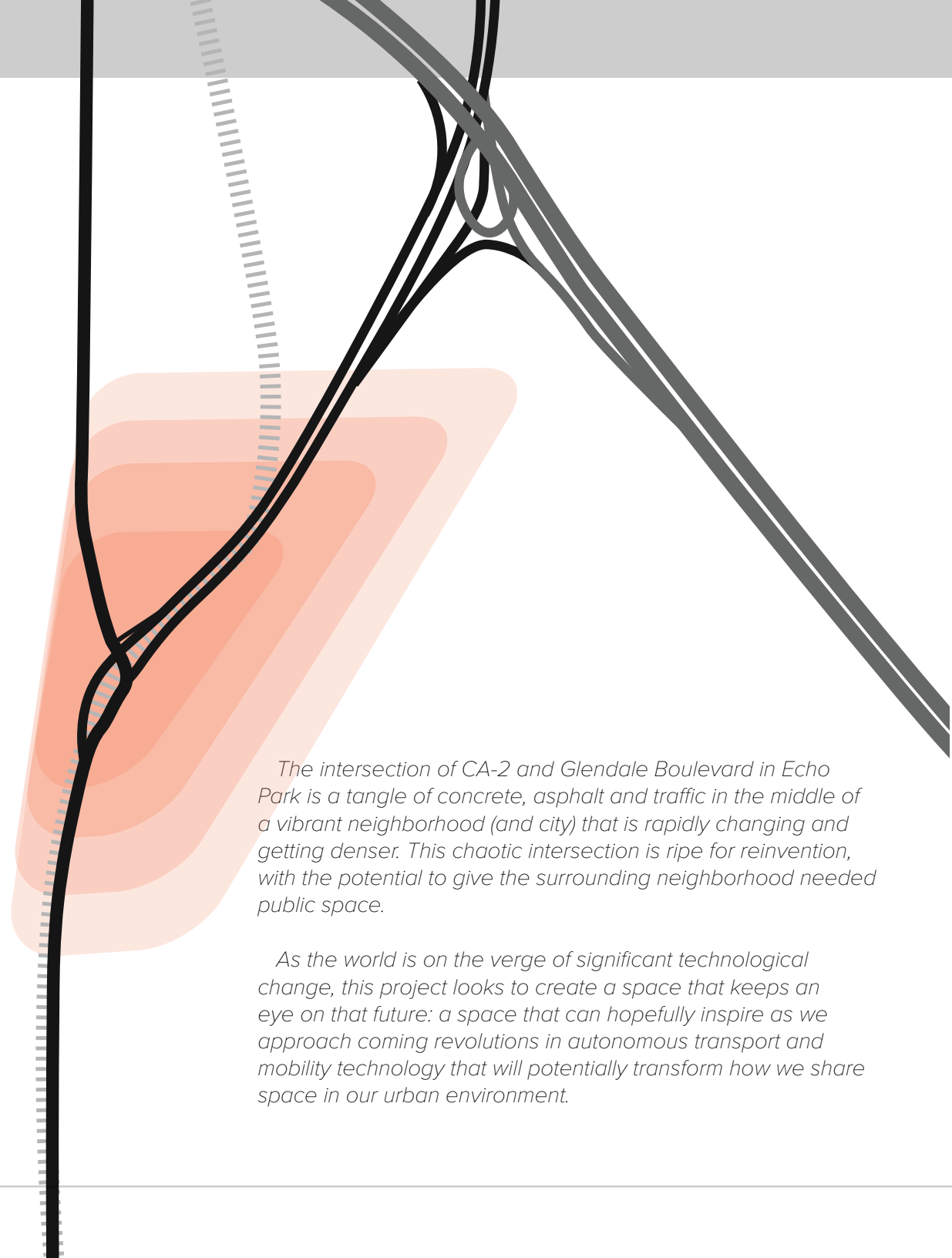


from commuter to community

re-claiming underused roadways to create vibrant public space

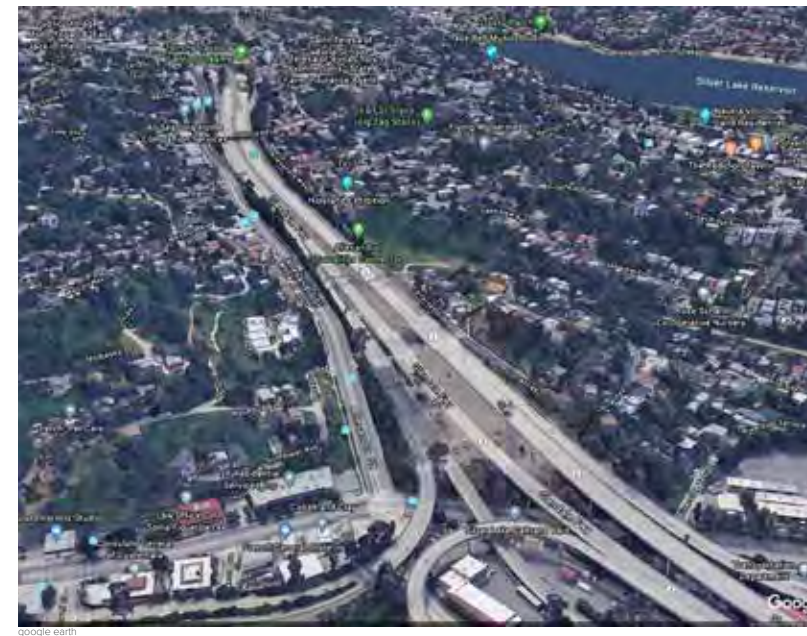
capstone - 2020 - roberto achacoso

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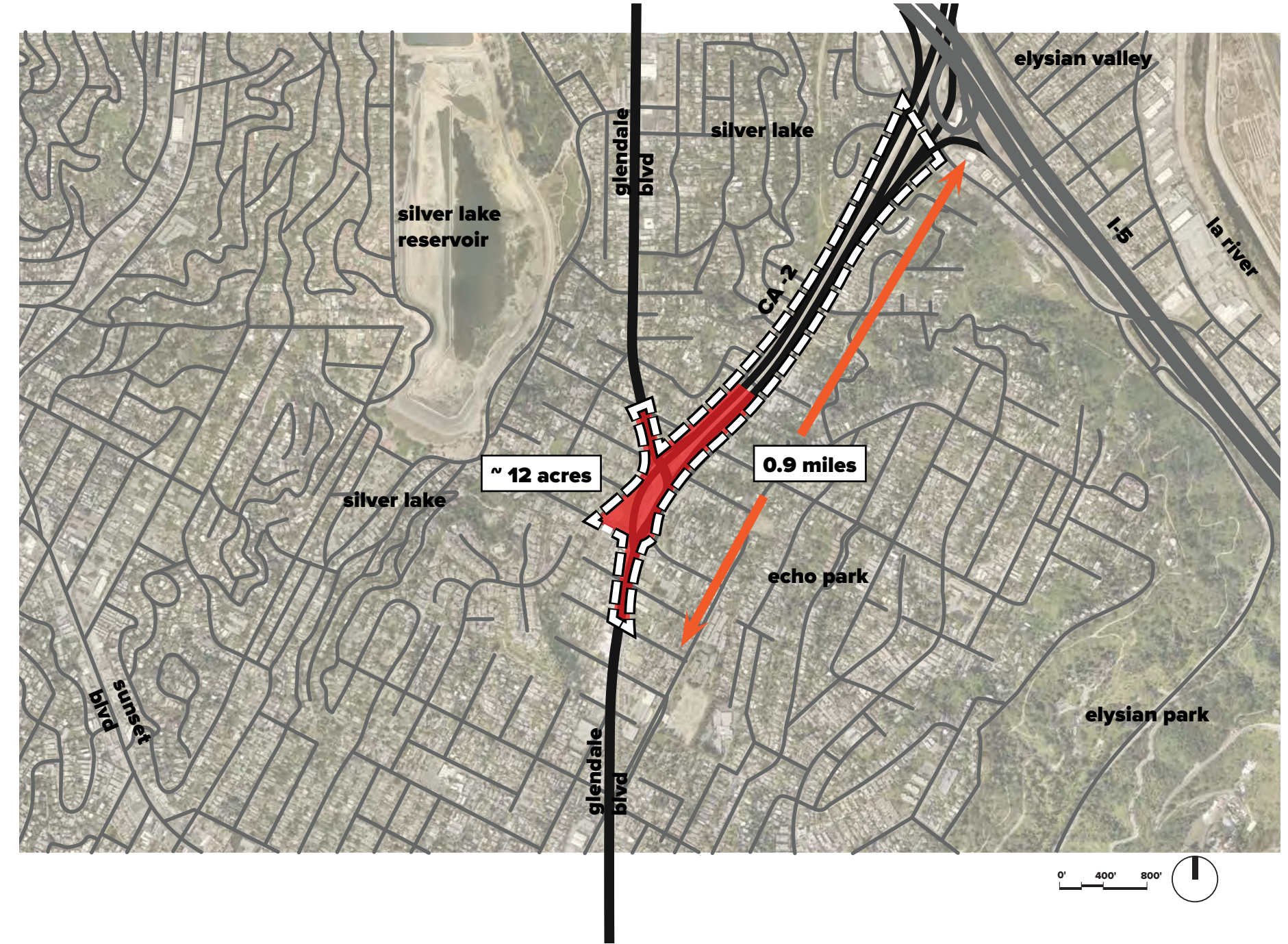
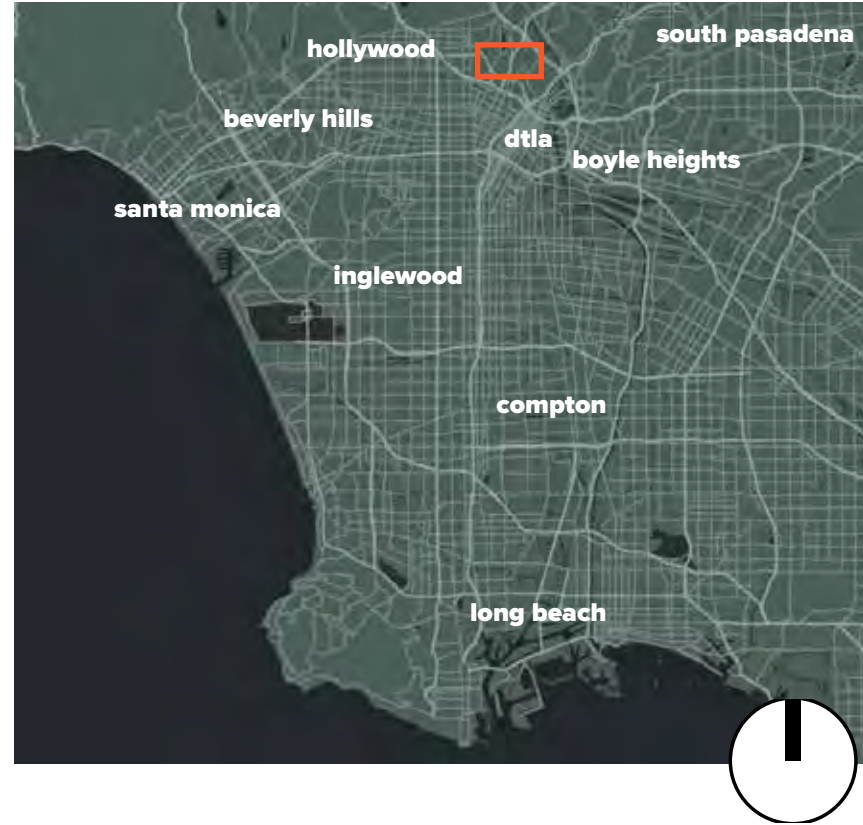
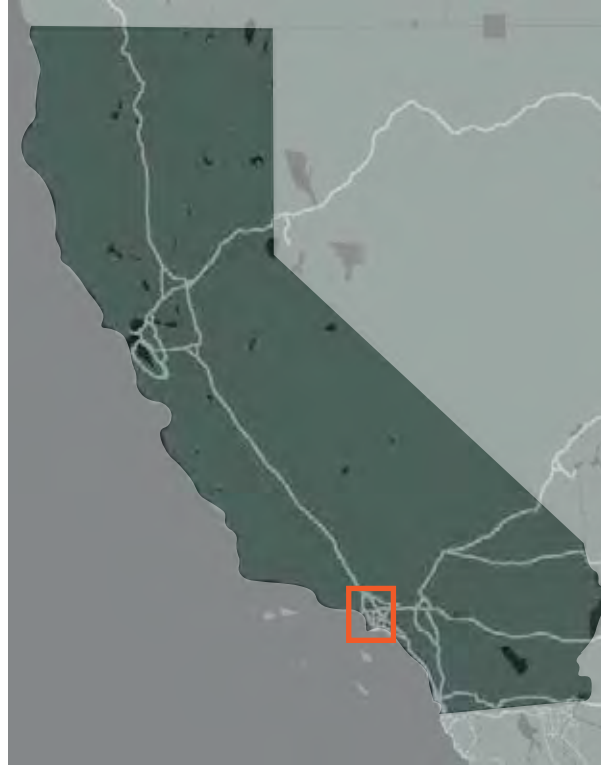
The intersection of CA-2 and Glendale Boulevard in Echo Park is a tangle of concrete, asphalt and traffic in the middle of a vibrant neighborhood (and city) that is rapidly changing and getting denser. This chaotic intersection is ripe for reinvention, with the potential to give the surrounding neighborhood needed public space.

As the world is on the verge of significant technological change, this project looks to create a space that keeps an eye on that future: a space that can hopefully inspire as we approach coming revolutions in autonomous transport and mobility technology that will potentially transform how we share space in our urban environment.

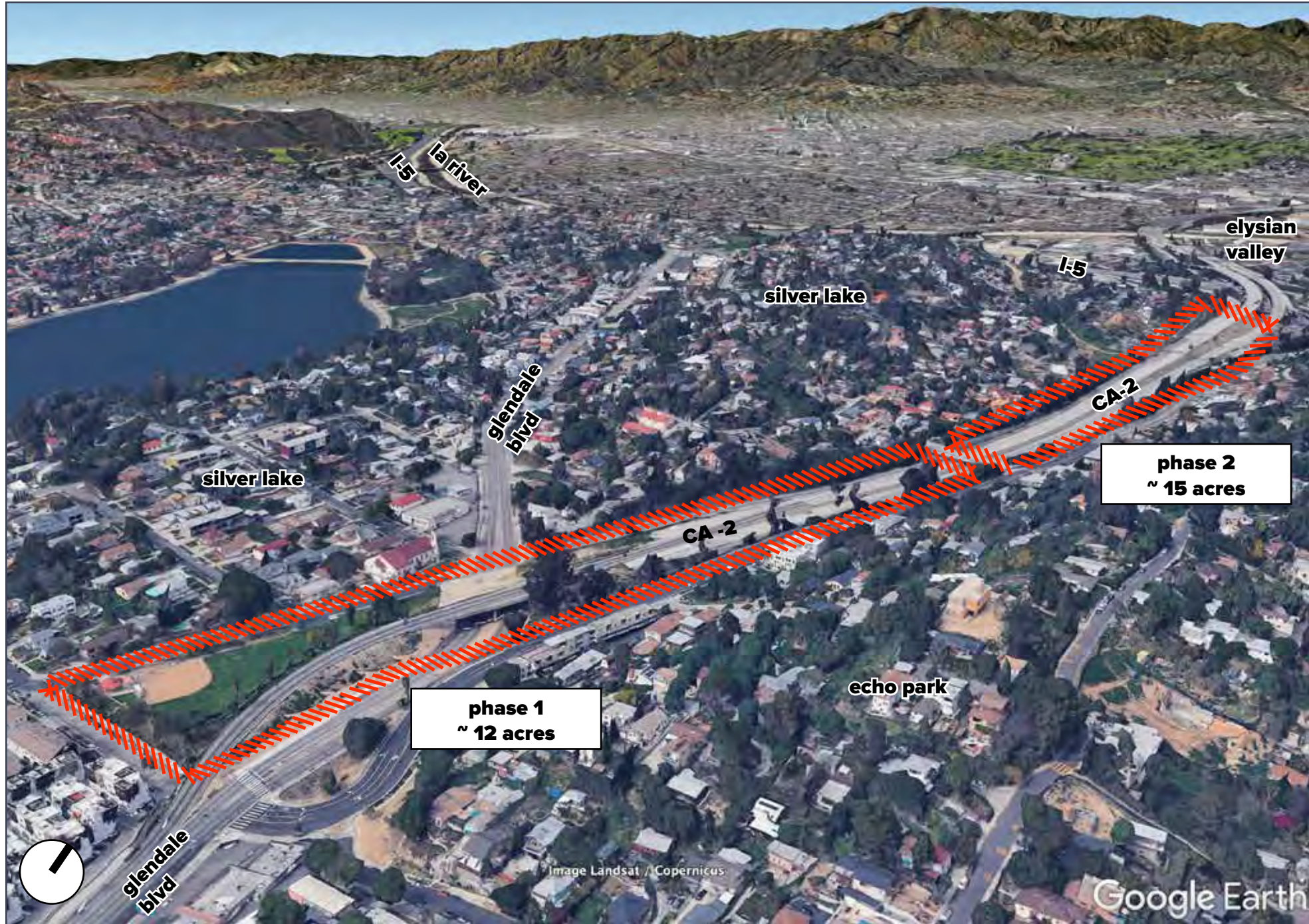


This project is a story about change and opportunity. How we get around - that is, our transportation technology - affects how we relate to our environment. As this technology changes, so do our space needs - and as these needs shift, we have an opportunity to re-think how we share space between vehicles and people.

site location



site orientation



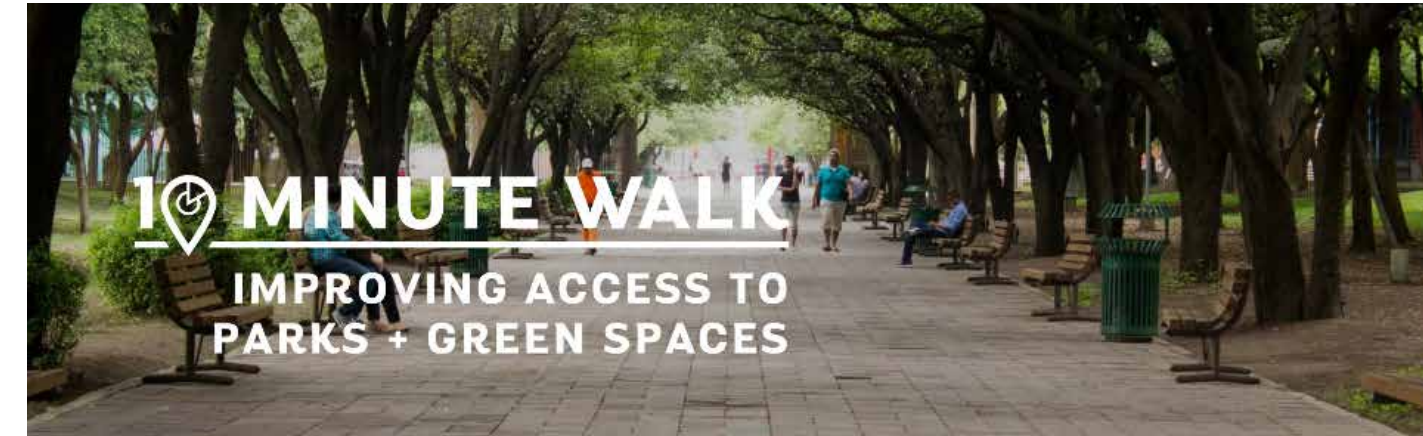
The site chosen to explore this idea of transformational change has experienced a lot of it over its relatively short history. California Route 2, between Interstate 5 and Glendale Boulevard, on the Echo Park/Silver Lake border, was built to connect to the never-built Beverly Hills Freeway. Prior to this, the area was part of the right of way for the Pacific Electric Glendale-Burbank rail line.

The roadway is tucked in a densely populated hilly area between the two neighborhoods, connecting to Elysian Valley on the far side of the ridge. The area's hilly topography is both a challenge as well as a great opportunity.



why? why here? why now?

Communities benefit from increased access to nearby parks and green space



“ We’re building a nationwide movement to **improve access to parks & green spaces, while transforming communities**, and getting people to the places where they live some of their best moments. ”

MADE POSSIBLE BY



<https://10minutewalk.org>



why? why here? why now?

There is oversized/underused infrastructure on CA-2 at the junction with Glendale Boulevard that can be better utilized by the neighboring community.



google maps streetview

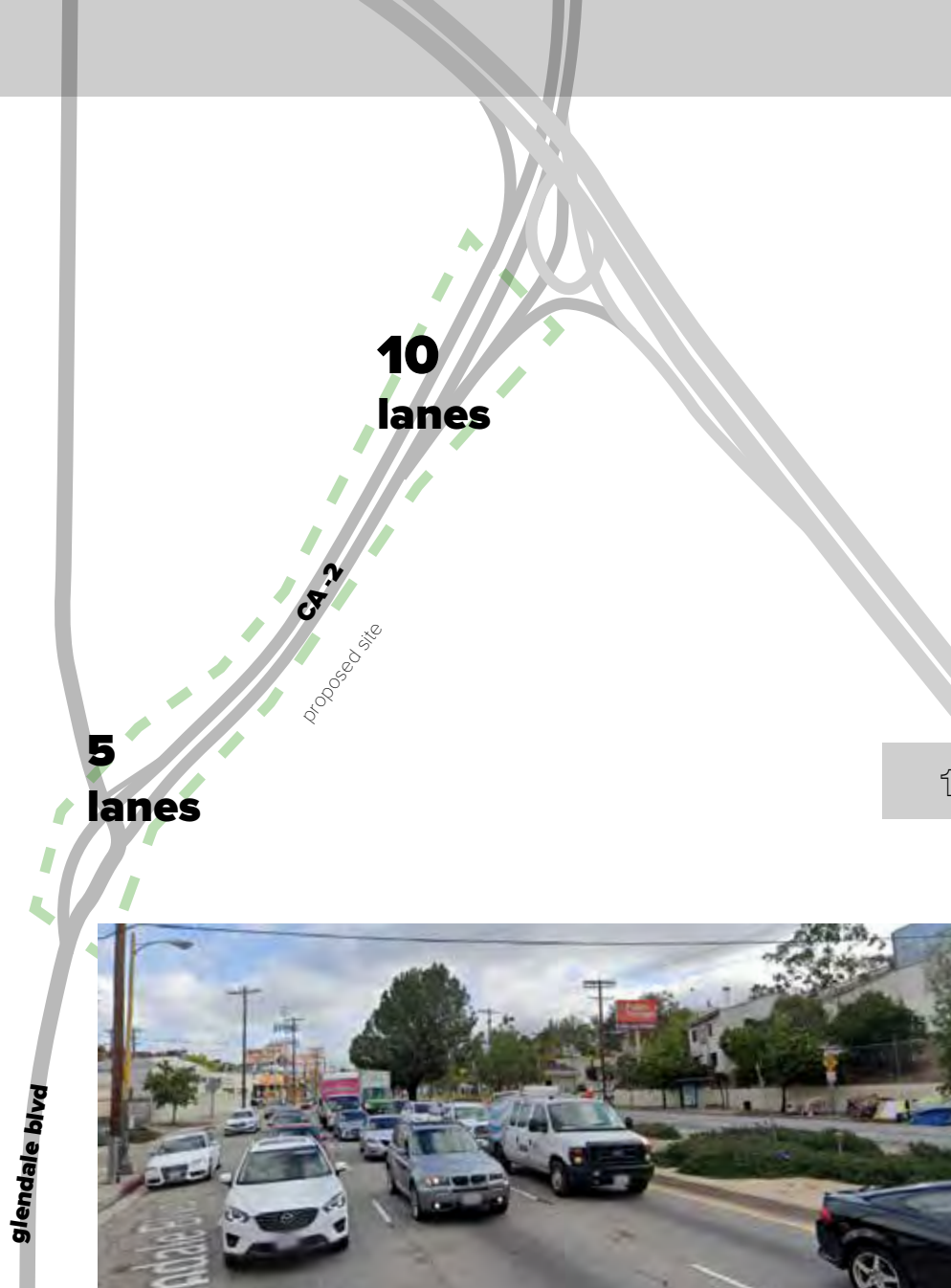
The CA-2 terminus **narrows from 10 lanes** at the junction with I-5 **to just 5/6 lanes** at the junction with Glendale Boulevard.

According to the 2018 Caltrans traffic census, the **maximum flow on adjacent city arterials is 3,200 vehicles/hour**, while the **capacity of CA-2 as built is 11,000 vehicles/hour** (2,200 vehicles/hour/lane)

https://cag.ca.gov/wp-content/uploads/2014/07/cmp_2005_Appendix_B.pdf

The limiting factor for traffic in the area, is the intersection of Glendale Blvd and Alvarado Street (almost half a mile away from the terminus), which operates at an 'F' Level of Service, during peak A.M. hours.

- Metro / Caltrans SR-2 Terminus Project Initial Study/ Environmental Assessment October 2010



google maps streetview

F level of service
at Alvarado Street
>80 seconds delay

alvarado st.

why? why here? why now?

This is not the first project to examine this idea



In 2010 LA County Metro and Caltrans initiated a similar (and ostensibly still-ongoing) project to redesign the SR-2 (CA-2) terminus.

“Traffic flow during peak hours in the project area is severely impeded due to the existing configuration of the SR-2 terminus. **Pedestrians and bicycles are not well accommodated by existing facilities in the vicinity of the freeway terminus.** Additionally, during off-peak periods, the **southbound direct connector traffic often merges onto southbound Glendale Boulevard a high rate of speed.**”

- Metro / Caltrans SR-2 Terminus Project Initial Study/ Environmental Assessment October 2010



“The purpose of the project was developed by Caltrans, Metro, and LADOT, with the cooperation of members of the community. The purposes, or objectives, of the project are to:

1. Better manage traffic flow at the terminus;
- 2. Enhance accessibility and safety in the vicinity of the SR-2 terminus;**
- 3. Develop a freeway terminus design that is compatible with existing residential and commercial uses in the immediate vicinity;** and
4. Minimize cut-through traffic in neighborhoods in the vicinity of the terminus.”

- Metro / Caltrans SR-2 Terminus Project Initial Study/ Environmental Assessment October 2010

https://www.metro.net/projects/state_route_2/

why? why here? why now?

Los Angeles - and all of California - is changing how development and its relationship with traffic is evaluated - from *impact on drivers* to *impact of driving*

In December 2018, California Natural Resources Agency certified and adopted the CEQA (California Environmental Quality Act) Guidelines update package, including **changes to the way CEQA evaluates a project's traffic impacts** - advocating use of VMT (Vehicle Miles Traveled) as opposed to LOS (Level of Service) - in effect, declaring that **car delay will no longer be used as a way to assess environmental impacts of development projects under the California Environmental Quality Act.**

Los Angeles adopted these new rules in August 2019, while the changes go into effect statewide on July 1, 2020.

“a project's effect on automobile delay shall not constitute a significant environmental impact.”

Title 14. / Division 6. / Chapter 3. Guidelines for the Implementation of the California Environmental Quality Act



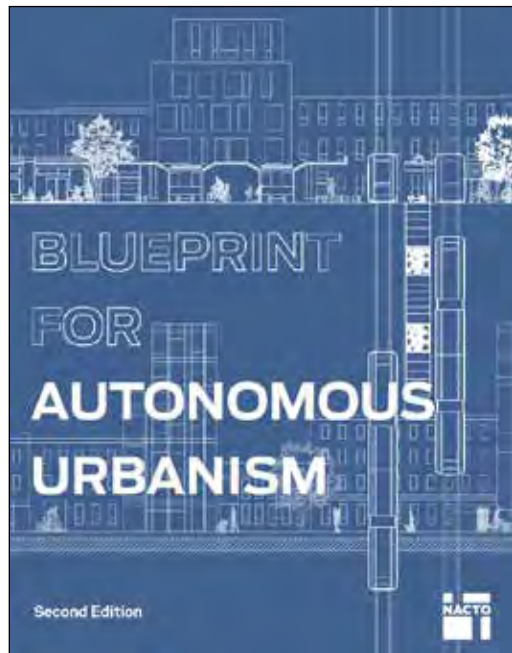
<https://qz.com/1523987/quantum-computing-could-put-a-stop-to-traffic-jams/>

why? why here? why now?

Planners and engineers are already planning for a transformed future.

Agencies and organizations involved in urban design and transportation have already been thinking and planning for changes in mobility and its effects on communities.

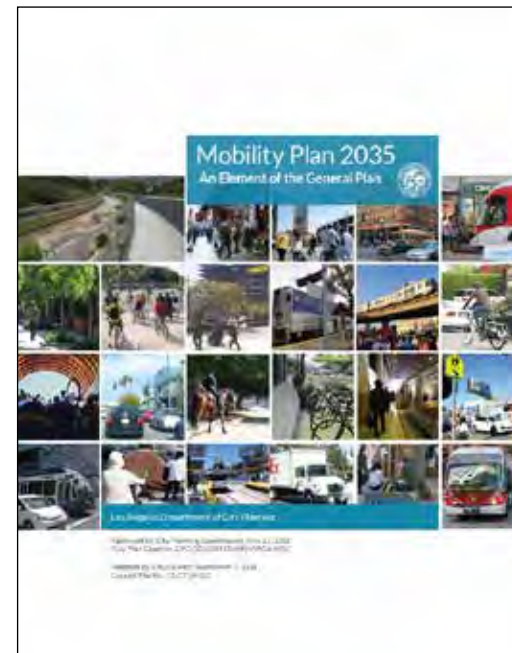
National Association of City Transportation Officials' "Blueprint for Autonomous Urbanism"



LADOT's "Technology Action Plan"



LA Dept. of City Planning's "Mobility Plan 2035"



"... we reshaped our cities to serve the new technology of the 20th century – cars – instead of the other way around. This reshaping occurred predominantly in low-income neighborhoods of color, subsequently **destroying whole neighborhoods and cultures.**

[...] Los Angeles, like many cities, recognizes that **what have traditionally been considered the elements of transportation** — roadways and vehicles, railways and rolling stock — are embedded in a complex web of social, economic, environmental, and health factors and **cannot be treated as the standalone responsibility of engineering."**

- LADOT Technology Action Plan



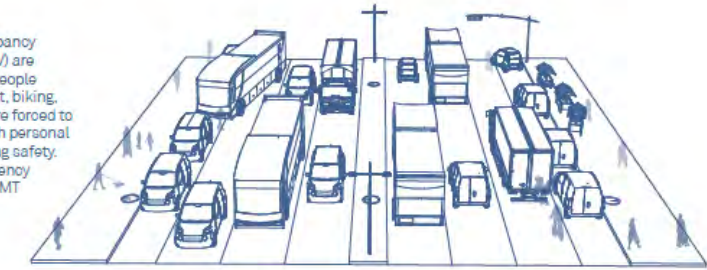
as our infrastructure is transformed by autonomous transportation technology, more space will be freed for use by the people



Transforming the Street

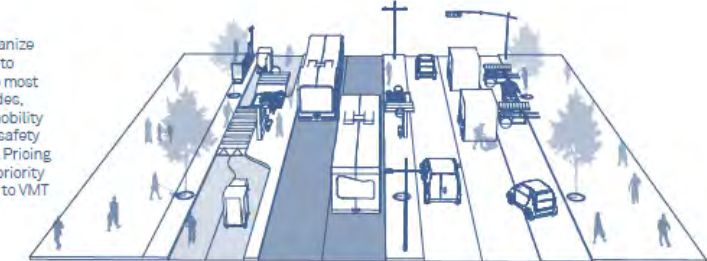
Today

Single-occupancy vehicles (SOV) are prioritized. People taking transit, biking, or walking are forced to compete with personal cars, reducing safety. Transit efficiency decreases, VMT increases.



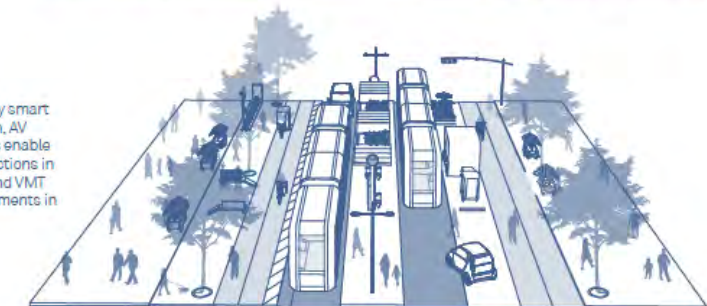
Interim

Cities re-organize their streets to prioritize the most efficient modes, increasing mobility options and safety for everyone. Pricing and transit-priority policies lead to VMT decreases.



Future

Supported by smart street design, AV technologies enable further reductions in emissions and VMT and improvements in safety.



near term:

carve a haven for people and community out of space that has been surrendered to cars.

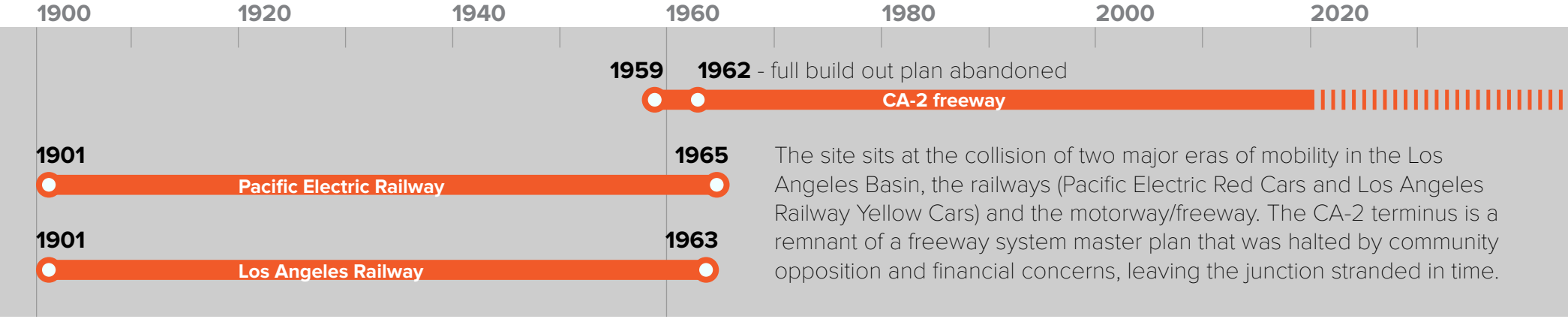
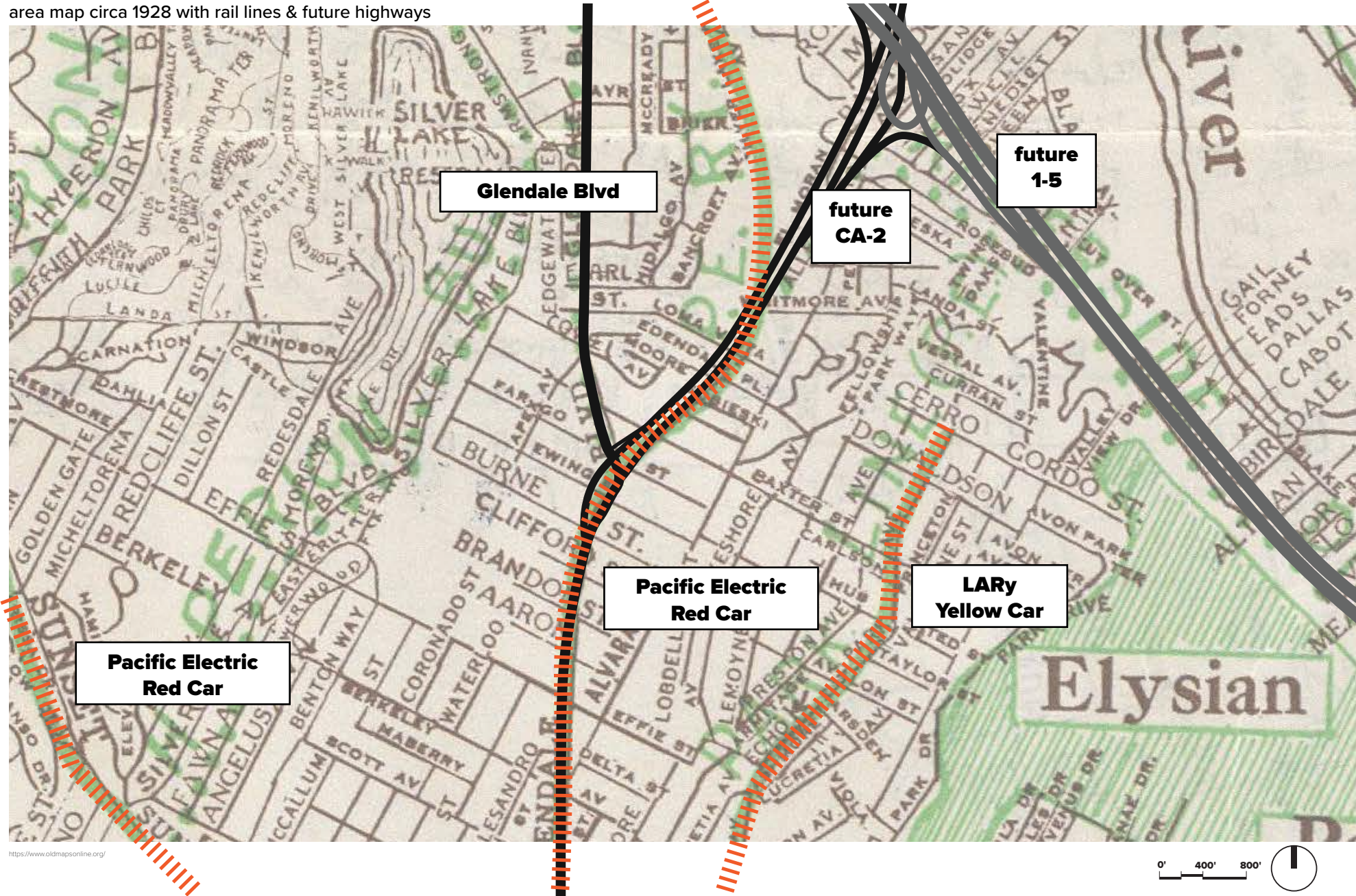
long term:

help shape the future of our urban space by imagining possibilities as more land is able to be reclaimed from transport.



site history

area map circa 1928 with rail lines & future highways



Pacific Electric Red Car on Glendale Blvd @ Sunset Blvd - https://www.flickr.com/photos/metrohistoryarchive/24498208446/

“The SR-2 freeway was originally planned and constructed in 1959 to connect with the Hollywood Freeway (US 101). **In 1962, as a result of local community opposition, the full build-out plan was rescinded and construction was terminated at Glendale Boulevard.** A half diamond interchange with a direct connector was constructed with ramps connecting the freeway terminus to Glendale Boulevard. **This condition currently remains.** Over time, deterioration of traffic flow has occurred as regional and local commuters increasingly converge in this location.”

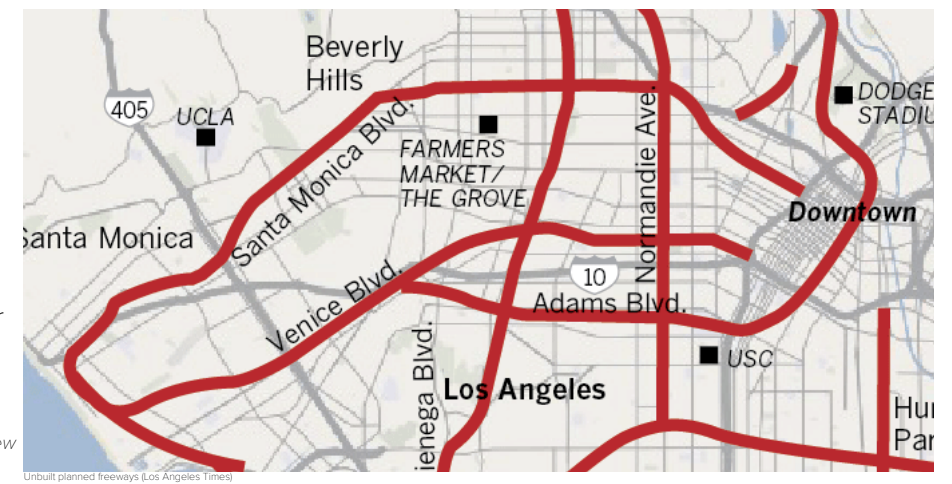
- Metro / Caltrans SR-2 Terminus Project Initial Study/ Environmental Assessment October 2010



Planned SR-2 Glendale Freeway route through Echo Park & Silver Lake

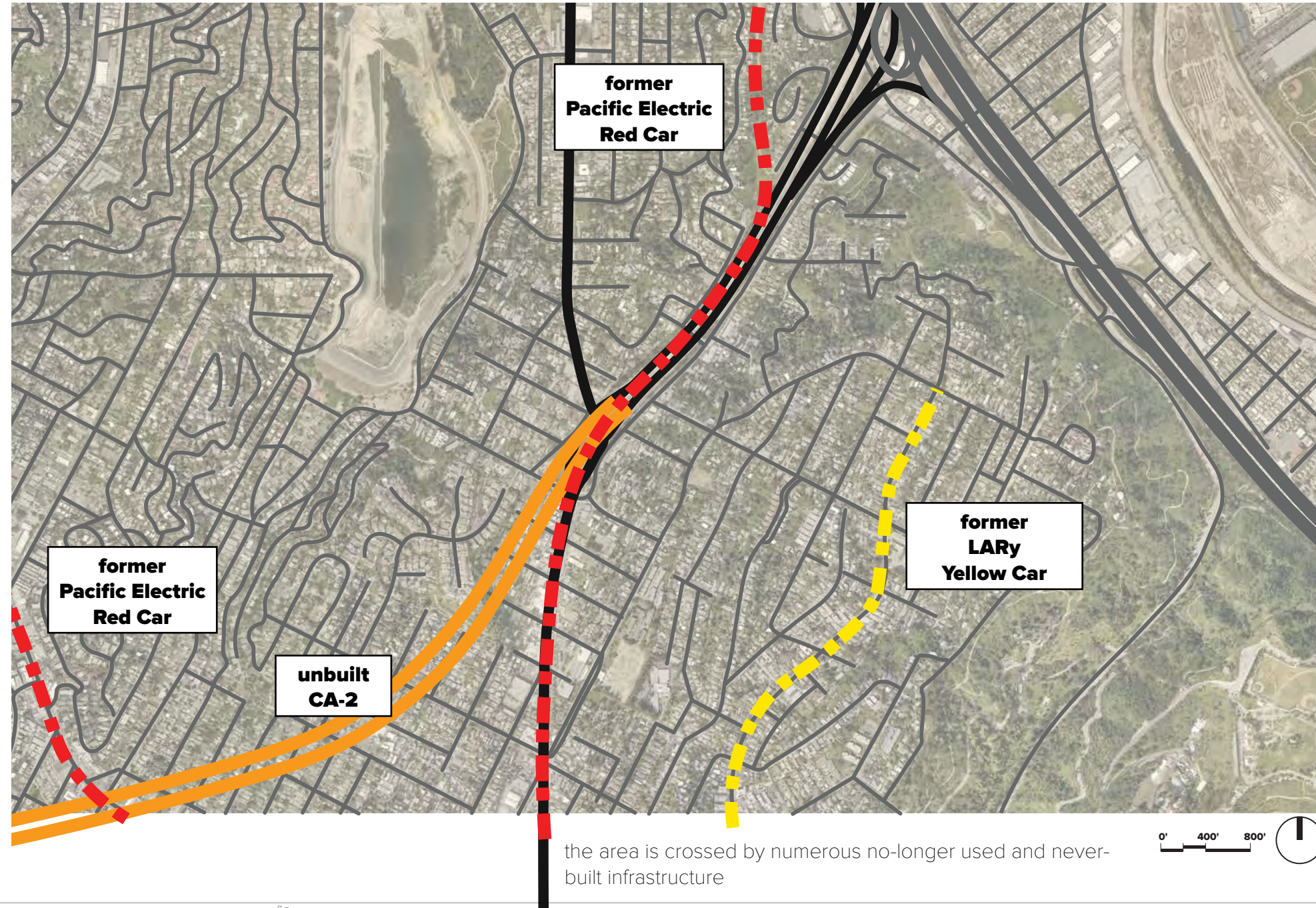
Only **61 percent** of freeways planned within the 1940s Master Plan were built

“The Los Angeles Freeway and the History of Community Displacement”, The Toro Historical Review September 29, 2017

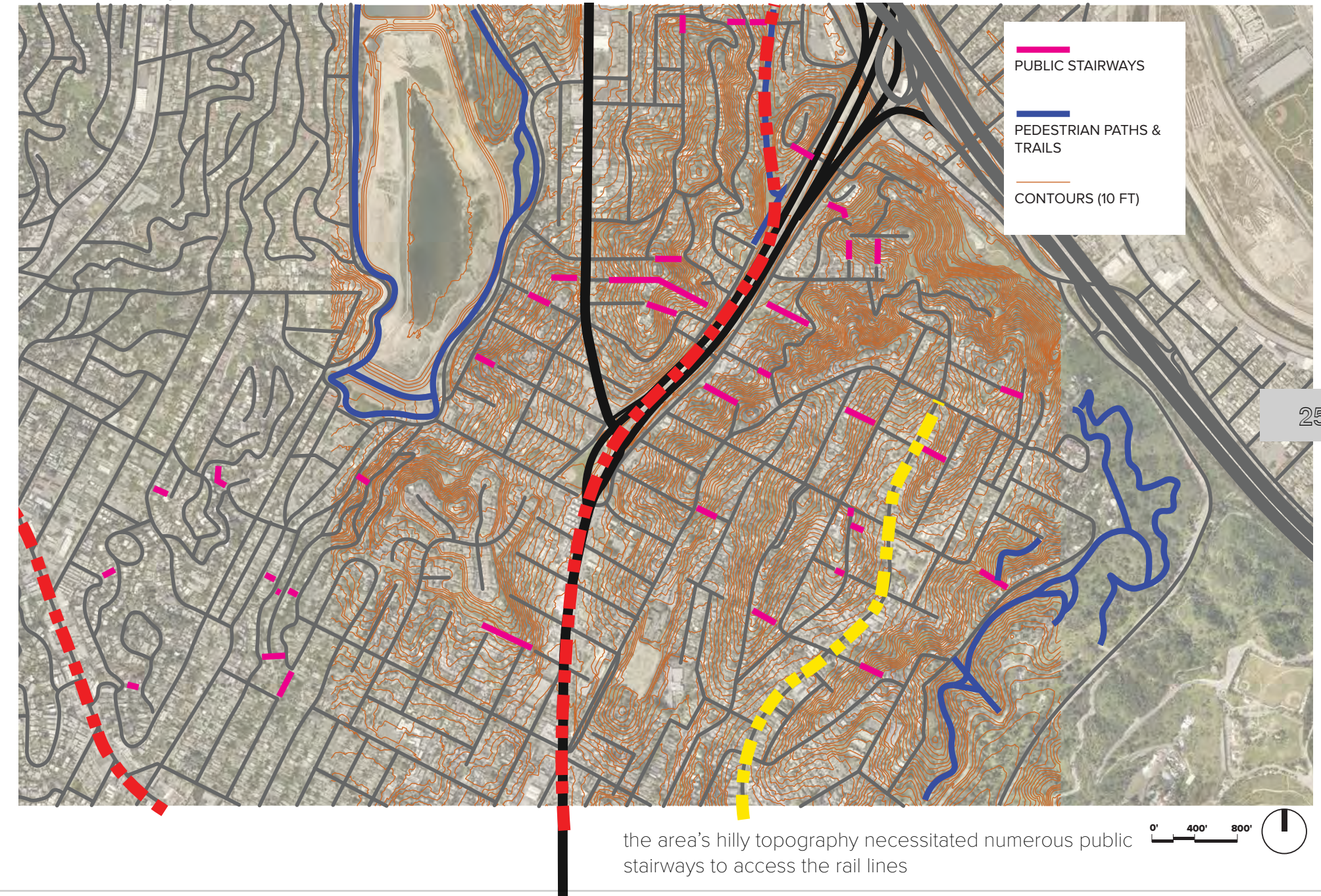


Unbuilt planned freeways (Los Angeles Times)

former & unbuilt transportation infrastructure



public stairways & former rail transportation



site context

zoning

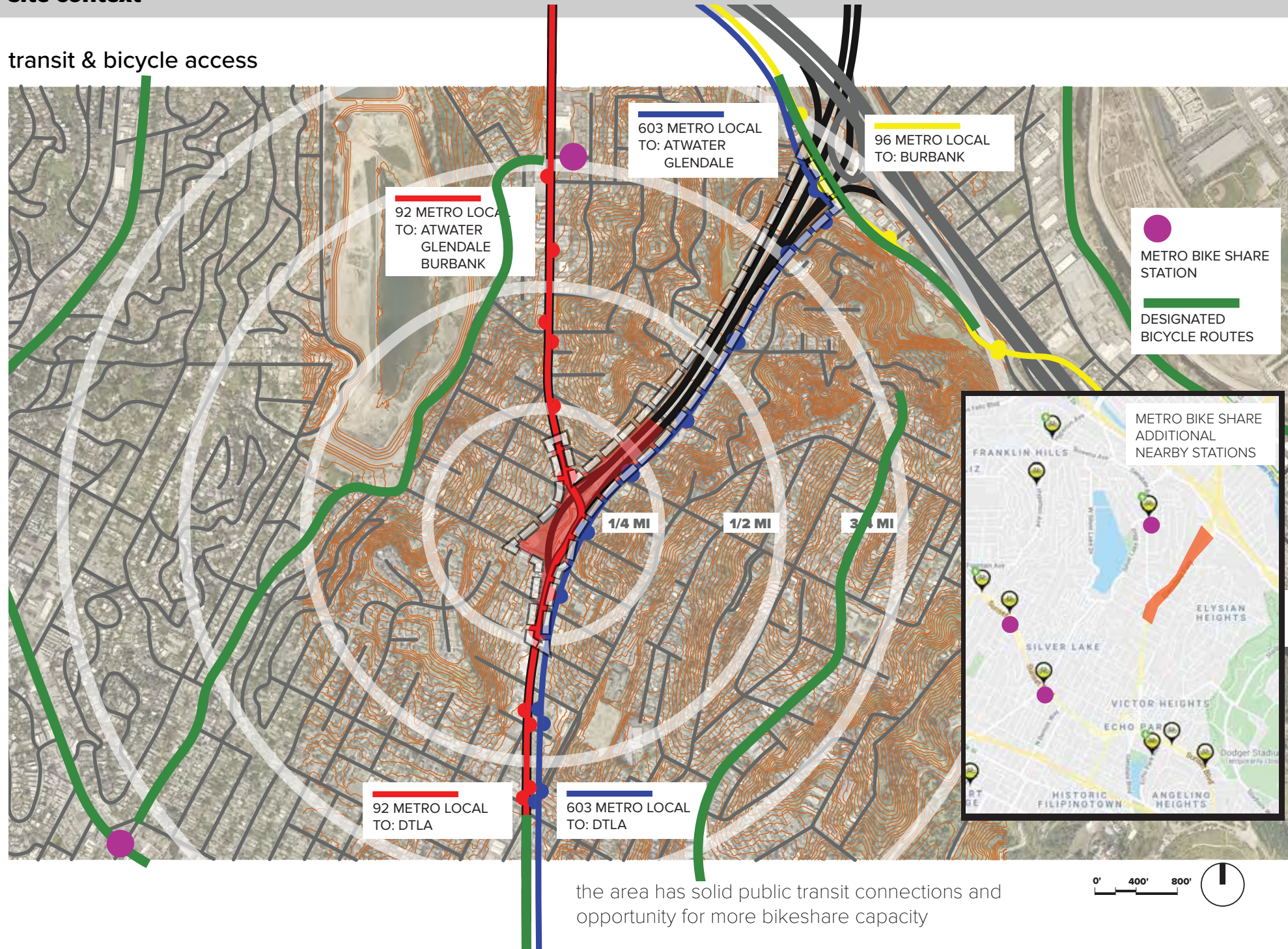


vehicular circulation



site context

transit & bicycle access



land use - existing and potential



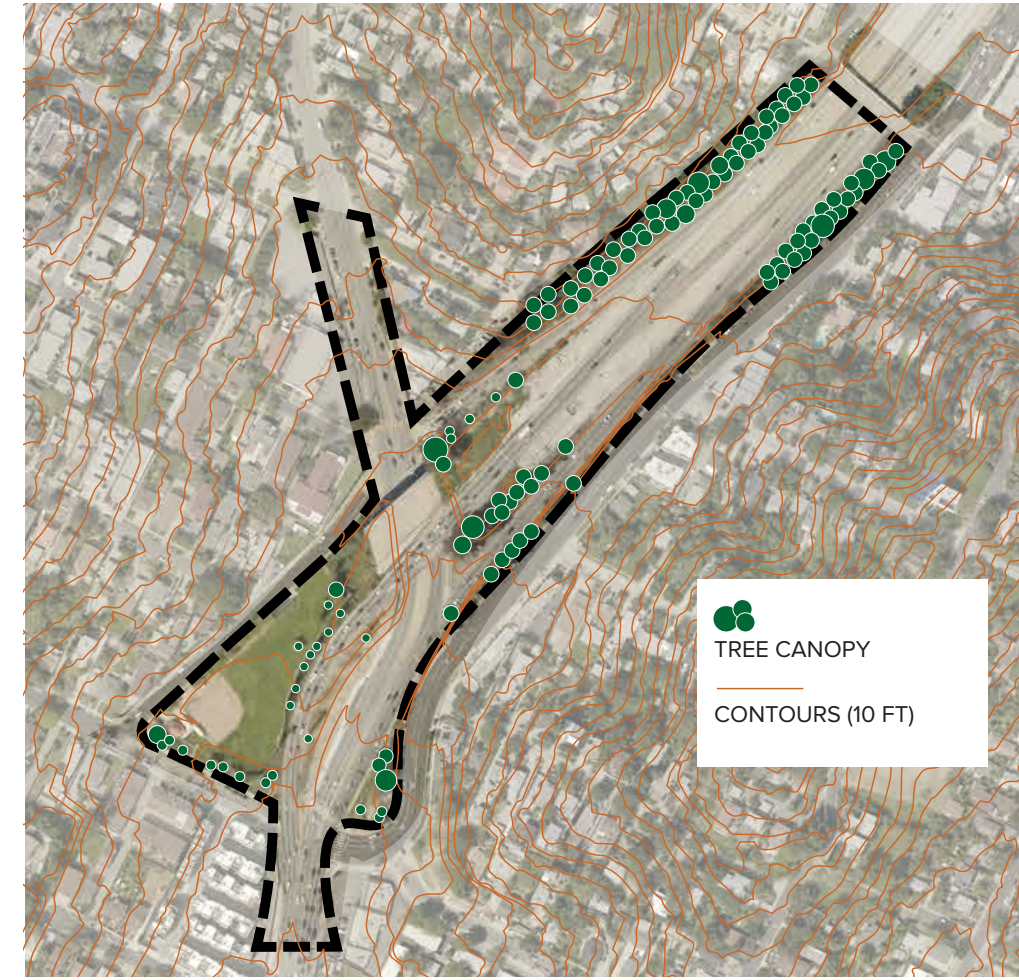
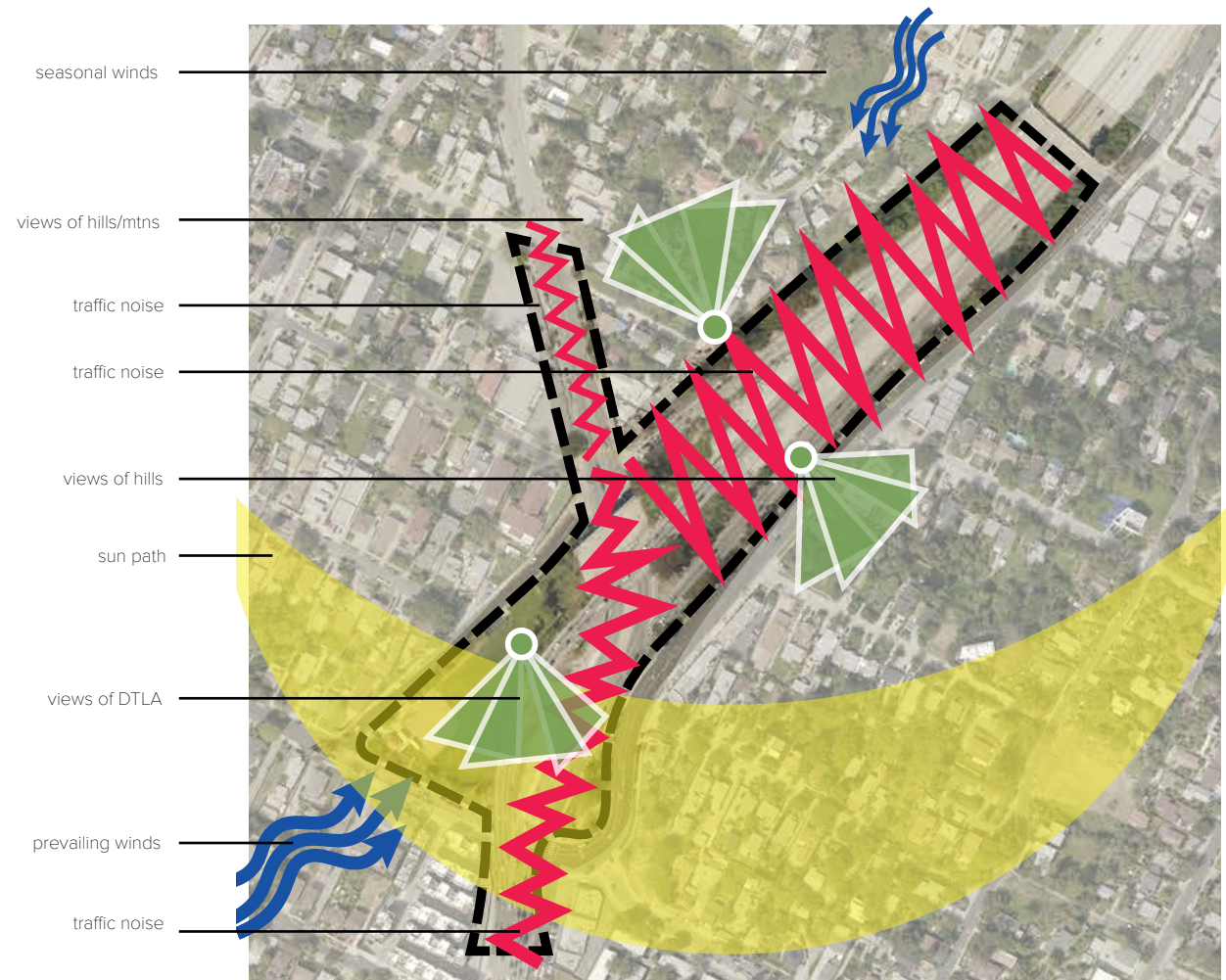
the site provides a great opportunity to explore the transfer of space from vehicles to people.

circulation



the high volume and high speed of traffic creates dangerous conditions for anyone not in a motor vehicle.

environmental conditions

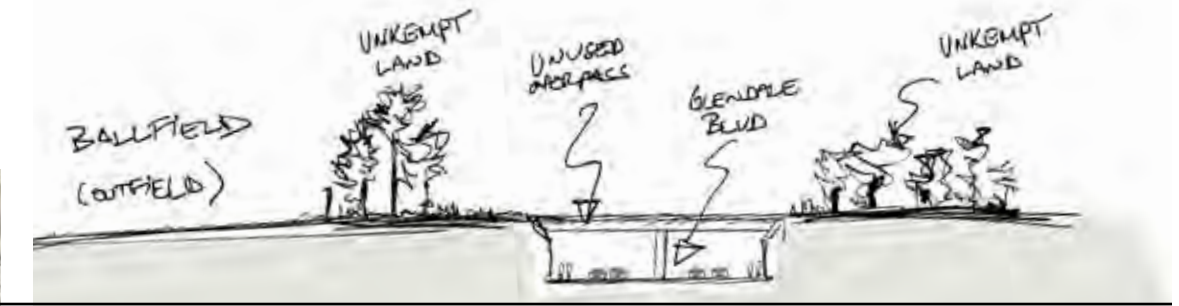


site analysis

current conditions



current conditions

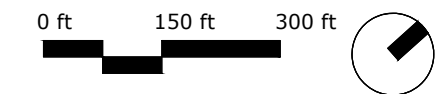
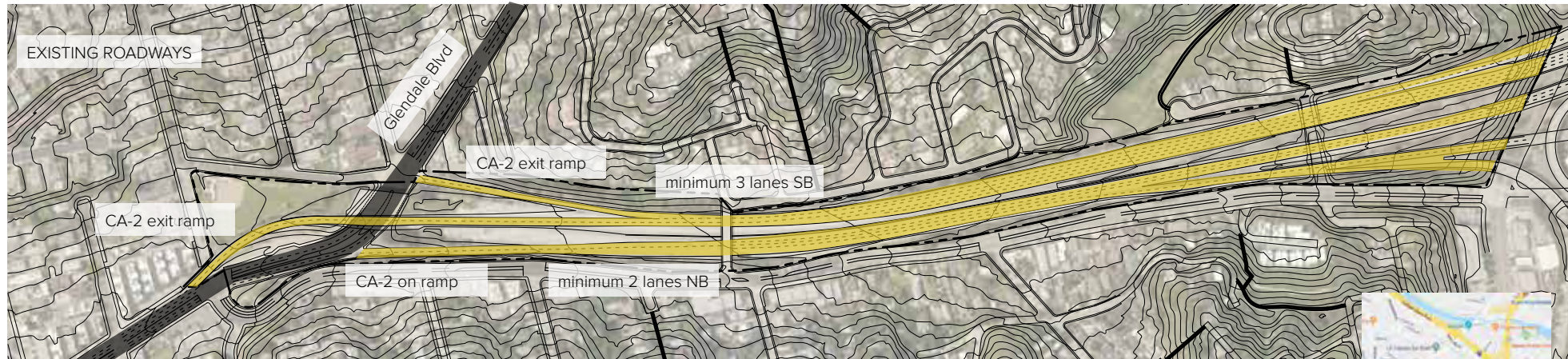
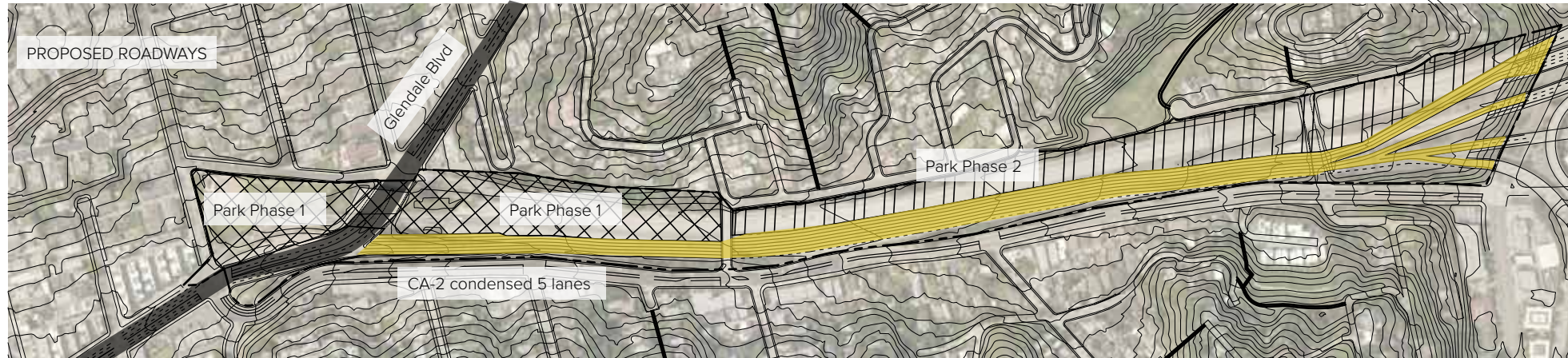


The site is topographically complex, both from the natural topography of the area as well as the man-made topography of the built highway's engineering of overpasses, flyovers and retaining walls. The design of the site will take advantage of these elevation changes and previously built structures when possible and advantageous.

site analysis

proof of concept

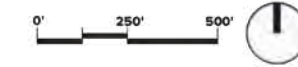
The existing minimum of 5 lanes on CA-2 (two northbound lanes entering the highway and three southbound lanes exiting the highway) can be condensed into a five-lane corridor, liberating space for use by the community



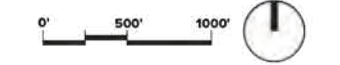
opportunities / constraints



PHASE 1

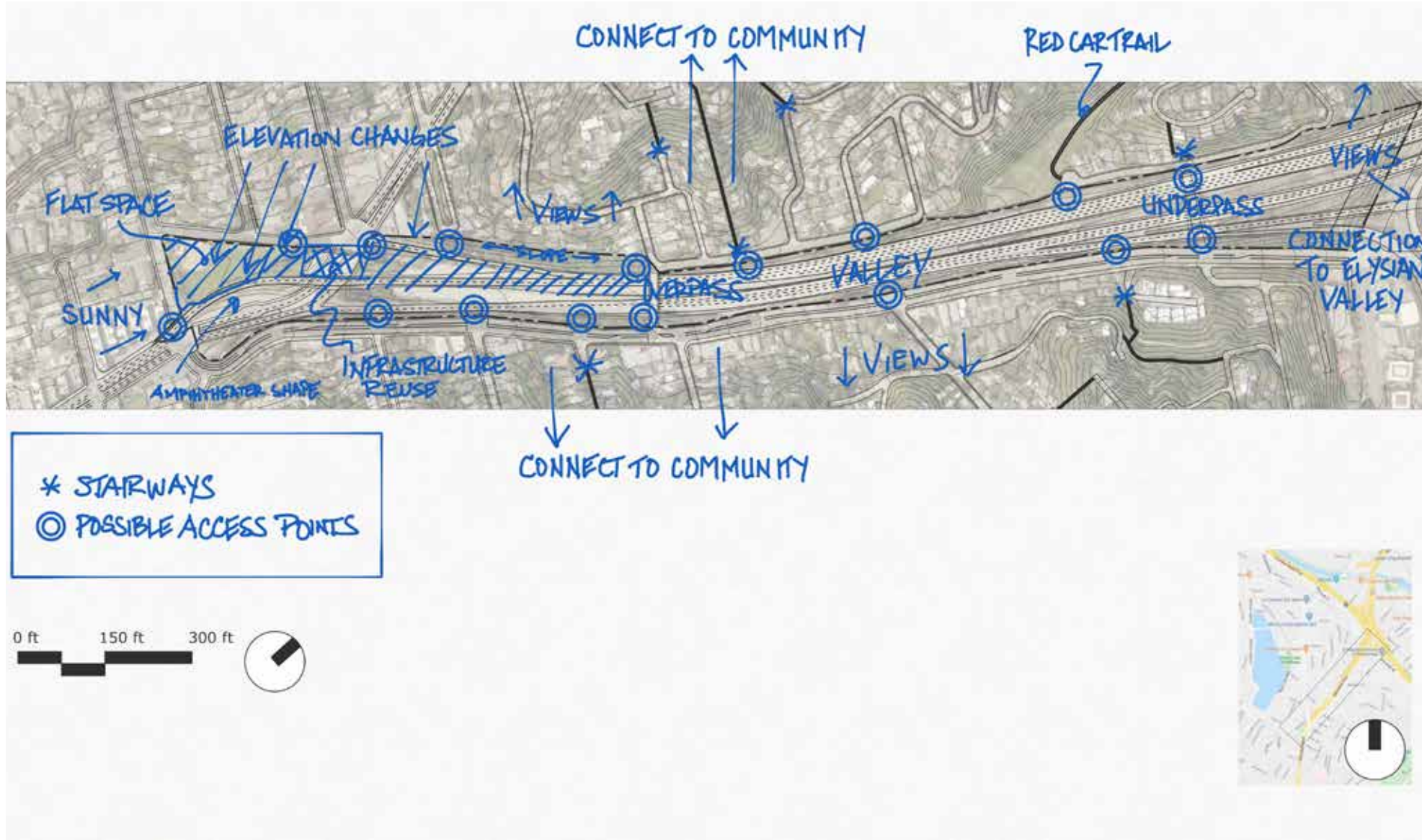


PHASE 2

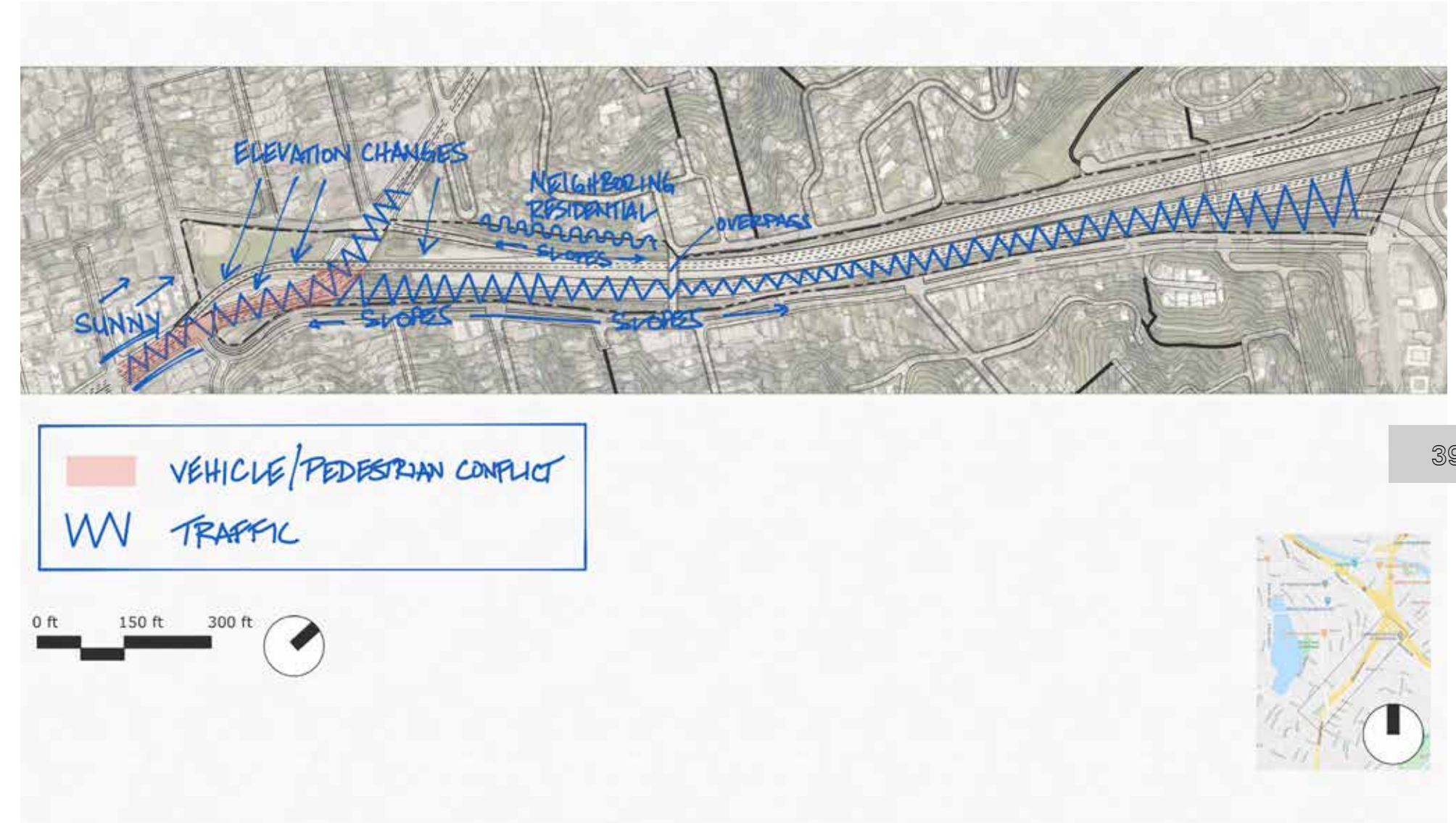


site analysis

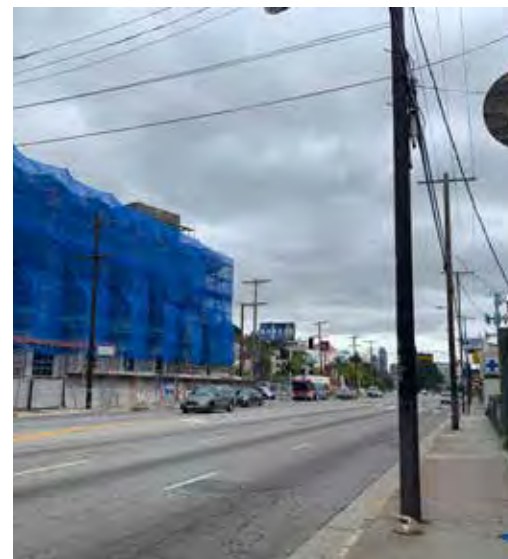
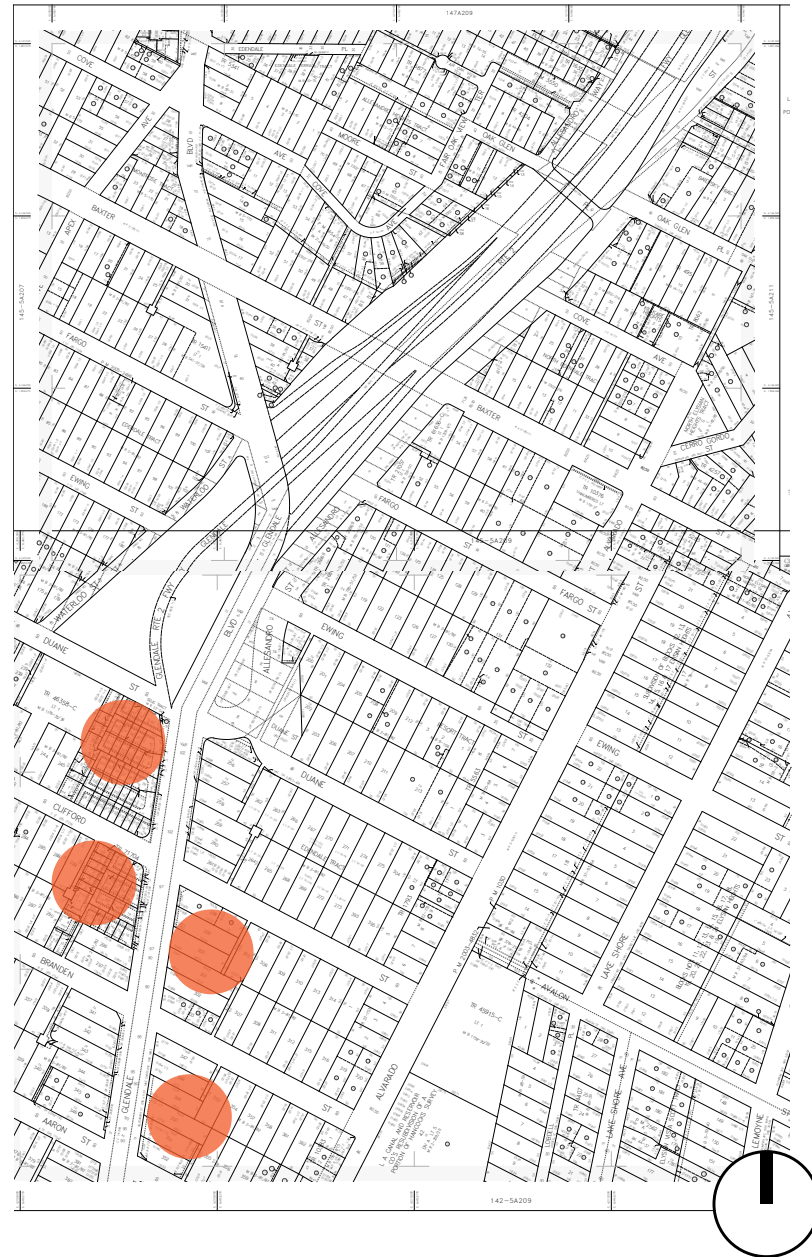
opportunities



constraints



increase in multi-unit housing along glendale



Glendale Boulevard is seeing an on-going increase in small-lot and multi-unit infill development.

site analysis

underused space



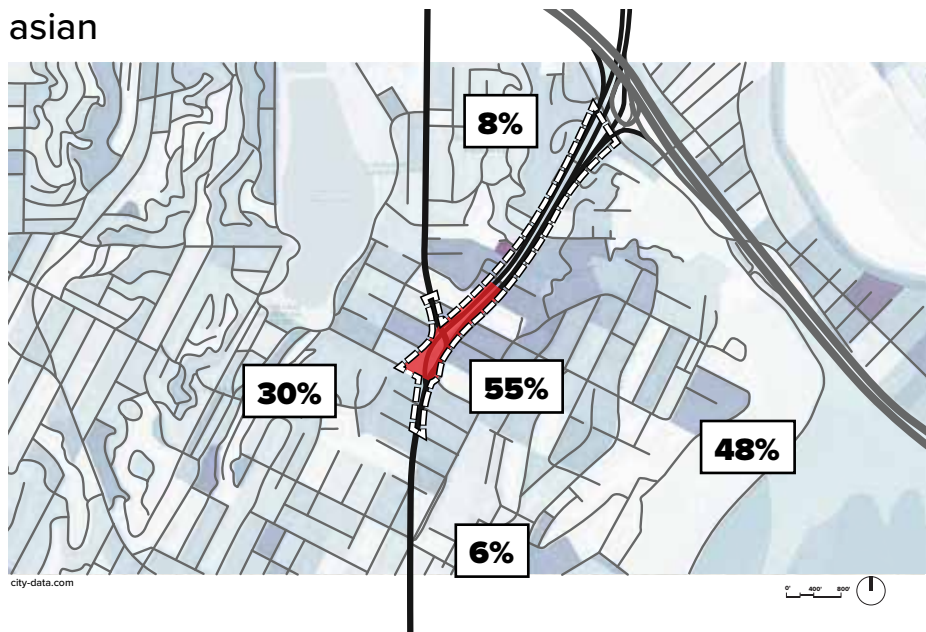
inequitable space - paved over and suitable only for motor vehicles.



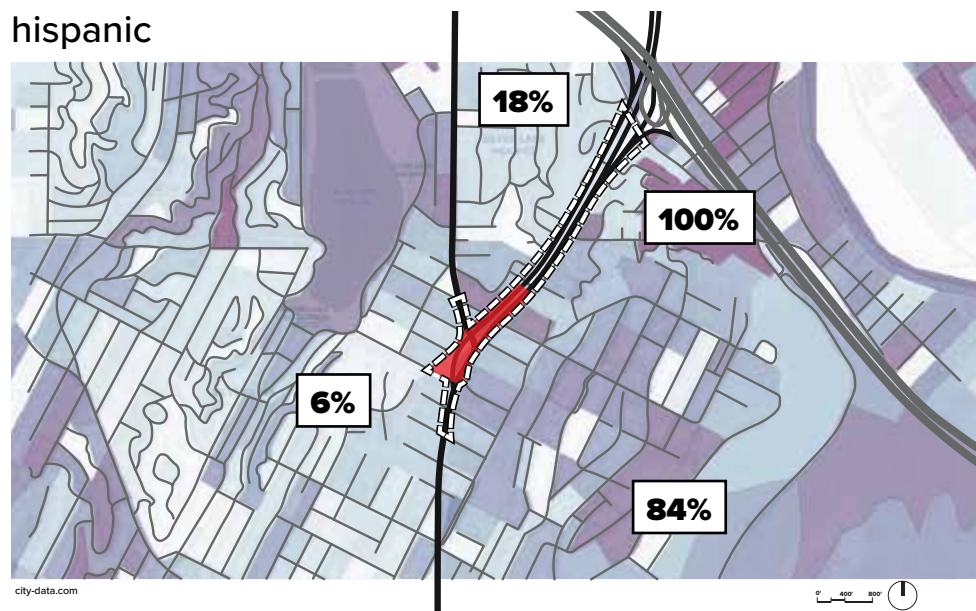
site analysis

demographics - race

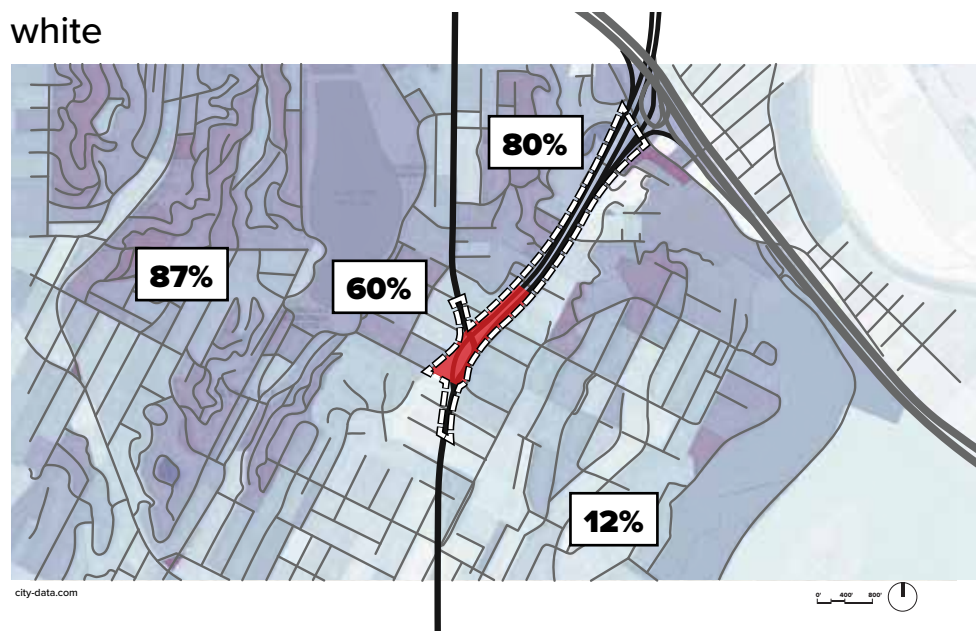
asian



hispanic

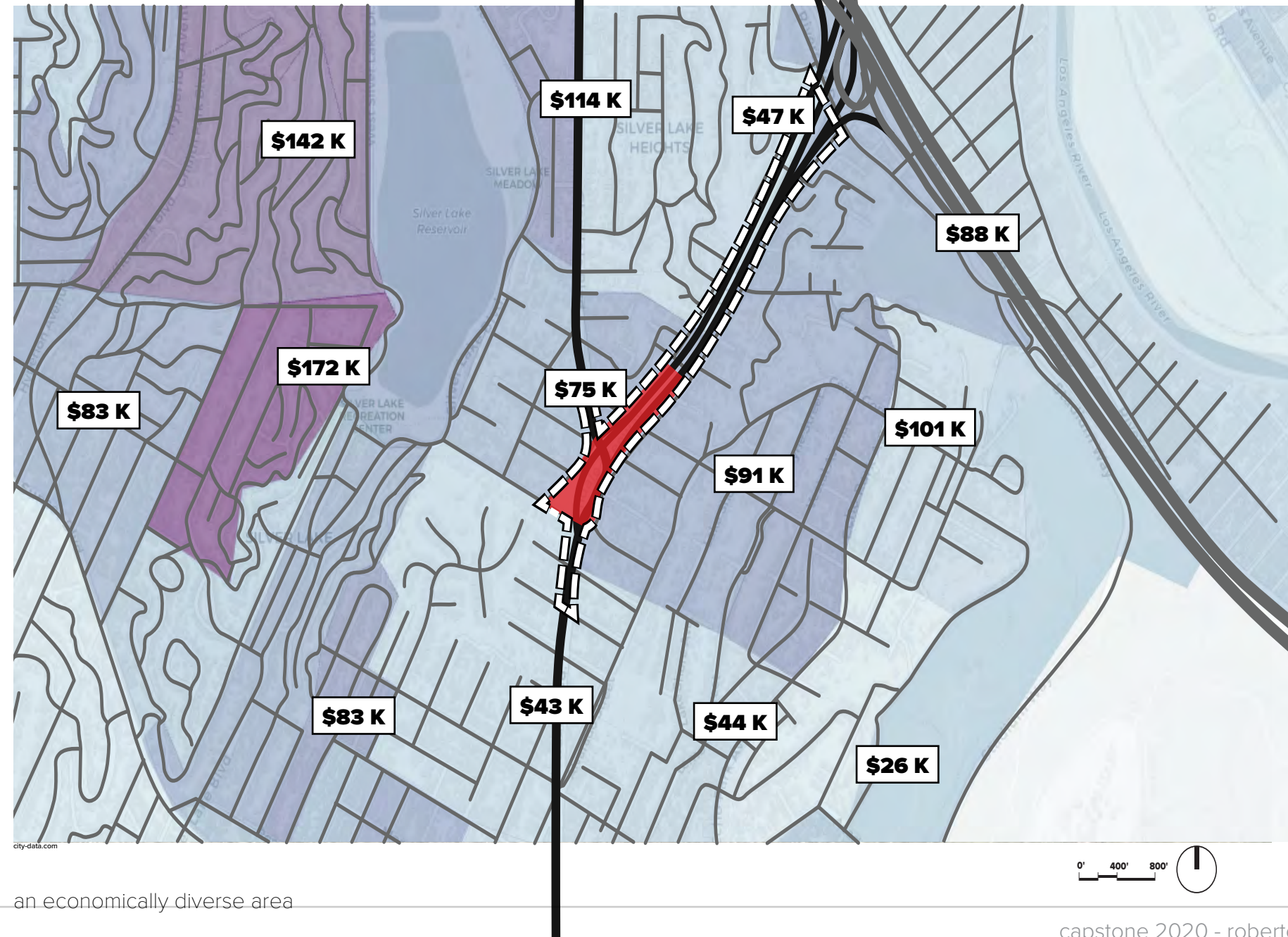


white



a racially diverse area

demographics - median household income



an economically diverse area

site analysis

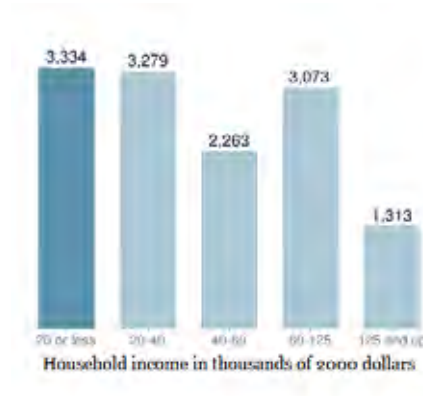
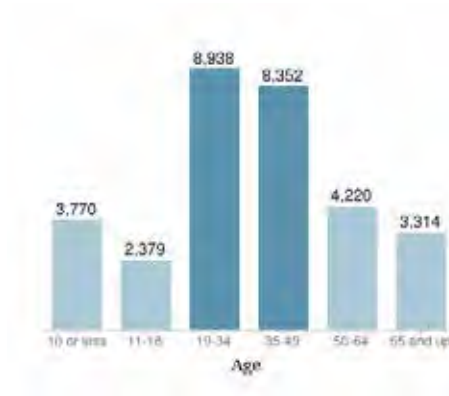
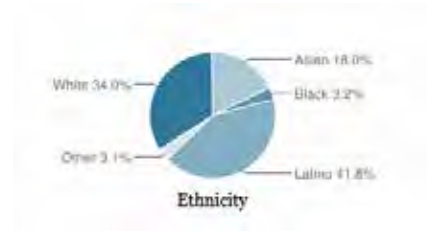
users & stakeholders

user profile

Phase 1

Echo Park residents
Silver Lake residents
Area residents within easy Metro ride

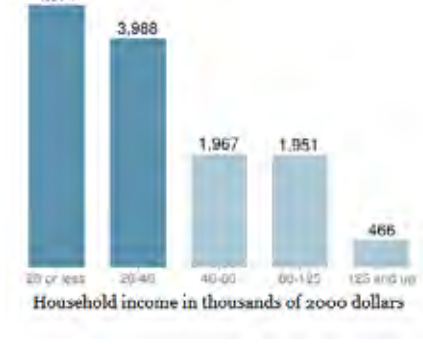
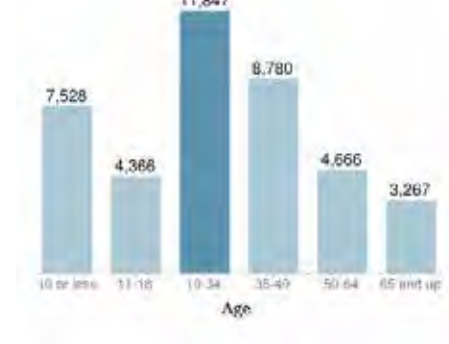
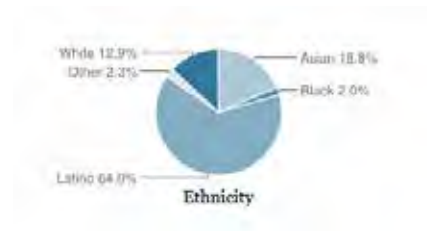
Silver Lake demographics



Phase 2

Echo Park residents
Silver Lake residents
Elysian Park residents
Los Angeles River Bikeway users

Echo Park demographics



stakeholders

Caltrans
LA DOT
Metro

Mitch O'Farrell, LA City Council 13th District
Laura Friedman, California Assembly District 43
Wendy Carillo, California Assemblymember District 51
Hilda Solis, LA County Board of Supervisors, District 1

project precedents

octavia blvd - san francisco, ca

octavia blvd
san francisco, ca

JAR
19 (Central Freeway Completed)
19 (Loma Prieta Earthquake)
20 (Central Freeway Permanently
closed)
02 (Removal Complete)
CHARACTERISTICS
Boulevard
Boulevard
HIGHWAY TYPE
Boulevard
REMOVAL TYPE
Boulevard
EST
\$ million
<https://www.cnu.org/what-we-do/build-great-places/octavia-boulevard>

reclaiming space from freeways
community focus
visually appealing and pedestrian friendly
“right-sizing”
new park development

main takeaways:
design at the correct scale for the surrounding community
contribute to the community through aesthetics as well as program



atlanta belt line - atlanta, ga

atlanta belt line
atlanta, ga

PROJECT DETAILS	
Infrastructure Type	Railway
Status	Open / Ongoing
Opening	October 2008 Anticipated completion in 2030
Size	22 miles
Design Team	Perkins + Will, Kimley Horn
Management	Managed and operated by Atlanta BeltLine, Inc., the Atlanta BeltLine Partnership, and the City of Atlanta



connecting community
outlying residential location
auto-centric city
equitable development
phased development

main takeaways:
interim uses to establish community engagement
plan for equitable community investment



high line network

HIGH LINE NETWORK About the network

The High Line Network is a group of infrastructure reuse projects—and the people who are helping them come to life.





The next generation of public spaces

As cities become denser and land for traditional parks becomes scarce, citizens are finding creative ways to bring greenspace to their neighborhoods. Projects in the High Line Network transform underutilized infrastructure into new urban landscapes. Redefining what a park can be, these hybrid spaces are also public squares, open-air museums, botanical gardens, social service organizations, walkways, transit corridors, and more.

<http://network.thehighline.org>

Best Practices Toolkit

Best Practices Matrix

Topic	Strategy	Tactics
Community Development: Connecting People and Place 	Invest in a Community-Based Planning Process	Determine the Scale of Intervention Define a Structure for Community Participation and Input
	Establish Local Partnerships	Cultivate a Network of External Allies Formalize Agreements with Partners
	Amplify Outreach Tactics	Pursue Inclusive Outreach Perform Outreach through a Range of Channels Maintain a Database of Attendees
	Map Out Key Stakeholders	Identify Local Legislators Understand Ownership
Advocacy and Governance: Building Political Partnerships 	Understand How Advocacy Works	Seek Political Advocates Apply for Public Funds
	Invest in Economic and Fiscal Impact Analyses	Draft a Feasibility Study Collect Data and Equitable Impact Indicators
	Include Value Capture Policies	Establish Public-Private Partnerships Propose a Fiscal Financing Structure for Value Capture
	Partner with Government	Propose a Governance Structure Negotiate Agreements Build Critical Alliances Secure Seed Funding
Fundraising: Inspiring Early Support 	Communicate the Case for Support	Identify Potential Donors Build a Strong Brand Tell a Compelling Story Invest in Multiple Communication Channels and Products
	Promote Exposure and Attention	Create Opportunities for Support Create Participatory Events and Campaigns Leverage Existing Fundraising Events
	Plan and Launch a Capital Fundraising Campaign	Create a Phased Plan and a Fundraising Team Make an Early Case for Support
	Create an Ongoing Dialogue with Funders	Develop Donor Relationships Show Appreciation to Donors for Support and Engagement
Organizational Development: Growing and Promoting Equity 	Cultivate an Equity-Focused Organization	Create a Diverse Board of Directors Recruit Initial Staff or Consultants
	Invest Early in Programming	Create Programming Protocol and a Set of Guidelines Develop a Local Employment Program Add to Existing Local Efforts
	Introduce Equitable Development Principles	Draft an Equitable Development Plan

moray terraces - cusco, peru



<https://interestingengineering.com/the-moray-terraces-were-a-15th-century-incan-agricultural-research-station>

The Moray terraces outside Cusco, Peru are an ancient Incan agricultural laboratory. The terracing and orientation to the sun creates a temperature differential of 27 degrees F between the topmost and bottommost terraces, over a 98 foot elevation change.

superkilen park - nØrrebro, copenhagen, denmark



<https://www.floorature.com/superkilen-copenhagen-urban-project-big-superflex-topotek-11892/>



https://en.wikipedia.org/wiki/Superkilen#/media/File:Superkilen_hill_top_view.jpg



<https://medium.com/@thamarbmc/images-of-inclusion-f54b8cffe66c>

Superkilen Park in Copenhagen, Denmark was built in that city's primary disadvantaged/immigrant neighborhood and was an exercise in "extreme inclusion" with one of its primary features being a collection of objects and symbology from around the world, literally giving the residents of the neighborhood a place to see themselves reflected in the environment.

successful public & urban space

Create engaging and inviting public space through careful attention to the attributes that contribute to a great public space.



- **Accessible and well connected** to other important places in the area.
- **Comfortable** and **project a good image**.
- **Attract people to participate** in activities there.
- **Sociable environments** in which people want to gather and visit again and again.



- Strong Identity
- Strong center
- Street life and activity
- Comfortable
- Sociable
- Safe
- Diverse
- Unified
- Complex but coherent
- Choice

‘interculturally inclusive space’

Create equitable and just public space by giving park-goers space to express and exercise their culture and spark intersections between cultures.



“People who have emigrated from one country and culture to another tend to use public open spaces, community gardens, and parks to gather and congregate in ways that are reminiscent of their home country, transforming the parks of their adoptive community into familiar spaces, creating an “autotopography” that links their daily practices and life experiences to a deep sense of place. In effect, they are writing their cultural stories on the land- or cityscape. This is a type of cultural place-making and is commonly done in community gardens through the growth and celebration of culturally appropriate foods. ”

<https://items.ssrc.org/just-environments/interculturally-inclusive-spaces-as-just-environments/>

“Park planning and design needs to be re-thought in terms of **boosting cultural diversity, instead of just ecological diversity. ”**

<https://dirt.asla.org/2018/06/12/to-create-a-sense-of-belonging-embrace-cultural-diversity/>



community garden

Ensure the success of the community gardens and community garden programming by reviewing what has work best for similar projects.

national recreation and park association



- Build support and seek partners
- Integrate recreation and programming
- Accessible and inclusive gardens
- Organic and sustainable gardens



<https://parkpride.org/we-can-help/community-gardens/>

repurposing underused infrastructure

Intelligent re-use of existing infrastructure and mitigation of environmental issues.

high line network

The 606
CHICAGO, IL

As part of a plan to bring more open space to Chicago's northwest side, the city converted the underused Bloomingdale Rail embankment into a 2.7-mile elevated trail linking a series of grade-level parks.

Project Details

Address:	Chicago, IL
Name:	The 606
Funding:	\$100M
Year:	2010-2015
Budget:	\$100M
Phase:	Design, Construction, Operation

14-month freeze on building, demolition proposed near The 606 to slow down and stop gentrification

Huge affordable housing complex planned near 606 could help longtime residents stay in their neighborhoods.

- What is celebrated?
- What is hidden?
- What is kept?
- What is discarded?



safe, connected streets and community

Allow the community to easily engage with the space by creating safe connections to the community via many types of mobility

- Improve access & mobility
- Enhance neighborhood character
- Increase economic activity
- Achieve greater community engagement
- Improve environmental resilience
- Ensure safer & more secure communities

complete streets



Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross a street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

LA great streets



urban design studio



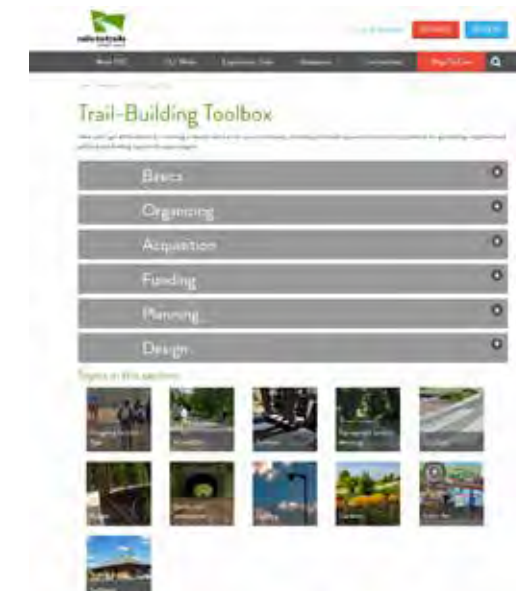
greenways

Ensure a successful multi-use trail through use of greenway best-practices.

project for public places



rails to trails conservancy



- Design for user type
- Signage and surface markings
- Surfaces
- Safety & Lighting
- Crossings
- Bridges & Tunnels
- Accessibility
- Trailheads
- Gardens
- Public art

Mitigate the environmental hazards of close proximity to vehicle emissions and particulates through use of solid and vegetative barriers.

epa

Roadside vegetation barrier designs to mitigate near-road air pollution impacts

Zheming Tong ^{a,1}, Richard W. Baldauf ^{b,c}, Vlad Isakov ^c, Parikshit Deshmukh ^d, K. Max Zhang ^{a,*}

^a Sibley School of Mechanical and Aerospace Engineering, Cornell University, Ithaca, NY, USA
^b U.S. Environmental Protection Agency, Office of Research and Development, Research Triangle Park, NC, USA
^c U.S. Environmental Protection Agency, Office of Transportation and Air Quality, Ann Arbor, MI, USA
^d Jacobs Technologies, 109 TW Alexander Drive, Durham, NC 27713, USA

HIGHLIGHTS

- We studied effects of roadside barrier designs on near-road particle concentrations.
- Wide and dense vegetation barriers are a viable design option.
- Vegetation barriers planted next to solid barriers are another viable option.
- The effects of vegetation barriers are particle size-dependent.
- The degree of on-road concentration increase varies with wind direction.

GRAPHICAL ABSTRACT

Two Viable Roadside Barrier Designs

The graphical abstract illustrates two viable roadside barrier designs. Design 1, 'Wide Vegetation Barrier with High LAD', shows a wide row of trees (represented by green cones) placed between a roadway and a solid barrier. Design 2, 'Vegetation-solid Barrier Combinations', shows a solid barrier with a row of trees planted directly next to it. Oncoming wind is shown blowing from the left. To the right of each design is a graph titled 'Horizontal Gradients of Particle Concentration' showing concentration (y-axis) versus distance (x-axis). The graphs show that both designs significantly reduce particle concentration near the roadway compared to a roadway with no barrier.

sacramento metropolitan air quality management district

February 2017 Public Draft for Review

Landscaping Guidance for Improving Air Quality near Roadways

Plant Species and Best Practices for the Sacramento Region

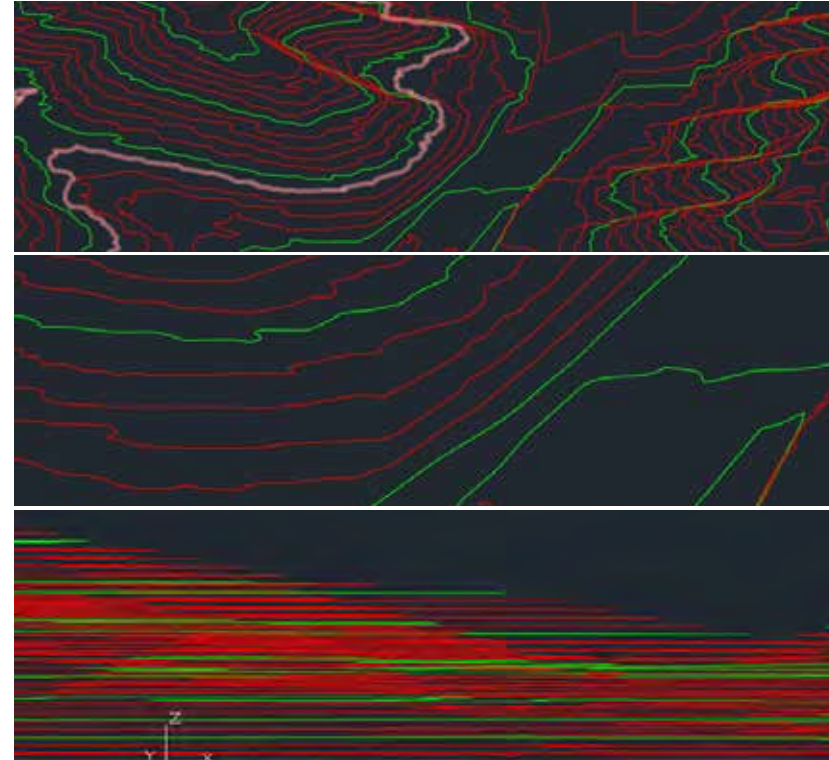
The cover of the document features a photograph of a young tree in a black pot. The tree has green leaves and a thin trunk. The background is a light, slightly blurred outdoor setting.

Draft Landscaping Guidance for Improving Air Quality near Roadways
 Sacramento Metropolitan Air Quality Management District

The central design metaphor for this park is 'Layers.' This concept is reflected in several aspects of the park and site, from the layers of history and use, to the geology and topography, to the diversity of cultures that have been layered on the neighborhood.



HISTORY



TOPOGRAPHY



GEOLOGY



PEOPLE

[https://en.wikipedia.org/wiki/The_Wave_\(Arizona\)#/media/File:TheWave_1600pixels.jpg](https://en.wikipedia.org/wiki/The_Wave_(Arizona)#/media/File:TheWave_1600pixels.jpg)

google street view
<http://www.fuelfriendsblog.com/2008/02/29/restoring-the-elliott-smith-figure-8-mural/>



<https://www.latimes.com/california/story/2019-09-30/after-10-years-south-aguna-garden-still-demonstrates-community-bill-power>



<http://cdn.architecturalab.net/wp-content/uploads/2016/10/cleveland-park.jpg>



<https://howtheyplay.com/team-sports/the-problem-with-american-youth-soccer>

program elements

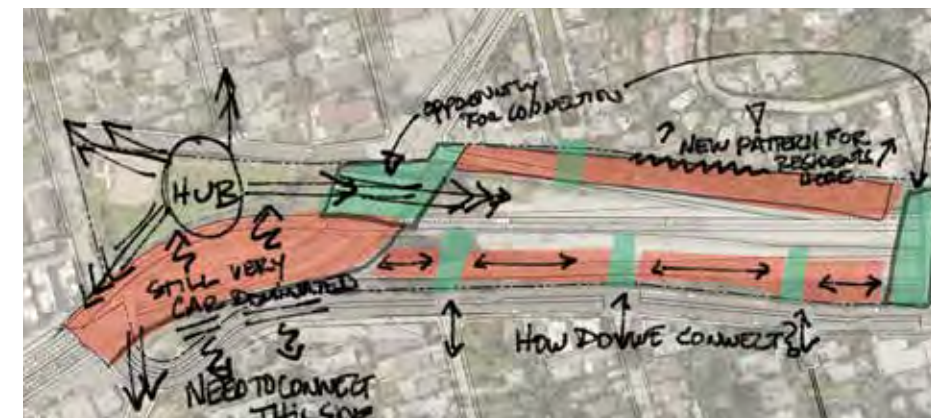
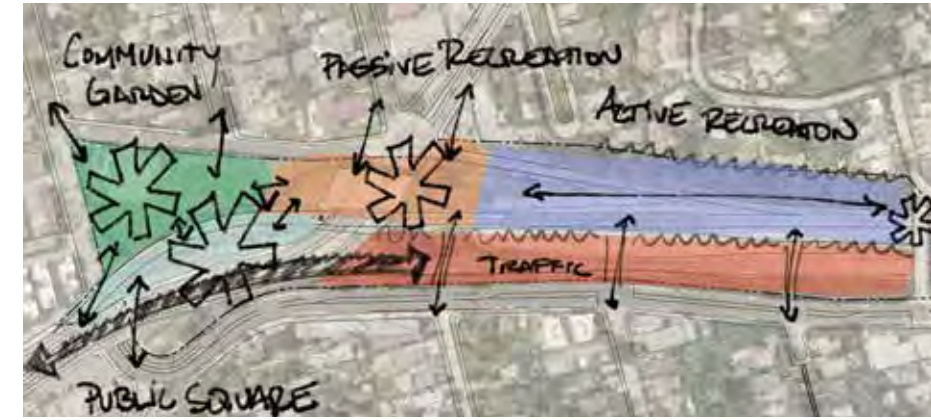
- community garden & food hub with service vehicle access (2.51 ac)
- public square [community cultural programming] (1.57 ac)
- active recreation / flex fields (2.61 ac)
- passive recreation + multi-modal trails (5.17 ac)
- viewpoints
- active transportation amenities (e.g. bike racks, bike lockers)
- signage and connectivity to adjacent neighborhood spaces (commercial, institutional & recreational)



<https://www.railstotrails.org/trailblog/2019/september/3/five-common-types-of-trail-use-rules-everyone-should-know/>



<http://network.thehighline.org/projects/atlanta-beltline/>

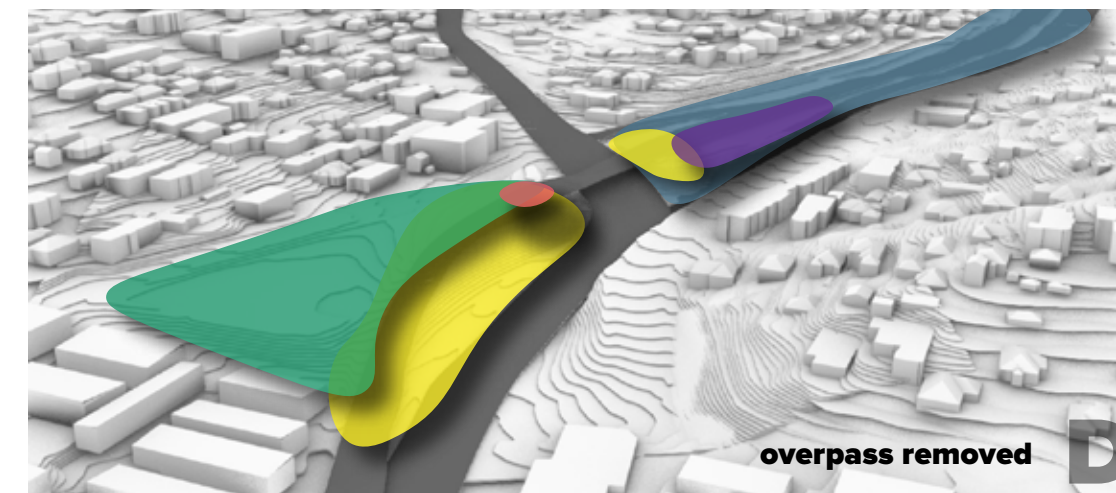
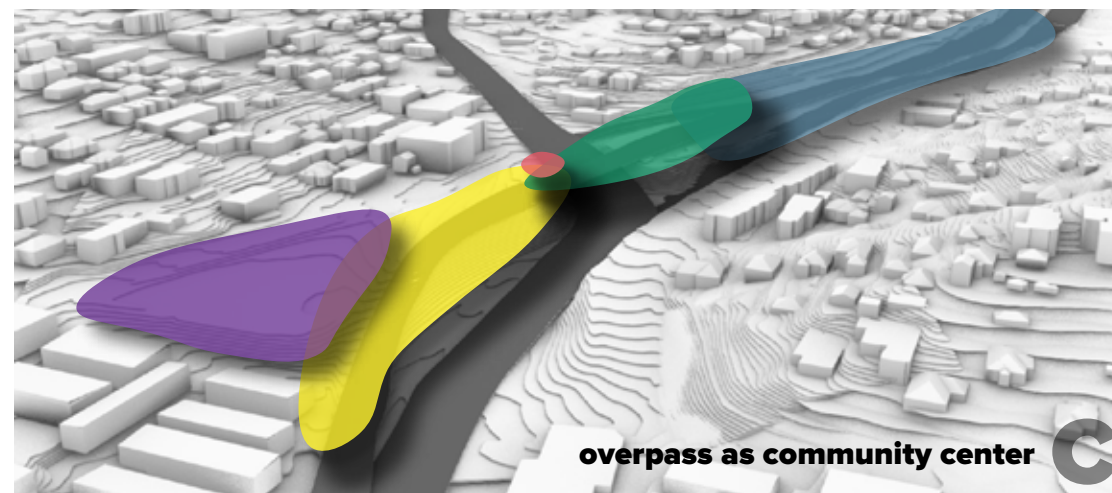
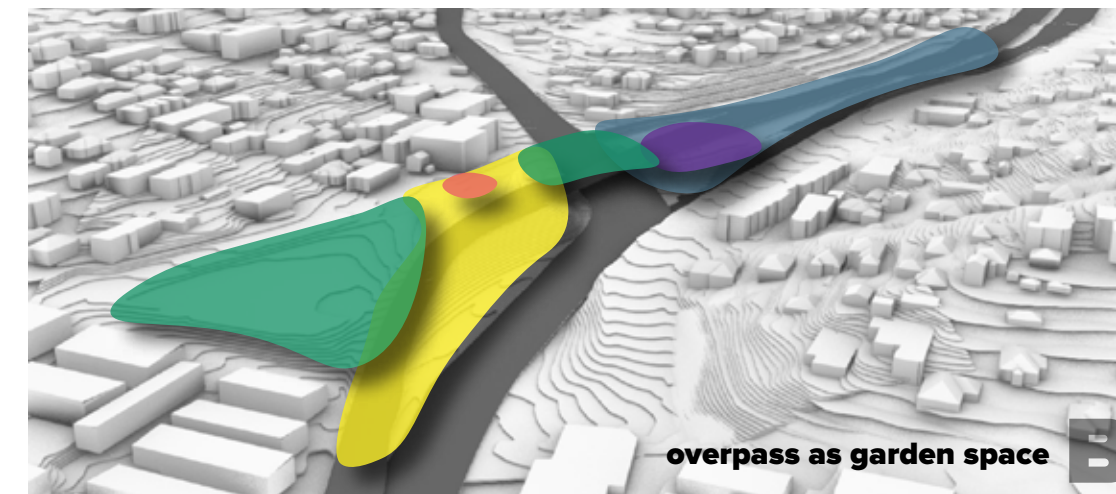
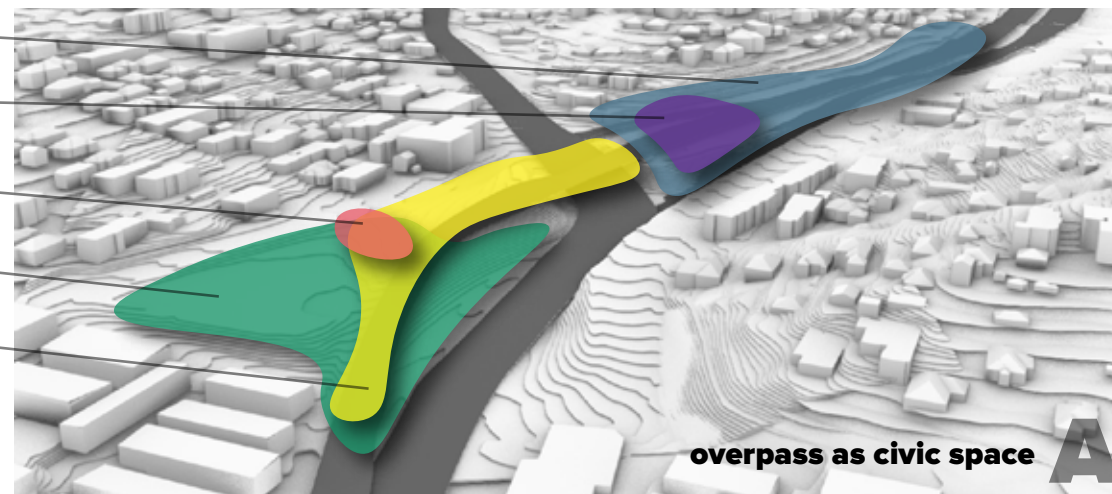


There are 5 primary elements encompass the whole of the proposed program of the park:

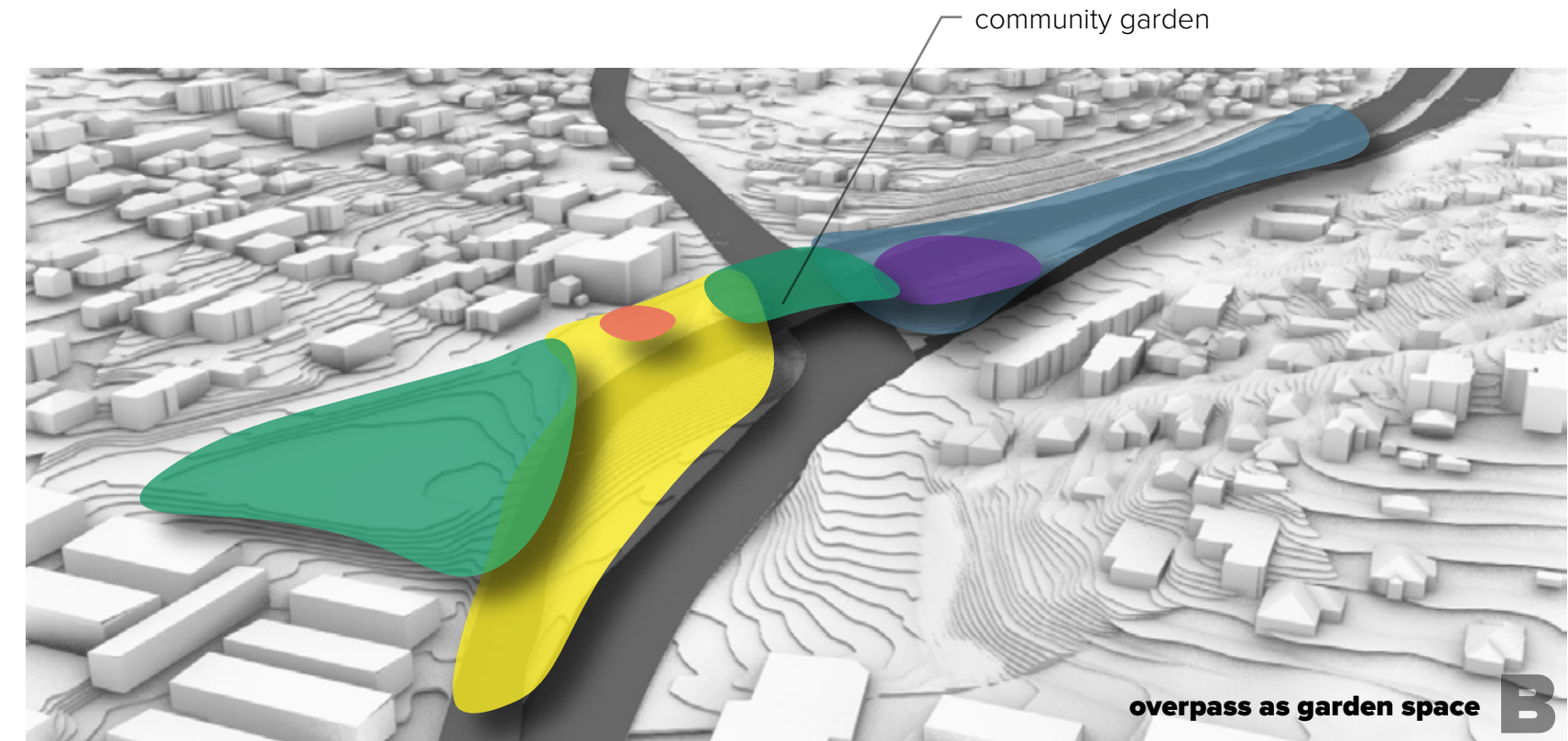
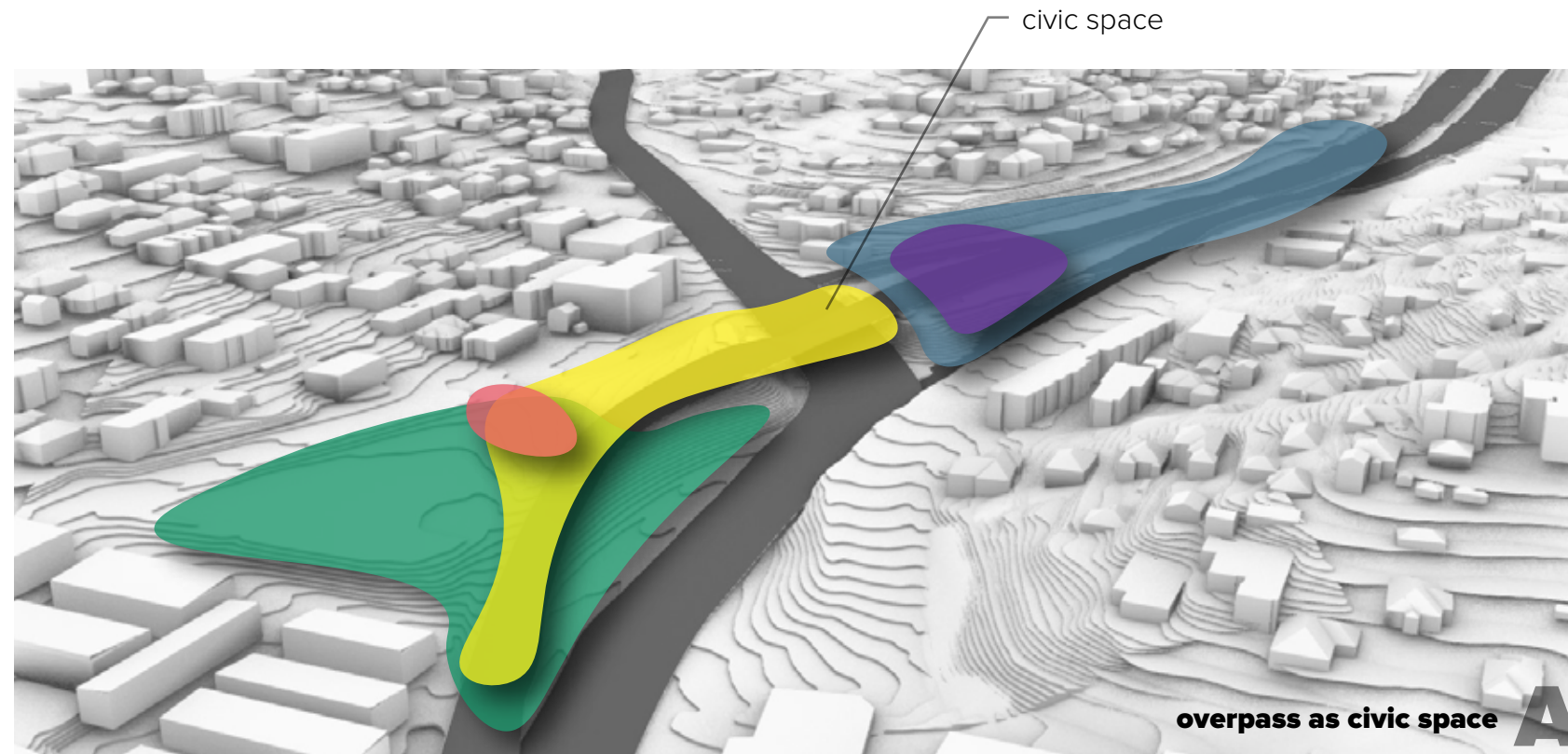
community garden, civic space, active recreation, passive recreation, and community center

Inspired by the design metaphor, these different elements were layered across the space, as they don't exist in isolation, but rather have meaningful overlap. Narrowing the initial concepts to four, each was identified by how they deal with the re-use of the highway overpass, from using the overpass as civic or community garden space to removing it completely.

- passive recreation
- active recreation
- community center
- community garden
- civic space

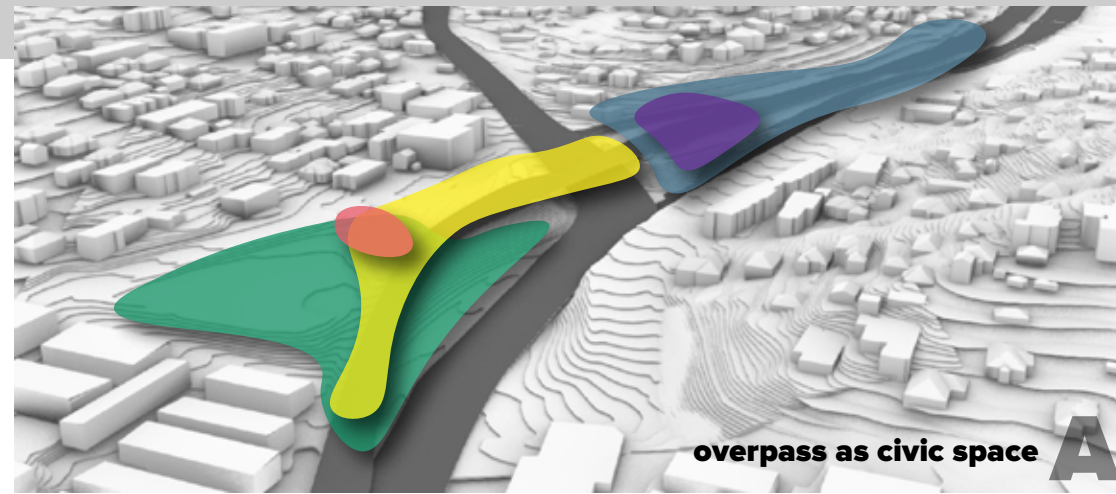


The two concepts which most informed my final design were concepts A and B, the plaza overpass and the garden overpass.



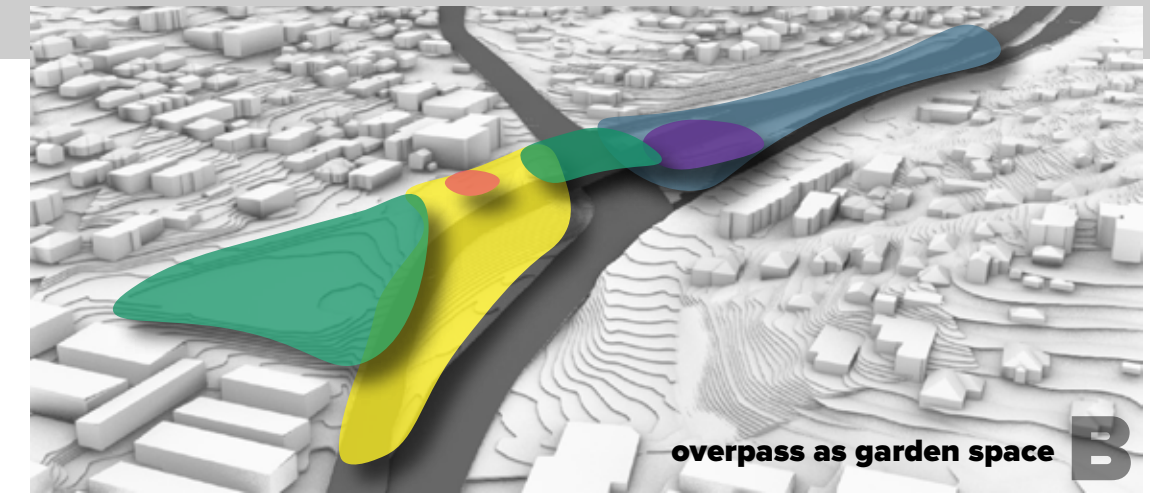
concept development

concept a - plaza overpass

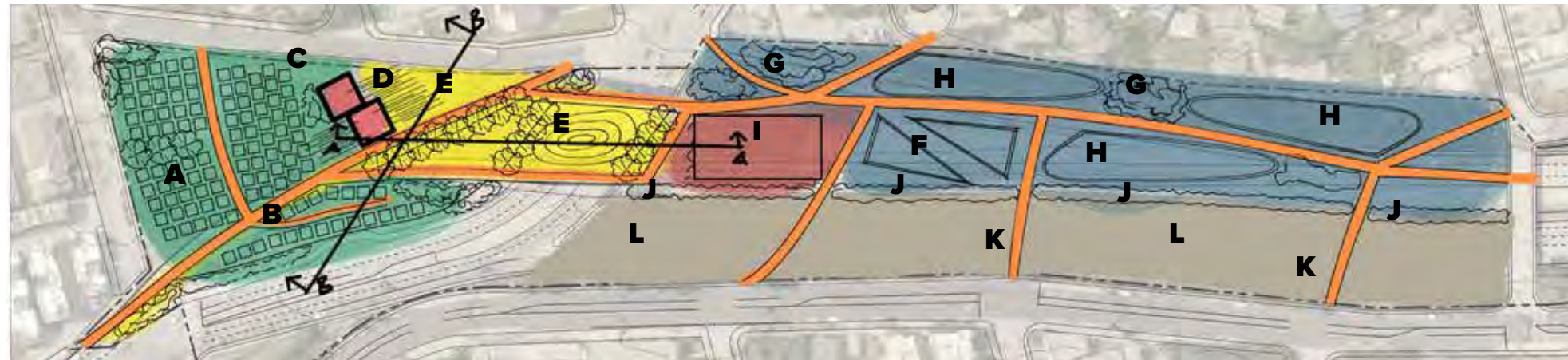


overpass as civic space **A**

concept b - garden overpass



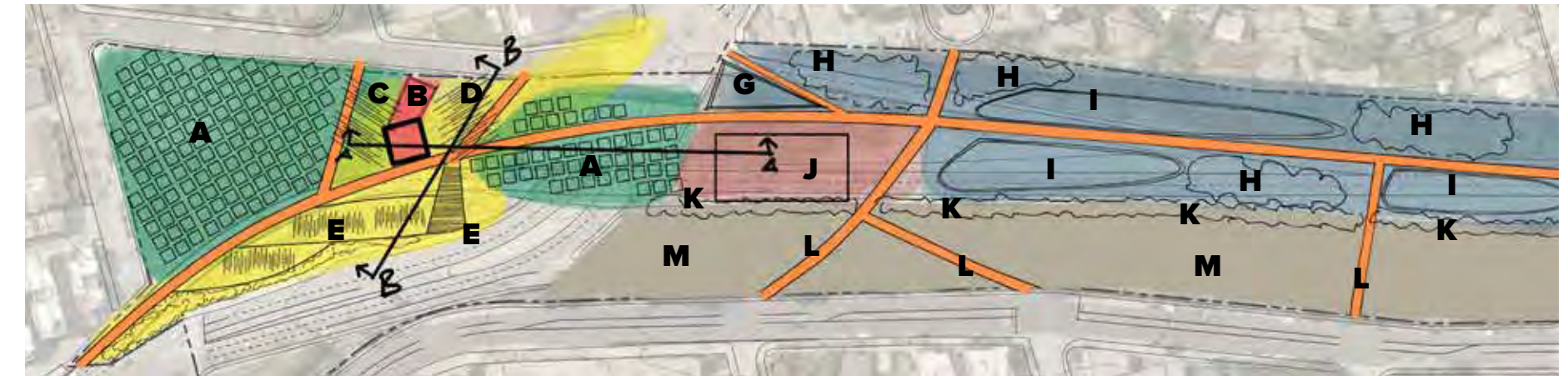
overpass as garden space **B**



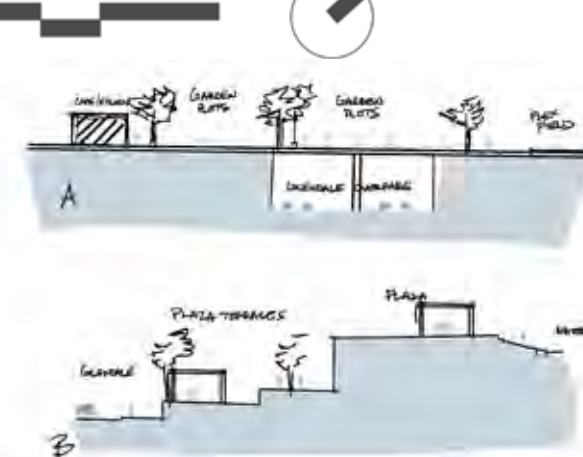
0 ft 75 ft 150 ft



- A** garden plots
- B** garden plot terraces
- C** cafe / kitchen / community center
- D** outdoor dining
- E** plaza & marketplace
- F** dog park
- G** wooded
- H** meadow
- I** flexible sport field
- J** vegetative / physical barrier
- K** pedestrian bridges
- L** reconfigured CA-2



0 ft 75 ft 150 ft



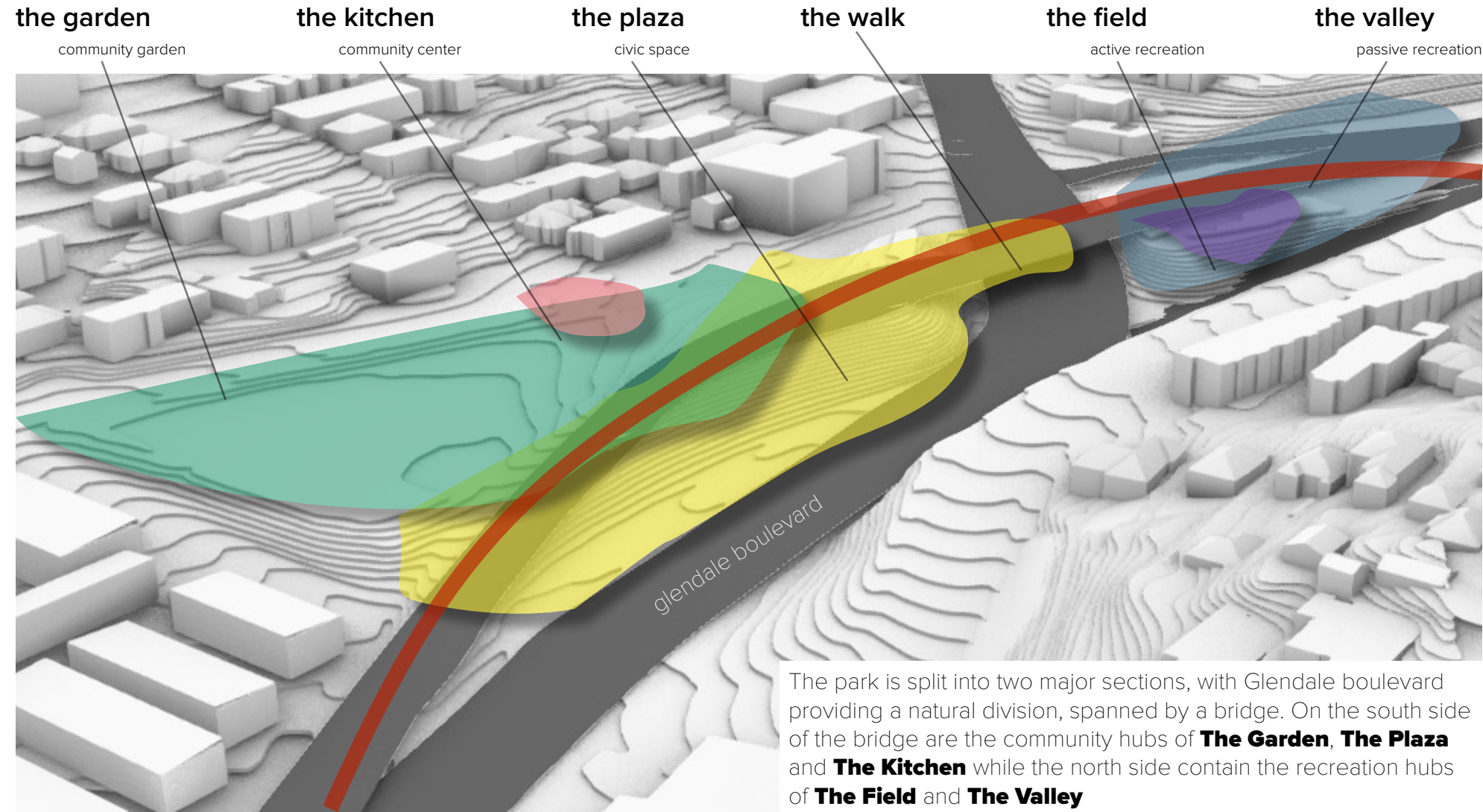
- A** garden plots
- B** cafe / kitchen / community center
- C** outdoor dining
- D** plaza & marketplace
- E** terraced plaza
- F** grand staircase
- G** dog park
- H** wooded
- I** meadow
- J** flexible sport field
- K** vegetative / physical barrier
- L** pedestrian bridges
- M** reconfigured CA-2



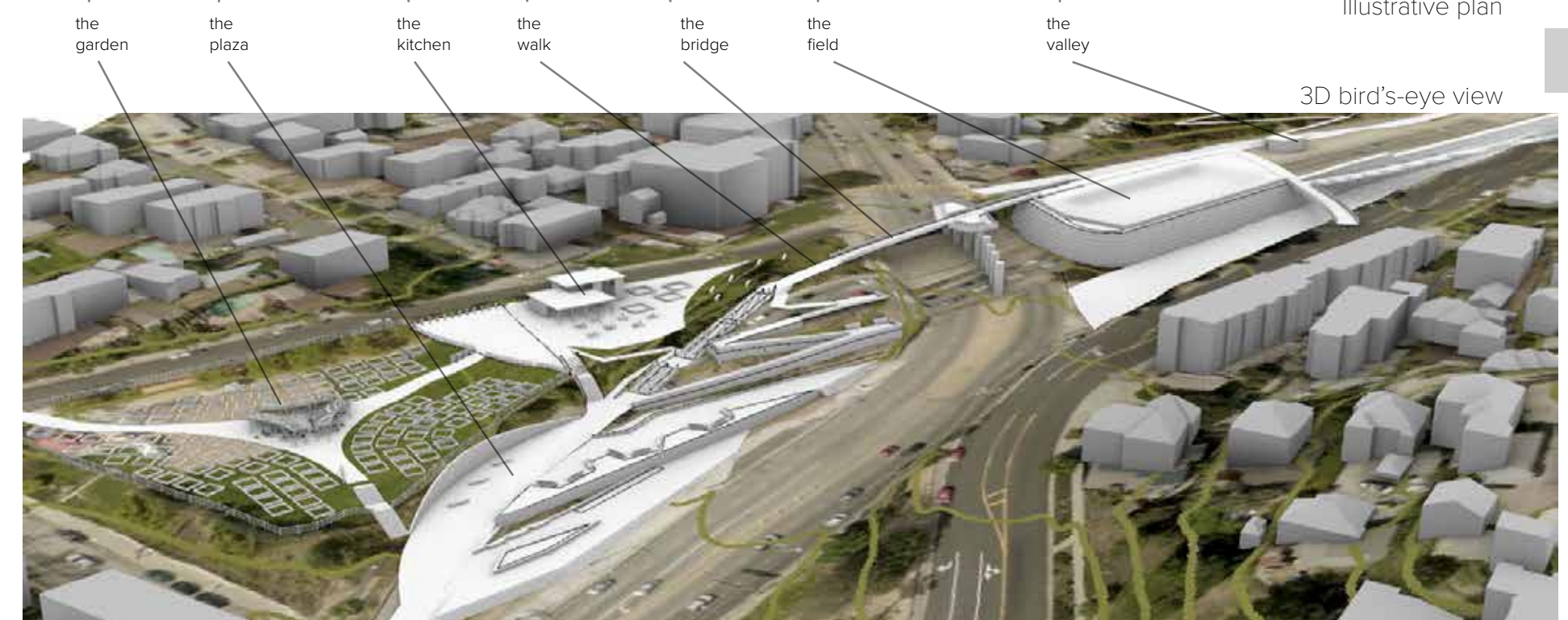
final concept

The final concept combined elements from Concepts A and B, including the arcing sweep of the major pedestrian access from Concept B, combined with Concept A's transformation of the overpass to civic space.

In this final design the five primary program elements identified earlier have been rebranded as: **The Garden, The Kitchen, The Plaza, The Field** and **The Valley** all connected by the major axis of **The Walk**



Illustrative plan



3D bird's-eye view

final concept

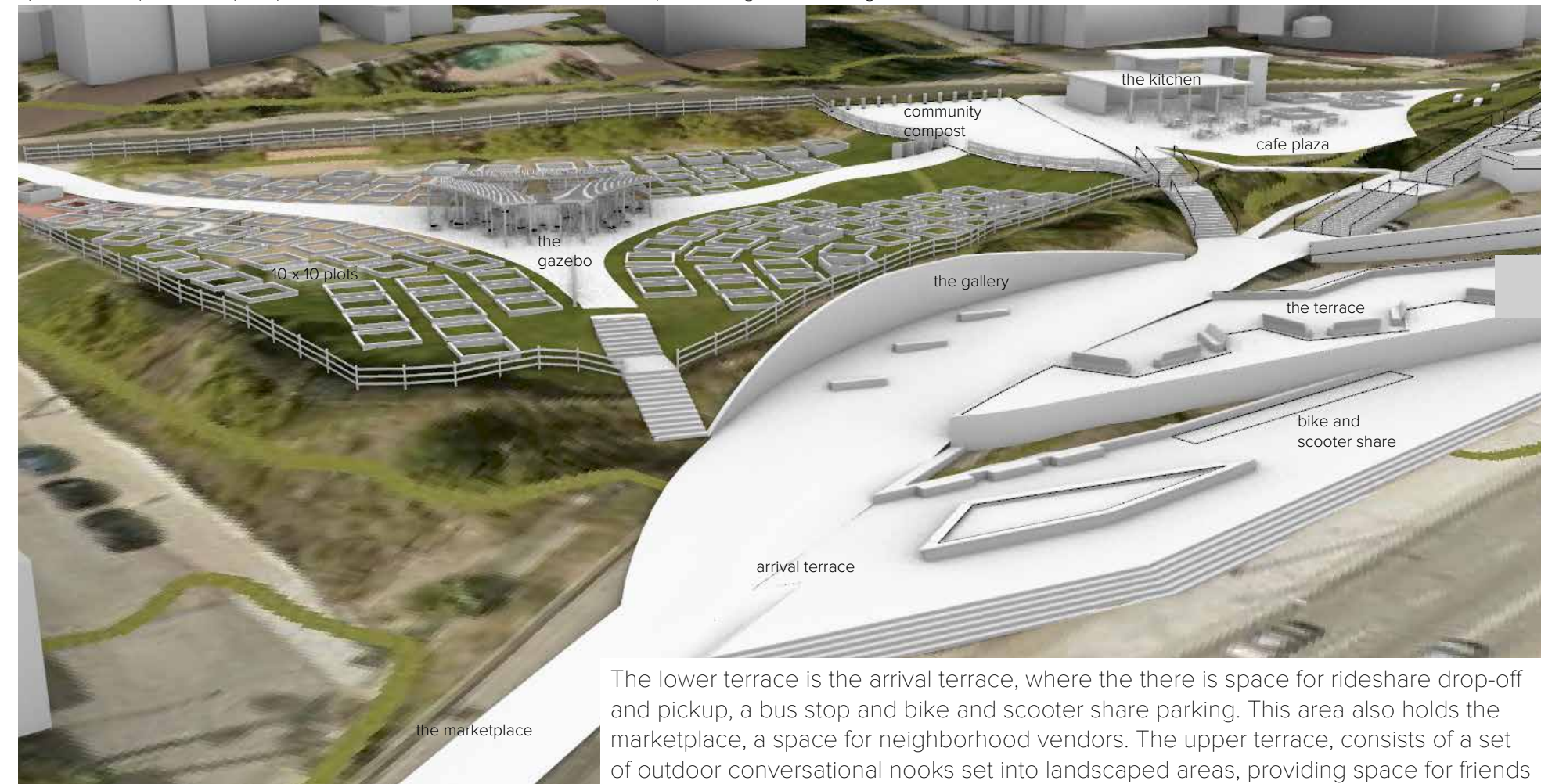
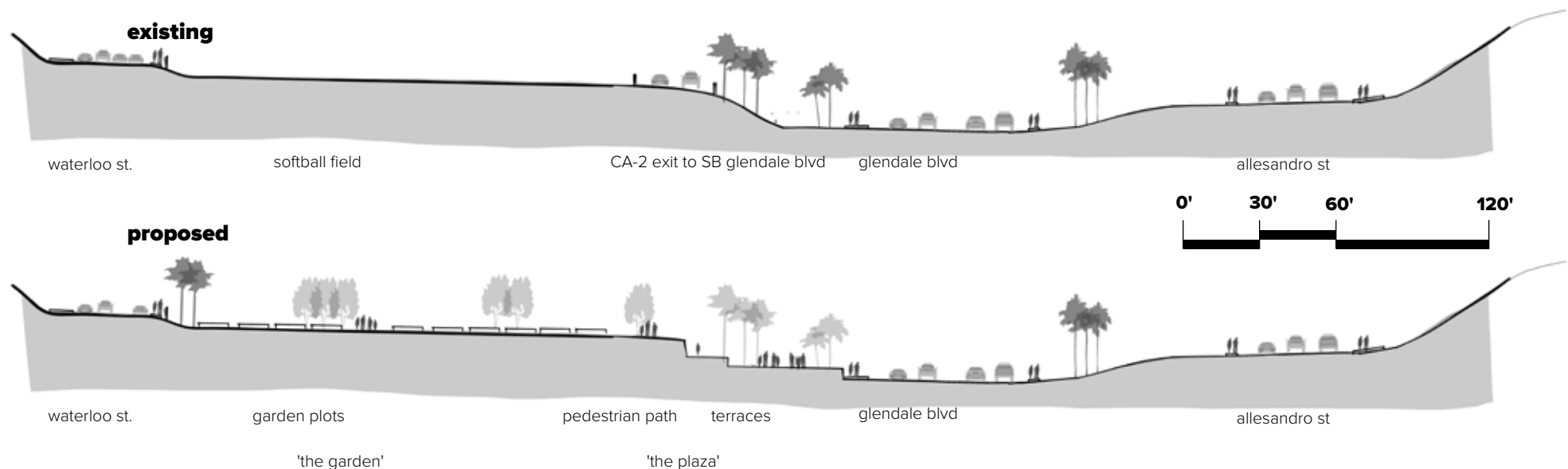
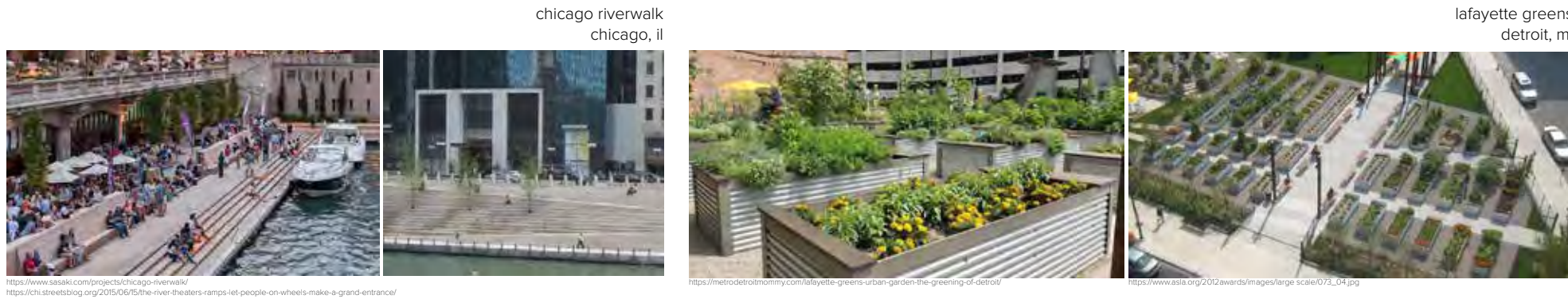
the garden and the plaza

The Garden and The Plaza span a slope which formerly held a softball field and offramp. The wide open expanse of the softball field was a comfortable fit for the community garden, while the more severely sloped area which held the offramp needed some terracing to unlock the utility of the space.



the garden and the plaza

The garden, while centrally located, is sited comfortably above the activity of Glendale Boulevard. The plots consist of 10x10 raised beds and in the middle of the garden is a shaded gathering space for the community gardeners to rest and catch up. The terrace provides space for people that relates to the street but keeps enough breathing room.



The lower terrace is the arrival terrace, where there is space for rideshare drop-off and pickup, a bus stop and bike and scooter share parking. This area also holds the marketplace, a space for neighborhood vendors. The upper terrace, consists of a set of outdoor conversational nooks set into landscaped areas, providing space for friends to gather and chat. Between the two is the Gallery Wall, which would be used for any number of community art or performance exhibitions.

final concept

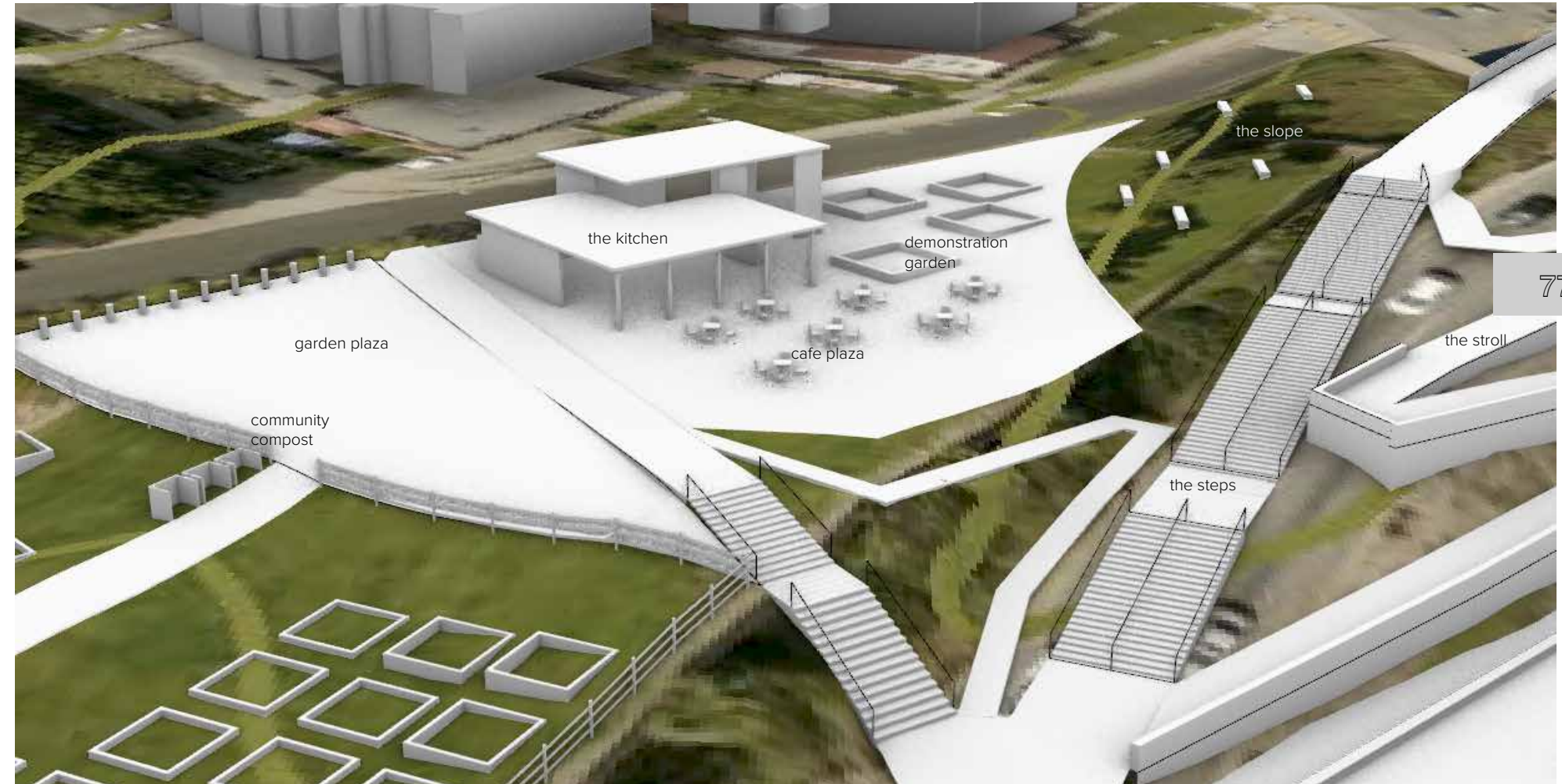
the steps and the stroll

To traverse up the hill created by the old overpass earthworks there is a grand staircase, a callout to the many staircases in the neighborhood. For those less keen on stairways, there is a more gentle path up, called The Stroll. The top of the hill connects to the bridge and pier spanning Glendale Boulevard.



the kitchen

Up the hill, The Kitchen holds a demonstration garden, kitchen and outdoor café as well as housing support services for the community garden, such as storage space and a tool library. The Garden Plaza allows for vehicle access to support both the community garden and the kitchen, but can be utilized as rentable or public space when not needed.



the bridge & pier

Where the old overpass is, a new pedestrian bridge utilizes the old support columns of the old overpass. In the middle of the bridge is an overlook, reminiscent of a pier, providing a unique respite and vantage point for residents to experience the neighborhood.

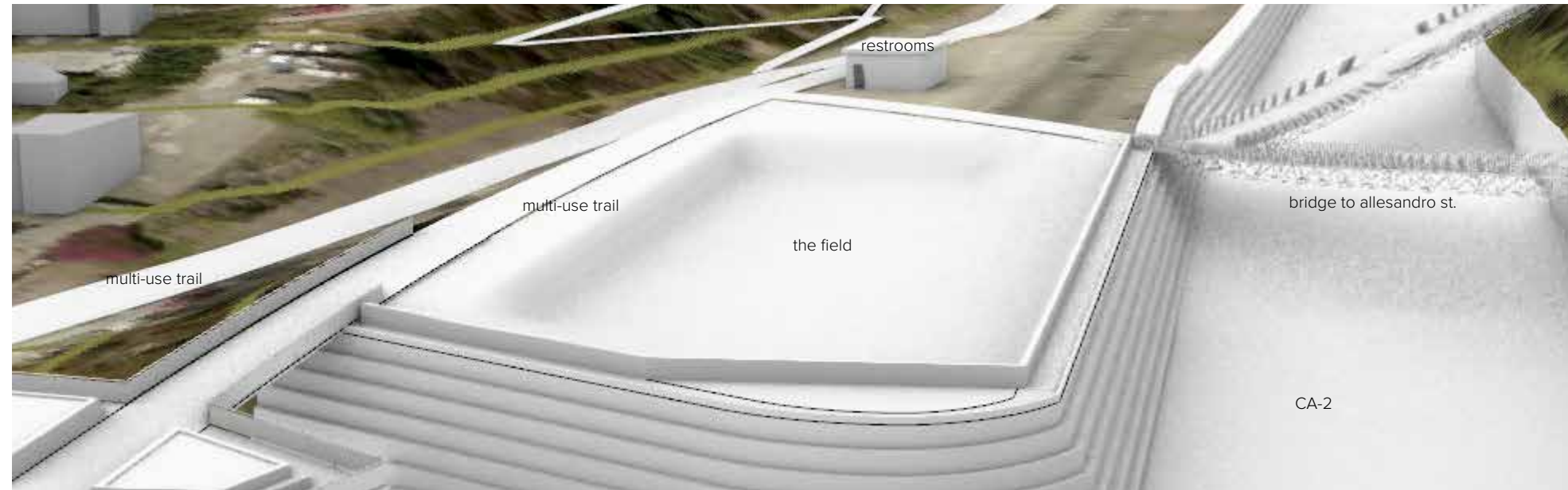


kastrup pier
denmark

final concept

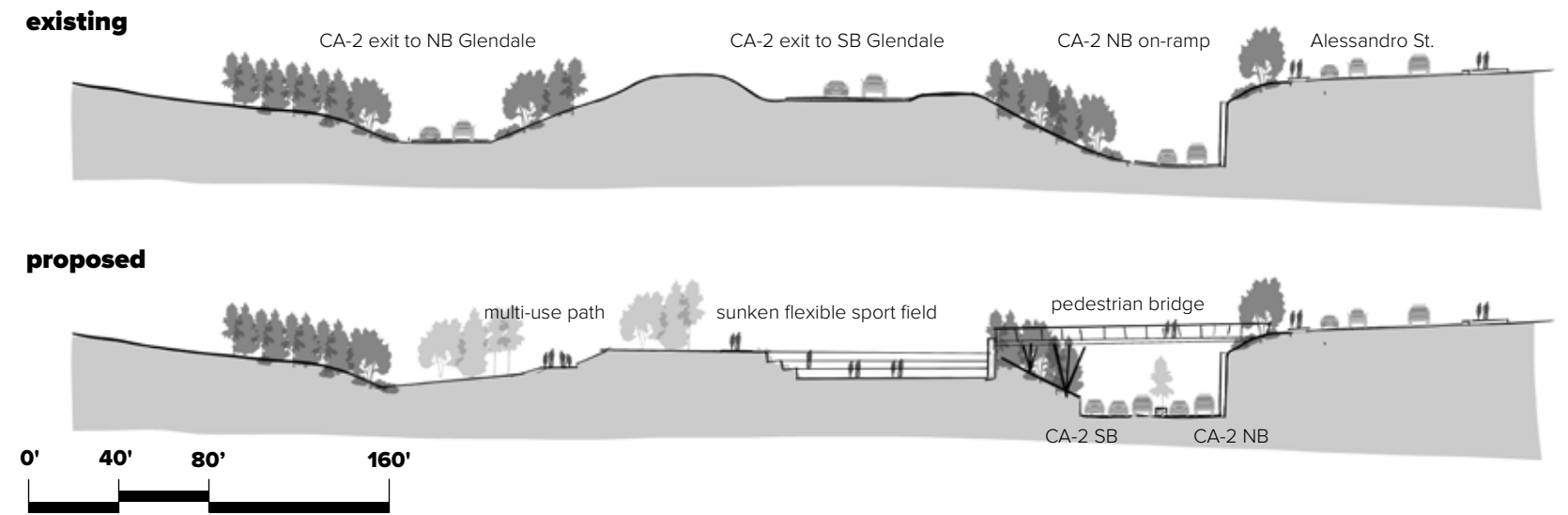
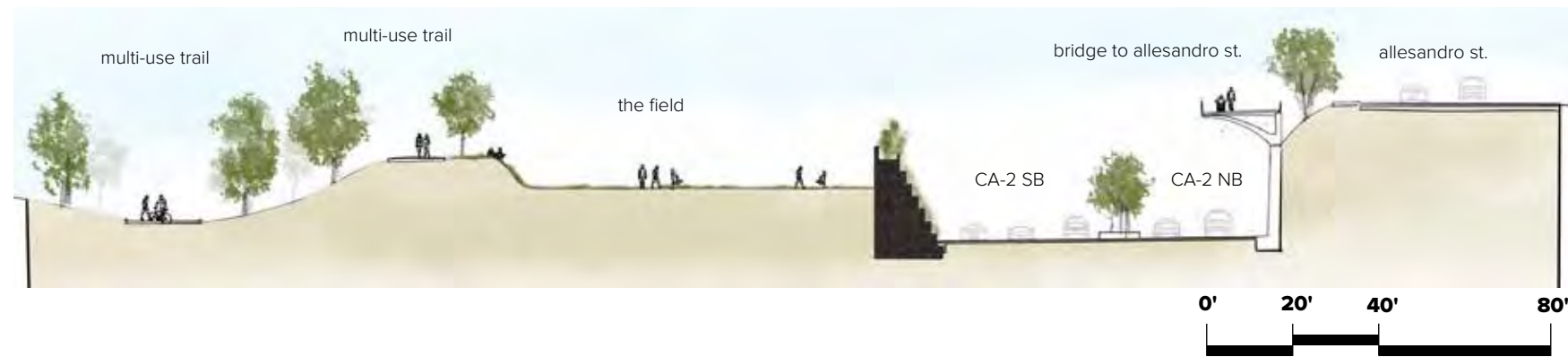
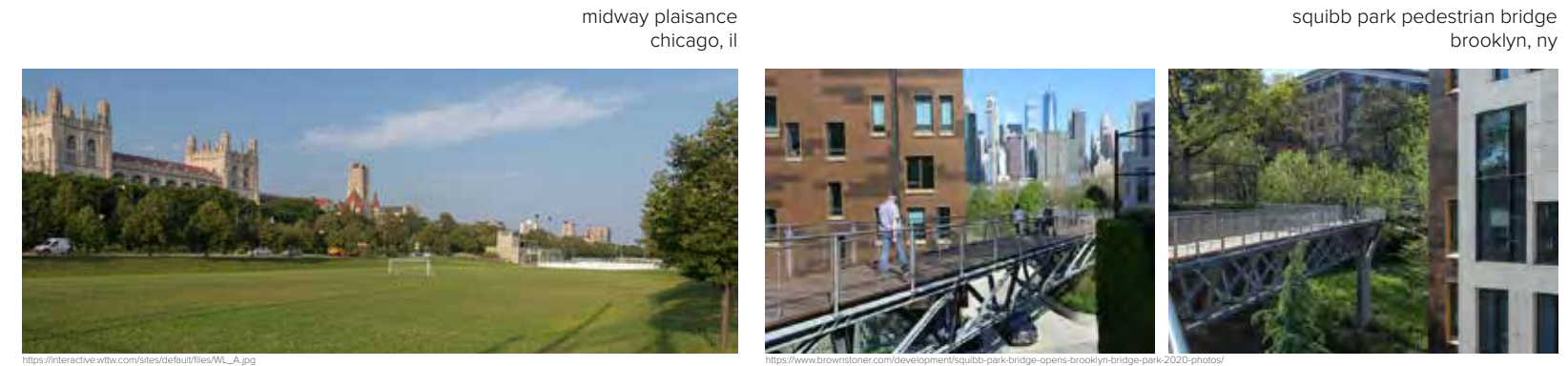
the field

The Field is sunken in the northern section of the old overpass's earthworks. The sinking of the field was inspired by my college days of playing intramural sports on similarly sunken fields in the middle of city streets in Chicago.



the field

The slight elevation difference works well at keeping errant balls from rolling away as well as giving a pleasing sense of enclosure. A pedestrian bridge spans CA-2 to provide easier access to the space for residents on the far side of the roadway, while the bridge across Glendale turns into a multi-use trail which continues north into The Valley.



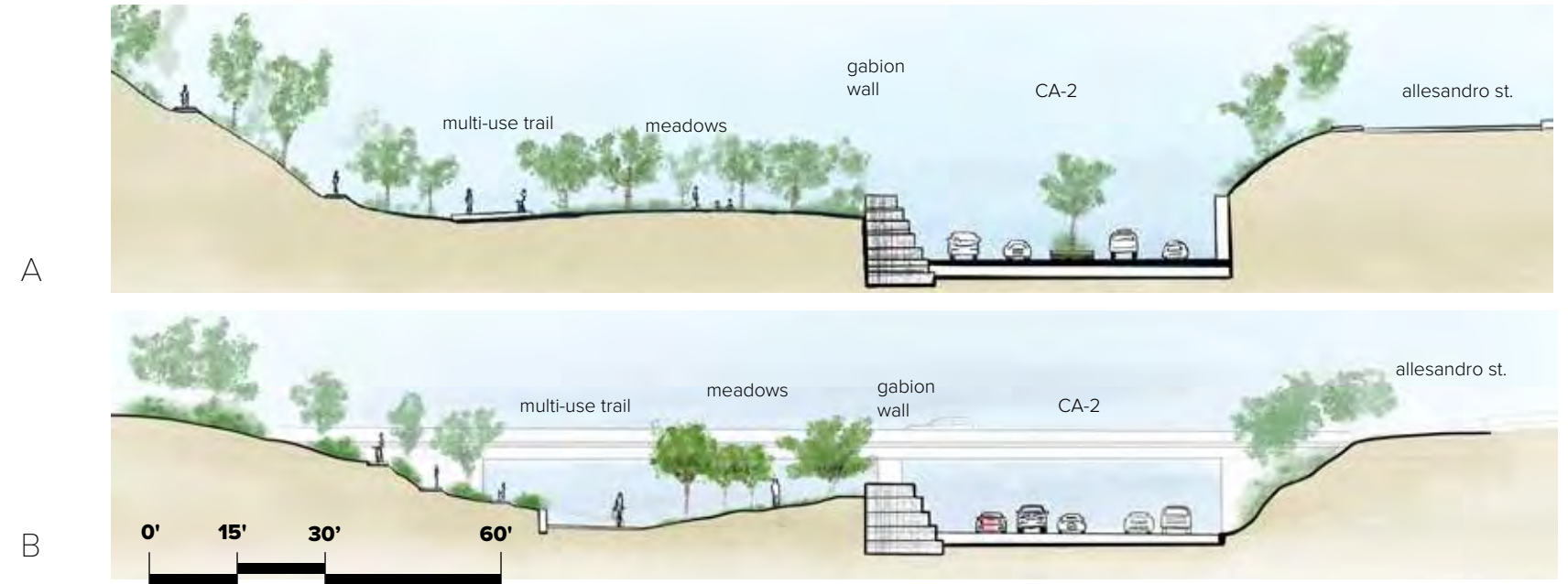
final concept

the valley

The Valley is a series of meadows alongside a multi use trail that will eventually link to the LA river path and Elysian Valley. separating the park from CA-2, would be a gabion wall constructed from the rubble of the repurposed highway. The terrain on the park side of the wall would be adjusted to keep the wall as unimposing as possible, keeping its relative height at or below 6 feet.



the valley



pedestrian circulation

Visitors experience and traverse the park via a connected network of plazas and pathways



re-use & recycle

Demolishing half a highway would produce a lot of rubble – a perfect opportunity for reuse, in the form of gabion walls and structures, used throughout the space.



<https://www.gabionbasketsbox.com/gabionbox/gabionbaskets/gabionsetaringwalls.html>



<https://gabionreviews.com/gabion-benches/>



Lake Flato Architects



google street view

An overarching goal in the design of this park is the creation of a space that holds myriad possibilities for the neighborhood and its residents. These next pages show an imagined day in the life of the park as experienced by four unique visitors.



an afternoon at the garden



let's go for a ride



meet me at the plaza

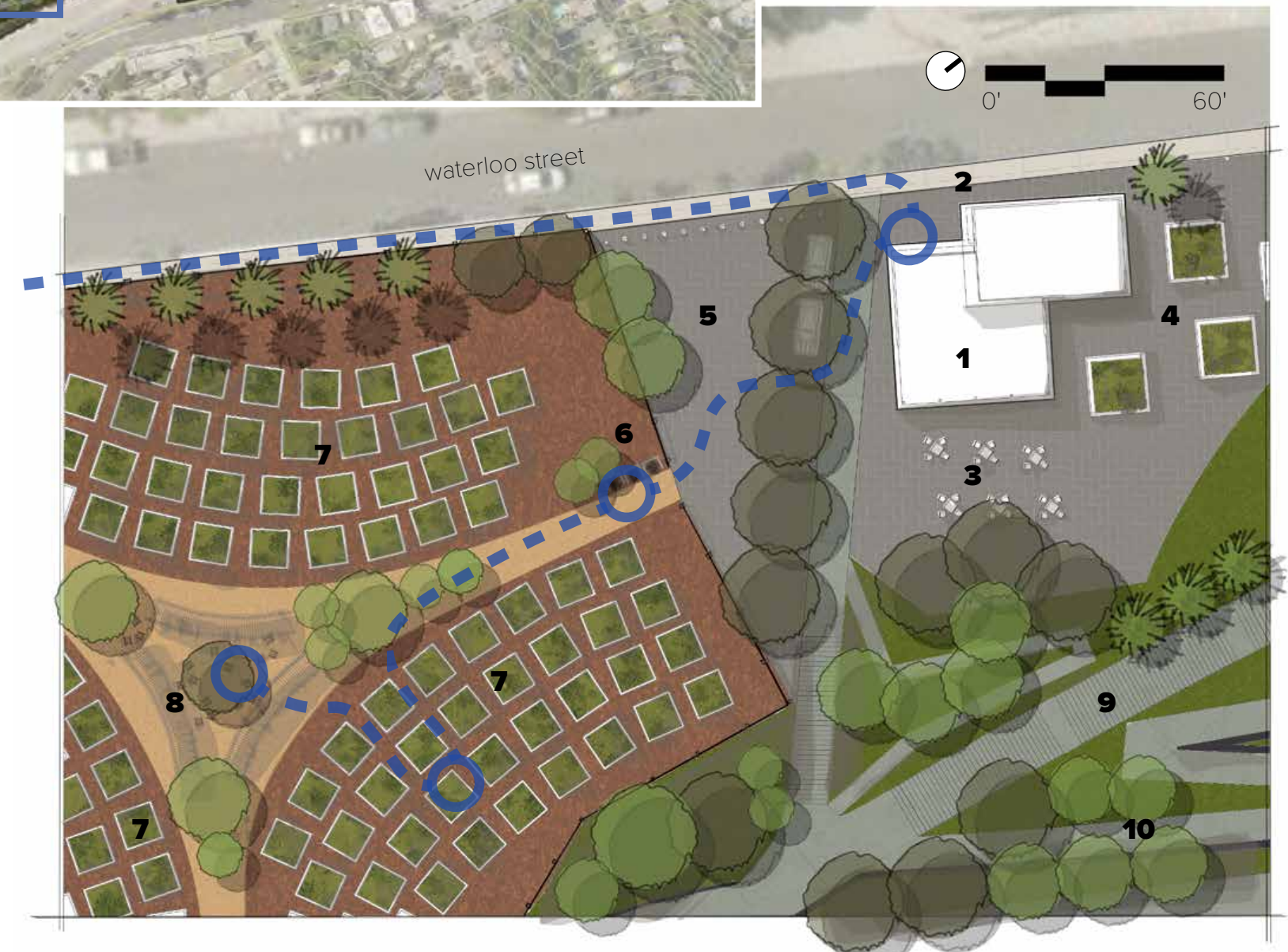
see you after my game

a day in the life...

an afternoon at the garden

Marisol's afternoon in the garden.

Marisol lives nearby, and walks to The Kitchen and its community storage lockers where she keeps her garden tools. On the way to her plot, she stops by the community composting bin, to drop off some food scraps from home and pick up some compost to amend the soil in her garden plot. She spends time readying the bed for a new season of vegetables, but when she's had a bit too much sun, she takes a break to catch some shade and chat with friends under the central trellis.



- 1 the kitchen
- 2 community storage lockers
- 3 cafe plaza
- 4 demonstration & exhibit garden
- 5 garden plaza
- 6 community compost
- 7 10 x 10 garden plots
- 8 the gazebo
- 9 the steps
- 10 the stroll

a day in the life...

an afternoon at the garden

picking up her garden tools at the community lockers



a day in the life...

an afternoon at the garden

a quick stop-off at the community compost bins



a day in the life...

an afternoon at the garden

doing some work on the garden plot



a day in the life...

an afternoon at the garden

visiting friends and resting in the shade



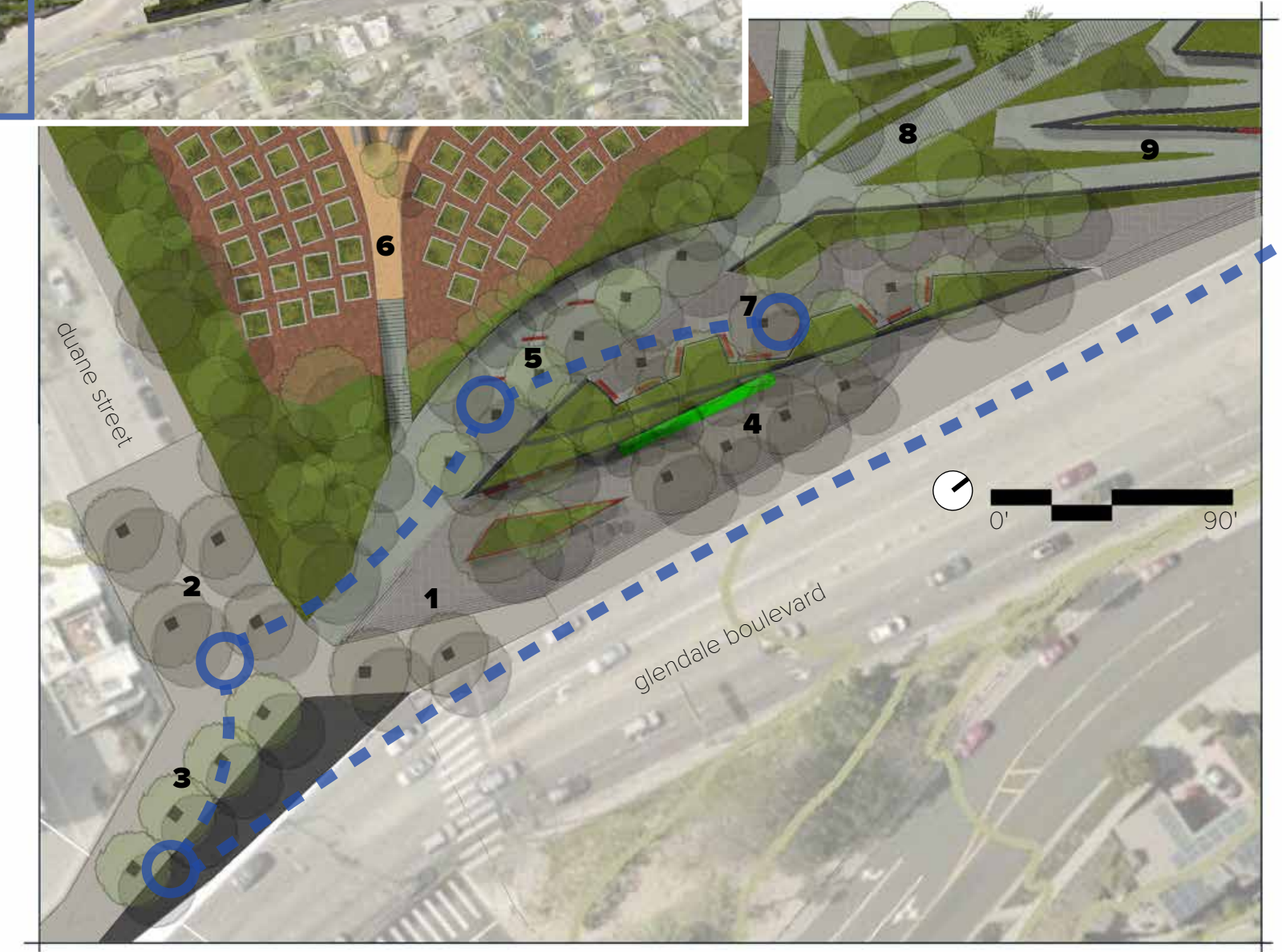
a day in the life...

meet me at the plaza

Marcus meets up with a friend at The Plaza.

Marcus takes the 92 bus down from Atwater, a quick and easy ride that drops him off right at the park. He sees that his favorite food truck is there at the marketplace that day, so he stops to pick up some street meats. On his way up to meet his friend up on the terrace, he sees there's a new exhibit up at the gallery wall and takes a few moments to check it out. His friend has scoped out a seat and Marcus joins him to tuck into his sandwich and catch up.

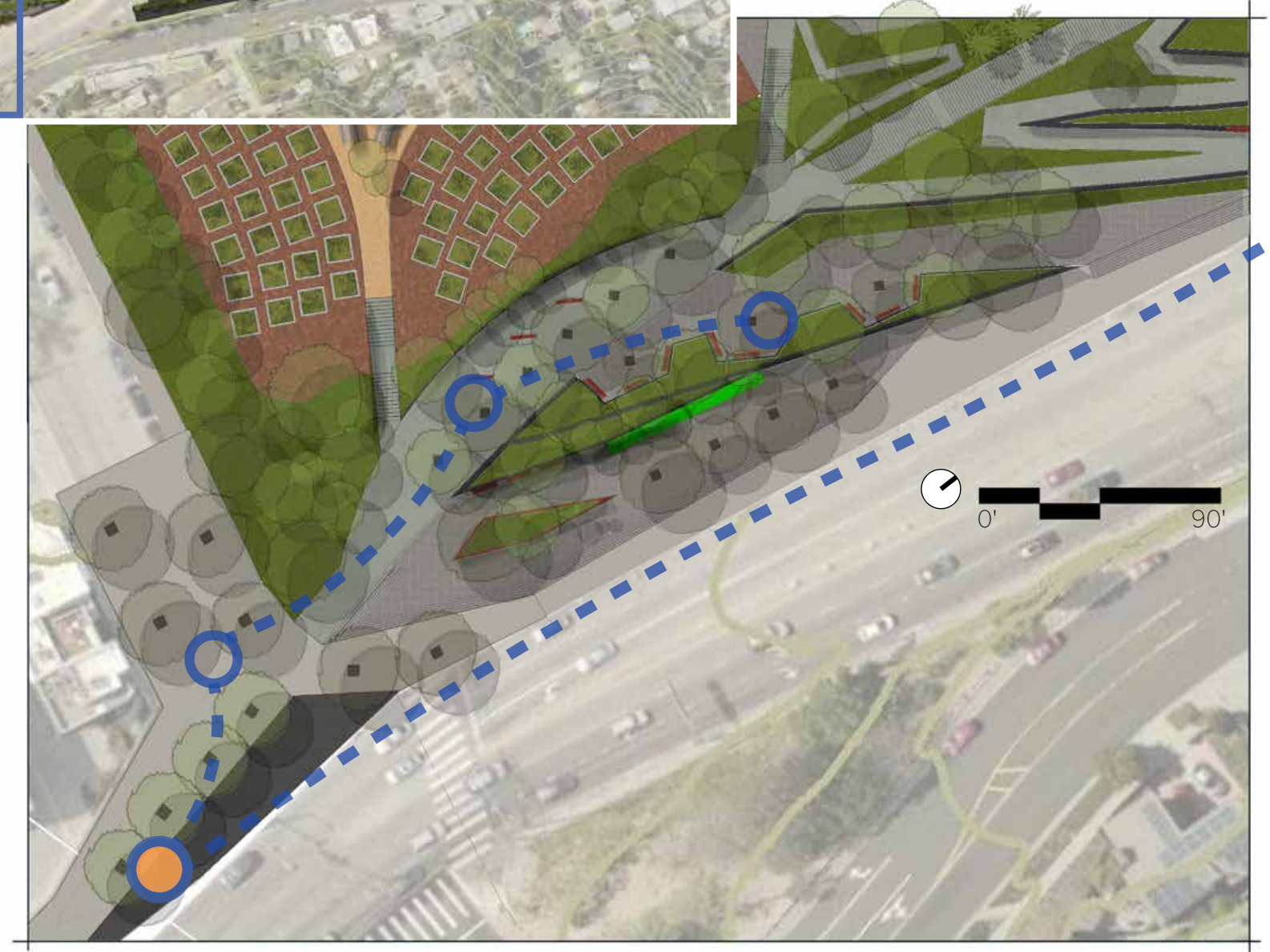
- 1 arrival plaza
- 2 marketplace plaza
- 3 bus and rideshare drop-off
- 4 bike-share & micro-mobility station
- 5 gallery wall
- 6 the garden
- 7 the terrace
- 8 the steps
- 9 the plaza



a day in the life...

meet me at the plaza

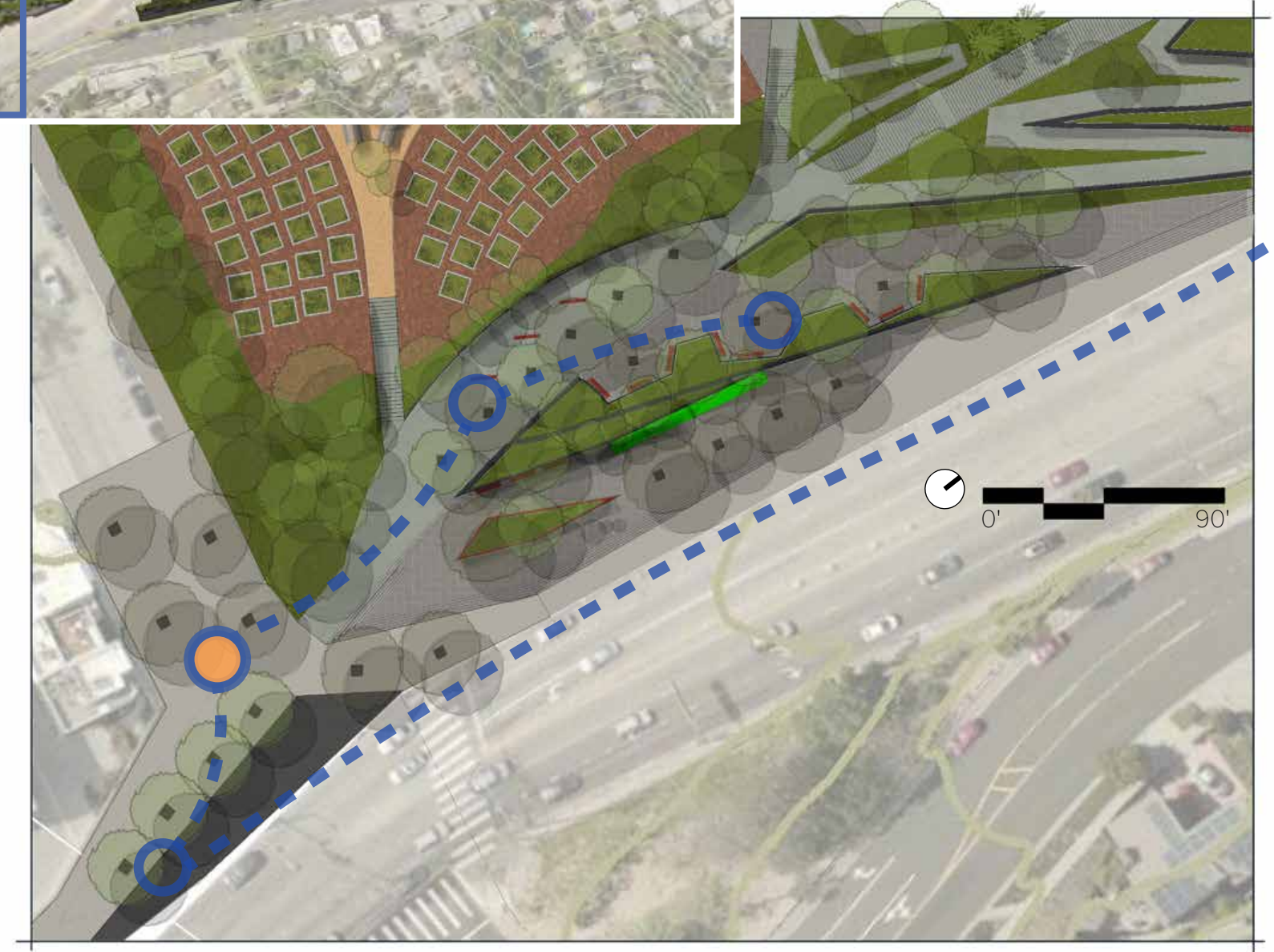
coming down from Atwater on the 92 bus



a day in the life...

meet me at the plaza

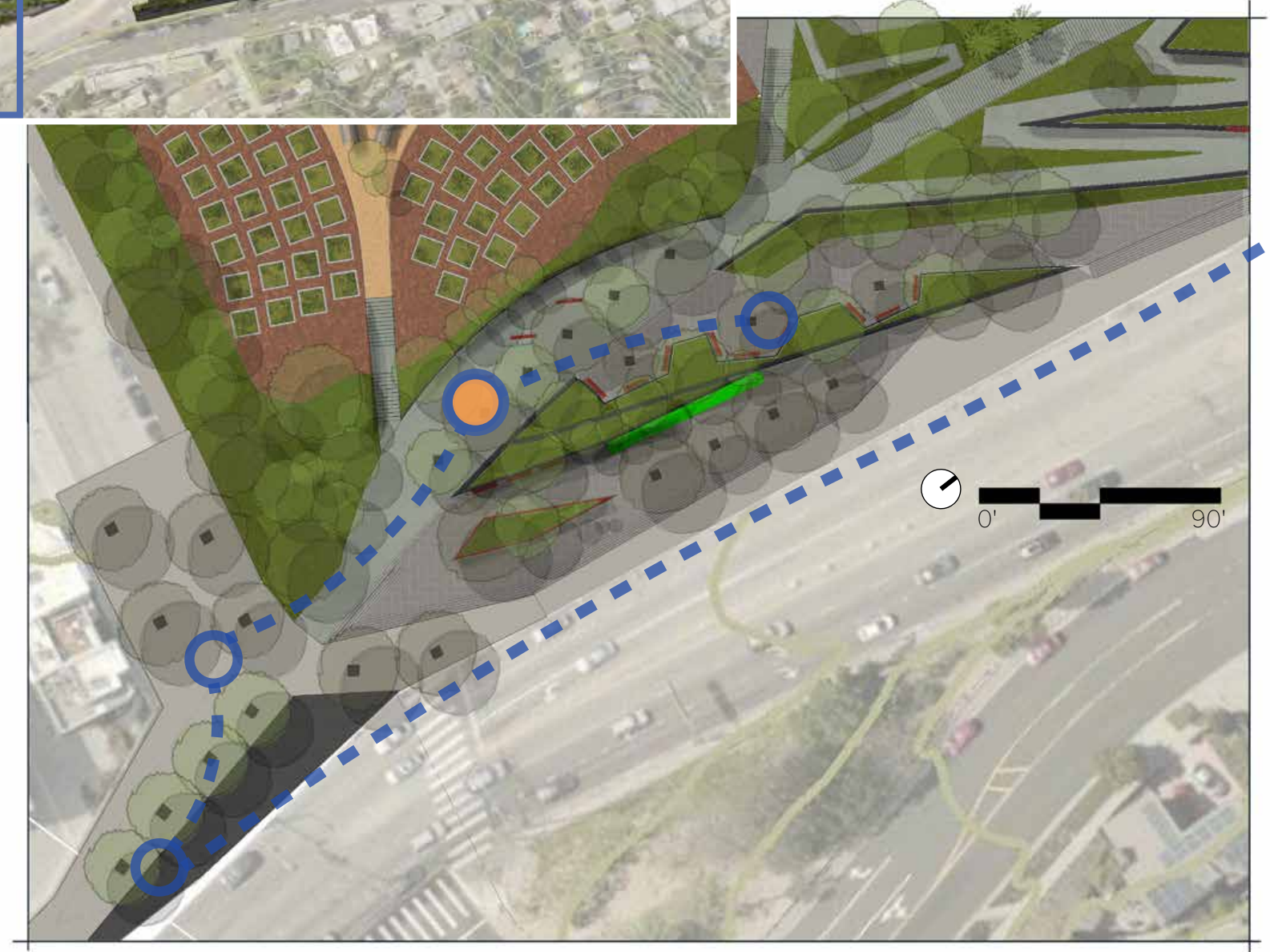
picking up some street food at the marketplace



a day in the life...

meet me at the plaza

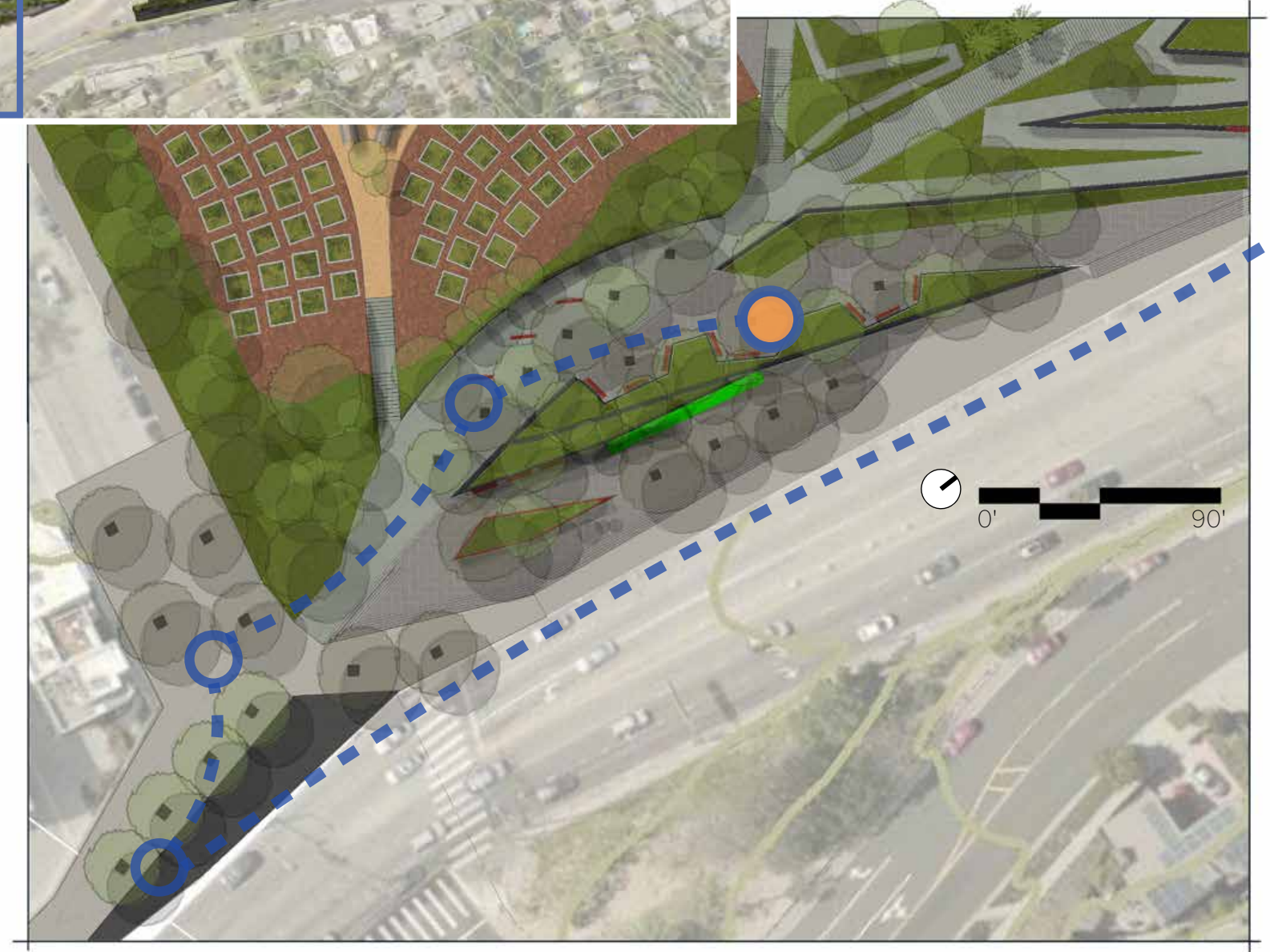
a quick view of the latest exhibit at the gallery



a day in the life...

meet me at the plaza

meeting up with a friend at the terrace



see you after my game



Meghan meets up with friends for lunch after a morning soccer game.

Megan walks to The Field from her house in Echo Park, walking down Allesandro Street and crossing the pedestrian bridge over CA-2. Meeting up with her team on the field, they proceed to play a great game, with Meghan scoring the winning goal. After a quick change in the nearby restroom, she walks south towards The Kitchen. First passing The Pier and proceeding down The Steps, finally meeting up with her friends at one of the outdoor tables at the kitchen cafe.

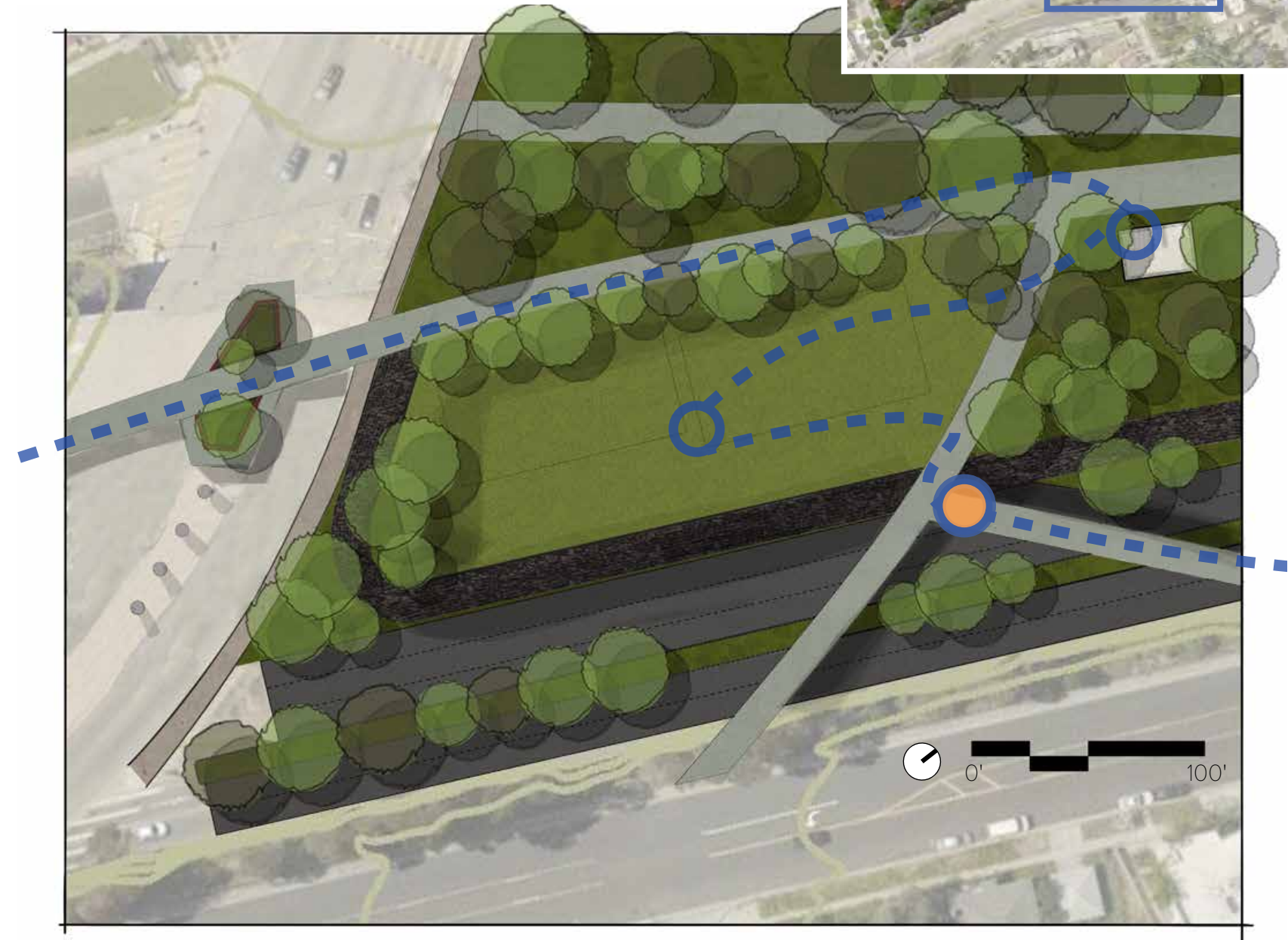
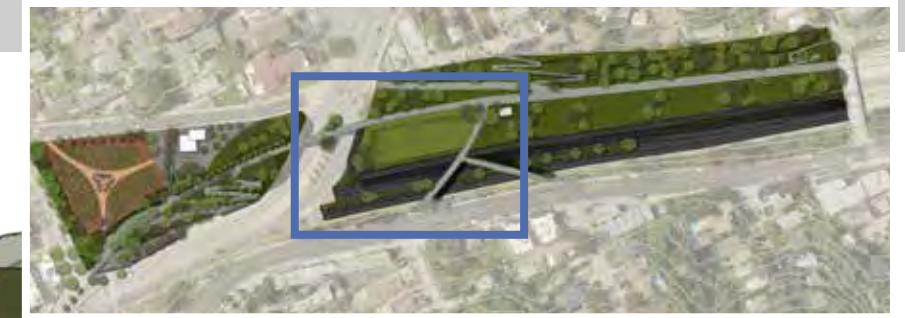
- 1 the garden
- 2 garden plaza
- 3 the kitchen
- 4 kitchen cafe
- 5 demonstration garden
- 6 the slope
- 7 the terrace
- 8 the bridge
- 9 the pier
- 10 the field
- 11 restroom
- 12 multi-use trail
- 13 meadows
- 14 allesandro pedestrian bridges



a day in the life...

see you after my game

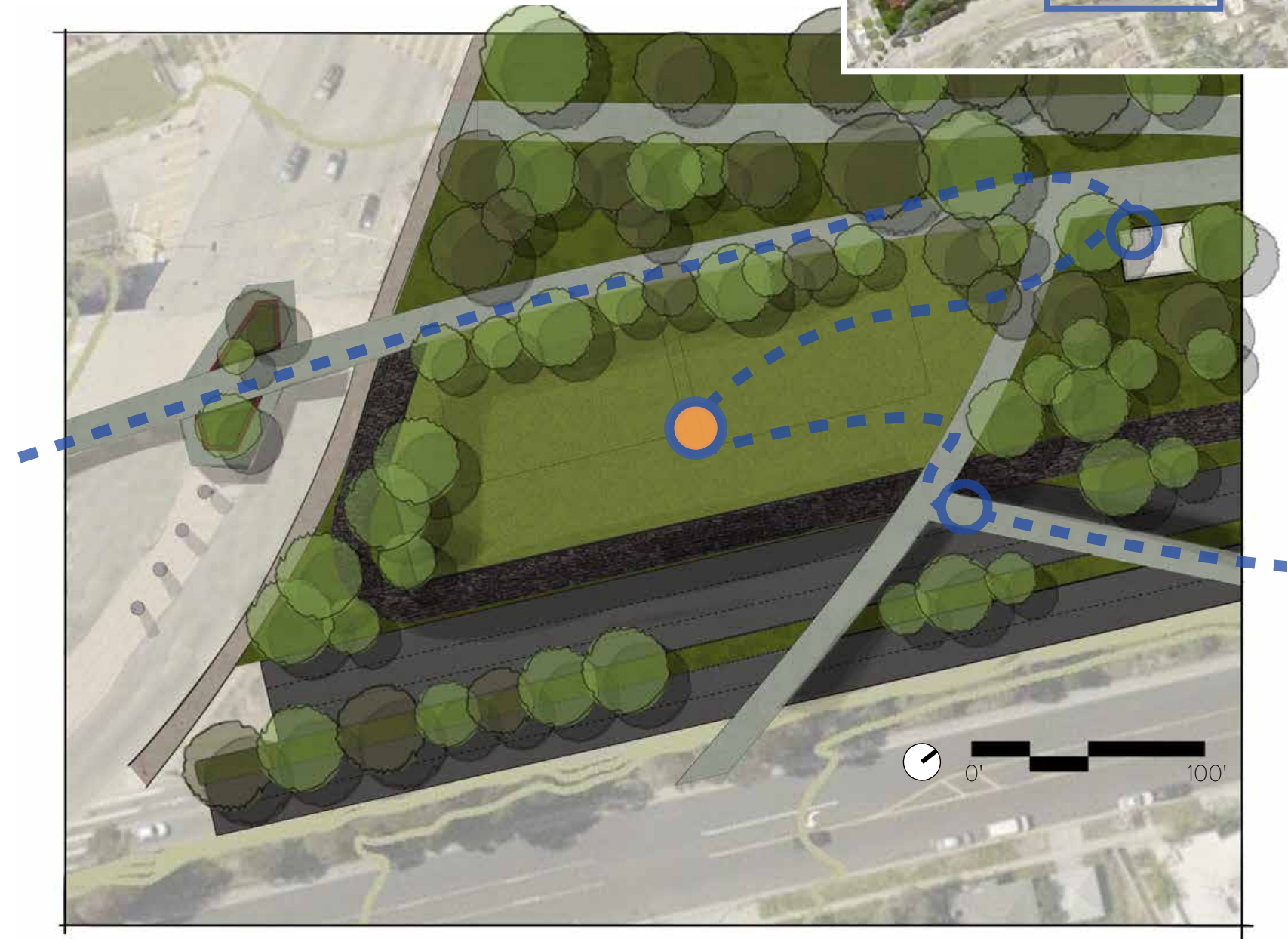
crossing CA-2 to get to the field from echo park



a day in the life...

see you after my game

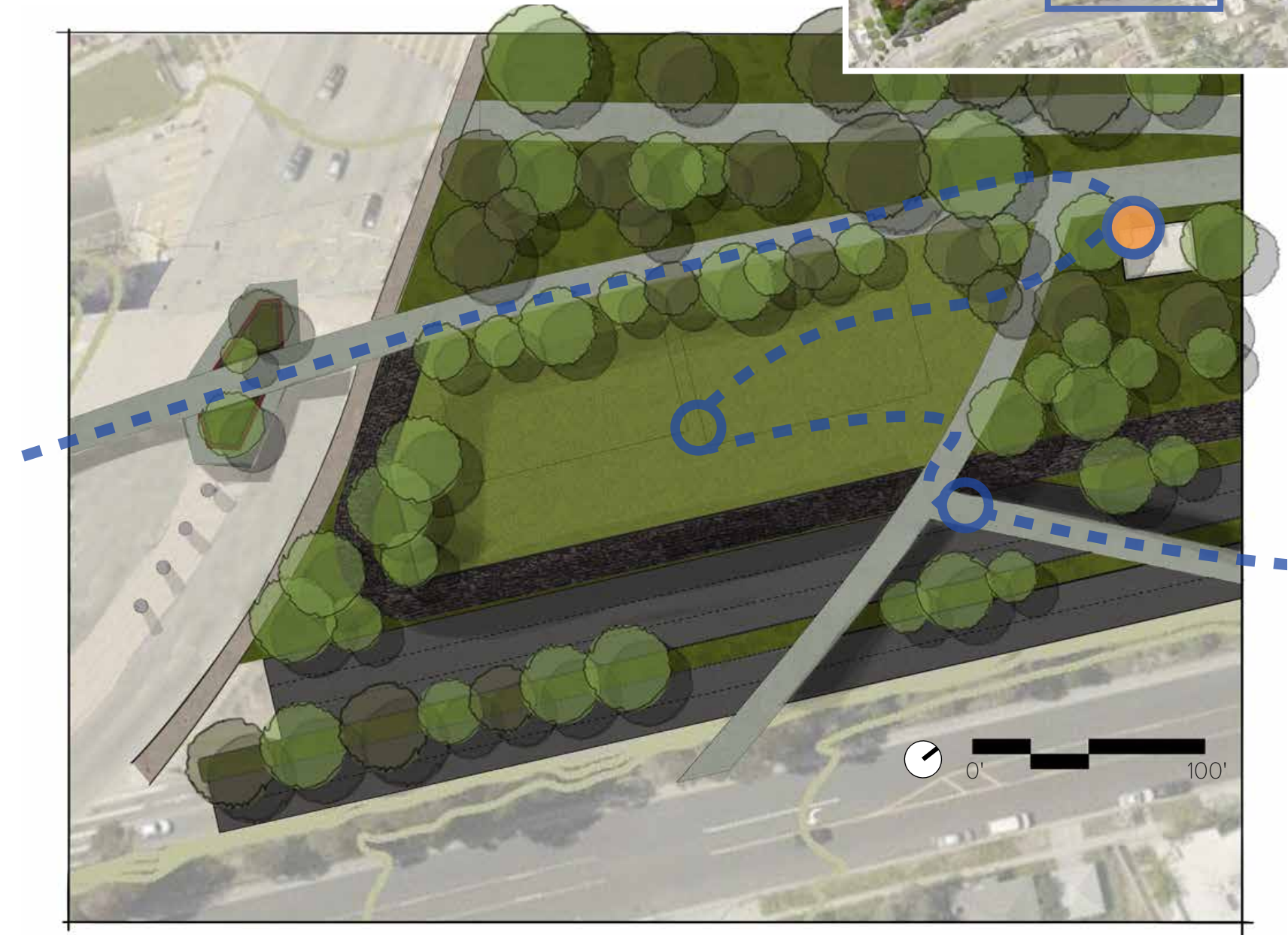
a good game with friends



a day in the life...

see you after my game

a quick change and refresh at the restrooms



a day in the life...

see you after my game

crossing glendale boulevard, passing by the pier



a day in the life...

see you after my game

a walk down the steps



a day in the life...

see you after my game

meeting up with friends at the kitchen cafe



let's go for a ride

Maya and Marsha's picnic and bike-ride in The Valley.

Maya and Marsha have a quick picnic on the meadows alongside others enjoying the afternoon sun. After deciding they've maybe had a bit too much sun, they head to the bike share rack to pick up a couple of bikes so they can head north on the trail to the LA river bike path.

- 1 multi-use trail
- 2 wooded trail
- 3 meadows
- 4 multi-use field
- 5 restroom
- 6 bike-share station
- 7 allesandro pedestrian bridges
- 8 gabion retaining wall



a day in the life...

let's go for a ride

catching up and catching some sun on the meadow



a day in the life...

let's go for a ride

picking up bikes from the bike-share station



a day in the life...

let's go for a ride

headed up the multi-use trail on the way to the LA river path





<http://city-data.com>
<http://maps.latimes.com/neighborhoods/neighborhood/silver-lake/>
<http://maps.latimes.com/neighborhoods/neighborhood/echo-park/>
<https://dirt.asla.org/2018/06/12/to-create-a-sense-of-belonging-embrace-cultural-diversity/>
<https://www.nrpa.org/parks-recreation-magazine/2019/september/designing-the-great-park-that-everyone-deserves/>
<https://www.smithgroup.com/perspectives/2018/inclusive-design-social-resilience>
<https://items.ssrc.org/just-environments/interculturally-inclusive-spaces-as-just-environments/>
<https://www.pps.org/>
<http://network.thehighline.org>
<https://www.cnu.org/what-we-do/build-great-places/octavia-boulevard>
http://rpgis.isd.lacounty.gov/Html5Viewer/index.html?viewer=GISNET_Public.GIS-NET_Public
<http://zimas.lacity.org/>
<http://maps.google.com>
<http://metro.net>
https://ladot.lacity.org/sites/default/files/documents/ladot-tap_january-2020-update_v2.pdf
https://planning.lacity.org/odocument/c9596f05-0f3a-4ada-93aa-e70bbde68b0b/Complete_Street_Design_Guide.pdf
<http://lagreatstreets.org/>
<https://www.nrpa.org/parks-recreation-magazine/2019/september/designing-the-great-park-that-everyone-deserves/>
<https://www.smithgroup.com/perspectives/2018/inclusive-design-social-resilience>
<https://nacto.org/publication/bau2/>
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf
[https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I95DAAA70D48811DEBC02831C6D6C108E&originationContext=document-toc&transitionType=Default&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/Browse/Home/California/CaliforniaCodeofRegulations?guid=I95DAAA70D48811DEBC02831C6D6C108E&originationContext=document-toc&transitionType=Default&contextData=(sc.Default))

https://ccag.ca.gov/wp-content/uploads/2014/07/cmp_2005_Appendix_B.pdf
<https://10minutewalk.org/>
https://www.metro.net/projects/state_route_2/
https://www.metro.net/projects/state_route_2/initial-study-environmental-assessment-oct-2010/
<http://www.airquality.org/LandUseTransportation/Documents/SMAQMDFinalLandscapingGuidanceApril2017.pdf>
<https://www.sciencedirect.com/science/article/pii/S0048969715307270>
<https://www.railstotrails.org/build-trails/trail-building-toolbox/>
<https://planning.lacity.org/development-services/urban-design/program-overview>
<https://smartgrowthamerica.org/>
<https://www.reddit.com/r/mildlyinteresting/>
<https://www.teamgantt.com/>
<https://la.streetsblog.org/2019/08/06/big-wonky-good-news-l-a-city-adopts-people-centered-transportation-metric-vmt-in-los-out/>
<https://transportfindings.org/article/10817-a-new-metric-in-town-a-survey-of-local-planners-on-california-s-switch-from-los-to-vmt>
<https://www.wired.com/story/cities-without-cars-san-francisco-jeff-tumlin/>
<https://www.kcet.org/shows/lost-la/why-isnt-there-a-freeway-to-beverly-hills>
<https://www.fastcompany.com/3062989/50-reasons-why-everyone-should-want-more-walkable-streets>

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