

Los Angeles is a city of isolated suburbs, separated by streams of concrete, searching for a center. The city's vision is to consolidate itself into a more cohesive and defined urban place through a network of TODs.

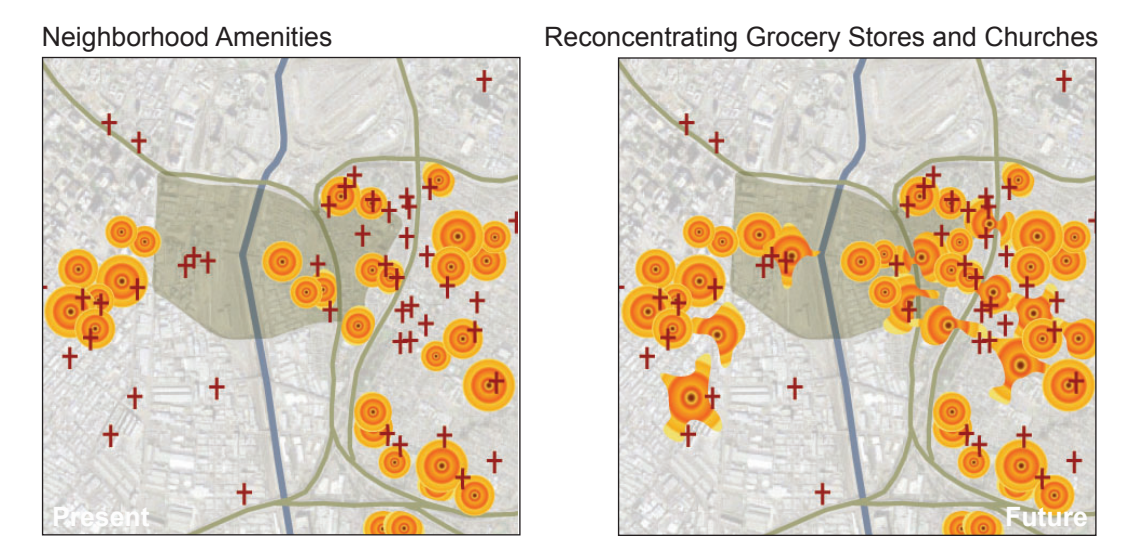
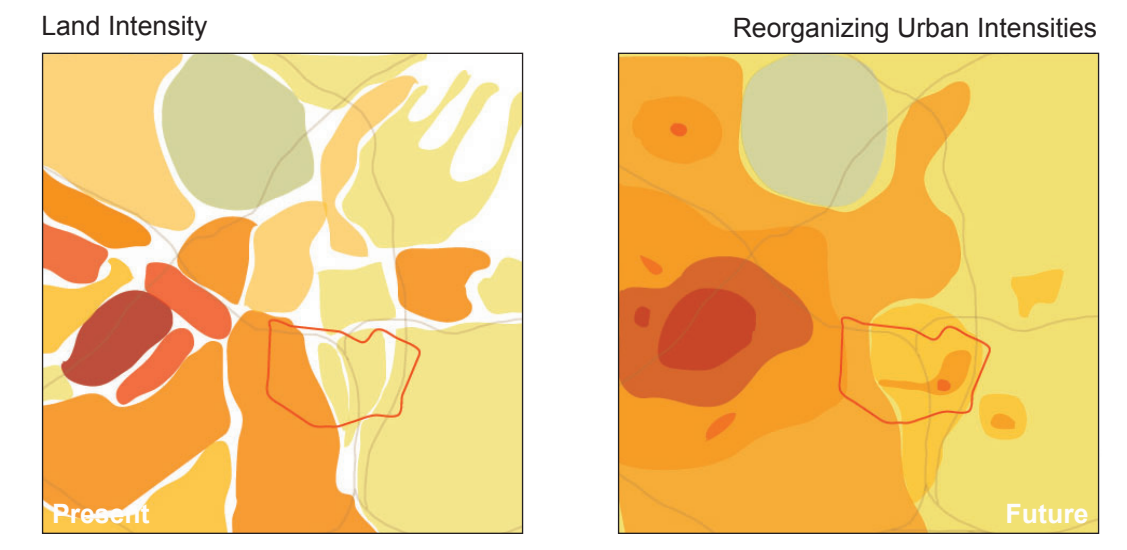
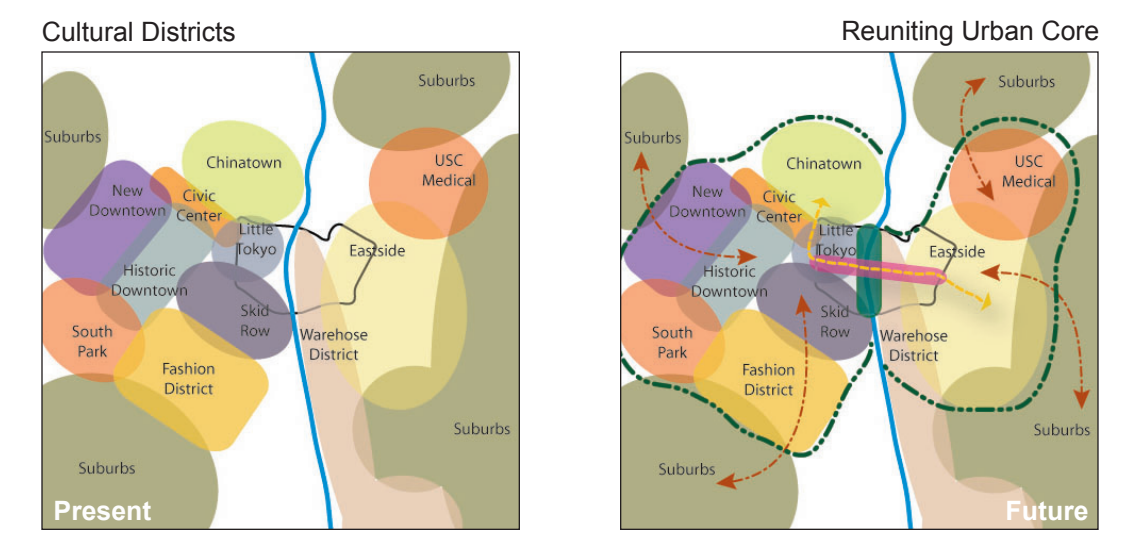
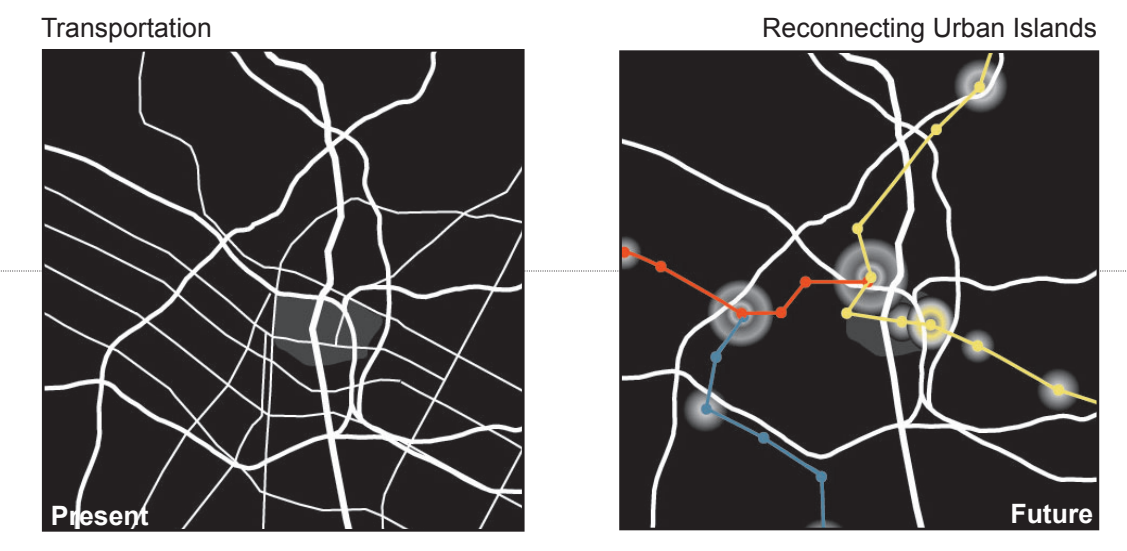
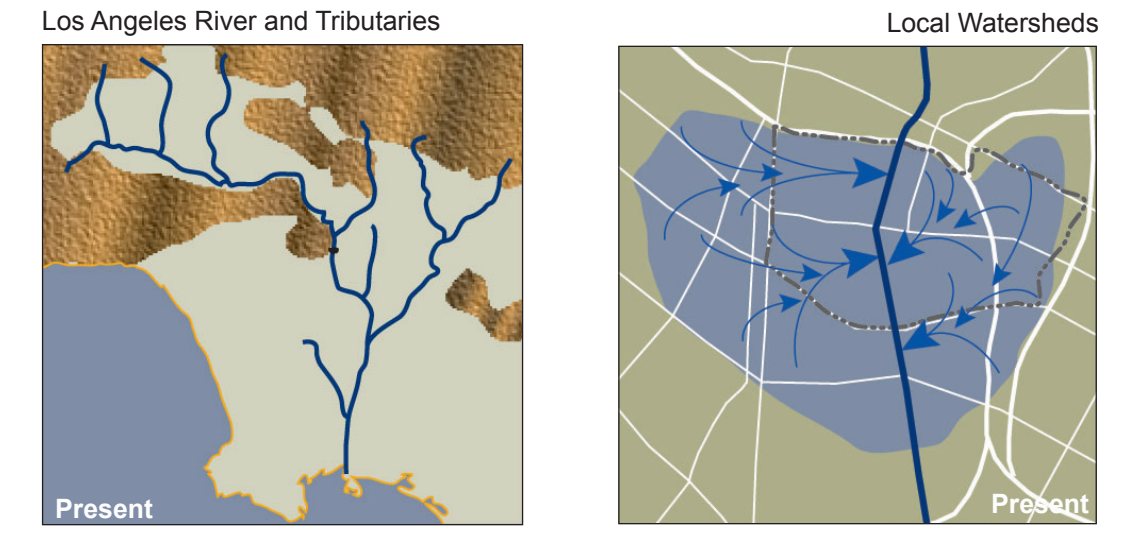
Confluencia is an urban redevelopment project which helps attain this goal by reconnecting the urban islands of Los Angeles through a series of nodes of varying intensities. This will reorganize the urban fabric by bringing together a confluence of:

- cultures and people
- neighborhoods and communities
- history and future
- city and river
- nature and industry
- mountains and sea

This proposal combines three elements, which will serve as a prototype for future urban development. These elements are:

1. Camino Latino – Latin Corridor
2. Paseo Angelino – LA Riverway
3. Mariachi Plaza – TOD Node

PLANNING CONTEXT AND ANALYSIS



URBAN DESIGN Sustainability of Storm Water, Material, and Community

Storm Water Management

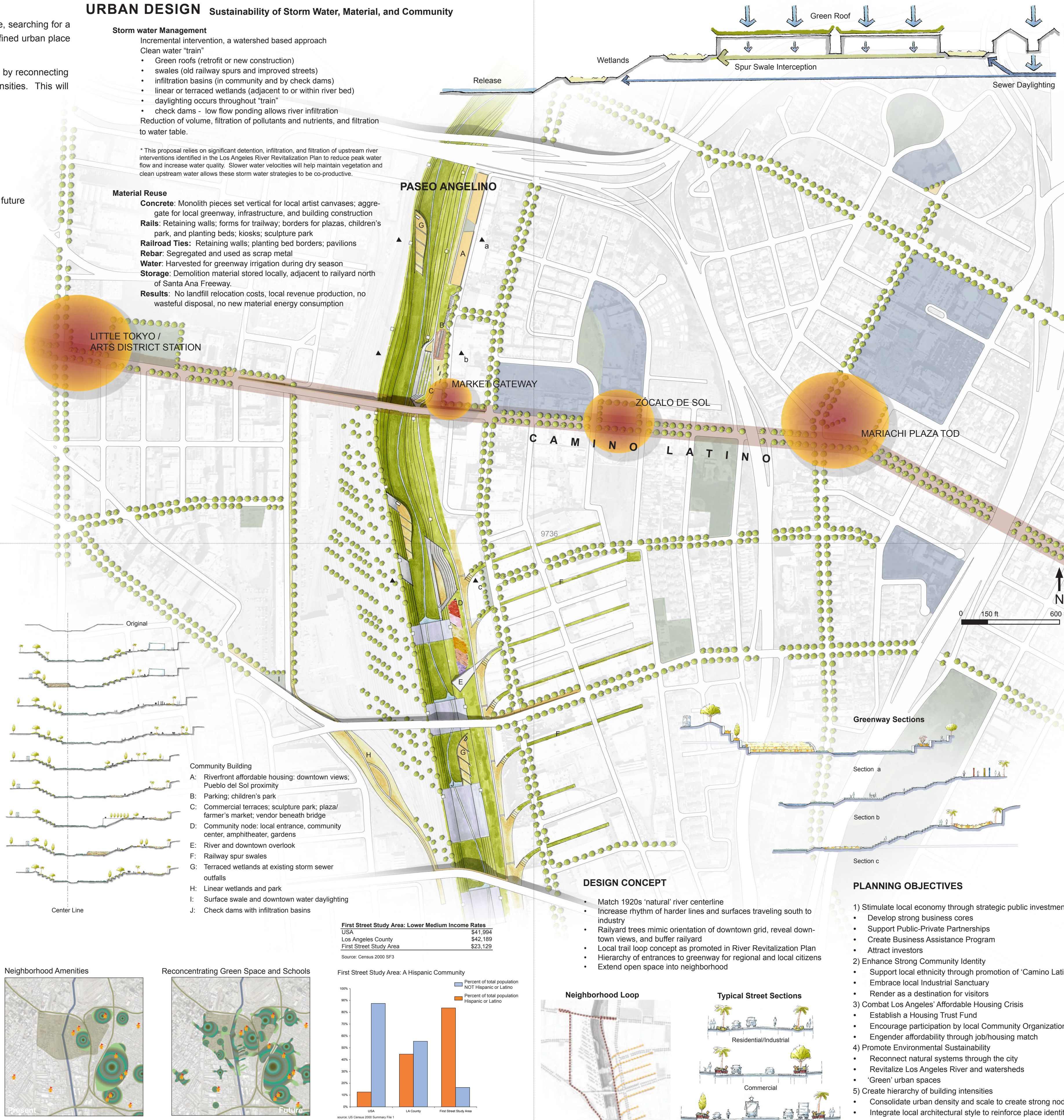
- Incremental intervention, a watershed based approach
- Clean water "train"
- Green roofs (retrofit or new construction)
- swales (old railway spurs and improved streets)
- infiltration basins (in community and by check dams)
- linear or terraced wetlands (adjacent to or within river bed)
- daylighting occurs throughout "train"
- check dams – low flow ponding allows river infiltration

Reduction of volume, filtration of pollutants and nutrients, and filtration to water table.

Material Reuse

- Concrete:** Monolith pieces set vertical for local artist canvases; aggregate for local greenway, infrastructure, and building construction
- Rails:** Retaining walls; forms for railway; borders for plazas, children's park, and planting beds; kiosks; sculpture park
- Railroad Ties:** Retaining walls; planting bed borders; pavilions
- Rebar:** Segregated and used as scrap metal
- Water:** Harvested for greenway irrigation during dry season
- Storage:** Demolition material stored locally, adjacent to railyard north of Santa Ana Freeway.

Results: No landfill relocation costs, local revenue production, no wasteful disposal, no new material energy consumption



DESIGN CONCEPT

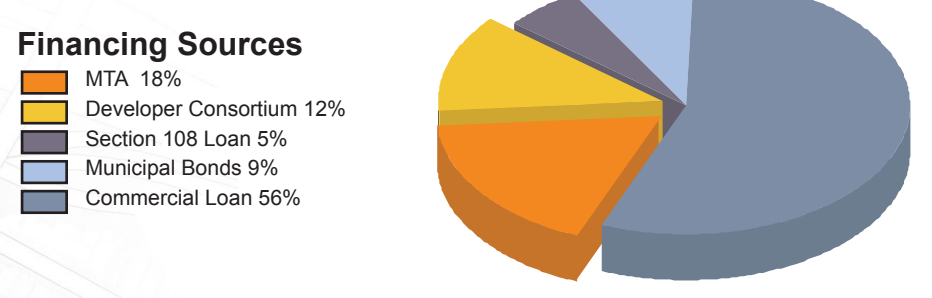
- Match 1920s 'natural' river centerline
- Increase rhythm of harder lines and surfaces traveling south to industry
- Railyard trees mimic orientation of downtown grid, reveal downtown views, and buffer railyard
- Local trail loop concept as promoted in River Revitalization Plan
- Hierarchy of entrances to greenway for regional and local citizens
- Extend open space into neighborhood

PLANNING OBJECTIVES

- 1) Stimulate local economy through strategic public investment
 - Develop strong business cores
 - Support Public-Private Partnerships
 - Create Business Assistance Program
 - Attract investors
- 2) Enhance Strong Community Identity
 - Support local ethnicity through promotion of 'Camino Latino'
 - Embrace local Industrial Sanctuary
 - Render as a destination for visitors
- 3) Combat Los Angeles' Affordable Housing Crisis
 - Establish a Housing Trust Fund
 - Encourage participation by local Community Organizations
 - Engender affordability through job/housing match
- 4) Promote Environmental Sustainability
 - Reconnect natural systems through the city
 - Revitalize Los Angeles River and watersheds
 - 'Green' urban spaces
- 5) Create hierarchy of building intensities
 - Consolidate urban density and scale to create strong nodes
 - Integrate local architectural style to reinforce place identity
 - Design people-friendly streetscapes

DEVELOPMENT PROPOSAL

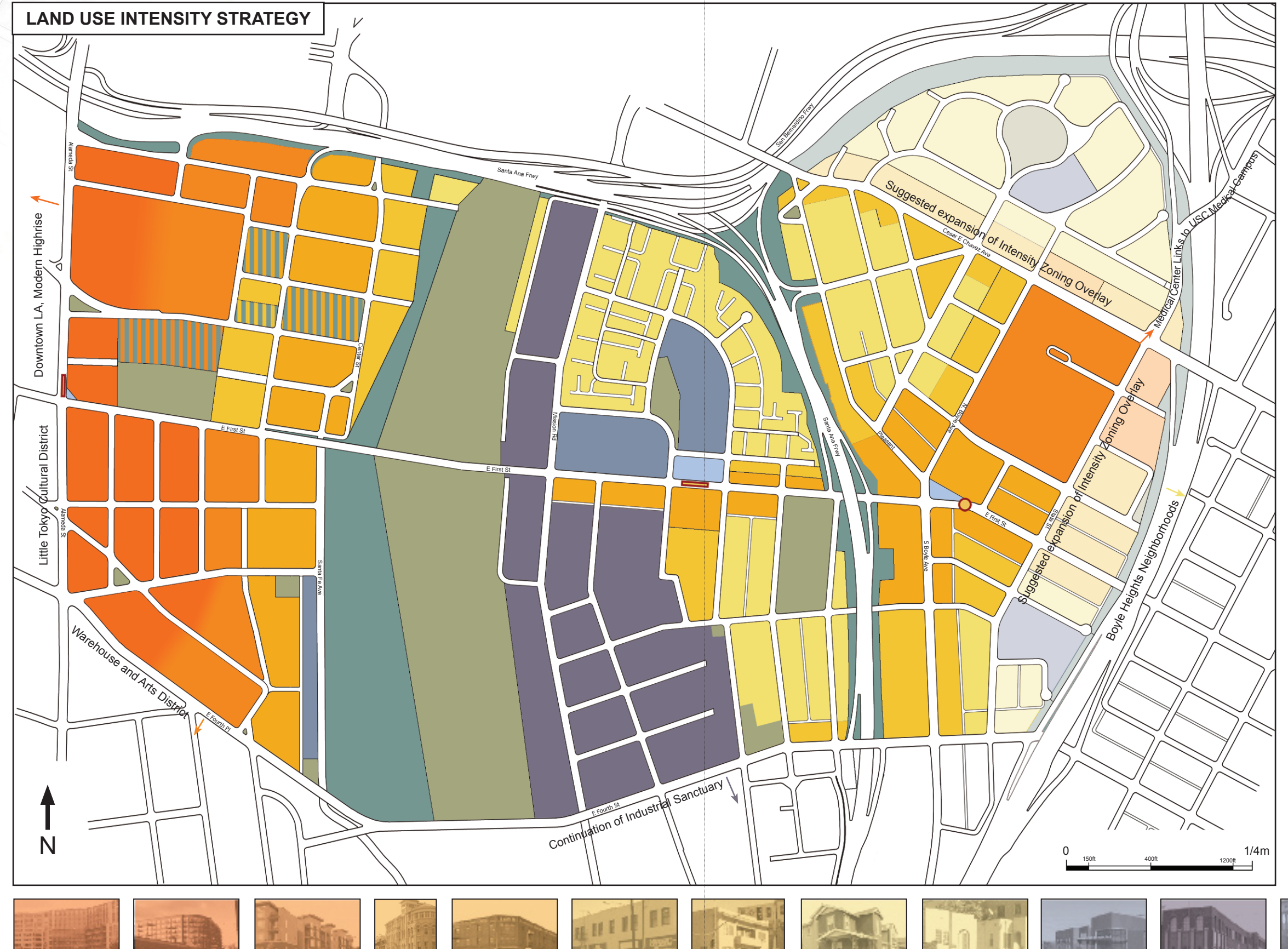
SCHEDULE AND FINANCES



Property Type	Number of Units	Unit %	Total SF	Per SF Construction Cost	Construction Cost	Rentals/Rates
Residential Multi-family for sales	333	100%	333,000	\$85	\$28,305,000	\$10
Market Rate	33	10%	33,300			\$500
Workforce Affordable						
Multi-family for rent	300	90%	299,700			\$18
Market Rate	90	27%	89,910			\$15
Workforce Affordable	100	30%	119,880			\$12
Affordable	90	27%	89,910			\$12
Commercial			77,252	\$70	\$5,407,658	\$30
Deck	86,400		\$45	\$3,888,000		
Podium	22,500		\$20	\$450,000		
Mariachi Plaza Landscaping	16,300		\$10	\$163,000		
Demolition	85,197		\$3	\$255,591		
Total	410,282				\$38,489,249	

Item / Year	Year 0	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
Potential Gross Income	\$4,495,500	\$4,639,356	\$4,787,815	\$4,941,025	\$5,099,138	\$5,262,311	\$5,430,705	\$5,604,487	\$5,783,831	\$5,968,913	\$6,160,444
Effective Gross Income	\$4,270,725	\$4,407,388	\$4,548,425	\$4,693,974	\$4,844,181	\$4,999,195	\$5,159,169	\$5,324,263	\$5,494,639	\$5,670,468	\$5,857,468
Net Operating Income	\$2,775,971	\$2,864,802	\$2,956,476	\$3,051,083	\$3,148,718	\$3,249,477	\$3,353,460	\$3,460,771	\$3,571,516	\$3,685,804	\$3,803,674
Potential Gross Income	\$2,317,568	\$2,391,730	\$2,468,265	\$2,547,249	\$2,628,761	\$2,712,882	\$2,799,694	\$2,889,284	\$2,981,741	\$3,077,157	\$3,175,917
Effective Gross Income	\$2,085,811	\$2,152,557	\$2,221,439	\$2,292,525	\$2,365,898	\$2,441,594	\$2,519,725	\$2,600,398	\$2,683,567	\$2,769,444	\$2,858,441
Net Operating Income	\$1,385,777	\$1,443,935	\$1,493,821	\$1,545,141	\$1,597,825	\$1,652,936	\$1,709,521	\$1,767,639	\$1,827,349	\$1,888,719	\$1,951,807
Less: Debt Service	\$4,040,349	\$4,040,349	\$4,040,349	\$4,040,349	\$4,040,349	\$4,040,349	\$4,040,349	\$4,040,349	\$4,040,349	\$4,040,349	\$4,040,349
Before Tax From Rents	\$19,399	\$223,615	\$360,062	\$500,875	\$646,194	\$796,163	\$950,932	\$1,110,653	\$1,275,485	\$1,445,591	\$1,620,444
Revenue From Sales	-\$16,559,607										
Less: Tax Owed	\$5,290,671	\$1,491,153	\$286,424	\$381,330	\$584,876	\$808,437	\$928,422	\$1,054,283	\$1,196,422	\$1,354,889	\$1,529,330
After Tax Cash Flow	\$8,120,728	\$2,062,461	\$73,638	\$119,544	\$165,461	\$211,287	\$256,913	\$302,215	\$347,063	\$391,308	\$434,544
After Tax IRR	15.1%										
For Tax Calculation	\$2,711,014	\$2,620,627	\$2,524,064	\$2,420,902	\$2,310,688	\$2,192,937	\$2,067,132	\$1,932,719	\$1,789,107	\$1,635,663	\$1,473,917
Interest Payment	\$1,098,149	\$1,098,149	\$1,098,149	\$1,098,149	\$1,098,149	\$1,098,149	\$1,098,149	\$1,098,149	\$1,098,149	\$1,098,149	\$1,098,149
Depreciation	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889
Discount Point Expenses	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889	\$41,889
Taxable Income	\$13,600,696	\$3,833,299	\$736,309	\$980,284	\$1,235,817	\$1,503,537	\$1,784,111	\$2,078,245	\$2,386,689	\$2,710,239	\$3,058,444

LAND USE PLANNING



DESIGN PROPOSAL

Key Features:

1. Mixed-use, high-density Transit Oriented Development integrating train, bus & automobile accessibility makes it a strong NODE
2. Hierarchy of uses and private/public spaces with the flexibility to afford different kinds of community activities create a 'SENSE OF PLACE'
3. Consolidates amenities and local businesses and acts as a MAGNET for attracting outside investment to the area.
4. Active streets, connecting courtyards and engaging street design encourages WALKABILITY.
5. Designed in the California Mission Style to blend in with local built environment and emphasizes the character of the Latin Corridor
6. Has provisions for energy conservation and rain water harvesting, making it ENVIRONMENTALLY SUSTAINABLE.

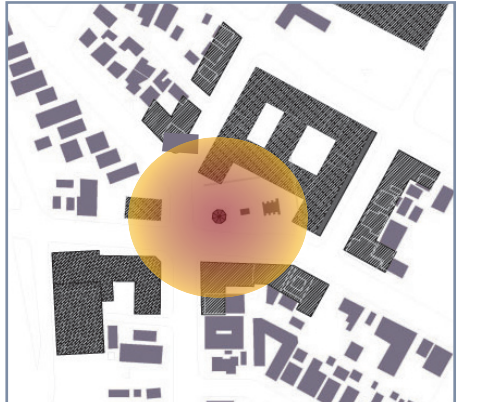
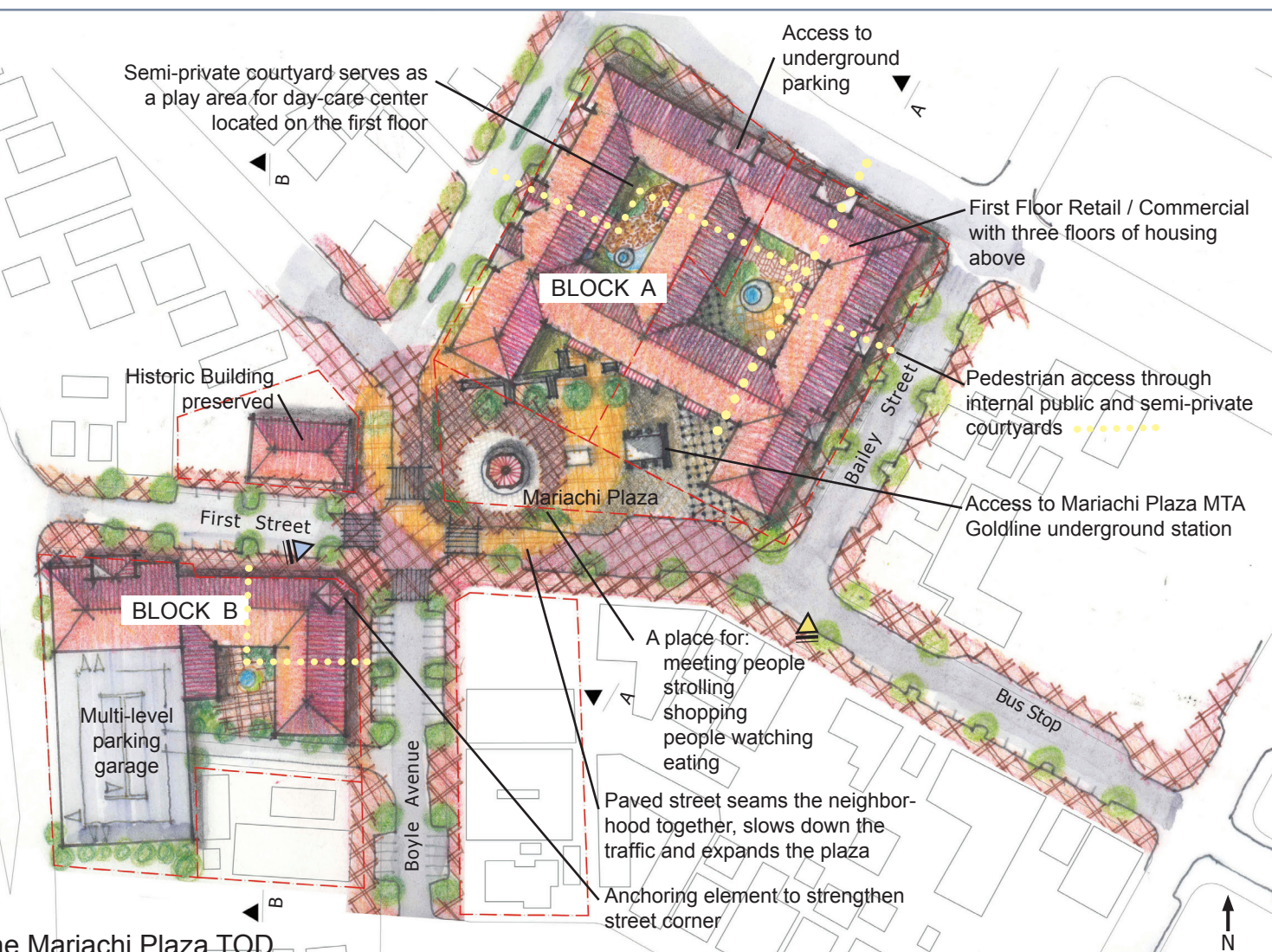


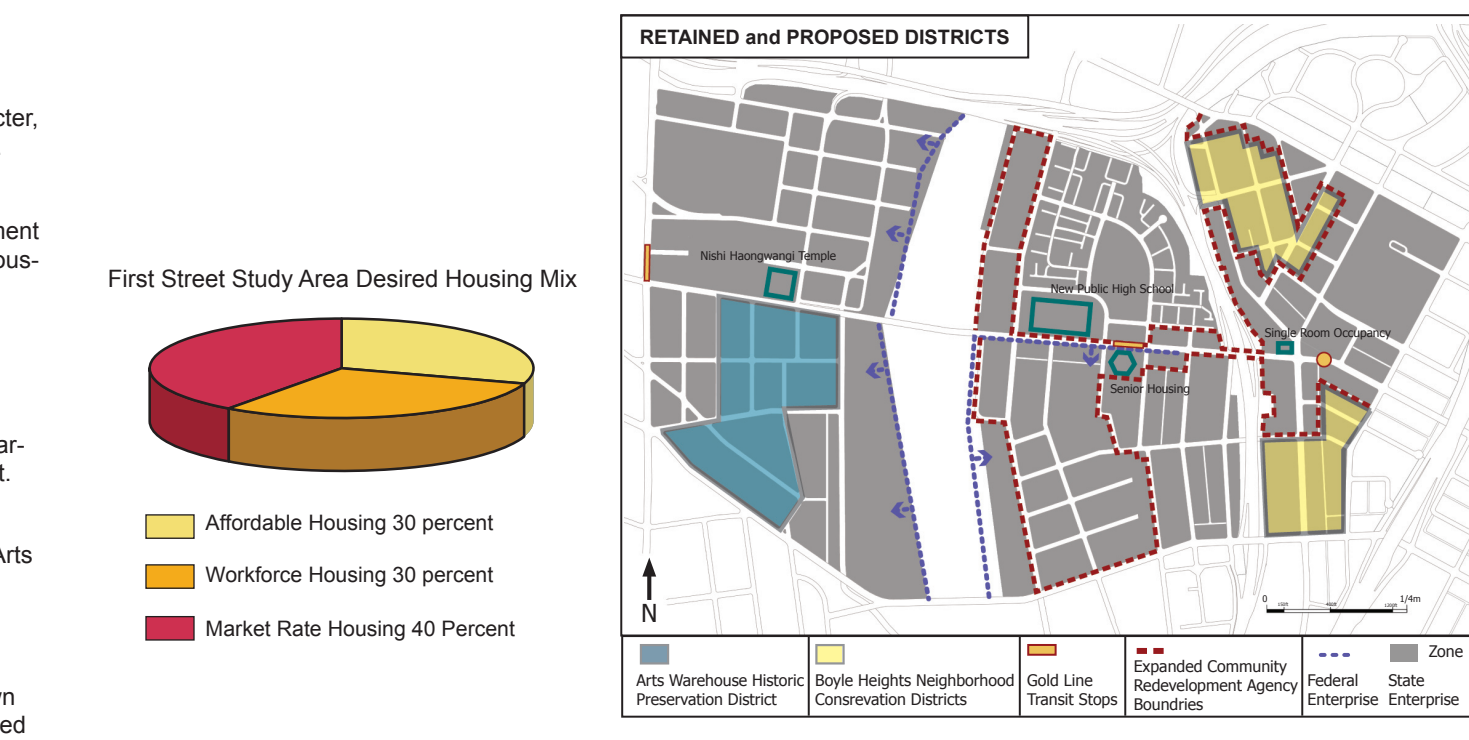
FIGURE GROUND DIAGRAM

showing the relationship between the built and open spaces after the vision of the Proposed Landuse Plan is realized



SITE PLAN

SECTION AA SECTION BB



LAND USE RELATED POLICY

- Transit line and proximity to downtown could lead to gentrification.
- Local Poverty Rate 13% above LA County Level:** Encouraging above average percentages of affordable housing will provide housing for low- and very low-income households in the area. (source: US Census, SF)
- Housing Shortage:** Increasing the overall number of housing units will make space for new residents while retaining the existing population. Current population of housing units ratio 1:3 for city of Los Angeles and 1:8 for East Los Angeles (source: www.baamarac.org).
- Displacement of Existing Residents:** Creating a rent stabilization program will maintain affordability for current residents while providing landlords a reasonable rate of return.
- Displacement of Local Businesses:** Expanded Community Redevelopment Agency borders allow small local businesses to remain in the area despite rising costs of operation and location competition. Additionally creating a rent assistance program aids in business retention.
- Current tight housing market will necessitate a larger housing stock in the future.
- Additional Housing:** Increasing intensity allowances at Mariachi Plaza and the First Street Corridor allows for growth in an increasingly tight housing market.
- Governmental Assistance:** Creating a Governmental Housing Trust Fund will assist in creating more affordable housing.
- Renter/Owner-Occupied Housing Mix:** Promoting larger proportion of owner-occupied housing will strengthen commitment to community. Current housing is 10% owner-occupied while the proposed mix is 20% owner-occupied (source: www.societysplanner.com).
- Employment Opportunities at Industrial Sanctuary requires accessible commute.
- Work-Force Housing:** Supplying housing for working families allows for a greater job/housing balance.
- Transportation/Neighborhood:** New metro line and proximity of affordable neighborhoods enables walkable commutes for employees.
- Increased building activity will encourage tear-downs.
- Conservation Districts and Urban Design Codebook:** Focusing new construction toward Mariachi Plaza and First Street Corridor will ensure preservation of significant neighborhood characteristics.