

A LANDSCAPE FRAMEWORK PLAN FOR THE

ARROYO SEC. PARKWAY CORRIDOR

for the State of California Department of Transportation

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The 606 Studio

Graduate Program

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FOREWORD

The 606 Studio is a consortium group of faculty and third-year Masters students in Landscape Architecture at California State Polytechnic University in Pomona. The Studio is interested in the application of advanced methods of analysis and design with particular emphasis on the preservation and restoration of sensitive natural systems. Projects address serious and important ecological, social, and aesthetic issues, related to urban, suburban, rural, or natural landscapes. They generally result in conceptual or specific plans, schematic site designs, land use policies, or land management strategies.

Projects are carried out by teams of third year graduates and members of the graduate faculty. Working with the direction and continuous participation of the faculty group, graduate students perform the tasks of research, analysis, planning, and presentation. Design approaches vary considerably depending on the scope and character of the project. In every case, the approach fits within the framework of ecosystematic design as developed by the California State Polytechnic University Graduate Program of Landscape Architecture. This approach stresses the principles of ecology, particularly the systematic behavior of material and energy flows, in relation to human uses.

The academic studio environment offers a unique opportunity for graduate students to explore issues and possibilities. Because it functions within an educational institution, the 606 studio bears the responsibility to maintain academic integrity, advance the state of the art, and contribute to the public well-being. The real nature of these projects and the clients' needs demand that projects have a strong

practical base, as well as display technical and professional expertise. Projects are expected to address significant issues concerning resources and the physical environment and must promise to result in significant benefits to the general public. They should be complex and thorough, with clear and complete communication of their results, which must become public information.

The Arroyo Seco Parkway Corridor Landscape Framework Plan

This particular project is part of a larger planning effort involving the Arroyo Seco area. The Environmental Planning Office of Caltrans, the projects' client, is mounting an effort to designate the Arroyo Seco Parkway (also known as the Pasadena Freeway) as a National Scenic Byway, which is a program under the federal transportation bill ISTEA (Intermodal Surface Transportation Efficiency Act). The program is "A nationwide effort to identify, promote, and manage our country's varied and wonderful system of highways and roads through community efforts" (U.S. Dept. of Transportation Federal Highway Administration, U.S. Dept. of the Interior National Parks Service, 1999, p. 7). Funding for enhancement projects becomes available when the road is designated a National Scenic Byway. For this to happen, a management plan must be completed for the road.

Caltrans has asked the 606 Studio to prepare the landscape portion of the overall management plan for the Arroyo Seco Parkway corridor. In return, they have provided funding to cover the expenses of the project. The scope of work involves more than just the Parkway itself. The ISTEA bill is aimed at improving roads and the communities that they serve. Therefore, the project involves examining environmental, social, and aesthetic issues of the corridor, and recommending plans and designs that address these issues.

The Design Team

The students who have taken on this project—Adam Kringel, Miki Yanai Hernandez, and Rochelle Tortorete—have been in the Graduate Program together since the summer of 1997. Adam earned a degree in Management Science from the University of California at San Diego in 1995. He was raised in Santa Maria, California. Miki has a Bachelors degree in Sociology, which she earned in Japan, where she hails from. Rochelle, originally from Pittsburgh, Pennsylvania, was an undergraduate student at Oberlin College. She has a Bachelor of Arts degree in Biology. Both Miki and Rochelle have lived the last two years of school at the Lyle Center for Regenerative Studies at Cal Poly.

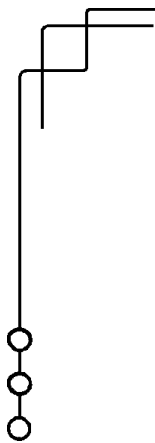
ACKNOWLEDGMENTS

The project team wishes to thank all who contributed their time and knowledge to this project. We are deeply indebted to Diane Kane, Associate Architectural Historian, and Bill Nagle, Landscape Architect, at State of California Department of Transportation (Caltrans), who provided us the opportunity to work on the Arroyo Seco Parkway and supervised us with enthusiasm throughout the process. We would also like to thank Dennis Crowley from California Cycleways, and Jerry Schneider, a former graduate of the Cal Poly Masters Landscape Architecture Program, who led us to the project and offered us consistent insight and assistance.

Many individuals and organizations provided us with resources throughout the duration of this project. We would like to thank Kathleen Bullard, Santa Monica Mountain Conservancy, Lynne Dwyer and Scott Wilson of North East Trees, and Nicole Possert of the Highland Park Heritage Trust for their generous support and inputs from local communities. Special thanks go to Tim Brick, Tom Seifort, and Diane Philabosian from Arroyo Seco Foundation, and Louis Quirarte from the Sierra Club, who enabled us to start the project with historical and natural history background, and moreover, with passion toward the Arroyo Seco. And much gratitude goes to Dianne Domingo-Foreste, Thomas Lockhart and Don Zimmermann, who took time and guided us to the equestrian trails on their horses. These people represent the strong alliance of community groups that represent Northeast Los Angeles. Making a strong connection to the community was an important part of this project. We express our appreciation to all who attended our community meetings and offered us valuable support and critique from the community perspective.

Several government agencies were valuable to the process of this plan. At Caltrans, Mike Dean and his colleagues donated tremendously valuable base information in the form of Geographical Information System data. Cary Inciong at the Los Angeles County Department of Public Works was very helpful. We also thank Martha Van Rooijen from the city of South Pasadena for her assistance.

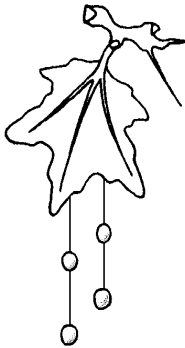
We extend our special thanks to our faculty advisors, Jeff Olson, Joan Woodward, Phil Pregill, and Kris Barker at California State Polytechnic University, Pomona. Special thanks to Bob Perry, Professor of Landscape Architecture, for generously sharing his extensive knowledge of plants. Much appreciation goes to Ron Quinn, Professor of Biology at California State Polytechnic University, Pomona, and his students Anna Langdon, Natasha Neuman, and Chris Solek who provided us valuable resources on wildlife habitat preservation and restoration.





View of Arroyo corridor from Deb's Park

PROJECT SUMMARY



Introduction

The Arroyo Seco Parkway of northeast Los Angeles, California, has become a legend for its raceway-like curves, cramped driving lanes, and perilous on and off ramps. Many have complained about the unsatisfactory conditions of the road and have speculated on how to improve its driving challenges. Few realize or appreciate the momentous achievements this historic roadway represents for Los Angeles transportation. The features many consider dangerous or outdated are what makes this particular route special and were considered major feats of engineering and safety design at their inception. This road was in fact considered the first freeway of the West, the precursor to the infamous Los Angeles freeway system, and it marked

an important transition in the transportation field. Yet, for commuters who sit in traffic jams on a daily basis, for maintenance workers who risk their lives to pick up trash and trim trees along the road, and for community members who feel that the parkway divides their neighborhoods, this road is neither cherished or valued.

To address these issues, the California State Department of Transportation (Caltrans) investigated the engineering requirements needed to bring the road up to standards of the modern freeway. The reports concluded that it would not be feasible, either physically or economically, to expand the capacity or re-align the road. A new tactic was needed.



*Photo of the Arroyo Seco Parkway, 1940
Source: Caltrans Office of Environmental Planning*

In the early 1990s, Senator Richard Polanco, with the support of a task force of local organizations, agency representatives, and designers, took an alternate approach to improving the Parkway. They persuaded the state legislature to recognize the unique character of this stretch of 60 year-old road. The Arroyo Seco Parkway was designated a California Historic Parkway, which was a new category of road within the state's scenic highway system that allowed for a reduced speed limit, and stimulated efforts to pursue preservation and rehabilitation of historic features.

Another opportunity for Parkway rehabilitation was born with the new federal transportation act in 1991. The Intermodal Surface Transportation Efficiency Act (ISTEA) was a response to a new movement looking to provide alternatives to continued freeway expansion. This federal support for new approaches to transportation continued with the 1998 enactment of the Transportation Equity Act,



Current Photo of the Arroyo Seco Parkway

otherwise known as T-21. This federal program encourages states to distribute more of their transportation budgets to a wider range of projects, including those proposed within this project plan, such as historic rehabilitation, park enhancements, and community programming (see Appendix for more information on federally funded project opportunities).

A T-21 relative, the National Scenic Byways Program, supports design, maintenance, and planning projects for special roads of national significance. Under this program, a road must have one of six intrinsic qualities to qualify for National Scenic Byway status. The Historic Arroyo Seco Parkway has several of those qualities, notably its historic value and cultural influence. In 1999, the American Society of Civil Engineers declared the Parkway a national civil engineering landmark. That same summer, the National Park Service formed the Historic American Engineering Record (HAER) team to document the



Santa Fe Railroad Bridge

construction methods and engineering works of the 60-year-old parkway. This report is now part of the National Archive Library in Washington DC.

National Scenic Byway designation was the next logical step for Caltrans to take in pursuing Parkway rehabilitation. The HAER documentation will be used to build a case for historic value. This Landscape Framework Plan by the 606 Studio looks further at the historic aspects of the road's landscape, parklands, and transportation systems, as well as the needs and desires of surrounding communities and interests groups. Together, these efforts will assist Caltrans in producing a corridor management plan, which will address many issues involving the whole area. This plan will look at transportation planning within the corridor, as well as strategies for addressing environmental concerns and community development. With this plan and National Scenic Byway Designation in place, the Parkway can continue to be a treasured part of this area's past and future.

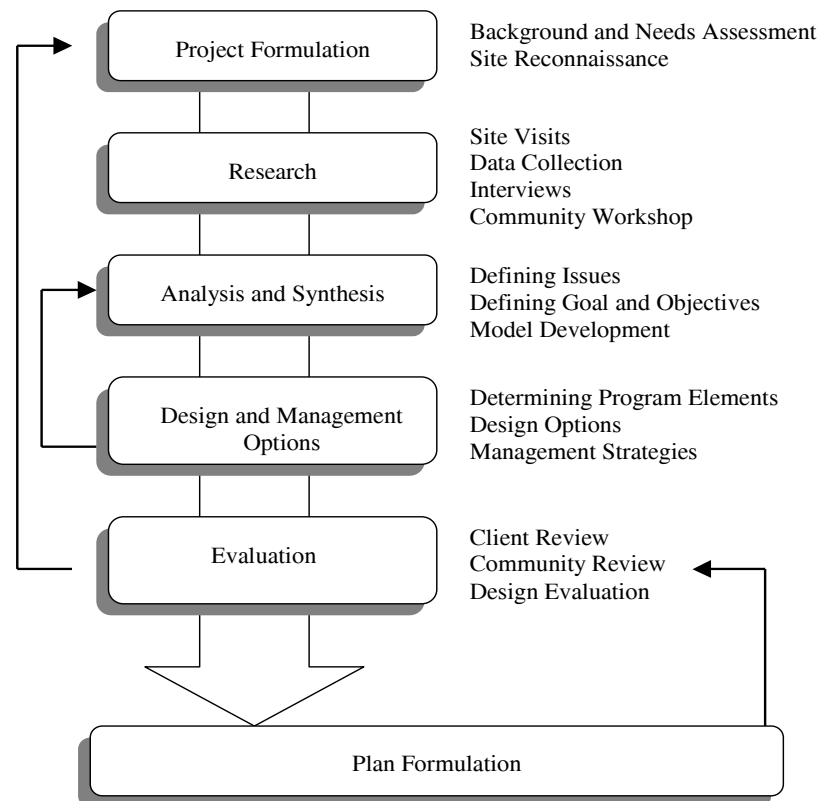
DESIGN PROCESS

The plan was developed over a six-month period, beginning with general investigation of the Arroyo Seco corridor. The project team, three graduate students at Cal Poly Pomona, visited the site, talked to key community activists and advocates, reviewed the history, and grasped the culture and intrinsic characters of the area.

The team then collected information on the environmental, social and cultural factors. The team reviewed past and current studies of the corridor, and contacted community members through a community workshop; visual elements and quality of the parkway were recorded; open and vacant spaces along the Parkway were identified. Through analysis, data were synthesized and abstracted, to reveal the physical and social opportunities and constraints existing in the corridor. The team, at the end of this stage, defined issues, goals and objectives considering the resources of the Arroyo Seco, concerns of the parkway users and community members, and future potentials for the physical and social sustainability of the corridor as a whole.

In order to be eligible for National Scenic Byway Designation, it was necessary for the plan to embrace the complicated context that surrounds the Parkway itself. For the immediate Parkway corridor, the team developed a conceptual planting plan and management strategies based on historical documents and local ecosystems; the plan organized design and management options for preserving adjacent open spaces and the enhancement of green spaces and recreational experiences. For the larger area, community-linking opportunities and strategies were suggested to ensure a healthy and vital living environment in the area.

The concepts, designs and management strategies in *The Landscape Framework Plan for the Arroyo Seco Corridor* were prepared as a reference to be used to direct the future landscape and planning decisions for maximum quality of the Arroyo Seco area experience.



COMMUNITY INPUT

Throughout the design process, public meetings were held in an effort to involve and learn from the community. It was important to understand the priorities, concerns and desires of the people who will be most affected by the implementation of any plans in this area.

Within the scope of this project, as many of the stakeholder groups as possible were identified and contacted. The voices of community leaders and representatives of the numerous community organizations and agencies were depended upon for insight into the needs of the greater community. The various groups have diverse interests, backgrounds, and goals; yet all share a common interest in the future of the Arroyo Seco.

For the purpose of this project, design exploration and compromise attempted to satisfy user needs. It is important to note that not all stakeholder groups supported the design alternatives unanimously. In response to these differences in opinion, and in an effort to hold true to the feedback given at the community meetings, individuals' concerns and comments are addressed within the report. However, in the interest of pursuing creative solutions to conflicts of interests, design ideas were developed in order to best satisfy the needs of all users and the goals and objectives of this project. This report is not intended to be used as a conclusive statement, but as a reference for future planning and inspiration and for development of new ideas by the community.

ISSUES

Environmental Issues

Loss of Wildlife Habitat/Corridors: Increasing urbanization has replaced or fragmented much of the vegetation, open space, and food and water sources that are necessary for the wildlife of the area. Streets, walls, fences, buildings and pavements have created barriers for movement and have limited spaces for habitat.

Invasive Exotic Species: Over the years, human inhabitants have purposefully or unknowingly introduced exotic plant species that thrive in the Mediterranean climate and spread rapidly. These species have adaptive strategies and few predators, allowing them to out compete and overtake native species that are essential to the evolved local ecosystem.

Unbalanced Ecosystem/Lack of Predators: The lack of habitat and food source has broken the natural food chain. Predator species, usually larger animals, such as bears and mountain lions, are most sensitive to urbanization. As a result, these top predators have mostly disappeared and the prey species population has experienced unrestricted growth, which can become a problem for nearby residents.

Air Pollution: The topography and wind patterns of the Arroyo Seco, along with the carbon-filled exhaust of parkway vehicle traffic, has resulted in higher levels of particulate matter in the air within the corridor than in other Los Angeles regions.

Water Pollution: Oils and fluids from automobiles, rubber from tires, and other pollutants are washed from the roadways and down into the Arroyo Seco flood channel. During rainstorms, high pollution levels have been known to cause fish die-off in areas where this water flows from the storm drains to the ocean.

Interrupted Groundwater Infiltration: Water naturally percolates through alluvium soils until it reaches a bedrock base. This process creates a pocket of stored underground water. This groundwater used to be the area's source for drinking water and is important for plant growth. Due to the large amount of paved surfaces in and around the Arroyo Seco watershed, this process has been interrupted and all this water is captured within concrete, never reaching the groundwater level. The result is an increased need for irrigation and importation of water from far away sources.



Polluted run-off water within the channel

Community Issues

Community Identity: People of many cultures and backgrounds live within the larger community of the Arroyo Seco. This makes for a diverse and vibrant atmosphere. However, unification and identity based upon a strong concept of place is now lacking, due to a confusion of building styles, signs, plant materials, and conflicts between spaces designed for pedestrians and for cars.

Lack of Easy Access to Recreational Resources: There are many parks in the Arroyo Seco. However, it is unclear how to get to park entrances, especially from the Parkway. Access is awkward and cumbersome, especially for those who do not have access to vehicles. Signs are confusing and hard to see.

Lack of Linkages Among Historical & Cultural Resources: Many important and interesting sites are spread out through the neighborhoods surrounding the Parkway. Yet, for visitors and residents alike, there is no comprehensive directory and no apparent links among the sites.

Segregated Communities: The neighborhoods of the Arroyo Seco share history and locality, yet are divided by the huge barriers of the Parkway and the channel. There are many bridges, but they are not very pedestrian friendly. It is neither convenient nor comfortable to make neighborhood trips to resources or homes of friends and family that may lie on the “other side.”

Violent Crime & Vandalism: Urban conditions often lead to crime. This may be due to many factors; in the case of Arroyo Seco, there are many vacant spaces that have unclear ownership and are not well maintained, patrolled, or lit. This combination of situations is conducive to criminal activity. Other contributing factors may be lack of recreational facilities for youth, homelessness, and poverty.



Heritage Square Museum under lock & key

Accidents: The Parkway was not designed for high-speed travel. Travelers who are not familiar with the reduced speed limit and unusual alignment and ramps of this road often cause collisions from driving inappropriately.

Accessibility/Affordability of Transportation: Owning and maintaining a vehicle is not an option for all people. Additionally, the small homes and streets in the Arroyo Seco Area were not designed to accommodate a high number of cars. There are not very many garages, and streets are narrow, limiting on-street parking. However, transportation is a necessity for most people of the Los Angeles area. Therefore, the Arroyo Seco area must provide transportation that is an alternative to automobiles and that is accessible and affordable.

Endangered Historical Structures/Elements: Upkeep of historical structures can be expensive and takes time, care, and interest. Due to lack of resources, owners of land or historical structures may opt to remove or demolish elements that others may find valuable or important. In other cases, modern or updated styles are desired and history is not viewed as valuable, especially if the owners do not know or understand the context or concept behind the design.

Quality of Experience Issues

User-unfriendly/Industrial Design: In the areas dominated by industrial land use, materials and forms were chosen for their efficiency and economy. These spaces are often found to be uninteresting, even unpleasant to human senses. Industrial design often lacks color, texture, and detail and can result in glare, sharp edges, and non-human scale vertical surfaces. They do not incorporate resting places, green areas or other desired features.

Congestion: The Parkway, designed to accommodate approximately twenty-seven thousand automobiles per day, now must service over one-hundred twenty thousand per day. Most of the use happens simultaneously, during commuting hours, as thousands of people all try to get to the same place at the same time.

Graffiti: Although a recognized art form by many, graffiti can be a jarring combination of shapes and colors that can distract drivers on the Parkway and conflict with the overall consistency of design elements. Additionally, due to its illegal status, graffiti has negative associations and often signifies a lack of care for a place.

Dumping & Litter: A noticeable amount of garbage can be seen along the Parkway and neighborhood streets and vacant areas. This is a negative view, and brings down the image of the area as being neglected or disrespected.

Poorly Maintained Facilities: Peeling paint, rusty fences, broken windows, graffiti on surfaces, etc. is a result of lack of maintenance by owners of buildings and property and detracts from the overall appearance of the area.

Excess Barriers (chain link fences, barbed wire): In many areas, there is an excess of physical barriers. These mechanisms, such as razor wire, are designed to cause harm to those trying to pass by them and they exude an attitude of mistrust and fear. These features are pervasive and overused, and often negatively serve the community by blocking pedestrian movement and creating a negative experience.

Blocked Views: Overgrown, untrimmed planting areas or misplaced bushes and trees hide some of the important views of the hillsides and into the channel. Also, cement “k-rails” block scenic views into the parks or over the river that are vital for creating the parkway atmosphere.

Noise Pollution: Noise is an inevitable result of traffic. It is distracting and unpleasant for neighborhood residents and park users along the Parkway.



Cypress Street Pedestrian Overpass

GOAL



Parkway overview

Parkway Rehabilitation as a Catalyst for Corridor Improvements

The goal of this project is to form a plan that will use the rehabilitation of the Arroyo Seco Parkway as a catalyst for reviving and strengthening the historical, natural, and cultural characteristics of the Arroyo Seco while simultaneously satisfying the needs of Parkway users and surrounding communities.

OBJECTIVES



Blocked view of sycamore trees

Improving Traveler Experiences

Several objectives of the plan were developed in order to enhance the experiences of travelers throughout the corridor. These users include the daily commuters, visitors to the historic area, and residents who live and work in the surrounding communities. The following objectives were developed in order to help orient, direct, and enhance enjoyment for all users:

To create a **parkway landscape design concept** that enhances the roadway, respects the historic vision, and accommodates maintenance worker safety.

To preserve and **enhance views of scenic qualities**, while removing or screening negative or inconsistent visual elements from the roadway corridor.

To develop the proposed and existing **transportation alternatives** including pedestrian circulation into a system that serves various types of users.

To suggest a program for **signage** and other interpretative materials that are designed to represent and strengthen community context/identity, while providing clear direction and information.

To mitigate **noise** along the Arroyo Seco Parkway, through the use of berming.



Bottom of the Arroyo Seco Channel

Improving Ecological Function

The functioning of the ecological processes is important in any future planning for the corridor. In past development, these factors were often not considered, respected, or integrated. Yet, natural cycles are essential for a high quality of life. Urban dwellers are coming to realize how valuable and important ecological function is for clean air, clean water, a comfortable atmosphere and vital living space. In examining the existing ecological function of the corridor, we have developed the following objectives for improvements:

To improve **water quality** of rainfall runoff, through biological filtration.

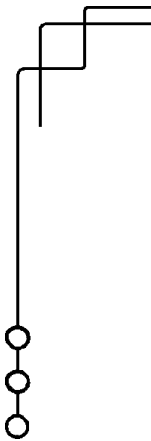
To identify and protect **open-space**.

To enhance and link **wildlife habitats**.

To improve **air quality** along the Arroyo Seco Parkway, through mitigation and addition of plant material for increased CO2 absorption and reduced airborne particulates.

To promote use of **native and low-water-requiring plant species** use in landscapes.

To promote use of **sustainable** building materials and design.



Sculpture at Culebra Park

Community Strengthening

The rehabilitation of the Parkway will positively affect the surrounding communities by increasing awareness of the historical value of the area, and recreating some of the beauty found in the early concepts of the place. The community can find new pride and identity in their neighborhoods and environment. In order to help develop this strong sense of place, and incorporate the many ideas and influences into a unified community whole, the following objectives were developed:

To increase **safety** through promoting activity, visual improvement, environmental enhancement, and dynamics between communities.

To enhance **circulation** between communities.

To enhance and link **recreational parks** and community sites through new parks and trail development.

To enhance and promote historic tourist attractions and commercial areas through design of **pedestrian-friendly spaces**.

PROJECT PLAN ELEMENTS

For the purpose of project organization, the following elements have been grouped in a progression of scales. This ordering is not to suggest relative impact or influence of any one element, as all elements together make up a holistic vision for the Parkway corridor.

Part One - The Parkway: Conceptual Design for the Immediate Parkway Corridor

The *Parkway Landscape Conceptual Design* includes suggestions for a planting palette, reintroduction of historic design elements, and restructuring of planting areas.

Part Two - The Channel & the Parkway: Design Ideas Involving Adjacent Areas

Parkway Turnout sites aid park access, provide spaces for community programming, and include facilities for visitor orientation and education.

Runoff Treatment Wetlands are areas designed to assist in groundwater infiltration, biological pollution filtering, habitat creation, increased floodwater capacity, and access to water for animals and humans.

Linear Parks looks at land adjacent to the Parkway for added and linked recreation sites, for adding to the scenic qualities of the corridor, and as a buffer between the Parkway and surrounding areas.

The *Green Commuter Bikeway* is a more environmentally sound transportation alternative to automobile use and also functions to connect the linear parks.

Part Three - Beyond the Parkway: Design Concepts for the Larger Arroyo Seco Area

The *History Trail & Orientation Center* are ideas for enhancing visitor experience and education, unification of tourism organizations, gathering spaces, and developing an icon for the area.

The *Electric Streetcar Line* concept aims at providing more options for local transportation, community connections, and tourism.

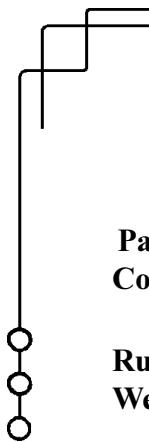
Open Space Protection examines the undeveloped hillside areas for potential wildlife habitat and places of urban relief.

Community Greenwalks are pedestrian-friendly street and walkway designs that build sense of place and provide opportunities for urban cooling, wildlife movement, and beautification.

Community Crossings are mixed-use corridors that promote community building and economic activities.

Pocket Parks use vacant or neglected land to develop neighborhood identity and provide attractive places to rest or interact.

Community Programming includes suggestions for activities such as music events, markets, workshops, and festivals.



**Parkway Landscape
Conceptual Design**

**Runoff Treatment
Wetlands**

Parkway Turnouts

Open Space Protection

Linear Parks



Electric Streetcar

Green Commuter Bikeway

**Visitor Orientation
Center & History Trails**

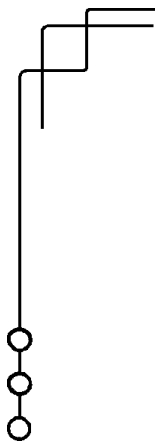
**Community Linking
Concepts and Programs**

OVERALL PROJECT PLAN ILLUSTRATION

PLAN EVALUATION MATRIX

Project Evaluation Matrix	Objectives												
	Improving Traveler Experience					Improving Ecological Function			Community Strengthening				
Plan Elements	rehabilitate parkway landscape	preserve and enhance views of scenic qualities	develop transportation alternatives	suggest a program for signage	mitigate noise	improve water quality	identify and protect open-space	enhance and link wildlife habitats	improve air quality	increase safety	enhance circulation between communities	enhance and link recreational parks	enhance and promote historic tourist attractions
Parkway Landscape Conceptual Design	■	■		■	■	■			■		■		■
Parkway Turn-outs				■							■		■
Runoff Treatment Wetlands	■					■	■	■					
Open Space Protection		■					■	■					
Linear Parks		■	■		■			■		■	■	■	
Electric Streetcar Line			■		■			■		■	■	■	■
History Trail & Visitor Orientation Center										■	■	■	■
Commuter Bikeway			■		■				■		■	■	■
Community Greenwalks									■	■	■	■	■
Community Crossings									■	■	■	■	■
Pocket Parks								■		■	■	■	■

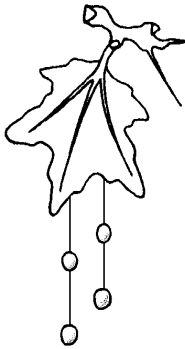
■ = Met Objective





The Arroyo Seco channel

PROJECT BACKGROUND



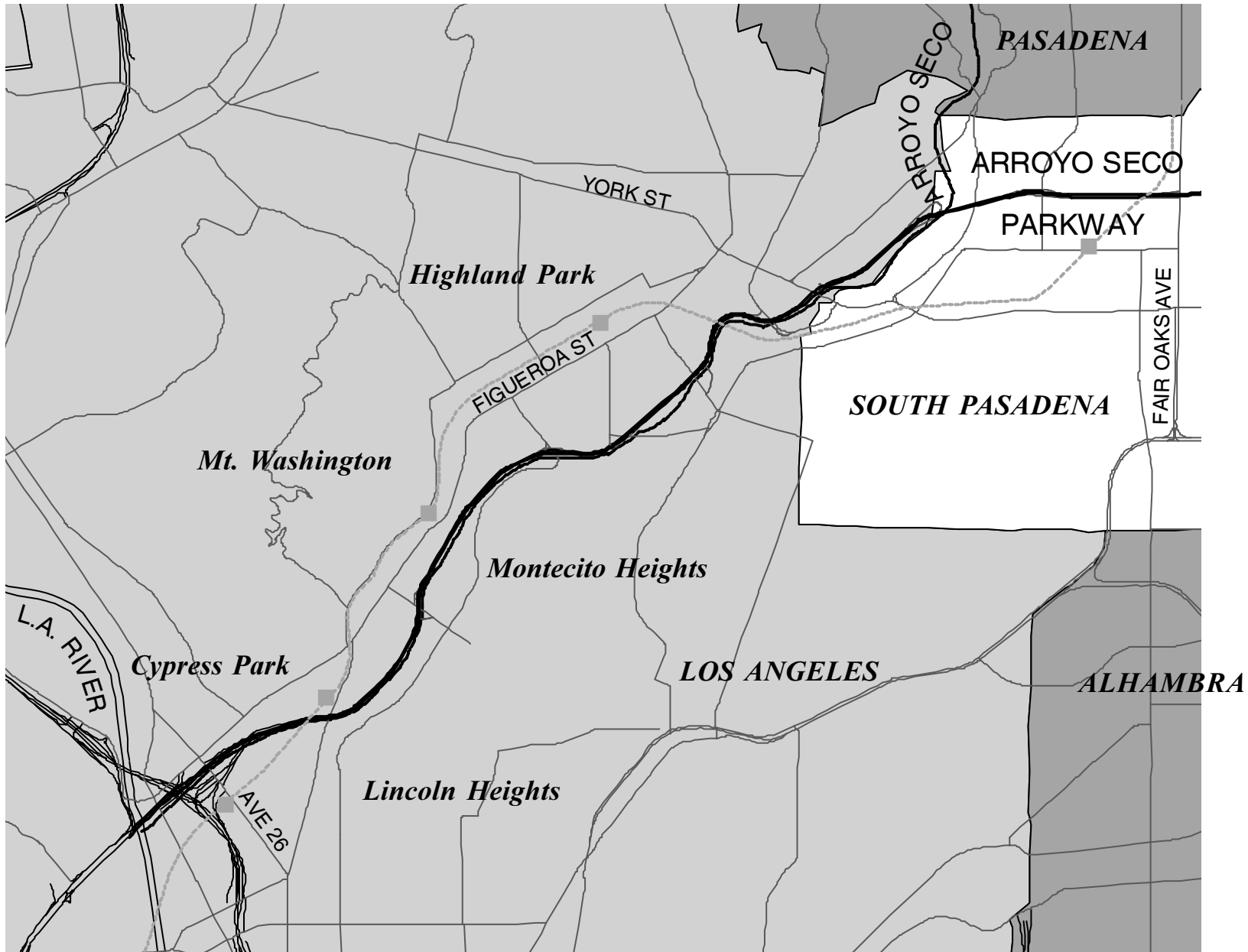
- ◆ *Project Vicinity*
- ◆ *Surrounding Communities*
- ◆ *Site History*



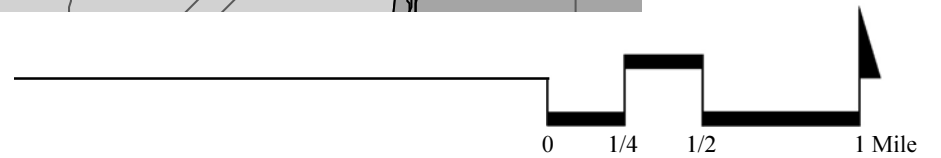
Los Angeles area

The Arroyo Seco is a part of the Los Angeles River's watershed which is located in Southern California. The Arroyo Seco Parkway is located in the County of Los Angeles within the cities of Pasadena, South Pasadena and Los Angeles. Surrounding communities include Highland Park, Lincoln Heights, Mt. Washington, Cypress Park, and Montecito Heights.

SITE VICINITY

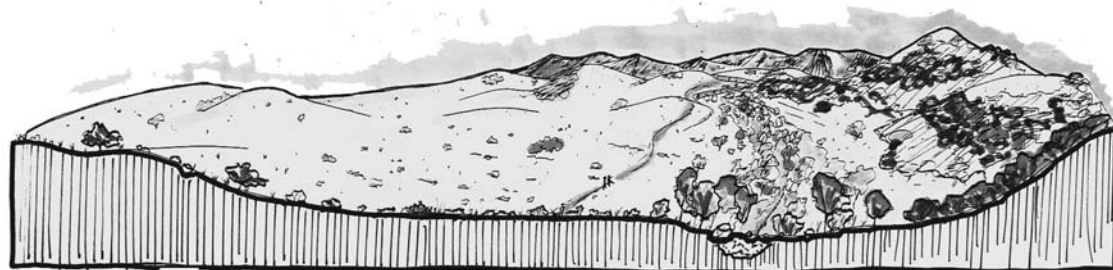


SURROUNDING COMMUNITIES



SITE HISTORY

The dramatic topography of the Arroyo Seco landscape formed through the process of erosion with water scouring out a deep gorge between the foothills of the San Gabriel Mountains. Moving south from the foothills, the canyon gradually widens into a riparian corridor that, before human alterations, intermittently filled with water during storms in winter and spring. Yet, this streambed held only a trickle for most of the year, thus the name “seco” or dry. The combination of climate and soil type supported native plant communities ranging from walnut woodlands on the north-facing hills to coastal sage scrub on the drier slopes. Down in the canyon bottom, willows, sycamores and other water-loving species flourished before this area was disrupted with human engineering and construction of the concrete flood control channel (see Natural Environment section).



Section-perspective of the native landscape

The Native American Gabrielino Indians frequently used trails through this corridor as passage from their settlements up in the foothills of the Pasadena area to the encampments near what is now downtown Los Angeles. The first real human impact on the landscape came with Spanish explorers. The old Monterey Trail crossed the Arroyo where the Spanish traveled between the Missions of San Fernand and San Gabriel (HAER, 1999). As Spanish and Mexican rancheros discovered the area and brought their cattle for grazing, they also introduced exotic species of grasses and mustards that overtook some of the native plant habitats in the area. The

grassy hillsides that are seen today in Debs Park are still dominated by these exotics. Ranchers and citrus farmers cut down much of the woodlands to create grazing lands, crop fields, and orchards. They planted rows of orange trees and other crops, and used levees and dams in the Arroyo stream for irrigation.

Even with all these changes, the landscape of the Arroyo held much appeal for many people from the eastern United States who were tired of the trials of snow and ice. Hearing rumors of a golden paradise, they traveled west seeking health and happiness. The enticing landscape and balmy climate drew people steadily throughout the late 1800s. Wealthy business tycoons built impressive mansions on the upper hillsides overlooking the canyon. Many of these structures have been well preserved and can be seen today in Pasadena. The Arroyo’s landscape also attracted artists who gained inspiration from the special quality of light and forms which are

reflected in the Arts and Crafts designs of the era (see appendix C). The University of Southern California College of Fine Arts was built on the banks of the Arroyo and advertised in their brochure around the turn of the century, “an unspoiled natural park, the famed Arroyo Seco, with a perennial stream and groves of magnificent trees, rocks, cliffs, and acres of boulders, wide stretches of oak-dotted sward, and the snow-capped

mountains closing every vista.” The artists made their living by selling their creations to the rich, and developed a bohemian culture and



Section-perspective of the agricultural period landscape

lifestyle based in the neighborhoods of the Arroyo. The “Arroyo Culture” was developed by guilds of local artists and architects. Their crafts are now collectors’ items and have become increasingly popular and valuable even today.



Section-perspective of the Arts & Crafts period landscape

The homes of these artists came to be known as the Arts and Crafts bungalows, famous icons of southern California. The neighborhoods of the Arroyo are filled with structures that were built during this time and are still treasured as some of the best examples of the movement’s architecture.

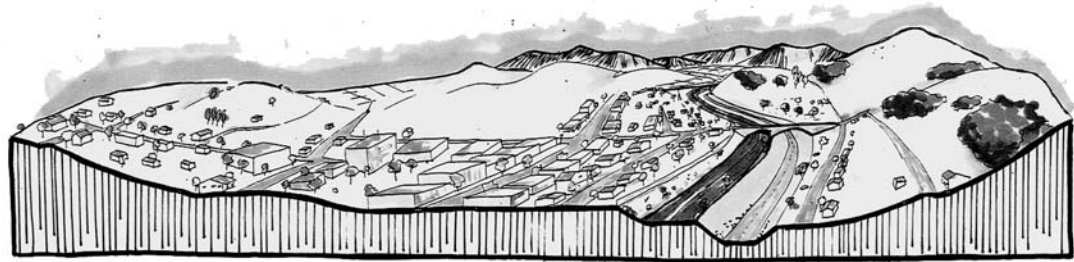
By the mid 1920s, residents of the developing urban neighborhoods bonded together to support the acquisition of land for parks. A 1923 local ballot issue called for a sum of \$100,000 to purchase land within the Arroyo for the creation of a park district. The Los Angeles City Council passed an ordinance that created the 60-acre Arroyo Seco Park that still exists today (HAER, 1999).

During this period the Arroyo Seco was also developing as a transportation corridor. Pasadena was growing and more people found it necessary to move goods and passengers through this area to get to downtown Los Angeles. Rocky, muddy surfaces and congested undeveloped roads made travel with horse and carriages difficult and inconvenient. Starting in the late 1800s, several people suggested interesting proposals for improving transportation in this

corridor. Between 1885 and 1920, rail lines were constructed to carry freight and people using steam and electric engines. Red cars and jitney buses shuttled people through routes throughout the corridor. In 1916, an inventor named Fletcher Felts proposed a torpedo-shaped monorail to transport one hundred passengers on an elevated track supported by steel towers. Horrace Dobbins, an entrepreneur, proposed an elevated bicycle toll way via the Arroyo. He purchased land for the “California Cycleway”, and constructed one-and-a-quarter miles of this early version of a commuter corridor before the project was abandoned.

During early years of the 1900s, the automobile grew in popularity and demand increased for roads to support them. In 1911, Laurie Cox, a landscape architect, submitted a proposal to the Los Angeles Park Commission for a “parkway,” or part-park/part-commuter route. This carefully designed roadway was meant to solve congestion problems while also improving the morale and physical health of urban dwellers. In 1916, Pasadena proposed a high-speed version of this same route to connect its city with downtown Los Angeles. In 1930, the landscape architect team, the Olmsted brothers, supported the earlier concept of the “pleasure-way,” citing such a parkway as the “most urgently needed” class of recreation in this age of automobiles (Olmsted, 1930). Once completed though, the Arroyo Seco Parkway resembled a hybrid mix of freeway and parkway elements, and marked an important transition in transportation history. In fact, Governor Culbert L. Olson declared the six-mile stretch the “first freeway in the West” at the opening ceremonies on December 30, 1940, which included a blessing from Native Americans, a four-hundred plus automobile caravan, brass bands and fifteen thousand people (HAER, 1999). The southerly extension that connects the parkway to Los Angeles and includes a four-level interchange was completed in 1953. This final addition was the last major adaptation of the Parkway, which remains relatively unchanged, if deteriorated, from its original form. Many of the original design elements can still be seen today and provide opportunities for rehabilitation of this important roadway.

Around the same time that the Parkway was built, Los Angeles County was developing strategies to deal with floodwaters that repeatedly caused extensive damage to structures and property of the area. In 1915, the state legislature created the Los Angeles Flood Control District, which spurred the construction of the dam at Devil's Gate Canyon to control floodwaters at the mouth of the watershed. Construction of the Arroyo Seco flood control channel began in 1938, in efforts to stabilize the banks of the Arroyo in preparation for the anticipated Parkway roadbed and adjacent development. Much of the fill dirt dug up from the channel was used in grading for the road. Most of this labor was done by hand and financed by State Unemployment Relief funds. The earliest sections of the channel were built of loosely paved stones from the streambed itself and allowed for shrubbery and other plants to grow out of the upper banks. This and other design details will be used throughout this plan in an effort to rediscover to the qualities found in the early Arroyo environment.

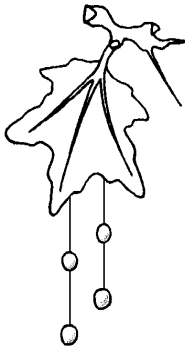


Section-perspective of current landscape



A motorist's view of the Parkway

ANALYSIS



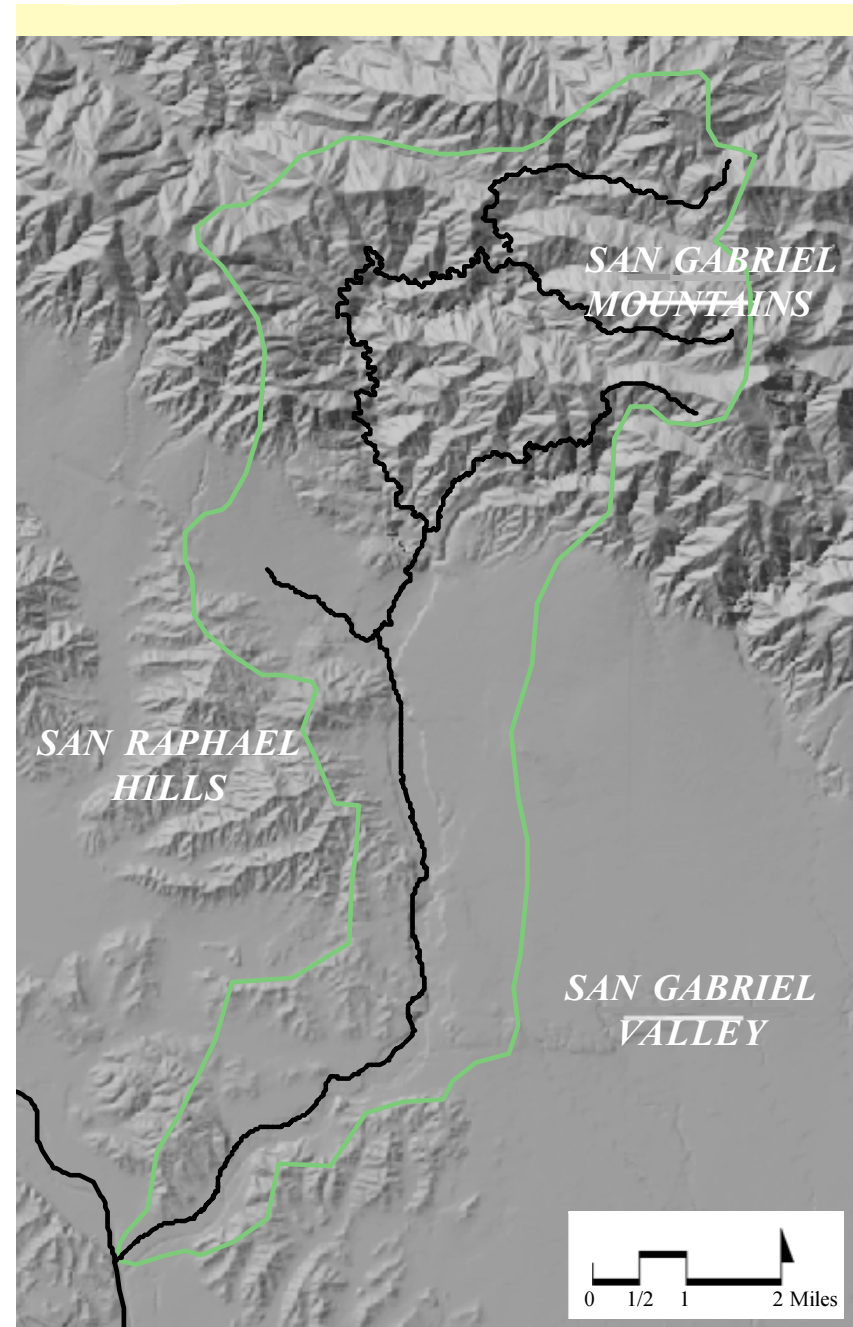
- ◆ *Natural Environment*
- ◆ *Cultural Environment*
- ◆ *Experiential Environment*

NATURAL ENVIRONMENT

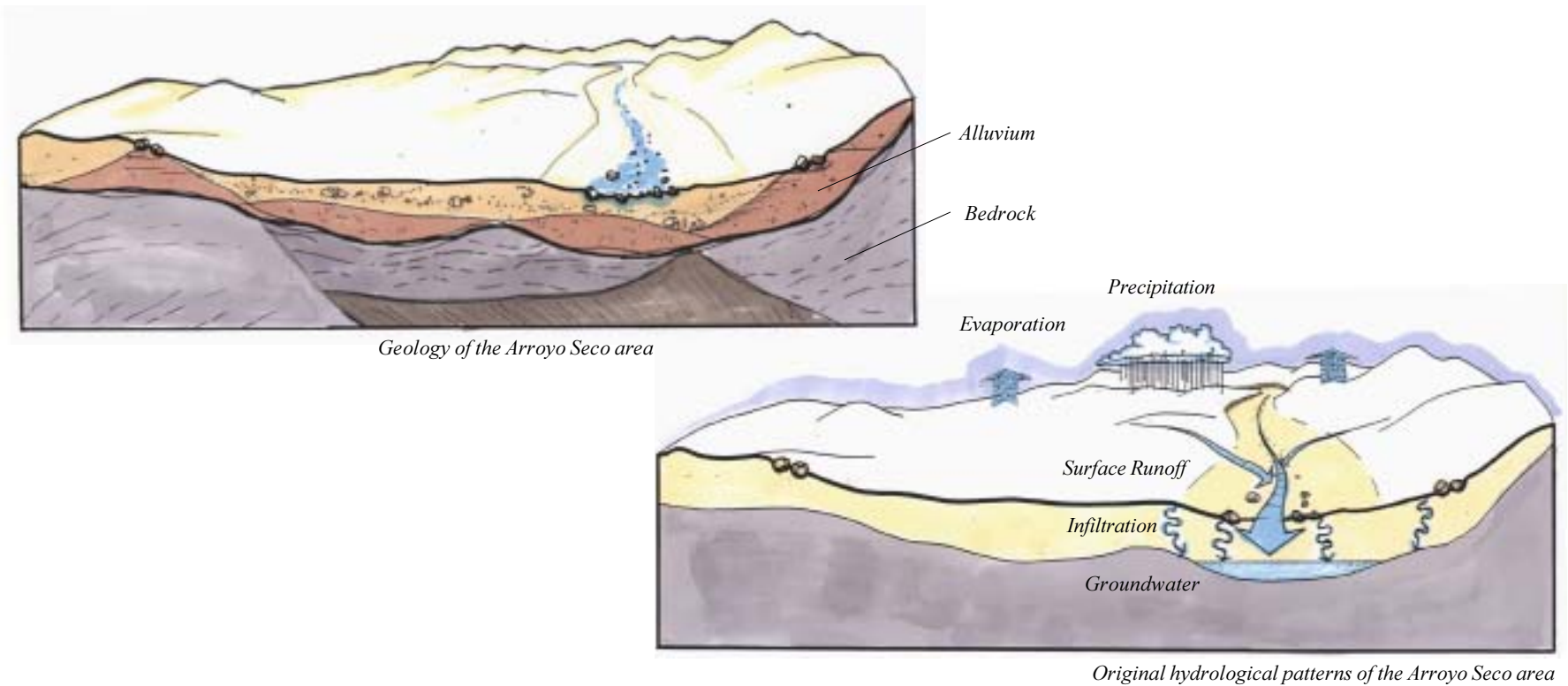
Watershed

The Arroyo Seco watershed, part of the Los Angeles River watershed, is located in southern California. The Arroyo drains a portion of the steep San Gabriel Mountains north of Pasadena before flowing out on the alluvial plains below, past the San Raphael Hills and through the Monterey Hills where it meets the Los Angeles River. The elevation of the watershed reaches up to over 6000 feet at Strawberry Peak and down to 325 feet at the Los Angeles River. The general southerly trend of the Arroyo Seco changes where its path is blocked by the Monterey Hills in South Pasadena. At this point, the direction of flow turns to the southwest and the Arroyo runs its final five miles through the community of Highland Park in Los Angeles.

The general topography of the Arroyo also changes at this point. Here a flat-bottomed canyon with steep walls gives way to a wider, more valley-like area. The Arroyo Seco Parkway runs in a southwest-northeast direction from South Pasadena, through Highland Park, to the Los Angeles River. At its northern end, the parkway runs through the city of South Pasadena for about one and one half miles before joining the Arroyo Seco. After this meeting, the two run immediately adjacent to each other, almost never separated by more than 20 feet. They generally skirt the base of a series of steep hills, which steer the water's course to the southwest. To the north, Mt. Washington and the San Raphael hills define the Arroyo's watershed.



The Arroyo Seco watershed



Geology

The geology of the area around the Arroyo Seco Parkway is composed of a series of layers of alluvial soil and hard bedrock. The higher layers are composed of recent alluvium, below which older alluvium can be found. These are the result of deposits of erosion from surrounding hills and the San Gabriel Mountains. Below the alluvium, different layers of marine sandstone, siltstone, and shale, which were deposited about six million years ago, make up the bedrock layer. Although of differing depths, these layers are the backbone of hillsides in the area. The marine deposits create favorable soils for southern California black walnut (Santa Monica Mountains Conservancy). Where the bedrock passes under the arroyo, it keeps groundwater at a higher level, sometimes forcing springs out of the sides of the canyon.

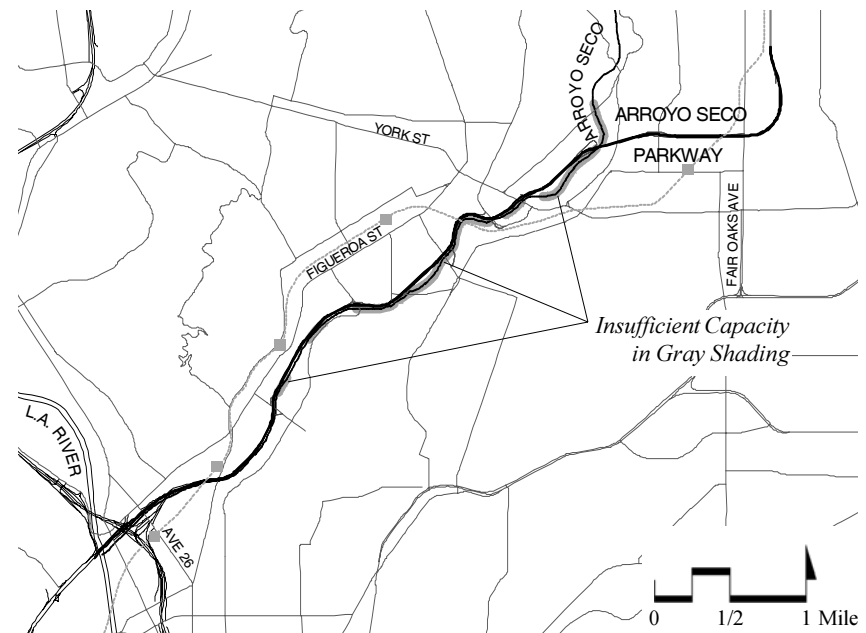
Hydrology

In their natural state, the hydrological processes of the Arroyo Seco were different from what we see today. The stream was intermittent in character, meaning it did not flow all year. The character of the San Gabriel Mountains helps to determine the hydrology of the Arroyo Seco, as well as other parts of the Los Angeles basin. When large Pacific storms move over the steeply rising range, much of their moisture condenses and precipitates. These mountains receive much greater levels of precipitation than do the surrounding plains and valleys. The southern slopes of the San Gabriels receive thirty to forty inches of rain per year while Pasadena receives about twenty-three inches and Los Angeles receives about fourteen inches. All of this

water is quickly collected, along with rocks, sediment and debris, in steep, rocky canyons and deposited on the alluvial fans where the streams exit the mountains. This process is still present although structures have been built to control it.

For the Arroyo Seco, this alluvial fan occurs where Jet Propulsion Laboratory now exists in northern Pasadena. While other streams in the region usually sink into the deep soils of the valleys, the Arroyo has cut a channel with steep sides. This unique formation that exists through Pasadena explains the name “Arroyo”, Spanish for gulch or canyon. The Arroyo Seco transmitted large amounts of water and debris washing down from the mountains during storms.

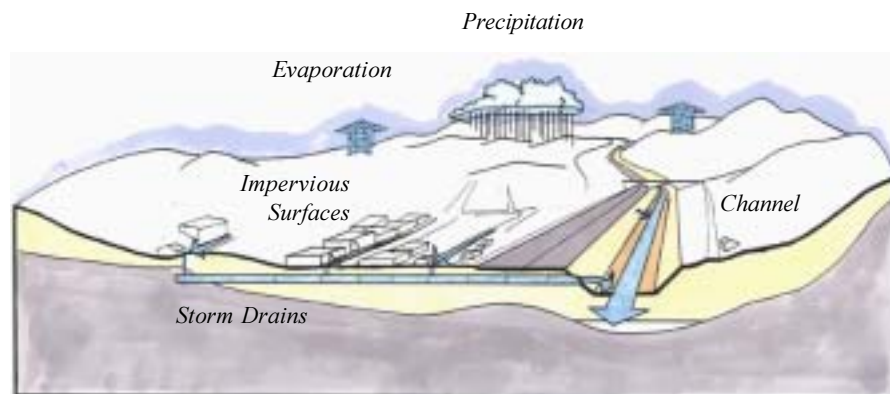
In order to deal with this periodic flooding, structures were built to control and contain the Arroyo Seco in the 1920s, 30s and 40s. Devil’s Gate Dam was built just south of Jet Propulsion Laboratory in 1920 and the Arroyo Seco Channel was built in two stages. The first, along the parkway, was built in conjunction with the parkway in the late 30’s. Later, the Arroyo through Pasadena was confined to a box channel. The channel forced the Arroyo into a much straighter and narrower course than it would naturally would have taken; in addition, it preventing the natural vegetation growth that would have occurred



Stretches of the Arroyo Seco channel with insufficient capacity for a 50-year flood

along the stream. Although most of the channel is concrete, some of it in the older section was built of cobblestones that were mortared together. These areas have a fair amount of vegetation along the channel, sometimes growing out of the channel’s banks.

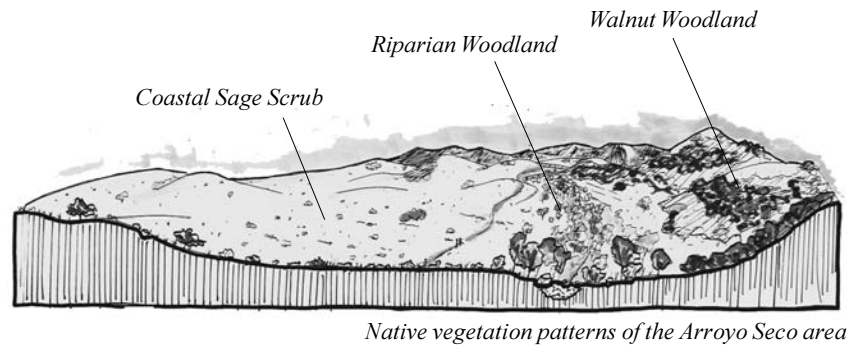
The purpose of flood control channels in the scheme of modern southern California hydrology is to convey water downstream as quickly as possible. The Los Angeles River is a 52-mile concrete monument to this concept. Channels also convey pollution downstream quickly, causing all too common beach closures. The proliferation of impervious surfaces and a network of storm drains in modern cities put even more water and pollution into the channels. Recent work on Devil’s Gate Dam has increased the capacity of that structure. Even with this extra security, the Arroyo Seco Channel is not large enough to handle a 50-year flood in some areas (see map).



Current hydrological processes of the Arroyo Seco

Vegetation

The Arroyo Seco once supported lush a riparian woodland. When the first overland European exploration of California visited the area near the confluence of the Arroyo and LA River, beautiful forests were noted. Father Juan Crespi, of the Portola expedition in 1769, wrote, “we entered a very spacious valley, well grown with cottonwoods and alders, among which ran a beautiful river...we entered a large vineyard of wild grapes and an infinity of rosebushes in full bloom. All the soil is black and loamy, and is capable of producing every kind of grain and fruit...” (<http://www.lalc.k12.ca.us/target/units/river/tour/hist.html>). Away from the Arroyo, north-facing hillsides were covered with walnut woodlands, remnants of which are still seen at Debs Park and Mt. Washington. Other areas were likely covered by coastal sage scrub. Although some large tracts of undeveloped land exist, the remaining native plant communities of the area today are very fragmented and disconnected. Possibilities for wildlife connection have been considered and will be discussed later.

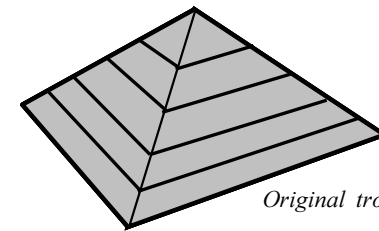


Wildlife

Diverse, healthy plant communities and unaltered land produced an equally healthy and diverse animal population. Top predators such as mountain lions and bears dominated the naturally occurring trophic structure for the Arroyo Seco area. Meso-predators such as birds of

prey, bobcats and coyotes occupied the next lower level. Herbivores, reptiles, and other smaller mammals such as deer and rabbits made up the first prey level with various insects and plants making up the base of the trophic structure.

Today’s Arroyo Seco area is highly urbanized. The narrow valley of the Arroyo has been converted through various historical stages from a natural corridor that has been used by animals and native people into a modern transportation corridor. It is not suitable for large predator species, as viewed from either the perspectives of animal’s needs or human safety. The more flexible meso-predators continue to live in this environment. These animals, mostly birds and coyotes, are able to exist on the open habitat that still remains, mostly on hillsides. Any wildlife corridor improvement suggestions will be based on these species.



Predators



Meso-predators



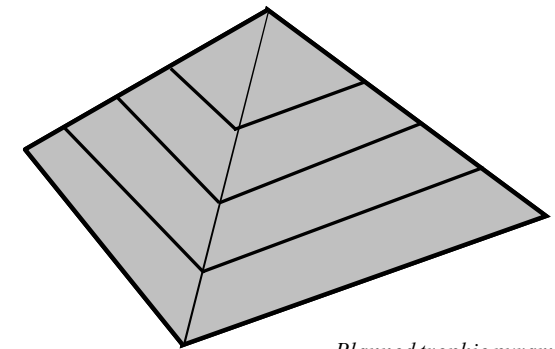
Small mammals



Insects



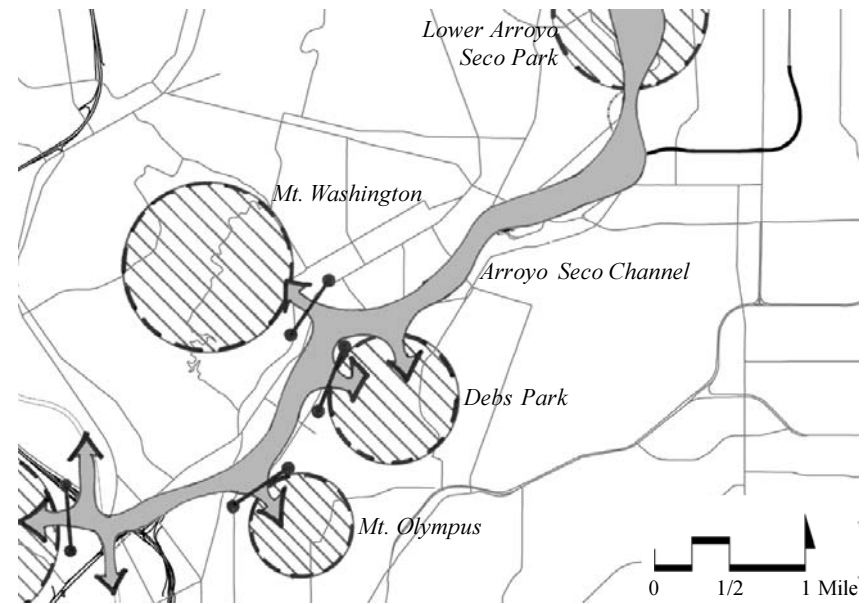
Plants



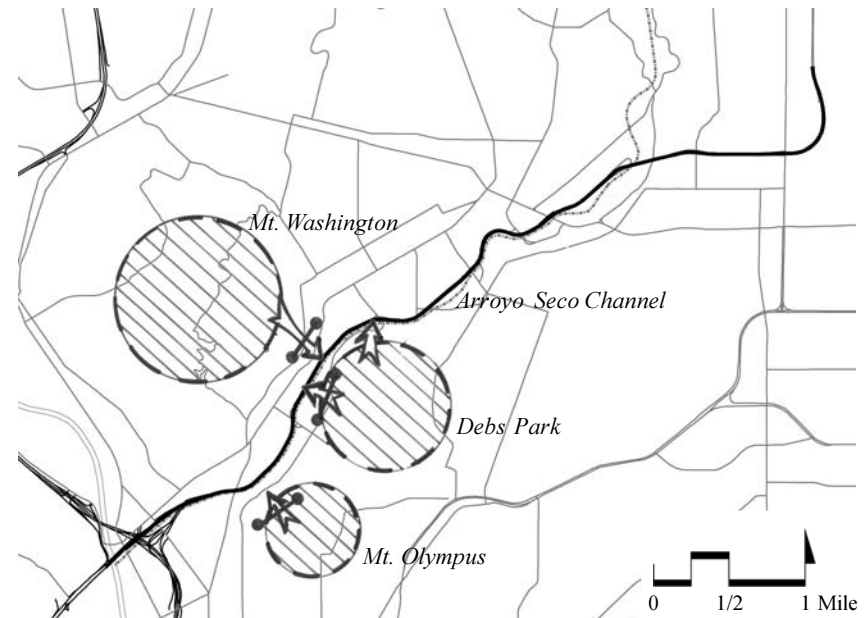
Planned trophic pyramid with meso-predators making up the top layer

Natural Connections

Making connections for wildlife in this area is difficult, although some opportunities do exist. The most extensive scheme for connecting wildlife would involve making regional connections up and down the Arroyo and connections to local habitat patches on hillsides. This would require extensive widening and restoration of the channel; acquisition and clearing of land for corridors through densely populated, historic districts; creation of corridors around many roads, freeways, and rail lines; and acquisition and protection of undeveloped hillsides. A less extensive scheme would be to enhance the corridor upstream along the Arroyo and enhance corridors between hillside habitat patches and the Arroyo. At the very least, undeveloped land on hillsides should be acquired and protected.



Opportunities for and barriers to making regional wildlife connections



Opportunities for and barriers to connecting large open spaces to the Arroyo Seco channel

CULTURAL ENVIRONMENT

Cities and Communities

The northern end of the Arroyo Seco Parkway, where it intersects Glenarm Street, is approximately one-quarter of a mile within the city of Pasadena. Below here it travels about a mile and a half within the city of South Pasadena, after which the road is within the city of Los Angeles. Within Los Angeles, a few communities are arranged in the area around the parkway. The largest community is Highland Park whose main business district is centered around Figueroa Street just north of the Parkway. The hillside communities of Mt. Washington and Montecito Heights lie on the ridges to the north and south of the Arroyo, respectively. On the south side of the project area, the Parkway travels between the boundary of Lincoln Heights and Cypress Park. The small and almost forgotten district of Garvanza is located north of York Street. Garvanza is Spanish for garbanzo beans, which were grown here by the San Gabriel Mission years ago. All of these places and especially Highland Park are rich in historic buildings.



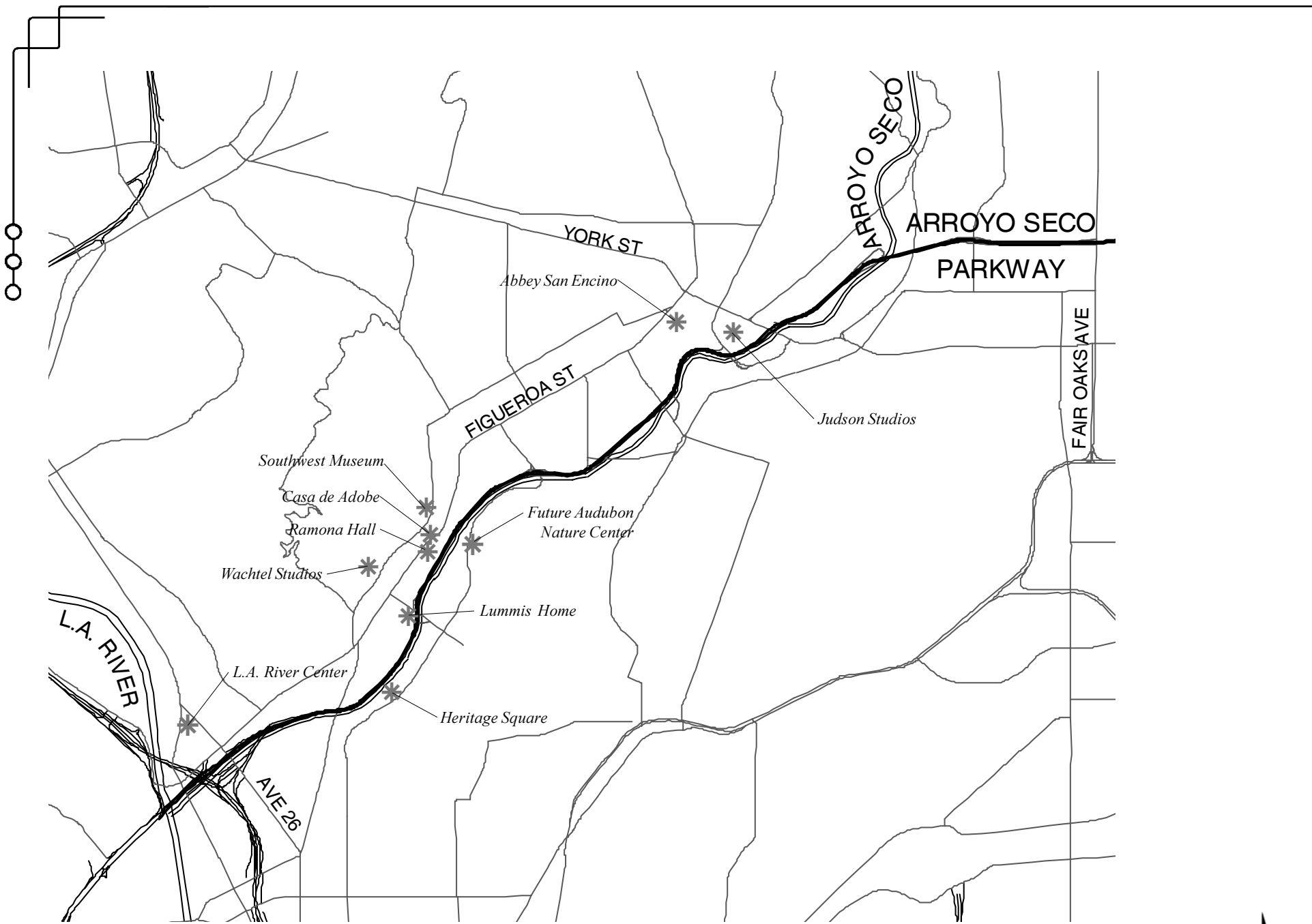
Southwest Museum

Ethnicity and Income

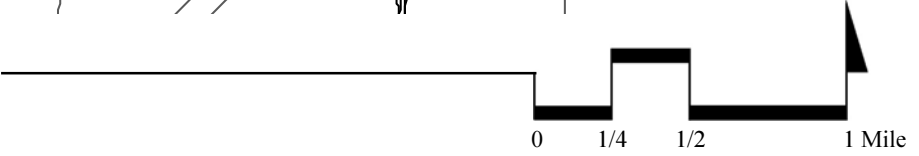
The people of the communities along the Arroyo Seco are ethnically diverse. Hispanic, Caucasian, African-American, and Asian people make up the main groups of the area. The Hispanic population, the largest group, is heavily concentrated on the southern end of the Parkway in Lincoln Heights and Cypress Park and in neighborhoods along the parkway. Caucasian people are seen more often in hillside communities and in South Pasadena. Trends in income can be seen to follow elevation – the higher areas like Mt. Washington and South Pasadena being wealthier. It should be noted that a relatively high percent of the population in the lower areas does not own an automobile (see appendix for more demographic data).

Land Use

The main component of land use in the Arroyo Seco Parkway communities is residential. Homes occur at higher densities in general in lower areas and lower densities on hillsides and in South Pasadena. Commercial areas occur in strips and are located mostly along Figueroa Street in Highland Park. At the southern end of the Parkway, a large area of industrial land use can be clearly seen. Parks and open spaces are a major type of land use in the area. They form an almost continuous buffer around the Arroyo from the Lower Arroyo Seco Park of Pasadena to about Avenue 43, although virtually none exist south of here.



CULTURAL RESOURCES



Circulation and Important Places

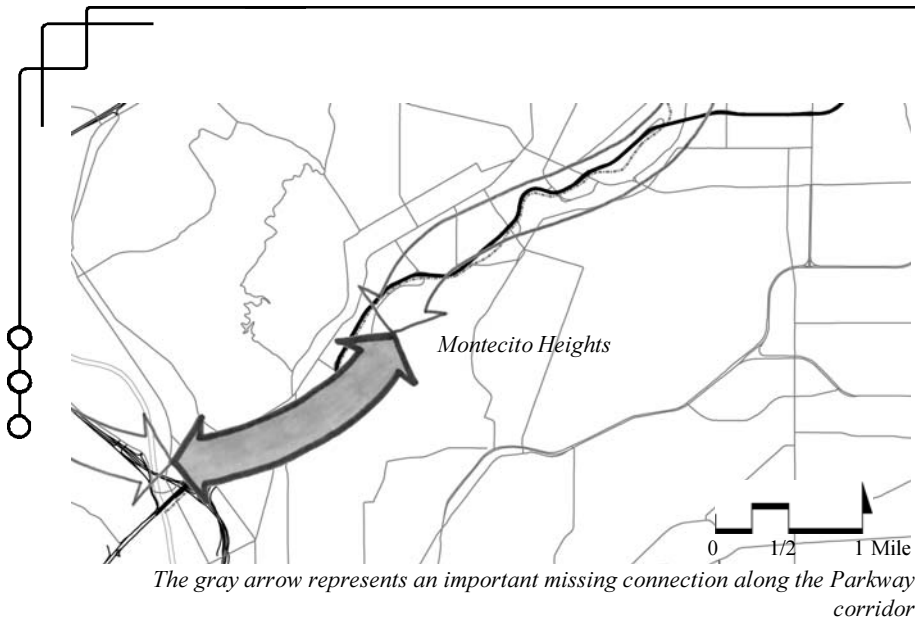
The Arroyo Seco area is, as it has historically been, important for transportation between the western San Gabriel Valley and downtown Los Angeles. The obvious example of this is the Parkway itself, but other lines of transportation make the same link. Figueroa Street is a major arterial route for communities in the area. An important link that will be built in the future is the Pasadena Blue Line, which will use an old rail line right-of-way. There will be five blue line stops in the area. An incomplete bikeway exists at the bottom of the Arroyo Seco channel between York Street and Montecito Heights Park. The bikeway can be accessed only in three locations via ramps at nearby parks. Los Angeles County plans are underway for the extension of the bikeway south to Avenue 26 and eventually to connect with the Los Angeles River bikeway and on into downtown. Community centers such as libraries, recreation centers and senior centers are centered around Highland Park and Lincoln Heights. Many valuable historical resources can be found in the area, including Southwest Museum, Lummi Home, and Heritage Square.



Judson's Stained Glass Studio

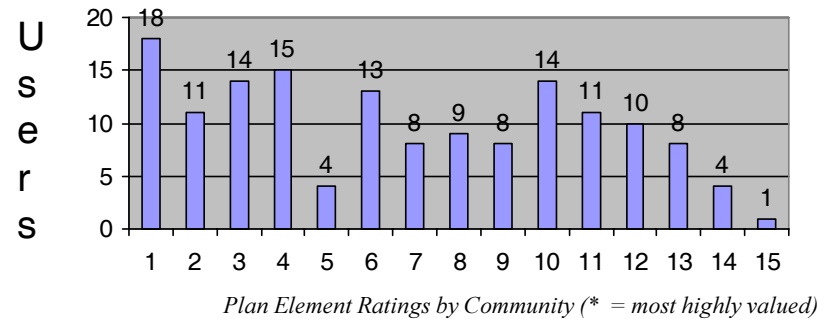
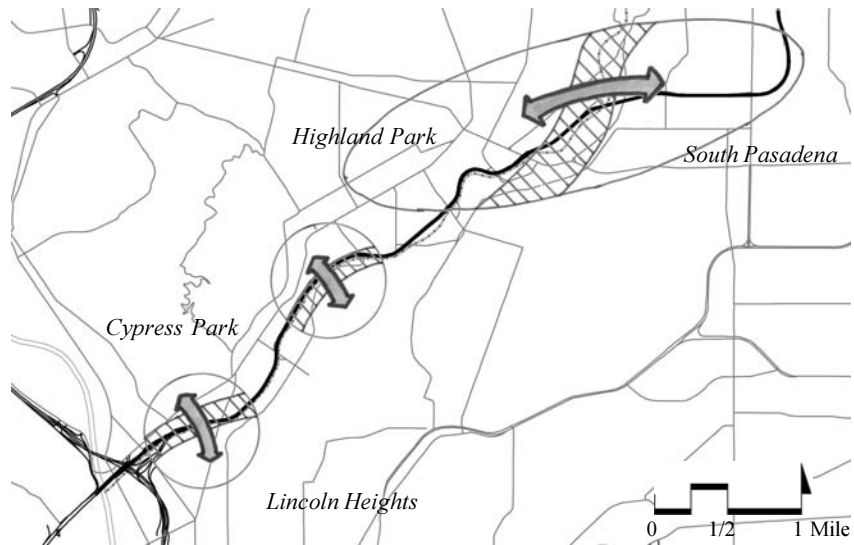


Casa de Adobe



Community Values

A community meeting was held in the earlier stages of the design process in order to collect values and needs of residents. At the meeting, it became clear that improvements to the Parkway's landscape would benefit the community tremendously and should be the first priority of the overall plan. Other priorities arose, such as a linked park system, a commuter bikeway, and channel restoration. A need was expressed to make connections for various community activities. We learned that the Parkway tends to separate the communities in some areas, especially at Cypress Avenue between Lincoln Heights and Cypress Park. Connections across the parkway will be important at Sycamore Grove Park where many important cultural resources exist across from the future Nature Center at Debs Park. Furthermore, unifying the landscape around the parkway would help to unify the disparate communities of Highland Park and South Pasadena.



Key

- | | |
|------------------------------|--|
| 1. New planting* | 9. Historic visitor center |
| 2. Replace chain link fences | 10. Channel restoration* |
| 3. Land acquisition* | 11. Wildlife corridor enhancement |
| 4. Bicycle super freeway* | 12. Sound attenuation berms |
| 5. Horse trail | 13. Stimulation of community communication |
| 6. Linked park system | 14. Community clean-up days |
| 7. New signage program | 15. graffiti Removal (write in) |
| 8. Historic tourism trail | |

EXPERIENTIAL ENVIRONMENT

The Arroyo Seco Parkway experience is greatly different from that of any other freeway in southern California. The road was designed in the spirit of parkways that had been built on the east coast. These roads aimed to give the traveler a beautiful trip through a naturalistic setting. Although the Arroyo Seco Parkway was also built to expediently carry motorists to their destinations, the elements of parkway design that set this road apart are still quite evident. The curves of the road that gracefully twist along the natural contours are probably the most obvious difference from other freeway travel roads. The careful design of bridges and other roadside structures also shows a marked difference in the scenic qualities of the Parkway in comparison to the average highway. Looking outside of the roadway one can very clearly see historical buildings, shady parks, natural hillsides, and mountain vistas. These are the things that make this road a special experience. However, these are not the only experiences. Urban congestion, graffiti, industrial areas, and inner-city neighborhoods also contribute strongly to the Parkway Environment.

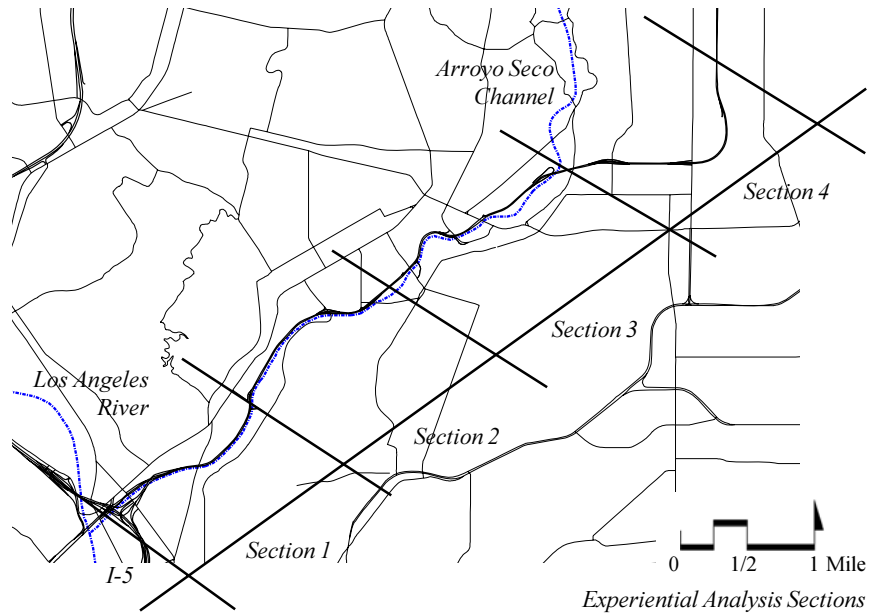
The scenic nature of the Parkway is an important component for National Scenic Byway designation. One of the most important elements for Parkway users is its experiential character. Drivers perceive a particular path with their senses. Therefore in order to plan and design for the experiential environment, it is important to understand visual elements such as color; texture and form; spatial elements such as elevation, enclosure, and distance; and to identify significant views along the Arroyo Seco Parkway.

Experiential Analysis

The Arroyo Seco Parkway gives users a distinctive driving experience. Regardless of the drivers' speeds, users can tell that the Parkway is green, winding, and human-scale. At low speed (55 mph and slower), drivers have more chances to recognize individual objects and details along the Parkway, within and immediately outside of its right-of-way. At high speed (65 mph and faster), the scope of sight becomes narrower and the visible landscape of the Parkway appears to be a more continuous flow of color, form and texture, while objects in the distance start drawing more attention. In order to enhance the experiential environment for users at any speed level, it is important to understand which landscape elements on and along the Parkway represent certain visual experiences, what is effective, and what is lacking for experiencing a historical parkway.

Based on Kevin Lynch's method (Appleyard, Lynch and Myer, 1964) for freeway visual analysis, the Arroyo Seco Parkway can be analyzed from three perspectives: View corridors, spatial relationships, and visual elements. View corridor analysis depicts changes in width of view; the view corridor becomes wider when there are no objects that limit a driver's view and narrower when there are structures such as bridges, tunnels, large trees and shrubs. Spatial analysis shows the position of a driver and the driver's spatial relationship to objects along a freeway. Visual element analysis investigates locations and characteristics of objects on and along a freeway.

Based on geographical characteristics, the project site has been divided into four sections: from Interstate 5 to Avenue 43, from Avenue 43 to Via Marisol (the section that wraps around Ernest E. Debs Regional Park), from Via Marisol to the bridge over the Arroyo Seco, and from the Arroyo Seco to Glenarm Street in Pasadena.



View Corridor		
Width of View	wide - narrow	
Change of Elevation	high - low	
Change of Angle		
Point of Decline	intersection, on/off ramp	
Object of Constriction	bridge, tunnel, overpass	

Spatial Relationships		
Orientation Point	driver	
	road surface	
Solid Object	concrete wall, tunnel, bridge	
Screening Object	fence, foliage	
Enclosure	open, enclosed	

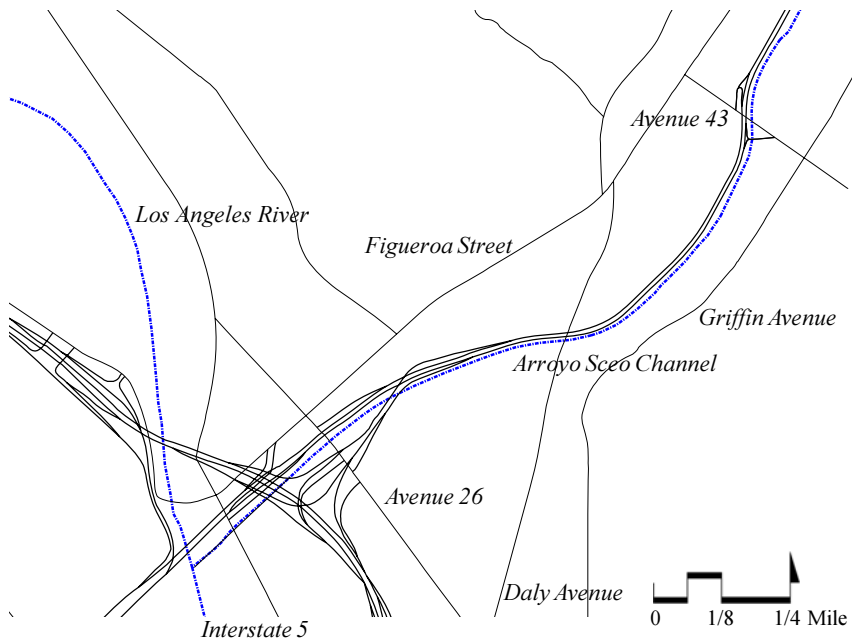
View Corridor and Spatial Analysis Legends

Line	straight	
	curvilinear	
Form	geometric	
	organic	
Scale	small	
	large	
Hue	grading	
	contrasting	
Material	organic	
	natural stones	
	earth	
	stucco	
	concrete	
Texture	smooth	
	coarse	
	soft	
	hard	
Movement	still	
	dynamic	
Style	detailed/delicate	
	rough/crude	
	integrated	
	diverse	
	monotonous	
	personal	
	impersonal	

Visual Element Analysis Legend

	Natural	Historical	Cultural	Industrial
Line	curvilinear	straight, curvilinear	straight, curvilinear	straight
Form	organic	geometric, organic	geometric, organic	geometric
Scale	small, large	small, human	small, human	large, non-human
Color	brown, green, white	earthy	all, mixed	white, gray
Hue	grading	grading	contrasting	contrasting
Material	-	wood, natural stones, broken concrete	stucco, concrete, steel	concrete, steel
Texture	coarse, soft	medium coarse, soft	smooth, soft, hard	smooth, hard
Movement	dynamic	still	dynamic	still
Rhythm	diverse	diverse	diverse, monotonous	monotonous
Style	-	detailed/delicate, personal	crude/rough, personal	crude/rough, impersonal

Experiential Patterns



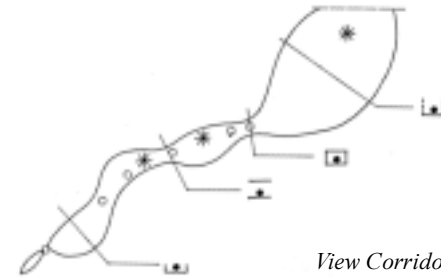
Section 1: Intersection of the Arroyo Seco Parkway



Interstate 5 Overpass

and Interstate 5 to Avenue 43

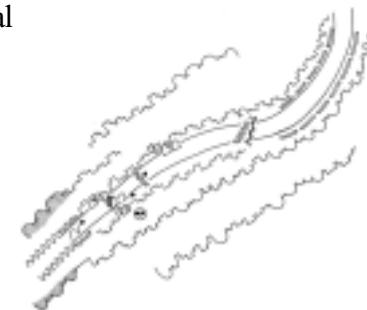
This section is strongly defined by a series of large-scale overpasses. From the north, the overpasses become visual keys for drivers that alert them that the Parkway is now leaving the Arroyo Seco. From the south, they act as a gate, by which drivers anticipate the view beyond. Combined with the surrounding industrial buildings, these



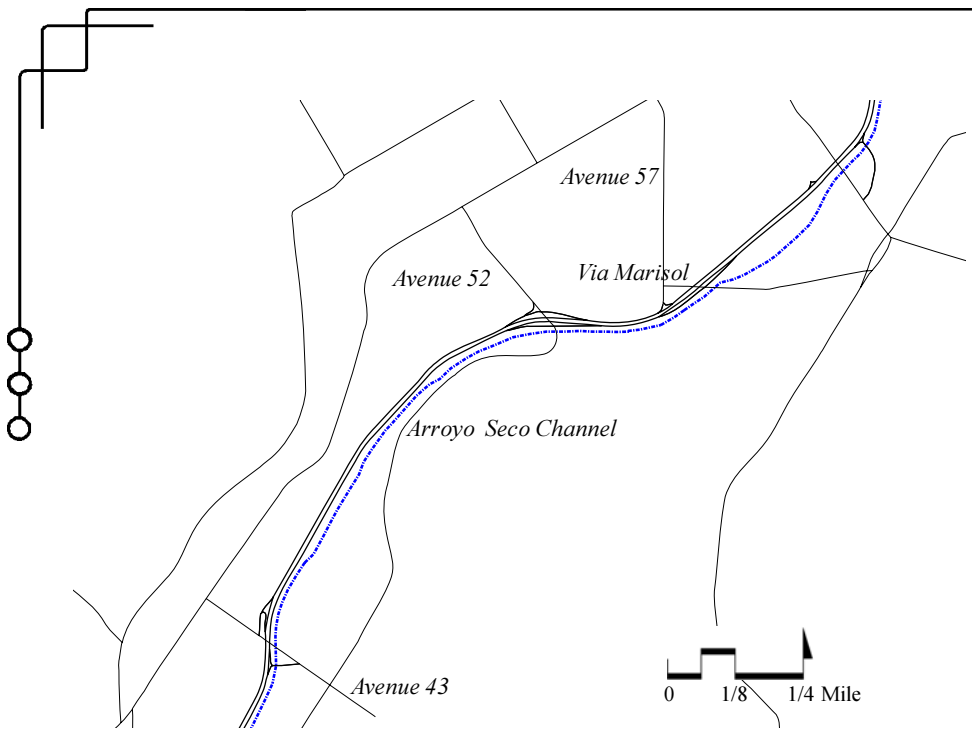
View Corridor and Spatial Analysis

overpass structures create an enclosed and contained view corridor.

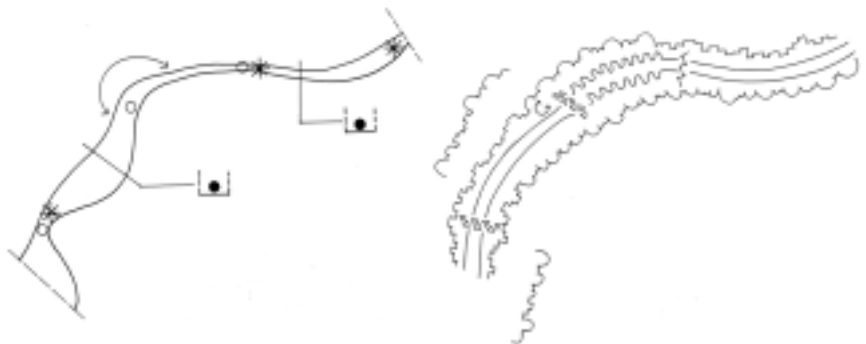
View elements are industrial buildings, graffiti, weeds, trash and overpasses that are not of human-scale. A few historical elements such as a railroad crossing and the Avenue 26 bridge are overwhelmed by the larger structures of the freeway intersection. At the north end of the section, drivers can look over to Heritage Square, yet definition of the view is not clear without adequate signage. Even with the beautiful historical structures in sight, the view is hampered by some negative visual elements such as trash, bushy growth along the channel, and chain link fences. The northwest side of the Parkway, across from Heritage Square, is separated from adjacent residential



Visual Element Analysis



This section contains significant natural and historical visual elements in the middle distance and background, while shorter views are unimpressive. The view corridor is fairly open at the south end and enclosed at the north end where the Ernest E. Debs Regional Park exists. Debs Park provides views of dense walnut woodlands, while Sycamore Grove Park and Montecito Heights Park display large old sycamore trees, a component of native riparian landscapes. These naturalistic views are complemented by the impressive sight of the Southwest Museum on the hillside to the north.



Section 2: Avenue 43 to Via Marisol



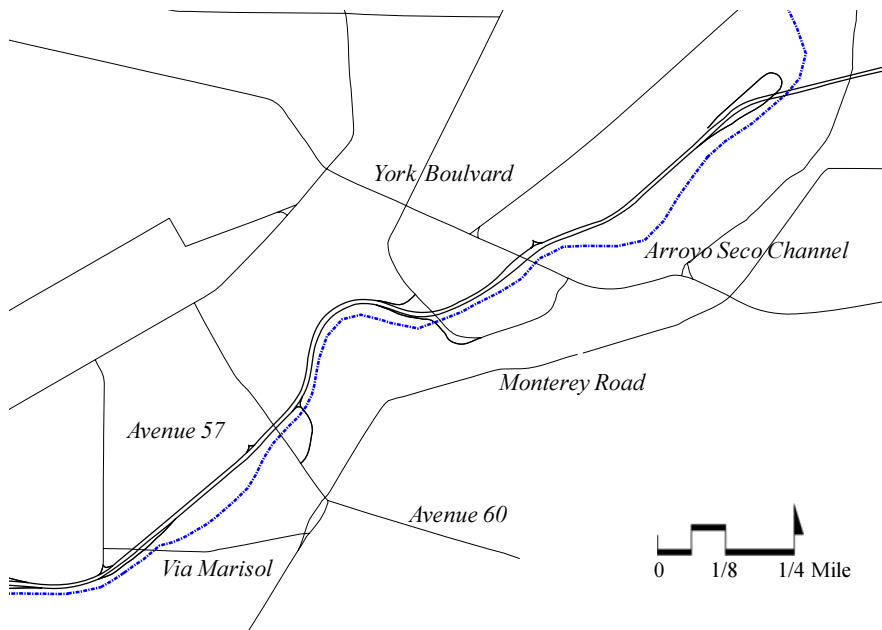
Debs Park and a sound wall

Slope next to southbound lanes

View Corridor and Spatial Analysis

Visual Element Analysis

Although the Southwest Museum provides an eye-catching accent in the distance, the northwest side of the Parkway mostly shows forgettable views in this section, especially in the foreground. An unattractive slope next to the parkway is the dominant feature here. The slope is partially planted with immature native trees, but also contains typical negative elements such as trash, weeds, chain link fences and homeless encampments. Behind the slope, unsightly views of rear yards and apartment buildings are present. Another such scene is very prominent across the channel for one block north of Avenue 43. A sound wall (highly disliked by residents) runs along the Parkway between Ave 52 and Ave 57. The area has many historical resources, yet exemplifies the problem of inconsistent and confusing signage. This problem is seen even more just off the Parkway.



Section 3: Via Marisol to the Arroyo Seco

This section of road is characterized by prominent views of residential neighborhoods and apartment buildings. Proper definition of views could instead emphasize the many parks along the road. The experience is given rhythm and architectural detail by a series of historical bridges and also by the close neighborhoods. Chain link fences and over-grown shrubs define the border the southeastern side of the Parkway and, as a result, the section is characterized by semi-contained experiences. Many good views of parkland and open space are currently partially obstructed and could be much more emphasized. There is also a great lack of direction for how to access parks along the Parkway. Signs, both on the parkway and side streets are needed to guide people to these great parks.

This section contains a considerable number of cultural views at the northwest side of the Parkway, in which one can intimately view residential settings of the community. The bare surface of the chain link fence is often covered by litter and weeds, which contrasts with the natural landscapes. As noted in the previous section, litter, weeds and bare soil can be distracting and unattractive. Although, well-established shrubs along the southeast side of the Parkway give a natural look, they tend to hide the many park views and some effective signage such as the “South Pasadena” sign on the side of the hill leading to that city.



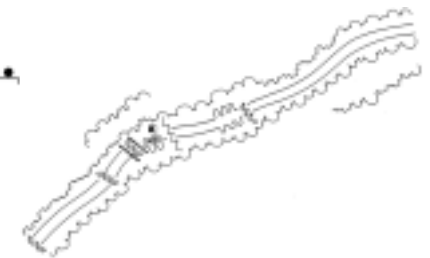
Historical planters and a new apartment



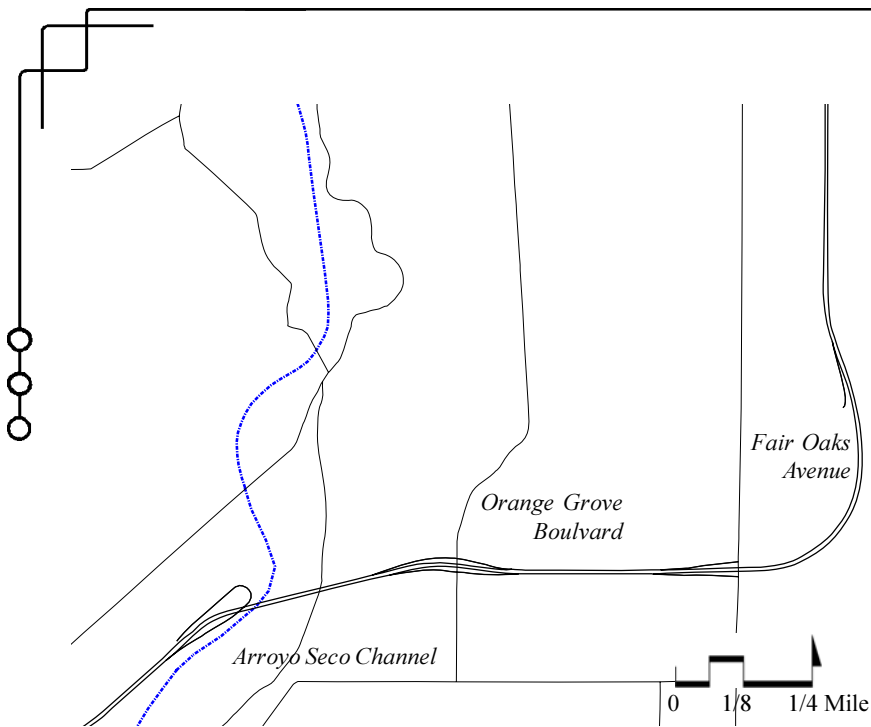
Chain-link fences and houses



View Corridor and Spatial Analysis



Visual Element Analysis



Section 4: Arroyo Seco to Glenarm Street

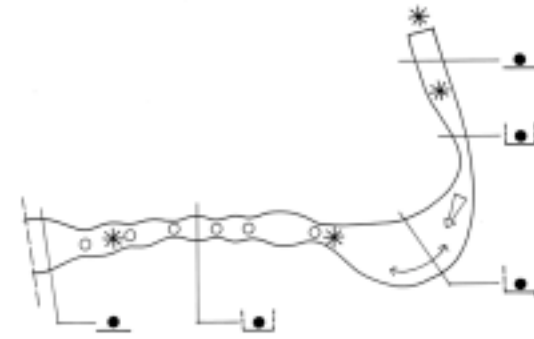
This is mostly a completely enclosed corridor where bridges and old trees provide both rhythm and a dense screen along the Parkway in South Pasadena. The road is depressed beneath the surrounding community, and well insulated from it, in a cut. The absence of the Arroyo Seco channel along the road along with these other differences initiates a new and quite different landscape. Well-established trees and shrubs on slopes establish this as the greenest part of the Parkway. Although they provide a general sense of nature, many of the trees are not native to southern California. The area has the sense of a more typical freeway landscape than the rest of the Parkway. What is missing is a landscape that reflects the natural and cultural history of the area and unifies this part of the Parkway with the rest.



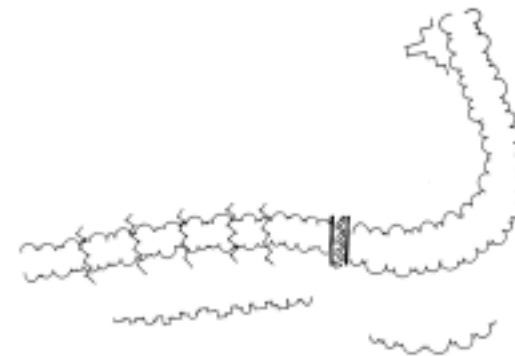
Large trees and shrubs



Historical guardrails



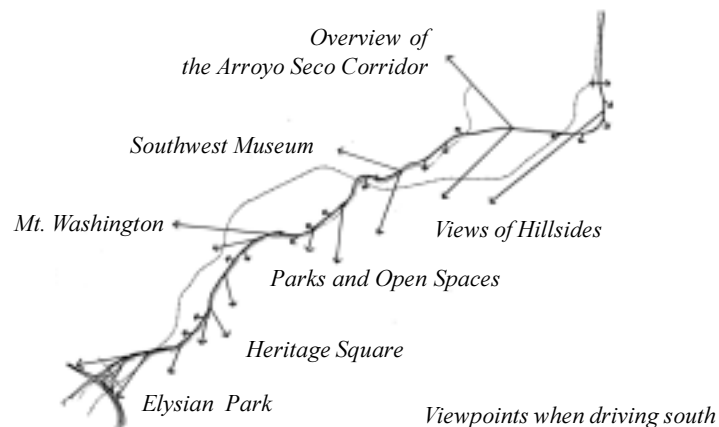
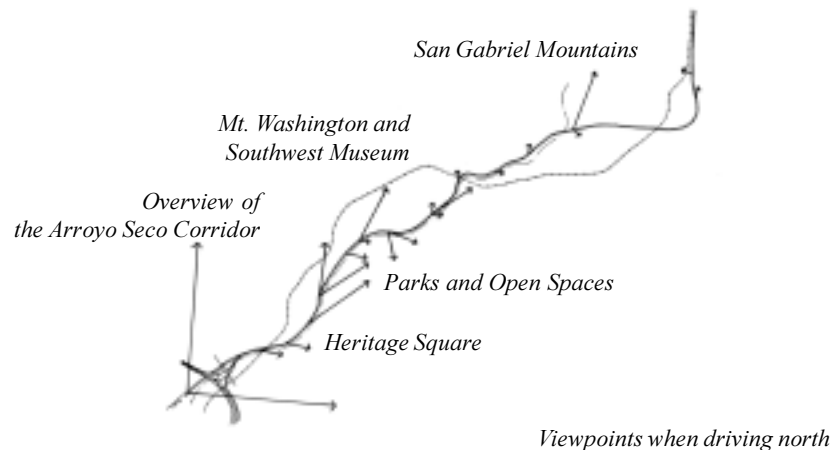
View Corridor and Spatial Analysis



Visual Element Analysis

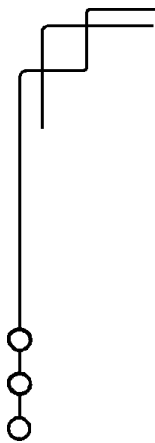
Viewpoints

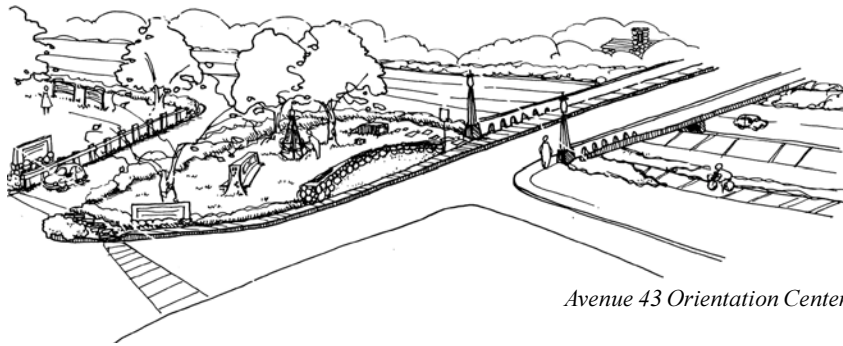
Parkway users are often rewarded by encountering excellent views while driving the Arroyo Seco Parkway. While some viewpoints can provide breath-taking moments such as overlooks of cities or views of snow-topped mountains in the distance, others give memorable sights of historical structures or seasonal changes on hillsides. Analyzing the locations and quality of the viewpoints helps in understanding the experiential environment of the Arroyo Seco Parkway as a whole.



Conclusion

Although the Arroyo Seco Parkway provides many of the experiential qualities that exemplify the characteristics of a historical American parkway, there is much potential for improvement. Constraints include visual elements that are not incorporated into the Parkway's historical context and detract from the Parkway's beauty. For example, non-historical chain link fences, barbed wire, graffiti, weeds and inappropriate plants, and trash all have significant detrimental impact on the Parkway. The lack of screening of residential areas that are not necessarily historical or industrial areas that are neither historical nor human-scale, needs to be addressed. Inadequate planting often exists where plants are needed for screening while overgrown bushes block views across the Arroyo Seco and views of historical places. In addition, many existing plants do not fit with the local or historical context and distract from the unity of the Parkway landscape. A final problem is lack of clear and consistent signage that gives direction to local historical, cultural and natural resources.

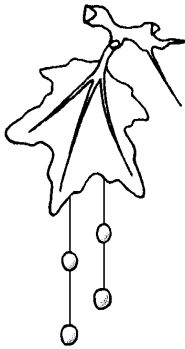


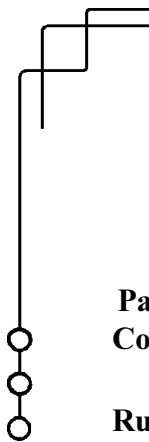


Avenue 43 Orientation Center

PLAN DEVELOPMENT

- ◆ **OVERALL PROJECT PLAN**
- ◆ **DESIGN ELEMENTS**
- ◆ **Part one: THE PARKWAY**
- ◆ **Part two: THE PARKWAY & THE CHANNEL**
- ◆ **Part three: BEYOND THE CHANNEL**





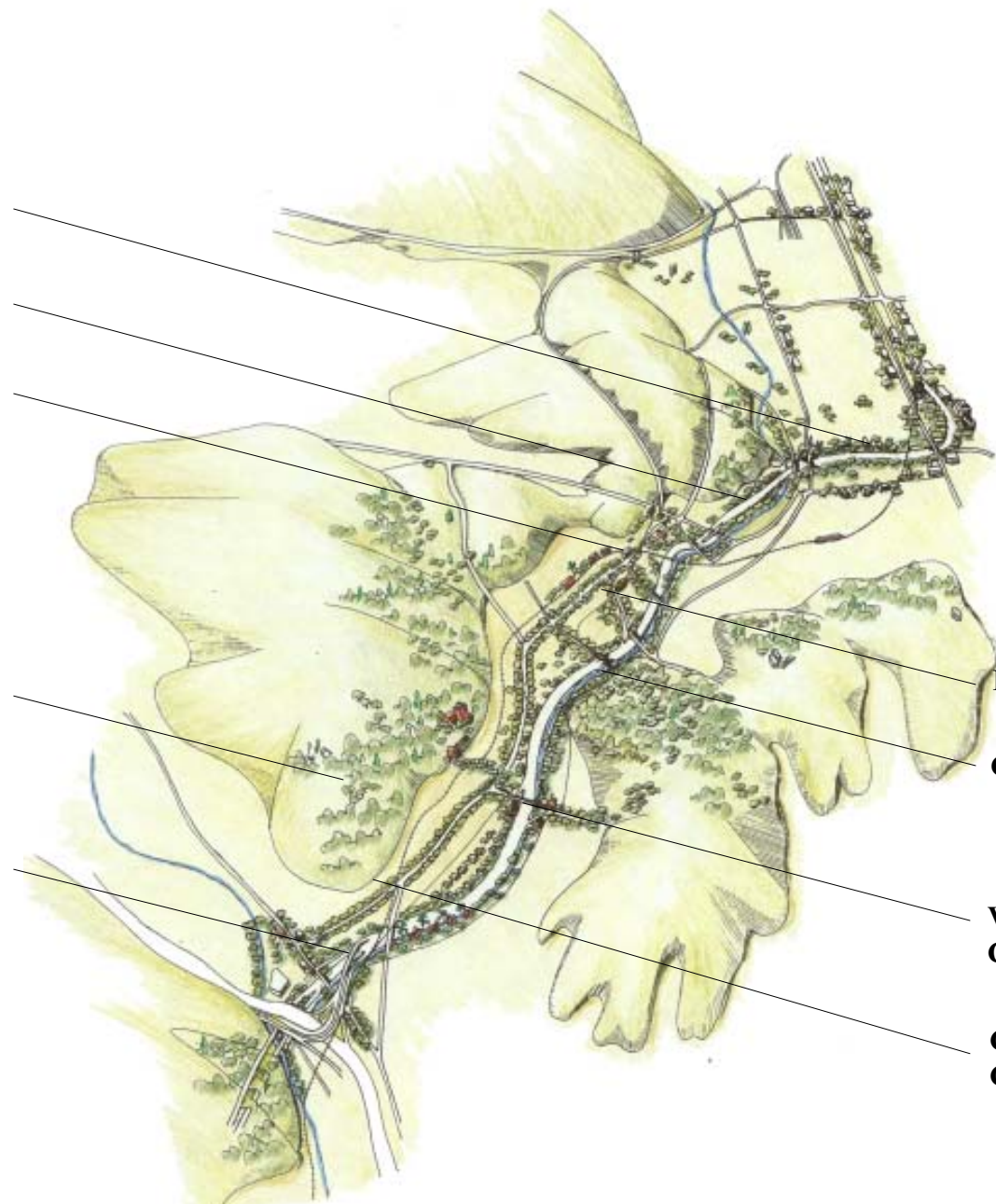
**Parkway Landscape
Conceptual Design**

**Runoff Treatment
Wetlands**

Parkway Turnouts

Open Space Protection

Linear Parks



Electric Streetcar

Green Commuter Bikeway

**Visitor Orientation
Center & History Trails**

**Community Linking
Concepts and Programs**

OVERALL PROJECT PLAN ILLUSTRATION

PROJECT PLAN ELEMENTS

For the purpose of project organization, the following elements have been grouped in a progression of scales. This ordering is not to suggest relative impact or influence of any one element, as all elements together make up a holistic vision for the Parkway corridor.

Part One - The Parkway: Conceptual Design for the Immediate Parkway Corridor

The *Parkway Landscape Conceptual Design* includes suggestions for a planting palette, reintroduction of historic design elements, and restructuring of planting areas.

Part Two - The Channel & the Parkway: Design Ideas Involving Adjacent Areas

Parkway Turnout sites aid park access, provide spaces for community programming, and include facilities for visitor orientation and education.

Runoff Treatment Wetlands are areas designed to assist in groundwater infiltration, biological pollution filtering, habitat creation, increased floodwater capacity, and access to water for animals and humans.

Linear Parks looks at land adjacent to the Parkway for added and linked recreation sites, for adding to the scenic qualities of the corridor, and as a buffer between the Parkway and surrounding areas.

The *Green Commuter Bikeway* is a more environmentally sound transportation alternative to automobile use and also functions to connect the linear parks.

Part Three - Beyond the Parkway: Design Concepts for the Larger Arroyo Seco Area

The *History Trail & Visitor Orientation Center* are ideas for enhancing visitor experience and education, unification of tourism organizations, gathering spaces, and developing an icon for the area.

The *Electric Streetcar Line* concept aims at providing more options for local transportation, community connections, and tourism.

Open Space Protection examines the undeveloped hillside areas for potential wildlife habitat and places of urban relief.

Community Greenwalks are pedestrian-friendly street and walkway designs that build sense of place and provide opportunities for urban cooling, wildlife movement, and beautification.

Community Crossings are mixed-use corridors that promote community building and economic activities.

Pocket Parks use vacant or neglected land to develop neighborhood identity and provide attractive places to rest or interact.

Community Programming includes suggestions for activities such as music events, markets, workshops, and festivals.

DESIGN ELEMENTS

Throughout the project plan, a consistent use of the following design elements will provide continuity and cohesiveness in the various site and project scale designs.

Historic Elements

Cobblestone Walls: Constructed of local Arroyo stones from excavated channel bed.



Broken Concrete Walls: Carefully constructed retaining walls with complicated, interesting patterns using a recycled material.



Wooden Painted Guard Rails: Smaller-scale, built using a natural material.

Human-Scale Proportions: Bridges and turning lanes were designed to minimum dimensions required for automobile movement.

Attention to Detail: Bridges, light-poles, planters and other decoration have edging and decoration.



Signature Tree: A repetitive and consistent use of the California sycamore (*Platanus racemosa*) helps develop and strengthen identity of place. This species is native to the site, appropriate to the historic planting palette and consistent with the planting design concept. This tree has a unique and striking form, and can grow to large size to provide a filtered shade canopy for parkway and adjacent parklands.



Materials

Decomposed Granite: This water permeable, soft textured material is easily maintained, less heat reflective than concrete, and consistent with historic paving material used in Arts & Crafts design. This material is also accessible for wheelchairs and strollers, and is appropriate for areas that get mostly foot-traffic. If used heavily for motorized vehicles, decomposed granite surfaces can develop ruts and must be replaced or filled in worn areas over time.

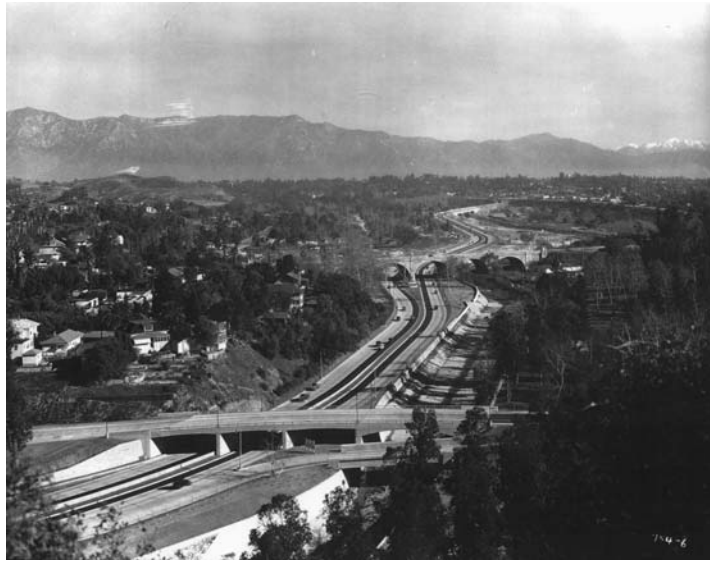
Sustainably-grown wood: Wood is a natural and historical building material that is appropriate for use in signs, railings, and other site details that require more intricate detailing. In these times of endangered old growth forests, it is important to find a source for

wood that has been grown in a responsible, sustainable manner. One of the attractive qualities of wood is its softness and warmth; however, the material is susceptible to vandalism, and will need upkeep to maintain its attractiveness.

Rock/Stone: Many of the historic structures have foundations and facades made out stone gathered from the Arroyo Seco. This is good use of local materials which reflects regional climate, color, and environment.



Signage: A coherent and unified signage program is greatly needed in the Arroyo Seco corridor. Throughout the project, consistent signage will direct and inform visitors and residents. The signs will need to fit within the context of the historical roadway design, be readable and permanent. Use of a repeated icon, material, shape, color, or font will help create visual continuity. In this manner, the various sites of the corridor will be easily recognized as belonging to the larger context. It is suggested that a graphic artist be used to develop a strong program for signage, and that all existing signs be replaced simultaneously to have the greatest impact. The signage program should incorporate parkway signage, if possible.



1940s Arroyo Seco Parkway landscape

PART ONE - THE PARKWAY: LANDSCAPE CONCEPTUAL DESIGN

Introduction

The experiential analysis section has shown how the Arroyo Seco Parkway provides a journey punctuated by ever-changing landscapes, sequentially characterized by natural, industrial and cultural view types. Accenting the experience are graceful curves of the road and long and medium distance views of various parks, natural hillsides and scenes of historic buildings. Closer views reveal the Arroyo Seco channel as it appears on the southeast side of the road. Very visible residential neighborhoods make up most of the landscape to the northwest. A harsh industrial district dominates the southern portion of the Parkway. Looking at the land immediately adjacent to the road itself, the traveler sees very narrow strips of land with meager, unhealthy and seemingly unmaintained planting, and a few remnants of historical design elements. Under current conditions, the immediate land around the Parkway lacks the detail and landscape beauty that exemplifies a parkway.

The Parkway is the most common Arroyo Seco experience for people traveling between downtown Los Angeles and Pasadena. This road is one of the most visible aspects of northeast Los Angeles and has a great need and opportunity for rehabilitation. A new “face” on the Parkway is desired by residents to restore, in part, the beauty of the Arroyo Seco and its community. The best parkways are roads that have great attention given to their environmental design, including planting and built elements. Thus, for this parkway to live up to its historical significance as the first parkway and freeway on the west coast, fulfill its role as a National Scenic Byway, and be a true “catalyst” for revitalizing the community, a holistic and careful landscape plan is essential.

Historical Elements and Patterns

The Arroyo Seco Parkway is a California Historic Parkway, a listed California Historic Place, and is eligible for the register of National Historic Places. Therefore, planting schemes must respect the intention of the original plan of the Parkway. However, the modern use of the road requires certain alterations and adaptations.

According to the Guidelines for Treatment of Historic Landscapes, this treatment can be considered to be a “rehabilitation.” The following passages, which are taken from this publication, is a list of goals and guidelines for the rehabilitation of a historical landscape.

Goal: rehabilitation retains the historic character of the landscape, but makes changes to the property for new uses and interpretation.

Prior to treatment:

- Research the history of the landscape as a whole.*
- Inventory and document the existing conditions of features and their attributes.*

Physical work:

- Maintain and repair existing features and materials.*
- Replace an entire feature that is too deteriorated to repair in kind.*
- Replace an entire feature that is too deteriorated to repair with substitute material.*
- Replace vanished features based on historic documentation.*
- Replace vanished features with a new feature that is contemporary in design but compatible with the historic character of the landscape.*

The goal of rehabilitation is also to retain the historic character of a property, but this treatment allows for alterations and additions that are necessary for contemporary use.

Rehabilitation allows for improvements to a historic property, that make possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical or cultural values. Thus, all of the basic principles that apply to preservation also apply to rehabilitation.

In landscapes, rehabilitation is a common treatment, since it allows for change necessary to satisfy the present-day demands. For example, when a formerly private property is adapted for public use, it may require the addition of new features such as parking, visitor’s centers, and other public facilities. These new additions must be carefully designed and located so that the historic character of the property is retained, and the new design is compatible and distinguishable from the historic features. (Secretary of the Interior, 1992, pp.11, 106)



The Parkway in South Pasadena, showing one of the few remaining original guardrails

Examination of historical planting patterns and built elements of the Arroyo Seco Parkway provides strong foundations on which to base the new plan, yet leaves considerable room for interpretation or speculation. Much of the background work of researching and documenting historical features has been completed by the Historic American Engineering Record study of the Parkway, completed in 1999. This work clearly documents the built elements of the Parkway. It includes details of the many historical bridges and landscape elements such as guardrails, walls, fences, and lampposts. The study also indicates many of the plants used in the original plan. The HAER study used historic “as-built” documents to reveal planting construction methods used through the South Pasadena stretch of the Parkway. However, outside of South Pasadena, none of the available historical “as-built” plans shows any clear planting pattern or design intent. Photographic evidence suggests that most of the Parkway right of ways originally had little space incorporated for planting. Lack of space or inexperience in the installation of native plants in a freeway environment may have led to the demise of the original plant specimens, resulting in the poor condition of today’s landscape.

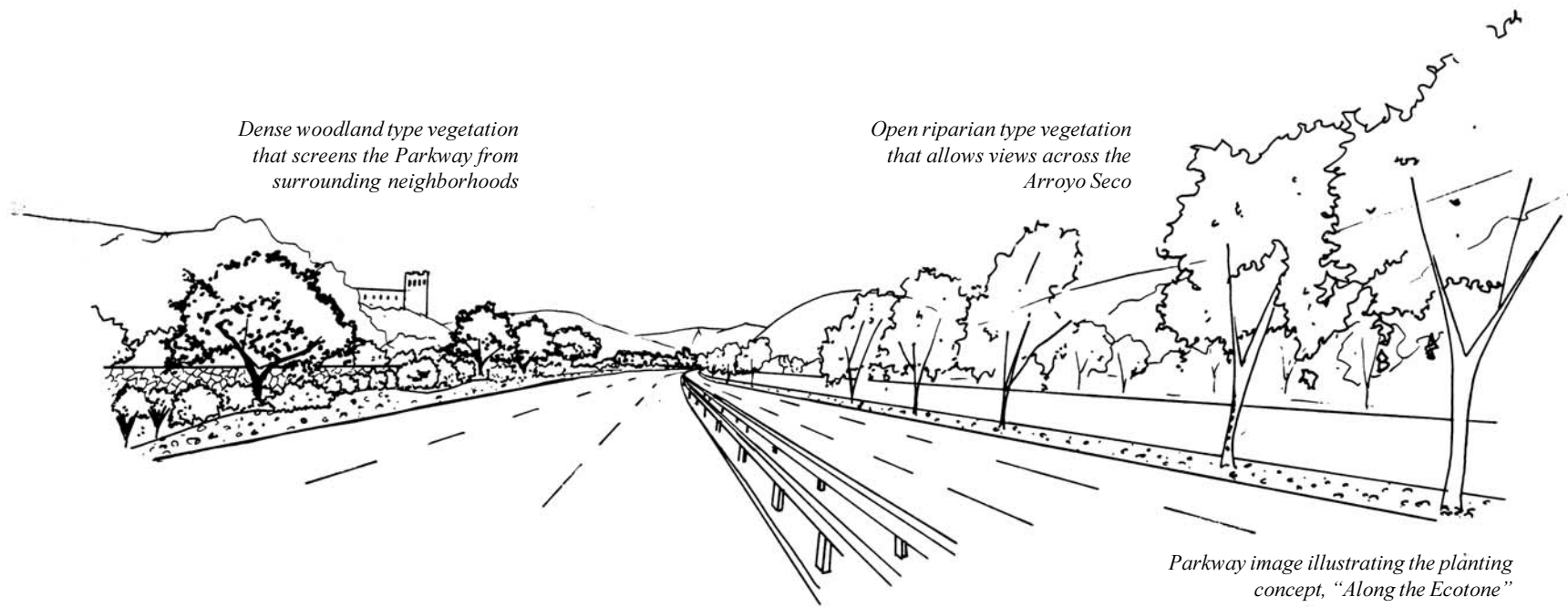


1940s photo showing historical design elements

The plan presented here proposes to rehabilitate the Arroyo Seco Parkway using preservation and augmentation of the road’s current landscape. The existing features that contribute to the desired character of the Parkway consist of bridges, the alignment of the road, the surrounding natural landscape and parks, and historical landscape elements (see Design Elements Section). The first and most important step in rehabilitating the historical character is to protect and repair any existing historic features. Second, re-design of the narrow planting strips along the road is proposed. The current confined spaces cannot adequately support a healthy landscape, which has perhaps led to their current unsatisfactory states. Opportunities for widening and re-landscaping these areas—a response to modern conditions – are proposed. All new designs are sensitive to preserving historic character by using original planting palettes and building materials when appropriate and follow a conceptual basis that responds to the Parkway’s natural and cultural setting.

Planting Plan Objectives:

- To remain faithful to the historical character of the parkway while adapting the road for modern use;
- To design for maintenance workers’ safety and ease of access;
- To emphasize views and significant visual elements along the Parkway;
- To screen or remove negative visual elements that detract from the parkway experience;
- To provide opportunities for biological filtration of runoff;
- To provide planting that keeps the consistency of the visual flow as well as improves air conditions of the surrounding communities; and,
- To provide directions to Parkway users.



Concept – "Along the Ecotone"

An ecotone is the margin between two adjacent plant communities, for instance, the boundary between meadow and forest. Studies of ecotones have shown that animals and humans alike favor them, perhaps because they offer a wide variety of conditions and species. The planting plan we have developed for the parkway follows the concept, "Along the Ecotone." This concept responds to the natural conditions of the Arroyo Seco and current human settlement patterns. For example, within the Arroyo Seco Corridor, three distinct plant communities interact. In its pristine conditions, the Arroyo supported a healthy riparian woodland full of tall sycamore and cottonwood trees and shrubs, surrounded by hillside communities of oak and walnut woodland (still evident at Debs Park). Other slopes supported shrub communities such as coastal sage scrub and

chaparral. Today, the Parkway traces a route adjacent to the stream channel where these communities would have come together as an "ecotone".

Using the ecotone concept as a basis for design, the planting plan uses tall riparian trees in the areas adjacent to the channel, with dense, mostly evergreen shrubs and woodland trees on the opposite side of the Parkway, farther from the water. The location of plant types is based on proximity to water. In this way, the planting plan responds to natural processes, while also telling the story of the natural and cultural histories of the Arroyo Seco. Furthermore, a consistent plant palette, along with the use of historical elements, will have a much-needed unifying effect for the parkway experience. This new unified parkway will form the backbone for an enhanced community.

Plant Selection

Plant selection will be a critical device for reviving the historical character of the Arroyo Seco Parkway. The original plant palette consisted of mostly native California plants whose character can be summarized as “Southern California woodland plants.” The native plants were supplemented by Mediterranean climate plant species that were characteristic of planting design of the 1930’s in Los Angeles. In the following years, many plant replacements and additions have been made to the parkway landscape resulting in a convoluted mixture of hardy natives and exotics. Maintenance of this landscape has been harsh and sporadic. Residents accuse Caltrans of a “chainsaw” or “herbicide” mentality. In their defense, current road conditions make plant care difficult for crews.

The selection of new plants focuses on historical character, plant hardiness and appropriateness, and low maintenance and water needs as criteria for selection. California natives were also favored. To be included for consideration, plants must have either been a part of the original planting palette or be part of the current parkway landscape. In addition to these, species recommendations were taken from plant consultants. (See the appendix for the complete plant selection matrix.) Based on the above criteria, the full list of plants was narrowed down to only suitable plants. This list has been divided into three plant association palettes. They are the Southern California woodland and riparian association, the Mediterranean climate association, and the sub-tropical plant association. Each of these palettes relies heavily on Southern California natives, especially suitable species of the original plant list.

Suggested Planting List

Trees

Alnus rhombifolia, white alder
Juglans californica, southern California black walnut
Platanus racemosa, sycamore
Populus fremontii, cottonwood
Prunus ilicifolia, holly leafed cherry
Quercus agrifolia, coast live oak
Sambucus mexicana, blue elderberry

Ground Covers & Grasses

Baccharis pilularis ‘Twin Peaks’, dwarf coyote bush
Hedera canariensis, Algerian ivy
Lantana montevidensis, trailing lantana
Muhlenbergia rigens, deergrass
Ribes speciosum, fuchsia flowering gooseberry*

Shrubs

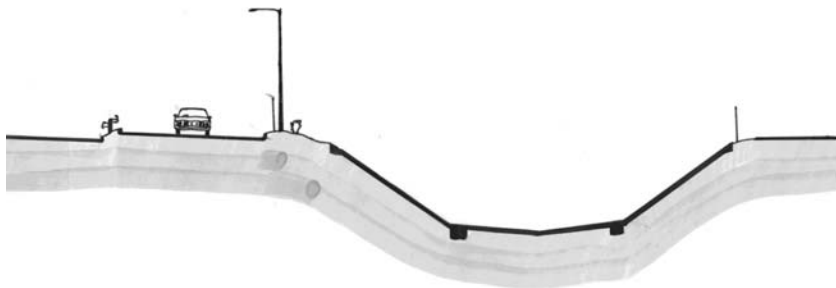
Ceanothus ‘Dark Star’*
Ceanothus griseus horizontalis, Carmel ceanothus*
Ceanothus ‘Julia Phelps’*
Fremontodendron californicum, flannel bush*
Heteromeles arbutifolia, toyon
Myrtus communis, myrtle
Nerium oleander, oleander
Rhamnus californica, California coffeeberry
Rhus integrifolia, lemonade berry
Rhus ovata, sugar bush
Romneya coulteri, matilija poppy*
Salvia apiana, white sage*

*Accent plants

Functionally, the plant selections were selected for their ability to screen and enhance views. Along the channel, tall riparian trees with low growing plants or mulch will allow views into and across the channel. On the other side of the road, dense shrub and woodland plantings screen and buffer residential neighborhoods. Whenever excellent views can be captured, planting should be arranged so that these views are not obstructed.

Plants are living, evolving things, and a designed landscape must be regularly attended to in order to maintain a desirable appearance. Yet, this has been difficult in the past due to barriers, and lack of space for movement. The planting plan designs will either improve access to planting areas or require low maintenance in areas where access is hindered. Guidelines are also provided to help workers maintain the desired look of the landscape.

Historical elements that typify the original design of the parkway are reintroduced in the new plan. In the absence of original planting patterns, the preservation and re-use of these elements is very important for this rehabilitation. They reinforce the spirit of the historical Arroyo Seco Parkway.



Condition 1 - Typical cross-section

The following sections represent typical planting situations along the Parkway. These conditions will be addressed individually, but coherently, for complete plan of the parkway.

Condition 1 – Strips between the northbound lanes and the channel

This strip of land is usually no more than 3 feet wide, often less, between the road itself and the edge of the Arroyo Seco Channel. It typically contains a guardrail (not original design), a battered and rusty chain link fence, and bushy, weedy, unmaintained plant growth that blocks views.

The main element of our proposal for this situation is the planting of riparian trees. The California Sycamore is the preferred tree to be planted here (see Design Elements section), but is not necessarily the only species. Other appropriate trees include cottonwoods, white alders, or other native riparian species that have open forms that allow for views into the channel, parks, natural hillsides and historic structures.



Bushy growth in the narrow planting strip along the channel

Views are an important consideration for the understory in this situation. For this reason, we are proposing a series of low-to-the-ground options beneath the trees.

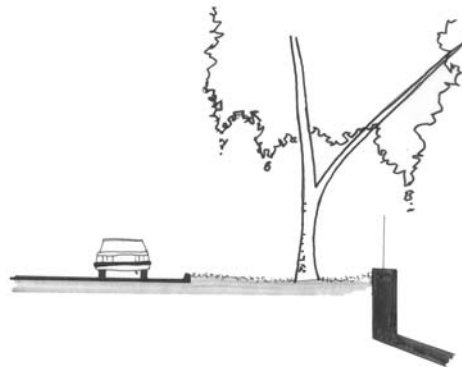
Option A – Simple rock blanket, rock mulch, or organic mulch for weed growth prevention. The use of arroyo stones, a very common building material used historically in the surrounding communities, reflects the natural state of the Arroyo Seco.

Option B – Rock blanket surrounding a vegetated swale. The swale collects runoff from the parkway and filters it through low-growing native bunch grasses. Overflow is directed into the channel. The form and function of the swale bolsters the ecotone concept and is a reflection of the natural processes of the Arroyo Seco by providing water for riparian vegetation.

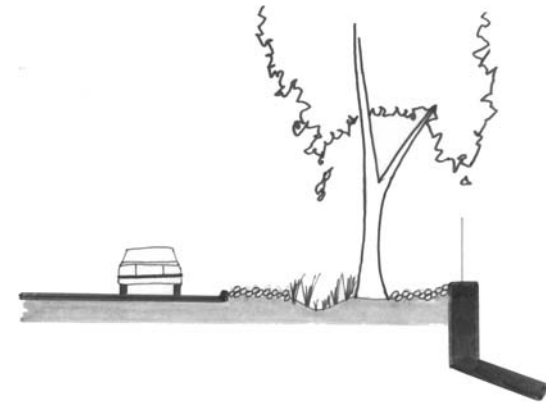
Option C – Low growing ground cover, which could also collect and filter water from the road. This option would require more maintenance and irrigation.

Option D – Remove all plants. Where the strip is extremely narrow and cannot be expanded, the best option may be to exclude plant material. There are minimum space requirements for a healthy landscape. Inadequate planting space will result in unsatisfactory

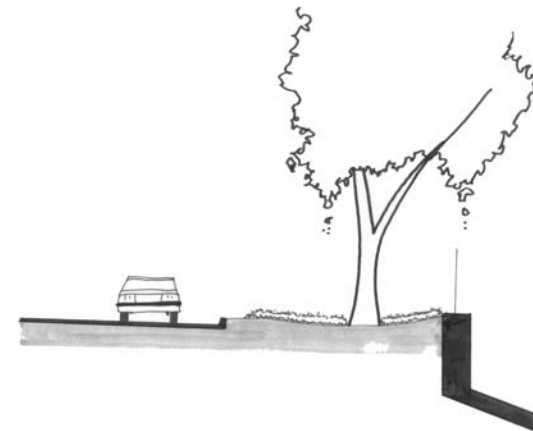
Condition 1, Option A



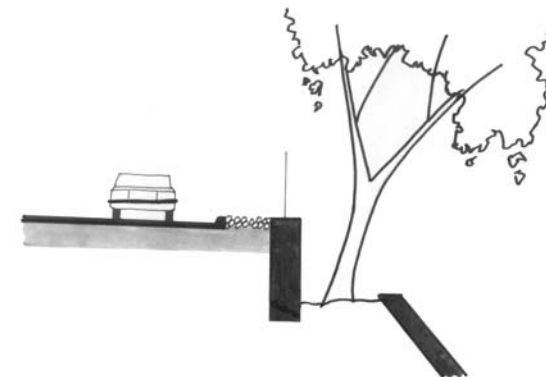
Condition 1, Option B



Condition 1, Option C



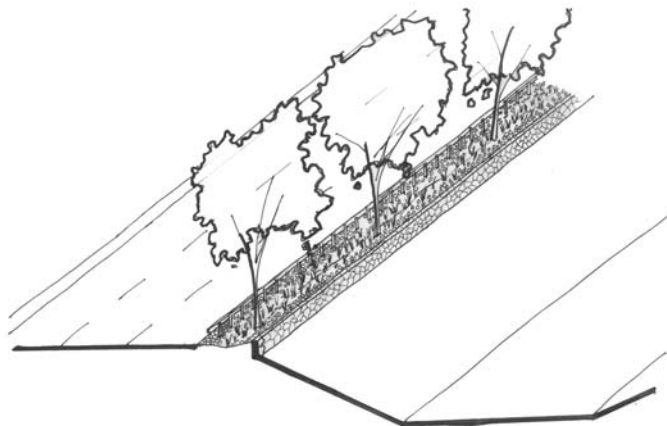
Condition 1, Option D



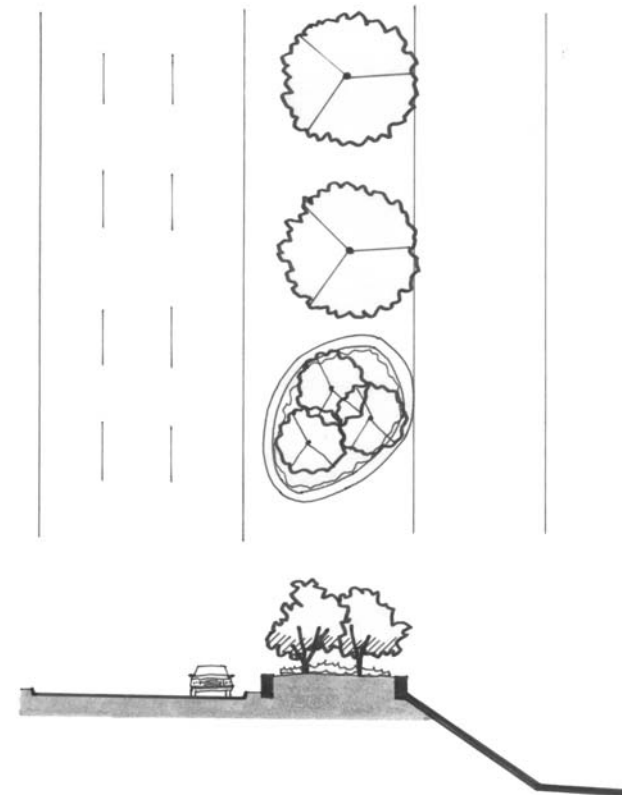
growth and appearance. In these areas, a rock blanket of arroyo stones can reflect the natural character of the Arroyo and provide a very low maintenance landscape. Trees can be planted below on reconfigured banks of the channel.

Since most of this condition is very narrow and requires more room for plants and to facilitate maintenance, it should be widened. This can be done through the use of a small retaining wall on the top of the channel (see the cross-sectional designs). Here would be a good opportunity to reintroduce the historical concrete wall.

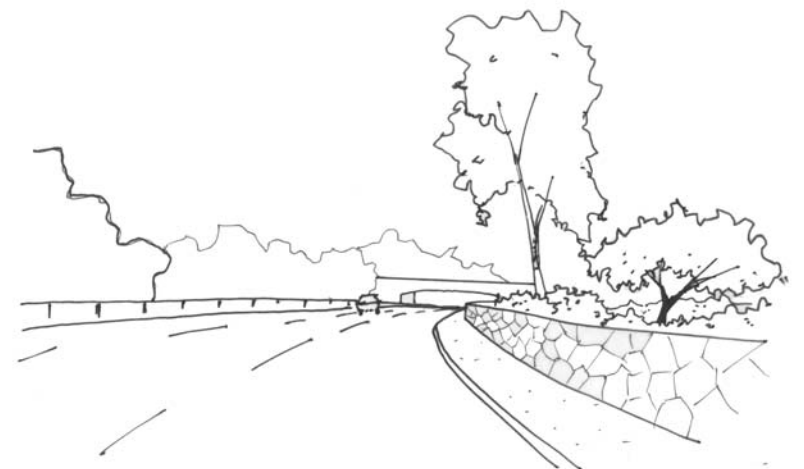
Areas with more room between the channel and the Parkway offer opportunities to use the historical planter wall and guardrail. In the northern end of the road, there are a few places where margin next to the channel widens to 20 feet or more. For these areas, historical round planters can be constructed, similar to those at the York Street bridge median and in the adjacent parks. The planters use the same low wall design as the historical walls that were mostly products of WPA projects in the 30's. Additionally, the historical guardrail design can be reintroduced to replace the modern safety rail that now exists. The guardrail construction should be modified for extra strength while retaining its essential character in appearance.



Vegetated swale for runoff capture



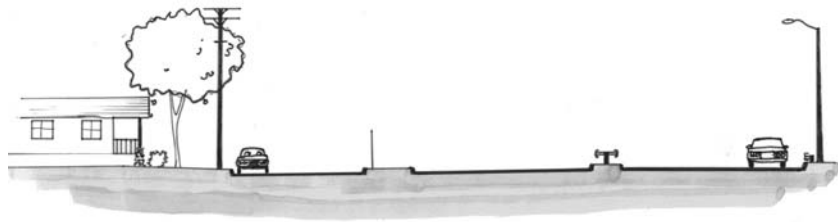
Plan and cross-section of planter design



Parkway view of planter

Condition 2 – Narrow strips between the southbound lanes and a residential side street

This strip of land is usually no more than 3 to 5 feet wide, between the road and side streets of adjacent neighborhoods (Carlotta Street or Bridewell Street). It typically contains a chain link fence, a wall of the original design (in one stretch on Carlotta south of Ave. 43), and some unhealthy plant growth along the fence line. This condition provides practically no buffer or screen from the Parkway. As a result, children play in their front yards about 30 feet from speeding traffic.

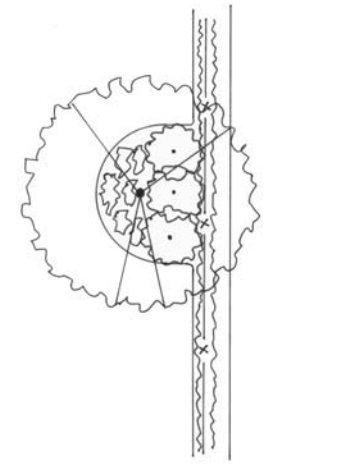


Condition 2 - Typical cross-section

Solutions to this condition will be shown in a series of plans and cross-sections, each representing a different option. Each of these options will derive its plants and forms from the overall concept, “Along the Ecotone.” Condition 2 occurs on the northwestern side of the road, opposite the channel, where drier plant communities



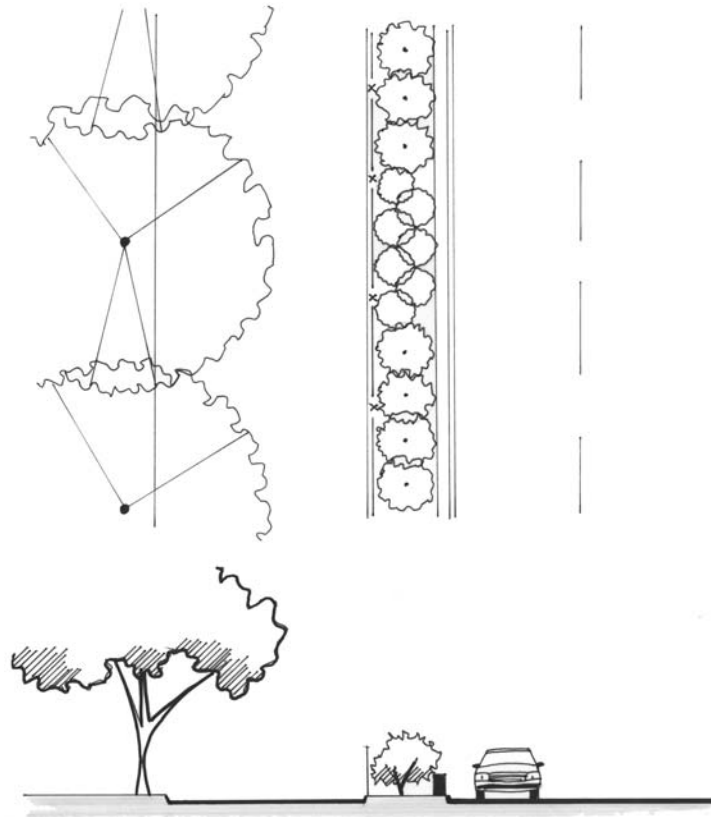
Bare, narrow strips between the parkway and a side street



Condition 2, Option A

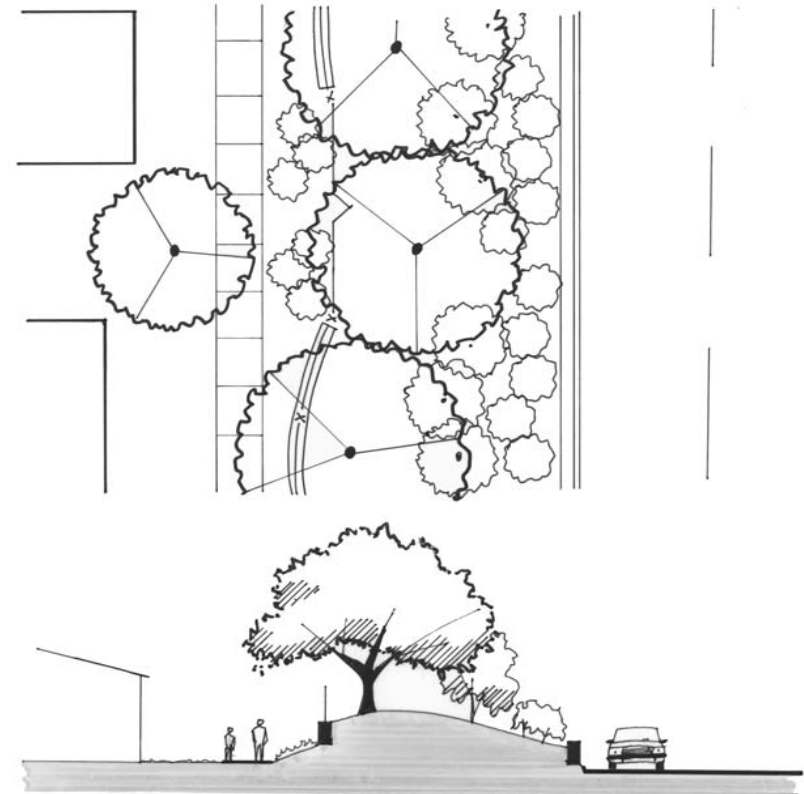
would have occurred. Therefore, trees and shrubs are chosen from oak woodland, walnut woodland, coastal sage scrub and chaparral plant communities. Many of these plants are typically dense and evergreen in character, which helps in screening, buffering, and insulating the Parkway from the community.

Option A – Grow vines along the chain link fence and create small planting areas at intervals along the parking lane of Carlotta or Bridewell Streets. Each planting area will contain a tree and some shrubs. The vine, although not adhering to the concept since it is not a member of the desired plant communities, can provide a screen in a narrow area.



Condition 2, Option B

Option B – Acquire ten feet of the street and convert it to a planting area. Use of the historical wall adjacent to the Parkway here defines the road edge, provides safer maintenance worker conditions, and prevents trash build up in planting areas. The wall already exists in this situation south of Avenue 43, directly adjacent to the southbound lanes. Continuing this pattern in other similar areas provides a consistent look that is also faithful to the historical design. Trees and shrubs could be planted in the newly acquired strip behind the wall, or shrubs only. If overhanging tree branches are a concern for Parkway safety, street tree planting programs can be introduced for the opposite side of Carlotta and Bridewell streets. These trees would be close enough to the Parkway to have a strong effect on its appearance.



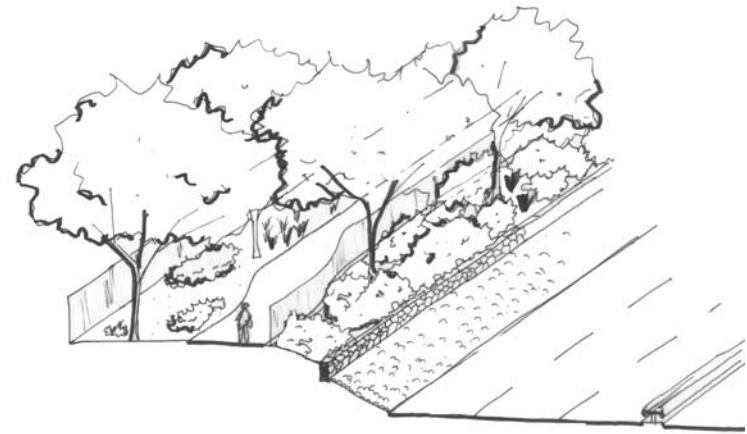
Condition 2, Option C

Option C – Acquire the entire street where feasible and convert it into a linear planting area, again using the historical wall. The use of mounds or berms can also be used here for sound attenuation. This option would also provide enough space to accommodate community greenwalks. Carlotta Street is most appropriate for this action because it doesn't provide much direct access to residences.

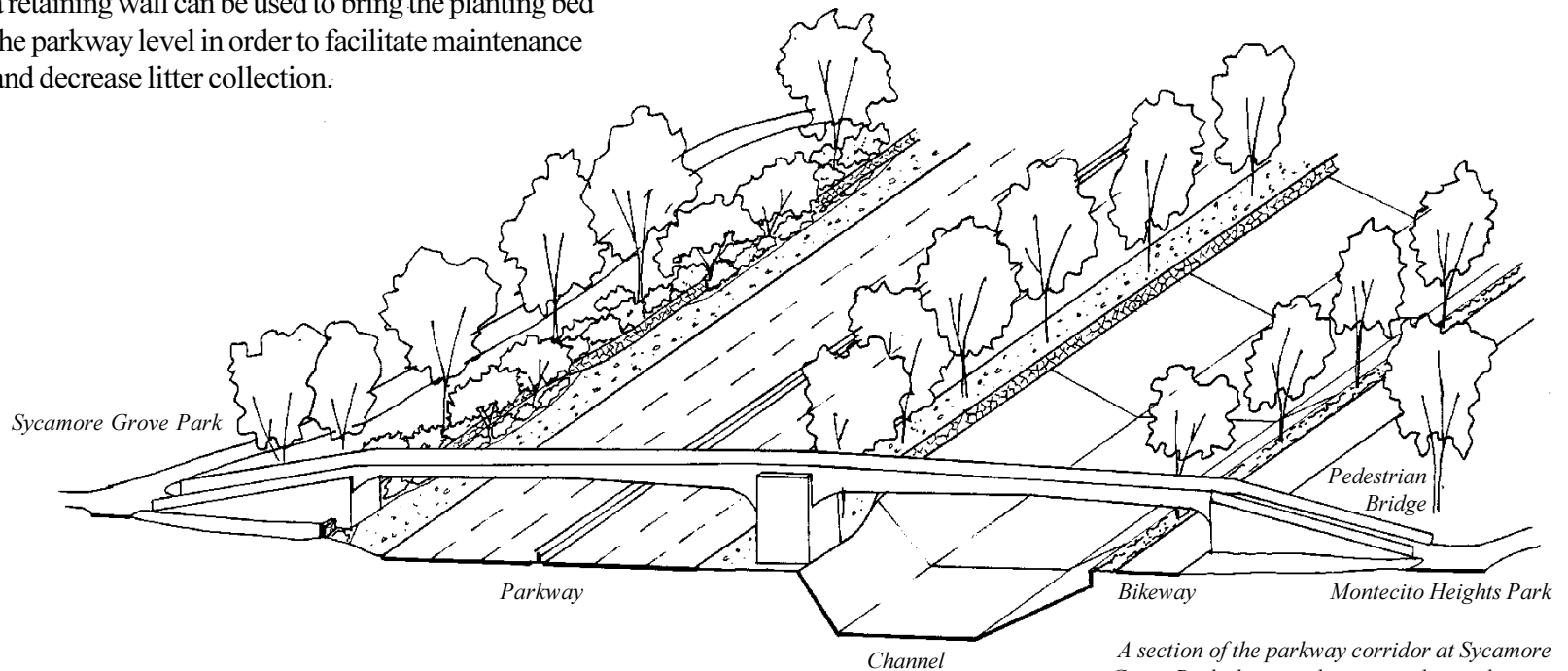
Condition 3 – Low slopes along southbound lanes

This strip of land on the northwest side of the Parkway slopes up to adjacent areas. The height of the slope is generally no more than about 10 feet (higher slopes will be addressed in the next condition). Much of this condition, between Ave. 43 and Ave. 52, is a result of an old rail line that ran atop the slope and parallel to the Parkway.

Acquisition of this railroad right-of-way is essential for the planting plan. Planting on these slopes will consist of trees, shrubs, and ground cover in a naturalistic, woodland type pattern. Following the “ecotone” concept, these plants represent the more dry adapted plant communities of Southern California. At the foot of the slope, rock blankets allow the edge of the road to be a low maintenance area and will echo the character of the Arroyo Seco channel on the other side of the road (see maintenance strategies for installation note). Alternatively, a retaining wall can be used to bring the planting bed surface up off the parkway level in order to facilitate maintenance worker safety and decrease litter collection.



Design of low slope condition with the historical wall, a rock blanket, and a community greenwalk



A section of the parkway corridor at Sycamore Grove Park showing the new parkway planting scheme, a pedestrian bridge, and a bikeway

Condition 4 – Steep slopes

This situation occurs mainly in the South Pasadena “cut” portion of the road, on both sides, but also along a few other short stretches of the southbound lanes. This is already the most vegetated landscape along the Parkway (South Pasadena), providing a lush insulation for the adjacent residences. The plants consist of many eucalyptus trees and an assortment of exotic ground covers on the slopes.

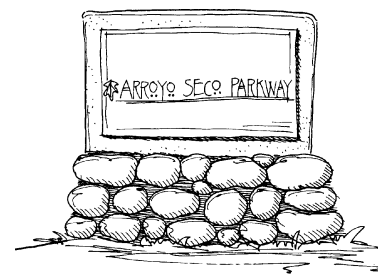
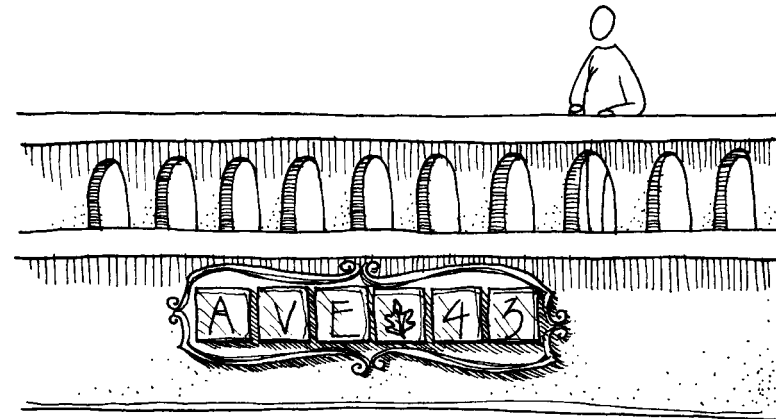
The greatest need for this area is consistency and coherence with the rest of the parkway planting plan. We recommend the phasing in of more appropriate plants as the current ones need replacement. The selection of plants is important to create a consistent appearance throughout the whole parkway. Blue elderberry, a native tree with a dense, shrub-like character (and part of the original plant palette), is currently surviving well in a few locations at the tops of the slopes. Other plants with complementary characteristics to the elderberry can be used here to produce a somewhat different look to this area, while fitting in with the overall design of the Parkway. The choice of groundcover will be important in this area, as it makes up a large portion of the planting areas. Rock blankets or retaining walls can also tie this portion of the road to its southern segments.

Parkway Median

The original Arroyo Seco Parkway had a planted median strip. This strip was removed shortly after the opening of the road in order to add an additional lane of traffic. Now, a metal guardrail makes up the Parkway median. We recommend the use of the historical guardrail design for replacement of the modern one. The materials might have to change in order for the guardrail to meet safety requirements for strength. A steel structure with wooden facing that mimics the look of the old guardrail would make sense here. Such a structure is allowable under the guidelines for rehabilitation of a historical landscape.

Signage

Signs along the Arroyo Seco Parkway are contributors to the overall parkway experience as well as important guides for motorists. The current signage situation along the road is typical—old and in need of renewal. New signs along the parkway offer opportunities for markers that signify the arrival at a special place. They also can strengthen the Parkway’s historical character, add to the sense of place, and direct motorists to important destinations. Signs should be designed with the same materials and style as the historical elements that are seen along the road. Placement of such signs should be done in a manner that leads visitors to the new features of the area that interpret and orient, such as the turnouts and visitor information center.



Designs for new signs along the parkway that reflect the historical character of the landscape

Management Strategies

Proper Installation & Quality of Materials

Recycled materials, such as broken concrete acquired from demolition sites can be used for the construction of new retaining walls. This material not only reflects a historic construction method, but also reuses a waste material that may otherwise go to a landfill. Other rock and gravel materials can be acquired locally from mining areas. All materials should be chosen for high quality and local availability, and carefully installed to reduce need for later upkeep or reinstallation. For example, care should be taken in the installation of rock blankets or mortared cobble to ensure that no cracks will form that may later be inhabited by weedy growth.

Plant Ecology

Considerations for plant durability and ability to withstand freeway conditions have been made in defining the new plant palette. Many of the California natives of the historic plant palette meet these criteria; others are not as well adapted and substitutions have been made. These substitutions are of similar character and are well suited to local climate and conditions. Although many of the plant species have been chosen for their tolerance to roadside conditions and climate, it will be necessary to install irrigation in some places for plant establishment. Some of this irrigation can be temporary and should be removed once plants have adapted. Most of the plant selections will be able to survive on seasonal rainfall alone and some will be adversely affected by summer irrigation. Plants should be given adequate room and be allowed to grow to their natural shapes, as they would in the wild. Any pruning or shaping of plants should complement their natural forms.

The design of the planting areas should take plant succession into account. Some plants will grow quickly but die after about ten or twenty years. Most larger shrubs and trees will be slow to mature, but they will provide well-adapted vegetation for decades to come.

For instance, the planting of *Ceanothus* varieties or *Fremontodendron* will provide bright colors and fast growth, but they are relatively short-lived. Integrating longer lived, slower-growing plants with rapidly maturing species can help maintain attractiveness over a longer span of time. Where accent plants are appropriate, replacement at five to ten year intervals would become necessary to maintain the planting scheme.

Access

In situations where parkway planting is adjacent to residential streets or pedestrian paths, it is recommended that crews access landscape areas from this side using gates located along the chain link fence at regular intervals. In this way, workers are not in danger of being struck by fast moving traffic, and trucks and equipment can stay off of the Parkway. In areas between the Parkway and the channel, construction of access ramps for maintenance vehicles is recommended where possible.

Parkway Festivals

For the southeast side of the road, access is a much more difficult problem. The best alternative for addressing this problem is to close down the road for a few hours at a time. These events would involve not simply closing the outer lanes, but closing one side of the Parkway or even the whole route for a Sunday afternoon and holding a festival for the community to celebrate the parkway. CalTrans and residents alike have suggested this idea. Community residents could pick up trash along the road and be rewarded with live music, concurrent events (like a bike race or 10K run), and a barbecue while maintenance crews attend to the parkway landscape. These festivals could be centered at the adjacent parks or the proposed turnouts. Similar programming has successfully occurred on other heavily traveled roadways in other parts of the United States.

Implementation

Caltrans would be the main party responsible for implementing the parkway planting plan and programming. However, cooperation between Caltrans and other agencies will be necessary. For instance, the determination of land ownership in the narrow strips along the Parkway is an outstanding issue (which is out of the scope of this project) and needs to be resolved. Our proposals may very well cross over public property lines. Inter-agency cooperation is essential in such cases. For instance, Caltrans will have to work with L.A. County Flood Public Works in order to make any alterations to the channel, such as building a small retaining wall. Community input should continue to help guide the plans. Organizations can also be recruited for building projects. Groups such as Northeast Trees could aid in the construction of the new landscape.

Evaluation

The rehabilitation of the Arroyo Seco Parkway's landscape is the cornerstone of this entire plan. The first objective of our plan, providing an improved landscape for the Parkway, is met by the designs which have been presented. These recommendations are respectful of the historical design of the Parkway, while meeting several functional objectives. Its successful implementation is a vital part of the overall community's improvement.



PART TWO: - THE PARKWAY & THE CHANNEL

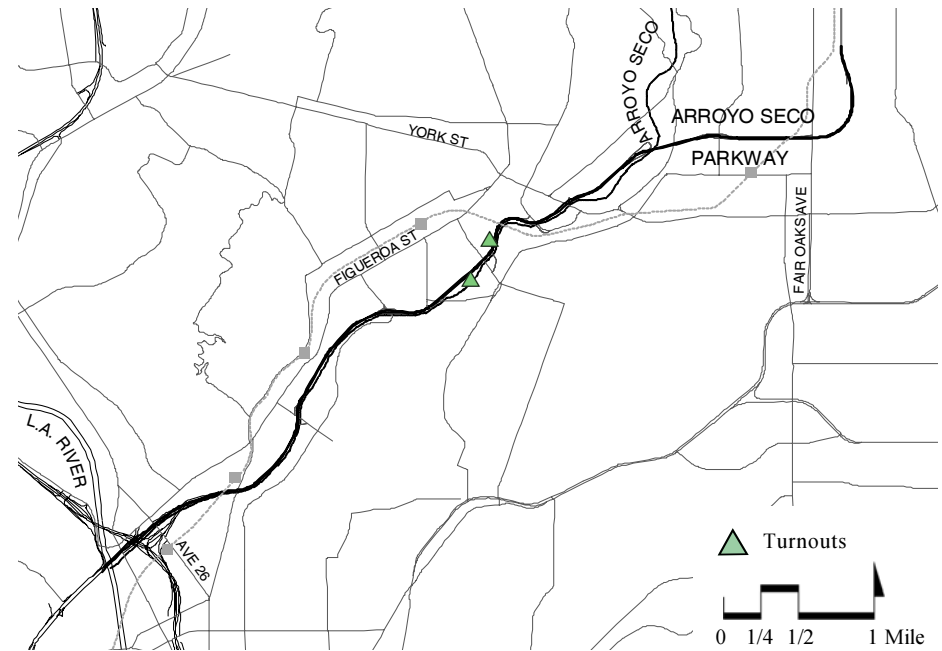
Part Two looks at the treatment of land adjacent to the Parkway and the Arroyo Seco channel. This land is visible from the Parkway and is important to helping create an overall atmosphere for the corridor. Plan elements suggested for these spaces act as transitional zones between the Parkway, the channel, and the surrounding neighborhoods. The plan elements improve or add to the current use of vacant or under-utilized land in order to aid circulation, education, and ecological functioning.

- ◆ *Parkway Tunouts*
- ◆ *Wetlands*
- ◆ *Linear Parks*
- ◆ *Green Commuter Bikeway*

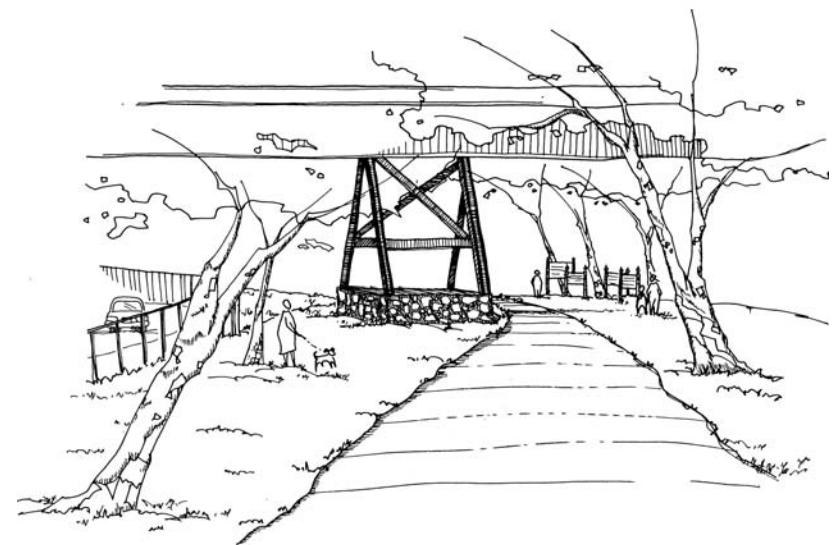
PARKWAY TURNOUTS

The turnout is a tool for orienting users of the Parkway to the surrounding area and local history. By giving drivers a chance to exit the traffic flow, and pause in their travel, visitors can learn more about the space they are moving through. These spaces function as rest areas, but also add a sense of place to the roadway by contributing information and a pleasant atmosphere to the travel experience. Interpretive stations housed within the turnouts act as focal points and can give illustrated and text information regarding the area, allowing for education and heightened awareness and appreciation.

Two locations were sited along the Parkway for turnouts, one in each travel direction. Both sites were chosen based upon their adjacency to other local cultural resources, upon the size and shape of available space, and were perceived to be under-utilized in their current state. Turnouts will bring more people to the site and provide additional access to parklands.



Current photo of Arroyo Seco Park beneath railroad bridge



Turnout design with one travel lane removed and interpretive panels



Aerial view of southbound turnout site

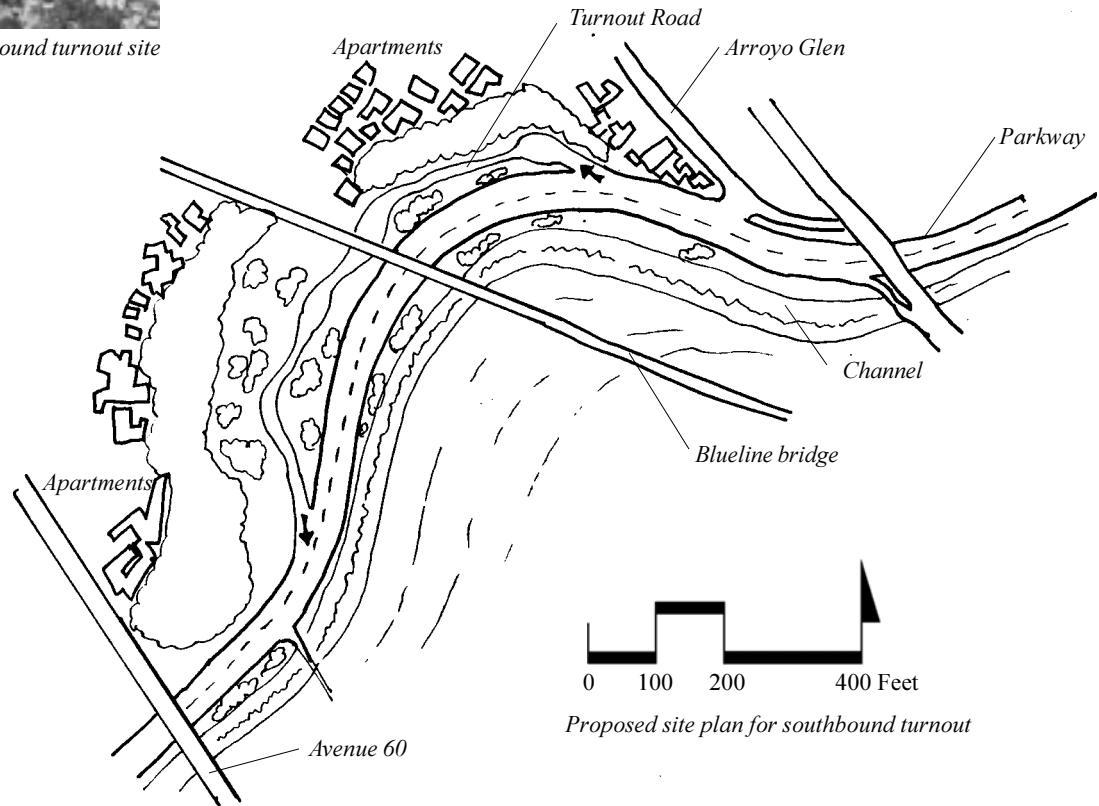
Views from the park include the naturally occurring walnut woodlands and wildlife habitats of Debs Park and a portion of the Arroyo Seco Channel. This park is easily viewed from the Parkway. Additionally, there are several examples of historic planters that originate in the Parkway design.

The historical and natural features of this space make a good backdrop to an interpretive center focusing on the natural history of the Arroyo Seco landscape. An information kiosk or sign panel could illustrate the natural processes of erosion that formed the Arroyo, the features of native plant and animal communities, hydrologic flows, climatic patterns, etc.

Site Designs

Southbound Turnout

Located in the current space owned by the City of Los Angeles and operated as a portion of the Arroyo Seco Park, this linear park runs parallel to the Parkway, between Avenue 60 and Arroyo Glen cross streets. The focal point of the space is the newly refurbished trestle bridge, to be used by the future Pasadena Blueline extension, which spans the Parkway and has footings within the park. Other features of the park include mature sycamore and elm trees, a centrally located tot-lot, sufficient parking and access roads from either end. Currently, automobile access is blocked off and limited to the south end of the park; pedestrian access is available at both the north and south ends. Integrating the turnout use into this park space would require minimal reconfiguration, due to existing road and parking areas.



Proposed site plan for southbound turnout

Northbound Turnout

This site is sandwiched between the Parkway and the channel. It is currently only accessible from a pedestrian bridge from the adjacent Arroyo Seco Park (east side).

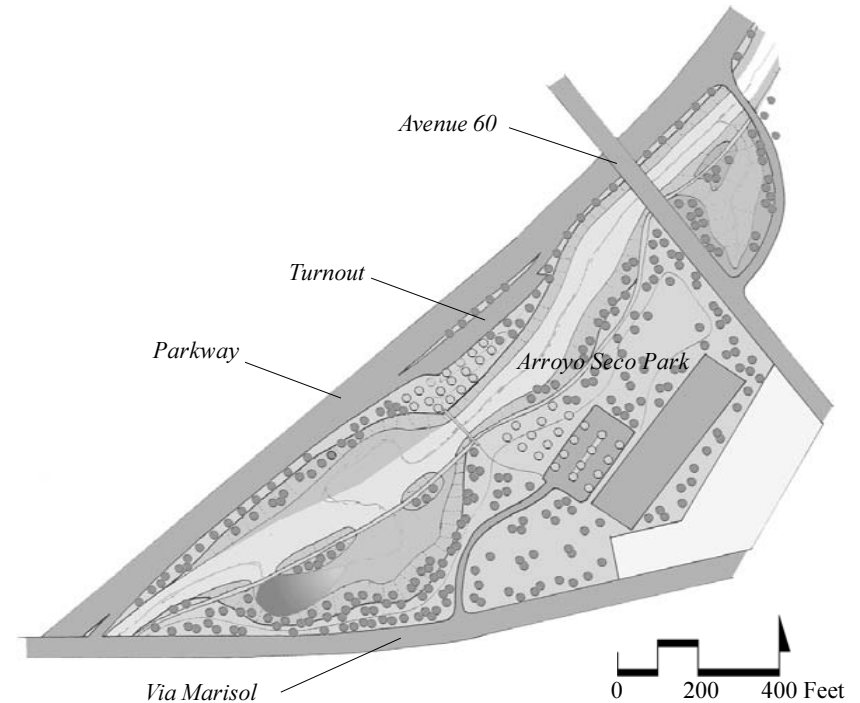


Aerial view of the northbound turnout site

It is bounded on the south end by the Via Marisol onramp and by a turn of the channel on the north. The space is owned and maintained by the City of Los Angeles, and was recently planted with an orchard of Japanese Cherry trees. However, this space is under-utilized, and it is highly visible from the Parkway.

Many of the remaining historical parkway features, such as wooden guardrails, bridges, and planters are north of this site. For this reason, the site is an appropriate location for an interpretive center focusing on the history of the Arroyo Seco Parkway and Channel engineering. Visitors to this center can see the illustrations of the Historic American

Engineering Record study, which depict these early engineering feats, and then return to traveling on the Parkway and see them in place. This center will bring attention to the details that add to the sense of place of the historic road.



Proposed site plan for northbound turnout

Management and Implementation Strategies

Crime and Vandalism Prevention

The proposed turnout areas will be highly visible and will have increased traffic. This increased activity will help deter acts of vandalism and crime. However, it will be important to provide adequate and regular maintenance and upkeep of the area and facilities in order to preserve quality of experience for users. Any graffiti must be removed immediately. Trash must be picked up and waste disposal containers emptied regularly. It is suggested that the

Highway Patrol make regular stops at the turnout areas. Additionally, these areas can be used by the Highway Patrol to monitor and regulate traffic speed. Ample lighting should be installed to illuminate the area during hours of darkness.

Time Limited Parking

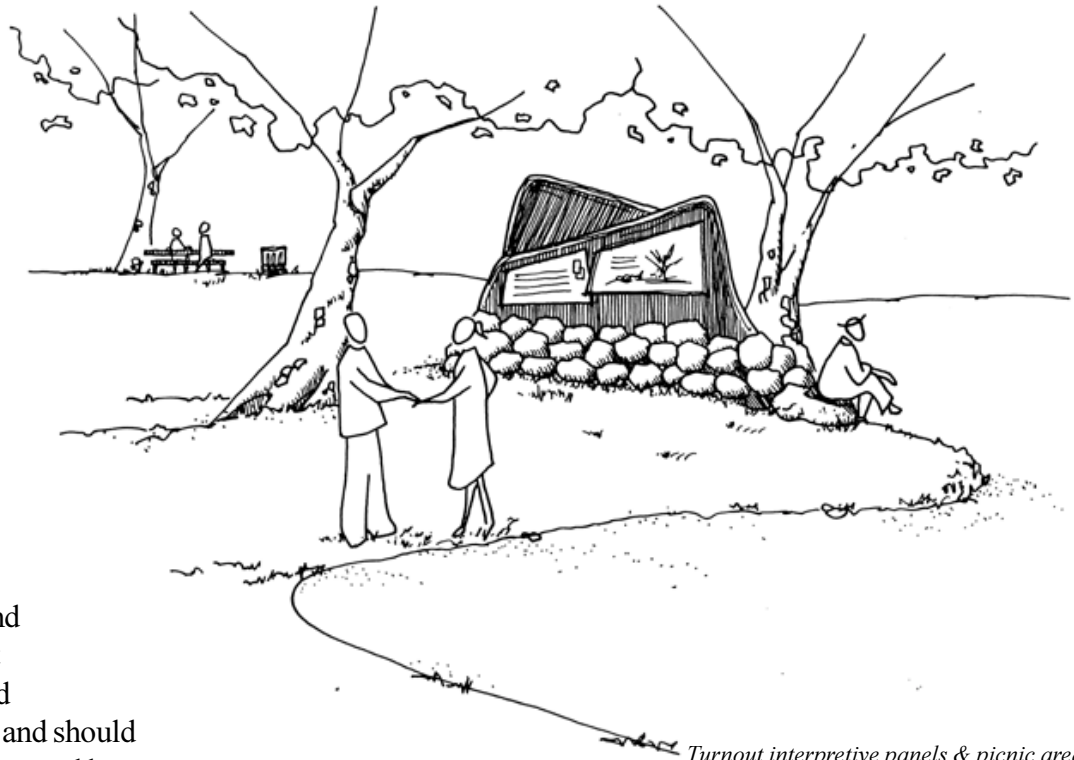
Turnouts are meant to provide for short-term visits. Utilizing meters or thirty minute parking zones in the parking areas will help deter loitering or abandoning of vehicles. Additionally, the funds from these meters can be used for site upkeep. Both sites have pedestrian access and nearby parking areas if longer term use is desired.

Vending/ Markets/ Programming

Street vendors are frequently seen throughout the Highland Park community offering fruits and cultural food and craft products. This type of activity creates an atmosphere and sense of place that sets this area apart from other regions and should be encouraged. It is suggested that such vendors be contracted by the City of Los Angeles Parks Department to set up their goods in the turnout locations. In this way, visitors may also experience some of the culture of the local community as they pass through the corridor. This activity could lead to a larger organized marketplace, such as a farmers' market or local artists' market, which could be held in these locations on a regular basis. This activity could help boost the local economy while also bringing positive public attention to the area.

Implementation

Because the turnouts will function as a parkway addition, agreements must be made between the public agencies of Caltrans and the City of Los Angeles Parks Department on maintenance, patrol, and funding of the new facilities. Museums or local schools or colleges could help design, build, and maintain the interpretive panels.



Turnout interpretive panels & picnic areas

Evaluation

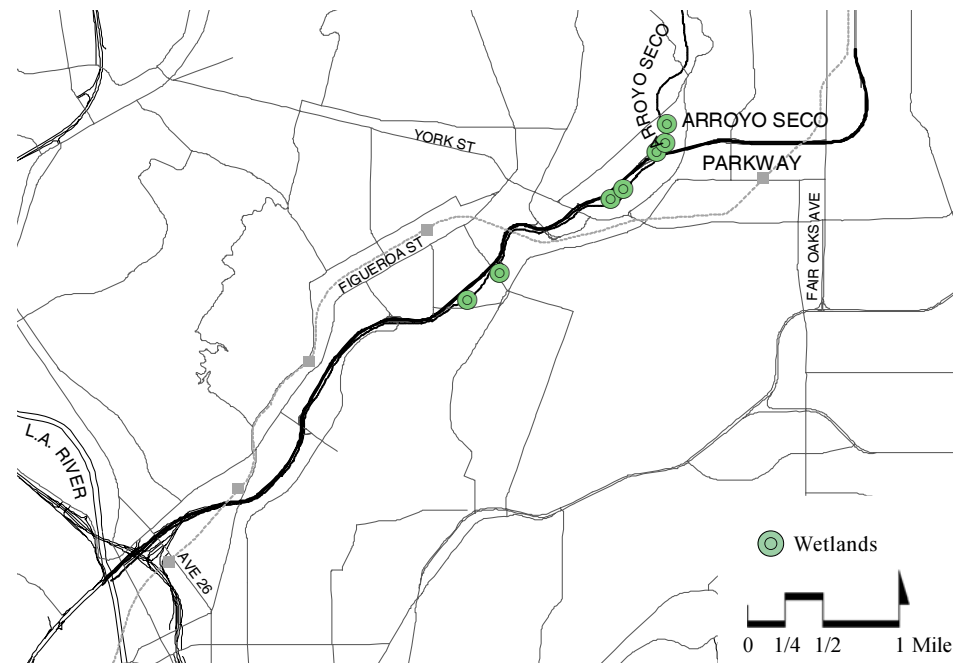
These turnouts improve the traveler's experience while also improving the existing parkland facilities for community use. By encouraging people to explore and get to know the area, turnouts help develop a sense of place and introduce more people to the vibrant cultural experience of the Northeast Los Angeles neighborhoods.

WETLANDS

The Arroyo Seco channel was built in conjunction with the Parkway as a WPA project during the Depression Era. By the fact that the channel and the Parkway are so close together, the two go hand in hand—one cannot plan the future of one and neglect the other. Their structures are often conjoined. They share practically every bridge and a retaining wall for much of their lengths. And just as the Parkway suffers from inadequate capacity, the channel is not able to handle even a 50-year flood in many stretches (see Analysis Section for map).

Although the channel, like so many of its counterparts in Southern California, paves over a natural resource, nature is subtly revealed in places along its course. While most of the channel is concrete (in a trapezoidal or square sectional shape), a good portion of the channel is constructed, at least in part, with cobblestones mortared together. These stones were undoubtedly dug out from the original Arroyo streambed, whose ghost now lives on in the channel walls. Trees, mostly sycamores, overhang the channel. Some of these trees poke through the cobbles out of openings near the tops of the banks; others hang over from adjacent parks or parkway planting areas (where there is no maintenance road). Overall, the Arroyo Seco Channel, especially in the northern part of the project area, conveys the sense of a place much more alive than the typical, antiseptic flood control channel. The project plan proposes some minor changes to the channel structure to accommodate an improved parkway experience. A bikeway located on the southeast side of the channel gives opportunities for further channel restructuring and naturalizing.

In this section, designs will introduce wetlands to places along the channel. These wetlands address the issues of channel capacity, the quality of urban runoff water, and the ecological functioning of the Arroyo Seco. The specific objectives of these wetlands are to



address and remedy each of the issues as well as provide a new recreational area where the community can directly experience the waters of the Arroyo.

Site Locations

The locations for wetlands along the Arroyo are based on land availability (adjacent to the channel), channel capacity sufficiency, and slope. These areas will act as detention or retention basins and will require larger areas of land next to the channel with little or no slope. Fortunately, suitable undeveloped land exists in some areas adjacent to the channel. The first of these areas is at the northern end of the project area at San Pascual Park. The design incorporates wetlands on the east side of this park, which is adjacent to the channel and just to the north of the Parkway. The wetlands here will continue past the park on the south side of the Parkway where a large tract of

undeveloped land between the channel and the Parkway. This land has no access for people. The channel in these areas currently has insufficient capacity.

Another area for proposed wetlands is at Arroyo Seco Park, adjacent to Via Marisol. At this park, the channel diverges from its usual track right next to the Parkway. This leaves an open area of parkland between the two. Currently, this plot is planted with non-fruiting cherry trees and is known as “the orchard.” Although this area is parkland with access via a pedestrian bridge, it appears to be under-utilized. It is also along a stretch of the channel that is under capacity.

Site Designs

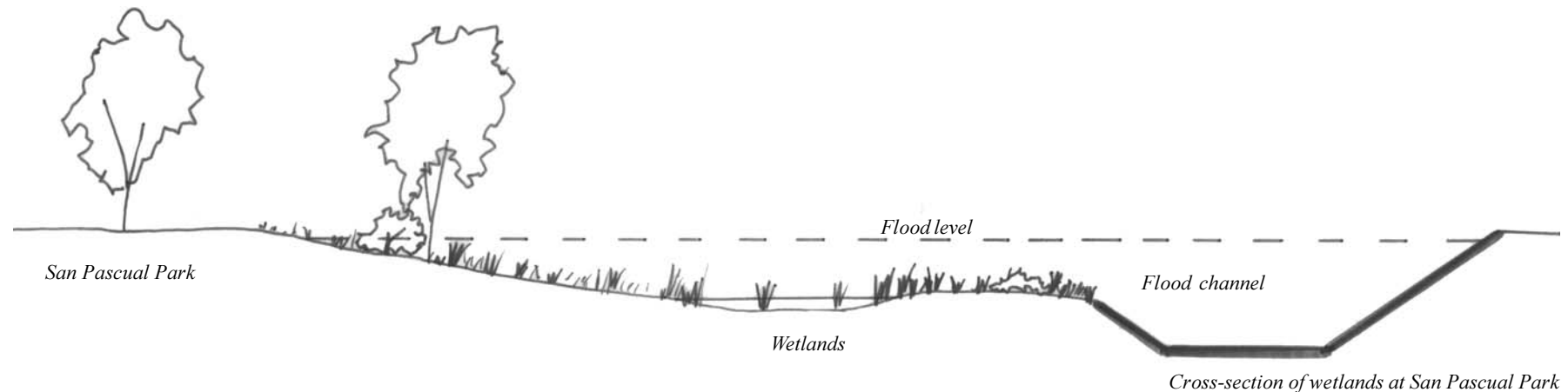
“San Pascual Park/Bridewell Offramp”

The objective of this site design is to increase flood capacity for the channel, improve water quality, and restore a measure of biological functioning to the Arroyo Seco. Wetlands will be created on the east side of San Pascual Park and in the tract of undeveloped land adjacent to the Bridewell offramp. Both of these areas are on stretches of the channel where it is under capacity for a 50-year flood. In the design, the areas of wetlands creation would be lowered

several feet from their current elevation in order to expand the capacity of the channel. They would not have to be lowered all the way down to the level of the bottom of the channel. Wetlands would occupy an intermediate step above the flood channel and below surrounding land. A portion of the wetlands would occupy the area within the loop of the Bridewell Street offramp.

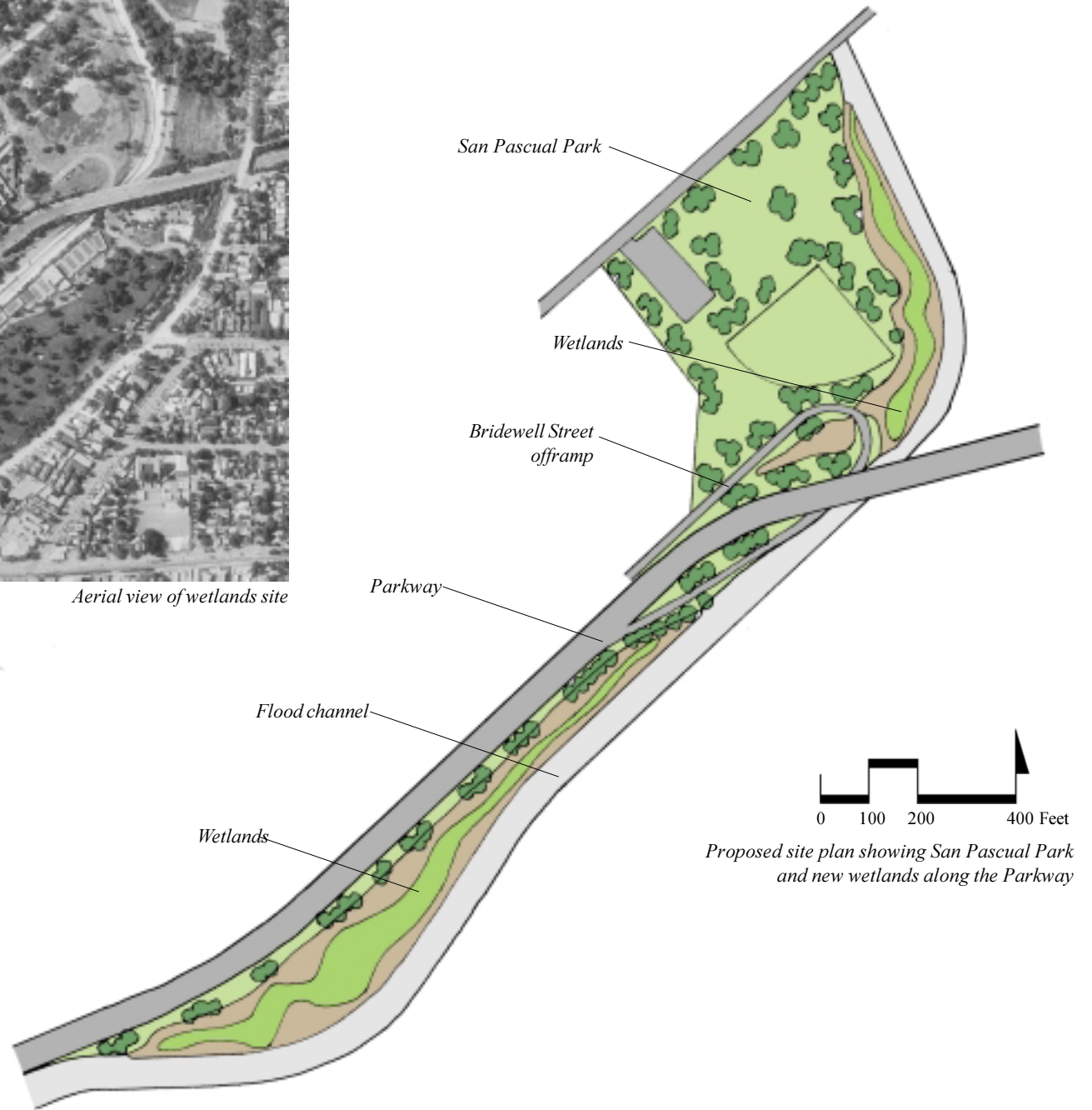
San Pascual Park could greatly benefit from the addition of wetlands. The portion of the park where we suggest wetlands is currently not well used or maintained. Two ball fields and some picnic areas are presently being used by the community. These places would be preserved and enhanced with better access and parking in conjunction with funding and construction of wetlands.

To sustain the “wetness” of these wetlands, a reliable source of water is needed. The low flow water from the bottom of the channel that persists year round will be this source. This water, diverted upstream, will be carried by gravity in a flume-like fashion or in a pipe next to the channel, and then into the wetlands. Another pipe will be needed under the Bridewell offramp to connect the two wetlands. Additionally, runoff from the Parkway and from underground storm drains would be directed into the wetlands. The natural filtration processes of wetlands would enhance the water quality considerably. Overflows from this wetland returns to the channel.





Aerial view of wetlands site



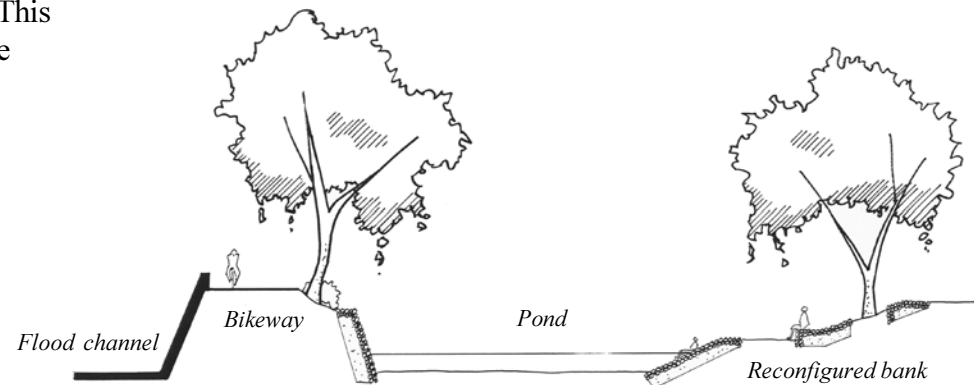
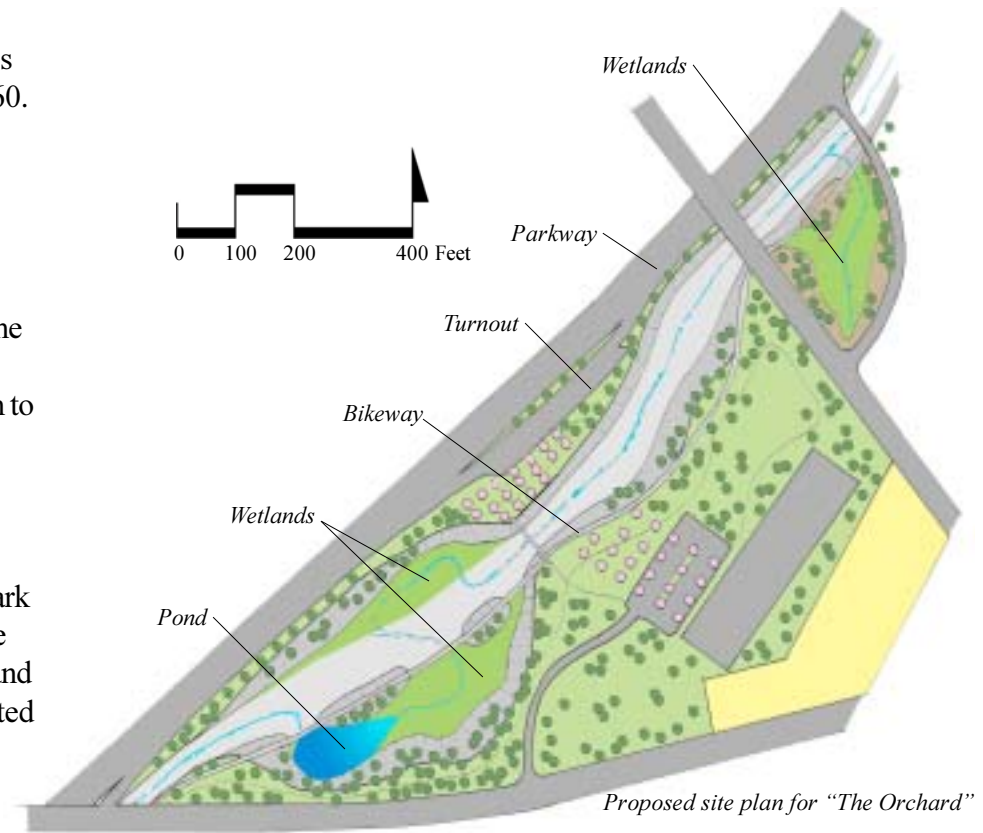
Proposed site plan showing San Pascual Park and new wetlands along the Parkway

“The Orchard”

Wetlands would be located in two locations at this park. The first is within a small area enclosed by a parkway on/off ramp at Avenue 60. This area is poorly used. There are storm drains that are located under Avenue 60 that could be “day lighted”—or brought to the surface so that water could be directed into wetlands.

The second location is at the southern end of the park. Here, the channel would be widened substantially. Wetlands are located to the side of the concrete portion of the flood channel, which retains its width. The low flow channel is diverted—first to one side and then to the other—providing water to the wetlands. After being naturally treated and filtered, these waters would collect into a small wading pond.

In addition to the environmental objectives met by wetlands, this park provides an opportunity for giving direct access to the Arroyo. The banks of the channel are reconfigured to allow more plant growth and access to the pond and wetlands. These banks would be constructed of mortared cobblestones, reflecting both the nature of the Arroyo Seco and the method that was used to construct parts of the channel. Paths and benches would be built into the bank along side openings for trees to grow out of. A bikeway would be placed above the wetlands, either elevated on bridges or islands. This allows an uninterrupted and more direct route for the bikeway (see Green Commuter Bikeway section).



Management Guidelines

For the plants of these wetlands, low growing grasses and herbs would be a reasonable choice. These plants should be able to withstand short periods of flooding and longer periods of drought. Scouring during flood events may uproot plants, thus the proposed smaller plants offer less of a threat of downstream clogging of flood channels. More research on wetland types and consultation from biologists is needed to insure that proper wetland species for this context are installed.

As an alternative to wetlands, the restoration of riparian conditions could be accomplished in these areas. Although not strictly runoff treatment wetlands, the planting of native riparian trees, shrubs, and other plants would contribute to a more diverse natural area with higher habitat and wildlife corridor value. Just a few miles to the west, the Los Angeles River flows for several miles without a concrete bottom. There, the river supports surprisingly healthy and large vegetation directly in the path of potential floodwaters. Similarly, in the San Gabriel River channel below Santa Fe Dam and above Whittier Narrows, riparian shrubs are allowed to grow within the flood control channel, up to a certain height. Considering that the areas in question occur to the side of the Arroyo Seco channel, not directly in it, riparian restoration should not be ruled out. Larger plants can provide the additional benefit of bank stabilization. For such an alternative, the recommended management strategy is to selectively remove dense growth and dead plant material from these areas, while still allowing healthy plants to remain in place.

Implementation

Restructuring the Arroyo Seco channel would involve many government agencies and should also incorporate community involvement. Determining land ownership and jurisdiction would be the first and possibly most daunting task. The Army Corps of Engineers and L.A. County Department of Public Works are responsible for flood control for the Arroyo Seco, but their responsibilities in terms of wetlands maintenance will need to be determined. Cooperation from L.A. Parks and Recreation is necessary because the city owns and operates San Pascual Park and Arroyo Seco Park. Cal Trans operates the Parkway, which bisects the upper wetland site and borders the lower site.

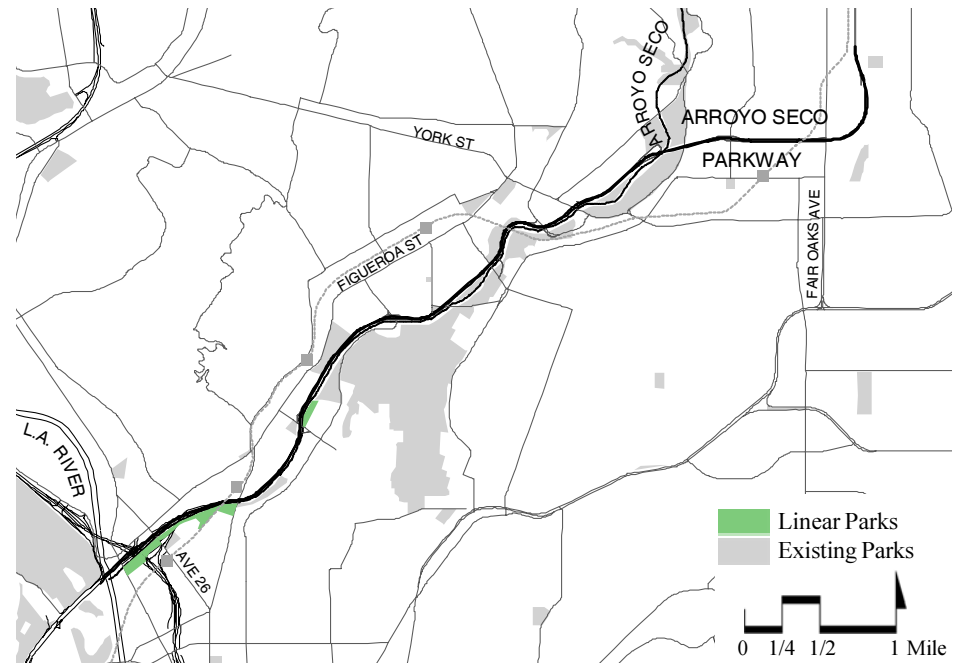
Local organization involvement is important in the planning, design, construction and maintenance of these wetlands. Northeast Trees, a non-profit agency of the area, could supply plants and perform some construction and restoration. The Audubon Society should be consulted on plant selection and habitat recommendations. Furthermore, the forthcoming Hahamongna Watershed Plan has the most potential to augment and help realize any channel restoration plans. In this plan, which will focus on the entire Arroyo Seco Watershed, emphasis should be placed on addressing the causes of urban runoff quantity and quality. The Arroyo Seco is affected by all storm water management policies within its watershed. The Hahamongna plan has the potential to considerably reduce the amount of floodwater that the channel has to convey at any one time. If this happens, the channel can function less as a single-purpose storm drain and contribute more toward ecological processes of the Arroyo Seco.

LINEAR PARKS

Parkways usually travel through parks or link various parks together. They were originally conceived as wide, tree-lined avenues that were to connect large city parks as they were being developed in America in the late 19th century. They evolved into roads that carried motorists smoothly and pleasantly through beautiful settings. The roads were wrapped in wide park-like rights of way. The Arroyo Seco Parkway has these conditions in certain areas where city parks and open spaces abut it. However, south of Montecito Heights Park, the Parkway travels directly through industrial and residential areas, with only the Arroyo Seco channel to insulate it. Parks are needed for much more than creating a beautiful environment for the road; they are a major objective of the overall plan. The entire length of the Arroyo Seco presents a wonderful opportunity to provide recreational connections, which are so needed by the community.

Meanwhile, parkways continued to evolve. The Arroyo Seco Parkway set the stage for the limited-access roadways of Los Angeles. These freeways tend to create barriers that divide neighborhoods and become nuisances in terms of local circulation, aesthetics, safety and sense of place and community. These roads serve a single purpose of moving people and materials as fast as possible, and result in increased volume and speed of traffic, as well as increased noise and air pollution. One of this project's objectives is to alleviate some of the negative elements associated with the existence of a limited access road and use landscape design to integrate the Parkway into the local landscape and context of the surrounding community.

Linear parks along the Parkway function as buffers and transitional areas between the high traffic road and the surrounding neighborhoods. They can also provide pleasant scenery for Parkway users, alternative transportation routes for local travel, resting facilities



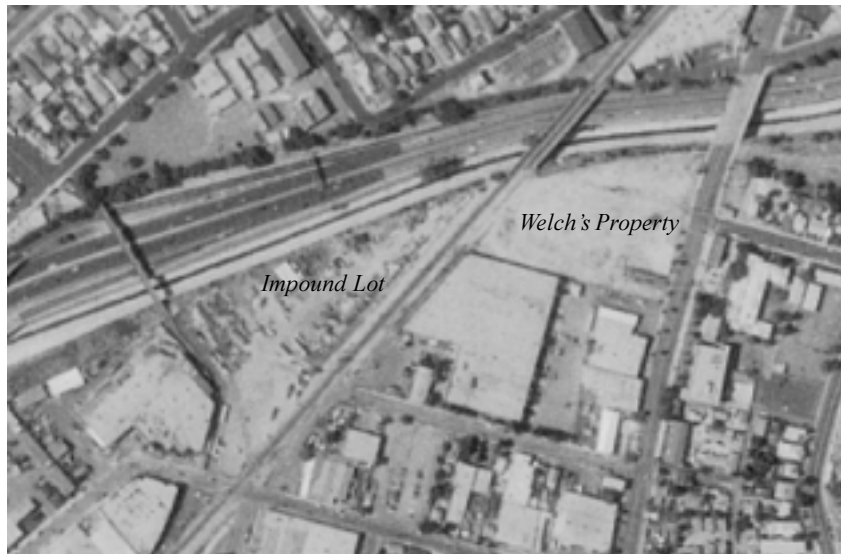
for drivers, recreational opportunities, multiple-story planting that filters degraded air, and other environmental enhancements. The linear park system, when implemented at full extent, would connect the historical, natural and cultural heritages of northeast Los Angeles.

Site Locations

There are many parks already established along the Arroyo Seco Parkway, especially along the northern portions. However, many of the areas adjacent to the Parkway and south of Avenue 43 are either vacant or neglected. Currently, some of this land between private properties and the channel is plagued with graffiti and overgrown weeds and are used by the homeless as campsites. In order to achieve the plan objective of creating a unified park system, connected by pedestrian and bicycle trails, key parcels of land have been identified for acquisition and park design. These areas are, with one exception, between Pasadena Avenue and San Fernando Road.

Land was chosen because it was either vacant or could easily be converted to new parkland. For example, an impound lot in a crucial location was identified for a new park. A large Los Angeles County Animal Shelter, although in a prime location along the corridor, was avoided. A narrow strip of land behind the shelter can be used to make connections.

One area has been identified for a linear park that currently contains homes. This is a one-block stretch north of Avenue 43 along the channel. Although it is a difficult decision to recommend the removal of residences, this small area represents a crucial link between Montecito Heights Park and the proposed Visitor Information Center. Furthermore, the Experiential Analysis determined that this area is very prominent from the Parkway and presently appears as unsightly backyards and graffiti.



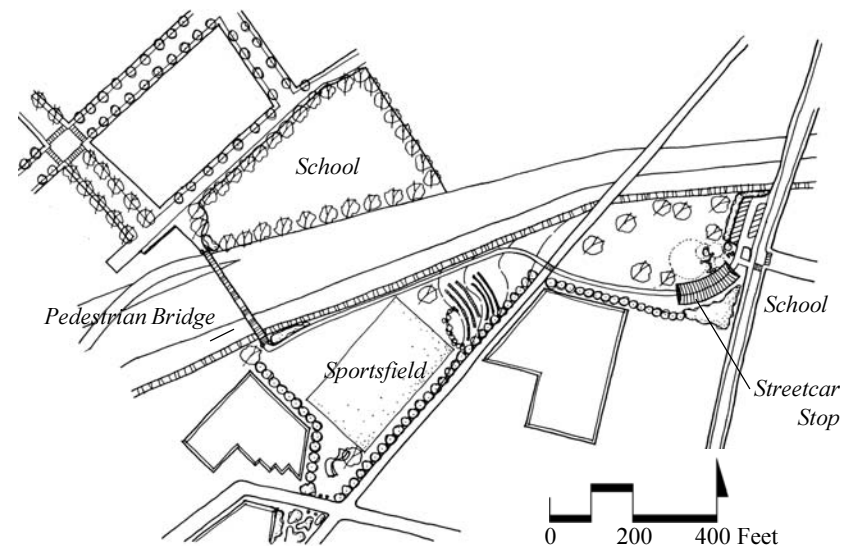
Aerial photo of Welch's property and Cypress Avenue pedestrian overpass

Site Design

"Welch's Property and Cypress Avenue Pedestrian Overpass"

The area adjacent to the Parkway and south of Heritage Square has been a concern for community members for its unsafe, unpleasant conditions. For example, the narrow, winding, and completely enclosed pedestrian overpass from Cypress Avenue is covered with graffiti and razor wire, and leads to a double-fenced impound lot, parking lots and a wide, dusty road. There are three grade schools and one middle school nearby whose students are the daily users of this nightmarish route. Near this area is a brown-field site known as the Welch's property, two proposed Blueline stations, and several industrial buildings.

In order to enhance safety, bring in a more human-scale atmosphere, and provide spaces for community activities in the area, the Welch's property and the impound lot are appropriate for acquisition and design of a linear park. The two major elements of this linear park are a sports field and a streetcar stop. The employees and students of



Proposed site plan for Welch's property and Cypress Avenue pedestrian overpass

the nearby schools and factories can use the park for soccer games or lunchtime outings. Parking spaces are provided south of the area for school buses, vans and private cars. This space will also be connected to the park system by a bikeway, a green walk, and an improved pedestrian overpass. Both the bikeway and green walk are linked to the proposed River Walk.

“Avenue 26/Interstate 5 Interchange Area”

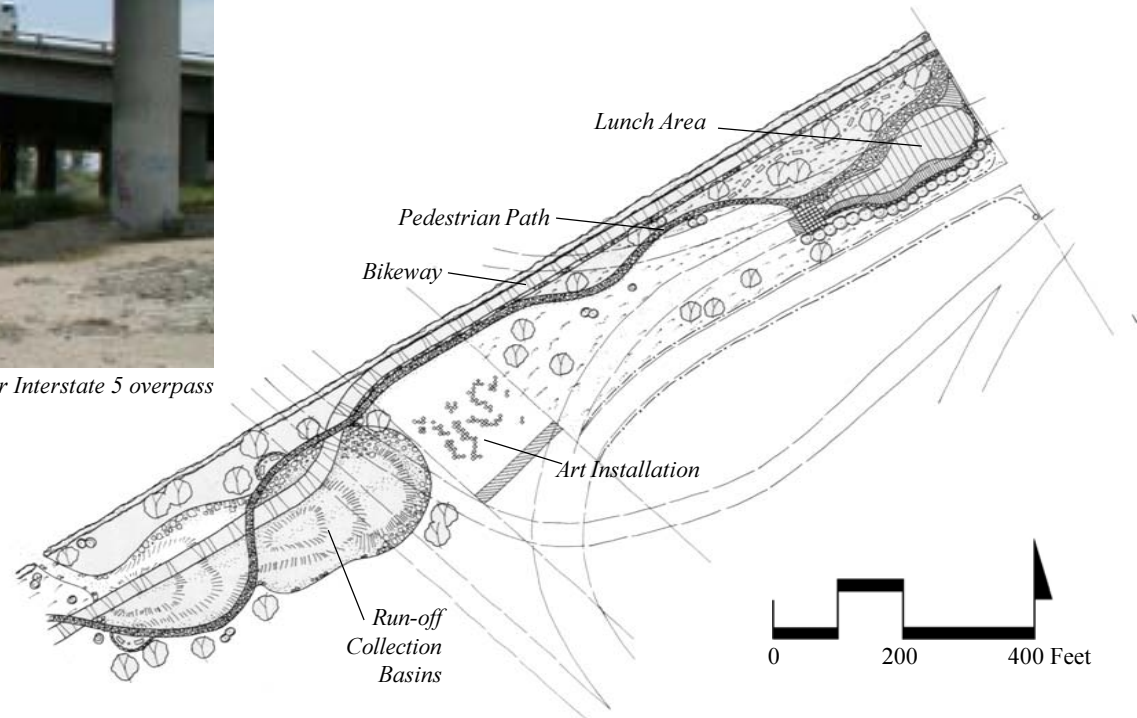
The area under the parkway interchange section has interesting spaces, dramatic shadows, and dynamic and diverse slopes, aspects, widths and height. Avenue 26 is heavily used by vehicles and pedestrians. The area is key to making connections to the nearby the



View under Interstate 5 overpass



Aerial photo of Avenue 26/Interstate 5 area



Site Plan - Ave 26/Interstate 5

Los Angeles River Center and the proposed Confluence Park. This challenging space has many opportunities for improvements though linear park design. It is noisy and active and surrounded by concrete and asphalt.

Option 1: Multiple-use Open Space and Runoff Treatment Wetland

The first option for the design of this area is the creation of small pocket park that could be used by local workers and residents. Resting, eating lunch, and dog walking are types of activities that would be provided for. Many people will benefit from the improved atmosphere, including Parkway drivers, industrial workers, and school



Wetland "overpass": where the pedestrian path and bikeway cross



Perspective sketch of Avenue 26 lunch park

children. The large amounts of surrounding paved areas make this area ideal for run-off capture and biological treatment of polluted water before it enters the Arroyo. A wetland would be created under the various freeway overpasses.

Option 2: Urban Sports Recreational Facilities

Noise is an intrinsic issue of high-speed roadways. There are a few ways to mitigate the noise problem, such as sound walls, landforms or berms. However, this site is directly under freeways, making these techniques ineffective. Thus it is an option to introduce certain kinds of activities that are less affected by noise or are considered noisy themselves.

One of such activities is skateboarding. Considering the youth population and school locations in surrounding communities, this freeway interchange area would be appropriate for accommodating skateboarders. Using existing grades and support structures, the area can provide a series of slopes and ramps for beginners to advanced users. This concept has been found to be a popular adaptation to noise in another freeway site – Portland Oregon’s Burnside Bridge Skate Park.

Another sport that is tolerant of noise is climbing. The facilities for climbing require vertical structures and safe ground surfaces. The vertical support elements of the freeway structures can make suitable climbing surfaces. Two sets of supporting pillars are protected from rain under the ramp of the Arroyo Seco Parkway near Avenue 26. There are also two sets of pillars beneath Freeway 5. Since these areas are covered by the freeway structures, soft and safe ground surfacing can be provided without major damage from rain and sun.



Skate Park under the freeway overpasses

Encouraging such active uses of the area is desirable in a few more ways. Providing sufficient and dramatic lighting for the sports facilities will eliminate odd corners and unattended spaces, which will help discourage crime and tagging. Attracting more users after dark will also discourage unwanted activities. Urban sports using the freeway structures can also provide cash revenues through events and competitions, as well as through advertisement on the structures. Above all, creating a space for active sports will benefit youth and their families considerably by providing a destination and activities.

Management Strategies and Programming

The most crucial factor of the design of these areas is how to prevent crime, vandalism and vagrancy. The design scheme focuses on opening up views, eliminating corners and spaces where people can hide, and avoiding negative visual elements such as chain link fences combined with barbed wire or vertical surfaces that are susceptible to graffiti. It is very important to animate the area through programming of community events and regular activity.

Some programs that can stimulate the use of the area are:

- Monthly inter-school soccer games
- Regular soccer, track, and other sports events and summer camps
- Open hours (for after-work sports practices of corporate teams)
- Annual school festivals or sports festivals
- Cultural festivals
- Summer concerts
- Swap meets, flea markets
- Outdoor art exhibits by children or local artists

Appropriate management would enhance the interaction among nearby schools, involve parents and families, and increase community awareness of not only the residents and schools, but also employees of offices and shops in the area.



Climbing walls using the overpass support structures

GREEN COMMUTER BIKEWAY

Many residents of the Arroyo Seco area and surrounding communities work in downtown Los Angeles. Although the distance between their homes and downtown is relatively short (under ten miles) the congestion of the Parkway during rush hours makes the daily automobile commute slow and frustrating. A twenty minute drive can take an hour or more. Yet, this is the only choice for many commuters at this time.

People who desire the flexibility of personal travel, yet would like to avoid the frustrations of traffic may opt for using a bicycle as their mode of travel to and from work. The route is perfect for the commute by bicycle; the gentle slope of the terrain allows for a quick coast into downtown in the morning and slightly more strenuous, yet still easy return after working hours. However, this is not a feasible alternative at this time in the Arroyo Seco corridor due to barriers and lack of facilities. There is an existing bikeway that was constructed by the County's Public Works Department. This bikeway, set in the bottom of the channel, has limited access, is limited in length (it does not reach downtown and ends abruptly in the middle of the corridor), and requires closure during any rainfall. Plans are in progress for extending this bikeway and making a connection to the Los Angeles River bikeway. However, without bringing the bikeway out of the flood channel, this route will never satisfy the needs of commuters as a reliable transportation alternative. The proposed plan suggests the creation a viable alternative for commuters who desire the freedom and health benefits of using human energy as their means of daily travel.

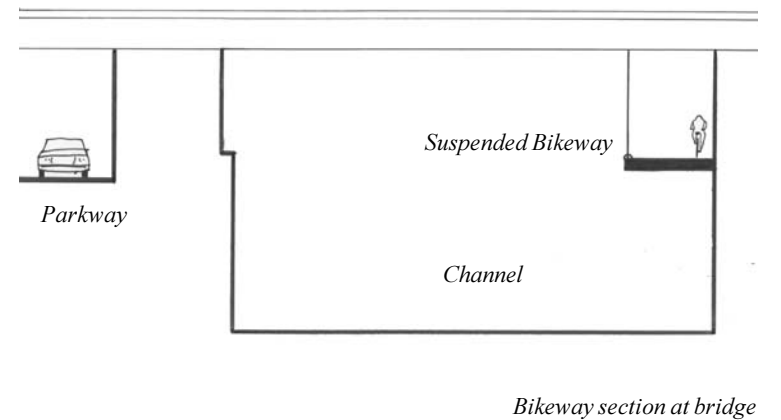
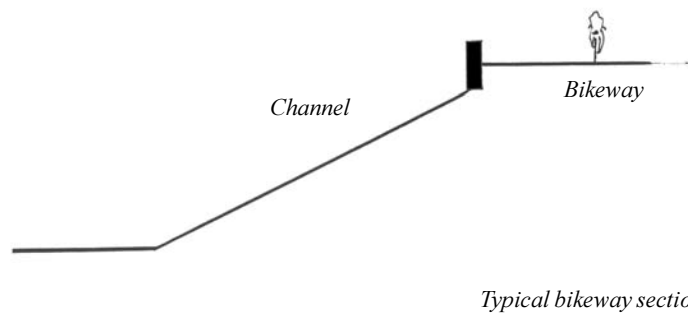
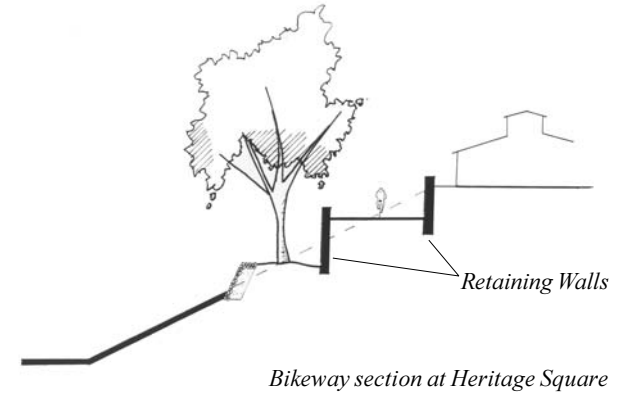
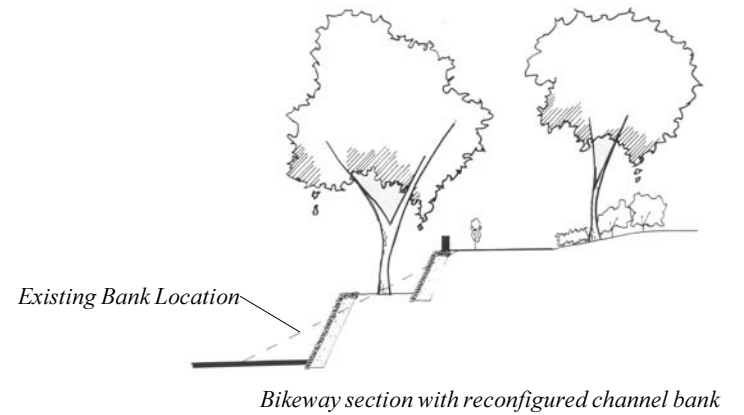


Route Location

In order to provide a reliable, fast moving, congestion free travel route for biking commuters, the proposed location of a new bikeway is not contained within the channel, but travels above flood levels on land adjacent to the channel on its southeastern bank. This is the side of the channel opposite the Parkway where much available land exists, mostly in the form of parks. This lane is separated from pedestrian use, and is designated only for higher speed bike movement. We recommend a width of fifteen feet, which allows plenty of room for passing lanes. Although it may be used for recreational purposes, this route is specifically designed to move people quickly and efficiently through the corridor, without obstructions and cross traffic. Avoiding street intersections and pedestrian pathways requires some bridging over and under obstacles such as off-ramps and existing bridges.

In many areas, the route follows the remains of the Arroyo Road, which can be easily converted into an appropriate biking facility. In other areas, existing land use prevents passage of the bikeway, and land acquisition will be necessary to make a connection. The bikeway has a generally straight alignment, without meanders and curves for the most direct and easily navigated ride. Pull off rest areas with shade, seating, and water are suggested at regular intervals.

The designs for the bikeway are shown in a series of cross sectional views. These show the bikeway as an integral part of the channel's banks. Moreover, there is a distinct possibility for restructuring the channel in the creation of the bikeway. We recommend the use of mortared cobblestones in the channel to recreate the effect of the older sections of the Arroyo Seco channel. Similarly, the effect of trees growing out of the banks can be recreated with the use of openings and small terraces in the banks. Wherever possible, the route should be planted with overhanging trees and other native planting to add beauty and interest to the ride. In areas where a retaining wall or separation is needed, the historical style of broken concrete wall material should be used. Historical style lampposts as found on historic bridges will provide sufficient nighttime lighting. Low level lights will be directed downward to minimize light pollution and wildlife disturbance.





Bicycles and Horses

During the course of the project, it became clear that there would be conflict between bicycle users and equestrians in the Arroyo Seco corridor. Equestrian users have a long tradition in the area. The owners of horse stables donated some of the parklands along the Arroyo before the Parkway was built. Two stables still exist, one under the York Street bridge and another at the Pasadena border. Horse users enjoy unlimited access from these stables to Lower Arroyo Seco Park in Pasadena. However, there is an inherent conflict between equestrians and bicyclists since the speed, sound, and sight of bicycles easily frighten horses. Horse users have expressed a desire to have access to the trails of Debs Park, to the south of their stables. An equestrian trail for horses would have to occupy some of the same route as bicyclists, and also cross through parks and over two streets.

The Debs Park Framework Plan has created a resolution for this conflict. This plan has forbidden equestrian use within the park. Because this project follows a principle of adhering to other plans that have been made in the area, no plans or designs for new equestrian trails to Debs Park have been created. However, the current equestrian trail which links the York Street stables to Lower Arroyo Seco Park should be preserved and widened. This trail contains only one location where it would conflict with the commuter bikeway route—under the York Street bridge. This conflict can be resolved by connecting the equestrian trail to the northern arena, instead of winding around to the southern end of the stables as it does. The stables are a historical structure themselves and should also be preserved.

Management and Implementation Strategies

This bikeway proposal is appropriate for the federal funds available through the Scenic Byway program or other T-21 funds earmarked for alternative transportation projects. Caltrans or other public or private agencies interested in this project could apply for federal grant money as well as look for other funding sources, such as corporate sponsorship or donors. The bikeway could also be self-funding if a user fee were imposed. User fees could provide funding for upkeep and improvements to the facility in the future.



Excessively-wide Cypress Avenue



Example of interpretive pocket park existing along the Los Angeles River

PART THREE - BEYOND THE PARKWAY

Part Three extends the project into areas that are not necessarily adjacent to the Parkway itself, but within its scope of influence. The plan elements within this section look deeper into the concerns of the community and investigate how to create a holistic vision for many aspects of the Arroyo Seco area, including interactions between people, nature, and history.

- ◆ *Electric Streetcar Line*
- ◆ *History Trail & Orientation Center*
- ◆ *Open Space Protection*
- ◆ *Connecting Communities*

Across the Arroyo Seco:

Community Green Walks

Community Crossings

Pocket Parks

Community Linking Programs

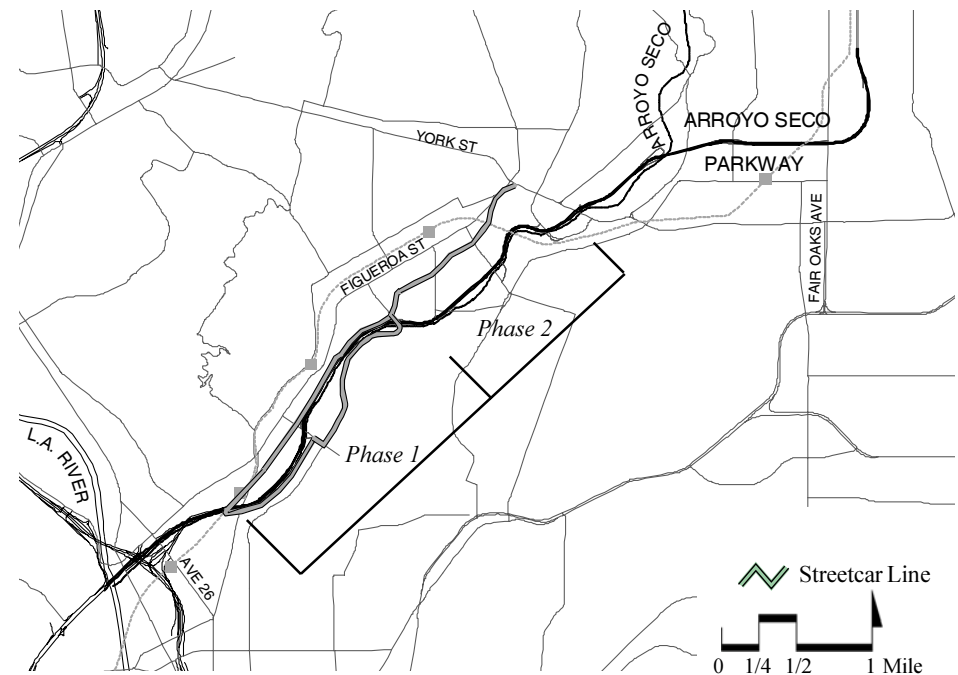
Safety

ELECTRIC STREETCAR LINE

Due to a negative view of public transit, many people of the Los Angeles community lack faith in the prospect of getting people out of their cars. This idea, otherwise known as “Los Angeles Myth,” (South Pasadena Department of Transportation, 1993) describes the belief that people in Los Angeles have an attachment to their personal vehicles and are not interested in using public transportation. This may have been true in times when the freeways were less congested, fuel prices were low and personal vehicles were the most popular means of travel. However, in these times of serious congestion and increasing fuel prices and air pollution, many are looking for alternative modes of travel. It is widely agreed that Los Angeles is lacking in adequate public transportation. Those who either cannot afford to use an automobile, or choose not to for environmental or convenience reasons, are severely limited by the inadequate provisions. The people of Los Angeles, specifically those living in the communities of the Arroyo Seco would greatly benefit from the pursuit of as many alternative modes of travel as can appropriately be integrated.

The benefit of implementing a multi-modal transportation strategy is four-fold:

1. It has potential to relieve parkway congestion; given adequate facilities, commuters and residents are more likely to opt for the non-automobile alternative for local and regional travel, relieving some of the congestion pressure on the Parkway.
2. It helps satisfy a greater variety of user needs, especially users who are not able to use private transportation due to age, financial condition, or physical limitations.
3. As future needs change, it is more flexible and potentially less expensive to build and maintain than endless freeway expansion.

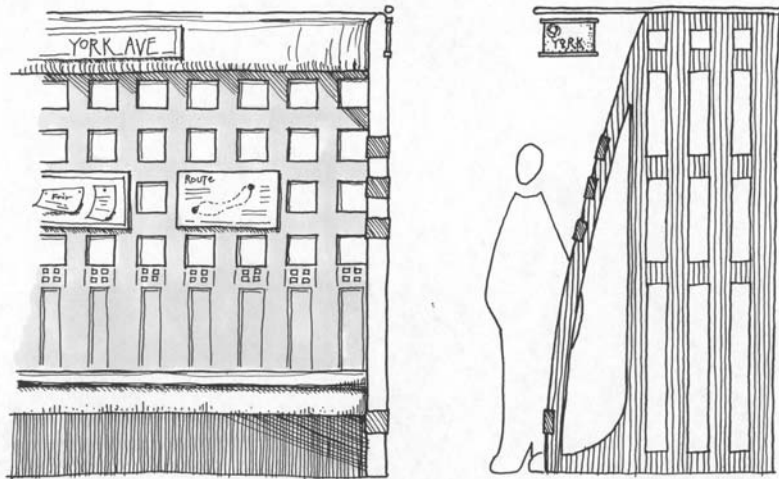


4. Alternative modes of travel, such as rail, bicycle, electric buses and trolleys, are less polluting to the environment, including reduced carbon dioxide output and reduced noise levels.

The concept for installing an electric streetcar within the Arroyo Seco has roots in the historical use of the corridor as a route for the Pacific Red Cars between Pasadena and Los Angeles (HAER, 1999). This history, as well as a growing need for alternative means of transportation that are less polluting, of higher capacity, and more affordable than private automobiles makes the electric streetcar a viable and attractive option for the area. This mode of transportation is meant to serve local travel needs, will move at reduced speeds, and make frequent stops to pick up and drop off passengers.

Site Locations

The site chosen for the electric rail line loosely follows an existing right of way left over from past rail use, and is currently mostly vacant land. Much of this space is too narrow to build structures and has therefore remained unused, and has been neglected in many areas. Also, the line was sited to make community connections between areas rich in historic points of interest or community facilities, such as libraries, schools, senior centers, etc. The streetcar will at some points travel on existing roads to make needed connections and will share the rail bridge near the Cypress Avenue to cross the Arroyo and the parkway. Stops and stations along the route include important sites such as the proposed orientation center, the senior center at Figueroa and York, the proposed park near the Welch's Property, and many other intersections throughout the neighborhoods.



Craftsman style streetcar stop with directories and information

Management and Implementation Strategies

Phasing

As discussed above, much of the proposed route is sited on land left over from a railway right of way. However, since the rail line fell into disuse, some of this right of way property has been built upon. To address this problem, the streetcar route has been divided into two phases. Phase one could be readily implemented on available land and streets. Phase two would require waiting until the developed land is for sale or otherwise acquired (see route map).

Funding and Operations

It is suggested that this project be pursued by a local organization or private concessionaire who would be interested in gaining federal funding through the Scenic Byway Program or other T-21 grant money for implementation and operations. This is a highly visible project and could be a very effective and popular political maneuver on the part of the district's representatives. Additional funding sources may come from private donations, corporate sponsorships, or other fundraising efforts.

Community Involvement

It is suggested that fares to ride be kept low, in the interest of community users. Donations should be encouraged. A co-operative ownership by organizations and individuals could help foster community support of this program. Volunteers and docents could be recruited to help with operations. Advertising agreements should be created between local businesses and the streetcar company to promote and strengthen the local economy.

Electric “Trolley Bus” Option

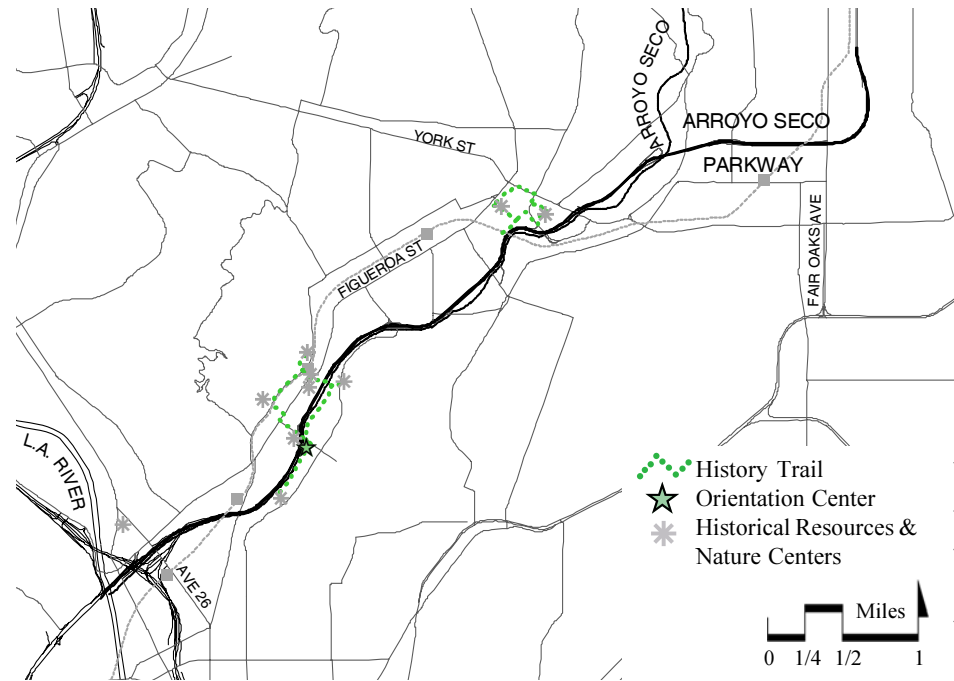
An electrically powered bus could be used as an alternative to streetcars that use electric rails. This bus could be decorated to resemble the design of the original streetcars, in order to somewhat recreate a historical experience for riders. This option allows more flexibility by allowing the bus to use the existing streets without need for implementing rails. However, this option would not evoke the authenticity of the sensory experience, such as the tactile or aural sensation of a railway ride. Also, this option would not take advantage of the existing vacant right-of-way land, nor be as effective at creating a unique element specific to the Arroyo Seco.

Evaluation

By reviving this historical travel mode, the area could benefit from increased tourism and bring attention to other historic features within the district. In this way, this addition will help create a sense of place and identity for the area. The streetcar line accomplishes the project objective of making local connections. It not only crosses the barrier of the Parkway and adjacent channel, but it also helps make a north-south connection for users between the neighborhoods of Highland Park, Cypress Park, and Lincoln Heights. The topography of the area naturally segregates these communities, making pedestrian travel difficult. This trolley can be a useful accompaniment to the existing Metro bus lines that many of the local resident now heavily depend upon.

HISTORY TRAIL & ORIENTATION CENTER

The Arroyo Seco area is home to some of the best examples of Arts & Crafts Bungalow neighborhoods and other architectural styles such as Shingle, Turn-of-Century, American Foursquare, Queen Anne, and Revivals. It is also home to several of Los Angeles' museums and historical centers, including the Southwest Museum, the Lummis Home and Heritage Square. Many people from all over the country are interested in the history of this architectural movement, as well as Southern California history in general. Yet these features are not as well known as one might expect, especially considering the recent trend in home fashion that reflects Arts & Craft styles in furniture and décor. There are great opportunities to enjoy and learn from the structures and landscapes that were constructed in this corridor and still exist today. More can be done to promote and protect these treasures, for the benefit of visitors to the area as well as families who currently reside in the neighborhoods.



Avenue 43 offramp intersection: current conditions

Site Design

“Avenue 43 Orientation Center”

The location for this design is at the corner of Avenue 43 and Homer Street. It was chosen for its centrality to many of the area’s historic points of interest, its direct access from the Parkway, and the unused parcel of land that exists there. Lummis Home and Heritage Square are within sight of this spot and the Southwest Museum and Casa De Adobe are minutes walking distance away. Also, the Avenue 43 bridge itself is an important historic feature, and could be restored to bring added character to the site. The configuration of the adjacent on/off ramp is also historic; this early version of the compressed cloverleaf was noted by the Historic American Engineering Record as one of the engineering feats of the Parkway’s design. Yet, this street layout creates two awkward triangular shaped portions of land and a confusing 5-street intersection.



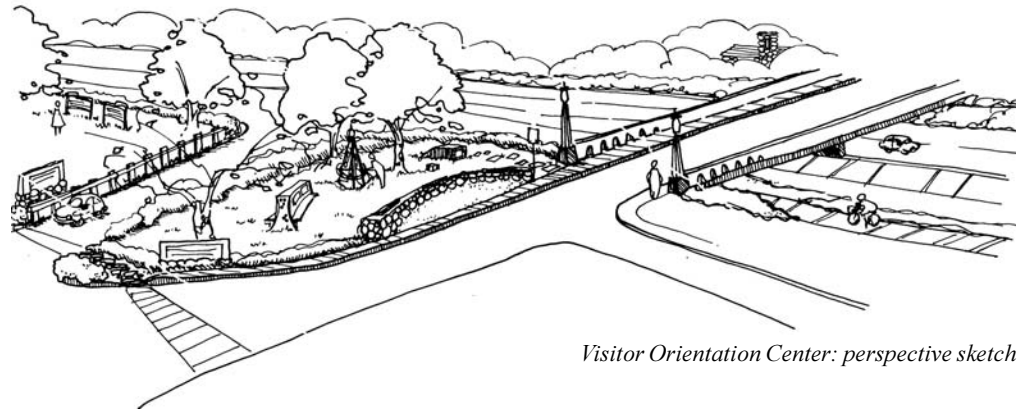
Orientation center amphitheater gathering space

The proposed Visitor Orientation Center will use the above mentioned land parcels as a jumping off point for visits to local points of interest. A re-designed intersection uses varied paving patterns and a traffic circle to slow cars and facilitate pedestrian crossing. The orientation center will include spaces for visitor and bus parking, interpretive signage explaining some of the historical features of the area, directories of museum locations, operating times and prices, and a place for gathering and speaking. The site is also located along the route of the proposed electric rail line, which can pick up and drop off

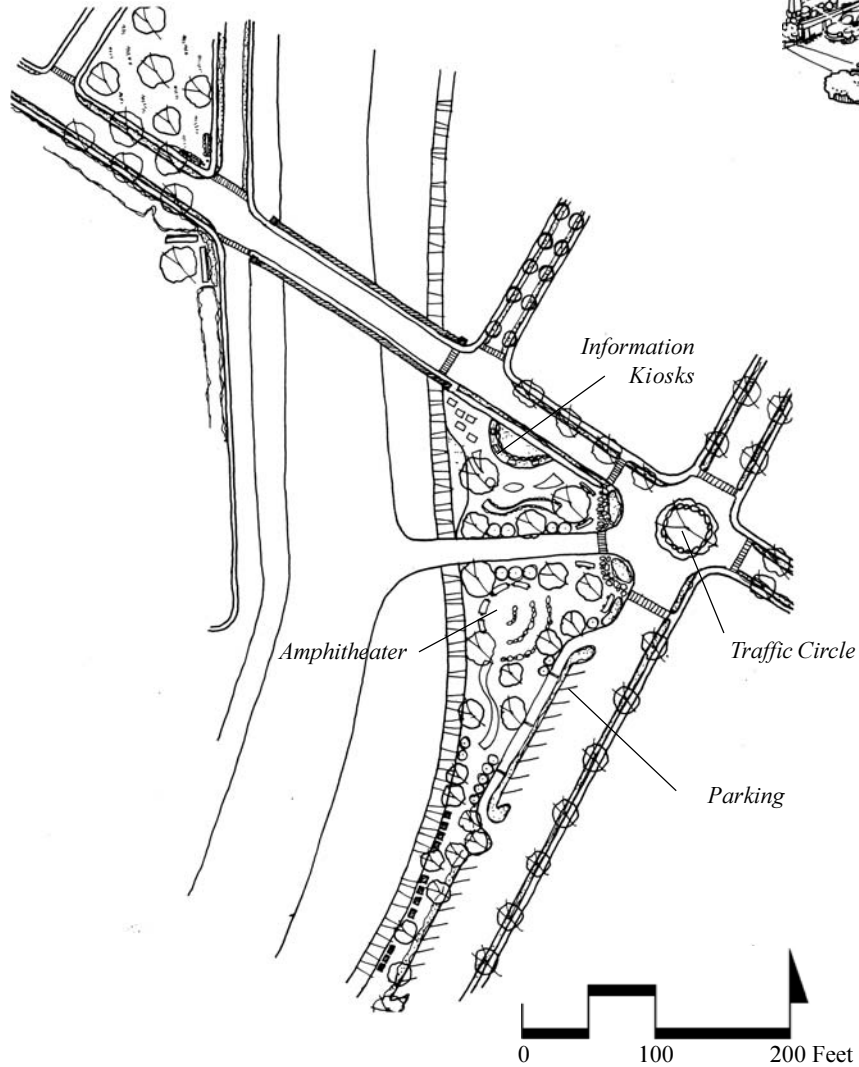


Aerial photo of Avenue 43 offramp

passengers who are touring the Arroyo Seco. One of the features of this design includes additional parking spaces and addition of street trees. These spaces will benefit the residences that currently lack parking for vehicles. Street trees will provide cooling shade for the homes on Homer Street.



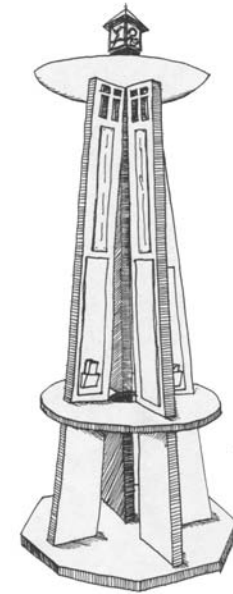
Visitor Orientation Center: perspective sketch



Ave. 43 Orientation Center - Site Plan



Interpretive plaques



Craftsman style information kiosk

History Trail

The self-guided history trail leads tourists through the historic neighborhoods to the various points of interest within walking distance of the Orientation Center. The trail is demarcated using a special element in the paving material of the sidewalks, such as Arts & Crafts tile, or other unique paving pattern. Along with consistent signage, these markers can lead people along the routes that include some examples of historic homes and gardens of the neighborhoods. Owners of homes along or adjacent to the routes can be invited to have the history of their homes included in the tour information. If desired, a program can be developed for homeowners to gain assistance in rehabilitating their historic homes and landscapes. In this way, the community can learn more about the design and history of their own homes and those of their neighborhood, gain a sense of pride and pleasure in their living environments, and protect a piece of valuable history for future generations.

Management and Implementation Strategies

The style and setting of the Orientation Center will reflect the sense of place and elements found in the nearby Lummis Home. Where possible, local and recycled building materials can be used to construct walls and seating. The decomposed granite surface of the gathering and parking areas, along with the filtered light from overhead sycamore trees will make a soft and inviting atmosphere, while allowing for a permeable surface for rainfall and low embodied energy in construction material. The decomposed granite can be raked and swept to maintain a tidy appearance, and new material is easily added as spots become worn over time. Any signs or site furniture will also reflect historic design and use of natural materials and will be consistent with other signage along the roadway.

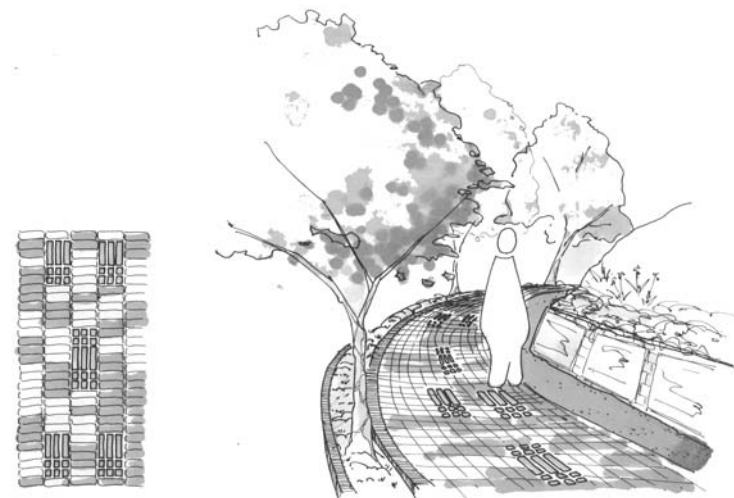
The Orientation Center can be maintained through a cooperative program involving the various museums and organizations of the

Arroyo. The site will promote the museums' events and hours. The gathering space can be used to hold workshops or craft festivals, poetry readings or history lectures. School groups can use this space as a meeting spot for field trips or other visits to the museums, etc. Docents or other speakers can use this space to give tours and lectures to school groups or other visitors.

Evaluation

The Orientation Center and History Trail satisfy the objectives of providing information, orienting and directing visitors to the area. The unification of the various tourism organizations can lead to cooperation and mutual support, and help build community identity. However, it is important that the community members also support this concept, and recognize the value of education about their area's history and environment.

The Trail and Center also incorporate the bikeway, green walks, community crossings, and a streetcar into a system that realizes the objectives of improving circulation and connection between neighborhoods and parks of the Arroyo Seco.



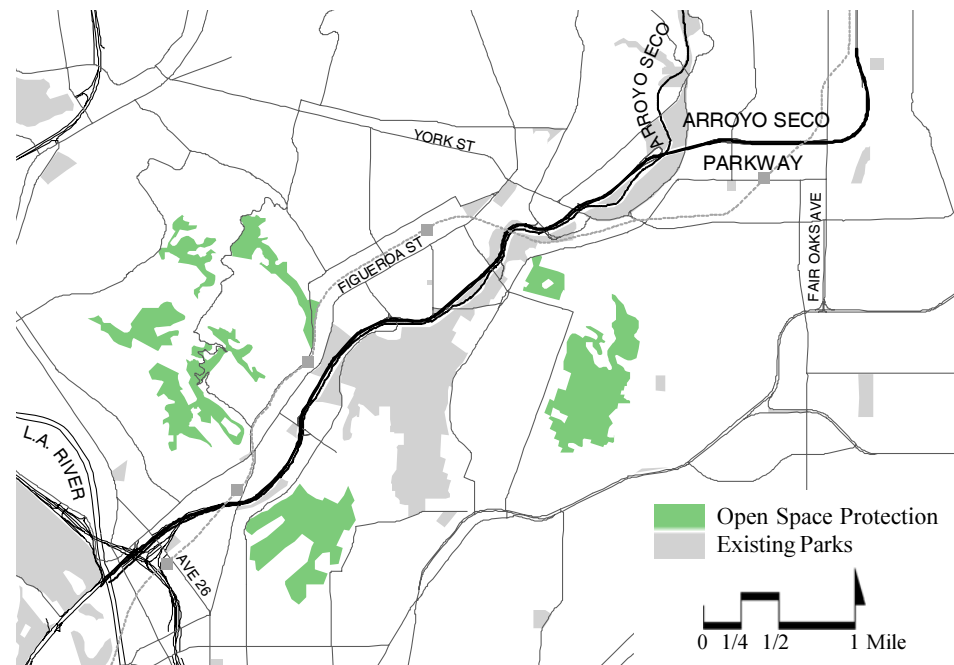
Perspective sketch of history trail

OPEN SPACE PROTECTION

This element of the overall plan is the prime tool in accomplishing the objective of enhancing and connecting wildlife habitat. In analyzing the natural environment of the Arroyo Seco, it was found that the area has some remaining open spaces that provide good opportunities for wildlife habitat protection. Although some relatively large tracts of land exist in an undeveloped state, the dense urban matrix of the area makes connecting these tracts of land directly a very difficult task. Acquisition and protection of the remaining open spaces which have been identified is recommended. The target species for this plan are meso-predators – birds of prey and smaller mammals. Ensuring the openness of these areas would provide a backbone for wildlife movement, especially birds, and also provide visually pleasant hillsides. Movement between these areas can be encouraged and enhanced through management guidelines. In addition to this open space protection, the Arroyo Seco provides the most important regional movement corridor and water source. Further recommendations for the ecological enhancement of the Arroyo will be made in other sections, especially the wetlands section.

Site Locations

Large areas of open space have been identified using land use maps and aerial photos. On the north side of the Arroyo, the Mt. Washington area has a few significant areas of open hillsides. These areas are mostly composed of very steep land that contain remnants of walnut woodland. Although low-density housing fragments the land, the ecological potential of Mt. Washington is shown by Elyria Canyon Park, a 35 acre piece of preserved walnut woodland habitat.



To the south of the Arroyo, the remaining open land exists in much larger tracts than at Mt. Washington. Anchoring the area is Debs Park, which is already protected and has a plan for preserving and enhancing its natural resources. These resources are so extensive, especially for a park in such an urban area, that the Audubon society will be building a nature center there. An important tract of open land to the southwest of Debs is the Mt. Olympus area. This area has radio towers and non-native grasslands – it would make a good complement to Debs Park. Other large areas lie to the northeast of Debs Park, towards South Pasadena. If all of these areas were acquired, they might be added to Debs Park and restoration and wildlife habitat enhancement efforts could be applied. An extensive system of healthy and productive native habitat would be produced.

Management Guidelines

Linking these protected areas to each other and to corridors that lead to further habitat areas is important for wildlife health. Accomplishing such a task, as shown in the natural environment section, could require extensive land acquisition. Providing adequate movement areas through the existing urban matrix is believed to be a more sensible alternative. The open areas recommended for acquisition exist on hillsides and are surrounded by low density, single-family homes. These neighborhoods could accommodate animal movement by simply using native plants that provide food and shelter for animals. A new program called “Neighborhood Wildlife Corridors” could be instituted for encouraging residents in these hillside neighborhoods to use such native plants in their own landscapes and to use other practices to encourage native animals.

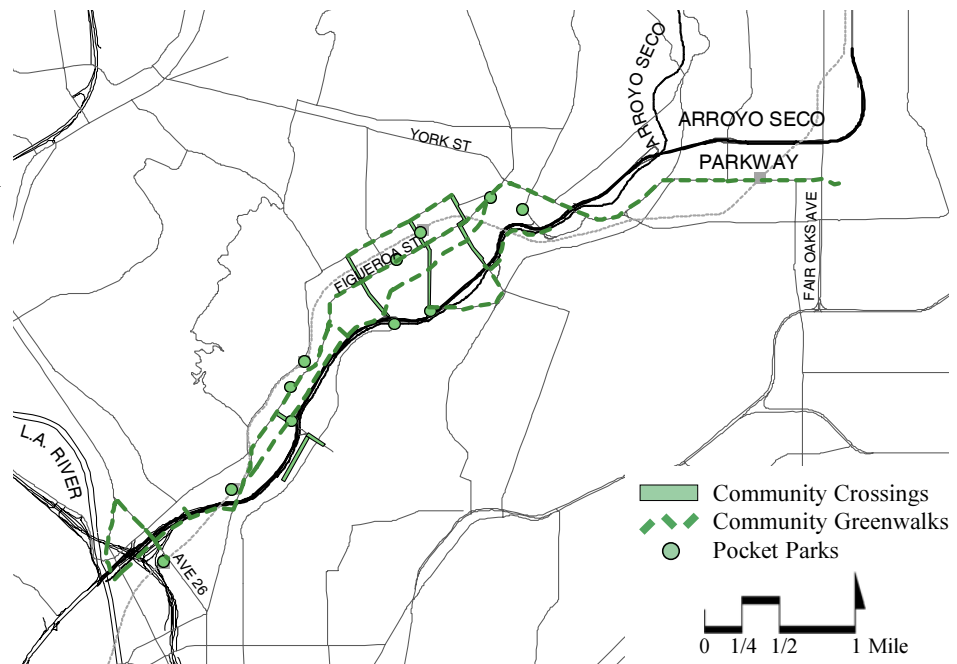
Implementation

The City of Los Angeles Department of Recreation and Parks would probably be the best agency to take the lead in implementing an open space protection program. Funding could become available for enhancing the natural characteristics of the Arroyo Seco communities through the National Scenic Byway program. This money then would be used for direct land acquisition. Friends of Debs Park and the Audubon Society are excellent community organizations to aid in the future planning of new protected land, just as they have been essential in the planning and management of Debs Park. These groups could also administer the Neighborhood Wildlife Corridor program.

CONNECTING COMMUNITIES ACROSS THE ARROYO SECO

The Arroyo Seco corridor through Northeast Los Angeles and South Pasadena is one of the oldest parts of the Los Angeles vicinity and now is home to people with a variety of backgrounds, education levels, income levels, ages, and ethnicities (see appendix for demographic maps). Like an ecosystem, a healthy functioning community requires balance, diversity and interaction among members. It is important for various groups to understand each other's needs and priorities, and cooperate to make their shared community a healthy place to live.

Much of the historical environment of the Arroyo Seco, including the Parkway, historical homes, and bridges, were constructed to human scale. However, more recent development has focused on providing for movement of automobiles, degrading the intimate pedestrian atmosphere of the area and creating a visual and physical barrier between the historical Arroyo Seco neighborhoods. Bringing back the human-friendly spaces and re-establishing linkages throughout the corridor would bring people back together, enhance awareness of where they reside and whom they live with, and, as a result, create a safe, livable, and proud community.



Large commercial lots and broad streets that are uninviting to pedestrians

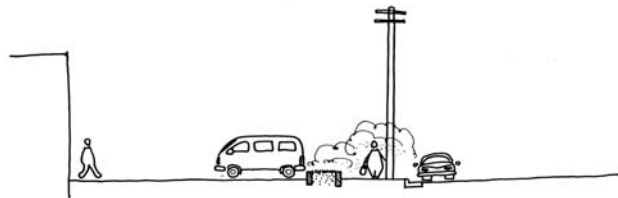


Human-scale commercial street

Community Green Walks

Pedestrian movement is an important part of building community identity (Calthorpe, 1993). A pleasant and healthy walking network is crucial for the enhancement of residents' everyday experience, especially for those who do not use automobile transportation. Community Green Walks are existing pedestrian sidewalks with improvements such as shade trees and planting areas to mitigate urban heat and air pollution. The added vegetation also provides stepping-stones for birds to migrate through the area (see Open Space Section). Patterned pavement, pocket parks and other resting facilities help make these walks pleasant connections between neighborhood commercial areas, community facilities, schools and recreational areas along and over the Parkway. In utilizing these attractive walkways, residents can explore nearby neighborhoods and develop a strong, broader sense of place and community. In that sense, this green pedestrian network will bring various communities together "Along the Community-tone," similar to the Parkway planting concept of "Along the Ecotone."

Green Walks should be designed to be especially friendly to children, the elderly, and physically challenged users who might benefit more from walking rather than from using public transportation. They would be aesthetically integrated as well as socially integrated, which means well connected to various social groups.



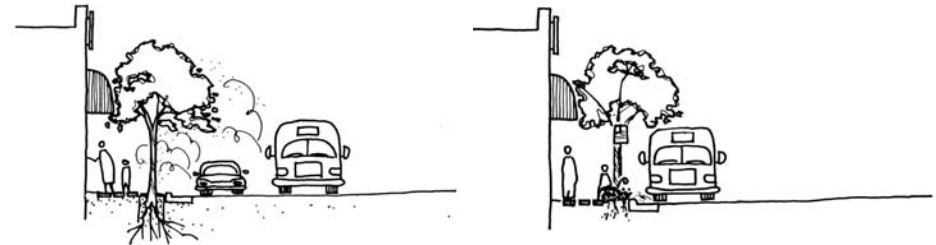
Commercial Area - current condition



Commercial Area - with Green Walk improvement



Commercial Area - current condition



Commercial Area - with Green Walk improvement

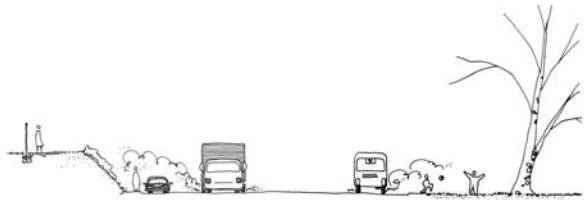


Residential Area - current condition



Residential Area - with Green Walk improvement

The Green Walk focus will be on major commercial streets and side streets that lead to bridges (see Community Crossings Section). Figueroa Street, Monte Vista Street and a part of Griffin Avenue are important for their connections to other transportation (buses, Blue Line and streetcars). These larger streets also support economic activities, and historical structures. Other residential streets targeted for greening because of their importance for pedestrian circulation include Avenue 26, Daly Avenue, French Street, a part of Marmion Street, Avenue 43, Avenue 50, Avenue 52, Avenue 57, Via Marisol Avenue, Avenue 60, Avenue 64 and York Street.



Figueroa Street and Sycamore Grove Park



Figueroa Street with Green Walk improvement



Green Walk image, Figueroa Street along Sycamore Grove Park

Community Crossings

Lack of neighborhood economic activity is another factor that dilutes the sense of place and community. Residents are required to travel a fair distance to a shopping mall or a large chain store in order to satisfy simple daily needs such as grocery shopping. Children have little opportunity to experience local tastes and familiarity that come with neighborhood family businesses. Neighborhood commercial activities based on pedestrian circulation would provide residents a chance to get to know each other, become more responsible for changes in the area and help nurture a sense of belonging. Building such opportunities with the Arroyo Seco environment would lead to long-lasting care for the area.



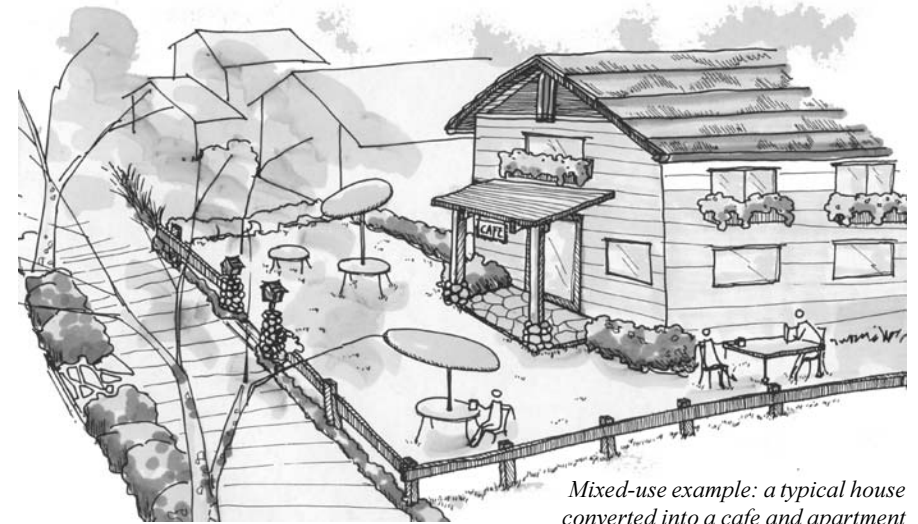
Street vendor on Figueroa Street



Corner store serving its neighborhood

A Community Crossing aims for pedestrian-friendly streets that bridge other major roads and the Parkway. On these streets, residences are mixed in with small-scale commercial businesses, such as family-run markets or services. The Crossings would serve neighborhoods by introducing more local economic activities on both sides of the Arroyo Seco and by connecting communities that are currently divided by the Parkway. Small retail businesses can be incorporated within a residential area with the condition that historical, cultural and aesthetic patterns of the neighborhood be maintained and/or restored.

A Crossing would be incorporated with the Green Walks, pocket parks, recreational and historical sites in order to enhance walking experience and provide various activities in addition to basic economic purposes. This will also accommodate tourists by providing food and rest, while allowing visitors to walk into the communities and embrace the overall character of the Arroyo Seco.



Mixed-use example: a typical house converted into a cafe and apartment



Fresh produce sold on Avenue 43



Bridge, Green Walk, Pocket Park, and local economic activities

Pocket Parks

While linear parks serve as large and connected open spaces for passive and active uses, smaller pieces of land within communities in the Arroyo Seco corridor can provide easy access to greenery for urban residents and employees. Pocket parks would work as a spatial punctuation by accommodating visitor's needs, such as quick stops for eating, resting, or reflection. They would also play a role as psychological punctuation by offering an access to open spaces where residents can simply breathe and enjoy nature.



Bus stop with a seating area and a shade tree

Small and odd spaces that are otherwise abandoned or neglected are perfect for pocket parks. Also, corporate and local agencies might consider incorporating pocket parks into their street-facing plots. Underused parking lots, empty planting strips and pieces of land in front of bus stops could be redesigned as pocket parks for sitting, meeting and gathering, and resting. Vacant lots and open spaces of small to medium size along the routes of proposed streetcar lines, History Trails, Green Walks and Community Crossings can be considered for future pocket park sites.

Pocket parks are most valuable when designated along major pedestrian paths, such as the suggested History Trails, Green Walks and Community Crossings.



Sycamore Grove Park and a fair



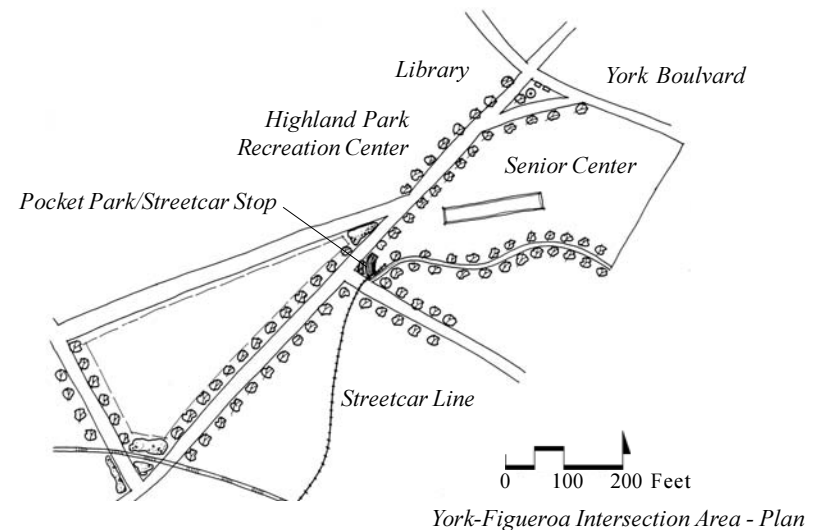
Avenue 52 Bridge and green spaces

Figueroa Street

Figueroa Street is an artery that connects community facilities, recreational areas and local shops and stores within Highland Park. As a main commercial street along the Arroyo Seco, the street has a number of businesses, from small retail shops to larger chain stores, from a bakery to an auto shop. Although it has an obvious potential for a pedestrian-oriented commercial center, currently its streetscapes are uninviting, offering little shade and no buffer between sidewalks and busy car lanes. Greening activities would include widening the sidewalks and the addition of shade trees, low shrubs and groundcover plants for catching particles in the air and for enhancing visual quality. Design details, such as street furniture or walls would emphasize or utilize historical elements such as broken concrete, cobble stones and wooden guardrails. The median lane in front of Sycamore Grove Park would be enlarged in order to incorporate a planting island. A stop sign along with a crosswalk is also needed to secure pedestrian safety as people move between the new Blue Line station and Sycamore Park. Signs and maps showing Blue Line stops, historical sites and recreational facilities would be added at key intersections.

Pocket parks along this major corridor would provide spaces for community members to gather and converse in between their routines, or to catch a breath before they get on buses. The area southwest of Avenue 50 has ample parking lots for automobiles, some of which are not utilized to their full capacity. There is an opportunity for the community to use a small portion of such spaces for community members' activities.

Another important point along Figueroa Street is the intersection with York Street. Here, a recreation center, library, senior center, Veterans' Memorial Fountain, bus stop, and Post Office are all located close together. The southwest corner of the senior center is currently just a fenced off lawn and could be dedicated as a pocket park and a streetcar stop. This park could be useful to orient pedestrians and provide a focal point for the neighborhood. It is important to note that Highland Park Improvement Plan has also suggested strategies for street improvements along Figueroa Street, some of which have been implemented.



Pocket Park at the corner of Highland Park Senior Center - Sketch

Avenue 26

At the northeast side of the Arroyo Seco on-ramp and Avenue 26 intersection, there is a triangular open space with a few shade trees and lawn. The space is located across from a filming studio and next to the Humane Society. The area has a potential to accommodate two possible user groups: employees and visitors at the studio, and dogs and their future owners.

The area could be improved by adding benches, better lighting and a water fountain for people to rest, chat and have lunch and snacks. A portion of the space could also be designated to exercise dogs near the Humane Society parking lot.

Avenue 43

Since Avenue 43 is an axis that connects Montecito Heights, the Arroyo Seco Parkway, historical sites such as Heritage Square and Lummis Home, and Figueroa Street, it has been a key street that is highly traveled by residents and visitors. It is thus beneficial for the adjacent neighborhoods to improve Avenue 43 for multiple uses by combining Green Walks, Community Crossings and pocket parks. In order to create more inviting and human-scale pedestrian paths for residents, visitors, school children and their families, multi-story planting on the sidewalks and occasional pocket parks would be installed. Wooden guardrails and living fences would be encouraged in place of chain-link fences. As street vendors have already found that corners and the foot of a bridge offer opportunities to have a community-oriented business, the street could support family-owned shops and stores for residents and tourists.

As the Visitor Orientation Center is suggested for the two eastern plots, the western open space should be incorporated into the Center's design theme while providing more flexible uses for the local residents. Farmers markets, BBQs or yard sales could add to the activity of the proposed Orientation Center, which would feature more passive uses.

Avenue 52

Avenue 52 connects Debs Park, communities on the southwest side of the Arroyo Seco, and Highland Park. It has one of the busiest on/off-ramps, and safety is a concern for pedestrians and drivers at this intersection. A Community Crossing will involve reducing traffic speed with stop signs and speed bumps and the enhancement of pedestrian walkways and pocket parks.

The southeast side of the Avenue 52 bridge has a small space that is covered by lawn and large trees. Since the space is located at the entrance for a small but well-maintained residential community, it could be improved as a neighborhood park with a few seating facilities and a water fountain. Combined with the proposed Green Walks and Community Crossings with reduced traffic speed, the space could become a green oasis for the residents.



Potential Pocket Park space on Avenue 52

Avenue 57

Avenue 57 attracts regional as well as local attention for Culebra Park. This special community park is home to contemporary art pieces and demonstrates the vitality and creativity of the people in this neighborhood. This street is a great opportunity for experiencing the Arroyo Seco's tradition in arts through walking the neighborhood. Better visual connection from Figueroa Street to Culebra Park would be ensured through signage and streetscape improvements. There are spaces for additional pocket parks and streetscape improvement that would reward both residents and visitors. The view from the north is especially rewarding, with the vista of native walnut trees and the hillsides of Debs Park.

A portion of Arroyo Seco Park located at the on/off-ramps has been underused due to its proximity to the Parkway and its ramps. The park could be redesigned for neighborhood uses by providing an inviting open view of the park itself, instead of the current planting bed that occupies the entry way. Appropriate fencing to keep children from running out to the street and the ramps, and stop signs at the adjacent streets to slow the traffic would be required.



Arroyo Seco Park on Avenue 57



Neighborhood activities at open space

Avenue 60

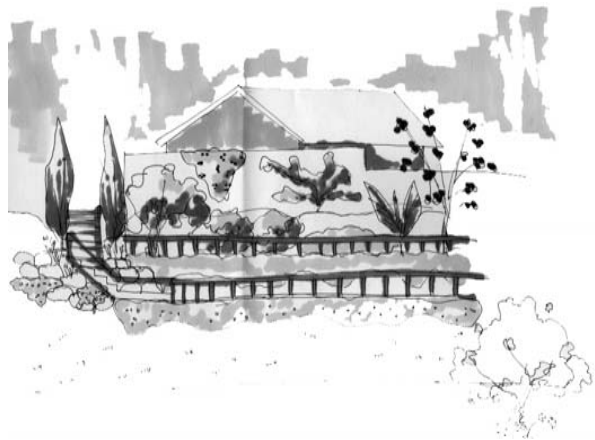
Avenue 60 is an important access route to various community resources, such as Highland Park Recreation Center, the Post Office, a Parkway entrance/exit and Los Angeles Pacific College. A fruit vendor is often seen along this street selling seasonal treats. A neighborhood park located on the north side of the Avenue 60 is popular among nearby residents who bring their children to the playground or use it to walk their dogs. This plan proposes a Parkway turnout for this park that would increase access and activity in the Avenue 60 area. The residences along Avenue 60 would benefit from an enhanced landscape, slower traffic and small local stores that would encourage interaction and enjoyable neighborhood experiences. Arroyo Seco Park at Avenue 60 is accessible from the north of the bridge. Better signage and direction would be necessary.

Community Linking Programs

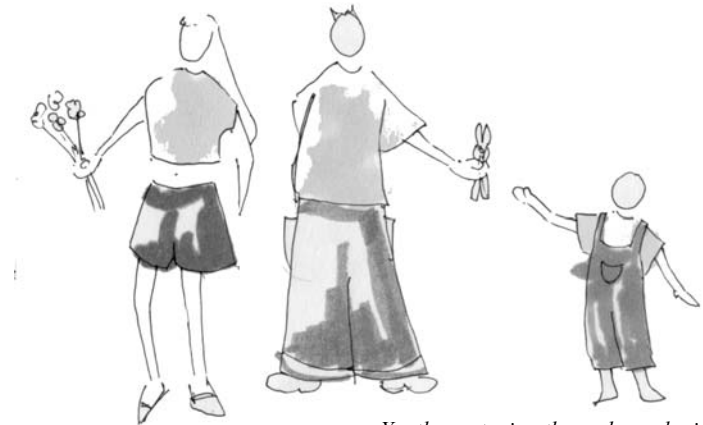
All the community linking concepts are meant to serve residents and pedestrian users. The physical design and alignment and accompanied programs thus become important to maximize the use of a space. Any program contents, however, should be developed from the needs and visions of community residents, as well as from those of local agencies and visitors. They would also need to include both activities and daily-base maintenance and management.

Community based activities include the use of pedestrian friendly routes for festivals, markets, and sports events such as marathon and biathlon in conjunction with other streets. For example, by illuminating the historic bridges at night, there is an opportunity for evening markets, or on occasion, for car-free block festivals with local music, art and crafts exhibitions.

Activities would have a significant influence on interaction among local residents and would introduce visitors to the area. While casual programs such as neighborhood BBQs, outdoor games and gatherings would bring residents together, more organized events such as concerts, markets and holiday festivals can be incorporated into a larger context of a historical and recreational event schedule in the area.



Backyard beautification through organizing food growing programs and gardening workshops



Youth mentoring through gardening

Most community linking elements such as pocket parks, planting areas along Green Walks, and Community Crossings could be maintained through resident and neighborhood groups. Parks could be “adopted” and maintained by community members through school programs, youth groups, senior citizens and other resident organizations. Managing common areas by local organizations would increase the sense of community and bonding, while providing socializing and interacting processes for people from different age and ethnic groups.

Community linking also needs support from businesses and home owners adjacent to Green Walks, Community Crossings and pocket parks. They would be encouraged to incorporate design concepts such as wooden railings, cobblestone, living fences or hedges for their front yards and parking lots in order to enhance and preserve the visual integrity and linkage; it may be possible that local agencies can provide financial support for installing such elements from local agencies.

Community-wide cooperation and understanding through well-coordinated activities and management strategies would promote a stronger and more integrated community that conveys the resources and culture of the Arroyo Seco across generations.

Safety

One of the repeatedly heard concerns from the Arroyo Seco community is safety. One strategy to enhance the environment against potential crimes is to design spaces with visibility and to avoid hidden and closed corners. Tall and dense shrubs, spaces without multiple exits, dark corners behind concrete structures, for example, should be eliminated as much as possible. It is also important to apply detailed design and maintain it well to retain the atmosphere of care and attention. It is known that broken windows or structures left unfixed are prone to graffiti and further destruction (please see Appendix: Design for Graffiti Abatement). Another effective way is to animate spaces. Providing pedestrian-friendly pathways, alternative transportation, and local commercial activities in mixed-use areas encourages people to stay in a community throughout the day and enhances visibility of the community by frequent users. Building a strong community through more interactions among members, pride and awareness for the place, dynamic and constant human activities and movement helps improving the sense of safety.



Pride and awareness for a community and its safety



More activities, more eyes on streets, more safety



Community care

APPENDIX A

Parkways: Their History and Design in Perspective

by Adam Kringel

Introduction

The word parkway means various things to various people. In today's society, most people might relate to a parkway as one of the new wide avenues that occurs in a new suburban community. What makes it a parkway? The fact that it has been named so by the developers who are hoping to make their neighborhoods seem like they are situated in an idyllic glade of turf and trees and to bring extra status, or at least its perception (Newton, 1971). Hence, in Southern California we see roads such as "Parkway Calabassas," "Crown Valley Parkway," and "Chino Hills Parkway." The word has been abused in recent times because it sounds appealing. Who wouldn't want to live near a "parkway"? It must be a way to parks or a way in a park. These new roads may possess some abundant landscaping, but they certainly do not qualify as what is actually meant by the word.

The true meaning of the word parkway is something quite a bit different from what most think of it as today, unless they live near a true parkway. But the first use of the word was *not* descriptive of what the parkway would come to be at its height. The idea of a parkway developed from the first landscape designs in this country in the mid 19th century. The founders of landscape architecture foresaw a need to connect the large new parks they were designing for large cities (Newton, 1971). These connections began, essentially, as boulevards—ironically, what they have mostly regressed into today. Their evolution went through several stages before they reached a pinnacle in the early to mid 20th century. We can trace them from narrow, green urban corridors to sinuous ribbons that stretch for hundreds of miles across the American landscape. The finest

examples can still be experienced today, for the most part remaining as they were designed. But the need for large and operationally efficient roads, and lots of them, overtook the parkway idea of sensitivity to visual and environmental factors in the era after World War II. Today, the theories of good road design that came about around the parkway still shine as beacons to thoughtful road planners, even though parkway construction has mostly been replaced by freeway construction (Radde, 1993).

The Arroyo Seco Parkway was completed in 1940, roughly the height of the parkway era (HAER, 1999). It was the first arrival of the parkway idea on the West Coast, although it looked quite different due to the local environment and its more urban circumstances. But before the parkway idea could truly establish a beachhead, it was quickly overrun by a tidal wave of freeway building in California. Thus, it remains as Southern California's only true parkway and its pioneer of commuter highways. In order to gain a better understanding of the foundational theories on which the Arroyo Seco Parkway was designed, the following is a survey of the history and design of parkways. From this new perspective, a better insight into planning the future of this historical road will be gained.

History

The first use of the word parkway, at least with regard to a design, appears to have been made by Frederick Law Olmsted and Calvert Vaux. In 1866, in a report to the Board of Commissioners of Prospect Park in Brooklyn, the two recommend the addition of a connecting road to the plans for the park. They write:

"Such a road, whatever may be the character of the country through which it passes, should be in itself of a picturesque character. It should, therefore, be neither very straight nor very level, and should be bordered by a small belt of trees and shrubbery." (Olmsted, 1977, p.105)

This road was conceived to link up, eventually, to Central Park in Manhattan. Its purpose was to fulfill a coming need for, "... a shaded pleasure drive in extension of that of the park..." (Olmsted, 1977, p.115). The two used the word "parkway" in a report to the same commission in 1868. This plan shows how a normal city street, which was 70 feet wide, could be transformed into a parkway. The new width would be nearly 200 feet but bore no resemblance to a winding, rolling drive that was described in the earlier report. The design for this road is wide and straight with six rows of trees aligned orderly and symmetrically on both sides of the street. It is described in the report:

"...the mall again being divided into two parts to make room for a central road-way, prepared with express reference to pleasure riding and driving, the ordinary paved, traffic road-ways, with their flagged sidewalks remaining still on the outside of the public mall for pedestrians..." (Olmsted, 1977, p.134).

An element of Olmsted's work that did retain a "neither very straight nor very level" design and that may have been more of an influence on the development of parkways are his rolling and curving carriageways, especially those in Central Park (Radde, 1993). They were designed for pleasure riding and often were separated from other paths and roads by bridges or undercrossings. They were surrounded and contained by the park, not by the city. More modern parkways resemble these, especially if widened enough for automobile use, much more than the enlarged and planted avenues that connected parks.

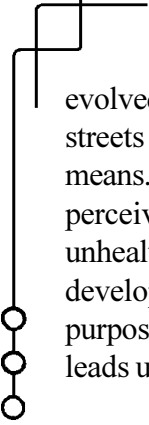
Perhaps the product of Olmsted that most closely resembles later versions of parkways was the Boston Park system. In this plan, Olmsted realized that there was a succession of opportunities for parks that could be linked into a continuous string of green (Newton, 1971). Beginning at Boston Commons, the system was designed to run along Commonwealth Avenue, to the Back Bay, extending along

the Muddy River, eventually reaching the site of Franklin Park, which he designed. This system of parks became known as "the emerald necklace" with its associated drive, the Fenway. Although quite narrow in places, strips of plantings along roads connected the parks into a single system of recreational lands. The Fenway parkway was possibly the best known parkway in the era of horse and buggy (Clarke, 1959).

Other pioneers in the field of Landscape Architecture likewise saw the need for connections between parks. Horace Cleveland recommended a "grand avenue or boulevard" as long as fourteen miles for the city of Chicago (Newton, 1971). This would serve to connect the parks he was planning for the city. In 1883, he recommended a system of "Parks and Parkways" for the city of Minneapolis—he did not use the word parkway for Chicago. Eliot called for the creation of "Parkways or Boulevards" to connect individual parks together (Newton, 1971).

Clearly, early on in the development of the great urban parks in the early days of Landscape Architecture there was consensus among the prominent designers that parks should be linked together. This links were usually called parkways and appeared as well-planted and furnished boulevards of the French style. These parkways, although they did not contain the wide strips of land that later ones did, served to carry over the visual and psychological influence of one park to another (Newton, 1971). They showed how parks and transportation could be fused into a single element that carried on both functions (Radde, 1993).

From these early examples, we can see two different kinds of early versions of parkways, the first being the carriageway of Olmsted's parks. These were designed as recreational drives, destinations in themselves. They traversed smoothly and gently across, and blended with, a pleasing landscape that resembled the natural countryside. Travel along these routes was meant to be seamless and easy, with no dangers or distractions from the views. The second example of what



evolved into parkways were the connections, the boulevard like streets that linked the early parks together. These were less ends than means. They provided the continuity of space that the planners perceived was necessary for a complete park system to break up the unhealthy urban fabric and provide access to the parks. In the later development of parkways, we can see that they serve both of these purposes. A pure parkway provides us with recreational travel and leads us to recreation (Radde, 1993).

The efforts and motivations that lead us to the first iteration of a modern parkway were not at all intended to start a new trend in roads. It is incidental to the effort that a parkway was even built (Newton, 1971). The reasons for the project were environmental in nature. The New York City Botanical Gardens and Zoological Park were experiencing problems in 1904 due to the condition of an adjacent river. The Bronx River flowed through these gardens located in Bronx Park. The river was so polluted that some of the waterfowl of the gardens and zoo were diseased because of it. Members of the zoological society and botanical gardens organized an effort through a bill in the state legislature to have the Bronx River and its valley preserved through the purchase of its land (Clarke, 1959). The river stretches north from the Bronx through Westchester County, which was a growing suburb of New York. At the time, the river was practically an open sewer with slums lining its banks. Upon acquiring the land, ugly and polluting elements were removed and a linear parkland was created. The effort was so successful that photos showing the effect of cleaning up the river valley stimulated national interest in landscape architecture (Newton, 1971). The opportunity then arose to provide an entrance to New York City from the north; something that had been badly needed (Newton, 1971).

After being interrupted by World War I, construction was completed in 1923 on the Bronx River Parkway. The road wound 15 miles through the new parks to the north of the city of White Plains. New York City paid for three quarters of the road, and one quarter was paid by Westchester County (Newton, 1971). The parkway was so

successful that the Westchester County Parks Commission created several more like it in the county. A renowned system of parkways was being developed—many of them paralleling area rivers. Roads such as the Hutchinson River Parkway, the Saw Mill River Parkway, and the Cross County Parkway, among others, were built between 1923 and 1933 (Clarke, 1959). The Bronx River Parkway was extended 30 miles north and now forms the southern end of the Taconic State Parkway. The Landscape Architect in charge of Westchester County’s system was Gilmore Clarke, who went on to plan and design many more of our country’s great roads.

On Long Island and in New York City, an equally important system of roads was being built in the 20’s and 30’s. Many of these were built on the principles begun by the Bronx River Parkway (these will be discussed in detail later). Robert Moses, the commissioner for Long Island and New York City parks commission, was the prime coordinator and visionary of this system (Newton, 1971). Under his direction, several roads including the Southern and Meadowbrook State Parkways, on Long Island, and the Henry Hudson and Belt Parkways, in New York City, were built. Together with the Westchester County roads, these roads created “an eminently distinguished system of parks, parkways, and expressways” (Newton, 1971).

In the 1930’s, modern parkway development began to grow out of New York. The Federal Government, mostly through the National Park Service, began to construct parkways. In the Washington area, the Mt. Vernon Memorial and George Washington Memorial Parkways were built. Skyline drive, begun in 1932, was the first National Parkway. This road traveled the ridge of the Appalachian Mountains in Shenandoah National Park in Virginia (Newton, 1971). Congress acted to create the Blue Ridge Parkway in 1936. This road

would connect the end of Skyline Drive to Smoky Mountain National Park in North Carolina and Tennessee, a distance of almost 500 miles (Clarke, 1959). These were both planned and built by the National Park Service which also began work in the 30's on the Natchez Trace Parkway in Mississippi and Tennessee, and the Colonial Parkway which links Jamestown to Yorktown in Virginia.

After World War II, two important parkways were implemented in New Jersey under the design of Gilmore Clarke's firm Clarke & Rapuano (Newton, 1971). The Palisades Interstate Parkway and the Garden State Parkway incorporate many parkway principles into large, long roads that were built for modern traffic needs such as higher speed. However, in this period of rapid outward growth of cities and the interstate highway system, the need for miles of roads to be built quickly obscured the principles of parkway design (Radde, 1993). As much as parkways contributed to the modern highway, many of these new roads did not honor the basic sensitivity to environmental factors, instead concentrating on a more no-nonsense approach of accommodating high volumes of traffic at high speed, safely.

Theory and Design

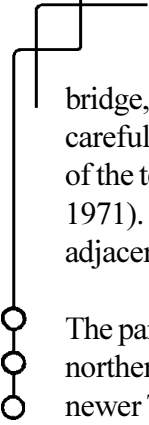
The Bronx River Parkway ushered in the new definition of the parkway, "a strip of land dedicated to recreation and the movement of pleasure vehicles" (Newton, 1971). Note that the definition doesn't describe a road, but it describes a piece of land. The land that was acquired and cleaned to preserve the Bronx River was the parkway. Thus this project makes a break from the early parkways of Olmsted et al. Their "parkways" were usually well planted, wide boulevards—this parkway was a linear park with a drive through it (Newton, 1971). The road itself was not planned for expediency of commuting, which wasn't necessary at the time. Its purpose fit right in

with the theories of the fathers of Landscape Architecture: to provide pleasing recreation and to connect between recreation (Clarke, 1959). In this case, the road was connecting parks in the Bronx to reservoirs of the New York City water supply system of Westchester County.

The parkway had no medians (except for two sections) or even lane stripes, originally. In the original fifteen miles, the road is narrower (40 feet) and contains much tighter curves than the newer stretches. It was designed for speeds of 25 miles an hour and is inadequately banked for higher speeds (Clarke, 1959). That most access roads were too short became obvious with more advanced cars (Radde, 1993).

The first design feature that sets it apart is its wide right of way, which is the width of the parkway. This allows the road to be insulated from things such as strip development and billboards (Newton, 1971). The parkway introduced the design concept of limited access to the road. Also facilitated by the existence of a wide park around the roadway, this fact meant that adjacent property owners could not access the road, which we now see in all new freeways. A third remarkable design aspect was taken from Olmsted's carriageways—separated grade crossings. Intersecting roads were sent over the parkway by bridges, which were made easier by the valley location of the parkway. In two places, north and southbound lanes are separated by a median and are at different levels.

Care was taken to make the parkway beautiful, down to the details. It was already mentioned how much the valley was an integral part of the design. Landscape architect Gilmore Clarke recalls that, "In the layout of the drive, careful attention was given to preserving the existing amenities of the valley, to the control of floods, to the elimination of dumps, billboards and other existing unsightly features, and to planting with native materials" (Clarke, 1959). If billboards went up on private land just outside the parkway, trees were planted in the parkway to screen them (Newton, 1971). The details such as



bridge, guardrail, lighting and signage designs were attended to carefully as well. The road was meant to look as if it is a natural part of the terrain and borderlines were made imperceptible (Newton, 1971). The beautiful parkway resulted in higher land values for adjacent properties, as well as higher tax assessments.

The parkway now extends north, past its original termination, to the northern boundary of Westchester County where it links up to the newer Taconic State Parkway. Because this succession of roads becomes more modern as one travels northward along it, one can experience parkway evolution by noting the changes. Curves become longer; the parkway right of way widens as does the road itself; permanent medians appear; and opposite lanes of travel receive independent alignments (Newton, 1971). These separated lanes show “remarkable grace” as they move over the land. They also allow for interesting features (stands of trees, rock outcroppings, etc.) to be saved and for less cutting and filling to be required. The parkway merges increasingly with the landscape around it as it becomes the Taconic State Parkway (Newton, 1971). Here, scenic overlooks appear along the road. Norman Newton summarizes the Taconic by stating, “In short, it made driving immeasurably safer and more comfortable” (p. 610).

The 37 mile Merritt Parkway in Fairfield County Connecticut is worth examining, especially for its excellent bridge designs. It was built in the 30’s and connected to one of the offspring of the Bronx River Parkway, the Hutchinson River Parkway. The Merritt has a continuous 300 foot right of way, the southern half is undeveloped (Radde, 1993). It contains details similar to those of its predecessors such as “rustic” guardrails and grading that blends with the existing landscape. The aspect of the Merritt Parkway that stands out to most who have experienced it is its bridges. There are 68 of them and each is unique in its design. They were all created by George

Dunkelberger who was an architect (Radde, 1993). Most of the bridges are covered in either pre-cast or poured in place concrete, many with Art Deco styling. Some of the bridges are stone faced. The landscaping is native and intended to blend unnoticeably with the surroundings of the road. During construction, all of the topsoil and valuable plant specimens were saved and reused in the landscaping (Radde, 1993).

The Blue Ridge Parkway through the Appalachian Mountains has some interesting aspects that are worth noting. As noted before, the National Parks Service created it in the 30’s to connect Shenandoah and Great Smoky Mountains National Parks. It is a two lane road with no median or dividers, but access to it is fully controlled. It was designed to fully blend with its natural landscape (Newton, 1971). Recreation was emphasized along it by the use of campgrounds, picnic areas, viewpoints, trailheads and amenities like service stations and coffee shops. The road was designed to vary between ridges and valleys so as vary the driving experience (Newton, 1971). Local historical structures were preserved and restored if necessary. Fence structures are made of native stone, post and rail, or zigzag split rail fences. An innovative technique for preserving the visual quality of the road was used. Scenic easements, as they were called, required adjacent landowners to keep their property in the same use for a small consideration. Thus outright purchase of land was not required (Newton, 1971).

Gilmore Clarke, who helped to shape the development of the parkway by designing the Bronx River Parkway, also helped to bring the parkway to a possible culmination with the Garden State Parkway in New Jersey in 1956. The southern half of this road exemplifies the best qualities of a parkway while having the modern engineering needed for safe high speed travel. The Garden State Parkway, “Maintains the sensation of effortless passage through wholly native

scenes” (Newton, 1971, p. 616). Its opposing travel lanes maintain distinct alignments throughout, sometimes with landscaped berms in the median to remedy headlight glare from oncoming traffic. The median is as much as 400 feet wide (Radde, 1993).

Conclusion

The profession of Landscape Architecture has been instrumental in shaping roadways in our country. It adapted to the rise of the automobile by planning and designing roads that combined efficiency and safety with beauty, recreation, driving pleasure and sensitivity to nature. These roads were known as parkways. As the automobile grew ever more dominant in our society, roads became more oriented toward speed and capacity. Today, the desire to recapture the spirit of the parkway is evident in the fact that many parkways are being protected and revived, including the Arroyo Seco Parkway. This desire should be acknowledged in the design of new roads. Knowledge of how and why the great roads of our country were built is an important foundation that should be a part of modern road design.

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APPENDIX B

Graffiti, Litter and Sense of Community

by Miki Yanai Hernandez

Introduction

Urban neighborhoods are treasure boxes of history, culture, freedom and human dynamics. Yet it is often the case that such intrinsic features of urban communities are dimmed by the absence of visual consistency – a pedestrian overpass covered with bright spray-paint; old furniture against a wall; rusted auto parts occupying a corner. It is not unusual for a lengthy community meeting to result in the expression of a strong wish for graffiti and litter removal. Indeed, graffiti and litter along with other forms of vandalism have been rated as more crucial than problems such as public transport, homes and jobs (Burall, 1979).

The critical point about vandalism is that it is not a simple physical damage but rather an expression of frustration and hopelessness toward a sense of control over where people live and what people own (Wilson, 1979). Existence of such negative feelings can also lead to a discouragement of pride, care and positive attitudes of a community. In other words, it can weaken a sense of community, disintegrate it, and deprive even more power from a community as a result. It is thus important for local governments and communities to understand how vandalism appears in a certain community and what can be done to prevent it.

A traditional response to graffiti and litter has been to re-paint an object and remove litter once in a while. In most cases, however, both graffiti and litter come back; thus painting/littering and its removal becomes an endless cycle. In order to cut the cycle, it is necessary to look at what underlies the existence of graffiti and litter:

Why do some people express their passions in graffiti while others absolutely do not want any? Why do some neighborhoods have a tendency to store objects on streets? Understanding of mechanisms of graffiti and littering can help in designing physical spaces that build a sense of community.

Mechanism of Graffiti

Although some pieces are considered to be art, most graffiti appear to be crude and/or offensive. Even if a painting is artistic, it chooses a place just as other art pieces would do. Graffiti is defined as “an inscription or a drawing placed upon property without the property owner’s permission (<http://www.health-in-action.org>).” Thus without this permission, this act of expression becomes an act of vandalism in many cases.

The majority of vandalism, including graffiti, is done by the young. While the youngest age group under twelve often damages public facilities by accident through their mere curiosity and play, youths between 13 to 17 years old often take actions in the process of growing up, when peers’ influence is considerable. Vandalism such as graffiti can be the safest form of challenge in competition with one’s peers since detection is difficult and actions are not always reported, especially if they happen on public property.

As children grow into adolescents and adults, other triggers start appearing such as revenge, release of frustration or boredom, or political activities. Among those vandals, the cause of their actions often derives from lack of spaces and opportunities for leisure, problems at home, oppression in economic and social status, or thirst for public attention (Griffiths, 1979). Their products can be categorized into three groups: Gang, political and hip-hop graffiti

depending on to whom their work is projected (Phillips, 1999). A popular form found in Los Angeles, for example, is gang graffiti, done by gang members in order to mark their territories, or hip-hop graffiti by 'taggers,' who repeatedly paint their personal or group initials (Ferrell, 1993; Neighborhood Watch Association, 2000). Vandalism, typically graffiti, is most often directed toward public property. Public property is considered to be someone else's and damage is expected to be repaired by the someone else, which reduces a sense of guilt as well as possibility of being caught. Oscar Newman named such a space as 'indefensible space,' where ownership appears to be ambiguous (1973).

Ambiguity of ownership is can be expressed as improper or no maintenance. Public or private, accidental damage thus often triggers thorough and complete damage of a property. The existence of a broken window or lamp post can be interpreted that an object is not under an individual or group's responsible (White, 1979). Also, objects that are not focal points of a community's interest are susceptible to graffiti. Street signs, especially the ones on freeways, for example, are often covered with graffiti, while decorative signs in a community center survive intact (Burall, 1979).

Vandals also tend to attack space that is shadowed and out of people's focus. Thus spaces under freeway, railroad and pedestrian overpasses, restrooms, and back walls of public buildings are more likely to be painted by vandals than office entrances or vertical surfaces of stores that face major pedestrian circulation.

Large-scale spaces attract vandals more than ones of small scale. A space of human scale gives a sense of private environment with police eyes, which keep vandals away (White, 1979).

For a solution to graffiti, most of the cities in the United States make removal efforts, which is to remove or paint over graffiti as quickly as possible (www.nhwathch.asn.au/graffiti.htm). Although it is said that

programs such as the Zero Tolerance Policy by the City of Los Angeles have been successful, vandals tend to repeat the action shortly after the original paintings are removed. The National Graffiti Information Network noted that the rate of graffiti reoccurrence by removal method is high if the repainting is not done carefully and thoroughly (1999).

The removal method is a temporary solution rather than a means of solving fundamental issues. Repeating clean-ups of graffiti can also be a financial constraint for many communities. Caltrans paid 2.7 million dollars for graffiti removal in 1992-1993, and Los Angeles County estimates that 66 million dollars were spent on cleaning graffiti in the same fiscal year.

The other commonly practiced method to cope with graffiti is to block workable surfaces from public access. Caltrans has been installing razor wire over freeway overhead signs and many cities and communities use chain link fences to restrict access to surfaces prone to graffiti. The concern here is that the existence of such blockage can be not only eyesore for the neighborhood, but also an assertion that the area is not maintained and taken care of, which could project an insecure and run-down image to residents and visitors.

Some neighborhoods have started an alternative approach to graffiti problems. They set up surfaces where anyone can legally paint what they desire to paint. This method provides a way to direct artistic talent and hidden opinions into positive forms by accepting informal expressions. Some community coordinators feel that graffiti in appropriate spaces can promote social mobilization and dissemination of political and social justice (Wild, 1998).

Among such community coordinators, there are quite a few who believe that community involvement is indispensable to eliminate unwanted graffiti. They state that a community needs to identify its issues that allow graffiti and become more receptive to marginalized community members and their opinions (Wild, 1998).

Mechanism of Littering

Contrary to graffiti, littering derives more from carelessness rather than intentional damaging activities, and involves all age groups. Goldstein describes littering as acts of carelessness, borrowing from Thaw's study in 1976 (1996). People usually care about places and things if they own them and are therefore responsible for upkeep and repair. Places, for example, where people do not own their dwellings and have high turn-over often generate an atmosphere of indifference since residents never have to be responsible for maintaining them (Wilson, 1979).

Activities as well as physical spaces and things can be the object of ownership. Ownership means that one can invest identity in something and see its consequence. In other words, one has a sense of control over something. When people do not have ownership and thus never deal with consequence, attitudes of neglect and thoughtlessness allow them to litter (Wilson, 1979).

An effective means against carelessness is to encourage personalization of objects such as a plot in front of an apartment complex or staircases shared by several groups. Street clean-up days, community gardens, and residents association for apartment maintenance are often used as tools (Goldstein, 1996).

Involvement of a community as a whole against littering is just as important as it is in dealing with graffiti. Educational programs that enhance awareness and respect toward a community are especially effective in terms of involving community members of diverse age groups (Goldstein, 1996).

Preventive Methods Against Graffiti and Littering

Mechanisms of graffiti and littering provide hints with which a community can manage the issue of the vandalism. As technical and detailed methods need to be applied in physical design processes, community involvement is needed to discourage potential vandals and to establish long-term maintenance strategies suitable to each community.

- Provide a facility with durability
- Place easy targets such as signs away from accessible locations
- Design a facility as if it is under the responsibility of individuals or identifiable groups of people
- Design at a human scale; keeping the physical environment intimate can create a sense of belonging
- Make a structure attractive; simply painting a wall with decorative features often solves a problem
- Expose workable surfaces to people's supervision and attention
- Install proper lighting; lighting vertical surfaces makes vandals clearly visible
- Make facilities resistant; vertical objects can be finished with smooth surfaces such as tiles, plastic laminates, non-stick polyurethane paints so that they are easier to clean of graffiti (Sykes, 1979)
- Provide places to go, things to do; children and adolescents might release their frustrations and energy through recreation, not through vandalism
- Create opportunities to care; by giving chances to manage a space such as nicely repainted staircases or shared garden plots, residents can develop a sense of being responsible toward spaces, things and activities
- Involve community members in problem solving processes

According to Jane Jacobs, cities consist of strangers and thus social control has been governed by formal processes rather than by face-to-face informal human relationships (1961). By facing vandalism as

a community, however, urban residents can form more informal interaction that controls individuals' social behavior more effectively (Wilson, 1979). A classic example is the one in Gibbshill, the United Kingdom, where a local tenants' association, police and the Council redeveloped the area with recreational facilities, a community center and a shopping center. The community also started the police's foot patrols and a youth club, which reduced vandalism to almost none (Burall, 1979). Encouraging residents and business owners to communicate with each other and raising awareness toward their surroundings can bring people together to find the best strategy for their own situation.

Conclusion

While graffiti are "a form of communication that is both personal and free of the everyday social restraints that normally prevent people from giving uninhibited reign to their thoughts (Abel, 1977)," litter may be the evidence of neglect and lack of interest. Whether a case is derived from intention or indifference, the vandalism implies underlying issues within a community and it is worthy of careful attention. There are technical and social strategies that a community can apply in order to prevent graffiti and litter.

The ultimate and most effective solution to graffiti, litter and other vandalism is, however, to build a sense of community. If residents come to like a community, they will cherish and maintain its physical aspects as well. Positive images and pride among community members, sense of control and responsibility, and joy of everyday experience are far more powerful and enduring tools against vandalism than supervising or controlling people's behaviors through regulations and punishment.

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APPENDIX C

The Arts and Crafts Culture of the Arroyo Seco

by Rochelle Tortorete

William Morris of England is often thought to be the father of the Arts and Crafts or Aesthetic Movement. His beliefs were strongly based in the ideas of Socialism. He stated, “It is right and just that all men should have work to do which shall be worth doing, and be of itself pleasant to do; and which shall be done under such conditions as would make it neither over-wearisome nor over-anxious.” (Sanders, 1978). Morris, a confirmed Marxist, believed that there had been a better world before the industrial revolution. He saw industrialization as a force of corruption that had alienated people from their work and from each other (Winter, 1997). He, and his followers in the Arts and Craft movement, sought refuge from the mundane impersonality of the mechanistic cities, seeking retreat from the excesses of progress, and dedicating their lives to pursuit of excellence and inner-peace.

In the late 1800’s, California was not quite as developed as the east and mid-west United States, and was still considered relatively unmarred by the influences of urbanization. The rugged beauty of the landscape was often described as a golden garden paradise. A few individuals who supported the ideals of Morris desired escape from the mind-numbing sameness created by prefabricated products of industry. They imagined that this magical landscape, inhabited only by Native Americans and Spanish Missionaries existing in peaceful contentment, could provide refuge from the evils of modern over-civilization and consumerist society.

Southern California held particular appeal for dwellers from the eastern side of the nation. Many heard about the wonderfully mild climate, and sought the sunny settings as a cure for health conditions and mental depression. Outdoor living was a novel concept for Easterners who were tired of suffering harsh winters. Year round sun

and long growing seasons allowed for spectacular plant life and the forms and sensory qualities of the Mediterranean-like atmosphere were inspirational. This climate allowed for outdoor activity in “garden rooms” and a fervent interest in gardening filled the lives of many of the inhabitants of the area.

The ruggedness of the Arroyo Seco canyon, with its scrubby chaparral and boulder-strewn streambed, attracted those looking to find the wild roughness for which the west was famed. This type of landscape was opposite of the green lushness of the manicured and over-controlled landscapes of Northeastern United States and Canada, and even of Britain. It symbolized a freedom from the burdens and constrictions of civilized living. It was amazing for them to be able to stand in eighty-degree heat in the depth of winter and gaze upon the snow-capped San Gabriel Mountains that seemed only an arm reach away.

Artisans and Craftsman admired the rough-hewn style and character of the Spanish Missions of the Arroyo area, their primitiveness and their coarseness. It was far from the highly ornate, overly decorated Victorian styles, but warmer and more personal than machine fabricated designs of factory production. The romantic image of robed Franciscan padres, residing in crude, yet elegantly simple adobe dwellings, benevolently overseeing the barbaric natives appealed to a sense of adventure and simplicity.



Lumis Home, current photo

One staunch promoter of such living was Charles Fletcher Lummis. This Harvard-trained Easterner relished in the retreat from civilization, and made it his life's mission to protect California's Native American and Spanish heritage. Settling on one of the banks of the Arroyo Seco, Lummis used the stream's sand-washed boulders in the construction of his home, which doubled as a museum of South-Western Native American artifacts. This structure is still preserved today, surrounded by the urban neighborhood of Highland Park, and exists as a physical documentation of the attitudes of some of the Arroyo Culture.

As the area's reputation of paradisiacal setting spread, more and more Arts and Craft enthusiasts traveled west to seek inspiration and simple living. This topographically sheltered pocket of beauty, outlined by the striking forms of the San Gabriel Mountains, beckoned to affluent citizens and bohemian artists alike. Resorts and summer homes were built along the Arroyo in the hillsides of

Pasadena. Wealthy patrons took advantage of the abundance of highly skilled craftsman, and paid them well for custom designed and built furniture and artwork. The landscape and lifestyles began to subtly alter the practice of craftsmanship in the region, so that a distinction can be made of the work of crafters from the area in comparison with those in the rest of the nation. Historically, the Arts and Crafts style was dominated by simplicity of function, clean lines and forms, stripped of pretentious ornament. But, the craftsman and architects of the arroyo were encouraged by the prosperous patronage to be more demonstrative of their talents. As a result, more detailing and ornament can be seen in the works of Southern California Arts and Crafts.



Batchelder tile work

In 1891, in Pasadena, the Throop Polytechnic Institute taught courses in manual crafts, and was committed to training with the values and theories of the Arts and Craft movement. Students were taught that their work must represent “character, culture, and good craftsmanship.”(Bowman, 1993). Ernest A. Batchelder, a highly respected craftsman from the East Coast joined the faculty at Throop in 1901, bringing fame to the area from around the nation. In 1909, Batchelder started his own School of Design and Handicraft at his home in the Arroyo. His institution joined the other schools of the Arroyo to support the growing community of craftspeople. One such institution, the University of Southern California’s College of Fine Arts, was housed in what today is the stained glass studio of the Judson family. Founded by William Lees Judson, this studio was the meeting place of the Arroyo Guild, “an association of expert workers who design and make beautiful things” (Arroyo Craftsman, 1909). The Guild was an organization of the craftsmen of the area who specialized in the creation of high quality pieces of furniture, stained glass, lighting fixtures, pottery and other household crafts. They published their own journal, resembling the New York based periodical “The Craftsmen,” by Gustav Stickley. This journal, named appropriately, if not very creatively, “Arroyo Craftsman,” only produced one issue before the guild disbanded. It is a mystery why not one piece of work can be concretely attributed to the Arroyo Guild, or why the organization did not last.

As more and more people settled in Los Angeles, popular culture’s demand for efficient and economical products invaded the priorities of the Arroyo Seco inhabitants. The Arts and Craft movement began to decline. Today, much of the beloved landscape of the Craftsman is encased in cement and asphalt. Yet, the effects of sprawl have in some ways protected many of the historical homes and facilities of the era. The Craftsman bungalow structures still dominate the urban neighborhoods that surround the now channelized Arroyo. Although in seriously degraded condition, these homes can still evoke the feelings of what was once considered paradise.



Craftsman style home, beautifully preserved

It is ironic that one of the effects of the sprawling syndrome of Los Angeles’ development abandoned this segment of the inner city, and in a way preserved some of the area’s most interesting heritage. Recently, attention has been given to protecting these original building and residents of the neighborhoods are organizing to promote this effort. The people of Los Angeles are coming to realize what a national treasure they have hidden in the foothills of the Arroyo Seco.

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APPENDIX D:

Organizations and Agencies of the Arroyo Seco Area

Non –Governmental Organizations

Architectural Historians of Southern California
Arroyo Seco Foundation
Audubon Society of Northeast Los Angeles
California Cycleways
California Historical Society
Friends of Debs Park
Highland Park Heritage Trust
Lincoln Heights Redevelopment
Los Angeles City Historical Association
Los Angeles Conservancy
Los Angeles Historical Society
Los Angeles Preservation Committee
Mt. Washington Neighborhood Association
North East Trees
Santa Monica Mountains Conservancy
Save our Southwest Museum (SOS)

Government

Army Corps of Engineers
South Pasadena Transit Authority
City of South Pasadena Transportation Department
City of Los Angeles, Public Works Department
City of Los Angeles, Recreation and Parks Department
Metropolitan Transit Authority (MTA)
Los Angeles County, Public Works Department
Los Angeles County, Recreation and Parks Department
Historic American Engineering Record, National Park Service
California State Transportation Department
Federal Highway Administration

APPENDIX E:

Other Plans and Studies Regarding the Arroyo Seco Area

The Arroyo Seco area has been the subject of numerous plans and studies in recent years. Many dedicated people have dedicated their time and resources to improving the future of this special area. It has been a principle of this project to respect, follow and link to these plans. This helps us to avoid redundancy, connect good ideas together, and provide a unified and coherent plan. The following is a list of past, present and future plans and studies beginning with the most important ones. The parties responsible, the year of the document, and a brief description are also given.

The Arroyo Seco Parkway, Historic American Engineering Record, 1999.

This was a study that researched and inventoried the original design of the Parkway, especially its engineering aspects. It provided the first step in the process of nominating the road for National Scenic Byway designation, as well as giving the road unique status in engineering history. It provided much information for our project.

Hahamongna Watershed Plan, Northeast Trees, Arroyo Seco Foundation, 2000.

The production of this plan is scheduled to commence in the summer of 2000. It will focus on the entire watershed with an emphasis on environmental issues. Our plan is expected to provide a strong foundation of data and design ideas for the Hahamongna Plan to follow.

Arroyo Seco Bikeway Proposal, California Cycleways, 1995.
The Horace Dobbins Cycleway inspired this proposal for a high-speed commuter bikeway along the Arroyo Seco. Our plan adapts the basic idea and gives conceptual ideas for the form of the bikeway.

Arroyo Seco Bikeway/ L.A. River Bikeway Connection, L.A. County Department of Public Works, 2000 (many other agencies and community groups involved).

This is a new planning effort which was set into motion by County Supervisor Gloria Molina. An interagency and community group meets monthly to discuss options and progress for connecting the incomplete L.A. River Bikeway and Arroyo Seco bikeway with Union Station. Our plan assumes that, through this effort, a bike connection will be made at the confluence of the Arroyo Seco and L.A. River.

Framework Plan for the Ernest E. Debs Regional Park, Debs Park Community Advisory Committee, City of Los Angeles Department of Recreation and Parks, 1999.

Debs Park provides the core natural area of the Arroyo Seco corridor. The plan calls for environmental restoration, careful management, and a future Audubon Society Nature Center.

Highland Park Conceptual Improvement Plan, Highland Park Recognized Community Organization (RCO), Los Angeles Neighborhood Initiative (LANI).

This plan focused on improving the streetscape environment of Highland Park.

Master Plan for the Lower Arroyo Seco, 606 Studio, Landscape Architecture Department, California State Polytechnic University, 1988.

This plan focused on the restoration of the Arroyo Seco through Pasadena. It is still being used for guidance of the Lower Arroyo Seco Park.

Confluence Park River through Downtown Project, Northeast Trees, 1998.

This is a design for an urban park that celebrates the union of two important rivers and the historical significance of the site.

Highland Park Historic Preservation Overlay Zone.

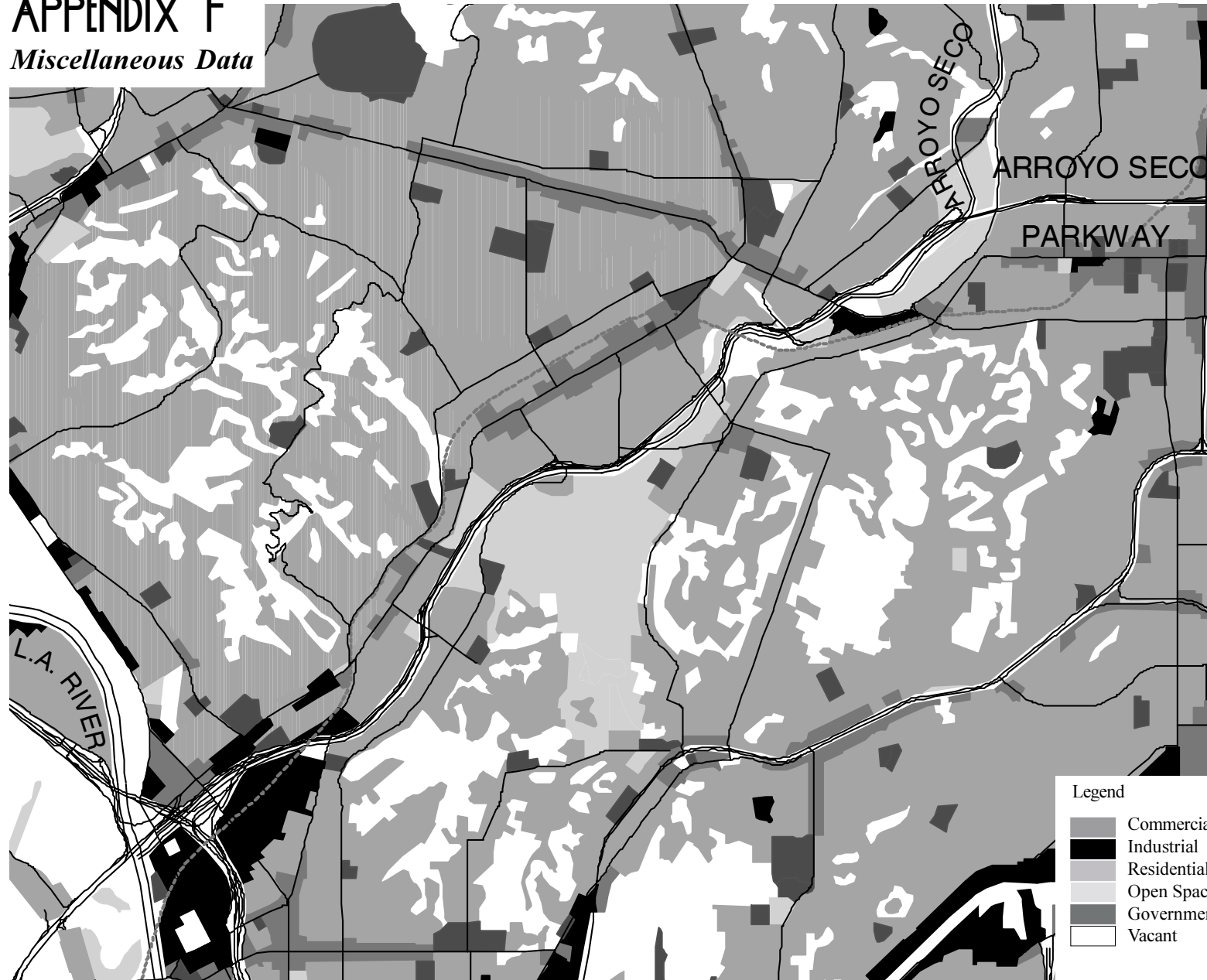
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Big Park Concept and the Greening of the L.A. River, Council District 1, Councilman Mike Hernandez, 1998.

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APPENDIX F

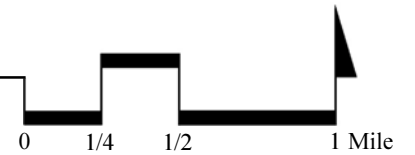
Miscellaneous Data

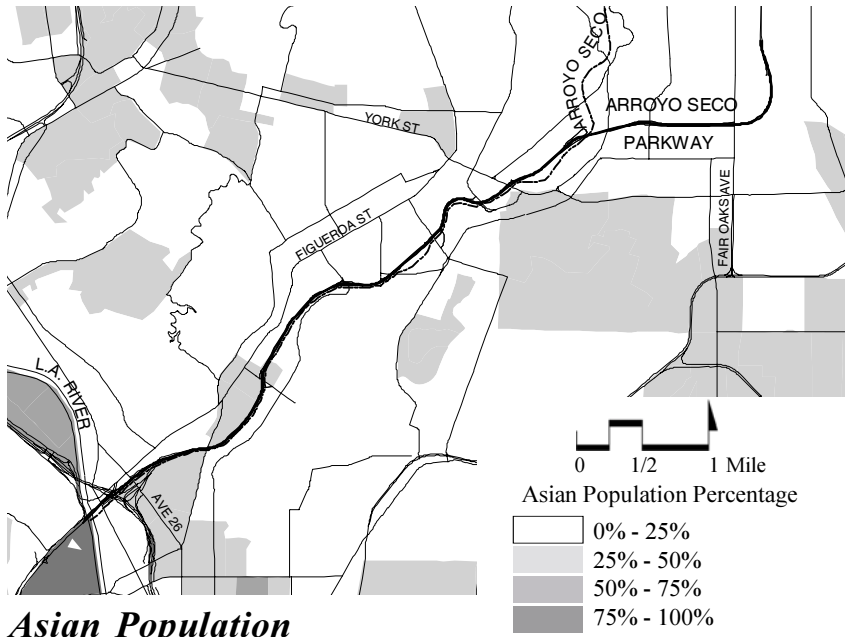


LAND USE

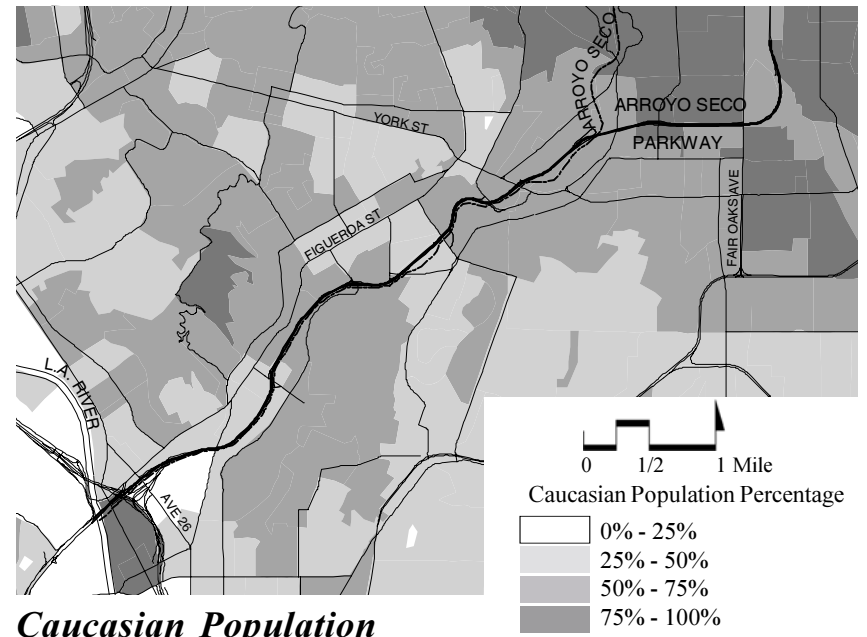
Legend

- Commercial
- Industrial
- Residential
- Open Space & Recreation
- Government & Institutions
- Vacant

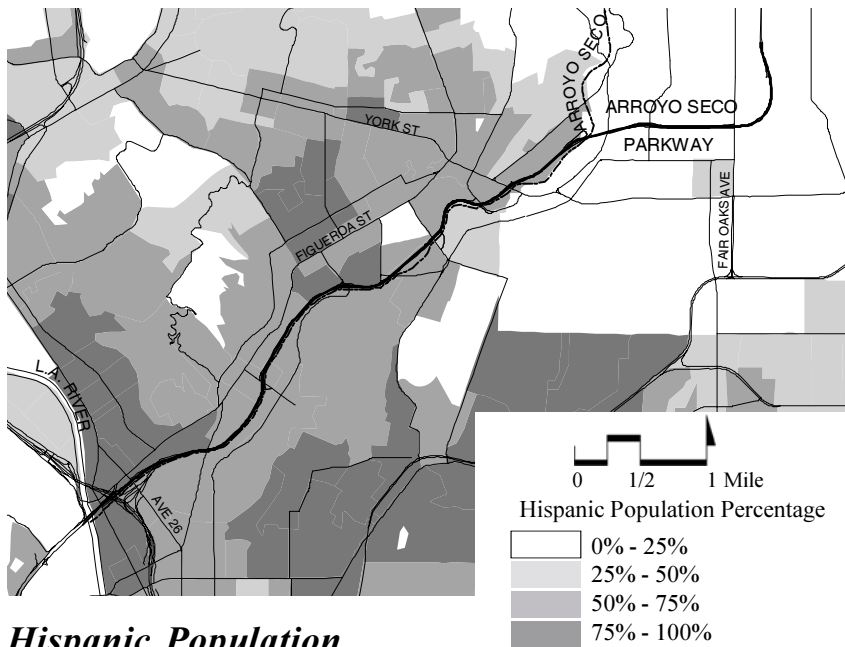




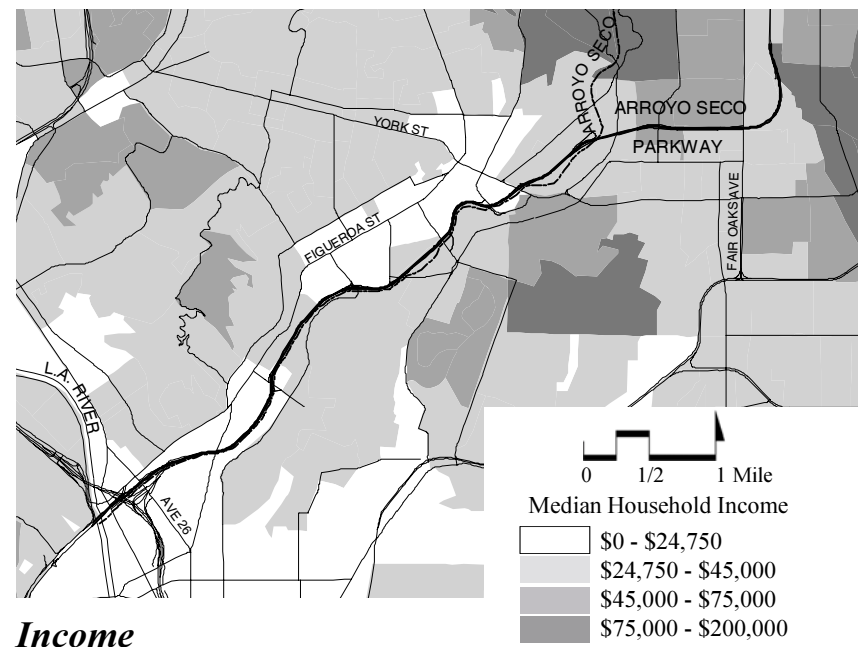
Asian Population



Caucasian Population



Hispanic Population




Income

Plant Selection Matrix

Part of original plant palette
 Noted as currently existing along the right of way
 Additional recommendations from plant consultant
 Fits Historic Appearance
 Appropriate to the region
 Roadside Hardy
 Low Maintenance Needs
 Low Water Needs
 Native

Common Name	Scientific Name	Basis for Consideration			Criteria							
Trees												
Bottlebrush	Callistemon sp.											
Brazilian Pepper	Schinus terebinthifolius											
California Black Walnut	Juglans californica											
Catalina Cherry	Prunus lyonii											
Coast Live Oak	Quercus agrifolia											
Cocos Palm, Queen Palm	Syagrus romanzoffiana											
Cottonwood	Populus fremontii											
Blue Elderberry	Sambucus mexicana											
Eucalyptus	Euclayptus spp.											
Fig	Ficus spp.											
Holly Leaf Cherry	Prunus ilicifolia											
Holly Oak	Quercus ilex											
Mexican Fan Palm	Washingtonia robusta											
Pine	Pinus spp.											
Podocarpus	Podocarpus gracilor											
Sycamore	Platanus racemosa											
Tree of Heaven	Ailanthus altissima											
Willow	Salix spp.											
Yellow Tree Poppy	Dendromecon harfordii											

 = Meets Criteria

Part of original plant palette
 Noted as currently existing along the right of way

Additional recommendations from plant consultant
 Fits Historic Appearance
 Appropriate to the region
 Roadside Hardy
 Low Maintenance Needs
 Native

Common Name	Scientific Name	Basis for Consideration			Criteria						
Shrubs											
Acacia	Acacia sp.										
California Fuchsia	Zauschneria californica										
Ceanothus	Ceanothus (11 varieties)										
Compact Myrtle	Mytus communis 'Compacta'										
Blue Beard Tongue	Penstemon sp.										
Blue Sage	Salvia sp.										
Bush baccharis	Baccharis consanguinea										
Cocculus	Cocculus laurifolius										
Dracena	Dracena sp.										
Flannel Bush	Fremontodendron californicum										
Flowering Currants	Ribes sanguineum										
Fuchsia Flowering Gooseberry	Ribes speciosum										
Fuchsia	Fuchsia sp.										
Laurel sumac	Malosma laurina										
Lemonade Berry	Rhus integrifolia										
Manzanita	Arctostaphylos sp.										
Matilija Poppy	Romeya coulteri										
Mountain Mahogany	Cercocarpus betuloides										
Nevin's Barberry	Mahohinia nevinii										
Oleander	Nerium oleander										
Pittosporum	Pittosporum sp.										
Privet	Ligustrum sp.										
Purple Sage	Salvia leucophylla										
Scrub Oak	Quercus dumosa										
Sugar Bush	Rhus ovata										
Toyon	Heteromeles arbutifolia										
Tree Tobacco	Nicotiana glauca										
Wild Buckwheat	Eriogonum sp.										
Xylosma	Xylosma congestum										

Plant Selection Matrix (cont.)

Part of original plant palette
 Noted as currently existing along the right of way
 Additional recommendations from plant consultant
 Fits Historic Appearance
 Appropriate to the region
 Roadside Hardy
 Low Maintenance Needs
 Low Water Needs
 Native

Common Name	Scientific Name	Basis for Consideration			Criteria						
Vines											
Blue Dawn Flower	Ipomoea acuminata	■				■			■	■	
Bouganvillea	Bouganvillea		■			■	■			■	
Cape Honeysuckle	Tecomaria capensis	■	■			■	■	■		■	
Catsclaw	Macfadyena unguis-cati	■				■					
Passion Flower	Passiflora edulis		■								
Plumbago	Plumbago auriculata		■			■	■	■		■	
Raspberry	Rubus ursinus		■				■				
Wandering Jew	Tradescantia sp.		■								
Wild Grape	Vitis californica	■	■			■	■				■
Wild Roses	Rosa californica	■	■			■	■				■
Ground Cover											
Algerian Ivy	Hedera canariensis		■						■		
Blue Snapdragon	Antirrhinum majus	■				■					
Boston ivy	Parthenocissus tricuspidata	■				■					
Honeysuckle	Lonicera japonica	■				■	■	■			
Ice plant	Lampranthus sp.	■	■			■	■	■			■
Morning Glory	Convolvulus mauritanicus	■	■			■	■				
Owl Clover	Orthocarpus purpurascens		■								
Perriwinkle	Vinca major		■			■	■	■			
Trailing Lantana	Lantana montevidensis	■	■			■	■	■			
Grasses											
Pampas Grass	Cortaderia sellowiana		■				■	■	■		
Giant Reed	Arundo donax		■								

Plants for Neighborhood Wildlife Corridors

Compiled by biology graduate students Anna Langdon, Natasha Neuman, and Chris Solek.

Habitat	Life Form	Common Name	Scientific Name	Resource Requirements	Remarks
Urban Streetscape	Tree	California Sycamore	<i>Platanus racemosa</i> Nutt.	along stream beds	10 - 25m
Urban Streetscape	Tree	Gooding's black willow	<i>Salix goodingii</i>	streamside, wet, marshes, seepage area, meadows	<30m, roots interfere with below pipes, stabilizing
Urban Streetscape	Tree	yellow willow	<i>Salix lutea</i>	wet, sun	<7m, roots interfere with below pipes, stabilizing
Urban Streetscape	Tree	white alder	<i>Alnus rhombifolia</i>	sun, along stream beds	stabilizing
Urban Hedgerow	Shrub	laurel sumac	<i>Malosma laurina</i>	drainage, dry	2 - 6m, evergreen, fruit, fl
Urban Hedgerow	Shrub	lemonadeberry	<i>Rhus integrifolia</i>	n-facing slope, drainage, dry	1 - 8m, evergreen, fruit, fl
Urban Hedgerow	Shrub	sugar bush	<i>Rhus ovata</i>	drainage, dry	2 - 10m fruit, flower, ever
Urban Hedgerow	Shrub	California coffeeberry	<i>Rhamnus californica</i> ssp. <i>Californica</i>	drainage, dry	<5m, fruit, flower, ever
Urban Hedgerow	Shrub	Toyon, California holly, Christmas berry	<i>Heteromeles arbutifolia</i>	drainage, sun	<5m, fruit, flower, ever
Urban Hedgerow	Shrub	California laurel, California bay, pepperwood	<i>Umbellularia californica</i>	irrigation	shrub/tree, aromatic, to
Open hills	Tree	Gooding's black willow	<i>Salix goodingii</i>	streamside, wet, marshes, seepage area, meadows	<30m, roots interfere with below pipes, stabilizing
Open hills	Tree	Yellow willow	<i>Salix lutea</i>	wet, sun	<7m, roots interfere with below pipes, stabilizing
Open hills	Tree	Fremont cottonwood	<i>Populus fremontii</i> ssp. <i>Fremontii</i>	irrigation or wet, sun	susceptable to mistletoe, in stabilizing
Open hills	Tree	red willow	<i>Salix laevigata</i>	along streams, canyons	5 - 15m
Open hills	Tree	arroyo willow	<i>Salix lasiolepis</i>	along streams, wet, sun	2 - 10m, stabilizing, inva
Open hills	Tree	coast live oak, encina	<i>Quercus agrifolia</i> Nee	drainage, sun	10 - 25m evergreen, fr
Open hills	Tree	California Sycamore	<i>Platanus racemosa</i> Nutt.	along stream beds	10 - 25m
Open hills	Tree	southern California black walnut	<i>Juglans californica</i>	slopes, canyons, valley	shrub/tree, fruit

Habitat	Life Form	Common Name	Scientific Name	Resource Requirements	Remarks
Open hills	Shrub	Toyon, California holly, Christmas berry	<i>Heteromeles arbutifolia</i>	drainage, sun	<5m, fruit, flower, everg
Open hills	Shrub	blue elderberry	<i>Sambucus mexicana</i>	irrigation	2 - 8m, flower, fruit (toxic in lg
Open hills	Shrub	California sagebrush	<i>Artemisia californica</i>	irrigation	15 - 25 dm, fruit, flow
Open hills	Shrub	laurel sumac	<i>Malosma laurina</i>	drainage, dry	2 - 6m, evergreen, fruit, fl
Open hills	Shrub	lemonadeberry	<i>Rhus integrifolia</i>	n-facing slope, drainage, dry	1 - 8m, evergreen, fruit, fl
Open hills	Shrub	sugar bush	<i>Rhus ovata</i>	drainage, dry	2 - 10m fruit, flower, ever
Open hills	Shrub	California sunflower	<i>Encelia californica</i>	drainage, dry	5 - 15 dm, fruit, flowr, stab
Open hills	Shrub	Arroyo willow	<i>Salix lasiolepis</i>	along streams, wet, sun	2 - 10m, stabilizing, inva
Open hills	Shrub	narrow-leaved willow	<i>Salix exigua</i>	wet, sun	2 - 4m shrub, stabilizin
Open hills	Shrub	prickly pear	<i>Opuntia oricola</i>	drainage, dry, sun	flower, fruit
Open hills	Shrub	arroyo lupine	<i>Lupinus succulentus</i>	disturbed areas, roadbanks, sun	annual, 2 - 10 dm, stabil
Open hills	Shrub	white sage	<i>Salvia apiana</i>	drainage, dry, sun	<1m, stabilizing
Open hills	Shrub	black sage	<i>Salvia mellifera</i>	drainage, sun	1 - 2m, stabilizing
Open hills	Shrub	California poppy	<i>Eschscholzia californica</i>	grassy, open areas, sun	
Open hills	Shrub	holly-leaved cherry	<i>Prunus ilicifolia</i> ssp. <i>ilicifolia</i>	canyons, slopes woodlands	may not be native but good p flowers, fruits
Open hills	Shrub	California buckwheat	<i>Eriogonum fasciculatum</i>	dry slopes	10 - 200 cm
Open hills	Shrub	our Lord's candle	<i>Yucca whipplei</i>	drainage, sun, dry	good accent plant
Open hills	Shrub	sticky monkeyflower	<i>Mimulus longiflorus</i>	dry, rocky slopes	3 - 12dm, orange-yellow f

Habitat	Life Form	Common Name	Scientific Name	Resource Requirements	Remarks
Lower Riparian	Tree	Gooding's black willow	<i>Salix goodingii</i>	streamside, wet, marshes, seepage area, meadows	<30m, roots interfere with below pipes, stabilizing
Lower Riparian	Tree	yellow willow	<i>Salix lutea</i>	wet, sun	<7m, roots interfere with below pipes, stabilizing
Lower Riparian	Tree	Fremont cottonwood	<i>Populus fremontii</i> ssp. <i>Fremontii</i>	irrigation or wet, sun	susceptible to mistletoe, in stabilizing
Lower Riparian	Shrub	sandbar willow	<i>Salix hindsiana</i>	sandy substrate, ditches	shrub, 2 - 7m, stabilize
Lower Riparian	Shrub	common horsetail	<i>Equisetum arvense</i>	moist, disturbed areas, irrigation, shade	invasive
Lower Riparian	Shrub	Southern cattail	<i>Typha domingensis</i>	marshes	15 - 40dm
Lower Riparian	Shrub	broad-leaved cattail	<i>Typha latifolia</i>	marshes, ponds, lakes	15 - 30dm
Lower Riparian	Shrub	common monkeyflower	<i>Mimulus guttatus</i>	wet places	yellow flowers
Lower Riparian	Shrub	California bulrush	<i>Schoenoplectus californicus</i>		
Lower Riparian	Shrub	tule rush			
Lower Riparian	Barrier bush	California rose	<i>Rosa californica</i>	sun to part shade, moist area, stream banks	flower, fruit, invasive, stab
Lower Riparian	Barrier bush	California blackberry	<i>Rubus ursinus</i>		
Lower Riparian	Barrier bush	mugwort	<i>Artemisia douglasiana</i>		
Upper Riparian	Tree	white alder	<i>Alnus rhombifolia</i>	sun, along stream beds	stabilizing
Upper Riparian	Tree	California Sycamore	<i>Platanus racemosa</i> Nutt.	along stream beds	10 - 25m

APPENDIX G :

Federal Funding Sources for Arroyo Seco Projects

Transportation Enhancement Activities (TEA)

The Transportation Equity Act of for the Twenty-first Century has set aside a significant portion of the Surface Transportation Program funds for community of environmental enhancement opportunities. Many of the designs and ideas presented in this report fall into the project categories targeted for these federal funds. Projects do have to be related to the surface transportation system; however, this does not exclude projects that are outside of the Caltrans right of way. These funds are meant to be spent on projects that are over and above the normal transportation improvements, such as mitigation or standard landscaping; there are twelve categories of appropriate activities as listed below:

1. Facilities for pedestrians and bicycles
2. Safety and educational activities for pedestrians and cyclists
3. Acquisition of scenic easements and scenic or historic sites
4. Scenic or historic highway programs, such as tourist or welcome centers
5. Landscaping of other scenic beautification
6. Historic Preservation
7. Rehabilitation of historic transportation buildings, structures or facilities
8. Preservation of abandoned railway corridors, including the conversion and use thereof for pedestrian or bicycle trails
9. Control and removal of outdoor advertising
10. Archaeological planning and research

11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
12. Establishment of transportation museums

-Information taken from the Guidelines for the Caltrans Share, California Transportation Commission , January 1999

National Scenic Byway Program

The National Scenic Byways Program was created as part of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and is a nationwide effort to identify, promote, and manage roads that have regional or national significance. The program requires that byways be conceived by, shaped and managed to serve the communities through which they pass. Although a byway recognizes the needs of the traveler, the designation must be supported by residents who may interact with and potentially benefit from travelers. Byway designation will give status to an area and provide political leverage and access to various funding sources for programs that include revitalization projects, historic preservation districts, and transfer of development rights. The process of becoming designated as byway requires that the community work together to form a corridor management plan to help organize and direct future planning efforts within the area.

-Information taken from “Byway Beginnings”, the National Scenic Byway Program Handbook produced by the Federal Highways Administration and the National Park Service

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A LANDSCAPE
FRAMEWORK PLAN
FOR
THE
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PARKWAY
CORRIDOR

