

PARK 101

caltrans museum

GALLERY EXHIBIT

May 28th-June 30, 2009

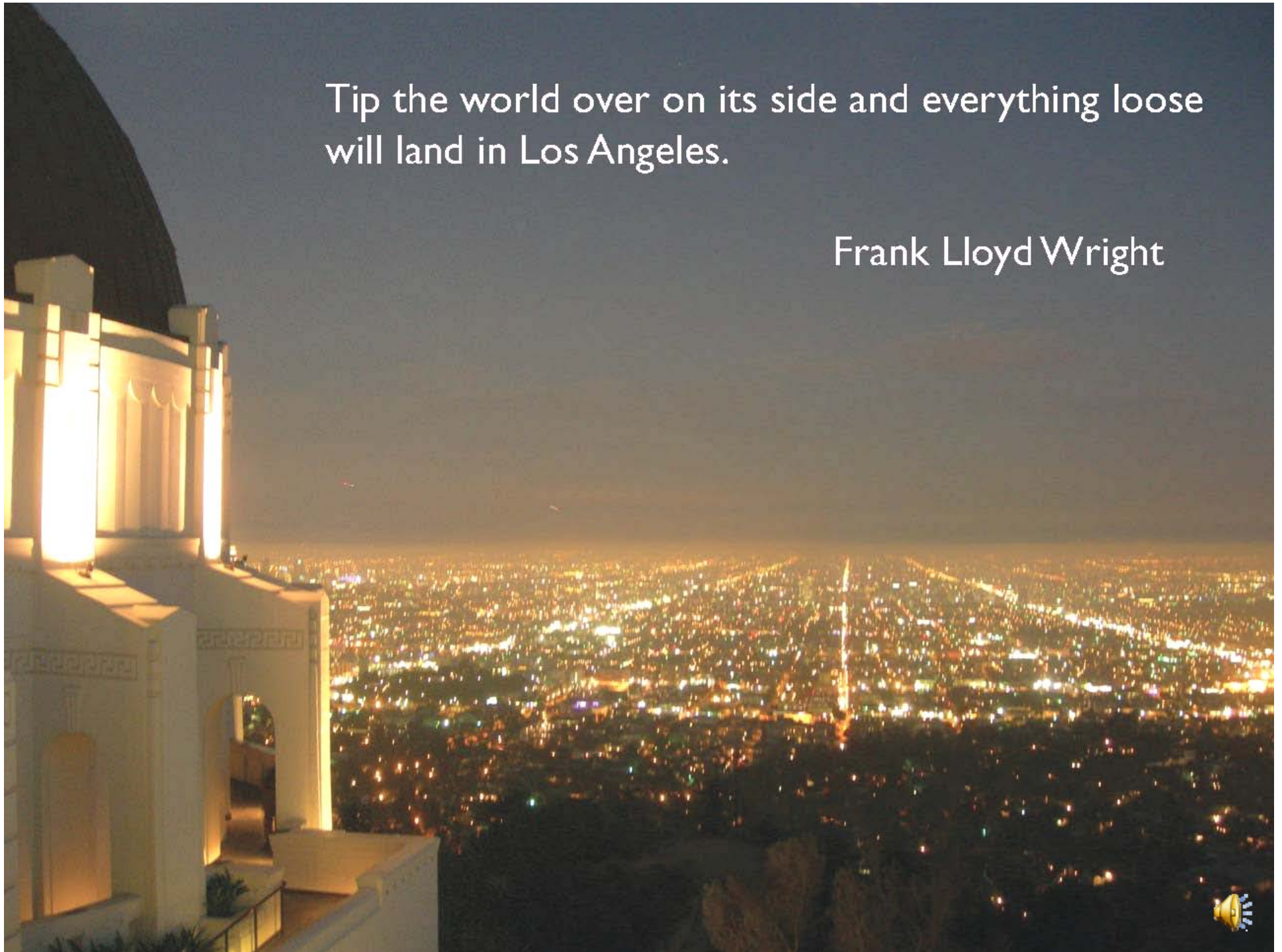
Opening: May 28th, 5:00-7:00pm

envisioning what is possible . . .



Tip the world over on its side and everything loose
will land in Los Angeles.

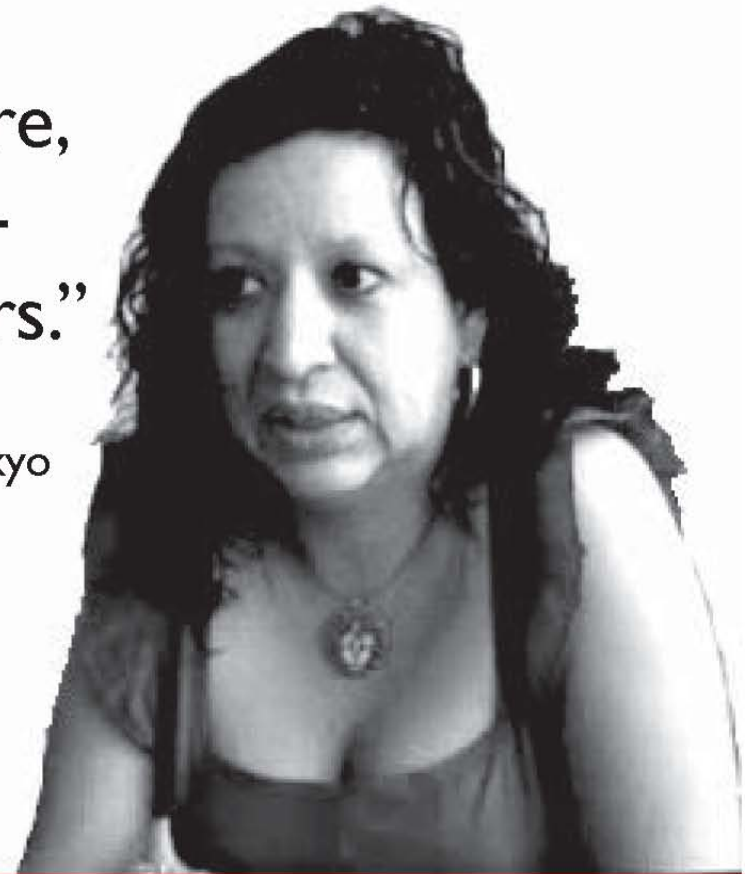
Frank Lloyd Wright



“It is nice to be part of an actual neighborhood [Little Tokyo]. Here, we actually know our neighbors-like to get to know our neighbors.”

Gabriela

Community Activist in Little Tokyo



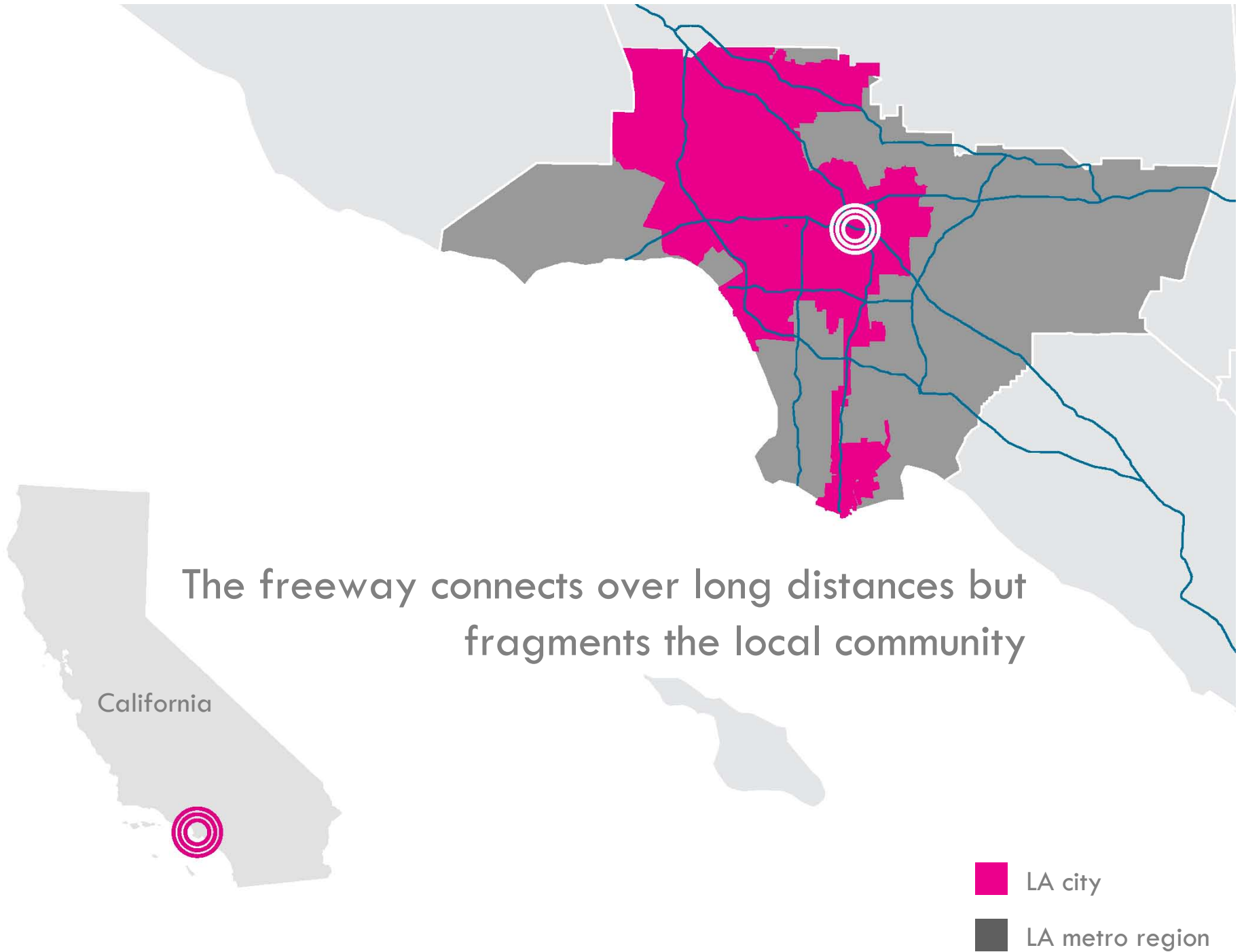


“I am so proud of my herbal medicine store. Nothing beats the satisfaction of having your own business. Good and diverse customers here. Look at my client-- Magic Johnson!”

Emmelyn

Small business owner in Chinatown

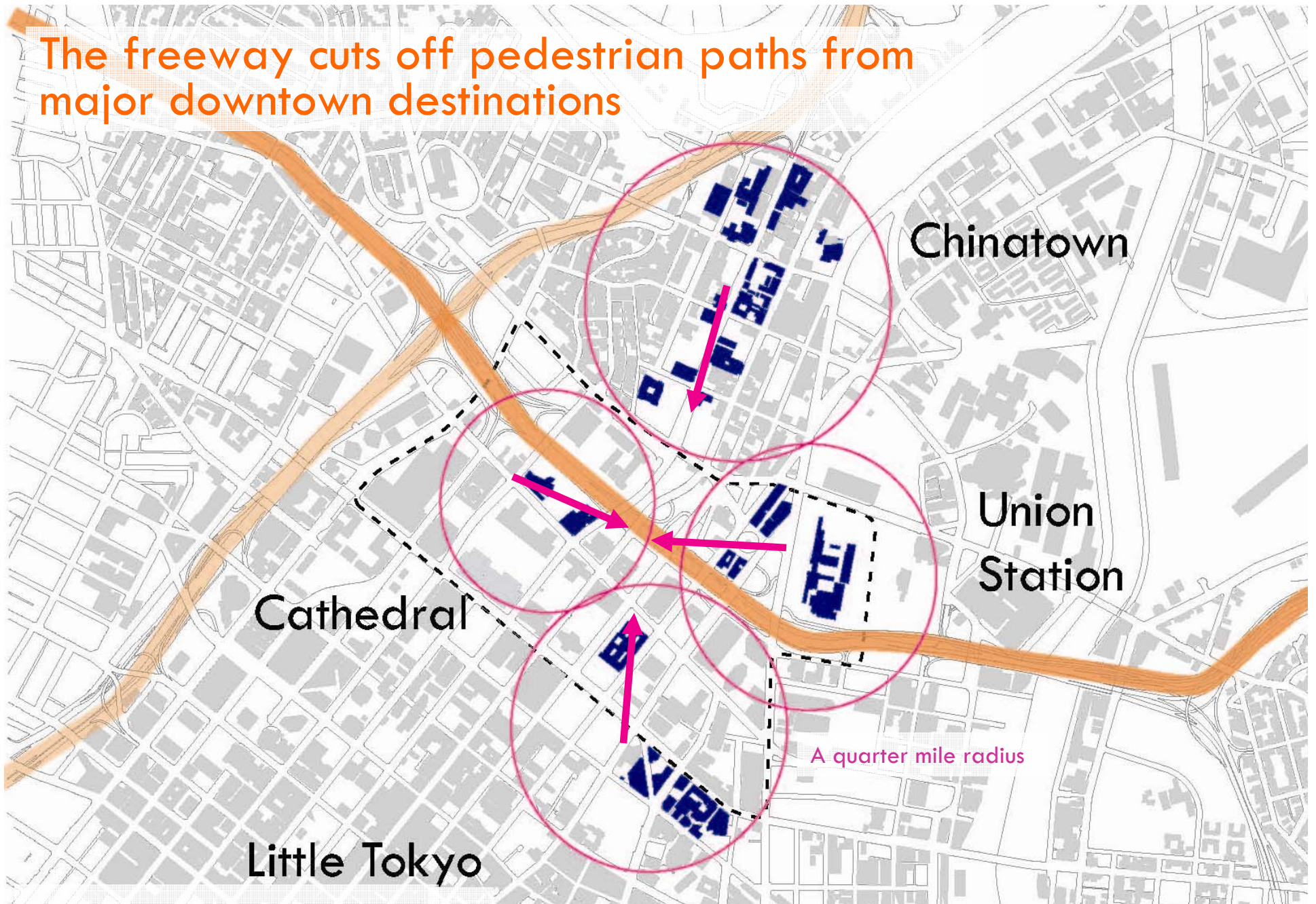






Downtown reflects the fragmentation caused by the freeway; not only in the layout of its people, but its land use. Forming strong, distinct districts (buildings and land of the same use are concentrated in specific areas of Downtown).

The freeway cuts off pedestrian paths from major downtown destinations



Chinatown

Union Station

Cathedral

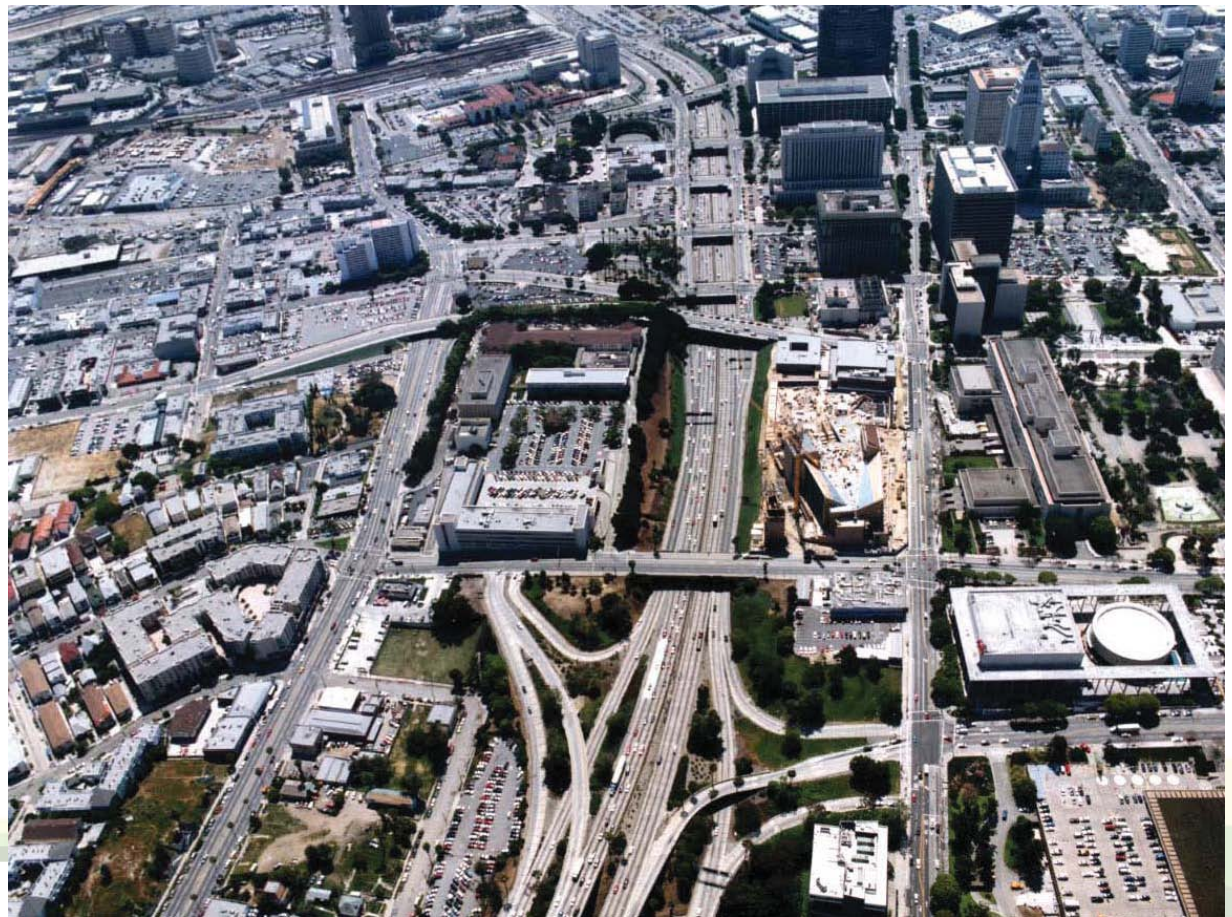
Little Tokyo

A quarter mile radius

A Walkable District ?

Often referenced as the “Big Trench,” the impact of US 101 can be felt as one attempts to walk between major downtown destinations, such as the Civic Center, which is currently experiencing a heavily invested-in renaissance; El Pueblo, an area with the highest concentration of Los Angeles history than any other part of LA; Union Station, the biggest transport hub in the regions; and the Cathedral, the first iconic cathedral to be built in the city in the last 100 years.

The impact is most acutely felt by residents near the edges of the gap, as they are more likely to walk than the other downtown counterparts.





We will **stitch together** the urban fabric and deliver long-term benefits for the community.

We will strengthen the existing **transportation network** and extend possibilities of **sustainability** to heal and undo the impacts of the car.

Our plan will be **flexible** and **adaptive** to meet the challenges of today and next century.

We will **serve** and **inspire** the people of Los Angeles, and create an **iconic** and **memorable** destination.

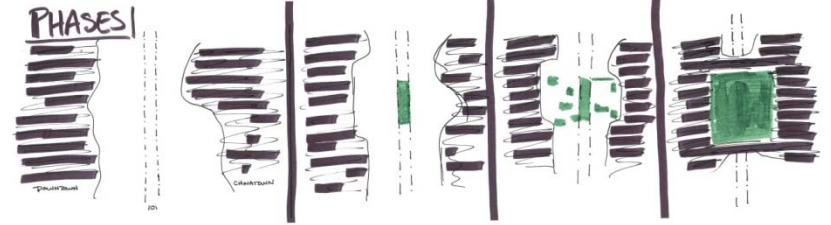
Vision for Park 101



THE CORRIDOR

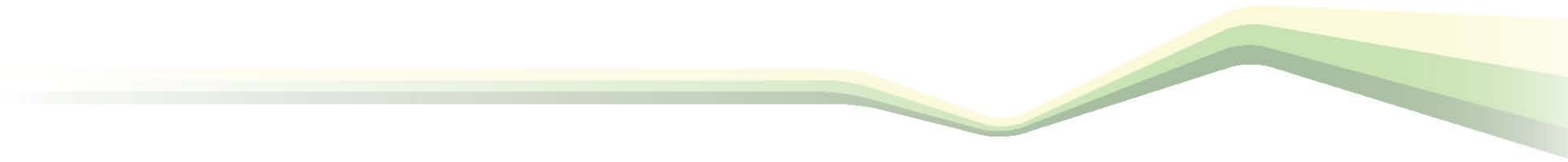


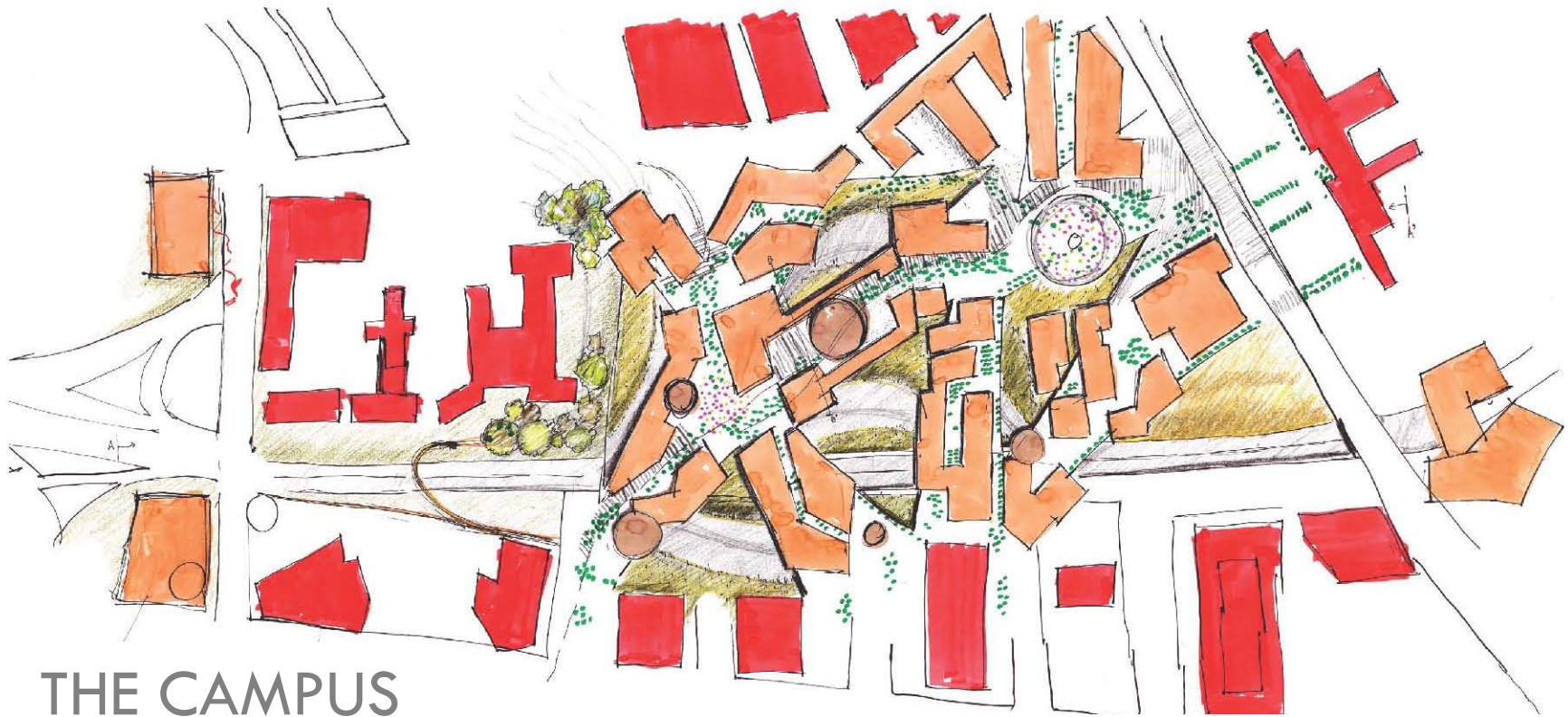
- Chain of parks
- Shapes that move and gather people



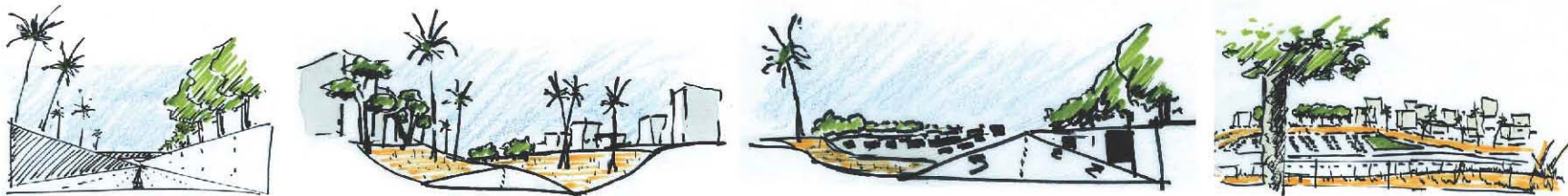
- Create large park district
- Phasing out old buildings
- Create strong edges

CITY COMMON





THE CAMPUS

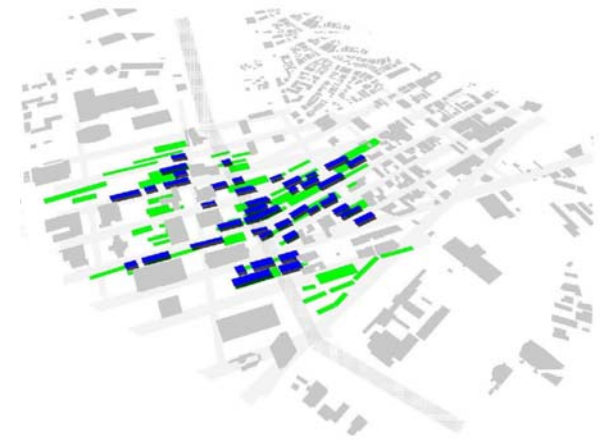


Sketch views

- Pedestrian-focused district
- Multi-dimensional plan
- Walkable downtown



RE-TEXTURING LA

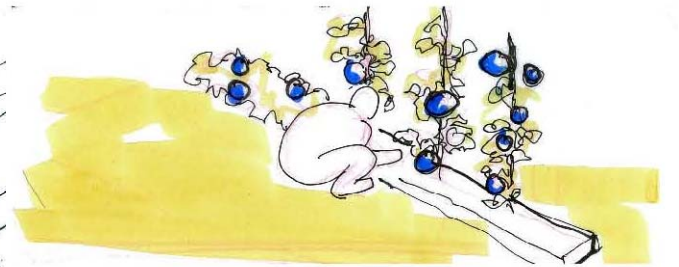


Perspective



Sketch plan

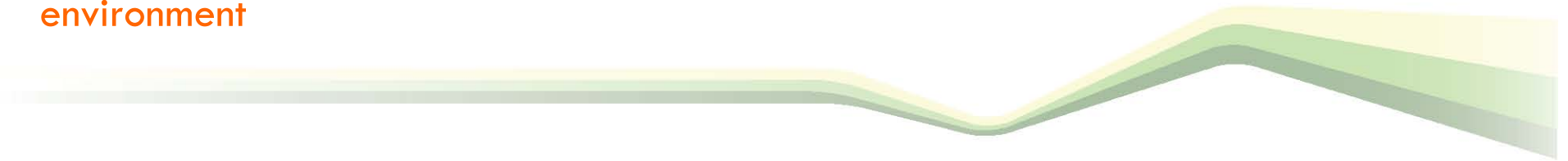
- Bridge and stitch
- Extend existing street grid
- Improving LA connectivity



Sketches

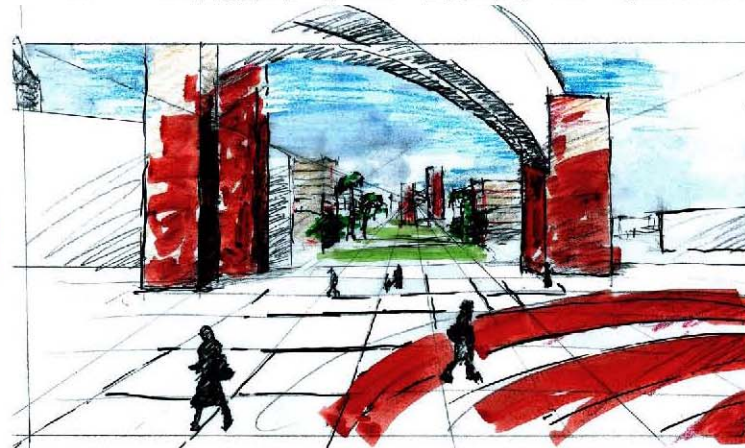
- Future sustainability
- Visionary prototype
- Connecting people and the environment

COMMON GROUND



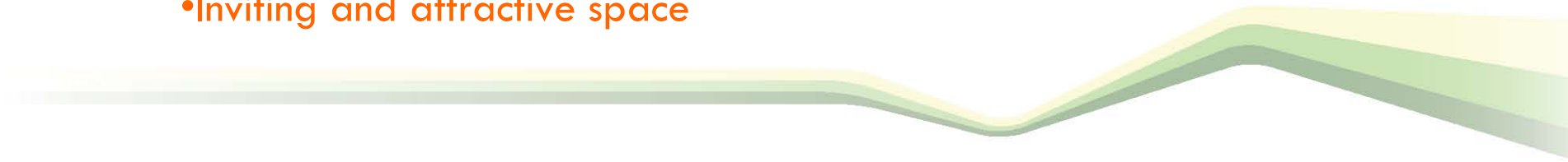


Perspectives



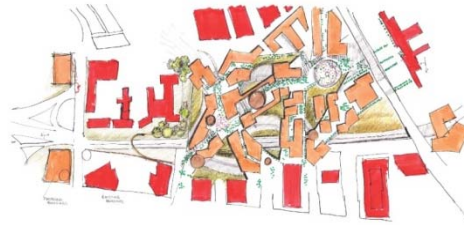
- Grand boulevard for downtown
- Fostering social interaction
- Inviting and attractive space

THE BOULEVARD





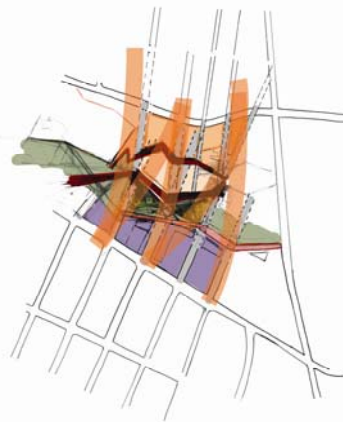
Regional Connectivity



Pedestrian Focus



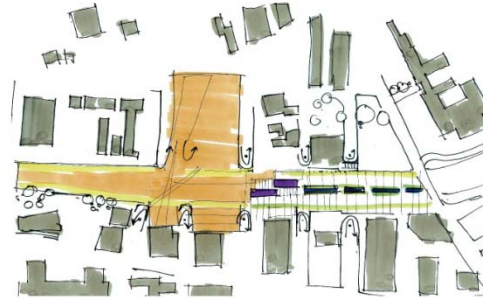
Flexibility of Open Space



Design Principles



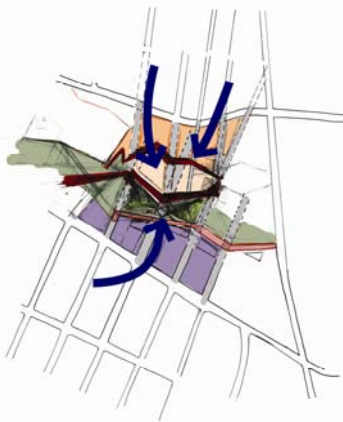
Merging of Communities



Regenerative



The "Wow" Factor



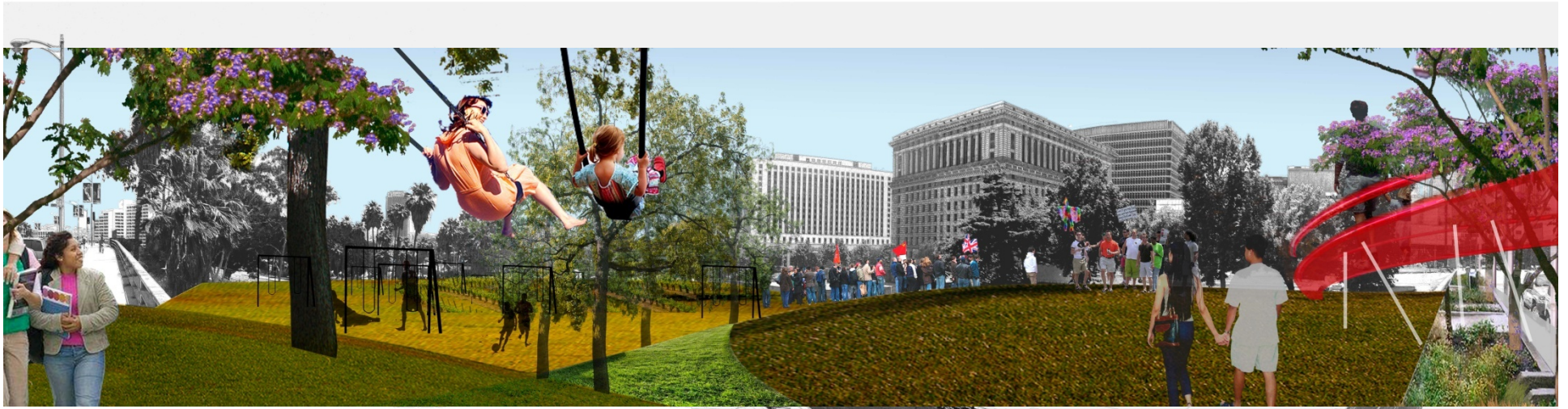
Design Principles

Fort Moore Hill Overlook: Vision





From Los Angeles to Alameda



From Hill to Alameda: LA Swings



Park 101: Master Plan

“Park 101” is anchored around four main functions. . . . Little Tokyo



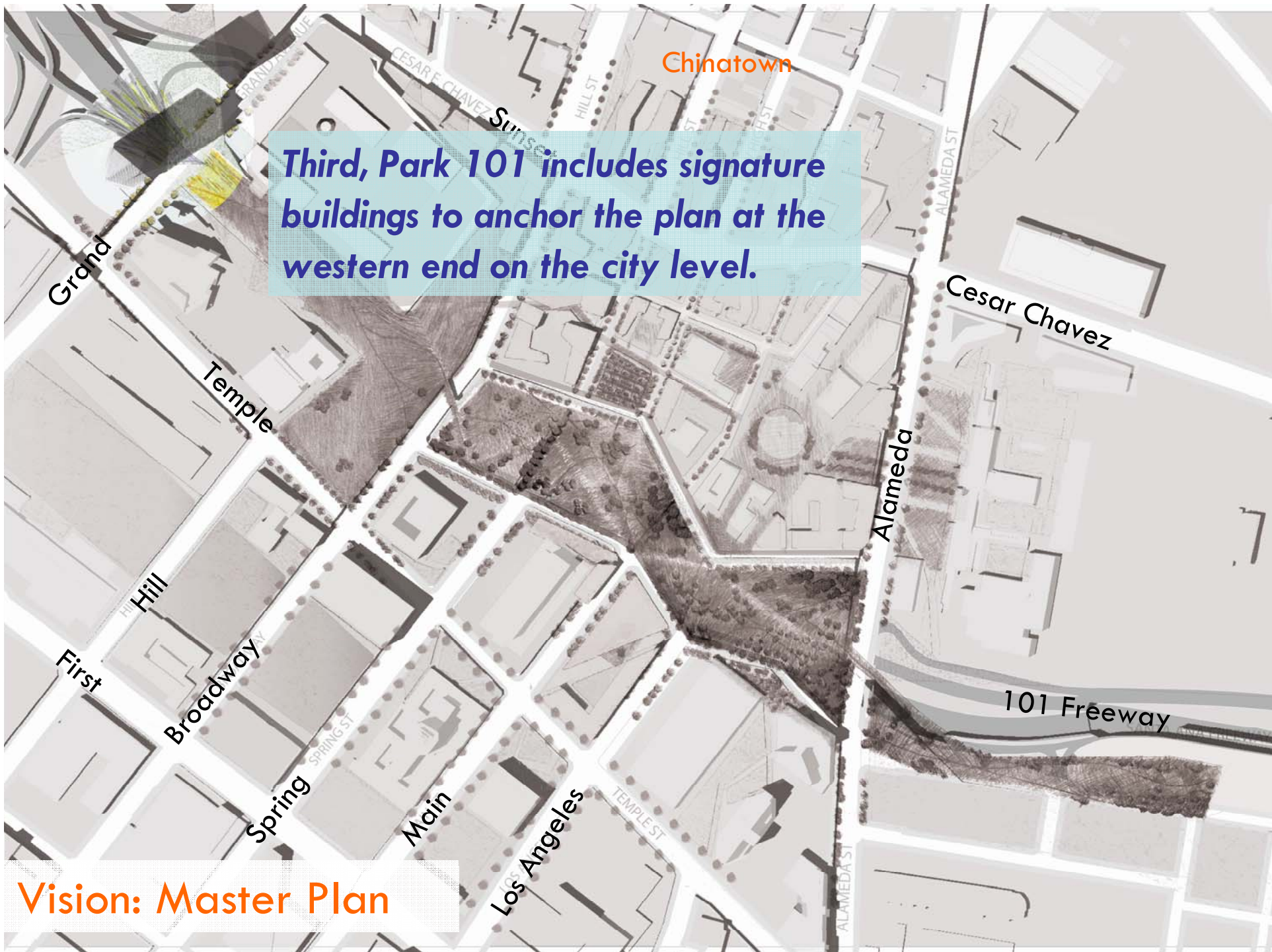
Vision: Master Plan

First, the ½ mile park going over the 101-Freeway transforms the trench to a place of gathering. . .



Vision: Underground Parking

Second, Park 101 includes a public underground parking district, which creates an incentive to move away from the car.



Vision: Master Plan



Chinatown

And lastly, the Park 101 concept incorporates mixed use development - - - moving from a single-use civic center to generate a vibrant environment at all times of the day and night.

Vision: Mixed Use Opportunities



Park 101's "Paseo" is a pedestrian mall, retail on both sides allows for mixed-use development

Vision: The Paseo

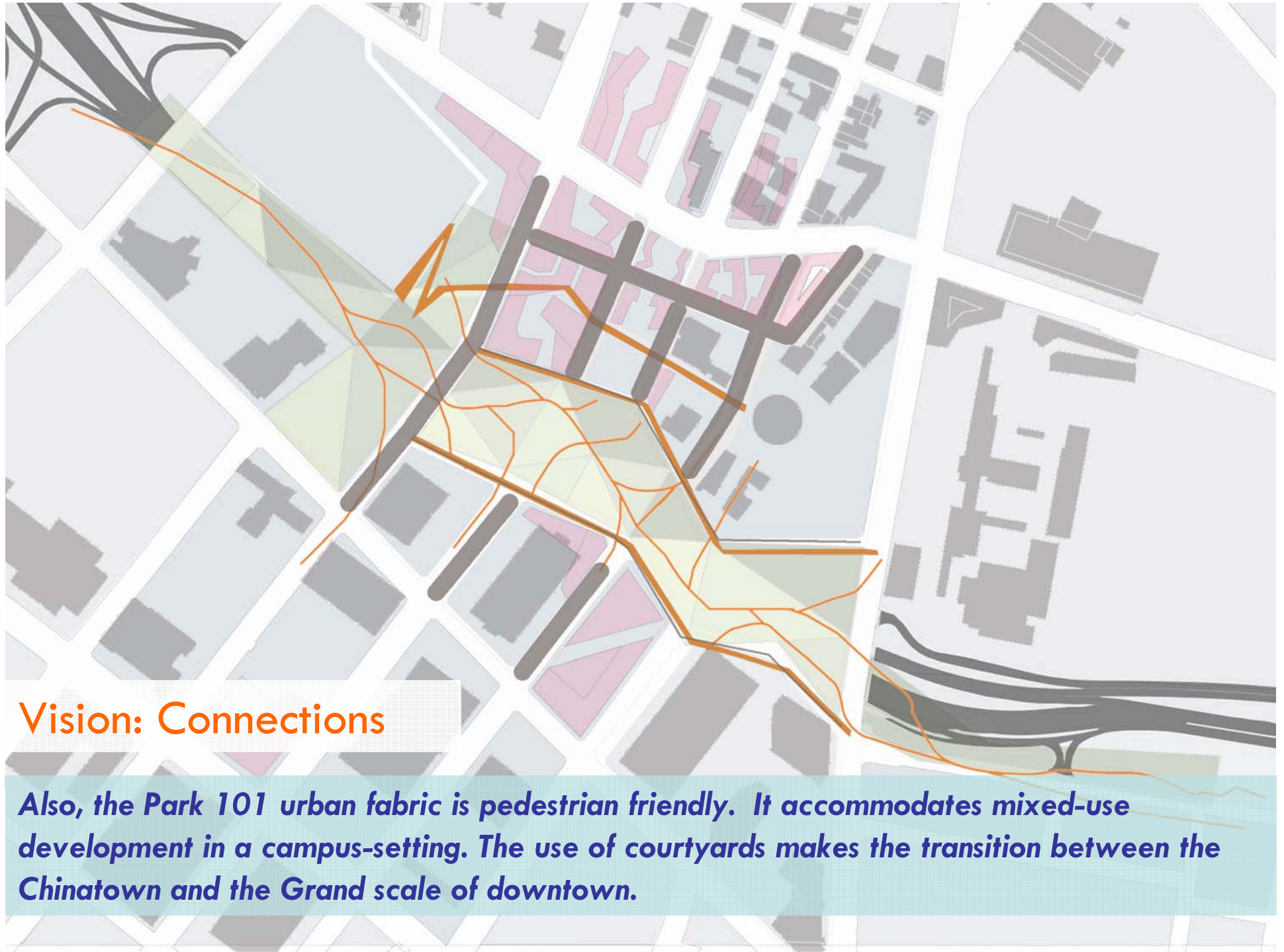


Vision: The Paseo, detail



Vision: Development Opportunities

Highlighted in pink, there are ample opportunities for new development, as well as re-development throughout the project **Area Tokyo**

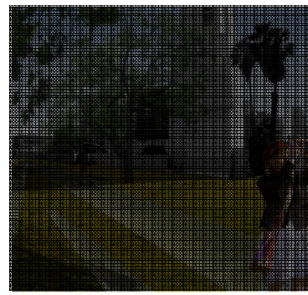
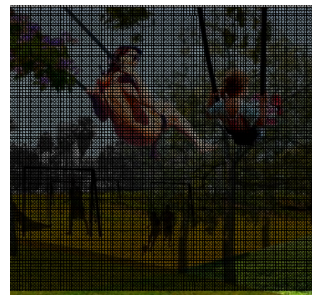
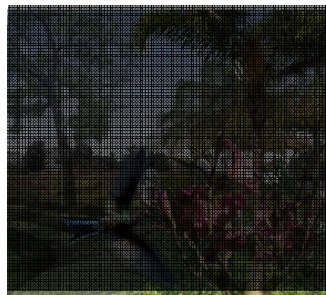
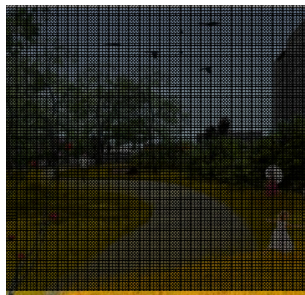
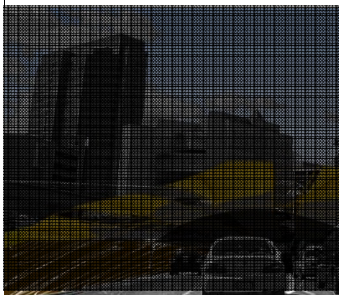


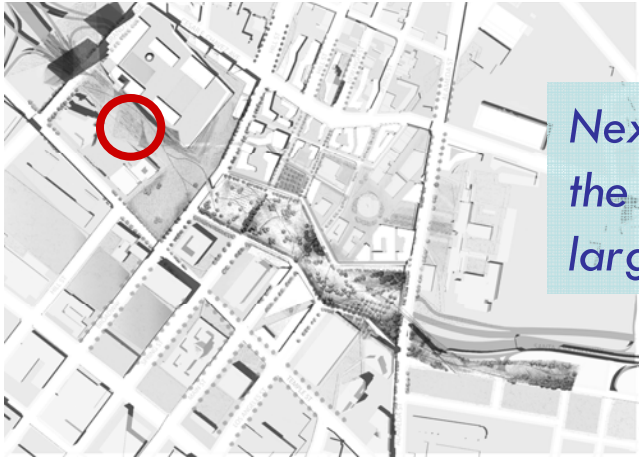
Vision: Connections

Also, the Park 101 urban fabric is pedestrian friendly. It accommodates mixed-use development in a campus-setting. The use of courtyards makes the transition between the Chinatown and the Grand scale of downtown.

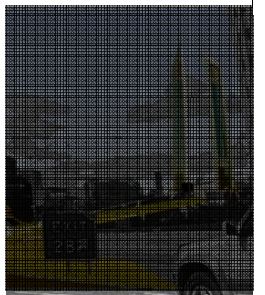
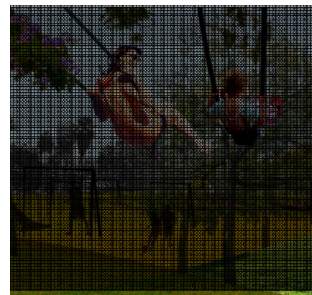
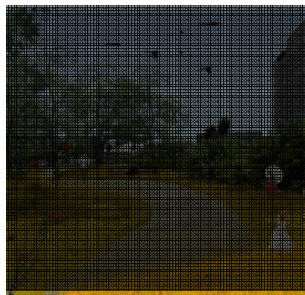
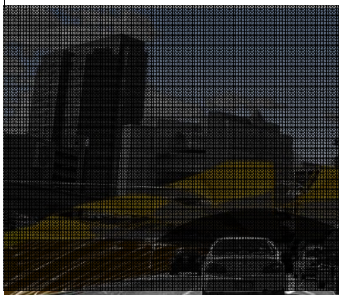


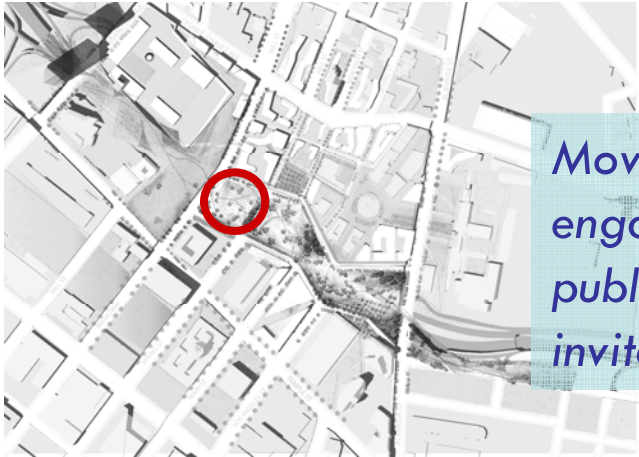
An iconic gateway at Grand Avenue anchors the project on the western edge. Making a bold statement, it announces the beginning a new chapter in the history of Los Angeles, one that can be seen from the freeway and the street.



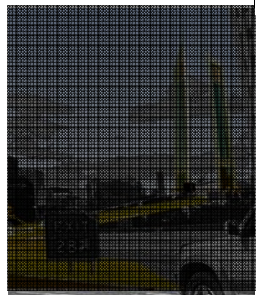
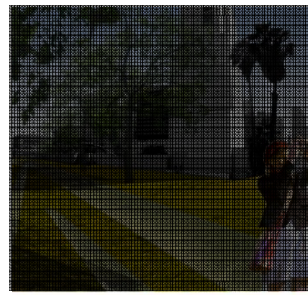
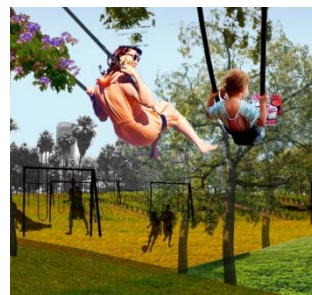
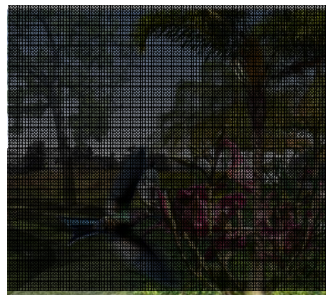
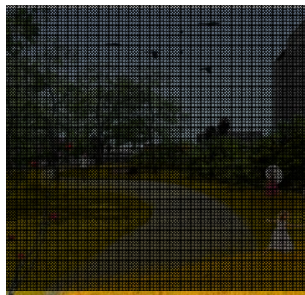
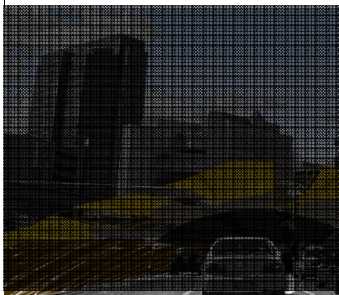


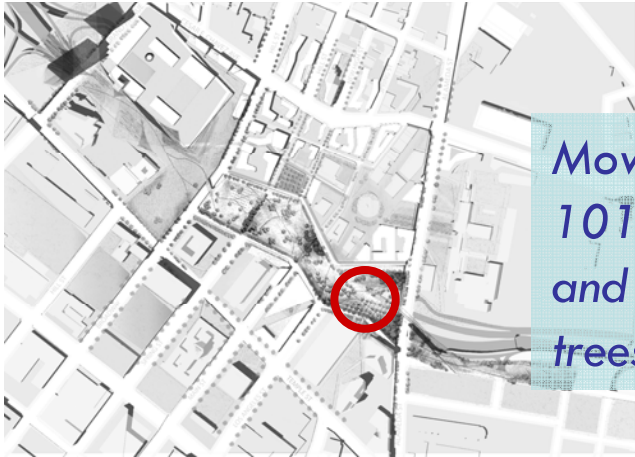
Next, Park 101 offers an amphitheater that brings together the Cathedral and the Arts High School and then flows into a large, open space for gatherings.



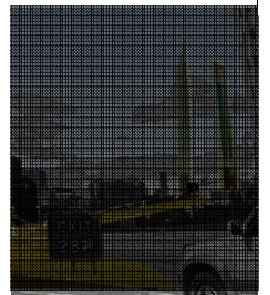
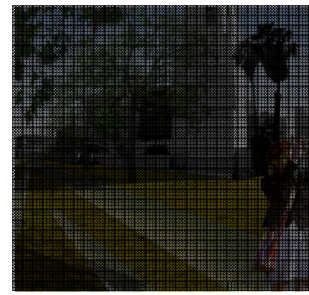
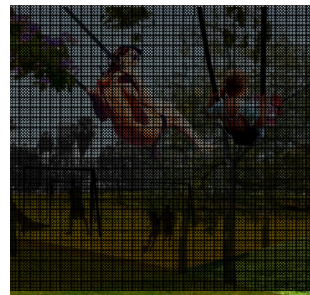
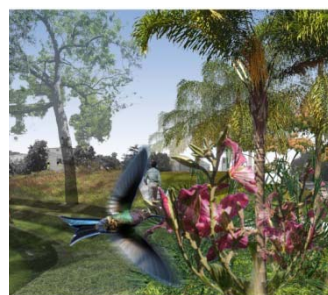
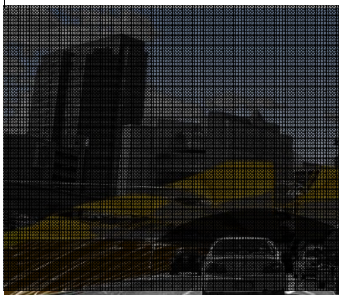


Moving toward Union Station, Park 101 offers a place to engage the mind and the senses. A space that accommodate public art, it also has 101 swings—literally 101 swings that invites people to interact and play with one another.



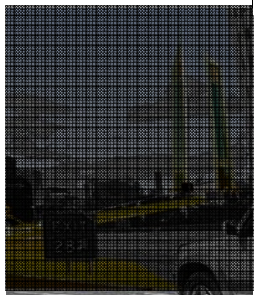
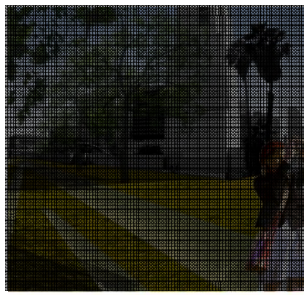
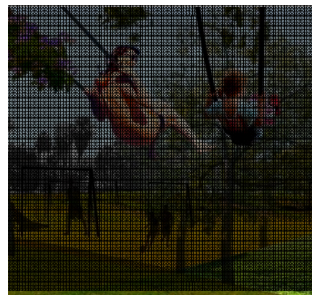
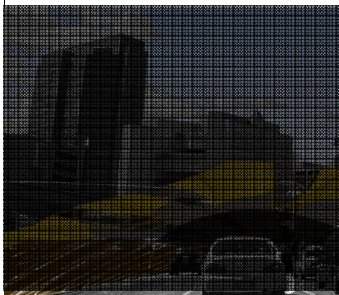


Moving on towards Union Station and Alameda Street, Park 101 could offer a city “forest” that celebrates the diversity and global nature of Los Angeles, where there could be fruits, trees, and flowers from all over the world.



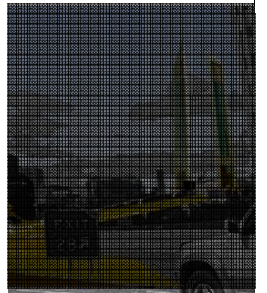
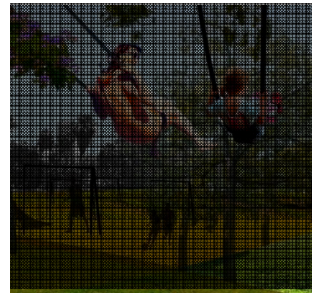
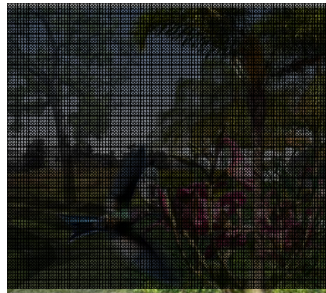
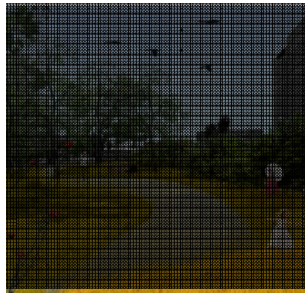
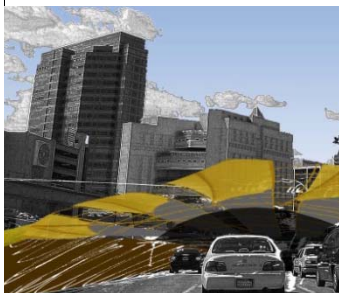


Park 101 will extend out beyond Alameda, orienting people towards the LA River, a site for future development and growth. The path will be dense with native plant life that, again, celebrates Los Angeles and California.





Looking from east to west, as vehicles travel through the heart of downtown, they will see the connectivity of communities - - - they will see "Park 101"

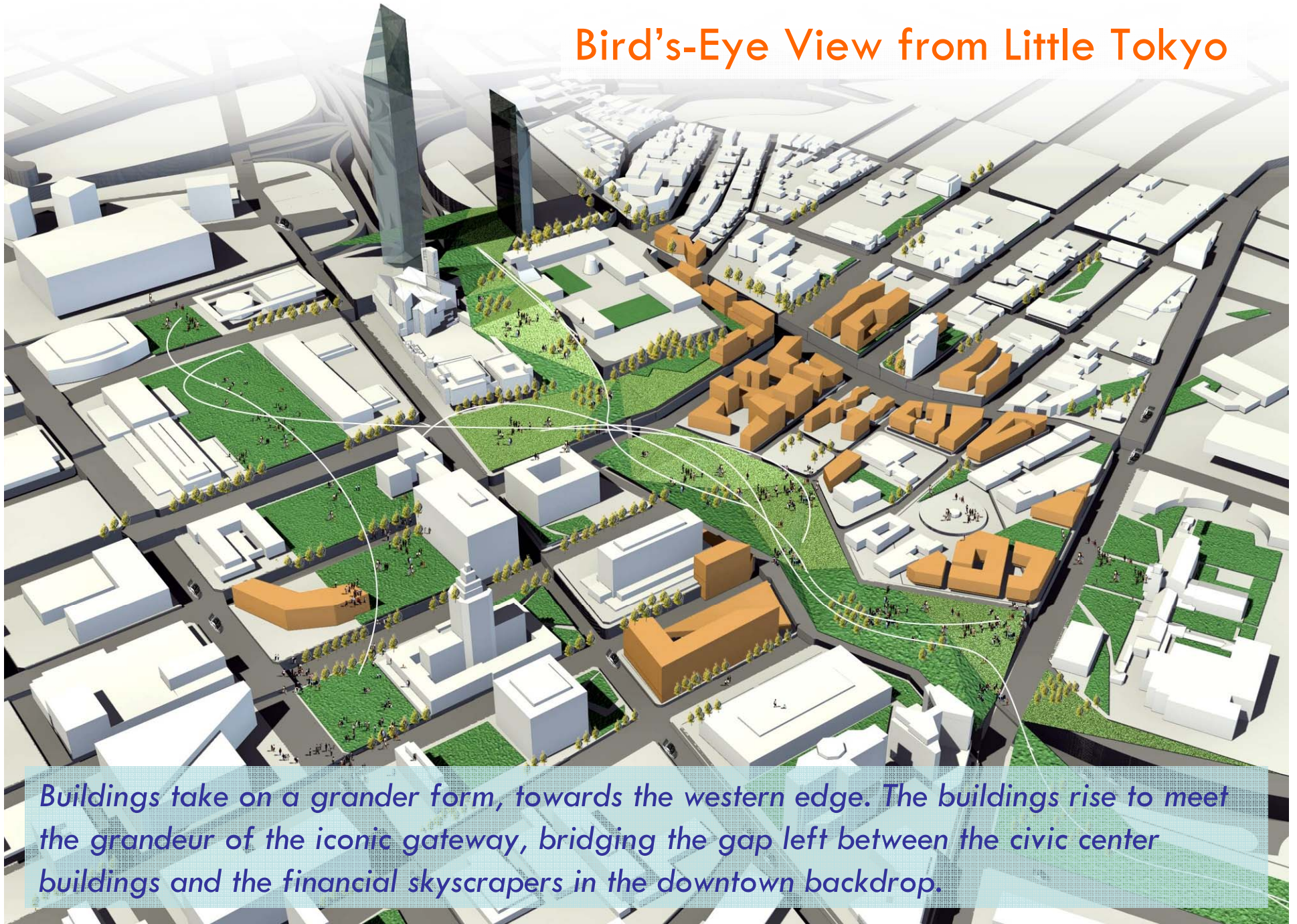




Bird's-Eye View from Union Station

Park 101 carefully “stitches” in new buildings (shown in orange). The concept respects the existing scale, while challenging the area to consider more grand scale buildings as well. Tall buildings complement the look of El Pueblo.

Bird's-Eye View from Little Tokyo



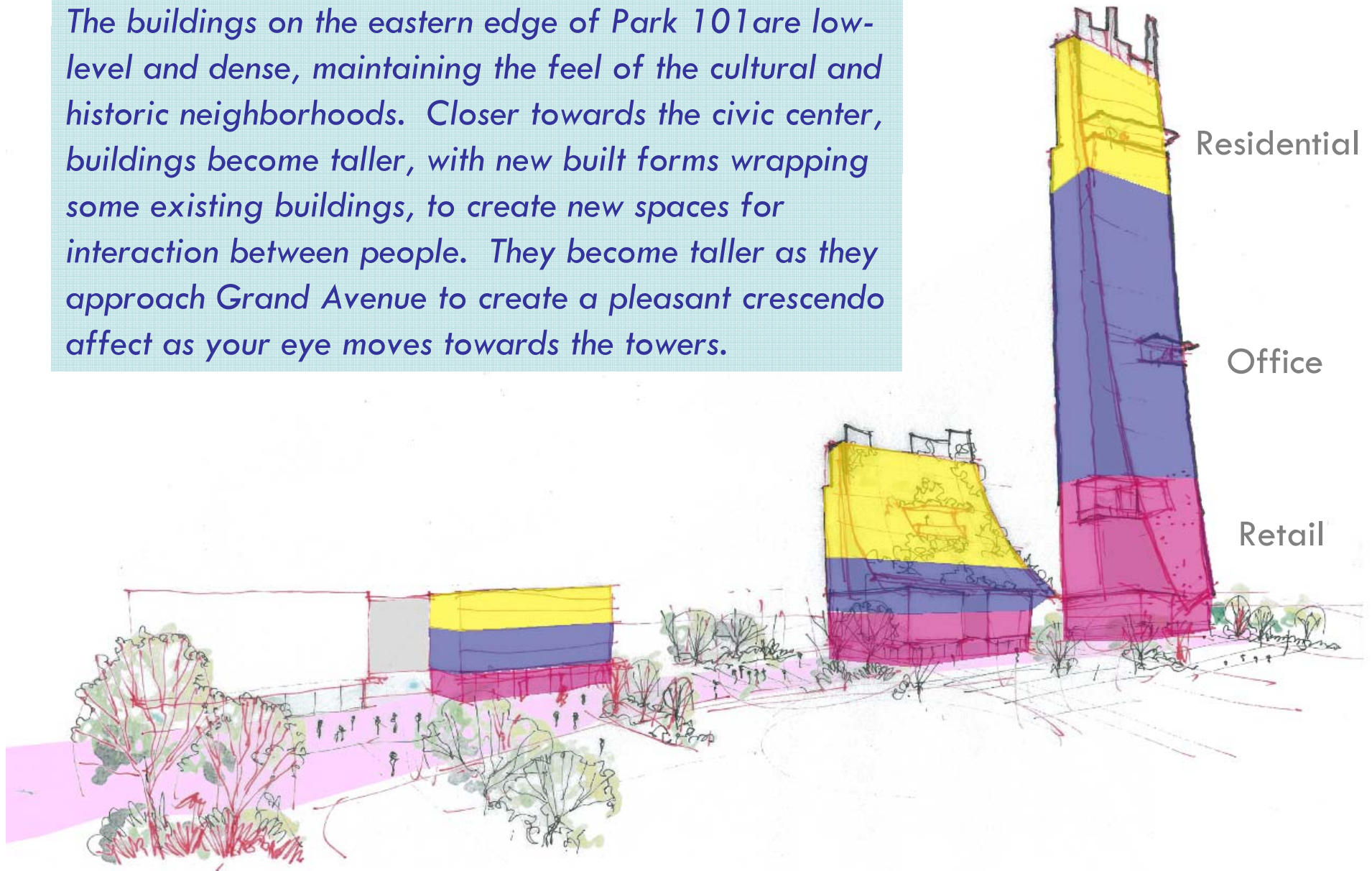
Buildings take on a grander form, towards the western edge. The buildings rise to meet the grandeur of the iconic gateway, bridging the gap left between the civic center buildings and the financial skyscrapers in the downtown backdrop.

Bird's-Eye View along Park Corridor



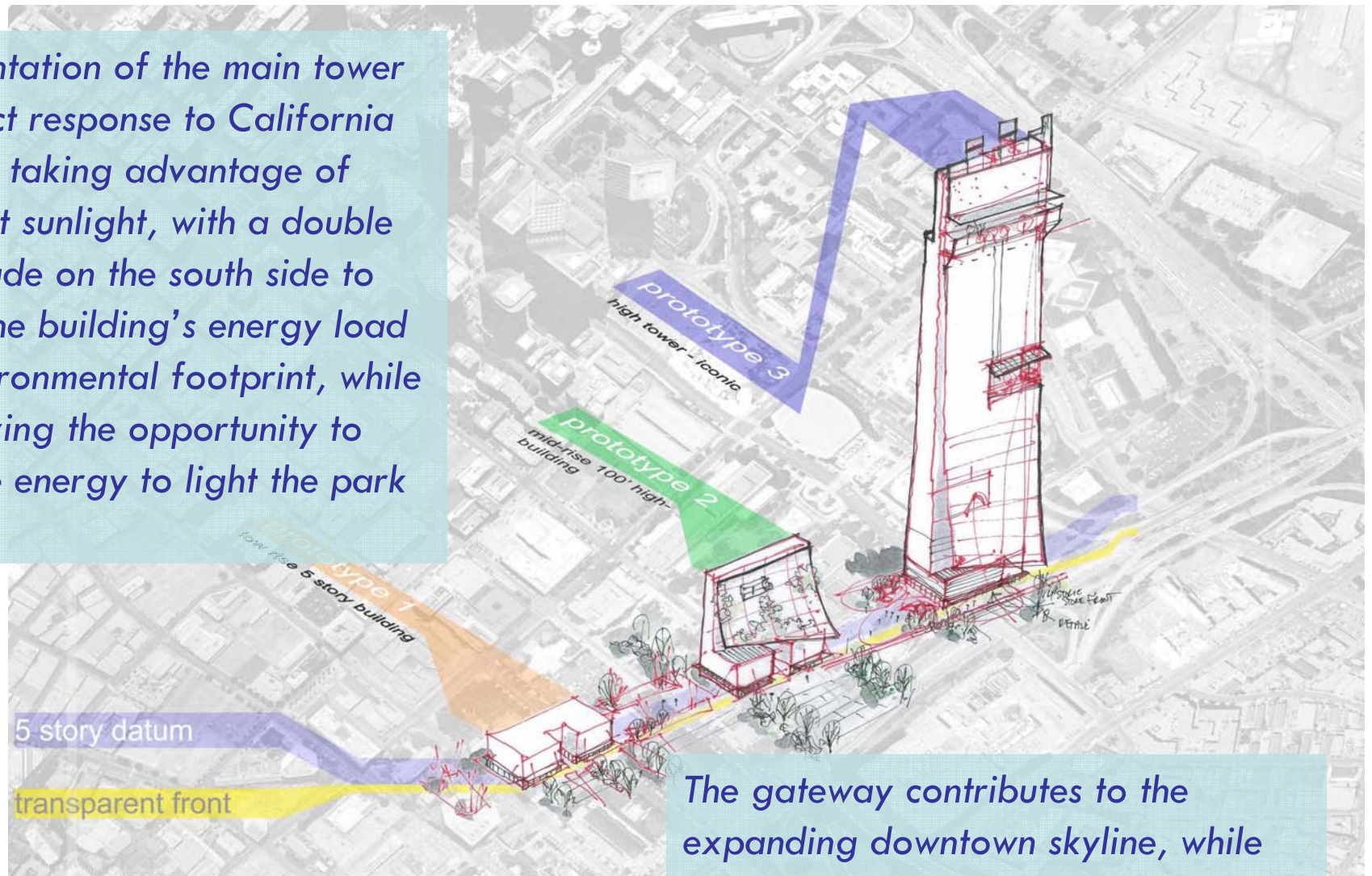
As the new, tallest buildings on the west coast, this concentrates on creating the gateway to the park and to this whole new district. The towers sit at the top of the site, as the density of the buildings below moves towards Grand Avenue.

The buildings on the eastern edge of Park 101 are low-level and dense, maintaining the feel of the cultural and historic neighborhoods. Closer towards the civic center, buildings become taller, with new built forms wrapping some existing buildings, to create new spaces for interaction between people. They become taller as they approach Grand Avenue to create a pleasant crescendo affect as your eye moves towards the towers.



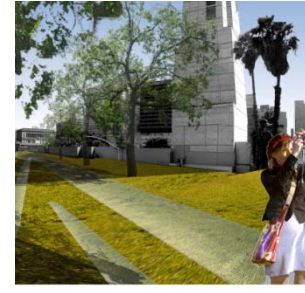
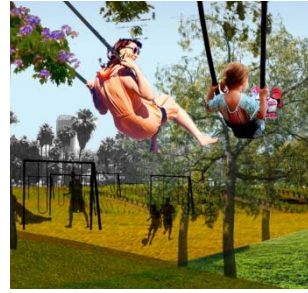
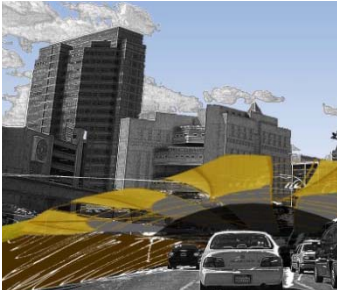
Building Prototypes: Grand Avenue Gateway

The orientation of the main tower is a direct response to California weather, taking advantage of abundant sunlight, with a double skin façade on the south side to reduce the building's energy load and environmental footprint, while also leaving the opportunity to generate energy to light the park below.



The gateway contributes to the expanding downtown skyline, while acting as a fulcrum for continuing development and growth around the site in the future.

Building Prototypes: Grand Avenue Gateway



New Development

- 2,000+ Residential Units (incl. affordable housing)
- ~1.9 million sq. ft. Office & Retail

Job Creation

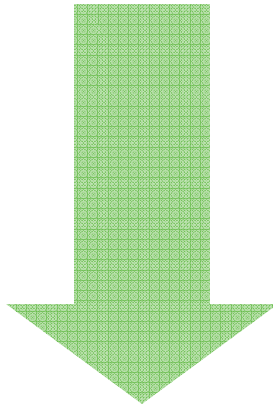
- 22,000+ Short-Term Jobs (Construction Phase)
- 5,000+ Long-Term Jobs

+ Wider economic regeneration in the adjacent development and surrounding communities

Development Opportunities

Potential Phase One Capital Investment for Public Realm and Infrastructure

~\$700 million



+ Private Sector
Investment in Real
Estate

Potential Economic Impact
(Wages, Materials, Services)

~\$4.75 billion

+

Future Property Values within the Site

~\$1.5 billion

+

Future Annual Property Tax Revenues

~\$20 million

+

Future Annual Sales Tax Revenue

~\$6 million

Economic Investments and Impacts



Creating Partnerships and Moving Forward

Capital Funding

- Tax-Increment Financing
- Proposition 40
- Mello Roos Community Facility District
- Developer Impact Fees

Incentive Programs

- Los Angeles State Enterprise Zone
- Greater Downtown Housing Initiative
- Los Angeles Affordable Housing Initiative
- Low-Income Housing Tax Credits

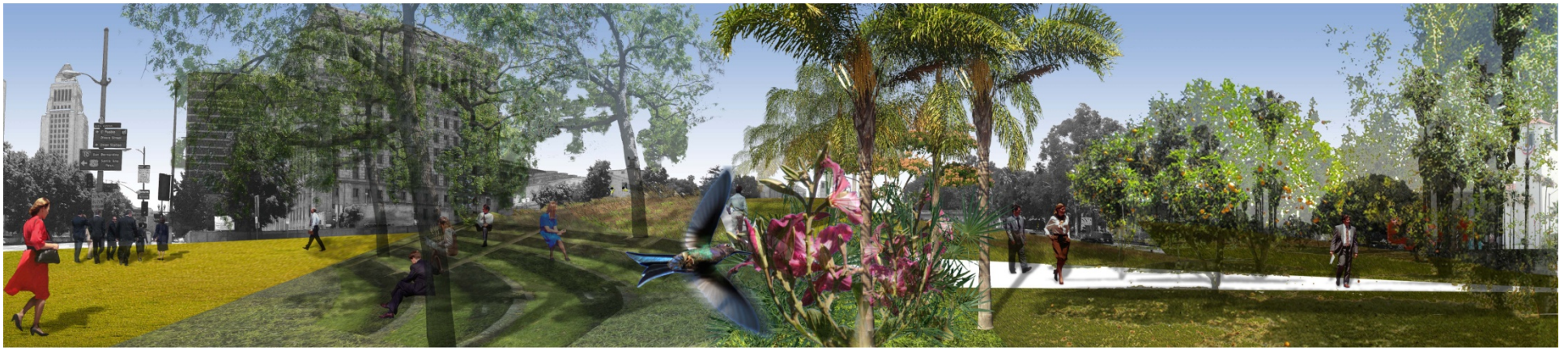
Delivery and Implementation











From Spring to Grand: Urban Ecotone











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envisioning what is possible . . .

. . . *and making it a reality*



