

Metro Rail Joint Development Central Business District



Dear Property Owner/Developer:

The purpose of this information packet is to communicate to property owners within Downtown Los Angeles the current status of the Central Business District (CBD) Redevelopment Project and the probable impact of the Metro Rail Project on ongoing development activities within the Downtown.

This packet is also intended to explain the benefits which Metro Rail is likely to bring to the CBD, and the roles which the Community Redevelopment Agency (CRA) and the Southern California Rapid Transit District (SCRTD) will assume to facilitate development projects which take advantage of those benefits. Also included is a preliminary statement of the CRA's design and development objectives for each station area, reflecting policies and directions established over the past several years by the CRA Board, based on the work of the CBD Project Area Committees and Citizens' Task Forces and recent staff studies.

The SCRTD is developing plans to construct an 18-mile rapid transit line linking the Downtown to the San Fernando Valley via the Wilshire Corridor, the Fairfax District, and Hollywood. The line will be built entirely in subway, with eighteen stations planned along the route. Within the CBD, three stations will be constructed at Civic Center Mall, Hill Street between Fourth and Fifth Streets, and Seventh Street between Hope and Figueroa Streets. Construction is scheduled to begin in mid-1984, following the Olympics; system operation is anticipated by 1990.

Metro Rail is currently funded by Federal, State, and local sources to carry the system's design to approximately 85% completion for the Downtown portion, and about 50% completion for the remainder of the line. President Reagan has signed legislation allocating \$117.2 million for system construction for the current fiscal year, which began in October, 1983.

Concurrent with its ongoing responsibilities within the CBD Redevelopment Project, the CRA is undertaking Metro Rail-related planning and implementation activities, in conjunction with the SCRTD, to ensure that new and adaptive use development within the CBD is coordinated with the planning and construction of Metro Rail and established land use objectives for each station area. This effort consists of:

1. Preparation of a Station Area Master Plan for each of the three CBD stations, which will define the appropriate development density, scale, land use mix and implementation mechanisms within an area of 2 to 3 blocks around each station; and

January 1984

2. Negotiation with property owners/developers at selected sites to facilitate development projects which directly integrate into Metro Rail station entrances (portals) and mezzanines.

The primary aims of this work will be to achieve an equitable balance between transportation and land use needs, and to assure that quality development which takes best advantage of the access opportunities provided by transit will occur, while also contributing to the overall social and economic revitalization objectives for the CBD.

In many cases, development can be designed to accommodate direct connections into transit stations, or to provide enhanced access between the transit stations and building entrances. This kind of development, often referred to as "joint development", can most readily be accomplished when transit system design and planning is done concurrently with project development planning.

Effective designs which provide for easy and attractive connections between buildings and a transit system have often resulted in enhanced property values, the ability to command higher rents, and, ultimately, a more attractive return on investment. In addition, direct transit connections may justify increases in allowable building floor area and/or reductions in the amount of parking normally required.

As the CRA and the SCRTD jointly move forward toward implementation, we welcome your interest and guidance in refining the development objectives presented herein, as well as in formulating the specific development controls and incentives necessary to attract high quality projects and related pedestrian amenities to each CBD station area. Our staff stands ready to assist and to work with you. If you have any questions or wish to explore joint development opportunities, do not hesitate to call us. Please refer to the last page of this document for the name of the appropriate contact persons.

Sincerely,

Edward Helfeld
Administrator
CRA/LA

John A. Dyer
General Manager
SCRTD

REFERENCE COPY

CBD Policy Objectives



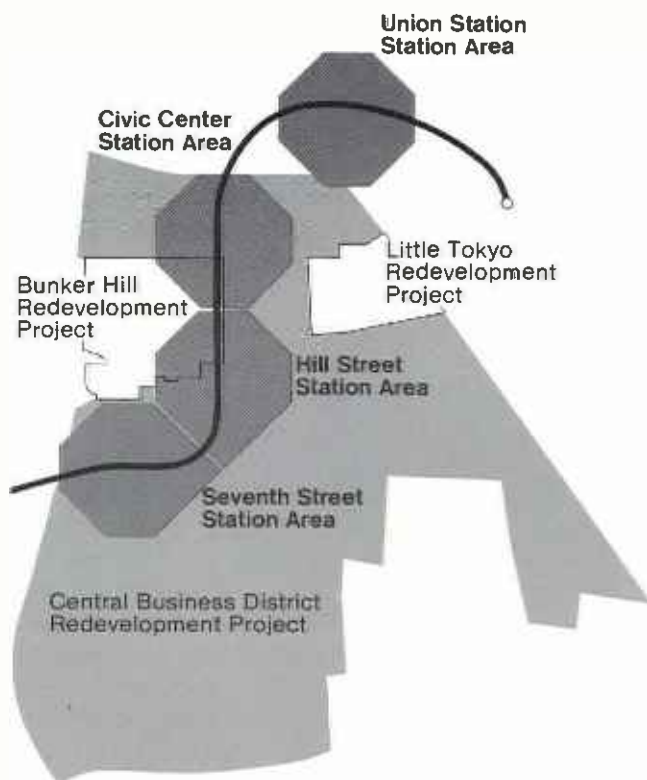
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Background/ Downtown Los Angeles

Downtown Los Angeles is generally bounded by Alameda Street and the Santa Monica, Harbor, and Santa Ana Freeways. Within this area, the CRA has jurisdiction over three Redevelopment Projects, including: the Bunker Hill Project, established in 1959, and comprised of 133 acres; the Little Tokyo Project, established in 1970, and comprised of 66 acres; and the Central Business District (CBD) Project. The CBD Project, consisting of approximately 1,549 acres, was established by City Council on July 18, 1975. Project goals range from elimination of blight and fostering growth in the commercial core to creation of a new residential community, South Park. The CBD Redevelopment Plan is a blueprint for economic, social, and physical development that promotes the growth of the Downtown, the welfare of its residents, and the quality of design in the urban environment.

Since the City Council designation of the CBD Project, the CRA has prepared and undertaken implementation of seven Annual Work Programs, covering the fiscal years from July, 1977, through June, 1984. The adopted Seventh Annual CBD Work Program guides the CRA's planning and implementation activities for the period July, 1983, through June, 1984. This current Work Program identifies some 50 specific new projects which will be undertaken during this fiscal year. Total funding for these activities is approximately \$69 million; CBD Project funding sources include a tax allocation bond issue, additional property tax increment revenues not devoted to retirement of bond issues, Housing Trust Fund monies, Federal Urban Development Action Grants, and a limited amount of block grant funding.

As part of its ongoing responsibility for detailing land use and development policies within the CBD, the CRA will prepare a Metro Rail Development Framework and Station Area Master Plans for those portions of the Redevelopment Project immediately served by Metro Rail. Three of the system's planned 18 stations will be constructed within the CBD, serving the Retail District and Financial Core along Seventh Street, the CBD's geographic center along Hill Street, and the Civic Center.

Accomplishments

The recent growth of Downtown Los Angeles has been measured by its physical volume of office space; its local, national, and emerging international reputation as a financial and cultural center; and by the level of reinvestment represented by new construction and rehabilitation. Pursuit of these development goals and the improvement of certain social, environmental, and economic conditions within Downtown's depressed areas comprise the CRA public mandate. Over the past two decades, aggregated statistics for major public and private projects developed within the three Downtown Redevelopment Project Areas indicate the total new development, including projects currently under construction, of over 23,000,000 square feet of office space; 3,000 hotel rooms; 4,000 housing units; 5,000,000 square feet of wholesale and retail space; several major cultural facilities; and the creation and retention of more than 65,000 jobs within CRA-sponsored or assisted projects.



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Qualitatively, these numbers represent a wide diversity of commercial, cultural, and residential experiences. Ranging from the newly developed high-rise office and housing profile of Bunker Hill, to the cultural and specialty retail facilities of Little Tokyo, to the numerous buildings refurbished into Class A office and hotel space throughout the historic core of Downtown, to the dispersed, mostly self-improved, artists' live-in lofts and galleries, these resources define an emerging vital urban center. Within the CBD Redevelopment Project alone, significant changes can be observed:

- Since 1976, the CRA has been either the primary sponsor or a participant in the development of 2,300,000 square feet of office and wholesale trade space and the creation of more than 1,000 new housing units accessible to a broad spectrum of income groups.

1 Promenade Plaza in Bunker Hill includes 275 market-rate condominiums with retail and restaurant space. Since 1969, over 2,000 new units of market-rate and low and moderate income housing have been constructed on Bunker Hill.

2 A view from the common area of Ballington Plaza, looking past the project's "front porch" on Wall Street. Ballington Plaza's 270 units for the elderly are part of the over 1,000 new housing units constructed within the CBD during the last 5 years.

3 The Los Angeles Wholesale Flower Market is one of several refurbished markets which have contributed to the creation and retention of over 65,000 jobs over the past two decades within the Downtown.

4 New corporate office towers rise over Bunker Hill, part of the nearly 6 million sq. ft. of office space which have been built within that Redevelopment Project over the last 15 years.

- The future of Downtown as a center of regional retail trade has been assured with the start of construction of Citicorp Plaza, a 3.2 million square foot office and retail project at Seventh and Figueroa Streets.
- The CRA has established the basic elements of South Park, a planned community of 7,000 dwelling units. Construction of the first 200 units of the Skyline condominiums is complete, acquisition of property for the future Olympic Park is underway, and development plans for pedestrian environments and neighborhood commercial and community facilities are being prepared.
- In Central City East, the CRA has initiated new housing construction, hotel rehabilitation, public park construction, new industrial employment opportunities, and the creation of the Skid Row Development Corporation. A clear policy direction to improve the living conditions of Skid Row residents has been established.



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- The new climate for revitalization of the east side of Downtown is supported by the development of a new Jewelry Mart and Design Center, the adaptive use of several historic buildings to 420 units of rental and ownership housing, plans for a new 825,000 square foot State Office Building, the development of Los Angeles Actors' Theatre Performing Arts Center (currently under construction), and the continued presence of the SCRTD, the City's Community Development Department, and the CRA on Main and Spring Streets.
- Light manufacturing and blue-collar employment opportunities in the jewelry, produce, garment, and flower trades have been retained and given increased encouragement for growth through the construction of several new mart facilities.

Outstanding Issues

As the Downtown begins to show signs of resurgence and cause for civic pride, many social, economic, and physical disparities still persist:

- The construction of housing for Downtown employees remains an ambitious goal requiring ongoing commitments to develop streetscape improvements, public open space, and community facilities that will attract new residents and bring a 24-hour vitality to the CBD.
- Public amenities, especially services to pedestrians, are often in serious disrepair or inadequate to support the revitalization of the CBD. A comprehensive program is needed to upgrade street lighting, repair sidewalks, plant street trees, provide transit facilities, and develop open spaces in parks, mini-parks, and plazas.
- The commercial growth of the CBD has brought with it heavy demands on local traffic circulation. The public and private sectors must jointly continue to investigate access alternatives and

make commitments to a much needed, multi-faceted transportation system, of which the planned Metro Rail Project is a vital part.

Existing CBD Project Area-Wide Policies

To meet these challenges and reinforce accomplishments to date, the CRA has systematically pursued planning and implementation of projects consistent with existing CBD policies and objectives. The overall policy context for these project activities is contained in the CBD Redevelopment Plan. Specific objectives applicable to each of the CBD's functionally distinct sub-areas, as identified through several years of citizen participation, are contained in current and prior Annual Work Programs.

The introduction of Metro Rail into the CBD may impact development phasing and intensity, but currently operative policies remain as a valid context for joint development project evaluation and implementation. These policies are summarized according to the following categories:

Land Use and Development

- Create a climate which will prepare the CBD to accept that share of anticipated regional growth which is economically and functionally attracted to it.
- Pursue a compact CBD development pattern building on existing activity centers, infilling between Bunker Hill, Little Tokyo, Broadway, and Seventh Street, and striving toward the creation of compact pedestrian precincts.
- Develop a significant portion of new housing to be affordable to the middle-income CBD work force; at least 15% shall be within the low to moderate income category. Require all currently occupied CBD housing units to be either retained, rehabilitated, or replaced.
- Facilitate the development of environments and commercial uses which, because of certain unique merchandising or marketing characteristics, might serve to integrate several socio-economic segments of the CBD population in one location.
- Ensure that open space amenities are proximate to and/or well-connected by views and public walkways to pedestrian activity generators.
- Reinforce the CBD's two distinct retail streets, Seventh Street and Broadway, as regional shopping districts.
- Expand the supply of convenience retail and service establishments oriented toward household needs of Downtown residents and commuter employees.
- Encourage new retail and other commercial developments to reinforce emerging street level pedestrian paths within the CBD's commercial core.
- Encourage retention of existing viable businesses and major employers, to provide a stable foundation for future growth.

Preservation and Adaptive Reuse

- Preserve key landmarks which highlight the history and unique character of the city, blending old and new in an aesthetic realization of change.



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5 Aerial view of the Japanese Village Plaza in Little Tokyo, a project developed by Redevelopment Project owner participants. Since 1970, over 225,000 sq. ft. of new retail and restaurant space has been constructed within an approximately 2-block area.

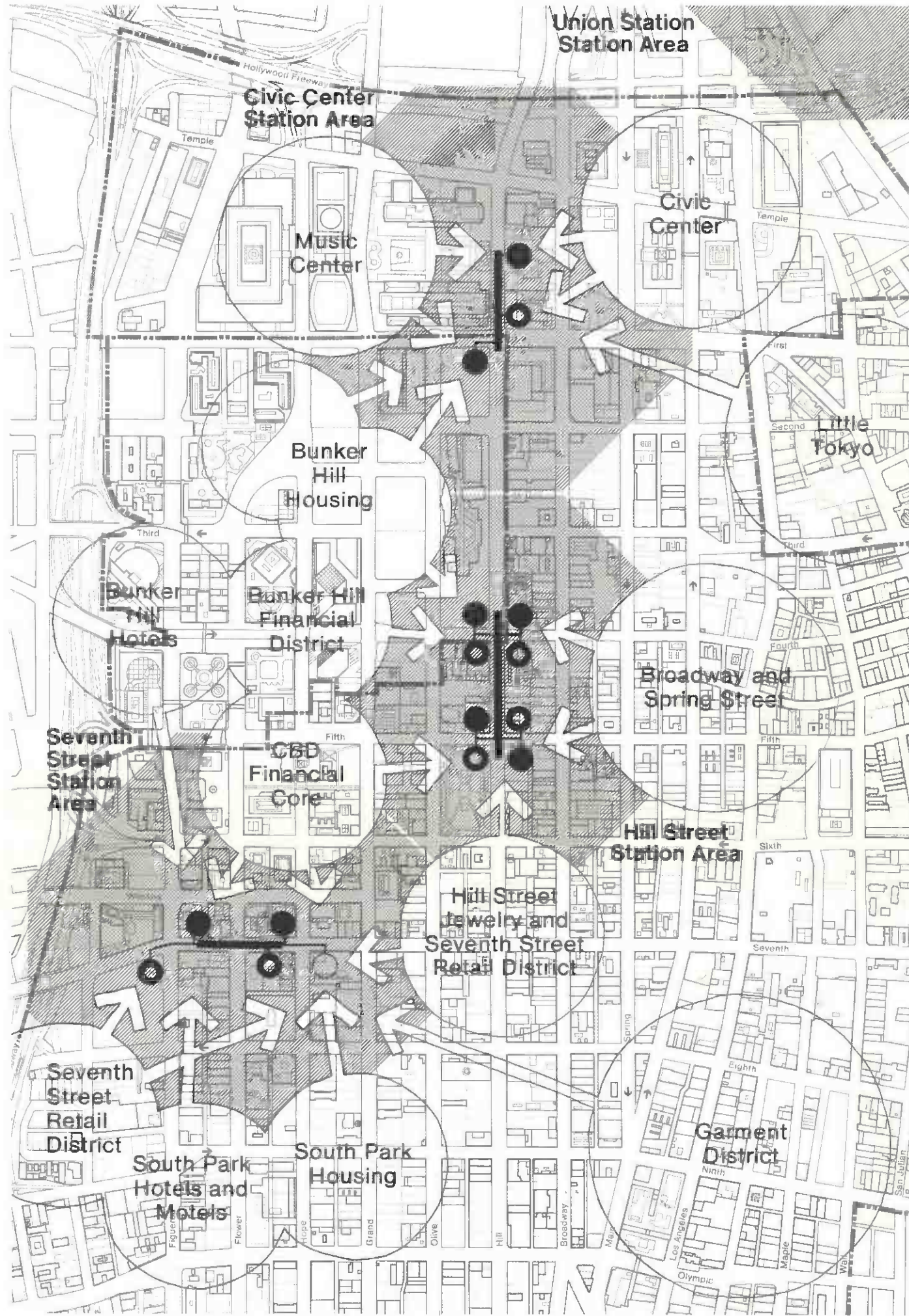
6 The Los Angeles Actors' Theatre Performing Arts Center, a 5-theatre complex currently under construction on Spring Street, is among several new cultural facilities which have been developed recently within Downtown.







7 The proposed 825,000 sq. ft. State Office Building, to be located on Spring Street, will contribute to the new climate for revitalization of the east side of the Downtown.

8 Robinson's show windows add to the interest and cast of characters within the Seventh Street Retail District.

9 A typical scene of shoppers along Broadway, the most intensely patronized retail street in all of Los Angeles. Recent studies have measured a total weekday pedestrian volume of over 15,000 persons on a typical block.

Over the past two decades, within the three Downtown Redevelopment Project Areas, new developments total over 23,000,000 square feet of office space; 3,000 hotel rooms; 4,000 housing units; 5,000,000 square feet of wholesale and retail space; and several major cultural facilities.



-  CBD Districts Served
-  Metro Rail Station Primary Impact Area - five-minute walking distance (approximately 1,200 feet)
-  Station Platform/ Mezzanine
-  Initial Basic System Portal
-  Future Basic System Portal
-  Proposed Enhanced System Portal

STATION AREA CONTEXT

- Facilitate the expansion or preservation of important uses within CBD sub-areas, such as Grand Central Market, Broadway movie theatres, jewelry businesses, and significant cultural uses.
- Encourage retention, rehabilitation, and adaptive re-use of those buildings which will contribute to the CBD's functional, physical, and economic vitality.
- Create public open spaces which reinforce the individual identity of CBD sub-areas and which act as a catalyst to private development.
- Require new construction and additions to existing buildings to be designed with sensitivity to the scale, massing, and elevation detailing of adjacent historic and noteworthy buildings.
- In order to reinforce the street grid and primary pedestrian paths, require active street-level commercial uses within retail districts to comply with design guidelines.

Urban Design

- Enhance the quality and improve the safety of the pedestrian environment.
- Require commercial, entertainment, and cultural uses to be visible and readily accessible from the street.

Access and Circulation

- Provide an integrated transportation system which will allow for efficient movement of people and goods and will enhance the environment.



- Improve employee and visitor accessibility to Downtown, and resident accessibility to points outside of Downtown.
- Improve accessibility of land uses within Downtown and reduce traffic congestion within the commercial core.
- Balance efforts to facilitate the optimal flow of vehicular traffic with efforts to improve the quality of the sidewalk environment.

CBD-Wide Metro Rail Design and Development Objectives

As the SCRTRD, the CRA, and private property owners cooperatively move toward the realization of a land use-integrated transit system within CBD, the following objectives are recommended by the CRA as beneficial to all participants. These objectives are applicable to each Metro Rail station entrance (portal) and adjacent properties. Portal- or site-specific objectives unique to an individual station area will be identified in a later discussion of each station area and station portal.

Land Use and Development

- Intensify development within the vicinity of Metro Rail stations.
- Reserve most of the allowable density adjacent to Metro Rail stations for commercial uses with high-trip generation factors, in order to mitigate traffic congestion.
- Locate high-density housing projects beyond the immediate vicinity of stations to encourage the development of safe and lively retail-lined streets leading to Metro Rail stations and to maximize access opportunities for the largest number of CBD residents.
- Orient station portals to encourage development and expansion of adjacent retail commercial uses.

Urban Design

- Develop a distinct, highly visible, above-grade station identity for each of the CBD stations, reflecting each area's aesthetic and historic character, dominant functions, and user groups.
- When a portal is located within a building or area of historic or architectural significance, require portal designs to respond to the surrounding architectural scale and character.
- Discourage below-grade Metro Rail access directly integrated into a building, except where the building is immediately adjacent to the station. When a portal is directly integrated into a building, require that the portal also directly connect to a publicly accessible pedestrian space.
- When a portal is directly integrated into a building, encourage direct or reflected daylight penetration into the station mezzanine level.
- Dedicate one-half of one percent of the Metro Rail system's capital cost to the integration of public art into the system's area of jurisdiction (station platforms, portals, trains, etc.).

- Require joint development projects to dedicate one percent of the project construction costs for fine art and/or cultural programming on-site or in the immediate station area.
- Incorporate mechanical/ventilation requirements of the Metro Rail system into adjacent development rather than in the sidewalk, in order to eliminate pedestrian discomfort.

Access and Circulation

- Encourage pedestrian circulation either in the station mezzanine or along the sidewalk rather than in underground pedestrian tunnels. Where underground pedestrian tunnels are required to cross a street, minimize their length.
- Locate and orient station portals to minimize pedestrian conflicts in the immediate station vicinity. When transportation mode transfers are required, locate and orient station portals to minimize at-grade street crossings.
- To the extent possible, size all escalator channels to accommodate service for future patronage needs.

User Needs

- Locate each Metro Rail station near a major public open space and incorporate at least one station portal into that open space in order to accommodate high transit-generated pedestrian volumes.
- For each station, construct at least one "night" portal which shall be integrated into a commercial project with active 18-hour use components, such as hotels or multiple-shift offices.



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- Where possible, supplement the system requirement for the provision of one handicapped elevator per station. Consider the access and circulation needs of the elderly or handicapped in the design of transit-related seating and shelters.
- Apply "defensible space" design principles to portal orientation and architectural design to ensure patron safety during the day and night.
- Illuminate station portals and entrance areas for evening identification and security, especially outside of active commercial districts.
- Develop a coordinated system of Metro Rail-related directional signage, with special emphasis on multi-lingual and/or universal graphic symbols.
- Avoid reductions of effective existing sidewalk widths within Metro Rail station areas.

10 As illustrated by the free-form ceiling and granite profile railing of this Stockholm subway station, art works can be an integral part of the system's design and function.

11 Preservation of key Downtown landmarks, such as the Central Library shown here, encourages the sensitive blending of old and new.

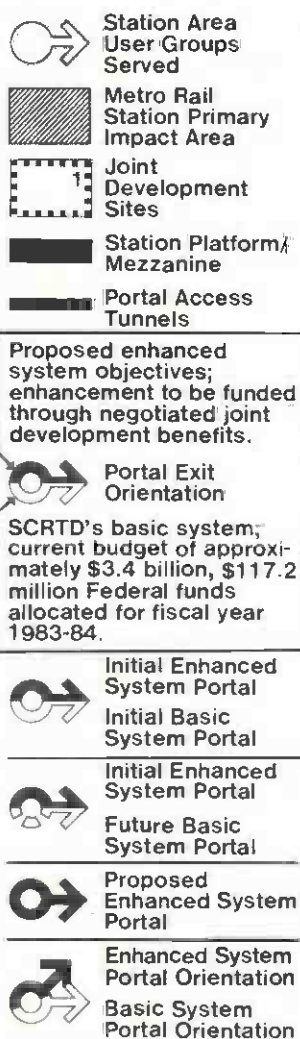
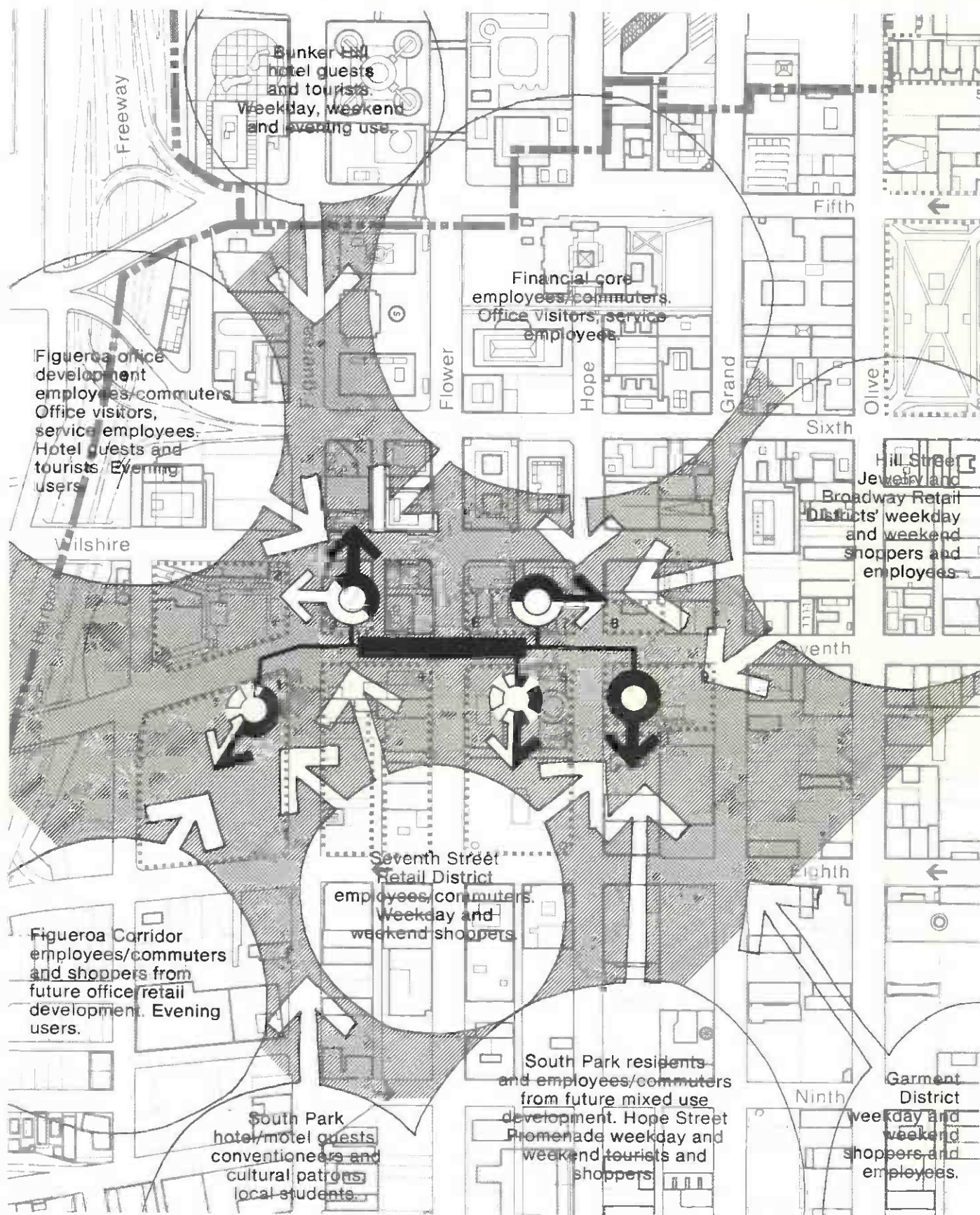
12 An example of the integration of transit into an immediately adjacent joint development, as typified by the International Square project in Washington, D.C.

13 As illustrated by the Bowling Green station in New York City, locating at least one portal within a public open space provides above-grade identity for the system.

14 A Manhattan street corner illustrates that encouraging active uses such as street vendors and providing street furniture for rest opportunities in the vicinity of each portal promotes station identity and street vitality.

Seventh Street Station

The CRA's goal for the seven linear blocks of Seventh Street is to establish a regional shopping district anchored by four major department stores, linked by an improved pedestrian environment, and served by the enhanced regional access provided by Metro Rail.



STATION IMPACT AREA

Station Area Context and Development Objectives

The Seventh Street station is anticipated to be the fourth most heavily patronized station in the Metro Rail system, with a year 2000 projected daily patronage of 32,250 persons. Serving the Westside destinations of the CBD, including the Financial Core, the Seventh Street Retail District, and South Park, the Seventh Street station and its accompanying joint development projects will reinforce this area's existing land uses and improve regional access to planned projects.

Existing and Proposed Land Use

Between the Harbor Freeway and Hill Street, Seventh Street is a mixed-use commercial district strongly influenced by approximately 750,000 square feet of regional retail floor area and over 1500 hotel rooms. Office space is the predominant use in the four blocks north of Seventh Street, creating the largest current concentration of CBD employees in the Financial Core. In the area south of Seventh Street, large development sites present opportunities for office expansion and the creation of a high-density residential community in South Park. By the 1990 operation date of Metro Rail, approximately 6 million square feet of new office development is expected to occur between Wilshire and Ninth Street. By the same date, at least four department stores (Robinson's, The Broadway, Bullock's, and



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the May Company) will be located within this station area, and development of up to approximately 1,300 new housing units is projected to occur along Hope Street and bordering the future Olympic Park at Ninth and Hope Streets.

Physical Characteristics

Visually, the Seventh Street Retail District is best described as a seven-block long corridor flanked by twelve-story buildings which create a continuous streetwall along the sidewalk. Within this corridor, there is both an atmosphere of congestion and an energized public space generated by a continuous ground floor retail use. Seventh Street is distinguished by many buildings of architectural and historic significance. Of special note are the Barker Brothers Building, Fine Arts (Global Marine) Building, Roosevelt Building, Los Angeles Athletic Club, the former Warner Theatre, Christian Science Reading Room and Garden, and the former Bullock's Department Store. Although the buildings vary in use and design, they share a continuity of scale, attention to facade detail, and articulation of ground level entrances and display windows.

User Groups

The peak-hour, weekday commuter is anticipated to be this station's primary user group, generated from the Financial Core, Figueroa Street, and South Park office buildings. Weekday and weekend shoppers, tourists, and business travellers are expected to comprise the second largest user group, desiring



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direct access to Seventh Street's anchor retailers. Several other user groups will also benefit from this station's location, including residents of South Park, out-of-town tourists from the area's hotels and the Convention Center, Garment District employees and shoppers, and students from local educational institutions.

Development Objectives

The CRA's goal for the seven linear blocks of Seventh Street is to establish a regional shopping district anchored by four major department stores, linked by an improved pedestrian environment, and served by the enhanced regional access provided by Metro Rail. The two existing department stores — Robinson's and The Broadway — will be reinforced by the addition of Bullock's and the May Company to the three level shopping complex of the planned Citicorp Plaza. Additional office development and partial or full building re-use opportunities occur in the Barker Brothers and Brooks Brothers blocks, as well as in many of the existing buildings fronting Seventh Street, including Robinson's, the Hilton Hotel, and the former Bullock's Department Store.

Reinforcement and expansion of the retail function east of Grand Avenue may be stimulated by provision of improved parking and identification of sites or re-use opportunities for additional new department stores.

Specific joint development project opportunities within the Seventh Street station area include: 1) Citicorp Plaza; 2) the Hilton Hotel; 3) the Home Savings site; 4) the Barker Brothers' block; 5) the Broadway



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15 Aerial view of the Seventh Street station area. The Retail District runs perpendicular to the Harbor Freeway, surrounded by the office buildings of the new and historic Financial Core.

16 Seventh Street between Hill Street and the Harbor Freeway is a 7-block long corridor containing an existing concentration of approximately 750,000 sq. ft. of regional retail space. An additional 350,000 sq. ft. is currently under construction.

17 Looking northward from the Seventh Street station area along the Figueroa Office Corridor. The Arco Towers and the Bonaventure Hotel are in the background.

18 The 200-unit Skyline condominium project at Ninth and Hope Streets, is within a 5-minute walk of the station. Within the next decade, construction of 4,000 housing units within the South Park residential community is anticipated.



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Plaza; 6) the Roosevelt and 7) Central Bank Buildings; 8) the Parson's Building; and 9) Robinson's Department Store.

Proposed Station Area Portals

Located under Seventh Street between Figueroa and Hope Streets, this station will be served by entrances and mezzanines at each end providing access to a center platform. At the Seventh and Figueroa Streets' intersection, an entry is planned by the SCRTD on the present Home Savings site to serve the pedestrians generated by the Financial Core. The CRA has recommended that the Citicorp Plaza portal be included in the initial phase of construction, in order to provide the necessary number of portals to serve the year 2000 projected daily patronage of 32,250 at this station.

Portal connections to serve Citicorp Plaza and eventually the Barker Brothers' Building and Hilton Hotel could be attained either via a system of future access tunnels from the currently proposed station mezzanine, located east of Figueroa Street beneath Seventh Street, or alternatively, directly from a relocated mezzanine situated beneath the Figueroa and Seventh Streets' intersection. In either case, connection to the portals themselves or to the access tunnels leading to the portals could be accommodated by knock-out panels.

At the eastern end of the station, an entry at the Seventh and Hope Streets' intersection is proposed to be located within the ground floor of the Central Bank Building, oriented to serve the Seventh Street Retail District. Construction of three other portals, one utilizing a corner of the ground floor of Robinson's Department Store, one integrated into the Parson's Building, and a third at the garden level of the Broadway Plaza, will be accommodated by knock-out panels. The CRA has proposed inclusion of the Robinson's portal as part of the initial system construction.



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Portal-Specific Land Use and Design Objectives

The following section presents the CRA's proposed land use and design objectives for each "initial" portal at the Seventh Street station. These site-specific objectives represent a refinement of the overall CBD-wide and Seventh Street station area development policies and their application to each unique site circumstance. During the course of the Station Area Master Plan preparation, these objectives will be further refined and defined as a result of additional SCRTD and CRA staff analysis and property owner and developer input and feedback.

"Initial" portal refers to those portals which have been identified by the SCRTD in its adopted Fixed Facilities Plans as being constructed concurrent with station construction (i.e., basic system portals), or to portals which have been recommended by the CRA to be constructed as part of the initial system (i.e., enhanced system portals). Because the SCRTD is constrained by a finite budget, funding for construction of enhanced system portals is assumed to come from sources other than currently budgeted system funds, such as those obtained through negotiated joint development benefits. "Future" portals are those entrances which can be constructed at any time following completion of the initial system; addition of new portals at a later date can be accommodated by the use of knock-out panels during initial system construction.

Home Savings Portal

The Home Savings portal, which is proposed to be constructed by the SCRTD as part of the initial Metro Rail system, is to be located on the site currently owned and occupied by a Home Savings of America branch at the northeast corner of Seventh and Figueroa Streets. As shown on the SCRTD's Fixed Facilities Plans, this portal is oriented toward the west, parallel to Seventh Street, midway between Figueroa and Lebanon Streets.

Development Program: This property should be developed so that the station portal and surrounding street-level public plaza will be integrated into a new office building replacing the existing savings and loan branch. Retail/restaurant uses are expected to be developed at the building's ground floor.

Redevelopment of the Home Savings site will have to accommodate the construction activities associated with the Seventh Street Metro Rail Station.

19 Shoppers in front of the Broadway Plaza at Seventh Street. Weekday and weekend shoppers are expected to be a significant portion of this station's patronage.

20 The interior of the Broadway Plaza. A possible future portal could connect directly from the station mezzanine into the publicly accessible lower retail and hotel lobby level.

21 The primary user group anticipated at the Seventh Street station will be Financial Core office workers, such as those pictured here in front of the Arco Towers.

22 Looking north toward the Central Bank Building along the proposed Hope Street Promenade. The Promenade will serve as the primary pedestrian link between Metro Rail and South Park's housing, specialty retail, and recreation uses.

23 The Fine Arts Building, adjacent to the planned Home Savings portal, is among the area's several historic structures. New construction should be sensitive to the scale and massing of nearby historic buildings.



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The CRA's portal-specific land use and design objectives are:

- Design the new office building to be sensitive to the scale, massing, and elevation detailing of adjacent historic structures (including the Fine Arts Building, Barker Brothers' Building, and Fire Station No. 28). Efforts should be made to retain adequate light, air, and views to and from these historic properties.
- Construct a street-level public plaza at the Figueroa and Seventh Streets' corner, with portal access into this plaza.
- Design the public plaza to permit a diagonal "shortcut" for pedestrians walking between Figueroa and Seventh Streets.
- Include retail/restaurant uses at the building's ground floor to reinforce pedestrian movements along the perimeter streets, to activate the public plaza, and to relate to planned pedestrian improvements along Lebanon Street.
- Operate this portal as the "night" portal for the Seventh Street station, taking advantage of its proximity to a 24-hour hotel use.
- Provide surface transit (bus and mini-bus) seating along Seventh Street to allow for convenient and comfortable bus/rail transfers.
- Design building massing, lighting, signage, and commissioned public art in conjunction with the Citicorp Plaza portal diagonally across Seventh Street to denote a visual and symbolic gateway to the Seventh Street Retail District.
- Restrict vehicular access and on-site parking to the minimum requirements, due to existing traffic congestion at Seventh and Figueroa Streets and the Home Savings site's constrained dimensions.
- If the Hilton Hotel site is not directly accessible to a relocated station mezzanine beneath the Figueroa and Seventh Streets' intersection, provide a knock-out panel for a possible future access tunnel under Figueroa Street connecting to the Hilton Hotel site.

Citicorp Plaza Portal

The SCRFD Fixed Facilities Plans designate construction of a future portal within the Figueroa and Seventh Streets' corner of Citicorp Plaza's major public plaza. The SCRFD's Facilities Plans show provision of a knock-out panel from the station mezzanine into a future access tunnel running beneath the Barker Brothers' Building and Figueroa Street and connecting to the Citicorp portal. Alternatively, the Citicorp portal could directly connect to a relocated station mezzanine beneath the intersection of Figueroa and Seventh Streets.

Development Program: Citicorp Plaza is a proposed 3.3 million square foot office and retail development to be constructed on a 7.8-acre site at the southwestern corner of Seventh and Figueroa Streets. Phase I



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construction of a 42-story, 900,000 square foot office tower and 350,000 square feet of retail space has commenced; completion of Phase I is scheduled during 1985. The project's total development program comprises 3 office towers, 2 department stores and ancillary shops, a 3000-car parking garage, and 2.6 acres of public open space.

The CRA's development objective is that the Citicorp Plaza portal be included as part of initial system construction. This recommendation is proposed in order to accommodate the transit patronage expected to be generated at the western end of the Seventh Street by existing and proposed office developments along the Figueroa Street corridor. An initial entrance is also preferable at this location in recognition of the magnitude and regional prominence of the retail component of the Citicorp Plaza project.

The CRA's portal-specific land use and design objectives are:

- Design the portal to give direct access to the Citicorp Plaza's lower level retail mall as well as to the street-level public plaza.
- If the Hilton Hotel site is not directly accessible to a relocated station mezzanine beneath the Figueroa and Seventh Streets' intersection, provide a knock-out panel for a future tunnel under Seventh Street to the Hilton site.
- Operate this portal as an alternative "night" portal for the Seventh Street station, taking advantage of the mixed use nature of Citicorp Plaza and its proximity to a 24-hour hotel use.
- Locate some retail sales and service establishments at street level adjacent to the portal, and operate these establishments under extended daytime and weekend hours.
- Design building massing, lighting, signage, and commissioned public art in conjunction with the Home Savings portal to denote a visual and symbolic gateway to the Seventh Street Retail District.
- Ensure that the proposed public plaza shall become a significant addition to open space on Seventh Street, by providing landscaping, water works, and ample, tree-shaded seating with views toward Figueroa and Seventh Streets.
- Design the public plaza to accommodate temporary placement of exhibitions, vendors, and banners announcing civic events.
- Use the public plaza as the principal opportunity on Seventh Street to provide user services such as public information, Downtown directories, telephones, and other amenities.
- If a mid-block pedestrian crossing of Figueroa Street south of Seventh Street to the Barker Brothers' block is needed in the future, provide this crossing either as a bridge in conjunction with any future elevated transit system or as a tunnel connecting the subterranean retail plaza levels of both developments.



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24 An aerial view of the Home Savings site at the northeast corner of Seventh and Figueroa Streets. An initial portal oriented to serve Financial Core office workers is planned for this site.

















25 Aerial photo of the Citicorp Plaza site. An initial portal is recommended for the site's northeastern corner, across Seventh Street from the Barker Brothers' Building.

26 The Citicorp Plaza, currently under construction. This major development, with its 350,000 sq ft of regional retail space, will serve as the westerly anchor of the Seventh Street Retail District.

27 The proposed Lebanon Street pedestrian alley, between Seventh Street and Wilshire Boulevard. Its location adjacent to a Metro Rail portal will help activate this planned pedestrian pathway. (Rendering courtesy of Levin Associates Architects.)

28 Tourists attracted by the area's retail uses, hotels, and the nearby Convention Center are expected to be a significant user group of the Seventh Street station.

Building Condition at Street Level

-  Inert Edge (existing banks/blank walls)
-  Active Edge (retail show windows, restaurants, etc.)
-  Proposed Active Edge
-  Freestanding Commercial (kiosks and vendors)
-  Public Pedestrian Space (18-24 hour access)
-  Semi-public Pedestrian Space
-  Historic Building
-  Proposed New Project
-  Enhanced System Portal Entrance/Exit
-  Basic System Future Portal (knock-out panel)
-  Proposed Major Public Space
-  Building / Portal Access
-  "Night Portal" — Extended Day Public Access With Integrated Active Commercial Uses
-  Primary Public Metro Rail/CBD Information Center
-  Major Metro Rail/Other Transit Transfer Point
-  Handicapped Access Elevator

STATION AREA LAND USE AND DESIGN OBJECTIVES

Central Bank Portal

An initial portal is proposed by the SCRTD to be located within the base of the existing Central Bank Building at the northwest corner of Seventh and Hope Streets. The portal will be situated parallel to Seventh Street in an eastern orientation. This orientation will serve an anticipated heavy patronage of CBD office workers from the Financial Core.

Construction of the portal may require a below-grade connection from the station mezzanine through the basement of the adjacent Roosevelt Building into the Central Bank Building. The basement of the Roosevelt Building is currently occupied by parking; retail uses occupy the ground floor. The basement of the Central Bank Building is occupied by retail and restaurant uses; along the Seventh Street sidewalk the building is open to the retail uses below. The building's ground floor is raised a half-level above the Seventh Street sidewalk.

Development Program: No redevelopment is currently proposed of this site. Any potential redevelopment of the Central Bank site must take into account the very small site area and the historic architectural significance of the adjacent Roosevelt building.

The CRA's objective at this eastern station end is to incorporate an additional initial portal into the existing Robinson's Department Store. Access to this additional portal will be via a below-grade pedestrian passageway from the Central Bank portal. Accordingly, the Central Bank portal and its connection to the station mezzanine must be designed so as to maintain the option of other entries at this end of Seventh Street.

The CRA's portal-specific land use and design objectives are:

- Orient the portal toward Hope Street in order to accommodate patronage by workers from the CBD Financial Core and shoppers from Hill Street and Broadway.
- Design the portal and connecting passageway to the station mezzanine to enable extension of a below-grade pedestrian passageway to Robinson's Department Store and possibly the Parson's Building.



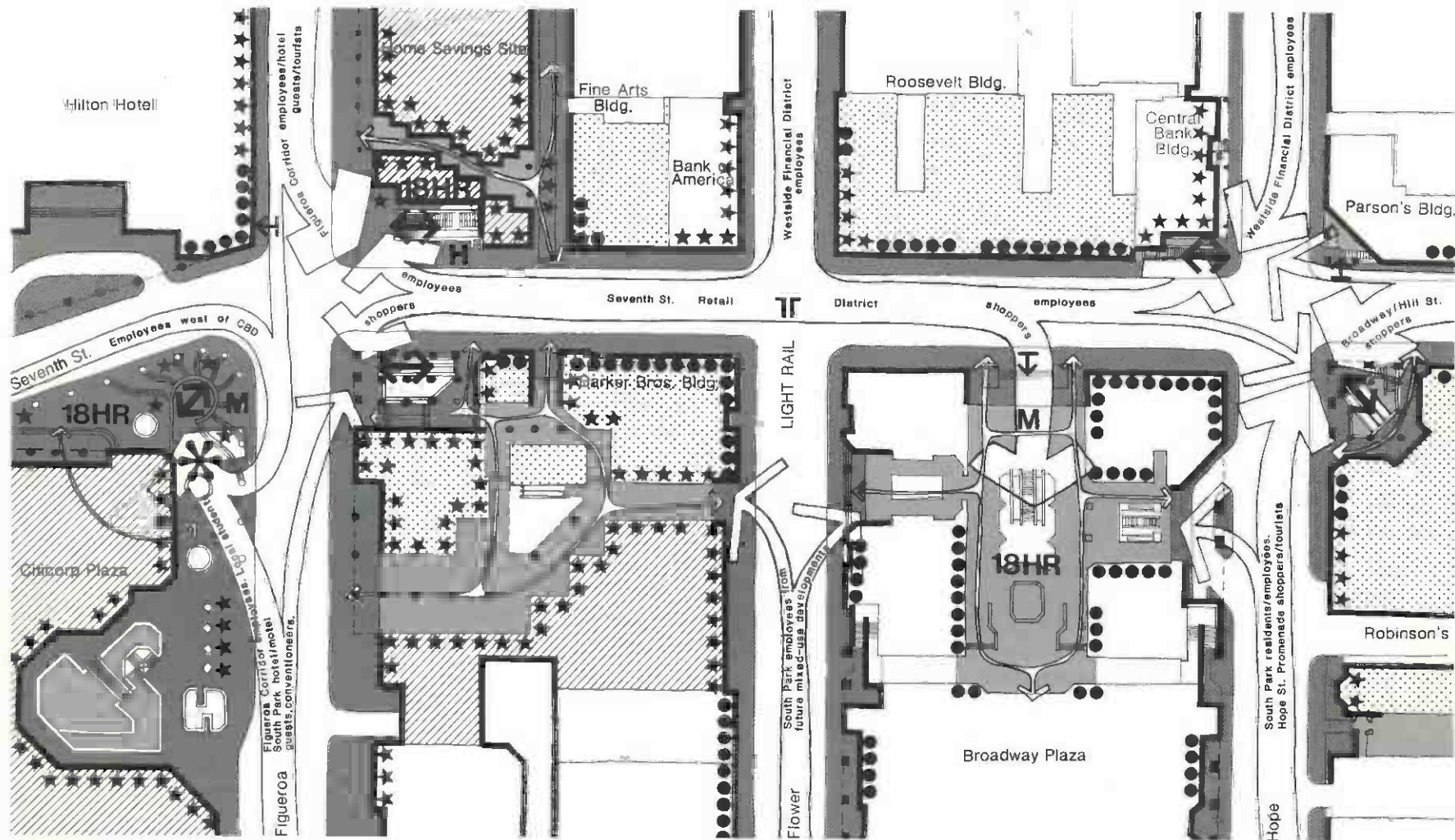
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- Design the portal so as not to encroach upon the existing width of the Seventh Street sidewalk.

Robinson's Department Store Portal

The CRA has recommended the construction of a station entrance, concurrent with initial system construction, integrated into the existing Robinson's Department Store. This initial portal would be connected to the Seventh Street station mezzanine by means of a pedestrian passageway beneath Hope Street.

The Robinson's portal is considered a necessary initial portal in order to provide a second entrance at the eastern end of the Seventh Street station. An initial portal at this location would intensify retail activity along Seventh Street east of Hope Street. The portal orientation and design could allow direct entry from either the street or the subway into Robinson's ground floor; entry from the transit system directly into a basement-level retail area could also occur. The presence of an initial portal at this location would greatly reinforce Robinson's role



as an important anchor of the Seventh Street Retail District, as well as provide access to Metro Rail from several development and rehabilitation/re-use opportunities located along Seventh Street east of Robinson's.

Development Program: This portal would serve the South Park community, and would enhance the role of the proposed Hope Street Promenade as the pedestrian pathway to and from South Park, by directly linking the Promenade to the regional transit access provided by Metro Rail. Provision of this initial portal would also promote a more intensive commercial usage of the Robinson's building while also intensifying the retail function of the lower floors.

The CRA's portal-specific land use and design objectives are:

- Design the portal to establish its visibility to users from South Park and Seventh Street.
- Design the portal to link the Seventh Street Retail District with the proposed Hope Street Promenade.
- If the design of the portal permits direct access into basement retailing levels, ensure an 18-hour public access to Seventh Street.
- Retain the architectural integrity of the Robinson's facade.
- Preserve the Christian Science Reading Room and Garden on Hope Street; investigate the potential for adjacent retail or cultural/entertainment uses.



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A Barker Brothers' portal could connect to the initial system either by means of an access tunnel serving the Citicorp Plaza portal or directly from a relocated station mezzanine situated beneath the Seventh and Figueroa Streets intersection. Provision of this portal would promote conversion of the building's basement to retail uses. Access to this basement retail level would be directly from the station mezzanine as well as from the Barker Brothers' Building itself.



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29 The Central Bank Building at Seventh and Hope Streets. An initial portal will be located in the building's basement. This portal is oriented to serve Broadway and Hill Street shoppers and Financial Core office workers.

30 An initial portal is recommended to be integrated into Robinson's Department Store. Provision of a portal at this location would reinforce Robinson's role as an anchor of the Seventh Street Retail District.

31 Detail of Robinson's Department Store. Access to a portal integrated into this corner of the building could occur either from the street or directly from Robinson's ground floor or basement retail levels.

Future Portals

In addition to the four portals recommended for initial system construction, an additional four portals could potentially be added to the system in future construction phases. These future portals are: Hilton Hotel portal, Barker Brothers' portal, Broadway Plaza portal, and Parson's Building portal.

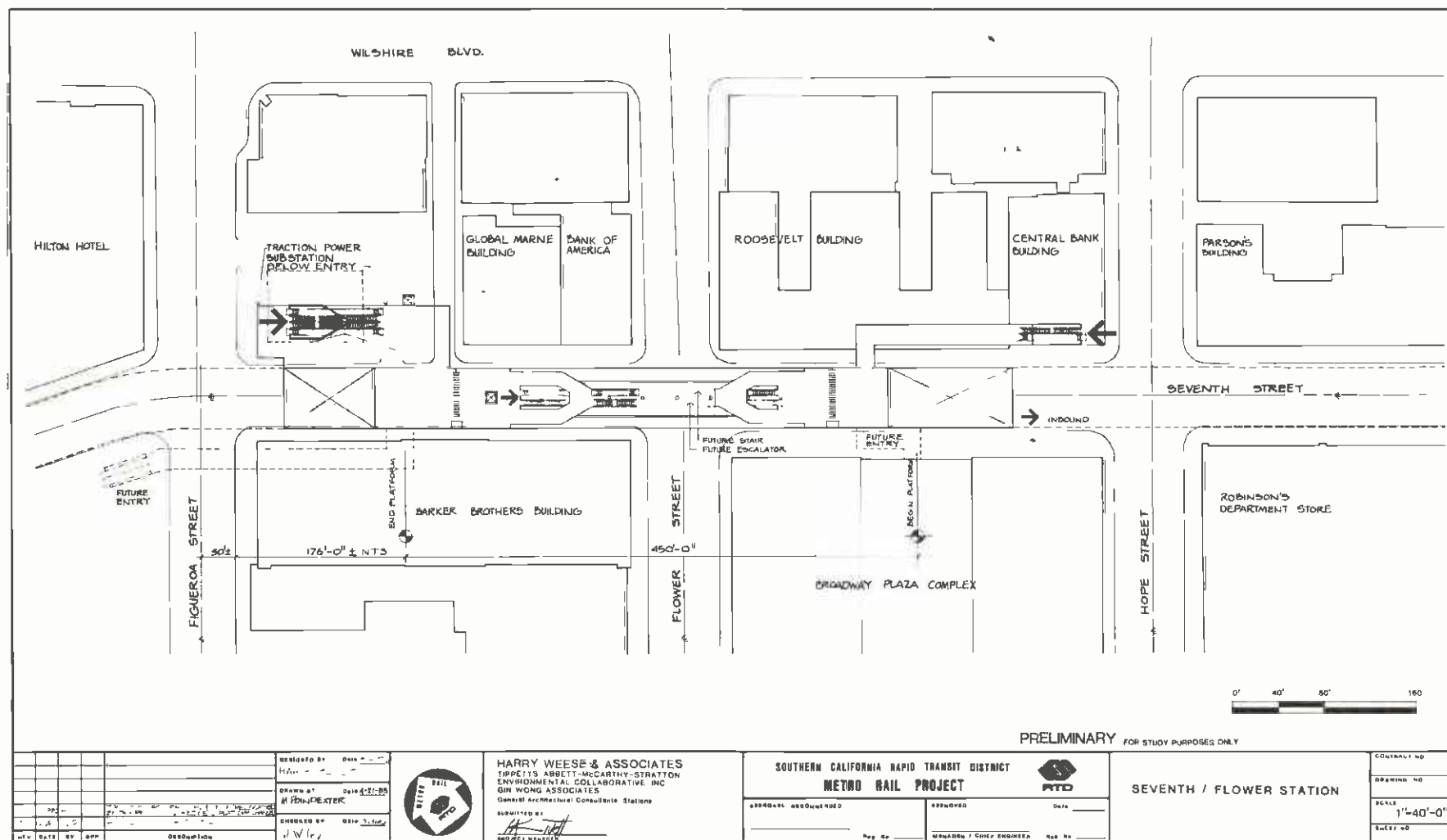
A Hilton Hotel portal could be connected to the initial system either directly from a relocated station mezzanine or Metro Rail via a knock-out panel from either the Home Savings or Citicorp Plaza portals. The Hilton portal would provide additional access to Metro Rail by Figueroa Corridor office workers as well as hotel and convention visitors.

A third future entrance to the Seventh Street station would be the Broadway Plaza portal, which is so designated on the SCRTD's Fixed Facilities Plans. This portal could connect the lower retail and hotel level of the Broadway Plaza directly to the mezzanine at the eastern end of the Seventh Street station.

A potential future portal could also be located at the Parson's Building, at the northeastern corner of the Seventh and Flower Streets' intersection. Connection to this portal would be via a passageway from the access tunnel proposed to serve Robinson's Department Store, leading directly to the Parson's Building's basement restaurant uses.

The drawing below reproduces the SCRTD's Fixed Facilities Plan for the Seventh Street station, denoting the basic system portals. The graphic on the opposite page includes the additional portals of the enhanced system.

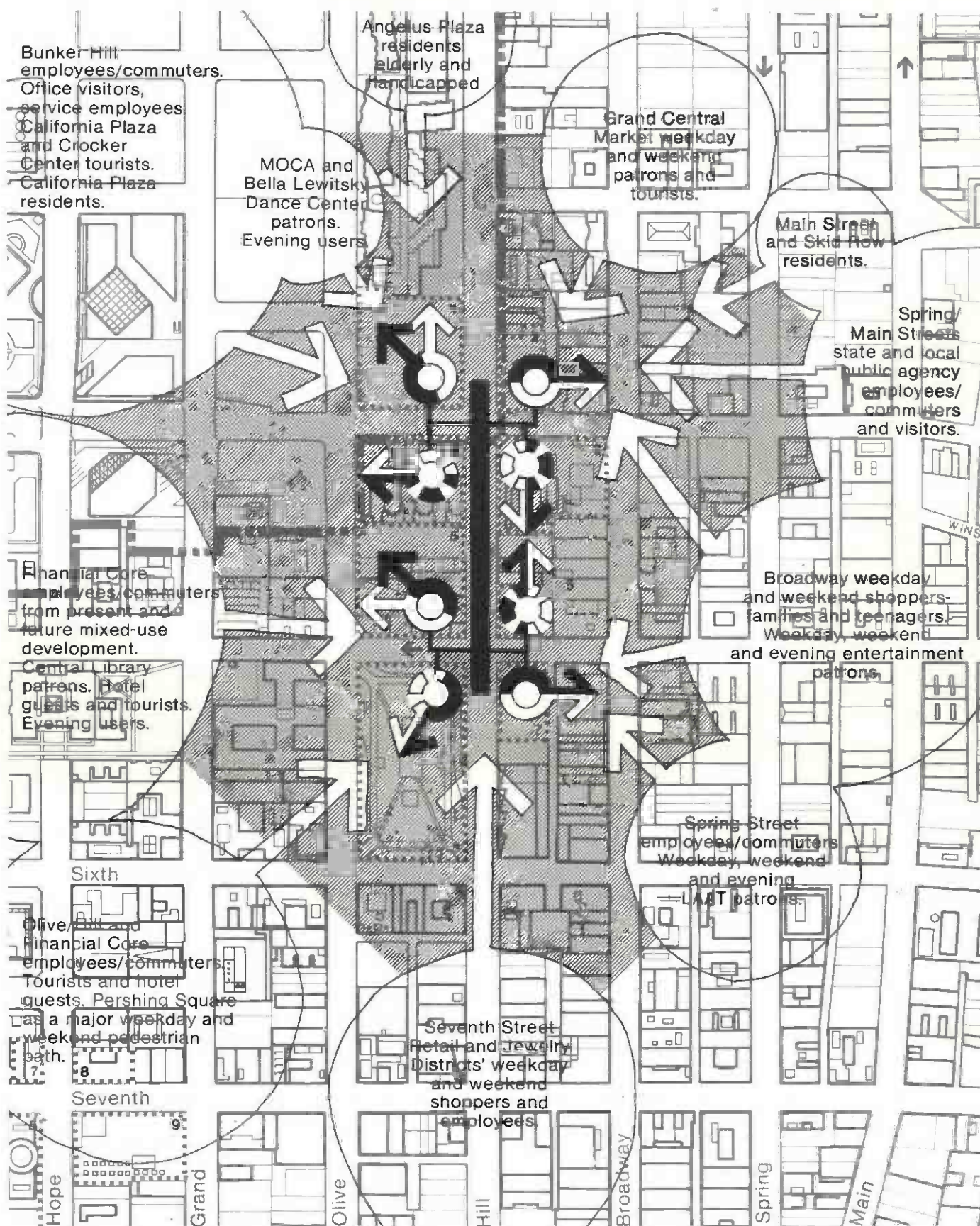
SCRTD's FIXED FACILITIES PLAN



Hill Street Station

The historic and new downtowns merge at the Hill Street Station.

The CRA seeks to create a transitional district which reflects: the rich environmental qualities of integrating old and new buildings; the exciting proximity of diverse commercial, cultural, and entertainment facilities; the merchandising array created by several levels of purchasing powers; and the human interest of a wide-range of age groups and ethnic backgrounds.



Station Area User Groups Served
 Metro Rail Station Primary Impact Area
 Joint Development Sites
 Station Platform/Mezzanine
 Portal Access Tunnels
Proposed enhanced system objectives; enhancement to be funded through negotiated joint development benefits.
 Portal Exit Orientation
SCRTD's basic system; current budget of approximately \$3.4 billion, \$117.2 million Federal funds allocated for fiscal year 1983-84.

Initial Enhanced System Portal
 Initial Basic System Portal
 Initial Enhanced System Portal
 Future Basic System Portal
 Proposed Enhanced System Portal
 Enhanced System Portal Orientation
 Basic System Portal Orientation

STATION IMPACT AREA

Station Area Context and Development Objectives

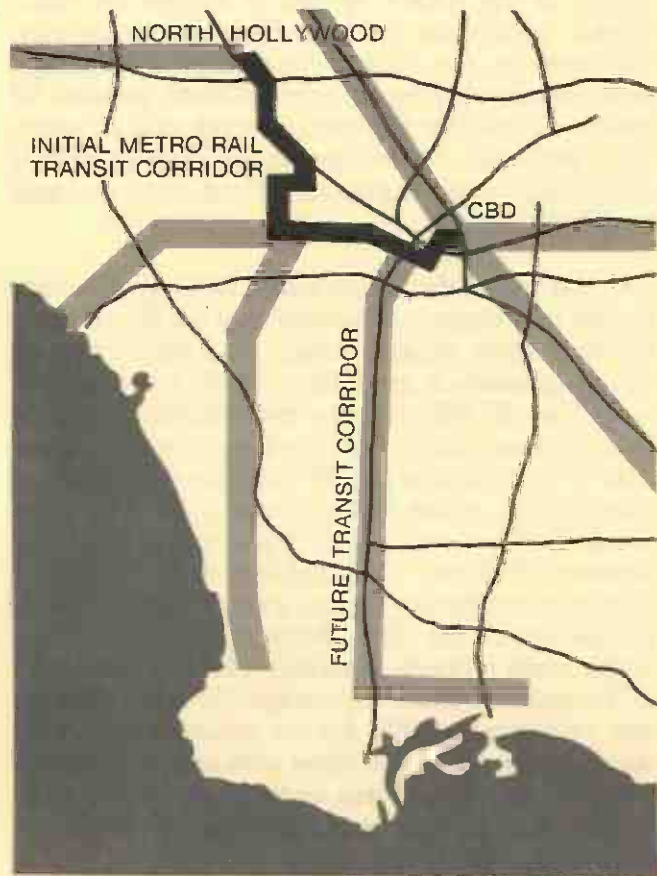
The centrally located Hill Street station will be the most heavily patronized station within the CBD and the entire Metro Rail system, with a year 2000 projected daily usage of 44,360 persons. The station and expected adjacent joint development will be located at the junction of five distinct CBD activity areas: Bunker Hill to the north, the Financial Core to the west, the jewelry district to the south, and the Broadway retail/theatre and Spring Street mixed use districts to the east. The station area will offer the greatest variety of destinations, including office,

retail, cultural, entertainment, and residential uses, and integrate the greatest variety of user groups. The station's influence on local pedestrian, auto, and transit circulation, its interface with new joint development and re-use projects, and its sensitivity to the special needs of the area's diverse user group populations will be critical to the successful revitalization of the surrounding area.

Existing and Proposed Land Use

By 1990, office, retail, cultural, hotel, and residential uses will have been significantly intensified around both ends of the station. The Fourth Street portals will become the principal Metro Rail gateway to Bunker Hill. The gateway identity of this northern station end will be reinforced by the location of an initial station portal within the planned \$1.2 billion,

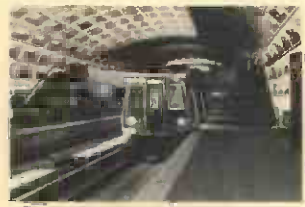
Metro Rail Overview



what different, but, typically, stations will be constructed beneath the street and sidewalk right-of-way. Station dimensions will be approximately 650 feet long, by 60 feet wide, built to an average depth of 55 feet below street level.

Construction

Construction of the system is scheduled to commence in 1984, following the Summer Olympic games, with operation planned by 1990. Construction is planned in 4 phases, beginning at Union Station and moving to the initial terminus at North Hollywood. The Metro Rail stations and some limited portions of the line will be built by "cut-and-cover" construction. This construction technique involves opening the ground surface to an adequate depth to set piles to support excavation. After the surface opening is covered with temporary decking — to allow pedestrian and traffic movement to continue — the excavation proceeds to the necessary depth. Once the station and track structures are completed, backfilling opera-



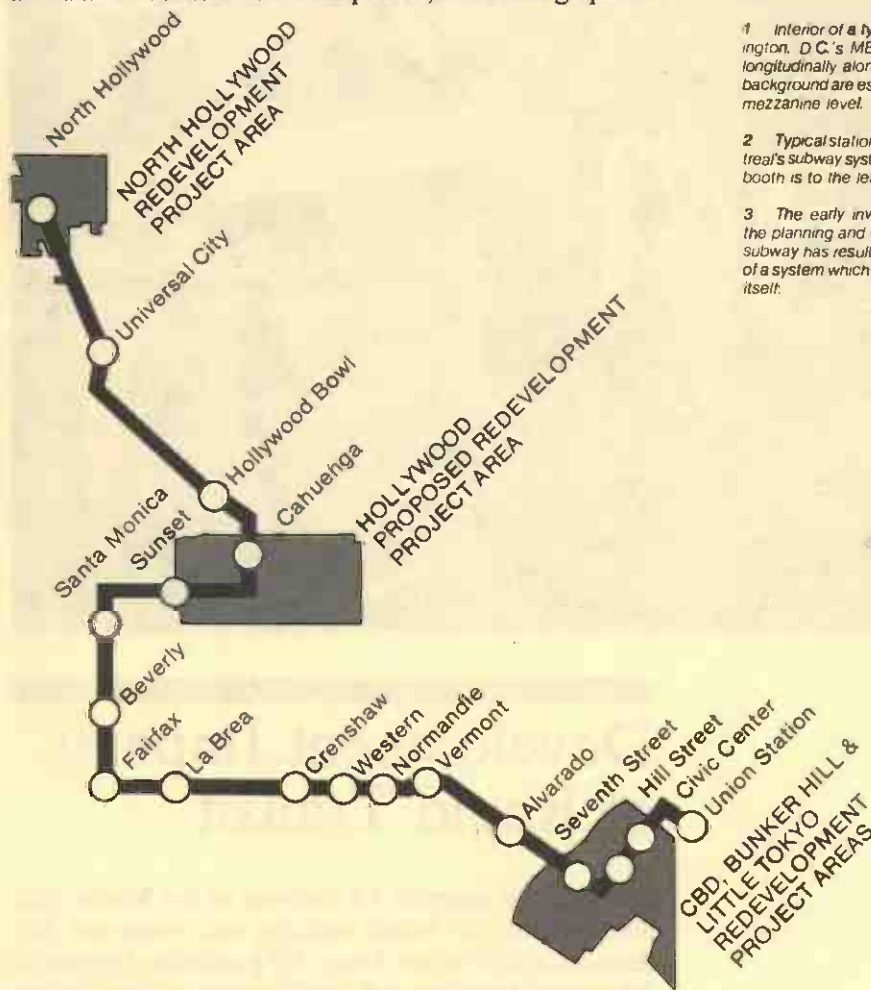
1 Interior of a typical station of Washington, D.C.'s METRO system, looking longitudinally along the platform. In the background are escalators leading to the mezzanine level.
 2 Typical station mezzanine from Montreal's subway system. The fare collection booth is to the left of the photograph.
 3 The early involvement of artists in the planning and design of Stockholm's subway has resulted in the construction of a system which is a tourist attraction in itself.

Metro Rail Starter Line

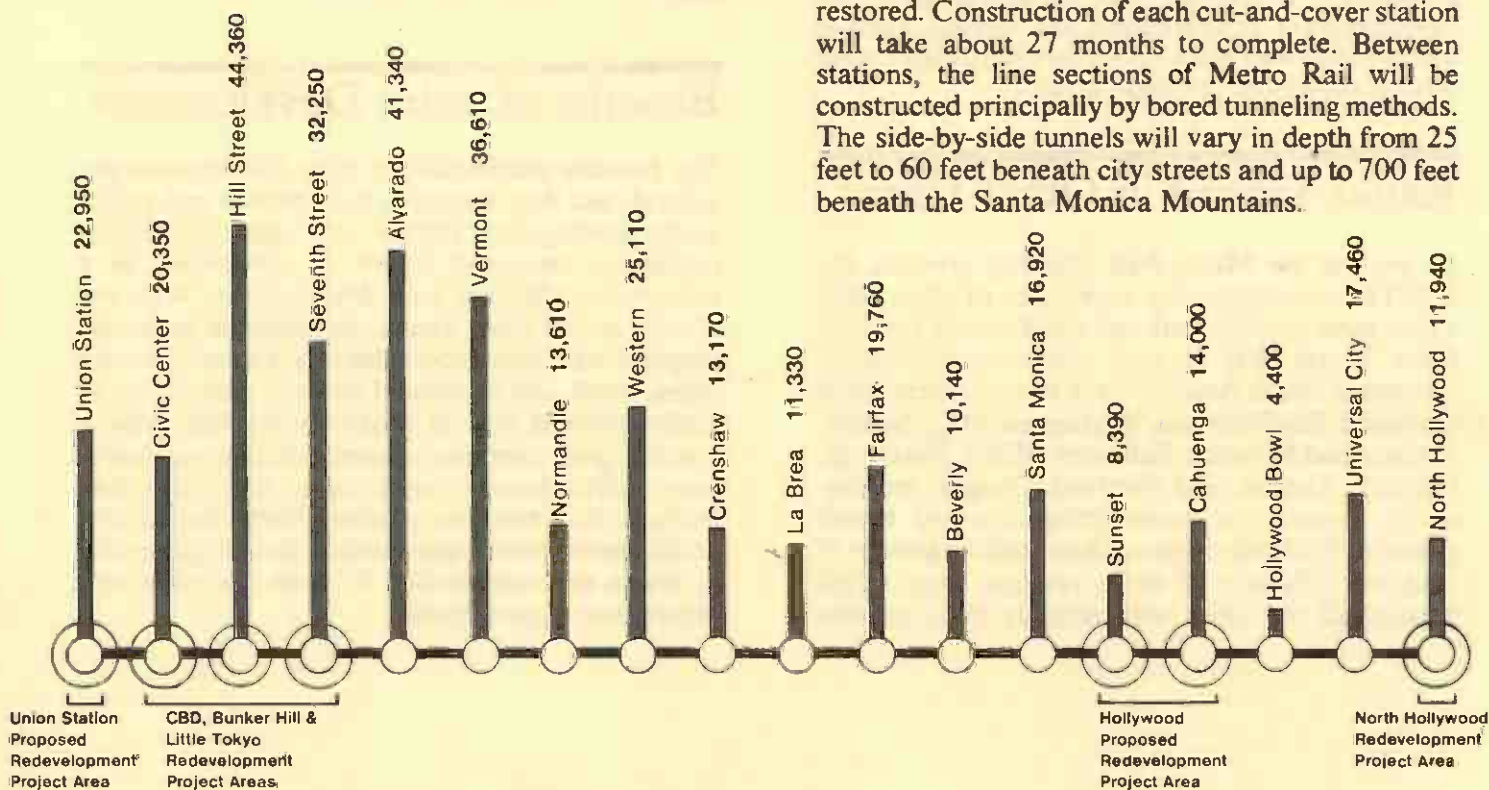
The Metro Rail Project is the initial segment of an extended 150-mile rail transit system planned to serve Los Angeles County. Metro Rail is approximately 18 miles in length, linking Downtown Los Angeles and the San Fernando Valley via the Wilshire Corridor, the Fairfax District, and Hollywood. Metro Rail is to be constructed and operated by the Southern California Rapid Transit District (SCRTD).

System Description

Metro Rail is a two-track, steel-wheel rail transit system. It will operate in tunnels beneath the ground surface. Eighteen stations are proposed along the route at key commercial and residential centers. Complementing the Metro Rail system will be a bus network offering convenient connections to the rest of the region. Metro Rail's year 2000 typical weekday patronage is expected to be approximately 360,000 daily passengers. Each station design will be some-



tions take place, after which the street surface is restored. Construction of each cut-and-cover station will take about 27 months to complete. Between stations, the line sections of Metro Rail will be constructed principally by bored tunneling methods. The side-by-side tunnels will vary in depth from 25 feet to 60 feet beneath city streets and up to 700 feet beneath the Santa Monica Mountains.



SCRTD'S DAILY PATRONAGE PROJECTIONS BY STATION (for the year 2000)
 January 1984

Funding

The SCRTD has recently completed the Preliminary Engineering phase of the Metro Rail Project. Federal, State, and local funds have been allocated to complete the final engineering phases, which will carry project design to about 85% completion for the Downtown portion and to about 50% completion for the remainder of the line by mid-1984.

Funding for the Metro Rail construction budget of approximately \$3.4 billion is in process. President Reagan has signed legislation allocating \$117.2 million for system construction for the current fiscal year, which began in October, 1983. The SCRTD is currently awaiting a final funding decision by the Federal Urban Mass Transit Administration.

The bulk of the local funding share for system construction will be provided by the State of California under the ongoing State Transportation Improvement Program, and by Los Angeles County from an earmarked portion of the local sales tax. Furthermore, the SCRTD, in order to demonstrate to the Federal and State governments that the Project has strong local support, has set a goal for contribution of funds by the private sector over the life of the project equal to 5% of the system's total capital cost.



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Development Impacts of Rapid Transit

Seven of the planned 18 stations of the Metro Rail Starter Line are within existing and proposed Redevelopment Project Areas. Of particular interest is the degree to which rail rapid transit influences the economic development, land use, and urban design environment of those station areas, and the extent to which Metro Rail will help achieve the development pattern envisioned for these areas.

Rapid Transit in Other Cities

As part of the Metro Rail planning process, the SCRTD investigated the experience of other cities which have recently built rail rapid transit systems. Since World War II, new regional rapid transit systems in North America have been constructed in Cleveland, San Francisco, Washington, D.C., Atlanta, Toronto, and Montreal. Baltimore, Miami, Pittsburgh, Houston, Detroit, and Portland, Oregon, are currently planning or constructing new rail transit systems. While the degree, focus, and magnitude of land use influence of these systems have varied greatly, all the cities with recently built systems

experienced substantial development activity facilitated in part by the rapid transit construction. For instance, starting approximately from the time of the opening of its BART system in 1971, the City of San Francisco doubled its downtown office space from approximately 25 million square feet to a current inventory of approximately 50 million square feet. This enormous growth was fueled in large part by the ability of the BART system to deliver the office worker population from the East Bay to the city. Furthermore, the city is in the process of adopting a new downtown plan to accommodate another 30 million square feet of growth over the next 20 years. This projected 30 million square foot growth is conditional upon expansion of the region's rapid transit system.

An analysis of the Washington, D.C. system conducted by Congress concluded that the Washington Metro directly induced nearly \$2.5 billion in land value appreciation and influenced the location decision of over \$5 billion in new real estate development in areas immediately surrounding subway stations. Likewise, in Toronto, a \$67 million investment in construction of the initial segment of the Yonge Street Subway, a 4½ mile rapid transit line built between 1949 and 1954, resulted in \$10 billion of development during the ten-year period following completion of the line. During the period 1952 - 1962, while property assessment for the entire City of Toronto increased an average 25%, the increase was calculated at 58% for tax assessment districts contiguous to the Yonge Street subway line. Although some of this increase was undoubtedly due to other factors, the subway was certainly an important contributing force.

Other examples are numerous, with the degree of beneficial impact on real estate value as a result of the public transportation investment varying according to each case. However, the essential conclusion reached from other cities' experiences is that in cases where the transit agency and/or municipal jurisdiction actively promoted the "joint development" of private property located adjacent to rapid transit stations, the benefits to both the public agency and the private property owner/developer were significant.

Joint Development

Joint development can be defined as the development of private real estate projects in close relation to public transit stations. Because of this proximity, joint development projects can benefit from the market and locational advantages provided by transit. These projects can be linked to the transit system by a variety of means, including: direct connections to stations; connections via pedestrian accessways on, above, or below the street surface; or connections through retail malls or arcades. Joint development projects often make use of air, surface, or subterranean development rights on a publicly controlled station site.

Benefits of Joint Development

The benefits attributable to joint development are several, and they accrue to both private and public sector participants. Private real estate developers realize an *increased return on investment* as a primary benefit from joint development. With improved access from transit, an owner of improved property can command relatively higher rents for office, retail, and residential space in comparison to similar projects without transit connections. Also, a well-designed joint development will channel pedestrian traffic through retail areas, thus increasing customer flow and sales volumes. Furthermore, joint development creates opportunities for *cost efficiencies* in design and construction for both the public and private sector participants.

4 The interior atrium of The Gallery at Market East in Philadelphia. This joint development project includes 1.2 million sq. ft. of regional retail space directly served by a subway station.

5 An example of retail uses directly integrated into the platform level of the subway system, in this case illustrated by a station in Montreal's system.

Other benefits from joint development include *economic development*, defined as the growth in investment and the commitment of private venture capital in an area. The substantial public transportation investment enhances the climate for related private investment, creates employment opportunities, and retains and attracts business. Joint development also facilitates an *efficient pattern of urban development* by directing high density uses to transit station areas, where regional transportation access is greatest. The integration of land use and transit functions also results in increased efficiency of pedestrian traffic and reduced vehicular congestion and parking demand.

Joint development can benefit the transit system by *increasing transit ridership*. Experience from other cities has shown that locating highly integrated development projects at transit stations is especially effective in attracting customers and employees to arrive by transit.

Finally, joint development projects represent opportunities for the transit agency to *recapture expenditures* made for construction and operation of the transit system itself. Methods to recapture costs can include: the sale or leasing of publicly-owned development sites and/or air rights; the granting of density bonuses or reduction of costly parking requirements in exchange for direct contributions by the private developer to transit system construction; leasing of concession and advertising space; collection or benefit assessment or direct station connection fees; and other methods.

CRA/SCRTD Joint Development Policy

Based on this experience of significant economic and community benefits which accrue to both the public and private sectors as a result of joint development, the CRA and the SCRTD are working cooperatively to promote joint development projects within the CRA's Redevelopment Projects. The CRA's specific role and responsibilities in facilitating and "packaging" potential joint development projects are described in the following section.

CRA's Role and Responsibilities

Three of the planned 18 Metro Rail stations are located within the Central Business District Redevelopment Project; a fourth station is located within the North Hollywood Redevelopment Project. These Redevelopment Projects were created by City Council action, under the administration of the CRA. Three other Metro Rail stations are within proposed or potential Redevelopment Projects (two Hollywood stations and Union Station). These areas are currently being studied by the CRA, at the request of the respective City Councilpersons, to determine their eligibility for Redevelopment Project status.

Redevelopment Plans

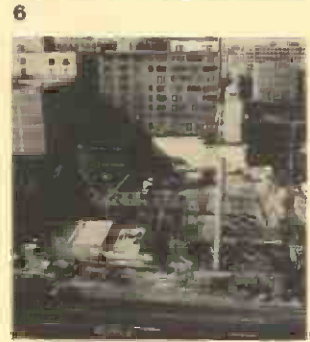
The CRA's administration of a Redevelopment Project is generally controlled by the provisions of the applicable Redevelopment Plan. These Plans serve as a blueprint for the economic, social, and physical development of the area. Redevelopment Plan goals typically include revitalization of the economic base, elimination of blight, provision of an integrated transportation system, preservation of key landmarks, and creation of new housing and employment opportunities.

CRA Review and Approval Powers

Redevelopment Plans grant to the CRA specific review and approval powers within Redevelopment Projects. The purpose of such powers is to enable the CRA to guide Project development activities in order to accomplish Redevelopment Plan goals. Review and approval provisions of Redevelopment Plans typically include: regulations as to the designation of land uses within a Redevelopment Project; regulations as to the type, size, and height of buildings; and regulations controlling a site's maximum floor area ratio.

CRA Implementation Tools

In order to carry out its purposes and enforce its regulatory controls, the CRA is granted certain implementation powers and tools by the Redevelopment Plan. In responding to and initiating development opportunities consistent with the objectives of each Redevelopment Plan, the CRA is authorized: to assist property owners in developing their property; to acquire property; to help to relocate the occupants of acquired properties; to remove substandard structures; to make public improvements; to market land for a variety of purposes; to develop and assist in the



development of new and rehabilitated housing; to facilitate the development of commercial and industrial properties; to issue bonds to finance activities; and to impose environmental, open space, and urban design controls.

Specific CRA implementation mechanisms can include loans at below-market rates, loan guarantees, or direct subsidies to projects of public benefit. The CRA can assist development projects in site assembly, at fair market value, when negotiations with existing owners have been exhausted. The CRA can encourage the inclusion of public amenities in private development projects by permitting increases in a project's allowable floor area. Also, the CRA may provide staff services such as property appraisal, relocation assistance, physical and economic feasibility analyses, plan development, schematic design, financial packaging, and coordination with the executive, legislative, and technical levels of city government.

Annual Work Programs

Each year the CRA submits for approval by the City Council a proposed annual work program for each Redevelopment Project. These annual work programs provide the occasion for the CRA, the City Council, and the appropriate citizen advisory groups to evaluate redevelopment needs and opportunities specific to each Redevelopment Project.

6,7,8 Sequence showing how development of a major commercial project can occur following construction of a station portal. In the first photo, a Request for Proposal solicits developer interest in the portal site. After selection of a developer and negotiation of the joint development agreement, project construction takes place. The third photo shows the completed project, with the portal now integrated into the new building.

9 A view of Citicorp Center in New York City, showing connection from the sidewalk to the subway via an outdoor public plaza.

Development Framework Planning

The form of the individual work programs varies from one Redevelopment Project to another, consistent with the conditions and constituencies of each unique situation. However, the overall planning approach for formulating and fulfilling work program objectives is generally consistent for all Redevelopment Projects.



10 1234 Market Street in Philadelphia. In this example, access to the project's retail area is directly from the station platform level.

11 A joint development example from Washington, D.C., International Square, shows how the building's footprint was "notched out" at the lower floors to provide ample room for the integration of the portal without any loss of leasable air rights above.



The policy context within which annual work program projects are identified and prioritized is a long-range plan of actions focusing on social, economic, and physical revitalization strategies. This action plan, referred to as a Development Framework, represents a context statement of CRA goals and policies; it serves as the guide for individual private sector and actions. Within some Redevelopment Projects, this context statement is termed a Design for Development.

Metro Rail Development Framework

As part of its ongoing responsibilities within Redevelopment Projects, the CRA, in cooperation with the SCRDT, is preparing a Metro Rail Development Framework for those stations within existing or proposed Redevelopment Projects.

The Metro Rail Development Framework will be prepared for the area within a ten-minute travel time around each station. The Development Framework will address land use and development policy; station area design and development guidelines; and implementation mechanisms. Among the issues to be

investigated in the context of the Metro Rail Development Framework are: the intensification of development densities within the area served by Metro Rail; the pedestrian and other urban design amenities necessary to extend the pedestrian domain of the transit patron; and the appropriate mix of bonuses, incentives, and other implementation tools available to maximize opportunities for joint development projects within station areas.

Metro Rail Station Area Master Planning

As an adjunct to the Metro Rail Development Framework effort, the CRA will prepare, in conjunction with the SCRDT, Station Area Master Plans for each of the 7 stations within existing or proposed Redevelopment Projects. The Station Area Master Plans will be based on the Development Framework analysis, concentrating on the area within 2 to 3 blocks immediately adjacent to Metro Rail stations. The Master Plans will define within this immediate station area appropriate development density, scale, and land use mix; sidewalk and building access opportunities; and on-site and area-wide vehicular and pedestrian circulation and infrastructure requirements. A system of development incentives and bonuses will also be formulated to attract an appropriate level of development intensity and pedestrian amenity to each station area.

Metro Rail Joint Development Project Packaging

Concurrent with the preparation of the Development Framework and Master Plans, the CRA, in concert with the SCRDT, will actively promote joint development opportunities at selected sites proximate to Metro Rail stations. Working closely with developers and property owners, the CRA will explore project-specific joint development packages. These project packages will identify potential terms and conditions of the joint development agreement with respect to project design and construction, public easements and common areas, shared costs, the nature of the public/private coventure relationship, and the financial and other resources which the public and private sectors pledge to the joint development project. Results of these discussions will form the basis for suggested implementation mechanisms to be incorporated in the Station Area Master Plans.

Initiation of the project packaging effort can take the form of CRA-prepared Requests for Proposals or Joint Development prospectuses intended to solicit developer interest for a particular site, or it can be in response to direct contact made to the CRA by developers and/or property owners. One purpose of this document is to acquaint interested property owners/developers with the CRA's and the SCRDT's intention to aggressively pursue joint development opportunities consistent with the public sector objectives of constructing a rapid transit system functionally and attractively integrated with land use and pedestrian environments.

Timing

The process of initiating and responding to property owner/developer contacts and structuring joint development projects is already underway. This project packaging effort will be especially emphasized between now and the time of Metro Rail construction of the Downtown stations, currently scheduled to begin in September, 1984. The Development Framework and Station Area Master Planning work has commenced also, and will be prepared concurrent with the joint development packaging efforts.

CRA *LA*

This document was prepared by the Community Redevelopment Agency of the City of Los Angeles, in cooperation with the Southern California Rapid Transit District.



RTD



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mixed-use California Plaza project. This station end will also serve the several government offices located within walking distance from the station along or adjacent to Spring Street. Such offices include the CRA, the SCRTRD, the Los Angeles County Transportation Commission, the City of Los Angeles Community Development Department, and the planned 825,000 square foot State Office Building.

The southern station end at Fifth Street will become an important Metro Rail access point to the CBD Financial Core, as well as for Spring Street office workers. Heavy usage by patrons transferring between buses and Metro Rail is also expected.

Both ends of the Hill Street station will serve Broadway, the most intensely patronized retail street in the CBD, which will continue to draw its transit-dependent clientele to its shopping and entertainment facilities. Additional new retail, major mixed use, and adaptive re-use projects at each station end, including California Plaza and the proposed Pershing Square Centre, will expand the area's market profile. The Jewelry District, concentrated in a two-block area along Hill Street to the south of the Fifth Street portals, is both a regional shopping attraction and a major CBD employment center.

Residential development in the station area, now consisting of 990 market-rate condominiums, 1,093 new housing units for the elderly at Angelus Plaza, and nearby residential hotels, will increase to approximately 2,750 units by 1990 with the construction of California Plaza condominiums and with the adaptive reuse of existing office buildings for housing. Approximately 3,000 tourist accommodations will exist within the station area by 1990 with the addition of hotel rooms in the California Plaza and Pershing Square Centre projects. Existing first-class hotel space expected to be served by this station includes the Biltmore and Mayflower Hotels and the future California Plaza hotel on Bunker Hill.



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Cultural and entertainment facilities in this station area will include the Los Angeles Actors' Theater Performing Arts Center, the Museum of Contemporary Art, the Bella Lewitzky Dance Gallery, the Central Library, Sheraton Grande, California Plaza, Broadway movie theatres, and several fine art galleries.

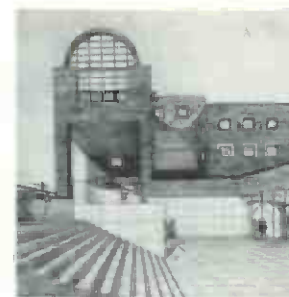
Physical Characteristics

Visually, Hill Street is characterized by older buildings ranging in height from two to thirteen stories, with the Angelus Plaza complex reflecting a new density and height along the Bunker Hill edge. Architecturally significant structures include: the Central Library; the Biltmore, Myrick, Markham, and Clark Hotels; the Subway Terminal, Equitable, One Bunker Hill, and Pershing Square Buildings; and the structures within the Spring Street and Broadway Historic Districts. The intensity of existing uses and users, the relatively narrow sidewalks (especially along Fourth and Fifth Streets) and the steep grade change between Hill and Olive Streets create a comparatively condensed street environment, despite the significant amount of undeveloped land and discontinuous building facades at each intersection.

User Groups

The peak hour, weekday commuter is expected to be the primary user group of the Hill Street station. Workers from Olive and Hill Streets, California Plaza, and other Bunker Hill offices are anticipated to use the proposed portals on the west side of Hill Street. A smaller but significant number of Broadway and Spring Street workers will enter the system from the east side of Hill Street.

Weekday and weekend Broadway shoppers composed of families with young children, adults, teenagers, and the elderly are expected to constitute the second



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32 Aerial view of the Hill Street station looking west. The historic and new downtowns merge at this station area.

33 Overlooking the intersection of Hill and Fifth Streets. Convenient access to Broadway and Spring Street, the Financial Core, and the jewelry district is available from this end of the station.

34 Looking north along Hill Street at the intersection of Fourth Street. This station end will serve Bunker Hill, California Plaza, and other Bunker Hill offices.

35 The Museum of Contemporary Art, scheduled to begin construction on Bunker Hill, will be one of several cultural and entertainment facilities within the station area.

36 Angelus Plaza, 1,093 housing units for the elderly, is immediately adjacent to the planned California Plaza portal.

37 The heterogeneous mix of Broadway shoppers will use the Hill Street station to access the area's retail and entertainment uses.



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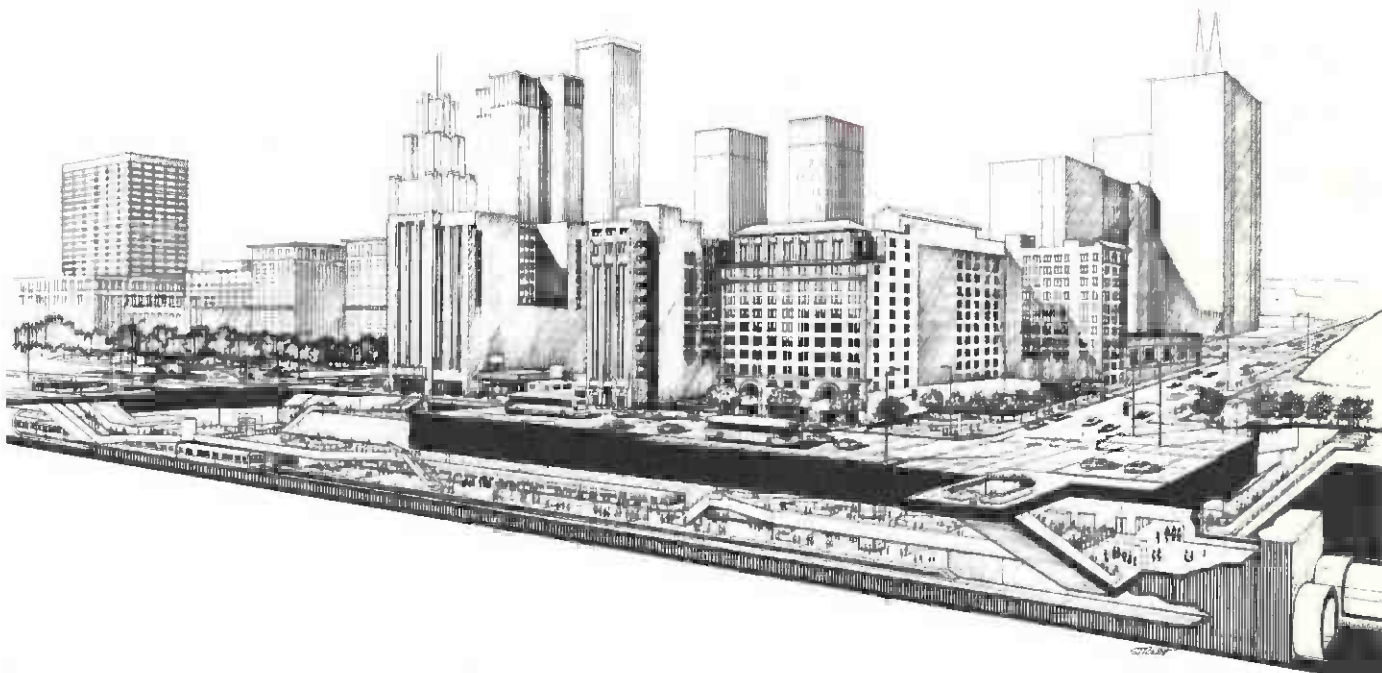
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largest user group. The ever-expanding numbers of local, regional, and out-of-state tourists will form another significant user group seeking access to existing and new hotels and cultural attractions. Residents of existing and planned residential projects on Bunker Hill, in adjacent apartment hotels, and from Central City East are expected to constitute a fourth significantly diverse user group population.

Development Objectives

The CRA's urban design and economic development objectives for the Hill Street station area focus on an identified need to unify the historic and new downtowns which merge at this location. These objectives seek to create a transitional district which draws on the rich environmental qualities of integrating old and new buildings; on the exciting proximity of diverse commercial, cultural, and entertainment facilities; on the merchandising array created by several levels of purchasing power; and on the human interest of a complete spectrum of age groups and a wide range of ethnic backgrounds.

Specific urban design objectives anticipate that the Fifth and Hill Street station area will be developed as a compatible mixture of new construction and rehabilitation, including refurbishment of Pershing Square. Developments adjoining the Fourth and Hill Street station portals will be primarily new construction scaled to be the transition between Bunker Hill's new high-rise office towers and existing surrounding mid-rise structures such as the Subway Terminal Building, the former Broadway Department Store/Clark Hotel, and the Grand Central Market.

Complementary economic development objectives reflect the need to extend the retail market base of the area, while also retaining the profile of existing special services and retail outlets available along Broadway, Fourth, Fifth, and Hill Streets which cater to the area's employees, shoppers, and residents. New tourist-oriented commercial projects proposed for both ends of the station have the potential of being the nucleus of a commercial/entertainment district which accommodates a broad range of this purchasing spectrum.

Specific joint development opportunities at the Fourth Street end of the station area include: 1) California Plaza; 2) potential development at the northeast corner of the Fourth and Hill Streets' intersection; 3) the rehabilitation of the Clark Hotel and former Broadway Department Store in conjunction with development of the adjacent surface parking lot; and 4) potential development of the surface parking lot adjacent to the Subway Terminal Building. At the Fifth Street station end, joint development opportunities include: 5) the mixed-use Pershing Square Centre; 6) the Pershing Square Building; 7) the

Jewelry Mart Phase II site; and 8) the revitalization of Pershing Square and its associated parking structure.

Proposed Station Area Portals

The Hill Street station will be served by portals and mezzanines at each station end providing access to a center platform. At the Fourth and Hill Streets' intersection, two initial portals will be constructed by the SCRTD. On the northwest corner, the portal will be oriented to serve Bunker Hill, including the Angelus Plaza elderly housing and community services complex and the proposed mixed-use California Plaza development. At the intersection's northeast corner, a portal oriented parallel to Fourth Street will serve pedestrian traffic generated by Broadway and Spring Street. Construction of future portals projected for the remaining corners will be accommodated by provision of knock-out panels at the station mezzanine level to enable potential access to future developments.

Two initial portals are proposed by the SCRTD for the Fifth and Hill Streets intersection. One portal is planned for inclusion within the ground floor of the historic Equitable Building at the intersection's northwest corner. This portal will serve the Olive/Hill area, the Financial Core, and a significant bus transfer patronage. The second portal is proposed for the southeast corner on the currently vacant Jewelry Mart Phase II site, and will be oriented parallel to Fifth Street to accommodate pedestrians to/from Broadway and Spring Street.

Entries are also planned on the remaining two corners. A portal to be located within Pershing Square will be oriented to serve the Financial Core. The CRA proposes the construction of the Pershing Square portal as an initial portal in order to support current private sector plans to revitalize the Square and better to distribute Metro Rail patrons to their Westside offices. The other portal, designated by the SCRTD in their Fixed Facilities Plans as future, will be included within the ground floor of the Pershing Square Building, and will ultimately serve pedestrians to/from Broadway and Spring Street and the Jewelry District.

Portal-Specific Land Use and Design Objectives

The following section presents the CRA's proposed land use and design objectives for each "initial" portal at the Hill Street station. These site-specific objectives represent a refinement of the overall CBD-wide and Hill Street station area development

38 View of Crocker Center and the California Plaza site from the Promenade residential complex. Office workers, tourists, and visitors to its cultural facilities will be among the users destined for Bunker Hill.

39 This view of the Financial Core looking along the southern edge of Pershing Square underscores the close proximity of this office district to the Hill Street station.

40 The thriving Jewelry District is centered around the Hill and Sixth Streets' intersection, one block south of the station's southern end.

41 The interior of the Grand Central Market, a major shopping attraction on Broadway. The Market currently serves 10 million visitors annually.

42 The Spring Street Historic District is an emerging mixed-use area including government and private offices, housing, and wholesale and retail space.

43 Cutaway view of the proposed Hill Street station, showing a mezzanine level at each end leading to the platform level running the length of the station.

policies and their application to each unique site circumstance. During the course of the Station Area Master Planning preparation, these objectives will be further refined and defined as a result of additional SCR TD and CRA staff analysis and property owner and developer input and feedback.

"Initial" portal refers to those portals which have been identified by the SCR TD in their adopted Fixed Facilities Plans as being constructed concurrent with station construction (i.e., basic system portals), or to portals which have been recommended by the CRA to be constructed as part of the initial system (i.e., enhanced system portals). Because the SCR TD is constrained by a finite budget, funding for construction of enhanced system portals is assumed to come from sources other than currently budgeted system funds, such as those obtained through negotiated joint development benefits. "Future" portals are those entrances which can be constructed at any time following completion of the initial system; addition of new portals at a later date can be accommodated by the use of knock-out panels during initial system construction.

Equitable Building Portal

The Equitable Building portal, proposed to be constructed by the SCR TD as part of the initial system, is to be located at the northwest corner of Fifth and Hill Streets within the ground floor of the historic Equitable Building. The orientation of the portal as shown on the SCR TD's Fixed Facilities Plans is toward the west, parallel to Fifth Street. Refinement of the portal's current orientation and design will maximize the retail potential of the Fifth and Hill Street corner and minimize movement conflicts among the portal's various user groups.

Development Program: The development program at this site is anticipated to include the rehabilitation and adaptive re-use of the Equitable Building and the integration of the building into the adjacent major mixed use (office, hotel, housing, retail) Pershing Square Centre project.

The CRA's portal-specific land use and design objectives are:

- Create an intense retail corner, channelling Metro Rail patrons through ground floor retail areas on both sides of the portal entrance path.
- Incorporate the station portal into the ground floor of the Equitable Building, using the station portal and related pathways as a means to link the ground floor uses of the Equitable Building to those of Pershing Square Centre.
- Operate this portal as the "night" portal for the Hill Street station.
- Minimize circulation conflicts among patrons entering and leaving the portal, passengers waiting to board or alighting from the adjacent bus stop on Fifth Street, pedestrians travelling to and from hotel and office destinations west on Fifth Street, and persons entering and leaving the Equitable Building and Pershing Square Centre.
- Provide highly visible multi-lingual information and signage to facilitate transfers between Metro Rail and buses.
- Rehabilitate the Equitable Building, consistent with Federal standards for the rehabilitation of historic structures.

Jewelry Mart Phase II Portal

An initial entrance is proposed by SCR TD to be constructed at the southeast corner of the Hill and Fifth Streets intersection within the property known as the Jewelry Mart Phase II site. The property is



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currently occupied by a surface parking lot. The planned orientation of the portal is to the east, parallel to Fifth Street, serving Broadway shoppers and theater-goers and Spring Street office workers.

Development Program: Although no specific development program has been proposed for this site, the location of an initial portal at this property creates an excellent joint development opportunity. (The terms of a Disposition and Development Agreement with the CRA require the current property owner to develop the site by May, 1988, for the Jewelry Mart Phase II use.) The potential development's design could include the direct integration of the proposed portal into the building's ground floor. Street level retail uses would benefit from the tremendous volume of patrons anticipated at this station.

The CRA's portal-specific land use and design objectives are:

- Create a ground floor pedestrian arcade with fronting retail uses along Hill Street and Fifth Street connecting to the arcade of the adjacent Jewelry Mart building.
- Provide adequate sidewalk widths to accommodate east/west pedestrian trips along Fifth Street.
- Provide ample seating opportunities along Hill Street for passengers waiting to board north-bound buses.
- Limit vehicular building access and servicing from Fifth Street, due to existing and anticipated pedestrian and traffic congestion.
- Design the building to be compatible with the height, massing, and scale of nearby historic structures and the adjacent Jewelry Mart building.
- Orient active commercial uses along the Fifth Street frontage, in order to secure the station portal and pedestrian path along Fifth Street.

Pershing Square Portal

The Pershing Square portal is to be located at the southwest corner of Hill and Fifth Streets (at the northeast corner of Pershing Square). Orientation of this portal should connect directly to existing Pershing Square walkways, facilitating a diagonal pedestrian movement across Pershing Square between the Metro Rail station and the CBD Financial Core.

The Pershing Square portal is designated as a future entrance on the SCR TD's Fixed Facilities Plan. The CRA proposes that the Pershing Square entrance be constructed as an initial portal. This recommendation















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44 Looking across Hill Street at the Jewelry Mart Phase II site. An initial portal will be constructed at the Hill and Fifth Streets corner of this potential joint development site.

45 The integration of a planned portal into the ground floor of the historic Equitable Building will encourage the creation of an intense retail corner at this location.

Building Condition at Street Level

-  Inert Edge (existing banks/blank walls)
-  Active Edge (retail show windows, restaurants, etc.)
-  Proposed Active Edge
-  Freestanding Commercial (kiosks and vendors)
-  Public Pedestrian Space (18-24 hour access)
-  Semi-public Pedestrian Space
-  Historic Building
-  Proposed New Project
-  Enhanced System Portal Entrance/Exit
-  Basic System Future Portal (knock-out panel)
-  Proposed Major Public Space
-  Building / Portal Access
- 18HR** "Night Portal" — Extended Day Public Access With Integrated Active Commercial Uses
- M** Primary Public Metro Rail/CBD Information Center
- T** Major Metro Rail/Other Transit Transfer Point
- H** Handicapped Access Elevator

STATION AREA LAND USE AND DESIGN OBJECTIVES



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is made in order to promote the usage by Metro Rail system patrons of the pathway to and from the Financial Core, to eliminate pedestrian and vehicular conflicts which would otherwise occur at this station end, and to aid in the revitalization of Pershing Square.

Development Program: Plans currently under consideration propose the integration of limited retail, entertainment and public service uses into a refurbished, activated public park.

The CRA's portal-specific land use and design objectives are:

- Incorporate the station portal into the existing below-grade parking structure, concurrent with the planned major renovation of Pershing Square sponsored by the Central City Association.
- Promote the revitalization of Pershing Square by activating the Square with uses which service CBD office workers walking between the CBD Financial Core and Metro Rail.
- Provide a Pershing Square portal for Westside CBD office workers, thereby reducing pedestrian at-grade street crossings which would otherwise occur at the Equitable Building and Jewelry Mart Phase II portals.



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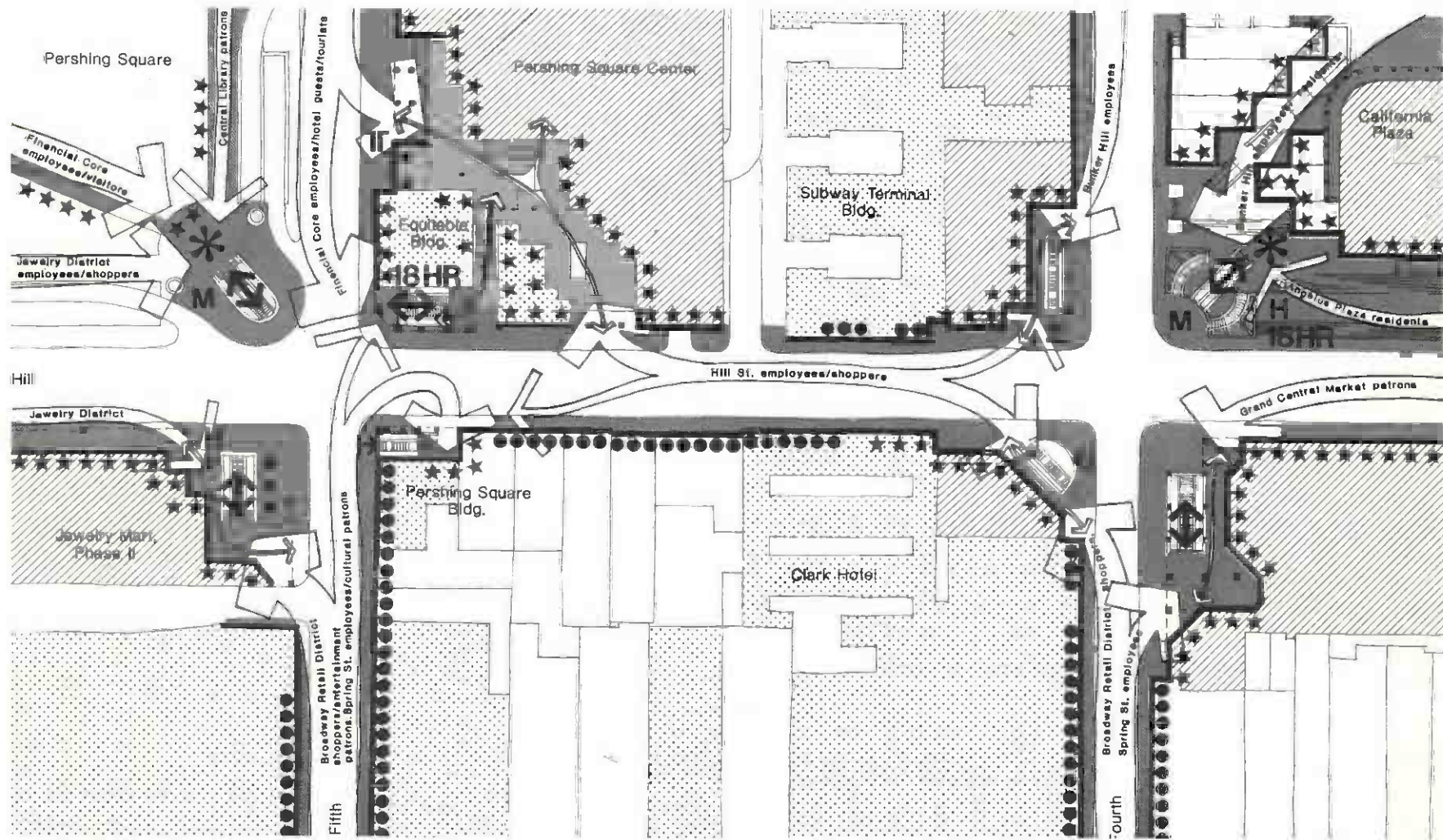
California Plaza Portal

An initial portal is proposed by SCRDT at the northwest corner of Fourth and Hill Streets, oriented to connect to Bunker Hill office and cultural uses and the Angelus Plaza elderly housing complex.

Development Program: This portal will link directly to the California Plaza mixed use development, which includes 3.6 million square feet of office space, 188,000 square feet of retail space, 750 housing units, a 450-room hotel, art museum, performing arts center, and other cultural and entertainment facilities. The project site immediately adjacent to this portal will contain a 950,000 square-foot office building with ancillary retail uses and the re-installation of Angel's Flight, all situated within an elaborately landscaped, terraced park and theme retail area.

The CRA's portal-specific land use and design objectives are:

- Design this entrance to serve as the primary Metro Rail gateway to Bunker Hill, accommodating the expected high volume and diversity of Bunker Hill users.
- Operate this portal as an alternative "night" portal for the Hill Street Station.





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- Provide pedestrian linkages incorporating at-grade movements along Hill Street to Angelus Plaza, at-grade movements west on Fourth Street, and diagonal movement via escalators into California Plaza and Bunker Hill.
- Integrate a diagonal pedestrian pathway through California Plaza with proposed public open spaces, retail uses, and other public uses, programmed to create an 18-hour activity path for use by residents, office workers, theatre-goers, museum visitors, and tourists.

System Parking Portal

The SCRFD Fixed Facilities Plans show an initial entrance at the northeast corner of Fourth and Hill Streets, within the property currently owned and operated by System Parking as a surface parking lot. The proposed portal is oriented eastward toward Broadway parallel to Fourth Street.

Development Program: Development at this location would be expected to include ground floor retail and/or restaurant uses along Fourth and Hill Streets, with office or other commercial development occurring above.

The CRA's portal-specific land use and design objectives are:

- Orient the portal to serve Broadway shoppers and Spring Street office workers.
- Integrate the portal with potential joint development.
- Use building massing, scale, and ground floor uses to transition from California Plaza and Bunker Hill uses and architecture to the uses and historic buildings along Hill Street and within the Broadway and Spring Street Historic Districts.
- Use the Fourth Street edge of the development to create an enhanced pedestrian environment, better linking Bunker Hill and Metro Rail with Broadway and Spring Street to the east.
- Provide vehicular access to the site from Hill Street, in order to minimize pedestrian conflicts along Fourth Street.

Future Portals

In addition to the five portals recommended for initial system construction, possible future portals at the Hill Street station could include: the Pershing Square Building; the Subway Terminal Building; and the former Broadway Department Store and Clark Hotel.

A future portal at the Pershing Square Building could be integrated into this historic structure's ground floor. The portal would orient northward along Hill Street to accommodate pedestrian traffic between Fourth and Fifth Streets.

Another future entrance could be located at the site currently occupied by a surface parking lot at the southeastern corner of Hill and Fourth Streets. The recommended orientation of this portal should be designed to serve the potential rehabilitation and re-use of the adjacent former Broadway Department Store and Clark Hotel.

Similarly, the site currently used for surface parking at the southwestern corner of Hill and Fourth Streets adjacent to the Subway Terminal Building could accommodate a potential future entrance. The recommended orientation of this portal is westward along Fourth Street, to serve the pedestrian traffic between this location and Bunker Hill, and Financial Core offices adjacent to Fourth Street.



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46 Financial Core office towers rise behind the historic Biltmore Hotel across from Pershing Square. An initial portal within the Square would serve office workers and tourists and would promote efforts to revitalize the Square.

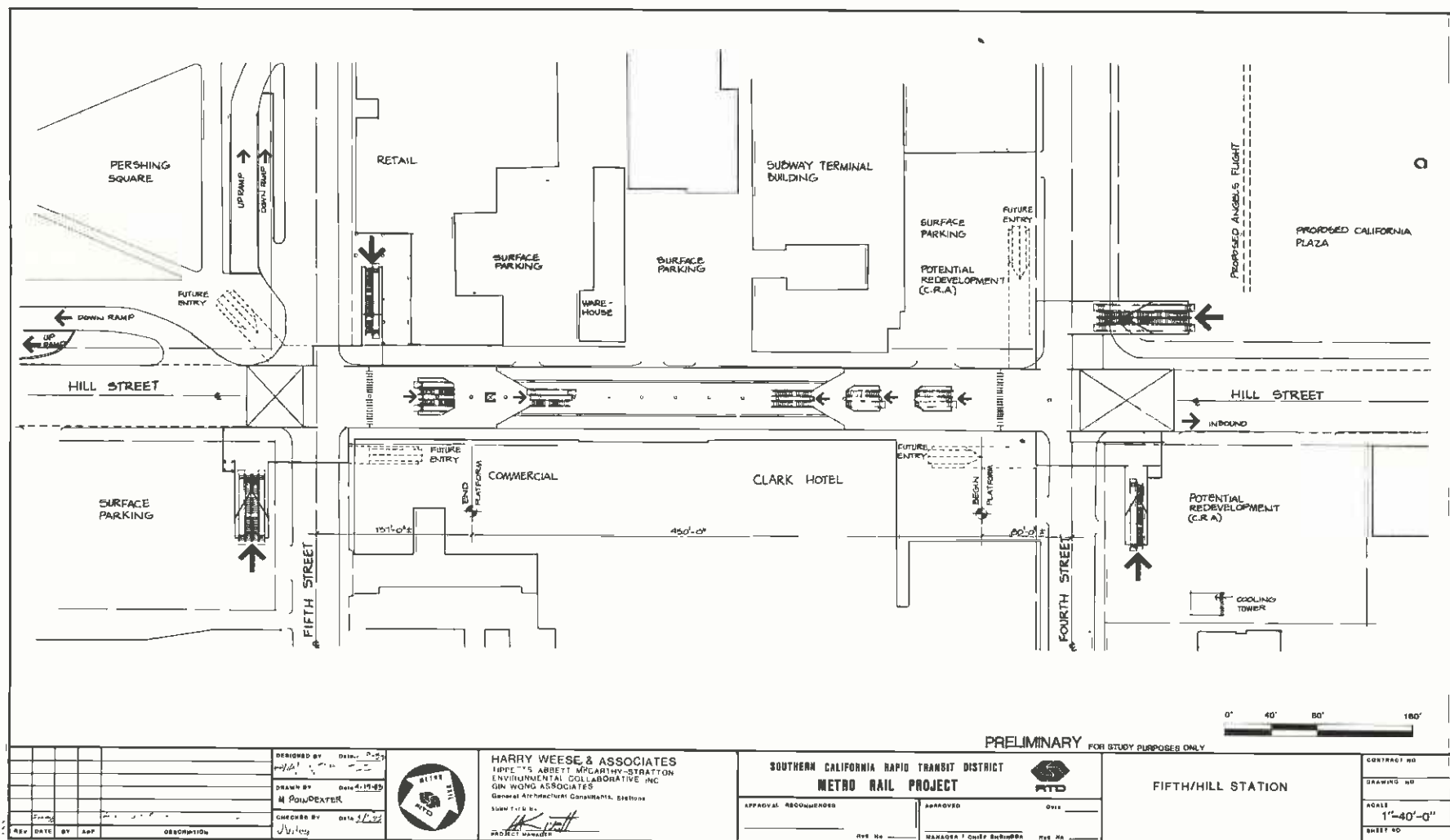
47 The California Plaza portal site at the northwest corner of Fourth and Hill Streets. This site is crucially located at the junction of several distinct Downtown activity districts. The Metro Rail portal will serve as the primary gateway to Bunker Hill.

48 Aerial view of the System Parking portal site. Orientation of the planned initial portal parallel to Fourth Street will serve Broadway retail and entertainment functions.

49 A possible future portal could be integrated into the existing Pershing Square Building. New development in the station area should be sensitive to the transition in scale from Bunker Hill and the Financial Core to Broadway and Spring Street.

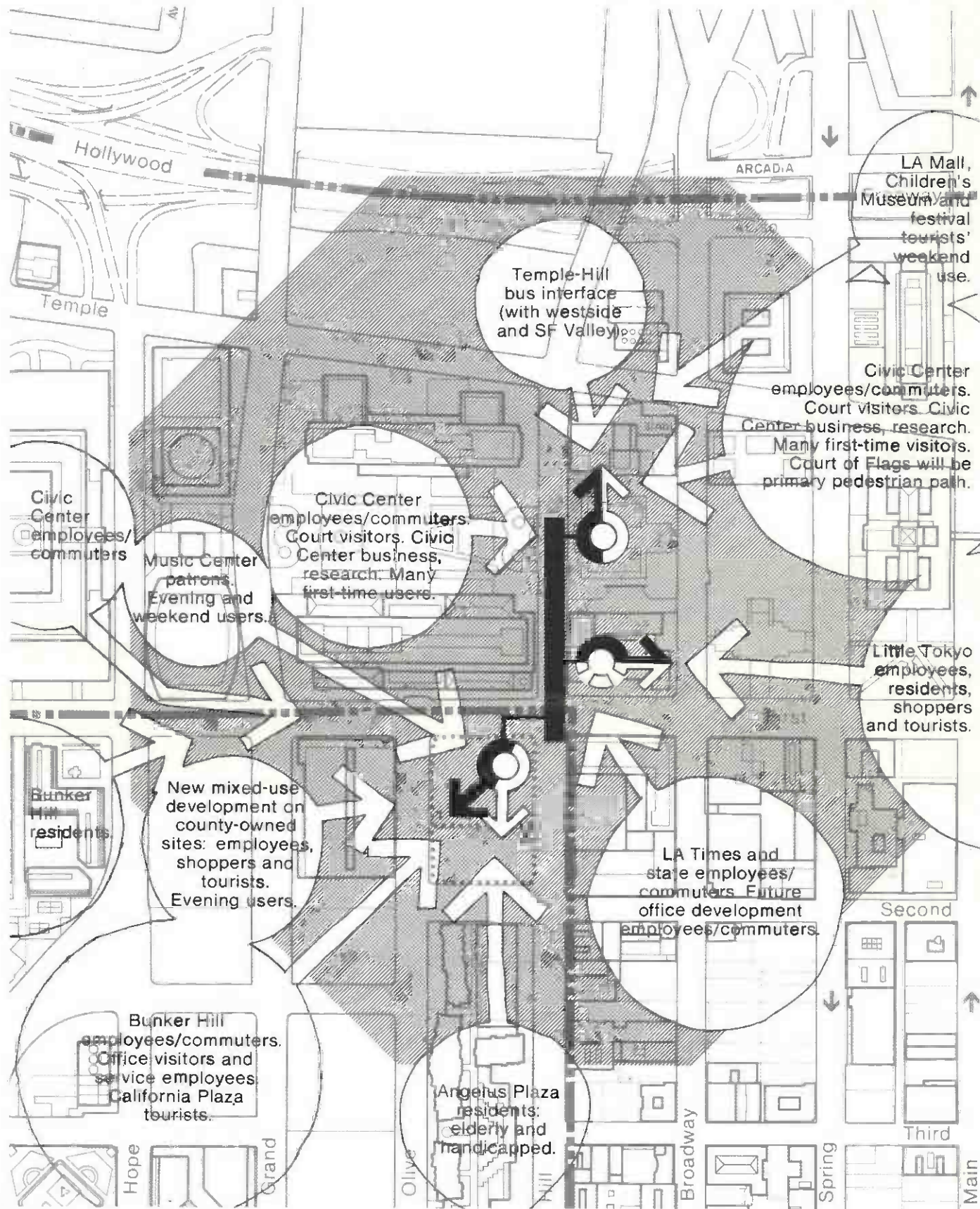
The drawing below reproduces the SCRFD's Fixed Facilities Plan for the Hill Street station, denoting the basic system portals. The graphic on the opposite page includes the additional portals of the enhanced system.

SCRFD's FIXED FACILITIES PLAN



Civic Center Station

The linchpin position of this station area between the Bunker Hill and Little Tokyo Redevelopment Projects to the west and east, and the Civic Center and Broadway/Spring Street Historic Districts to the north and south, suggests that this 12-block area will develop as a highly mixed-use district encompassing hotel and tourist attractions as well as commercial and housing developments.



- Station Area User Groups Served
- Metro Rail Station Primary Impact Area
- Joint Development Sites
- Station Platform/Mezzanine
- Portal Access Tunnels
- Proposed enhanced system objectives; enhancement to be funded through negotiated joint development benefits.
- Portal Exit Orientation
- SCRTD's basic system; current budget of approximately \$3.4 billion, \$117.2 million Federal funds allocated for fiscal year 1983-84.

- Initial Enhanced System Portal
- Initial Basic System Portal
- Initial Enhanced System Portal
- Future Basic System Portal
- Proposed Enhanced System Portal
- Enhanced System Portal Orientation
- Basic System Portal Orientation

STATION IMPACT AREA

Station Area Context and Development Objectives

The Civic Center station will be the sixth most heavily patronized station within the Metro Rail system, serving as a point of regional access to the governmental functions of the Civic Center as well as to the cultural facilities of the Music Center complex. Year 2000 average daily transit patronage is anticipated to be 20,350 persons. The station will also serve as a major gateway to both the Bunker Hill and Little Tokyo neighborhoods, and will act as a catalyst to encourage development infill of the area's vacant and underutilized sites.

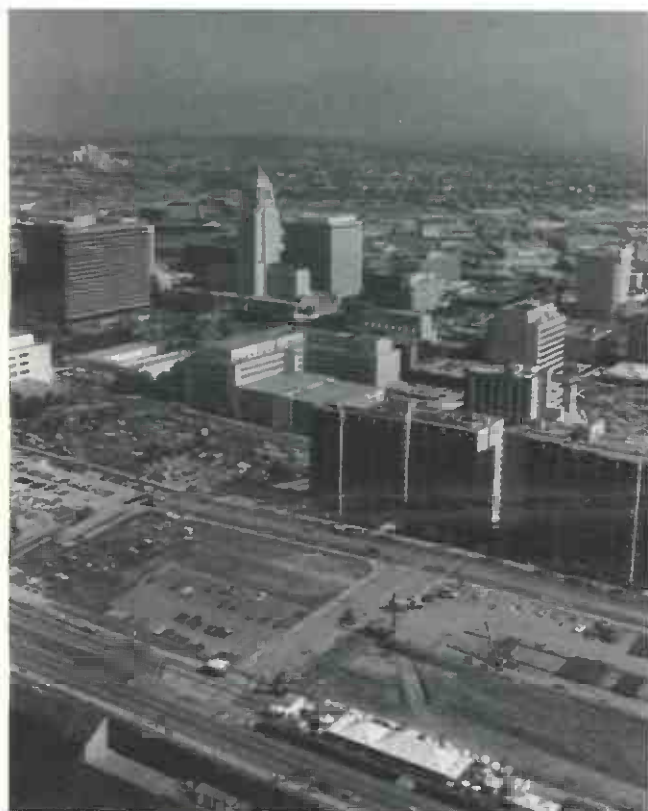
Existing and Proposed Land Use

By 1990, the Civic Center station area will include a mix of office, commercial, retail, residential, and cultural uses. However, the predominant land use will continue to be Federal, State, County, and City government buildings and facilities. Such buildings include the County Courthouse, Hall of Administration, Hall of Records, County Law Library, Criminal Courts, Hall of Justice, Federal Courthouse, City Hall, the existing State Office Building, and the Department of Water and Power.

West of the station will be the major mixed-use developments of Bunker Hill, which will include retail and office commercial, residential, hotel, and cultural land uses; the Angelus Plaza residential and community services complex; and the Music Center's



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theatres and restaurants. An anticipated expansion of the Music Center, which will include performing arts and cultural uses, is proposed for the County-owned parcels on the south side of First Street between Hill and Hope Streets. These parcels are currently used for parking.

South of First Street, east of the station, State government and Times-Mirror Company office buildings and associated multi-level parking structures are surrounded by underutilized or vacant potential development sites. Further to the east is the Little Tokyo Redevelopment Project, with its mixture of office, retail, residential, tourist, and cultural uses, including the recently opened Japanese-American Cultural Center and Theatre. Immediately adjacent to Little Tokyo and east of Alameda Avenue toward the Los Angeles River are numerous art galleries, artists' studios, and the Temporary Contemporary (the interim Museum of Contemporary Art). Possibilities for new development or rehabilitation/re-use will occur in the area between the station and Little Tokyo (along First Street) and in the underdeveloped area east of Hill Street and south of First Street.

Physical Characteristics

Visually, the siting and architecture of structures within this station area are influenced by the area's primary function as a civic center for the region. The main organizational element of the district is a mid-block, generously landscaped mall north of First



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Street lined with government buildings. Four blocks in length (only three of which are improved for pedestrian access), the mall forms an east/west axis, with City Hall as a focal point at one end and the Department of Water and Power (DWP) Building as the other terminus. Steep grade changes create a sequence of levels as the mall steps up from City Hall to the DWP Building. The Civic Center consists of a mixture of new and old structures ranging in scale and height from three stories to the twenty-eight story height of City Hall. Buildings of architectural and historic significance include City Hall, the Hall of Justice, the U.S. Court House, and the original Los Angeles *Times* Building.

The area north of First Street is characterized by substantial buildings set within landscaped open space, while the area to the south (with the exception of State and Los Angeles *Times* offices) has a significant amount of undeveloped land and older, small buildings isolated by surface parking.

User Groups

The primary Civic Center station user group is expected to be persons seeking access to the area's government agencies and services, including both peak-hour, weekday commuters and first-time public users. A second user group comprised of Bunker Hill employees and residents will likely be drawn through the mixed-use development planned on the County-



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50 Aerial view looking west over the Civic Center station area, showing the government buildings clustered around the Civic Center Mall, with several vacant sites south of First Street.

51 Overlooking a portion of Bunker Hill and the Civic Center. The Civic Center station will serve Bunker Hill's major mixed-use developments, Little Tokyo, and adjacent cultural and governmental uses.

52 A view of City Hall from the Court of Flags. Development of the former State Office Building site will provide the opportunity to extend the Civic Center Mall to connect to City Hall.

53 The Los Angeles Times Building, located diagonally across First Street from City Hall. Times employees are anticipated to be a major user group at this station.

54 Government office workers gather for lunch and people-watching at the retail level of the Los Angeles Mall. The Children's Museum is in the background.



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owned parcels fronting First Street. A third user group is anticipated to consist of Little Tokyo residents, workers, and tourists. Several other user groups will include Music Center patrons, Los Angeles *Times* employees, and elderly residents and visitors of Angelus Plaza.

Development Objectives

Currently vacant sites in this station area which are planned for large-scale mixed-use developments include the County-owned properties along First Street and the northernmost parcels of the California Plaza development on Bunker Hill. The Music Center's Performing Arts Council, in conjunction with Los Angeles County, has proposed a large mixed-use development project for the County-owned parcels fronting First Street. The proposal includes three performing arts theatres, and office, commercial, and residential uses. This potential joint development project would provide an excellent opportunity for a physical and functional transition from Bunker Hill uses to those surrounding the station area portal.

The vacant property currently owned by the Times-Mirror Company south of Second Street, together with several adjacent undeveloped blocks, presents additional long-term development opportunities. The former State Office Building site between Broadway



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and Spring Street north of First Street and east of Hill Street could be appropriate for either civic-oriented or commercial office development.

Currently, the area bounded by First, Hill, Third, and Los Angeles Streets can be characterized as one of the less intensely developed sectors within the CBD Redevelopment Project. Its linchpin position between the Bunker Hill and Little Tokyo Redevelopment Projects to the west and east, and the Civic Center and Broadway/Spring Street Historic Districts to the north and south, suggests that this twelve-block area will develop over the next decade as a mixed-use district. The CRA's development objectives include the introduction of government office uses south of First Street as well as the further expansion of commercial office, retail, and cultural uses within the Civic Center. The influence of Little Tokyo and Bunker Hill, together with Metro Rail, will stimulate near-term objectives for additional hotel and tourist attractions within this district. Potential long-term opportunities for mixed-use commercial/housing developments will complete the redevelopment of this area, linking the Bunker Hill and Little Tokyo neighborhoods.

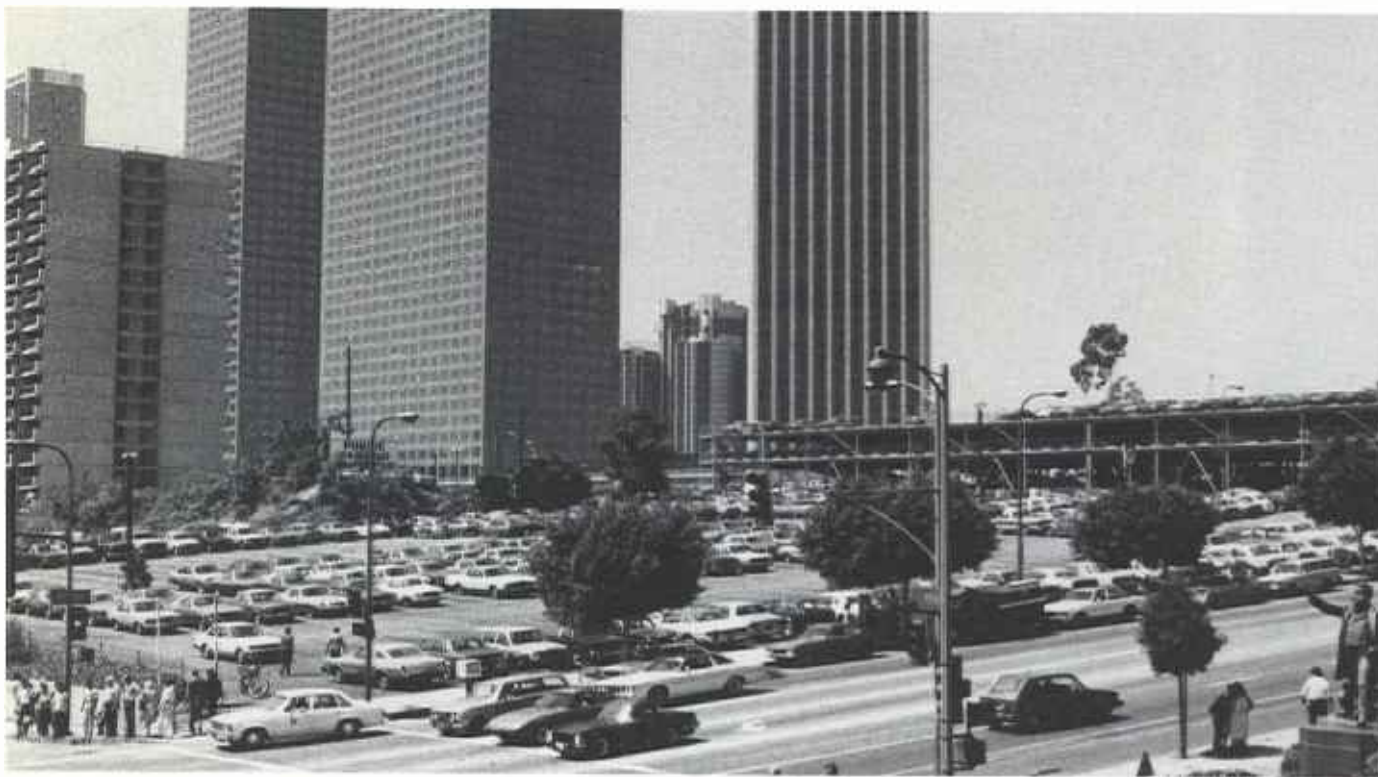
Currently identified joint development opportunities at the Civic Center Station include: **1)** the County-owned parcel at the southwest corner of the Hill and First Streets' intersection, and **2)** the immediately adjacent Times-Mirror Company property at the northwest corner of Hill and Second Streets.

55 Government buildings line the edge of Civic Center Mall. Public employees are expected to be the station's primary users.

56 Annual outdoor public events such as the City's Street Scene, Little Tokyo's Nisei Festival, and the Music Center's special events attract thousands of first-time visitors to Downtown.

57 View of the newly opened Temporary Contemporary in Little Tokyo. The Museum of Contemporary Art's permanent home will be on Bunker Hill.

58 Chinatown, a regional cultural and tourist attraction, is located within a 10-minute walk from the Civic Center station.



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Proposed Station Area Portals

The Civic Center station, located under Hill Street between Temple and First Streets, will be served by at least two initial portals. At the First and Hill Streets intersection, an initial entry is proposed by SCRTD at the southwest corner into the presently vacant County site. SCRTD currently shows the entry orientation parallel to Hill Street. As project design and development options are explored among the County, SCRTD, and the CRA, an orientation westward on First Street may prove preferable, in order to promote the potential joint development of the County site and to emphasize the station's proximity to the Music Center and Bunker Hill uses. Another SCRTD initial portal will be located adjacent to the Court of Flags. This entry will be oriented to Temple Street in order to maximize the Metro Rail/bus interface at this location.

The SCRTD has designated a future portal planned for the northeast corner of the First and Hill Streets intersection oriented to serve Little Tokyo. The CRA has recommended including this entrance as part of the initial system construction. This recommendation is proposed in order to better serve the Little Tokyo community and the area south of First Street and east of Hill Street with Metro Rail. Also, a Civic Center/Little Tokyo initial entry will promote the abundant redevelopment opportunities in the area.

Portal-Specific Land Use and Design Objectives

The following section presents the CRA's proposed land use and design objectives for each "initial" portal at the Civic Center station. These site-specific objectives represent a refinement of the overall CBD-wide and Civic Center station area development policies and their application to each unique site circumstance. During the course of the Station Area Master Planning preparation, these objectives will be further refined and defined as a result of additional SCRTD and CRA staff analysis and property owner and developer input and feedback.

"Initial" portal refers to those portals which have been identified by the SCRTD in their adopted Fixed Facilities Plans as being constructed concurrent with station construction (i.e., basic system portals), or to portals which have been recommended by the CRA to be constructed as part of the initial system (i.e., enhanced system portals). Because the SCRTD is constrained by a finite budget, funding for construction of enhanced system portals is assumed to come from sources other than currently budgeted system funds, such as those obtained through negotiated joint development benefits. "Future" portals are those entrances which can be constructed at any time following completion of the initial system; addition of new portals at a later date can be accommodated by the use of knock-out panels during initial system construction.

Music Center/County Parcel Portal

The proposed initial portal located at the southwest corner of the intersection of First and Hill Streets is shown on the SCRTD's Fixed Facilities Plans as orienting toward the south, parallel to Hill Street. This orientation has been proposed by the SCRTD in order to directly serve the existing bus stop located adjacent to the planned entrance. The CRA has suggested a 45° rotation of this portal to the southwest in order to also serve system patrons walking to or from the west along First Street and to/from the southwest through the parcel's proposed development. The suggested re-orientation will reinforce the portal's identity as a gateway to Bunker Hill and the Music Center. It will also enhance the joint development opportunities which exist at the site.















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59 View of the Music Center/County parcel portal at Hill and First Streets. Joint development of this site will link the governmental and cultural uses of the Civic Center with the major mixed-use developments of Bunker Hill.

60 Eaton Centre in Toronto occupies a physical setting similar to that of the Music Center/County parcel portal site. This retail and office joint development provides an activated streetscape edge and a strong diagonal pathway through the project.

61 Interior of one of Eaton Centre's public spaces.

Building Condition at Street Level

-  Inert Edge (existing banks/blank walls)
-  Active Edge (retail show windows, restaurants, etc.)
-  Proposed Active Edge
-  Freestanding Commercial (kiosks and vendors)
-  Public Pedestrian Space (18-24 hour access)
-  Semi-public Pedestrian Space
-  Historic Building
-  Proposed New Project
-  Enhanced System Portal Entrance/Exit
-  Basic System Future Portal (knock-out panel)
-  Proposed Major Public Space
-  Building / Portal Access
- 18HR** "Night Portal" — Extended Day Public Access With Integrated Active Commercial Uses
- M** Primary Public Metro Rail/CBD Information Center
- TR** Major Metro Rail/Other Transit Transfer Point
- H** Handicapped Access Elevator



62

Development Program: No specific development program has yet been established for this County-owned site, as current plans are only speculative. The Music Center Performing Arts Council has proposed a mixed-use development for all three County-owned parcels between Hill and Hope Streets; the proposal includes a significant component of performing arts facilities, plus office, commercial, and residential uses as previously described.

The CRA's portal-specific land use and design objectives are:

- Provide an inviting and readily identifiable gateway for facilitating pedestrian passage among Bunker Hill, the Music Center, the Civic Center, and Little Tokyo.
- Provide for a clarified pedestrian system for primary user groups, including commuters in need of direct destination routes and first-time users seeking access to the area's governmental services and nearby cultural amenities.
- Provide pedestrian access which mitigates the harsh slope conditions of the portal site for

elderly residents and handicapped public employees.

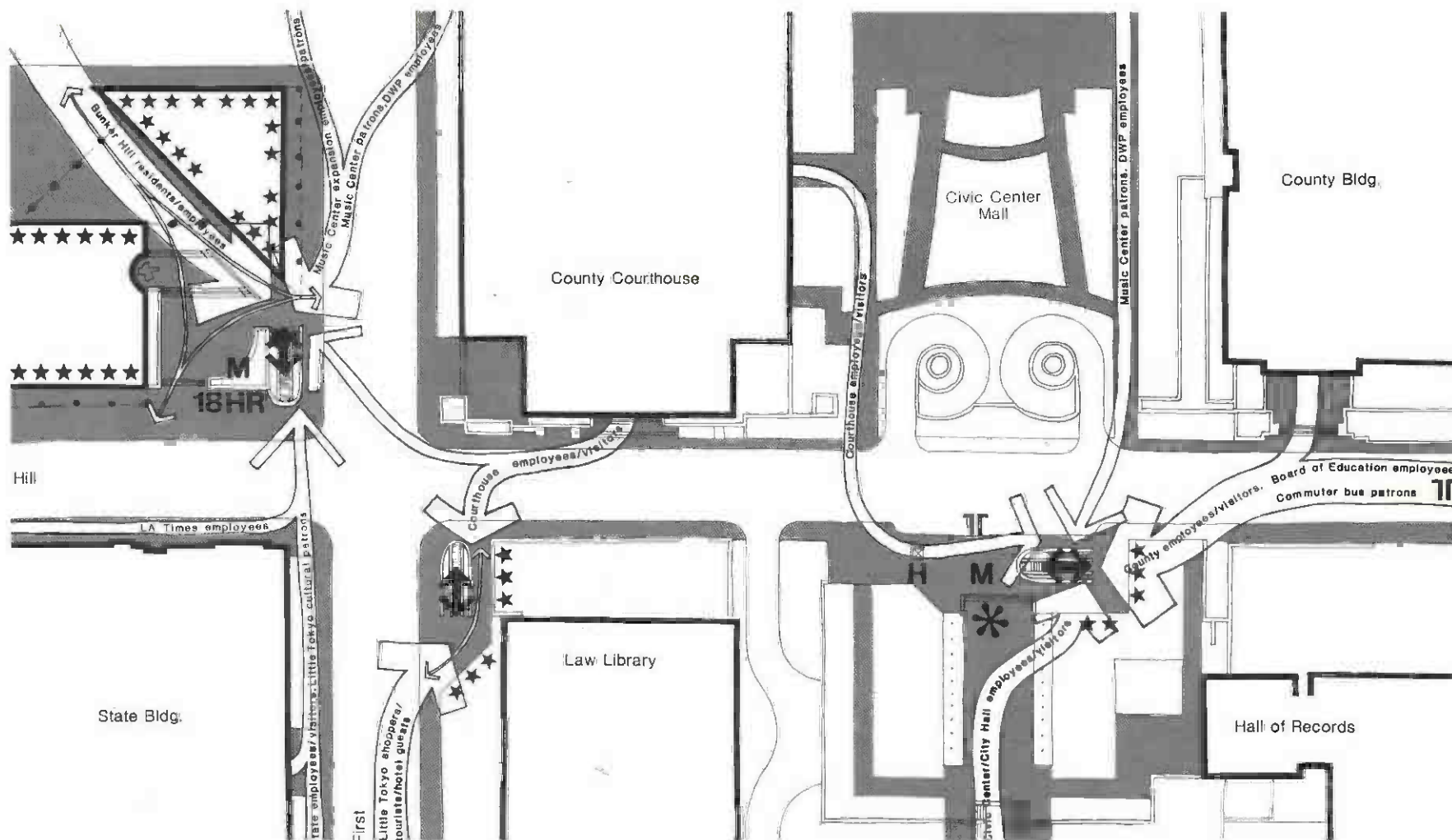
- When development of this site is completed, operate this portal as the "night" portal for the Civic Center station.

Court of Flags Portal

The initial portal to serve the north end of the Civic Center station is proposed by the SCR TD to be located mid-block between First and Temple Streets, on the east side of Hill Street. The portal is located within the Court of Flags, oriented northward toward Temple Street, in order to serve the existing bus stops along Hill and Temple Streets.

Development Program: The immediate area around the Court of Flags portal is occupied by existing civic office and court buildings sited amidst formal pedestrian open spaces. The sole development opportunity within the immediate Civic Center area is the vacant site, formerly occupied by a State Building, located between Broadway and Spring Street north of First Street. No current development plans are

STATION AREA LAND USE AND DESIGN OBJECTIVES



known for this site, although it is an ideal location for a government or related commercial office and retail use.

The CRA's portal-specific land use and design objectives are:

- Design the portal to be compatible with the formal quality and pathways of the Civic Center Mall.
- Use building materials which are sympathetic to those used on the facades and spaces surrounding adjacent civic structures and open spaces.
- Until development of the Music Center/County parcel portal is completed, operate this portal as the "night" portal for the Civic Center station; to compensate for the lack of night activity at this location, consider integration of special night lighting and service/convenience commercial uses to ensure the safety of patrons.

Little Tokyo/Civic Center Portal

The CRA has recommended that the Little Tokyo/Civic Center portal proposed for the County Law Library property at the northeast corner of Hill and First Streets, classified by SCRTD as a future portal, be re-designated as an initial portal. Access to the portal from the station mezzanine will be via a below-grade pedestrian passageway. This passageway should be designed to accommodate a possible future portal into the existing State Office Building at the southeastern corner of the First and Hill Streets intersection.

This recommendation is made to encourage the usage of the Metro Rail system by patrons from Little Tokyo, and to promote the possible redevelopment of the several existing underutilized properties within the station area east of Hill Street and south of First Street.

Development Program: An initial portal at this location would promote the redevelopment of the adjacent State property on First Street between Broadway and Spring Street; this redevelopment should include replacing the existing surface parking lot north of the State property with an extension of the Civic Center Mall eastward to City Hall.



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The CRA's portal-specific land use and design objectives are:

- Orient this portal toward City Hall and Little Tokyo to achieve name identity and to serve Little Tokyo users.
- Design the portal to be compatible with the character of the existing development at this site.
- Design the portal so as not to encroach upon the existing sidewalk.
- Design the portal to accommodate the potential for adjacent low scale retail or service commercial kiosks.

Future Portals

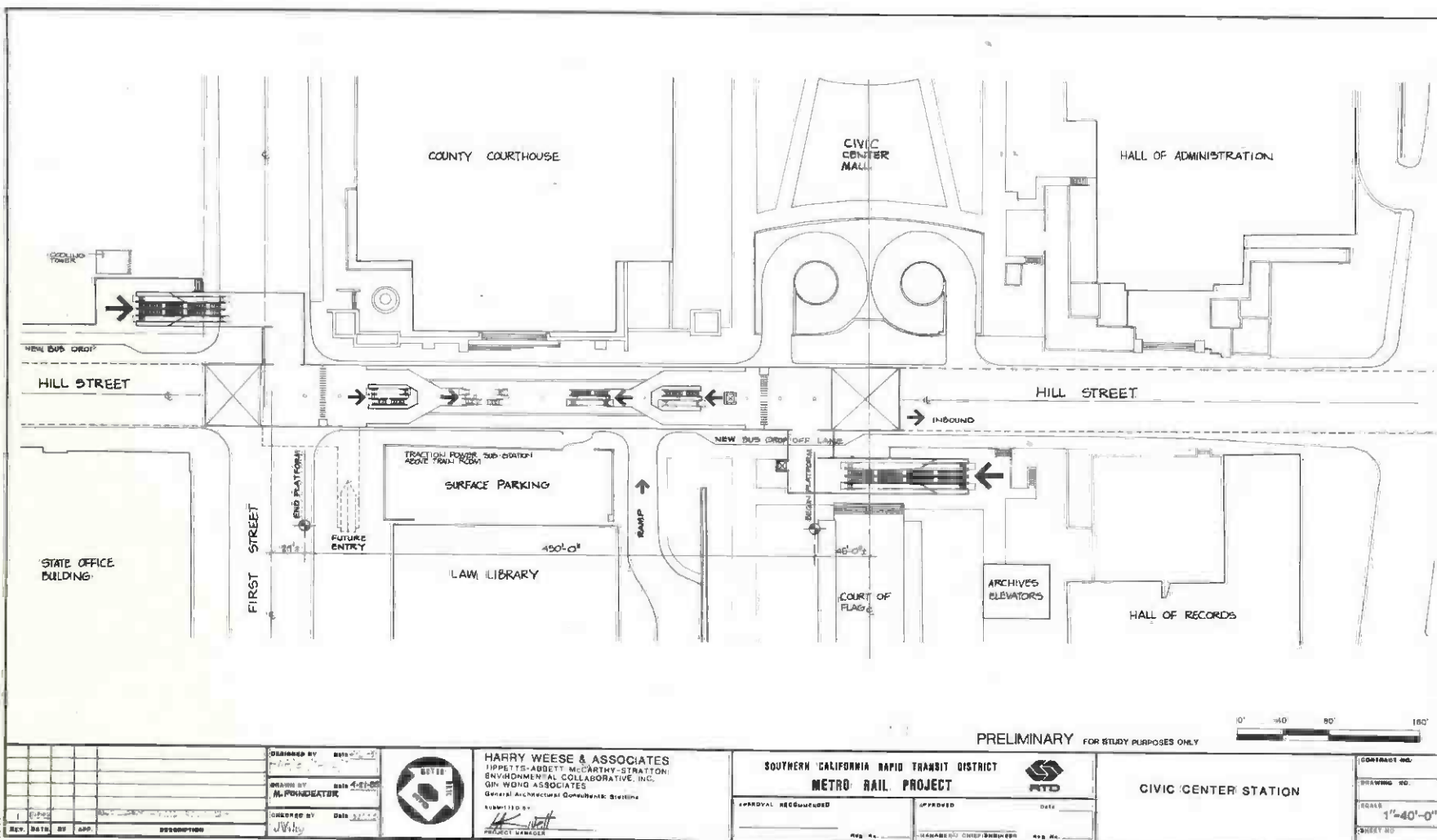
No additional portals are shown on the SCRTD's Fixed Facilities Plans beyond those described. Opportunities for potential future portals within this station area include: A portal integrated into the existing State Office Building at the southeastern corner of Hill and First Streets; and a portal situated within the Civic Center Mall, west of Hill Street, and adjacent to the County Hall of Administration.

62 Overlooking the Court of Flags towards Little Tokyo. The proposed portal site is adjacent to Hill Street. In the background is the former State Office Building site, a potential development site for commercial office and retail use.

63 Little Tokyo is within a 10-minute walk of the Civic Center station. An initial portal is recommended to be oriented to serve Little Tokyo tourists and shoppers.

The drawing below reproduces the SCRTD's Fixed Facilities Plan for the Civic Center station, denoting the basic system portals. The graphic on the opposite page includes the additional portals of the enhanced system.

SCRTD'S FIXED FACILITIES PLAN





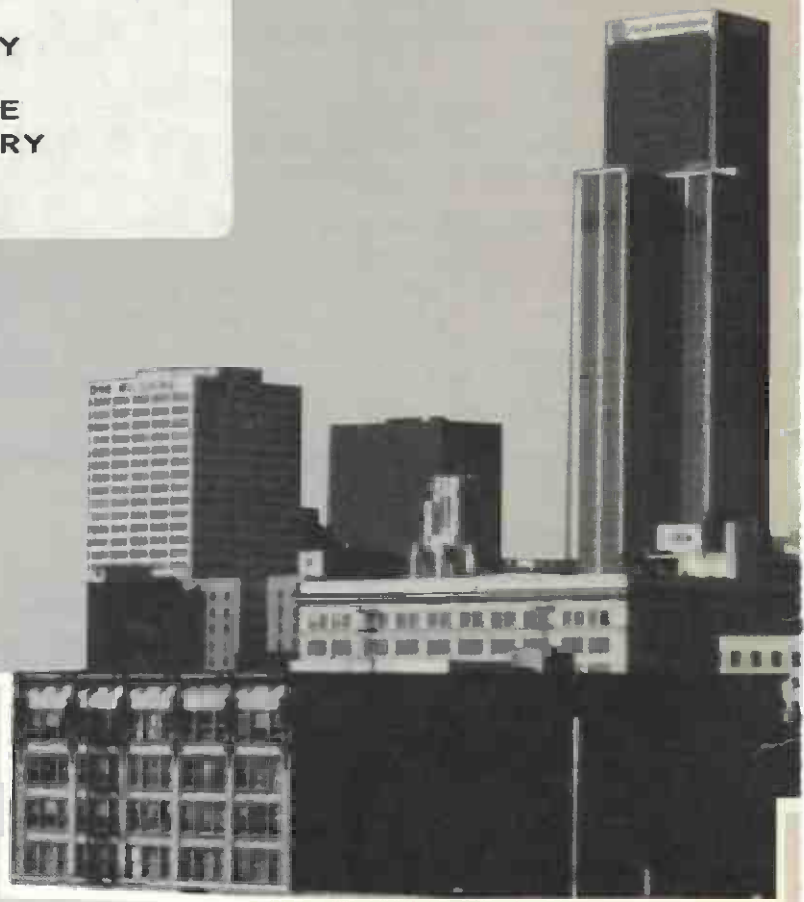
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