

east los angeles transit park

Freeways of Los Angeles are massive concrete forms of infrastructure that accommodate vehicular movement and adversely fragment the adjacent communities. This project searched for moments of opportunity to infiltrate and develop architecture from infrastructure. An infill site was found in East Los Angeles that sits on the edge of where the 710 North freeway ends; land that has been in debate for developing a surface route freeway since the 1960's. The community has sent Caltrans into litigation for half a century to stop their 710 extension development that would start from the infill site to the 210 closing the 8 mile gap; a consensus is needed to satisfy the conflict between the community of East Los Angeles, South Pasadena, and Alhambra to Caltrans



710 South freeway to Mission Blvd



Mission Blvd to east adjacent residential

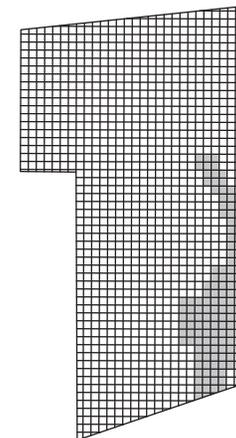


Front street ends at property of Caltrans



Front street ends at property of Caltrans

-  Undeveloped Land
-  Residential Multi-Family
-  Residential Single-Family
-  Valley Blvd Specific Plan
-  Industrial Limited
-  Commercial General
-  Industrial Planned Development
-  Railroad
-  710 Freeway

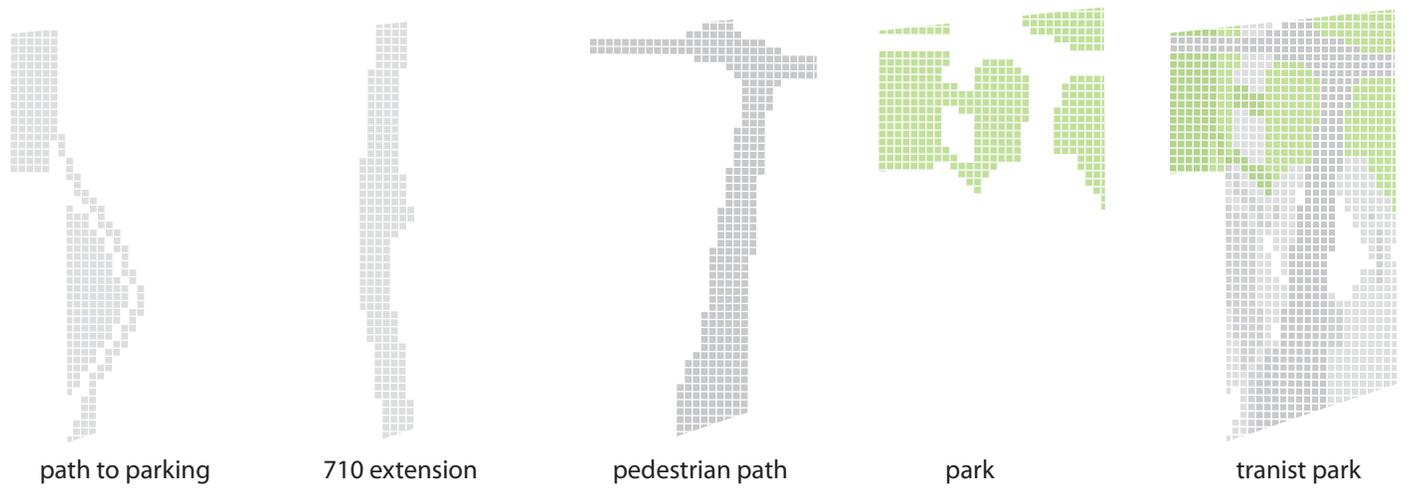
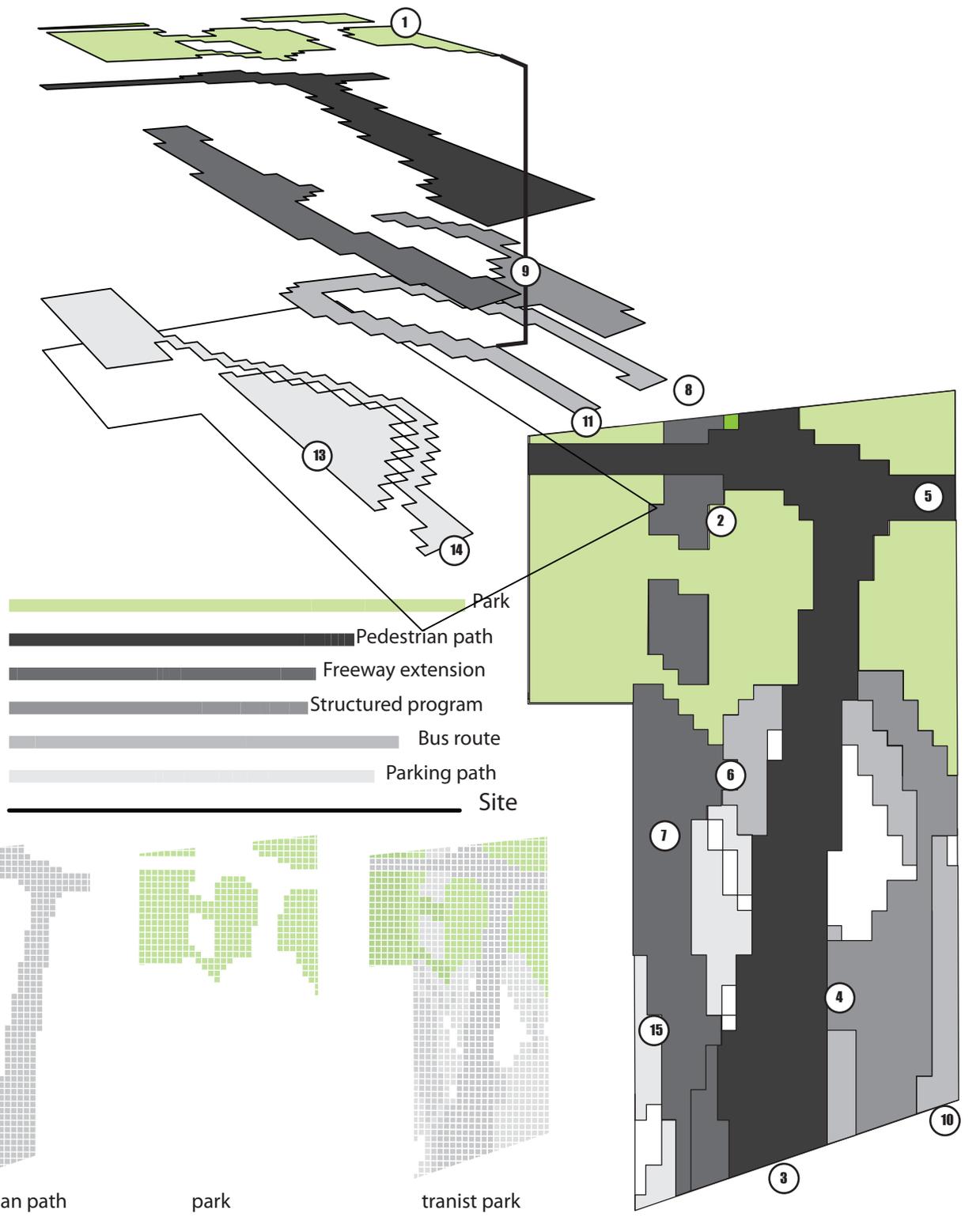


transit



one-way bus route

- 1** sacred to community
oriented adjacent to residential zone
- 2** acts as barrier to freeway noise
informal program dispersed
- 3** path from street opens pedestrian movement
direct connection to transit entrance
- 4** extends from street to park to parking
uninterrupted path extends over transit loading
- 5** establish connection where separation existed
green infrastructure
- 6** connects to bus route
- 7** adjacent to industrial zone
- 8** continues under depressed railroad tracks
placed on edge to minimize impact
- 9** acts as mediator between park and infrastructure
connects slow above to fast below
light structure defuse impact of heavy infrastructure
organized program according to speeds
- 10** radial sawtooth/stepped parallel platforms
10 loading berths
- 11** one way entrance
40' lanes for bypass and loading of busses
critical placement of exit to existing intersection
- 12** distance to terminal entrance less than 200ft
long term parking is structured for protection
- 13** parking is placed adjacent to industrial zone
vehicle entrance is separate from bus
- 14** +placed on edge of site for minimal impact
parking placed under freeway extension
- 15**



path to parking

710 extension

pedestrian path

park

transit park