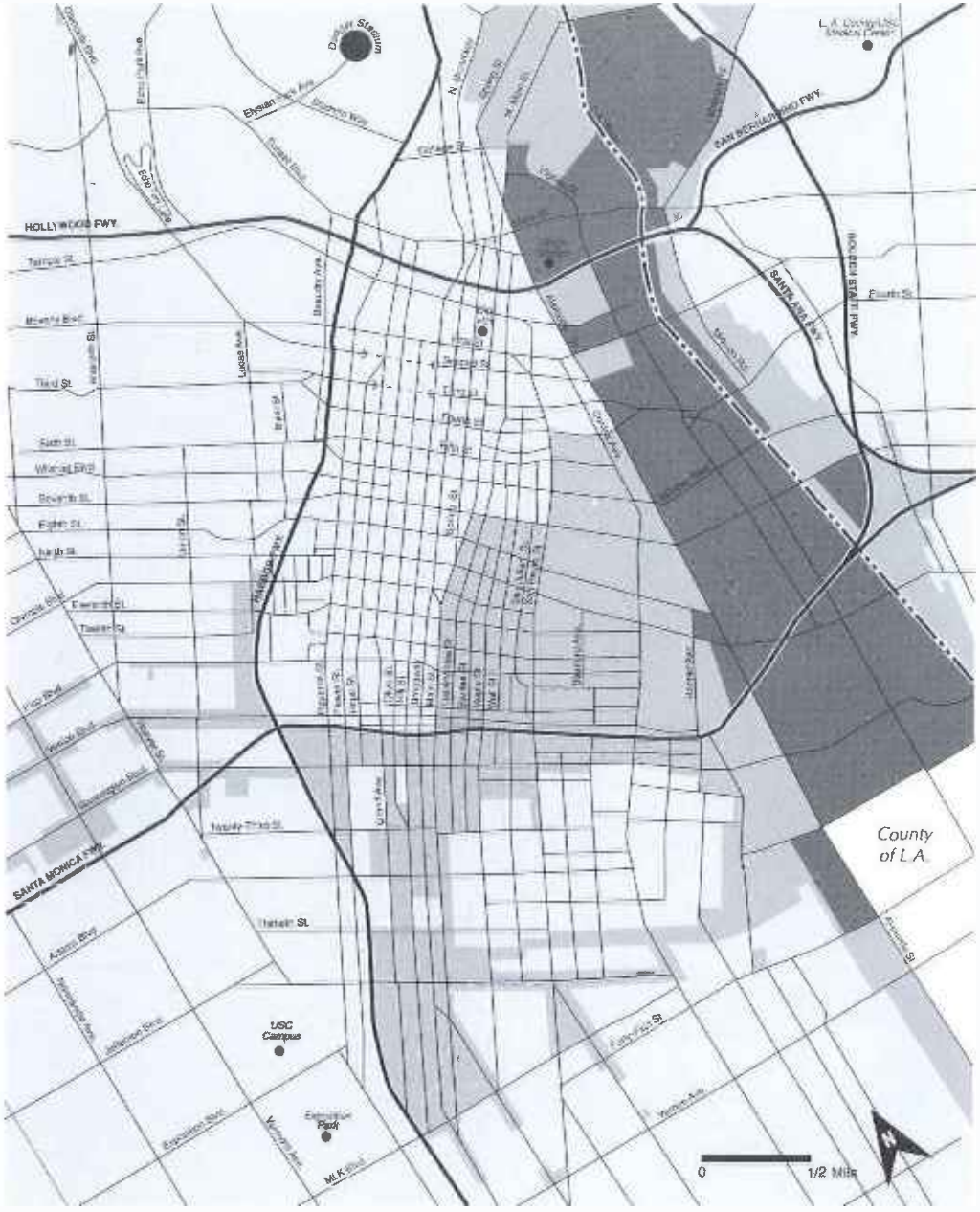


Figure 3-48
Generalized Planned Industrial Land Uses

Light Industrial
Heavy Industrial

Industrial Land Uses

Figure 3-48 delineates the industrial land uses located in the Downtown area.

- Heavy industrial uses are located between Alameda Street and the Los Angeles River. The area contains heavy industrial, distribution, and warehousing businesses.

- Light industrial uses are concentrated between Main Street and Alameda Street. This area contains primarily seafood, light industrial, garment, and small warehousing businesses.

- Industrial uses are also located south of the Santa Monica Freeway and north of Martin Luther King Jr. Boulevard. They surround a concentration of low- and medium-density residential uses. This industrial area south of the Santa Monica Freeway contains a mix of garment and light industrial uses.

Industrial Districts And Concentrations

Figure 3-49 shows industrial districts and concentrations of industrial uses in the Downtown Core and adjacent areas.

- The heart of the industrial area lies adjacent to the Downtown Core east of Main Street and south of Little Tokyo.
- The apparel industry lies south of Seventh Street generally between Main Street on the west and San Pedro Street on the east. The manufacturing establishments associated with the apparel industry are gradually moving south and locating south of the Santa Monica Freeway.
- The $1.4 billion seafood industry is located in Central City East, east of San Pedro Street.
- The wholesale produce and flower markets lie south of Seventh Street between Maple Avenue on the west and Alameda Street on the east. Other light industrial uses are found in this area, but these markets are predominant.
- Over the past eight years, immigrant entrepreneurs have concentrated start-up operations in the wholesale trade of general merchandise and toys in Central City East west of San Pedro Street. Wholesalers of toys, general merchandise, electronics, and garments in Central City East generated an estimated $245 million in sales in 1985.

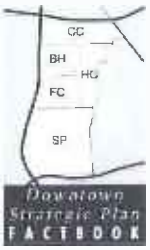


Figure 3-49
Industrial Districts in the Downtown Core

Figure 3-50
Industrial Floor Area by Block (thousands of square feet)

1. Central Heating and Cooling Plant

Industrial Floor Area

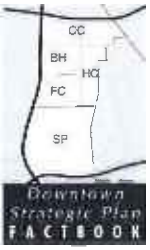
Figure 3-50 shows the amount of rentable floor area devoted to industrial uses in December 1988.

As indicated by figure 3-51, there were almost 4.8 million square feet of industrial floor area (7% of the total industrial floor area) located in the Downtown Core in December 1988.

- Most of the industrial space was located in South Park (78% of the total industrial floor area) and the Historic Core (15%).

Civic Center	1,700	Square Feet	(<1%)
Bunker Hill	8,600		(<1%)
Financial Core	311,000		(7%)
Historic Core	712,700		(15%)
South Park	3,727,100		(78%)
Total	**4,761,100**	**Square Feet**	**(100%)**

Figure 3-51
Industrial Floor Area by Subarea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Government and Institutions

Government And Institutional Buildings Location

Figure 3-52 displays the location of government and institutional buildings in the Downtown Core. Government buildings include facilities used by local, state, and federal governments. Institutional buildings include schools, hospitals, child care centers, religious buildings, etc.

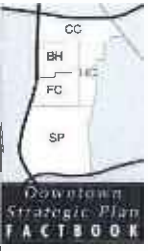


Figure 3-52
Governmental and Institutional Buildings in the Downtown Core

Public Buildings
Additional Public Buildings and Institutions

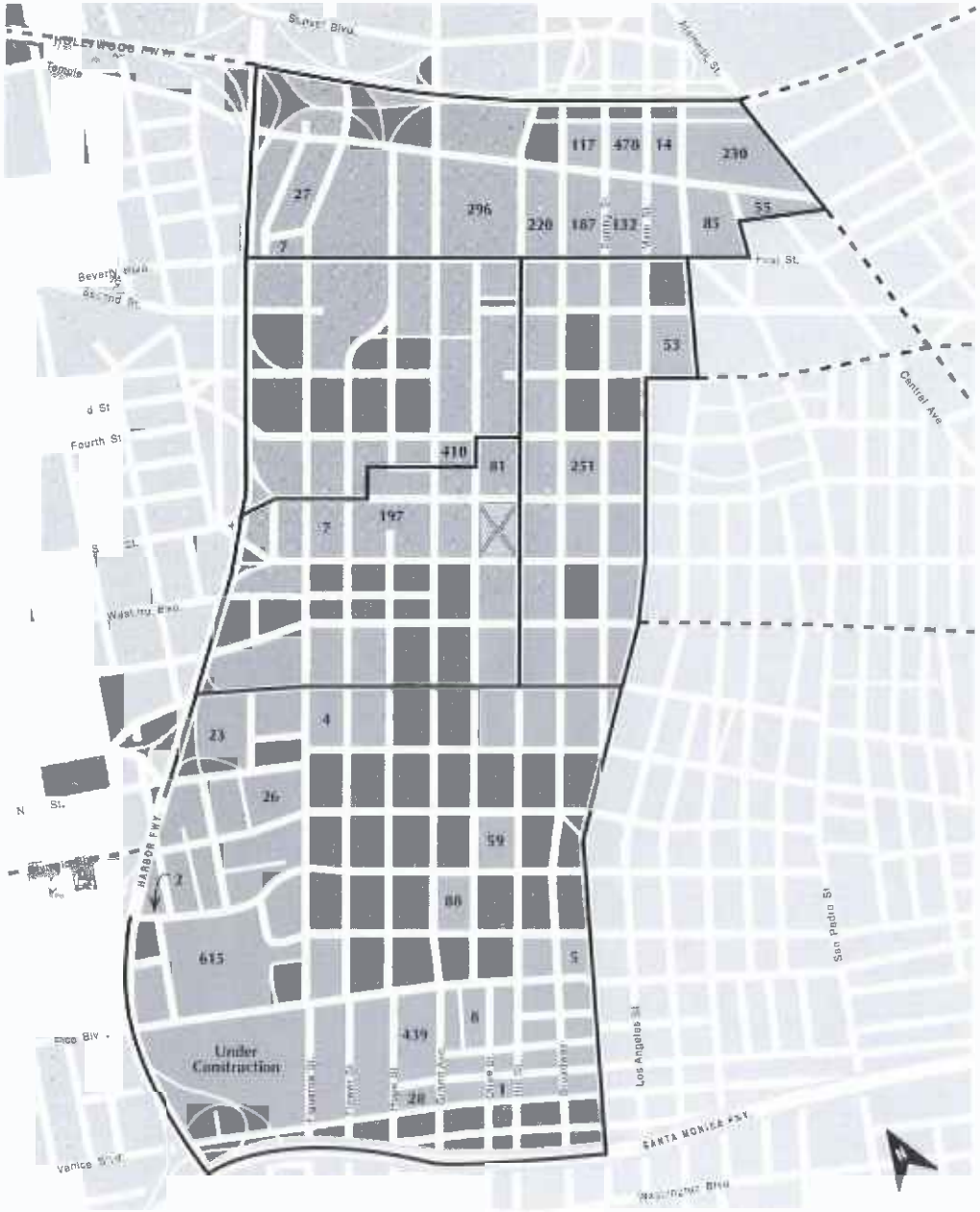


Figure 3-53
Public Building Floor Area by Block (thousands of square feet)

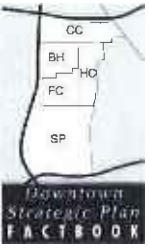
Public Floor Area By Block

Figure 3-53 shows the amount of floor area devoted to public uses in the Downtown Core in December 1988. Public uses include government and institutional buildings, schools, police and fire stations, libraries, utilities, museums, and the like.

As shown on figure 3-54, there was just over 4.4 million square feet of floor area devoted to public uses or 6% of the total floor area located in the Downtown Core in December 1988. Most of the public floor space is located in the Civic Center (43% of the total public floor area) which contains federal, state, and city governmental buildings and in South Park (35%) which contains the Convention Center and California Medical Center.

Civic Center	1,874,500	Square Feet	(43%)
Bunker Hill	409,600		(9%)
Financial Core	295,500		(7%)
Historic Core	303,800		(7%)
South Park	1,522,000		(35%)
Total	**4,405,400**	**Square Feet**	**(100%)**

Figure 3-54
Public Building Floor Area by Subarea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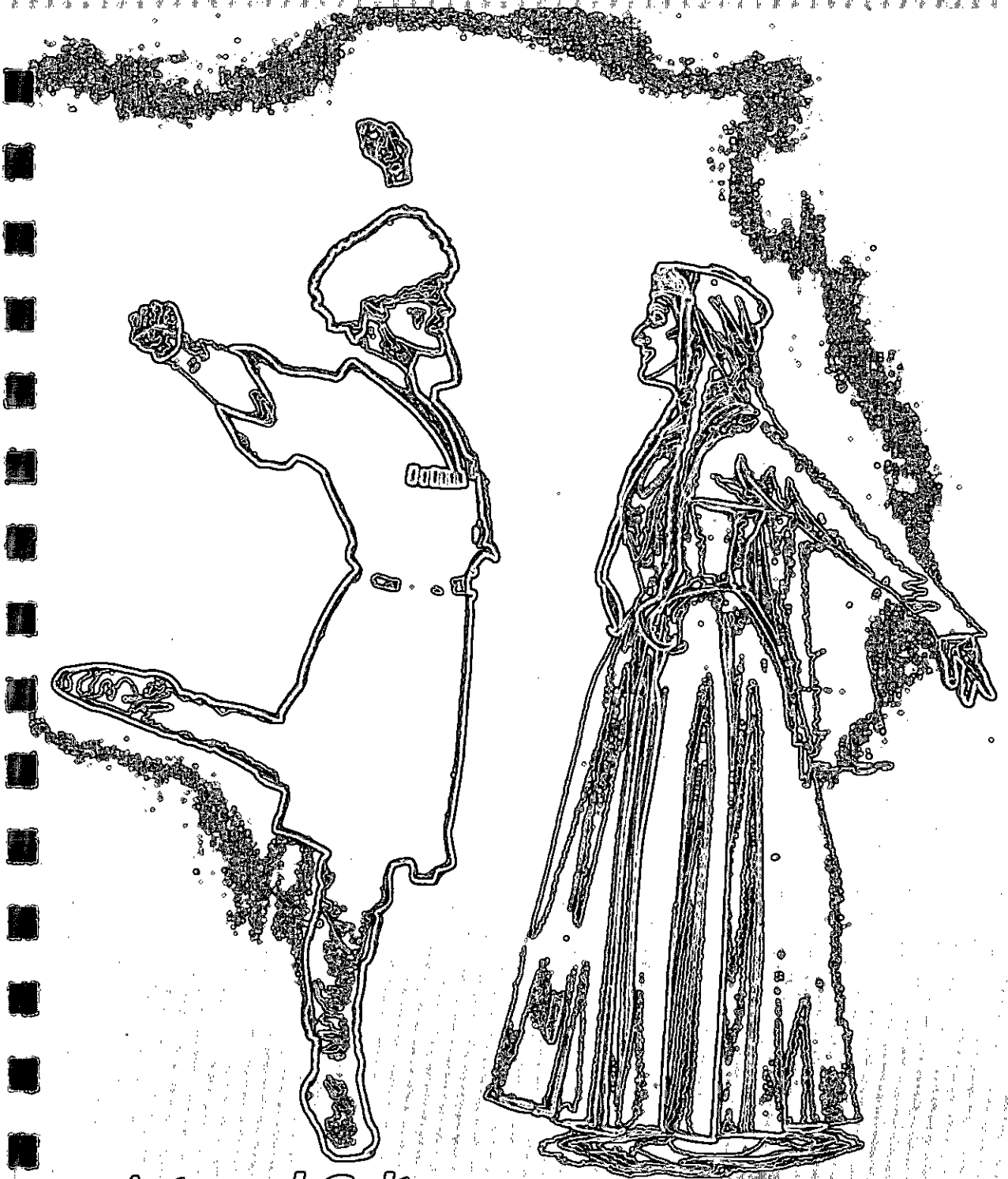
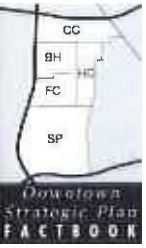


Arts and Culture

Art And Cultural Facilities

Figure 3-55 shows visual and performing arts facilities, such as the Museum of Contemporary Art (MOCA) and Los Angeles Theatre Center (LATC).



1 *California Plaza*
2 *Security Pacific Corp. - Gallery at the Plaza*
3 *Museum of Contemporary Art*
4 *Wells Fargo History Museum*
5 *Citicorp Performing Plaza*
6 *Los Angeles Convention Center*
7 *Los Angeles Theatre Center*
8 *City Hall Bridge Gallery*
City of L.A., Cultural Affairs Department
9 *Los Angeles Children's Museum*
10 *Music Center*
10a Ahmanson
10b Mark Taper Forum
10c Dorothy Chandler Pavilion
11 *Japanese American Cultural & Community Center (JACCC)*
12 *Japanese American National Museum (future site)*
13 *Little Tokyo Clayworks*
14 *Temporary Contemporary Art Museum (MOCA)*
15 *Opus Gallery*

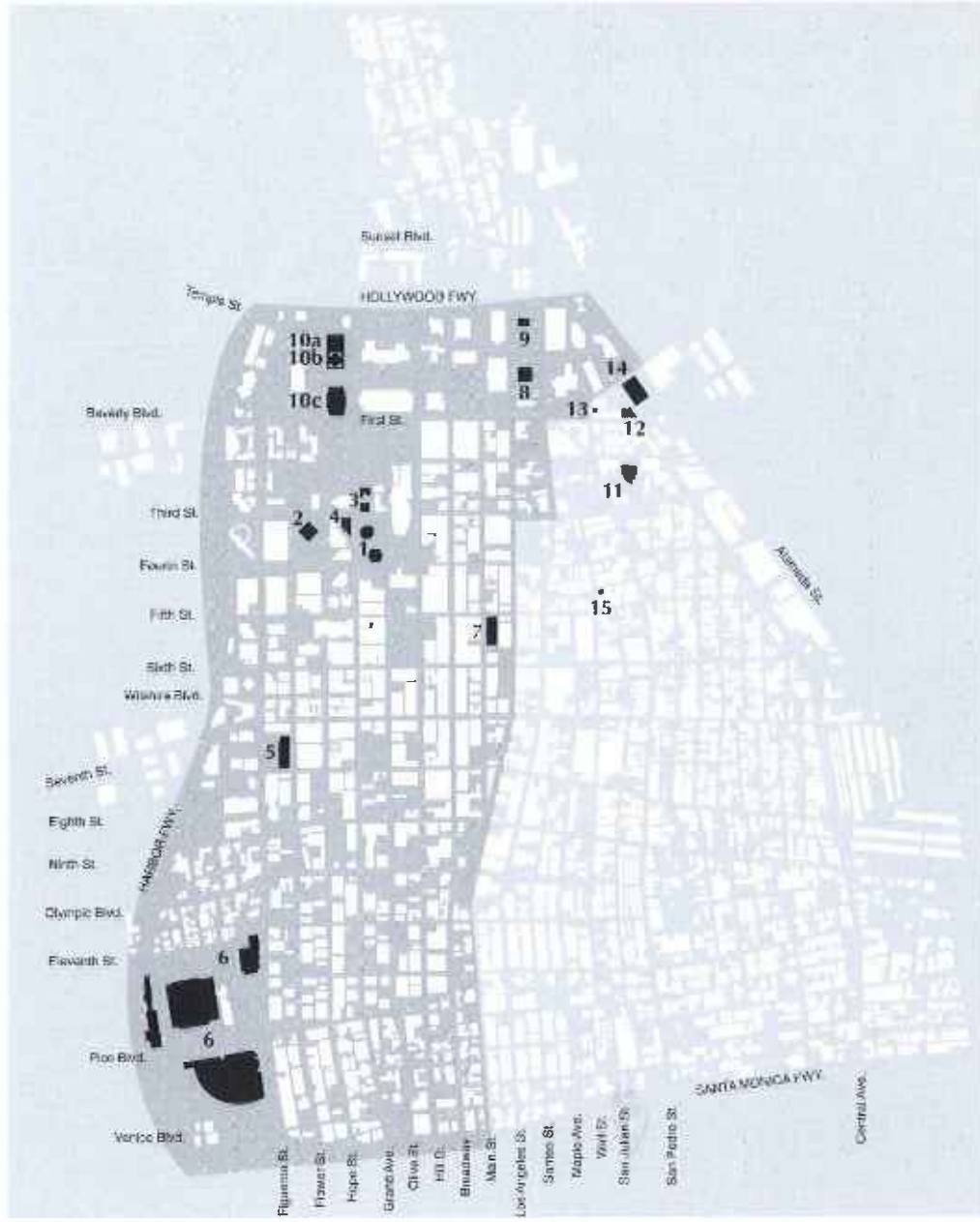


Figure 3-55
Location of Arts and Cultural Facilities in the Downtown Core

Downtown Development: *Arts and Culture*

Arts and Cultural Facilities

Figure 3-56
Location of Arts and Cultural Organizations and Agencies

Arts And Cultural Organizations And Offices

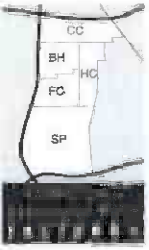
Figure 3-56 shows government art agencies; administrative offices for visual, performing, and art service organizations; exhibition venues outside of the Downtown Core; cultural sites; and art education and training organizations.

1 *Art for Growth and Development*
2 *Society of Ibero-American Writers of USA*
3 *Community Redevelopment Agency of the City of Los Angeles*
4 *Shakespeare Festival/L.A. (Admin. Office)*
5 *L.A. Convention and Visitors Bureau - Artline*
6 *Asia Society/Southern California Center*
7 *Theatre League Alliance*
8 *L.A. County Transportation Commission - Art Program*
9 *Los Angeles Conservancy*
10 *Dance Gallery (Admin. Office)*
Lewitzky Dance Company (Admin. Office)
11 *Meet the Composer/California*
12 *ARTS, Inc.*
California Lawyers for the Arts
L.A. Chamber Orchestra (Admin. Office)
L.A. Festival (Admin. Office)
13 *AMAN Folk Ensemble (Admin. Office/Studio)*
Embassy Theatre
14 *Association of Asian Pacific American Artists*

Arts and Cultural Organizations

Public Art

Figure 3-57 shows the location of sculptures and murals, in the Downtown Core.



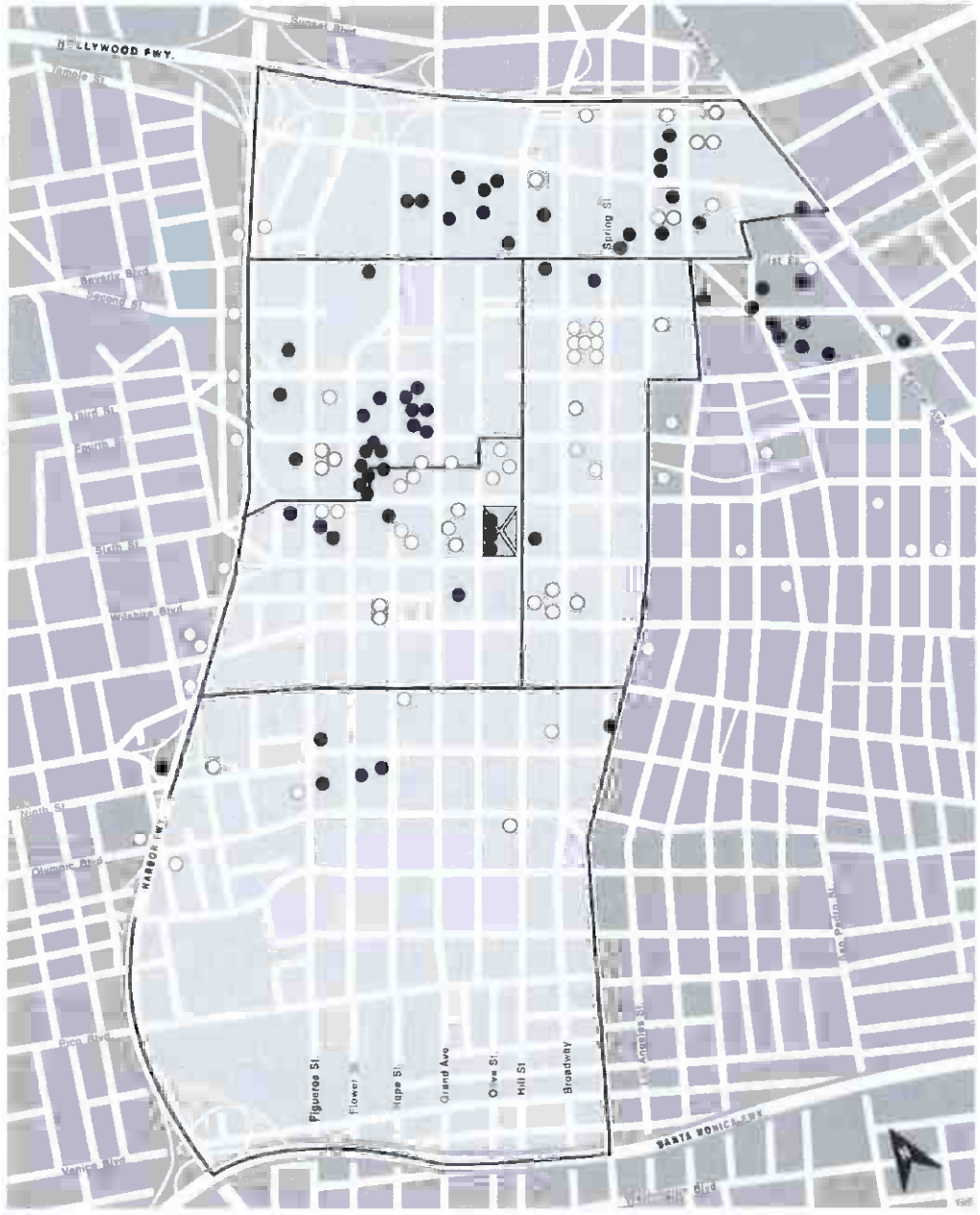


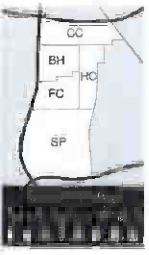
Figure 3-57
Location of Public Art in the Downtown Core


Unused Floor Area

Unused Building Area

Figure 3-58 shows the amount of unused floor area located in each subarea in December 1988 and Figure 3-59 shows the amount of building area on each block that was unused as of December 1988. The map is shaded to show blocks where unused space is concentrated.

"Unused floor area" is generally vacant space that is either closed off and not currently available for lease or used for interim uses such as storage. Major renovation or rehabilitation would be required before this unused floor space can be leased. These figures do not include vacant floor area that is available for lease.



- The Downtown Core contained just over 6.1 million square feet of unused building area or about 9% of the total building area in the Downtown Core. The majority (72%) of this unused floor area was located in the Historic Core.

- There was an average of about 8,800 square feet of floor area of unused space per acre in the Downtown Core. Blocks with more unused space per acre than average for the Downtown Core are concentrated in the Historic Core.

Civic Center	356,000	Square Feet	(6%)
Bunker Hill	58,000		(1%)
Financial Core	378,000		(6%)
Historic Core	4,449,000		(72%)
South Park	899,000		(15%)
Total	**6,140,000**	**Square Feet**	**(100%)**

Figure 3-58
Unused Floor Area by Subarea

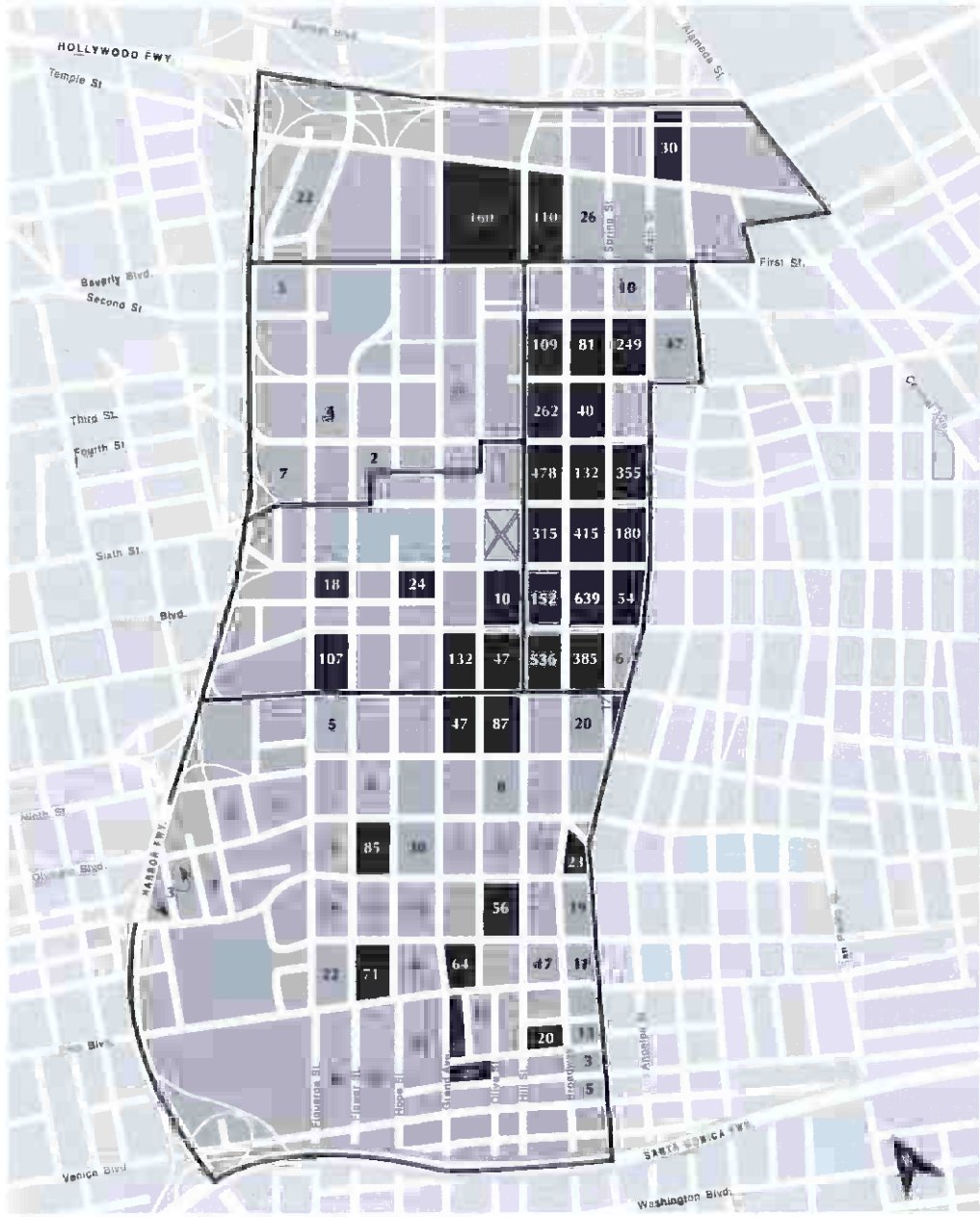


Figure 3-59
Unused Floor Area by Block (thousands of square feet)

Unused Floor Area Concentrations (blocks containing more unused floor area per acre of block land area than average in Downtown Core. Average = 8,852 squre feet of unused floor area per acre)

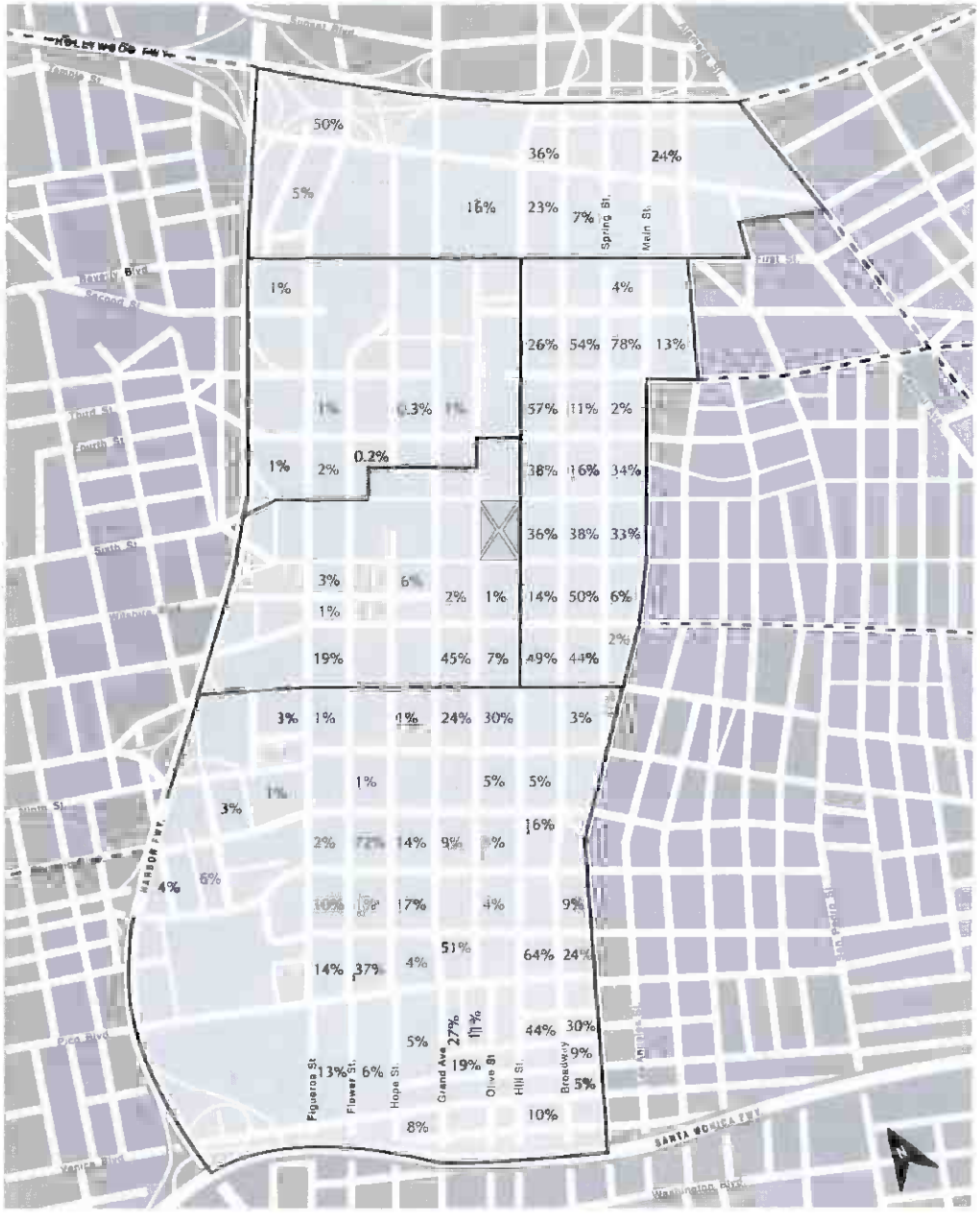
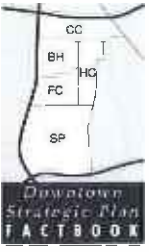


Figure 3-60
Percentage of Total Building Area Unused

Percentage Of Floor Area Unused

Figure 3-60 shows the proportion of the building area on each block that was unused in December 1988.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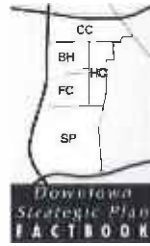
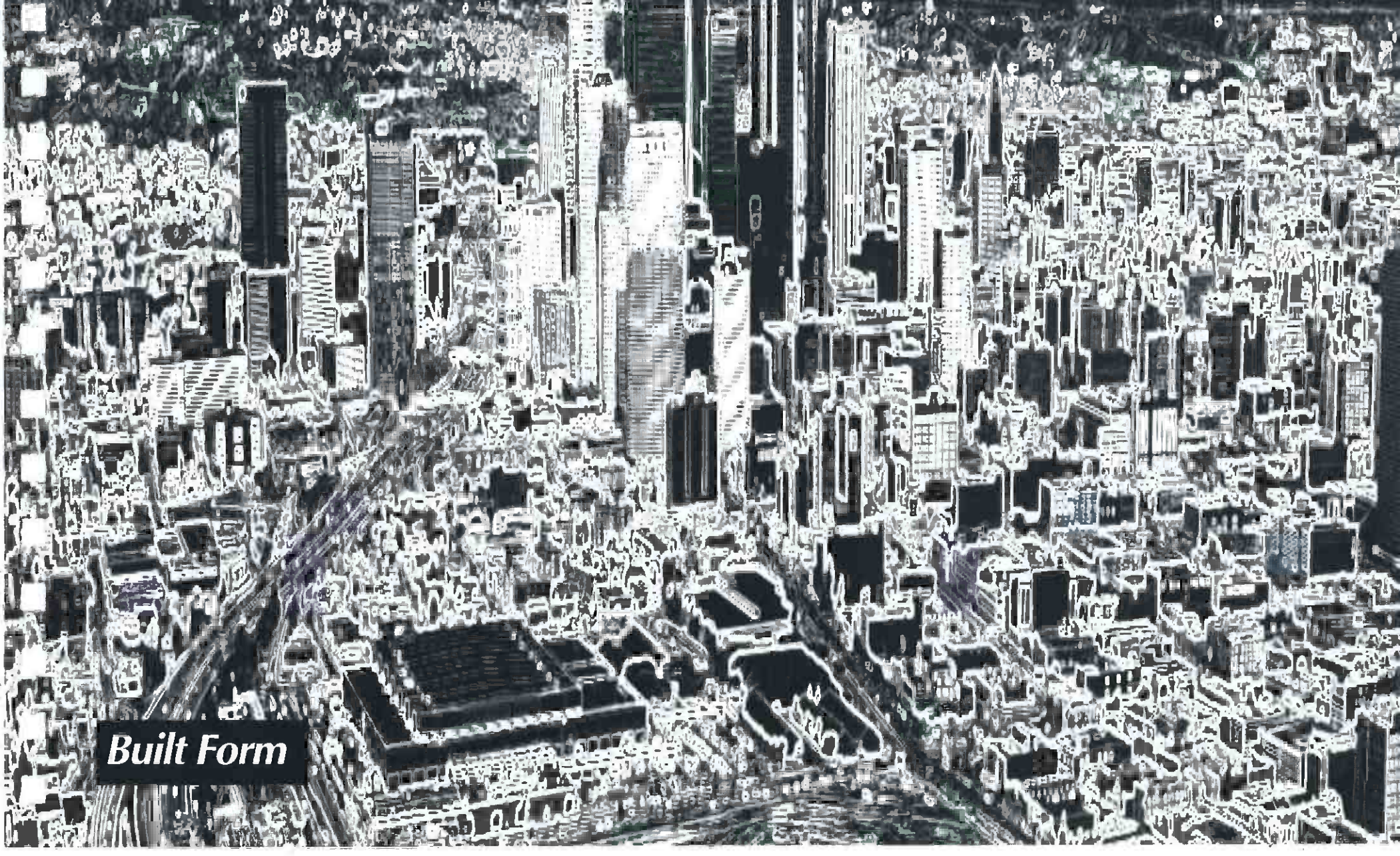
- *Built Form*
- *Historic Resources*
- *Districts, Paths, Nodes, Edges & Landmarks*
- *Open Space*



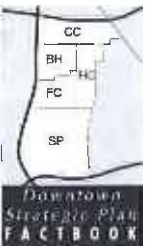
DOWNTOWN BUILT ENVIRONMENT


Built Form

Built Form Characteristics Of Downtown And Its Surroundings

Downtown has been described as the area within the ring of the Santa Monica, Harbor, Hollywood, and Santa Ana Freeways. These broad roadways form a strong edge to the area, but also serve as the major connector to the rest of the city. Recent high rise developments to the west of the Harbor Freeway, are forming a visual link to the traditional core. The high-rise buildings of Downtown can be seen throughout the city giving the area prominence in the region. These buildings form a strong contrast with the surrounding areas which are generally low- to midrise-buildings.

The areas adjacent to Downtown are generally medium density residential neighborhoods, intersected by commercial streets. The commercial areas often have traditional urban mixed use buildings, with housing above ground floor retail uses.



The mountains and the river are the natural features which define Downtown. The city was founded here due to its location on the river. However, the Los Angeles River today is a dry, concrete covered river bed. Recently, various groups have begun to view the river as a valuable natural resource to bring back to life. In these proposals, the river would be a focus for new residential neighborhoods close to Downtown, as well as a linear park for the people of the city.

The San Gabriel Mountains and the Hollywood Hills form natural vistas to the north and west. Smaller hills add visual interest to the area and provide views to Downtown from nearby neighborhoods. Parks and recreational areas are located at the periphery of Downtown and include Elysian Park and Dodger Stadium, Exposition Park and Colosseum, Hollenbeck Park, MacArthur Park and Echo Park.

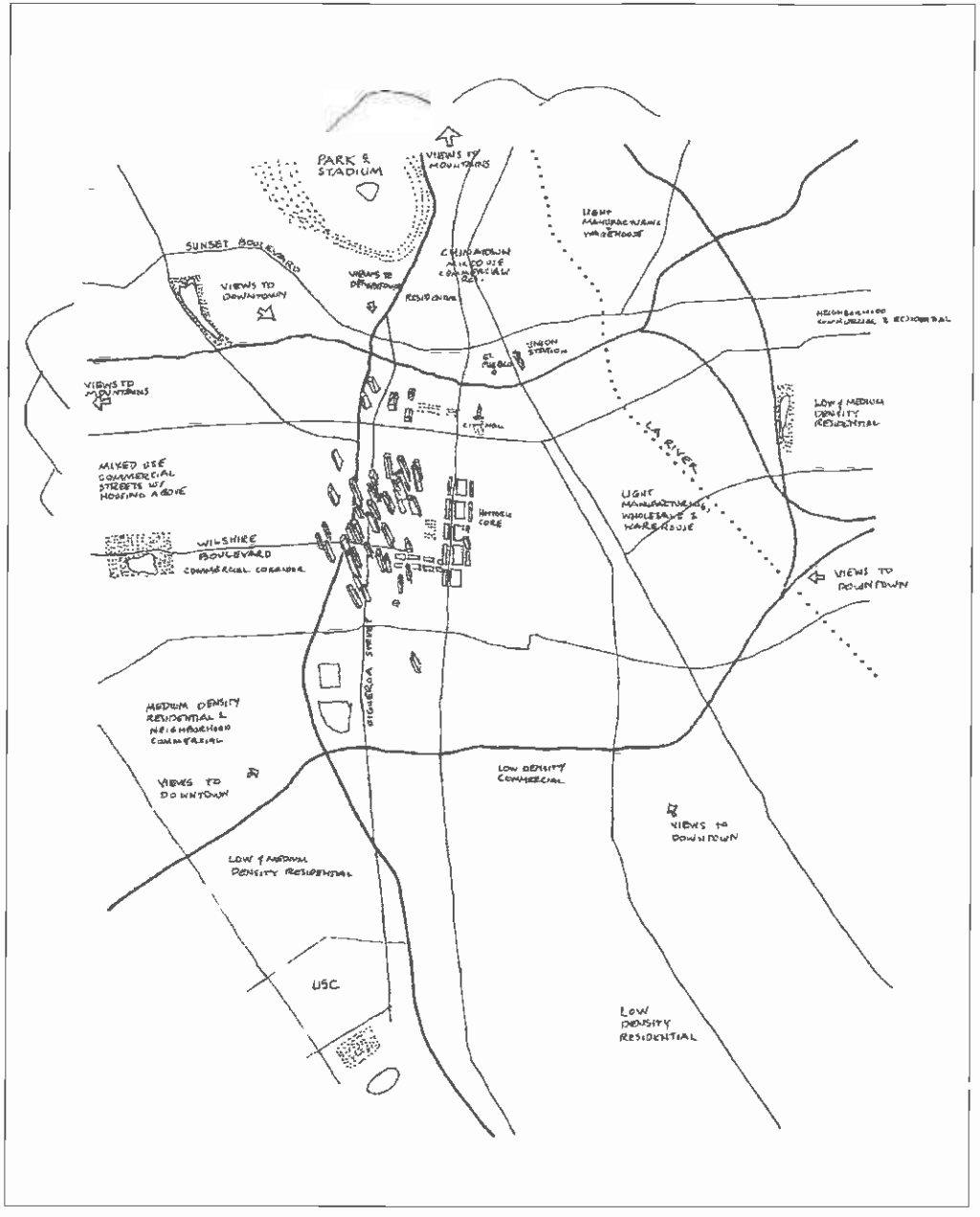


Figure 4-1
Built Form Characteristics

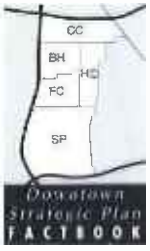
Downtown is the transportation hub of the region with the confluence of the freeways, bus routes, railroads, Metro Rail and Light Rail. Many of the streets and boulevards of Downtown are long spines which connect different pieces of the city. These spines include Wilshire Boulevard, Sunset Boulevard, First Street, Figueroa Street and Central Avenue.

The historic core of Downtown is generally composed of buildings that fill the block to the property line and form a clear street edge. These buildings are mainly under 150 feet tall due to height limits imposed from 1904-1957. City Hall, the only tall building of this era, stands alone as the symbol of the city at First and Spring Streets. The new office buildings of Downtown are generally on its west side. They are large floorplate, high-rise buildings that sit on independent sites.

The built form of this area is unique to the region. This is reflected by the intense use of the land, the large number of historically significant buildings, which are similar in terms of height, massing articulation, materials, fenestration patterns, etc.; and most importantly by the strong relationship between the large concentrations of grade level retail and the pedestrian filled sidewalks.

Building Footprint Map

This map shows the buildings, streets, and open space downtown. Building footprint and lot sizes are evident in this map as is the comparative size of individual buildings and parcels. Contemporary buildings generally have larger floorplates than older buildings, as do civic buildings such as courts and government office buildings. When viewed with the figure-ground map, at right, the proportion of built to unbuilt space becomes apparent.



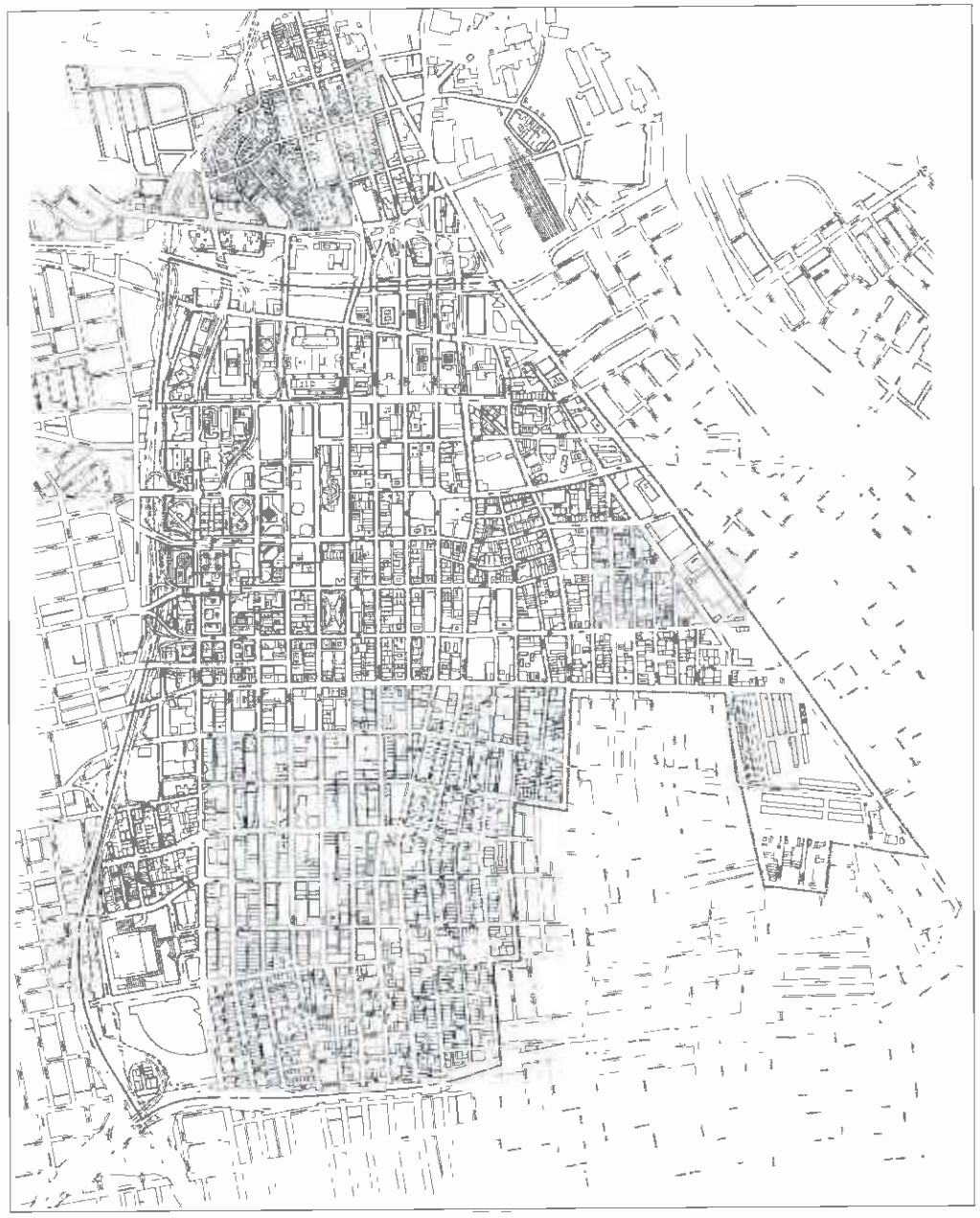


Figure 4-2
Building Footprint Map

Figure 4-3
Figure-Ground Map

Figure-Ground

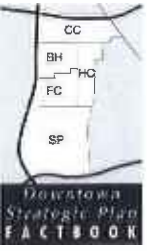
The figure-ground map is an abstraction which shows the relationship of buildings (black) to open space (grey screen). Existing built form patterns are discernable from this drawing.

Although there are not many complete blocks left in Downtown, the areas of traditional building and "street-wall" definition of the early part of this century are still apparent on Broadway, Spring, and Seventh Streets among others. This "street-wall" creates a continuous environment of pedestrian-oriented uses.

The concept of buildings set in a park, which strongly influenced planning and architecture in the 1960's and 70's, is apparent on Bunker Hill. What is also clear is the large amount of unbuilt space in all of Downtown.

Streets And Unbuilt Open Space

This map differentiates between streets (black), unbuilt open space (dotted) and buildings (white). The proportion of land devoted to roadways and unbuilt space is made apparent through this drawing. When parks and plazas are added to this drawing, vacant land available for development is shown (see Figure 4-156 Open Space).



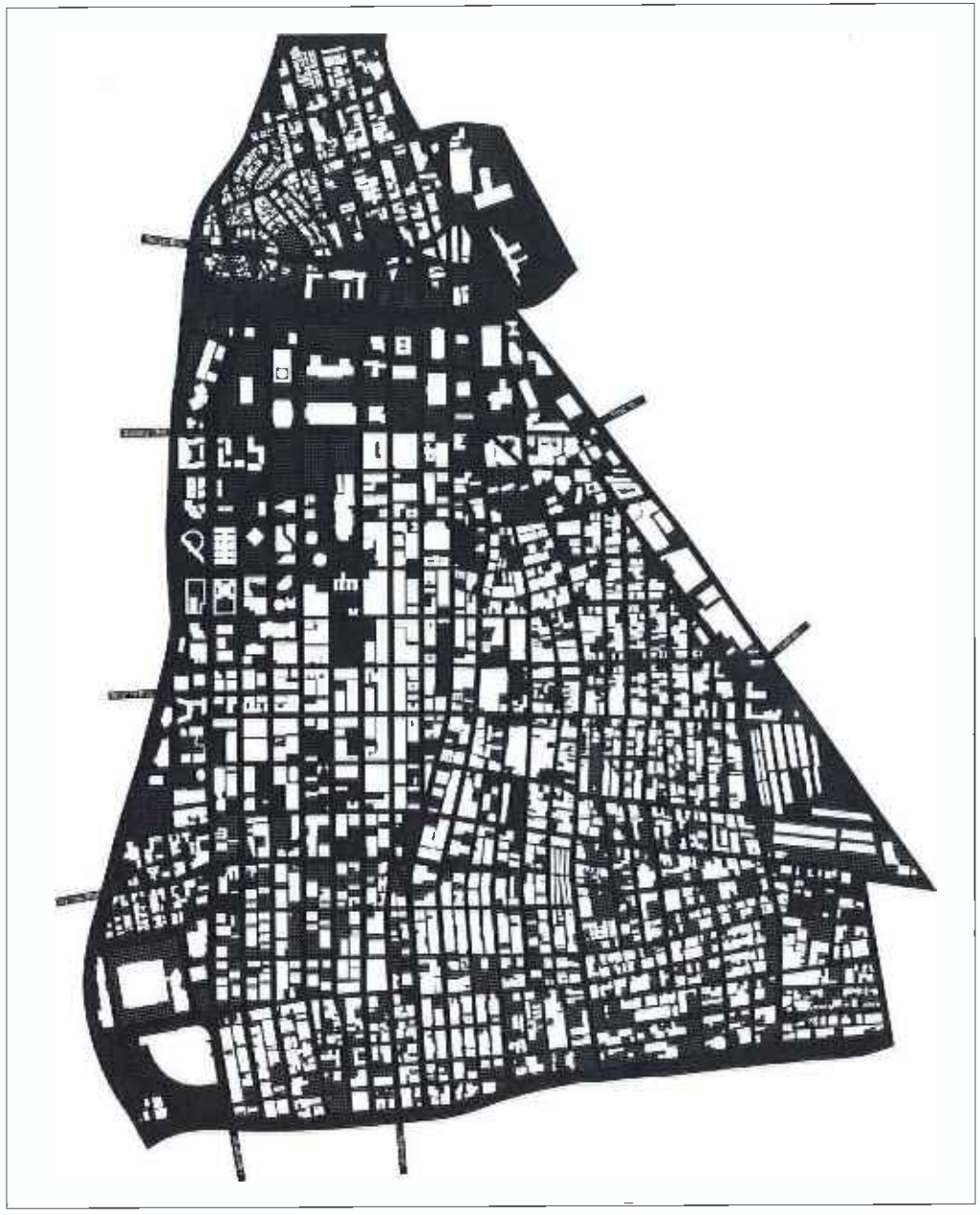


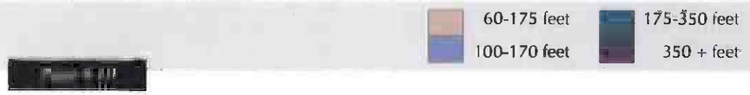
Figure 4-4
Streets and Unbuilt Open Space

Figure 4-5
Topographic Map of the Downtown Core

Downtown Topography

The drawing on the left shows the rise of the land Downtown towards the north and west. Each line represents a contour of 12.5 feet. The form of Bunker Hill is apparent as is the steep grade of Grand Avenue and the east-west streets in the Bunker Hill area.

Figure 4-6
Building Heights in the Downtown Core



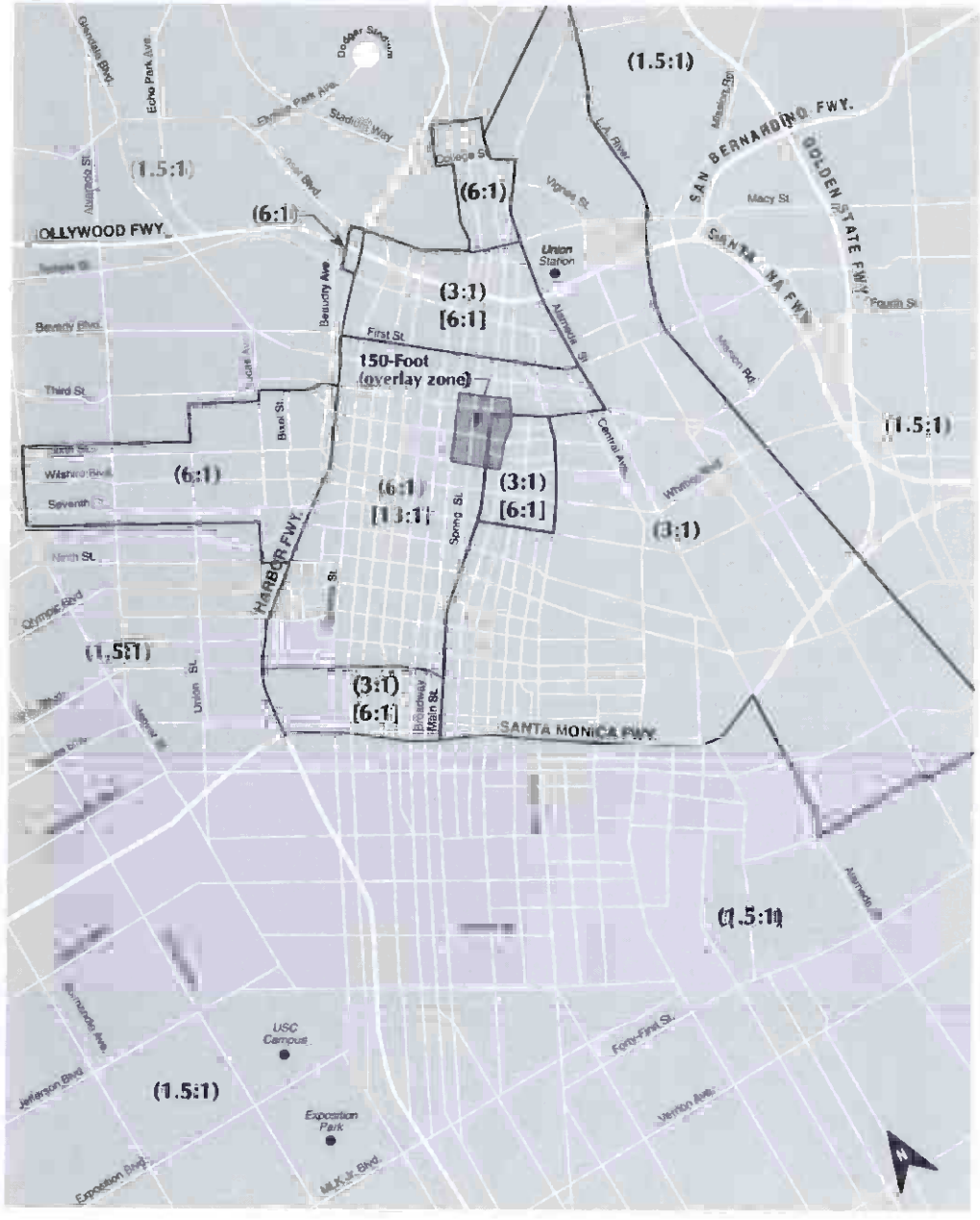


Figure 4-7
Height Districts in the Downtown Core

Building Heights

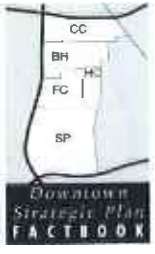
The City of Los Angeles had a height limit of 130 feet set in 1904 and 150 feet from 1911-1957. A vote of the people allowed City Hall tower to be built twice as tall as other structures in the City. It remained the tallest building in Los Angeles, dominating the skyline for thirty years.

The first building to break the height limit was 600 South Spring Street. Soon after that, development moved to the western portion of Downtown. The tallest buildings are now concentrated on Bunker Hill and along Flower and Figueroa Streets.

The development pattern of Downtown is apparent from the height of its buildings. The inverted "L" shape of Broadway/Spring and Seventh Streets describes the center of the city during the early part of this Century.

Presently, there are few limitations on height in the Central Business District (CBD). The area generally bounded by Broadway, Third Street, Los Angeles Street and Fifth Street (see map) has a height limit of 150 feet, with the exception of government office buildings.

The ultimate building size is, however, closely related to the allowed density of development on any given site. Development density in the CBD is generally controlled through the restriction of Floor Area Ratios. Buildings in most of the Downtown Core may be constructed up to 6 times the area of the parcel on which they are located and may be built to up to 13 times the parcel area if development rights are transferred to that parcel. In the remaining Downtown Core, buildings may be built up to 3 times the parcel area or up to 6 times the parcel area if density is transferred from another site.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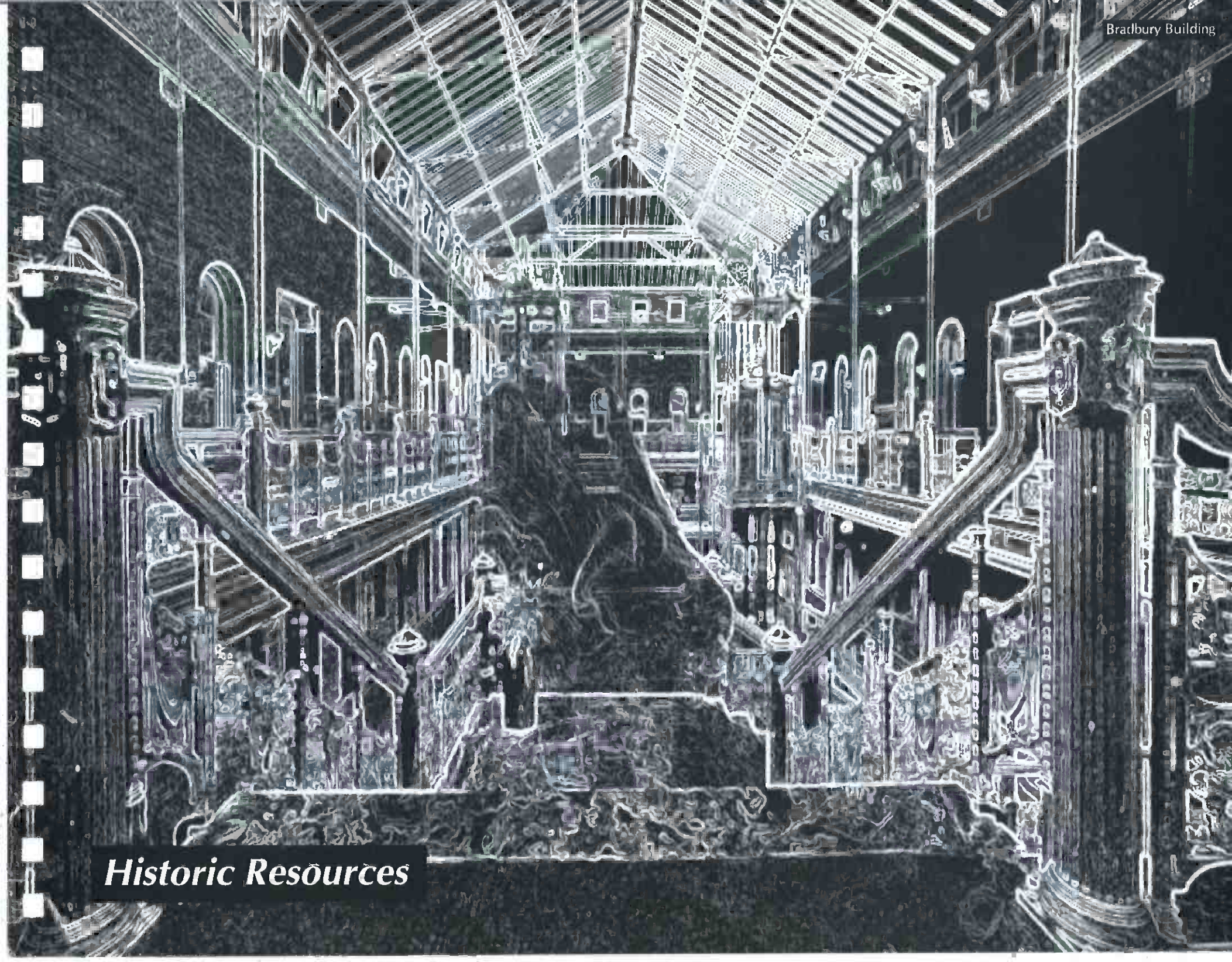
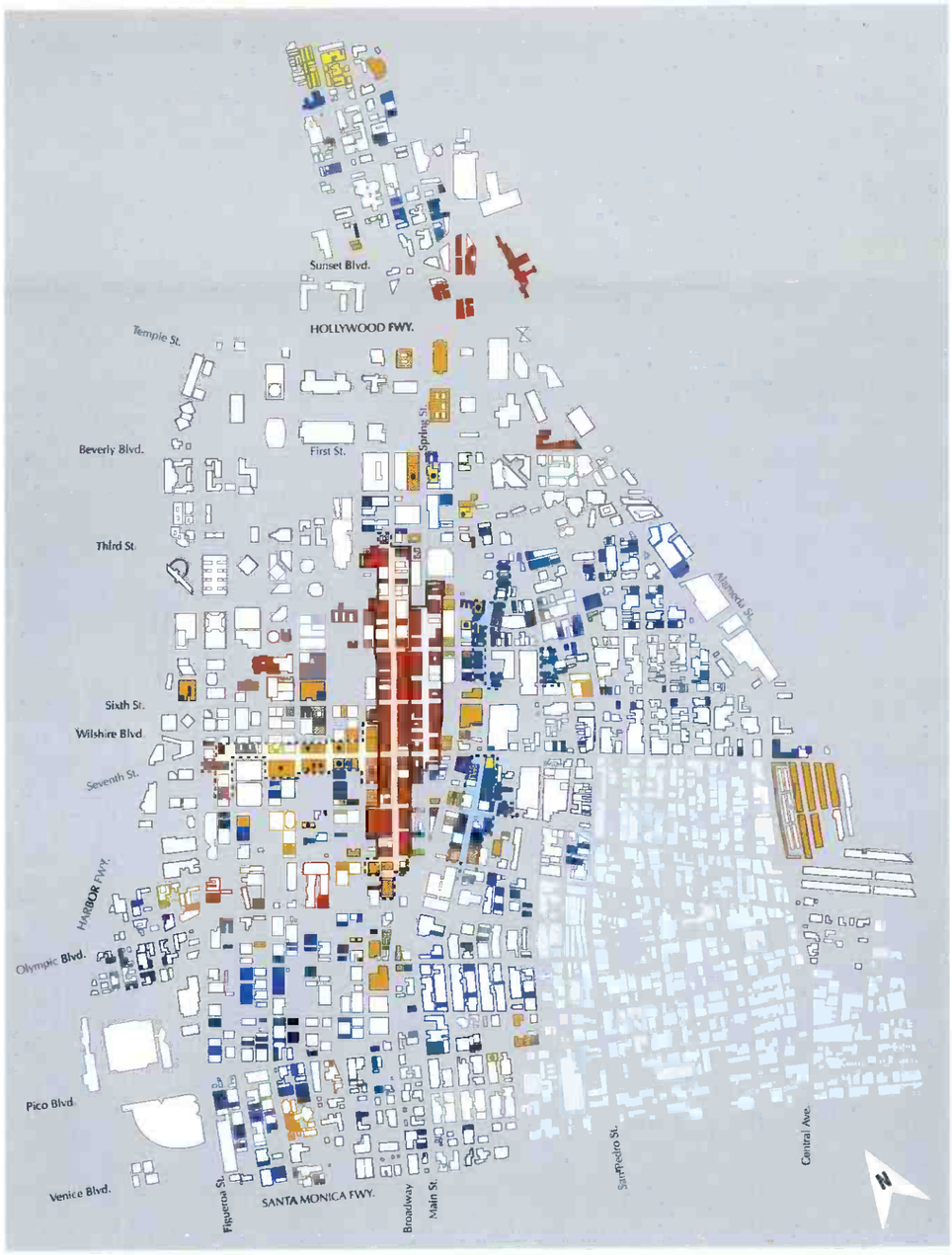


Historic Resources



- On National Register (NR)
- Determined Eligible for NR
- Appears Eligible for NR
- Potentially Eligible for NR
- Worthy of Note
- Proposed Change in Status*
- Historic District Boundary
- Proposed Historic District Boundary

Figure 4-8
Historic Resources in the Downtown Core

* Los Angeles Conservancy, 1990: "Historic Resources in Context"

Figure 4-9
Broadway looking north from Seventh Street.

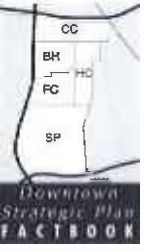
Figure 4-10
Angels Flight at Third and Hill Streets.

Figure 4-11
Main Street looking north from Fourth Street

Historic Resources

Downtown Los Angeles 1781-1945

For most of the first one hundred years of the City's history, economic and social development in Los Angeles centered around the Plaza area in what is now El Pueblo Historic Park. It was in this area that the original forty-four settlers, "pobladores", founded the city in 1781. The pueblo became the center for commercial activity for the surrounding region, a transit point for goods and limited services for the rancheros (ranching families who controlled vast amounts of southern California acreage acquired by land grants in payment for military service, or even for agreeing to live on the land). The buildings of the pueblo provided town residences for wealthier families, governmental services, religious functions, and commercial business.



Since the time of the pueblo's founding, the life of the tiny community had revolved around an unadorned Plaza which lay at its center. To the east and south of the Plaza (just west of the Los Angeles River) were the agricultural plots granted to the founding settlers, which provided the original economic underpinnings for the pueblo. To the north and southwest of the pueblo were the commons. Severe flooding took place in 1815, and the original settlement was lost and then moved west to higher ground, where it organized around a new Plaza that appears to have been located just northwest of the third and current Plaza. This last Plaza was laid out around 1825, and was surrounded by an adobe village extending as far south as the commons. The commercial structures in the area of the Plaza accommodated the needs of the rancho-based economy that developed during the Mexican period from 1822 to 1847.

The City's Hispanic heritage is maintained by some of the surviving structures around the Plaza. One example is the Avila Adobe, a typical one story residence built around an internal courtyard. Such structures were often multi-purpose buildings, with a wing or a room devoted to commercial or business pursuits.

In 1847, the Mexican pueblo was conquered by the United States. Over a two-year period, the transfer of administration was finalized, and by 1849 the village had begun a new life as an American town. Thereafter, a large influx of American and European settlers began to transform the commercial development of the city.

The structure for this new growth was set by a survey laid out by Lt. E.O.C. Ord in 1849, which created a rigid grid configuration of unusually large blocks for the land outside the pueblo. The grid's repeated rectangular blocks were easy to lay out and record for sale, and the subsequent street arrangements provided simple and direct access to potential buyers. Unlike the Plaza area to the north, the new pattern reflected no hierarchy of spatial importance.

By 1866 most of the parcels in Ord's grid south of First Street had been sold. Only the block bounded by Fifth, Sixth, Hill and Olive Streets remained in public ownership. In that year a group of property owners on adjacent streets prevailed on the City Council to retain the block as a public open space. This property, once called "Central Park", is now known as Pershing Square. It was first landscaped in 1870, and its inauguration as the second prominent open space in the city, coupled with the accelerating southward expansion of commerce, signified the end of the reign of the Plaza as the symbolic center of town.

In the same year, Pio Pico set out to recapture the diminishing social eminence of the Plaza by developing what was then the most outstanding hotel in town; immediately to the south of the Plaza on Main Street. The Pico House, which opened for business on June 19, 1870, was a remarkable effort in cultural synthesis. While it responded to the economic needs of the growing Americanized city, it also tried to reconnect the city with the Spanish-Mexican symbolic center at the Plaza.

New transportation infrastructure opened the town up for commercial development and paved the way for the real estate "boom" of the eighties. This infrastructure consisted of six main steam railroad lines radiating out from the pueblo; south to Wilmington (completed in 1869); southeast to Anaheim (1872); west to Santa Monica (1875); north via San Fernando to San Francisco (1876); east via Pomona, connecting with transcontinental routes to Texas (1881); and east via San Bernardino, connecting with another transcontinental route.

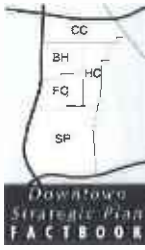
The decade of the 1880's initiated a period of tremendous growth, and by 1890 Los Angeles had been transformed from a tiny village to a substantial city. This change in population was matched by a change in physical scale, as well as a dramatic change in the architectural style, form, and appearance of individual structures. By the turn of the century much of what had been built during the city's first one hundred years was disappearing, or being rapidly subsumed in an increasingly urban landscape.

If there were any Angelinos in the early 1880's who opposed large-scale growth for the town, their voices were completely drowned out by a thunderous chorus of boosters who promoted the city whenever and wherever they could. Clearly a good many people across the country took notice. With the completion of the Southern Pacific's direct cross-country link by the Atcheson, Topeka and Santa Fe Railroad in 1887, the city was inundated with newcomers and the promoters' visions were realized.

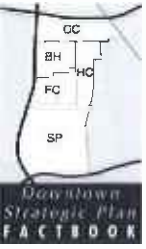
Although the majority of the new immigrants during this period were Anglo, middle and working class families, or individuals from the East, other newcomers to Los Angeles were from Eastern Europe, and a significant minority were Chinese, Japanese, African-American and Mexican. Within a Downtown that grew primarily to serve the larger Anglo influx, tightly knit ethnic communities were created by these groups and contributed significantly to the form of the built environment. Japanese businesses were located along East First Street as early as 1885, and served an ethnically mixed working class population that resided in the district. The area became known as Little Tokyo after 1903 and by that time, much of the city's Japanese population lived in boarding houses in the district. A Black community abutted Little Tokyo on the south and was centered around Central Avenue and Fourth Street. By 1920, it had grown to include thirty blocks stretching south on Central. A Chinese community grew up east of the pueblo on the site of the present Union Station.

By the end of the period the center of the city had been utterly transformed. Most of the commercial buildings around the Plaza, which dated from before the 1870's, had been remodeled or replaced and then abandoned. The area between Temple and First had been completely built out, and the area of the central business district commercial functions had expanded as far south as Fourth and Fifth Streets, and as far west as Hill, consuming what had previously been suburban residential or agricultural uses. At the same time, to the west of Hill, a prestigious residential hotel district blossomed atop Bunker Hill, and a popular tourist hotel residential neighborhood was located south of Bunker Hill as far as Tenth Street. Within the latter, were the town's most prestigious institutions-churches, temples, schools, concert halls and social clubs-in some of its outstanding architectural landmarks.

In this new Downtown, the scale of individual buildings was transformed as well. The explosion in population generated a dramatic increase in the number of establishments providing bank services, legal advice, title insurance, and a host of other central place functions related to real estate as well as retail. Beyond that, however, the amount of space required for each establishment began to increase due to larger, national changes in technology and administrative processes wrought by the industrial revolutions. This metamorphosis in building scale was accompanied by significant rearrangements of internal use of space, again reflecting changes generated by industrialization.



The architectural styles that had become popular in the 1860's and 70's-Italianate and Second Empire-were eclipsed in the 1880's by elaborate High Victorian Queen Anne and Eastlake designs. These, in turn, gave way in the 1890's to derivatives of the Romanesque, Beaux-Arts and Neoclassic styles. All of these were direct imports from the east and Europe. The huge 1893 Romanesque County courthouse, between Spring and Broadway, was particularly reminiscent of its counterparts in Pittsburgh, Kansas City, and other growing industrial centers. The new City Hall was a four story Richardonian Romanesque structure built in 1887 between Second and Third on Broadway.



The distribution of wholesale produce for the region was based at the Plaza until around 1900 when the first enclosed produce distribution center was constructed at Third and Central. Concurrently, another distribution district emerged at Seventh and Alameda. In 1909, a new expansive city market was built at Ninth and San Pedro by a consortium of Chinese, Japanese, Russian and American growers. The large two story reinforced concrete Mission Revival building still stands today.

The Downtown metamorphosis that had taken place below the old Plaza between 1881 and 1900, dramatic as it was, paled in comparison with the wave of new buildings that materialized even further south after the turn of the century. From Main Street to Hill, and from Fourth as far south as Twelfth Street, a distance of more than a mile, an explosion of new commercial construction reflected the rapid economic development of the surrounding region, filling in the eastern portions of Ord's grid and expanding out well beyond its boundaries. During this phase Spring Street emerged as the most prestigious Downtown office location and the region's financial center.

By 1913 there were 11 theaters on Broadway and about the same number on Main Street. Large retail establishments, such as the Broadway, and Hamburgers' department stores opened their flagship stores on Broadway. After 1914, a specialized retail district of a different character began to emerge on and near Seventh Street, west of Broadway. This primarily involved the relocation of well-established, upscale retailers to new specialized single-use Commercial Style or Beaux Arts buildings on Seventh Street. The new Downtown that developed during this period dwarfed its predecessor in both area and scale. Much of this Downtown remains intact today as a cohesive ensemble; a vivid reminder of the phenomenal changes that took place in Southern California in less than two decades.

By 1910 there was sufficient population within the metropolitan area to precipitate the manufacturing of various products locally, even though local producers may have been smaller and less experienced than their larger, more established counterparts elsewhere. The key to local success was in the transportation costs that Eastern manufacturers had to pay to ship their products to Los Angeles. Although the costs of production for local manufacturers may have been greater, their lack of freight costs tended to balance out the equation. Burgeoning local demand for economically priced goods made manufacturing worth the effort. The net result was Los Angeles becoming a major producer in certain key industries. The early automobile and garment manufacturing industries both incubated in Downtown loft space and were key examples of this trend. Garment industry structures, which can still be found on Los Angeles Street, were reinforced concrete or steel framed four to seven story lofts, cased in elaborately ornamented Beaux Arts facades. The furniture industry, although more dispersed in its locational characteristics, was another example of the same phenomenon. Through the first World War, the strength of local markets sustained these industries and they become major exporters by the 1920's.

Most governmental activities during this period tended to remain in the vicinity where they had first laid roots, north and south of Temple between Main and Broadway. Here, a "civic center" began to

emerge with the construction of an enormous Gothic/Romanesque County Hall of Records building just south of the Courthouse. The Civic Center remained in this area and was punctuated with the construction of the present City Hall (1926-1928), with its classical base and 28-story pyramid-topped tower.

It was the expansion of the Pacific Electric (P.E.) interurban streetcar system and the integration of other systems into it that finally tied the sprawling, disparate Southern California region together. Completed by 1918, the system's thousand miles of trackage focussed on two terminals in downtown Los Angeles. Thus, before the triumph of the automobile as the primary form of personal transportation, in the 1930's, the Pacific Electric's red street cars made Downtown by far the most accessible point in the region for the ever expanding metropolitan population.

The former Pacific Electric's east side terminal completed in 1902 still stands at Sixth and Main Streets. In 1925, the west side operation was replaced by Southern California's first subway, a mile long tunnel which carried Westside and San Fernando Valley streetcars underground to the heart of Downtown. Financed completely with private capital, and completed in 1925, the new subway terminal was crowned by the city's most prestigious office structure, the Subway Terminal Building, 417 South Hill Street. Although the subway was abandoned in 1955, this building still remains in use today.

Downtown's final wave of commercial development was a prestigious hotel. Institutional and corporate headquarters district to the west of Hill Street focused around Pershing Square, which was redesigned and attractively landscaped as an elegant urban park in 1911. The Square's emerging role as the focal point of Downtown was significantly enhanced in 1923 with the construction of the enormous Biltmore Hotel along its west side on Olive Street. Much larger than any previous hotels Downtown, the Biltmore's thousand rooms and its elaborate meeting and banquet facilities were finally of a scale that matched the needs of Downtown's expanding business community. The Biltmore helped accelerate the shift of status to the west, and all subsequent Downtown hotel development took place either to its west or southwest.

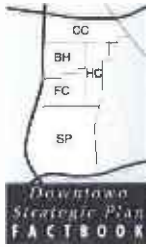
Close to Pershing Square, the pyramid-topped Central Library was built in 1926. The building, currently under rehabilitation, is a unique architectural statement with images referencing ideals of knowledge, past cultures, and hopes for the future.

Despite the development west of Hill, Spring Street remained the focal point for the region's most important financial institutions and related activities. Infill and replacement of earlier structures continued through the 20's, culminating with the Art Deco Stock Exchange in 1929.

After 1932, Downtown's commercial growth almost came to a halt. No major office, hotel, or retail structures were built again until well after the historic period. Downtown's transportation infrastructure did continue to develop, however, with the construction of Union Station adjacent to the old Plaza in 1939. Coordinated with this was the Terminal Annex Post Office, a second major public building on Alameda. The Station was built on the site of the Chinatown of the time, and in 1938 New Chinatown was completed. It was a comprehensively planned retail development that incorporates many decorative motifs associated with Chinese culture.

The Depression and the pause in construction that was necessitated by the Second World War put a completed stop to the 1957 growth of Downtown. This hiatus was largely to continue until 1957, when the removal of the height limit, combined with the redevelopment of Bunker Hill a decade later, began to develop the high-rise skyline that is so prominent a feature of Downtown today.

Excerpted from "Historic Resources in Context for the Central Business District Redevelopment Project Area" Los Angeles Conservancy May 30, 1990.



Historic Structures in the CBD[1]

In the Central Business District, there are approximately 410 buildings with some level of historic significance, which have been identified in surveys commissioned by the CRA. The LA Conservancy has updated these surveys and has recommended approximately 80 additions.

Categories of Significance of Historic Buildings

1(D) Listed on the National Register of Historic Places (as part of an historic district).

2(D) Determined eligible for the National Register of the U.S. Department of the Interior (as part of an historic district).

3(D) Appears eligible for listing the National Register (as part of an historic district).

4(D) Potentially eligible for National Register listing (as part of an historic district) when:

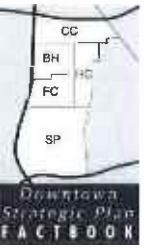
a. more historical or architectural research is performed;
b. the property is restored to an earlier appearance;
c. more significant examples of the property's architectural style are demolished; or
d. the property becomes old enough to meet the national Register's 50-year requirement.

5* Listed as a Los Angeles Historic-Cultural Monument.

5 Worthy of Note.

5D Proposed for listing as a contributor to a locally designated historic district or preservation area.

NC Not contributing to the historic district in which it stands.



Number of Buildings in each Category of Significance[2]:

Category	Current Status	LA Conservancy Recommended Status
1	12	12
1D	87	89
1DNC	29	34
2	13	13
3	88	88
3D	-	28
3DNC	-	8
4	9	18
5*	44	104
5	206	209
5D	-	53
5DNC	-	9

Number of historic or architecturally significant buildings in the Central Business District by date:

1880-1889	26
1900-1909	69
1910-1919	142
1920-1929	197
1930-1939	40
1940-1949	18

20% of the historic structures in the CBD are in the Broadway and

1. Based on Los Angeles Conservancy Report May 30, 1990
2. Some buildings occur in more than one category

Figure 4-12
A: View from Echo Park

Figure 4-13
B: Looking east from Maryland at Lucas

Figure 4-14
C: Looking east from Sixth Street

Views to Downtown

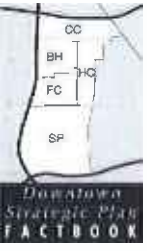
Figure 4-15
D: Looking east from Wilshire at Lucas

Figure 4-16
G: Looking west from San Pedro near Third Street

Figure 4-17
F: Looking north from Grand near Pico

Figure 4-18
E: Looking east from Ninth Street

Views to Downtown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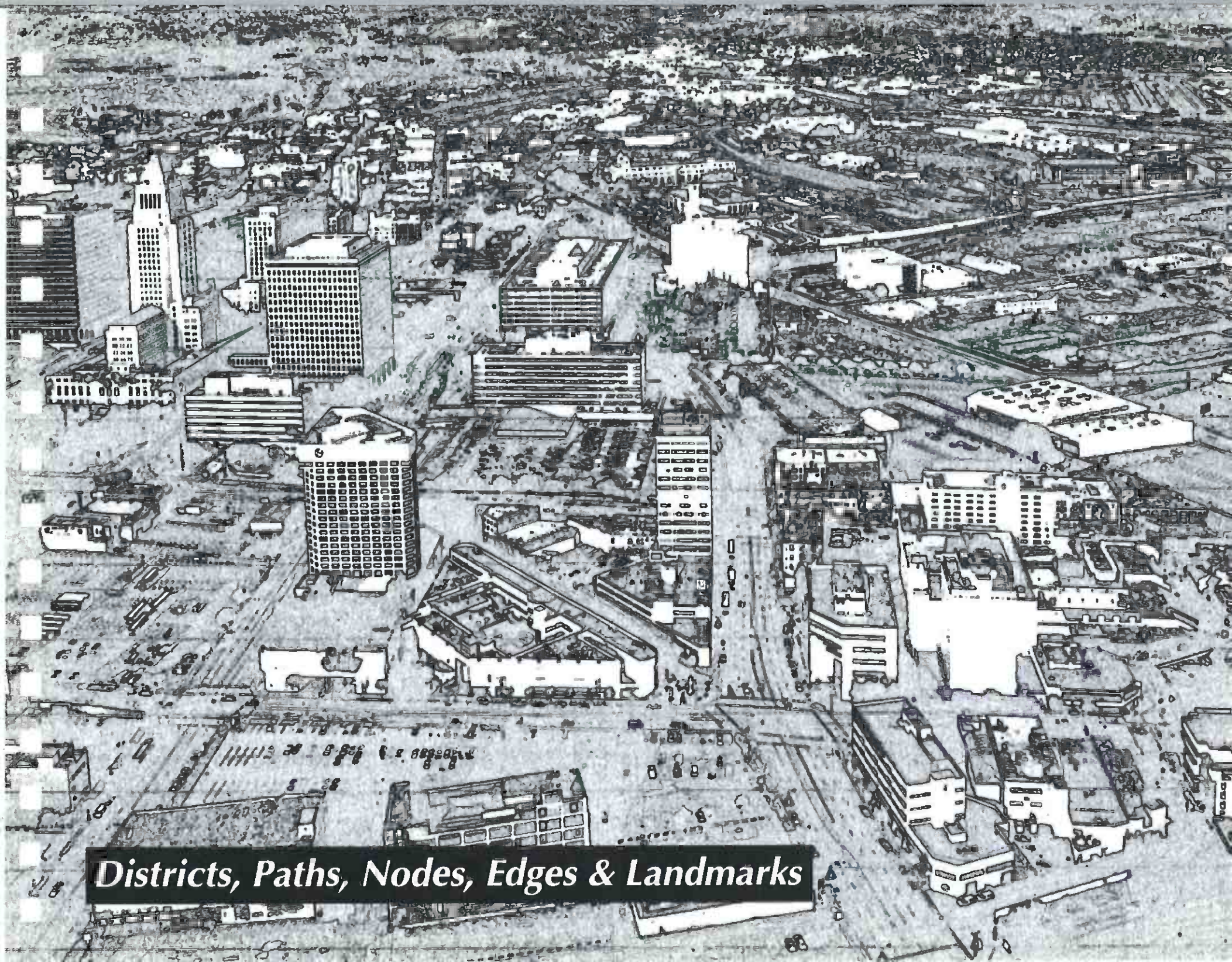
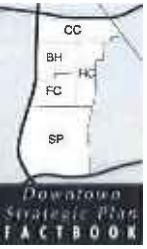

Districts, Paths, Nodes, Edges & Landmarks

Districts, Paths, Nodes, Edges, & Landmarks

The way people look at and remember a city has been categorized, by Kevin Lynch in his book The Image of the City, into five elements -- Districts, Paths, Edges, Nodes and Landmarks. The districts, paths, edges, nodes, and landmarks of Downtown have been noted and analyzed in the pages that follow. Below are definitions of these ideas by Kevin Lynch and comments about how they relate to Downtown. .



Districts

*"Districts are the medium-to-large sections of the city, conceived of as having two-dimensional extents, which the observer mentally enters "inside of," and which are recognizable as having some common, identifying character. Always identifiable from the inside, they are also used for exterior reference if visible from the outside. Most people structure their city to some extent in this way, with individual differences as to whether paths or districts are the dominant elements. It seems to depend not only upon the individual but also upon the given city."**

Downtown Los Angeles boasts many distinctive districts. These districts, such as the Civic Center, Little Tokyo and the Garment District give Downtown its character and make it unique in the region. The districts range from ethnic communities to manufacturing and wholesaling areas, to concentration of high-rise office buildings.

Streets (Paths)

*"Paths are the channels along which the observer customarily, occasionally, or potentially moves. They may be streets, walkaways, transit lines, canals, railroads. For many people, these are the predominant elements in their image. People observe the city while moving through it, and along these paths the other environmental elements are arranged and related."**

In Downtown, paths take three distinct forms: the path of the freeway which is removed from the activity of the city; the paths of transit lines, Metro and Light Rail, and railroad, which either stop at Downtown's periphery or traverse it underground; and the streets, which are paths for both vehicles and pedestrians, and which take on distinctive images. In the section that follows (Streets) particular streets of Downtown have been explored.

Nodes

*"Nodes are points, the strategic spots in a city into which an observer can enter, and which are the intensive foci to and from which he is traveling. They may be primarily junctions, places of a break in transportation, a crossing or convergence of paths, moments of shift from one structure to another. Or the nodes may be simply concentrations, which gain their importance from being the condensation of some use or physical character, as a street-corner hangout or an enclosed square. Some of these concentration nodes are the focus and epitome of a district, over which their influence radiates and of which they stand as a symbol. They may be called cores. Many nodes, of course, partake of the nature of both junctions and concentrations. The concept of node is related to the concept of path, since junctions are typically the intensive foci of districts, their polarizing center. In any event, some nodal points are to be found in almost every image, and in certain cases they may be the dominant feature."**

The Music Center, Pershing Square, and Seventh and Figueroa are all examples of nodes of concentrated energy and activity Downtown.

Edges

"Edges are the linear elements not used or considered as paths by the observer. They are the boundaries between two phases, linear breaks in continuity: shores, railroad cuts, edges of development,

*walls. They are lateral references rather than coordinate axes. Such edges may be barriers, more or less penetrable, which close one region off from another; or they may be seams, lines along which two regions are related and joined together. These edge elements, although probably not as dominant as paths, are for many people important organizing features, particularly in the role of holding together generalized areas, as in the outline of a city by water or wall."**

The freeways form a very distinctive edge to three sides of Downtown. These same elements however area a connector at a different scale, connecting City West with the Central Business District. In Bunker Hill, steep grade changes sometimes form a barrier to the pedestrian. Psychological barriers often separate one area from another, such as those between Little Tokyo and Central City East.

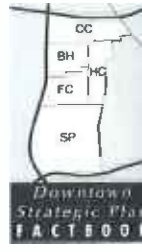
Landmarks

*"Landmarks are another type of point-reference, but in this case the observed does not enter within them, they are external. They are usually a rather simply defined physical object: building, sign, store, or mountain. Their use involves the singling out of one element from a host of possibilities. Some landmarks are distant ones, typically seen from many angles and distances, over the tops of smaller elements, and used as radial references. They may be within the city or at such a distance that for all practical purposes they symbolize a constant direction. Such are isolated towers, golden domes, great hills. Even a mobile point, like the sun, whose motion is sufficiently slow and regular, may be employed. Other landmarks are primarily local, being visible only in restricted localities and from certain approaches. These are the innumerable signs, store fronts, trees, doorknobs, and other urban details, which fill in the image of most observers. They are frequently used clues of identity and even of structure, and seem to be increasingly relied upon as a journey becomes more and more familiar."**

City Hall, with its distinctive pyramid-topped tower dominated the Los Angeles skyline for years and is still the symbol of the City. Downtown's landmarks are not all tall buildings, however, and range from the Central Library to the beautiful atrium of the Bradbury Building.

*"The image of a given physical reality may occasionally shift its type with different circumstances of viewing. Thus an expressway may be a path for the driver, and edge for the pedestrian. Or a central area may be a district when a city is organized on a medium scale, and a node when the entire metropolitan area is considered. But the categories seem to have stability for a given observer when he is operating at a given level."**

*"None of the element types isolated above exist in isolation in the real case. Districts are structured with nodes, defined by edges penetrated by paths and sprinkled with landmarks. Elements regularly overlap and pierce one another."**



* Lynch, Kevin, The Image of the City, MIT Press. Cambridge, Massachusetts, 1960.

1. City Hall
2. Times-Mirror Building
3. Saint Vibiana's Cathedral
4. Japanese Village Plaza
5. Bradbury Building
6. Million Dollar Theater
7. Grand Central Market
8. Central Library
9. Biltmore Hotel
10. Pershing Square
11. Arcade Building
12. Oviatt Building
13. Los Angeles Theater
14. Greyhound Bus Terminal
15. Tower Theater
16. Eastern Columbia Building
17. California Mart
18. Herald Examiner Building
19. California Hospital
20. Convention Center
21. Seventh Market Place
22. 1000 Wilshire
23. Figueroa at Wilshire Building
24. ARCO Tower
25. Bonaventure Hotel
26. First Interstate Tower
27. Wells Fargo Center
28. Security Pacific Headquarters
29. Museum of Contemporary Art
30. Music Center

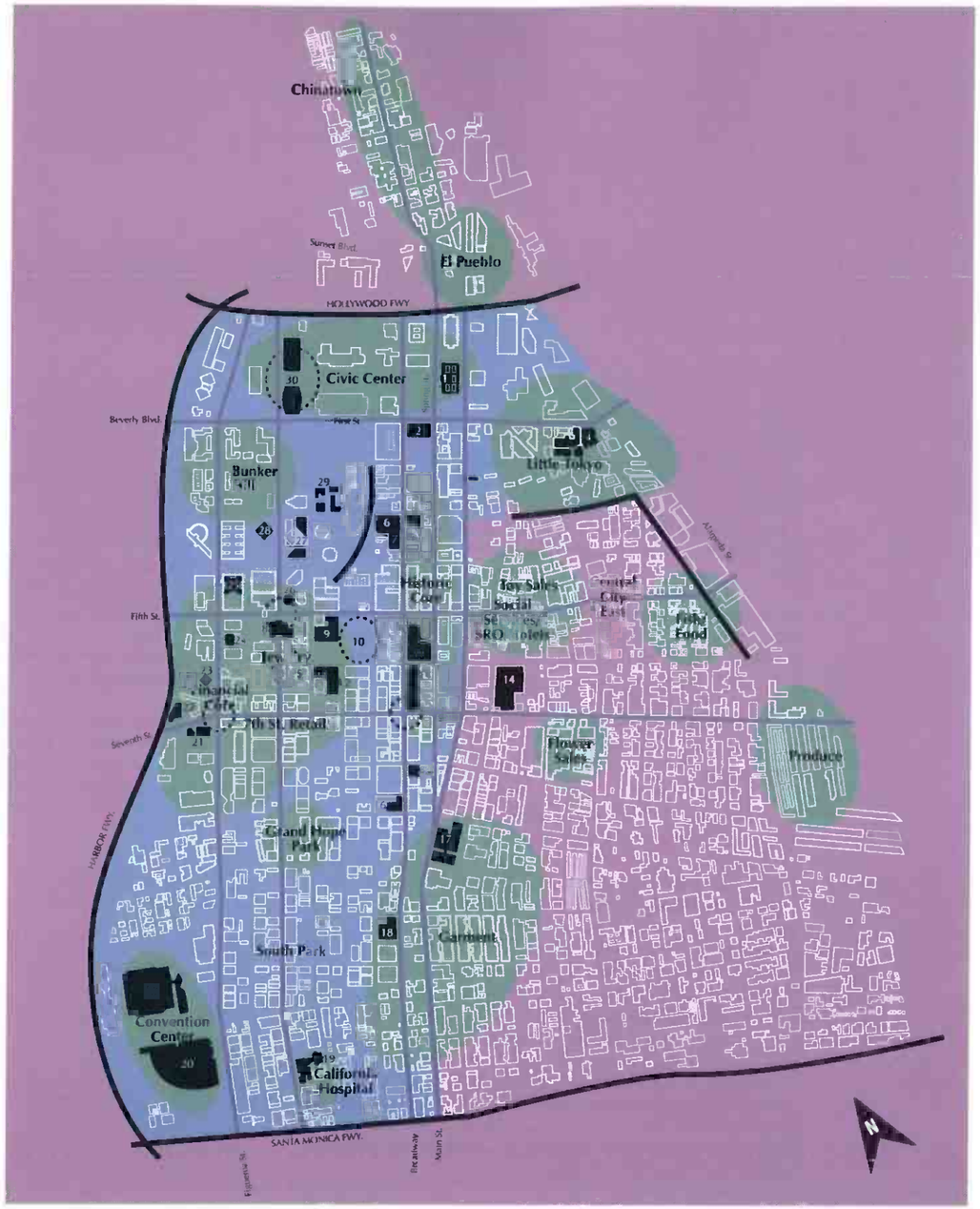


Figure 4-19
Districts, Paths, Nodes, Edges and Landmarks in Downtown Core

Downtown Built Environment: ***Districts, Paths, Nodes, Edges & Landmarks***

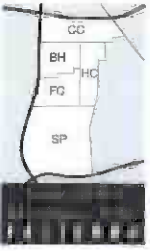
Districts
Major Paths (Streets)
Node of Activity
Edge
Landmark

Districts

Civic Center

The Civic Center is the second largest government center in the country. The buildings in the district are organized around the Civic Center Mall, axially connecting the tall slender tower of City Hall with the glowing planes of the modern Department of Water and Power building. Presently, the axis is blocked off in many places and is more easily perceived from the air than the ground. The Hollywood Freeway, to the north of the Civic Center, forms a strong edge to the area and a barrier to the El Pueblo district.

The buildings of the Civic Center area include the Music Center, Department of Water and Power, Los Angeles County Courthouse, Hall of Records, Hall of Justice, Federal Courthouse, Los Angeles City Hall, City Hall East, City Hall South, Children's Museum, and Parker Center. The Civic Center's older buildings incorporate classic elements often with Art Deco period influence. Across First Street the Los Angeles Times building forms a strong companion piece to the government buildings. Much of the south side of First Street is currently devoted to parking, leading to a weakened physical identity of the district along this street.



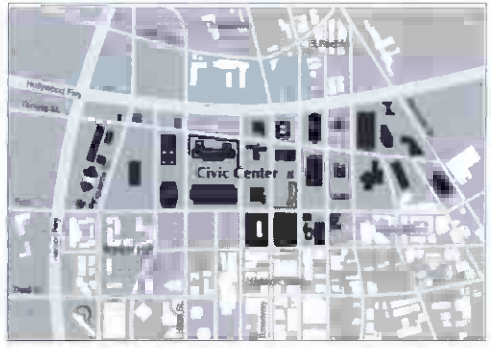


Figure 4-20
Civic Center

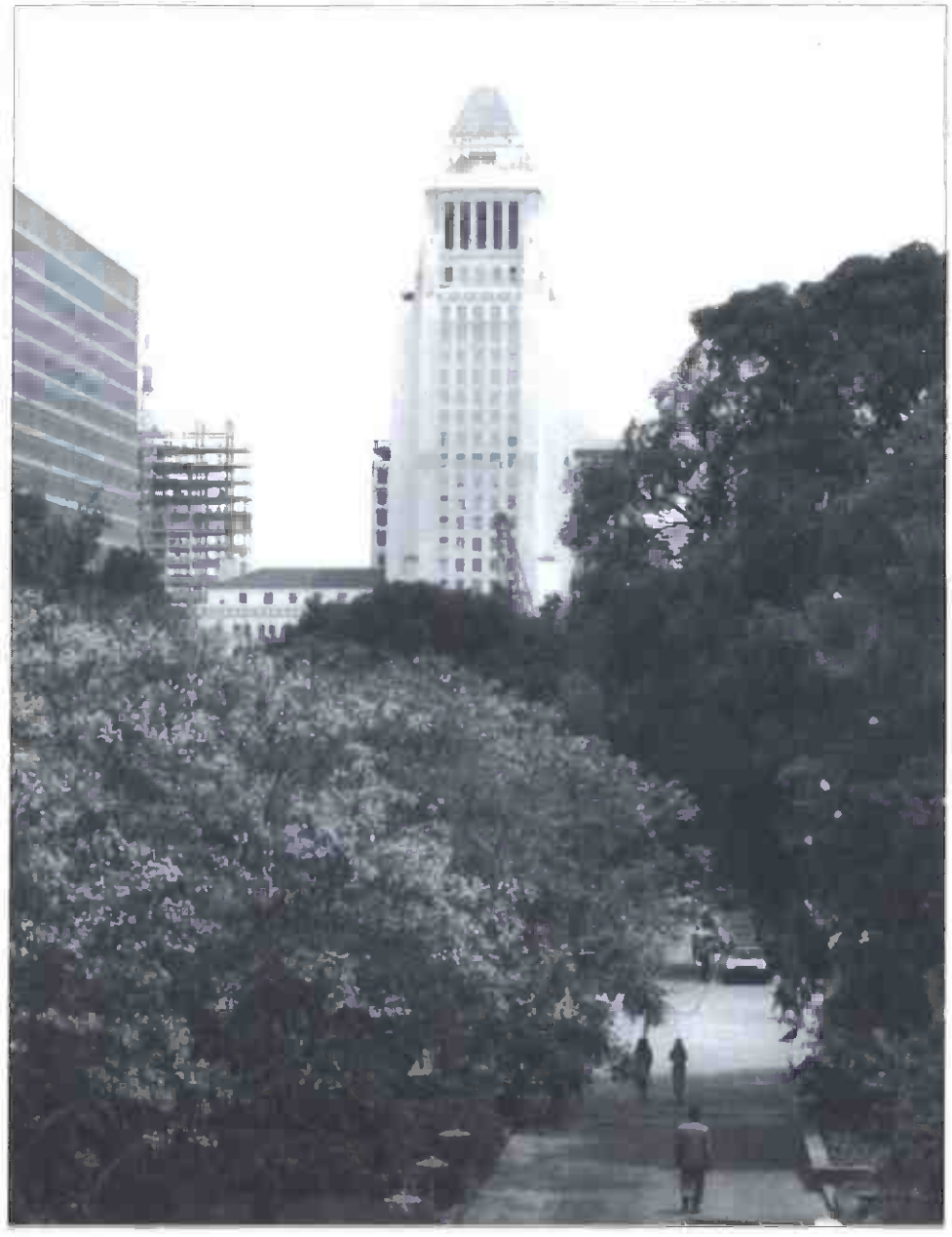


Figure 4-21
View from Music Center looking east toward the City Hall down the axis of the Civic Center Mall.

Figure 4-22
Department of Water and Power: The western edge of the Civic Center axis.

Figure 4-23
First Street, the main street of the Civic Center.

Figure 4-24
Pedestrian bridge connecting City Hall & City Hall East.

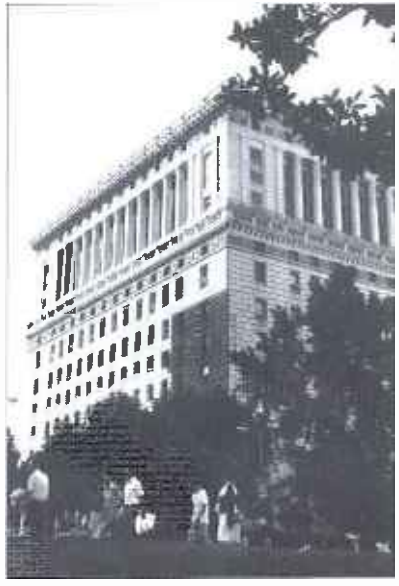
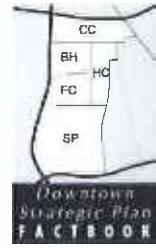


Figure 4-25
Hall of Justice: Beaux Arts classical building by Allied Architects, 1925.

Little Tokyo lies to the east of the Civic Center. Functionally there are relationships between the two districts as Civic Center office workers dine and shop in Little Tokyo. Physically, however, parking lots along First Street separate the two areas.

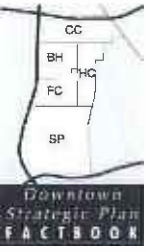
The streets of the Civic Center are peopled by those with governmental business, however, those without such interests are not attracted to the area due to the lack of pedestrian-oriented uses, such as restaurants and retail shops. At City Hall Mall, shopping and restaurants are below grade and out of public view.

The Civic Center has strong ties to the historic core of Downtown, across First Street to Broadway, Spring and Main Street. The State Office Building at Spring and Third Streets suggests a linkage to civic related uses south into Downtown's historic core. Links to Bunker Hill are being planned with the Disney Hall project. However, ties to the west are more difficult to establish due to grade changes and road system design.



Historic Core

The Historic Core of Los Angeles, generally bounded by First, Los Angeles, Ninth and Hill Streets, contains the majority of commercial buildings built in Los Angeles before 1929. A significant number of these buildings are of architectural, historic, or cultural merit. The area includes the National Register Broadway Theater and Commercial District, and the Spring Street Historic District. The district's landmark buildings include the Bradbury Building, St. Vibiana's Cathedral, the Los Angeles Theater, and the San Fernando Building. During the period of construction of most of these buildings, Los Angeles had a height limit of 150 feet and the district has a strong definition at this cornice height. Buildings in the district are generally faced in stone or terra cotta and are articulated in a tripartite division of base, middle and top.



During the early part of this century, the Historic Core area was the center of business and finance for the Los Angeles region. In recent decades, the office market has decentralized throughout the region and recent office development Downtown has been west of Olive Street. The new, efficient, large floorplate buildings have provided significant competition to the older buildings in the Historic Core, where the average vacancy rate for upper floors is fifty percent. Also, affecting upper floor vacancy rates are code related issues, such as fire and life safety, asbestos abatement, handicapped accessibility, and seismic retrofitting.

The district also contains retail, theater, and hotel uses. Broadway is a major retail center comparable to a regional shopping center in terms of size and tenant mix. Annual sales are estimated at over $200 million. Hotels in the area include both residential hotels, such as the Pershing-Roma, and inexpensive transient hotels such as the Alexandria, Barclay and Cecil. The area also contains a concentration of theaters and movie palaces, however, some have been converted to other uses and the demolition of others is proposed.

Figure 4-26
Spring Street - the former "Wall Street of the West" features Beaux Arts classical office buildings.

Figure 4-27
Broadway is lined with retail shops and theaters which attract shoppers from the area.

Figure 4-28
Hill Street features the Jewelry District with retail, wholesale and manufacturing uses

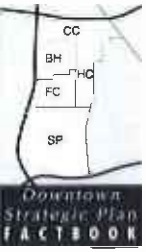
Figure 4-29
Main Street

Figure 4-30
Historic Core

Bunker Hill

Bunker Hill is Downtown's first redevelopment area. The area was at one time filled with stylish residences, many of which deteriorated to slum dwellings by the time the plan was conceived. Adopted in 1959, the Bunker Hill Redevelopment Project was conceived as a totally new mixed use development, including office, residential, hotel, retail, commercial, museums and cultural uses.

The design for Bunker Hill created separate circulation paths for pedestrians and vehicles. Pedestrian circulation is at the second level that crosses over vehicular service streets. Where Flower and Figueroa Streets pass through Bunker Hill they are distinguished by the concrete bridges that span them.



The most distinctive building type on Bunker Hill is the high-rise tower set on a plaza or base. These buildings are often unique prismatic shapes with curtain walls of glass and stone. They are arranged to maximize light, air, and open space and are often designed to avoid creating a "street-wall" or block pattern typical of the traditional city.

Bunker Hill has a over 3,200 housing units. Housing on Bunker Hill is generally located at its northern end, and is generally in mid- or high-rise buildings. Open space on Bunker Hill focuses on plazas associated with commercial and cultural structures. These are often set apart from direct contact with the street by grade separations or walls.

Bunker Hill lies above the surrounding districts and is distinguished by steep changes in grade, and characterized by road and tunnel systems that separate service uses from pedestrian and automobile uses. The Bunker Hill Steps, at Hope and Fifth Streets, are designed to link Bunker Hill with the Financial and Historic Core through a grand stair and landscaped terraces.

Figure 4-31
View from the top of City Hall looking southwest towards Grand Avenue

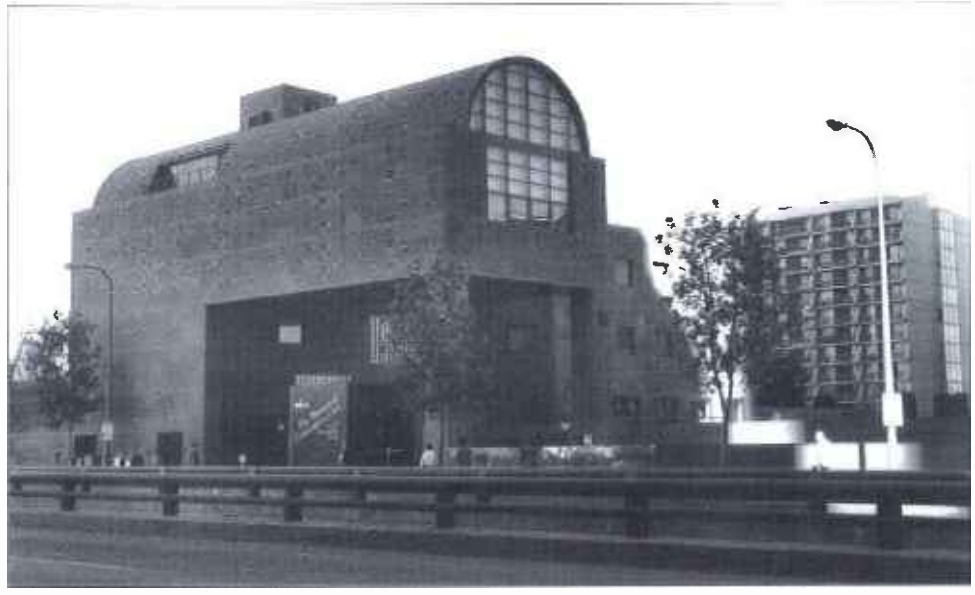


Figure 4-32
Museum of Contemporary Art: Bold materials & forms characterize the "object-like" museum

Figure 4-33
Bunker Hill Towers: Residential uses in Bunker Hill often form their own community

Figure 4-34
Sheraton Grande Hotel

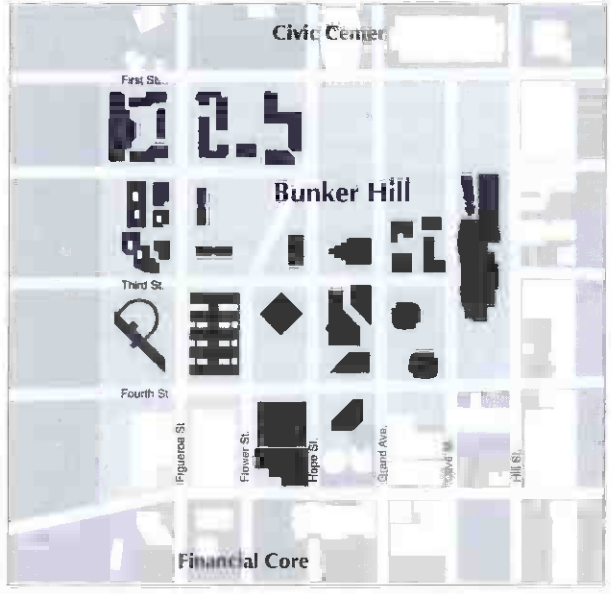


Figure 4-35
Bunker Hill

Financial Core

The Financial Core area is generally bounded by Bunker Hill, Hill Street, Eighth Street, and the Harbor Freeway. Many of Downtown's premiere high-rise office buildings are in this area. Along Figueroa and Flower Streets contemporary point tower office buildings dominate the landscape. These include the 73-story First Interstate World Center, the 55-story 777 Figueroa building, and the 53-story Arco Plaza towers. The area also contains many historically significant buildings from the early part of this century such as the 818 Building, Engine Company 28, and Giannini Building.

The streets of the Financial Core have varying character, from Figueroa Street's broad tower-lined boulevard to Hope Street's axial focus on the Central Library. Seventh Street had been the upscale shopping district of downtown from the early part of this century. Over the past twenty years, however, due to the construction of a large number of suburban shopping centers, the change in the demographics of the population using Downtown Los Angeles and the extensive amount of office construction within Downtown, the role of Seventh Street has changed. To compete with new retail marketing needs, Seventh Market Place at Seventh and Figueroa, was completed in 1985. It combines two small anchor department stores (Bullocks and May Company) with specialty stores and restaurants. The center, unlike a typical shopping mall, is oriented to the street with shops arranged around a three-level courtyard.

The Central Library has been a focal point of the area since its construction in 1926. Rich with symbolism, the building ends the axis of Hope Street. North of the library is Downtown's tallest building, the 73-story First Interstate World Center. The highly articulated, cylindrical, white building is a new Downtown landmark visible for miles. The Bunker Hill Steps encircle the building and connect the Financial Core with Bunker Hill.

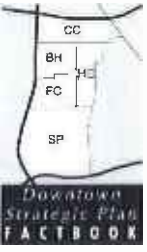


Figure 4-36
Looking south from Second Street at the line of hotels and office towers along Figueroa Street.

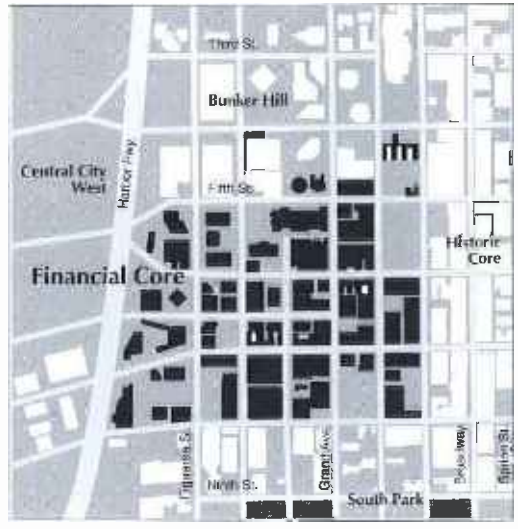


Figure 4-37
Financial Core

Figure 4-38
Arco Plaza: *Well-proportioned plaza on the street. Retail uses are underground in a shopping mall*

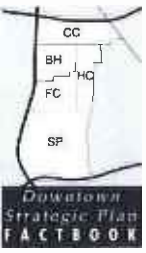
Figure 4-39
Citicorp Plaza: Anchor department stores combined with specialty shops in the street-oriented mall, which is bracketed by two office towers.

Figure 4-40
Seventh Street, the "high end" retail district of the early part of this century still funcitons as a shopping street.

South Park

South Park, the area generally bounded by Eighth Street, Main Street, the Santa Monica Freeway and the Harbor Freeway, is projected to be a mixed-use residential community containing 6,000 to 7,500 housing units. To support this objective, the area generally bounded by Ninth Street, Hill Street, Pico Boulevard and Flower Street, was recently rezoned to facilitate the development of housing.

Grand Hope Park, the center of the new South Park community is located on Hope Street between Ninth Street and Olympic Boulevard. The park, designed by landscape architect Lawrence Halprin and scheduled for completion in late 1991, is bordered by the Fashion Institute of Design and Merchandising and the Del Prado housing project (192 units) now under construction. Across Hope Street to the west of the park are the Skyline condominiums (200 units) and the Metropolitan apartments (273 units). Hope Street Promenade, a pedestrian street featuring landscape design by Halprin, will connect the residential community of South Park with the Financial Core and the Central Library.



At the northern end of South Park, the area contains a mixture of high-rise office and ground floor retail space. At the southern end of the district is the Convention Center and its 867,000-net-square-foot expansion, which is under construction and scheduled for completion in 1992. East of the Convention Center are California Hospital, California Pediatrics Center, California Medical Center and their related uses. South of Pico Boulevard, between the Harbor Freeway and Broadway, is an area designated as a potential site for peripheral parking locations.

South Park also contains historically significant structures, such as the recently rehabilitated Embassy and Stillwell Hotels, the Standard Oil Building, and the former Herald Examiner Building. Warehouse space in one-story unreinforced masonry buildings is scattered throughout the district.

Figure 4-41
Grand-Hope Park (Phase One) and Fashion Institute of Design Merchandising (F.I.D.M.). The site of Del Prado apartments is to the right.

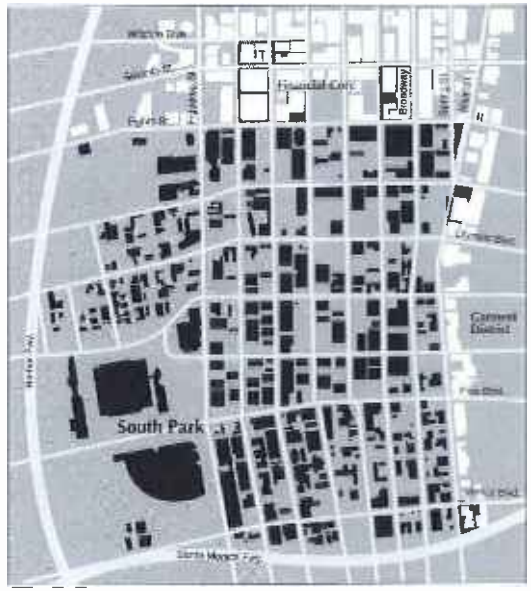


Figure 4-42
South Park

Figure 4-43
Entrance to Convention Center - an addition of 867,000 square feet will be completed in late 1992.

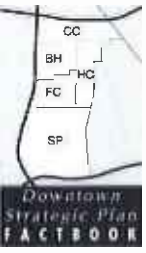
Figure 4-44
California Hospital built in 1925/1926 and its recently completed addition

Figure 4-45
"Metropolitan" townhouses on Hope Street, Standard Oil Building and Skyline Condominiums, the first residential project in South Park.

Garment District

The Garment District is one of the liveliest areas in the city. It incorporates garment manufacturing, wholesaling and retailing. Los Angeles is a leader in the garment manufacturing industry in the country, and a major employer in downtown.

Many of the buildings in the district were built in the early part of this century for garment manufacturing. They are multi-story loft buildings with large windows and elaborately ornamented Beaux Arts facades. Street level uses are generally retail; the sidewalks of the district are lined with shops, with large display windows showing the latest fashions. Upper floors are used for showrooms, offices and, sewing rooms. The composition of uses at the upper floors are changing as some designers and showrooms are moving out of Downtown and relocating to other parts of the region.



The California Mart, on Main Street, between Ninth Street and Olympic Boulevard, is a three-million-square-foot complex serving the garment industry. It houses over 2,000 showrooms and sponsors many shows for the industry throughout the year. These shows annually attract over 100,000 retailers from all fifty states, and over twenty foreign countries.

Retail activity in the area has grown significantly over recent years with development occurring along the streets and alleys east of Los Angeles Street. This growth has also increased new building activity in the area. The Garment District is adjacent to both South Park and the Historic Core, and garment-related uses are expanding into both areas.

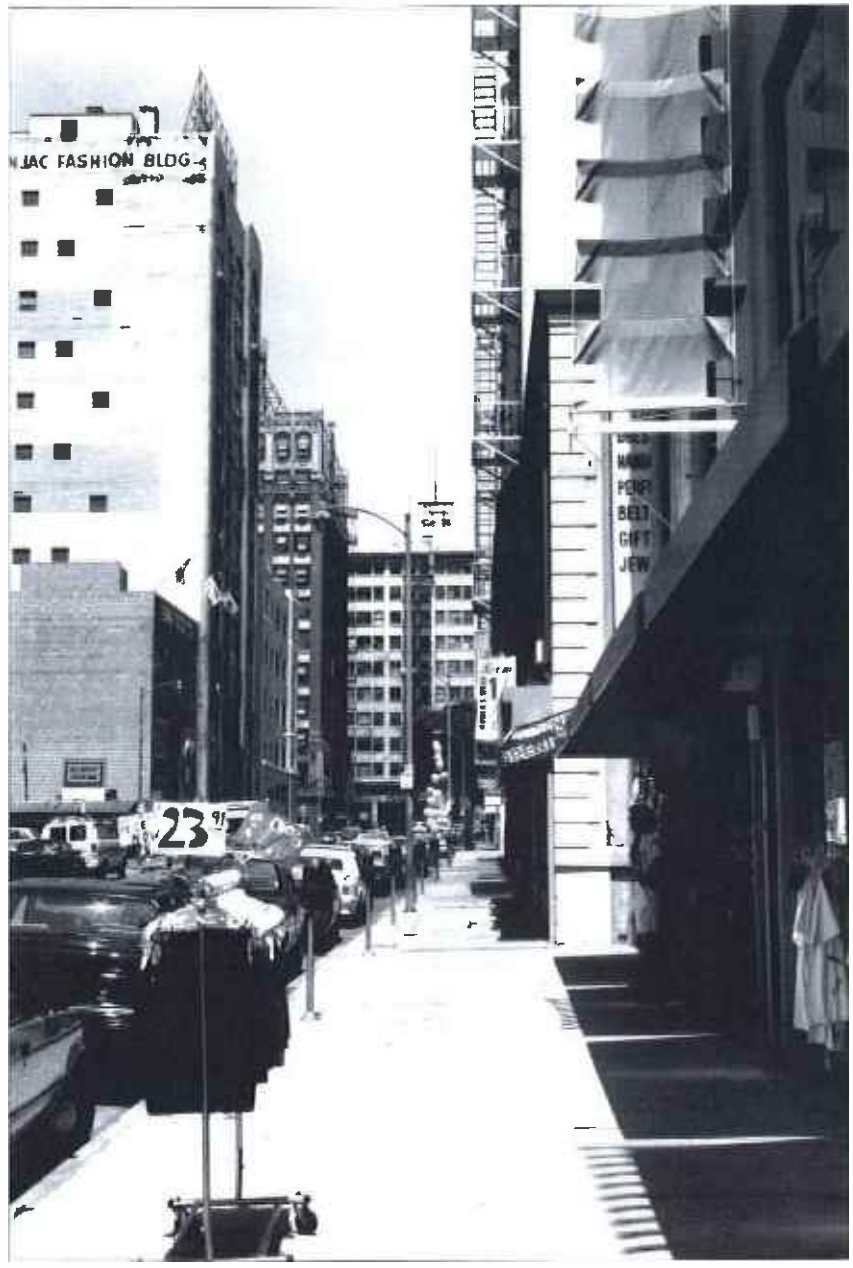


Figure 4-46
Santee Alley: Small shops line the street creating a pedestrian-oriented environment.

Figure 4-47
View looking north on Los Angeles Street. The area features loft buildings from the early part of the century.

Figure 4-48
Los Angeles Street looking south. The district is one of the city's most active pedestrian area.

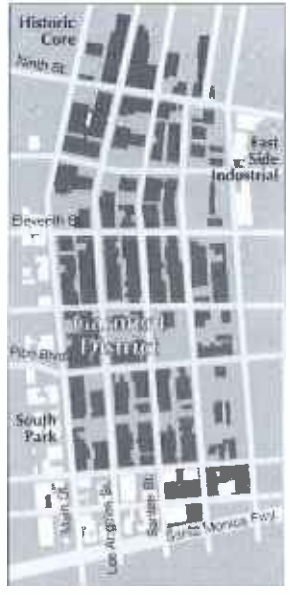
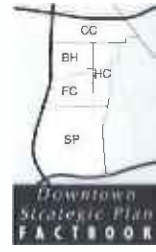


Figure 4-49
Garment Distirct



Jewelry District

The Jewelry District is generally in the area along Hill Street between Fifth and Eighth Streets. The area is a center of wholesale and retail jewelry sales and manufacturing in the region. The district is characterized by multi-story Beaux Art buildings built as financial offices at the early part of the century. Many showroom spaces on the ground floors have been converted from former uses such as, the former Pantages Theater and the Bullocks Department Store, both at Seventh and Hill Streets. The ground floors of these buildings are occupied by store-fronts with large display windows filled with jewels. The street oriented nature of the displays creates a lively, pedestrian-oriented environment. Jewelry-related businesses, including manufacturing space, often occupy the upper floors of the district's buildings.

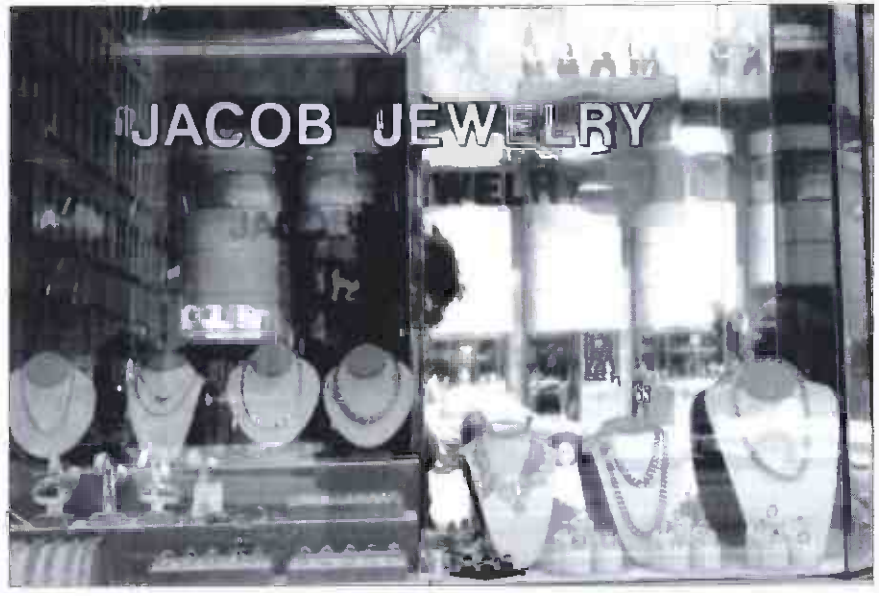


Figure 4-50
Eye catching displays draw customers in off the street.

Figure 4-51
Jewelry Center, formally the Pantages Theatre. This heavily ornamented, white terra cotta building was built in 1920. The interior remains generally intact.

Figure 4-52
View looking north on Hill at Seventh Street at St. Vincent's Jewelry Center, formerly Bullock's Department Store.

Figure 4-53
Shop windows filled with jewels attract people from all over the region.

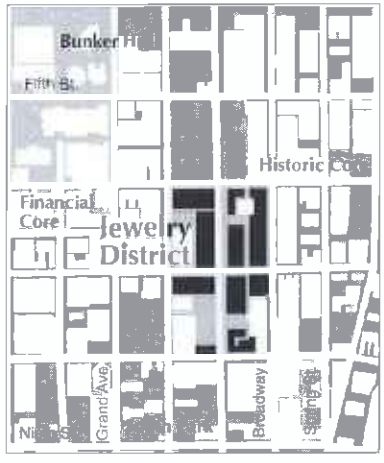
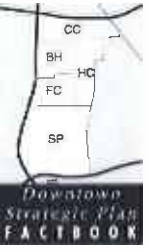


Figure 4-54
Jewelry District

Central City East and Eastside Industrial

The Central City East (CCE) area is characterized by wholesale and warehousing uses including produce, fish and food processing, the Flower Market, an emerging toy import/export industry, and a mixture of commercial activities. The area provides jobs for nearly 20,000 people. Additionally Central City East provides a range of social services and missions and approximately 6,500 single room occupancy (SRO) units (including those on Main Street). The area also includes the main bus station, the RTD maintenance facility, and the central police station.

CCE is generally composed of one-, two-, and three-story buildings. However, there are several taller buildings, including hotels from the early part of the century such as, the King Edward and Baltimore at Fifth and Los Angeles Street, and the El Rey (now the Weingart Center) at Sixth and San Pedro. Much of the building stock in the area is of unreinforced masonry construction from the early part of the century, which is subject to the city's seismic retrofit ordinance.



Rehabilitation of the area's SRO hotels, a primary source of housing for Central City East residents, has been directed to priority intervention areas which focuses on groups of buildings in an effort to build neighborhoods. Two small parks have been created adjacent to these hotels. The area is also a center for social services including alcohol programs, mental health services, job training programs, transitional housing, homeless outreach, family and children's services, and missions and aging programs. Various government agencies in the area include the State Employment Development Department, Department of Public Social Services, and the Veterans' Administration.

The area affects, and is affected by, the adjacent areas; in particular, Little Tokyo to the north, which is experiencing a period of accelerated development, and the Historic Core to the west.

Figure 4-55
Flower Market supplies florists throughout the region with flowers from all over the world.

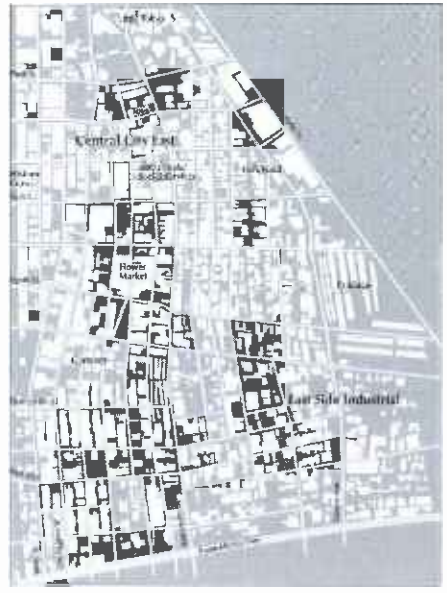


Figure 4-56
Central City East and Eastside Industrial

Figure 4-57
Toy District Shop, a booming new area.

Figure 4-58
View looking west from Wall Street, Central City East has a low-rise character

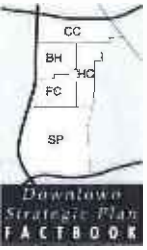
Figure 4-59
Mission revival style City Market was built in 1909.

Figure 4-60
Rykoff Building, an industrial structure designed by John Parkinson, was built in 1917 featuring repetitive massing and simplified details.

Figure 4-61
Looking west towards the high-rises of Downtown. Recently renovated SRO hotels in the foreground, and the new Los Angeles Mission under construction.

Little Tokyo

Little Tokyo is the geographic and symbolic hub of the largest Japanese American community in the continental United States. The Little Tokyo Historic District on First Street, between San Pedro Street and Central Avenue, is a physical reminder of the early days of this community which dates from 1885. Its two- and three-story masonry buildings and shopfronts create a lively shopping district, which attracts both office workers in the area and tourists from all over the world. The district's buildings vary from low-rise commercial vernacular buildings of the early 1900's, to modern multi-story structures, such as the New Otani Hotel and Sumitomo Bank. References to Japanese culture exist throughout the district in many ways. These include decorative roofs, signage, garden design, materials and various other Japanese design elements. Traditional design is often employed for religious buildings such as the Higashi Hongwanji Buddhist Temple.



Little Tokyo is a mixed-use neighborhood with a residential community of 850 people, retail, hotel, office, and commercial uses. Community facilities include a Buddhist Temple, Christian Church and the Japanese American Cultural and Community Center which features a theater, gallery, Japanese garden, and office space for various community groups. The former Nishi Hongwanji Buddhist Temple on First Street will be adaptively reused as the Japanese American National Museum. Construction was begun in late 1990. Housing projects in the area include both new development and rehabilitation. Among these are Little Tokyo Towers (301 units), Miyako Gardens (100 units), and Tokyo Villas (167 units).

Many new mixed-use developments are being planned for Little Tokyo. A new development featuring a 550-room hotel, 130 residential units and retail uses is under construction at Second Street, between San Pedro Street and Central Avenue. Another mixed-use project, which includes a city office building of 560,000 square feet, and over 300 residential units and a 400-room hotel, will be developed in the block bounded by First, San Pedro, Temple and Alameda Streets.

Figure 4-62
Miyako Gardens & Higashi Hongwanji Buddhist Temple: Little Tokyo's many neighborhood amenities make its housing projects very popular.

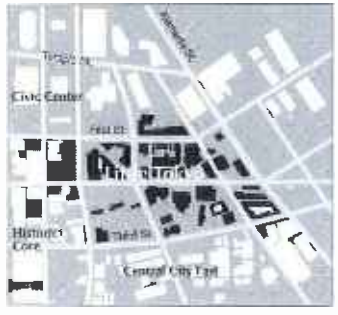


Figure 4-63
Little Tokyo

Figure 4-64
Japanese Village Plaza: Japanese elements & details throughout the district add to its identity.

New development in Little Tokyo, although higher in density than earlier activity, is being planned to be compatible with the existing scale and character of the area. Considerations include continuation of the "street-wall" and associated activating uses; compatibility of the buildings in terms of materials, texture, fenestration, etc., and a setback of towers from the street.

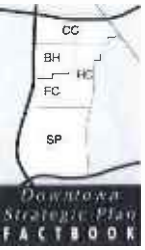
Figure 4-65
Little Tokyo circa 1935. The north side of First Street looks much the same today as in this vintage photo.

Figure 4-66
Japanese American Cultural and Community Center: Surrounding a plaza by Isamu Noguchi are a theatre and an office building.

Figure 4-67
New Otani Hotel: Little Tokyo modernist buildings often incorporate Japanese style elements like this hotel's tranditional garden.

El Pueblo

The Pueblo area is the site of the first settlements of Los Angeles. Although the site of the first plaza is unknown, it was in this area that the original forty-four settlers founded the city in 1781. During the first century of the city's history, economic and social development centered around the plaza area in what is now El Pueblo de Los Angeles Historic Park. By the 1870's the business center of the City was moving south, away from the area. In the mid-1920's demolition threatened the Avila Adobe, the oldest structure in the area. Efforts to save the building led to plans for the current Olvera Street, a Mexican marketplace, which features food, musicians, and shops selling Mexican goods.



Millions of visitors a year are drawn to Olvera Street, which is the site of many Mexican-American celebrations. The Plaza Church, dating from 1818, serves close to 10,000 worshipers each Sunday. Other buildings around the plaza include the Italianate Pico House, 1869-1870; Fire House No.1, 1884; and the Garnier Block, 1890. These buildings have been partially vacant for many years and new uses are being considered for bringing them back to active life.

Planning for the El Pueblo area includes both Union Station and Terminal Annex, east of the Plaza across Alameda Street. Terminal Annex has recently changed use from a postal distribution center to a branch post office. The upper floors of the building are no longer in use. Union Station was designed by John and Donald Parkinson and built in 1934-39. It was the last of the large metropolitan passenger depots to be built in the country. The station presently is an Amtrak passenger station and will soon become the transit center for Metro Rail, Light Rail, a commuter rail, and the El Monte Busway. Development plans for the area capitalize on its enhanced role as a transportation hub and are considering various uses including office, retail, hotel and residential.

Figure 4-68
Olvera Street: A former alley converted to a shopping street. The low scale, materials, interesting objects, and history attract locals, as well as tourists.

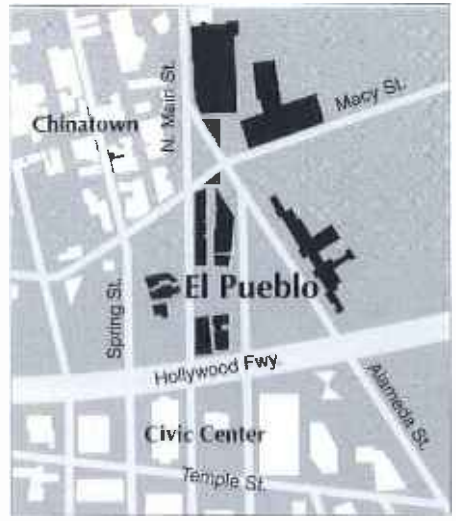


Figure 4-69
El Pueblo

Figure 4-70
Union Station: Built in 1934-1939 on the site of Chinatown. Its style combines Mission Revival and Modern design.

Figure 4-71
Olvera Street with Terminal Annex towers in the background.

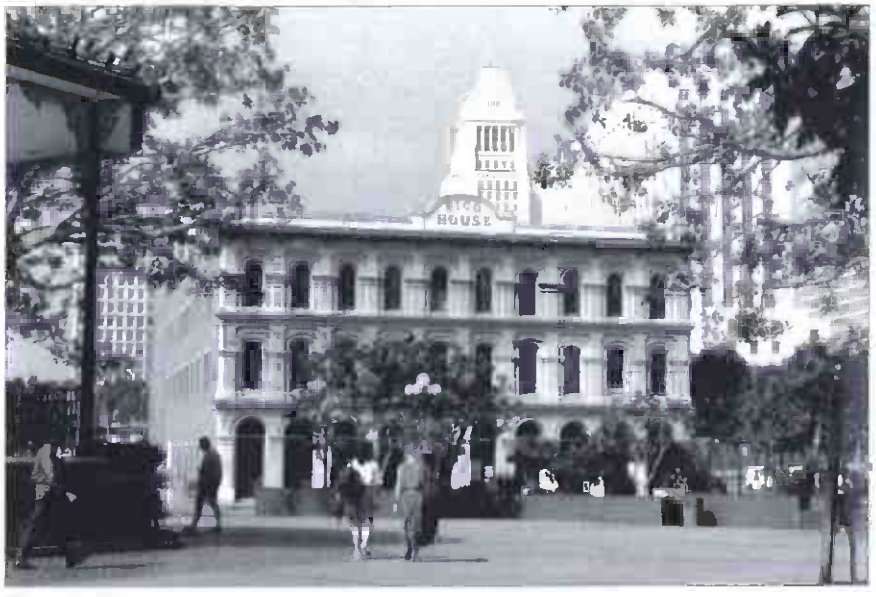


Figure 4-72
Pico House, the city's first three-story hotel, was commissioned by Pio Pico, the last governor of Mexican California.

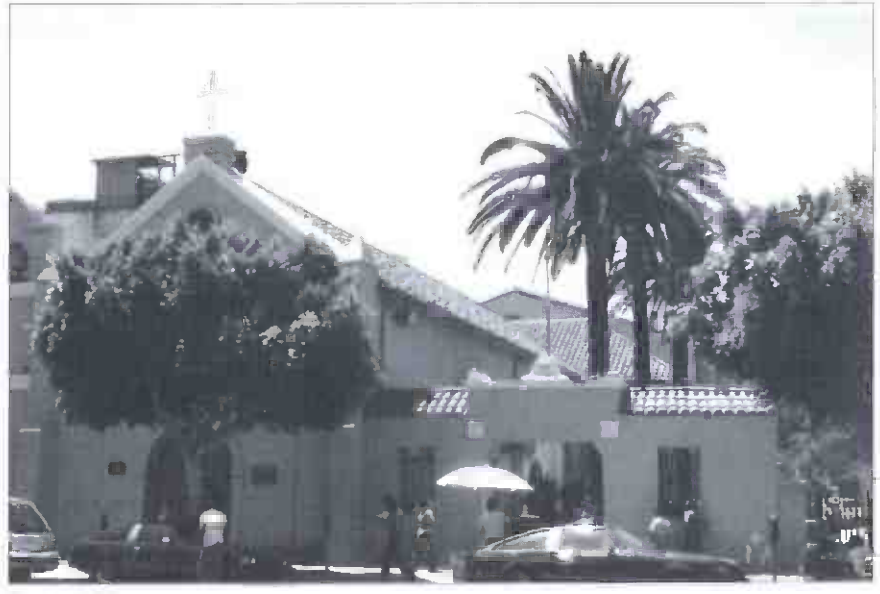
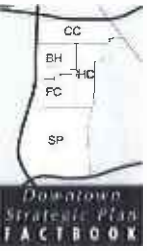


Figure 4-73
Plaza Church: The church, dating from the 1800s has undergone many changes over the years. It still continues its function as a center of the community.

Chinatown

The area known as Chinatown today was originally occupied by Mexicans from the state of Sonora, and Europeans from Italy, France and Croatia. Still standing are various landmarks of early European influence: French Hospital, St. Peter's Italian Catholic Church, and St. Anthony's Croation Catholic Church. Between the late 1880s and 1933, nearly 200 Chinese businesses and 400 residences were located in an area between Los Angeles and Alameda Streets. These were displaced to make way for the development of Union Station. "New Chinatown," dating from the mid-1930s, is located between North Hill Street and North Broadway. With its neon highlighted gateways and shop-lined alleys, New Chinatown remains a lively attraction for locals and tourists alike.



Chinatown is a vibrant community for twelve thousand residents, and commercial and retail enterprises. New housing being developed in the area includes the Grand Plaza mixed-use project at Sunset and Grand Avenue, which features 302 low- and very low-income elderly housing units, a supermarket, drugstore, and community space. Development in the area also includes other commercial and retail projects, such as Bamboo Plaza. Other projects include community facilities, such as the expansion of Alpine Recreation Center, the Chinatown Police Service Center, and a cultural and community center.

Hill Street and Broadway, the main commercial streets of Chinatown, consist of generally one-, two-, and three-story buildings with ground floor retail. New development in the area continues the retail street edge, and often carries it into the site in a courtyard or mews. Housing in Chinatown is often along the hillside to the west. New housing is generally low- to mid-rise, medium- and high-density development.

Figure 4-74
Gateway to New Chinatown: a pedestrian street lined with small shops designed with Chinese details and motifs.

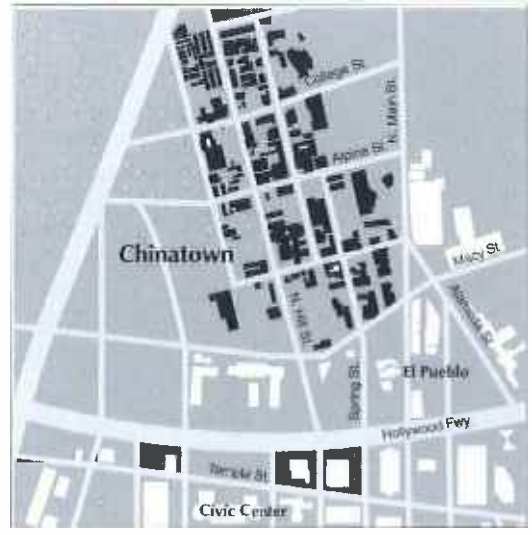


Figure 4-75
Chinatown

Figure 4-76
Hill Street, featuring restaurants, shops, and the gateway to New Chinatown, is also a link to the Pasadena Freeway.

Figure 4-77
Cathay Manor, a high-rise housing project for senior citizens, has a streetside entry garden where its tenants often sit and watch the world go by.

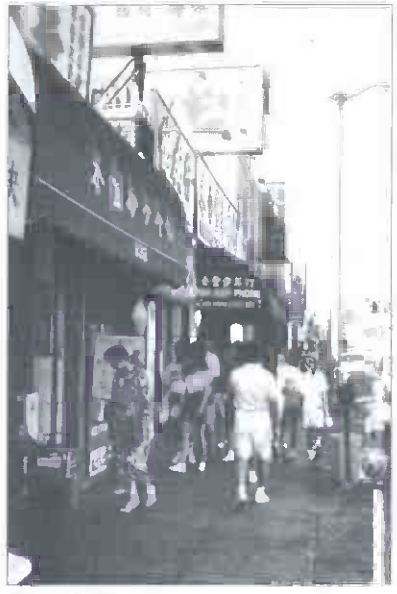
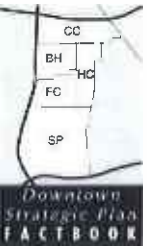


Figure 4-78
North Broadway, the neighborhood shopping street for the area, features many small specialty shops.

Figure 4-79
Bamboo Plaza: New shopping center in Chinatown features both street- and courtyard-oriented retail as well as a grocery store.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Downtown
Strategic Plan
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Streets (Paths)

Main Street Characteristics

- Formerly the principal street of Los Angeles, Main Street links the plaza area with the Civic Center and the Historic Core of Downtown.
- The street features many of Los Angeles' historically significant structures including the Plaza Church and Olvera Street, City Hall, St. Vibiana's Cathedral and historic hotels, such as the Barclay (formerly Van Nuys), Frontier and Rosslyn.
- The Union Rescue Mission, adjacent to St. Vibiana's Cathedral near Second Street, will be relocating to San Pedro Street between Fifth and Sixth Streets.

- The State Office Building located at Third Street, between Main and Spring Streets, brings nearly 3,000 new office workers and 1,200 visitors a day to the area.
- Rehabilitation of SRO hotels along Main Street include the historic, Victorian-era Pershing and Roma Hotels, the Leonide and the Genesis.
- Predominant Street Tree - Canary Island Pine
- Average Street Right of Way - 80' north of Olympic Boulevard, 100' south of Olympic

Uses and Activities

- North of Hollywood Freeway - El Pueblo area - retail, civic, church, tourism, parking.
- Hollywood Freeway to Second Street - Civic Center, open space, parking.
- Second to Eighth Street - office, religious, social service, residential and transient hotel, parking.
- South of Eighth Street - Garment office, showroom and manufacturing, commercial, warehouse.

Figure 4-80
Main Street Linkages

Figure 4-81
St. Vibiana Cathedral and Union Rescue Mission. The Mission will be relocating to San Pedro Street between Fifth and Sixth Streets.

Figure 4-82a
Corner of Fourth and Main Street looking south with former Farmers and Merchants Bank Building (1904) in the foreground.

Figure 4-82b
Rosslyn and Frontier Hotels circa 1920.

Spring Street Characteristics

- National Register Historic District
- Once known as the "Wall Street of the West," Spring Street institutions dominated the financial affairs of the west coast for over half a century
- Vacancy rate at upper floors of office buildings varies. Many have a high vacancy rate, however the City of Los Angeles has begun leasing space in various buildings including, 600 South Spring and 433 South Spring, site of the temporary Central Library.
- Code issues affecting these buildings include sprinkler retrofit ordinance (sprinklers, exiting and associated life safety issues), seismic deficiencies, handicapped access requirements and abestos abatement.

Adaptive Reuse Projects

- Los Angeles Theater Center - Conversion of a bank to theater complex.
- Van Nuys Building - Conversion of office to senior housing
- Premiere Towers - Conversion of office to condominiums
- New State Office Building at Third and Spring Streets, 825,000-square-foot, two-tower structure. The offices will house nearly 3,000 state employees and attract over 1,200 visitors daily.
- Broadway Spring Center, directly across Spring Street from the State Office Building, contains 28,000 square feet of new retail space and 1,274 parking spaces. The eight story building is proportioned to be compatible with the buildings in the historic district. The project links Spring Street with Broadway across a new mini-park.

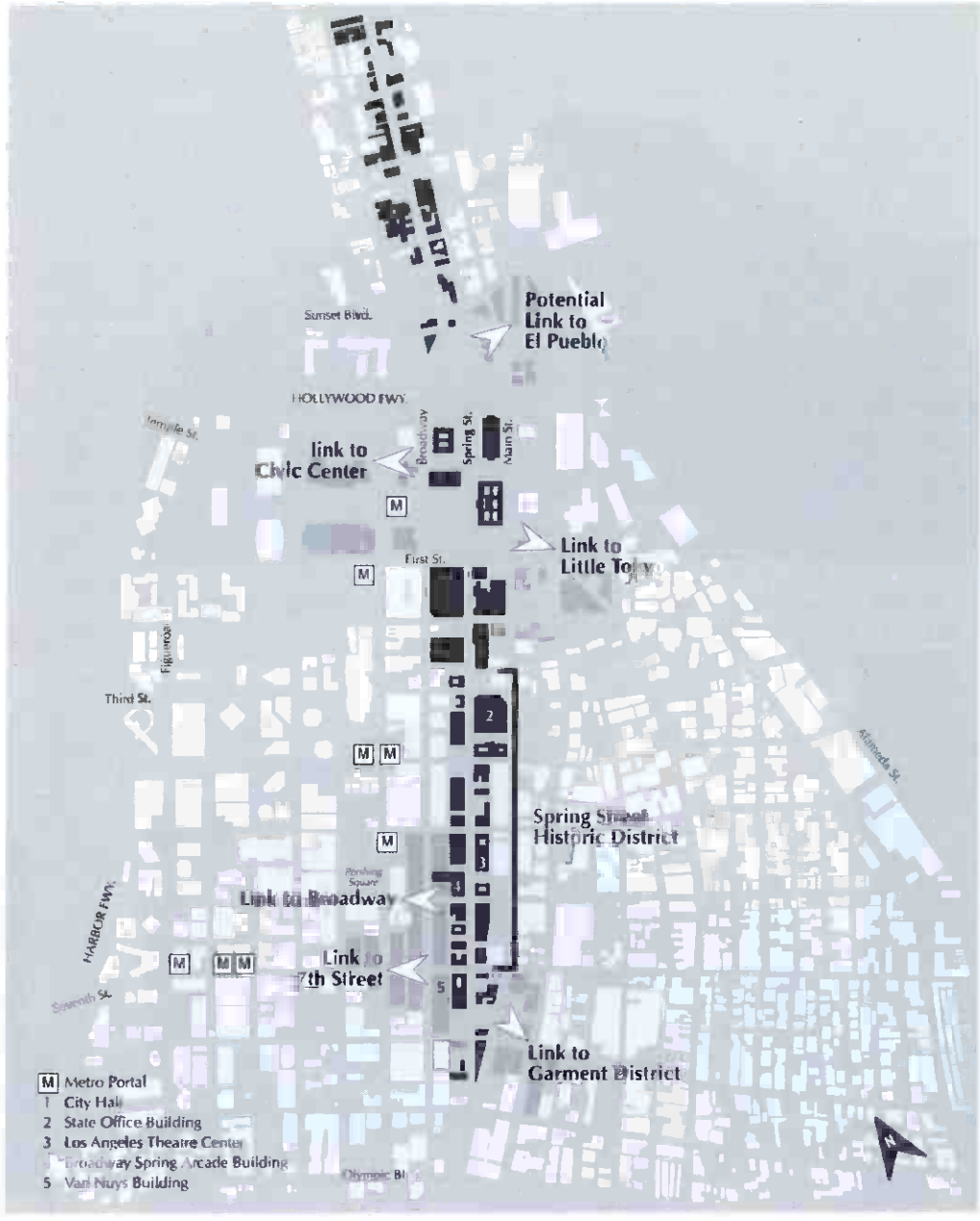


Figure 4-83
Spring Street Linkages

- Predominant Street Tree - Ficus
- Average Street Right of Way - 80 feet (First to Ninth Streets)
- Sidewalk Width - 14 feet

Uses And Activities

- North of Hollywood Freeway - commercial, parking
- Fourth Street to Hollywood Freeway- Civic Center, parking
- South of Fourth Street - Office (generally class C and D), residential and transient hotel, residential, retail

Figure 4-84
Los Angeles Times building (1931-35) monumental modern building ornamented with bas relief sculpture. The clock and sign of the central mass are highlighted in neon.

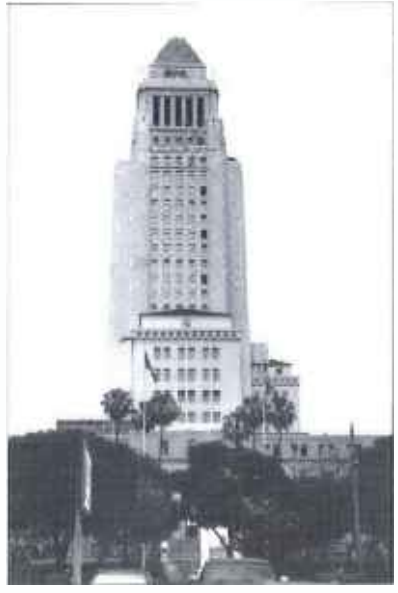


Figure 4-85
City Hall (1926-28) towers above the Civic Center, as it once did the entire city.

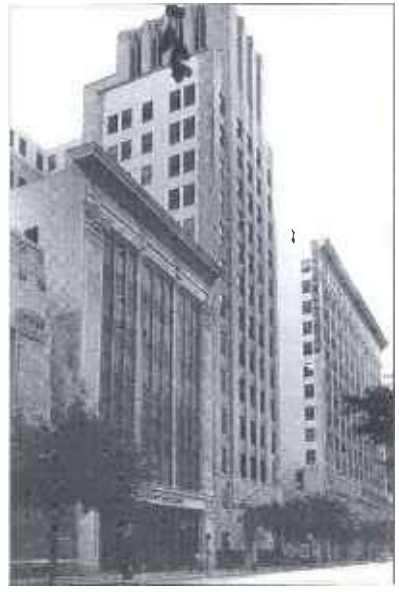


Figure 4-86
Looking south, Spring Street was the center of banking and finance for over 50 years.

Spring Street Historic District

Buildings along Spring Street are generally Beaux Arts style, however those built in the late 1920s show Moderne influence. A 150-foot cornice line dominates the street as buildings in the "Wall Street of the West" were built to the maximum allowable height of the time. The street contains both office and hotel buildings, which both follow the same model. The buildings have a clear vertical division of base, middle, and top. The "base" and "top" of these buildings are highly ornamented. The "middle" is a plane with punched openings filled with double-hung windows. Verticality is often emphasized by the articulation of pilasters. Building finish materials on the block include terra cotta, glazed brick, tile, marble, and granite.

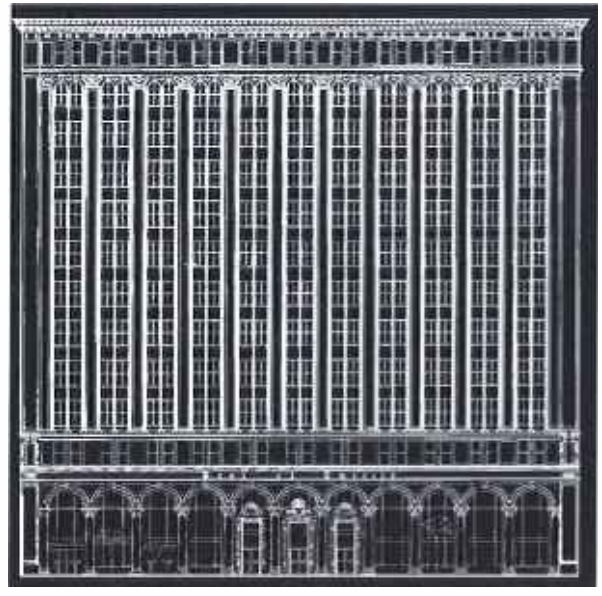


Figure 4-87
Bank of America

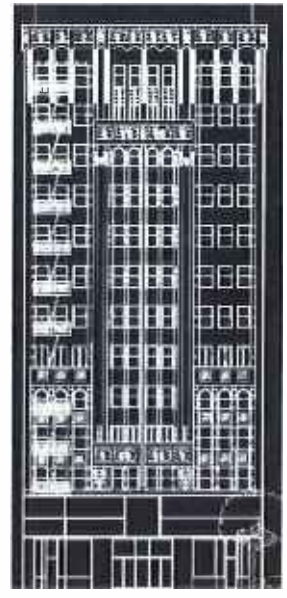


Figure 4-88
Eldorado Hotel

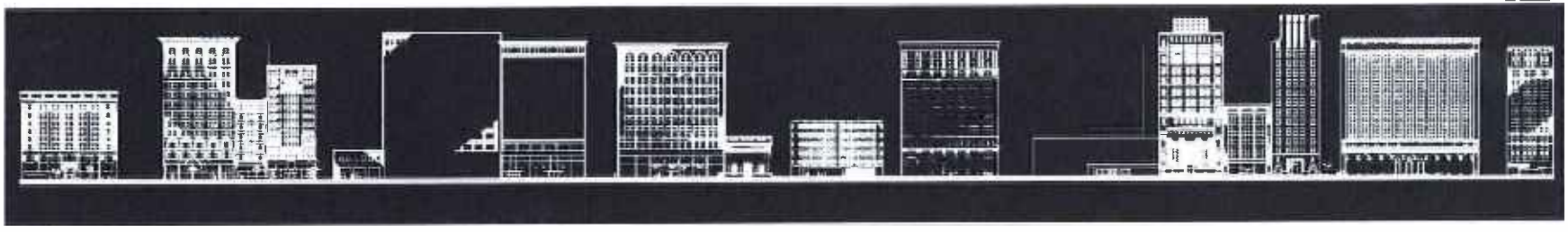


Figure 4-89
Spring Street Buildings: East Elevation

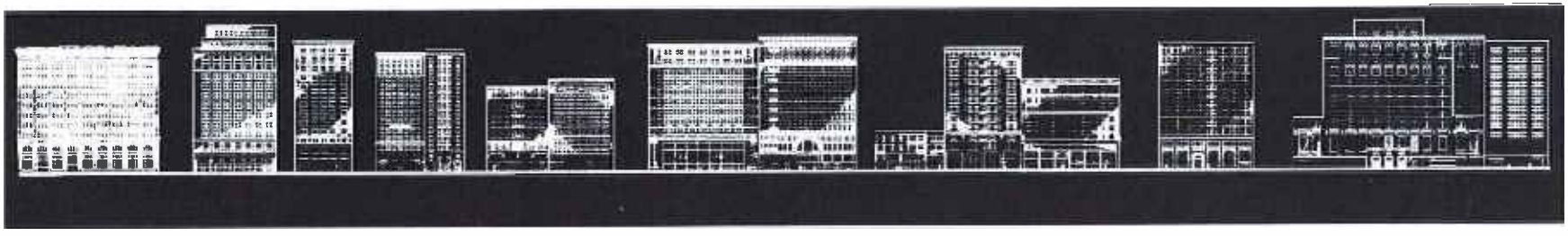


Figure 4-90
Spring Street Buildings: West Elevation

Broadway Characteristics

- Regional shopping district with almost one million square feet of retail space. Comparable in size and tenant mix to a regional mall, Broadway ranks in the top twelve of Southern California's regional malls in terms of total annual sales, estimated at approximately $200 million.
- Broadway depends heavily on its local resident population, which is primarily Hispanic and low-income. Over 90 percent of Broadway shoppers are of Hispanic origin with annual incomes of less than $20,000.
- National Register Historic District featuring theater and commercial building types.
- There are twelve historic theater buildings on Broadway, however some have been converted to other uses. The continuing economic viability of the theaters is not assured.
- Vacancy rates in the upper floors of the historic buildings on Broadway are approximately 50%.
- Upper floor viability is affected by:
  - Small floor plates, not conducive to modern office layouts
  - Sprinkler and life safety retrofit requirements
  - Seismic deficiencies
  - Handicapped access requirements
- Predominant Street Trees - Jacaranda, Japanese Pear, Ficus (minimal trees in shopping district between Second and Ninth Streets)
- Average Street Right of Way - 80 feet
- Sidewalk Width - 12-17 feet

Uses And Activities

- North of Third Street - Civic Center
- Third to Eighth Streets - theater, commercial and retail
- South of Eighth Street - garment, office, commercial, parking

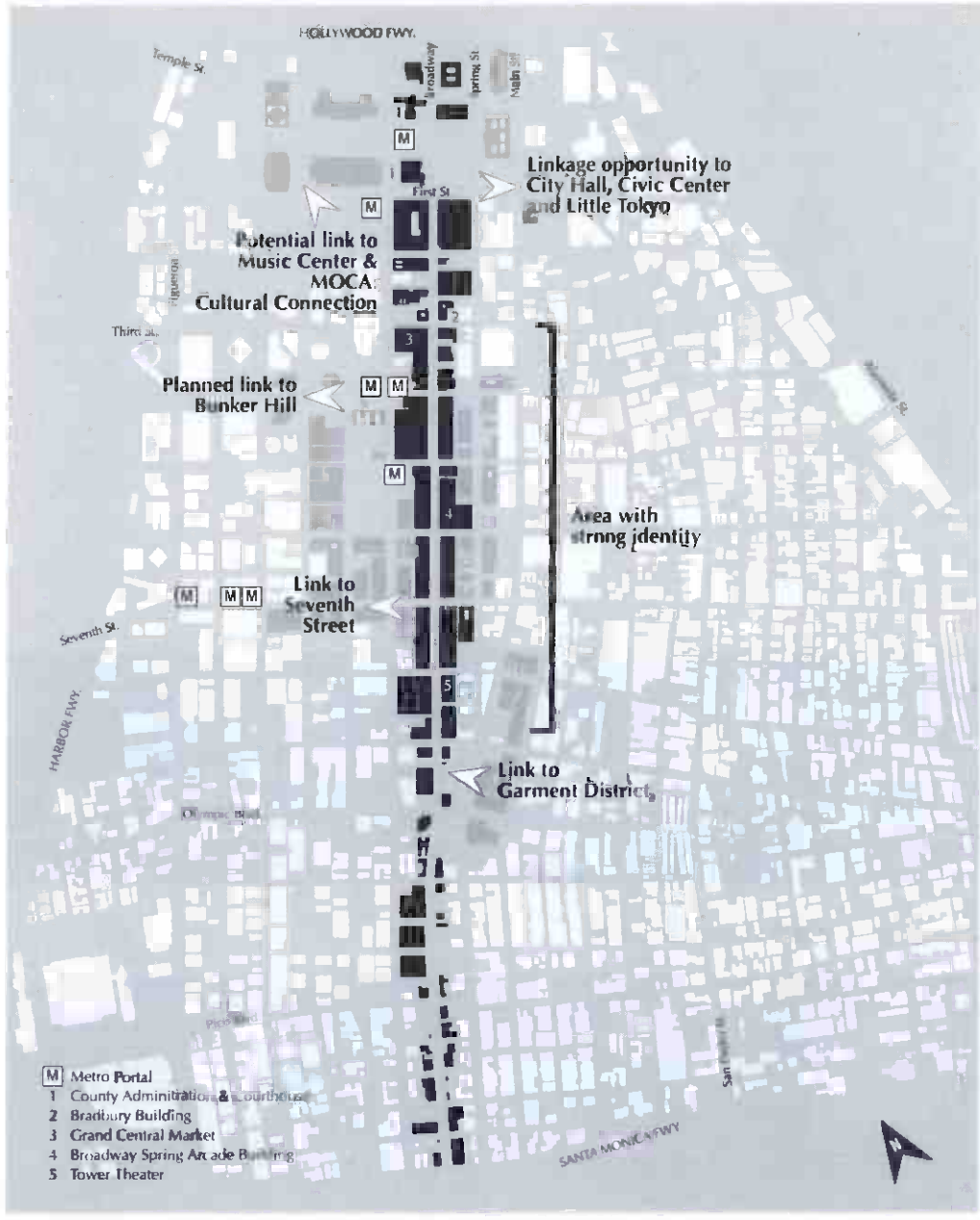


Figure 4-91
Broadway and Areas of Potential Linkage

Figure 4-92
Looking south on Broadway during La Fiesta Broadway. Notice building terminating vista

Figure 4-93
West Elevation

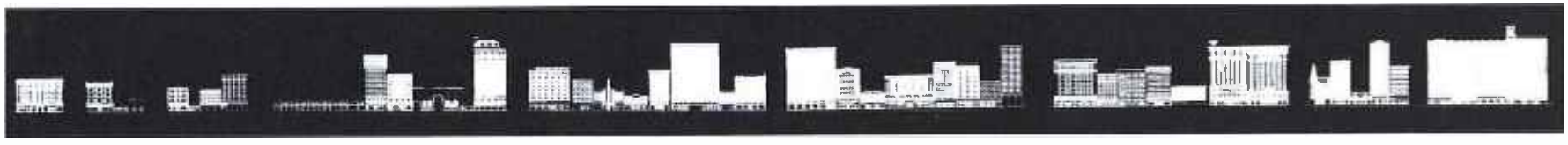


Figure 4-94
East Elevation

Broadway Building Types

The Broadway Historic Theater District is characterized by two building types - the staid Beaux Arts office building and the eclectic, ornamented theater. However greatly these two types differ in style, they share the same relationship to the street and the pedestrian. All older buildings on Broadway are built to the property line and have their main entry and display oriented to the street.

Broadway's theaters are often flamboyant individual statements that vary greatly in height, massing, and architectural style, such as the Churrigueresque "Million Dollar," the Art Deco "Roxie" and the French Renaissance Revival "Tower Theater."

Office buildings were often built to 150 feet, the maximum allowable height of the time. The buildings have a clear vertical division of base, middle, and top. The "base" and "top" of these buildings are highly ornamented. The "middle" is a plane with punched openings filled with double-hung windows. Verticality is often emphasized by articulation of pilasters. Building finish materials include terra cotta, glazed brick, tile, marble and granite. At the base of the buildings are storefronts, which are often opened up to the street. The shops are advertised by a multitude of signs affixed to the lower floors of the buildings.

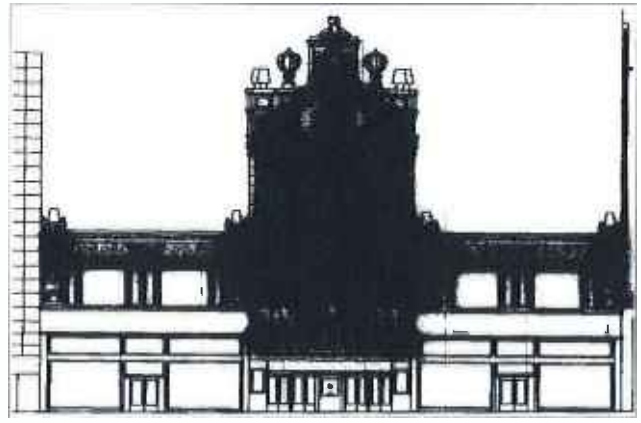


Figure 4-95
Theater Building (Los Angeles Theater)

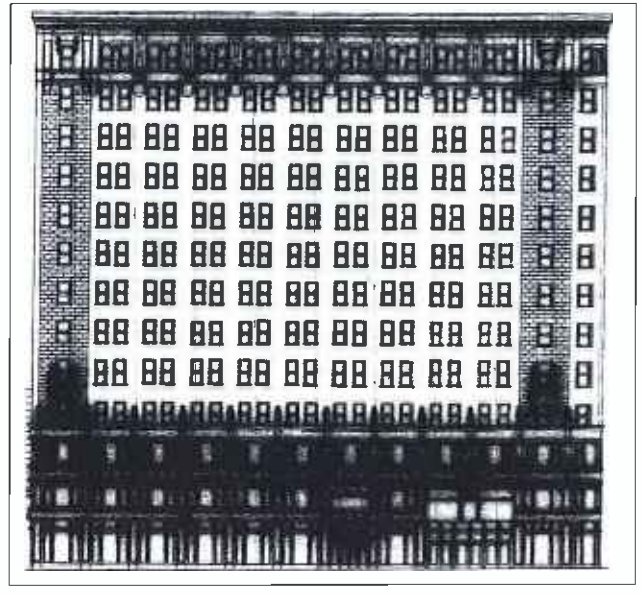


Figure 4-96
Office Building with Ground Level Retail

Figure 4-97
Historic Broadway Theaters

Broadway Theaters

Figure 4-98
Tower Theater

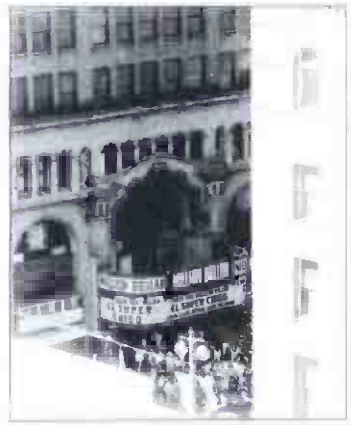


Figure 4-99
Million Dollar Theater

Figure 4-100
Los Angeles Theater

Hope Street Characteristics

- Hope Street will be the main street in the new South Park residential neighborhood. A pedestrian promenade, designed by Lawrence Halprin, will link South Park to the financial core of Downtown.
- Grand Hope Park, at Ninth and Hope Streets, will be the heart of the South Park residential neighborhood.
- The Central Library is the focal point of the Hope Street Promenade leading up to it from the south and the Bunker Hill Steps, which connect the Library with Bunker Hill from the north.
- South of Eleventh Street, Hope Street is characterized by low- and mid-rise masonry buildings including California Hospital, Hope Manor, Morrison Apartments and various commercial and loft buildings.

- Between Ninth Street and Olympic Boulevard is the first complete block of residential and related development featuring the Skyline and Metropolitan housing projects facing Grand Hope Park.
- North of Eighth Street major office, hotel and retail developments front Hope Street. Both old and new buildings are generally built to the property line.
- On Bunker Hill new high-rise office towers sit on landscaped plazas. North of these are vacant sites for future residential projects and Disney Hall. At the north end of Hope Street, the Music Center and the Department of Water and Power offices complete the east-west Civic Center axis.
- A Metro Portal at Hope and Seventh Streets is scheduled to be open for service in late 1993.
- Predominant Street Tree - Ficus
- Average Street Right of Way - 80 feet
- Sidewalk Width - 18-23 feet planned.

Figure 4-101
Hope Street Linkages

Figure 4-102
View to Library

Figure 4-103
View of Grand Hope Park

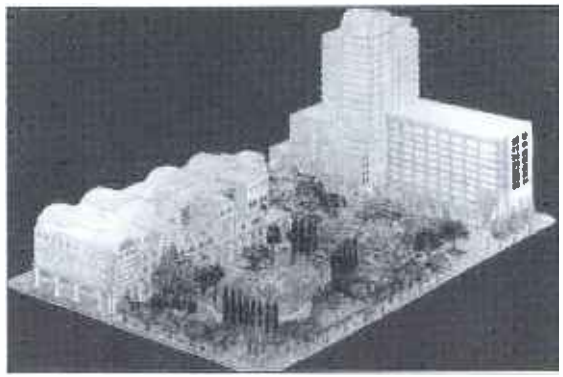


Figure 4-104
Grand Hope Park

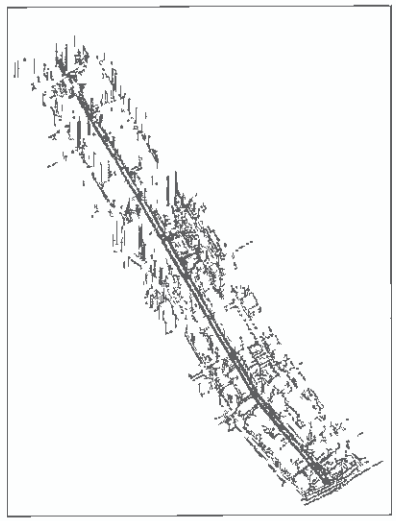


Figure 4-105
Hope Street Promenade

Uses And Activities

- North of First Street - Civic Center uses - Music Center, Department of Water and Power
- First Street to Fifth Street - High-rise office buildings, high-density residential
- Fifth Street to Eighth Street - High-rise office buildings, major retail - Robinson and Broadway Plaza - Hyatt Regency Hotel,
- Eighth Street to Eleventh Street - Existing and planned high-density residential uses, Grand Hope Park
- South of Eleventh Street - California Hospital and related uses, low-rise wholesale, zoned high-density residential

Figueroa Street Characteristics

- One of the main north-south streets that runs through the city.
- Major office buildings located between Fourth and Ninth Streets.
- Bunker Hill Towers and Promenade Apartments and Condominiums provide over 1,500 units of in-town living along Figueroa Street in Bunker Hill.
- The Sheraton Grande, Bonaventure, and Hilton Hotels provide nearly 3,000 hotel rooms on Figueroa Street.
- Seventh Market Place at Figueroa and Seventh, is a street and pedestrian-oriented shopping center featuring two department stores, various boutiques, and restaurants.
- Metro Portal at Figueroa and Seventh Streets is scheduled to open for service in late 1993.
- Convention Center expansion will add 867,000 net square feet. Booking policy for Convention Center will be changed to focus on shows that attract visitors who will stay in Downtown overnight. Light Rail Station one block away at 12th and Flower will serve the Convention Center.
- Predominant Street Tree - Ficus
- Average Street Width - 100 feet
- Sidewalk Width - 10-20 feet

Uses And Activities

- North of First Street - office, institutional and department of water and power
- First Street to Fifth Street - high-density residential, hotel and office
- Fifth Street to Olympic Boulevard - high-rise office, hotel & retail
- South of Olympic Blvd. - commercial and convention center

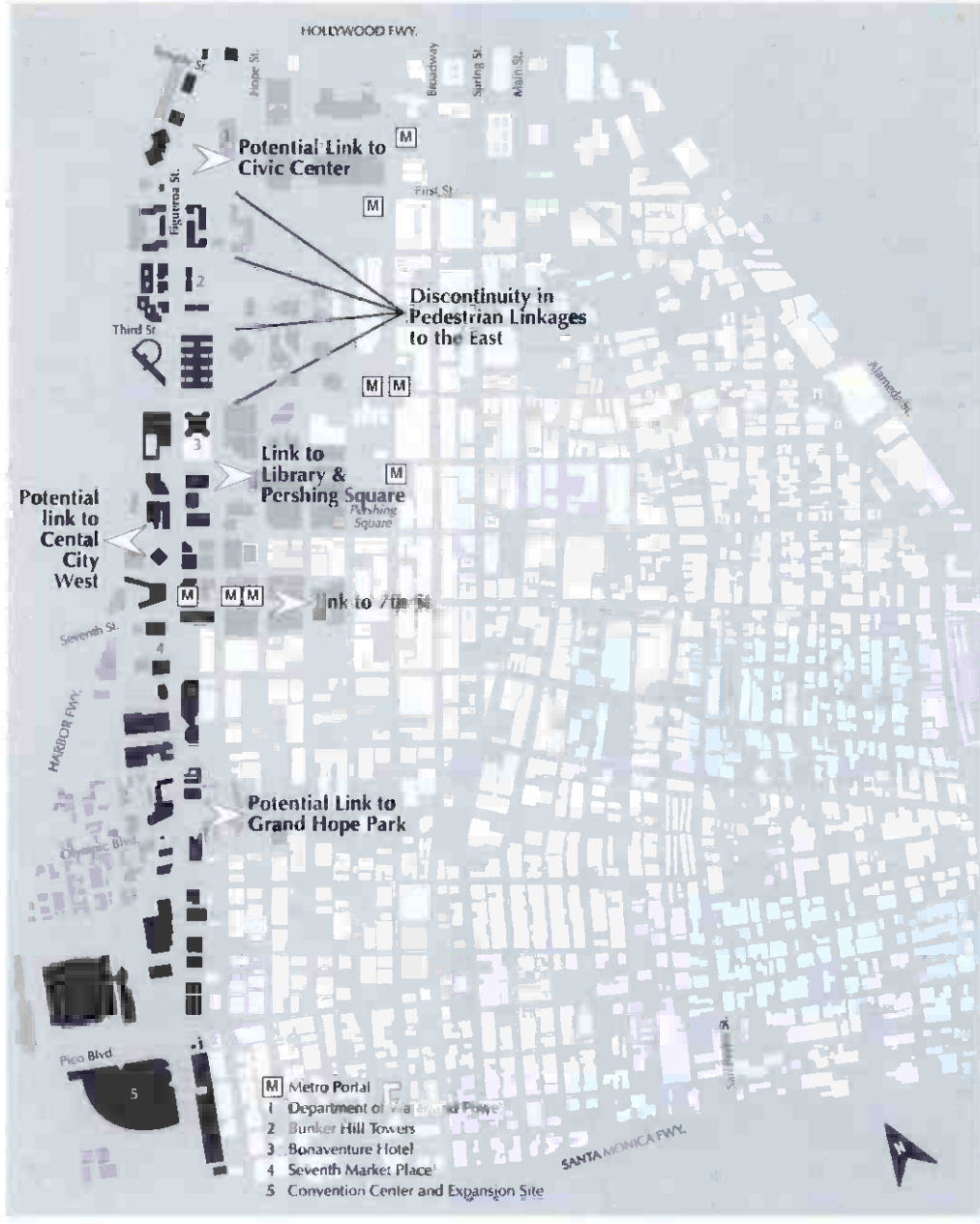


Figure 4-106
Figueroa Street Linkages

Figure 4-107
Hotel Figueroa

Figueroa Street Building Types

A few traditional buildings from the 1920s remain on Figueroa Street. These are characterized by masonry construction, tripartite division into base, middle and top, and direct relationship between the building and the pedestrian. The most predominant building type along Figueroa Street today is the high-rise office building dating from the 1970's to the present. The early interpretation of this type was a tower set on a podium, which elevated and separated it from the street and its activities below. These buildings were designed with second level pathways and are connected with each other by pedestrian bridges which divide pedestrian and vehicular circulation. Recently, high-rise office buildings have been designed to interact with the city in a more traditional way. The main entry to the building is clearly from the street, the buildings often have storefronts and other activating uses that encourage pedestrians and the buildings fill the site to the property line creating a traditional "street-wall".

Figure 4-108
Bonaventure Hotel

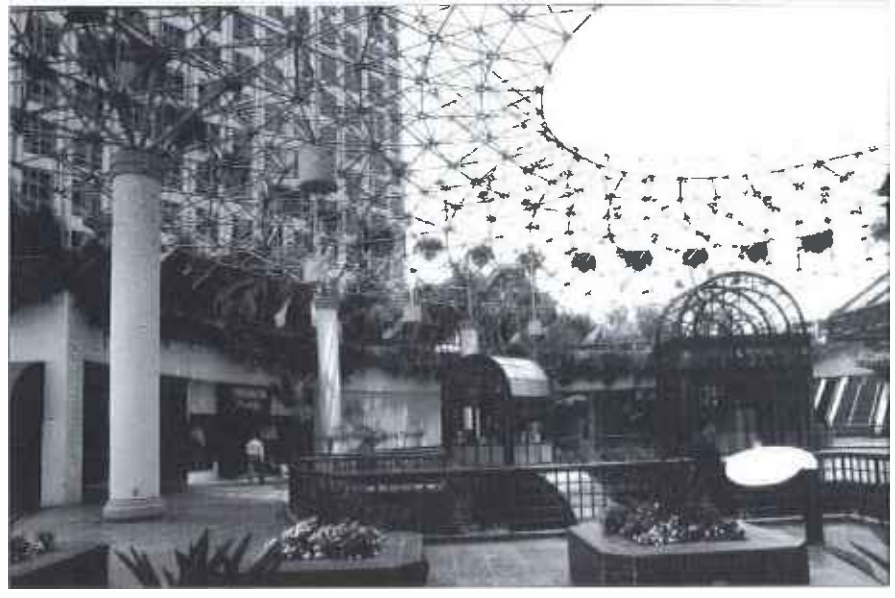


Figure 4-109
Seventh Market Place, Citicorp Plaza

First Street Characteristics

- East-west street linking different districts in the City.
- Main street of the Civic Center. Government offices include City Hall, County Courthouse, Law Library and Police Headquarters.
- Music Center and planned Disney Hall bracket First Street at Grand Avenue.
- Residential uses on Bunker Hill include low-rise and high-rise buildings.
- Main street of Little Tokyo - Includes Little Tokyo Historic District featuring one- to three-story, unreinforced masonry buildings from the early part of the century; the New Otani Hotel, and Hotel Tokyo and Japanese Village Plaza, a low scale retail shopping street with a Japanese theme.
- Predominant Street Tree - Ficus
- Average Street Right of Way - 100' west of San Pedro, 80' east of San Pedro
- Sidewalk Width - 10-18 feet

Uses And Activities

- West - Residential, cultural, office, parking
- Center - Government offices and related uses, parking
- East - Little Tokyo - retail, hotel, office and residential

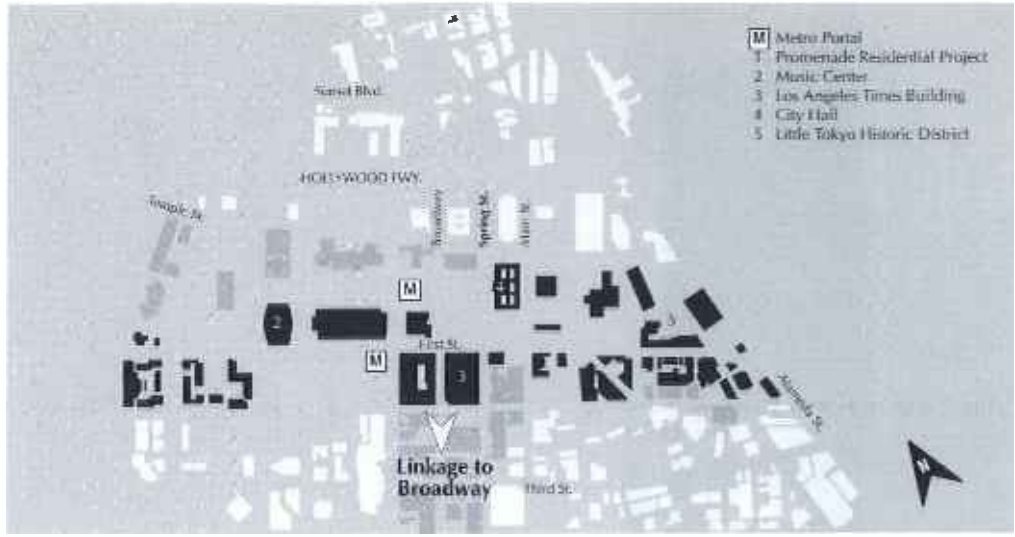


Figure 4-110
First Street Linkages

Figure 4-111
Los Angeles Times Building

Figure 4-112
View of City Hall from Little Tokyo Historic District.

Figure 4-113
View of Dorothy Chandler Pavilion from MOCA.

Figure 4-114
View from Music Center steps toward mall and City Hall.

Fifth Street Characteristics

- Fifth Street is an active street connecting the Financial and Historic Cores of Downtown.
- Bunker Hill Steps at Hope Street link Bunker Hill with the Financial Core.
- Fifth Street features many historic buildings including the Central Library, One Bunker Hill (former Edison Building), Biltmore Hotel, Title Guarantee Building, Rowan and Security Buildings, Rosslyn and Alexandria Hotels.
- Prominent new office buildings along Fifth Street include the First Interstate World Center, at 73 stories the tallest building on the West Coast.
- Open space along Fifth Street includes Pershing Square, Bunker Hill Steps, San Julian Park, and the planned Library West Lawn.
- Newly renovated SRO hotels in Central City East, provide low-income housing in a neighborhood centering around San Julian Park.
- Predominant Street Tree - Ficus (Minimal trees east of Broadway)
- Average Street Right of Way - 85' west of Olive, 60' Olive to San Pedro, 80' west of San Pedro
- Sidewalk Width - 10-21 feet

Uses And Activities

- West of Olive Street - high-rise office, Central Library, hotel
- Center - Pershing Square, mid-rise 1920s era office and hotel
- East of Los Angeles Street - SRO hotel, police station, commercial, mission, park, industrial

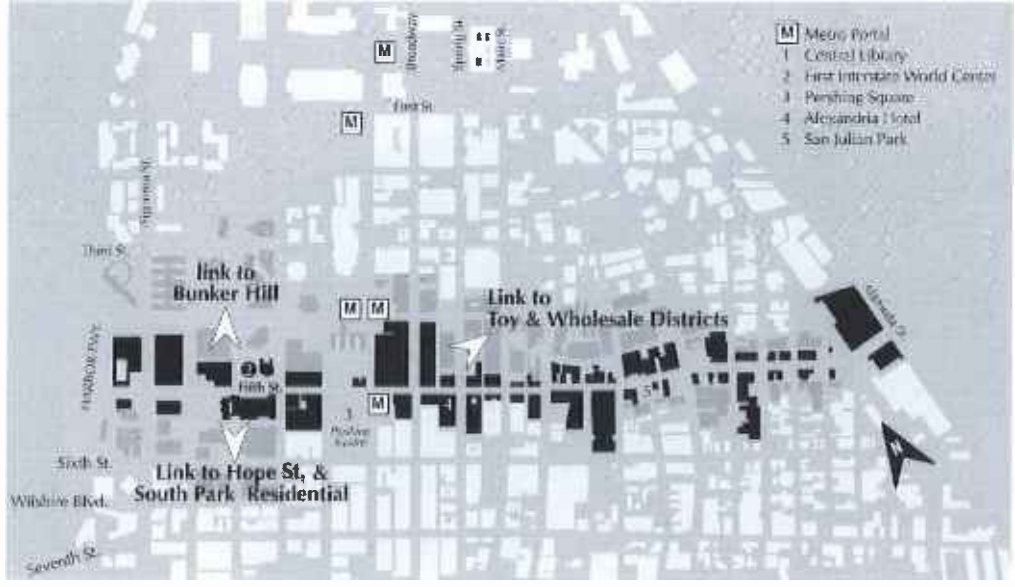


Figure 4-115
Fifth Street Linkages

Figure 4-116
Fifth Street contains a combination of modern and historic buildings including the Central Library, designed by Betram Goodhue.

Figure 4-117
Pershing Square, formerly Central Park, has potential as a major open space resource.

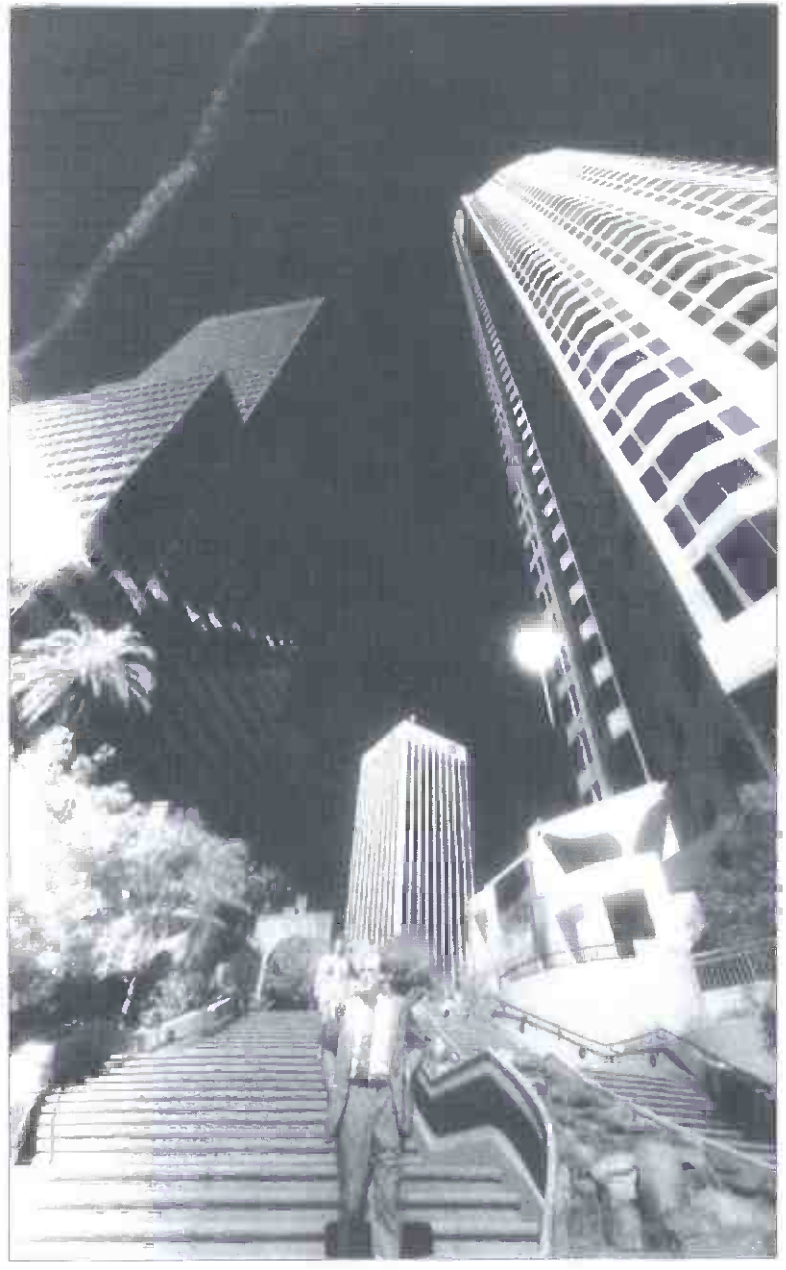
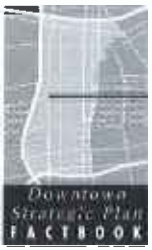


Figure 4-118
Bunker Hill Steps, a new linkage between Bunker Hill and the Financial and Historic Cores.

Seventh Street Characteristics

- Key shopping street of Downtown since 1920s, Seventh Street retains a large number of buildings from that period. The street intersects the Broadway and Spring Street Historic Districts, which feature buildings from the same era.
- New development at the west end of the street includes Citicorp and Seventh Market Place, Broadway Plaza, and Home Savings.
- Main Metro and Light Rail Stations on Seventh and Figueroa, Flower and Hope. Scheduled opening 1993.
- The eastern portion of the street is related to wholesale markets, including the Flower and Produce markets. These uses flourished at the early part of the century due to their location near rail access.
- Predominant Street Trees - London Plane
- Average Street Right of Way - 80 feet
- Sidewalk Width - 12-15 feet



Uses And Activities

- West - High- and mid-rise office, Class A hotel and retail
- Center - Jewelry market, Broadway retail, mid-rise Class C and D office
- East of Main - Bus station and transient hotels, flower and produce markets

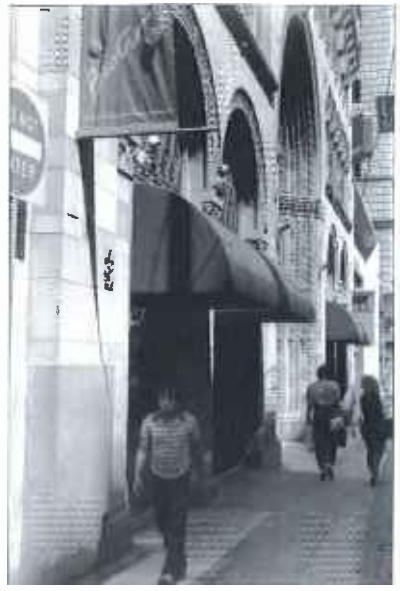


Figure 4-119
Fine Arts Building (1925) features two restaurants as storefront uses.

Figure 4-120
View looking north at Seventh and Figueroa Streets with the historic 818 Buildnig in the foreground.

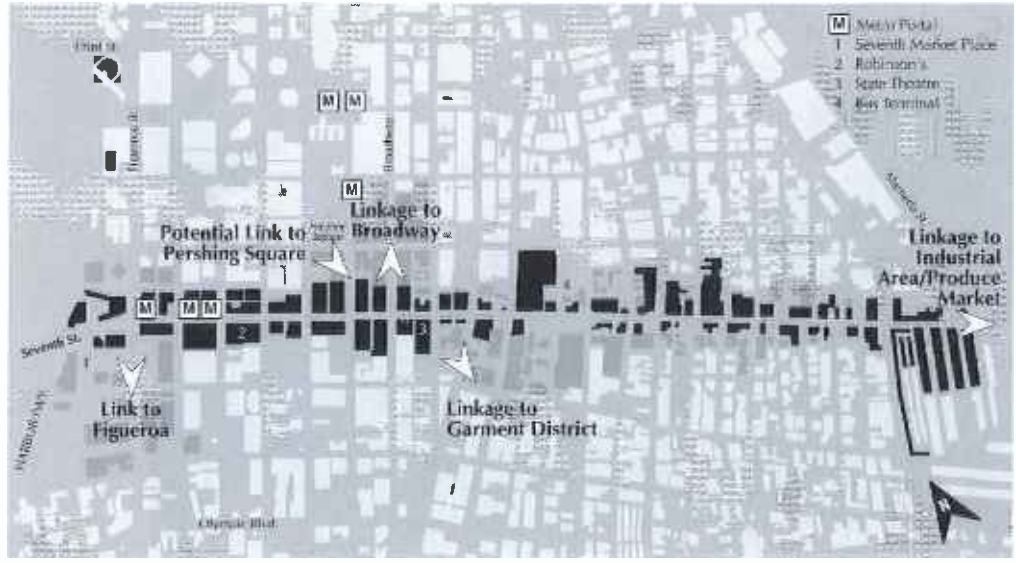


Figure 4-121
Seventh Street Linkages

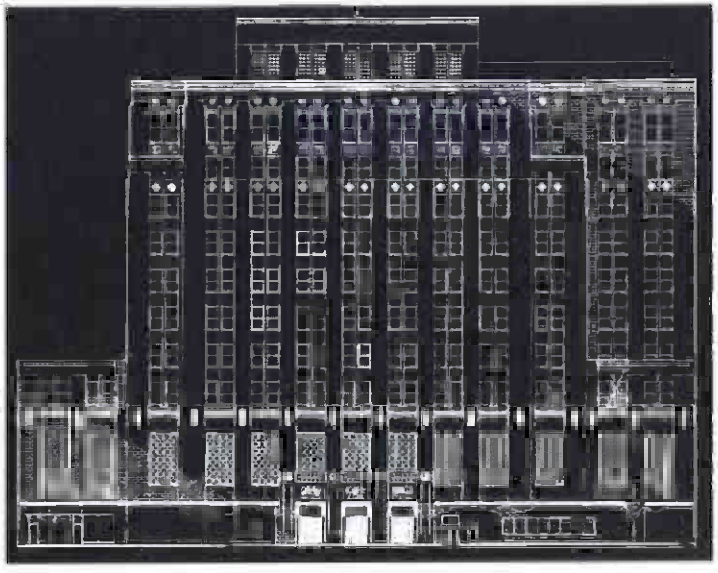


Figure 4-122
Robinson's Building

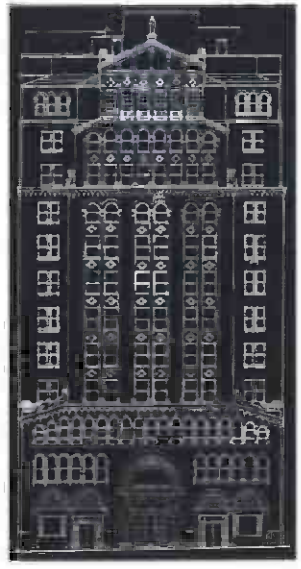


Figure 4-123
Fine Arts Building

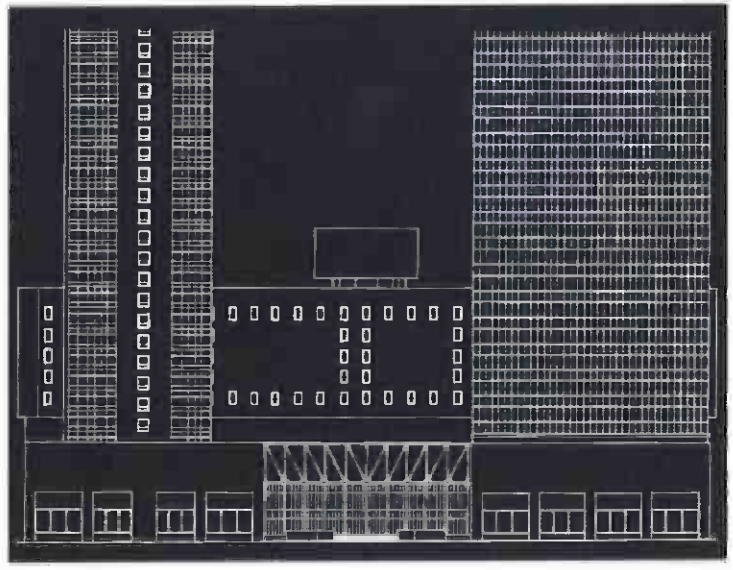


Figure 4-124
Broadway Plaza

Seventh Street Elevations (Street Level)

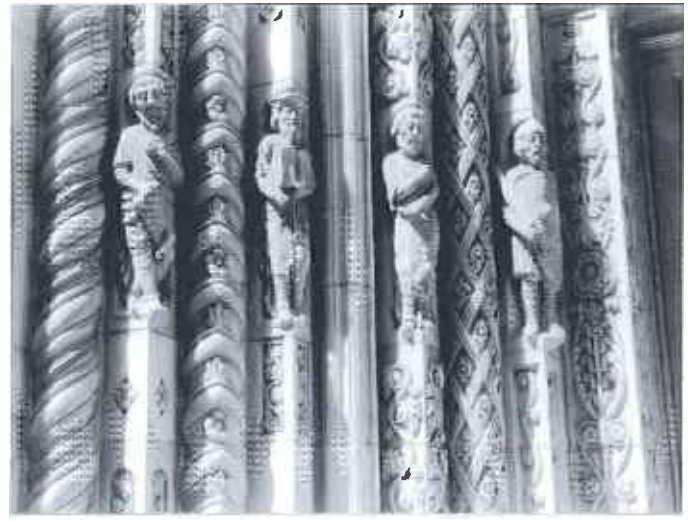


Figure 4-125
Fine Arts Building Detail

Figure 4-126
Seventh Street Buildings: North Elevation

Figure 4-127
Seventh Street Buildings: South Elevation

Figure 4-128
Seventh Street looking east from Grand Avenue


Bunker Hill Steps
Nodes

Seventh And Broadway: Node Of Activity

- Seventh and Broadway is the pivot point between the Seventh Street and Broadway shopping districts, and along with Seventh and Figueroa, it is one of the anchors of the Seventh Street retail corridor. The corner is a bustling marketplace with a variety of uses including the State Theater, Clifton's Cafeteria, and St. Vincent's Jewelry Center.

- The United Building on the southwest corner, a Spanish Renaissance style building, and the Commercial style St. Vincent's Square (formerly Bullock's department store), form a gateway looking west where the Hilton Hotel and the 1000 Wilshire Building visually close the axis of the street. These buildings are representative of those in the Broadway Historic District, which are characterized by classical tripartite division of base, middle and top, with the base and top heavily ornamented. The ground floor of these buildings is further articulated by narrow bay widths that allow for a variety of shops and displays. The storefronts are typically divided into three parts - bulkhead (usually tile or stone), display window and transom or signage space, and often feature awnings for shade and additional street presence.

- The Lankershim Hotel at the southeast corner is presently being demolished for a new building that will provide 34,000 square feet of retail space and parking for 300 cars. The building will be seven stories and is designed to be compatible with the buildings in the Broadway historic district. On the southeast, the Broadway Exchange building, built in 1914, was reclad in 1974 to modernize its appearance. The ornamental terrazo sidewalk at Clifton's Cafeteria to its south, is an excellent example of the decorative sidewalks that occur up and down Broadway. It exemplifies the level of detail to the public realm that was incorporated by buildings in the early part of the century.

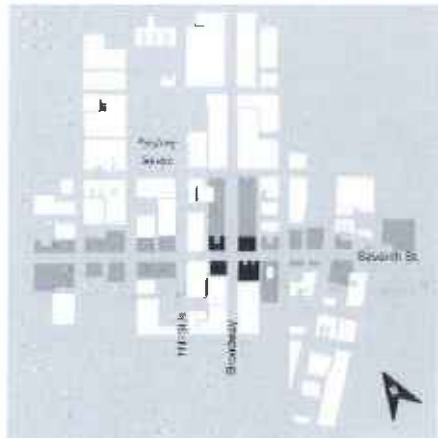


Figure 4-129
Seventh and Broadway

Figure 4-130
St. Vincent's Jewelry Center, an adaptive reuse of the former Bullock's Department Store at the northwest corner of Seventh and Broadway.

Figure 4-131
Seventh and Figueroa

Figure 4-132
Engine Co. 28: Adaptive reuse of a fire station to restaurant and office uses.

Figure 4-133
The entry gate to Seventh Market Place gives the center a greater presence along Figueroa Street.

Seventh and Figueroa: Node of Activity

- Seventh and Figueroa Street is a key corner in the Financial Core of Downtown. The area has a mix of uses including hotel, retail, restaurants, banks, travel services, and offices. Seventh Market Place, which incorporates the May Company, Bullocks, smaller retail shops and restaurants, is a major draw to the area. The Market is designed around a two-story sunken courtyard and is bracketed by two high-rise office buildings. It has gained a more prominent street presence with its new signage and gateway on Figueroa Street.

- Historic buildings in the area, including the Italian Renaissance 818 Building and the Fine Arts Building, both Los Angeles Cultural-Historic Monuments, provided the contextural basis for the design of the recently built Home Savings Tower. This building design reflects the articulation, fenestration patterns and relationship to the street of the historic buildings in the area.

- On the west side of Figueroa, are the modern structures of Citicorp Center and the Hilton Hotel. At Citicorp, the intriguing art of the poet's walk creates a thought provoking connection to Seventh Marketplace. "Corporate Head," the distraught office worker who has lost his head in the structure of Citicorp Center, attracts office workers who sympathize with his angst.

- Seventh and Figueroa is part of the Metro Center Station area, the main stop Downtown for Metro Rail and Light Rail. These lines will bring up to 31,000 people a day to this area when the system is complete.

Music Center: Node Of Activity

- On days and evenings when the Music Center has performances its plaza is filled with people. The fountains and sculptures of the plaza, along with the Music Center shop and vendors selling food, make this a diverse place with interesting activities. The plaza is bracketed by the modernist buildings of the Music Center and has views to the Department of Water and Power to the west, and down the Civic Center Mall to City Hall on the east.

- Presently, the streets surrounding the Music Center are not oriented to pedestrians, either by design or by use. Its buildings present blank walls and garages to the surrounding streets. The Civic Center Mall, one of the few large-scale open spaces Downtown, provides limited access to pedestrians as the entry points along the axis to City Hall are occupied by vehicle access ramps to underground parking.

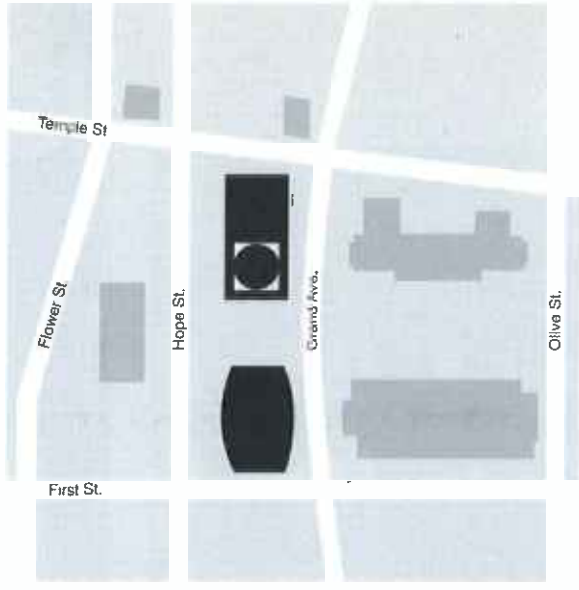


Figure 4-135
Music Center

Figure 4-134
Outdoor performance at Music Center Plaza

Figure 4-136
Looking north along Grand Avenue towards Music Center. The buildings are raised on a platform above the street.

Figure 4-137
Bunker Hill Steps connect the Financial and Historic Cores with Bunker Hill.

Figure 4-138
Designed by Bertram Goodhue and built in 1922-26, the Central Library is rich with symbolism of past cultures and hopes for the future. It is currently undergoing rehabilitation and expansion.

Bunker Hill Steps: Node Of Activity

- The area surrounding the Bunker Hill Steps contains a variety of uses including library, office, hotel, and private and health clubs which bring a large number of people into the area and provide a diversity of activities. Its buildings include the newest buildings of Downtown such as the First Interstate World Center, 550 South Hope Street and the Gas Company Building, and many of its important historic buildings including the Central Library, Biltmore Hotel, One Bunker Hill, and the California Club.

- The steps connect Bunker Hill with the Financial and Historic Cores of Downtown. This linkage becomes apparent when ascending the steps looking north toward the towers of Bunker Hill, and when descending looking south to the Central Library. The Bunker Hill Steps are part of a network of open space in the area that includes the Hope Street Promenade, the Library West Lawn, Arco Plaza, and the 444 South Flower terraces.

- The steps are accompanied by a small cascading fountain which flows down its center with planting along its sides. At the landings are overlooks and terraces for restaurants that will further enliven the space.

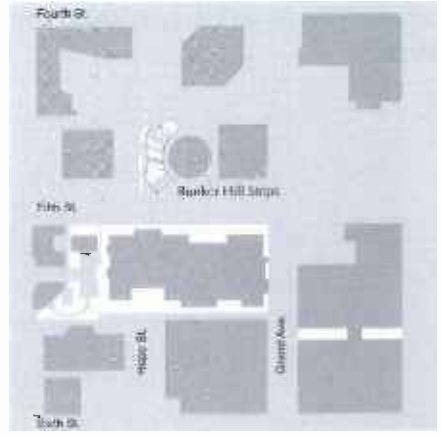


Figure 4-139
Bunker Hill Steps

Pershing Square: Node Of Activity

In 1866, as buildings began to fill the blocks of Downtown, a group of property owners in the area asked the City Council to retain the block bounded by Fifth, Sixth, Hill, and Olive Streets as a public open space. This property, once called "Central Park," is now known as Pershing Square. It was first landscaped in 1870 and its inauguration as the second prominent open space in the city signified the end of the reign of the Plaza as the symbolic center of town.

In 1950-51, the park was dug up, and an underground parking lot placed below it. To provide access to the below-grade parking, ramps surround the perimeter of the park, and pedestrian access is limited to the corners of the site. As illustrated in the accompanying photographs, the ramps and other barriers create a street-level environment, which is not welcoming to the pedestrian, although the view above eye level is dominated by treetops and is park-like.

Uses surrounding the park include the Biltmore Hotel, office buildings of different periods including the new Gas Company Building, restaurants, and retail uses. Buildings surrounding the park are built to the property line, creating a built form edge around the park. Recently, some of these buildings have been demolished, however, weakening this definition. Plans for new development around the park are being considered as are new designs for the park itself.

Figure 4-140
Photo Collage of Pershing Square

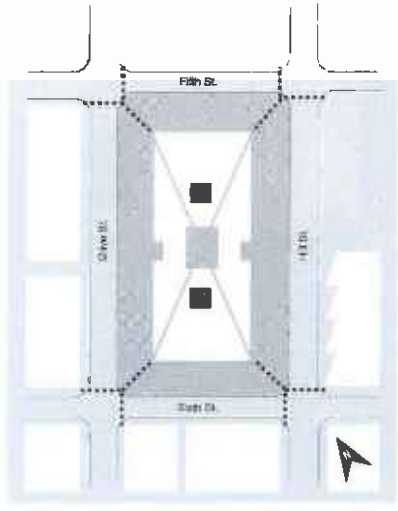


Figure 4-141
Pershing Square

Figure 4-142
View above eye-level (north)

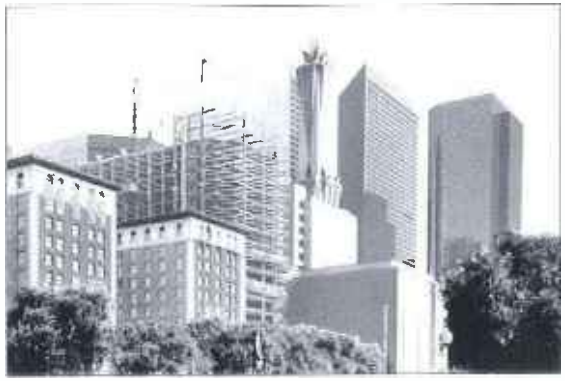


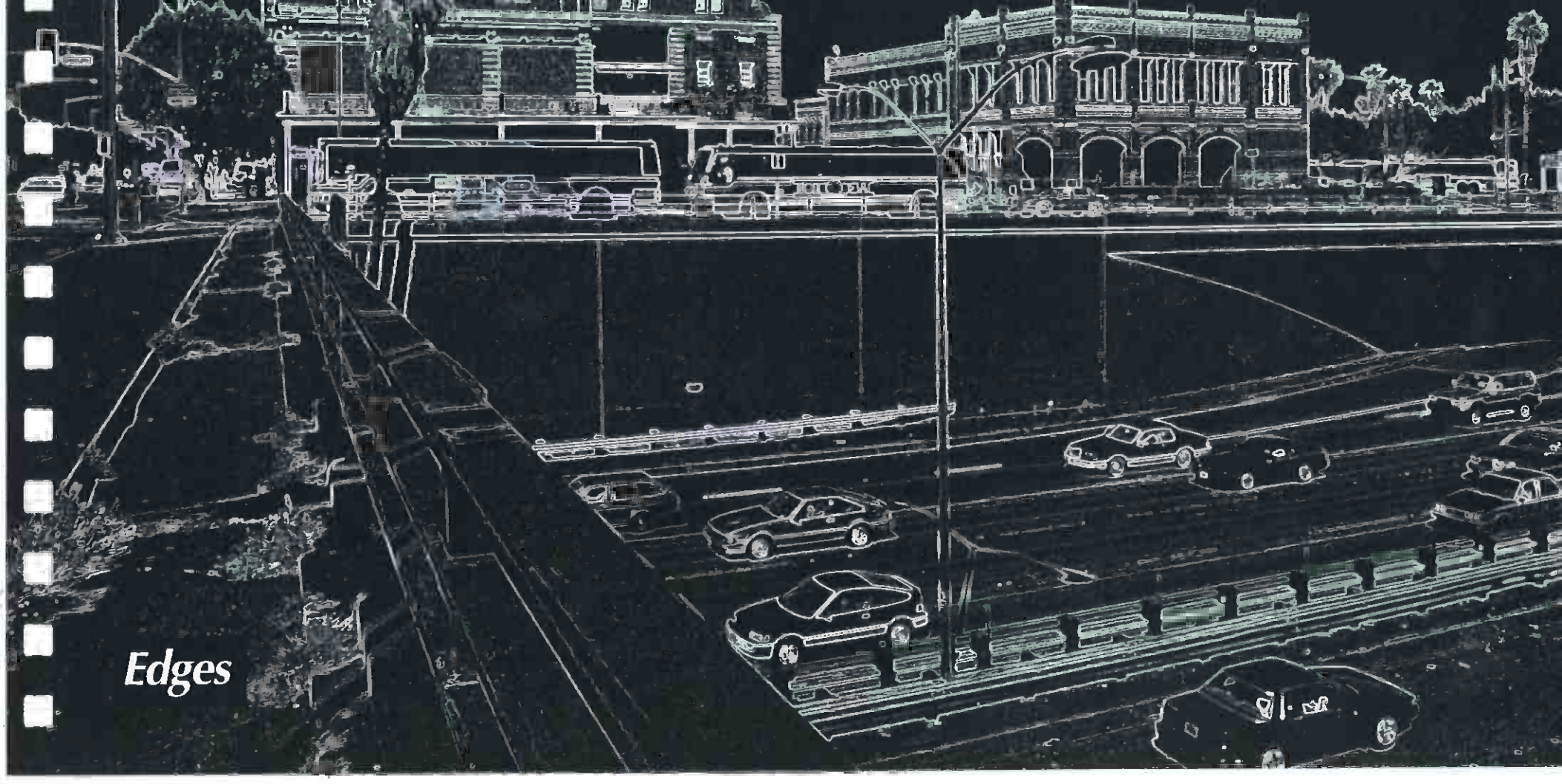
Figure 4-143
View above eye-level (northeast)

Figure 4-144
View above eye-level (east)

Figure 4-145
View at eye-level (walkway)

Figure 4-146
View at eye-level (crosswalk)

Figure 4-147
View at eye-level (parking ramp)


Edges

Edges

Edges can take a number of forms as illustrated by Figures 4-148 through 4-151. They are linear elements that serve either as physical or visual barriers or seams between areas or districts. In Downtown Los Angeles, edges most often form physical barriers as illustrated by Downtown's freeways (Figure 4-148) and Bunker Hill (Figure 4-149). However, edges can also form psychological barriers such as the intimidating maze of skyways above Figueroa Street (Figure 4-150) and the division between Little Tokyo and Central City East (Figure 4-151).

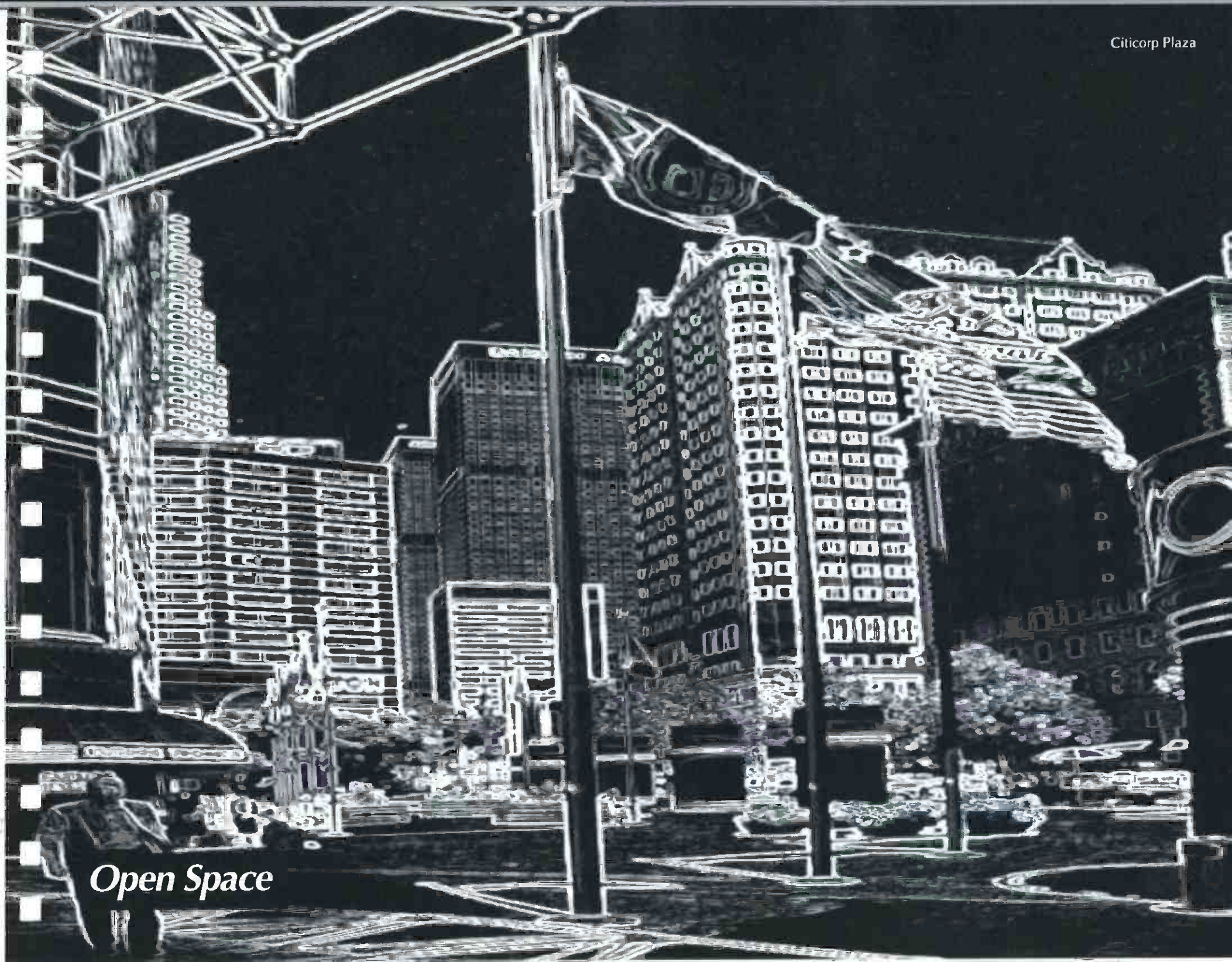
Figure 4-148
Harbor Freeway acting as an edge.

Figure 4-149
Second Street tunnel is a transition between Bunker Hill [a physical edge] and the Historic Core.

Figure 4-150
Pedestrian walkways and the line of high-rises along Figueroa Street define a strong physical & visual edge.

Figure 4-151
Third Street, a visual & psychological barrier between Little Tokyo and Central City East.


Downtown
Strategic Plan
FACTBOOK



Open Space

Open Space

The main public open spaces of Downtown are Pershing Square, the Civic Center Mall, Grand Hope Park (under construction), the Plaza at Olvera Street, the Library West Lawn (under construction) and the series of open spaces around City Hall. Smaller public parks include Fifth and San Julian Park, Sixth and Gladys Park in Central City East, and Biddy Mason Park (under construction) on Broadway. The remainder of open space Downtown is that which is associated with development. These include spaces which are very public in nature, such as the Bunker Hill Steps; to those which are more private, such as Wells Fargo Center; and open space that is only reached through a privately owned buildings, like the rooftop garden of the New Otani Hotel.

The major open space resource of Downtown and all urban environments is its streets and sidewalks. To capitalize and improve upon this resource, streetscaping standards have been adopted for specific projects on Bunker Hill and the Central Business District. A major streetscape project currently underway is the Hope Street Promenade, which will be a landscaped pedestrian way connecting the residential community of South Park and the financial core of Downtown.

The Los Angeles River is presently a concrete covered riverbed. However, recently it is being viewed by some as a natural resource that can be brought back to life. In these proposals, the river would be a focus for new residential neighborhoods close to Downtown, as well as a linear park for the people of the city.

Surrounding Downtown are various parks, stadia, and open spaces that serve their neighborhoods as well as the region. These include Elysian Park and Dodger Stadium, Exposition Park and the Colosseum, Hollenbeck Park, MacArthur Park, and Echo Park.

Figure 4-152
Open Space in the Downtown Core

El Pueblo

The plaza was the first open space of the City of Los Angeles. It was planned with the Spanish settlement of the area and served as the focus for civic, commercial, and residential buildings. Presently the plaza serves many functions. It is a quiet place for relaxation, a gathering and meeting place for visitors to the area, a site of Mexican-American celebrations, and the forecourt of Olvera Street's shops and restaurants. The space is enclosed on its south side by Italianate buildings from the late 1800's including Pico House, formerly a hotel, and the Old Plaza Firehouse; on the north by the Biscailuz and Bank of America buildings, and across Main Street by the Mission style Plaza Church.

The interest of the area derives from its variety of uses, textures, landscaping, and rich history. The plaza and Olvera Street are both contiguous with the surrounding streets without any change in grade, which provides a sense of accessibility. The area has mature and varied landscaping including Morton Bay Figs that are over one hundred years old. The low scale and fine grain of the area is reflected in both the architectural detail and the scale of the stores and booths of Olvera Street. Shaded benches around the plaza offer resting spots for tired tourists and shoppers.

Figure 4-153
Pavilion in the plaza is used for speeches and performances during community gatherings.

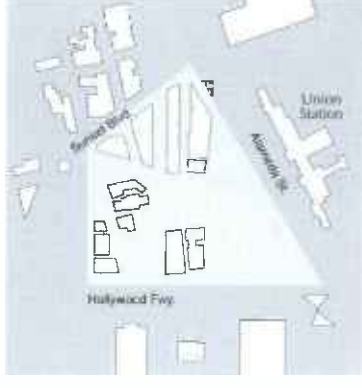


Figure 4-154
El Pueblo location map

Figure 4-155
Olvera Street provides a wide variety of choices for its users.

Figure 4-156
City Hall and Civic Center Mall as seen from Music Center

Figure 4-157
Civic Center Mall as seen from the top of City Hall

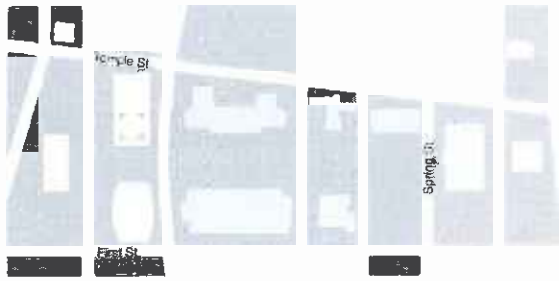


Figure 4-158
Civic Center Mall

Civic Center Mall

The Civic Center Mall runs east-west from Spring Street to Hope Street and axially connects City Hall with the Department of Water and Power Building. The mall is surrounded by buildings on its north and south, including the County Court House, County Administration Building, Hall of Records, Hall of Justice and Criminal Courts Building. One of the few large scale open spaces Downtown, the mall features lush landscaping and a cascading fountain. However, it provides limited access for pedestrians who are not workers in the adjacent buildings. Access from the east-west streets is through the buildings, while access from the north-south streets is limited by parking ramps which occupy most of the street frontage.

The City Hall complex has a series of open spaces associated with it. City Hall Lawn, to the south of City Hall, is a tree-shaded, at-grade and accessible open space used for civic gatherings and welcoming heads of state, as well as for resting and relaxing. Paths leading to City Hall cut across this space bringing a constant flow of pedestrians through the park.

On the blocks containing the Children's Museum, City Hall South and City Hall East, are a series of open spaces and parks on different levels which extend between Main and Los Angeles Streets. Unlike the lawn at City Hall, these spaces are separated from the street both by changes in grade and by walls. The open space south of the Children's Museum is one story below grade and not visible from the street. It houses various restaurants and fast food outlets which open onto it, and consequently it is quite full at lunchtime. At the corner of Main and Temple, the open space is on a raised platform which features the "Triforium" music and light sculpture. Another, similar open space occurs between City Hall South and City Hall East. Due to the change in grade between Los Angeles and Main Streets, the level platform of these open spaces place them nearly a full story above grade on the Los Angeles Street side and create strong barriers at that point. Even on Main Street, the low walls and railings create barriers to movement through the site.

Pershing Square

When property owners appealed to the City in 1866 to preserve the block now known as Pershing Square as public open space, they understood the importance of such a space to the urban environment. The park was first landscaped in 1870, in a rather haphazard manner. In 1886, official plans were drawn and included meandering gravel paths, geometric shaped flower beds, and a variety of trees. As the park became overgrown and deteriorated, John Parkinson redesigned it incorporating wide paths, a large bubbling fountain, and tropical foliage. The accompanying historic photo shows the Parkinson-designed square with its fountain, lush landscaping, paths, and benches.

In 1950-51, the park was dug up and an underground parking lot placed below it. To provide access to below-grade parking, ramps surround the perimeter of the park, and pedestrian access is limited to the corners of the site. The ramps and other barriers create a street-level environment and a sense of territoriality which is unwelcoming. The park features pedestrian paths, two symmetrical fountains, palms, and a variety of other trees. To accommodate the underground parking stucture, all trees in the park are now in raised planters. A competition to redesign the park was held in the mid-1980s and new design work is currently being undertaken.

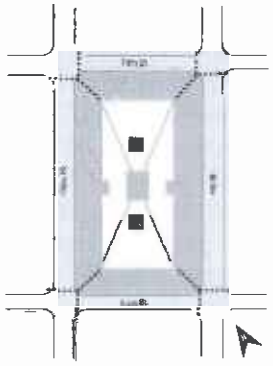


Figure 4-159
Pershing Square location map

Figure 4-160
Historic photograph of the old Pershing Square, designed by John Parkinson.

Figure 4-161
Pershing Square today.

Figure 4-162
View of San Julian Park with the Russ and Florence SRO hotels in the background.

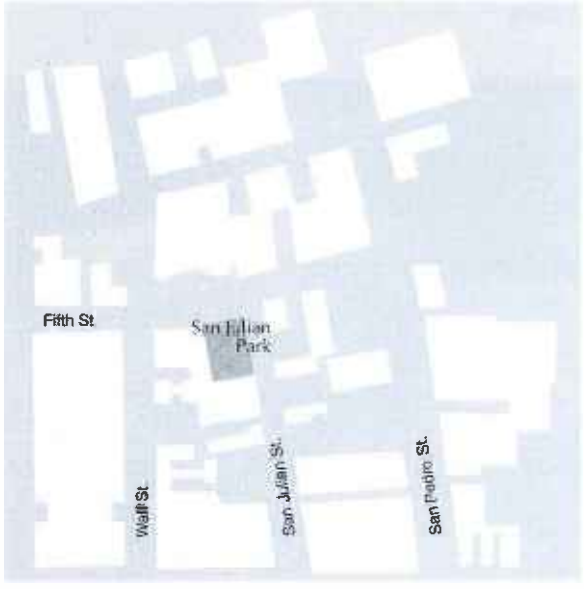


Figure 4-163
San Julian Park

San Julian Park

San Julian Park, built in 1986-87, is at the corner of Fifth and San Julian Streets in Central City East. It is in the center of a grouping of Single Room Occupancy (SRO) hotels, which provide housing for very-low-income people. Tenants in these hotels live in one room and share lounge, kitchen, and sanitary facilities. San Julian Park, and its companion mini-park at Sixth Street and Gladys Avenue, serve as a needed outdoor gathering spot and landscaped area for the area's residents. Both parks are managed by SRO Housing Corporation.

The park is enclosed by buildings on two sides and surrounded by an ornamental fence, with its formal entrance gateway at the corner of Fifth and San Julian. The fence has additional openings on both streets. The park is bisected by a diagonal path, which is lined with bollards for seating. On the southwest side of the path is a large grassy area bordered by shade trees and incorporating a circle of palm trees at its edge. The small park is further divided into intimate areas by two shade structures in the center of the space and landscaped areas at the street corner.

Grand Hope Park

Grand Hope Park, on the block surrounded by Hope Street, Ninth Street, Grand Avenue and Olympic Boulevard, will be the focal point of the new South Park residential neighborhood. The park was designed by Lawrence Halprin with both Californian and Mediterranean imagery. It is enclosed on two sides by new buildings of eclectic design, the Fashion Institute of Design and Merchandising (F.I.D.M.), and Del Prado apartments.

A series of pergolas with seating areas, define the edges of the park and form gateways to it. The park features a variety of spaces including a children's play area, a turf amphitheatre, and various hardscape and landscaped areas. The main fountain can be drained and used as a stage for fashion shows for F.I.D.M. The clock tower, at the corner of Ninth and Hope Streets, will be a landmark at the northwest. The park will incorporate a variety of trees supporting its Californian and Mediterranean theme including palms, California sycamore, jacaranda and cypress.

Throughout the park, art will play different and engaging roles. Artists contributions will include Gwynn Murill's bronze animals atop the pergolas; work by Raul Guerrero featuring a snake fountain; "ant" tiles in the children's play area; a slate bench, and stenciling of flowers atop the pergolas and Lita Albuquerque's design for the water sources of the main fountain. The clock tower will mark the hour and half-hour with music by composers John Carter, Michael McNabb and Ushio Torikai.

Figure 4-164
View of Grand Hope Park (under construction) with the Fashion Institute of Design and Merchandising in the background. The site for Del Prado apartments is on the right, Skyline condominiums at left.

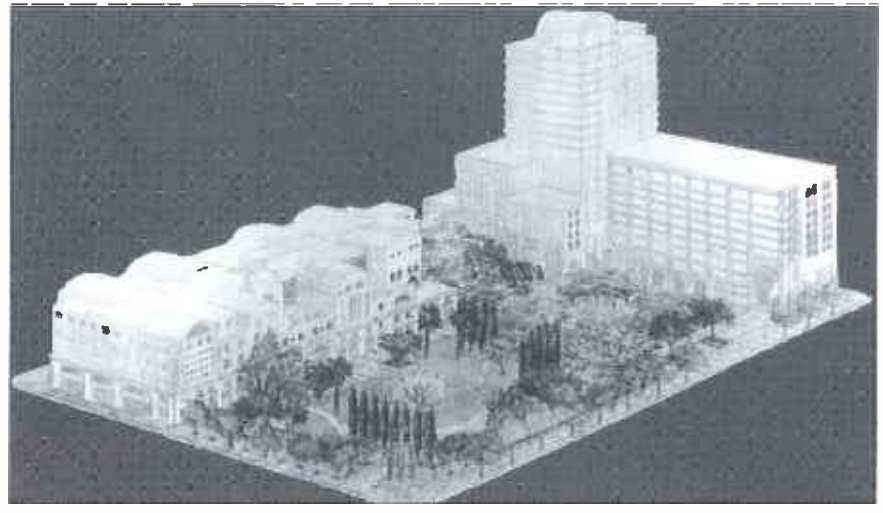


Figure 4-165
Axonometric drawing of Grand Hope Park.

5

- *Population*
- *Employment*
- *Homeless*

DOWNTOWN PEOPLE

Population

Population: 1990

Downtown Core

- Population in the Downtown Core totaled almost 18,000 persons in 1990, with approximately 40% residing in multi-family apartments and residential hotels in the Financial and Historic Core subareas. (See Figure 5-2)

- About 5,100 persons reside in Bunker Hill, representing about 29% of Downtown Core population, and another 5,300 persons reside in South Park, representing about 30% of the Downtown Core population.

Downtown Core And Adjacent Areas

- Almost 75,000 persons live in the Downtown Core and adjacent areas. Over 43% of this population resides in Central City West. (See Figure 5-3)

- The Downtown Core population was an estimated 17,800 in 1990, which represents 24% of the total population residing in the Core and surrounding areas. Central City North accounts for 21% of the area's population.

Downtown Statistical Area and Surrounding Areas

- Almost 394,000 people lived in the six Statistical Areas surrounding and including the Downtown Core (see figure 5-1) in 1987, which is the latest data available. (See Figure 5-4)

- Westlake, with 28% of the total Statistical Area's population, and Boyle Heights, with 24%, represent areas with the highest concentrations of population.

- The Downtown Statistical Area, which contains the Downtown Core, had a population of 30,300 in 1987, representing 8% of the total population living in Downtown and the surrounding neighborhoods.

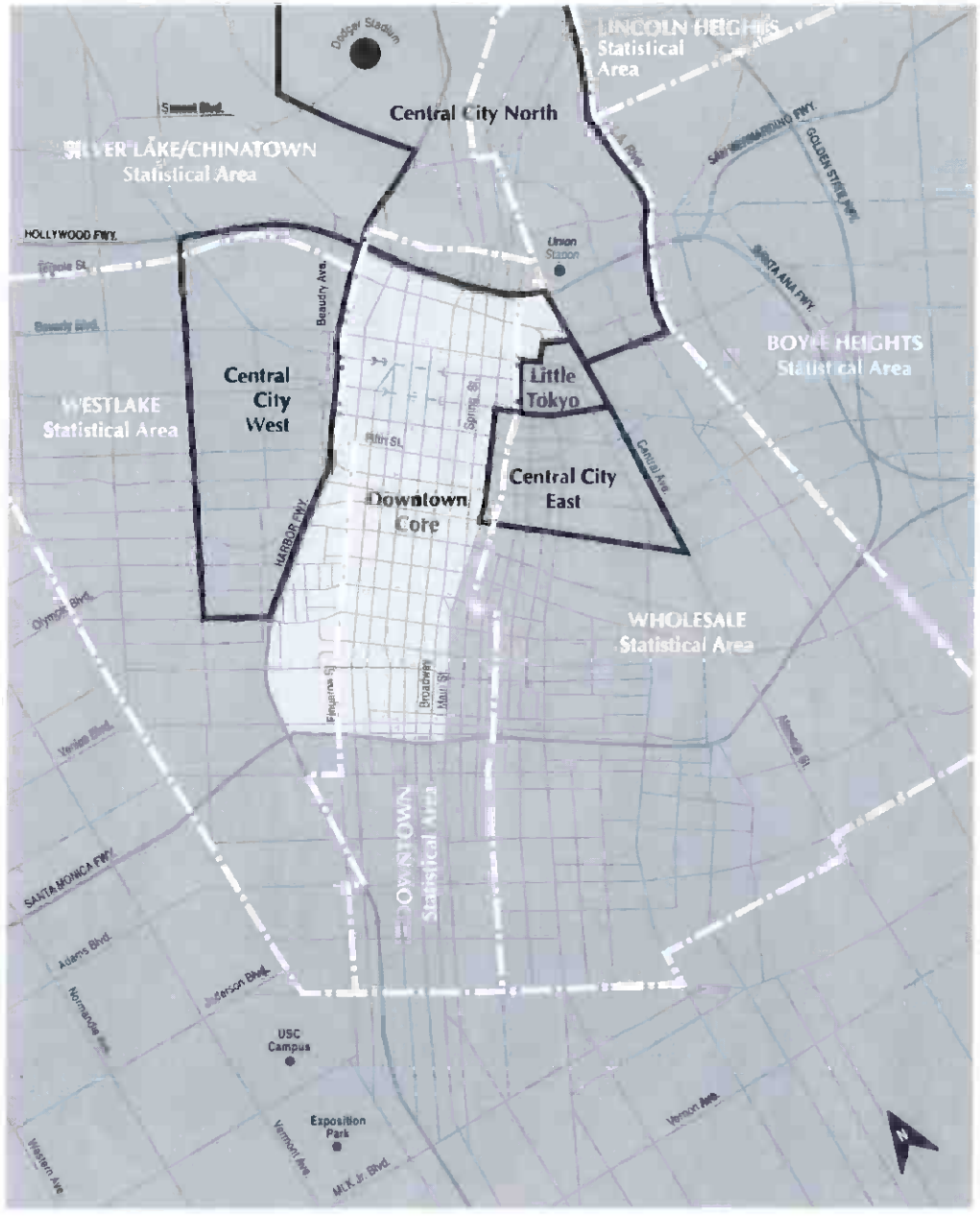


Figure 5-1
Downtown Statistical Areas

Adjacent Community & Specific Plan Areas
(Boundaries may not coincide with those adopted by City of Los Angeles)

Surrounding Statistical Areas

Population: 2010

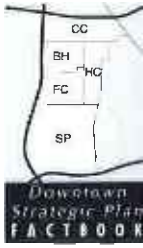
Downtown Core And Adjacent Areas

- Given policy assumptions developed in 1987, Southern California Association of Governments (SCAG) projects that the total population in the Downtown Core and adjacent areas will number 103,212 by the year 2010. The distribution of the projected population within the subareas identified is not specified. (See Figure 5-6). This is an increase of 28,588 persons (38%) over the 1990 population estimate.

Downtown Statistical Area And Surrounding Areas

- According to the Los Angeles County Department of Regional Planning, the Downtown Statistical Area and the five adjacent Statistical Areas will contain about 429,200 persons by the year 2010. (See Figure 5-7). This is an increase of 30,756 residents (8%) over the 1990 population estimate.

- Total population within the Downtown Statistical Area in 2010 is estimated at 37,005, or 9% of the population within the six Statistical Areas. This represents a 22% increase (5,817 persons) in population from the estimated 1990 population figure.



Population: 1990

Civic Center	10	Persons	(<1%)
Bunker Hill	5,130		(29%)
Financial and Historic Cores	7,385		(41%)
South Park	5,330		(30%)
Downtown Core	**17,825**	**Persons**	**(100%)**

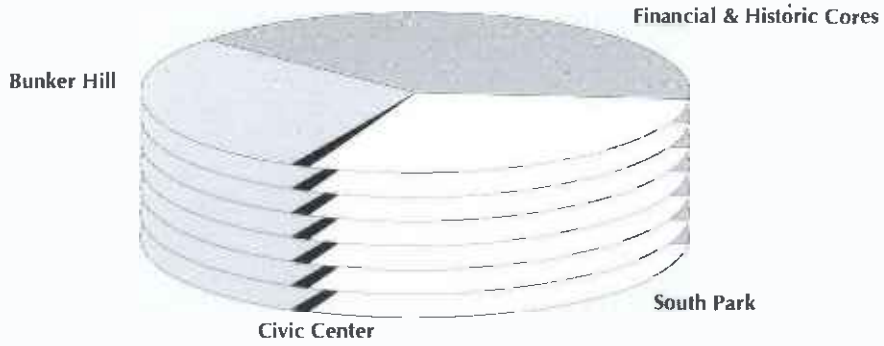
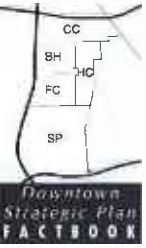


Figure 5-2
Population in Downtown Core by Subarea in 1990



Downtown Core	7 825	Persons	(24%)
Central City North	15,749[a]		(21%)
Little Tokyo	1,000[a] [b]		(1%)
Central City East	8,000		(11%)
Central City Wes	32,050		(43%)
Downtown Core and Adjacent Areas	**74,624**	**Persons**	**(100%)**

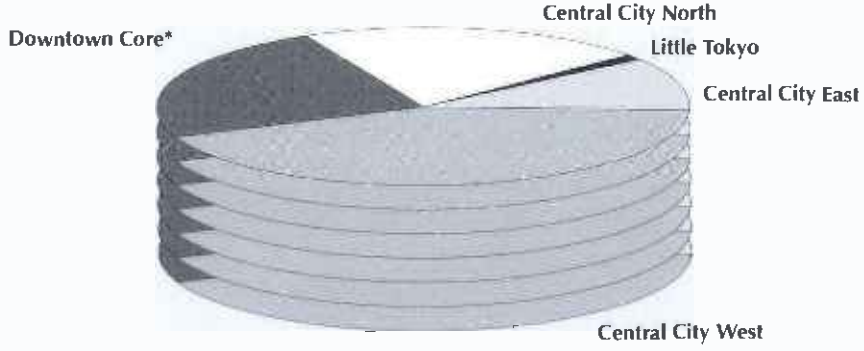


Figure 5-3
Population in Downtown Core and Adjacent Area in 1990

Downtown Statistical Area	31,188	Persons	(8%)
Westlake	111,004		(28%)
Boyle Heights	94,425		(24%)
Wholesale	50,526		(12%)
Silver Lake/Chinatown	71,879		(18%)
Lincoln Heights	39,421		(10%)
Downtown Statistical and Surrounding Areas	**398,443**	**Persons**	**(100%)**

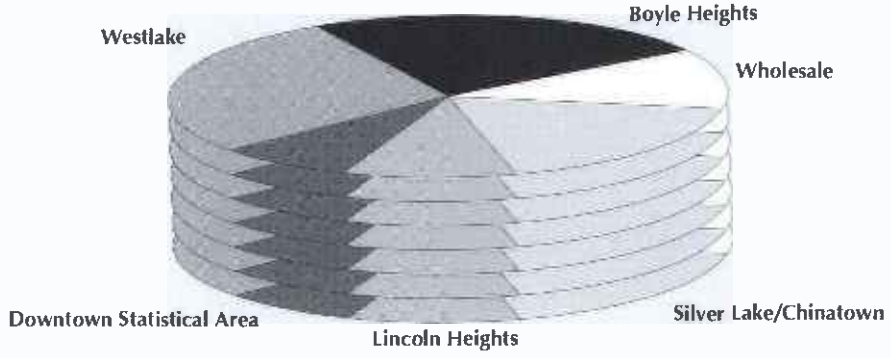


Figure 5-4
Population in Downtown Statistical Area and Surrounding Areas in 1990

(a) CRA Estimate
(b) Excluding homeless persons

Population: 2010

Civic Center	Not Available
Bunker Hill	"
Financial and Historic Cores	"
South Park	"
Downtown Core	"

Figure 5-5
Forecast Population in Downtown Core by Subarea in 2010

Downtown Core	Not Available	
Central City North	"	
Little Tokyo		
Central City East	"	
Central City West	"	
Downtown Core and Adjacent Areas	**103,212 Persons**	**(100%)**

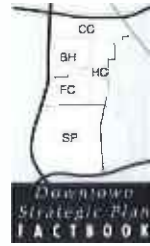


Figure 5-6
Forecast Population in Downtown Core and Adjacent Area in 2010

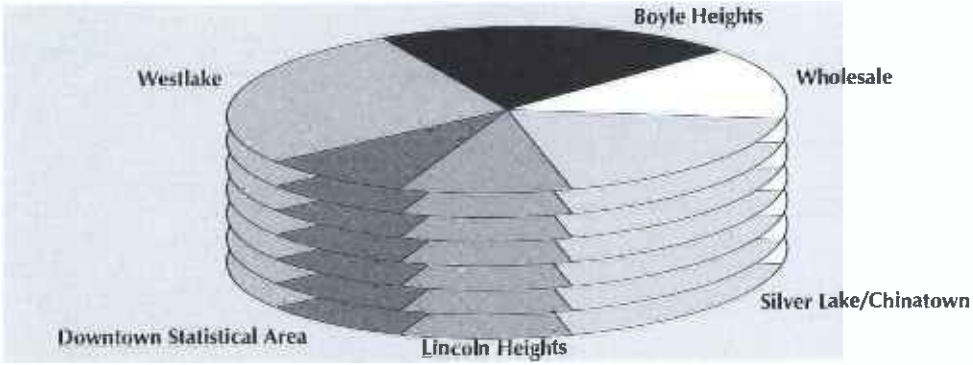
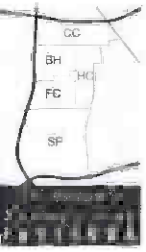


Figure 5-7
Distribution of Forecast Population in Downtown Statistical Area and Surrounding Areas

Downtown Statistical Area	37,005	Persons	(9%)
Westlake	116,232		(27%)
[illegible]le Heights	91,968		(21%)
Wholesale	61,046		(14%)
Silver Lake/Chinatown	78,985		(18%)
Lincoln Heights	43,963		(10%)
Downtown Statistical and Surrounding Areas	**429,199**	**Persons**	**(100%)**

Five-Mile Subregion Population Demographics And Annual Income: 1989

- The population within a five-mile radius of the Downtown Core is nearly 1,000,000 and has remained numerically constant over the past 10 years.
- The average household size is 2.87 people, an increase of almost 5% between 1980 and 1989.
- Per capita annual income of residents living within a 5-mile radius of the Downtown Core is $8,773, or 60% of the $14,313 per capita income for Los Angeles County.
- Median income of households living within a 5-mile radius of the Downtown Core is $19,549, or 65% of the $30,214 median household income for Los Angeles County.



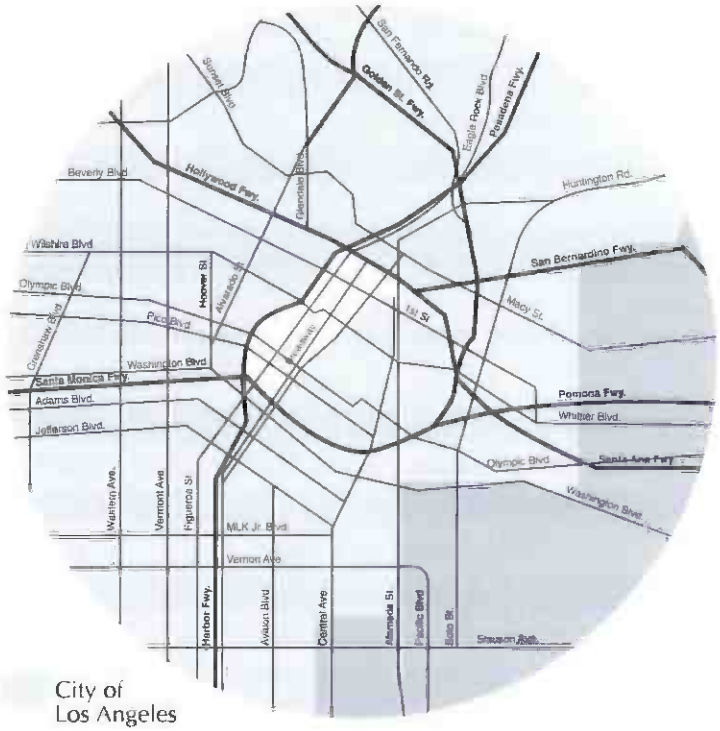


Figure 5-8
5-Mile Subregion

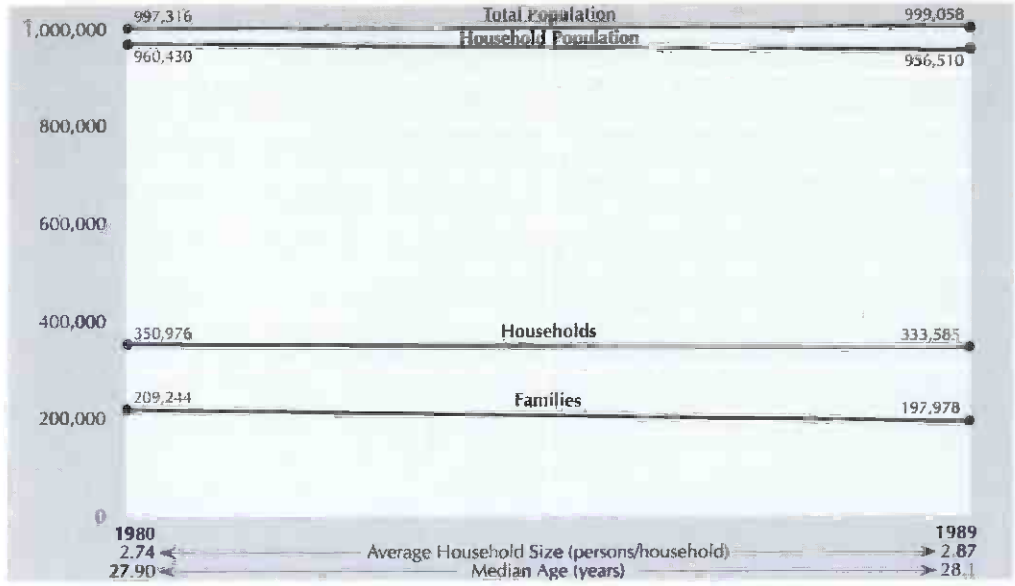


Figure 5-9
5-Mile Subregion Population Demographics: 1980 and 1989

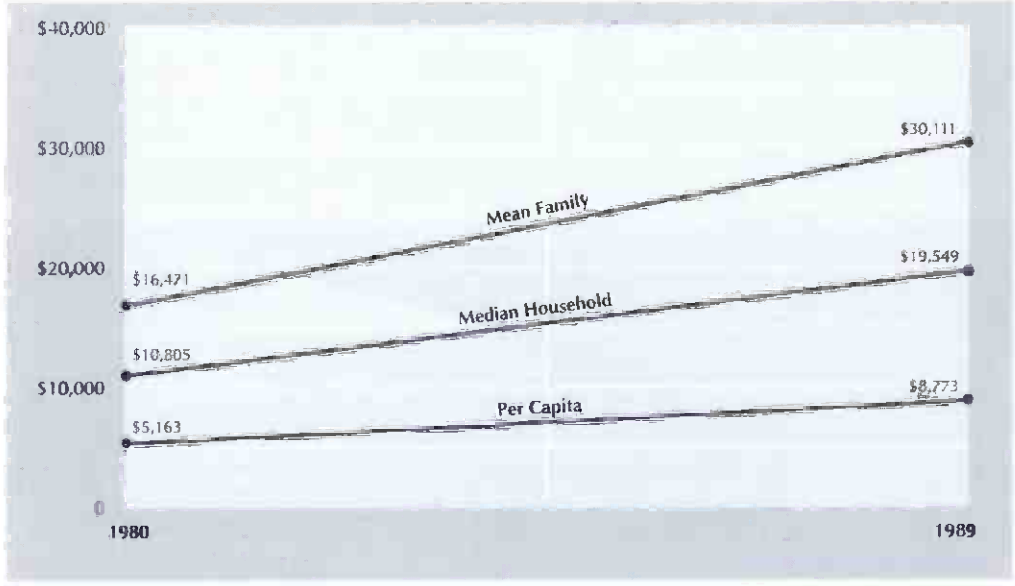


Figure 5-10
5-Mile Subregion Annual Income: 1980 and 1989

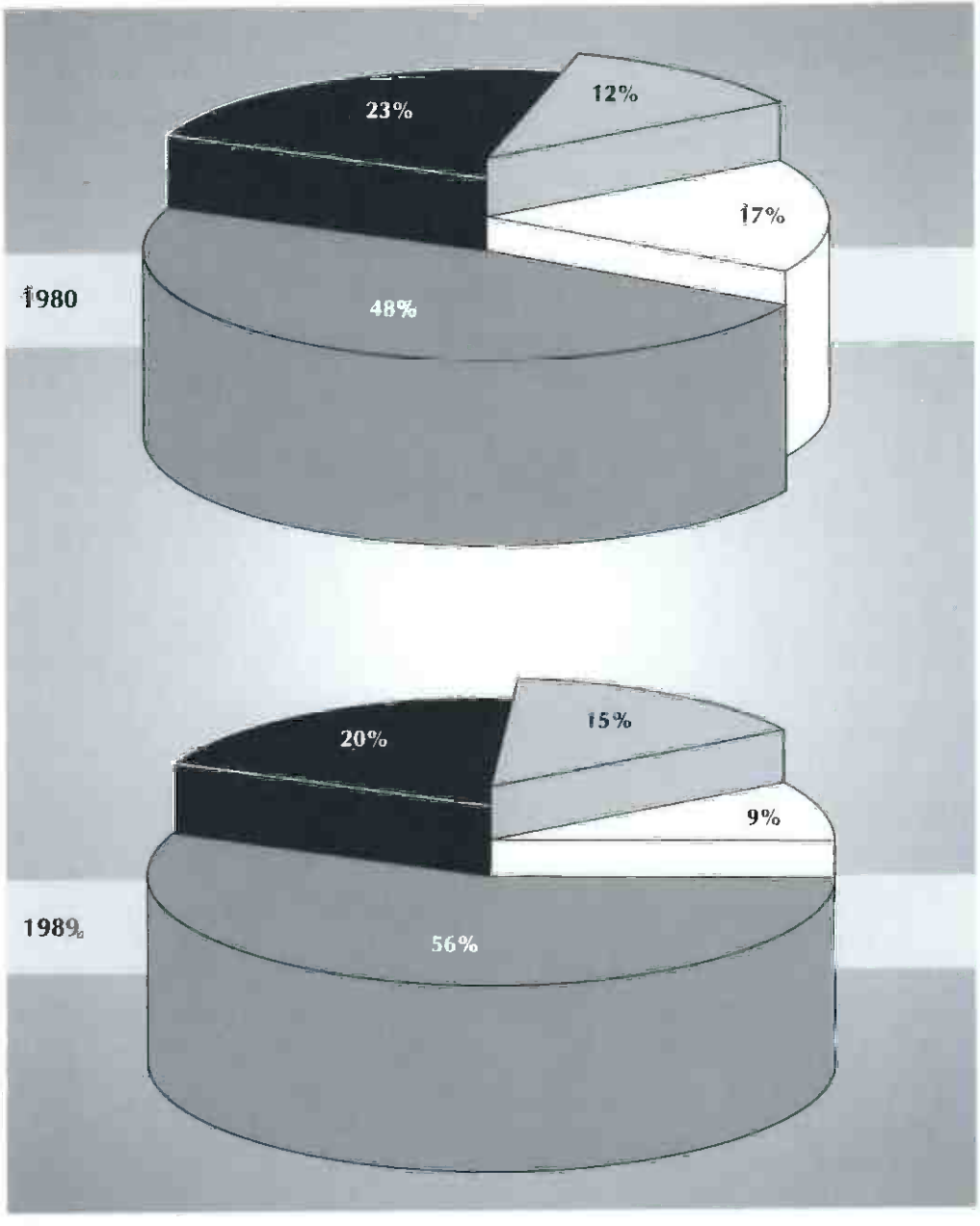


Figure 5-11
Estimated Ethnic Composition of Population within the 5-Mile Subregion

Five-Mile Subregion Population Ethnicity

- Of the almost 1,000,000 residents living within 5 miles of the Downtown Core, 91% belong to various minority groups, as compared to 83% in 1980.
- The Hispanic population has grown from 48% of the total population in 1980 to 56% in 1989.
- The Asian and Other population has grown from 12% of the total population in 1980 to 15% in 1989.
- Both the Black and White, Non-Hispanic populations have declined between 1980 and 1989. The Black population has declined from 23% of the total population in 1980 to 20% in 1989. The White, Non-Hispanic population has declined from 17% of the total populationin 1980 to 9% in 1989.

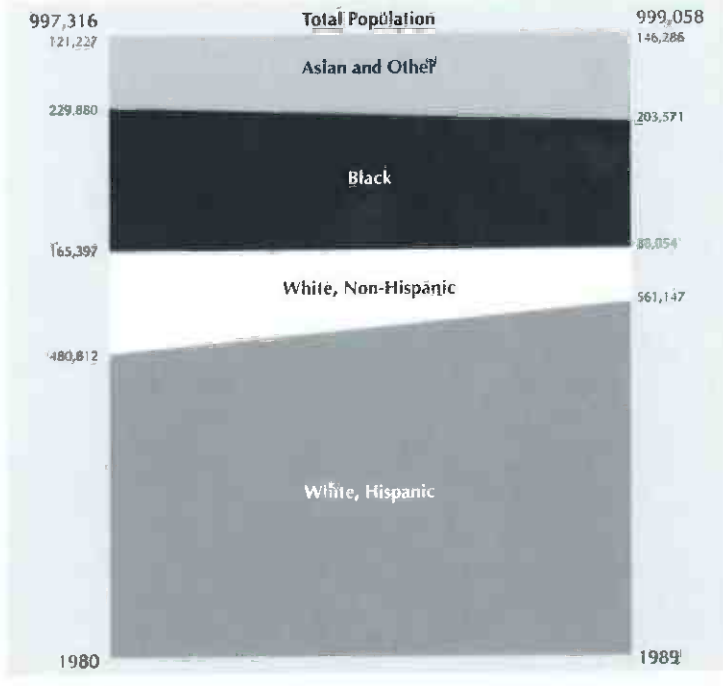
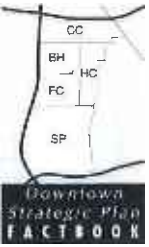


Figure 5-12
5-Mile Subregion Population Ethnicity

Asian and Other
Black
White, Non-Hispanic
White, Hispanic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Employment

Employment: 1990

Downtown Core

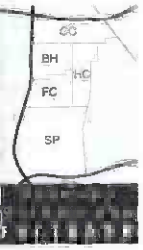
- Within the Downtown Core, the employment population totals almost 214,500, most of which (53%) is concentrated in the Financial and Historic Cores.

Downtown Core And Adjacent Areas

- About 294,000 persons worked in the Downtown Core and adjacent areas in 1987.
- Nearly three-quarters of these employees worked in the Downtown Core itself.
- Downtown Core employment is primarily office-based, whereas employment in surrounding areas is primarily light industrial and/or neighborhood retail- and services-based.

Downtown Core And Surrounding Neighborhoods

- In 1987, over 514,000 persons worked in the six Statistical Areas that make up the Downtown Core and surrounding neighborhoods.
- About 44% of these workers (227,000 employees) worked in the Downtown Statistical Area that encompasses the Downtown Core. (See figure 5-13).
- The Wholesale Statistical Area represented the second highest employment concentration, accounting for almost 20% of the employment.



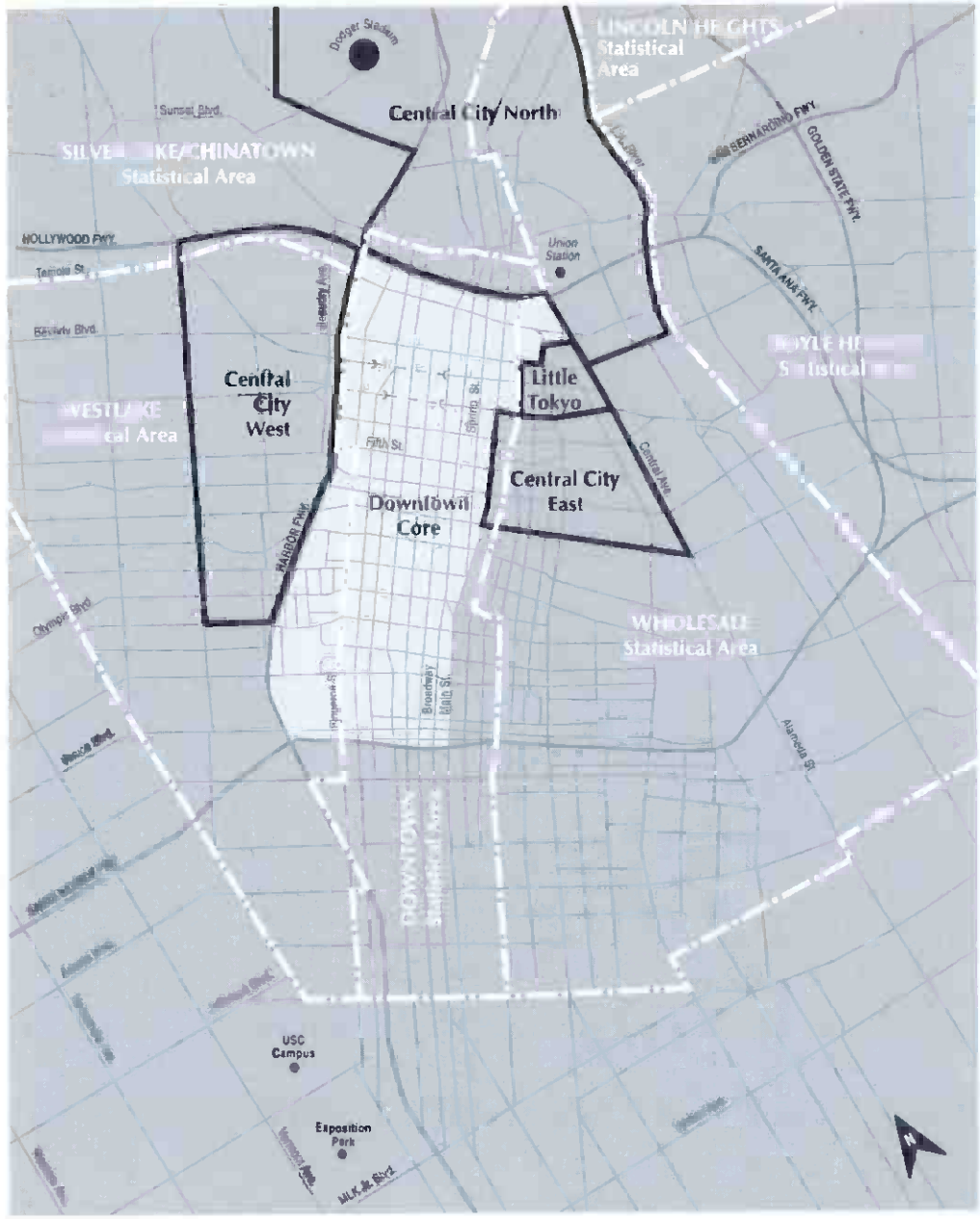


Figure 5-13
Downtown Core and Surrounding Neighborhoods

Adjacent Community & Specific Plan Areas
(Boundaries may not coincide with those adopted by City of Los Angeles)

Surrounding Statistical Areas

Employment: 2010

Downtown Core And Adjacent Areas

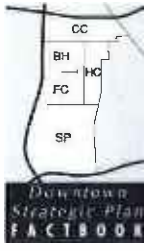
- Given policy assumptions developed in 1987, SCAG projects that the total employment in the Downtown Core and Adjacent Areas will number 353,063 by the year 2010. The distribution of the projected employment within subareas is not specified. This represents an increase of 58,773 employees (20%) over the 1990 employment estimate.

Downtown Core And Surrounding Neighborhoods

- According to the Los Angeles County Department of Regional Planning, the Downtown Statistical Area and the five adjacent Statistical Areas will total almost 605,000 employees by the year 2010. This represents an increase of 90,739 employees (18%) over the 1990 employment estimate.

Downtown Statistical Area And Surrounding Areas

- Total employment within the Downtown Statistical Area in 2010 is estimated at almost 264,000, or 44% of the all employment within the six Statistical Areas. This is an increase of 36,662 employees (16%) over the 1990 employment estimate.



Employment: 1990

Civic Center	22,268	Persons	(10%)
Bunker Hill	36,428		(17%)
Financial and Historic Cores	113,084		(53%)
South Park	42,677		(20%)
Downtown Core	**214,457**	**Persons**	**(100%)**

Downtown Core	214,457	Persons	(73%)
Central City North	25,308		(9%)
Little Tokyo	5,617 [a]		(2%)
Central City East	19,789 [a]		(7%)
Central City West	29,119		(10%)
Downtown Core and Adjacent Areas	**294,290**	**Persons**	**(100%)**

Downtown Statistical Area	227,303	Persons	(44%)
Westlake	93,135		(18%)
Boyle Heights	56,275		(11%)
Wholesale	94,751		(19%)
Silver Lake/Chinatown	20,056		(4%)
Lincoln Heights	22,546		(4%)
Downtown Statistical and Surrounding Areas	**514,066**	**Persons**	**(100%)**

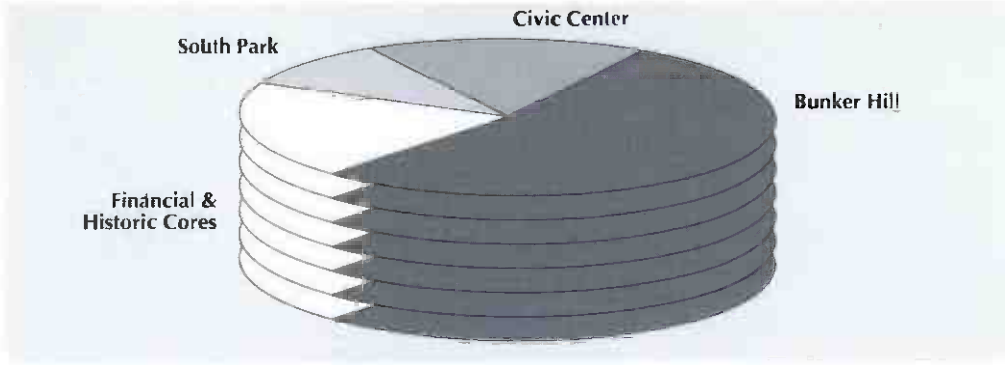


Figure 5-14
Current Employment in Downtown Core by Subarea

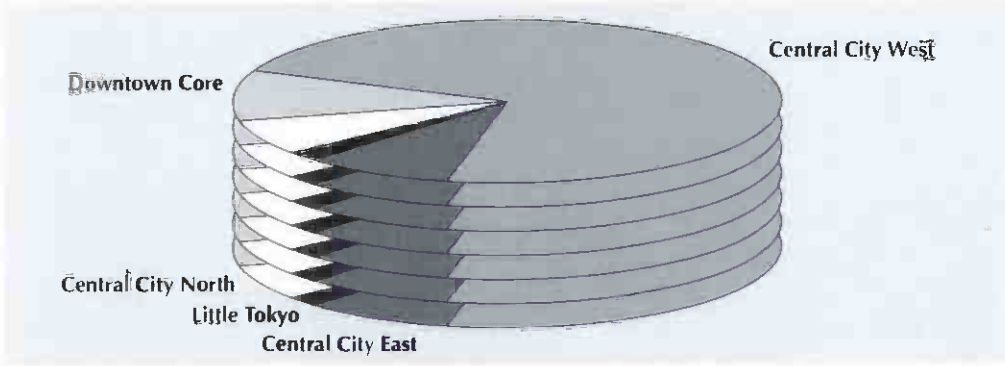


Figure 5-15
Current Employment in Downtown Core and Adjacent Areas

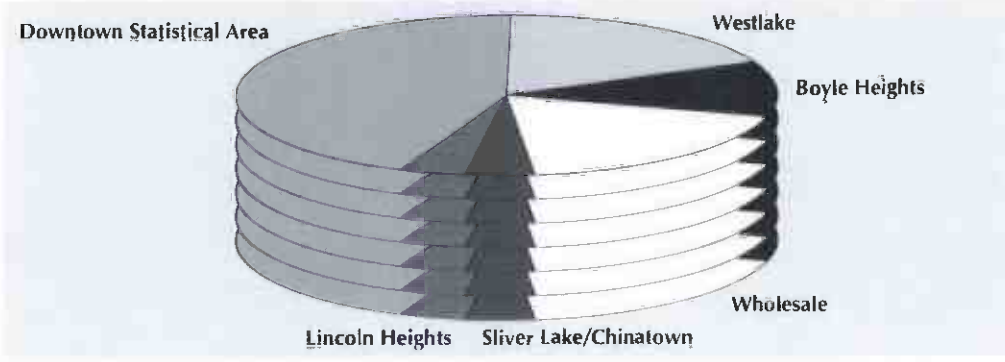


Figure 5-16
Current Employment in Downtown Statistical Area and Surrounding Areas

Employment: 2010

Civic Center	Not Available
Bunker Hill	"
Financial and Historic Cores	"
South Park	"
Downtown Core	"

Figure 5-17
Forecast Employment in Downtown Core by Subarea in 2010

Downtown Core	Not Available		
Central City North	"		
Little Tokyo			
Central City East	"		
Central City West	"		
Downtown Core and Adjacent Areas	**353,063**	**Persons**	**(100%)**

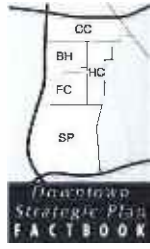


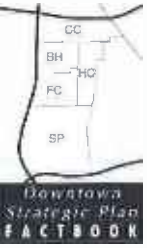
Figure 5-18
Forecast Employment in Downtown Core and Adjacent Areas in 2010

Figure 5-19
Distribution of Forecast Employment in Downtown Statistical Area and Surrounding Areas

Downtown Statistical Area	263,965	Persons	(44%)
Westlake	127,642		(21%)
Boyle Heights	58,898		(10%)
Wholesale	103,267		(17%)
Silver Lake/Chinatown	24,014		(4%)
Lincoln Heights	27,019		(4%)
Downtown Statistical and Surrounding Areas	**604,805**	**Persons**	**(100%)**

Employment By Subarea: 1990

- Almost 214,500 persons are employed in the Downtown Core.
- Most of these employees (53%) work in the Financial and Historic Cores. Employees working in the South Park area account for 20% of Downtown Core employment. Jobs in this area are associated primarily with industrial and medical facilities. Bunker Hill contains 17% of the Downtown Core employment, primarily in office-related jobs. Employees working in the Civic Center represent 10% of the Downtown Core employment. These employees work primarily in government and institutional offices.



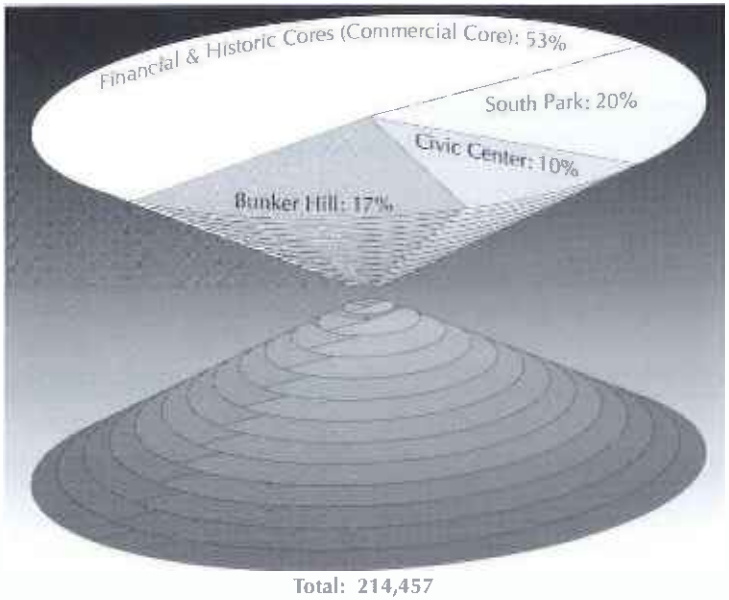


Figure 5-20
Total Employment in Downtown Core: 1990

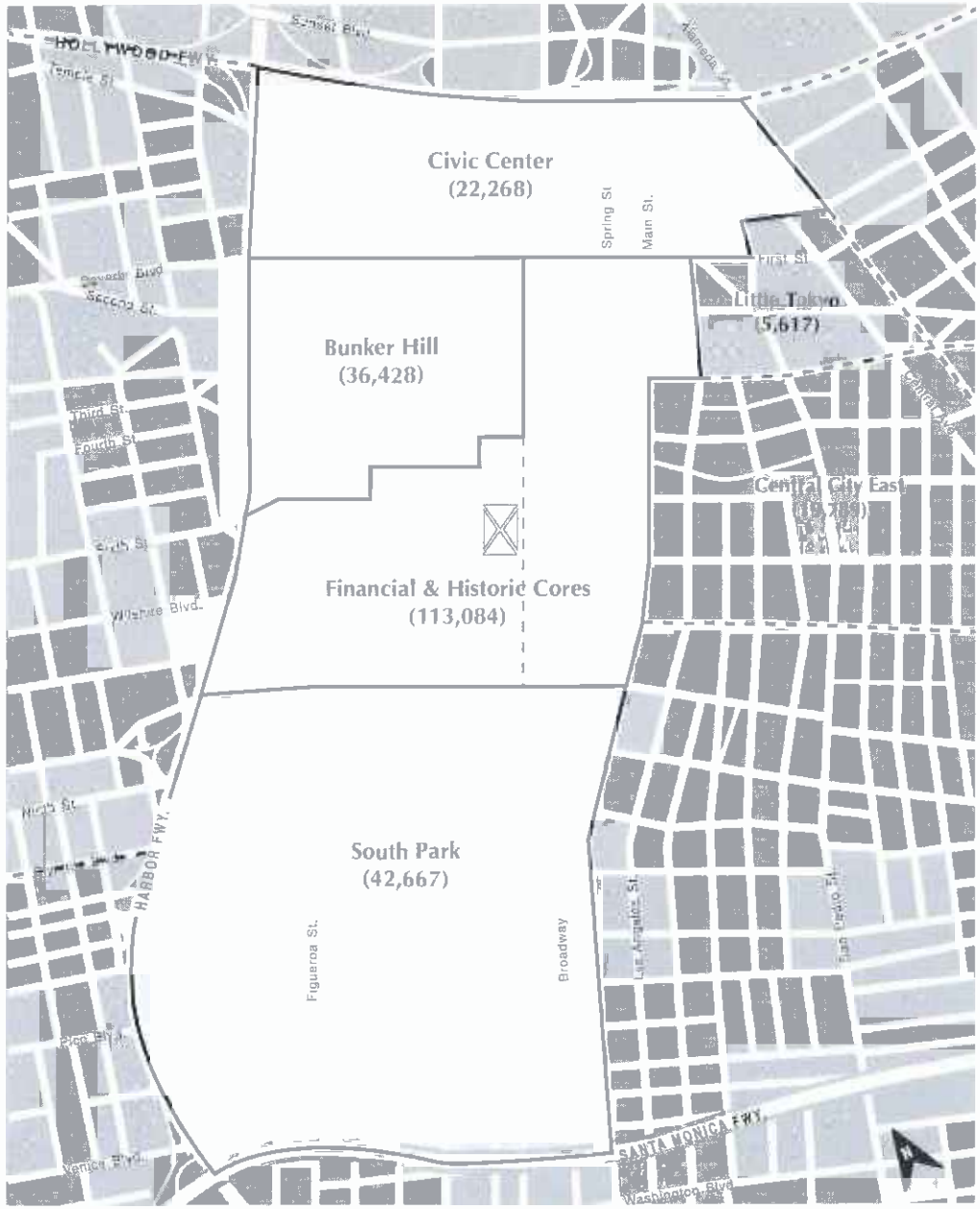


Figure 5-21
Total Employment in Downtown Core by Subarea

Occupational Category	Percent Downtown Employment	Estimated Average Annual Income
Professional	9%	$55,000
Managers	14%	$40,000
Crafts	1%	$35,000
Sales	9%	$30,000
Clerical	44%	$24,000
Operators	2%	$21,000
Laboreres	8%	$17,500
Service	5%	$17,500
Other	8%	$17,500
Weighted Average (all categories)		$28,040

Figure 5-22
Employment Occupation and Income in the Downtown Core

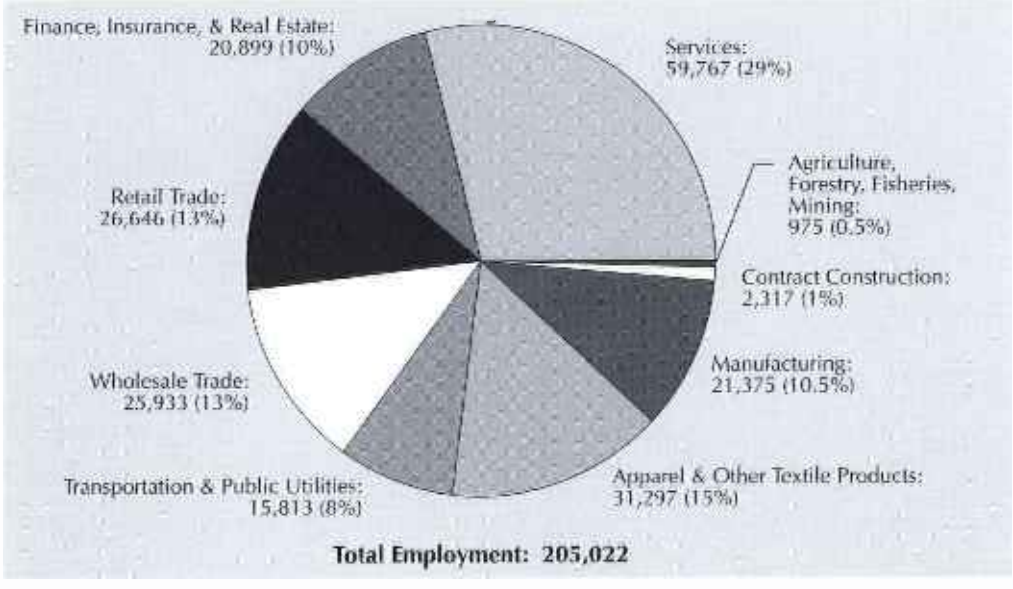


Figure 5-23
Employment by Industry for Downtown Core and Adjacent Areas in 1982

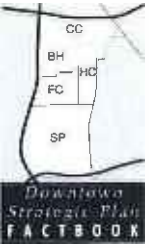
Employment Category and Income

Figure 5-22 shows the distribution of employment in the Downtown Core by occupation and the estimated average annual income for each category in 1990.

- Estimated average annual employee incomes range from a high of $55,000 for professional workers to a low of $17,500 for laborers/service workers.
- Downtown employment is concentrated in the clerical occupational category, which accounts for 44% of Downtown workers.
- Professionals and managers together account for 23% of the workforce, representing the second highest occupational concentration.
- Employees with average annual incomes under $22,000 account for 23% of the workforce and are employed as service workers as well as operators, laborers, and other blue collar workers.

Figure 5-23 shows the distribution of employment in the Downtown Core and surrounding area by industry in 1982.

- In 1982, there were just over 205,000 employees working in businesses located in the Downtown Core and surroundingareas.
- The largest number of employees (59,767 or 29% of the total number of employees) worked in businesses related to the service industry.
- About 26% of the employees worked in wholesale and retail trade industries, and 10% worked in financial, insurance, and real estate businesses.
- A large number of employees worked in manufacturing industries. About 15% of the employees worked in the garment and other textile products industry, and over 10% worked in other manufacturing businesses. About 8% of the employees worked in jobs related to transportation and public utilities.
- Construction and other workers made up less than 2% of the workforce.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Homeless

Homeless Overview

In July 1987, the Community Redevelopment Agency released a comprehensive Housing and Social Service Needs Assessment of Central City East (CCE) prepared by the firm of Hamilton, Rabinovitz, and Alschuler, Inc (HRA). One purpose of the study was to identify current and projected trends in the demographic profile of the Skid Row community.

The study found that in mid-1986, there were an estimated 11,000 to 12,000 people living in or within one block of the CCE area. This total included approximately 10,000 persons who were housed in Single Room Occupancy (SRO) hotels, missions, and nonsecular shelters. A demographic field survey of the area conducted for the study revealed that on one night in October 1986, there were about 1,000 persons who were without any shelter at all.

Prior to 1980, much of the population living in CCE consisted of elderly white males. By the mid-1980s, the study found that CCE residents included a much more diverse population. The study found that:

1) The average age of the population dropped from 40-60 years of age to 20-40 years old.

2) Minorities made up 31% of the population in 1969, but increased to 72% of the population by 1980.

3) Hispanics comprised 36% of the CCE population in 1980, Whites made up 34%, Blacks totalled 28%, Japanese equaled 8%, and other groups totalled 1%. (Percentages sum to more than 100% because "Hispanic" ethnicity is represented in all classifications.)

4) Women and some families with children were represented in the population in greater numbers than prior to 1980.

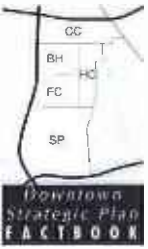
The study found that while the population was younger and more able-bodied than in previous generations, residents had less work experience and fewer skills. Employment opportunities for the population were extremely limited. The study found that in the mid-1980s, training was needed in employability, technical, and vocational skills, but that the number of labor offices in CCE had declined to just half the number that was located in the area in 1969.

The study determined that the annual crime rate in 1985 in CCE was much higher than that for the City of Los Angeles as a whole. According to Los Angeles Police Department statistics in 1985, there were 500 reported crimes per 1,000 persons in CCE as compared to a city-wide average of 95 reported crimes per 1,000 population. It was estimated that only half the crimes in the CCE area were reported.

The HRA study stated that nearly three-out-of-four (74%) residents in CCE either were or had been mentally disturbed, substance abusers, or both, based on a study conducted in 1986 by Los Angeles County to establish the mental health status of Skid Row residents. The Los Angeles County study concluded that 28% of all Skid Row residents had in the course of their lifetimes suffered from chronic mental illness, 34% had engaged in chronic substance abuse but did not have a major mental illness, and 12% had both simultaneously.

Permanent Housing Stock In Central City East And Adjacent Areas

Figure 5-24 shows the permanent housing stock located in Central City East (CCE) and adjacent areas outside of the Downtown Core. The permanent housing stock includes single room occupancy (SRO) hotels, resident hotels, and apartment buildings.



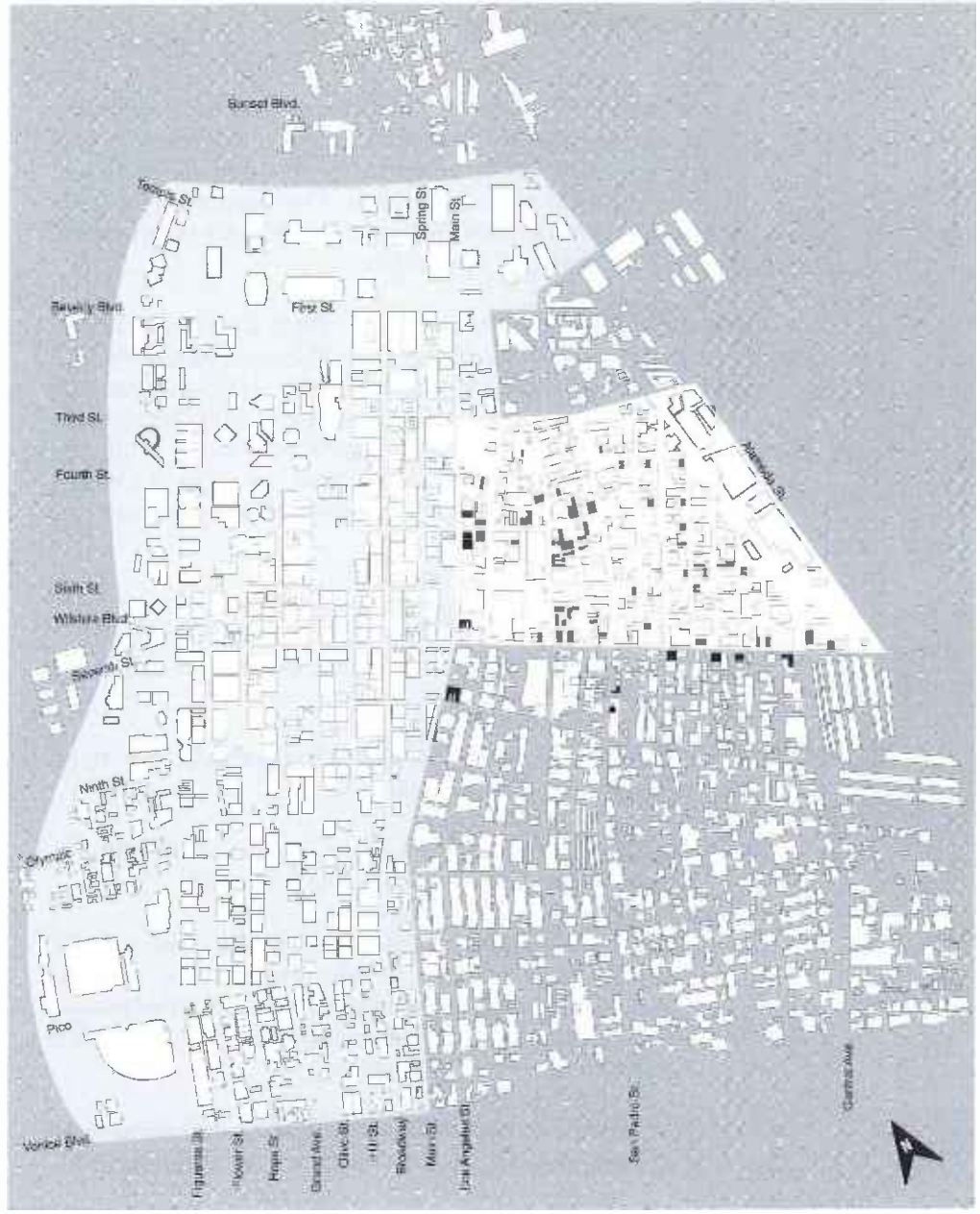


Figure 5-24
Permanent Housing Stock[1] in Central City East and Adjacent Areas

1. SRO/Resident Hotels and Apartment Buildings

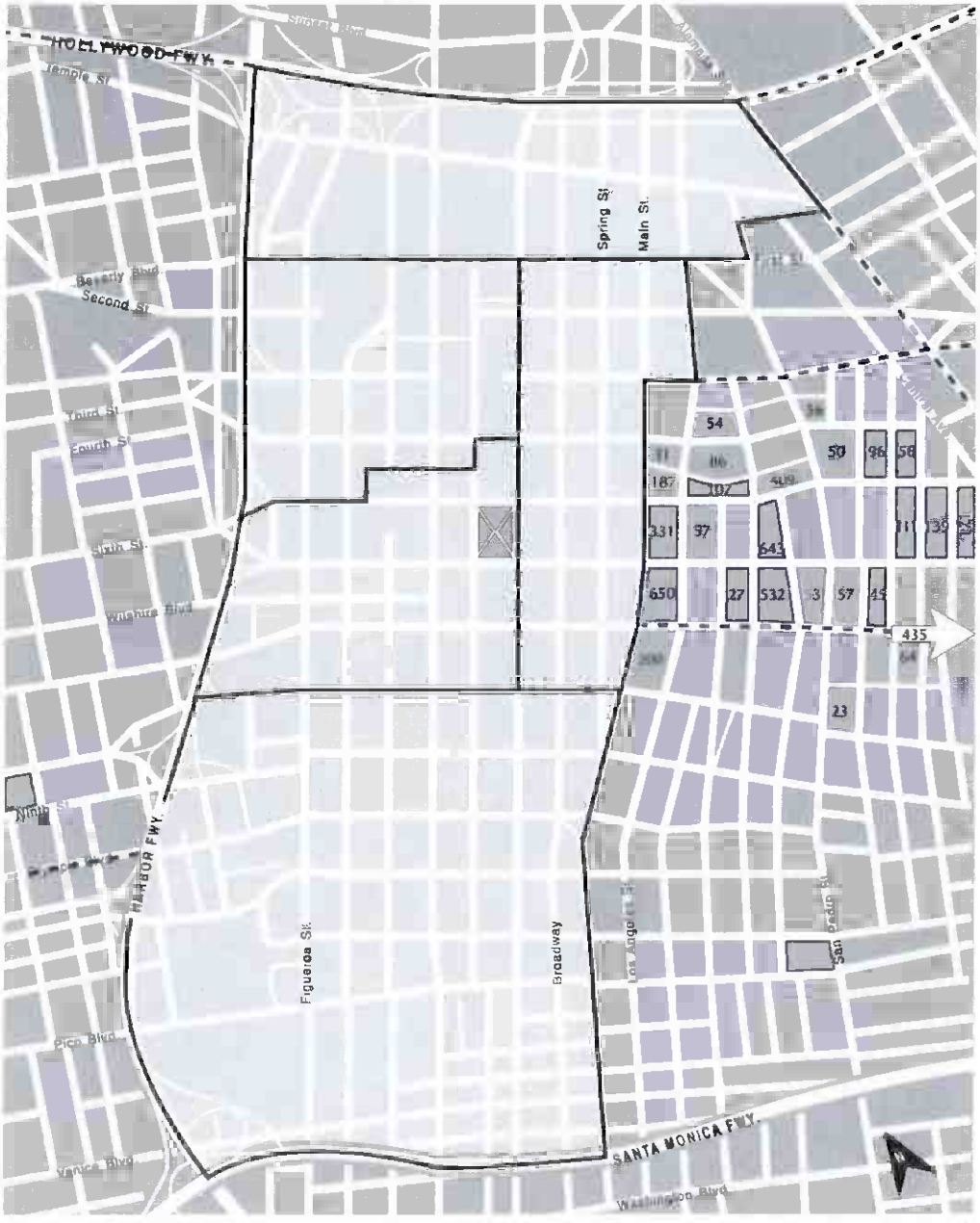
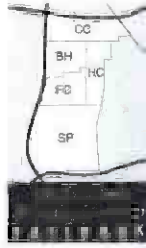


Figure 5-25
SRO/Resident Hotel Rooms and Apartment Units Outside Downtown Core

Figure 5-25 shows the number of single room occupancy hotel and resident hotel room units, and apartment units for each block in the Central City East (CCE) and adjacent areas outside of the Downtown Core.

- In April 1989, there were 4,814 units in the CCE area and an additional 804 units adjacent to CCE outside the Downtown Core area.
- In 1989, there were 304 fewer units in CCE than were estimated to be located in that area in 1987.

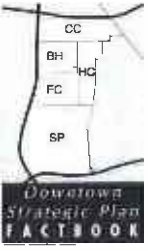


Social Service Providers

Figure 5-26 shows the social service providers located in Central City East.

According to the Hamilton, Rabinovitz and Alschuler (HRA) Needs Assessment study released in 1987, it was estimated that in Central City East:

- $13 million was spent annually in general relief benefits and other similar Los Angeles County programs;
- $25 million was spent annually for Medicare and Medical, and other similar federal, state, and county programs; and
- $15 million was spent annually by non-profit agencies and other social service providers.
- Based on the population estimate in 1987, the HRA study estimated that these benefits totalled $5,000 per person annually, in addition to the various veterans' pensions, food stamps, donated clothing, and volunteer time made available to CCE residents.
- The HRA study reported that the Redevelopment Agency spent about $38.1 million in Central City East between 1977 and 1987. About $33 million went to capital projects in the area and about $6 million went to fund administrative and operating expenses for social service providers in CCE.
- The HRA study found that mental health care was the primary social service need in CCE at that time. The study stated that mental health care facilities in the area had not been expanded since 1981 and that no social service provider offered mental health care on a 24-hour basis. The study also found that according to the social service providers in the area, there were gaps in the physical health care, drug addiction, and employment/vocational training services provided for CCE residents.



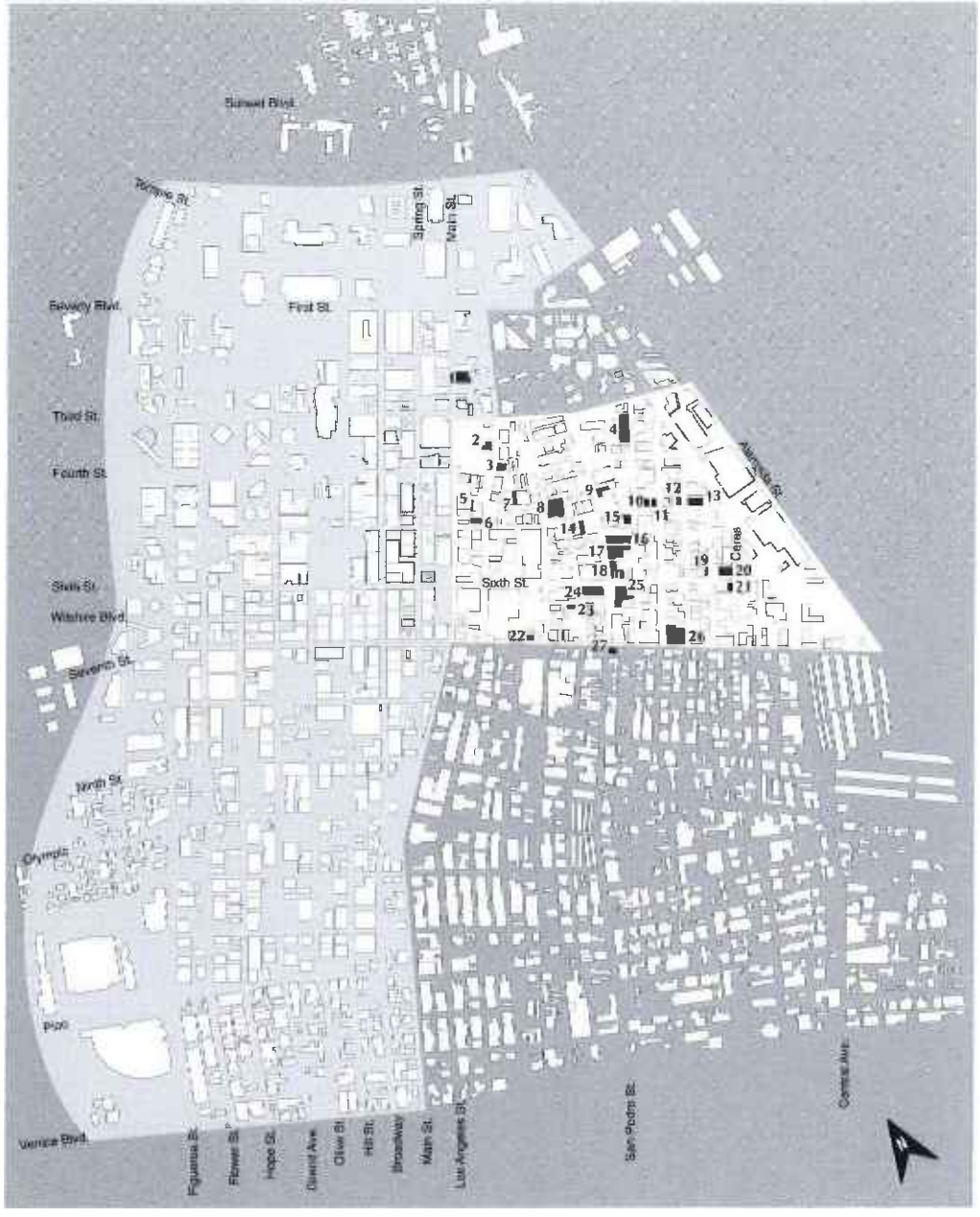
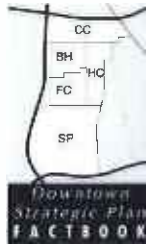
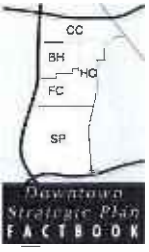


Figure 5-26
Social Service Providers in Central City East

1	*Union Rescue Mission*
2	*Downtown Women's Center*
3	*The Midnight Mission*
4	*City of Hope*
5	*United American Indian*
6	*Los Angeles Mission (existing facility)*
7	*St Vincent de Paul Men's Center*
8	*Los Angeles Mission (new facility)*
9	*Skid Row Development Corporation*
10	*Volunteers of America*
11	*Fred Jordan Mission*
12	*Safe Harbor*
13	*Salvation Army Harbor Light Center*
14	*Church on Wheels Mission*
15	*Emmanuel Baptist Rescue Mission*
16	*LAMP Village*
17	*Transition House*
18	*Weingart Center*
19	*Hospitality Kitchen*
20	*Para Los Ninos*
21	*Homeless Outreach Program (HOP)*
22	*Las Familias*
23	*LAMP*
24	*Asian Rehabilitation Center*
25	*Emergency Shelter*
26	*Salvation Army*
27	*Chrysalis Center*
**	*Other providers:*
	Traveler's Aid Society of LA
	San Julian Woman's Center
	Mental Health Advocacy Services
	Skid Row Mental Health Services

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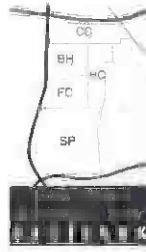
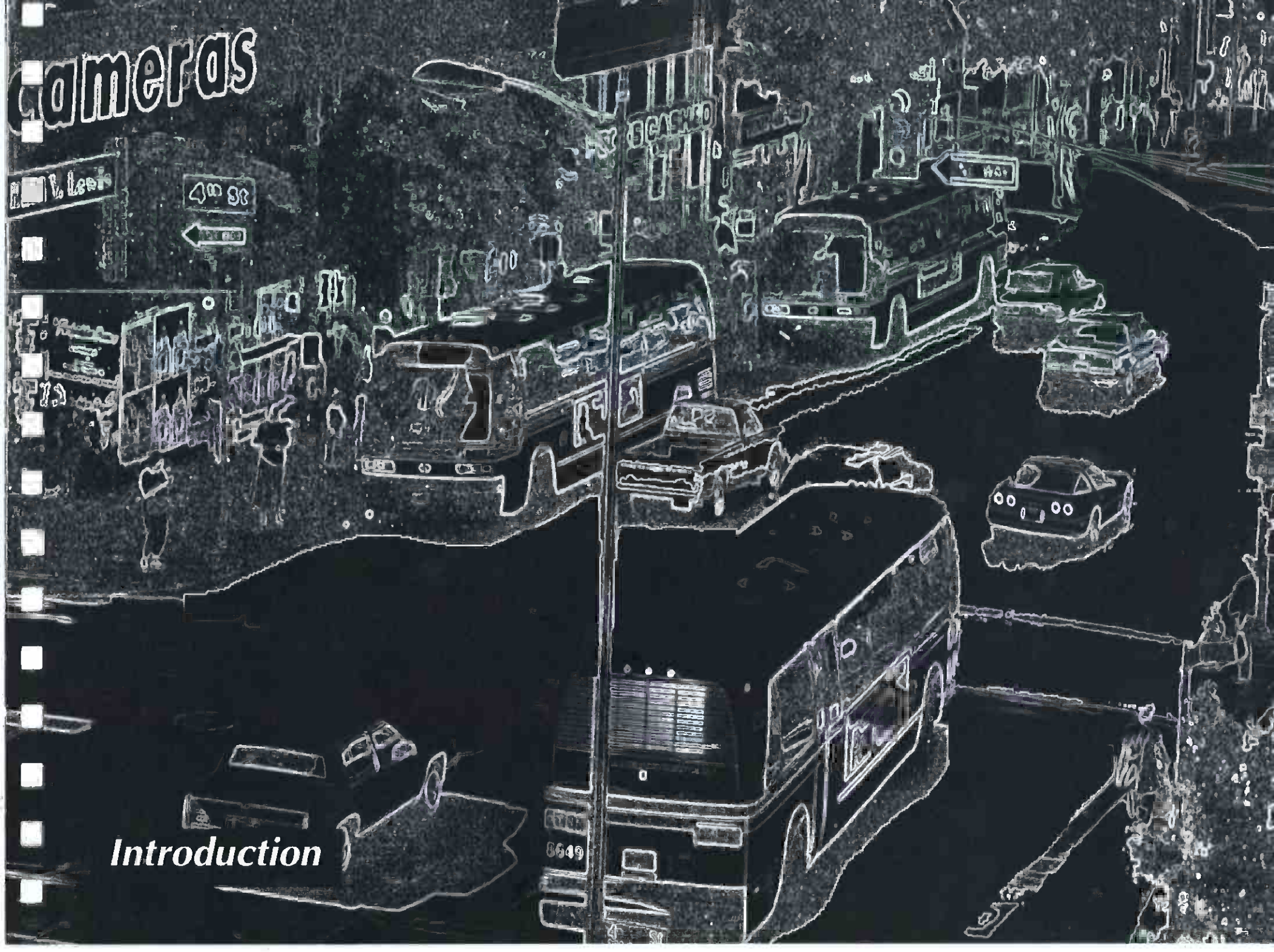
- *Regional Transportation Systems*
- *Travel Patterns*
- *Local Transportation Systems*
- *Vehicular Circulation*
- *Pedestrian Circulation*
- *Parking*



DOWNTOWN MOVEMENT

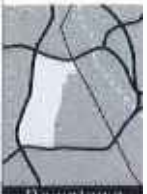


Introduction

Regional Access To, From & Through Downtown

What We Have

Among transportation's many complexities is a basic equation: demand and supply. The supply of transportation services is predominately in the form of streets and highways for privately owned cars. There are 7,781 lane-miles of state highway facilities (1,473 route miles) currently in operation within the greater Los Angeles metropolitan area. Most of these facility miles are in the form of freeways, many of which converge upon Downtown Los Angeles. Segments of the freeway system serving Downtown are among the oldest and most congested. In addition to these state-supported facilities, there are hundreds of miles of major and secondary highways supported by local jurisdictions that connect Downtown with the surrounding urban area.



In a region where the generation of auto trips is racing ahead of even the rising population, Downtown is positioned at the hub of the regional freeway system. More and more, vehicles are trying to get *through* Downtown, providing more and more competition to those trying to get *to* and *from* Downtown. In all of the Southern California freeway system, the Harbor and Hollywood Freeway "slots" through Downtown may be some of the most stressed segments in the regional freeway system. Yet these segments are absolutely critical to Downtown's own accessibility to the region. Responding to the region's travel demands through Downtown is one of the critical challenges facing Downtown.

Los Angeles has begun service on the LRT ("light [duty] rail transit") Blue Metro Line, and is about to start up service on the first miles of the all-subway Red Metro Line. However, even if and when the full 150-mile rail system is in operation, it will only be one-sixth the size of the rail system in place early in this century when Los Angeles' population was one-tenth what it is today.

Downtown Los Angeles is presently served by commuter rail service from San Diego through Orange County, which is provided by Amtrak and by the Orange County Transportation Commission. Downtown has no commuter rail service (defined as longer-distance passenger railroad service operated to accommodate commuter travel) from eastern Los Angeles County or adjoining Ventura, San Bernardino and Riverside Counties at this time.

Inter-city bus operators such as Greyhound Lines have, in the past, provided some basic inter-regional and inter-city bus services. Those operators are presently under enormous duress; it appears that Los Angeles (and many other metropolitan areas) could lose this element of the transportation system.

Prior to the start-up of rail transit services, the Southern California Rapid Transit District (SCRTD) had been operating the nation's largest "all-bus public transit system." SCRTD's fleet of approximately 2,460 transit buses is the nation's second largest, behind New York's 3,800-plus buses. Approximately 50 local SCRTD lines and 52 limited stop and express SCRTD lines, along with some 23 lines operated under various municipal, LA County, OCTD (Orange County Transit District) or RTA (Riverside Transit Authorities) auspices, converge on Downtown. Private commuter buses also bring increasing numbers of employees to Downtown.

How We Use It

Each day, each of the freeways ringing Downtown Los Angeles carry hundreds of thousands of vehicles - autos, trucks and buses. An increasing number of these vehicles, between 50% and 70% by some recent analyses, do not have Downtown destinations. They are only coming here because it's the quickest way to get to somewhere else. However, many vehicle trips do end in Downtown. In 1987, between 6:00 A.M. and 10:00 P.M., an estimated 831,600 vehicle trips entered or left Downtown daily. This was a 23% increase over 1980 traffic levels.

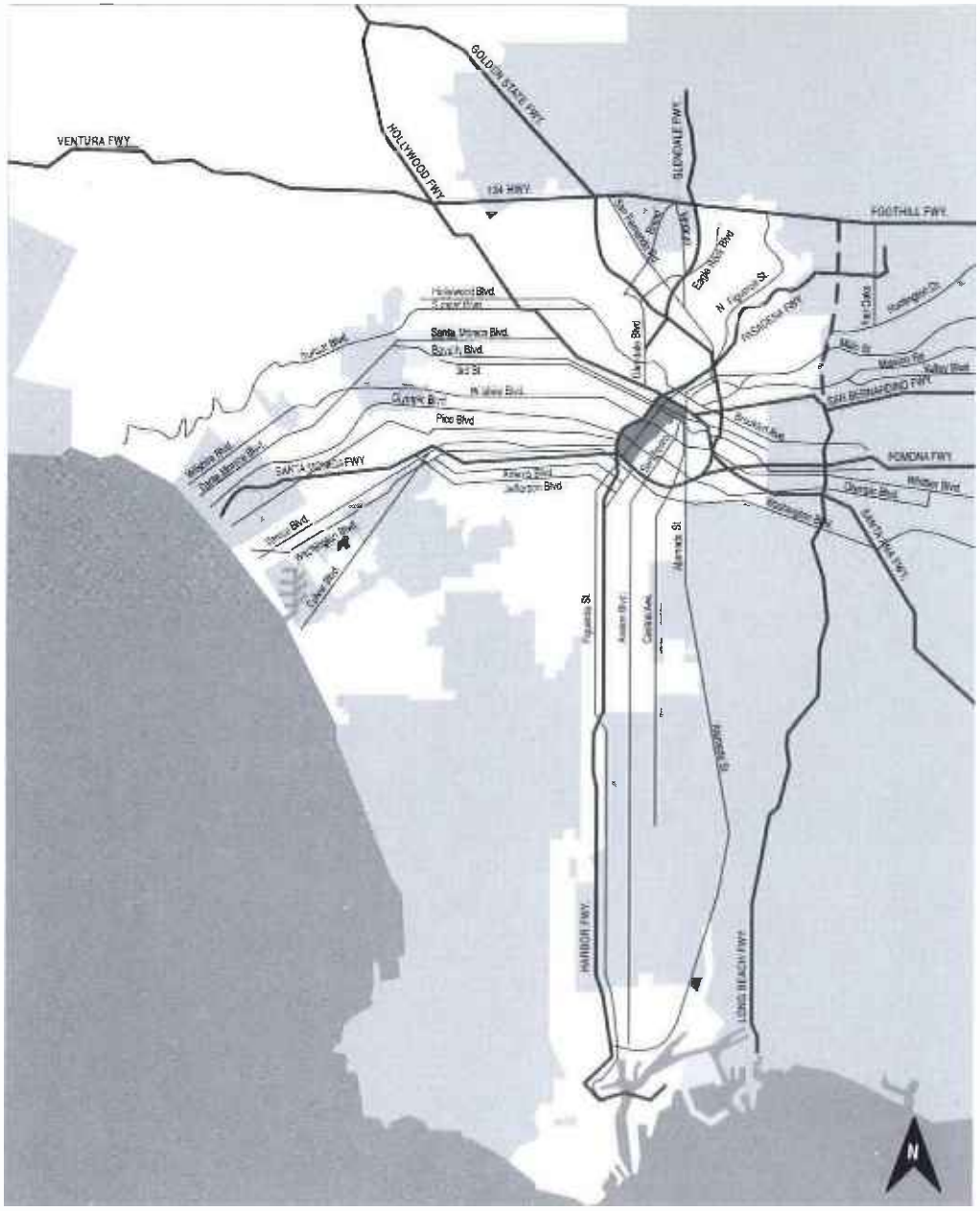


Figure 6-1
Freeways and Major Streets Serving Downtown

Freeways And Major Streets Serving Downtown Los Angeles

Nation-wide, Los Angeles rates third or fourth in transit ridership. In the percentage of travellers using transit, however, Los Angeles pales beside other areas such as Washington, D.C. where 30% of all trips are on public transportation; in the Los Angeles metropolitan area, it is 5% or less. In Southern California, however, more people use transit in Downtown than anywhere else. In the middle 70s, almost half of Downtown's peak-hour commuters were on transit. During the 80s, data indicates that this has dwindled to a quarter or less.

Ridesharing in Downtown Los Angeles, which has been given vigorous support by Downtown's major corporate leaders, also may be falling behind Downtown's growth and development. City Department of Transportation surveys indicate that between 1984 and 1987, average vehicle occupancy declined 2%, to about 1.33 persons per vehicle overall. Downtown vehicle occupancy during the peak traffic hours is even lower. But it is not as low as the rest of the region: SCAG currently calculates the Southern California average number of automobile riders per car is 1.17.

In the face of the region's continued growth, however, Downtown Los Angeles still remains not only the hub of the region's transportation system, but the pre-eminent destination for those using alternatives to the drive-alone automobile. Downtown has the potential, a greater potential than any other part of the region, for making great improvements in the efficiency of the regional transportation system.

Transit Today

Today's bus transit services are as diverse as the communities they serve. One general division that may be made in the region's bus system, however, is between services that are "local," making frequent stops on local streets, and those that are "express," running for long distances, typically on freeways, without making stops.

The division is one of basic purpose. Local bus services serve local travel needs in the denser, urban areas of the region, many of which adjoin Downtown. Local bus services are slower because they are on surface streets; as a result, typical trips are short (less than 5 miles). But local bus services sucessfully serve all kinds of travel needs -- shopping, trips to the doctor, students getting to schools and colleges, recreational trips -- including trips to work.

The express bus services serve to reach out to the more distant areas of the region and to give them a connection to Downtown and, through Downtown, to each other. In so doing, they perform a vital function.

Express buses typically have clusters of stops at each end of a line with long distances of freeway travel in between. They serve longer trips (one Downtown route is over 50 miles long) with high average speeds. However, with a few notable exceptions (such as Disneyland, County General Hospital and Cal State LA), express bus services have been unable to expand beyond serving the suburban peak-period Downtown commuter.

Because express bus services make so few stops, the passengers served per mile of operation are far less than with local bus services. Many express services operate only during peak hours, making inefficient use of equipment and labor. As a consequence, the cost (which is to say, the public subsidy) per passenger is typically far more (perhaps 10-fold or more) for express bus patrons than for local service patrons -- even though express bus patrons may feel

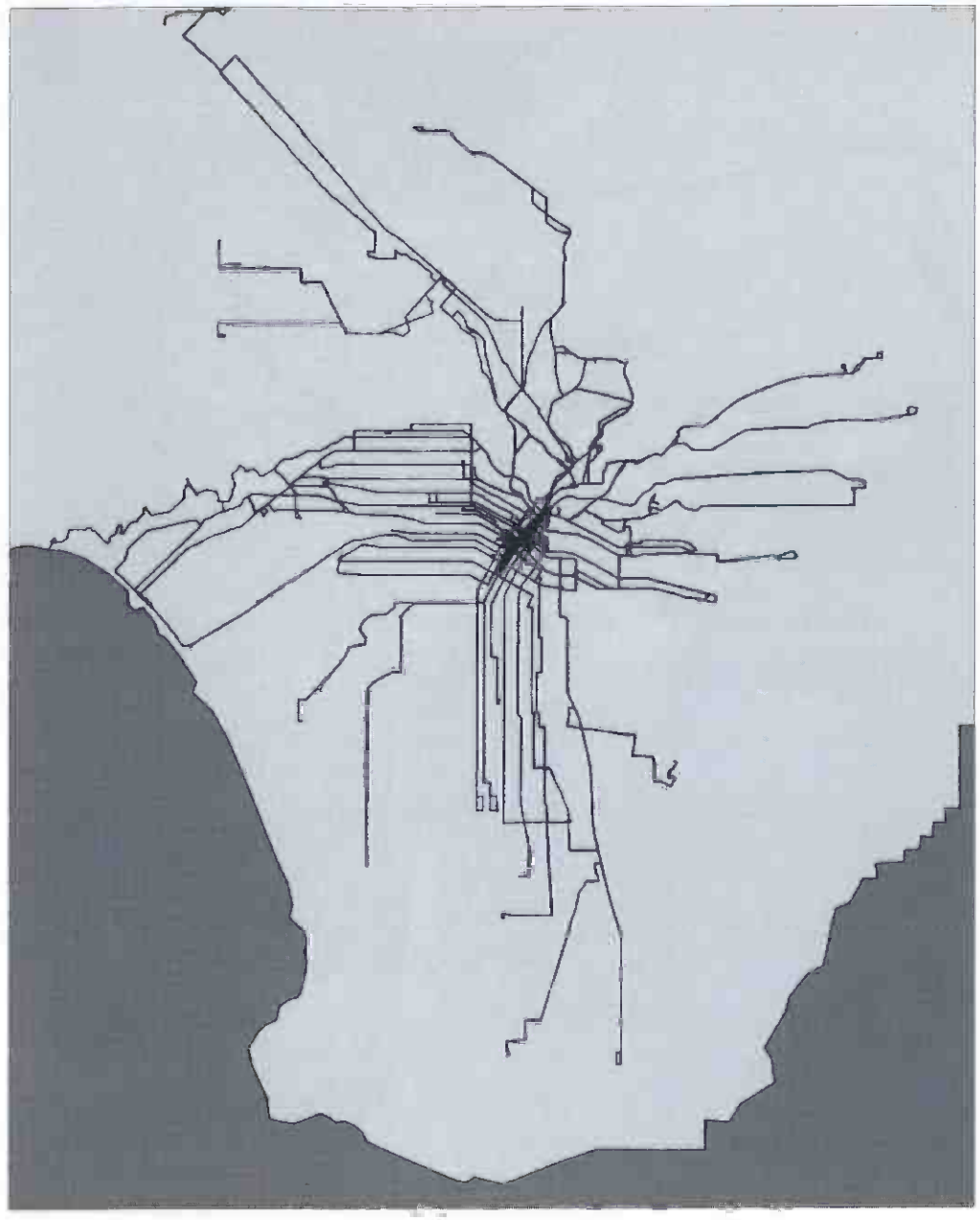


Figure 6-2
Local Bus Service to Downtown - RTD Lines 1-99

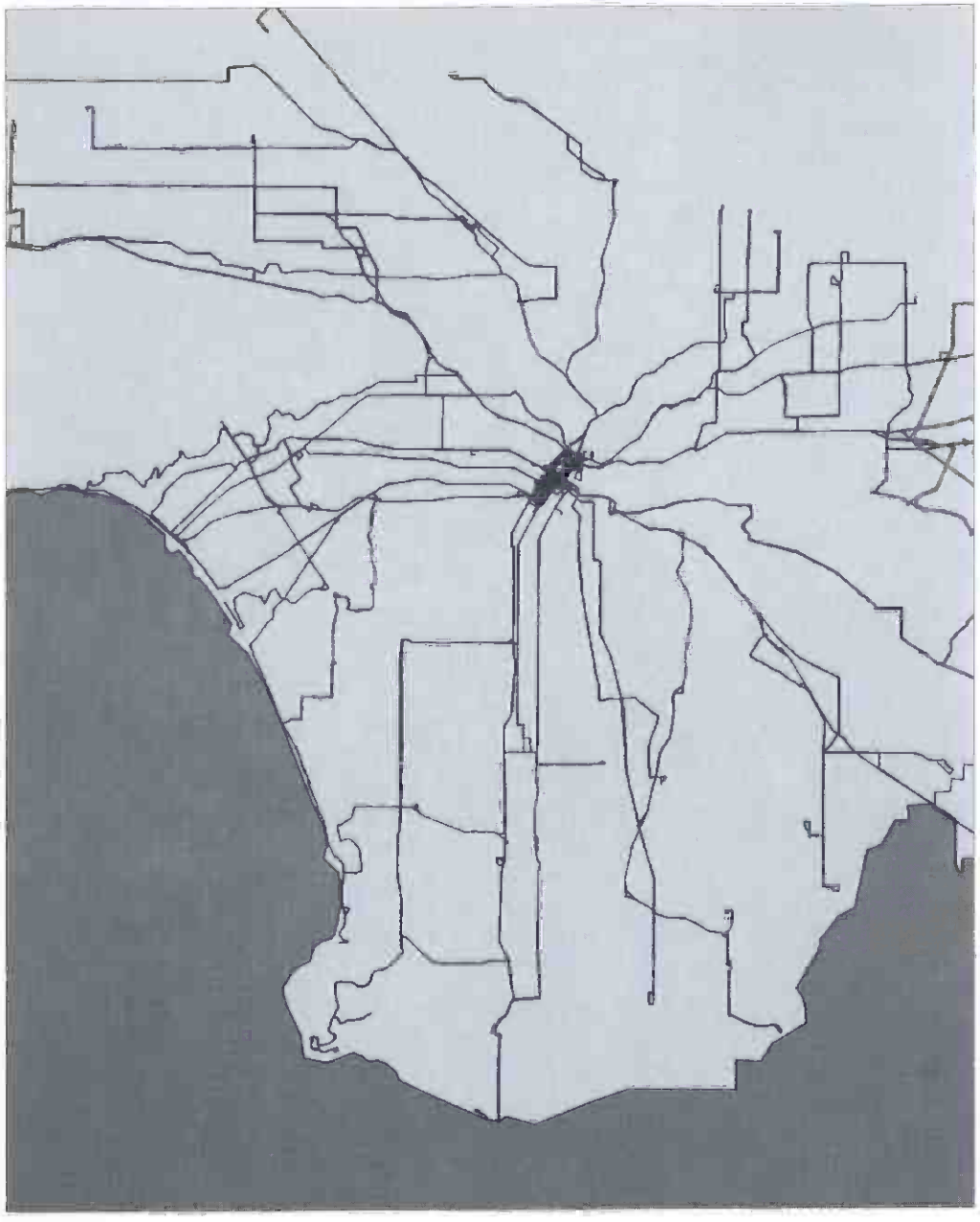


Figure 6-3
Express Bus Service to Downtown - RTD 300 and 400 Series Lines

frustrated with the higher fares and relatively limited service available to them.

Local bus users, on the other hand, are much more likely to have to ride standing up in over-crowded buses -- or to be passed up at their stop altogether by buses already past their load limit. Because of how neighborhoods surrounding Downtown have developed, local bus users are also likely to have lower incomes than express bus patrons, to be ethnic minorities and to not have "white collar" jobs.

Rail Transit Lines

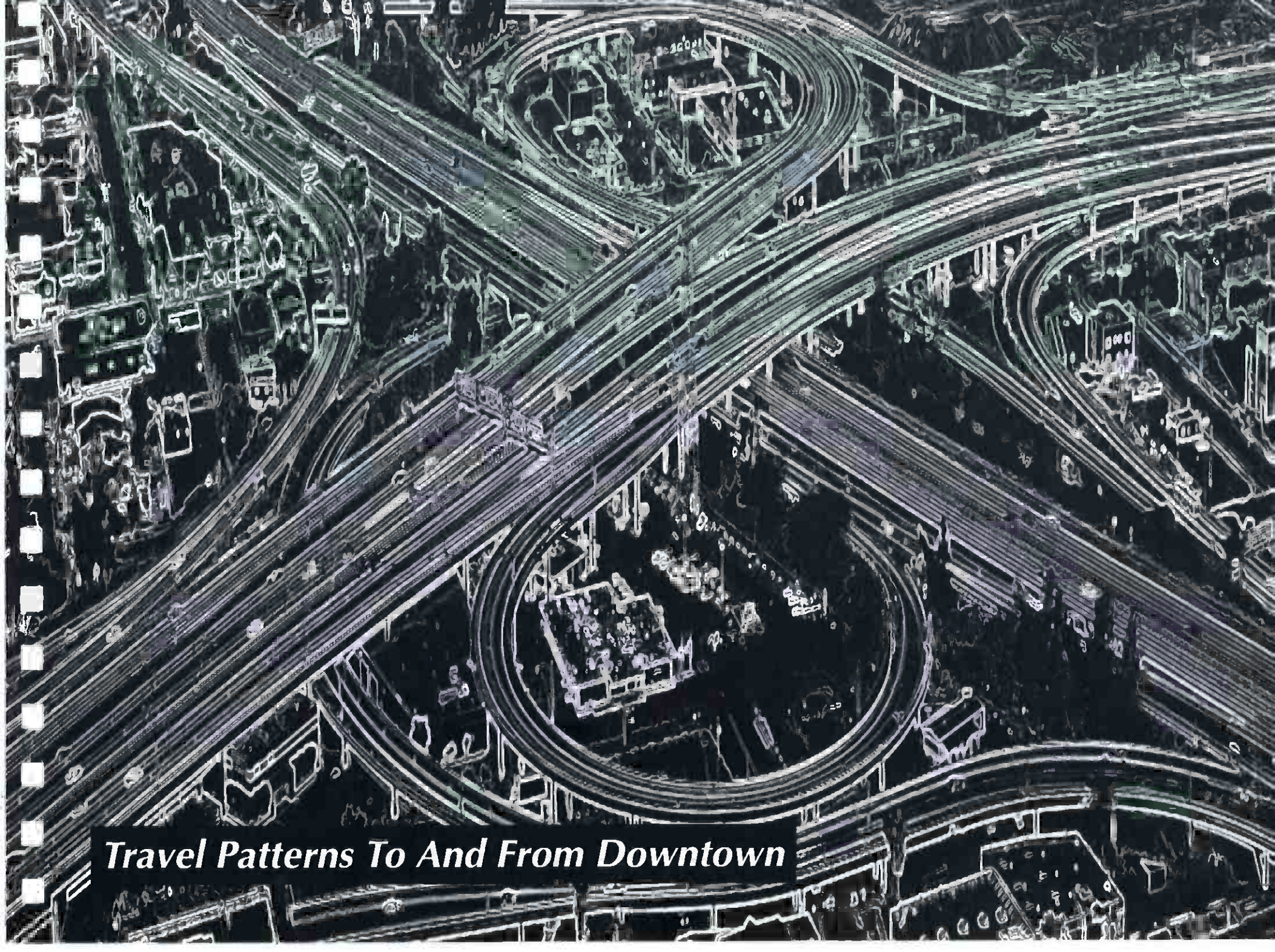
Transit Tomorrow

The region will need to add substantial capacity to its transportation system in the decades ahead. The region will need this capacity even if efforts to rideshare and manage existing transportation resources exceed expectations. The region would likely need this capacity even if we were to never add another job, another dwelling or another person to our population.

Today, building major, additional roads and freeways has become prohibitively expensive. Increasingly, these transportation "improvements" are seen as unacceptably disruptive to neighborhoods and the environment. Electric train transit is also very expensive, although not as expensive as a freeway has become. And with the capacity of several freeways, a single route can quickly and quietly carry hundreds of thousands of patrons a day, underground if necessary, so as to not disrupt neighborhoods, and deliver tens of thousands of patrons daily to a given street corner in a commercial district without requiring a single parking space.

To work most effectively, train transit will need a lot of changes throughout the region. It requires an understanding and appreciation of the options and opportunities for living and working that major transit systems can provide. The region as a whole will need to become more sophisticated in using and developing limited urban land. Although it is only one part of the region's transportation future, it is a critical and momentous one.

Figure 6-4
Rail Transit Lines Serving Downtown

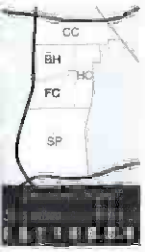


Travel Patterns To And From Downtown

Commute Direction and Distance

Where Do We Come From?

- Almost a quarter (24%) of Downtown's office workers come from the area west of Downtown -- an area stretching from LAX northerly to the south edge of the San Fernando Valley.
- Close to a third (30%) of Downtown's office workers are coming from the San Fernando Valley, Ventura County and Palmdale, and Glendale, Burbank & Pasadena communities.
- Almost as many (28%) come in from the San Gabriel Valley, Pomona Valley, San Bernardino County, Riverside County and Orange County.
- The South Bay sector, including Long Beach, had a relatively smaller (18%) number of Downtown office commuters at the time this survey was taken.



How Far Do We Travel?

- Very few office employees live "close in"; an estimated 92% live 6 miles or more from work. These are the commuters who are most likely to be attracted to local bus transit
- On the other hand, about three-quarters (73%) travel less than 25 miles to work. Still, that is as much as 50 miles round trip each day.
- Only about 8% of the office workers surveyed had commutes of more than 35 miles -- more than 70 miles round trip -- each day.

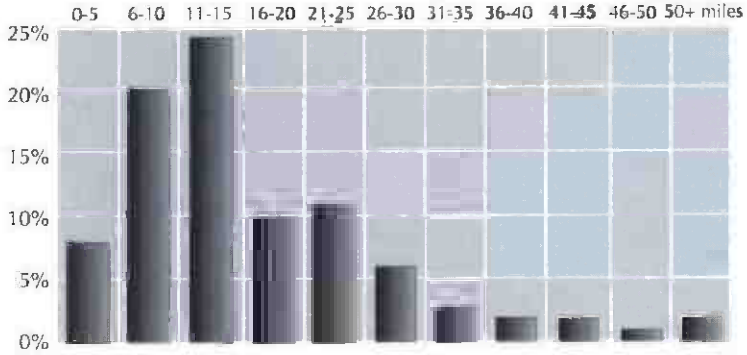


Figure 6-5
Commute Distances for Office Workers

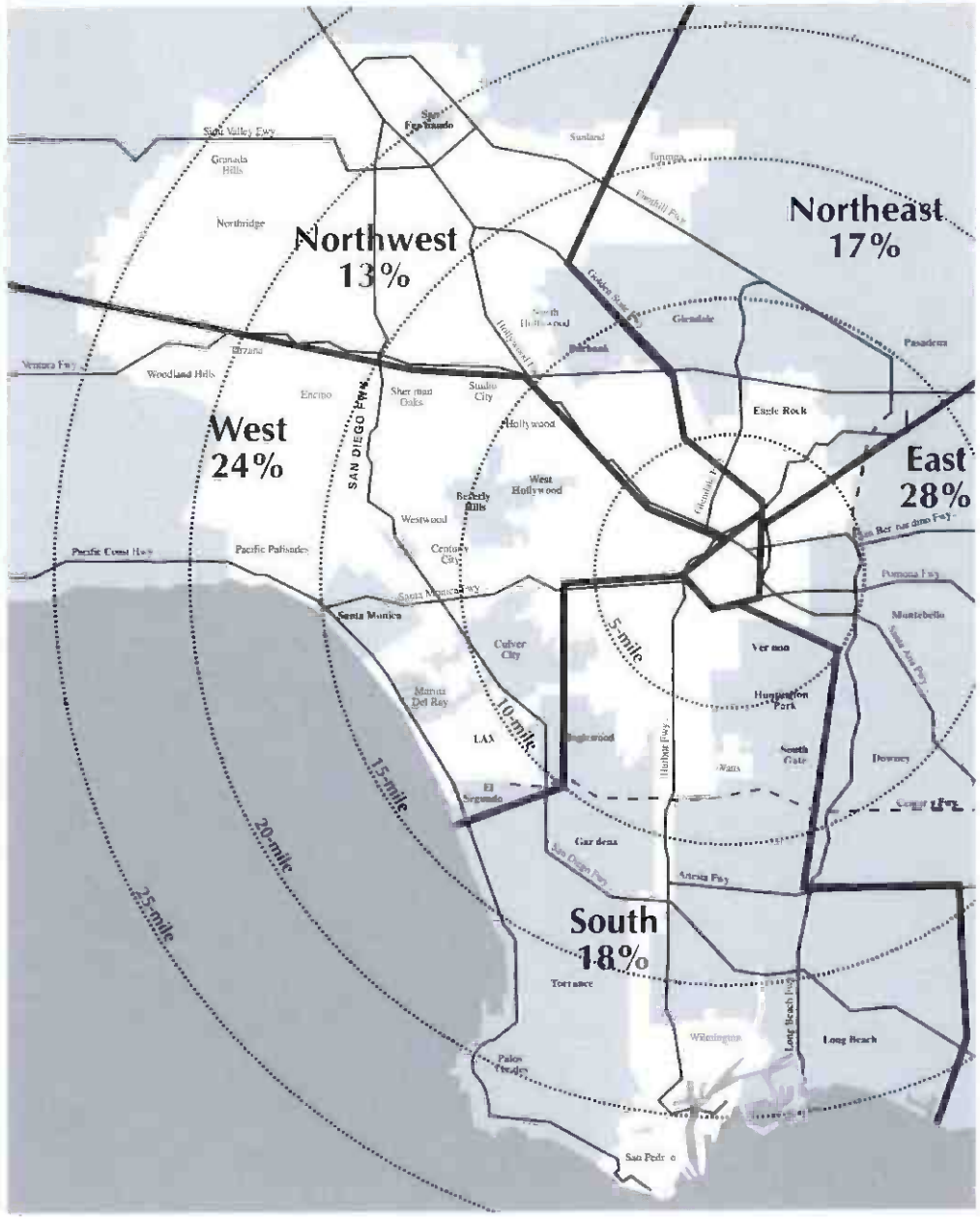


Figure 6-6
Place of Residence of Downtown Office Workers (by Corridor of Approach)

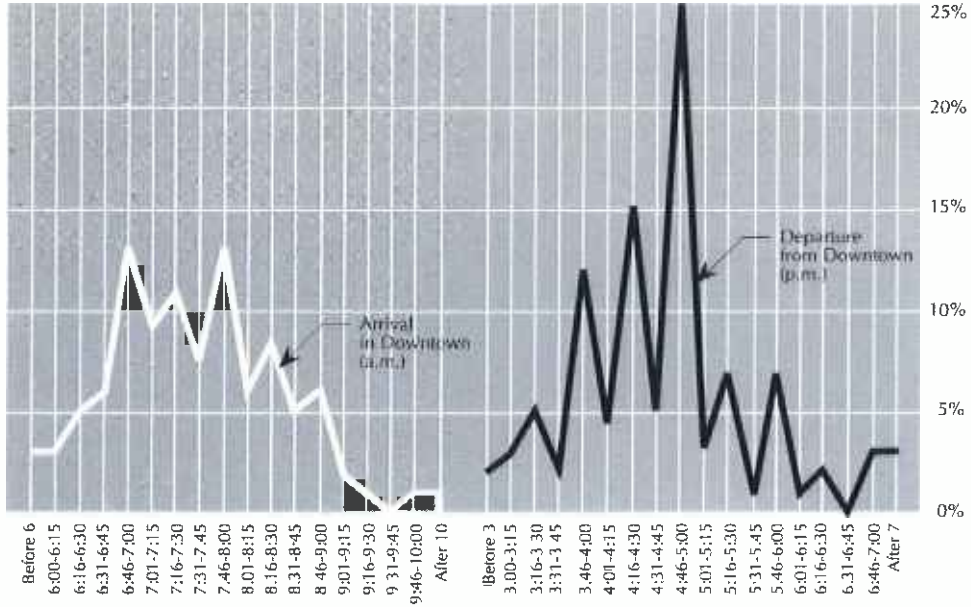


Figure 6-7
Arrival and Departure Times of Office Workers

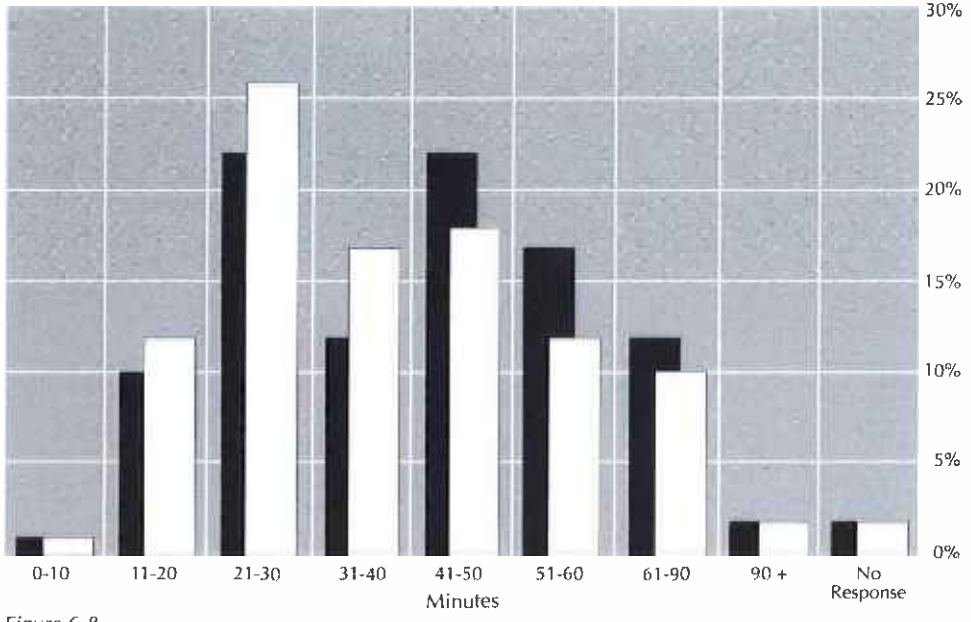


Figure 6-8
Morning and Evening One-Way Commute Times for Office Workers

Commute Arrival, Departure And Duration

When Do We Arrive?

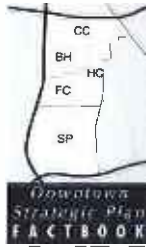
- Office workers' arrival times are generally much more evenly distributed than their departure times.
- There are two 15-minute peaks just before 7:00 A.M. and just before 8:00 A.M.
- Almost two thirds (65%) of Downtown's office workers arrive between 6:46 A.M. and 9:00 A.M.
- Only 5% arrive after 9:00 A.M. but 30% of Downtown office workers are at their desks by 7:00 A.M.

When Do We Depart?

- Downtown departure times are very concentrated; a quarter of all office workers leave work in the 15 minutes before 5:00 P.M.
- Two other peak 15-minute periods occur just before 4:00 P.M. and 4:30 P.M.
- Over half (52%) of Downtown office workers leave work in these particular 15-minute periods.
- Other time intervals, such as just after 3:30 P.M. and 5:30 P.M. are very under-used.

How Long Do We Spend Commuting To And From Downtown?

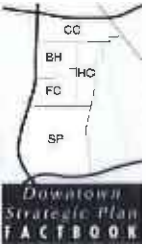
- One-third (33%) of Downtown's office workers are able to get home in half an hour, compared with the 39% that are able to get to work in that time in the morning.
- Only 14% of Downtown's office commuters report spending more than an hour to get home.
- Almost half (45%) of Downtown's office workers manage to get home in 40 minutes or less; over two-thirds (67%) make the trip in 50 minutes or less.



How Commuters Get Downtown

How Do We Get Here?

- Downtown's use of ride-sharing and transit has not been keeping pace with new development over the last decade.
- For Downtown as a whole, 38% of Downtown's office workers rideshare or use transit; in the most congested part of Downtown, however, only 34% use transit or rideshare.
- Overall, about one-fifth (21%) of Downtown office workers are using the bus; along Broadway and Spring, however, the usage is almost double (39%).



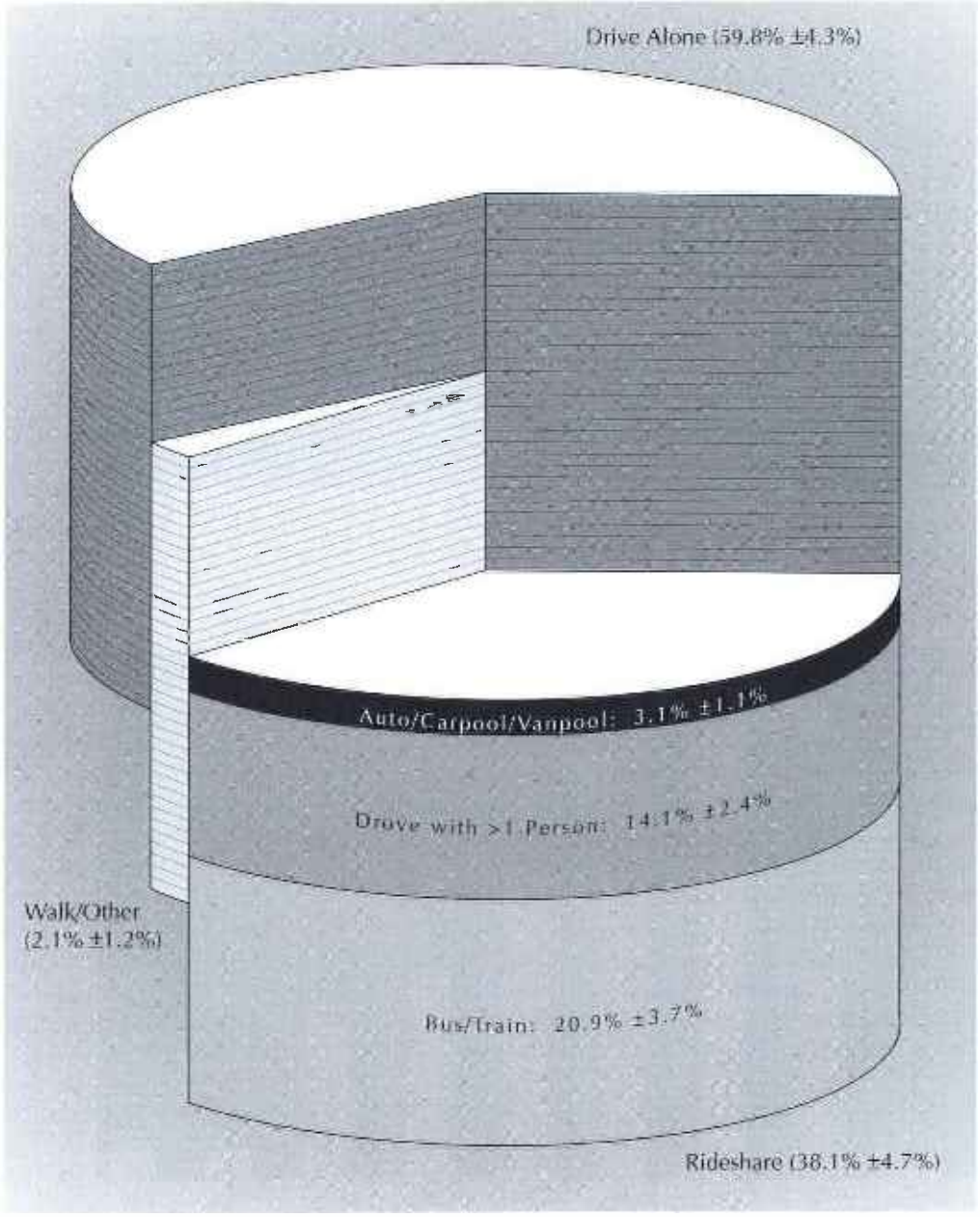


Figure 6-9
Office Workers' Mode of Transportation

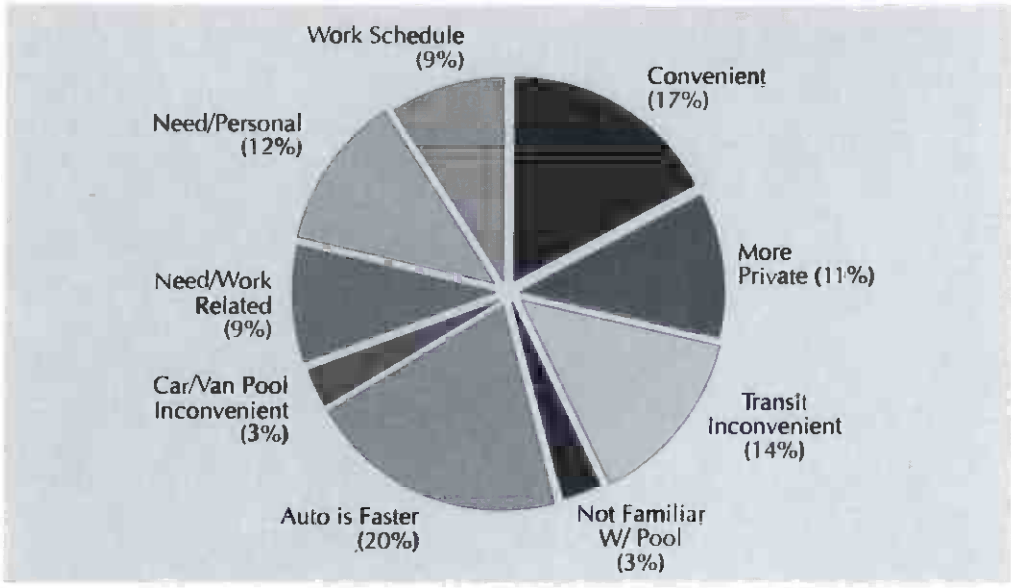


Figure 6-10
Office Workers' Reasons for Personal Auto Use

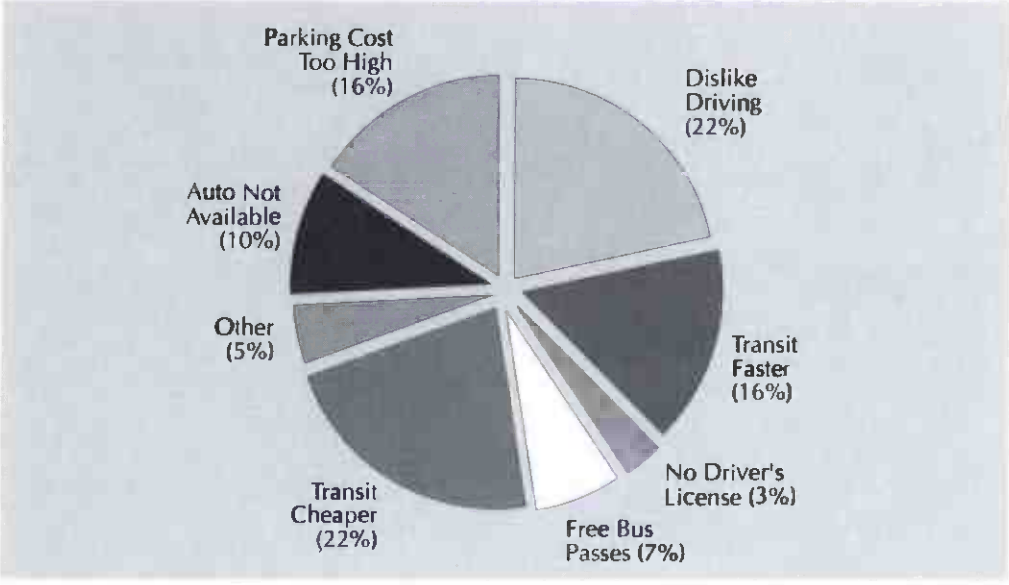
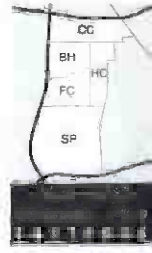


Figure 6-11
Office Workers' Reasons for Using Transit

Why Commuters Travel The Way They Do

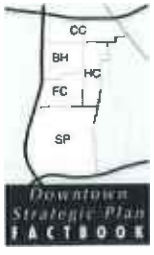
Why We Drive Alone?

- Speed, privacy and convenience are the concerns cited by the largest group (48%) of Downtown's drive-alone auto commuters.
- Another group (30%) cites a need to run business or personal errands or irregular scheduling as their need to drive alone to work.
- Drive-alone commuters are much more likely to have inexpensive parking at work; about half pay nothing to park.
- The drive-alone commuter is more likely to be an upper-income male professional who can afford or has to put a premium on convenience and saving time.



Why We Use Transit

- Close to two-thirds (60%) of the office commuters using the bus do so because they find the bus faster, cheaper and/or more enjoyable than driving; most bus users want significant improvements in the transit system, however.
- Only 13% of Downtown's office commuters are truly captive of public transit, owing to not having a driver's license or a car available.
- High parking costs, cited by 16% of Downtown office workers using the bus, are not presently an over-riding consideration for public transit users.
- Most transit commuters (87%) ride the bus every workday and have been using the bus for a fairly long time (50% over three years).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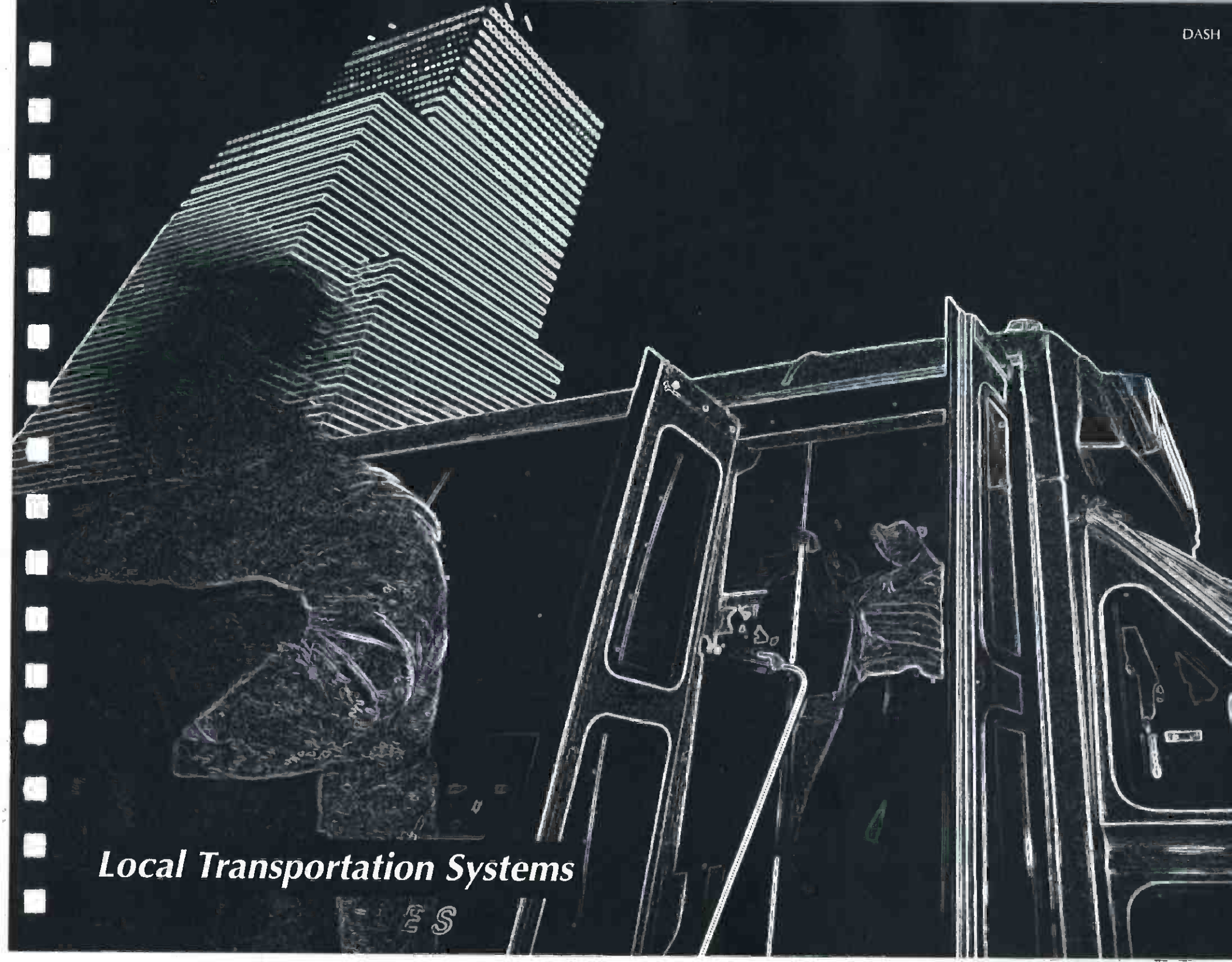
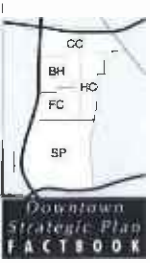


Local Transportation Systems

Downtown's Vehicular Systems

To move around Downtown today means using its surface streets, or, in some limited instances, negotiating a segment of freeway. The basic street system itself is over three-quarters of a century old. Street and roadway widths are generally "deficient" by standards applied today. Yet, as some of the following figures indicate, some of Downtown's oldest most crowded streets actually work well while some of Downtown's newer streets adjacent to freeways can be troublesome. Freeway congestion is increasingly impacting local Downtown circulation (particularly on the west side of Downtown) as queues for on-ramps back up onto local streets.



Downtown's streets actually serve, though often imperfectly, two roles. In addition to providing for vehicular and pedestrian circulation, beneath street pavements lies a massive maze of utilities, supplying Downtown with its power, water, drainage sewerage, telecommunications and other vital functions. Some are very new; some are very, very old. All at some time or another need to be dug up and worked on. Downtown street pavements are caught in a battle between the need to support increasing weights and numbers of vehicles and the need to quickly dig in to reach some ruptured utility life-line.

Construction of subways add another dimension under downtown's streets. The high-capacity Metro Rail Red Line has stations at Union Station; underneath Hill Street with portals at the Civic Center Mall, 1st Street, 4th Street and 5th Street; and then sharing the "Metro Center" station under 7th and Flower with the "light rail" Metro Blue Line to Long Beach. Going south, the Blue Line emerges out of its subway station to stop at Flower and Pico and along Washington Boulevard at Grand, San Pedro and at Long Beach Boulevard.

Another segment of the Blue Line is now being planned from Pasadena. But that line segment will stop at Union Station; travellers needing to come into Downtown will have to transfer to buses or to the Red Line station nearby. They will join patrons transferring from buses coming off of the recently extended El Monte busway and travellers coming into Union Station on commuter rail and inter-city trains.

Figure 6-12
Downtown Traffic

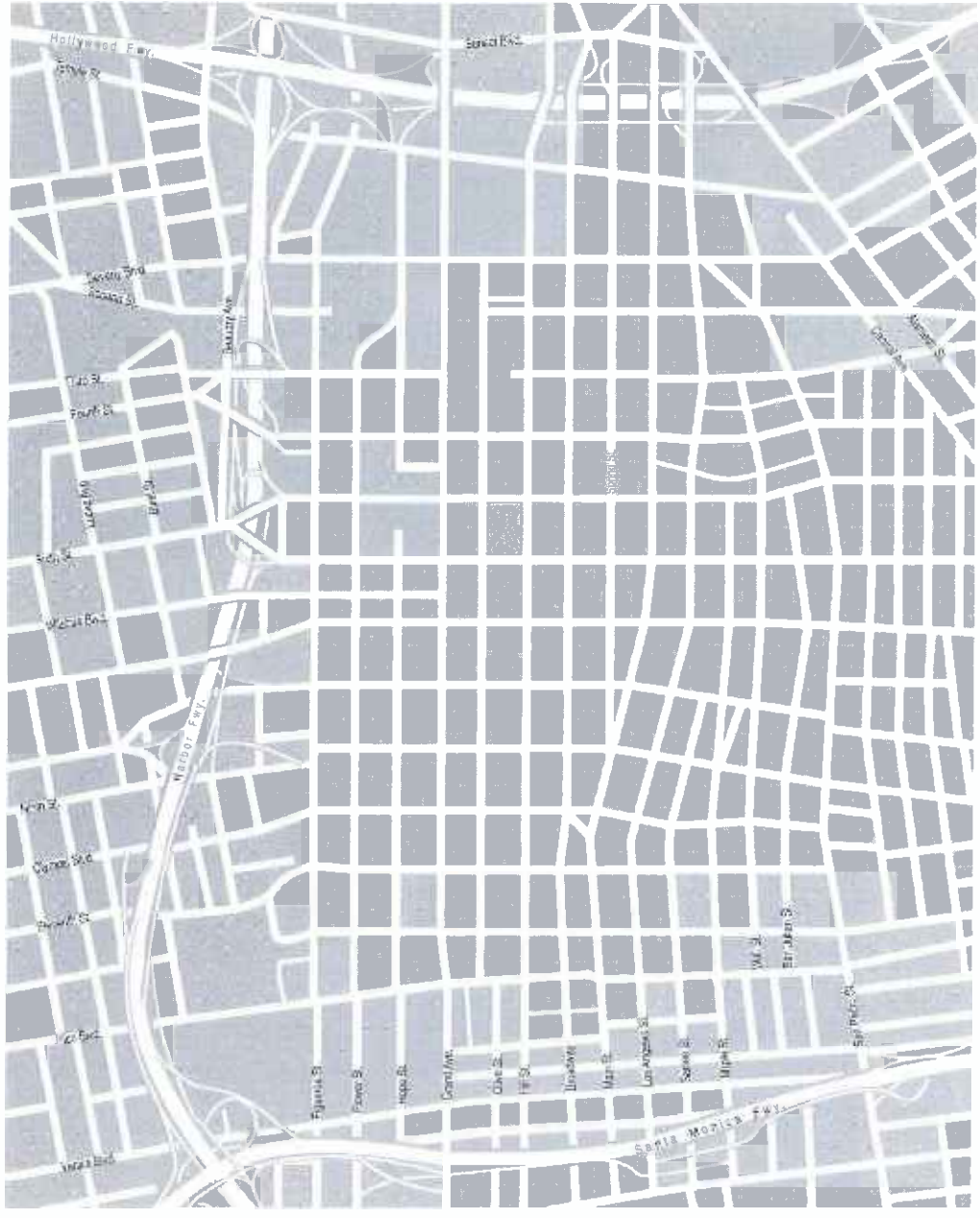


Figure 6-13
Streets, Freeways and Freeway Ramps In the Downtown Core

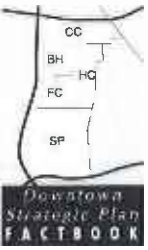
Street, Freeways And Freeway Ramps

- Most of Downtown's freeway access is concentrated on the Harbor and Hollywood Freeway segments just south and east of the "four level" interchange.

- The Harbor Freeway's design assumed that Downtown would always be to the east. Almost no ramp connections are available to the site of Center City West.

- Approaches to Downtown from the east are probably the least developed. Golden State and Santa Ana ramp connections are limited and the Los Angeles River constrains traffic to those few streets with bridges.

The Red Line and Blue Line will provide relatively quick travel between the points they serve Downtown and, unlike much of the public bus system, they should have ample capacity. But those points are only a small part of Downtown. The primary purpose of these rail transit facilities is to distribute regional access, not for internal circulation. So the major challenge for improving Downtown's internal circulation is almost certainly to be engaged on Downtown's surface streets. All kinds of users compete for Downtown roadway space. With the exception of the contra-flow lane on Spring Street, the many hundreds of public transit buses serving Downtown are mixed in with the rest of Downtown's congestion. Smaller, circulator (now known as "DASH") buses were introduced into Downtown almost two decades ago on the theory that they could maneuver through traffic faster and would attract riders that would not, for whatever reason, use regular public transit buses.



Although the circulator bus system has, over the years, attracted patrons and expanded its routes, it appears that a majority of Downtown's trip makers have not, for a variety of reasons, made use of any form of transit Downtown. If they did, they would completely overwhelm the surface street transit resources we presently have. If, however, a majority of Downtowners were to use transit, and transit was expanded to meet this need, service coverage, frequency and convenience could be truly outstanding.

Figure 6-14
Blue Line Train in Downtown

Figure 6-15
Red Line Train

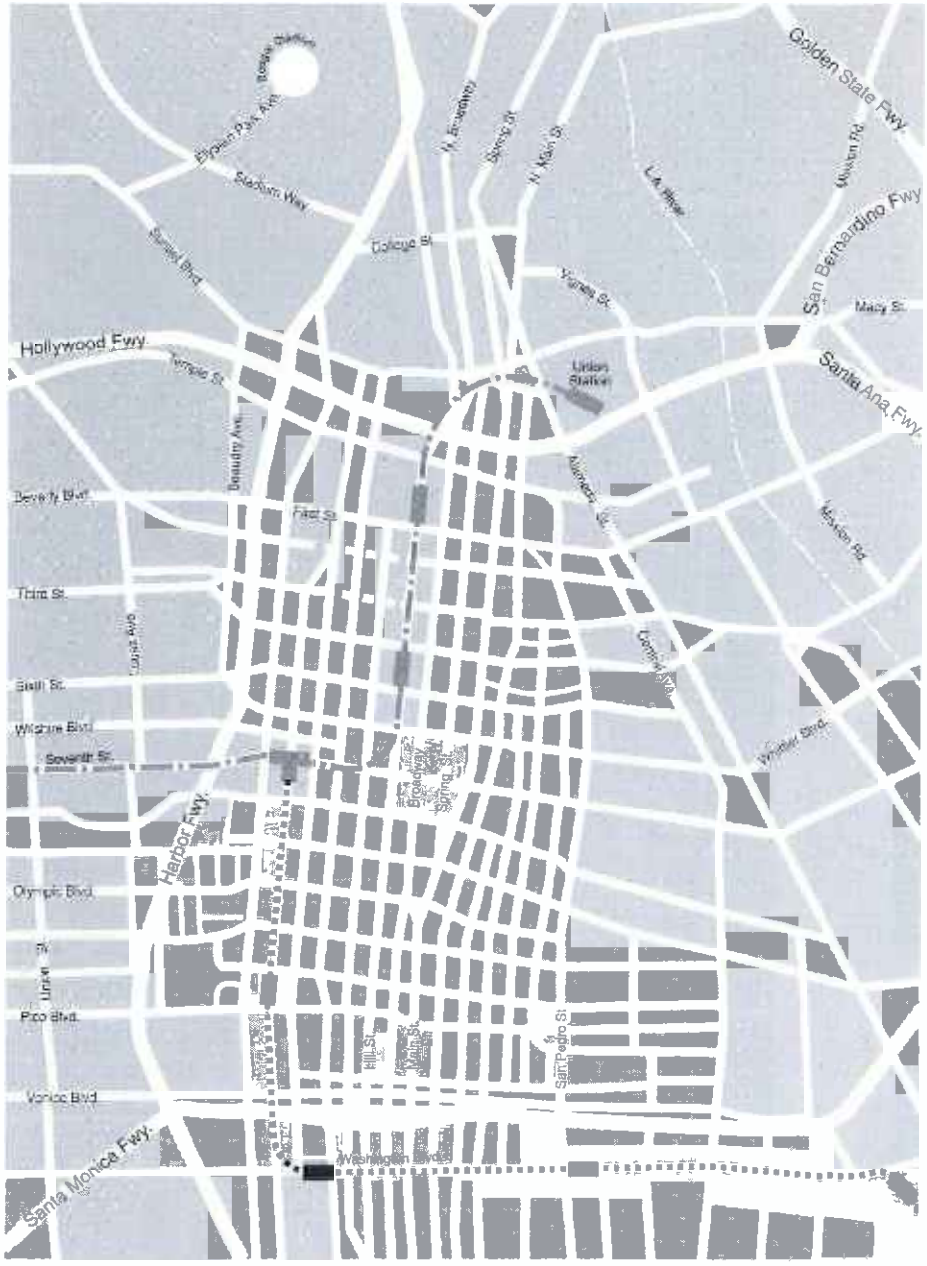
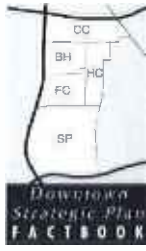


Figure 6-16
Rail Transit Lines Serving the Downtown Core

Rail Transit Lines

- The Metro Rail Red Line is actually to become several lines. An "Orange Line" will extend easterly under the Los Angeles River into East Los Angeles. Another "Orange Line" segment will originate at Vermont and Wilshire where the Red Line turns north up Vermont. This Orange Line is to extend west, ultimately to Westwood.

- Not shown on this map is another "Blue Line" route under study which would come from Pasadena. This Blue Line would have a station on the edge of Chinatown and then would terminate at Union Station. Unlike the Orange Line, which will provide through-service from east to west, travellers crossing north and south across Downtown may be have to contend with a "Blue Line" gap.



Express Bus Service

- Express bus services in Downtown today are in a state of transition. As rail transit and commuter rail services are implemented, express routing and deployment will need to shift so as to provide the best, most balanced coverage.

- In addition to adapting to rail services, express bus services face a number of other issues: coordination among a growing number of service providers; how to effectively use the new Harbor Transitway, together with the extended El Monte Busway; and a need to better distribute express bus passengers within both the established Downtown and to new areas such as Centeral City West.

- SCRTD is Downtown's leading supplier of express bus services, followed by the City of Los Angeles Department of Transportation (LADOT), Foothill Transit, the Orange County Transit District (OCTD), the Riverside Transit Authority (RTA) and the Santa Monica Municipal Bus Lines.

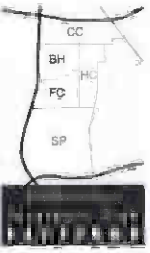


Figure 6-17
Express Bus Service Downtown

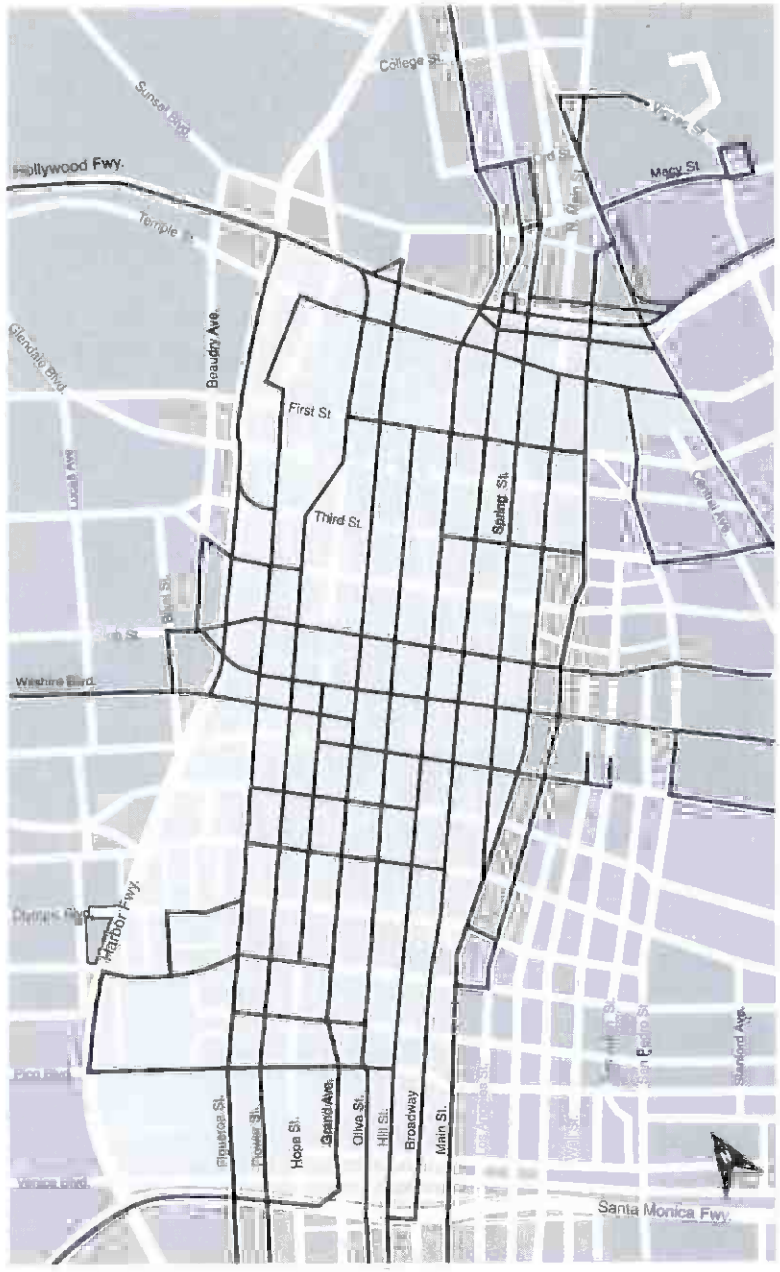


Figure 6-18
Express Bus Service Coverage Within the Downtown Core*

Express Bus Route

*Express bus routes shown prior to red and blue metro line construction, operation

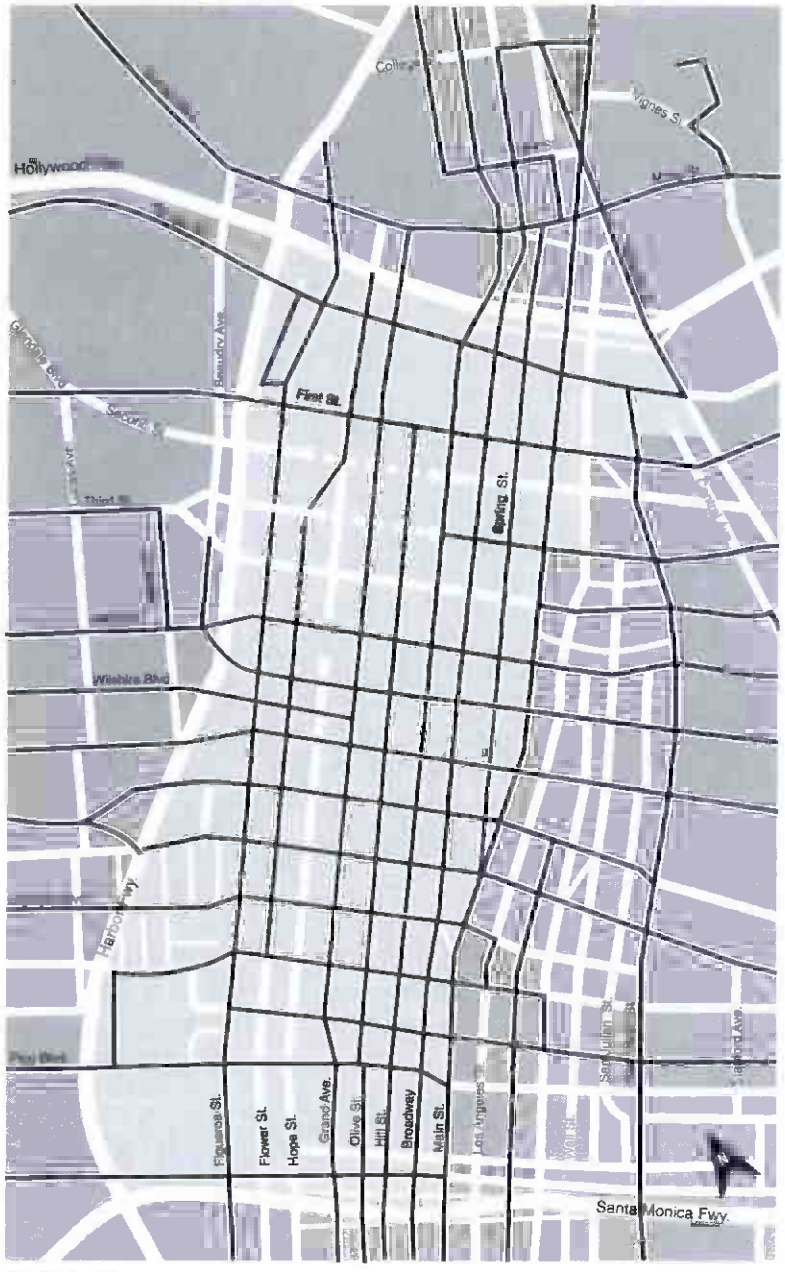


Figure 6-19
Local Bus Service Coverage Within the Downtown Core

Local Bus Service

- Buses in general Downtown, and local buses in particular, suffer from a frustrating paradox: there are not enough buses (to service the passenger loads), but there are too many buses (for the street space left available by other traffic).
- Downtown could be seen as the "heart" that pumps the flow of the region's local bus system. Yet it is also the bottleneck that threatens to strangle it: deteriorating service speeds, increasing congestion and delays on Downtown streets are a major problem for the region's local bus system.
- Although SCRTD provides most of Downtown's local bus service, a number of suburban cities operate lines into Downtown: Montebello, Torrance, and Gardena operate daily services to Downtown at least partly in local operation.

Figure 6-20
Local Bus Service Downtown

Local Bus Service

Public Shuttle Bus (DASH)

- Originated almost two decades ago by SCRTD with light-weight propane-powered equipment, "DASH" started out as the single-route "Downtown Minibus;" it has now evolved into a significant element into Downtown's circulation.

- "DASH" services have been targeted as "gap fillers," linkages between particular Downtown areas and patron groups that were perceived to be not well served by the region's regular bus system. The future challenge, for both "DASH" and the balance of the regular bus system, will be to develop into an integrated system that generally responds to Downtown's internal circulation needs.

- With a fare less than one-quarter of Downtown's regular bus services, "DASH" may demonstrate the value of a Downtown fare zone for local travel.

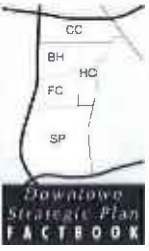


Figure 6-21
DASH Bus Service Downtown

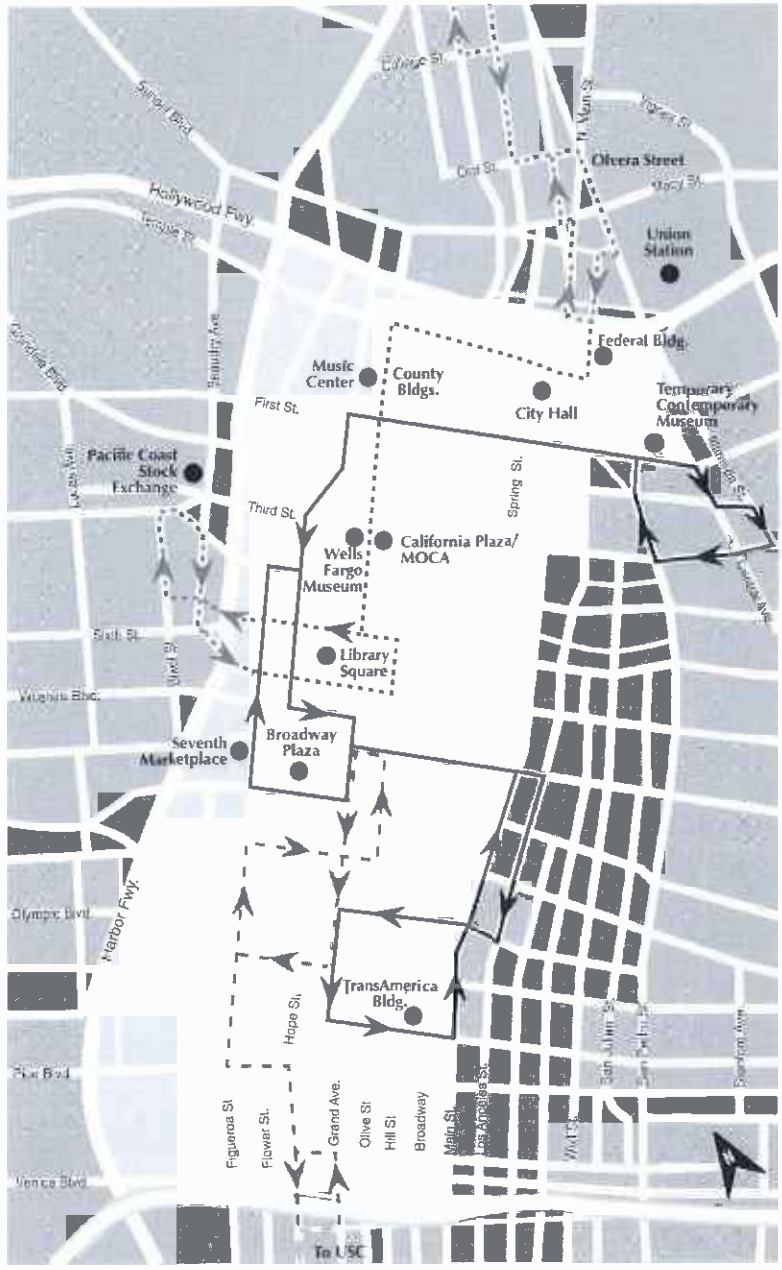


Figure 6-22
Public Shuttle Bus ("DASH") Route Coverage Within the Downtown Core

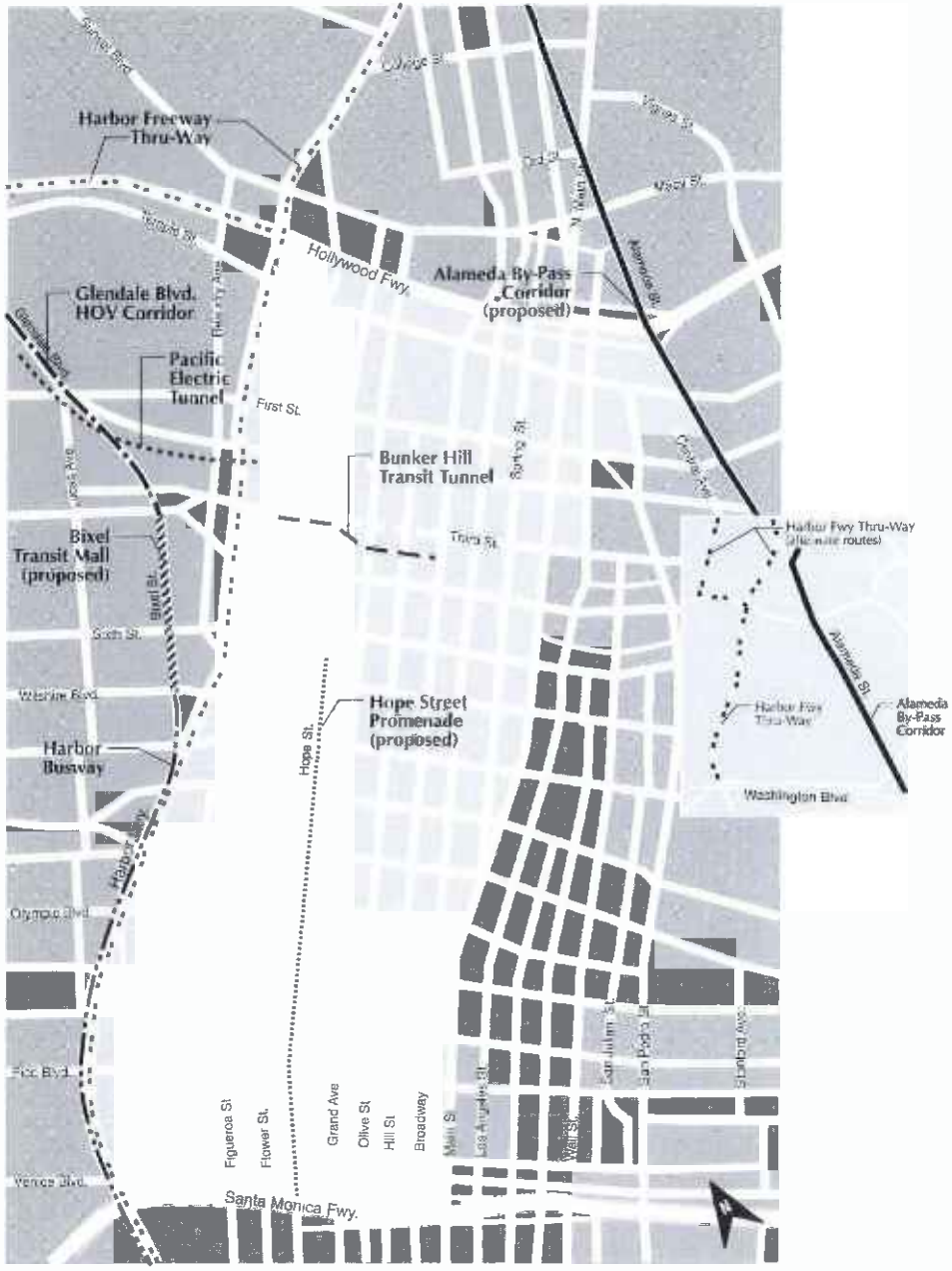


Figure 6-23
Prospective Transportation Projects and Resources in Downtown

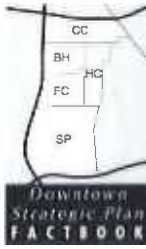
Prospective Projects and Resources

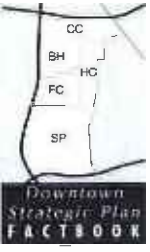
- Better accommodating regional traffic through Downtown is the objective of proposals for a high-capacity facility along Alameda Avenue and for a second deck (a "thru-way") over the Harbor Freeway.

- The Bunker Hill Transit Tunnel and the old Pacific Electric trolley tunnel are being studied for how they could contribute to better Downtown circulation.

- The Bixel Transit Mall and the Glendale HOV (high-occupancy vehicle) corridor would seek to make the best use of the Harbor Busway and, together with the proposed Harbor Freeway Thru-Way, are improvements designed to relieve the pressures of region-wide traffic.

- The Hope Street Promenade would seek to provide an active pedestrian corridor linking the Financial District with the South Park residential community.

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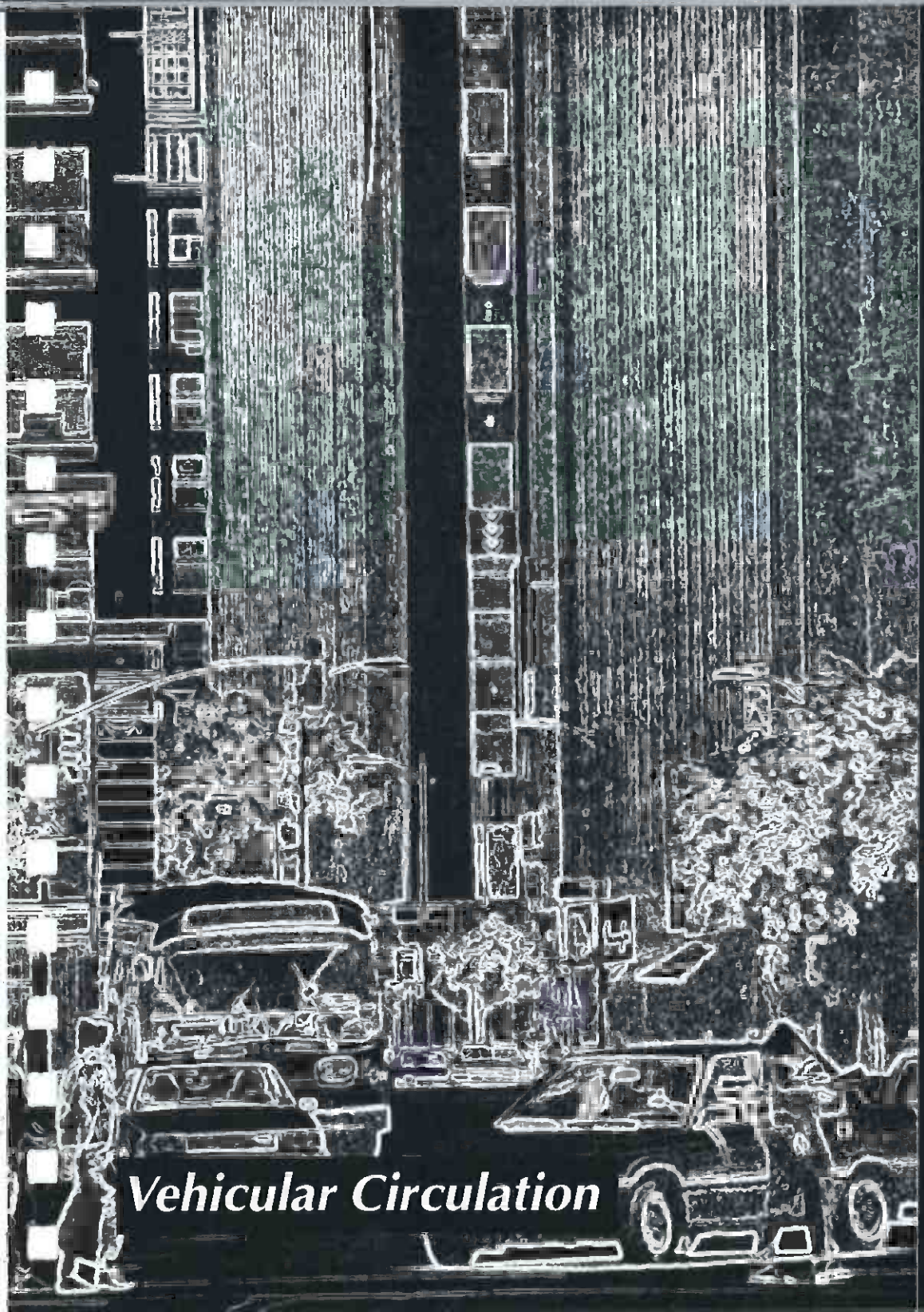


Vehicular Circulation

Some Background

One of the earliest surveys of travel in and out of Downtown was made in 1924 as part of the a new rapid transit plan for the region. In the 13 hours between 6 am and 7 pm, over 1,208,698 persons were counted entering or leaving the 1.1-square-mile core of Downtown in various vehicles. Of these, 61% were using public transportation, 33% were in automobiles and the remainder were riding in trucks and commercial vehicles.

Another study, in 1941, found that the total number of persons daily entering and leaving Downtown had risen slightly (7%) to 1,291,284. But public transit use had dropped by overone-third, to 39%.

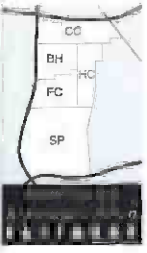
The most recent comparable data, from 1987, counted 1,252,508 persons in vehicles entering and leaving Downtown during those same 13 hours (1,480,200 during the extended 16-hour period that is now used), once again approaching the peak levels of the 1941 data. In the years after 1941, travel in and out of Downtown declined significantly, hitting its lowest point around 1967, then beginning a slow climb back up to the present day.

What has continued to decline, however, is Downtown's public transit usage: from 1924, the proportion of public transit usage has dropped by over 60%. Not all of this decline in transit use is distant history. From 1984 to 1987 alone, transit use declined 18.7%, ending a 12-year-long upward trend. Transit patronage, in actual numbers of boarding, has now slid back to levels typical of the early 70's, before the first oil embargo and gasoline crisis.

Average automobile occupancy has also continued to decline in Downtown Los Angeles. This contrasts with some suburban office centers where concerted efforts have achieved continuing increases in carpooling andother forms of ridesharing.

Vehicles Entering And Leaving Downtown Core

Most of the available data tells us about flows into and through Downtown. Detailed, insightful data on many aspects of internal Downtown circulation does not exist. We do not know as much as we would like on how successful people are in using the RTD and DASH bus systems for local trips within Downtown and what could be done to improve this usage. While data has been collected on Downtown office workers, data on the mobility needs of Downtown's retail sectors, its hospitals, its hotels or its various industrial and manufacturing activity areas is not available. Greater involvement of these sectors in the evaluation of Downtown's overall mobility priorities is very much needed.



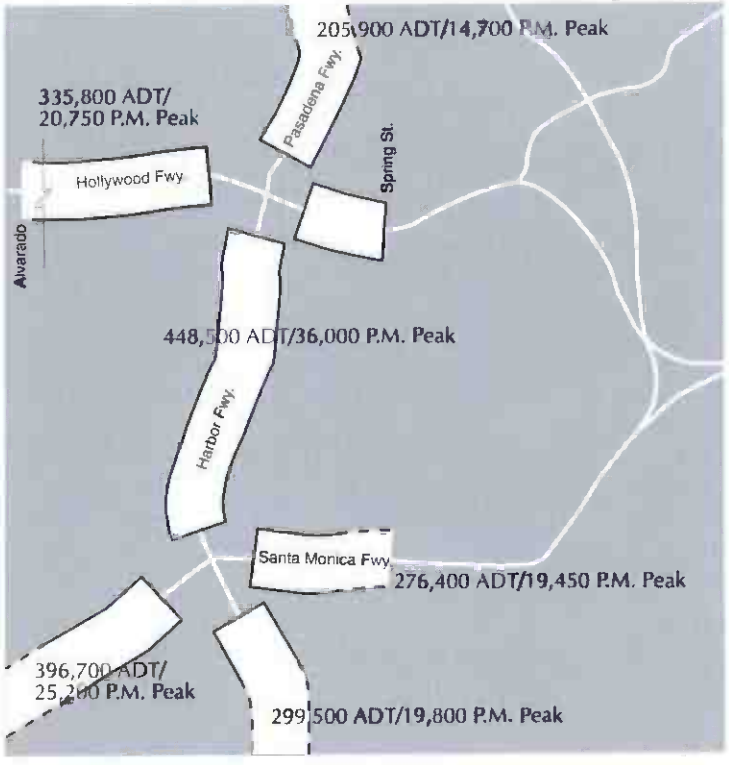
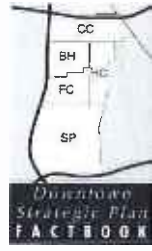


Figure 6-24
*Vehicular Volumes on Downtown Freeways**

Figure 6-25
Average Daily Number of Vehicles Entering and Leaving the Downtown Core

* 1995 Average Daily Trips/P.M. Peak-Hour Trips Through Segment

- While there is a peak period of vehicles leaving Downtown between 3:30 and 7:00 P.M., there is a high, day-long level of outbound vehicles that establishes itself by 8:00 A.M.
- During the one-hour period between 4:30 and 5:30 P.M., over 77,000 vehicles enter or leave Downtown.
- Over a 16-hour workday period, over 831,000 vehicle trips enter or leave Downtown, an increase of 23% over 7 years earlier.



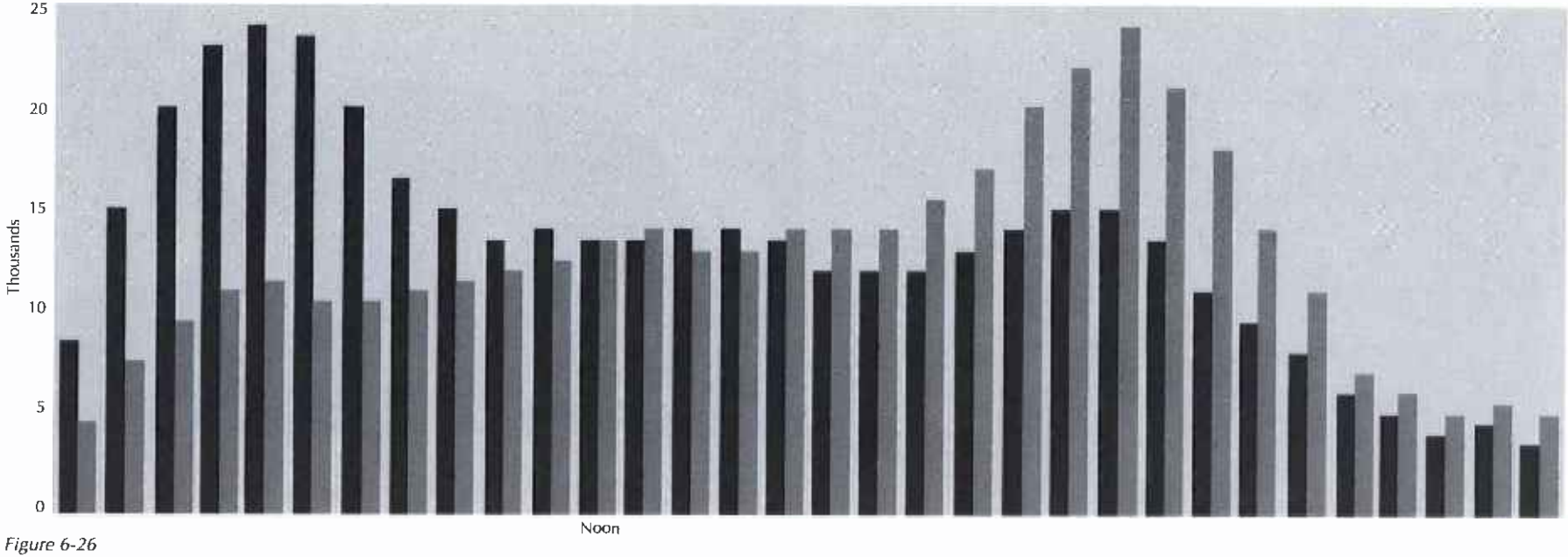


Figure 6-26
Vehicles Entering and Leaving the Downtown Core by Half Hour Periods (1987)

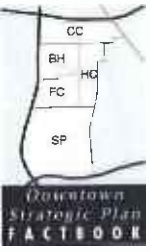
Vehicles Entering
Vehicles Leaving

Persons Accumulated In Downtown Core

- According to cordon counts, the peak accumulation of persons occurs at 2:00 P.M., when over 160,000 commuters are estimated to be in Downtown; the peak accumulation of vehicles occurs a half hour earlier with over 67,000 vehicles having accumulated in Downtown.

- Transit commuters account for over 21% of the persons Downtown, but buses account for only 2% of the vehicle traffic; bus patronage in Downtown has declined almost 19% since 1984.

- Auto commuters accounted for two-thirds (66%) of the persons Downtown, but automobiles represented over 87% of the vehicles entering or leaving Downtown.



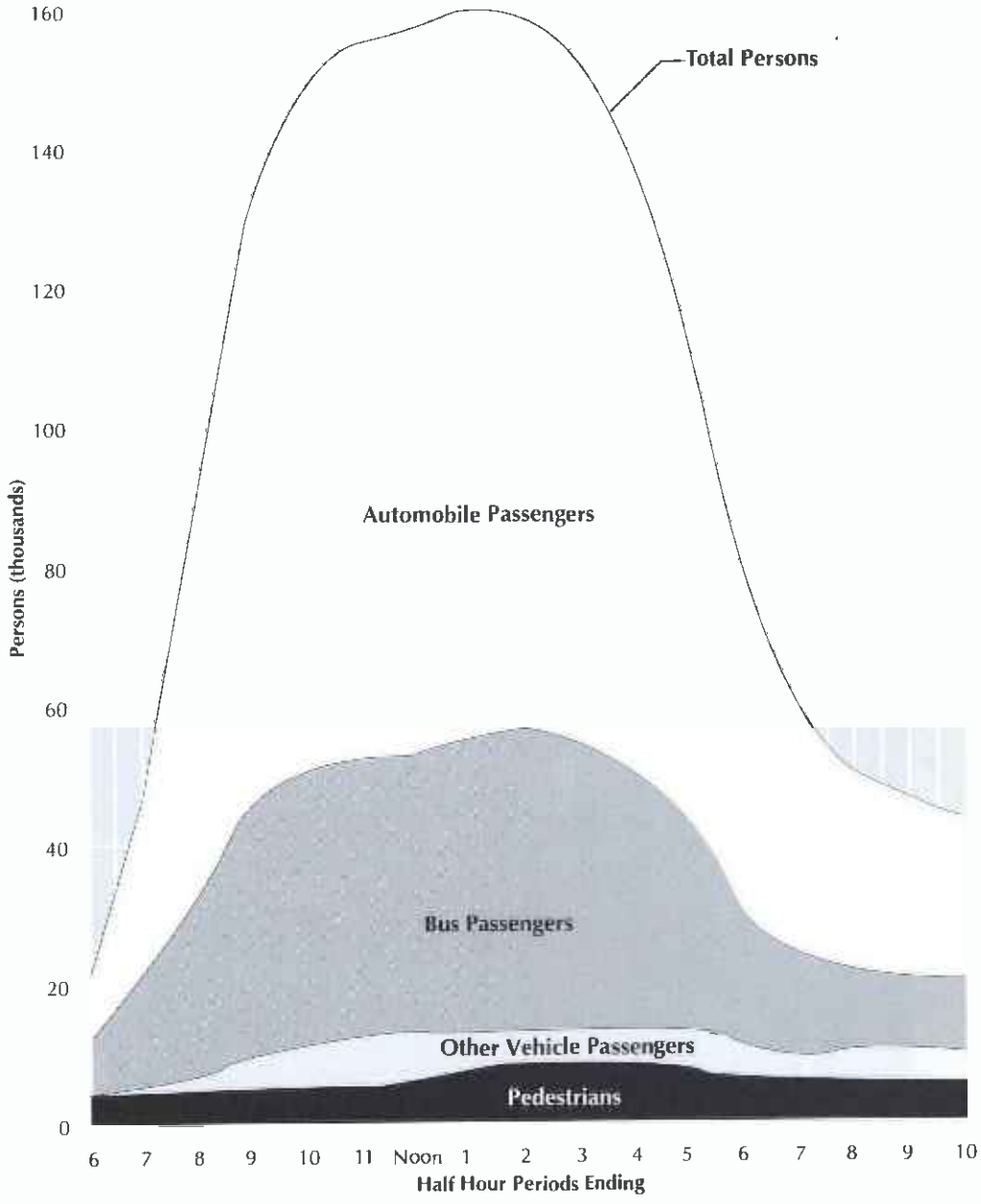


Figure 6-27
Persons Accumulated in Downtown Area by Hour of Day (1987)

Figure 6-28
Typical Downtown P.M. Peak-Hour Vehicle Volumes On Surface Streets Prior to Metro Rail Construction

2000 and Less Vehicles
2000-3000 Vehicles
3000 and More Vehicles

Peak-Hour Volumes (P.M.)

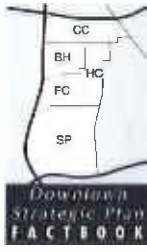
- Although the adjoining figure is extrapolated from 1980 data, Downtown's traffic patterns have remained somewhat consistent: heavy volumes (and congestion) on those arterials bordering and connecting with the Hollywood and Harbor Freeways.

- Arterials that border the other sides of the "core" such as Olympic and Main, also have heavy flows.

- One-way streets carry impressive numbers of cars, but 1987 data shows 1st Street at Hope — a two-way street — with some of the highest volumes recorded in that year Downtown: over 33,600 vehicles/day and over 2,800 vehicles in the P.M. peak hour.

- North-south streets like Figueroa are close behind with (1987) daily volumes of 21-29,000 vehicles and P.M. peak hour volumes of 2,300 to 2,800 vehicles.

- Even though it is disrupted between Los Angeles and San Pedro streets, Olympic works hard all the way across the south edge of the CBD, with 28,000 and 26,700 daily vehicles counted at Hope and Santa Fe respectively (1987 data). Olympic works even harder outside of the CBD: at Union Avenue, over 39,000 daily vehicle trips have been counted.



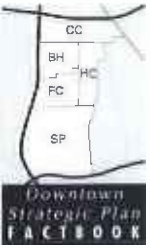
Peak-Hour Congestion At Intersections (A.M.)

- The ratings shown are estimates of a present day condition *without any construction disruptions*. The ratings may also not fully reflect the impacts of freeway ramps on surface streets. As such, they may well not represent what some commuters are actually experiencing.

- A.M. peak-hour congestion tends to be clustered in the north part of Downtown, particularly around Civic Center intersections adjacent to freeways.

- The south part of Downtown is relatively free of congestion in the A.M. peak except at two locations: Figueroa at 9th, and Olympic at Hill.

- Although many of the streets in the core of Downtown seem crowded with vehicles, measured traffic flows indicate that street intersections are performing relatively well.



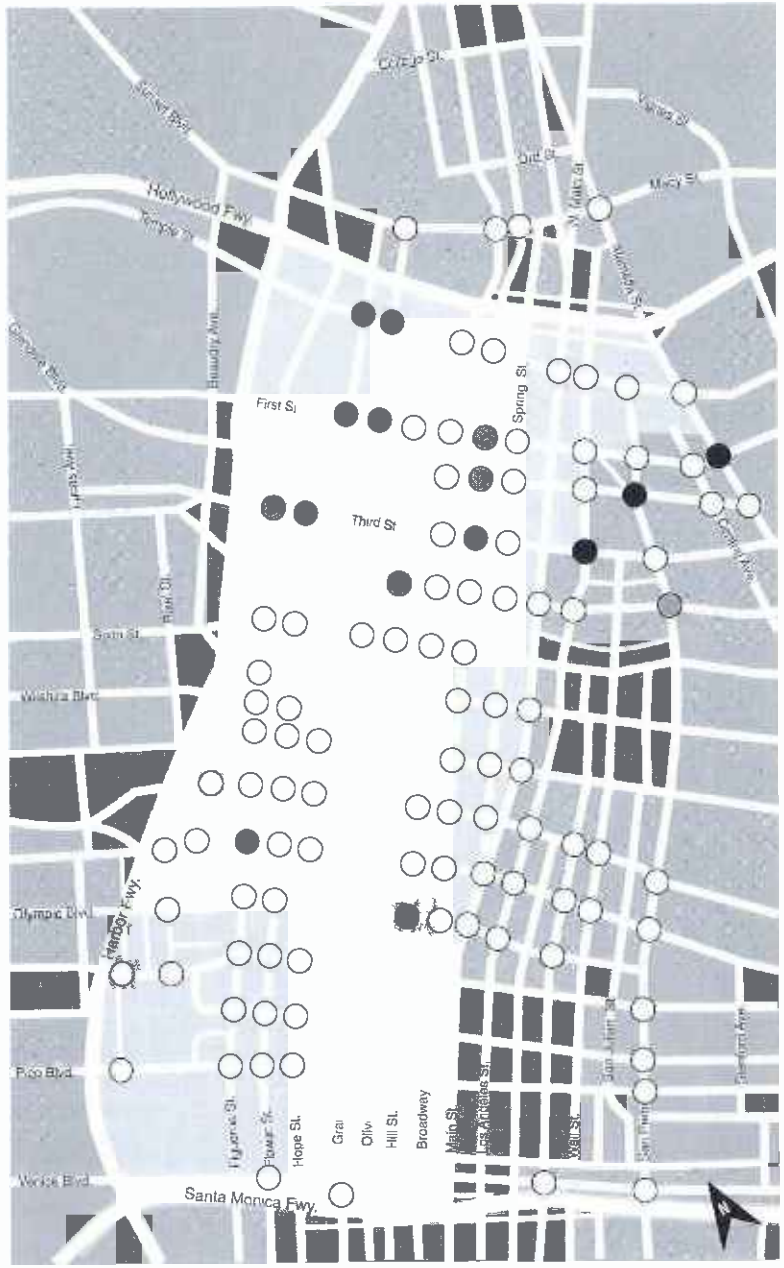


Figure 6-29
A.M. Peak-Hour Congestion at Intersections

○ Little or Light Congestion
● Congestion Increasingly Critical
● Severe Congestion

Note: Absence of a circle means that an intersection was not analyzed

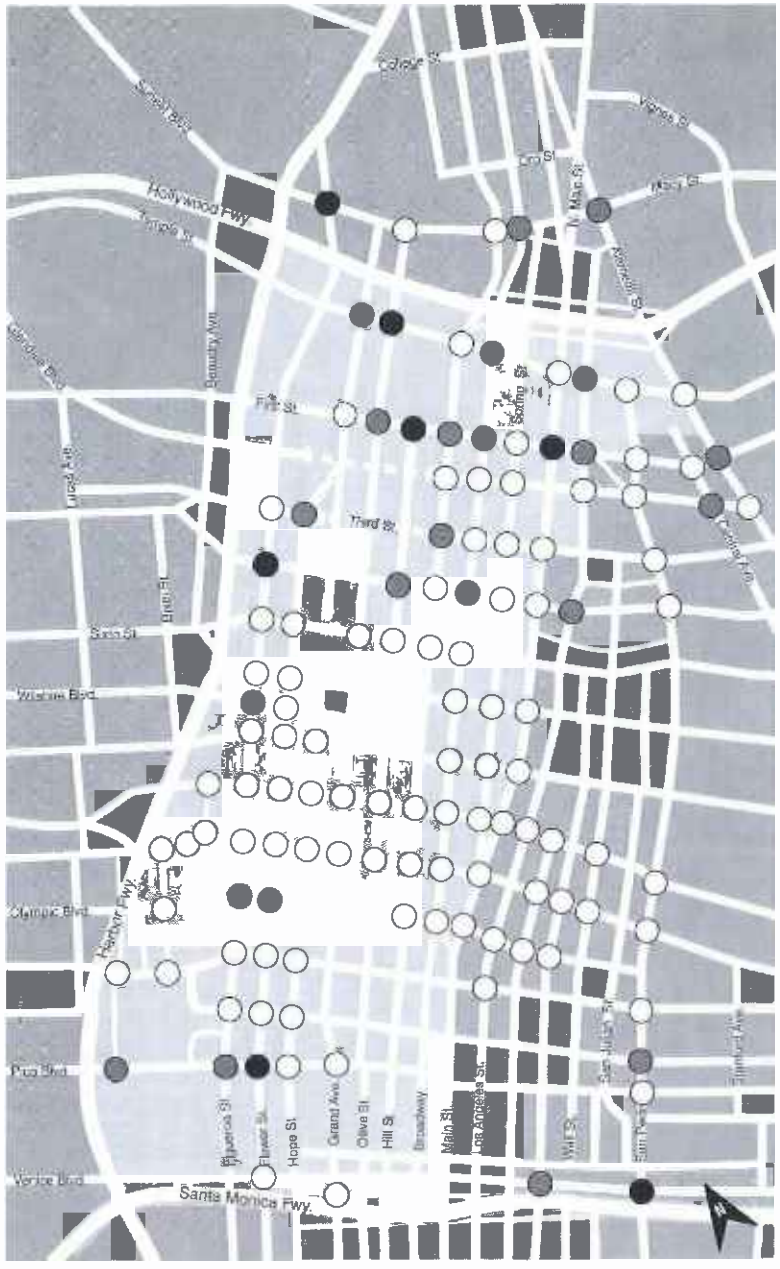


Figure 6-30
P.M. Peak-Hour Congestion at Intersections

- ○ Little or Light Congestion
- ● Congestion Increasingly Critical
- ● Severe Congestion

Note: Absence of a circle means that an intersection was not analyzed

Peak-Hour Congestion At Intersections (P.M.)

- The ratings shown are estimates of a present day condition *without any construction disruptions*. The ratings may also not fully reflect the impacts of freeway ramps on surface streets. As such, they may not represent what some commuters are actually experiencing.

- Compared to the A.M. peak, congestion is more scattered across Downtown in the afternoon. However, the Civic Center and the east and west edges of Bunker Hill clearly remain problem areas.

- As in the A.M. peak, the 8th/9th Street couplet has problems at Figueroa.

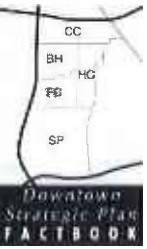
- Pico Boulevard and adjacent locales near the Convention Center and in the garment district appear to be impacted by afternoon congestion.

Average Weekday Bus Volumes

- Figure 6-31 shows estimated Downtown bus vehicle volumes in the fall of 1990. The start up of Red Line and Blue Line Service, together with rapid development on the west side of the Downtown Core, may require some reconfiguration of bus services Downtown from what they were before.

- Some of Downtown's heaviest bus volumes are along First Street west of Spring (almost 2,000 buses a day) and on Spring in front of City Hall (almost 2,700 buses a day).

- Other particularly heavy bus streets include Broadway, and portions of Main, Grand and Temple.



- Bus vehicle volumes have significant implications for the person-trip capacity of Downtown's streets: at 130 buses per hour, the Spring Street contra-flow lane is carrying upwards of 6,500 people per hour in peak periods*. This is almost 9 times as many people as a regular traffic lane can carry.

- The declining speed of buses Downtown (due to traffic congestion and heavy patron loads) is the primary obstacle to the even greater bus volumes Downtown will need in the future. Faster bus speeds would not only allow greater numbers of buses Downtown, but improve service reliability and performance for the region.

- Much of the north-south bus service on the west side of Downtown is peak-hour commuter service; the west side has yet to develop a strong north-south local transit corridor.

* At its most crowded north end, the Spring Street contra-flow lane includes an additional passing lane for buses.

** Operated by SCRTD excluding LADOT, OCTD, RTA and other municipal operators.

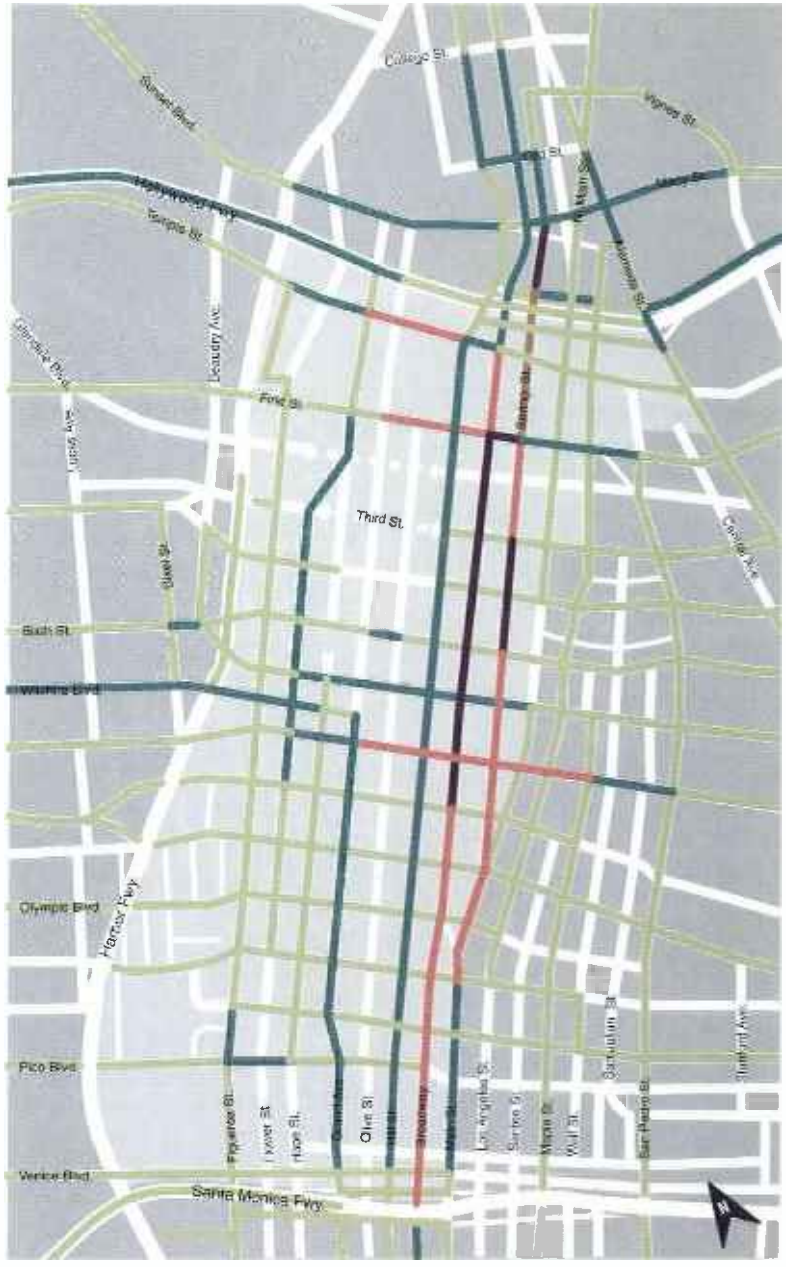


Figure 6-31
*Daily Bus Volumes** Downtown*

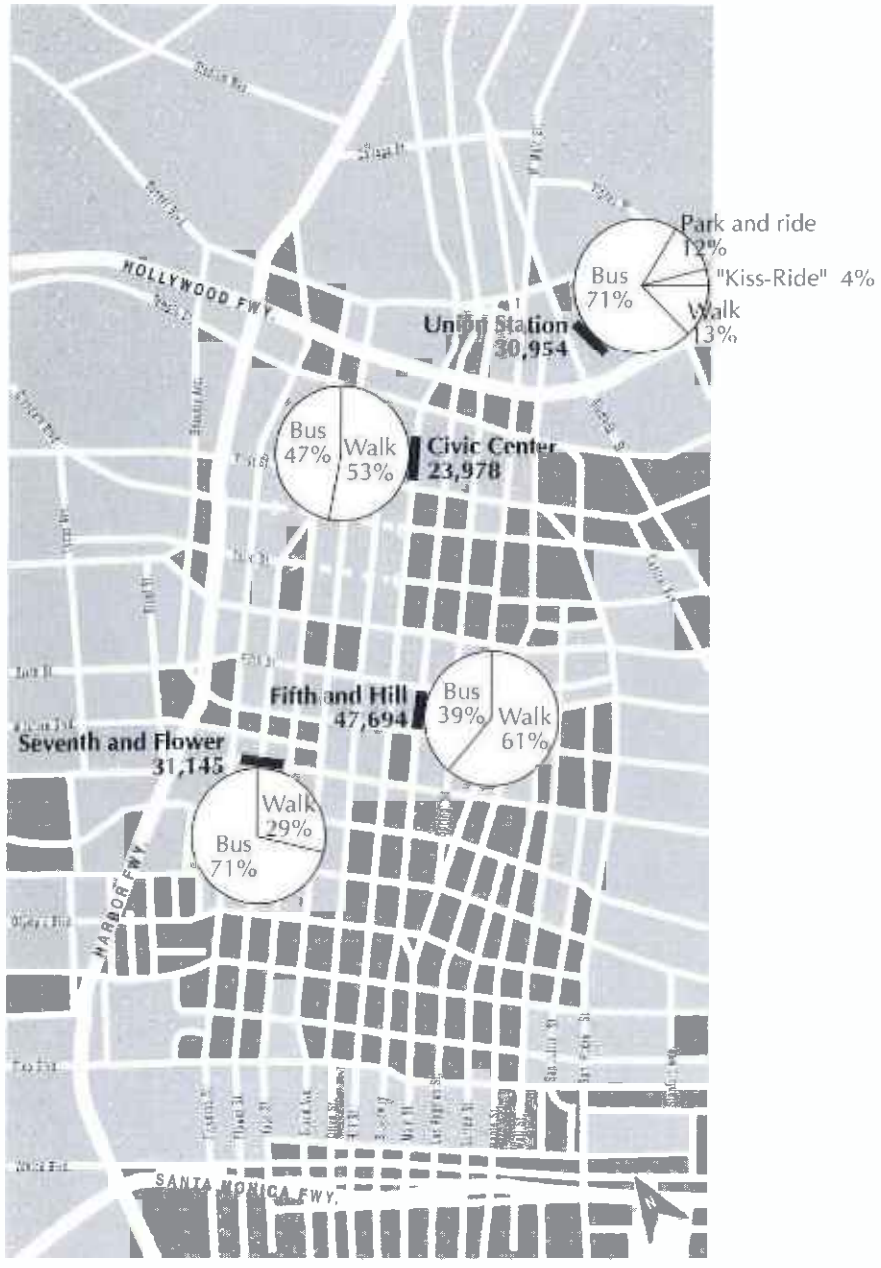


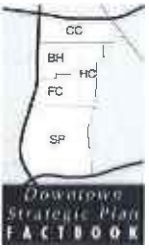
Figure 6-32
Total Average Daily Boardings and Alightings and Mode of Access To and From Stations when Service to Hollywood and Mid-Wilshire is in Operation

Projected Red Line Rail Transit Usage Downtown

- Of the Downtown stations, 5th and Hill is expected to be the busiest with over 94,000 daily boardings and alightings; Fifth and Hill will also have more pedestrians accessing the station than any other station Downtown.

- The "Metro Center" station, where the Red Line and Blue Line cross, is projected to be the second busiest station, although it will have only 65% of the patronage of Fifth and Hill; a higher proportion of patrons will access this station by bus than any other Downtown station.

- The third-busiest station at Union Station has the most diverse pattern of access, owing to its availability of parking. It also has the lowest number of walk-in patrons. About 4% of this station's patrons will be dropped off or picked up by a household member's car ("kiss-ride") and another 12% will "park and ride" the transit system.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Pedestrian Circulation

Pedestrian Perspectives

For purposes of transportation analyses, pedestrians are simply another "mode" of internal, Downtown circulation. So pedestrians might be logically lumped in with the previous chapter on internal circulation. That is typically what is done. There are streets Downtown that have over twice as many peak-hour trips being made by walking as in automobiles. Yet, for whatever reasons, pedestrian circulation needs have wound up being subordinated to the needs of automobile circulation.

To be sure, the pedestrian fulfills a different function than the automobile. The pedestrian is much slower and travels only relatively short distances. On the other hand, the pedestrian is infinitely more compact and agile than the automobile, fitting into and moving through crowded cities with relative ease. The pedestrian is, in fact, the most fundamental common denominator in much of what goes on in cities. We are all, ultimately, pedestrians. We walk from our cars or buses. We walk to our desks, into our stores and restaurants and virtually every place else. We do an uncountable number of things as "pedestrians" because it is so efficient to deal with our environment directly.

But because they are directly exposed to the environment, pedestrians are also much more vulnerable. And, at least in our society, the quality of the travel environment is immensely important. Vehicles provide travellers with their own, protected environment. Our automobiles are the epitome of this environment. Transit buses and rail cars are much more variable, but provide environments nonetheless. Beyond these protected capsules, however, environments more often than not lapse into raw, sometimes brutal, functionality. Subway tunnels are rarely painted gay colors; streetscapes are more likely "scraped" to get the maximum number of traffic lanes rather than a balancing margin of open space.

The street is the pedestrian's travelling environment - whatever portion of the street is left over after vehicular "functions" are satisfied. A pedestrian's requirements are much more complex than another vehicle system's would be. Pedestrians require "functional" space to move about (sometimes they do not even get this). But they require much more. Pedestrian *need a street to provide a travelling environment at a level of security and dignity comparable to any other vehicular mode of movement.*

Transportation plans have rarely responded well to this imperative, abandoning the interests of pedestrians to the architects of one or another building. In modern cities, this arrangement has not worked out well. Too much of what is vital to the pedestrian is in the public domain and, consequently, needs to be dealt with in the public planning process.

Concepts and Measures of Pedestrian Circulation

While traffic engineering - the science of relating cars to roadways -- has become a finely honed area of practice, very little such "science" exists for pedestrian planning. Pedestrian behavior is a much more personal activity, ungoverned by lanes, street signs and rules of the road. Most importantly, pedestrians are rarely exercising a "pure" transportation function. While they may have direction and purpose, pedestrian are still poeple with any number of social, heath, aesthetic and many other interests that need to be accommodated in the "transportation" environment. These later aspects are at the crux of a partnership that needs to be created between transportation planners and urban designers.

Transportation planning has, however, begun to establish some measures of pedestrian circulation as a transportation function. Similar to the "level of service" criteria use to evaluate automobile circulation, various pedestrian "quality of flow" measures have been recently developed.

In 1984 and 1985, pedestrian circulation studies were done of portions of the Downtown Core. A few charts from the 1985 study are reproduced in this section and they incorporate the "quality of flow" definitions[1] described here.

Pedestrian Quality of Flow Characteristics

Quality of Flow	Range of Flow Rate[2] (per foot of sidewalk width)	Description
Open	>0.5 ₰/m	No interaction among pedestrians.
Unimpeded	0.5-2 ₰/m	Some bunching may begin to occur.
Impeded	2-6 ₰/m	Pedestrian progress is possible only with constant interaction with the movement of others.
Constrained	6-10 ₰/m	Speed is limited and conflicts occur between pedestrians. Interaction turns into physical restrictions on the freedom of movement.
Crowded	10-14 ₰/m	Pedestrian movement may be fluid; however, there is friction between individuals travelling at a slow speed. Typical of very heavily used transportation terminals.
Congested	14-16 ₰/m	Increased friction between individuals. Very difficult to maintain a stable rate of flow.
Jammed	18-25 ₰/m	Flow is near the maximum possible level.

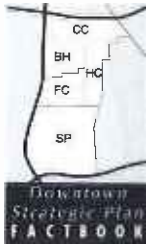
1. Since this study was completed, pedestrian quality of flow standards have been updated somewhat. A current reference now being used for most pedestrian circulation analysis Downtown is the Transportation Research Board Special Report 209: Highway Capacity Manual (Washington, D.C., 1985).
2. ₰/m (Persons/Minute)

In addition to "level of service," another important aspect of pedestrian circulation is "effective" sidewalk width. Sidewalks have all manner of obstacles planted in them — power and traffic signal poles, hydrants, trash cans, news racks, mail boxes, to name a few. Even street trees, as vital a resource as they are, all contribute to diminishing the sidewalk area that is *effectively* available to pedestrians. Margins are required in other respects as well: a "shy zone" has to be recognized where a building wall borders a sidewalk as pedestrians do not willingly scrape their shoulders. Similarly, pedestrians have to keep some distance from a curb or any drop-off without a handrail. These considerations taken together result in a calculated "effective sidewalk width." This effective width is sometimes radically different from the literal measured width of a sidewalk.

In a pure transportation sense, crowded sidewalks are only efficacious up to a certain point. Beyond that point, adding more pedestrians to a sidewalk actually decreases the total rate of flow. According to some analyses, the sidewalk crowding in the precincts of at least one Red Line Metro Station is likely to exceed this point within the first decade of operation.

Breakdown of pedestrian flow is only one aspect of pedestrian circulation Downtown. Retail businesses, for instance, may feel the need for a certain level of pedestrian traffic passing by their establishments, a level that the study criteria might, for example, label as "constrained." "Better" levels of service lack the vitality of activity that many Downtown merchants depend upon. Yet, the crowding at a "congested" level of flow would be self-defeating. Potential customers would get jostled and distracted as crowds pushed them past, unable to notice a store or its displays. So not only must adequate provisions be made for pedestrian circulation, but these provisions need to be appropriate to their particular context.

Each part of Downtown has its own potentials for utilizing and accommodating pedestrian circulation. As the following, admittedly limited, data indicates, Downtown is not accommodating its pedestrians particularly well. How well Downtown accommodates its pedestrians will substantially color how people on the street feel about one another and that will go a long way in determining the character of Downtown. Downtown's pedestrian potential is very much under-utilized. To realize these potentials, more needs to be done.



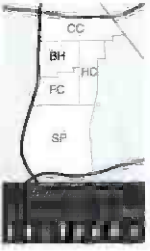
Estimated Mid-Day, Mid-Block Pedestrian Volumes

- The highest estimated flow on a single segment of sidewalk Downtown is over 4,000 persons/hour, passing in front of Broadway Plaza. By comparison, the highest measured vehicle flows on 7th Street (at Olive) ranged between 1,590 and 1,705 vehicles/hour.

- The second highest estimated flow — and it was compromised by construction taking place at the time of the survey -- is on the west side of Figueroa, south of 7th, in front of the Seventh Street Market Place.

- Seventh Street stands out as Downtown's pedestrian street, with the block west of Figueroa having over 6,650 persons per hour passing along both sides of the street.

- Broadway, Downtown's other pedestrian street, has its greatest flow between 4th and 5th Streets, with over 4,900 persons per hour passing along both sides of the street.



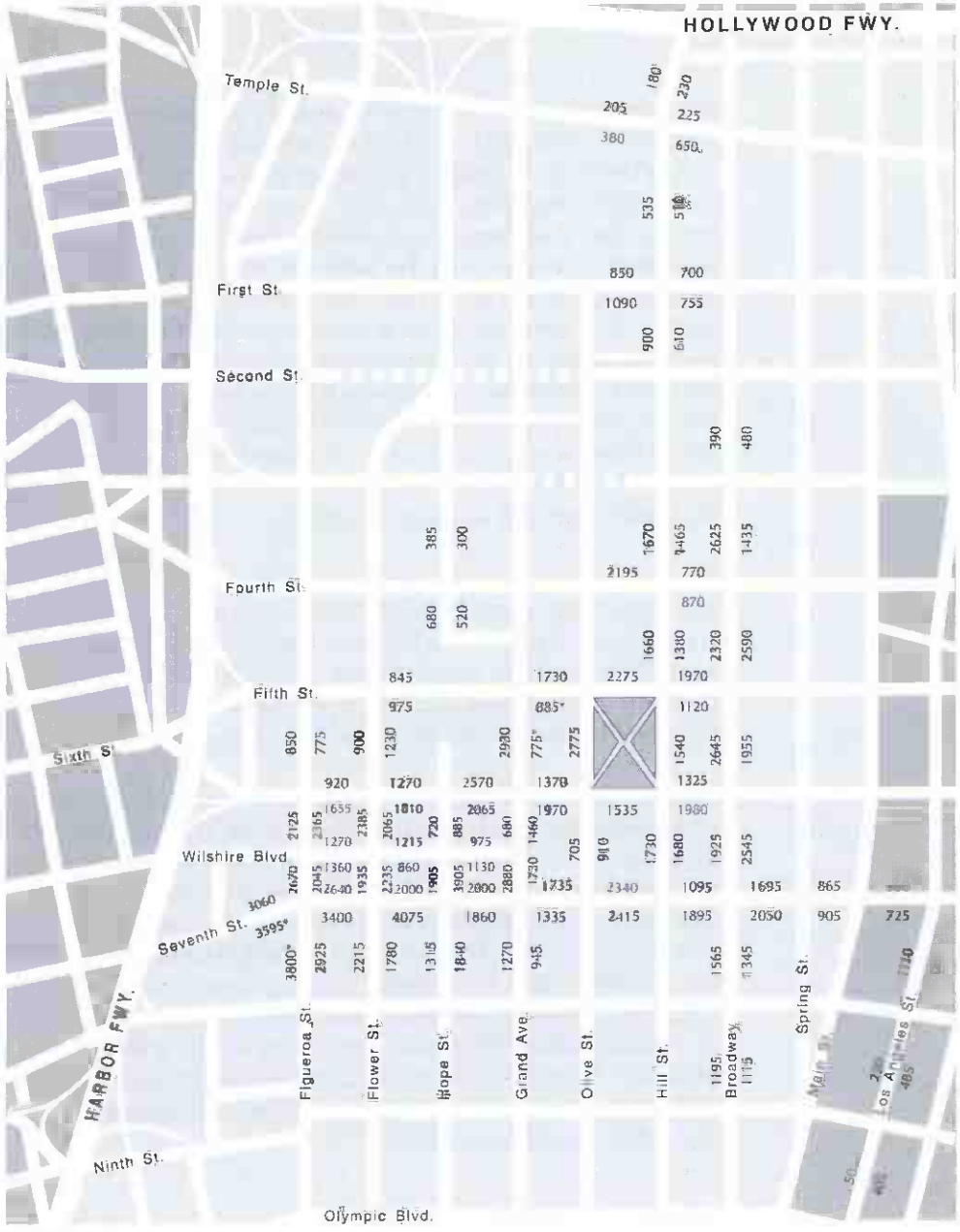
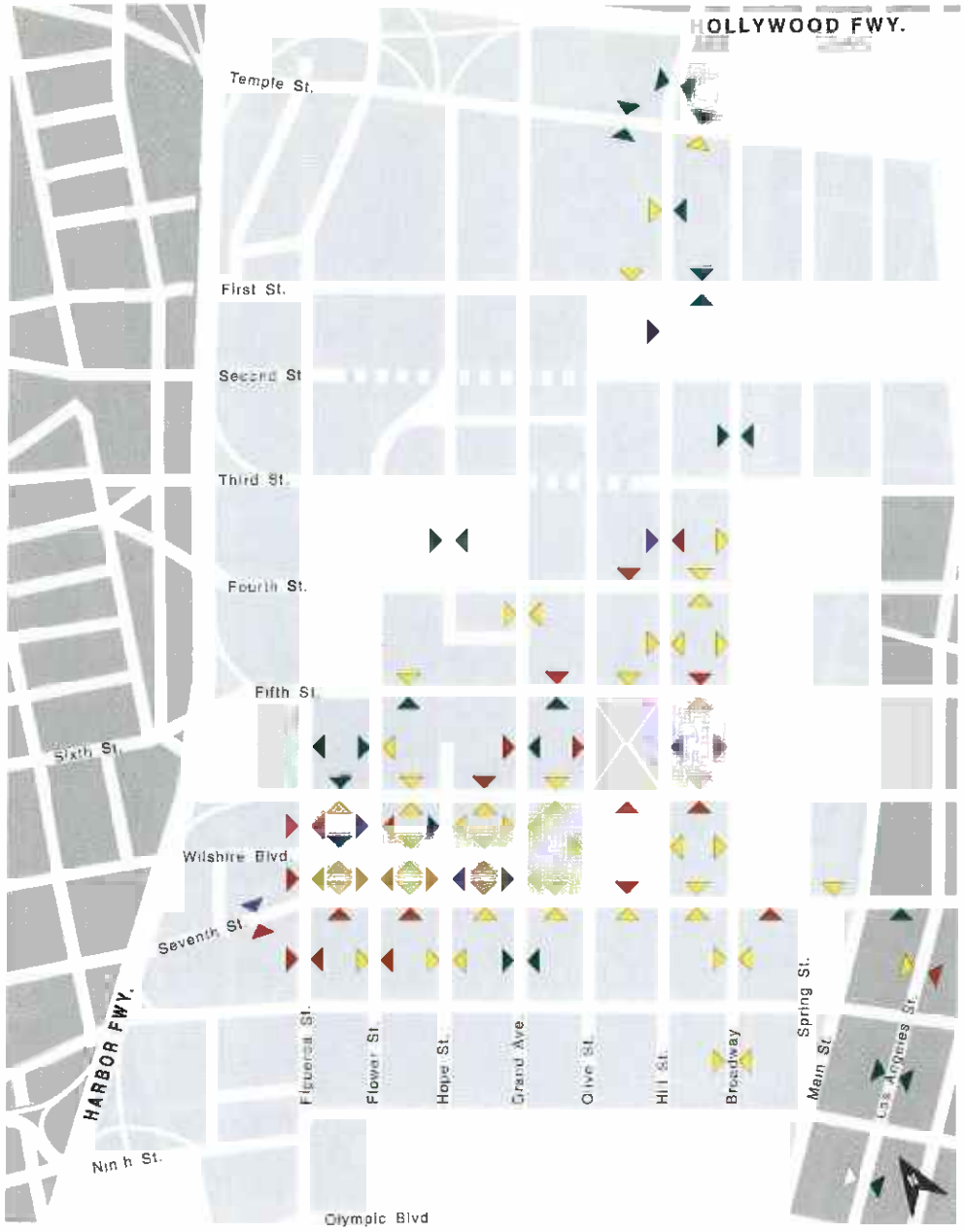


Figure 6-33
Estimated Mid-Day, Mid-Block Pedestrian Volumes (persons/hour) in the Downtown Core During the 1985-1995 Period

* Construction

Estimated Mid-Block Quality Of Pedestrian Flow



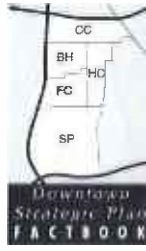
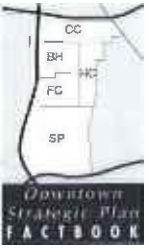


Figure 6-34
Estimated Mid-Day, Mid-Block Quality of Pedestrian Flow in the Downtown Core During the 1985-1995 period

Open
Impeded
Crowded
Unimpeded
Constrained
Congested

Estimated Mid-Day Pedestrian Volumes At Intersections



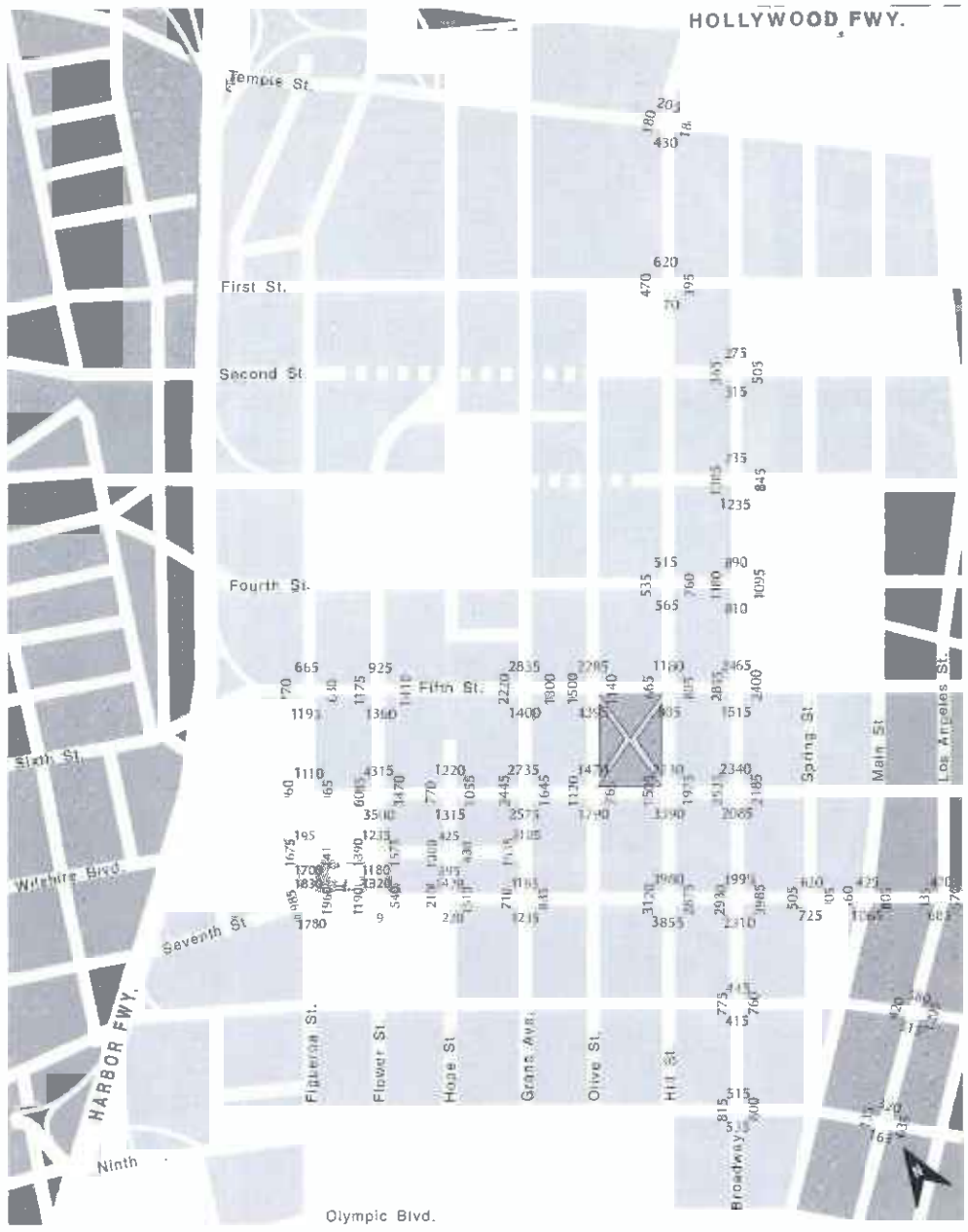


Figure 6-35
Estimated Mid-Day Pedestrian Volumes (persons/hour) at Intersections in the Downtown Core During the 1985-1995 Period

Estimated Mid-Day Quality Of Pedestrian Flow At Intersections

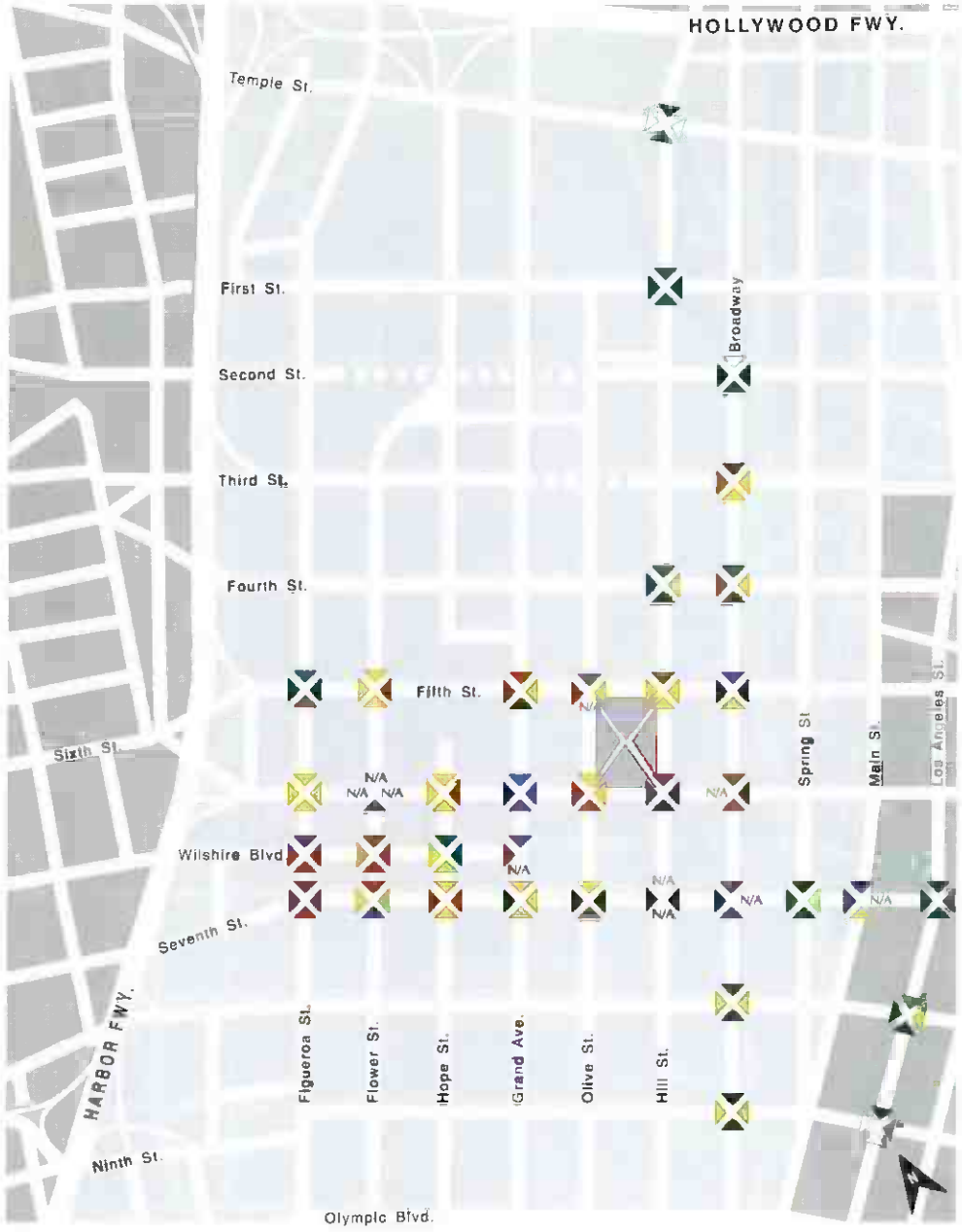


Figure 6-36
Estimated Mid-Day Pedestrian Quality of Flow at Intersections in the Downtown Core During the 1985-1995 period

Unimpeded Constrained Congested
Impeded Crowded Jammed

Existing Sidewalk Width

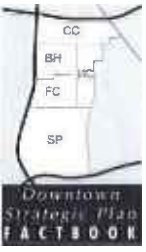


Figure 6-37
Estimated Effective Sidewalk Widths (1985)

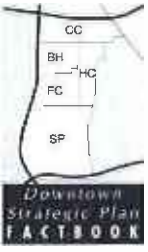
Figure 6-38
Estimated Effective Sidewalk Widths[1] Needed During the 1985-1995 Period[2]

* Existing width is adequate

Sidewalk Width Needed

- One of the largest requirements, based on current estimated use, is on the south side of 7th Street. The "effective width" needed of 30 feet would translate into an actual width of some additional feet. If actually fulfilled, close to half the present roadway would need to be converted to sidewalk.
- A number of other locales stand out for their distinctive needs. Among them: Figueroa (both sides) north and south of 7th; the west side of Grand north of 7th and north of 6th; and 6th Street in front of the AT&T building.
- The widest sidewalk segment needed is on Hope Street: 32.5 feet of "effective width" is needed along the east side between Wilshire and 7th.
- Unfortunately, today little is being done to respond to these requirements, While the City has long-adopted standards and warrants for vehicular traffic space, it has not adopted comparable standards for pedestrians. Until pedestrian circulation has its own recognized standards, the disparity between automobile and pedestrian accommodations is likely to grow.

1. Effective sidewalk remaining for pedestrian use after deduction for newsstands, light standards, etc.
2. For mid-day peak-hour period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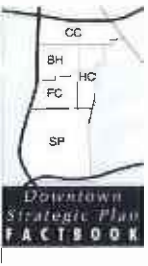
Parking

Perspectives On Parking

Introduction

From some perspectives, parking is a wasteful and superfluous aspect of the urban transportation system. Downtown travellers in a big east coast city, to take an example, simply alight from some common conveyance (a taxi, bus, rail transit car or whatever) near their final destinations. The conveyance then goes on to carry others about their business as the previous travellers walk to workplaces, appointments, shops, etc. -- a simple and straightforward process.

These travellers probably never gave a moment of thought to parking. If they had, they would have probably quickly remembered that there was little or no parking around, and that what was available was outrageously priced. That is why they decided to keep things simple and travel the way they did.



For people in Downtown Los Angeles, as for the vast majority of Americans, the process is not so simple. The majority of people do not use "common conveyances" for their travels. They each bring along their very own, very private conveyance -- an automobile. And when they reach their workplaces or other des-tinations, they have to find a place to store their automobiles. Once brought to the workplace or other destination, parking for a car is a largely irreducible requirement. On the other hand, of-fice employees will often spend their days cramped in spaces of 200 square feet, 100 square feet or even less. Meanwhile, next door, each one of their cars is taking up over 300 square feet of space.

There is a circular effect to this. As so much cumulative space throughout our urban areas must be allocated to parking (and to roadways as well), the places that we ultimately want to get to are broken apart and scattered. It becomes much harder to walk to and between destinations, if it is practical at all. Whatever public conveyance systems exist are forced to scavenge much harder for their scattered patrons. It winds up being easier to get back into the car and drive. This over-dependence on automobiles has resulted in city designs which are debilitating to most all alternative forms of transportation, no matter how reasonable or meritorious they may be.

Individual commuters, however, are more likely to be confronted with a more direct dilemma: they arrive at their destination, along with other people, each in their own cars, to discover that there are not enough parking spaces for all who want them. Or that the available spaces are too expensive, or perhaps the time allotted is too limited. These drivers question, if indeed there is ample parking available, why is it often so hard to get a parking space? That is as valid a concern as any other in the discussion of Downtown transportation.

To respond to this concern, one first must realize that a Downtown parking space is a very complex commodity. It is not simply a 350- to 400-square-foot rectangle of pavement. How it is used, when it is used, for what kinds of intervals it is used, how it is paid for, and where it is located all immensely affect the value of that parking space to the user. In different ways, that parking space also impacts the functioning of the Downtown Core and Downtown commerce.

We have just begun to try to understand these complexities and to contemplate how best to manage them. For example, the City of Los Angeles has begun to address parking space location in the core area of Downtown through a peripheral parking ordinance. Other initiatives will undoubtedly be called for. However, park-ing is so interrelated to so many other aspects -- the configura-tion of buildings, use of public transit, and the rest of the regular transportation system -- that these initiatives will likely come slowly.

The challenge now is to discover what form Downtown should take how should it be shaped? With that decision made, and a much improved appreciation of parking in Downtown, proper management of parking should be able both to promote Downtown's goals and to be responsive to recognized user needs.

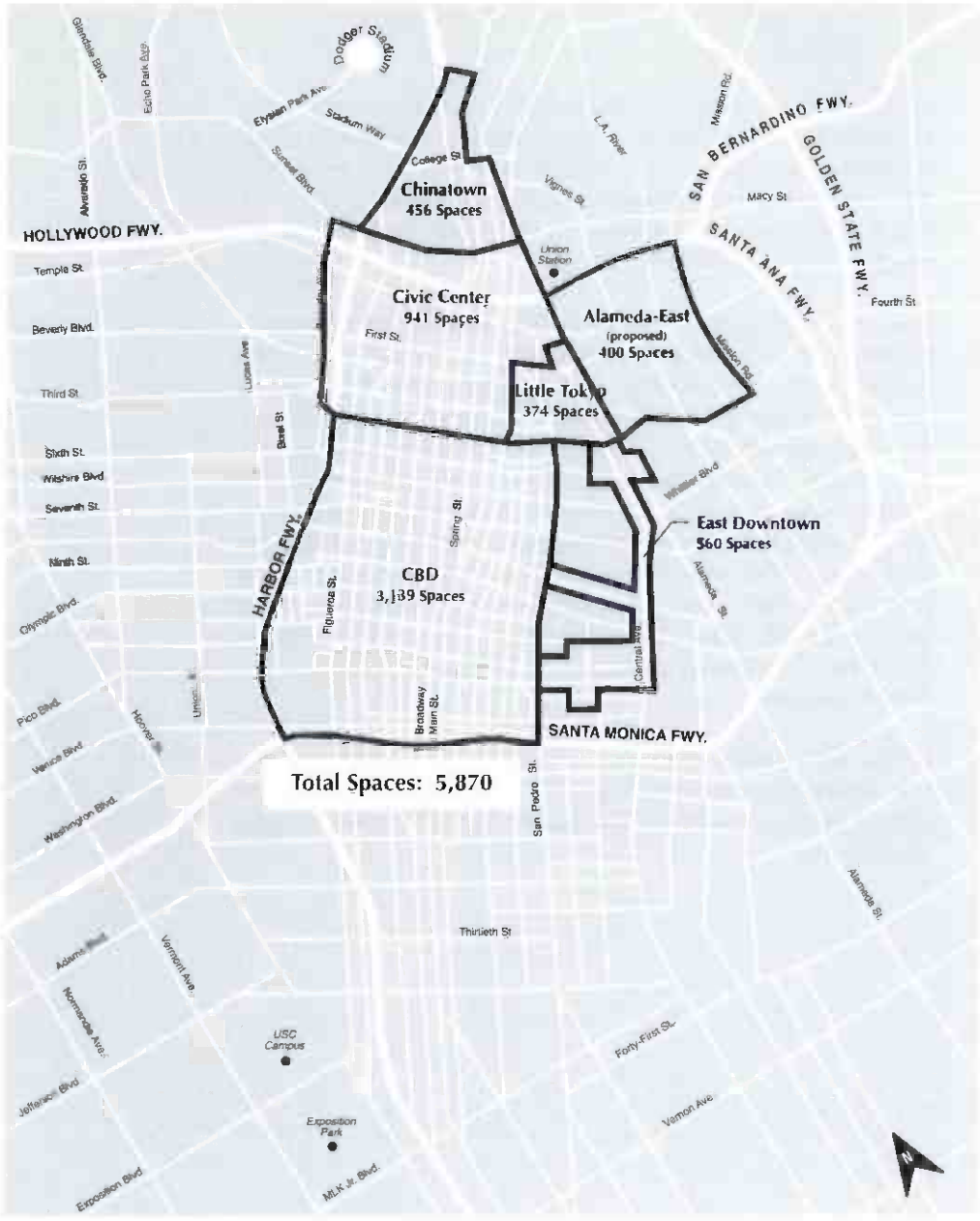


Figure 6-39
Metered On-Street Parking Spaces Downtown

On-Street Parking

Unlike off-street parking, on-street (curb) parking Downtown is owned and maintained by one entity: the city. Summary data on the inventory of on-street parking spaces in Downtown is not easy to come by. One analysis, done in 1981, calculated that, in 1990, there would be about 5,000 curb parking spaces in Downtown. However, it is known that the city presently has or plans to have 5,870 spaces with parking meters (although a few of these spaces are east of the Los Angeles River, an area not included in most parking studies). In addition to these metered curb spaces, there is a considerable number of unmetered curb spaces throughout the Downtown, especially outside of the Downtown Core. But these numbers are not easy to determine.

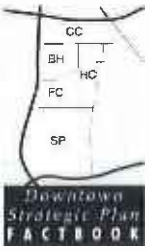
Another difficult question to answer is the overall inventory of spaces limited to particular users. Little summary data seems to exist on the number of truck loading zone spaces, passenger and taxi loading areas and so forth. Mail trucks, delivery trucks, taxis and other service vehicles are, however, vital parts of Downtown's functioning.

On-street parking spaces, whatever their number, are most certainly diminishing (or at least becoming much more restricted). Curb parking is an inevitable casualty as more curb lanes must be increasingly dedicated to carrying traffic.

Off-Street Parking

Off-street parking is of vital importance to the majority of Downtown's workers since they rely upon it when they commute to work. But it is also important to a host of other users: retail and wholesale clients, office visitors, convention and hotel visitors, Downtown residents and trucks of all kinds and sizes.

Unlike on-street parking, which is all on city-controlled streets, off-street parking comes in a variety of forms. It can be available to the public (for a fee) or reserved for certain users (typically employees). It can be on open lots or in structures above or below ground or both. The land on which parking sits can vary from the merely expensive to the extraordinarily expensive. The costs for the physical parking space improvements run from $300-$400 per space for surface lots to well over $22,000 per space for subterranean parking under a building. Most parking costs upwards of $300 per space annually to maintain. In Downtown Los Angeles, outside of the Civic Center, most of all of the parking, whether available to the public or not, is privately owned. What parking data that has been gathered has concentrated on parking for office workers Downtown. Relatively little is known about parking related to manufacturing or other activities Downtown.



How much parking is there? A 1981 study calculated that, in 1990, there would be about 125,000 off-street parking spaces in Downtown. Of these, about 80,000 spaces are publicly available and 45,000 spaces are reserved by private users. In the City Department of Transportation survey in September of 1989, it was estimated that there was a total of 68,824 off-street commercial (excludes hotel and residential) parking spaces in the Traffic Impact Zone alone, centering on the Downtown Core. (Little Tokyo, Chinatown, Center City East and a portion of South Park are outside of the Impact Zone).

One study identified an estimated cumulative "deficiency" of about 50,000 parking spaces Downtown. Of this "deficiency," 30,000 were for long-term parking and 20,000 were for short-term parking. "Deficiency," however, is in actuality a subjective, changing measure, linked to time, values and alternatives of the moment. That same study, coincidentally, identified a cumulative surplus — more parking than can be reasonably used — of about 15,000 spaces, primarily in the relatively inconvenient fringe areas of Downtown.

Parking is expensive. But many people do not know how really expensive it is because most parking, in various direct and indirect ways, is subsidized. In one survey, Downtown office employers estimated that they spent an overall average of $851 per employee driver annually to subsidize parking. An analysis of the actual "market value" of this parking subsidy estimated the average value at $1,072 per subsidized employee driver annually. Overall, the estimated market value of parking subsidies to Downtown office workers is over $74 million annually. This amount does not contemplate the answer to yet another question: What economic opportunities have been forgone by having so much area Downtown given over to an essentially dead, non-productive use?

Lastly, parking takes up space. The number of off-street commercial parking spaces surveyed in 1989 in the Traffic Impact Zone alone occupy over 24 million square feet (553 acres) of area Downtown.

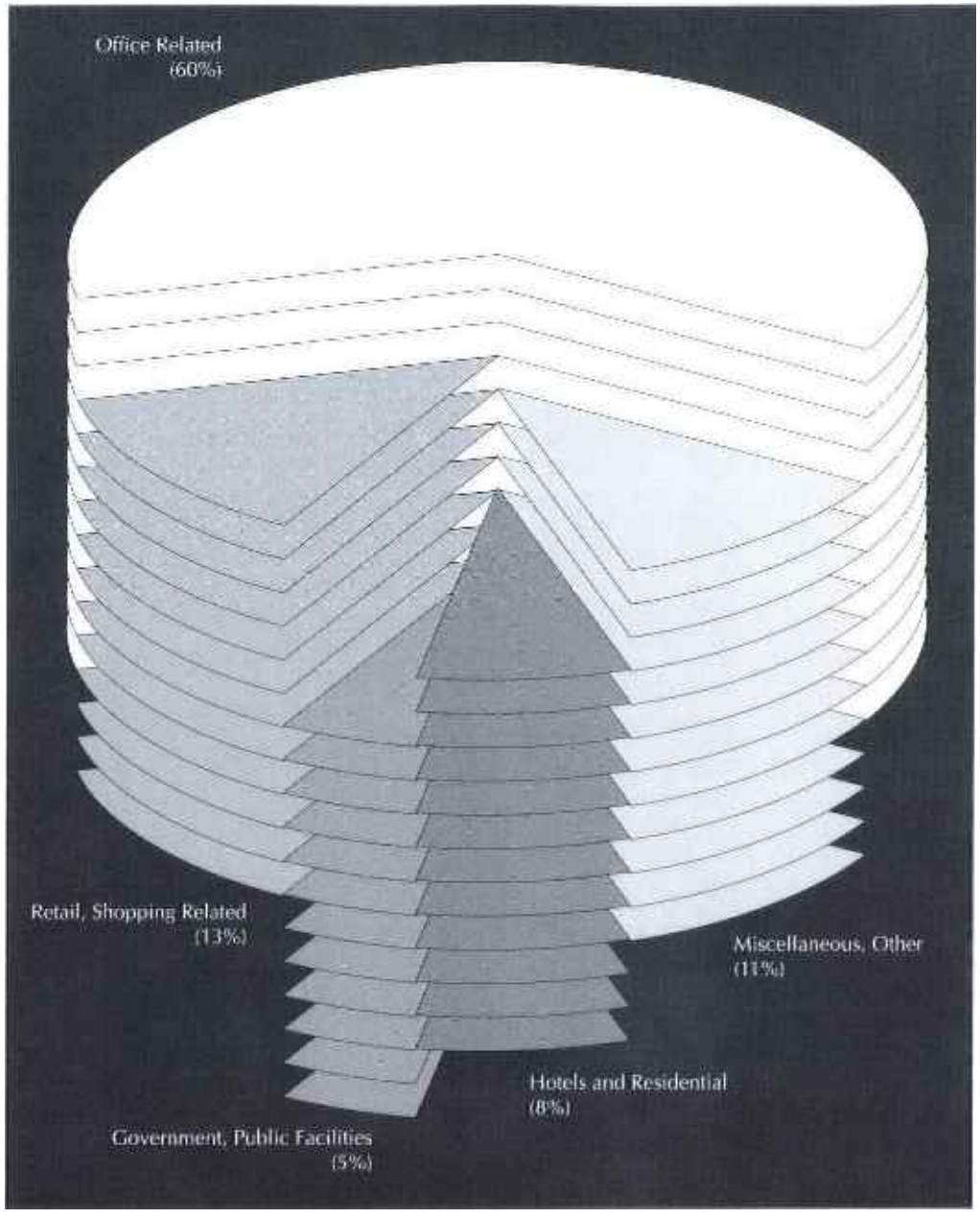
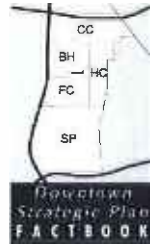


Figure 6-40
Estimated Use of Off-Street Parking in the Downtown Core

- Office-related requirements appear to dominate off-street parking Downtown.
- Government-related parking, although prominently concentrated in the Civic Center, is actually the smallest identified segment of parking use overall in Downtown.
- Retail-related uses, although the second largest segment of parking use identified, is less than one-fourth that of office use.
- Each of the above uses have widely divergent patterns of usage (average duration of use, peak usage periods and so forth) that are critical in matching parking supply to particular needs.



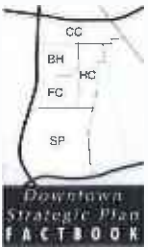
Parking Pricing Patterns

- 1986 survey data showed that the most expensive short-term parking rates were concentrated in a small, irregular area bounded by Flower and Broadway, 7th and 6th.

- Downtown's island of the "expensive" short-term parking is surrounded by much larger, irregular crescent of "high" priced short-term parking that arcs from 7th Street up Figueroa and Flower to connect with the Music Center.

- As of 1986, there were still large areas of Downtown with "low" priced short-term parking, including areas now being intensively developed (Figueroa south of 8th, the new State Office Building, areas west of the Harbor Freeway).

- Early 1991 data reported the highest short-term parking rates to be $2.20-$2.50 per 20 minute ($22 to $24.75 daily maximum). However, 20-minutes rates in a much older building nearby dropped to as low as $1.10.



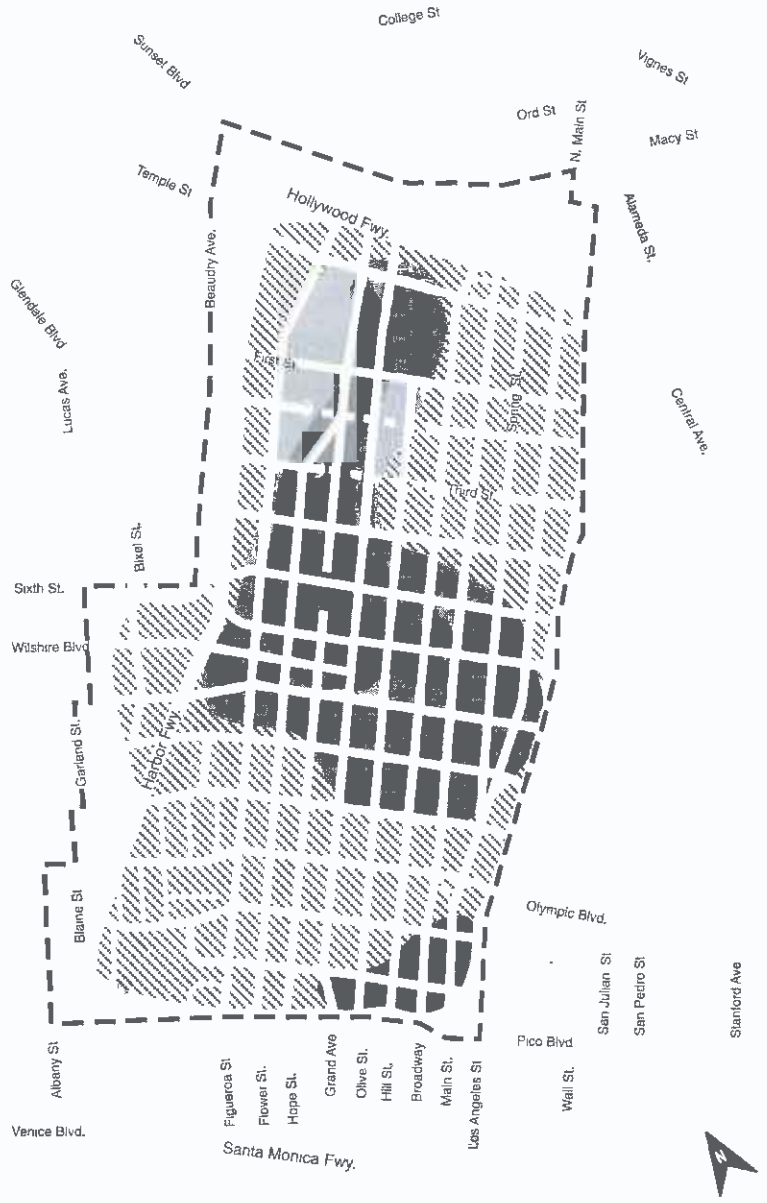
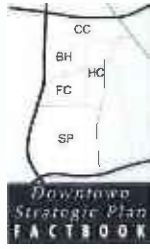


Figure 6-41
Short-Term Parking Pricing Patterns

Figure 6-42
Long-Term Parking Pricing Patterns

- The highest priced long-term parking generally trends from Flower and 3rd southeast to Hill and 8th.
- As of 1986, much of the Figueroa and Flower office areas had relatively moderate-cost, long-term parking rates available.
- Significant portions of the Broadway/Spring corridor and the garment trade areas were likely to pay as much for monthly parking as west side office/workers in 1986.
- Early 1991 data identified a top monthly parking rate of $258. Even in the "moderate" priced areas, monthly parking rates were typically above $105, not including the city's 10% parking tax.

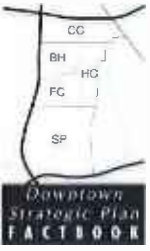


Existing And Projected Future Parking

- If current trends were to continue, the most dramatic increase in projected spaces will occur in Bunker Hill, which is projected to increase 49%, adding 5,304 spaces by 2002.

- The next highest increase in number of parking spaces will occur in the Financial Core west of Hill Street, where 4,615 spaces will be added, an increase of 20% by 2002.

- At a 25% increase in spaces, South Park will also see a sizable relative increase in its commercial off-street parking — as well as a 71% increase in residential and hotel parking — by 2002.



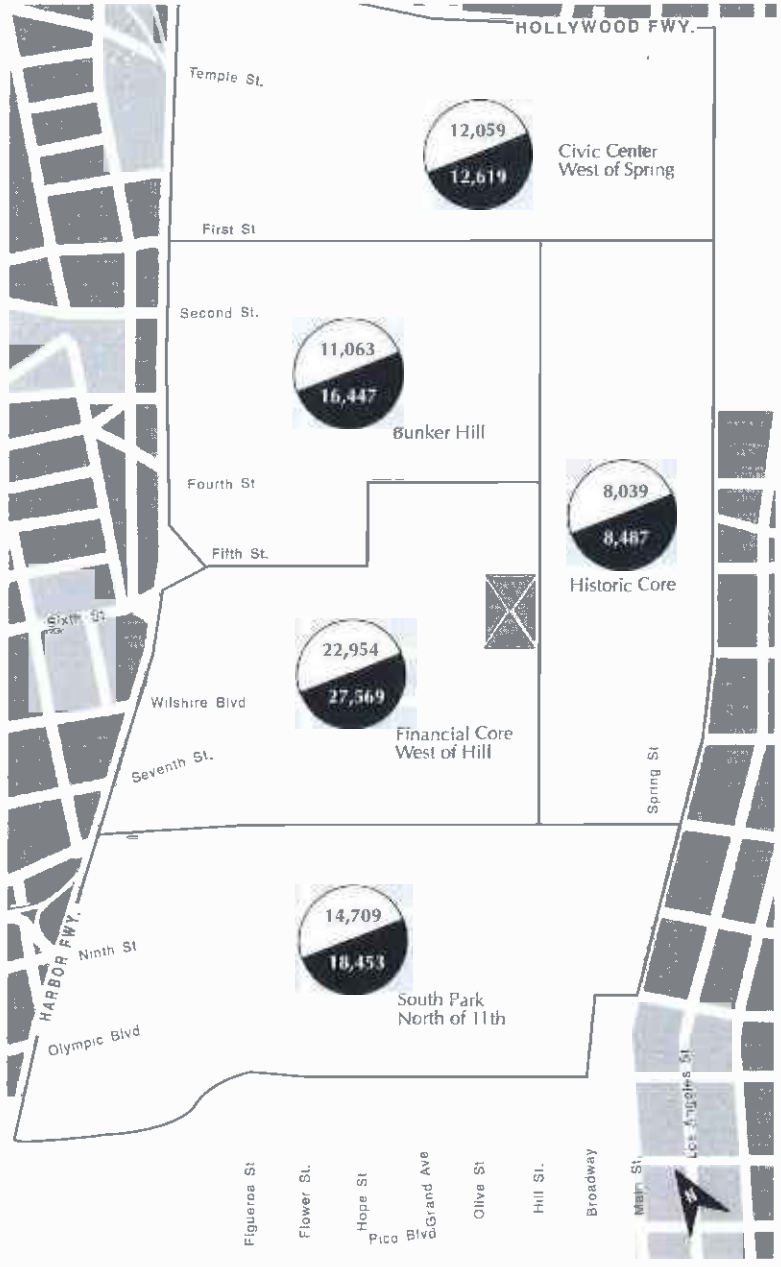


Figure 6-43
Existing and Projected Commercial Parking Spaces

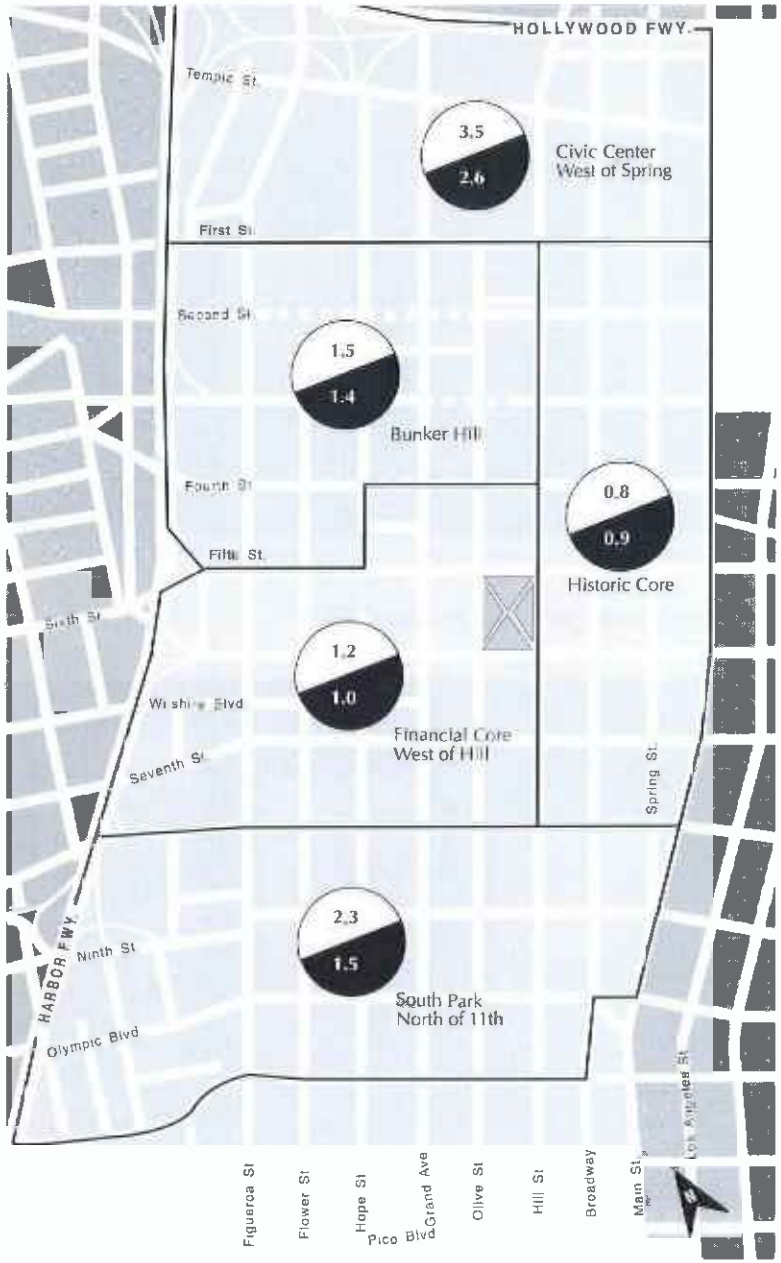


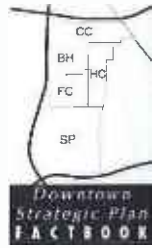
Figure 6-44
Existing & Projected Ratios of Commercial Parking Spaces to Floor Area[1]

Existing And Future Ratios Of Commercial Parking Spaces to Floor Area[1]

- The Civic Center has, by far, the highest ratio of parking spaces to floor space of any of Downtown's subareas. Even though this ratio is projected to fall over 25% by 2002, it would still have the highest parking ratio by far of any area in Downtown.

- The Historic Core, centered around Broadway, is the only area projected to increase its ratio of parking spaces relative to floor area -- due primarily to a loss of floor area -- by 2002. The ratio will remain the lowest in Downtown, however.

- With the exception of the Historic Core, all Downtown subareas substantially exceed, overall, the "requirement" of new development for a ratio of one (1.0) space per 1,000 square feet of floor area. By 2002, only the Commercial and Historic Cores will have dropped to or below this ratio.



1. The "parking ratio," as used here, is the number of parking spaces per 1,000 square of total net rentable commercial floor area. Other floor area measures will typically result in lower overall parking ratios than those shown in the figure.

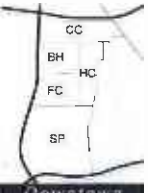
Parking Subsidies For Office Workers

- The amount of parking subsidy provided by Downtown office employers tends to be somewhat proportional to public parking prices.

- Financial Core employees receive the largest subsidies, followed by Bunker Hill employees.

- South Park office employees receive the smallest average parking subsidy, with Broadway-Spring employees receiving the next lowest subsidy.

- By any measure, the total amount of money spent by Downtown employers on parking is huge. For example, Downtown property owners have been assessed $130 million to finance approximately 10 percent of the capital cost of the Red Line's first segment. However, this total contribution, paid over ten years, is only about twice their expenditures for parking in a single year.



- The employee making over $50,000 a year receives an average subsidy of $1,215 a year, almost 37% more than the $888 average annual subsidy provided to workers earning less than $14,900 per year.

- Since parking subsidies are not taxable income, the higher income bracket employee receives proportionately more value than a low-income employee. (Subsidies to use transit, on the other hand, are taxable, thus diminishing their value to users.)

- Although the amount of the subsidy a high-income office worker receives is significantly higher than lower income workers, the proportion of employees receiving parking subsidies is relatively even for all income groups.

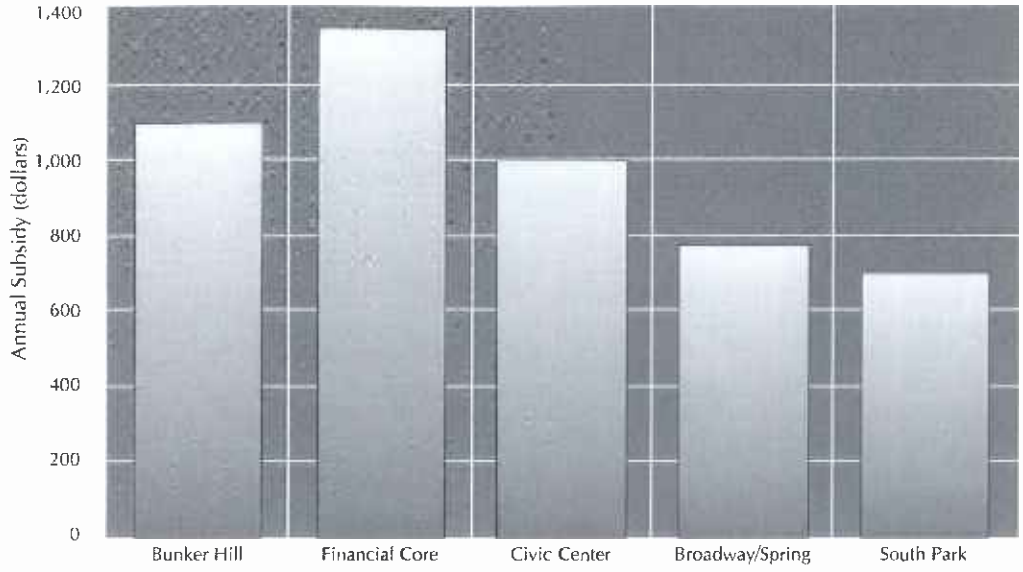


Figure 6-45
Average Annual Parking Subsidy per Driver by Area (1986)

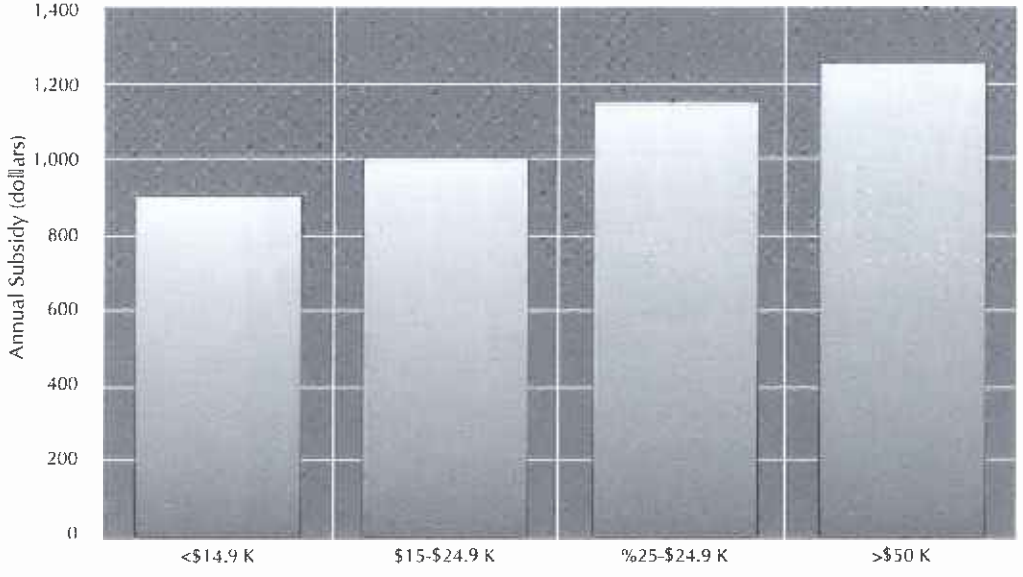


Figure 6-46
Average Annual Subsidy per Driver by Employee Income (1986)

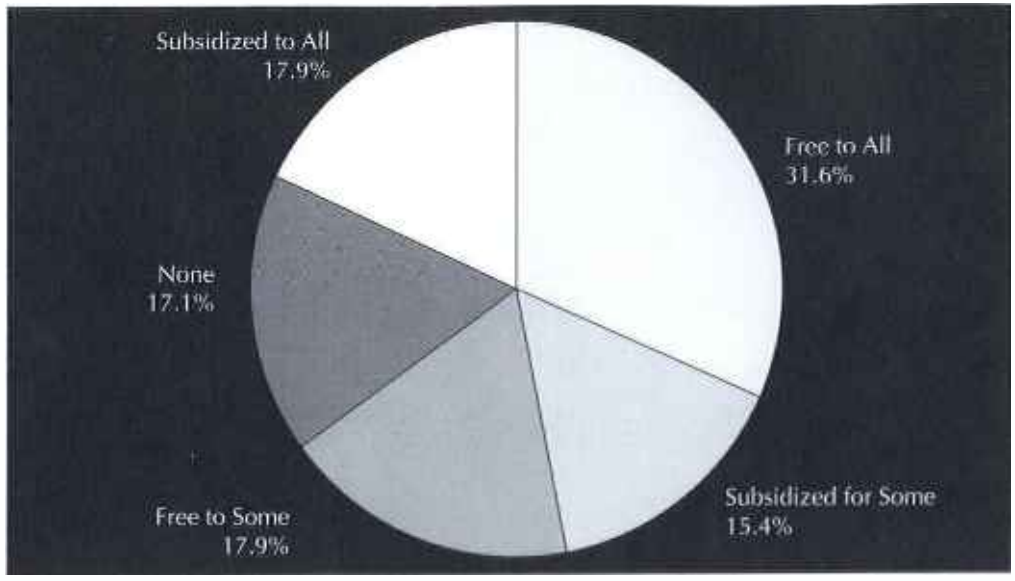


Figure 6-47
Parking Subsidies for Downtown Office Workers (1986)

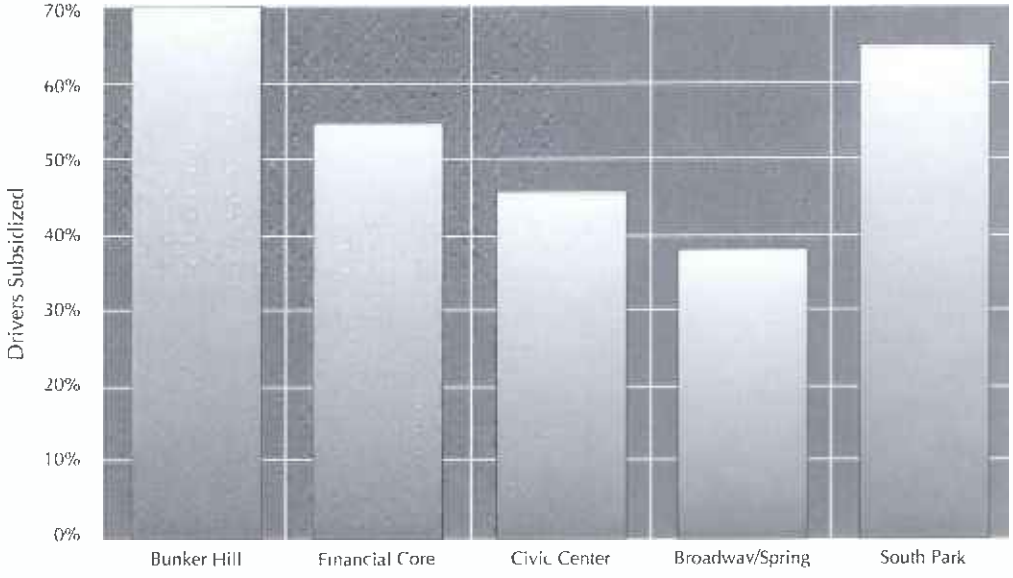


Figure 6-48
Percent of Office Employee Auto Drivers Receiving Subsidies by Area (1986)

- Although few Downtown employers provide transit or ride-sharing incentives, an estimated 83% of Downtown's office worker employers subsidized employee parking.

- 61% of Downtown's private sector office workers have subsidized parking, compared to 33% of the public sector office workers.

- About 41% of the commuters who drive alone have no out-of-pocket parking costs as a result of employer subsidies or reimbursements, while almost another 20% were paying (in 1986) one dollar or less a day to park.

- Only 19% of those who carpool or vanpool get their parking fully reimbursed.

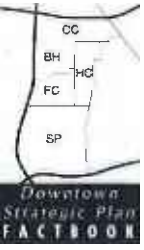
- Drivers to office destinations in Bunker Hill are the most frequently subsidized; subsidies are least frequently provided by office employers in the Broadway-Spring area.

- Office workers driving to work in South Park are almost as likely to be subsidized as those in Bunker Hill. Bunker Hill and South Park also have a higher proportion of drive-alone commuter than do the Financial Core, Civic Center or Broadway-Spring.

- Studies have shown that Bunker Hill employees are twice as sensitive to parking prices than Downtown office employees as a whole; changes in employer subsidies could have significant impacts on willingness to use transit and to rideshare.

Average Daily Parking Cost For Downtown Office Workers In 1986

- Those drivers paying a dollar or less a day to park constituted almost a fifth of Downtown's office workers in 1986.
- The second most prevalent daily rate reported paid in 1986 was between 5 and 6 dollars.
- The estimated average monthly parking costs paid in 1986 ranged from $84 in the Civic Center to $100 in Bunker Hill and $121 in the Financial Core.



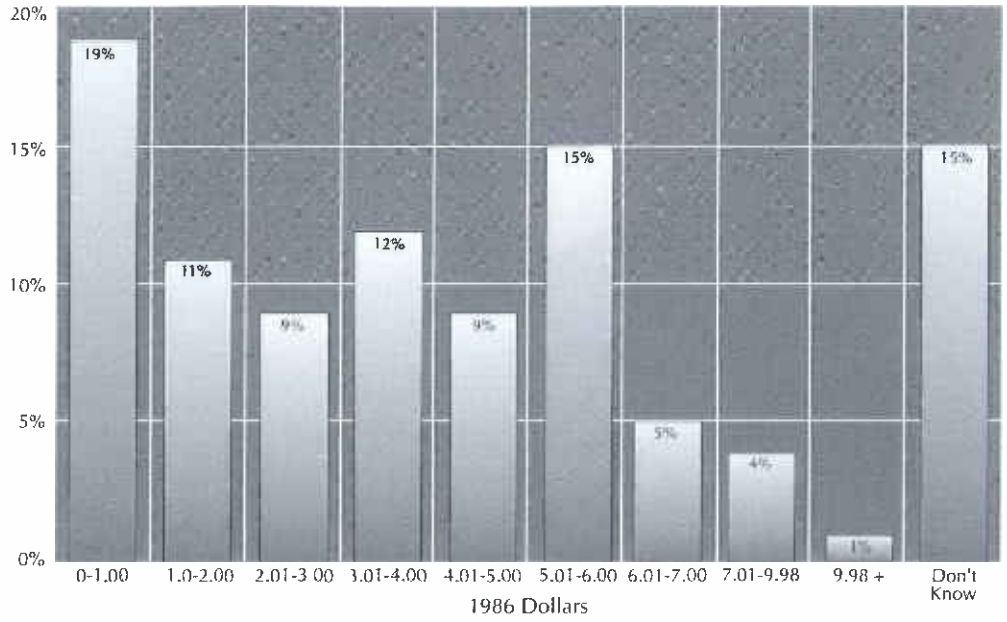


Figure 6-49
Average Daily Parking Costs for Downtown Office Workers in 1986

SOURCES AND REFERENCES

Sources and References


Downtown
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1. Introduction & Summary

CRA Planning Department	Department of Planning & Urban Design, CRA, 1990

Figure/Page	Source
Fig. 1-1 - 1-5	CRA Planning Department
Page 1.3	Photograph by Linda Salzman

2. Greater Downtown

1990 Census	
CRA Planning Department	Department of Planning & Urban Design, CRA, 1990 (illustrations by Shahryar Amiri unless otherwise noted)
CRA Transportation Section	Department of Planning & Urban Design, Transportation Section, CRA, 1990
CRA Urban Design Section	Department of Planning & Urban Design, Urban Design Section, CRA, 1990
DSPAC Density Report (4/90)	Inventory on Available Density in the Central Business District and Adjacent Area, Michael Popwell Associates, April 1990
LA City Planning	Department of City Planning, City of Los Angeles
LA County Rail Plan (10/89)	Los Angeles County Rail Transit Plan (map information by Los Angeles County Transportation Commission, October 1989)
Long Range Circulation Objectives (4/90)	Long Range Circulation/Access Objectives for the Los Angeles Greater Downtown Area (Ad Hoc Committee, April 17, 1990)
METREX Maps	METREX Maps, Bruster Pacific Corporation, Pasadena, California, 1990
SCRTD Planning	Planning Department, Southern California Rapid Transit District

Figure/Page	Source
Fig. 2-1	METREX Maps
Fig. 2-2	LA City Planning
Fig. 2-3	CRA Planning Department
Fig. 2-4	CRA Planning Department DSPAC Density Report (4/90)
Fig. 2-5	CRA Urban Design Section
Fig. 2-6	CRA Planning Department
Fig. 2-7	CRA Planning Department
Fig. 2-8	1990 Census LA City Planning
Fig. 2-9	1990 Census LA City Planning
Fig. 2-10	1990 Census LA City Planning
Fig. 2-11	CRA Transportation Section (from AAA maps)
Fig. 2-12	LA County Rail Plan (10/89)
Fig. 2-13	SCRTD Planning (Cartography Section)
Fig. 2-14	SCRTD Planning (Cartography Section)
Fig. 2-15	Long Range Circulation Objectives (4/90) CRA Transportation Section

3. Downtown Development

CRA Database	Central Business District/Bunker Hill Database, CRA, 1989-1990/Udewitz & Associates
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LA County Planning/SCAG	Los Angeles County Department of Regional Planning, 1987, as reported in Report on the Refinement of SCAG's Regional Growth Forecasts for the Los Angeles Central Business District, Cordoba Corporation and Popwell Associates, June, 1990
SCAG GMA-4 Forecast Refinement Los Angeles	SCAG GMA-4 Forecast, 1987, adjusted to 1990, as reported in Report on the Refinement of SCAG's Regional Growth Forecasts for the Central Business District, Cordoba Corporation and Michael Popwell Associates, June, 1990

Figure/Page	Source
Fig. 3-1	CRA Planning Department
Fig. 3-2	CRA Database CRA Planning Department CRA Density Inventory (4/90) DSPAC Density Report
Fig. 3-3	CRA Planning Department DSPAC Density Report (4/90)
Fig. 3-4	CRA Planning Department DSPAC Density Report (4/90)
Fig. 3-5	CRA Planning Department DSPAC Density Report (4/90)
Fig. 3-6	CRA Planning Department
Fig. 3-7	DSPAC Density Report (4/90)
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Fig. 3-24	ERA Market Analysis (12/89)

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Fig. 3-28	CRA Database CRA Planning Department
Fig. 3-29	CRA Database CRA Planning Department
Fig. 3-30	ERA Office Suhmarket Analysis
Fig. 3-31	ERA Office Submarket Analysis
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Fig. 3-36	CRA Planning Department
Fig. 3-37	CRA Planning Department
Fig. 3-38	CRA Planning Department
Fig. 3-39	CRA Planning Department SCAG GMA-4 Forecast Refinement
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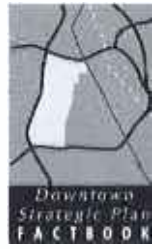

4. Downtown Built Environment

Archiplan/CRA	Spring Street Building Facade Study, Archiplan Associates prepared for CRA, 1980
CAL POLY-San Luis Obispo/CRA	7th Street Building Facade Study, California Polytechnic State University at San Luis Obispo prepared for CRA, c.1985
CAL State LA/CRA	7th Street Building Facade Study, California State University at Los Angeles prepared for CRA, c.1985
CRA Graphics	Department of Graphics, CRA
CRA Urban Design Section	Department of Planning & Urban Design, Urban Design Section, CRA (photos by Silja Tillner unless otherwise noted)
LA City Planning	Department of City Planning, City of Los Angeles
LA Conservancy	"Historic Resources in Context for the Central Business District Redevelopment Project Area", Los Angeles Conservancy, May 30, 1990
Lawrence Halprin	Lawrence Halprin, Landscape Architect, 1988
USC School of Architecture	Broadway Building Facade Study, School of Architecture, University of Southern California, c.1984

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Pages 4.3 & 4.23	Photos by Linda Salzman
Pages 4.13, 4.27 & 4.75	Photos by Chris Morland, CRA Graphics

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5. Downtown People

CRA Planning Department	Department of Planning & Urban Design, CRA, 1990 (illustrations by Shahryar Amiri unless otherwise noted)
HR&A Skid Row Study	The Changing Face of Misery: Los Angeles' Skid Row Area in Transition, Hamilton, Rabinowitz & Alschuler, Inc., July 1987
LA County Planning/SCAG	Los Angeles County Department of Regional Planning, 1987, as reported in Report on the Refinement of,SCAG's Regional Growth Forecasts for the Los Angeles Central Business District, Cordoba Corporation and Popwell Associates, June, 1990.
SCAG GMA-4 Forecast Refinement	SCAG GMA-4 Forecast, 1987, adjusted to 1990, as reported in Report on the Refinement of SCAG's Regional Growth Forecasts for the Los Angeles Central Business District, Cordoba Corporation and Michael Popwell Associates, June, 1990
Urban Decisions/ERA	Urban Decision Systems, 1989, as reported in Real Estate Market Analysis of Downtown Los Angeles, Economics Research Associates, December 1989

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6. Downtown Movement

1984 Travel Atlas	Travel Forecast Atlas: 1984 Base Model (SCAG, August 1985)
1987 LADOT Cordon Count	Downtown Los Angeles Cordon Count (Department of Transportation, City of Los Angeles, October, 1987)
1987 Traffic Volumes	Traffic Volumes 1987 (Department of Transportation City of Los Angeles, October, 1987)
1989 Traffic Volumes	1989 Traffic Volumes On California State Highway System (Department of Transportation, State of California, 1989)
APTA Handbook	Annual Handbook of the American Public Transit Association, 1989
Barton-Aschman Parking Study	How Much is Too Much? Parking in Downtown Los Angeles (Barton-Aschman Associates, Cambridge Systematics, Peat Marwick Mitchell for CRA-LA, July 1986)
Baseline Survey	Los Angeles Central Business District Employee Travel Baseline Survey (Barton-Aschman Associates, Inc., et al, for CRA-LA, April 1987)
Caltrans System Management Plan	System Management Plan, District 7 (Department of Transportation, State of California, December 1985)
Car Pool Article	"Congestion Fail to Drive Motorists to Car Pooling", Los Angeles Times (Sept. 17, 1990, p.1)
CBD Framework	Central Business District Core Area Development Framework (CRA-LA, 1987)
CBD Pedestrian Study (Barton-Aschman)	Los Angeles Central Business District Pedestrian Study (Barton-Aschman Associates, Inc. for CRA-LA,February, 1986)
CBD Transportation Study	Los Angeles CBD Transportation Study Final Report (for the Department of Transportation, City of Los Angeles by Schimpeler-Corradino Assoc., July 1984)
CRA Transportation Section	Department of Planning and Urban Design, Transportation Section, CRA (illustrations by Shahryar Amiri unless otherwise noted)
CCW Specific Plan	Central City West Transportation/Land Use Specific Plan: Transportation Concept and Alternative System Scenarios (Work Product #12B) for Meyer & Allen Associates by DKS Associates, April 11, 1989)
Downtown Roundtable Report	Downtown Los Angeles As We Know and Love It (Barton-Aschman Assoc. Inc. for Downtown Los Angeles Roundtable, April 1989)
DSPAC Transportation Status Report (10/90)	Status Assessment of Downtown Los Angeles Transportation Systems (Barton-Aschman Associates, et al, for the DSPAC, October 1990)
Freeway Guide	Guide to Los Angeles Area Freeway System (map by Automobile Club of Southern California, February 1990)
Green State Report	"Policy Before Planning: Solving California's Growth Problems", Sierra Club Green State of the State Report, 1991
Grwoth Assessment (LA Co. Public Works)	Impact Assessment of Population and Job Growth Trends on the Los Angeles County Transportation System (Los Angeles County Department of Public Works, April 1987)

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LA City Strategic Transportation	Strategic Actions for Improving Transportation in Actions Downtown Los Angeles (City of Los Angeles, April 1987)
LA County Rail Plan (10/89)	Los Angeles County Rail Transit Plan (map by Los Angeles County Transportation Commission, October 1989)
LA County Transportation	Los Angeles County Transportation Commission
LADOT Meter Planning	Parking Meter Planning and Administration, Department of Transportation, City of Los Angeles (June 29, 1990)
LADOT Transit	Transit Programs, Department of Transportation, City of Los Angeles
Long Range Circulation Objectives (4/90)	Long Range Circulation/Access Objectives for the Los Angeles Greater Downtown Area (Ad Hoc Committee, April 17, 1990)
Metro Rail Orange Line	Los Angeles Metro Orange Line Extensive Transitional Analysis Study: Patronage Analysis Technical Report for (LACTC by SCRTD, May 1990)
Metro Rail Study (CRA-LA 12/84)	Traffic Studies for CBD Metro Rail Station Areas (Barton-Aschman Associates Inc., for CRA-LA, November 1984)
Metropolis FEIR	Metropolis Mixed-Use Project Final EIR (additional traffic and report to the Hearing Examiner for ESA by Crain & Associates, May 25, 1990)
Parking Price Survey	Parking Price Survey, Downtown Los Angeles (for CRA-LA by Anil Verma Associates)
Parking Rate Study	Office Building Rate Survey: Los Angeles/Orange County Metropolitan Area (International Parking Design, Inc., Los Angeles: January 1991))
Parking Report (CRA-LA/LADOT 9/89)	Parking Report: Traffic Impact Zone (CRA-LA and Department of Transportation, City of Los Angeles, September 1989)
SCRTD Bus System	SCRTD Bus System (map by SCRTD Planning Department, March 1990)
SCRTD Planning	Planning Department, Southern California Rapid Transit District
SCRTD Short Range Transit Plan	Short Range Transit Plan: Guideway Plan [for] Fiscal Years 1991 through 1995 (Southern California Rapid Transit District)
SCRTD Transit Systems	Transit Systems Development Department, Southern Development California Rapid Transit District
Smith Parking Report	Los Angeles Central City Parking Study, Wilbur Smith and Associates for the Department of Transportation, City of Los Angeles, October 1981
UCLA Parking Study	The Effects of Employer Paid Parking in Downtown Los Angeles: A Study of Workers and their Employers (for SCAG by R.W. Willson and D.C. Shoup, Graduate School of Architecture and Urban Planning, UCLA)
Urban Space for Pedestrians	Urban Space for Pedestrians (Pushkarev and Zupan, Press MIT, 1975)

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