MOTION

In a recent workshop with City departmental leaders hosted by Council District 14 and the Department of Transportation, City departments came together to discuss policy solutions that address the following key attributes that are needed to continue to progress Downtown forward and link together ongoing projects:

- Access and linkages that improve Downtown streets
- Access and linkages that improve the pedestrian experience
- Uses and activities that enliven public space
- Alignment of Downtown's image and brand
- Activation of commerce that promotes sociability

This city workshop and planning process resulted in the development of a number of policy solutions that are part of Councilmember Huizar’s new initiative called DTLA Forward. The goal of DTLA Forward is to create a more thoughtful strategic planning process for Downtown development moving forward, linking together key private development, public infrastructure projects and transportation initiatives.

Alleys have long been a prominent element of the urban environment. With the revitalization of Downtown Los Angeles, property owners, businesses and residents are recognizing the importance of alleys as key assets to their local landscape. Alleys that are pedestrian-friendly and economically viable promote walkability and community. They also create more efficient uses of urban public space.

The Downtown community has shown interest in creating more pedestrian alleys and green alleys in their community. Recently, the South Park Business Improvement District released a report that provided a framework for enhancing South Park’s alley network in an effort to create more economic development, walkability, and public green space within their community.

Because alleys are streets and therefore part of the transportation network and public right-of-way, any project to change an alley’s form or function requires careful planning and interagency collaboration. Currently, Los Angeles does not have a formal program in place; however there are several avenues by which to pursue pedestrian alleys and green alleys through the current policy framework. Additionally, there is a current pedestrian/green alley project in the Historic Core of Downtown that could serve as a “pilot” for how the City could create a more comprehensive policy around pedestrian alleys and green alleys in the future.

THEREFORE I MOVE that the Bureau of Engineering, Department of Transportation and the Department of Planning treat Harlem Alley as a “pilot” project for a vacated pedestrian alley with a public easement upon which a more comprehensive City policy can be modeled, utilizing materials and methods that can be replicated in a public context.

I FURTHER MOVE that the Department of Planning and DOT’s People Street program work with Council District 14 to identify other appropriate spaces and opportunities for pedestrian alleys and green alleys in Downtown under the existing program.

PRESENTED BY

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SECONDED BY