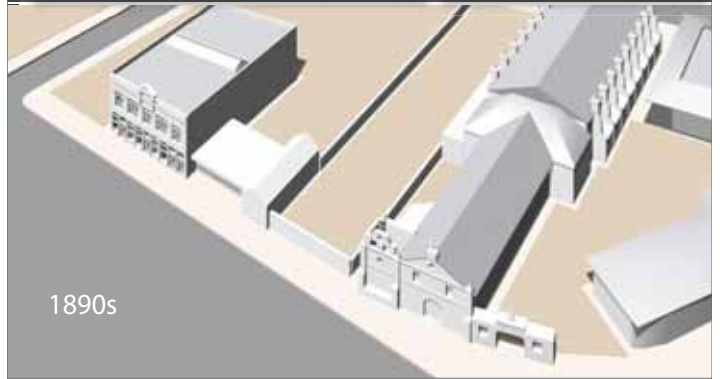


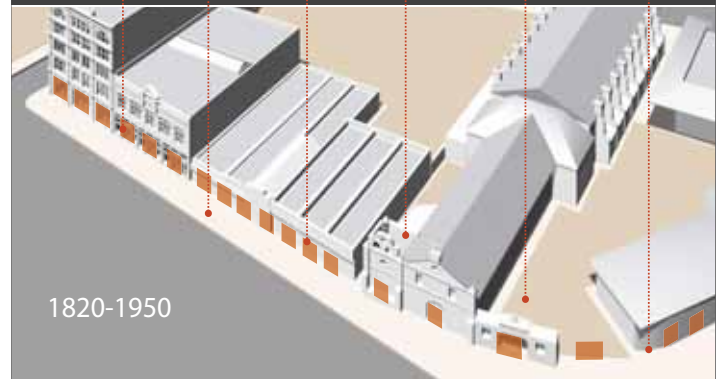
1850s



1890s



1900s



1820-1950



1960s



2010

Pueblo Linkages

Reviving Main Street

As Los Angeles's oldest street, Main Street provides an essential front door for the Plaza and El Pueblo, and a critical link back to the Civic Center and the Historic Core. Our proposed streetscapes, combined with the proposed sidewalk frontage of La Plaza de Cultura y Artes, should help transform Main Street from a commuter thoroughway back to a balanced, living "main street".

Main Street from the Plaza to City Hall

Aerial view of the Plaza, Main Street, the Plaza Church, and La Plaza de Cultura y Artes in relationship to the Federal Building and City Hall.



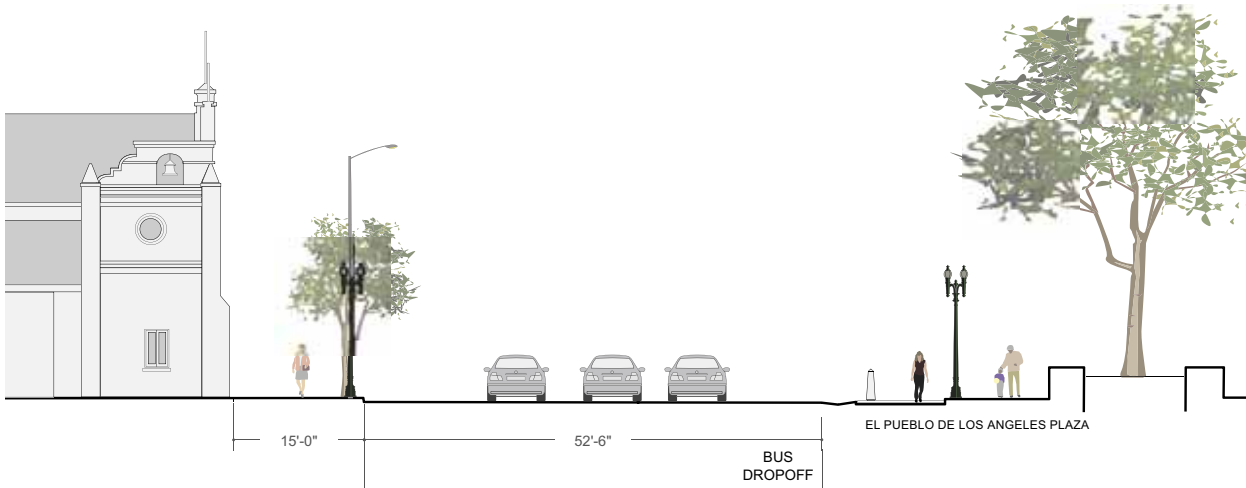


Bring Life Back to the Sidewalks of Main Street

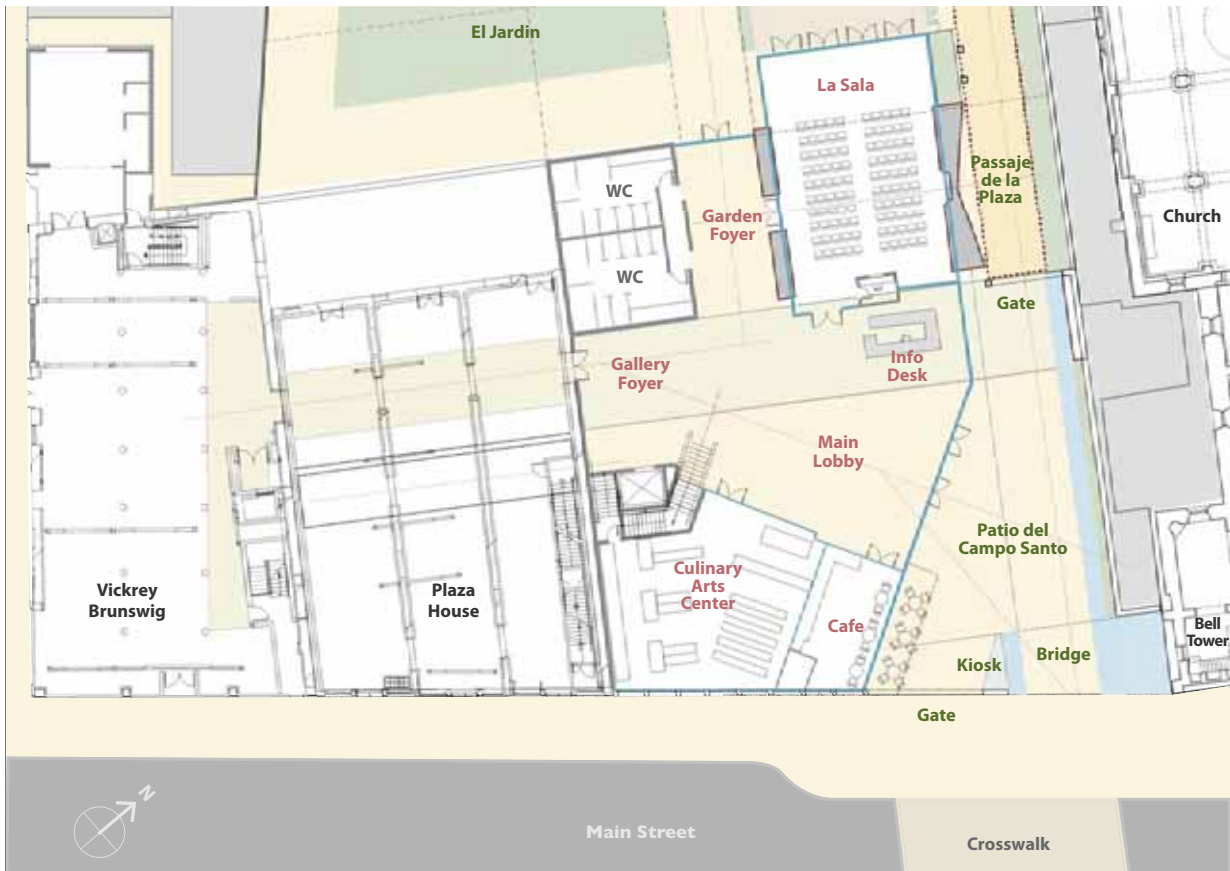
Historic view (ABOVE) and proposed view (BELOW) of the site of La Plaza de Cultura y Artes, showing the relationship of the Main Street crosswalk, the Patio del Campo Santo, and the Pasaje de la Plaza to the entrance and main lobby of La Plaza (historic photo courtesy Los Angeles Public Library).

Pueblo Linkages

Reviving Main Street



Interior-exterior site plan of the eastern half of the La Plaza campus, showing the relationship of the Main Street crosswalk, the Patio del Campo Santo, and the Pasaje de la Plaza to the entrance and main lobby of La Plaza.





Pedestrian's view from Olvera Street and the plaza across the Main Street crosswalk to the La Plaza buildings, the Patio del Campo Santo, and the historic Plaza Church.



Pedestrian's view crossing Main Street of the La Plaza cafe and entrance, the Pasaje de la Plaza, the Patio del Campo Santo, and the historic Plaza Church.



Pedestrian's view from inside the La Plaza lobby, looking north to the Pasaje, the Patio del Campo Santo, the belltower of the Plaza Church, and the Plaza Methodist Church belltower in the distance at the corner of Olvera Street.

To Spring Street / Fort Moore / Bunker Hill

To Chavez / Chinatown



To Union Station

To Union Station



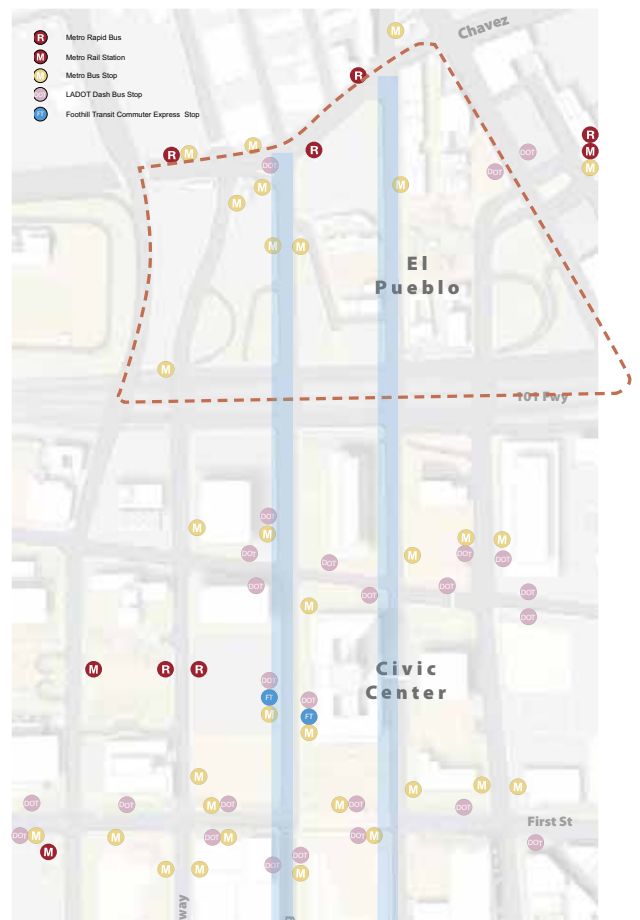
Pueblo Linkages

Spring Street as Bus and Parking Corridor

North Spring Street has functioned for many decades primarily as a traffic corridor, due in large part to the relative absence of buildings and the large amount of surface parking. Along with Broadway and Hill, it carries a very high number of bus routes. We propose to upgrade the bus stop facilities, and to relocate both schoolbus and tourist bus drop-off from Main to Spring.



Existing pattern of bus service in and around El Pueblo



Existing distribution of bus stops in and around El Pueblo



Spring Street southbound
@ New High



Spring Street northbound
@ New High







Chavez Boulevard eastbound &
westbound @ Spring Street

Pueblo Linkages

A New Vision for North Spring Street

Proposed comprehensive redesign of Spring Street as a major transit and pedestrian gateway: tour buses (blue) discharge on the west side, which becomes an introductory plaza for tourists with signage and information; transit buses (orange) are shown at enhanced stops at several locations; and school buses (yellow) are accommodated on the east side of Spring, adjacent to the Spring Street entrance to the La Plaza campus.

-  Metro Bus
-  Metro Rapid Bus
-  School Bus
-  Tour Bus / Visitor Bus



A Major Gateway on Spring Street



Close-up of La Plaza's Spring Street entrance, with special gate for visiting schoolchildren, and enhanced bus stop in front of the new palm-lined plaza for the Plaza Church.



Pueblo Linkages

A New Vision for North Spring Street

Looking South from Chinatown Along Spring Street

Abandoned in the 1950's as the spine of a new civic center, North Spring can be re-envisioned as the catalyst for restoring El Pueblo as a living neighborhood.





Pueblo Linkages

Gateway Bridges (101 Overpasses on Main and Spring)

As discussed in the historic background, El Pueblo district extend south all the way to Temple Street, but was severed by the construction of the 101 Freeway. Today, the freeway trench is crossed by a series of six street bridges: Alameda, Los Angeles, Main, Spring, Broadway, and Hill.

While these bridges provide pedestrian links between the Civic Center and El Pueblo, their environmental qualities serve to discourage pedestrian use:

- lack of protection from sun
- lack of protection from rain
- exposure to freeway fumes
- exposure to freeway noise
- absence of pedestrian-oriented signage
- absence of sidewalk amenities
- absence of shade or landscaping
- industrial character of materials
- moving traffic in curb lane
- very low pedestrian activity in vicinity

These characteristics inhibit real, street-level integration of the Civic Center and El Pueblo. Long-standing proposals to construct “lids” over several segments of the trench would dramatically change existing conditions for the better, but such a project is an expensive, long-term proposition, and there is little likelihood of its realization within the next decade. We recommend, at least as an interim alternative, the joint development with Caltrans of pedestrian arcades on the sidewalks of the Main and Spring Street bridges.



ABOVE - Poor Pedestrian Environment on Freeway 101 Overpasses Isolate El Pueblo from Civic Center

BELOW - Freeway Overpass Enhancements in Kansas City: Laser-Engraved Plexiglas Panels (courtesy El Dorado Architects)



Pueblo Linkages

Gateway Bridges: The Use of Arcades

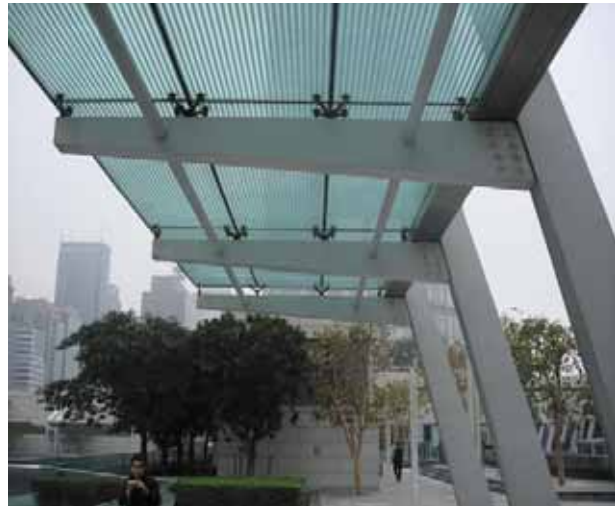
Sidewalk arcades have a long history in many parts of the world. They are used in both urban and landscaped settings. They are found in a variety of materials from wood, brick, and stone to concrete, steel and glass. Their forms are various, but they accomplish the following:

- provide a sense of enclosure in the form of a corridor
- offer protection from sun, wind, and rain
- provide a framework for continuous lighting
- offer controlled views of desirable sights
- screen out undesired views and exposures
- provide a protective buffer from moving traffic
- establish an agreeable rhythm of movement
- provide a vertical surface for display

Extending such arcades south from El Pueblo can also have the beneficial effect of restoring an architectural connection all the way to Aliso Street - south of the freeway . The existing gap between the Civic Center and El Pueblo is replaced by a landmark gateway at Aliso, with appropriate signage, information, and cultural display.

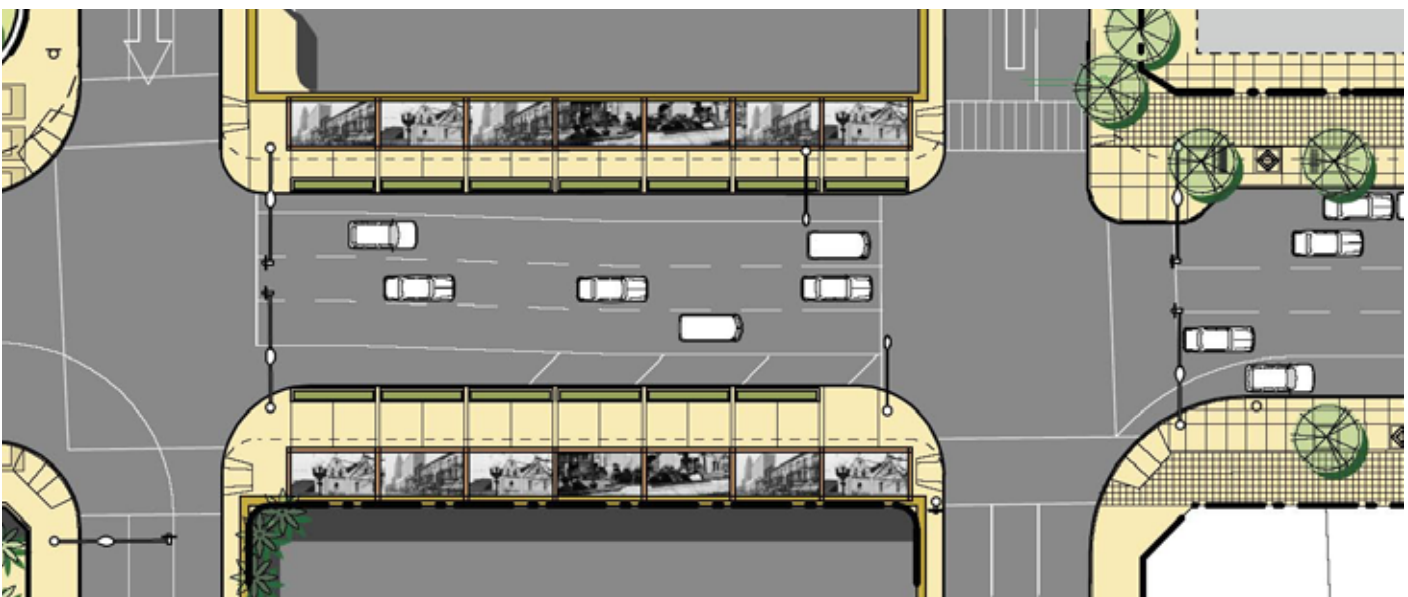
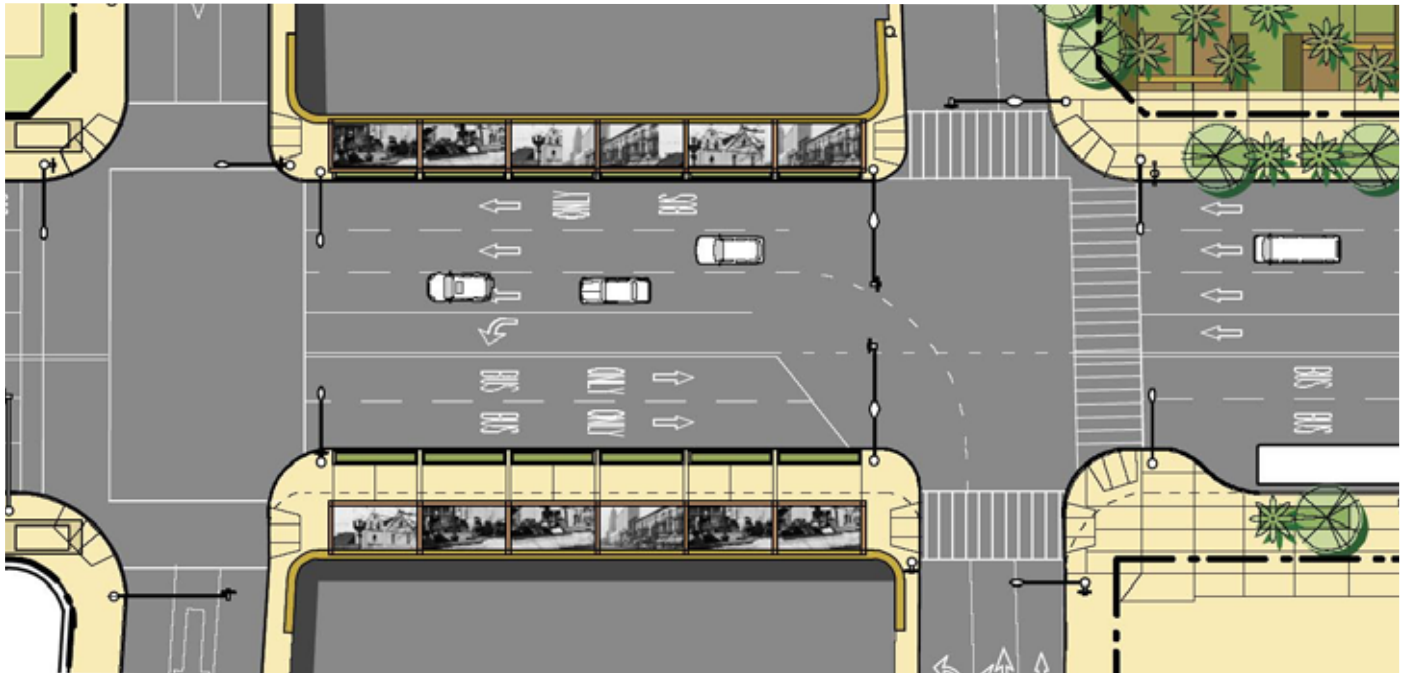
Covered Walkways

Arcades or covered pedestrian walkways are found around the world in a wide range of styles and materials. From top left to lower right: Italy, Mexico, Thailand, China, Canada, United States.



Pueblo Linkages

Gateway Bridges:
Concept Drawings





(THIS PAGE)
Conceptual views of proposed sidewalk arcades for the freeway overpasses on Spring Street and Main Street.

(OPPOSITE PAGE)
Plan views of Spring Street (top) and Main Street (bottom) freeway overpasses converted into covered pedestrian arcades; these gateways would extend the "front door" of El Pueblo south to Aliso Street.



Pueblo Linkages

Summary of Recommendations

District

- Support revival of El Pueblo as a mixed-use, living neighborhood with housing, neighborhood-serving retail, cultural facilities, linked public spaces and a revitalized Plaza
- Create El Pueblo Joint Powers Authority
- Introduce new pattern of east-west vehicular streets, driveways, alleys and walk streets
- Extend El Pueblo's boundary south to Aliso Street, incorporating the 101 freeway bridges
- Develop gateway "galerias" on both sidewalks of Main Street and Spring Street Bridges
- Develop preliminary plans for three potential lids over freeway
- Develop a strong southern "façade" for El Pueblo along Arcadia
- Support creation of La Plaza de Cultura y Artes campus and Pasaje de La Plaza, a new pedestrian link from Ft. Moore to Union Station.
- Anticipate district parking west of Spring and west of Broadway
- Possible new Red Line Metro stop at proposed "Chinatown / Pueblo Gateway Park" at north end of block between Spring and Broadway on Chavez
- Create Chinatown Gateway Park, Sonoratown Plaza, Zanja Madre Gardens
- Explore expansion of Hill Street's potential as a 1/3 mile (1850 foot) transit corridor uninterrupted by signals, intersections, or curb cuts between Temple and Ord – remove on-street parking? add lanes? express vehicle technology? capitalize on link to Red Line station at Civic Center? use this to relieve Broadway and, especially, Spring.
- Link El Pueblo to Chinatown and Integrate with CRA's Chavez Streetscape Plan

Spring Street

Circulation

- Widen sidewalks between Aliso and Arcadia (this has been done on Main); add landscaping on both streets
- Exclusive double bus contraflow bus lanes should definitely be eliminated: they remove on-street parking (which also provides a buffer to pedestrians), create hazardous conditions for crossing Spring Street, propel exceptionally high bus loads past La Plaza and La Placita Church.
- Completely rethink the configuration of the block from Aliso to Chavez
- Eliminate excess lanes, striping areas, queuing lanes, turn lanes from roadbed
- Consider adding on-street parking
- Possible bus drop-off here or further west on Broadway
- Find a bus waiting area for El Pueblo
- Anticipate development on west side of Spring, up to Hill

Streetscape

- Treat the freeway crossing not as a barrier but as a threshold to the district: appropriate paving, crosswalks, signage, historic markers, sound barriers, lighting
- Extend most recent Pueblo streetscape standards (paving, benches, lighting, planting) to both sides of Spring
- Anticipate development on west side of Spring, up to Hill

Main Street

Circulation

- City already plans to narrow portions of Main to 50'; we presume this involves retention of four traffic lanes. We recommend reduction to three northbound travel lanes, as narrow as 10' each
- Widen sidewalks to maximum extent
- Use of traffic calming devices, such as bumpouts, signage, trees, paving, to slow traffic through Plaza area
- Possible addition of on-street parking on both east and west sides
- Continuous paving from Plaza across Main Street
- Removal of all bus drop-off, pick-up, and idling from the Plaza area

Streetscape

- Treat the freeway crossing not as a barrier but as a threshold to the district: appropriate paving, crosswalks, signage, historic markers, sound barriers, lighting
- Extend most recent streetscape standards (paving, benches, lighting, planting) to east side of Main
- Treat Main and Spring as the key north-south streets into the Pueblo district