

5

Plan Drawings

Plan - Civic Crossroads

L.A. TIMES

CIVIC PARK



POLICE HEADQUARTERS

AUDITORIUM

LOS ANGELES CITY

CALTRANS/LADOT

CITY HALL SOUTH

CITY HALL EAST



Plan - Federal Block

COUNTY COURT

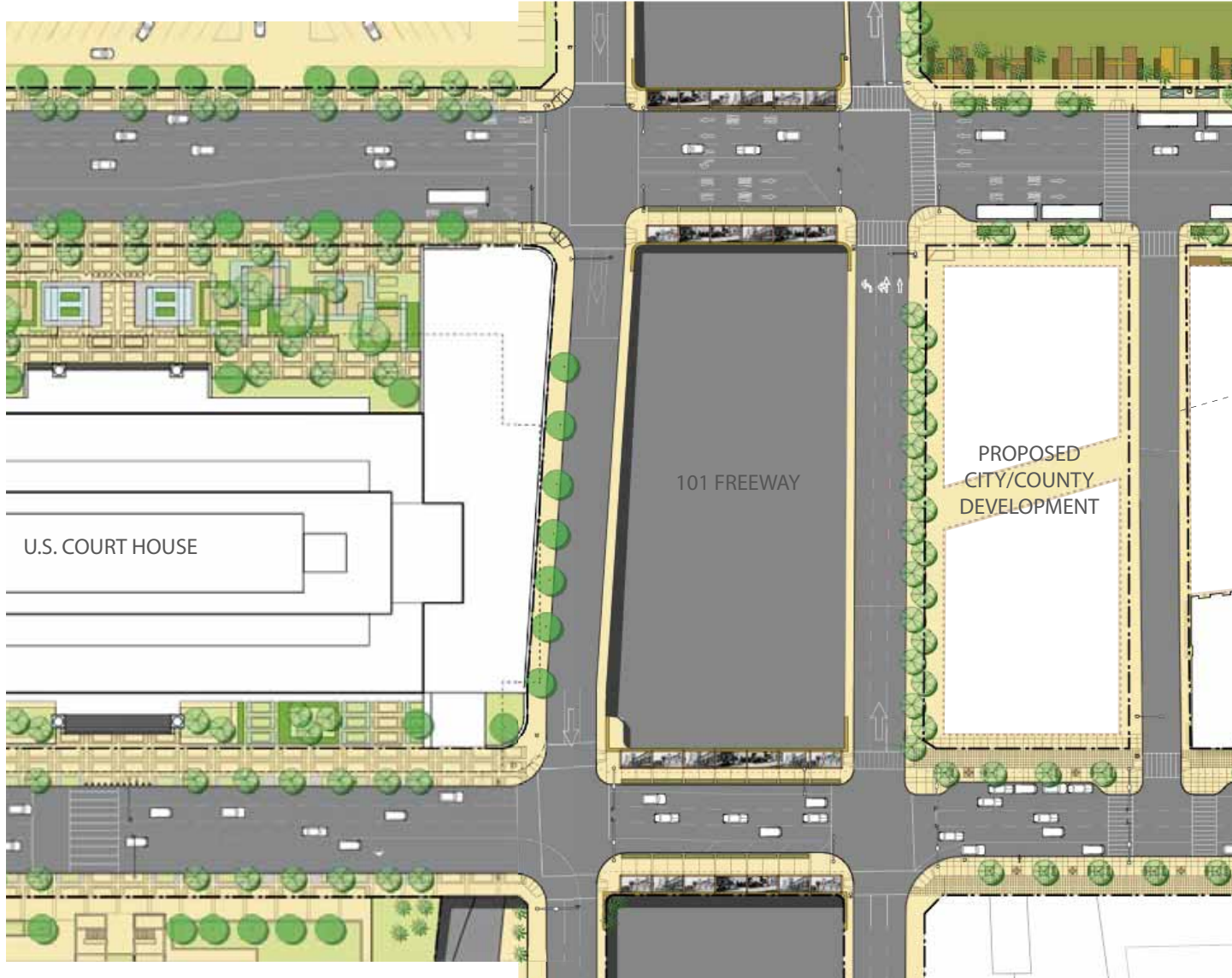
HALL OF JUSTICE



L.A. MALL

HALL OF JUSTICE

PUEBLO GATEWAY BRIDGE



L.A. MALL

PUEBLO GATEWAY BRIDGE

MASONIC TEMPLE
ESTELA THEATER
PICO HOUSE



PROPOSED COUNTY
DEVELOPMENT / DISTRICT PARKING



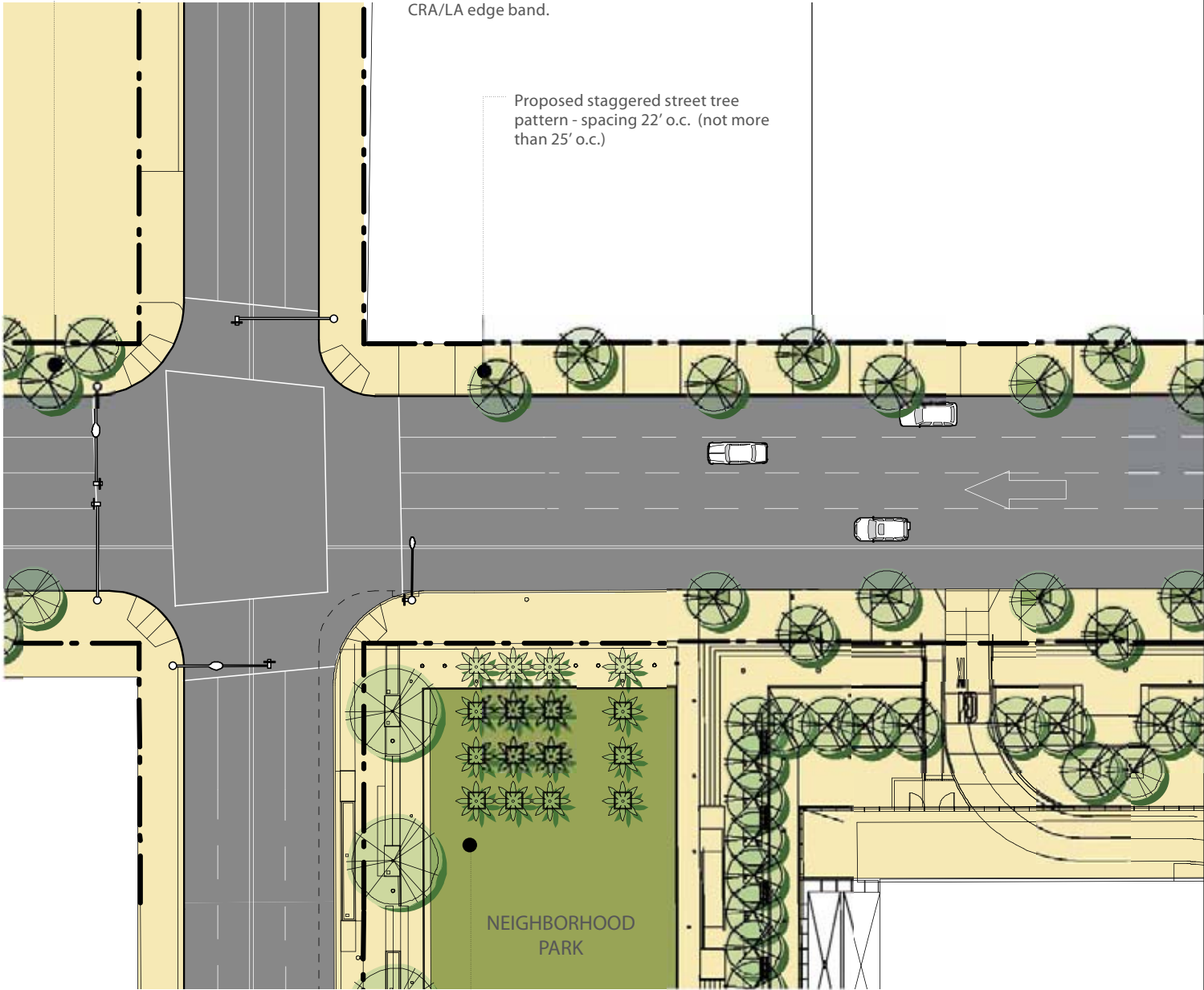
LOS ANGELES PLAZA

OLVERA STREET SHOPS

2ND STREET

Parkway street designation from 2nd - 3rd per Downtown Design Guidelines- average and minimum sidewalk width for this block is 14' with minimum parkway zone 6' (2' paved at curb + 4' tree wells/pkwy zone) - minimum walkway zone 8' Paving pattern: Specified standard CRA/LA edge band.

Proposed staggered street tree pattern - spacing 22' o.c. (not more than 25' o.c.)



Emphasize "threshold" at new park along second street. This marks the transition from the commercial and increasingly residential core to the Civic Center. Opportunity for pedestrian wayfinding and neighborhood information and art.



Plan - Spring Street

This section of Spring is designated parkway street with average and minimum sidewalk width of 15' with minimum parkway zone 7' (2' paved at curb + 5' tree wells/pkwy zone) minimum walkway zone 8' - Paving pattern: Specified standard CRA/LA edge band.

Match established historic street light style and pattern

L.A. TIMES BUILDING

FIRST STREET



POLICE HEADQUARTERS

Tree wells - minimum 24" box trees shall be planted in 5' wide X 8' or larger tree wells set back 2' from face of curb planted with low-growing groundcover or perennials, except within 4 feet of the trunk or covered with 3" thick layer of stabilized decomposed granite or covered by a tree grate per Guidelines

Design of parkways and large tree wells to collect and treat stormwater runoff is encouraged Per Downtown Design Guidelines

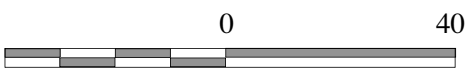
Take advantage of green open space in front of vacant county site and include it as an extension of the Civic Park. This site is an opportunity to strengthen the Crossroads by developing a civic building with an active public function -Two Halls: Joint Placemaking by City and County .

FIRST STREET



Design of parkways and large tree wells to collect and treat stormwater runoff is encouraged Per Downtown Design Guidelines. Similar sustainable strategies are being proposed as part of the Civic Park design.

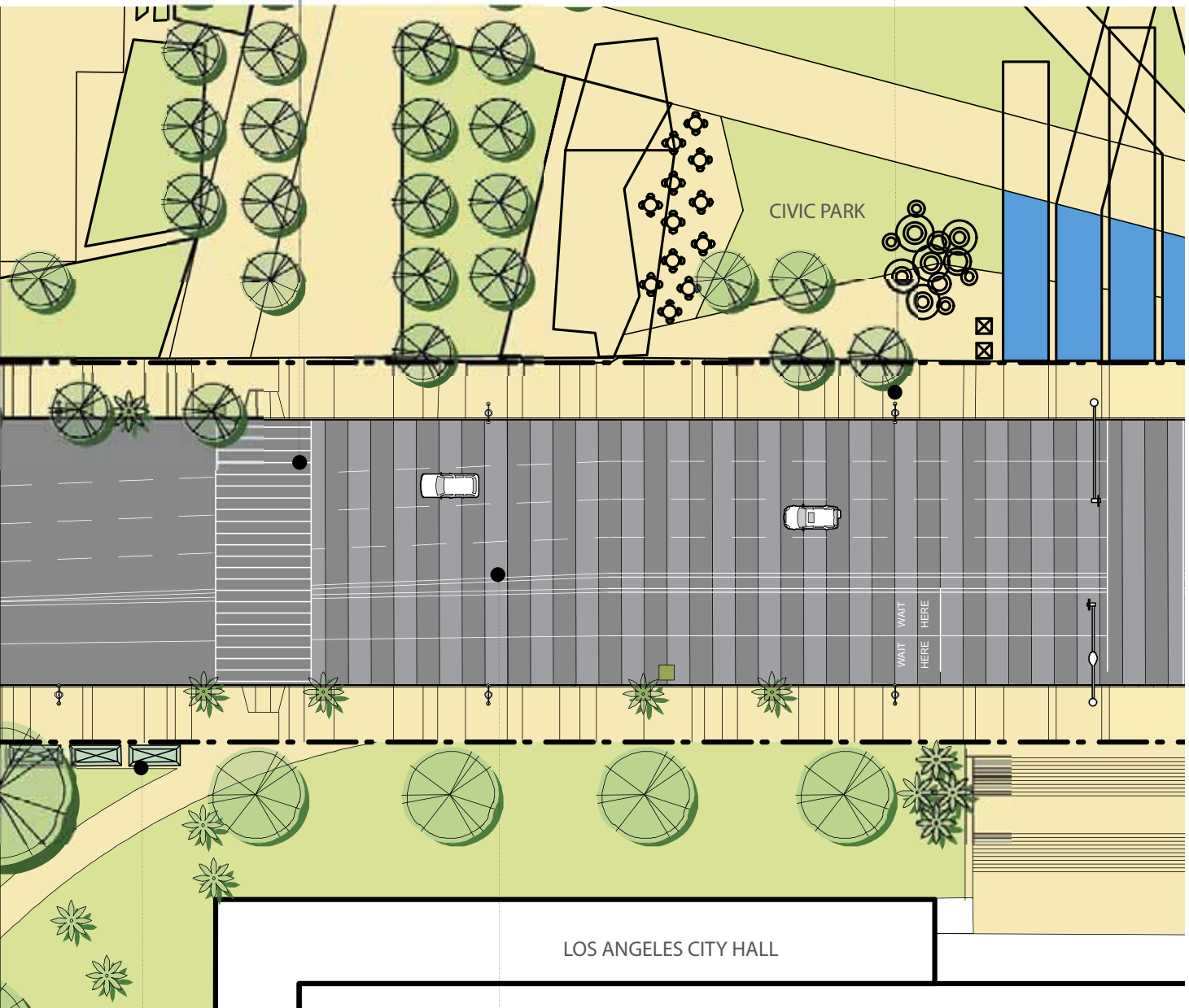
A vibrant Civic Square in the green space known as City Hall Park, with seating, lighting, cafe, fountains, art, improved links, and other amenities for pedestrians and transit users.



Plan - Spring Street

Proposed new pedestrian crosswalk anticipating the design of the Civic Park and promoting the link between Bunker Hill, the Music Center, and the Cathedral on the west to the Civic Square, Police Headquarters, CALTRANS, Little Tokyo and the Arts District on the east.

Match established historic street light style and pattern.

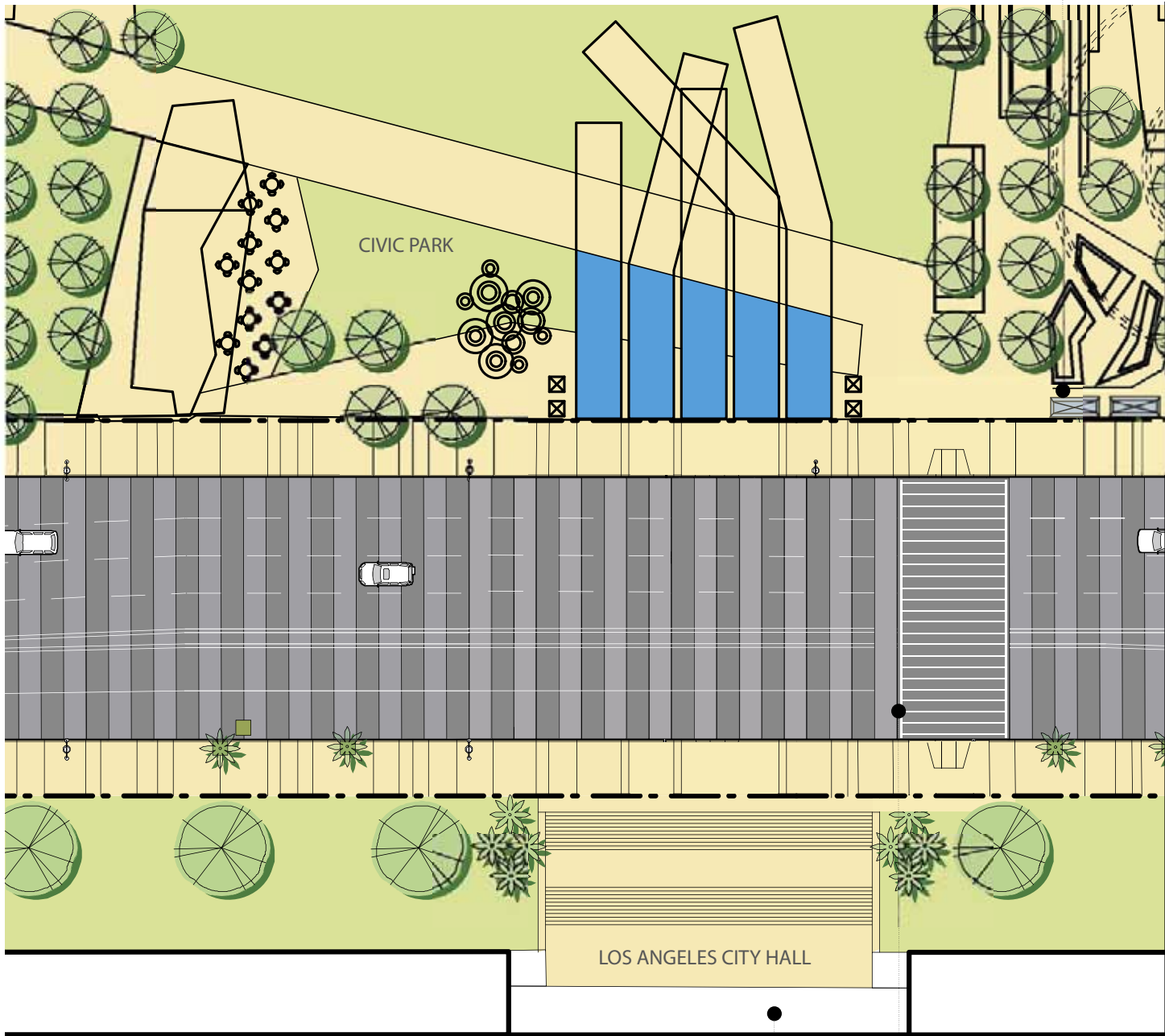


Proposed relocation of recently upgraded bus facilities from base of City Hall steps to proposed pedestrian link between Civic Park and Civic Square - to include lighting, landscaping, signage and maps.

Special treatment of Spring Street roadbed to connect and establish City Hall as the anchor of the new Civic Park.

Civic Park, currently in design phase, proposes cafe pavillions, water features based on sustainability concepts, open lawns, art elements, tree groves, information kiosks and new pedestrian links.

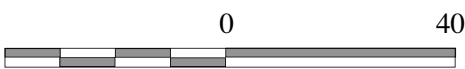
Proposed relocation and upgrade of bus facilities to include lighting, landscaping, signage and maps.



An integrated design for the "four squares" of City Hall, Civic Square, Civic Park, and the currently unused Spring/Broadway site, to create a true Civic Crossroads for the City and County.

Restore magnificent Spring Street portico as main entrance to City Hall as it was intended to be, weighing opportunities to expand its uses with new glass roof, cafe, information kiosk, and security desk. Incorporate Homeland Security Improvements and funding.

Proposed new relocated pedestrian crosswalk to replace existing anticipating the design of the Civic Park and promoting the link between the Civic Park and the City Hall portico



Plan - Spring Street

This section of Spring is designated parkway street with average and minimum sidewalk width of 15' with minimum parkway zone 7' (2' paved at curb + 5' tree wells/pkwy zone) minimum walkway zone 8' - Paving pattern: Specified standard CRA/LA edge band.

Develop Spring Street as the Primary Connection from Bunker Hill to Union Station with pedestrian and transit amenities wayfinding and signage



Match established historic street light style and pattern.

Develop Spring Street as the Primary Connection from Bunker Hill to Union Station with pedestrian and transit amenities wayfinding and signage

Match established historic street light style and pattern

TEMPLE STREET

HALL OF JUSTICE



U.S. COURT HOUSE

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Proposed lane striping reconfiguration to northbound dedicated bus lanes to accommodate proposed sidewalk widening at 101 freeway bridge overpass. Change results in possible right turn lane pocket as addition to two existing dedicated bus lanes. Southbound lanes are not changed.

ALISO STREET



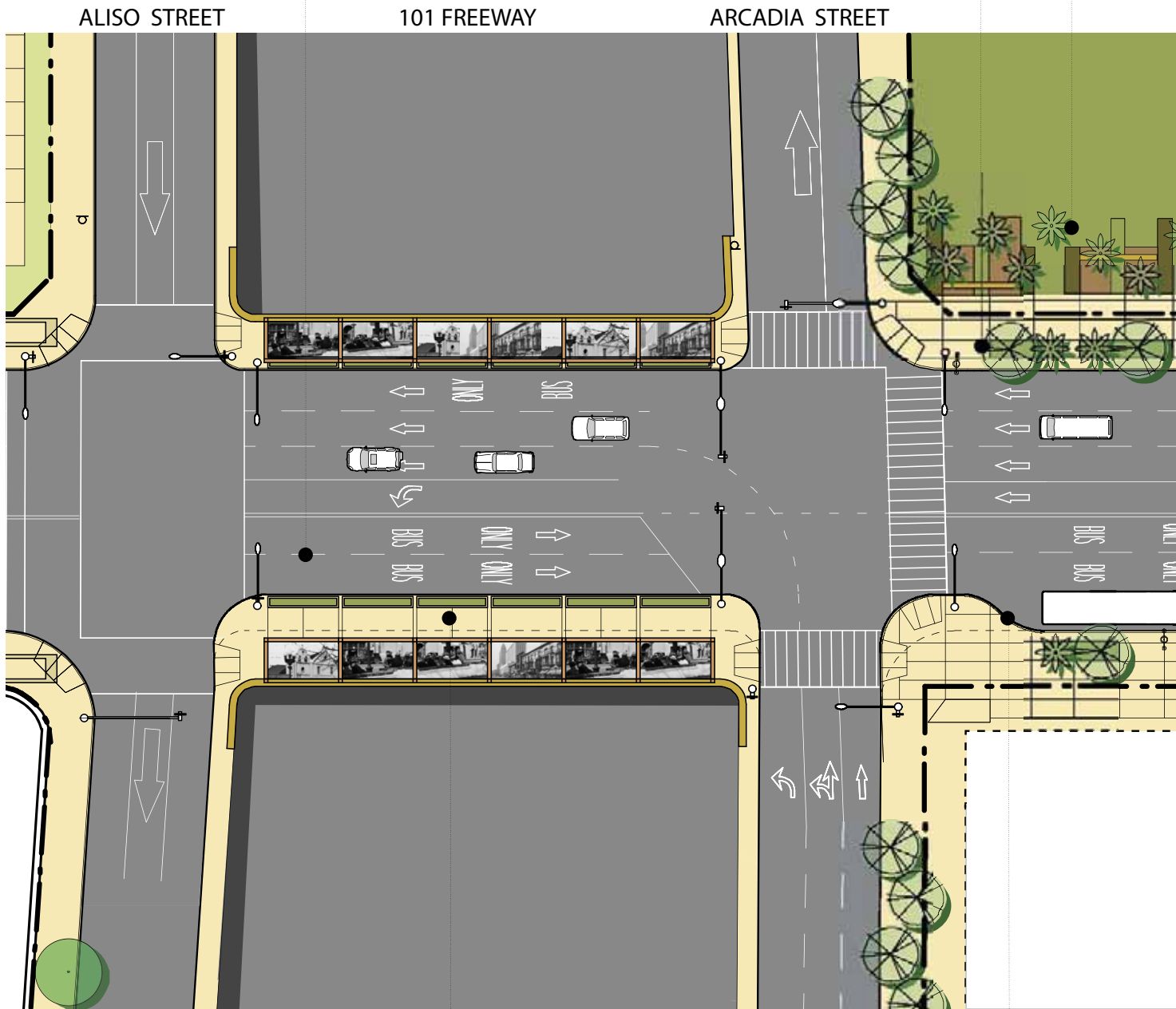
Proposed possible landscape design enhancements that incorporate security methods and strategies such as sculptural or seating barriers, topography, dry moats, collapsible surfaces, water, & tree spacing, bollards & planting while providing a better work environment.

Design of parkways and large tree wells to collect and treat stormwater runoff is encouraged -both sides of street - per Downtown Design Guidelines. Incorporate with Homeland Security Improvements and funding.

Proposed lane striping reconfiguration to northbound dedicated bus lanes to accommodate proposed sidewalk widening at 101 freeway bridge overpass. Southbound, changes affect left turn pocket only.

Proposed landscape enhancements to 101 freeway offramp buffer zone.

Design of parkways and large tree wells to collect and treat stormwater runoff is encouraged -both sides of street - per Downtown Design Guidelines.



Extend El Pueblo's Boundary South to Aliso Street, incorporating the Freeway Bridges. Develop Gateway "Galerias" that include planters, shade structure, sound barriers, lighting, and canvas art on Both Sidewalks of Main Street and Spring Street bridges while developing preliminary planning for three potential lids over the 101 freeway

Proposed curb extension per Downtown Design Guidelines which anticipates school bus drop off and parking zone for La Plaza De Cultura y Artes.

Plan - Spring Street

New crosswalk linking proposed location for enhanced southbound transit stop to La Plaza De Cultura y Artes and El Pueblo in general

Match established historic street light style and pattern

Reconfigured intersection of 101 Freeway offramp and Spring Street to facilitate pedestrian links from Civic Center to El Pueblo and Chinatown

101 FREEWAY OFFRAMP



PROPOSED DISTRICT PARKING & MIXED USE DEVELOPMENT

REPUBLIC (SONORA) STREET

LA PLAZA DE CULTURA Y ARTES

Proposed Republic Street Extension to Spring Street as part of La Plaza De Cultura y Artes development. Proposed renaming to Sonora Street.

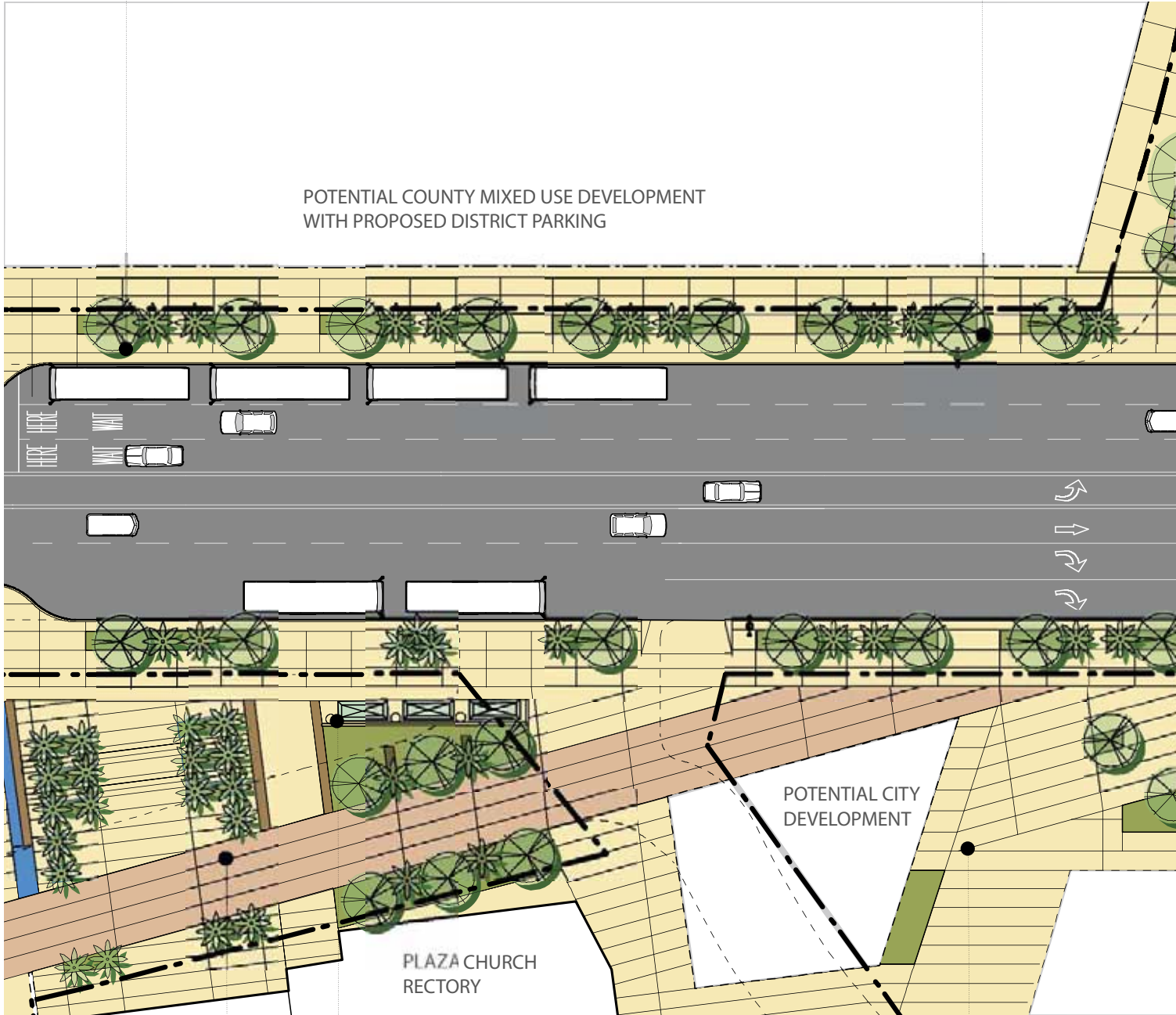
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Proposed curb extension and crosswalk per Downtown Design Guidelines that supports creation of La Plaza de Cultura and Pasaje de La Plaza - anew pedestrian link from west side of Hill Street (bus stops) to the Plaza. Anticipate district parking to west of Spring and also west of Broadway.

Enhanced streetscape to accommodate proposed designated tourist bus & shuttle drop off and parking zone for El Pueblo district relieving the pressure off of Main street and eliminating the visual clutter and barrier that a line of parked buses fronting the Plaza creates.

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POTENTIAL COUNTY MIXED USE DEVELOPMENT WITH PROPOSED DISTRICT PARKING



Development of La Plazuela (forecourt) fronting the historic Plaza Church with enhanced New High pedestrian link as part of La Plaza De Cultura y Artes Project.

Enhanced transit facilities to include new bus stop shelters, lighting, landscaping, signage and maps.

Proposed enhanced pedestrian walkway on old Church Street / Bread Street / Marchessault Street linking Chinatown to the Plaza, Olvera Street and Union Station.

