



1st/Central Station Improvement Project

Open House

September 22, 2016

METRO

Los Angeles County Metropolitan Transportation Authority



HUNT
DESIGN



AHBE
LANDSCAPE ARCHITECTS



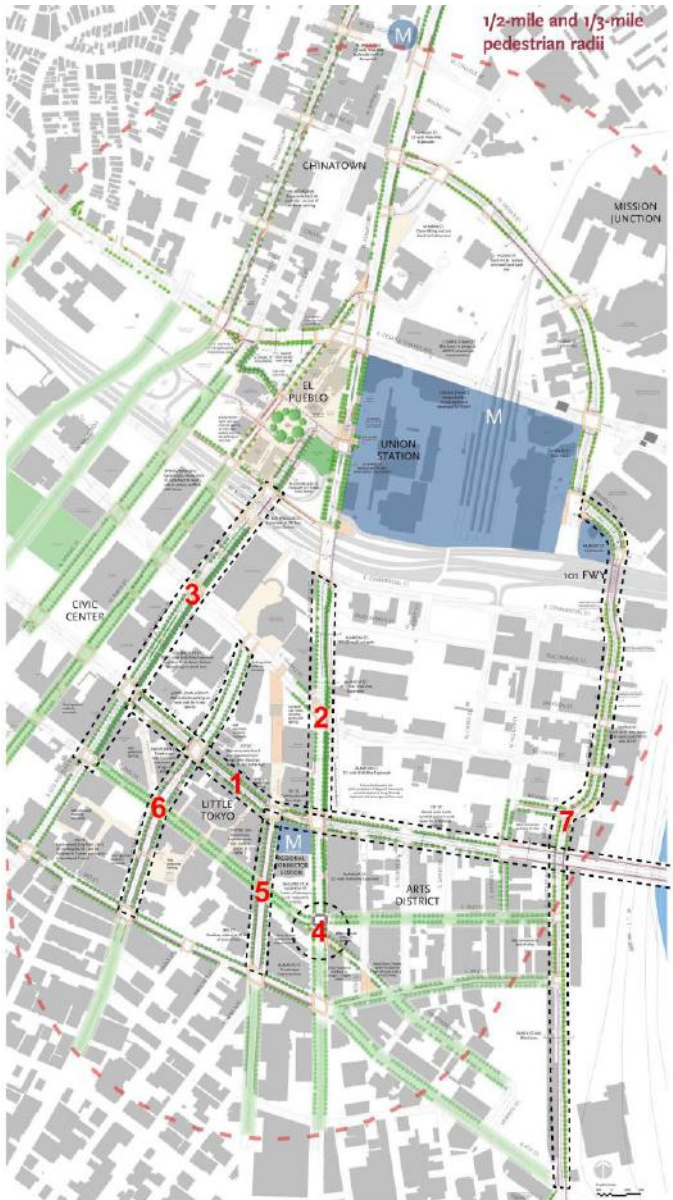
LIGHTING DESIGN ALLIANCE

AECOM

1st/Central Station Improvement Project – Open House

1. Introductions
2. Objectives
3. Existing Conditions
4. Streetscape
5. Landscape
6. Lighting
7. Signage
8. Work Sessions

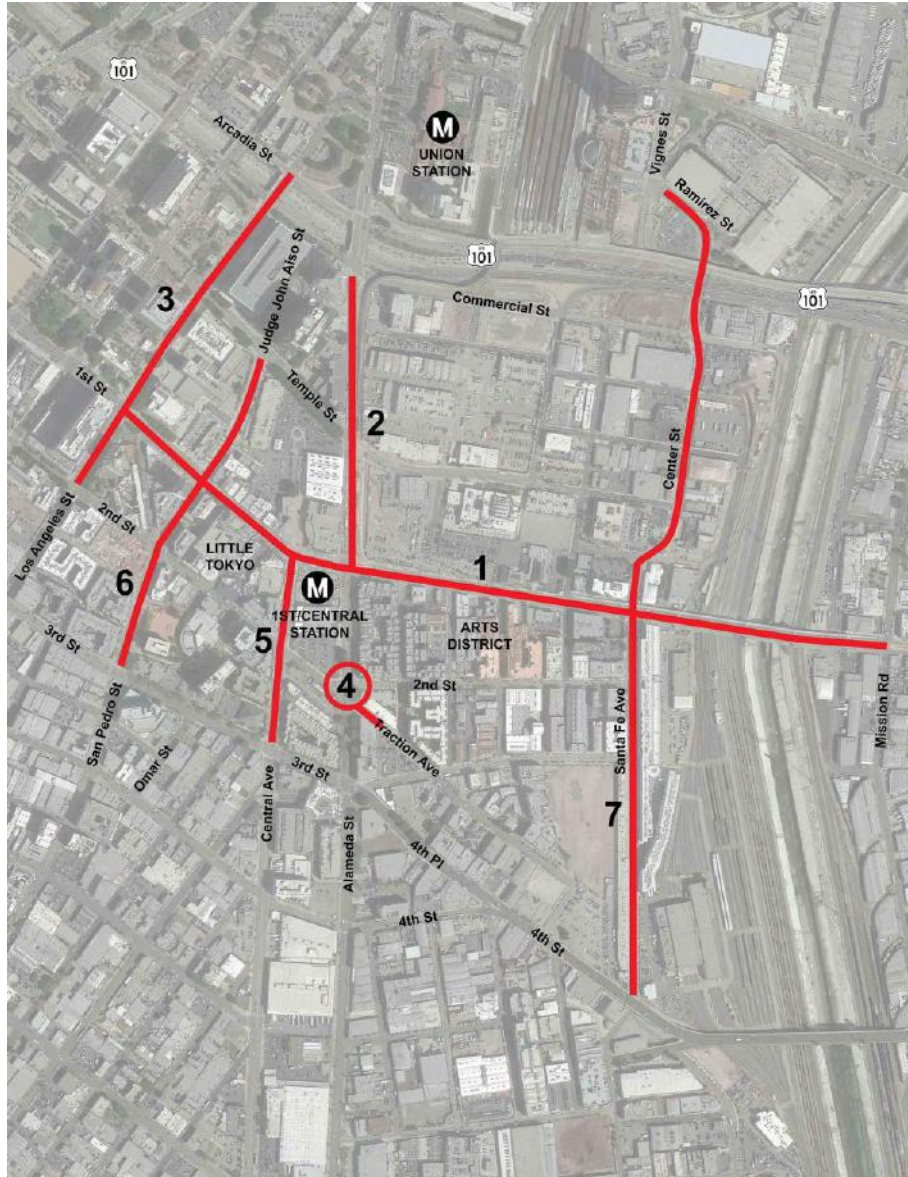
Linkages Study – Site Plan



TIGER VI Discretionary Grant - Eastside Improvements Reference Map



1st/Central Station Improvement Project – Open House
September 22, 2016



Segment 1 – 1st Street

(Los Angeles St. to Mission Rd.)

Segment 2 – Alameda Esplanade

(Commercial St. to 1st St.)

Segment 3 – Los Angeles Street

(Arcadia St. to 2nd St.)

Segment 4 – 2nd/Traction Gateway

(Intersection at 2nd/Alameda and ½ block of Traction)

Segment 5 – Central Avenue

(1st St. to 3rd St.)

Segment 6 – Judge John Aiso / San Pedro Street

(Temple St. to 3rd St.)

Segment 7 – Santa Fe Spine

(Vignes St. to 4th St.)

Segment 8 – Fundamental Pedestrian Improvements

TIGER VI Discretionary Grant – Scope of Improvements

TIGER funds will be used for these multimodal elements:

- Crosswalk improvements at 23 intersections.
- Walk-bike esplanade of just over 1 mile, with double rows of street trees and Class I bike lanes.
- Streetscape improvements along 5 linear miles of city streets, including 325 new trees, sidewalk widening, repairs, and installation of street furniture along key commercial corridors.
- Replacement of 100 traditional street lights with low-energy LED street lights.
- Installation of 1 mile of storm parkways (bioswales) for water filtration and runoff management.
- 1.7 miles of new Class II bicycle lanes to close gaps in the existing network.



PROPOSED ALAMEDA ST. **Alameda Esplanade imagined alongside Mangrove site in Little Tokyo**



PROPOSED 2ND/TRACTION GATEWAY **New “People Street” plaza will enhance connections between Little Tokyo and the Arts District**



PROPOSED 2ND/TRACTION INTERSECTION Showing new plaza at 2nd St., People Street at Traction Ave., curb extensions to make a safer crossing of Alameda St.

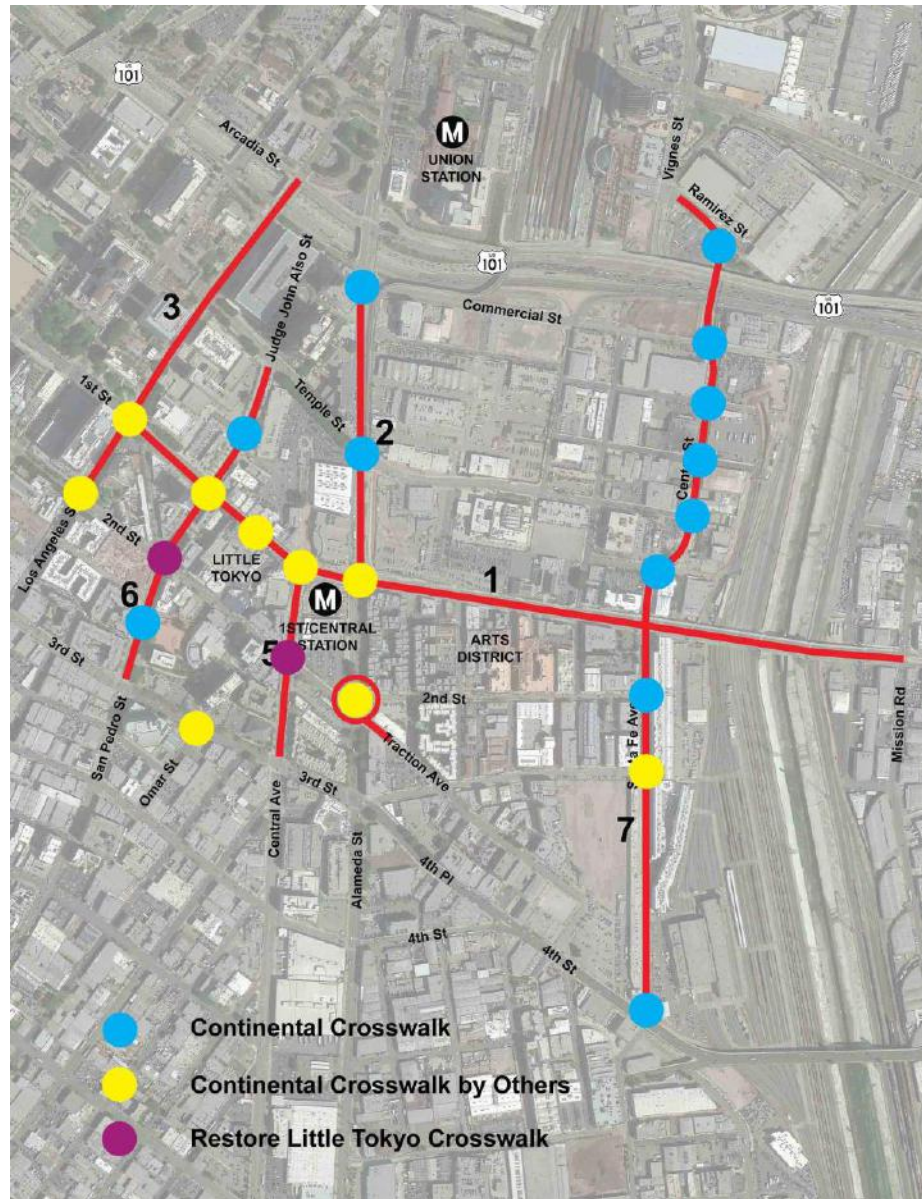


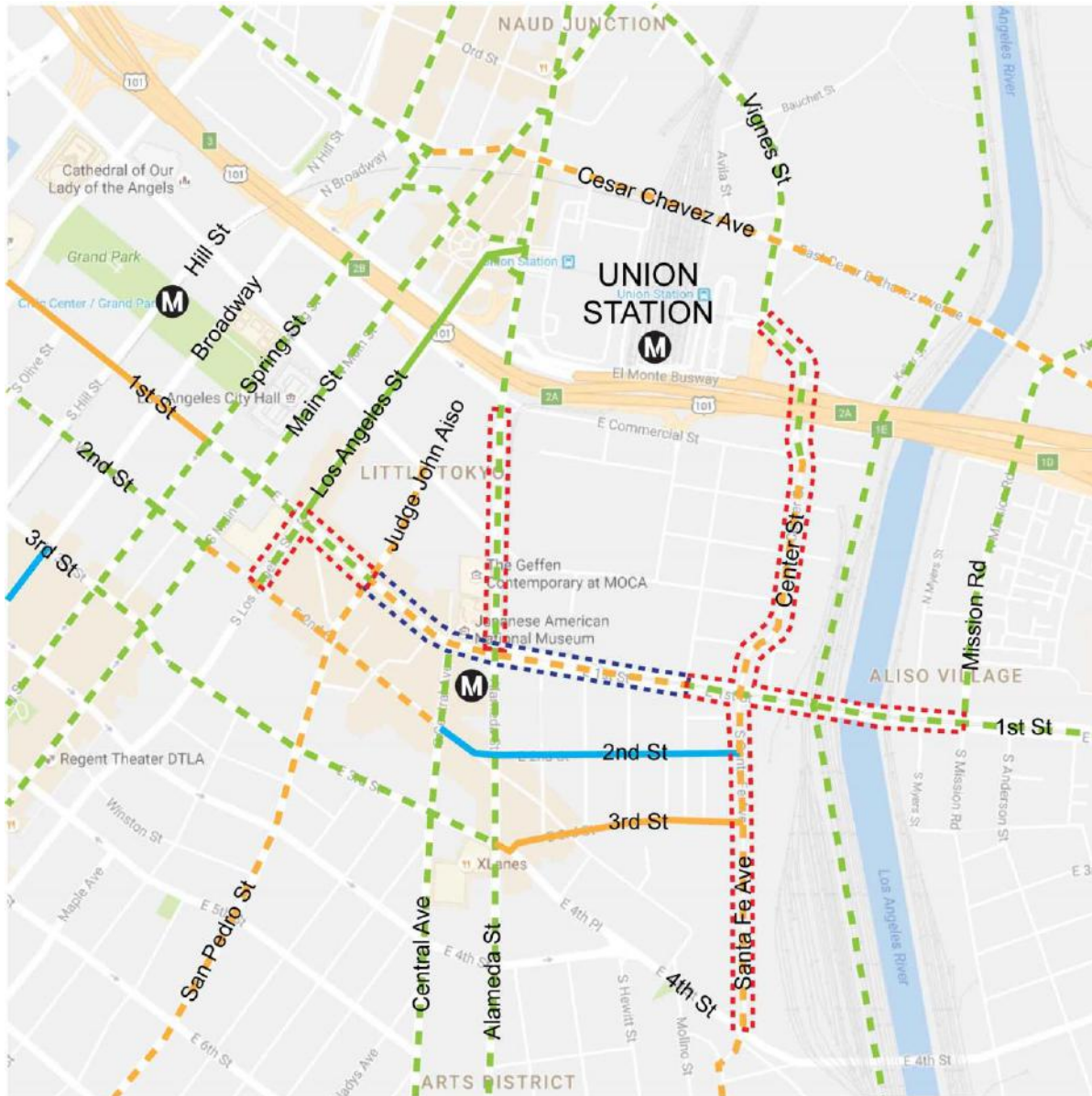
PROPOSED SANTA FE AVE. **Bike lanes on Santa Fe Ave with back-in angled parking along SCI-Arc frontage**

TIGER VI Discretionary Grant – Detailed Project Cost Estimate

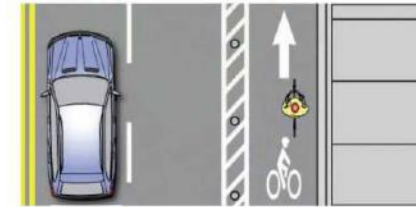
	Item Description	Qty		Total
8	1 - Fundamental Pedestrian Improvements for Entire Project Area			\$386,999
	3rd St. at Omar St.			
3	3 - Los Angeles St. Esplanade from the Plaza to 2nd St.			\$3,698,730
	(3B) High - 30'-wide esplanade at sidewalk level	2,370	LF	\$1,704,275
2	5 - Alameda Street from Arcadia St. to 1st St			\$1,290,531
	18-30' Wide Walk-Bike Esplanade / Shared Sidewalk			
	Temple to 1st	600	LF	
	All blocks - Signalization Modifications			
1	9. - 1st Street from Los Angeles Street to Mission Street			\$2,896,108
	Cycle Tracks			
	Los Angeles to Vignes - cycle tracks - one each side	1,300	LF	
	Alameda to Mission - raised cycle tracks w/rolled curbs - one each side, mixed flow at intersections	2,810	LF	
7	10. - Vignes-Ramirez-Center-Santa Fe			\$1,163,645
	Center from Ramirez to Commercial - cycle tracks with 4-to-3 lane reduction	430	LF	
	Santa Fe from Banning to 4th - Stripe bike lanes (remove curbside parking on east side) or sharrows (no pkg. removal)	2,490	LF	
5	12. - Central Avenue from 1st to 3rd Sts.			\$310,438
	Streetscape improvements (bike lanes currently in design at LADOT)			
6	13. - Judge John Aiso/San Pedro St. from Temple to 3rd Sts.			\$691,711
	Streetscape improvements (bike lanes currently in design at LADOT)			
4	14. - 2nd/Traction Sts.. at Alameda St.			\$1,038,816
	Intersection Modifications/Shared-Use Street (People Street)			
	SUBTOTAL DIRECT COST (2013 DOLLARS)			\$11,476,978
	Escalation	12.6	%	\$1,446,099
	SUBTOTAL DIRECT COST (ESCALATED)			
	Mobilization / Traffic Control	10.0	%	\$1,292,308
	Contingency	20.0	%	\$2,584,615
	TOTAL PROJECT COST			\$16,800,000

TIGER Grant Scope – Crosswalk Improvements at 23 Intersections





Protected Bike Paths



Bike Lanes

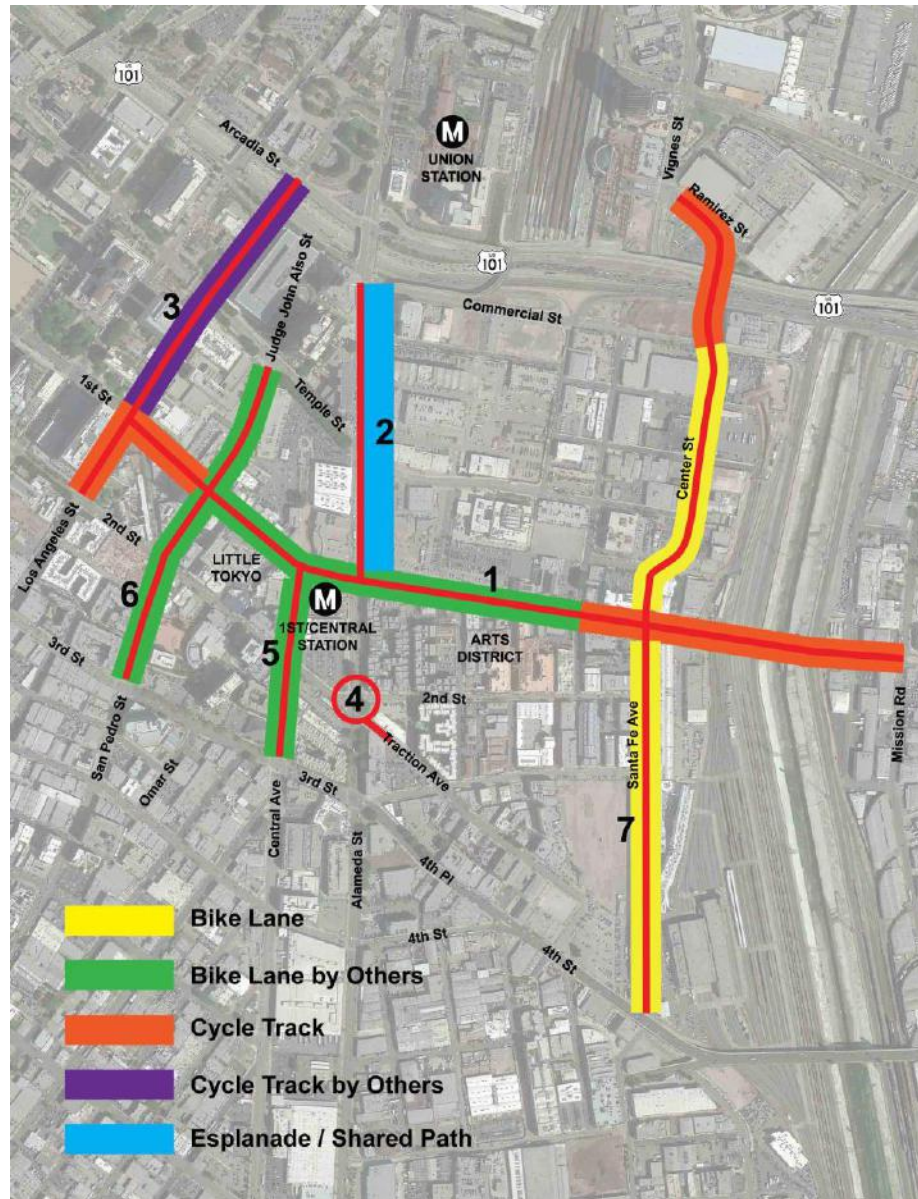


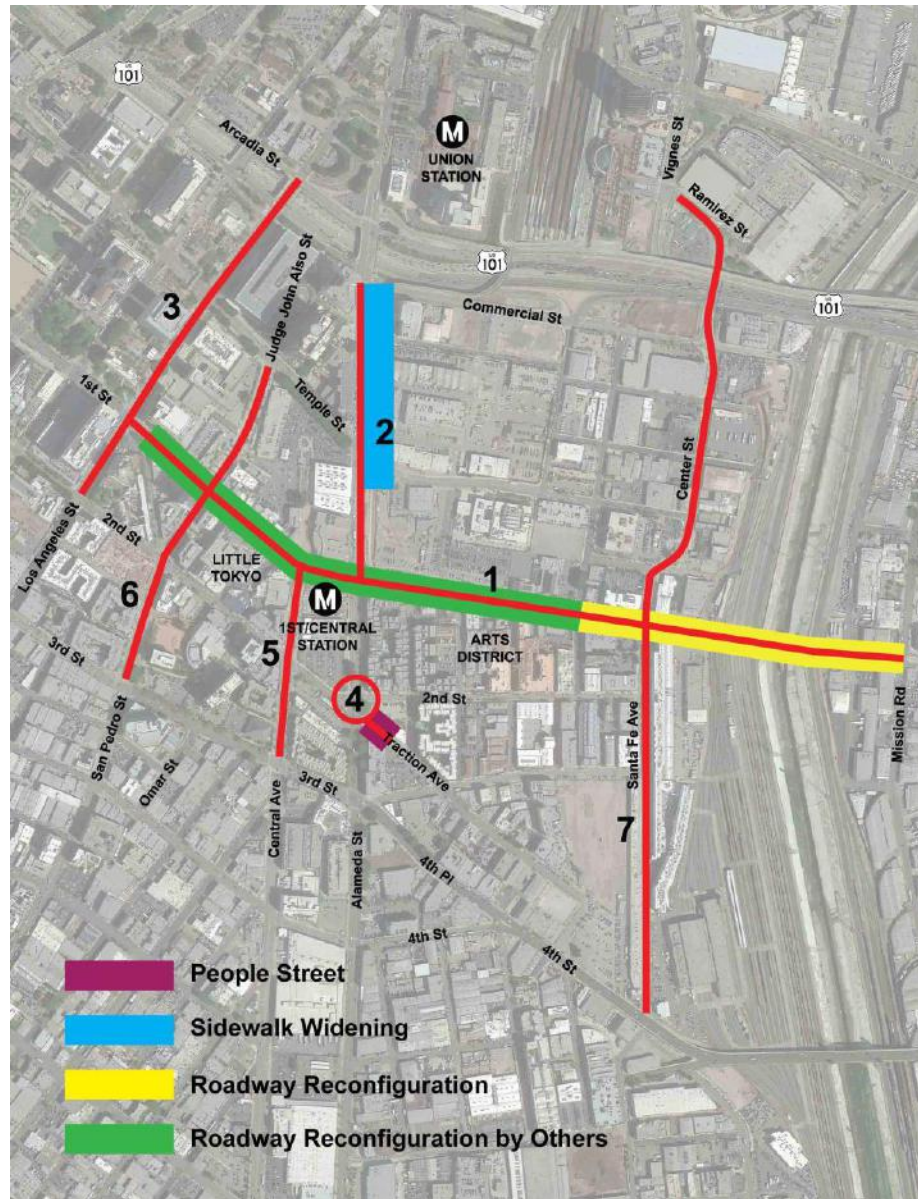
Sharroved Routes



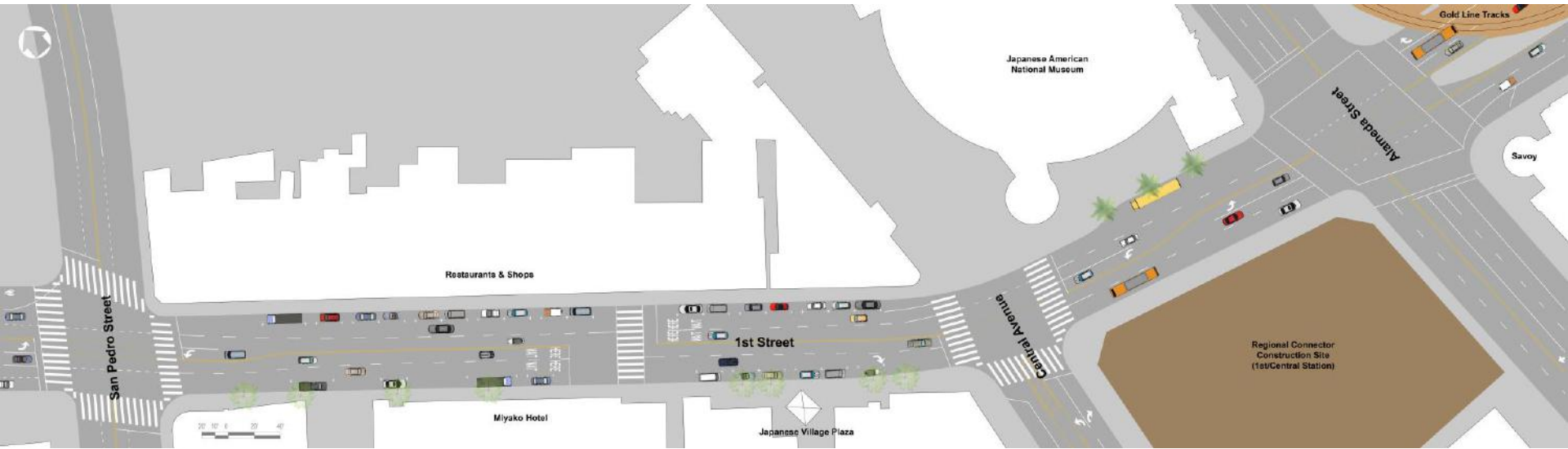
LEGEND

- Protected Bike Path - Existing
- Bike Lane - Existing
- Sharroved Route - Existing
- - - Protected Bike Path - Proposed
- - - Bike Lane - Proposed
- - - By Regional Connector
- - - By TIGER Grant





1st Street – Current Condition & Proposed Condition (By Regional Connector)



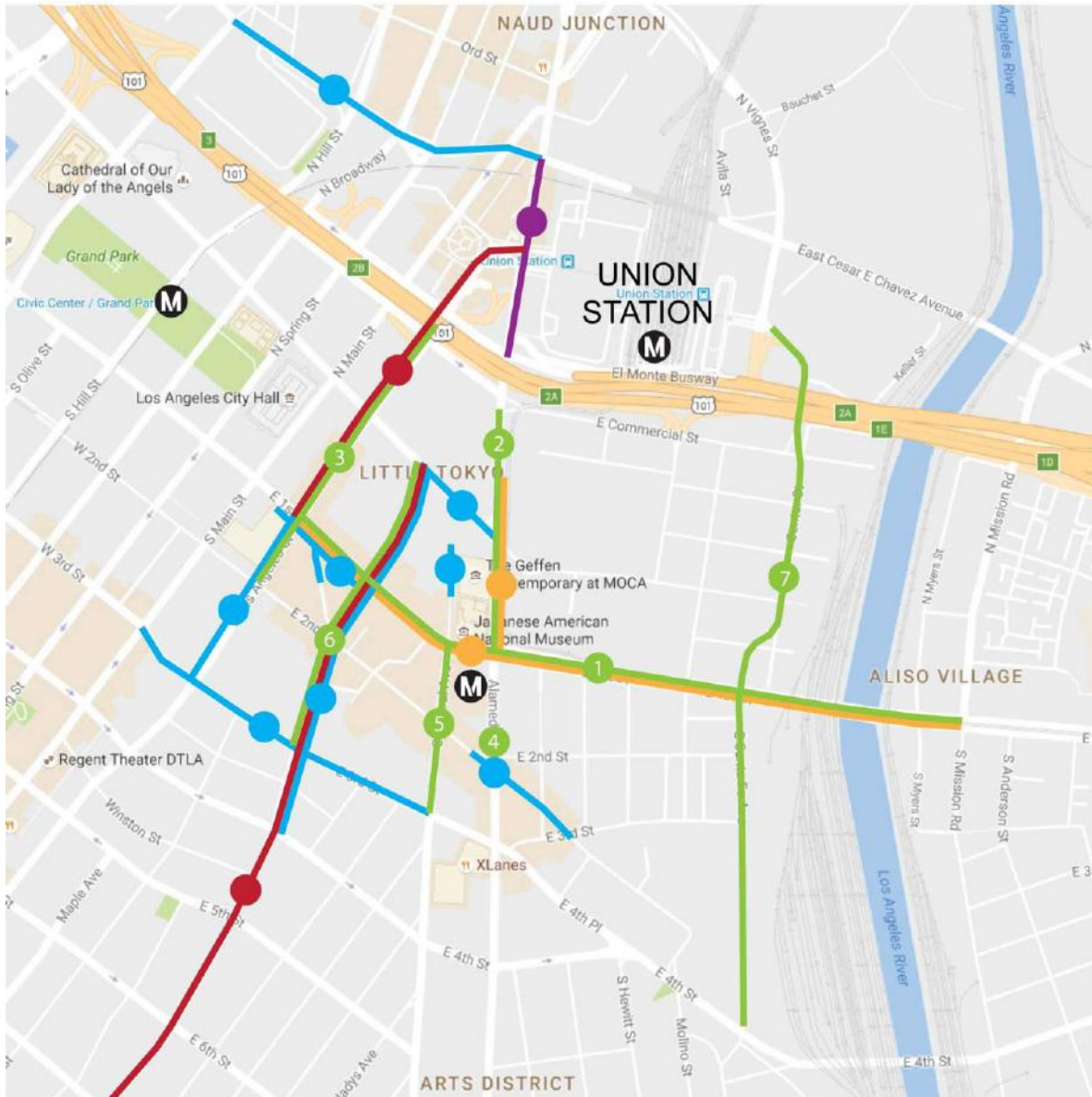
1st Street – Current Condition



1st Street – Proposed Condition (By Regional Connector)



All current and proposed projects



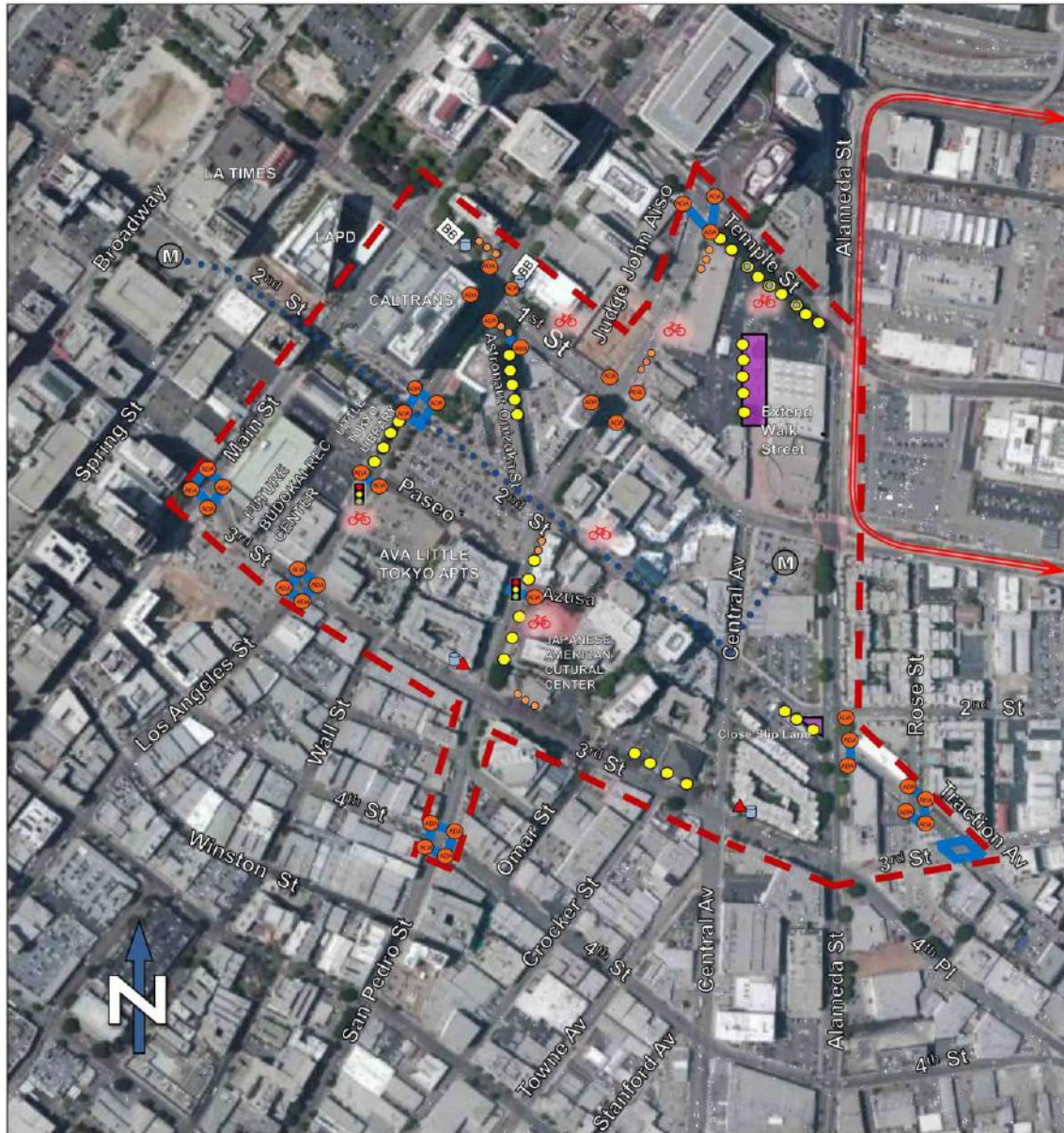
- 1 1st Street - Los Angeles to Mission
- 2 Alameda Esplanade - Commercial to 1st
- 3 Los Angeles Street - Arcadia to 2nd
- 4 2nd & Traction Gateway
- 5 Central Avenue - 1st to 3rd
- 6 Judge John Aiso/San Pedro - Temple to 3rd
- 7 Santa Fe Spine - Vignes to 4th

LEGEND

- TIGER Grant (2019)
- ATP Cycle 1
- ATP Cycle 2
- Regional Connector (2020)
- LADOT



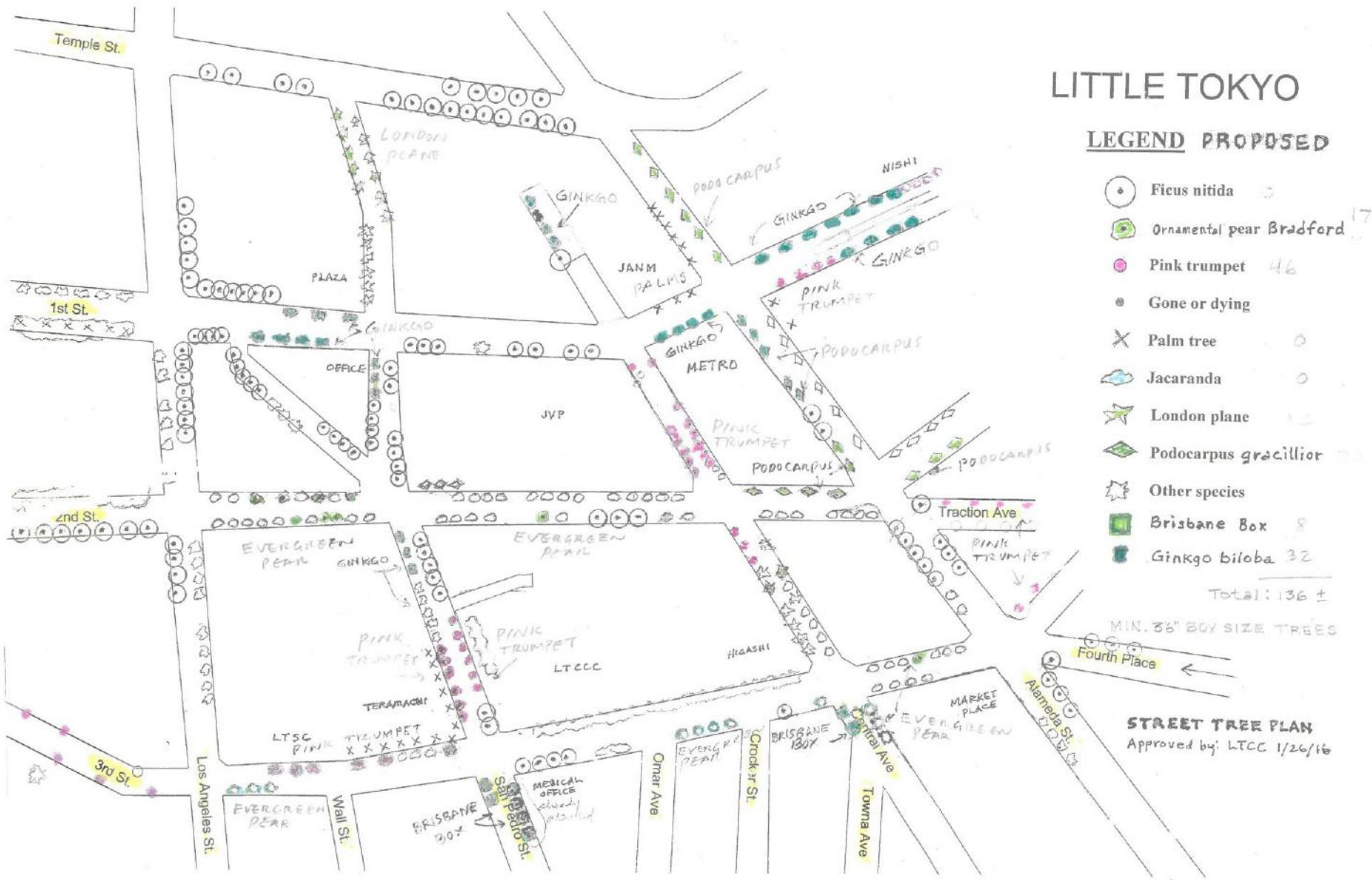
ATP Cycle 1 – Little Tokyo Concept Map



LEGEND

-  ARTS DISTRICT/LITTLE TOKYO GOLDLINE STOP
-  FUTURE REGIONAL CONNECTOR
-  FUTURE METRO STATION
-  GOLDLINE EXTENSION
-  LITTLE TOKYO PROJECT AREA
-  PROPOSED TRAFFIC SIGNAL
-  CROSSWALK IMPROVEMENTS
CONTINENTAL MARKINGS
-  ADA/CURB RAMP IMPROVEMENTS
-  PROPOSED BUS SHELTER
-  PROPOSED PEDESTRIAN LIGHTS
-  PROPOSED PEDESTRIAN LIGHTS ON EXISTING STREET LIGHT
-  NEW BUS STOP LIGHTING-ALL STOPS
-  PROPOSED BICYCLE RACKS
-  PROPOSED BENCHES
-  PROPOSED TRASH RECEPTACLES
-  PROPOSED PEDESTRIAN GATHERING PLACES







TREASURE + MAP = タカチズ 宝물지도 MAPA DEL TESORO

TAKACHIZU

Cultural Pathways of Little Tokyo

is a contemporary path and a cultural journey linking major cultural institutions, public art, and small businesses.



1 TAKACHIZU / Future Home of Budokan
Future home of Budokan, a multi-purpose sports and activities center.

2 Little Tokyo Public Library
Original site of Koyasan Buddhist Temple.

3 Historic Grapefruit Tree
~150 year-old grapefruit tree named Sunny.

4 For the Issei
Rock sculpture by world famous sculptor and designer, Isamu Noguchi.

5 Site of 312 Azusa Street
First African Methodist Episcopal Church in Los Angeles and birthplace of Pentecostalism in the nation.

6 Japanese American Cultural & Community Center
Historic Koyasu Theater, Isamu Noguchi Plaza, Center Building & James Irvine Japanese Garden.

7 Frances Hashimoto Plaza
Frances Hashimoto was an influential businesswoman, community activist, and inventor of Mochi Ice Cream.

8 Japanese Village Plaza Stage

9 Koyasan Buddhist Temple
Founded in 1912, Koyasan Buddhist Temple is one of the oldest existing Buddhist temples in the North American mainland.

10 Japanese American National Museum
Largest museum in the US dedicated to sharing the experience of Americans of Japanese ancestry.

11 Go For Broke National Education Center
Originally Nishi Hongwanji Buddhist Temple, it was built in 1929 by Japanese immigrants.

12 Little Tokyo National Historical Landmark
Japanese immigrants settled in this commercial district in the late 19th and early 20th centuries. Before World War II, Little Tokyo was the largest Japanese community in the U.S.

13 Historic Grapefruit Tree
~130 year-old grapefruit tree.

14 Union Center for the Arts
Asian Pacific Islander multi-media arts complex. Home of Visual Communications, East West Players, and LA Art-core.

15 National Center for the Preservation of Democracy

16 Historic Aoyama Tree
Historic Cultural Monument No. 920.

17 Go For Broke
Monument commemorating Japanese Americans who served in the United States Army during World War II.

FOR MORE INFO, visit sustainablelittletokyo.org and takachizu.tumblr.com

Existing Conditions – Segment 1 - 1st Street



Existing Conditions – Segment 2 – Alameda Street



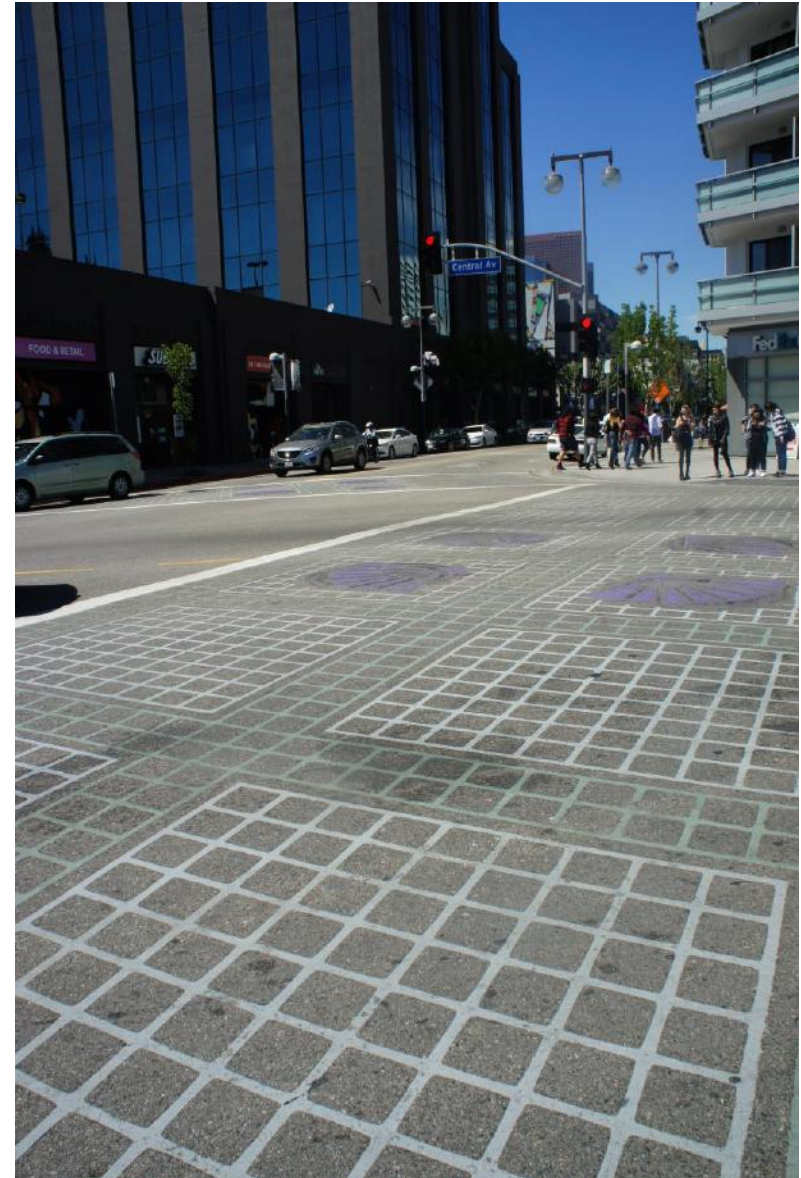
Existing Conditions – Segment 3 - Los Angeles Street



Existing Conditions – Segment 4 – 2nd/Traction Gateway



Existing Conditions – Segment 5 – Central Avenue



Existing Conditions – Segment 6 – Judge John Aiso / San Pedro Street



Existing Conditions – Segment 7 – Santa Fe Spine



GOALS OF LANDSCAPE DESIGN:

- 1. ENHANCE AND ENCOURAGE PEDESTRIAN ACCESS AND COMFORT TO, FROM AND BETWEEN UNION STATION, THE ARTS DISTRICT AND LITTLE TOKYO NEIGHBORHOODS.**
- 2. PROVIDE ENVIRONMENTALLY RESPONSIBLE STREETScape ELEMENTS.**

Existing Conditions – 1st Street – Segment 1



- Lack of a continuous street tree canopy



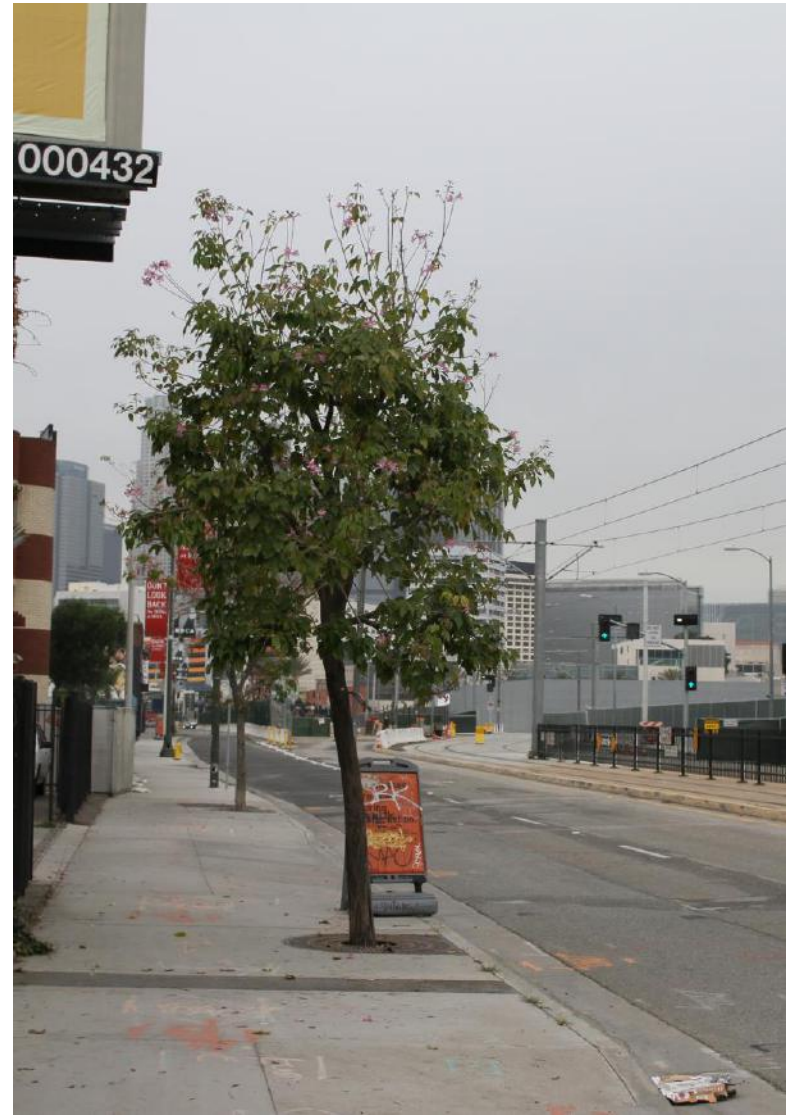


- Some girdled Ficus tree trunks

Existing Conditions – 1st Street – Segment 1



- Some shade street trees in tree wells





- Struggling or missing street trees in small tree wells



- No shade street trees between Temple and 1st Streets

Existing Conditions – Los Angeles Street - Segment 3

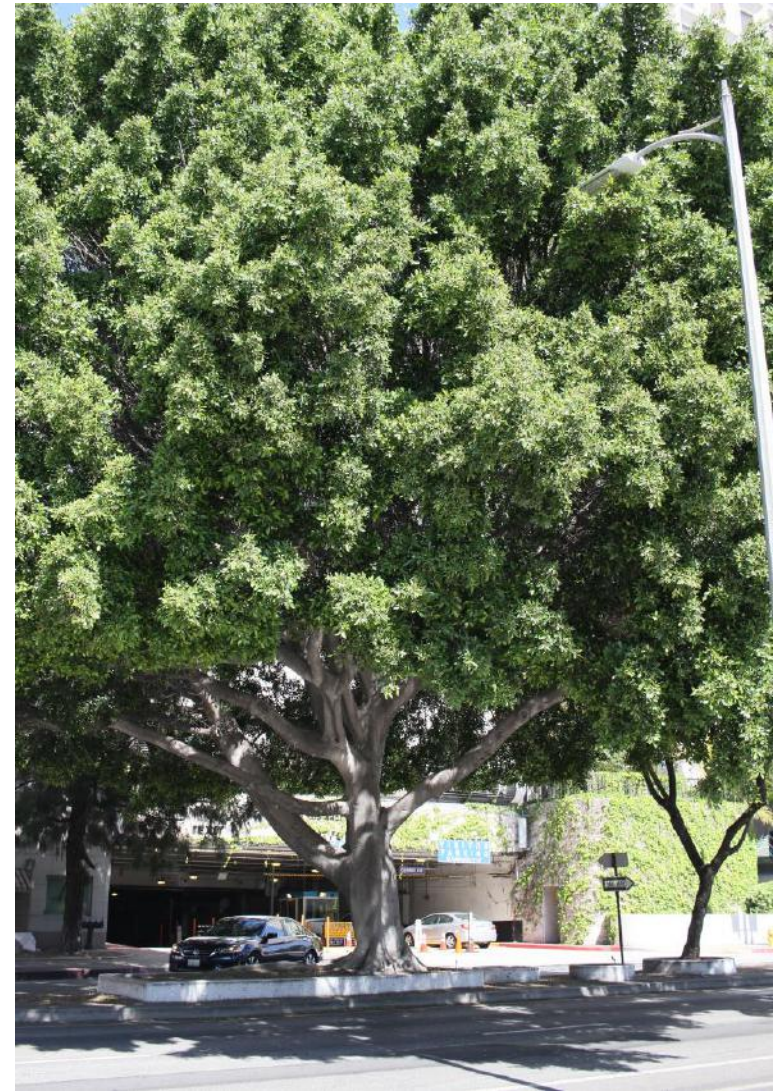


- Some shade street trees in tree wells

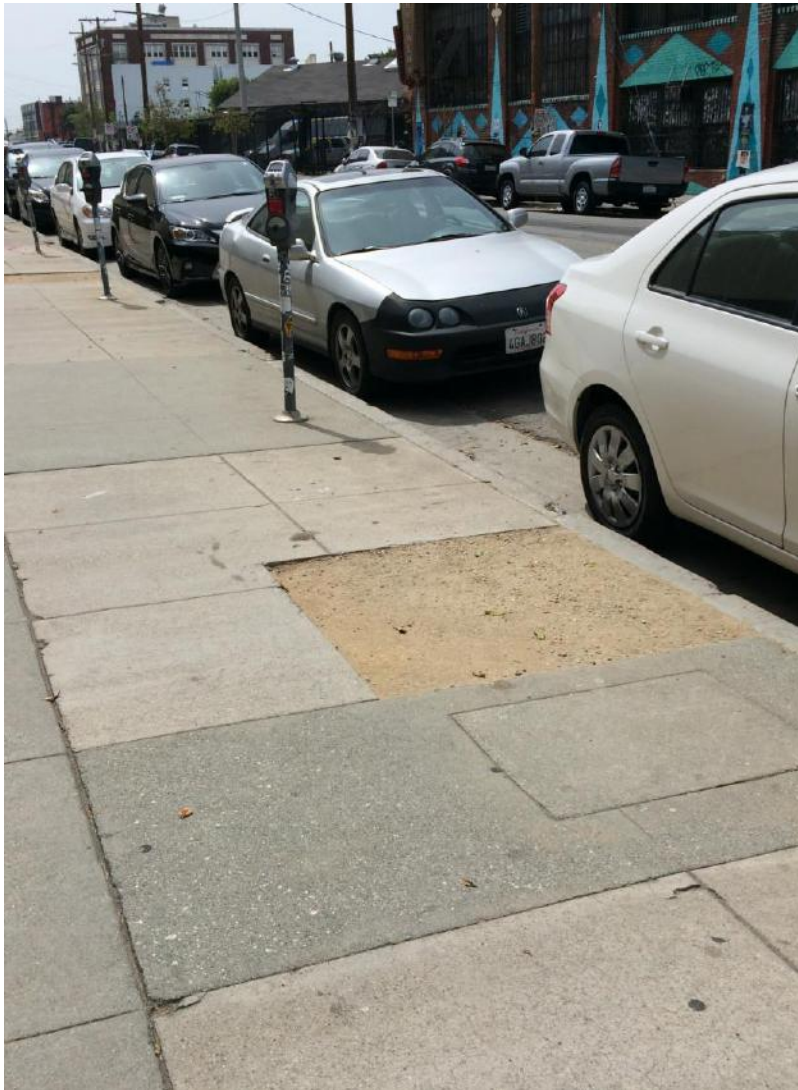




- Some very large trees in center roadway median



Existing Conditions – Traction & Alameda - Segment 4



- Missing or young shade street trees



- Some medium shade street trees

Existing Conditions – Central Avenue - Segment 5



- Empty tree wells



- Some mature Ficus trees



- Medium sized Ginkgo trees



- Leaning and distressed pear trees



- Some mature street trees



- No street trees



- Some medium street trees



- Lack of street trees in middle of segment



- Some medium street trees



- Many medium street trees on both sides of Santa Fe



- Medium street trees along Santa Fe

GOALS OF LANDSCAPE DESIGN:

- 1. ENHANCE AND ENCOURAGE PEDESTRIAN ACCESS AND COMFORT TO, FROM AND BETWEEN UNION STATION, THE ARTS DISTRICT AND LITTLE TOKYO NEIGHBORHOODS.**
- 2. PROVIDE ENVIRONMENTALLY RESPONSIBLE STREETScape ELEMENTS.**



LANDSCAPE ITEMS IDENTIFIED IN TIGER GRANT:

- STREET TREES
- SITE FURNITURE
- PEOPLE STREET
- INFILTRATION PLANTERS / BIOSWALE

HOW TO IMPLEMENT THESE GOALS:

- 1. PROVIDE CONTINUOUS ROWS OF DROUGHT TOLERANT SHADE STREET TREES.**
- 2. PROVIDE INFILTRATION AND FILTRATION PLANTERS WHERE FEASIBLE ON LOS ANGELES AND ALAMEDA STREETS.**
- 3. DESIGN A WELCOMING, SAFE PEOPLE STREET AT ALAMEDA AND TRACTION.**





GINKGO BILOBA / “GINKGO” (MALE)

- Slow growth habit, deciduous tree
- 35’ tall and 15’ wide
- Slightly pyramidal tree canopy
- Mid spring flowers are inconspicuous.
- Attractive seasonal gold colored foliage appears in late October.



PLATANUS X ACERIFOLIA / “LONDON PLANE TREE”

- Moderate growth habit, deciduous tree
- Approximately 35’ tall and 15’ wide in urban environments
- Oval tree canopy
- Mid spring flowers are inconspicuous. Tan colored fruit appears in summer and disintegrates in the wind.
- Highly attractive mottled white bark visible from a distance.



TABEBUIA CHRYSOTRICHA (HANDROANTHUS CHRYSOTRICHUS) / “GOLDEN TRUMPET TREE”

- Moderate growth habit, semi-evergreen tree
- Approximately 30’ tall and 15’ wide
- Oval tree canopy
- Late winter 2 inch long, trumpet shaped yellow flowers are very showy.
- Attractive profuse flowering habit with leaves and long brown seed pods that immediately follow.



TABEBUIA IMPETIGINOSA (HANDROANTHUS IMPETIGINOSUS, TABEBUIA AVELLANEDAE) / PINK TRUMPET TREE

- Moderate growth habit, semi-evergreen tree
- Approximately 25' tall and 20' wide
- Umbrella tree canopy
- Late winter 2 inch long, trumpet shaped pink flowers are very showy and highly attractive to hummingbirds.
- Attractive profuse flowering habit with leaves and long brown seed pods that immediately follow.



TIPUANA TIPU / TIPU TREE, ROSEWOOD

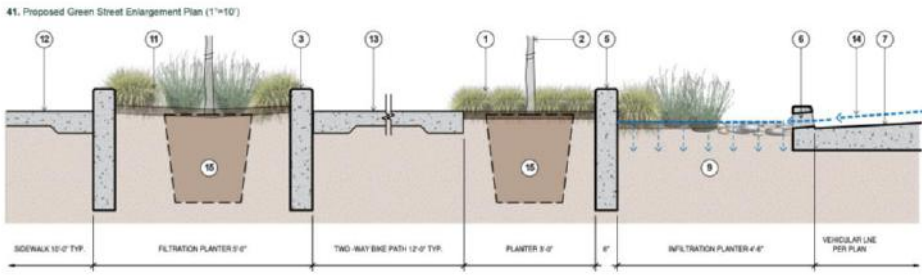
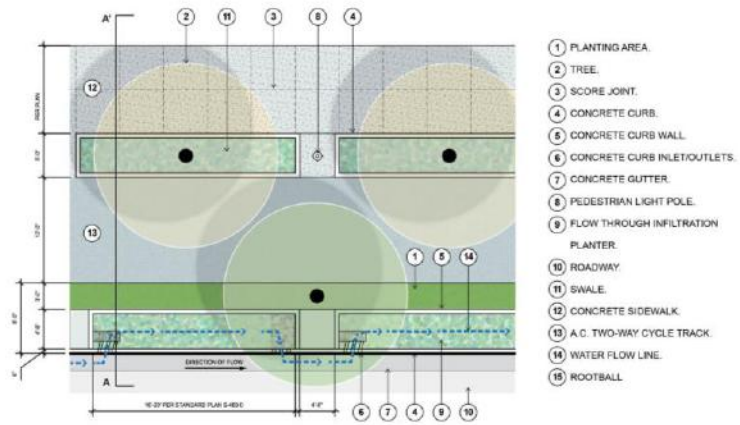
- Rapid growth habit, semi-evergreen tree
- Approximately 30' tall and 40' wide
- Umbrella tree canopy
- Late spring clusters of yellow-orange pea-like flowers. Single-winged samara seed pods follow.



PODOCARPUS GRACILIOR / “FERN PODOCARPUS”

- Slow growth habit, evergreen tree
- 40’ tall and 20’ wide. Takes hard pruning exceptionally well.
- Slightly pyramidal tree canopy
- Flowers are inconspicuous
- Highly resistant to pests and diseases

Proposed Concepts – Stormwater Planters

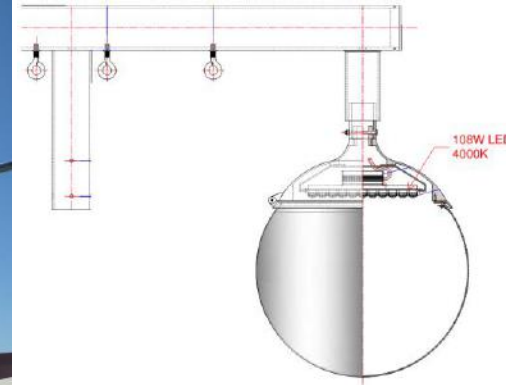


STREET ADJACENT INFILTRATION FLOW-THROUGH PLANTERS FOR ALAMEDA ESPLANADE AND LOS ANGELES AVENUE

Proposed Concepts – LADOT People Street



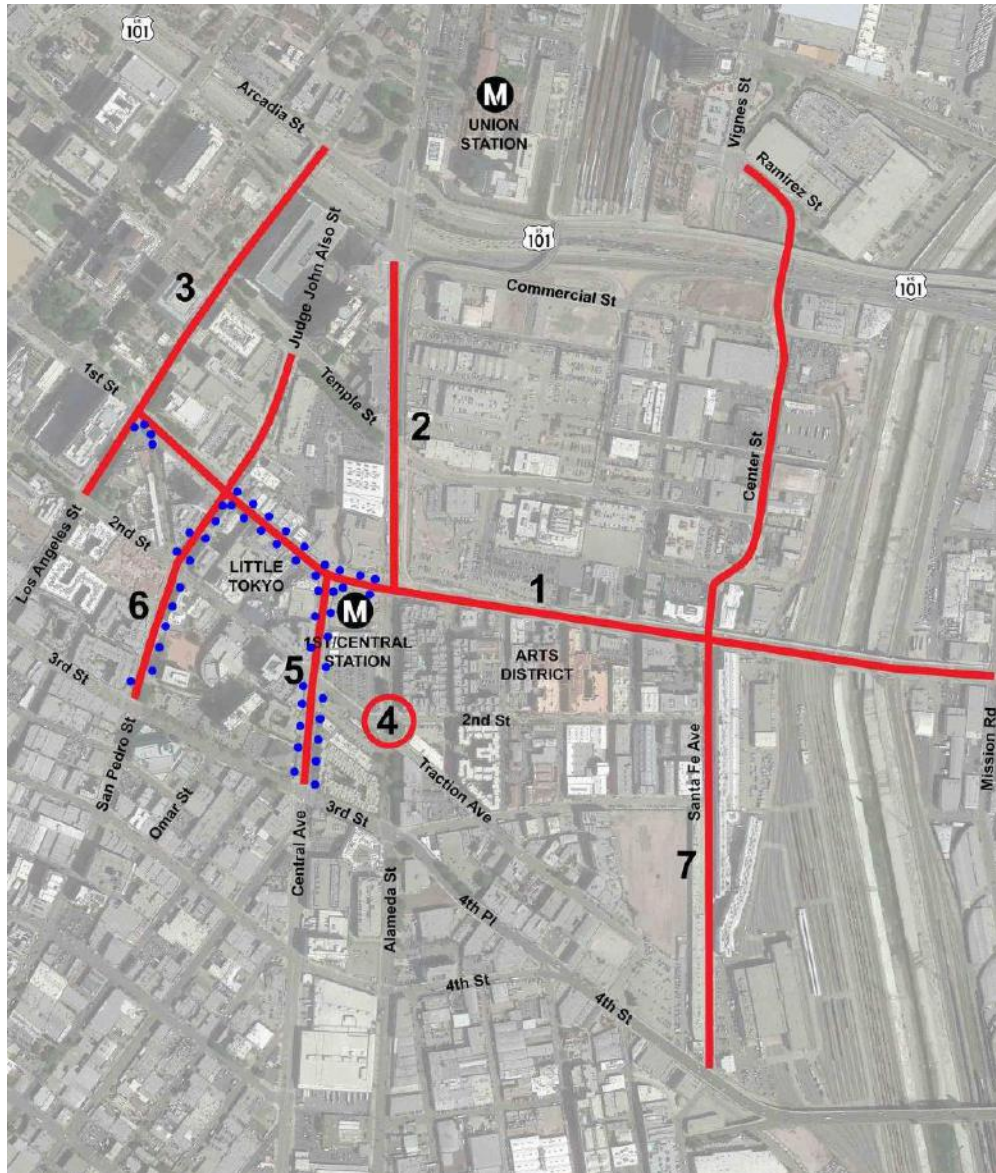
- Photo Comparison



ANP Little Tokyo
Crossarm Assembly

- **MAINTENANCE:** LED has long life, less relamping is needed
- **EFFICIENCY:** LED is more efficient with high lumen/watt, much lower wattage consumption
- **DARK SKY:** LED has better and more precise light distribution to control light spill up to the sky and minimize light trespassing.
- **GLARE:** LED provides better glare control with the use of frosted globe shades and still maintain high performance and lumen output
- **COLOR:** with LED's consistent color temperature and CRI through out long period of life time, poles will remain consistent light quality

LED Retrofit Lighting Plan

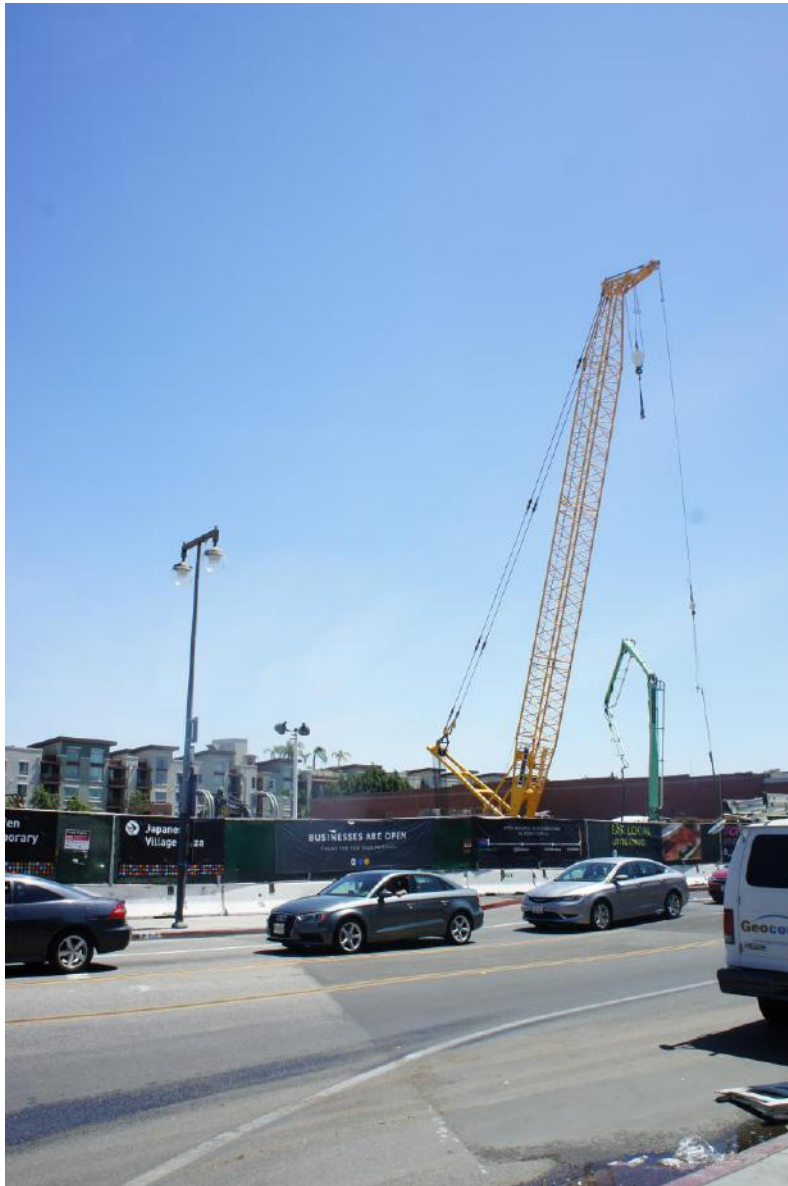


Segment	Street	Quantity
1	1 st St.	38
5	Central Ave.	32
6	San Pedro St.	30 (as many as possible)





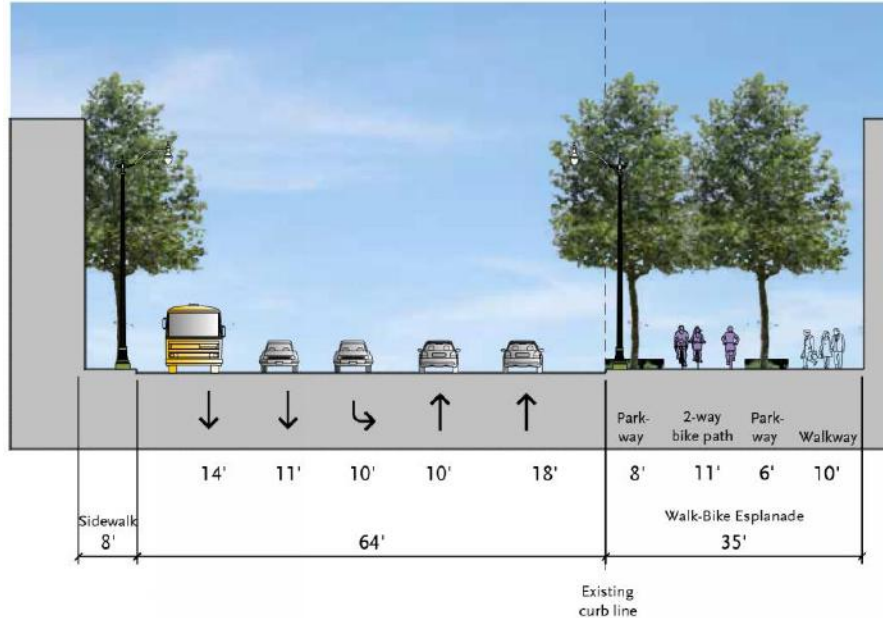
Central Avenue Photos



San Pedro Street Photos



Alameda Street Pedestrian Pole



TYPE	DESCRIPTION	MANUFACTURER & CATALOG #	LIGHT SOURCE	WATTS	VOLTAGE	LOAD TYPE	DIM TYPE	REMARKS	QTY.
PD1	12' tall dual round straight pedestrian pole, with contemporary LED post top. Vandal resistant.	Post top: Louis Poulsen Kipp Post: KIP-PT-44W LED/3000K-120-277V-Nat Paint Alu-Elec (per EE)- T-RSA-4.5"-DIM Pole: Louis Poulsen Pole Dual Round 12FT-NAT PAINT ALU	Integral LED CCT: 3000K CRI: 80 Lumens: 3185 BUG rating: B1-U3-G1	44	120-277V Integral	LED	0-10V	1' tall concrete base needed in planter for the pole to sit on	18

Alameda Street Photos

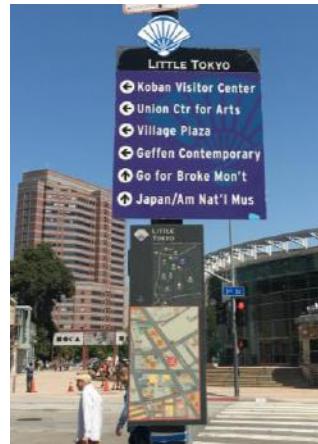


- Compliment new urban design improvements with appropriate signage and graphics.
- Facilitate pedestrian and bicycle circulation throughout project area.
- Celebrate the 1st/Central station as a center point of the area.
- Consider three opportunities for signage:
 - Wayfinding
 - Identity creation
 - Interpretation

Existing Graphic Elements



Vehicular signs from 13-district LA Walks sign program (2005)



Pedestrian directional signs and maps from LA Walks program



Angels Walk interpretive kiosk (2001)



Little Tokyo Crosswalk graphics



Interpretive elements in Little Tokyo

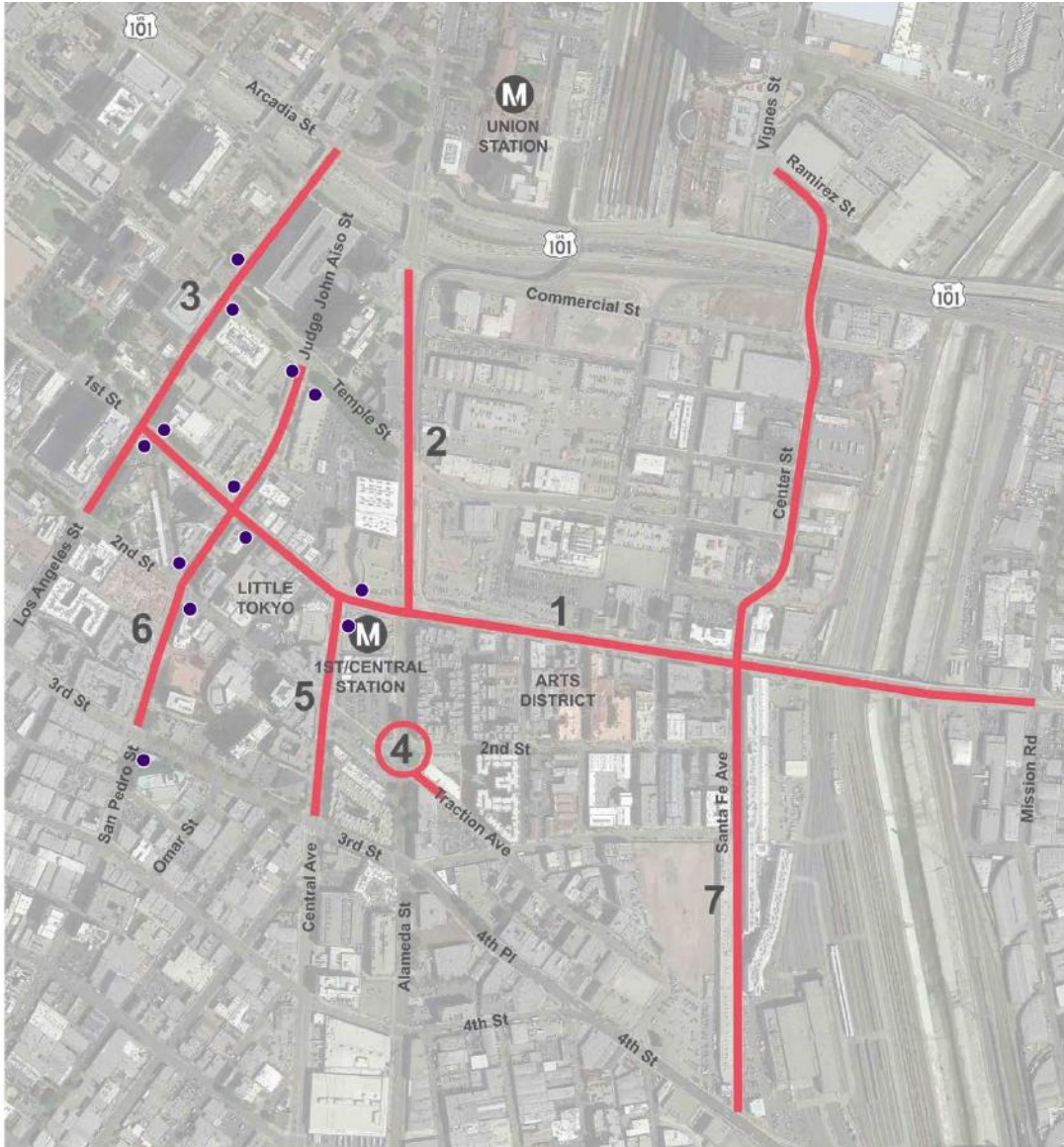


Identity 'icons' in Little Tokyo and Arts District

Existing Pedestrian Directional Signs



Sign Locations—Existing Pedestrian Directional Signs



● Pedestrian Directional (EXISTING)

Sign Locations—Areas of Opportunity for Pedestrian Directional Signs



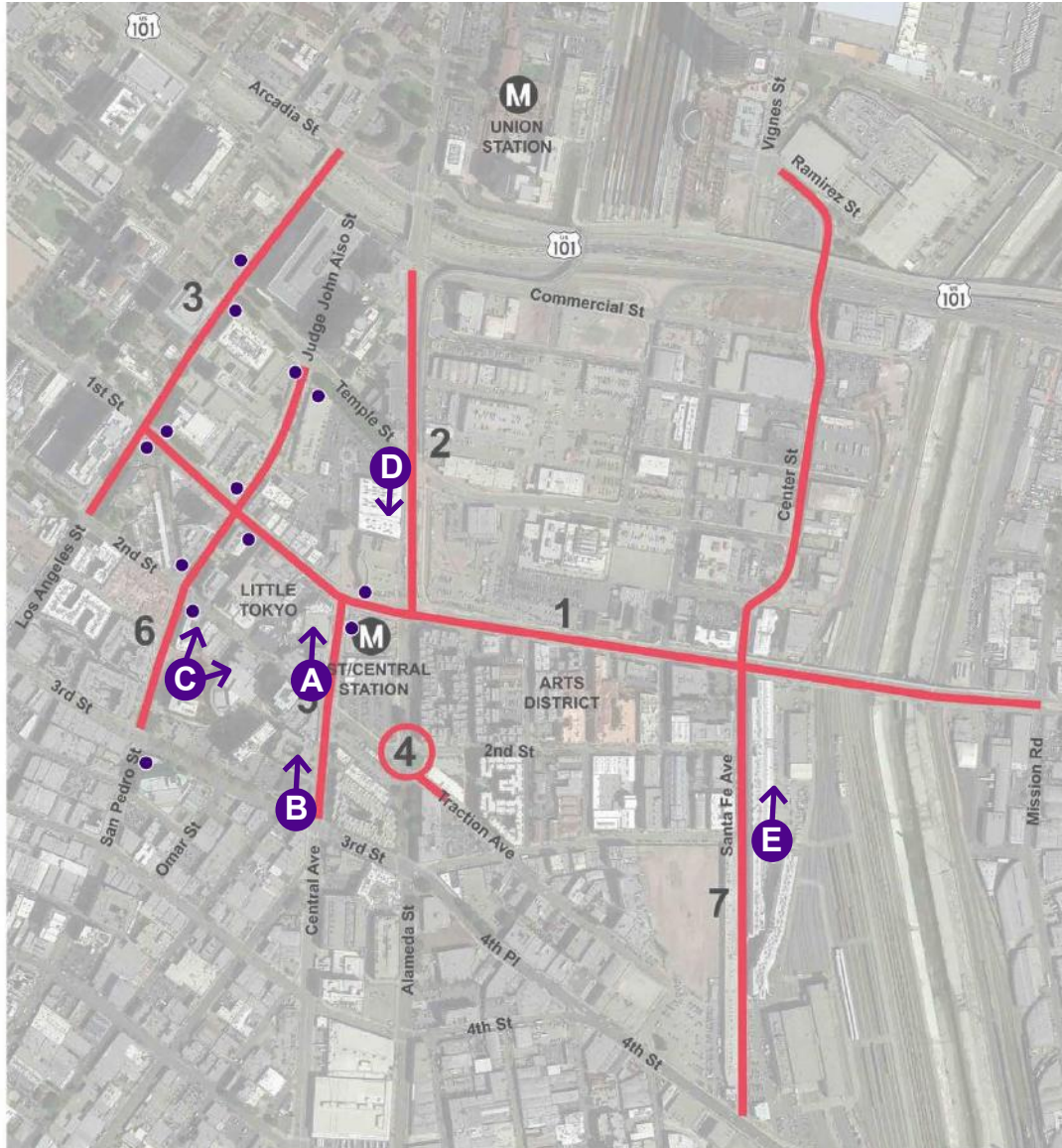
A Looking North



B Looking North



C Looking North



C Looking East



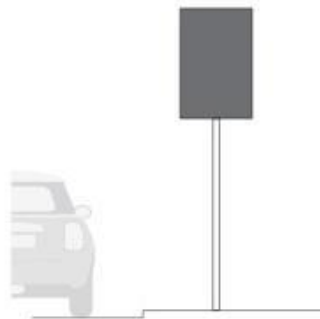
D Looking South



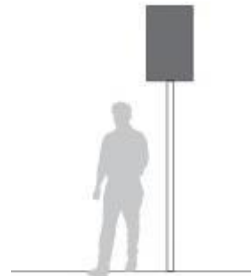
E Looking North

- Establish an ‘overlay’ graphics visual language to work in both Little Tokyo and Arts District.
- Create a simple set of unified signage types:
 - Directional signs for pedestrians and cyclists
 - Interpretive elements to share local history and stories
- Design to coexist with existing Little Tokyo streetscape ‘brand’ elements.

Existing Sign Types to Remain



Vehicular Directional Sign
Signs directing drivers to destinations citywide.



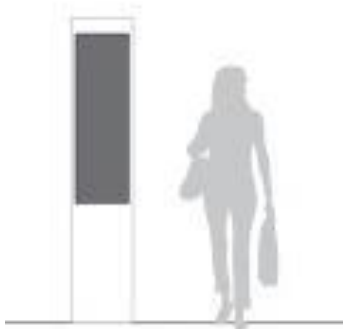
Pedestrian Directional Sign
Signs directing walkers to destinations.



Interpretive Kiosk
Angels Walk
interpretive kiosk

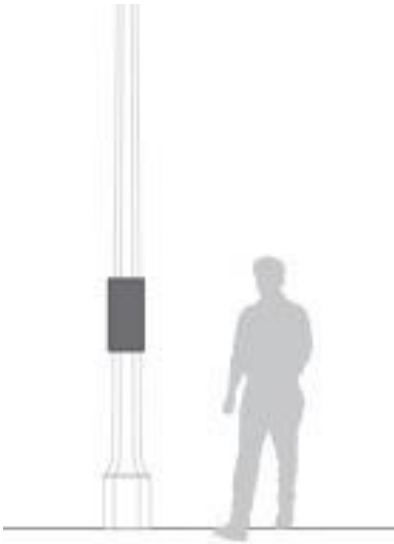


Interpretive Elements
Identity 'icons'

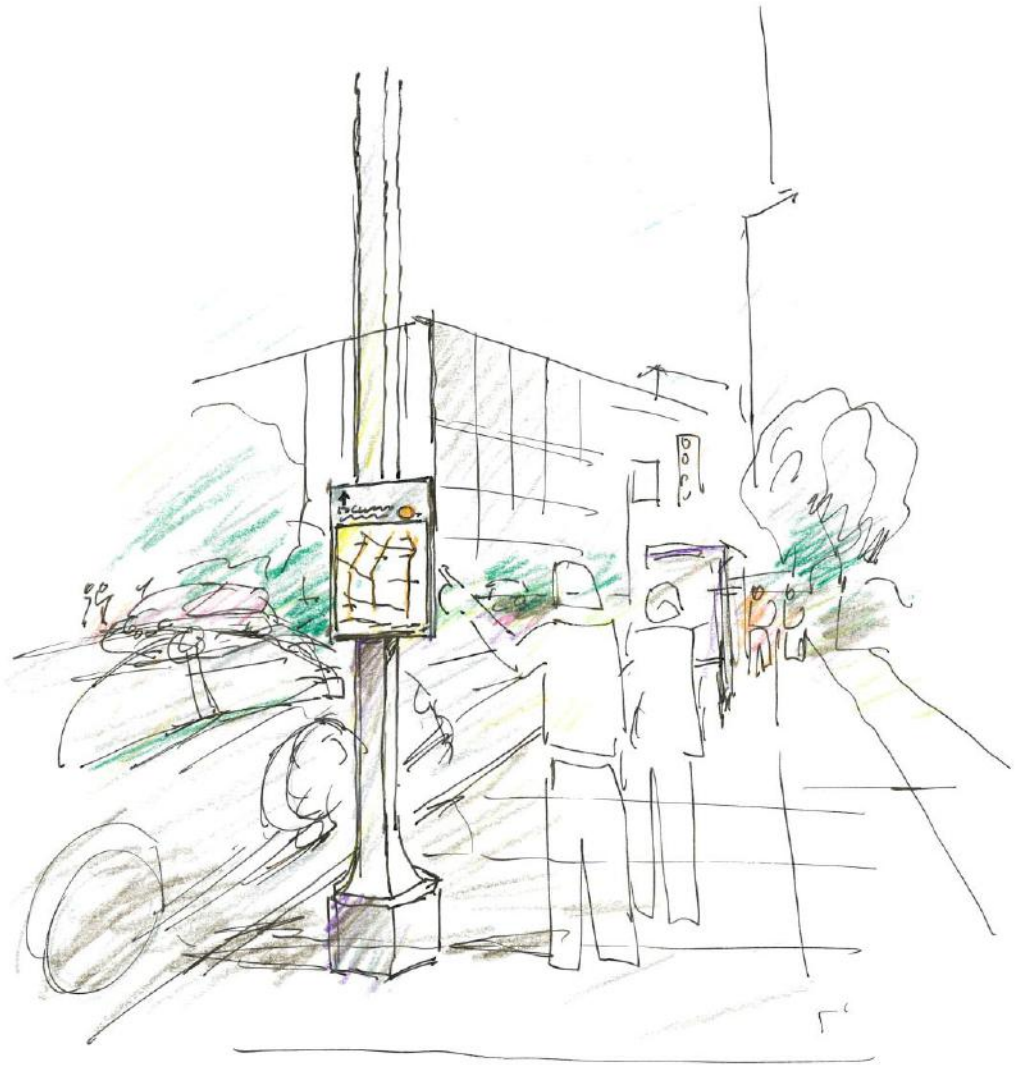


Interpretive Map Kiosk
Map display of key destinations and interpretive content about the area





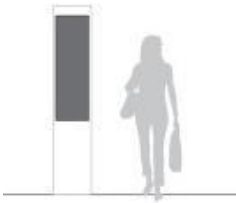
Secondary Map Sign
Map display of key destinations.



Pedestrian Map and Interpretive Examples



Recommendations—Sign Locations



Interpretive Map Kiosk

Purpose

Orient pedestrians to surrounding areas and districts. Provide historical and personal stories of the area.

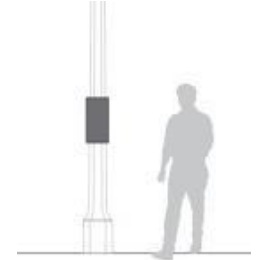
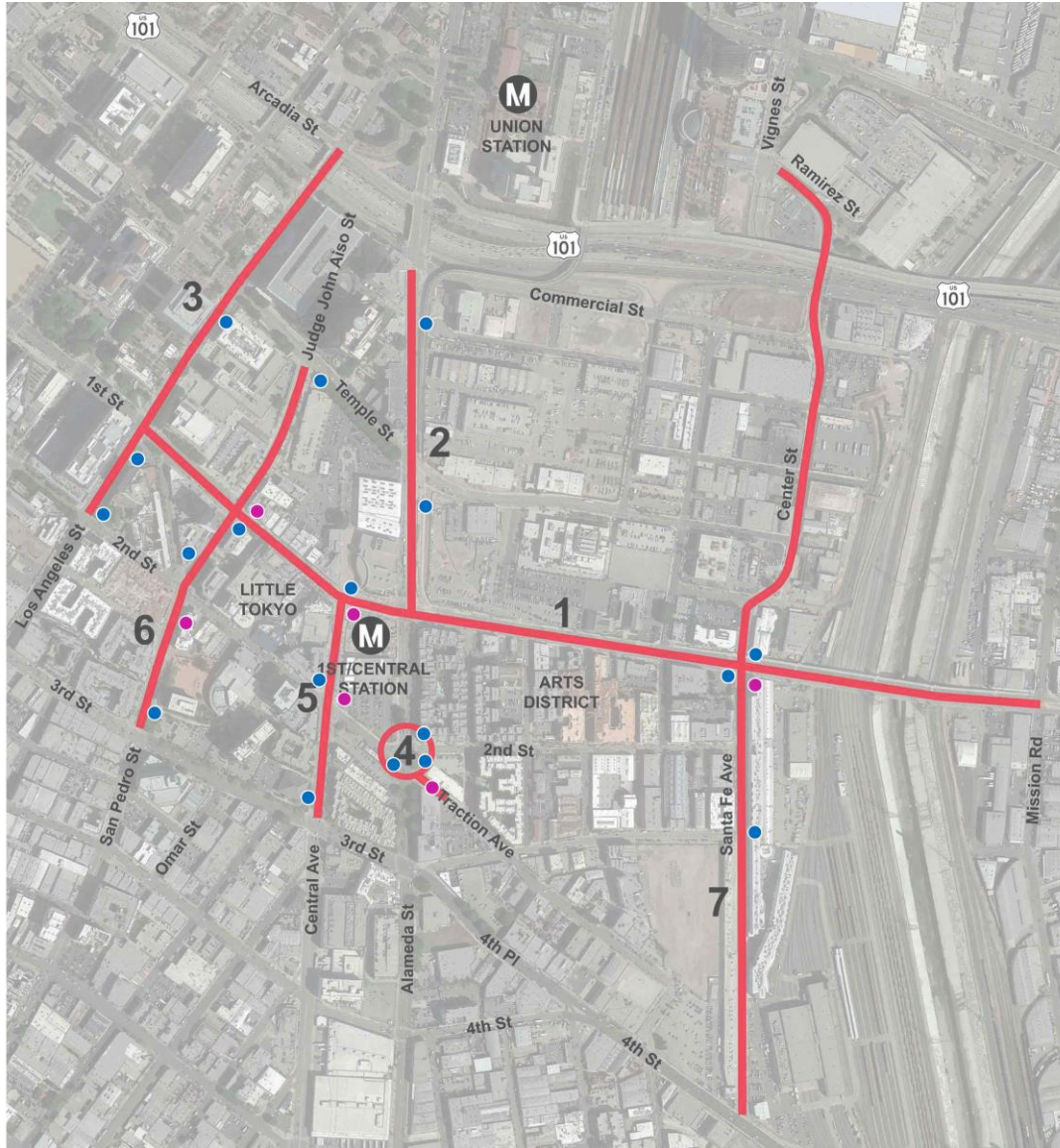
Potential Destinations

Map will include existing pedestrian map destinations.

Quantity

6

● Interpretive Map Kiosk



Secondary Map

Purpose

Orient pedestrians to immediate area.

Potential Destinations

1st/Central Station

Village Plaza

Map will include existing pedestrian map destinations.

Quantity

18

● Secondary Map Sign

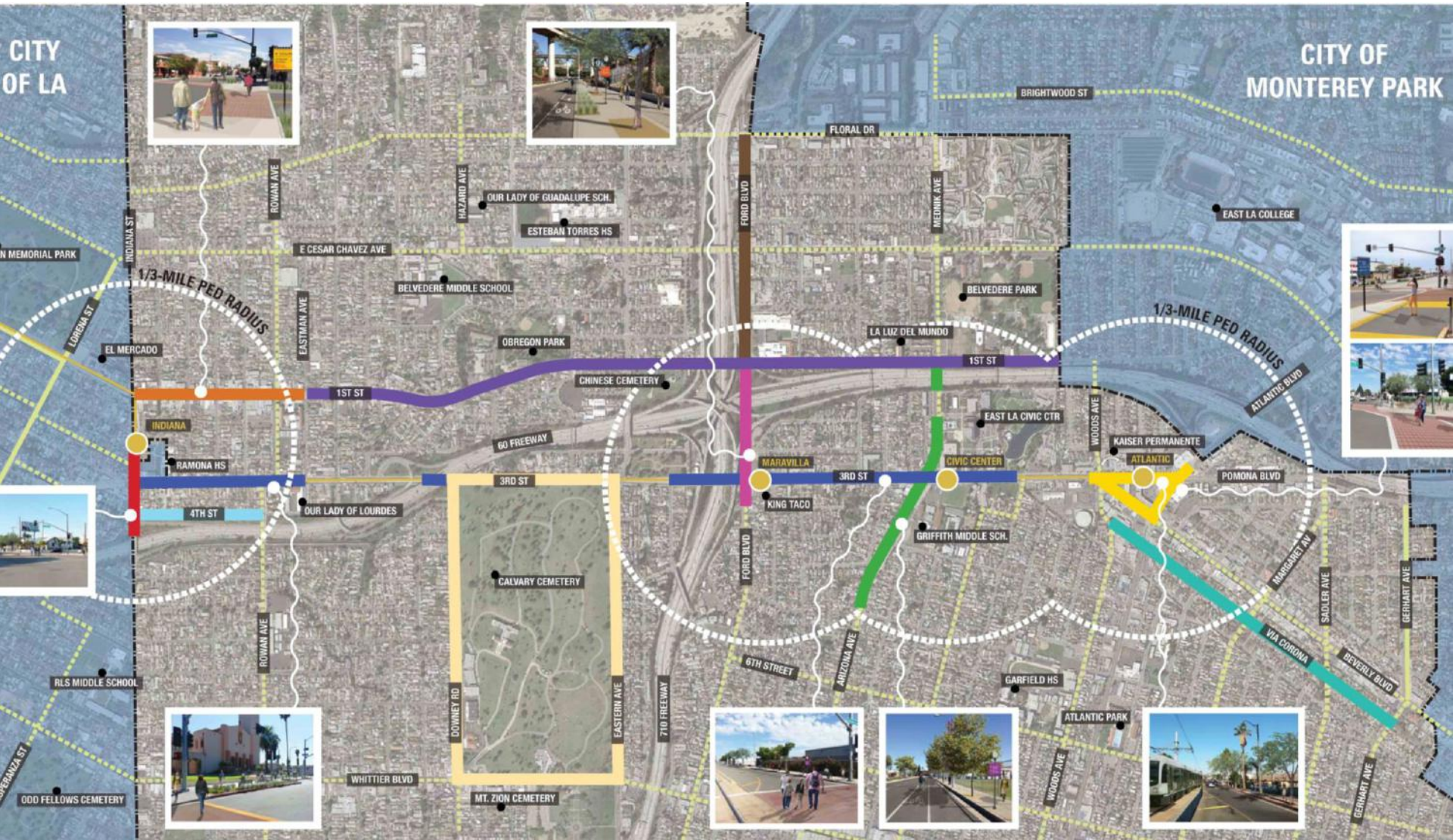
Proposed Sign Type Family—OPTION



Bicyclist Directional Sign
Signs directing bicyclists to destinations as per LADOT Bicycle Wayfinding Standards



Metro Eastside Access Phase II: Diagram of Improvements



Metro Eastside Access Phase II: 3rd Street Improvements



Metro Eastside Access Phase II: Eastern Avenue Improvements



Metro Eastside Access Phase II: Downey Road Improvements



Metro Eastside Access Phase II: Whittier Boulevard Improvements



Phase II Materials/ Furnishings



Pedestrian Lighting
Metal pole and acorn by South Coast Lighting (or eq.)



Bicycle Rack
Inverted U, black powdercoat
Bola by Landscape Forms (or eq.)



Trash Receptacle
Black powdercoat
Aurora TC-32 by LNI Manufacturing (or eq.)



Metal Bench
Black powdercoat, w/ intermediate armrest
Aurora EL-6 by LNI Manufacturing (or eq.)



Crosswalk Paving
Colored concrete to match existing, with ADA
no vibration path and white edge striping



Tree Well
4' x 6' decomposed granite tree well
(on blocks without existing tree grates)



Tree Grate
4' x 4' iron tree grate to match existing
(on blocks with existing tree grates)

9

Pet Waste Stations

Signage, Waste Dispenser and Trash Receptacle



Walking Path

Rubberway Porous Rubber Surface

