

A SUSTAINABLE LITTLE TOKYO

サステナブル リトル東京



A SUSTAINABLE LITTLE TOKYO

TABLE OF CONTENTS

-  1. Introduction: Project Overview
-  2. Analysis: Little Tokyo Today & In the Future
-  3. Community Based Design
-  4. Community Vision
 - Development Vision
 - Strong Community Fabric
 - Economic Vitality and Business
 - Mobility and Linkages
 - Sustainability / Mottainai
-  5. Catalysts and Next Steps
-  6. Appendix

1. INTRODUCTION

イントロダクション



PROJECT OVERVIEW

A SUSTAINABLE LITTLE TOKYO

The Little Tokyo community undertook this visioning project recognizing that this over 100-year old neighborhood faces a crossroads to a new future. The new Little Tokyo/Arts District Regional Connector station will be key to this future, bringing attention and new life as it is expected to become one of the busiest transit stations in Los Angeles County. We have been working hard with Metro to ensure that the station enhances Little Tokyo's cultural and historic assets. We now have a vision for sustainable development that brings us into the future. It is a vision to reduce greenhouse gas emissions, promote the local economy, address social equity and access for all incomes and backgrounds, and preserve this neighborhood's unique cultural heritage.

Our goal was to establish a grass-roots vision grounded in and highlighting the cultural and historical assets of this resilient 130-year old neighborhood. We see an opportunity for a

groundbreaking public-private partnership to redevelop publicly-owned property in a way that meets environmental, equity, and community goals. Our community vision includes new commercial and cultural facilities appropriate to our local roots and international connections, market rate and affordable housing, an enhanced open space network, energy and water infrastructure, and a balanced approach to mobility emphasizing pedestrian and bike access while respecting the realities of gradually shifting Los Angeles' car-centric culture. This vision can achieve a platinum rating under the Leadership in Energy and Environmental Design (LEED) for Neighborhood Development demonstrating concretely a framework for achieving environmental performance.

Furthermore, this vision is catalyzing an even broader strategy for the entire Little Tokyo neighborhood as a Cultural EcoDistrict. We hope to build real and lasting neighborhood-scaled

infrastructure that marries resource efficiency and greenhouse gas reductions with the thriving and resilient cultural and artistic traditions that make up this community's DNA.

This document can be read as a planning framework setting forth the community's values, aspirations, and priorities. It can also be read as a literal development plan tested for economic feasibility with realistic achievable outcomes.

計画概要

サステナブル リトル東京とは

リトル東京コミュニティは、この100年以上続く地域が新しい未来への分岐路へ来ていると感じ、このプロジェクトに着手しました。リトル東京・アートディストリクト地下鉄駅は、ロサンゼルス郡でも最も忙しい駅の一つになることが予想されるため、多くの注目と新たな命を吹き込むことのできる未来の鍵となります。

わたしたちは、この駅がリトル東京の文化および歴史的な財産を発展させるためにメトロと協力し努力してきました。今わたしたちには将来に向かって、持続可能な開発をするというビジョンがあります。それは、温室効果ガス削減、地域経済活性化、平等な社会、すべての所得層やバックグラウンドを持つ人たちとのつながり、そしてこの地域のユニークな文化的遺産保護というビジョンです。

私たちの目的は、強く、130年の歴史を持つこの地域の文化的、歴史的財産に根付き、協調する草の根のビジョンを確立することでした。私たちは、環境、公平性およびコミュニティの目標を満たすために、公営の不動産物件を再開発する画期的な官民パートナーシップの機会を見つけました。私たちのコミュニティのビジョンには、私たちの地元のルーツや国際交流に適切な新しい商業・文化施設、市場価格と低所得者用住宅、より良いオープンスペースのネットワーク、エネルギー、水インフラ、徐々に変化しているロサンゼルス車中心の文化を尊重しつつ、歩行者や自転車のアクセスを重視したバランスのとれた移動手段へのアプローチが含まれます。このビジョンは、具体的に環境性能を実現するためのフレームワークを示すことにより環境性能評価システム（LEED）の近隣地区開発の項目でプラチナ評価を得ることができます。

さらに、このビジョンは、文化エコ地区などリトル東京地区全体のためにもより広範な戦略を引き起こします。私たちは、資源効率化と温室効果ガス削減とこのコミュニティのDNAを構成する、回復力の強い文化的・芸術的伝統とを融合させ、現実的で持続的な地域スケールのインフラストラクチャーを構築したいと考えています。

この文書は、コミュニティの価値観、願望、そして優先順位を記載した計画のフレームワークとして、または現実的に達成可能な成果と経済的実現可能性についてテストされた文字通りの開発計画としても読み取ることができます。

THANK YOU!

Sustainable Little Tokyo Task Force

Little Tokyo Community Council Planning and Cultural Preservation Committee

People

Alison De La Cruz

Bill Watanabe

Bobby Garza

Brian Kito

Chris Aihara

Craig Ishii

Dean Matsubayashi

Don Nose

Doug Aihara

Evelyn Yoshimura

Greg Kimura

Helen Ota

Irene Simonian

Jeff Liu

Joanne Kumamoto

Joasia Garza

Kathy Masaoka

Kristin Fukushima

Leslie Ito

Michael Nauyok

Michael Okamura

Mike Okamoto

Patty Nagano

Rev. William Briones

Robert Navarro

Roger Rudick

Steve Nagano

Tanner Blackman

Thomas Yee

Traci Kato-Kiryama

Yasue Clark

Yoshio Lee Aoki

Yuriko Mary Shikai

Venues

Far Bar

Far East Building

Japanese American
Cultural and Community
Center

Japanese American
National Museum

Koyasan Buddhist Temple

Little Tokyo Koban

Nishi Hongwanji Buddhist
Temple

Señor Fish

Union Center for the Arts

Food Vendors

Restaurant AOI

Café Dulce

Nijya Market

Sandwich Smith

Yamazaki Bakery

Project Funded by

Local Initiatives Support Corporation

Enterprise Community Partners

University of California Los Angeles

JP Morgan Chase

PROJECT PARTICIPANTS

プロジェクト 参加関係各位



Little Tokyo Service Center (LTSC)



Little Tokyo Community Council (LTCC)



Natural Resources Defense Council (NRDC)



LA Local Initiatives Support Corporation (LISC)



Enterprise Community Partners



Mithun



M. Okamoto & Associates, Inc.



Estolano LeSar Perez



Global Green USA



Keyser Marston Associates



Puttman Infrastructure

PROJECT GOALS

A SUSTAINABLE LITTLE TOKYO

To establish the community's vision for sustainable transit-oriented development around the Little Tokyo/Arts District Station station that furthers and enhances Little Tokyo's cultural and historic assets.

プロジェクト目的

サステナブル リトル東京とは

リトル東京の文化および歴史的財産の発展を目的とした、1st ストリート/セントラル駅周辺の環境に優しい地域開発をすると共に、コミュニティの未来像を確立する。



THEMES AND ASPIRATIONS

A SUSTAINABLE LITTLE TOKYO

テーマ及び目標

サステナブル リトル東京とは

- Preserve Little Tokyo's Historic and Cultural Identity
- Serve as a Multicultural and Multi-generational Destination
- Rebuild a Complete Neighborhood
- Maintain a Strong Social and Community Fabric
- Promote Resource Conservation (Mottainai)

- リトル東京の歴史と文化のアイデンティティの保存
- 多様文化と多様世代のデスティネーションとなること
- 完備された街の再構築
- 強い社会とコミュニティー組織のつながりを維持すること
- 環境に優しく「もったいない」という意識を広めること



2. ANALYSIS: LITTLE TOKYO

分析: リトル東京

Analysis



ANALYSIS

A SUSTAINABLE LITTLE TOKYO

In the 1880s, Japanese immigrants began setting up homes and small businesses in what became known as Little Tokyo. Over 130 years later, despite the community's World War II forced relocation, Little Tokyo's resilience shows in its cultural economy, institutions, small businesses, and connections to contemporary Japan. A market snapshot produced by the Local Initiative Support Corporation (LISC) demonstrates the strength of Little Tokyo as a regional economy and destination, with a "retail float" of \$288 million flowing into the neighborhood's economy annually. This regional economy will be enhanced and supported by the completion of the new Little Tokyo/Arts District Regional Connector station.

The location of the new station presents a unique opportunity for sustainable transit-oriented development. The station sits at an intersection with multiple publicly-owned parcels: First Street North and the "Mangrove" site, west and east

of Alameda respectively. These sites, together comprising 19.5 acres, present an opportunity to transform surface parking lots and reclaim a lost urban fabric of storefronts, residences, streets, and personal stories. It is a literal crossroads between multiple Downtown neighborhoods including the Civic Center, Arts District, and Boyle Heights

Despite the loss of the Los Angeles Community Redevelopment Agency's (CRA-LA) redevelopment powers, a window of opportunity exists to leverage a flurry of planning and development activity in and around Little Tokyo. These opportunity sites can connect to current efforts to redevelop Parker Center, revitalize the LA River, implement the Union Station Master Plan and High Speed Rail, and highlight proposed future projects including the Budokan of Los Angeles, and Park 101.

分析

サステナブル リトル東京とは

1880年代に、日系移民は住宅や中小企業を現在リトル東京と呼ばれる地域に設立し始めました。それから130年以上を経て、第二次世界大戦時に強制収容を余儀なくされたにもかかわらず、リトル東京の回復力はその文化、経済、教育機関、中小企業、現在の日本へのコネクションを保ち続けるという形で表示されています。ローカル・イニシアティブ・サポート・コーポレーション (LISC) によって作成される市場のスナップショットによると、「小売フロント」で、毎年地域の経済に2億8800万ドルの流入があるとしており、リトル東京の地域経済およびショッピング・娯楽エリアとしての強さを表示しています。この根強い経済力は新リトル東京・アートディストリクト地下鉄駅の完成により、強化し支持されることとなります。

新地下鉄駅の位置は、持続可能な交通機関を主幹とした開発のためのユニークな機会を提供します。

駅の予定地は、ファーストストリート北および“マングローブ”予定地、アラメダ西と東といったいくつかの公共所有地のある交差点に位置しています。これらの敷地は合計すると19.5エーカーあり、現在位置する地上駐車場を転換し、失われてしまった都市部の商店、住宅、通り、人々の歴史を取り戻す絶好の機会を生み出します。この予定地はシビックセンター、アーツディストリクト、ボイルハイツなどのダウントウン地域の文字通りの交差路なのです。

ロサンゼルス・コミュニティ再開発機構(CRA-LA)の喪失による再開発力の減少にもかかわらず、リトル東京、またその周辺での開発計画活動を利用する機会はまだあります。これらの用地は現在のパーカーセンター再開発、ロサンゼルス川再生運動の再活性化、ユニオンステーションマスタープランおよび高速レールの実施、およびロサンゼルス武道館やパーク101のような現在提案されているプロジェクトを強調することにつながります。

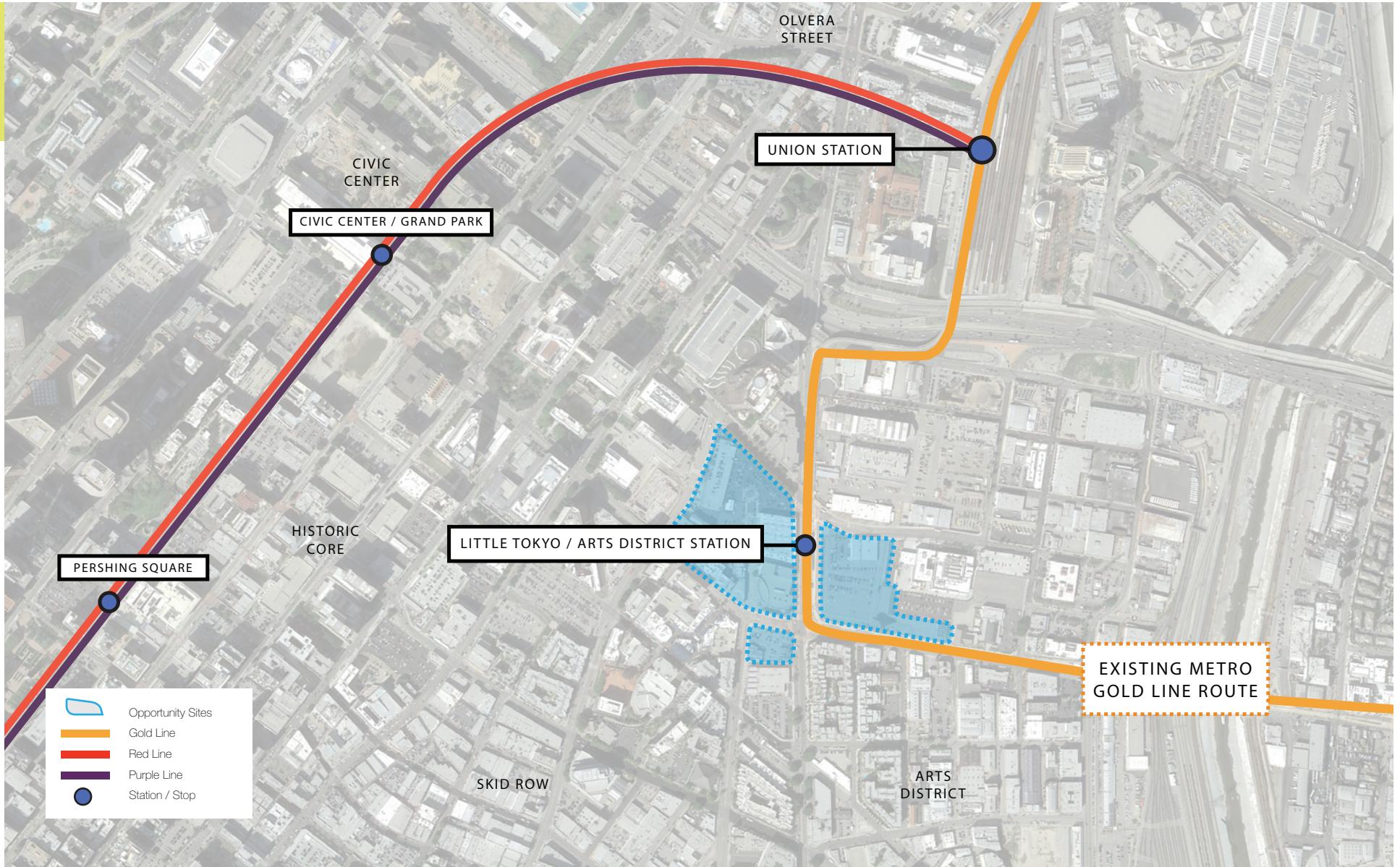
LITTLE TOKYO TODAY

OPPORTUNITY SITES & EXISTING TRANSIT

今日のリトル東京

可能性のある土地及び既存の交通機関

Analysis

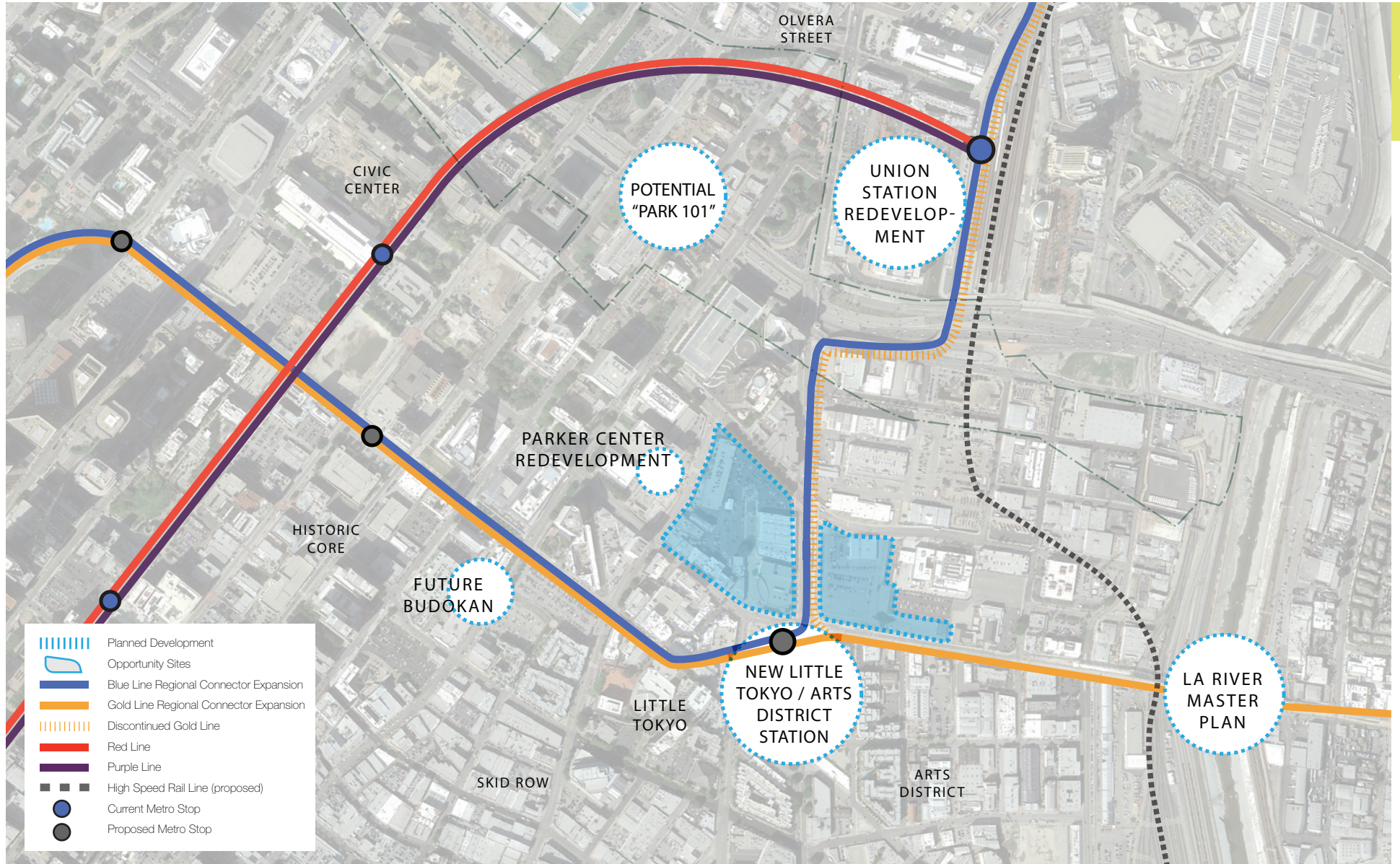


FUTURE DEVELOPMENT

OPPORTUNITY SITES & SURROUNDING NEIGHBORHOOD

予定されている開発

可能性のある土地及び周辺エリア



Analysis

LITTLE TOKYO

MARKET ANALYSIS

リトル東京

マーケット分析

Trade Area Retail Market Study

Little Tokyo is a destination market in multiple ways for multiple customer groups. Diversity abounds. Retail and business \$ are flowing into the community from the surrounding communities, work force and tourism.

GEOGRAPHICAL BOUNDARIES

Little Tokyo Trade Area Covers boundaries that extend from approximately the 101 freeway to the North, Los Angeles Street to the West, Los Angeles River to the East and 5th Street to the South. In order to include all of the present-day Little Tokyo community, this Market Profile comprises block groups that also include segments of the Arts District and Skid Row.



KEY DEMOGRAPHIC INDICATORS

Population Total

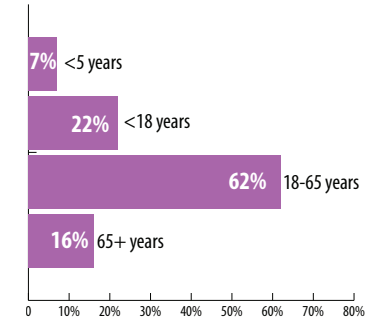
2000: **5,825**
 2012: **5,863**

There have been changes in age, race and income while the total population has remained essentially the same.

Race & Ethnicity

White Alone: 28%
 Black Alone: 19%
 Asian Alone: 46%
 Other: 7%
 Hispanic: 16%

Age Distribution



Households

Households: 2,897
 Families: 727
 Average Household Size: 1.3
 Householders living alone: 1,800
 Female Householders living alone: 793

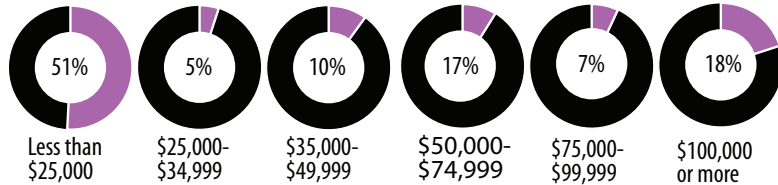
Occupied Housing Units

Owner: 26%
 Renter: 74%

INCOME DISTRIBUTION

35%

of all households in the Little Tokyo Trade Area have an annual income of \$50k or greater



Median Income (2010):
\$26,774

Households with incomes over \$50,000/ Sq. Mile:
1,423

Estimated Average Effective Buying Power (2012):
\$30,895

Estimated Median Effective Buying Income (2012):
\$20,138

Estimated Aggregate Effective Buying Income (2012):
\$95,603,617

\$72 million
 Total Demand (2012)

\$360 million
 Total Supply (2012)

\$288 million
 Total Opportunity Gap (2012)

このエリアの平均年収は35%以上が\$50,000以上である
 リトル東京商業（トレード）エリアマップ

ANALYSIS

MARKET ANALYSIS

リトル東京

マーケット分析

RETAIL ANALYSIS

Retail Category	Demand (Consumer Spending)	Supply (Store Sales)	Retail Float*
Furniture & Home Furnishings Stores	\$1,301,714	\$7,004,031	\$-5,702,317
Electronics & Appliances Stores	\$1,666,933	\$7,517,552	\$-5,850,619
Building Material & Garden Equipment	\$5,743,584	\$8,093,373	\$-2,349,789
Food & Beverage Stores	\$11,019,533	\$99,194,966	\$-88,175,433
Health & Personal Care	\$4,872,236	\$26,085,447	\$-21,213,211
Clothing & Clothing Accessories Stores	\$2,702,513	\$48,667,961	\$-45,965,448
Sporting Goods, Hobby, Book, & Music Stores	\$1,332,117	\$12,395,706	\$-11,063,589
General Merchandise Stores	\$9,360,982	\$20,805,142	\$-11,444,160
Miscellaneous Store Retailers	\$1,816,458	\$24,878,323	\$-23,061,865
Foodservice & Drinking Places	\$9,237,921	\$54,294,722	\$-45,056,801

Foodservice & Drinking Places: Breakdown	Demand (Consumer Spending)	Supply (Store Sales)	Retail Float*
Full-service Restaurants	\$4,173,847	\$26,224,891	-22,051,044
Limited-service Eating Places	\$3,928,248	\$24,052,728	\$-20,124,480
Special Foodservices	\$765,834	\$ 2,074,678	\$-1,308,844
Drinking Places – Alcoholic Beverages	\$369,992	\$ 1,942,426	\$-1,572,434

Health & Personal Care Stores: Breakdown	Demand (Consumer Spending)	Supply (Store Sales)	Retail Float*
Pharmacies & Drug Stores	\$4,241,605	\$19,541,442	\$-15,299,837
Cosmetics, Beauty Supplies and Perfume Stores	\$179,129	\$3,881,690	\$-3,702,561
Optical Goods Stores	\$130,813	\$883,199	\$-752,386
Other Health & Personal Care Stores	\$320,689	\$1,779,116	\$-1,458,427

Food & Beverage Stores: Breakdown	Demand (Consumer Spending)	Supply (Store Sales)	Retail Float*
Supermarkets & Other Grocery Stores	\$9,661,948	\$87,974,101	\$-78,312,153
Beer, Wine, & Liquor Stores	\$567,103	\$768,201	\$-201,098
Convenience Stores	\$463,045	\$602,911	\$-139,866
Specialty Food Stores	\$327,437	\$9,849,753	\$-9,522,316

RETAIL FLOAT*, a measure of the amount of retail opportunity in the trade area, and is calculated as the difference between buying power (demand) and retail sales (supply).

3. COMMUNITY BASED DESIGN

コミュニティデザイン基盤

Community
Based Design

COMMUNITY INPUT SYNTHESIS コミュニティーインプットによる THEMES AND ASPIRATIONS テーマ及び目標付け

Through a bottom-up participatory design process, our design team translated statements of values, aspirations, and development suggestions into a community vision. Over 200 community members participated in this process throughout 2012 and 2013.

Based upon previous planning exercises and recent focused attention on defining cultural preservation, the community identified four core strategies for preserving and enhancing Little Tokyo's historic and cultural identity:

- Serve as a multicultural and multigenerational destination
- Rebuild a complete neighborhood
- Maintain a strong social and community fabric
- Promote resource conservation (Mottainai)

The design team interpreted these strategies, along with an added dimension of mobility and linkages, to create a coherent framework for sustainable transit-oriented development. Design alternatives were then tested against the sustainability metrics of LEED for Neighborhood Development, real estate market economics, and opportunities to leverage public policy and public sector goals.

一般市民参加型デザインプロセスを経て、私たちのデザインチームは価値計算書、願望、および開発における提案をコミュニティのビジョンへと転換してきました。2012年、2013年を通じて、200人以上のコミュニティメンバーがこのプロセスに参加しました。

以前の計画および最近の文化的保存を定義することへの着目に基づき、コミュニティはリトル東京の歴史および文化的アイデンティティを保存そして向上させるために、4つの主となる戦略を特定しました。

設計チームはこれらの戦略を機動性と連携を視野に入れながら、公共交通手段を主とする開発の理解しやすいフレームワークに転換しました。そしていくつかの設計案が近隣地域開発、不動産市場経済、および公共政策および公共政府の目標を活用する機会の項目で、環境性能評価システム (LEED) 持続可能性メトリックス測定基準で使いテストされました。

PARTICIPATORY DESIGN FRAMEWORK

参加型デザインの枠組み

コミュニティインプット

Community Input

- » Task Force
- » Topical Conversations
- » Focus Groups
- » Creative Engagement
- » Design Demonstrations



ドラフト代替案

Draft Alternatives

- » Scale/Density of Buildings
- » Potential Uses
- » Open Spaces
- » Parking
- » Pathways/streets
- » Landscaping
- » Energy/Water system



コンセンサスビジョン

Consensus Vision

- » Proposed development pattern
- » Potential Uses
- » Promotes community values
- » Sustainability metrics
- » Implementation steps

Economic Feasibility through Neighborhood Market Analysis and Real Estate Market Analysis



Implementation feasibility through consultation with City/Metro



COMMUNITY CHARRETTE

コミュニティー最後の追い込み ブレインストーミング

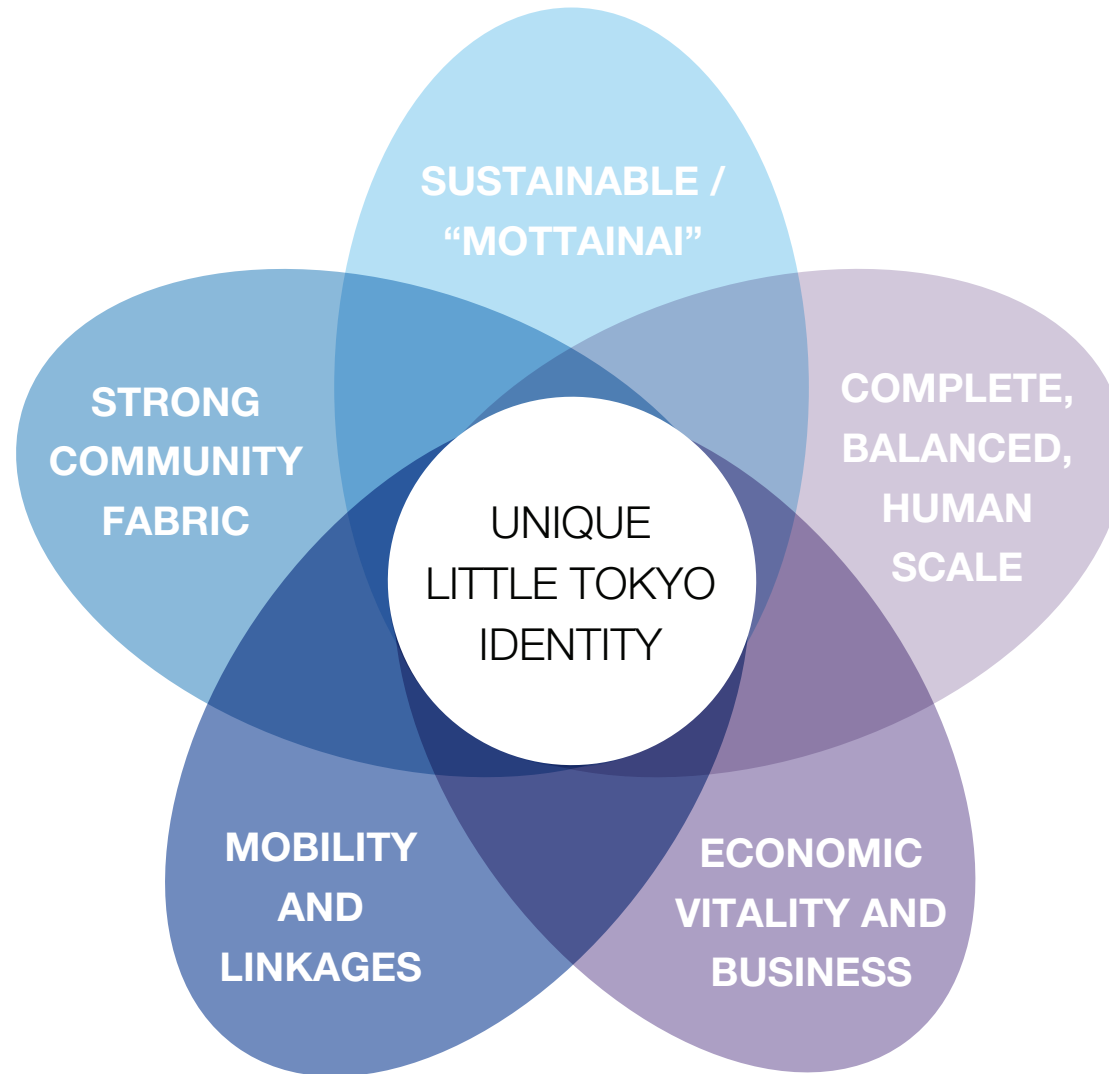


3 DAY CHARRETTE WITH 200 PARTICIPANTS FROM:

Public Agencies. City of Los Angeles, Office of the Mayor . Los Angeles City Council District 14 . Los Angeles Department of Water and Power . Los Angeles Department of City Planning . Los Angeles Department of Public Works . Metropolitan Transit Authority . Department of Cultural Affairs, Los Angeles . **Residents .** Little Tokyo Towers . Miyako Gardens . Far East Building . San Pedro Firm Building . Tokyo Villa . Teramachi Homes . Savoy Community Association . Casa Heiwa . Little Tokyo Hotel . Oregon Hotel . Daimaru Hotel . **Community Groups and Businesses .** Little Tokyo Community Council . Little Tokyo Historical Society . Little Tokyo Senior Residents Association . Little Tokyo Business Association . Little Tokyo Public Safety Association . Kizuna . Little Tokyo Roots . Friends of Little Tokyo . NikkanSan . Rafu Shimpo . Nikei for Civil Rights and Redress . Japanese American Citizens League . Budokan of Los Angeles . Bunkado . Mr. Ramen . Mitsuru Grill & Cafe . Nirvana Bar & Grill . Little Tokyo Koban . Fugetsu-Do . Artspace . The Actors Fund . API Small Business Program . Mike Okamoto & Associates . Aihara & Associates Insurance Services . Kaji & Associates . East Los Angeles Community Corporation . Skid Row Housing Trust . **Community Institutions .** Los Angeles Homba Hongwanji Buddhist Temple . Koyasan Buddhist Temple . Centenary United Methodist Church, Los Angeles . Japanese American National Museum . Japanese American Cultural & Community Center . East West Players . L.A. Artcore . Visual Communications . Museum of Contemporary Art, Los Angeles

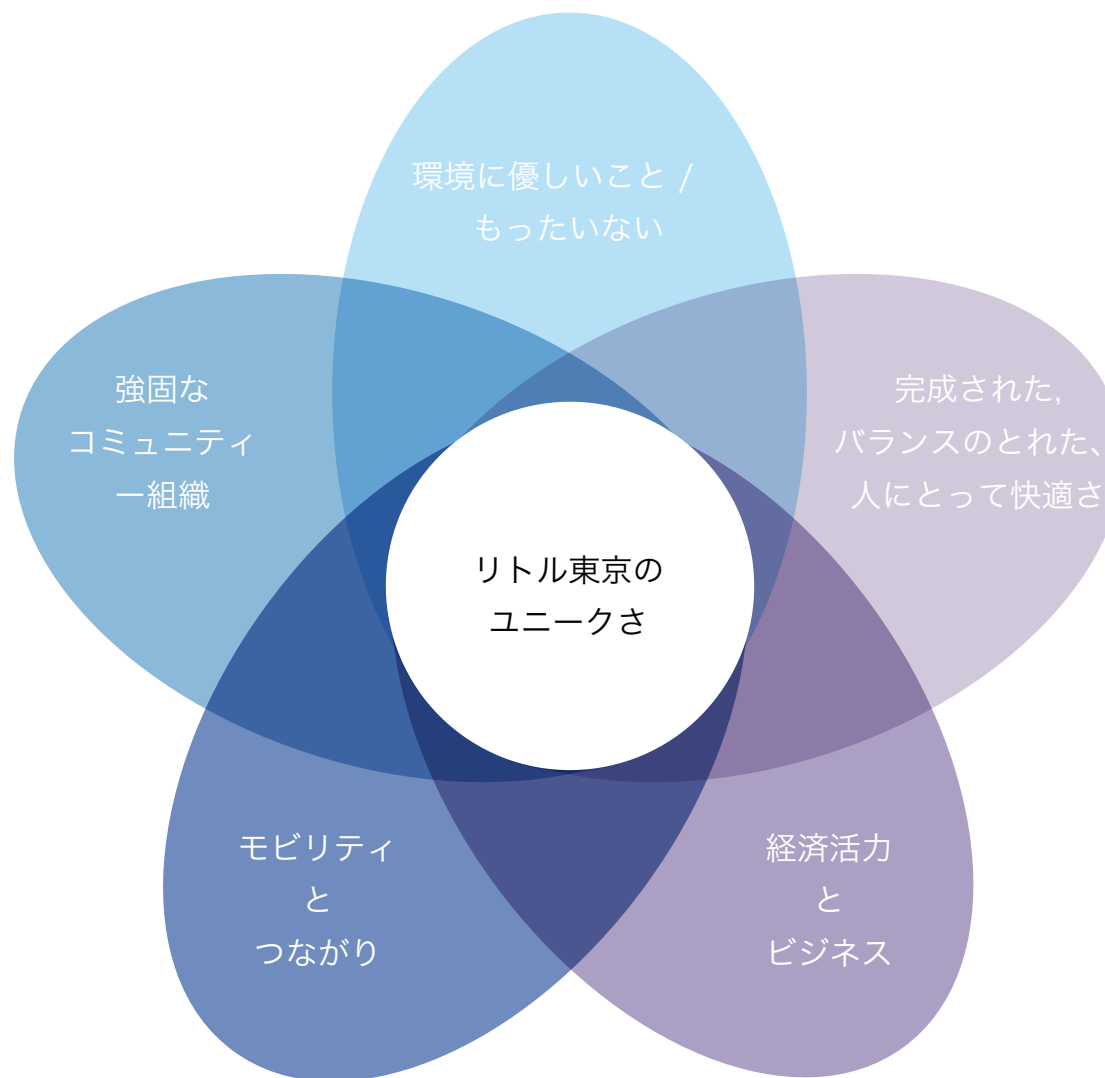
DEVELOPING THE COMMUNITY VISION

A SUSTAINABLE LITTLE TOKYO



コミュニティビジョンの発展

サステナブル リトル東京とは



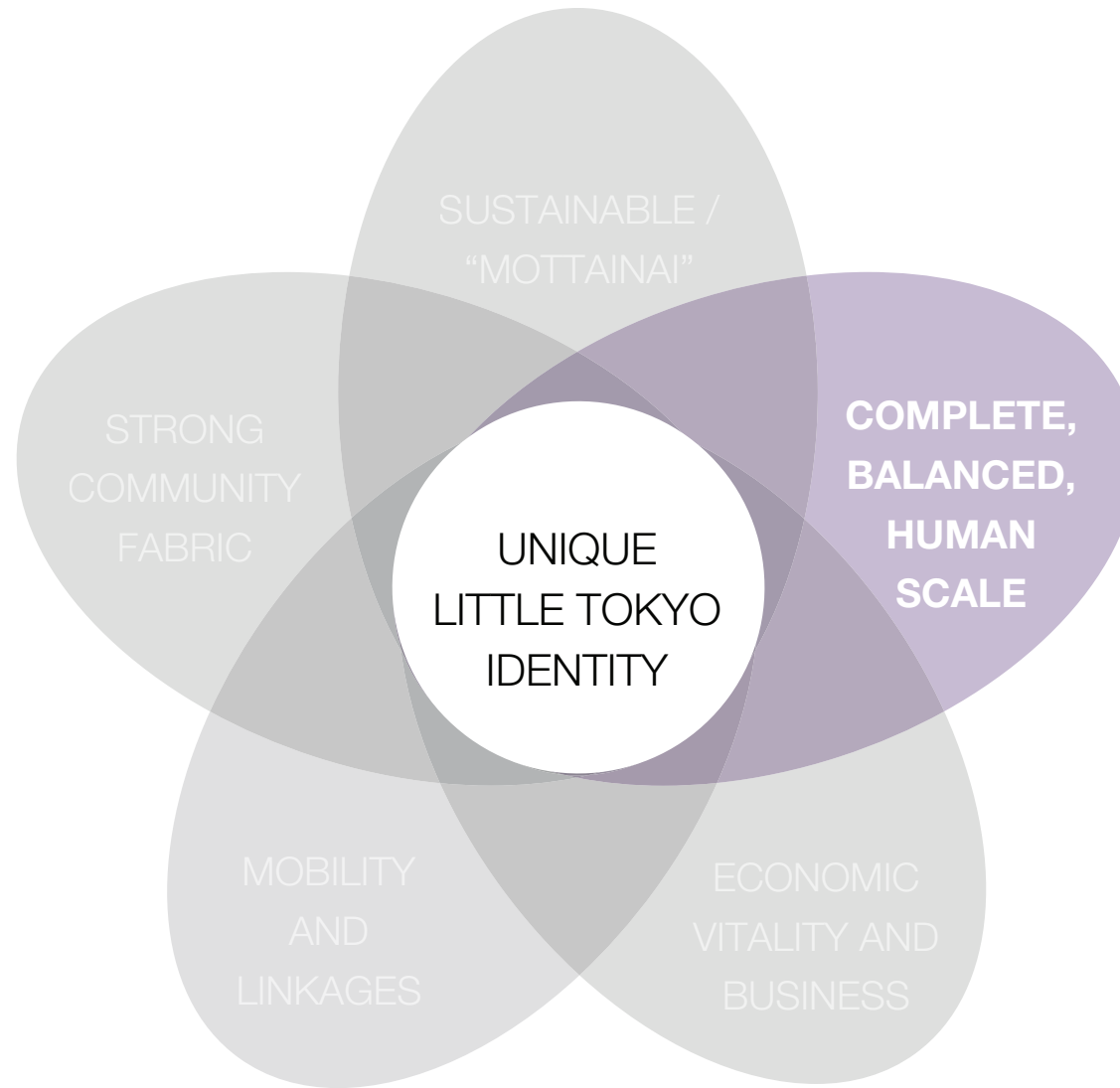
4. COMMUNITY VISION コミュニティの未来像



Community
Vision

COMPLETE, BALANCED, HUMAN SCALE

A SUSTAINABLE LITTLE TOKYO



Community
Vision

DEVELOPMENT VISION

A SUSTAINABLE LITTLE TOKYO

The community's vision is captured in an integrated urban design scheme for the First Street North block, the Mangrove block, and suggestions for modest development at the station site itself. The development program balances community priorities for new open space, new housing, and new commercial space. It takes advantage of historical street patterns, reviving Jackson Street and Rose Street, and creates a pedestrian experience from the new station connecting east to the Nishi Hongwanji Temple. It proposes a future phase high-rise tower strategically placed to mitigate any negative impact on existing neighborhood patterns.

The vision proposes innovative, cutting edge green infrastructure elements including a shared district energy grid, a shared heating/cooling system, a shared stormwater bank, and "living machine" greywater filtration systems. These systems express at a district level the community value of

"mottainai", to reduce waste as much as possible. They also have the potential to create value for the community and its small businesses and non-profit institutions. We also integrated bike and car sharing, electric vehicle charging stations, and other transportation demand management strategies that will eventually reduce car ownership and usage in the neighborhood over time.

Our goal was not to create a fully realized development proposal – we have not secured investors and development partners, although we know our community has the capacity to do so. Still, we have tested the feasibility of these elements as a whole. With the exception of the high-rise tower, they are supportable based upon current market realities, and still offer value to the City in return for land. The plan creates 170 units of affordable housing, new open space, and allows for community and cultural facilities. The developments could be financed through a

combination of private investment, Low Income Housing Tax Credits and New Markets Tax Credits, as well as innovative financing and ownership structures.

The proposed development should be understood as a phased, 5-10 year plan that considers the construction timetable of the Regional Connector line, the potential redevelopment of Parker Center, and the pedestrian linkages tied to the Regional Connector.



発展のためのビジョン

サステナブル リトル東京とは

コミュニティのビジョンはファーストストリート北のブロック、マングローブブロックの統合された都市デザイン構想および駅用地への適度な開発への提案の中に取り入れられています。開発プログラムはコミュニティのニーズである新たなオープンスペース、新しい住宅、そして新たな商業スペースのバランスをほどよく保つように計画されており、歴史的な通りのパターン、ジャクソンストリート、およびローズストリートを再活性化し、新しい駅から西本願寺に東に接続する経路は歩行者に優しいデザインになっています。また将来の高層タワーの建設も見込み既存の地域パターンへの良くない影響をさけるように戦略的に設置されています。

ビジョンは地区共有エネルギー・グリッド、共有加熱/冷却システム、共有の雨水タンク、および“リビングマシン”と呼ばれる家庭雑排水処理シス

テムなど、革新的な最新の環境に優しいインフラストラクチャーを提案しています。これらのシステムは無駄になるものをできるだけ減らす“もったいない”というコミュニティの価値感を表現しており、コミュニティ、そしてそこに位置する中小企業や非営利団体に対する付加価値を創造する可能性を持っています。また、自転車および自動車の相乗り、電気自動車のための充電ステーションなど、将来的に自動車の所有数や地域での自動車の使用を削減する他の交通需要管理戦略を取り入れています。

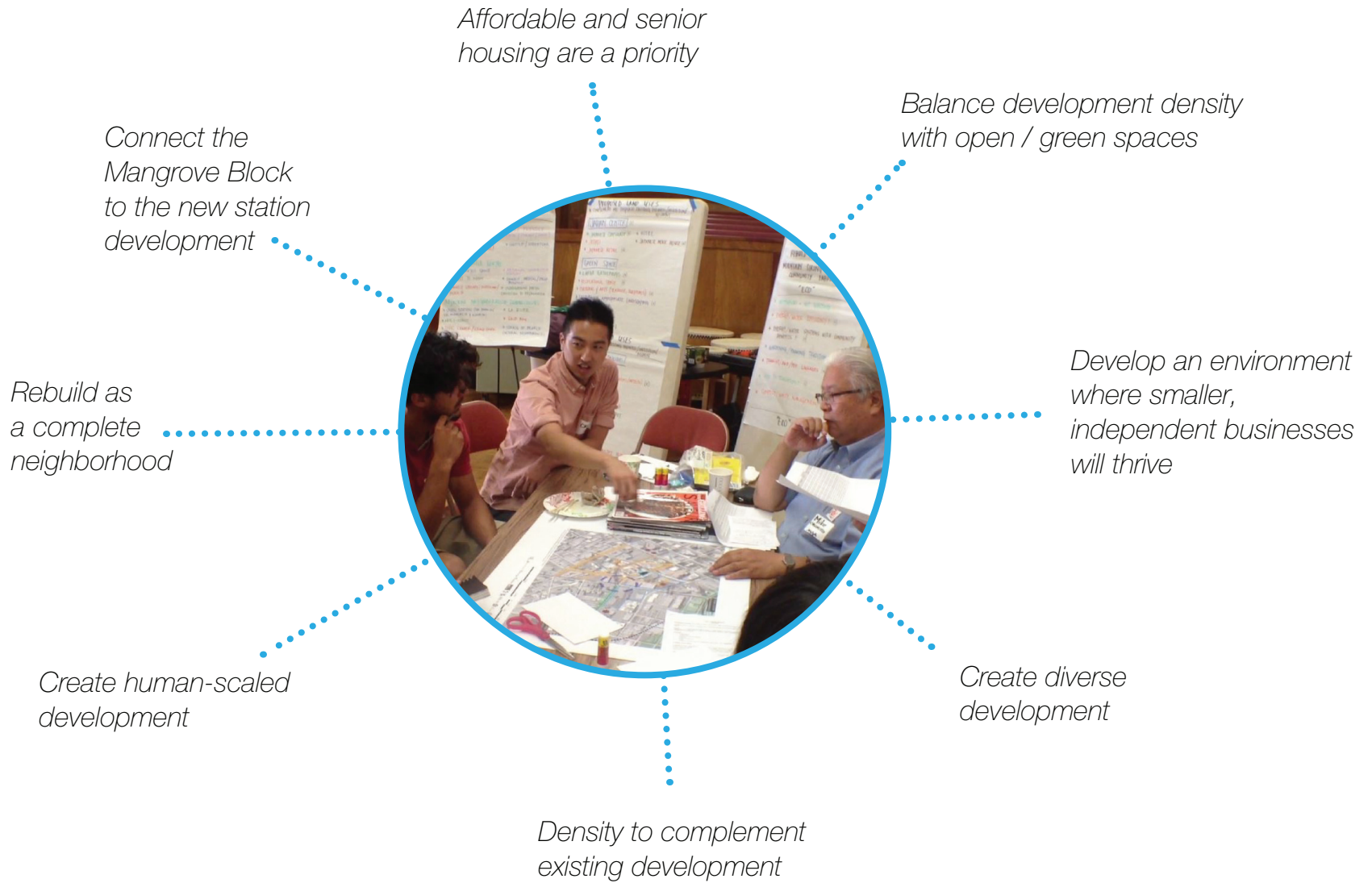
私たちのゴールは完全に実現された開発提案をすることではありませんでした。私たちのコミュニティには可能性があるにもかかわらず投資家および開発パートナーを確保していません。それでも私たちは、これらの要素の実現可能性を全体的にテストしてみました。高層タワーを除き、現在の市場の現状を踏まえると、それらの可能性は支持しえるものであり、土地の使用と引き換えに市に十分価

値を与えるものだという結果が出ました。この計画は170ユニットの低所得者用住宅、新たなオープンスペース、およびコミュニティや文化施設の建設も可能になります。開発は民間投資、低所得住宅税控除や新市場税額控除だけでなく、革新的な資金調達、所有構造の組み合わせにより可能になります。

提案された開発は段階的なもので、地下鉄（リージョナルコネクター）、パーカーセンターの再開発の可能性、地下鉄に接続された歩行者道路の建設日程を考慮し、5年から10年計画として考えられています。

DEVELOPMENT VISION / COMPLETE, BALANCED, HUMAN SCALE

WHAT WE HEARD FROM THE COMMUNITY



COMMUNITY VISION DESIGN コミュニティビジョンデザイン

UNIQUE LITTLE TOKYO IDENTITY

リトル東京のユニークさ



Community
Vision

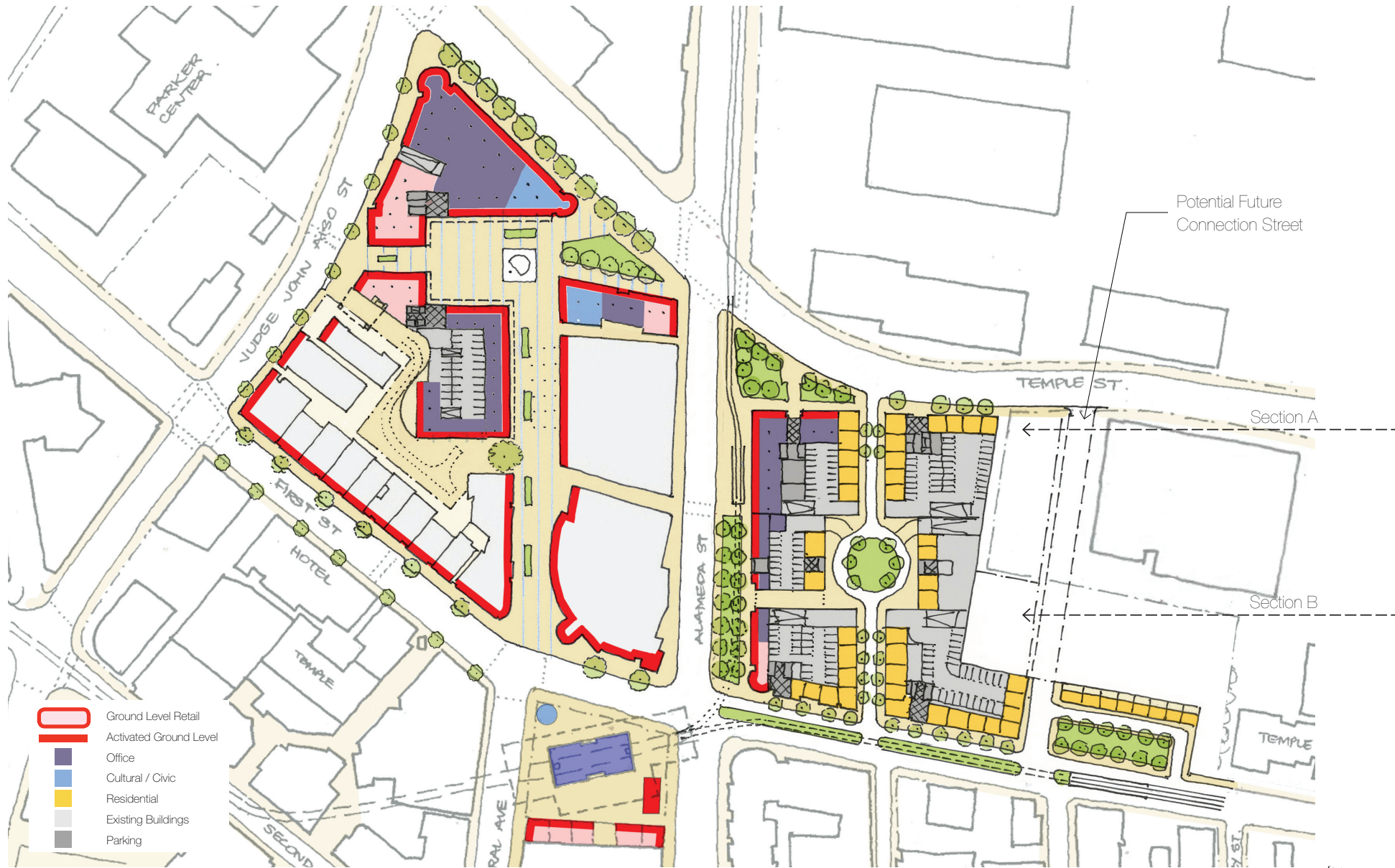
COMMUNITY VISION PLAN

GROUND LEVEL CONCEPTUAL PLAN

コミュニティビジョン計画

地上階コンセプト図

Community Vision

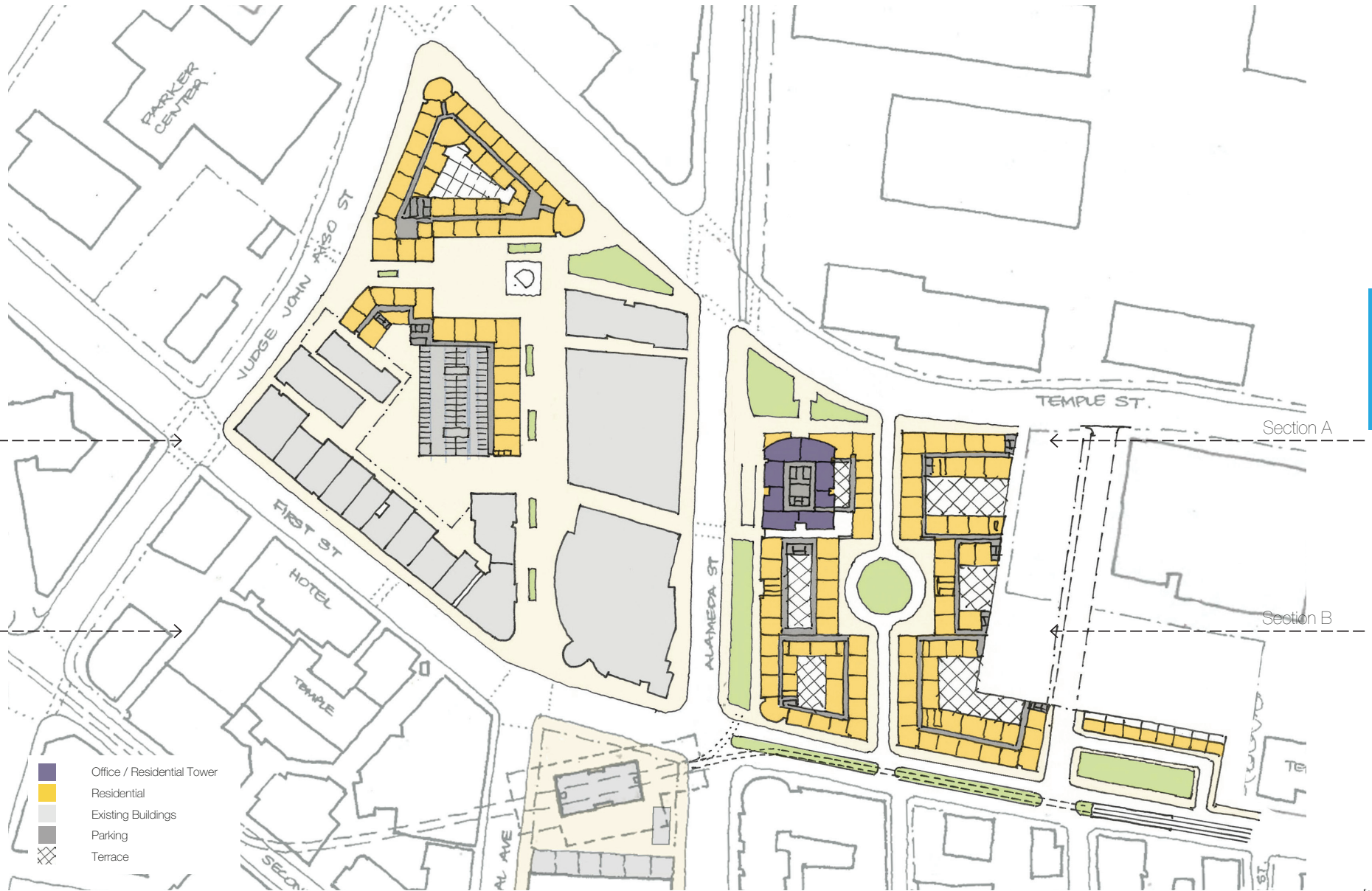


COMMUNITY VISION PLAN

UPPER LEVEL CONCEPTUAL PLAN

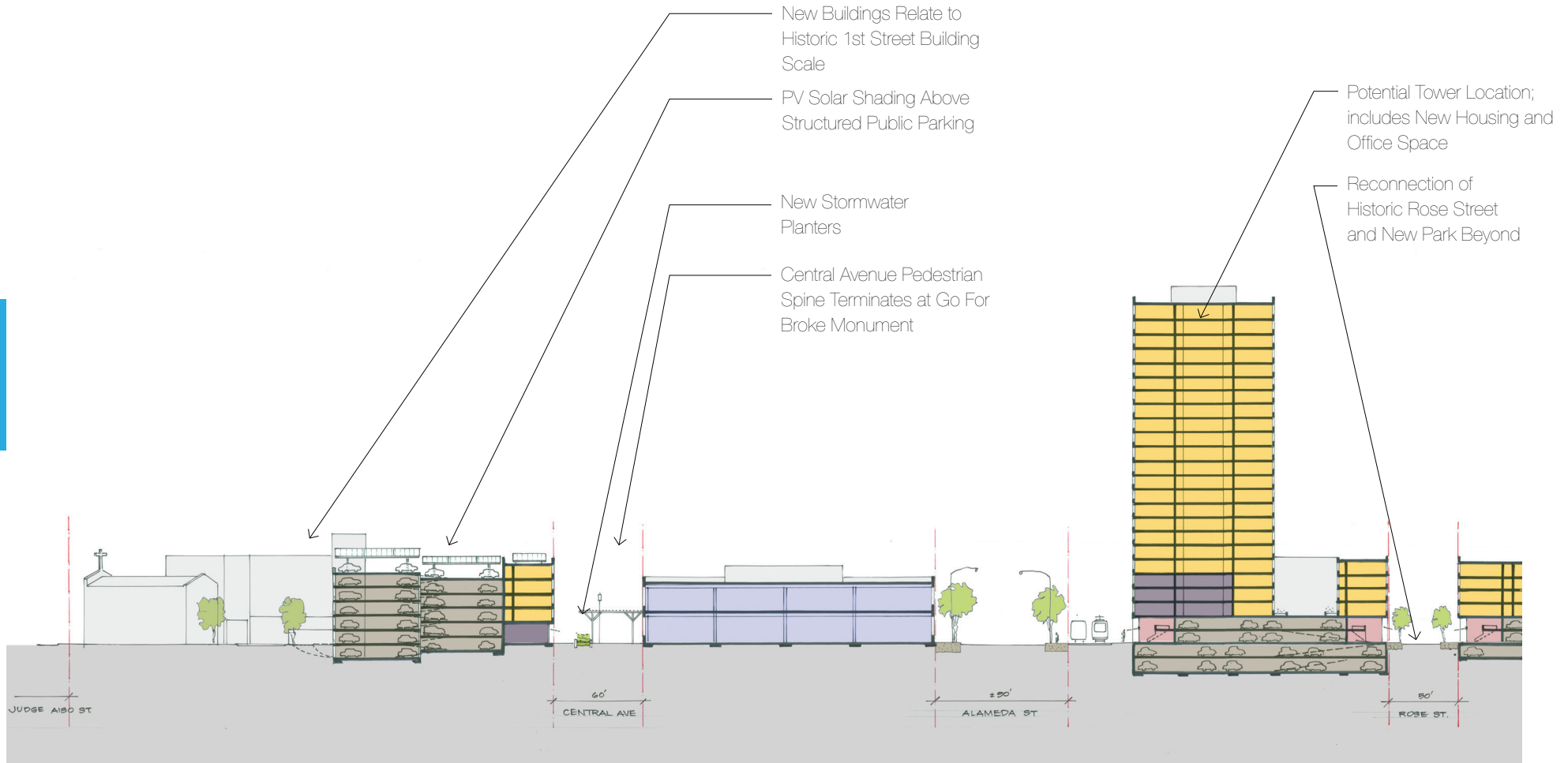
コミュニティビジョン計画

上階コンセプト図



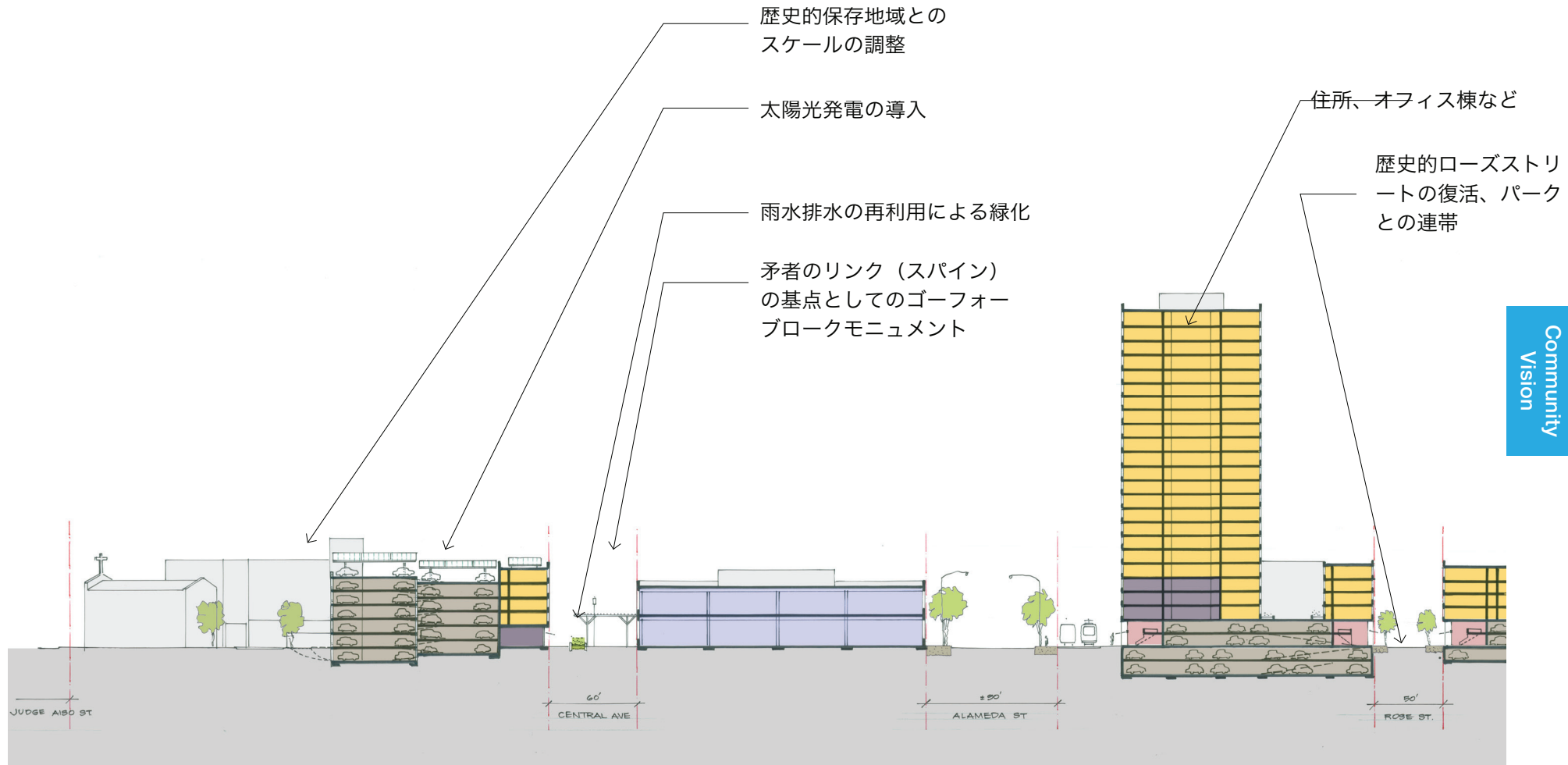
SECTION A

COMMUNITY VISION DESIGN



断面図A

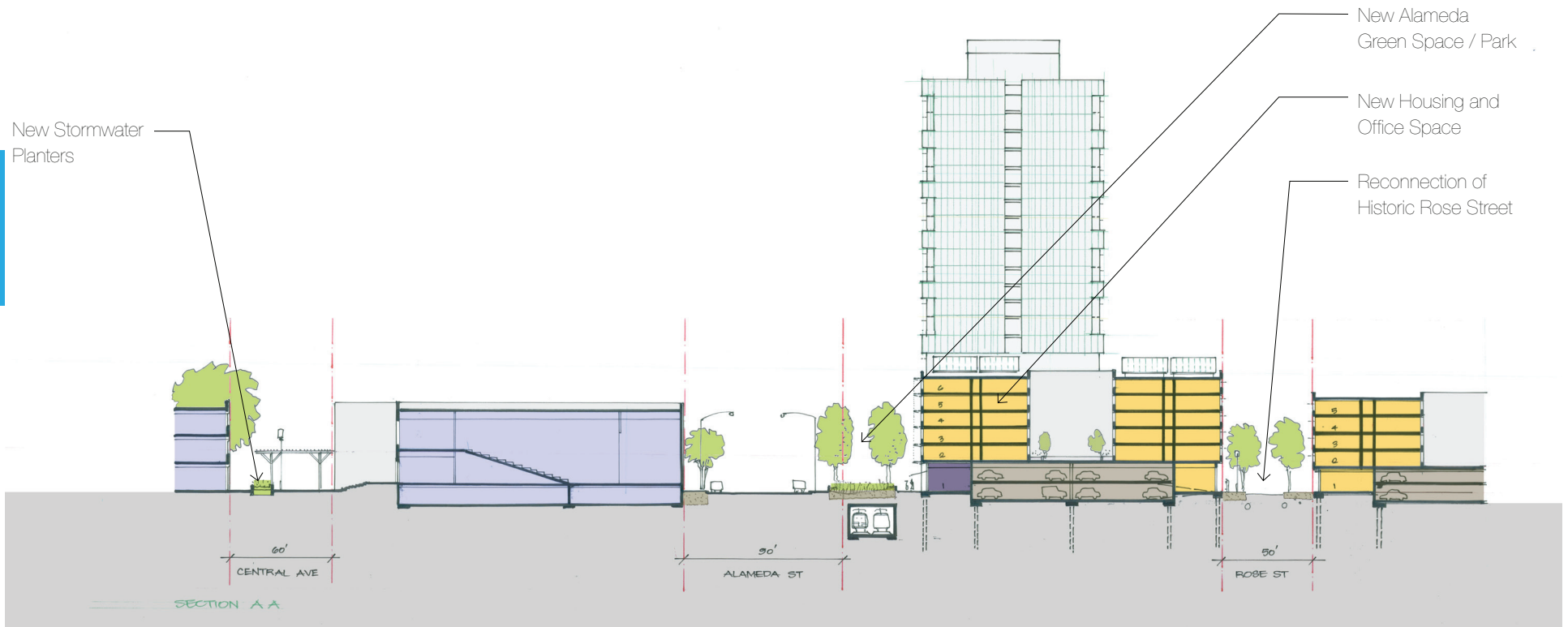
コミュニティビジョンデザイン



SECTION B

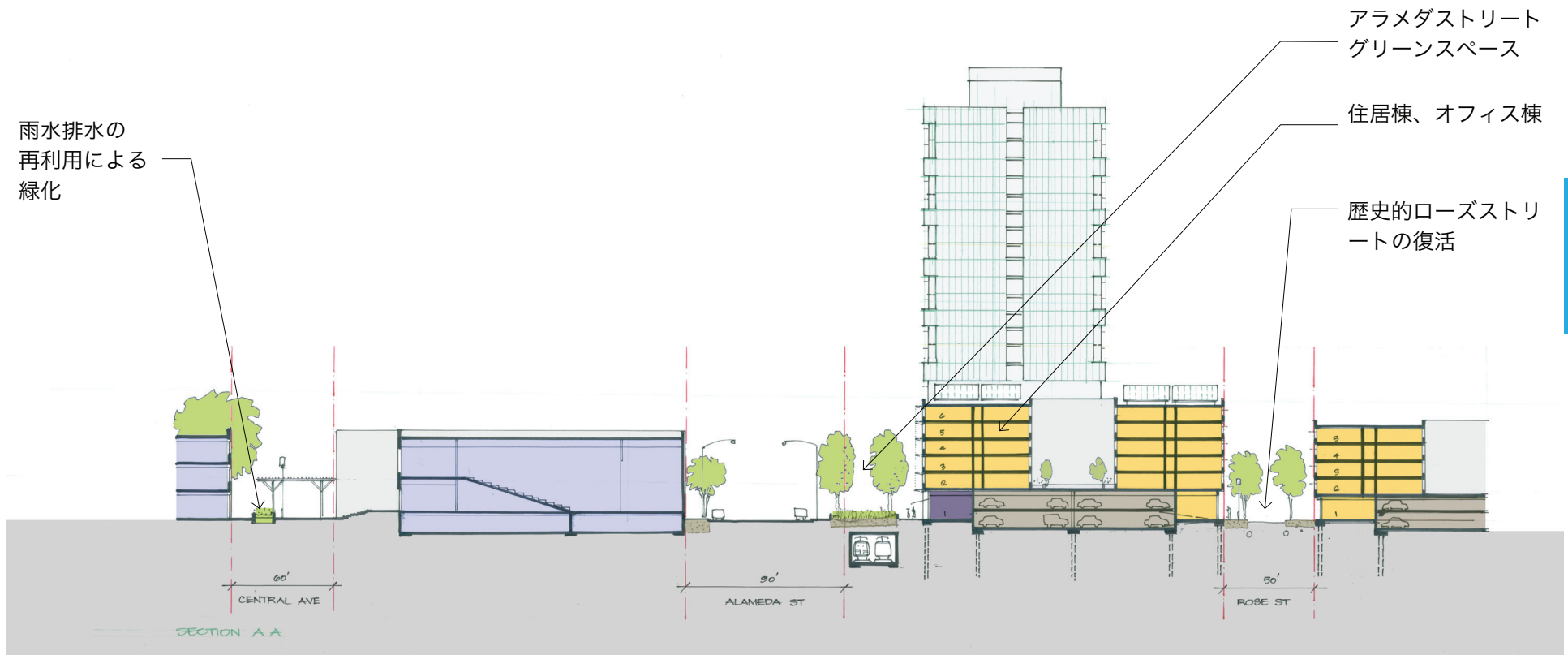
COMMUNITY VISION DESIGN

Community Vision



断面図B

コミュニティビジョンデザイン



FIRST STREET NORTH VISION

COMMUNITY VISION

Enhanced 1st Street
Streetscape and
Pedestrian Realm

Reconnect Historic Jackson
Pedestrian Street

Improved Access, Service, and
Patios in 1st Street Alley / Lane

New Housing, Ground
Floor Retail, and Go
For Broke Interpretive
Center

Stormwater / Living
Machine Park

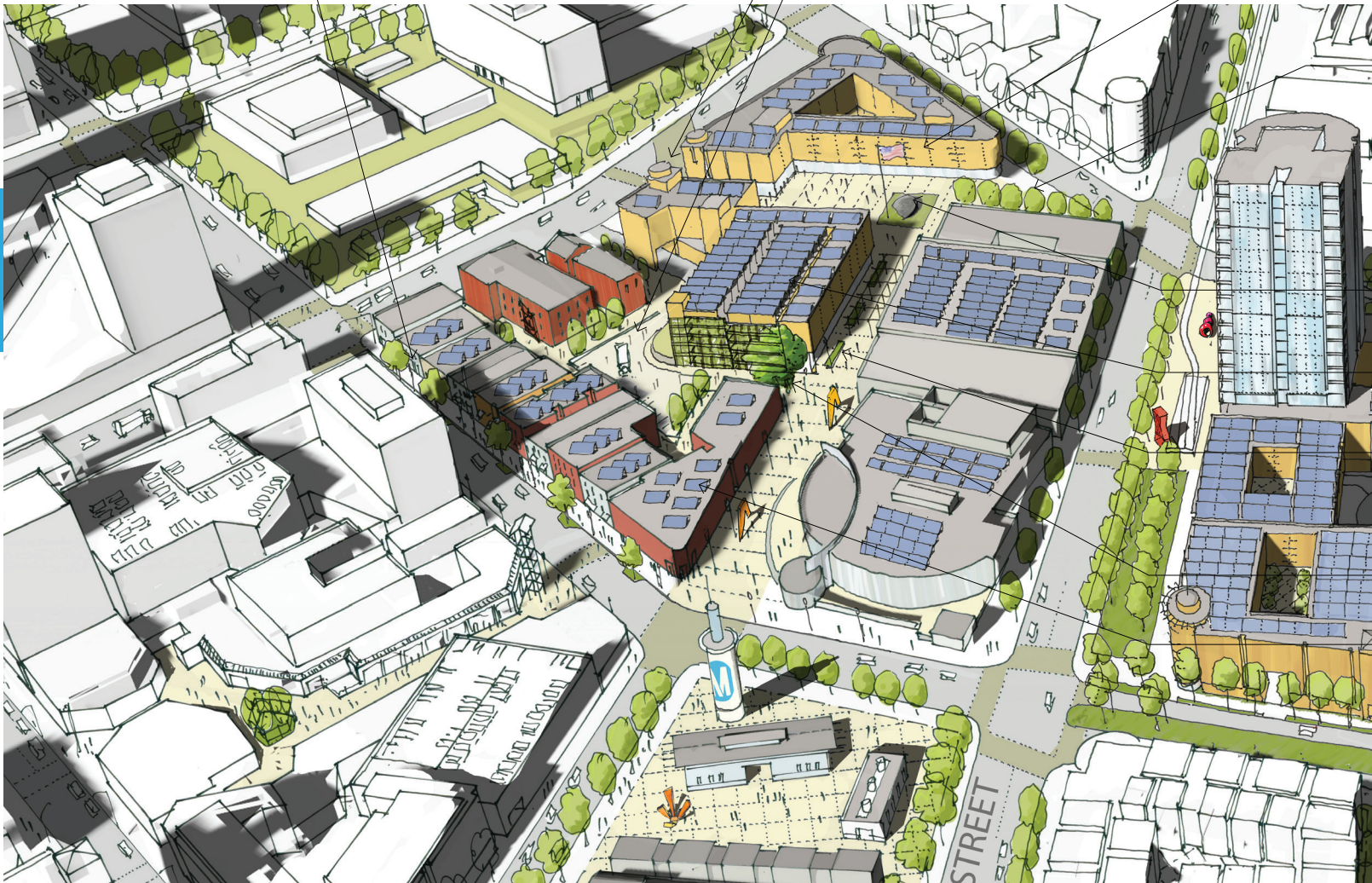
New Go For Broke Plaza

New Community Parking
and Solar / EV Hub

New Stormwater Planters
and Street Furniture

Feature the Aoyama Historic
Tree at Central Avenue / 1st
Street Lane entry

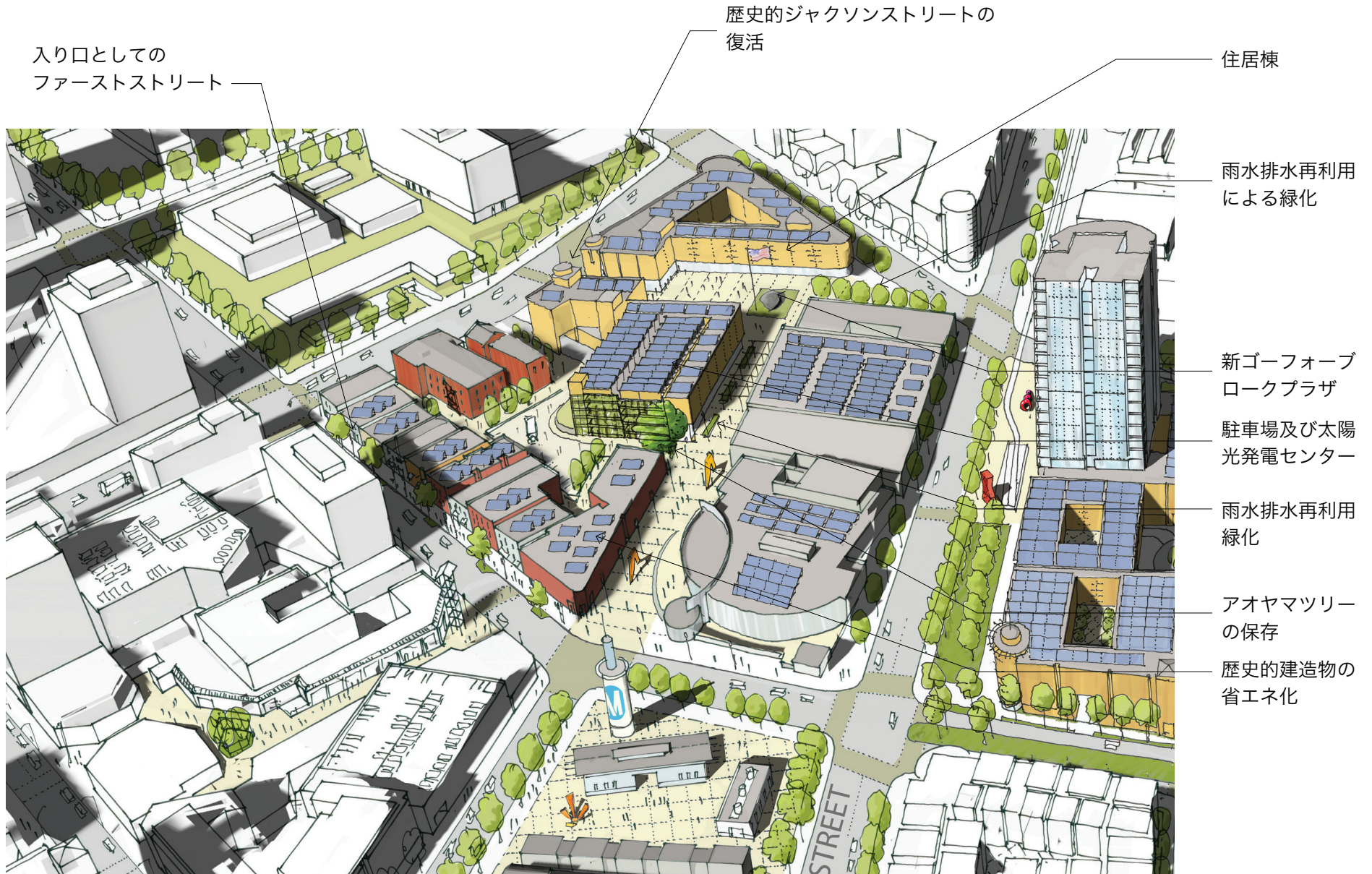
Energy Improvements to
Historic Buildings



Community
Vision

1st ストリート北側予想図

コミュニティビジョン



Community
Vision

MANGROVE SITE VISION

COMMUNITY VISION

Community Vision



マングローブエリア予想図

コミュニティビジョン



住居及び
オフィス

メトロ線路
地下出入り
口へのパブ
リックア
ート

アラメダス
トリート
緑化

新ローズ
パーク

歴史的
ローズ
トリート
の復活

ファーストストリートの美化

将来の道路隣接

リビングマシ
ーン、環境へ
の提案
住居群

Community
Vision

STATION SITE VISION

COMMUNITY VISION

Community Vision

Enhanced Pedestrian Crossing or "Scramble"

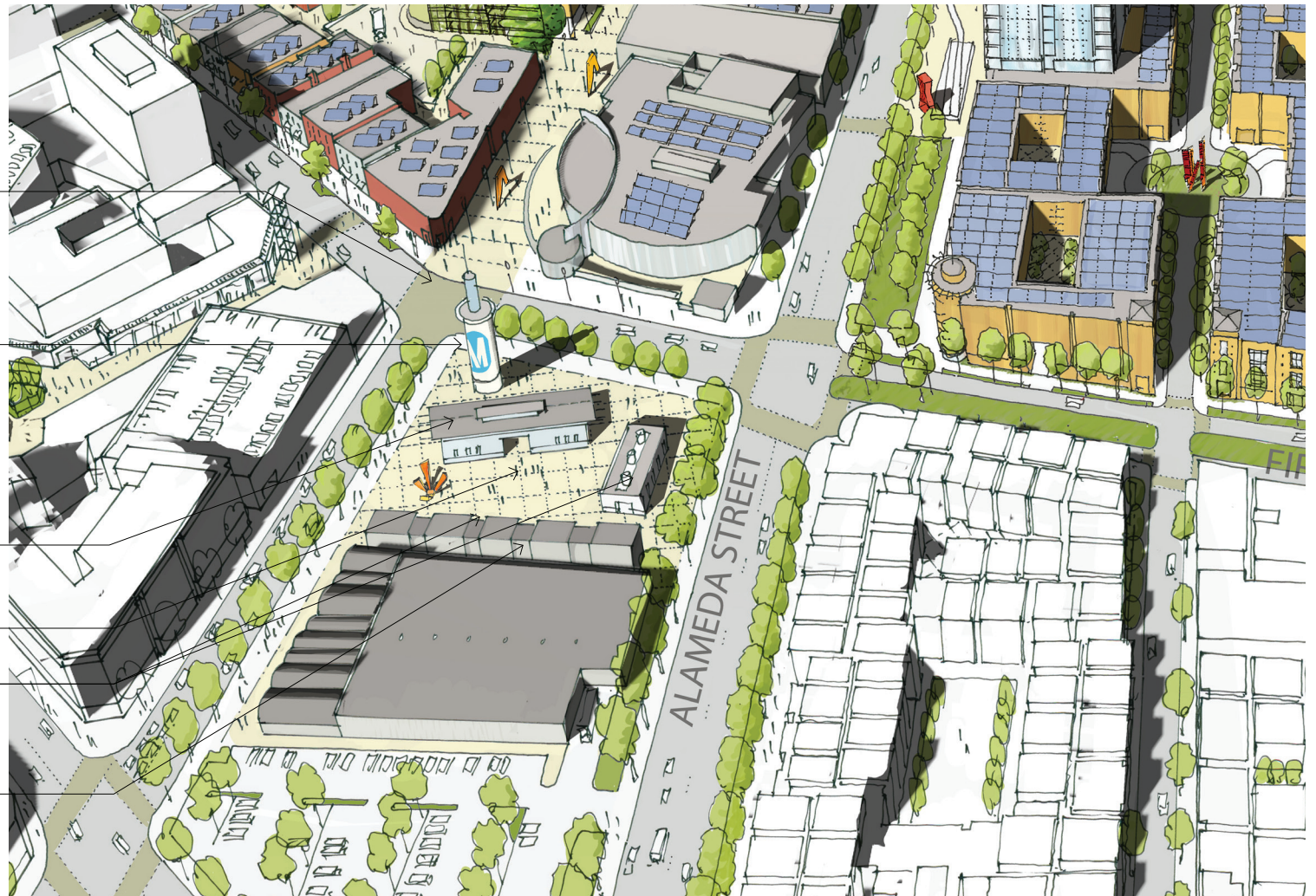
Gateway / Art Element and Bike Facility

New Station Entry and Retail

New Plaza and Landscaping

New Retail

Potential Future Pedestrian Path Connection



駅エリア予想図

コミュニティビジョン

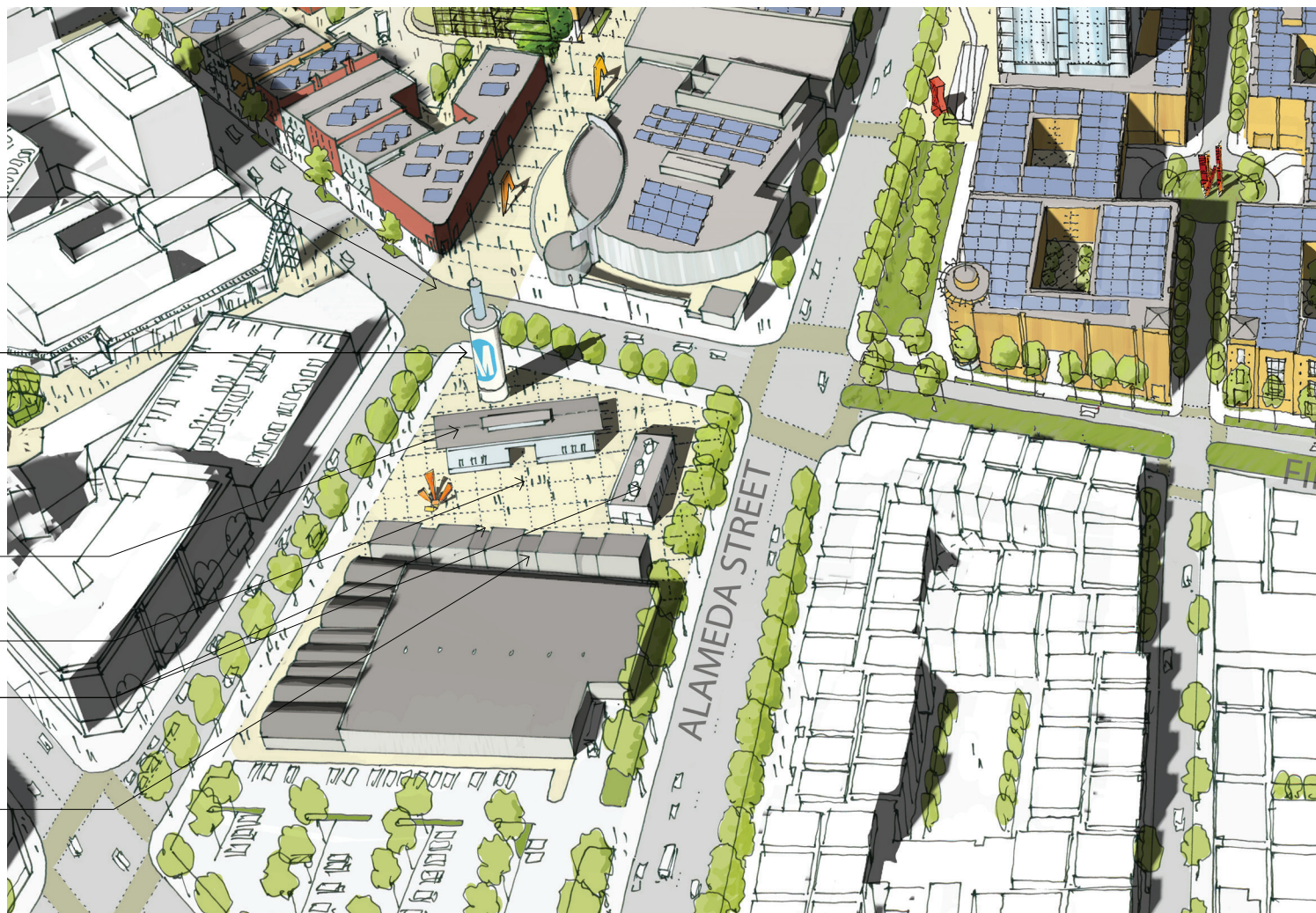
スクランブル交差点

ゲートウエー、
アート、自転車施設

駅入り口、商業建物

新プラザ、緑化
商業建物

将来的に隣接への
可能性を残す



Community
Vision

DEVELOPMENT VISION

CONCEPTUAL PROGRAM AND USES

開発のビジョン

計画概念と用途

Community Vision

GRAND TOTAL DEVELOPMENT VISION

Residential Total (units)	720-770
Retail (SF)	25,000-30,000
Office (SF)	95,000-110,000
Community / Cultural (SF)	40,000-60,000
Parking (stalls)	900-950
Green Space / Park (acres)	1.00-1.30
Plaza (acres)	2.00-2.25

1ST STREET NORTH BLOCK

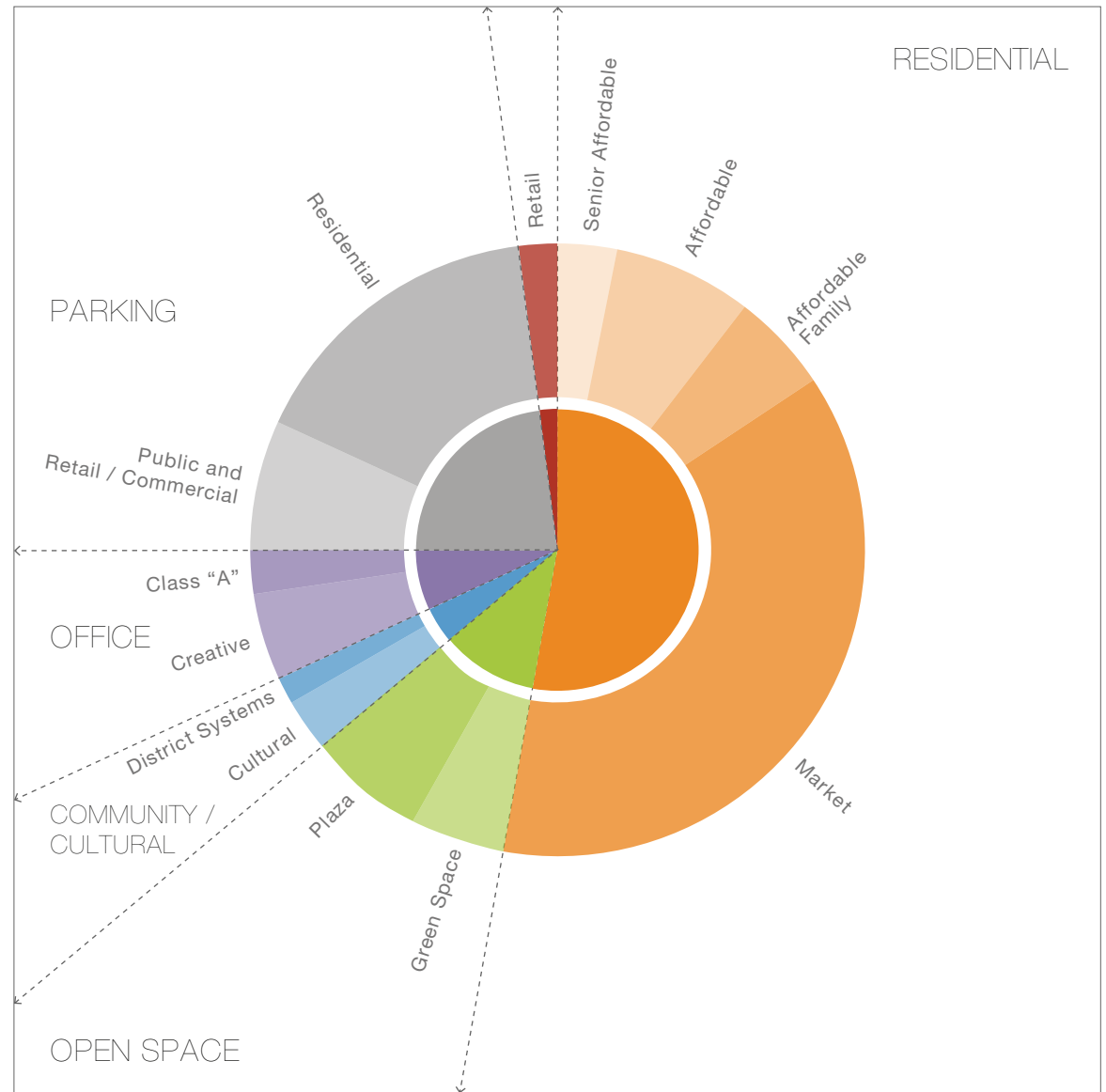
Residential Total (units)	190-210
Retail (SF)	18,000-20,000
Office (SF)	66,000-75,000
Community / Cultural (SF)	30,000-40,000
Parking (stalls)	410-440
Green Space / Park (acres)	0.25-0.40
Plaza (acres)	1.25-1.50

MANGROVE BLOCK

Residential Total (units)	530-560
Retail (SF)	7,000-10,000
Office (SF)	29,000-35,000
Community / Cultural (SF)	10,000-20,000
Parking (stalls)	490-510
Green Space / Park (acres)	0.75-0.90
Plaza (acres)	0.00

STATION SITE

Retail (SF)	8,000-16,000
Plaza (acres)	0.75



COMMUNITY VISION FINANCIAL SUMMARY

A SUSTAINABLE LITTLE TOKYO

	\$ (dollars)	
Real Estate Development Cost / Use Estimate	\$	170,523,000
Real Estate Development Financing Sources		
Conventional Debt	\$	116,353,250
Private Equity	\$	62,651,750
Tax Credit Equity	\$	26,223,000
Affordable Housing Subsidies	\$	20,573,000
<i>Subtotal</i>	\$	225,801,000
Residual Land Value to Public Agencies	\$	55,278,000
Green Infrastructure Cost / Use Estimate		
		Notes
District Heating/Cooling	\$8,750,000	3rd Party
District Water (wastewater treatment and reuse)	\$3,200,000	3rd Party
District Stormwater (centralized management)	\$550,000	3rd Party
Renewable Energy	\$4,200,000	3rd Party
<i>Subtotal</i>	\$16,700,000	
Green Infrastructure Financing Sources		
Conventional Debt	\$12,525,000	75%
Private Equity	\$4,175,000	25%
<i>Subtotal</i>	\$16,700,000	100%

Prepared for LTSC | January 17, 2014, by Keyser Marston and Associates, Inc. and Puttman Infrastructure, Inc.
 *Excludes future phase tower

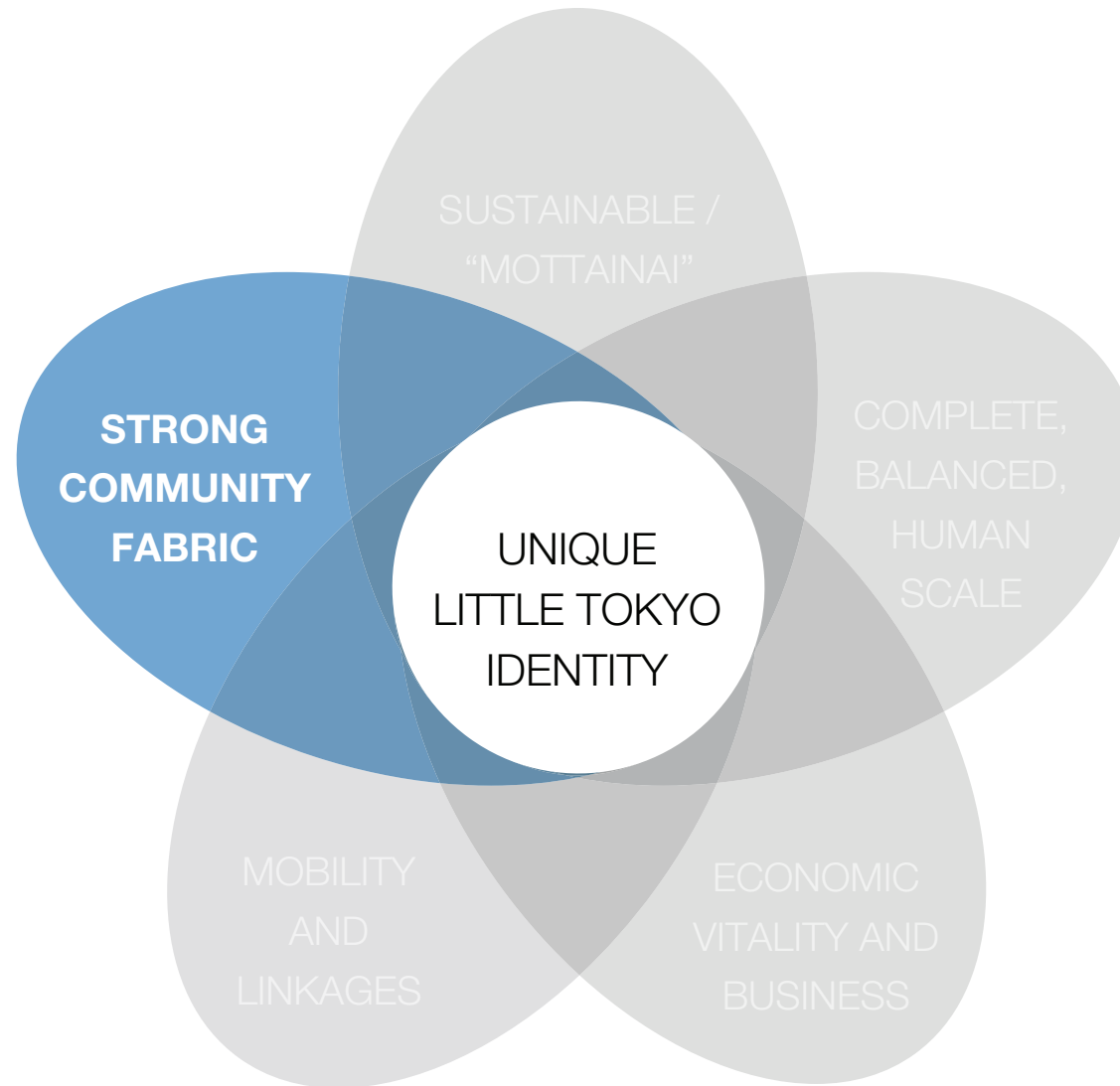


STRONG COMMUNITY FABRIC

A SUSTAINABLE LITTLE TOKYO

強固なコミュニティ組織

サステナブル リトル東京とは



Community
Vision

STRONG COMMUNITY FABRIC

A SUSTAINABLE LITTLE TOKYO

強固なコミュニティー組織

サステナブル リトル東京とは

Little Tokyo's resilience owes everything to the strong community fabric passed down from generation to generation. This fabric forms the backbone to Little Tokyo's significance as the symbolic hub of the southland's Japanese American community. It is multi-generational and multi-cultural, rich with arts and culture, and expressed through civic traditions like the Nisei Week Parade.

The design principles for a Sustainable Little Tokyo are captured through the creation of an enhanced open space network that builds upon existing gathering spaces, providing opportunities for public art and ongoing indoor/outdoor cultural programming, and providing amenities to keep public spaces safe and clean.

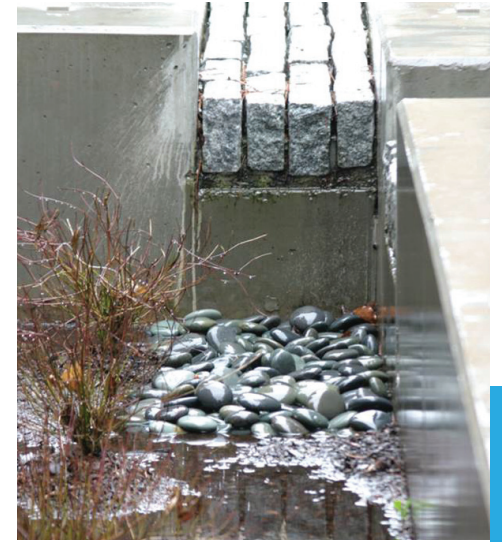


リトル東京の回復力は、すべてが世代から世代へと受け継がれた強いコミュニティーの絆のおかげです。この絆は、南カリフォルニアの日系アメリカ人社会の象徴的なハブとしてのリトル東京の重要性の中心を担っています。それは、多様世代と多様文化で成り立っており、豊かな芸術性と文化を持ち、二世ウイークパレードのような市民の伝統を通して表現されています。

持続可能なリトル東京のための設計原理は、公共の場所に展示された芸術作品と継続的な屋内/屋外の文化事業のための機会や、安全で清潔な公共空間を維持するための設備を提供している既存の人々の集まりの場をもとに構築される、強化されたオープンスペース・ネットワークの創作を通じて表現されています。

STRONG COMMUNITY FABRIC

COMMUNITY VISION



Community
Vision



A Sustainable Little Tokyo

JANUARY 17, 2014

COMMUNITY VISION

MITHŪN



STRONG COMMUNITY FABRIC

WHAT WE HEARD FROM THE COMMUNITY

Celebrate the unique Little Tokyo / Japanese American heritage

Public spaces to be well-managed, clean, and safe at all times

Build a greater sense of community and identity within Little Tokyo



Design programming to facilitate an arts presence (temporary, permanent, annual festivals, etc.)

Public restrooms and trash / recycling receptacles

Welcome visitors

More green / open space outdoors

STRONG COMMUNITY FABRIC

COMMUNITY VISION

The Community Vision includes these principles for a Sustainable Little Tokyo:

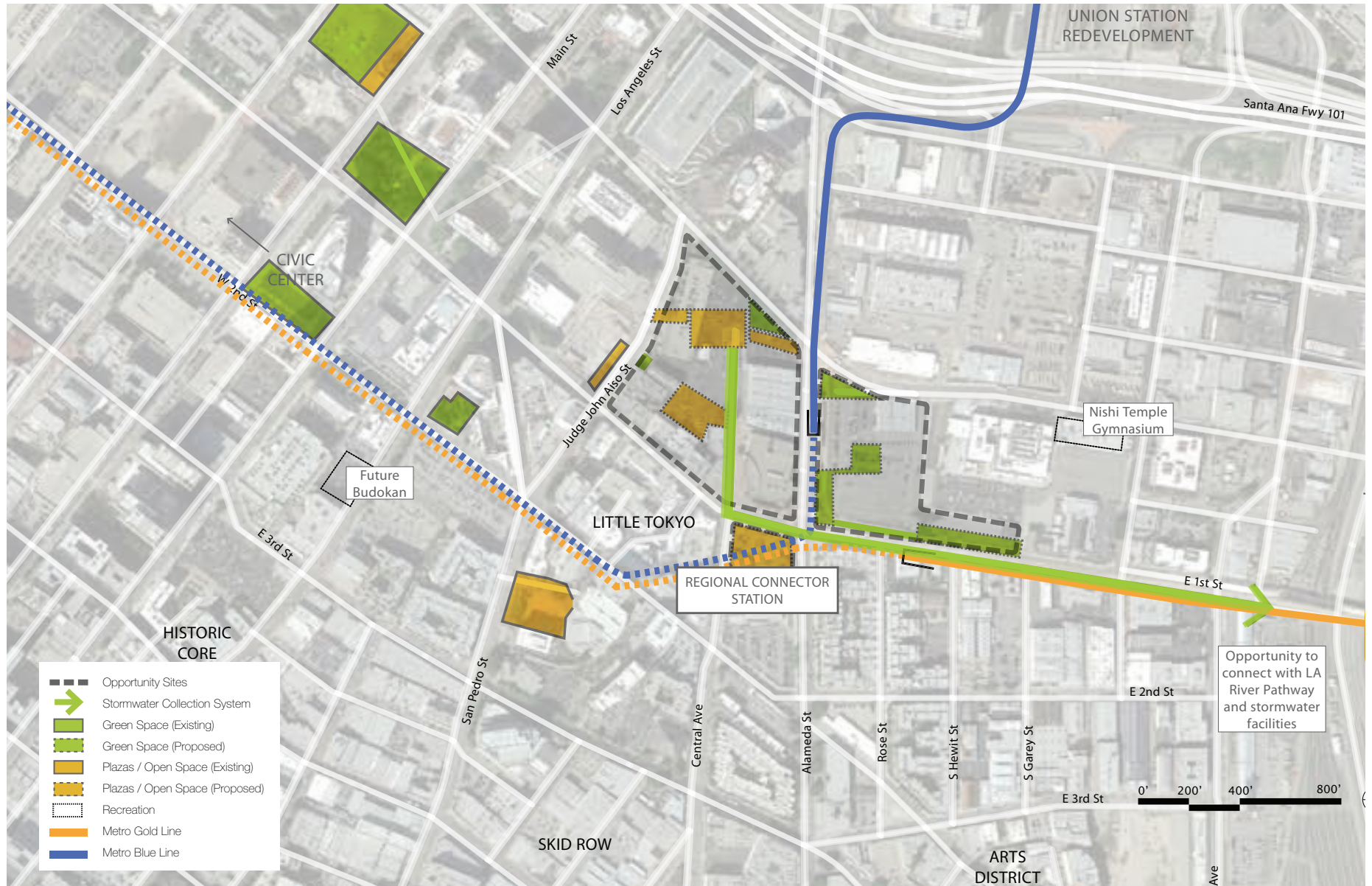
- Multi-generational and multi-cultural
- Strengthen and celebrate Little Tokyo's unique community identity through unified identity and wayfinding signage, lighting, etc.
- Build a greater sense of community and bring back younger generations to spend time in Little Tokyo
- Attract visitors to businesses
- Arts presence and strengthen linkages with Arts District
- Inform / educate public
- Flexible outdoor space and programming (green and / or open)
- Accommodate the Nisei Week Parade
- Reflect the seasons in changing art exhibits and landscape, cultural / aesthetic, and mimic nature
- Greater civic engagement, volunteerism, community activities, taking care of streets and public space
- Provide recycling, garbage receptacles, and public restrooms
- Provide shade
- Outdoor recreation, walking paths, and basketball
- Outdoor movies, performance and visual arts programming



STRONG COMMUNITY FABRIC

PROPOSED OPEN SPACE SYSTEM

Community Vision



STRONG COMMUNITY FABRIC

STATION-CENTRAL AVENUE CONNECTION



多目的プラザ

アート、緑地、シーズンとの調和

リビングマシーン（環境対応提案）

雨水の緑地への再利用

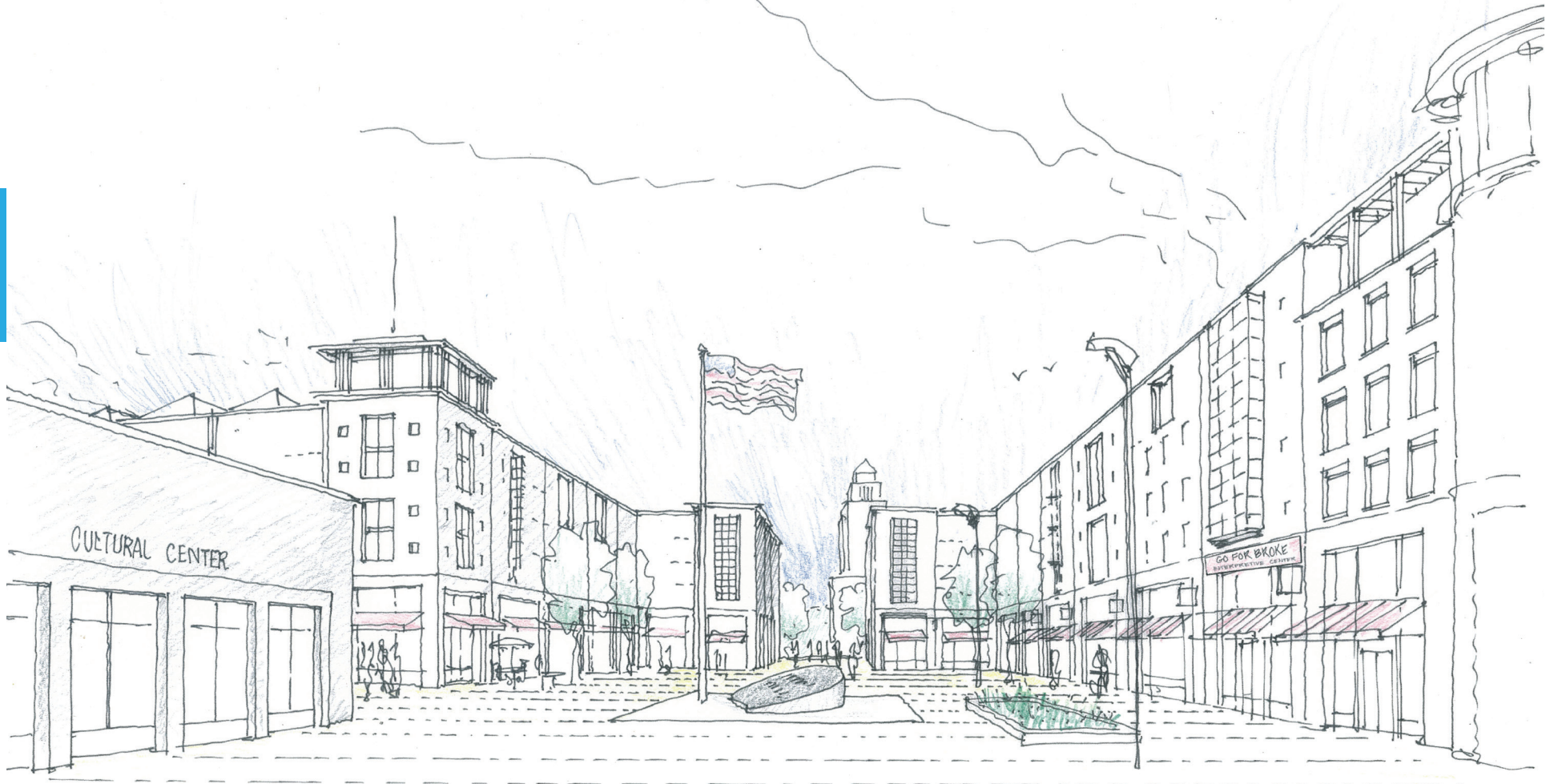
フレキシブル用途のシート
ゴミリサイクル、WIFIスポット

駅とアートの調和
自転車レンタル、キオスク

STRONG COMMUNITY FABRIC

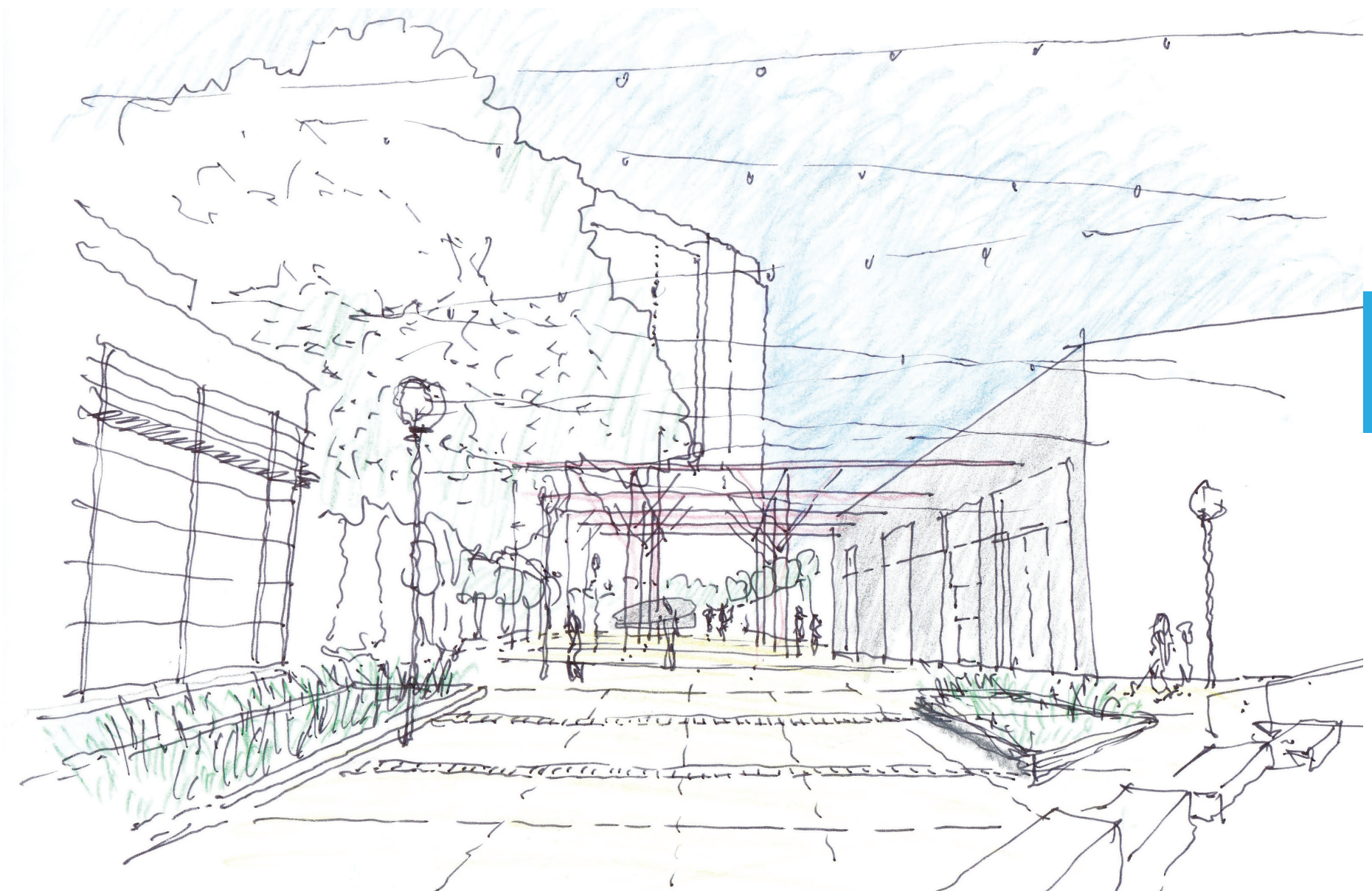
GO FOR BROKE PLAZA

Community
Vision



STRONG COMMUNITY FABRIC

COMMUNITY VISION



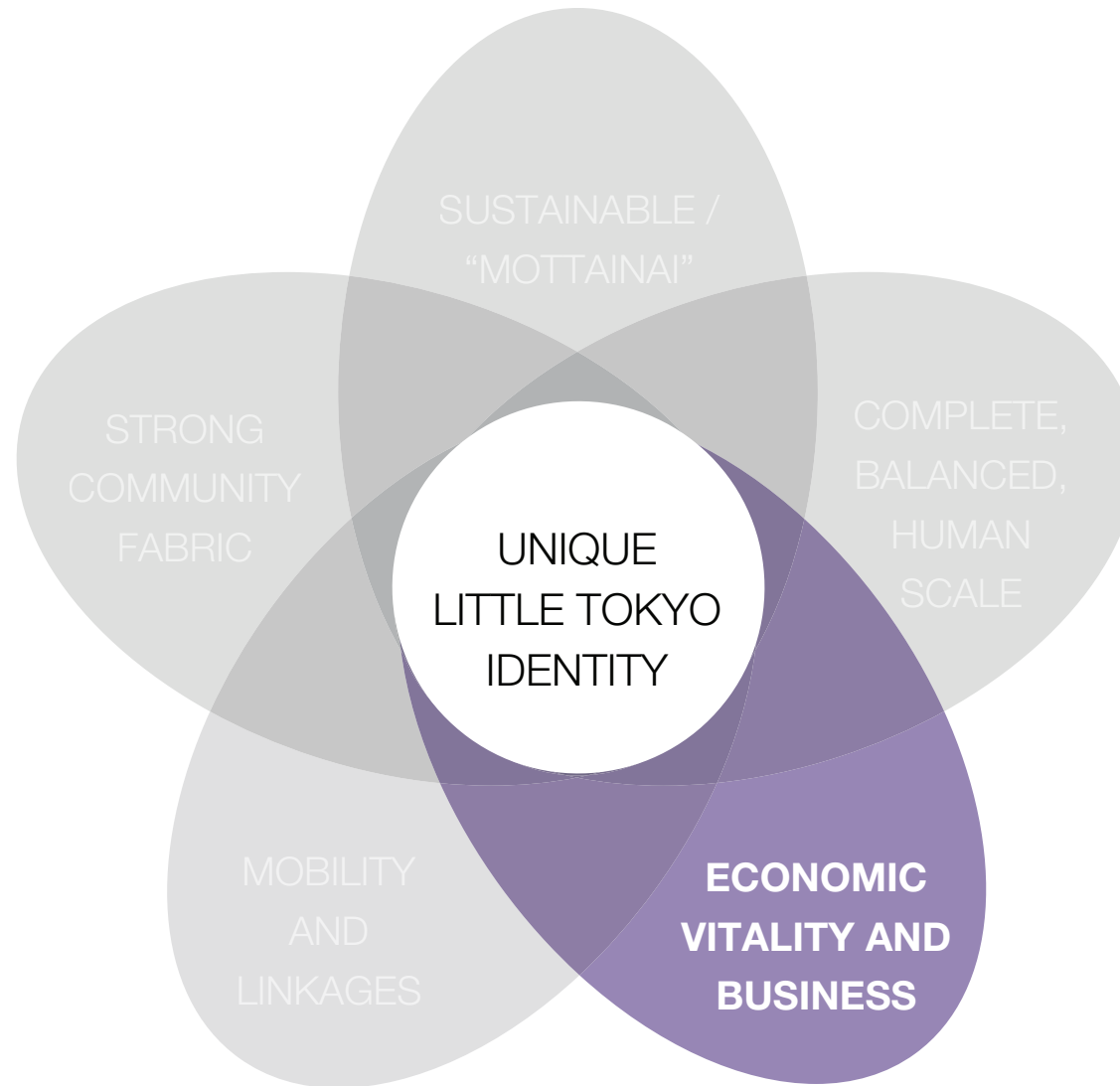
Community
Vision

ECONOMIC VITALITY AND BUSINESS

A SUSTAINABLE LITTLE TOKYO

経済活力とビジネス

サステナブル リトル東京とは



Community
Vision

ECONOMIC VITALITY AND BUSINESS

A SUSTAINABLE LITTLE TOKYO

Little Tokyo's small business and cultural economy can blossom and mature alongside the new Regional Connector, but also has the potential to be disrupted and overwhelmed by gentrification and market pressure. Little Tokyo is home to families operating businesses over a hundred years old. As a regional destination not just for communities throughout the Southland, the neighborhood also features some of the oldest Asian Pacific American arts institutions in the nation as well as the Museum of Contemporary Art's Geffen Contemporary. This thriving cultural life drives audiences to local restaurants and shops on a regular basis.

The priorities for a Sustainable Little Tokyo are based on a clear and overriding concern – complement, but not displace or replace, the existing economy. This took shape into the design and development principles to seize the opportunity to strengthen the existing businesses through redevelopment and creation of resource efficiencies.



経済活力とビジネス

サステナブル リトル東京とは

リトル東京の中小企業や文化経済は、新リージョナルコネクターと一緒に開花し、成熟するだけではなく、破壊され、高級化と市場の圧力に圧倒される可能性も秘めています。リトル東京には、百年以上家族で経営している事業もあります。南カリフォルニアでの日本人と日系アメリカ人のコミュニティのための地域としてだけではなく、全米でも最も古いアジア太平洋アメリカ人芸術機関のいくつかや、現代美術のゲフィン現代美術館を併設しています。このような繁栄した文化機関・活動は、地元のレストランやお店に定期的に観客を駆動します。

補完はするが、既存の経済を立ち退かせたり、交換しない - 持続可能なリトル東京の優先順位は明確で、最優先の関心事に基づいています。これは再開発や資源効率の創造を通じて既存事業を強化する機会をつかむために設計・開発の原則に具体化されました。

ECONOMIC VITALITY AND BUSINESS

WHAT WE HEARD FROM THE COMMUNITY

Community
Vision

*Access to 1st Street
businesses is a
priority*

*Create a district
management parking
plan*

*Develop a Retail Action
Strategy plan to support
the existing and future
local business / retail
economy*



Parking!

*Incentivize local
business participation in
efficiency measures*

*Create a safe
neighborhood*

ECONOMIC VITALITY AND BUSINESS

COMMUNITY VISION

The Community Vision includes these principles for a Sustainable Little Tokyo:

- Retail Action Strategy (complement, not replace, existing businesses)
- Affordable and appropriately-sized business space (support small businesses as well as large tenants)
- District-wide green infrastructure systems (energy, water, stormwater)
- Access to rear of 1st Street businesses / service access for existing buildings
- Parking District Management Strategy
- Consider unbundled parking to allow for flexibility and reduced costs for residents

ECONOMIC VITALITY AND BUSINESS

BUSINESS OPPORTUNITY

Community
Vision



ECONOMIC VITALITY AND BUSINESS

BUSINESS OPPORTUNITY



1st Street Alley /
Lane Business
Service, Access and
Patios

1st Street
Enhancements and
District Parking

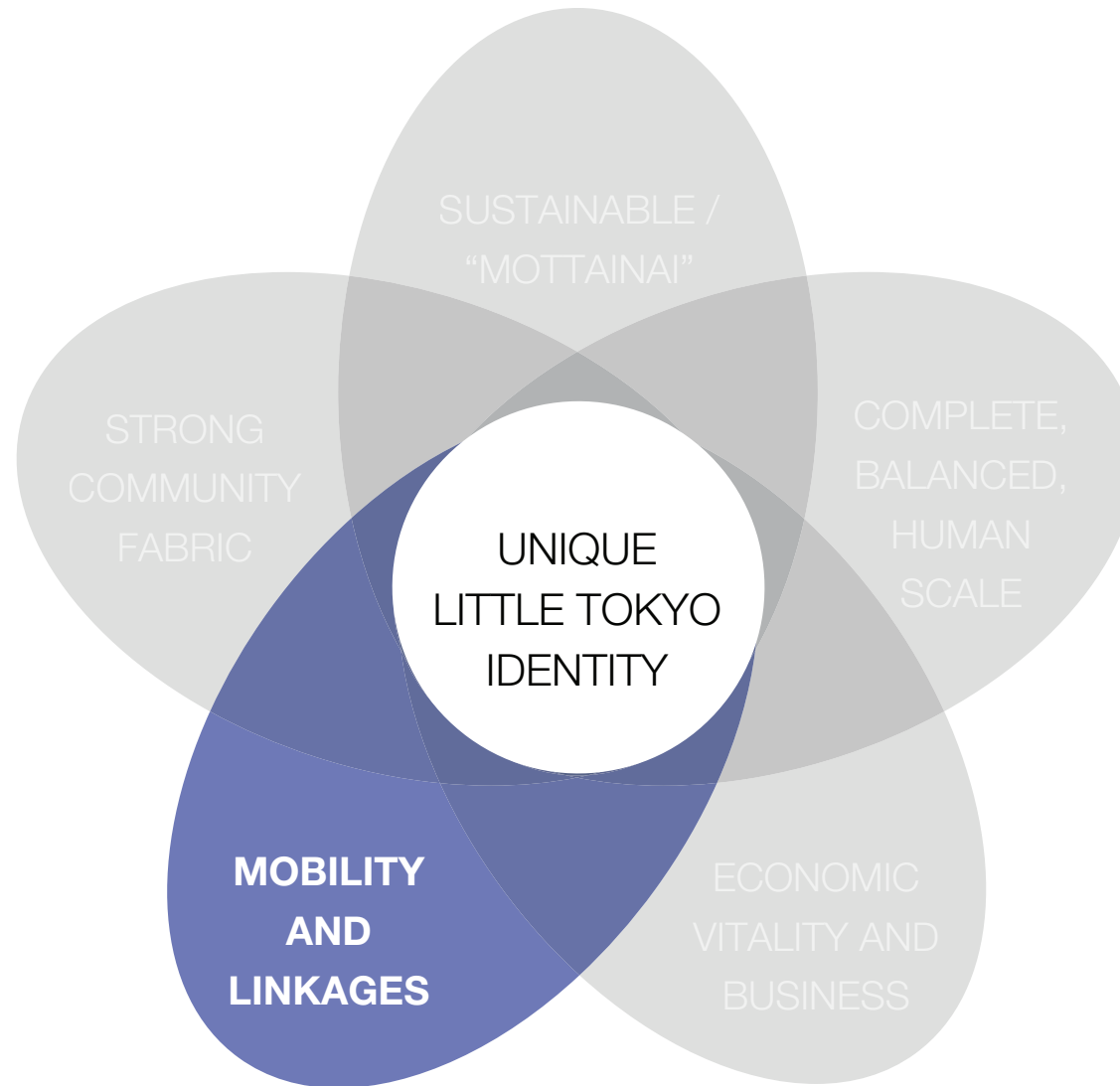
- New Storefronts
- New Creative Office Space
- New Cultural Space
- New Community Parking

Community
Vision

MOBILITY AND LINKAGES

A SUSTAINABLE LITTLE TOKYO

モビリティとつながり
サステナブル リトル東京とは



Community
Vision

MOBILITY AND LINKAGES

A SUSTAINABLE LITTLE TOKYO

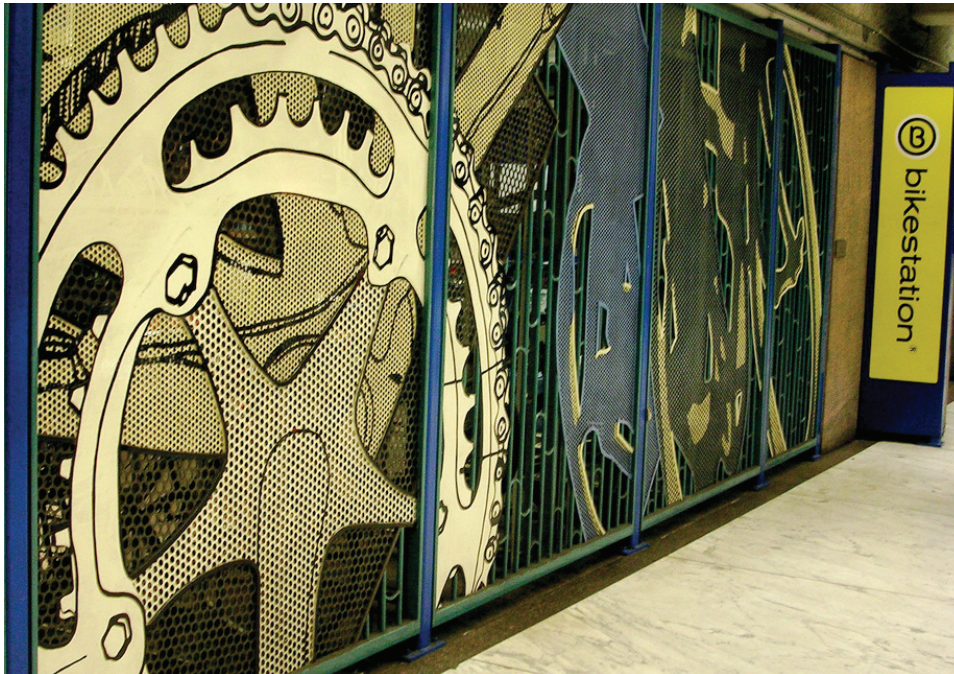
モビリティとつながり

サステナブル リトル東京とは

Despite the promise of a less car-dependent future, transit-oriented development today in Los Angeles still requires a parking strategy that meets Angelenos' current driving routines. Our vision is to make the shift to the future gradually, with smart choices that do not limit future mobility patterns. Our vision incorporates the elements of Complete Streets – multi-modal access for pedestrians, cyclists, and cars, with a renewed emphasis on the pedestrian experience and first and last mile connections.

将来は車への依存を減らすとの約束にもかかわらず、現在のロサンゼルスでの交通関連の開発には、ロサンゼルス住民の現在の運転習慣に見合った駐車戦略が未だ必要です。私たちのビジョンは、将来の移動パターンを制限しないスマートな選択肢を与え、将来へ徐々に移行することです。歩行者、自転車、車のための複数の様式でのアクセス、歩行者に優しい環境と家から駅、駅から目的地へのアクセスなどを再度強調した私たちのビジョンには、完全な街の要素が組み込まれています。

MOBILITY AND LINKAGES



Community
Vision



MOBILITY AND LINKAGES

WHAT WE HEARD FROM THE COMMUNITY

Enhance Little Tokyo as a destination

Increase pedestrian utilization

Ensure access and loading to local businesses and the existing museums is provided and maintained



Connect neighboring areas - multi-modal access to and from the site is essential (bike, bus, on foot, car, or visual connection)

Develop site-appropriate traffic control measures

Create a district management parking plan

MOBILITY AND LINKAGES

COMMUNITY VISION

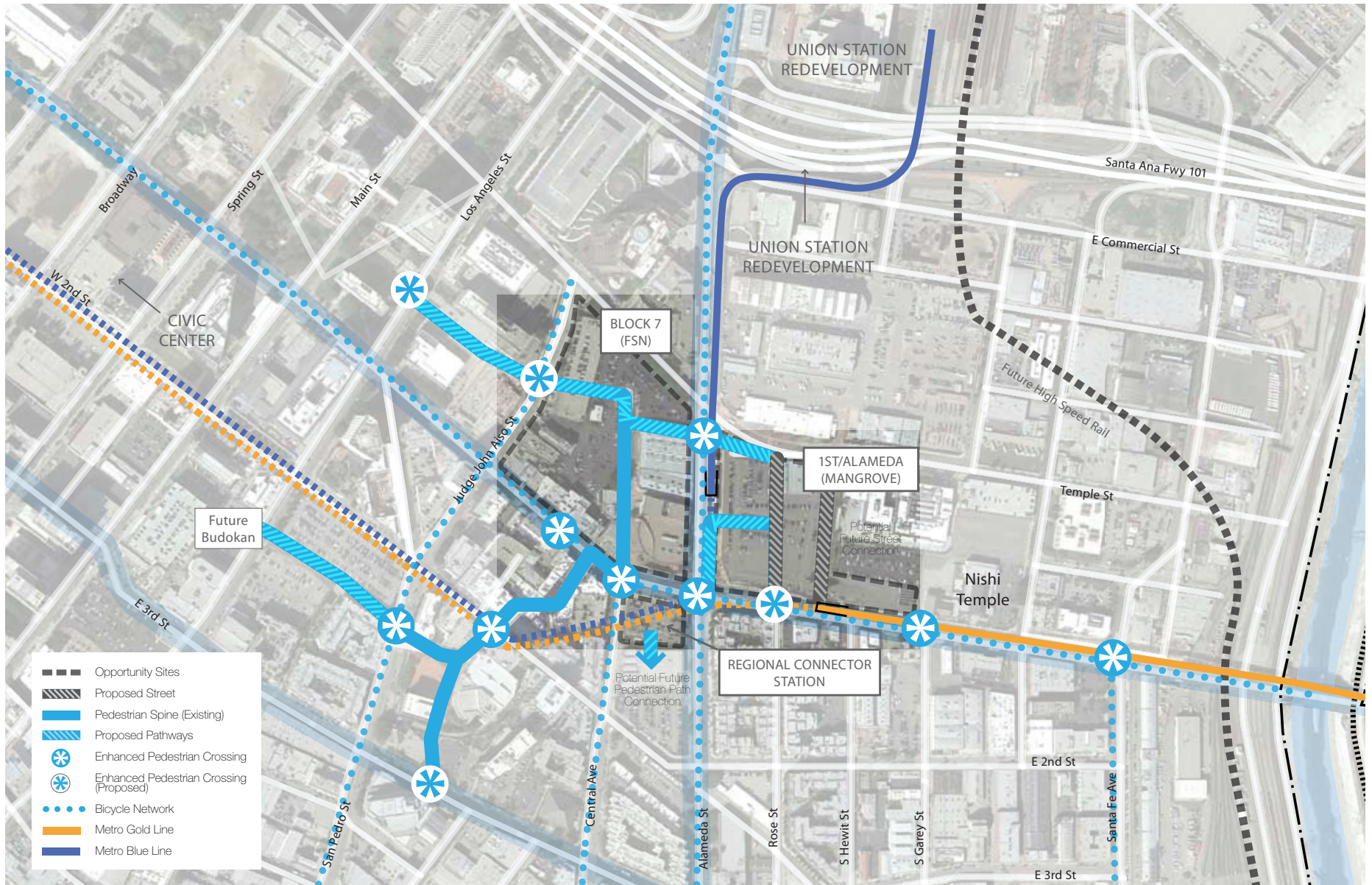
- Safety is a priority: multi-modal intersections for pedestrians, bikes, cars and elderly
- Improved pedestrian experience with enhanced crossings
- New pedestrian paths making mid-block connections, at maximum 800'
- Linkages with surrounding neighborhoods
- Community parking strategy
- New bike stations and bike lane connections
- Welcome transit riders using the Little Tokyo / Arts District Station
- Infrastructure improvements can achieve multiple goals (shade, vegetation, art, and district stormwater)



MOBILITY AND LINKAGES

COMMUNITY VISION

Community Vision



MOBILITY AND LINKAGES

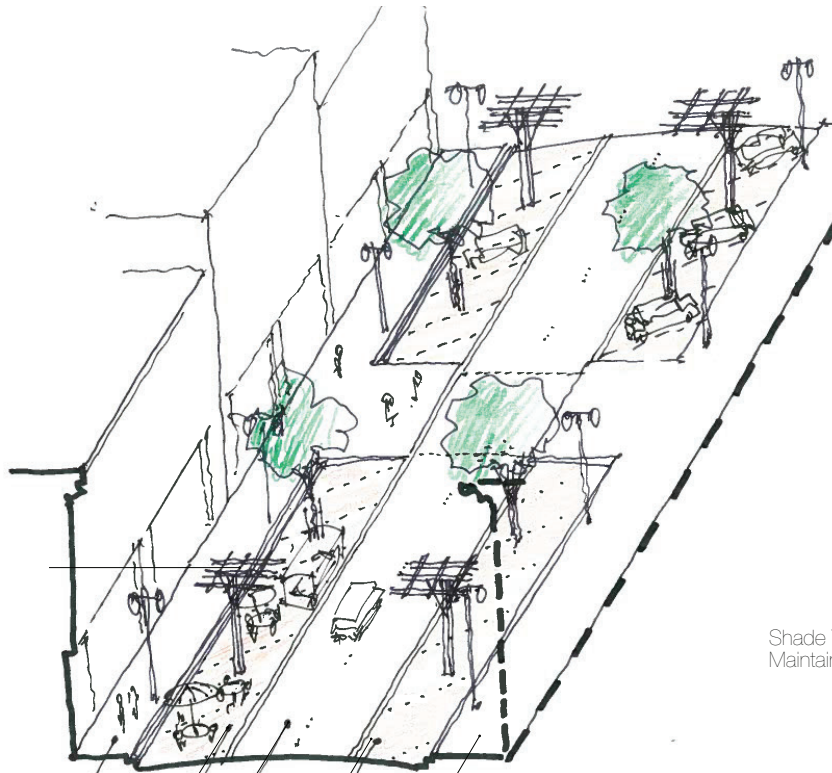
1ST STREET ENHANCEMENT STUDIES

- Options to enhance 1st Street were studied during the Community Charrette.
- Through study and community feedback, design principles and goals were developed for the Sustainable Little Tokyo Vision of 1st Street.



MOBILITY AND LINKAGES

1ST STREET ENHANCEMENT STUDIES



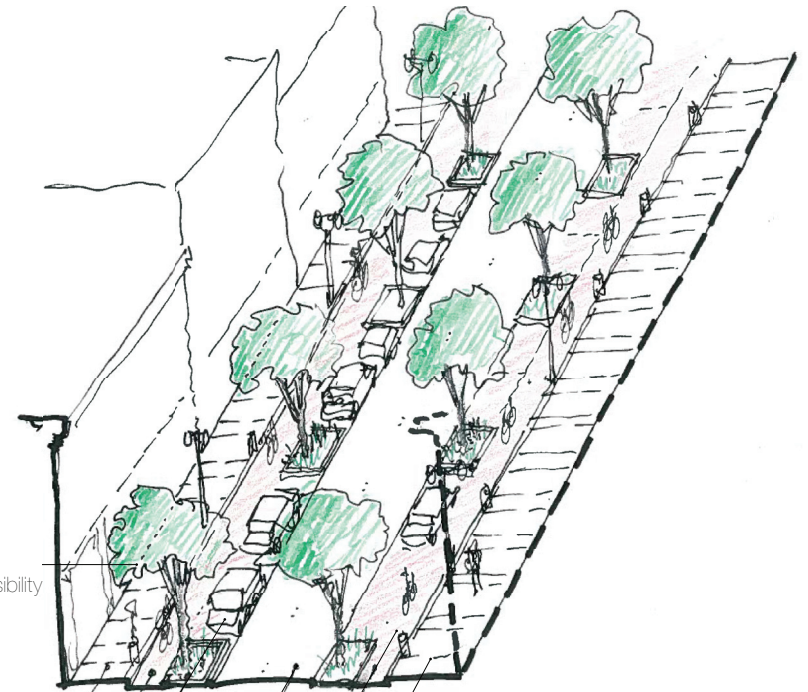
OPTION 1

Angled Parking / Potential Pop-up Retail or Market Space

2 Travel Lanes

Pervious Paving

Sidewalk



OPTION 2

Parking / Street Trees / Rain Garden

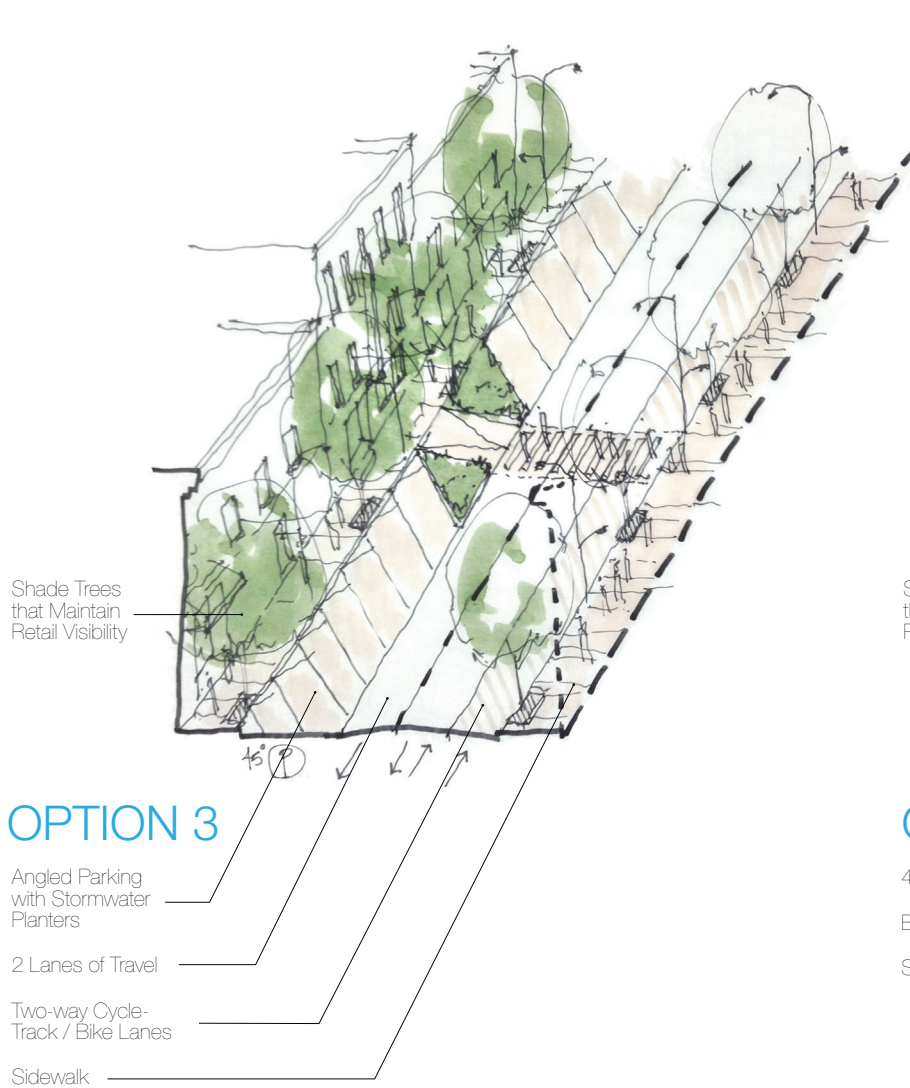
2 Travel Lanes

Bike Lane

Sidewalk

MOBILITY AND LINKAGES

1ST STREET ENHANCEMENT STUDIES



MOBILITY AND LINKAGES

1ST STREET VISION DESIGN PRINCIPLES

- Showcase the historic character of 1st Street district and Little Tokyo identity, unite community with consistent streetscape identity and lighting
- Support local and small businesses: maximized street parking, visibility of signage, ease of multi-modal access, bike parking, and sidewalk seating
- Accommodate additional shade, vegetation, and district stormwater; street trees on both sides (target minimum 40% shade coverage), while maintaining retail visibility



MOBILITY AND LINKAGES

1ST STREET VISION DESIGN PRINCIPLES

- Safety is a priority: multi-modal intersections and public realm that accommodates pedestrians, bikes, cars, and elderly
- Activate rear of Historic 1st Street with pedestrian / shared street and plaza zone
- Enhance service and access at rear of 1st Street Businesses
- Activate street frontage on Alameda Street with liner pop-up or art opportunities
- Develop a community parking strategy and management system
- Accommodate the Nisei Week Parade and other festivals

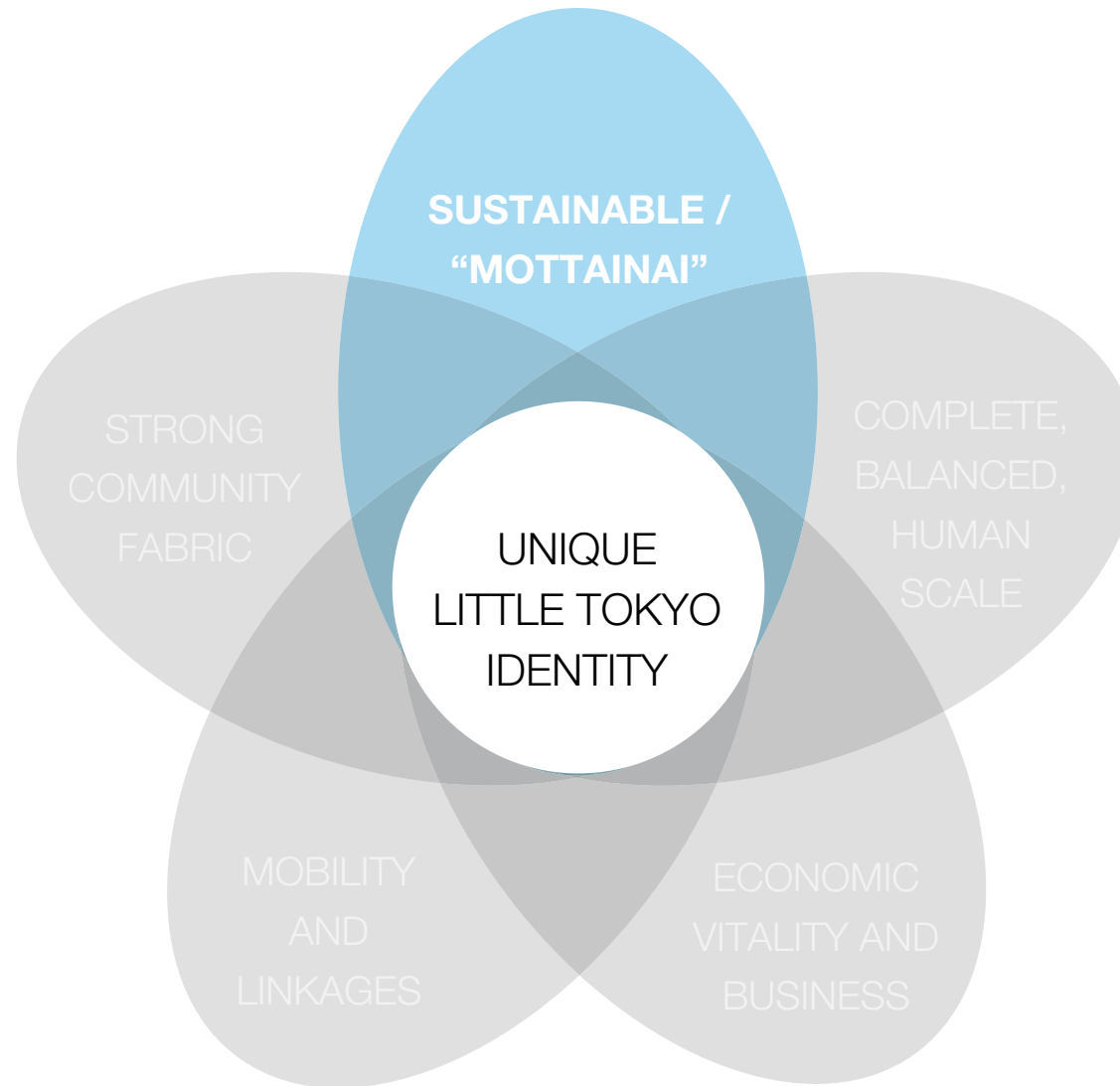


Community
Vision

SUSTAINABILITY / “MOTTAINAI”

A SUSTAINABLE LITTLE TOKYO

もったいない
サステナブル リトル東京とは



Community
Vision

MOTTAINAI

“To Not Be Wasteful”

Mottainai - to not be wasteful.

A Japanese and Japanese American value derived from the Buddhist principle that acknowledges all things exist in a state of mutual interdependence, and in realizing this, one should live with a sense of gratitude and responsibility.



...A Buddhist term meaning “not in accordance with the non-self-existing nature of things.” A fundamental tenet of Buddhism is that there is no self-existing thing but rather that all things are the result of various causes and conditions and exist in a state of mutual interdependence. To realize this is to have a deep sense of gratitude and connectedness to all sentient beings and a sense of responsibility for each other.

In observing nature, nothing is seen to be wasted, but rather everything is seen to be recycled. This is the essential way of things. Not to be in accord with this essential way of things is not to see the non-self-existing nature of all things, it is mottainai, i.e. wasteful. This view has socially resulted

in a strong reluctance to throw away things, from ribbons and wrapping paper to saving the three leftover peas to be used in the next days meal. Why? Because it is not in accordance with the essential nature of things. It is Mottainai.

Kodani, Masao. Cocktails, Senshin Buddhist Temple, 1992.



The Sustainable Little Tokyo Community Vision uncovered a groundbreaking opportunity for community institutions, businesses, private development, and government agencies to work in partnership to achieve high quality, resource-smart development and realize cost savings that can be shared by all sectors.

The LEED for Neighborhood Development rating system served as our technical framework for envisioning measurable energy and water efficiency, accessibility and affordability, and mobility.

We re-imagined cultural and community values that for generations have unconsciously expressed respect for nature and planning for the future, such as the Japanese concepts of Mottainai (to not be wasteful) and Kodomono Tameni (for the sake of children and future generations).

Our visioning process led us to district level concepts for energy, water, stormwater, and parking being pioneered around the country through EcoDistrict plans. The synthesis of our community values and traditions with innovative environmental design is catalyzing our own unique Cultural EcoDistrict approach to the opportunity sites and the rest of the neighborhood.

もったいない

サステナブル リトル東京とは

持続可能なリトル東京コミュニティビジョンは、高品質、資源の賢い活用法を用いた開発を実現し、すべてのセクターで共有することが可能な経費削減を生み出すため、社会機関、企業、民間の開発および政府機関が協力して作業するための画期的な機会を発見しました。

近隣開発のためのLEED評価システムは、測定可能なエネルギーと水効率、アクセシビリティ、アフォーダビリティおよび機動性を予測するための私たちの技術的なフレームワークとして使用されました。

私たちは、何世代にもわたって無意識に表現されてきた日本のもったいない、こどものために、など自然に対する尊敬や将来のための計画など文化的小およびコミュニティの価値を再想像しました。

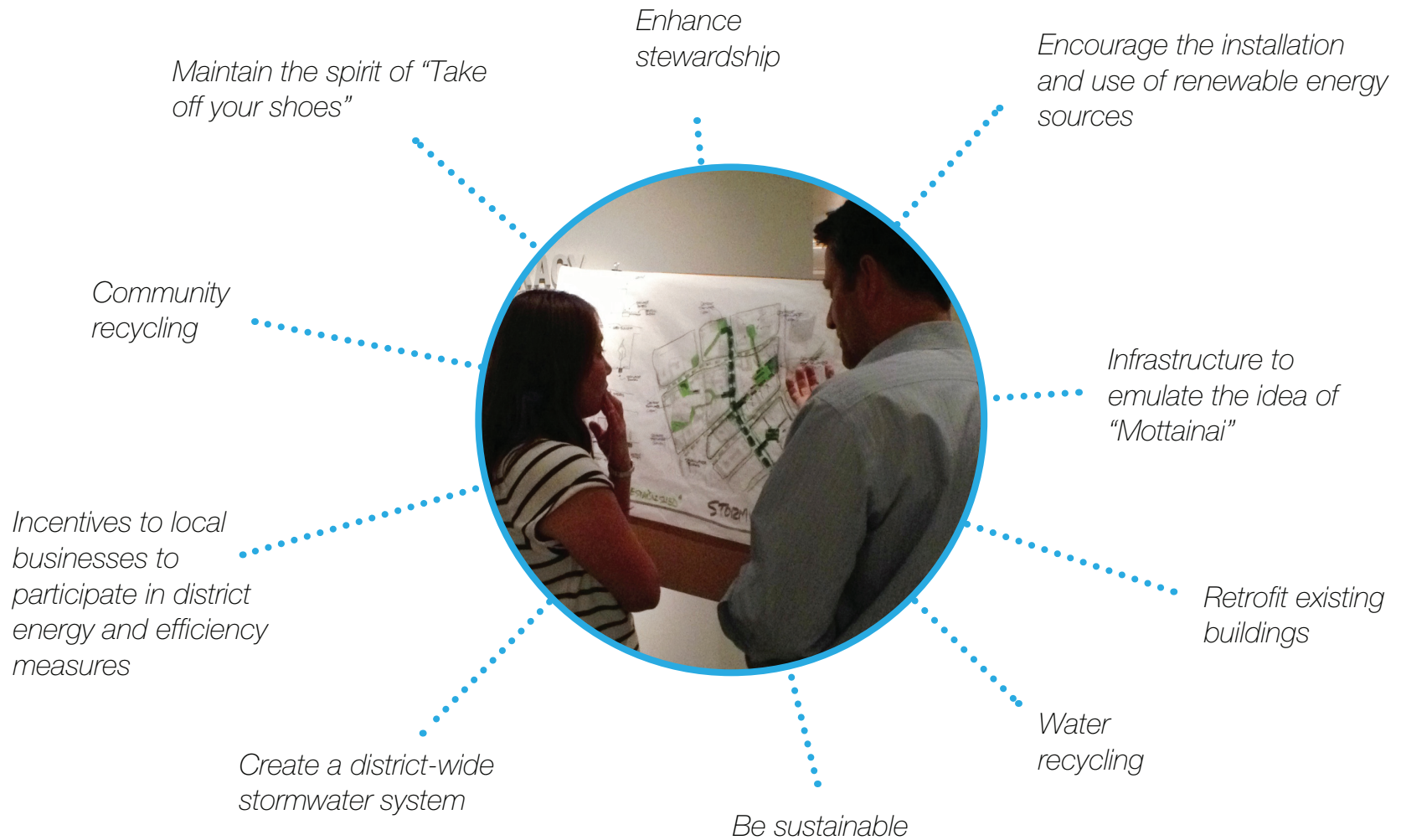
私たちのビジョン・プロセスは、全国 の先駆けとされているエコ地域計画を通じて、エネルギー、水、雨水、および駐車場に関する地区レベルの概念に私たちを導きました。私たちのコミュニティの価値観や伝統と革新的な環境デザインの統合は、建設用地や近隣地域に私たち自身のユニークな文化的エコ地域アプローチの影響を与えていません。





SUSTAINABILITY / MOTTAINAI

WHAT WE HEARD FROM THE COMMUNITY



SUSTAINABILITY / MOTTAINAI

COMMUNITY VISION

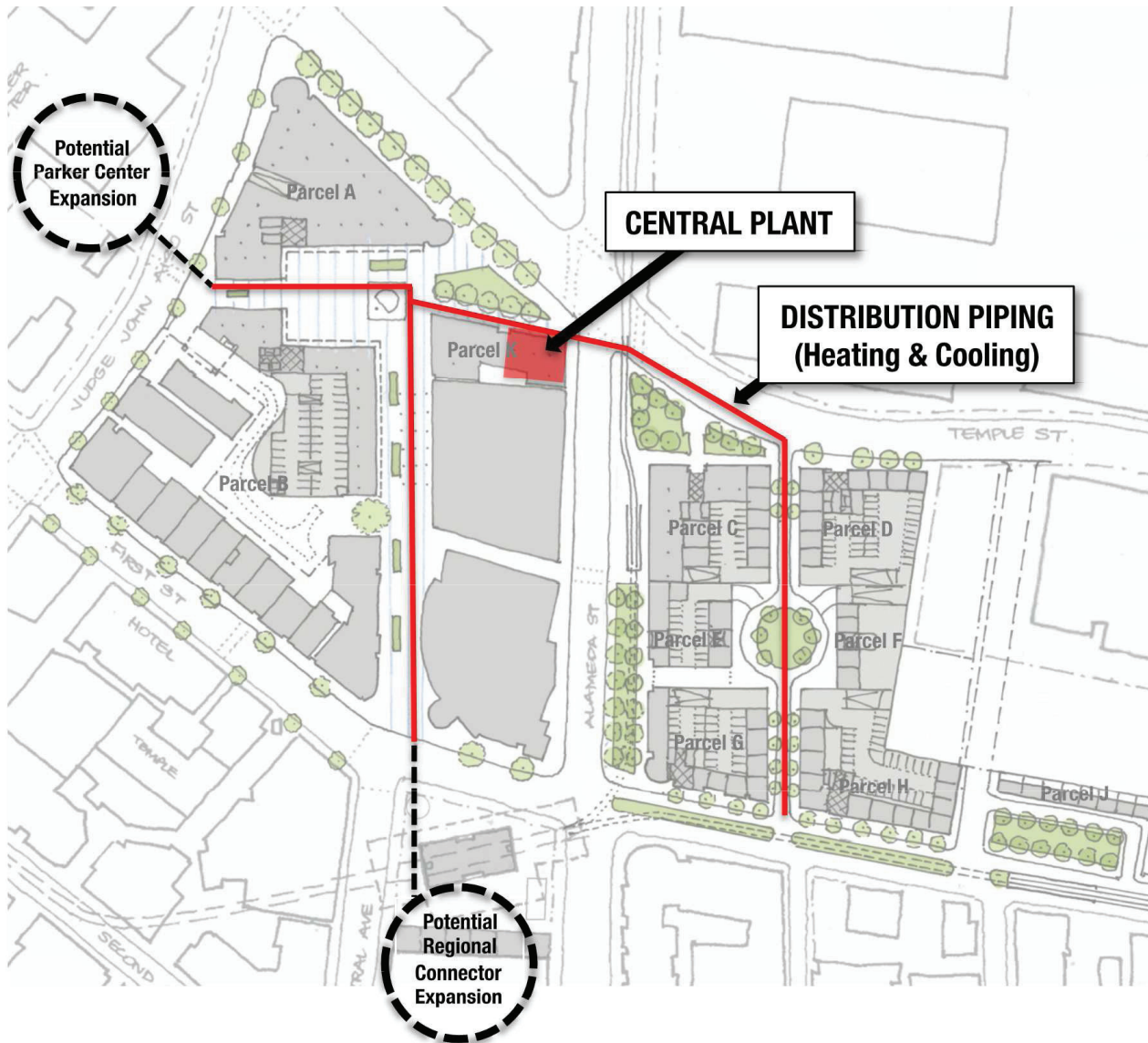
The Community Vision includes these principles for a Sustainable Little Tokyo:

- Be sustainable - infrastructure to emulate the idea of Mottainai
 - High-performance, resource-smart new development and construction
 - Enhance stewardship
 - “Take off your shoes”
 - Native, drought tolerant and resource-smart landscape
- Target sustainability goals:
 - 25% Energy Savings
 - 36% Potable Water Savings
 - 20% Stormwater Savings
 - 10% Potential Renewable Electric Energy Production



DISTRICT INFRASTRUCTURE

DISTRICT ENERGY CONCEPT



SYSTEM OVERVIEW

- 15-20% more efficient than building-scale systems and 10-20% more cost effective
- One central plant provides heating and cooling services to all new buildings within Little Tokyo
- No heating and cooling equipment at building-scale
- Existing buildings such as MOCA and the Japanese American Museum have potential to be connected to system.
- System should be sized to serve future Parker Center and Regional Connector Block expansion.

SYSTEM COMPONENTS

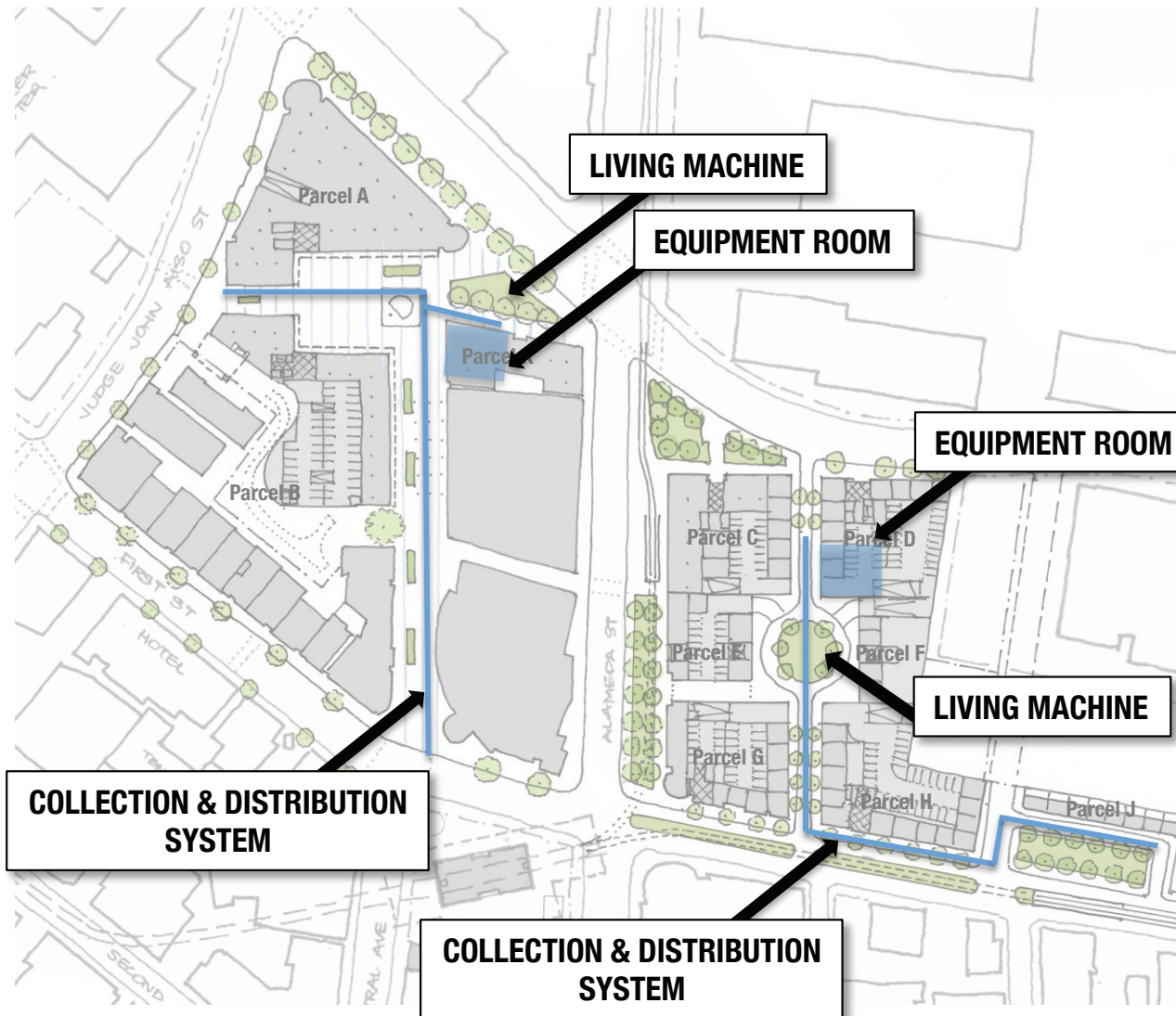
- Central Plant (natural gas fired boilers for heating and electrical chillers for cooling) integrated into building on Parcel K (20,000-30,000 SF)
- Four pipe distribution system (2 heating and 2 cooling)
- Energy transfer stations at each building

DEVELOPMENT STRATEGY

- System developed by private partner (in partnership with LTSC) based on long-term energy service agreement between energy provider and building customers

DISTRICT INFRASTRUCTURE

DISTRICT NON-POTABLE WATER CONCEPT



SYSTEM OVERVIEW

- 35-40% potable water use reduction through the treatment and reuse of domestic wastewater for toilet flushing, district energy cooling water make-up and irrigation (street and park)
- Wastewater treatment provided by a living machine which uses natural treatment processes to clean water.
- System to serve all new buildings
- Existing buildings such as MOCA and the Japanese American Museum have potential to be connected to system.

SYSTEM COMPONENTS

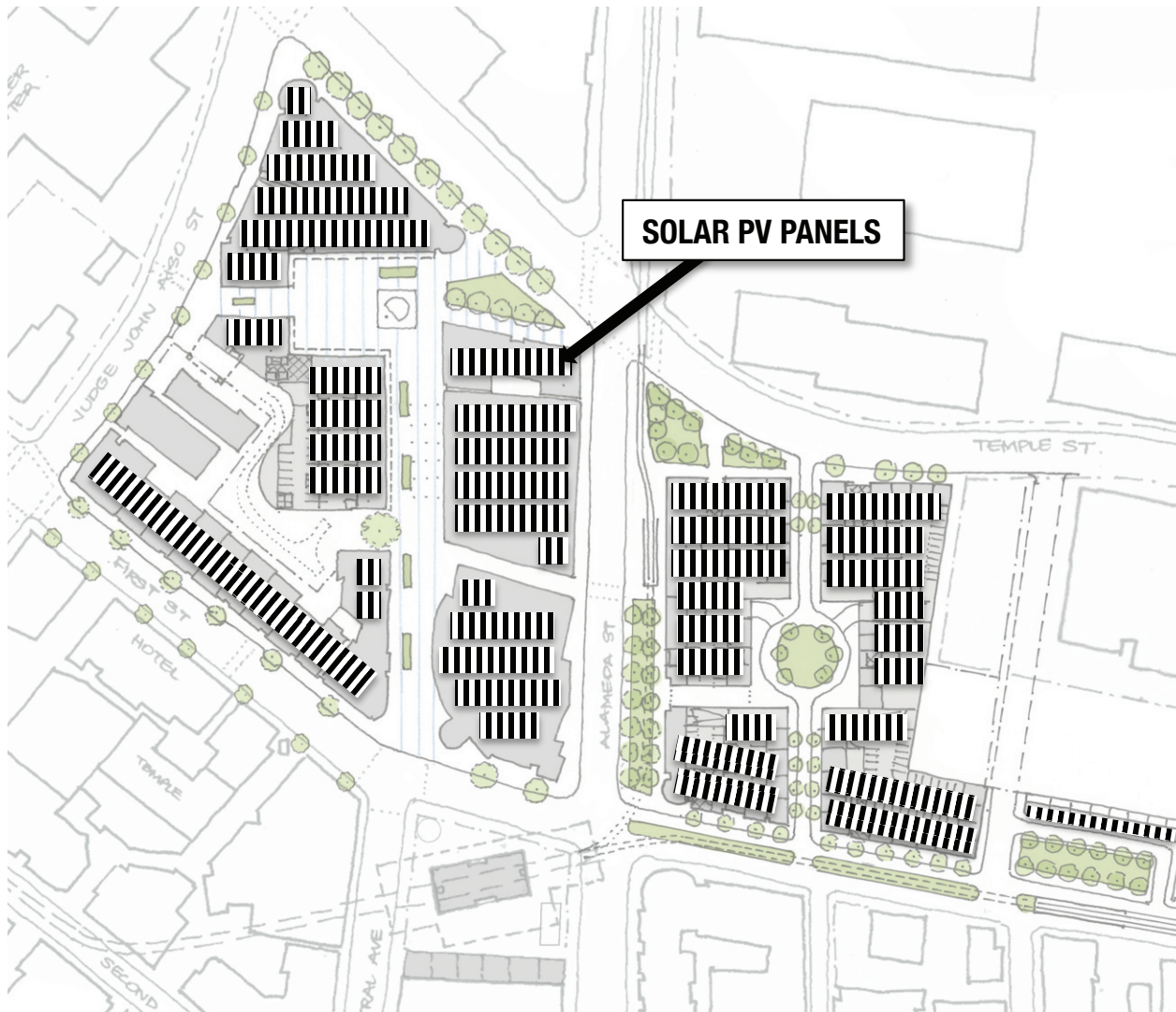
- Two (2) living machine systems. One serving Block 7 and one serving Mangrove (living machine size likely 4,000-6,000 SF)
- Equipment rooms and storage tanks required to be located adjacent to living machines (integrated into basement of buildings)
- Gravity collection system to convey wastewater to living machine
- Pressure system to provide non-potable water supply
- Each building has potable and non-potable water connection

DEVELOPMENT STRATEGY

- System developed by private partner (in partnership with LTSC) based on long-term non-potable water service agreement between non-potable water provider and building customers

DISTRICT INFRASTRUCTURE

RENEWABLE ENERGY CONCEPT (SOLAR PV)



SYSTEM OVERVIEW

- 3MW of solar PV potential
- Potential to meet 10% of electricity demand.

SYSTEM COMPONENTS

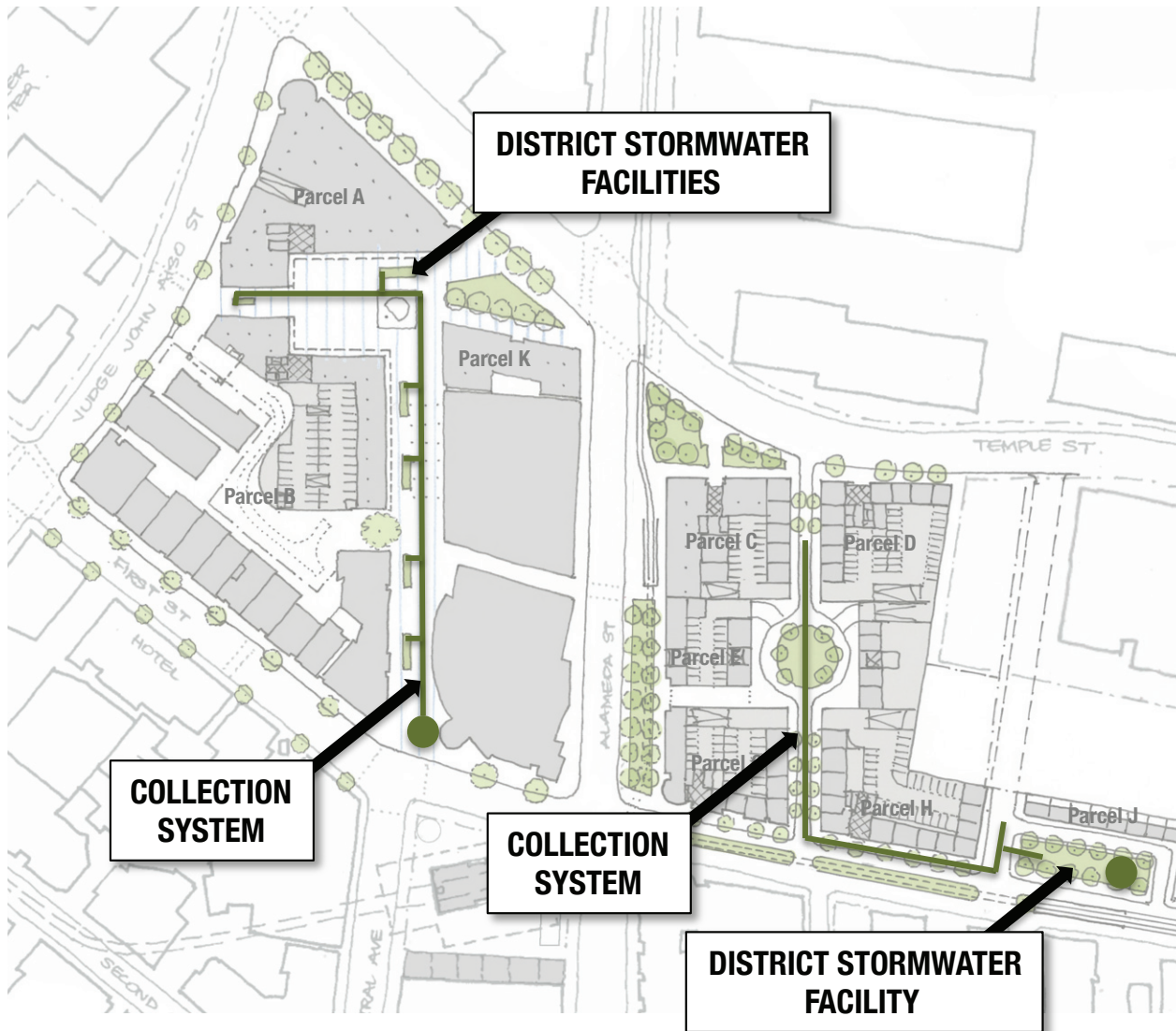
- Solar PV panels on all new building roofs
- Solar PV panels on large existing building roof (ie, MOCA and Japanese American Museum)
- Potential for electric vehicle (EV) charging stations

DEVELOPMENT STRATEGY

- System developed by private partner (in partnership with LTSC) based on energy service agreement between solar provider and building customers

DISTRICT INFRASTRUCTURE

DISTRICT STORMWATER CONCEPT



SYSTEM OVERVIEW

- Potential to reduce stormwater management capital costs by 15-20%
- Stormwater from new development to be managed with district stormwater facilities (ie, shared stormwater facilities)
- Green infrastructure (ie, natural systems) preferred management approach
- System to serve all new buildings
- Existing buildings such as MOCA and the Japanese American Museum have potential to be connected to system.

SYSTEM COMPONENTS

- Gravity collection system
- District stormwater facilities such as stormwater planters and stormwater ponds
- Disposal via drywells (assuming suitable soil conditions)

DEVELOPMENT STRATEGY

- System developed by private partner (in partnership with LTSC) based on long-term stormwater management agreement between stormwater management provider and building customers (ie, stormwater credit)

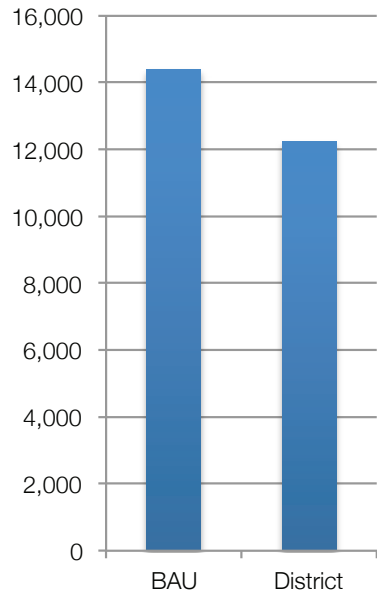
DISTRICT INFRASTRUCTURE

VALUE PROPOSITION SUMMARY



DISTRICT ENERGY

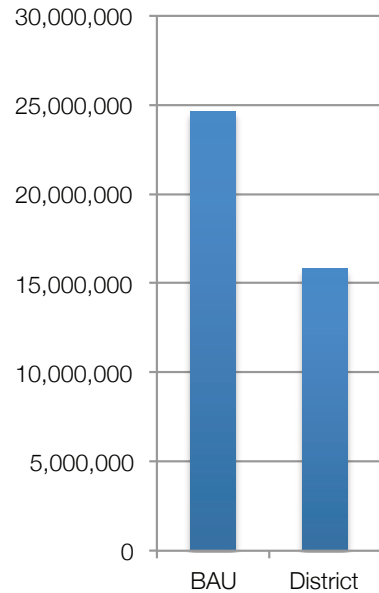
energy saved (MMBtu/yr)



15-25% Savings

DISTRICT WATER

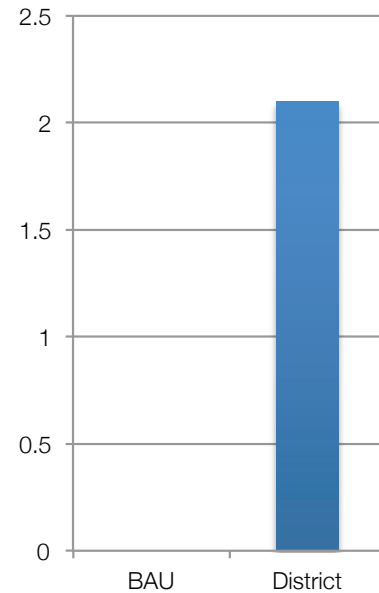
potable water saved (gal/yr)



36% Savings

RENEWABLE ENERGY

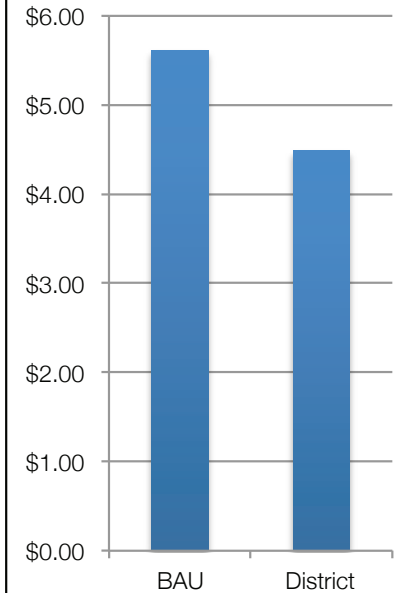
power generated (MW)



10% of Electricity Use

STORMWATER

management cost (\$/IAM)



20% Savings

BAU=Business as Usual

Community Vision

ENVIRONMENTAL SUSTAINABILITY

LEED FOR NEIGHBORHOOD DEVELOPMENT



LEED FOR NEIGHBORHOOD DEVELOPMENT IN LITTLE TOKYO

LEED-ND can be used by the city as a requirement for future development

Little Tokyo's neighborhood plan can achieve a gold rating (60-79 points) and potentially even a platinum rating (80+ points) under LEED-ND

Leadership in Energy and Environmental Design (LEED) is a widely recognized and practiced set of rating tools created by the US Green Building Council. LEED programs help buildings and neighborhoods achieve water, energy, and resource savings and create healthier environments.

RECOMMENDATIONS

- Re-establish street grid
- Ensure mixed use through Retail Action Strategy
- Create Parking Management District
- Build civic/recreational/open spaces in neighborhood
- Incorporate Green Infrastructure / Integrated Stormwater

5. CATALYSTS & NEXT STEPS

起爆剤と次ステップ

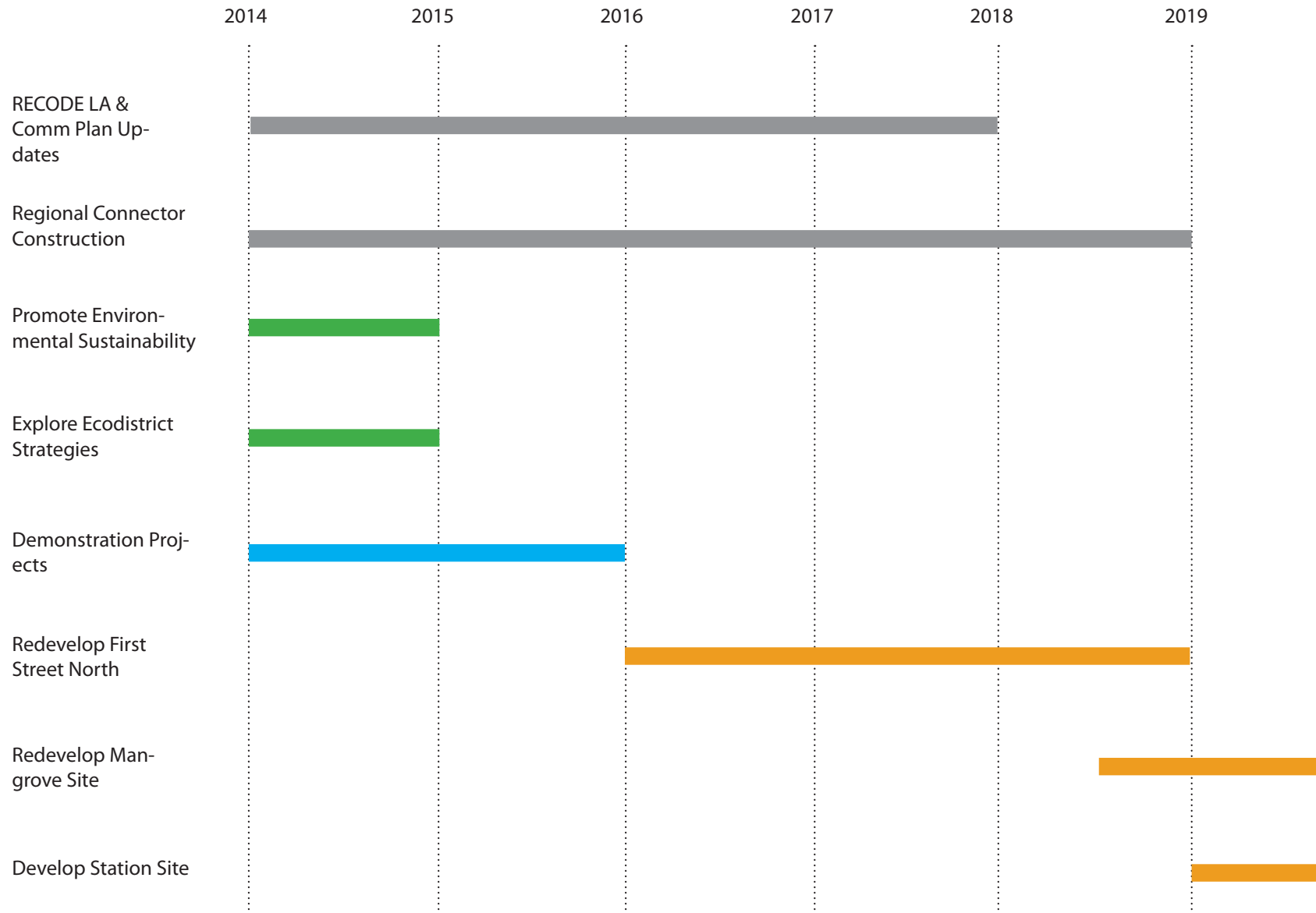


CATALYSTS & NEXT STEPS

A SUSTAINABLE LITTLE TOKYO

起爆剤と次ステップ
サステナブル リトル東京とは

Next Steps



CATALYSTS & NEXT STEPS

A SUSTAINABLE LITTLE TOKYO

Engage in ongoing City and County Initiatives

- RECODE LA Zoning Code update
- Downtown Community Plan updates
- Regional Connector Construction and Pedestrian Linkages

Promote Environmental Sustainability

- Engage business and property owners on resource efficiency opportunities
- Engage visitors and community members on reuse and recycling
- Engage local artists
- Explore appropriate landscape guidance consistent with environmental and cultural / community goals

Explore Ecodistrict Partnerships

- Enhance Community Council capacity
- Partner with City and/or County agencies

Implement Demonstration Projects

- Leverage Mayor's Great Streets initiative
- Explore a Stormwater Pilot project
- Explore opportunities for public art/ engagement with artists, landscaping, and gateway markers

Site Redevelopment

- Refine feasibility and site planning
- Explore Parking District opportunities
- Coordinate retail retention and attraction action plan



Next Steps

Dear Nancy

I just rode the METRO to Little Tokyo and although I was heading to Far East Cafe to order ramen (like they used to make!) I couldn't resist wandering down the new sculpture path from the station - inspired by the traditional parks in Kyoto, the art was as much a part of the park as the trees - Gingko, pine + more. Children were working on their own sculptures at the Mottainai workshop/recycling center and many were using the new bicycle paths. I eventually did find my way down First street and was pleasantly surprised to see Bruckdo, Anzen + Fugetsudo there (over)

LITTLE TOKYO

A PLACE TO VISIT (OR LIVE AS I DO) TO EXPERIENCE THE SIGHTS, CULTURE, FOOD, AND THE AURA OF JAPAN & JAPANESE AMERICANS. WALKING IN AN AREA THE SMELL OF THE FOOD, THE SOUND OF THE JAPANESE LANGUAGE AND THE COLORS AND ARCHITECTURE OF THE BUSINESSES AND TEMPLES SETS ITSELF APART FROM ANY OTHER PLACE IN L.A.



高野山米國別院

KOYASAN BUDDHIST TEMPLE

SCHEDULE
KOYASAN BUDDHIST TEMPLE
100th Anniversary
October 25, 1989

Appendix

Shugyo Dai
北本開教百年
October 25, 1989

APPENDIX

A SUSTAINABLE LITTLE TOKYO

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

APPENDIX

FINAL CONCEPT DESIGN NOTES

Community uses that are planned for within Little Tokyo, but are not shown on the three study parcels include:

Senior Center (proposed in the Far East storefront space)

Recreation Center (proposed at the Budokan)