

28 JANUARY 2004

Los Angeles County Metropolitan Transportation Authority



EAST SIDE LIGHTRAIL COMMUNITY LINKAGES PROGRAM

CLUSTER A

Overall Summary Report

prepared by

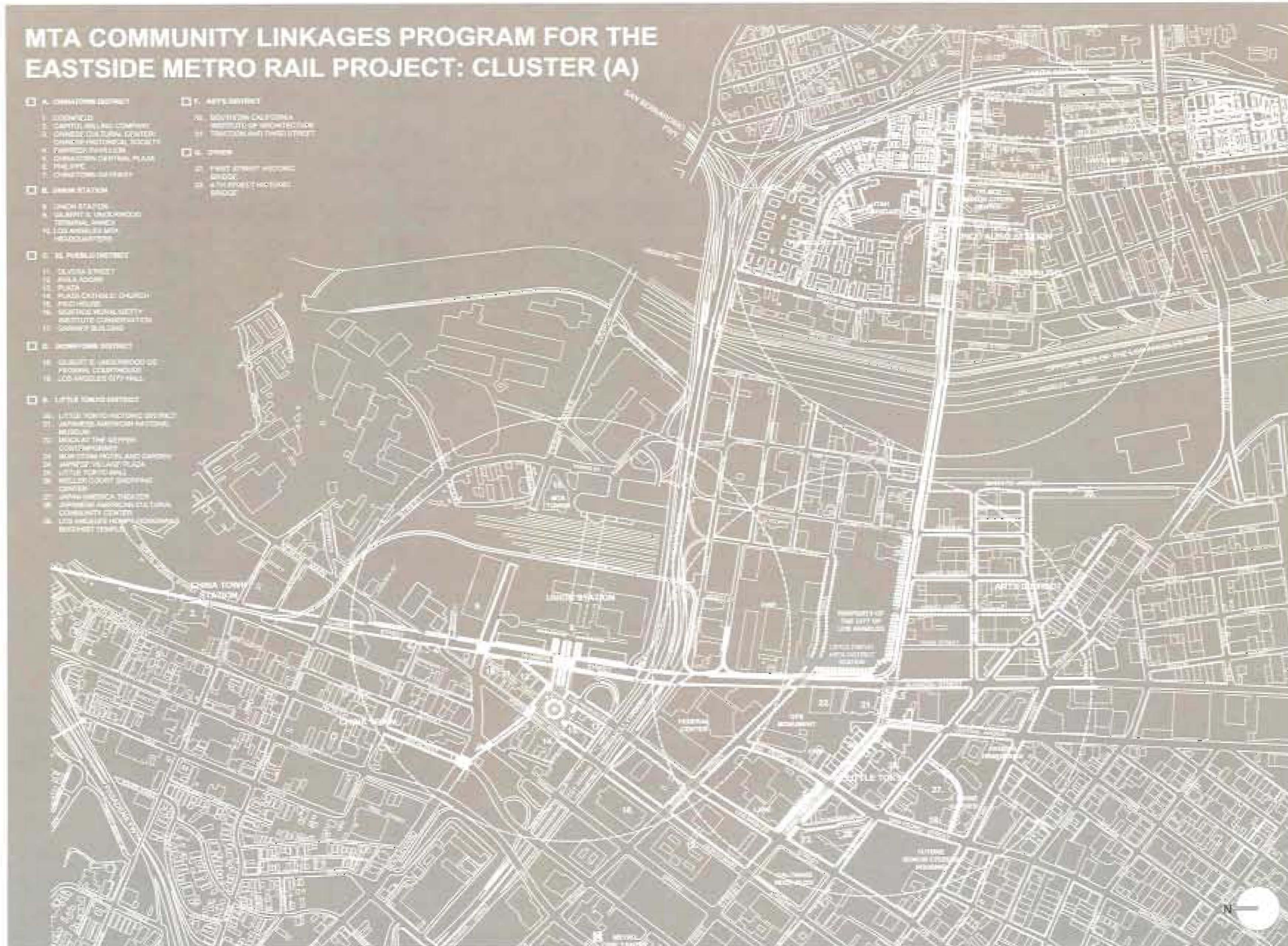
TED TOKIO TANAKA ARCHITECTS

in association with:

MURAKAWA COMMUNICATIONS
METCALFE ASSOCIATES
KAKU ASSOCIATES
THE SOLIS GROUP
MICHAEL R. KODAMA PLANNING
KOSMONT PARTNERS
AHBE & ASSOCIATES

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02 EXECUTIVE SUMMARY



This document represents a conceptual assessment of the current and future community linkages of the three communities within Cluster "A", and recommendations for optimal and creative urban planning solutions for the station areas. The recommendations are based on our studies and the input from the communities through our community outreach, including meetings with individual stakeholders, meeting with various community organizations, three RAC meetings and three Little Tokyo/Arts District community meetings.

The Ted Tokio Tanaka Architects (TTTA) Team's goals are to understand each community's needs and to create safe, attractive pedestrian and public spaces between the station and key destination places, as well as creating urban design concepts that will provide the corresponding cultural representation of each community. The TTTA Team believes that in order to create a successful public space, we need to think of urban design concepts which will provide a memorable sense of place and focus of community identity.

The TTTA Team completed the survey of existing conditions, including photo-surveys throughout each station site area, review of relevant existing planning documents, survey of existing public transportation routes, consultation with LADOT, conducting brain storm session among team members, and studies of existing urban design projects in the downtown area, especially projects adjacent to each station site.

Through the community meetings we were able to show prototype examples of successful pedestrian and public spaces around the globe, present our findings of the existing condition of the community's physical environment, present possible enhancement ideas, and obtain input from the community members and stakeholders attending the meetings. We found that the major concerns of the communities in relation to the Community Linkages Project were traffic, parking, vandalism, and public safety. The community will support our conceptual design schemes presented in this Report as long as their concerns are mitigated and they will be able to participate in the development of the design when the project is funded.

Our primary design concept is to create a Cultural Walk through the Linkages Project. We want to highlight notable people and places throughout the history of each community by integrating their names into the enhancement of the physical environment between each station and the local destination places. The neighborhoods surrounding the three station areas each have a rich cultural history, El Pueblo and Chinatown at Union Station, Japanese Americans and Artists at Little Tokyo/Arts District, and the Latino community in the Pico Aliso Station area.

The overall concept of the Community Linkages project is to provide attractive information within the built environment, which enables people to learn about the cultural history of the local community as they walk through it.

Union Station needs a major enhancement of the area surrounding the beautiful architecture of the station. The enhancement needs to start immediately coming out of the Union Station entrance. This is the place to provide major pedestrian connection between Union Station and El Pueblo, beautify Alameda Street with wider sidewalks along the frontage of the Station property and beyond, connecting the future California Endowment Headquarters and Chinatown to the north and Little Tokyo to the south, creating a Cultural Corridor. TTTA has proposed provision for an attractive transit center for bus stops and way finding systems so that the visitor can find their way to their destination coming and going to Union Station.

Safety and security is the major issue at the community surrounding the Pico Aliso Station. The Station at First Street and Utah will serve people from two large housing developments, Aliso Village and Pico Aliso housing. The enhancement of First Street should include areas beyond the scope of Station design including the mitigation of the rail entrance at the tunnel portal. And the enhancement of the streets linking the Pico Aliso Station to the housing project to the north and south will be critical for the riders of the Gold Line. There has been an enhancement of pedestrian circulation and sidewalks completed between the station area and the Pico Aliso housing in last few years but additional enhancement is needed to provide sufficient pedestrian lighting and

wayfinding systems throughout the north and south side neighborhoods.

The Little Tokyo/Arts District Station will provide a great opportunity for the Little Tokyo business community. The Station will become one of the most highly used stops for the Gold Line riders arriving and departing downtown. The Station will generate great numbers of pedestrian who will be walking through Little Tokyo to Civic Center Federal, State, County, and City offices, Disney Hall, Cal Trans, Times Mirror, etc. The First Street corridor from Vignes Street to Disney Hall at Grand Avenue can become one of the major pedestrian streets in downtown. For Little Tokyo the enhancement of First Street between Alameda to Los Angeles Streets, including the Little Tokyo historical block, will have a most significant impact for the community and pedestrian flows coming to and from the Station. Our proposal for this segment of First Street includes provision for the Cultural Walk and symbolic gateway structures, as well as a public parking structure, widening of the sidewalks, landscape, signage, lighting, and streetscape furnishing and fixtures. Our goal for the historic block of First Street in Little Tokyo is to create a focus of sense of place, cultural identity, and sense of welcome and arrival for visitors.

More than 3000 artists live in the Arts District, east of Alameda Street. The addition of Southern California Institute of Architecture in the community has en-

hanced the visibility of the creative community. Our vision for the area is to create a pedestrian oriented neighborhood providing wider sidewalks, landscape, lighting, and signage and creating an arts-oriented, historic Cultural Walk. The TTTA proposal also includes providing more public parking by converting Second and Third Streets into one-way streets and providing angular parking on both sides of the streets. Creating safe and attractive public space with additional convenient public parking should encourage others to bring in more galleries and shops in the neighborhood. This community has a great potential for becoming "LA's Old Town Arts District", a major, historic destination place.

The proposal for a development of Los Angeles Police Headquarters Complex at the northeast corner of First Street and Alameda Street occurred during the Community Linkages project consulting assignment. Implementation of such a proposal would profoundly change the character of the neighborhood. The Little Tokyo and the Arts Communities were greatly opposed to the proposal. Our recommendation for any development on the city-owned site is to create a people-friendly transit plaza with pedestrian and public space and ample landscaped/streetscaped setbacks along Alameda Street and First Street. The First Street enhancement east of Alameda Street needs to provide direct pedestrian linkage on the north side in order

to integrate and connect the center of Little Tokyo with the area around the Homba Hongwanji Buddhist Temple. This connective linkage will also create a safe and attractive pedestrian space for access to the Arts Community, both north and south of First Street. The Little Tokyo/Arts District Station adjacent to the development property offers a good opportunity to incorporate a transit-oriented project. As of today, status of the Police Headquarters project is unknown. The community participation on the future of this project has been great and their voices have been heard. We would recommend close collaboration between the TTTA Team and the Police Headquarters design team in the development of the project.

Over the near to mid-term future, start-up of the Eastside Gold Line and the Cluster "A" Stations will represent one of the most dramatic examples of Transit Oriented Development (TOD) and "smart growth" urban planning in the nation. The TTTA Team vision of the future Cluster "A" TOD urban environment includes the enlightened public policy of intensification of transit-based, mixed-use housing, commercial, civic and cultural development combined with extensive historic preservation. Such new projects, as well as expanded redevelopment improvements, will have been implemented concurrently with the Cultural Walk elements delineated in this Community Linkages Program. The geographic location of the Gold Line Cluster "A" Station areas constitute the historic cultural

and geographic heart of the Los Angeles Metropolitan Area and the greater urbanized Southern California region. As such, the Union Station Gateway/El Pueblo TOD, the Little Tokyo/Arts District TOD, and the Los Angeles River/Pico Aliso and Boyle Heights TOD, will ultimately exemplify the highest aspirations of civic pride and central focus of regional place-making and urban identity for Los Angeles.

The Union Station Gateway/El Pueblo TOD includes the proposed Angels Walk Plaza Bridge above the Hollywood 101 Freeway to provide direct pedestrian linkage between Los Angeles Civic Center and the historic Garnier Block, El Pueblo and La Placita, the Old Plaza and Olvera Street. By 2005, more than 100,000 daily rail transit passengers will flow through the Alameda North District into Civic Center and Downtown. And by 2006, another 6000 or more residential units will have been added to downtown's housing base. Well before 2010, the historic Union Station Gateway/El Pueblo TOD complex will provide one of the largest high-intensity urban activity centers and multi-modal urban and regional transportation interchanges in the world.

The Little Tokyo/Arts District Station TOD will also be a major north-east point of arrival/departure and portal into Downtown during weekday peak periods, as well as weekends and evenings. Following completion of the major parking (Intercept) structures, located at the east-end of the Gold Line (Cluster "C";

Atlantic Boulevard & Third Street, L.A. County Civic Center, and the Maravilla Station sites), large numbers of west-bound Pomona 60 Freeway vehicles are intercepted and incentivized, to park and ride the Gold Line into Downtown each day. Thus, thousands of transit users flow through the historic (Little Tokyo Old Town) First Street segment of the Cultural Walk west of Alameda, during the peak periods each day. The urban design and streetscape enhancements, the strategically located Art (pocket) Parks, greatly increased artist & resident population, and other improvements in the Little Tokyo/Arts District, have resulted in Community Linkages and way-finding features that are an added, remarkable set of attractions for people, visitors and residents alike, throughout the TOD.

The Pico Aliso Station is a Neighborhood Station located two-thirds of a mile east across the historic First Street bridge over the Los Angeles River. Over the next decade it is anticipated that the concrete-lined river will be converted to green parklands, with a regional bike path and numerous public amenities. The river parks are planned by FOLAR, Friends of the Los Angeles River and a coalition California State and not-for-profit agencies, to extend from the San Fernando Valley south to the City of Long Beach. The Pico Aliso Station and Cultural Walk elements of the Community Linkages Program, serve to link and unify local pedestrian accessibility among a balanced mix of re-

vitalized neighborhoods, local shops and community service centers, schools, including a new charter school, seniors housing, an expanded local Pecan Park with a new recreation center and pool, and other improvements. The revitalized and redeveloped residential neighborhoods include Pueblo del Sol, with 470 units in a mix of rental and for-sale housing and townhomes, developed in a \$103 million public/private partnership among the Housing Authority of the City of Los Angeles with a consortium of private affordable housing developers and the Los Angeles Unified School District.

Our findings confirm that these three station areas offer rich cultural history with a significant number of notable landmarks and destination places to create a successful Cultural Walk from each of the Cluster "A" stations.

In conclusion, we appreciate the participation of the many business and community leaders and stakeholders, the MTA Project Management and our consultant team members who have participated in this process. We appreciate this opportunity to take part in making this important part of our city into an ultimately, more livable City of Los Angeles. It has been a most rewarding experience.

03 ACKNOWLEDGEMENTS

We would like to extend a special thanks to the staff at Los Angeles Metropolitan Transportation Authority, the stakeholders of the three station areas, and the community workshop participants who took the time to meet with us to share ideas and address the issues. The strength of our work depends on our understanding through many discussions with these people, and their participation is invaluable towards this end.

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Paul James	Arts District
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04

EXAMPLES OF PUBLIC SPACES



01. Downtown Tokyo



02. Kuala Lumpur, Malaysia



03. Ginza District, Tokyo



04. Asakusa District, Tokyo

05. Ginza District, "pedestrians heaven"



06. Ginza District, Tokyo

Great Public Spaces include GREAT STREETS,

which attract great crowds of people to the heart of the city...

In cities around the world, GREAT PUBLIC SPACES include "Great Streets"... where wide public rights of way will accommodate large throngs of pedestrians in celebration of the PUBLIC REALM...

thus, providing festive urban places for people to gather and enjoy life in the city...



01. Tokyo



02. Shibuya District, Tokyo

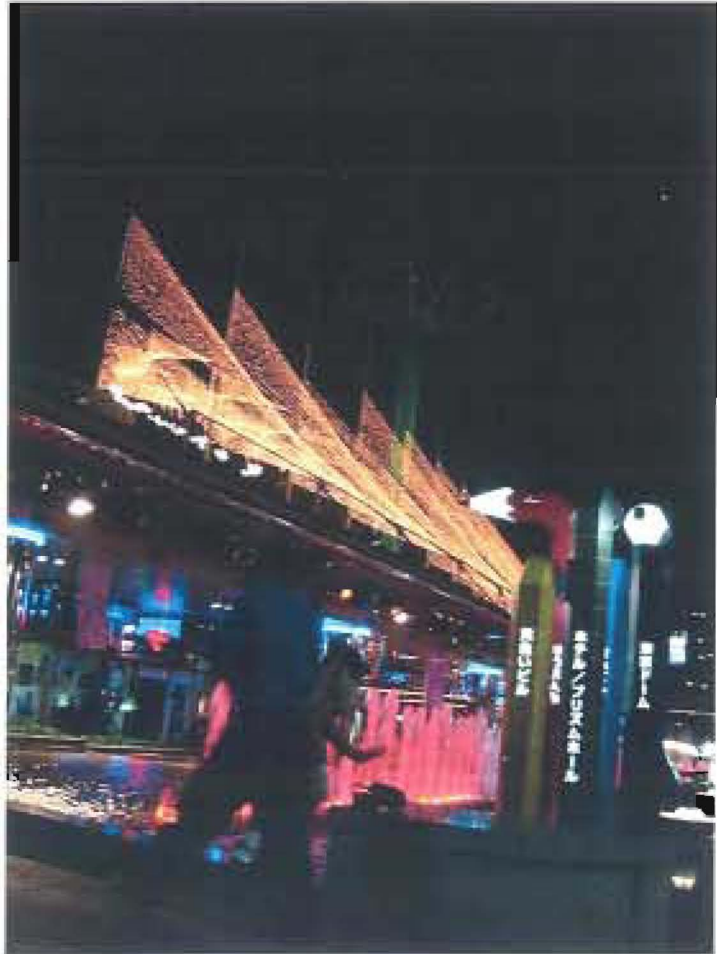


03. Downtown Tokyo



04. Tokyo

05. Tokyo at night



Concentrated public spaces provide for more crowded pedestrian activity and “animated” street scenes of urban vitality...

Such concentrated pedestrian traffic benefits retail shops and local business activity with maximum exposure and accessibility...

Illumination, signage, and public information add dramatic dimension to the existing vitality and attraction of the city at night.

06. Akihabara District, Tokyo



07. Shinjuku District, Tokyo



08. Shibuya District, Tokyo





01. Zakyoji Park, Tokyo



02. Cherry Blossom, Tokyo

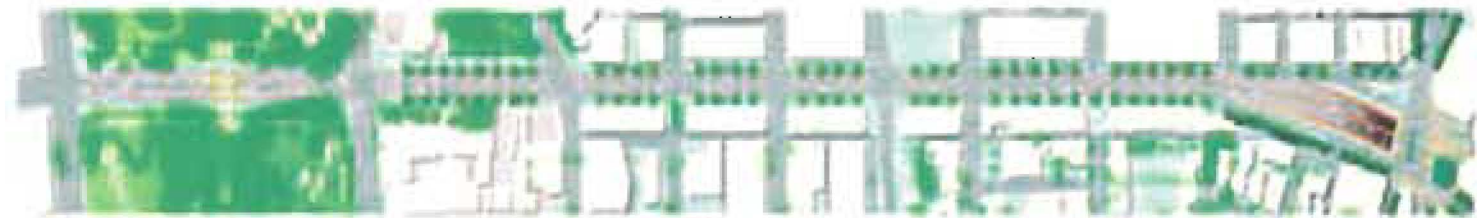


03. Cherry Blossom, Tokyo



04. Willow Tree, Tokyo

Great Streets have always included pedestrian amenities with attractive streetscape and great Street Trees, which enhance the public realm by giving the vehicular street human scale, providing shade and creating a unified character.



05. Sydney Street Rendering



06. Sydney Street Rendering
08. Sydney Street Perspective

07. Zakyoji tree during winter, Tokyo



09. Ginkgo Tree, Tokyo



10. Milan, Italy





01. Champs Elysees, Paris, France



02. Pedestrian concourse along Champs Elysees, Paris, France



03. Street walk along Champs Elysees, Paris, France



04. Street vendors along Champs Elysees, Paris, France

05. Avenida Espanola, Spain

In great cities throughout the world, Great Streets include and feature the “grand pedestrian concourse” as an essential, communal urban experience while providing convenient and attractive access to shopping, dining, entertainment, hotels, offices, residences, cultural and other important destinations and activities...



06. Avenida Espanola, Madrid, Spain



07. Avenida Espanola, Madrid, Spain



08. Avenida Espanola, Madrid, Spain



Great Streets feature a rich diversity of streetscape amenities, furnishing, fixtures, finishes and ambience...



01. Lisbon, Portugal



02. Basel, Switzerland



03. Basel, Switzerland

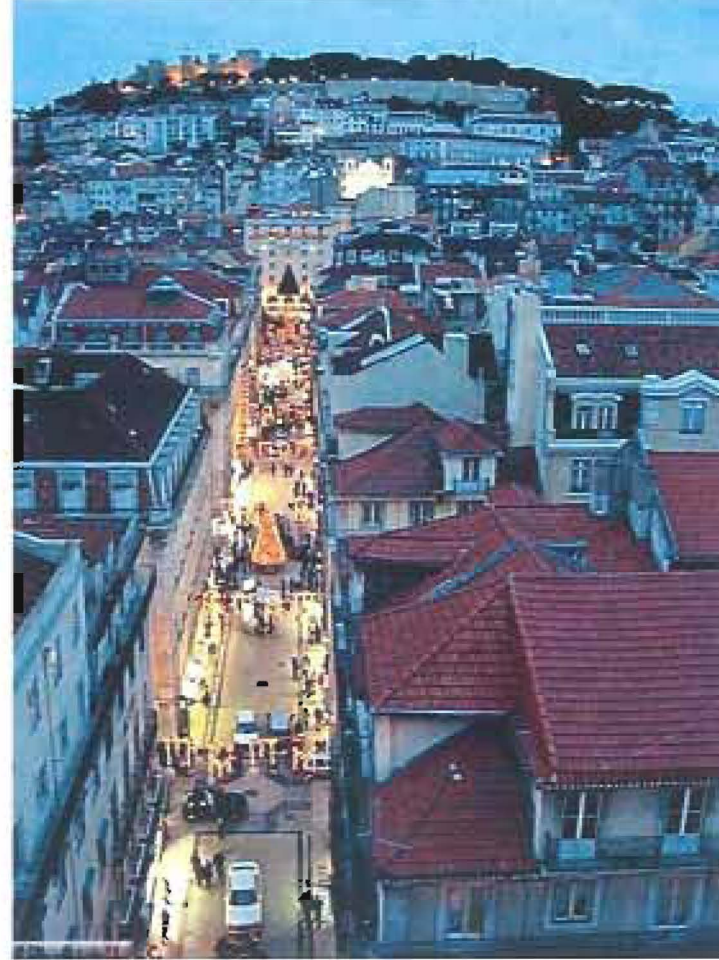


04. Holland

05. Lisbon, Portugal



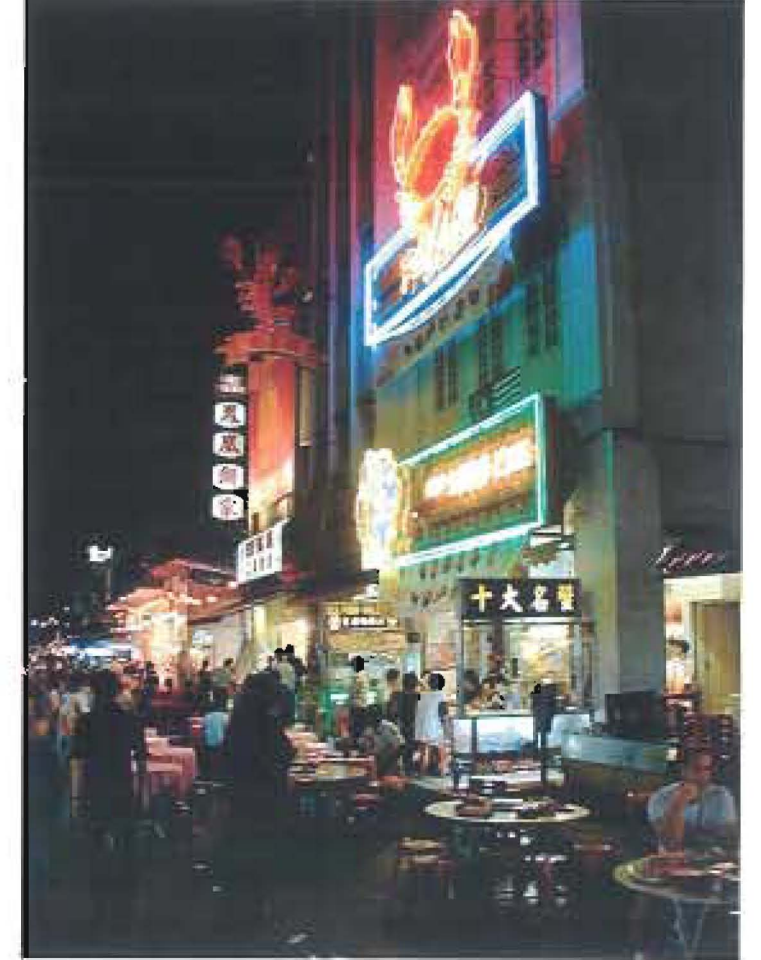
06. Lisbon, Portugal



07. Koenigsplatz, Düsseldorf, Germany



08. Kuala Lumpur, Malaysia

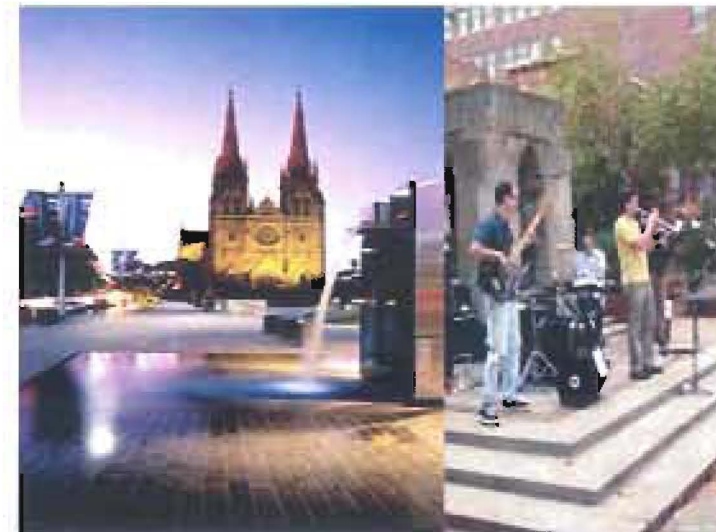




01. Paddington Market, Sydney, Australia



02. Street festival in the U.S.



03. Street art in the U.S.



04. Street artist, Tokyo, Japan



05. Street markets in Kuala Lumpur, Malaysia



06. Street artist in Copenhagen, Denmark

Great Public Spaces provide the venues for festivals, fairs, and related cultural events, further celebrating the public realm, while demonstrating the critical importance of the urban “sense of place”...



07. Street art in the U.S.



08. Kyoto Festival, Kyoto, Japan



01. Phoenix, AZ



02. Phoenix, AZ



03. Dallas, Texas



04. San Jose, California

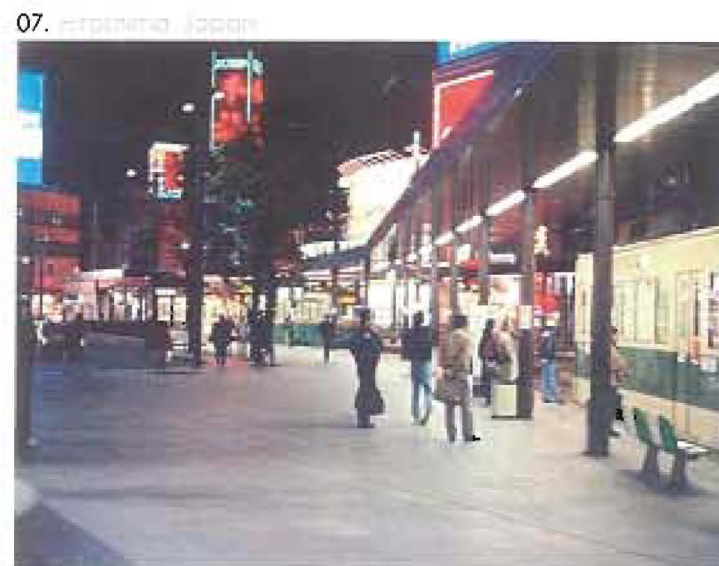
Light Rail Transit (LRT) systems provide public spaces & plazas in conjunction with stations. Station site areas can be planned and designed to create Transit Oriented Development (TOD) which enhances city livability and economic sustainability... More tightly clustered mixed uses may include transit-based housing, live/work housing, convenience retail, business & employment centers, civic uses, and pedestrian-friendly public plazas and community linkages. Such land uses help reduce auto dependence and increase transit ridership, which generates a greater return on the public transportation capital investment...



05. Phoenix, AZ



06. Denver, Colorado



07. Phoenix, AZ



08. San Jose, California



01. West garden Sydney Australia



02. Street chess Sydney Australia



03. Information kiosk Sydney Australia



04. Information kiosk & busshelter by Zaha Hadid



05. Sculpture Sydney Australia

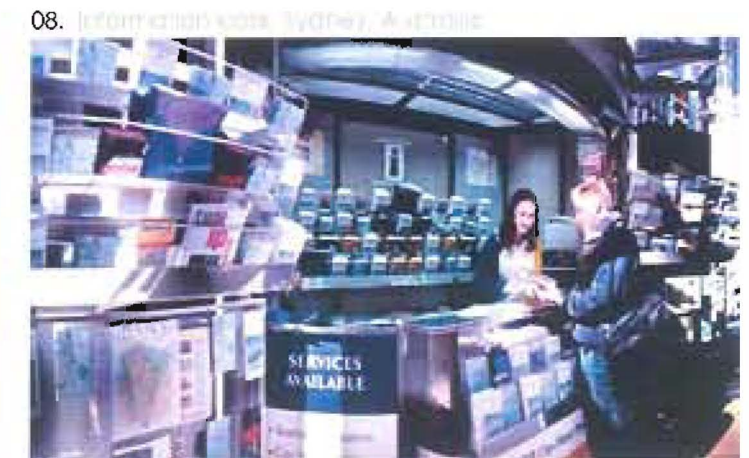


06. Street vendor & kiosk Sydney Australia

Streetscape elements can provide a diversity of public art, place-making features, attractions, services, and public amenities within the TOD environment... Public information systems provide convenient local access and way-finding for visitors as well as state-of-the-art communications technology...



07. Information kiosk Sydney Australia



08. Information kiosk Sydney Australia



01. Solar canopy at Hollywood Park
05. Sun wall U.E. Dept. of Energy



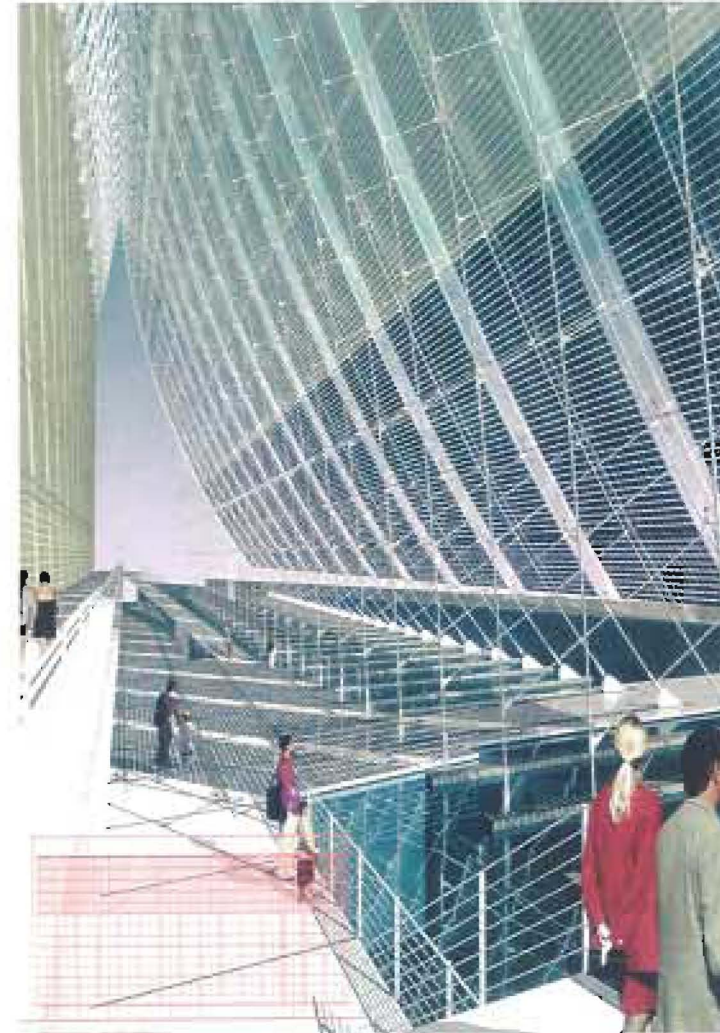
02. Solar panels at Convention Center
06. Sun wall U.E. Dept. of Energy



03. Solar panels at LADWP Headquarters



04. Solar panels at Woodbury University in Los Angeles



The Los Angeles Metropolitan Region is uniquely well-suited to develop advanced technologies for future cost-efficient public utilities and energy resources...

solar cell arrays are just one example...

Located in conjunction with appropriate public urban settings, such well designed examples as shown here, will provide dramatic architectural works of public art as sculptural landmarks... Appropriately positioned large-scale public art contributes to way-finding by providing a landmark, as well as creating a memorable icon and place-making feature within the local urban environment...

TOD (Transit Oriented Development) includes pedestrian-friendly streetscape improvements & amenities to enhance city livability, safety, and convenience...



01. Crosswalk, Santa Monica



02. Side walk, Long Beach



03. Sidewalk, Long Beach



04. MTA Greenline Station, Long Beach

05. MTA Bus shelter, Santa Monica



06. Widened side-walk, Santa Monica



07. Fountain, Santa Monica



08. Pavement artwork, Santa Monica



Local Urban Design Programs create pedestrian-friendly streetscape improvements & amenities to enhance city livability, safety, and convenience...



01. Sidewalk cafe, West Hollywood



02. Widened sidewalk, West Hollywood

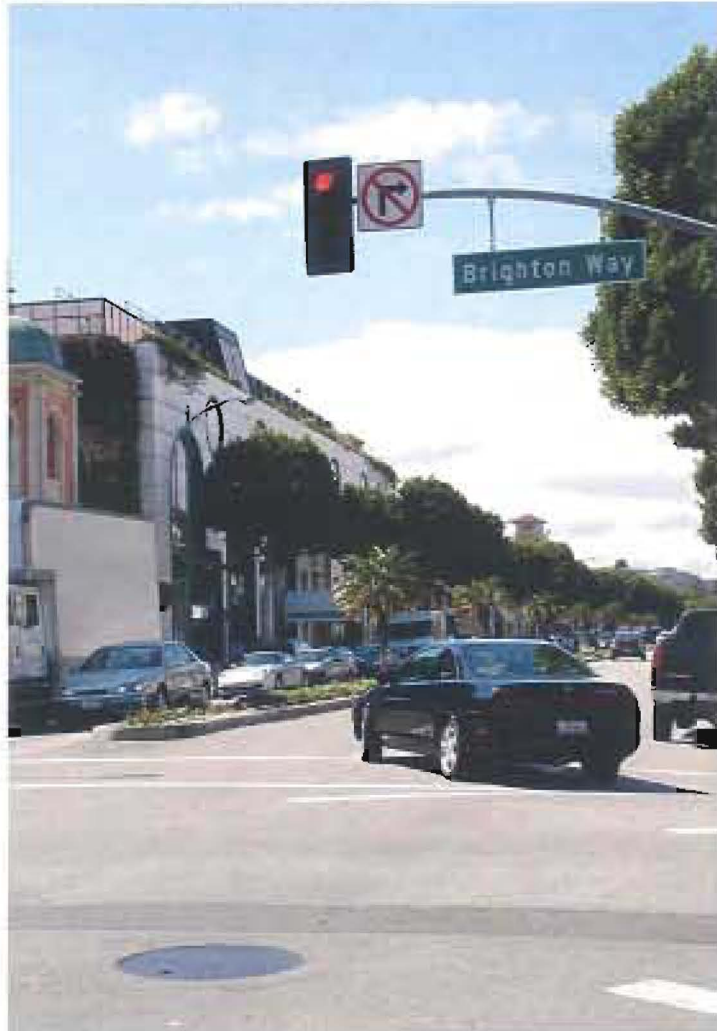


03. Sidewalk landscape, West Hollywood



04. Sidewalk paving, West Hollywood

05. Median landscape, Beverly Hills



06. Crosswalk landscape, Beverly Hills



07. Crosswalk landscape, Beverly Hills



08. Information kiosk, Beverly Hills



Creative community development fosters pedestrian-friendly streetscape improvements & amenities to enhance city livability, safety, and convenience...



01. Larchmont Street, Los Angeles



02. Farmers Market, Los Angeles



03. Information map, Farmers Market, Los Angeles



04. Furniture & Fountain, The Grove, Los Angeles



05. Sidewalk cafe & angled parking, Larchmont, Los Angeles



06. Sidewalk cafe, Larchmont, Los Angeles



05. The Grove, Los Angeles



06. Trail, The Grove, Los Angeles

Creative community development fosters pedestrian-friendly streetscape improvements & amenities to enhance city livability, safety, and convenience...



01. Sidewalk, Culver City, Los Angeles



02. Sidewalk cafe, Culver City, Los Angeles



03. Sidewalk mural, Westwood



04. Westwood

05. Sidewalk furniture, Culver City, Los Angeles

06. Sidewalk landscape, Culver City, Los Angeles

07. Sidewalk landscape, Westwood

08. Street paving, Westwood



Community redevelopment, economic revitalization, and adaptive re-use of older areas include pedestrian-friendly streetscape improvements & amenities...



01. Old Town Pasadena



02. Old Town Pasadena



03. Downtown Glendale



04. Downtown Glendale



05. Downtown Pasadena



06. Old Town Pasadena



07. Downtown Glendale



08. Downtown Glendale



01. Third Street Promenade, Santa Monica
03. Third Street Promenade in the 70s, Santa Monica

GREAT STREETS and successful **Public Spaces** are the result of creative urban design & vision in partnership with creative public agencies and community leadership...

The most successful **Public Spaces** include memorable icons and pedestrian-friendly place-making, which serve to celebrate our investment in the quality of our shared urban **PUBLIC REALM**.



04. Third Street Promenade, Santa Monica, 2003

05. Third Street Promenade, Santa Monica, 2003



02. Century Boulevard, Los Angeles International Airport, 2003

06. LAX Gateway, Los Angeles International Airport, 2003



05 COMMUNITY OUTREACH EFFORTS AND INPUT

Introduction

The community outreach program for the MTA Community Linkages Program for the Eastside Metro Rail Cluster A project was led by Murakawa Communications (MC), supported by the Solis Group and Michael R. Kodama Planning to provide an overall inclusive representation of the stakeholders of the three station areas. The program was implemented with the project oversight of Ted T. Tanaka Architects (TTTA) and MTA staff.

Purpose

The purpose of the community outreach program was to create a public participation program that included community and public input.

The objectives of the program were:

1. To inform stakeholders about the project
2. To obtain input from stakeholders regarding project recommendations

Key Issues for Community Outreach Program

At the start of the project, some key issues that were acknowledged as the outreach program was implemented included:

- The need to remain sensitive to budgetary constraints of the MTA and develop a flexible yet effective public outreach program.
- Many stakeholders in the study area have participated in numerous public outreach programs with various pub-

lic agencies including the MTA, are members or former members of the MTA Review Advisory Committee (RAC) for the Eastside Metro Rail project and many have already been participating in this project. They are sophisticated, knowledgeable, educated and, for the most part, are experienced in participating in the transportation planning process with the MTA. These stakeholders are an important resource and have the capacity to provide valuable input.

- Information must be clearly communicated to key decision-makers and stakeholders to facilitate ongoing dialogue.
- The public involvement process must produce comments that will be useful for MTA staff and project team members for use in developing the theme, alternatives, analysis and recommendations.

Approach

1. Expand database of stakeholders by station

MC developed the stakeholder list for the outreach program for this project to ensure that the MTA had as broad a reach of key stakeholders as possible for station areas.

2. Conduct one-on-one interviews with key stakeholders and stakeholder groups

Prior to the first meeting with the RAC and other community meetings, MC conducted a series of one-on-one interviews with key stakeholders in each station area to help facilitate the planning process for the duration of the project.

These stakeholders included:

- Joel Bloom, Los Angeles River Artist and Business Association (LARABA)
- Tim Keating, LARABA
- Robert D. Volk, Little Tokyo Community Advisory Committee
- Nancy Araki and Irene Hirano, Japanese American National Museum
- Joanne Kumamoto, Little Tokyo Business Association
- Frances Hashimoto, Little Tokyo Business Association
- Howard Nishimura, Little Tokyo Community Council
- Tom Kamei, Japanese Chamber of Commerce
- Randy Murphy, Museum of Contemporary Art
- Bill Watanabe, Lisa Sugino and staff, Little Tokyo Service Center
- Brian Kito, Little Tokyo Public Safety Association
- Bruce Kaji, Japanese American National Museum, former property owner and LARABA board member
- Richard Muerilo, property owner

- Tara Devine, Mayor's Office of Economic Development – L.A. Housing and Business Team
- Tom Gilmore, property owner and developer of St. Vibiana's (new site for Little Tokyo Library)
- Kim Paperin, Trammel Crow Residential
- Cora Mirikitani and Chris Aihara, Japanese American Cultural and Community Center
- Kats Kunitsugu, Little Tokyo/Japanese American community leader, former member of the JACCC staff
- Michael Maltzan, Architect for Central Avenue Art Park
- Eric Moss, Dean, Sci-Arc Residents, Casa Heiwa
- Joseph Coria, White Memorial Medical Center, RAC member
- Juaquin Castellanos, Boyle Heights Neighborhood Council
- Ralph Carmona, Boyle Heights Chamber of Commerce
- George Nusan, Centro Maravilla Service Center
- Yolanda Montellano, Salesian Youth and Family Center



3. Coordinate public meetings/workshops with key stakeholder groups/Develop collateral material

For the different communities surrounding the stations, the outreach was handled differently. Outreach for Union Station and the Pico/Aliso Station was handled using the RAC structure. For the Little Tokyo/Arts District Station, however, TTTA coordinated three community meetings.

Union Station and Pico/Aliso Station

TTTA made two presentations to the RAC about these stations. The first presentation was designed to show participants examples of international, national and local effectively designed and successful pedestrian spaces to generate ideas of what could be implemented in the community linkages project for these two station areas. Immediately following was a presentation to illustrate existing conditions and opportunities for design improvements to better connect the stations with their surrounding communities.

Little Tokyo/Arts District Station

Three community meetings were held in Little Tokyo to solicit feedback about design concepts as well. The first community meeting focused on presenting examples of international, national and local effectively designed and successful pedestrian spaces to generate ideas of what could be implemented in the community linkages project for the Little Tokyo/Arts District Station. Next, a presentation was made to illustrate existing conditions and opportunities for design improvements to better connect the

station with their surrounding communities. After the presentations, participants were asked to break out into small groups and meet with a project team member and brainstorm for ideas to create a "wish list" for the consultant team to use for the preliminary design concept.

The second community meeting focused on presenting the preliminary designs and to receive community input and the third meeting focused on presenting the final general design concepts.

01. Community Meeting Flyer Examples (English Version)

MTA invites you to join a community discussion on the MTA Community Linkages Program for the Eastside Metro Rail Project. **Little Tokyo/Arts District Station**

Presented by METROPOLITAN TRANSPORTATION AUTHORITY

In cooperation with TED TOKIO TANAKA ARCHITECTS, JAHAMANA CONSULTING, RICHARD B. KOSAKI PLANNING, THE ARCHITECTS OF JAPAN ASSOCIATION, and METROLINK ASSOCIATES

DATE: Monday, May 11, 2009
TIME: 4:00 p.m. to 8:00 p.m.
LOCATION: Japanese American Cultural and Community Center, 244 S. San Pedro Street, 2nd floor Conference Room, Little Tokyo
PUBLIC TRANSPORTATION: OASH Route A www.todotransit.com, MTA lines 16, 20, 21, 40, 42, 88, 91, 340 & 442 www.mta.net

For more information, please call Hiro Murakawa at 310.379.2036 or Hiroaki@taai.com

02. Community Meeting Flyer Examples (Japanese Version)

MTA 東部路線 コミュニティ・リンクージ プログラム

Little Tokyo/Arts District 駅
新しい駅から始まる周辺地域の開発可能性を話し合う
皆さんと共にアイデアを考へるワークショップ
駅前でもめたアイデアをもとにした
デザインの案と意見を募集

DATE: 2009年5月11日(月) 開催日
TIME: 午後4時～8時
場所: 日本文化会館 244 S. San Pedro Street
2nd floor Conference Room Little Tokyo
交通機関: OASH 16, 20, 21, 40, 42, 88, 91, 340 & 442
www.mta.net

詳細は、310.379.2036 内線 100, 210, www.todotransit.com へお問い合わせください



MTA Community Meeting Summary

Name of Event MTA Community Meeting
Community Little Tokyo/Arts District
Date / Time Monday, May 19, 2003
Location JACCC, Little Tokyo

Summary

The meeting was opened with remarks by Robin Blair, project manager for the MTA. He introduced the project team members and Diego Cardoso, director who oversees the MTA staff managing this project.

Ted Tanaka, architect for the project, described the Community Linkages project and made a slide presentation reflecting international, national and local examples of well-designed, effective and beautiful pedestrian spaces to demonstrate what potential opportunities exist for the Little Tokyo and Arts District communities.

Next, Ted showed examples of the existing conditions in Little Tokyo and the Arts District to demonstrate areas that could be improved.

After the two presentations, the group was divided into four groups to brainstorm for design ideas for consideration into the Community Linkages design.

Comments from the groups:

- Trees lining major streets
- Gateway concept at entrances to Little Tokyo and the Arts District
- *Tori* gate design for gateway
- Hard to imagine possibilities because of the proposed jail and new police headquarters on 1st/Alameda
- Want parking incorporated into the design – parking structures
- Extend the time for signals to allow for seniors and the elderly to cross the street at 1st/Alameda – the location of the station
- Would like to see trees lining 2nd Street from 3rd Street to Los Angeles Street
- Would like to incorporate a recreation center/gym and a park at the current Parker Center site (1st/Los Angeles)

- Would like something to show the connection along 1st Street from the river through the Arts District and Little Tokyo all the way to the Civic Center
- Want rent control and more security for the residents
- DASH! Want the DASH service to be re-routed so that it will serve residents and others between the Arts District and Little Tokyo directly to the station as opposed to having to ride the entire circuit; also would like DASH service on Santa Fe; extend DASH service in the evening also
- Walkways or pedestrian-oriented design on Traction Avenue from Rose to Merrick
- Would like green landscaping on Traction, 2nd, 3rd and 4th in the Arts District

Name of Event MTARAC Meeting
Community Boyle Heights/1st/Utah Station
Date / Time Thursday, July 10, 2003
Location JACCC, Little Tokyo

Summary

Ray Sosa – gave a brief update
 • 7/26/03 – gold line opens
 • Working with Terminal Annex California Endowment Project

Ted Tanaka, architect for the Cluster A Community Linkages Project made a brief slide presentation to show examples of international, national and local pedestrian spaces. Next, Ted made a slide presentation to show existing conditions to set the context for community input.

Comments:

- General comments about protecting street furniture, etc. from vandalism
- General comments about the need for more parking
- General comments about traffic concerns along Alameda Street as well as 1st Street
- 1st & Soto Station
 - Problems at abandoned buildings
- 1st & Boyle Station
 - Construction staging areas
- 1st & Alameda Station
 - Trucks will have access on Alameda Street between Olympic & Cornfields

Name of Event MTA Community Meeting
Community Little Tokyo/Arts District
Date / Time Tuesday, July 15, 2003
Location JACCC, Little Tokyo

Summary

Ted Tanaka, architect for the project, presented “big picture concepts” for the project and introduced some of the ideas for comment and input. After Ted’s presentation, public comments were taken about the design.

Ted explained the preliminary concepts are designed for the Little Tokyo community that starts at 1st/Vignes Streets and include:

- green landscaping
- Cherry and/or plum trees (or other appropriate tree) lining 1st Street
- Gateway concept with arches across 1st Street every 100 feet from Vignes Street to Los Angeles Street
- The spur behind the JACCC plaza from San Pedro Street to 2nd Street would also be lined with appropriate trees and landscaping
- The Arts District - 2nd & 3rd Street one way between Alameda & Santa Fe

Eric Kurimura, representing the LTCC Ad Hoc Task Force talked about its subcommittee on “visioning” and shared some of their preliminary ideas

- Wants LRT station design to look more Japanese, like the Chinatown Station looks Chinese
- Consider exits at station if jail is at Parker Center headquarters
- Parking-need 3,000 plus spaces
Tori gate – likes gateway into Little Tokyo heading west from 1st and that extends to Los Angeles Street
- Concerns about 1st & Alameda because of the trucks on Alameda
- Joanne Kumamoto suggests pedestrian exit to west from L.T. station
- Concerns about homeless congregating around station
- Concerns that Nishi Hongwanji is not considered in the station design

- Little Tokyo gathering place/designation point for JA cultural activities
- Little Tokyo complete living/thriving community
- Little Tokyo spiritual place
- Little Tokyo bridge to downtown
- Arts District, Boyle Heights, Greater Downtown
 - o Financially, economically viable and safe
 - o Unique destination, entertainment, shopping and unique cultural experiences

James Okazaki from LADOT also attended to serve as a resource and respond to any traffic and parking questions.

Meeting Comments:

- **Questions**
 1. Funding
 2. Mitigation for the Parker Center project and the 1st Street bridge widening project – mitigation could be to fund the linkages project
 3. Issues for the 1st Street bridge widening—as an historic bridge, the integrity must be maintained
 4. Little Tokyo/Arts District station construction and design should coordinate with the public safety projects
 5. Reference to cherry trees needs to be studied
 6. Would like to see stamped concrete sidewalks at 2nd and Alameda
 7. Flowers on Traction – want to keep trees on Traction
 8. Parking Issues: Not enough parking – need to design more parking spaces, parking on Traction needed
 9. Need more greenery around the station at 1st & Alameda
 10. Plans to include pedestrian lighting, landscape and signage
 11. Want more coordination on projects (between agencies and departments)
 12. LTBA Downtown way-finding project
 13. Like 1st Street Corridor from Los Angeles to Vignes
 14. Like 1st Street and Alameda improvements for pedestrians
 15. Like Greenway
 16. Like connection across Alameda
 17. Like to see *Tori* Gate
 18. Simple Design
- **Comments for LADOT**
 1. Left turn lanes and traffic flow
 2. When did LADOT purchase the property on Commercial Street to widen the on/off ramp off?

- Is Caltrans building a bridge across the 101 freeway?
- Are there plans to have a grade separation at Commercial Street?
- Traffic flow on Alameda & 1st Street
- Cut-through traffic on 2nd Street
- 4-way stop at 2nd Street & Hewitt
- 4-way stop at 3rd Street & Hewitt
- Pedestrians scramble at 1st Street & Alameda, one way streets, one at 2nd & 3rd
- Need no-film zone during construction

C. THEME: Business and Community Relations During Construction

- Boyle Heights business owner asked: What type of assistance are businesses getting from MTA? (The proprietor was very upset. He explained that during the last month, both sides of the street were disrupted [due to advanced utility relocation] and no parking was available for his clientele; as a result his profits were down by 50% last month.)
 - o MTA's Senior Community Relations Officer, Ms. Yvette Robles replied that she did in fact attempt to meet with this particular businessman to explain what type of assistance was available to him, but her efforts in reaching him were unsuccessful. She then told the proprietor that she would speak to him privately in the back of the meeting room.
 - o Furthermore, the business owner was a monolingual Spanish-speaker and the MTA translator had a difficult time translating MTA Representative's (Ms. Yvette Robles) dialogue with him.

- Representative from Nissi Temple asked: What is MTA doing to make sure that businesses (and residents) maintain a normal way of life?
 - o MTA replied: MTA will work closely with community stakeholders and organizations via inter-community meetings to deter any negative impacts. MTA is open to provide extra advertising and/or signage such as "Open During Construction" "Parking along x Street" for businesses.

- Another community member asked MTA reps if they would coordinate with businesses and community organizations to ascertain when their special events will be held (such as when Nissi's religious services are held, annual street festivals, etc.) in order to mitigate construction impacts on their normal way of life.
 - o MTA replied: Yes, they will coordinate with the area stakeholders to plan construction schedules around their events.

D. THEME: Housing

- From RAC member, to Ted: Do you know anything about the rumored housing project relocation from North Main Street to around the 1st Street area?

- o Ted replied: No.

THEME: Design

- From RAC member Mr. Herrea, to Ted: Is the Terminal Annex building area going to be incorporated anyhow?
 - o Ted replied: The TA will be incorporated via landscaping along Alameda ending around the planned California Endowment Building.
- From RAC member (Little Tokyo Rep), to Ted: How is the design team going to mitigate the station/street impacts so the new station areas do not look like the Flower Street stations by the Staples Center
 - o Ted replied: He and his traffic consultant are looking into visual impacts that can be employed without compromising the integrity of safety.

Name of Event MTA Community Meeting
Community Little Tokyo/Arts District
Date / Time Monday, September 15, 2003
Location JACCC, Little Tokyo

Summary

The meeting was opened by Robin Blair, project manager for the MTA. He said as the station is built, an evaluation will be conducted and the MTA will look for funding solutions to implement the Community Linkages program.

Ted Tanaka, architect for the project, explained that the final design concepts were based on the comments that came out of meetings with community stakeholders and the two previous community meetings. The design concepts include widening the sidewalk on First Street from Alameda Street to San Pedro Street, street lighting enhancement, cherry blossom trees, sidewalk planting, new sidewalk paving design, way-finding enhancements, street furniture, information kiosk, one-way streets with angular parking on Second and Third Streets in the Arts District, scramble pedestrian crossing at 1st/Alameda Streets with crosswalk paving designs and more parking.

Ted also said that the Arts District needs to be included in the way-finding downtown signage program.

Diego Cardoso gave a brief funding update on the project. He said the MTA is in the process of negotiating funding for the

light rail project. The next step will be to apply for funding for the community linkages project. He also mentioned that Senator Kevin Murray has a bill pending that may include a half-cent sales tax in Los Angeles County that will fund transportation projects. If the bill passes, it will have to be approved by the voters before it can be implemented.

Next, Ted asked everyone to give their comments about the conceptual designs.

Comments/Questions:

- Concerns about prioritizing the list of enhancements – questions about how the issues were developed on the list [they came out of the stakeholder meetings and the previous two public meetings]
- Concerns about sidewalk widening in relation to loss of parking. [After it was explained that all parking removed from the street would be replaced, there didn't seem to be a concern]
- Concerns for businesses regarding parking
- Need to improve sidewalks in the Arts District, they are not in good shape
- MTA recognizes that security and lighting is a problem
- Concerns about a lack of coordination between City of Los Angeles projects, particularly the Metro Site public safety projects at 1st/Alameda and the MTA projects
- There is a need for more green areas in the Arts District and Little Tokyo
- The Council Office talked about the "urbanization of the area" in terms of the new housing developments planned and underway and their subsequent impact on parking – examples include the Trammel Crow project
- Need high rise parking structures, surface parking is not good/adequate
- Parking and transit need to be linked and address mobility in the area
- Need for evening DASH service to link area
- Concern about the number of trees in the landscape plan – want to make sure they trees don't block signs
- Like sidewalk widening along 1st Street [many comments about this]
- Concerns about the rising parking costs due to the loss of parking from housing development projects

Name of Event MTA RAC Meeting
Community Boyle Heights – 1st/Utah Station
Date / Time Thursday, September 11, 2003
Location Boyle Heights Senior Citizen Center

Summary

Ted Tanaka presented the final conceptual designs for the 1st/Utah Station, to be officially named : Pico Aliso Station

Comments:

B. THEME: Health/Sanitary/Cleanliness Issues

- Are restrooms going to be made available at any of the stations and/or station areas?
 - o MTA replied: No restrooms will be available to the public, as that is against MTA policy.
- Juaquin Castellanos commented: MTA needs to be proactive in maintaining Boyle Heights stations/rail stops/bus stops clean and sanitary. Presently, the bus shelters near the Cesar Chaves and Soto streets (most populous throughways) are constantly un-maintained. Since MTA has a contract with Clean Sweep, the new stations, especially the underground stations, must be cleaned on a regular basis.
- RAC member: urged the public to contact their political representatives to do something about cleaning the streets near the bus stops/future station areas.

Key Stakeholder Interviews

BILL WATANABE, *Executive Director*
Little Tokyo Service Center
March 14, 2003

- Need landscaping, art
- There is Kiosk at JANM
- Historical marker at 1st and Central on the southeast corner
- Station Name should reflect the community, Little Tokyo/Arts District
- Would like to know the numbers on ridership for commuters and visitors
- Cherry Blossom Trees are a good connection on Central, 2nd Street and 1st Street, could have a Festival in the area
- Take out Ficus Trees on 3rd Street
- Incorporate Japanese calligraphy into designs
- Would like to see a gymnasium built for basketball, volleyball, seniors, and martial arts
- 1st St. and Alameda, southeast corner more than 250 units luxury condos are being developed.

HOWARD NISHIMURA, *President*
Little Tokyo Community Council and business owner
March 17, 2003

- Little Tokyo is so small but there needs to be more parking and parking structures to serve the people coming to the area
 - Parking structures on San Pedro between 2nd and 3rd Streets and Los Angeles and San Pedro Streets
- Will need more parking to serve the Art Park, they won't provide enough parking for that project
- Want to see more security for Little Tokyo because of the homeless problems from the surrounding area
 - homeless are intruding into Little Tokyo and don't want to see the light rail attract more homeless to the area, especially since the surrounding communities have BIDs and private security – the homeless are already being pushed into Little Tokyo and the CBOs that provide services to the homeless are close to Little Tokyo
- Create a pedestrian linkage using the tracks behind the JACCC but look at the direction the tracks go

JOEL BLOOM, *business owner*
Former LARABA president, MTA RAC member
March 17, 2003

- Want to see more connections to the lofts further south all the way to 7th Street
- Want the DASH re-routed – need more direct service from station to Little Tokyo and the Arts District (so passengers don't have to ride the entire DASH route to get from the station to either of the two communities which is the current situation)
- Need more parking
- Would like to see cherry trees planted on Rose and Hewitt Streets to direct passengers from the light rail station to the Arts District
- Want more decorative street lights
- Want a sign announcing to light rail passengers exiting at the station that they are in the Arts District
- Change the station name back to "Little Tokyo/Arts District" Station
- Want to see a community center/gallery that is part of the station
- Would like to see more night clubs attracted into Little Tokyo and the Arts District – make it like Tokyo – a 24-hour city

TOM KAMEI, *Immediate Past President*
Japanese Chamber of Commerce
March 17, 2003

- Change name of the station back to the Little Tokyo/Arts District station
- JCC is considering a major improvement project in the Little Tokyo community called the "Futures Campaign"
 - Looks at modernizing the JACCC building to make it more appealing to visit
 - Using the abandoned rail road tracks behind the JACCC to spin traffic to the Japan America Theater, the JACCC plaza to 2nd Street
- Would like to see wider sidewalks on 1st Street
- Would like a parking structure somewhere on 1st Street
- Wants to know how the Amtrak Union Station project will affect this project

FRANCES HASHIMOTO, *President*
Little Tokyo Business Association
Business Owner, Mikawaya and property owner in Little Tokyo
March 19, 2003

Key Issues

- Station name should identify the communities it links with
- The signage should have a theme that blends in with the community
- Signage around Union Bank, JANM and East West Players

does not reflect the community

- Traffic, parking and pedestrian linkages are issues
- Name of the station needs to reflect the community and cultural aspects
- Was called Little Tokyo/Arts Station in the past
- Japan town (only three left) would be good for the station name to identify the community
- Should serve as an entry way into the community
- Pedestrian system is confusing, need better directions to use the subway
- Need uniform signs
- Need to maintain two-way traffic to the Pico Aliso Station, Nishi H. Temple is close to the bridge and needs good traffic access because of the Childcare facility there
- Will the light rail tracks affect the street? Need to maintain 4 lanes, is there funding to expand the bridge?
- Spur connects Union Church, JACCC and crosses over to Noguchi Plaza
- Spur is like walking through an alley way
- Need lighting to make it more attractive and user-friendly
- If trees are put in, they should not impair the walkway because of the roots
- They should not block the view of the lights
- In some locations there are street lights, but they are too high and shine the lights upward and are not practical
- Security on Alameda Street needs to be addressed, such as lighting
- There needs to be good bus circulation/shuttle service from the station to the area
- A lot of people work at the produce market and need to get there early because they start at 5:00 am.
- Need a place to park at Union Station, for those who work late and need to drive car to the station in order to ride the light rail system

CORA MIRIKITANI, *President and CEO*
Christine Aihara, *Managing Director for Programs*
Japanese American Cultural and Community Center
March 19, 2003

- Need to make the area a major public gathering place
- Projects coming into the area e.g. Teramachi Housing
- Safety, access and appearance of the area is important
- Signage and banners can help to identify where things are located
- But need something visible to help identify destinations be-

yond a kiosk

- JACCC is a landlord to various organizations and also has the Theatre, Art Gallery and Plaza
- Part of JACCC's Future Program is to renovate JACCC site
- Includes adding square footage to the Center, and renovating the Japanese Garden, Spur (pathway)
- Need to redesign the spur behind the JACCC building
- Need to address access and vehicle issues at Spur
- Only access to loading dock is through the spur for Japan Theatre
- Spur should be utilized as a more pedestrian-friendly access
- Currently, Spur is used as an informal parking lot
- Trees, lighting, landscaping and security are key issues
- Accessibility to the area needs to be integrated
- Hoping to secure grant funding for JACCC
- Would like to participate in a Continual discussion if it is available through MTA
- Wayfinding signage system is an important element
- It will be more difficult to find parking
- Need to facilitate the flow of traffic
- Need to create a pathway to Teramachi
- Consider pedestrian bridge over San Pedro Street to the Center
- Need to create good walking paths
- There is a Prop 40 Cultural Funding capitol project to look at some related items
- Need to look at Streetscape issue
- Many projects are being conducted in the area and it would be helpful to coordinate
- JANM has a grant to do visioning
- Spur
- Better coordination
- Coordinate transit flow between Disney Hall, Red Car, Arts Center and St. Vibiana
- This is a cultural triangle, that could be marketed as an attraction and need to improve physical access
- Station name should reflect the community
- Questions are who will use it and need to increase and broaden the ridership and bring people downtown
- Create a cultural renaissance

RANDY MURPHY, *Director of Administration*
Mimi McCormick, *Director of Operations*
Museum of Contemporary Art
March 19, 2003

- Because the back of the Temporary MOCA building faces the station, links need to be created to the station
- Signage is an important issue to direct flow across Alameda
- Should be an enjoyable journey
- This community could be a regional destination
- Lighting helps to create a perception of security
- Art Park linkages are important
- Michael Maltzan, is the architecture firm that is developing the design for the Museum, need to contact re: ideas for linkages
- The concept is to tie businesses on that block with green space and residential and parking
- Art Park Programs are expected to draw 5,000 to 6,000 people
- Signage within the station is important, directional signage is needed, businesses and the museum should be mentioned in brochures provided at the station
- Cherry Blossom trees & public art could enhance the area
- Coordinate with LAPD
- There should be a visual connection from across the street as soon as riders get off the train at the station
- Could there be a way to cross at mid-street?

- DASH needs to be re-routed to serve people in Little Tokyo and the Arts District to the station – currently have to ride the entire route to get from either of the communities to the station
- Need more public parking in Little Tokyo and the Arts District
 - Parking must be affordable — \$2 to \$4
 - Maybe can incorporate a validation program with the City and businesses using some of the parking meter revenue generated over the years
- Want a recreation center in Little Tokyo
- Would like to see sidewalks widened on 1st Street to encourage more pedestrian activity
 - If sidewalks are widened, they should go back to the original width (or wider)
- Need improvements on 1st/Alameda Streets
 - Decorative crosswalks
 - Increase the signal timing to allow enough time for pedestrians to cross the street, especially since there are so many seniors living in Little Tokyo and one of the major housing developments pending is geared toward the elderly

- Want a community center or community use space directly adjacent to the station to be used for meetings and exhibit space for artists
 - If the station has fiber optic capabilities, the space could also be used for video conferencing, to link the kiosks in Little Tokyo and the Arts District, include telecommunications projects
- Security issues around the station because of the homeless issue and the methadone clinic nearby
 - Need closed trash receptacles
 - Want uniformed security and coordination with the Little Tokyo Koban
 - Don't design the station to allow homeless people to congregate
- Would like a koi pond and Japanese garden incorporated into the community linkages project somewhere in Little Tokyo
- Want culturally specific Japanese designed street lights and signage

ROBERT VOLK, Chairman
Little Tokyo Redevelopment Community Advisory Committee
March 20, 2003

- Wants to know the status of the 1st Street bridge widening project and how that will impact the community linkages project
- Need more parking on or as close to 1st Street as possible
- Want trees on Alameda Street and around station

- May not be able to use the tracks behind the JACCC because the CRA owns them now
- Concerns about homeless congregating around the station, especially because of the nearby methadone clinic

BRIAN KITO, President
Little Tokyo Public Safety Association and business owner
March 20, 2003

- Extreme shortage of parking in Little Tokyo – want more parking in Little Tokyo
- Security issues, especially because of the homeless – linkages design needs to take the homeless issue into consideration
- Would like to see street furniture and trash receptacles and other accessories and amenities "homeless" proof
- Want more lighting along streets
- Would like to see a recreation center included in plan
- Want kiosks throughout Little Tokyo so tourists and others could find businesses and cultural spots easily
- Want the koban maintained
- Would like to see a community center included in the plan to find permanent home for the Koreisha program

JOANNE KUMAMOTO, Advisor
Little Tokyo Business Association and Key Stakeholder
March 20, 2003

Key Issues

- Security
- Access
- Signage
- Planting Cherry Blossom Trees can enhance the area
- There are purple flowers that some people are unhappy with, leaves have fallen and it has created problem for seniors who have slipped on them
- Need more bus shelters, and more benches to sit on, Keiro has identified locations to sit on, seniors are concerned about security
- The homeless is an issue
- There are safety issues related to the proposed LAPD site and those who are released from prison can discourage a pedestrian-friendly environment
- Way-finding project should include the Artists District
- Areas east of Alameda are not included
- The MTA is looking at tying in the Wayfinding Signage project
- The Angels Walk 80's sculpture which most people are unaware can be seen at Union Station, EWP, JANAM
- Need better ties to the community through the station
- Parking is an issue

- Questions:
- If it is elevated, how do you get down from the station to cross Alameda?
- Is it possible to cross mid-street across Alameda?
- How do you cross over the tracks? Will pedestrians feel safe?
- Is this a bus terminus?
- If the city is building parking, will it be available to the public?
- There should be an information center staffed by someone and not just maps to attract people to the area, but also provide directions to the various destinations within the community including EWP, JACCC, Theatre, need marketing
- People come to see the Garden Tours but need to be made aware of other destinations
- Is a pedestrian-bridge a possibility?
- Signage needs to tie in with Cherry Blossom Trees
- ELA residents work in Little Tokyo, people ride there bikes
- Some work at Mikayawa
- Need to tie in Library, St. Bibiana and Teramachi Project

BRUCE KAJI, Property Owner, former LARABA Boardmember and Key Stakeholder
March 26, 2003

- Past concerns include the bridge which is historic and needs to be widened to accommodate the traffic flow from East Los Angeles
- Would like to see the station linked with the community (for example JANM)
- Parking is a critical issue, if visitors are required to pay \$6 to \$8 then that is too much, so need parking needs to cost \$2 to \$3 and there needs to be a good bus system
- If parking is too expensive, visitors may not be willing to come
- Little Tokyo is running out of space, with housing projects such as Teramachi and 120 units
- Block 8 is the last undeveloped parcel
- There should be free parking during after hours and on Sundays to encourage people to come and not have metered parking
- Would like to see community related development such as tours of 2nd street and Los Angeles. There also needs to be more restaurants and markets in the area
- On First Street is the Kajima Building on the west side of the building it is made to look like windows to extend the office, to maintain the theme
- In the past, focus was on maintaining Japanese related restaurants but may need to encourage other types of restaurants with more variety. People going to the East West Players, Disney Hall will come down for dinner because Little Tokyo is convenient for them
- Plant Cherry Blossom Trees throughout Little Tokyo

- Supportive of evening entertainment, night clubs for the young people
- CRA asked to put in a Coffee Shop at the corner of 1st and Alameda and that should be a good amenity for those using the station
- In the past, on San Pedro Street across from the EWP where Parker Center is, Sumo Wrestling took place. Could be a theme?
- There also used to be Chinese restaurant, Kenji Kai where families would have large gatherings for a reasonable price. There is not that type of facility now.

KATS KUNITSUGU, former JACCC employee, current JACCC and JANM volunteer, key stakeholder
March 31, 2003

- Not supportive of First Street widening project 1st/Alameda needs a gateway – physical structure to encourage people to stop in Little Tokyo
- Would like more cherry trees planted throughout Little Tokyo and the Arts District
Want more Japanese design elements in the linkages project
- Would like to see a pedestrian bridge over Alameda Street from the light rail station to address safety issues crossing Alameda
- Want more signs
- Want a kiosk at the station to tell visitors destination points in Little Tokyo and the Arts District
- Want to see a recreation center incorporated in Little Tokyo somewhere
- Make sure the linkages program preserves the Japanese American culture that is mandated as part of the Japantown project

TIM KEATING, Resident and LARABA President
April 1, 2003

- The Art District is roughly defined as Alameda down to 7th Street
- The Bridge widening by 24 feet will affect the area
- Take out Ficus Trees on the Northside
- Would like to see an access built off the Bridge to the River such as a stairwell
- Extend the DASH Route down 2nd and 3rd street
- Lupe V. is studying the neighborhoods near the River, would like to work with her
- Interested in making the area greener
- 12 plants were planted on Vignes St. by the Buddhist Church
- However, had to go through a cumbersome permit process
- Parking is an issue, parking will be removed at Third Street and Santa Fe
- A 400 unit housing project with Trammel Crow will be built
- Will there be Green Space at the Station Area?
- There is no nightlife, and need something like a Microbrewery

- And need a neighborhood/community center, to create a sense of community to get to know neighbors
- Priorities are
 1. Green Space
 2. Pedestrian-friendly environment
 3. Planting Trees where there is infill

ERIC OWEN MOSS, Director
Sci-Arc
April 2, 2003

- Need a transit stop at 3rd and Santa Fe
- On-site there are plans for development of property, 650 units
- SCI ARC brings 550 to 450 students to the site, 80 faculty members and 20 staff
- Student housing was in Santa Monica
- Currently, SCIARC has student housing at Bunker Hill
- Hope to create a live-work and bio-tech, local community, with a park, retail, office and parking
- They do not own the site
- Doug Gardner runs the LA Conservancy, historic building
- Not enough open space
- Want to create a destination place
- LARABA and SCIARC have common interests
- SCI ARC draws 500 people for various events from the Westside and Downtown
- Traction Street needs to tie into the Lecture Hall, the corner and alley nearby
- Could use more housing, landscaping, planting trees is a start
- Can streets be moved?
- Open up the neighborhood and not wall off at Molino and 4th Street
- Bring community into Traction and SCIARC
- Encourage people to walk and not always drive
- A parking structure for area should have minimal exposure
- May want to get input from the students

RICHARD MUERILLO, Property owner
(Mitsuwa shopping center – 3rd/Alameda), business owner
April 9, 2003

- For the Trammel Crow 1st/Alameda luxury apartments, the EIR is done and there will be a public hearing asking to vacate Rose Street
- Need to improve Alameda Street, it is one of the most important arterials and used by a large employer base in the area
- However, the street is not user-friendly, there are remnants of old railroad and tracks makes the ride bumpy for vehicle traffic and pedestrians

- Need to remove unused tracks, and fix broken sidewalks, need street lighting, fix pot holes, improve signalization (trucks drive too fast and need to be slowed)
- In the evening, it appears to be unsafe so need better lighting
- Would like to see consistent street lighting
- Need funding to do this
- Workforce in area made-up of Latino population and most use transit to get to apparel company, and at businesses by 4th St, 6th St. and 7th St., Produce businesses draw 100,000 workers who are transit dependent
- Would like to see bus service improved on Alameda Street
- The Rapid Bus bus stop needs improvement!
- It is a ten minute walk from the bus stop, the rapid bus is heavily used and very popular.
- Need pedestrian linkage between Little Tokyo Plaza, people won't walk from East of 4th Street
- MTA's east to west service and north to south service needs to be better
- Some trees along the streets are overgrown
- Station should be decorative like the Chinatown Station
- Little Tokyo Station needs to reflect the community – would like to see Japanese design elements incorporated into the community linkages plan – through signage, street furniture and other accessories and amenities
- Other projects in the area:
- 4th and Alameda vacant land and an oversized parking structure, there will be housing project with 221 lofts at market rate and 15 percent affordable housing
- Teramachi Housing Project is being developed

TOM GILMORE, Developer of St. Vibiana Project
April 11, 2003

- Developer for St. Bibiana, mixed-use, library, 300 units of new housing
- Rent or for sale, 80 percent market rate and 20 percent affordable housing
- Downtown is taking off, 100 percent affordable housing, and inclusionary housing
- The State and City have provided incentives to make mixed-income development more profitable
- Tie together Little Tokyo Gymnasium, library, performing arts center, 900 car garage
- Coordinate DASH routes, Disney Hall, and St. Bibiana and subway, Intermodal MTA and LADOT
- Way finding system needs to update automatically when you come out of a major venue giving directions on where to go, providing links like on a "website"
- e.g. Pershing Square entrance at 4th and Hill Street are too discreet
- Contra-Flow lanes Vs 2 way lanes East to West on major

- streets are more pedestrian-friendly
- LADOT 2nd Street should be a one-way street, going east-bound
- 3rd St. one-way going west bound
- Stay narrow and one way
- "Chinatown Station" is a Transportation Icon and a great visual link to community
- St. Bibiana recreates edge and redevelopment of the area
- Create a strong Town Center on 1st St. and curb appeal through storefronts
- Use streetscape, uniform sidewalks, lighting, and storefront design guidelines
- Historic BID is changing to Central BID
- Encourage parking during off-peak hours from 11 to 3
- Create a diagonal parking plan
- Streets and curbs need to be designed for trees
- 1st Street is a thoroughfare and not designed to be pedestrian-friendly
- How comfortable is the walk?
- Eliminate surface parking and build parking structures, surface parking is not pedestrian-friendly or an urban use
- Make parking available from 6:00 PM to 10:00 PM
- There should be a path from the Disney Hall to Little Tokyo for visitors, tourists
- Create a true pedestrian route
- Encourage business in mass transit areas, need to allow commercial as an integral part. MTA should promote small businesses near station
- Little Tokyo is in the middle of a residential community

KIM PAPERIN, Developer
Trammel Crow Residential, luxury apartments on 1st/Alameda
April 14, 2003

- Concerned about the design of the Parker Center and the other buildings on the public safety block across from their development, particularly the jail and the location of the fire station in relation to the light rail station
- Concerns about the tracks on 1st Street
- Need for better coordination between levels of government and the different agencies, and the different agencies within the same levels of government
- Concerns about how prisoners will be released from the Parker Center jail and whether or not they will take the light rail at 1st/Alameda
- 303 units will be built in the first phase
- 150 units will be in the second phase (on Rose Street)
- would like to see a physically designed gateway entrance into the Arts District that makes it clear to visitors and others that they are entering the Arts District

- Clean up 1st Street heading east starting from the Civic Center with improved landscaping and streetscape incorporating Japanese design elements through Little Tokyo
- Need to widen 1st Street, 2nd Street and Alameda Street – maybe widen part of Hewitt Street

MICHAEL MALTZAN, *Architect for Central Avenue Art Park*
May 5, 2003

- The Art Park will be accessible through two ways
 1. First Street and Central, a mid-block entry
 2. Temple, but will be closed in the evening
- Signage that provides directions to the station
- Crosswalks are significant, need to provide access at 1st St. and Alameda
- There should be a good connection between the east and west of Alameda
- Key Issues are:
 - 1) The Arts District, lofts, SCI_ARC should be linked, hope that train tracks do not inhibit access
 - 2) Train is elevated near Temple, there should be a strong view into the Art Park as you enter the station, i.e. a portal
 - 3) Proposing long linkage of Cherry trees to link the Art Park. It is an internal site and the Cherry Trees would help to connect the park with the community. Trees are being proposed for North and South on Alameda, Central St and also a band (area) inside the Park
- Majority of traffic runs east to west should be good linkages
- Performance programs may draw 5,000 to 6,000 people or possibly more

RESIDENTS, *Case Heiwa*
Little Tokyo Service Center
May 19, 2003

- Want better pedestrian accessibility, especially for seniors
- Create public transit services to and from the Little Tokyo station and Little Tokyo
- Create safe pedestrian linkages (crosswalks) at appropriate intersections
- Increase time for the signal for pedestrians to cross the street
- Want improved public safety
- Safe boarding platform at the MTA station
- Safe and "senior" friendly accessibility on the platform
- Security with visible presence at station
- Want multilingual educational workshops on light rail safety
- Want collateral material about transit in Japanese and Korean

EAST LOS ANGELES COMMUNITY OUTREACH

Background

In efforts to facilitate a public participation program that includes community and public input in the communities surrounding the proposed MTA Eastside Metro Rail Projects, The Solis Group conducted one-on-one meetings in the Boyle Heights community. The Solis Group (TSG) informed Boyle Heights community stakeholders located in and around the proposed 1st and Utah Street Rail Station about the project and obtained input from stakeholders regarding project recommendations. The following report is compilation of input obtained through those one-on-one meetings.

Key Stakeholders

The Solis Group contacted and conducted one-on-one interviews with the following Boyle Heights stakeholders:

- Joseph Coria, White Memorial Medical Center
 - o Past President of the East Los Angeles Chamber of Commerce
 - o Chairman of the RAC for 3 years
- Juaquin Castellanos, Boyle Heights Neighborhood Council Member
- Ralph Carmona, Boyle Height Chamber of Commerce
- George Nusan, Centro Maravilla Service Center
- Yolanda Montellano, Selesian Youth and Family Center

COMMUNITY RECOMMENDATIONS AND CONCERNS

Safety

- Originally wanted entire MTA Metro Rail Project to be an underground subway
- Do not like the fact that some sections of the light rail are at-grade
- Very happy that it will be going underground
- Recommend underground station rather than having a canopied platform in the middle of the street
- Do not want the train to come up at 1st & Indiana, instead have the train come up at Lorena & 3rd Street
- Safety on route (i.e. on street surfaces) must be heavily focused on
 - o Because a majority of the community is not used to traveling on or with rail system, MTA needs to develop a campaign to educate the community about the risk of pedestrian & vehicular collision.
- Need a proliferation of warning signs (bi-lingual) at the sta-

tion and on the street intersections where trains and cars will meet

The following items are necessary at level crossings:

- o Need red lights to activate whenever a train is passing
- o Intersection equipped with camera's to ticket offenders
- o Flashing lights placed on (bi-lingual) street signs must clearly inform people that the train has the right of way & the danger in not stopping/waiting for the train to pass.
- o Lowering gates must also convey danger of trying to beat the train.

Safety on the platforms at the stations is a major concern considering the rail line will be going into and coming out of underground tunnels.

- o Must completely block-off area where train comes up and goes underground with a high brick wall
- o Planting creeping plants next to the wall will enhance the image of the wall

Safe pathways to and from stations

Abundant lighting (solar powered) in and around the station

- o At least extending 1/3 mile around the station

Installation of "emergency kiosk," like those found on college campuses, equipped with sirens and flashing lights throughout each station

How will security be addressed at the rail stations? Will there be any after-hours patrolling?

Theme Recommendations

All stakeholders' support enhancing the community via "Cultural/Historic Walk" through the communities that will be connected via Eastside Metro Rail Project.

Stakeholders want to incorporate the Boyle Height's rich cultural history into the design of the station

- o Some elements that stakeholders would like to see represented in and around the station are:

- Lots of foliage, preferably trees that change colors with the seasons, palm trees, garden setting not only directly at the stations but in the vicinity around the station as well so people will know that they have reached the "station area"
- Garden setting will portray an image of an urban paradise, so people will feel pleasant, comfortable, and want to patronize the rail system
- *Murals* or Pictorial collages with descriptions posted in various languages at each of the stations so commuters can learn

about the community's rich cultural history while waiting for train

- Community stakeholders want to see empowering murals/photographic depictions
 - o Political struggles
 - o Education
 - o Family
 - o Motherhood (including mother earth)
 - o People Working (commuting to work)

Mural at Barnsdall Park, fence project depicts the construction of MTA underground light rail with train and workers plowing through earth

See Section 8- Pico Aliso Station Area for existing murals in the Boyle Heights area for reference of what the community would like to see represented

- Pictures/biographies painted on tiles of notable people who helped shape Los Angeles and Boyle Heights in general

- Early Jewish community
- Early Molokan Russian community
 - o Settled in the "Flats Area"
- Early Japanese community
 - o 1/3 of Roosevelt High School (RHS) student population in 1940
 - o RHS has reconstructed the Japanese tea garden on its campus
 - o March 2002 Exhibit at Japanese American National Museum in Los Angeles
- William Workman, Founder of Boyle Heights
- Andrew Boyle, Father-in-law to W. Workman
- Ed Roybal, Councilman
- Cesar E. Chavez, United Farm Workers Union
- Thomas Elson, Principal Roosevelt HS

- Notable places should also be represented:

- Bridges leading into Boyle Heights
- Breed Street Shul
- Menorah Center (Selesian Boys & Girls Club)

Historical representations can be placed on walking paths, standing exhibits, or on planters in and around the station area

Representation of current ethnic majorities (Latin American cultures)

Popular Boyle Heights destinations, (e.g. White Memorial-the largest employer in the Boyle Heights area, Mariachi Plaza, Housing projects)

Enhance pedestrian walkways (via properly lit access ways and directional signs, landscaping) between station and the following locations:

- o White Memorial Medical Center
- o New and existing housing developments around the station
- o Local business corridors

o Mariachi Plaza

Notification of project milestones should be reported to the community.

Businesses

- Have zero tolerance for any businesses going out of service or being adversely affected by rail construction phases.
- MTA needs to develop a close cooperative plan to help businesses survive during the construction phase.
- Main Streets: 1st, 3rd, Soto, Atlantic all have front street businesses that need to understand the impact
- Need an active cooperative campaign to educate the business community in the Boyle Heights area.
 - o Need MTA, Chambers of Commerce, City/Neighborhood Council representatives, Mayor's office, and the Outreach team to develop and/or participate in a "Business Awareness Day"
 - Public Relation's campaign
 - Saturday; walking the business corridors/streets posting flyers, distribute info packets to business owners, informing businesses about the impact & benefits of the Eastside Metro Rail Project (i.e. more opportunity for outsider patronage)
- Need plan to saturate the community with information about the project, including its benefits and detriments.
- So far, there is a lack of communication between MTA and the community.
 - o Need to perform some grassroots outreach and inform the churches, schools, parents, businesses, newspapers, radio stations, television news stations.
 - o MTA should provide for a field office located directly in the community, or at the very least a telephone hotline, which provides a forum for concerned citizens to have their questions answered and concerns addressed.

Traffic

- Stakeholders would like to see parking lots, or at the very minimum, off-street lanes dedicated to dropping-off rail commuters

Recommendations

The ultimate objective continues to be gaining sufficient community support to create the comfort level necessary for them to endorse the project. To accomplish this the team must continue to develop and nurture a core group of residents and community stakeholders that support the project so that they speak out publicly in favor of the project.

Background

In efforts to facilitate a public participation program that includes community and public input in the communities surrounding the proposed MTA Eastside Metro Rail Projects, The Solis Group conducted one-on-one meetings in the Boyle Heights community. The Solis Group (TSG) informed Boyle Heights community stakeholders located in and around the proposed 1st and Utah Street Rail Station about the project and obtained input from stakeholders regarding project recommendations. The following report is compilation of input obtained through those one-on-one meetings.

Key Stakeholders

The Solis Group contacted and conducted one-on-one interviews with the following Boyle Heights stakeholders, input from their staffs were also incorporated into this report:

- Bill Davis, Housing Authority City of Los Angeles (Aliso Village)
 - o Interview dates: 4/4/03, 4/8/03, 4/15/03
- Connie Arsenal, Housing Authority City of Los Angeles (Pico-Aliso)
 - o Interview dates: 4/15/03, 4/28/03
- Alexandra Robeles, Housing Authority City of Los Angeles (Pico-Aliso)
 - o Interview dates: 4/15/03, 4/28/03
- Freddy Tellez, Review Advisory Committee for Pico-Aliso/Aliso Village Housing Projects
 - o Interview dates: 4/15/03, 4/28/03

Theme Recommendations

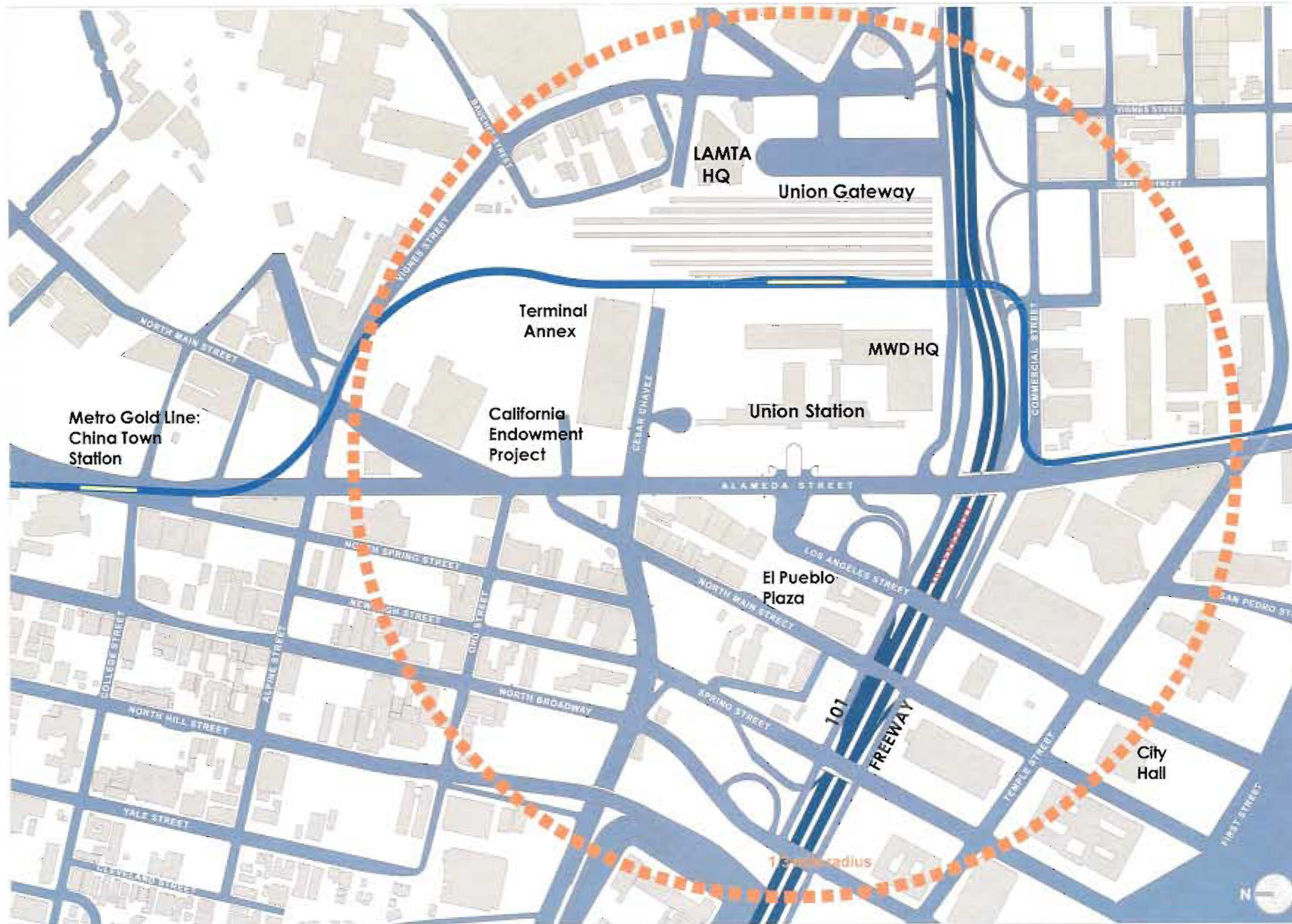
- All HACLA stakeholders and their supporting staff support enhancing the community via the "Cultural/Historic Walk".
- A general consensus between the HACLA stakeholders interviewed wanted to incorporate the Boyle Height's rich cultural history into the design of the station
 - o To complement the mostly Spanish-speaking local community, some elements that stakeholders would like to see represented in and around the station are:
 - Spanish/Mission style architecture in and around the station
 - Arches throughout the canopy
 - Spanish tile roofing
 - Terra cotta tiling
 - Huge terra cotta potted plants
 - Water fountains with picture / Spanish themed tiling
 - Depictions of California Missions, and/or haciendas (early California ranch homes)

- Lots of foliage, preferably trees that change colors with the seasons
- Cobble stone or terra cotta crosswalks

Public Information Campaign

- Need an active cooperative campaign to educate not only the business community, but the local residential community located within the Aliso Village & Pico Aliso housing projects.
- Need an MTA sponsored outreach team to saturate the community with information about the project, including its benefits and detriments
- Develop and participate in a "Community Awareness Day"
 - Public Relation's campaign
 - Walking & talking to the residential community
 - Posting flyers
 - Distributing informational packets to community members
 - Informing the public about the impact & benefits of the Eastside Metro Rail Project (i.e. more opportunity for outsider patronage)
- Grassroots outreach and inform the residents, churches, schools, parents, businesses, newspapers, radio stations, television news stations.
 - o MTA should provide a field office located directly in the subject area.

06 UNION STATION



Review of Existing Conditions:

Data Collection and supporting documents

The review of existing conditions addresses the urban context of land use and urban fabric surrounding each of the LAMTA Cluster "A" station sites. The review includes, but is not limited to cultural, architectural, historic, patterns of development, circulation, and physical urban form within the respective .33 mile radius TOD (Transit Oriented District) of each of the Cluster "A" station sites. The typical 1/3 mile radius (1760 Lineal Feet) TOD encompasses approximately 223 acres of gross land area.

Contextual mapping within each TOD also addresses the principal, contiguous transit-based land use linkages and relationships within and/or adjacent to the Cluster (A) corridor alignment and the respective station site property and urban setting. As applicable within the Union Station TOD and the Little Tokyo/Arts District TOD, Angels Walk: The Transit & Walking Districts of Historic Los Angeles, prepared by LAMTA, Spring 1995, constitutes the Primary Pedestrian Route alignment and is herein incorporated by reference.

Contextual mapping of each TOD facilitates analysis of clarity and safety of pedestrian linkages, vehicular circulation, and accessibility relative to each station site, as addressed in the following sections of this report.

URBAN CONTEXT

The historic Union Station property fronting Alameda Street constitutes the geographic center of the .33 mile radius Union Station TOD. The center of the Union Station TOD includes the multi-modal Union Gateway Plaza & Transit Concourse and the inter-modal Metro Rail/Metrolink station complex. The TOD center also includes the LAMTA Headquarters tower at Cesar Chavez Avenue & Vignes Street, the Metropolitan Water District Headquarters (MWD) tower, and the historic Terminal Annex property at the north-east corner of Alameda Street & Cesar Chavez Avenue.

Alameda District Specific Plan (ADSP)

Planned future urban development of the Union Station and Terminal Annex properties, is subject to an adopted Alameda District Specific Plan (ADSP), Ordinance No. 171,139, a Part of the General Plan of the City of Los Angeles.

The ADSP is located within the Central City North Community Plan (CCNCP) Area. The ADSP area is bounded by Alameda Street and North Main Street on the west, Vignes Street on the north and east, and the Hollywood/Santa Ana Freeway (US Highway 101/Interstate I-5) and El Monte Busway on the south.

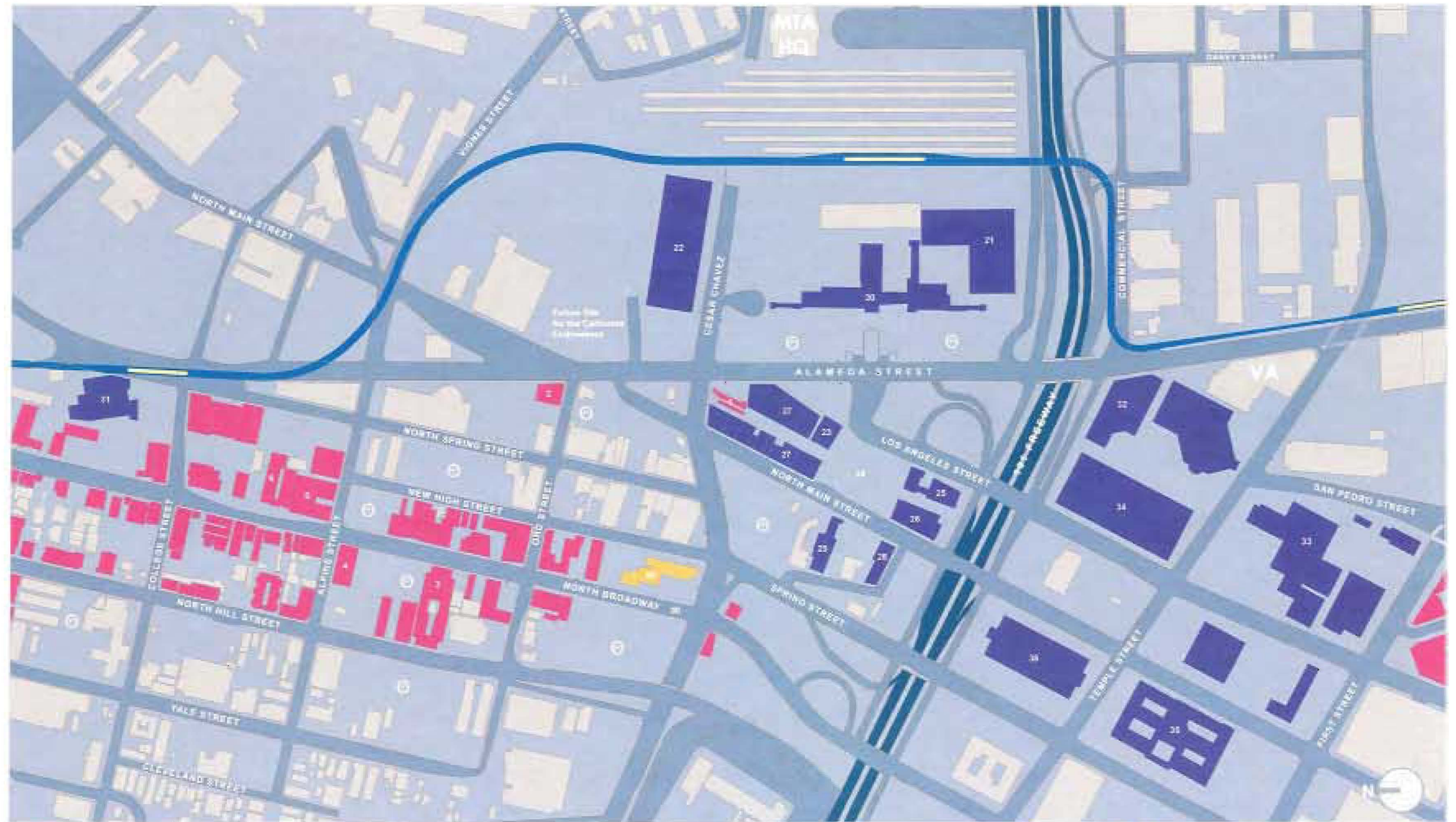
The ADSP area encompasses approximately 70.5 acres, consisting of the two components: the 52.3 acre Union Station property in the southern portion and the 18.2 acre (previously U.S. Postal Service) Terminal Annex property on the north side of Cesar E. Chavez Avenue, which bisects the two properties.

The ADSP is intended to re-zone and regulate the subject properties to allow for a mix of uses, including historic preservation and adaptive re-use, in a greater density than currently exists. The adopted proposed development program is planned for build-out of the ADSP area in two phases, to be implemented within the next two decades. Maximum anticipated densities have been assigned for the range of uses expected to be developed under the ADSP, in accordance with the maximum average Floor Area Ratio (FAR) over the entire site area of the two properties, which may not exceed 4.0.

Distribution and intensity of the allowable mix of land uses will continue to be based on market information; only the total entitlement of each phase is set under the ADSP. The maximum permitted cumulative floor area within the ADSP area at build-out, on completion of both phases of development, shall not exceed 10,960,700 sq. ft. in commercial and/or government office, hotel/conference center, entertainment, residential, retail, and museum uses. A maximum of approximately 10,765 parking spaces are required to be provided, subject to final determination in each phase of development processing. The maximum cumulative vehicle trips generated at build-out shall not exceed 3385 daily trips.

With completion of the Pasadena Gold Line and the projected Eastside Metro Rail Gold Line LRT systems, Union Station daily multi-modal passenger counts may exceed 50,000 or more over the next several years. The number is anticipated to go as high as 100,000 people or more per day in the next seven to ten years as additional transit service is added. At build-out in roughly twenty (20) years, the Developer, Catellus Development Corp. projects that Union Station will accommodate more than 200,000 passengers per day.

In addition to the large daily passenger & visitor flow, the ADSP area is planned to be a major center for office and transportation-related employment and, ultimately, hotel and residential on-site populations as well. The LAMTA and MWD Headquarters presently employ approximately 1700 and more than 1300 office workers respectively for an on-site daily population of approximately 3000-3500 or more employees. The current development of the California Endowment Project at the Terminal Annex site will add additional near-term employment. At build-out of phase two, the completed development is conservatively projected to accommodate a daily workforce population on the order of approximately 35,000 or more on-site.



OFFICES/SHOPS/RESTAURANTS

- 1 Olivera Street
- 2 Philip Restaurant
- 3 Far East Plaza
- 4 Cathay Bank
- 5 Dynasty Plaza
- 6 Chinatown Plaza
- 7 Chinatown Central Plaza

CIVIC/CULTURAL/INSTITUTIONAL

- 20 Union Station
- 21 Metropolitan Water District Headquarters
- 22 Terminal Annex
- 23 Mexican Cultural Center
- 24 Paseo de la Plaza
- 25 Firehouse
- 26 Pico House
- 27 Historic Buildings / Avila Adobe

- 28 Brunwig Annex
- 29 Plaza Catholic Church / La Placita
- 30 Chinatown Gateway
- 31 Capitol Milling Building
- 32 Metropolitan Detention Center
- 33 Police Department Headquarters
- 34 Federal Building
- 35 City Hall
- 36 Federal Courts

HOUSING/LIVE-WORK LOFTS

- 40 Cathay Manor Housing Complex

PARKING STRUCTURE

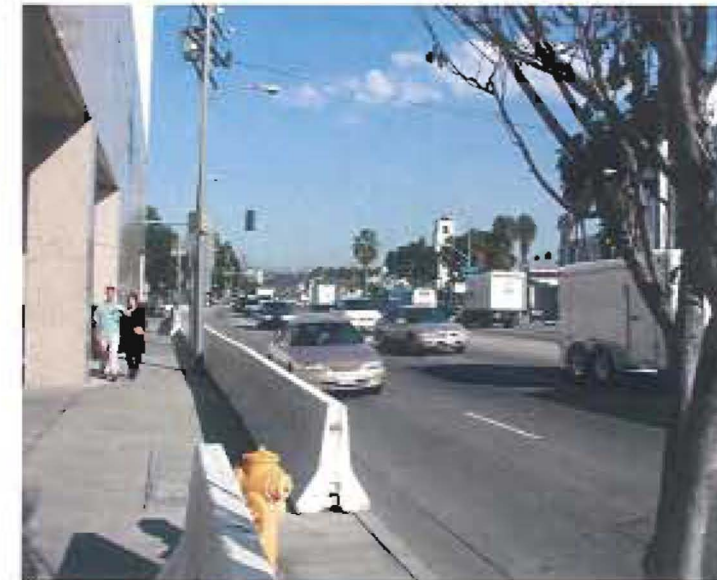
- AT-GRADE PARKING



01. Alameda looking north



02. Alameda sidewalk



03. Alameda sidewalk

North TOD

The Union Station TOD extends north into the neighboring (Pasadena Metro Gold Line) Chinatown Station TOD, which provides key pedestrian linkages with direct access north and west into Chinatown, as well as future direct pedestrian linkage north into the historic Cornfield State Park area. The future 32 acre, Cornfield State Park area includes historic remnants of the *Zanja Madre* which provided the water supply to the origi-

nal Los Angeles Pueblo, circa 1800-1890. The Cornfield State Park will, in turn, provide access linkages into the future, enhanced Los Angeles River Parkway areas which are currently in planning by FOLAR (Friends of the Los Angeles River) and related state, regional, and local agencies.

The Chinatown Station is located one-half mile (less than 10 minute walking range) north of the Los Angeles and Alameda

Street intersection in front of Union Station. The north end of Alameda Street merges with North Spring Street at the College Street intersection, immediately south of the Chinatown Station. The Chinatown Station has stimulated several adjacent joint real estate development projects in the immediate vicinity, including adaptive re-use of the Capitol Milling Company, Little Joe's Restaurant site, and others.

Historic El Pueblo and Plaza Park

The Union Station TOD also encompasses the central, historic heart of the City of Los Angeles, including the largest concentration of historic resources and original urban fabric in the Southern California region. On September 4, 1781, the original Pueblo was named The City of Our Lady the Queen of The Angels, when it was founded by Father Junipero Serra and Governor Don Felipe de Neve as a part of an original Pueblo Land Grant by the King of Spain.

The City founding ceremony took place at a site near the intersection of Cesar E. Chavez Avenue and Alameda Street, adjacent to today's El Pueblo and Plaza Park. The Plaza Park is located directly across Alameda Street at the intersection with Los Angeles Street, on the central axis of the front entrance of Union Station.

The Union Station TOD around El Pueblo and the Plaza, including the Union Gateway complex, Terminal Annex properties and east to today's channelized Los Angeles River, was the center of Pueblo community life from the 1780's through the mid-nineteenth century. By 1830, the Pueblo had grown into the largest settlement in California.

While people were arriving from the east by Wagon Train, U.S. Army Lt. Edward Ord prepared the first survey map in 1849 and laid-out the grid of today's large blocks which together with the early rail transportation infrastructure, helped

04. Alameda looking towards Union Station



05. Bridge over 10 freeway



06. 101 & 10 entrance at Alameda



07. Alameda looking towards Union Station





01. Crosswalk at Union Station



02. Bus stop at Union Station



03. Sidewalk along Union Station perimeter



04. Terminal Annex building



05. Sidewalk along Union Station perimeter



06. Sidewalk along Cesar Chavez & Union Station



07. Information Tower at Union Station



08. Bus stop across Union Station



01. Union Station



02. Union Station cross walk



03. Union Station entrance area

fuel the first big real estate "boom" of the 1880's. The first real estate boom resulted in an early round of major population growth. By 1881, six main steam railroad lines radiated out connecting Los Angeles with new transcontinental rail lines to the mid-west and eastern cities of the nation.

By the 1870's the business and government center had moved south along Calle Major (today's Main Street), and the first Chinatown began development on the Union Station site. Japanese businesses were located along east First Street as early as 1885, and the first Black community developed to the south around Central Avenue and Fourth Street.

By 1905, the first in a series of plans for a new Civic Center were being prepared in a process that would extend through the 1920's, leading to construction of such early civic buildings as the Hall of Justice of 1925 and Los Angeles City Hall in 1928.

By 1923, the Pacific Electric Railroad system extended 1164 miles, unifying the early Los Angeles and southern California metropolitan region with the largest urban rail system in the world at that time.

Chinatown was relocated north to higher ground beginning in 1933, as site clearance began for the construction of the historic Union Station Passenger Terminal, which was completed in 1939. The historic USPS Terminal Annex building was also completed in 1939. Union Station was the last of the great metropolitan rail passenger depots to be built in the U.S..

05. Panoramic view of downtown Los Angeles from Union Station





01. El Pueblo

The new location of Union Station shifted the focus of passenger arrival and departure activity north to the Plaza from the old Santa Fe La Grande Station, and other rail terminals which were clustered in the vicinity of Third and Santa Fe Streets, approximately three-quarters of a mile to the south-east. The new location benefited the El Pueblo/Plaza area with passenger/pedestrian visitor & tourism access at the time. Today, the immediate area offers extraordinarily rich visitor & tourism-based opportunities within a 3 to 6 minute walking range of the Union Station front entrance. In 1995, the Los Angeles Convention and Visitors Bureau estimated that more than 2 million people visited Olvera Street and El Pueblo annually.

The El Pueblo/Plaza Park area was registered as a California State Historic Park in 1953. Presently under the administration of the City of Los Angeles, the El Pueblo Historic Monument and Plaza Park have continued to serve as the symbolic and spiritual heart of Los Angeles, with authentic representation of the multi-cultural heritage and focus of historic identity for the city.

The Plaza Park today continues to serve as a highly popular gathering place for celebrations and ceremonial occasions of all kinds. Olvera Street operates successfully as an attraction for local, regional, and international tourism, offering direct, authentic experience reinforced with substantial interpretive historic information, and featuring a variety of dining, retail shops, institutional uses and services, all with a genuine sense of the ambience of old Los Angeles.



02. Plaza Catholic Church

El Pueblo and the Plaza Park, encompassing Olvera Street and Sanchez Street, retains one of the richest concentrations of early historic structures in the Los Angeles region. Examples include La Placita, the Avila Adobe, La Casa Pelanconi, Sepulveda House, the Masonic Temple and Merced Theatre, the Pico House, Garnier Block and the new Chinatown Historical Museum and Old Plaza Firehouse, all dating from between 1818 and 1887. The Getty Conservation Institute has proposed a new upper level canopy structure to protect the restored historic David A. Siqueiros mural "America Tropical".

Our Lady Queen of Angels, also known as the Plaza Church, and commonly called *La Placita*, faces the Plaza on the west side of Main Street. *La Placita* is recognized as the oldest established church in continuing use in the city. It remains an important symbol of communal and spiritual life in the city, and often demonstrates aspects of what urban designers and historians mean by the term "the power of place".

The annual *La Posada* which begins at the church, winds through El Pueblo streets, ends with midnight mass at *La Placita*. The ceremonies are attended by thousands of the regular 12,000 or more parishioners who often spill out into the courtyard and onto the Plaza on Sunday and the next day-long schedule of masses.

The Plaza Park area survived demolition on two occasions. In the early 1920's it was proposed that the area be incorporated into the projected Civic Center being planned at the time, and

03. Plaza Park



04. Historic David Center



05. Olvera Street



06. Santa Anita Plaza



in 1949-50, the Pico House/Garnier Block narrowly missed being demolished by excavation for the Santa Ana 101 Freeway. Since 1950, the Freeway "slot" has cut through the public urban fabric and separated El Pueblo/Union Station area from the Civic Center, leaving a discouraging and effectively territorial barrier to pedestrian circulation between Union Station and the Civic Center.

Angels Walk to Civic Center and Little Tokyo/Arts District
 The Union Station TOD extends south-west into portions of Civic Center and Little Tokyo, affording a convenient 7 to 8 minute walk via Main Street or Los Angeles Street from the Union Station entrance. The east Civic Center area includes Federal office buildings, the Federal Courthouse and the Los Angeles City Hall complex.

The overall Los Angeles Civic Center represents the nation's largest government center outside of Washington, D.C., with more than 22,300 Federal, State, County, and City and related public agency employees. With more than 8.8 million net sq. ft. in facilities, the Civic Center's space requirements are currently estimated to increase to more than 14 million sq. ft. in the future.

The combined Union Station TOD and Little Tokyo/Arts District TOD encompass the north-east sectors of the Downtown Los Angeles Central City and Central City North areas, which are currently experiencing an unprecedented new wave of economic development activity, including increased population,

employment, and high-density urban housing growth. Current forecasts project approximately one-half million people or more will live, work, and recreate within Central City and Central City North by year 2010. In 1996, the City of Los Angeles General Plan Framework Element forecast a daily workforce population of approximately 420,000 people within the Central City and Central City North Community Plan areas by 2010. The GP Framework also forecast more than 10,000 new dwelling units (DU) in addition to the approximately 14,500 existing DU, and a residential population of more than 67,000 people in the Central City and Central City North Community Plan areas by 2010.

In 1995, Angels Walk: The Transit & Walking Districts of Historic Los Angeles, was prepared by LAMTA and adopted by the City, to provide a plan for re-unification of the urban fabric. Angels Walk includes preliminary concept plans for an extension of pedestrian access in the form of a plaza bridge over the freeway "slot" to effectively re-connect the pedestrian linkage between the El Pueblo/Plaza Park and Civic Center for visitors, tourists, workers, and residents. With implementation over time, Angels Walk becomes the principal means of historic reconciliation and spatial organization within the Union Station/Civic Center/Little Tokyo/Arts District TOD's. Angels Walk provides the means for re-etching historic patterns of circulation and access, linkage and way-finding among the major centers of urban activity, with an emphasis on urban place-making.

Re-unification of the urban fabric by means of pedestrian linkage development is also addressed as an urban design objec-

tive in the Downtown Strategic Plan (1993), the Los Angeles Mall Revitalization Concept Plan (1995), the Citywide General Plan Framework Element (1996), and the Los Angeles Civic Center Shared Facilities and Enhancement Plan (AKA the "10 Minute Diamond Plan" - 1997).

Accordingly, the "bridging" of the freeway has been identified as a central and essential connection between the historic and civic centers of the city. It is within this programmatic agenda that an iconic image of the city will activate the future pedestrian bridge as an *urban place*, while it activates the imagination as the place for a renewed commitment to re-connection of the Historic Public Realm of the City of Los Angeles.

Proposed Alameda Street Linkage Improvements

The west front pedestrian entrance and forecourt of Union Station at Alameda and Los Angeles Streets, represents the point of connection and transition for the proposed primary and secondary pedestrian linkages to the north, south, and west. The primary pedestrian route is proposed to follow the alignment of Angels Walk along both sides of Los Angeles Street to the west, directly into the Plaza Park, and thence, south across the 101 Freeway into Civic Center. Angels Walk: The Transit & Walking Districts of Historic Los Angeles, prepared by LAMTA, Spring 1995, constitutes the Primary Pedestrian Route alignment and is herein incorporated by reference. The Angels Walk Plan also provides for a pedestrian route north-west, crossing both Main and Spring Streets, to a point of connection and transition at the Broadway Gate into Chinatown.

Alternative (secondary) linkages are proposed to extend current streetscape improvements being implemented by LAMTA on Alameda Street between the Chinatown Station and College Street, south to the 101 Freeway. At the point of connection at the north side of the 101 Freeway, the additional Alameda Street linkage and streetscape improvements are proposed to continue south over the 101 Freeway on both sides of the Alameda Street bridge. The Alameda Street improvements are proposed to extend south along both sides of the street, to Fourth Street in the Little Tokyo/Arts District. The Alameda Street improvements south to Fourth Street are proposed to conform with all of the design elements to be consistent with the improvements currently in construction between the Chinatown Station and the north side of the 101 Freeway.

The Alameda Street improvements are proposed to seamlessly interface with the Little Tokyo/Arts District Station Plaza and the proposed urban transformation of the First Street corridor, the Arts District areas, and related public area improvements. The proposed improvements include sidewalk widths in coordination with LADOT requirements, pedestrian access paving, streetscape, street trees and landscape elements, fixtures, furnishing, materials, finishes, way-finding markers, directional and place-marking identity signage systems, and public art. The pedestrian linkage and streetscape components are proposed as part of the Cultural Walk elements as detailed in the following sections of this MTA Community Linkages Program Report.

01. Canal Chavez sidewalk



02. Chinatown Gateway



03. Chinatown Gateway Station

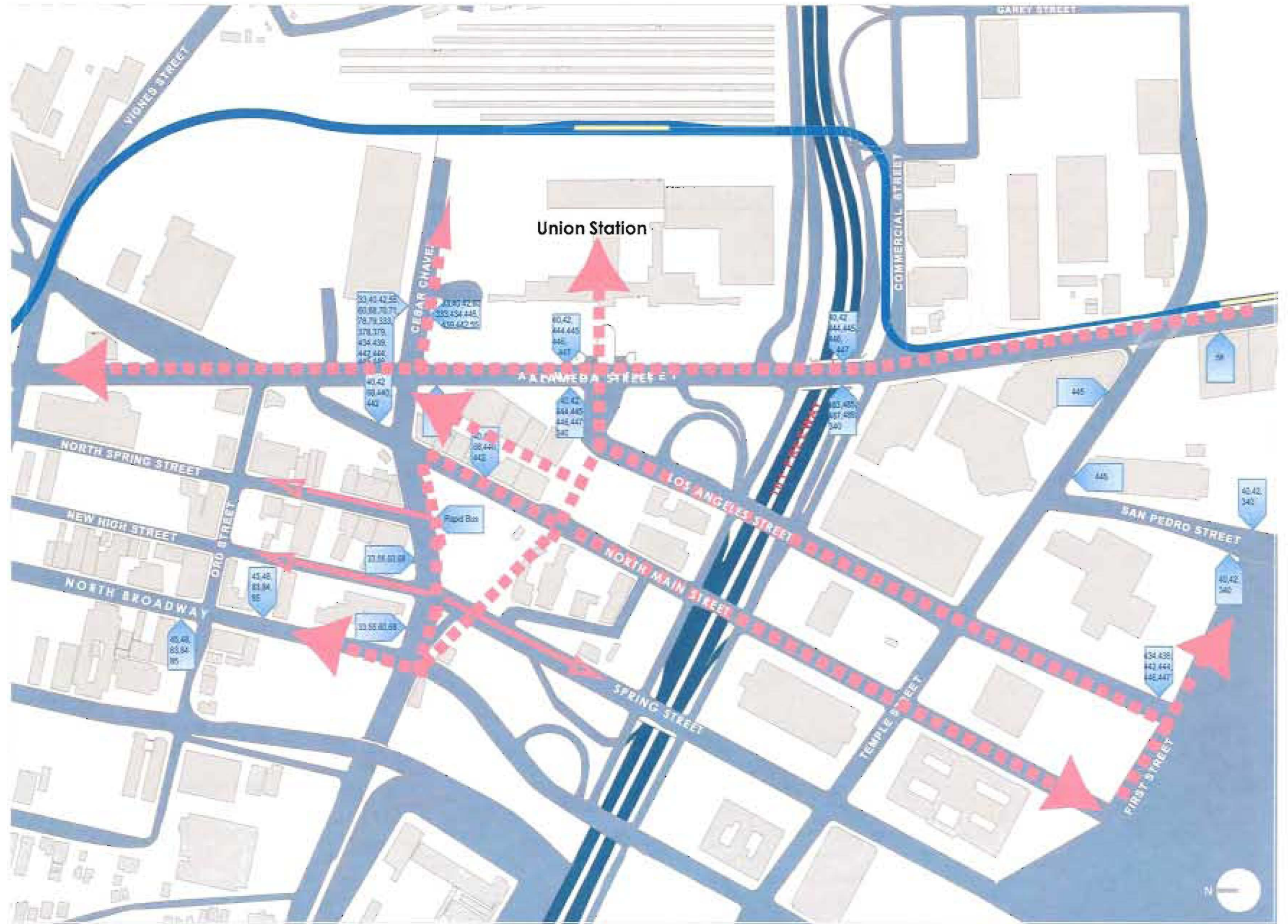


04. Alameda Street looking towards Chinatown Station



01. Public Transportation and Pedestrian Circulation Diagram

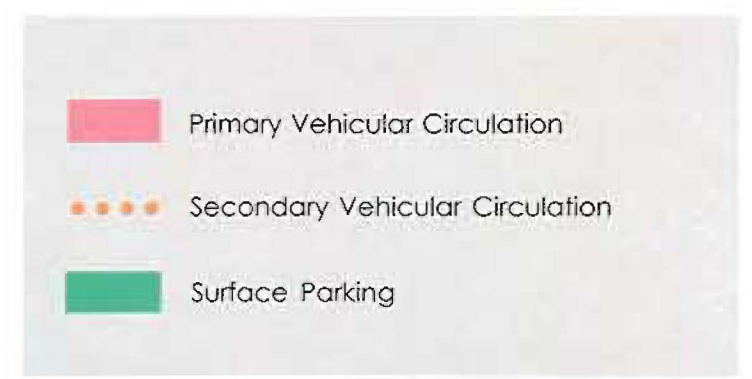
This diagram illustrates the extensive public transportation system available around the Union Station area. This system not only connects passengers to Downtown Los Angeles, but also to the greater Los Angeles region. Due to its historical significance, the Union Station, El Pueblo and downtown generates a great deal of pedestrian activities. The dotted lines in this diagram highlight the primary circulation routes. And the blue arrows point to the bus stops and show the bus numbers within the arrow boundary.





02. Parking and Vehicular Circulation Diagram

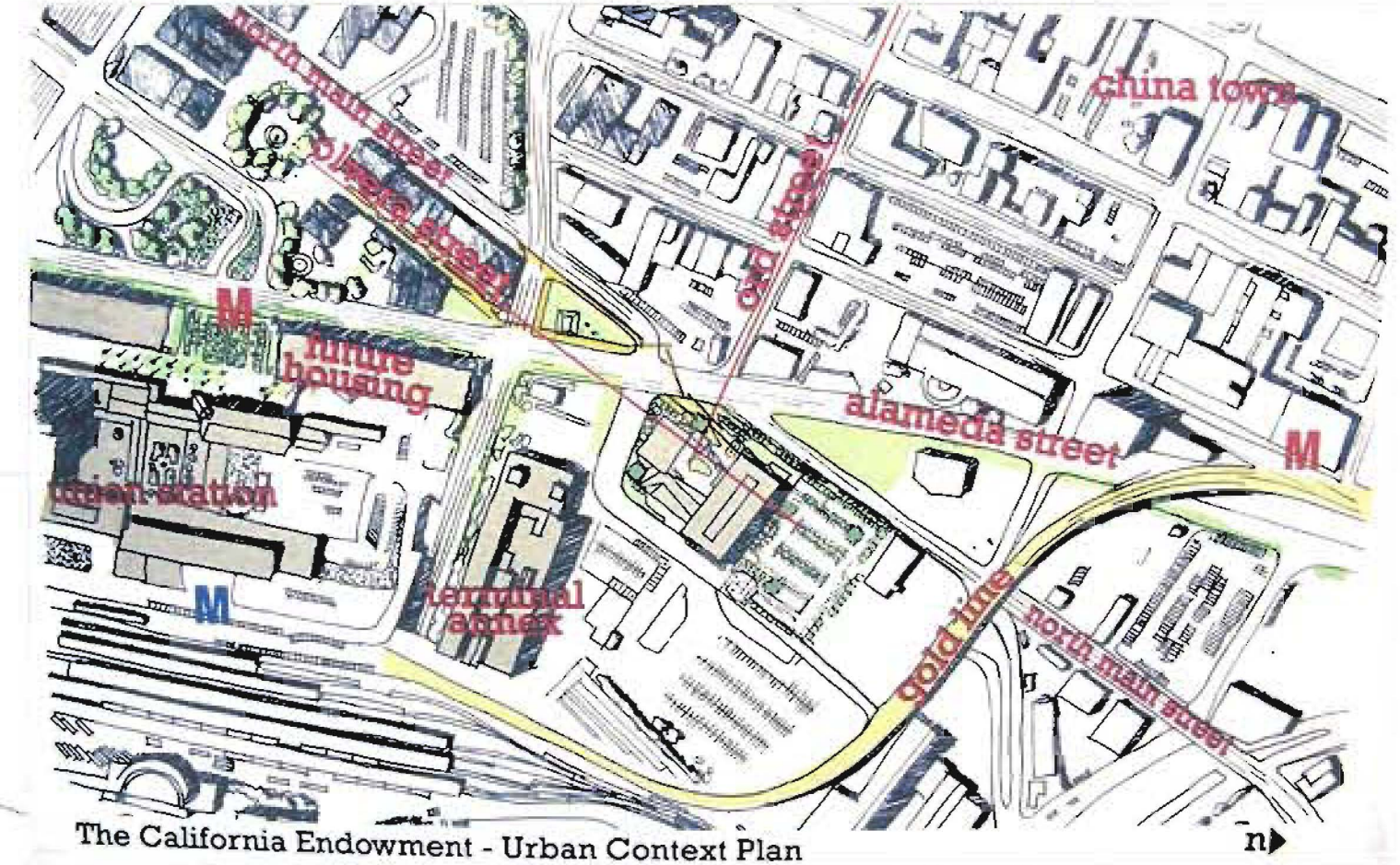
This diagram illustrates the hierarchy of vehicular circulation around the Union Station area. Alameda, Cesar Chavez and Broadway carry the heaviest vehicular traffic. The secondary vehicular circulation is shown with the orange dotted lines. Most of the surface parking lots are found adjacent to the major traffic streets.



01.



02. MTA Bus Stop Improvement Project - El Monte Bus Station



03. California Endowment Headquarters Preliminary Design
04. Downtown LA Walk Program Signage



LOS ANGELES, CA - MTA Bus Stop Improvement Project
El Monte bus transfer station
PPS



Union Station Area Enhancement

1. Street trees – Double rows of Washingtonia palms and canopy trees on Alameda Street to enhance the Avenida Alameda concept
2. Street trees – Cultural canopy trees on other primary linkage streets
3. Street and pedestrian light enhancements
4. Preserve historic street lights on Alameda Street
5. Sidewalk widening and enhancements on Alameda Street
6. Sidewalk pavement enhancement: New paving design and symbol for Cultural Walk
7. Sidewalk enhancements on other primary linkage streets
8. Enhanced paving on the Plaza
9. Hollywood Freeway overpass widening on Alameda Street
10. Landscaped median with Washingtonia palms on Los Angeles Street at Alameda Street to reinforce the Union Station approach axis to the Plaza
11. Enhanced street paving on Los Angeles Street at Alameda Street
12. Enhanced crosswalk paving design
13. Scramble crossing
14. Wayfinding signage enhancements: Union Station entry plaza
15. Wayfinding signage enhancements: Downtown LA walks, Angeles walk implementation
16. Transit center: Information kiosk and bus Shelters.
17. Street Furniture: Bench, trash & ash receptacle

07 LITTLE TOKYO/ARTS' DISTRICT STATION AREA



LITTLE TOKYO/ARTS DISTRICT TOD

Summary Historic Background

Both Little Tokyo and the Arts District areas share an extraordinarily rich history as a part of the original settlement pattern of the early Los Angeles Pueblo. Located together on the southern edges of the original Pueblo settlement, the Little Tokyo/Arts District area was originally part of the Yang-na (Gabrielino) native settlement in the vicinity of Commercial and Alameda Streets. Vineyards covered much of the area in the early to mid-1800's. Orange groves were located between 3rd and 6th Streets east of Alameda. Early horticultural property owners included the Lugo and Sepulveda families. Others included L.J. Rose, who became a Mayor of Los Angeles and a State Senator, and Thomas A. Garey. Both are memorialized in the local street names. Vignes Street is named after Jean Louis Vignes from Bordeaux, who started a vineyard here in 1833.

As the city grew, industry and railroads moved into the area, building a varied collection of masonry and reinforced concrete structures, and an extensive network of RR tracks, rail yards, depots and terminals. Many of the buildings were constructed with sweeping walls that match the adjacent curves on the various rail lines that converged in the area. The area became the "port of entry" to Los Angeles for tens of thousands of arriving rail passengers.

Traction Avenue itself is named after an early electric streetcar line company. Railroad companies in the area included the Los Angeles & San Pedro RR Depot at Alameda and Commercial Streets, the Los Angeles & Independence RR Depot at Fourth and San Pedro Streets, the Southern Pacific RR Arcade Depot between Central Avenue and San Pedro at Fifth Street, and the Atchison, Topeka & Santa Fe La Grande Depot on the east side of Santa Fe Avenue between Second and Third Streets.

An oblique aerial photo of the Los Angeles & Salt Lake RR Depot (later Union Pacific RR), which was located adjacent to the natural (pre-channelized) Los Angeles River south of the historic First Street bridge.

In addition to intensive RR activity, numerous other industrial land uses included wineries and breweries, light and heavy manufacturing, soap products plants, coffee and spice warehousing, bottling plants, dairies, mixed with single and multi-unit residential, hotels, rooming houses and commercial stores and services. After 1907, warehousing and manufacturing became the dominant use and residential construction ceased in the area.



01. First Street bridge looking towards downtown

and Community Center), the Japan America Theater and East West Players organization. Within the Arts District portion of the TOD, on the east-side of Alameda, are the Nishi Hongwanji Temple at First and Vignes, Zenshuji Soto Mission between First and Second on Hewitt Street, Maryknoll School, and SCI-ARC, the Southern California Institute of Architecture.

The Little Tokyo/Arts District community offers a rich variety of cultural events and community-based programming through the highly coordinated efforts of an extraordinary array of local institutions and vital local interest groups. Frequent festivals, parades, exhibits, and related local, regionally-attractive activities

05. Little Tokyo/Arts District station design

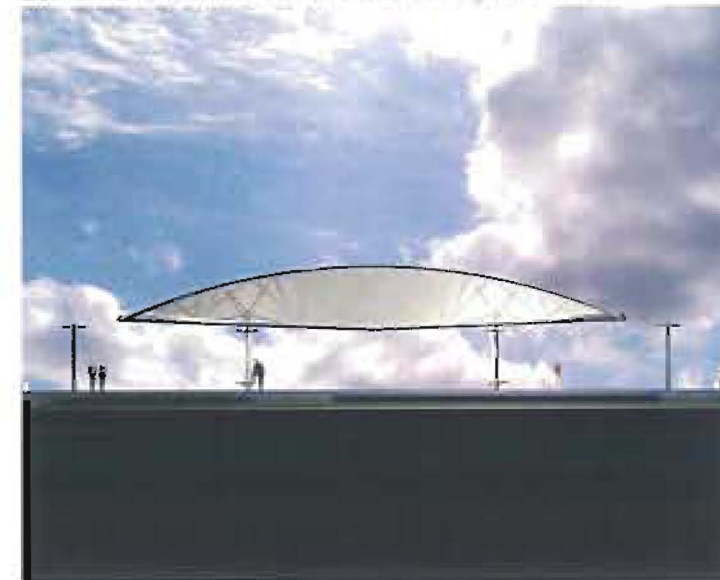


02. First Street looking towards Little Tokyo

are sponsored by JACCC, JANM, and the Geffen Contemporary Museum, branch of MOCA (the Los Angeles Museum of Contemporary Art). Multiple events are hosted by SCI-ARC with the participation of artists' studios, galleries, showrooms, local merchants, residents, and other stakeholders.

Please refer to Section 4.4 of the Amended Little Tokyo Redevelopment Plan FEIR (Final Environmental Impact Report) and the Cultural Resources Survey Documentation found in Appendix B, prepared by the LACRA, June 2002 for additional historic background.

06. Little Tokyo/Arts District station design Elevation



03. Los Angeles Hongwanji Hongwanji Buddhist Temple on First Street

Community Redevelopment

Located adjacent to the south-east edges of Civic Center in north-east Downtown Central City, the Little Tokyo community has been an established Redevelopment Project Area (RPA), under the administration of the LACRA (Los Angeles Community Redevelopment Agency), since 1970. With support from the LACRA, developers and community organizations have completed more than thirty construction and rehabilitation projects within the original RPA boundaries, over the 33-year period.

The original Little Tokyo RPA is bounded by Los Angeles Street on the west, First Street/San Pedro Street/south side of Temple

07. Temple Street looking towards Downtown



04. Alameda Avenue & First Street

Street along the north, Alameda Street on the east, and Third Street on the south. The original Project Area encompassed approximately 53 gross acres.

In June 2002, the LACRA issued a Final Environmental Impact Report (FEIR) in preparation for a proposed Amended Little Tokyo RPA to include the north-central portions of the existing Arts District. The proposed project area extends the RPA boundaries in an irregularly-shaped area roughly bounded by Los Angeles Street on the west, 3rd, Alameda, 5th, Hewitt, and 4th Streets on the south, Santa Fe Avenue on the east, and Temple and 1st Streets on the north.

08. Temple Street looking towards City Hall





01. First Street & Central Avenue



02. First Street looking toward Downtown



03. First Street North Sidewalk paving



04. First Street north sidewalk paving

The proposed Amended Little Tokyo RPA encompasses the north-central heart of the Arts District in an expansion area of approximately 136 gross acres east of Alameda Street, to establish a new total RPA of approximately 189 gross acres, including the original RPA. The Amended RPA is proposed to share boundaries with the south-east Civic Center (Federal Government facilities) area and the City Center and Central Industrial Redevelopment Plan Areas. Please refer to the following Related Projects Map.

AB1342, the Los Angeles City Council approved Ordinance No. 172949 to extend the timeframe for the original Little Tokyo RPA until 2010. The Amended Little Tokyo RPA will increase the anticipated development levels, affirm the project life extension for Little Tokyo, and establish a 30-year timeframe for the Arts District portion. The amended plan will also re-establish eminent domain authority over non-residential properties in Little Tokyo, and grant eminent domain authority over non-residential properties in the Arts District.

Related Urban Redevelopment Context

The LACRA Program FEIR evaluates three alternative development scenarios, which anticipate a range of development levels that may occur on vacant and underutilized parcels as well as re-use of existing vacant space within the plan horizon. Currently the amended RPA contains approximately 5.2 million sq. ft. of development, including the original Little Tokyo RPA. The development/re-use potentials assumed in each scenario, beyond existing development levels, are as follows: 1) High Development Alternative – 7.8 million sq. ft.; 2) Moderate Development Alternative – 5.9 million sq. ft.; and 3) Low Development Alternative – 3.9 million sq. ft.

The range of the potential future development scenarios within the Little Tokyo/Arts District TOD are based in part upon regional growth projections provided by the Southern California Association of Governments (SCAG). The SCAG projections were used as a basis for cumulative impact assessments in the proposed Amended Little Tokyo Redevelopment Plan FEIR. (The SCAG projections for regional population growth for the City of Los Angeles sub-region forecast an average annual growth rate of 1.05% between Year 2000 with 3,823,062 persons and Year 2020 with 4,628,339 persons, providing an increase of 805,277 persons.)

In December 1999, pursuant to California State Assembly Bill

05. Sidewalk paving detail



06. Sidewalk paving detail



07. First Street south sidewalk



08. First Street south sidewalk





01. Koyasan Buddhist Temple

Future development projections for the areas adjacent to the Little Tokyo/Arts District TOD include the current Downtown Los Angeles City Center and Central Industrial Redevelopment Plans. For purposes of CEQA (California Environmental Quality Act) documentation, ranges of potential future development levels were estimated in the FEIR for these redevelopment areas as follows:

The City Center Redevelopment Plan could result in the creation of between 2,010,000 and 6,700,000 square feet of new commercial and industrial space and between 3,600 and 12,900 new residential dwelling units. The City Center Redevelopment Plan encompasses approximately 879 acres (1.4 square miles).

03. Little Tokyo Japanese Village Mall



The Central Industrial Redevelopment Plan could result in the creation of between 2,890,000 and 9,650,000 square feet of new commercial and industrial space and between 500 and 1,500 new residential dwelling units. The Central Industrial Redevelopment Plan encompasses approximately 744 acres (1.2 square miles).

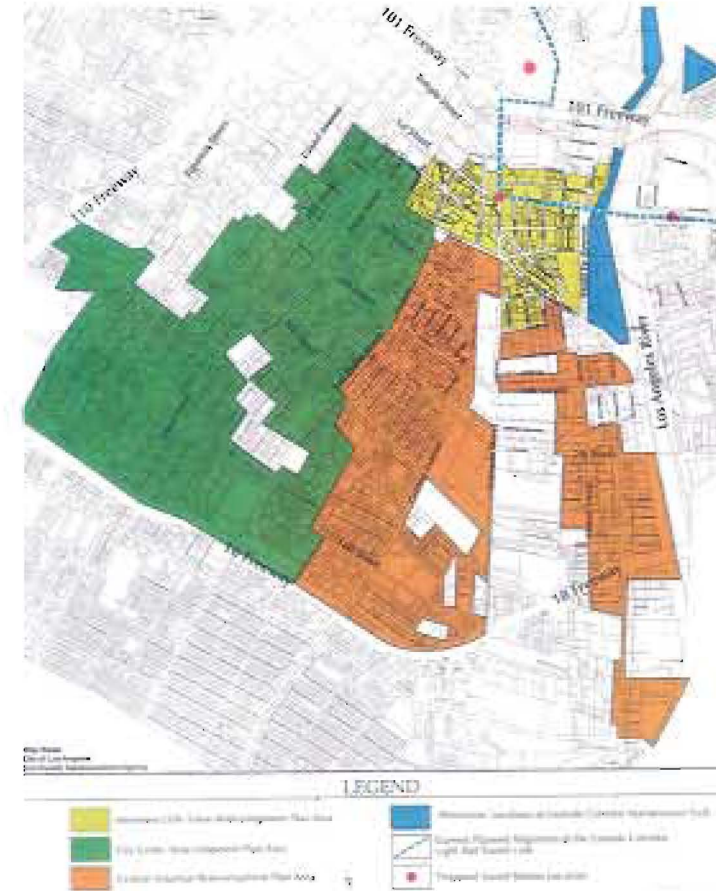
Boundaries for these related redevelopment plans are shown in the following Related Projects Map exhibit. Both of these plans would be similar to the proposed Amended Little Tokyo Redevelopment Plan in terms of overall goals, such as the reduction of blight through rehabilitation/reuse and the stimulation of new development.

The proposed Amended Little Tokyo Redevelopment Plan, the Center City and the Central Industrial Redevelopment Plans all conform with the City of Los Angeles General Plan, General Plan Framework Element, and the applicable Community Plans, including the Central City North, Central City East and Civic Center Plans.

The City Planning Department is in the process of updating the Central City Community Plan. A draft update was prepared in December 1998 but, as of June 2002, had not been approved by the City Council.

An updated Central City North (CCN) Community Plan was adopted in December 2000, which includes the Little Tokyo/Arts District area. The CCN Plan identifies the Artist-in-Residence District, which "encourages the continued and expanded development of a thriving artists-in-residence community in the plan and proposed redevelopment areas."

04. Little Tokyo Mall



02. Related Projects Map (Amended Little Tokyo Redevelopment Plan)
 Source: LACRA FEIR, June 2002

05. First Street Police Department



The projections also include two projects proposed for development in the Central Avenue Art Park (within the block bounded by Temple Street on the north, Judge John Aiso Street on the west, Alameda Street on the east, and the historic First Street Block on the south). The Children's Museum at the Central Art Park project would replace an existing two-story parking structure with a three-story building of approximately 80,000 square feet. The Children's Museum building would be built on top of a single-level subterranean garage of approximately 50,000 square feet. The Little Tokyo Recreation Center is also proposed to replace an existing two-story parking structure with a new two-story, 65,500 square-foot recreational multi-use facility with semi-subterranean parking.

Existing Land Use

The Existing Land Use Map for the Little Tokyo/Arts District TOD exhibits the location, urban setting and proximity to related urban activity areas in the vicinity of the Metro Gold Line station site. The station is sited on the east-side of Alameda Street, immediately north of the intersection at First Street. Unlike other station sites on the Eastside Extension LRT system alignment, the Little Tokyo/Arts District station site is located adjacent to several large parcels containing parking lots as well as an area of vacant land. The vacant land is within the 10 acre "prime" site property acquired in August 2002 by the City of Los Angeles. All local parcels are currently proposed for development and/or in process with applications for major urban projects.

The existing land use pattern within the original Little Tokyo RPA is largely a reflection of development that has occurred since 1970 under the existing Redevelopment Plan. The focus

06. First Street and San Pedro





01. North Elevation of First Street Historic block



02. South Elevation of First Street Historic block





01. Japanese American National Museum

First and Second Streets. These activities, together with the JANM and Geffen Contemporary Art museums, are all within a one and two minute walking distance from the Metro Gold Line Station. An Office Depot store, the first "big box" retail store in the area, was recently constructed with multi retail tenant shops fronting Central Avenue, one-half block south of First Street, with surface parking fronting Second and Alameda Streets. Office buildings are located primarily along Second and San Pedro Streets. Hotels in the area include the New Otani, on the east side of Los Angeles Street between First and Second Streets, and the Miyako Inn, on the south side of First Street between San Pedro Street and Central Avenue.

Residential uses are located along the north side of Third Street between Alameda and Los Angeles Streets. Six multi-family projects include 734 dwelling units: Casa Heiwa (100 units) at the northeast corner of Los Angeles and Third, Little Tokyo Towers (301 units), Miyako Gardens (100 units), and Tokyo Villa (167 units) on Third between Central and Alameda. Smaller residential buildings are located on the block north of First Street between San Pedro and central Avenue, including the Queen Hotel (24 units above ground floor retail) and the San Pedro Firm Building (42 units).

Existing industrial uses extend throughout the area north of the Arts District, east of Alameda Street, bounded by Commercial Street and the 101 Freeway on the north, the Los Angeles River on the east, and Temple Street on the south. The City of Los Angeles Department of Water and Power (DWP) maintains enclosed corporate yard facilities directly east across Alameda from the Federal complex and the Veterans Affairs (VA) center.

06. JACCC James Irvine Garden



02. Japanese American National Museum plaza



03. "Go For Broke" monument

of the existing Plan is to reconstruct and preserve a mixed-use, full service community that continues to serve as the cultural, religious, social, and commercial center of the Japanese American community in Southern California.

As shown on the Existing Land Use Map, predominant uses in Little Tokyo are retail/hospitality, commercial office and institutional services. Ground-floor retail uses, including restaurants and other visitor-serving businesses are concentrated along the north side of First Street between Central Avenue and San Pedro Street, and fronting pedestrian walkways within the interior of the blocks between Los Angeles Street, Central Avenue,

04. Japanese American Cultural & Community Center





01. Second Street looking towards Downtown

The DWP facilities occupy approximately 18 acres bounded by Alameda, Garey Street on the east, Ducommon on the north, and Temple Street on the south.

East of Alameda Street, north and south of Temple Street, the area extending to the Los Angeles River on the east, includes industrial cold storage facilities, the Fukui Mortuary, and older multi-story industrial warehouse structures converted to artist lofts and studios. The City of Los Angeles Personnel Department office building is located between Temple and Banning Streets fronting Vignes Street. The Daily Journal (legal notices newspaper) company headquarters are located in offices on

04. Water Court



the block bounded by Banning, Vignes, First Street and the north terminus of Santa Fe Avenue, adjacent to the historic First Street bridge. The Daily Journal company is presently completing construction of a second two-story office building and parking lot fronting Santa Fe Avenue between the south side of the bridge and Second Street.

A restaurant is located at the south-west corner of the same block at Vignes Street and a connector frontage extension of First Street which intersects the north end of Santa Fe Avenue. The north terminus of Santa Fe Avenue curves to transition into Center Street at the (future signalized) intersection with Banning Street. Center Street continues north to underpass the 101 Freeway and intersect Vignes Street on the north side of the freeway. Center Street provides entrances to the City of Los Angeles Irwin Piper Technical Center complex, 101 Freeway access via Vignes Street, and terminates at the Vignes Street intersection at the front entrance to Union Gateway Plaza and transit concourse at the LAMTA headquarters complex.

The Nishi Hongwanji Temple is located at the north-west corner of Vignes and First Street and serves as a landmark at the east entrance into the Little Tokyo/Arts District TOD at Vignes Street. The "spring line" of the historic First Street bridge begins its ramp up at Vignes Street and continues east as a viaduct across the Los Angeles River in the Pico Aliso neighborhood on the east side of the river.

The blocks between the historic First Street bridge and Third Street, extending west to Vignes, Garey, and Hewitt Streets, include numerous industrial and older commercial buildings

05. Third Street looking east



02. Second Street looking east

converted to artist lofts, studios, professional offices, and ground floor commercial uses. The area includes light industrial warehouse uses such as Megatoys wholesale headquarters at the north-east corner of Garey and Second Street. The long narrow, north-south service alleys and the off-set street grid between buildings frequently attracts TV and motion picture production crews and equipment both day and night.

The Arts District bounded by First Street, Santa Fe Avenue, Fourth & Fifth Streets, and Alameda Street is currently characterized by a high degree of vitality and revitalization activity with a mix of industrial, commercial, public/institutional, and resi-

06. Historic Southern Pacific Railroad track



03. Second Street JAGCC entrance

dential uses. The mix reflects the District's ongoing transition in the use of buildings formerly occupied with industrial functions for artist loft residences, studios, galleries, professional office spaces, and related supportive street level commercial and retail services. A new artists supplies/architect/graphic arts materials outlet affiliated with SCI-ARC has opened on Traction Avenue. New cafes and galleries are operating on Third Street between Traction and Santa Fe. In some cases entire buildings have been converted to residential use. In some cases, portions of buildings with commercial and/or industrial uses are used for artist loft residences.

07. Historic Southern Pacific Railroad track along Alameda





01. Arts District Boundary Map



02. Alameda looking north



01. Alameda & Traction Avenue Roebling Building

A variety of industrial uses remain operational in the area, including distribution and warehousing, such as Megatoys and Arranaga & Sons in the historic Roebling Building at Traction and Alameda Street. Commercial business operations, offices and retail uses are also located throughout the area. Public/institutional uses include the recently renovated Los Angeles Opera Headquarters on Alameda between Third and Fourth Streets, and the Los Angeles County Department of Social Services on Fourth Place between Hewitt and Merrick Streets. Schools include the Maryknoll School and Church on Hewitt between Second and Third Streets, and SCI-ARC at Third Street and Santa Fe Avenue.

Recent and Current Development Activity
 In August 2002, jointly with the LAMTA, the Los Angeles City Council voted to purchase the approximately 10 acre vacant property on the east side of Alameda Street, between Temple and First Streets. The westerly, LAMTA portion reserves one acre along the Alameda frontage for the Eastside Metro Gold Line LRT right of way, station platform, equipment, passenger access, landscaping and plaza areas. The property was initially purchased from Evergreen International (aka Mangrove Estate) for the purpose of providing a new, approximately 1200 car replacement parking lot for municipal employees. Since that time, the \$43 million acquisition has subsequently been

03. Traction Avenue & Third Street



04. Traction Avenue & Rose Street



05. Traction Avenue & Third Street



06. Traction Avenue looking west





01. Traction Avenue looking west



02. Traction Avenue looking west



03. Merrick Street & Traction Avenue



04. End of Traction looking towards Fourth Street Bridge



05. Traction Avenue sidewalk



06. Traction Avenue sidewalk



07. Alley along Traction Avenue



08. Traction

designated as a potential location for new Los Angeles Police Department (LAPD) headquarters. However, alternative City development concepts for this 10 acre "prime" site are also being considered at this time.

Among other alternatives being considered for the 10 acre "prime" site, the TTTA team recommended that decision-makers consider the potential revenue stream, fiscal benefits, and increased transit ridership that could accrue from a major transit-oriented, high-density, mixed use, joint development project. Such a joint public/private development alternative could include a substantial transit-based housing component, arts-oriented retail/entertainment, and office space elements as well. Such a project would confirm the City of Los Angeles TOD ordinance as a Major Urban Center or an Urban Complex TOD categorical project with all of the development benefits, advantages, and entitlements which may be available in such a public/private development partnership.

In October 2003, Trammell Crow Company broke ground on the 3.17 acre block bounded by Alameda Street on the west, Rose Street on the east, and Second Street on the south, directly across First Street from the Little Tokyo/Arts District station site and the 10 acre City-owned property. The first phase of development will include 303 new market-rate, up-scale apartment units in a four-story complex above an all subterranean, 515 car parking garage. The construction cost for the first phase is budgeted by the developer at \$65 million.

At an overall average of approximately 900 GSF (Gross Square Feet) per dwelling unit (DU), the residential complex will en-



01. Southern California Institute of Architecture (SCI-ARC) compass up to 350,000 GSF. The Development, named "Alexan Savoy" will provide a range of unit types from studios to three bedroom flats. The top floor will feature 18-foot tall living spaces and mezzanines with dramatic views of the downtown skyline. Parking will be provided at an average of 1.7 spaces per DU. Amenities will include a private Bamboo Courtyard, a stadium-seating screening room, approximately 6000 SF indoor fitness center, palm tree pool deck, a sports bar and café, and a state of the art business center

Rose Street will provide a 150 foot on-site drive for a motor court with parking garage and emergency access at First and Second Streets, and will be gated.

04. Third Street



The second phase is planned on the adjacent east-side of Rose Street on a 1.37 acre parcel for an additional 175 DU and parking for 298 cars, all subterranean. A potential third phase is planned but not finalized, for approximately 250 added DU on the east side of Rose, between Second and Third Streets, fronting Hewitt and the Maryknoll School. The third phase would include approximately 20,000 GSF in added amenities and parking for approximately 425 cars. The developer estimates an overall total construction investment of approximately \$150 million or more, with completion of the potential third phase. At completion, the overall density will be approximately 104 DU per acre.

In summary, the Alexan Savoy project is planned to provide a total 728 or more DU on approximately 7 acres across the street from the Little Tokyo/Arts District Station. Phase one construction is now underway, with second & third phases of construction proposed to be built roughly concurrent with the Metro Gold Line LRT construction period.

With the concurrence of the City Council office, the RAC Committee and LAMTA, the TTTA consultant team would reiterate the recommendations of the 1994 LAMTA Metro Red Line Eastside Extension Subway Station, Little Tokyo/Arts District Urban Design Plan, prepared by Tanaka/Tetra Design Architects. The 1994 report included recommendations for the City-owned (DWP) triangular parcel at Second and Alameda and Traction Avenue, and the smaller (privately-owned) triangle at Third and Traction, both be developed as "pocket" Art Parks as part of the community linkages program as soon as possible.

05. Second Street



02. Traction Avenue SCI-ARC Building

Given the planned high-density residential development and the emergence of the Little Tokyo/Arts District as an increasingly attractive community and regional destination, the proposed "pocket" art parks represent the very minimum needed in order to begin a Community Linkages Program that includes planning and development principles of building more liveable and sustainable urban places. With appropriate landscape/streetscape and plaza design, these mini-parks would announce, celebrate, and reinforce the unification of Little Tokyo with the Arts District with appropriate sculpture pieces, together with major added, landscaped open space and pedestrian amenities within the context of the Community Linkages Plan.

06. Hewitt Street



03. First Street Alley





01. Second Street



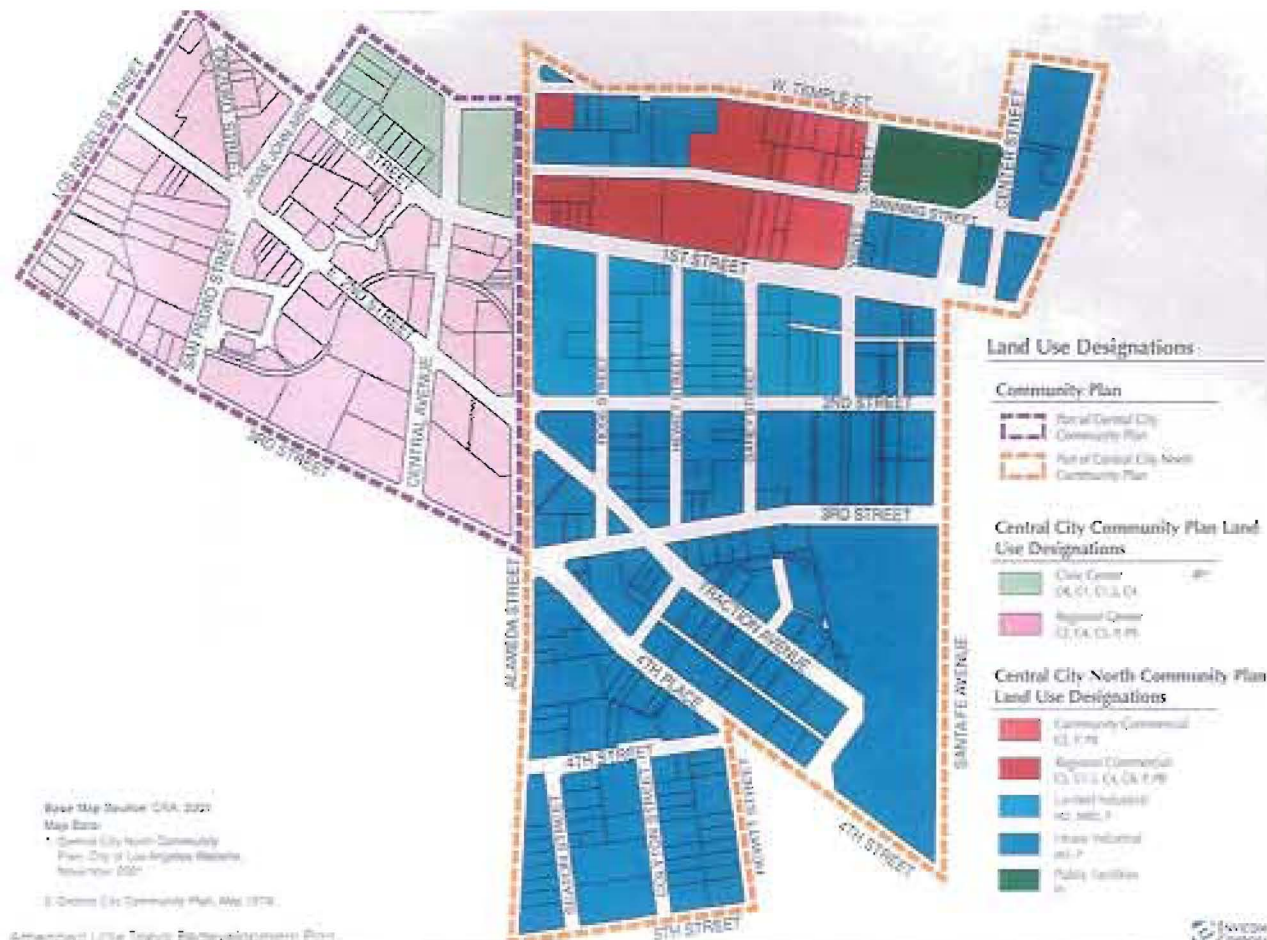
02. Alamy



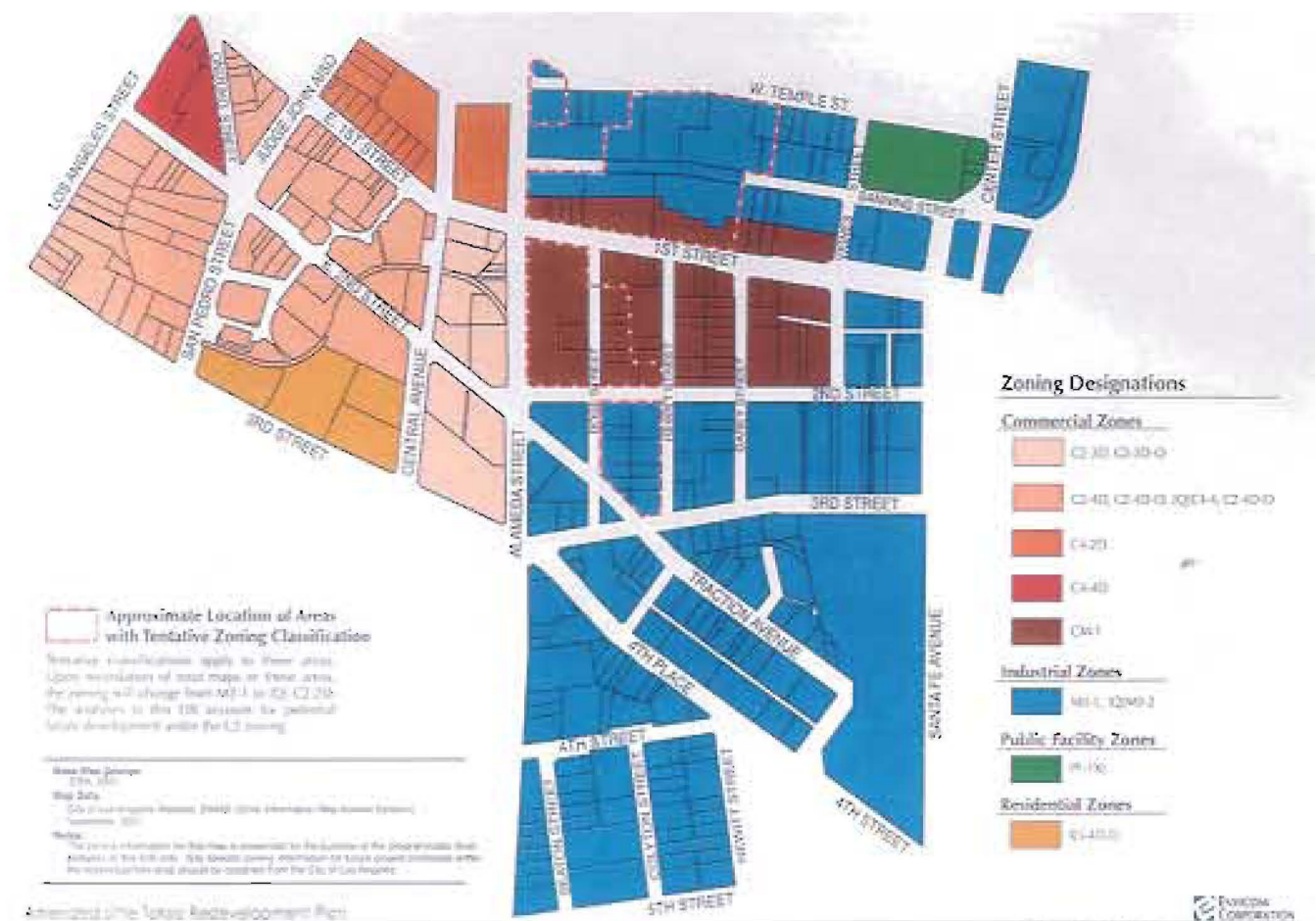
03. High Street

The LRT system right of way (ROW) alignment is designed as an exclusive, grade separated, elevated LRT guideway, between Union Station and a point north of Temple Street on the east-side of Alameda Street. The ROW is aligned to join the east-side of Alameda Street, following a south-bound turn above Commercial Street. The guideway will slope down to grade at approximately 2% and cross Temple Street at street level. The ROW will become non-exclusive (shared with mixed traffic) as it crosses Temple Street.

The ROW becomes exclusive as it enters the west frontage of the City-owned block with the Little Tokyo/Arts District Station located centrally between Temple and First Street. As the ROW proceeds south from the Little Tokyo/Arts District station, it is planned to merge with the First Street ROW as it exits the south property line and turns east into the center line of First Street. From this point, the system will operate in a non-exclusive, or shared, ROW with mixed traffic between Alameda Street east to the subway tunnel portal between Glass and Pecan Streets in the Pico Aliso area.



General Plan Land Use Designations
Source: LACRA FEIR, June 2002










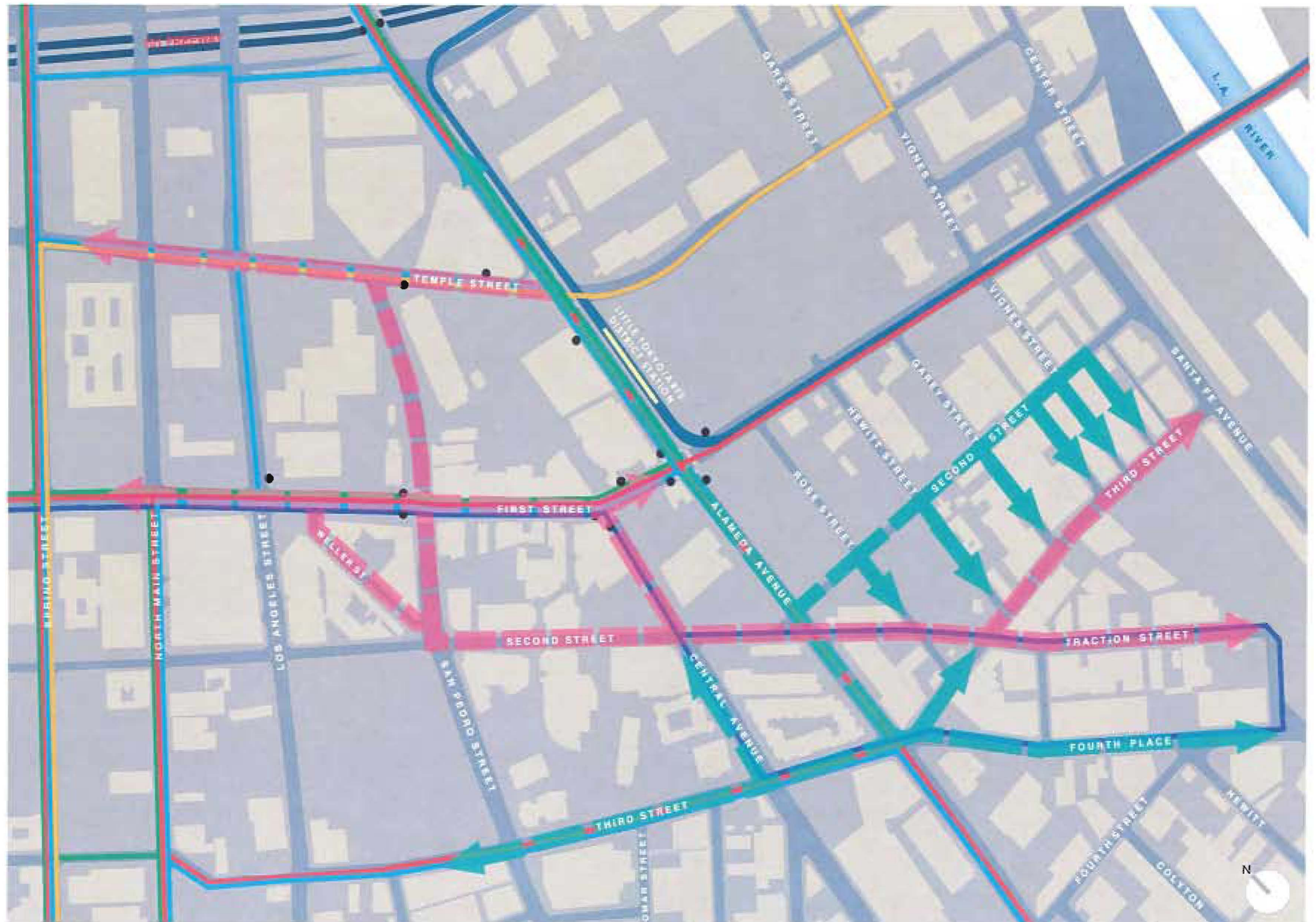
Zoning Designations
Source: LACRA FEIR, June 2002

01. Public Transportation and Pedestrian Circulation Diagram

This diagram illustrates the existing public transportation routes and the pedestrian circulation around the Little Tokyo/ Arts District. Each color represents different routes as indicated below. The black dots show the location of bus stops around the Little Tokyo/ Arts District light rail station area. This diagram also indicates the pedestrian circulation throughout the station area. See the color coding below.

JACCC, JANM and restaurants along First and Second Streets generate a high volume of pedestrian traffic. In the Arts' District, Traction Avenue and Third Street are the primary pedestrian traffic corridors.

-  Primary Circulation
-  Secondary Circulation
-  DOT A Line
-  DOT D Line
-  MTA Lines 410, 434, 439, 444, 445, 446, 447
-  MTA Lines 16, 30, 31, 40, 42, 58, 94
-  MTA Lines 316, 340, 378, 379, 394





02. Vehicular Circulation and Parking Diagram

This diagram shows the vehicular circulation and existing public parking around the Little Tokyo and Arts District. Alameda, Temple, First, Second and Third Streets generate a high volume of vehicular traffic especially during peak hours. Peak hours are shown in red. The secondary vehicular paths are shown in orange. Tertiary vehicular paths are shown in yellow. The surface and garage parking are represented in green.

- PRIMARY VEHICULAR CIRCULATION
- SECONDARY VEHICULAR CIRCULATION
- TERTIARY VEHICULAR CIRCULATION
- SURFACE PUBLIC PARKING P
- PUBLIC PARKING STRUCTURE P

01. Little Tokyo District Enhancements

Parking & Related Improvements

1. Possible New Parking Structures at Little Tokyo.
2. Convert 2nd and 3rd Street to one-way streets providing angular street parking on both sides in Arts District.
3. Provision of public parking in the Children's Museum Development behind the First Street Historical Block.
4. Provision of public parking in the City's First Street and Alameda Street Development.
5. Trammel Crow market-Rate Housing
6. Potential Future Art (Pocket) Parks

Cultural Walk

Tori Gateway Portal Structure at East and West Entrances of Little Tokyo

1st Street between Alameda and San Pedro

- Widening sidewalk to 17' wide on both north and south side. Keeping Loading Zone for Drop-off and Taxi.
- Landscape Enhancement: Cherry Blossom & Sidewalk Planting.
- Street Light Enhancement.
- Wayfinding Enhancement: Downtown LA walks.
- Sidewalk Pavement Enhancement: New Paving Design and Symbol for Cultural Walk (ex: Family Crest).
- Cultural Art Fence for Patio Dining.
- Street Furniture: Bench, Telephone Booth Trash & Ash Receptacle Information Kiosk.

1st Street between San Pedro and Los Angeles

- Street Alignment at 1st/San Pedro.
- Landscape Enhancement: Japanese Garden Walk at north side. Cherry Blossom and Sidewalk Planting.
- Transit Center: Information Kiosk and Bus Shelter.
- Street Light Enhancement.
- Wayfinding Enhancement: Downtown LA walks.
- Sidewalk Pavement Enhancement: New Paving Design.
- Street Furniture: Bench, Trash & Ash Receptacle and Telephone Booth.

Little Tokyo Gateway from Vignes to Los Angeles w/ Street Banners

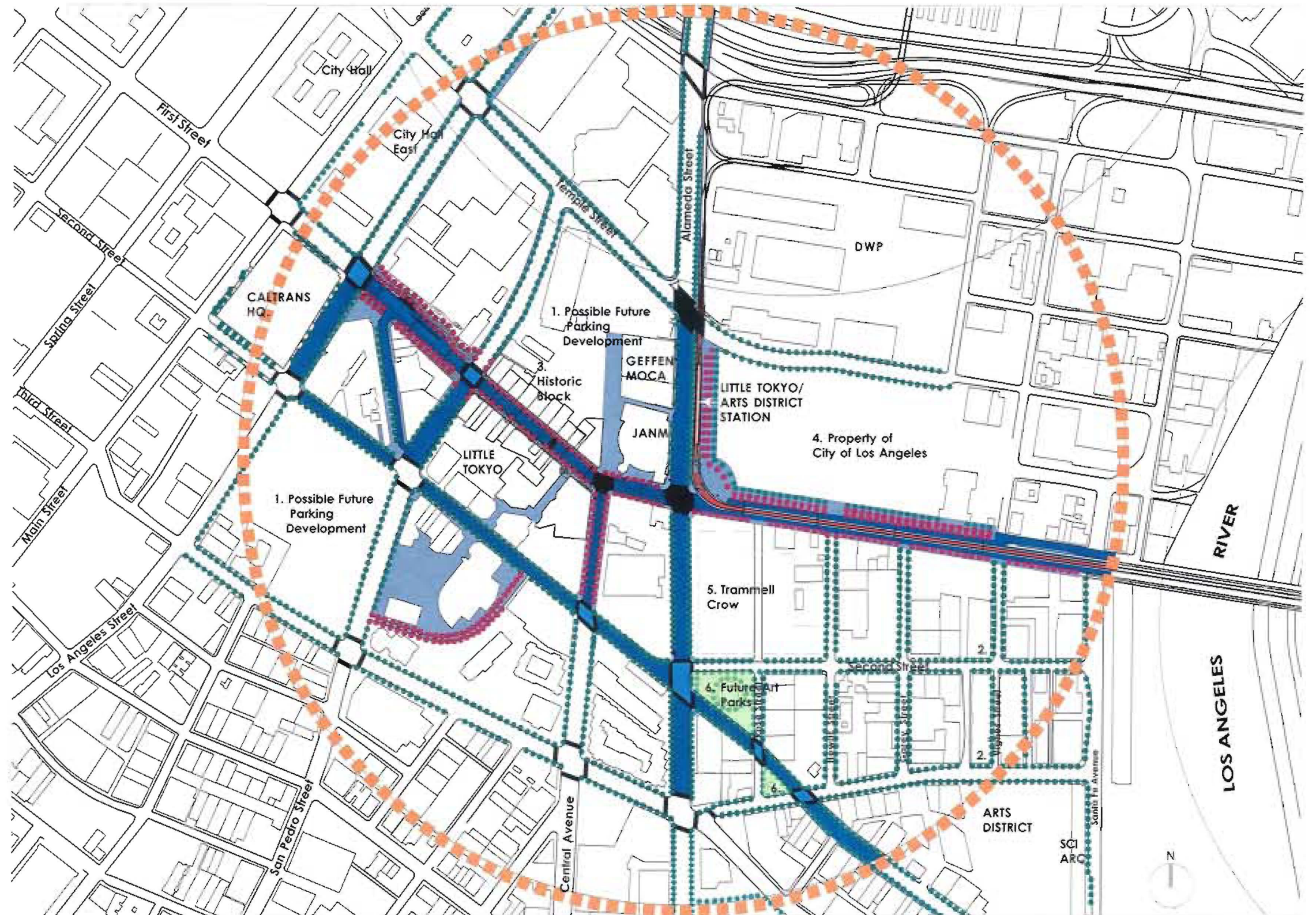
Crosswalk Enhancement at major intersections

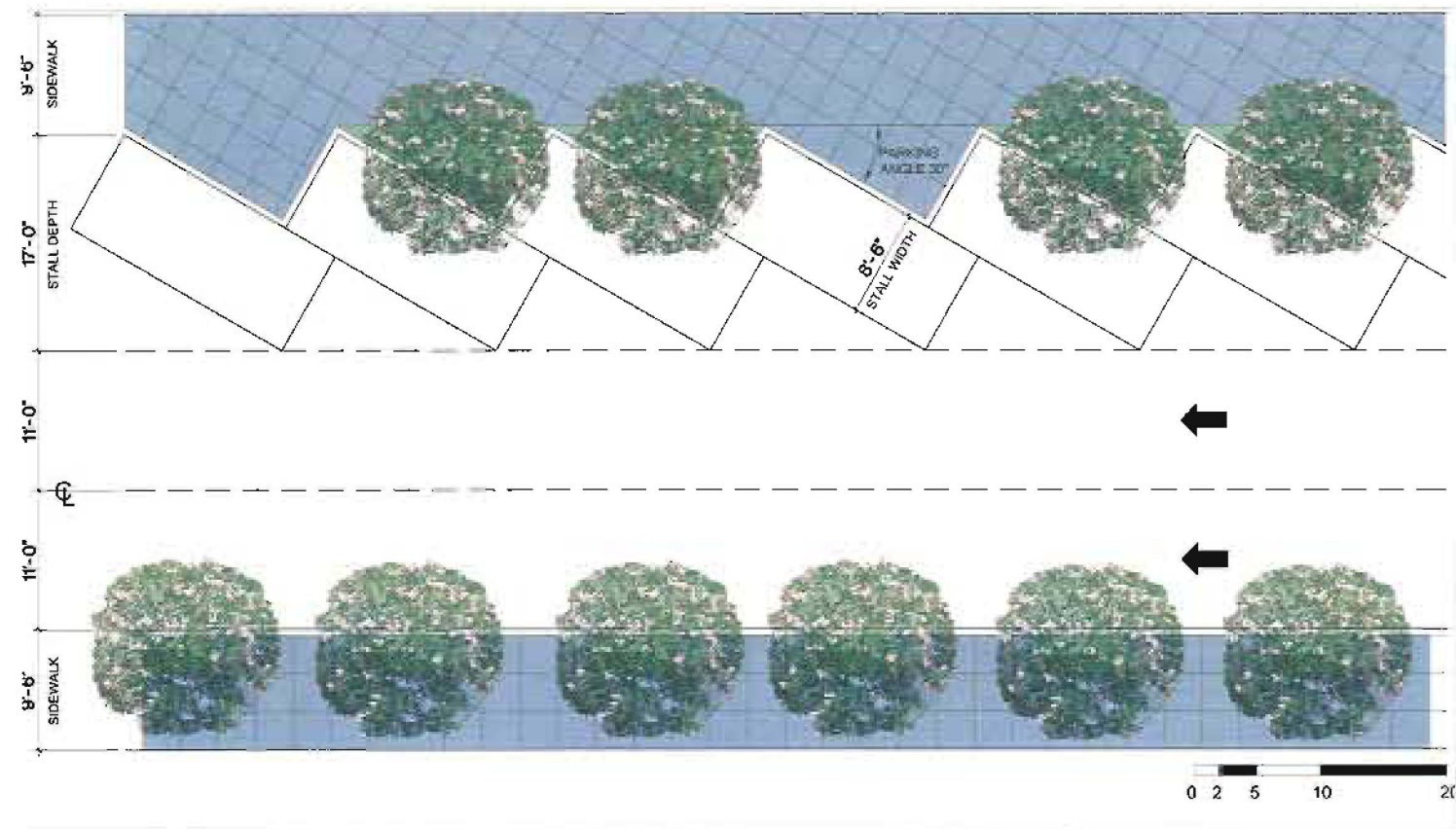
- Crosswalk Paving Design
- Scramble Crossing at 1st/Alameda and 1st/Central

Pedestrian Walk Enhancement at JACCC Alley

Greenbelt along Alameda between Temple and 1st and 1st between Alameda and Vignes

Proposed Art parks at Second and Rose Street





01. Second Street Angled Parking and Proposed one-way traffic

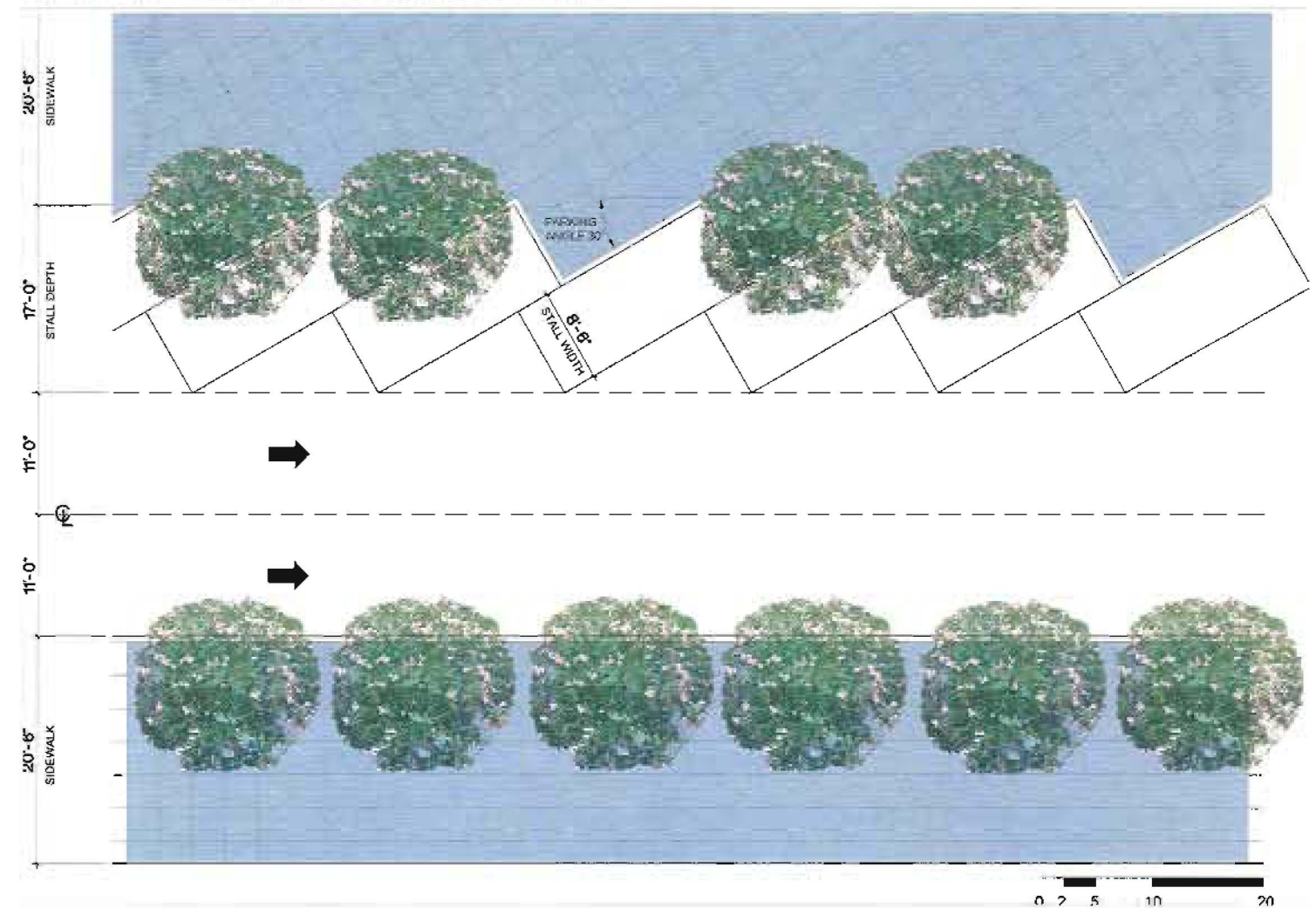
Benefits of Angled Metered Street Parking:

- Calm Traffic
- Benefit commercial street businesses
- Enhance pedestrian and street activities
- Reduce traffic speeds and cut-through volumes
- Make streets safer and more livable
- Revitalize businesses; Increases leasing rate

Traction Avenue Enhancement as the Gateway to the Arts District

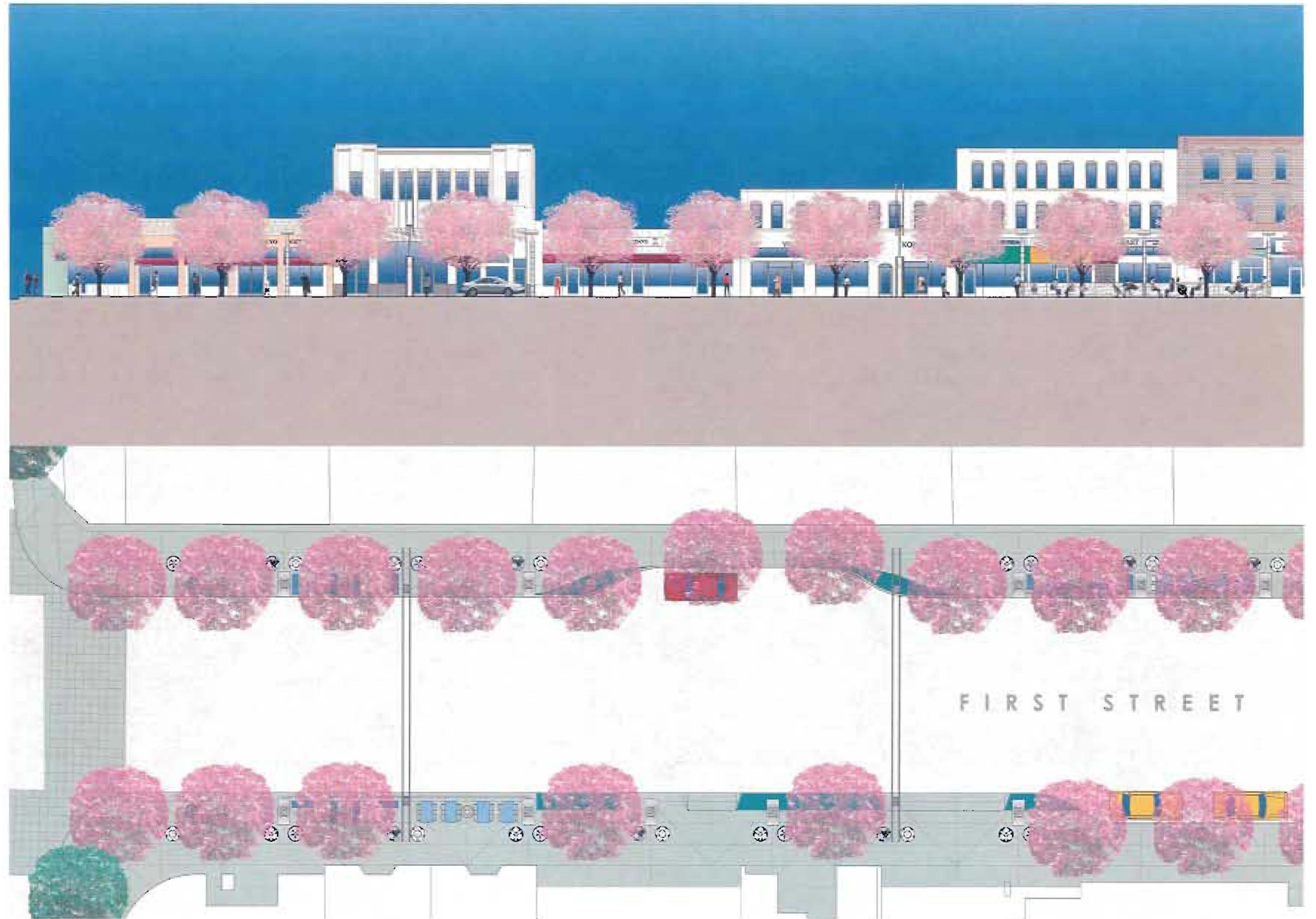
- Landscape Enhancement: Street Tree and Sidewalk Planting.
- Street Light Enhancement.
- Wayfinding Enhancement: Community Art Signage Program.
- Sidewalk Pavement Enhancement: New Paving Design by Community Art Program.
- Street Furniture: Bench, Trash & Ash Receptacle and Telephone Booth.
- Information Kiosk.

02. Third Street Angled Parking and proposed one-way traffic



01. Elevation of First Street south and plan of Little Tokyo district

The MTA Community Linkages program includes a comprehensive revitalization and enhancement strategy for the historic Little Tokyo First Street corridor between Alameda and Los Angeles Street. This is the path that the majority of the arriving and departing ridership will use on a daily basis when the Little Tokyo/Arts District Station is completed. The increased pedestrian flow can be expected to benefit the business vitality and economic revitalization of the commercial fronts along both sides of the historic First Street between Alameda and Los Angeles. The proposed side walk widening is therefore essential to accommodating the anticipated volume of pedestrian flow along this street during peak periods Monday through Friday. Other elements such as new paving, gateway structures and the planting of cherry blossom enhance this experience making First Street a desirable place for visitors and locals. These elements enhance the sense of place for the Little Tokyo district distinguishing it from its surrounding area.



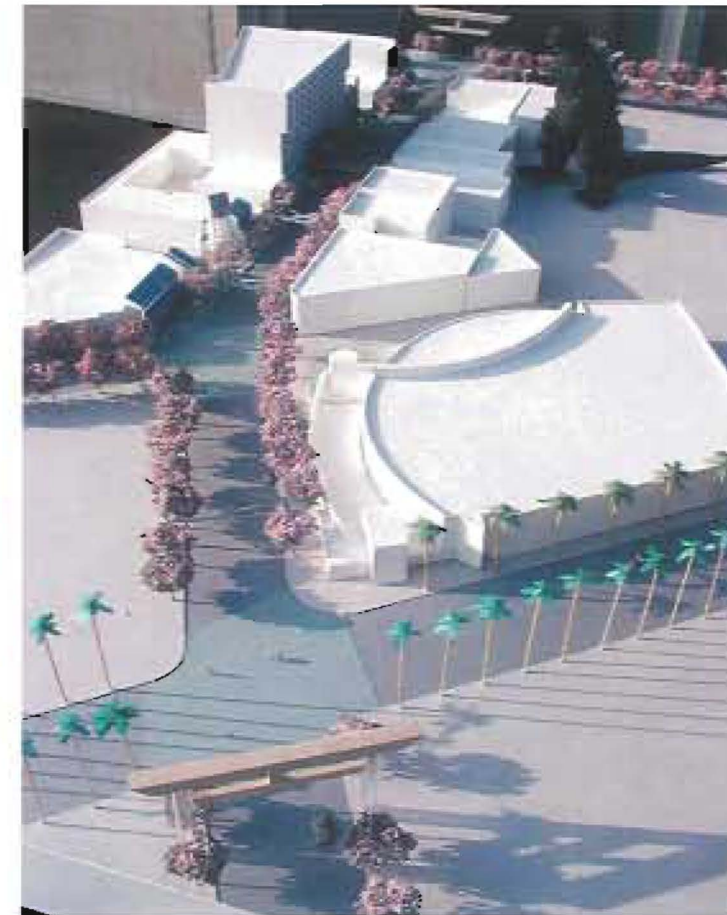
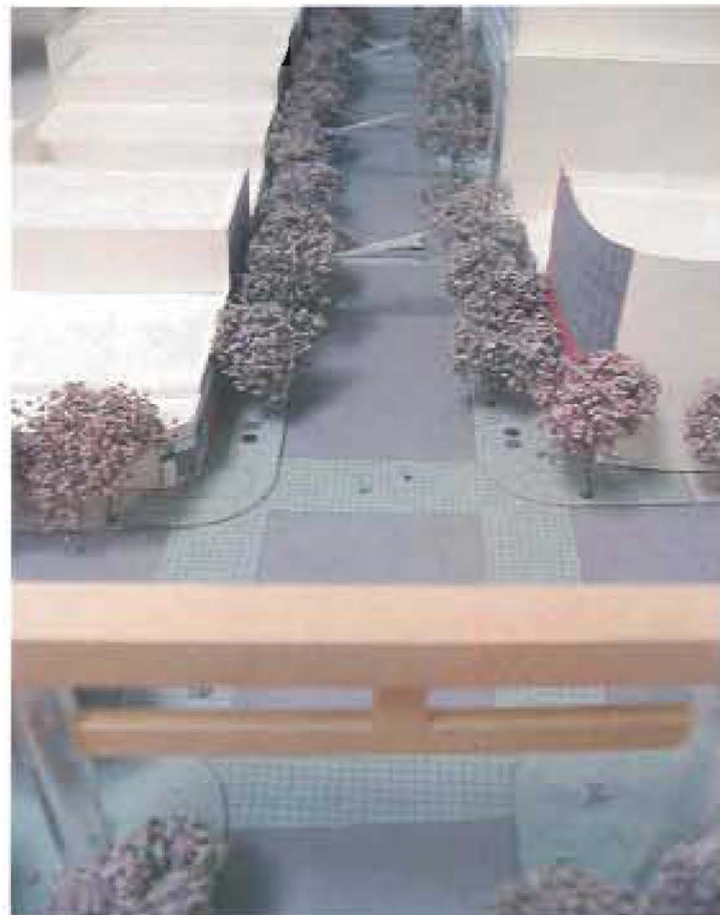


1st Street between Alameda and San Pedro

1. Widening sidewalk to 17' wide on both north and south side. Keeping Loading Zone for Drop-off and Taxi.
2. Landscape Enhancement: Cherry Blossom and Sidewalk Planting.
3. New reflected indirect illumination with Street Light Fixtures & related Enhancements.
4. Wayfinding Enhancement: Downtown LA Angels walk, directional & place-maker Signage
5. Sidewalk Pavement Enhancement: New Paving Design and Symbol for Cultural Walk (ex; Family Crest).
6. Cultural Art Fence for Patio Dining.
7. Street Furniture: Bench, Trash & Ash Receptacle and Telephone Booth.
8. Information Kiosk.

01. Enlarged Elevation of 1st Street Loom showing details of Culture Art Fence, Cherry Trees, Lighting, Restaurant Paros, and Sidewalk Cafes.

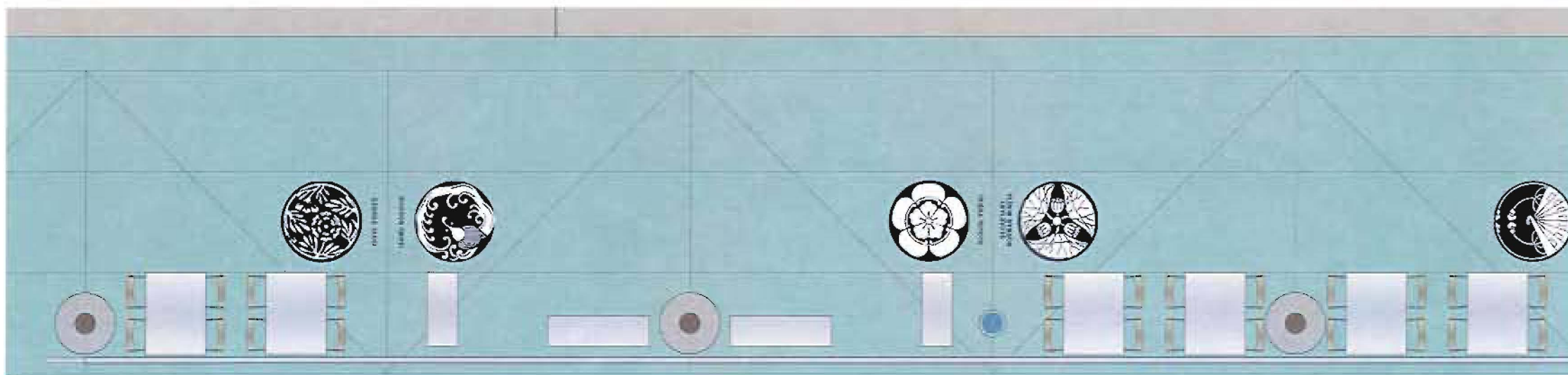




01. Various views of Little Tokyo-First Street Model



01. Cultural Art Fence Design with Family Crest Symbols



02.



02.



01. Little Tokyo Gateway Design



02. Little Tokyo Lighting with Downtown LA Walk Little Tokyo District icon incorporated



03. Little Tokyo Information Tower

04. Bunker Hill icon



05. Chinatown icon



06. Civic Center icon



07. Downtown Center icon



08. B-Fuelled icon



09. Fashion District icon

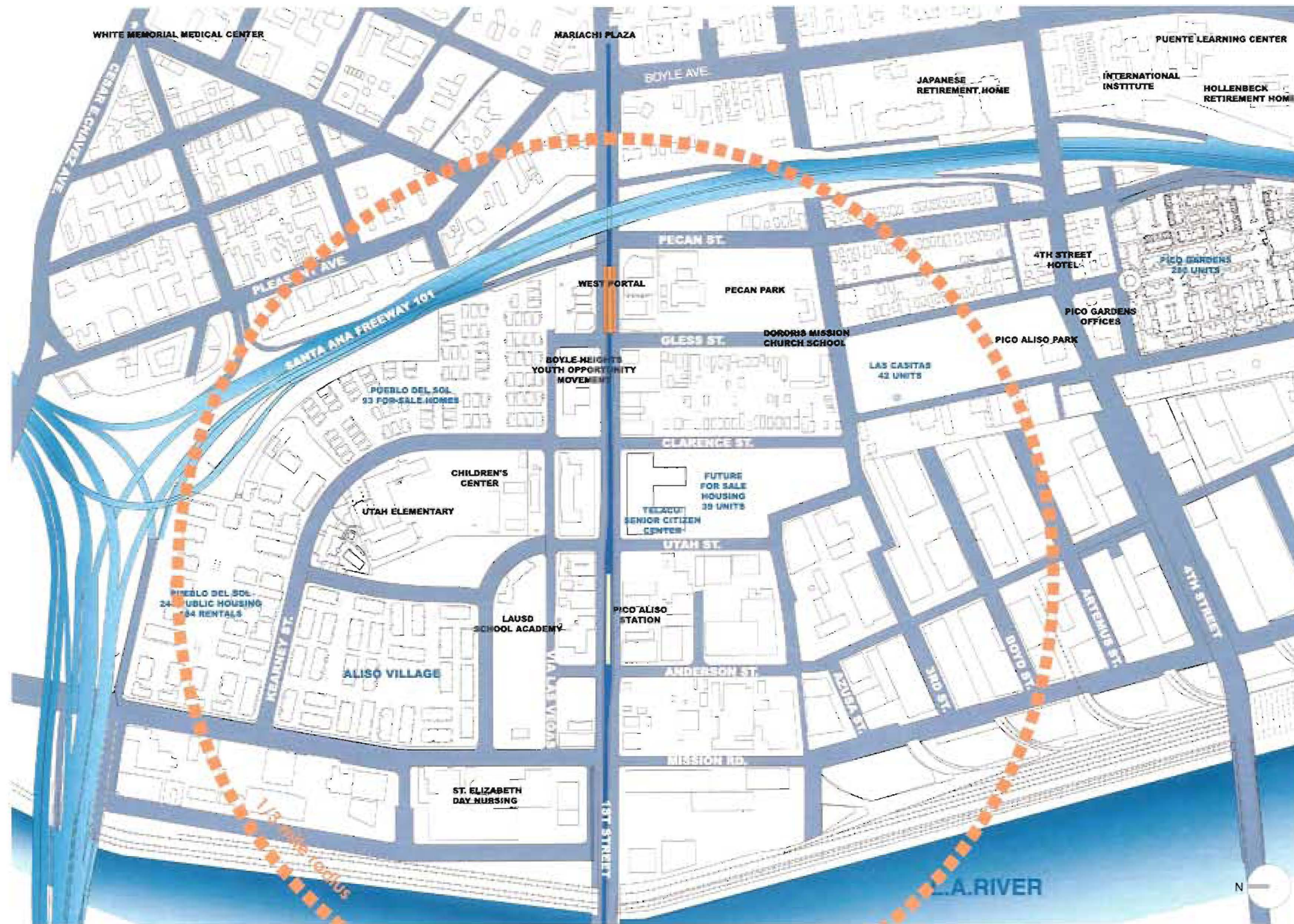


Downtown LA Walks

Thirteen district, integrated identity and wayfinding program. December 2001. With Corbin Design

- 300 blocks
- System of district icons
- Directs from "off - ramp to doorstep" with hierarchy of sign types
- Modular walking - map displays

08 PICO ALSO STATION AREA



PICO ALISO TOD

Urban Context

The Pico Aliso Metro Gold Line LRT Station will be located in the median of First Street between Anderson and Utah Streets. The station location will serve the north central commercial heart of the Pico Aliso community. The station site is east of the historic First Street bridge which will be widened to accommodate the LRT ROW in conformance with historic preservation criteria. The station site is approximately three-quarters of a mile east of the Little Tokyo/Arts District station and one-quarter mile west of the Gold Line LRT subway tunnel portal entering the Boyle Heights neighborhood. The next station east will be at First Street and Boyle Avenue, which will serve the Mariachi Plaza area, approximately 700 feet east of the LRT subway tunnel portal. The subway segment of the Eastside Metro Gold Line will extend beneath First Street under the elevated 101 Santa Ana Freeway which defines the east boundary of the Pico Aliso Revitalization Project Area.

The Pico Aliso Revitalization Project represents an ongoing, dramatic urban transformation of a low income housing area that was previously severely deteriorated, with more than 1260 post-WW II public housing units and substandard commercial and industrial urban fabric. The project area encompasses approximately 152 acres east of Mission Blvd. and the Los Angeles River, extending from the 101 Santa Ana/1-10 San Bernardino Freeway, south to about Whittier Blvd.

The successful community revitalization has been planned and implemented by the Housing Authority of the City of Los Angeles (HACLA) under a multi-year work program, which has created new, quality affordable (workforce) housing with related school and park improvements, high quality seniors housing, community redevelopment and numerous related public improvements. Portions of the Revitalization Program has been implemented subject to a regulatory agreement with the U.S. Department of Housing and Urban Development (HUD) with properties and dwelling units to be held for use by very low income households in perpetuity. All leases for development of new units are subject to the HUD agreements.

A significant share of new affordable housing development implemented by HACLA as the final phase of the Pico Aliso HOPE VI Urban Revitalization Demonstration Program was supported with a Grant Agreement executed between HACLA and HUD in 1994 for a total of \$50 million to help rebuild this community.

There were formerly 596 units on the three sites known collectively as Pico Aliso. Pico Gardens with 260 units was constructed on one site in 1942, and Aliso Extension with 336 units was built in 1954. The housing units on all three sites were functionally obsolete and infeasible to rehabilitate.

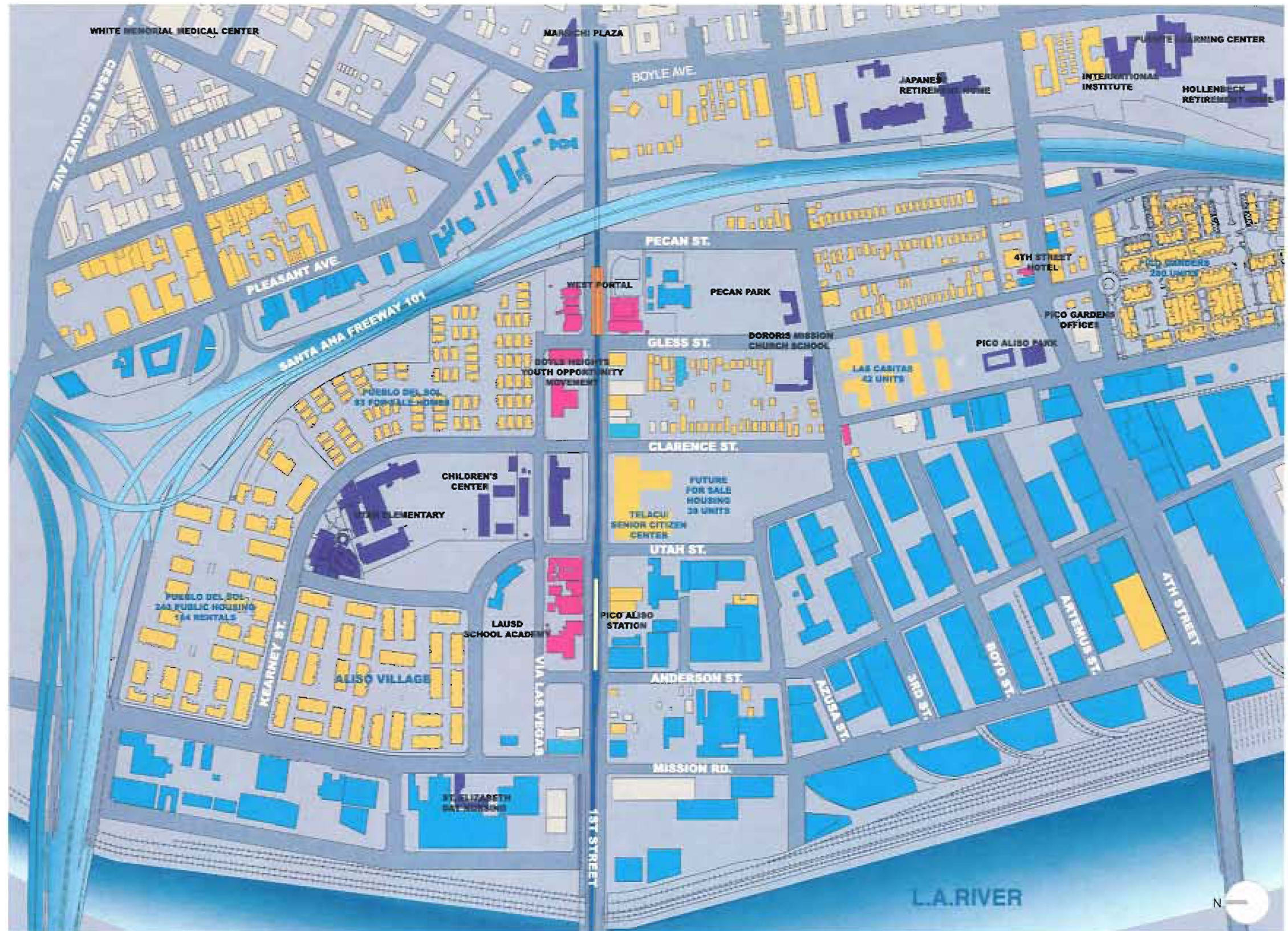
All current and former public housing residents of Pico Aliso were given a choice to either remain on site or move off site with Section 8 certificates.

The status of the Revitalization Project is:

1. New Pico Gardens: All new 256 rental units were completed in 2001.
2. The Management Office, Child care Facility (60 children) and Community meeting hall were completed in 2001.
3. Las Casitas – Phase I, 42 rental units were completed in 2000 at the south side of the old Pico Extension project.
4. The 75 unit Senior Housing units were completed with Telecu (The East Los Angeles Community Union-Developer) in late 2001. (This new facility is located on the south side of First Street, between Utah and Clarence Streets, diagonally adjacent to the Metro Gold Line LRT station site)
5. The 39 condominium units remain to be constructed north-east of Via Las Vegas at Clarence Street, one block north-east of the Pico Aliso Station.

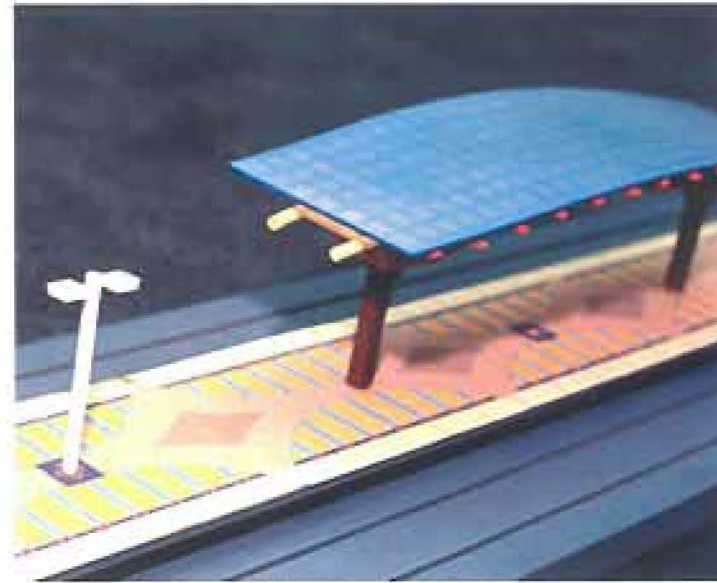
The benefits of the revitalization project:

With the construction of the Pico Aliso neighborhood station and the implementation of MTA's Community Linkages program, pedestrian and ridership activity is anticipated to provide economic stimulation to the commercial frontage along the north side of First Street. This increase in pedestrian activity will support any retail, newstand, coffee bar and convenience stores, making the neighborhood safer and more livable.





01. First Street looking west



02. Pico/Aliso Station Model by Bana Planners



03. First Street & Anderson Street



04. Site of Aliso Village Housing project (Pueblo del Sol)

05. First streetside walk



06. Los Angeles Unified School District building entrance



07. Aliso Village Housing project (Pueblo del Sol)



08. Senior Citizen Center





01. First Street & Utah Street



02. Senior Citizen Center from Utah Street



03. Utah Street looking north



04. Utah Street looking south towards Pico/Garden's Housing project

05. Pico Gardens Office Complex



06. Entry to Pico Gardens



07. Pico Gardens Housing Project



08. Utah street looking towards Pico Garden





01. Pico Alto Pedestrian Linkages at Gless Street.



02. Pico Alto Pedestrian Linkages crosswalk and landscape



03. First Street West Portal location



04. First Street Portal location looking towards downtown

05. Pico Alto Pedestrian Linkages sidewalk paving



06. Pico Alto Pedestrian Linkages sidewalk paving



07. North sidewalk along First Street



08. South sidewalk along First Street near future Portal



The following Housing Program Update provides a summary of the the new Pico Aliso neighborhoods and housing replacement tabulation within the TOD.

Housing Update

Lloyd Wright, son of America's premier architect Frank Lloyd Wright, designed the Pico-Aliso and Aliso Village Housing Projects, which were completed in 1946. In 1993 and 1998 the Housing Authority of the City of Los Angeles (HACLA) declared that the mid-1940s Pico Aliso & Aliso Village Housing Projects suffered from irreparable damage. Issuing a formal state of emergency, HACLA received federal funding for the demolition of all of Aliso Village's 685 units & Pico Aliso's 577 units, claiming that remodeling and repairs would cost more money than the total demolition and rebuilding of the two housing projects.

The following is a report on the status of the new construction / rebuilding projects.

Aliso Village

The demolition of all of Aliso Village's 685 older units commenced in three phases. The demolition and rebuilding of the Aliso Village housing projects will result in the total number of units being reduced by 215 units (roughly 31.5%). Thus, the status of the demolition and rebuilding of the 470 new units in Aliso Village is as follows:

Phase 1: When complete, phase 1 will consist of **201 units**. Of these 201 new units, 80-85% of the units are nearing completion. HACLA reported that families would start moving into the completely rebuilt units starting late April 2003. Phase 1 is expected to be complete in June 2003.

Phase 2: This phase's rebuilding project will ultimately consist of **176 units**. The construction is 40% underway and is scheduled to be complete in December 2003. At that time HACLA expects families to begin moving in.

Phase 3: The construction project for Phase 3 will ultimately consist of **93 units** that are reserved for homeownership. This phase's construction is a bit more problematic and is expected to last until mid-late 2004. At that time HACLA expects families to begin moving in.

The average number of residents to be housed within the new Aliso Village can only be inferred by looking at the person:bedroom ratio. According to Mr. Bill Davis of HACLA, the average number of people reported to live in a one-bedroom unit is three (3) [3:1].

The **NEW Aliso Village** housing project will consist of the following number of units, bed-rooms, and average number of residents:

Units	Bedrooms	Average Number of Residents per/unit	Number of Residents
173	2	6	1,038
225	3	9	2,025
72	4	12	864

Average Number of New Residents: 3,927

The **ORIGINAL Aliso Village** contained the following breakdown:

Units	Bedrooms	Average Number of Residents per/unit	Number of Residents
54	1	3	162
336	2	6	2,016
253	3	9	2,277
22	4	12	264
20	5	15	300

Average Number of Previous Residents: 5,019

Based on the above information, we can infer that the **average number of residents to be housed within the new Aliso Village is roughly 3,927 residents** (a reduction of 1,092 residents from the original Aliso Village).

Pico-Aliso

In 1993 HACLA received a \$50 million grant from the Department of Housing & Urban Development (HUD) to demolish all of Pico-Aliso's 577 older units and rebuild 412 new units in their place (this includes the Pico-Aliso Extension which will provide housing for 30 1-bedroom units and 306 2-bedroom units). The demolition and rebuilding of the Pico-Aliso housing projects, including the Pico-Aliso Extension, will result in the total number of units being reduced by 165 units (roughly 28.5%).

The status of the demolition and rebuilding of the 412 new units in Pico-Aliso is as follows:

New Public Housing: This construction project is complete. **298 units** were available for new public housing and are all currently occupied.

Senior Housing: This project consists of **75 units** reserved for qualified HUD Section 202 senior residents. According to HACLA, this construction project is complete and all 75 units are currently occupied.

01. Landuse, Pedestrian & Vehicular Circulation Diagram



Home Ownership:

The last construction project within Pico-Aliso will ultimately consist of **39 units**, which are reserved for homeownership. This phase's construction is expected to begin Summer 2003 and should last about 18 months (expected completion is December 2004). At that time HACLA expects families to begin moving in.

The average number of residents to be housed within the new Pico-Aliso housing projects can also be inferred by looking at the person:bedroom ratio. The average number of people reported to live in a one-bedroom unit is three (3) [3:1].

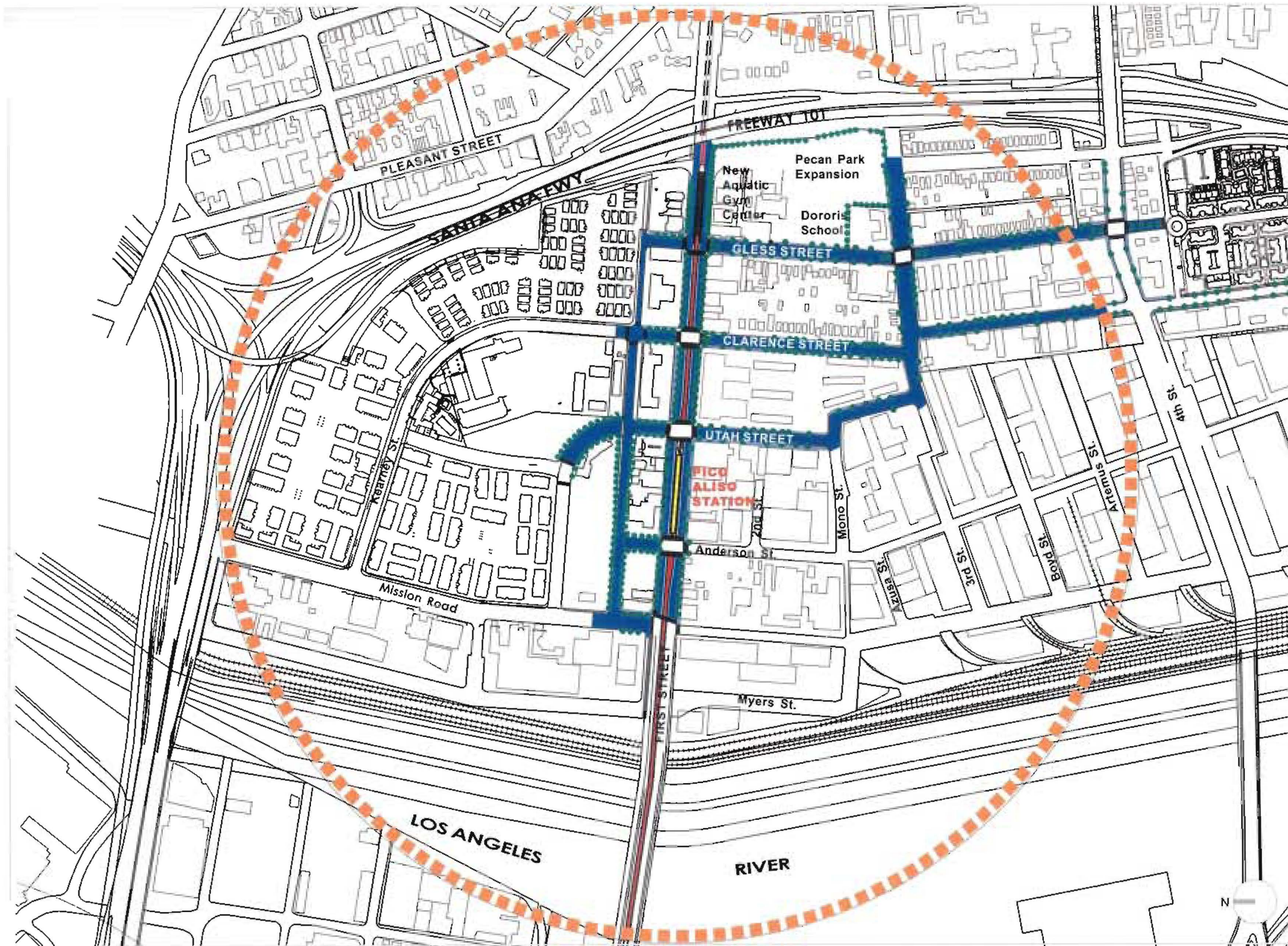
The charts below will depict the number of units, bed-rooms,

and average number of residents for each of the Pico-Aliso construction projects, namely the New Public Housing construction project, the Senior Housing construction project, and the Home Ownership construction project.

The **NEW Pico-Aliso New Public Housing** construction project will consist of the following number of units, bed-rooms, and average number of residents:

Units	Bedrooms	Average Number of Residents per/unit	Number of Residents
70	1	3	210
88	2	6	528
64	3	9	576
18	4	12	216
16	5	15	240

Average Number of new Residents within the New Public Housing project: 2,010



Pico Aliso Station Area Enhancement

1. Street trees - Cultural canopy trees on primary linkage streets
2. Street and pedestrian light enhancements
3. Sidewalk pavement enhancement: New paving design and symbol for Cultural Walk
4. Sidewalk enhancements on other primary linkage streets
5. Enhanced crosswalk paving design
6. Security systems enhancements at West Portal including visual and audible signage, cross guard and education programs
7. Wayfinding signage enhancements
8. Information kiosk and bus Shelters
9. Street Furniture: Bench, trash & ash receptacle
10. Supplement existing Pico Aliso and Pueblo Del Sol pedestrian linkages programs with street and pedestrian light, signage and crosswalk paving design enhancements

Security Recommendation

- Avoid exposed fixtures, fittings, pipes, etc., in public areas prone to vandalism whenever possible.
- Avoid using non-durable finishes.
- Use adequate lighting and motion detector lights.
- Use lighting systems with protective covering and hidden wires.
- Building surfaces attractive to graffiti vandals include: smooth, light-colored, regular paint, patched and dirty.
- Non-attractive surfaces include: rough, dark-colored, anti-graffiti paint, clean and freshly painted

Murals as Cultural Icons



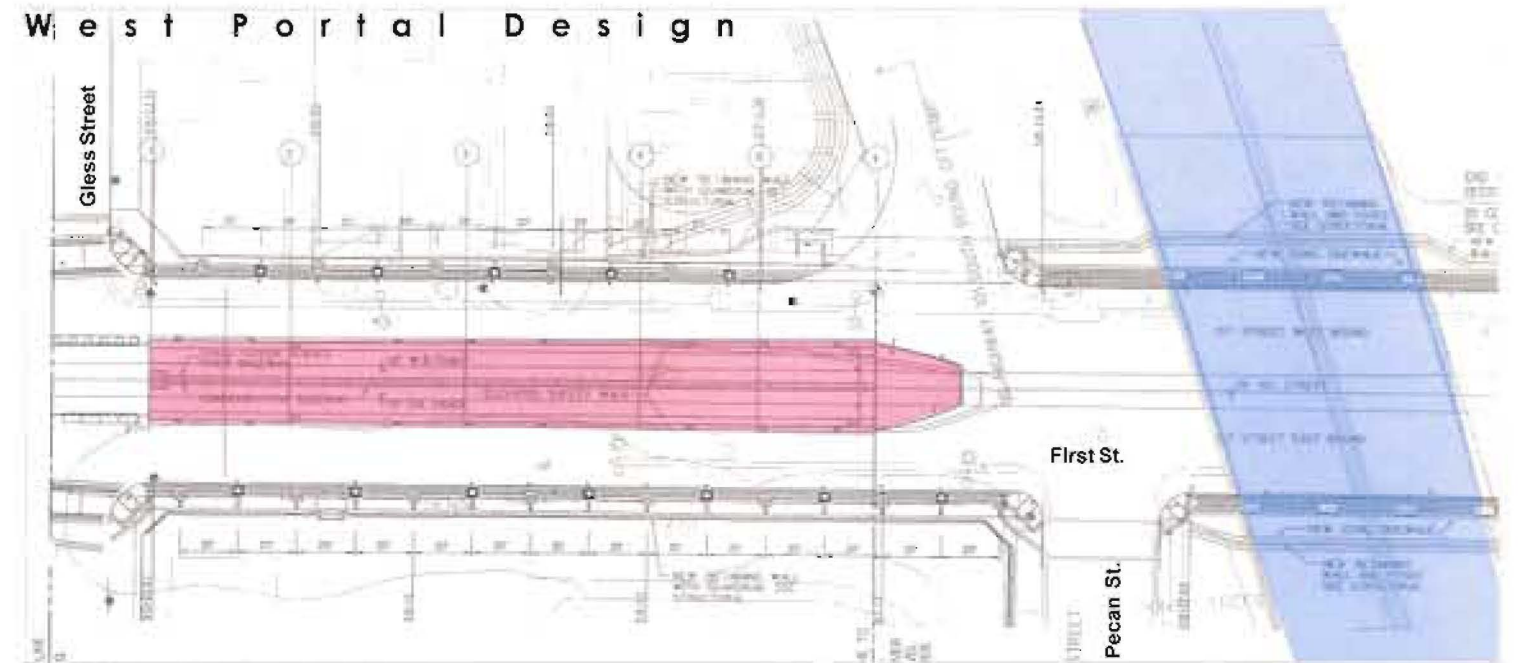
02. Cultural Mural Dedicated to Mothers



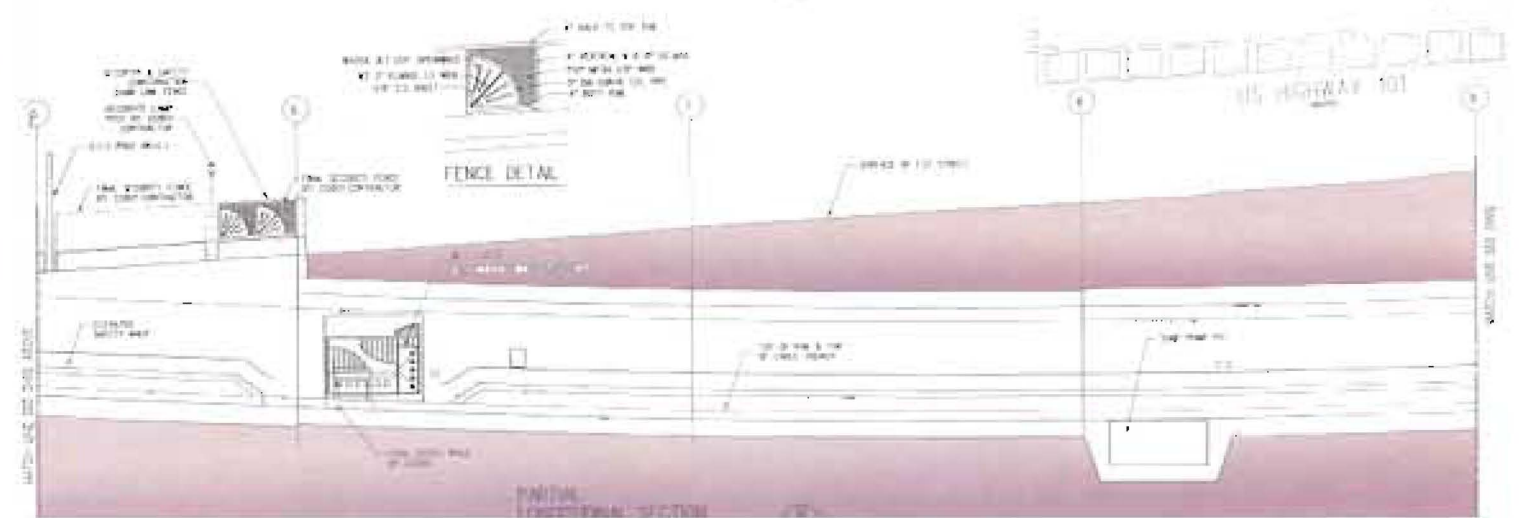
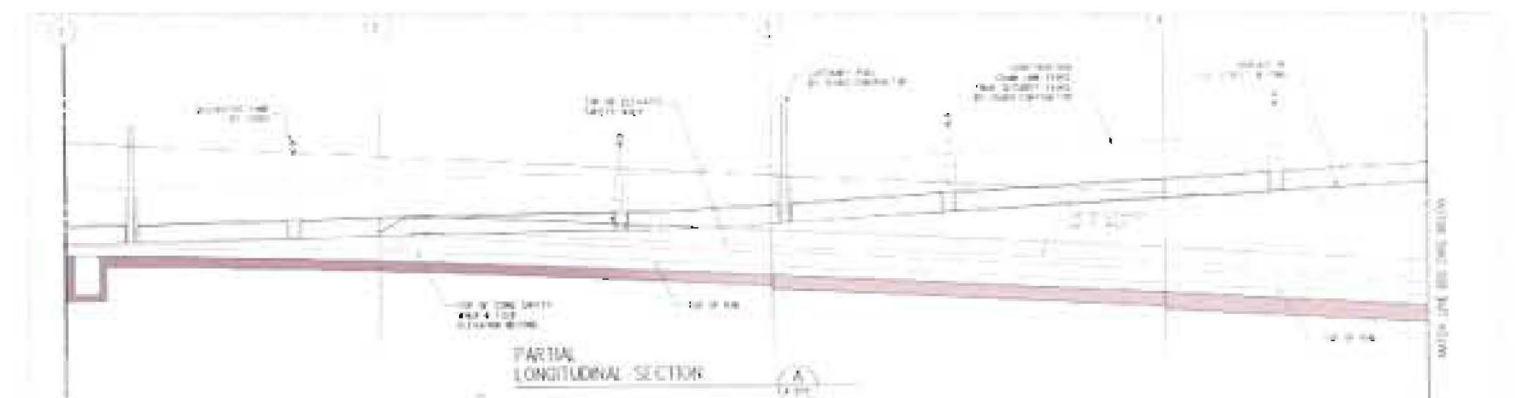
03. Cultural Mural Dedicated to John G. Fivoda



West Portal Design



04. Portal Plan and Section



01. Examples of vandal-resistant street light

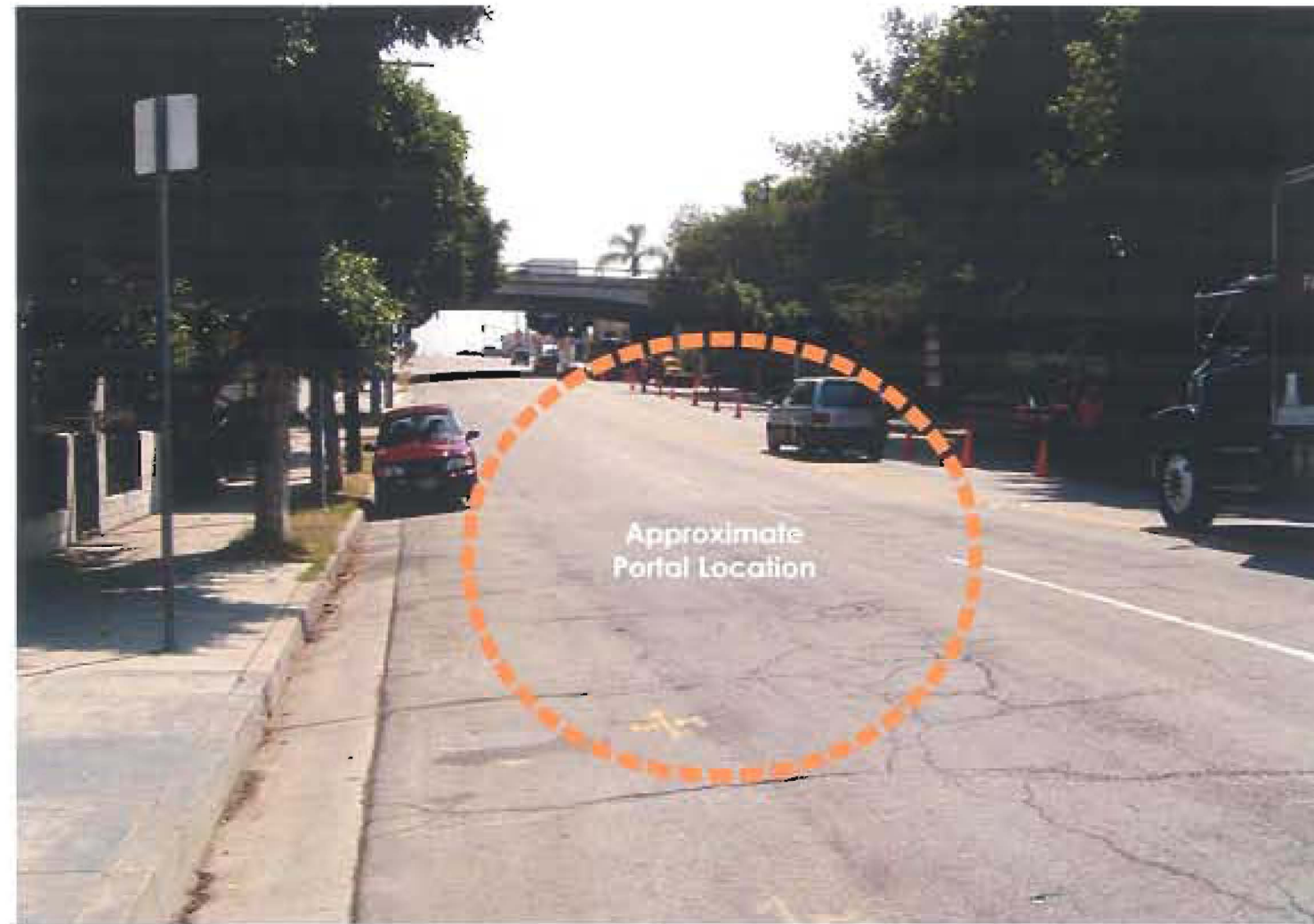




01. Blue Line Portal example on Flower Street

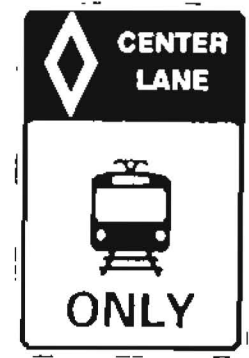
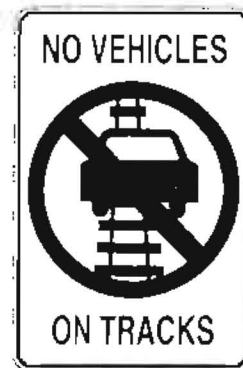
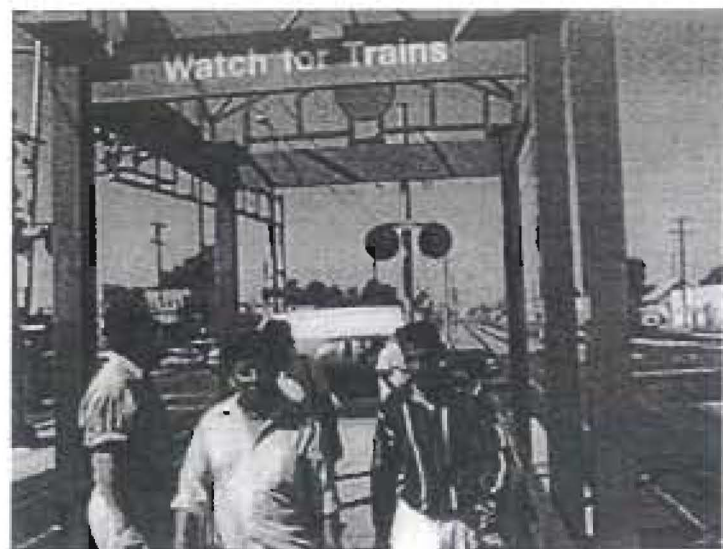


02. Blue Line Portal example



03. West Portal Approximate Location

04. Examples of Warning Signage



Portal Safety Recommendations

- Warning signals / alarms, and flashing red lights whenever train is passing.
- Signage (proliferation of bi-lingual warning signs)
- Crossing guard (partnership with local schools)
- Campaign to educate community about rail system safety
- High concrete wall with plants
- Abundant lighting

09 APPENDICES

1. List of Supporting Documents

Supporting Documents include, but are not limited to:

1. Cluster A Key Stakeholder Interview Notes of March through July, 2003 and MTA Project Community Meeting Notes March - September 2003
2. Alameda District Specific Plan (ADSP), Adopted by City of Los Angeles, June 1996
3. ADSP Final Environmental Impact Report (FEIR), November 1995
4. Amended Little Tokyo Redevelopment Plan FEIR, LACRA, June 2002
5. Angels Walk: The Transit & Walking Districts of Historic Los Angeles; a publication of LAMTA, Tanaka / Tetra Design Architects, Metcalfe Associates, Udewitz Associates, and Kaku Associates, Spring 1995
6. LAMTA Metro Red Line Eastside Extension Subway Station, Little Tokyo/Arts District, Downtown Los Angeles; Tanaka/Tetra Design Architects, Metcalfe Associates, Udewitz Associates, and Kaku Associates, December 1994
7. Eastside Cultural Needs Assessment, LAMTA, February 1995
8. Downtown Strategic Plan, 1993
9. Los Angeles Mall Revitalization Concept Plan, 1995
10. Citywide General Plan Framework Element, 1996
11. Civic Center Shared Facilities and Enhancement Plan (aka "10 Minute Diamond Plan"), 1997
12. District Business Plans for Multi-Cultural Visitor and Tourism Business Activities In and Surrounding the Los Angeles Regional Core, prepared for the U.S. Department of Commerce, U.S. Travel and Tourism Administration (USTTA), ERA, Barrio Planners, Metcalfe Associates, & SCBDA et. al., 1994
13. LACRA Proposed Center City Redevelopment Plan
14. LACRA Central Business District Redevelopment (Eastside Expansion) Project
15. LACRA Proposed Central Industrial Redevelopment Plan
16. City of Los Angeles Central City North Community Plan
17. Applicable Zoning and Parking Codes and Ordinances (i.e. L.A. City Mixed Use Ordinance)
18. Applicable ICO (Interim Control Ordinance) Maps
19. Applicable Land Use/Transportation Policy Implementation Feasibility Report and TOD Incentives, Tools, and Mechanisms Draft L.A. City Ordinance
20. Los Angeles Eastside Corridor Final Supplemental Environmental Impact Statement/Final Subsequent Environmental Impact Report (FSEIS/FSEIR), U.S. DOT, Federal Transit Administration, LAMTA, January 2002
21. Pico/Aliso Housing Master Plan & related documents, HACLA/Housing Authority of City of Los Angeles
22. County of Los Angeles Eastside Community Redevelopment Plan
23. Eastside Business Improvement District (BID) Project and Enterprise Zone Program
24. Local development proposals and/or update reports: i.e. City of Los Angeles Proposed use of 10 acre site at Alameda Street & 1st Street north-east corner
25. A.I.R. Trail Demonstration Project Proposal, Weaver & Keating, 1992
26. Historic Little Tokyo/Arts District Photos & Related Data, Five Railroad Company Terminals, 1875-1910, by G. Fischer, Los Angeles City Council Deputy, CD9, June 2003
27. Boyle Heights Community Plan
28. California Local Government Commission Center for Livable Communities, Livable Places Update, July 2003
29. L.A. River Study Plan Reports; The Los Angeles River Greenway, The Trust for Public Land, American Society of Landscape Architects, Santa Monica Mountains Conservancy, Coastal Conservancy, and FOLAR, Friends of the Los Angeles River, 1996 and Los Angeles River Parkway, may 2001
30. Planning, engineering and construction plans and related documents for the Eastside Metro Rail Project
31. Uncommon Ground: An Introduction to the Los Angeles Downtown Arts District, LARABA (Los Angeles River Artists and Business Association), May 2003
32. Integration of Light Rail Transit into City Streets, Transit Cooperative Research Program, Report 17, Krove Engineering, Inc., et. al., National Academy Press, Washington D.C., 1996
33. Other related LA City Planning studies and/or City documentation; institutional reports governing or proposing development and planning for the Central City North, Little Tokyo/Arts District, Pico Aliso and Boyle Heights Communities

2. Expand database of stakeholders by station

Murakawa Communications (MC) has reviewed the database of stakeholders to ensure that the MTA has a broad reach of key stakeholders, sorted by station area. MC also acknowledges that as we create the database consisting of stakeholders within 1/3-mile radius of each station, there will be cross-over between the Union Station community area and the 1st/Alameda station community area.

The preliminary list of stakeholders by station includes:

General:

- MTA Review Advisory Committee
- Mayor's Office
- City Councilmember Nick Pacheco
- City Councilmember Jan Perry
- City Councilmember Ed Reyes
- Congresswoman Lucille Roybal-Allard
- Supervisor Gloria Molina
- Senator Richard Polanco
- Assemblyman Gil Cedillo
- Caltrans
- Project Restore
- Salesian Youth and Family Center
- Youth and Opportunity Movement
- Boyle Heights Neighborhood Organization
- Santa Isabel Church
- White Memorial Seventh-Day Adventist Church
- White Memorial Medical Center

Union Station (crossover with 1st/Alameda)

- Historical and Cultural Neighborhood Council
- Metropolitan Water District
- Olvera Street Merchants Association
- Chinatown BID
- Chinatown Business Council
- Chinatown Community Development Advisory Council
- Chinatown Teen Post
- Chinatown Chamber of Commerce
- Chinatown Service Center
- Asian Pacific Policy and Planning Council (A3PCON)
- Belmont High School
- Castellar Elementary School
- Catellus Corporation
- InfoMart
- US Post Office
- Our Lady Queen of Angels Church
- Chinese American Museum
- El Pueblo
- Evans Adult School
- Cathay Manor
- Union Center for the Arts
- East West Players
- Visual Communications
- Children's Museum
- Daily Journal

Little Tokyo/Arts District Station:

- Downtown LA Neighborhood Council (and possibly Little Tokyo Neighborhood Council if they decide to form their own)
- Parker Center (LAPD)
- Downtown BID
- Los Angeles Chamber of Commerce
- Los Angeles River and Business Association
- Little Tokyo Community Council
- Little Tokyo Business Association
- Japanese Chamber of Commerce
- Little Tokyo Community Development Advisory Council
- Museum of Contemporary Art
- Japanese American National Museum
- Japanese American Cultural and Community Center
- Koyosan Buddhist Temple
- Maryknoll Catholic Church
- Nishi Buddhist Temple
- Higashi Buddhist Temple
- Toy District
- Central City East Association
- Little Tokyo Public Safety Association
- Nisei Week Festival Association
- Little Tokyo Residents Association
- Union Church
- Centenary United Methodist Church
- Little Tokyo Public Library
- Little Tokyo Towers
- Japanese American Citizens League
- New Otani Hotel
- Miyako Hotel
- Miyako Gardens
- Mangrove Estates
- SCI-ARC Architectural College
- Art Share LA
- Rafu Shimpo
- Evergreen