

**DTLA**





## THANK YOU FROM COUNCILMEMBER HUIZAR

Dear Friends,

It is with great pleasure that I write to you as I approach the end of my term as the Councilmember representing the 14th District of the City of Los Angeles. From my first day in office, I have focused my energies on improving the quality of life for residents of our community.

This booklet captures many of the things that I was able to accomplish during my time in office. It represents the efforts that my staff and I made to improve the quality of life for the constituents of DTLA. Together with your help, we changed things forever - and for the better.

I have been privileged to serve one of the most diverse and thriving areas of the City. Thank you for the support you have shown me. I will always feel humbled and honored that you entrusted me as your representative.

Sincerely,

A handwritten signature in black ink that reads "José Huizar". The signature is written in a cursive style with a large, sweeping initial "J".

José Huizar  
Councilmember, 14th District

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# ARTS

## ART DEVELOPMENT FEE

In an effort to free up the millions that developers have contributed toward the arts, Councilmember Huizar piloted the City's Arts Development Fee Ordinance. The measure lifted cumbersome requirements that formed the basis of the previous statute. The goal was to more effectively channel funds into public art capital improvement projects.

Upon the ordinance's passing, \$1.7 million was immediately released to build public art displays throughout the City.



## UTILITY ART BOX MURAL PROGRAM

Councilmember Huizar's realization that the City's drab traffic electrical boxes could be transformed into expressions of public art gave birth to the Utility Art Box mural program. The experiment has grown from a pilot effort in Council District 14 to a citywide initiative.

There are now more than 200 painted utility boxes in Council District 14 alone, and more than 600 throughout the rest of the City. Huizar managed the accomplishment by partnering with the Los Angeles Department of Transportation. Together, they created a streamlined process that encouraged access to the boxes.

*"We are a city that values its artists. The insight and innovation they lend to Los Angeles cannot be overstated."*

**- José Huizar**

## MURAL ORDINANCE

In the Seventies and Eighties, artists, including a large contingent on Los Angeles' Eastside, created thousands of murals that told the story of our City's distinct communities and at one point earned Los Angeles the title of "Mural Capital of the World". More recently, however, artists who wanted to create murals on private property were faced with a ban on their work due to ongoing litigation with sign companies.

In 2013, after an 11-year moratorium and countless legal hurdles barring the creation of new murals on private property in Los Angeles, Councilmember Huizar collaborated with fellow advocates to encourage the City to adopt a new ordinance that would permit muralists to utilize their creative talents once again. As the Chair of the Planning & Land Use Management Committee, Huizar helped enact a law that identified murals as "original works of art," instead of simple sign postings. The result was a removal of the ban on murals.



*"Murals define our unique and diverse city. They are a part of what makes Los Angeles one of the world's great metropolitan centers. It's important that we embrace our history and continue to affirm our commitment to supporting the arts."*

**- José Huizar**



## AMÉRICA TROPICAL

Located at the El Pueblo de Los Angeles Historical Monument, this historic David Alfaro Siqueiros mural is the only one, by the famed Mexican artist, that still exists in the U.S. in its original location. In need of conservation and with millions of dollars allocated to the Mural Conservancy of Los Angeles for the overarching El Pueblo improvements, Councilmember Huizar introduced a motion that earmarked \$500,000 of those funds for the América Tropical mural. The restorative efforts include building a protective shelter for the pieces, constructing a viewing platform, and enacting conservation measures to protect it from further weathering; ensuring it remains an integral part of L.A.'s history for decades to come.



## POPE OF BROADWAY

Located in the heart of Broadway, the 70-foot-tall Anthony Quinn, Pope of Broadway mural, has served as an iconic epicenter for Downtown L.A. since 1985. The colorful portrayal of the Latino actor and two-time Academy Award winner weathered years of graffiti, chipped paint and moisture damage, all which took a toll on its preservation and vibrancy.

For muralist Eloy Torrez, it was really painful to watch the mural deteriorate. Councilmember Huizar was able to secure \$150,000 to restore the mural and provide for an anti-graffiti coating. So in early 2017, Torrez joined art conservationists including Councilmember Huizar and Edward James Olmos in celebrating its full restoration.



## UNDISCOVERED AMERICA

Painted in 1992 by Earth Crew 2000, Undiscovered America is located in DTLA's Art District. The mural pays homage to the Los Angeles' indigenous culture and history.

The more than 25-year old piece of work is protected as a "grandfathered mural" by the Department of Cultural Affairs. Councilmember Huizar worked with the original artists, Erick "Duke" Montenegro, Benjamin James Frank Jr., Rogelio Cabral, Nuke Montalvo, and Helen Samuels to revive this remarkable mural and restore it to its former glory.





## CALLE DE LA ETERNIDAD (ETERNITY STREET)

While helping to usher in a vibrant future for DTLA, Councilmember Huizar has also made it his priority to preserve the community's rich history. In 2012, Huizar was able to strike a deal between real estate developer David Gray and SPARC, a Southern California mural preservation group, to digitally preserve a mural on the side of one of Gray's buildings that was under renovation.

In order to save the Calle de la Eternidad mural, but still allow for building improvements, SPARC digitally scanned the entire mural before it was removed. Plans are underway to reproduce the piece on a different wall at a later date.

*"This effort highlights two things I am extremely passionate about - the historic preservation of our iconic buildings and our beautiful murals."*

**- José Huizar**

## ED RUSCHA

Artist Kent Twitchell painted his mural of famed pop artist Ed Ruscha in 1987 on the side of a Hill Street building. After it was accidentally whitewashed, Councilmember Huizar got involved.

In 2015, Huizar secured an agreement with the owner of the American Hotel in the Arts District to have Twitchell recreate the Ed Ruscha mural on the building's exterior. Huizar sponsored the subsequent project along with All City Mural Endeavor.

*"Kent Twitchell is absolutely fundamental to the Los Angeles art scene. With this piece, he has expanded on a body of work that has helped solidify his place among Los Angeles' greatest muralists."*

**- José Huizar**



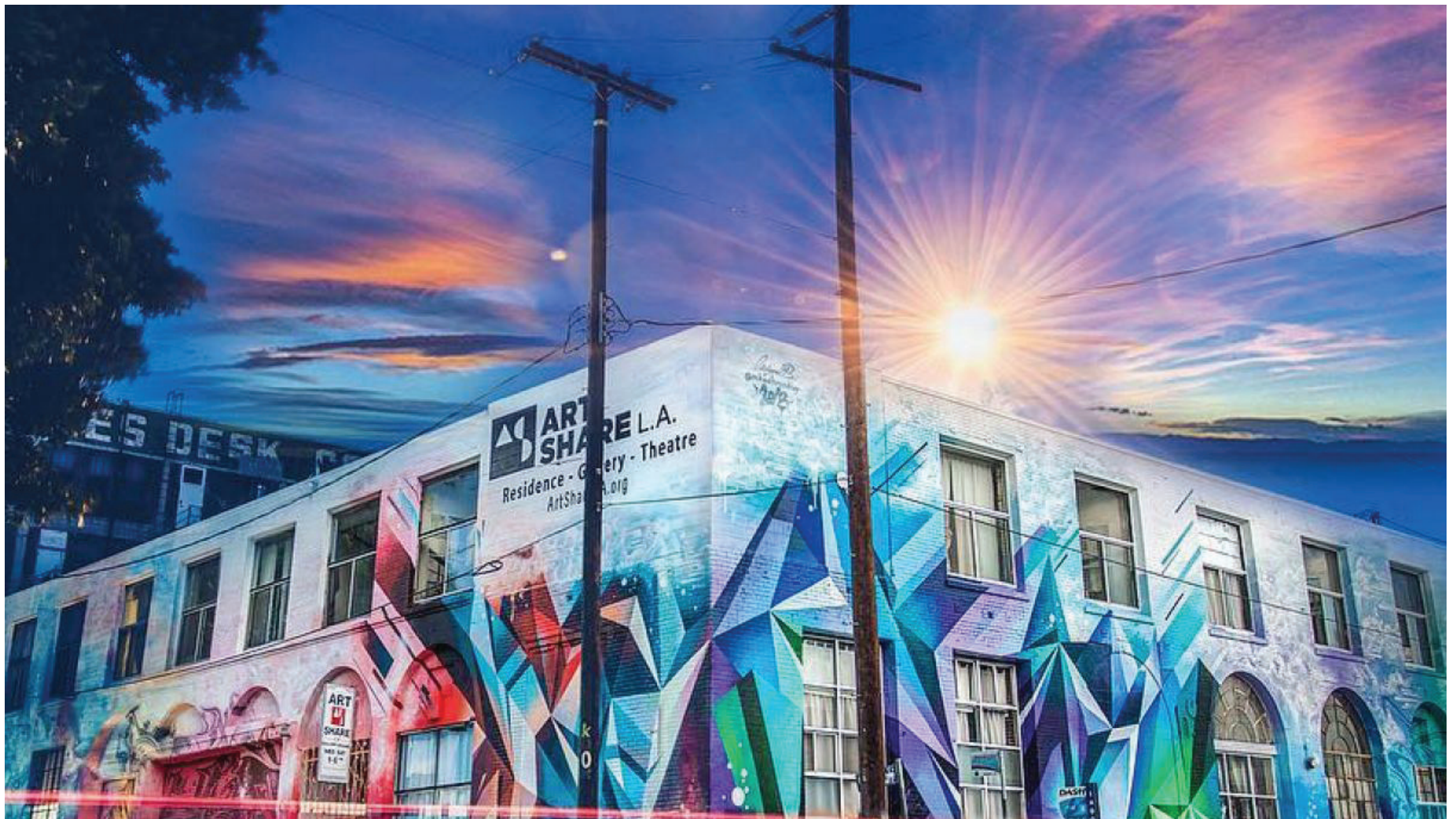
## MIKE MUIR MURAL

The mural of punk rock icon Mike Muir from the band Suicidal Tendencies was unveiled in DTLA's Arts District with an accompanying free public concert. Located near the future site of the 6th Street Bridge, this larger-than-life image of the lead singer was created by local artist Robert Vargas. Councilmember Huizar worked with the City's Department of Cultural Affairs to secure funding for the creation of the mural.



## ART SHARE LA

Councilmember Huizar supported a competition in collaboration with Art Share LA and the Department of Cultural Affairs to select a muralist for a commissioned project. Muralist Mikael B was selected from amongst the various entrants to create a mural on the Art Share LA Arts District's facade. The artist is inspired by the vibrant urban scenery found on the streets of Los Angeles, and his work on the Art Share LA wall reflects that aesthetic.



## AYAN

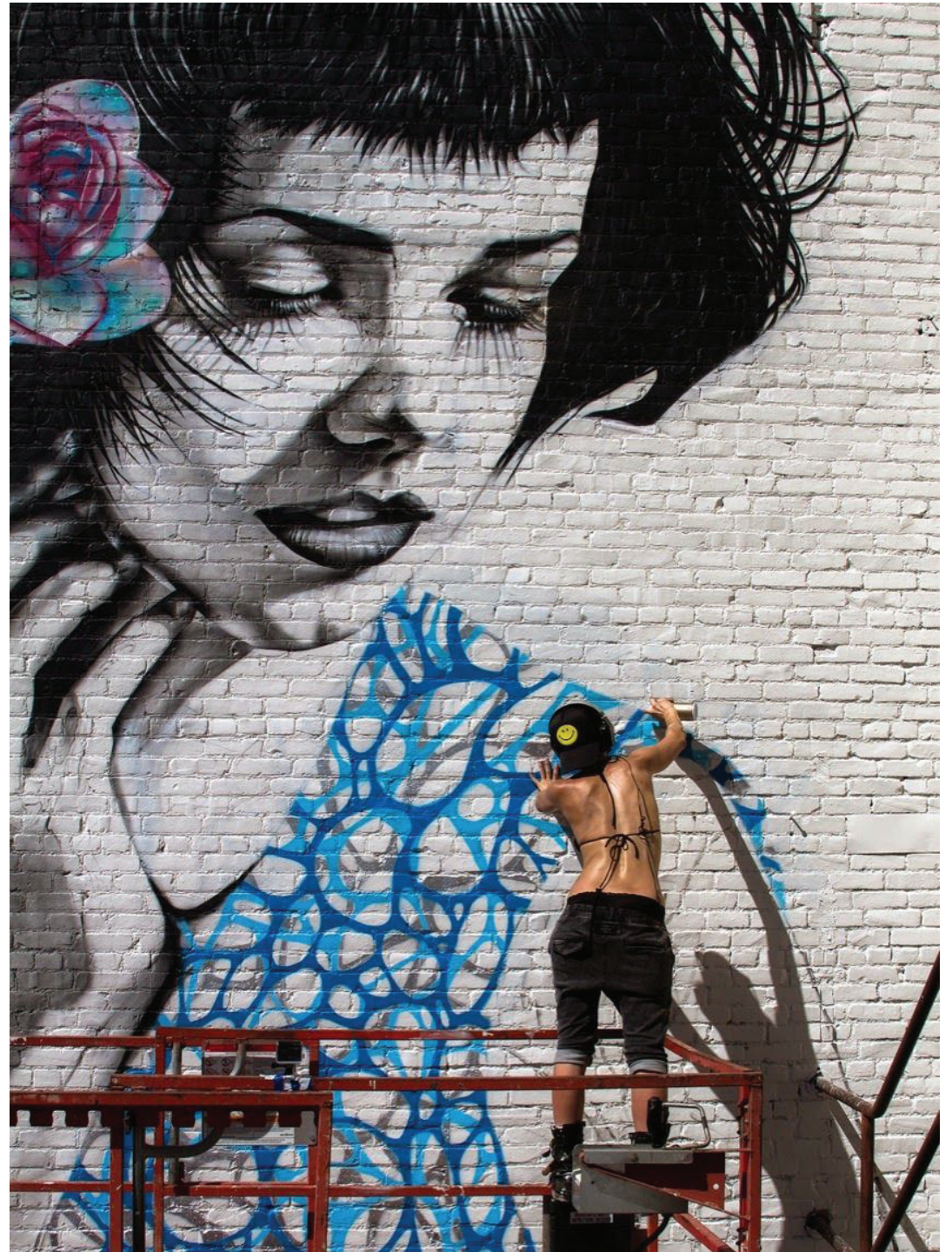
Best known for his high contrast minimalist black and white murals, Tommii Lim, Los Angeles native, wanted to create a mural specifically tailored to DTLA's Fashion District. Councilmember Huizar worked with Tommii Lim, Now Art LA, and AYAN to secure a location and help the artist's vision come to life. Located in the heart of LA's Fashion District, the mural pays homage to the creators, businesses, and people within this vibrant neighborhood.





## UPON REFLECTION

During spring 2014, DTLA welcomed Fin DAC and Christina Angelina's collaborative mural "Upon Reflection" to Historic Core Spring 2014. A new found staple in DTLA "Upon Reflection" depicts two strong, elegant, and vibrant women.





## CULTURE AND EVENTS

### BRINGING BACK BROADWAY

The Bringing Back Broadway Economic Development Initiative, (2008-2018) was created in partnership with CD14's private and nonprofit partners to serve Broadway, which was in severe need of investment and revitalization.

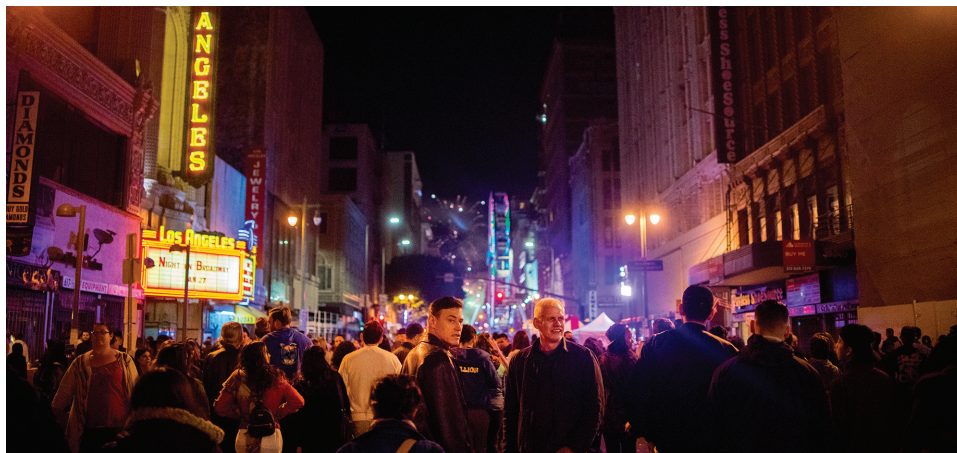
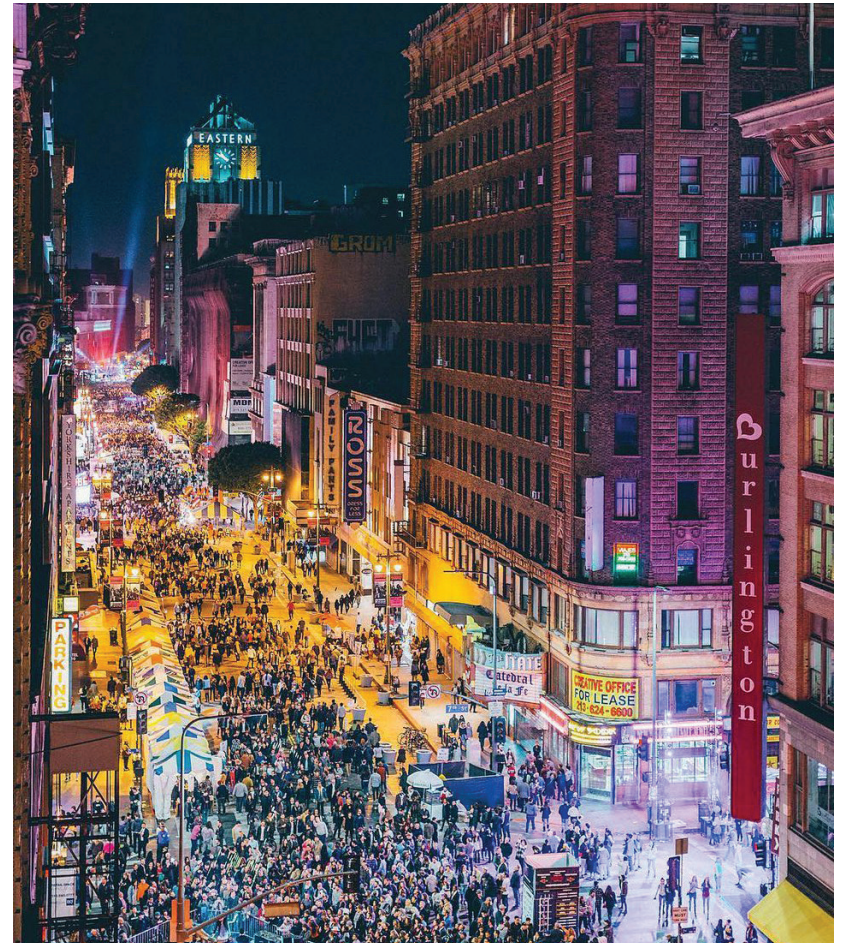
Today, the Broadway Corridor serves as a beacon of revitalization. Retailers and restaurants are offering a variety of options for residents and visitors. Many of DTLA's historic theatres and their emblematic marquees have been restored and are now open to the public. New plaza sitting areas and safer traffic lanes have further improved the Broadway experience. This initiative is a testament to collective focus, creativity, and hard work.

## NIGHT ON BROADWAY

Night on Broadway was first produced in 2015 to celebrate Councilmember Huizar's Bringing Back Broadway Initiative. After a successful "Day on Broadway" event, which included walking tours and docent-led discussions on Broadway's 12 Historic Theatres, a nighttime program was envisioned, one that would bring a critical mass of people to the street with programming in multiple venues down the length of the corridor.

The event was an overwhelming success. In its first year, it drew 35,000 people from across the City. In subsequent years, it grew into one of the largest one-day arts and music festivals in North America. In 2018, Night on Broadway celebrated the completion of the 10-year initiative with a record 250,000 participants.

From emerging musical acts to international stars, artists to acrobats, carnival rides to food trucks - Night on Broadway was a love letter from DTLA to the City of Los Angeles.



## SENIOR SNOWBALL

This annual winter formal dance and luncheon honoring local seniors has been hosted by Councilmember Huizar for more than a decade. Uniting nearly 30 senior clubs from across Northeast Los Angeles, DTLA, Boyle Heights, and El Sereno, the Senior Snowball attracts an average of 500 seniors every year.

The celebration includes food and live music. Seniors are transported back to yesteryear with live music, including jazz, swing, pop, cumbia, and salsa favorites.



## EDUCATION

### ADELANTE AWARDS

Councilmember Huizar's annual Adelante Awards (Onward Awards) recognize academic and community excellence of students from the 63 elementary, middle, and high schools located within Council District 14.

Since its inception 15 years ago when Huizar served on the LAUSD School Board, an estimated 1,700 students have earned Adelante Awards. At the ceremony, students, their families, and school representatives are treated to brunch and entertainment before presentation of a certificate and trophy. The Adelante Awards are intended to encourage students to continue on the path of excellence.



# PARKS

## PARK DEVELOPMENT FEES

In one of the most significant parks-related initiatives in recent history, Councilmember Huizar introduced legislation to increase the City's park development fees. Also known as Quimby fees, these charges are imposed on residential projects involving the subdivision of land or air space. The fee is factored on a "per unit" (for condominiums) or "per lot" basis, with the amount of the fee dependent on the zoning of property.

The measures led by Huizar dramatically improved the Department of Recreation and Parks' ability to purchase park land and build new facilities, and they provide tax incentives for developers who install on-site recreational amenities that are open to the public. Huizar's initiative also encouraged construction of affordable housing in Los Angeles by exempting these units from the new fee requirements.

*"It's been 31 years since we updated our parks development fees in park-poor Los Angeles. Reform was needed to increase funding for parks by an estimated \$30 million annually citywide, adjust standards so that more green space could get built, and create incentives for developers to build parks on-site."*

**- José Huizar**





## GREENING DOWNTOWN – PARKS, PARKLETS, AND RE-ENVISION PLANS

Councilmember Huizar is passionate about transforming public spaces. He believes that the City's streets, parks, and squares hold tremendous potential. Huizar's goal is to make them more accessible and pedestrian-friendly. The end result is a Los Angeles that guarantees an improved quality of life for all of its residents.



## SIXTH STREET BRIDGE PARK

As part of the \$482 million Sixth Street Bridge project, Councilmember Huizar worked tirelessly to establish park space beneath the bridge – space that would connect Boyle Heights with DTLA’s Arts District.

Independent of bridge funding, Huizar secured \$28 million to outfit the park with activities and elements requested by the respective communities. The Boyle Heights side features soccer fields, basketball courts, a skate park, playground, and a dog park. The Arts District side includes a dog park as well as a fitness zone, performing arts plaza, and a much-needed multipurpose open space.

After cost overruns threatened to eliminate many of the public elements selected by the local residents, Huizar secured and allocated an additional \$3.7 million to further fund those elements.

## PERSHING SQUARE

Recognizing that Pershing Square, the City's oldest park, was in need of a major overhaul, Councilmember Jose Huizar set to work. In September 2015, the City Council adopted Huizar's initiative to create a public-private partnership to reimagine Pershing Square.

The resulting nonprofit organization, Pershing Square Renew, proved an integral partner in the project, assisting with community feedback as well as the design competition and judging committee. Submissions from leading national and international firms led to the selection Agence Ter's winning design.

Construction will occur in phases. Huizar has arranged full funding for the first two phases of the project, which will open up the park and provide significantly improved access. In time, Pershing Square will be transformed into a gathering space that will be treasured for generations to come.







## FIRST AND BROADWAY PARK

With the allocation of \$10 million in Quimby development funds, Councilmember Huizar has made a long-term commitment to bringing a new park to two acres of land located at First and Broadway. The space has been vacant since the 1971 Sylmar earthquake damaged former state-owned buildings and a parking lot housed there.

The First and Broadway Park will be the Civic Center's next crown jewel. The winning design team, Mia Lehrer + Associates, proposed a design that focuses on sustainability, shade, and public gathering space. The new park will be aesthetically compatible with adjacent Grand Park and will feature a restaurant, ample space for public art, and multiple areas for visitors to engage and relax.



## SPRING STREET COMMUNITY GARDEN

As part of DTLA Forward, Councilmember Huizar secured 35 raised beds to open the Historic Core's first community garden. The garden builds a stronger community by encouraging healthy eating and social interaction among neighbors.

## SPRING STREET PARK

Councilmember Huizar supervised the development of Spring Street Park, working with Recreation and Parks, the Downtown Los Angeles Neighborhood Council, the Historic Los Angeles BID, and developer Tom Gilmore to make certain the space met the needs of the community. After the park's opening, Huizar continued to secure funds for improvements such as additional security services.



## ARTS DISTRICT PARK

When efforts to build a pocket park in the Arts District were put on hold due to the dismantling of the Community Redevelopment Agency, Councilmember Huizar joined forces with Recreation and Parks to ensure that \$2.1 million in Quimby funds would be directly allocated to the project. A 20-year lease was signed with the Bureau of Engineering, which owns the land.

Arts District Park opened in late 2016. It's part of Huizar's DTLA Forward initiative, as well as the City's 50 park initiative. The new park includes a children's playground, performance area and mural wall.





## ARTS DISTRICT DOG PARK

Councilmember Huizar supported local volunteers who were working with a private property owner to construct a dog park in the Arts District and continued to offer his assistance after it opened.

When the Los Angeles River Artists and Business Association (LARABA), which operates the park, announced it would need to begin charging for admission to cover operating costs, Huizar donated funds to install an automated locking system. Access and security were immediately impacted, easing the strain on LARABA. The park reopened free of charge in September 2014.

## GLADYS AND SAN JULIAN PARK

Understanding that it was essential to keep parks in Skid Row open, Councilmember Huizar allocated \$50,000 in 2013 to guarantee that operations would continue uninterrupted at San Julian Park. With the state dissolving redevelopment grants for cities, the funds allowed SRO Housing Corporation to continue oversight of San Julian until City officials could establish a long-term solution. Ultimately, the State allowed the City to take over the former Community Redevelopment Agency-owned site, along with several others.

Huizar also worked with Recreation and Parks to assume control of operations at Gladys Park, then secured funds to facilitate long-needed repairs and the construction of permanent restrooms. Additionally, the Councilmember formed a public/private partnership with Nike to build an outdoor basketball court and bleachers.

More recently, Huizar supported the installation of two Automated Public Toilets (APT) restrooms in front of the park. The restrooms are staffed with attendants.



# ENVIRONMENT

## ELIMINATION OF COAL

Councilmember Huizar guided Los Angeles toward a greener tomorrow by implementing numerous strategies that will increase reliance on clean, renewable energy sources in place of coal and natural gas.

In 2013, Huizar collaborated with Mayor Antonio Villaraigosa, the Sierra Club, and a coalition of business, labor, community, and environmental groups to implement agreements with the Los Angeles Department of Water and Power (LADWP). The agreements made Los Angeles the largest city in the country to dedicate itself to a coal-free future.

Los Angeles' decision to end its reliance on power from Arizona's Navajo Generating Station and Utah's Intermountain Power coal plants includes a commitment to renewable energy sources as well as an expansion of energy efficiency programs. This follows a trend in which municipalities are divesting from out-of-state coal plants due to the mounting financial liabilities.



*"This is truly a momentous day for the City of Los Angeles. With this initiative, we are taking the unprecedented step of eliminating our dependence on coal. Now, we need to commit ourselves to a range of renewable energy sources in order to fully maximize the benefits of this groundbreaking decision."*

**- José Huizar**



## SOLAR AND RENEWABLE ENERGY RESOURCES

Councilmember Huizar encouraged Los Angeles to approve two of the largest solar projects in the country. Together, they will result in an annual savings of 955,000 metric tons of carbon emissions (the equivalent of removing 184,000 cars from the road).

Huizar also supervised the development of the Clean LA Solar Program, which allows commercial property-owners to use rooftop solar panels to generate energy, and then sell that power to the LADWP. This “feed-in-tariff policy” is the largest urban rooftop solar program of its kind in the country.

Finally, Huizar supported approval of two geothermal projects that will provide power 24 hours a day and a groundbreaking \$120 million energy efficiency budget that increased the amount of spending by tenfold. The initiative includes rebates and direct installation opportunities for businesses considering renewable energy.



## ENERGY AND WATER EFFICIENCY

In order to better track a building's overall efficiency, Councilmember Huizar introduced the Existing Building Energy and Water Efficiency Ordinance. Unanimously passed by City Council, the measure requires structures 20,000-square-foot or larger to report their energy and water usage to the Department of Building and Safety on an annual basis.

Every five years, these buildings are required to reduce consumption through an audit, Energy Star certification, or other approved method.

## CLEAN AIR COMMUTE OPTIONS

In 2017, Councilmember Huizar secured \$41 million for vehicles and operations that enabled the expansion of DASH bus routes. A year later, Huizar introduced a pair of motions that improved transportation options for commuters seeking additional clean air alternatives. The first expanded options available to City employees by including more opportunities for telecommuting, increased access to bike share services, and larger subsidies for Metro passes and DASH fares.

The second updated the list of commuting programs and traffic-reduction strategies that the City can require when approving private developments that generate significant amounts of traffic.

These initiatives complement the construction of "complete streets". Long championed by Huizar, the strategy provides increased access to bike share, car share, and other transportation alternatives, along with an expansion of pedestrian infrastructure. In another arena, Huizar led the move to require additional electric vehicle infrastructure, including building code improvements to ensure future developments are "EV-ready".





## ELECTRIC BUSES

As a result of a motion authored by Councilmember Huizar, Los Angeles made the commitment to convert its fleet of buses to electric by 2030. The initiative will make Los Angeles a regional electric bus hub.



*"Given today's political climate, it is critical that the City of Los Angeles continues to lead the way in environmental protections. The rest of the nation will follow."*

**- José Huizar**

## CAPTURING AND REUSING WATER

In order to establish more aggressive goals for capturing rainwater, cleaning groundwater, and using recycled water, Councilmember Huizar introduced a motion designed to accelerate LADWP's scheduled shift to local water supplies.

In addition, Huizar helped usher in a policy that saves millions of gallons of water from going to waste. The approach was straightforward - LADWP was mandated to recapture and reuse water that would have previously been discarded into storm drains during system repairs.

Expanding on the policy of reusing water, a motion introduced by Huizar and Councilmember Koretz changed city code to address "de-watering" (the removal of groundwater that interferes with buildings and infrastructure). The measure provides that groundwater must be captured and reused. If the effort proves impossible, the water must be discharged into the sewer where it has the potential of reuse through the City's expanded water recycling system.



## WATER SAVING BUILDING CODES

Councilmember Huizar introduced a series of changes to City building and plumbing codes that set higher conservation standards in new buildings. These changes include:

- Requiring pool covers for homes and duplexes
- Mandating the use of City-recycled water for bathrooms, floor drains, and cooling systems when the water is available within 200 feet of the property line
- Tightening standards on faucets and bathroom fixtures to cut down on water waste
- Requiring individual meters for apartments and condos with less than 50 units
- Implementing a system for all new buildings to be greywater ready, which means alternate waste piping must be installed in order to funnel discharge from showers, washing machines, wash basins, etc. in order to be used for greywater irrigation systems
- Requiring all construction projects cut back on overall water use by 20 percent



## PLASTIC BAG BAN

After ten years of debate, Councilmember Huizar successfully led the City in adopting a policy that phases out plastic grocery bags. While this shift had been considered for years, Huizar revived the effort in 2012 when he became the Chair of the Energy and the Environment Committee.

By January 1, 2014, the plastic bag ban took effect, making Los Angeles the largest city in the country to pass such a policy. This initiative eliminates about two billion single-use plastic bags annually and further safeguards Los Angeles' waterways from pollution and litter.

*"We've seen plastic bags clogging our gutters, polluting our rivers, and piling up on our beaches. The City of Los Angeles took a stand to protect our environment, which also sends a strong and clear message to every big city in the nation that they should follow our lead."*

**- José Huizar**





## CLEAN UP GREEN UP

Created by Councilmember Huizar in 2010, Clean Up Green Up is a multifaceted initiative that addresses the disproportionate impact of pollution on lower-income neighborhoods. It was passed by the City Council in 2015.

Clean Up Green Up requires effective air filtration systems citywide in new developments built within 1,000 feet of a freeway, encourages smaller businesses in the three most polluted areas of the City to shift to more environmentally efficient operations; and creates development codes to help address conflicts that occur where industrial development is adjacent to residential neighborhoods.



# KNOCK TOBACCO OUT OF THE PARK

## SMOKELESS TOBACCO BAN

Hoping to set a good example for the youth and looking to protect the health of athletes, Councilmember Huizar led the charge to end the use of smokeless tobacco products at all baseball fields and other athletic venues in Los Angeles. The move came in 2015 when all eyes were on Los Angeles Dodgers as the team made a run for another World Series.

*"The time to act on smokeless tobacco is now. We must do what we can to save others, particularly our young people, from an extremely addictive and potentially deadly product"*

**- José Huizar**

## RESIDENTIAL BEEKEEPING

Upon hearing the concerns of his constituents, Councilmember Huizar reacted by championing an ordinance that allowed for residential beekeeping. Bees are valuable pollinators in California, and their global decline is a risk to farmers and backyard gardens alike.

By legalizing backyard beekeeping, Huizar offered a way for small-scale agriculture to flourish, while further educating residents about the Los Angeles ecosystem.



*"We are working to become a more sustainable City to confront the environmental crises of today. Urban agriculture, bees and beekeepers, and deeper connections to the natural world are all part of the solution."*

**- José Huizar**



## FARMERS MARKETS ACCESSIBILITY

Addressing food access limitations from multiple angles, Councilmember Huizar has worked tirelessly to promote the proliferation of farmers markets throughout Los Angeles.

As a result of an ordinance introduced by Huizar, all farmers markets in the City must now accept EBT as payment, which is a food subsidy that allows low-income families to purchase fresh, healthy foods at farmers markets.

In addition to the EBT requirement, the Councilmember has helped usher in multiple ordinances that make it easier for farmers markets to get “up-and-running” without having to go through a lengthy approval processes.



## URBAN AGRICULTURE

In an effort to further expand access to green space and locally grown, fresh food, Councilmember Huizar helped develop an Urban Agriculture Incentive Zone program that allows underutilized property to be used for farming within the City.

As Chair of the Planning and Land Use Management Committee, Huizar led the adoption of a system where property owners who agree to provide their land for a minimum of five years for urban agriculture, receive tax cuts in exchange. During this time, the community will be able to plant gardens, which offer income and sustenance to residents in need.

# TRANSPORTATION

## MOBILITY PLAN 2035

As Chair of the City's Planning Committee, Councilmember Huizar, along with Transportation Committee Chair Councilmember Mike Bonin and the Planning and Transportation Departments, developed a 193-page roadmap that outlines a new vision for moving around Los Angeles.

The Mobility Plan 2035 is intended to reduce traffic congestion by providing residents with safer, more effective ways to bike, walk, and use public transit in the City. Prioritizing safety and building the vision on a "Complete Streets" model, this mobility plan is the first major overhaul to Los Angeles' transportation policies since the 1990s.







## CICLAVIA

Councilmember Huizar has been a champion for CicLAvia since its inception in 2010. The one-day event transforms Los Angeles streets and major auto thoroughfares into pedestrian and biking boulevards and encourages foot traffic for local businesses, as well as interaction and discovery of Los Angeles' unique communities.

*"Each and every CicLAvia event draws well over 100,000 participants - people from every corner of our city. This event does more to advance the cause of pedestrian and bicycle use in Los Angeles than any single act of legislation could ever do."*

**- José Huizar**

## PEOPLE STREET PROGRAM

The Department of Transportation's People Street program for adding parklets, bike corrals, and plazas was first developed through initiatives developed by Councilmember Huizar.



A "road diet" reduced Colorado Boulevard in Eagle Rock from six lanes to four, added two new crosswalks, three flashing "Beacon" crosswalks, and bike lanes. The lane reduction and safety improvements reduced accidents on the street by 42% while reducing average miles per hour speed by less than one mph."

-Severin Martinez, June 2016: "Who Wins When Streets Lose Lanes?"



## ROAD DIETS

Councilmember Huizar is a strong supporter of comprehensive road diets that are aimed at making thoroughfares safer, more bicycle-friendly and destination-oriented in order to support local businesses and community interaction. Huizar has supported road diets on DTLA's Broadway and Spring Street, Boyle Heights' 1st Street, El Sereno's Huntington Drive and Alhambra Avenue, Highland Park's York Boulevard, and Eagle Rock's Colorado Boulevard.

The Councilmember has also piloted the City's first green bike lanes, which have increased auto visibility and bicyclist safety on DTLA's Spring Street and Boyle Heights' 1st Street.



## AB390

The City of Los Angeles updated its technology to include countdown crosswalk signals in 2008, but state law was never amended to take into account the technology.

Following a series of law-enforcement stings that focused on pedestrians in DTLA, Councilmember Huizar crafted legislation that called upon state officials to change the law to allow for someone to enter a crosswalk while a countdown signal or flashing signal was still active.

The State code was updated in 2017, via AB390, with plenty of support from DTLA residents and pedestrian advocates, such as LA Walks.

## PEDESTRIAN HEADSTART

In 2015, Councilmember Huizar prioritized pedestrians yet again by piloting Los Angeles' first-ever Pedestrian Headstart Signals on Broadway in DTLA. Headstart Signals give pedestrians a four-second "headstart", allowing them to walk across crosswalks ahead of traffic.

The technology increases visibility and pedestrian safety.

In 2016, working with the Los Angeles Department of Transportation and Metro, Huizar expanded the program to multiple intersections as part of his DTLA Forward initiative. Headstart Crosswalks are now being implemented throughout Los Angeles.

## DTLA

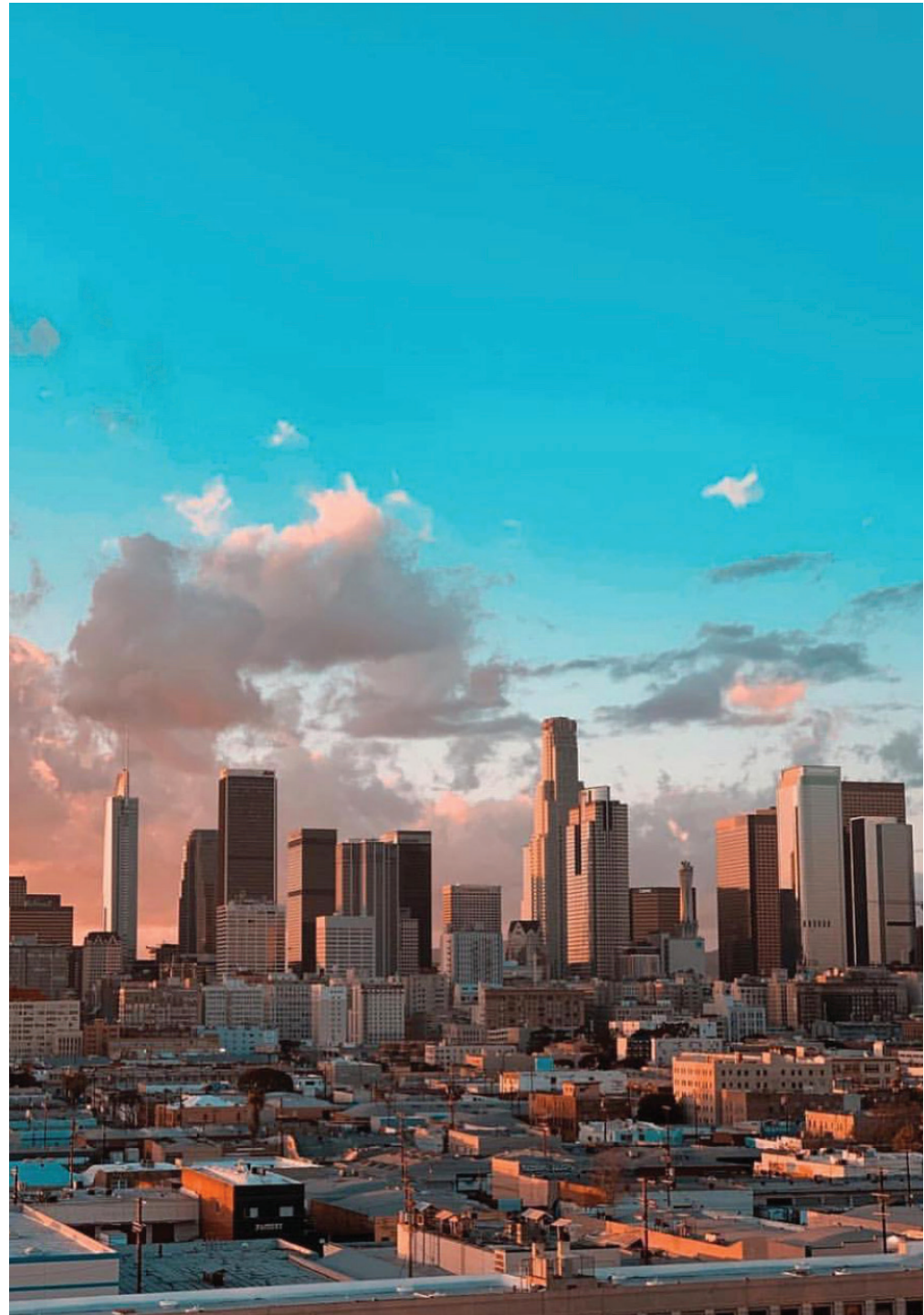
The comprehensive maintenance and expansion of DTLA's roadways, sidewalks, and public spaces are essential to the growth of Los Angeles' urban center.

Home to approximately 500,000 workers, DTLA is a leading regional economic engine. According to the 2018 annual report from the Downtown Center Business Improvement District, the area is now home to more than 75,000 people - a 300% increase from DTLA's population in 1999. The number is expected to expand to nearly 200,000 residents by 2040.

Additionally, DTLA plays host to approximately 19 million visitors each year, which accounts for 40 percent of the total number of people who visit the County of Los Angeles

Councilmember Huizar established two initiatives - Bringing Back Broadway and DTLA Forward - one, to revitalize Downtown's Broadway through a 10-year public/private initiative, and the other, to plan out DTLA's future grid in order to accommodate a rapidly expanding DTLA.

Key features include streetscape and public space improvements that promote increased pedestrian, bicycle and public transportation activity, and new green space.



Bringing Back Broadway's Streetscape Master Plan won the Plan Implementation Award of Merit from the Los Angeles Chapter of the American Planning Association as well as the Award of Merit for Urban Design from APA's California Chapter.



## BRINGING BACK BROADWAY MASTER STREETScape PLAN

Introduced in 2008, Councilmember Huizar's Bringing Back Broadway initiative has already led to nearly \$1 billion in investments in the form of new restaurants, retail stores and hotel, and office development.

A key component of Broadway's growing appeal is Huizar's Master Streetscape Plan, which created a pedestrian plaza along Broadway that stretches 10 blocks through the center of DTLA. The plan includes a road diet that reduced four lanes of traffic to three in order to create more pedestrian space and 24-hour parking and loading zones.

This streetscape is one of L.A.'s first large-scale examples of a "Complete Streets" project, which reimagines heavily trafficked passageways to incorporate more greenery, communal space, and bike and pedestrian access. Councilman Huizar encouraged the participation of local businesses in his effort, which resulted in multiple Broadway restaurants - including Broadway's historic Grand Central Market - implementing their own outdoor seating areas complete with Bringing Back Broadway's red tables, chairs and umbrellas.



## DTLA FORWARD

### MY FIGUEROA

The \$20 million My Figueroa Streetscape Project (My Fig), completed in August 2018, is the City's most comprehensive "Complete Streets" project.

Spanning Figueroa Street from 7th Street to Martin Luther King Jr. Boulevard, My Fig was designed to transform the heavily trafficked corridor into a diversified drive that features protected bike lanes, safer pedestrian and public transit access, green space, and street art.

Key improvements include a three-mile bikeway connecting DTLA to South L.A., higher visibility street signs and light signals, as well as raised platforms for public transit, which are designed to make the experience safer and more pleasant for riders.

My Fig's protected bike lanes are the first of their kind in DTLA. They separate oncoming traffic from cyclists with parking lanes and barriers.

Protected bike lanes are designed to reduce the number of accidents between cars and bicycles.

They have played an important role in helping the City reach its "Vision Zero" goal, which dictates that Los Angeles records a complete absence of traffic-related deaths or serious injuries by the year 2025.



In addition to making safety improvements along the Figueroa corridor, this project is designed to make travel easier throughout DTLA with the help of LED streetlights, benches, chairs, transit stops, and new-and-improved street signs that include maps of the neighborhood and directions to Civic Center landmarks.

My Fig was championed by Councilmember Huizar, whose district encompasses the majority of the affected area. My Fig is a “signature project” of the City of Los Angeles and was also supported by Councilmember Curren Price and Mayor Eric Garcetti. The project was overseen by the Los Angeles Department of Transportation with input from the Department of Planning.

The Prop 1C grant from the State of California was originally executed under the custodianship of the Community Redevelopment Agency of Los Angeles (CRA/LA) with Deborah Murphy Urban Design and Planning overseeing the application.

Special recognition goes to the Los Angeles County Bicycle Coalition, LA Walks, and Bike the Vote for their input and feedback.



*We launched the DTLA Forward initiative to focus on easing traffic, expanding pedestrian, cyclist and public transit access, as well as increasing green and public space.*

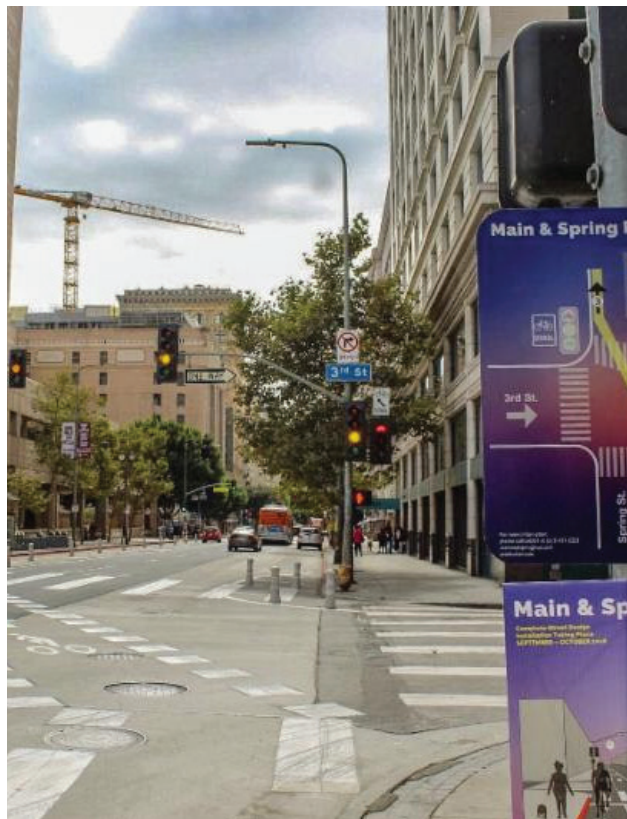
**- José Huizar**

## MAIN AND SPRING FORWARD

Launched in 2017, this \$2.3 million project led by Councilmember Huizar and the Los Angeles Department of Transportation focused on overhauling the popular Spring and Main streets in DTLA. The City prioritized Main and Spring Forward as part of its “Vision Zero” plan because the targeted area had a history of accidents involving cyclists and pedestrians.

This multimodal improvement initiative was intended to make some of the most densely populated stretches in DTLA safer by focusing overhaul efforts on Main Street between Cesar Chavez Avenue and 9th Street; and Spring Street between 1st and 9th streets. The measure also includes improved crosswalks, safer bike lanes, dedicated left-turn pockets, and specialty bike signals.

Main and Spring Forward would not have been possible without Huizar making up some of the funding shortfall by allocating some of his own budget (\$460,000) to move the project past the finish line.

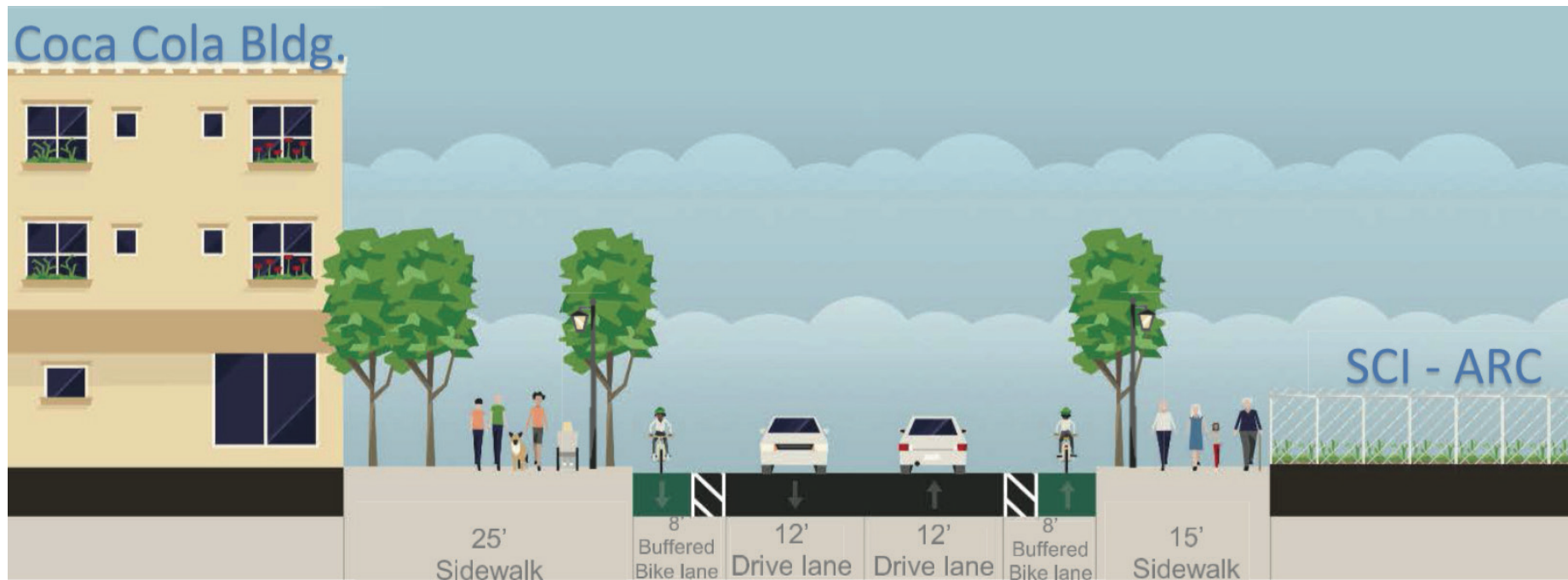




## FASHION DISTRICT STREETScape

The Fashion District Streetscape project involved a series of much-needed upgrades within DTLA's Fashion District. With the help of the Bureau of Street Services, the Board of Public Works and the Fashion District Business Improvement District (BID), Councilmember Huizar saw to the completion of 20,000-square-feet of sidewalk improvements, curb extensions, bus station lighting, and high-visibility crosswalks. He also had 26 new trees planted, new ADA curb ramps installed, and - as a nod to the community - tree grates in the area were emblazoned with the logo of the Fashion District's BID.





## ARTS DISTRICT STREETScape IMPROVEMENTS

After an initial pledge of \$150,000 from District 14’s budget, Councilmember Huizar helped secure \$15 million in Active Transportation Program funding from the State to improve the safety and accessibility of DTLA’s Arts District.

With support from the Arts District Business Improvement District, Metro, and the Los Angeles Bureau of Engineering, streetscape improvements in the Arts District have focused on connecting the new Sixth Street Bridge with the Little Tokyo/Arts District Regional Connector Station. Another goal of the project is to enhance pedestrian and bike access between DTLA and the Los Angeles River bike path.

Street-level renovations include a new signal at the increasingly popular intersection of Santa Fe Avenue and Mateo Street and two new pedestrian plazas - one located at Merrick and 4th Street, the other at the 6th Street Bridge frontage road.

A mile of new bike lanes will be laid on Traction and Santa Fe Avenues, as well as Mateo Street, and a new crosswalk is being installed to accommodate the future Arts Plaza. Main thoroughfares including Santa Fe, Mateo, 4th Street, and Traction will be lined with enhanced lighting to improve pedestrian security.

## LITTLE TOKYO PEDESTRIAN SAFETY IMPROVEMENTS

As DTLA's population continues to swell, the success, preservation, and endurance of one of Los Angeles' most historic neighborhoods, Little Tokyo, is a key component of Councilmember Huizar's DTLA Forward initiative.

Councilmember Huizar joined with City departments and the Little Tokyo Community Council in 2018 to announce \$5.3 million in improvements aimed at making Little Tokyo safer for pedestrians. Improvements include extending the plaza by the Japanese American National Museum and connecting it to the Go For Broke Monument.

Additional enhancements include closing the slip lane at 2nd Street and Alameda Street for public art. The scope of the project encircles Little Tokyo, from Alameda on the east, 3rd Street and San Pedro to 4th on the south, to Main Street and Judge John Aliso Street on the west, and First Street and Temple Street on the north.

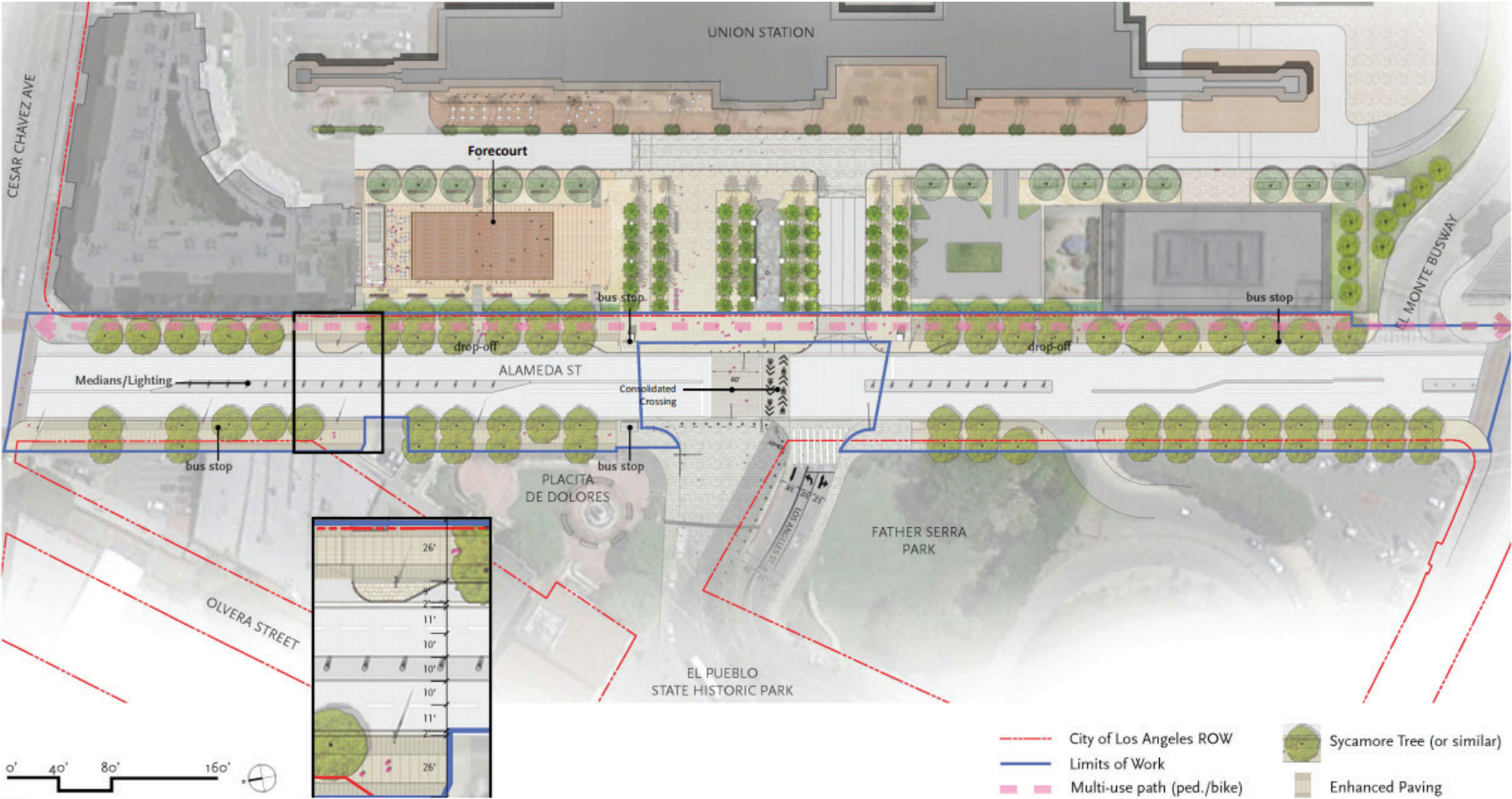
When completed, the project will involve 50 curb ramps, 56 pedestrian lights, 104 planted trees, continental crosswalks at six intersections, two new traffic signals, and more than 22,000 square-feet of sidewalk repairs.

Funding for the improvements comes from \$3.1 million in Active Transportation Program funds and \$2.2 million in Proposition C funds.



# ALAMEDA STREET ESPLANADE

As the primary connector between Union Station and DTLA, Alameda Street enjoys a large amount of pedestrian traffic. In order to guarantee a safer thoroughfare, Councilmember Huizar supported a Metro effort to construct a pedestrian esplanade on Alameda between the 10 Freeway and Cesar Chavez Avenue. Huizar also backed efforts to reconfigure the intersection at Alameda and Los Angeles, adjacent to the train station.



## REGIONAL CONNECTOR PROJECT

The Regional Connector project is a 1.5 mile Metro undertaking through DTLA. When complete, it will add three new underground stations at 2nd and Hope, 2nd and Broadway and 1st and Central.

The Regional Connector will allow for one continuous ride between Azusa and Long Beach and one between Santa Monica and East LA – both without transfers. Metro estimates this project will be completed in 2021.



## LA STREETCAR

A 3.8-mile urban circulator, LA Streetcar will serve as a crucial, quick, and comfortable connector in DTLA. It will tie together downtown's neighborhoods, destinations, and regional transit options.

The line will run frequently, with a train always around the corner and ready to connect riders to South Park, the Financial District and Historic Core, Grand Park and the Civic Center, the Fashion District, the Convention Center and LA Live.

The Streetcar will also continue the trend of revitalizing DTLA in spurring an estimated \$1.4 billion in economic development to ensure the region continues to grow and thrive.

## CIVIC CENTER MASTER DEVELOPMENT PLAN

When Councilmember Huizar was approached by City departments seeking to raze Parker Center and replace it with an office tower, Huizar responded with a far more comprehensive “Civic Center Master Plan”.

Huizar’s ambitious Civic Center Master Plan will be implemented in distinct phases over approximately 15 years. It will create paseos and plaza space that will open up to City Hall, incorporate local communities (like Little Tokyo), provide office space and centralized service for those doing City business.

At the same time, the Civic Center Master Plan will incorporate entertainment venues, commercial spaces, and residential units to form a dynamic destination site in the center of DTLA.

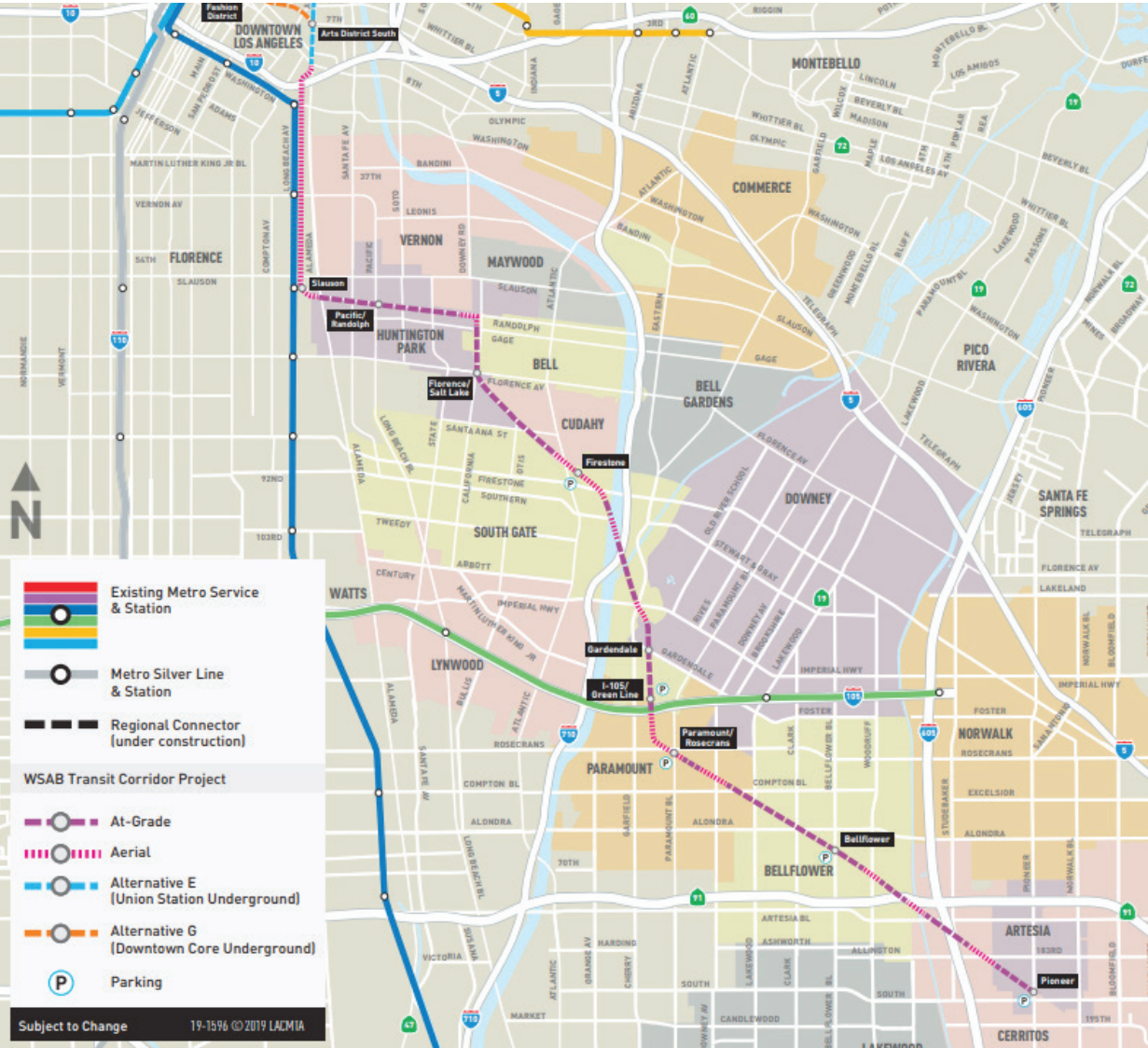


# WEST SANTA ANA BRANCH METRO RAIL

The West Santa Ana Branch Transit Corridor Project is a 19-mile corridor being evaluated for a new light rail transit line to connect DTLA to southeast Los Angeles County. The line would serve the cities and communities of DTLA, unincorporated Florence-Graham, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia.

The project area is home to 1.2 million residents and a job center to approximately 584,000 workers. Projections show the resident population increasing to 1.5 million and employment increasing to 670,000 by 2040. Population and labor densities are five times higher than the Los Angeles County average.

This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the constrained transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to the Metro Green Line, Metro Blue Line, Metro Regional Connector, and the Los Angeles County regional transit network. Council District 14 continues to monitor the progress and actively review proposed routes.



## EXPANDED DASH SERVICES

Councilmember Huizar helped expand DASH bus service for Route A to better serve the Arts District in DTLA. The new route includes stops at:

- 🚌 Molino Street/Palmetto Street
- 🚌 Palmetto Street - west of Hewitt St. (location of the LADWP's La Kretz Innovation Campus)
- 🚌 Alameda Street/4th Street

The City's DASH service provides essential first/last mile access and local mobility, particularly for low-income residents, youth, and older adults.

*"Many of our Arts District residents requested expanded bus service, and we are happy to fill that need with an updated DASH route. It's a plus for local residents, as well as those who can now easily and affordably visit the District and still stay connected to the rest of DTLA."*

**- José Huizar**







## METRO BIKE SHARE

In 2016, DTLA joined the bikeshare revolution and welcomed a network of over 1,000 shared bicycles at 50 stations throughout DTLA. The \$11-million effort is the joint product of Metro and the City Council.

The pilot effort to establish bike sharing throughout Los Angeles County, the program has a goal of introducing more than 4,000 bicycles to communities region-wide. It was built on successful bikesharing operations in other major cities, including Washington D.C., Chicago, San Francisco, Seattle, New York, and Paris.

After a 2012 effort to bring bikesharing to DTLA failed to materialize, Councilmember Huizar welcomed the program, which further compliments his DTLA Forward initiative, which is aimed at improving pedestrian, public space and bicycle access in DTLA.

*"This bikesharing program is a long time coming for DTLA and the City of Los Angeles," said Councilmember Huizar. "We have been leading the fight to bring more pedestrian and bicycle users to the City, particularly in Downtown, where many of its residents lead car-free lives. Our bikesharing service will greatly benefit them, as well as the many workers, visitors, and tourists who come to DTLA each and every day."*

**- José Huizar**

## DOCKLESS SCOOTERS AND E-BIKES

The inaugural wave of dockless scooters and e-bikes launched in DTLA in 2019. In preparation, Councilmember Huizar supported the only Los Angeles Department of Transportation program that focused on regulations for dockless scooters and e-bikes. Huizar assisted in the establishment of over 50 “drop zone” parking locations, local hire programs, and a full education rollout for residents, businesses, and visitors alike.



### DRIVE SAFE!

KNOW THE RULES

- **Check brakes and wheels before riding**  
Report damaged scooters to the appropriate company
- **Follow traffic rules**  
Stay to the right of traffic and use bike lanes when available
- **Park with care on the sidewalk**  
Park near bike racks or by the curbside
- **Don't ride on the sidewalk**  
It's the law
- **Ride safely**  
Helmets are encouraged
- **Don't park in ramps or at blue, yellow, or white curbs**  
Blocked paths can be dangerous for persons with disabilities
- **Don't block sidewalks or building entrances**  
Leave at least 6 feet of sidewalk space

**LADOT**

For more information visit [www.ladot.lacity.org](http://www.ladot.lacity.org)



# HOMELESSNESS

## HOMELESSNESS AND POVERTY COMMITTEE

In 2015, Councilmember Huizar approached Council President Wesson with an idea: “We need a homelessness committee. We need a place where we can create a real plan to address homelessness.”

From that conversation, the City’s Homelessness and Poverty Committee was born. Huizar was its first chair, a duty he later shared with Councilmember Harris-Dawson. Together, the two worked out details of a Homelessness Strategic Plan that created policy norms and improved citywide coordination to combat homelessness.

*“We cannot litigate our way out of homelessness. We cannot arrest our way out of it, and we can no longer continue the failed ‘out of sight, out of mind’ containment policies of the past. Homelessness is an issue that requires a comprehensive, proactive, and humanitarian response.”*

**- José Huizar**



## STRATEGIC HOMELESS PLAN

In 2016, after months of in-depth research by the Homelessness and Poverty Committee, Councilmembers Huizar and Harris-Dawson released a report that outlined 64 strategies for combating homelessness in the City. The bulk of the findings stressed the urgent need for rental subsidies and supportive housing options, including a core directive to provide 10,000 units of housing for the homeless. This “Housing First” model included the designation of City funds to supplement those from the County and State.

*I'm proud to say that the City Council is forward thinking on the matter of homelessness. There is a general consensus that we must use every tool at our disposal to tackle the problem.*

**- José Huizar**

## HOMELESS BUDGET

Throughout his tenure in office, Councilmember Huizar has helped construct a City budget that reflected the true state of the homelessness crisis, while allowing for long-term, multifaceted solutions. Prior to 2015, Los Angeles funneled most of its resources toward police and paramedics, relying primarily on first-responders. A CAO report found that the approach costs taxpayers more than \$100 million annually. It was a waste of resources because many of the homeless cycle through the City's system without getting the assistance and services they required to get off the streets.

Under Huizar's guidance, the City increased its funding for the Los Angeles Homeless Services Authority fivefold - from less than \$10 million in 2014 to \$50 million in 2016. Local government now provides hundreds of millions of dollars in funding for homeless services and housing through Measures H and HHH.

*“The misery, despair, and hopelessness that so many suffer is truly heart-wrenching. We need a response that is equal to the tragedy. We need a response that puts an end to homelessness once and for all.”*

**- José Huizar**



## LINKAGE FEE

As chair of the Planning and Land Use Management (PLUM) Committee, Councilmember Huizar ushered in an ordinance that guarantees that new construction in Los Angeles will be offset by an increased availability of affordable housing. By passing a measure that institutes a “linkage fee” (which requires developers to pay up to \$15 for each square foot of property they build based on the location and type of construction), the City is protecting Angelenos from being priced out of their homes and neighborhoods.

The funds collected from these developers – an estimated \$100 million per year - are used to help construct new affordable housing as well as protect thousands of existing affordable housing units throughout Los Angeles. The plan was initiated by the City’s Homelessness Strategic Plan and backed by Mayor Garcetti.

*“Los Angeles has long needed to ensure that residents and families who live here can continue to call the city that they love their home. No Angeleno should ever have to choose between feeding their family and paying their rent.”*

**- José Huizar**



## SUPPORTIVE HOUSING AND MOTEL CONVERSION

In 2018, the City Council approved the Permanent Supportive Housing (PSH) Ordinance and the Motel Conversion Ordinance (MCO). The initiatives, introduced by Councilmembers Huizar and Harris-Dawson, were supported by the United Way as crucial to creating more supportive housing across Los Angeles.

Combined, these ordinances significantly reduce construction timelines and costs—a key element in stretching Measure HHH funds.

For example, the PSH ordinance alone will result in \$1 million savings on a typical 60-unit building.

The ordinances were first recommended as part of the City’s Comprehensive Homelessness Strategic Plan, which Huizar and Harris-Dawson helped draft as co-chairs of the Homelessness and Poverty Committee.

*“We’re calling on the governor to treat homelessness like the crisis it is. With additional funding, we can get more people off of the streets and back to living the life they deserve.”*

**- José Huizar**

## MENTAL HEALTH CRISIS

While these efforts have moved the dial on homelessness considerably, Councilmember Huizar believes there is much more to be done, especially when it comes to securing assistance for those individuals struggling with mental illness issues, which represent about a third of the homeless population.

## BIOGRAPHY

Jose Huizar was elected to the Los Angeles City Council's 14th District in 2005 and overwhelmingly re-elected in 2007, 2011 and what will be his final term, 2015. Councilmember Huizar has been fearless in creating policies that are moving the City of Los Angeles forward. He championed successful efforts to address homelessness and the affordable housing crisis, protect the environment, increase park space, advance innovative transportation policies, and revitalize Downtown Los Angeles. He has fought to bring new resources to the communities he represents, including Boyle Heights, El Sereno, Northeast Los Angeles and Downtown Los Angeles.

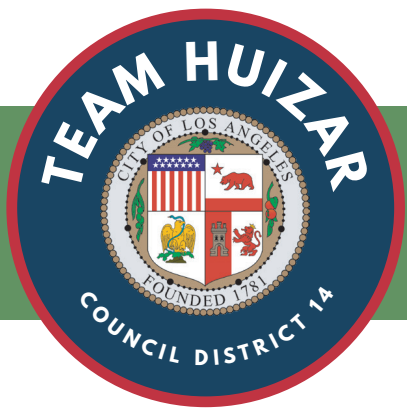
In his zest to assist those in need, Councilmember Huizar helped establish the City's first-ever committee on Homelessness and as chair of the committee co-authored and adopted the City's first-ever Comprehensive Strategic Plan to Combat Homelessness. In implementing the Plan, Councilmember Huizar was one of the architects and leaders in the campaign to adopt the voter-approved Measure HHH, which will provide \$1.2 billion over 10 years to build 10,000 units of permanent supportive housing.

On the environmental front, he led efforts to ban plastic bags, dramatically increase the Department Water and Power's energy efficiency program, significantly increase solar power operations, and commit the City to getting off a coal energy use by 2025. Councilmember Huizar is also one of the City's leading "Complete Streets" proponents. He ushered in groundbreaking pedestrian and bike-friendly policies that are seen as the model for the entire City.

As a strong proponent for economic development and creating cultural destination points, Councilmember Huizar has steadfastly helped revitalize Downtown Los Angeles by increasing and reimagining its public spaces and promoting its economic and residential growth. Through his 10-year Bringing Back Broadway initiative, Councilmember Huizar assisted in the historical preservation of the beautiful corridor, reinvigorated 6 of its 12 historic theaters, and has created a framework to bring the beloved Streetcar back to the City of Los Angeles.

Councilmember Huizar has been awarded numerous awards and distinctions, including profiles by the Los Angeles Business Journal as one of the 25 figures in the Los Angeles Area that "stand out for their potential to shape lives" and by Hispanic Business Magazine as one of the "100 most influential Hispanics" in the United States.

Huizar was born in Zacatecas, Mexico and raised in the Boyle Heights neighborhood of Los Angeles. He currently resides with his wife Richelle and their four children.



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