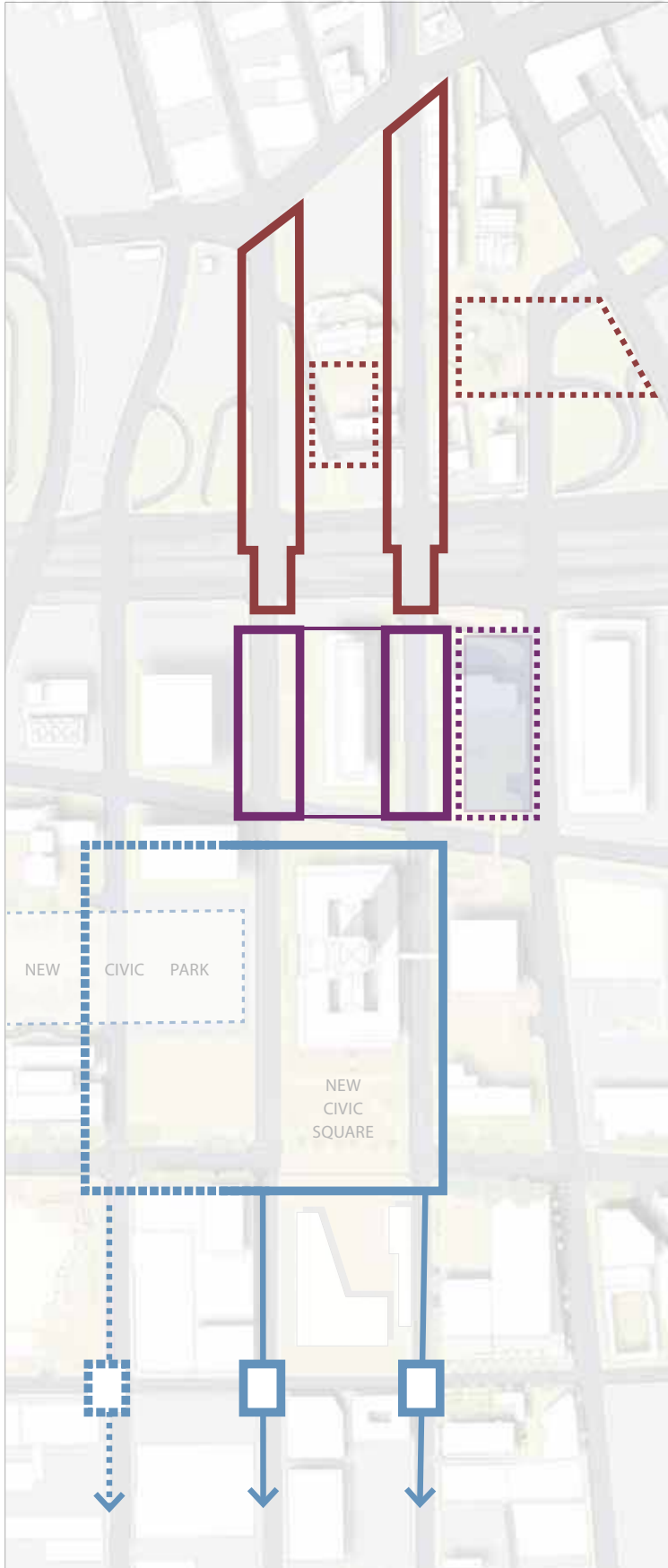


Project Restore
CIVIC CROSSROADS PLAN





a
PUEBLO LINKAGES

Potential Funding:
City
County
CRA/LA
Metro
CALTRANS

b
FEDERAL BLOCK

Potential Funding:
City
County
Federal
Private

c
CIVIC CROSSROADS

Potential Funding:
City
County
Federal



4

Proposals by Project Area

We recommend that improvements on Main and Spring Streets be organized into three project areas. These correspond not only to the different districts which the streets pass through, but to the changing stakeholders on different segments, and to potential funding for each project.

The proposals for “Pueblo Linkages” in Project Area A is keyed to the primary property owners (the City and County), to adjacent jurisdictions (Caltrans for the freeway and CRA/LA for Chinatown), and to Metro’s overall interest in better connecting its transit facilities through the district, for which some funding is available.

The proposals for the “Federal Block” in Project Area B are driven by the central presence of Federal property, by overriding security concerns, and security-related funding.

The proposals for the Civic Crossroads in Project Area C relate most directly to the City and County, whose property blocs meet along Spring, especially along the new Civic Park. The new Federal courthouse at the corner of Broadway and First also brings Federal interests into play.

project area **Pueblo Linkages**



From Little Tokyo to Chinatown, from the Music Center to Union Station, from Fort Moore to the Los Angeles River, El Pueblo sits in a strategic central position. Its own long-term prospects are tied to public investment in linking to and through the vibrant districts and destinations which surround it.

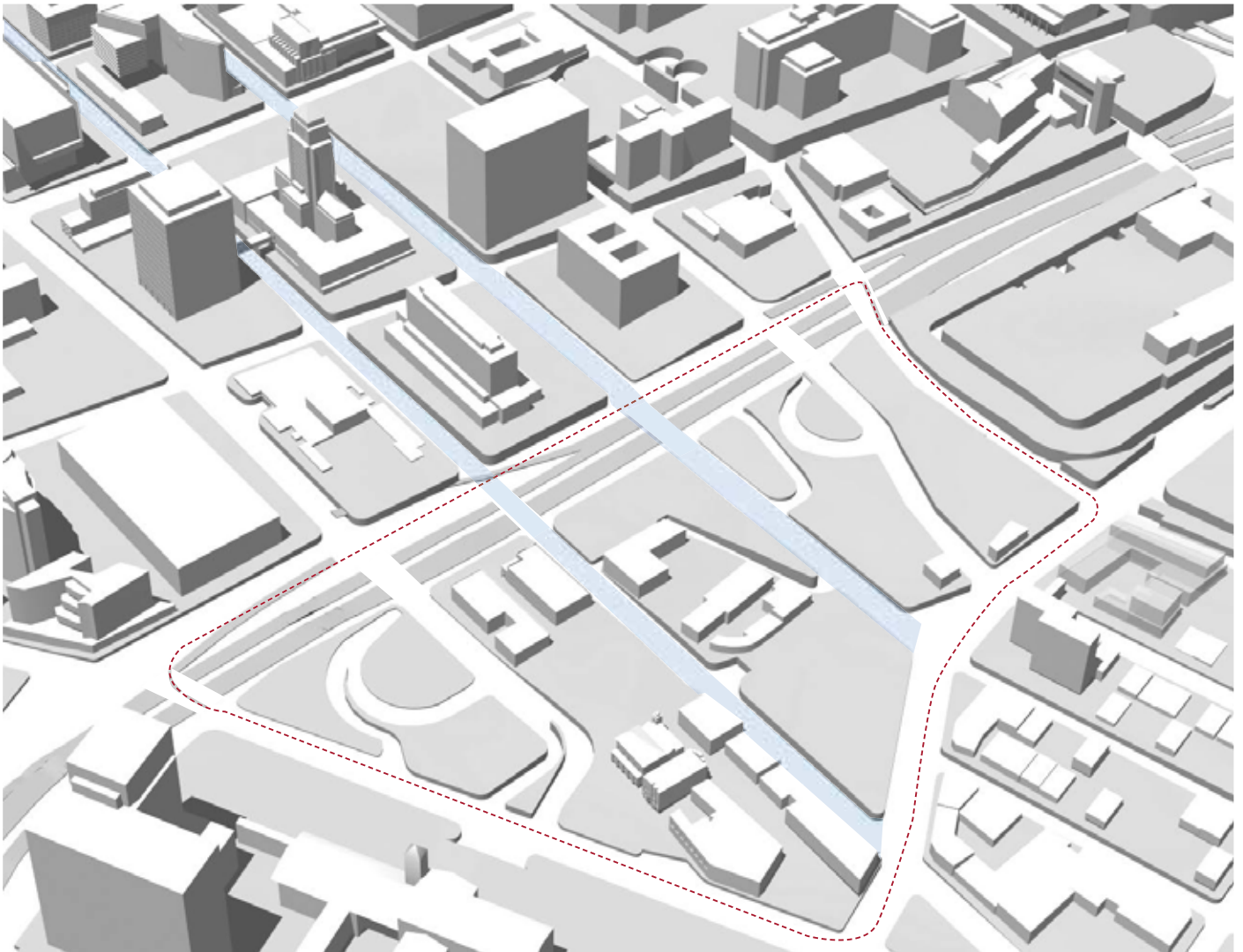
Main and Spring Streets are the critical north-south links to El Pueblo from the rest of downtown. To a lesser extent, Hill, Broadway and Los Angeles Streets also play a role, but their importance may increase in the future as the Pueblo district is revitalized and filled in.



Pueblo Linkages

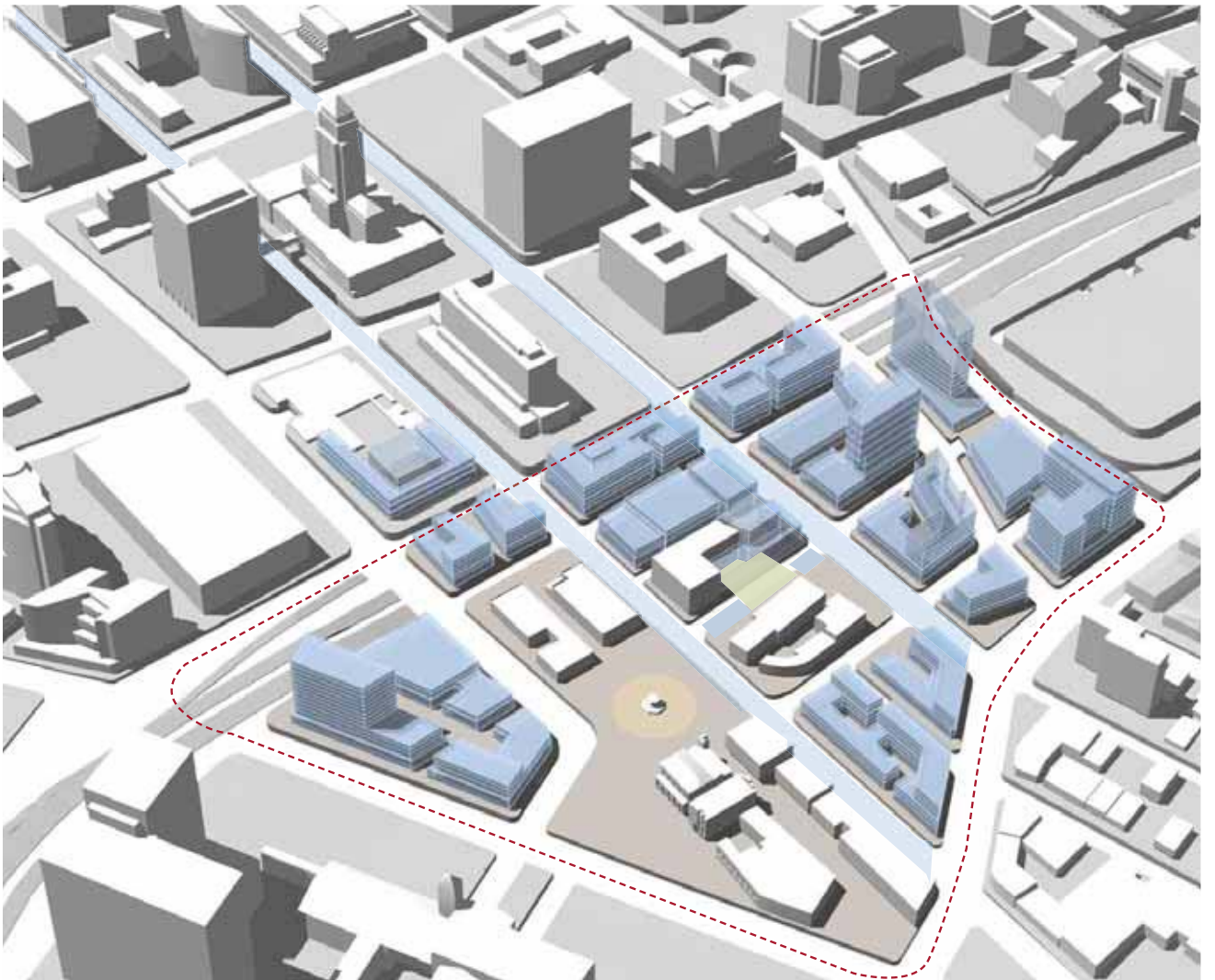
A Framework for Revitalizing the District

The combined energy of several City, County and private initiatives can create a new framework for restoring El Pueblo as a living neighborhood.



Existing Built Conditions in El Pueblo

3-D model showing existing streets (Main and Spring in blue), blocks and buildings in El Pueblo district. It is a virtual crossroads between Little Tokyo, the Civic Center, Bunker Hill, Fort Moore and Chinatown. But its blocks are mostly empty, and its street and sidewalk system are not well designed for pedestrians.



Potential Redevelopment in El Pueblo

Birdseye-view depiction of potential buildout within the El Pueblo district including three “lids” over Hollywood Freeway, aiming to restore its lost neighborhood vitality through transit-oriented development and a pedestrian-friendly public environment of streets and parks (Main Street and Spring Street are shown in blue)

Pueblo Linkages

Existing Parking and Site Access

Including Pedestrian Routes and Recent Streetscape Improvements

PUBLIC PARKING BY LOCATION

WEEKDAY: 465 SPACES

WEEKEND: 579 SPACES

COUNTY OWNED LOTS:

WEEKDAY: 72 SPACES

WEEKEND: 230 SPACES

176 spaces: Lot 21

(Weekday: Employees only/Weekend: Closed)

158 spaces: Lot 15

(Weekdays: Jurors only)

72 Spaces: Lot 25

254 Spaces: Lot 45

(Not Included in Total)

343 Spaces: Lot 58

(Closed to the Public/Not Included in Total)

CITY OWNED LOTS:

WEEKDAY: 393 SPACES

WEEKEND: 349 SPACES

56 Spaces: El Pueblo Lot 1

220 Spaces: El Pueblo Lot 2

33 Spaces: El Pueblo Lot 3

40 Spaces: El Pueblo Lot 4

44 Spaces: El Pueblo Lot 5

(Weekends: Closed)

PRIVATE (Not Included in EIR Total)

293 Spaces: Chinatown Gateway Lot

30 Spaces: Far East Lot

unknown: North Spring Lot

unknown: Service Station triangle



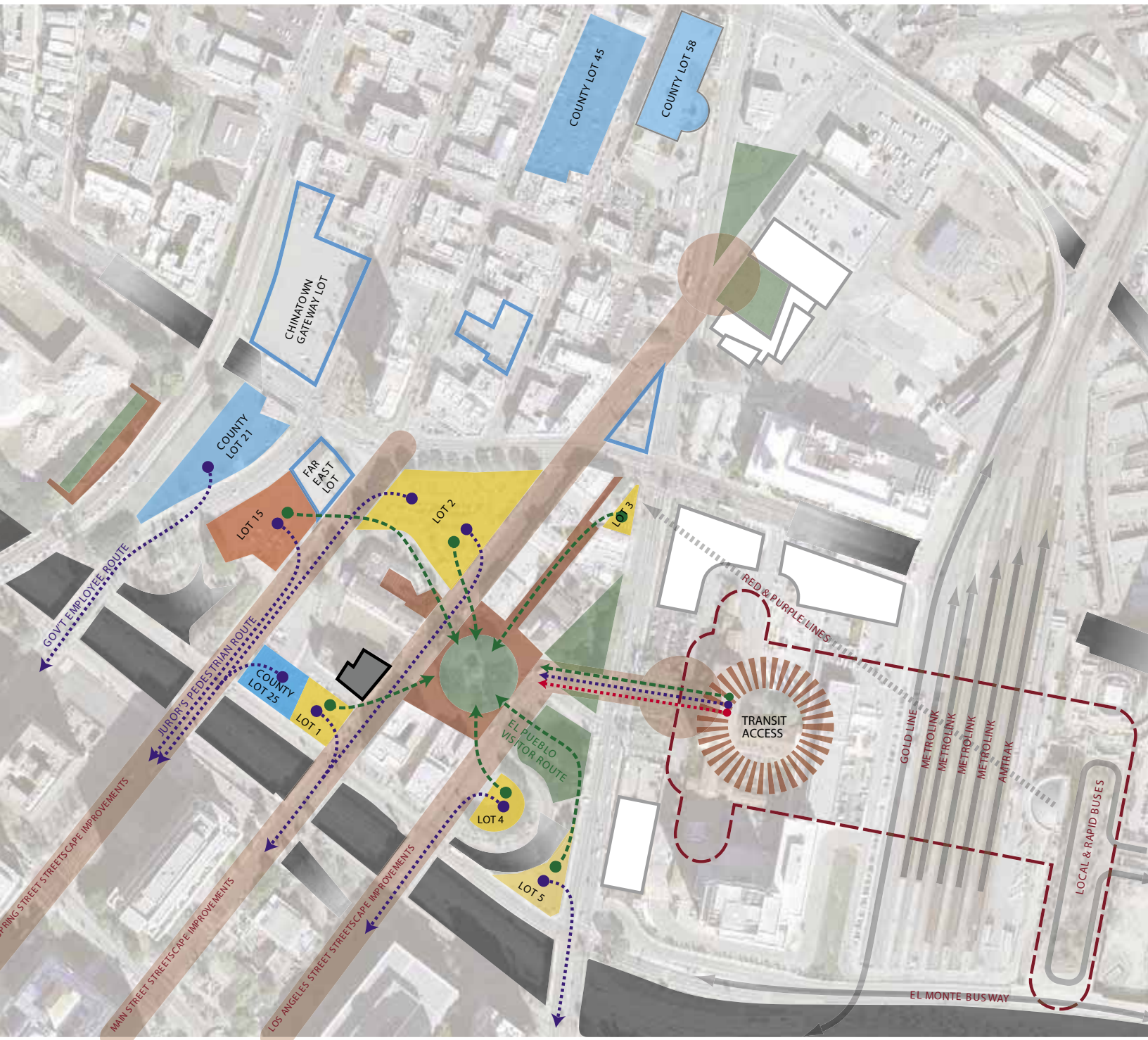
Transit User:
Visitor / Gov Employee / Juror



El Pueblo Visitor



Government
Employee / Juror



Pueblo Linkages

Pueblo District Parking Concept

Potential Future Development

PUBLIC PARKING BY LOCATION

WEEKDAY: 833 SPACES

WEEKEND: 833 SPACES

LA PLAZA LOTS:

WEEKDAY: 800 SPACES

WEEKEND: 800 SPACES

400 spaces: Project Site & Arcadia St. Site

200 spaces: Lot 15/Far East Site

200 spaces: Lot 21 Site

COUNTY OWNED LOTS:

WEEKDAY: 0 SPACES

WEEKEND: 0 SPACES

254 Spaces: Lot 45

(Not Included in Total)

343 Spaces: Lot 58

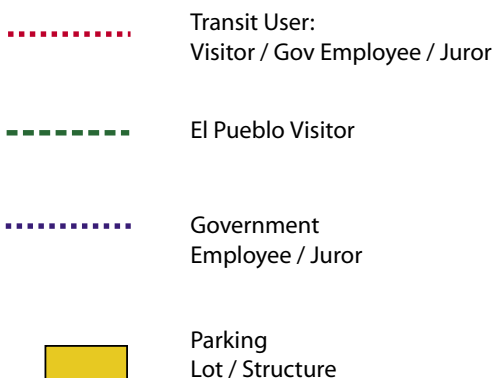
(158 Weekday Juror Spaces)

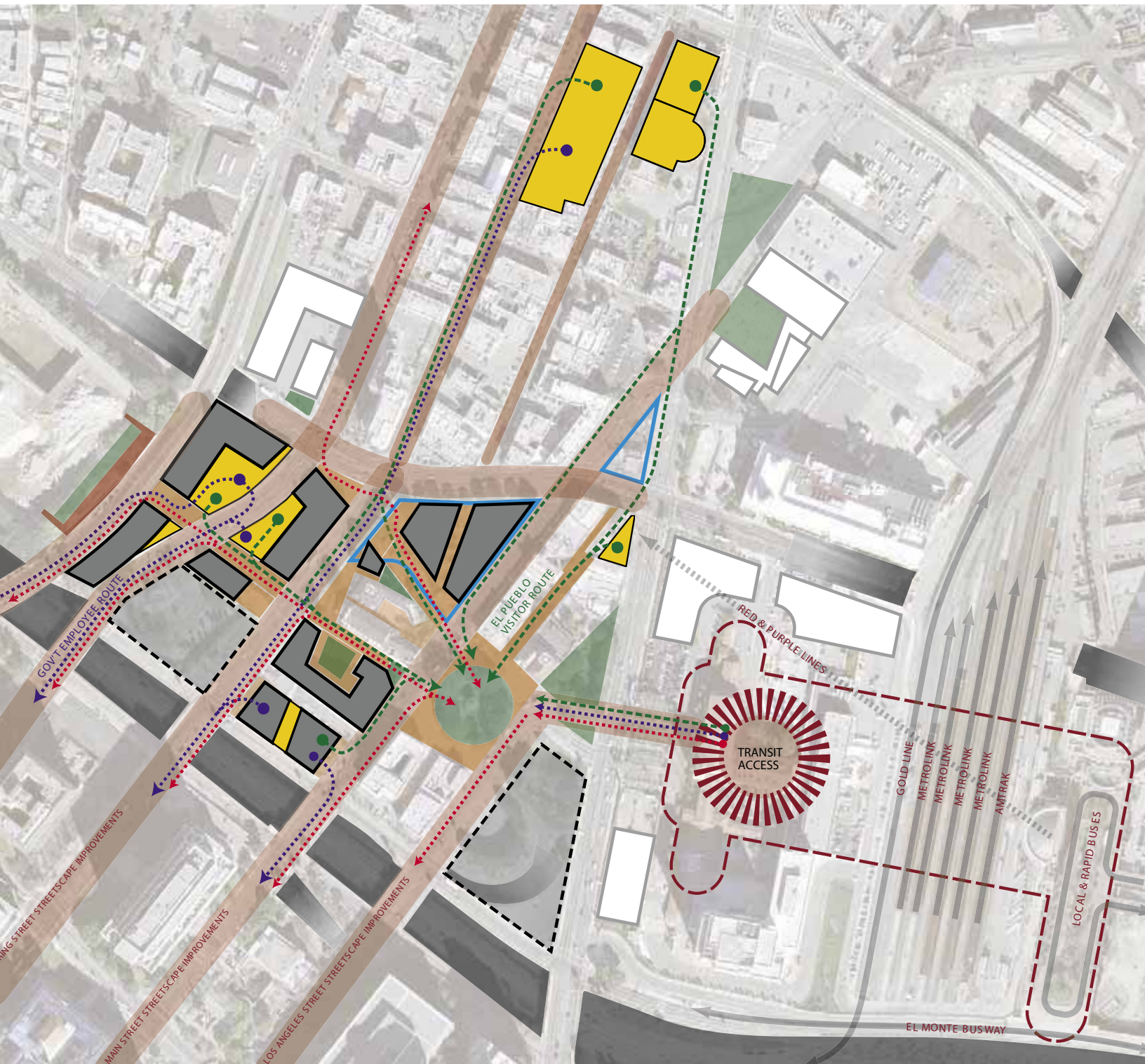
CITY OWNED LOTS:

WEEKDAY: 33 SPACES

WEEKEND: 33 SPACES

33 Spaces: El Pueblo Lot 3





Pueblo Linkages

El Pueblo District Conceptual Development Plan

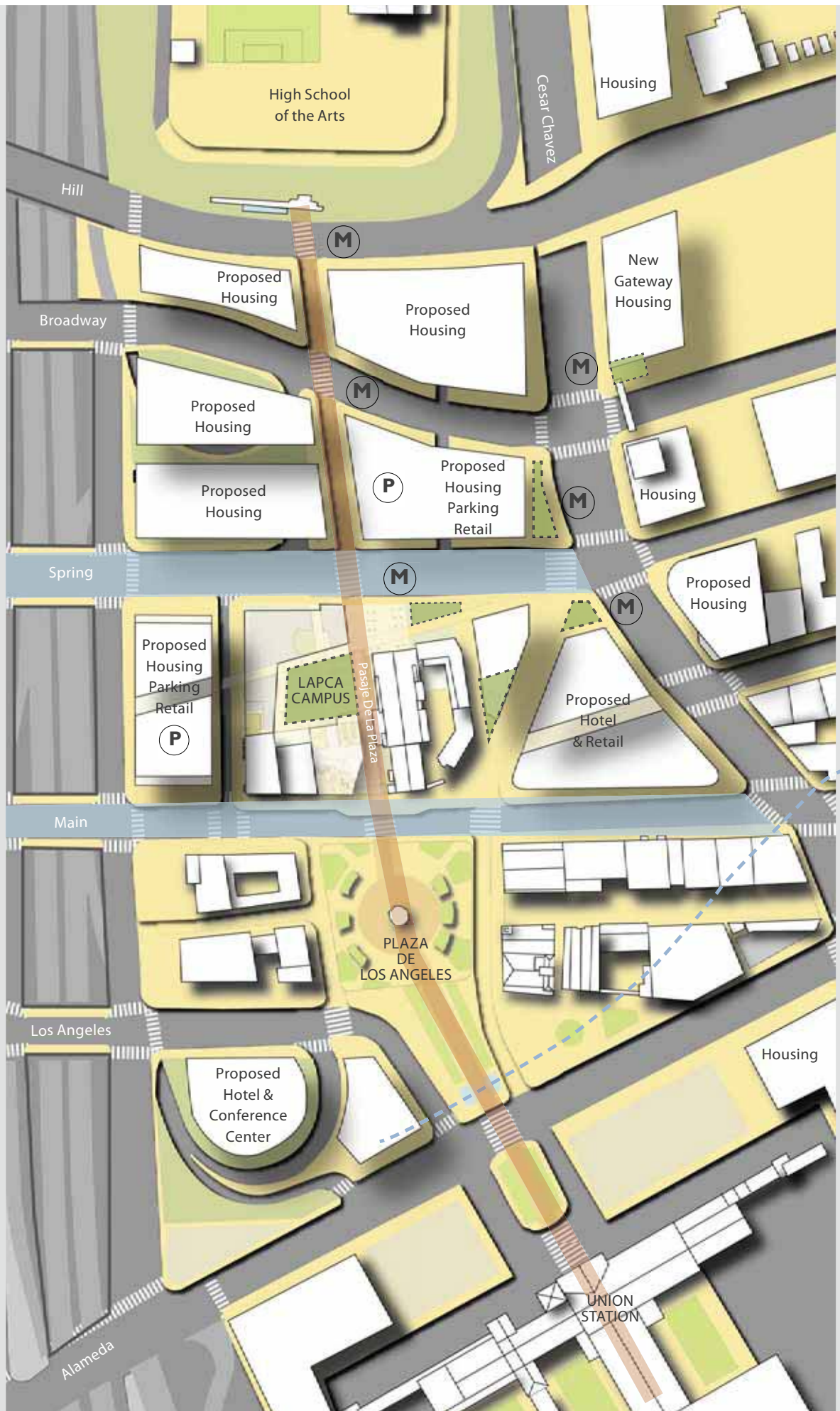
This conceptual plan shows Spring Street and Main Street as the twin spines for El Pueblo, crossed by a new pedestrian route from Union Station to Fort Moore Hill. This circulation framework could set the stage for new residential development on the County parking lots to the west of Main, while protecting the core historic buildings and urban settings to the east of Main. The new campus of La Plaza de Cultura y Artes, now being implemented, becomes a critical pivot point, both because of its location and its institutional mission.

The development of housing is intended not only to restore El Pueblo as a true neighborhood where people, live, work, shop and play, but to blend the district with new residential developments in Chinatown and at Union Station. This means overcoming the inherent barrier-like character of Chavez and Alameda, so that residents and pedestrians can move easily across them.

Other features include the proposed development of property now owned and used by Caltrans as freeway onramps. Such development could occur within the airspace above, or possibly in some cases in space created where an underused ramp is removed.

The area is well served by bus transit, although many of the bus lines are long-haul commuter routes which simply pass through the district rather than serving it. As the neighborhood redevelops, a new balance will need to be developed between the needs of local residents and of commuters.

The tunnel of the Red Line passes directly beneath the district, and we recommend investigating the feasibility of creating a subway stop and station at the corner of Spring and Chavez.



Pueblo Linkages

El Pueblo District Green Space Network

Only a fraction of the historic buildings and blocks of El Pueblo still remain. But the district is extraordinarily rich in sites with historic and cultural importance, and these can be highlighted in a series of public open spaces, plazas, parks and gardens. Many already exist in some form. Here we show how such a sequence of gardens at key locations could not only preserve historic narratives, but create meaningful spatial connections in the present and future.

Key spaces include:

Zanja Madre Garden at the precise location where the water channels path crosses the main pedestrian route, Pasaje de la Plaza

The Plaza itself, further enhanced to connect it to its surroundings

Patio del Campo Santo, at the site of the city's earliest cemetery (relocated long ago) and the new front door of La Plaza de Cultura y Artes

El Jardin, the green courtyard of La Plaza for gatherings and performances

Jardin de la Placita, the west-facing forecourt of La Placita Church, used for services and festivals

Fort Moore Memorial, restored with monumental fountain and access to the new high school for the Arts

Jardin de Guadalupe, the site for the popular Blessing of the Animals

Sonoratown Plaza, marking the location of the city's very first settlement

Jardina Cesar Chavez, a plaza with plenty of transit amenities, and a link in the chain to Chinatown

Chinatown Gateway Plaza, a pedestrian companion to the monumental gateway over the street

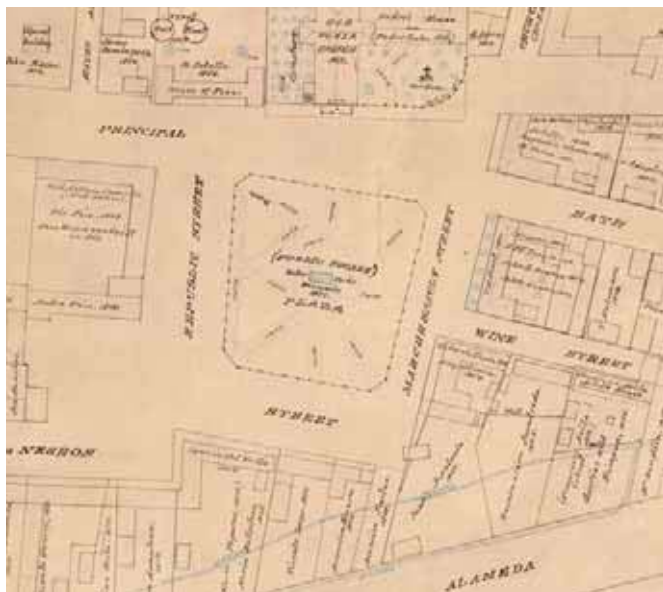
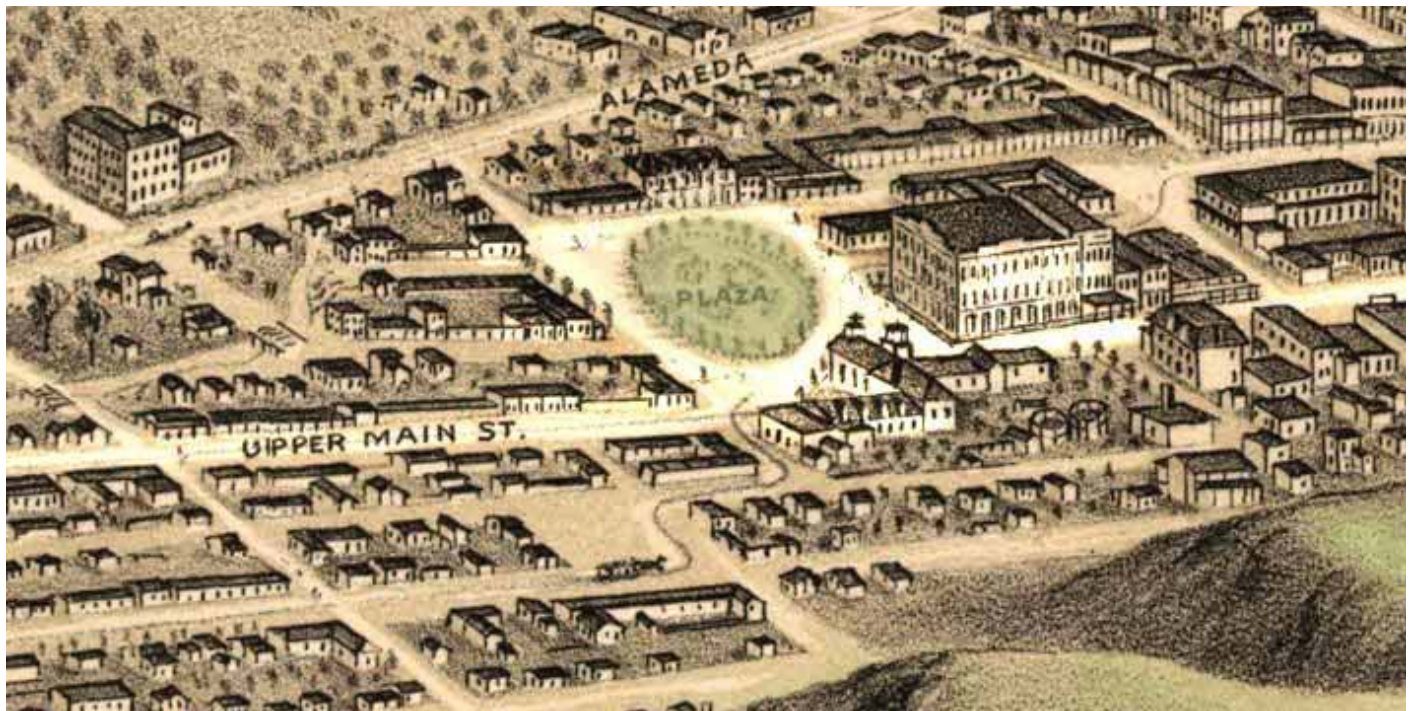
Pueblo Linkages

Restoring the Plaza “Room”

La Plaza (or La Placita) - the public square at the center of El Pueblo - is the most important symbolic space of the Mexican-American experience in Los Angeles. The plaza is directly and deeply rooted in more than 500 years of urban form in the New World. When Felipe de Neve gave the precise dimensions for the layout of a plaza for Los Angeles in 1787 along with instructions as to what should surround it, he was extending the influence of the famous 1570 Leyes de Indias. This collection of royal ordinances reflected and guided the development of more than 300 new cities in the Americas. For this alone, Las Leyes have been called the most influential urban planning document in history.

Perhaps the key characteristic of the plaza ensemble after its centrality is its integrity – its ability to join disparate pieces and uses: religious and civic buildings, commercial and residential spaces, ceremonial and informal use, indoor and outdoor rooms, architecture and landscape, building façade and garden paths.

It is this integrity that has been most damaged in La Plaza del Pueblo de Los Angeles. The plaza room used to be almost completely enclosed on four sides; it is now thrown wide open to the traffic on Alameda along its eastern edge, and has large gaps at key corners. It used to be surrounded by active uses on all sides; the artificial and historically inappropriate emphasis on Olvera Street since its 1930 reinvention by Anglos has overweighted the north side. The vibrant mix of uses – church, pastor’s house, hotels, offices, shops, housing - has largely been replaced by a focus on tourism. And the outdoor space itself has been fragmented, with the walled-in central circle of brick benches and ficus trees quite isolated from the surrounding streets, which in turn – especially on Main – are filled with traffic and buses, cutting off La Placita Church from the space that was intended to be its foreground and front courtyard.



Pueblo Linkages

Integrating Planning with La Plaza de Cultura y Artes

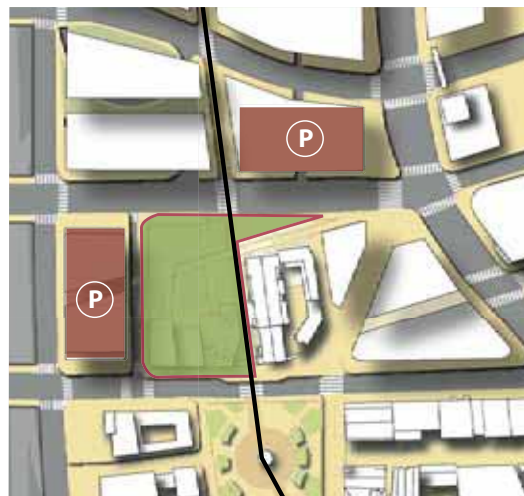
The Project Restore team has been working with the staff and board of La Plaza de Cultura y Artes to integrate strategic planning and design.

The board has adopted five strategic goals at five concentric scales. These seek to align the institutional mission of La Plaza de Cultura y Artes with other broader objectives held by the City, County, MTA, and CRA/LA, LADOT, Bureau of Engineering, El Pueblo Commission and others. This includes spotlighting La Plaza's institutional role as a symbolic Mexican-American crossroads for communities throughout Los Angeles County, its critical historic location, and its potential to catalyze new and favorable development in El Pueblo.

These goals match very well with Project Restore's efforts to link the Civic Center to El Pueblo, using Main Street and Spring Streets as bridges for revitalization.

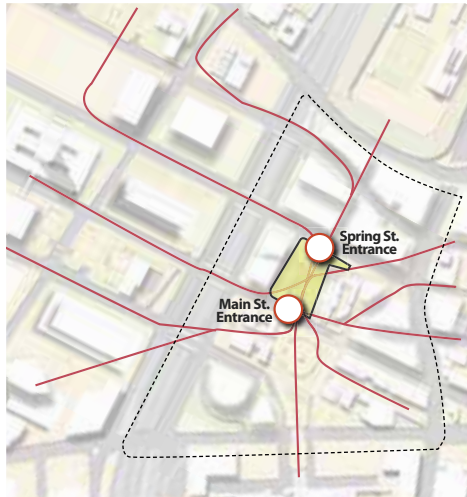
La Plaza Campus and Proposed District Parking for El Pueblo

Detailed conceptual district plan (facing west) showing the La Plaza de Cultura y Artes campus (green with red border) bracketed by two proposed district parking structures -- both of them incorporated into mixed-use housing and commercial projects.

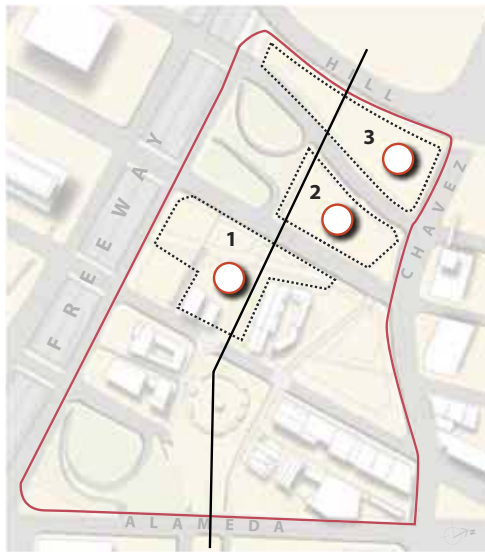




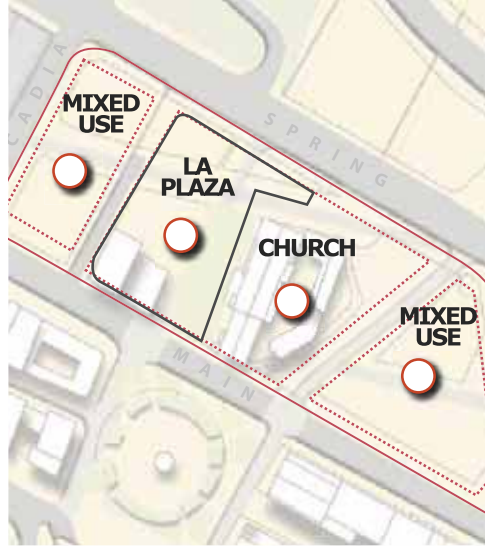
Region
Symbolic Centerpoint



Downtown
Pedestrian Crossroads

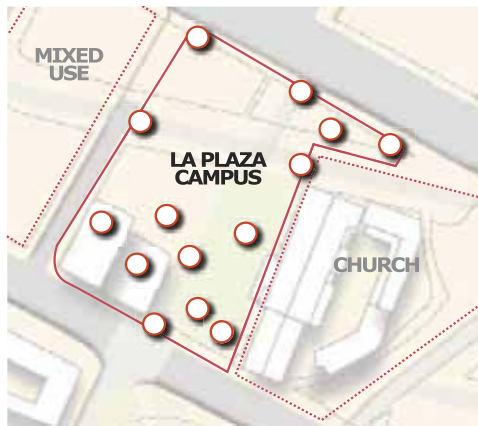


Pueblo
Catalyst for Revitalization



Block
Centerpiece of Four Projects

Five Strategic Goals
Institutional goals for the new cultural center, La Plaza de Cultura y Artes, at five concentric geographic scales.



Campus
Open Air Cultural Center



Pueblo Linkages

La Plaza Campus as a Hinge for Main and Spring Streets



Looking West from Main Street

Birdseye view of the entire La Plaza campus, showing the connection from Main Street to Spring Street along the Passaje de la Plaza.



Looking East from Spring Street

Birdseye view of the La Plaza campus and the Passaje de la Plaza from Spring Street, looking east to the plaza, the quiosco, and Olvera Street; Spring Street becomes an important pedestrian and transit gateway not only to La Plaza, but to all of El Pueblo .

Pueblo Linkages

Reviving the Narrative of Main Street

We have conducted extensive research on the history of Main Street within El Pueblo. It possesses an extraordinarily rich narrative of people and places: of hotels, cafes, churches, bakeries, bike shops, photography studios, markets; of mechanics, merchants, bakers, bellringers, senators, and shoeshine boys. We have reconstructed this social and physical history along the critical block facing the Plaza, with the ultimate goal of bringing back those narratives to sites which were cleared in the 1950's for the purpose of parking cars rather than creating community.

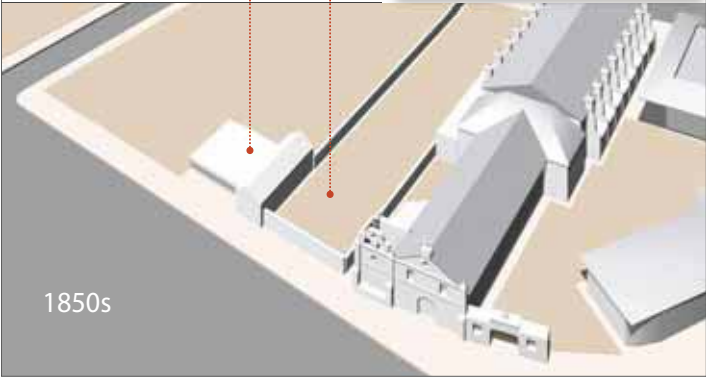


Daily Life on Main Street

1930's view of the Mercado Plaza on the sidewalk of Main Street, directly across from Pico House and just south of Republic Street and the Vickrey-Brunswick building (courtesy Los Angeles Public Library)

Evolution of Main Street Storefronts

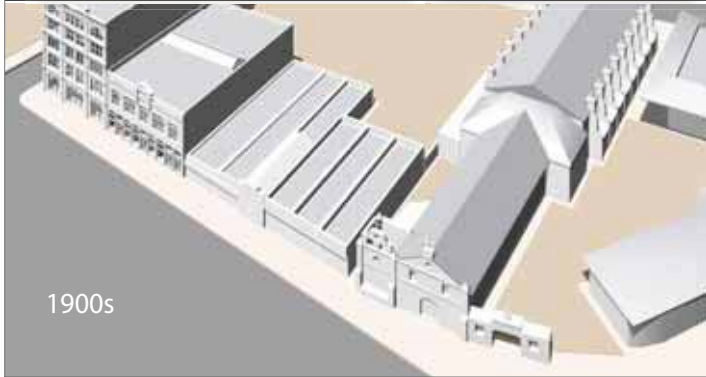
(OPPOSITE PAGE) Composite of exhaustive historic research of maps and photo archives in order to create a 3-D model of the social and physical evolution of the La Plaza campus site along Main Street



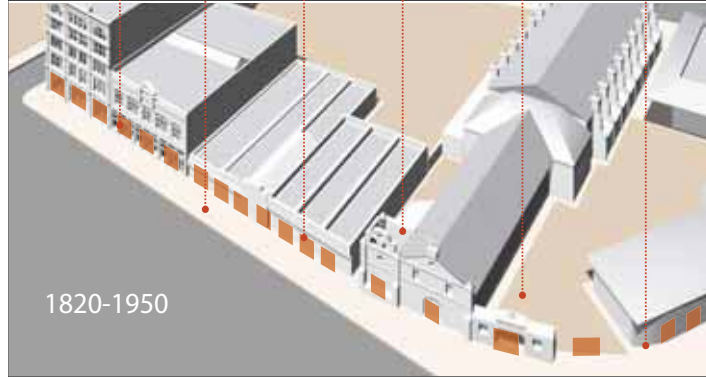
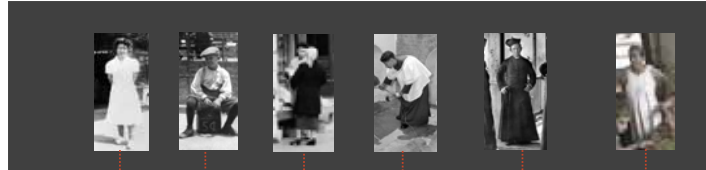
1850s



1890s



1900s



1820-1950



1960s



2010