

RECLAIMING THE ROAD

A MODEL FOR GREENER AND SAFER STREETS IN LOS ANGELES

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INSTRUCTOR: MEG COFFEE

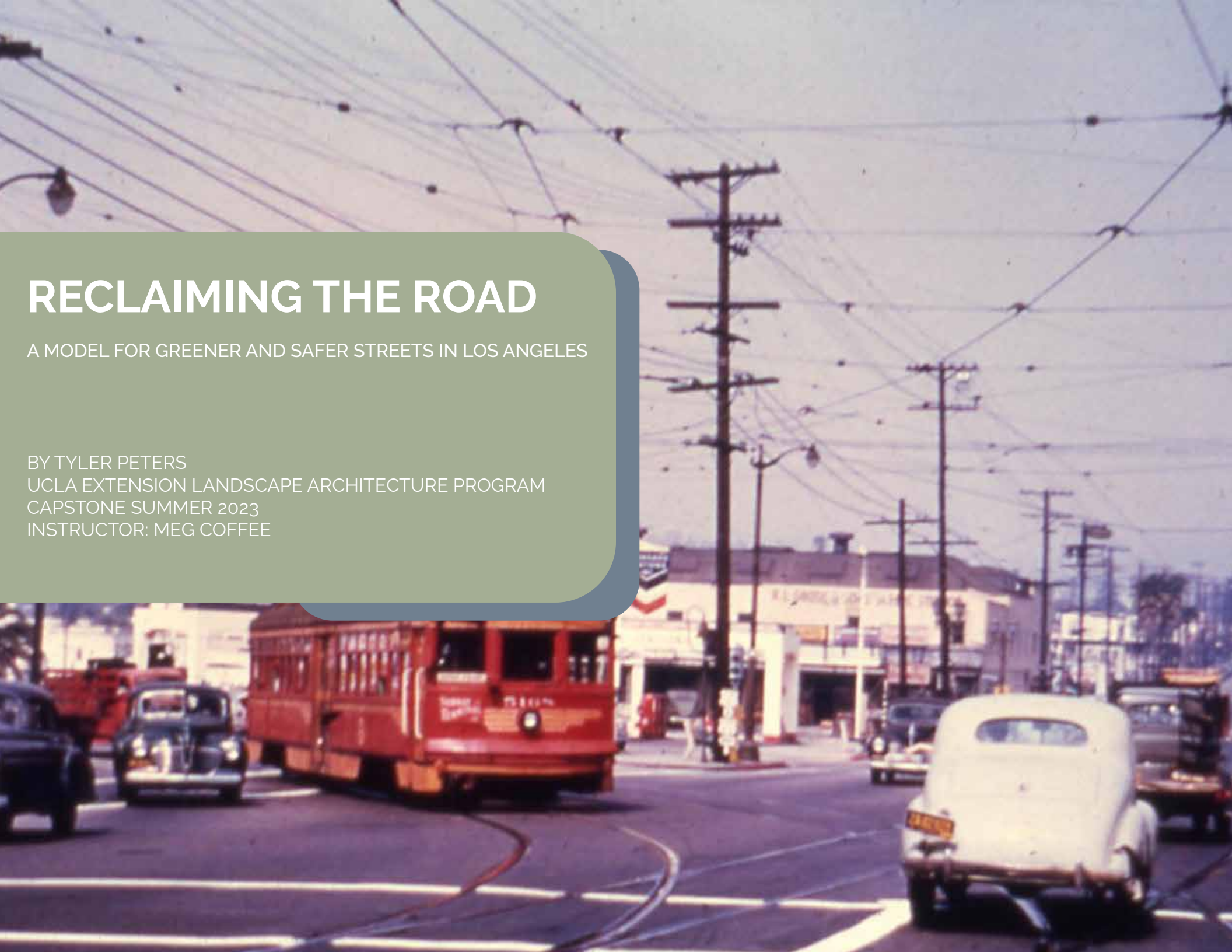


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I recognize that the Los Angeles area was originally and is still cared for by the Tongva, Tataviam, Serrano, Kizh, and Chumash Peoples. I acknowledge the harm caused by settler colonization, including land seizure, disease, subjugation, slavery, relocation, broken promises, genocide, and multi-generational trauma. This acknowledgment demonstrates my responsibility and commitment to truth, healing, and reconciliation and to elevating the stories, culture, and community of the original inhabitants of this land. I am grateful to have the opportunity to live and work on these ancestral lands.

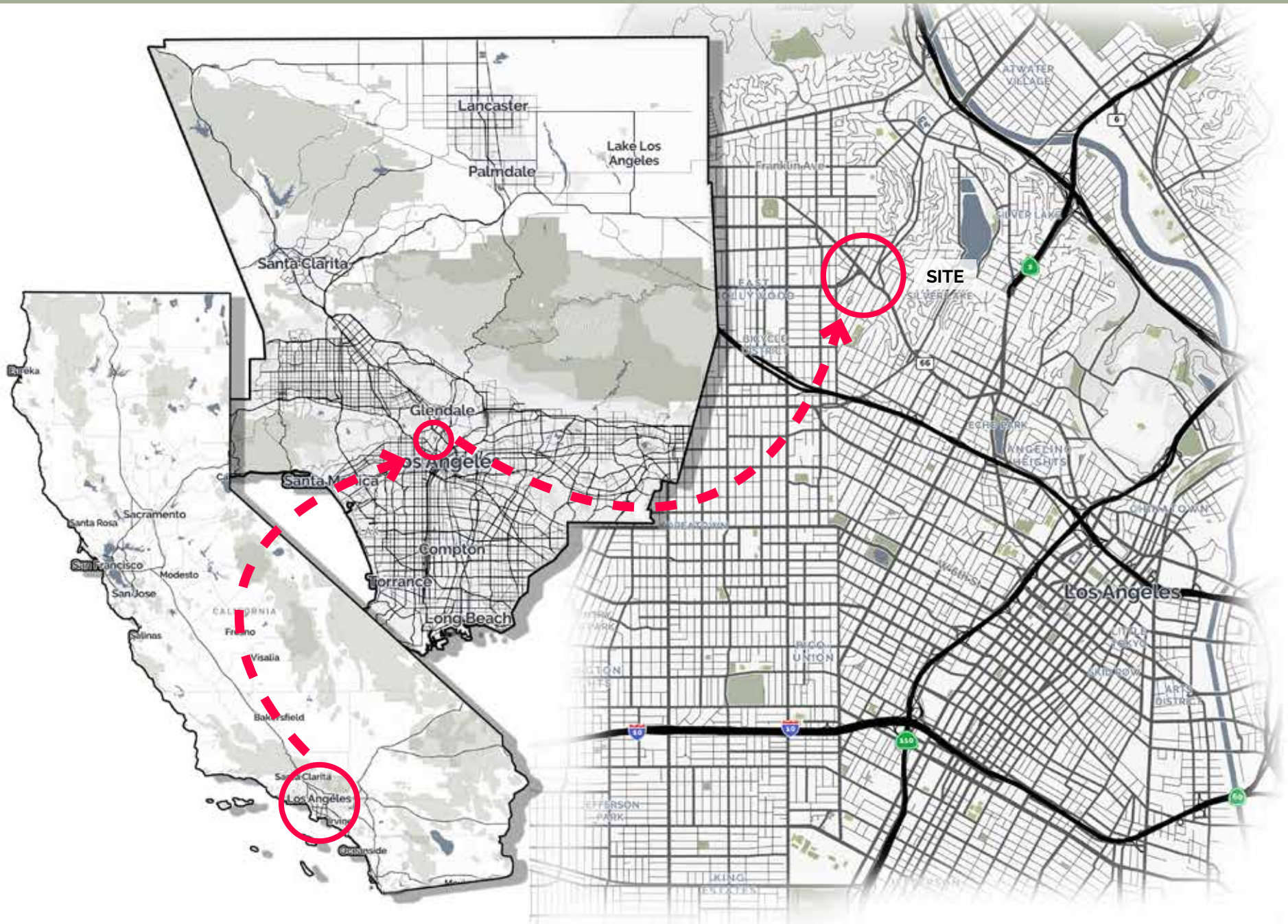
PROJECT STATEMENT

Many streets in Los Angeles do not meet the needs of all who use them. They create an **unsafe pedestrian experience. They lack green space. Most have few transit options.** My project rethinks a stretch of Sunset boulevard in Silver Lake as a **pedestrian and community focused street**, incorporates new public green space at Sunset Junction and Sunset Triangle, and demonstrates that a **safer, greener, and more accessible public realm is possible.**



Figure 2. VIEW OF SUNSET TRIANGLE FROM 1980

LOCATION MAP



SITE MAP

1 SUNSET JUNCTION

2 SUNSET TRIANGLE







GOALS, OBJECTIVES & USERS

Figure 40. Historical photo of a Los Angeles Bus

GOALS

INCREASE PEDESTRIAN AND VEHICLE SAFETY

- Decrease road-related injuries and deaths
- Increase pedestrian safety through infrastructure changes
- Increase cyclist safety through infrastructure changes

RAISED CROSSWALKS



CURB EXTENSIONS



BUS STOP BULB



PROTECTED BIKE LANE



From Top Right Clockwise: Figures 41-44

GOALS

INCREASE ENVIRONMENTAL BENEFITS

- Improve water quality
- Increase groundwater recharge
- Enhance wildlife habitat
- Increase community resilience
- Incentivize use of alternate modes of transportation



From Top Right Clockwise: Figures 45-48

GOALS

IMPROVE COMMUNITY HEALTH

- Encourage walking and biking
- Create new green space for community gathering
- Educate the public about the local environment and local history
- Decrease social isolation

EXERCISE OPPORTUNITIES



RECOGNIZE HISTORY



GATHERING SPACES

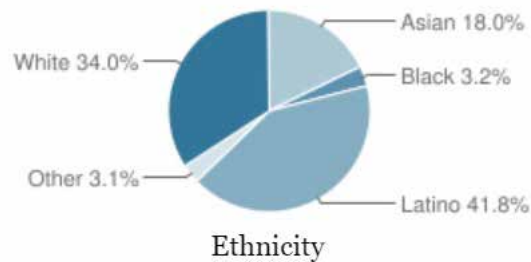


CLEANER AIR AND INCREASED SHADE

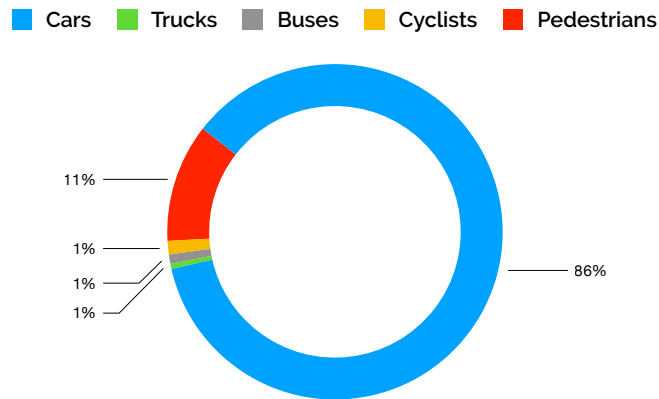


From Top Right Clockwise: Figures 48-51

POTENTIAL USERS



SILVER LAKE DEMOGRAPHICS



MODES OF TRANSPORTATION
DISTRIBUTION FOR SUNSET BLVD IN
SILVER LAKE



COFFEE SHOP WITH SEATING AREA IN
SUNSET TRIANGLE

RESIDENTS

- Silver Lake has a population of **over 30,000** most of which live within a 30 min walk of the site.
- The area is also mixed in terms of age and income distribution with an **median age of 38** and an median household income of \$70,436.

COMMUTERS

- Over **40,000 cars** pass through Sunset Boulevard every day on average.
- Sunset is considered a major arterial road and many people commute through the area.

VISITORS

- The street is lined with many popular shops and restaurants and draws many **shoppers** to the area.
- The **employees** of the businesses are other potential users.
- **People who are experiencing homelessness** are also users of the area and are often present.



A black and white historical photograph showing a bicycle lying on its side on a paved street. The front wheel is visible on the left, and the handlebars and frame extend towards the center. In the background, there are trees and a building, suggesting an urban setting. A semi-transparent blue box with rounded corners is overlaid on the right side of the image, containing the text 'PROJECT JUSTIFICATION'.

PROJECT JUSTIFICATION

Figure 3. Historical photo of a Bike Accident in Los Angeles

PROJECT JUSTIFICATION

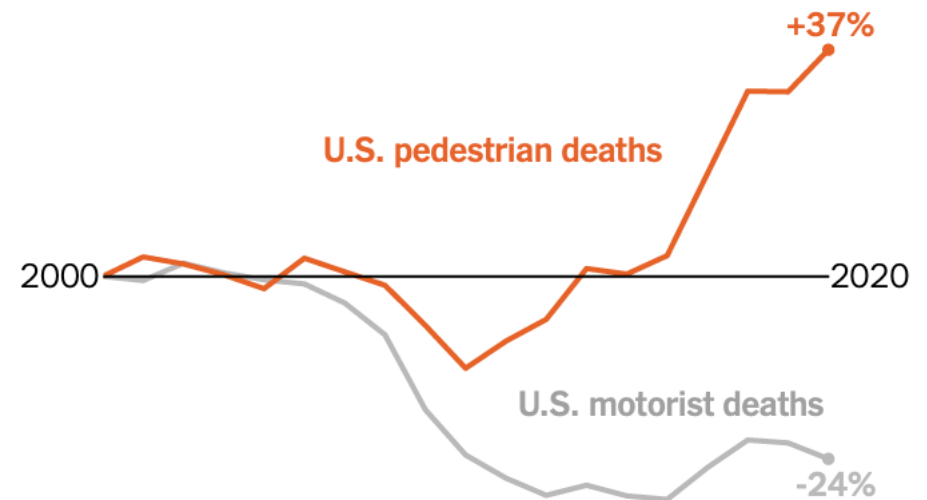
BIG PICTURE

Los Angeles has some of the **highest rates of pedestrian and cyclist fatalities** and some of the highest air pollution rates in the country. Both these statistics continue to increase year after year even after the implementation of LA's "Vision Zero" plan. These dangerous trends are particularly pronounced in the Silver Lake neighborhood of Los Angeles. In fact, more than 10,000 people have been killed or injured on Sunset Boulevard between Dodger Stadium and Fountain in the last 10 years. In addition, the city as a whole has some of the lowest rates of access to green space.

Clearly not enough is being done to protect the people who use these streets.

LOS ANGELES SAFETY DATA

- 2nd highest pedestrian fatality rate in the country
- 33% higher cyclist fatality rate than national average
- 5th highest car accident rate in the country



Source: National Highway Traffic Safety Administration

Figure 4

"From 2016 to 2020, the Los Angeles metropolitan area had more pedestrian deaths than any other metro area in the United States and a pedestrian death rate higher than the metropolitan areas around New York, Philadelphia or Washington." - Adam Paul Susaneck for the New York Times

PROJECT JUSTIFICATION

ENVIRONMENTAL FACTORS

- 5.8% of children in Los Angeles have asthma, markedly higher for low-income residents (including 16% of Black children) - many studies link asthma to environmental factors such as air pollution.
- Los Angeles is the most polluted city in the country.
- Residents in neighborhoods where more people identify as people of color have 66% less park space than those in predominantly white neighborhoods.
- Half of the Silver Lake neighborhood resides in a high population vulnerability zone as defined in the LA Parks Needs Report and 33% of residents are in a high park needs zone.

Environmental Burdens

Composite Score

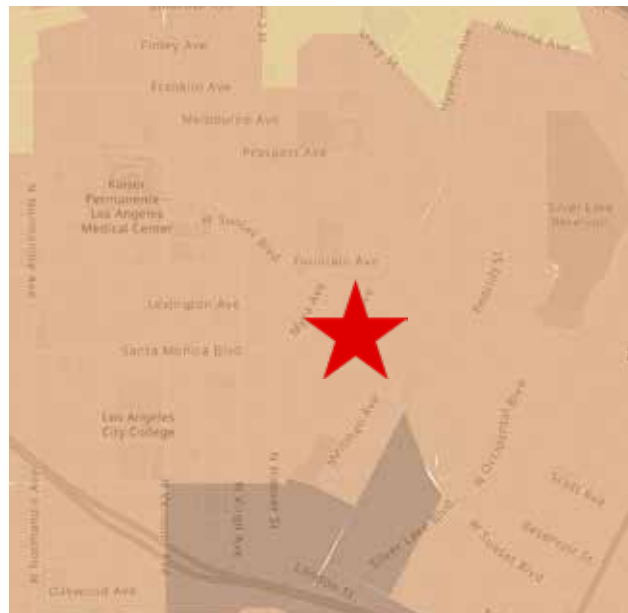
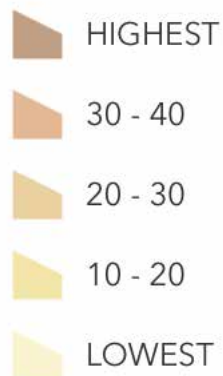


Figure 8: Map showing the site resides in a high environmental burden zone.

PARK NEEDS



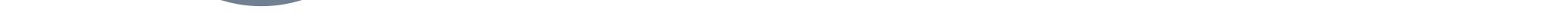
URBAN HEAT ISLAND



HIGH INJURY NETWORK



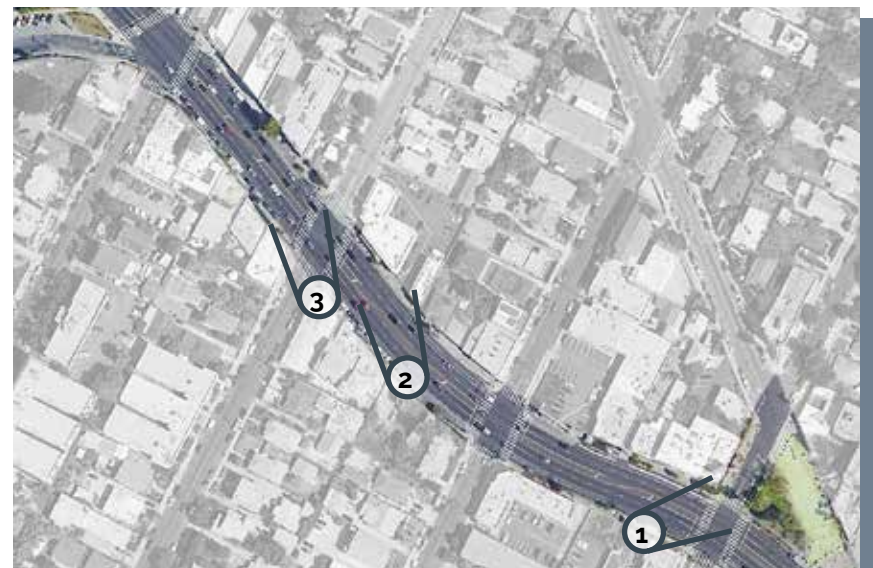
Figure 5 (Top), Figure 6 (Middle), Figure 7 (Bottom)



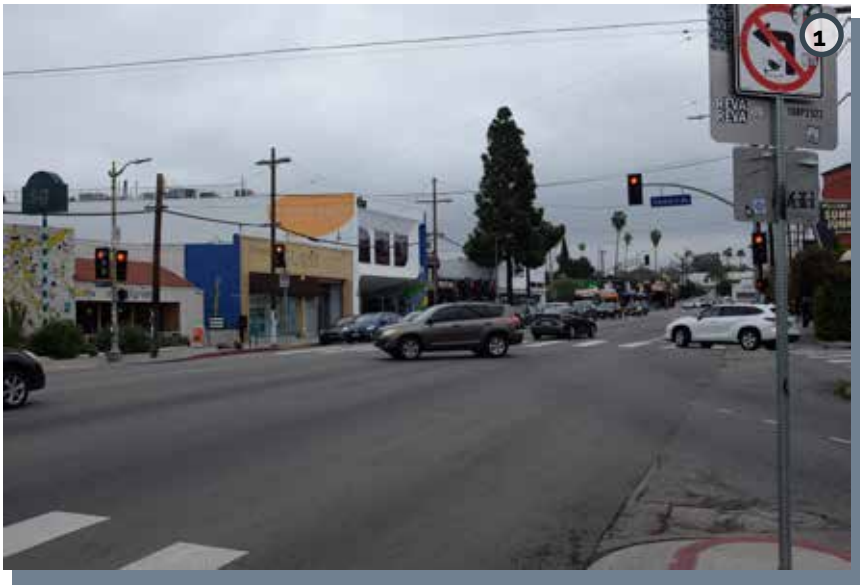
SITE PHOTOS - SUNSET TRIANGLE PLAZA



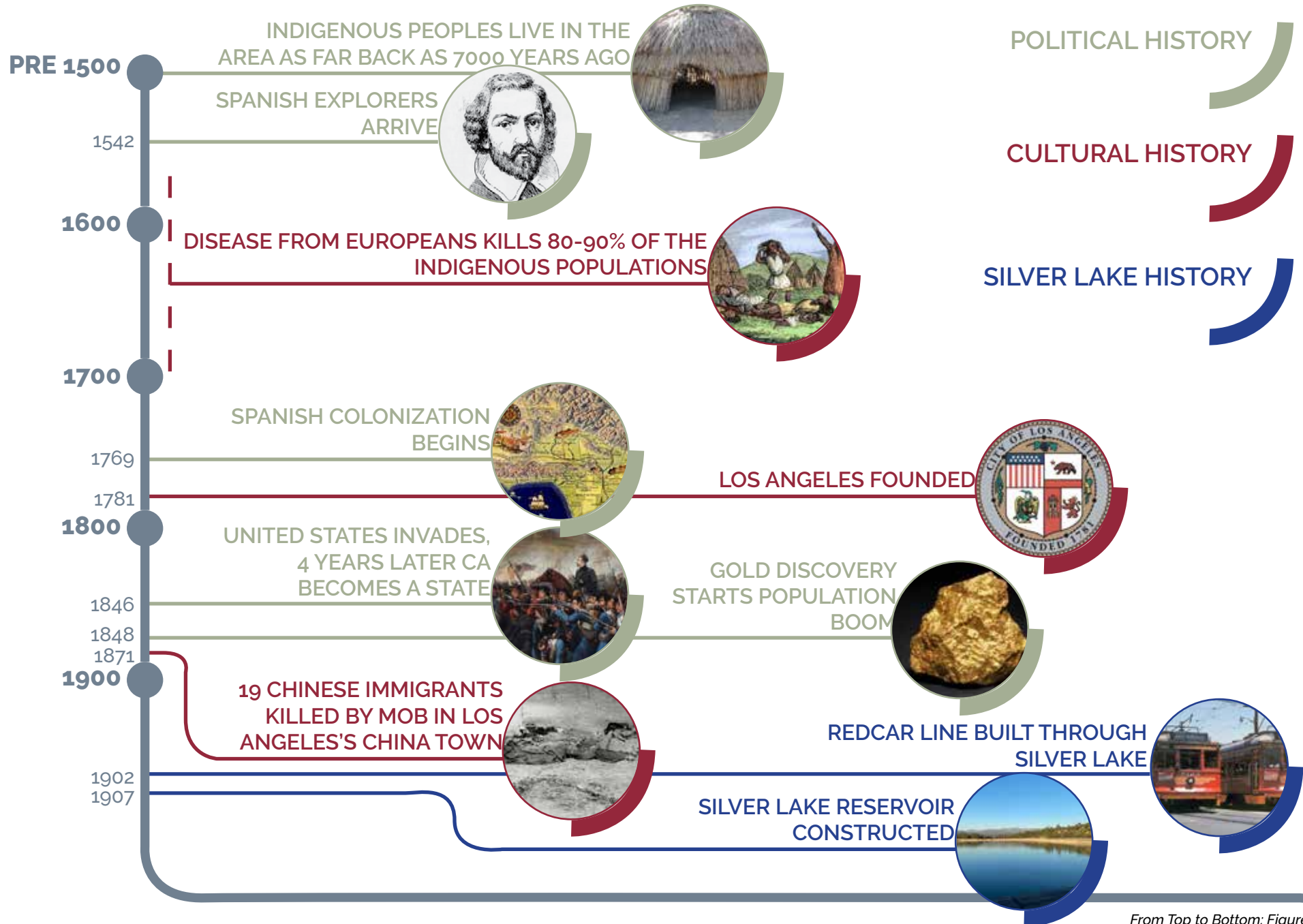
SITE PHOTOS - SUNSET BOULEVARD



SITE PHOTOS - SUNSET JUNCTION

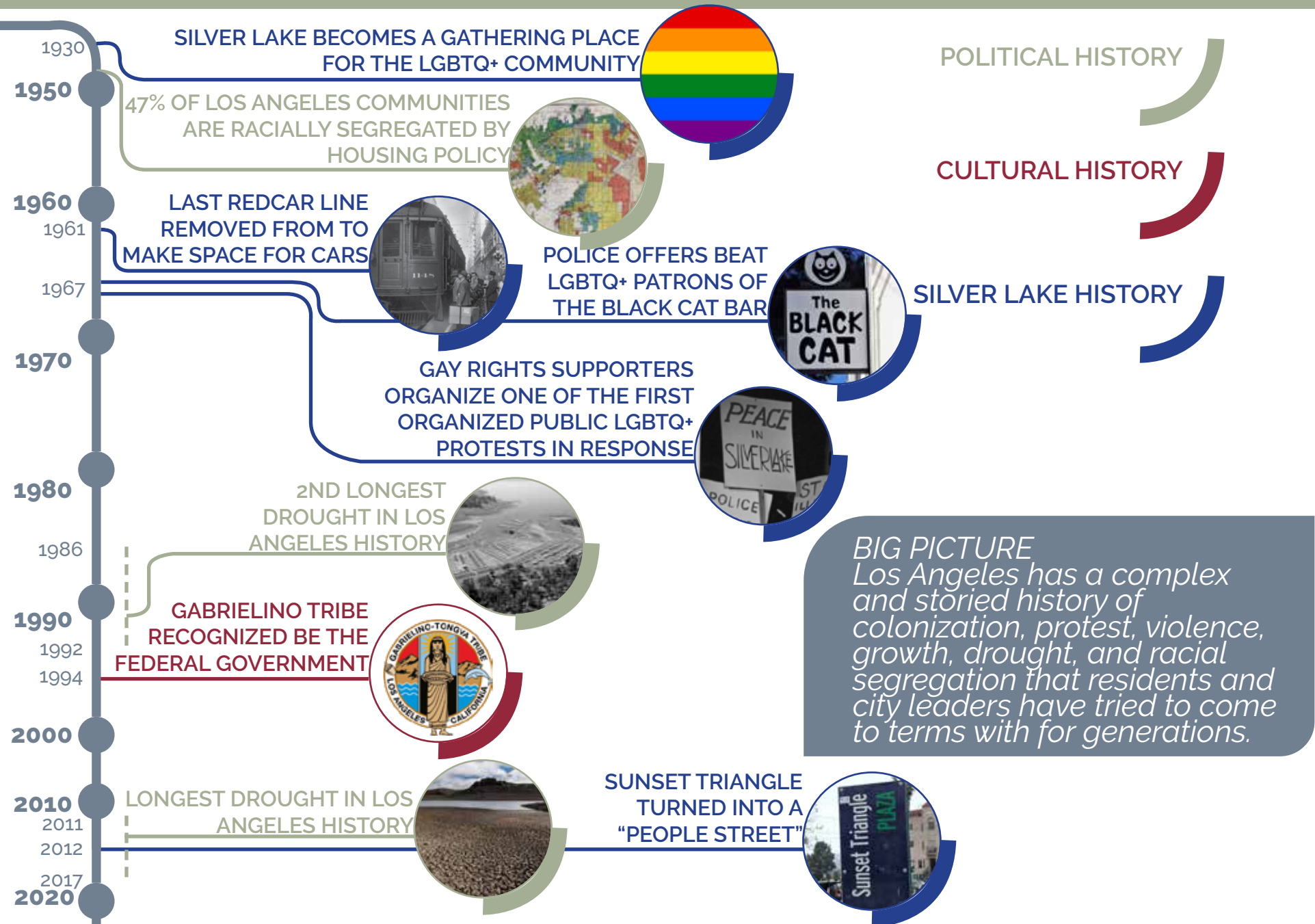


HISTORY



From Top to Bottom: Figures 9 - 17
(Silver Lake Reservoir by Author)

HISTORY



From Top to Bottom: Figures 18-24 (Black Cat Sign and Sunset Triangle Plaza Sign by Author)



An aerial historical photograph of Sunset Junction. The image shows a dense residential area with numerous houses and buildings. A prominent road or railway line runs diagonally across the middle of the frame. In the upper portion, there are larger industrial or commercial buildings, including one with a distinctive tower. The overall scene depicts a developed area from a past era.

SITE ANALYSIS

Figure 25. Historical photo of Sunset Junction

LAND USE



LEGEND

	COMMERCIAL
	SINGLE FAMILY
	MULTI FAMILY
	RESTAURANT
	RELIGIOUS

NOTEWORTHY BUSINESSES

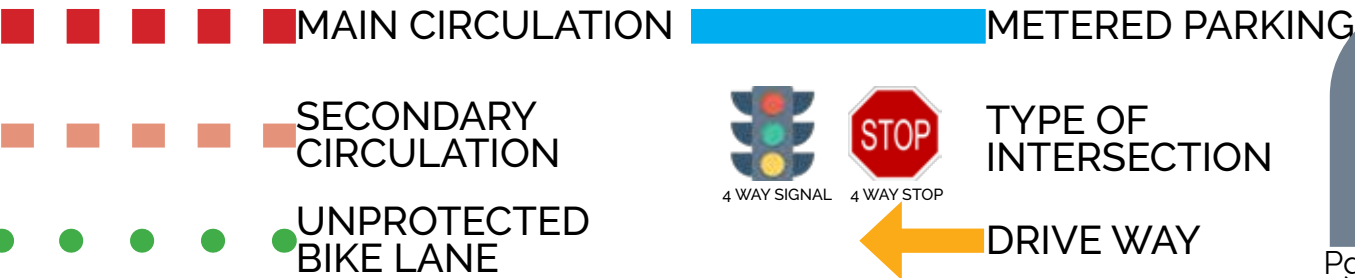
- | | | |
|------------------|---------------------|---------------------------|
| ① BLACK CAT BAR | ⑤ EL CONDOR | ⑨ YEASTIE BOYS FOOD TRUCK |
| ② SHAKE SHACK | ⑥ PINE AND CRANE | ⑩ INTELLIGENTSIA COFFEE |
| ③ SALT AND STRAW | ⑦ 99 CENT STORE | ⑪ CAFE STELLA |
| ④ 33 TAPS | ⑧ LA COLOMBE COFFEE | ⑫ 4100 BAR |

KEY TAKEAWAY
The site is adjacent to mostly commercial but surrounded by mostly residential areas.

CIRCULATION



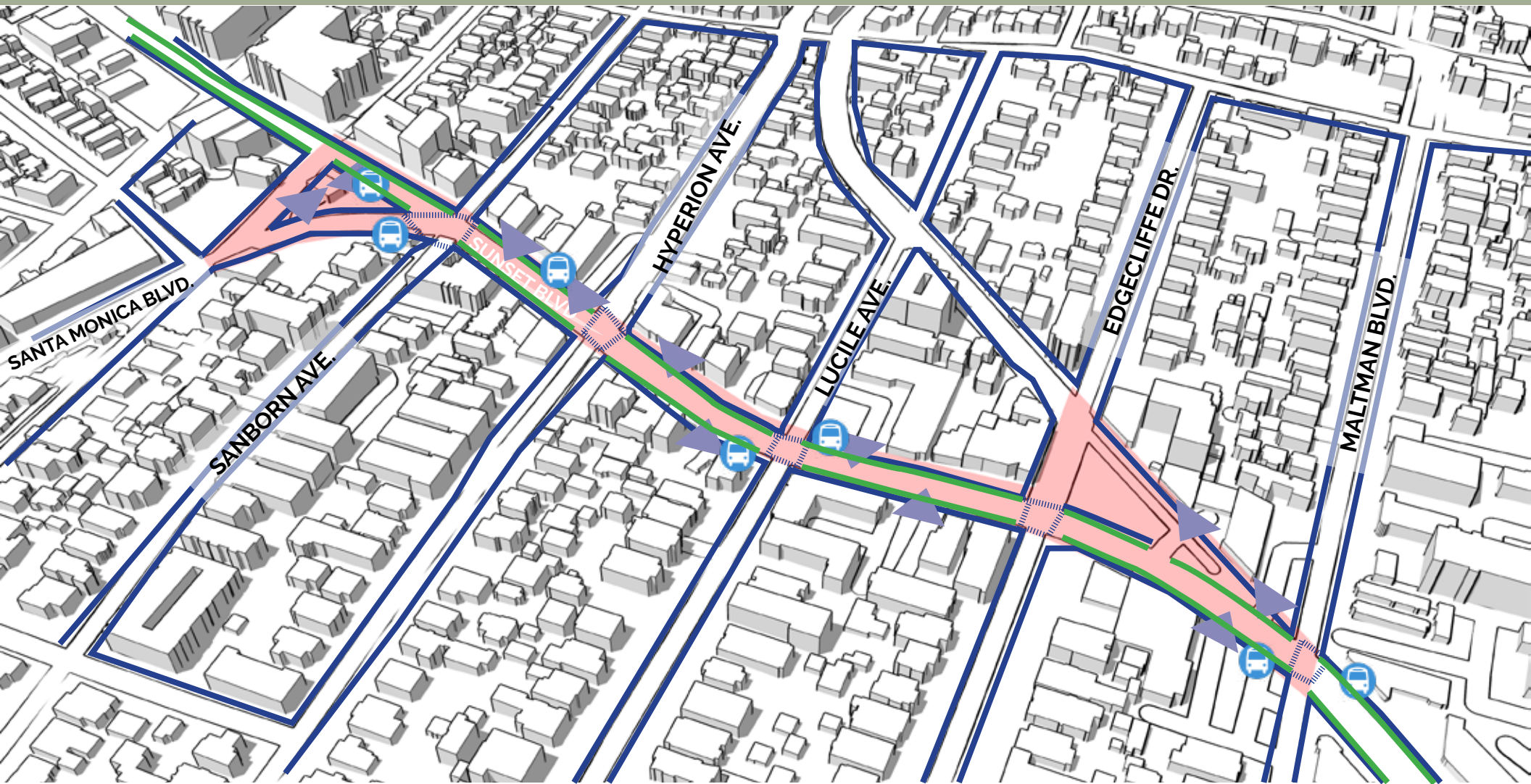
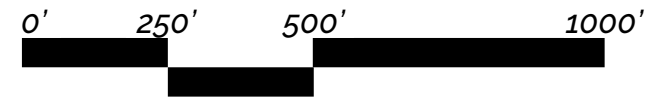
LEGEND



BUS STOP

KEY TAKEAWAY
The site contains the main arterial of the area and multiple transportation options.

PEDESTRIAN CIRCULATION



LEGEND

-  SIDE WALK
-  CROSS WALK
-  BIKE LANE

-  DRIVEWAY ON SUNSET BLVD.
-  BUS STOP

KEY TAKEAWAY
The site has bus stops and unprotected bike lines but is still organized around vehicle traffic.

SUN AND SHADOWS



AVERAGE YEARLY SHADOWS 9AM



LEGEND

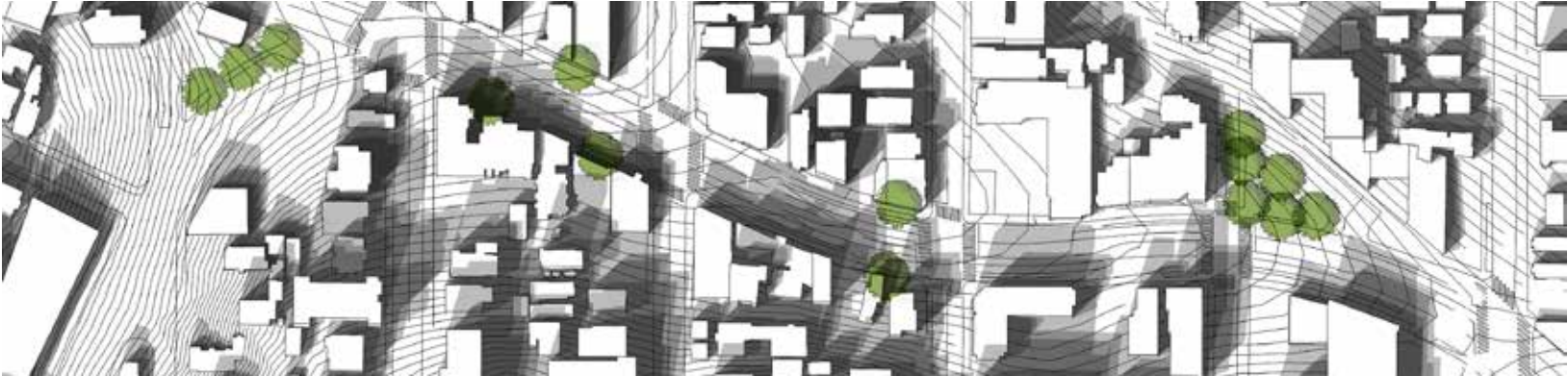


AVERAGE YEARLY SHADOWS 12PM

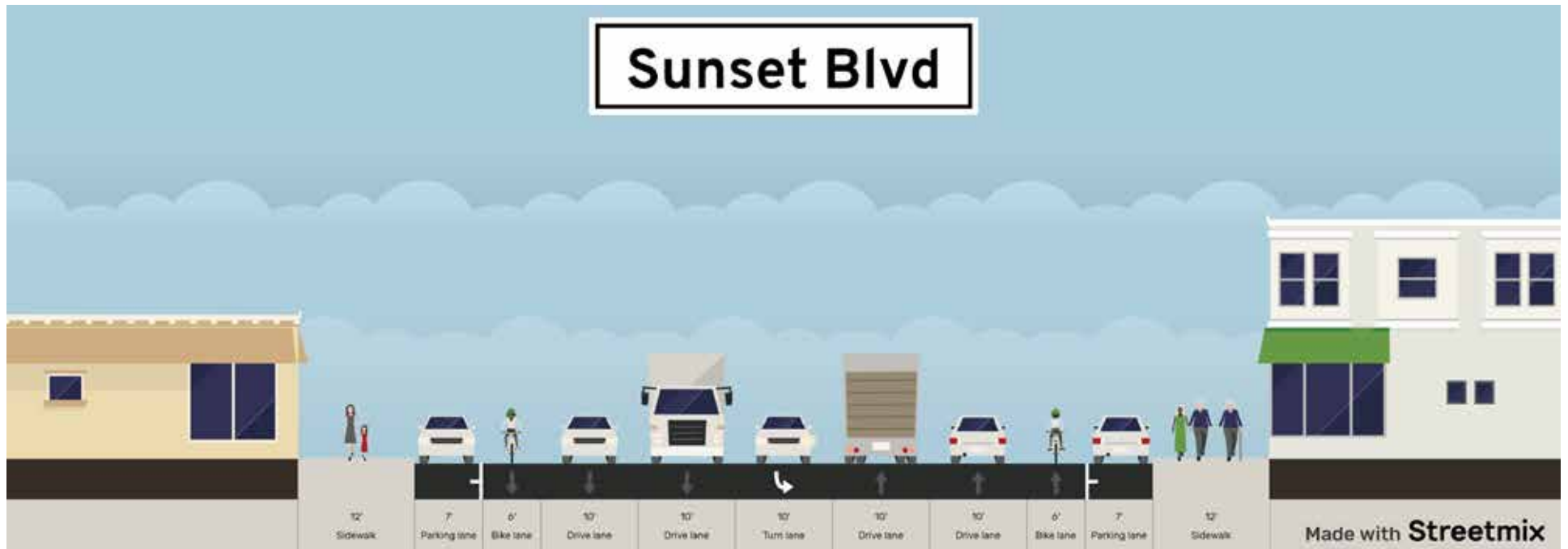


SHADE
TREES

AVERAGE YEARLY SHADOWS 4PM

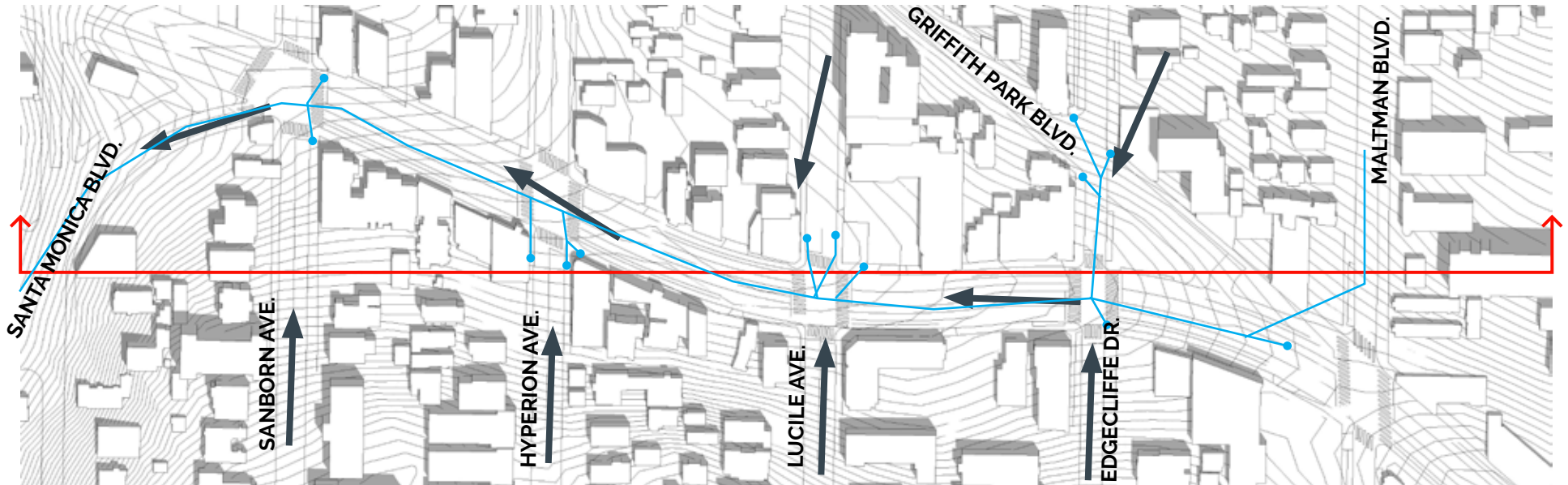


EXISTING STREET SECTION



KEY TAKEAWAY
Sunset Boulevard is dominated by and designed for vehicular traffic.

TOPOGRAPHY



LEGEND



SLOPE DIRECTION



STORM DRAINS

KEY TAKEAWAY

The site is relatively flat but slopes in one direction and serves a large stormwater catchment area.

SITE JURISDICTIONS

CITY ENTITIES

There are several different city entities that own or manage different parts of the site.

- The LA DPW and the LA DOT both manage parts of Sunset Triangle.
- The LA Transportation committee is in charge of coming up with a plan to revamp the plaza but it has not happened yet

COMMUNITY ENTITIES

There are multiple community organizations involved in the upkeep, maintenance, and futures plans.

- The Silver Lake Improvement Association and the city council office for CD13 is in charge of community outreach, event promotion, and on-site events

BUSINESSES AND OTHERS

There are dozens of businesses and other organizations involved in Silver Lake.

- The Silver Lake Chamber of commerce, Silver Lake Neighborhood Council, GPB Apts, RYDA properties
- Some of the Businesses: Pine & Crane, Coffee Memes, United Bread and Bakery, Yummy.com , The Win~Dow, El Condor, Bar Moruno, Counter Culture Coffee, Schopp House Painting, Causita, Kombu Sushi, and the Farmers Market



Figure 26: LADWP Logo



Figure 27: LA Department of Transportation Logo



Figure 28: LA County Seal



Figure 29: LA City Seal



Figure 30: Bureau of Street Services Logo



Figure 31: Silver Lake Improvement Association logo

PARKING



 METERED PARKING - 65 TOTAL STREET SPACES



PUBLIC PARKING LOT - 225 TOTAL SPACES

 SIDE STREET PARKING WITHIN 500' - 200 SPACES

KEY TAKEAWAY
Street parking on Sunset Boulevard only makes up 15% of current available parking.



A historical black and white photograph of a busy street fair in Silver Lake. The scene is filled with a large crowd of people walking along the street. On the left, there are several white tents or canopies. In the background, there are multi-story buildings, palm trees, and a traffic light. A large, semi-transparent blue overlay with rounded corners is positioned on the right side of the image, containing the text "DESIGN METHODOLOGY" in white, bold, sans-serif capital letters.

DESIGN METHODOLOGY

Figure 32. Historical photo of a Silver Lake Street Fair

DESIGN METHODOLOGY - STREETS

SAFE STREETS

- Utilize the **"LA Vision Zero Safety Toolkit"** to improve pedestrian, cyclist, and vehicle safety with improvements such as protected bike lanes, raised bus stops, and curb extensions.
- Incorporate the US Department of Transportation **"Complete Streets: Prioritizing Safety For All Road Users"** and **"Proven Counter Measures for Pedestrian Safety"** recommendations into the design such as road medians, wide sidewalks, and sidewalk seating.

GREEN STREETS

- Utilize the City Of Los Angeles **"Green Sustainable Streets Stormwater Management Guidelines for Public Street Construction and Reconstruction"** which contains guidelines for increasing storm water capture on streets
- Follow recommendations of the **"EPA Green Streets Handbook"** to improve the ecosystem services provided by green streets

Combine safe street principles with green street principles for a multi-benefit design



Example of an integrated bus loading zone and protected bike lane, which is recommended in the LA Vision Zero Toolkit



A combination of a curb extension to increase pedestrian safety and a water infiltration basin to help capture stormwater is a multi-benefit design.



A stormwater infiltration basin can be constructed as part of a sidewalk planter to both increase stormwater capture and create a more pleasant street.



Permeable paving can be used to increase stormwater capture while also beautifying the city .

DESIGN METHODOLOGY - COMMUNITY

IMPROVE THE COMMUNITY

- Follow principles espoused by **Jane Jacobs** in "The Death and Life of Great American Cities", as well as **Allan Jacobs** "Great Streets" such as promoting diverse uses, safety, comfort, diversity, connectivity, and proportionality in design.
- Utilize principles laid out in "A Pattern Language" by Christopher Alexander such as community interaction, connection to nature, and adaptability.

These methodologies can work in tandem to provide a multi-benefit design.



Rendering by Allan Jacobs showing what a comfortable and accessible street should look like. It is important to provide shade, places to sit, and a human sense of scale.



This photo of a historic street in Seattle is from a study that looked at how Jane Jacobs's ideas worked in the real world. They found that areas with a diverse use of buildings performed better than other less diverse areas.

EQUITY & INCLUSION

- Utilize **Universal Design Principles** ensuring that the widest range of possible users is accounted for
- Follow appropriate ADA guidelines
- Follow principles espoused by the Environmental Protection Agency Report, "CREATING EQUITABLE, HEALTHY, AND SUSTAINABLE COMMUNITIES: **Strategies for Advancing Smart Growth, Environmental Justice, and Equitable Development**" such as providing access to transportation and green space, preserving existing cultural resources, and building green streets.



Events, like this Street Fair in Silver Lake in 1980, are one of the ways that make a community distinct as recommended by the EPA report on equitable communities.



It is imperative to offer access to as many areas as possible to allow the highest diversity of users. This ramp, in Tongva Park, allows ADA access to the overlook points.

*From Left to Right: Figures 37-39
Tongva Park photo by Author*



A historical black and white photograph of the Bondiman family. In the foreground, a young child is lying down, looking towards the camera. Behind them, a woman wearing a wide-brimmed hat and a dark dress is seated. To her left, another person is partially visible, leaning over. The background shows a rocky, uneven terrain. A large, dark blue rounded rectangle is overlaid on the right side of the image, containing the text 'PRECEDENT STUDIES' in white capital letters.

PRECEDENT STUDIES

Figure 54. Historical photo of the Bondiman Family who resided in Silver Lake

PRECEDENT STUDY

LINCOLN AVE ROAD DIET

Lincoln Ave in San Jose, California, is a major north-to-south thoroughfare with over 20000 vehicles passing through each day. In 2015 the city implemented a road diet to reduce the number of lanes and study the effect on traffic. The test project was met with high public involvement for and against the project. The project was made permanent after 1 year.

- The **road diet resulted in a decrease in overall volume** throughout the area by about 200 cars per day. There was no increase on nearby streets.
- The **number of speeders** going 5mph or more over the speed limit **dropped by 40%**.
- Even though possible traffic volume was decreased by 50%, **travel time only increased 17% or about half a minute**.
- **Cyclist activity increased from 113 to 207 daily users**
- **Pedestrian volume increased 20%.**
- There was a **modest increase in sales tax revenue** from the businesses on this section of Lincoln Ave in the first year the road diet was in effect.

KEY TAKEAWAY

The Lincoln Ave Road Diet had a negligible increase in travel time but had a positive impact on cyclists and pedestrian use. Also, the surrounding streets did not have an increase in traffic.

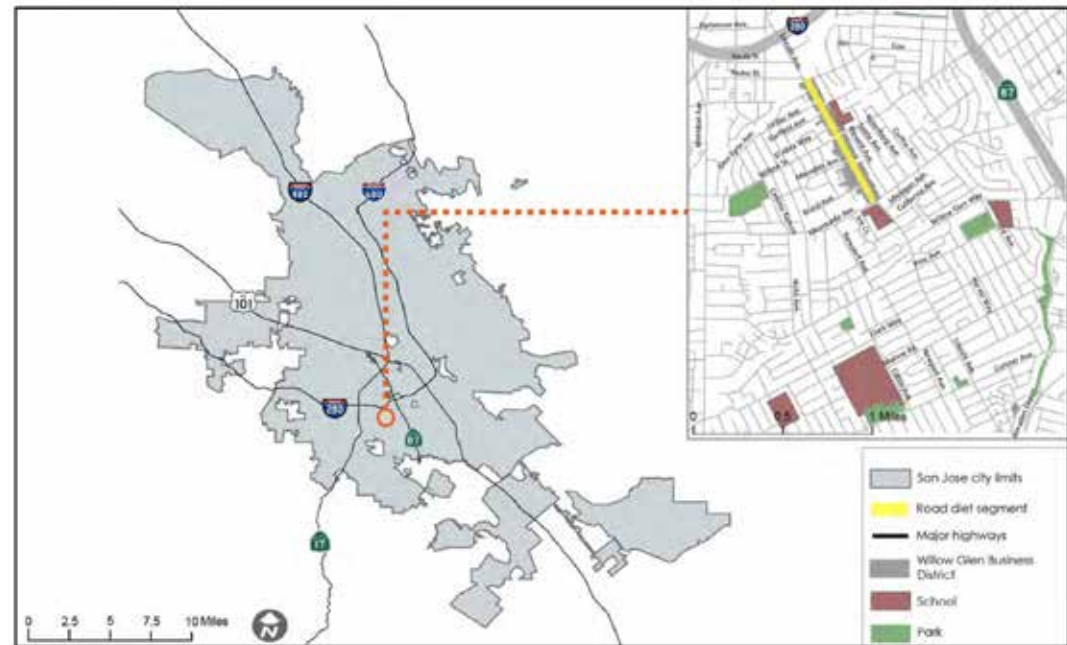


Figure 55: Map showing location of road diet in San Jose.



Figure 56: Section showing street scape change.

PRECEDENT STUDY

LA JOLLA BLVD. ROAD DIET

La Jolla Blvd. in San Diego, California, is a major street that was rethought as a part of a road diet in 2005. Travel lanes were reduced from 4 to 2 with the installation of roundabouts and medians as well.

- The **road diet resulted in a small decrease in total number of vehicles.**
- **Traffic speeds was reduced from an average of 45mph to 19mph.**
- Instead of waiting 24 seconds for a pedestrian to cross 70 feet of road, motorists now only wait 3–4 seconds
- **Retails sales rose 30%.**
- Noise levels decreased by 70%.
- Travel times decreased due to the implementation of roundabouts.
- Sometimes trucks have to block travel lanes to make deliveries.

KEY TAKEAWAY

The La Jolla Road Diet resulted in an increase in safety and a decrease in travel time, as well as an increase in economic benefit.



Figure 57: After photo from the median showing shorter cross walks



Figure 58: Before and After sections of La Jolla Blvd.

PRECEDENT STUDY

HOLMAN POCKET PARK & GREEN STREET

Located in Portland, Oregon, this project aimed to create a neighborhood bikeway and a stormwater retrofit for a pocket park. The project consisted of a new community park with community gathering space, new bike lanes, a change in traffic flow, and multiple stormwater improvements.

- The site has a catchment area of 16,100 sqft.
- The traffic flow was changed to only allow bikes to pass through between the two parallel streets.
- The soils have an infiltration rate of 18" per hour.
- New native plantings were installed throughout the site.

KEY TAKEAWAY
Holman pocket park encompasses both green street and safe street principles to create a multi benefit design.



Figure 59: In this photo you can see the new bike lane and stormwater planters.



Figure 60: Another images of a stormwater planter combined with a seatwall.

PRECEDENT STUDY

ASU ORANGE MALL GREEN INFRASTRUCTURE PROJECT

Located in Tempe, Arizona, this project converted an asphalt roadway into a pedestrian mall and multi-use plaza while also capturing 100% of runoff from a 10-year storm. The project achieved the following:

- The plaza **reduced radiant temperature** in shaded areas by 22-24° F.
- Ambient radiant temperatures in non shaded area were reduced by 4° F.
- There was an increase of on-site stormwater capture and the site was observed managing a 25 year storm volume without overtopping.
- **Increased opportunities for socializing and relaxation** and has 400 average daily users.
- Serves as an education opportunity for students at the university.

KEY TAKEAWAY

Converting a street into a pedestrian plaza using a multi-benefit design created a successful multi-benefit space.



Figure 61: This siteplan shows the plaza layout and stormwater planters.



Figure 62: The stormwater planters demonstrated a very high volume for stormwater capture



A black and white historical photograph showing a man in a dark suit and hat standing in the center, facing slightly to the right. He is surrounded by several women in long, light-colored dresses. They are standing on a dirt path or road, with dense foliage and trees in the background. The scene appears to be a film set for a silent movie.

OPPORTUNITIES AND CONSTRAINTS

Figure 63. Historical photo of a Silent Movie being filmed in Silver Lake

PROGRAM ELEMENTS



1 SUNSET JUNCTION

2 SUNSET TRIANGLE

NEW PARK SPACE



HISTORICAL MARKER



HISTORICAL MARKER



RAISED CROSS WALKS



ROAD DIET



MEDIANS & ISLANDS



NEW STREET TREES



STORMWATER PLANTERS

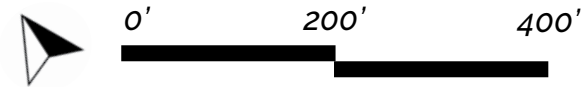


IMPROVED POCKET PARK



Clockwise from Top-left: Figure 50-58

CONSTRAINTS



- 1 SUNSET JUNCTION
- 2 SUNSET TRIANGLE



DELIVERIES AND TRANSIT

EASEMENTS & DRIVEWAYS

MAINTAIN TRAFFIC VOLUME

PARKING

MAINTAIN ACCESS TO BUSINESSES



RECLAIMABLE ROAD



- 1 SUNSET JUNCTION
- 2 SUNSET TRIANGLE

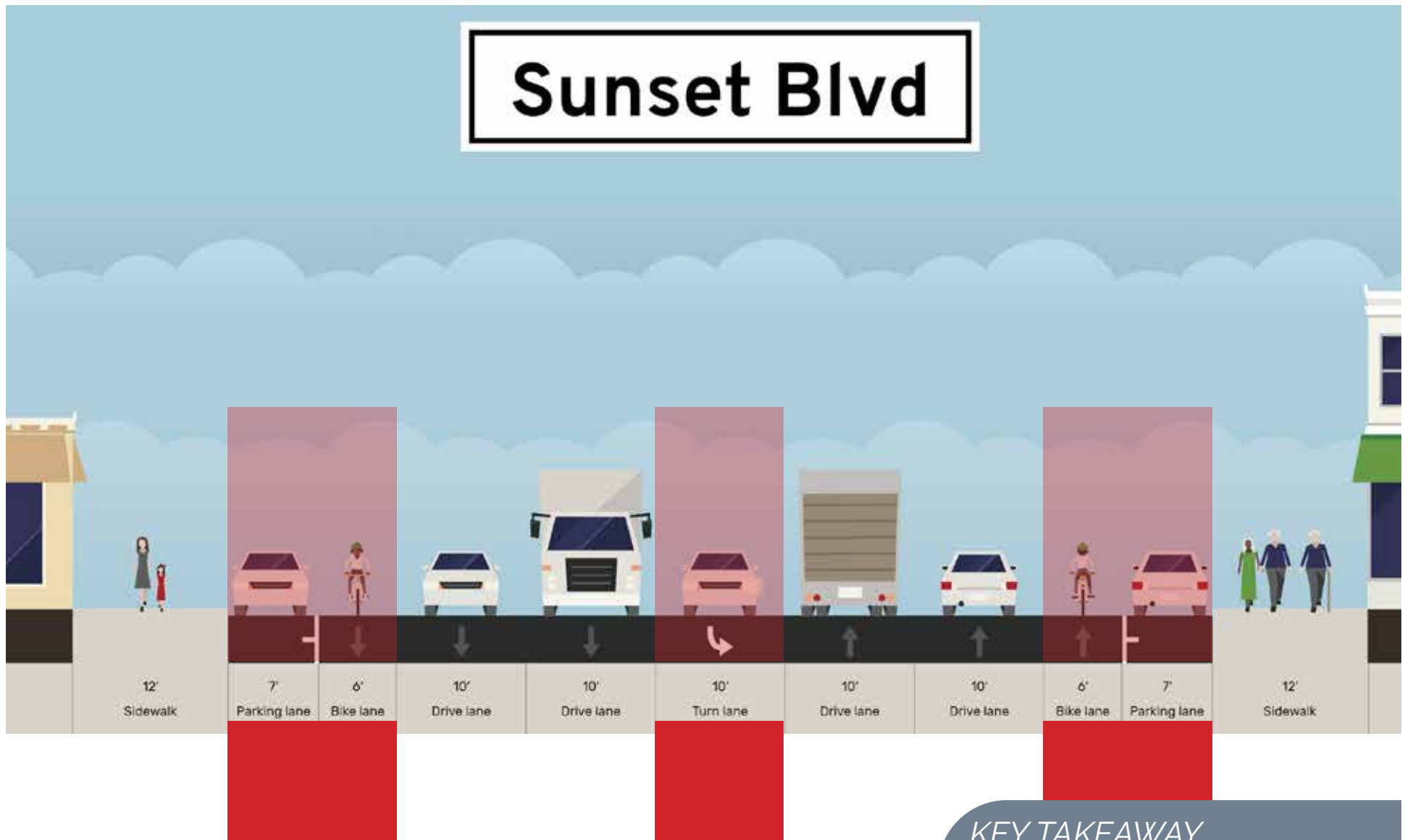


REMOVE EXISTING BUSINESS
REALIGN SANTA MONICA BLVD



KEY TAKEAWAY
The reclaimable road space totals 1.75 acres.
The one business adds an additional .5 acres.

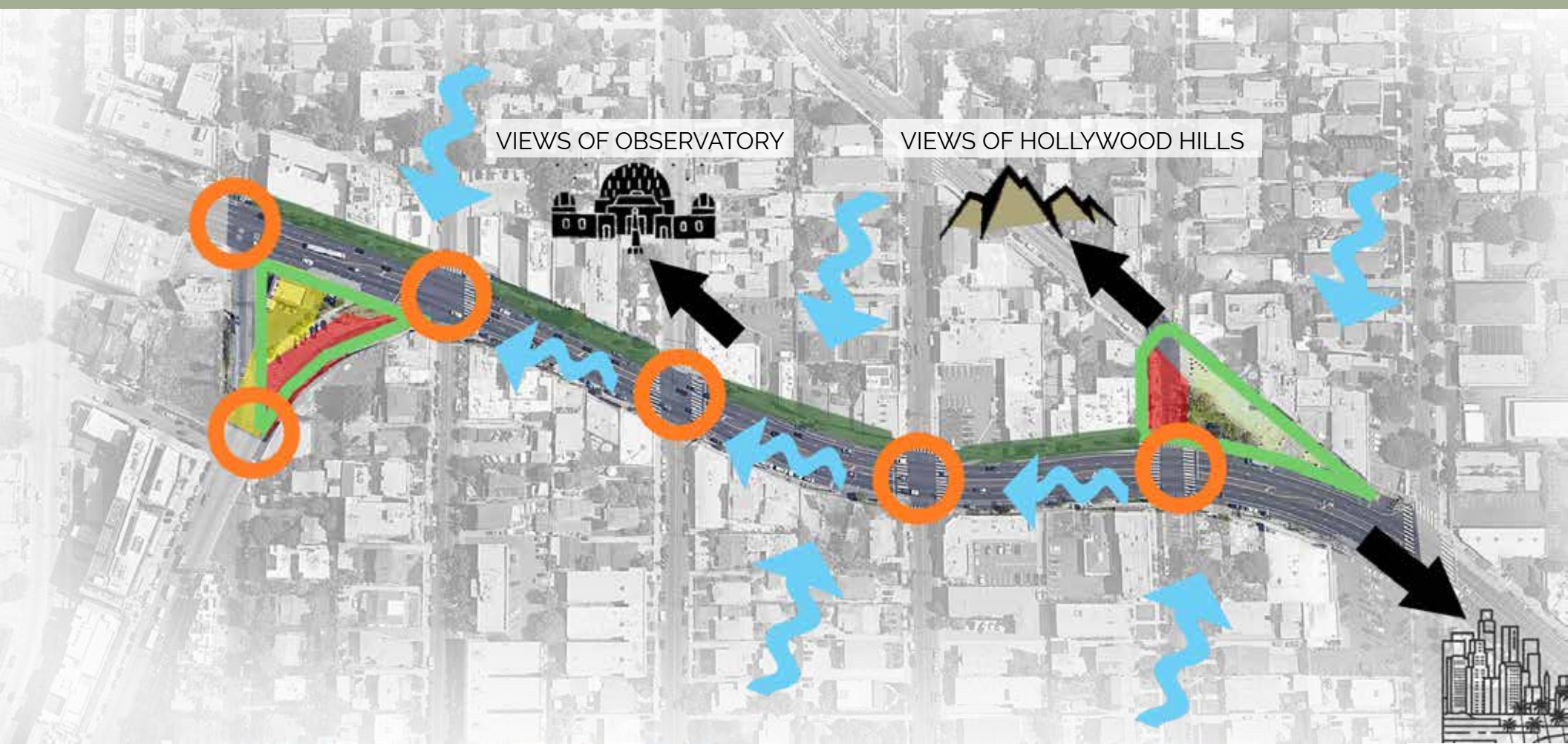
EXISTING STREET SECTION



RED = RECLAIMABLE ROAD PER
ROAD DIET GUIDELINES

KEY TAKEAWAY
*Looking at a section view
there is a total of 36' LF
of space that could be
reclaimed.*

OPPORTUNITIES



INTERSECTION IMPROVEMENTS



CAPTURE STORMWATER



VIEWS



CREATE SHADE



NEW PUBLIC SPACE



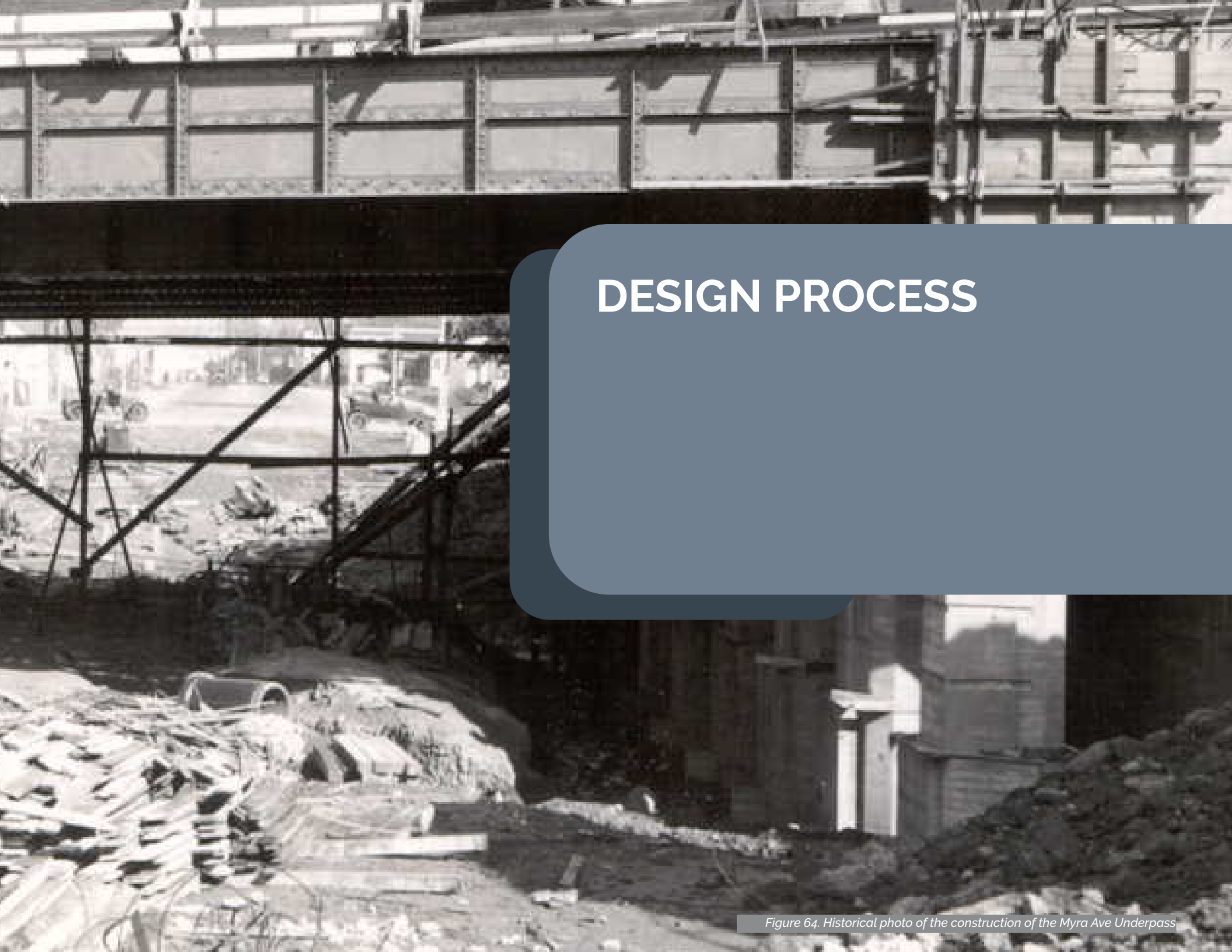
REMOVABLE STREETS



REORIENT
SANTA MONICA
BOULEVARD

VIEWS OF
DOWNTOWN



A historical black and white photograph showing the construction of the Myra Ave Underpass. The image features a large, multi-level steel framework for the bridge or underpass, with various beams and supports visible. In the foreground, there is a pile of construction materials, including what appears to be a large roll of fabric or tarp. The background shows a street with some vehicles and buildings, indicating an urban setting. A semi-transparent blue box with rounded corners is overlaid on the right side of the image, containing the text "DESIGN PROCESS".

DESIGN PROCESS

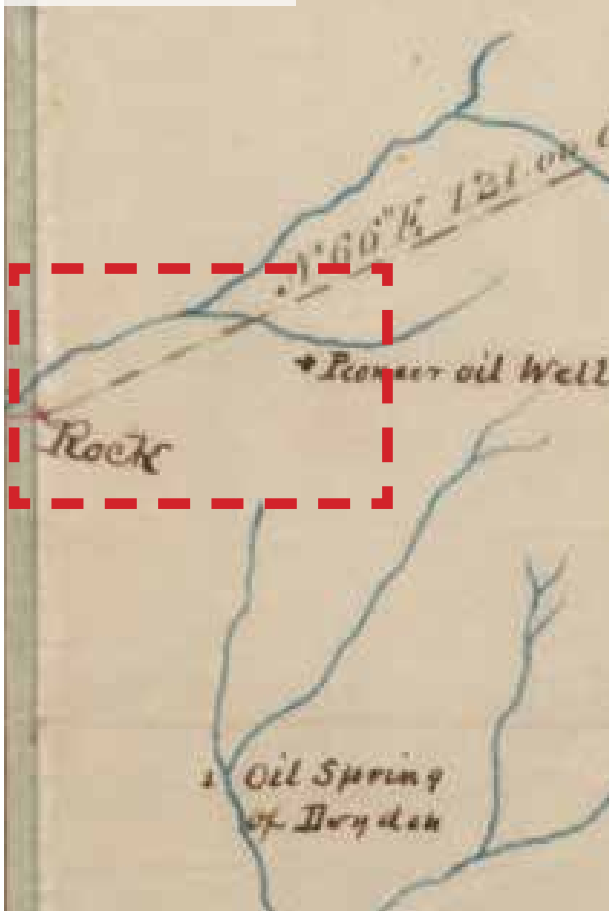
Figure 64. Historical photo of the construction of the Myra Ave Underpass

DESIGN METAPHOR

THE HISTORICAL CREEK

The area was once home to a seasonal creek that can be seen on old surveys. The creek has long been paved over and its history lost. The design of site will echo that historical creek and return the built environment to its natural form once again.

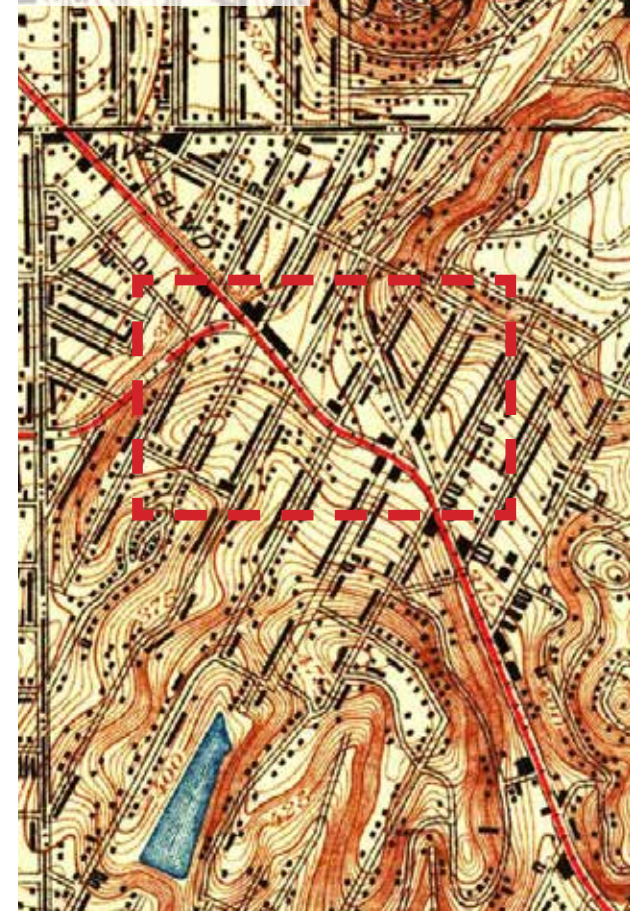
1866 SURVEY



1893 TRACT MAP



1928 USGS MAP



From Left to Right. Figures 65-67

Opposite Page: From Left to Right. Figures 68-72

RETURN THE CREEK

POSSIBLE DESIGN EXPRESSIONS

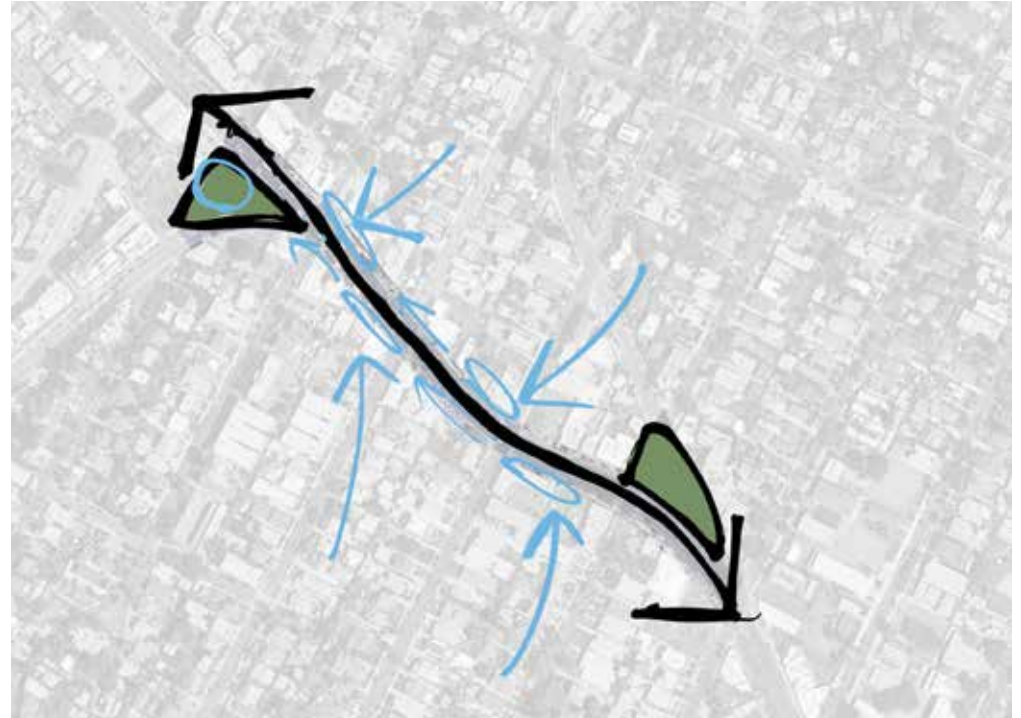


CONCEPT DEVELOPMENT

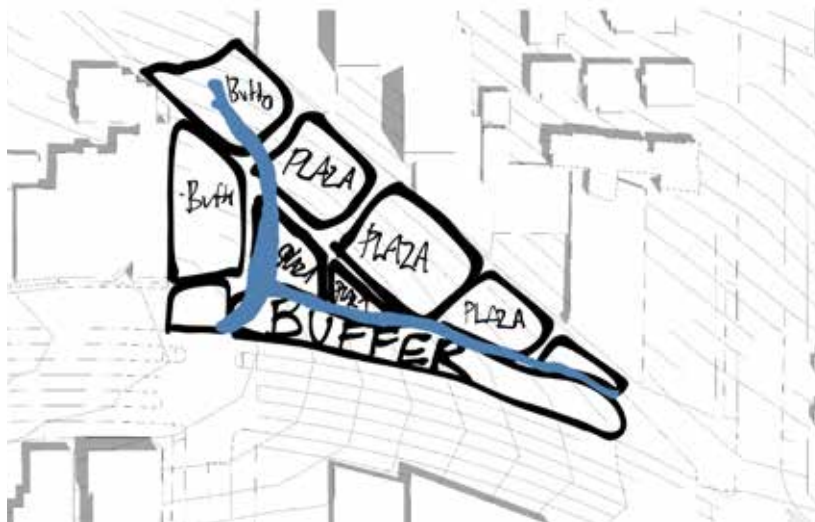
INITIAL CONCEPT DESIGN

The design process began by using the opportunities and constraints to start thinking about the big picture of the site looking at where new park spaces would be, what circulation needed to be maintained, and where the storm water would go.

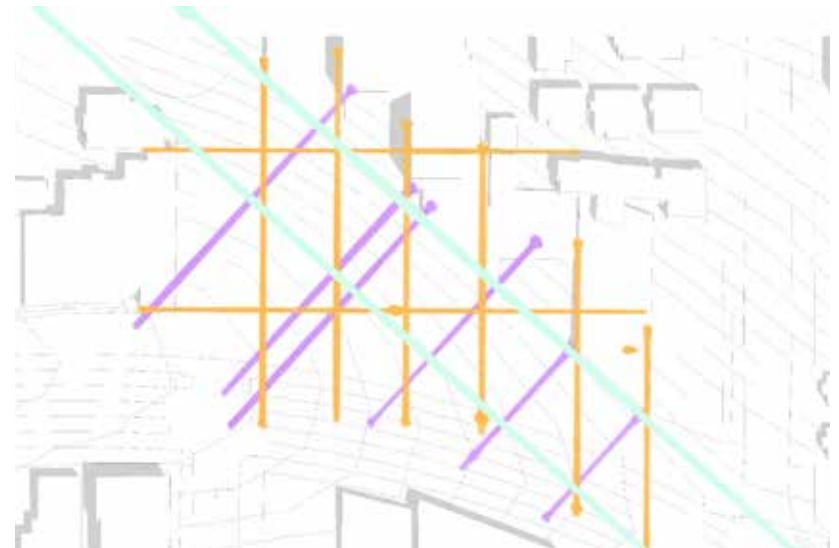
- Starting with simple bubble diagrams as well as space-seeking studies, which can help to define the space into more manageable areas, helped to define the individual areas of the site.
- Three concepts were created that can be seen on the following pages.



Simple bubble diagram showing where water is going and potential park areas.



Bubble Diagram of Sunset Tirangle based on space seeking study



Space seeking study of Sunset Triangle showing potential areas

CONCEPT DIAGRAM ONE

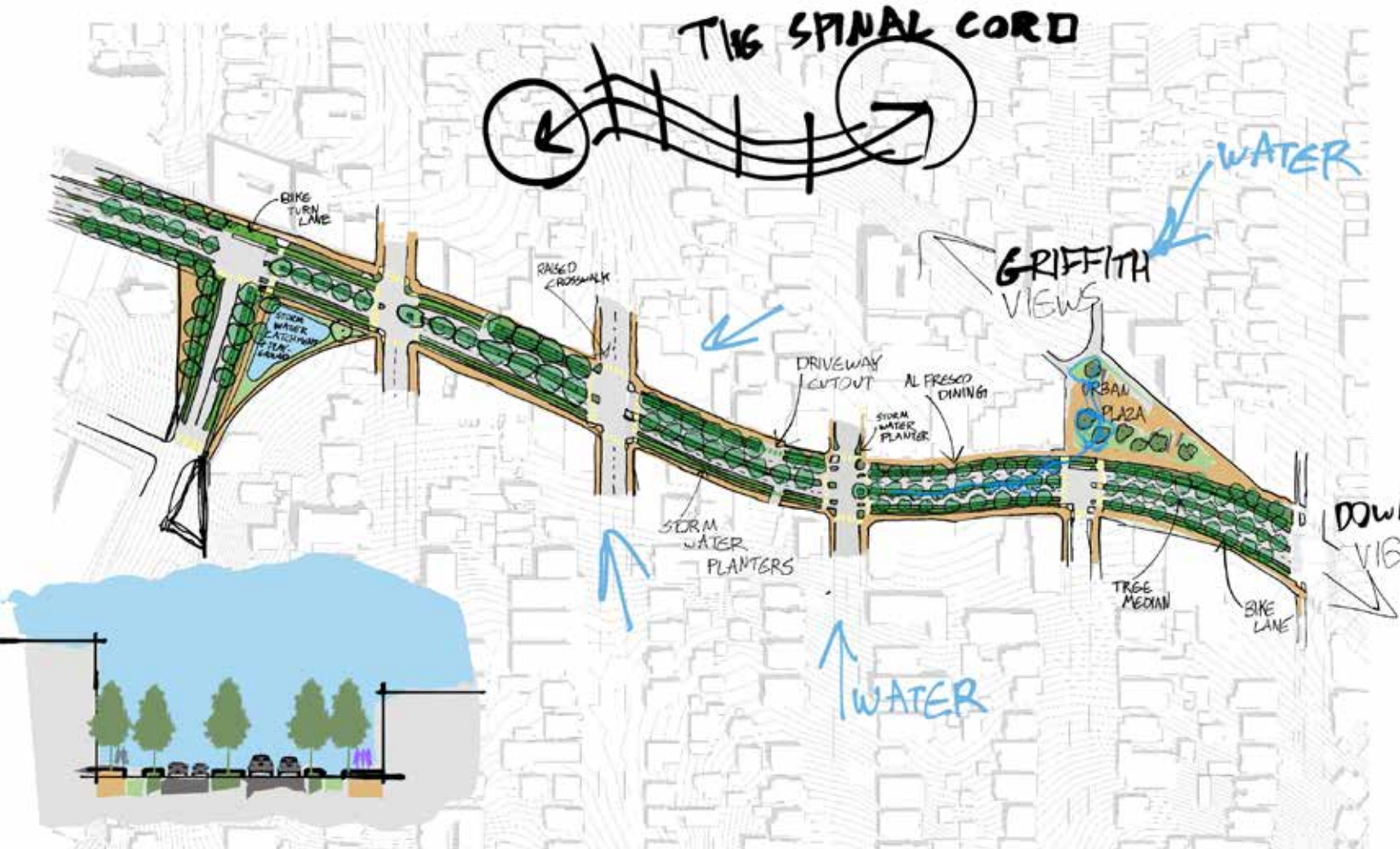


Figure 74



Figure 75



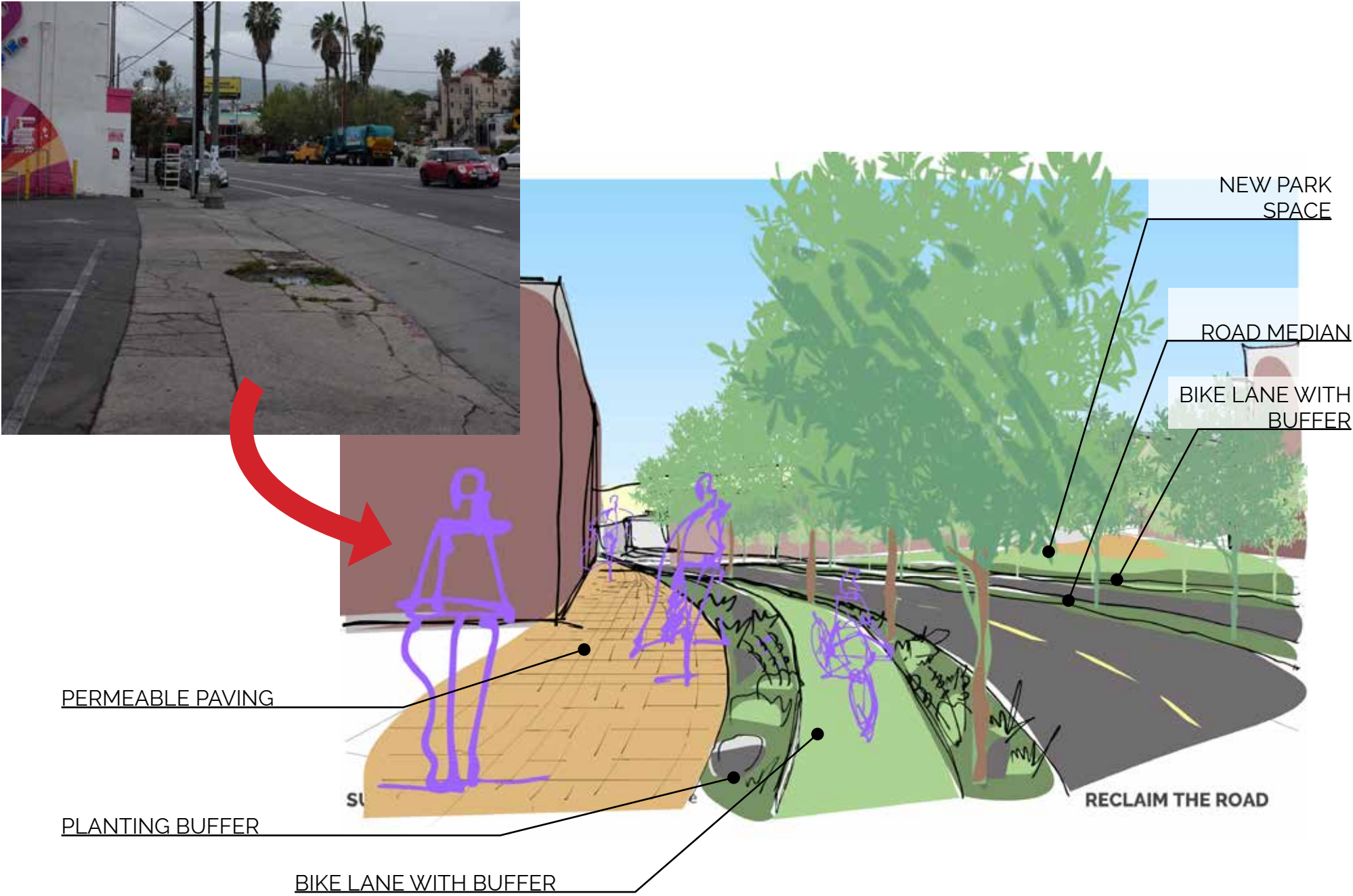
Figure 76



Figure 77

- ① SEPARATED BIKE AND PEDESTRIAN LANES
- ② VEGETATION BUFFERS BETWEEN TRAFFIC
- ③ FORMAL LAYOUT OF PATHS AND BUFFERS
- ④ ACCESS INTO PLANTING BUFFERS
- ⑤ RETHOUGHT URBAN PLAZA
- ⑥ STORMWATER INFILTRATION BASIN

CONCEPT ONE PERSPECTIVE



CONCEPT DIAGRAM TWO

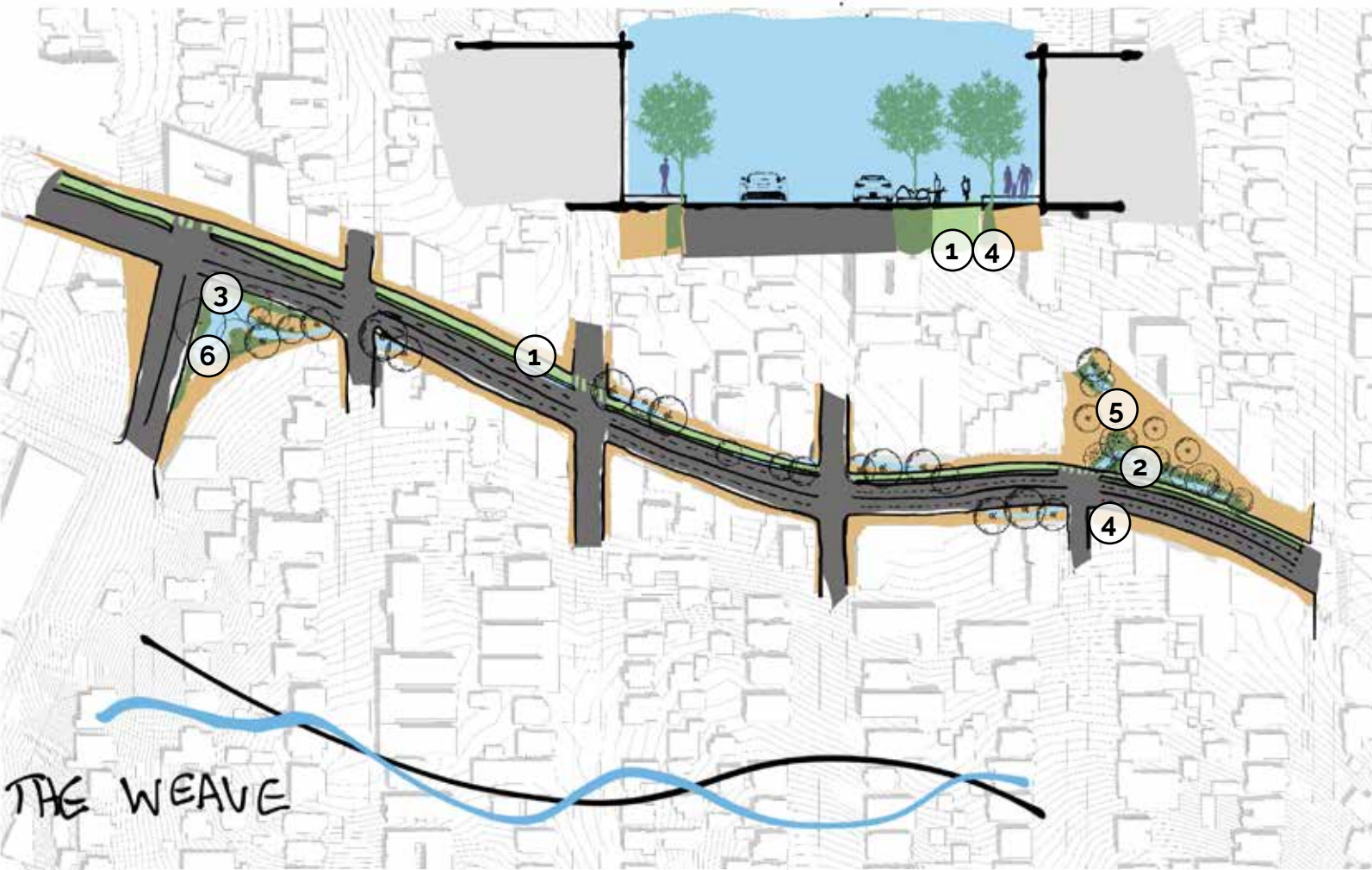


Figure 79



Figure 80



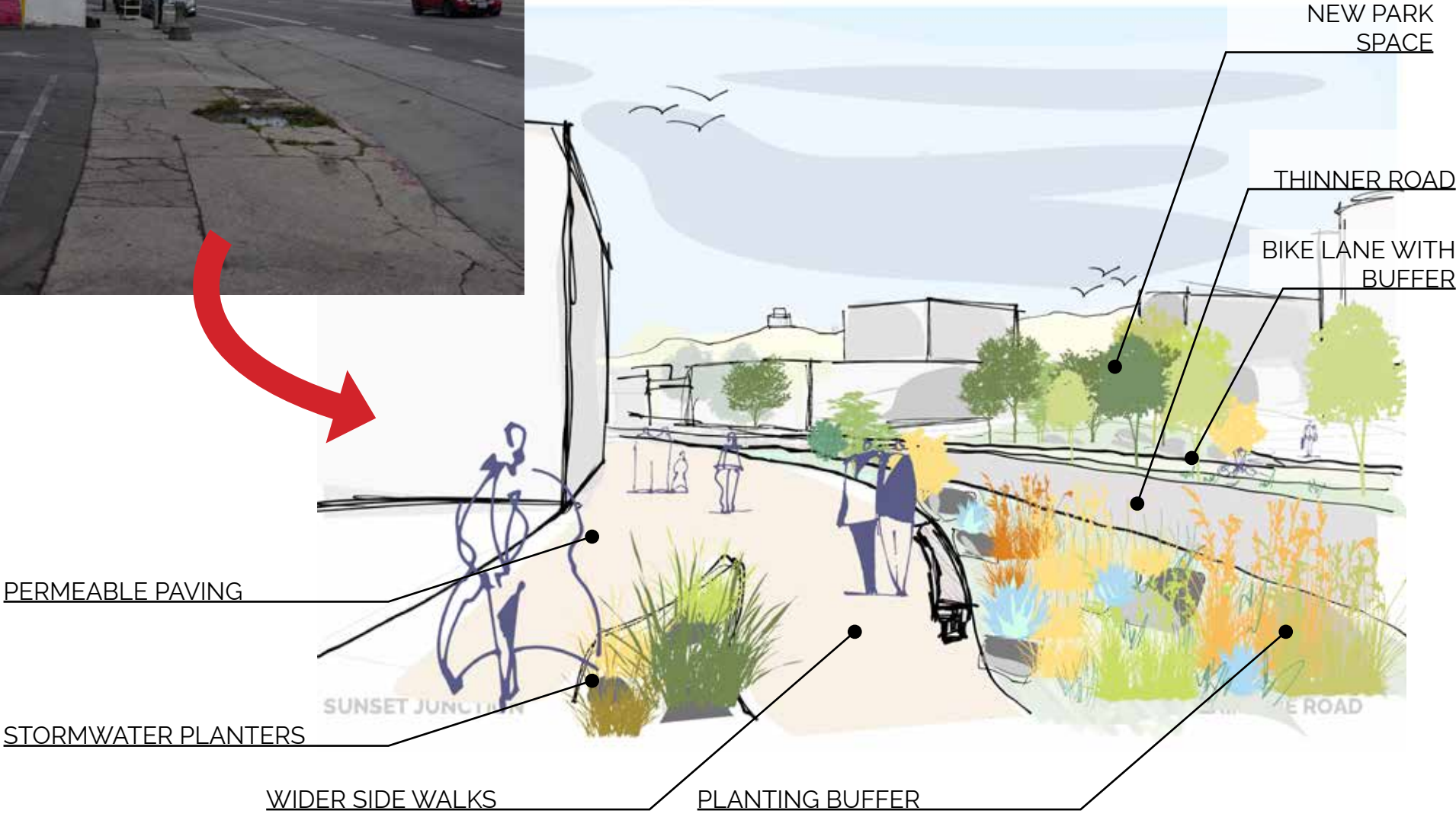
Figure 81



Figure 82

- ① TWO-WAY BIKE LANE
- ② VEGETATION BUFFERS BETWEEN TRAFFIC
- ③ NATURALISTIC PLANTING BUFFERS
- ④ PARKLETS IN EXPANDED SIDEWALK SPACE
- ⑤ RETHOUGHT URBAN PLAZA
- ⑥ STORM WATER INFILTRATION BASIN

CONCEPT TWO PERSPECTIVE





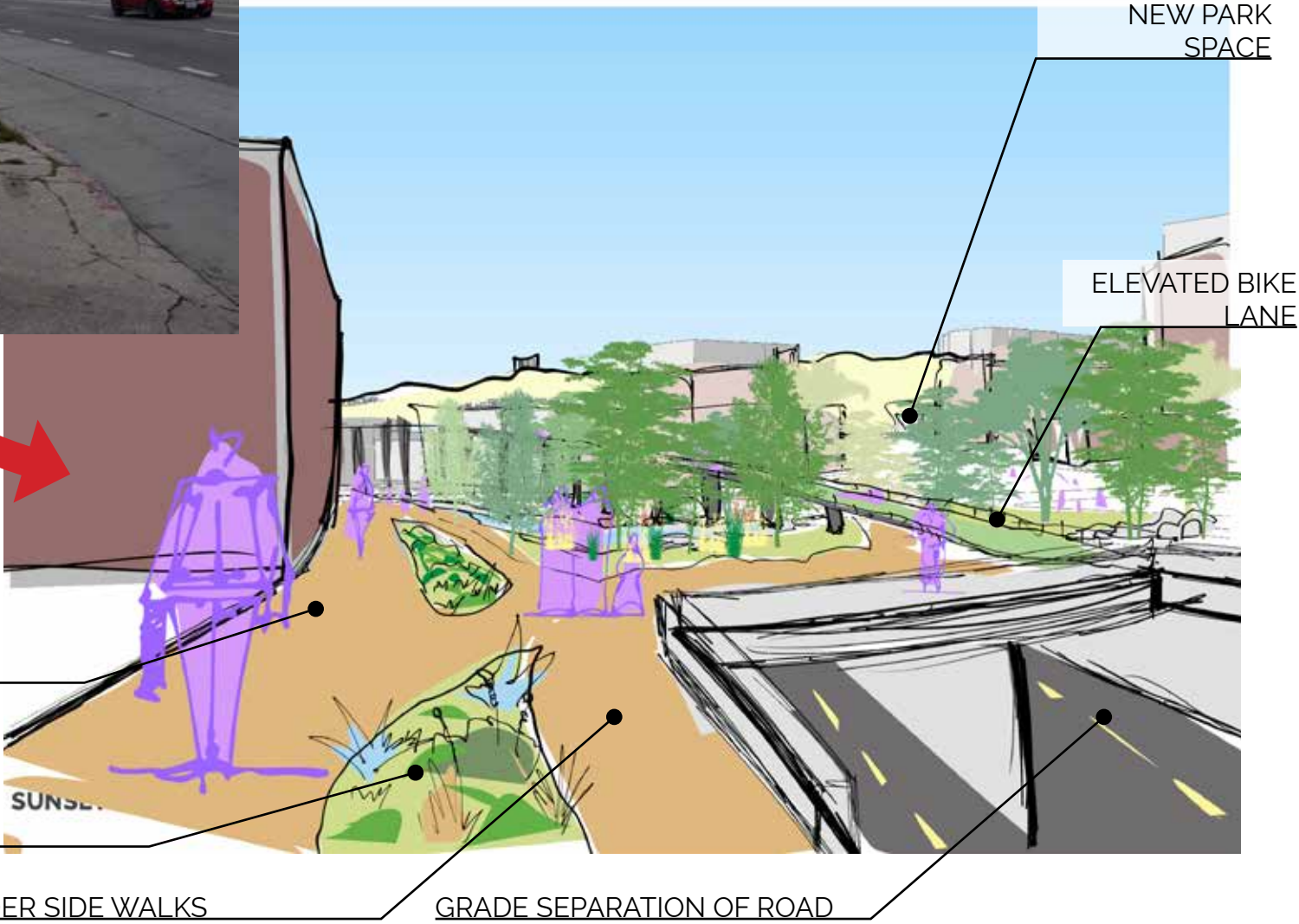
3

- 1 ELEVATED BIKE LANE
- 2 GRADE SEPARATION OF ROAD & PEOPLE
- 3 RECONSTRUCT THE HISTORICAL CREEK
- 4 WILDLIFE CORRIDORS WITH NATIVE PLANTS
- 5 RETHOUGHT URBAN PLAZA
- 6 URBAN PARK SPACE



Figure 86

CONCEPT THREE PERSPECTIVE



PERMEABLE PAVING

STORMWATER PLANTERS

WIDER SIDE WALKS

GRADE SEPARATION OF ROAD

NEW PARK SPACE

ELEVATED BIKE LANE

FINAL DESIGN CONCEPT



THE BRAIDED STREAM



Figure 73

By weaving the "river" through the street it will evoke the history of the historical creek.

FINAL CONCEPT DESIGN



The previous three concepts were distilled into one final concept with the braided stream concept incorporated into the design.

- This concept mainly drew from concepts 1 and 2 and aimed to reduce the road width and reclaim as much space as possible without dramatically reducing traffic volume.
- The site has been divided into 5 sections representing historical ecological zones in Los Angeles to serve as inspiration for design and plant palette.



SUNSET JUNCTION

WETLAND

BLOCK 1

RIPARIAN

BLOCK 2

SAGE SCRUB

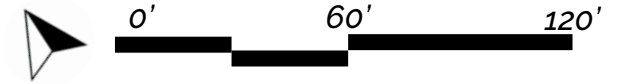
BLOCK 3

CHAPARRAL

SUNSET TRIANGLE

OAK WOODLAND

SUNSET JUNCTION CONCEPT



- ① BIKE TURN CUTOUT
- ② STORMWATER BASIN
- ③ ROCKY BIOSWALE
- ④ PLAYGROUNDS
- ⑤ EXERCISE SPACES
- ⑥ PLAZA SPACE
- ⑦ BUS STOP
- ⑧ PERMEABLE PAVING



Figure 87



Figure 88

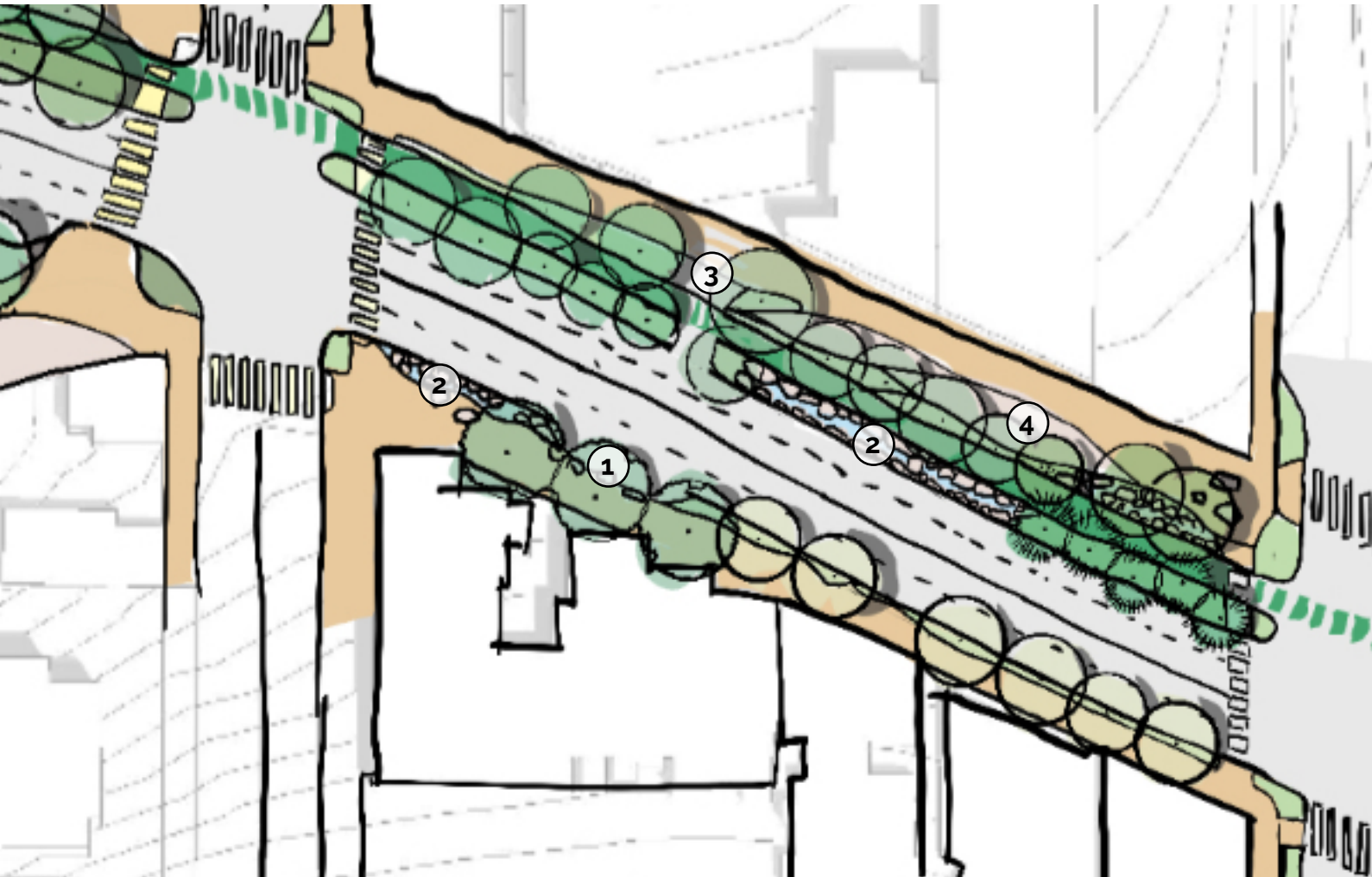


Figure 89



Figure 90

TYPICAL BLOCK CONCEPT



- ① DROP OFF/FOOD TRUCK
- ② ROCKY BIOSWALE
- ③ DRIVEWAY
- ④ AL FRESCO DINING



Figure 91



Figure 92



Figure 93



Figure 94

SUNSET TRIANGLE CONCEPT



① AMPHITHEATER

③ BRIDGE

⑤ EVENT SPACE

② COVERED STAGE

④ BENCH SEATING

⑥ EXPLORATION PATH



Figure 95



Figure 96



Figure 97



Figure 98



A historical color photograph of a street scene at Sunset Junction. In the foreground, a white Volkswagen Beetle is driving away from the camera. To its left, a dark-colored car is also visible. In the background, there is a large, light-colored building with a sign that reads "E. J. GARDNER & SONS". To the left of the building, there is a gas station with a sign that says "GASOLINE". The street is lined with utility poles and wires. The sky is clear and blue. A semi-transparent dark blue box with the text "FINAL DESIGN" is overlaid on the right side of the image.

FINAL DESIGN

Figure 99. Historical photo of the Red Line at Sunset Junction

SITE PLAN



- ① SUNSET JUNCTION
- ② SUNSET TRIANGLE
- ③ TWO-WAY BIKE LANE



0'

80'

160'

The site plan contains new public green space at Sunset Junction and Sunset Triangle, infrastructure and pedestrian improvements, and a myriad of new stormwater planters and other natural features.

LUCILE AVE.

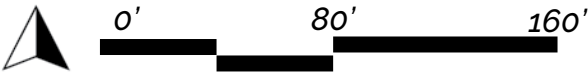
GRIFFITH PARK BLVD.

MALTMAN BLVD.

2

3

SITE PLAN CIRCULATION



SIGNALLED
INTERSECTION



RAISED
CROSSWALKS



VEHICLE CIRCULATION



TWO-WAY PROTECTED BIKE LANE

SITE PLAN



00 60 120 240



SUNSET JUNCTION

BLOCK 1

BLOCK 2

BLOCK 3

SUNSET TRIANGLE

WETLAND

RIPARIAN

SAGE SCRUB

CHAPARRAL

OAK WOODLAND

ECOLOGICAL ZONES

- Each block has been assigned a ecological zone based the historical ecologies present in the area before colonization. These zones will inform the plant palette as well as various educational opportunities and signage to help provide a sense of place to the site.
- Animals and plants from the ecological zones (listed on the next page) will also be represented by ecological murals created by local artists.

ECOLOGICAL ZONES PLANTS AND ANIMALS

SUNSET JUNCTION

WETLAND



FREMONT COTTONWOOD



GREAT BLUE HERON



STEELHEAD TROUT

BLOCK 1

RIPARIAN



CALIFORNIA SYCAMORE



GREY FOX



PACIFIC TREE FROG

BLOCK 2

SAGE SCRUB



PRICKLY PAIR CACTUS



RUFOUS CROWNED SPARROW



CALIFORNIA WHIPTAIL

BLOCK 3

CHAPARRAL



BIG BERRY MANZANITA



CALIFORNIA THRASHER



TOYON

SUNSET TRIANGLE

OAK WOODLAND



COAST LIVE OAK



RED TAILED HAWK

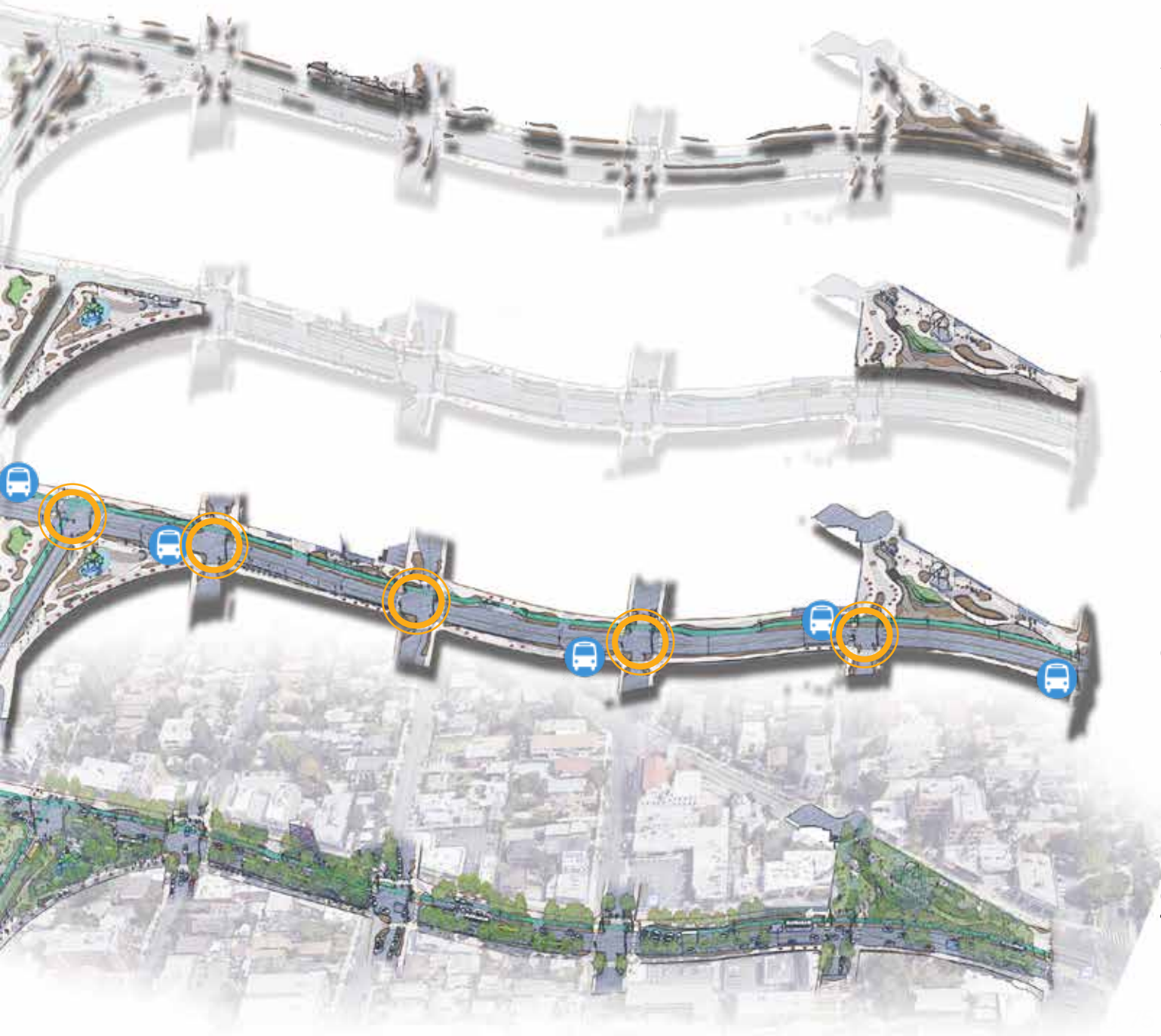


ARBOREAL SALAMANDER

*From Left to Right by Row:
Figures 101-115*

PLAN ELEMENTS

PROGRAM OVERVIEW



STORMWATER
PLANTERS AND OTHER
STORMWATER CAPTURE
FEATURES

NEW PUBLIC AND
COMMUNITY GATHERING
SPACES

BUS STOPS AND
CROSSWALK
IMPROVEMENTS

OVER 150 NEW STREET
TREES

SUNSET JUNCTION



- ① BIKE TURN CUTOUT
- ② STORMWATER BASIN
- ③ ROCKY BIOSWALE
- ④ PLAYGROUNDS
- ⑤ EXERCISE SPACES
- ⑥ PLAZA SPACE
- ⑦ BUS STOP
- ⑧ PERMEABLE PAVING

KEY MAP



SUNSET JUNCTION ENLARGEMENT

- Sunset Junction contains a rethought intersection that is safer than the existing.
- There are new community gathering spaces and exercise opportunities
- New trees provide shade and help to screen the traffic.
- A bike turn cutout provides a safe place for cyclists to make a left onto the street.
- The intersection also shows how the new street layout merges with the existing street layout at the edges of the site.

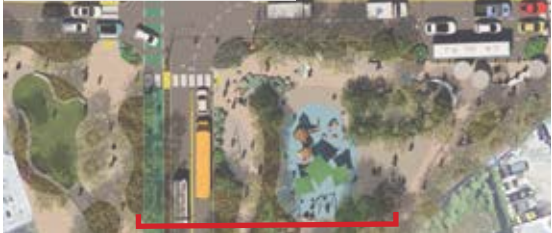
SUNSET JUNCTION SECTION



PERMEABLE PAVING



KEY MAP



SUNSET JUNCTION PERSPECTIVE



- ① PLAYGROUND
- ② NATIVE PLANTS
- ③ PERMEABLE PAVING
- ④ SEAT WALL
- ⑤ SHADE STRUCTURES ABOVE BUS STOP
- ⑥ NATIVE PLANTS

KEY MAP



EXISTING CONDITION - SUNSET JUNCTION



EXISTING CONDITION

- This photo shows how exposed and under-utilized the space is.
- It also shows the edge of the existing business, which is an oil change shop that will need to be removed for the design.

KEY MAP



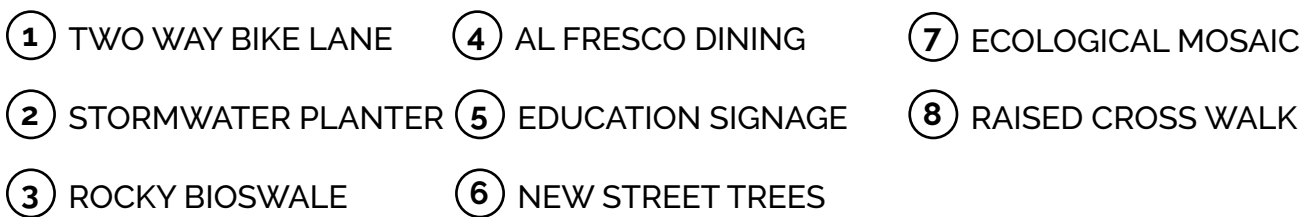
SUNSET JUNCTION PERSPECTIVE



- ① PLAYGROUND
- ② STORMWATER BASIN
- ③ PERMEABLE PAVING
- ④ EXERCISE MACHINE
- ⑤ SHADE STRUCTURES ABOVE BUS STOP
- ⑥ NATIVE PLANTS

KEY MAP

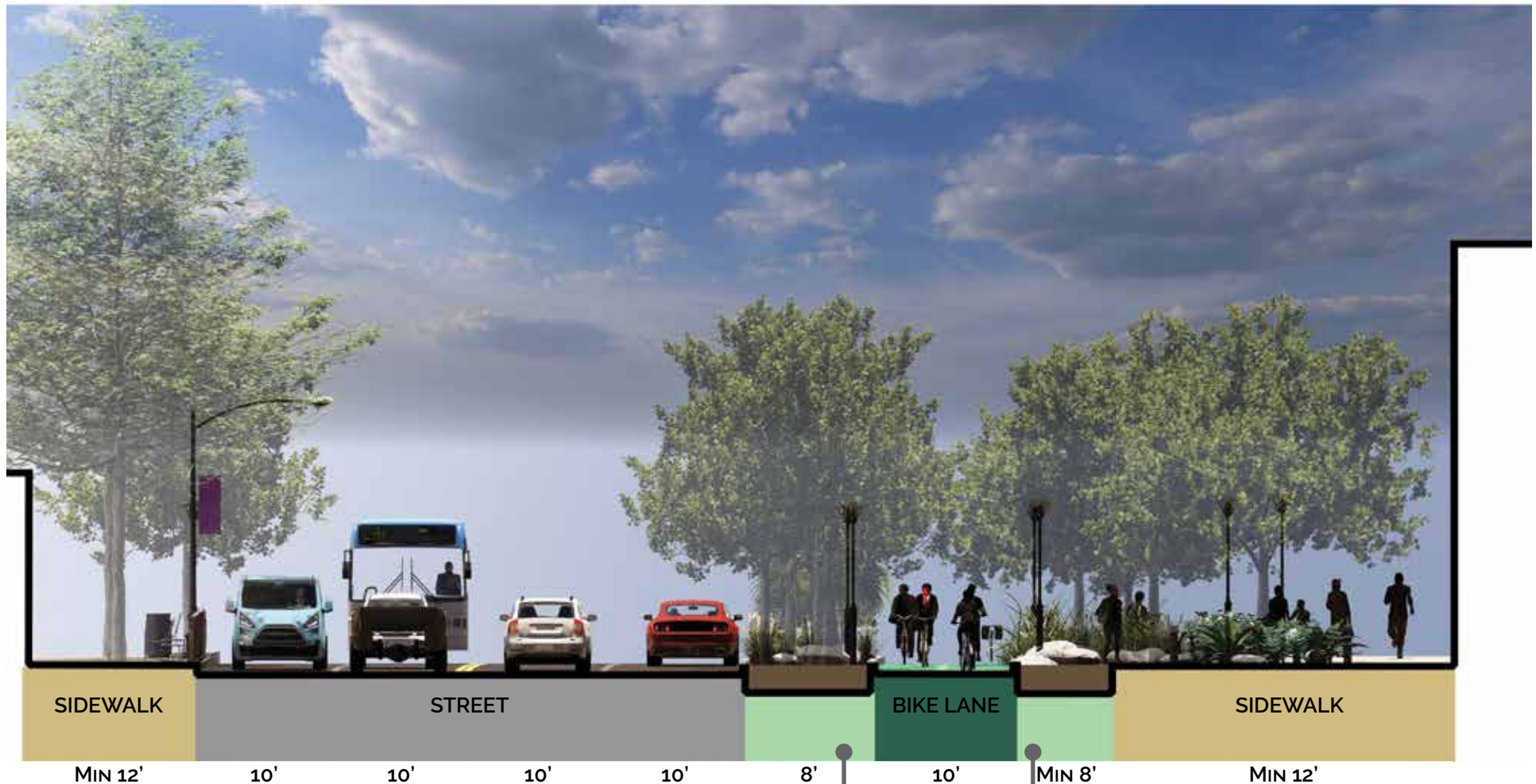
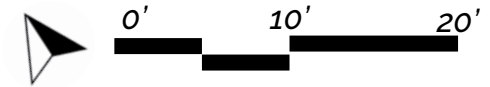




KEY MAP



STREET SECTION



SUNSET BOULEVARD SECTION

- This section shows the new street layout of the site where there is still four lanes of traffic but the parking and center turn lane have been removed.
- This allows ample space for a two way bike lane and natural buffers to separate the different modes of traffic.
- The sidewalks are minimum 12' wide but widen and shrink as the road curves through the site.

STORMWATER
PLANTERS

KEY MAP



EXISTING CONDITIONS - BLOCK 1



EXISTING CONDITION

- This photo shows how exposed to the elements the street is.
- It also shows how much space the road takes up in the environment and how it feels like the dominating force of the area.

KEY MAP



BLOCK 1 PERSPECTIVE



- ① TWO WAY BIKE LANE
- ② EDUCATIONAL SIGN
- ③ ROCKY BIOSWALE
- ④ AL FRESCO DINING
- ⑤ PERMEABLE PAVING
- ⑥ ECOLOGICAL MURAL

BLOCK 1 PERSPECTIVE

- This perspective shows how separated the different modes of travel are with a natural buffer between the bike lane and cars and also between the bike lane and pedestrians.
- The new trees will create shade and clean the air.
- The ecological murals along with signage will educate the public about local history.
 - For example, The Black Cat is an important place for LGBTQ history that would be recognized with the signage.

KEY MAP



OTHER STREET FEATURES



DRIVEWAYS

- Addressing driveways is an important part of the project as they could quickly make the site feel disjointed. Luckily, of all the driveways mentioned in the site analysis most have other access points. Only 3 require access from Sunset Boulevard.
- Ample signage as well as a change in the ground plane would signal to cyclists that there is a driveway.



INTERSECTIONS

- This plan view of the Sunset and Hyperion intersection shows the typical layout of the intersections in the site.
- There are raised crosswalks on the side streets which force cars to slow down and make crossing easier.
- The curb bulbs shorten the crosswalks as well to make the time it takes to cross shorter.
- Across Sunset Boulevard there is an island to allow people to wait to cross the bike lane or street until the signal allows and also shortens the crossing distance.
- Lastly, planting in the curb bulbs is low to allow visibility.

SUNSET TRIANGLE



- ① GATHERING LAWN
- ② STAGE
- ③ DINING AREA
- ④ STORMWATER BASIN
- ⑤ BIKE LANE
- ⑥ MULTI-USE PUBLIC SPACE

SUNSET TRIANGLE ENLARGEMENT

- The focus of Sunset Triangle is to be a new community gathering space with a small gathering amphitheater and stage, with ample space for farmers markets and other events.
- There are also extensive stormwater capture features and new ecological features that will improve the natural environment and encourage people to visit.

KEY MAP



SUNSET TRIANGLE PERSPECTIVE



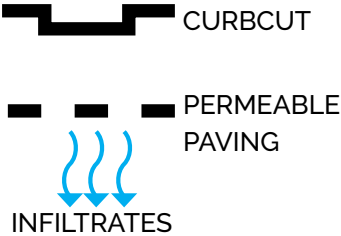
- ① TWO-WAY BIKE LANE
- ② STORMWATER PLANTER
- ③ ROCKY BIOSWALE
- ④ PERMEABLE PAVING
- ⑤ CURB CUT
- ⑥ ECOLOGICAL MURAL
- ⑦ WAY-FINDING SIGN

STORM WATER SYSTEM

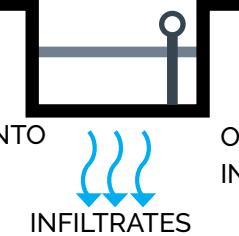
RAINFALL AND RUNOFF



FLOWS INTO



STORMWATER PLANTERS



STORM DRAINS



KEY MAP



EXISTING CONDITION - SUNSET TRIANGLE



EXISTING CONDITION

- This photo shows the existing Sunset Triangle plaza. It is a closed off street but is under utilized and in need of rethinking.
- Its sense of place still evokes the street.
- The perspective on the following page shows the rethought community gathering space with a stage and amphitheater.

KEY MAP



SUNSET TRIANGLE PERSPECTIVE



① STEPPED SEATING

④ BIOSWALE

⑦ ECOLOGICAL MURAL

② COMMUNITY STAGE

⑤ NATIVE PLANTS

③ RAISED PLANTER

⑥ SHADE STRUCTURE

KEY MAP



PLANT PALETTE AND STREET TREES



COAST LIVE OAK



CALIFORNIA SYCAMORE



CLEAVLAND SAGE



SCOURING RUSH HORSETAIL



WESTERN REDBUD



CALIFORNIA LAUREL



NARROW LEAF MILKWEED



DEER GRASS

STREET TREES

There are a few goals that apply to the street tree selection to guide the process with the priority being long term survival. Also, the entire site will need irrigation to help establish the trees to give them the best chance to thrive.

- Goal #1: Plant trees that will thrive in the harsh urban environment and are climate adaptive to Los Angeles.
- Goal #2: Select natives wherever possible to provide support to the native insects and animals.
- Goal #3: Plant a diverse selection of trees.
- The trees listed above are just a portion of the possible selection.

OTHER PLANTS

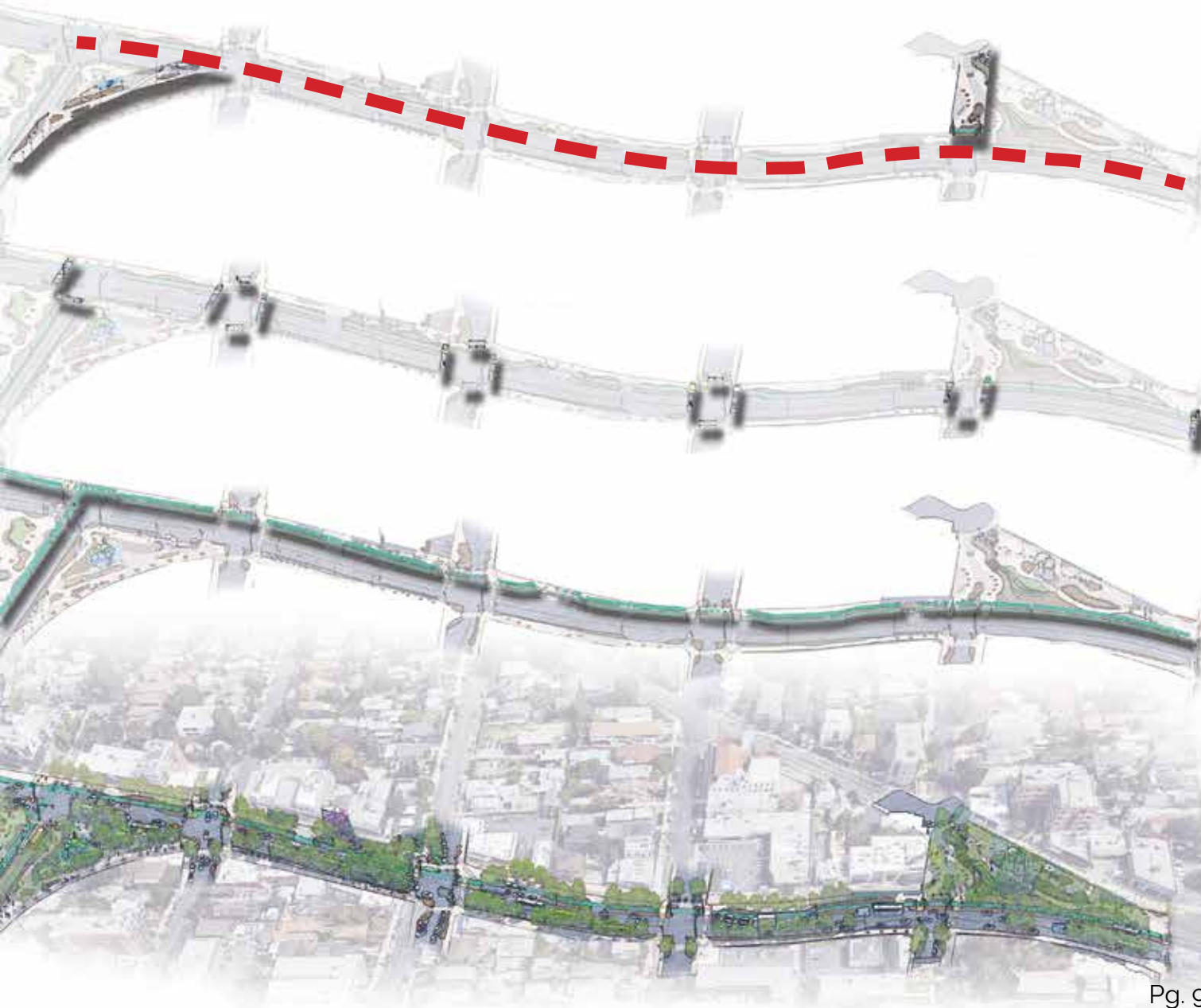
The thousands of shrubs and grasses and other plants can be selected with the following goals in mind.

- Goal #1: Plant climate resilient plants that will do well in the harsh urban environment.
- Goal #2: Plant hyper-local natives wherever possible to provide support to the native insects and animals.
- Goal #3: Plant species there are part of the ecosystem zone assigned to each block wherever possible to provide a different sense of place to each block.
- The shrubs listed above are just a portion of the possible selection.

*From Left to Right by Row:
Figures 117-124*

OUTCOMES

GOAL: INCREASE PEDESTRIAN AND VEHICLE SAFETY



- TWO ROAD SECTIONS REMOVED
- SMALLER ROAD FOOTPRINT ENCOURAGES SLOWER DRIVING

- 8 RAISED CROSSWALKS
- 10 SHORTENED CROSSWALKS

- TWO WAY PROTECTED BIKE LANE

- OVER 1/4 ACRE OF LANDSCAPE BUFFERS

OUTCOMES

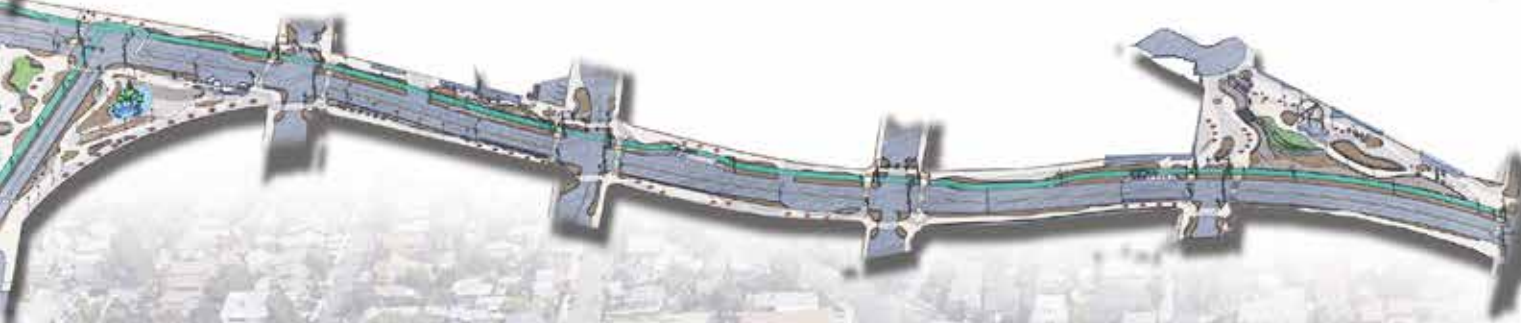
GOAL: INCREASE ENVIRONMENTAL BENEFIT



- OVER 1/2 ACRE OF STORMWATER CAPTURE FEATURES



- 1/2 ACRE OF PERMEABLE PAVING



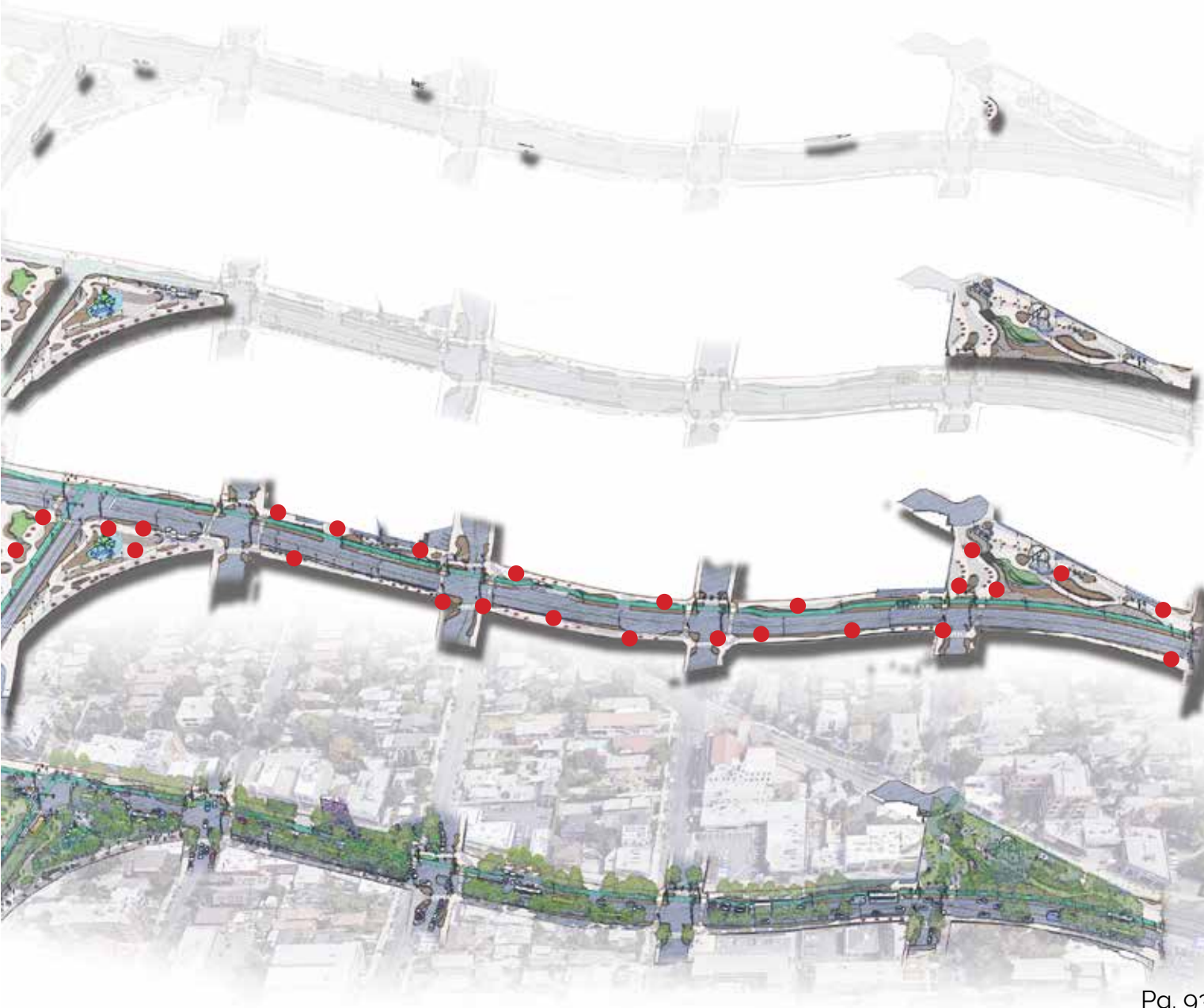
- OVER 50 CURB CUTS TO HELP CAPTURE STORM WATER



- OVER 150 NEW STREET TREES
- THOUSANDS OF NEW NATIVE PLANTS

OUTCOMES

GOAL: IMPROVE COMMUNITY HEALTH



- 5 EDUCATION ZONES

- 2 LARGE PUBLIC GATHERING SPACES
- 5 PUBLIC WORKOUT STATIONS

- OVER 25 ECOSYSTEM MOSAICS

- 150+ NEW STREET TREES PROVIDE SHADE, CLEAN THE AIR, AND REDUCE NOISE POLLUTION

OUTCOMES



THE DESIGN ACHIEVES THE GOALS

This re-imagining of Sunset Boulevard in Silver Lake achieves the goals laid out through a multi-benefit design. By reducing road space and creating new green and public space, the streets are safer for all who use them. The ecosystem is improved and community space is created without a substantial reduction in road capacity.

While this is only five blocks of Sunset it could be a blueprint for many of the streets in Los Angeles that are clearly designed only for cars. This project is designed to fit into the sense of place in Silver Lake and showcase Silver Lake history but the general idea of reclaiming the road should be applied wherever possible.

I would like to express my gratitude to the individuals who have been instrumental in my journey over the past six months working on this project and throughout my three years of the program. Their support has been invaluable:

Leah Stone, without whom I could not have made it through these last three years.

My parents, for their constant encouragement.

My fellow classmates, whose unwavering support and invaluable advice has been indispensable.

Meg Coffee, for her support and guidance during the course of this project.

All the UCLA Extension instructors who have contributed to making this educational experience truly worthwhile.

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