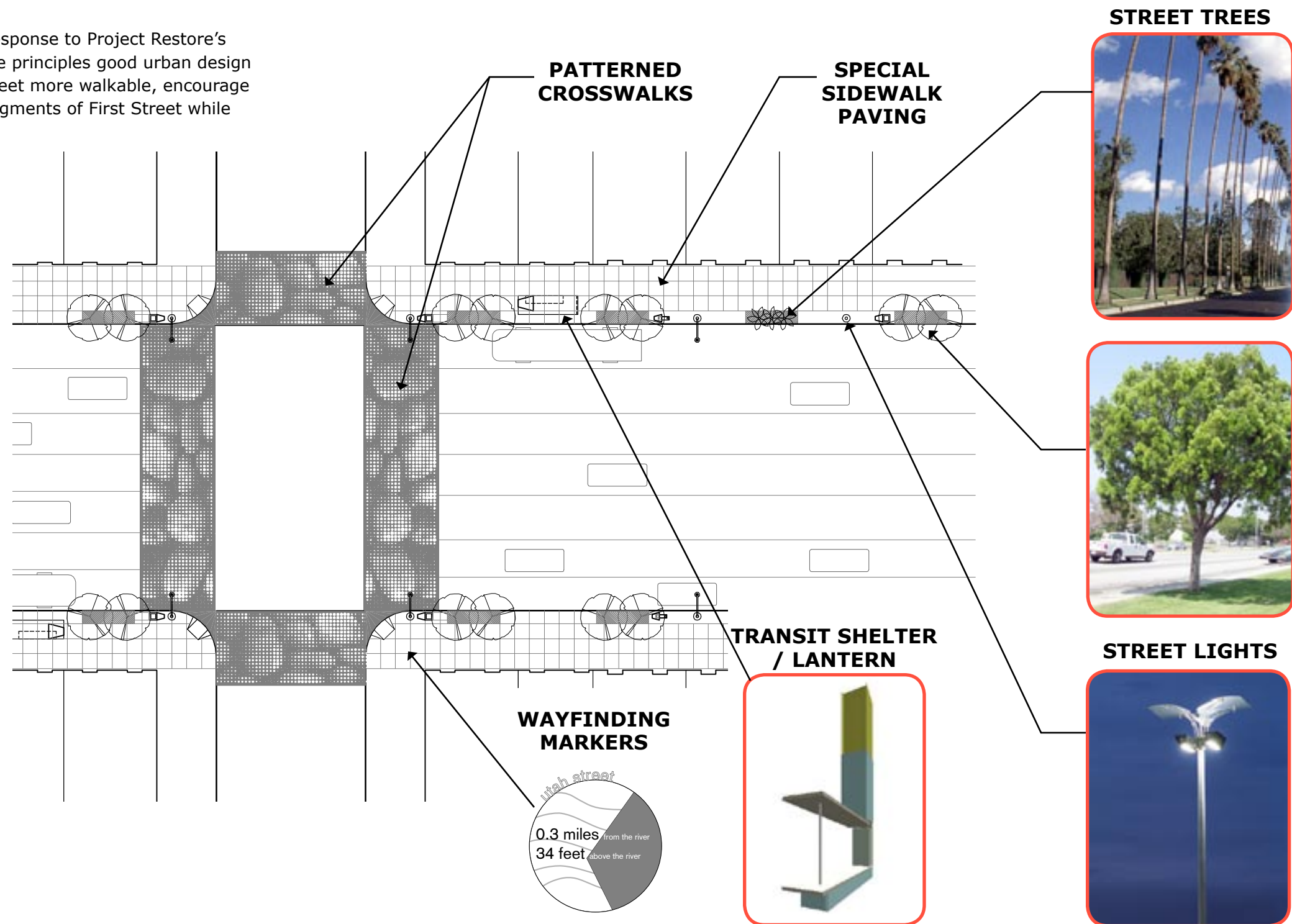


# Design Elements

A framework for Design Elements has been developed in response to Project Restore’s vision and goals for the First Street Corridor. Guided by the principles good urban design and smart growth, these elements intend to make First Street more walkable, encourage the use of transit and facilitate connections between the segments of First Street while reinforcing distinct identities of each.

The conceptual framework of these Design Elements has three major components:

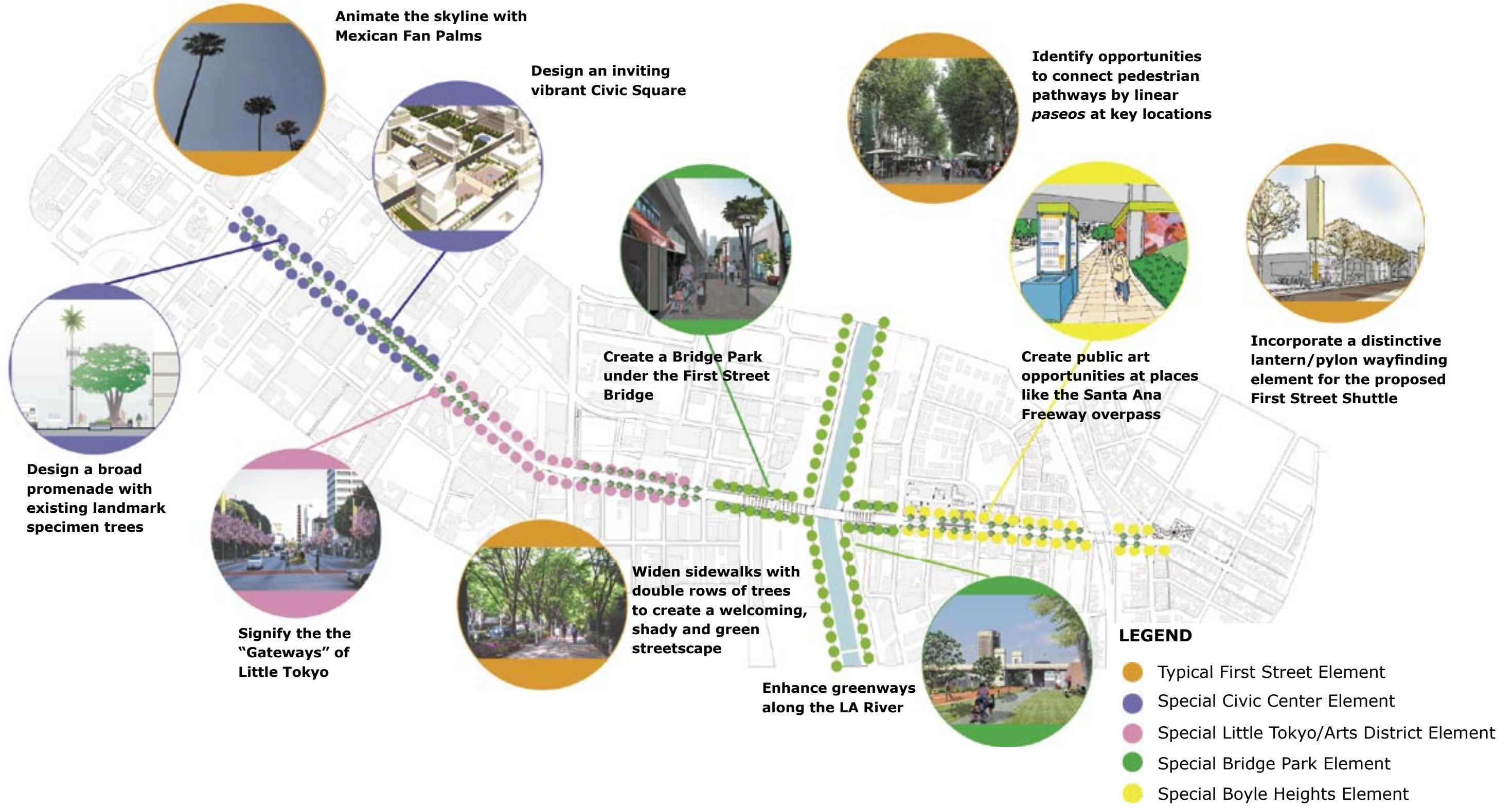
- 1) wayfinding markers that define the corridor and its districts, including special lantern/pylon elements, “skyline” palm plantings, and a family of lighting fixtures and public art and furnishings;
- 2) the development of continuous, inviting pedestrian pathways along the entire length of the Corridor, the identification of opportunities to extend the width of these paths into broad linear paseos at key locations
- 3) the augmentation of the many existing and planned public transit linkages along the Corridor with a “First Street Shuttle” providing access to each block its entire length, from Boyle Heights to Bunker Hill, marked by the distinctive special lantern/pylon elements noted above.



*Existing Urban Context*



# Urban Design Concepts



# Trees and the Urban Forest

The “Urban Forest” of the parkways, streets, and open spaces of downtown Los Angeles is noted for its diversity of species, many of which thrive only in our mild subtropical climate. Where space has been set aside (typically surrounding public buildings) spectacular monumental specimens, such as Moreton Bay Fig Trees and Floss Silk Trees have become landmarks. These are joined by tall Mexican Fan Palms, the “signature” skyline trees of Los Angeles.

The trees of downtown, and of Los Angeles as a whole, represent not only a remarkable botanical collection, but are reflective of the history of the City as a cultural crossroads from its inception. The celebration of exotic trees from the old world and the new – Europe, Latin America, and across the Pacific has been a characteristic of the public environment of Los Angeles since the days of the Manila Galleon.

While there are many tree stands and extraordinary individual specimens of attractive trees downtown, there are extensive areas including block long segments of First Street that lack the continuous street tree plantings conducive to a comfortable, legible pedestrian environment.

Consistent with our overall design approach, and building on the presence of existing specimens, this Project has identified a vocabulary of street trees for the Corridor, which are intended to provide a unifying legibility without uniformity. This vocabulary proposes an armature or framework of tree types including:

- 1) Signature skyline Palms
- 2) Large-Scale “landmark” specimen trees
- 3) A variety of flowering deciduous canopy trees – closely spaced and planted in multiple rows where possible

Specific tree type recommendations for each block and opportunity parcel are outlined in this section.



## LEGEND

- Civic Center
- Little Tokyo/Arts District
- Bridge Park
- Boyle Heights

# Trees and the Urban Forest



Large Exotic Specimen trees

First Street/Calle Primera has identified a vocabulary of street trees for the Corridor, which are intended to provide a unifying legibility without uniformity. This vocabulary proposes a framework of tree types including:

- Signature skyline Palms;**
- Large-Scale "landmark" specimen trees; and**
- A variety of flowering deciduous canopy trees**

## LEGEND

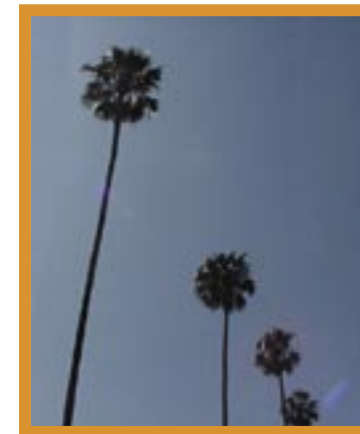
- Typical First Street Element
- Special Civic Center Element
- Special Little Tokyo/Arts District Element
- Special Bridge Park Element
- Special Boyle Heights Element



Chorisia speciosa



Prunus serrulata



Washingtonia robusta



Podocarpus gracilior



Koelreuteria



Ginkgo biloba

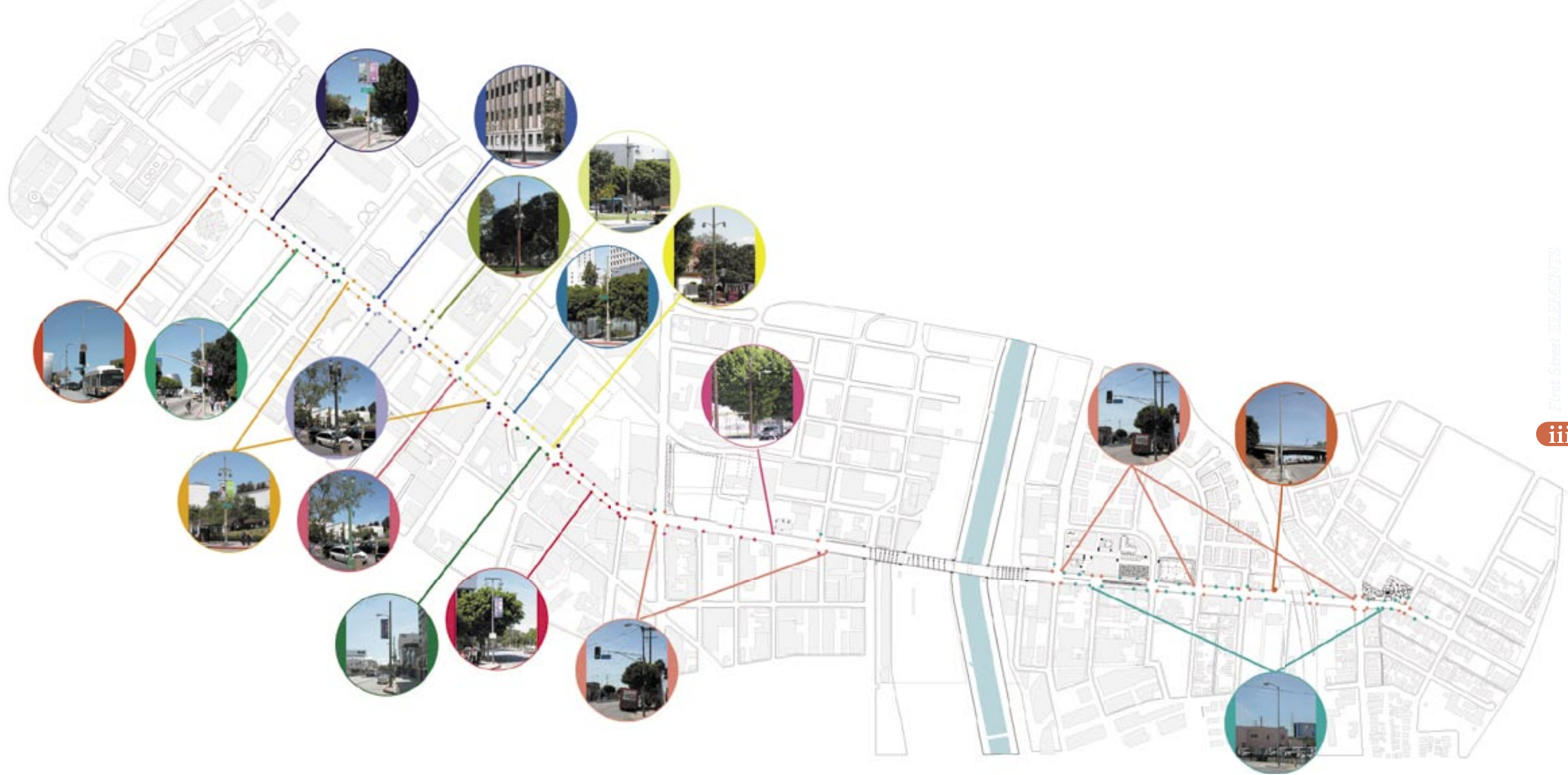


Platanus racemosa



Tabebuia chrysotricha

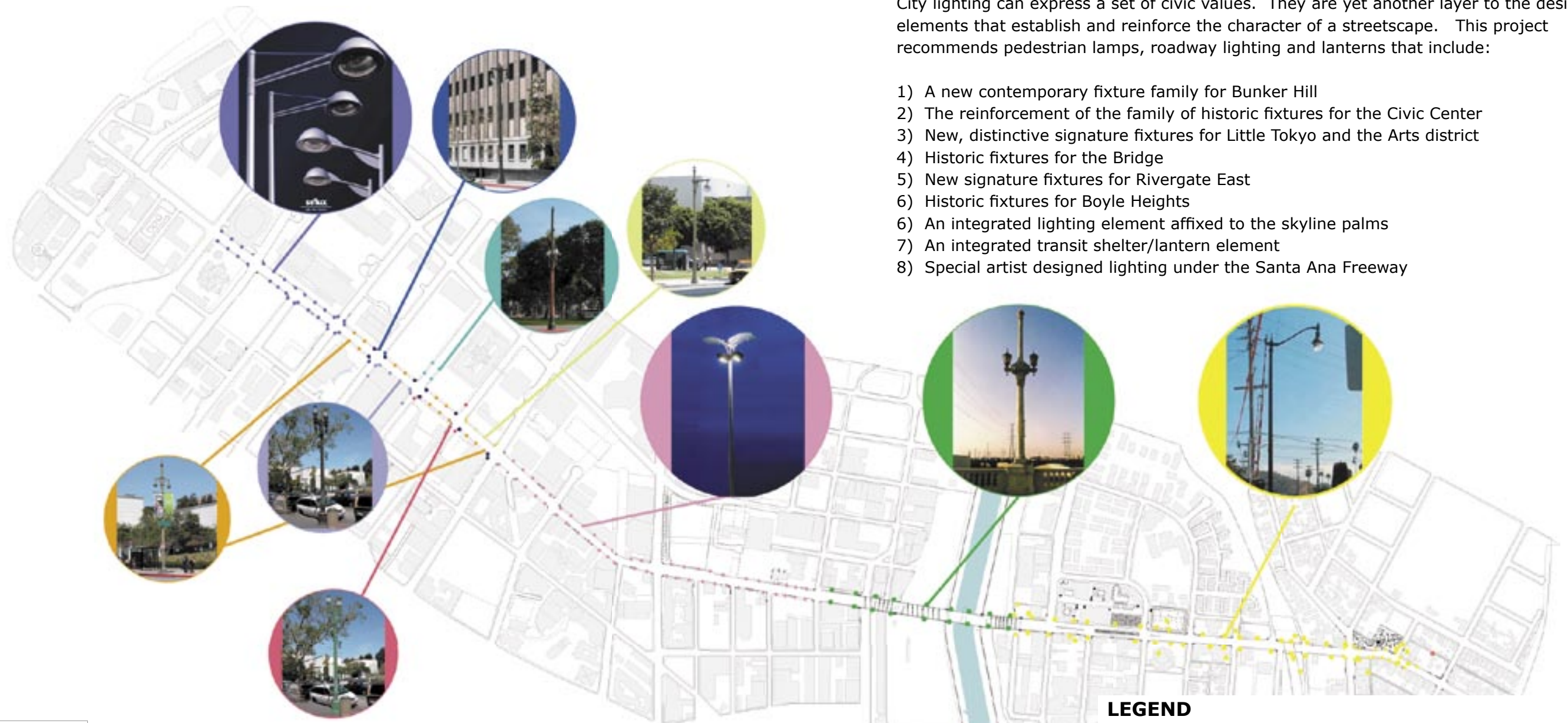
Existing Street Lighting



# Proposed Street Lighting

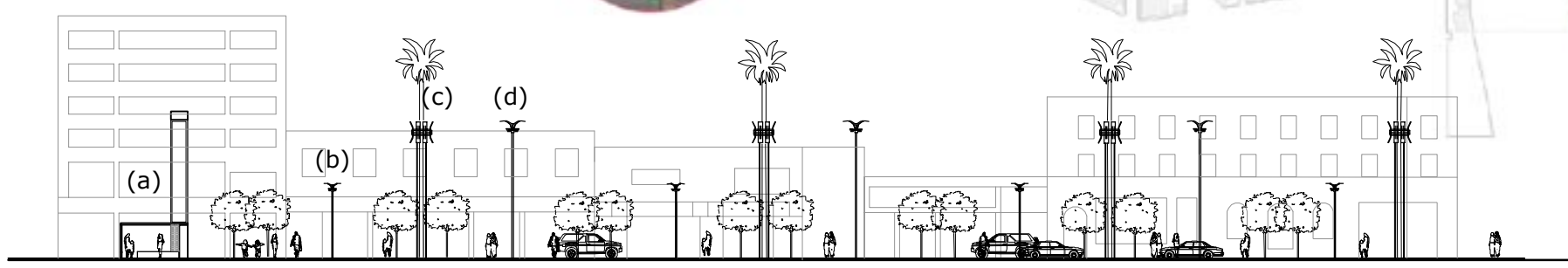
City lighting can express a set of civic values. They are yet another layer to the design elements that establish and reinforce the character of a streetscape. This project recommends pedestrian lamps, roadway lighting and lanterns that include:

- 1) A new contemporary fixture family for Bunker Hill
- 2) The reinforcement of the family of historic fixtures for the Civic Center
- 3) New, distinctive signature fixtures for Little Tokyo and the Arts district
- 4) Historic fixtures for the Bridge
- 5) New signature fixtures for Rivergate East
- 6) Historic fixtures for Boyle Heights
- 6) An integrated lighting element affixed to the skyline palms
- 7) An integrated transit shelter/lantern element
- 8) Special artist designed lighting under the Santa Ana Freeway



**LEGEND**

- Typical First Street Element
- Special Civic Center Element
- Special Little Tokyo/Arts District Element
- Special Bridge Park Element
- Special Boyle Heights Element



illustration

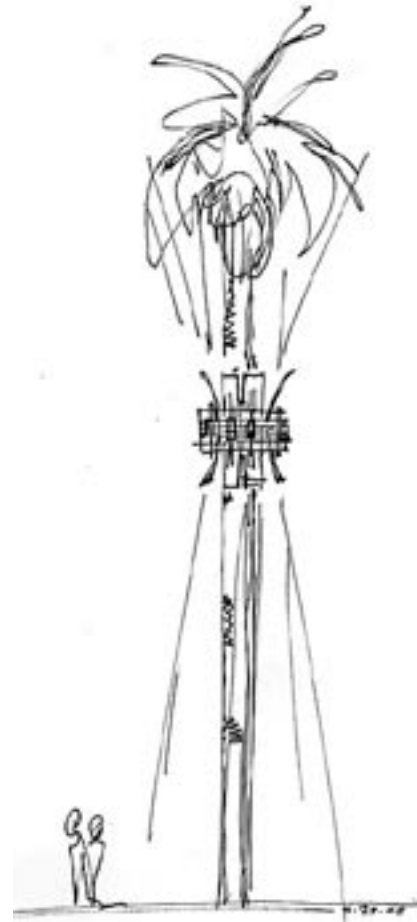
# Lighting Elements



New contemporary fixture for Bunker Hill



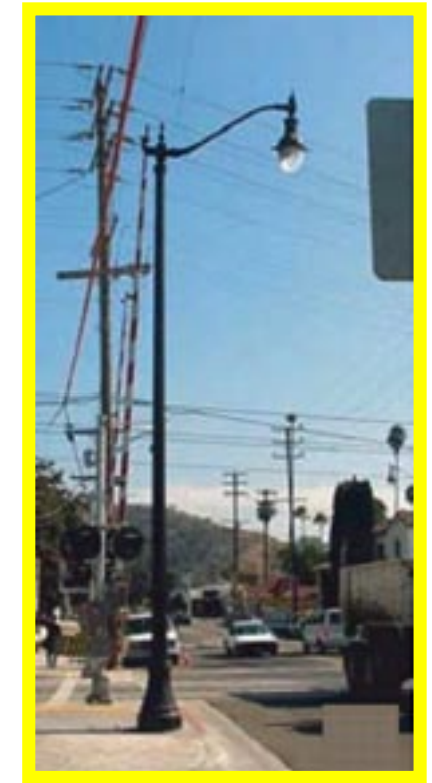
New, distinctive signature fixtures for Little Tokyo and the Arts district



Special lighting element affixed to the skyline Palms



Restoration of the historic fixtures for the First St. Bridge



Installation of historic fixtures identifying Boyle Heights District



## Surfaces & Ground Plane

This Project has identified opportunities for distinctive unifying paving within each district for both sidewalks and crosswalks and adjacent plaza spaces; it does not recommend a uniform paving pattern or surface treatment throughout the corridor.

Sustainable porous concrete alternatives include special resilient composite walking/jogging pathway materials, permeable composite concrete sidewalk and decomposed granite. These materials are recommended for sidewalk segments wherever feasible.

The use of these surfaces, in conjunction with structural substrates are compatible with low impact, sustainable development practices related to the retention of urban storm water runoff and have been found to be significantly advantageous to the long-term health of street trees.

Integrating these materials and methods into the design of the public realm translates to smart growth planning for a cleaner and healthier environment.



*alternating bands of integrally colored concrete and D.G. treewells along Grand Avenue*

*examples of porous paving surfaces including rubber, decomposed granite and permeable concrete*

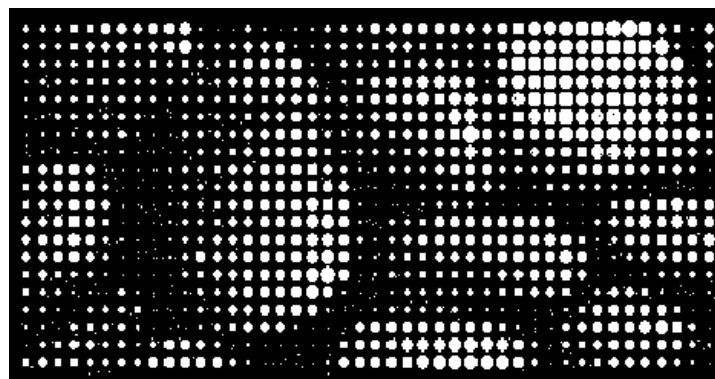
# Surfaces & Ground Plane

## Patterned Crosswalks

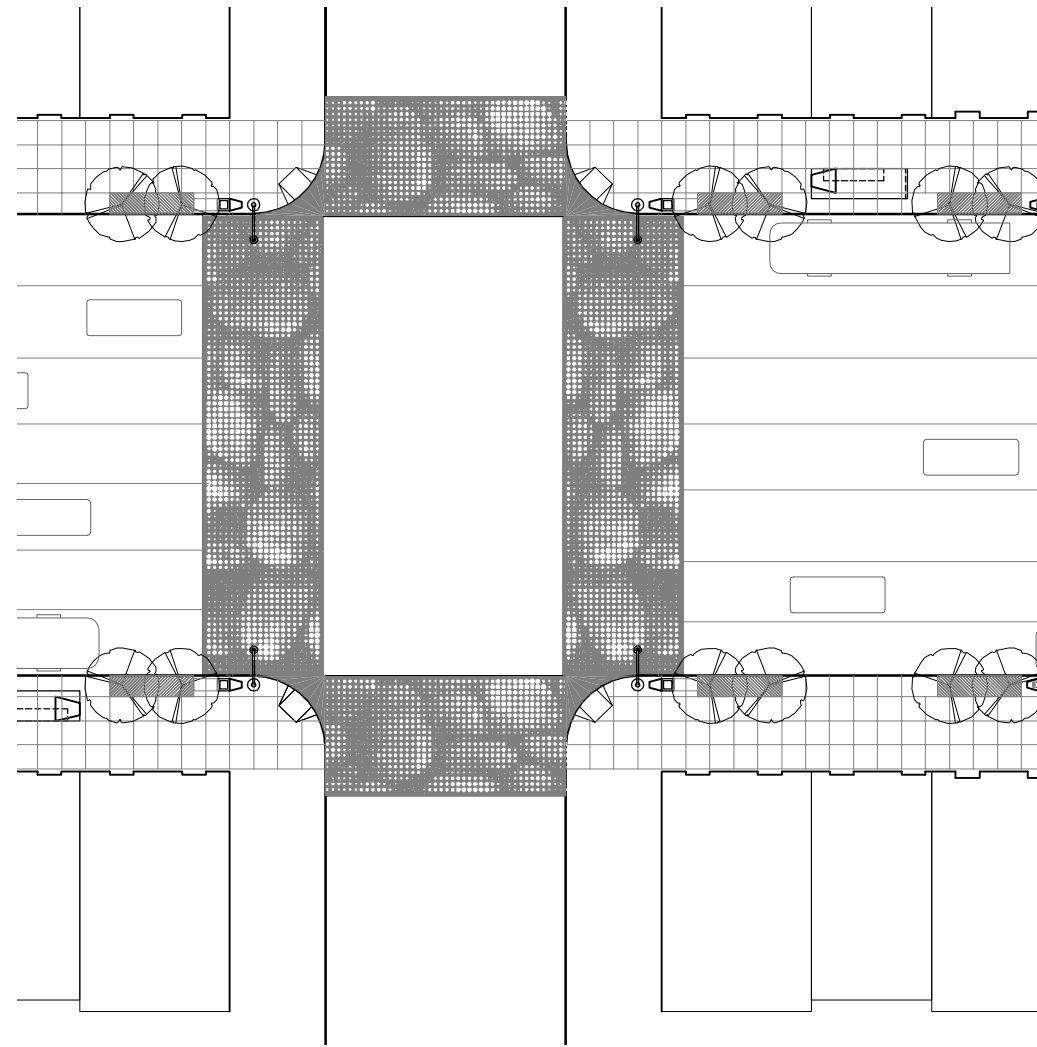
Special crosswalk paving can highlight First Street as different from all the surrounding streets. Inspired by its proximity to the L.A. River, abstractions of river rock are shown here as an embedded or stamped pattern in the asphalt or integrally colored concrete. On the one hand the pattern can be an abstract mural in the street. On the other hand it can be a literal reminder of the ecological context that makes First Street a walkable recreational corridor.



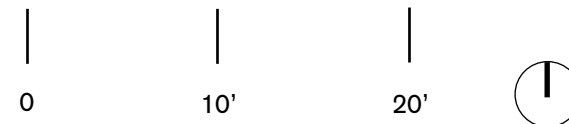
River Rock



River Rock image abstracted for crosswalk pattern



Crosswalk Plan



## Measure from the Bridge

In the advent of enthusiasm for Global Positioning Systems (GPS), Streetscape strategies can take advantage of an interactive numbering and wayfinding systems reinforced with public art. Such a system could measure distances from the riverbed – in “miles from” and “feet above” the river and river level. In this way the L.A. River becomes the zero point of the project while the height of the two valley hillsides – Bunker Hill and Boyle Heights – are emphasized. This system could be integrated into the language of the design elements by embedding numbers in the crosswalks and paving, applying a special fritted pattern to the glass panels on transit shelters or signage elements as a few examples.

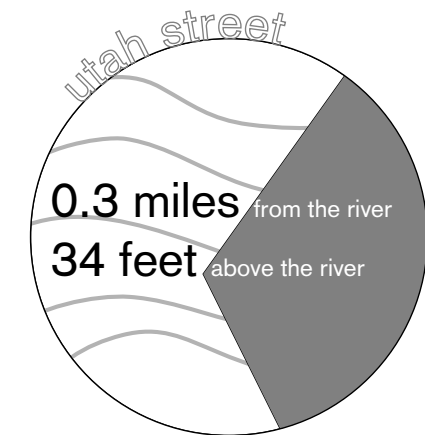


Illustration numerating street blocks from the L.A. River with mid-block markers integrated into a wayfinding/mapping/art element



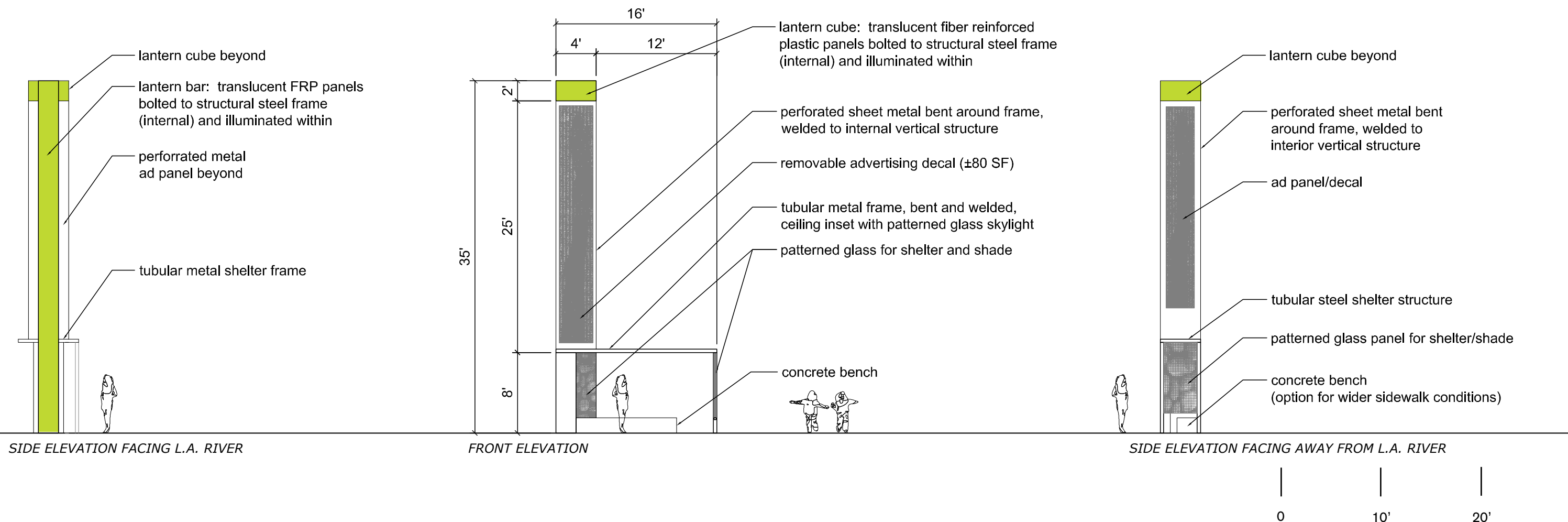
## Design Elements: Transit Shelter / Lantern

Through the combination of an ornamental beacon and a pragmatic transit element, the proposed Transit Shelter / Lantern establishes a rhythm that dots First Street from Downtown to Boyle Heights. Like the monumental pylons of the First Street Bridge, these illuminated beacons serve as multi-faceted wayfinders. Not only do the shelters highlight First Street as different from the other streets downtown, they are also directional figures casting their light on the presence of the L.A. River. Traveling eastbound from downtown or westbound from Boyle Heights, one notices that the tall light bars function as arrows pointing towards the river. Facing away from the river, the other sides of the pylon carry signage elements.

The structure of these pylons measure 35' tall (the "city scale" or "urban scale") while the shelter overhang notches into this structure at 8' high (the "sidewalk scale" or "pedestrian scale"). In plan, the pylon is shaped like an arrow with the narrow edge designed as a glowing "light bar" from top to bottom. This pylon is capped by an illuminated cube seen from all directions. Signage (advertising, holidays, special events) can be applied on the three non-illuminated sides of the pylons as either decals or clipped fabric onto the metal frame. Fritted glass skylights and side panels will provide translucent shelter from wind or sun and may also be used for signage.



KEY PLAN: TRANSIT SHELTER/LANTERN ELEMENT LOCATIONS



# Design Elements: Furnishings

Furnishings using the same language of illumination and signage as the Transit Shelter/Lantern are proposed for mid-block furnishings. These custom furnishings are simple prototypes using off the shelf materials such as fiber reinforced plastic for the lanterns and a sustainable metal or concrete for the pylons. Local outdoor furnishing manufactures can provide trash receptacles and water fountains that can be fit into a customized vertical infrastructure, similar to what is shown in the illustrations below.

