

The Bowtie Parcel Master Plan

UCLA LD6: Concept Development / Instructor: Steven Chavez, PLA

Summer 2023

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OVERVIEW AND HISTORY

For over 10,000 years
before California was California
before Los Angeles was Los Angeles
before train tracks and power lines and urban brownfields
a dynamic interplay of sun & soil
wind & water
flora, fauna, & fungi
forged an intricate web of relationships:
the Coastal Sage Scrub

A river we now call the LA River
wound through the hills
course shifting from season to season.
At times a force, brief and tempestuous;
at times a space, a possibility
a dry wash of potential energy
water withdrawn beneath the earth
a subterranean flow bathing the roots of riparian trees.

For thousands of years
the Tongva entwined the threads of their lives
within this web
framed by river, soil, and sky

250 years ago the Spanish came
bearing seeds of colonialism:
Black Mustard and Christianity
Land use transformed in a rapid succession of pattern
an accelerating cadence
from grazing to train yard
to abandoned industrial brownfield

Now the Bowtie Parcel sits at the edge of the LA River
abandoned, yet inhabited
wasted, yet wanted
a site of dereliction and dreams.

SITE HISTORY TIMELINE



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SITE INVENTORY



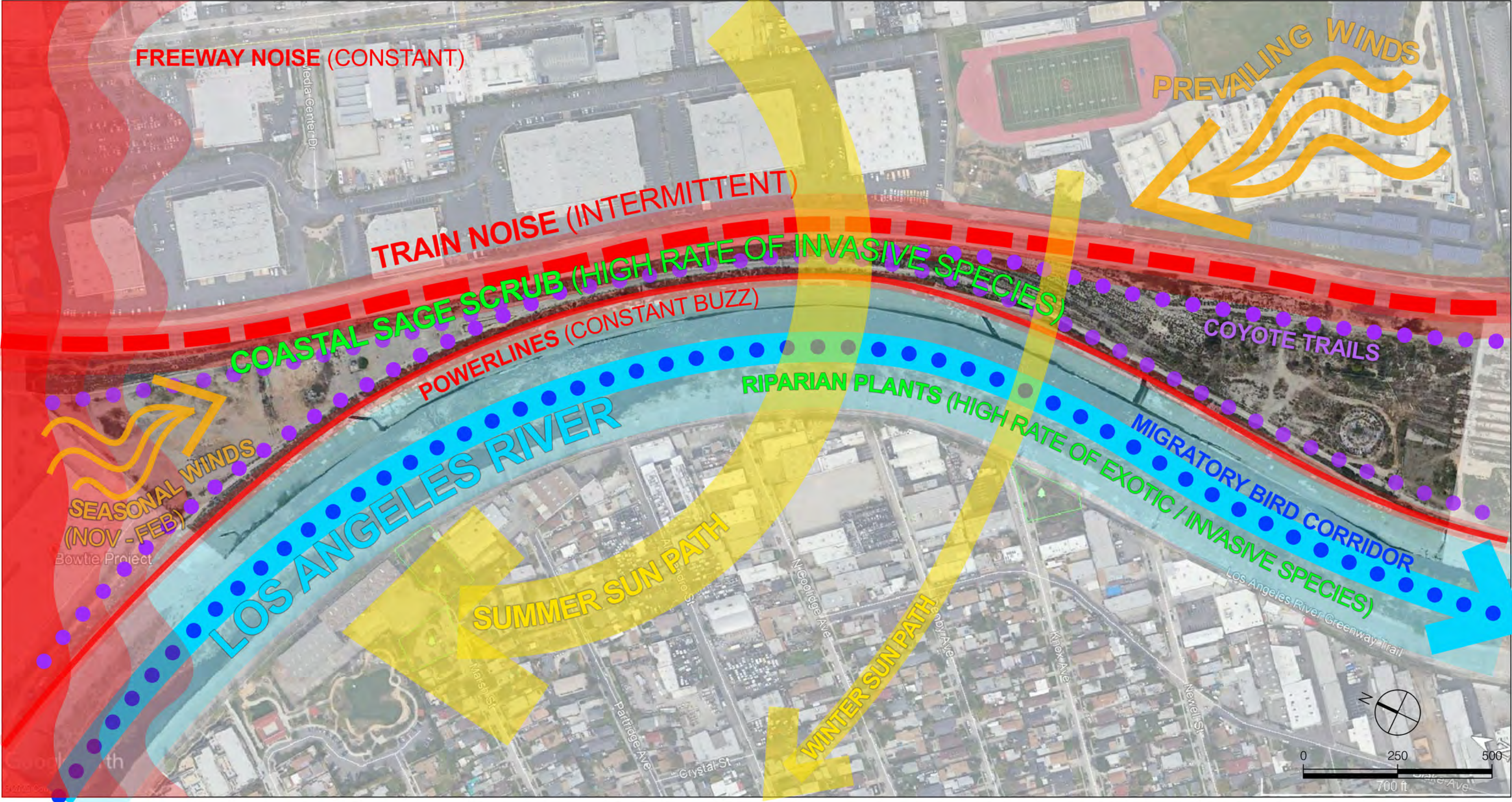
A High Tension Power Lines
 B Transmission Tower / Hatch
 C Mirror Garden

D Metrolink + Freight Trains
 E Petroleum Pipeline
 F Former Turntable

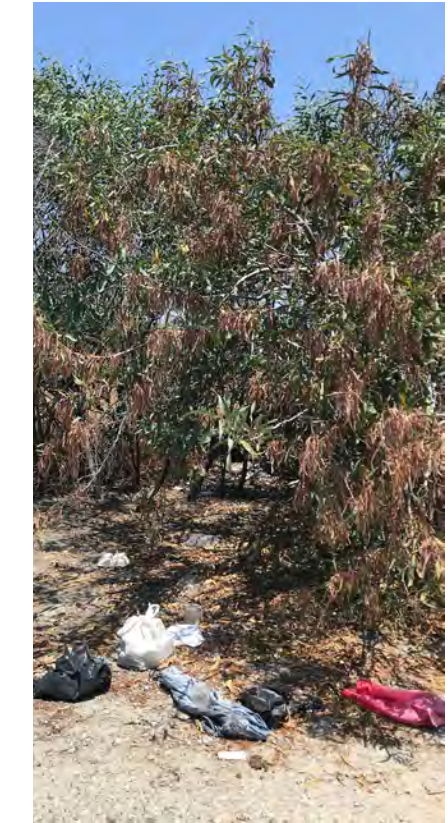
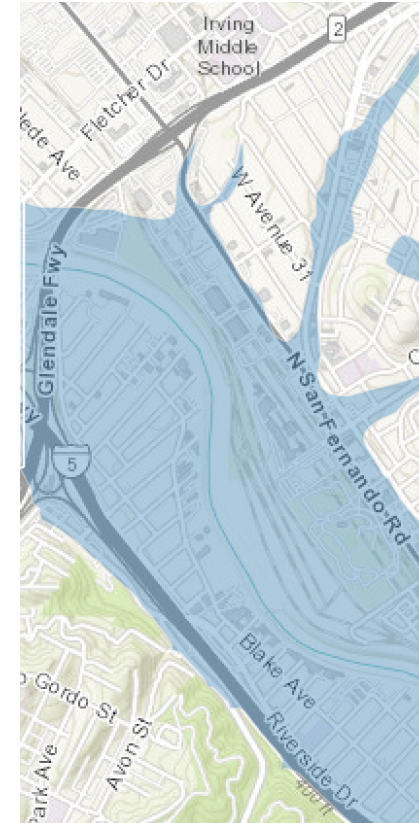
G Invasive Plants (Fire Hazard)
 H Boulder Pile
 I Former Interpretive Signage

J Los Angeles River (Trapezoidal Concrete Embankment)
 K ACE Design Studio Structures
 L Native Plants (Cultural & Habitat Value)

SITE ANALYSIS



SITE CONSTRAINTS



Urban / Industrial Infrastructure of high tension lines, nearby freeway, bounding train tracks & concrete edge of the LA River limits the site dimensions, cuts off connectivity, and defines the character of the site

Contaminated Soils due to decades of industrial trainyard use poses health hazard to users; the need for remediation increases costs associated with redevelopment

Natural Disaster risks include wildfire, earthquakes, and flooding

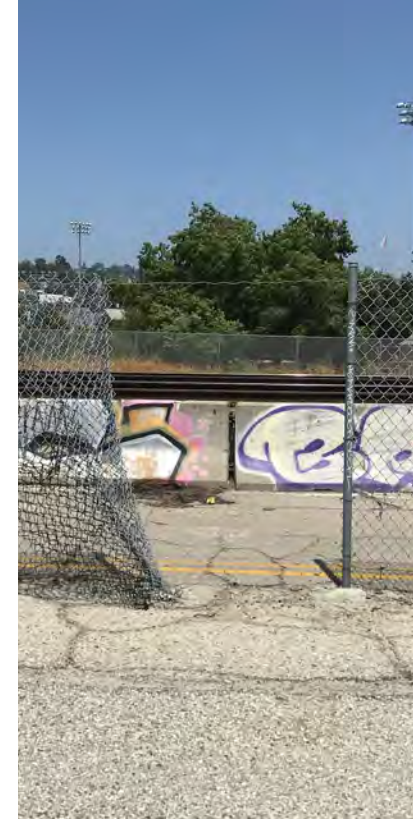
Liquefaction Zone limits stormwater management options (infiltration not recommended) and increases risks associated with earthquakes

Lack of Basic Amenities such as water, shade, and shelter in combination with a high exposure to sun, wind, and freeway noise renders the site nearly untenable, especially mid-day during the summer

Poor Accessibility with only one point of entry / egress, no designated parking, not ADA accessible, no convenient transit service

Insufficient Maintenance yields unclean and unsafe conditions including broken glass and high prevalence of flammable invasive weeds. Site feels unsafe for women, children, and lone users

SITE OPPORTUNITIES



Integrate historic infrastructure, natural resources, and spontaneous community use to maintain a **Unique Sense of Place**

Create an **Outdoor Classroom** for local learners

Use **Biophilic Design** to transform the parcel into a park that offers improved quality of life for local residents and wildlife

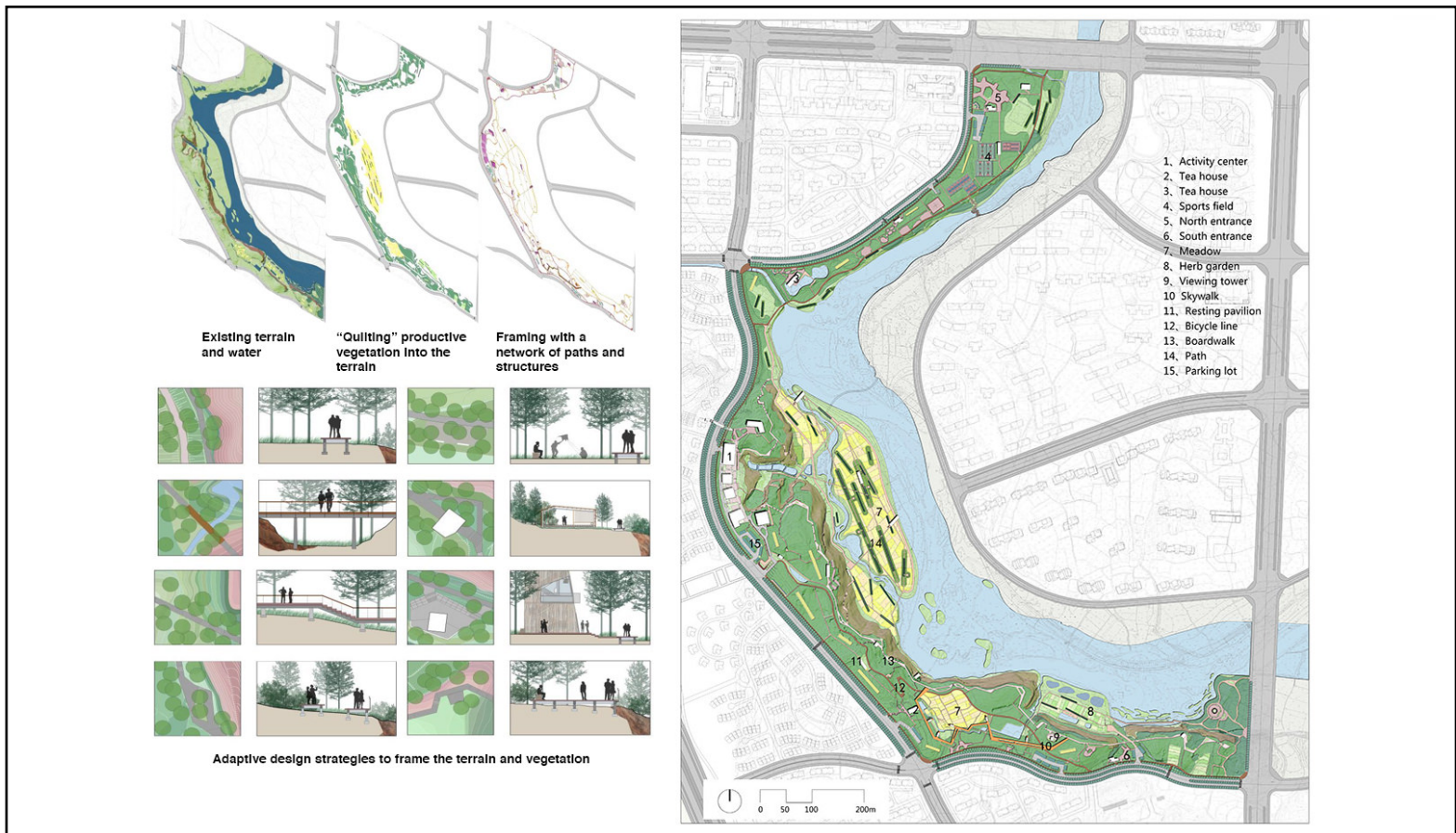
Integrate **LID Stormwater Management** systems to improve watershed health, reduce flood risk, and increase climate resiliency

Provide **Safe & Equitable Access to Basic Amenities** including water, restrooms, sheltered resting areas, and open space

Connect Local Communities to the River and to each other

Center the Needs of Existing Community Members; honor and protect existing relationships with the site

PRECEDENT CASE STUDY 1: Quzhou Lumin Park (Quzhou, Zhejiang, China)

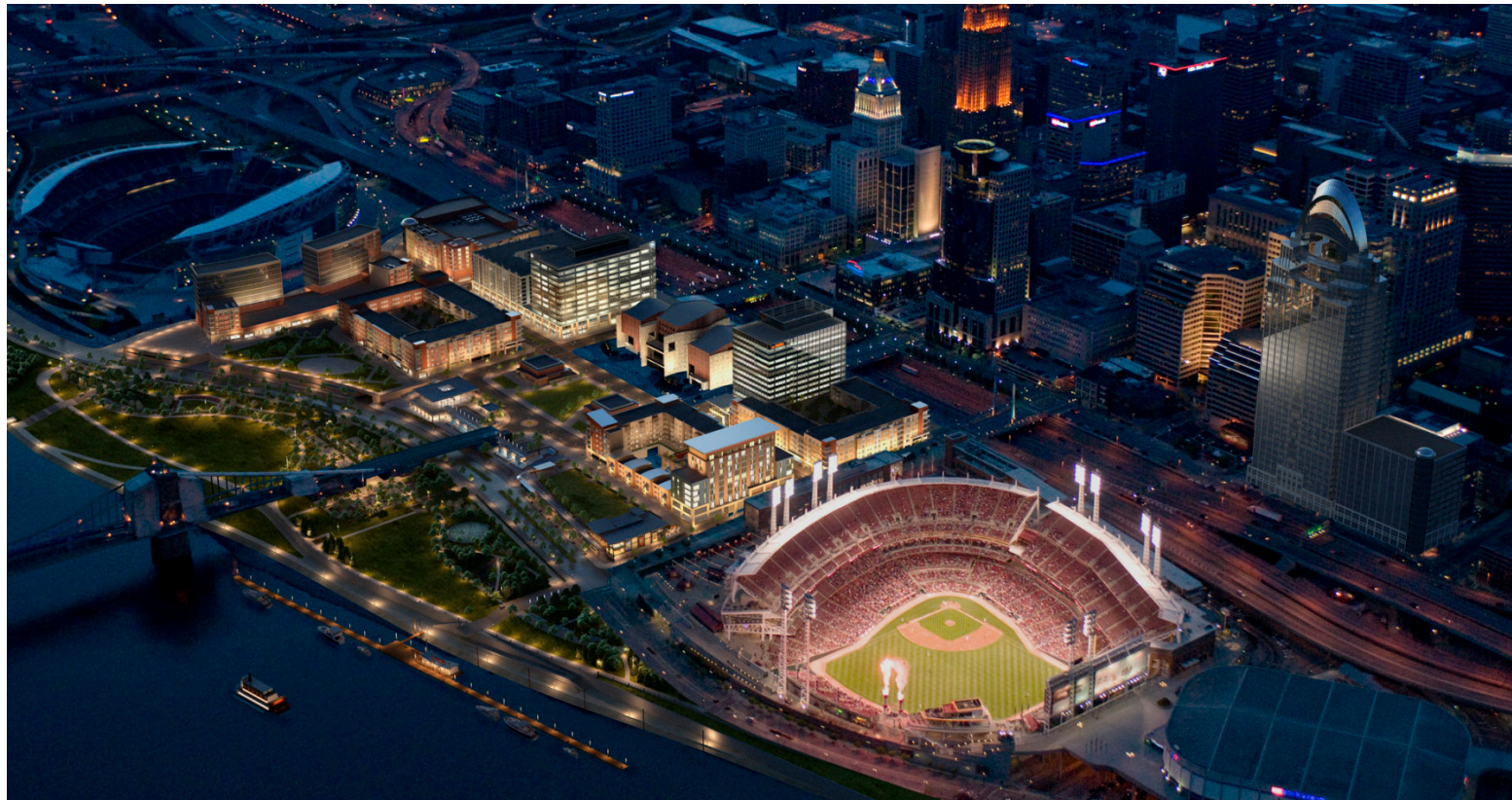


The preservation of unique geologic features such as the red sandstone hills in combination with mass planting of seasonal crops of sunflowers and fall annuals contribute to a **strong sense of place**. Users are encouraged to interact with the flower fields. Photography is quite popular and the site lends itself to social media, contributing to the reputation of the park as a must-see destination. Elevated paths and shelters feature views of the river, and the river is accessible via floating boardwalk. Both of these design choices foster a **strong feeling of connection with the river**. Materials choices reference local **historic sites**. Flood resistant pavilions and paths, as well as alignment of pathway / planting space orientation with shade / sun patterns demonstrate a **high degree of responsiveness to the climate and geography of the site**.

Large areas of land are given over to monocropping annuals. This labor- and resource-intensive land management choice comes with **high fiscal costs** and **missed opportunities to support native wildlife**. Pathway systems are **not universally accessible**, often incorporating stairs instead of ramps to address elevation change.

Site stats: 31 hectares, located on the west bank of the Shiliang River. Designed by Turenscape.

PRECEDENT CASE STUDY 2: Smale Riverfront Park (Cincinnati, Ohio, USA)



1 Rosenberg Swings	8 Bike Mobility Center	15 Gardner Family Grove and Rose Garden
2 Duke Energy Garden	9 Heekin Family/PNC Grow Up Great Adventure Playground	16 Castellini Esplanade
3 Fath Fountain		17 Picnic Grove
4 Black Brigade Monument	10 P&G go Vibrantscape	18 Gardens
5 Riverwalk	11 Carol Ann's Carousel	19 Water Play
6 Labyrinth (Inspired By Barr Foundation)	12 Anderson Pavilion	20 Moerlein Lager House
7 Schmidlapp Event Lawn & Stage	13 The Great Lawn	21 Pichler Fountains
	14 Ohio River Trail	E Elevator R Restroom

PARK FEATURES

It's Where We Play!

Reasonable accommodation upon request. Visitors may be photographed, filmed, or recorded by the Cincinnati Park Board for educational and promotional uses.

May 2015

Strong, well placed connections between the park and adjacent urban fabric. Notable connections include Paycor Stadium, Great American Ballpark, and National Underground Railroad Freedom Center. The park features multiple **kid / family friendly** attractions. Pathway systems are **universally accessible**. **Diverse plant palette** enhances character and ecological benefits. Site is **well lit at night**, encouraging **evening use** in conjunction with events at neighboring ballpark and football stadium.

Integration of the river within the park is mixed. **Seating is oriented towards the river**, but primary **pedestrian circulation is along the street side** of the park (along Mehring Way) rather than the river side of the park. **Little shelter from rain** even though precipitation occurs 1 in 3 days (as opposed to 1 in 10 in Los Angeles). Riverside **walkway lacks trees and/or shade structures**. Site relies heavily on built features for identity.

Site stats: 13 hectares, located on the north bank of the Ohio River. Designed by Sasaki.

PRECEDENT CASE STUDY 3: Louisville Waterfront Park (Louisville, Kentucky, USA)



Planning process successfully **centered community engagement**, yielding a **highly used public space**. The design **reconnected city for Louisville** to the river in part by relocating a freeway access ramp to allow people to move freely beneath the freeway. The presence of **marinas and boat launches** develop the connection between city and river to its full potential. The contemporary spiral connection to historic train bridge (now used for a pedestrian & multimodal circulation) is an excellent example of **adaptive reuse**, and of integrating and preserving historic infrastructure to create a **strong sense of place**. Site furnishings use **high quality materials**, with design elements that reference historic infrastructure. Site is **well lit at night**, encouraging **evening use**.

Design seemingly **does little to mitigate site and sound of the adjoining freeway**.

Site stats: 22 hectares, located on the south bank of the Ohio River. Master plan and design by Hargreaves Associates.

DESIGN ALTERNATIVE 1: MEET AT THE RIVER



CONNECTIVITY IS MAXIMIZED, MAKING IT EASIER THAN EVER TO MEET AT THE RIVER.

Adjacent neighborhood zoning is updated to **mixed use / dense residential**, as per the Bestor plan for San Fernando Road, with structures grouped around semi-private open spaces. Development is organized along a **grid of eco-boulevards** connecting the communities of Glassell Park and Cypress Park across a **greenway capping the subterranean train tracks** to a **series of plazas** along the river's edge. Access to Frogtown is provided via two **pedestrian bridges**. The primary riverfront path is **integrated with the Paseo del Rio**. Multimodal access points knit together the Bowtie Parcel with Rio de Los Angeles State Park and the G2 Parcel. **Water fountains & shaded seating** are provided in each of the eight riverfront plazas. Plazas with especially high connectivity house the two **cafes, maintenance building, and visitor/expo center**. All structures include restrooms and **solar roof panels**. Additional **restrooms** are provided at the main entrances to the parking lots. The proposed **Bowtie Parcel Demonstration Wetland** is retained. Additional stormwater passing through the site is daylighted and filtered through a **lined bioswale** before being stored in a large **cistern** within the decommissioned locomotive turntable. The stored water is used on site for irrigation.

LEGEND

- PEDESTRIAN / BIKE CIRCULATION & FIRE / MAINT. ACCESS
- VEHICULAR CIRCULATION
- PLAZA W/ SHADED SEATING & WATER FOUNTAINS
- VEGETATION OVER SUBTERRANEAN TRAIN TRACKS
- TREE-LINED CORRIDORS
- B** BIOSWALE
- C** CAFE W/ SOLAR ROOF
- CI** CISTERN
- M** MAINTENANCE BUILDING W/ SOLAR ROOF
- P** PARKING
- R** RESTROOMS
- V** VISITOR / EXPO CENTER W/ SOLAR ROOF
- W** WETLAND

DESIGN ALTERNATIVE 2: PASEO ALTO



TAKE A STROLL ON THE **PASEO ALTO** TO SEE THE LA RIVER FROM A WHOLE NEW PERSPECTIVE. Taking another cue from the Bestor proposal for San Fernando Road, this design explores the possibility of an **elevated pedestrian promenade** east of the train tracks that doubles as an entry point to the park as well as a buffer between the train and the community of Glassell Park. Primary access to the Paseo Alto is provided from San Fernando Rd via a pair of **eco-boulevards** that transition into an elevated walkway. Additional **ADA access points** provided via elevator. A loop extends across the railroad tracks into the heart of the Bowtie, providing an opportunity for an elevated community gathering space with **views of the river** and surrounding communities. Two **pedestrian bridges** connect Frogtown directly with the Paseo Alto, with the option to enter the Bowtie Parcel directly from the northern bridge via elevator, or from the southern bridge by way of a **spiral ramp** wrapping around the **visitor center / amphitheater** in the footprint of the decommissioned locomotive turntable. The proposed Bowtie Parcel Demonstration **Wetland** is retained. Cisterns are located adjacent to structures to capture runoff from their impervious surfaces. The maintenance building is paired with a **native plant nursery**.

LEGEND

- ● ● PEDESTRIAN / BIKE CIRCULATION & FIRE / MAINT. ACCESS
- ● ● ELEVATED CIRCULATION (BRIDGES & PASEO ALTO)
- VEHICULAR CIRCULATION
- VEGETATION ON STRUCTURE
- TREE-LINED CORRIDORS
- A** ADA ACCESS BETWEEN LEVELS
- C** CAFE
- CI** CISTERN
- M** MAINTENANCE BUILDING W/ NATIVE PLANT NURSERY
- P** PARKING
- R** RESTROOMS
- V** VISITOR CENTER / AMPHITHEATER
- W** WETLAND

DESIGN ALTERNATIVE 3: BRIDGES



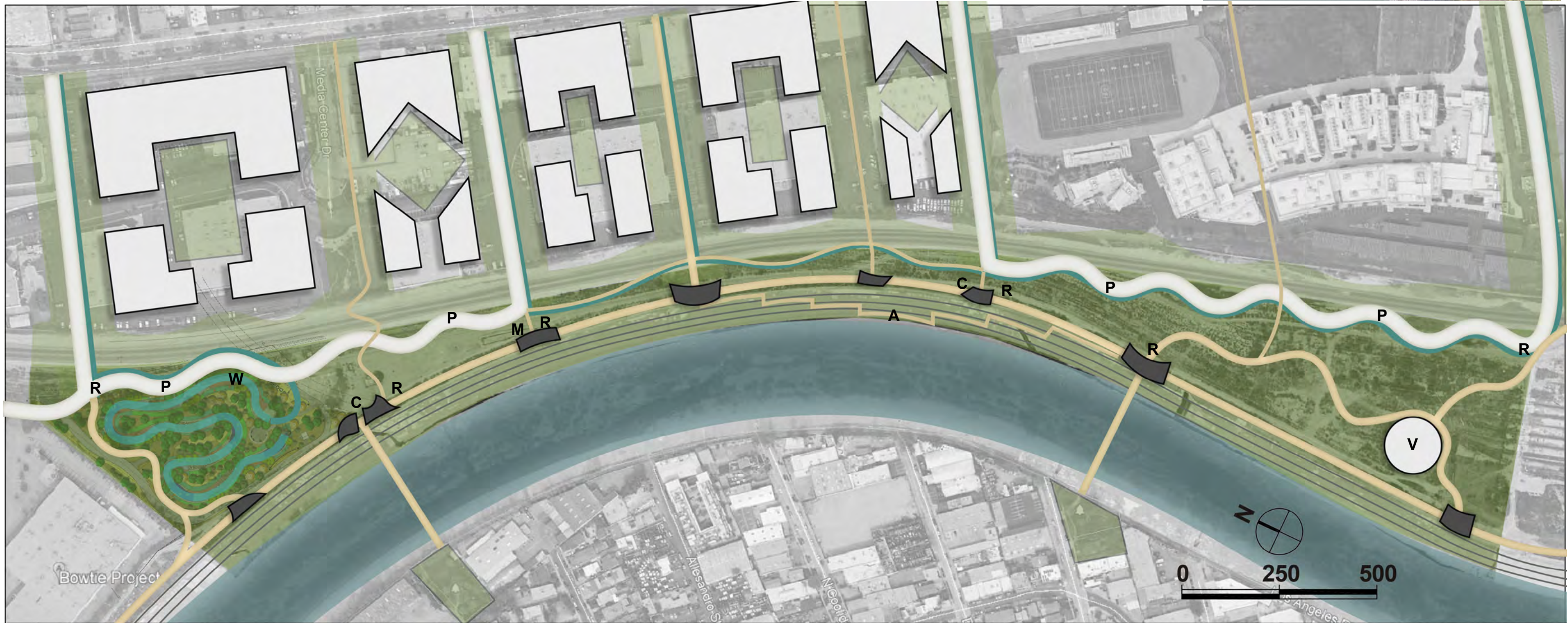
WHAT IF, INSTEAD OF WALLS, WE BUILT BRIDGES?

A series of **pedestrian & bicycle bridges** span the railroad tracks, connecting the communities of Glassell Park & Cypress Park with the Bowtie. The northernmost and southernmost bridges tie in with **river crossings** to Frogtown. The primary riverfront path is integrated with the Paseo del Rio. Plazas at each major intersection within the Bowtie house the cafes, maintenance building / native plant nursery, and visitor center / amphitheater. All structures include **restrooms** and **solar roof panels**. The proposed Bowtie Parcel Demonstration **Wetland** is retained. Additional stormwater passing through the site is daylighted and filtered through a lined **bioswale** before being stored in a large **cistern** adjacent to the maintenance building, where it is used to irrigate the **native plants propagated on site**.

LEGEND

- ● ● PEDESTRIAN / BIKE CIRCULATION & FIRE / MAINT. ACCESS
- ● ● ELEVATED CIRCULATION (BRIDGES & PASEO ALTO)
- VEHICULAR CIRCULATION
- VEGETATION ON STRUCTURE
- TREE-LINED CORRIDORS
- C CAFE
- CI CISTERN
- M MAINTENANCE BUILDING W/ NATIVE PLANT NURSERY
- P PARKING
- R RESTROOMS
- V VISITOR CENTER / AMPHITHEATER
- W WETLAND

MASTER PLAN



CONNECTIVITY IS MAXIMIZED, MAKING IT EASIER THAN EVER TO **MEET AT THE RIVER**.

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LEGEND

- PEDESTRIAN / BIKE CIRCULATION & FIRE / MAINT. ACCESS
- VEHICULAR CIRCULATION
- PLAZA W/ SHADED SEATING & WATER FOUNTAINS
- VEGETATED WITH LAYERS OF NATIVE PLANTS
- BIOSWALES
- A** ADA RAMP SYSTEM
- C** CAFE W/ SOLAR ROOF
- M** MAINTENANCE BUILDING W/ SOLAR ROOF
- P** PARKING
- R** RESTROOMS
- V** VISITOR / EXPO CENTER W/ SOLAR ROOF
- W** WETLAND

SITE SECTION 1



MIXED USE DEVELOPMENT
WITH PUBLIC HOUSING

PEDESTRIAN CROSS-STREET

TRAIN TUNNEL

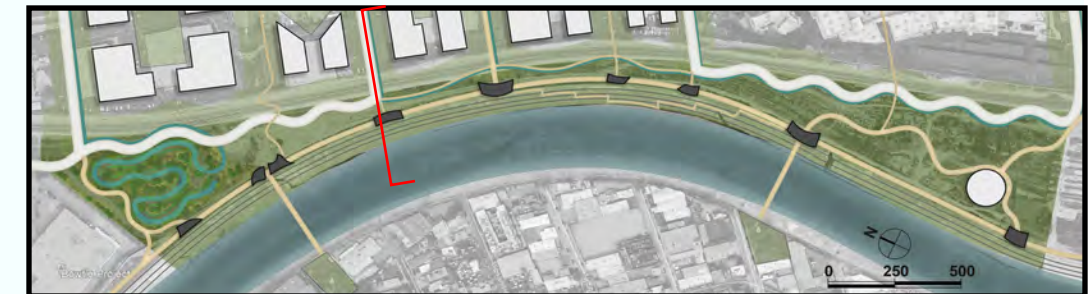
SHADED PAVILION

TERRACED EDGE

RAMP ACCESS

PEDESTRIAN BRIDGE
TO FROGTOWN

1" = 50'



SITE SECTION 2



PASEO DEL RIO
BICYCLCE AND PEDESTRIAN TRAIL

RESTROOM & CISTERN
FOR STORMWATER CAPTURE

SHADED PAVILION
AT INTERSECTION OF PATHWAYS

FOOTBRIDGE OVER LINED BIOSWALE
(FOR CLEANING STORMWATER
PASSING THROUGH THE SITE)

1" = 10'



PERSPECTIVE 1



PERSPECTIVE 2



Thank you to our cohort & our instructor!