



Highland Park
NEXT 4 EXITS

Patch and Thread

Stitching Together Nature and Culture along the Arroyo Seco

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Stitching Together Nature and Culture along the Arroyo Seco



Clayton Daily - Capstone Project - Spring/ Summer 2024

My lifelong interest in the outdoors, art, design, architecture, science, restoration ecology, sustainability, and climate resilience led me to begin my studies at UCLA Extension. I believe Landscape Architecture is a fusion of all of these disciplines and I am excited to have found a profession that requires passion and curiosity for these varied yet interconnected subjects.

I've lived in Los Angeles, California for twenty-one years and most of that time was spent working as a camera technician on the sets of numerous motion pictures and television shows.

I needed a career change, a new challenge, a way to practice art and science simultaneously, and I wanted to be just one more person taking concrete steps to save the world!

My career mission is to work on a range of projects in size and scope that advance the practice of designing and living in harmony with nature and improving life for all animals both human and non-human in a sustainable and life-affirming way.

I am excited to dedicate my second career to designing and implementing solutions for a more beautiful and sustainable world that all can access and enjoy.

I dedicate this Capstone project to my family. No one ever accomplishes much alone, yet their love and support went beyond mere assistance. It couldn't have been done any other way.

UCLA Extension Landscape Architecture Program

Instructors - Meg Coffee and Steven Chavez

Project Statement

The Historic Arroyo Seco Parkway Corridor in northeast Los Angeles is one of the oldest districts in the city. It contains a high concentration of cultural, historical, natural, and recreational resources.

Through a transformation of non-motorized pathways, corridors, and routes, the lost connections between green spaces, neighborhoods, and history can be woven together with a common thread, bringing about new communal gathering places and a deeper sense of shared identity.



fig. 3

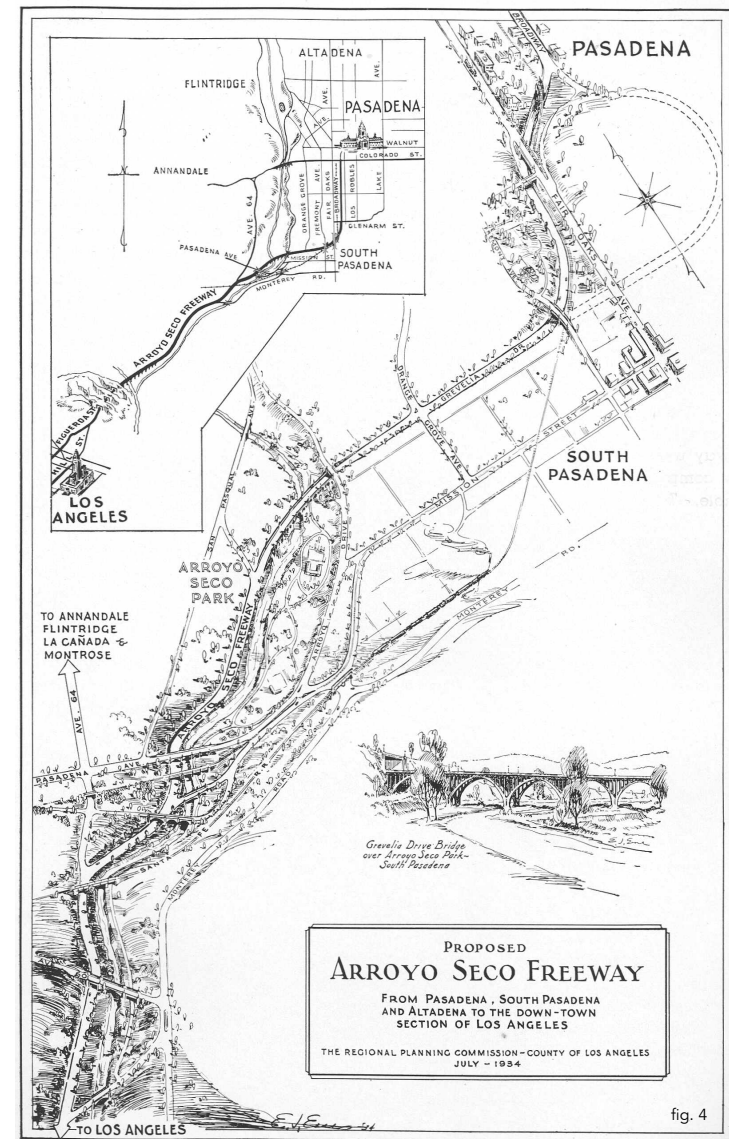


fig. 4

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fig. 5

The inspiration for this project began for me in the fall of 2023 during the 2nd Arroyo Fest in 20 years. The entire Arroyo Seco Parkway was closed to cars for one Sunday morning. My daughter and I, along with 50,000 other people (Scauzillo, 2023) gathered on the parkway with our bikes. We were able to travel quickly and safely between historic sites and cultural events along the parkway and see our neighborhood in a different way. For one brief Sunday morning, the parkway became a vibrant city center. This experience made me wonder if there was a way to recreate this sense of civic spirit year round.



fig. 6

Project Justification

The corridor's purpose - Who is it for?



fig. 7



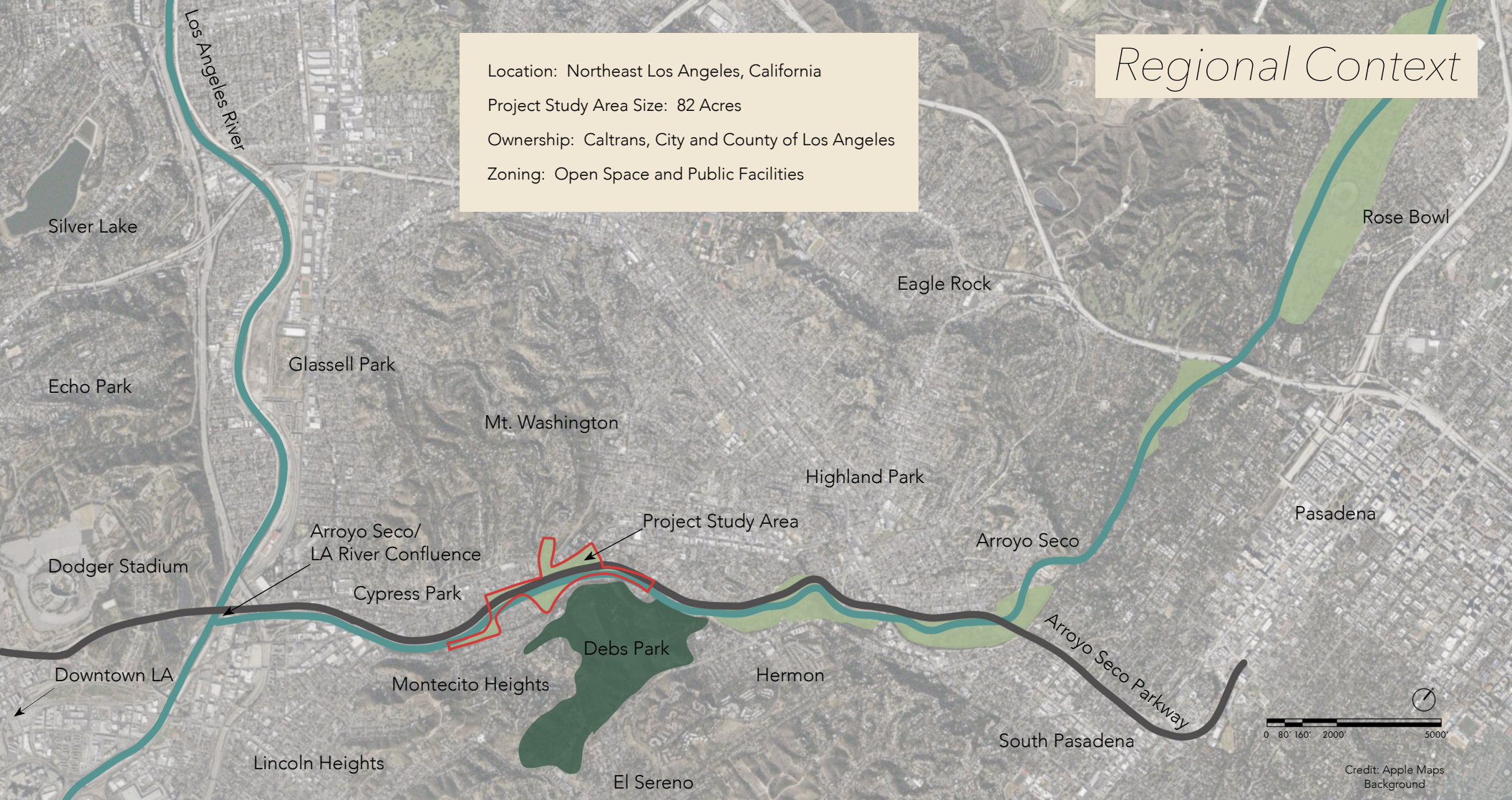
fig. 8



fig. 9

Regional Context

Location: Northeast Los Angeles, California
Project Study Area Size: 82 Acres
Ownership: Caltrans, City and County of Los Angeles
Zoning: Open Space and Public Facilities



Credit: Apple Maps Background

The Historic Arroyo Seco Parkway Corridor in northeast Los Angeles is one of the oldest districts in the city. It contains a high concentration of cultural, historical, natural, and recreational resources.

Some of the earliest history of Los Angeles threads its way through this canyon that was carved over millennia by the "dry creek" which was eventually further transformed by California's first freeway (PBS, 2010a).

While these neighborhoods and their historic and green spaces lie in close proximity to each other and tens of thousands of northeast Los Angeles residents, they are isolated and unconnected from each other as well as the mountain stream that brought human habitation and culture to the canyon thousands of years ago (PBS, 2010a).

Arroyo Seco Corridor



Project Study Area

Los Angeles City Limits

Credit: Adobe Stock

HISTORIC ARROYO SECO PARKWAY CORRIDOR PARTNERSHIP PLAN

Planning Strategies and Community Goals for State Route 110,
a National Scenic Byway and California State Historic Parkway



Existing Framework and Master Plan for the Arroyo Seco Corridor

The Historic Arroyo Seco Parkway Corridor Partnership Plan (Oct. 2012) “was developed with the assistance of advocacy groups and residents along the Arroyo Seco Corridor” (Caltrans, 2012, p.87). The report recommended the construction of “an Arroyo Seco bikeway network; an Arroyo Seco greenway; multi-modal transit hubs at light rail stations; and wayfinding and signage throughout” (Caltrans, 2012, p.87).

The report highlighted key opportunities in the corridor:

Byway Corridor Marketing and Tourism

- » “Promote and create infrastructure to enable multimodal user shifts from the Parkway to transit, bicycle or pedestrian, especially physical improvements to the Parkway such as: (Caltrans, 2012, p. 85).
- » “Construct new and safer multi-purposes bridges over the Parkway to accommodate bike and pedestrian usage in a manner in keeping with the natural and historic nature of the setting. These could be designed to be new attractions/ destinations unto themselves (aka the Redding sundial bridge). Identified potential projects include, the pedestrian bridge at Arroyo and Avenue 28 (“Gauntlet”) and at Ramona Hall over the Arroyo Seco to Montecito Heights Senior Center” (Caltrans, 2012, p. 85).
- » “Provide a multi-user trail network along the Parkway or utilizing right-of-way to create an improved link to the Parkway and Arroyo Seco together, which could also accommodate interpretive and wayfinding signage” (Caltrans, 2012, p. 85).

Transportation

- » “Create continuous bicycle path through the Byway Corridor recognizing spatial constraints; this system should serve both commuters and local residents” (Caltrans, 2012, p. 102).
- » “Improve bicycle parking throughout the Byway Corridor communities, especially at Gold Line Stations and at transit hubs, where clear connections are necessary and desirable” (Caltrans, 2012, p. 102).
- » “Enhance bicycle connectivity from local streets to a regional bikeway and LRT stations” (Caltrans, 2012, p. 102).
- » “Erect new multi-use bridges (bicycle/ pedestrian) across the Arroyo Seco and Parkway to connect/reconnect neighborhoods and destinations” (Caltrans, 2012, p. 102).
- » “Integrate bikeways with a Heritage Tourism Plan and Program” (Caltrans, 2012, p. 102).
- » “Make multi-modalism a priority throughout the Byway Corridor” (Caltrans, 2012, p. 102).
- » “Explore methods for achieving continuous cycling for the entire length of the Byway Corridor” (Caltrans, 2012, p. 102).
- » “Create a walking trail/multi-use pathway throughout the Byway Corridor” (Caltrans, 2012, p. 103).
- » “Provide non-motorized bridge crossings at existing and potential high-use recreation areas, schools, institutions and breaks in travel corridor” (Caltrans, 2012, p.103).

Byway Corridor Watershed Restoration

- » “Re-capture the natural and cultural variety within the watershed, resulting in optimal conditions for improving water quality” (Caltrans, 2012, p.104).
- » “Improve the quality of storm-water runoff” (Caltrans, 2012, p. 104).
- » “Increase quantity of trails within open space connecting to/through neighborhoods to the Arroyo Seco” (Caltrans, 2012, p.105).
- » “Improve air quality, a visually pleasing landscape, opportunities for active & passive recreation and relief from urban Los Angeles” (Caltrans, 2012, p.105).
- » “Restore the Arroyo Seco and use it as a destination” (Caltrans, 2012, p.105).

Parkway Landscaping Improvements

- » “Restore native plant communities” (Caltrans, 2012, p. 107).



Arroyo Seco History



The Parkway



The Parkway

The Arroyo Seco Parkway is a National Scenic Byway and is listed in the National Register of Historic Places (National Park Service, 2022). Originally conceived as a low-volume, low speed scenic drive, a Master Plan developed by Fredrick Law Olmsted, Jr. and others suggested the Parkway should provide a "great deal of incidental recreation and pleasure" (Bicknell, 2013).

Construction was funded by the efforts of wealthy business people of Pasadena as a civic boosting measure; thus, the primary consideration of the constructed plan was travel between Pasadena and downtown Los Angeles (Roy, 2018). Lower income residents of these in-between neighborhoods continue to suffer this oversight. Quality of life for residents immediately adjacent suffers.

Arroyo Seco History



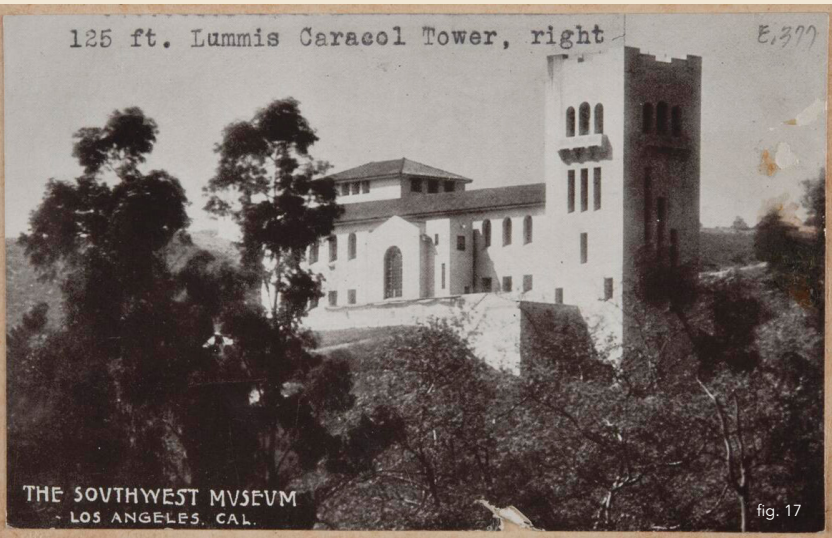
The Waterway



The Waterway

The arroyo has been fully channelized with concrete for flood control purposes. The majority of northeast Los Angeles' parks and open space lie near the waterway of the Arroyo Seco, yet these areas are disjointed and inaccessible to most residents because they are bisected by the Parkway and the concrete river channel. As a result the immediate adjacent neighborhoods remain park poor (Nature Score n.d.).

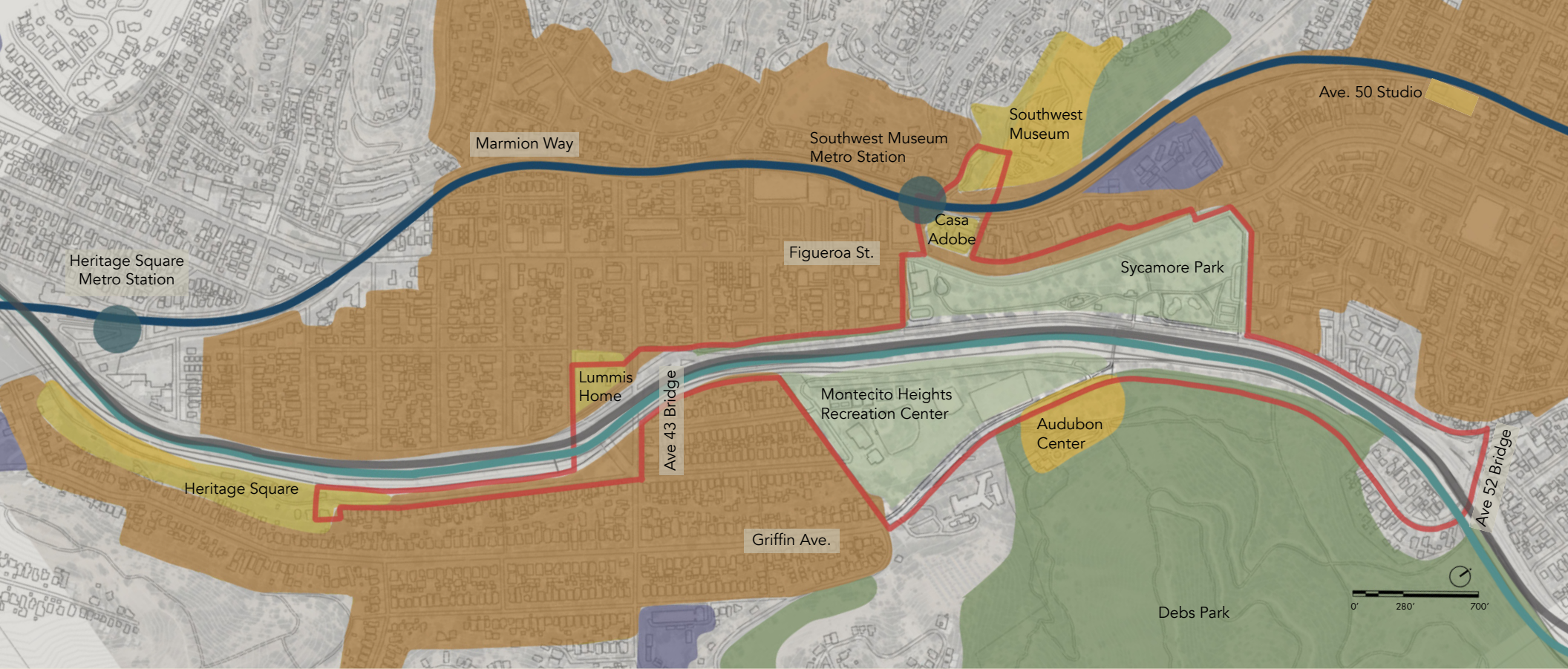
Arroyo Seco History



The Thread

The Thread

These historic neighborhoods were founded along the Arroyo, culturally as well as physically connected to the life-giving amenity of the creek, before the construction of the Parkway and the channelization of the waterway. These areas should be knitted back together with a common thread in order to tell the full story of the Arroyo Seco Canyon's history and improve northeast Los Angeles' cohesion and access to nature.



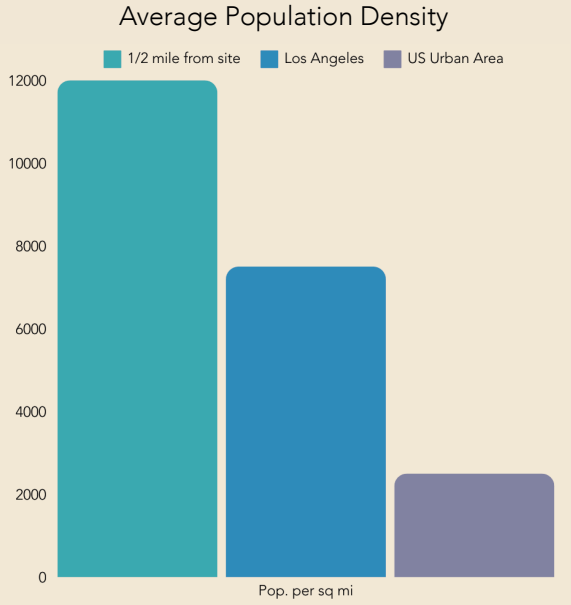
Central Arroyo Corridor

- Existing Park
- Open Space
- Arroyo Seco Parkway
- Arroyo Seco Waterway
- A Line Metro
- Schools
- Historic/ Cultural Sites
- Historic Preservation Overlay Zone
- Project Study Area

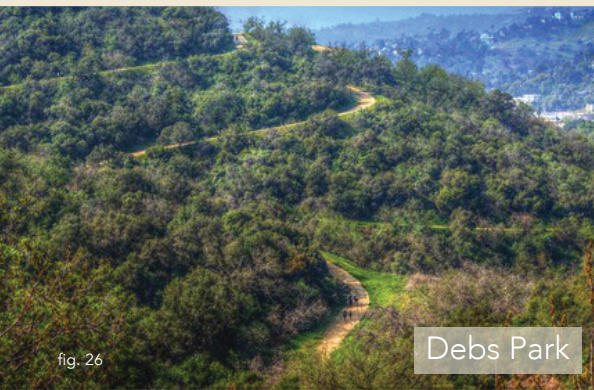
The population density of the residential neighborhoods within 1/2 mile of the project site is approximately 12,000 people per square mile. This is significantly higher than the city of Los Angeles as a whole and 5 times higher than the average urban area in the United States.

There is a high concentration of National, California, and Los Angeles Historic Sites within the Historic Preservation Overlay Zone.

Data source: (US Census Bureau, 2022)



Cultural Resources



Cultural Resources



fig. 32

Ave. 50 Studios



Historic Figueroa Corridor

fig. 35



fig. 33

Judson Studios



Quetzalcoatl - The Wall That Talks

fig. 37



fig. 34

Judson Studios



Arroyo Seco Branch Library

fig. 36



San Encino Abbey

fig. 38

Mural Traditions

Northeast Los Angeles has a long tradition of large scale public murals celebrating Latino and Indigenous culture and history (Beach, 2023).

As Highland Park and the surrounding neighborhoods have gone through economic change many of these murals, some listed as historic and cultural monuments by the city, have come under threat (Gumbel, 2020).



fig. 39



fig. 40



fig. 41



fig. 42



fig. 43



fig. 44



fig. 45



fig. 46



fig. 47



fig. 48



fig. 49



fig. 50

The Non-profit art gallery Ave. 50 Studios in Highland Park is "grounded in Latina/o culture, visual arts, and the Northeast Los Angeles area that seeks to bridge cultures through artistic expressions, using content-driven art to educate and to stimulate inter-cultural understanding" (avenue50studio, 2013).

They host events, classes, and exhibitions of local artists in addition to spearheading preservation efforts of threatened public murals (avenue50studio, 2013).



fig. 51



fig. 52



fig. 53



fig. 54



fig. 55



fig. 56

Audubon Center and Debs Park

Debs Park is a 282 acre, mountainous, regional open space park and the 4th largest park in Los Angeles (Ernest E. Debs Regional Park, 2021).

“The Audubon Center at Debs Park serves as a community hub for environmental justice and advocacy work in Los Angeles” (Audubon, 2024) as well as serving as a visitor’s center focused on birding and conservation work, hosting educational groups as well as loaning backpacks and binoculars to visitors (Audubon, 2024).

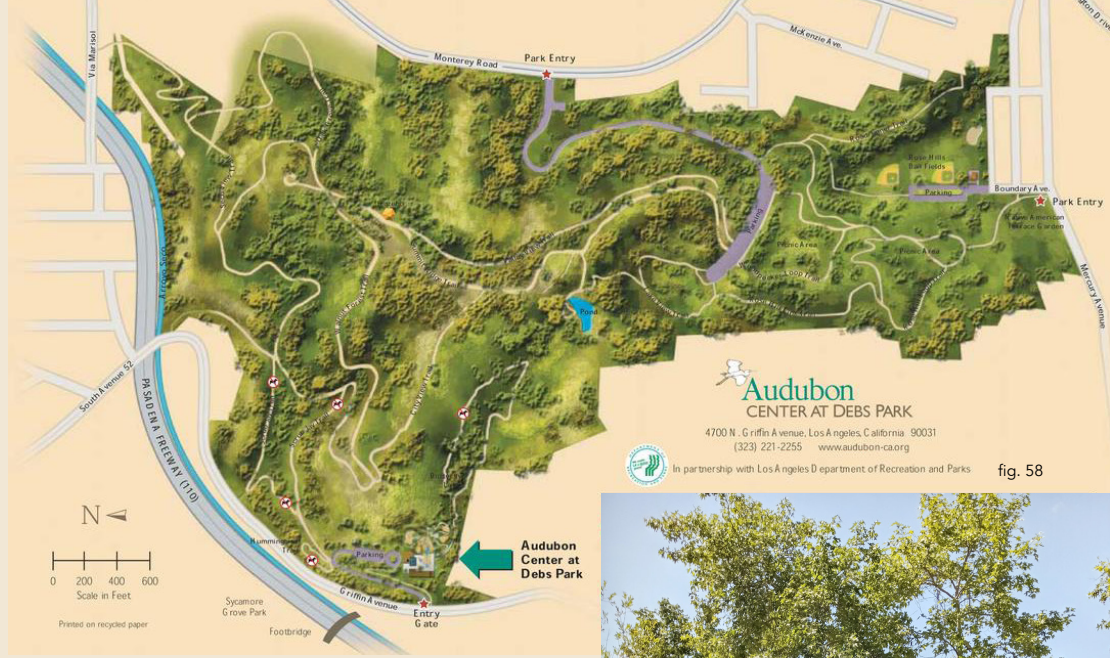


fig. 57



fig. 59



fig. 60



fig. 61



fig. 62



fig. 63



fig. 64



fig. 65

Sycamore Grove Park and Montecito Heights Recreation Center

Sycamore Grove Park

Facility Features:

- Barbecue Pits
- Picnic Tables
- Amphitheater
- 2 Children's Play Areas
- Tennis Courts (Lighted)
- Exercise Stations



fig. 66



fig. 69



fig. 71



fig. 72



fig. 67



fig. 68



fig. 70

Montecito Heights Recreation Center

Sports and Fitness Programs:

- Flag Football
- Soccer
- Volleyball
- Gymnastics
- Boxing
- Tennis
- Baseball/ Softball
- Fitness Exercise
- Basketball
- Martial Arts

Facility Features:

- Basketball Courts (In/ Outdoor)
- Tennis Courts (Unlighted)
- Volleyball Courts (Unlighted)
- Dodger Dream Field (Lighted)
- Multipurpose Sports Field
- Horseshoe Pits
- Children's Play Area
- Picnic Tables
- Kitchen

Cultural Programs:

- Afterschool Programs
- Camps
- Arts and Crafts

Data Source: (LA Rec and Parks, n.d.)



fig. 73



fig. 74

Design Methodology

Principles

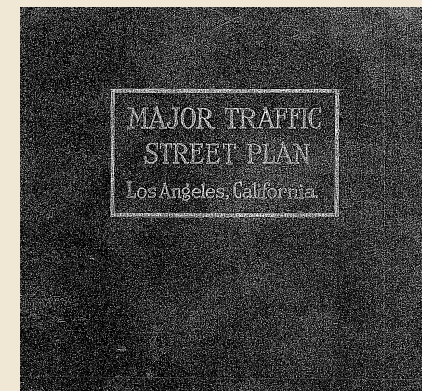
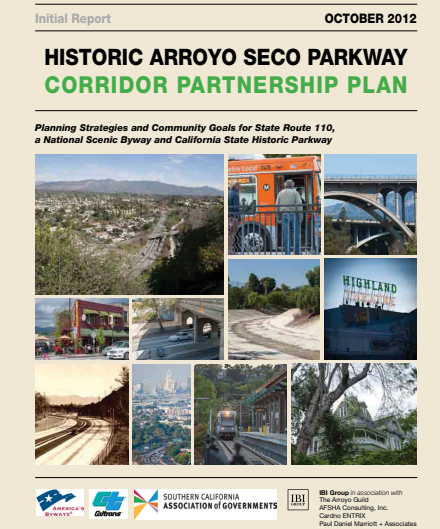
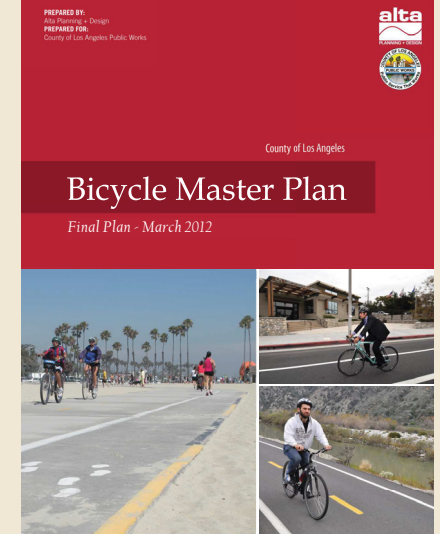
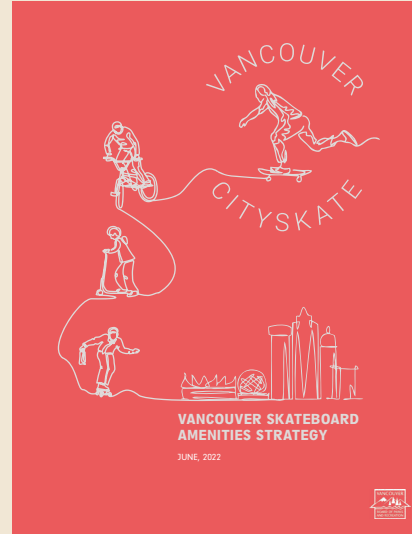
- Death and Life of Great American Cities - Jane Jacobs
- Design with Nature - Ian McHarg
- Frederick Law Olmsted Parkway design concepts
- Equitable Nature Access - Neighborhood Nature Score Data from NatureQuant
- Nature Based Stormwater Capture, Treatment, Reuse

Precedents

- Freeway park cap projects
- Greenway projects and Multi-modal mobility
- Bicycle Parkways - Modern/ Historic - Pasadena's 1899 raised bicycle boardwalk
- Park and Bicycle trail design standards - LA and elsewhere
- Educational Campus Pedestrian Circulation
- Dual use stormwater management elements - Skateable, playable, artistic
- National and State Historic Sites

Preferences

- Regional Framework and Planning Documents - Recommendations
- Historic Arroyo Seco Parkway Corridor Partnership Plan (Oct. 2012):
Planning Strategies and Community Goals for State Route 110, a National Scenic Byway and California State Historic Parkway



Project Precedents

Klyde Warren Park

Location Dallas, TX
 Type Urban Square - Interstate Cap
 Firm OJB
 Completed 2012
 Size 5 acres - 1/2 Mile Perimeter

Key Takeaways:

Built over 1000 linear feet of an 8 lane freeway.

Reconnects two large cultural districts in downtown Dallas into a joined, walkable district.

Project includes 247 trees planted on the cap deck.

Through a series of varied "rooms", a sense of discovery accompanies a journey throughout this relatively small public plaza.

Nature is brought into the city through extensive native plantings.

Splash pads among a forest garden encourages free play among nature in the middle of the city.

Other elements include a botanical garden, a reading room, and large event lawn (Ozdil et al., 2013).



fig. 75



fig. 76



fig. 78



fig. 77



fig. 79

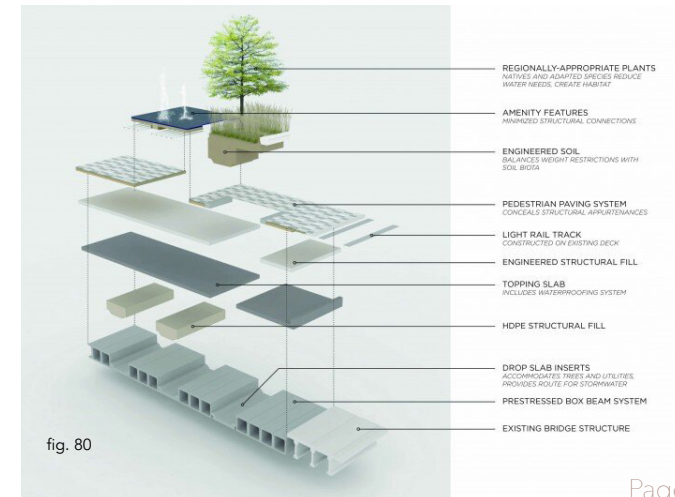


fig. 80

Project Precedents

Millennium Park

Location Chicago, IL
Type Urban Square - Rail Yard Cap
Firm Terry Guen Design Associates, Inc.
Completed 2004
Size 24.5 acres

Key Takeaways:

In Chicago's central East Loop, Millennium Park connects the downtown core with the historic Grant Park.

This is accomplished by sitting atop 2 multi-level parking garages and spanning a commuter rail line yard, creating one of the world's largest green roofs.

The park generated a large surge in tourism and redevelopment through the use of an underutilized portion of the city. It has become a noted destination for locals as well as international visitors.

"Hailed as a significant model for transformative placemaking in critical urban spaces". -Landscape Architecture Foundation Case Study

Large scale public art sculpture "Cloud Gate", or "The Bean" has become one of Chicago's most identifiable landmarks worldwide, as well as a square where diverse groups of people meet.

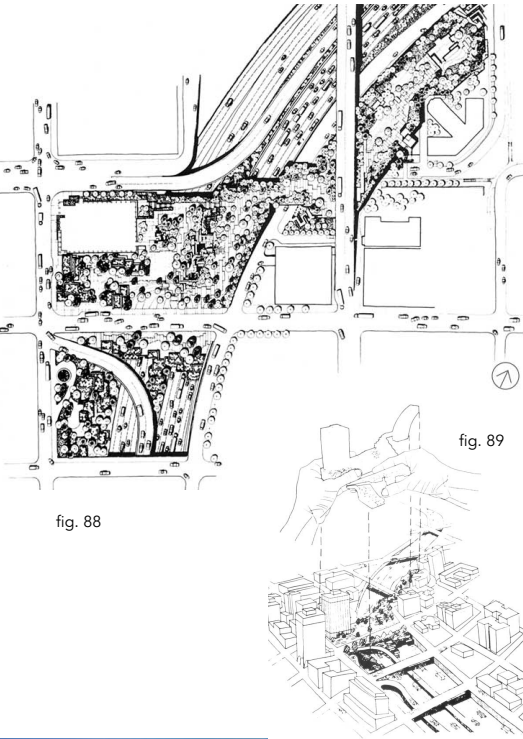
An interactive fountain draws people of all ages with its iconic imagery and free and easily accessible water play.

(Jerke et al., 2011)



Project Precedents

Freeway Park



Location Seattle, WA
 Type Freeway Cap - Urban Connector
 Firm Lawrence Halprin and Associates
 Completed 1976
 Size 5.5 acres

Key Takeaways:

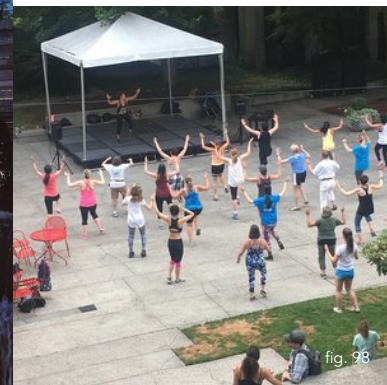
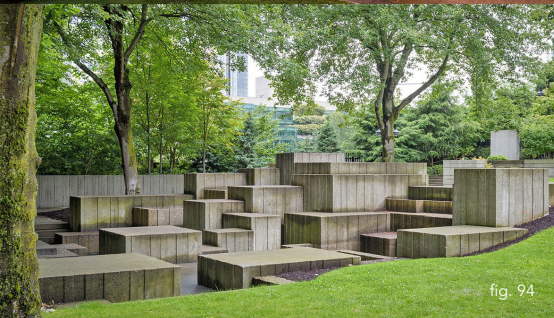
Freeway Park is a 7 block "lid" over Interstate 5 in downtown Seattle. It was designed as a park to reconnect city neighborhoods disconnected by the canyon of the newly constructed freeway (Cultural Landscape Foundation, n.d.).

The park space consists of a series of irregular but linked plazas, unified by a shared materials palette of concrete, evergreen plantings, and site furnishings (Cultural Landscape Foundation, n.d.).

The spaces are flexible, allowing for quiet activities as well as larger gatherings (Freeway Park Association, n.d.).

Plant palette was designed to reconnect city residents with the regional forest character (Cultural Landscape Foundation, n.d.).

Listed on the National Register of Historic Places 2019, it is the first park ever constructed over a freeway (Seattle Parks and Recreation, n.d.) and it defined a new typology for public parks and plazas in cities (Cultural Landscape Foundation, n.d.).

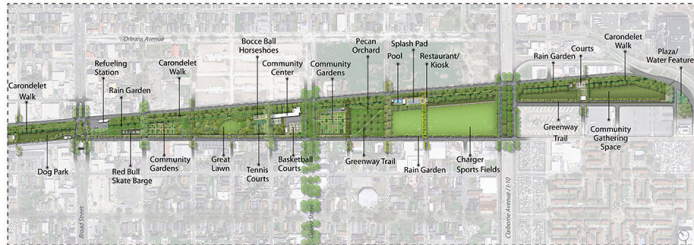


Project Precedents

Lafitte Greenway



fig. 99



Greenway | Broad Street to the French Quarter



fig. 100

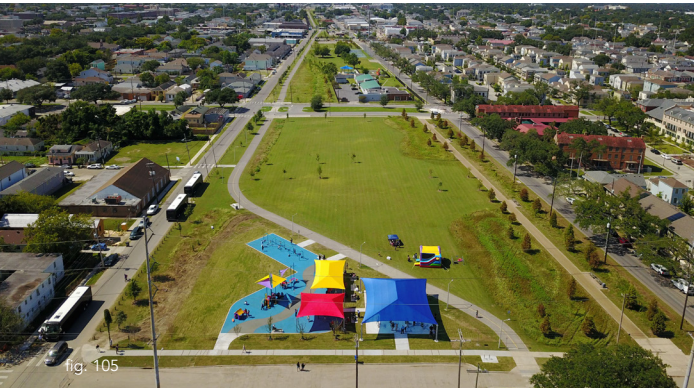


fig. 105



fig. 101



fig. 104

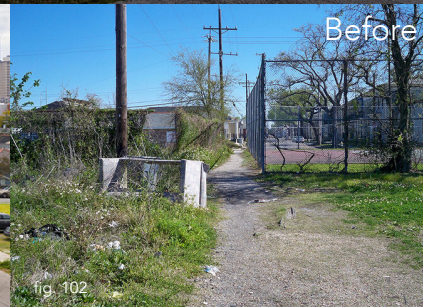


fig. 102



fig. 103

Location New Orleans, LA
Type Greenway - Park/Open space
Firm Design Workshop
Completed 2015
Size 32 acres - 2.6 mile linear park

Key Takeaways:

The Lafitte Greenway provides open space and an alternative transportation option by connecting 8 economically and socially diverse neighborhoods along 27 city blocks.

The trail is used by 375,000 people annually. It is a 12 ft. wide asphalt path acting as an accessible trail for bicycles and pedestrians, protected from vehicular traffic. Open 24/7 in order to act as a vital component of the city's transportation network. Staff are on-site from 7am to 10pm.

Includes Fix-it stations that house tools for basic bike repair.

Along the route are playgrounds, open space, an equestrian trail, as well as other passive and active recreation amenities.

The Carondelet Walk is a restoration of a historic promenade along Carondelet Canal representing city history and identity.

Captures all water on-site from a 10 year storm. Bioswales along the route can hold 1.45 million gallons of surface storm water, and permeable pavement increase water infiltration.

271,750 sf of native plantings resulted in a 1088% increase in habitat area as well as heat island effect reduction.

Many food and drink options adjacent all along the route.

Crescent City Farmers Market happens weekly at the Greenway Plaza, increasing neighborhood food access.

Public Art installations. temporary and permanent.

(Serrano & Mathieu, 2021)

Project Precedents

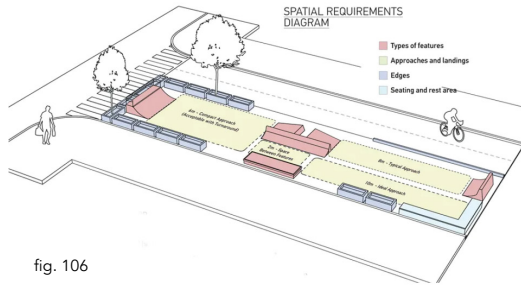


fig. 106

Image by van der Zalm + associates.



fig. 107

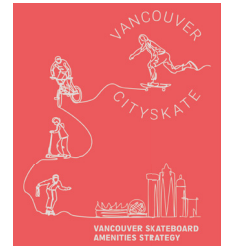
*Future updates to the Greenways Plan are anticipated. For greenway names, see Chapter 5.4.

fig. 108

	CHARACTER	EXAMPLE	SETTING +ACCESS	TYPICAL SIZE
DOT			Ideally highly accessible by walk, roll, bike or transit in a local park or more urban setting	> 150m ²
SPOT			Ideally highly accessible by walk, roll, bike or transit in a local park or more urban setting	150m ² - 600m ²
NEIGHBOURHOOD			Flexible in location, generally in larger parks/plazas. High density areas will reach capacity more quickly in urban areas. Access to local and rapid transit is ideal.	600m ² - 1,200m ²
NETWORK HUB			Ideally located at larger destination parks or community centres. Adjacent to greenway or rapid transit is necessary for equitable city-wide access.	1,200m ² - 2,500m ²

Vancouver City Skate

Location Vancouver, BC
Type Municipal Strategic Plan
Firm van der Zalm + associates
Completed Plan published in 2022
Size City-wide



Key Takeaways:

Vancouver commissioned a strategic skateboard amenity plan to intentionally breakdown the barriers that exist between skate parks and public space and plazas by integrating skating into general public space. Beyond traditional skate parks, Vancouver seeks to encourage skating in other city spaces:

SKATE PLAZAS

Public plazas that are smooth and flat are ideal spaces for skateboarding and small-wheeled sports. This space sharing between seemingly incongruous uses can create dynamic, diverse and accessible urban spaces. Skateboard use of civic plazas is generally actively discouraged with barriers often part of the design. With forethought in design and material use however skating can be not just tolerated but encouraged.

GREENWAYS AND PATHS

Skateboarding and small-wheeled sports are common and efficient forms of mobility, particularly for young people. "Skateable features integrated into greenways, paths and active transportation corridors have been a natural progression in many cities and invites an element of play into the transportation network" (van der Zalm + Associates, 2022, p. 19). "Skateboards and other small wheeled equipment are very portable and naturally lend themselves to multi-modal transportation" (van der Zalm + Associates, 2022, p. 29).

DOTS AND SPOTS

Built in existing parks and play areas. "Dots" as less than 1,600 square feet—sometimes just a skateable rail. "Spots" are 1,600 to 6,500 square feet—such as a rail and a couple of ramps.

City park planners say certain areas don't need a full-scale skatepark. They need to be connected to the skate and bicycle network with skateable elements and destinations along the way such as a skateable seating ledge next to a basketball court or playground. This encourages multiple age groups socializing together. Greenways should also be more skate-friendly when integrating dots and spots and improving connections between skate amenities by providing the smooth surfaces small wheels need.

Skateboarding reaches a younger demographic than other activities, and is statistically safer than most other sports, even baseball and cycling.

(van der Zalm + Associates, 2022)



fig. 112



fig. 109



fig. 111



fig. 110

Project Precedents

University of Michigan - North Campus - Gerstacker Grove



Location Ann Arbor, MI
Type Suburban University Quad
Firm Stoss Landscape Urbanism
Completed 2016
Size 4 Acres

Key Takeaways:

Emphasis on strong circulation from 4 major corners, as well as central north and south entrances.

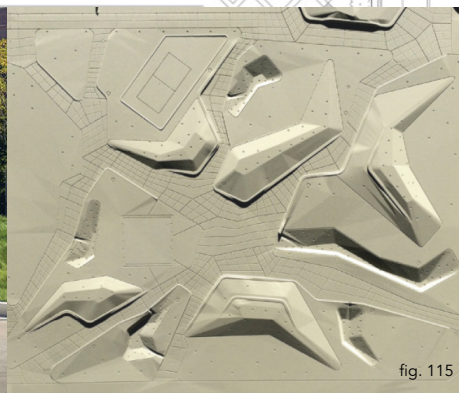
Pathways create strong cross-axial connections without incorporating symmetrical "X" design.

Pathways widen in areas to create flexible gathering space. The center of the quad contains a large flexible-use plaza made of pathway intersections, however the form reads in a loose way, not an obvious axial circle or square.

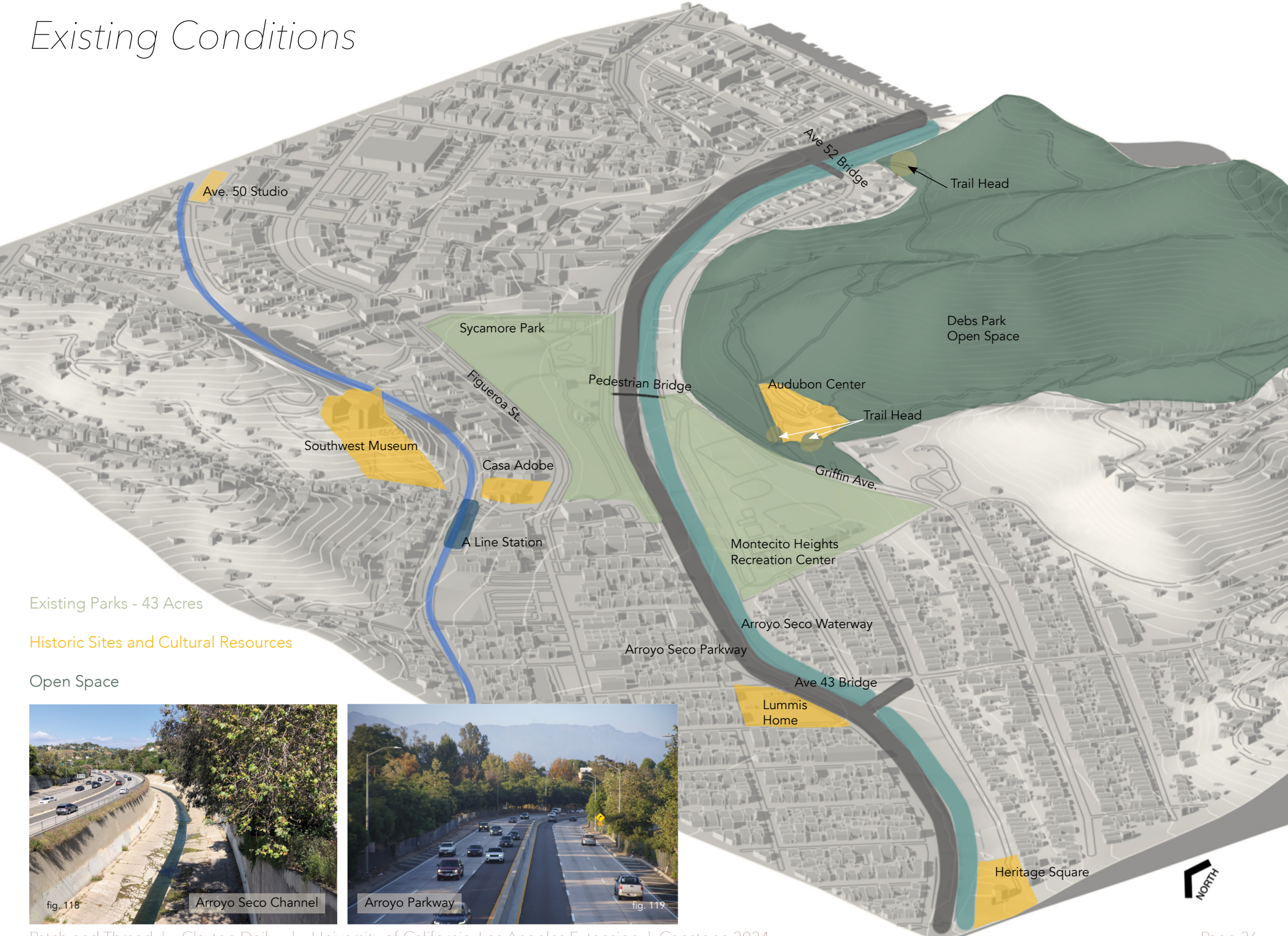
Raised and lowered topography give a sense of wandering, discovery, and an opportunity to slow down, however long winding paths are generally avoided. One can still pass through quickly and directly if they wish, with efficient diagonals connecting all points.

Topography is functional, collecting nearly 100% of site storm run-off. Collection swales read as mini-forests, augmented with embedded dynamic light poles that respond to storm events.

(LAM Staff, 2022)



Existing Conditions



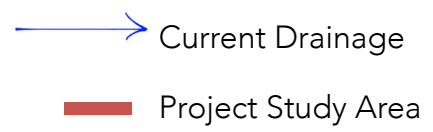
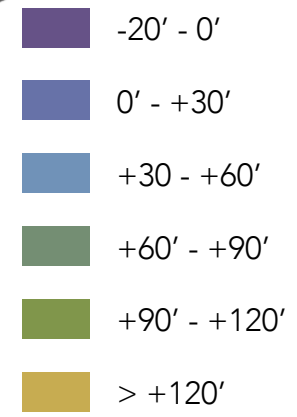
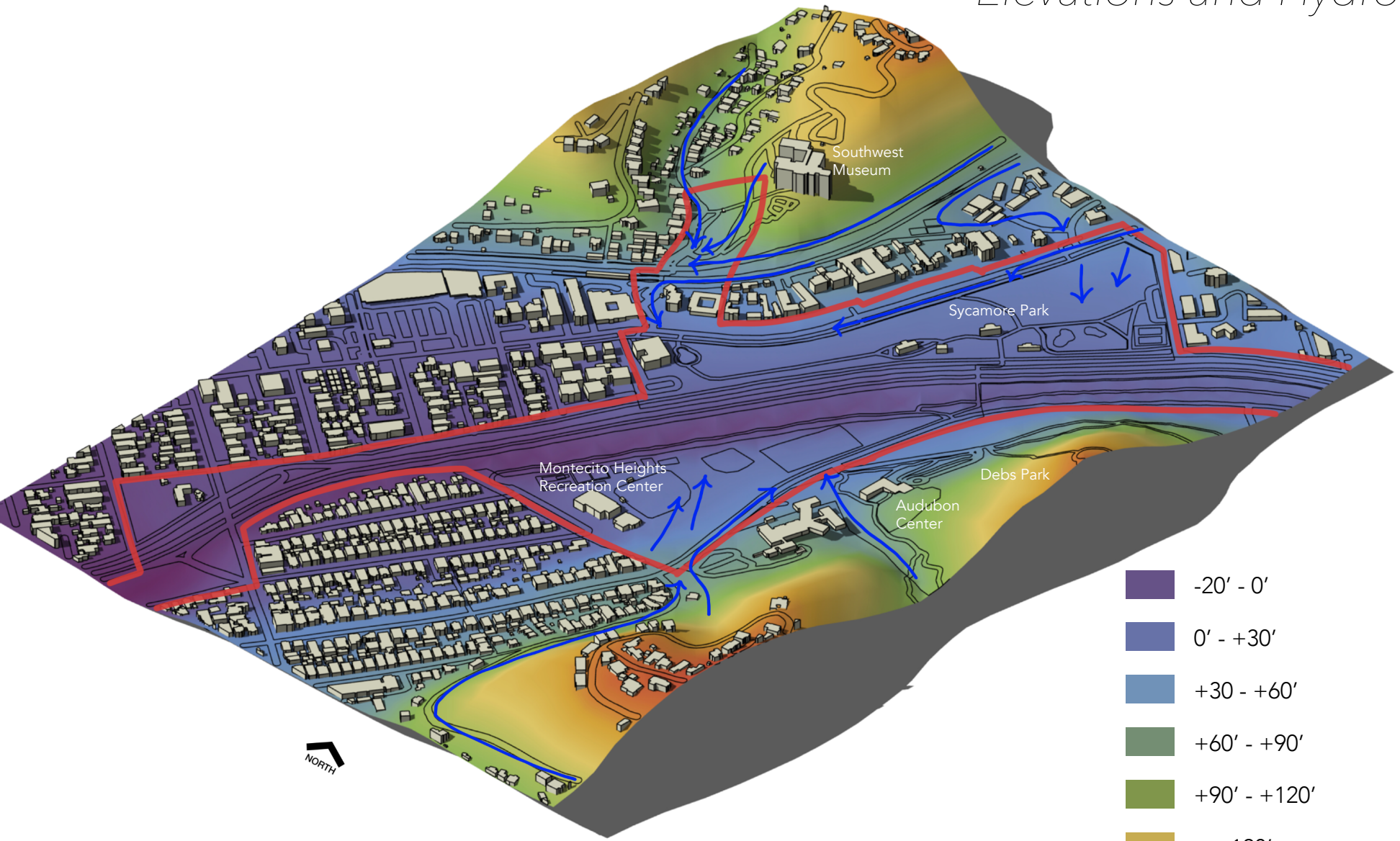
Existing Parks - 43 Acres

Historic Sites and Cultural Resources

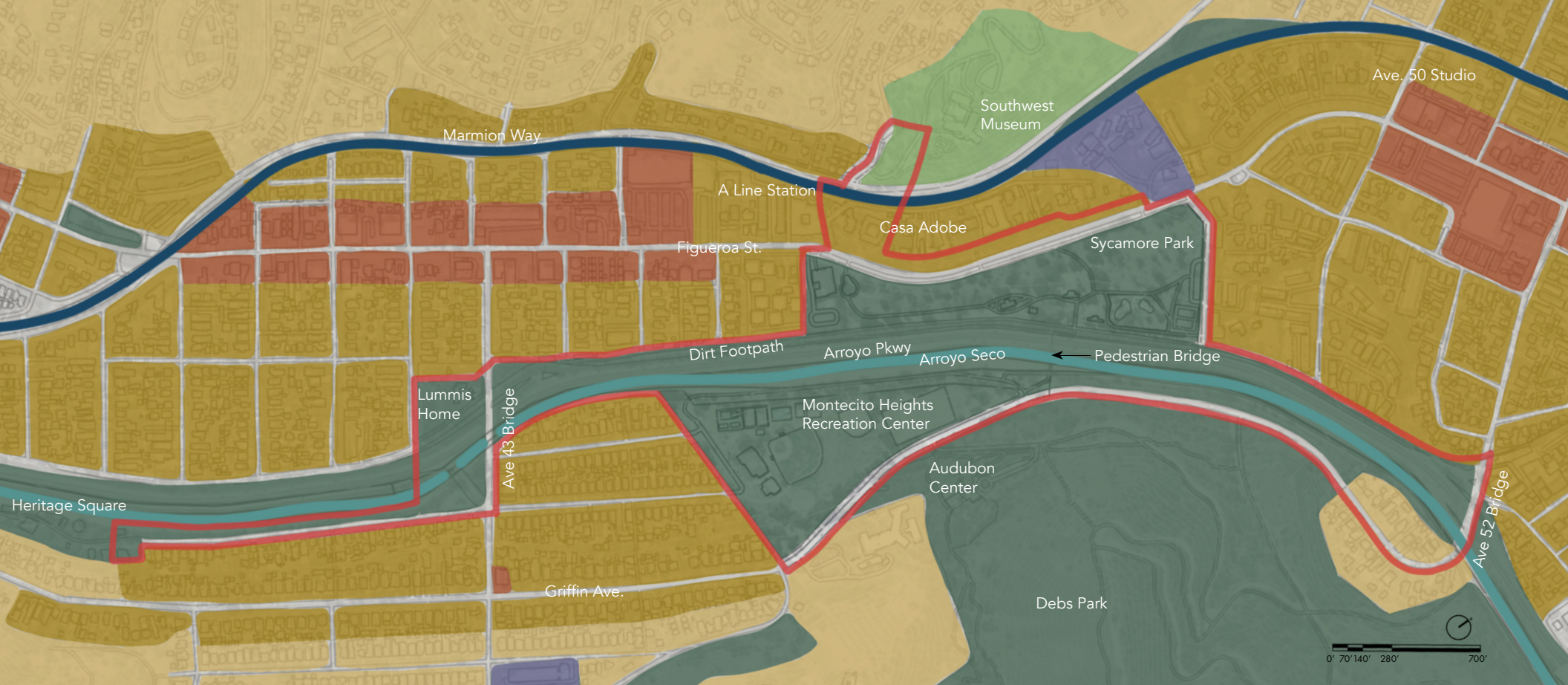
Open Space



Elevations and Hydrology



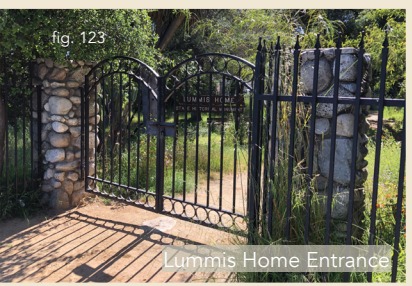
Data source: LARIAC Contours 2ft (2024) and (Hall, 2012)



Zoning - City of Los Angeles

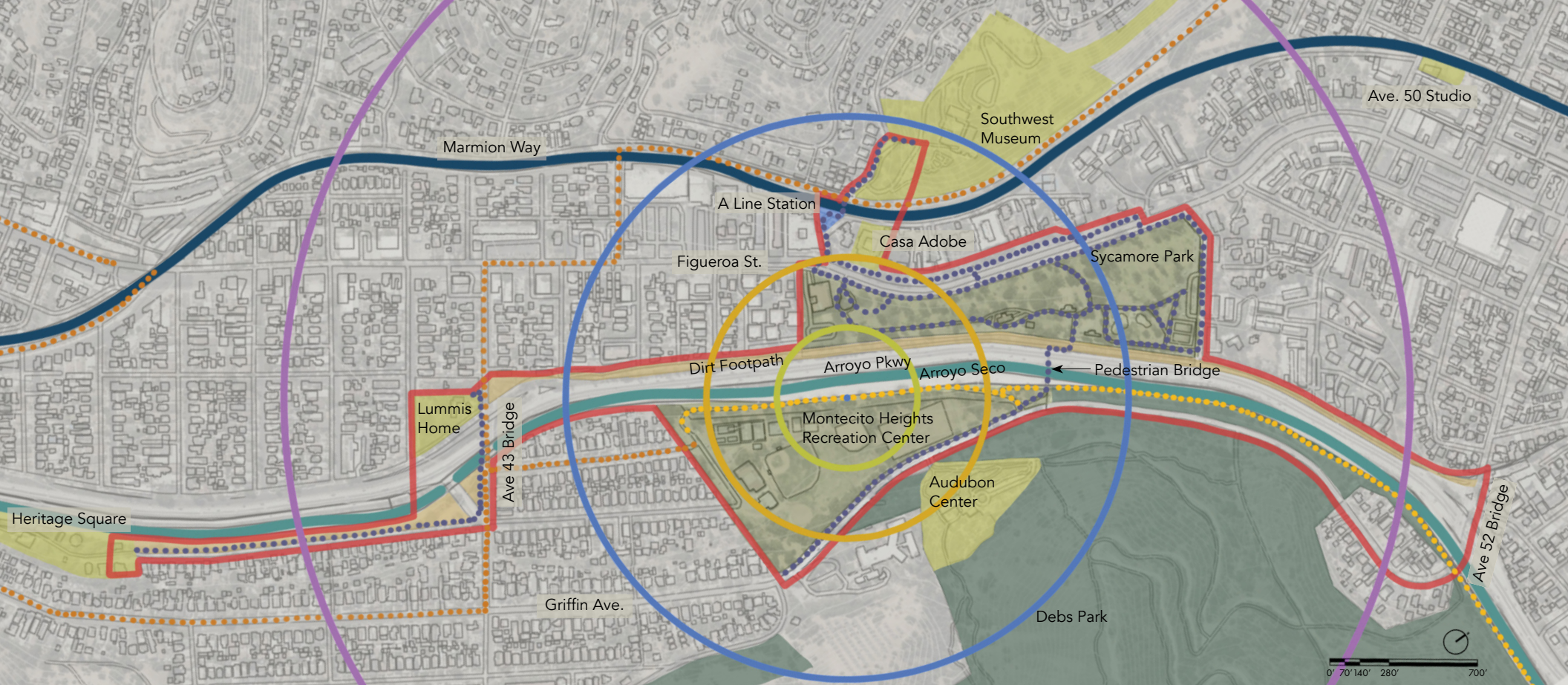
- Open Space/ Public Facilities
- Agriculture
- Residential - Low
- Residential - Medium
- Commercial
- School Facilities
- Project Study Area

Data source: Zimas (2024)



Entrances and Access

- Current Entrance Nodes
- Open at Grade to Public Access
- Fenced-Off Access
- Grade Incompatible to Access
- Project Study Area

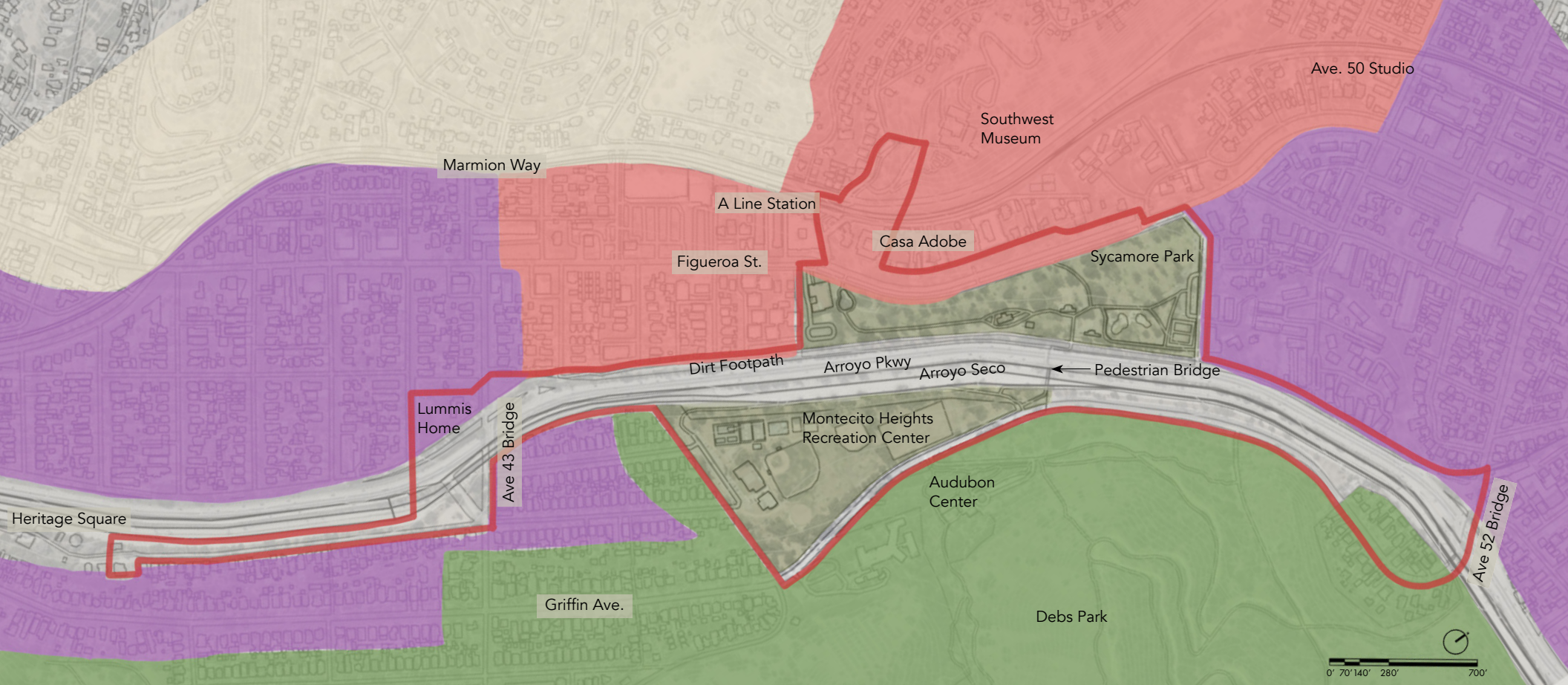


Distances and Walking Times

- 1/8 Mile Diameter - 3 min.
- 1/4 Mile Diameter - 6 min.
- 1/2 Mile Diameter - 12 min.
- 1 Mile Diameter - 24 min.

Existing Pedestrian Circulation

- Pedestrian Paths
- Separated Bikeway
- On-Street Bike Lane
- Project Study Area



- WHO Guidelines recommend that to maximize equity in the health benefits of urban nature, all urban households should have a publicly accessible green space of at least 1.2 acres no farther than 300 meters away.
- Project site adjacent neighborhoods to the north and south are deficient in access to nature.
- Improved connections north to south as well as east to west and across the arroyo will increase access to the existing nature present in city parks and the open space of Debs park.

Nature Score

- Nature Rich
- Nature Adequate
- Nature Light
- Nature Deficient
- Project Study Area

Data source: NatureQuant. (n.d.)



Constraints

1. Parkway and Arroyo are impenetrable in most areas with steep grades
2. Dense area/ limited unbuilt parcels that can be acquired
3. Unintended uses - Unsafe areas - Unhoused Encampments
4. Primarily residential district
-density supports cost of large project, however the needs differ from a downtown urban plaza.

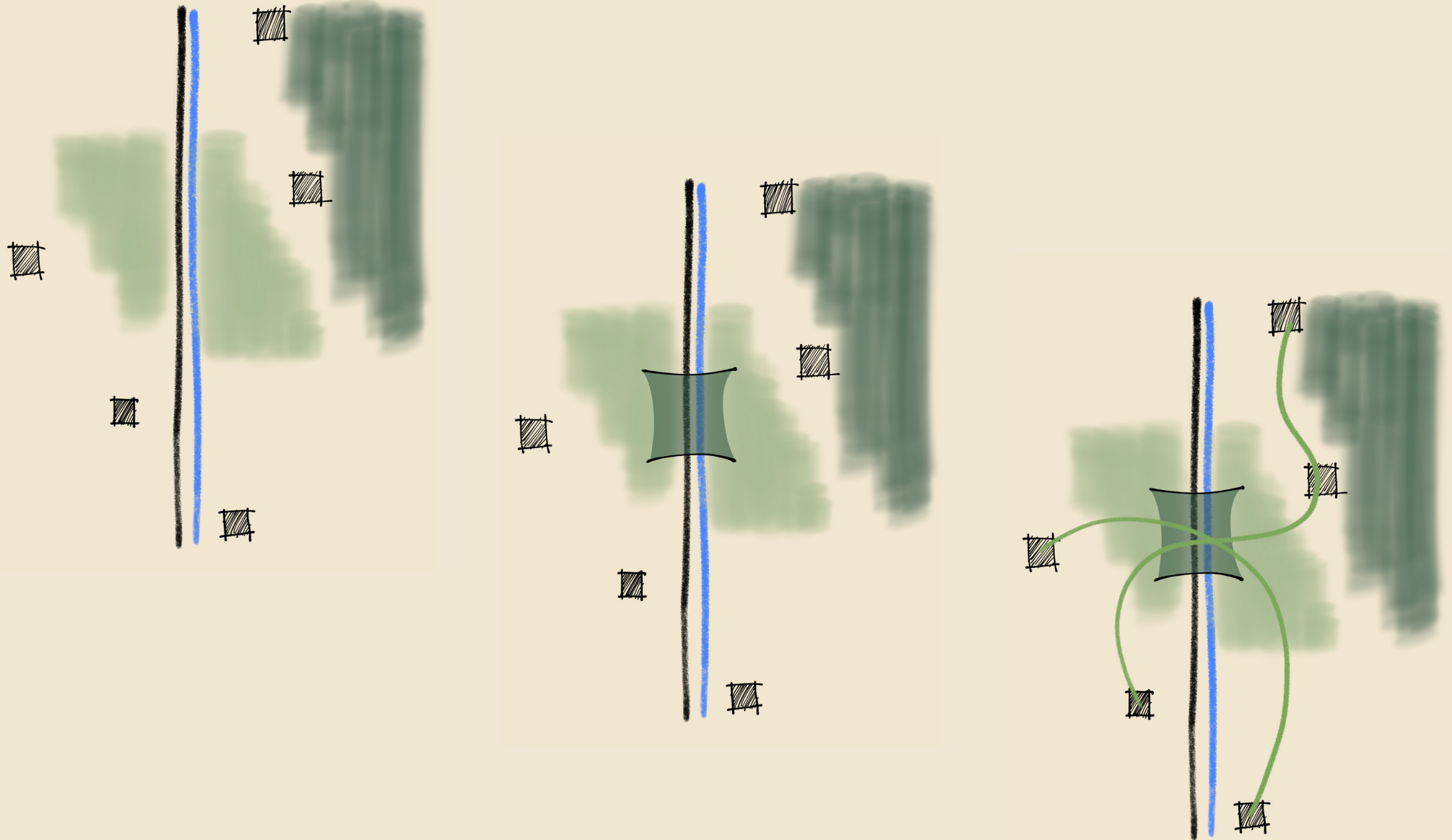
Opportunities

- A. Place Making - Large and Small Scale - destinations and centers
- B. Parkway Bridge/ Cap Opportunity - Patch the Cut
- C. Create a strong north/ south, east/ west circulation pattern.
- D. Improved Greenway connection to adjacent neighborhoods
- E. Improved connection to light rail and bus
- F. Improved connection to museums and nature for local students
- G. Improved historic and cultural awareness and connection

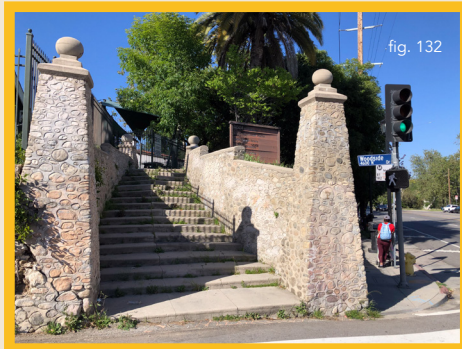
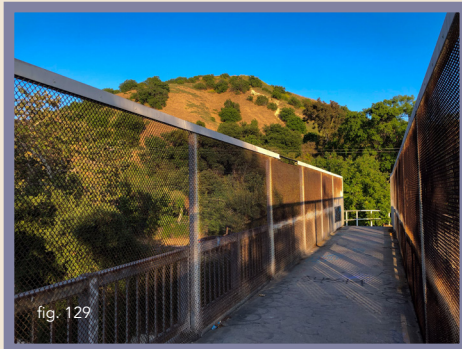
- Project Study Area
- Loop Greenway
- New Circulation Routes
- Parkway - Arroyo Cap

Patch and Thread

Stitching Together Nature and Culture along the Arroyo Seco



Project Goals and Objectives



Patch

Equitable and Direct Access to Nature and Green Spaces

Direct connections between the dense neighborhoods and existing green space.

Visible and physical access to the Arroyo Seco waterway.

Thread

Increased Non-motorized Mobility through Expanded Pathways, Corridors, and Routes

Local greenway loop trail with multiple and frequent entrances and arroyo corridor crossings for those on foot, bicycles, and skateboards, or in wheelchairs or strollers.

Multi-scale network of skate elements along greenway route: parks, spots, and dots.

Nature

Nature Restoration and Preservation

Restore native plant palette original to the Parkway.

Nature based solutions for storm water management and quality.

Increase habitat and connectivity for urban isolated wildlife.

Increase beauty, access, and awareness of the Arroyo Seco waterway.

Culture

Increased Historic Awareness, Preservation, and Stewardship

Recognizable sense of place through pedestrian connection, visual linkages, and cultural special events and programming.



Concept 1 - Full Build Cap

A full scale cap crosses the parkway and arroyo

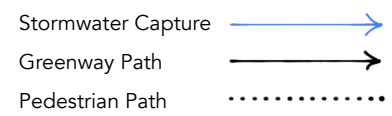
- Equitable Connection
- Flexible Community Event Space
- Picnic Grounds Open Space
- Greenway and Destinations
- Cultural Resource
- Nature Based Stormwater
- Parking

Pros

- Preserves direct sight lines to existing views
- Natural visitor progression through strong visual connections across arroyo
- Creates an integrated pedestrian and bike loop within greenway - loop in loop

Cons

- 2.5 acre cap is large and costly to construct - trees on cap would add to cost
- Some mature trees along river could be lost





Concept 1 - Full Build Cap

50'



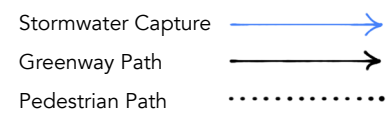
Concept 2 - Limited Build Bridge

Crossing the parkway and arroyo with a more limited green roof type bridge

- Equitable Connection
- Flexible Community Event Space
- Picnic Grounds Open Space
- Greenway and Destinations
- Cultural Resource
- Nature Based Stormwater
- Parking

Pros

- More cost effective solution
 - Creates open and natural feeling to cross-arroyo pedestrian paths
 - Preserves wildlife crossing opportunities
- ## Cons
- Less visual pull across arroyo for visitor
 - Could create blocked views causing worse outcome
 - Strong shadow conditions or left over space beneath bridge structure

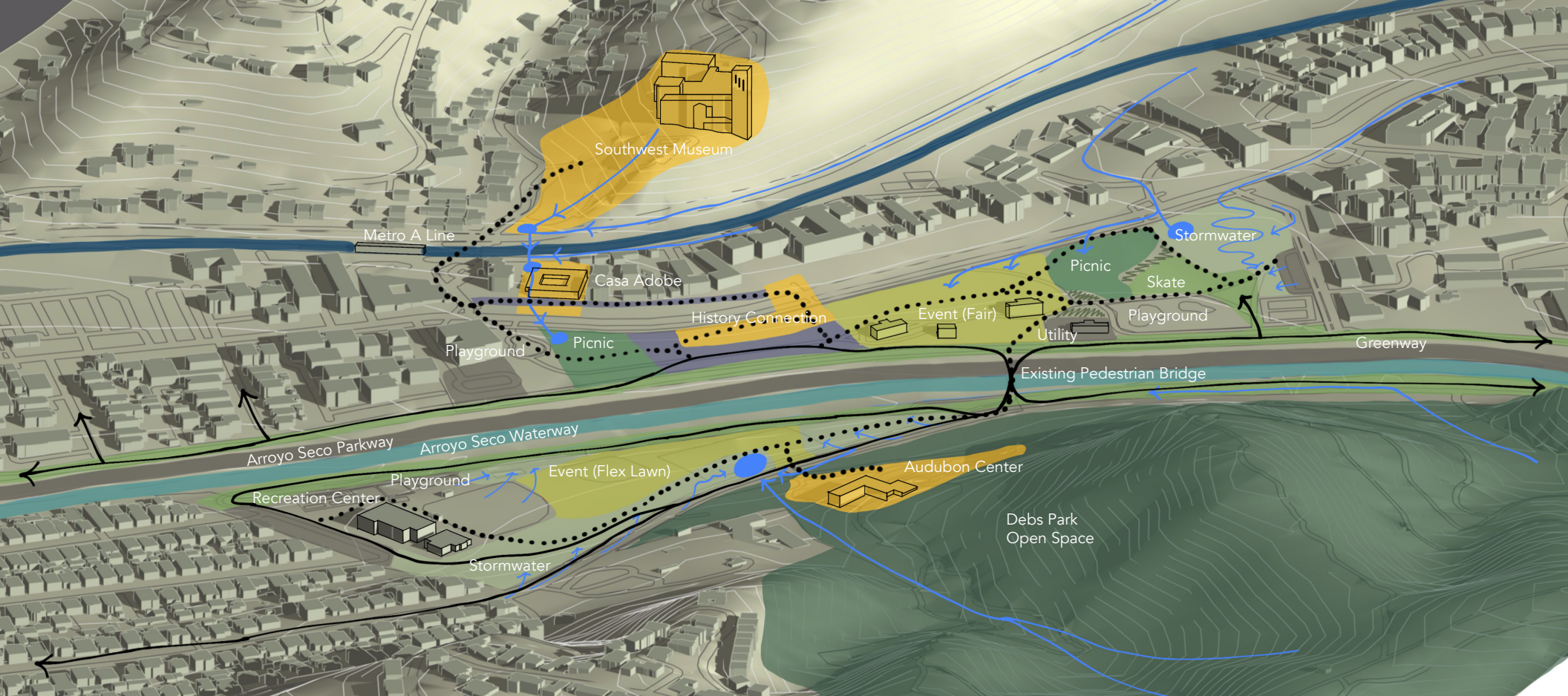




*Precedent -
Annenberg Wildlife Crossing*



Concept 2 - Limited Build Bridge



Concept 3 - No Build

No additional cross-arroyo connections

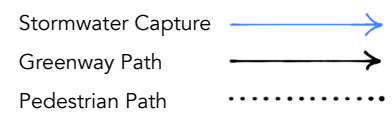
- Equitable Connection
- Flexible Community Event Space
- Picnic Grounds Open Space
- Greenway and Destinations
- Cultural Resource
- Nature Based Stormwater
- Parking

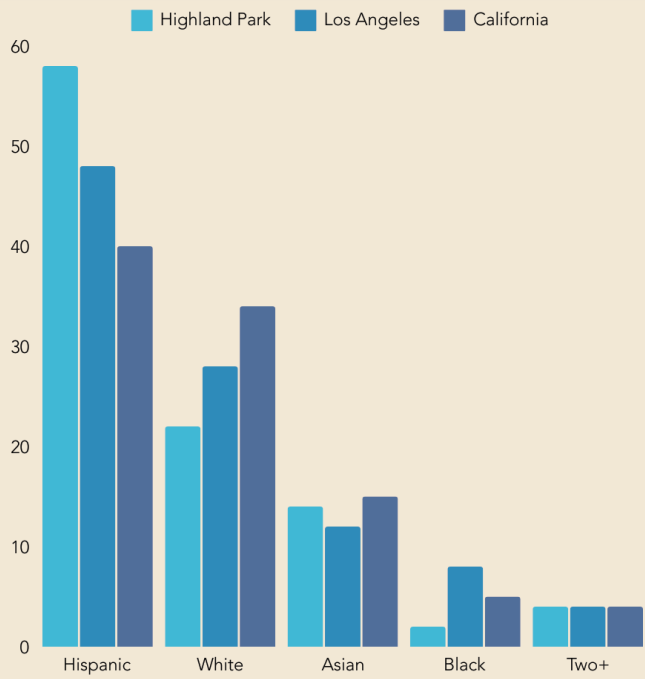
Pros

- Most cost effective solution
- Still achieves storm water goals
- Still allows for loop greenway

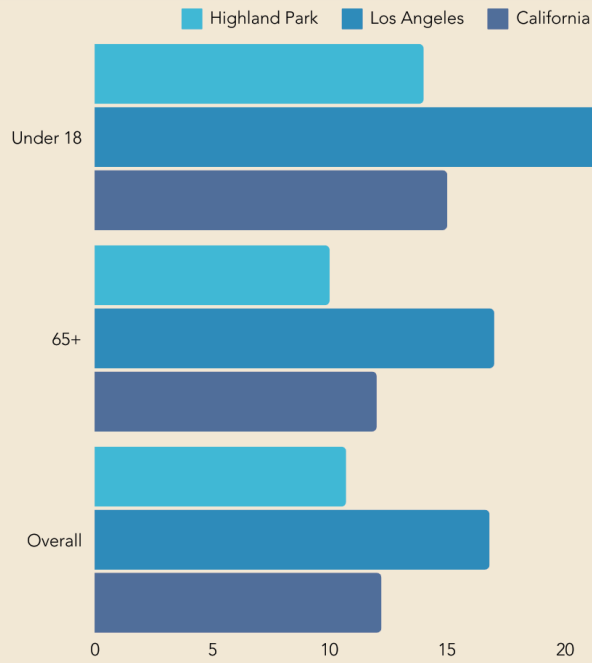
Cons

- Abandons large sections of connectivity goal
- Compromises wildlife habitat goals

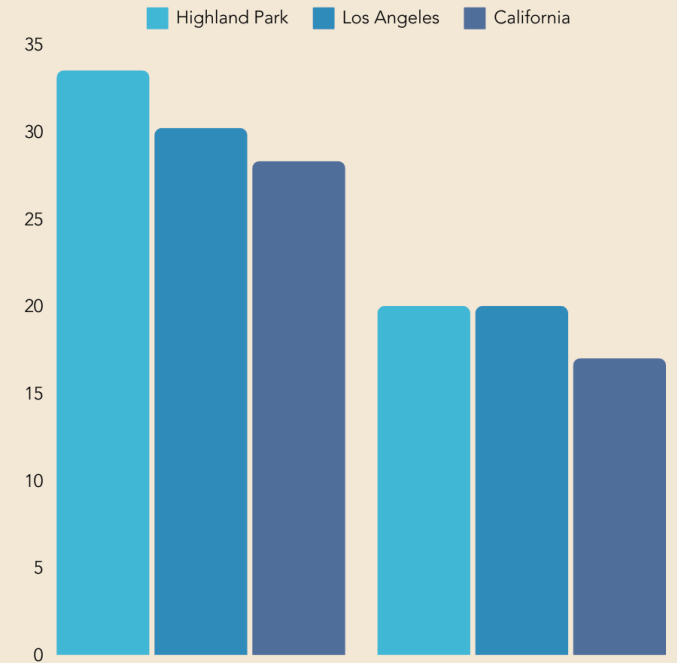




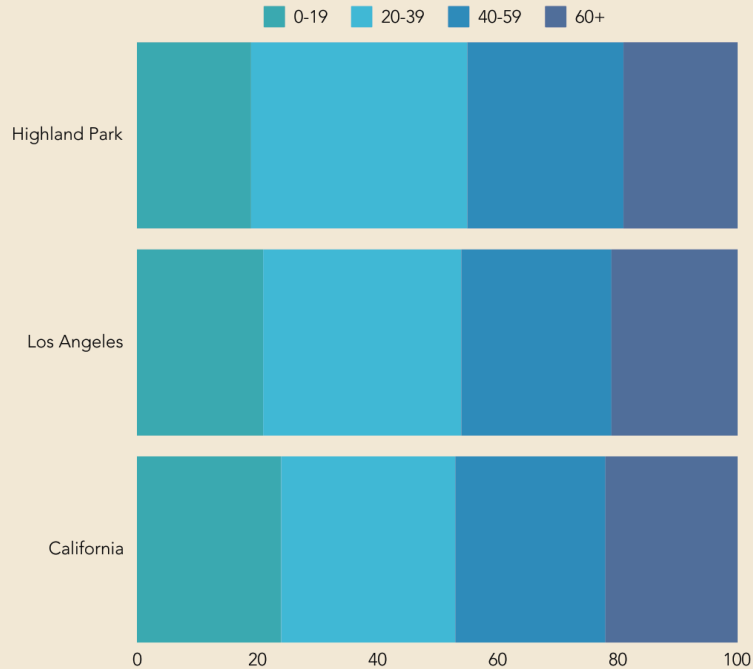
Demographics % of Total



% Below Poverty Level



Commuting Data



Age Distribution

Typical User

a teenager or young adult, a picnicing family, or senior citizens

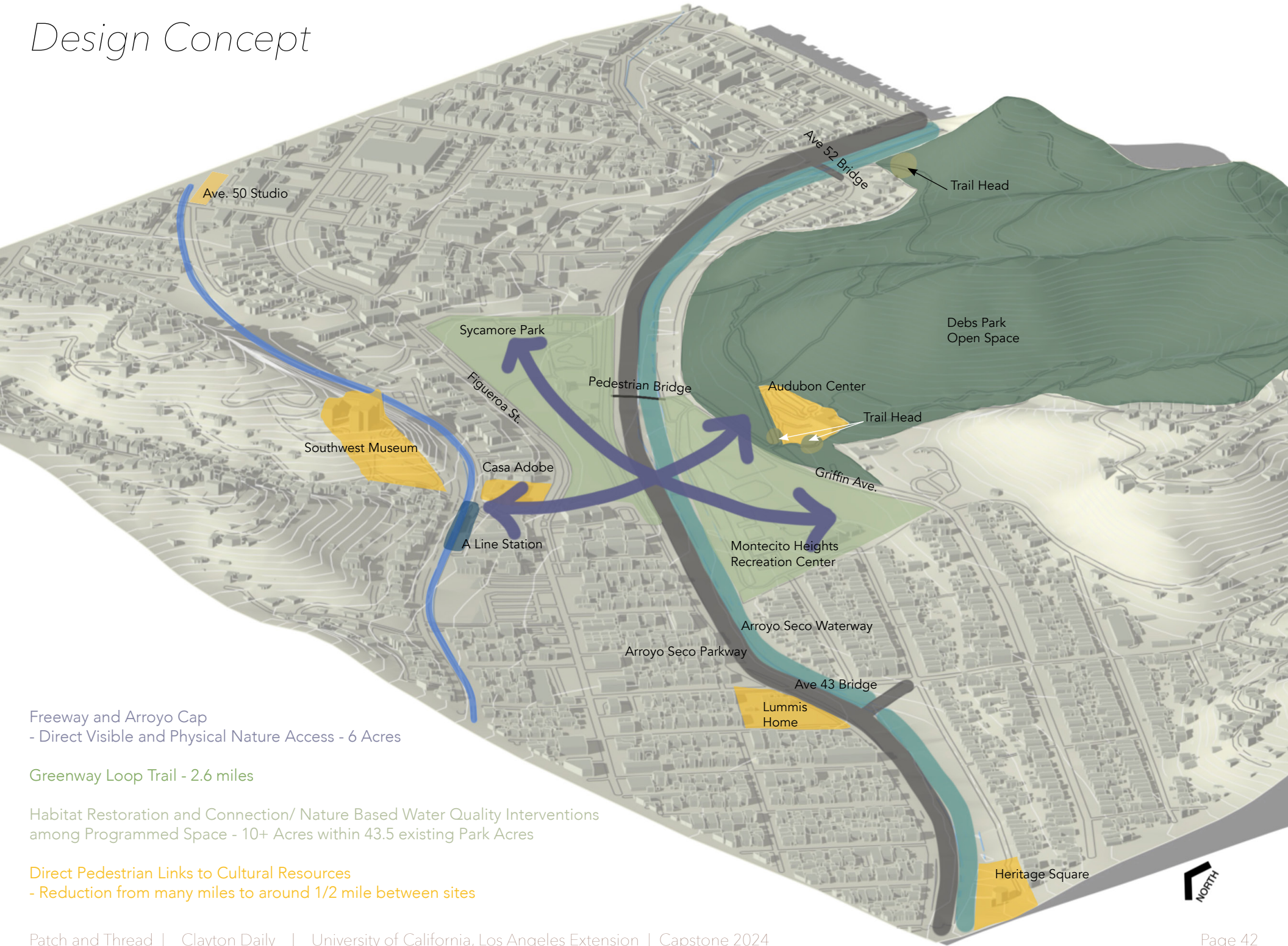
has a long commute or works from home

needs cheap or free outdoor activities a walk or easy bike ride away that they can access all week and year round

Data source: (US Census Bureau, 2022)

User Data

Design Concept



Freeway and Arroyo Cap
 - Direct Visible and Physical Nature Access - 6 Acres

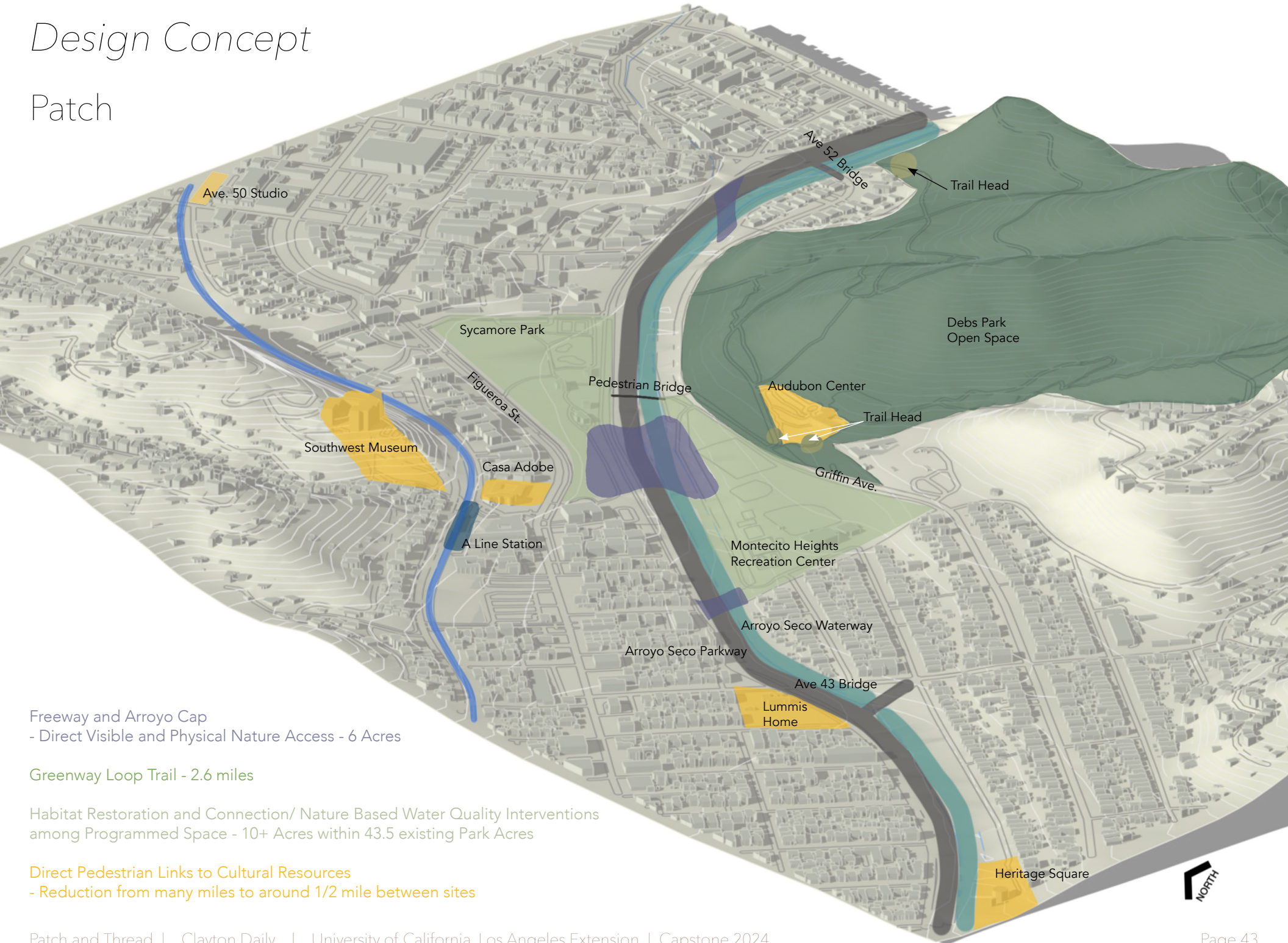
Greenway Loop Trail - 2.6 miles

Habitat Restoration and Connection/ Nature Based Water Quality Interventions
 among Programmed Space - 10+ Acres within 43.5 existing Park Acres

Direct Pedestrian Links to Cultural Resources
 - Reduction from many miles to around 1/2 mile between sites

Design Concept

Patch



Freeway and Arroyo Cap
- Direct Visible and Physical Nature Access - 6 Acres

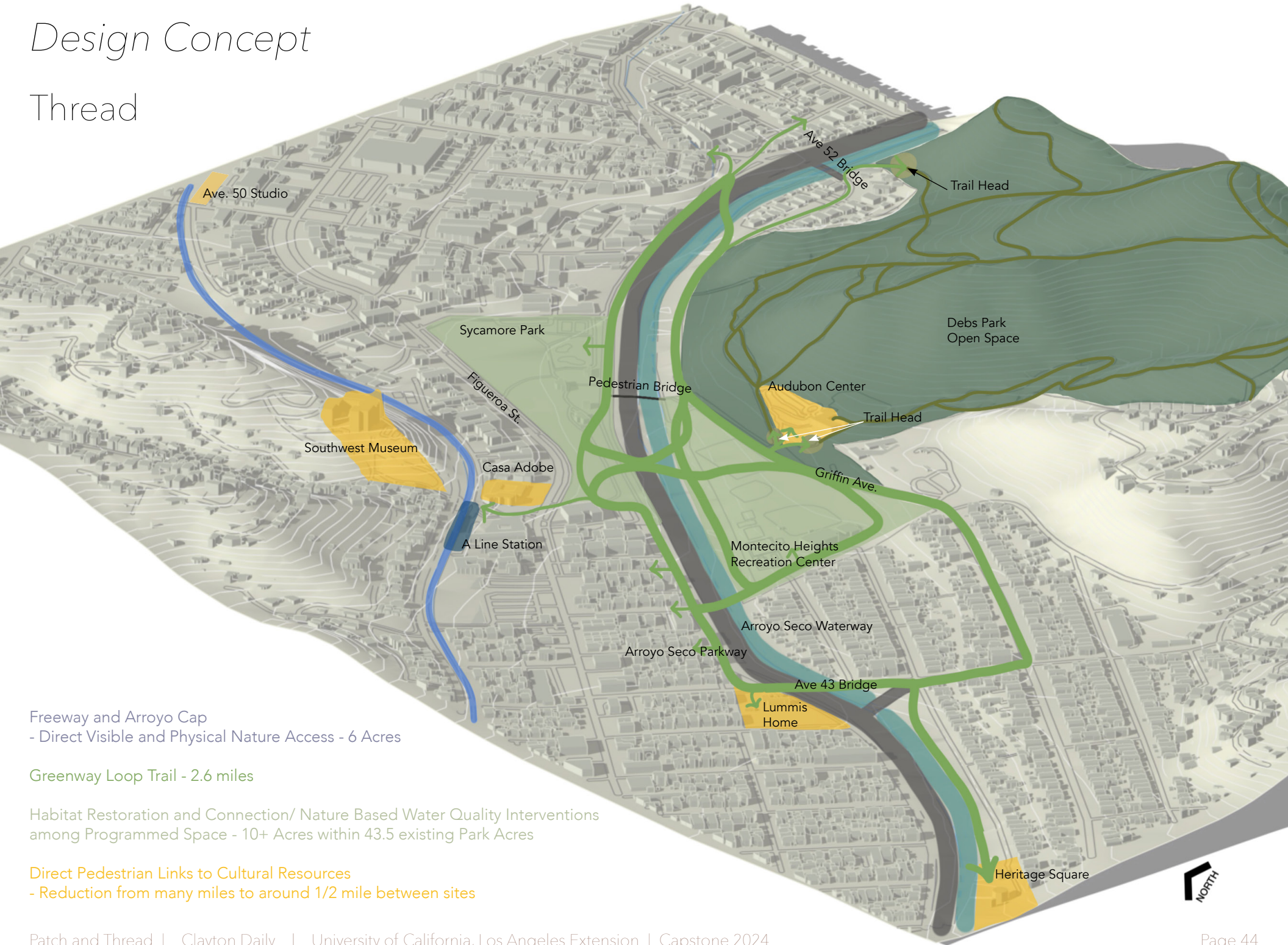
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- Reduction from many miles to around 1/2 mile between sites

Design Concept

Thread



Freeway and Arroyo Cap
- Direct Visible and Physical Nature Access - 6 Acres

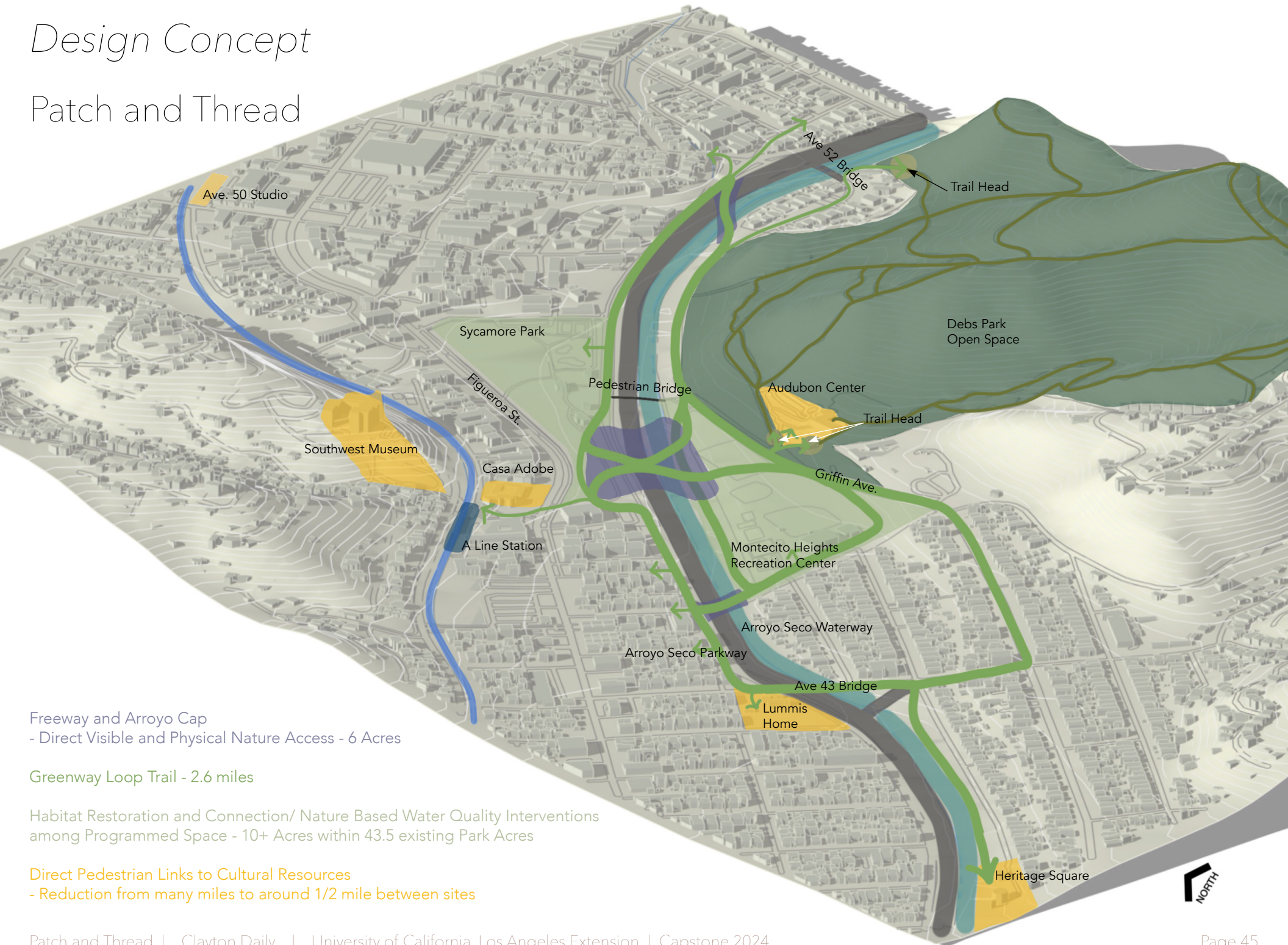
Greenway Loop Trail - 2.6 miles

Habitat Restoration and Connection/ Nature Based Water Quality Interventions
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Direct Pedestrian Links to Cultural Resources
- Reduction from many miles to around 1/2 mile between sites

Design Concept

Patch and Thread

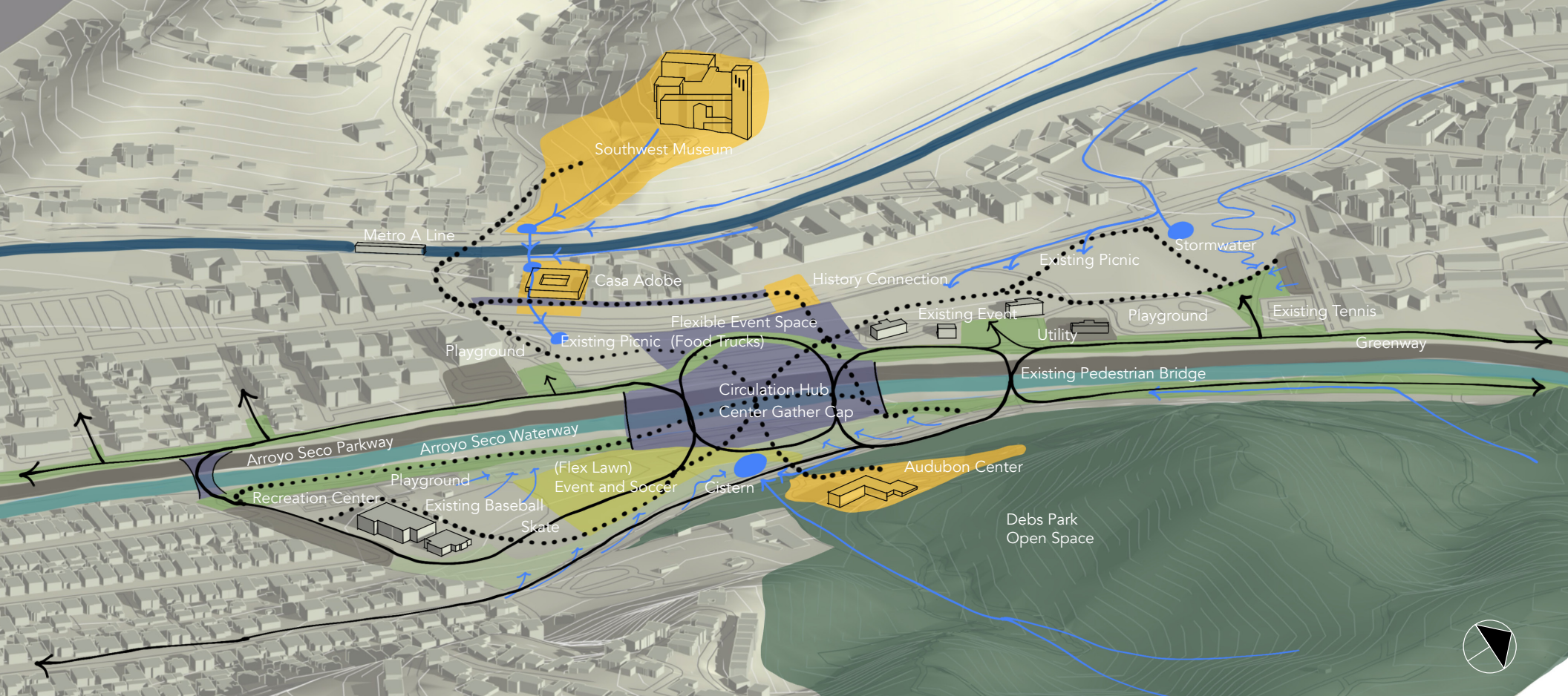


Freeway and Arroyo Cap
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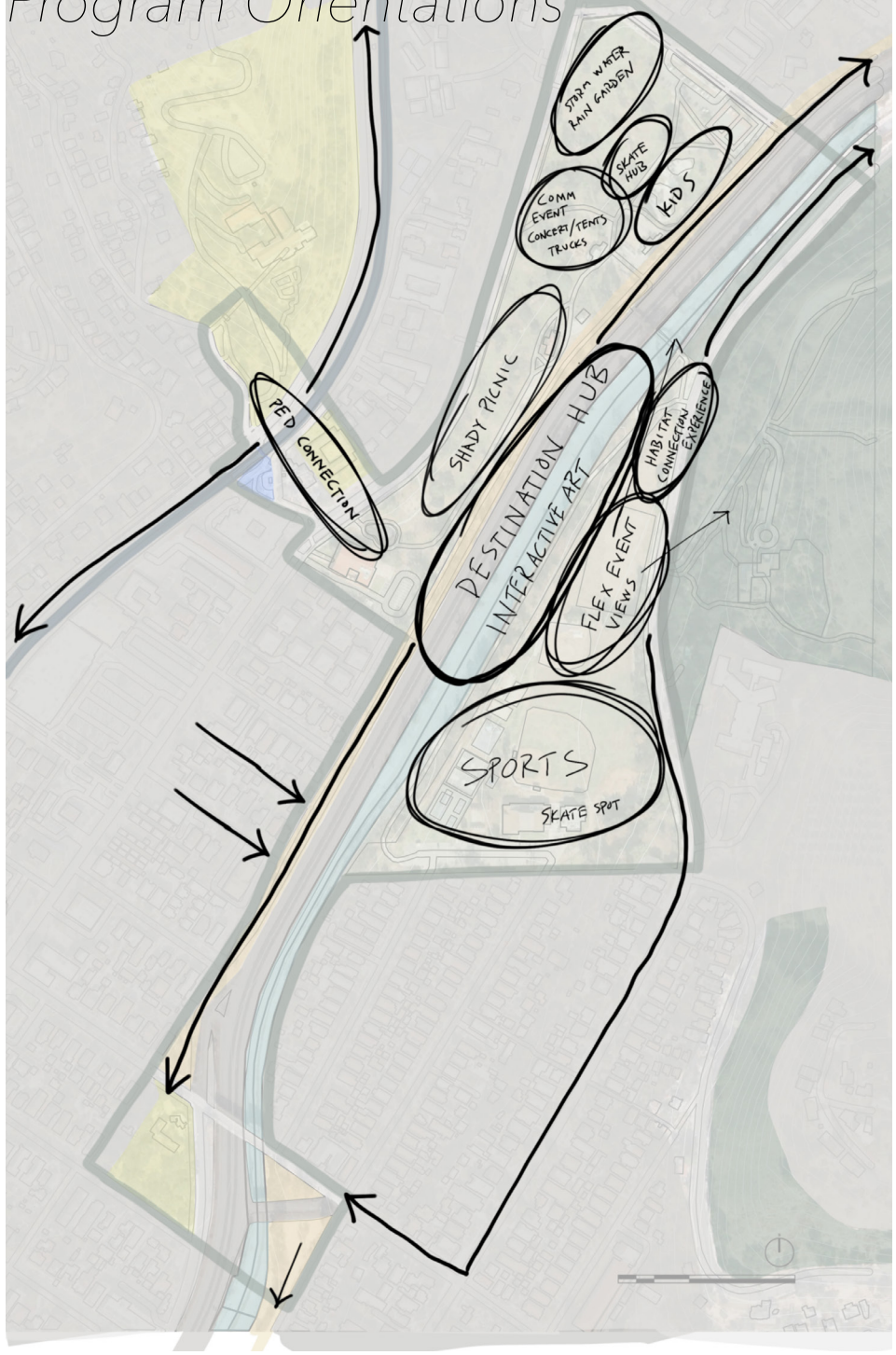
Project Elements: Central Cap & Greenway Linked Chain

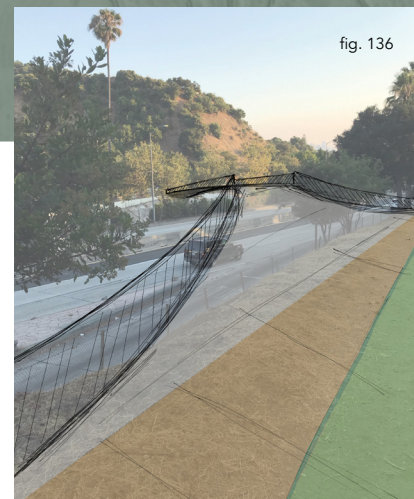
A cap park crosses the parkway and arroyo - A series of greenway loops meets in a central plaza

- Stormwater Capture
- Greenway Path
- Pedestrian Path

- Equitable Connection
- Flexible Community Event Space
- Picnic Grounds Open Space
- Greenway, Stops, and Destinations
- Cultural Resource
- Nature Based Stormwater
- Parking

Program Orientations





Proposed Greenway and Cross-Arroyo Bike and Pedestrian Bridge



Historic railroad grade and current dirt path can be converted to Greenway

Greenway and Connections

These are opportunities for smaller scale bridges where public land and appropriate adjacencies would make new connectors feasible.

The existing historic pedestrian bridge can be rehabilitated and restored to accommodate bicycles as well as an improved pedestrian experience.

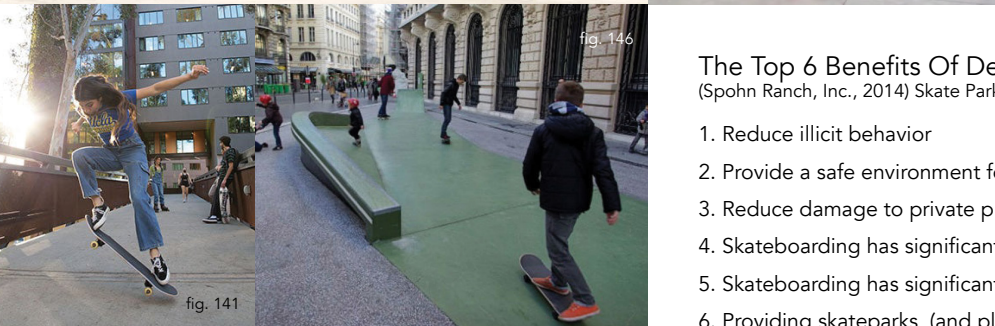
There are two major Debs Park trail head connection opportunities: at the Audubon Center, and from a patch of public land on the south side of the Ave. 52 bridge.

The Greenway would have direct entrances to nearby neighborhood that are currently cut off by fences or road and arroyo crossings.

- █ Project Study Area
- █ Greenway

Skateboarding in Public

Skate Spots and Dots



"By virtue of its status as a misuse of public space, and because it is a symptom of defensive design, skateboarding is exceptionally good at drawing attention to the quietly exclusionary nature of modern public space," explains Hawes. "Older children and young adults are either not considered in urban planning or outright excluded from public spaces. Skateboarders add value to many unused public spaces and regulate possibly dangerous spaces with their presence." -Tom Hawes, designer of skateable furniture (Rogers, 2013)

"When children latch themselves onto something active and free like skateboarding, this shouldn't be automatically disapproved of and attempts made to shoo them out of here or there. No, [skateboarding] is a healthy thing. There are some places where this has been recognized, good places provided to do their weird skateboarding things. That's part of freedom." -Jane Jacobs (Hilscher, 2020)

"Cities are finding it not just economically viable to tolerate skateboarding, but also beneficial in attracting creative crowds to weave authenticity, spontaneity, and vibrancy into their respective urban fabrics." -Creativity, Conviviality, and Civil Society in Neoliberalizing Public Space: Changing Politics and Discourses in Skateboarder Activism From New York City to Los Angeles, Chihsin Chiu and Christopher Giamarino (Beck, n.d.)

"A unique combination of exploration, community, challenge, and freedom mean that skateboarding can attract kids who do not enjoy participating in team sports, or for whom the financial burden of team sports is too high. Skaters are free to explore the urban terrain how they want, while exercising." -Reliance Foundry (Hilscher, 2020)

"Skateboarding is an art form, in which the skateboarder interprets diverse range of urban terrain through movement." - Reliance Foundry (Hilscher, 2020)

"I've tried to develop the urban side of skateboarding, to introduce skateboarding as a function out of many in the urban context, to adapt spaces for street skating, and also to activate them and encourage the development of social spaces for skateboarding, that aren't necessarily skateparks. Skateboarders don't necessarily want to be separated from the urban life, we want to be part of it. So we'd rather go to the square where people are walking their dogs and playing chess, and hanging out and doing all kinds of things and skate there on something simple like a bench or rail or bank, and be part of the life of the city, than being told to go somewhere else. That means the city can really save money because you can introduce some simple skate friendly furniture in a square and have people skate there at certain times." -Excerpts from Panel Discussion "Lessons From Malmo" (van der Zalm + Associates, 2022)

If you have young people and old people hanging out in the same space then they learn how to navigate around each other, then you're building more sustainable citizenship." -Excerpts from Panel Discussion "Lessons From Malmo" (van der Zalm + Associates, 2022)

In plazas, pathway meeting points, and along pedestrian, bicycle and greenway paths, skateboarding can be welcomed rather than discouraged with the addition of skateable sculptural elements, benches, and retaining walls.

The Top 6 Benefits Of Designing Public Places to Skateboard (Spohn Ranch, Inc., 2014) Skate Park Design Firm

1. Reduce illicit behavior
2. Provide a safe environment for skateboarding
3. Reduce damage to private property
4. Skateboarding has significant physical health benefits
5. Skateboarding has significant mental health benefits
6. Providing skateparks, (and places to skate) has a positive economic impact

INJURIES PER 1,000 PARTICIPANTS		AVERAGE AGE OF PARTICIPANT BY SPORT	
Hockey	2.7	Skateboarding	14.0
Football	2.2	Soccer	17.2
Baseball	1.8	Football	17.9
Basketball	1.6	In-Line Skating	19.8
Bicycling	1.1	Baseball	20.0
Skateboarding	0.7	Basketball	23.7
NOTES: Skateboarders skating less than one week account for 1/3 of all injuries. Irregular riding surfaces accounted for over half of the skateboarding injuries due to falls		Softball	29.1
		Tennis	30.5
		Golf	39.0

fig. 147

fig. 148



Master Plan Parkway Cap and Greenway

2' Contour Interval

Master Plan Enlargement



Figueroa St.

Sycamore Grove Park

Permeable Paving

Flexible Event Space
(Food Trucks)

Existing Grove of
Native Sycamore Trees

Greenway

Arroyo Seco Parkway

Arroyo Seco Waterway

Water Feature

Shady Plaza

Gather and Seating

Sunny Plaza

Mown Grass
Mound

River
Overlook

Open
Lawn

ADA Ramp to
Lower River Trail

Montecito Rec
Center

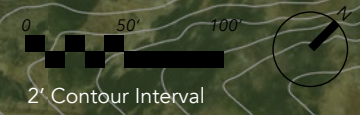
Meadow Mounds

Cistern and
Rain Garden

(Flex Lawn)
Event and Soccer

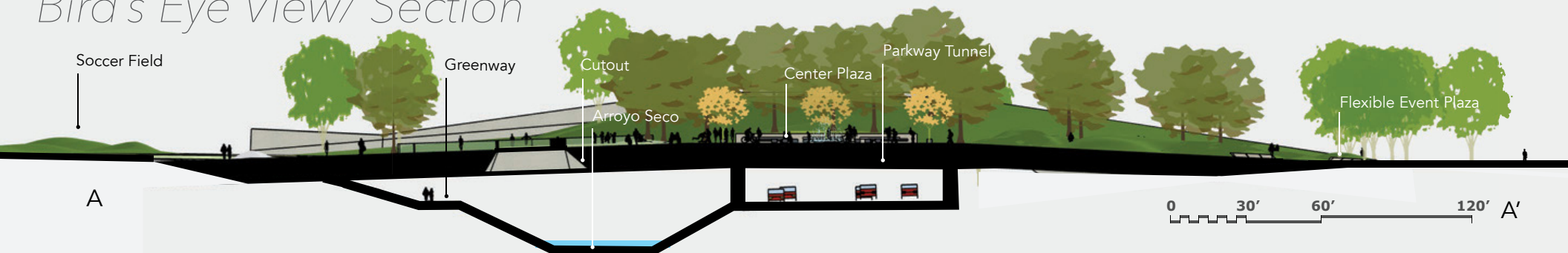
Griffin Ave.

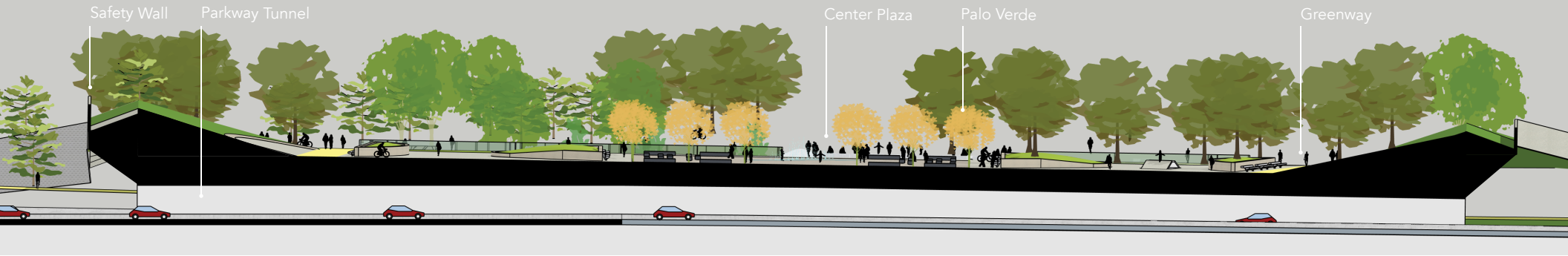
Connection to Audubon
and Debs Trails





Bird's Eye View/ Section

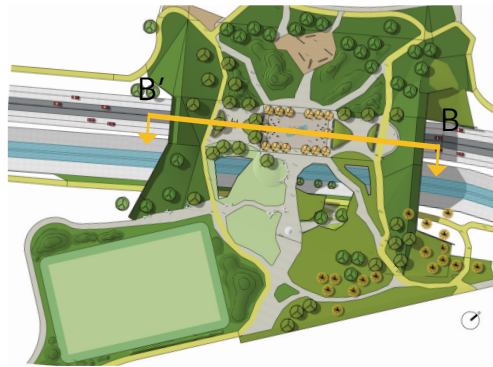




B North to South - Through Central Plaza - Looking East



Cap Section/ Elevation



Key Map

The cap connects two parks by creating an oasis over the parkway while at the same time strengthening connections to the arroyo through cut outs that enhance the existing bike path. Montecito Heights Recreation Center and Sycamore Grove Park become one seamless park by integrating into existing elevations with a gentle slope that restores a historic connection.

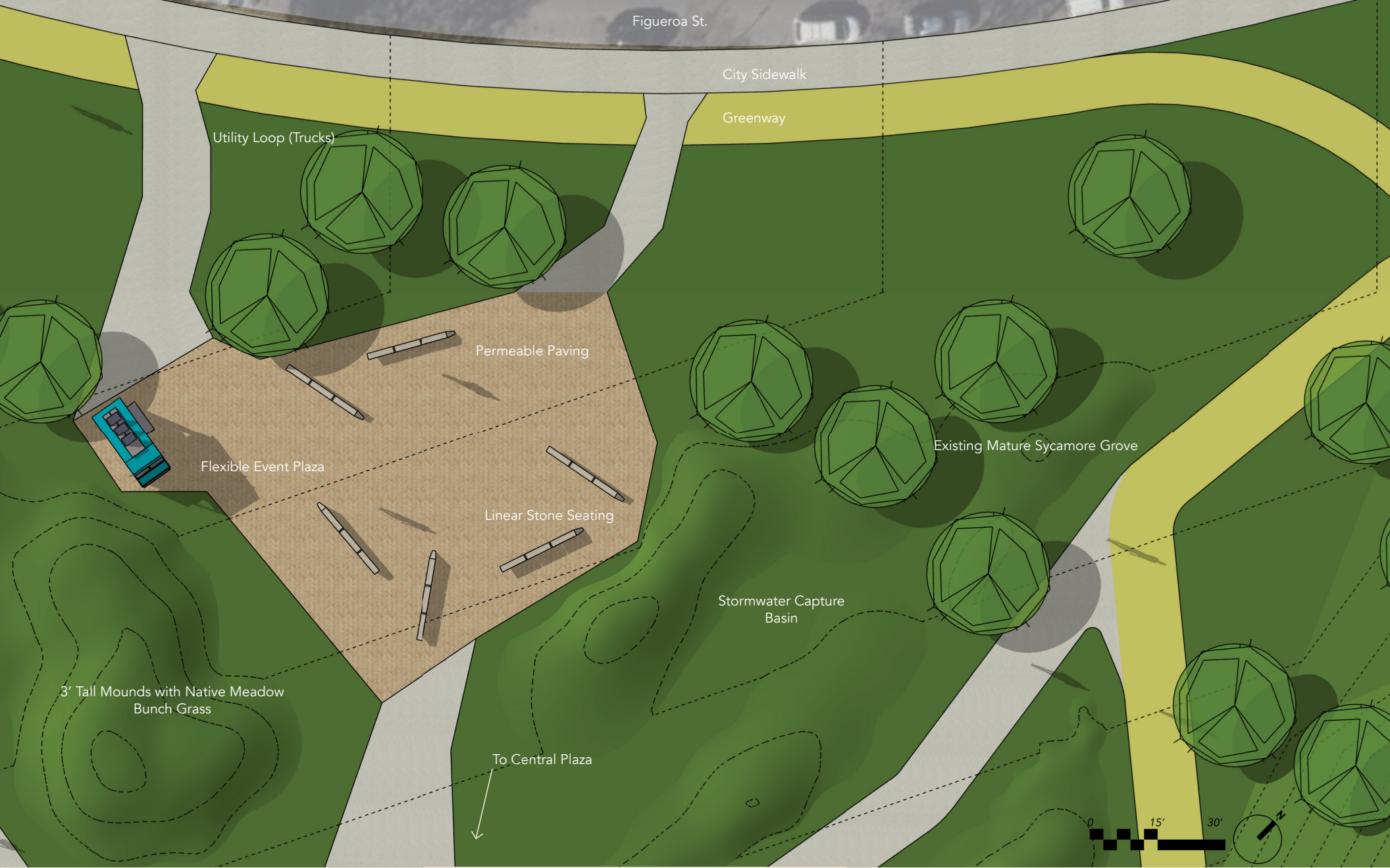
The clearance of the cap is consistent with the height of the existing bridges and exceeds the minimum clearance required on this truck-free, historic parkway.

The cutouts allow for daylight to reach beneath the cap in addition to pedestrian access from the top.

The slopes hide a safety wall while shielding noise and the parkway from view without compromising mountain and city views.

The existing Arroyo Seco Bike Path is slightly modified to increase access from both sides of the parkway.

Existing mature sycamore trees in Sycamore Grove Park have been retained, and an expanded tree canopy of native Coast Live Oaks, Western Sycamore, and endangered California Black Walnut has been added with a Central Plaza surrounded by a ring of Palos Verde.



Figueroa St. Connection

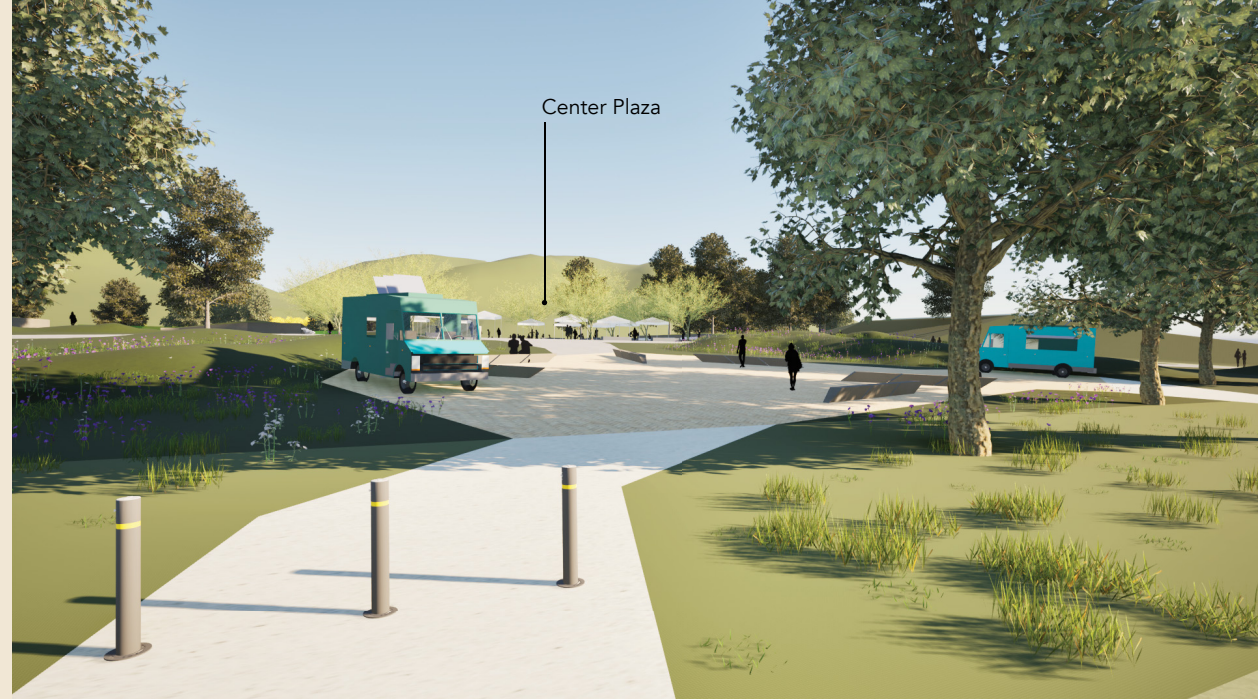


Figueroa St. Connection

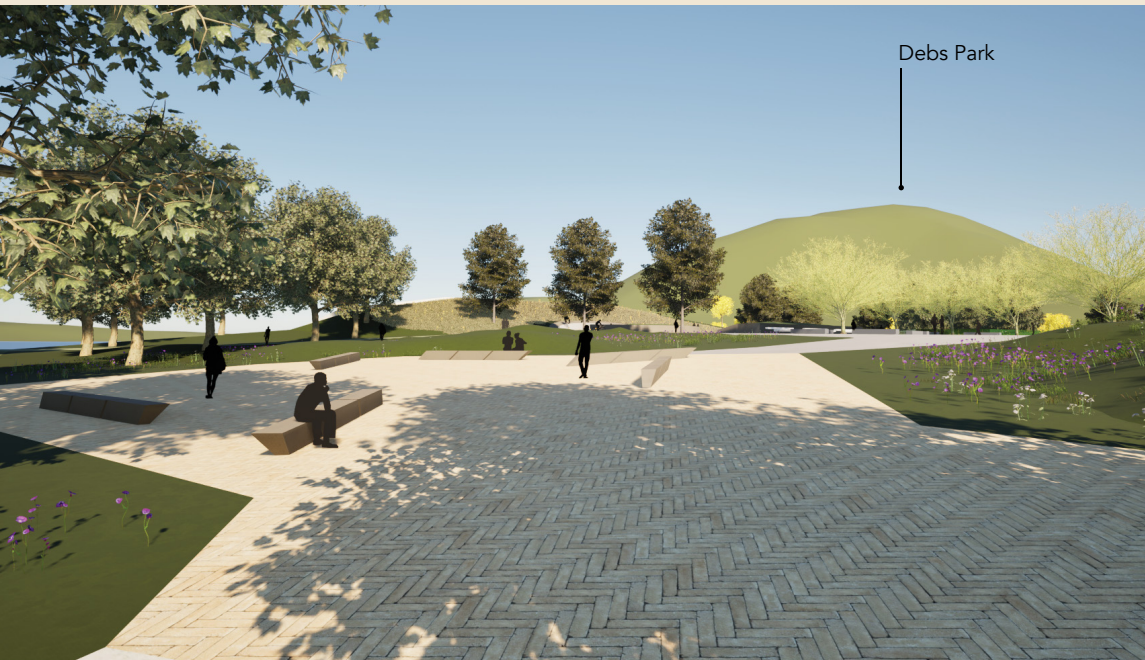
The flexible event plaza is surrounded by an existing sycamore grove and constructed mounds of native meadow bunch grass. The mounds capture and infiltrate the storm water runoff from the parkway cap. The plaza is paved with permeable bricks and can host informal gatherings as well as community events with vehicles afforded access through a circle drive that can be closed with removable traffic bollards.

The hills of Debs Park, currently visible from Figueroa St., are now a short walk or bike ride away.

The Event Plaza with vehicle accommodation can support larger events in the adjacent Center Plaza.



Flexible Event Plaza - Food Trucks - Pop Up Community Event on Central Plaza



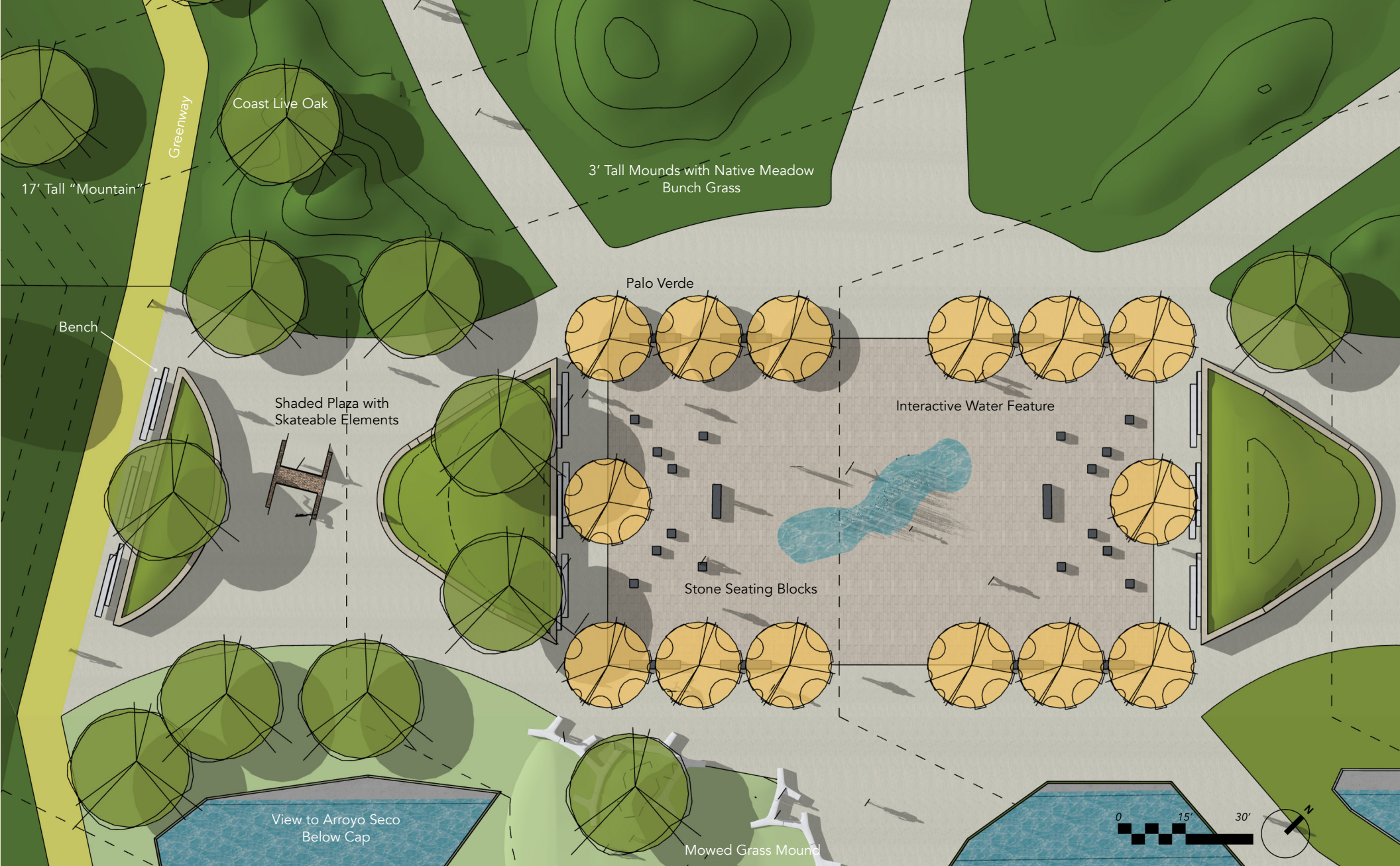
Permeable Paving - Informal Square during Non-event Days



Wild Meadow Mounds along Walkways - Klyde Warren Park

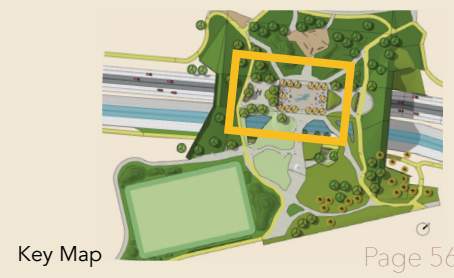


Key Map



2' Contour Interval

Center Plaza



Center Plaza

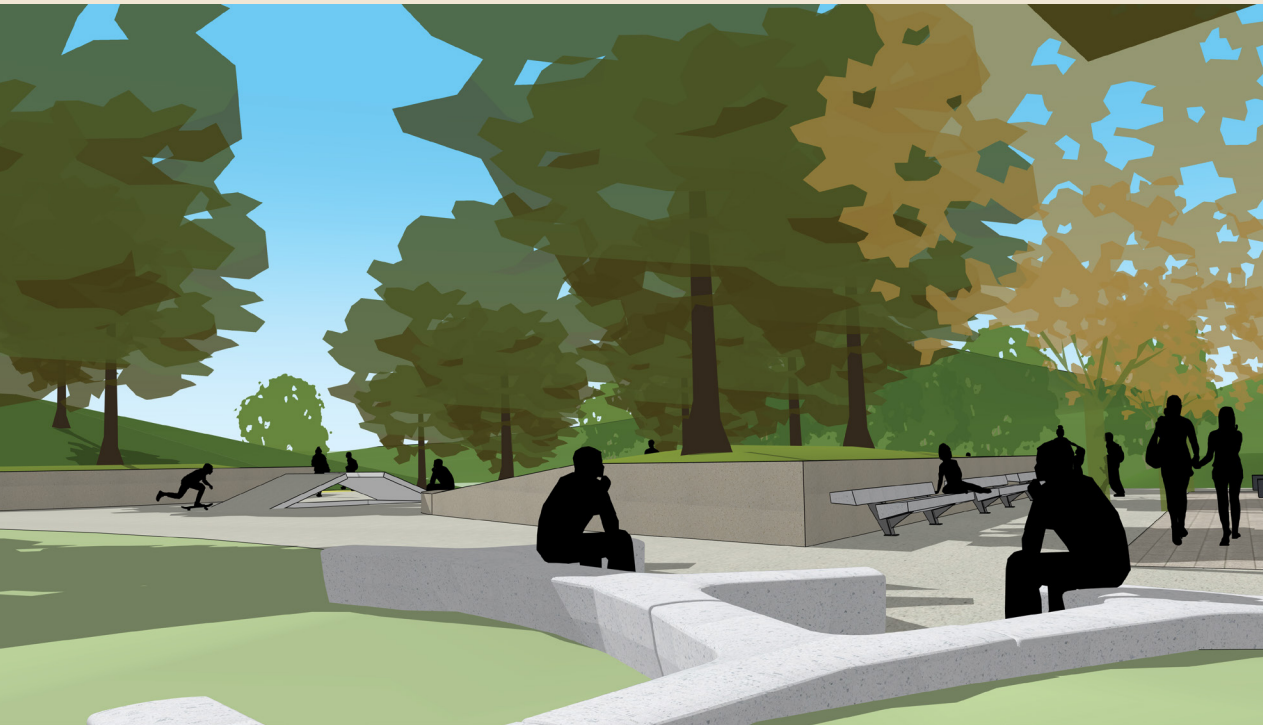
All paths meet in the Center Plaza, which is filled with informal stone seating blocks and lined and surrounded by benches and Palos Verde trees. An interactive water feature is a focal point of activity on hot days. The water spouts are set at grade, so they disappear from view when not in operation. The smaller plazas off to the side contain storm water capturing elements that are also sculptural and skateable.

The views and noise of the parkway are obscured by the raised and planted edges of the cap, framing the hills of Debs Park and San Gabriel Mountains in the distance.

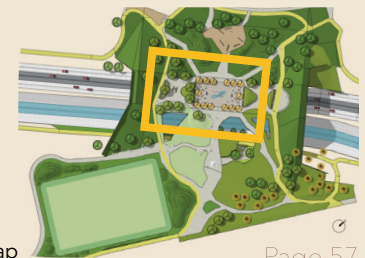


Oak Grove View on Center Plaza - "Twig" Seating along Grass Mound Embankment

Mountain View in Center Plaza



Interactive Water Feature - Klyde Warren Park



Key Map

Center Plaza



Greenway Through North Side of Plaza

View South on Center Plaza



Key Map



2' Contour Interval

East Side of Cap

Key Map 

Page 59



Rain Garden

Descending to the River Path through a Cutout

Cap Cutouts



Key Map

The cap provides multiple access points to the Arroyo below and an expanded bike path that connects the East and West sides of the parkway, providing easy access to the Audubon Center and the trail heads in Debs Park. A rain garden and cistern collect runoff from Debs Park and Griffin Avenue. A cutout in the cap provides an Arroyo Overlook and a pedestrian ramp, restoring access to the Arroyo channel.



Arroyo Bike Path now Travels Under Parkway Cap

Ramp Meets the Bike Path



Greenway Connection

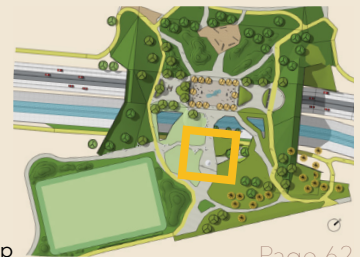


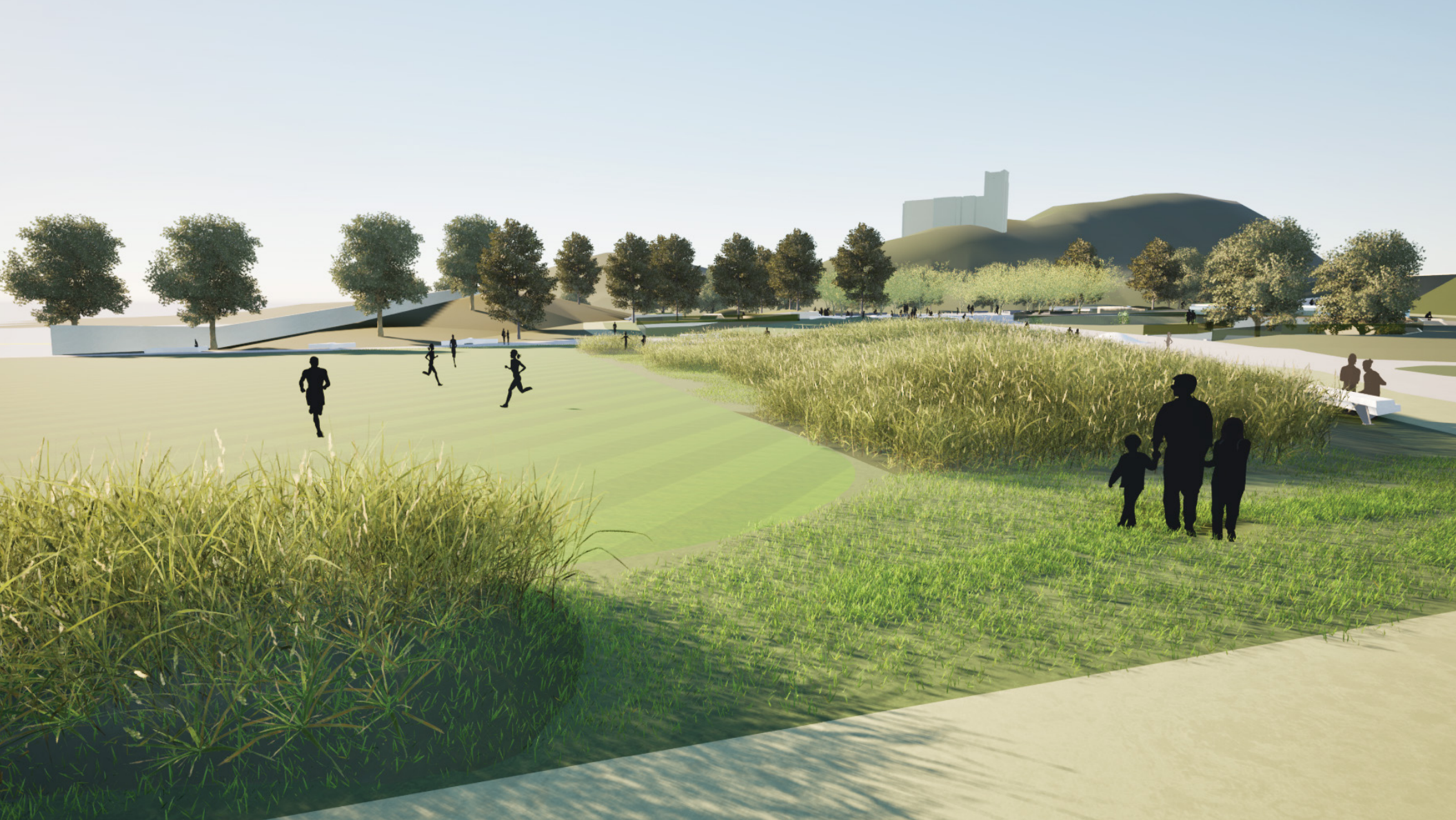


View to Southwest Museum along Central Path

Access from the existing Montecito Heights Recreation Center provides a pleasant walk through the new park created by the freeway cap, showing the close proximity to the historic Southwest Museum that is now much more accessible by walking or biking while obscuring the parkway below.

East Side of Cap





Looking North from Soccer Field to Southwest Museum

The existing soccer field at Montecito Heights Recreation Center has been reoriented and is surrounded by mounds of meadow grass, capturing water runoff in a cistern beneath it.

Soccer Field over Stormwater Cistern





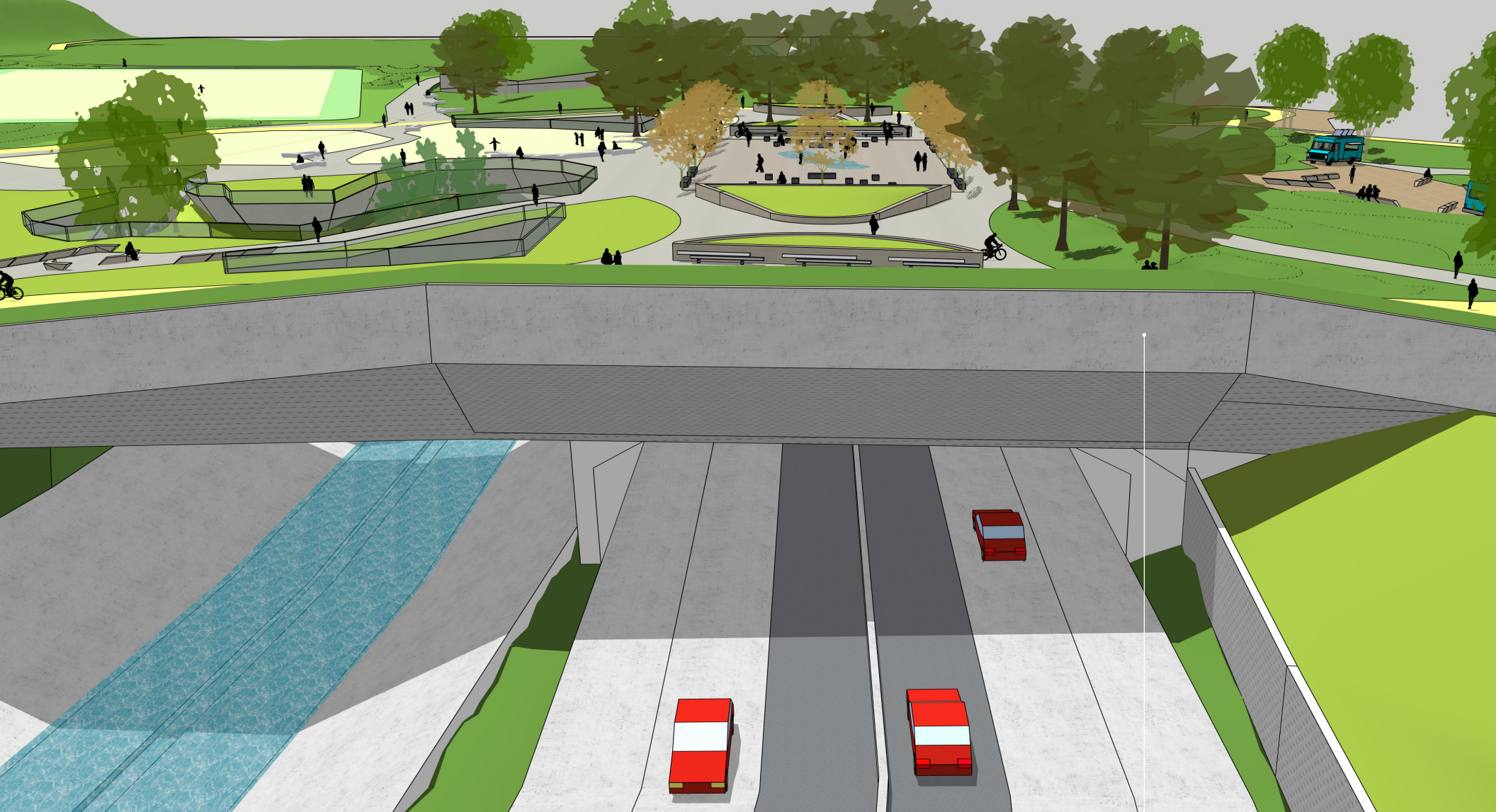
Section - Ramp to River Trail



The section shows the Arroyo bike path traveling underneath the cap, affording views to the river with existing trees growing through the cutouts.

A group of geometric benches along a path holds back a dense planting of native shrubs from the nearby rain garden.





Mural Opportunities

The safety and structural walls of the cap provide an opportunity for adding place-making art that speaks to the history and culture of Northeast Los Angeles.

The Wall of Quetzalcoatl



fig. 151

Plant Palette

Trees



fig. 152

Platanus racemosa - Sycamore



fig. 153

Quercus agrifolia - Coast Live Oak



fig. 154

Sambucus mexicana - Blue Elderberry



fig. 155

Juglans californica - Black Walnut



fig. 156

Parkinsonia 'Desert Museum' - Palo Verde

Shrubs

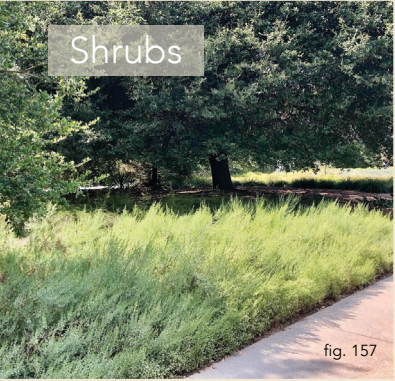


fig. 157

Baccharis pilularis 'Pigeon Point' - Coyote Brush



fig. 158

Salvia apiana - White Sage



fig. 159

Eriogonum fasciculatum - California Buckwheat



fig. 160

Artemisia californica 'Canyon Gray' - Sagebrush



fig. 161

Encelia californica - Bush Sunflower

Meadow



fig. 162

Elymus condensatus - Giant Wild Rye



fig. 163

Carex pansa - Sand Dune Sedge



fig. 164

Bouteloua gracilis - Blue Grama



fig. 165

Muhlenbergia rigens - Deer Grass



fig. 166

Lupinus succulentus - Arroyo Lupine

Material Palette



Paving

fig. 167

Smooth Granite



fig. 168

Running Bond Pattern - Contrasting Threshold



fig. 169

Exposed Aggregate Concrete



fig. 170

Permeable Paving Bricks



fig. 171

Permeable Paving Bricks



Seating - Landscape Forms

Trapecio

fig. 172

Staggered Back - Accommodates Wheelchair



fig. 173

Seat and Back made of Cast Concrete



Twig

fig. 174

Seating Becomes Retaining Wall for Berms



fig. 175

Cast Stone / Acid-Etched Finish



fig. 176

Numerous Arrangement Patterns



Milenio

fig. 177

Cast Stone / Acid-Etched Finish



fig. 178

Individual Pieces Slot Together



fig. 179

Creating Borders and Seating along Planting



Socrates

fig. 180

Cast Stone Polished Finish



fig. 181

Cubes Arranged for Individual Seating



What was Achieved?

4 Acres of New Park and Green Space - 2.5 Acres of New and Redesigned Community Event Space - **PATCH**

2.5 Miles of New Bike and Walking Paths - Greenway Loop - **THREAD**

Stormwater Captured, Stored, and Used for Native Habitat Restoration and Recreational Fields - **NATURE**

20,000 Residents Connected to New Nature and Recreation Opportunities in addition to Reconnecting Existing Cultural and Historic Sites. - **CULTURE**

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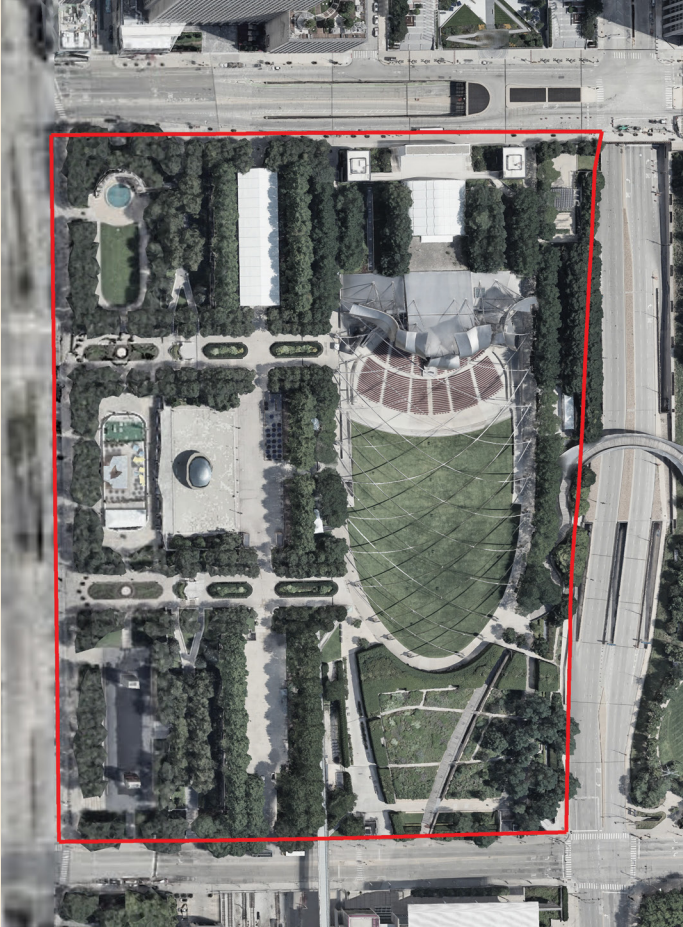
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Klyde Warren Park

- Total - 5 Acres
- Playground/ Water Feature - 0.5 Acre
- Event Lawn and Promenade - 1.3 Acres



Millenium Park - Phase 1

- Total - 24 Acres
- Interactive Fountain - 2 Acres
- Amphitheater - 4.72 Acres
- Immersive Decorative Garden - 2.5 Acres
- Cafe and Monumental Art Plaza - 3.5 Acres



Freeway Park

- Total - 5.5 Acres
- 1330 Linear Feet
- Fountain Plaza - 1 Acre

Project Precedents



Millenium Park - Phase 1



Freeway Park



Project Site



Klyde Warren Park

Project Precedents

Size Comparisons

Data source: Google Earth Pro



Arroyo Park - 43.5 Acres



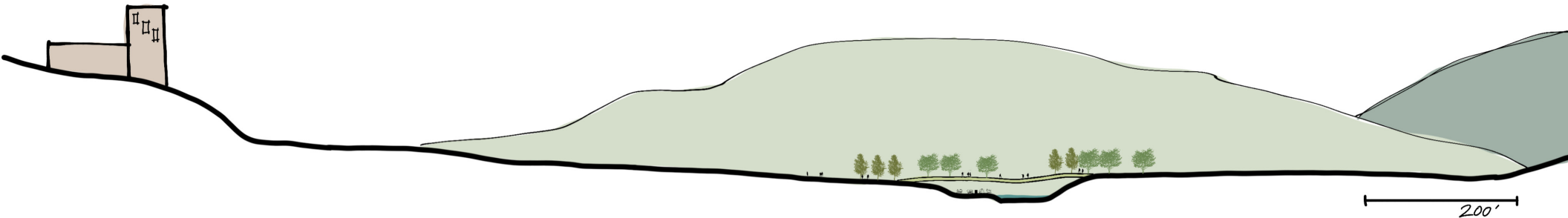
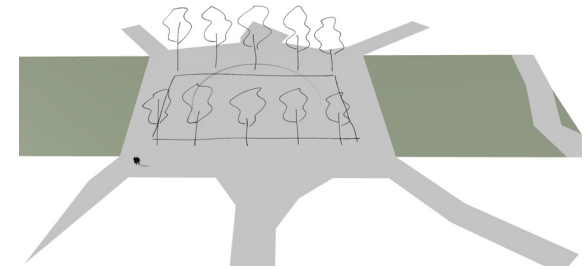
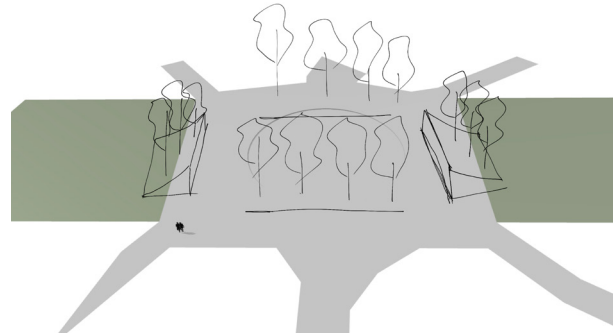
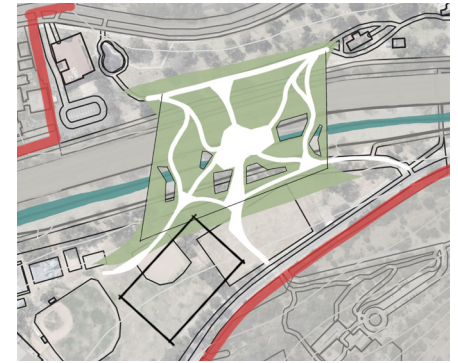
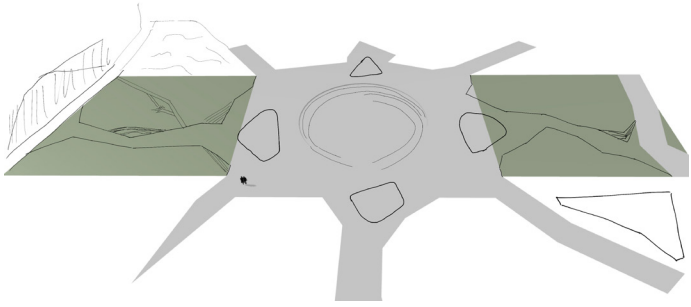
Arroyo Park - 43.5 Acres
Loop Trail - 2.6 Miles



Lafitte Greenway - 2.6 Miles

Project Precedents - Size Comparisons

Data source: Google Earth Pro



Design Development