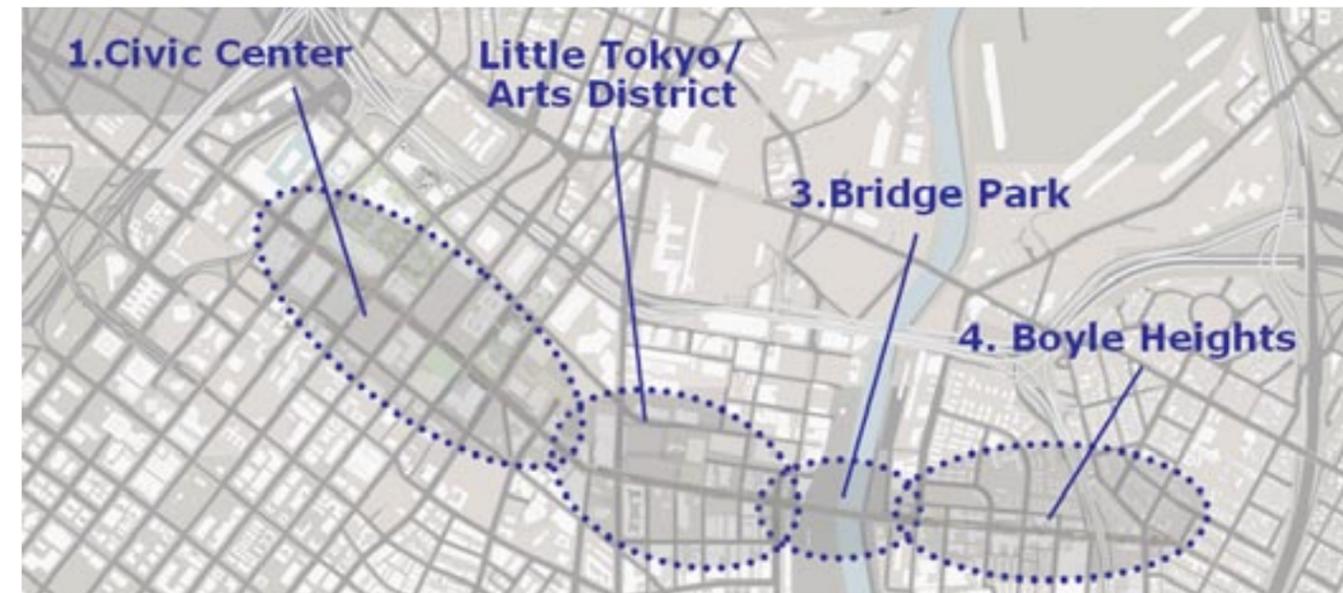


First Street Segments

First Street is clearly a collage of many neighborhoods, districts and influences. This plan proposes a melding of these parts into a distinctive four-segment overlay. They include the Civic Center (Grand Avenue to Los Angeles Street), Little Tokyo/Arts District (Los Angeles Street to Vignes), Bridge Park (Vignes to Mission) and Boyle Heights (Mission to Boyle Avenue). Each segment has a unique identity by virtue of its history, orientation, and topography - yet together they read as one memorable critical artery within Los Angeles.

First Street intends to stand out as an active living corridor with illuminated beacons, shade and blossom trees, sidewalk "living room" areas and special paving as a backdrop that fancies the pedestrian who is the driver of the big idea.



1) Build upon the Civic Center and the Grand Avenue Project

With the numerous emerging residential developments and a revitalized music and cultural center developing along Grand Avenue, First Street developments should build on the opportunities and language of the area. A transit connection from these developments down Bunker Hill and across the river to Boyle Heights will bring a critical accessibility to the Civic Center and the new 16-acre park. Shrinking the perceived 2.3 mile distance between centers could help attract mixed economies for full-day multi-purpose events.

2) Strengthen the Identity of Little Tokyo

Much work has been done with the community, including conceptual streetscape plans and two physical gates on First Street. Build on the work already done. Guide new residential development.

3) Engage Bridge Park

By developing valuable real estate under the bridge, and widening the bridge for better pedestrian usages on and below, Bridge Park can serve as partial fulfillment of the Los Angeles River Revitalization Master Plan becoming a critical connecting "node" for a continuous recreational parkway.

4) Strengthen the Identity of the Pico/Aliso District relative to Boyle Heights

The Santa Ana Freeway overpass has historically bifurcated Boyle Heights from not only downtown Los Angeles but the Los Angeles River - this piece of infrastructure needs to readdress itself in an a sculpturally inviting manner. By backfilling the creviced bridge/ground connection, a newly landscaped (possibly concrete) wall with a relief pattern and lighting feature could downplay the current barrier zone and turn it into a meaningful mural of color and landscape.



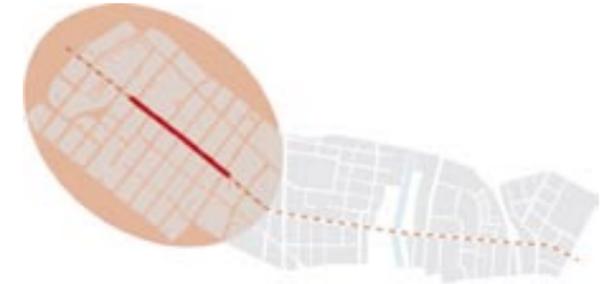
Civic Center

The Civic Center segment of First Street extends from Grand Avenue and the new Disney Concert Hall to Los Angeles Street and the recently completed CAL-Trans building. This segment connects a mixture of present and future cultural and civic buildings such as the Music Center, the new federal courthouse building, the new police headquarters, and City Hall. New housing, entertainment, office and retail spaces, and 16-acre park are also being planned for this segment by the 3.2 million square foot Grand Avenue Project. The Civic Center is the only segment along First Street which currently has regional access through the Metro Rail System.

HARDSCAPE The project proposes to maintain all existing setbacks of the Civic Center segment with the exception of the two Grand Avenue Project parcels where we recommend 25 to 30 foot setbacks wherever possible. These setbacks may introduce additional access points to the Metro Red Line Portal on the corner of Hill and First Street. This proposal also suggests combining the plaza of the new police headquarters and that of the City Hall South Lawn to create a new civic square serving as a new gathering space for the city. This space is emphasized by continuous paving that runs from the Civic Square plaza, over First Street, to the police headquarters plaza. Other hardscape treatments include custom stamped asphalt patterning for all crosswalks (as shown in *Part iii Elements*) and a 3-foot wide decomposed granite or grassy parkway planned at the curb edge where space permits.



site model



Segment Site Plan



Civic Center

LANDSCAPE The proposed Civic Square at City Hall South Lawn will maintain existing trees and remove only those needed to create the larger gathering plaza. Most of the existing lawn area will also remain as is. All of the existing palm trees lining First Street at City Hall will also remain. A continuous landscape is proposed for the entire segment by adding new tree clusters to the existing canopy. In addition, Washingtonian Robusta palm clusters at approximately 120 feet on center will mark the larger scale along the entire corridor.

FURNISHING ELEMENTS The team recommends the installation of seven new transit shelter/lantern elements for this segment (see Part iii Elements). To further improve the existing pedestrian environment, we recommend thoughtful placement of lighting fixtures, benches, trash receptacles, signage, wayfinding elements and water fountains.



large exotic specimen trees



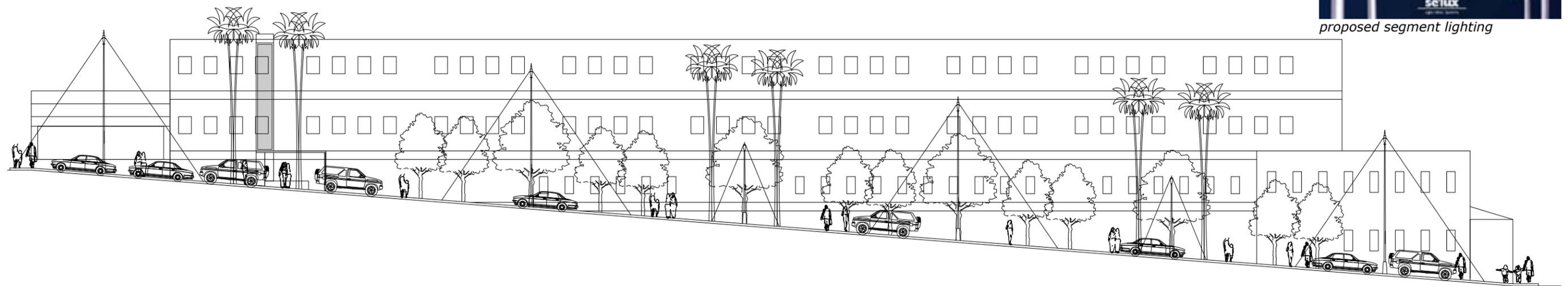
Chorisia speciosa



Koelreuteria



proposed segment lighting



Street Elevation



Civic Center: South Lawn History

Since its dedication in 1928, the City Hall's South Lawn has hosted many prominent and historical events, including: speeches, public gatherings, rallies, protests, news conferences and the recent mayoral inauguration. The site holds other historical significance because it contains the Flint Fountain. In creating a Civic Square, the site will address the lack of public gathering spaces in Downtown Los Angeles, and function as a public gathering space for formal and informal events. The South Lawn can serve as a site to acknowledge the voice of the public. Furthermore, the proposed use as a Civic Square lends itself well to existing pedestrian circulation from the City Hall entrance located north of the South Lawn and shops and restaurants to the south of the site.



Civic Center : Civic Square



Maguire Gardens - Site Plan



Proposed Civic Square - Site Plan

In designing the Civic Square, many ideas from a space similar in scale such as Maguire Gardens are used. Like Maguire Gardens, the Civic Square may include a café/restaurant, ticket booth for live performances, visitor information center, newsstand, and flower shop. Other attractions include water features, a variety of gardens, tiered performance lawn, and seating areas. Unlike Maguire Gardens, the Civic Square proposes a large plaza that accommodates public and cultural gathering; thus, establishing the 'living room' for the city.

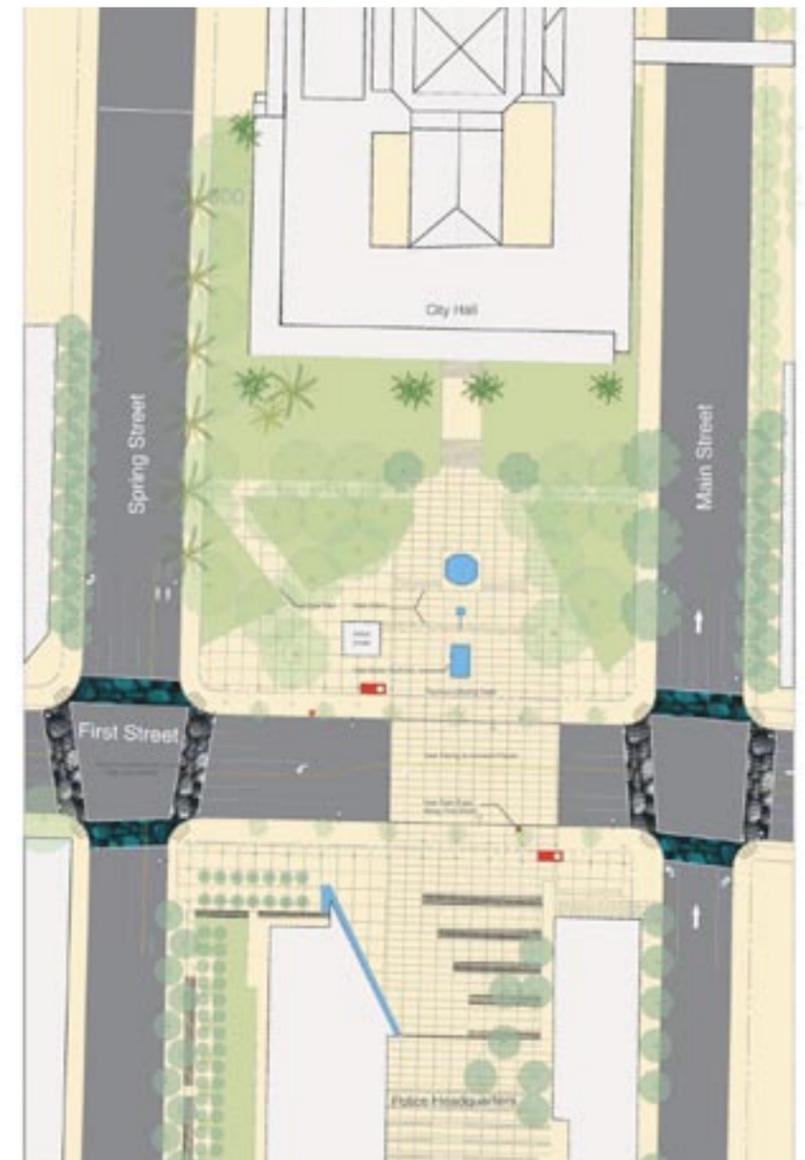
Civic Center: Civic Square



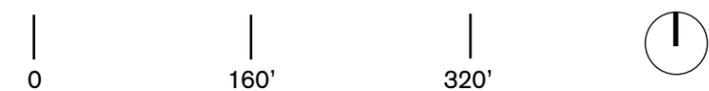
Civic Square - Option A



Civic Square - Option B



Civic Square - Option C



Civic Center: Civic Square

It is only recently that the city block planned for downtown's new Civic Square has been slated for the construction of a building - the new LAPD Headquarters at First and Main. The need and possibilities for a Civic Square in this area should not dissolve however. This project proposes a collaborative design for a plaza that encompasses the area from the City Hall steps to the LAPD Headquarters courtyard. The new Police Headquarters design naturally allows for this opportunity as its formal language gestures openly to City Hall. The following illustrations show a range of possibilities for greenscape, hardscape and furnishings in a new Civic Square that serves as the City's "living room" and political podium for activists.



Civic Square option showing new connection from City Hall bridging across First Street to future LAPD Headquarters



view from future LAPD Headquarters looking towards City Hall

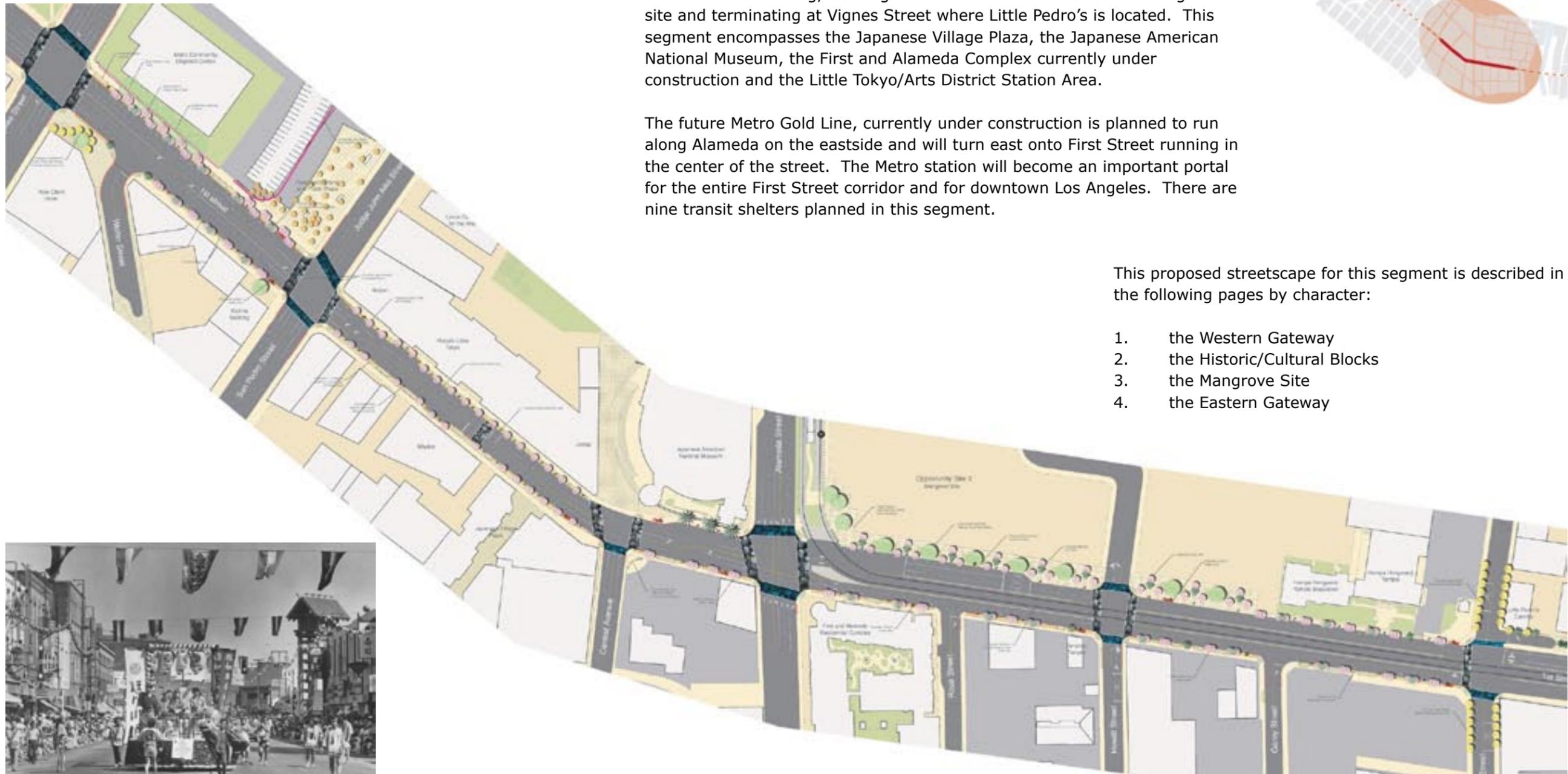
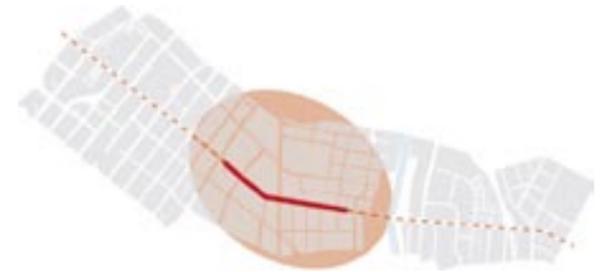


view from City Hall looking towards future LAPD Headquarters

Little Tokyo/Arts District

SEGMENT CHARACTER The Little Tokyo/Arts District segment on First Street is defined by the .6 mile strip stretching from Los Angeles Street at the CAL-Trans building, bending at Alameda at the corner of the Mangrove site and terminating at Vignes Street where Little Pedro's is located. This segment encompasses the Japanese Village Plaza, the Japanese American National Museum, the First and Alameda Complex currently under construction and the Little Tokyo/Arts District Station Area.

The future Metro Gold Line, currently under construction is planned to run along Alameda on the eastside and will turn east onto First Street running in the center of the street. The Metro station will become an important portal for the entire First Street corridor and for downtown Los Angeles. There are nine transit shelters planned in this segment.



This proposed streetscape for this segment is described in the following pages by character:

1. the Western Gateway
2. the Historic/Cultural Blocks
3. the Mangrove Site
4. the Eastern Gateway



historic Little Tokyo parade

Segment Site Plan

0 200' 400'



Little Tokyo/Arts District

WESTERN GATEWAY This block presents significant opportunities to reinforce the unique identity of Little Tokyo as well as the visual and physical linkages with the Civic Center District.

On the South side of First, the Plaza fronting the New Otani Hotel and Onizuka (Weller) Street, can be made more visible by removing the existing dense row of ficus street trees. Consideration should also be given to replacing the existing continuous large planters adjacent to the sidewalk, creating a more open and accessible public space available for a larger scale signature tree planting and additional public art portal elements - signifying a memorable "Gateway" into Little Tokyo. Retention of existing curb alignment, sidewalk width, and parallel parking fronting the Kajima Building/Sumitomo Bank is recommended, with the addition of new closely spaced paired flowering canopy street trees, skyline Fan Palms and new lighting and furnishing elements. A stop for the "First Street Shuttle" is also planned, possibly in the vicinity of Onizuka Street.

LANDSCAPE The North side of First Street between Los Angeles Street and Aiso affords the special opportunity for the creation of a Linear Gateway Element into Little Tokyo. The current eighteen-foot curb lane and restricted parking fronting the Police Emergency Center and the planned Aiso Street Parking Project will facilitate the widening of the existing 12-foot sidewalk by eight feet. The proposed new street design elements will mirror the design proposed for the South side, with the addition of skyline palm plantings and distinctive public art elements, plus a second row of canopy trees - creating a broad pedestrian promenade extending the entire length of the block.

HARDSCAPE The Aiso Street Parking facility will contain underground public parking for 300 cars accessed off Aiso Street, covered by an expansive Plaza at grade, with major pedestrian access by monumental steps opening onto the Plaza and First Street Promenade. The Promenade and Plaza, animated by pedestrian movement along First Street and to and from the Parking facility, can become an important community outdoor gathering place, if carefully designed and programmed.



Conceptual perspective at 1st & San Pedro showing a "Gateway" plaza and Linear Promenade with flowering trees and distinct lighting



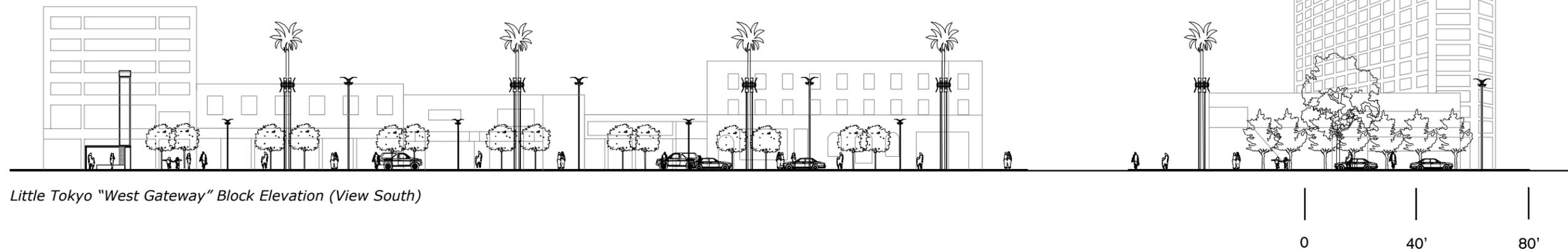
cherry trees - Bunkyo-ku, Japan



proposed segment lighting



Ginkgo biloba



Little Tokyo "West Gateway" Block Elevation (View South)

Little Tokyo/Arts District

HISTORIC/CULTURAL BLOCKS The Little Tokyo “Historic” and “Cultural” blocks – extending from San Pedro/Aiso across the Central Avenue terminus intersection and JANM Plaza to the Alameda Street intersection possess a unique neighborhood scale and character which must be carefully considered as enhancements to the First Street corridor are developed. Proposed improvements, including replacement of some curbside parking to allow for wider sidewalks with flowering canopy trees, distinctive lighting and furnishings, and public art elements, have all been the subject of extensive recent and on-going studies involving the participation of many residents of the community. The unique identity of this segment is recognized in the urban design vocabulary recommendations of this study in a number of ways, notably by the encouragement of distinct lighting, furnishings and art elements and the interruption of the First Street corridor signature skyline palm plantings on the Historic and Cultural Blocks.



existing site photo



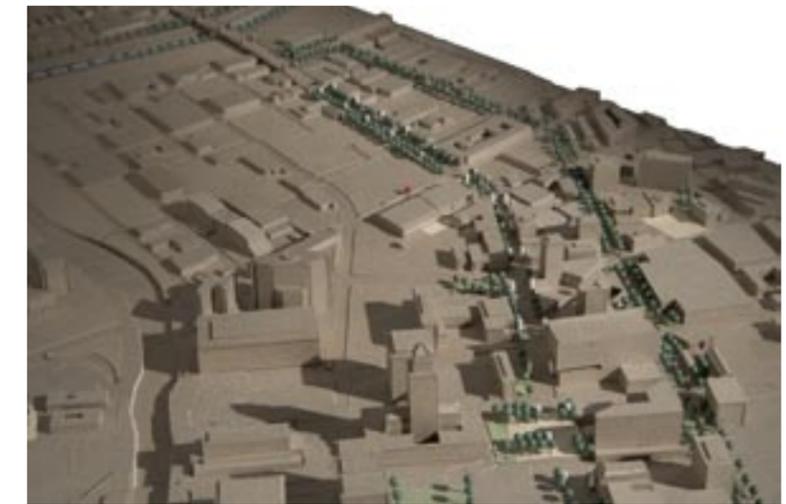
view to First & Central Avenue: opportunity site for significant focal point



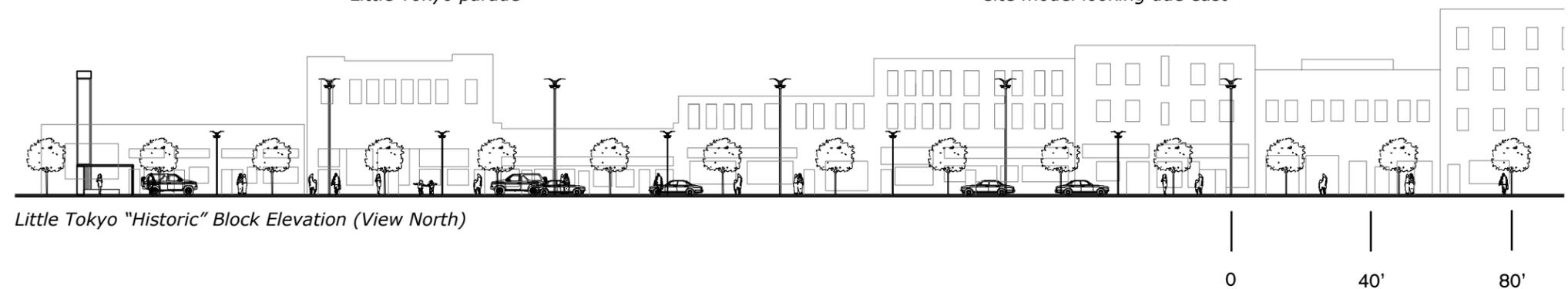
Little Tokyo “Historic” block street section



Little Tokyo parade



site model looking due east



Little Tokyo “Historic” Block Elevation (View North)

Little Tokyo/Arts District

HISTORIC/CULTURAL BLOCKS The Little Tokyo "Historic" and "Cultural" blocks extending from San Pedro/Aiso across the Central Avenue terminus intersection and JANM Plaza to the Alameda Street intersection possess a unique neighborhood scale and character which must be carefully considered as enhancements to the First Street corridor are developed. Proposed improvements, including replacement of some curbside parking to allow for wider sidewalks with flowering canopy trees, distinctive lighting and furnishings, and public art elements, have all been the subject of extensive recent and on-going studies involving the participation of many residents of the community. The unique identity of this segment is recognized in the urban design vocabulary recommendations of this study in a number of ways, notably by the encouragement of distinct lighting, furnishings and art elements and the interruption of the First Street corridor signature skyline palm plantings on the Historic and Cultural Blocks.



view east of the Homba Hongwanji temple expansion and the Mangrove parcel



proposed urban "linear park" fronting future Little Tokyo/Arts District Station

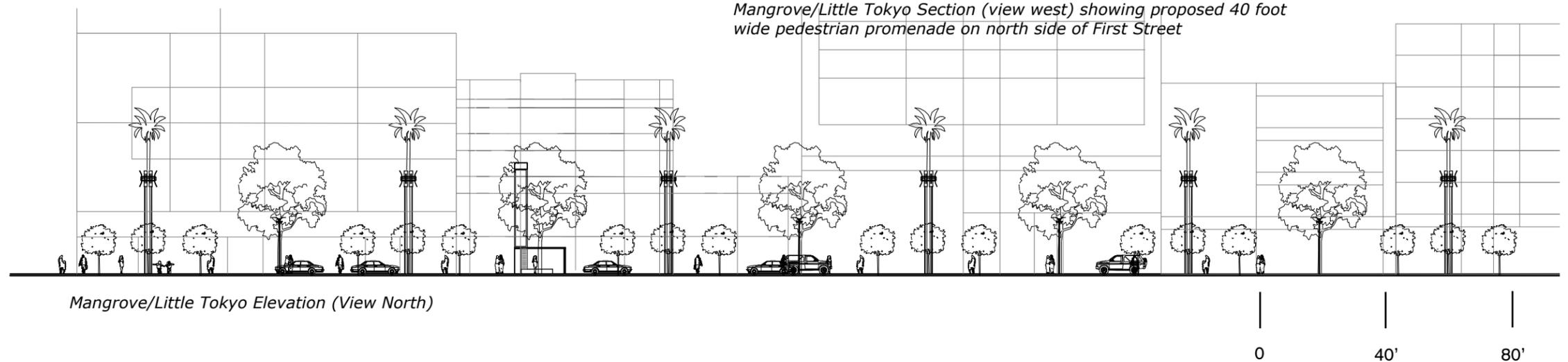
MANGROVE SITE The City and County owned Mangrove Site, a twelve-acre parcel at the northeasterly intersection of Alameda and First, is currently envisioned as a major "transit-oriented" mixed use commercial and residential center. This will add to the already significant new residential development planned and under construction in the Little Tokyo neighborhood. The coordinated development of the Mangrove site and Metro Station represents an extremely significant opportunity to reinforce the unique vitality of this location.



Mangrove/Little Tokyo Section (view west) showing proposed 40 foot wide pedestrian promenade on north side of First Street



aerial looking due west



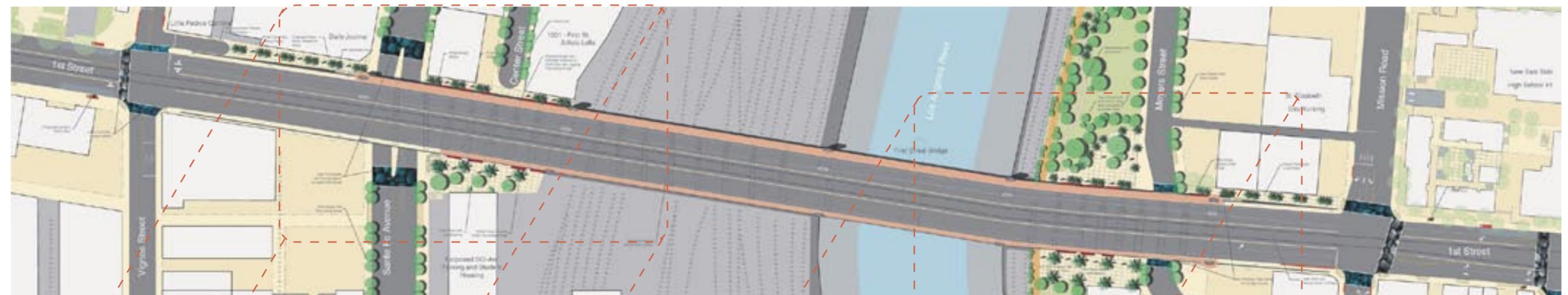
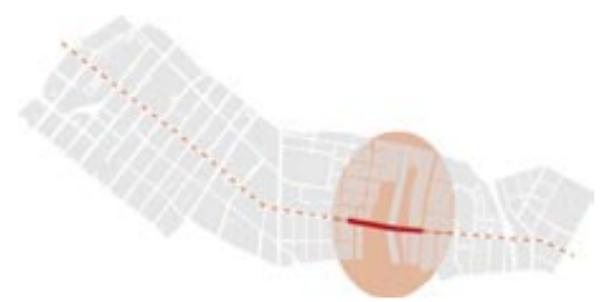
Bridge Park

First Street's Bridge Park segment includes the entire bridge infrastructure and the real estate under the bridge spanning from Vignes Street to Mission Street. This segment carries significant weight with the revitalization of First Street for two main reasons:

- 1) its literal and symbolic representation as a connection from East to West
- 2) its connection to the L.A. River and the City's planned revitalization of a 32-mile recreational green corridor along the River

The First Street/Calle Primera project outlines several recommendations for Bridge Park from extra bridge widening (when the northern infrastructure of the bridge gets reconstructed to accommodate the new Metro Gold Line) to the development of useable and valuable real estate under the bridge (like the bridge markets in New York, Berlin and many cities around the world).

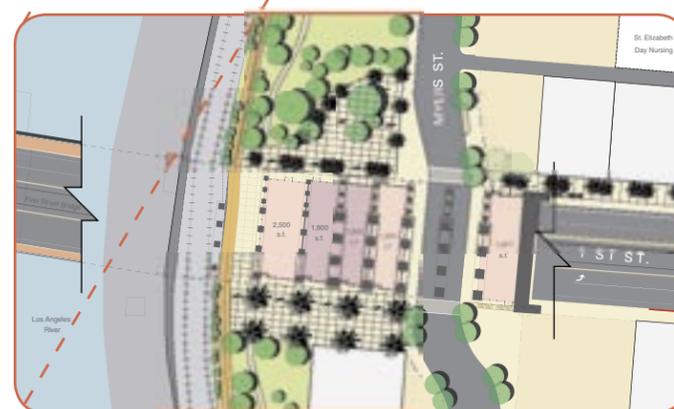
Bridge Park can become L.A.'s major urban social condenser - invigorating a critical density along this transportation corridor with recreational and retail zones. New and relocated stairs at both gateways to the bridge would provide access to new landuses above and below this unique 1920s monument. Bridge Park will become a destination for runners, flower marts and deli stands making this an all day activity center. SciArc student parking and housing might be planned adjacent to Bridge Park. Investment in Bridge Park should be a top priority.



Segment Site Plan - Bridge Level



Ground Level Plan - West Side



Ground Level Plan - East Side



Bridge Park

Identify the Bridge as the Historic Companion to City Hall

The bridge should be treated not just as a work of engineering, but as an architectural landmark of great visual, symbolic, and civic importance. It was designed, built and completed at virtually the same moment in the city's history as City Hall – 1926-28. At 1500 in length, it is a major urban monument, a horizontal companion to the tower of City Hall. Just as City Hall has recently achieved greater visual prominence through nighttime illumination, dramatic illumination of the bridge can reinforce the connection of the two monuments. The focus on the bridge as a "restoration" project helps explain the central role of Project Restore in planning for the bridge and its corridor along First Street, which also connects the two structures.



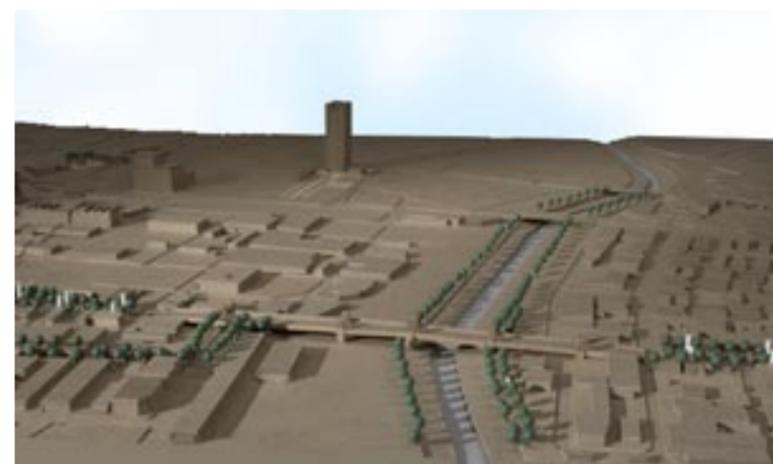
proposed lighting



existing site photo under bridge



existing site photo under bridge



site model looking north towards Bridge Park



special lighting of the First Street Bridge

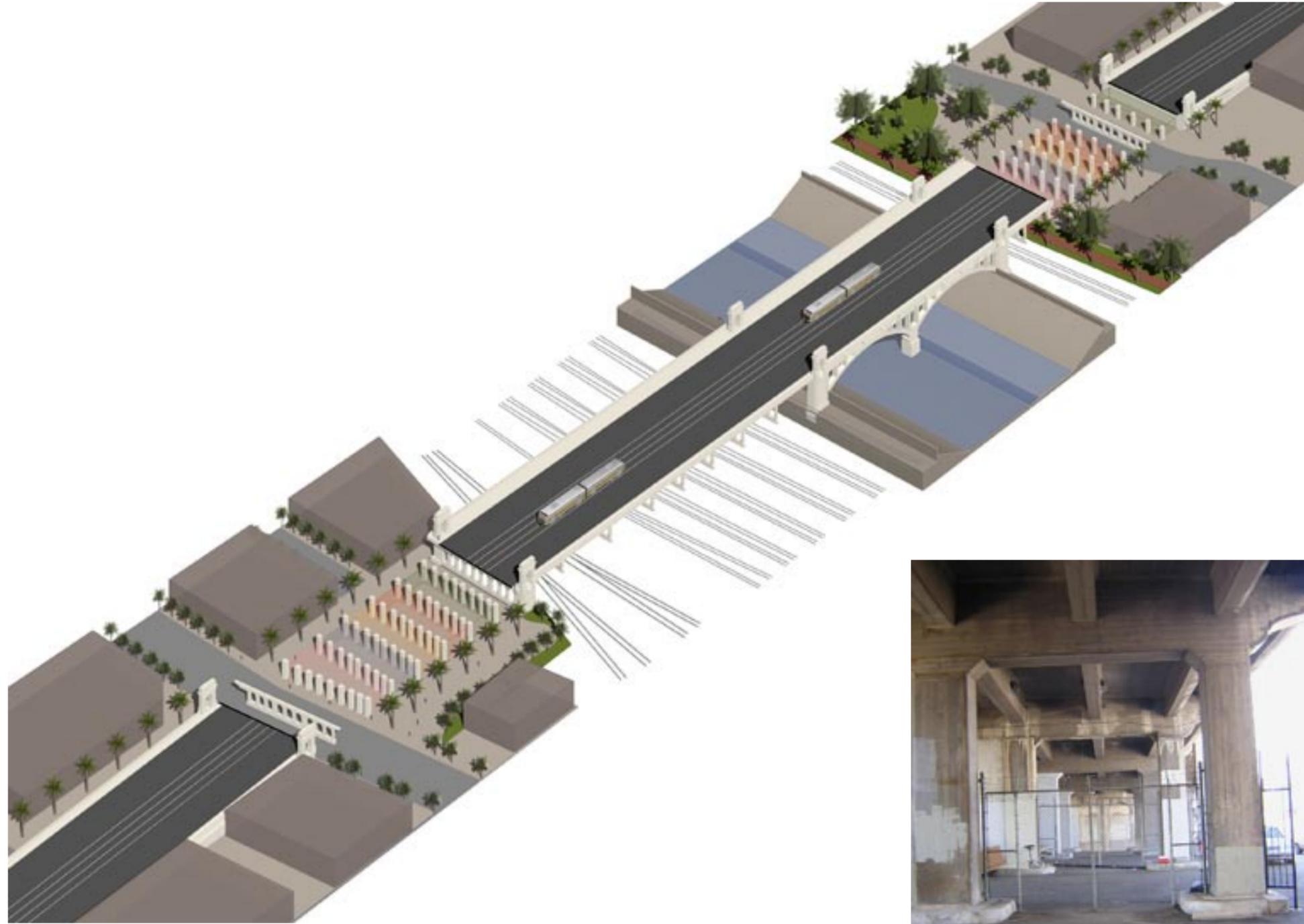


Bridge Park connects the community to revitalized open space



existing view of bridge from train tracks on the east side of the L.A. River

Bridge Park



rendering of potential commercial/retail/open space under the First Street Bridge - 30,000 sq ft!



commercial and recreation oriented land uses such as retail can bring new life to the property under the bridge

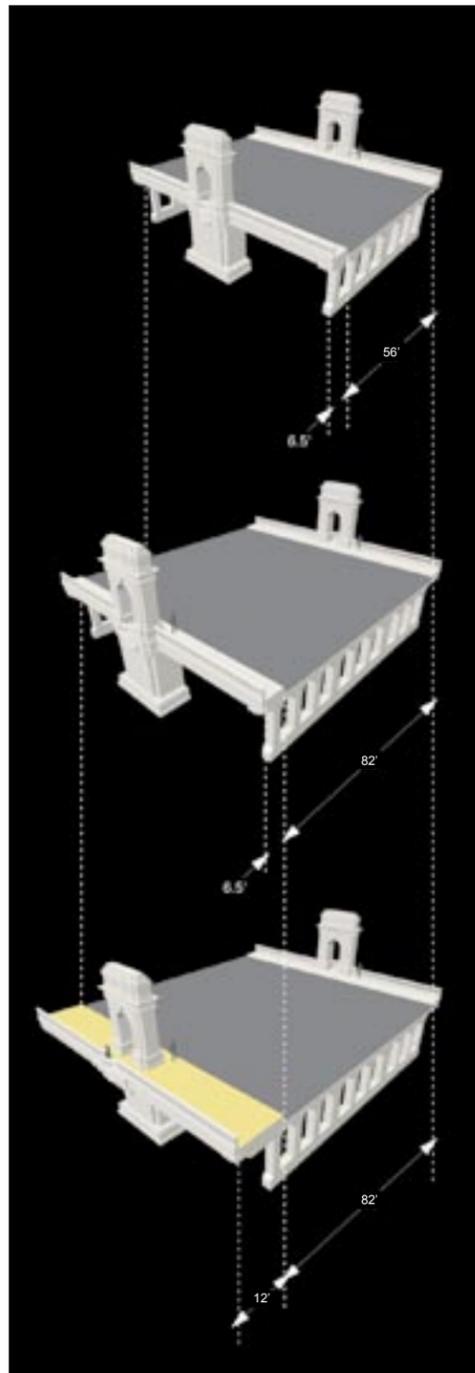


existing view under the bridge



rendering of proposed retail promenade under the bridge

Bridge Park



Existing First Street Bridge

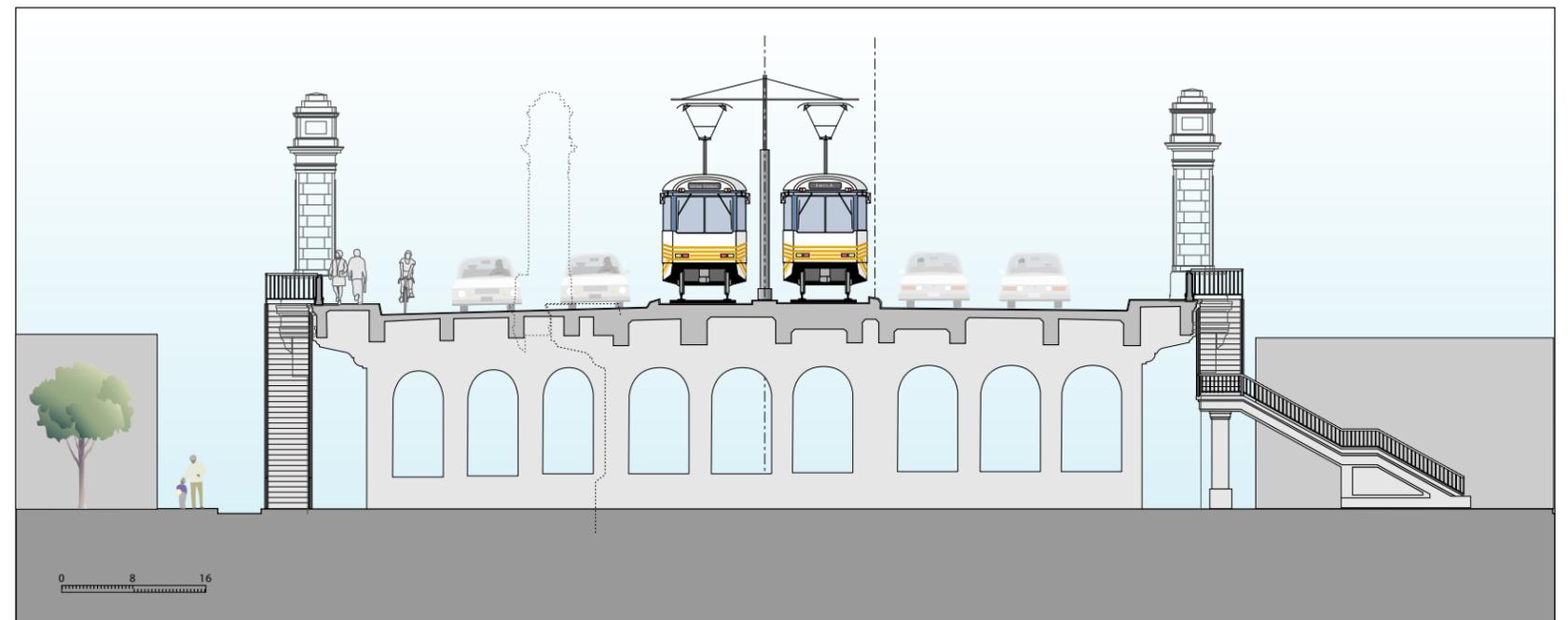
Existing 56' roadbed for automobile traffic with narrow 6.5' sidewalk (limits safe and comfortable pedestrian flow).

Bureau of Engineering Planned Bridge Widening

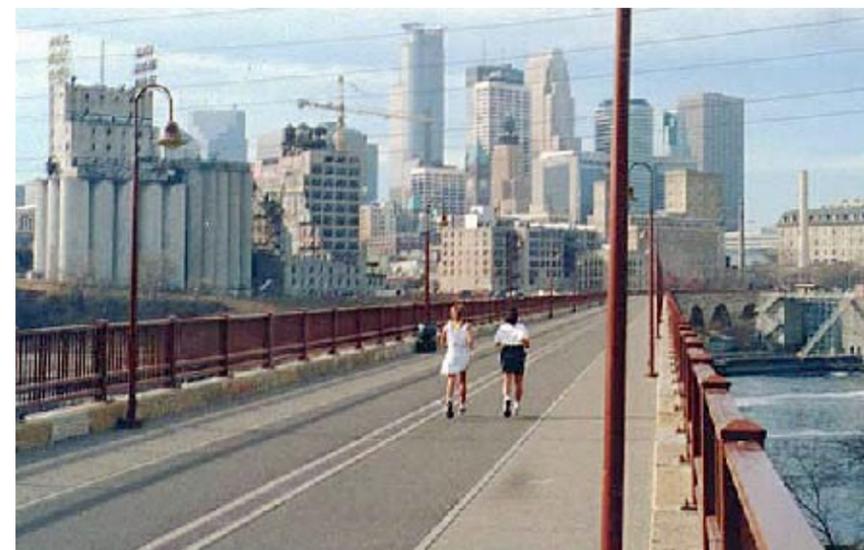
Planned 26' widening to accommodate new light rail along with automobiles. No further pedestrian amenities are planned. 6.5' walkway remains unchanged.

Proposed Bridge Widening

An additional 5.5' of widening is recommended to expand the north sidewalk to 12'. This will allow for safe and frequent use of the bridge by pedestrians for recreation. It will also ensure convenient access to the Los Angeles River.



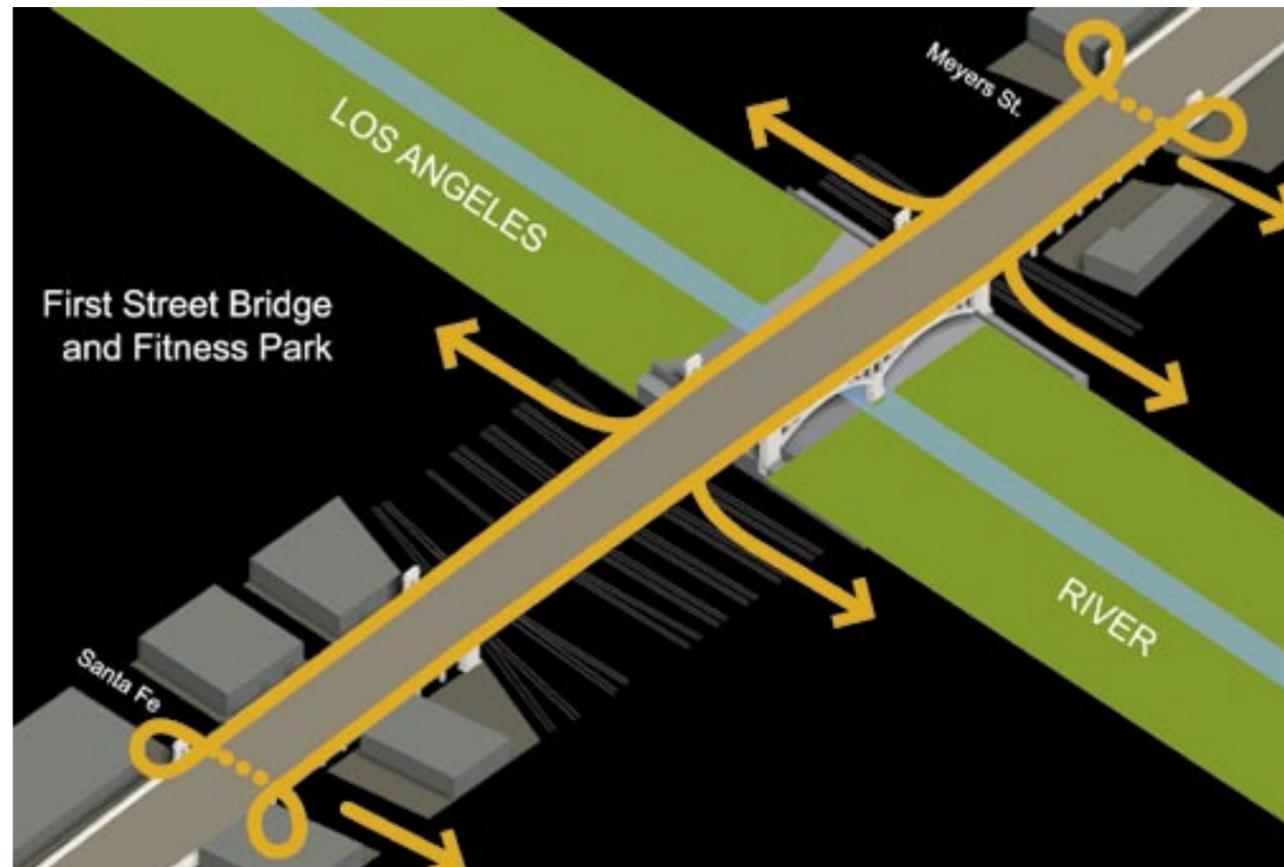
Bridge □



runners exercising on bridge near Downtown Los Angeles

Bridge Park: Fitness Amenities

The function of the First Street Bridge is not limited to practical transport of cars, trains and pedestrians from one side of the Los Angeles River to the other. With the much anticipated river redevelopment, the increase in loft housing in the area, a limited physical fitness space in the new LAUSD high school project east of the bridge, and a lack of training and fitness space in the proposed new fire station west of the bridge -- there is an opportunity for its function to extend to recreational fitness uses for local residents and regional visitors. The proposed widening of the First Street Bridge to accommodate the Metro Gold Line Eastside Extension offers a chance to widen the proposed new northern sidewalk and an opportunity to add a rubberized asphalt jogging path on both bridge sidewalks much like the successful Evergreen Cemetery jogging path east of Mariachi Plaza. The proposed fitness trail connects the surrounding neighborhood and the river with a series of fitness stations along the way, and increases safety with proposed lighting for nighttime use.



proposed fitness trail on the the L.A. River Bridge - new and relocated stairs allow for a continuous path uninterrupted by traffic



Bridge Park: Connection to the River

The intersection of the Los Angeles River and the First Street Bridge reveals a visual and physical connection to the region unlike any other location along First Street. This crossroad can serve as a staging area for many recreational and cultural events and activities such as boating, biking, river cleanup and education, to name a few.



Boyle Heights

First Street’s Boyle Heights segment includes the half-mile strip running east-west from Mission Street to Bailey Street encompassing the branch of the Metro Gold Line Eastside extension, the new LAUSD High School #1 and the First Street South Project Area.

HARDSCAPE First Street will be widened in this segment to accommodate the new surface rail alignment in the center of the street while maintaining two auto lanes running in each direction on either side. 12’ minimum sidewalk widths are recommended north of the Pico/Aliso station in front of the new High School. Resolving the narrow conditions might entail locating the planned LAUSD fence inside the property line. The linear sidewalk in front of High School #1 is a critical pedestrian circulation zone as it is a queueing zone for crossing the street to the Pico/Aliso Station Platform and the First Street South Plaza.

On a more grand pedestrian scale, 20’ sidewalk widths are recommended south of the station at the new First Street South Development Area. This mixed-use retail and housing development zone intends to incorporate a large plaza with the proposed closure of Anderson Street. Charging the Boyle Heights segment with daylong activity ensures an engaged community with “eyes on the street”. Working block by block, First Street has potential to re-energize and evolve its urban “mural” of new developments, tree rhythm, paving patterns, furnishings and artwork.

LANDSCAPE The proposed landscape concept of tree pairs continues along First Street in the Boyle Heights segment with Podocarpus shade trees at ± 40’ on center and Washingtonian Robusta palm clusters at ±120’ on center. Where space permits such as

in front of the First Street South Project Area, it is recommended to create a more dense landscaped tree zone. With ±20’ of sidewalk, the district plan shows staggered double rows of trees. The inner pairs of Tabebuia blossom trees are shown at ±40’ on center. A three-foot wide decomposed granite or grassy parkway is planned at the curb edge where space permits.

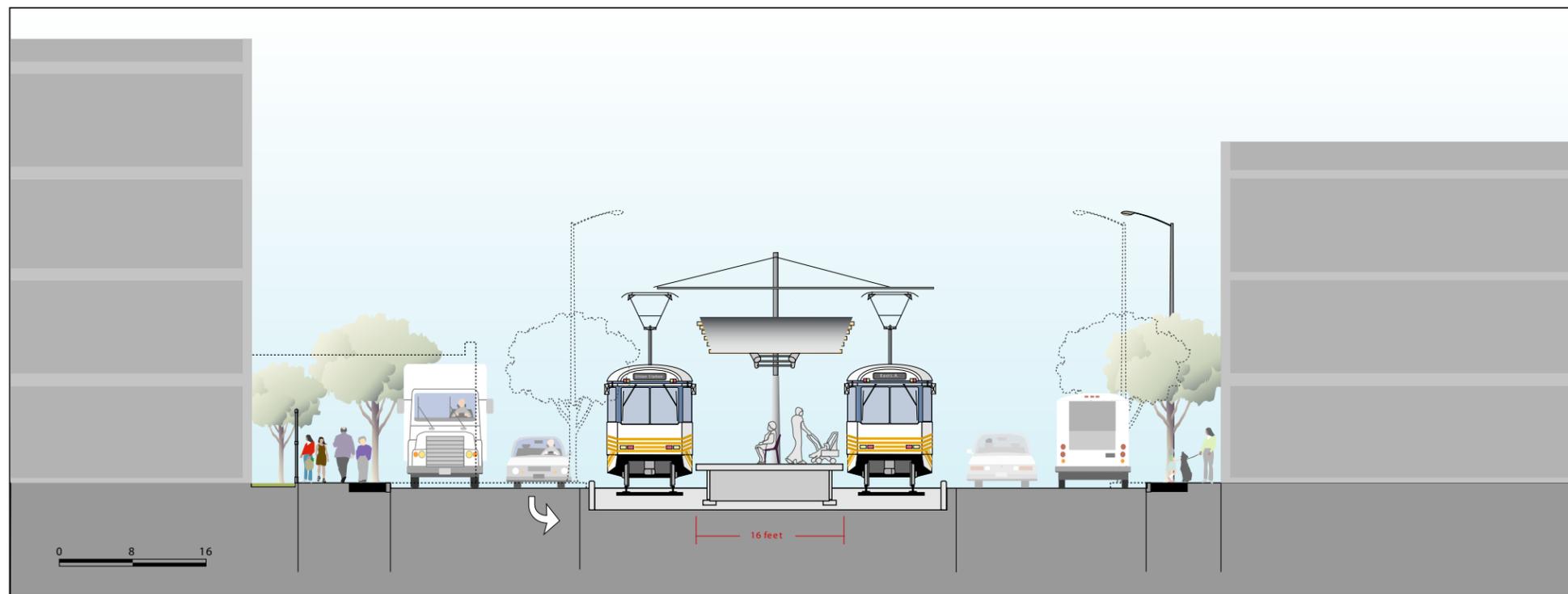
Special paving and landscaped/decomposed granite parkways should line the street where space permits. Sidewalks under 10’ in width will pose challenges to ideal street furnishing locations and parkways including the area in front of the TELACU Senior Citizen Center and Alizo Apartments.



District Site Plan

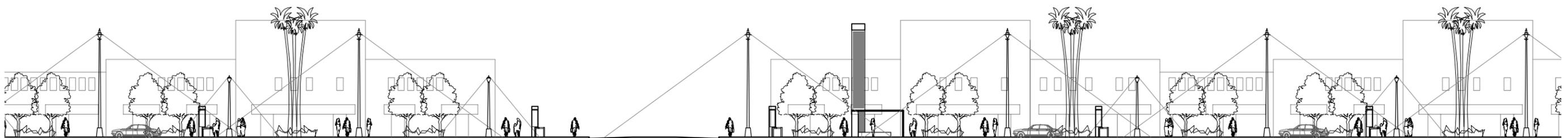


Boyle Heights



Street Section

FURNISHING ELEMENTS Aside from the light rail transit features are several bus stops located at the nearside corners of six existing shelter locations. The Team recommends the installation of a new bus shelter/lantern element (see *part iii Elements*). To further develop this segment and all of First Street's segments into a living corridor, a layer of strategically placed furnishings should be added to the sidewalks and plazas. Guidelines for locating lighting fixtures, benches, trash receptacles and water fountains should be drafted to facilitate a rhythm and a clear passageway for all pedestrians keeping in mind transit alighting zones, crosswalk queueing and handicapped accessibility.



Street Elevation

Boyle Heights

PUBLIC ART OPPORTUNITY

The Santa Ana Freeway, constructed over Boyle Heights in the 1950s cuts through First Street between Pecan Street and Boyle Avenue. The bifurcation of the social centers at Mariachi Plaza and Grand Avenue are due in large part to this invasive infrastructure -- but today can become an opportunity for urban healing. Currently serving as a dark and isolated shelter for the homeless, the sloped grading under the freeway can become a Public Art Opportunity. Filling in this poché space with a sculptural bas relief, a safer and well lighted passageway for pedestrians can be created.



Built in the 1950s, freeway on and off ramps to the Santa Ana 101 Freeway has inhibited the east-west connection along First Street



Existing views under the overpass



BEFORE: open space under the freeway and dark conditions create unsafe conditions for pedestrians.



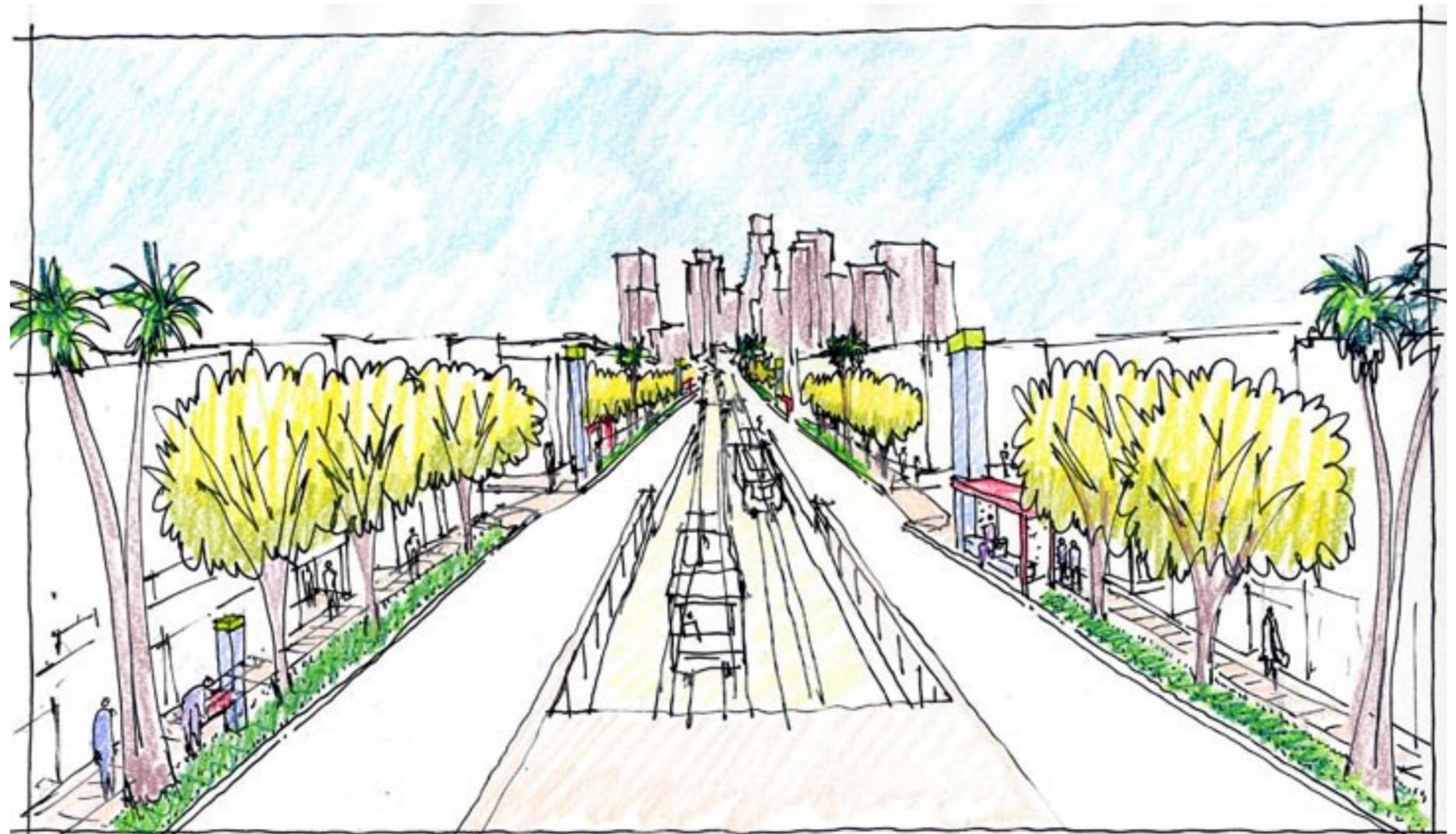
AFTER: Public Art Opportunity Site shows new possibilities. Here, a fluorescent ornamental light bar wraps the structure providing illumination while featuring a sculpted concrete bas relief; trash receptacle/signage element in foreground.

Boyle Heights

The terminus of this project scope is Mariachi Plaza defined by a corner plaza and a kiosk donated by the Mexican state of Jalisco in 1998. Since then, the MTA has donated several benches to complete this plaza. Soon, it will become a major transit destination along the Metro Gold Line Eastside Extension. From Boyle Avenue to Bailey Street, this plaza will be expanded to an entire city block. Landscape and furnishing features will be planned for this node. With small groceries, adjacent residences and delectable Mexican restaurants around in Boyle Heights, this eastside terminus can be just the beginning of one's morning bikeride along the L.A. River or a concert goer's evening.



model view looking east from the L.A. River bridge to Mariachi Plaza



view from Boyle Heights Metro Gold Line portal



Mariachi Plaza



Mariachi Plaza corner block before expansion