Bridging Urban Divides

Strategies for Reconnecting and Healing Fragmented Neighborhoods

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Capstone Studio - Summer 2023
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TABLE OF CONTENTS

Project Statement

A vast network of freeways connects the sprawling City of Los Angeles. But at the neighborhood level, freeways actually disconnect and segregate communities.

This project focuses on reuniting a neighborhood divided by an urban freeway by reclaiming underused areas to create green spaces and gathering places that reconnect the community.

Personal Statement

As a newcomer of Latino heritage to Los Angeles, I feel driven by a deep appreciation for the of role community and shared spaces in fostering bonds and understanding among diverse groups.

In a city as multicultural as Los Angeles, I believe it is crucial that we actively work to break down the physical and social barriers that keep communities apart.

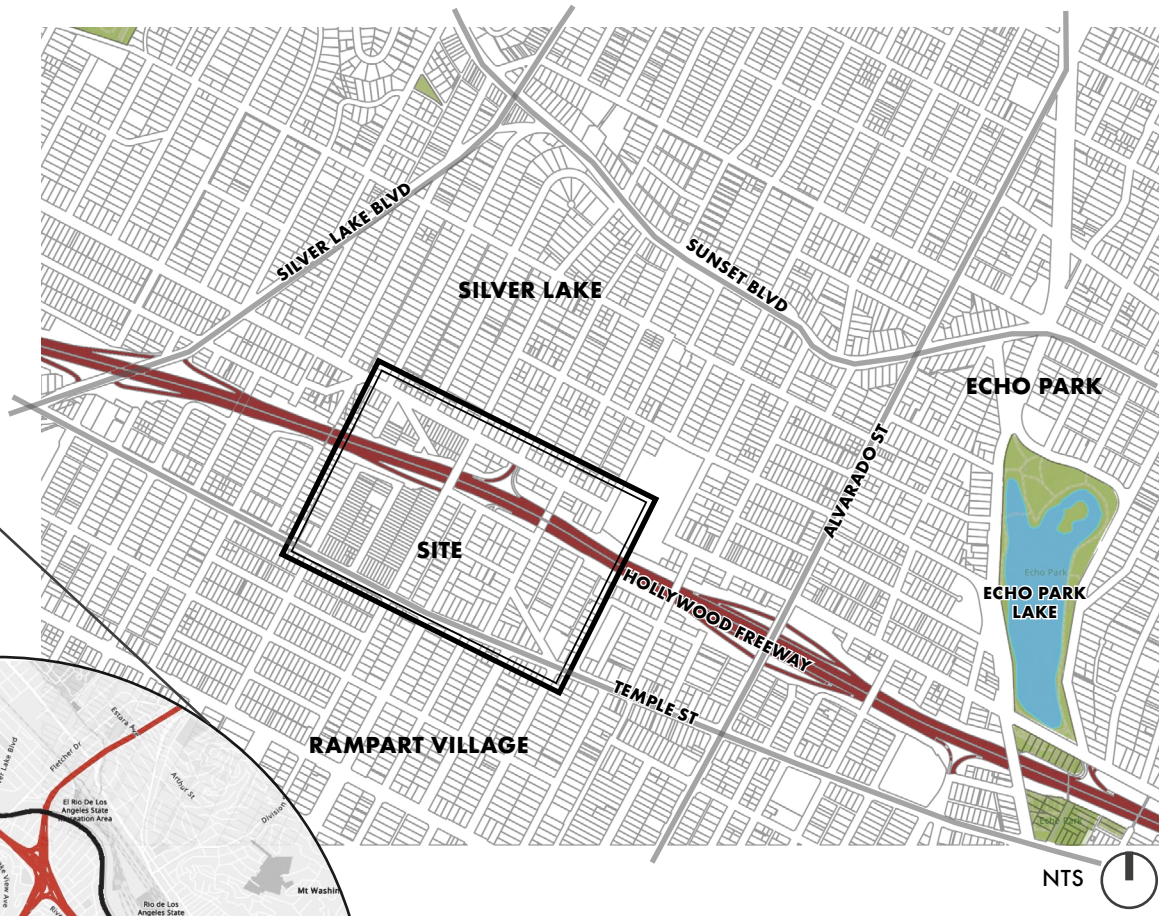
By putting our efforts into designing projects that transcend infrastructure and focus on reclamation and revitalization, we can create a future where freeways will no longer define our neighborhoods but where green spaces will serve as the stitches to mend the torn fabric of the city and become symbols of unity and progress.

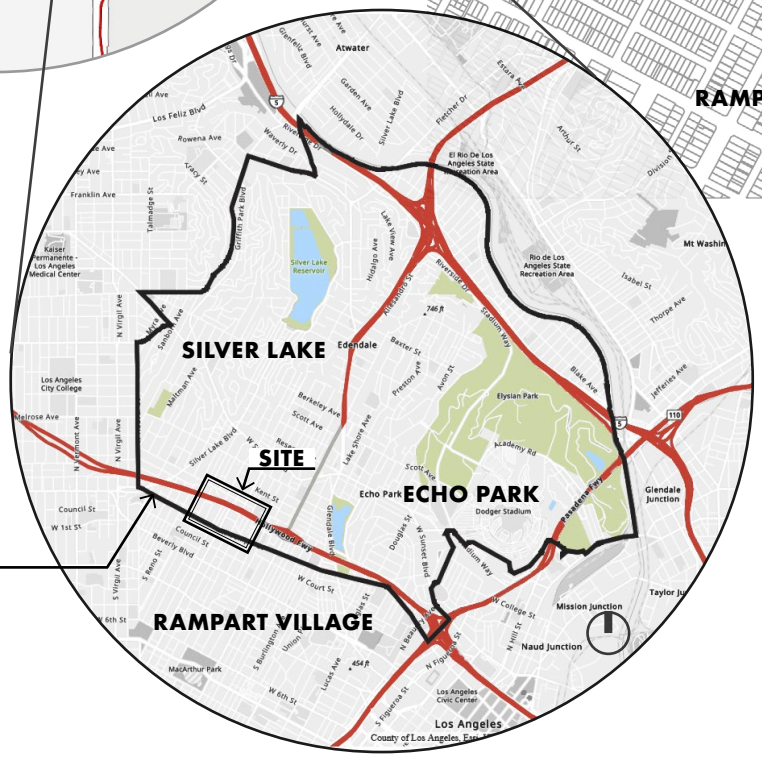
Acknowledgements

To my Instructor, Meg Coffee, for her guidance.

To my family, Adam and Sofia.

SITE LOCATION



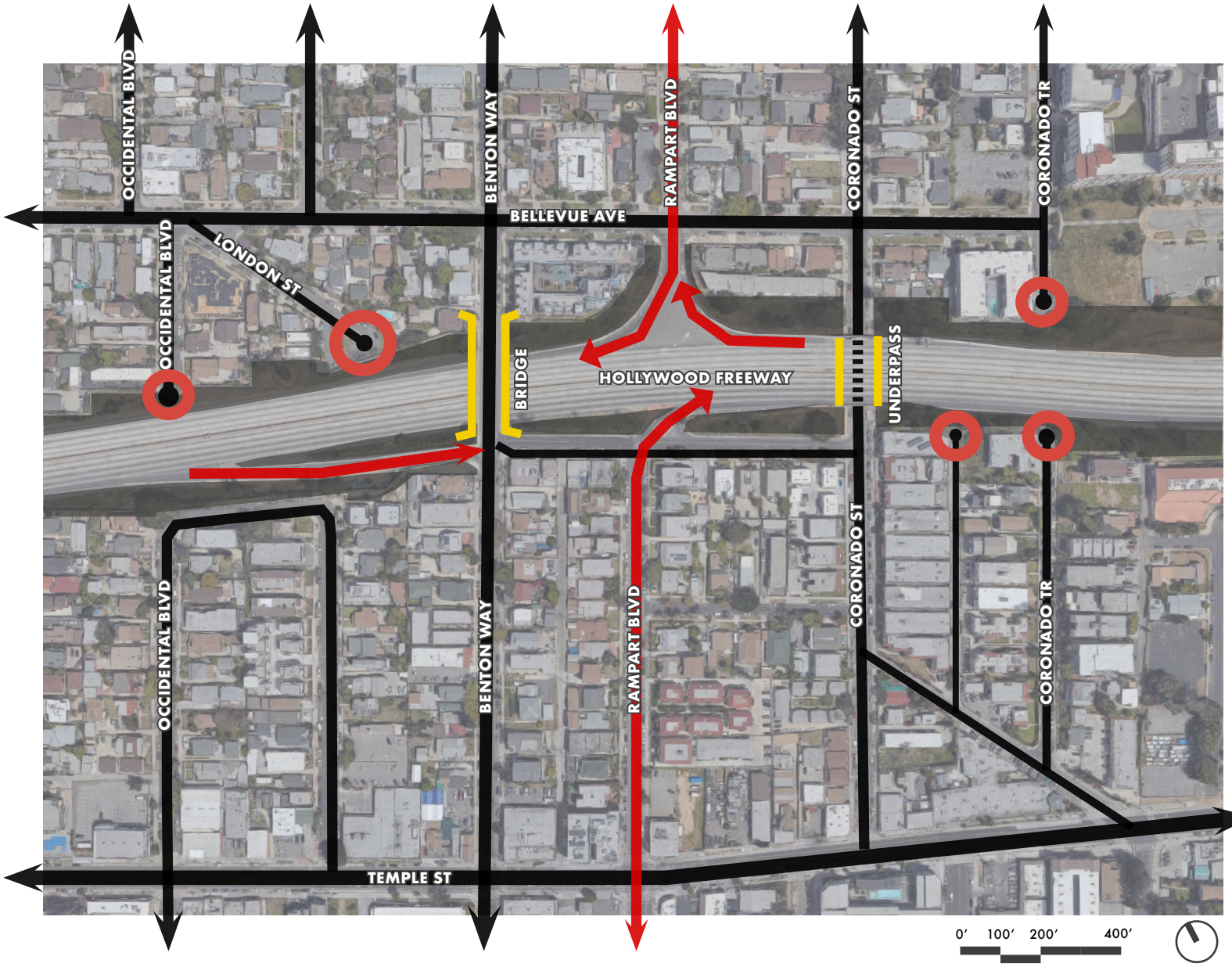


Silver Lake - Echo Park - Elysian Valley Community Plan Boundary

The site is a section of the Hollywood Freeway in the Silver Lake - Temple Street area.

The site is part of the Silver Lake - Echo Park - Elysian Valley Community Plan.

SITE LOCATION



Site Overview:

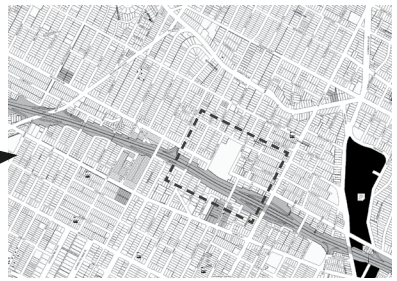
- **Bridge** above the freeway on Benton Way

- **Underpass** through Coronado Street

- **Freeway ramps** on Rampart Boulevard

- Five **dead-end streets**

- Only available open spaces are the **freeway embankments**



PROJECT JUSTIFICATION

Los Angeles City's urban sprawl has led to the construction of numerous freeways that connect distant places and make daily commutes faster for drivers. The Hollywood Freeway, finished in 1954, connected within its 10 miles, Downtown L.A. to the San Fernando Valley, allowing people to live in the suburbs and work in the city.

It became the first to be built through heavily populated areas, often targeting non-white and non-affluent communities, displacing families and fragmenting neighborhoods.

The freeway interrupted the urban fabric, resulting in dead-end streets that restricted movement across the freeway, affecting primarily pedestrians and cyclists creating problems such as low walkability and increased vehicular dependency.

The third section of the Hollywood Freeway, a 2.5-mile stretch between Grand Avenue and Silver Lake Boulevard, opened to traffic in 1951. It bisected Echo Park, separating the recreational lake from its adjacent playgrounds. Its construction also generated a series of residual spaces that, lacking ownership, became garbage dumps or dangerous areas that discourage foot traffic and threaten the safety of communities.

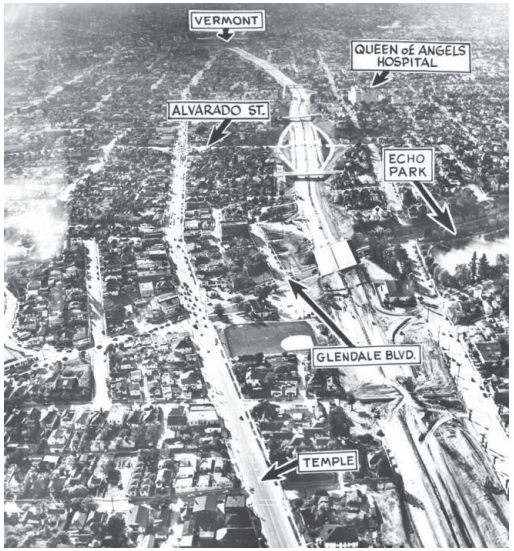
Furthermore, urban freeways are a significant source of air pollution, noise pollution, and visual pollution, which take a toll on the comfort and health of neighbors and the economic value of adjacent properties.

How can we have the advantages of freeways without suffering from their negative impacts?

Finding strategies to mitigate these impacts and restore and reconnect neighborhoods previously fragmented by the freeway can give these damaged communities a second chance to thrive and enjoy the benefits of being part of a healthy and safe urban environment.

Page 6 and 7 Text References:
- Hollywood Versus the Freeway (kcet.org)
- This Date in Los Angeles Transportation History (metroprimaryresources.info)
- Hollywood Freeway Spans Magic and Might of L.A. (latimes.com)

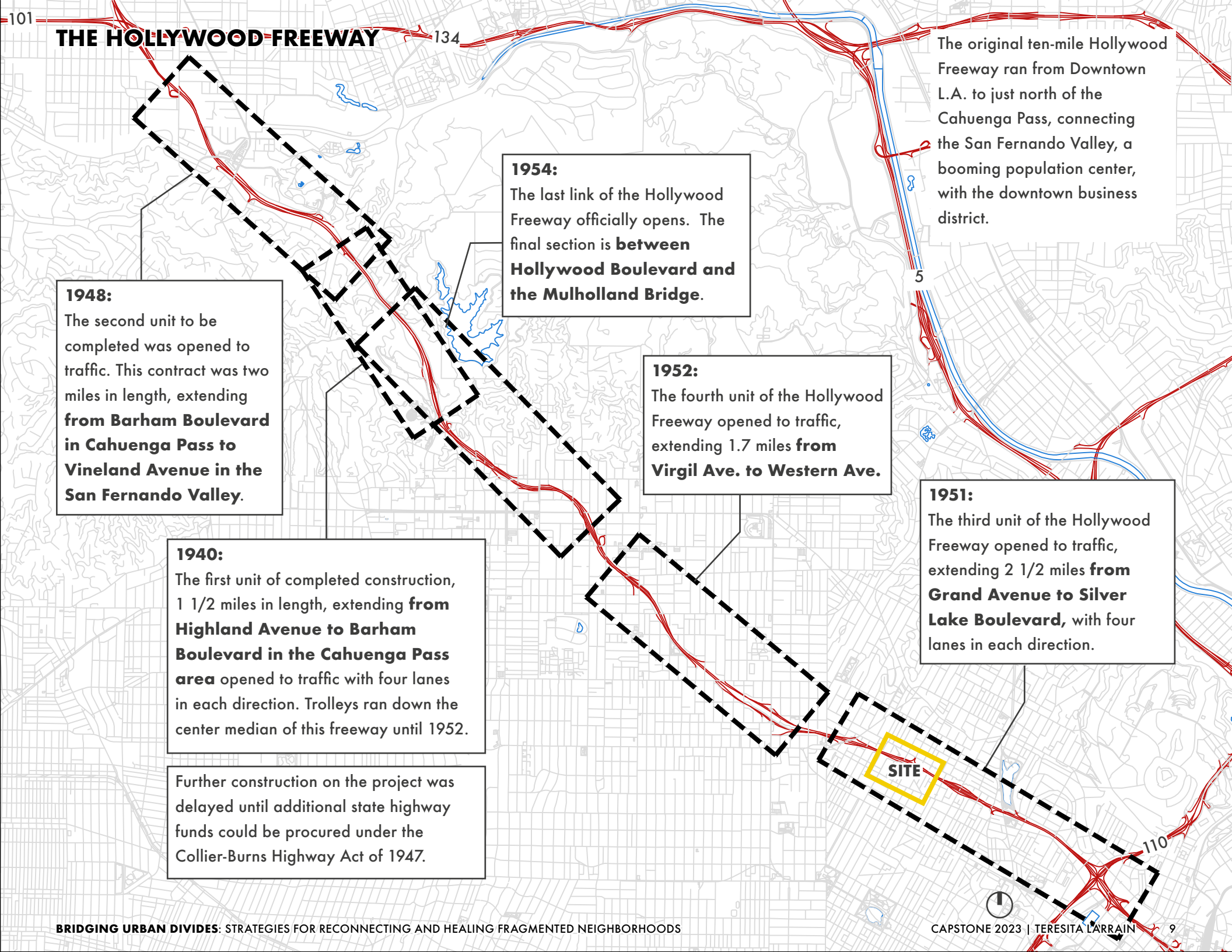
View of Rampart Blvd. and Temple St., where a large "hole" had been dug into the ground for the construction of one unit of the projected Hollywood Freeway, the Benton Way Bridge. Circa 1946.
Image Source: TESSA Digital Collection of the Los Angeles Public Library (tessa2.lapl.org)



Aerial view looking west towards Hollywood shows the partially completed Hollywood Freeway. New freeway runs parallel to Temple, then converges near Vermont. April, 1950.
Image Source: TESSA Digital Collection of the Los Angeles Public Library (tessa2.lapl.org)

Photograph caption dated December 28, 1950 reads, "Fastest car rolled past Queen of Angeles Hospital; 20 seconds later it was at Silver Lake Boulevard, end of new link." Photograph was edited for publication purposes.
Image Source: TESSA Digital Collection of the Los Angeles Public Library (tessa2.lapl.org)

THE HOLLYWOOD FREEWAY



The original ten-mile Hollywood Freeway ran from Downtown L.A. to just north of the Cahuenga Pass, connecting the San Fernando Valley, a booming population center, with the downtown business district.

1954:
The last link of the Hollywood Freeway officially opens. The final section is **between Hollywood Boulevard and the Mulholland Bridge**.

1948:
The second unit to be completed was opened to traffic. This contract was two miles in length, extending **from Barham Boulevard in Cahuenga Pass to Vineland Avenue in the San Fernando Valley**.

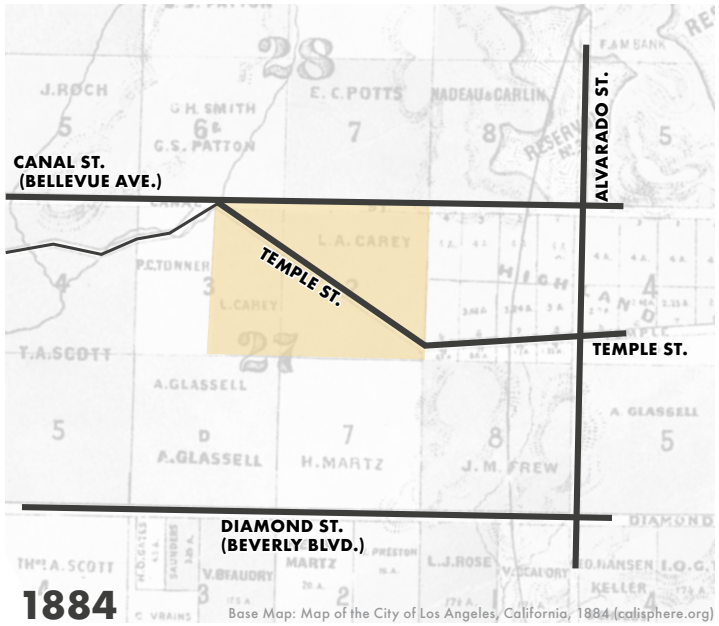
1952:
The fourth unit of the Hollywood Freeway opened to traffic, extending 1.7 miles **from Virgil Ave. to Western Ave.**

1951:
The third unit of the Hollywood Freeway opened to traffic, extending 2 1/2 miles **from Grand Avenue to Silver Lake Boulevard,** with four lanes in each direction.

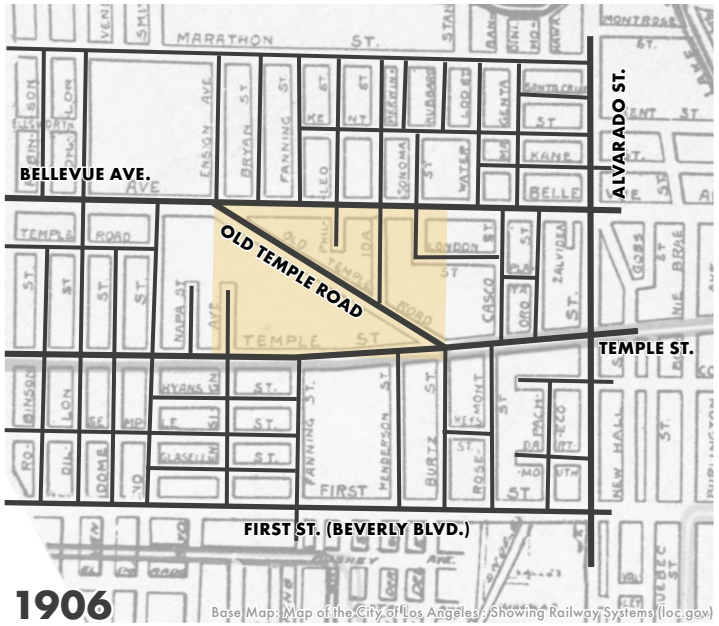
1940:
The first unit of completed construction, 1 1/2 miles in length, extending **from Highland Avenue to Barham Boulevard in the Cahuenga Pass area** opened to traffic with four lanes in each direction. Trolleys ran down the center median of this freeway until 1952.

Further construction on the project was delayed until additional state highway funds could be procured under the Collier-Burns Highway Act of 1947.

SITE HISTORY

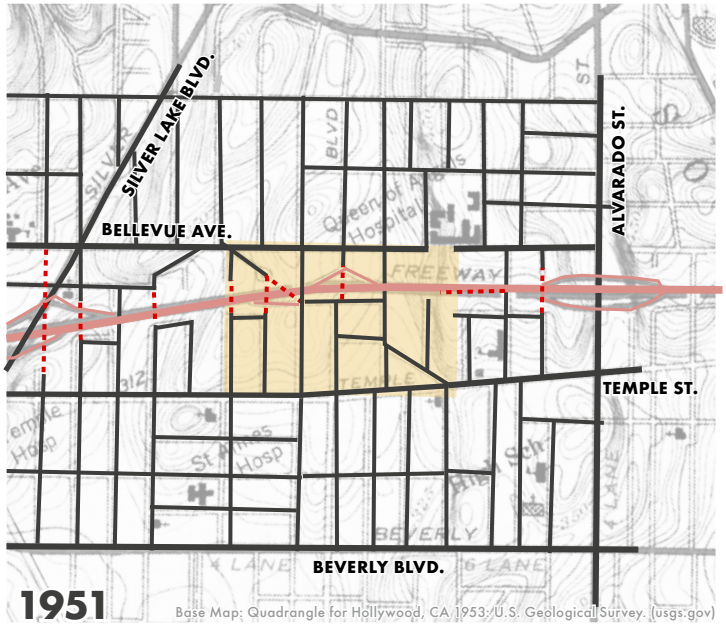


Base Map: Map of the City of Los Angeles, California, 1884 (calisphere.org)



Base Map: Map of the City of Los Angeles : Showing Railway Systems (loc.gov)

Base Map: Los Angeles Quadrangle, United States Geologic Survey, 1928 (lamag.com)



Base Map: Quadrangle for Hollywood, CA 1953. U.S. Geological Survey. (usgs.gov)

1884
- Site is one piece of land crossed by Temple Street.

1906
- Area is developed as suburbs west of Downtown L.A.
- Extension of Temple Street to the west.

1928
- Site is developed as a residential neighborhood.

1953
- Hollywood Freeway bisects the site, dividing the neighborhood and interrupting the continuity of many streets.

STREETS
DEMOLISHED STREET
HOLLYWOOD FREEWAY
SITE AREA

Site History Maps

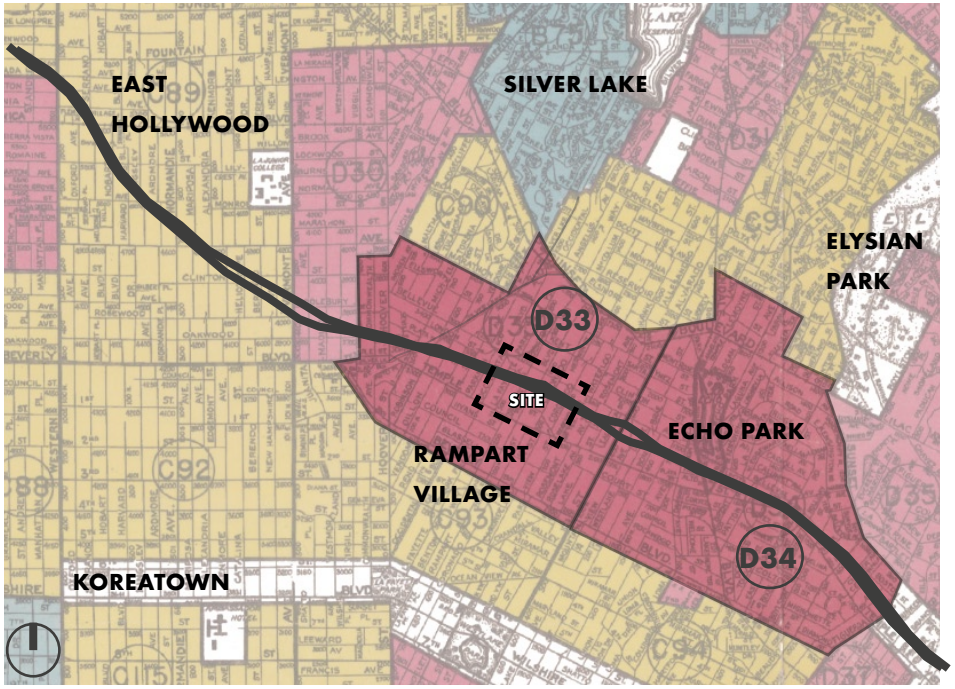
NTS

FRAGMENTED NEIGHBORHOODS

Portions of the Hollywood freeway were built through neighborhoods that the 1939 Home Owners Loan Corporation (HOLC) map of Los Angeles cataloged as **"Hazardous Areas, characterized by detrimental influences in a pronounced degree, under-desirable population or an infiltration of it."**

For example, the description of area **D33** mentioned that the *"population is extremely heterogeneous (...). These adverse racial influences which are noticeably increasing inevitably presage lower values, rentals, and a rapid decrease of residential desirability."*

The freeway came to fragment mixed-race, working-class neighborhoods already devalued and stigmatized by discriminatory loan practices.



1939 Home Owners Loan Corporation (HOLC)
Map of Los Angeles

Base Map: Mapping Inequality: Redlining in New Deal America. University of Richmond's Digital Scholarship Lab (dsl.richmond.edu)

LOS ANGELES AREAS BY GRADE

Area	Grade
12%	A "Best"
20%	B "Still Desirable"
46%	C "Definitely Declining"
22%	D "Hazardous"

LEGEND

- Vacant
- Single Family Residential
- Multiple 2 to 4 Families
- Unlimited Multiple Residential
- Institutional
- Commercial
- Industry
- Utilities
- Recreational
- Agricultural
- Open Spaces
- Problem Uses

Outline of Hollywood Freeway overlaid on the 1939 City of Los Angeles Land Survey

Base Map: WPA Land Use Survey Map for the City of Los Angeles, Book 6 (Hollywood District to Boyle Heights District), 1939 (calisphere.org)

The freeway also created a physical barrier that disrupted the social and economic fabric of the neighborhood, making it difficult for residents to access services, employment, and social amenities, leading to economic and social isolation.

The fragmentation also decreased property values and deter investment in the area, leading to a decline in economic growth.

STREET GANGS

Gangs of Los Angeles Map (2023) (google.com/maps)


Source: gerilewis.wordpress.com


Source: streetgangs.com


Source: reddit.com - Los Angeles, V. Temple Street 13.


Source: youtube.com - Crazy War Story Temple Street 13 VS MS-13 18 Street & Other Rivals

CRIMINAL ACTIVITY

Varrio Temple Street [TST], the street gang claiming ownership in the project's site area, is among the oldest street gangs in Los Angeles. Founded in the early 1920s by Filipino and Mexican Youth, they have a unique history of being a racially diverse gang, especially during the 1970s and 1980s, when they had black, Filipino, and White members.

Today the gang participates in various criminal activities, including drug trafficking, extortion, robbery, assault, and homicide. They are known for their involvement in drug distribution, particularly narcotics like cocaine and methamphetamine.

The Temple Street Gang has long-standing rivalries with other gangs, particularly Hispanic gangs in Los Angeles, such as the 18th Street Gang and the Mara Salvatrucha (MS-13). These rivalries have led to violent conflicts and gang-related homicides over the years.

Since the Hollywood Freeway construction, the gang still claims territory on both sides of the freeway, but criminal activity has concentrated on the south area, in the Rampart Village Neighborhood.

MARKED TERRITORY

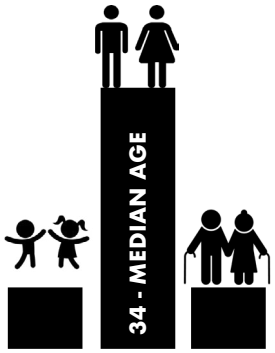
Street gang graffiti is a visual manifestation of the often detrimental influence of gangs on neighborhoods. These markings, while serving as territorial claims and identifiers for gang members, have profound negative effects on the communities they inhabit.

Gang graffiti contributes to a sense of insecurity and fear among residents, deterring them from public spaces and limiting community cohesion.

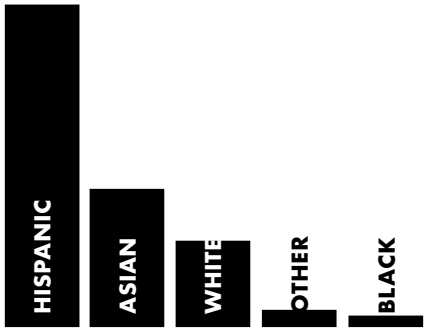
The aggressive visual presence of such graffiti also lowers property values and can discourage economic development in affected areas.

Source:
- streetgangs.com
- wikipedia.com / Temple Street (gang)

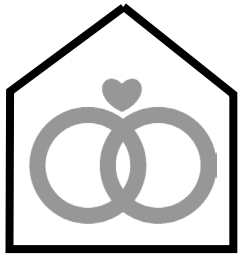
DEMOGRAPHICS (90026 ZIP CODE)



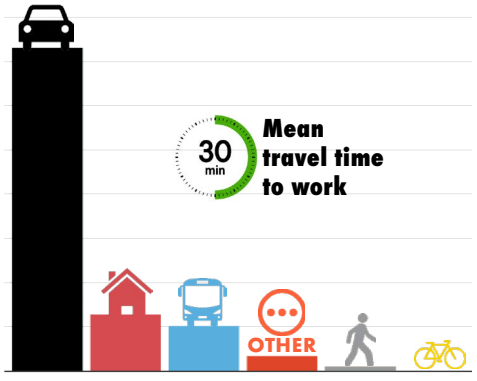
AGE



RACE - ETHNICITY



Married Couples



TRANSPORTATION TO WORK

- Neighborhood residents come from **diverse racial backgrounds**, mainly Hispanic.

- Most residents are **adults of working age**.

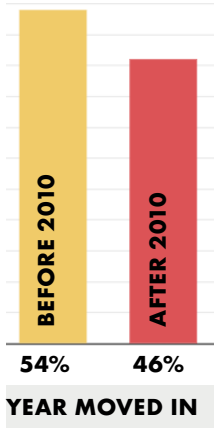
- Median income and property values are lower on the site location than in the rest of the neighborhood district.

- The presence of the freeway is considered a **detrimental externality affecting the local economy**.

ECONOMY

Census Tract 1958.02 Los Angeles, CA

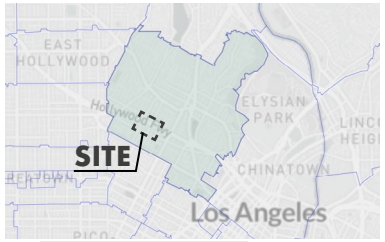
Population: 2,928
0.2 square miles
18,839.8 people x square mile



YEAR MOVED IN

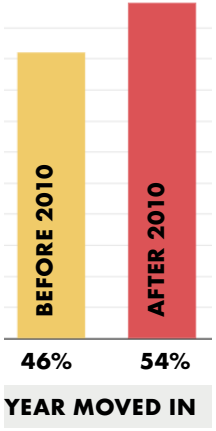
$61,458
HOUSEHOLD INCOME
(Los Angeles: $69,778)

$897,000
HOUSING
(Los Angeles: $705,900)



90026 ZIP Code Los Angeles, CA

Population: 65,921
4 square miles
16,358.6 people x square mile



YEAR MOVED IN

$70,436
HOUSEHOLD INCOME

$962,100
HOUSING

Source: Census Reporter (censusreporter.org)

RECONNECT

THE URBAN FABRIC

- Increase multi-modal accessibility.

- Enhance safety.

- Strengthen local economy.

WITH NATURE

- Mitigate the urban heat island effect.

- Improve public health.

- Support wildlife.

THE COMMUNITY

- Create a sense of place.

- Invite diverse users.

- Focus on neighborhood amenities.

DESIGN METHODOLOGY

1. Walkable City:

- Promote **walkable communities** with a focus on human-scale design.
- Reconnect neighborhoods through **pedestrian-friendly streetscapes**, public spaces, and transportation networks.

2. Complete Streets:

- Create safe, accessible, and **connected transportation networks** that promote active transportation and reduce dependence on single-occupancy vehicles.
- Design **streets for all users**, including pedestrians, cyclists, transit riders, and motorists.

3. Smart Growth:

- Use **underutilized areas** to create public spaces and promote safety.
- Design communities that promote **social equity and environmental sustainability.**

4. Place-making:

- Creating vibrant, welcoming, and culturally relevant public spaces that reflect the **unique character and identity of a community**, designing public spaces that are responsive to the needs and aspirations of residents.

5. Tactical Urbanism:

- Reconnect neighborhoods through inexpensive community-driven and **quick design interventions** like colorful crosswalks that can be easily implemented and modified based on feedback from the community.

A public space in Columbia Heights, Washington, D.C.
cnu.org

JTA Complete Streets Program, Jacksonville, Florida
mbakerintl.com

JC Walks Pedestrian Enhancement Plan
street-plans.com

Source:
- Smart Growth America - Complete Streets (smartgrowthamerica.org)
- Smart Growth Principles (smartgrowth.org)
- Project for Public Spaces - Placemaking (pps.org)
- Street Plans - Tactical Urbanism (street-plans.com)

DESIGN GUIDELINES

SILVER LAKE - ECHO PARK - ELYSIAN VALLEY COMMUNITY PLAN

STREETSCAPE

Provide for coordinated streetscape design that includes street lighting, street furniture, and sidewalk/crosswalk improvements in the public rights-of-way.

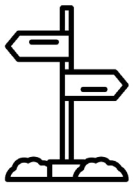
STREET TREES

Select species which:
- Enhance the pedestrian character, and convey a distinctive high quality visual image for the streets.
- Are drought-and smog tolerant, fire resistant, and complement existing street trees.

Hierarchy for street trees:
- Major Accent Trees at entry locations, intersections, and activity centers.
- Street Trees Species selected to distinguish one neighborhood,district, or street from another. In residential neighborhoods the trees should be full, to provide shade and color. Ornamental or Special Plantings along the street frontages, such as linkages to pedestrian walkways and plazas, ornamental trees providing shade and color should be utilized to emphasize and focus attention to those places.

SIDEWALKS/PAVING

Re-pave existing sidewalks in pedestrian-oriented areas to create a distinctive pedestrian environment.



SIGNAGE

Provide distinctive signage which identifies principal entries to unique neighborhoods, cultural centers, ethnically identifiable areas, historic structures and districts, and public buildings and parks.

LOS ANGELES CITY - CITYWIDE DESIGN GUIDELINES

PEDESTRIAN-FIRST DESIGN

- Promote a safe, comfortable and accessible pedestrian experience for all.
- Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.
- Design projects to actively engage with streets and public space and maintain human scale.

CLIMATE-ADAPTED DESIGN

- Enhance green features to increase opportunities to capture stormwater and promote habitat.

SITE PLANNING

Utilize landscaping and/or berms to buffer occupants from nearby nuisances that emit noise and/or pollutants.

Source:
- Los Angeles City - Citywide Design Guidelines (planning.lacity.org)
- Silver Lake - Echo Park - Elysian Valley Community Plan (planning.lacity.org)
- City of Los Angeles Complete Streets Design Guide

BOOKS AND INSPIRATION

"Walkable City: How Downtown Can Save America, One Step at a Time" by Jeff Speck:
- Walkability is key to creating vibrant, sustainable cities that promote social interaction and economic growth. Walkable cities can have a range of benefits, including improved public health, reduced traffic congestion, increased economic activity, and a stronger sense of community.

"Soft City: Building Density for Everyday Life" by David Sim:
- Emphasizes the importance of creating human-scale, walkable neighborhoods that foster social interaction and community engagement, and designing cities that are resilient and adaptable to changing conditions, such as climate change and economic shifts.
- Density can be a tool for promoting sustainability, by reducing the need for automobile use and promoting the more efficient use of resources.

"The Social Life of Small Urban Spaces" by William H. Whyte:
- The success of public spaces depends on their ability to facilitate social interaction and foster a sense of community. Small public spaces, such as plazas and parks, can be just as important as larger public spaces in fostering social interaction and community engagement.
- Identifies several key factors that contribute to the success of public spaces, including seating, sun, water, food, and trees and strategies for creating more inviting and usable public spaces, such as providing seating and shade, creating visual interest, and promoting pedestrian traffic.

"The Power Broker" by Robert A. Caro:
- Biography of Robert Moses, who wielded immense power in shaping urban development in New York City. Moses used his positions of power in the New York City government and various public authorities to build numerous highways, bridges, parks, and other infrastructure projects, often at the expense of low-income communities and neighborhoods.

"The High Line" by James Corner Field Operations and Diller Scofidio + Renfro
- This book documents the design and construction of the High Line in Manhattan. It offers insights into the challenges and opportunities of designing green spaces on elevated structures.

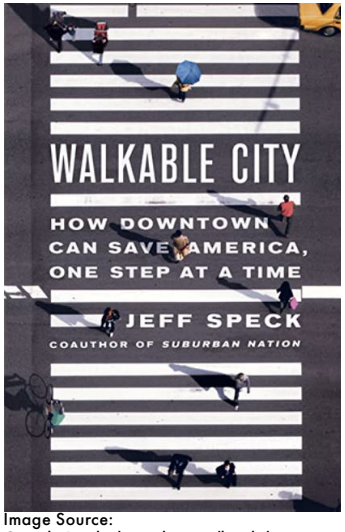
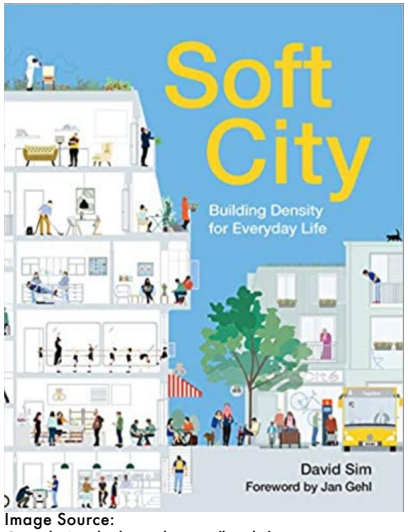


Image Source:
Google Books (google.com/books)



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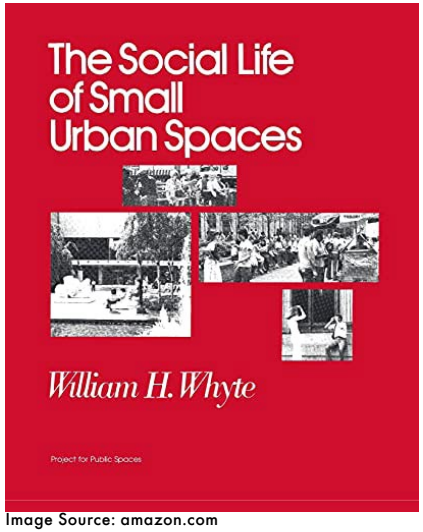
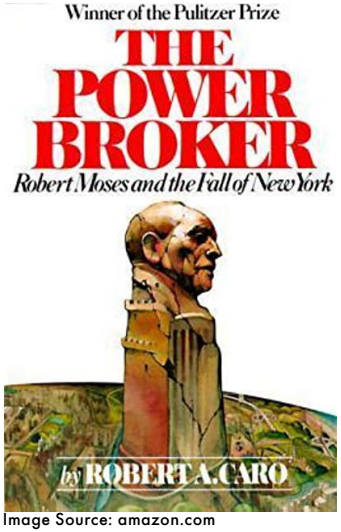


Image Source: amazon.com



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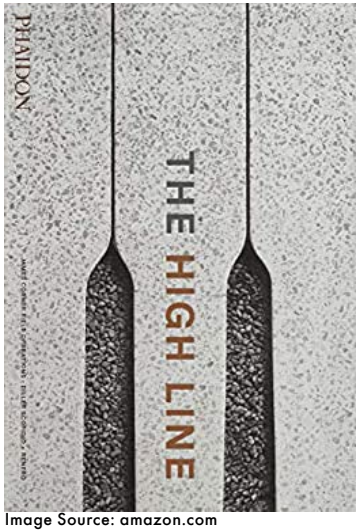
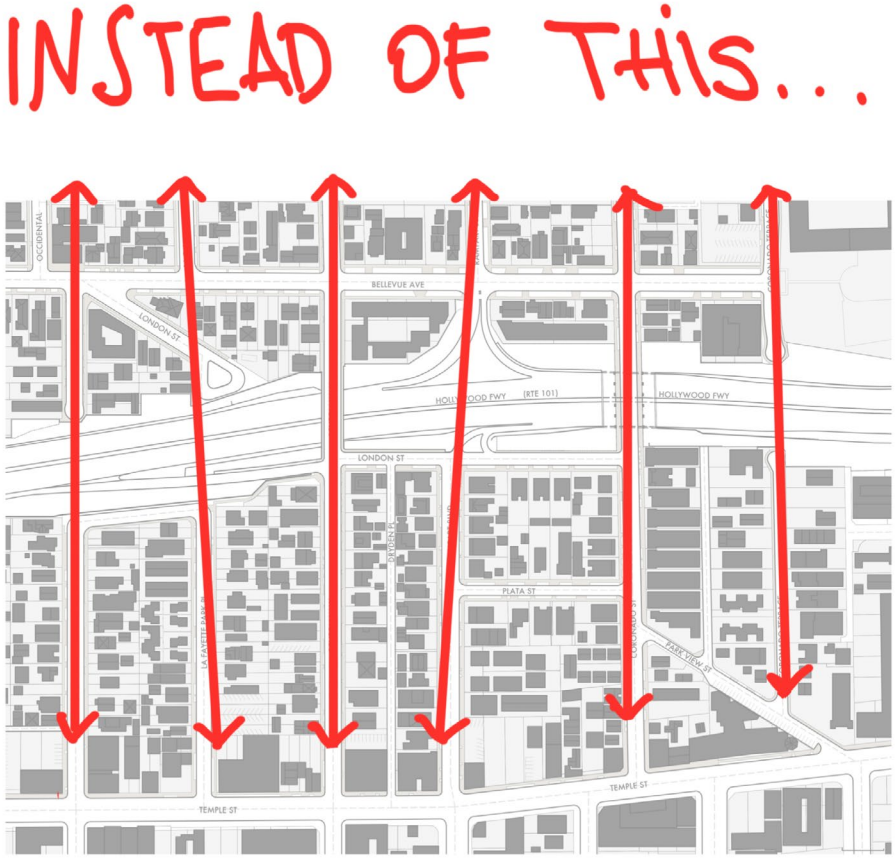
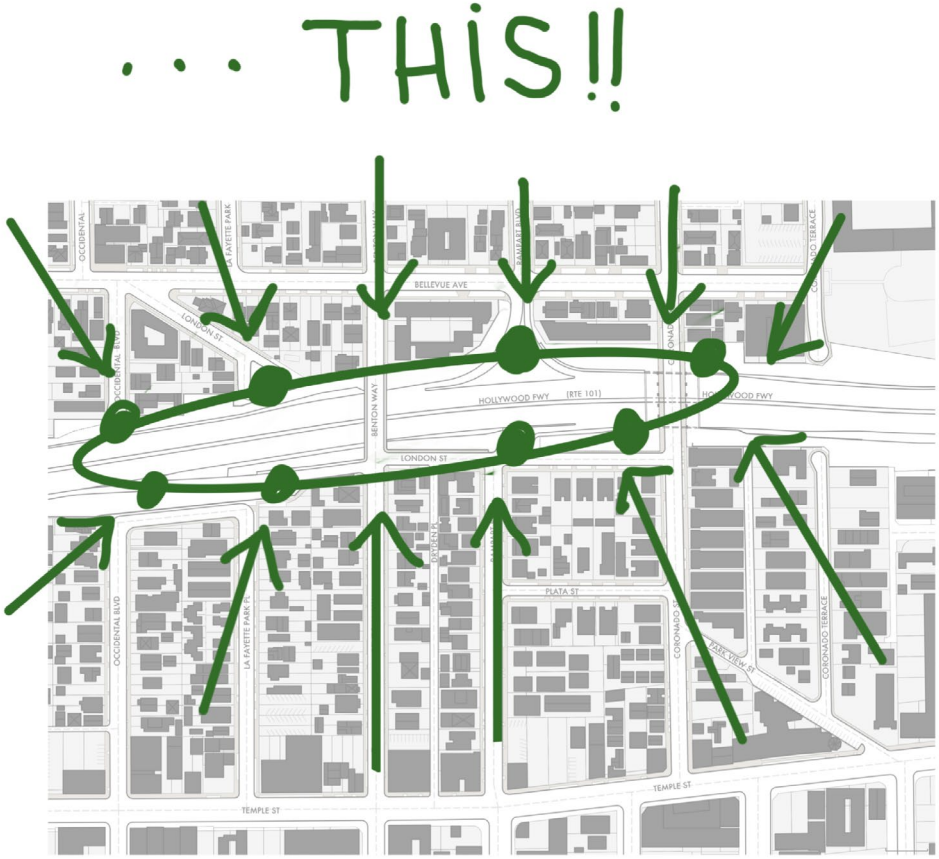


Image Source: amazon.com

RECONNECTION STRATEGIES

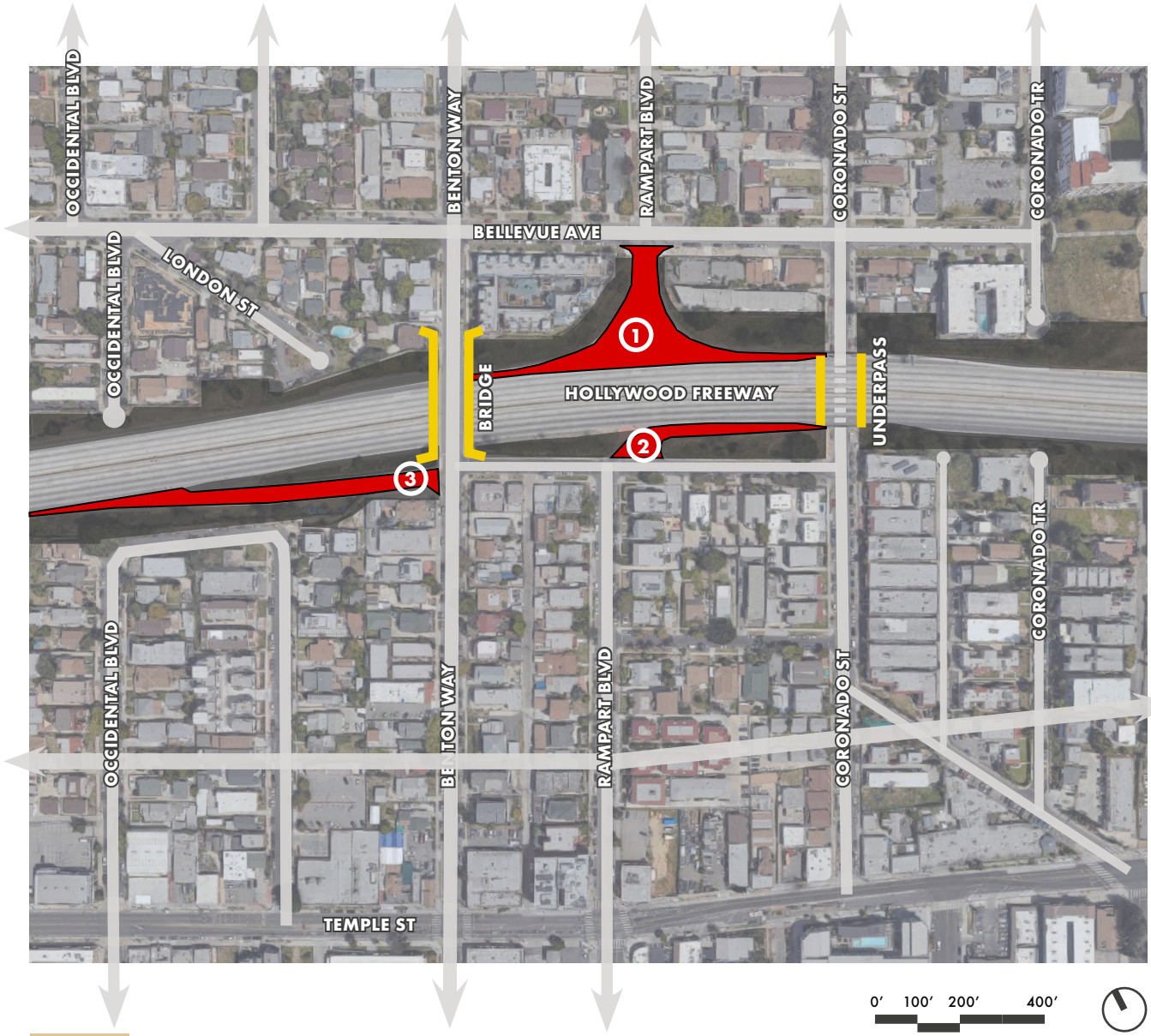
Instead of only reconnecting streets, the primary reconnection strategy for this project focuses on creating interconnected spaces that bring together people from both sides of the freeway, reimagining the freeway structure as a bonding element for the community.


INSTEAD OF THIS...
BELLEVUE AVE
LONDON ST
HOLLYWOOD FWY
(RTE 101)
PLATA ST
TEMPLE ST
PARK VIEW ST


... THIS!!
BELLEVUE AVE
LONDON ST
HOLLYWOOD FWY
(RTE 101)
PLATA ST
TEMPLE ST
PARK VIEW ST

RECONNECTION STRATEGIES

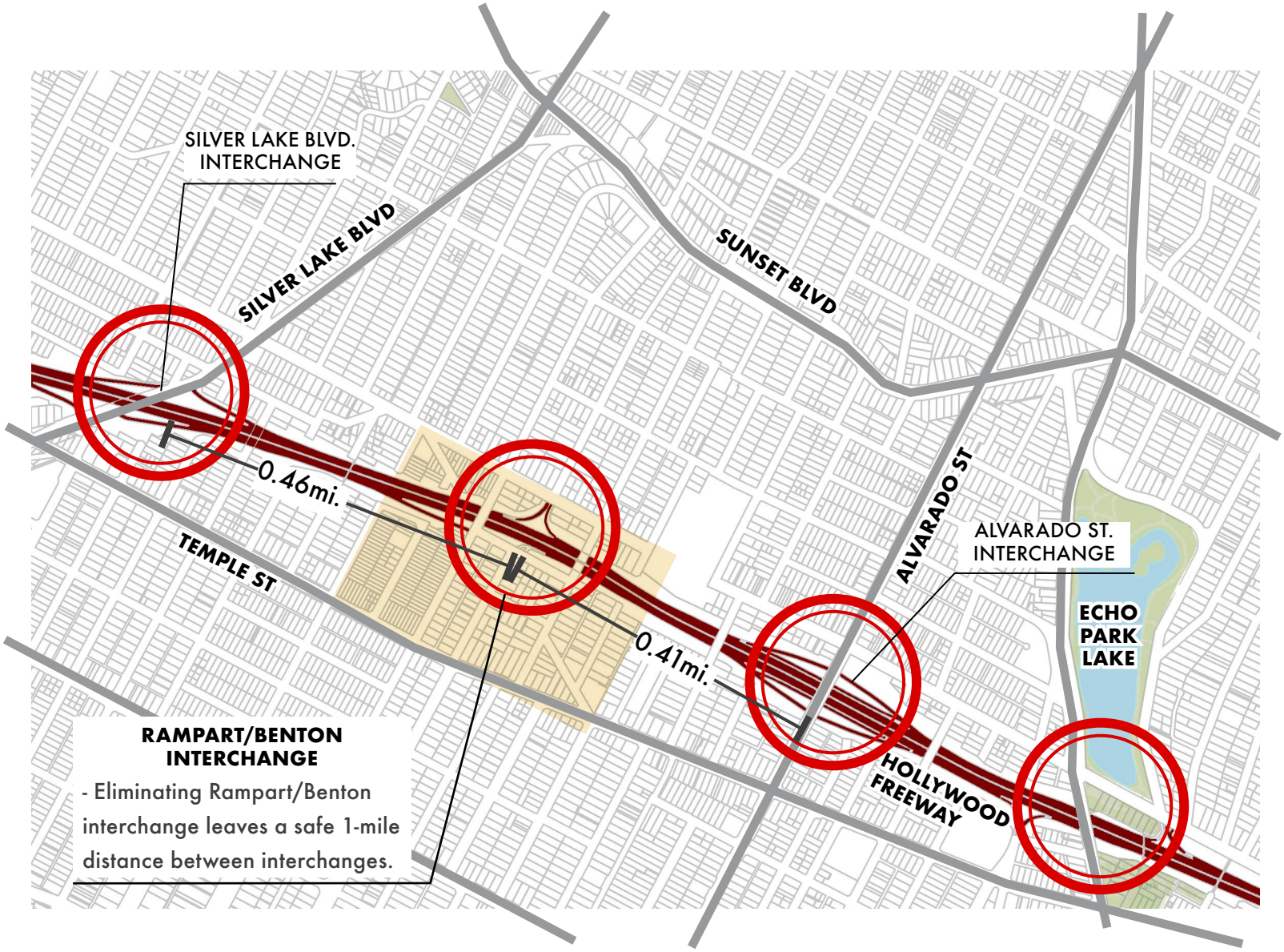
ELIMINATE FREEWAY RAMPS



A major project decision to achieve the reconnection goals is to eliminate the freeway ramps on the site, which currently feed from small local streets, compromising safety and increasing vehicular traffic in the neighborhood.

RECONNECTION STRATEGIES

ELIMINATE FREEWAY RAMPS



In this area of the freeway, ramps are **1/2 mile apart**. Eliminating the interchange on the site will bring the freeway up to **current design standards**, which require ramps to be at least at a **1-mile distance** for safety reasons.

LEGEND

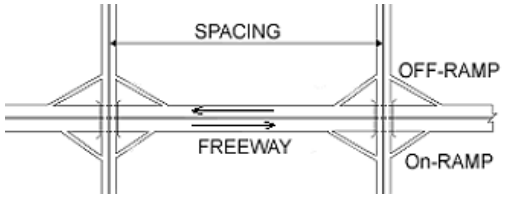
- HOLLYWOOD FREEWAY
- ARTERIAL STREETS
- INTERCHANGE
- SITE

0 250′ 500′ 1000′

Highway Design Manual Chapter 500 Traffic Interchanges
Topic 501 - General. 501.3 - Spacing

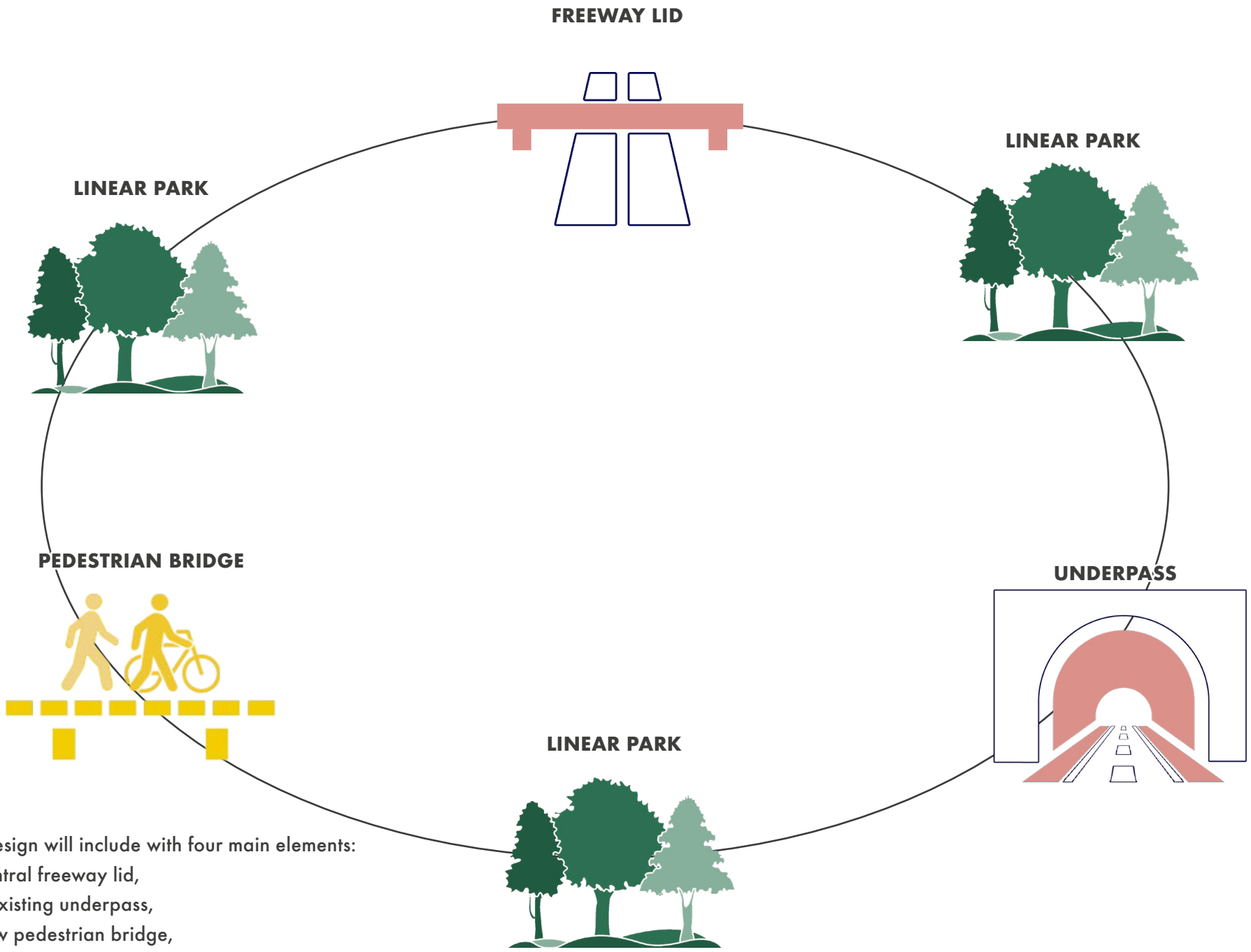
The minimum interchange spacing shall be one mile in urban areas, (...) and two miles between freeway-to-freeway interchanges and other interchanges.

These minimum distances are measured between centerlines of adjacent intersecting roadways.



RECONNECTION STRATEGIES

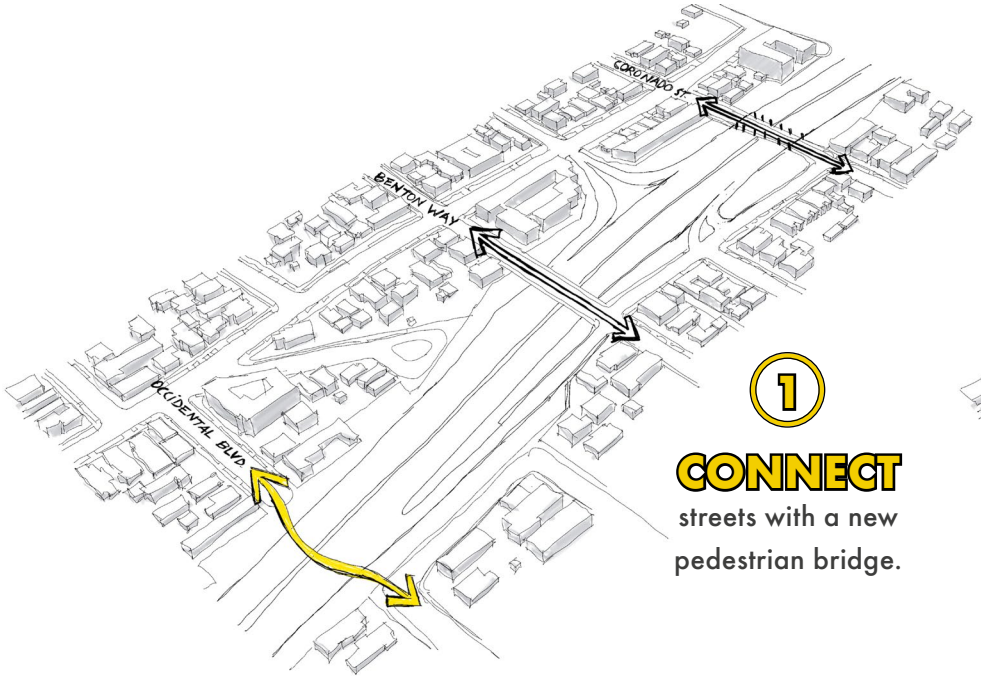
MAIN ELEMENTS



The design will include with four main elements:
- a central freeway lid,
- the existing underpass,
- a new pedestrian bridge,
- and a linear park that unites them all.

RECONNECTION STRATEGIES

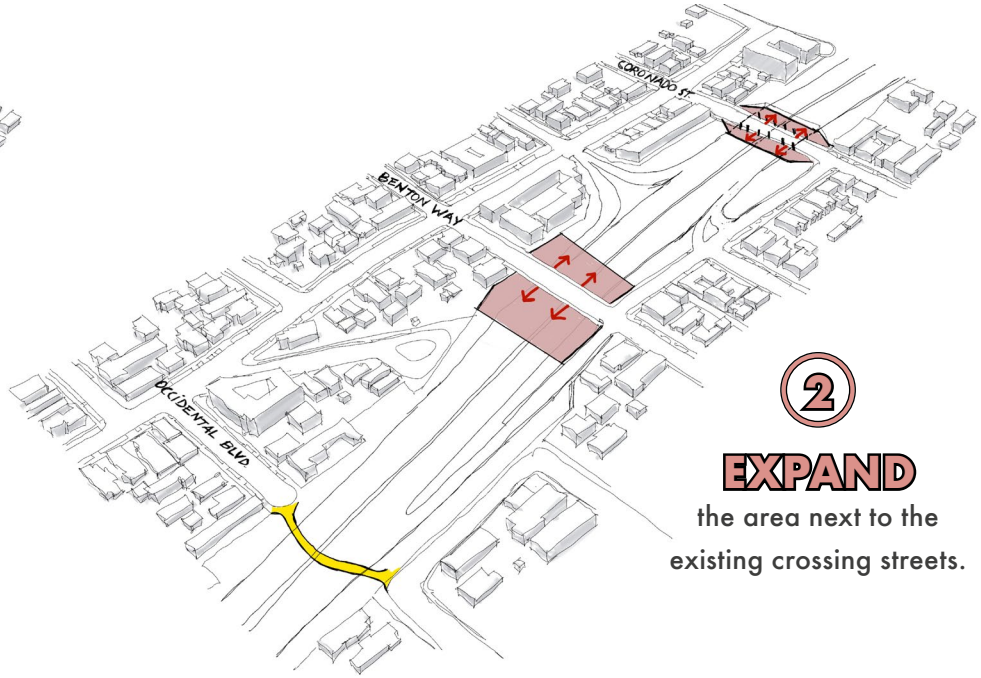
RECONNECTION STEPS



1

CONNECT

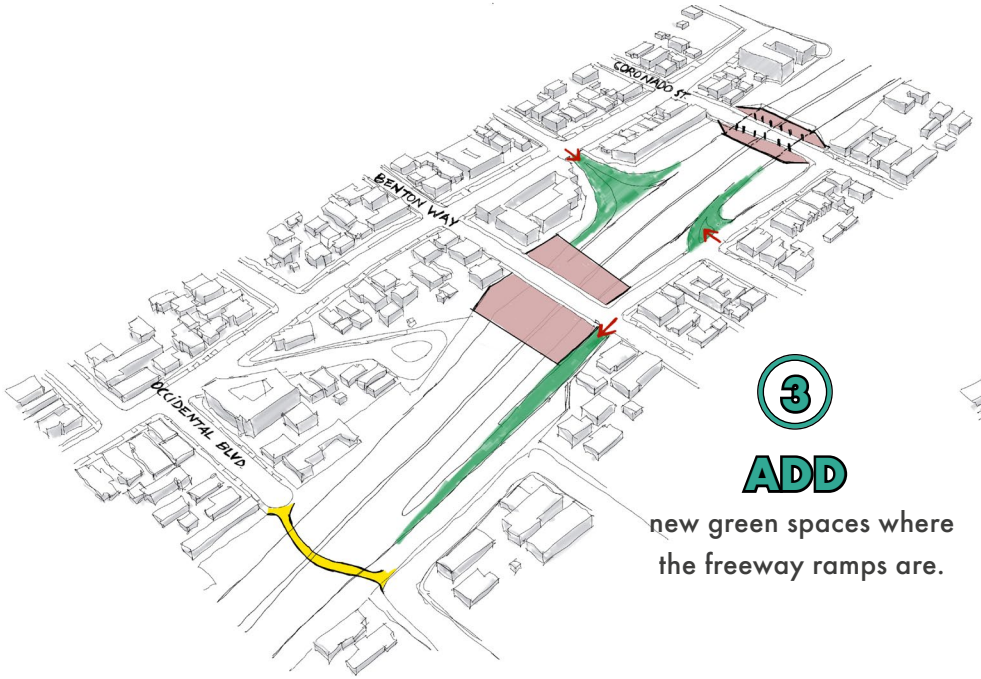
streets with a new pedestrian bridge.



2

EXPAND

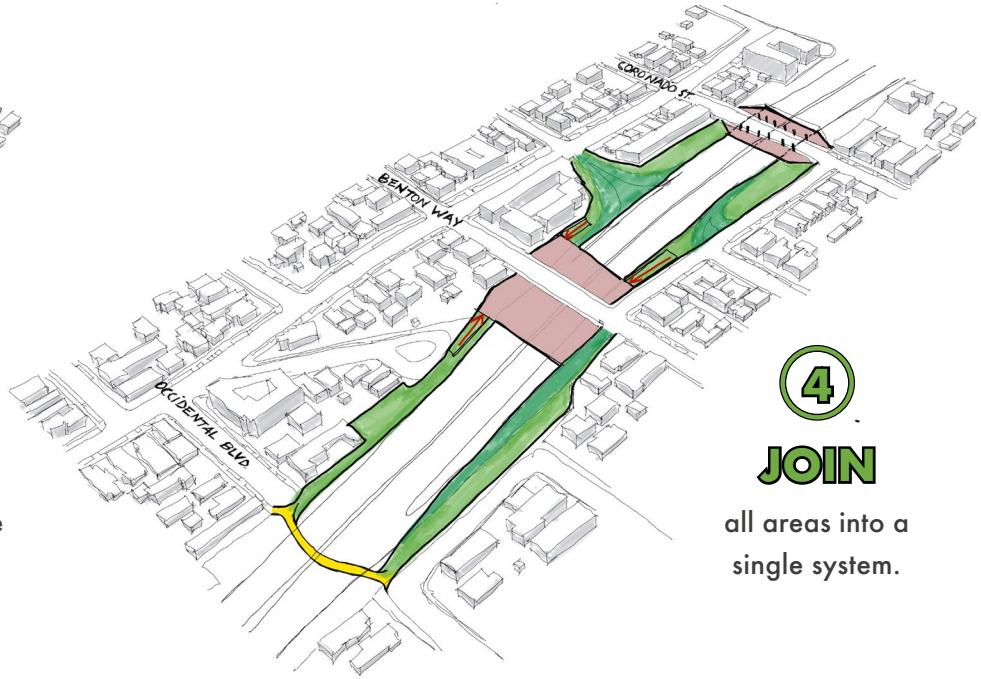
the area next to the existing crossing streets.



3

ADD

new green spaces where the freeway ramps are.



4

JOIN

all areas into a single system.

CASE STUDIES

KLYDE WARREN PARK

Location: Dallas, TX
Designer: OJB Landscape Architecture
Area: 5.2-acre
Year: 2012

- Freeway lid public space that physically, socially, and culturally **connects two districts**.

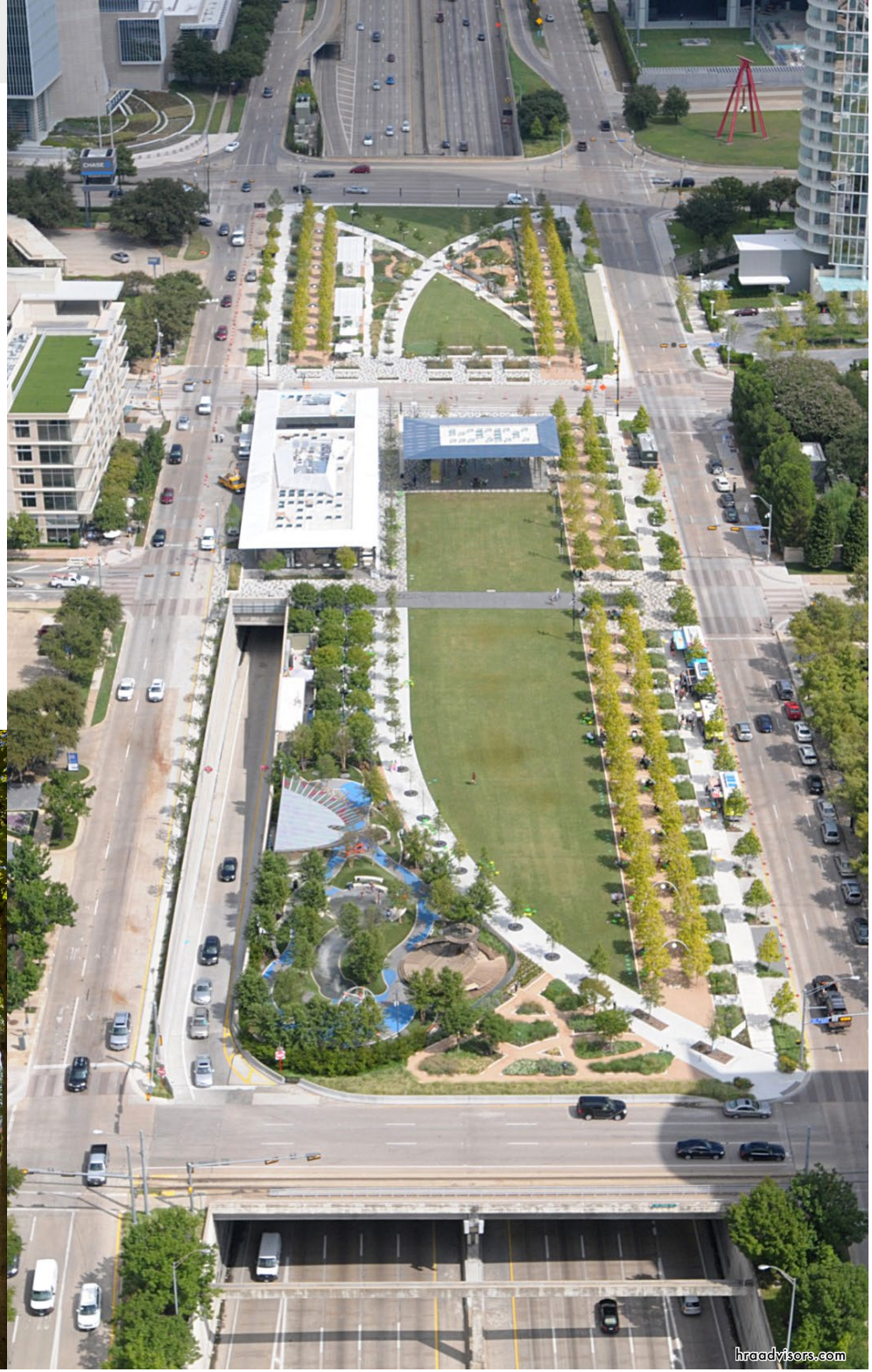
- Includes a pedestrian promenade and **numerous garden spaces for the community.**

- **Free daily events** such as yoga classes, family activities, and concerts.

- Added approximately 1/2 mile of walkable streetscapes, **connecting and encouraging walking** within the area.

- The park is **50% permeable**, compared to 100% impermeable freeway it covers.

Source:
- klydewarrenpark.org
- Landscape Performance Series (landscapeperformance.org)
- ASLA - Klyde Warren Park - Bridging the Gap in Downtown Dallas (asla.org)



RICARDO LARA LINEAR PARK

Location: Lynwood, California
Designer: SWA Group
Area: 5.25-acre
Year: 2014

- **Reclaims fallow land along the freeway corridor**, creating a high-value community amenity.

- **Reconnects neighborhoods on either side of the freeway** with a continuous path.

- Amenities focus on **exercise, education, and play**.

- Expands **tree canopy coverage to 48 percent**.

- **Basins and bioswales** treat the runoff from the adjacent Caltrans embankment.

Source:
- SWA Group - Ricardo Lara Linear Park (swagroup.com)
- Landscape Performance Series (landscapeperformance.org)
- ASLA - Repairing the Rift: Ricardo Lara Linear Park (asla.org)

UNDERPASS PARK

Location: Toronto, ON
Area: 2.5 acre

- Column archways are uplit in bright colors, providing an animated night experience and aiding in **wayfinding and a sense of safety**.

- A **public art layer** was integrated into the underside of the structure to reduce the oppressive character of the heavy structures above.

Source:
- ASLA - Underpass Park (asla.org)
- The Planing Partnership (planpart.ca)

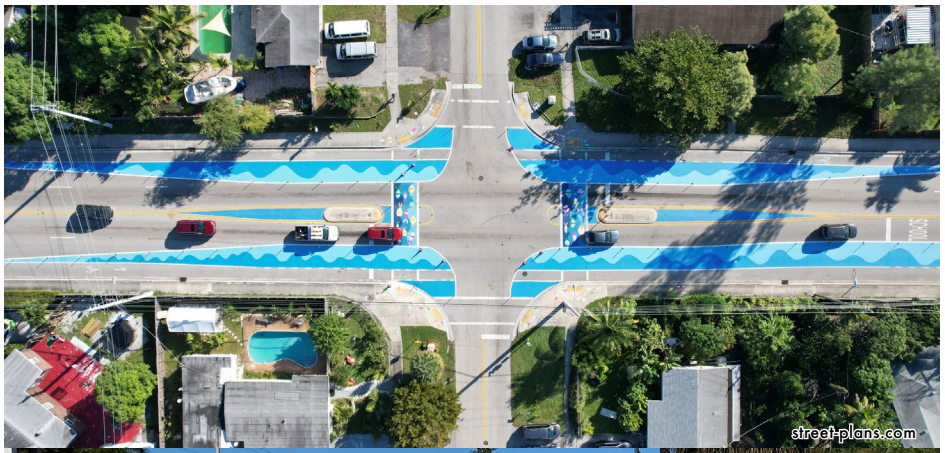
BTACTICAL COMPLETE STREETS

Location: Broward County, FL

- Lane reduction by **re-striping the travel lanes and creating a painted bike lane buffer** and crosswalks.

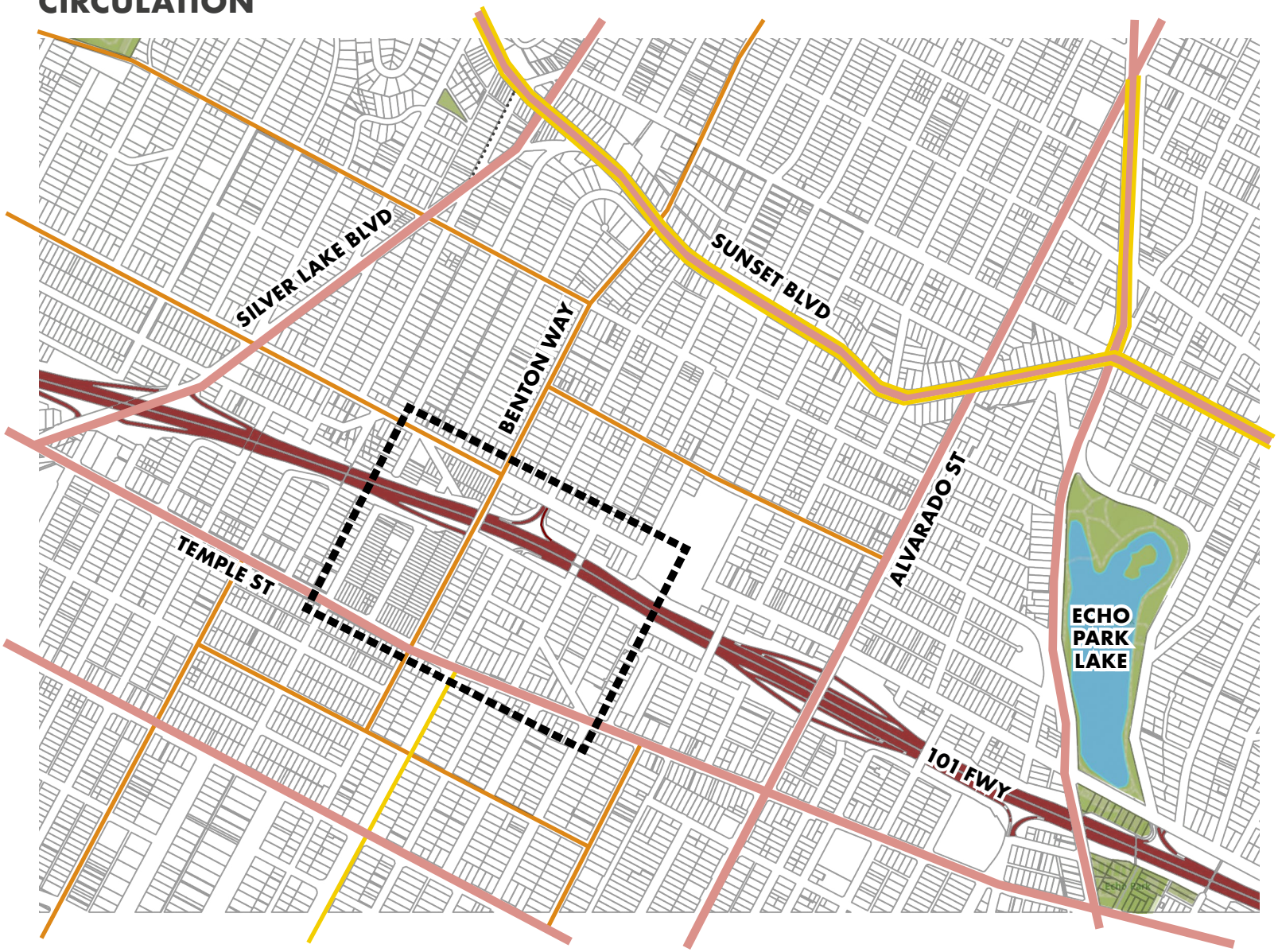
- Within the first four months of evaluation, **bicycle and pedestrian activity substantially increased.**

Source:
- Street Plans - BTactical Complete Streets Phase I (street-plans.com)



SITE ANALYSIS:
RECONNECT
THE URBAN FABRIC

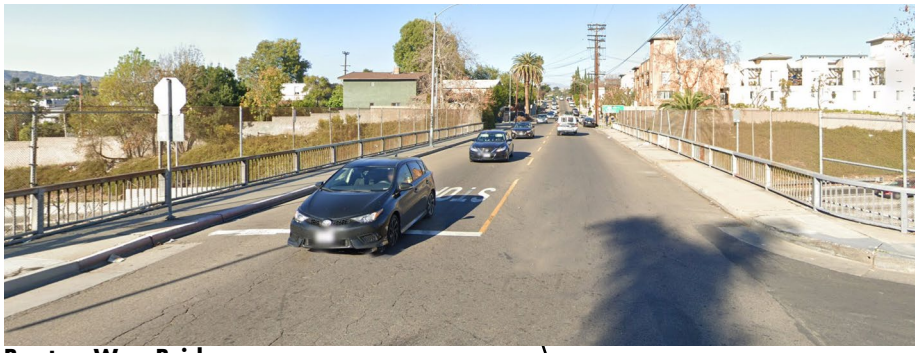
CIRCULATION



- Arterial streets around the site are Sunset Blvd, Alvarado St, Temple St, and Silver Lake Blvd, with bicycle lanes on Sunset Boulevard.

RECONNECT THE URBAN FABRIC

CIRCULATION



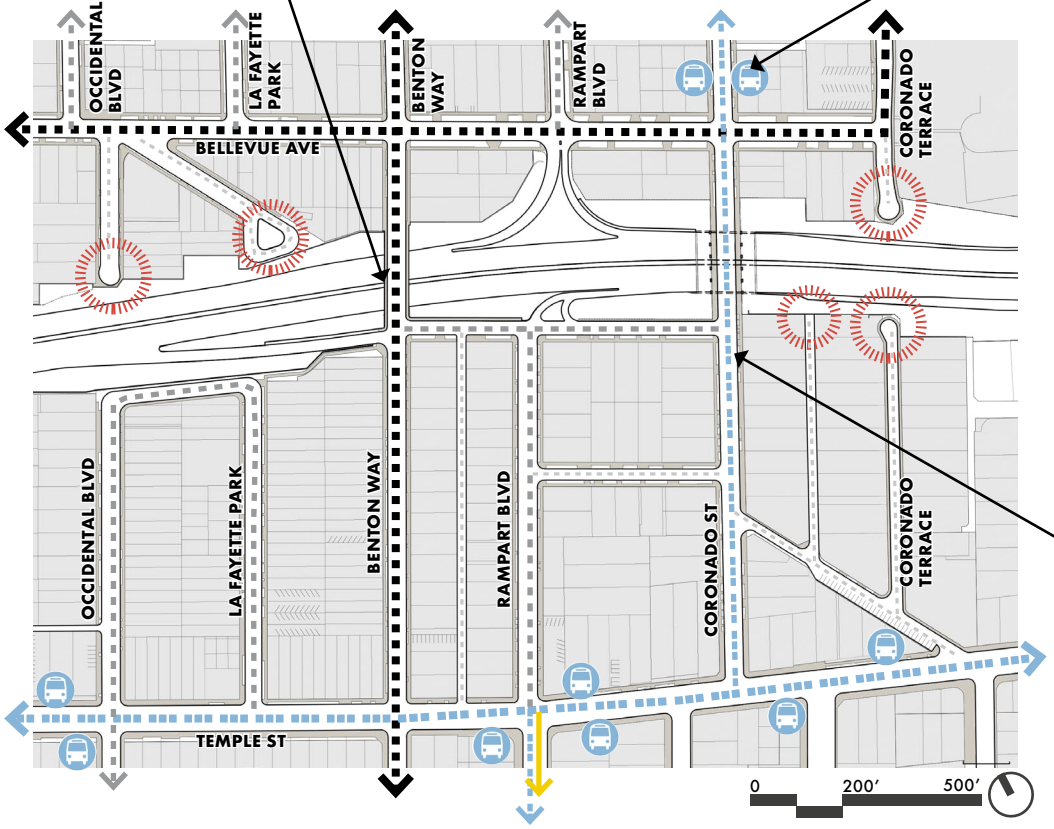
Benton Way Bridge

Bus Stop @ Coronado St.

Benton Way is the primary street crossing the site.

Coronado is a smaller street with a transit route on it with a bus stop at the corner of Bellevue.

The only bicycle lane around the area starts from Rampart at Temple to the south.



Coronado St. Underpass

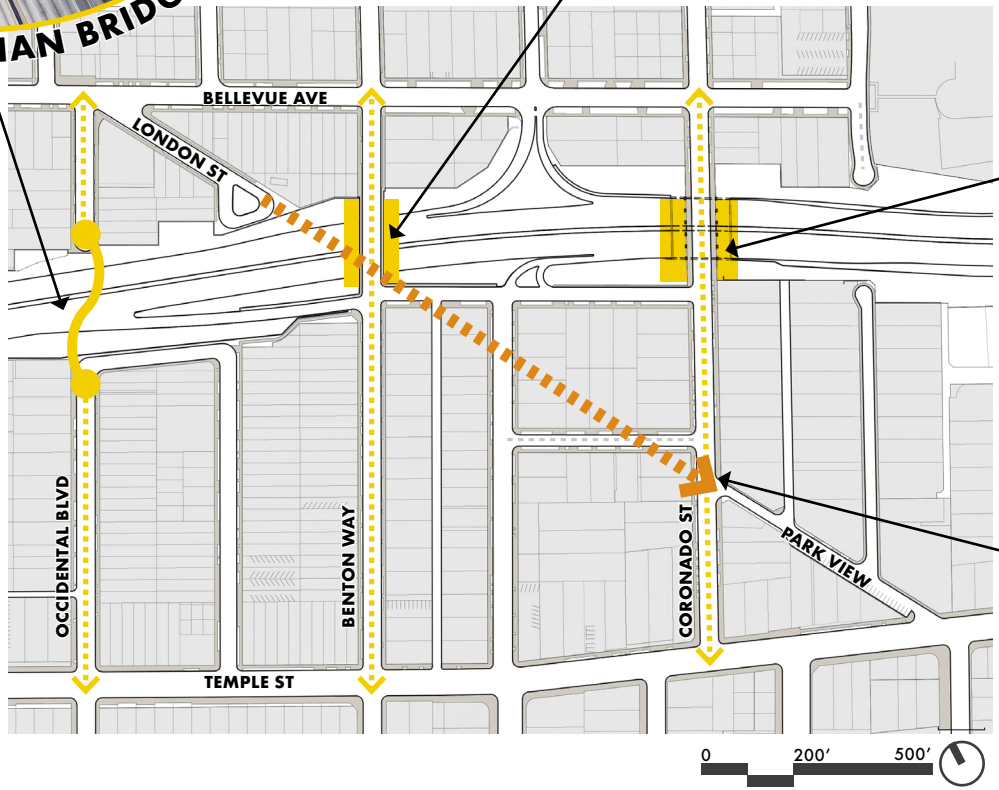
RECONNECT THE URBAN FABRIC

OPPORTUNITIES

RECONNECT STREET WITH PEDESTRIAN BRIDGE

IMPROVE PEDESTRIAN CIRCULATION ON BENTON WAY BRIDGE

WIDEN UNDERPASS TO IMPROVE PEDESTRIAN SAFETY



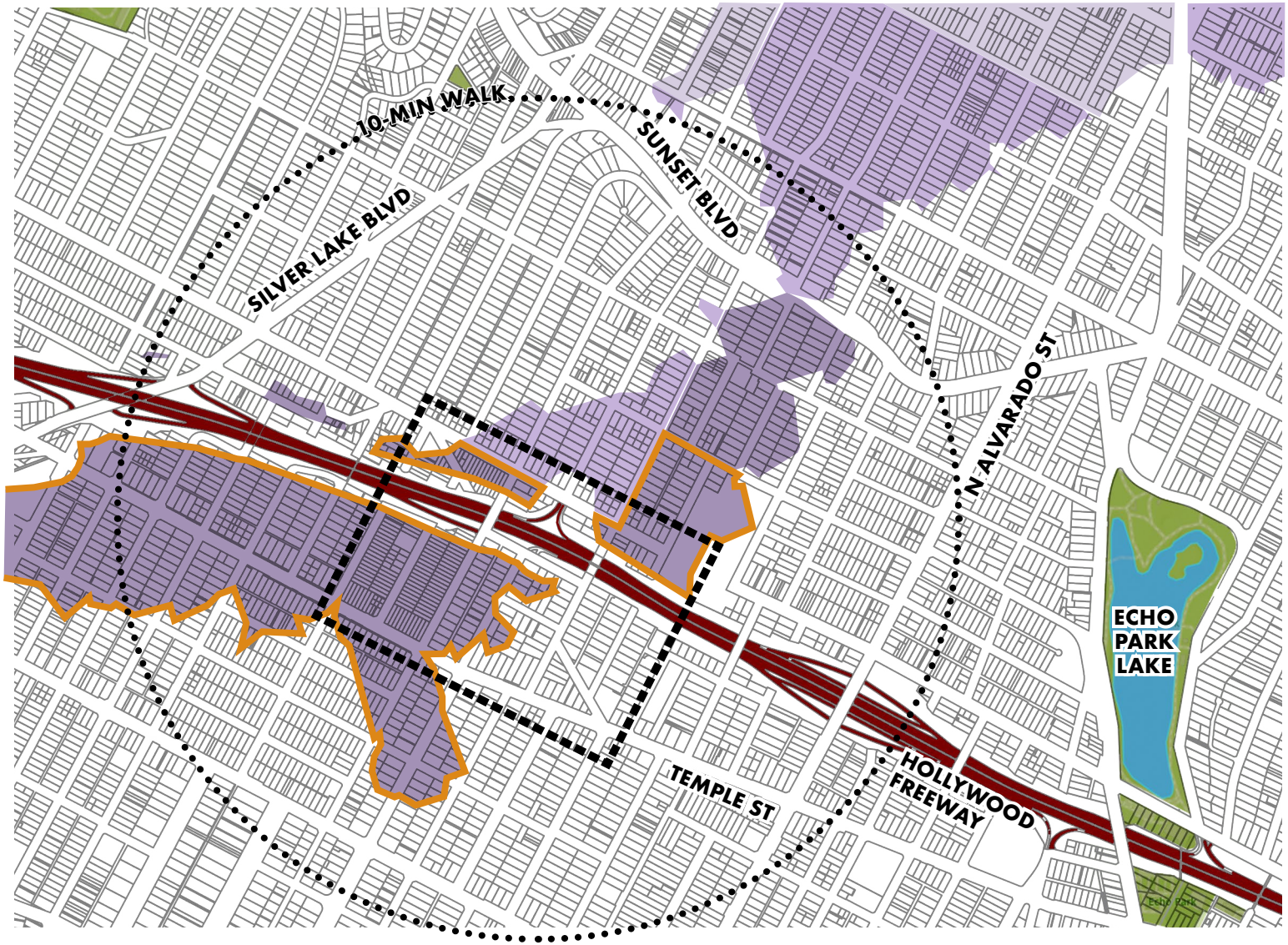
VISUALLY RECONNECT HISTORIC OLD TEMPLE ROAD

CONSTRAINTS

- Dead-end streets > Difficult to connect because of freeway grade level
- Underpass > Unsafe for pedestrians

SITE ANALYSIS:
RECONNECT WITH NATURE

PRIORITY AREAS FOR NEW PARKS



The site is in a **Very high-priority zone for new parks**, located more than a 10-minute walk from the closest park.

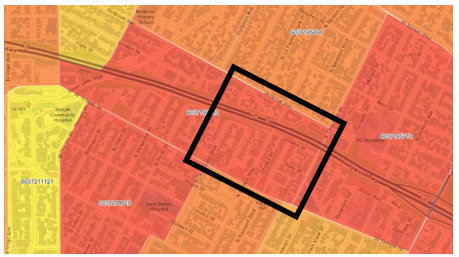
Because of the freeway's proximity, local residents are at **risk for a range of health issues.**

PRIORITY AREAS FOR NEW PARKS

- MODERATE PRIORITY
- HIGH PRIORITY
- VERY HIGH PRIORITY
- HEAT RISK PRIORITY ZONE
- SCOPE OF WORK

0 250' 500' 1000'

Pollution Burden Percentile	97		
Sensitive Populations		**Exposures**	
Asthma	63	Particulate Matter 2.5	88
Low Birth Weight	91	Diesel Particulate Matter	90
Cardiovascular Disease	60	Toxic Releases	76
		Traffic	98

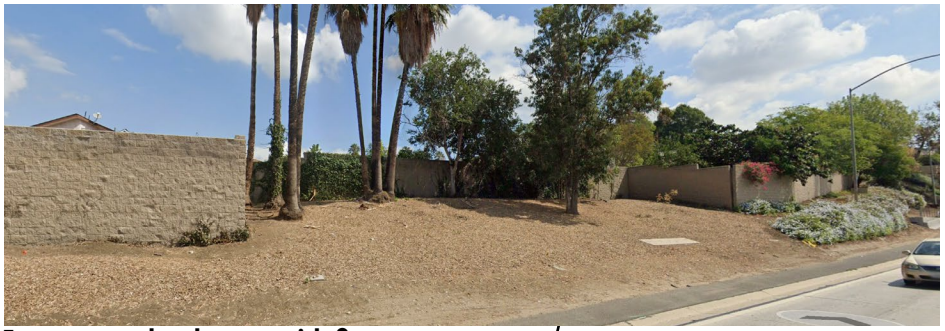


Overall Percentile
CalEnviroScreen 4.0 Results
> 90 - 100 (Highest Score)

SOURCE: CalEnviroScreen

RECONNECT WITH NATURE

STREET TREES AND OPEN SPACES



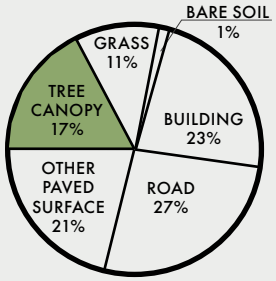
Freeway embankment with flat top area

Open space @ Rampart freeway ramp

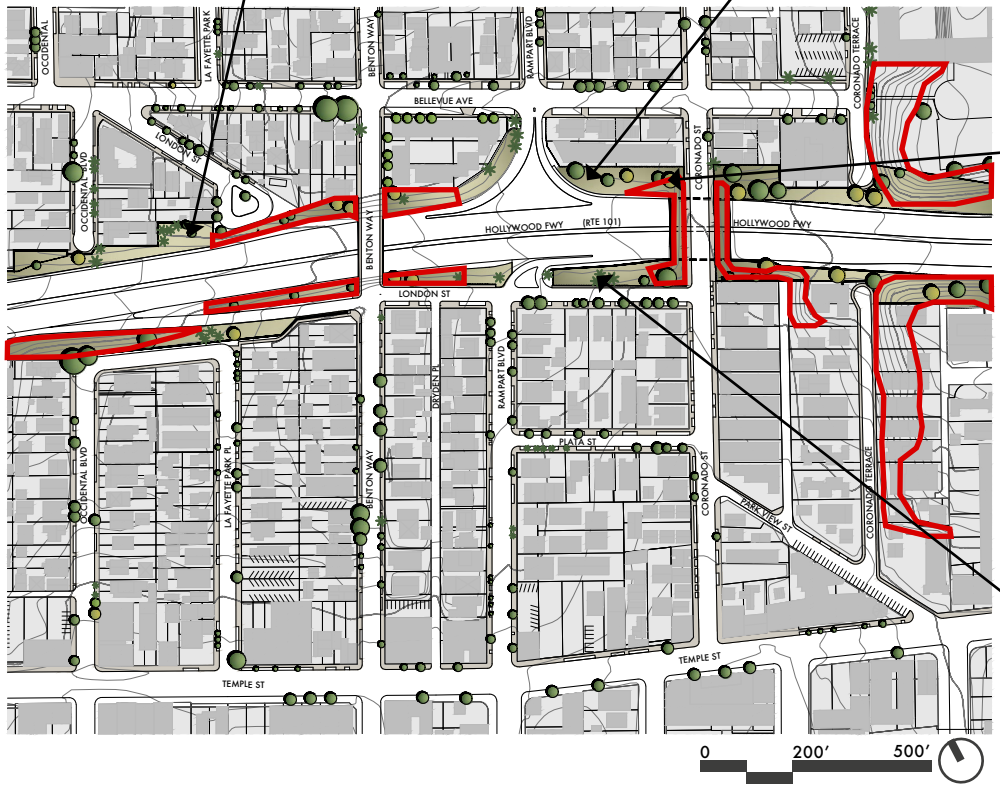
KEY NOTES

- Lack of street tree canopy coverage.

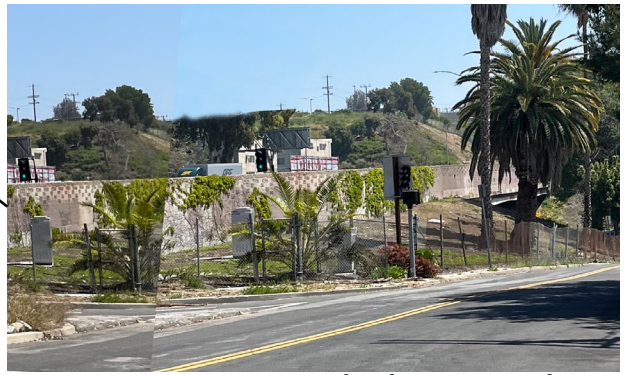
- Only available open spaces are freeway embankments.



LAND COVER



Freeway embankment @ Coronado St.



Freeway embankment @ London St.

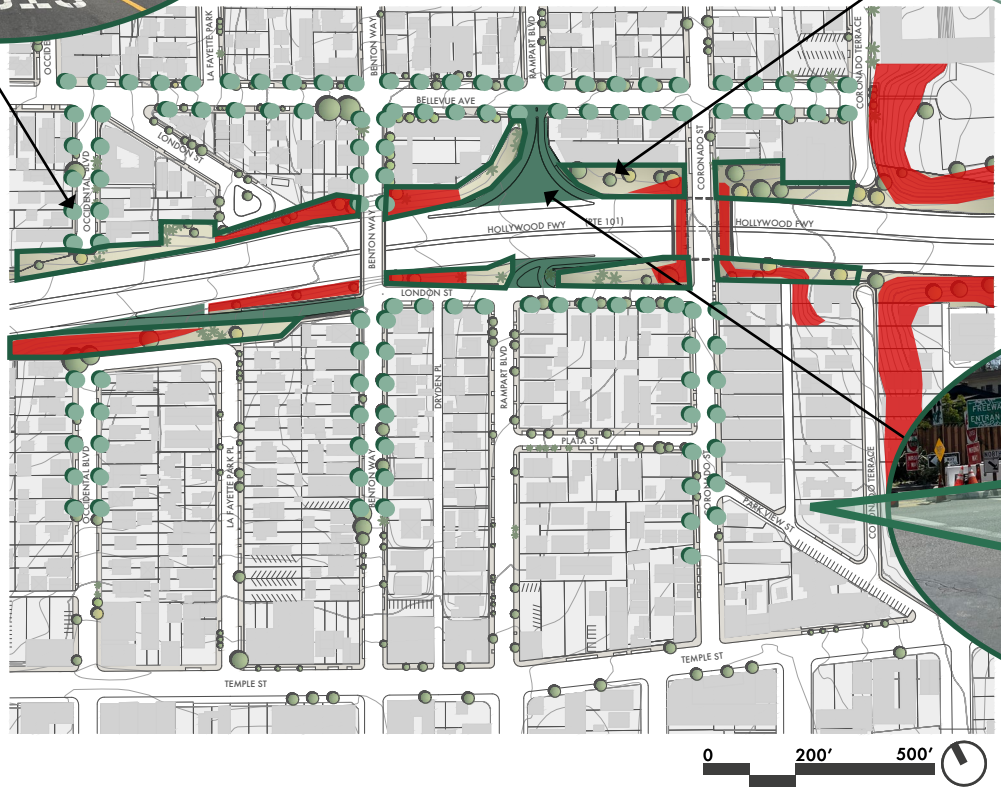
- EXISTING TREE
- EXISTING WESTERN SYCAMORE TREE
- EXISTING PALM TREE
- OPEN SPACES
- STEEP SLOPES (3:1 OR MORE)

"At least 40% canopy coverage is needed to achieve the maximum cooling effect of trees in offsetting the urban heat island effect at the scale of a typical city block."

Fast Fact Library _ Landscape Performance Series

RECONNECT WITH NATURE

OPPORTUNITIES



CONSTRAINTS

- Steep slopes > Inadequate for green spaces
- Narrow streets > Reduced space for vegetation
- Freeway embankments > Only available open spaces

SITE ANALYSIS:
RECONNECT THE COMMUNITY

LAND USE

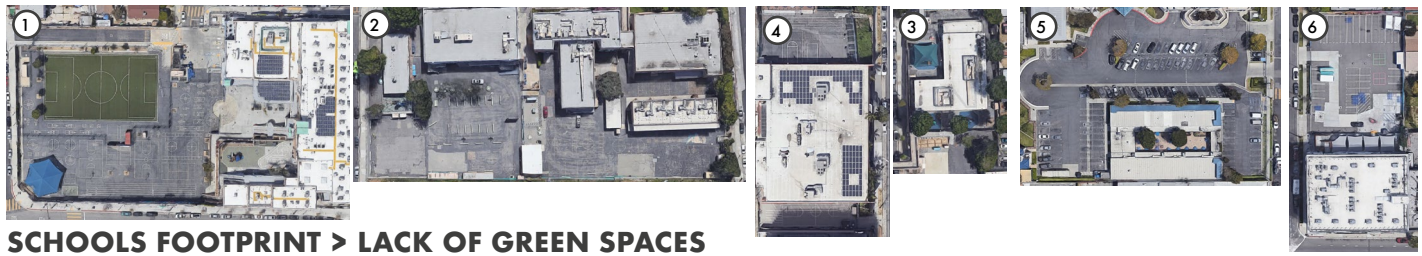
The area is mainly **residential** and has mostly **multi-unit housing** with reduced outdoor spaces. This highlights the urgent need for local outdoor amenities.

Commercial areas are located on the three main streets: Sunset, Alvarado, and Temple.

Seven schools around the site, all lacking quality green spaces.

- LOW RESIDENTIAL
- MEDIUM RESIDENTIAL
- COMMERCIAL
- OPEN SPACE
- PUBLIC FACILITIES
- SCHOOLS
- SCHOOLS NEAR PROJECT AREA
- SCOPE OF WORK
- 1/2 MILE RADIUS - 10 MIN WALK

0 250′ 500′ 1000′

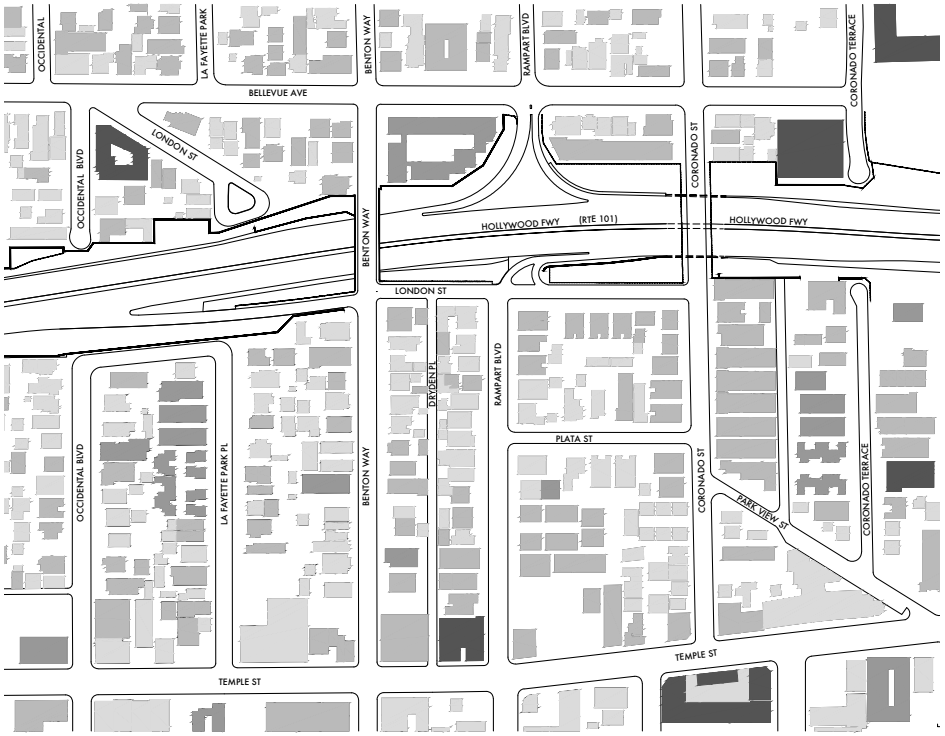


SCHOOLS FOOTPRINT > LACK OF GREEN SPACES

SCHOOLS

1. Sandra Cisneros Charter School
2. Rosemont Avenue Elementary School
3. Rosemont Avenue Early Education Center
4. Vista Charter Middle School
5. New Village Girls Academy
6. Citizens Of The World Charter School

EXISTING BUILDING HEIGHTS



1 FLOOR
2 FLOORS
3 FLOORS
4+ FLOORS

0 200′ 500′

BUILDING HEIGHTS

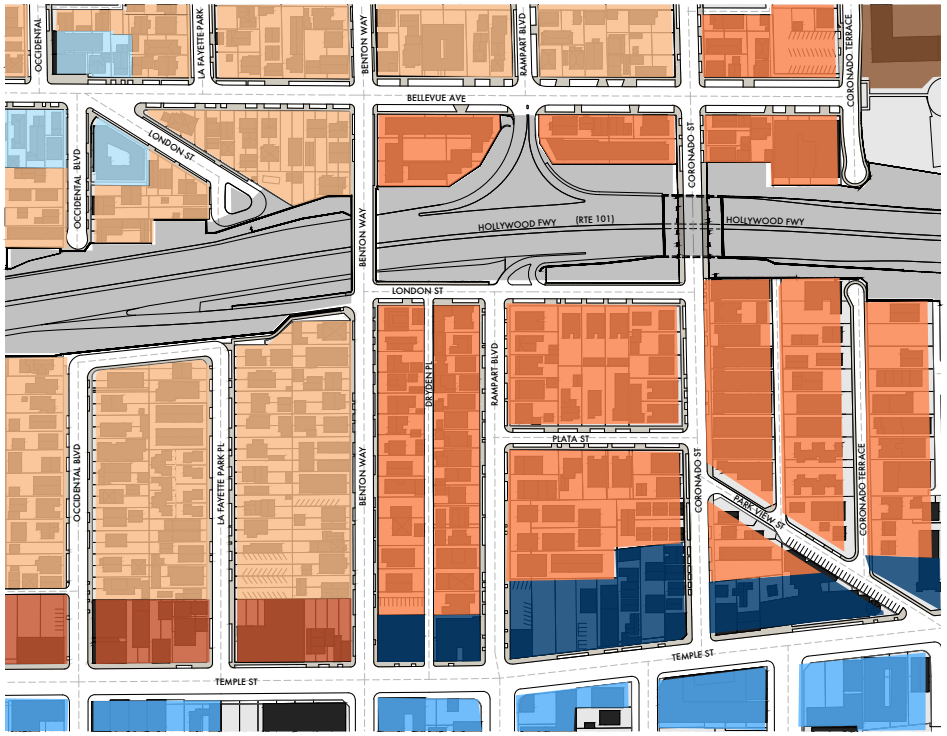
58% 1 story

36% Two-story

5% Three-story

1% Four-story +

ZONING REGULATIONS



0 200′ 500′

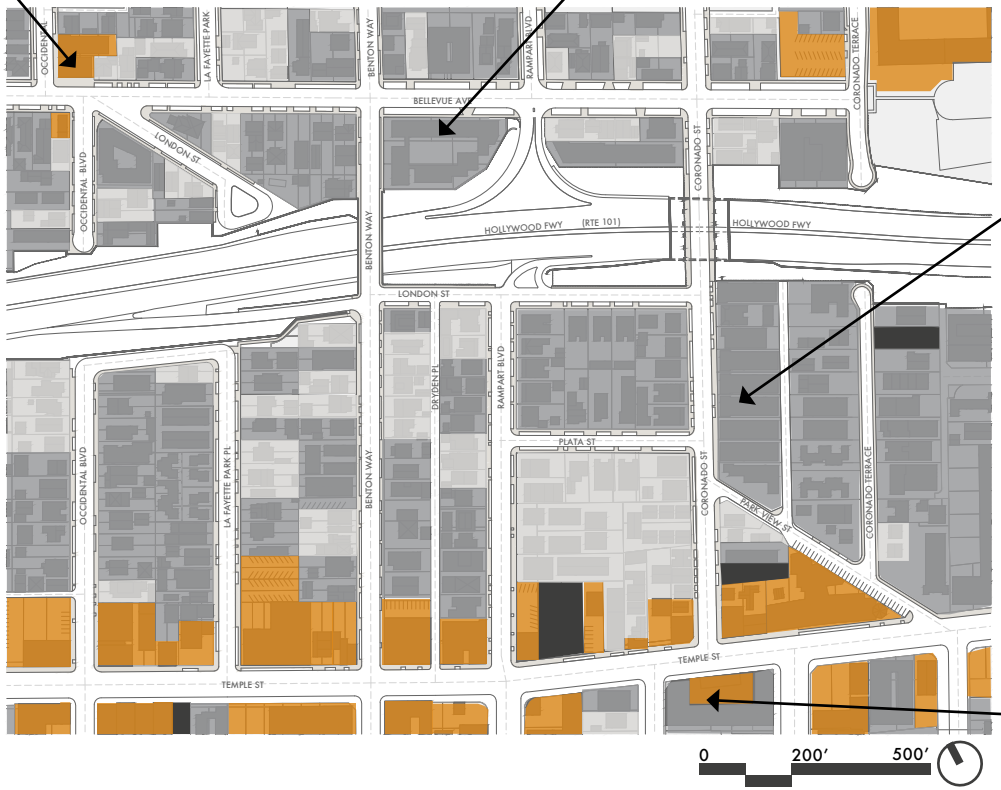
ZONE	USE	STORIES	HEIGHT
RD-1VL	Restricted Density Multiple Dwelling	3*	45 ft
R3-1VL	Multiple Dwelling	3*	45 ft
RAS3-1VL	Multiple Dwelling, Limited ground floor commercial	n/a	50 ft
R4-1VL	Multiple Dwelling - Church, School, Childcare, Homeless Shelter	3*	45 ft
C1-1VL	Limited Commercial	3*	45 ft
C2-1VL	Commercial	3*	45 ft
C2-1	Commercial	n/a	n/a
PF-1XL	Public Facilities	2*	30 ft

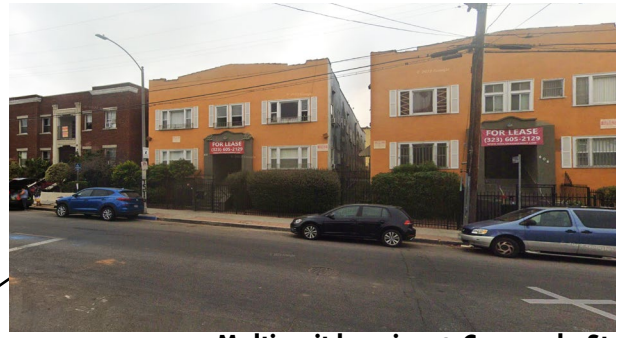
* Buildings used entirely for residential are only limited as to feet, not stories.

RECONNECT THE COMMUNITY

Local businesses @ Occidental Blvd.

Three-story residential building





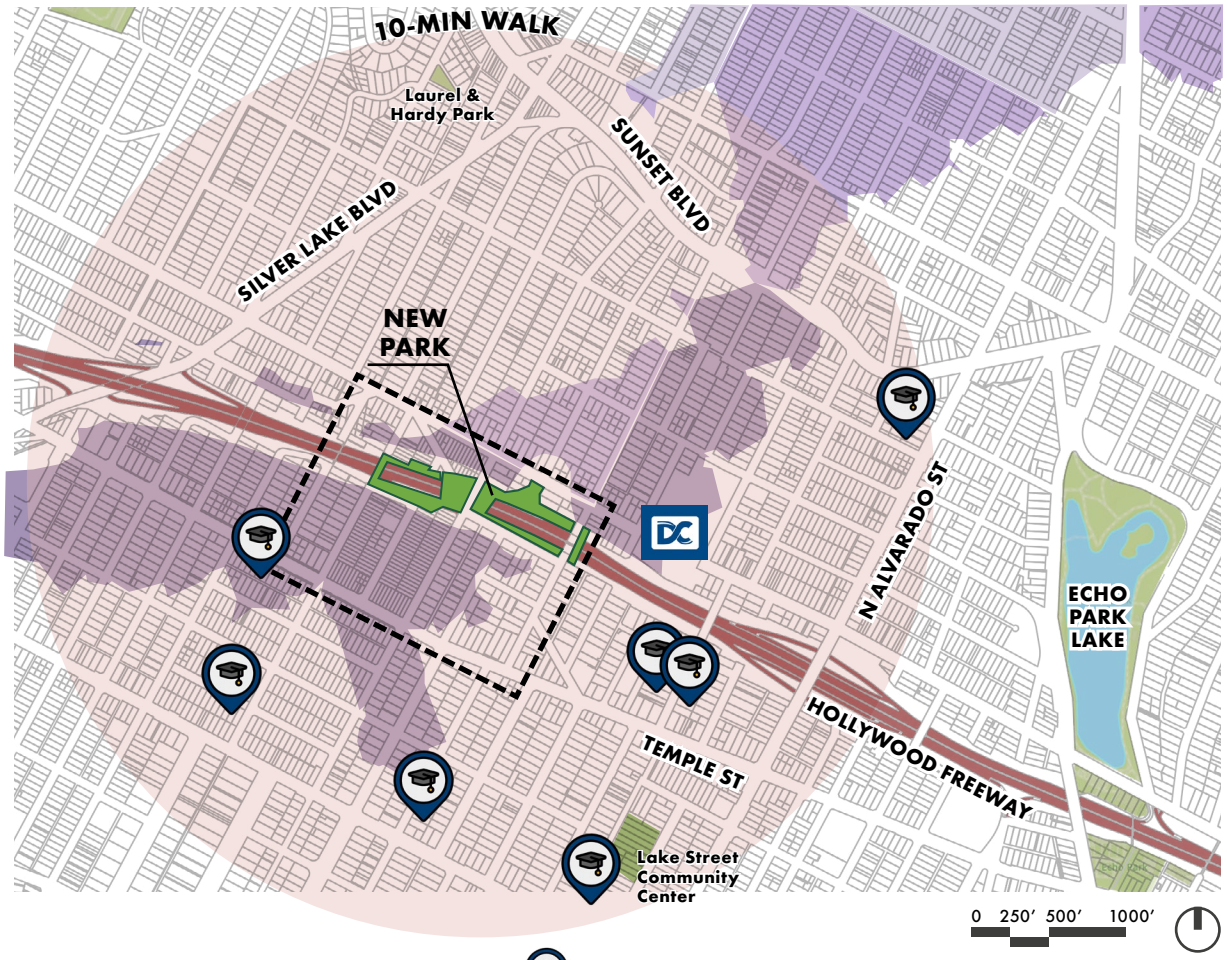
Multi-unit housing @ Coronado St.

New mix-use building @ Temple St.

HOUSING

7% vacant	22% owner occupied	39% single unit
93% occupied	78% renter occupied	61% multi unit

POTENTIAL PARK EVALUATION*



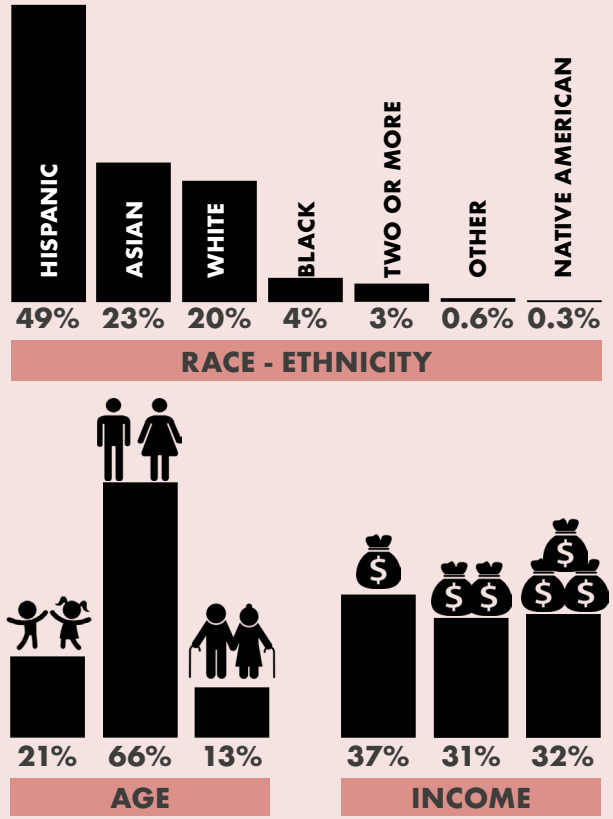
A new park on the site would serve:
- a total of 18,000 **residents**, most of them from racial minorities.
- the Dream Center Foundation, which has **transitional housing** programs,
- seven **schools** within a 10-minute walk.

The closest green spaces to the new park are Laurel and Hardy Park to the north, with a small lawn area, and the Lake Street Community Center to the South, which has a skate park and basketball courts.

PRIMARY PARK USERS: NEIGHBORHOOD RESIDENTS

TOTAL POPULATION WITHIN A 10-MINUTE WALK FROM THE NEW PARK
17,967

RESIDENTS WITH NEW ACCESS TO A PARK
4,542



*This report was created on May 30, 2023 using the ParkServe® interactive mapping site. It is for informational purposes only.

POTENTIAL USERS

RECONNECT THE COMMUNITY

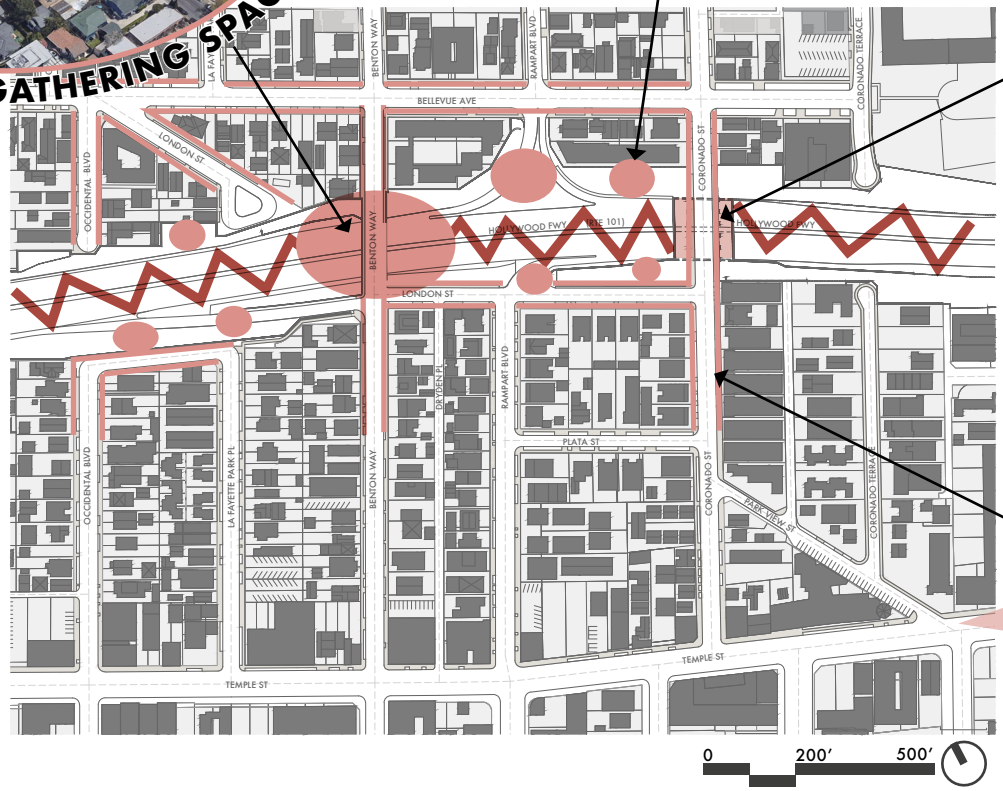
OPPORTUNITIES

BUILD FREEWAY LID WITH FLEXIBLE GATHERING SPACES

ADD NEIGHBORHOOD AMENITIES ON FREEWAY EMBANKMENTS

ADD ART TO UNDERPASS TO CREATE A SENSE OF PLACE

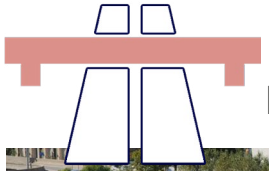
ENHANCE STREETS TO CREATE A SENSE OF PLACE



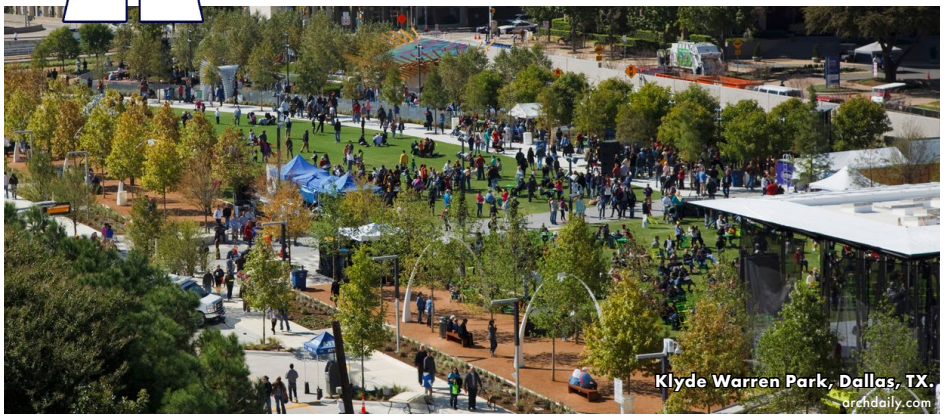
CONSTRAINTS

- Freeway elevation level > Limits space for freeway lid
- Residential streets > Difficult to activate

CONCEPT DESIGN



FREEWAY LID



- Multi-use spaces
- Shade structures
- Promenade
- Amphitheater
- Market
- Food trucks

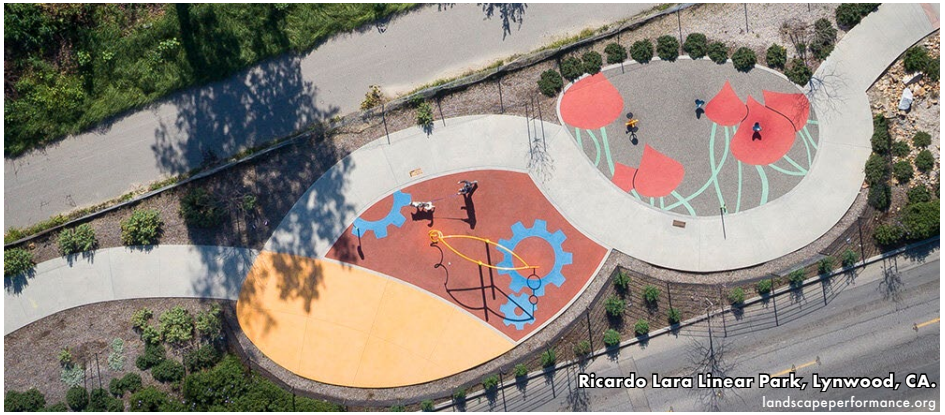
PEDESTRIAN BRIDGE

- Pedestrian path
- Bicycle lane

UNDERPASS

- Public art installations / murals
- Seating
- Lighting

LINEAR PARK



- Pedestrian / bicycle path
- Playgrounds
- Lawn areas
- Picnic areas
- Fitness stations
- Dog park
- Outdoor classroom
- Educational garden

DESIGN METAPHOR: THE CONSTELLATION

The design is inspired by constellation, where stars of diverse attributes are interconnected by lines, forming a distinct shape.

Similarly, in the project, a continuous looping path connects a variety of programs on both sides of the freeway.

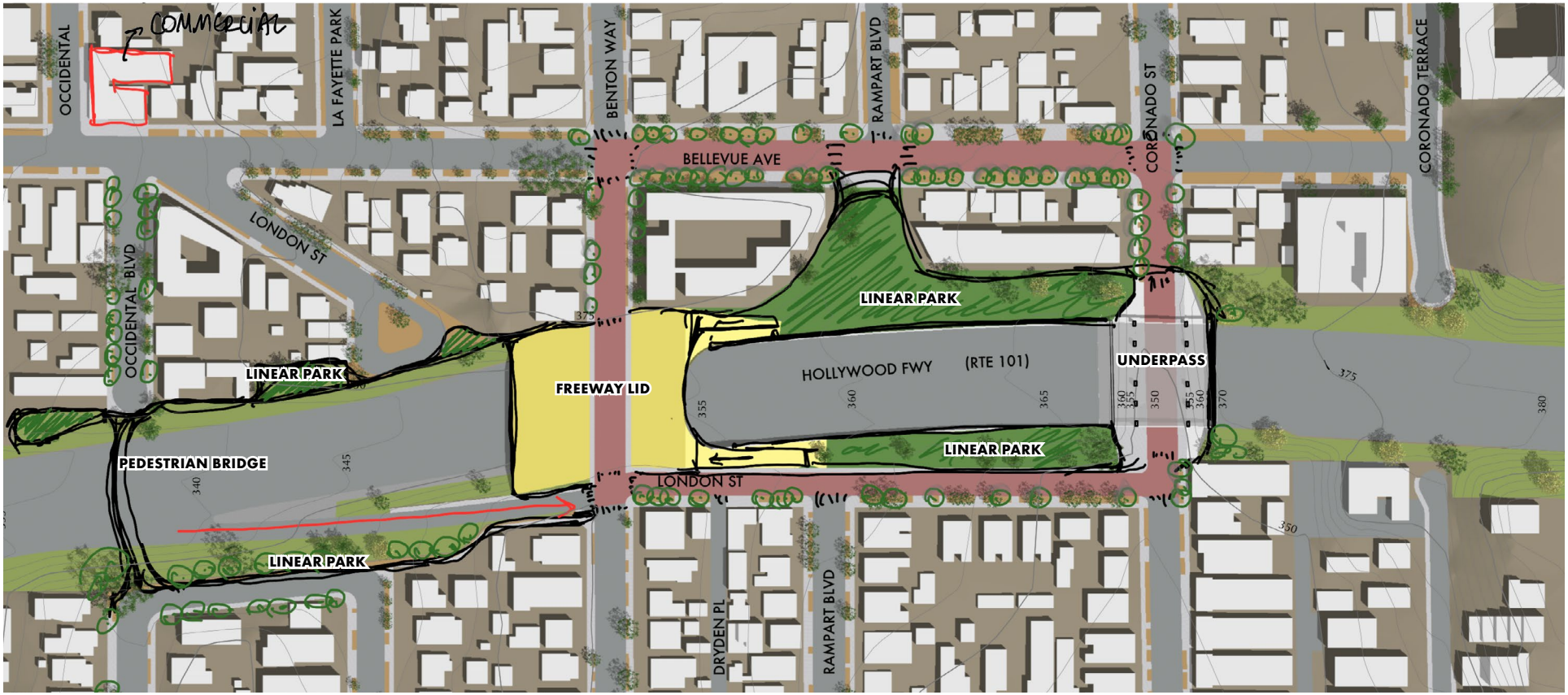
CELESTIAL UNITY: EMBRACING DIVERSITY

The four main design elements and their programs are represented as individual stars joined to create a holistic experience that bonds the community.

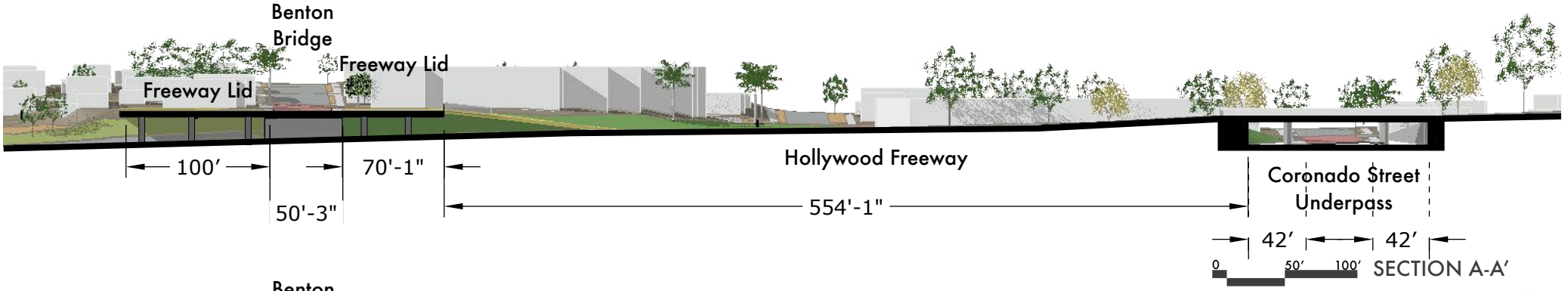
All images from Adobe Stock (stock.adobe.com)

PRELIMINARY CONCEPTS

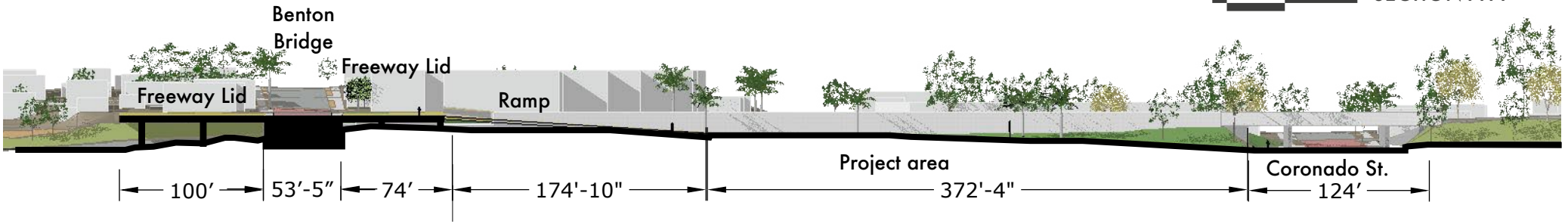
PRELIMINARY SITE PLAN



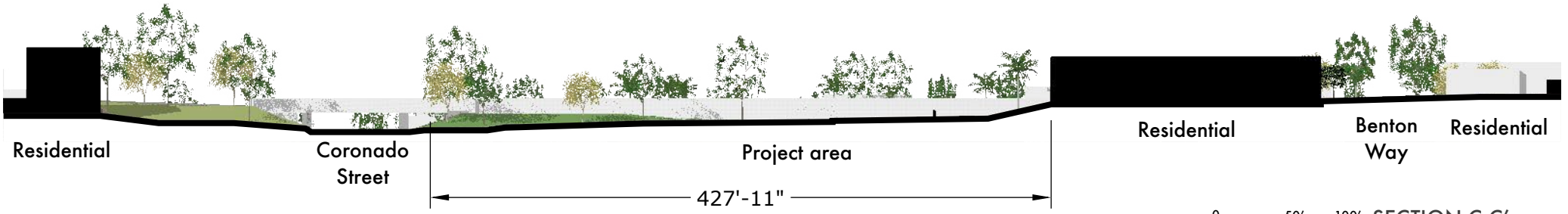
SITE SECTIONS



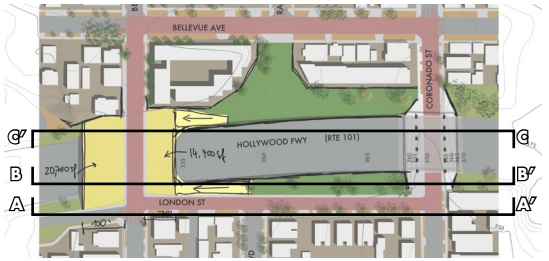
SECTION A-A′



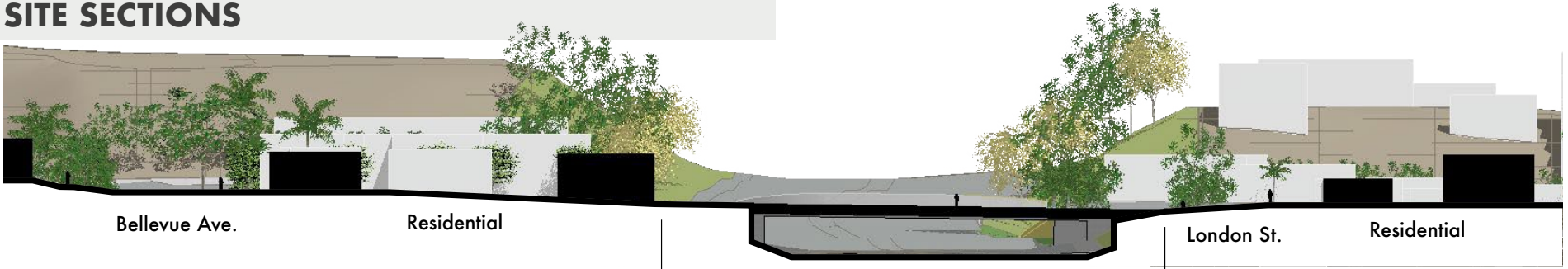
SECTION B-B′



SECTION C-C′



SITE SECTIONS

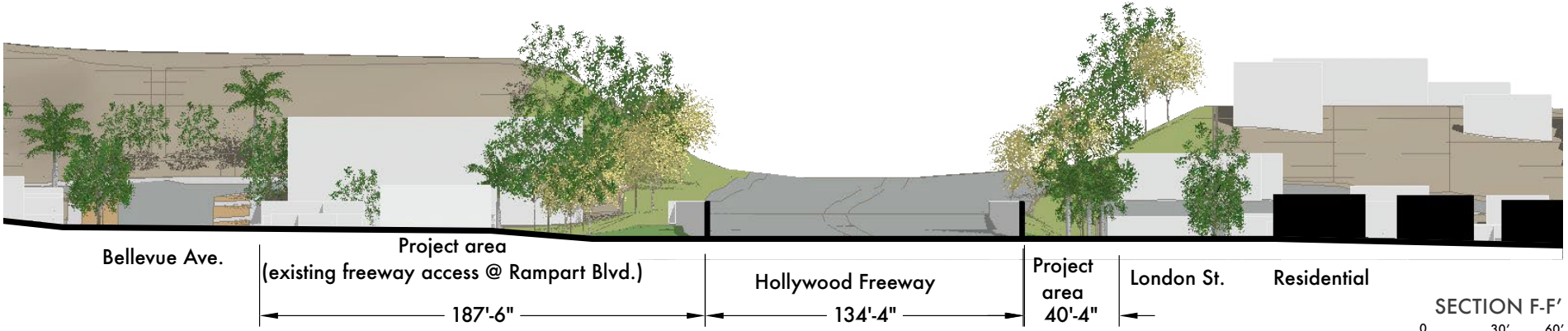


SECTION D-D'

0 30' 60'

SECTION E-E'

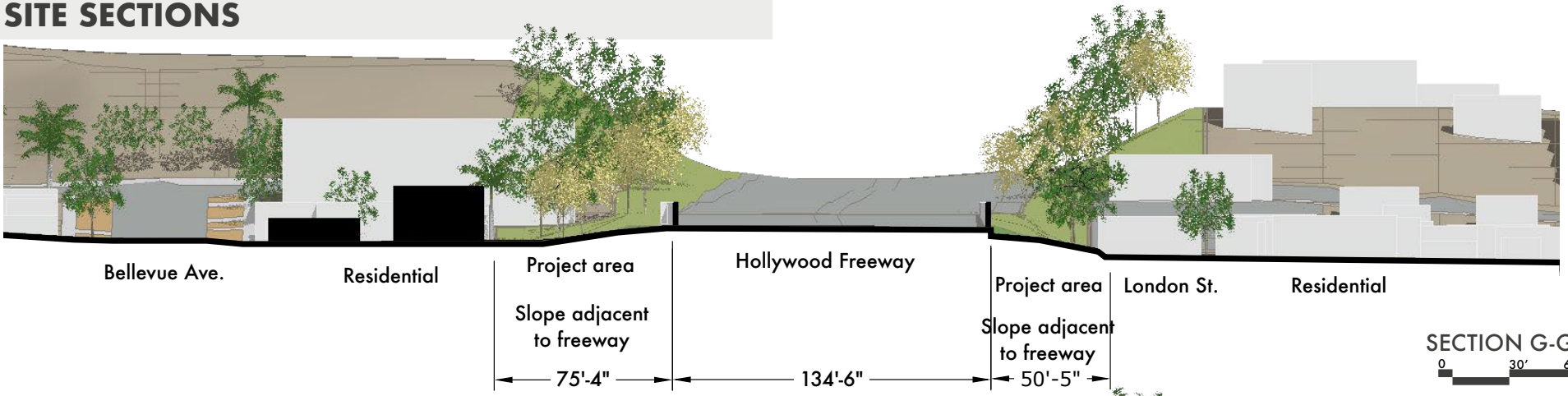
0 30' 60'



SECTION F-F'

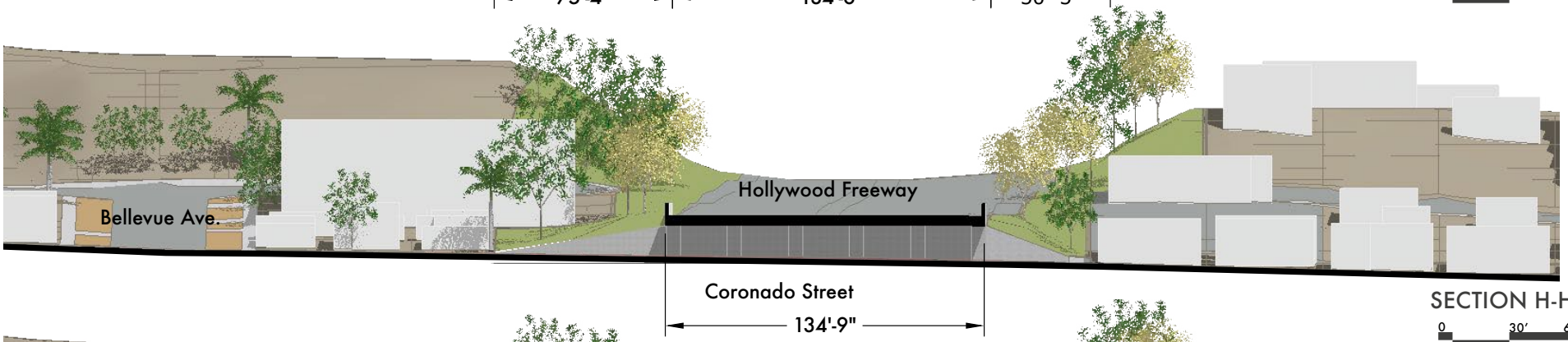
0 30' 60'

SITE SECTIONS



SECTION G-G'

0 30' 60'



SECTION H-H'

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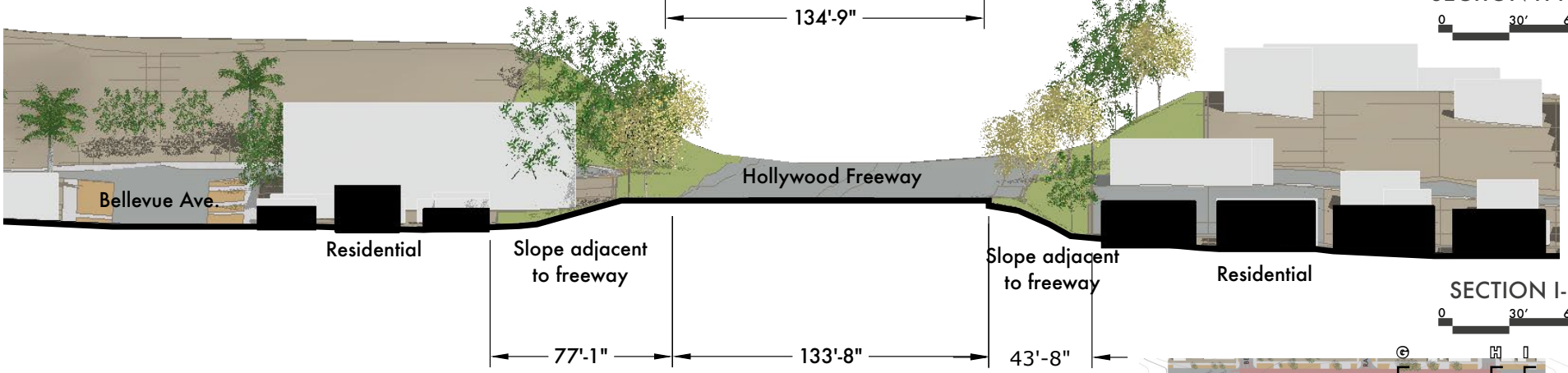

SECTION I-I'

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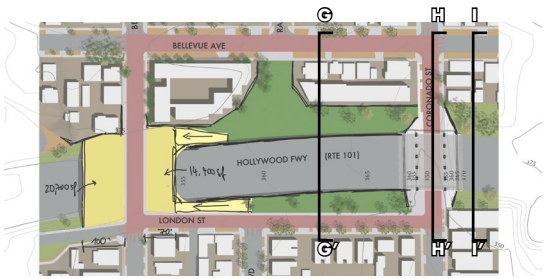
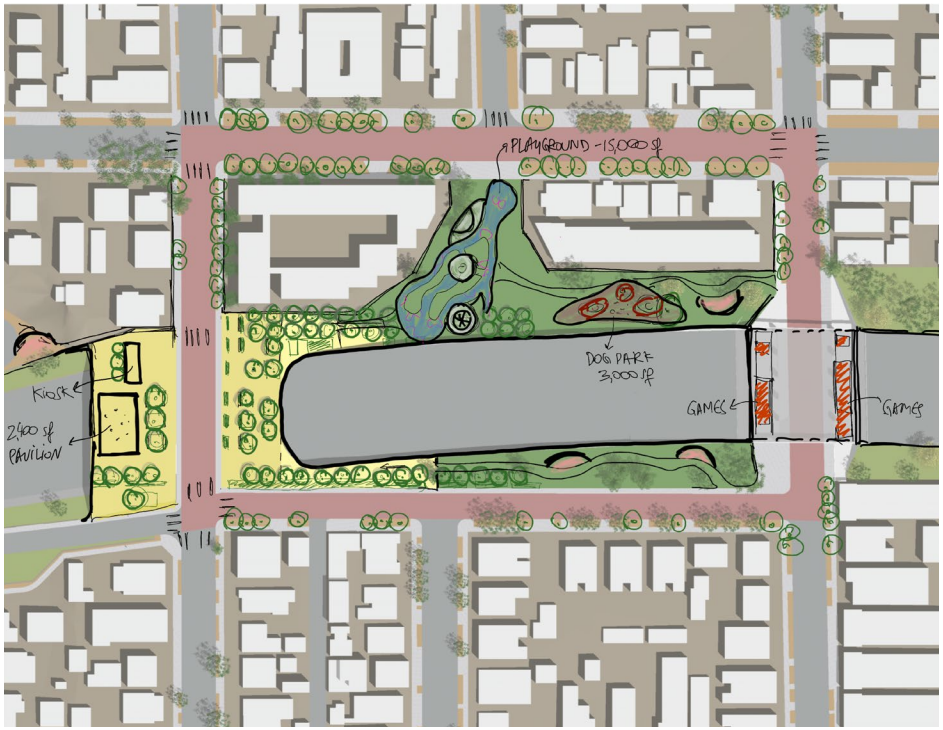
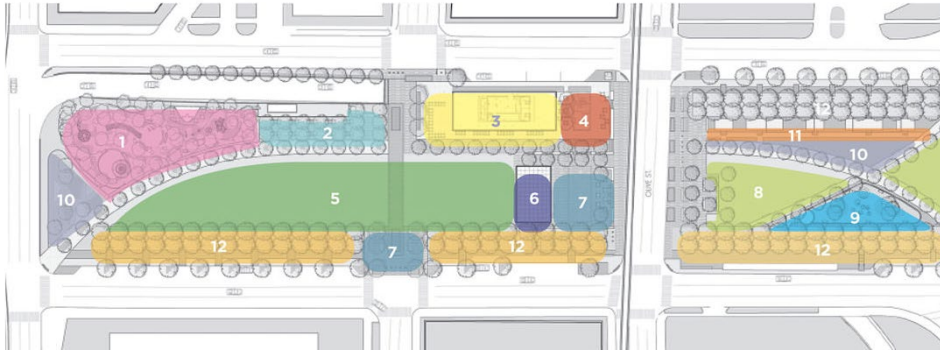


PROGRAM - PRECEDENTS OVERLAY



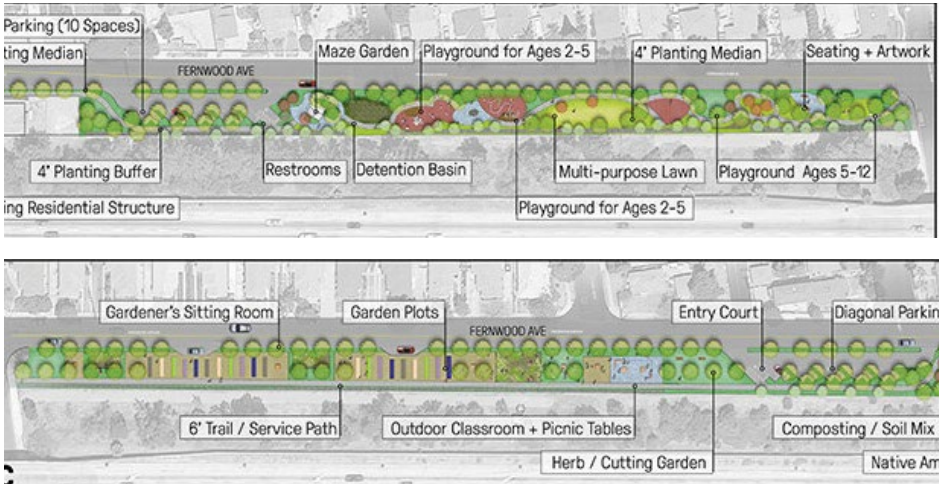
KLYDE WARREN PARK

1 15,000 sf Children's Park
2 4,000 sf Reading Room
3 Restaurant
4 Grab&Go Kiosk
5 40,000 sf Great Lawn
6 2,400 sf Performance Pavilion
7 Water Feature Plazas
8 Lawn
9 3,000 sf Dog Park
10 Botanical Gardens
11 Games
12 Pedestrian Streetscape



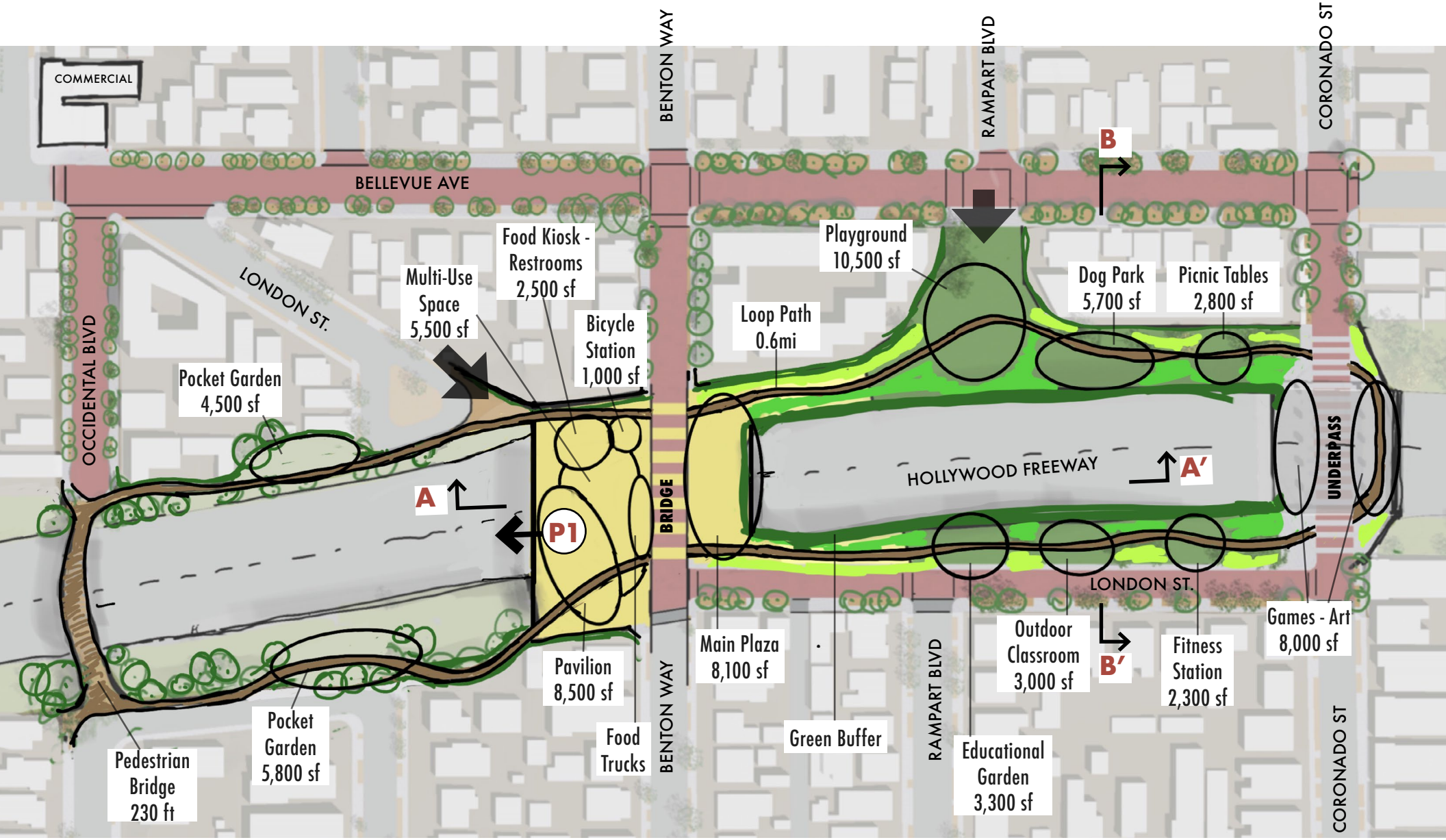
Source: asla.org

RICARDO LARA LINEAR PARK

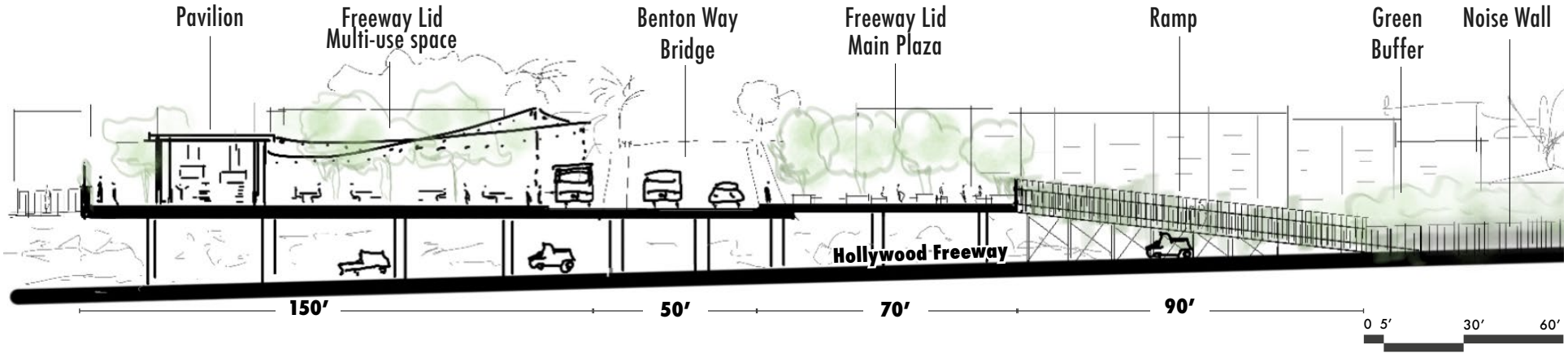


Source: asla.org

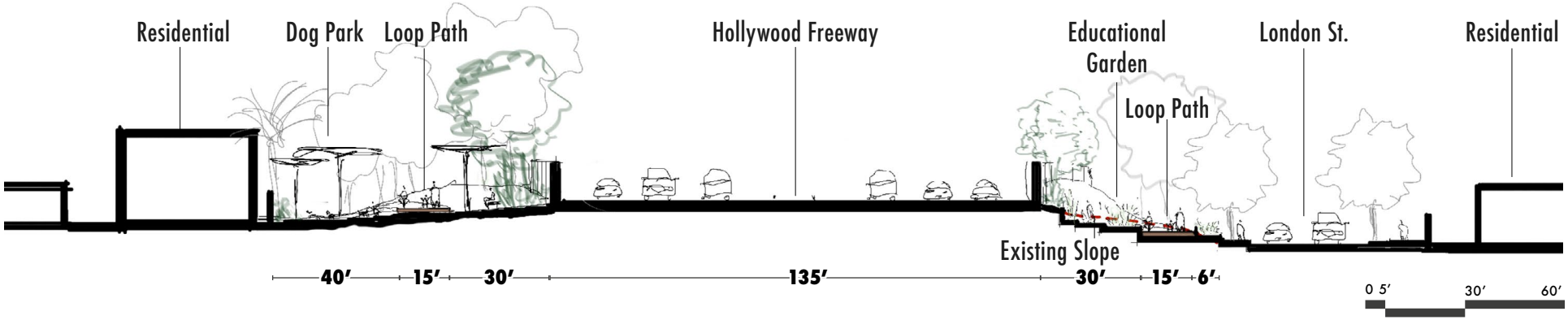
DESIGN CONCEPT 1 - ORION'S BELT



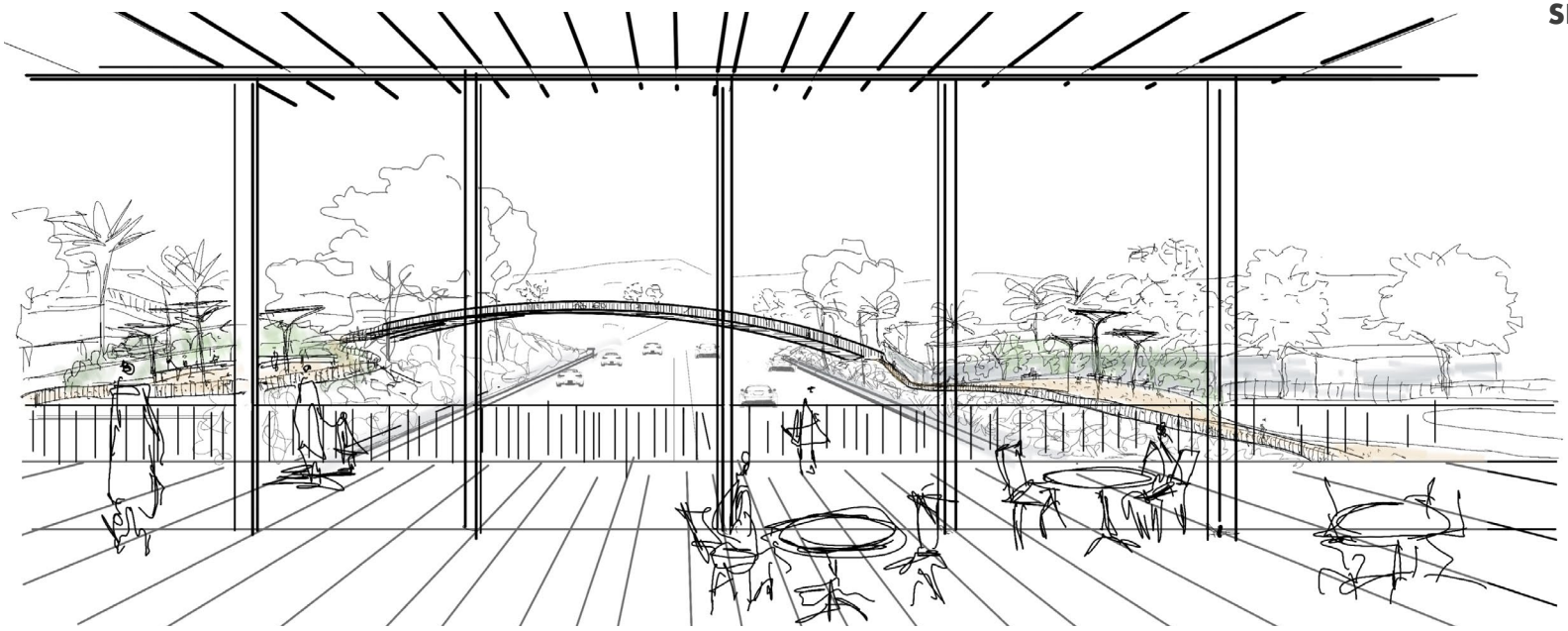
A **looping path** around the freeway connects the different programs with the **freeway lid as the centerpiece**.



SECTION-ELEVATION A-A′

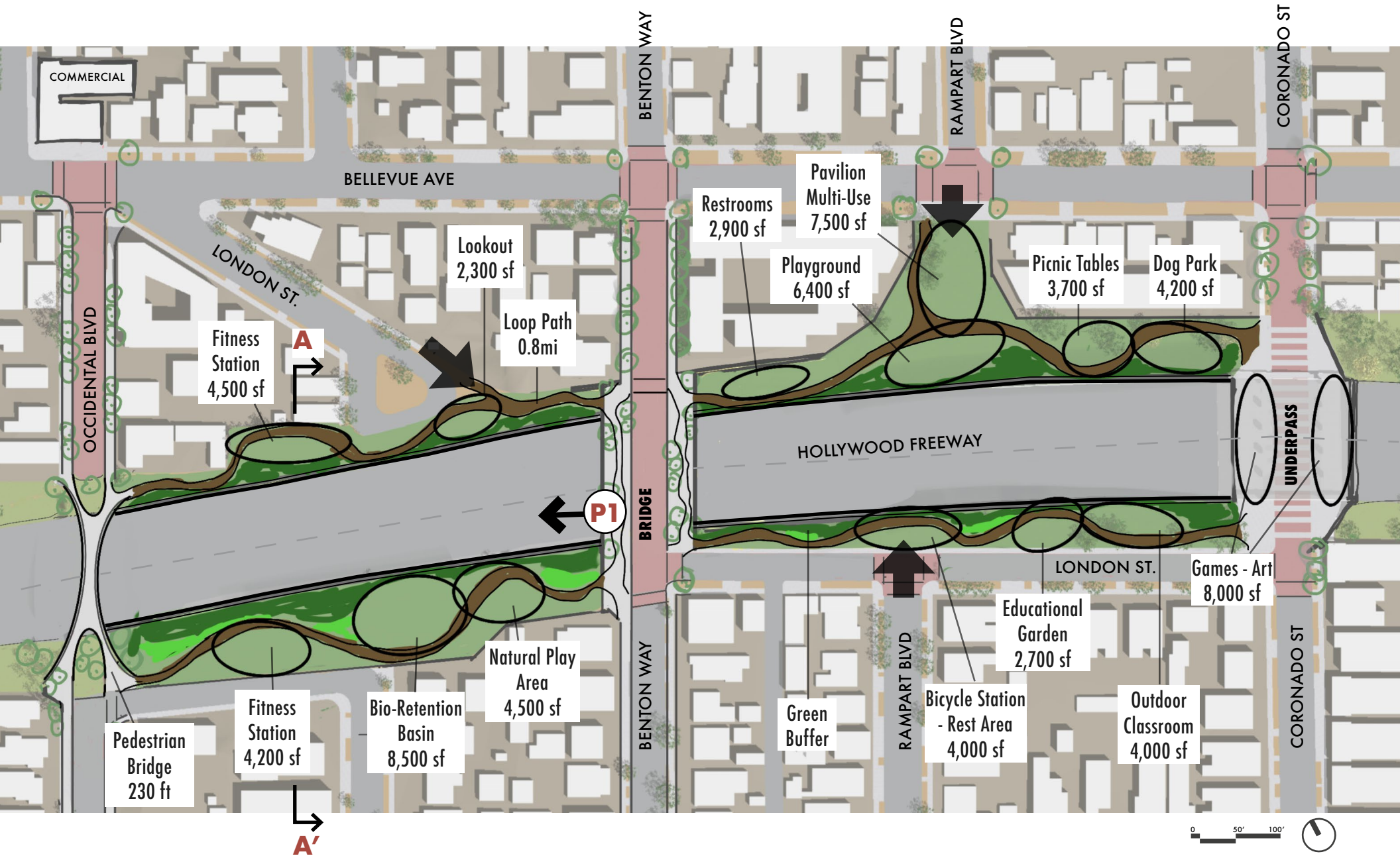


SECTION-ELEVATION B-B′

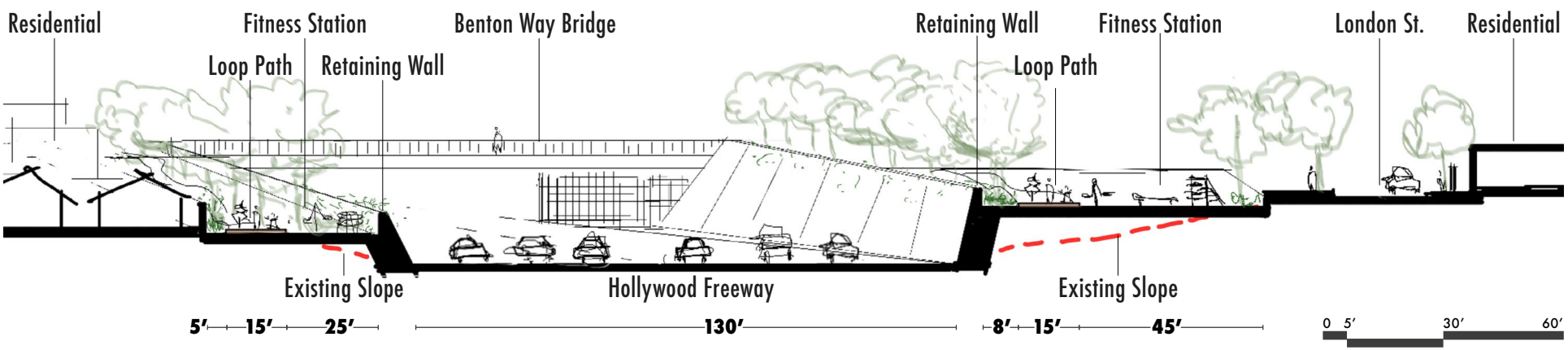


P1 - VIEW FROM FREEWAY LID

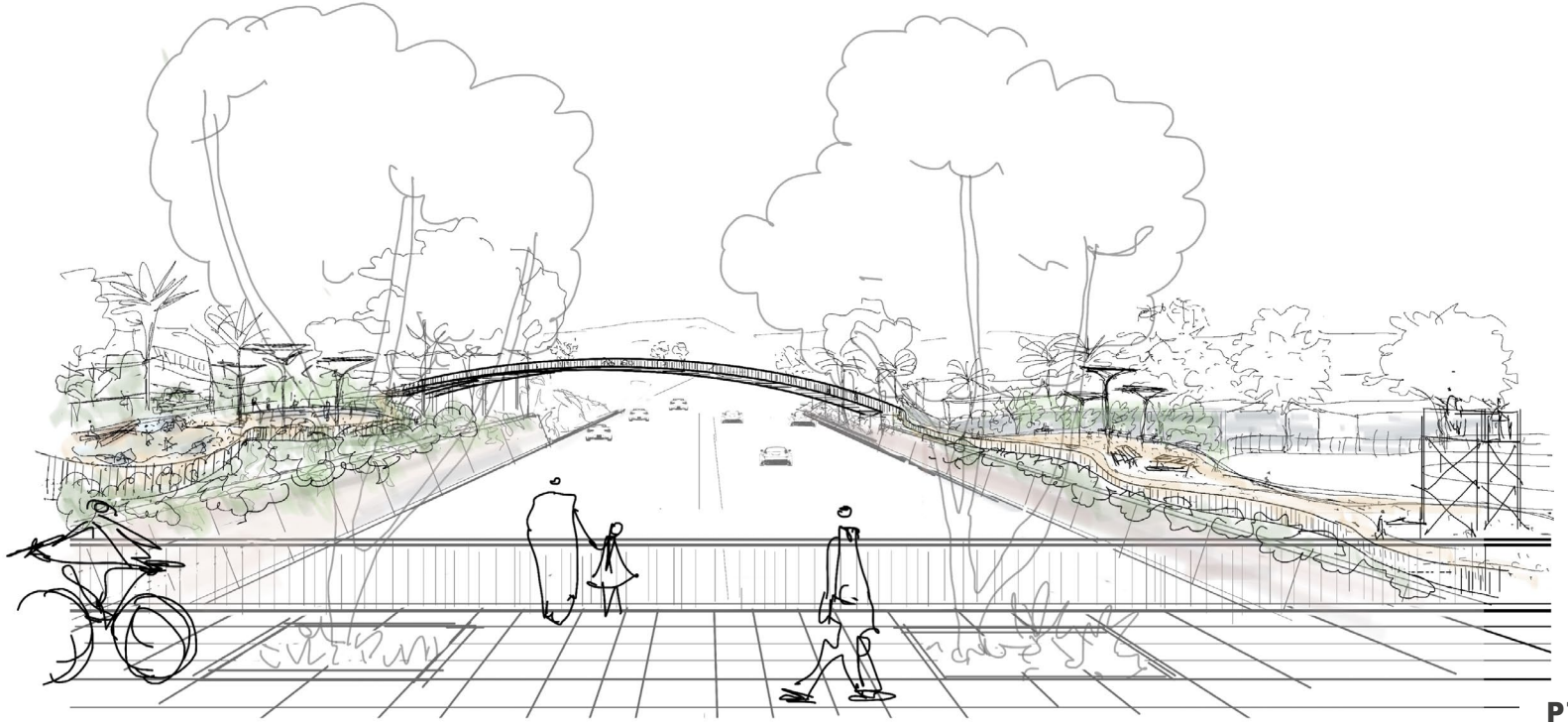
DESIGN CONCEPT 2 - STAR CLUSTERS



A **retaining wall** is built around the freeway to allow for a **flat park area** with easy access from the neighborhood.

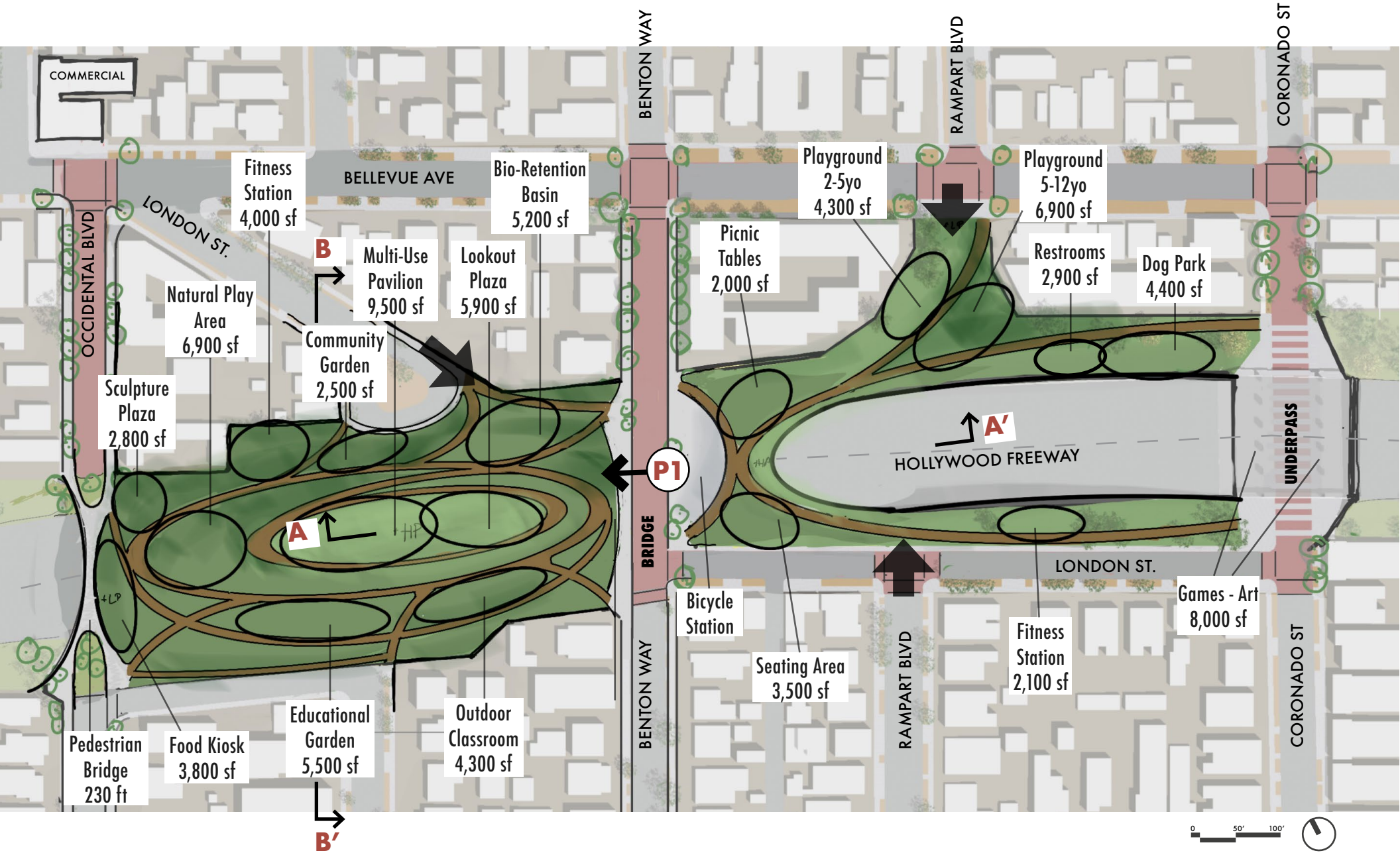


SECTION-ELEVATION A-A′

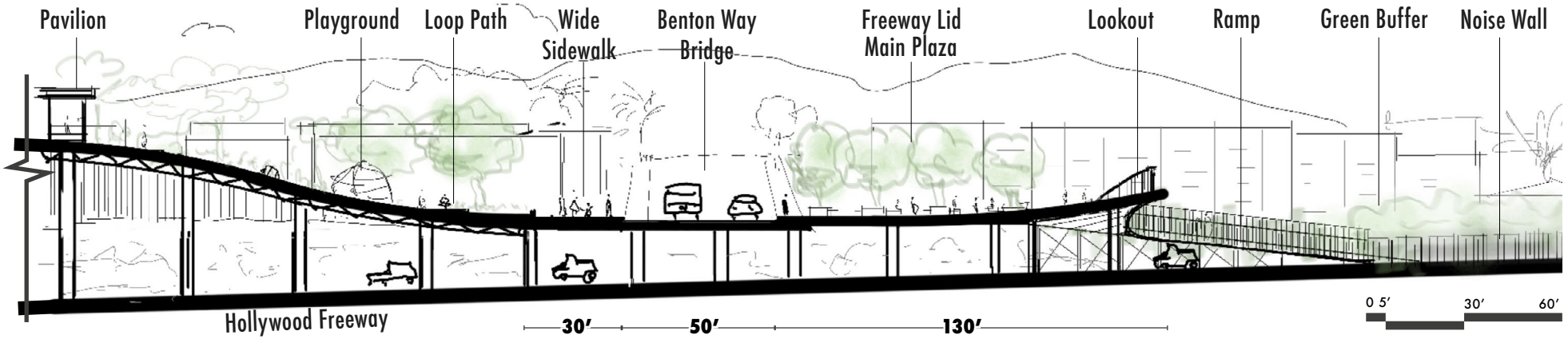


P1 - VIEW FROM BRIDGE

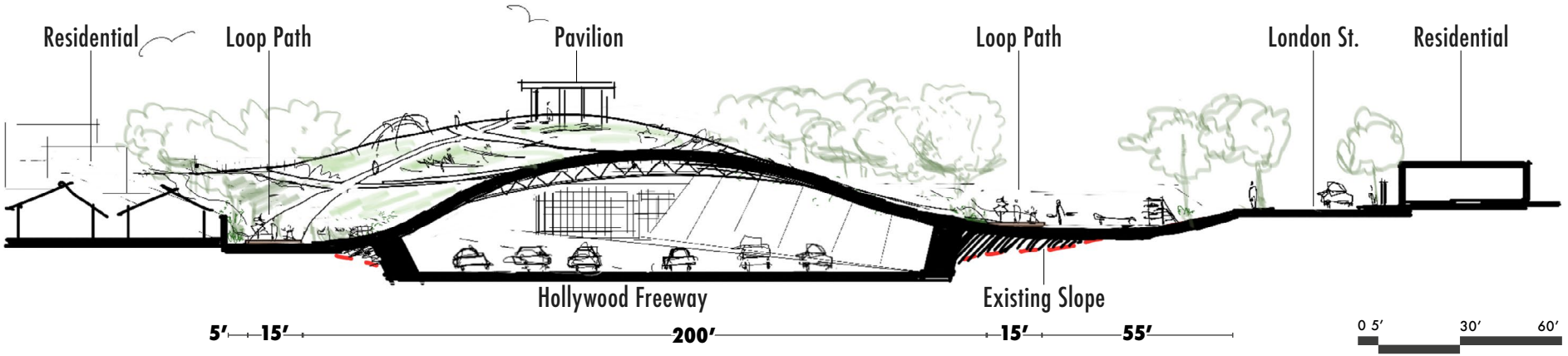
DESIGN CONCEPT 3 - ORBIT



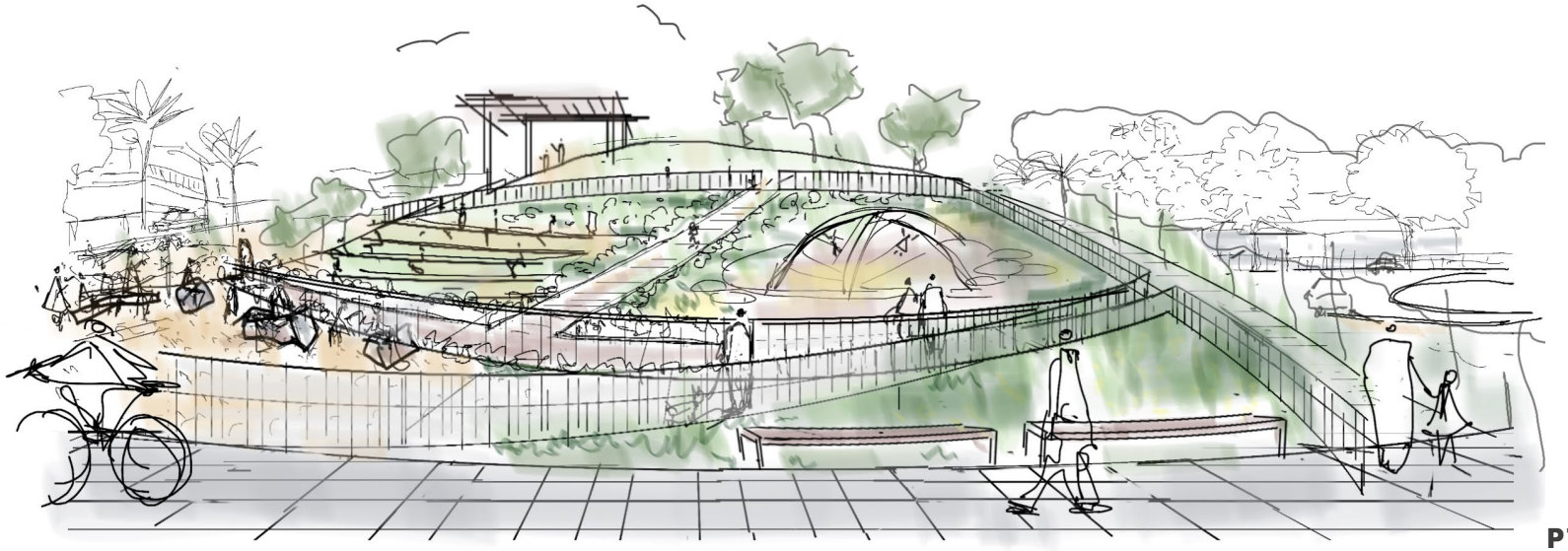
The freeway is capped with a **mounded structure** to create a large park area above the freeway as an **urban hill**.



SECTION-ELEVATION A-A′



SECTION-ELEVATION B-B′



P1 - VIEW FROM BRIDGE

DESIGN DEVELOPMENT

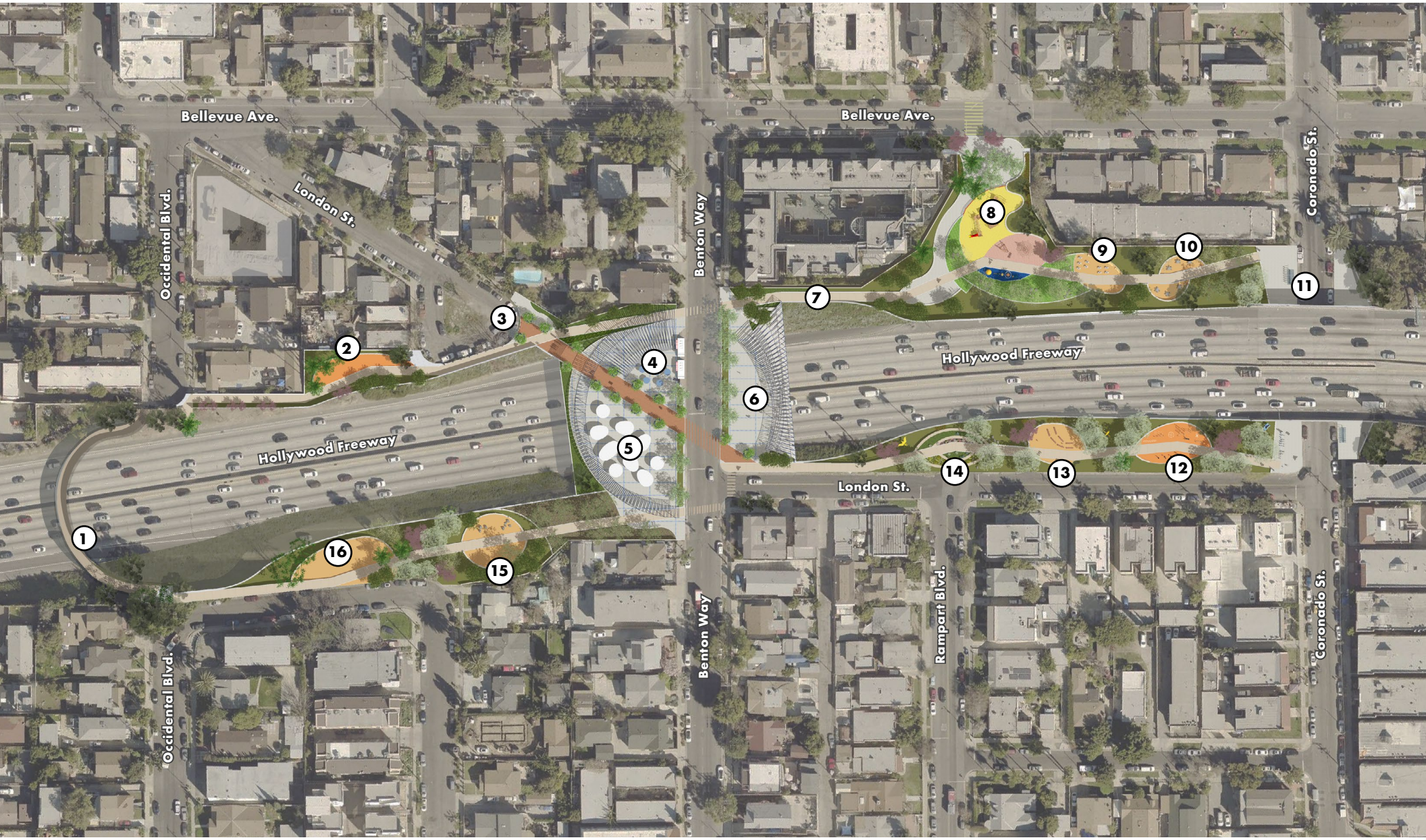
In the final design, a 0.6-mile path that loops around the freeway, connecting different programs on both sides and the freeway lid plaza at the center.

The freeway lid is the main gathering plaza and contains a shade structure in the shape of a circle, symbolizing the reunion of the neighborhood in the central space.

The north area of the linear park will host playgrounds, games, and passive recreation areas. The south area will have spaces for learning, such as an educational garden and an outdoor classroom.

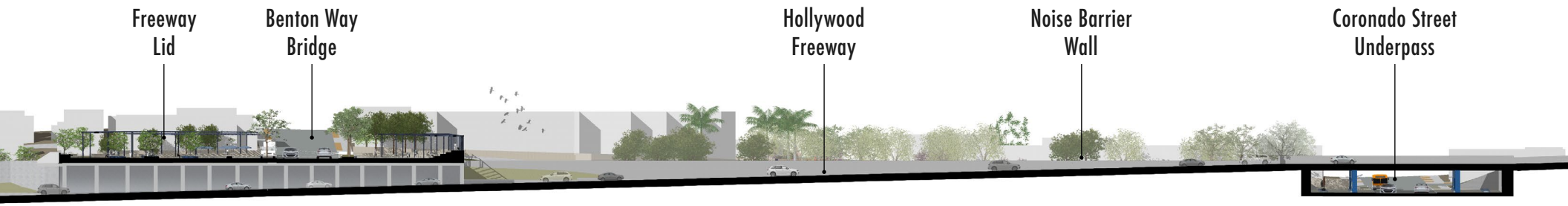
The project's variety of programs and gathering spaces celebrate the diverse population and invite all neighbors to use the park and make it their own.

ILLUSTRATIVE SITE PLAN



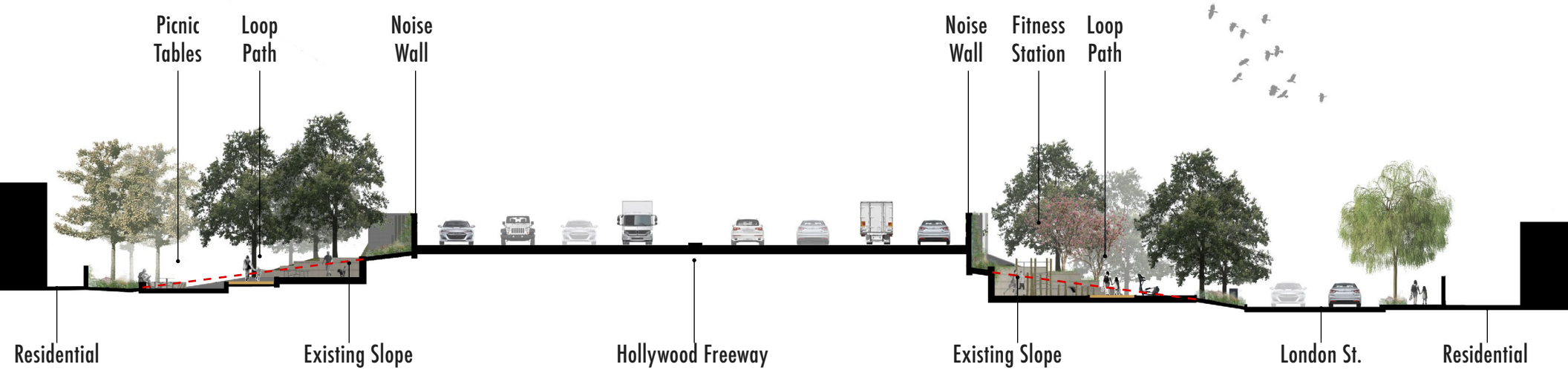
1. Pedestrian Bridge
2. Fitness Station
3. Freeway Lid Access Plaza
4. Freeway Lid Eating Area
5. Freeway Lid Market
6. Freeway Lid Amphitheater
7. 0.6mi Loop Path
8. Playgrounds
9. Board Games
10. Picnic Area
11. Underpass
12. Fitness Station
13. Outdoor Classroom
14. Educational garden
15. Natural Playground
16. Dog Park

0 50' 100'



0 15′ 30′ 90′

Section-elevation A-A′



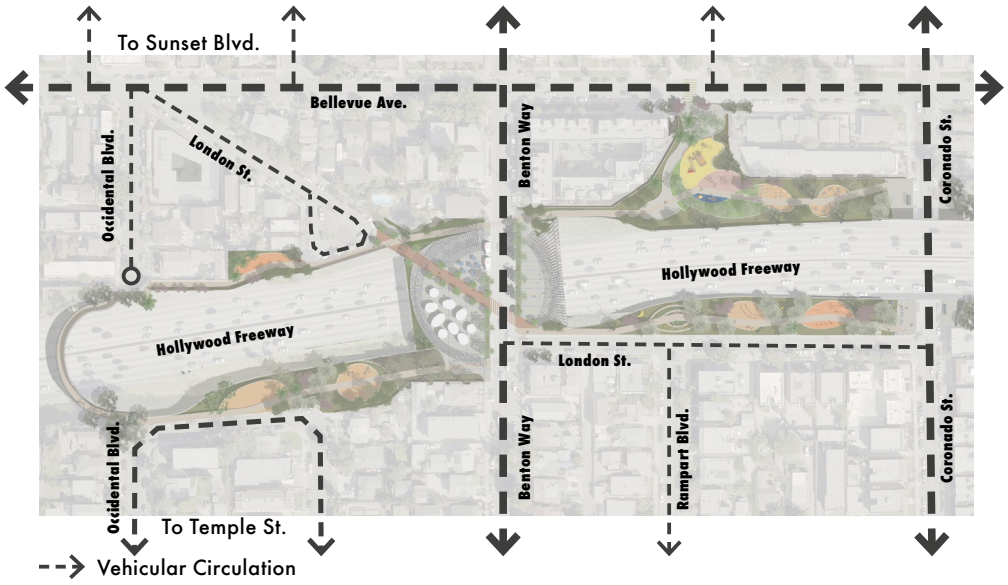
0 5′ 10′ 30′

Section-elevation B-B′

KEY MAP

VEHICULAR CIRCULATION

The freeway ramps are removed, decreasing traffic in the neighborhood.

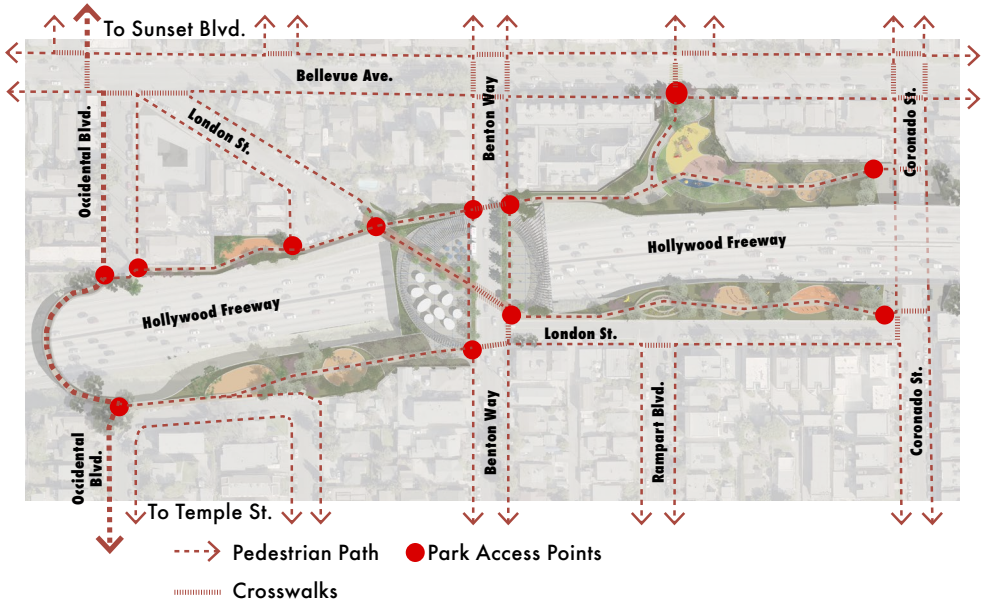


TRANSIT ROUTES

the bus stops on Coronado are moved from the corner of Bellevue to the edge of the park and consolidated with bus stop shelters.

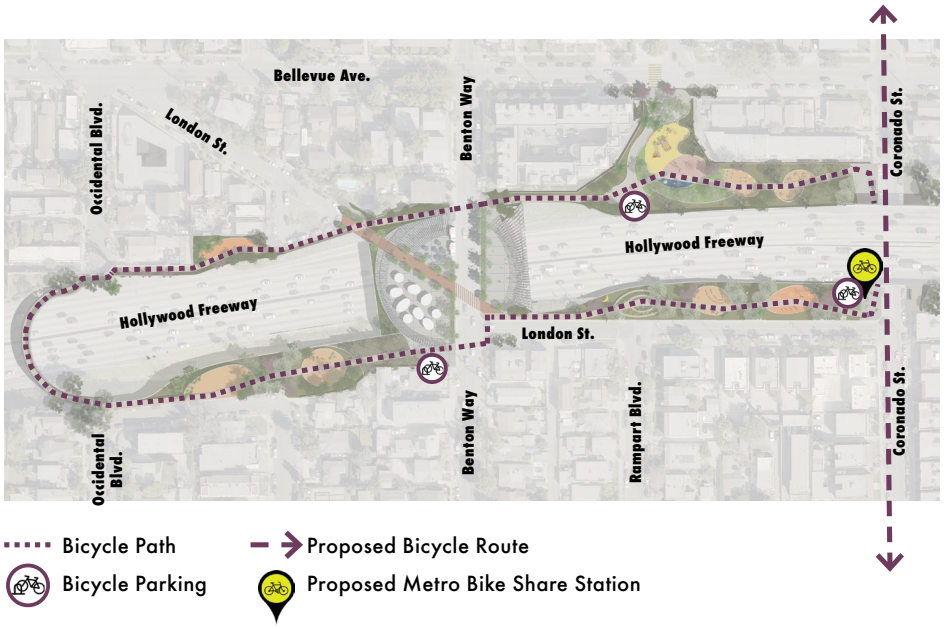
PEDESTRIAN CIRCULATION

A new pedestrian bridge reconnects Occidental, restoring its continuity from Sunset to Temple. Multiple access points integrate the park into the neighborhood's pedestrian network.

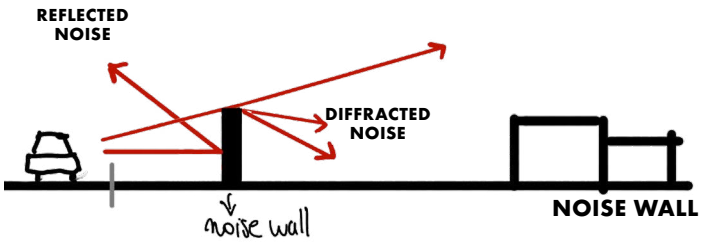


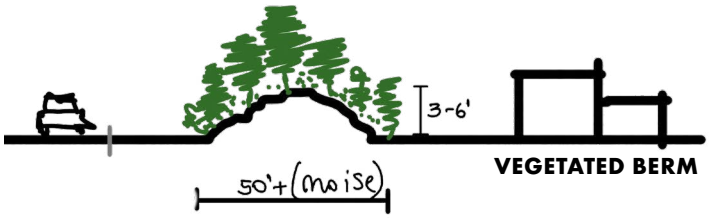
BICYCLE PATHS

The loop path provides a new option for navigating the neighborhood.

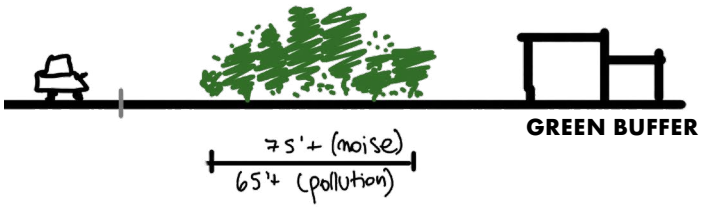


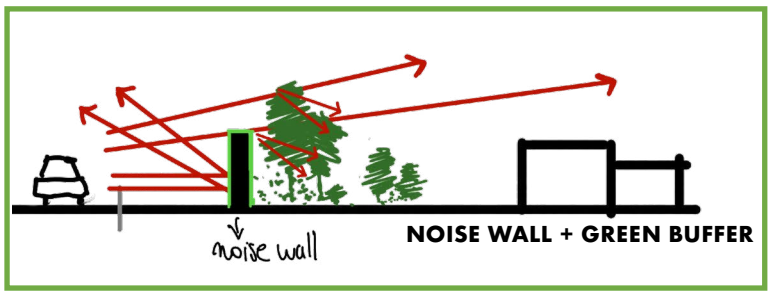
NOISE AND POLLUTION MITIGATION

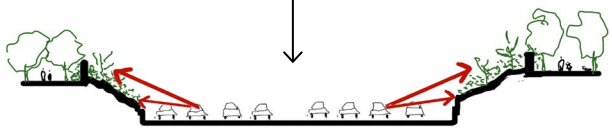




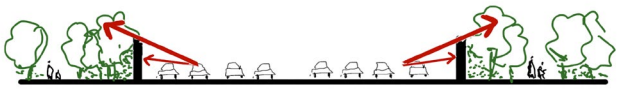
A 50 feet wide densely vegetated berm or a 75 feet green buffer could help reduce noise and pollution, but the park is too narrow to account for this.

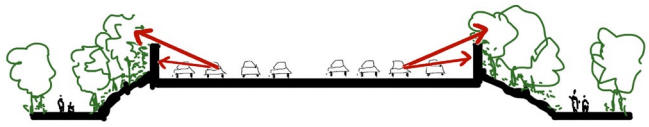


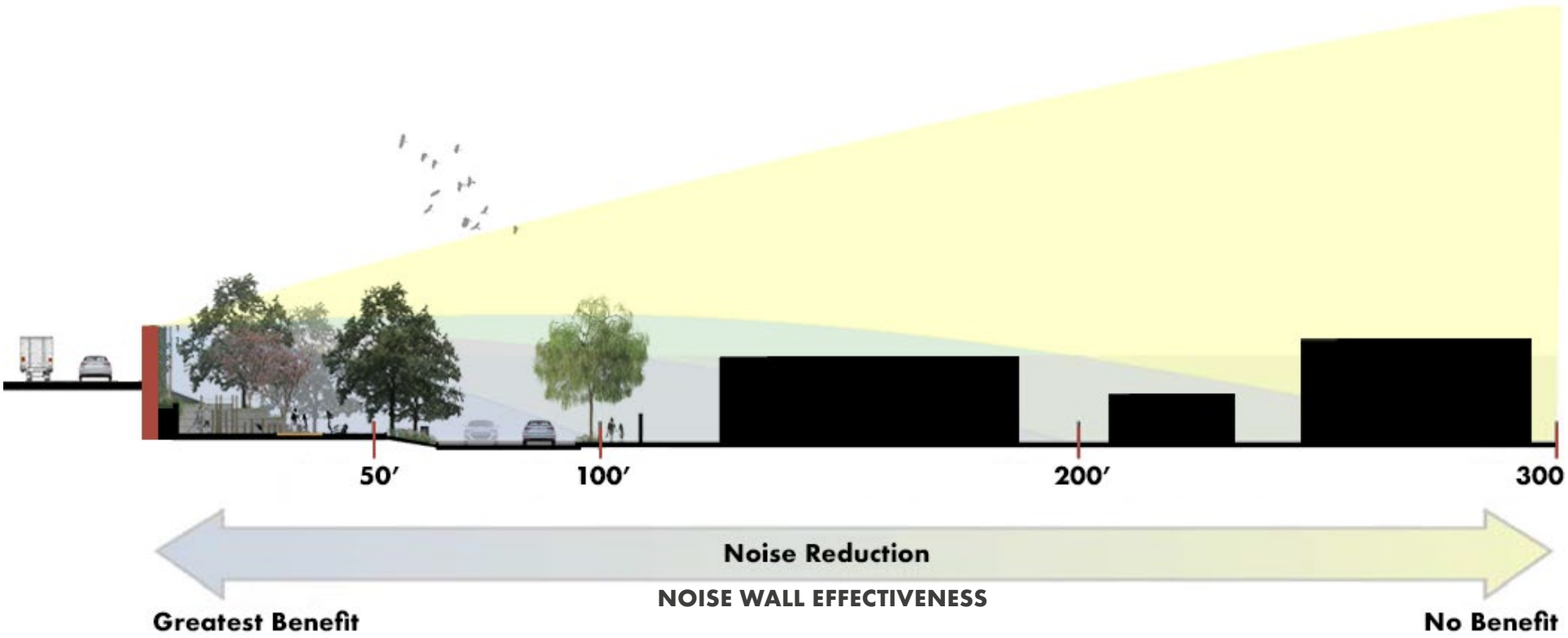




The freeway is sunken in the majority of the park area. The embankments will act as a vegetated wall reducing noise and pollution.







Base Image Source: Wisconsin Department of Transportation

SECTION A-A′
NTS

The noise mitigation strategy will be a combination of a noise wall and a green buffer.

The noise wall will reduce the noise in the park, while the park itself will act as a green buffer mitigating further noise and pollution of the freeway in the neighborhood, using a variety of plants with different shapes and sizes for better results.

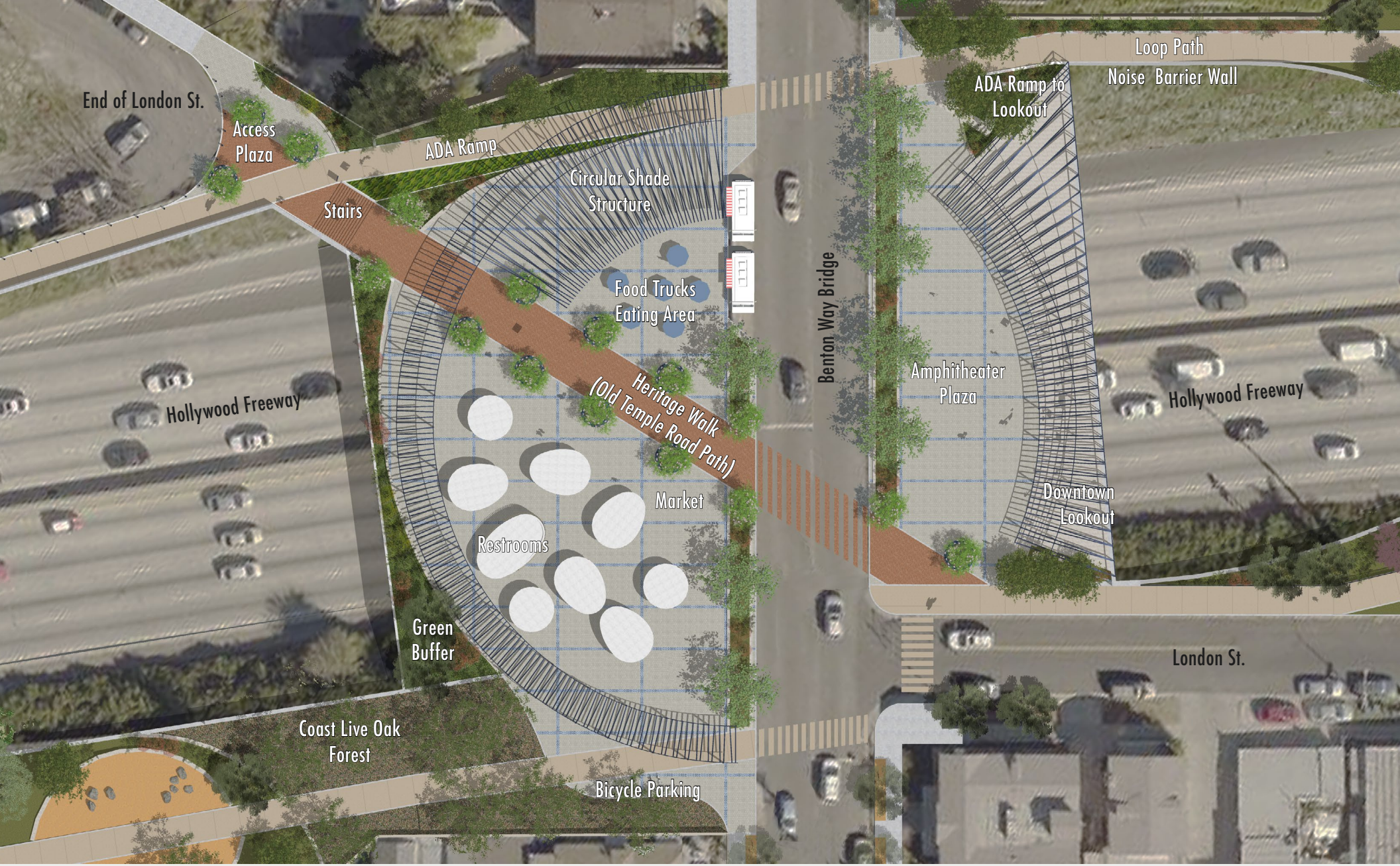
FREEWAY LID PLAZA

The freeway lid plaza, bisected by the existing Benton Way bridge, is an active gathering space for the community, with flexible areas to host different events.

The diagonal crossing of the plaza is the Heritage Walk, recreating the path of the Old Temple Road and providing access to the park from the dead-end of London Street.

The west side of the lid has a permanent market that will support local vendors, a food truck eating area, and an extended shade area for neighborhood activities.

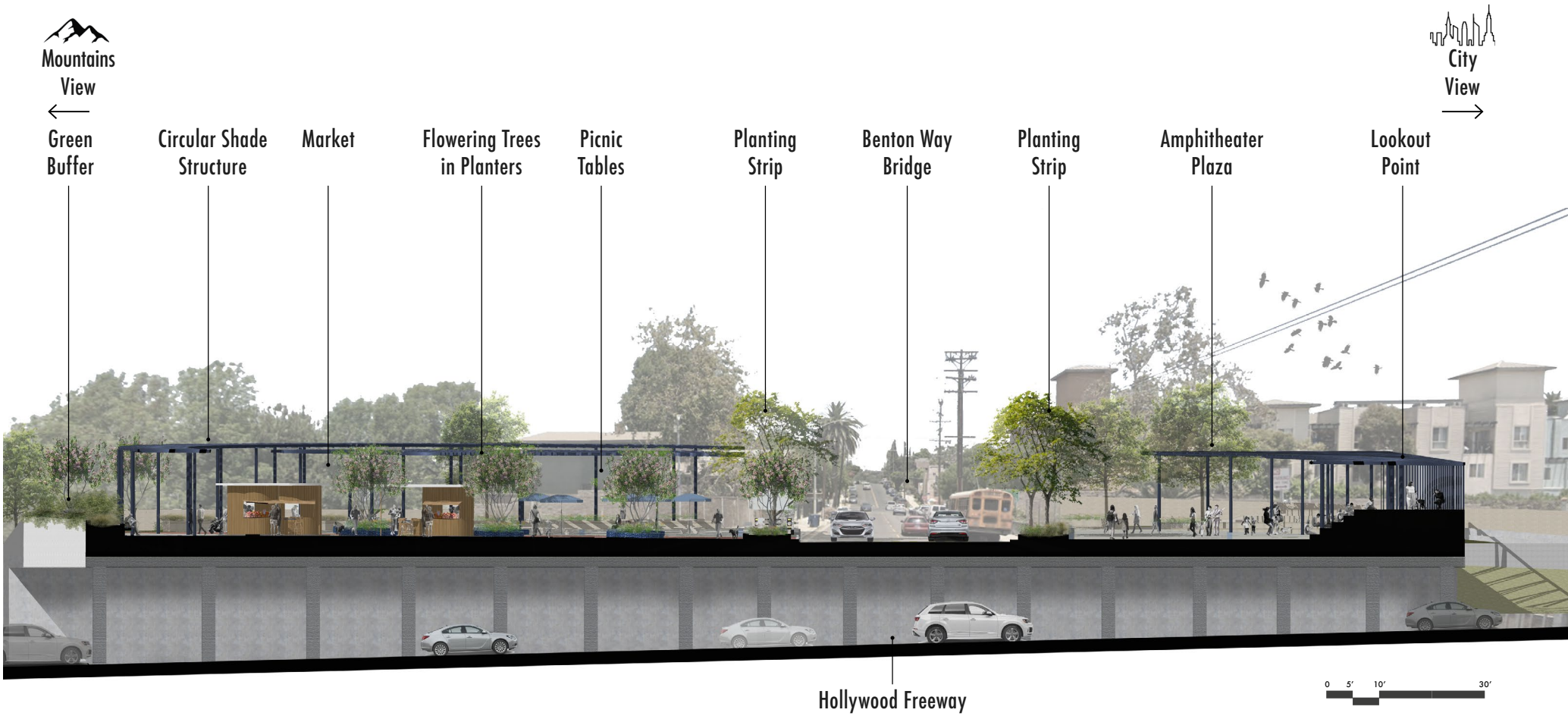
To the east, the amphitheater can be used as a daily seating area or as a structure to host outdoor events.



BEFORE

0 10′ 20′ 50′

KEY MAP

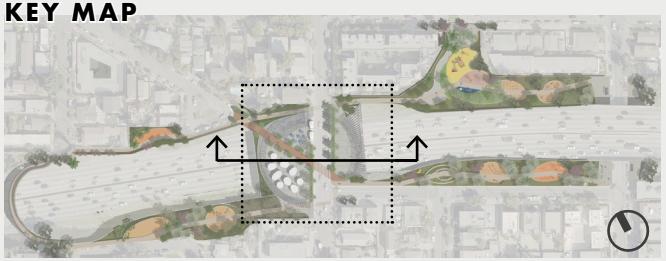


Section-elevation

A buffer planter separates the lid from the freeway, blocking the view to the traffic and framing the mountains to the west.

To the east, the raised amphitheater insulates the plaza from the freeway noise but allows access to a lookout point to downtown L.A.

KEY MAP



ADA Ramp to Freeway Lid

Freeway Lid

Circular Shade Structure

Noise Barrier Wall With Historic Images

Accent Trees in Planters

Chitalpa

× *Chitalpa tashkentensis*

Access Plaza Permeable Pavers

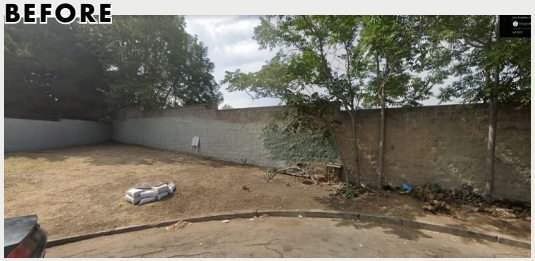
Stairs to Freeway Lid

Heritage Walk (Old Temple Road Path) Terracotta Permeable Pavers

End of London St

Loop Path

BEFORE

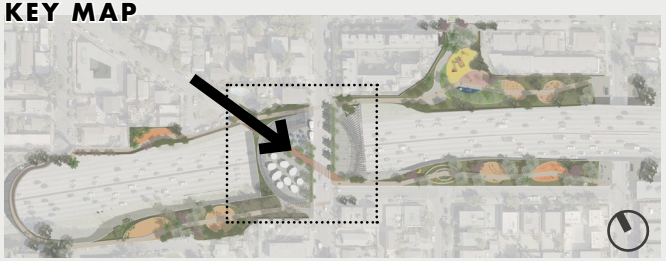


KEY MAP

On the freeway lid, the diagonal Heritage Walk has planters with flowering trees along the sides.

The food trucks and the market make the freeway lid plaza an active space year-round.

KEY MAP



Lookout to Downtown L.A.

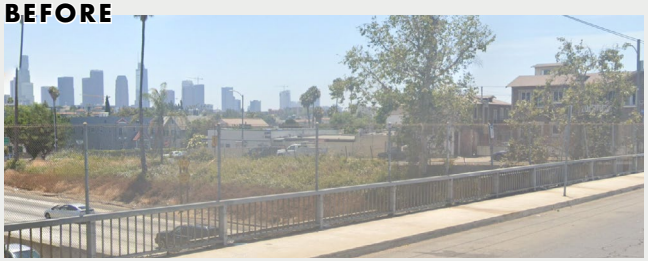
Amphitheater

String Lights

Flexible Program Plaza

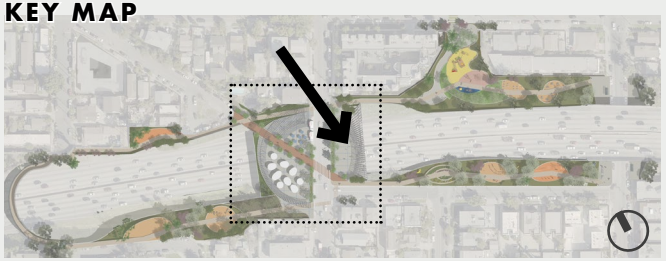
Planting Strip - Raised Planters

BEFORE



The amphitheater plaza is a flexible space that can be used to host concerts and other public events.

KEY MAP



PLAYGROUNDS

The playground areas are located where the freeway ramp was, with access from Bellevue through a plaza that goes out to the sidewalk and connects to the loop path.

Curved seat walls separate the park from the residences with a densely planted area, creating a lush green space for the neighborhood.

Thought as a space to stimulate play and learning, the playgrounds include a solar system play sculpture and a board games area, inviting people of all ages to play.

The lawn area provides a flexible space for free play, resting, or reading, and the picnic area is the perfect place to gather and share a meal when play time is over.

BEFORE

0 10′ 20′ 50′

KEY MAP

Accent Tree

Western Redbud
Cercis occidentalis

Shade Tree

Existing Palm Trees

Residential Building

Parkway Planting

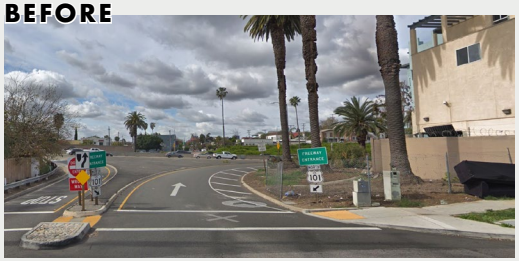
Concrete Seat Wall

Playground Fence

Access Plaza From Bellevue Ave.

Concrete Seat Wall

BEFORE



Access from Bellevue Ave. with the playgrounds in the background and colorful accent trees marking the entrance to the park.

KEY MAP

Noise Barrier Wall with Murals by Local Artists

Western Sycamore
Platanus racemosa

Solar System Play Sculpture

Playground

Screen Planting

Concrete Seat Wall

Sycamore Lawn
Fescue Grass Mixture

Loop Path
Pervious Concrete

Boulders

Board Games

Decomposed Granite

BEFORE

The lawn area has sycamore trees and native grasses and mostly native screen planting, attracting wildlife and bringing nature back to the city.

KEY MAP

PLAYGROUNDS PLANT MATERIAL

ENTRY PLAZA

SHADE TREE
Geijera parviflora
Australian Willow

ACCENT TREE
Cercis occidentalis
Western Redbud

UNDERSTORY- PARKWAY PLANTING

Aristida purpurea
Purple Three-awn

Achillea millefolium
Common Yarrow

Lessingia filaginifolia
'Silver Carpet'
Silver Carpet Aster

NATIVE GRASS LAWN

LAWN TREE
Platanus racemosa
Western Sycamore

Fescue Grass Mixture

Festuca occidentalis
Western Fescue

Festuca rubra 'Molate'
Molate Red Fescue

Festuca idahoensis
Idaho fescue

SCREEN

Arctostaphylos manzanita 'Dr. Hurd'
Dr. Hurd Manzanita

Heteromeles arbutifolia
Toyon

Sambucus mexicana
Mexican Elderberry

Leymus condensatus
'Canyon Prince'
Canyon Prince Wild Rye

Ribes viburnifolium
Evergreen Currant

Monardella villosa
Coyote Mint

Ceanothus Joyce Coulter
Creeping Mountain Lilac

UNDERPASS

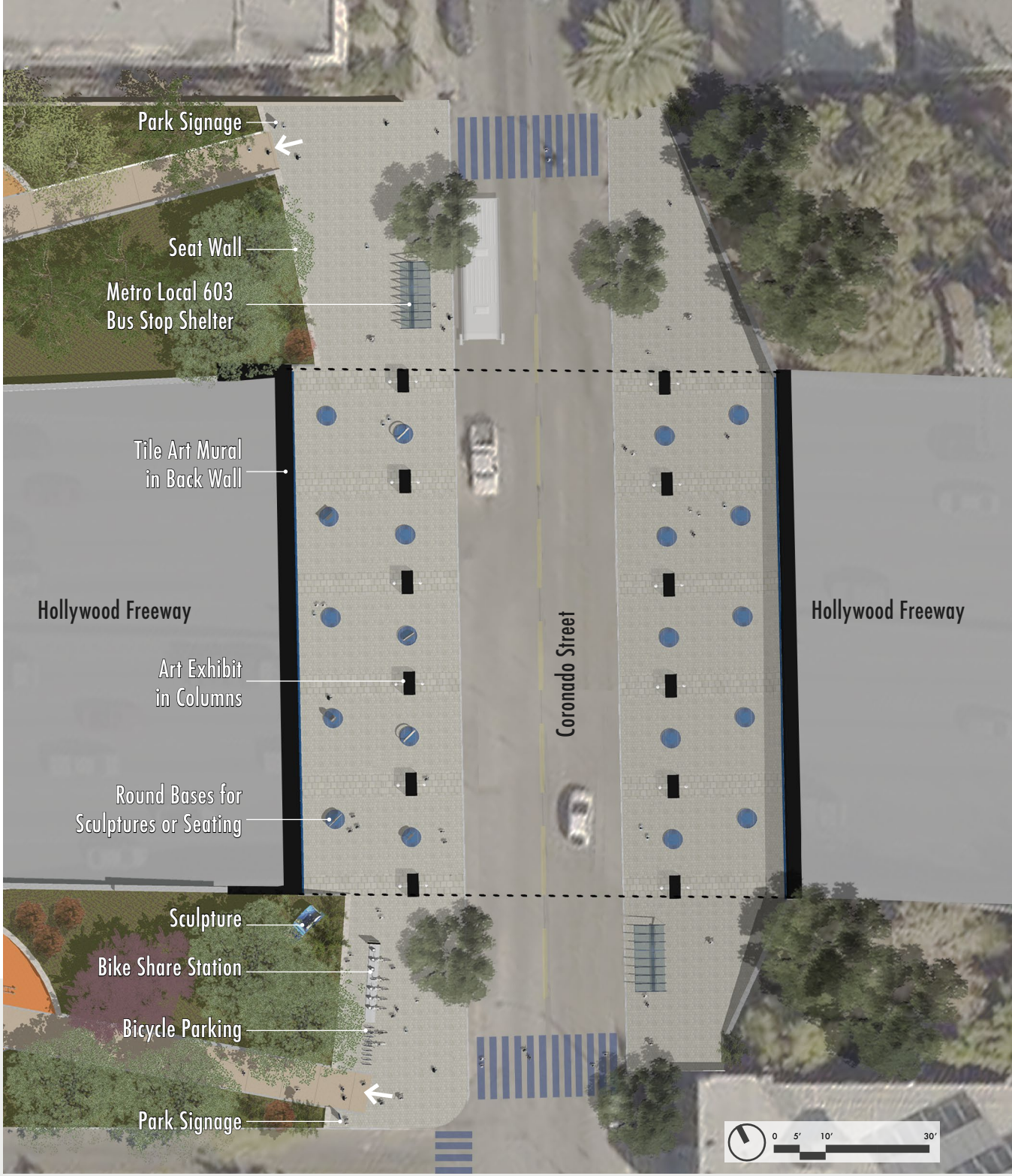
The underpass is enlarged with a wide sidewalk and turned into an active space, making it safe for pedestrians.

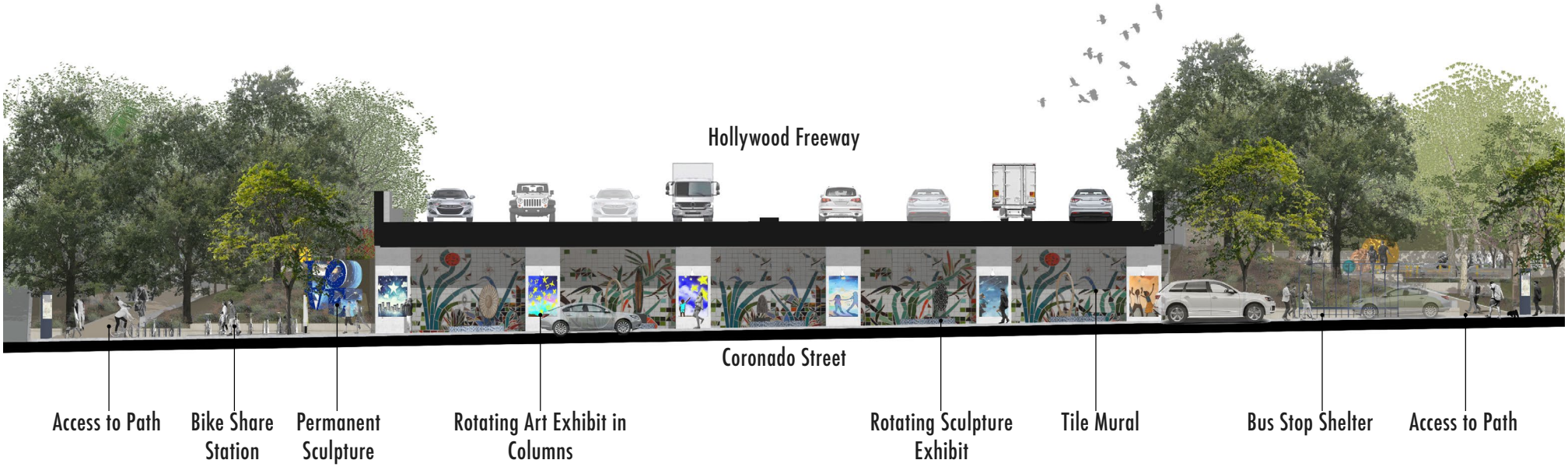
The columns will have elements to support rotating art exhibits, making it a place where the local elementary schools can showcase their students' work.

The underpass will also become a transit point, with a metro bus stop, a bicycle share station, and two access points to the park.

KEY MAP

BEFORE





0 5′ 10′ 30′

Section-elevation

The park acts as a green buffer separating the freeway from the neighborhood.

KEY MAP

Native Oak Trees

Access to Path

Sculpture With Positive Message

Rotating Sculpture Exhibit

Underpass Ceiling With Constellations Lights

Relocated Bus Stop

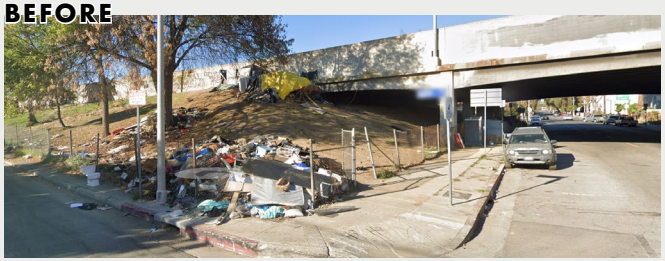
Park Signage

Bicycle Parking

Shared Bicycle Station

Rotating Art Exhibit

BEFORE



KEY MAP

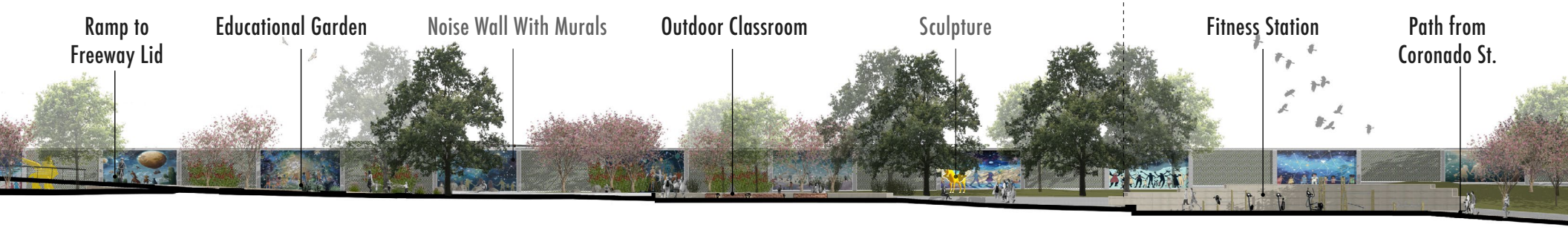
SOUTH LINEAR PARK

The south side of the linear park is in a narrow 55’ wide strip on the freeway embankment and the south access to the freeway.

The fitness station, outdoor classroom, and educational garden are isolated from each other but connected by the loop path, which in this area is surrounded by native oaks, creating a nature walk experience.

0 10′ 20′ 50′

Plan view



0 10′ 20′ 50′

Section-elevation

BEFORE

KEY MAP

Accent Tree
Western Redbud
Cercis occidentalis

Noise Barrier Wall with Murals

Outdoor Classroom

Sculpture

Native Oak Trees
Quercus lobata
Quercus agrifolia

Pollinator-Friendly Plants

Concrete Seat Wall

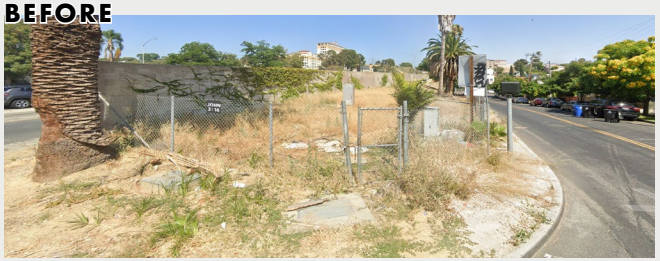
Log Benches

Loop Path
Oak Nature Walk

Student's Inspirational Quotes Sign

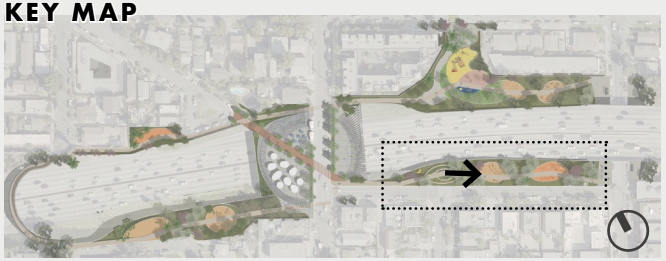
Oak Understory Planting

BEFORE



The outdoor classroom has a natural and rustic look with log benches under the shade of oak trees, providing a unique experience for children to learn while immersed in nature.

KEY MAP



Educational Garden
Tongva Medicinal Plants

Noise Barrier Wall with Murals

Native Oak Trees

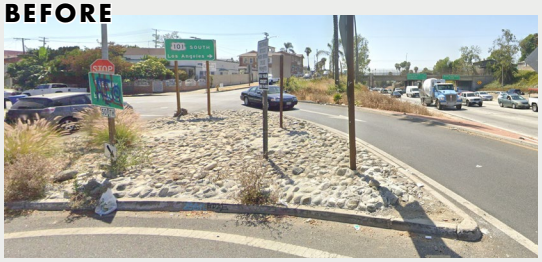
Oak Understory Planting

Loop Path
Oak Nature Walk

Seat Wall

Boulders

BEFORE



The educational garden is made of smaller concentric paths coming from the main loop and is inspired by Tongva medicinal plants, educating the visitors using signage with storytelling.

KEY MAP

LINEAR PARK PLANT MATERIAL

OAK NATURE WALK

EVERGREEN
Quercus agrifolia
Coast Live Oak

DECIDUOUS
Quercus lobata
Valley Oak

UNDERSTORY

Arctostaphylos glandulosa adamsii
Laguna Manzanita

Brickellia californica
Brickell Bush

Lepechinia fragrans
Fragrant Pitcher Sage

Rhamnus crocea
Redberry

Mimulus aurantiacus
Sticky monkey flower

Salvia spathacea
Hummingbird Sage

Melica imperfecta
California Melic

Lonicera interrupta
Chaparral Honeysuckle

EDUCATIONAL GARDEN
TONGVA MEDICINAL PLANTS

Artemisia tridentata
Wikwat
(Basin Sagebrush)

Salvia apiana
Kasili
(White Sage)

Peritoma arborea
Takape Ahoots
(Bladder Pod)

Salvia mellifera
Kasili
(Black Sage)

Eriogonum fasciculatum
Wilakal
(California Buckwheat)

Rhus trilobata
Tsameesh
(Basket Bush)

Muhlenbergia rigens
Su.ul
(Deer Grass)

Adenostoma fasciculatum
Hu'utah
(Chamise)

Encelia californica
Pa.akal
(Bush Sunflower)

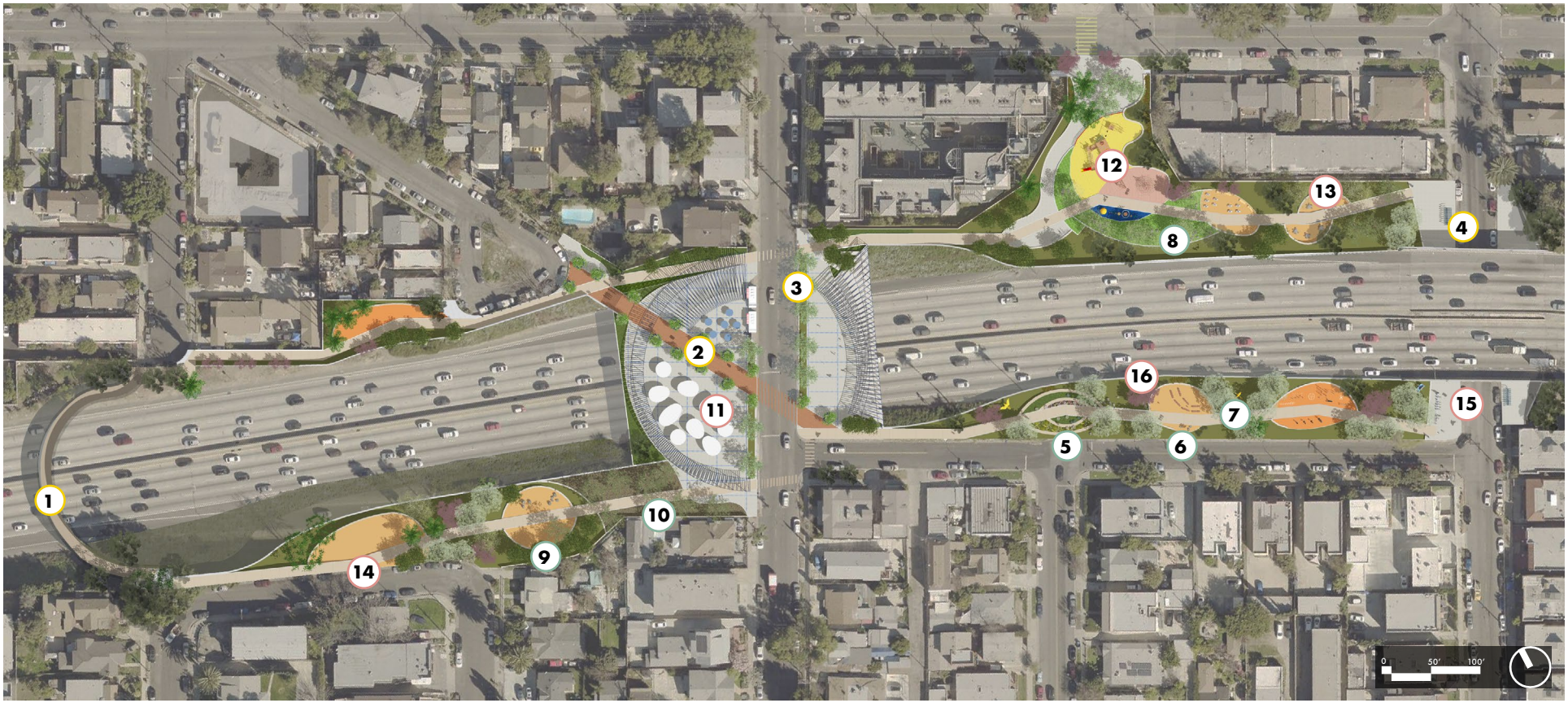
Sisyrinchium bellum
Tukupar ahen
(Blue-eyed Grass)

Ceanothus sp.
Ishwhish
(Mountain Lilac)

Hesperoyucca whipplei
Ako
(Our Lord's Candle)

Plants Source: A Tongva Native Garden. Pitzer's Hidden Treasure (pzacad.pitzer.edu)

PROJECT SUMMARY



RECONNECT THE URBAN FABRIC

1. PEDESTRIAN BRIDGE @ OCCIDENTAL BLVD.
2. HERITAGE WALK
3. IMPROVED PEDESTRIAN CROSSING OF BENTON WAY BRIDGE
4. SAFER UNDERPASS CROSSING, BUS STOP SHELTERS AND BIKE SHARE STATION

RECONNECT WITH NATURE

5. EDUCATIONAL GARDEN
6. OUTDOOR CLASSROOM
7. NATURE WALK LOOP PATH
8. LAWN AREAS WITH SYCAMORE TREES
9. NATURAL PLAY AREA
10. COAST LIVE OAK FOREST

RECONNECT THE COMMUNITY

11. FREEWAY LID PLAZA WITH FLEXIBLE PROGRAM SPACES, MARKET AND FOOD TRUCKS
12. PLAYGROUNDS
13. PICNIC AREA
14. DOG PARK
15. ROTATING ART EXHIBIT ON UNDERPASS
16. MURALS BY LOCAL ARTISTS ON FREEWAY WALLS


London St

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