
KOYASAN BUDDHIST TEMPLE

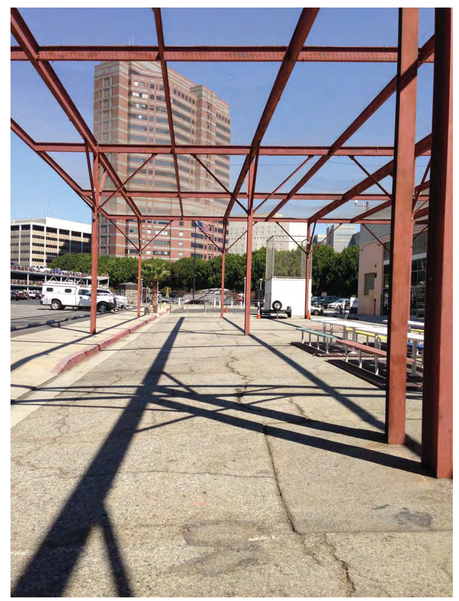
APPENDIX

A SUSTAINABLE LITTLE TOKYO

- Final Concept Design Notes
- Meeting Minutes
- Presentations
- Technical Analysis (Existing and Propsed Conditions)

Appendix

CONTEXT PHOTOS



Sustainable Little Tokyo
Community Forum | September 27–29, 2013

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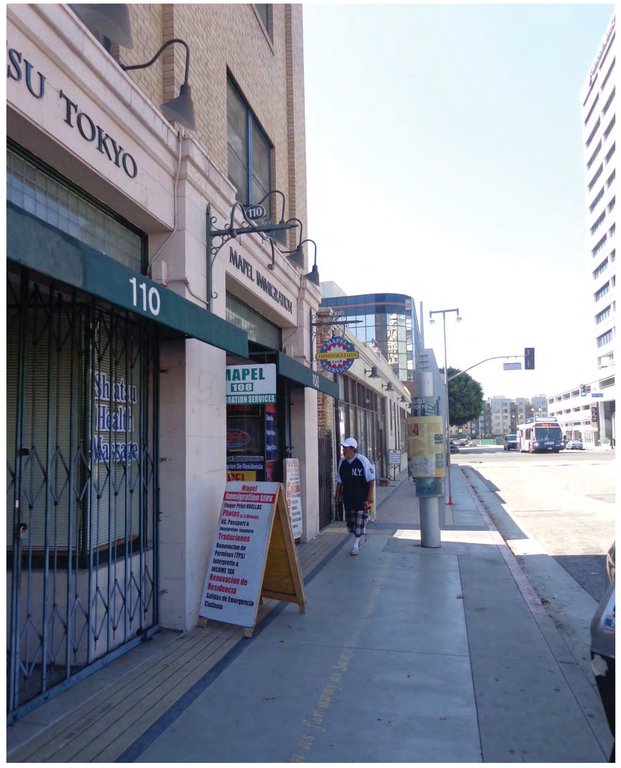
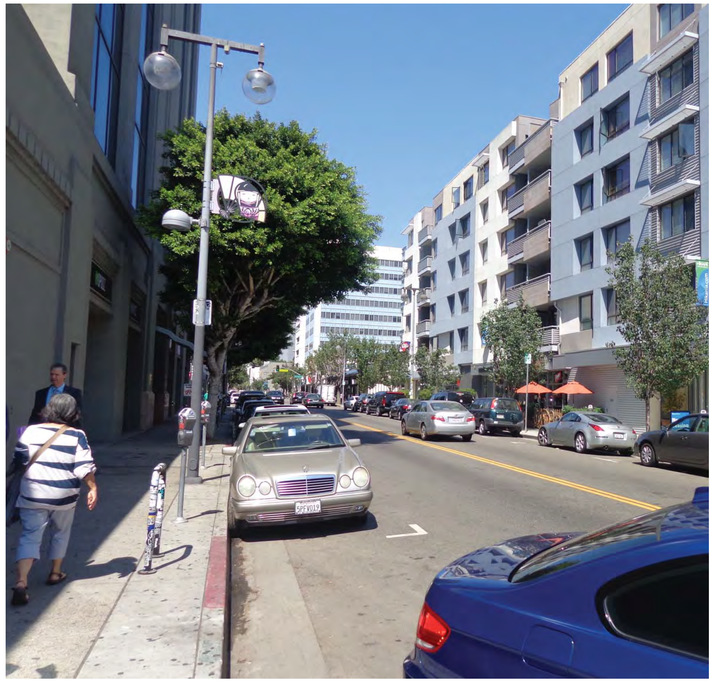
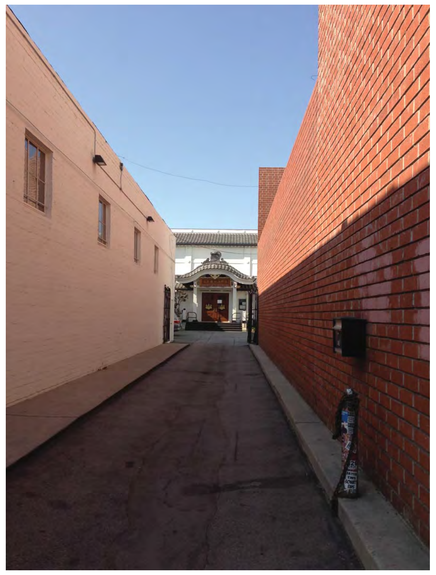
CONTEXT PHOTOS







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HISTORIC DEVELOPMENT PATTERNS

1910

1946

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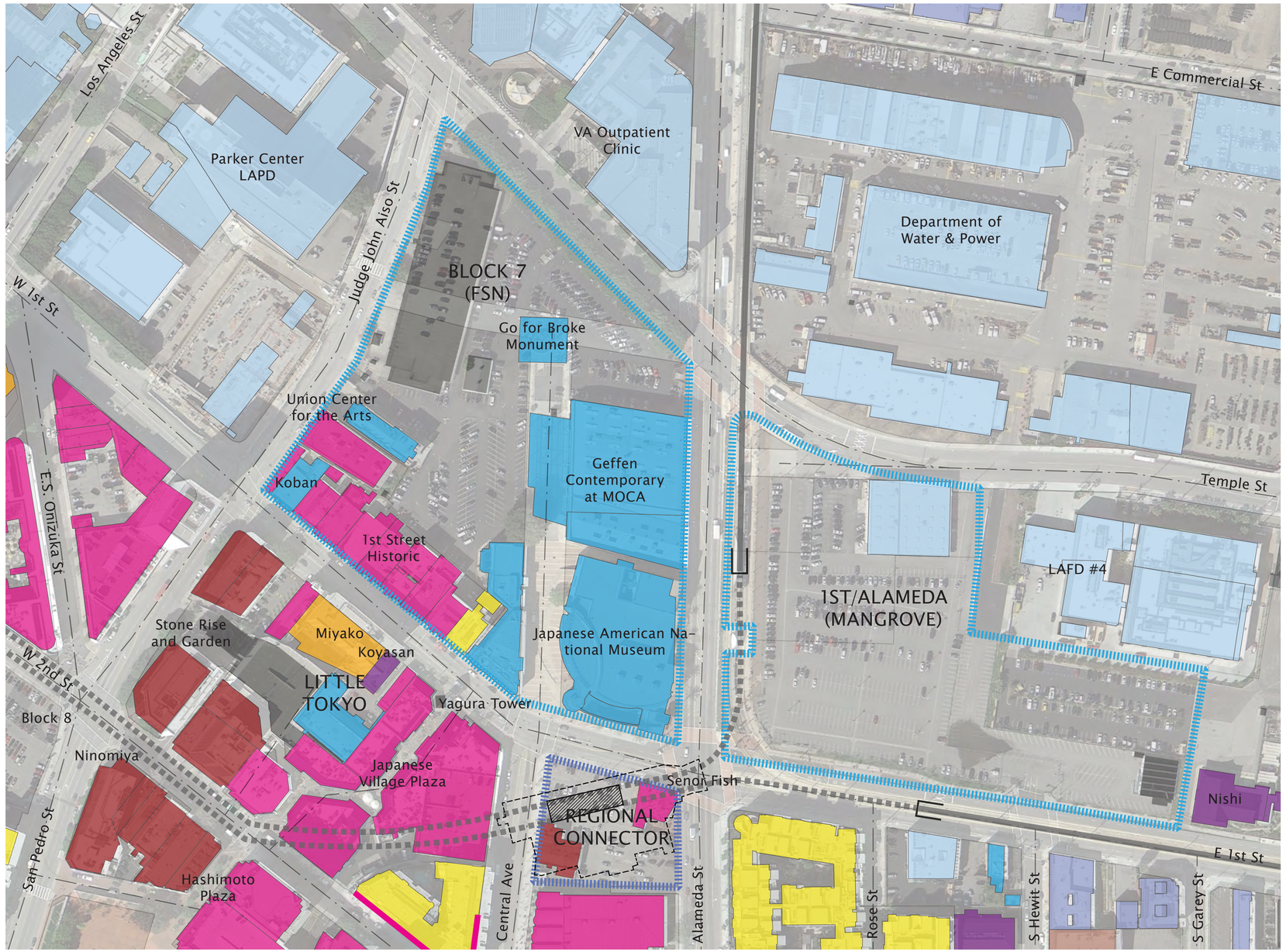
HISTORIC DEVELOPMENT PATTERNS

1994

2002

Building Use



Souces: DowntownLA.com

0 1/4 MILE 0' 100' 200' 400' N

Key

- Opportunity Sites
- Retail
- Office
- Hotel
- Residential
- Wholesale Outlets
- Industrial
- Civic & Institutional
- Cultural
- Religious Institutions

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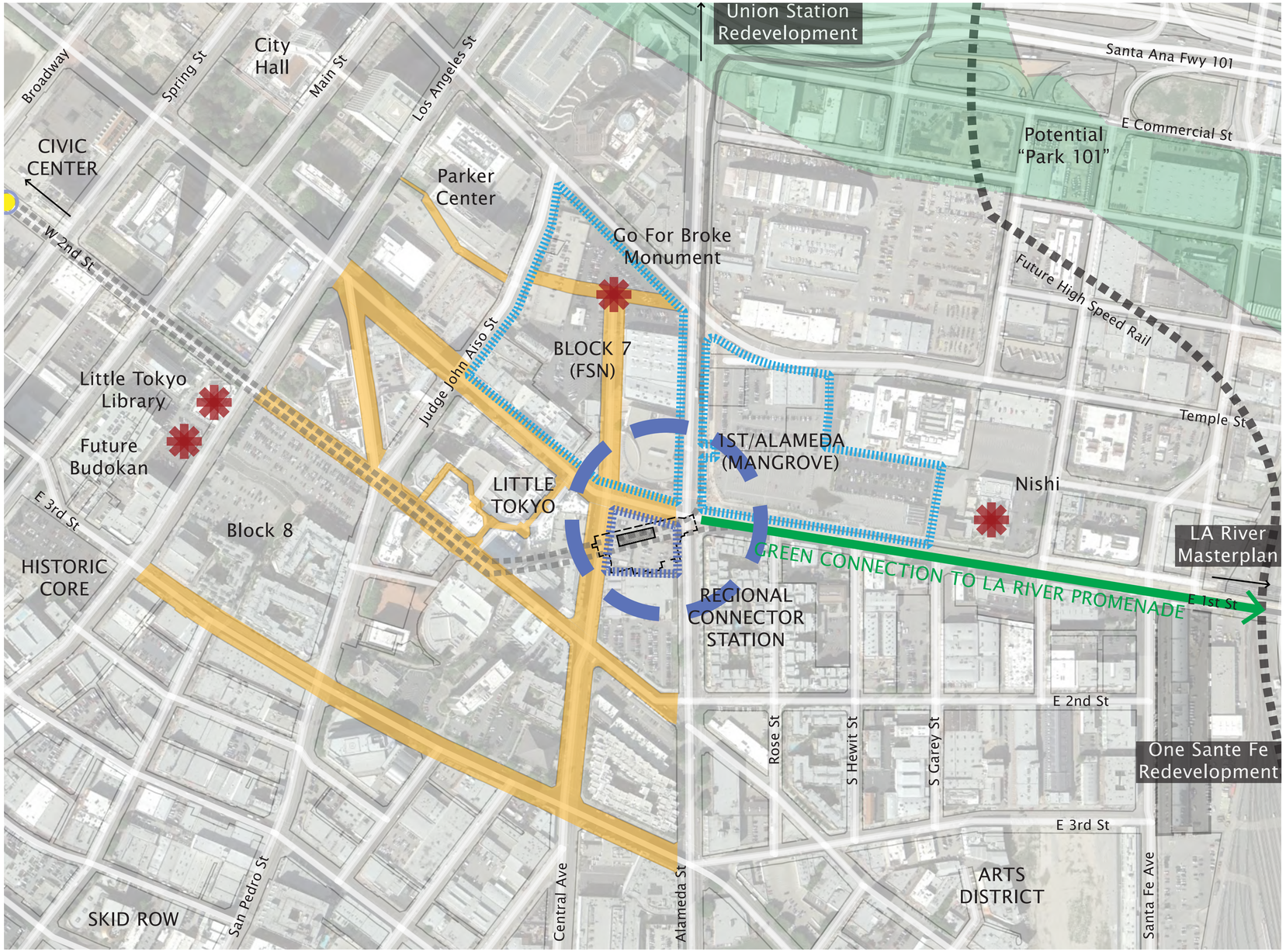
Community Linkages + Identity

Task Force Linkage Goals

- Pedestrian Friendly
- Bike Friendly
- Signage + Gateways
- Parking: Auto + Bike
- Shuttle / Streetcar



Key

- Opportunity Sites
- Little Tokyo Spine
- Community Landmarks
- Regional Gateway

Souces: Little Tokyo Community Design Overlay (CDO) District (Los Angeles Department of City Planning), Park101.org, LA River Revitalization Masterplan (Los Angeles Department of City Planning)

0 1/8 MILE 1/4 MILE

0' 200' 400' 800'

N

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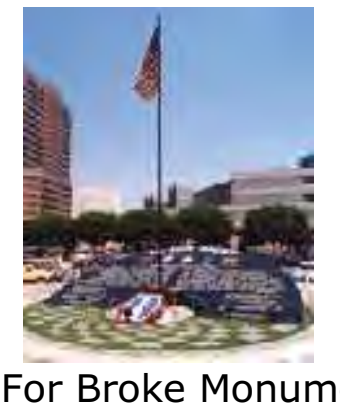
Little Tokyo Walking Tour

(Extract from LTBA Walking Tour)

① Start your walking tour at the **Japanese American National Museum** (369 East First Street 213 625 0414). The Museum was established in Los Angeles to preserve the rich heritage and cultural identity of Japanese Americans. The original Museum building is the first Buddhist temple constructed in Los Angeles. In January 1999 it opened its new 85,000 square foot Pavilion designed by Gyo Obata of Helimuth, Obata and and Kassabaum.

② Experience the fascinating world of contemporary art at one of the Museum of Contemporary Art's (MOCA) Facilities. **The Geffen Contemporary Museum** (152 North Central Avenue 213 621 1727) is located just north of the Japanese American National Museum.

③ As you continue north from the Geffen is the **Go For Broke Monument**, the first of it's kind on the mainland USA commemorating 15,987 Japanese American veterans of World War II who served overseas.


Go For Broke Monument

④ Coming back to First Street, going west. on the south side you'll pass the **Yagura Tower**, a replica of a fire lookout tower in rural Japan. It is the entry way to the **Japanese Village Plaza Mall** with various shops and restaurants. A few steps away on First Street is the **Koyasan Buddhist Temple** (342 E. First Street. 213 624 1267), as well as the **Miyako Inn & Spa** with a Japanese restaurant and Karaoke bar on the 2nd floor.

⑧ On the north side of First Street is the **Little Tokyo Historic District**. Look down on the sidewalk-Little Tokyo's history is engraved in the pavement. As you walk towards San Pedro Street. you will come to the **Little Tokyo Koban** (307 E. First Street, 213 613 1911), a police substation and information center which houses the Public Safety Association established in 1996.


EW Theater

Continue walking west to San Pedro Street and turn right. If you are a theater buff, **East West Players** (120 North Judge John Aiso Street. 213 625 7000), the nation's first and foremost Asian American theatre is a place to go. The playhouse presents live theater written and performed by Asian American artists.
The **David Henry Hwang Theater** is at the **Union Center for the Arts**. which was formerly the Japanese Union Church built in 1922. At the beginning of World War II. the church was used as a processing center for Japanese awaiting internment during the war. The building became a National Historic Landmark in 1995.

East West Players shares the building with **Visual Communications**, the oldest Asian American Media arts organization in the world and **L.A. Artcore**, a non-profit public benefit corporation established to encourage interaction between professional artists and the public through art educational workshops, community outreach programs and monthly exhibitions.

⑨ On the West side of Judge John Aiso Street, Little Tokyo community with the City's support constructed 300 cars underground parking structure and dedicated the part of ground floor as Toriumi Plaza commemorating the late Reverend Toriumi of Union Church who was the center figure of developing Little Tokyo redevelopment master plan. The three remaining Japan towns in California share the same three-sided art pieces depicting the images of Japanese American history; immigration era, war-time relocation era and current towns scape.

⑩ Walking south on San Pedro Street, before you reach Second Street, on the north side of the Union Bank of California building, you'll find a restful garden oasis and a sculpture titled **Stone Rise**, 1984 by**Seiji Kunishima** housed in a small garden oasis.

⑪ At the entrance of Onizuka Street at San Pedro and Second Streets, you'll see the **Friendship Knot** by **Shinkishi Tajiri**. Originally this piece was located at Tajiri's home in the Netherlands and titled Square Knot. It was renamed by the Friends of Little Tokyo Arts to transform the sculpture into a symbol of "Unity between two cultures." This piece was presented as a bicentennial gift to the City of Los Angeles on August 5, 1981.


Friendship Knot

⑫ Behind the Friendship Knot is **Ellison S. Onizuka Street**, named after the first Japanese American astronaut. Walk down the street and find a model of the **Space Shuttle Challenger**, in which Onizuka launched on his second and final space mission.

⑬ Enjoy shopping in the department stores and boutiques along the street and in the **Weller Court Shopping Center**.

⑭ Farther down the street is the **Doubletree Hotel and Gardens** (120 South Los Angeles Street. 213 629 1200). Don't miss seeing the beautiful garden on the Garden Level as well as the interesting shops on the first floor and Mezzanine level.

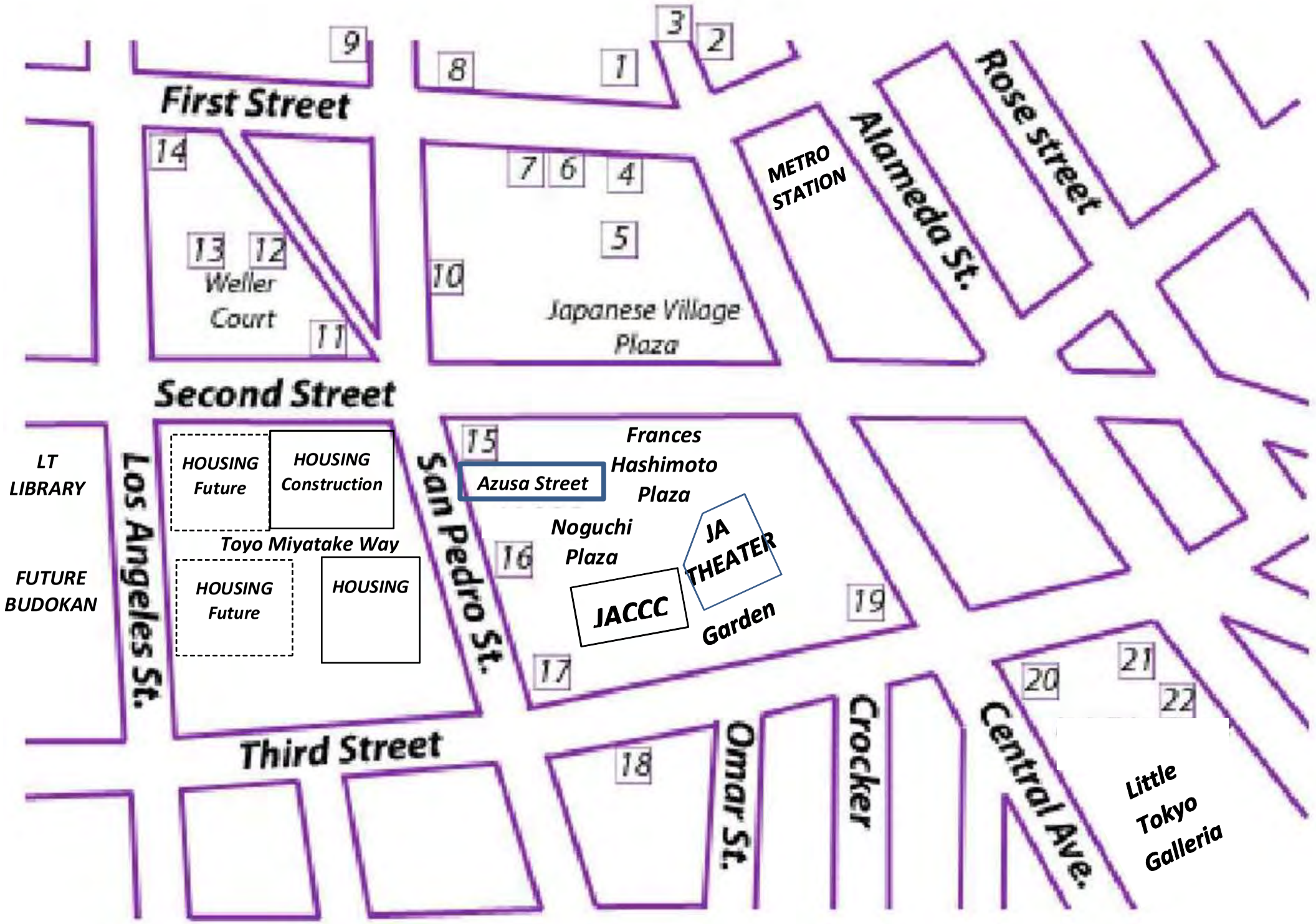
⑮ Walking south on San Pedro Street toward Third Street, in front of the Manufacturers Bank (200 South San Pedro Street), you'll find a statue of **Sontoko (Kinjiro) Ninomiya** by **Junichiro Hannyo** in 1983. Ninomiya's ingenuity and sense of community embodied the Issei (1st generation) pioneer spirit.

⑯ Continue on San Pedro Street and you will be at the **Japanese American Cultural and Community Center (JACCC)** (244 South San Pedro Street, 213 628 2725), presenting Japanese and Japanese American cultural programs in it's multiple facilities, including the 880 seat **Aratani Japan America Theatre**, **Doizaki Gallery** and the award-winning **Irvine Japanese Garden**. Before stepping inside, enjoy the **Plaza** created by the world famous artist **Isamu Noguchi**. The sculpture in the plaza was designed by Noguchi titled **"To the Issei"** who were the founders of the Japanese American community.

While in the plaza. see the plaque of the **Azusa Street Mission**. This plaque commemorates the site of the International Pentecostal Movement from 1906-1931. Before leaving the JACCC, turn left towards San Pedro Street to see the **Memorial Court** honoring veterans of World War II. Korea, and Vietnam.

⑰ On Third Street is the **Union Church of Los Angeles** (401 East Third Street, 213 629 3876), across the street is ⑱the **Jodo Shu Buddhist Temple**, 442 E. Third Street, 213 346 9666), and at the corner of Third and Central Avenue is ⑲ the **Higashi Honganji Buddhist Temple**, 505 East Third Street. 213 626 4200).

If you have time, cross the street, pass ⑳the **Centenary United Methodist Church** (300 So. Central Avenue). On the south side of Third Street is (21)the **Little Tokyo Galleria Shopping Center** with (22)the **Woori Supermarket**, specializing in Asian foods, alongside many interesting shops and restaurants.


9
First Street
8
1
3
2
Rose street
Alameda St.
METRO STATION
14
7
6
4
5
13
12
Weller Court
10
Japanese Village Plaza
11
Second Street
LT LIBRARY
Los Angeles St.
HOUSING Future
HOUSING Construction
Toyo Miyatake Way
FUTURE BUDOKAN
HOUSING Future
HOUSING
San Pedro St.
15
Azusa Street
Frances Hashimoto Plaza
Noguchi Plaza
16
JA THEATER
JACCC
Garden
19
17
20
21
22
Third Street
18
Omar St.
Crocker
Central Ave.
Little Tokyo Galleria


Little Tokyo
Los Angeles
101 HOLLYWOOD FREEWAY
to LA Union Station and Chinatown
to Downtown
Los Angeles City Hall
Federal Courthouse
City Hall Annex tower
CIVIC CENTER
E. FIRST ST
S. LOS ANGELES ST.
E. TEMPLE ST
JUDGE JOHN AISO ST
ALAMEDA
Police Headquarters Facilities
Parker Center (Los Angeles Police Department)
LAPD Parking Garage
Roybal Center
Caltrans District VII
22 Go for Broke Monument
New Otani Hotel
ONIZUKA (WELLER)
16 S.K. Uyeda Department Store
18 Union Center for the Arts
(East West Players Geffen Contemporary David Henry Hwang Playhouse)
Little Tokyo Branch Library
12
roof garden
12 Weller Court
17 Little Tokyo Koban
19 Little Tokyo Historic District
E. TEMPLE ST
Union Bank
Miyako Hotel
21 Japanese American National Museum
JANM Pavillion
Koyosan Buddhist Temple
20
1 Rafu Shimpo
Ninomiya Kinjiro Sculpture
10
13 Japanese Village Plaza
22 Little Tokyo Mural
Nishi Hongwanji Betsuin Buddhist Temple
Metro Gold Line (2008)
E. FIRST ST.
Casa Heiwa/ Little Tokyo Service Center
2
Teramachi Senior Housing
AZUSA ST
E. SECOND ST
Hikari
14 Japanese YMCA/ Savoy (Historic site of Japanese YMCA)
Zenshuji Soto Mission
to Los Angeles River and Boyle Heights
Japanese American Community and Cultural Center and Plaza
The National Japanese American Veterans Memorial Court
4
3
Japan America Theater
S. CENTRAL ST
HEWITT ST
GAREY ST
The Artisan
Union Church of Los Angeles
5
WALL ST
BOYD ST
Jodo Shu North American Buddhist Missions
6
8 Honda Plaza
ROSE ST
E. SECOND ST
ARTS DISTRICT
The Mura
11 Higashi Honganji Buddhist Temple
TRACTION AVE
TOY DISTRICT
S. SAN PEDRO ST
E. THIRD ST
ALAMEDA
St. Francis Xavier Roman Catholic Church
OMAR ST
CROCKER ST
9 Centenary United Methodist Church
E. THIRD ST
Little Tokyo Shopping Center
15
to Produce District (7th Ave)
0
500 Feet
(P) indicates major parking lots (public and private)

MITHŪN

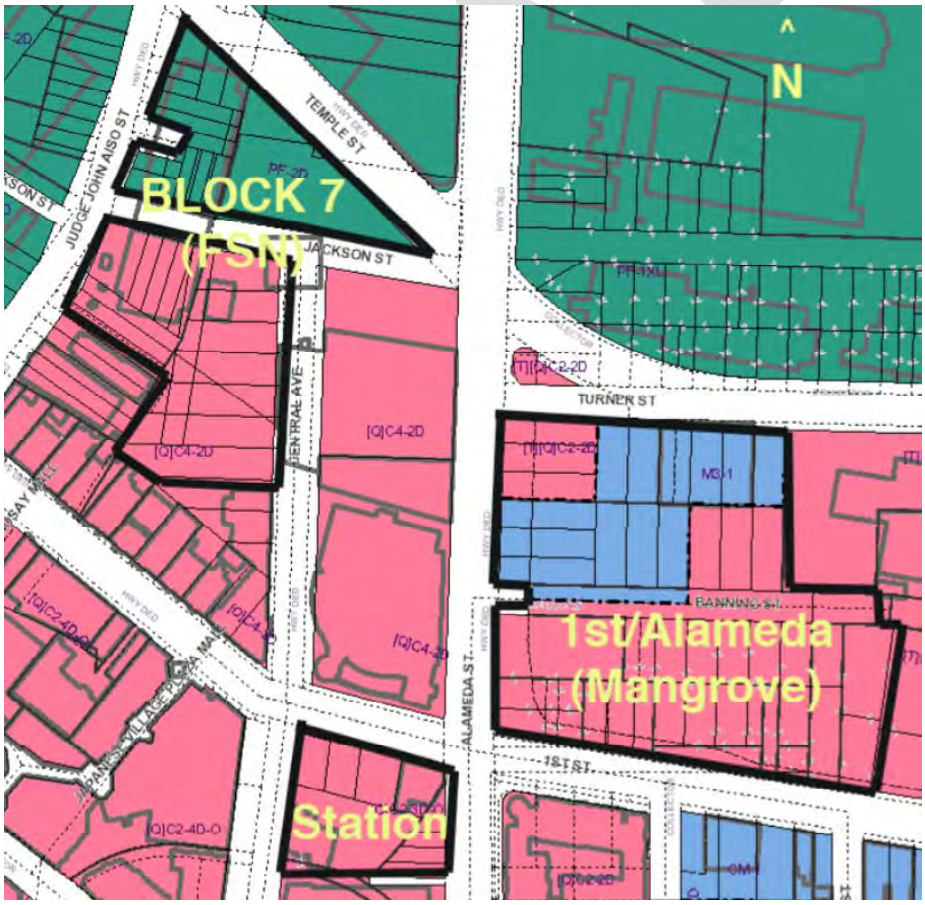
Pier 56, 1201 Alaskan Way, #200
Seattle, WA 98101
T 206.623.3344 F 206.623.7005

mithun.com

Memorandum

To:	Little Tokyo Service Center	**Date:**	September 11, 2013
		Project #:	12278.00
From:	Erin Christensen Ishizaki, Mithun	**Project:**	Sustainable Little Tokyo
cc:	NRDC, MOA, Puttman Infrastructure		
Re:	Sustainable Little Tokyo Workshop and Forum Preparation and Information		

Below are the summaries of the five current zoning and land use categories that exist within the LTSC described project boundaries. This is based on our review of available data on a variety of websites. An analysis Excel packet relates each parcel to a location on a key map for the following blocks: Block 7 (First Street North), Regional Connector Station Site, and 1st/Alameda (Mangrove).



The allowable zoning and land use categorization summaries are as follows:

[Q] C4 – 2D *(Other Public Open Space)*

1. Land Use: Commerical
2. Parking Req.: 1 spaces/1 bed, 1.5 spaces/2 bed, 2 spaces/3 bed
3. FAR: 6:1
4. Min. DU SF: 400
5. Max Height: N/A

[Q] C2 – 3D – O *(Regional Center Commercial)*

1. Land Use: Commerical
2. Parking Req.: 1 spaces/1 bed, 1.5 spaces/2 bed, 2 spaces/3 bed
3. FAR: 10:1
4. Min. DU SF: 400
5. Max Height: N/A

[T][Q] C2 – 2D *(Regional Commercial)*

1. Land Use: Commerical
2. Parking Req.: 1 spaces/1 bed, 1.5 spaces/2 bed, 2 spaces/3 bed
3. FAR: 6:1
4. Min. DU SF: 400
5. Max Height: N/A

M3 – 1 *(Heavy Manufacturing)*

1. Land Use: Heavy Industrial
2. Parking Req.: N/A
3. FAR: 10:1
4. Min. DU SF: Residential Not Allowed
5. Max Height: N/A

PF – 2D *(Public Facilities)*

1. Land Use: Public Facilities
2. Parking Req.: N/A
3. FAR: N/A
4. Min. DU SF: Residential Not Allowed
5. Max Height: N/A

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Memorandum

To:	Thomas Yee, Little Tokyo Service Center	**Date:**	September 25, 2013
		Project #:	1227800
From:	Erin Christensen Ishizaki, Mithun	**Project:**	Sustainable Little Tokyo
cc:	Resource Team		
Re:	Sustainable Little Tokyo Program and Parameters/ Market Questions		

The purpose of this memo is to confirm a common understanding amongst the team about the project program and parameters, and to request guidance related to market viability of a range of elements. It is bundled together here for ease of internal team reference.

Community Identified Land Use and Program Interests

Proposed Land Uses - Complement not Displace Existing Businesses, institutions, and residents

Japan Center**

- Japanese Consulate*******
- JETRO
- Japanese retail****
- Hotel
- Japanese moviehouse****

Green Space

- Large gatherings***
- Recreational space*******
- Cultural and arts (teahouse, sculptures)****
- Culturally appropriate landscaping***
- Pocket Parks*********
- Safety
- Community garden

Community Serving Facilities

- Senior Center********
- Affordable Housing (Seniors, Families, Artists)**********
- School******
- Recreation Center********
- Parking*****
- Small locally owned retail**********
- Food/Produce exchange or market

Arts and Culture Center

- Art Park
- Arts/Crafts Center*
- Media and Entertainment Industry Hub*******
- Connection to Artist District*****

Existing Zoning Summary

- **Block 7 (First Street North)** contains two zoning classifications and is separated by the Jackson Street and Central Avenue rights-of-way. Square footage for these rights-of-way was estimated but not incorporated into the "selected square footage." Parcels with existing structures are included in the inventory but excluded from the selected total. This is the only site that will

trigger a historic review process. When the LT Community Design Overlay is approved, this property will be subject to those guidelines.

- PF-2D (Public Facilities): developable site area 70,875.5 sf = 1.63 acres (selected) Allowed Land Uses: Public Facilities; Residential Not Allowed; No Parking Req
- [Q] C4-2D (Other Public Open Space): developable site area 98,531.3 = 2.26 acres (selected) Allowed Land Uses: Commerical; Parking Req.: 1 spaces/1 bed, 1.5 spaces/2 bed, 2 spaces/3 bed; Min. DU SF: 400
- FAR = 6.0/1; no height restrictions; Total potential development maximum - approximately 591,000 gsf

- **1st/Alameda (Mangrove)** contains two zoning classifications and includes parcels currently occupied by Metro's existing Gold Line. This property is included in the LA River Revitalization Master Plan area. The property is currently being considered for inclusion in the LT Community Design Overlay area but may ultimately be left out.
  - [T][Q]C2-2D (Regional Commercial): developable site area 235,119.0 sf = 5.40 acres (selected) FAR = 6.0/1; no height restrictions; Allowed Land Uses: Commercial; Parking Req.: 1 spaces/1 bed, 1.5 spaces/2 bed, 2 spaces/3 bed; Min. DU SF: 400
  - [M3-1] (Heavy Manufacturing): developable site area 79,575.7 sf = 1.87 acres (selected) FAR = 10.0/1; no height restrictions; Allowed Land Uses: Heavy Industrial; Residential Not Allowed; No Parking Req
  - Total potential development maximum – approximately 2.2M gsf
- **Regional Connector Station Site** is currently designated for regional center commercial land uses. When the LT Community Design Overlay is approved, this property will be subject to those guidelines. Similar to Block 7, this property is within the Little Tokyo Redevelopment Area.
  - [Q] C2-3D-O (Regional Center Commercial): developable site area 49,458.3 sf = 1.14 acres (selected); Allowed Land Uses: Commercial; Parking Req.: 1 spaces/1 bed, 1.5 spaces/2 bed, 2 spaces/3 bed; Min. DU SF: 400
  - FAR = 10.0/1; no height restrictions; Total potential development maximum - approximately 494,500 gsf
  - *Awaiting specific parameters from Metro for potential development on this site other than the station – which may have structural limitations.*

Demographic and Market Profile

See attached summary from LISC

Market Viability Questions

Because zoning allows a very high level of development, we are trying to get a better sense of market supportable development and define a program / development intensity range that can be tested in the charrette.

- What is the demand for residential product types – senior, family, singles; market rate, affordable, subsizided? What is the anticipated absorption over the next 2, 5, 10 years? What is the viability of mid-or hi-rise construction vs. wood frame based on demand and land values, etc? Is structured parking, or below grade parking supportable?

- What is the demand for retail, and specific types of retail, and office, hotel? Over the next 2, 5, 10 years?
- Are there other uses that have been identified that there will be a market demand for? Any amenities or services necessary to attract residential?
- Is a parking district a supportable land use/ economic development for LTSC? Structured parking?
- Claudia – any specific opportunities identified through your study that should be tested?

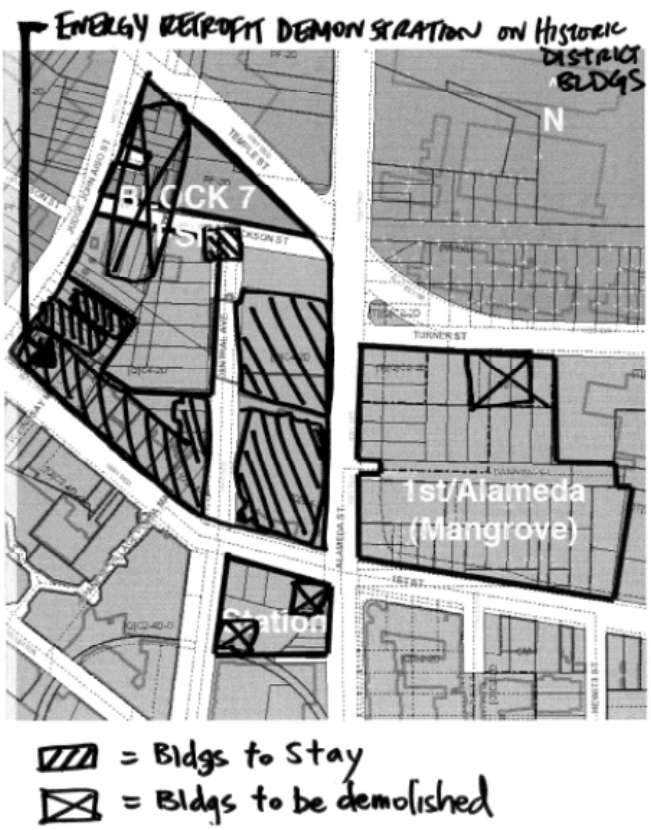
Sustainability Potential Opportunities and Goals to Explore

- Good = LEED-ND points; can improve energy, water, and stormwater from there.
- Better = no increase in water demand/energy use with new development ~60% reduction OR should we consider Title 24+50%?
- Best = net zero energy
- LEED-ND Opportunities: improve pedestrian connectivity and walkable streets, improve access to recreation; strong potential for Green Buildings and Infrastructure. See Summary below.
- District systems:
    - **Energy**: potential for district energy - shared heating and cooling system; potential retrofit 1st Ave with DE loop. Possible geothermal exchange/open loop. Probably not enough room for closed loop geothermal. For DE - focus on three parcels. JA Museum and MOCA could potentially be added. Potential future connection with Parker Center. Solar - can estimate potential with new buildings. Could retrofit historic buildings with solar on top if it works with historic requirements. Opportunity for EV stations and LED streetlights.
    - **Water**: District non-potable water system; efficiency - 30-35% water savings; reuse and looping water systems to 60% potable water reduction. Waste water treatment and reuse system for the district focused on the three parcels. Possibility to sewer mine from MOCA or JA Musuem. Two options: Living Machine will require some space - the parking lot or a linear facility down Central OR MBR- smaller footprint (underground). Difficult for existing buildings to double plumb. Assuming only for new development.
    - **Green infrastructure/stormwater**: buildings, streets, district - tension of density and green infrastructure. City interested - LID stormwater ordinance - infiltration requirement. District facility that serves all three parcels. Credits for each parcel - in lieu - mini credit system for green infrastructure. Plan for LA River. Look at basin scale the benefits.

Relevant City, County, State Policies and Incentives

- ***TBD, Puttman/GG – could you please provide a summary***
- Questions: NZE commitment? City-wide Climate Action Plan? AB 32/SB375?
- LID Stormwater Ordinance and infiltration requirements – summary?

Geographic, Parcel, and Property Extents and Scope

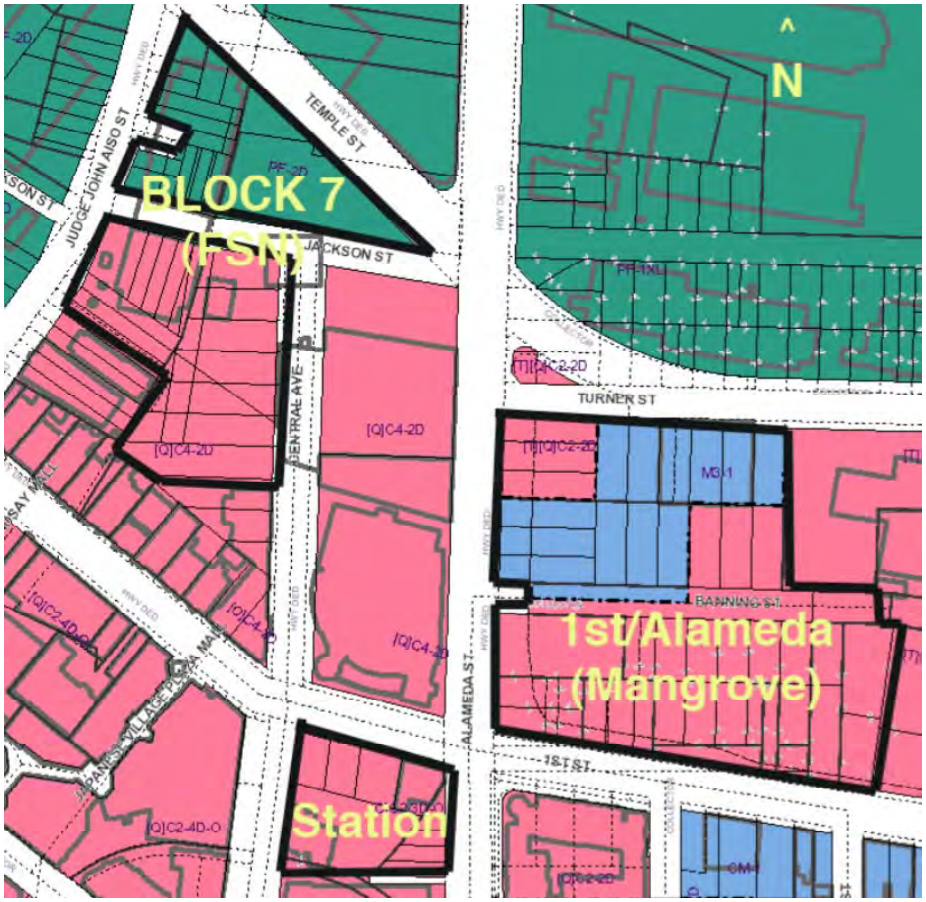


What are the boundaries of the opportunity sites? ***The opportunity sites include both developable parcels (matching what Collin has provided) and existing buildings which are to remain intact highlighted in the RFP. I think that those existing buildings should be included, such as the historic district and the museums, because of your suggestion that would lead toward ecodistrict type recommendations, such as energy retrofits, that are allowed within limits under historic regulations.***

Could you please confirm that it is "ok" for us to suggest improvements to the right-of-way as part of the design recommendations, such as modifying the streets to add trees, or to reduce parking lanes in some areas. ***Yes, this is OK and we want such street improvement recommendations on the table.***

Increasing beyond existing zoning is on the table to be proposed. We have numerous opportunities for making such increases happen, from city willingness in the past to grant entitlements and amendments, to upcoming city planning processes to update the city's zoning code and update the community plans for these sites.

The Go For Broke veterans have a groundlease with the City for the triangular parcel north of their monument, alongside Temple St, to construct a visitor center. Also, we've explored moving the senor fish building from the station site to somewhere on the First Street North site. It's a long shot given cost and timing constraints. For the Art Museum, we should assume that the site remains an art function, and we have latitude to recommend long term improvements to the building, façade, or streetscape.



LEED-ND Major Findings Summary and Recommendations

Prepared by NRDC

Smart Location and Linkage

Prerequisites:
Existing Conditions meet prerequisites

Credits:

- Little Tokyo does well in this category based on status as infill site and proximity to transit.
- SLL c 5 Housing and Jobs ratio. We recommend that 30% of affordable housing within the project boundary falls within a ½ mile walk distance from existing full-time jobs.

Neighborhood Pattern and Design

Prerequisites:
Current conditions currently do not meet prerequisites.

- In order to achieve NPD p3 Connected and Open Community, ensure that new design plan includes through streets at intervals of no greater than 800 feet. Identified historical street path connected Alameda to San Pedro and potential for extending Rose Street on the Mangrove site.
- We expect new design guidelines to achieve the prerequisite standards.

Credits:

- Little Tokyo stands to gain the most in this category by improving walkability. Within NDP c1 sidewalk, street and building facades and aesthetics must be addressed.
- We identified a need for improved access to civic and public spaces and open recreational spaces within a ¼ mi walk distance to 90% of planned development.
- Other areas that can be addressed through the new designs include reduced parking footprint, bike storage and bike and transit facilities improvements, street network, and street trees.

Green Infrastructure and Buildings

Prerequisites:
Current conditions currently do not meet prerequisites. We are confident that new design guidelines will achieve prerequisites based on Green Infrastructure analysis.

Credits:
Existing conditions do not meet. We are confident that new design guidelines will achieve a high level of the standards outlined in ND.

Little Tokyo and Adjacent Planning Summary

The following projects were selected due to their potential influence on the future of Little Tokyo and the surrounding neighborhoods and districts.

Block 8: "Block 8" refers to those properties in Little Tokyo between Los Angeles Street, 2nd Street, San Pedro Street, and 3rd Street. The collection of remaining vacant properties were bought by Related Companies and then sold individually to Sares-Regis Group and Avalon Bay Communities. The Little Tokyo Apartments (Sares-Regis) is a 1.74-acre project that includes 240 residential units and 16,000 square feet of retail space. Ava Little Tokyo (Avalon Bay) is a two-building project that includes 280 residential units and 20,000 square feet of retail space. Both projects are market-rate and will enhance the Toyo Miyatake Way pedestrian thoroughfare running between Los Angeles Street and San Pedro Street. As of August 2013, both projects are currently under construction.

Park 101: Park 101 is a conceptual project of the City of Los Angeles with funding provided by the Southern California Association of Governments (SCAG). This project proposes to cap the 101 FWY with open green space to connect the city's historic core at El Pueblo de Los Angeles (Los Angeles Historic District) north of the freeway with the Civic Center, financial and cultural districts, and growing network of parks and plazas to the south. For more information, please visit: http://issuu.com/stnieto/docs/final_scag_20100820_wo_appendix/3?e=9023003/4354769

One Santa Fe: One Santa Fe is a 510,000 square foot, mixed-use project located in the Arts District just west of the Los Angeles River and northeast of the Southern California Institute of Architecture (SCI-Arc). The project stretches a quarter-mile from First Street to the south toward Fourth Street along Santa Fe Avenue. When completed, this project will include more than 430 units and 80,000 square feet of retail, park and theater space. One Santa Fe is one of many new development projects that began construction in the Arts District. For more information, please visit: http://www.mmaltzan.com/projects/one-santa-fe/

LA River Revitalization Master Plan: Prepared by the Los Angeles Department of City Planning in 2007, the Los Angeles River Revitalization Master Plan provides a framework for the revival of the Los Angels River and future redevelopment of its adjacent neighborhoods. Once a vital corridor for transportation, economy and industry, the River was concreted in 1938 by the U.S. Army Corps of Engineers and the Los Angeles County Flood Control District to prevent further flood damage to viable real estate. For more information, please visit: http://lariver.org/

"Parker Center" (Los Angeles Street Civic Building): Located at Los Angeles Street and Temple Street, Parker Center was the headquarters of the Los Angeles Police Department (LAPD) from 1954 to 2009. Parker Center was part of the City's efforts to expand its Civic Center to concentrate more government offices and services near City Hall – the result of which displaced many Japanese and Japanese American residents, businesses and entertainment venues. Before the new LAPD headquarters was built at First Street and Main Street, initial plans were set for the 1st/Alameda property in Little Tokyo. In August 2013, a draft Environmental Impact Report with proposed

development alternatives or the structure was released to the public. For more information, please visit: http://eng.lacity.org/techdocs/emg/park_center.htm.

Budokan of Los Angeles(BOLA): The Budokan of Los Angeles (BoLA), a project of LTSC, is going to be a multi-purpose sports and activity center in Little Tokyo near the heart of Downtown Los Angeles. It will feature a gymnasium with multiple basketball courts, space for community activities and events and a roof-top park. In addition to sports such as basketball, volleyball and martial arts, the facility will serve as a major venue for tournaments, special events and an array of community programming for all ages. Ultimately, the Budokan of Los Angeles will have a long lasting affect on Little Tokyo as a historic district and help to revitalize the area for the long-term.
For more information, please visit: http://www.budokanoflosangeles.com/.

Parking Needs Study for Little Tokyo

Task 11: Final Report

Prepared for:
The Community Redevelopment Agency
of the City of Los Angeles

February 23, 2010

Prepared by:

Wilbur Smith Associates, Inc.

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Kumamoto Associates

TABLE OF CONTENTS

SECTIONS

List of Tables

List of Figures

1.0 INTRODUCTION

The Parking Needs Study for the Little Tokyo area of downtown Los Angeles prepared for Community Redevelopment Agency of the City of Los Angeles (CRA/LA) is a guiding document and implementation tool to address parking issues in Little Tokyo.

This study explores the parking situation as it currently stands and discusses how the parking arena will likely evolve in the next few years in Little Tokyo. The culmination of the study presents a series of recommendations for a strategic approach to solve parking challenges now through the Year 2015. To develop these recommendations, this study inventoried current parking spaces in Little Tokyo (both on-street and off-street), undertook an extensive community outreach effort with stakeholders, businesses and residents, conducted a parking supply/demand analysis for the short-, mid- and long-term conditions, and developed a set of recommendations as the cornerstone of the this effort.

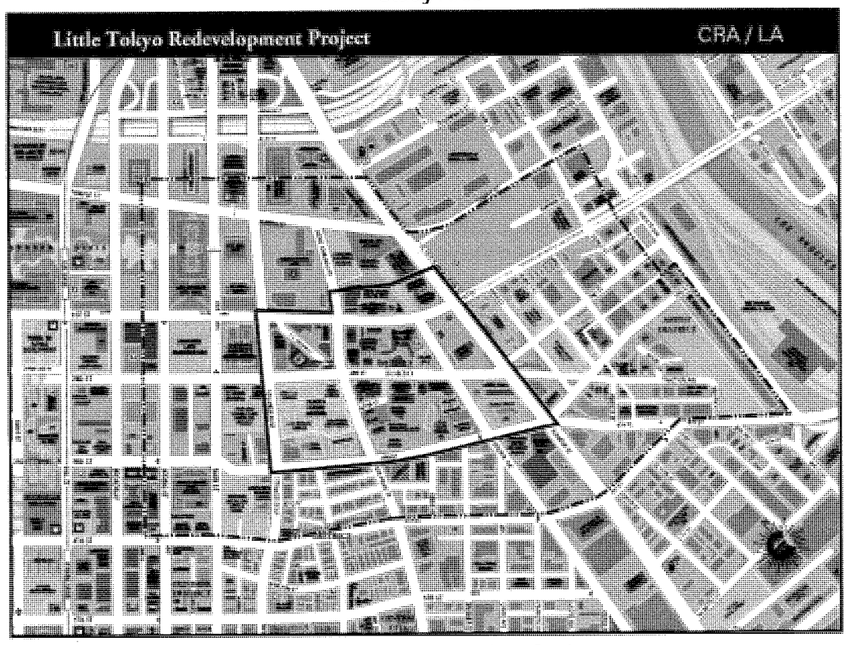
1.1 Study Purpose and Objectives

CRA/LA hired a consulting team lead by Wilbur Smith Associates, Inc. (WSA) to help with the Parking Needs Study for Little Tokyo. The Wilbur Smith Associates team includes Michael R. Kodama Planning Consultants for parking policy and innovative solutions and Kumamoto Associates for public participation and outreach assistance. The project team conducted its research in 2009 and based its findings upon the best information available at the time of the study.

This study will be a guiding document and implementation tool for parking strategies addressing community needs, supply and demand, policy requirements, management and other elements of parking.

Figure 1.1 shows the study area for this study.

Figure 1.1
Study Area



Source: CRA/LA

1.2 Development of the Study

To achieve the above mentioned objectives, the following elements were included as part of the study's development:

- Public outreach: community participation and consensus building from a diverse range of constituents was conducted.
- Existing parking inventory and occupancy: the WSA team collected an inventory of the number of on- and off-street parking spaces available for public parking within the study area and determined occupancy rates for peak weekday and weekend hours.
- Parking supply and demand analysis: the WSA team developed a model to analyze the supply and demand for short- and mid-term scenarios.
- Recommended parking solutions: the WSA team generated ideas for on-street and off-street parking.

1.3 Public Outreach

The Parking Needs Study for Little Tokyo involved an extensive public participation process that addressed the community's concern with parking. During this process, the WSA team conducted research and presented ideas that responded to input contributed by community members and stakeholders.

Public input played an essential role in formulating the approach and recommendations for this study. CRA/LA has initiated a stakeholder-driven process whereby issues and ideas voiced by community members guided the WSA team's research, analysis and recommendations. The community's input informed the WSA team's work at each step and directed the long-range goals for Little Tokyo.

The public participation program included the following three major components:

- Stakeholder interviews with representatives of a broad spectrum of downtown interests, including residents, employers, business owners, parking operators and others.
- A series of three interactive public workshops involving the broader community.
- A community survey to gather information on parking activities.

Stakeholder Interviews

As part of the initial information gathering phase, the WSA team conducted interviews of Little Tokyo stakeholders. The stakeholders represented a broad spectrum of interests such as neighborhood representatives, business and commercial interests, developers, parking facility operators and community service organizations. The purpose of the interviews was to gain an understanding of the diverse perspectives on parking issues affecting Little Tokyo and to explore ideas and opportunities for addressing current and future parking needs.

Public Workshops

Public participation was an essential component throughout the development of this process. In doing so, three public workshops were conducted as part of the outreach activities. The purpose of these workshops was to give community members an opportunity to learn about the study process and to gather public input.

The workshops were publicized using a variety of methods to maximize participation from the community that included distributing announcement sheets, making announcements at meetings, emailing individuals who have expressed interest in downtown parking issues and through the community's e-mail network. This included announcements in both English and Japanese.

The workshops were structured to inform and foster dialogue among community members. Each of the public workshop agendas consisted of a presentation, brain storming sessions, small group discussions and community feedback. These were specifically designed to maximize participation

and gather input from the Little Tokyo community. Key discussion topics were recorded and are summarized below:

Table 1.1 – Public Workshop Discussions

Topic	Public Input
On-Street Parking	• Continue to monitor on-street parking conditions • Continue to assess parking needs
Off-Street Parking	• Use Lot 7 for public/customer parking • Ensure short term parking • Expand parking operations
Funding for Parking & Transportation Programs	• Update/upgrade current parking lots • Maintain community parking lots – validation for customers

Community Surveys

A short survey that could be completed in less than five minutes was developed to determine parking activities and gather more information regarding parking issues in Little Tokyo. The survey form consisted of 10 questions (a copy is attached at the end of this deliverable). This survey was distributed at the first public meeting held in March, 2009. The WSA team also prepared an online survey for further distribution to the community.

2.0 EXISTING PARKING INVENTORY, OCCUPANCY, AND TURNOVER

In order to understand the existing parking supply and how it is used in Little Tokyo, the study included a comprehensive inventory of existing public on- and off-street parking facilities and utilization characteristics.

2.1 Data Collection Plan

This section describes the parking data collection plan. The WSA team collected and documented parking utilization characteristics, including percent occupancy and turnover. Currently, there are approximately 3,922 parking spaces (on-street and off-street) in the study area. Parking utilization was collected for typical daily conditions, including weekends. For the purposes of this project, "weekday" is defined as a Tuesday, Wednesday or Thursday on which no holiday falls and "weekend" is defined as a Saturday or Sunday on which no holiday occurs.

The WSA team also collected additional occupancy data for a limited number of off-street parking facilities that were selected based on their relative location to Little Tokyo. In addition, the WSA team collected more detailed turnaround use, user type information for 1st street and 2nd street.

Occupancy and turnover surveys were performed using the zonal map created by the WSA team to help capture the parking characteristics of Little Tokyo. As mentioned above, for the purposes of data collection and analysis, Little Tokyo was divided into two categories namely the Core and the Study Area. Occupancy and turnover surveys were collected during the peak activity periods for these areas. The occupancy surveys document the percent of parking spaces occupied in the Study Area at one-hour intervals. The turnover data was observed in half-hour intervals, along selected street faces throughout the Study Area.

The WSA team conducted occupancy and turnover surveys during morning, midday, and evening peak periods of activity. Table 2.1 shows the final approved data collection plan developed prior to actual data collection.

Table 2.1 – Data Collection Plan

Parking Type	Streets (Limits)	Turnover Survey		Occupancy Survey		Street sides
		Date	Times	Date	Times	
On-Street	1st Street (Los Angeles to Alameda) 2nd St (Los Angeles to Alameda) 3rd St (Los Angeles to Alameda) Los Angeles (3rd St to 1st St) San Pedro (3rd St to Temple St) Central Ave (3rd St to 1st St) Alameda St (3rd St to Temple St			Wednesday, April 15, 2009	7 a.m. – 2 p.m. 5 p.m. – 9 p.m.	Both sides
				Saturday, April 18, 2009	11 a.m. – 1 p.m. 3 p.m. – 5 p.m. 7 p.m. – 9 p.m.	
				Sunday, April 19, 2009	10 a.m. – 3 p.m.	
On-Street (Spot check)	2nd St (Alameda to Merrick St) Hewitt St (4th place to Traction Ave) 3rd St (Traction to Garey St) 2nd St (Garey to Vignes St) Vignes St (2nd to Temple St)			Wednesday, April 15, 2009	At the end of each of the above run.	Both sides
				Saturday, April 18, 2009	At the end of each of the above run.	
				Sunday, April 19, 2009	At the end of each of the above run.	
On-Street	1st St (San Pedro to Central Ave) 2nd St (San Pedro to Central Ave) San Pedro (1st to 2nd St) Central Ave (1st to 2nd St)	Wednesday, April 15, 2009	7 a.m. – 2 p.m. 5 p.m. – 9 p.m.			Both sides
		Sunday, April 19, 2009	10 a.m. – 3 p.m.			
Off-Street	Lot (No. of Spaces) 1. Kyoto Grand 250 2. Joe's Auto Parks 500 est. 4. Weller Court 110			Wednesday, April 15, 2009	7 a.m. – 2 p.m. 5 p.m. – 9 p.m.	
				Saturday, April 18, 2009	11 a.m. – 1 p.m.	

Final Report

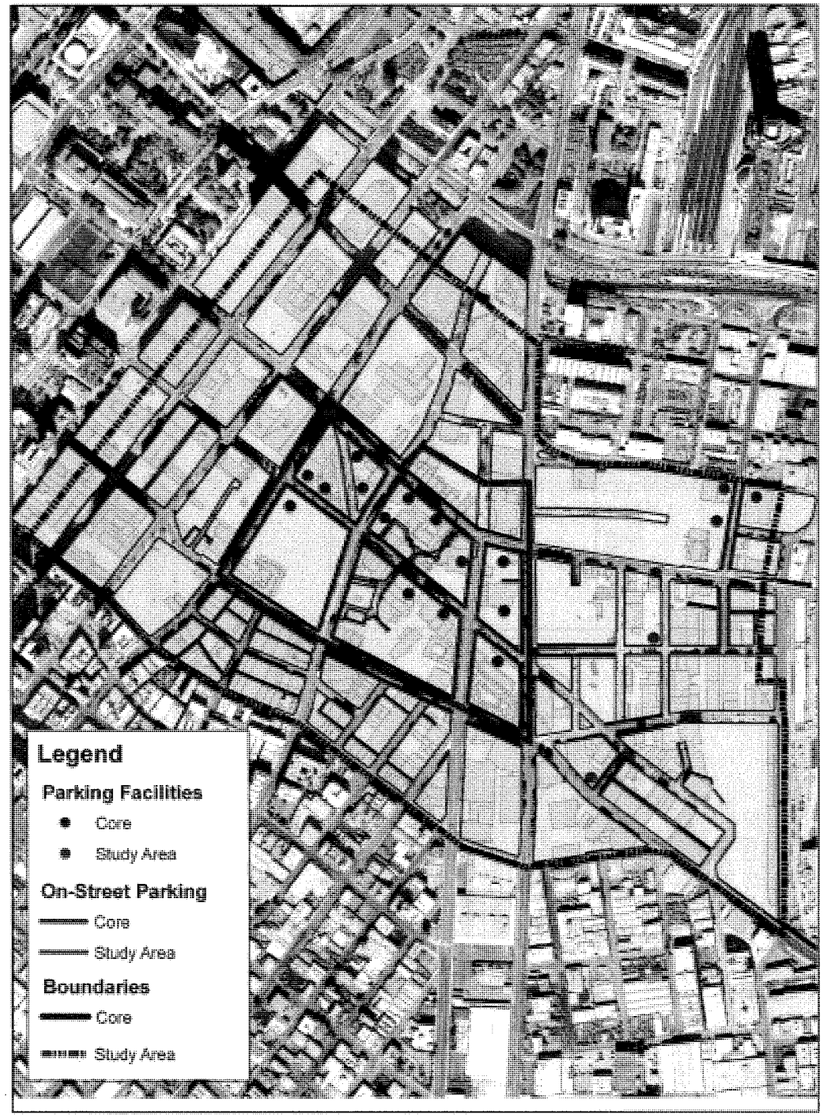
Table 2.1 – Data Collection Plan

Parking Type	Streets (Limits)	Turnover Survey		Occupancy Survey		Street sides
		Date	Times	Date	Times	
Off-Street	5. Onizuka St. Lot 50 6. Kajima Building 105 7. Little Tokyo Mall 400 8. Mitsuru Grill/ Citibank 20 9. Miyako Hotel 30 10. Japanese Village Plaza 220 11. Volk Property 125 12. Little Tokyo (Plaza) Parking 300 13. Brunswig Square 200 14. Honda Plaza 60 15. Office Depot 200 est.				3 p.m. – 5 p.m. 7 p.m. – 9 p.m.	
				Sunday, April 19, 2009	10 a.m. – 3 p.m.	
Off-Street (Spot-check)	20. Megatoys/APS Lot 100 a. 4th place/Hewitt St (NW) b. Temple/Vignes St (SW) c.. Banning/Vignes St (NW) d. Temple/Vignes St (SE)			Wednesday, April 15, 2009	At the end of each of the above run.	
				Sunday, April 19, 2009	At the end of each of the above run.	
Additional On-street (User-Types e.g. Disabled, govt., etc)	San Pedro St.(1st & 2nd) 1st St. (San Pedro & Central) Central Ave. (1st & 2nd) San Pedro St. (2nd & 3rd) Central Ave. (2nd & 3rd) 2nd St. (San Pedro & Central)					

Note: 1. Off-Street lot numbers are taken from the map. They are not sequential.
2. Text indicated in red was spot-checked.

Figure 2.1 shows both the on-street and off-street parking facilities that were surveyed for the occupancy rates.

Figure 2.1
Parking Occupancy Area



Source: Wilbur Smith Associates, 2009

2.2 On-Street Parking Analysis

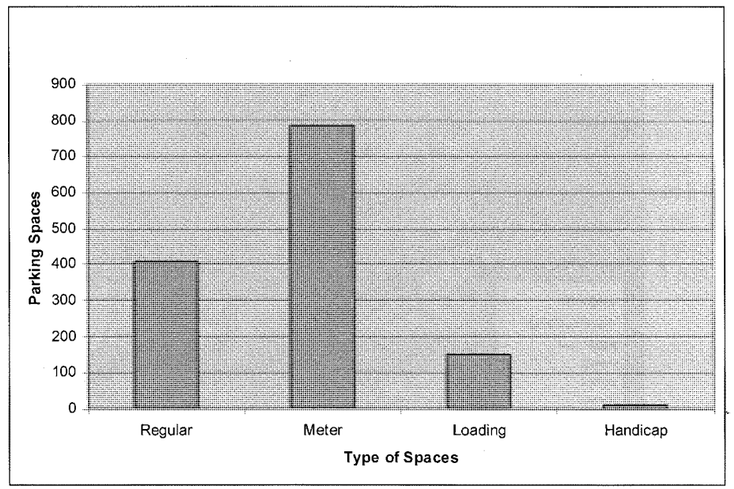
This section documents the on-street parking inventory and occupancy rate within the Study Area.

As stated in Section 2.1, the Study Area includes approximately 3,922 parking spaces. Of the total parking supply, approximately 1,352 are on-street parking spaces, which include approximately 302 parking spaces in the Core. On-street parking spaces include, non-metered (regular), metered, disabled, and loading. Table 2.2 provides a description of typical parking spaces within the Study Area and Figure 2.2 displays the available on-street parking spaces in the Study Area.

Table 2.2
On-Street Parking Types

Parking Types	Descriptions
Regular	Regular parking is defined as any parking spaces not regulated by a curb striping, or meter. Regular parking maybe regulated by signage indicating maximum parking time.
Meter	Meter is defined as any parking space regulated by a meter with maximum parking time of one (1) hour or more.
Disabled	Disabled is define as any parking space with signage or curb striping indicating a disabled permit is required for parking.
Loading	Loading is defined as any parking space with yellow or white curb striping used by trucks and commercial vehicles or for the purpose of loading or unloading passengers.

Figure 2.2
Parking Inventory – Available On-Street Parking Spaces



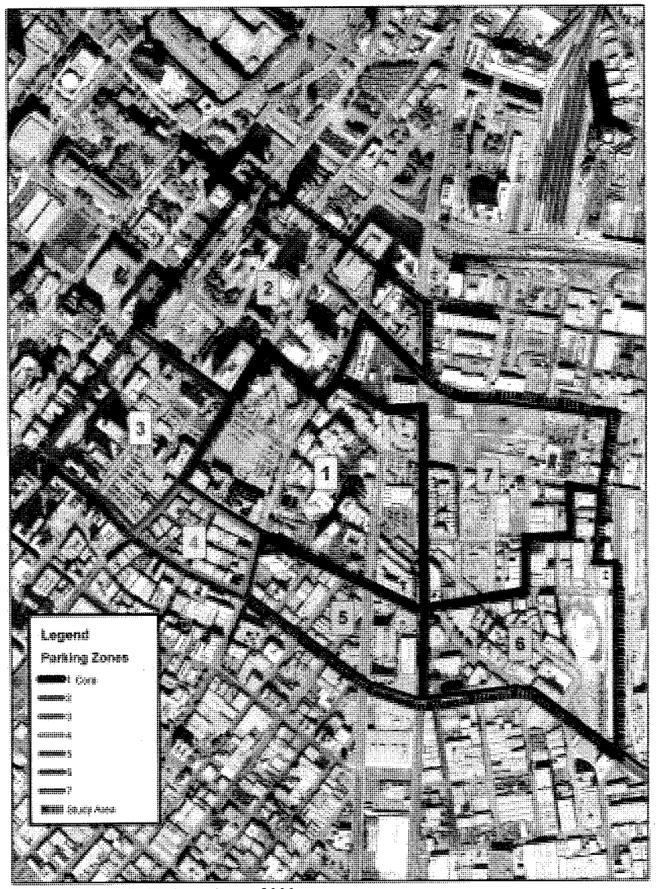
Source: Wilbur Smith Associates, 2009

As shown above, approximately 758 parking spaces (58 percent) in the Study Area are metered, 407 spaces (30 percent) are regular (unmetered), 151 spaces (11 percent) are loading spaces, and 9 spaces (1 percent) are handicapped spaces, respectively.

On-Street Parking Occupancy Data

On-street parking occupancy data was collected for all the street faces within the Core and spot-checked within the Study Area. The zonal map created as part of this study was used to determine the areas to be surveyed. Figure 2.3 shows the zonal map for Little Tokyo.

Figure 2.3
Parking Zonal Map



Source: Wilbur Smith Associates, 2009

Data collection was conducted from 7 a.m. to 2 p.m. and from 5 p.m. to 9 p.m. on weekdays for the Core. In general, this schedule allows for parking conditions to normalize for a typical work week, thus capturing typical weekday demand. Data was also collected on a non-holiday weekend from 11 a.m. to 1 p.m., 3 p.m. to 5 p.m. and 7 p.m. to 9 p.m. on Saturday and 10 a.m. to 3 p.m. on Sunday to capture typical weekend demand.

Table 2.3 summarizes average on-street parking occupancy rates for the Core area for the weekday daytime timeframe. The time periods between 10 a.m. to 12 p.m. and 6 p.m. to 8 p.m. were observed to have the highest occupancy rates for a typical weekday as shown below.

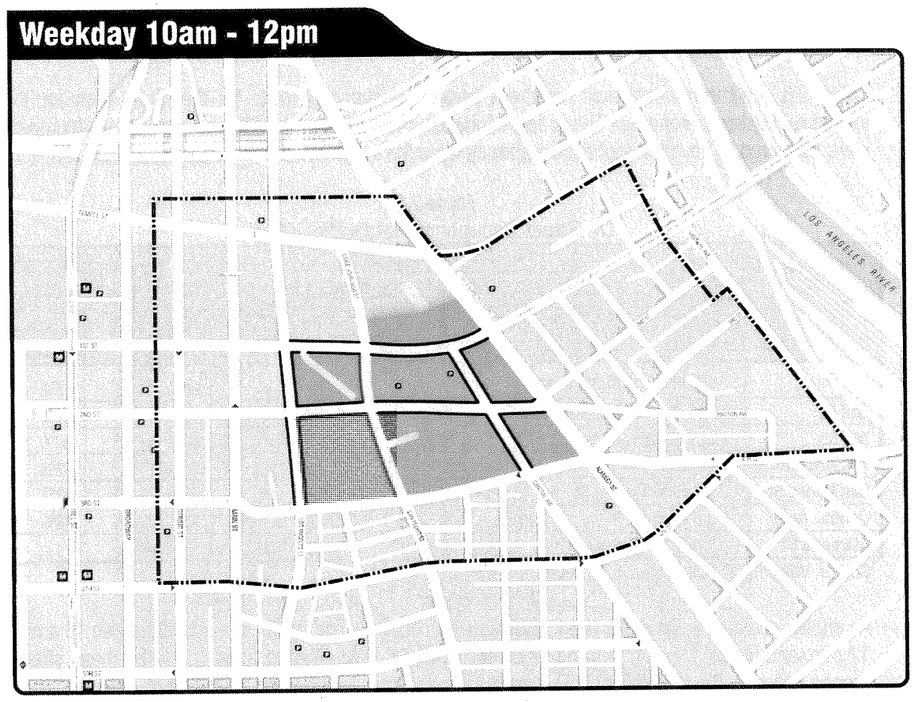
Table 2.3
On-Street Occupancy Rate – Weekday

Street Name	Limits	On -Street North Side/East Side		On -Street South Side/West Side	
		10 a.m. – 12 p.m.	6 p.m. – 8 p.m.	10 a.m. – 12 p.m.	6 p.m. – 8 p.m.
1st St	Los Angeles to Alameda	97%	95%	96%	87%
2nd St	Los Angeles to S Alameda St	96%	95%	93%	91%
3rd St	Los Angeles to Alameda St	57%	56%	48%	50%
Los Angeles St	1st St to 3rd St	88%	33%	100%	82%
San Pedro St	3rd St to Temple St	69%	66%	84%	37%
Central Ave	3rd St to 1st St	87%	93%	91%	88%
Alameda St	3rd St to Temple St	48%	70%	No Parking	

Source: Wilbur Smith Associates, NDS 2009

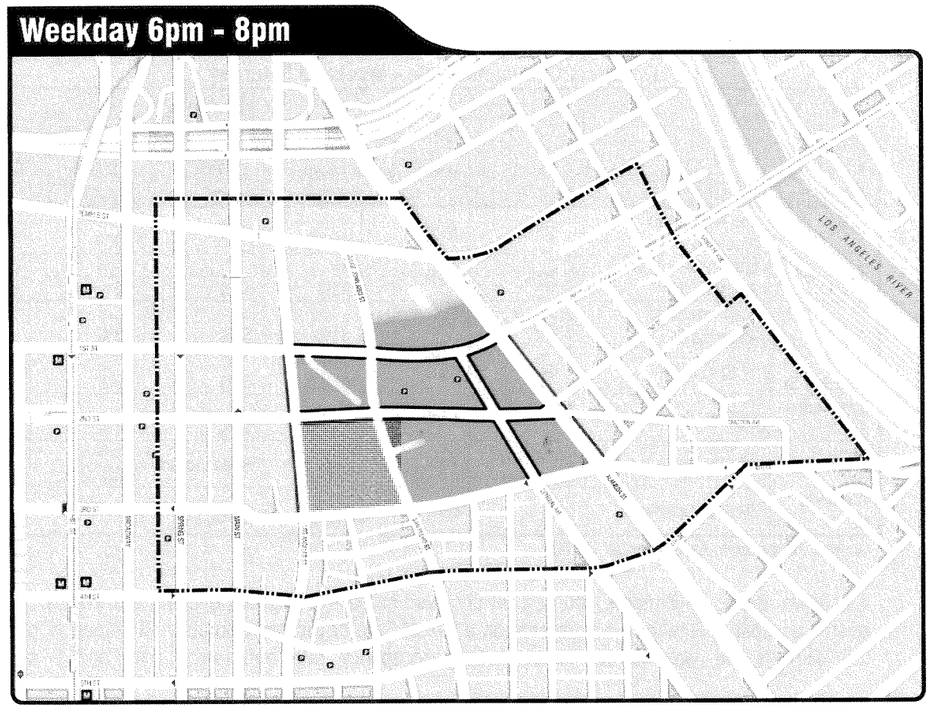
As shown above, the Core has the highest total occupancy rate for the weekday between 10 a.m. – 12 p.m. and 6 p.m. – 8 p.m. around 1st Street and 2nd Street. The occupancy rate for these streets ranges between 87 – 97 percent. The average overall occupancy rate for the Core area, excluding loading and disabled parking spaces between 7 a.m. – 2 p.m., is 67 percent. This indicates that the on-street parking is more in demand in the later hours of morning. Figure 2.4 displays the daytime (10 a.m. – 12 p.m.) on-street parking occupancy rate in the Core. The average evening overall occupancy rate for the Core area, excluding loading and disabled parking spaces between 5 p.m. – 9 p.m., is also 67 percent. It should be noted that parking regulations are not enforced past 6 p.m. for on-street meters, which indicates that cars parked at on-street parking meters past 6 p.m. may stay past the posted two-hour parking limit. Figure 2.5 shows the evening (6 p.m. – 8 p.m.) on-street parking occupancy rate in the Core area.

Figure 2.4
On-Street Occupancy Rate – Weekday Morning (10 a.m. – 12 p.m.)



Source: Wilbur Smith Associates, 2009

Figure 2.5
On-Street Occupancy Rate – Weekday Evening (6 p.m. – 8 p.m.)



Source: Wilbur Smith Associates, 2009

As mentioned earlier, occupancy data was also collected for Saturday and Sunday, respectively. Table 2.4 summarizes the average on-street occupancy rates for Saturday at different times of the day.

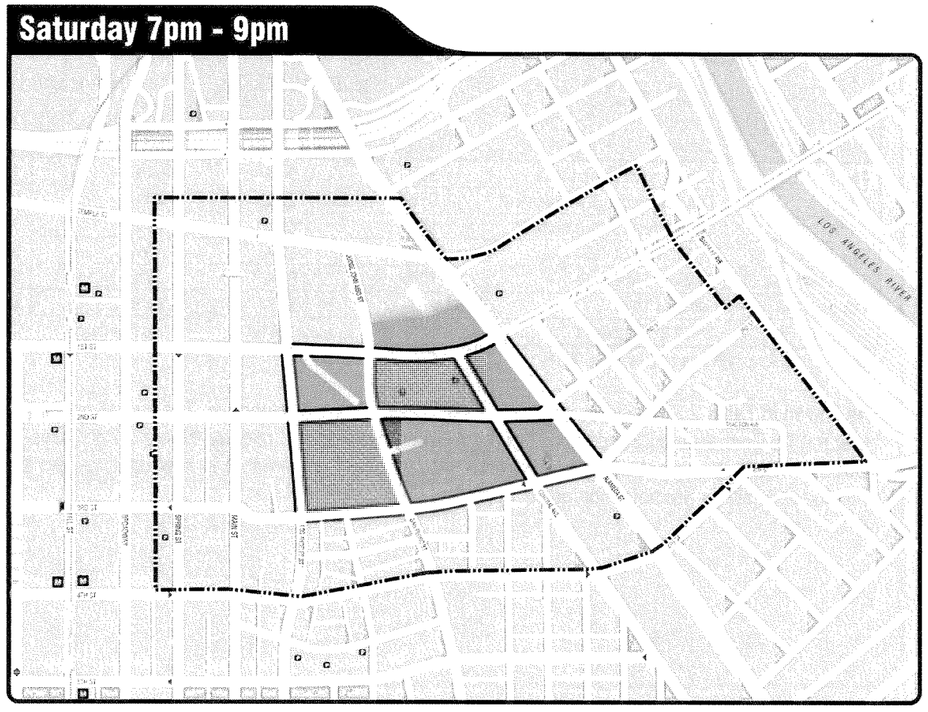
Table 2.4
On-Street Occupancy Rate – Weekend Saturday

Street Name	Limits	On -Street North Side/East Side			On -Street South Side/West Side		
		11 a.m. – 1 p.m.	3 p.m. – 5 p.m.	7 p.m. – 9 p.m.	11 a.m. – 1 p.m.	3 p.m. – 5 p.m.	7 p.m. – 9 p.m.
1st St	Los Angeles to Alameda	100%	88%	100%	69%	100%	100%
2nd St	Los Angeles to S Alameda St	79%	86%	93%	52%	92%	90%
3rd St	Los Angeles to Alameda St	54%	18%	81%	50%	43%	72%
Los Angeles St	1st St to 3rd St	64%	18%	82%	68%	50%	86%
San Pedro St	3rd St to Temple St	68%	55%	73%	15%	11%	31%
Central Ave	3rd St to 1st St	Road closure	70%	100%	Road closure	48%	89%
Alameda St	3rd St to Temple St	64%	59%	100%	No Parking		

Source: Wilbur Smith Associates, NDS 2009

As shown above, 1st Street is 100 percent occupied in the morning and evening timeframes. The overall occupancy rate for the Core area on a typical Saturday is approximately 68 percent. Figure 2.6 displays the weekend on-street parking occupancy rate between 7 p.m. and 9 p.m.

Figure 2.6
On-Street Occupancy Rate – Weekend Saturday (7 p.m. – 9 p.m.)



Source: Wilbur Smith Associates, 2009

Table 2.5 summarizes the average on-street occupancy rates for Sunday timeframes.

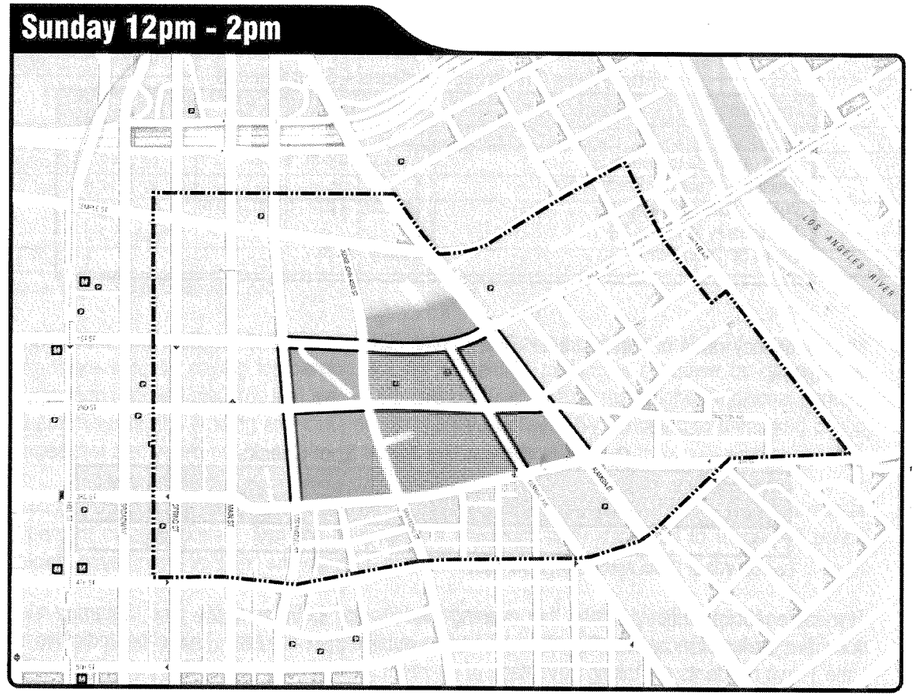
Table 2.5
On-Street Occupancy Rate – Weekend Sunday

Street Name	Limits	On –Street North Side/East Side		On –Street South Side/West Side	
		10 a.m. - 12 p.m.	12 p.m. - 2 p.m.	10 a.m. - 12 p.m.	12 p.m. - 2 p.m.
1st St	Los Angeles to Alameda	96%	96%	94%	100%
2nd St	Los Angeles to S Alameda St	95%	50%	80%	96%
3rd St	Los Angeles to Alameda St	44%	69%	41%	34%
Los Angeles St	1st St to 3rd St	55%	82%	82%	91%
San Pedro St	3rd St to Temple St	70%	66%	26%	33%
Central Ave	3rd St to 1st St	50%	95%	82%	89%
Alameda St	3rd St to Temple St	59%	100%	No Parking	

Source: Wilbur Smith Associates, NDS 2009

As shown in Table 2.5, 1st Street is above 90 percent occupied on Sundays. The overall occupancy rate for the Core area on Sunday is 72 percent during morning and midday. Figure 2.7 displays the Sunday midday on-street parking occupancy rate for the Core area. It is important to note that parking regulations are not enforced on Sundays.

Figure 2.7
On-Street Occupancy Rate – Weekend Sunday (12 p.m. – 2 p.m.)



Source: Wilbur Smith Associates, 2009

In addition to the Core area, certain street faces in the Study Area were also spot checked at the end of each of the above occupancy counts as mentioned previously. The table below lists the streets that were spot-checked for occupancy at the times mentioned.

Table 2.6
Study Area On-Street Locations – Spot Checks

Locations	Surveyed Times
2nd St (Alameda to Merrick St) Hewitt St (4th place to Traction Ave) 3rd St (Traction to Garey St) 2nd St (Garey to Vignes St) Vignes St (2nd to Temple St)	Weekday: 2 p.m., 9 p.m. Saturday: 1 p.m., 5 p.m., 9 p.m. Sunday: 3 p.m.

The occupancy rates of these streets which are at close proximity to the Core are shown in the table below.

Table 2.7
On-Street Occupancy Rate – Spot Checks

Weekday		Saturday			Sunday
2:00 p.m.	9:00 p.m.	1:00 p.m.	5:00 p.m.	9:00 p.m.	3:00 p.m.
73%	84%	75%	81%	91%	63%

Source: Wilbur Smith Associates, NDS, 2009

The table above indicates that the evening periods for both weekday and Saturday show occupancy rates of more than 80 percent for areas outside the Core area. This either indicates that Little Tokyo residents are taking advantage of on-street parking overnight or that patrons are willing to park further away from the Core to make avail of free parking.

Peak parking usage by user type

Supplementary parking occupancy was collected on 1st and 2nd Street and San Pedro Street and Central Avenue to determine the user type for a weekday. The following table summarizes the observations of a total 151 parking spaces on the north and south sides of 1st and 2nd Street between Central and San Pedro Street, as well, the west and east side of San Pedro Street and Central Ave between 1st, 2nd, and 3rd Street.

Table 2.8
Parking Usage by User Type

Street Name	Limits	Total Spaces	User Type				Total Parkers	Total Percent Paid	Total Percent Occupied
			Paid	Govt	Disabled	Other			
San Pedro St.	1st & 2nd	17	14	1	1	0	16	88%	94%
1st St.	San Pedro & Central	30	8	0	2	14	24	33%	80%
Central Ave.	1st & 2nd	9	8	1	0	0	9	9%	100%
San Pedro St.	2nd & 3rd	27	10	1	2	6	19	53%	70%
Central Ave.	2nd & 3rd	24	10	1	5	0	16	63%	66%
2nd St.	San Pedro & Central	44	10	6	18	7	41	24%	93%
TOTAL		151	60	10	28	27	125	48%	83%

Source: Wilbur Smith Associates, 2009

On 2nd Street between San Pedro Street and Central Avenue, the data shows that 24 percent of all parkers are actually paying for parking and 58 percent of parking is occupied by government vehicles and disabled placards that are not otherwise limited by time restrictions. Additional parkers that are misusing the loading and metered spaces may possibly be attributed to unmarked police vehicles that also would not be subject to regular enforcement.

Similarly, 1st Street between San Pedro Street and Central Avenue had very low payment rate at 33 percent of all parkers. The non-paid parkers are most likely attributed to unmarked police vehicles, government vehicles and disabled placard holders.

San Pedro Street and Central Avenue from 1st to 2nd Streets had relatively high rates of payment at 88 and 89 percent respectively. These blocks had very low government, unmarked police or disabled placard use.

San Pedro Street and Central Avenue from 2nd to 3rd Streets had moderate rates of payment as compared to the other blocks high rates of payment at 53 and 63 percent respectively.

In sum, of the total 151 spaces available, a total of 125 spaces were occupied resulting in nearly 48 percent being paid parkers, eight percent government parkers, and 22 percent disabled parkers. It appears the lowest rates of payment by blackface can be directly attributed to the number government vehicles, disabled placards, and unmarked police vehicles observed no matter the cost of parking or parking time limits.

2.3 Off-Street Public Parking Inventory

Little Tokyo has off-street parking dispersed throughout the Core and Study Area in the form of parking garages and surface lots.

Off-Street Public Parking Occupancy

Off-street public parking data was provided by CRA/LA and the WSA team reviewed and updated this as part of Task 3. A selective data collection effort was conducted by the WSA team to verify the public off-street parking occupancy. Table 2.9 shows the structures and lots that were selected for data collection by the WSA team. The parking facilities indicated in red below were spot-checked. The off-street public parking facilities are illustrated in Figure 2.8.

Table 2.9
Off-Street Public Parking – Surveyed

Lot (No. of Spaces)
1. Kyoto Grand 250
2. Joe's Auto Parks 500 est.
4. Weller Court 110
5. Onizuka St. Lot 50
6. Kajima Building 105
7. Little Tokyo Mall 400
8. Mitsuru Grill/ Citibank 20
9. Miyako Hotel 30
10. Japanese Village Plaza 220
11. Volk Property 125
12. Little Tokyo (Plaza) Parking 300
13. Brunswig Square 200
14. Honda Plaza 60
15. Office Depot 200 est.
20. Megatoys/APS Lot 100
a. 4th place/Hewitt St (NW)
b. Temple/Vignes St (SW)
c.. Banning/Vignes St (NW)
d. Temple/Vignes St (SE)
* Text in red italics were spot-checked

The total off-street parking spaces in the Core amounts to approximately 2,570 spaces. The WSA team noted the approximate occupancy of the above listed parking lots/structures. The parking occupancy for the public off-street parking facilities is shown in Table 2.10.

Figure 2.8
Off-Street Public Parking Inventory Map

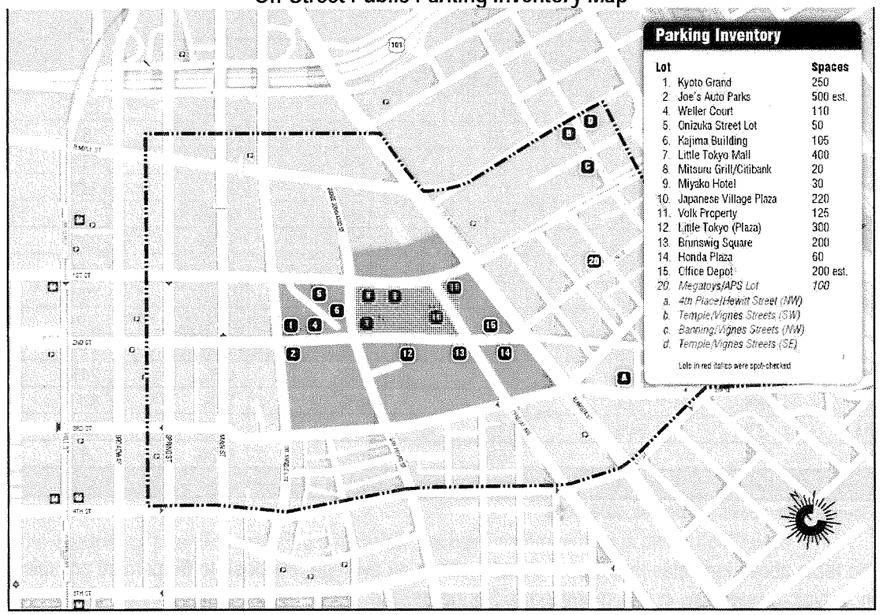


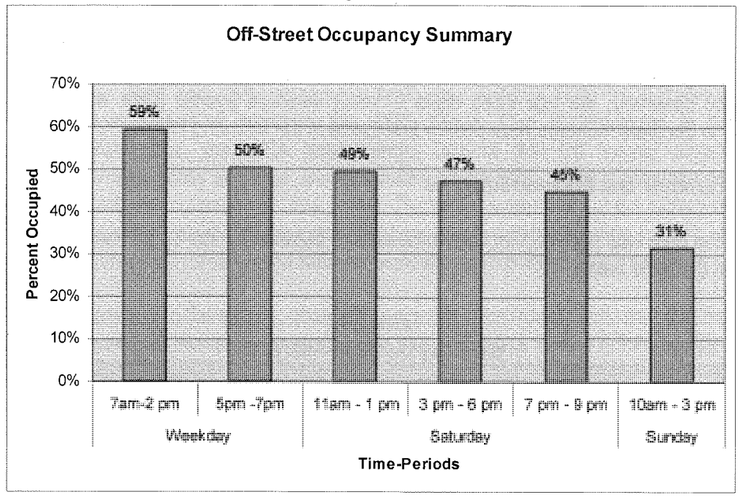
Table 2.10
Off-Street Public Parking Occupancy

Lot	Weekday		Saturday			Sunday
	7 a.m. - 2 p.m.	5 p.m. - 7 p.m.	11 a.m. - 1 p.m.	3 p.m. - 6 p.m.	7 p.m. - 9 p.m.	10 a.m. - 3 p.m.
1	44%	46%	37%	50%	33%	22%
2	70%	15%	27%	30%	5%	18%
4	43%	76%	79%	79%	56%	48%
5	80%	51%	90%	78%	7%	28%
6	78%	34%	25%	16%	10%	12%
7	45%	29%	30%	27%	29%	22%
8	61%	63%	68%	59%	39%	42%
9	74%	59%	57%	65%	53%	79%
10	52%	61%	53%	66%	86%	36%
11	67%	45%	38%	46%	53%	21%
12	42%	49%	62%	61%	42%	24%
13	49%	19%	8%	14%	11%	8%
14	43%	64%	62%	36%	102%	25%
15	82%	91%	55%	36%	102%	56%
Average	**59%**	**50%**	**49%**	**47%**	**45%**	**31%**

Source: Wilbur Smith Associates, NDS 2009

The table above indicates that the off-street facilities on average are close to 60 percent occupied on a typical weekday in the morning/midday hours and about 50 percent occupied during the evening. Saturday average occupancy rates do not seem very different when compared to weekday evenings. The parking facilities are 49 percent, 47 percent, and 45 percent occupied during morning, midday and evening. The parking facilities on average are about 30 percent occupied on Sunday between 10 a.m. to 3 p.m. as shown in the figure on the following page.

Figure 2.9



Source: Wilbur Smith Associates, NDS 2009

The occupancy rate of the parking structures that were spot-checked is presented below.

Table 2.11
Off-Street Public Parking Occupancy – Spot checks

Lots	Weekday		Sunday
	2:00 p.m.	9:00 p.m.	3:00 p.m.
20. Megatoys/APS	45%	9%	4%
a. 4th place/Hewitt St (NW)	65%	4%	9%
b. Temple/Vignes St (SW)	10%	17%	Closed
c.. Banning/Vignes St (NW)	66%	0%	Closed
d. Temple/Vignes St (SE)	31%	8%	8%

Source: Wilbur Smith Associates, NDS 2009

2.4 Parking Turnover Data

Documenting how people use available parking spaces provides important information for establishing the parameters of developing a comprehensive parking management strategy. Many factors affect the selection of a parking space including the user's trip purpose, location of available spaces, intended parking duration, applicable parking restrictions, traffic access, and parking fees. Understanding parking characteristics provides a factual basis for planning and policy decisions. Turnover data is especially useful as it depicts the true number of vehicles being served by a single space.

Data Collection and Methodology

Turnover data was also collected on a weekday for on-street parking. On-street parking turnover data was observed in half-hour intervals along the Core area, and recorded by the WSA team. For each space observed, the last three digits of each vehicle's license plate was recorded and compared to the plate numbers recorded for that space in the following interval.

Average Turnover and Duration Analysis

The collected data was analyzed for both turnover and duration for the Core. The average duration is shown in the table below.

Table 2.12
Weekday Duration Analysis

Street	Time Limit Posted	Average Duration All spaces (hours)	Average Duration Regular spaces (hours)	Average Duration Loading zones (hours)
1st Street (San Pedro to Central)	1 hour	2.2	2.1	2.4
2nd Street (San Pedro to Central)	1 hour	2.6	2.7	2.1
San Pedro (1st to 2nd Street)	1 hour	2.8	2.5	3.1
Central (1st Street to 2nd Street)	1 hour	2.1	2.1	n/a

Source: Wilbur Smith Associates, NDS 2009

The table above indicates that on an average weekday, cars were observed to park between two and three hours indicating a low turnover. Cars parked in loading zones were observed to stay just as long as cars in regular spaces. Duration of more than two hours implies that the cars are parked beyond the posted parking limit of one hour. Supplemental occupancy data collected to determine the parking by user types indicates that on an average about 30 percent of on-street parking on 1st Street, 2nd Street, Central Avenue and San Pedro Street are occupied by unmarked government, government vehicles and vehicles with disabled placards. Field observations indicate that these cars park beyond the posted parking time limits, also contributing to an overall low turnover. This calls for stricter parking enforcements and a need to determine the primary parker in the study area which currently gives government vehicles, unmarked government vehicles and vehicles with disabled placards priority over short-term customers.

2.5 Community Survey

Also, as part of this task, a short survey that could be completed in less than five minutes was developed to determine parking activities of Little Tokyo. The survey form consisted of 10 questions (a copy is attached at the end of this deliverable). This survey was distributed at the first

public meeting held in March, 2009. The WSA team prepared an online survey for further distribution to the community. In addition to the online survey, hard copies of the survey were distributed by the WSA team at project related meetings. A total of 49 responses were obtained in response to the survey. This includes 22 responses from the online survey and 27 responses that were collected from hard copy. The completed hard copy surveys were hand delivered at the respective meetings, mailed or faxed to the WSA offices. Due to limitations in the survey instrument and distribution, the WSA team cannot confirm that the survey responses are scientifically and/or statistically accurate. But it definitely sheds light on the community perspective regarding the current parking issues in Little Tokyo. Therefore, a summary of the survey results are discussed below in order to evaluate the community perspective of the existing parking scenario in Little Tokyo. The survey outcome helped with the evaluation of the initial policy solutions.

Of the 49 total responses to the survey, about 63 percent of respondents indicated that they parked off-street. Fifty percent of the respondents thought that customers were #1, followed by residents at 30 percent. About 50 percent of the respondents said they find it moderately difficult to find a parking space, while 40 percent are willing to walk one-two blocks to park. Out of 47 respondents, 85 percent mentioned that they visited Little Tokyo during the week, out of which 9 percent also visited during the weekend and about 4 percent during special events. Forty percent of the 47 respondents visited Little Tokyo during the week, weekends and special events.

2.6 Conclusions

Occupancy and Turnover Findings

The occupancy data collected shows an overall peak weekday occupancy between 10 a.m. and 12 p.m. and 6 p.m. to 8 p.m. for the Core, corresponding to a total occupancy rate of 67 percent. The parking meters along 1st Street in the Core are close to 100 percent occupied between 10 a.m. and 12 p.m. Similar is the case on Saturday, with overall occupancy of 68 percent and up to 72 percent occupied on Sunday during the morning and midday periods. On-street occupancy spot-checks in the Study Area shows occupancy of evening periods for both weekday and Saturday of more than 80 percent. This either indicates that Little Tokyo employees or residents are taking advantage of on-street parking evening or overnight (this could be because parking regulations are not enforced past 6 p.m.) or that patrons are willing to park further away from the Core to make avail of free parking in the Study Area.

Off-street parking facilities are close to 60 percent occupied on a typical weekday in the morning/midday hours and about 50 percent occupied during the evening. Saturday average occupancy is 47 percent and about 30 percent occupied on Sunday between 10 a.m. to 3 p.m. This indicates that although off-street parking is available, the parking facilities are not used efficiently. Occupancy surveys indicate that during peak demand, on-street parking is at full capacity, and that off-street parking structures can be utilized if a parking pricing program would be implemented.

Additional parking occupancy data collected on 1st Street, 2nd Street, Central Avenue and San Pedro Street suggests that out of 151 spaces observed on these streets, only 48 percent are being occupied by paying parkers. Twenty percent was attributed to loading. The majority of the spaces (30 percent) were occupied by government, unmarked government and disabled placard vehicles, indicating that pricing and time limits were not affecting this population.

Turnover data indicates that on an average weekday, cars were observed to park between two and three hours indicating a low turnover. Cars parked in loading zones were observed to stay just as long as cars in regular spaces. Duration of more than two hours implies that the cars are parked beyond the posted parking limit of one hour. And looking at the user type for on-street parking, the few paying customers seem to be bearing the impact of enforcement resulting in decreased city revenues.

Survey Findings

The majority of the respondents (63 percent) indicated that they parked off-street and about 50 percent responded that it is moderately difficult to find parking, indicating that on-street parking is full. This is consistent from the data collection analysis that on-street parking in the core is close to 100 percent occupied during the peak periods. The survey also indicated that about 40 percent are willing to walk one-two blocks to park. Survey results support that people are willing to walk one-two blocks to park, therefore it is recommended that a wayfinding program directing parkers to the under utilized parking structures needs to be considered.

3.0 PARKING DEMAND ANALYSIS

This section explains in detail the parking demand estimates developed and methodology used for the Parking Needs Study for Little Tokyo. In brief, the *ULI Shared Parking Second Edition* (2005) and *Institute of Transportation Engineers (ITE) Third Edition Parking Generation* (2004) parking demand methodologies were used to estimate the base parking demand for Little Tokyo.

3.1 Development Scenarios

The parking demand evaluations for Little Tokyo were calculated for existing and future development scenarios. Based on the land use data provided by CRA/LA, parking demand estimates were developed for the following nine (9) land use types:

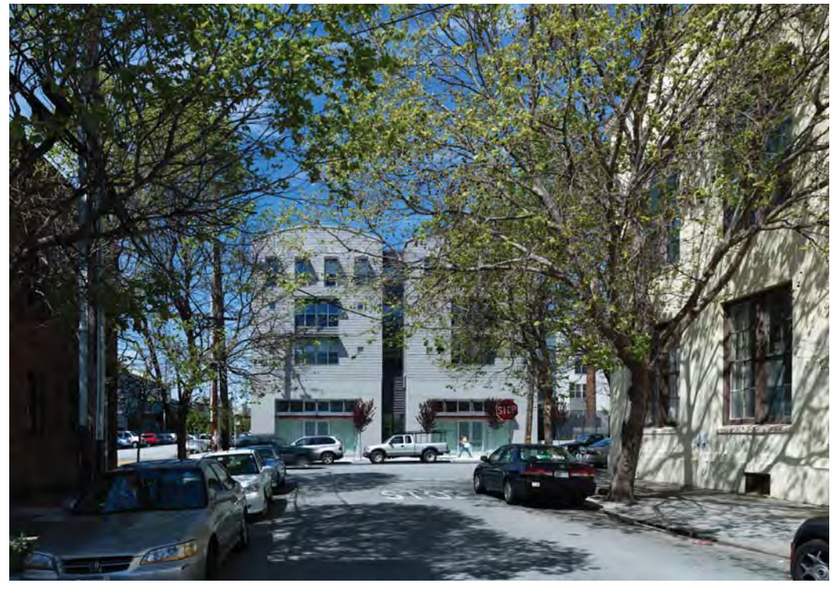
1. Residential
2. Office
3. Civic office
4. Culture and Education
5. Retail/Commercial
6. Restaurant
7. Mixed-use
8. Hotel
9. Warehousing

Future development estimates include immediate short-term (six to 12 months - 2010) and mid-term (five years - 2015) parking demand associated with the study area. Land use data was divided in two categories namely the Little Tokyo redevelopment project area (Core) and the Study Area to be consistent with the earlier tasks. Year 2010 new developments were obtained from CRA/LA, current updates were incorporated into the demand analysis, and 2015 quantities of new development were extrapolated based on one percent growth per year[1] based on existing land uses. The list of future development projects provided by CRA/LA that were used to estimate the future parking demand is presented below:

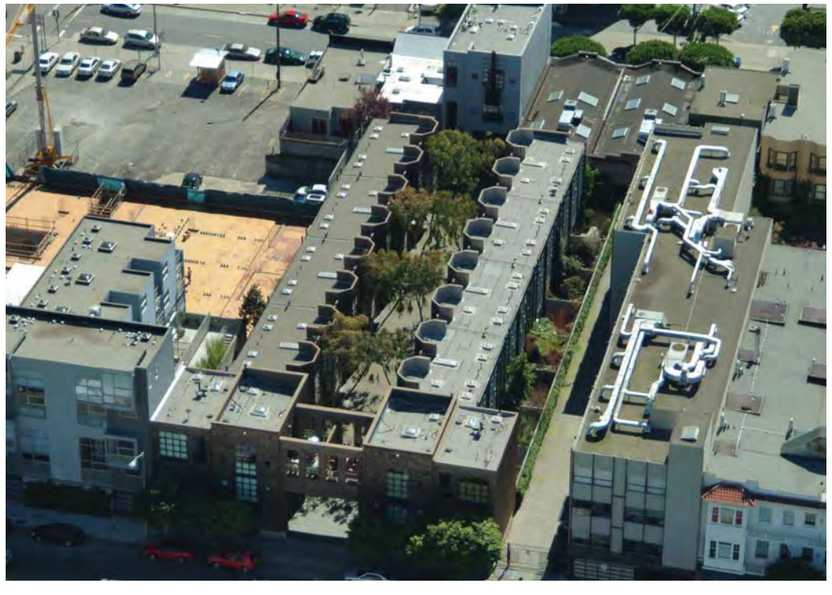
1. One Santa Fe
2. Medallion
3. LAPD Headquarters
4. Vibiana Lofts
5. G8way/Block 8
6. Nikkei Center (Mangrove Site)
7. Budokan
8. Judge Aiso Parking Structure

[1] Estimate based on an average of taxable retail sales percent change for 2006-2007 per Los Angeles County Economic Development Corporation.

Housing Typologies: Low-rise (Stacked Flats / over mixed-use)



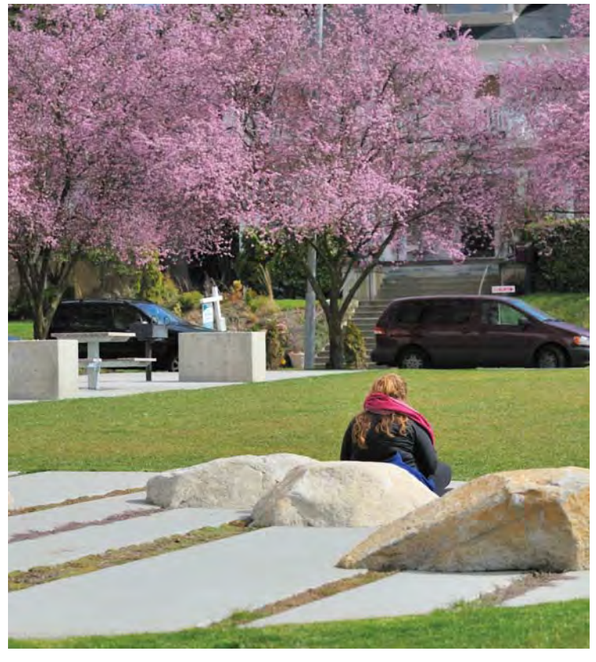
Housing Typologies: Low-rise (Townhouses)

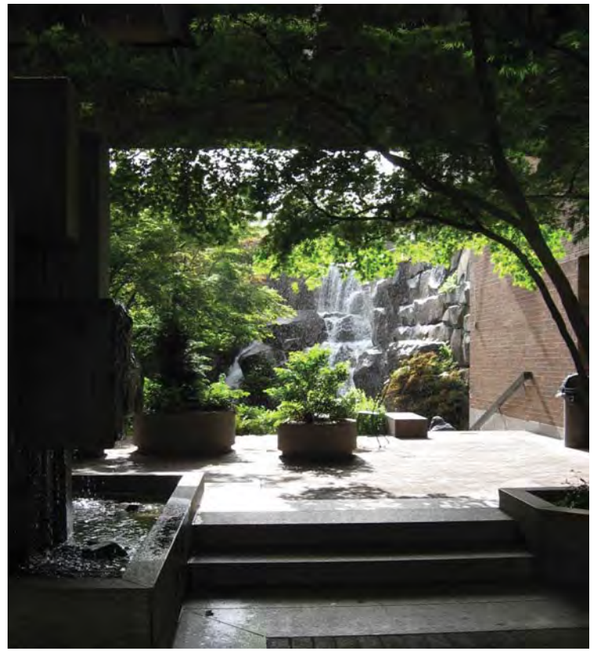


Housing Typologies: Mid-rise

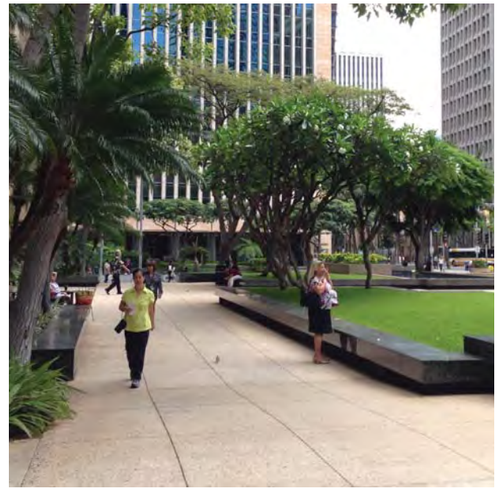
Housing Typologies: High-rise

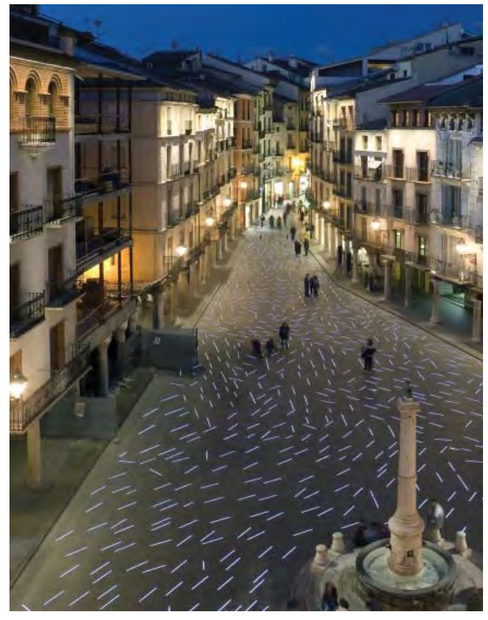
Open Space Typologies: Green Spaces



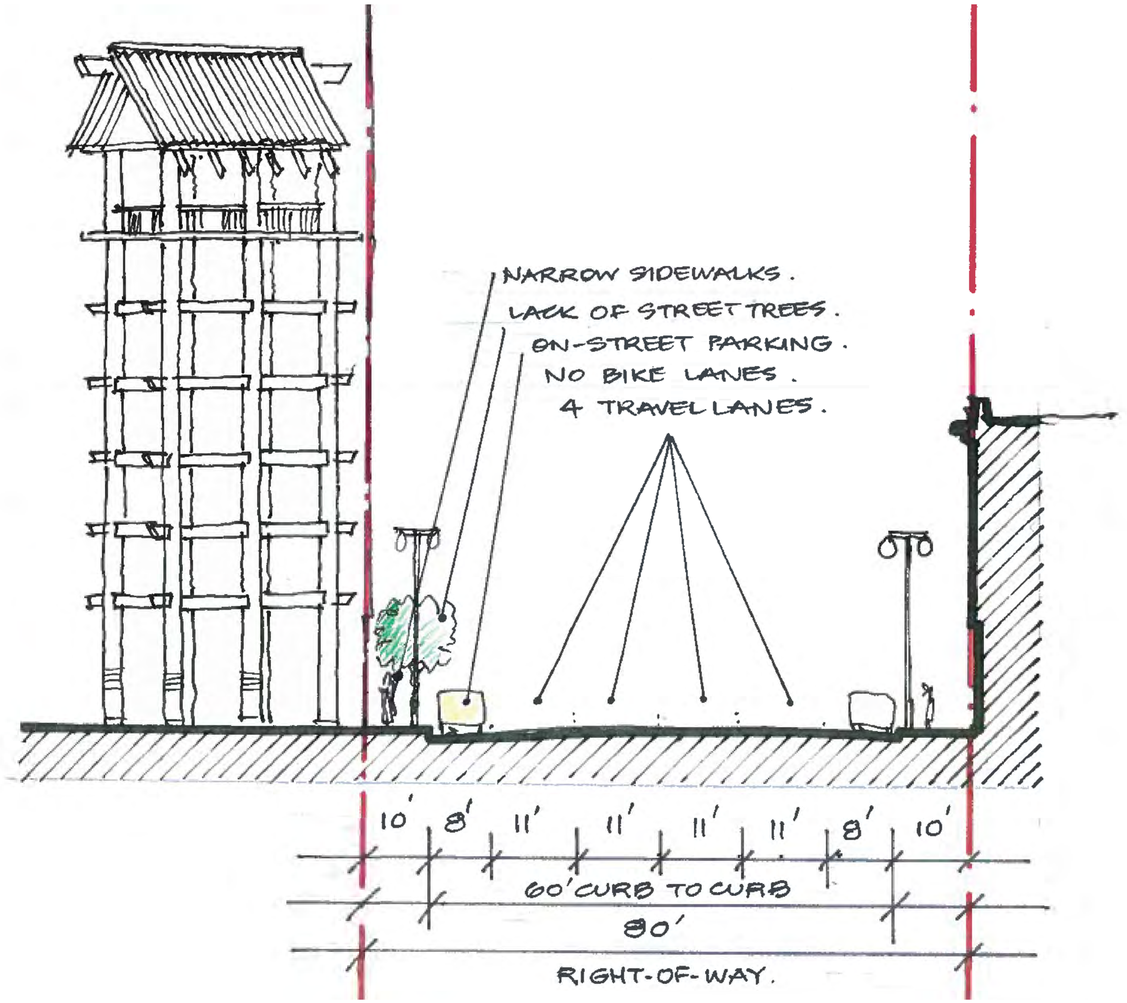


Open Space Typologies: Gathering Plazas

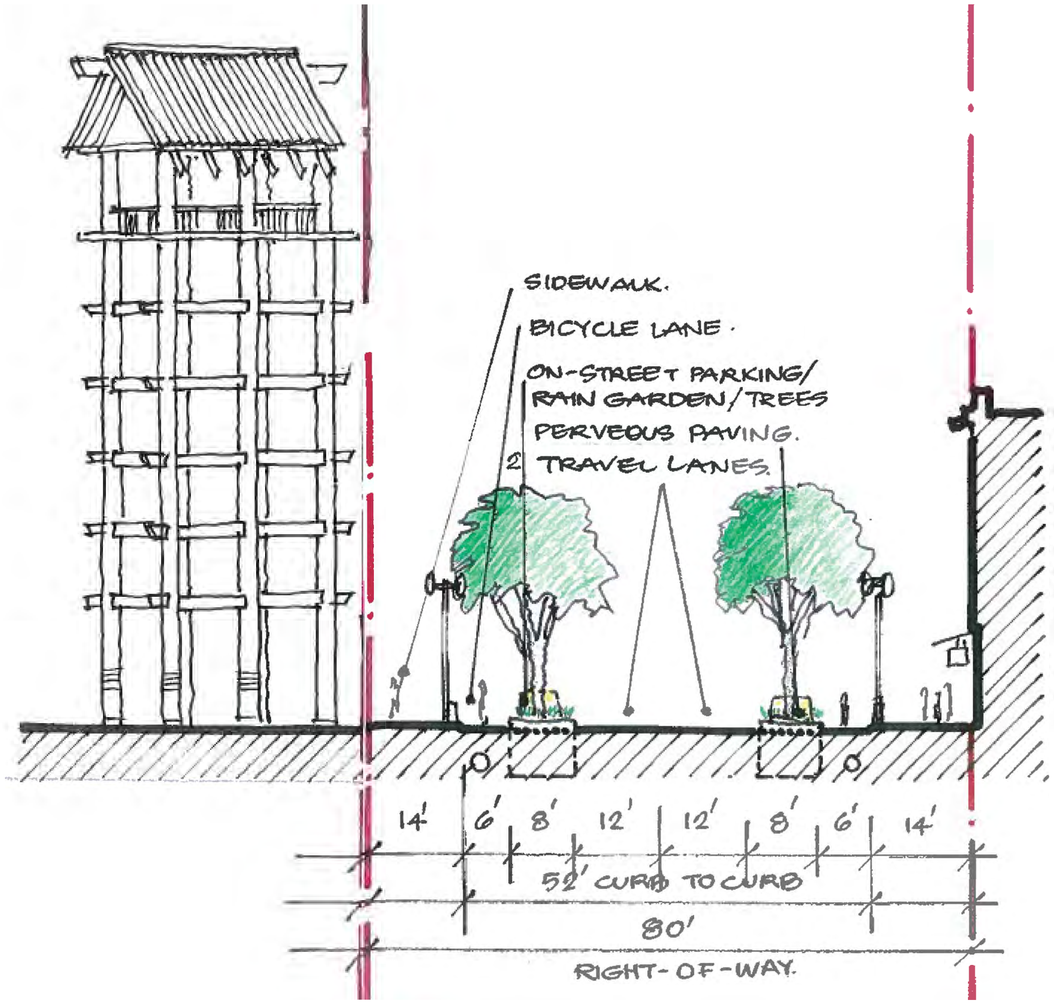




STREETSCAPE SKETCHES

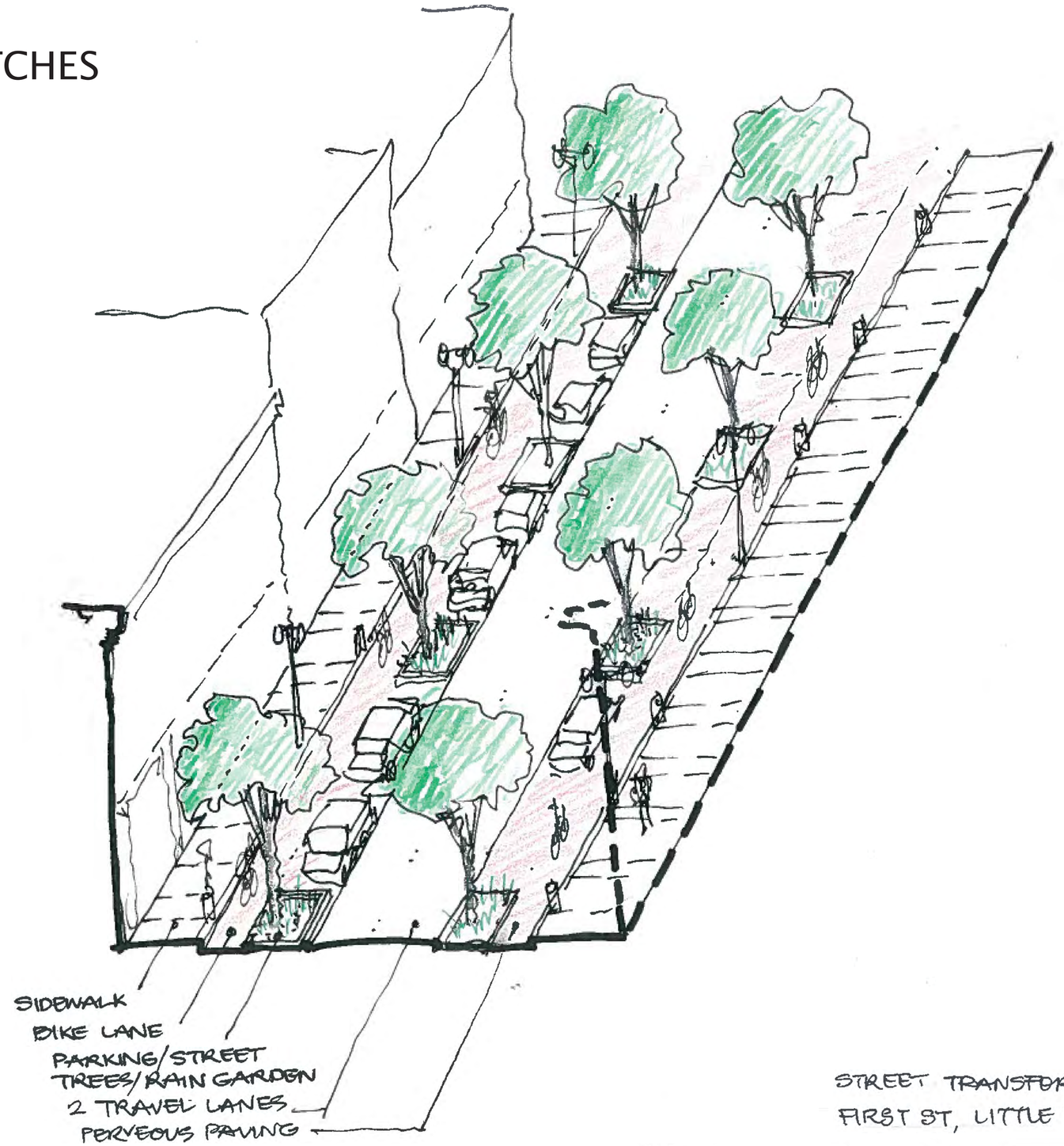


EXISTING 1ST ST.



PROPOSED 1ST ST.

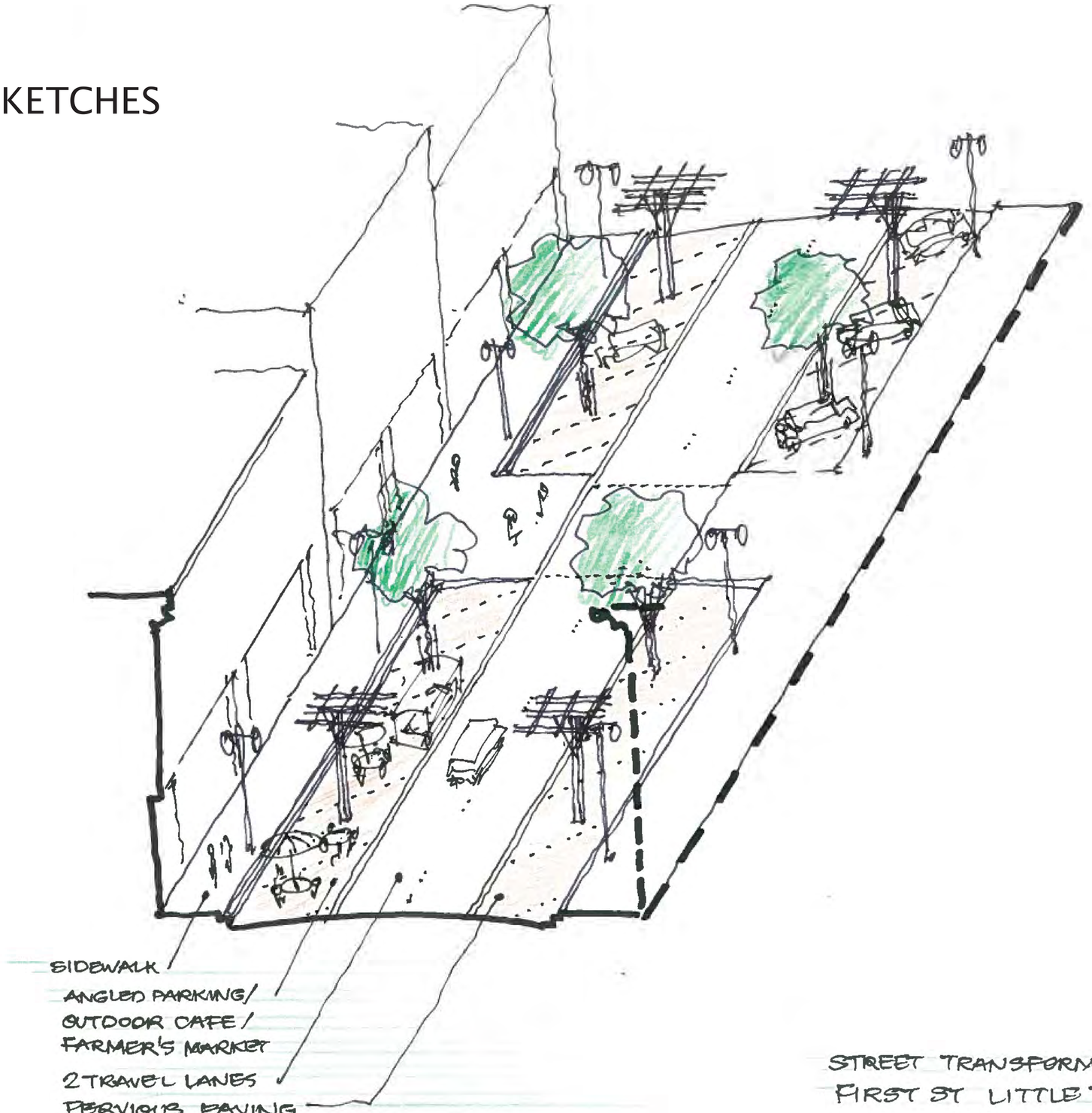
STREETSCAPE SKETCHES



STREET TRANSFORMATION SCENARIO #1
FIRST ST, LITTLE TOKYO, LOS ANGELES.

LISC KEYSER MARSTON ASSOCIATES Estolano LeSar Perez Enterprise PUTTMAN INFRASTRUCTURE GLOBAL GREEN USA NRDC MOA, Inc. Little Tokyo Community Council MITHŪN

STREETSCAPE SKETCHES



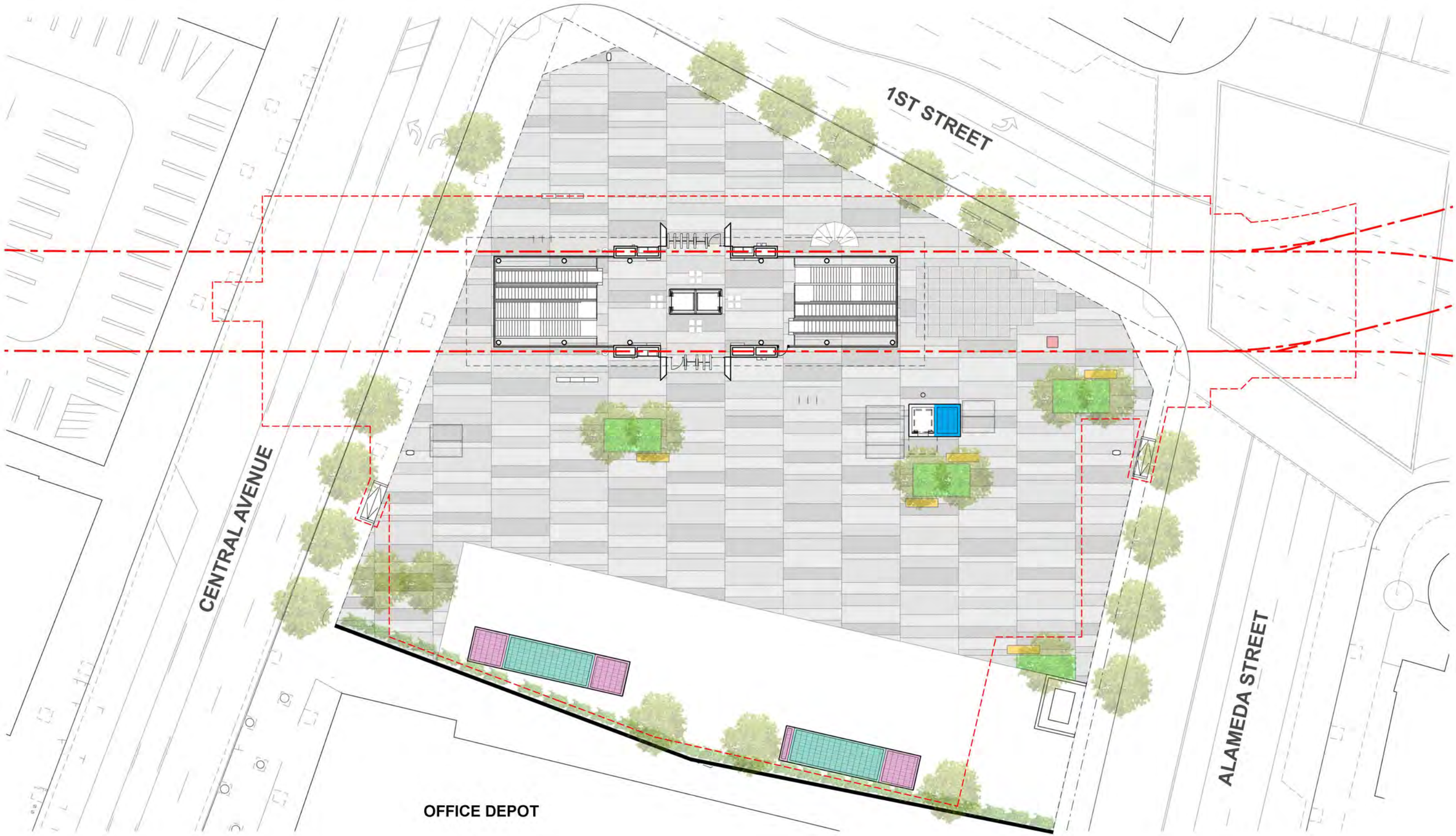
STREET TRANSFORMATION SCENARIO #2
FIRST ST LITTLE TOKYO, LOS ANGELES.

LISC · KEYSER MARSTON ASSOCIATES · Estolano LeSar Perez Advisors LLC · Enterprise · PUTTMAN INFRASTRUCTURE · GLOBAL GREEN USA · NRDC · MOA, Inc. · Little Tokyo Community Council · MITHŪN

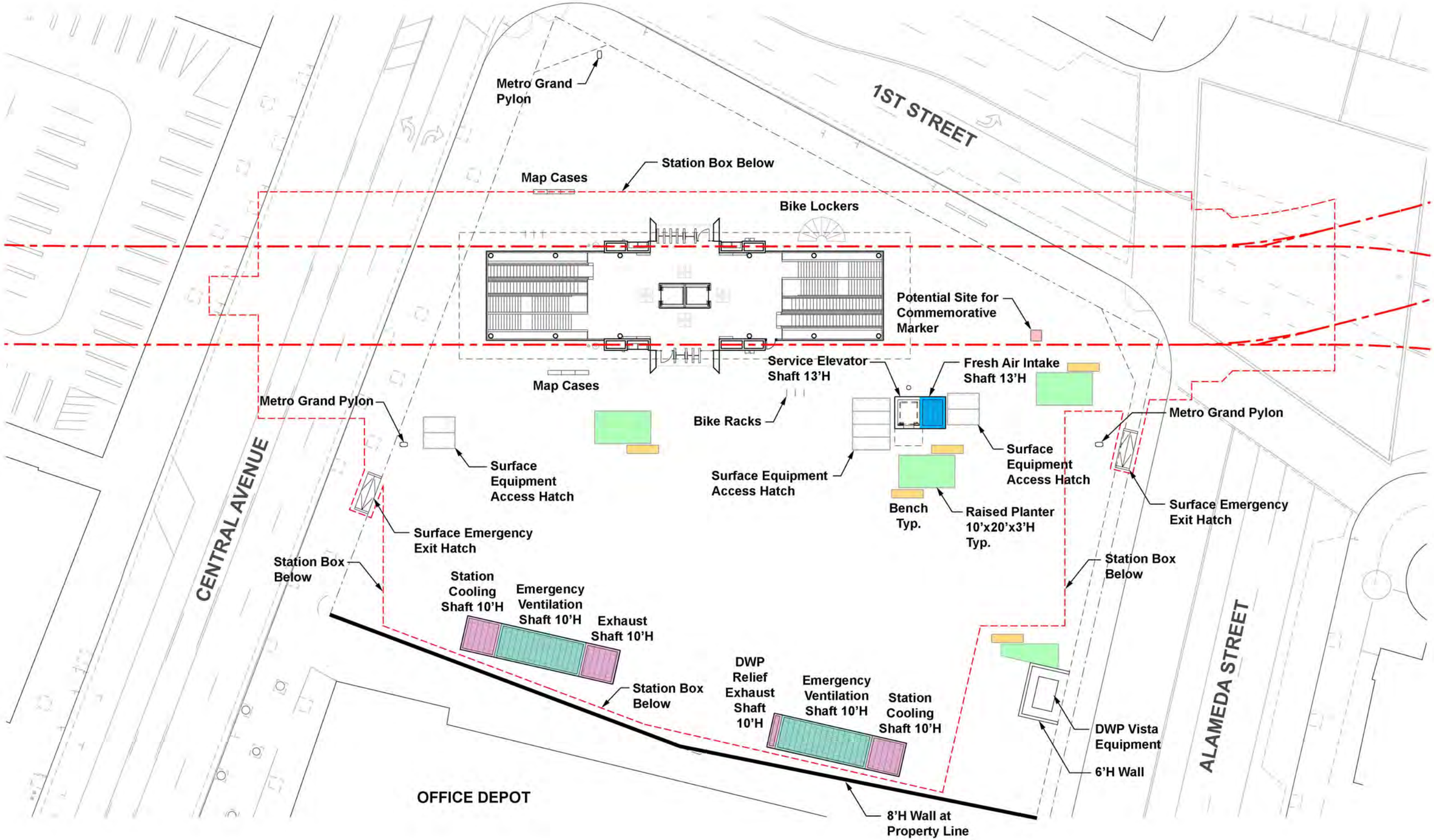
1st & Central Station Master Plan to Accommodate Joint Development

Attachment A

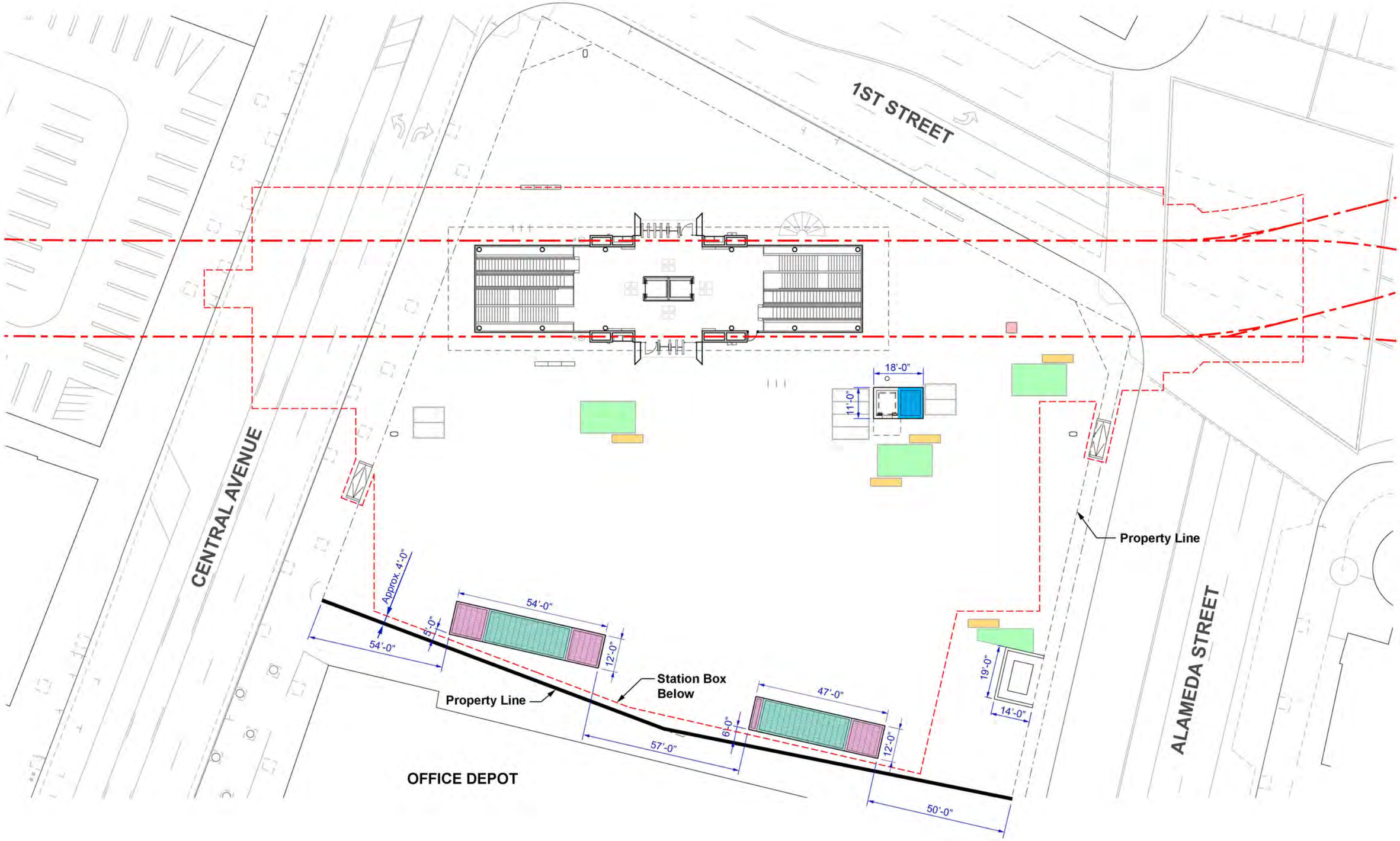
01-04-2013



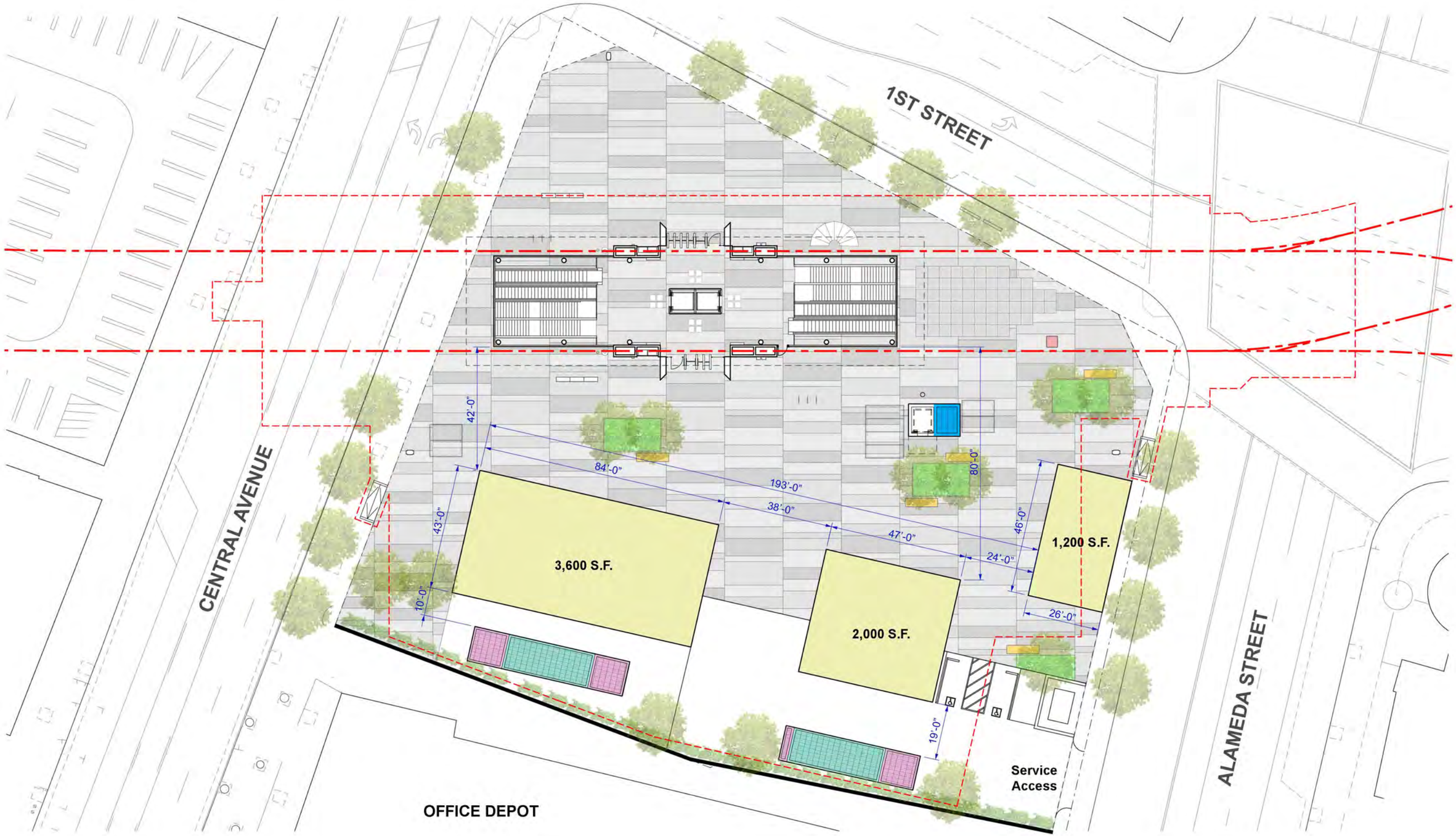
DRAWING 1
STATION PLAZA LAYOUT
WITH AN AREA RESERVED FOR JOINT DEVELOPMENT
01-04-2013



DRAWING 2
STATION PLAZA LAYOUT
WITH ANNOTATIONS FOR ALL SURFACE ELEMENTS
01-04-2013



DRAWING 3
STATION PLAZA LAYOUT
WITH DIMENSIONS FOR ALL SURFACE ELEMENTS
01-04-2013



DRAWING 4
STATION PLAZA LAYOUT
WITH POTENTIAL BUILDING FOOTPRINTS FOR JOINT DEVELOPMENT
01-04-2013

DRAWING 5
3-D SKETCH SHOWING STATION PLAZA
DURING INTERIM PRIOR TO ANY JOINT DEVELOPMENT
01-04-2013

DRAWING 6
3-D SKETCH SHOWING STATION PLAZA
WITH HYPOTHETICAL JOINT DEVELOPMENT
01-04-2013

Regional Connector Conceptual Rail Alignment

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY

Metro
The Connector Partnership

777 S. FIGUEROA STREET
10TH FLOOR
LOS ANGELES, CA. 90017
T 213.312-3100
F 213.312-3114

REGIONAL CONNECTOR TRANSIT CORRIDOR
PRELIMINARY ENGINEERING

DATE: 07/16/2013

Recommendations:
1. LEED-ND can be used by the city as a requirement for future development.

2. Little Tokyo's neighborhood plan can achieve a gold rating and potentially even a platinum rating under LEED-ND.

3. Re-establish the street grid through restoring historic streets such as Rose Street and others particularly on the Mangrove site to improve neighborhood connectivity (NPDp3) LEED-ND prerequisite recommends through streets every 800 feet to promote transportation efficiency.

4. Ensure mixed use through a Retail Action Strategy. Cluster uses around neighborhood centers and provide diverse housing types.

5. Reduce the parking footpring through a Parking Management District (NPDc5)

6. Build civic/recreation/open spaces in the neighborhood. Consider a neighborhood school for Little Tokyo in the future (NPDc 15 -1 credit) and plant street trees on both sides of the street like persimmons or Blue Paso Verdes. (NPD c 14-2 credits) and (Regional Priority-1 credit)

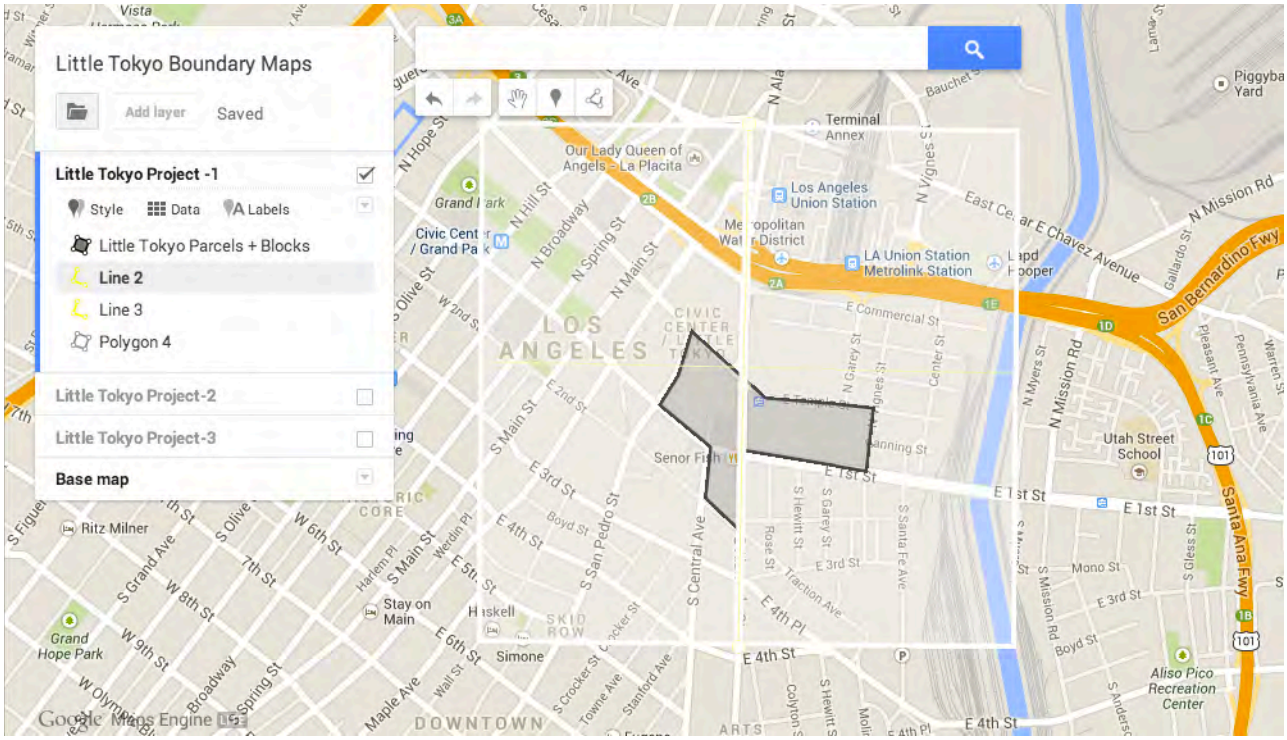
7. Incorporate Green Infrastructure

8. Achieve water efficiency in existing buildings, such as MOCA, through renovations (Regional Priority - 1 credit)

9. Include Little Tokyo's green infrastructure and comprehensive strategy as an innovation and design credit goal.

Questions:
1. SLL c4: The speed limit is believed to be 25mph on all LT streets. Is this correct? If not, what is the speed limit?
2. SLL c5: What is the total number of existing DUs and jobs? (42 DU in San Pedro).
3. What are the main employment centers within ½ mile from Little Tokyo and how many people to they employ? Government building, etc.
4. NPD c11: Does San Pedro building meet visitability standards? See credit for standard.
5. NPD c13: Do farmers market vendors provide foods from within 150 miles?

Credit Category	Yes	Maybe	No
Smart Location & Linkage	21	1	5
Neighborhood Pattern & Design	32	6	2
Green Infrastructure and Building	28	3	0
Innovation and Regional	6	4	0
Totals	87	14	7


Little Tokyo Boundary Maps
Add layer
Saved
Little Tokyo Project -1
Style
Data
A Labels
Little Tokyo Parcels + Blocks
Line 2
Line 3
Polygon 4
Little Tokyo Project-2
Little Tokyo Project-3
Base map
Terminal Annex
Our Lady Queen of Angels / La Placita
Los Angeles Union Station
LA Union Station Metrolink Station
Grand Park
Civic Center / Grand Park
LOS ANGELES
CIVIC CENTER
Senor Fish
Utah Street School
Ritz Milner
Stay on Main
Grand Hope Park
Simone
SKID ROW
DOWNTOWN
ARTS
Aliso Pico Recreation Center
Piggyback Yard
N Hope St
N Hill St
N Broadway
N Spring St
N Main St
W 2nd St
E 2nd St
S Main St
E 3rd St
E 4th St
S San Pedro St
S Central Ave
E 1st St
N Mission Rd
San Bernardino Fwy
Santa Ana Fwy
E Commercial St
E Chavez Avenue
S Olive St
W 6th St
7th St
W 8th St
W 9th St
S Grand Ave
Broadway
Spring St
Maple Ave
E 6th St
Wall St
Boyd St
Mono St
Traction Ave
Google Maps Engine

Prerequisite (or PI)	Anticipated to Achieve?			Existing Buildings	New Buildings	Compliance Path and Rationale for LT	Follow-up Tasks	Contact to follow-up
	Yes	Unsure	No					
Smart Location and Linkage								
SLLp1	Y			Y	Y	Option 1, achieved by infill status. Site served by existing water and wastewater infrastructure. Site is 100% previously developed and is surrounded by parcels that are previously developed.	Provide aerial photo with boundary highlighted showing context of land development.	
SLL p2 Imperiled Species	Y			Y	Y	Option 1, achieved by no affected species of ecological community	Reviewed LA county planning map; contact state agency for written evidence	
SLL p3 Wetland and Water body conservation	Y			Y	Y	Option 1, achieved by no wetlands, water bodies, land within 50 feet of wetlands, or land within 100 feet of water bodies	Provide maps showing no wetlands or water bodies on or within 100 feet or project boundary	
SLL p4 Agricultural Land Conservation	Y			Y	Y	Option 2, achieved by infill status	Site not located in a state or locally designated agricultural preservation district. No further action necessary to confirm.	
SLL p5 Floodplain Avoidance	Y			Y	Y	Option 1, achieved by no 100 year floodplain	Provide FEMA Map showing no 100-year floodplain.	
Neighborhood Pattern and Design								
NPD p1 Walkable Streets, Component a	Y			N	Y	Achieving entries onto public space for 90% of building frontage anticipated for new development. Currently, a few buildings on Temple Street may not have street-facing entries.	Check on a few buildings on Temple and Judge John Aiso streets to confirm public facing entries.	
NPD p1 Walkable Streets, Component b	Y			Y	Y	New construction to achieve. Exisitng buildings estimated to at about a 1:1 building-height-street-width ratio.	Confirm that new street frontage within and bordering the project will achieve a minimum building-height-to-street width ratio of 1:3. Data may be available in GIS maps.	
NPD p1 Walkable Streets, Component c	Y			Y	Y	New construction to achieve. Existing streets meet minimum requirement. LA standard street width minimums are 10'.	Provide measurements for current sidewalk widths and conditions. Ensure that contiguous sidewalks or all-weather provisions are provided along both sides of 90% of streets within the project; new sidewalks must be at least 8 ft wide on retail/mixed use and at least 4ft on all other blocks.	
NPD p1 Walkable Streets, Component d	Y			N	Y	New construction to achieve.	Calculate total area of street frontages faced by garage or service bay openings to ensure they do not exceed 20%. Most of the project area falls within the historic district with the Historic Preservation Overlay and Review, which requires integrated design for garages.	

Prerequisite (or PI)	Anticipated to Achieve?			Existing Buildings	New Buildings	Compliance Path and Rationale for LT	Follow-up Tasks	Contact to follow-up
	Yes	Unsure	No					
NPD p2 Compact Development	Y			Y	Y	Option 1, achieved by project in planned transit corridor; component d. FAR for nonresidential components within 1/2 mile of rail expected to exceed 0.8 FAR.	New construction exceeds required FAR and exceeds 12 DU/acre (approx 18-19DU/acre)	
NPD p3 Connected and Open Community	Y			N	Y	Option 1, project with internal streets. The current conditions exceed the minimum intersections, achieving 241 intersections per mile, but do not contain through streets at 800 ft intervals.	New plan will restore historic streets on Rose and Jackson streets. Ensure that new street at intervals occur at 800 ft intervals.	
Green Infrastructure and Buildings								
GIB p1 Certified Green Buildings	Y			Y	Y	100% of new construction will meet LEED standards for certification.	Provide documentation	
GIB p2 Minimum Building Energy Efficiency	Y			N	Y	100% of new construction will meet LEED standards for Building Energy Efficiency. Existing conditions do not meet standards. California Title 24-2005 would meet the prerequisites, but most buildings were built before 2005 and are assumed not to meet these criteria	Determine the project area, compliance path, and percentage of total area for documentation	
GIB p3 Minimum Building Water Efficiency	Y			N	Y	100% of new construction will meet LEED standards for Building Water efficiency. Unsure if existing buildings meet.	Existing buildings will not meet. 2009 LA Code meets the baseline requirment and most buildings built in 90's or earlier. New construction will achieve requirement.	All renovations must meet requirement. We recommend that existing buildings, such as MOCA, are considered to be retrofit or renovated to meet minimum requirement in the future.
GIB p4 Construction Activity Pollution Prevention	Y			N/A	Y	100% of new construction expected tol meet.	Document BMPs for controlling soil erosion, waterway sedimentation, and airborne dust generation during construction.	

Credit	Anticipated to achieve?				Points possible	Existing conditions	Compliance Path and Rationale for LT	Data Provided and Notes	Notes and Final Documentation	Contact to Follow-up
	Yes	Strong maybe	Weak maybe	No						
Smart Location and Linkage										
SLL 1 Preferred Locations	5	3		2	8		Option 1 d, achieved by an infill site that is also a previously developed site (5 points)	Counted 111 intersections per square mi. Need to verify this calculation. (0 points). Located in HUD (EZ, QCT), need to confirm if this still applies and whether meets affordable housing criteria. (possible 3 additional points)		
SLL 2 Brownfields Redevelopment				2	0		Project site is not documented to contain contamination	Based on NPL and EPA Brownfields program.		
SLL 3 Locations with Reduced Automobile Dependence	7				7		Option 1 achieved by project being located in a transit-served location	Project served by Gold line and within 1/2 mi walk distance to red, purple, and silver line. Service exceeds 320 Weekday and 200 weekend trips		
SLL 4 Bicycle Network and Storage	1				1		Likely to be achieved by existing bicycle network of at least 5 continuous miles in length within 1/4 mile of bicycling distance of the project boundary as well as new proposed connections	Verify bike storage spaces for 10% of planned occupancy and low speed limit of 25mph; ensure bicycle storage is enclosed and secure; ensure on-site showers for new and existing developments. Possible 1 point bike storage and shower requirements met.	Identified bike paths on S Main and S Spring going > 5 mi west or south	
SLL 5 Housing and Jobs Proximity	3				3		Currently 1 point to be achieved by Option 3, infill project with nonresidential component. Most likely 3 points for new design since > 30% affordable housing is expected within the project boundary within 1/2 mile walk distance from existing full-time jobs	Determine existing dwelling units on property. Document map of full-time jobs in the area through public data sources. Final housing-jobs ratio should be at least 1:1. One point likely based on current conditions, 2 additional possible.		
SLL 6 Steep Slope Protection	1				1		Achieved by Option 1, no disturbance of slopes over 15%	Verified with elevation map. Obtain topographic map showing no steep slopes in the project boundary.		
SLL 7 Site Design for habitat	1				1		Achieved by Option 1, site without significant habitat, wetlands, or water bodies	Verify a document no imperiled species or ecological communities with state fish and wild agency and state natural heritage program.		
SLL 8 Restoration of Habitat			1		0		Determine if possible to achieve any native ecological communities in the area.	Work with qualitifed biologist to ensure restored areas will have native characteristics.		
SLL 9 Long-term Habitat Conservation				1	0		Unlikely to achieve.	Ensure no potential introduction of exotic species		
Neighborhood Pattern and Design										
NPD 1 Walkable Streets					9					

NPD 1a	x					Expected to achieve based on current conditions	Assumption based on site maps. Verify 80% building façade distance of < 25ft. New design meets specification.
NPD 1b	x					Expected to achieve based on current conditions. New design expected to achieve. A few existing blocks faced by parking	Assumption based on site maps. Verify 50% building façade distance of < 18ft. Ensure that new design meets specification.
NPD 1c	x					New design criteria to meet. Not all existing expected to meet based on google earth	Based on google earth.. Ensure new design meets specification for functional entries to buildings at 75 ft.
NPD 1d		x				Functional entries to current buildings unlikely to meet requirement.	Assumption based on google maps and site map measurements. Verify using appropriate calculations. Recommend new design meets specification for funtional entries every 30ft or less.
NPD 1e			x			Verify calculation. 1st Street businesses meet this requirement.	Assumption based on google earth. Verify using appropriate measurements. Ensure that 60% of new retail, service, or trade facades have clear glass between 3 8 ft above grade.
NPD 1f		x				Verify calculation. 1st St businesses may meet this requirement.	Assumption based on google earth. Verify with appropriate measurements. Ensure new development to have sidewalk facing doors and windows on 60% façade.
NPD 1g			x			Current retail likely meets this requirement.	Ensure that ground-level retail windows are kept visible and unshuttered in future design.
NPD 1h		x				Current on-street parking conditions likely to meet.	Assumption based on google earth and LA parking. Verify 70% of on-street parking for new and existing streets.
NPD 1i		x				Current conditions are expected to meet.	Assumption based on google earth calculation and LA city data. Most sidewalks exceed 10', which is the city requirement. All new development to meet.
NPD 1j	x					Current conditions presumed to meet and new design expected to meet.	Ensure that any new dwelling units achieve elevated finish of at least 24 inches above the sidwalk.
NPD 1k	x					Current conditions unlikely to meet threshold.	Some streets along the project area contain ground floor retail, while others contain parking lots. New design contains active ground uses. Calculation includes new and existing.
NPD 1l			x				

NPD 1m	x					Current conditions expected to achieve or exceed 1:3 ratio.	Verify calculation. Data may be available from GIS. New design will exceed building height-street 1:3 ratio.
NPD 1n			x			Residential streets do not meet, LA requirement is 25mph	Determine if there are all residential streets in the project area
NPD 1o	x					Existing non-residential streets expected to meet. 25 mph unless otherwise noted.	Determine if all streets meet requirement. Otherwise, consider lowering to 25pmh.
NPD 1p		x				Current conditions unlikely to meet threshold. New design expected to meet	Ensure that new design achieves driveways on no more than 10% of sidewalk length.
NPD 2 Compact Development	3	3			6	Current conditions believed to have a nonresidental density greater than 0.75 FAR.	Document FAR for all non-residential buildings. A higher residential DU/acre will achieve more credits. Verify percentage area of residential/non-residential
NPD 3 Mixed-Use Neighborhood Centers		4			4	Anticipated to achieved by more than 19 uses within 1/4 walk distance to current dwellings.	Project is greater than 40 acres, need to determine clustering of uses. There are greater than 19 diverse uses, so for maximum points, recommended 9 usese per neighborhood center.
NPD 4 Mixed-Income Diverse Communities	3	4			7	Includes San Pedro Firm (50-60% AMI) apartments, and potentially 4 other housing units to be confirmed.	Need to confirm calculation for Simpson Diversity Index and Affordable Housing. Potential for additional credits based on additional housing types.
NPD 5 Reduced Parking Footprint			1		0	Current conditions do not meet. New structured parking anticipated to achieve.	Based on current parcel conditions, parking footprint exceeds 20% of development footprint. Reduced parking footprint to no more than 20% recommended for new development.
NPD 6 Street Network			1		0	Current conditions do not meet.	Estimated 241 intersections/ sq. mile and through-streets greater than 400ft intervals on most blocks in the project boundary
NPD 7 Transit Facilities				1	0	Current conditions do not meet.	Consider improvements for transit facilities that include shelters, bike racks, kiosks and bulletin boards.
NPD 8 Transportation Demand Management			2		0	Current conditions do not meet.	Consider including developing TDM program.
NPD 9 Access to Civic and Public Space	1				1	Current conditions do not meet. Expected new design to achieve credit with civic space within the project area.	Verified by google maps. Verify distances for civic space at least 1/6th in area within 1/4 mi walk distance of 90% planned development.

NPD 10 Access to Recreation Facilities			1		0	Current conditions do not meet.	Approximately 50% of the project area is within 1/2 mi walk distance to City Hall Park, 2nd Street Park, or Grand Hall Park. Provide access for 90%
NPD 11 Visitability			1		0	Current dwellings expected not to meet.	Verify with San Pedro Firm Buildings.
NPD 12 Community Outreach	2				2	Achieved by Option 2, Community Design Charrette	Retain public engagement plan to be implemented.
NPD 13 Local Food Production		1			1	Project is located at 1/2 mile from project center to Downtown farmers market at 200 N Spring Street.	Verify that vendors items are grown with 150 miles.
NPD 14 Tree-Lined and Shaded Streets		2			2	Existing conditions unlikely to meet. New plan to incorporate street trees on First Street North site.	Plant street trees and increasing street canopy on both sides of the street at 40ft intervals. Verify exitsing conditions with GIS.
NPD 15 Neighborhood Schools				1	0	Unlikely to achieve based on current conditions. Neighborhood is served by Los Angeles Unified School District.	Closest schools are 1 mile walk distance. Consider a future neighborhood school to serve Little Tokyo
Green Infrastructure and Buildings							
GIB 1 Certified Green Buildings	5				5	Existing conditions do not meet	Option 2 for projects of all sizes; >= 50% of square footage to be certified. Need to confirm any existing buildings
GIB 2 Building Energy Efficiency	2				2	Existing conditions do not meet	New buildings able to achieve > 26% improvement. Ensure HERS Index Score of 75 for any residential.
GIB 3 Building Water Efficiency	1				1	Existing conditions do not meet	55% water efficiency achieved with district non-potable water system (living machine). Treated wastewater used for toilets, cooling towers and irrigation. New construction will achieve. Recommend existing buildings to be considered for renovation.
GIB 4 Water-Efficient Landscaping	1				1	Existing conditions do not meet	100% of irrigation water met with district non-potable water system. Expected to achieve for new construction design.
GIB 5 Existing Building Reuse		1			1	3 parcel sites will be totally new construction. One additional point for possible as GI assessment is considering building retrofits on 1st street.	Note: Project site is in a historic district, so cultural landscapes must not be demolished
GIB 6 Historic Resource Preservation and Adaptation		1			1	Likely to achieve, particularly if the 1st street buildings are included in the site as several are considered historic landmarks.	Refer to historic preservation district overlay
GIB 7 Minimized Site Disturbance	1				1	Expected to achieve for new construction design.	

GIB 8 Stormwater Management	4				4	Existing conditions do not meet	Expected 4 points based on soil infiltration potential and use of district stormwater system to manage 95 percentile event on-site.	New design anticipated to achieve 95% retention for 1.5 in average event
GIB 9 Heat Island Reduction	1				1	Existing conditions do not meet	Expected to achieve for new construction design.	
GIB 10 Solar Orientation		1			1	Existing conditions do not meet	TBD based on design.	
GIB 11 On-Site Renewable Energy Sources	1	2			3	Existing conditions do not meet	Approximatley 10% of energy need met onsite through solar PV.	Show potential through building energy performance simulation.
GIB 12 District Heating and Cooling	2				2	Existing conditions do not meet	At least 80% of heating and cooling provided by central plant. Planning on 100%.	
GIB 13 Infrastructure Energy Efficiency	1				1	Existing conditions do not meet	Expected to achieve for new construction design.	
GIB 14 Wastewater Management	2				2	Existing conditions do not meet	100% of wastewater will be treated and reused. Unused treated wastewater will be infiltrated on-site.	
GIB 15 Recycled Content in Infrastructure		1			1	Existing conditions do not meet	TBD. Still under consideration.	
GIB 16 Solid Waste Management Infrastructure	1				1		Expected to achieve for new construction design.	
GIB 17 Light Pollution Reduction			1		0	Existing conditions do not meet	Still under consideration.	
Regional Priority								
Regional Priority	2	2	2		4			
Regional Priority 1			x				Unlikely to achieve, but potential if all 12 credits are met.	
Regional Priority 2	x						Strong potential to achieve Regional Priority for Building Water Efficiency.	
Regional Priority 3		x					Potential to achieve Regional Priority for Mixed-Use neighborhood centers.	
Regional Priority 4			x				Unlikely, but potential to achieve based on diversity of housing.	
Regional Priority 5		x					Potential to achieve if 2 points are met based on tree-lined and shaded streets	
Regional Priority 6			x				Potential to achieve bike network and storage based on new design.	
Innovation and Design Process								
ID Credit 2	1				1		LEED accredited professional	
ID Credit 1	1		4		1		LEED certified buildings above 90%	
TOTALS	**62**	**25**	**14**	**7**	**87**			

	Data	Notes
SLLp1	landsat aerial photo: http://www.landsat.com/little-tokyo-california-aerial-p1732700.html	
SLLp2	http://planning.lacounty.gov/assets/upl/project/gp_2035_FIG_6-2_significant_ecological_areas.pdf	
SLLp3	measured distances from LA River, closest water body	
SLLp4	infill	
SLLp5	FEMA floodplain map: http://map1.msc.fema.gov/idms/IntraView.cgi?ROT=0&O_X=7734&O_Y=4140&O_ZM=0.076570&O_SX=1022&O_SY=559&O_DPI=400&O_TH=25532916&O_EN=23869009&O_PG=1&O_MP=1&CT=0&DI=0&WD=14408&HT=10448&JX=1160&JY=619&MPT=0&MPS=0&ACT=1&KEY=25532731&ITEM=1&PICK_VIEW_CENTER.x=838&PICK_VIEW_CENTER.y=212&R1=VIN	
	Los Angeles Flood Hazard map: http://navigatela.lacity.org/common/mapgallery/pdf/la_flood_haz_map.pdf	
NPD p1		Area = 45 acres
a	based on google street view	
b	average street widths approx 50-60 ft measured in Google Earth and with city records. Building heights average about a minimum of 50 feet based on city records	
	http://zimas.lacity.org/mapsheet.aspx?val=129A215	
c	http://ladot.lacity.org/pdf/StandardStreetWidths.pdf	
d	based on google street view	
NPD p2	based on city data, existing buildings estimated to achieve	
NPD p3	17 intersections/45 acres, 640 acres/mi = 241 intersections, through street distances exceet 800ft on 1st street north and temple street	
GIB p1	http://www.usgbc-la.org/resources/leed-projects	
GIB p2	http://zimas.lacity.org	
GIB p3	http://clkrep.lacity.org/onlinedocs/2009/09-0510_ord_180822.pdf	
GIB p4	provide documentation	

Sustainable Little Tokyo Vision Program Summary

prepared for LTSC, 01/17/14 by Mithun, Inc. and Puttman Infrastructure, Inc.

Proposed Use	GRAND TOTAL	Tot 1st North Site	Tot Mangrove Site	Station Site	1st St North			Mangrove Site						
					A	B	K	C	D	E	F	G	H	J
Residential Total	**758**	**195**	**563**	**-**	130	65	-	198	70	48	40	96	95	16
Hi-Rise (Units)	198	0	198	0	-			198						
Type III (Units)	349	0	349	0	-				70	48	40	96	95	
Type V over Type I (Units)	211	195	16	0	130	65								16
Non-Res Commercial Total	**136,000**	**89,000**	**39,000**	**8,000**	60,000	14,000	15,000	24,000	-	5,000	-	10,000	-	-
Retail (SF)	37,000	19,000	10,000	8,000	10,000	4,000	5,000	5,000				5,000		
Office (SF)	99,000	70,000	29,000	-	50,000	10,000	10,000	19,000		5,000		5,000		
Community / Cultural (SF)	**40,000**	**40,000**	**-**		-		40,000							
District Infrastructure (SF)	**20,000**	**20,000**	**-**	**-**			20,000							
Offstreet Car Parking (Stalls)	**941**	**440**	**501**	**-**	110	330		200	60	40	35	75	75	16
Bicycle Parking Facilities				**	*	**		*				*		**
New Open Space Total	**145,400**	**81,000**	**32,700**	**31,700**	34,700	31,000	15,300	9,150	-	7,650	3,100	4,700	-	8,100
Green Space / Park (SF)	46,700	14,000	32,700	-	1,000	3,000	10,000	9,150		7,650	3,100	4,700		8,100
Plaza (SF)	98,700	67,000	0	31,700	33,700	28,000	5300							

SUMMARY - COMPARATIVE PRO FORMA ANALYSES
LITTLE TOKYO SERVICE CENTER
LOS ANGELES, CALIFORNIA

			Alternative Construction Type Scenarios		
			Type III Construction	**Type I Construction**	**Type V Construction**
I.	**Scope of Development**				
	Number of Apartment Units		75	178	33
	Average Unit Size (Square Feet)		750	750	750
	Commercial (Square Feet)		14,850	8,910	11,140
	Number of Parking Spaces	[1]	97	191	49
II.	**Project Characteristics**				
	Number of Stories		6	20	4
	FAR		3.00	6.00	1.50
	Parking Type		2-Levels Subterranean	2-Levels Subterranean	1-Level Subterranean
III.	**Estimated Residual Land Values Per Square Foot of Land Area (Market Rate Scenarios)**		$219	($407) [2]	$206
IV.	**Estimated Residual Land Values Per Square Foot of Gross Building Area (Market Rate Scenarios)**		$73	($68)	$137
V.	**Estimated Financial Gap Per Very-Low Income Unit (Land + Direct Financial Assistance)**				
	9% Tax Credit Project		$85,800	$205,700	$136,200
	Tax-Exempt Multifamily Bond / 4% Tax Credit Project	[3]	$28,600	$366,800	$24,100
VI.	**Estimated Financial Gap for Workforce Units**				
	120% of LA County Median Income				$76,500

[1] The parking ratio is set at 1.00 spaces per apartment unit and 1.45 spaces per 1,000 square feet of retail building area.

[2] The achievable rents would need to increase by approximately 31% to bring the land value up to the amount currently supported by Type III construction.

[3] The Tax-Exempt Multifamily Bond / 4% Tax Credit scenario is based on the assumption that 20% of the units are set aside for very-low income households.

ESTIMATED GROSS LAND VALUE

LITTLE TOKYO SERVICE CENTER
LOS ANGELES, CALIFORNIA

		PARCELS									
		A	**B**	**D**	**E**	**F**	**G**	**H**	**J**	**K**	**TOTAL**
I.	**Residential Units**										
	Number of Apartments	130	65	70	48	40	96	95	16	0	**560**
	Average Unit Size (Sf)	750	750	750	750	750	750	750	750	0	
II.	**Gross Building Area**										
	Residential (Sf) [1]	121,875	60,938	65,625	45,000	37,500	90,000	89,063	15,000	0	**525,000**
	Cultural Space	0	0	0	0	0	0	0	0	40,000	**40,000**
	Commercial (Sf)	60,000	14,000	0	5,000	0	5,000	0	0	15,000	**99,000**
	Total GBA	**181,875**	**74,938**	**65,625**	**50,000**	**37,500**	**95,000**	**89,063**	**15,000**	**55,000**	**664,000**
III.	**Construction Type**	Type V	Type V	Type III	Type III	Type III	Type III	Type III	Type V	Type V	
IV.	**Development Cost / SF GBA**	$232	$232	$281	$281	$281	$281	$281	$232	$232	
V.	**Total Development Costs**	**$42,176,000**	**$17,378,000**	**$18,438,000**	**$14,048,000**	**$10,536,000**	**$26,692,000**	**$25,023,000**	**$3,478,000**	**$12,754,000**	**$170,523,000**
VI.	**Land Value / SF GBA** [2]	$137	$137	$73	$73	$73	$73	$73	$137	($122)	
VII.	**Gross Land Value**	**$24,989,000**	**$10,296,000**	**$4,793,000**	**$3,652,000**	**$2,739,000**	**$6,939,000**	**$6,505,000**	**$2,061,000**	**($6,696,000)**	**$55,278,000**

[1] Includes circulation SF equal to 25% of net residential SF.

[2] Assumes the cost of parking is included in the land value per square foot of GBA.

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Filename: Apts_LT_2 28 14; Gross Land Value_wo Parcel C

ESTIMATED NET LAND VALUE

LITTLE TOKYO SERVICE CENTER
LOS ANGELES, CALIFORNIA

I. Total Affordability Gap

Tax-Exempt Multifamily Bond / 4% Tax Credit Project	45	Units	$24,100	Affordability Gap / Unit	($1,085,000)
9% Tax Credit Project	75	Units	$136,200	Affordability Gap / Unit	(10,215,000)
9% Tax Credit Project	40	Units	$136,200	Affordability Gap / Unit	(5,448,000)
120% of LA County Median Income	50	Units	$76,500	Affordability Gap / Unit	(3,825,000)
Total Affordability Gap					**($20,573,000)**

II. Net Land Value w/ Affordable Housing

Gross Land Value	$55,278,000
(Less) Total Affordability Gap	(20,573,000)
Net Land Value w/ Affordable Housing [1]	**$34,705,000**

[1] Does not include the costs for any infrastructure improvements.

Prepared by: Keyser Marston Associates, Inc.
Filename: Apts_LT_2 28 14; Net Land Value wo Parcel C