

The Bowtie Parcel Master Plan

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Located on the east bank of the Los Angeles River, in northeast Los Angeles, the Bowtie parcel (named for its shape) is an 18-acre strip of land that is officially a part of Rio de Los Angeles State Park.

Bordered by the Glassell Park, Elysian Valley/Frogtown neighborhoods, the MetroRail line, and the Los Angeles River, on clear days it has views of downtown Los Angeles and the eastern edge of the Hollywood Hills/Griffith Park.

The Bowtie sits within Taylor Yard, the former headquarters of Southern Pacific Railroad that was once a bustling railyard and major local employer. After rail operations shut down, local community residents advocated for a vision to revitalize 100 acres of the area into park space.

In 2003, the California State Parks Department bought the Bowtie property to preserve the land for nature conservation and support efforts to restore the Los Angeles River. Abandoned and neglected

due to industrialization and soil and water contamination, this area of the Los Angeles River is an important part of the river's ecosystem because it is one of the only places where the river has a "soft bottom," meaning it does not have a concrete bed and is still in its natural state.

The Bowtie presents an incredible opportunity for developing industrial land into a safe and clean, vibrant public green space focused on nature conservation and restoration, education, and to provide opportunities for dramatic and artistic installations, and active and passive recreation.



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Pre-1700's

The Tongva occupy the region for centuries.



1769

Portola Expedition records first written words about Los Angeles, including the Los Angeles River.



San Gabriel Mission is completed.

Mission San Gabriel Arcángel

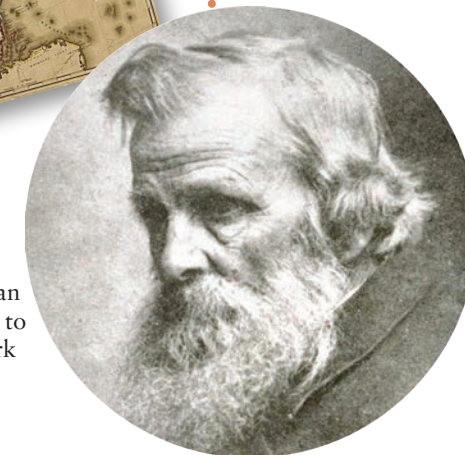
1781

El Pueblo de Los Angeles is established. Settlers build a willow pole dam across the Los Angeles River.



1847

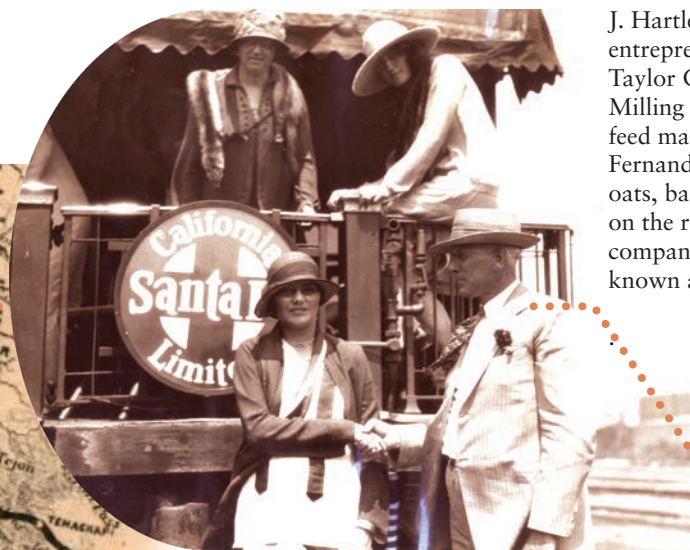
The Treaty of Guadalupe Hidalgo is signed and the Mexican-American War ends. California is ceded over to the United States and Stephen Clark Foster is appointed first American mayor of Los Angeles.



1876



Southern Pacific Railroad line is completed.



J. Hartley Taylor, a prolific entrepreneur, owns the Taylor Grocery and the Taylor Milling Company, a commercial feed manufacturer on San Fernando Road. Taylor raises oats, barley, hogs and pigeons on the riverfront land. The company and land become known as "Taylor Yard."

J. Hartley Taylor/Taylor Yard

Water from the Owens River is diverted to Los Angeles.



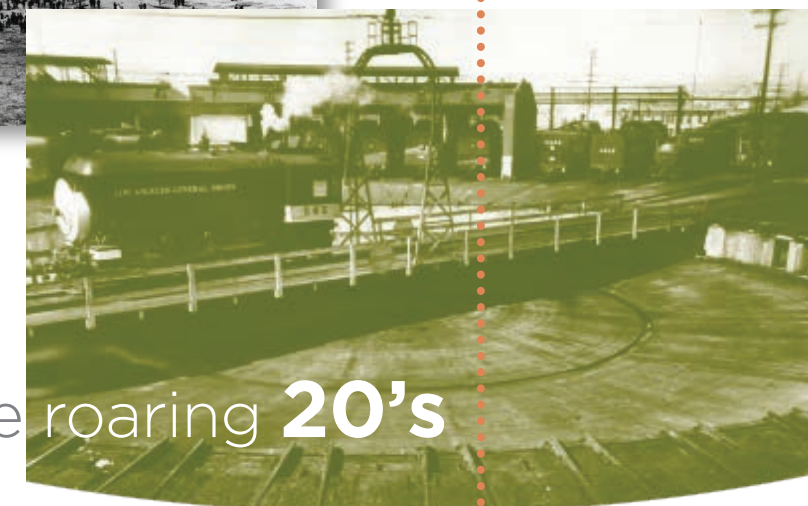
1913

Taylor Yard undergoes major development, including the South Turntable and machine shops. Taylor Yard becomes a major rail yard facility.

1881



The roaring 20's





Channeling the LA River

The Los Angeles River floods during a four-day storm. In response, the Army Corps of Engineers transforms the river from a meandering stream bordered by willows and cottonwoods into the concrete storm drain we see today. Trees were removed from banks, the river's sandy bed was excavated and lined with concrete, and its course was straightened. The Corps created the ultimate Los Angeles fantasy of a river: a "water freeway."



1938



The Cajon Pass

1960

Southern Pacific Railroad reroutes trains to the Cajon Pass instead of through Los Angeles.



As the need for operating space diminishes, the Southern Pacific Railroad decides to sell roughly 3/4 of the site. They relocate the rail line towards the LA River. Then they proceed to parcel out the land for sale. Working with Cal-EPA, they undertake analysis of the contaminated soils and develop an action plan for remediation. Clean-up is completed on the initial sale parcels in 1997 and the DTSC certifies that the land requires no development restrictions.



1985

Taylor Yard closes its long-standing purpose as a freight switching facility. This change causes a loss of several hundred jobs to residents of the local communities.



1992

A Metrolink Maintenance Facility is the first new use development on the 29 acres at the southernmost end of Taylor Yard. This project moves forward without public review and the community voices their outrage.

METROLINK

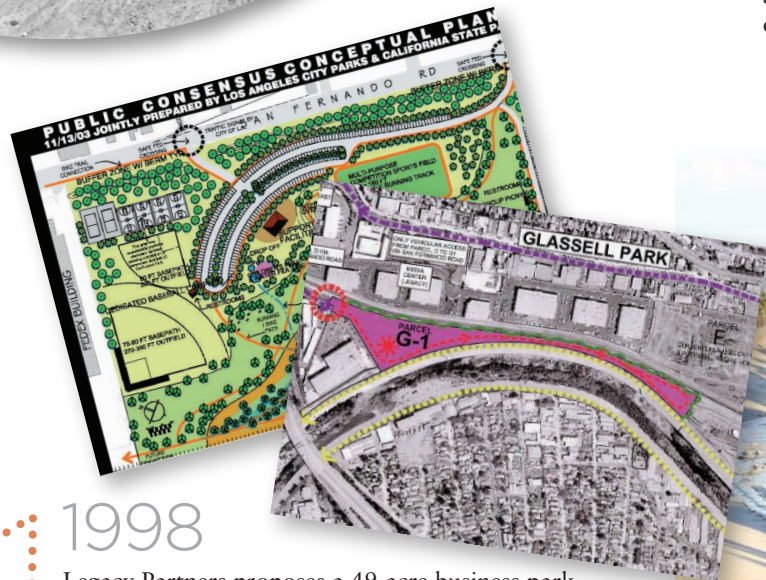
1992-93



Community Input Workshops Begin

The first Taylor Yard Area Planning and Urban Design Workshop is held. Several studies are completed: Multi-Use Study on the Los Angeles River at Taylor Yard prepared for the Los Angeles County Department of Public Works; Taylor Yard Development Study prepared for the LA County MTA; and the Taylor Yard Planning and Urban Design Workshop prepared by the American Institute of Architects.

A lawsuit is filed which results in the Los Angeles County Transportation Authority agreeing to fund several mitigations to the project: a large mural on the side of a building, the plantings along San Fernando Road and the public art project located along the access road. An agreement is also reached for the agency to fund a future pedestrian bridge over the river.



1998

Legacy Partners proposes a 49-acre business park at the northern end of Taylor Yard. No master plan was ever implemented, and the property was sold piecemeal. *River Through Downtown Conference* produces a mixed-use plan for the site.

2000

Parcel D is proposed for warehouse development. Community opposes development and 'Coalition for a State Park at Taylor Yard' is formed, led by The River Project. Proposition 12, the Statewide Park Bond bill, is passed. Governor Gray Davis approves \$45 million to acquire Taylor Yard as a state park.

2001 State acquires Parcel D for State Park development.



2014

California State Parks and Clockshop partner to activate Parcel G-1 with art and cultural programming and name it **The Bowtie Project**.

2019

Governor Gavin Newsom approves CA state budget that includes \$500K for an initial design proposal for the new State Park at Parcel G-1. The City of Los Angeles, California State Parks, and The Mountains Recreation and Conservation Authority (MRCA) sign a Letter of Intent to form the "100-Acre Partnership at Taylor Yard".



SAVING THE LAST GREAT PLACES ON EARTH



The Nature Conservancy and California State Parks sign an agreement to collaborate on a 2.5-acre Bowtie Demonstration Project. Community feedback is encouraged to guide the design of this future State Park and advocate for the resources needed to make it a reality.

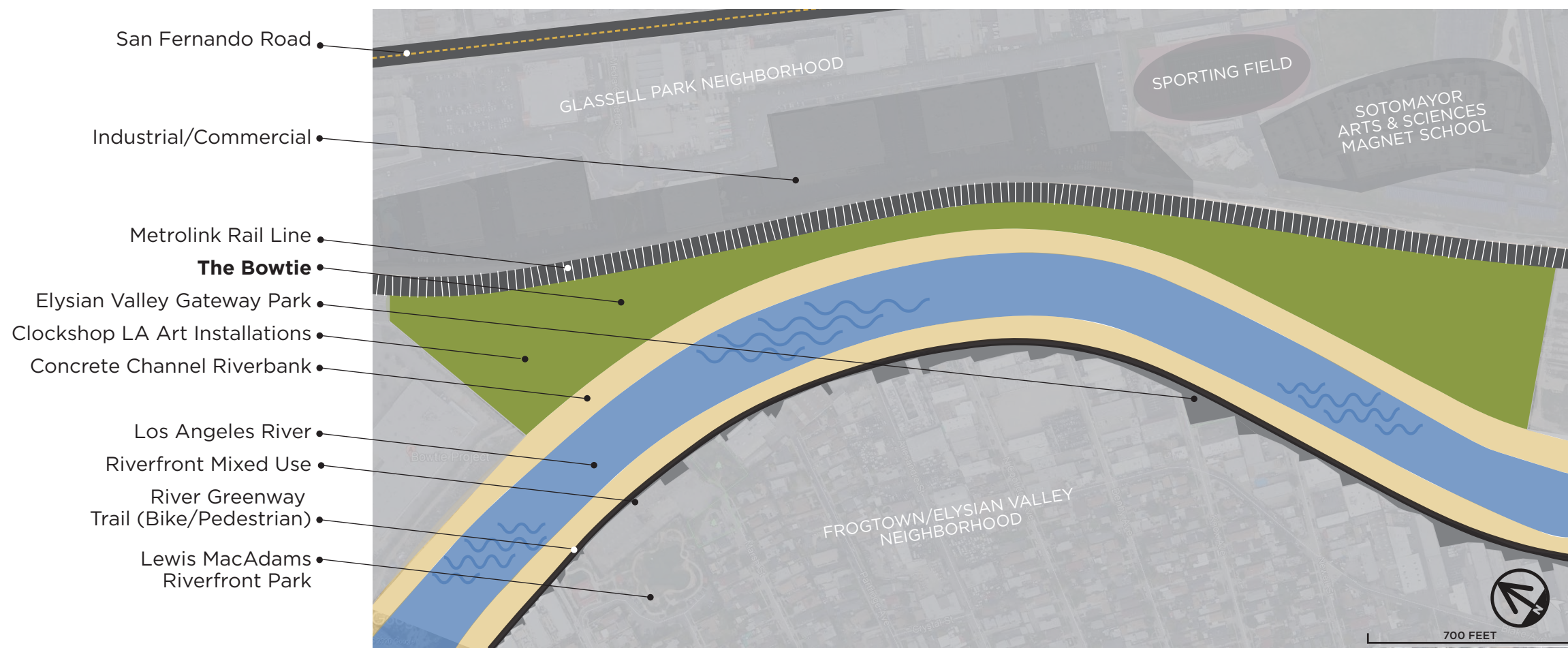
2020-2021

Site Context Location, Elevation and Storm Drainage Analysis



The Bowtie Parcel, located within Rio de Los Angeles State Park, has been part of the CA state parks system since 2003, in what is known as part of the Glendale Narrows, a high water table that has allowed for the river's natural bottom to be preserved, and for diverse plant and animal species to thrive.

Coordinates: 34.1094° N 118.2474° W
 Elevation: Approx 364 feet at mid-point
 Surface area: 18 acres



Physical observations

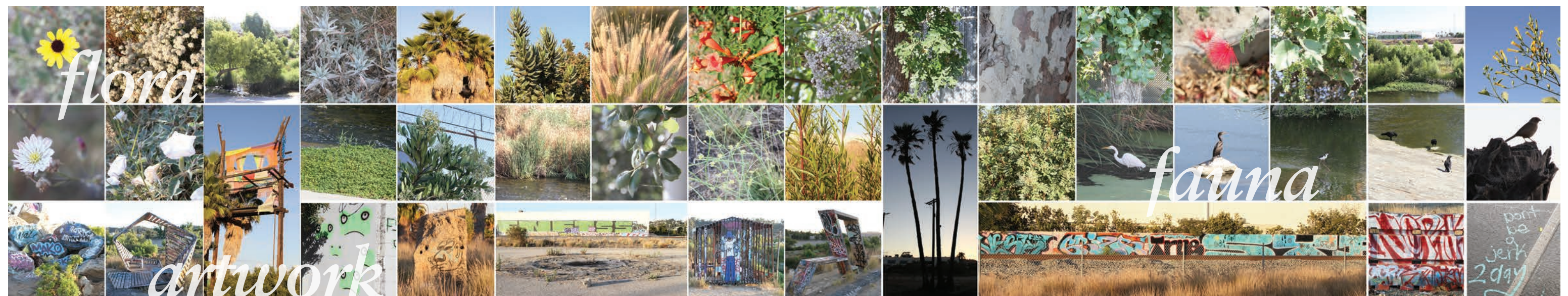
- Abandoned landscape
- High-tension wires
- Broken asphalt
- Remnants of abandoned rail lines
- Chain link fencing with razor wire
- Concrete embankment cracked, uneven, no access

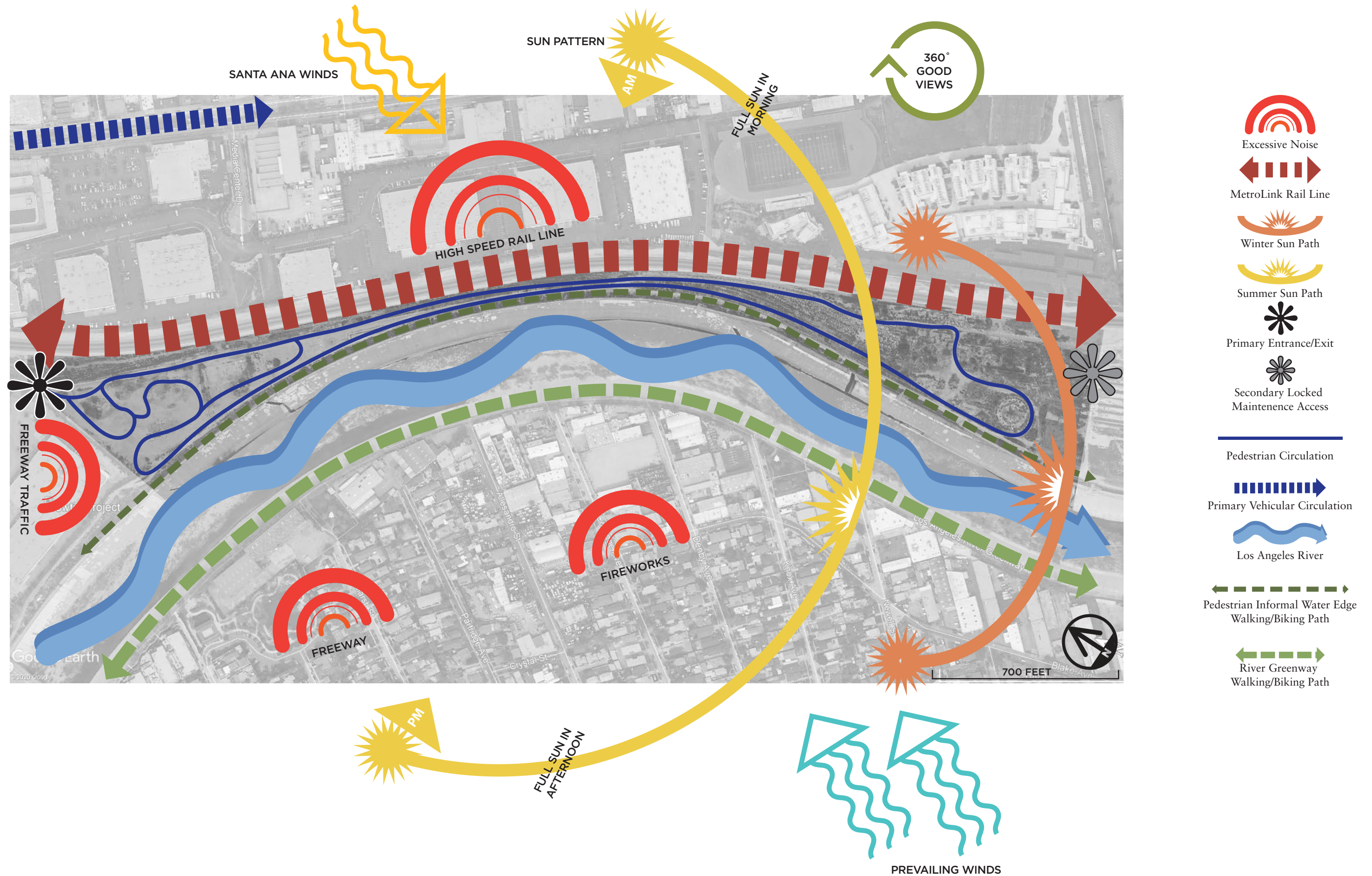
Cultural observations

- Active MetroLink rail line
- Noisy urban neighborhood fireworks
- Distant freeway traffic
- Litter, trash, signs of homeless encampments
- Graffiti on every surface, especially art installations
- Western side bike path: clean, popular, pleasant
- Burnt, decapitated palm trees and fence posts.

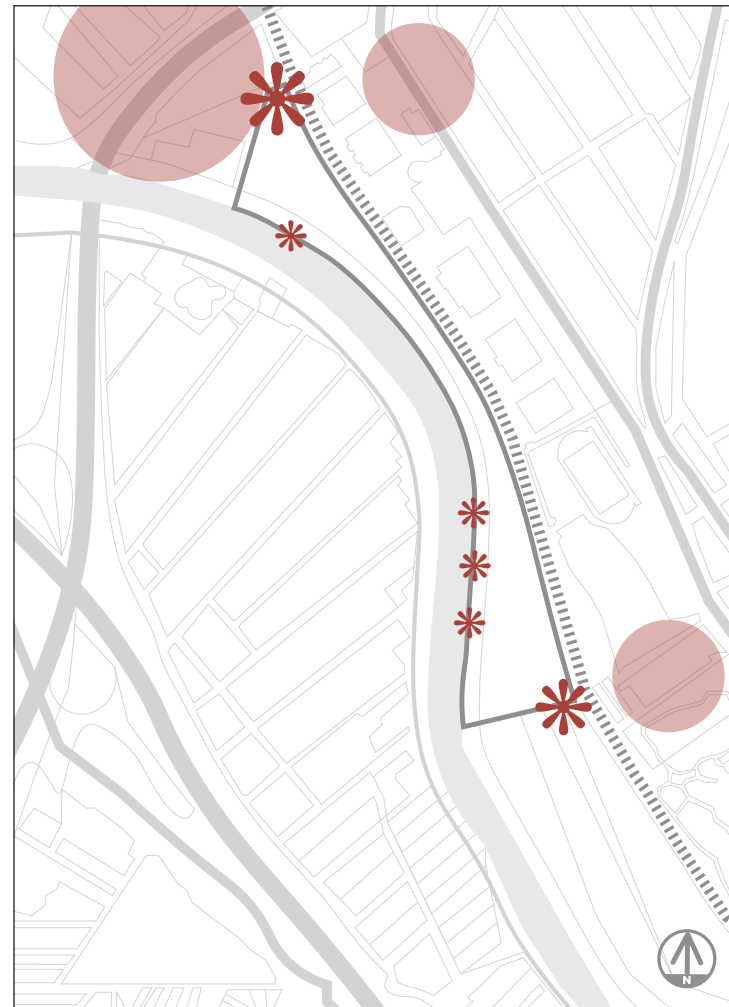
Natural observations

- Invasive plants (*Arundo donax* (in the water), *Pennisetum setaceum*, *Brassica nigra*)
- Many California native plants (*Eriogonum fasciculatum*, *Salvia apiana*, *Heteromeles arbutifolia*, *Aesculus californica*, *Vitus 'Roger's red'*, *Salix laevigata*, *Platanus racemosa*, *Epilobium canum*)
- Active wildlife: birds, squirrels, lizards, rabbits, coyotes
- Near the river: water flowing, vegetation lush. Many trees, reeds, river rocks, cool/humid atmosphere
- At the parcel plateau: dry, desolate, arid





Parking and Visitor Access

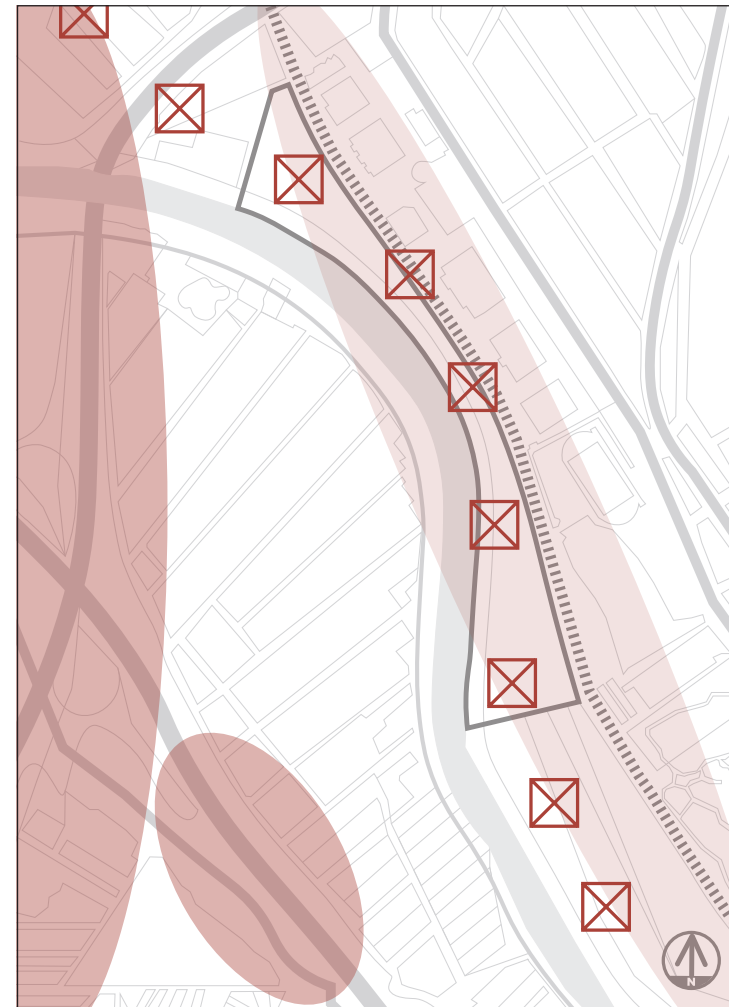


Parking
 Limited entry points to park area: South entry is a locked maintenance gate. Area could be entered by river kayakers, but dangerous current at the curve, and cement bank is a steep slope up. Parking is non-existent on streets in surrounding neighborhoods.

Access



Air Quality & High Tension Wires



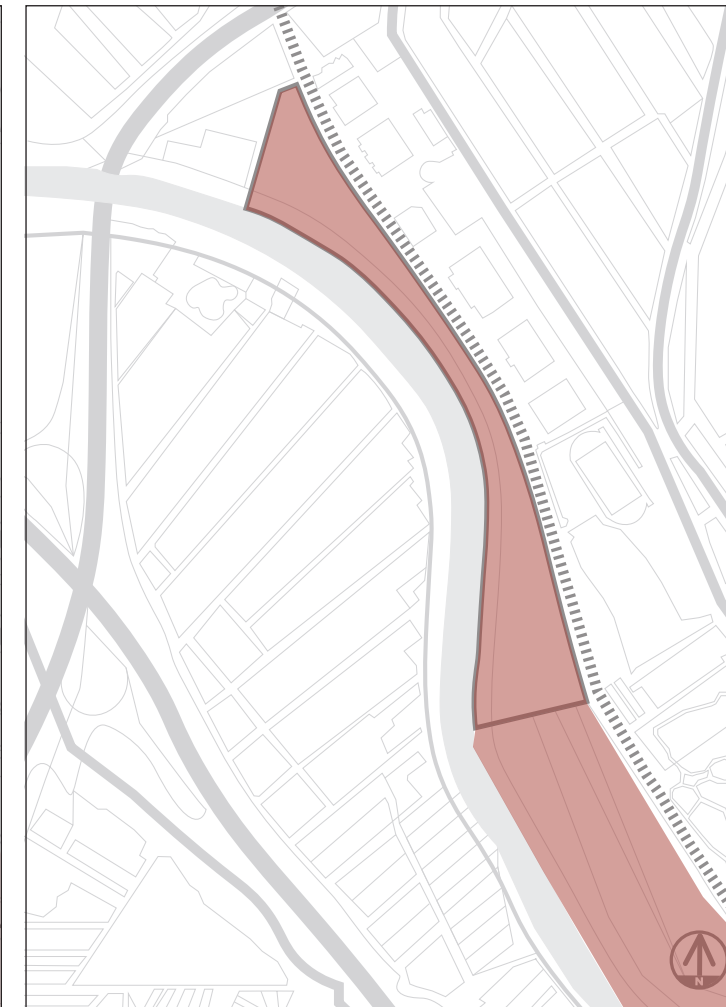
Air Quality
 Air quality is compromised by the surrounding freeway traffic. High tension power lines at the eastern perimeter might not pose health impacts (No consistent evidence between any source of non-ionizing EMF and cancer has been found) but the electrical hum is an irritant. Rail is vibrating and dusty.

Power Lines

Rail



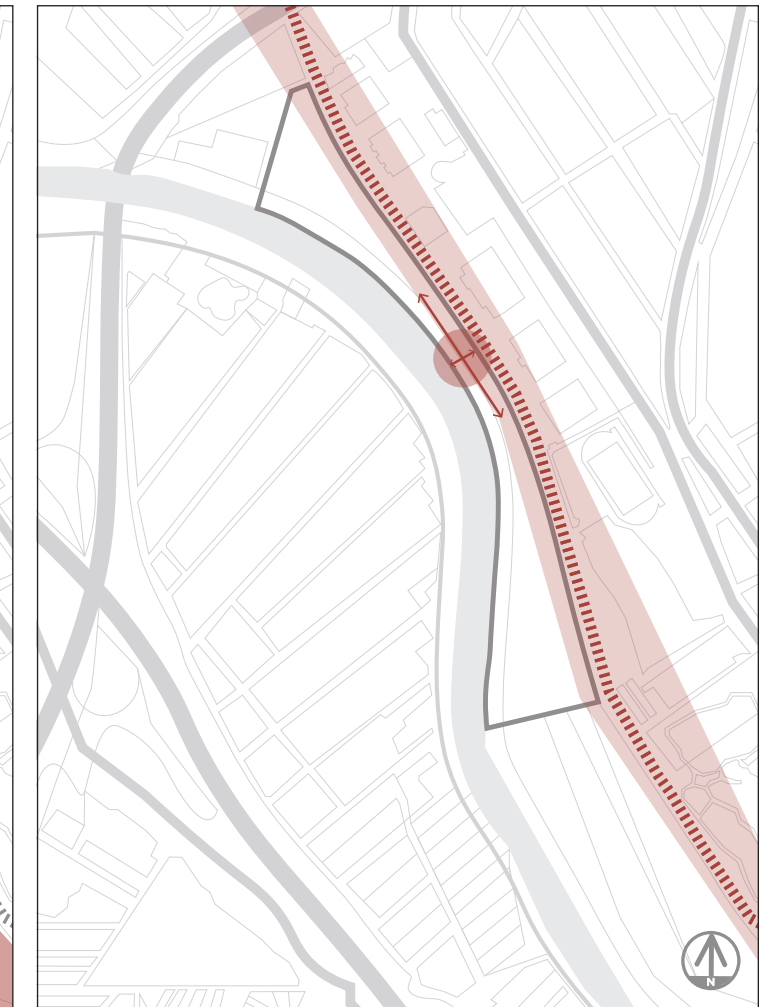
Invasive Plants/Compacted Soil



The entire parcel is filled with invasive plant species; fountain grass, *Cenchrus setaceus*, is the most prevalent. The soil is compacted due to the railyard's heavy machinery; and contamination caused by storage tanks, the railroad maintenance shop, and the railroad right of way. Toxins are at levels that require mitigation, according to a 2019 report. Potential contaminants of concern are arsenic, benzene, lead, polynuclear aromatic hydrocarbons and diesel.



Narrow Center Circulation/Rail Line Safety

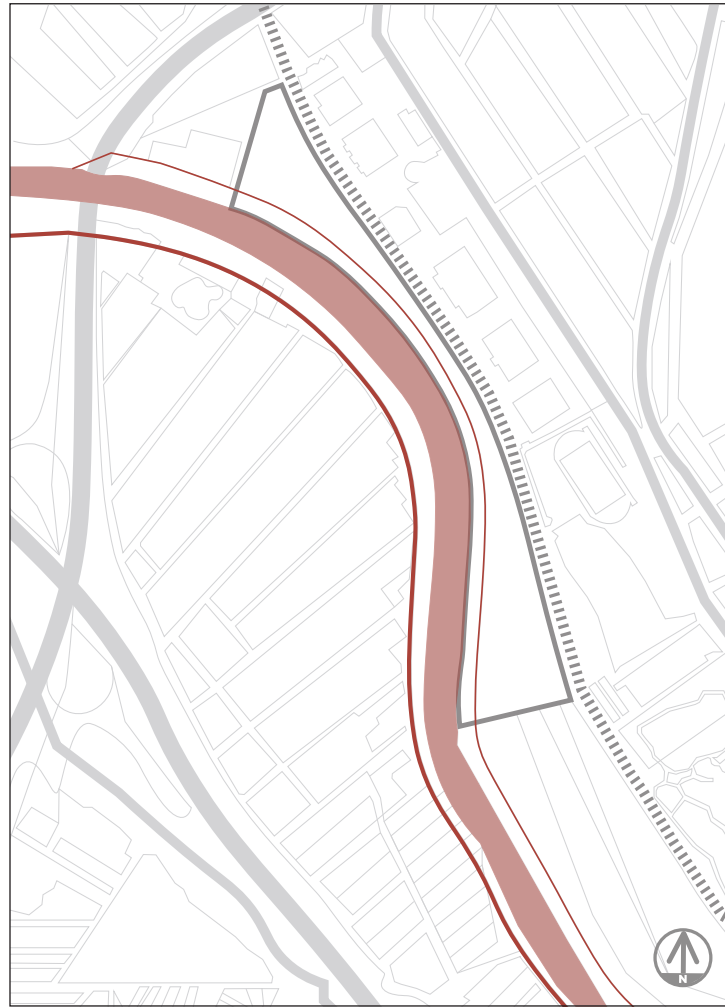


Center
 Narrowness of property at the center, and its proximity to the rail line could pose a hazard and create a pedestrian impasse when crowded. Visitors can walk north or south through this area, as the rail line and river channel make it almost inaccessible on the east and west sides. Rail line is dangerous because of high speeds and low fencing with a flimsy chain link fence providing limited protection.

Rail Line



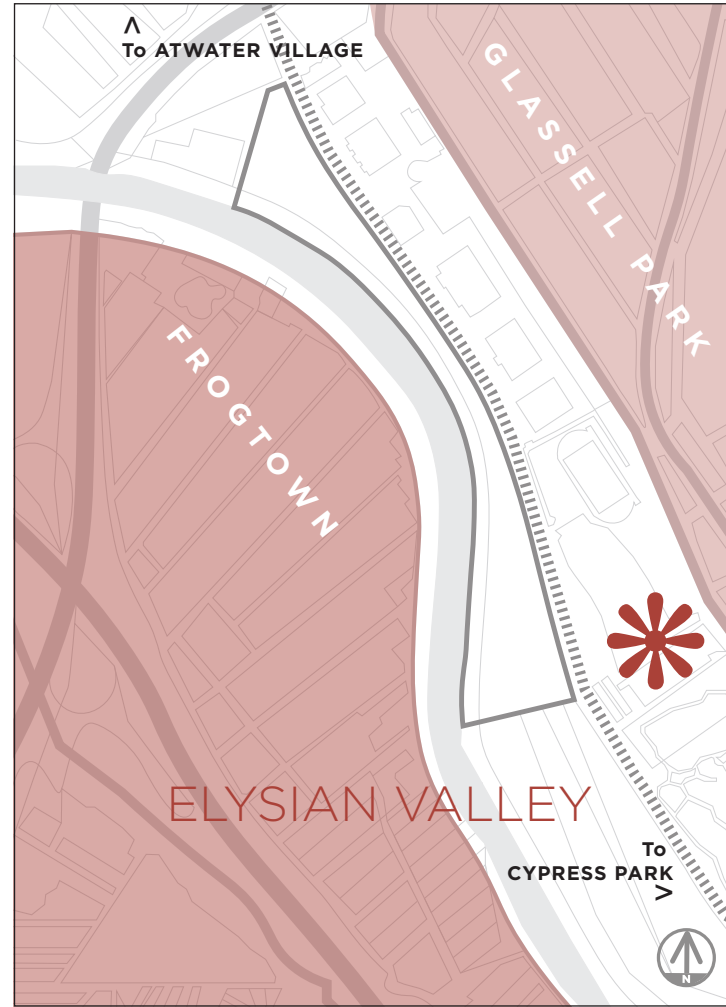
Water Levels and Flooding



Normal Flow of Water
Water flows in the center when not blocked with trees, reeds, and sandy islands in non-flooding seasons. Water travels fast at certain curves and during floods, presenting a human hazard. Water does not escape the channel because there is a dam that has floodgates upstream that releases water when needed, otherwise it holds it back in the Sepulveda Dam flood basin where it percolates into the aquifer.

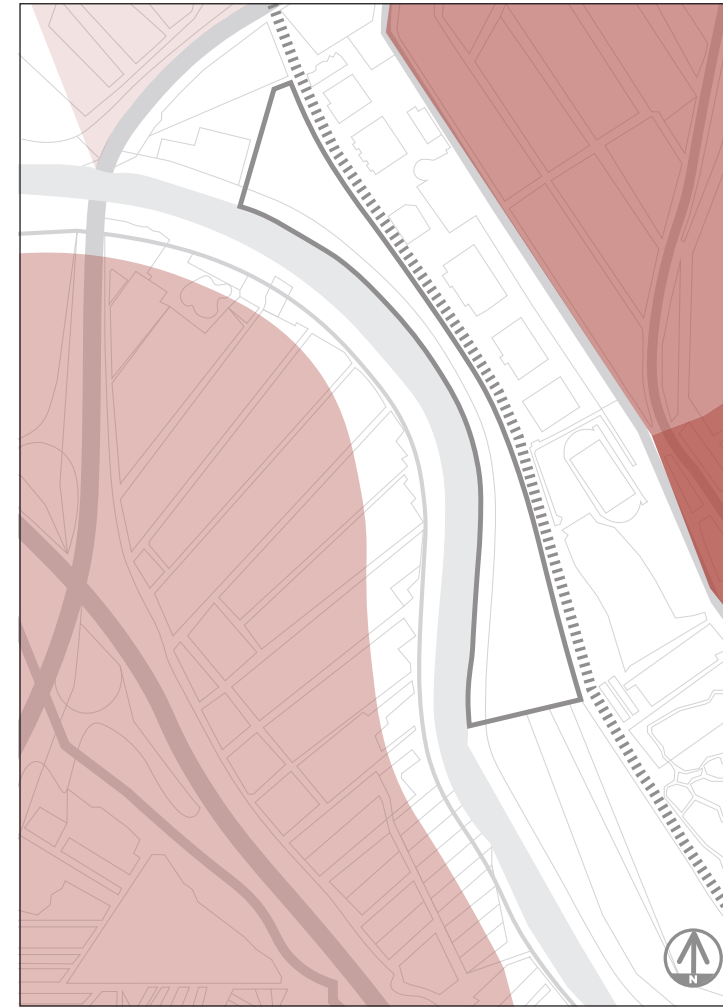
Top of Cement Channel

Connectivity & Gentrification



Newer housing/ gentrification
The Bowtie Parcel sits in the middle of the Elysian Valley. Despite being surrounded by three major freeways (the 5, 2, 110) and a major thoroughfare (San Fernando Road), it is almost entirely inaccessible by car or public transport. The surrounding neighborhoods are not showing signs of gentrification, excluding the newer construction around Rio de Los Angeles State Park, and areas of Frogtown.

Crime



GANGS
There has been varied history of street gangs in this area since the 1930's. Around the 60-70s, gangs were known to be involved in drive-by shootings, murder, assault, drug trafficking, racketeering, witness intimidation, robbery, extortion and theft. Gang tagging is prevalent in the area. Today, Elysian Valley has an overall grade of B- for crime and safety.

- Three Rascals
- Frogtown
- The Avenues
- Cypress Park

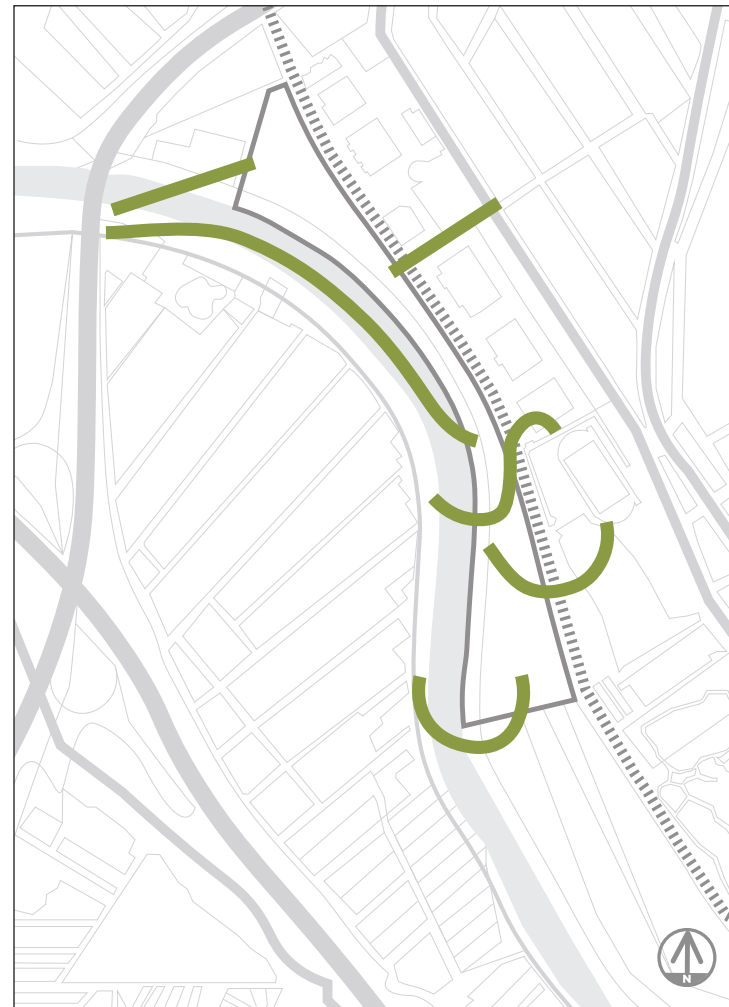
Noise



Noise
Most of the noise in the parcel comes in from the freeway traffic on the west and northwest sides. There is also intermittent train noise on the east side. The neighborhood to the west supplies construction noise and sporadic (hopefully seasonal) fireworks. Sirens and large truck traffic from San Fernando Road could also be heard. It has been noted that the high tension wires produce a hum.



Bridge Connectivity



Bridges

Bridge construction will be important to bring access from the parcel to the surrounding neighborhoods. A bridge will be needed to go over the rail line. A bridge connecting the Frogtown area near the bike path, over the LA River, would be a dramatic connection. Bridge access could also connect any off-site parking area near San Fernando Road, allowing pedestrians easy access into Bowtie.

Dedicated Parking



Solar Roof Parking

Parking will need to be built outside of Bowtie proper, and connected via bridges under/over the rail line, in the industrial section along San Fernando Road. Parking should be near the amenities that will attract larger crowds, and it should be well-lit and safe for evening events.

Trees for Shade and Structure



Trees

Naturalistic planting of native California trees is preferred in this riparian area. California Sycamore, *Platanus racemosa*, would make an ideal, fast growing, canopy to camouflage the high tension wire towers and provide dappled shade so understory plantings could thrive. An allee of *Alnus rhombifolia* (White Alder), near bridge entrance and exits would indicate a transition from the formal structure to a informal gathering area or walking path.

Terraces/River's Edge Accessibility

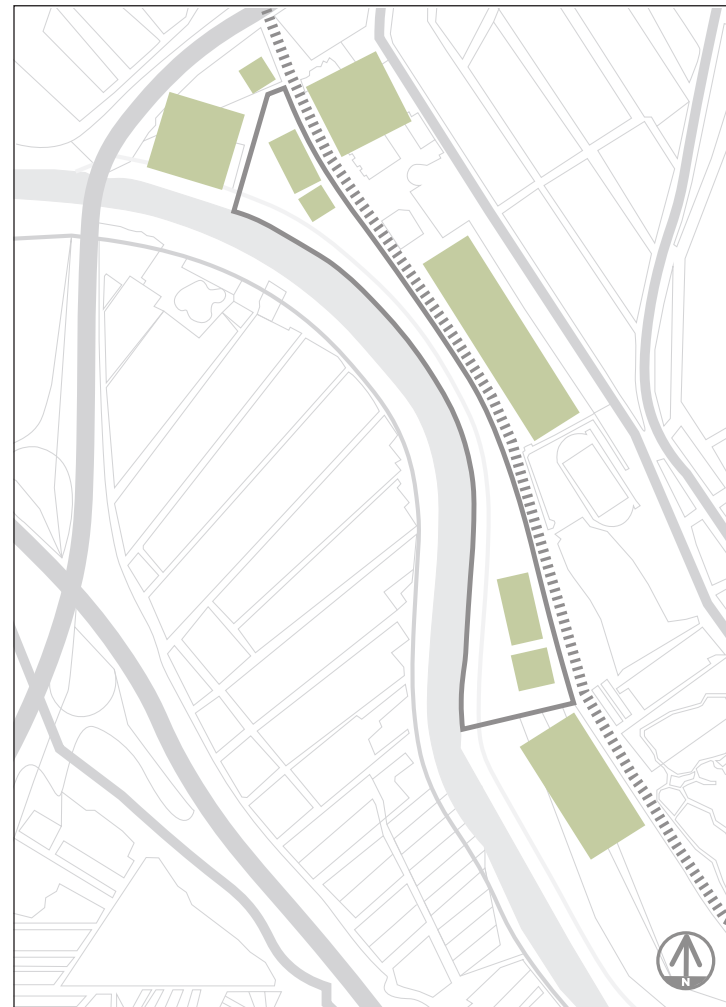


Terrace Steps

Rehabilitation of the water's edge is important for accessibility and aesthetics. A softer, more refined step system would define the parcels' boundaries and provide structure. Sitting areas under tree shade and near the cool water would encourage visitors to relax and enjoy the river view. The path at the top would be used by runners, students from the nearby school, and passerbys getting from point A to point B.



Venue/Event/Activity Space



Built Structure

Areas that do not impinge on circulation could be populated with small pavillions and/or shade structures to accomodate benches or portable seating for community events or small gatherings. Restrooms, areas to serve or sell food, and parking for food trucks should be provided because of the lack of these amenities on this side of the river. Larger areas could accomodate weddings, or craft fairs or farmer's market stalls.

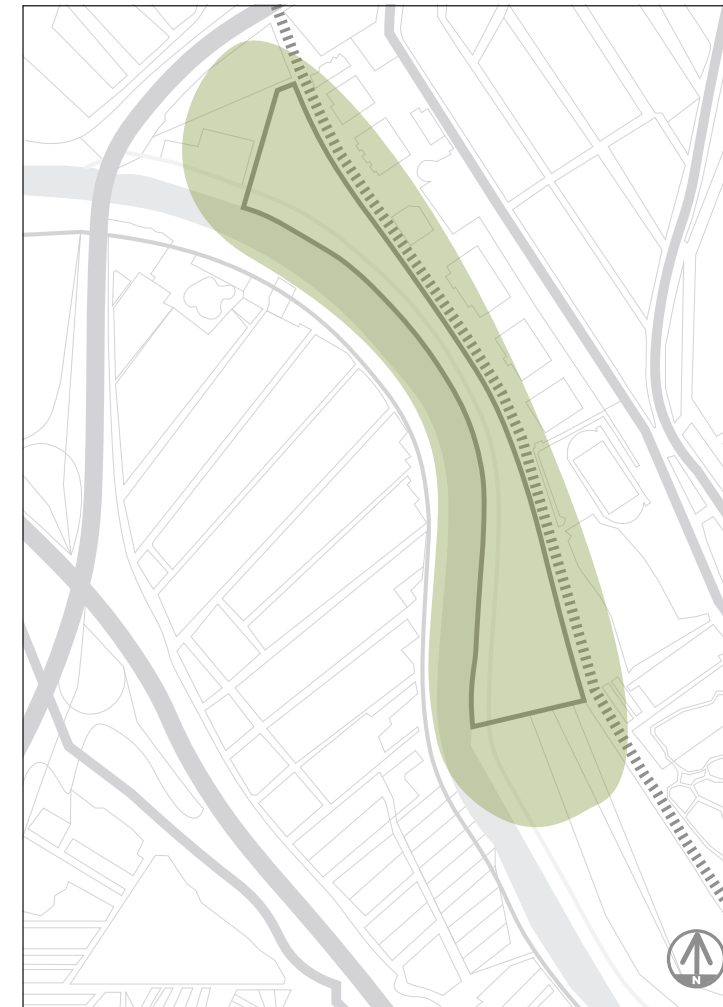
Exercise/Play Space



Exercise Stations/Play Area

The park could accomodate exercise stations along the long pathways parallel to the river. A children's play area could be built near the wider ends, shaded by large trees, but protected by fencing to assuage parent's fears of children wandering off. This area could also be terraced on a higher platform (accessible by ramps for ADA) to integrate a varied topography.

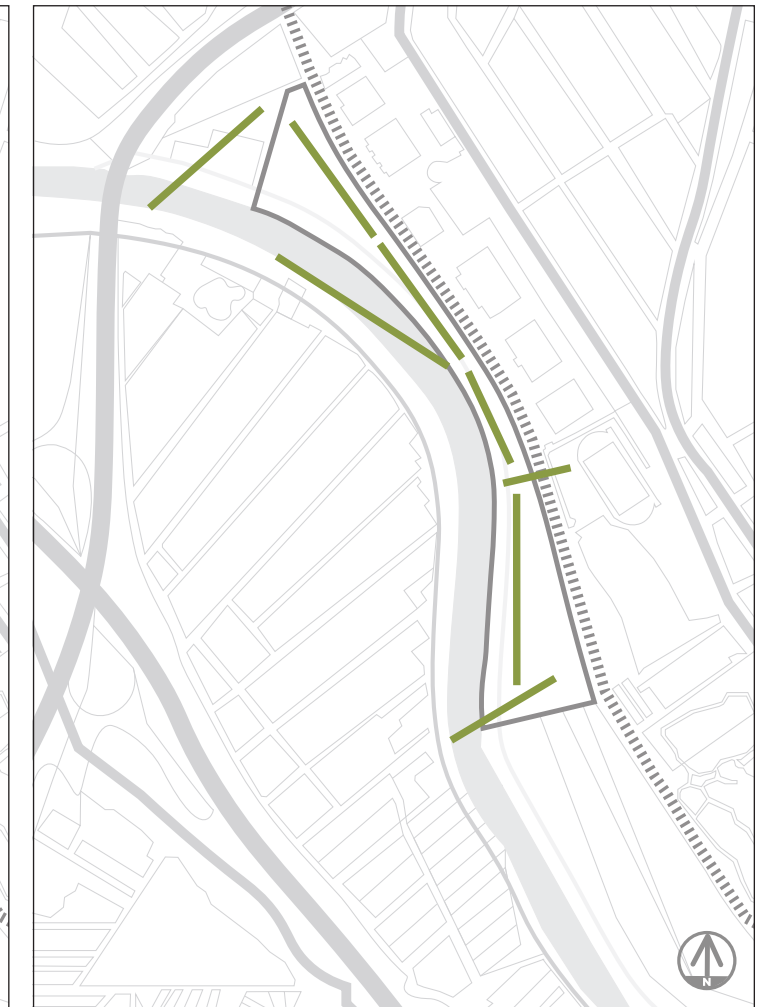
Soil Remediation



The Whole Site

To clean up the potential contaminants of arsenic, benzene, lead, polynuclear aromatic hydrocarbons and diesel, an extensive soil remediation program should be implemented sooner rather than later to allow the soil strata to heal and rejuvenate. Proper extraction of contaminants to regulated waste sites, soil washing and scrubbing, and the return of clean sand, gravel and mulch are part of a standard remediation cycle. Testing should occur regularly to monitor results.

Creating Topography for Connectivity



Walkways Terraces Steps

Using the natural slope up from the river, building walkways, bridges, and planting berms will add definition and interest to the site. Being extremely flat now, trees and even staggered planters of shrubs will add to the non-existent elevation. Long seating areas can define areas and provide interest and borders to distinguish purpose.



Site Case Study 1 Jack Evans Boat Harbor, Tweed Heads, New South Wales, Australia

Jack Evans Boat Harbor provides a unique urban parkland for recreation, cultural engagement, nature appreciation and tourist activity within the city of Tweed Heads providing a connection between the city center and the Tweed River. The natural beauty of the area is highly valued. As stated in Tweed Development Control Plan 2008, Jack Evans Boat Harbour is envisioned as the recreational and tourism centrepiece for the Tweed City Center.

The upgrade of Jack Evans Boat Harbour has created a unique civic place of waterfront leisure. It is also a major tourist attraction for Tweed Heads, which acts as the gateway between New South Wales and Queensland, Australia.

The park design offers a richness by creating a series of distinct relationships with the water — a new beach and beach deck, a new rocky headland, an ‘urban pier’, boardwalk, water amphitheatre, swimming areas, fishing points and boating opportunities. The entire water edge has been designed to withstand tidal inundation and potential storm surges to ‘future proof’ the surrounding parklands against the effects of climate change and sea level rise.

The design strongly promotes physical activity by providing a range of opportunities through the design of the public domain elements which facilitate walking, cycling and swimming. This design follows on from the concept design developed by the Tweed Shire Council, with community input.

The design work undertaken by ASPECT Studios on stage one of the revitalisation of Jack Evans Boat Harbour is complete and the new recreational and aquatic playground is open to the public. The upgrade to the Jack Evans Boat Harbour enriches the existing park experience and becomes a unique waterfront.

Steps, ramps for those with physical challenges, and unique water front conditions allow access to the water’s edge for swimming and boating. At 4.3 hectares, the parklands cater for a range of other uses enabled by the promenade including meeting places, weekend markets, memorials, children’s play spaces and generous green banks for relaxation.

It is also a major tourist attraction for Tweed Heads, on the Queensland and New South Wales border. The project has been developed to create a diverse, vibrant, culturally rich, recreational and tourism centrepiece for the Tweed Heads Town Centre. It is an exciting foreshore, parklands redevelopment project which will provide the impetus for critical economic revitalisation of Tweed Heads. This project is the culmination of extensive community consultation and thorough planning.

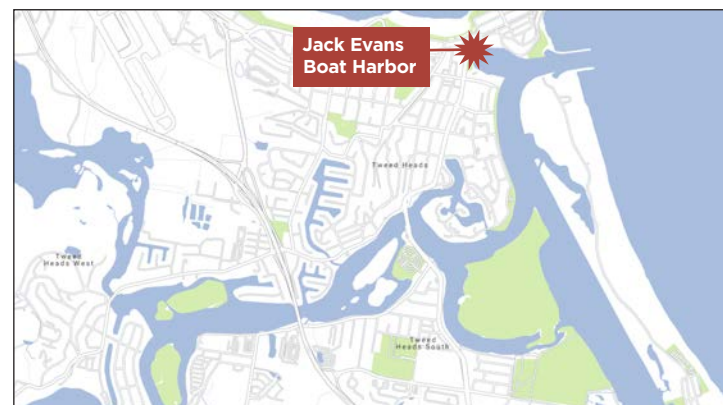
The park marks the transition between the river and the sea, framing the ever-shifting inter-tidal zone in a landscape which is in a constant state of change. The design offers a richness by creating a series of distinct experiences with the water — a new beach, beach deck, a rocky headland, urban pier, boardwalk, water amphitheatre, swimming areas, fishing points and boating. Further stages to the design will include an aboriginal meeting place, upgraded parklands and a café.

Cultural gardens, artwork story walls and space for public, community and performance art will showcase the regions rich local Aboriginal and European heritage. The redevelopment will create a public space conducive to increased local and visitor recreational use, while protecting and promoting the natural beauty and environment of the area.

In the “Vision – Revitalising Tweed City Centre Plan” (2011), the principles outlined for Tweed Heads include:

- Celebrating Tweed Heads’ special character as the river city;
- Enhancing and revitalising the Jack Evans Boat Harbour as the focus of recreation and tourism;
- Creating an attractive and liveable city for residents, workers and tourists; and
- Establishing a socially inclusive and vibrant city.

Tweed Heads is as far north as you can get in New South Wales, with the town abutting the Queensland border, and turning into Coolangatta on the other side, with both known as the Twin Towns. While the area is a hotbed of activity, with tourism, shopping, surfing and some of the fastest residential growth in the state, this activity is nothing compared to the fireworks of some 20 million years ago, when volcanic action resulted in the largest caldera (volcanic rim) in the southern hemisphere.



In February 1938, it rained more in a single day than it normally did in a year. The river surged beyond its banks. It took out houses and bridges. It flooded Echo Park and Venice and surrounded Warner Brothers Studios like a moat. According to the L.A. Times, "So many Hollywood stars were stranded at their ranches in the Valley and elsewhere that the Academy Awards presentation downtown was postponed for a week."



The land in the Sepulveda Basin was used as farmland since the 1800's, before and after the Sepulveda Dam was built around 1940 to control floods. Following devastating floods in the Los Angeles Region, the US Army Corps of Engineers bought about 2.5 square miles that are now the Sepulveda Flood Control Basin in the late 1930's. They also purchased land where they built Hansen Dam, Devil's Gate Dam and several other dams along the Los Angeles River and its tributaries.

The history of the Sepulveda Basin Wildlife Reserve starts with the Sylmar Earthquake of 1971. In the earthquake the Lower Van Norman Dam at the LA Reservoir in the mountains to the north cracked. Clay soil was taken from Sepulveda Basin farmland to patch the cracked dam, leaving borrow pits. These filled with water in the rainy season, attracting large numbers of shorebirds. Local citizens observed this and began pushing for a permanent lake and wildlife reserve.

Politicians and agencies listened. In 1979 the US Army Corps of Engineers which owns the entire Sepulveda Basin established the 48-acre riparian area south of Burbank Blvd. between the dam and The Los Angeles River. A pothole pond was dug and filled with water in 1985 to test whether the local soil could reliably hold water. The area was planted by the Corps who

directed many volunteers who planted California native plants on the Burbank Boulevard berm.

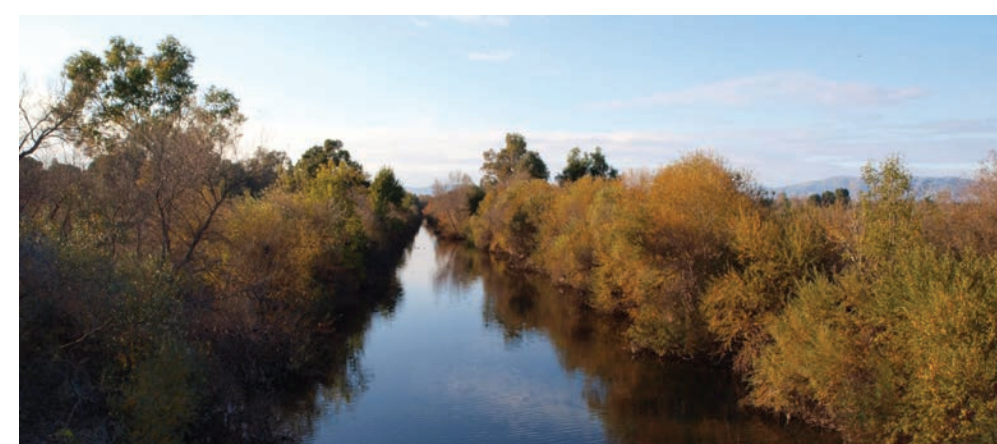
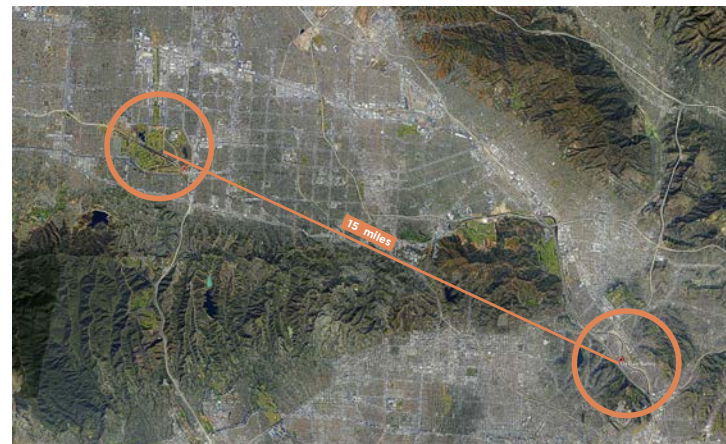
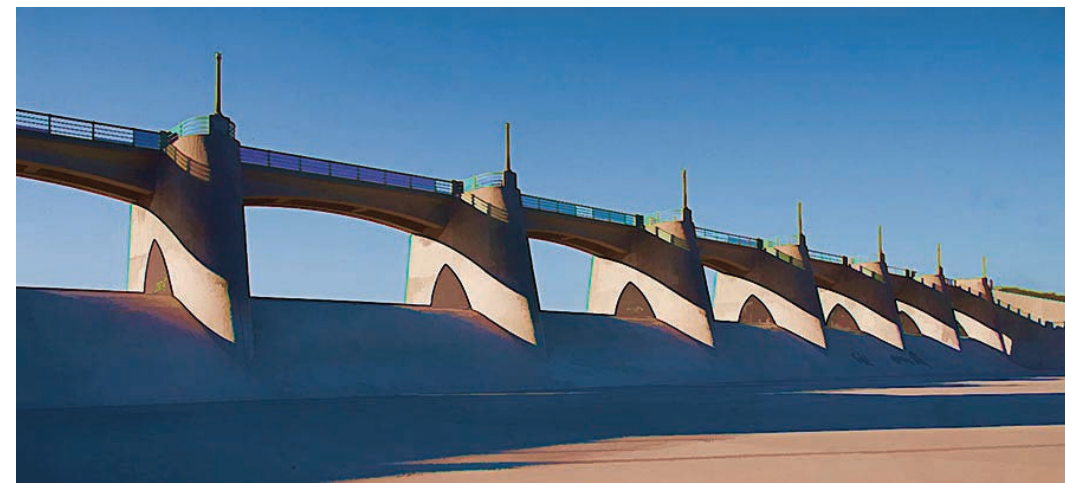
The pothole pond worked. In 1988 the 60-acre habitat north of Burbank Blvd. between the dam and Haskell Creek was formally established. This was a joint effort of the Army Corps and City of LA as well as other agencies. The informal group of citizens from interested environmental organizations became a formal citizen advisory council. The Sepulveda Basin Wildlife Areas Steering Committee was formed and is still active.

In developing the habitat in 1988, the wildlife lake was graded. The area was planted with native annuals, shrubs, and trees. Pathways were created. The city filled the lake for the fall and winter with drinking water for a few years until a drought caused a water shortage. Then the city refused to fill the lake. So volunteers held a press event where they poured water from buckets they brought from home. The next day the mayor announced that the lake would be filled.

Reclaimed water from the nearby Tillman Water Reclamation Plant became available in 1992. Since then the lake and Haskell Creek have been supplied with water year round.

The Steering Committee and other citizens began pushing to expand the Wildlife Reserve and to protect and improve the riparian corridors throughout Sepulveda Basin. In 1998 a major expansion project added 60 more acres west of Haskell Creek, east of Woodley Ave. It built the educational staging area, amphitheater and new pedestrian bridges, improved viewing areas and pathways, improved the creek, and added more native plantings and informational signs.

There were many setbacks. In 1998 the Sepulveda Basin Wildlife Reserve extended for 225 acres. The updated Sepulveda Basin Master Plan of September 2011 changed the designation of the original 48-acre Wildlife Area, which is south of Burbank Boulevard, to "Project Operations." It removed land previously designated as Wildlife Area that had served as a buffer from other land uses. This change of designation was followed in December 2012 by sudden devastation of what had been the South Wildlife Reserve (the original Wildlife Area) by the Army Corps of Engineers. They closed the South Reserve to the public. The public pushed back and the closure quickly ended. With time nature has begun to heal the area, although weeds have been able to invade. The long awaited "Vegetative Management Plan" for the former South Reserve was released in late 2017. The management plan incorporates many suggestions from the Sepulveda Basin Wildlife Areas Steering Committee and will allow it to continue function much as a Wildlife Reserve, but without the pothole pond.



Based upon a system of integrated projects, as a result of an international competition, Medellin River Parks is structured along the regeneration of the river to build a compact city, which confronts urban sprawl, global warming and urban conflicts, as well as contemporary questions arising from growing poverty, segregation and inequality.

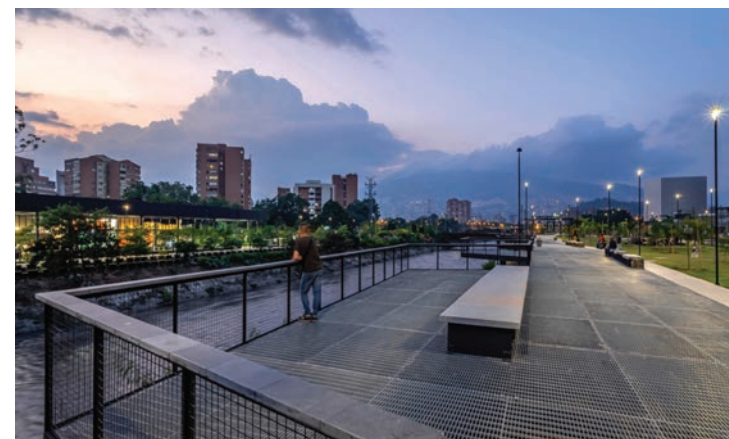


The Medellin River currently divides the city in two, which, historically, large national routes have been located, which not only divide the city physically and socially, but also in terms of environment.

The project integrates engineering, urbanism and landscape, to create a recomposition of the urban, environmental and social integration of the whole city, promoting sustainable urban redevelopment, and also recovering the memory of water on the city and the Aburrá Valley. It is the mechanism to overcome the river as a wall that fractures the city, through an urban intervention creating an integrated territory.

The Medellin River as the axis of urban public space

The project sought to bury the roads of the river corridor in this sector of the city, in order to get the inhabitants to recover the possibility of approaching the river, which they have not looked at for more than 60 years, and sought to create quality public spaces that promote citizen encounters in sectors that have been depressed by the development of road infrastructure. River Parks was the opportunity to create a hybrid project between infrastructure and nature, which restored the quality of habitability to these abandoned spaces on the banks of the river. This was an urban development project that implemented the use of public space and landscape with the most important water system in the city.



Environmental restitution of the territory

The project promoted the ecological balance of the city's existing river's biotic corridor, due to the recognition of native species in these new public spaces, allowing to the space to enrich the flora and fauna of the city. Nature was then integrated into the road infrastructure, creating a botanical park that articulated the city's natural systems in an environmental circuit within the Aburrá Valley.

The park develops environmental awareness, preserves native species of the region, connects the biotic network of the valley and protects it from rapid urban growth. It values the diverse territory in flora, and educates through the accessibility of public space. The project in its design is a space that evokes nature in an urban context.

This was an ambitious project that ultimately covered about 12 miles of riverbanks and took up to 15 years to complete. The parks also attracted dense residential developments near the Medellin river.

River Parks was the trigger for the physical cross-sectional integration of the two sides of the city. These connections were made through a series of park bridges, which allow visitors to connect and complete the fabric of pedestrian, biotic and cycling roads, which form a social and urban

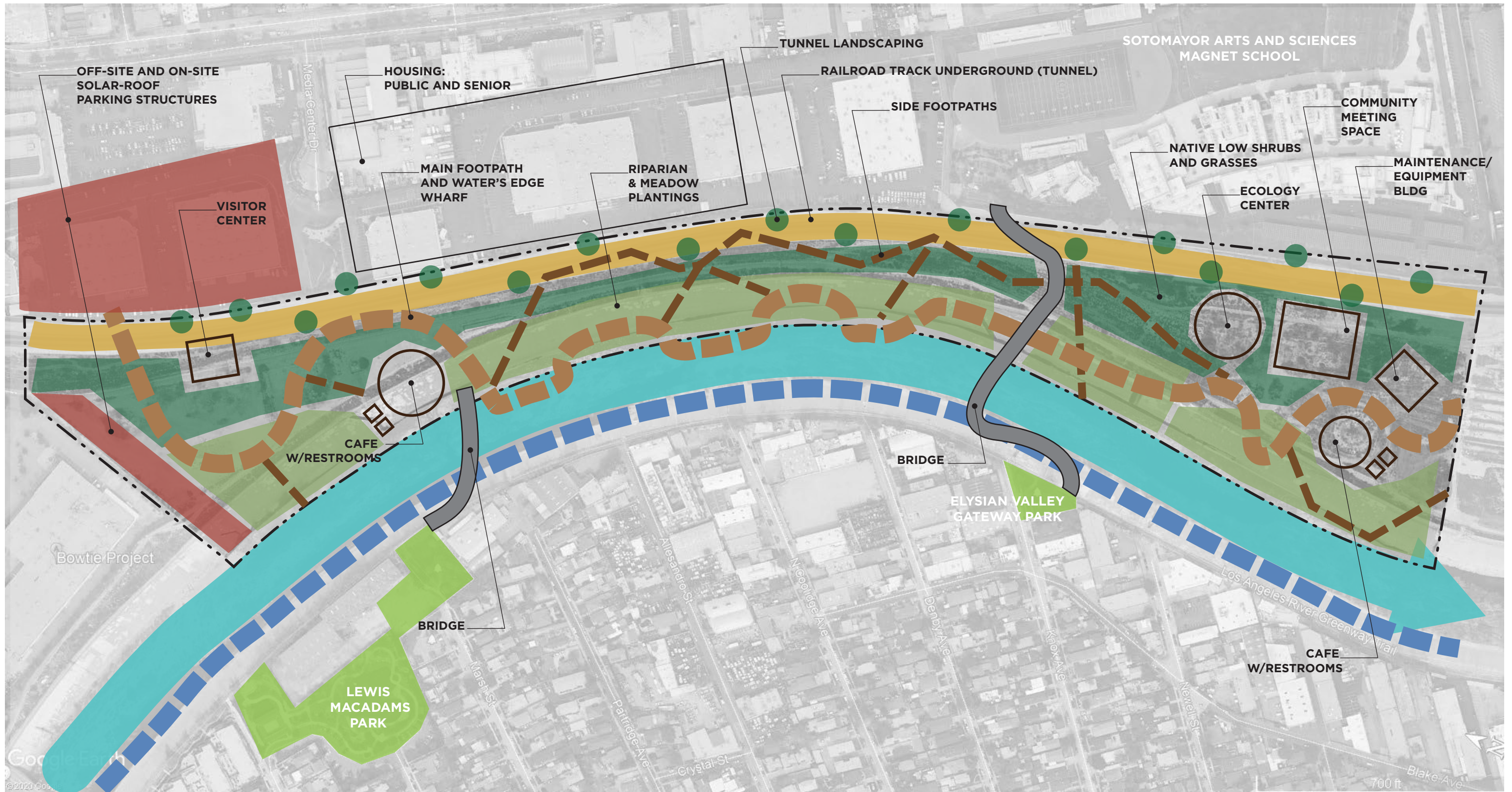


integration necessary for Medellín. Connection circuits for pedestrians and bicycles were created, improving the air quality and the habitability of the city. The neighborhoods were integrated, the banks are new citizen meeting spaces. The river does not look like a sewer, but as an opportunity. The river is no longer a barrier, it is an urban connection point that will change the way of engaging the 2.5 million inhabitants of Medellín.

The Medellin Christmas Lights Display

The Medellin Christmas lights display is definitely something to see if you are in Medellin anytime from late November to early January. Visitors will be able to see the Christmas lights in Medellin from November 30 to January 31. This is a world-class light display for Christmas in the city and these are normally two of the driest months of the year. It is not recommended to visit the park after dark, but during the Christmas light display there is a strong police presence. Up to 4 million people see the Alumbrados Navideños display.

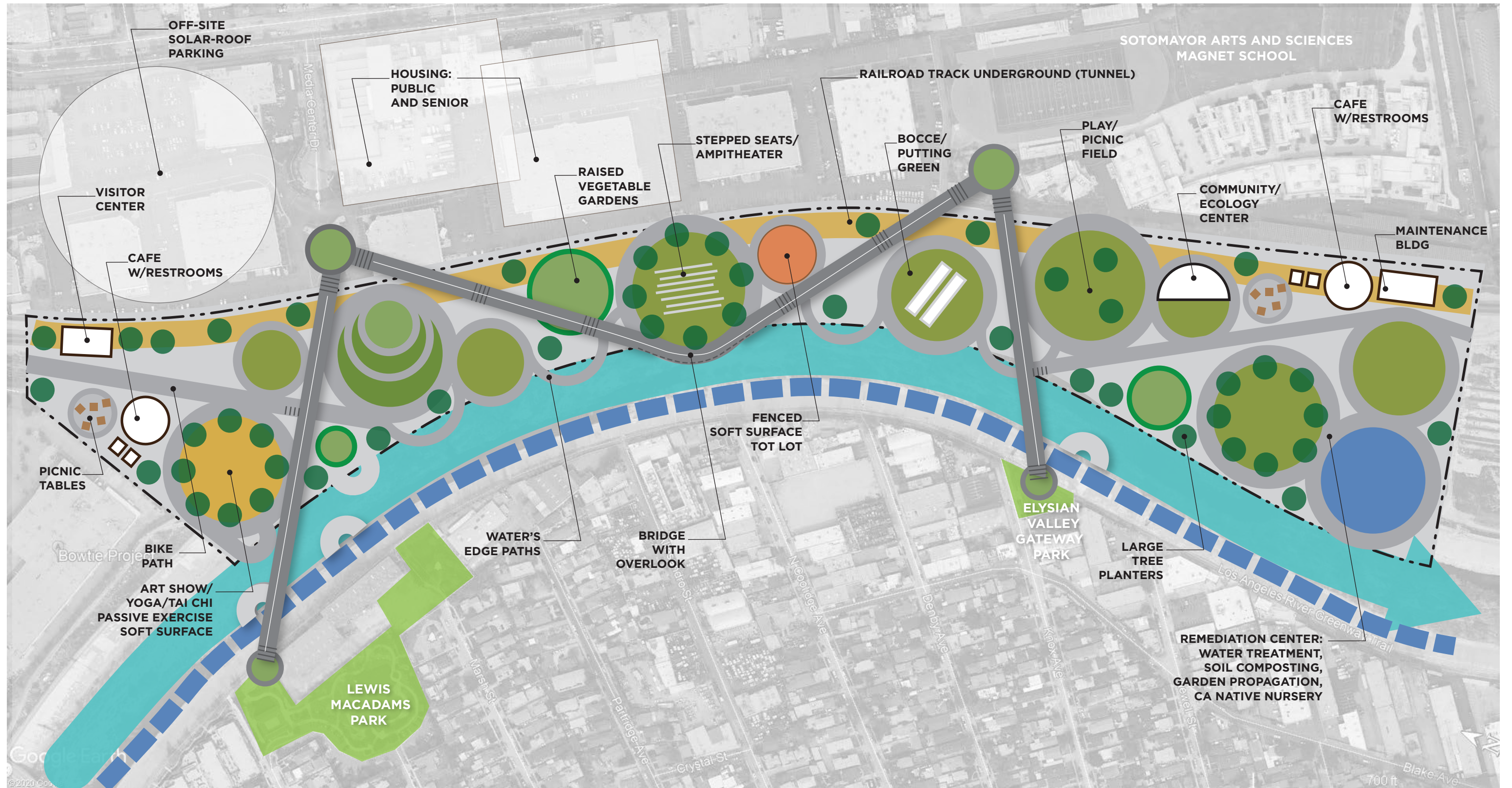




Concept 3 Engagement through Ecological Revitalization



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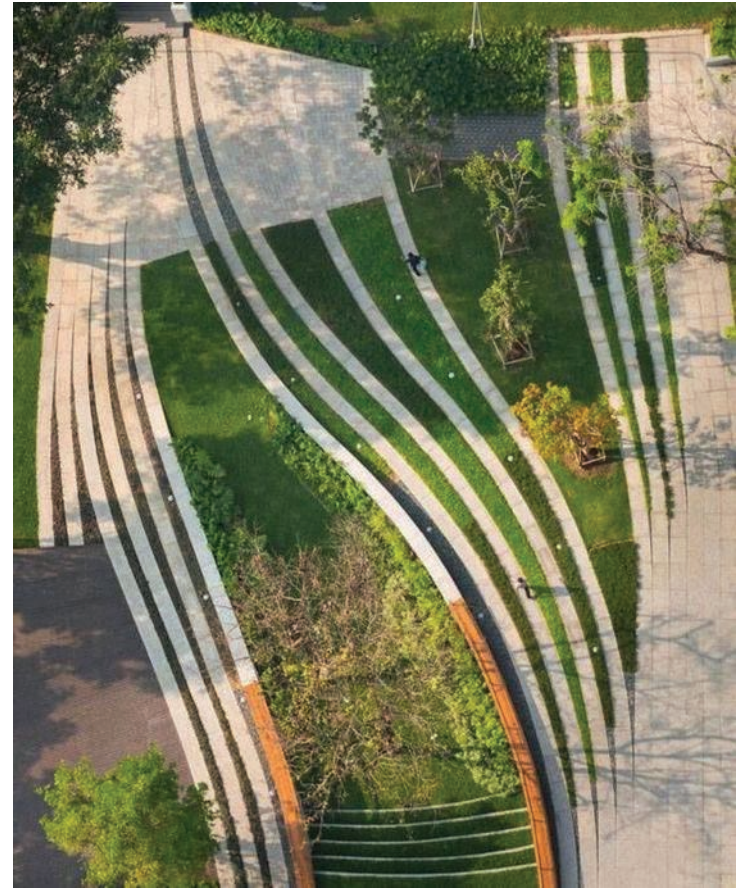
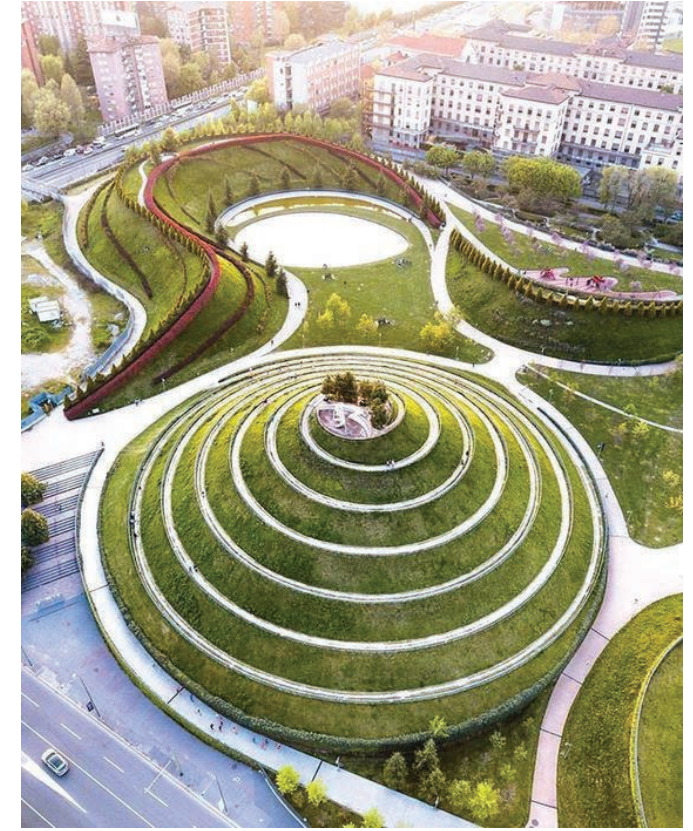


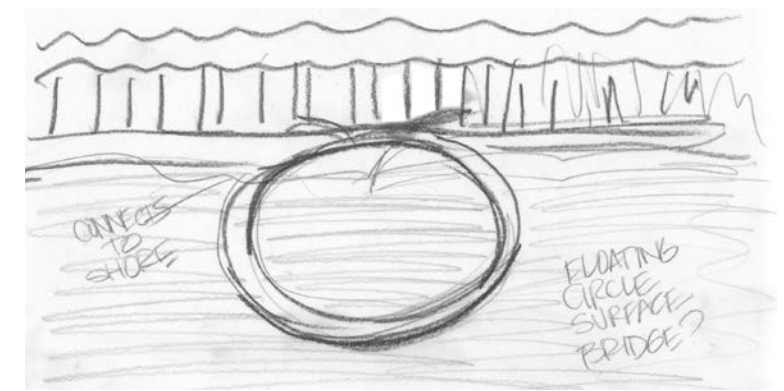
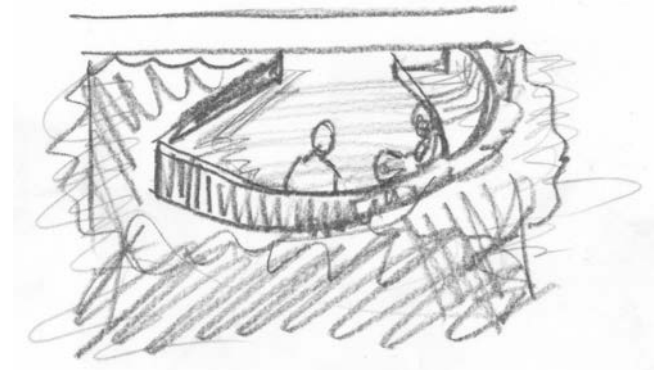
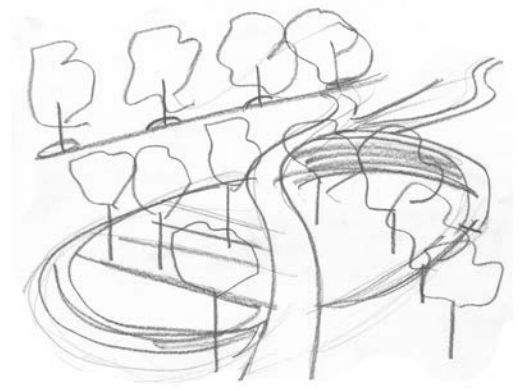
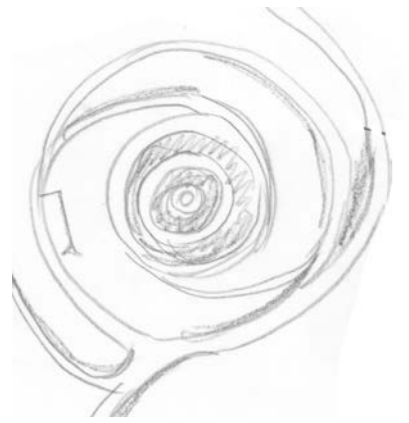
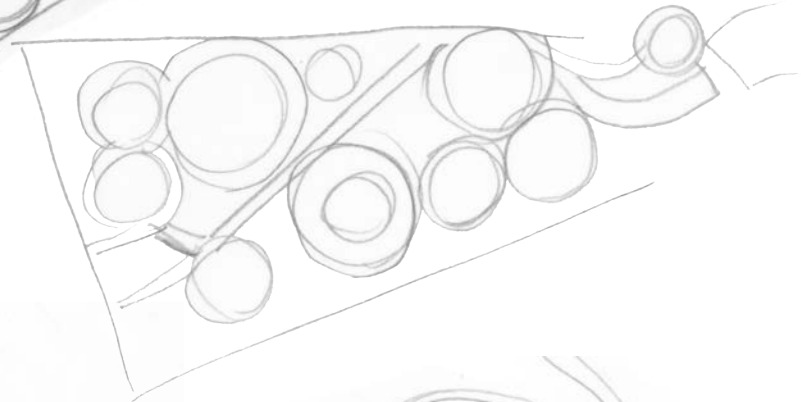
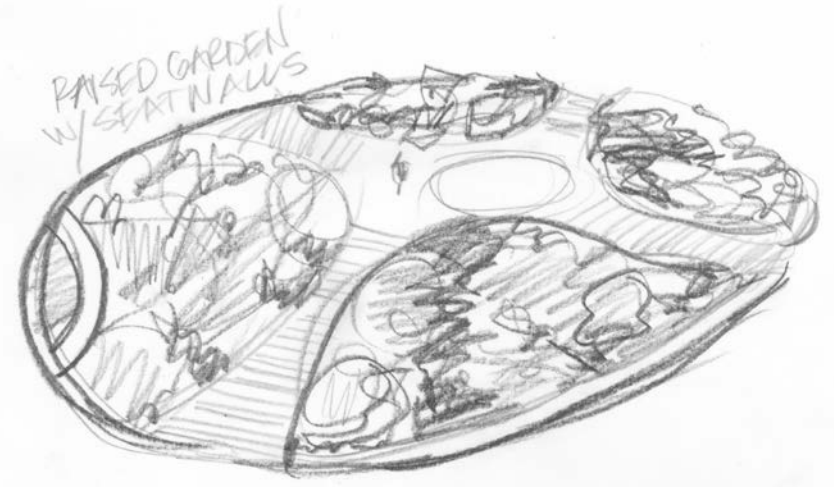
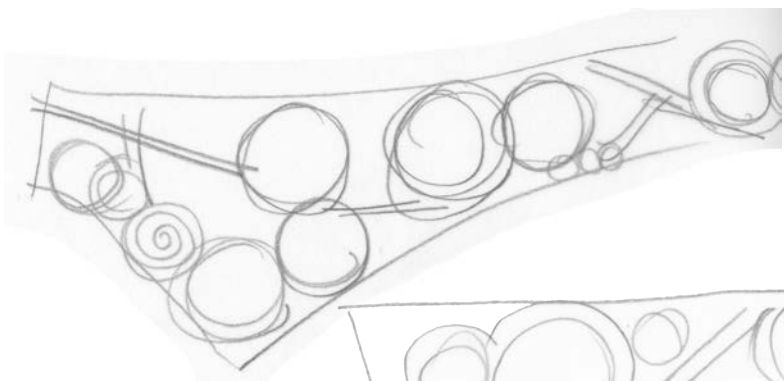
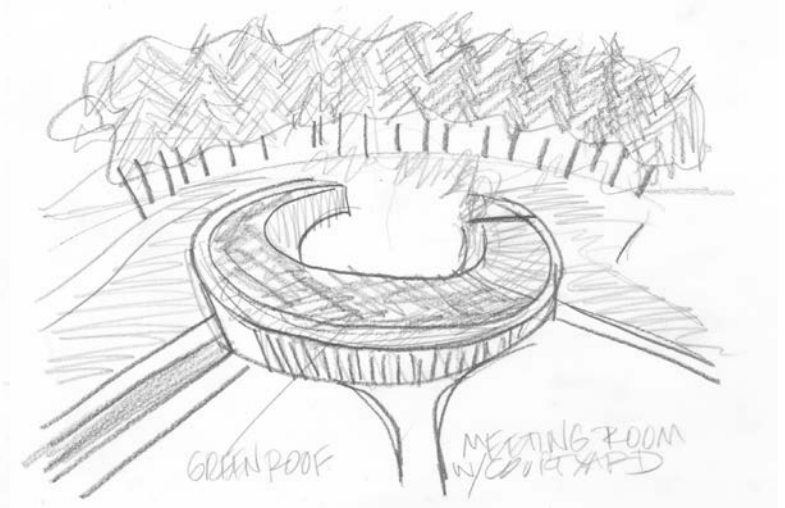
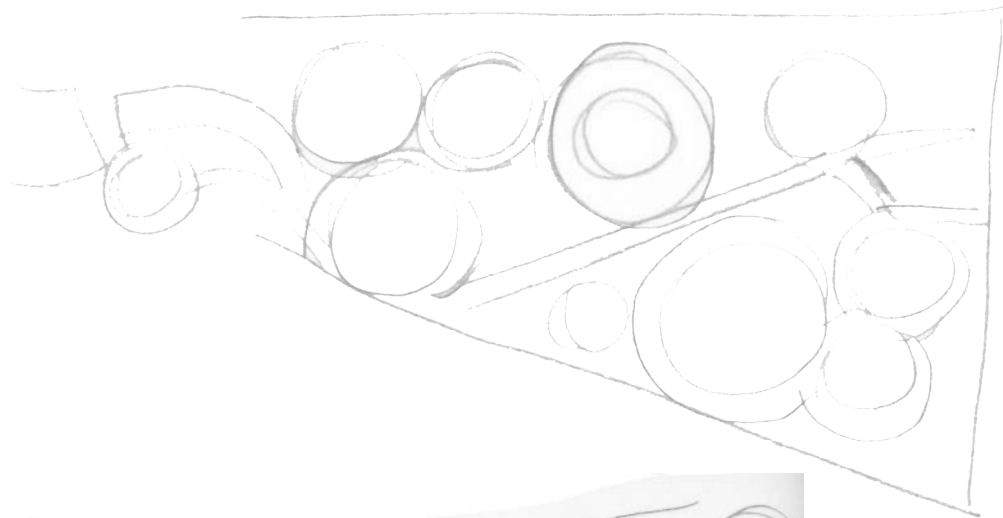
Design Elements Inspiration

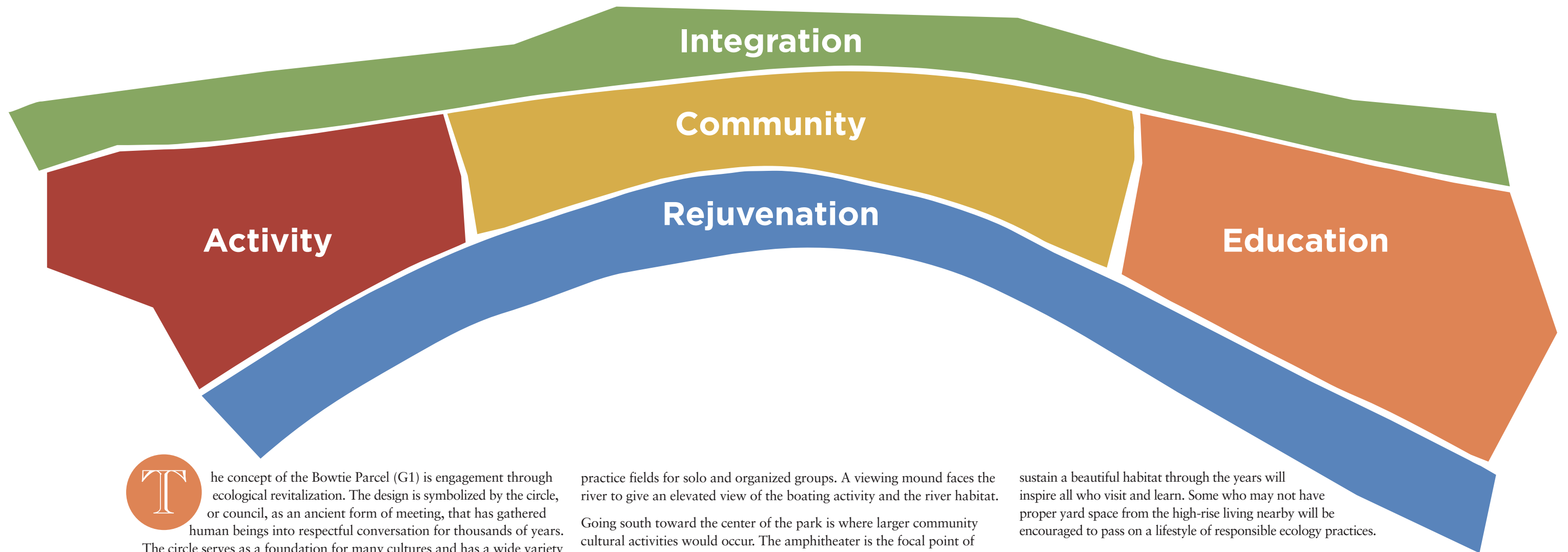
Besides the Medellin River Park project in Columbia, a huge point of inspiration for scale and connection of the circle meeting/room concept was the Navy Yards in Philadelphia, designed by James Corner Field Operations. The Central Green sits at the heart of the former boat-building docks in the south of the city, which has undergone extensive regeneration into a corporate campus.

Another project, the Jiangyin Greenway, designed by BAU Brearley Architects + Urbanists from Australia and Shanghai was influential. This project, the eastern segment of the loop, leads to the Yangtze River, the river to which Jiangyin owes its existence.

Other images came from various sources that were uncited.







The concept of the Bowtie Parcel (G1) is engagement through ecological revitalization. The design is symbolized by the circle, or council, as an ancient form of meeting, that has gathered human beings into respectful conversation for thousands of years. The circle serves as a foundation for many cultures and has a wide variety of purposes: conflict resolution, healing, support, decision making, information exchange and relationship development. Circles offer an alternative to contemporary meeting processes that often rely on hierarchy, win-lose positioning and argument. Using the concept of meeting circles, the space is divided, yet cohesive in its flow. A main thoroughfare connects all the circle spaces and access is wide and generous.

To make the river more approachable and not continue as a noise and pollution barrier, the train has been moved to a tunnel in the spirit of the Medellin River Park project in Columbia. This would provide better integration and access, attracting more participation from the public-at-large.

There are three main divisions of the park, all with a shared goal of enjoyment of the riparian edge and interaction with the natural environment. Entering from the parking and housing areas across the train tunnel, the north end is centered on adult active exercise enjoyment. Park visitors would engage in group activities at the large wooden play area. Yoga classes, dance troupes, flash mob practices, roller skating, and all sorts of group functions could be practiced at safe social distances in the fresh air. There is an outdoor art gallery for existing and new graffiti art and display space for other art installations and classes. A cafe, restroom and visitor center help facilitate park activities. There is green space for passive recreation and

practice fields for solo and organized groups. A viewing mound faces the river to give an elevated view of the boating activity and the river habitat.

Going south toward the center of the park is where larger community cultural activities would occur. The amphitheater is the focal point of this area, neighbored by a shaded meeting-eating-celebration area. Connection points are the curvilinear bridge from the two parks in Frogtown and the two ramped access floating “bubble” bridges from the Frogtown bike path, that give plenty of pedestrian/bicycle/ADA access. There are more private spaces for quiet enjoyment: native plant meditation gardens with curved walkways, and a water feature that segues to the playground. Parents could enjoy putting greens and bocce ball courts, while they watch the young children play nearby. The far east side has two soccer playfields for team sports. There is a higher speed bike path, a more direct route through the park, on the very eastern border.

The south end starts the education area with classrooms and a community meeting area. Centered with a desert garden and remediation water tanks and ponds, these outdoor half-circle classrooms with green roofs contribute to the learning process of applied ecological healing and responsible water usage. Introduction of visitors — adults and children from the neighboring magnet school — to the concepts of water retention, water and soil remediation, evapotranspiration, composting with free access to mulch, and the gardening practices of biodiversity will engage all in the healing of this habitat. “How-to” lessons to instill healthy garden practices in their own living spaces will be a welcome side effect. Seeing the property improve and

sustain a beautiful habitat through the years will inspire all who visit and learn. Some who may not have proper yard space from the high-rise living nearby will be encouraged to pass on a lifestyle of responsible ecology practices.

The water’s edge is contained and protective. This section has a fast water flow issue at the first curve coming south and is buffered with large sculptural pylons to slow the current. Mimicking giant stepstones coming from the other side, the shapes follow the square-circle-triangle basic shapes of a circle within a square within a triangle within a larger circle that began in the 17th century to represent alchemy and the philosopher’s stone . . . the ultimate goal of alchemy. The study of alchemy was as much about the journey as the goal, as no one might ever actually forge a philosopher’s stone. Circles often represent the spiritual because they are infinite. Squares are often symbols of the material because of the number of physical things that come in 4s (four seasons, four directions, four physical elements, etc.) not to mention their solid appearance. The union of man and woman in alchemy is a merging of a person’s spiritual and physical natures. The triangle is a symbol of the resulting union of body, mind, and soul. The pylons are many individual shapes and sizes, representing the concept of protection of the group and the process of a coming together for the good of the whole.

Hopefully, through good citizenry with the spirit of ecological rejuvenation, the Bowtie Parcel will be remediated and brought back to be a balanced habitat for all to access and participate in, returning the area to a state of community, serenity, fun and inspiration.



Activity

- 1 Train Tunnel
- 2 North Entrance/Exit
- 3 Restrooms
- 4 Visitor Center
- 5 Café
- 6 Wooden Play Area
- 7 Pylon Spur Dikes
- 8 Art Installation/Gallery
- 9 Practice and Social Field
- 10 Viewing Mound
- 11 Quick through-access Bike Path
- 12 Bicycle Circle: Rental/Parking

Community

- 13 Curvilinear Bridge Landing from Lewis MacAdams Park
- 14 Social Gathering: Picnic Area
- 15 Social Gathering: Picnic Area
- 16 Amphitheater
- 17 Restrooms
- 18 Meditation Garden
- 19 Landing for Elysian Valley Gateway Park Bridge
- 20 Native Planting Garden Walkways
- 21 Water Feature
- 22 Ramp to Water and Center Bubbles Bridge with Boat Rental
- 23 Soccer Fields
- 24 Children's Playground with Adult Putting Greens and Bocce Courts

Education

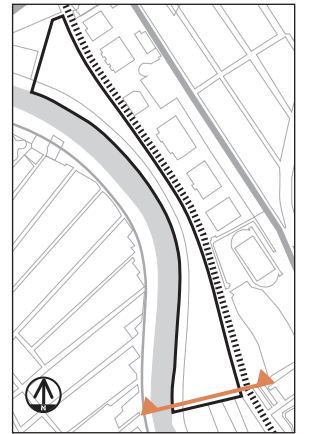
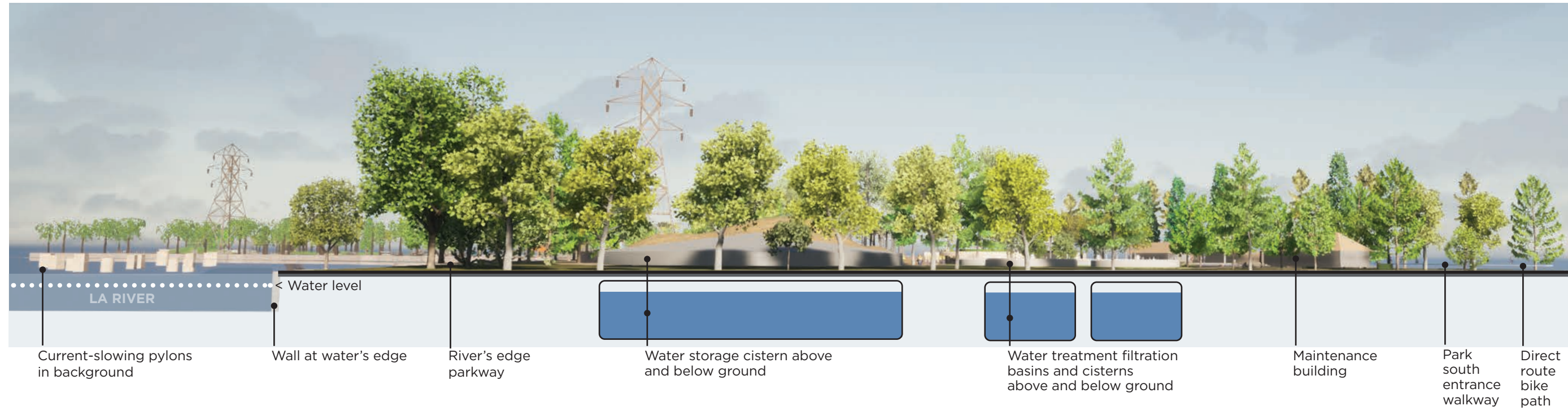
- 25 Community Meeting Rooms w/Green Roofs Water Storage Tanks
- 26 Restrooms
- 27 Café
- 28 Maintenance Building
- 29 Soil Remediation/Composting
- 30 Water Treatment
- 31 Water Storage Cistern
- 32 Ramp to Water and Southern Bubbles Bridge with Boat Rental
- 33 Southern Entrance/Exit



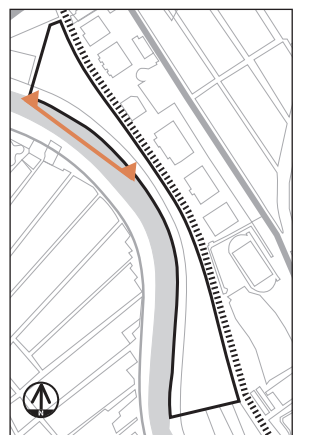
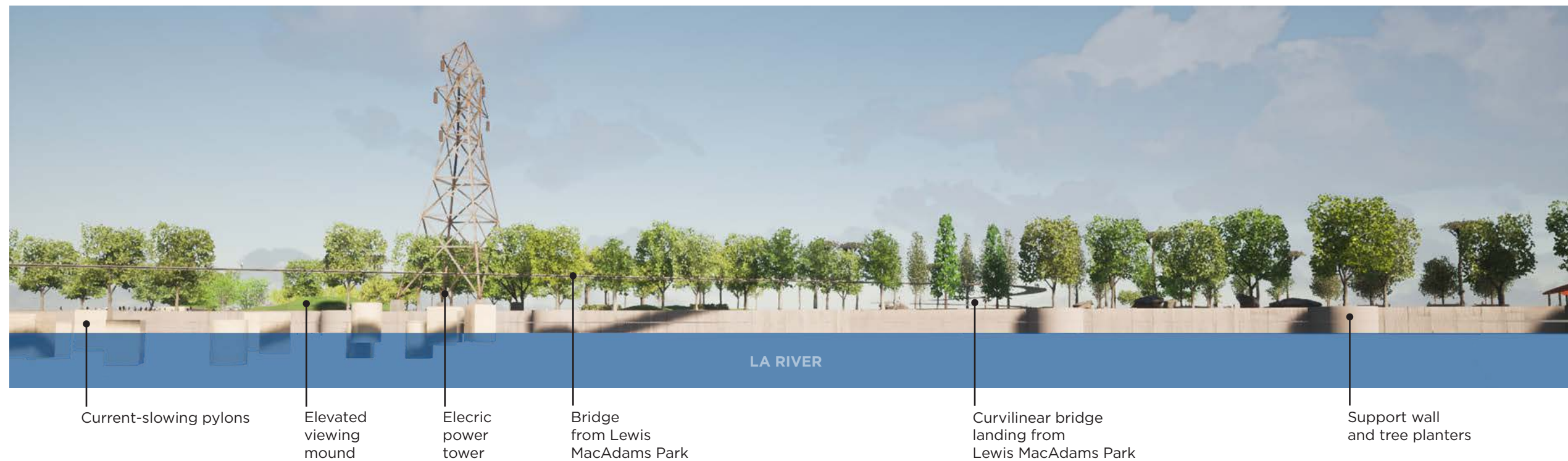
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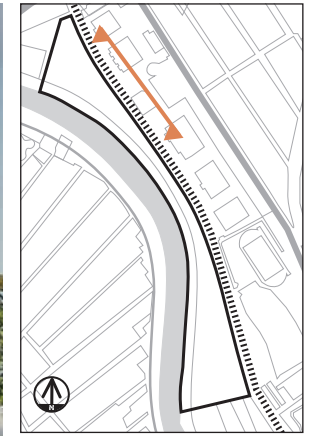
Southern Side: Water Treatment and Retention



Northwest Side: Water Flow and Access Bridge

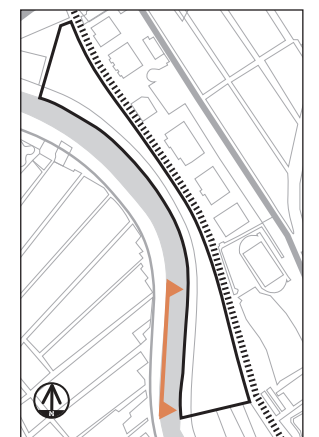


Northeast side: Direct Route and Cultural Highlights



- Direct route bike path (north and south)
- Picnic/low mounded garden
- Curvilinear bridge landing from Lewis MacAdams Park
- Tiered walkway garden
- Art park (in bkgd)
- Walkway to north Entrance

Southwest side: Access points and Soil Remediation



- Children's and Parent's Playground (in background)
- Support wall and tree planters
- Ramp walkway to the river/boating and bubbles bridge
- "Bubbles" platform bridge to Frogtown bike path
- Boat rental
- Soil remediation compost facility



Solar-paneled shade structure area for eating/meeting and resting area



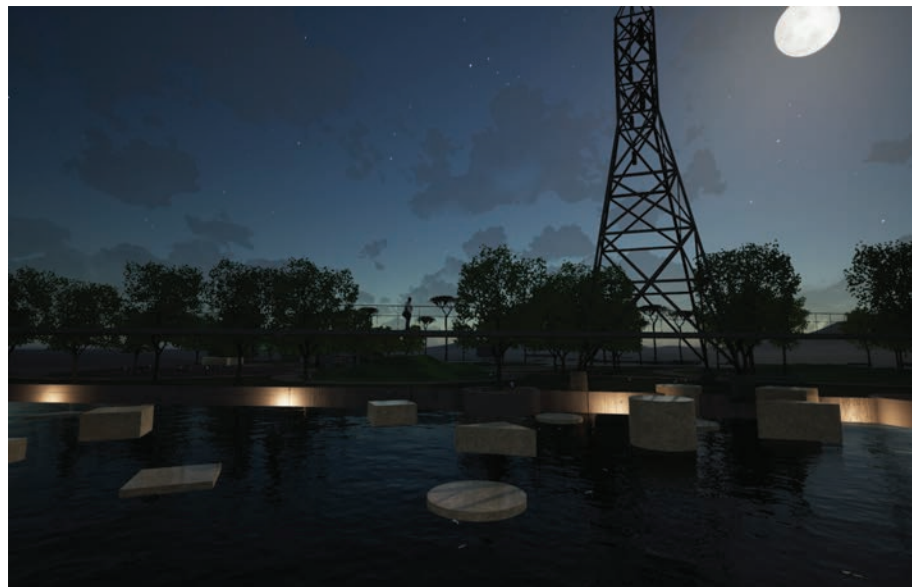
Art installation and gallery park



Curvilinear bridge landing from Lewis MacAdams Park/Frogtown



Amphitheater



River's edge at night



'Bubble' ramp bridge and boat rental



ABOVE Going south towards native plant garden and playground/soccer fields. **BELOW** North/South direct route bike path





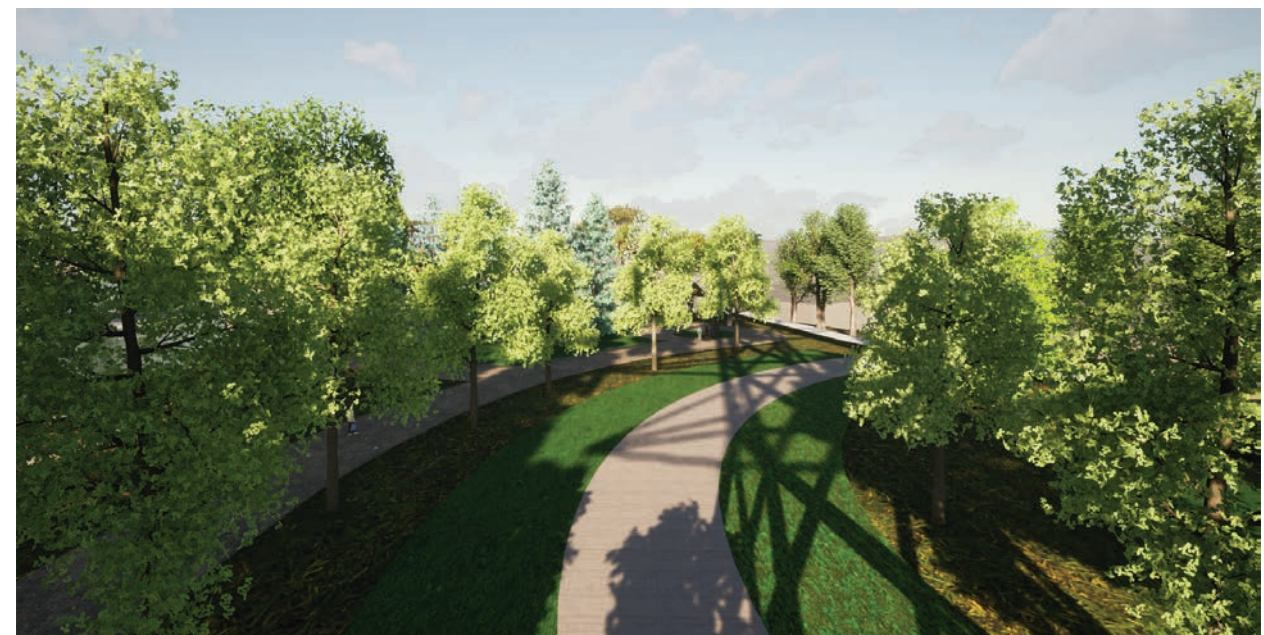
Meditation and healing garden



View from southern end near Elysian Valley Park Bridge



Children's playground with putting green and bocce court for parents



Ginkgo grove



Native planting walkways



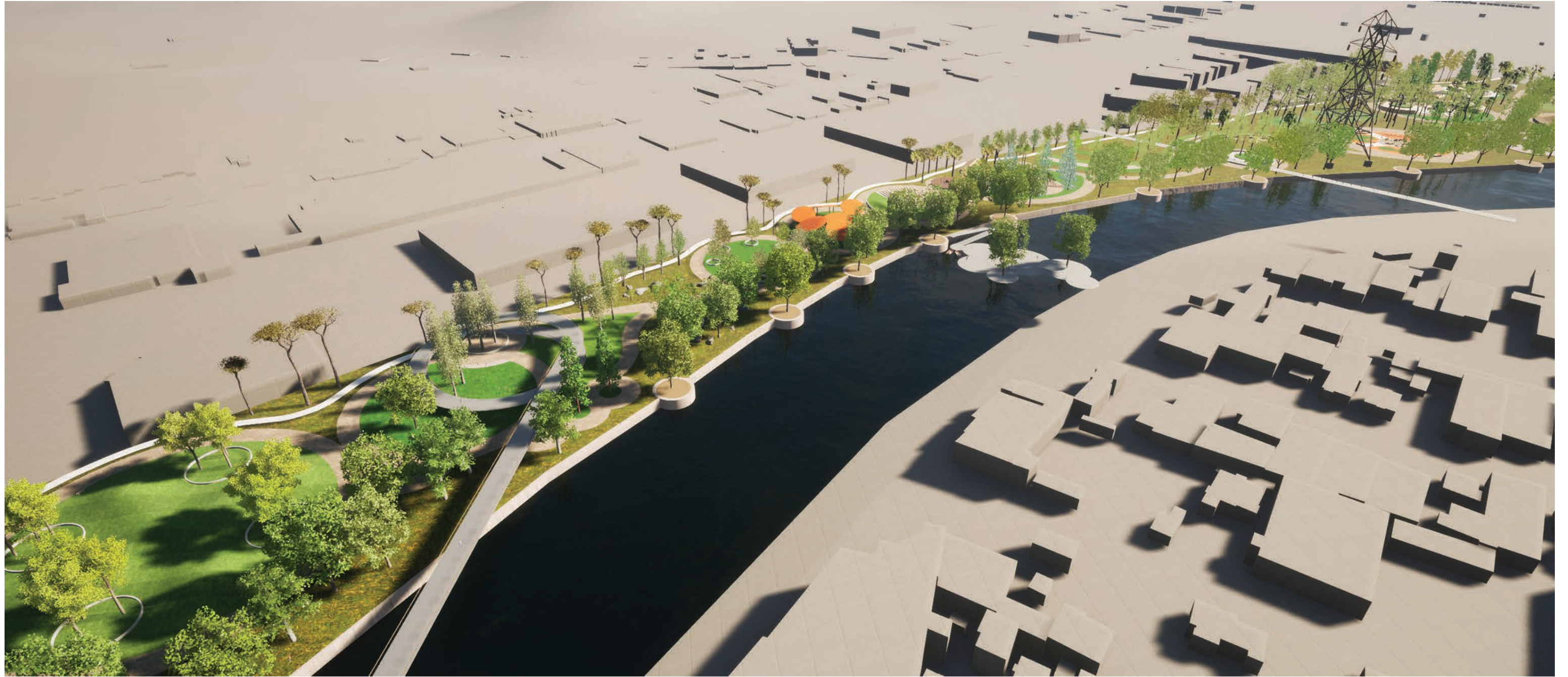
Education ecology center at south end



Looking north rock garden



Current-slowing pylons and Lewis MacAdams Park bridge



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