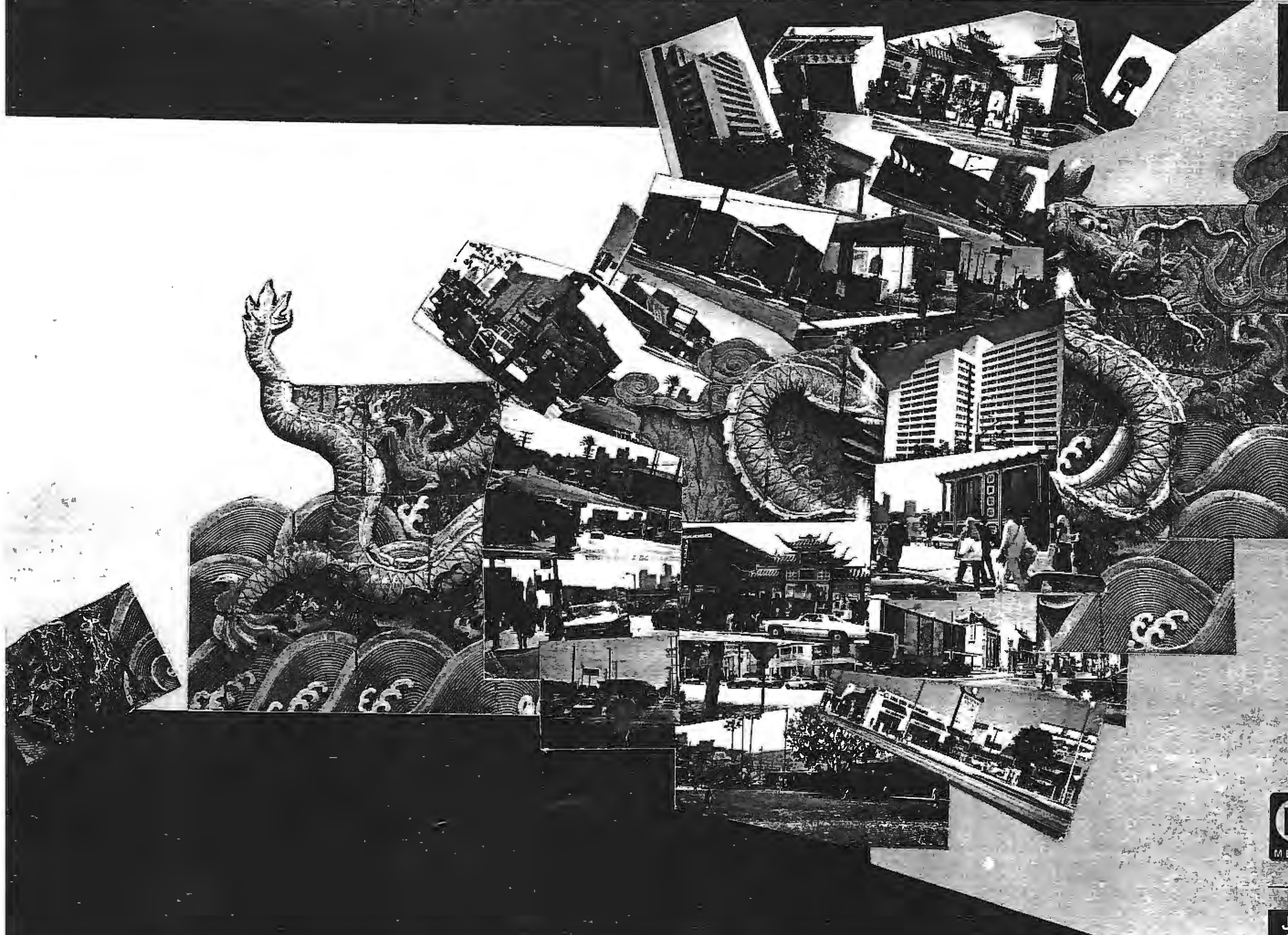


# CHINATOWN PEDESTRIAN CONNECTION



 Los Angeles County  
Metropolitan  
Transportation  
Authority

JUBANY • MUTLOW  
ARCHITECTURE

# CHINATOWN PEDESTRIAN CONNECTION

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**SPECIAL THANKS**

This project has been made possible thanks to the strong commitment of the Project Team and the Chinatown Community. Several members of the MTA's Project Staff had dedicated both evening and weekend time in order to maintain the tight Project Schedule.

As a result of a limited funding for professional services fee, all members of the Design Team have donated additional time and services in order to maintain the quality of this Study and the tight Project Schedule.

The Chinatown Community has collaborated and participated in this effort. Several community members also have donated their own time to participate and assist in this process. Thank you to all, for your commitment to the Chinatown Community.

DRAFT

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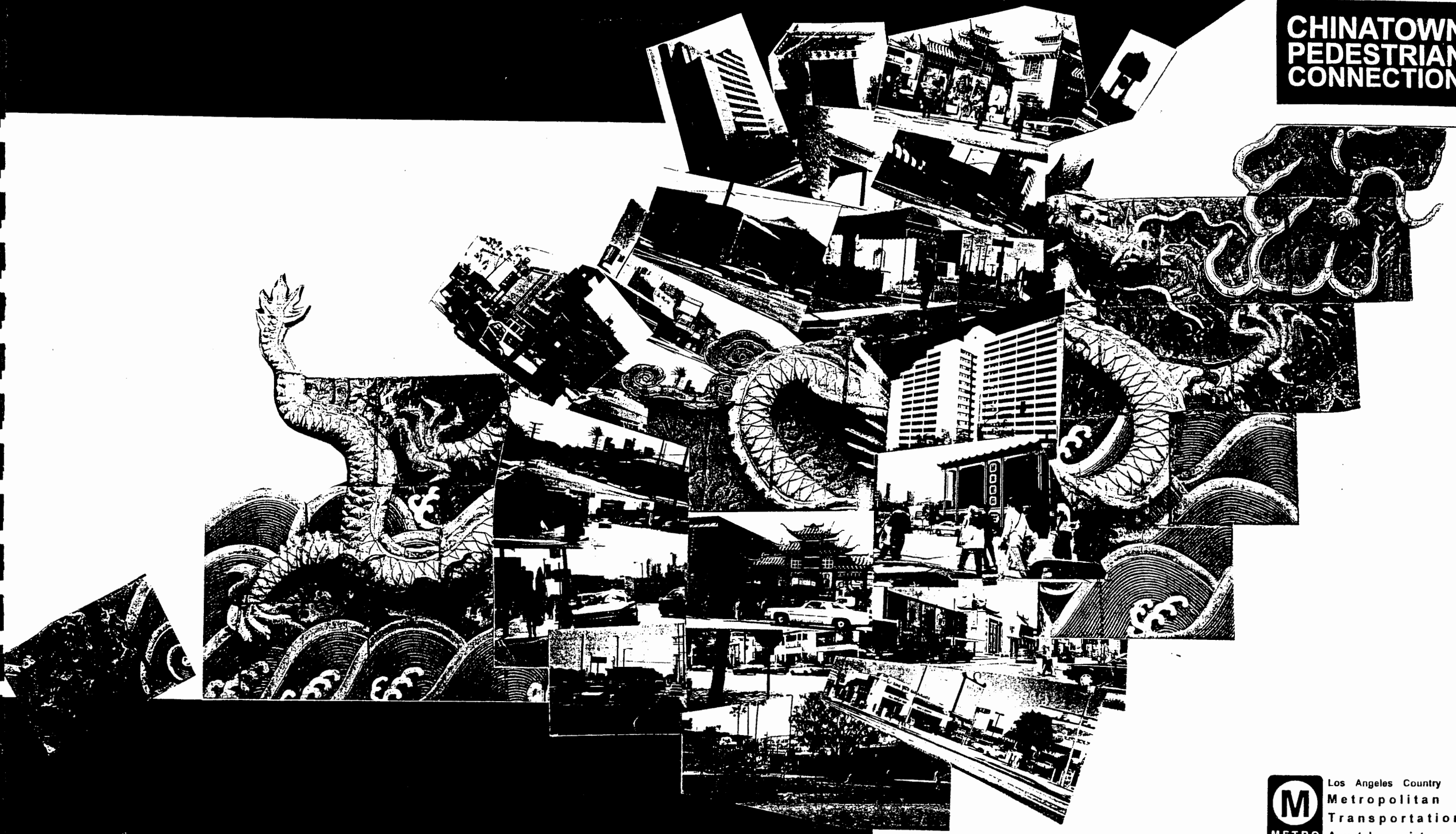
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# CHINATOWN PEDESTRIAN CONNECTION



 Los Angeles County  
Metropolitan  
Transportation  
Authority

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## INTRODUCTION

JUBANY ▫ MUTLOW ARCHITECTURE (JMA) was contracted by the Los Angeles County Metropolitan Transportation Authority (MTA) to provide the preliminary design for the Pedestrian Connection from the Chinatown Light Rail Station to the "center" of Chinatown. The proposed Chinatown Station is elevated approximately 33 feet above the intersection of North Spring and College Street (approximately 13' above Broadway Street).

Our objective was to design the Pedestrian Connection based on process called "consensus planning". This process consist on a consensus of the criteria information and input obtained from a comprehensive and intensive community involvement program. Our community involvement program allowed the Chinatown Community to be involved in the design process and assisted in the development of the final design alternatives.

Since June 16, 1994, JMA started a very intensive community outreach process. As community groups and/or organizations were identified by our community consensus consultant, JMA scheduled appointments for small interviews or meetings. There was an average of 3 to 4 meetings every week for a period of approximately 60 days.

During the first stages of the outreach some groups were uncertain of our intentions. As the process progressed, the community began to gain confidence that the process was responsive and there was no preconceived design ideas or solutions. They could also see that there was a commitment from the team to a solution that included in-depth community participation and input by the intense involvement and effort of each member of the team during the entire process.

The outreach program consisted of meetings with smaller groups in order to allow the opportunity to express their opinions without the intimidation of more vocal groups. There was an interim Community Forum meeting organized by the MTA where we presented a process update, alternative connection concepts, and listen to additional community input. JMA developed several alternative design concepts of connections based on the outcome of this Community Forum. Subsequently, there were two Community workshops at two different locations for the community to review and comment on several of the alternative design concepts developed by JMA. The community actively participate on the design of the pedestrian connection and expressed additional opinions and concerns.

The community has been very consistent in the identification of issues and concerns, and has come to agreement on the majority of issues presented to them. Two final alternative connections were developed taking into consideration the majority of the community issues and concerns which was presented on a final Community Forum presentation on November 30, 1994, at Castelar Elementary School. The two alternative connections were a Plaza Over Public and Private Property ( where an elevated plaza was connected to the Station at +19' high above the North Spring Street) and a Plaza Over Public Property (where an elevated plaza was connected to the Station at +30' high above the North Spring Street). During this meeting there was a request for a thirty (30) days moratorium in order to explore source of funding for the two final alternatives.

At a final meeting with the Chinatown Advisory Council Committee on April 20, 1995, the Committee



## INTRODUCTION (cont.)

voted for the *Plaza Over Public and Private Property* ( where an elevated plaza was connected to the Station at + 19' high above the North Spring Street). The Chinatown Advisory Council Committee was a panel of 12 people that represented the make-up of the community selected by the local governmental officials prior to the start of The Chinatown Station Pedestrian Connection Study. Because the ability to reach a complete "consensus" on all issues is not always achievable, this Advisory Council was formed with the charge to make the decision for the community in case of impasse.

In addition to these final alternatives, members of the various Chinatown interest groups have sought alternatives that may enhance the design of the pedestrian connection. Some of the alternatives will require commitments of funding, or decisions that cannot be reasonably finalized in the very immediate future.

### *Process Summary*

- Identification and interview of specific local community residential, business and institutional groups and/or organizations.
- Community forum to inform of process update, present alternative connection concepts, and obtain community input.
- Continue interviews with community groups and/or organizations.
- Community workshop "charette" for active community involvement and participation in both the process and the design alternatives.
- Pedestrian Connection design based on community input and consensus planning.
- Final Community forum to present two alternative connections for review and comment (November 30, 1994).
- Moratorium of 30 days to explore funding resources.
- Final decision by the Chinatown Advisory Council Committee (April 20, 1995)

\*\*\*\*\*

Previous to the Chinatown Blue Line Station Pedestrian Connection Study, another study was conducted on May 1993 by the LACMTA. During this previous study, three basic pedestrian linkage concepts were proposed; an elevated walkway above the existing sidewalk along the north side of College Street; an elevated pedestrian walkway above College Street above a roadway median; and an at-grade enhanced and widened sidewalk along the north side of College Street. These concepts had in consideration pedestrian safety, feasibility of construction within existing right-of-way, impact on traffic circulation and safety, and feasibility of impact mitigation. The Department's conclusion at that time was that the at-grade enhanced sidewalk option was the only acceptable option among the three. However, this option depended on the ability to mitigate the resulting street offset between the east and west legs of College Street at the intersection with North Broadway. The possible mitigation could be accomplished by converting College Street into a one-way street. If the offset could not be mitigated or eliminated, traffic safety and operation at this intersection would be seriously and unacceptably compromised by the resulting impairments in visibility and maneuverability. Subsequent to the Department's analysis during various meetings in community and with some community input. LACMTA has decided, notwithstanding yet undeveloped ideas to be expected from the urban design study, to proceed with the project with designing the widened and enhanced sidewalk.



## BACKGROUND

### *General*

Chinatown is located in the heart of the City of Los Angeles, adjacent to the Los Angeles Center City and immediately south of Chavez Ravine and Dodger Stadium. The area is connected to the downtown daytime work force in the central business district by major streets, freeways, and public transportation such as the Dash Shuttle and other community bus lines. The accessibility to the Southland is via three freeways, the Golden State, the Harbor and the Hollywood.

Chinatown suffers from two major urban physical problems, it is isolated and it lacks a strong identity. Over the past 25 years, Chinatown has seen a decrease in tourism, with a simultaneous decrease in the quality of the physical environment, an increase in the concern over crime, and the move of the center of Chinatown south from the Old Plaza to the retail along Broadway. Unfortunately, the vision of Chinatown as a self-sufficient, self-sustaining community was not maintained by successive generation of leaders and residents. Today, Chinatown residents are crowded, disconnected and many of them work outside the area. Visitors are turned off and its appeal as a tourist attraction continues to decline. Perceived as overcrowded, dirty, and unsafe, locals and tourist avoid it and businesses are closing down or moving out. Los Angeles Chinatown is deteriorating. The following sections explain the major factors contributing to the changes occurring in the community.

### *Historical*

Chinatown in Los Angeles has had a number of different homes. The area currently known as Chinatown today was originally occupied by Mexicans from the state of Sonora and by Europeans from Italy, France and Croatia. Between the late 1880s and 1933, nearly 200 Chinese businesses and 400 Chinese residences were located in an area between Los Angeles and Alameda Streets. They were later displaced to allow for the development of the Golden State Freeway and the Union Station. China City, located near south San Pedro and 9th Streets, was a short-lived attempt to create a Chinese style Olvera Street.

Determined to rebuild their Chinatown, two concurrent but separate efforts took place; "New Chinatown", to be located along North Hill Street and North Broadway, between College and Bernard Streets, would become the first Chinatown to be owned by Chinese and featured the famous neon gate as its trademark; and "China City", designed as a romanticized village located in the North Spring Street area, which unfortunately was destroyed by fire in 1949. However, the area was rebuilt and the expansion of both North Spring Street and New Chinatown would lead to the fusion of these two separate areas into the present Chinatown. New Chinatown was one of the first planned Chinese communities in the United States. It was a successful, thriving place for many years until changing values created opportunities for Chinese to live in other parts of the city. When that happened, a brain and resource drain from Chinatown to other parts of the Southland areas.

By the mid-1970s, Chinatown was experiencing a tremendous influx of immigrants from Hong Kong, Taiwan and Southeast Asia. The demand for housing, employment, social services and public facilities increased dramatically and the attendant overcrowding, deterioration of existing structures and obsolescence of existing public improvements warranted government assistance.





## BACKGROUND (cont.)

The community believes that the Station may re-focus one of the entry sequences into Chinatown. The Station will be a pivotal element for the revitalization of the area. With the completion of the Blue Line; it is projected that rush hour traffic congestion on Hill Street will be reduced; the linkage to workers and locals to the central business district during the week will strengthen; the accessibility for tourists in the San Fernando and San Gabriel Valleys during weekends will improve; and the increase for local and out-of-town tourist on vacations and holidays.

### *Population*

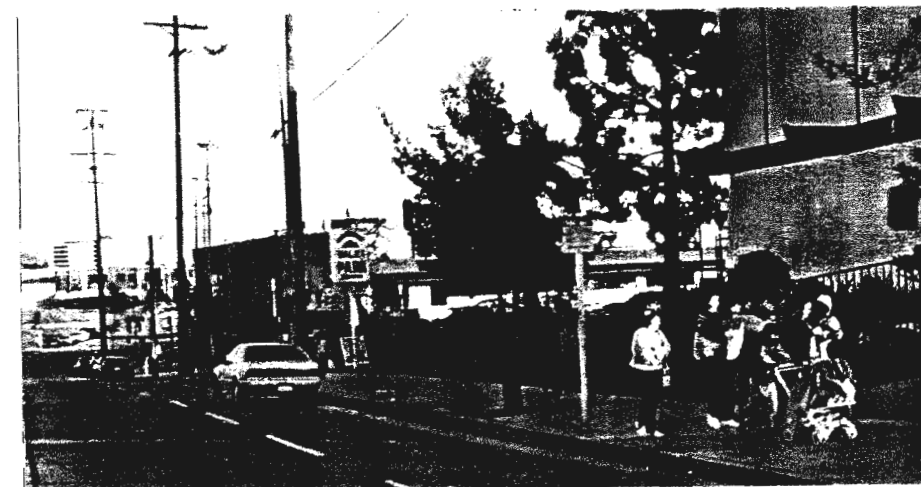
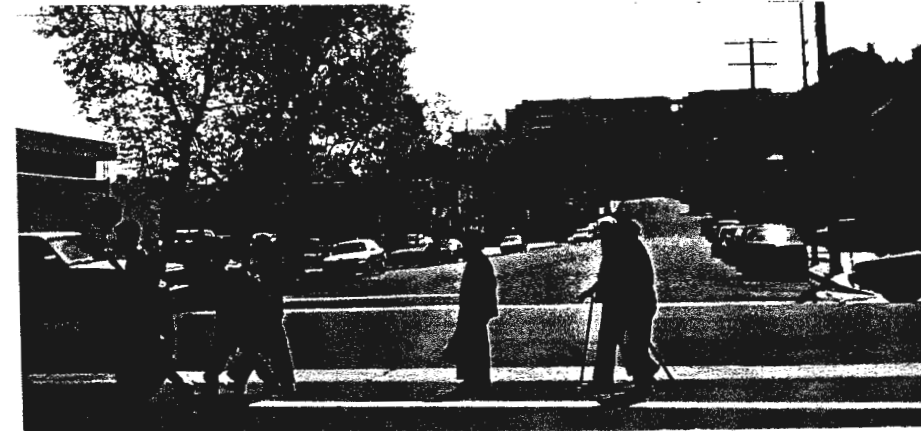
Several factors contributed to the changes occurring in Chinatown, including the lack of room to grow, changing immigration policies, changing opportunities and changing attitudes of successive American born generations.

Chinatown has no place to expand. Substandard housing in old structures and small units are commonplace. Overcrowded housing conditions has been a major problem for Chinatown. As a result of the scarcity of land and high demand for housing, prices soared.

The change of U.S. immigration policies on 1965 stimulated a large influx of new immigrants, with many of the new arrivals of Chinese descent landing in Chinatown. Their arrival marked a significant change in the composition and cultural mix of the community. Once a homogeneous community of Cantonese-speaking Chinese, Chinatown continued its role as an entry port for Chinese, this time, from many different nations. Today it is home to people who share a common Chinese ancestry, but represent many different cultures and speak a multitude of languages and dialects. Chinatown today is comprised of Chinese from Hong Kong, Mainland China and Southeast Asia nations such as Vietnam, Thailand, and Laos, as well as Cambodians and Hispanics. The civil rights achievements of the 1960s, coupled with increasing numbers of English-speaking Chinese and the changing values and needs of American-born Chinese, accelerated the changes occurring in Chinatown. Whether newly-arrived or American born, Chinese with English skills and increased understanding of Western ways found it easier to move to other communities. In addition, non-English speaking Chinese immigrants who acquired language skills through schooling and daily interaction with mainstream American society, soon followed suit. They did not have to rely on the services and support systems of Chinatown. They could settle in less expensive, less crowded, suburban areas of Los Angeles.

As succeeding generations successfully settled outside Chinatown, got married, had children and became a part of the communities in which they lived, their connections to Chinatown became more distant. For many today, their only tie to Chinatown may be an occasional trip to a Chinese restaurant or visit for a Chinese New Year's Celebration. As the number of Chinese families increased in the San Gabriel Valley, Chinese restaurant, Bakeries, grocery stores and services began to develop and the San Gabriel Valley became a chief competitor to Chinatown.

According to the 1990 Census, the greater Chinatown area had a population base of 13,800 with an annual growth rate of 2.2 percent since 1980. Despite that the projected population increase will be



## BACKGROUND (cont.)

slower by 1997, Chinatown is still growing faster than the citywide average. The average household size is larger and per capita income is lower in Chinatown than in the City as a whole. The majority of the Chinatown residents rent rather than own their homes.

Asian/Pacific Islanders makes approximately 70% of the total population in the greater Chinatown area and 86% percent within the Chinatown Redevelopment Area. Among Asian Pacific within the Chinatown Redevelopment area, 75% are of Chinese descent, followed by 5% Vietnamese and 4% Cambodian. Besides the Asian/Pacific Islanders, 10% of the population are made of Hispanics.

Demographic trends indicate that Chinatown is a fast growing community with a slightly larger share of elderly and children, thus pointing to the need for retirement housing, child care, and elderly services. Children below five years of age were approximately 9% of the population, while the age group 65 and over accounts for almost 12 percent of the population, higher than the citywide average of 10 percent. Within the Chinatown Redevelopment Area, there is an even higher concentration of elderly. The 65+ group accounts for 20% of the total population the CRA area of Chinatown. This group is expected to continue to increase in the future.

### *Land Use*

#### *Commercial*

The commercial core, which includes a mixture of retail and office uses, is located in the heart of Chinatown. This area is generally bounded by Bernard Street to the north, Sunset Boulevard to the south, Alameda Street to the east, and Hill Street to the west. Additional commercial uses are along Grand Avenue and Figueroa Street. Buildings are generally older, with a mixture of different non-complimentary architectural styles. Retail development is primarily concentrated along Broadway, North Spring and Hill Streets. Vacancy is estimated at approximately 15%, demand for traditional space has deteriorated over the years. Center with kiosk/flea market type stores typically have experienced lower vacancy rates. The preponderance of small "mom and pop" stores located in Chinatown, which makes it difficult to plan coordinated marketing efforts. Most of these small stores owners are immigrants from Southeast Asia and are fiercely independent entrepreneurs. According to a Retail Sales & Competition Report from UDS, the Chinatown Redevelopment Area is comprised of approximately 50% of food stores and restaurants. The demand for office space has been stagnant in Chinatown. Only four major office buildings have been built in the past 10 years, two of them in 1984. These properties generally house professional service such as medical, law offices and financial institutions. According to the last available statistics for the Chinatown office market, there was an approximately 20% vacancy rate. With the downturn on the economy, this rate is expected to have increased. For instance, several banks have moved out of the area in the past years. Also, the high vacancy rate in the downtown Los Angeles office market has drawn businesses out of Chinatown and into offices in more prestigious areas. The Chinatown office market is expected to remain soft in the foreseeable future.



## BACKGROUND (cont.)

### *Residential*

Land use on the west side of Hill Street is primarily zoned residential. The area is comprised mostly of multi-family dwelling units with a few single family homes. The two major residential concentrations in Chinatown are located in the Alpine Hill area, which is roughly bounded by Sunset Boulevard to the south, the Pasadena Freeway to the north and west, and Yale Street to the east; and another area bounded by Sunset Boulevard, Everett Street, Figueroa Terrace and the Pasadena Freeway. Both areas have hilly topography and are comprised of older single family houses and a mix of old and new multi-family dwellings.

### *Industrial and Institutional*

Industrial uses are located primarily on the peripherals of Chinatown along Alameda Street. Other land uses include school, library, social services, and hospitals are spread throughout the commercial and residential areas.

### *Transit Issues*

#### *Traffic Patterns*

During the weekday morning and afternoon peak hours, traffic patterns are influenced by commuter "through" traffic. In the east-west direction, Alpine Street provides direct access to the Pasadena Freeway and to the Hollywood Freeway. In the morning, commuters utilize Alpine Street in the westbound direction; in the afternoon, the eastbound direction. College Street is also used as an alternate to access the same freeways. As with Alpine Street, in the morning, the heavier movement is westbound, where the majority of the commuters turn south on several local streets to access downtown. In the afternoon, commuters also utilize College Street westbound to access Stadium Way by way of Chavez Ravine Place, and ultimately reach the Golden State Freeway.

In the north-south direction, commuters utilize Hill Street, North Broadway, and Alameda Street. Hill Street provides access to and from the Pasadena Freeway north of Chinatown. In the morning, southbound commuter traffic exits the Pasadena Freeway onto Hill Street to travel to Downtown, while the pattern reverses in the afternoon. Both North Broadway and Alameda Street provide access to the Golden State Freeway, and are similar to Hill Street in that they are direct routes to Downtown. Both street carry heavy directional traffic, southbound in the morning and northbound in the afternoon.

Throughout the day and evening, vehicular and pedestrian volume remain high. Although commuter traffic is lower during off-peak hours, the actual off-peak volume are almost the same as peak hour volume. Rather than being directional, traffic volume are about equal in both directions. Significant local traffic flow and influx of traffic destined for Chinatown begin in the late morning, remain high throughout the day, and continue into the evening.



## BACKGROUND (cont.)

The weekend traffic patterns are very similar to the weekdays off-peak hours. Commuter traffic is not a factor on weekends, but congestion persists throughout the day and night because Chinatown attracts significant vehicular and pedestrian traffic consisting of weekend shoppers tourists, restaurant patrons, etc.

Due to its proximity to Dodger Stadium, Chinatown experiences increased traffic whenever games or other major events take place at the stadium. The event traffic that utilizes Chinatown streets generally originates from the east, and is trying to bypass the heavily travelled Pasadena and Hollywood Freeways. However, the most significant traffic impact occurs at the end of the event when most of the event patrons leave about the same time. When the approaches to the Pasadena Freeway or the freeway itself is congested, the spill-over traffic uses alternate routes through Chinatown. Field observation indicates that a significant amount of event traffic turns from Stadium Way onto southbound Chavez Ravine Place, then turns left onto College Street, heading eastbound. It continues eastbound on College Street through Chinatown until it reaches major north-south streets such as North Broadway and Alameda Street/North Spring Street, where it either turns left or right. It is also observed that there is little or no event traffic impact on Alpine Street during this time. On the other hand, impacts to Chinatown streets are minimal during the hours prior to the events because of varying arrival times.

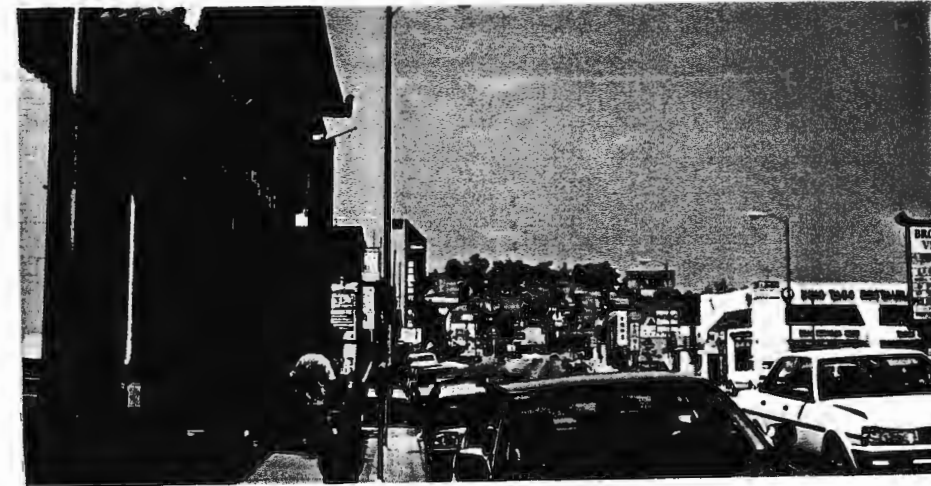
### *Traffic Congestion*

Chinatown has a high concentration of retail stores and restaurants. It also contains a residential community in close proximity to the business areas and community facilities such as the Castelar School on Yale Street between Alpine Street and College Street, and the Alpine Recreational Center on the northeast corner of Alpine Street and Yale Street.

As a result of narrow sidewalks, the high pedestrian, bus, delivery trucks, and passenger vehicle volume often exceed the capacity of the existing arterial in facilitating traffic movement, providing on-street parking, and providing business access. Congestion which usually results from two-way street operation on narrow streets in a retail and restaurant area such as Chinatown may discourage patrons outside of the area.

The limited roadway widths, narrow lane widths, and the small curb radius at street corners presented in Chinatown today contribute to the traffic congestion. Because of the limitation on roadway widths, 40 feet in the case of Alpine Street and College Street, all lanes are only 10 feet wide. The streets are striped with two lanes in each direction during peak hours, but typically with one moving lane during off-peak hours to accommodate parking for the businesses. Traffic is also delayed or obstructed by vehicles searching for parking spaces and maneuvering into parking spaces, since there is only a single lane in each direction. On several blocks of Alpine Street and College Street, parking is prohibited on one side at all times to provide two lanes of moving traffic. The small 10 to 15 foot curb radius at street corners in Chinatown are difficult for motorists to maneuver around when turning, while these turning vehicles become obstructions which cause daily congestion.

As with vehicular traffic, pedestrian volume in Chinatown are typically heavy during all parts of the day



**BACKGROUND (cont.)**

and evening every day of the week. Traffic flow is seriously impeded by the interaction of vehicles and pedestrians. Where there are no exclusive turn lanes, a vehicle waiting for pedestrians to clear a crosswalk can obstruct those vehicles wishing to go through the intersections. In the case where there are only two lanes approaching an intersection, both left and right turns are frequently stopped due to pedestrians. Vehicles turning left must often wait for gaps in oncoming traffic and for gaps in pedestrians to clear a crosswalk which can obstruct those vehicles wishing to go through the intersections. Drivers in the right lane can be confronted with vehicles moving out of the left lane to avoid left turn vehicles, bus loading, vehicles egress from parking lots, and drivers waiting to turn right into parking lots or to cross streets whose paths are blocked by pedestrians or other vehicles. This type of traffic obstruction occurs on the two lane approaches of both College Street and Alpine Street where they intersect with Hill Street and North Broadway. Where possible, such a problematic condition can best be ameliorated by providing separate lanes for through traffic and for turning traffic. Otherwise, such conditions can result in driver frustration, pollution, unsafe lane changes, and disobedience of traffic controls.

*Parking Demand*

Because of Chinatown's lack of off-street parking facilities and the competing demand to use the limited roadway width to facilitate heavy traffic flow, on-street parking is thus in great demand. The demand for on-street parking spaces is high throughout the midday, afternoon and evening hours. Alpine Street, College Street, and North Broadway experience parking space occupancy near 100%. Unfortunately, many of the smaller businesses do not possess off-street parking and loading facilities, and as a result rely on the on-street parking supply.

On-street parking is prohibited by a "Tow Away - No Stopping Any Time" restriction on the south sides of College Street and Alpine Street, and east of Hill Street to provide a curbside travel lane, and increase driver/pedestrian visibility and safety at the intersections. On other portions of College Street and Alpine Street, on-street parking is allowed only during off-peak hours and is prohibited during peak hours to accommodate the heavy peak-hours traffic flow by providing an additional traffic lane and reducing side friction caused by curbside parking and loading activities.

*Bus Transit*

There is a number of existing Los Angeles County Metropolitan Transportation Authority (LACMTA) bus routes serving the Chinatown area which link Chinatown with Downtown, the Lincoln Heights area and other destinations. The buses operate northbound and southbound on North Broadway, and on Hill Street, and westbound on Ord Street between North Broadway and Hill Street. Currently, there is no LACMTA bus service on either Alpine Street or College Street between Hill Street and North Broadway.

The City's DASH Route B currently serves the Chinatown commercial core area, which primarily operates



## BACKGROUND (cont.)

along Broadway and Hill Street north of Sunset Boulevard, and is well utilized. The DASH Route B service intersects with four other DASH reroutes (A, C, D, and E), providing access to a broad cross-section of Downtown. In Chinatown, DASH B runs along portion of Ord Street and layover on Bernard Street.

In response to the Chinatown Mobility Action Committee's (CMAC) request to investigate feasibility of a shuttle service to link the residential hillside community west of Hill Street with the Chinatown commercial core and a direct transit link between the Chinatown and Lincoln Heights communities, the Department prepared a report which discusses two possible alternatives, an extension of DASH Route B may not be practical at this time, while the DASH Lincoln Heights-Chinatown service, which is already planned for implementation, can practically incorporate the service to the Chinatown residential area.

Although the DASH shuttle service report does not consider the operation of the future Metro Rail Pasadena Blue Line Chinatown Station, the existing or proposed DASH service may be extended to interface with the rail station, thereby strengthening the travel opportunities to promote mass transit. Attention should be given to facilitate loading/unloading activities at these interfaces for the most effective and attractive use of the bus and rail systems.

### *Rail Transit*

The light rail alignment runs north from Union Station onto the middle of Vignes Street in aerial configuration. Then it continues on an aerial structure going west over the middle of Vignes Street, north over the west side of Alameda Street, where it then descends to street grade into the Southern Pacific property on the west side of North Spring Street north of College Street, known as the "Cornfield". An aerial station will be constructed on the west side of Alameda Street at the intersection of North Spring and College Street to serve Chinatown and the surrounding community. The Blue line extends on through Highland Park, South Pasadena and ends in Pasadena.

Any linkage design affecting the street operation must also take into consideration the provision for auto and bus loading and unloading activities at the station. The current design of the station provides access to the station platforms via a staircase and an elevator in the station plaza north of College Street, and an emergency access staircase in the station plaza south of College Street.



**STATION LOCATION**

The previously proposed locations for the Chinatown Blue Line Station included options east of Alameda Street on an MTA purchased 5.2 acres and a subway on Broadway. The construction arm of the MTA proposed a compromise location for the station west of Alameda at College and North Spring adjacent to the eastern boundary of Little Joe's property. The Chinatown Station is elevated approximately 33 feet above the intersection of North Spring and College Street (approximately 13' above Broadway Street). The Station is comprised of a platform with a canopy over an aerial concrete structure that supports two lines of the rail tracks.

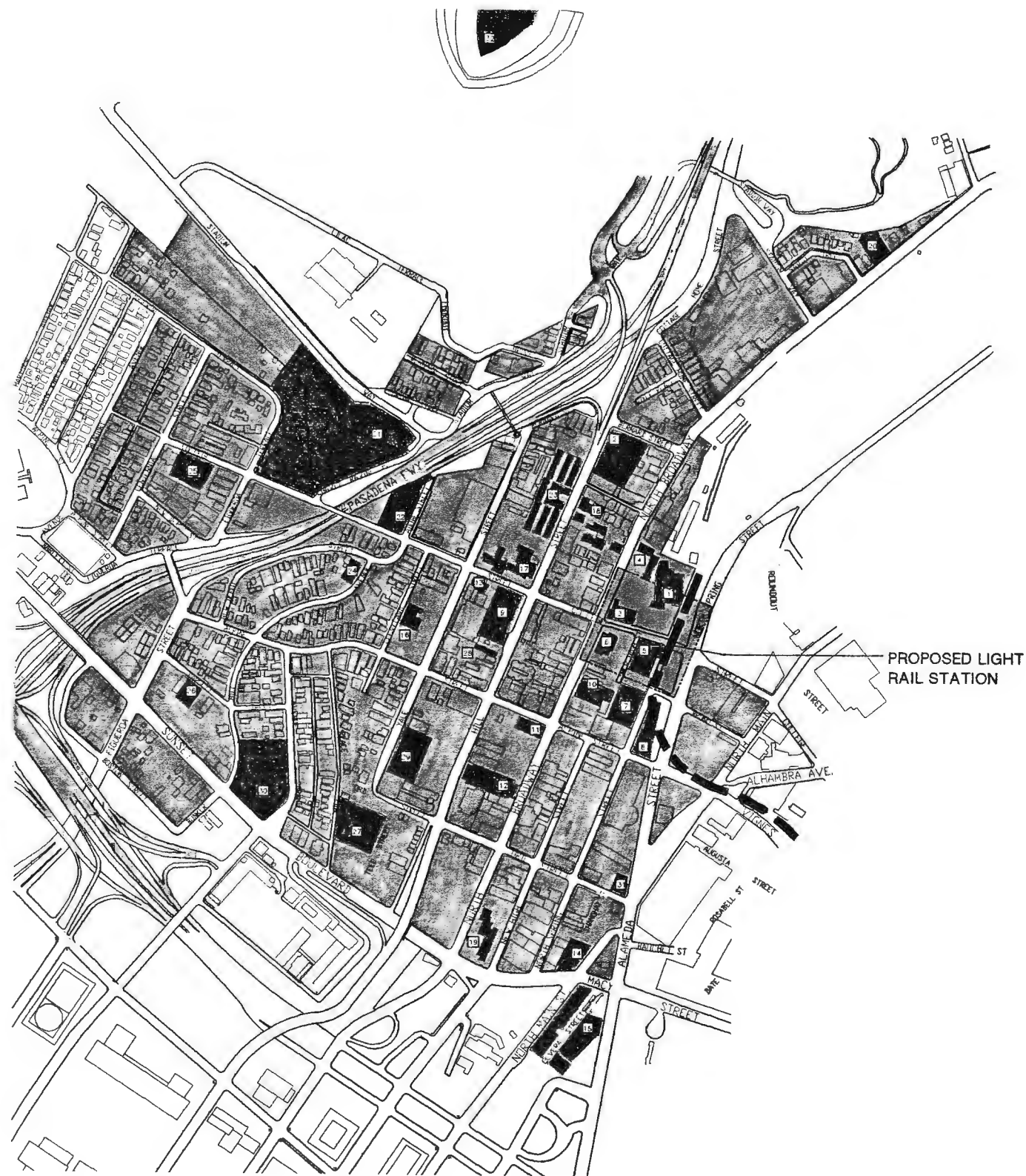


# CHINATOWN PEDESTRIAN CONNECTION

## DESTINATIONS

### LEGEND:

1. CAPITOL MILLING
2. BAMBOO PLAZA
3. LITTLE JOE'S
4. BROADWAY VILLAGE
5. TS EMPORIUM
6. BANK OF AMERICA
7. DYNASTY CENTER
8. BANK OF CANTON OF CALIFORNIA
9. CASTELAR SCHOOL
10. SAIGON PLAZA
11. CATHAY BANK
12. OCEAN SEAFOOD RESTAURANT
13. L.A. PUBLIC LIBRARY  
(CHINATOWN BRANCH)
14. METRO PLAZA HOTEL
15. OLVERA STREET
16. ALPINE RECREATIONAL CENTER
17. PACIFIC ALLIANCE MEDICAL CENTER
18. CENTRAL PLAZA
19. CATHAY MANOR
20. BUENA VISTA APARTMENTS
21. KAISER PERM. CTR. EXPANSION
22. ADOBE MED. CTR/CHTN PROF. BLDG.
23. WEST PLAZA SEWER IMPVT.
24. TC APARTMETNS
25. ANGELINA TERRACE CONDOS
26. BARLETT HILL MANOR
27. HILLSIDE VILLA
28. CHTN. POLICE SERVICE CENTER
29. CULTURAL CENTER
30. GRAND PLAZA
31. PHILLIPES
32. DODGER STADIUM







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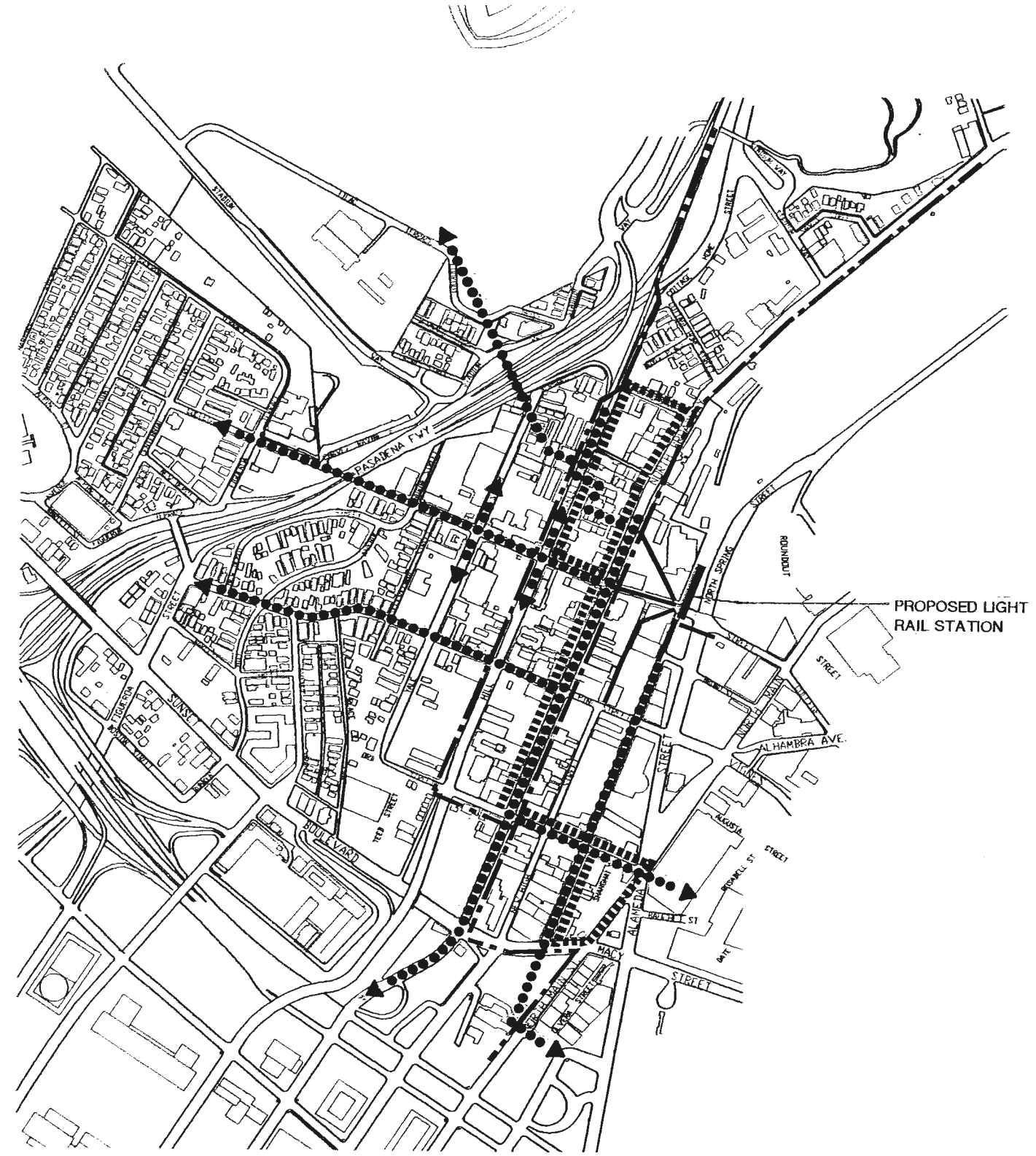


# CHINATOWN PEDESTRIAN CONNECTION

## MULTI-MODAL TRANSPORTATION ROUTES

### LEGEND:

-  PRIMARY PEDESTRIAN CONNECTORS / ROUTE
-  SECONDARY PEDESTRIAN CONNECTORS / ROUTE
-  EXISTING DASH LINE ROUTE
-  EXISTING MTA BUS LINE ROUTE



## CONSENSUS PLANNING

In order to accomplish the community outreach in Chinatown, PCL & Associates services were retained in order to identify the various community groups and organizations and to facilitate the interviews, meetings and workshops. Due to a restricted time schedule, a very intensive community outreach process started on July 16, 1994. As community groups and/or organizations were identified by our community consensus consultant, appointments for small interviews were scheduled simultaneously. There were an average of 3 to 4 meetings every week for a period of approximately 60 days.

Our commitment to the MTA and the community was to provide a comprehensive community outreach program, listen to the community's comments and input, and achieve a consensus solution or solutions based on the criteria established through this process.

During the first stages of the outreach some groups were uncertain of our intentions. As the process progressed, the community began to gain confidence that the process was responsive and there was no preconceived design ideas or solutions. They could also see that there was a commitment from the team to a solution that included in-depth community participation and input by the intense involvement and effort of each member of the team during the entire process.

The outreach program consisted of meetings with smaller groups in order to allow each group the opportunity to express their opinions without the intimidation of the vocal groups. There was an interim Community Forum meeting organized by the MTA where the consultant team presented a process update and listened to additional community input. Additionally, there were two Community workshop "charette" at two different locations where members of the community were encouraged to express their opinions and concerns and to actively participate in the design of the pedestrian connection.

Based on community input, we developed two alternatives that addressed the majority of their opinions, issues and concerns. We presented the two options and proposed development to a community forum organized by the MTA on November 30, 1994. During this forum presentation, a moratorium was requested in order to explore possibilities on funding sources for both alternatives.

Prior to the start of the Chinatown Station Pedestrian Connection Study, the local officials decided to form a Chinatown Advisory Council Committee Panel of 12 people that represented the make-up of the community. The charge of this community would be to make the decision for the community in case of impasse.

After the moratorium period, the MTA organized a community forum on April 19, 1995, and requested the JUBANY • MUTLOW ARCHITECTURE to present an overview of the process, the results from the study, and a alternative variation from the MTA. During this meeting, the community had the opportunity to express their opinions, issues, concerns and preferences of the alternatives. The following day, April 20, 1995, the Advisory Council Committee Panel made a final decision based on the community forum meeting and the information provided.



**CONSENSUS PLANNING (cont.)**

**A. METHODOLOGY**

**PHASE I**

- Identification of groups and organizations
- Interview with individual groups (with questionnaires)
- Community Forum
  - process update
  - consolidation of issues
  - initial articulation of possible pedestrian linkage visual diagrams
  - community input

**PHASE II**

- Continuation of interviews with individual groups (with questionnaires & initial articulation of possible pedestrian linkage visual diagrams)
- Community Workshops
  - process update
  - design option of connections
  - proposed development options
  - community input on pedestrian connection)
- Community Forum
  - presentation of final options
  - community input of their opinions, issues and concerns
- Advisory Council Committee Panel Decision



## DESTINATIONS

### *Primary Destination/Connections*

In order to determine where the pedestrian connection should be connected to, we need to determine where are the major destinations to Chinatown. Broadway and Hill Street are the major street that intersect the Chinatown at the north-south axis. Broadway and Hill Street use to be the major streets where the business were located. Currently, business activities on Hill Street have deteriorated as a result of the Pasadena Freeway (110 fwy) off-ramp. Broadway has become the major connector. As we met with focus groups, each group identified various destinations. The following is the list of the primary destinations/connections expressed by the community:

#### 1. AREAS

- CENTRAL PLAZA
- BROADWAY
- HILL STREET
- RESTAURANTS
- SUPERMARKETS

#### 2. RESIDENTIAL COMMUNITIES

- ANGELINA TERRACE
- FIGUEROA TERRACE
- SKYLINE TERRACE
- HILLSIDE VILLA
- GRAND PLAZA

#### 3. INSTITUTIONAL

- ALPINE RECREATIONAL CENTER
- CASTELAR SCHOOL
- LIBRARY
- HOSPITAL
- TEMPLE

#### 4. SPECIFIC PLACES

- MANDARIN PLAZA
- BAMBOO PLAZA
- LITTLE JOE'S
- PHILIPPE
- PHOENIX BAKERY
- OCEAN SEAFOOD RESTAURANT
- CATHAY MANOR

### *Secondary Destination/Connections*

The following is the list of the secondary destinations/connections expressed by the community:

- |  |                     |
|--|---------------------|
| □ OLVERA STREET  | □ CORNFIELD         |
| □ DODGER STADIUM                                       | □ CONVENTION CENTER |
| □ LITTLE TOKYO   | □ EAST OF ALAMEDA   |
| □ OTHER RESIDENTIAL COMMUNITIES (outside of Chinatown) |                     |
| □ BROADWAY (south of 101 freeway)                      |                     |



## ISSUES

### *Major Issues*

The following is the list of the major issues expressed by the community at every group meeting and at the two workshops:

1. SECURITY and SAFETY
2. STEEPNESS of the grade
3. DISTANCE of the Station
4. BUS connection
5. TOURISM
6. PARKING demand
7. QUALITY OF ENVIRONMENT
8. IDENTIFICATION - need for a visual connection
9. SIGNAGE and COMMUNICATION in various languages

### *Additional Issues*

The following is the list of additional issues expressed by the community:

1. NEED FOR OPEN SPACE
  - PLAZA/PARKS
  - COMMUNITY GATHERING
  - THAI-CHI EXERCISE
  - FOCUS OF ACTIVITIES
  - SOFTSCAPE/HARDSCAPE
2. TOURISM
  - ASSISTANCE AND DESTINATION
  - EASE OF USE/UNDERSTANDING
  - DIRECTNESS OF PATH
  - RELATIONSHIP TO CHINATOWN
  - HISTORIC DESTINATIONS
  - LOCAL/REGIONAL/NATIONAL/INTERNATIONAL
3. SECURITY AND SAFETY
  - CRIME
  - MUGGING
  - CAR-THEFT
  - VANDALISM
  - HOMELESS
  - LIGHTING
  - OBSERVATION
  - COMMUNITY POLICING



**ISSUES (cont.)**

*Additional Issues (cont.)*

- 4. QUALITY OF ENVIRONMENT
  - FENG SHUI
  - CULTURAL SENSITIVITY
  - HISTORIC BUILDINGS
  - PARKING
  - PUBLIC RESTROOMS
  - POLLUTION
  - LITTER
  - GRAFFITI
  
- 5. DISTANCE
  - SHADE
  - ACTIVATION
  - CONTINUITY
  - LANDSCAPING
  - REST AREAS

For a detail of the issues discussed during the Community Workshop, refer to additional information at the Appendix.

*Conclusions*

The following is the summary of the issues to be resolved:

- SECURITY and SAFETY
- STEEPNESS of grade on College
- DISTANCE to the Station
- PARKING demand
- SIGNAGE in various languages
- DIRECT VISUAL CONNECTION
- IDENTIFICATION of Station and Chinatown
- GATEWAY
- BUS CONNECTION
- IMMEDIATE LINKAGES (needs to be in-place at the opening of the station)
- FUTURE DEVELOPMENT LINKAGES (Bank of America, The Shop Emporium, Little Joe's, MTA Property, Dodger Stadium, Cornfield, Olvera Street)



**GROUPS and ORGANIZATIONS INTERVIEWED**

The following is the current list of residential, business and institutional groups that have been interviewed and participated in the consensus planning process requested.

June 16, 1994  
ALPINE RECREATION CENTER (Community Meeting - Presentation of the Jubany-Mutlow team)

June 21, 1994  
CHINATOWN ECONOMIC DEVELOPMENT COUNCIL

June 23, 1994  
CHINATOWN SENIOR CITIZEN CENTER (class)

June 27, 1994  
FORGOTTEN EDGE NEIGHBORHOOD WATCH

June 28, 1994  
CHINESE CHAMBER OF COMMERCE

July 1, 1994  
CHINATOWN SENIOR CITIZEN CENTER (residents)

July 7, 1994  
CHINATOWN DEVELOPMENT COUNCIL

July 7, 1994  
CHINATOWN PUBLIC SAFETY ASSOCIATION

July 11, 1994  
ALPINE RECREATION CENTER (Community Meeting)

July 16, 1994  
HOLLYWOOD DODGER NIGHT (AM)

July 16, 1994  
LOTUS FESTIVAL (PM)

July 21, 1994  
CHINATOWN TEEN POST

July 22, 1994  
CHINESE CONSOLIDATED BENEVOLENT ASSOCIATION

July 22, 1994  
SMALL BUSINESS OWNERS

July 28, 1994  
ASIAN PACIFIC LEAGUE MARKETING MEETING

July 29, 1994  
CHINATOWN PUBLIC SAFETY ASSOCIATION

July 30, 1994  
COMMUNITY WORKSHOP - July 30, 1994 (various groups & organizations)

August 2, 1994  
CHINESE AMERICAN CITIZEN ALLIANCE

August 4, 1994  
COMMUNITY WORKSHOP - August 4, 1994 (various groups & organizations)

November 30, 1995  
CASTELAR ELEMENTARY SCHOOL (community meeting)

January 09, 1995  
CASTELAR ELEMENTARY SCHOOL (parents and students meeting)

April 19, 1995  
CASTELAR ELEMENTARY SCHOOL (community meeting)

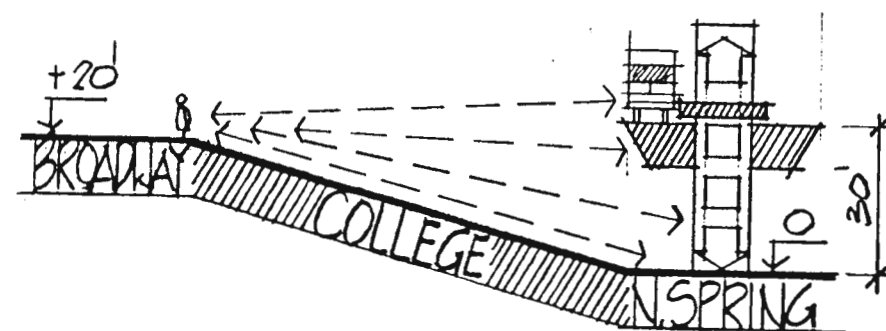
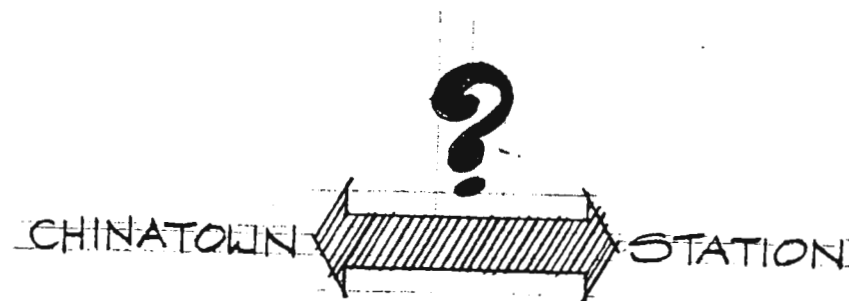
April 20, 1995  
CASTELAR ELEMENTARY SCHOOL (Advisory Council Committee meeting)



## ALTERNATIVE CONNECTIONS

Based on the issues expressed by the community in the outreach process, we developed drawings boards to illustrate various possibilities to physically connect the Chinatown Station to the "center" of Chinatown. Each alternative connection identifies suggested improvements to the existing conditions in order to accommodate the physical connection. The boards were presented to the community for review, comments and input. The alternative connections were as follows:

- Connection *on grade*
- Connection by *modified grade*
- Connection by an *elevated bridge*
- Connection by an *elevated plaza*
- *Joint Development*





## ALTERNATIVE CONNECTIONS (cont.)

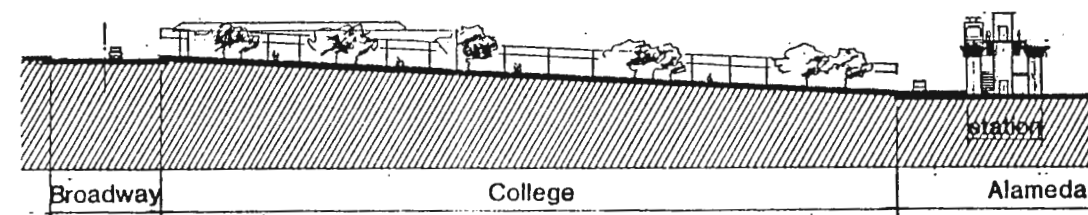
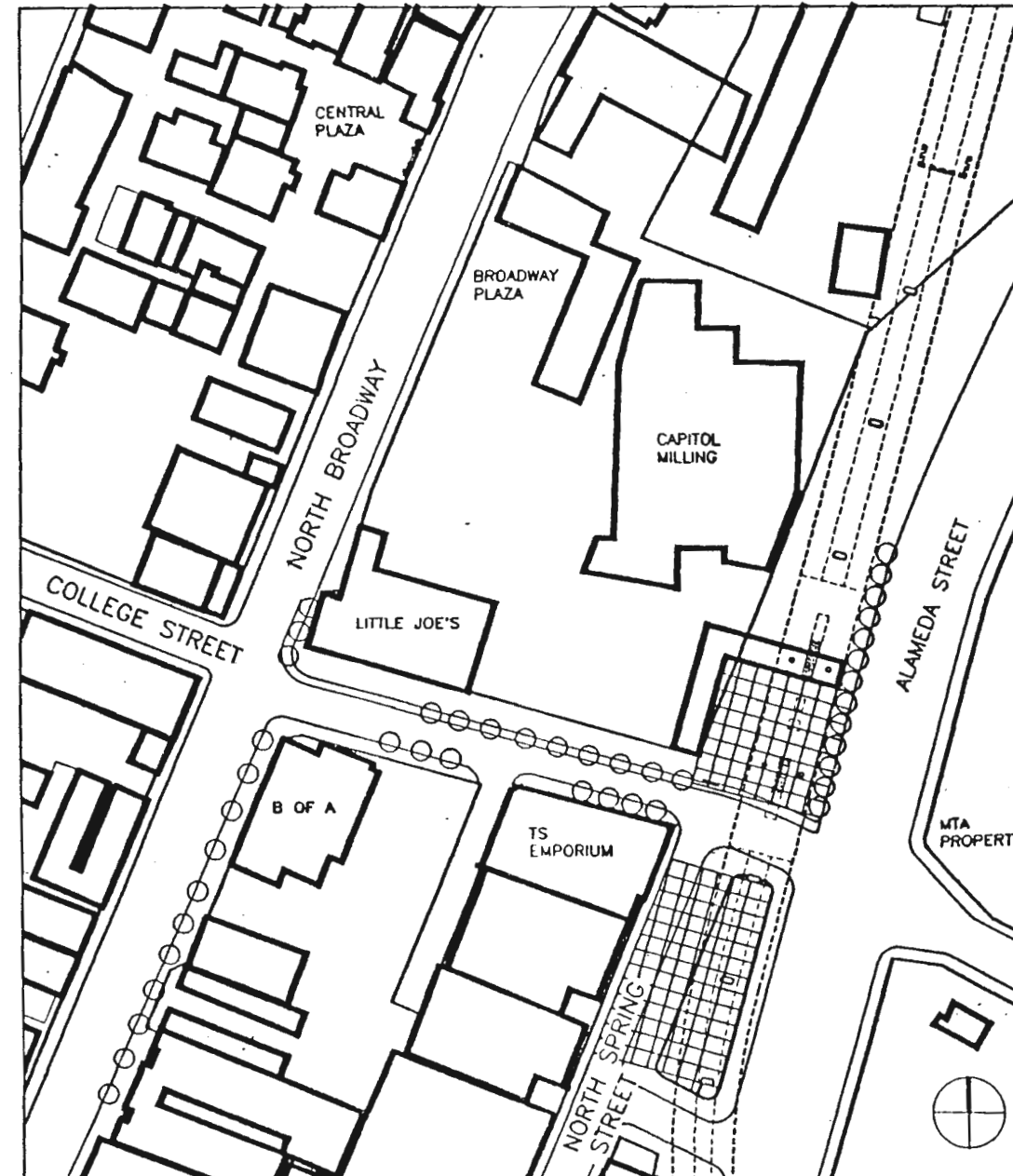
### *Connection on grade*

This approach introduces improvement elements that have a minimal impact on the existing site conditions. The following are improvements and changes that can be introduced in this approach:

- Widening and enhancement of the existing sidewalk along the north side of College Street.
- Enhancement of the existing sidewalk along the south side of College Street.
- Development of a park/plaza underneath the Station aerial structure. This park/plaza could be developed on public property, private property or combination of both. The park/plaza would accommodate all the vertical circulation (stairs and elevators) to the Station.
- Development of an additional park/plaza on North Spring Street, south of the Station (in front of The Shop Emporium).
- Maintain the existing sidewalk slope.

### Comments from the community

- The current grade of both sidewalks along College Street is more than 5%, and the community felt that it was too steep for the majority population of senior citizens in Chinatown.
- The access to the station in this connection is underneath the elevated structure (intersection of College and N. Spring Street). The community felt that this access to the station does not provide a sense of security as a result of; lost of visual connection from Broadway Street (the access is -13' below the elevation from Broadway Street); and access to the Station from an enclosed elevator could induce criminal activities.
- The access to the station would signify that passengers would have to climb a staircase with a minimum of 66 raisers (total of 33' high from grade level to the station platform), very inconvenient for all station users.



## ALTERNATIVE CONNECTIONS (cont.)

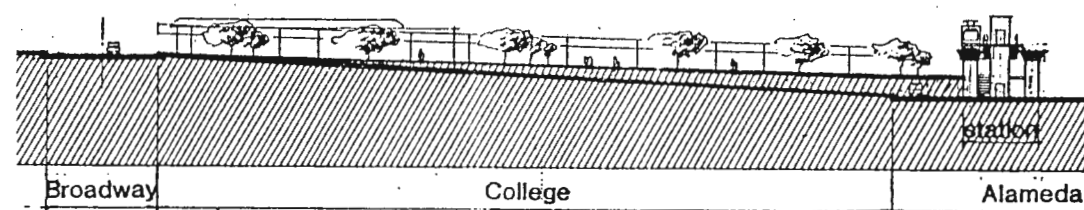
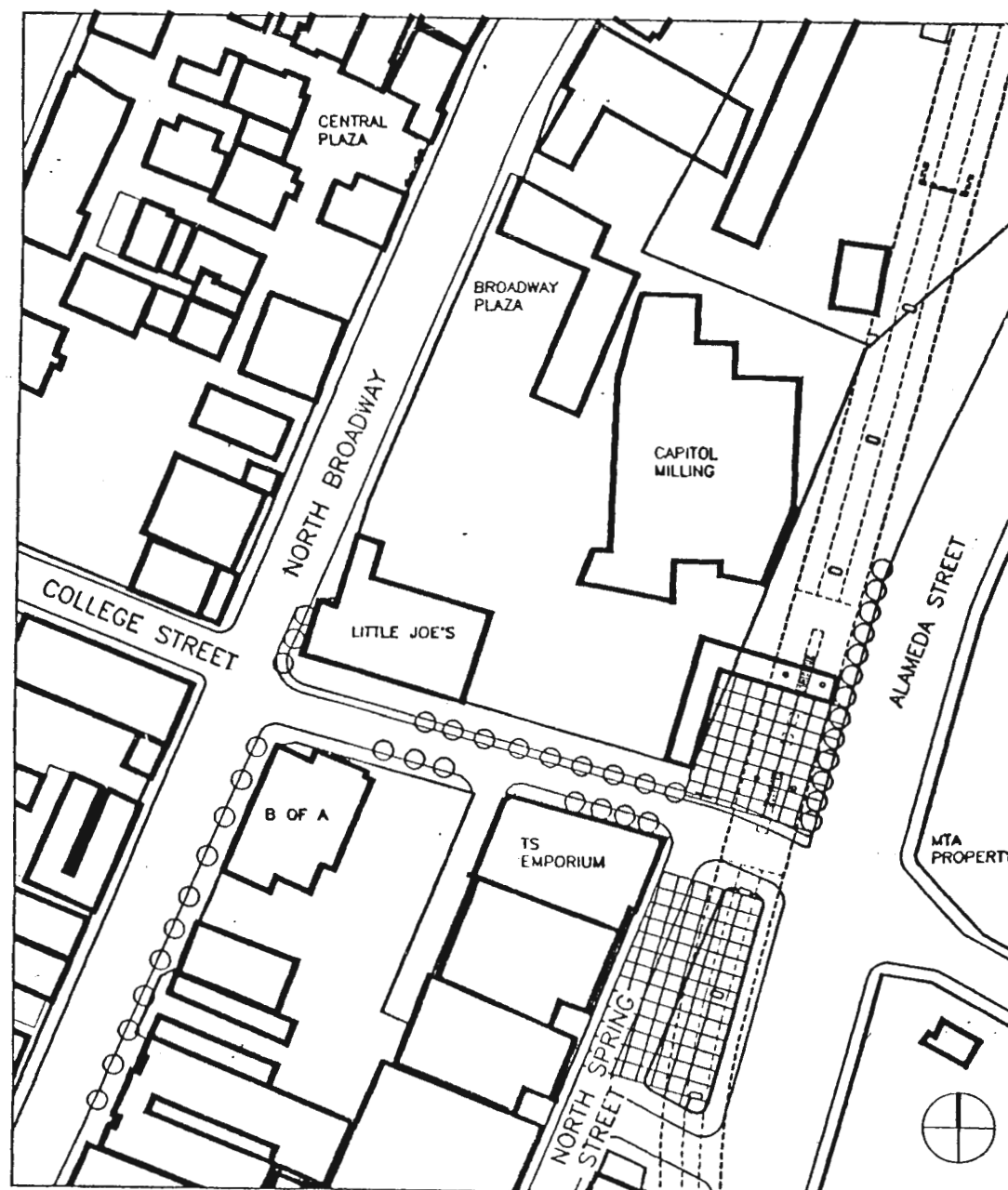
### Connection by modified grade

This approach introduces similar elements as the "on grade" approach with the exception that it modifies the slope of the existing sidewalk. The following are improvements and changes that can be introduced in this approach:

- Widening and enhancement of the existing sidewalk on the north side of College Street. Enhancement of the existing sidewalk along the south side of College Street.
- Developing a park/plaza underneath the Station aerial structure. This park/plaza would be in a higher elevation than Alameda Street and could be developed on public property, private property or combination of both.
- Developing an additional park/plaza on North Spring Street, south of College Street.
- The slope of the existing sidewalk would be decreased.

### Comments from the community

- Although the modified grade of the sidewalk along the north side of College Street would be less than 5%, the community felt that it is not the best scenario for the majority population of senior citizens in Chinatown.
- The access to the station in this connection is also underneath the elevated structure (intersection of College and Alameda Street). Although the access to the station is on a modified grade (elevated at approximately +5'), the community felt that this access to the station does not provide a sense of security either. There is still a loss of visual connection from Broadway Street (the access is approximately 8' below the elevation from Broadway Street); and the access to the station is still from an enclosed elevator which could encourage criminal activities.
- The access to the station would signify that passengers would have to climb a staircase with a minimum of 56 raisers (total of 28' high from grade level to the station platform), still very inconvenient for all station users.



## ALTERNATIVE CONNECTIONS (cont.)

### Connection by an elevated bridge

The elevated bridge approach introduces a structure element that decreases considerably the slope difference of the existing sidewalk. The following are improvements and changes that can be introduced in this approach:

- A pedestrian bridge over the existing sidewalk on either side of College Street. This bridge would be almost leveled at the same height elevation as Broadway St. (as long as the bridge connection is connected underneath the Station elevated structure with a set of stairs and elevators). This bridge could also be connected to the Station's platform level (+33') to a second platform along the west side of the tracks (in this case the bridge would be sloped at 3%).
- A park/plaza underneath the elevated Station structure. This park/plaza could be on public and/or private property. An additional park/plaza could be on North Spring St., south of the Station.

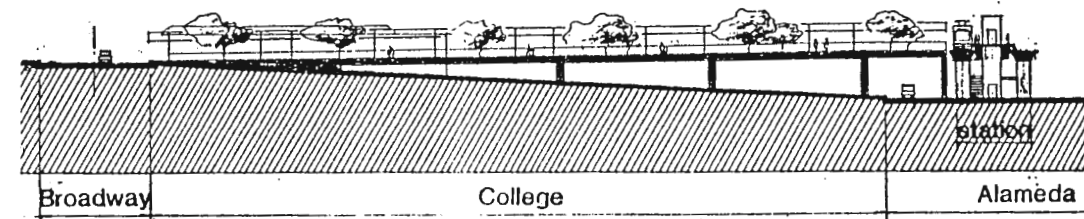
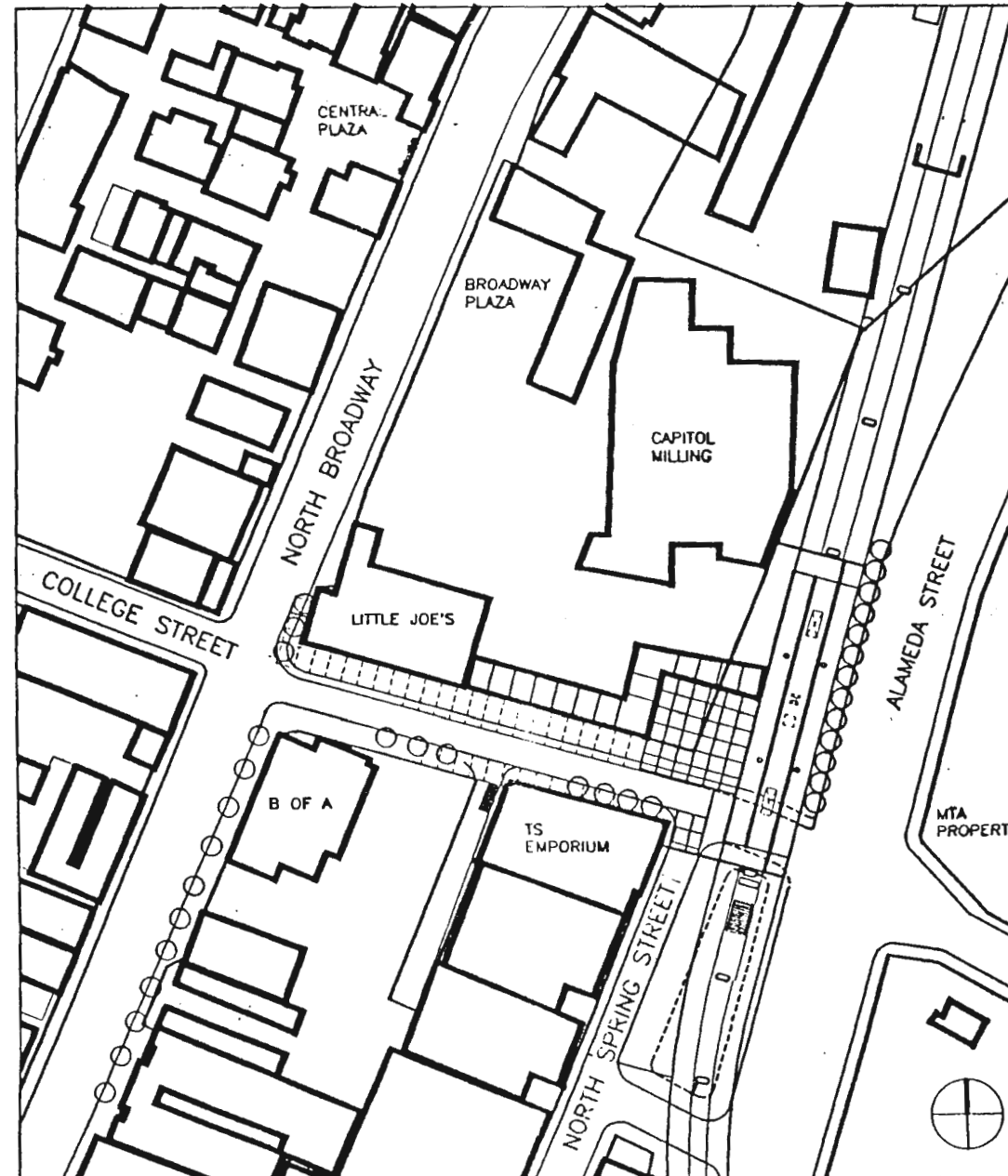
### Comments from the community:

- Pedestrian bridges are synonymous of "homeless" shelters and drug trade. Pedestrian bridge are usually narrow, unsecured and not friendly. If a person crossing the bridge is cornered by adverse individuals, they are confined without a way to escape.
- Some community groups believe that columns from bridges are bad "FENG-SHUI".

### Connection by an elevated plaza

Similar to the "elevated bridge" connection, this approach introduces a larger structure element. The following are improvements and changes that can be introduced in this approach:

- A pedestrian walkway over the existing sidewalk on either side of College St. This walkway could be widened along the north side of College Street by incorporating the adjacent private property. The walkway would be connected directly to the



*ALTERNATIVE CONNECTIONS (cont.)*

elevated plaza. If the plaza is connected underneath the Station Elevated Structure, the walkway would be at the same elevation as Broadway Street. If the plaza is connected at track level, the bridge would have approximately 3% slope above Broadway street.

- A plaza underneath the Station elevated structure or at track level. This plaza could be developed on public and/or private property. An additional park/plaza on North Spring Street, south of College Street would also be developed.
- A parking structure could be located underneath the plaza.

Comments from the community

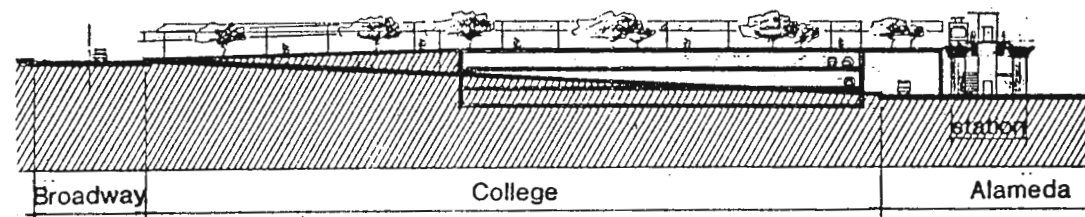
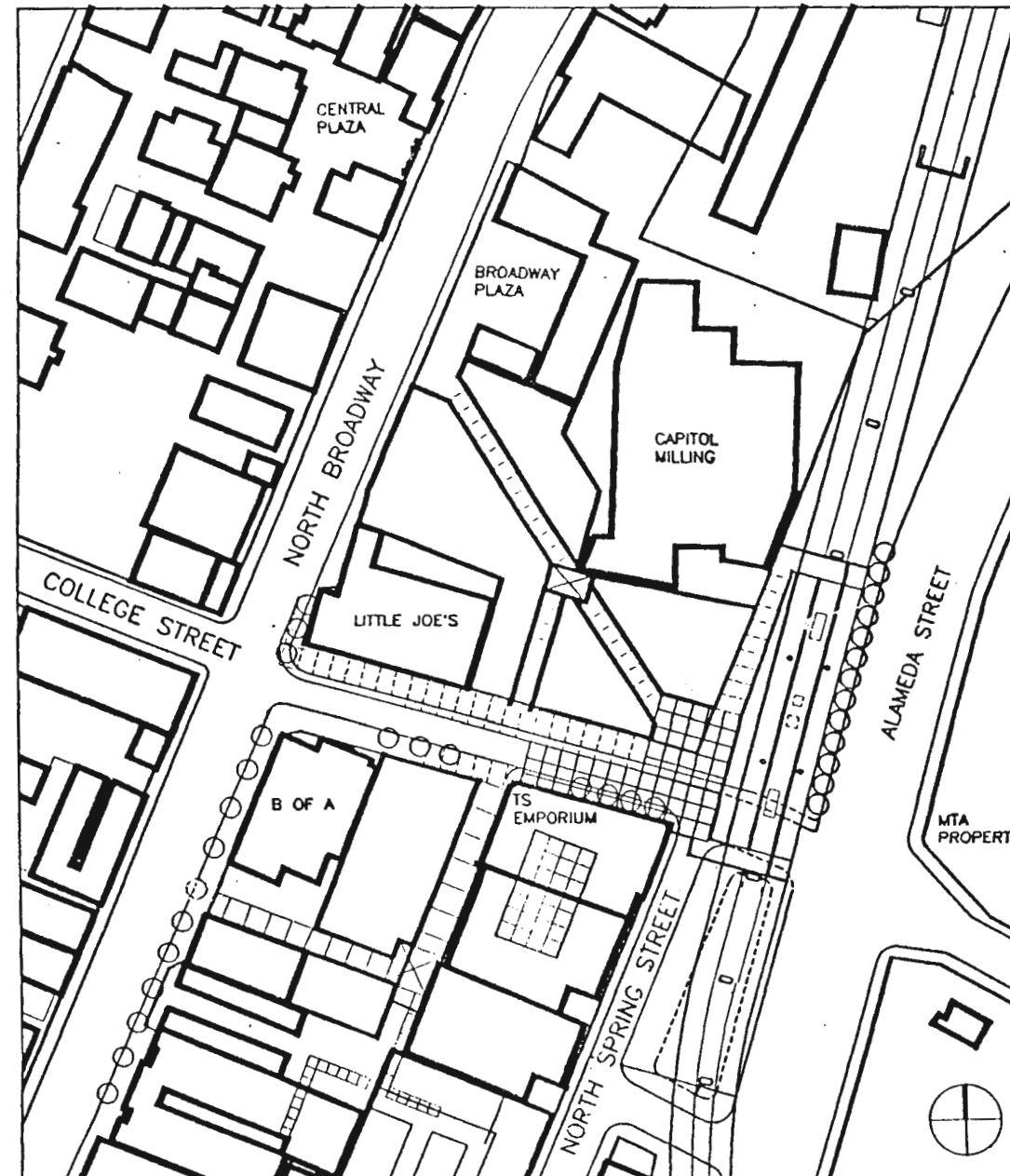
- This connection alternative seems to be the community favorite. It allows the connection to become a destination place.
- The slope of the walkway would be adequate for the senior citizen population.
- There is a direct physical and visual connection to Broadway.

## ALTERNATIVE CONNECTIONS (cont.)

### Joint development

All the approaches mentioned before can be integrated and can be further developed as a joint development between the private and public sector. The potentials of developing the surrounding areas of the Station are almost unlimited. Once adjacent private properties are integrated and developed as a whole, the connection becomes stronger and less isolated. The following are some potential joint development opportunities:

- Developing the north side of College Street over "Little Joe's" property. This development connects the station to the north side of Chinatown. There is the potential of also integrating the Broadway Plaza and Central Plaza as part of the development.
- Developing the south side of College on the Bank of America and The Shop Emporium properties. This connection to the south side of Chinatown will allow the integration to internal retail activities through the alley of New High Street and other existing shopping plazas.
- Developing the MTA property (5.2 acres), east of the Station, across Alameda Street. This development will expand the current business boundary of Chinatown.
- These joint development possibilities could be connected by an elevated plaza at the Station. This elevated plaza could be developed underneath the Station elevated structure or at track level. The plaza at either level would need to bridge across College Street in order to connect the north and the south of College Street developments. The plaza would also need to extend across Alameda street in order to connect the west and east developments.
- The joint development could consist of mix-use residential, commercial and institutional development. The commercial and institutional would occupy the lower level of the development with a mid-rise residential complex above it.



ALTERNATIVE CONNECTIONS (cont.)

Comments from the community:

- Although the community is aware that a joint development project would be an asset for the economic development of Chinatown, the community was concerned about the feasibility of a project of this magnitude to ever be a reality.
- The community was also concerned about the control that they would have on the design development of joint development projects.

All the approaches would require one or two sets of stairs and elevators for vertical circulation and ADA compliance.

## DESIGN ALTERNATIVES

As a result of a process of refinement and combination of several pedestrian linkage design alternatives presented to the community and the MTA, two pedestrian linkage design alternatives were developed. These alternatives address the majority of the main issues and objectives presented by the community and the MTA. There are three major structural components that need to be connected as described below.

### *Summary of major Community issues and objectives:*

- Visual connection from Broadway
- Level connection from Broadway for accessibility for seniors
- Activate connection edge with retail / Avoid voids or dead spaces
- Connection to North Spring Street
- Gateway to identify the Station as an entry to Chinatown
- Station identity on Broadway
- Create a "sense of place" / Create a sense of arrival to Chinatown.
- Direct access from the pedestrian connection to the Station

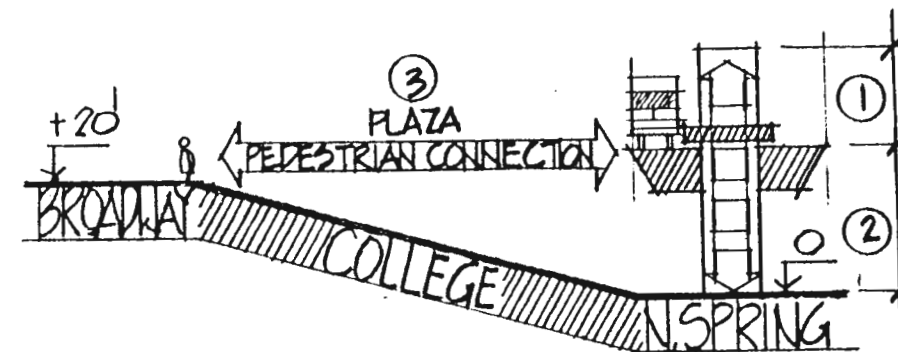
### *Major Structural Components to be Connected:*

- 1. Chinatown Station (platform over the Blue Line elevated support structure)
- 2. Blue Line Elevated Structure (elevated structure supporting rail tracks)
- 3. Plaza and Pedestrian Linkage (major components of the pedestrian connection)

### *Major Components of the Pedestrian Connection:*

- **Elevated Plaza:** The elevated plaza (Plaza) is designed to provide a sense of arrival into Chinatown, a place for gathering and a new focal point of Chinatown. The Plaza could provide opportunities for retail and to hold special cultural events. This Plaza is continuously connected to the station, and also connected to a lower park/plaza at grade on North Spring Street (south of the Station). This connection spans across College Street. The edge to the Station will be designed as a "gateway" to Chinatown, incorporated with MTA/information kiosk for both MTA transit riders and tourists visiting Chinatown.
- **Wide Walkway:** This Walkway connects the Plaza to Broadway Street. The Walkway is wide enough to allow an opportunity for continuous activated edge of small retail booths. The location of the Walkway can either along the north or south side of College Street.

*South side of College Street:* At the south side connection, the Walkway is placed adjacent to "The Shop" Emporium (a retail/commercial building located at the south-west corner of College and N. Spring) and the "Bank of America" Building (located at the south-east corner of Broadway and College). This connection would require some alteration on the Bank of America parking entrance along College Street and adequate clearance below the pedestrian connection structure



## DESIGN ALTERNATES (cont.)

to allow continued auto access to the Bank of America. A similar, but less critical pass over the alley (located between "The Shop" Emporium and Bank of America) would also be required. This alternative would also require a slightly steeper grade in the beginning of the Walkway to reach an elevation that would allow the appropriate clearance and the continued access to the Bank of America.

*North side of College Street:* At north side connection, the Walkway is placed adjacent to the "Little Joe's" building (located at the north-east corner of Broadway and College). This connection would require a relocation of the restaurant service access in the back (east side) of the building. An alternative is to relocate the service access to the restaurant from the parking lot located at the north side of the building. (There has been discussions of acquiring the entire Little Joe's property. This proposal does provide the option of accessing the Plaza via Broadway at the north edge of the property and providing a more significant visual relationship with Broadway Street. This proposal does require a commitment of funds not currently identified).

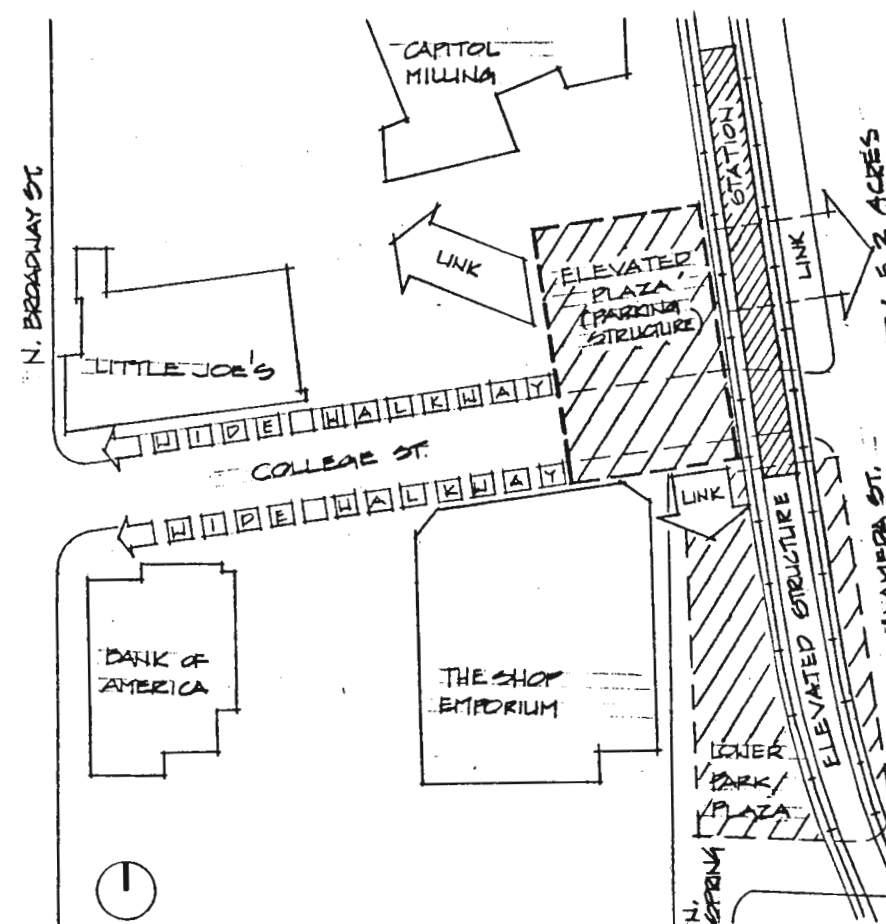
- **Pedestrian Linkage\Connection:** The connection across College connects the Plaza at +19' to the plaza at North Spring Street.
- **Lower Park/Plaza:** This park/plaza serves as an extension to the elevated Plaza at +19', connecting the Station to North Spring. This park/plaza is located south of the Station, in front of "The Shop" Emporium (located at the south-west corner of College and North Spring Street). This is also the proposed location for the downtown shuttle bus stop.
- **Parking Structure:** The Parking Structure is located underneath the Plaza and will serve as a structural support for the Plaza.

Both design alternatives have an elevated plaza (Plaza) and a wide walkway that provides direct visual and physical access between Broadway Street and the Station. Construction of either alternative connection will require setting up work areas within the public right-of-way, reducing the number of travel lanes, detouring traffic, and eliminating parking spaces on affected portions of Alameda Street, North Spring Street, and College Street.

The final two alternatives were presented to a community forum for discussion and comments. Following the community forum, both alternatives were presented to the Chinatown Advisory Council for the final selection of the alternative.

### Final Design Alternatives:

- **Plaza over public and private property** (plaza at +19' high from North Spring Street / -1' below Broadway Street)
- **Plaza over public property** (plaza at +30' high from North Spring Street / +10' above Broadway Street)





## DESIGN ALTERNATES (cont.)

### *Selected Design Alternative by the Chinatown Advisory Council:*

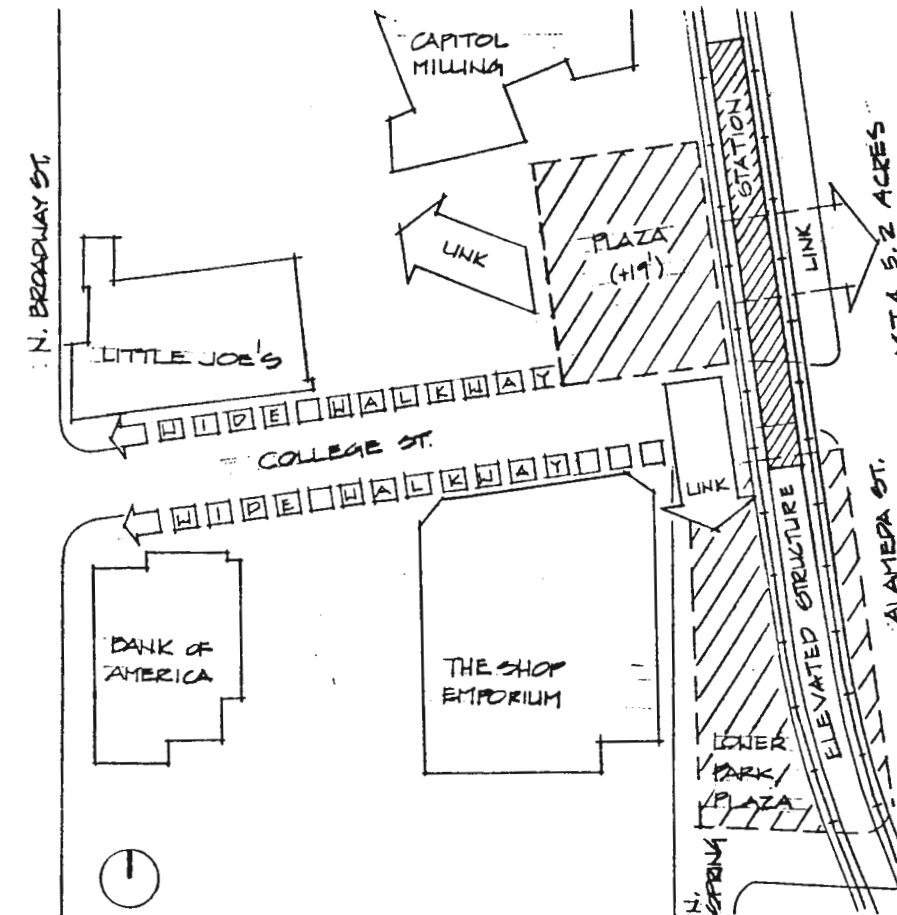
- Plaza over public and private property ( plaza at +19' high from North Spring Street)

#### *PLAZA OVER PUBLIC AND PRIVATE PROPERTY*

At this alternative the Plaza is elevated at +19' from North Spring/Alameda Street and is located on the west side of the Chinatown Station. The Plaza is partially over public street easement (N. Spring St.) and partially over "Little Joe's" property. The Plaza extends underneath the Blue Line elevated structure (elevated structure supporting the tracks) and the Station and it is connected to the Station platform by stairs and elevators. This alternative will require the elevated structure supporting the rail tracks to be reduced in depth with the addition of columns in order to accommodate the appropriate pedestrian clearance of 8' high. The Plaza is connected to Broadway Street by a wide walkway. As part of this alternative, park/plaza at North Spring (south to the Station) will be developed. In order to connect to the North Spring park/plaza, the elevated Plaza would need to be extended across College Street with a set of stairs and elevators at the end of the Plaza extension. A Blue Line patron coming from Broadway Street would walk through the Walkway, across the Plaza, walk underneath the elevated structure that support the tracks, and walk-up the stairs or take the elevator to the platform of the Chinatown Station, located between the elevated tracks.

The following are the required design elements for this alternative:

- Plaza elevated at +19' from North Spring/Alameda Street (-1' below Broadway Street)
- Plaza located over public street easement and partially over "Little Joe's" property
- Connection to Broadway Street along the north side of College Street by a wide walkway. (The connection to Broadway Street along the south side of College Street can be developed after the elevated Plaza is extended across College Street to the North Spring park/plaza is provided)
- Access to the Station platform is by a continuation of the elevated Plaza underneath the elevated structure (the elevated rail structure will need to be notched in order to accommodate pedestrian clearance of 8' high)
- Connection across College Street to proposed North Spring Plaza (this connection includes a set of staircase and elevator)
- Park/Plaza on grade at North Spring Street (south of College Street) which will accommodate downtown shuttle bus
- A parking structure for approximately 500 cars located underneath the Plaza and the Station



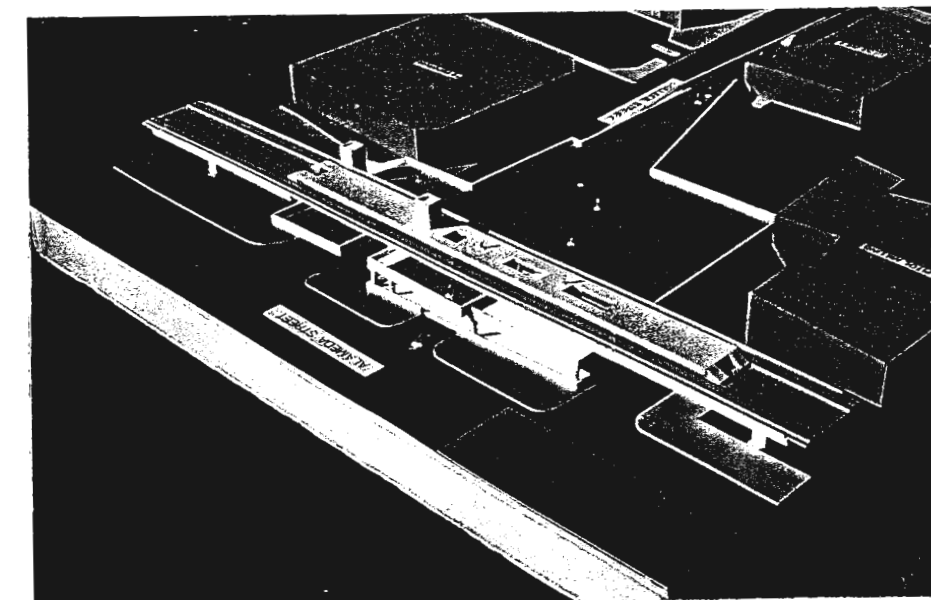
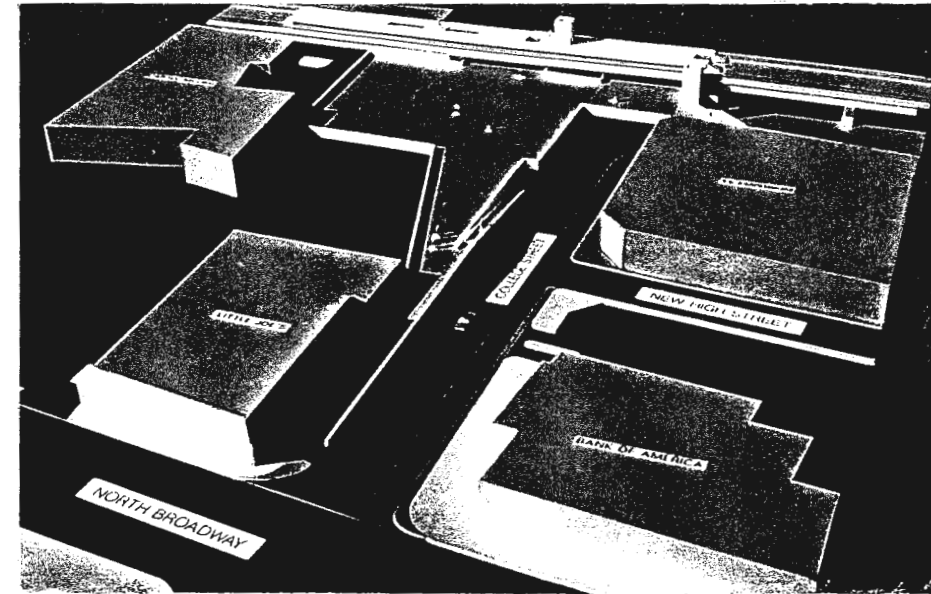
**DESIGN ALTERNATES (cont.)**

*Concerns and Issues*

- The Community concern for "taking" (via eminent domain) partial land of Little Joe's was not considered an option due to the historic misuse of eminent domain within the community. MTA staff was under the historic perception that the owner's of Little Joe's did not want to give up any of their property. Subsequent to the start of the community consensus planning program, the owners of the Little Joe's property encouraged discussions that included purchasing all or part of their property. This subsequent change has provided additional possibilities, but no clear commitments to finance these options within the near future have been obtained.
- The Community expressed concern that having the elevated Plaza partially located on private property would result in a loss of control of the development of the Plaza.
- The Community expressed concern that with the Plaza elevated at +19', there could be a possibility for the Plaza to be lowered to a lower elevation by future cost containment by the MTA.
- The Community expressed concern that the Plaza was elevated at -1' below the level of Broadway Street.
- The MTA staff has expressed a concern that this alternative would require redesign of the station support structures to allow a three foot "notch" into the elevated Blue Line rail structure support.
- This option was opposed by the City of Los Angeles, Department of Transportation (DOT) and the City of Los Angeles, Bureau of Engineering (BOE). In order to provide a wide Walkway, College Street would need to be narrowed as a one-way couplet. According to the DOT, this change in College Street would result in a substantial impact on the traffic pattern in Chinatown.

*Opportunities*

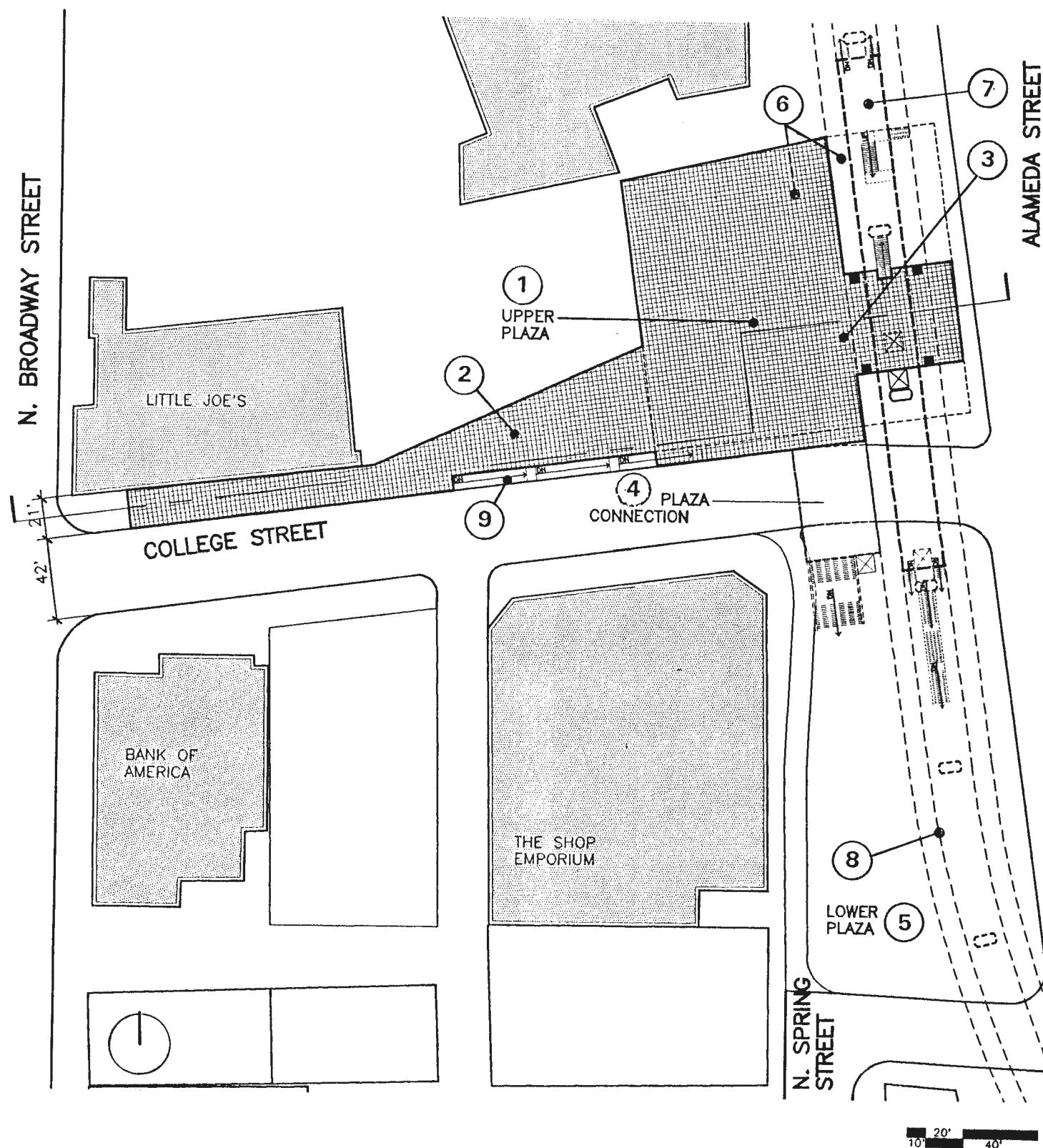
- This alternative allows the opportunity to potentially develop the entire Little Joe's property as a joint development project. This development would allow the entry of the Station to be extended to Broadway Street and could increase the visibility and identity of the station.
- This alternative also provides for the opportunity to extend the elevated Plaza underneath the elevated structure across Alameda Street to the 5.2 acres MTA property.
- With the introduction of the plaza extension across College Street, the opportunity for a joint development project with The Shop Emporium and Bank of America along the south side of College Street would be provided.



# CHINATOWN PEDESTRIAN CONNECTION

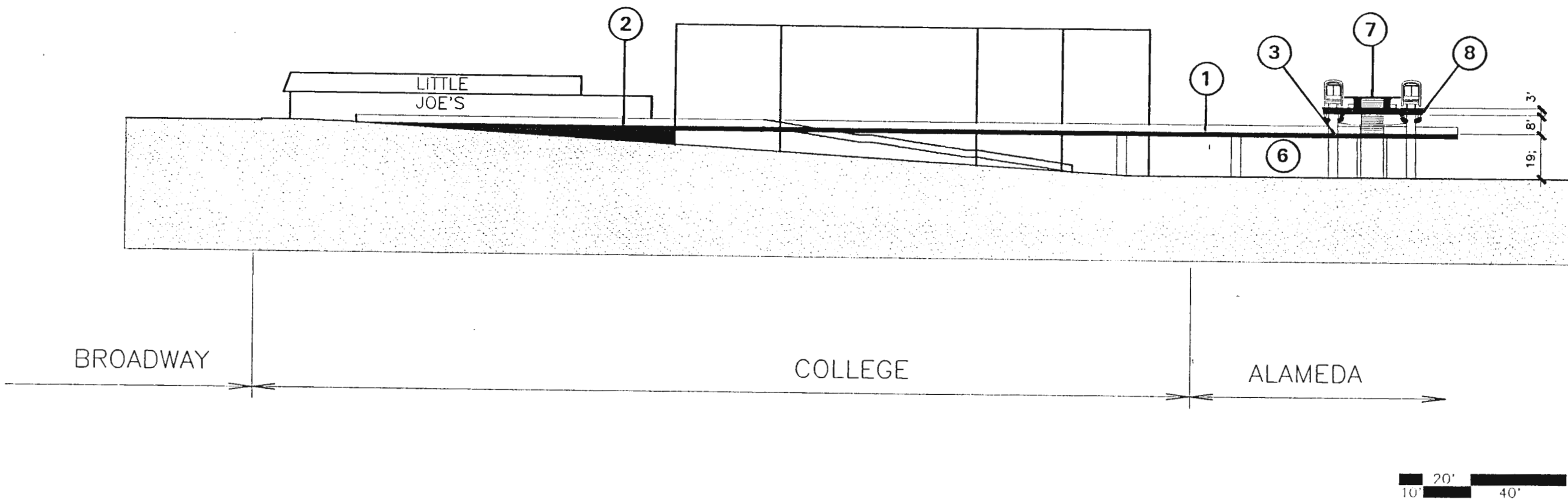
## PLAZA OVER PUBLIC AND PRIVATE PROPERTY (+ 19')

1. Plaza elevated at + 19' from North Spring/Alameda Street
2. Connection to Broadway Street
3. Access to the Station platform is by a continuation of the elevated Plaza underneath the elevated structure (the elevated rail structure will need to be notched in order to accommodate pedestrian clearance of 8' high)
4. Connection across College Street to proposed North Spring Plaza (this connection includes a set of staircase and elevator)
5. Park/Plaza on grade at North Spring Street
6. A parking structure for approximately 500 cars located underneath the Plaza and the Station
7. Chinatown Station
8. Blue Line Aerial Structure
9. Pedestrian Access to Alameda Street



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# CHINATOWN PEDESTRIAN CONNECTION



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## DESIGN ALTERNATES (cont.)

### PLAZA OVER PUBLIC PROPERTY

In this alternative, the plaza is elevated +30' above Alameda Street (10' above Broadway Street) and is designed over the public right-of-way only. The plaza edges the full length of one side of the station and spans across College Street. It is located at the same level as the rail tracks and an additional platform is located on the Plaza side, providing direct access and connection to the Plaza. Access to the central Station platform is provided by crossing the South Bound train track at grade. Alternatively, a pedestrian bridge over the track allows the Station platform to be accessed without crossing the South Bound track.

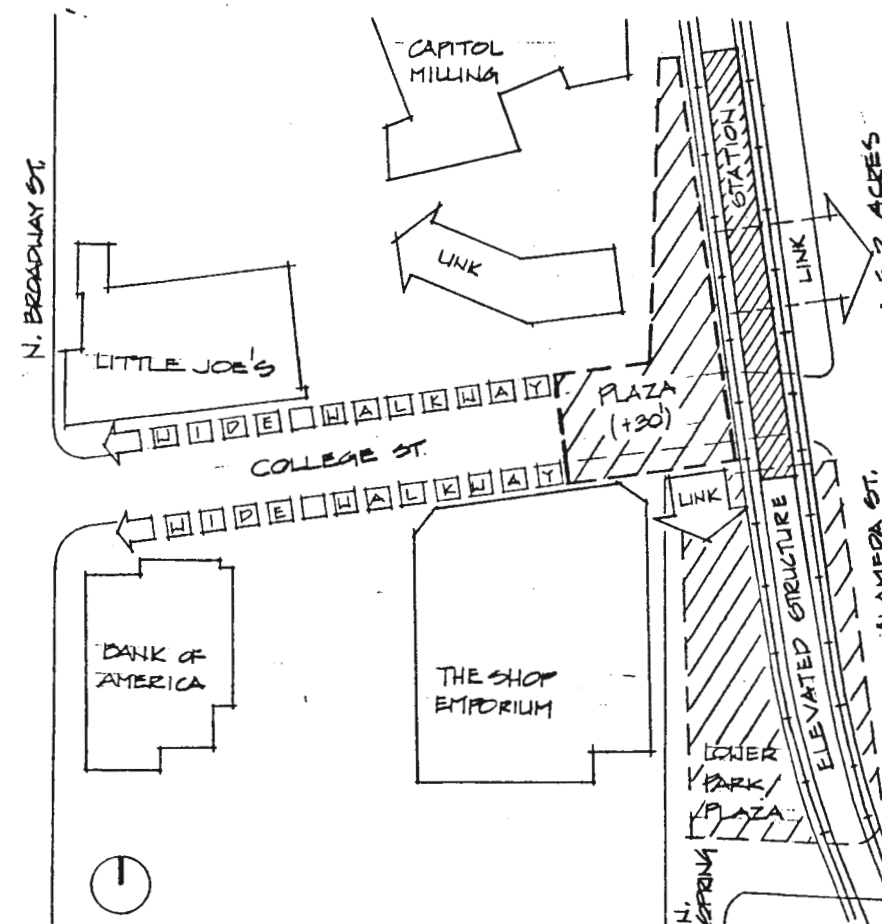
The Plaza is connected to Broadway Street by a wide Walkway. The sidewalk may be along the south or north side of College Street. This sidewalk will provide a slight uphill walk from Broadway to the Plaza. Although this allows for a more appealing visual connection, it will require an approximate 2-3% grade change between the Station and Broadway. This grade change is below the Americans with Disability Acts (ADA) maximum requirement of 5%.

The following are the required design elements for this alternative:

- Plaza elevated at +30' above Alameda Street/North Spring Street
- Plaza located over College Street
- Connection to Broadway Street along the north or south side of College Street
- Access to the Station Platform is direct from South Bound trains. Track level crossing will be required for South Bound trains. In order to avoid pedestrians crossing the tracks "at-grade" to access the central Station platform, stairs and elevators can be introduced at both platforms.
- Direct connection to the North Spring Park/Plaza
- A parking structure for approximately 300 cars located underneath the Plaza and the Station

### Concerns

- The Community expressed concern that the Plaza covering College Street would result in a dark space underneath the Plaza.
- This option is opposed by the City Department of Transportation (DOT) and the City Bureau of Engineering (BOE). In order to provide a wide walkway, College Street will need to be narrowed from four lanes to three lanes and connected to a one-way street. According to DOT, this change on College Street would result in a substantial impact on the traffic pattern in Chinatown.



**DESIGN ALTERNATES (cont.)**

- Access to the Station Platform underneath the Station elevated structure (no modification is required to the elevated Blue Line rail structure support)
- Connection over College Street to North Spring Park/Plaza (this connection will require steps to raise the Plaza extension in order to accommodate vehicular clearance above College Street)

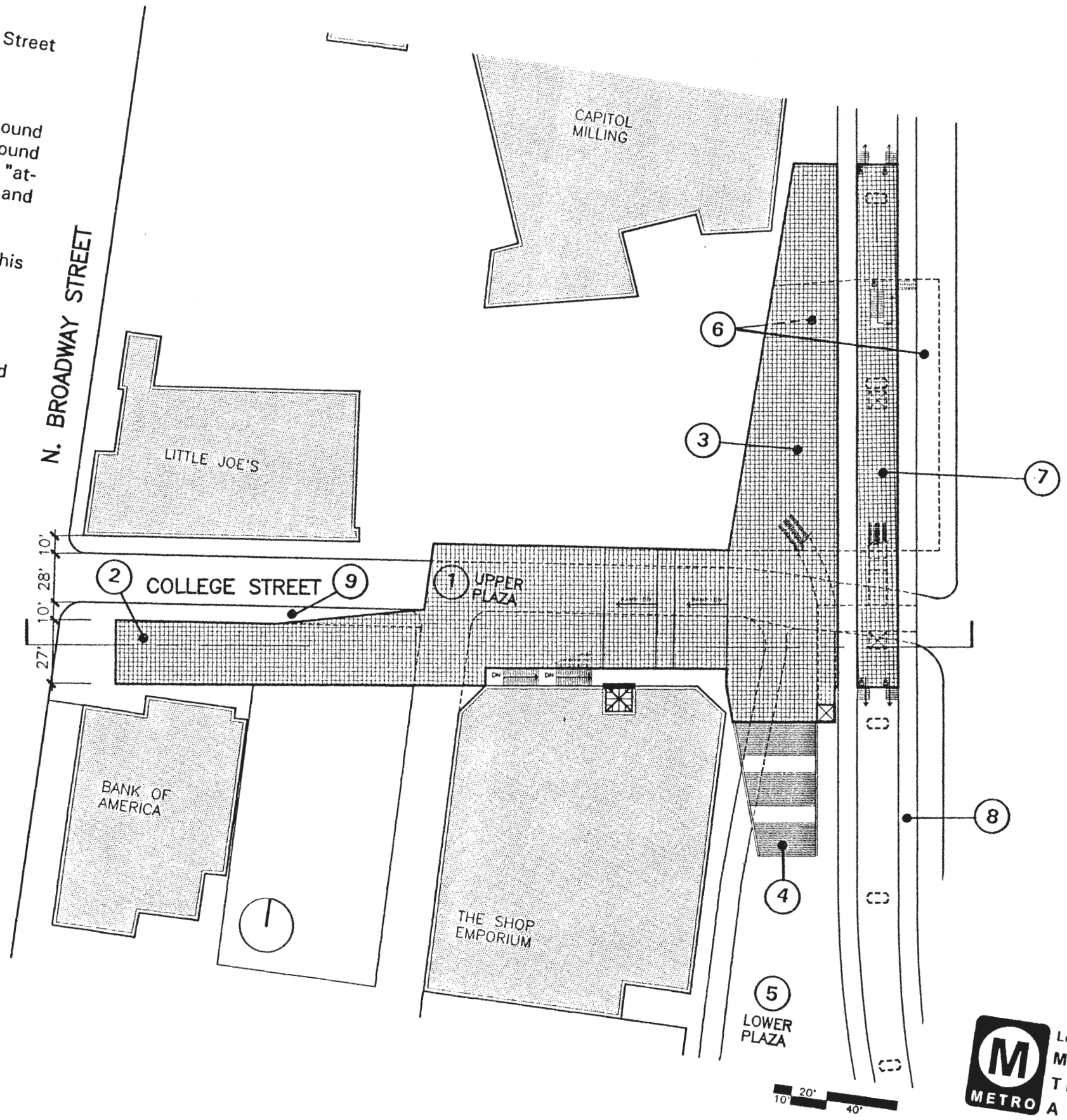
***Selected Alternate***

On April 20, 1995, the Chinatown Advisory Committee Panel selected the option of the PLAZA OVER PRIVATE PROPERTY (+ 19').

# CHINATOWN PEDESTRIAN CONNECTION

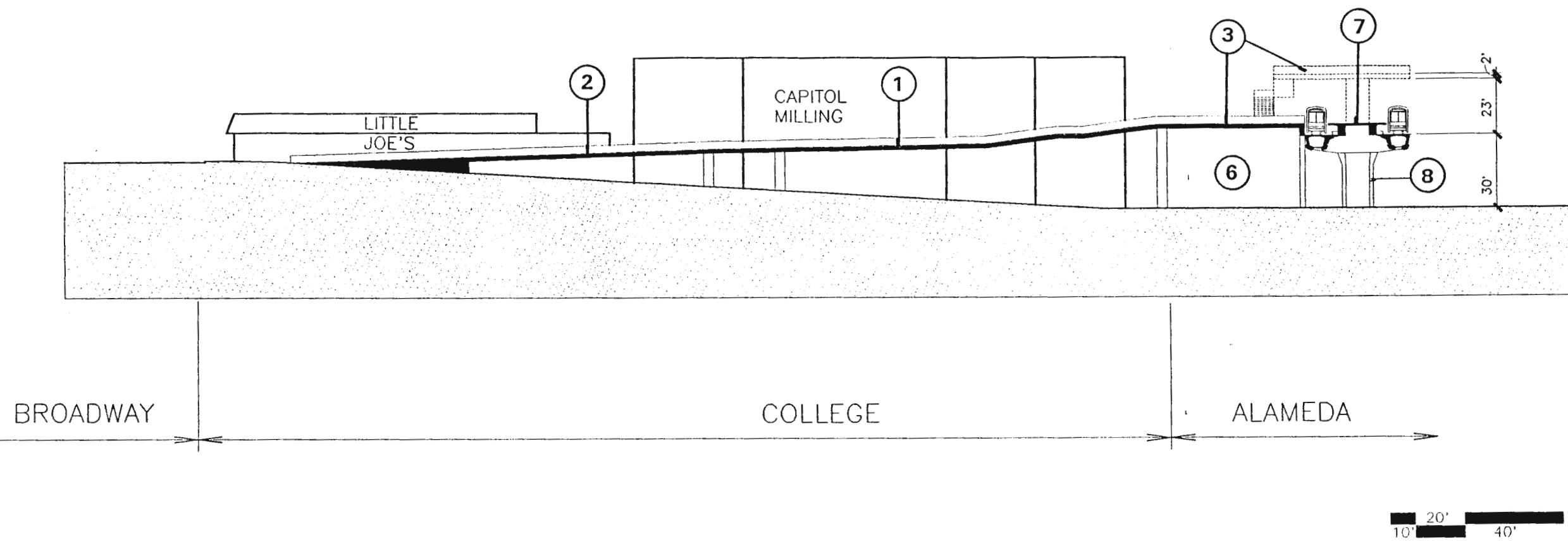
PLAZA OVER PUBLIC PROPERTY (+ 30')

1. Plaza elevated at +30' above North Spring/Alameda Street
2. Connection to Broadway Street
3. Access to the Station Platform is direct from South Bound trains. Track level crossing will be required for South Bound trains. In order to avoid pedestrians crossing the tracks "at-grade" to access the central Station platform, stairs and elevators can be introduced at both platforms.
4. Grand stair connection to proposed North Spring Plaza (this connection includes an elevator)
5. Park/Plaza on grade at North Spring Street
6. A parking structure for approximately 300 cars located underneath the Plaza and the Station
7. Chinatown Station
8. Blue Line Aerial Structure
9. Pedestrian Access to Alameda Street



JURAN

# CHINATOWN PEDESTRIAN CONNECTION



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# Chinatown Pedestrian Linkage

Comparative Analysis – Nov. 30, 1994

Consensus Planning Elements	PLAZA AT 19'	PLAZA AT 30'	19' – Comments	30' – Comments
Physical connection from Broadway	+	+		
Visible connection to station entrance from Broadway	0	+	Angle view	Direct view
Accessible connection to station (for seniors)	+ (-)	0 (+, -)	Elevator	Ramp @ 3-4% + Crosstrack or Elevator
No second means of station access required (elevator)	-	+ (-)	Elevator Required	Northbound, Cross Tracks or Elevator
Open space/gothering space at station	+	+	Plaza and Park	Plaza and Park
Functionality of Plaza	+	+	Square in shape	Rectangle in shape
Connection between Station Plaza and N. Spring Plaza	-	+	Requires bridge over College	Direct
Retail opportunities along the pedestrian linkage	+	+	Vendors/Retail, Initial ramp is narrow	Vendors/Retail, Initial ramp is narrow
A continuous activated edge along the pedestrian linkage	0	0	Ramp is too narrow with College at 42' wide	Ramp is too narrow with College at 42' wide
Continuous visibility/Passive surveillance	+	+	Passive surveillance	Passive surveillance
Potential for parking spaces beneath the station/plaza	+	0	Extendable to Little Joes	Extendable to Little Joes
Dark, uninviting area beneath plaza	0	-	Future Parking	Lighted space along College
Extended time schedule/Time efficiency	0	0	No additional time for Land Acquisition	Building over public right of way
Higher cost	-	+	Land Acquisition of private property	Plaza over public right of way
Integration with future developments	+	+	Direct connection possible	Direct connection possible

+ = Excellent    0 = Average    - = Poor

**FUNDING ISSUES**

According to an interim report by the Central Area Team (CAT) on March 14, 1994, it has identified the following funds:

- The MTA construction staff has identified findable funds for the Pedestrian Connection for the amount of \$3.2 million.
- The City of Los Angeles through Councilman Hernandez has identified parking revenue funds to develop a parking facility adjacent to the station of the amount of \$3.4 million.

Separate from the above, the MTA has received an offer to lease or purchase the 5.2 acres site on Alameda across from the College/N. Spring location. The offer was made with the suggestion that the funds received would provide approximately \$5 million that could be contributed to the Chinatown Blueline station enhancements including purchasing some or all of the Little Joe's site. The MTA is considering the offer, but is not able to provide a decision given the lengthy review and approval process required.

**DESIGN ALTERNATES (cont.)**

- Additionally, the elevated plaza over College Street will require a supporting structure to be located in the public easement, which apparently contains a substantially amount of underground utilities. This option may require additional environmental review. Environmental review can take place simultaneously with track and station construction. Some delay in opening the station is possible. Representative from the construction staff have been invited to present their concerns.
- The MTA's risk management and safety staff oppose any option that requires "at-grade" crossing for this Station. "At-grade" crossings are frequent throughout the light rail system in Los Angeles and in most cities in the world with light rail lines. Any "at-grade" crossing does pose a potential for pedestrian/train conflicts, however, pedestrian gates can be installed to minimize risk. The MTA's investment in an elevated station is in part justified by the additional safety it provides for potential users by avoiding "at-grade" conflicts. This station has the additional distinction of being the only station other than Union Station where both the proposed Glendale and Pasadena lines would pass through. These two lines would increase the number of trains through this station.

***Opportunities***

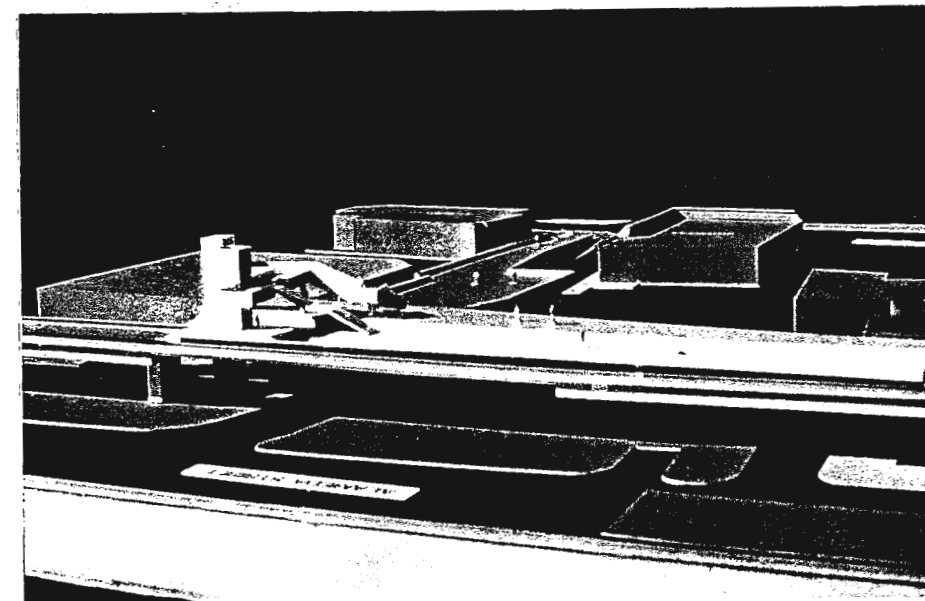
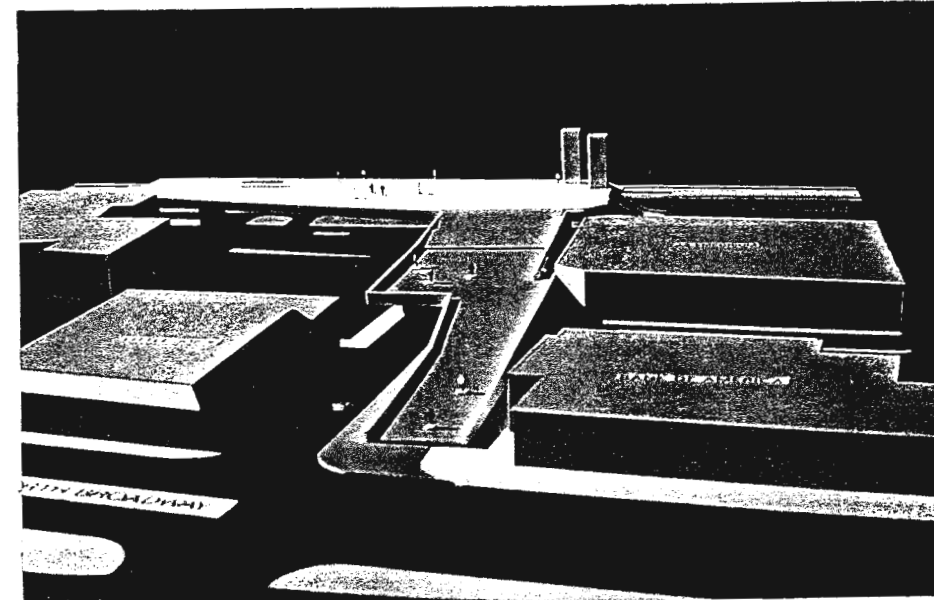
- This alternative also allows the opportunity and the potential to develop the entire Little Joe's property as a joint development project. This development would allow the identity of the Station to be extended to Broadway Street.
- This alternative allows the opportunity for a joint development project with "The Shop" Emporium and Bank of America along the south side of College Street and to connect this development directly as a extension to the Plaza..
- This alternative also allows the opportunity to connect to the 5.2 acres MTA property across Alameda Street by an elevated pedestrian bridge.

***Plaza over private and public property ( MTA variation)***

The MTA introduced a variation from the Plaza over private property with the plaza elevated at +16' above Alameda Street. The Community was unable to consider this alternative as it was introduced late, and was not included in the extensive community output/participation process.

The following are the required design elements for this alternative:

- Plaza elevated at +16' above Alameda Street/North Spring Street
- Plaza located partially over the property of "Little Joe's"
- Connection to Broadway Street is along the north side of College Street



# CHINATOWN PEDESTRIAN CONNECTION

## "SENSE of PLACE"

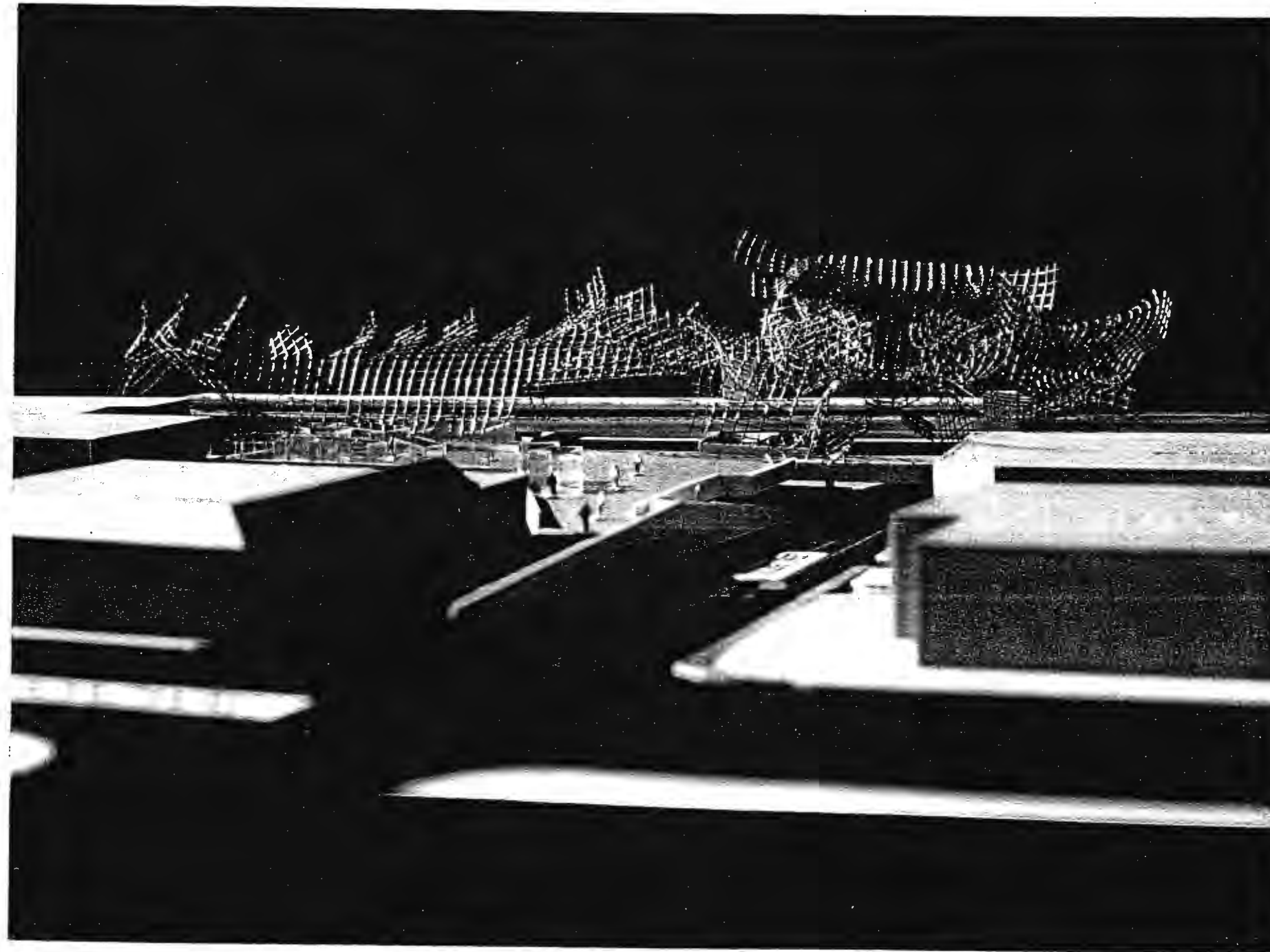
### *The Vision*

Although the community does not have illusion that the Chinatown Station will resolve all the problems of Chinatown, they believe that the Chinatown Station Pedestrian Connection can be the first step in that direction and also it can play a pivotal role in the revitalization of Chinatown.

The community envisions this Pedestrian Connection as one of the "Gateways" to Chinatown, and also an opportunity to bring Chinatown into the station area and its adjacent areas where there maybe an opportunity for future development .

It is not just a pedestrian connection. The Community sees an opportunity to create a "sense of place". To re-introduce Chinatown as a positive place and to create the dynamics where the past, the present and the future all meet.

The vision of *"The Power of Place"*.



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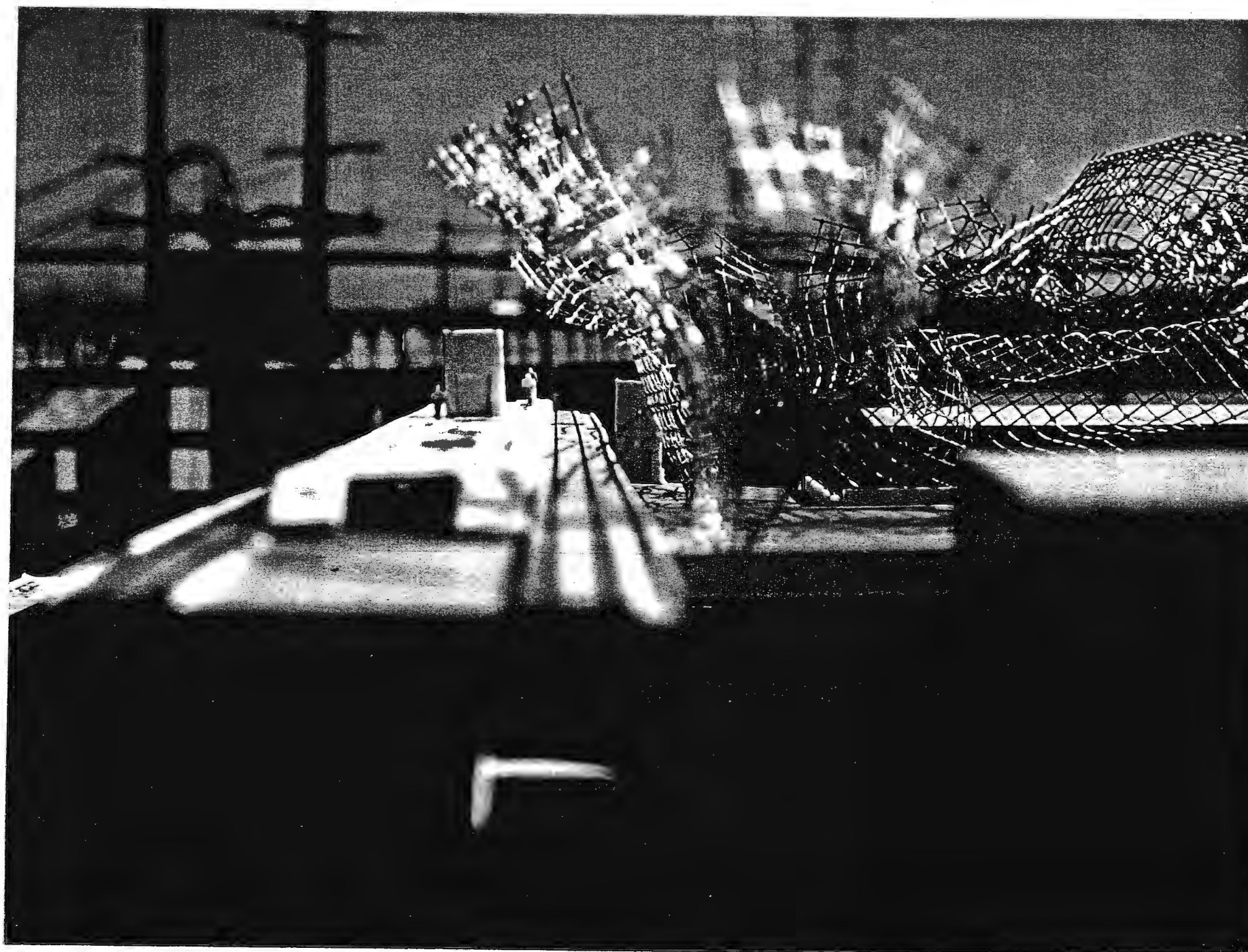
**"SENSE of PLACE"**

**Gateway**

The edges of Chinatown have become blurred, with large voids occurring in the urban fabric. The Chinatown community has discussed the idea of identification of the entrances into Chinatown with a series of gateways that represent the signs of its zodiac calendar.

Based on this concept, we selected one of the Chinese Zodiacs to be the symbol of the Chinatown Pedestrian Connection, "The Dragon".

A light metal structure would form the skeleton of the dragon and would be clad with metal sheets representing the dragon's scales. The train's arrival at the station would set the metal sheets in motion, bringing the *dragon alive*.

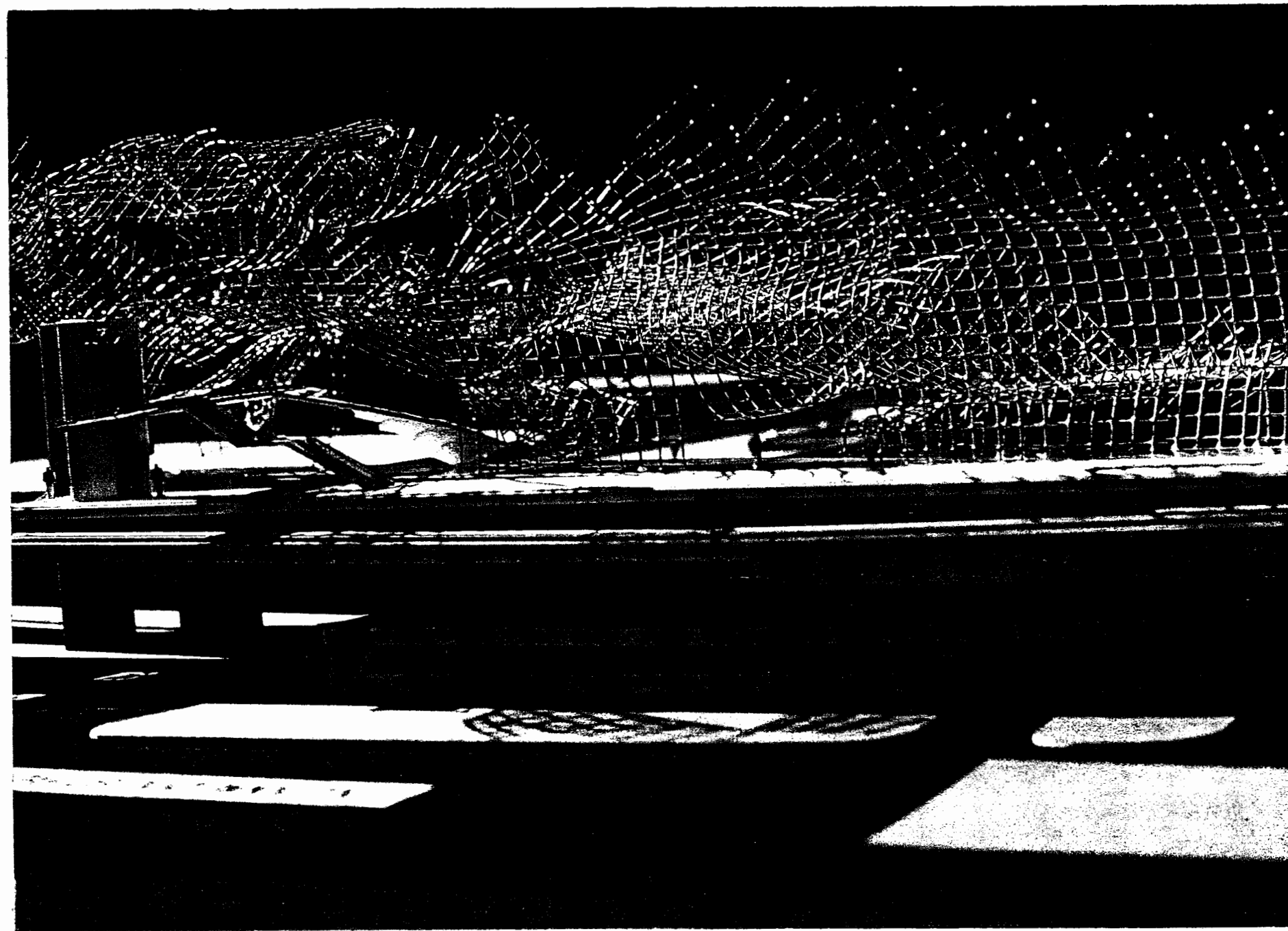


*"SENSE of PLACE"*

*The Plaza*

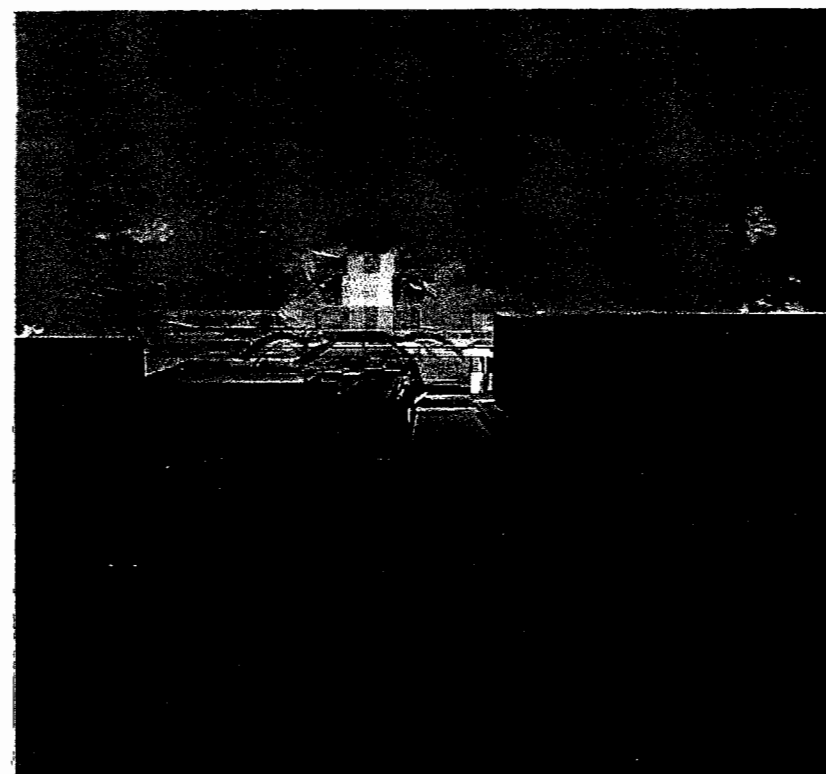
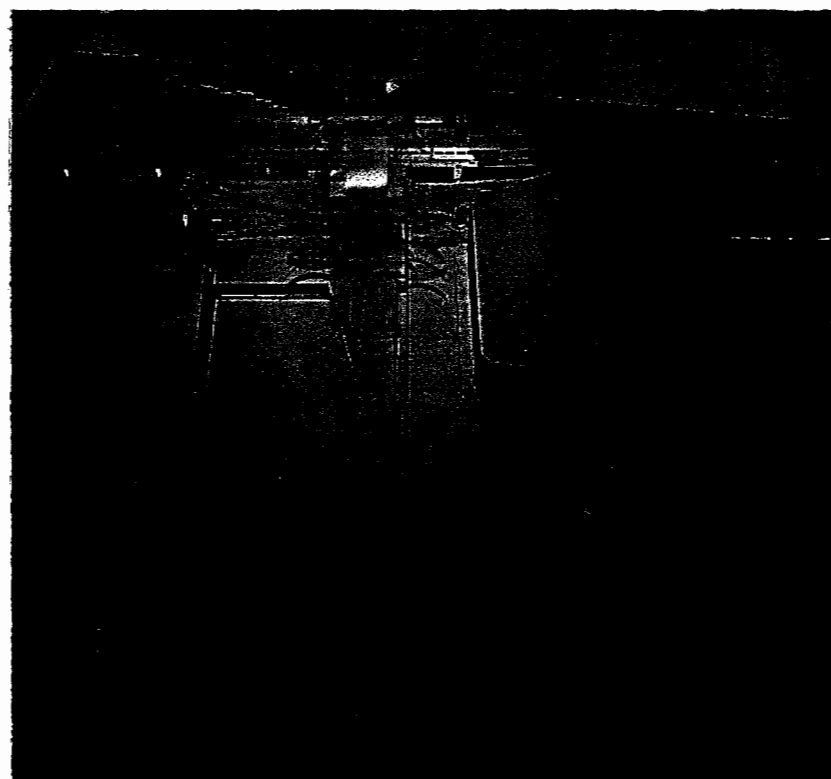
The elevated plaza would be developed as a community gathering place, where there would be opportunity for; the residents to practice "Tai-Chi" in the morning; the elderly to sit and talk; retail booths along the edges of Plaza; and special festivals such as Chinese New Year's celebration, the Moon Festival, etc.

The wide Walkway would also have opportunity for retail.



**CHINATOWN  
PEDESTRIAN  
CONNECTION**

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**SIGNAGE**

Some of the preferences voiced by the community regarding signage were color, language and style. The following list of signage characteristics is a result of the input from the community.

- Colors should be bright and cheerful, but need not necessarily be the traditional red and imperial yellow. The color blue should be limited to rail identification, as the color blue has conflicting symbolic connotations in Chinese Culture.
- The signage should be in Chinese and English. Spanish and Japanese could be included. The preferred presentation of Chinese characters is horizontal instead of the more traditional vertical presentation.

The Senior community preferred rail route and scheduling information in the form of an information booth (kiosk) manned by a multilingual person rather than through signage or interactive electronics.

- The style of the signage should be identifiable as Chinese and contemporary in nature. The shape of a triangle is discouraged, as it has negative symbolic connotations in Chinese Culture.

The signage solution addresses the above issues and the physical and psychological factors such as legibility, meeting the needs of the aging and physically disabled, and the environmental factors which effect viewer perception.

The graphics facilitate "way finding" and assist in creating a "sense of place" by building the design solution for the Pedestrian Connection from the Chinatown Light Rail Station to Chinatown and the elements of Chinatown and Chinese Culture that give Chinatown its character.

PLAZA DIRECTIONAL

Located South Upper Plaza Level at top of stairs

Free Standing  
5' Length  
6'3" Height

Wall Mounted  
5' Length  
2'6" Height

PLAZA DIRECTIONAL

Located South Lower Plaza Area at foot of stairs

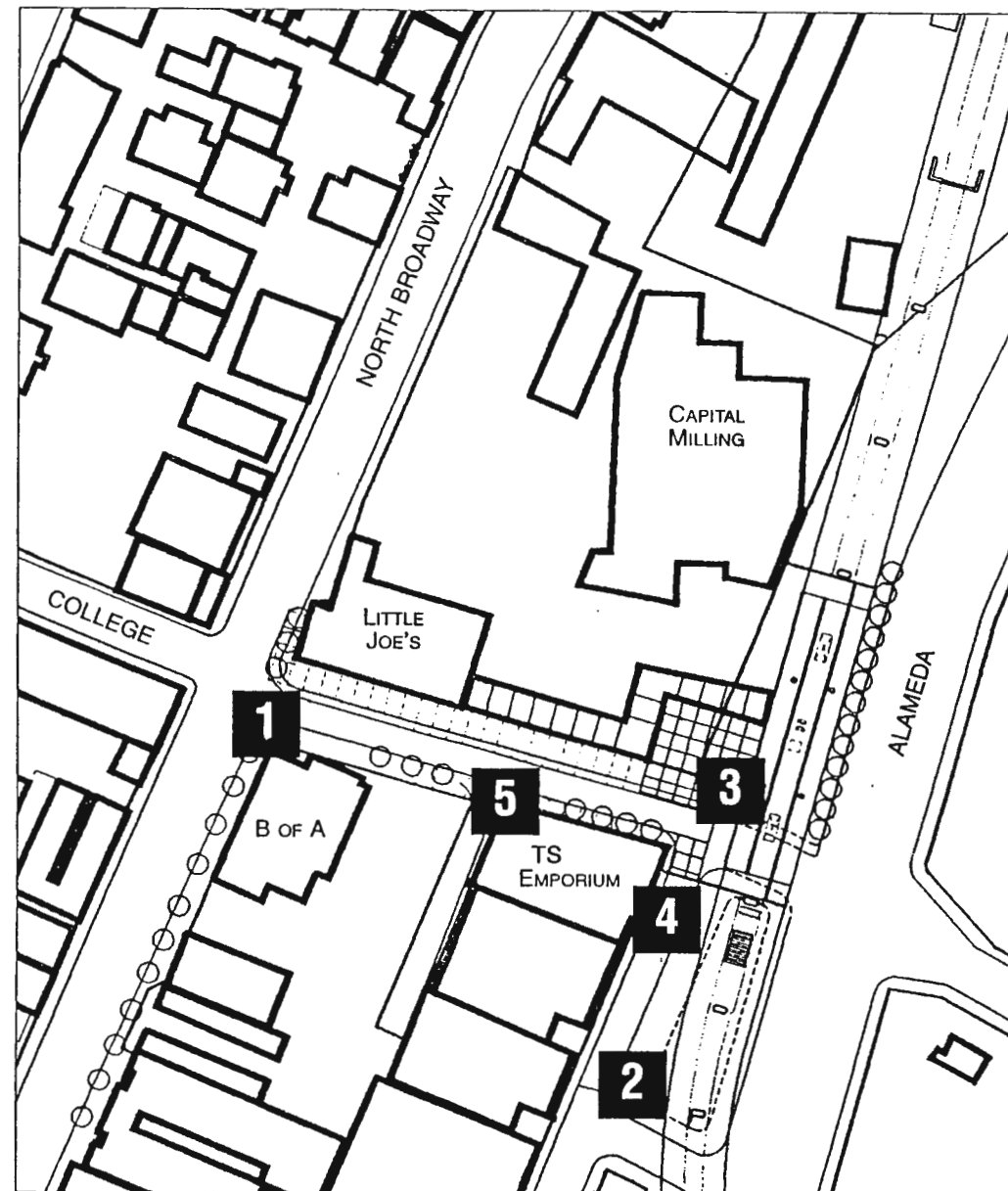
Free Standing  
7' Length  
5' Height

Wall Mounted  
7' Length  
3' Height



SIGN ITEM LOCATION PLAN

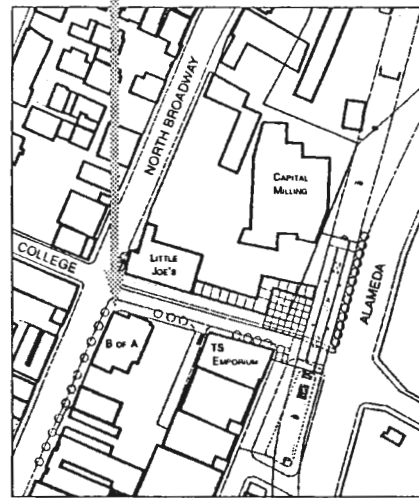
- 1** Pedestrian Connection Identifier
- 2** Station Identifier
- 3** Passenger de-boarding Directional
- 4** Lower North Spring Plaza Stair  
Directional to Train
- 5** Upper Plaza Directional to New High Street



PEDESTRIAN CONNECTION IDENTIFIER

Located on the south east corner  
of Broadway and College to indicate the

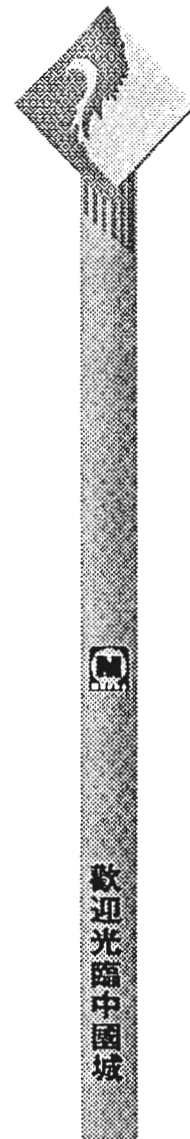
Broadway entrance to the plaza.



Free Standing  
26' Height  
1'6" Square Post  
4'6" Mast



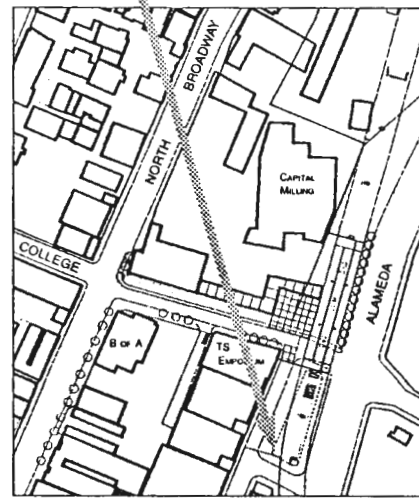
Provides Area Lighting  
Illuminated at top (street light)  
and illuminated characters  
and letters on post surface.



STATION IDENTIFIER

Located at  
Lower Plaza Entrance

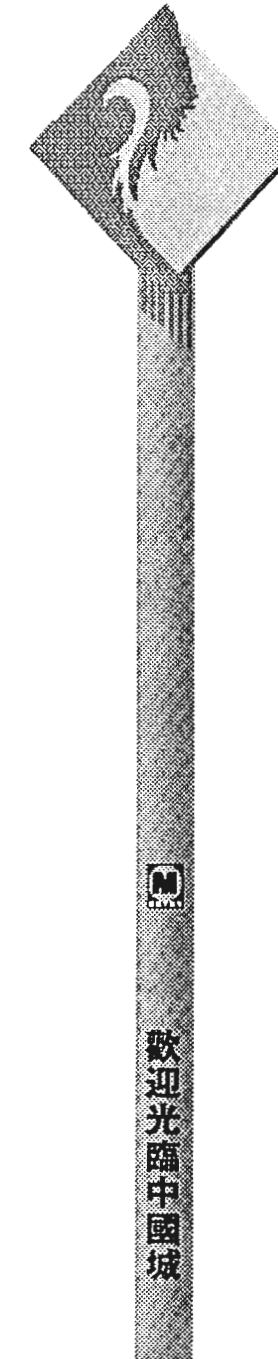
At North Spring



Free Standing  
33' Height  
1'6" Square Post  
6'9" Mast

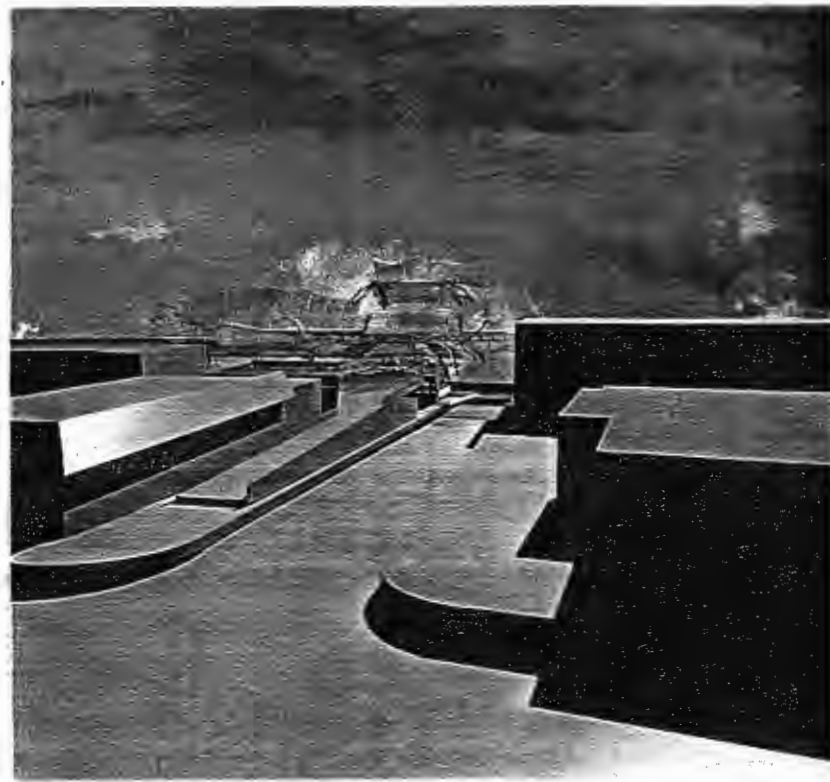
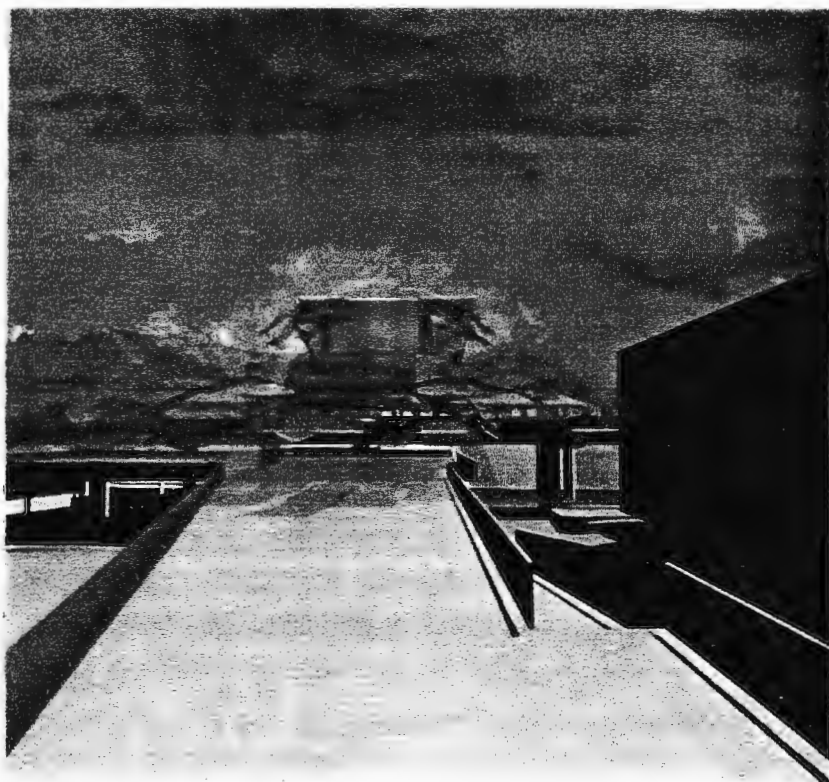


Provides Area Lighting  
Illuminated at top (street light)  
and illuminated characters  
and letters on post surface.



**CHINATOWN  
PEDESTRIAN  
CONNECTION**

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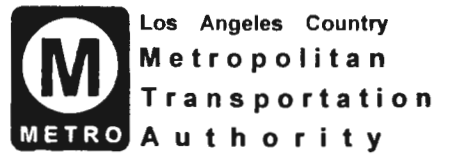
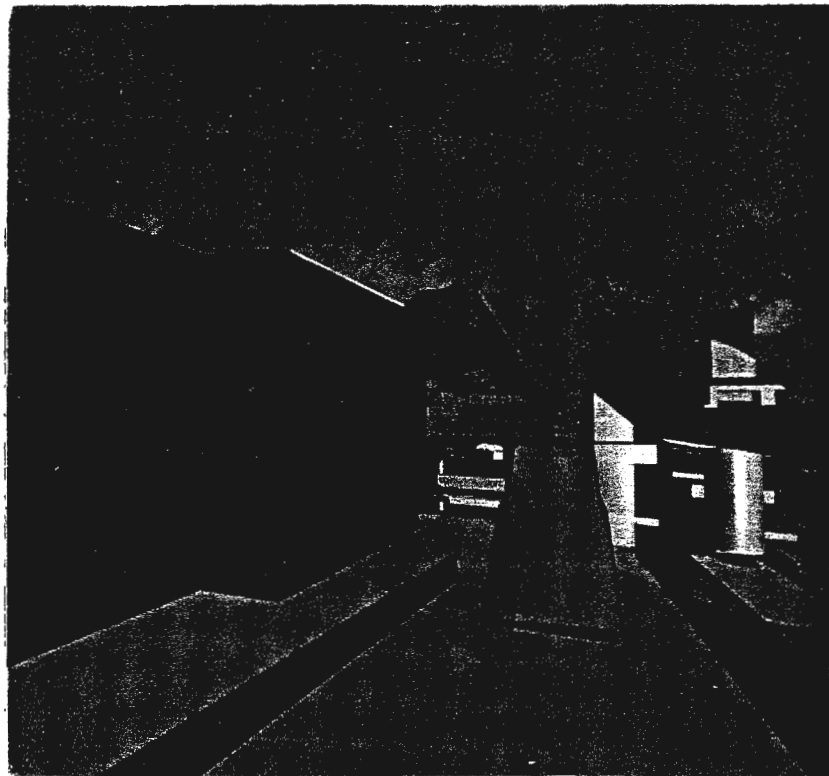


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PEDESTRIAN  
CONNECTION**

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## LANDSCAPE

Based on the selected design alternative by the community, we developed possible landscape design focused on two areas:

- Plaza Space Planning
- Planting selections

### *Plaza Space Planning*

There will be two plaza areas that will need to be developed. The elevated plaza (+19') and the plaza/park at North Spring Street (south of the Station). While space planning the plaza, we designed it from the premise of utilizing the theme of the "Dragon". Symbolically, the "Dragon" is safe guarding the whole station plaza as a gateway to Chinatown. According to ancient folklore, the dragon spits out the essence of virtues and goodness into the form of pearls. These pearls will be represented by spheres of varying sizes, rolling down the plaza and become the visual link from Broadway to the station. Based on this symbolism, the following are components that will be introduced to both plazas:

- Spheres of varying sizes
- Defined plaza edges
- Green space
- Seating areas
- Plaza space
- Paving design
- Fountain (plaza/park at North Spring Street)
- Grand stairs
- Retail area
- Plant selection which have Chinese cultural significance



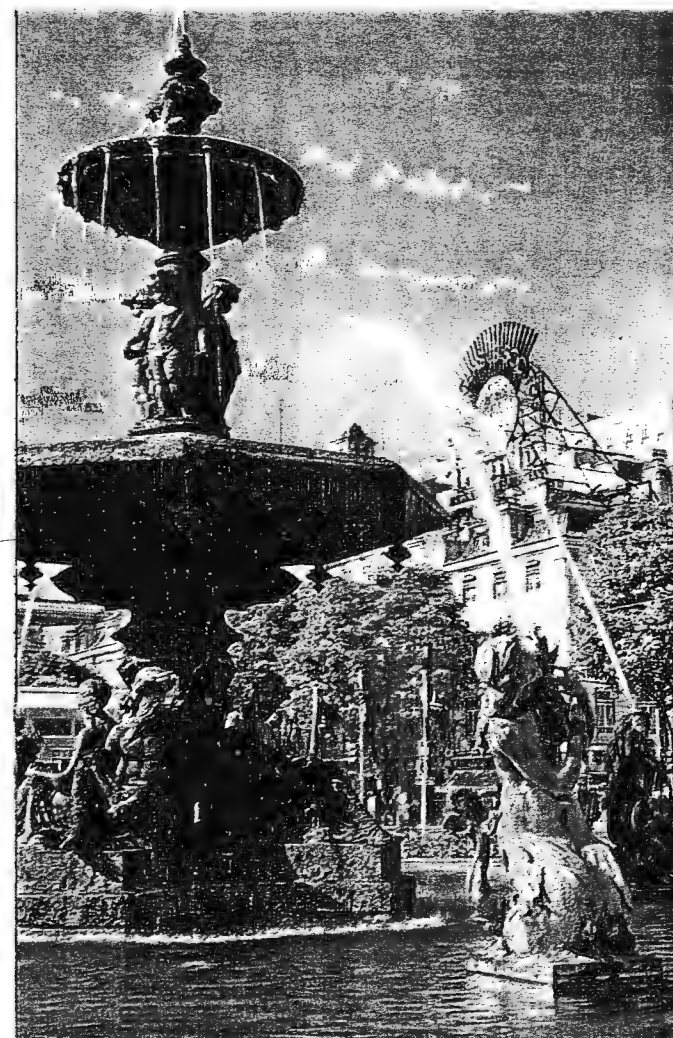
Grand Stairs



Green Area



Tree Bosque



Fountain



Retail Edge

## LANDSCAPE (cont.)

### Elevated Plaza (+ 19')

Taking into considerations the components above, this elevated plaza will be developed as a central community gathering place. Therefore, the core of the plaza will allow for community events. The following are specific components for this plaza:

- Central theme designed paved area
- Ginkgo trees that delineate the southern edge of the plaza
- Richly paved pedestrian walkway that connects the plaza to Broadway Street edged with retail areas.
- Green space that defines the northern edge of the plaza
- Seating areas integrated into the green space
- Retail areas along the western edge of the plaza

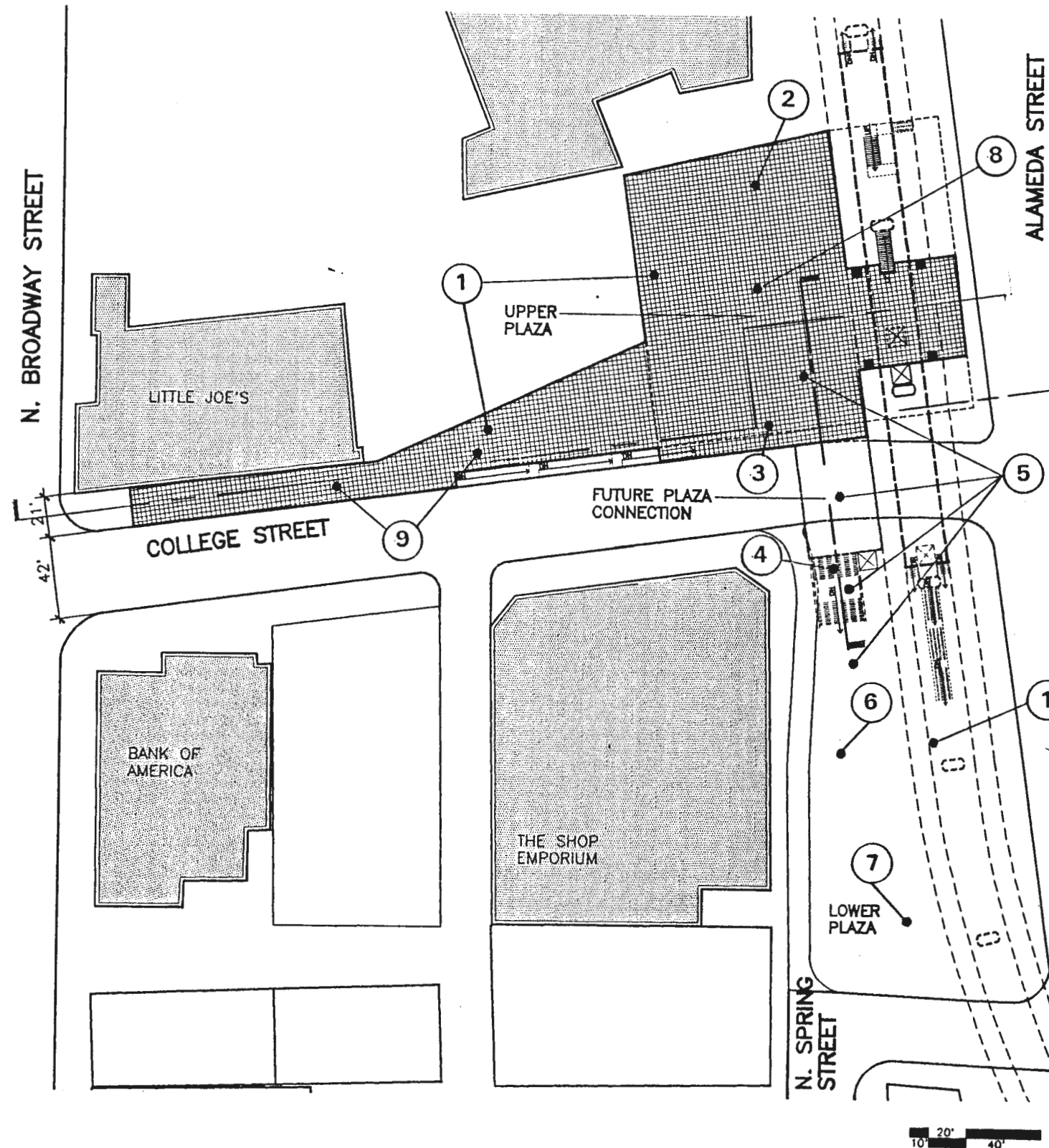
### Plaza/park at North Spring Street (south of the Station)

This plaza/park will be developed as a lower extension of the elevated plaza, a connection to North Spring Street. This plaza/park will be developed with more intimate spaces. The specific components are:

- Grand stairs leading from the elevated plaza
- A fountain as a focal point
- Retailers flank along the east side of the plaza/park, underneath the elevated rail structure
- A bosque of pear trees defining the southern edge

### LEGEND

1. Retail Edge
2. Green Area
3. Ginkgo Edge
4. Grand Stairs
5. Spheres (pearls)
6. Fountain
7. Pear Tree Bosque (w/ seating areas)
8. Central Plaza
9. Paved Pedestrian Walkway (w/ theme design)



**LANDSCAPE (cont.)**

***Planting Selections***

Plant selections have been based on their significant in the Chinese culture. Ginkgo trees, Pear trees, Pine trees, Date palms and bamboos are some of the trees that we selected to be introduced in the plaza. The following are some of the main characteristics of these trees:

**Ginkgo trees** - a remnant of the pre-historic time, an ancient tree. Deciduous, and very hardy, can take the dust and fumes of the urban environment, and the leaves are pest and insect free. Always plant the male tree to avoid fruit drop. Yellow leaves in the fall. The Chinese name this "the hundred-fruit" tree. It connotes prosperity.

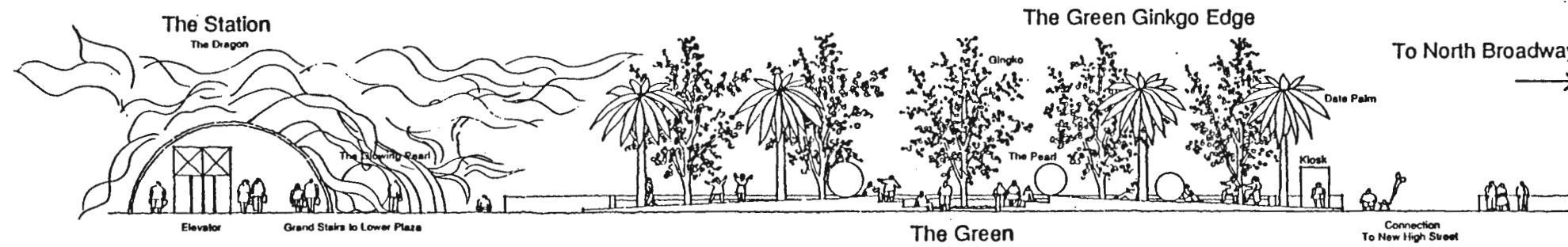
**Pear trees** - can be evergreen or briefly deciduous. White flowers appear in spring. The name of this tree rhymes with the word "luck". Chinese merchants like to plant this tree in front of their businesses.

**Pine trees** - an evergreen tree, the Chinese name this the "live forever" tree, a tree that is always green, and does not fade, a perfect symbol for long life.

**Bamboo trees** - always straight and up-right, symbolizes the noble spirit in a person.

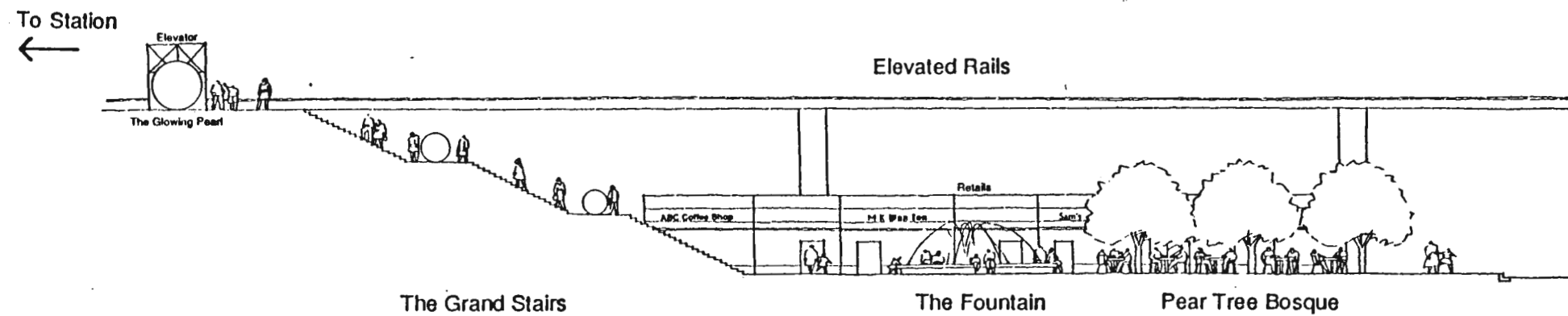


# CHINATOWN PEDESTRIAN CONNECTION



CHINATOWN PEDESTRIAN CONNECTION STUDY

SECTION / ELEVATION AA1  
Scale: 1/8" = 1'-0"



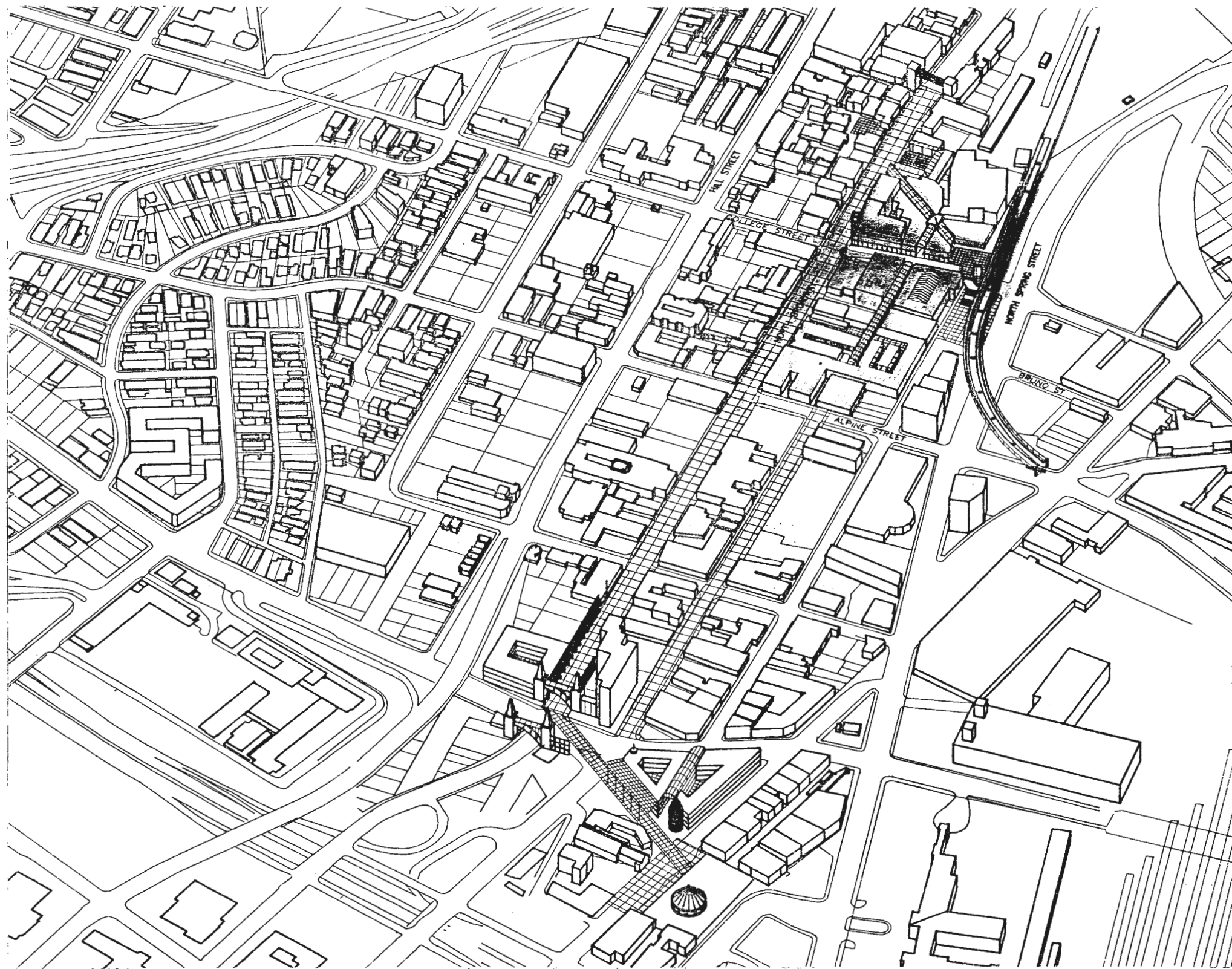
CHINATOWN PEDESTRIAN CONNECTION STUDY

SECTION / ELEVATION BB1  
Scale: 1/8" = 1'-0"





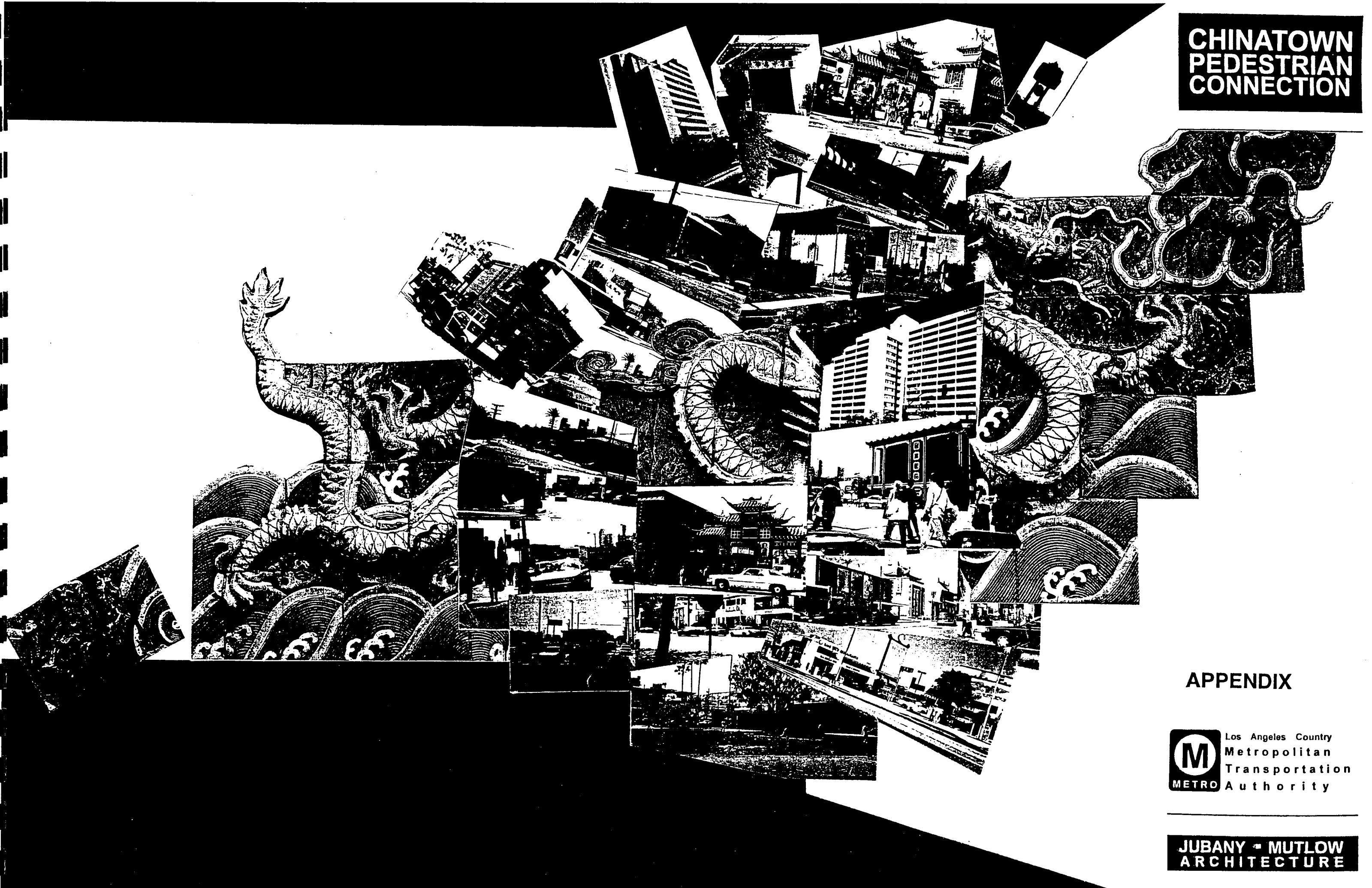
**CHINATOWN  
PEDESTRIAN  
CONNECTION**



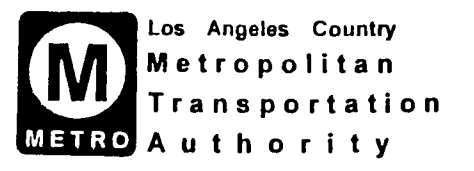
**M** Los Angeles County  
Metropolitan  
Transportation  
Authority

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# CHINATOWN PEDESTRIAN CONNECTION



## APPENDIX

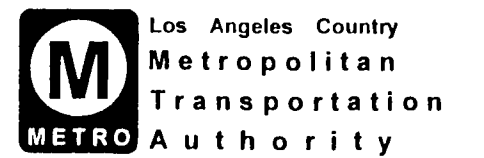


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**CHINATOWN  
PEDESTRIAN  
CONNECTION**

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**COMMUNITY  
PROFILES**



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MEETINGS, INTERVIEWS, INTERVIEWS AND COMMUNITY WORKSHOPS

"Chinatown Community Meeting"  
MTA Chinatown Linkage Study  
Alpine Recreation Center  
Jan Landrum, Director in Charge  
817 Yale Street  
Los Angeles, CA 90012  
March 17, 1994 at 6:30 p.m.  
(Jubany Mutlow audit only)

"Chinatown Community Meeting"  
MTA Chinatown Linkage Study  
Alpine Recreation Center  
Jan Landrum, Director in Charge  
817 Yale Street  
Los Angeles, CA 90012  
June 16, 1994 at 6:30 p.m.  
(Jubany Mutlow limited participation)

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinatown Economic Development Council  
William Tan/ Phil Borden  
823 N. Hill Street  
Los Angeles, CA 90012  
(213) 680-0213  
June 21, 1994 at 6:30 p.m.  
Attendance: 22

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinatown Senior Citizen Center  
George Poon  
600 North Broadway, #B  
Los Angeles, CA 90012  
(213) 680-9739  
June 23, 1994 at 8:30 a.m.  
Attendance: 25

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Forgotten Edge Neighborhood Watch Group  
Betty Wong Oyama  
995 Figueroa Terrace  
Los Angeles, CA 90012 (213) 659-5613  
June 27, 1994  
Attendance: 21

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinese Chamber of Commerce  
Wilson Tang  
978 North Broadway Street, #206  
Los Angeles, CA 90012  
(213) 625-4700  
Luncheon Interview  
June 28, 1994 at 12:00 p.m.  
Attendance: 14

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Cathay Manor Resident Group  
(Chinatown Senior Citizen)  
Don Toy  
600 North Broadway Street  
Los Angeles, CA 90012  
July 1, 1994  
Attendance: 30

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinatown Public Safety Association  
Leland Chan  
823 North Hill Street  
Los Angeles, CA 90012  
July 7, 1994 at 6:00 p.m.  
Attendance: 20

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinatown Development Council  
July 7, 1994

MTA Chinatown Linkage Study  
Informational Table  
Chinatown Public Safety Association  
Benefit Evening  
Ocean Seafood Restaurant  
July 29, 1994  
6:00 p.m. to 10:00 p.m.  
Attendance: 300

MTA Chinatown Linkage Study  
"Community Charette"  
Chinese Consolidated Benevolent Association  
Derek Ma  
925 North Broadway Street  
Los Angeles, CA 90012  
July 30, 1994  
12:00 p.m. to 4:00 p.m.  
Attendance: 175

MTA Chinatown Linkage Study  
"Community Charette"  
Cathay Manor  
Don Toy  
600 North Broadway  
Los Angeles, CA 90012  
August 4, 1994  
Thursday  
3:00 p.m. to 6:00 p.m.  
Attendance: 200

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinese American Citizens Alliance  
Winston Wu, President  
415 Bamboo Lane  
Los Angeles, CA 90012  
August 2, 1994  
Attendance: 25

"Chinatown Community Meeting"  
MTA Chinatown Linkage Study  
Alpine Recreation Center  
Jan Landrum, Director in Charge  
817 Yale Street  
Los Angeles, CA 90012  
July 11, 1994 at 6:30 p.m.

MTA Chinatown Linkage Study  
Informational Table  
MTA Chinatown Linkage Study  
Hollywood Dodger Night (Breakfast)  
July 16, 1994

MTA Chinatown Linkage Study  
Informational Table  
MTA Chinatown Linkage Study  
Lotus Festival  
July 16, 1994

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinatown Teen Post  
Don Toy  
600 North Broadway  
Los Angeles, CA 90012  
July 21, 1994 at 2:30 p.m.  
Attendance: 26

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinese Consolidated Benevolent Association  
July 22, 1994

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Small Business Owners  
July 22, 1994

MTA Chinatown Linkage Study  
Informational Table  
Asian Pacific Business League  
Marketing Meeting  
July 28, 1994 at 6:30 p.m. to 8:30 p.m.  
Dodger Stadium  
Attendance: 150

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinatown Senior Citizen Center  
George Poon  
600 North Broadway, #B  
Los Angeles, CA 90012  
June 23, 1994 at 8:30 a.m.  
Attendance: 25

Profile:

Ten out of the 25 people attending live outside of Chinatown are from Alhambra, Monterey Park, Pacoima, and El Monte; the 15 people living in the Chinatown area have been residents two to six years. Non residents shop, frequent restaurants, visit family and friends and usually travel to Chinatown on weekends. Most non-residents spend a half a day in Chinatown.

Comments:

Non residents currently use the bus, but given the option they would use the train because it will be more convenient.

It is difficult especially when carrying bags to get around Chinatown.

Would like to have some kind of loop which would allow travel to multiple destinations.

An enclosed pedestrian bridge with glass permitting light to come in would be preferred. The enclosure would provide users with a feeling of security.

Chinatown should have a "gateway"

The Center of Chinatown is the Senior Citizens Center

The main landmarks are Central Plaza, Bamboo Plaza, and the Old Plaza

Only residents in Chinatown use the hospital located in Chinatown.

Non-residents would prefer a hospital closer to their home.

There is a great fear of being mugged.

There should be more security

There should a tall visible marker for the station

Western design is easier to read, would like contemporary signage with traditional flavor

Would like trees that provide shade, flowers that would provide fragrance.

Flat surfaces, large areas may encourage vandalism.

There should be no street furniture that someone could sleep on. Furniture with armrests would be preferred.

Signage should include "No Littering" and "No Sleeping"

Signage should be in Chinese, Spanish and English.

Signage with international symbols to have words included.

Directional Signage to other transportation a must.

Some signage very messy, confusing and should be more organized.

Informational signage regarding historical or cultural elements of Chinatown not needed.

Would like lighter, more harmonious colors less jarring than traditional red and yellow.

Visitors to Chinatown should think of the area a secure and clean place, just like Little Tokyo.

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Forgotten Edge Neighborhood Watch Group  
Betty Wong Oyama  
995 Figueroa Terrace  
Los Angeles, CA 90012  
June 27, 1994  
Attendance: 21

Profile:

Residents of Figueroa Terrace. Of those attending seven currently use Dash shuttle service, seven don't because of security in the evening and nine would use light rail system.

MTA:

Reviewed original station at Ord and College on Broadway and change to present location. Ridership 5 to 10,000 per day. Light rail is more predictable, faster than bus service. The economic benefits with ridership, increased tourist to Chinatown. There is a possibility of linkage of station to Dodger Stadium which may benefit Chinatown business. There will be no disruption of business in Chinatown during construction of station and linkage. Service will be faster and more predictable

Comments:

The new station will cause pollution.

Parking in the neighborhood continues to be a problem, the Chinatown Station should have a parking structure to reduce parking in the neighborhoods.

Residential parking permits to discourage all day parking in the area.

The light rail system should use electric cars which be non-polluting plan for the future - less pollution.

The new station will bring to Chinatown undesirable people from other communities and area will have increased crime.

Location of North Spring and College is not particularly good and too far from center of Chinatown.

Station should be in the center of Chinatown. Relocate position of Freeway.

Streets are too wide in Chinatown... they have become major thoroughfares.

Five of those attending do not entertain in Chinatown.

City Ride for seniors and disabled.

Elevated walkways are unsightly it should all be underground.

Why not use Union Station.

Relocate Chinatown.

Dodger Stadium should be linked by people mover or shuttle buses to light rail system

Chinatown can still be an escape to the orient for many visitors.

Chinatown Linkage should have Chinese flavor and address tourist issues.

Community hasn't been built up by own people.

Chinatown has changed over the last 50/60 years... it is now more residential.

There is no obvious single location for locals to meet or be entertained.

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinese Chamber of Commerce  
Wilson Tang  
978 North Broadway Street, #206  
Los Angeles, CA 90012  
Luncheon Interview  
June 28, 1994 at 12:00 p.m.  
Attendance: 14

Profile:

Local business representatives and chamber representatives.

MTA:

Major concern is 1) How people move and 2) How the station effects the surrounding economy.

There are now seven issues 1) Security/Safety; 2) 0% grade desired; 3) Isolated Station; 4) Distance; 5) No Activation; 6) Identification of possible economic benefits and costs; and 7) Traffic Impact on the area.

Also establish community desk, emergency phones with Chinese capability, child services and link with Convention Center

Visitors who spend 4 hrs in Chinatown on average \$20 per person

Visitors who spend 8 hrs in Chinatown on average \$100 per person

Comments:

Chamber agrees with seven issues reviewed.

How serious is this meeting.

Who objected to the original design that was approved by the Chamber.

It was a two year project.

Political process for naught if one group can veto a plan selected.

Gate through Little Joe Restaurant/Bank of America

The Chamber worked very hard on the last project, with three choices given and a final choice recommended by the Chamber. Which was choice "C" since it was considered the

most practical even though not the best. Choices were made from (A) Bridge Plan; (B) Sidewalk; and (C) Raised sidewalk to platform.

The Chamber has worked on this project before, recommended a workable plan and now the process is starting over again.

What assurance does the Chamber have that this project when completed will be accepted. (MTA - construction has started, it is too late to change, the linkage when approved will stand)

The project is back to square one.

College and Broadway should have a gateway to identify station.

Parking is limits the number of people coming to Chinatown.

Dodger Stadium connection is important

Homeless people are a problem.

Lighting is important.

Information makes people comfortable.

Informational Kiosk should be installed.

Directional map of Chinatown for visitors interactive..."you are here...."something that tells you where you are... a clear relationship users lose sight... how to re-establish the connection with the light rail system... need something to re-establish contact.

Signage include symbols .

Signage in three languages.

Create path or garden area.

Restrooms, comfortable benches, water fountains and vending machines should be available.

Space for Chamber activities and events.

Convention Center is a source of possible visitors to Chinatown

Twelve Gates to Chinatown suggested with mythological gods at each gate. One gate for each year. Fortune telling

Establish or embellish current walking tours of Chinatown with stories, historical facts, etc.

Coordinate with Chinese Historical Society (Bernard & Broadway)

Temples.

Recent immigrants not members of Chamber.

Social Service Groups and extended services.

Elected Officials.

Keep in touch with Chamber and brief it on further developments after this meeting.

Chinatown Library, Historical Society, Phoenix Bakery are points of interest to visitors in general to Chinatown.

MTA has "O" Tolerance at Red Line due to private property.

"Chinatown Community Interview"

MTA Chinatown Linkage Study

Cathay Manor Resident Group

(Chinatown Senior Citizen)

Don Toy

600 North Broadway Street

Los Angeles, CA 90012

July 1, 1994

Attendance: 30

Profile:

All Senior citizens residents have used bus service. Thirteen of nineteen knew were familiar with plans for station. Don't speak English, so don't use dial-a-ride. They had participated in test walk to planned station site. Translators required, those in attendance had limited ability to speak or understand English. They have lived in Chinatown 7/10 years or more. Ages are as high as 98/99 years old.

Concerns:

Safety (safe and clean place to visit)

A bridge that is safe.

Most important issue is that Chinatown is clean & safe place.

The image of Chinatown is important to residents and to draw visitors.

Homeless problem for everyone... it is not safe for seniors.

Lighting

Easy Access... seniors because of their age, steps & hills are difficult.

Plaza for Tai Chi exercise would be nice.

A place to sit.

Centers of Chinatown 1) Alpine; 2) Courtyard of Cathay Manor;

They would use if it is easy to use

Some don't use public transportation because of difficulty with language, they have difficulty with transfers or using more than one bus.



Some use public transportation, when they have been escorted between departure and arrival points.

Steps are a problem

Too good to be true

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinatown Public Safety Association  
Leland Chan  
823 North Hill Street  
Los Angeles, CA 90012  
July 7, 1994 at 6:00 p.m.  
Attendance: 20

Profile:

Members of non-profit organization maintaining Public Safety-in Chinatown. Members are from the local business community. This organization led the effort to establish a Los Angeles Police Department sub-station. The Station was built from funds raised in the local community.

MTA:

Plaza and linkage could be privatized which would give private non-profit organization ability to secure areas and have Zero Tolerance. More activity less problems.

Concerns:

Security and Safety are major concern

Improved lighting for the area

Security Guards and Patrols

Distance of the Station

Crime - high crime area "Grab and Run"

Graffiti and Vandalism

Steepness of the grade

Parking

Homeless issue must be addressed or it will be encouraged

Litter

Dash Service

People mover

Economic benefits

Plaza would enhance linkage to Central/Mandarin/Bamboo

Lighting

Restrooms cause problems

Keep grade level

Slow down current traffic on Hill Street

Pedestrian Bridge traffic flow is a trap, no way for people to get off

Privation will bring more control

Activation - more activity less problems

"Chinatown Community Interview"

MTA Chinatown Linkage Study

Chinatown Teen Post

Don Toy

600 North Broadway

Los Angeles, CA 90012

July 21, 1994 at 2:30 p.m.

Attendance: 26

Comments:

More people safer/Safety is important

Security is important... should be available all through Chinatown

Have benches along the way to station

Have Dash provide service for hillside residents

Walk from Broadway and Hill 10-15 minutes for seniors

Parking limited

Bridge should include park

Gateway, can you see it when you get off or does it depends where you put it

MTA Chinatown Linkage Study

Informational Table

Asian Pacific Business League

Marketing Meeting

July 28, 1994 at 6:30 p.m. to 8:30 p.m.

Dodger Stadium

Attendance: 150

MTA Chinatown Linkage Study

Informational Table

Chinatown Public Safety Association

Benefit Evening

Ocean Seafood Restaurant

July 29, 1994

6:00 p.m. to 10:00 p.m.

Attendance: 300

MTA Chinatown Linkage Study  
"Community Charette"  
Chinese Consolidated Benevolent Association  
Derek Ma  
925 North Broadway Street  
Los Angeles, CA 90012  
July 30, 1994  
12:00 p.m. to 4:00 p.m.  
Attendance: 175

MTA Chinatown Linkage Study  
"Community Charette"  
Cathay Manor  
Don Toy  
600 North Broadway  
Los Angeles, CA 90012  
August 4, 1994  
Thursday  
3:00 p.m. to 6:00 p.m.  
Attendance: 200

"Chinatown Community Interview"  
MTA Chinatown Linkage Study  
Chinese American Citizens Alliance  
Winston Wu, President  
415 Bamboo Lane  
Los Angeles, CA 90012  
August 2, 1994  
Attendance: 25

MTA Chinatown Linkage Study  
Poster and Flyer Distribution List

Chinatown Teen Post  
600 North Broadway, #D  
Los Angeles, CA 90012  
Contact: Don Toy

Cathay Manor Resident Group  
Senior Citizen Group  
600 North Broadway, #C  
Los Angeles, CA 90012  
Contact: Don Toy

Chinese Consolidated  
Benevolent Association  
925 North Broadway  
Los Angeles, CA 90012  
Contact: Derek Ma

Chinatown Public Library  
536 College Street  
Los Angeles, CA 90012

Pacific Alliance Medical Center  
531 West College Street  
Los Angeles, CA 90012

Forgotten Edge Neighborhood  
Watch Group  
995 Figueroa Terrace  
Los Angeles, CA 90012  
Contact: Betty Wong Oyama

Alpine Recreation Center  
817 Yale Street  
Los Angeles, CA 90012

Chinatown Service Center  
600 North Broadway  
Los Angeles, CA 90012  
Contact: Deborah Ching

Chinatown Public  
Safety Association  
823 North Hill Street  
Los Angeles, CA 90012  
Contact: Leland Chan

Castelar Elementary School  
840 Yale Street  
Los Angeles, Ca 90012  
Contact: Dore Wong, Principal

Chinese American Citizens  
Alliance  
415 Bamboo Lane  
Los Angeles, CA 90012  
Contact: Winston Wu, President

**CHINATOWN  
PEDESTRIAN  
CONNECTION**

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**ADDITIONAL  
EXHIBITS**



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**JUBANY • MUTLOW  
ARCHITECTURE**

# FACT SHEET

## PASADENA BLUE LINE

The Pasadena light rail system, which will be one more link in Los Angeles County's 400-mile Metro Rail network, is on track to start service in the summer of 1998. It is capable of moving the same number of people as a four lane freeway during rush hour. The system will connect the business centers of Los Angeles and Pasadena, and is expected to alleviate traffic congestion on the Pasadena (I-110) and Foothill (I-210) freeways.

Powered by overhead electric wire and using the same light rail technology as the Metro Blue Line, the vehicles will run at-grade on an exclusive right-of-way. Departing from Union Station, the 13.6-mile line will travel through Mount Washington, Highland Park, South Pasadena and Pasadena, ending near Sierra Madre Villa Avenue in East Pasadena.

Most of the alignment will use an existing rail right-of-way the MTA purchased from the Atchison, Topeka & Santa Fe Railway Company. Near downtown Los Angeles, the line will run on portions of the property recently purchased from the Southern Pacific Railroad Company.

### STATIONS

The line's terminus will be in Union Station where passengers will make connections with the Metro Red Line subway, and with the Metrolink commuter rail service. As currently planned, the line will have stops in Chinatown, Avenue 26, French Avenue, South West Museum, Avenue 50, Avenue 57, and Mission Street in South Pasadena.

The station locations in Pasadena are Fillmore, Del Mar Boulevard, Memorial Park, Lake Avenue, Allen Street, and Sierra Madre Villa Avenue.

The line will have 14 stations averaging one mile apart. Trains will operate every six to nine minutes during rush hour and every 15 minutes at other times. MTA transportation planners estimate the trip from East Pasadena to Union Station will last about 30 minutes.

### FUNDING

The Pasadena light rail project will be funded by state and local dollars from Propositions A, C and 108. State and local funds finance 50 percent each.

### CONSTRUCTION PLANS

Construction of the project is planned for March 1994.

### FUTURE PLANS

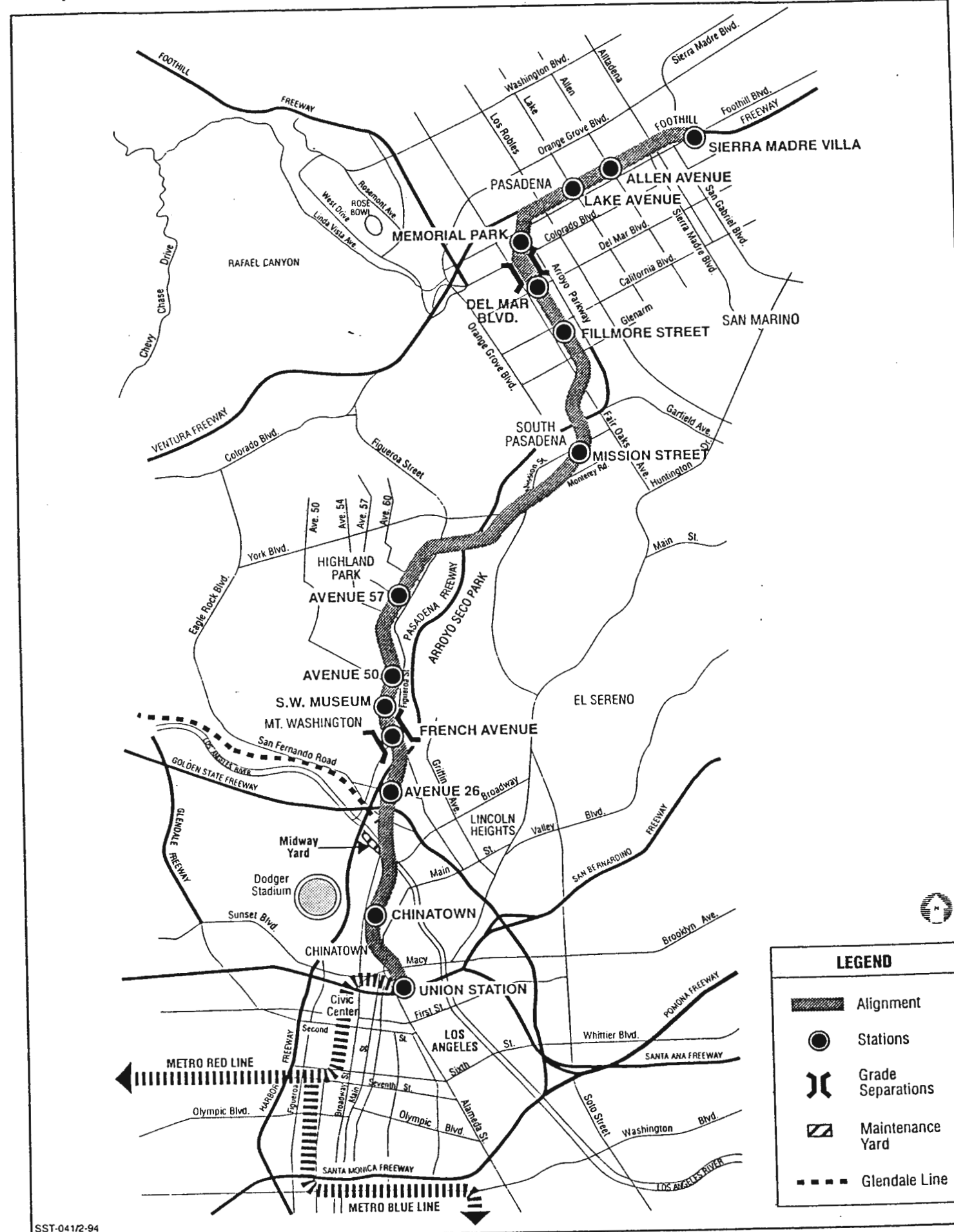
Transportation officials intend to eventually link the Pasadena line, with the Long Beach-Los Angeles Metro Blue Line. Another potential branch being studied is from Seventh and Flower streets to the Exposition Park area - where the Los Angeles Coliseum and the USC campus are located. Future studies will look at extending the line eastward beyond Pasadena to serve more of the San Gabriel Valley and also to the Glendale/Burbank area.

mac:page[Pasadena Blue Line 2/94/02.04.94]FC:ta

Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street, Suite 300  
Los Angeles, CA. 90017



## PASADENA BLUE LINE



SST-0412-94

# FACT SHEET

## 簡報

### PASADENA BLUE LINE

#### 帕莎迪納藍綫列車

帕莎迪納藍綫輕軌列車系統將於1998年夏季開始正式通車，它將成為洛杉磯郡總長度為400英哩的都市鐵路系統中的一個重要組成部份。在交通高峰期間，它將可以負載相當於一條四車道高速公路可疏通的人數。該系統將連接洛杉磯與帕莎迪納兩市的商業中心，而且可以期望緩和帕莎迪納（I-110）與山麓（I-210）高速公路之交通堵塞。

該都市藍綫列車由高架電纜提供動力，使用與其他藍綫相同的輕軌技術，列車將在專用的平面鐵道上運行。從聯合車站發車，全長為13.6英哩的鐵路將穿越華盛頓山、高地公園、南帕莎迪納以及帕莎迪納，在東帕莎迪納靠近希拉瑪德維拉（Sierra Madre Villa）大街處到達終點。

大多數的路段將使用MTA從聖塔費鐵路公司購買的原有鐵路。在靠近洛杉磯城中區地段，列車將在最近從南太平洋鐵路公司購買的路段上運行。

#### 車站

該藍綫的終點站是聯合車站，在這裡，乘客可以專乘都市紅綫地鐵以及輻射狀伸展的長程通勤火車（Metrolink commuter train）。根據最新計劃，該線路將沿途停靠中國城（Chinatown）、26大街（Avenue 26）、法國大街（French Avenue）、西南博物館、50大街、57大街、以及南帕莎迪納的米慎街（Mission Street）。

坐落於帕莎迪納的車站有費爾摩街（Fillmore Street）、黛爾瑪大道（Del Mar）、紀念公園、湖泊大街（Lake Avenue）、亞倫街（Allen Street）、以及希拉瑪德維拉大街。

全線將設有14個車站，平均相隔一英哩。在高峰期間，每六至九分鐘一班車，其它時間每15分鐘一班車。MTA交通計劃人士估計從東帕莎迪納到聯合車站的行車時間大約是30分鐘。

#### 預算基金

帕莎迪納輕軌藍綫工程的資金從議案A、C和108籌集而得。州和當地政府各提供50%的資金。

#### 工程計劃

該項工程計劃於1994年三月動工。

#### 未來計劃

交通運輸當局計劃最終將帕莎迪納藍綫與長堤藍綫相連接。另一條正在研究之中的可能的分支線路是從第七街和花街（Seventh Street & Flower Street）通往展覽公園（Exposition Park）地區，洛杉磯表演場（Los Angeles Coliseum）和南加州大學就坐落在這一地區。再下一步的研究將是將帕莎迪納藍綫的線路向東延伸，為聖蓋博地區和格蘭岱爾（Glendale）/伯班克（Burbank）地區的廣大民衆服務。



CHINATOWN LINKAGE STUDY - INTERVIEW QUESTIONNAIRE

DATE:

RESIDENTIAL GROUP NAME:

LOCATION:

A. TRAIN USERS

1. Where do your guest come from?  
\_\_\_ Local  
\_\_\_ Non-local  
\_\_\_ Tourists  
\_\_\_ Others:
2. What day of the week do they come?
3. What time of the day do they come?
4. How long do they usually stay?
5. What do they see while they are in Chinatown?
6. What do they do while they are in Chinatown?
7. Where do they go?
8. Do you think they would use the train?
9. Who do you see using the train?
10. Where would they go?
11. How long would they stay?

B. RESIDENTS

1. How long have you lived in Chinatown?
2. Do you entertain in Chinatown? When?
3. Would you use the train?  
\_\_\_ Yes, why?  
\_\_\_ No, why?
4. When would you use the train?
5. Where would you be going or coming from?

C. CENTER OF CHINATOWN

1. Where do you think is the center of Chinatown?
2. What are the landmarks in Chinatown?

D. DESTINATIONS

1. What are the major destination in Chinatown?

2. Are they within walking distances from the Station?
3. Should the destination be visible from the station?
4. Should the station be visible from the destination?

E. PEDESTRIAN CONNECTION

1. Where do you think the Pedestrian Connection to the station should be located?
2. Where do you think the Pedestrian Connection should connect to?
3. How can the Pedestrian Connection become an economic benefit to Chinatown?

F. STATION

1. Did you know there was going to be a Station?
2. Do you know where?
3. Do you think the Station is important to Chinatown? Why?
4. Do you like the location of the Station? Why?
5. Do you think that Chinatown should have a Gateway? Where?
6. How can the Station become an economic benefit to Chinatown?

G. COMMENTS:

CHINATOWN LINKAGE STUDY - INTERVIEW QUESTIONNAIRE

DATE:

BUSINESS GROUP NAME:

LOCATION:

A. TRAIN USERS

1. Where do your customers come from?  
 Local  
 Non-local  
 Tourists  
 Others:
2. What day of the week do they come?
3. What time of the day do they come?
4. How long do they usually stay?
5. How much do they spend while in Chinatown?
6. What do they see while they are in Chinatown?
7. What do they do while they are in Chinatown?
8. Where do they go?
9. Do you think they would use the train?
10. Who do you see using the train?
11. Where would they go?
12. How long would they stay?

B. MERCHANTS

1. What are your business hours?
2. Do you live in Chinatown?
3. Do you stay in Chinatown after hours?  
 Yes, why?  
 No, why?
4. Do you entertain in Chinatown? When?
5. Would you use the train?  
 Yes, why?  
 No, why?
6. When would you use the train?
7. Where would you be going or coming from?

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G. COMMENTS:



CHINATOWN LINKAGE STUDY - INTERVIEW QUESTIONNAIRE

DATE:

INSTITUTIONAL GROUP NAME:

LOCATION:

A. TRAIN USERS

1. Where do your users come from?  
 Local  
 Non-local  
 Tourists  
 Others:
2. What day of the week do they come?
3. What time of the day do they come?
4. How long do they usually stay?
5. How much do they spend while in Chinatown?
6. What do they see while they are in Chinatown?
7. What do they do while they are in Chinatown?
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G. COMMENTS:

## QUESTIONS FOR LINKAGE STUDY SIGNAGE

1. Would you prefer signage that is visually very traditionally Chinese or something more contemporary with a traditional Chinese flavor?
2. Would you be in favor of restrictions on outdoor advertisements with consideration to their influence on the street scene?
3. If you owned a business in Chinatown, would you be willing to participate in a community-wide signage system that creates a visually active and harmonious environment to live and work in?
4. What languages do you think the signage should be in?
5. Do you object to using international symbols or pictograms in place of words? Which do you prefer?
6. What is your favorite material - stone, wood, steel or tile?
7. What colors, if any, other than red and yellow do you associate with Chinatown?
8. Do you feel there is a significant problem with vandalism or graffiti in Chinatown? Do you have any community mechanisms to prevent or minimize the destruction of public and private property?
9. If someone was visiting Chinatown for the first time, or merely passing through the Chinatown MTA Station, what is the one thing you would want them to remember about your Chinatown?

Signage should be in Chinese and English, maybe Spanish

Would like signs with international symbols to have words too.

Would like lighter, more harmonious colors,  
colors less jarring than the traditional red and yellow

Would like signs to say "No Littering", "No Sleeping"

Would like to not have big flat surfaces which might invite vandalism

Don't feel the need for informational signs  
about the historical or cultural things about Chinatown

Signage is too messy, would like signage to be more organized

Need better directionals, where to catch the bus, etc.

Would like visitors to remember Chinatown as a secure, clean place like Little Tokyo.



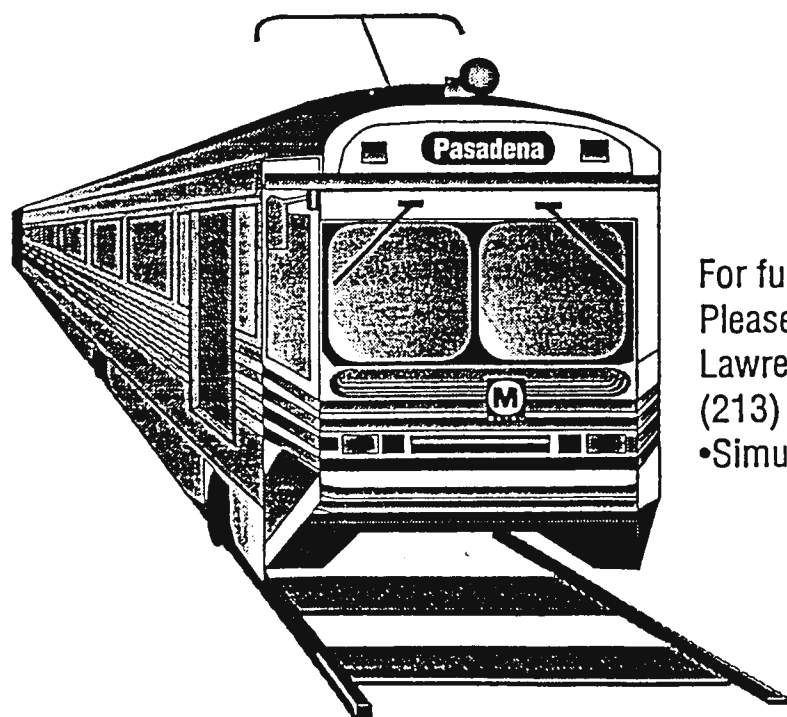
Metropolitan Transportation Authority

# Pasadena-Los Angeles Blue Line

## Chinatown Station Pedestrian Study

The study will explore ways to link Chinatown to the station.

Community Meeting  
Monday, July 11, 1994  
6:30 PM to 8:30 PM  
ALPINE RECREATION CENTER  
817 Yale Street Chinatown



For further information  
Please contact:  
Lawrence N. Garcia, MTA Public Affairs  
(213) 244-6244  
•Simultaneous translation available



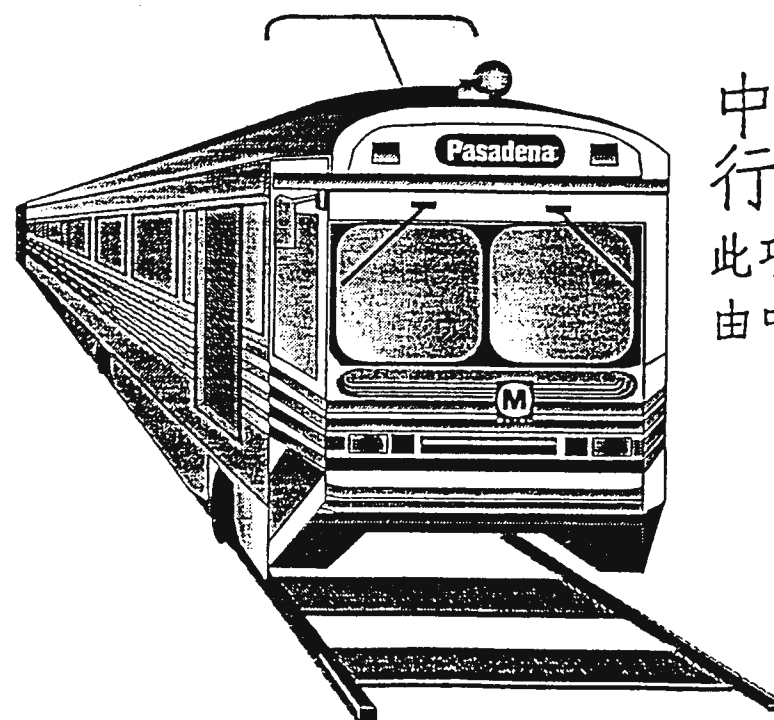
Metropolitan Transportation Authority

大都會捷運局

# 帕莎迪納—洛杉磯

## 藍線列車

社區會議  
一九九四年七月十一日星期一  
晚上六時三十分至八時三十分  
愛盼育樂中心  
中國城  
耶魯街八一七號



中國城車站  
行人通道研究  
此項研究是爲了設計  
由中國城至車站的行人道

如需瞭解詳情  
請聯絡：  
MTA公共事務處  
Lawrence N. Garcia  
(213) 244-6244  
\*有同步翻譯

# CHINATOWN STATION - PEDESTRIAN CONNECTION

## CHINATOWN PUBLIC MEETING

LOCATION: Alpine Recreational Center - L.A.

DATE: July 11, 1994 - 6:30 pm

### AGENDA

- |      |                                   |         |
|------|-----------------------------------|---------|
| I.   | SIGN-IN                           | 6:30 PM |
| II.  | INTRODUCTION                      | 6:35 PM |
|      | The Team                          |         |
|      | Background                        |         |
|      | Location of the Station           |         |
| III. | PROCESS STATUS                    | 6:40 PM |
|      | Groups Interviewed                |         |
|      | Remaining Tasks (August 15, 1994) |         |
|      | Charette                          |         |
| IV.  | ISSUES                            | 6:45 PM |
|      | Major and Minor                   |         |
|      | Destinations                      |         |
|      | Economic Benefits                 |         |
| V.   | PEDESTRIAN ROUTES                 | 6:50 PM |
|      | Primary and Secondary             |         |
| VI.  | DIAGRAMS                          | 7:00 PM |
| VII. | QUESTIONS AND ANSWERS             | 7:30 PM |

JUBANY MUTLOW ARCHITECTURE

PRESENTS

THE FIRST ANNUAL

" NITE IN MACAU "

Post Nelson to  
310 540-9811

**BUSINESS BREAKING RECEPTION**

Thursday, July 28, 1994  
6:00 P.M. - 9:00 P.M.

**DODGER STADIUM CLUB**  
1000 Elysian Park Ave.  
LOS ANGELES, CA

**TOMMY HAWKINS**  
VP - Communications  
Los Angeles Dodgers

Corporate Sponsors

**COORS BREWING CO.**

**MOSS ADAMS**

Consistent with the Association's Non-Profit Status  
Admission is Free (Members Only) (No Cash Bar)

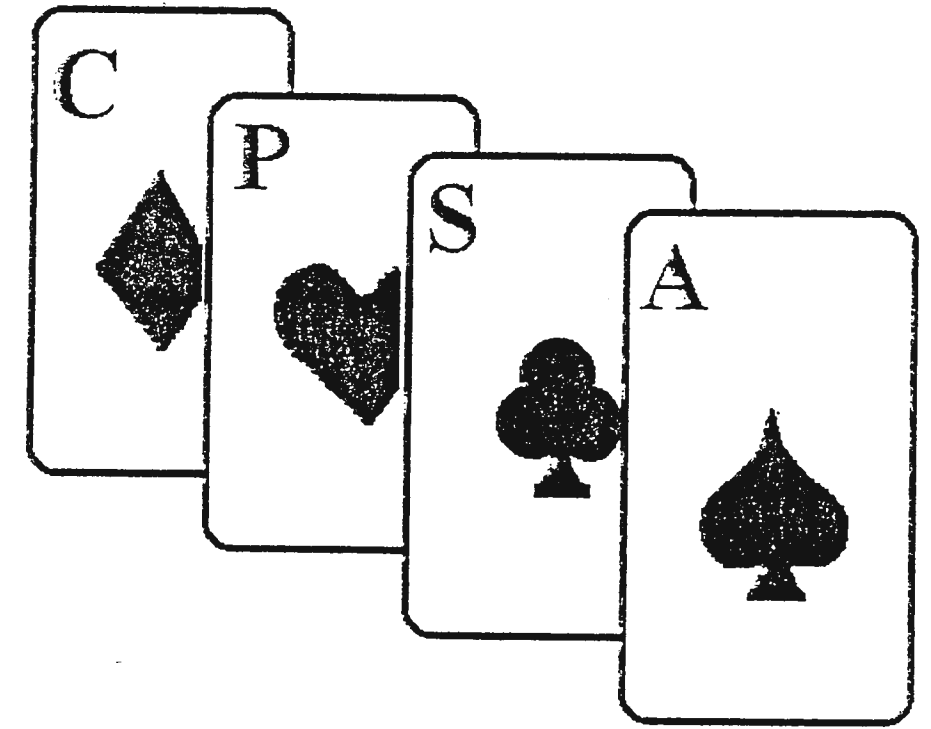
No Advance Reservation Necessary

Los Angeles

Los Angeles

Noomi Kuramoto (213) 626-5837

Peter Fong (213) 965-6348



GRAND PRIZE  
27" SONY TELEVISION

DATE: Friday, July 29, 1994  
 TIME: 6:00 - 10:00 p.m.  
 LOCATION: Ocean Seafood Restaurant  
 747 N. Broadway  
 Los Angeles, CA 90012  
 (213) 687-3088

DONATION: \$30.00  
 FOR MORE INFO: CALL (213) 621-2344  
 NO ONE UNDER 21 WILL BE ADMITTED!!

PRIZES                      DINNER BUFFET                      GAMING CHIPS

# METRORAIL IS COMING!

# METRORAIL IS COMING!

## *Make Connections... Draw Your Own Conclusions*

At a special community workshop, you will have the opportunity to work directly with the Jubany/Mutlow design team contracted by the MTA to find the best way to connect the rail station to Chinatown.

With pens, pads and words, you will become part of the design process. You'll have the opportunity to show and tell the team your ideas about how the connection should be made.

This is your chance to make the right connection and to help shape the future of Chinatown.

***DON'T BE LEFT OUT. There will be refreshments, free gifts and a drawing for a free prize!!!***

**DATE:** Saturday, July 30, 1994

**TIME:** 12 noon – 3pm

**PLACE:** Chinese Consolidated Benevolent Association (CCBA)  
925 North Broadway (*across from Little Joe's*)

FREE DRAWING AT 2:30 pm

*If you can't attend on Saturday, be sure to join us at an additional workshop:*

**DATE:** Thursday, August 4, 1994

**TIME:** 3pm – 6pm

**PLACE:** Cathay Manor — 600 North Broadway

FREE DRAWING AT 5:30 pm

## *Make Connections... Draw Your Own Conclusions*

At a special community workshop, you will have the opportunity to work directly with the Jubany/Mutlow design team contracted by the MTA to find the best way to connect the rail station to Chinatown.

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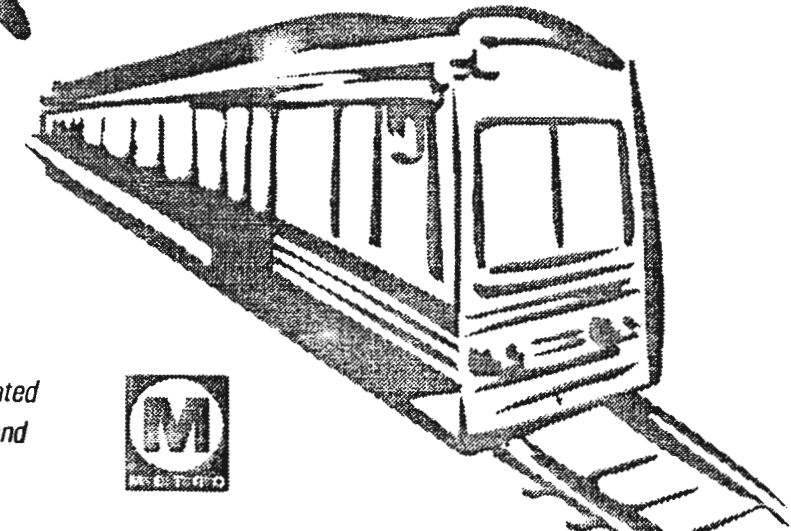
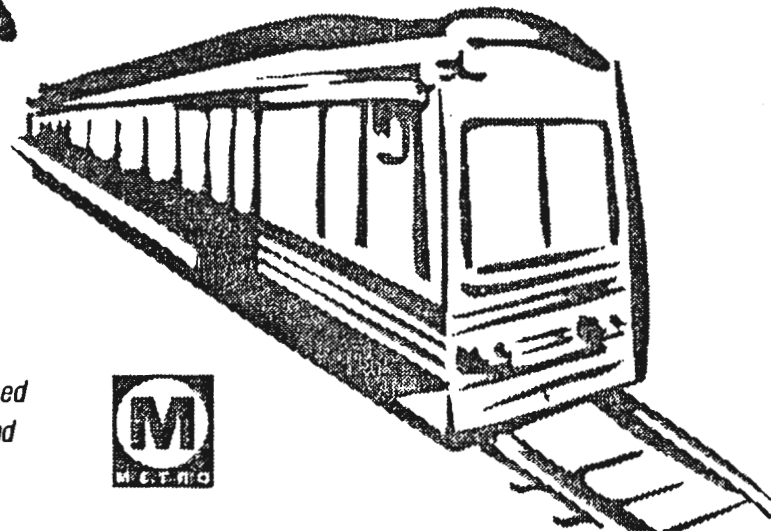
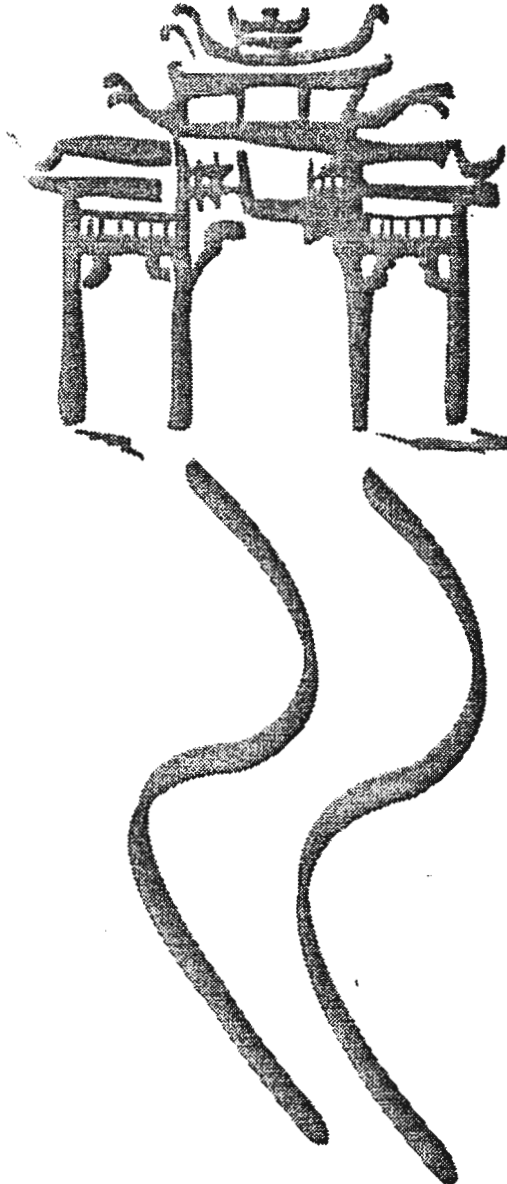
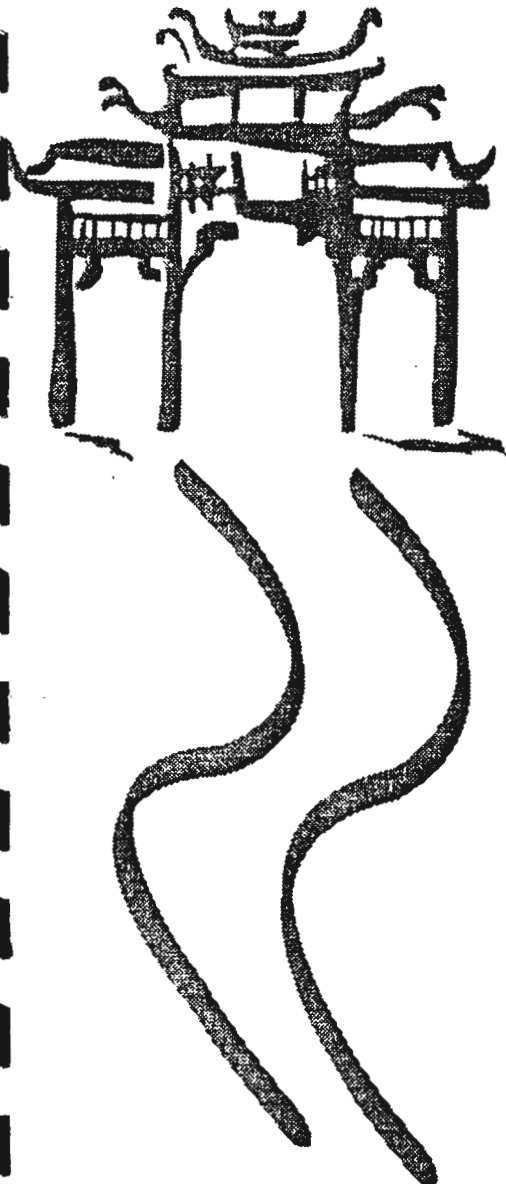
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For more information, call Lawrence Garcia, MTA Public Affairs at **(213) 244-6244**

Special Thanks to Chinese Consolidated Benevolent Association, Derek Ma and Cathay Manor, Don Toy.



HELENA LIN JUBANY, AIA  
ARCHITECTURE/URBAN PLANNING

JOHN V. MUTLOW, FAIA  
ARCHITECTURE/URBAN PLANNING

EDMUND SOOHOO  
CONSENSUS PLANNING

VICTOR WONG  
CONSENSUS PLANNING

CATHY E. TEAL  
ENVIRONMENTAL GRAPHICS

RENIE MEIER-WONG, ASLA  
LANDSCAPE ARCHITECTURE  
URBAN DESIGN

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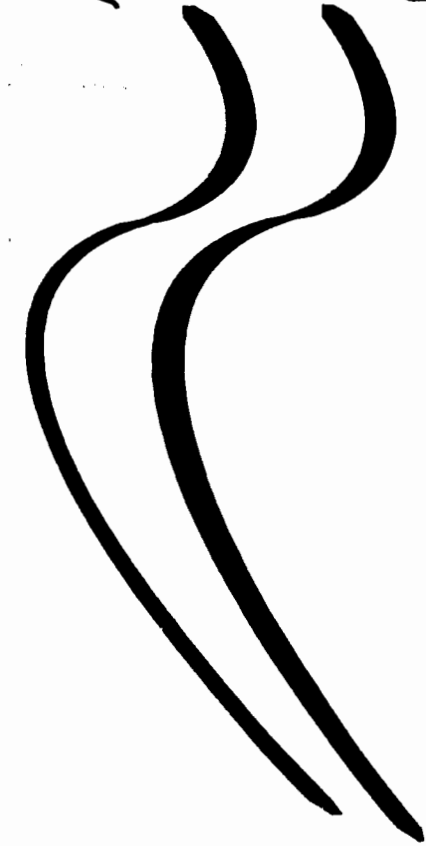
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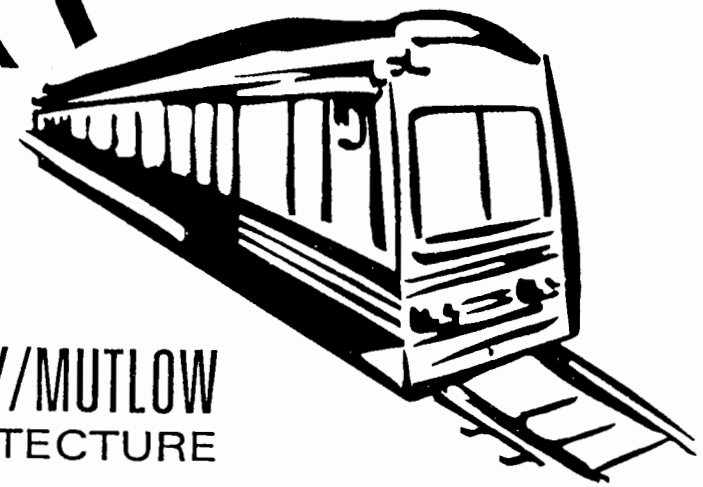
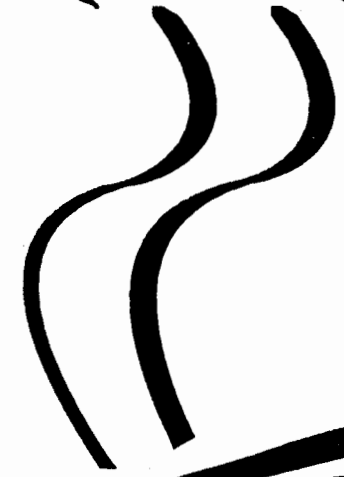
**METRORAIL  
IS  
COMING!**



JUBANY/MUTLOW  
ARCHITECTURE

**WORKSHOP IN PROGRESS**

**METRORAIL  
IS COMING!**



JUBANY/MUTLOW  
ARCHITECTURE

**WORKSHOP IN PROGRESS**



### PRIMARY DESTINATIONS/CONNECTIONS

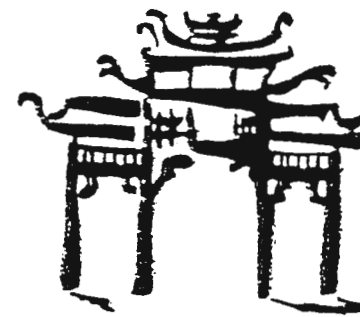
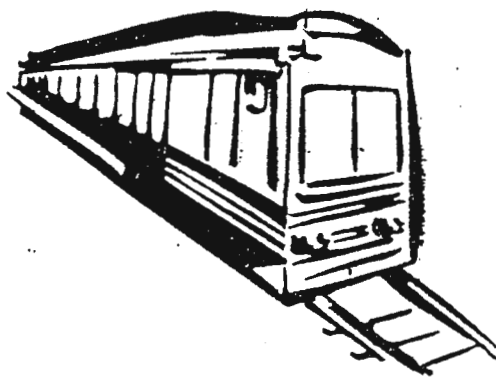
The following is the current list of the primary destinations/connections expressed by the community:

- . CENTRAL PLAZA
- . BROADWAY
- . RESTAURANTS
- . SUPERMARKETS
- . RESIDENTIAL COMMUNITIES
- . HILL STREET
- . MANDARIN PLAZA
- . BAMBOO PLAZA
- . LITTLE JOE'S
- . PHILIPPE
- . PHOENIX BAKERY
- . OCEAN SEAFOOD RESTAURANT
- . CATHAY MANOR
- . ALPINE RECREATIONAL CENTER
- . CASTELAR SCHOOL
- . LIBRARY
- . HOSPITAL

### SECONDARY DESTINATIONS/CONNECTIONS

The following is the current list of the secondary destinations/connections expressed by the community:

- . EAST OF ALAMEDA
- . DODGER STADIUM
- . OLVERA STREET
- . OTHER RESIDENTIAL COMMUNITIES
- . CONVENTION CENTER



### MAJOR ISSUES

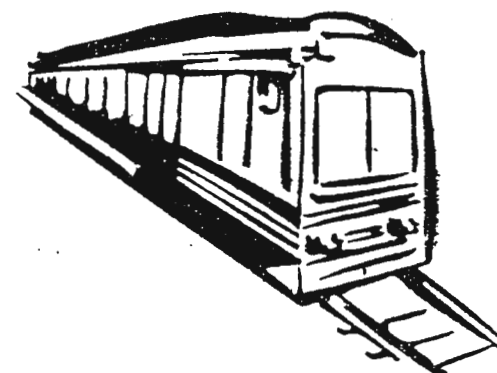
The following is the current list of the major issues expressed by the community:

- . SECURITY and SAFETY
- . STEEPNESS of the grade
- . DISTANCE of the Station
- . PARKING necessity
- . CRIME increase
- . HOMELESS increase
- . SIGNAGE in various languages
- . IDENTIFICATION need for the connection
- . GRAFFITI and VANDALISM
- . LITTER

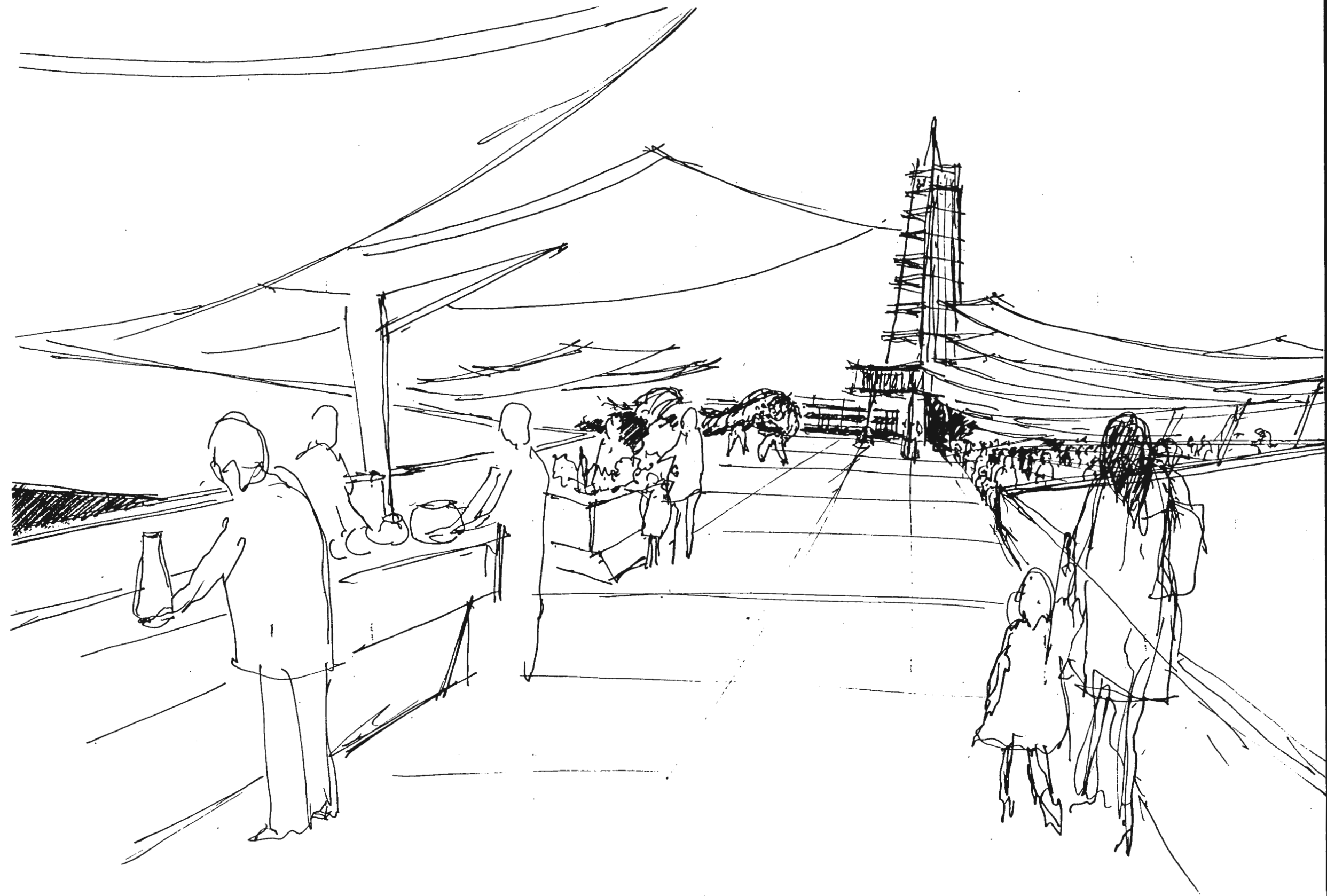
### MINOR ISSUES

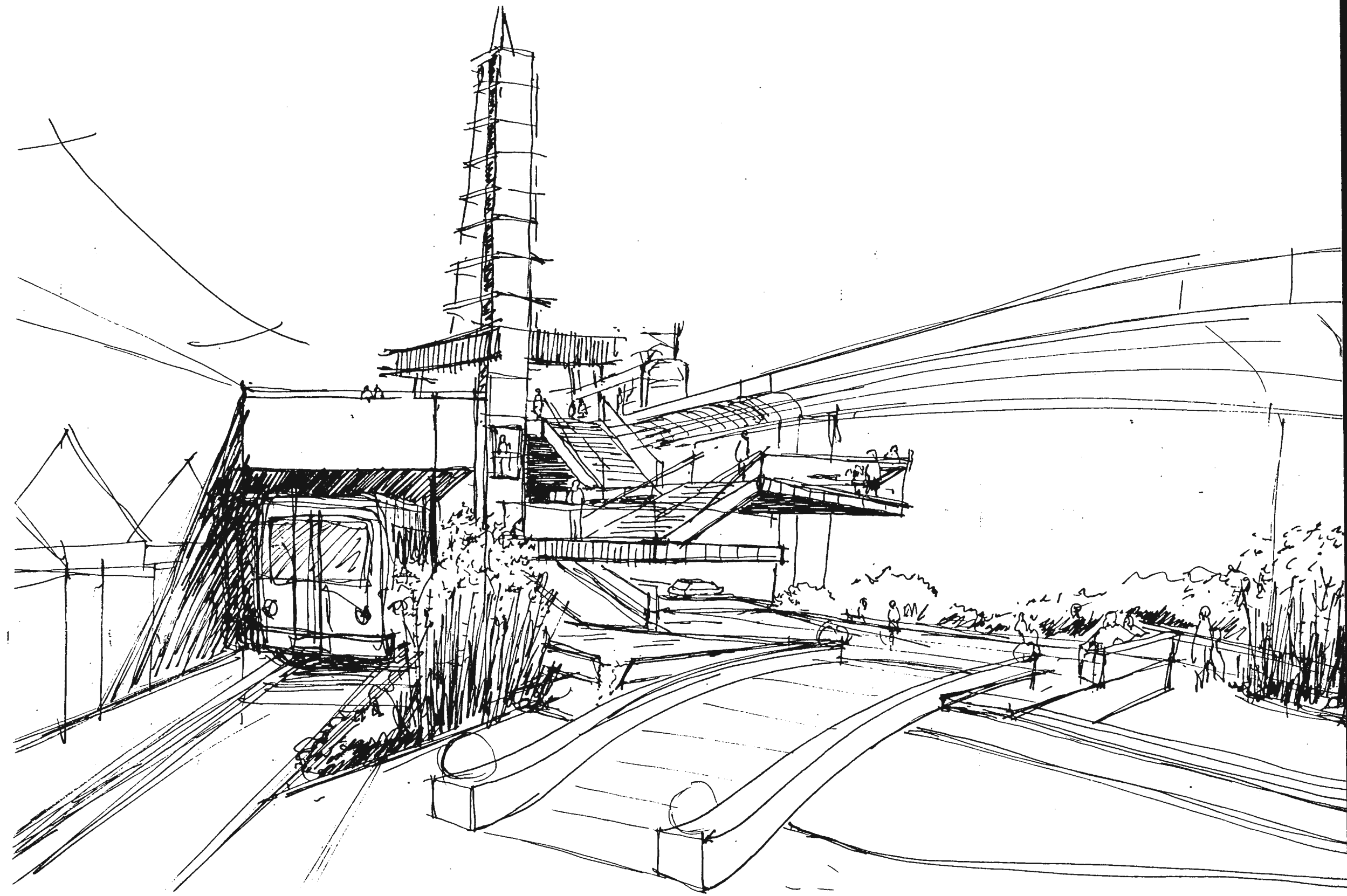
The following is the current list of the minor issues expressed by the community:

- . Need for PUBLIC RESTROOMS
- . POLLUTION
- . Need for PLAZA/PARKS
- . "FENG-SHUI"









**SYMBOLS**



**Flags, Banners, Identifying Signage and Facade Lighting**  
**方向指示燈**

**Street or Plaza Lighting and Signage**  
**街燈**

**DIRECTIONALS**  
**方向指示**

CONCRETE POST WITH  
 DIRECTIONALS RECESSED INTO SURFACE  
 刻在混凝土柱上的方向指示

**INFORMATION CENTER KIOSK**  
 Information about:  
 • Schedules & Destinations  
 • Restaurants  
 • Cultural Events  
 • What to do & see in Chinatown

**資料詢問亭**  
 資料有關  
 • 時間表 / 目的地  
 • 餐廳  
 • 文化活動  
 • 中國城之更新圖

**TRADITIONAL CHINESE COLORS**

**PALE CLEAR COLORS**

**BRIGHT COLORS**

**VIVID COLORS**

**DIRECTIONALS**  
**方向指示**

DIRECTIONAL WITH LIGHTING  
 方向指示燈

DIRECTIONAL  
 方向指示

## CHINATOWN STATION - PEDESTRIAN CONNECTION

### INTRODUCTION

JUBANY MUTLOW ARCHITECTURE has been commissioned by the Los Angeles County Metropolitan transportation Authority (MTA) to provide the preliminary design for the Pedestrian Connection from the Chinatown Light Rail Station to Chinatown. The proposed Chinatown Station is elevated 28 feet above the intersection of Alameda and College Street.

Our objective is to design the Pedestrian Connection based on a consensus from a comprehensive and intensive community involvement program.

### PROCESS SUMMARY

- Identify and interview specific local community residential, business and institutional groups and/or organizations.
- Community forum to inform process update, present working concept sketches and facilitate community discussion and involvement.
- Finalize the Pedestrian Connection design based on community input and consensus planning.

### GROUPS INTERVIEWED

The following is the current list of residential, business and institutional groups that have been interviewed:

- CHINATOWN SENIOR CITIZEN CENTER (class)
- FORGOTTEN EDGE NEIGHBORHOOD WATCH
- CHINESE CHAMBER OF COMMERCE
- CHINATOWN SENIOR CITIZEN CENTER (residents)
- CHINATOWN DEVELOPMENT COUNCIL
- CHINATOWN PUBLIC SAFETY ASSOCIATION
- CHINATOWN TEENPOST
- CHINESE CONSOLIDATED BENEVOLENT ASSOCIATION
- SMALL BUSINESS OWNERS

### MAJOR ISSUES

The following is the current list of the major issues expressed by the community:

- SECURITY and SAFETY
- DISTANCE of the Station
- CRIME increase
- SIGNAGE in various languages
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- IDENTIFICATION need for the connection
- LITTER

### MINOR ISSUES

The following is the current list of the minor issues expressed by the community:

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- Need for PLAZA/PARKS
- POLLUTION
- "FENG-SHUI"

### PRIMARY DESTINATIONS/CONNECTIONS

The following is the current list of the primary destinations/connections expressed by the community:

- CENTRAL PLAZA
- RESTAURANTS
- RESIDENTIAL COMMUNITIES
- MANDARIN PLAZA
- LITTLE JOE'S
- PHOENIX BAKERY
- CATHAY MANOR
- CASTELAR SCHOOL
- HOSPITAL
- NORTH BROADWAY
- SUPERMARKETS
- HILL STREET
- BAMBOO PLAZA
- PHILIPPE
- OCEAN SEAFOOD RESTAURANT
- ALPINE RECREATIONAL CENTER
- LIBRARY

### SECONDARY DESTINATIONS/CONNECTIONS

The following is the current list of the secondary destinations/connections expressed by the community:

- EAST OF ALAMEDA
- OLVERA STREET
- CONVENTION CENTER
- DODGER STADIUM
- OTHER RESIDENTIAL COMMUNITIES

HELENA LIN JUBANY, AIA  
ARCHITECTURE  
URBAN PLANNING

JOHN V. MUTLOW, FAIA  
ARCHITECTURE  
URBAN PLANNING

EDMUND SOOHOO  
CONSENSUS  
PLANNING

VICTOR WONG  
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PLANNING

CATHY E. TEAL  
ENVIRONMENTAL  
GRAPHICS

RENIE MEIERAVONG, ASLA  
LANDSCAPE ARCHITECTURE  
URBAN DESIGN

500 MOLINO STREET  
SUITE 303  
LOS ANGELES  
CALIFORNIA 90014  
213-625-7909  
FAX: 213-625-0308

## ESTACION DEL BARRIO CHINO - CONEXION PARA PEATONES

### INTRODUCCION

JUBANY MUTLOW ARCHITECTURE ha sido comisionada por la Autoridad del Transporte Metropolitano del Condado de Los Angeles (MTA) de proveer un diseño preliminar de la Conexión para Peatones desde la Estación de Trenes Ligeros del Barrio Chino hasta el Barrio Chino. La propuesta Estación del Barrio Chino estara a 28 pies por encima de la intersección de Alameda y College.

Nuestro objetivo es diseñar una Conexión para Peatones basada en el consenso de un programa de intensa y completa participación con la comunidad.

### SINTESIS DEL PROGRAMA

- Identificar y entrevistar específicamente a grupos de residentes, comerciantes, instituciones y organizaciones dentro de la comunidad.
- Establecer un foro en la comunidad para proveer información acerca del progreso del programa, presentar bosquejos de conceptos y facilitar la discusión y participación de la comunidad.
- Finalizar el diseño de la Conexión para Peatones basado en la información obtenida en la comunidad y en el planeamiento del consenso.

### JUBANY MUTLOW ARCHITECTURE EQUIPO DEL PROYECTO

HELENA LIN JUBANY, AIA  
ARQUITECTURA  
DISEÑO URBANO/  
PLANEAMIENTO  
(Jubany Mutlow Architecture)

JOHN V. MUTLOW, FAIA  
ARQUITECTURA  
DISEÑO URBANO/  
PLANEAMIENTO  
(Jubany Mutlow Architecture)

EDMUND SOOHOO  
PLANEAMIENTO  
DEL CONSENSO  
(PCL & Associates)

VICTOR WONG  
PLANEAMIENTO  
DEL CONSENSO  
(PCL & Associates)

CATHY E. TEAL  
GRAFICOS  
AMBIENTALES  
(Design Teal)

RENE MEIER WONG, ASLA  
DISEÑO PAISAJISTA  
AMBIENTAL  
(Landvista)

## JUBANY MUTLOW ARCHITECTURE

ESTACION DEL BARRIO CHINO - CONEXION PARA PEATONES  
30 de julio de 1994

### GRUPOS ENTREVISTADOS

La siguiente es una lista de los grupos residenciales, de negocios, e instituciones que han sido entrevistados:

- CENTRO DE JUBILADOS DEL BARRIO DE CHINO (CLASE)
- VIGIA DEL BARRIO "FORGOTTEN EDGE"
- CAMARA DE COMERCIO CHINA
- CENTRO DE JUBILADOS DEL BARRIO CHINO (RESIDENTES)
- CONSEJO DE DESARROLLO DEL BARRIO CHINO
- ASOCIACION BENEVOLENTE CONSOLIDADA DEL BARRIO CHINO
- PROPIETARIOS DE PEQUEÑOS NEGOCIOS

JUBANY MUTLOW ARCHITECTURE

ESTACION DEL BARRIO CHINO - CONEXION PARA PEATONES  
30 de julio de 1994

PROBLEMAS MAYORES

La siguiente es una lista de los mayores problemas expresados por la comunidad:

- LA SEGURIDAD
- EL ANGULO DE LA PENDIENTE
- LA DISTANCIA DESDE LA ESTACION
- LA NECESIDAD DE ESTACIONAMIENTO
- EL AUMENTO DEL CRIMEN
- EL AUMENTO DE LOS INDIGENTES
- LETREROS EN VARIAS LENGUAS
- IDENTIFICAR LA NECESIDAD DE LA CONEXION
- PINTADAS Y VANDALISMO
- BASURA

PROBLEMAS MENORES

La siguiente es una lista de problemas menores expresados por la comunidad:

- NECESIDAD DE BAÑOS PUBLICOS
- POLUCION
- NECESIDAD DE PLAZAS Y PARQUES
- "FENG-SHUI"

JUBANY MUTLOW ARCHITECTURE

ESTACION DEL BARRIO CHINO - CONEXION PARA PEATONES  
30 de julio de 1994

DESTINOS PRINCIPALES/CONEXIONES

- PLAZA CENTRAL
- BROADWAY
- RESTAURANTES
- SUPERMERCADOS
- COMUNIDADES RESIDENCIALES
- CALLE HILL
- PLAZA MANDARIN
- PLAZA BAMBOO
- LITTLE JOE'S
- PHILLIPS
- PANADERIA PHOENIX
- RESTAURANTE OCEAN FRONT
- CATHAY MANOR
- CENTRO DE RECREACION ALPINO
- ESCUELA CASTELAR
- BIBLIOTECA
- HOSPITAL

DESTINOS SECUNDARIOS/CONEXIONES

La siguiente es una lista de destinos secundarios/conexiones expresados por la comunidad:

- EL ESTE DE ALAMEDA
- ESTADIO DE LOS DODGERS
- CALLE OLVERA
- OTRAS COMUNIDADES RESIDENCIALES
- CENTRO DE CONVENCIONES



**Metropolitan  
Transportation  
Authority**

# PASADENA - LOS ANGELES BLUE LINE

## Chinatown Station Pedestrian Study

The study will explore the final options for linkage of Chinatown to the station.  
(located at College, North Spring & Alameda Streets)

Community Meeting  
Wednesday, November 30, 1994  
6:00 PM

**Castelar Elementary School**  
(Multi-Purpose Room)  
840 Yale Street  
Chinatown

For further information  
Please contact:  
Lawrence N. Garcia, MTA Public Affairs  
**(213) 244-6244**

\* Simultaneous Cantonese, Toisan, Spanish & Vietnamese language translation available



**Autoridad  
de Transporte  
Metropolitano**

# LINEA AZUL PASADENA - LOS ANGELES

## Estudio sobre los peatones en la estación Chinatown

Este estudio explorará las distintas maneras de unir Chinatown con la estación.

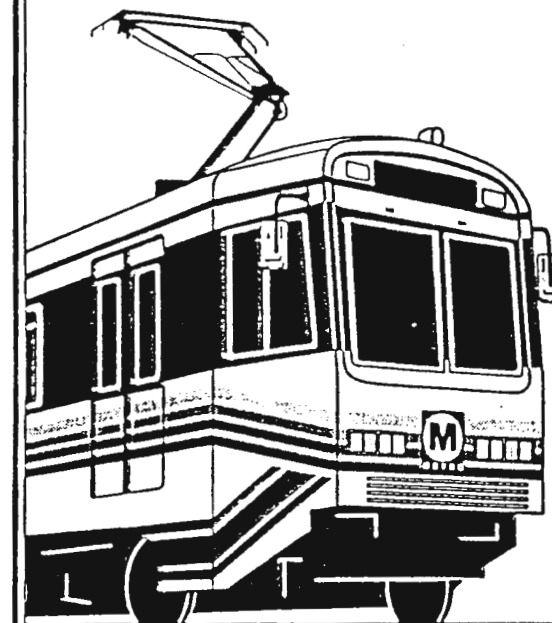
(ubicada en la confluencia de las calles College, North Spring y Alameda)

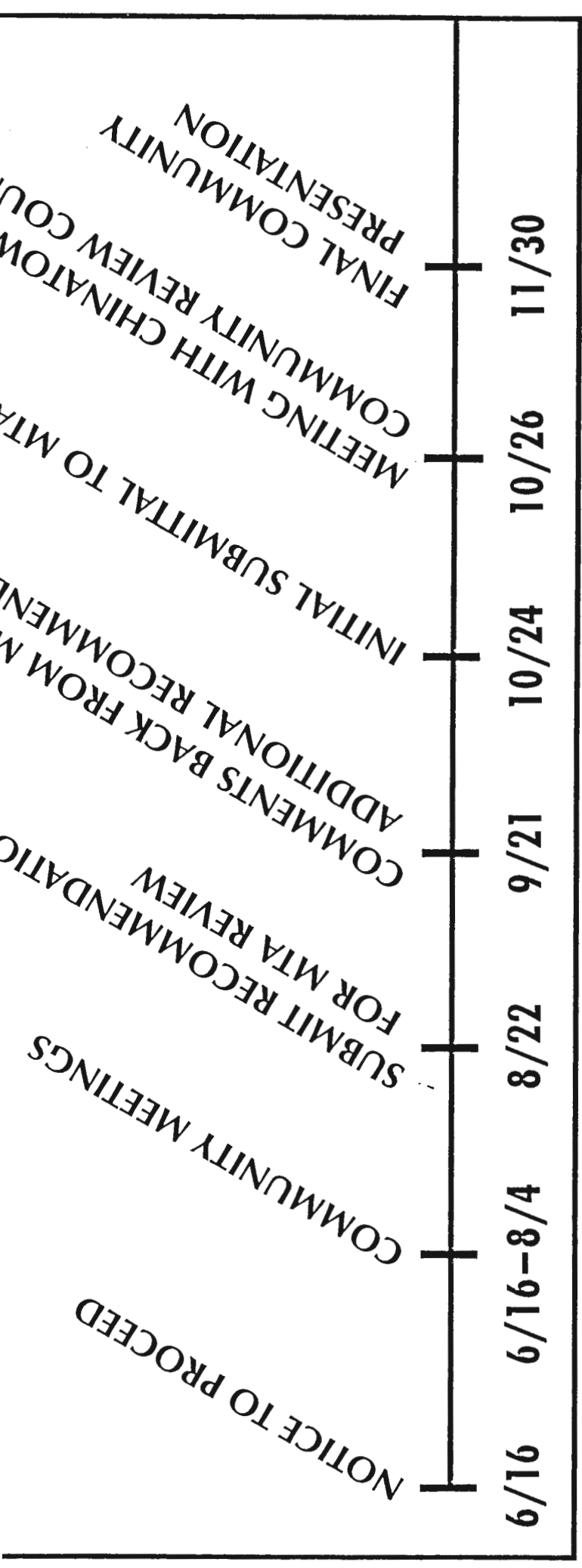
Reunión de la comunidad  
Miercoles, 30 de noviembre de 1994  
6:00 de la tarde

**Castelar Elementary School**  
(Multi-Purpose Room)  
840 Yale Street  
Chinatown

Para mayor información sírvase  
ponerse en contacto con:  
Lawrence N. García, Departamento de Relaciones Públicas de MTA  
**(213) 244-6244**

\* Habrá interpretación simultánea en cantonés, toisan, español y vietnamita





**JUBANY - MUTLOW**

A R C H I T E C T U R E

# Chinatown Pedestrian Linkage

Comparative Analysis - Nov. 30, 1994

Consensus Planning Elements	PLAZA AT 19'		PLAZA AT 30'		19' - Comments	30' - Comments
	+	-	+	-		
Physical connection from Broadway	+	-	+	-	Angle view	Direct view
Visible connection to station entrance from Broadway	0	-	+	-	Elevator	Ramp @ 3-4% + Crosstrack or Elevator
Accessible connection to station (for seniors)	+	-	0 (+, -)	-	Elevator Required	Northbound, Cross Tracks or Elevator
No second means of station access required (elevator)	-	-	+	-	Plaza and Park	Plaza and Park
Open space/gathering space at station	+	-	+	-	Square in shape	Rectangle in shape
Functionality of Plaza	+	-	+	-	Requires bridge over College	Direct
Connection between Station Plaza and N. Spring Plaza	-	-	+	-	Vendors/Retail, Initial ramp is narrow	Vendors/Retail, Initial ramp is narrow
Retail opportunities along the pedestrian linkage	+	-	+	-	Ramp is too narrow with College at 42' wide	Ramp is too narrow with College at 42' wide
A continuous activated edge along the pedestrian linkage	0	-	0	-		



**CHINATOWN  
PEDESTRIAN  
CONNECTION**

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**ADDITIONAL  
WORKSHOP  
ISSUES**



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**JUBANY • MUTLOW  
ARCHITECTURE**

APPENDIX B

WORKSHOP ISSUES

WORKSHOP - July 30, 1994

CHINESE CONSOLIDATED BENEVOLENT ASSOC.

1. RED TABLE - MODEL

- . CAN COLLEGE ST. BE CLOSED?
  - . TRAFFIC - LESS ARTERIES CONNECTING CHINATOWN
- . ACTIVATION @ ELEVATED PLAZA THRU N. BROADWAY
  - . PEOPLE/VENDORS
- . PLAZA
  - . STAGE
  - . VENDORS
  - . CULTURAL CENTER
  - . ART GALLERY
  - . FISH POND
  - . GARDEN AREA
  - . TRANQUIL MEDITATION AREAS
  - . STREET ENTERTAINERS
  - . AMPHITHEATER
    - . MAGIC
    - . DANCE - ALL CULTURAL RELATED
- . ACTIVATION @ THE RAMP
- . PARKING
  - . LIGHT/SECURITY
  - . LIGHTING BELOW RAMP
- . ISSUES
  - . CANOPIES FOR HOMELESS
- . ONE RAMP
  - . MORE ROOM FOR ACTIVITY
- . HOUSING OVER PARKING?
- . NO SIDEWALK, GRADE LEVEL

2. SUMMARY FOR RED TABLE - MODEL

- . CLOSE COLLEGE?
- . PLAZA/RAMP ACTIVATION
- . ONE RAMP
- . NO SIDEWALK ON GRADE
- . CANOPY
- . PARKING

3. SIGNAGE TABLE

- . BATHROOMS
- . STYLE (SUBTLE CHINATOWN)
- . PALE COLORS
- . WAY - FIND
  - . PICTOGRAMS
  - . COLOR/LIGHT
- . HORIZONTAL CHARACTER
  - . SPANISH
  - . JAPANESE
  - . CHINESE
  - . ENGLISH

4. LANDSCAPE

- . RAMPS FROM STATION TO BROADWAY ARE GOOD THEY HAVE TO BE SAFE
- . PREFER FLAT GRADE
- . LIKE TO DO THAI-CHI ON PLAZA
- . GREEN SPACES
- . PROVIDE PUBLIC REST ROOMS
- . SECURITY
- . WATER FEATURE, MAY BE?
- . GAZEBO / GREEN
- . HOMELESS IS A PROBLEM
  - . BENCHES W/ ARMRESTS

5. GENERAL TRANSPORTATION ISSUES

- . MECHANICS
- . SHUTTLE

- . DISTANCE
- . SAFETY
- . SHAPE
- . SHELTER
- . BREAK STOPS
- . MAPS, PATH FINDING
- . STATUE
- . CASTELAR SCHOOL
- . HOSPITAL
- . CATHAY BANK
- . CATHAY SENIORS
- . RESIDENTIAL
- . BUS CONNECTION
- . BUS STOPS
- . LISTEN TO SENIORS
- . KWAN LEE LUNG MARKET
- . ALPINE PARK EXERCISE

WORKSHOP - August 04, 1994

CATHAY MANOR

1. TABLE A

- . SAFETY
  - . HAVE MORE PATROL
- . FLAT GRADE
- . GREEN OVERHEAD
- . RELOCATE STATION?
- . MORE FLOWERS & GREEN SPACES
- . NEED ACTIVATION TO GET MORE PEOPLE USE THE SPACE
- . BENCHES, REST AREAS TO SIT
- . BRIDGE / PLAZA IS FAVORED

2. TABLE B

- . BATHROOMS
  - . KEY
  - . MANNED
- . INFORMATION BOOTH
  - . MANNED / BI-LINGUAL
  - . SPECIFIC-FOR SHOPS
- . PATH-DIRECTIONS
  - . IN CHINATOWN./LOOK TRADITIONAL
  - . SHOULD COVER ALL OF BROADWAY & COLLEGE
- . PATH OF TRAVEL
  - . BROADWAY TO COLLEGE
  - . WOULD NOT TAKE NEW HIGH - NOT ENOUGH PEOPLE
- . COLORS
  - . RED, GREEN, ORANGE, EYE-CATCHING
- . INTERNATIONAL SYMBOLS NEED CHINESE CHARACTER
- . PREFER ESCALATORS OVER ELEVATORS, SAFER

3. TABLE - PLAZA

- . SITTING AREA
- . THAI- CHI AREA

- . RESTROOMS
- . OPEN AREA VS. UNDERGROUND
  - . LIGHTING
  - . SECURITY
  - . HARMONIOUS APPLICATION
  - . NEON/DECORATIVE
  - . UPLIGHTING
- . WALKING SIDEWALK
- . ACCESS
  - . FOOT TRAFFIC (HOW MUCH?)
  - . ELDERLY SHOULD HAVE EASIEST PATH
  - . ELEVATORS (HOW MANY)
  - . MOVING SIDEWALK/ESCALATORS
  - . SHUTTLE TO SHOPS, POINTS OF INTEREST, HANDICAPPED
  - . SERVICE FOR VENDORS
  - . LOADING/UNLOADING ZONE
- . PARK
  - . COMPROMISE
    - . BETWEEN COLD/WARM AREAS
    - . LUNCH/READ/MEDITATE
- . SIGNAGE
  - . HORIZONTAL
  - . UNIVERSAL SIGNAGE (TWO LANG. MAX.)
- . MOTIFS
  - . DRAGON (UNIVERSAL SYMBOL)
  - . NO TRIANGLES
- . COLORS
  - . RED/GOLD/JADE GREEN
  - . NO BLUE @ ALL, NO BLACK
  - . BLACK LETTERING OK
  - . NO WHITE LETTERING
- . FLAGS/BANNERS
  - . DECORATIVE
  - . IDENTIFIER
    - . ORGANIZATIONS
    - . CLUBS, ETC.
- . MATERIALS
  - . EARTHQUAKE RESISTANT
  - . WOOD PREFAB SECONDARY STRUCT. VS. CONC.

- .WINDOW SHOP
- .SHADES
- .WATER ELEMENT, FOUNTAIN
- .MUSIC BACKGROUND
- .RESTROOMS
- .STREET ENTERTAINERS
- .SECURITY/PRIVATE OR PUBLIC
- .STREET CLEANING - LITTER
- .POLLUTION CONTROL
- .VENDOR - PRICE/ACCESSIBLE
- .TRANSLUCENT COVER
- .SITTING AREAS
- .FULL GROWN TREES
- .LANDSCAPE, FLOWERS
- .ANIMALS
  - . FISH POND
  - . DUCKS
  - . SQUIRRELS
- .STREET LIGHTS - LANTERNS
- .LIGHT UP TREE AREAS
- .MURALS W/CHINESE PAINTING
- .ROLLER BLADE PL
- .CHINESE PHILOSOPHY
- .CHINESE GAZEBO
- .PARKING
- .CULTURAL CENTER
- .FORTUNE TELLER
- .SOUVENIRS
- .ENVIRONMENT
- .LIGHTS EXTENDED TO THE STREETS
- .FOOD STANDS
  - . LITTLE CARTS
  - . CHESTNUTS
  - .PRETZELS
- .CLOCK W/ BELLS
- .AMPHITHEATER
- .CHINESE MOVIE THEATER
- .BOWLING ALLEY
- .CANDY STANDS

- . DANCING AREA
- . LANDSCAPE
  - . TREES
  - . FLOWERS
- . BATHROOM FACILITIES
- . FOUNTAIN
- . TABLES & CHAIRS FOR CHESS
- . SOFT STONE
- . FIXED FURNITURE
- . COVER
- . EATING STANDS
- ."GATEWAY" ENTRY W/ CHINESE DIRECTIONS
- . VIEWING TOWER
- . TRADITIONAL / MODERN
- . VENDORS ALONG THE PLAZA
- . CLOTHING, VEGETABLES, HERBS, CHINESE PRODUCE
- . CHINESE MOVIE THEATER
- . CHINESE OPERA
- . AMPHITHEATER
- . LANDSCAPE
  - . BAMBOO
  - . FRAGRANCE PLANTS
  - . COLORFUL RED CHINESE LILIES
  - . CHINESE REPRESENTATIVE PLANTS
- . LANTERNS
- . CHAIRS W/BACKING
- . WESTERN, CHINESE, MEXICAN FOOD
- . SURFACE - NON-SLIP
- . CLOTH
- . FAST FOOD
  - . CHINESE
  - . CAFE
  - . McDONALDS
  - . AM/PM
  - . 7 ELEVEN
  - . SUBWAY
- . NEWSPAPER STANDS
- .ASIAN FOOD COURT

- . RESTROOMS
- . OPEN AREA VS. UNDERGROUND
  - . LIGHTING
  - . SECURITY
  - . HARMONIOUS APPLICATION
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**CHINATOWN  
PEDESTRIAN  
CONNECTION**

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**NEWS CLIPS**



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**JUBANY • MUTLOW  
ARCHITECTURE**

連勝的修護，她將保存原期屆時，不能原，是往後才會有。百位四年級小學生所，有的公園裡地面，多謝園的前身。慶祝活動的熱鬧，顯示「米通區」今後將成一個娛樂觀光區。

拉神父（Father）建立的「米通區」一樓一底，由一百二十位市民捐贈，一九八七年遷移到大門，慶祝活動的熱鬧，顯示「米通區」今後將成一個娛樂觀光區。

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華埠古典與現代風貌的交匯，米通區「米通區」一樓一底，由一百二十位市民捐贈，一九八七年遷移到大門，慶祝活動的熱鬧，顯示「米通區」今後將成一個娛樂觀光區。

藍線輕鐵華埠車站 行人設計 林芬如展示模型 徵求意見

「本報洛杉磯訊」由華商建築師林芬如（MAYNARD LIN JIBANY）領軍的建築師事務所，增加等問題。其次，廁所的設置，興建商場或公園，防範污染及選擇風水，也應列入考慮。

社區民衆建議，連接華埠車站的行人穿越道應連接下列主要地點：中央商場、百老匯街、餐館、超市、住宅區、曉街、文華商場、安安商場、「小喬」義大利餐廳、菲力士加油站、鳳凰酒家、富臨海鮮酒家、國泰老人大廈、愛盼音樂中心、華埠圖書館及華埠協和醫院。

如果連接點有限，社區民衆對何處是華埠的中心也有不同看法。有人認為是國泰銀行，有人認為是中華會館，也有人認為是愛盼音樂中心。林芬如表示，將綜合各界的意見再作決定。

代表洛杉磯大都會交通局（MTA）的羅培茲女士透露，如果一億六千萬美元預算沒問題，藍線輕鐵車庫可在一九九九年完工通車，至於藍線輕鐵的施工，目前已經展開了。六個月之後華埠車站預定地也會有動靜。

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罷工談判恢復 至昨天深夜 尚未獲結論

大都會交通局與罷工的罷工工，各工會領袖說：「社會大眾依靠我們。」

罷工工領袖說：「大洛杉磯地區公車罷工已進行六天，週末兩天上路，未獲得結論。」

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建築師林芬如女士向民衆詳細解說藍線輕鐵車庫車站的地點及設計中的行人穿越道。（者胡清攝）





# CHINATOWN PEDESTRIAN CONNECTION

## CHINATOWN

### Scope of Walkway Project in Dispute

Landowners with property close to a proposed light-rail station in Chinatown have offered to join the Metropolitan Transportation Authority in development of a pedestrian walkway that would lead from the station into the heart of the historic neighborhood.

The owners of a parcel at Broadway and College Street, which includes the landmark Little Joe's restaurant, are lobbying the MTA and community members to approve their proposal, which would include 80,000 square feet of commercial development and a 500-space parking structure.

But a community group says the plan does not have enough financial backing and goes against what they say is the neighborhood's consensus for a simple platform and ramp across public property.

The plan may also take years to complete, causing MTA officials to turn their attention elsewhere, said Don Toy of the Chinatown Community Advisory Committee.

David Louie, a consultant for the Nuccio family, which owns the

land, said the family's proposal would mean a bigger opportunity to spur development and business in Chinatown.

"The other option is nothing more than a place to get on and off the train," Louie said.

The issue will be discussed April 19 at a public meeting, the last in a series that have been held by the MTA for nearly a year.

Members of a community panel will attend the public forum and meet on April 20 to vote on their recommendations to the MTA, a spokesman for the agency said.

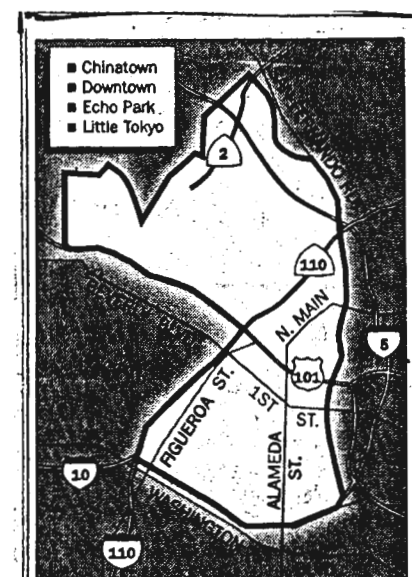
The elevated station planned for Alameda and College streets is seen by many local residents and business leaders as a way to revitalize the historic neighborhood, which over the years has lost clientele to burgeoning Chinese communities in the San Gabriel Valley.

Chinatown officials have been searching for ways to improve what they say is the area's reputation as crowded and unsafe, with high land prices, dirty streets and few parking spaces. Many believe a walkway is a step in the right direction.

"In general, it would be positive to the community both in terms of the transportation means and the economic conditions," said William Tan, chairman of the Chinatown Economic Development Council and a panel member. "This could be the only catalyst to improve the community."

The Chinatown stop will be one of 14 on the Pasadena Blue Line when it opens sometime after 1998, MTA officials said.

The \$841-million line will stretch almost 14 miles through



Downtown, Highland Park, South Pasadena and Pasadena.

The architectural firm of Jubany-Mutlow was hired by the MTA last year to conduct a \$71,000 study of methods of connecting the station from Alameda Street to North Broadway.

Architects came up with 10 concept drawings that focused on an elaborate walkway that would include a lower- and upper-level plaza design.

Although only \$3.4 million in city funding has been secured for a pedestrian connection from the station into Chinatown, MTA officials and Chinatown community activists hope detailed plans for a walkway will make it easier to solicit financial support from the state or federal government or from private developers.

—MARILYN MARTINEZ

LOS ANGELES TIMES

 Los Angeles County  
Metropolitan  
Transportation  
Authority

JUBANY - MUTLOW  
ARCHITECTURE

**CHINATOWN**

**Rail Station Walkway  
Plan Gets Backing**

A community panel has recommended that the Metropolitan Transportation Authority approve a 19-foot pedestrian walkway that would lead from a proposed light-rail station on the outskirts of Chinatown into the neighborhood.

The vote ended nearly a year of community meetings on what type of platform should be built to connect the station at Alameda and College streets to Broadway, the heart of the neighborhood. The choice was between a 16-foot, a 19-foot and a 30-foot elevated platform.

An MTA committee is scheduled to vote on the proposal in early June and the MTA board is expected to make a decision later that month, Jager said.

The Chinatown stop will be one of 14 on the Pasadena Blue Line when it opens sometime after 1998, MTA officials said. The \$841-million line will stretch almost 14 miles through Downtown, Highland Park, South Pasadena and Pasadena.

May 1, 1995

**MTA Makes Station  
Recommendation... Sort of  
*Future of Little Joe's Still Undecided***

by Jon Regardie

**I**n a curiously brief and nonspecific statement, a Metropolitan Transportation Authority (MTA) steering committee has recommended adopting the "Little Joe's plan" as the means to connect Broadway with the forthcoming Chinatown light rail Blue Line station.

**CHINATOWN**

The plan calls for a 19-foot-high platform attaching the elevated Alameda and College Streets station with the area's main thoroughfare.

"We're not sure whether it means buy all or part of the Little Joe's property; or whether it means joint develop all or part of the property with the MTA," said an admittedly surprised David Louie of CB commercial, who represents the owners of Little Joe's restaurant, the Nuccio brothers. Original proposals called for the MTA to buy the land and tear down Little Joe's to create a large, 80,000-square-foot platform. But for now it's unclear if the long-standing eatery will be razed.

"Obviously if they're trying to cut costs, acquisitions will be a challenge," Louie said, referring to the just-released Blue Line peer review panel report claiming \$175 million in Blue Line construction costs could be trimmed with a vari-

ety of pre-building alterations, such as standardizing station designs (see related story).

"We need to go before the MTA board and advocate the acceptance of the steering committee recommendation, in particular highlighting the benefits of going across the property; economic revitalization, a destination point in Chinatown and parking. During the next 30 days we will try to pull that together."

Meanwhile Don Toy of the Chinatown Community Advisory Committee, who favored a more modest 30-foot ramp over College St., accused the MTA of not heeding the public's wishes, saying some steering committee members attended only one or two of the dozens of community meetings. "I don't feel it was fair process," Toy said, adding that he doubts the financing is in place for the Little Joe's plan.

After months of meetings the MTA remained tight-lipped about the decision. Aside from confirming the Little Joe's recommendation, MTA spokesman Bill Heard would only say, "The MTA is taking the committee's recommendation seriously and we will present it to the board at an upcoming meeting. In the meantime the MTA construction staff will analyze the cost and impact of the recommendation."



April 3, 1995

## Transpo-planning

### Long-Range Plan Aims to Keep Track of Union Station Growth

by Toni Page Birdsong

As Downtown prepares for its next major round of development—the looming Union Station project—planners are bracing for a massive influx of activity. Accordingly, the next 10 to 15 years

ernment agencies but headed by the Southern California Association of Governments (SCAG), recommends a number of rail, vehicle and pedestrian improvements be implemented to ensure that rail and pedestrian capacities at the station continue to meet the demand over the next 15 years.

“We are dealing with a facility that serves about 30,000 people a day. That number will probably increase to more than 200,000 people a day in the next seven years as develop-

*‘We are dealing with a facility that serves about 30,000 people a day. That number will probably increase to more than 200,000 people a day in the next seven years as development around the station increases.’*

—Robin Blair, MTA project manager

will be critical for the third-largest grand central station in the country (behind New York and Chicago), according to a recently published long-range plan.

The study, conducted by a number of gov-

ernment agencies but headed by the Southern California Association of Governments (SCAG), recommends a number of rail, vehicle and pedestrian improvements be implemented to ensure that rail and pedestrian capacities at the station continue to meet the demand over the next 15 years.

ment around the station increases,” said Robin Blair, project manager for the Metropolitan Transportation Authority (MTA). “We’ve looked at the current situa-

Continued on page 7

April 3, 1995

## Union Station

Continued from page 3

tion and recommended options that will improve pedestrian flow, switching procedures for the tracks so trains aren’t left waiting so long and options to make trips shorter and more convenient.”

The bottom line for commuters: easier travel, whether it be by bus or rail.

The study takes into consideration current development at the 68-acre site, which includes the MTA headquarters building, the Gateway Intermodal Center, as well as future development planned in the area by Catellus amounting to 11 million square feet of commercial, government, retail, hotel, housing and transportation uses. Outlined in the Alameda District Plan, published by Catellus, future plans for the next 10 to 20 years include linking Union Station to adjacent businesses and historic districts and making it the regional transit center.

“We will be finishing the Gateway Intermodal Transportation Center this fall which will add significant new capacity for bringing bus and vehicle access closer to rail facilities and platforms,” said Ted Tanner, vice president of development for Catellus. “That will add a whole new bus plaza, additional public parking and vastly improved access from the 101 freeway and the busway.”

The price tag on future improvements to the station is estimated at \$150 million, according to Barry Samsten, project coordinator at SCAG, who says the dollars will be provided by transit providers at the station such as Amtrak, Metrolink, the MTA and Caltrans.

Though some may be alarmed at the cost, to commuters already overburdened with freeway gridlock, it may seem a small price to pay to avoid train and bus gridlock.

“The consequences if these changes are not implemented—when the demand arises—will be that we have more and more people, and trains will be virtually stacked on each other.

To accommodate the growth and achieve the highest conceivable level of service, these improvements will have to be made down the line,” Samsten said, adding that the long-range plan will be an essential tool for decision makers and planners in the future.

## Arrivals at Union Station

■ A total of 385 scheduled train movements occur in the Union Station area every day; that number is expected to increase by the year 2025 to more than 1,500. The number includes approximately 100 scheduled Amtrak arrivals and departures, 280 Metrolink arrivals and departures, 500 Metro Blue Line arrivals and departures and 600 Metro Red Line arrivals and departures.

■ Pedestrian traffic within Union Station is complex, with many well-used platforms, tunnels, ramps, stairs and escalators. Currently 40-50,000 pedestrians a day are estimated to travel within Union Station. That number is expected to increase to almost a quarter of a million by the year 2025.

■ Approximately 1,800 bus trips occur at Union Station every day, with at least 1,000 additional bus and van trips on streets in the station’s vicinity.

He noted that given the current fundable projects, the station would not hit overcrowding capacity until the end of 2010. “We are trying to find planning solutions before things are at the critical stage because there is so much money tied up in the development of the area; we don’t want to have to play catch-up football.”

Future rail recommendations include improving access through “the throat” of the station on the west bank of the L.A. River corridor; opening up and constructing a bridge over the 101 freeway to the south of the station to accommodate elevated trackwork to the river corridor and a new junction at the river.

Pedestrian changes to speed foot traffic in and around the station include: a parallel corridor connecting the Blue Line lower level stairs with the Red Line west portal; an Amtrak Concourse at the south end of the platform area incorporating a third portal to the Red Line subway station and the Gateway Plaza Bus Terminal with connecting passageways.

# Chinatown's Identity Complex

*Battered by a Tough Economy and Cultural Defectors,  
a Community Fights Toward the Future*

by Toni Page Birdsong

It's hard to find anyone in Chinatown these days who is overly optimistic about the future of the community that residents call "the forgotten part of Los Angeles."

For the last several years, developments that could have boosted the community have gone bankrupt, the retail businesses along Broadway and Hill streets have noticeably declined and

economy-battered merchants have discovered that the grass is greener and taxes are indeed lower in the San Gabriel Valley—at least for now. Adding to the burden of doing business, say many, is traffic, the perception of crime that keeps patrons away at night and inadequate parking.

But some of the problems in Chinatown go much deeper than those that can be picked at random from almost any community that is part

Continued on page 12

**NEIGHBORHOOD ACCENTS**

12 Downtown News

October 3, 1994

## Chinatown

Continued from front page

of a metropolis. Those problems recently were outlined in a report issued by the Chinatown Economic Development Council (CEDC) that acknowledges Chinatown's diminishing image and that people are leaving.

The study, says the CEDC, is the first step in fighting the deterioration of a community that to many is a focal point for Chinese culture and history in America.

Identified in the study are several issues holding the community back such as a negative image, government bureaucracy (from the Community Redevelopment Agency (CRA) and others) and a deteriorating tourist center. It also points out that younger generations of Chinese Americans no longer feel connected to what once was a very emotional center for Chinese immigrants. Too, although the community is at a central location in the city, it has not made adequate linkages to its neighbors, the study states.

**Residential vs. Business Interests**

But perhaps the most common complaint of community leaders, which also showed up in the report, is that Chinatown lacks a common vision to guide its future.

Unlike other parts of Downtown, Chinatown is divided into two distinct factions: residential and commercial. Broken up even further are the factions within the business

*'If we have the support of the community, we could give anything our best shot. I think we could turn things around if we focus and maximize dollars.'*

—CRA Project Manager  
Susan Totaro

community where "a sense of belonging is not obvious and an indifferent attitude prevails," as one business owner put it. It's an attitude that has one lifetime resident of Chinatown

moving his business out of the area next month after decades of growing up and doing business there.

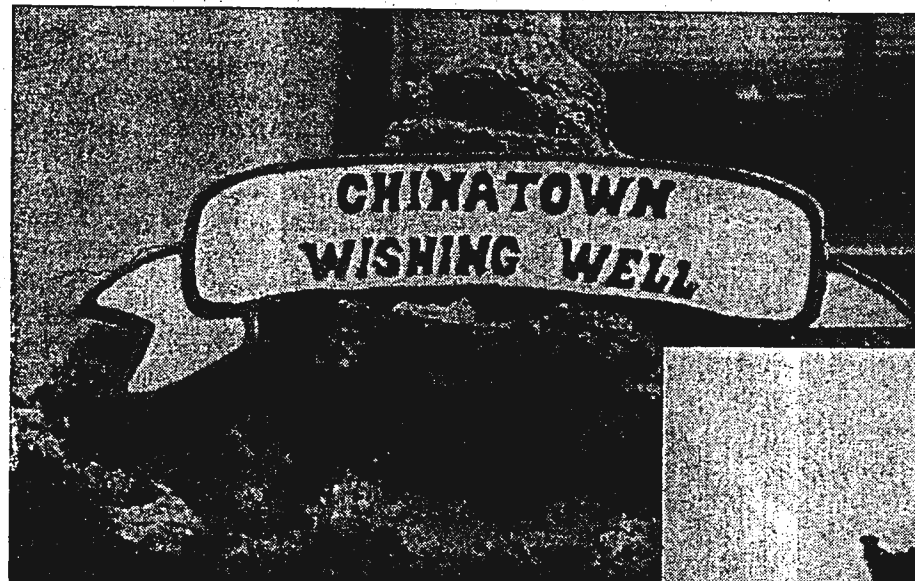
"In the past 10 years I haven't seen things changing. Personally, I don't think the city or the CRA has helped us much. It's going to take more than printing four-color brochures to solve our problems," said Scott Lee, a partner in Famco Investments. "At the same time, in fairness, this is not a community that is easy to deal with; there are many factions and it's hard to develop a consensus."

Lee added that neither public officials nor the CRA have acknowledged the seriousness of the economic problems in Chinatown "While their intent has been good, the impact of the economy and the many moves to the San Gabriel Valley has put the community in dire straits."

The fragmentation within the community, says William Tan Lew, president of the CEDC, is in part due to lack of political clout and the fact that when money does come Chinatown's way it must be dolled out to social services as well as commercial interests. At one time, prior to several re-districting measures, Chinatown had three representatives on the City Council, now it has one.

"Frankly, Chinatown has been ignored, it lacks voting power and the economic base to provide funding to politicians," Lew said. "There also is an inter-generational factor that comes into play: A lot of younger generations don't want





photos by Gary Leonard

to run the mom and pop shops that their parents did. And, there aren't as many people coming over (from Asia) to stay as before. A lot of dynamics come into play."

Looking back over the past 14 years of CRA projects in Chinatown some are left feeling as if the commercial section was pushed aside for residential projects. And, some have complained that the appointees on the Chinatown Advisory Committee to the CRA aren't balanced fairly between residential and business interests. However, says CRA Project Manager Susan Totaro, that is the direction the community wanted to take when it set its goals in the beginning.

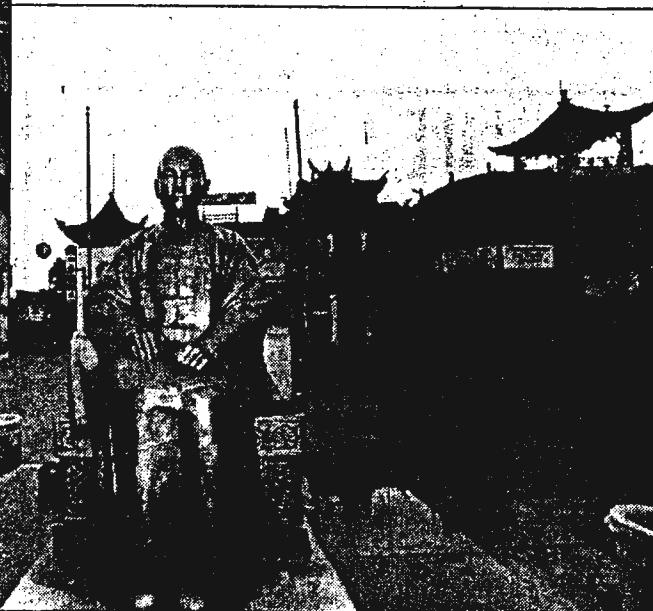
"In 1980 the community agreed that by boosting residential areas, the commercial area would benefit," Totaro said. And though the opinions between the community and CRA have differed—at times escalating to heated battles—Totaro says she doesn't regret past decisions but added that "perhaps more needed to be done than strengthening residential."

But time for making major changes—at least those funded by the CRA—is running out as the cap for Downtown redevelopment zone nears; 1998 marks the end of Chinatown's CRA life span.

"I am not saying things can't get better," Totaro said. "If we have the support of the community, we could give anything our best shot. I think we could turn things



Scenes from Chinatown's Sun Yat-Sen Square.



around if we focus and maximize dollars."

**Gateway to Identity**

Some of that focus among different groups, is becoming more obvious in Chinatown.

According to Don Toy, chairman of the CRA's Chinatown Community Advisory Committee (CCAC) and a Chinatown community activist, members of the community have taken it upon themselves to construct a gateway that will serve as a landmark in Chinatown. The gateway—which already has \$400,000 in private funds backing it up—will be erected on the north end of Broadway from Caesar Chavez Avenue.

"It's important for people who live here to have a physical and emotional link to Chinatown as a cultural center. It's important they identify with Chinese heritage," Toy said. "This gateway will help distinguish Chinatown."

Other boosts to Chinatown's future, said Toy, will be the construction of a light rail station for the planned line to Pasadena. Although negotiations are on-going with the Metropolitan Transportation Authority (MTA) for a Blue Line station, Toy says he hopes to get the station in the central part of Chinatown on Broadway. And there is talk of community watch groups and neighborhood shuttles.

Included in the CRA's five-year plan for Chinatown (the proposal for spending the last of the redevelopment

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## Chinatown

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zone's cash) is a \$2.5 million commercial rehabilitation program that includes a low-interest facade improvement program, a \$1.5 million private security patrol plan, \$175,000 for sidewalk cleaning and \$2 million in subsidized commercial parking and \$2.9 million for a cultural and community center, all of which Totaro says will boost the commercial end of Chinatown.

But what community leaders are now looking forward to are the results of a \$300,000, CRA-funded Needs Assessment and Strategic Plan steered by Councilman Mike Hernandez.

According to Hernandez, the study is essential because it will provide what the community lacks: A unified vision for the future.

"Hopefully, we will have a vision and a plan in place by 1995; we will start our workshops in November," Hernandez said. "In the past, the CRA has spent a majority of its money in Chinatown on developing housing and have neglected the infrastructure. Part of Chinatown's biggest problem now is the traffic and that is caused by all the extra residential that's been put in. There has to be a balance in the community between residential and business."

An important factor to include in the future of Chinatown, says Hernandez, is the Cornfields; the 48-acres between north

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*'Chinatown has been ignored, it lacks voting power and the economic base to provide funding to politicians. There also is an inter-generational factor that comes into play: A lot of younger generations don't want to run the mom and pop shops that their parents did.'*

—William Tan Lew, president of  
the Chinatown Economic  
Development Council

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Broadway and north Spring Street that has long been dangled as a new development area. He noted that although Chinatown does not fall into the Federal Empowerment Zone (which gives tax breaks to businesses), the Cornfield area does, and whatever federal incentives it absorbs will benefit Chinatown.

"With that area included in the empowerment zone, everyone around will benefit. Land allows you to create jobs and boost the economy. I see a lot happening there: For instance, there's the possibility of a large hotel and the gaming possibility since that's what everyone's talking about right now. There could be a community pool around there. The possibilities—especially with federal money—are endless," Hernandez said.

Other potential boosts coming Chinatown's way include the possibility of a sports arena either at the Cornfield site or at the nearby Union Station off of Alameda. Either site would benefit Chinatown as would the already sealed deals to relocate both the MTA and the Metropolitan Water District near Union Station. Together the companies will bring more than 9,800 employees to the area, most of whom will wander into Chinatown sooner or later to eat or shop.

"There is so much opportunity in Chinatown but the visions are so fragmented, it's hard to see," Hernandez said. "If people are moving it's only because we've become less competitive but people will always want to come back to Chinatown because it is after all, Chinatown; no other community can say that."

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