

The Bowtie Parcel Master Plan

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OVERVIEW AND HISTORY

Officially a part of Rio de Los Angeles State Park, the Bowtie parcel is an 18 acre strip of land located on the east bank of the Los Angeles River in north east Los Angeles. Historically, this property was part of Taylor Yard, the former headquarters of Southern Pacific Railroad. Once a bustling railyard and major local employer, Southern Pacific closed the facilities in the late 1980's and began parceling the land for future sale. After rail operations shut down, advocates, including nonprofit organizations, community groups, and government agencies, all worked to ensure the land found its way into public hands with a vision to revitalize 100 acres of the area into publicly owned park space. This vision is managed by the 100 Acre Partnership.

- Prior to 1769: The land belonged to Tongva people
- 1769 Portola expedition visits the area
- 1781 Pueblo is established
- 1784 Rancho San Raphael is established
- 1850 California becomes part of Union
- 1871 US Land Commission confirmed the Rancho of San Rafael to the Verdugo family
- 1881 Land is subdivided and sold to Andrew Glassell, Alexis Jeffries, Harriet Atwater Paramour, and others
- 1890's The site was owned by J. Hartley Taylor. Mr. Taylor was a prolific entrepreneur who owned the Taylor Grocery and the Taylor Milling Company, a commercial feed manufacturer on San Fernando Road. Taylor raised oats, barley, hogs and pigeons on the riverfront land.
- 1911 Land purchased by Southern Pacific
- 1920s Rail yard
- 1930s Major growth of the yard - construction of the south turntable, machine shops and other related buildings.
- 1938 Channelization of LA river started
- 1950s Decline of the railroads in USA
- 1985 Taylor Yard is closed.
- 1988. The facilities were bulldozed.
- 1992 The first community meeting
- 1999 The City of Los Angeles adopted the Northeast Community Plan. A master plan should be prepared for the Taylor Yard area to include protection for public open space/recreational activity areas near the Los Angeles River. Despite this recommendation, to date the City has yet to undertake development of such a plan.
- 2003 California State Parks bought the property called G-1, which is now referred to as "the Bowtie"
- 2022 30 years after the first community meeting - still no park at Bowtie parcel.



before 18 century



1784



1910



1920s



1930s



1930s

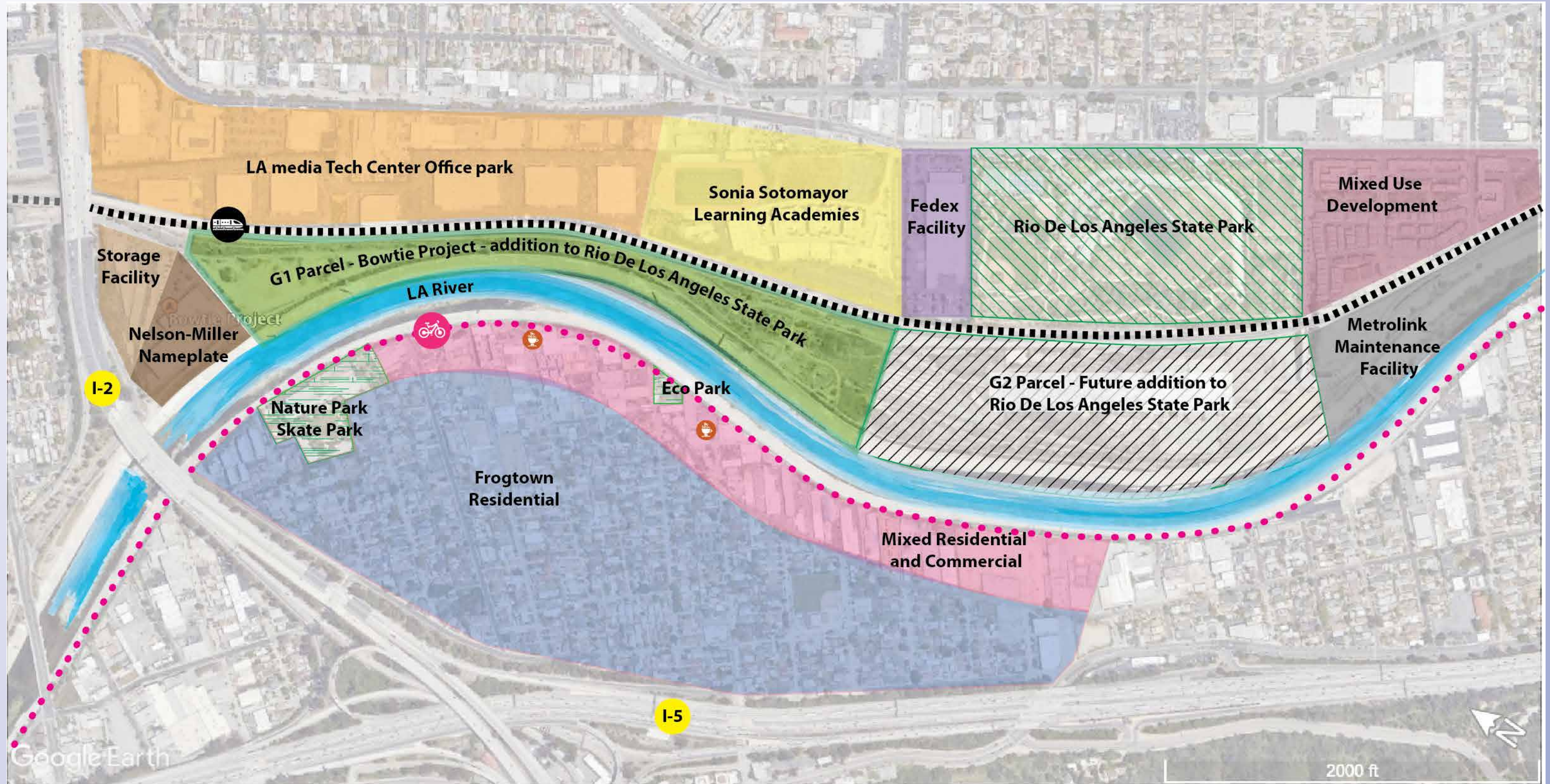


1938-1960




2022

SITE CONTEXT



SITE INVENTORY

-  METROLINK
-  EXISTING PARK
-  MIGRATORY BIRDS
-  GREEN ISLANDS
-  FUTURE BULLET TRAIN
-  CAFE
-  FISH
-  POWER LINE TOWER
-  INTERESTING REMNANTS OF THE RAILROAD
-  EXISTING BIKE TRAIL
-  EXISTING ENTRANCE
-  INSECTS
-  STORM TUNNELS



SITE ANALYSIS

SOIL CONTAMINANTS:
 ARSENIC, BENZENE, LEAD,
 POLYNUCLEAR AROMATIC HYDROCARBONS (PAHS),
 AND TPH-DIESEL.

LA RIVER FLOW



STORMWATER DRAINS



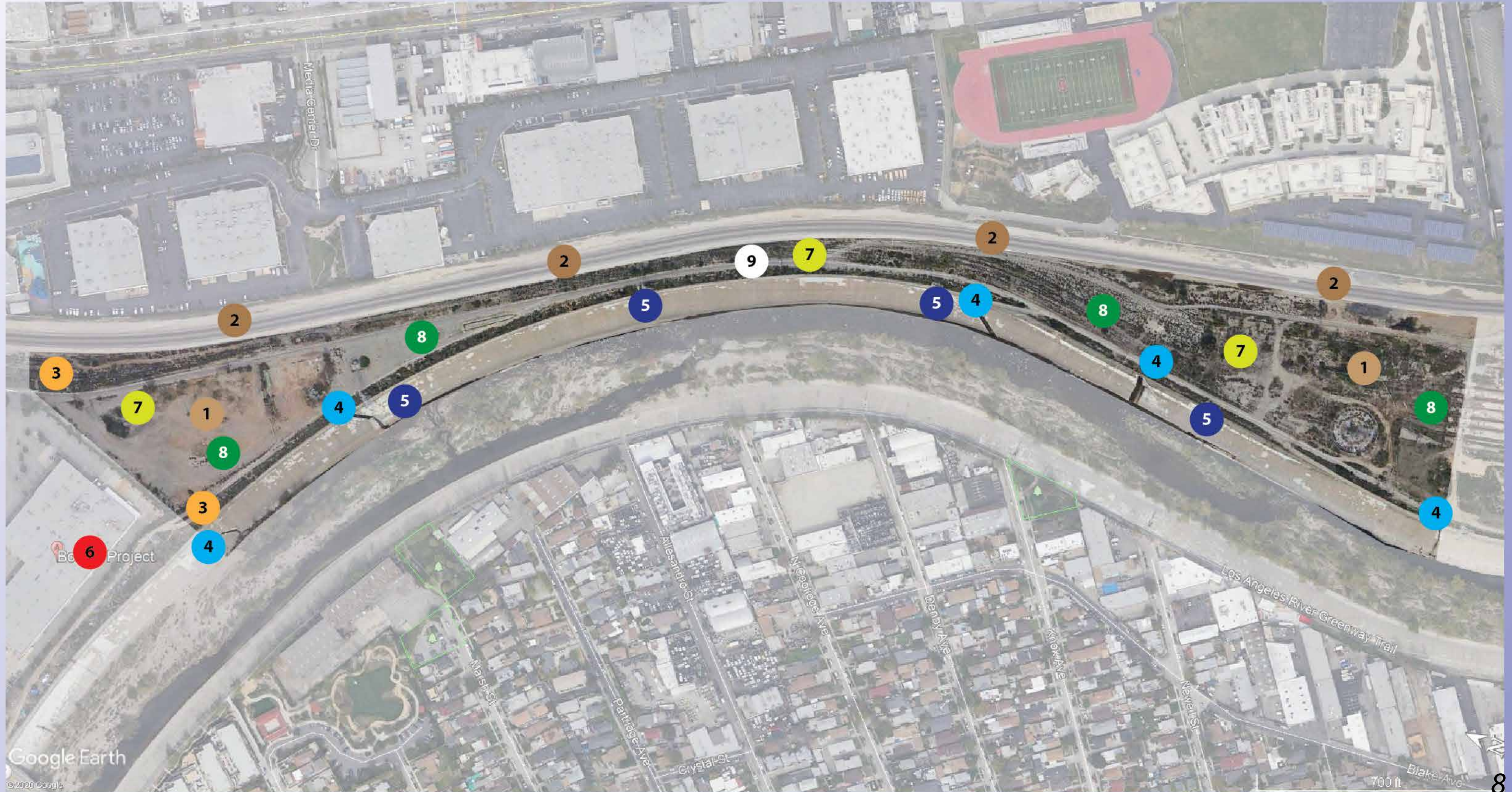
Google Earth

SITE PHOTOS



CONSTRAINTS

- 1 CONTAMINATED SOILS
- 2 TRAIN TRACKS
- 3 LIMITED ACCESS
- 4 TUNNELED STORM WATER
- 5 POWER LINES
- 6 FREEWAY NOISE
- 7 INVASIVE PLANTS
- 8 LACK OF SHADE/MATURE TREES
- 9 NARROW SITE



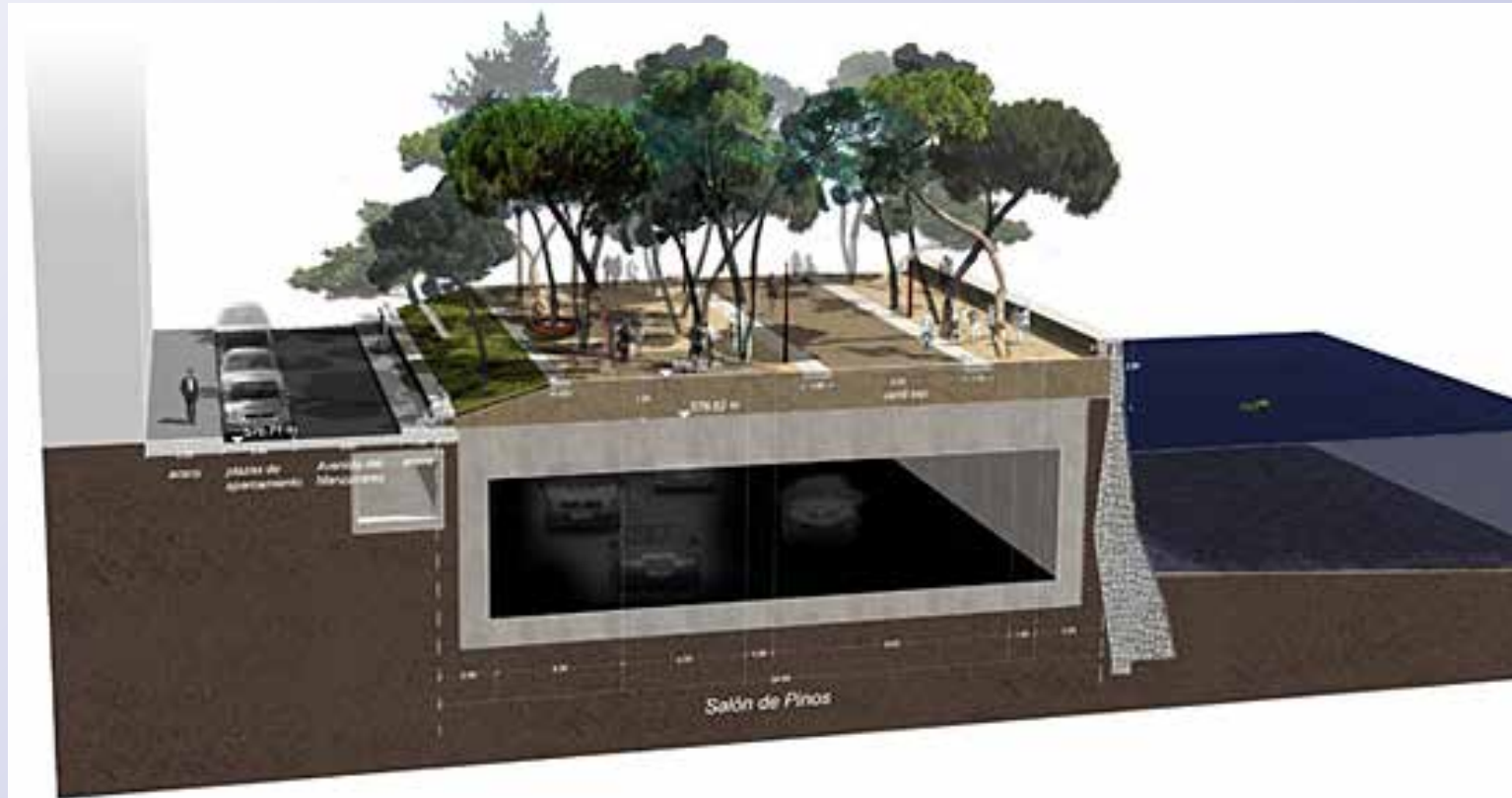
OPPORTUNITIES

- 1 REMEDIATE SOILS
- 2 TRAIN SOUND BARRIER
- 3 ACCESS TO FROGTOWN
- 4 DAYLIGHT STORM DRAINS
- 5 REMOVE INVASIVE PLANTS
- 6 PLANT NATIVE PLANTS
- 7 PLANT MANY TREES
- 8 TERRACE CONCRETE WALL
- 9 NEW TRAIN STOP
- 10 PRESERVE CONCRETE REMNANTS OF RAILROAD
- 11 RENEWABLE ENERGY: HYDRO AND SOLAR



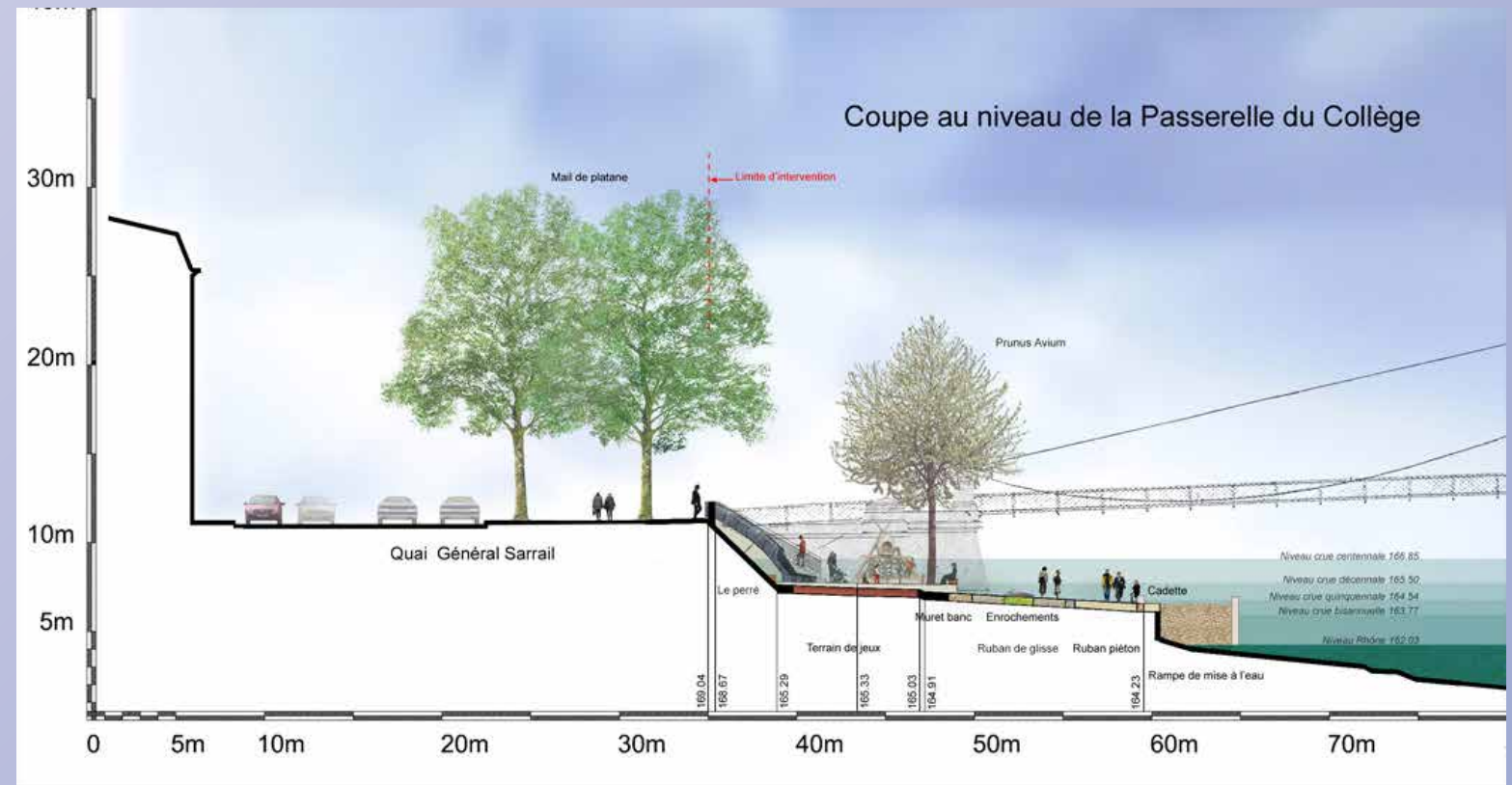
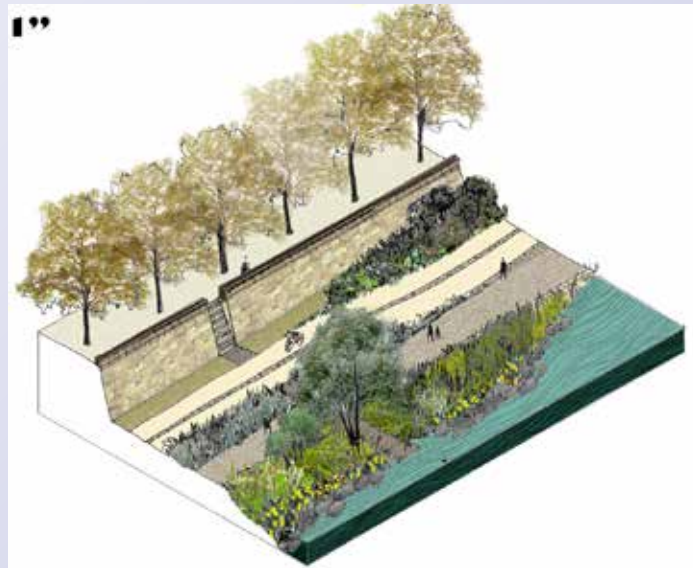
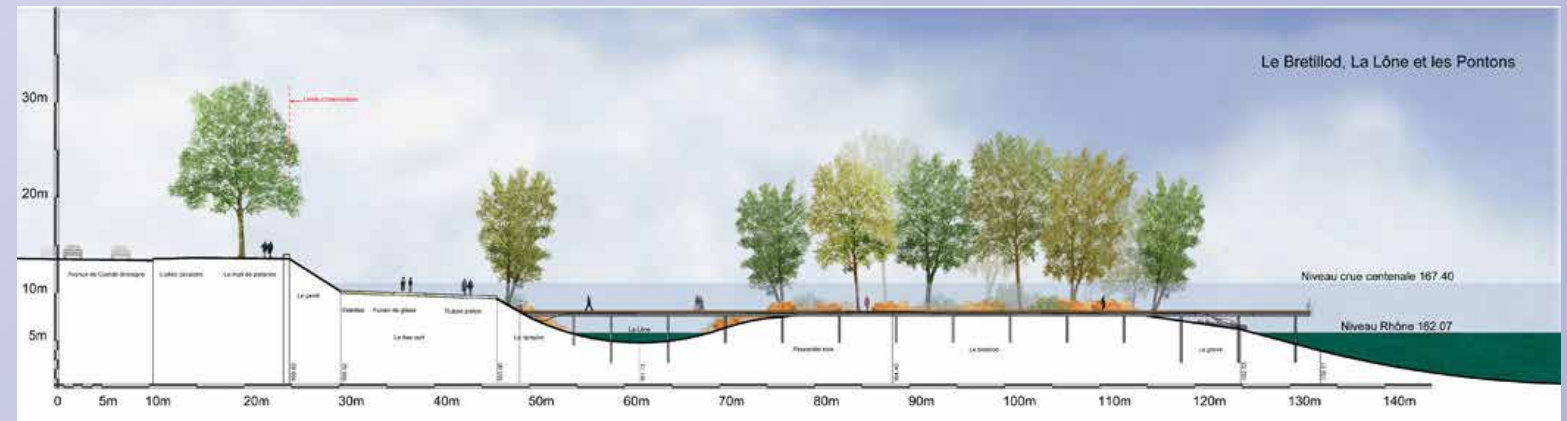
CASE STUDY: MADRID RIO

Madrid Río is an urban park in the Spanish capital Madrid, built along an urban stretch of the Manzanares River following the burial of the M-30 bypass road in this area. The city of Madrid dug 43 kilometers of tunnels into which the exit routes and motorways of the six-kilometer section along the River Manzanares disappeared. The master plan for the reclaimed riverbanks and the new urban area of Madrid Río was designed and created by Burgos & Garrido, Porrás La Casta, Rubio & A-Sala and West 8. The project started with the idea of recovering the banks of the Manzanares River for the use and enjoyment of the citizens. There are seven dams that regulate the river as it passes through the city. The dams have been repaired to be used for the new system of river crossings. The water level has dropped as the natural flow of the river has been restored. Accessible wooden boards and fish ladders have been added to encourage the continuity of the underwater fauna along the river. There has been a noticeable improvement in avian biodiversity along the river with herons and kingfishers being regular visitors.



CASE STUDY: THE RHÔNE RIVERBANK

Historically, the Rhone riverbank in Lyon, France was a large linear harbor as in most cities with an industrial past. An architecture competition for the redevelopment of the river banks was won by a team of landscape architects from IN SITU Architectes Paysagistes, architect Françoise-Hélène Jourda, and lighting designers from Coup D'éclat. The project finished in 2007 is a transformation from a riverside car park to a multi-functional public space which re-connects the city and its inhabitants with the riverbank. This five kilometer long stretch of riverbank facilitates relaxing and socializing and furthermore encourages local residents and visitors to use public transport or light traffic options. It also facilitates a continuous route along the river for pedestrians and cyclists. The width of the banks varies between five and 75 meters and this creates a different atmosphere which is described as being more natural in the upstream and downstream areas, and more urban in the center. A large linear grass area together with an easily accessible linear basin and a terraced open space offers a stage for views over the river and defines the central section. This is accompanied by multiple lines of oak and elm trees on a raised esplanade, while a swimming pool and laid-out sport areas give a functional counterbalance. Refreshments, cycle hiring and fishing facilities are concentrated in certain points, while in other parts 'islands of grasses' provide more enclosed spaces for local residents. The intervention also links to the two largest parks and now provides a botanical walk, showcasing local types of vegetation.



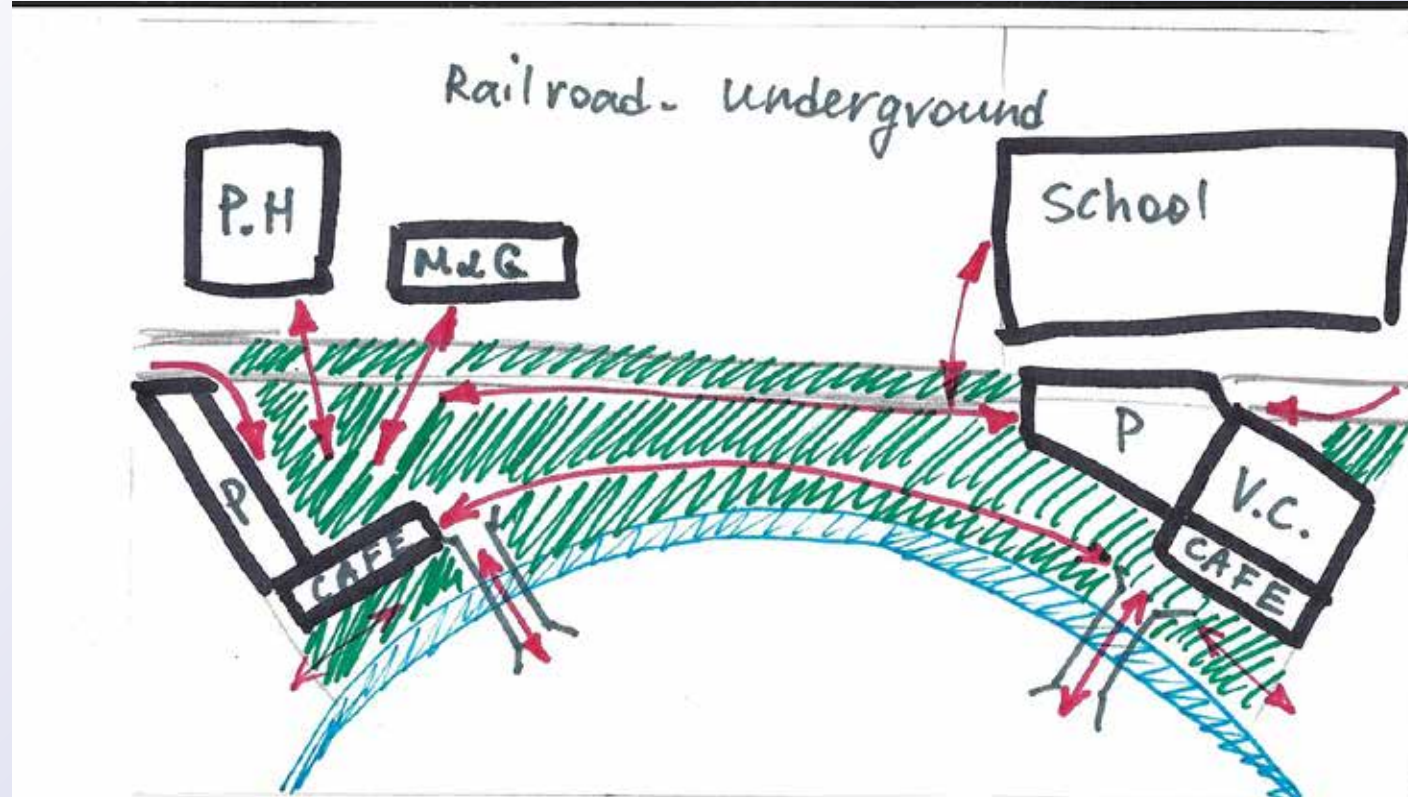
CASE STUDY: REVITALIZATION OF RIVER AIRE

The Aire river flows through valleys historically devoted to farming. From the late 19th century it was progressively canalized. In 2001 State of Geneva opened a competition with the idea of restoring the river to its original shape by destroying the canal. The project submitted by Superpositions, an interdisciplinary team of designers, biologists and hydrologists as well as civil and environmental engineers, stood out from the rest: rather than restore the river landscape to its natural state, they planned to do the exact opposite by preserving the traces that man had left on the landscape over the preceding decades. A diamond-shaped earthwork grid was excavated to form a new river corridor. The design team made a clear decision not to establish a fixed course for the riverbed, but to let the channel gradually form on its own, carved by the dynamic flow of the river within an open zone, or "erodible corridor." Within this zone, fluvial processes would allow the channel to migrate freely. Today, the banks of the revitalized river are a popular recreational area and a precious habitat for water-loving plants and animals. No longer bisected by a concrete channel, the landscape is much more diverse, with the river flowing in a newly-designed bed, slowly or rapidly depending on the water level, and providing an important habitat for a variety of species. The former channel has been preserved as a reminder of how things have changed: some sections are covered with pergolas and there are picnic areas and steps leading down to the water, creating an attractive space in which people can walk, run and relax.

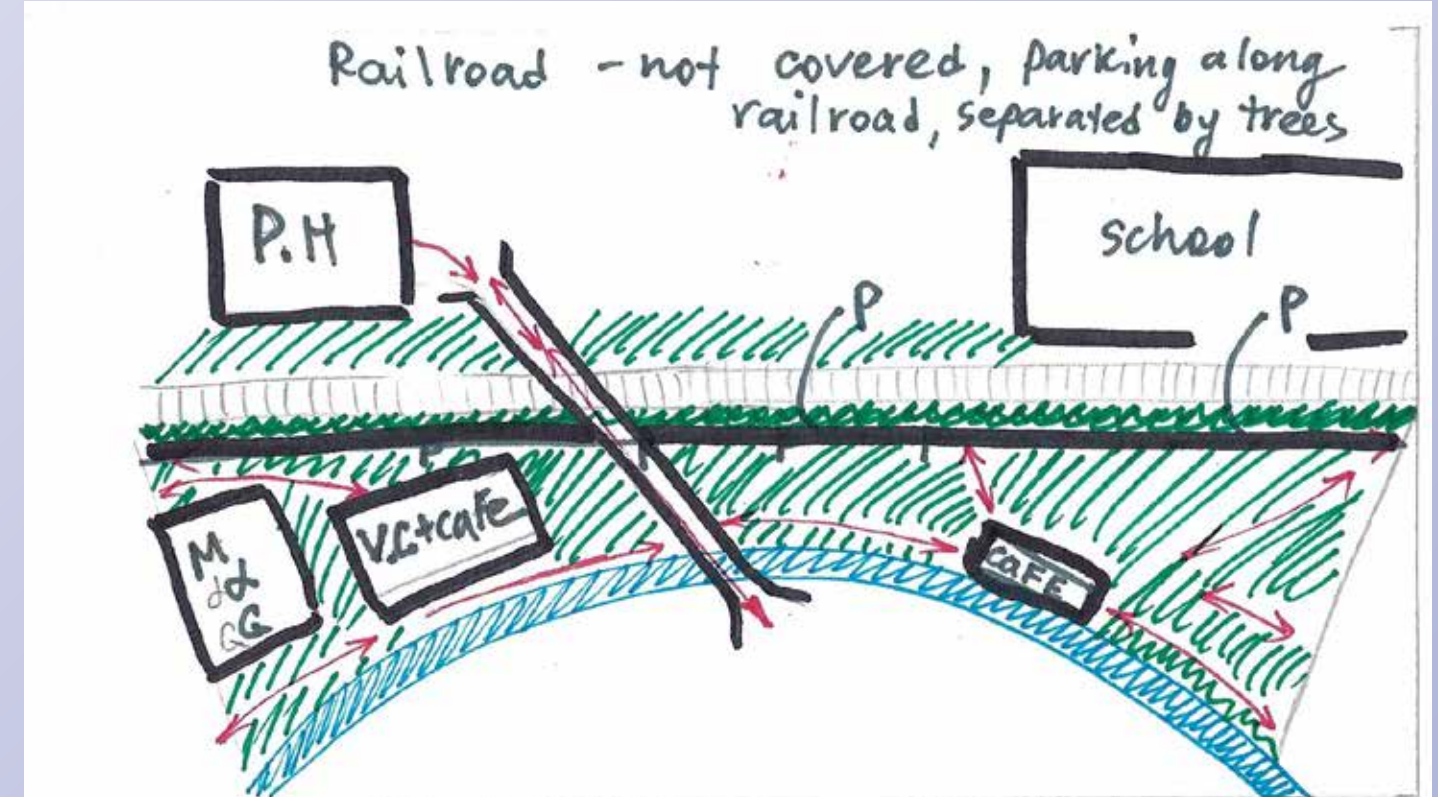


THREE CONCEPT DIAGRAMS

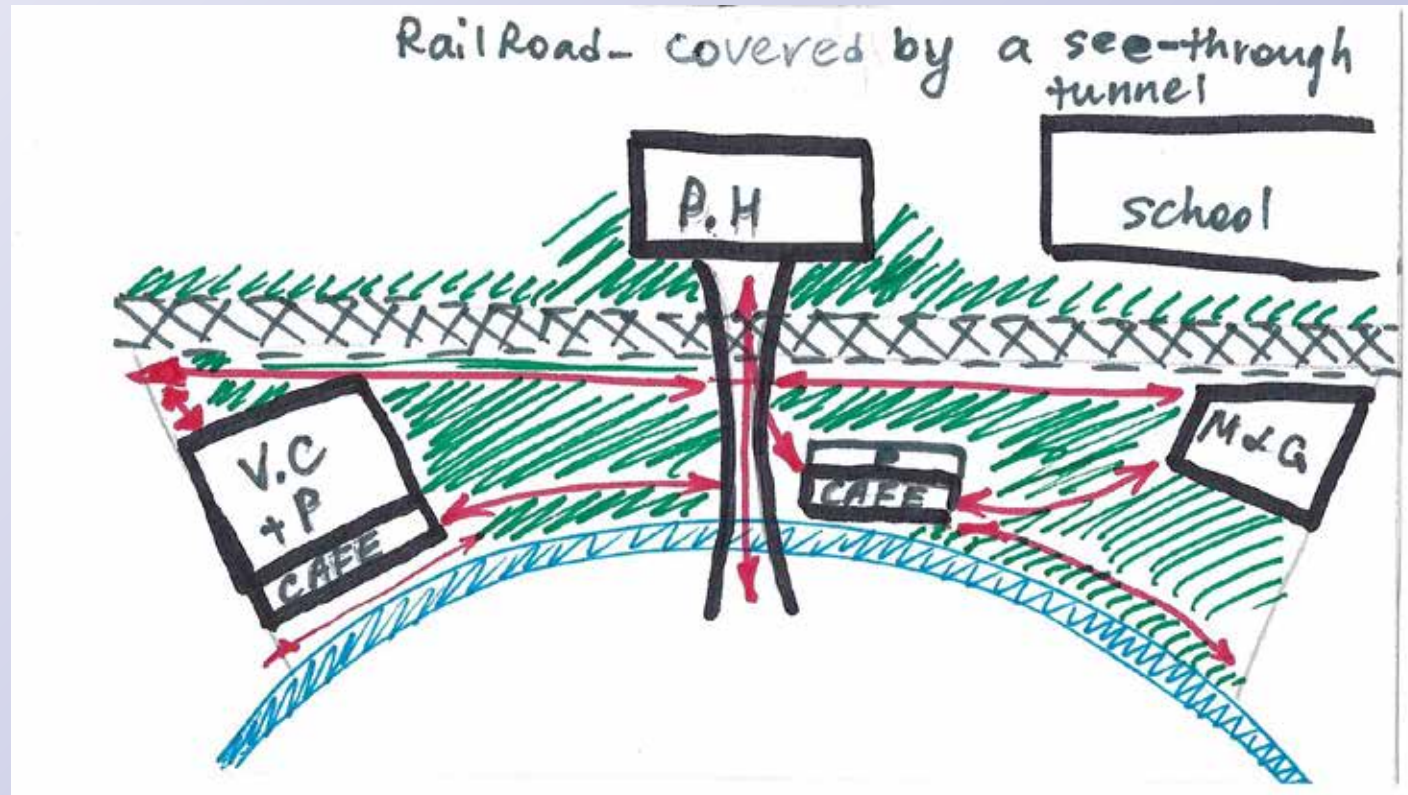
CONCEPT ONE - TUNNEL THE RAILROAD UNDERGROUND



CONCEPT THREE - SCREEN RAILROAD WITH TREES



CONCEPT TWO - COVER THE RAILROAD WITH A TUNNEL ABOVE IT



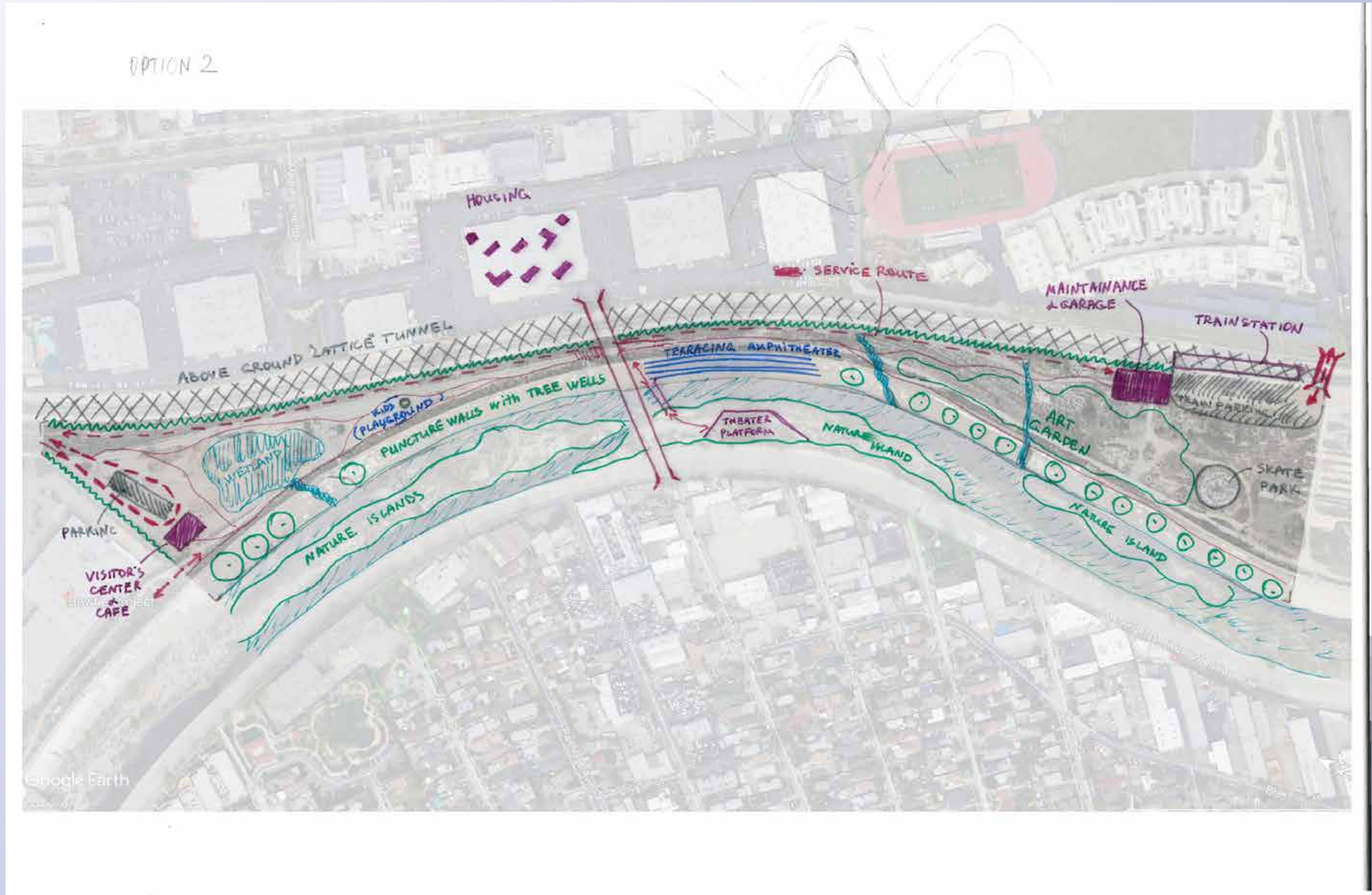
LEGEND:

- P.H.- Public Housing
- M.- Maintenance Building
- G. - Garage
- P. - Public Parking
- V.C. - Visitor's center
- Cafe

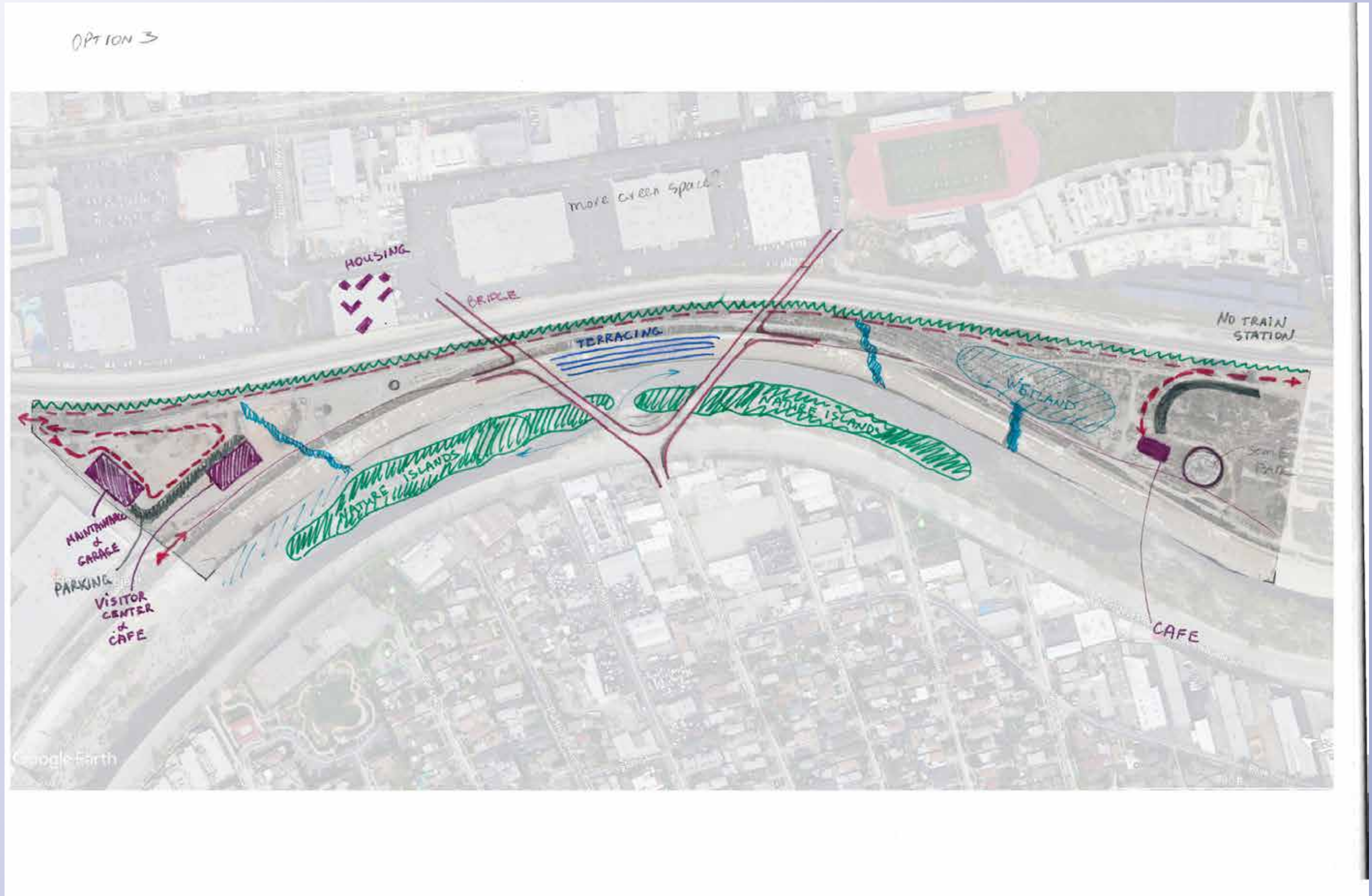
DESIGN DEVELOPMENT. OPTION 1



DESIGN DEVELOPMENT. OPTION 2.



DESIGN DEVELOPMENT. OPTION 3.



DESIGN DEVELOPMENT. OPTION 4.



INSPIRATIONS



MASTER PLAN STATEMENT: WISHBONE PARK

There are several key challenges at the Bowtie site - the existing railroad, the LA river banks covered in concrete, elongated shape, the pipied creeks, and a lack of access. The proposed Master Plan addresses lots of these issues.

It was decided to bury the existing railroad under the ground and add an underground train station that will serve Frogtown, Sotomayor High School, Fernando Road businesses and residences, and it will provide public transport access to the new park. To connect Frogtown to the park and the new train station a pedestrian and bike bridge is proposed. There is above ground parking next to the train station, it is accessible through San Fernando Road.

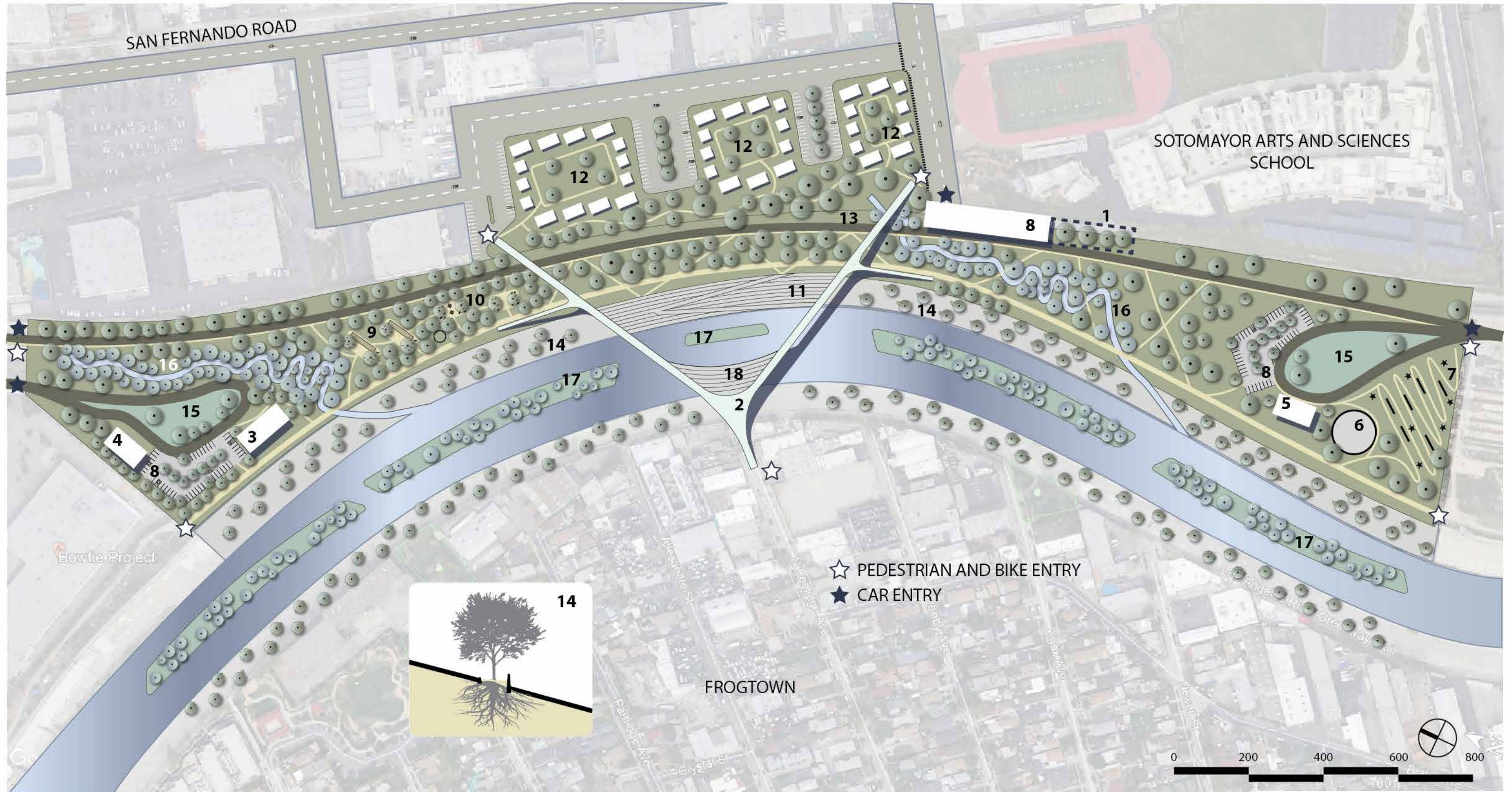
The park is divided into three parts by the bridge - left, center and right. The left side of the park will have a visitor center, a maintenance building, a cafe, car access, parking, daylighted seasonal creek, four picnic table areas with bocce ball and giant chess play areas. The right side of the park has a cafe, car access, parking, skate park inside the old turntable, an artwalk and a daylighted creek. The center of the park has an amphitheater built on the concrete shore of the LA river. The Amphitheater is accessible by a ramp or steps. The center of the bridge on the Frogtown side has a viewing platform with steps that hover over the river.

The river itself has a soft bottom and several nature islands that are planted with CA native riparian plants. These islands will absorb and slow down rainwater, they also house lots of local wildlife. The concrete shores are punctured with multiple tree wells that will filter and absorb rain water.

A fire road is proposed on top of the buried railroad - this is the only vehicular access throughout the park, used only by service vehicles. Affordable housing units are proposed on the other side of the former railroad. These townhomes have San Fernando road access, common courtyards and pedestrian bridge access to get to the park and Frogtown.

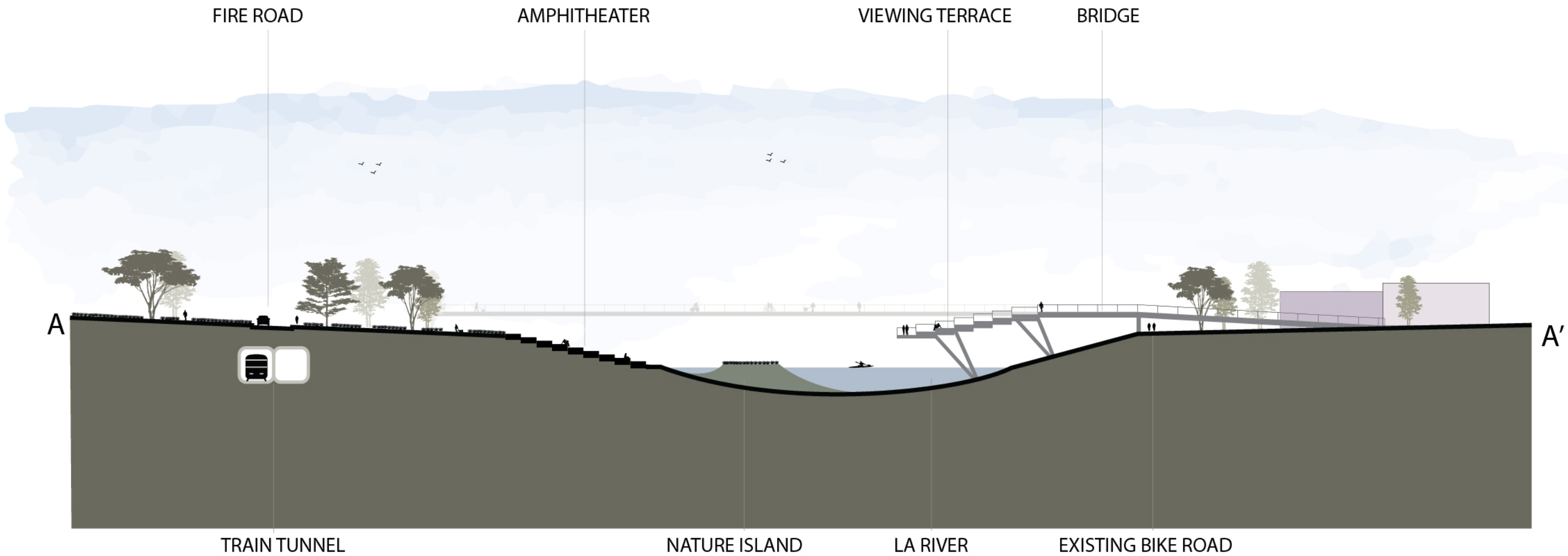
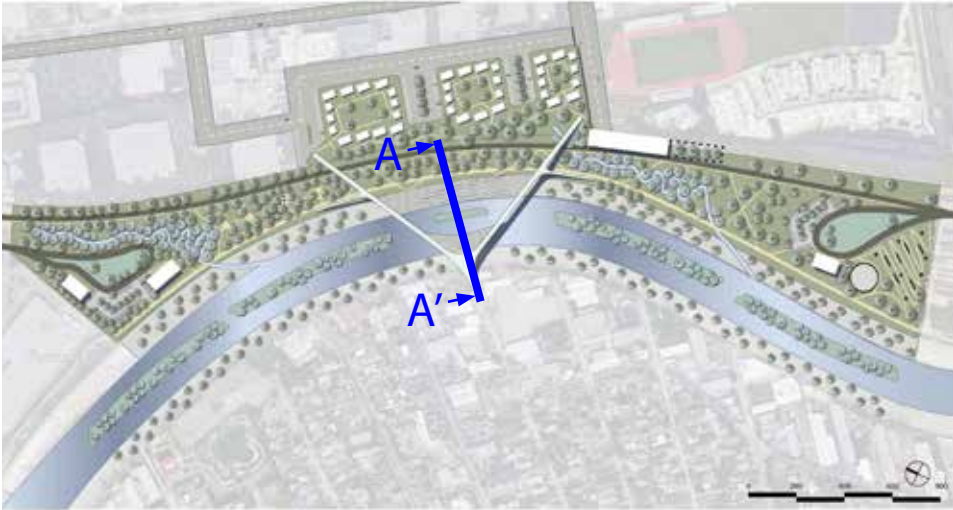
All proposed buildings have solar panels, battery storage, and rainwater collection. The park has pedestrian and bike pathways with small bridges that cross daylighted creeks. Eight drinking water fountains are spaced evenly throughout the park. Three public restrooms are located in three parts of the park - visitor center, right side cafe and train station parking garage. This park will be a fun place to visit by locals and people from around the LA area.

MASTER PLAN: WISHBONE PARK

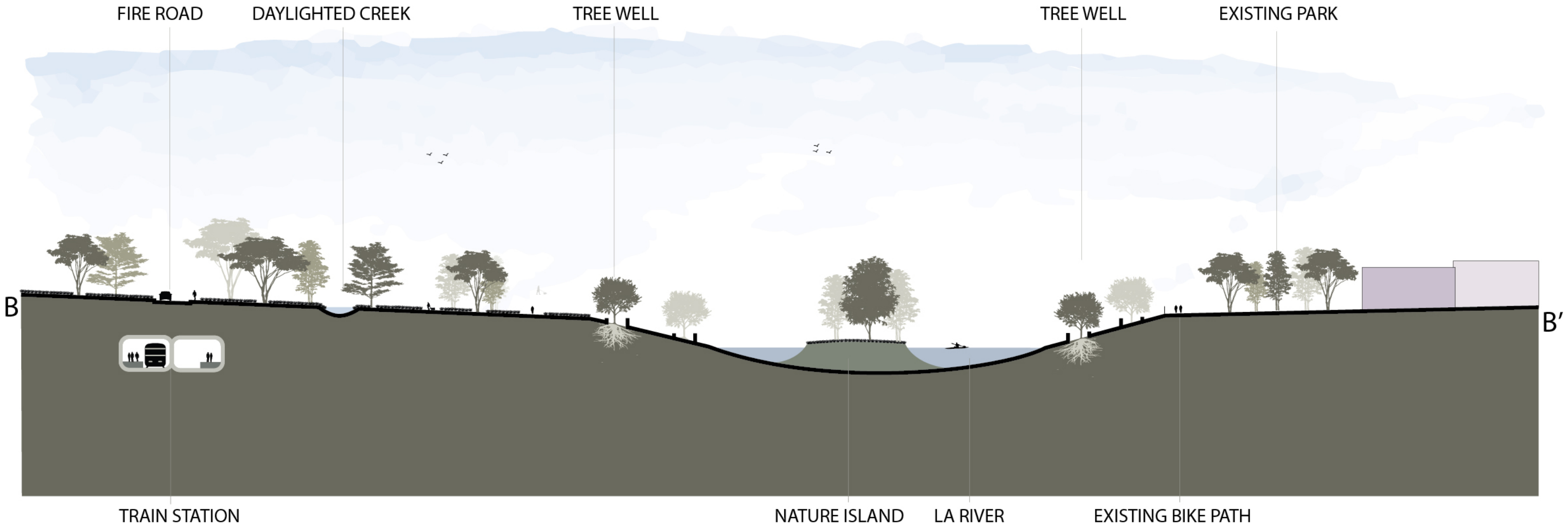
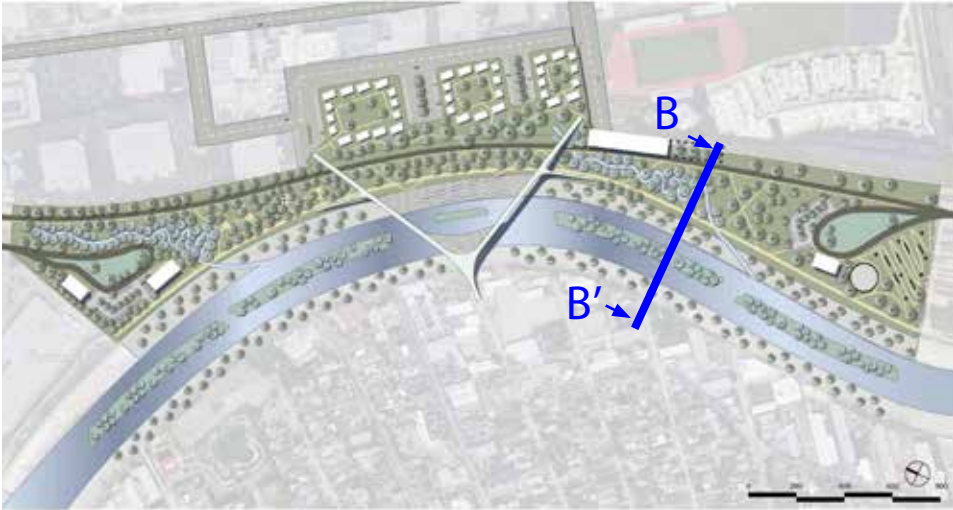


- 1 UNDERGROUND RAIL AND TRAIN STATION
 - 2 PEDESTRIAN/BIKE BRIDGE
 - 3 VISITOR'S CENTER AND CAFE
 - 4 MAINTENANCE
 - 5 CAFE
 - 6 SKATE PARK IN RAILROAD TURNTABLE
 - 7 ARTWALK
 - 8 PARKING
 - 9 PICNIC TABLES AND BOCCE BALL COURTS
 - 10 PICNIC TABLES AND GIANT CHESS
 - 11 AMPHITHEATER
 - 12 AFFORDABLE HOUSING
 - 13 FIRE/MAINTENANCE ROAD
 - 14 TREE WELLS IN CONCRETE WALL
 - 15 MEADOW
 - 16 DAYLIGHTED STREAM
 - 17 NATURE ISLANDS
 - 18 VIEWING PLATFORM
- SOLAR ON ALL ROOFS, RAIN COLLECTION OFF ALL BUILDINGS

ELEVATION AA



ELEVATION BB



PERSPECTIVE 1



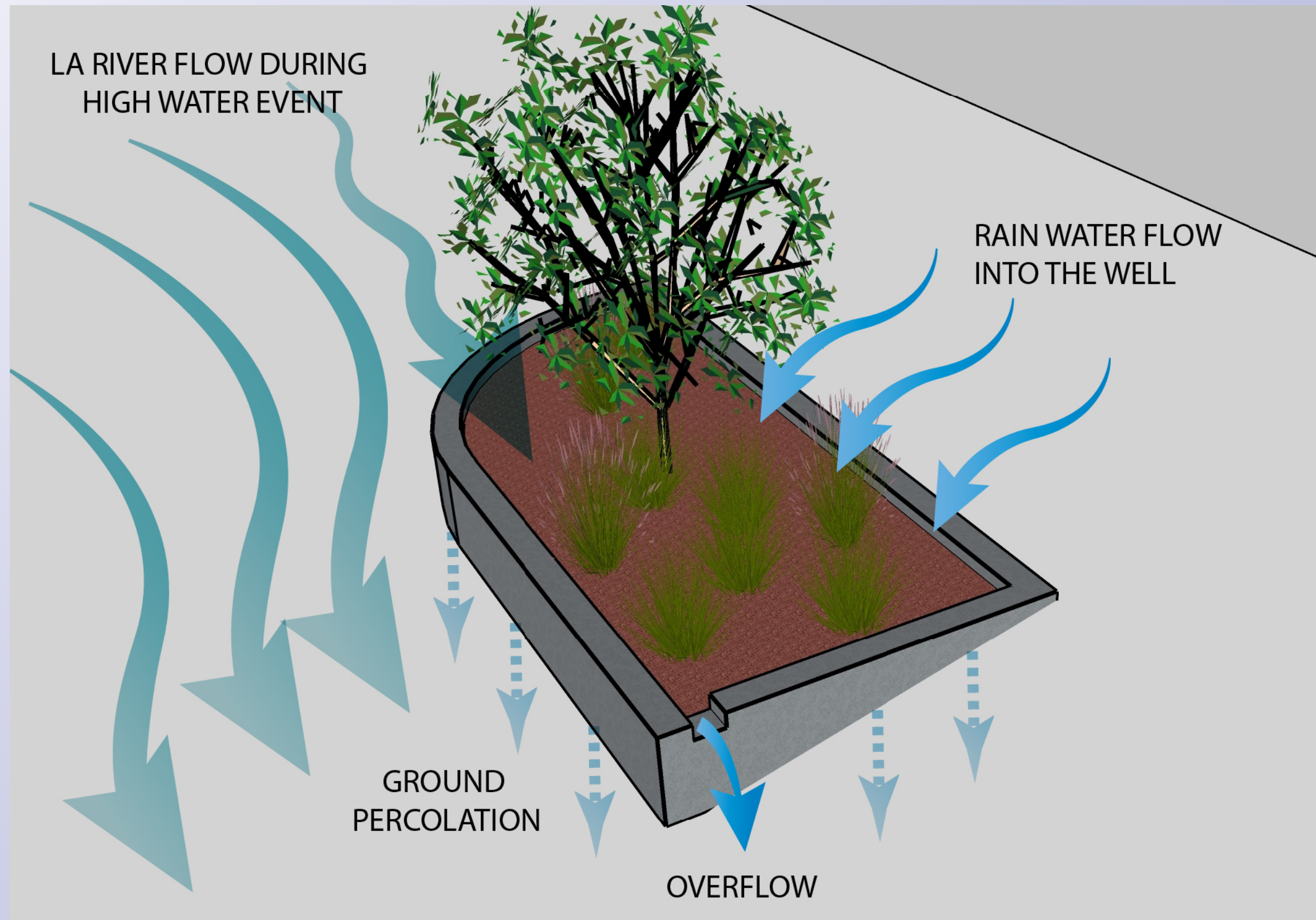
PERSPECTIVE 2



PERSPECTIVE 3



TREE WELL FUNCTION



VIDEO WALKTHROUGH

<https://www.youtube.com/watch?v=mdGZFiUWkfw>



THANK YOU!