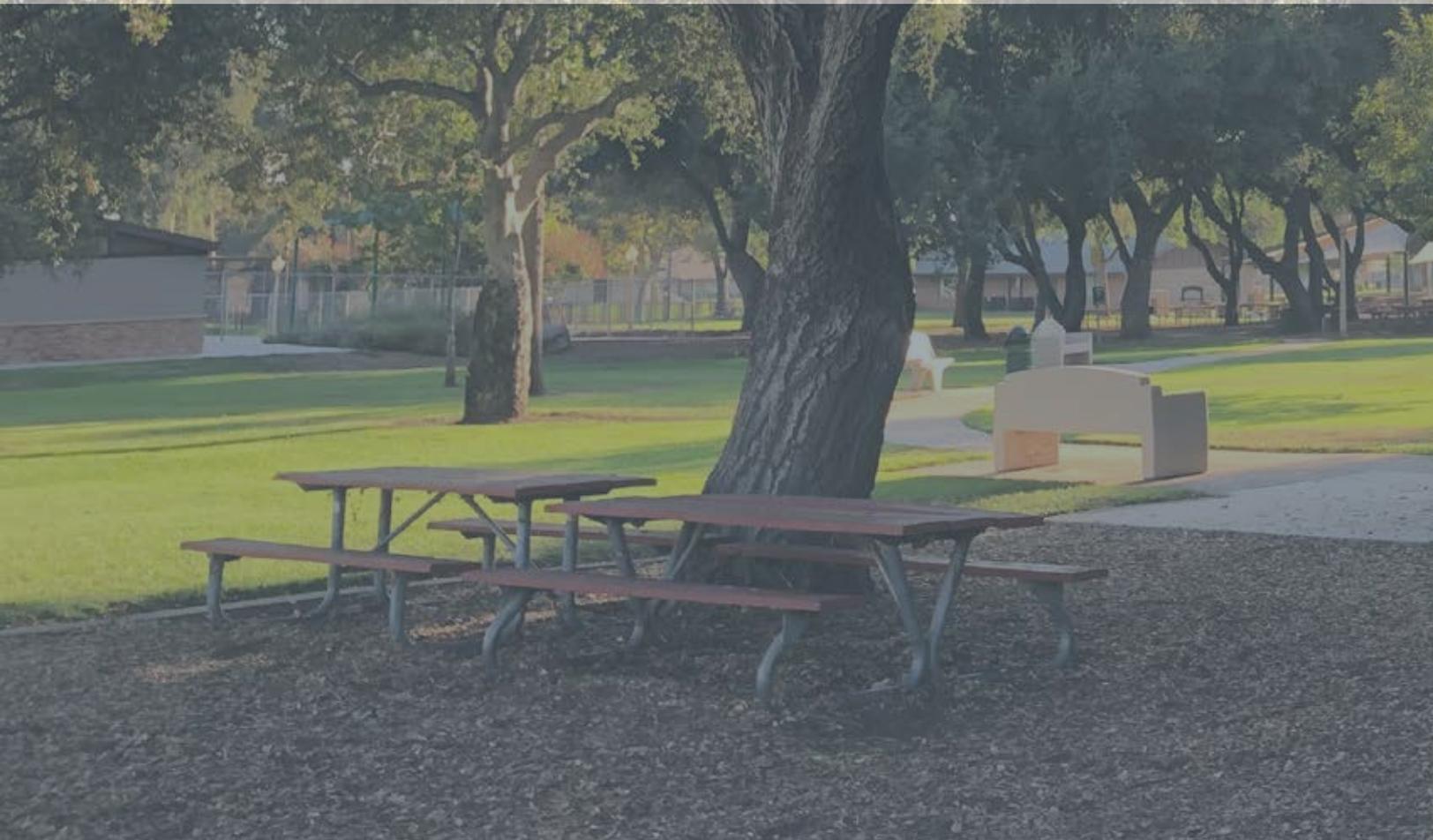


A GREEN NETWORK

Creating New Ecological Pathways in Glendora, CA



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ABSTRACT

The City of Glendora, located in Los Angeles County, California, presents a unique opportunity for connective green infrastructure. The city has a population of approximately 50,000 people and an average income higher than the County average. Located adjacent to the Angeles National forest, it is important to address habitat connectivity as well as water infiltration and runoff from the foothills.

Analysis revealed several issues and opportunities. There are several areas of the city with low walkability, areas with sparse tree canopy cover, conflict between humans and wildlife, and issues with flooding in severe weather events. Because of the time-frame of the development there are many areas of the city with no sidewalk or incomplete sidewalks. And although there are wide streets that could accommodate bicycle lanes there are few provided. Due to its location relative to the mountains, the city is susceptible to large natural disturbances such as fires and mudslides as well as a significant amount of wildlife that migrate into the city.

The city also has several assets due to its location and demographics. Glendora has fewer disadvantaged populations than average in Los Angeles County, and residents have greater financial resources to address challenges and take advantage of opportunities. It also has many valuable ecological resources within the city, such as groves of native coast live oak trees that are vital both for humans and the ecosystem. There is also an ongoing effort to bring bike lanes into some of the higher traffic areas by the transportation division of the City. Additionally, a Metro Gold line station is currently being constructed in central Glendora that will bring new alternative transportation opportunities for residents.

The three main goals of this project attempt to address environmental, ecological and human issues present in Glendora. The first goal is to create wildlife habitat and open space areas within the City that will increase habitat availability and connectivity, as well as bring native ecosystem closer to residents. The second goal of this project is to strengthen climate change resiliency and help the city adapt to the changing environment we are facing. The third goal of this project is to implement pedestrian and bike safety corridors that will allow for people to more safely walk and bike within the city of Glendora.

The project proposes a Greenway that provides bike and pedestrian trails along Little Dalton wash from the mountains into the San Gabriel Valley communities. A detailed design is provided for the stretch of Dalton wash that between Finkbiner park and Grand Ave. The plan proposes repurposing a parking lot and business center and creating mixed use development as well as a park area that removes the concrete channel and allows people to access the water and restores ecological function. The Greenway bisects downtown Glendora, where the concrete cap of the channel is proposed to be removed to allow for the continuation of the river feel as you move through the space. Small parklets are proposed to increase shade and habitat value. Green alleyway extend through sections where space is lacking, to maintain vehicle access and infiltrate water.

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Chapter 1: ANALYSIS

Introduction

The City of Glendora is located in the north eastern portion of Los Angeles County, California . It borders the Angeles National forest to the north and the City of Covina to the south. It contains roughly 20 square miles of land. It is within the San Gabriel watershed that feeds into the San Gabriel River and eventually the Pacific Ocean. It contains tree tributary streams that have since been channelized. Officially founded in 1887, The city of Glendora was incorporated as a city in 1911.

History

European settlement

Before the European settlers arrived in the Southern California region, the Tongva people seasonally occupied parts of Glendora , using it as a way station between larger settlements. The village was located between the Glendora and San Dimas area and was known as Momwahomomutngna.



After Europeans arrived some of the land that is now considered Glendora became part of Palomares Ranch. Eventually the land was divided into smaller tracts of land. Some of the regions that Glendora occupies today were purchased by George Whitcomb, John Bender and William Bryant Cullen.



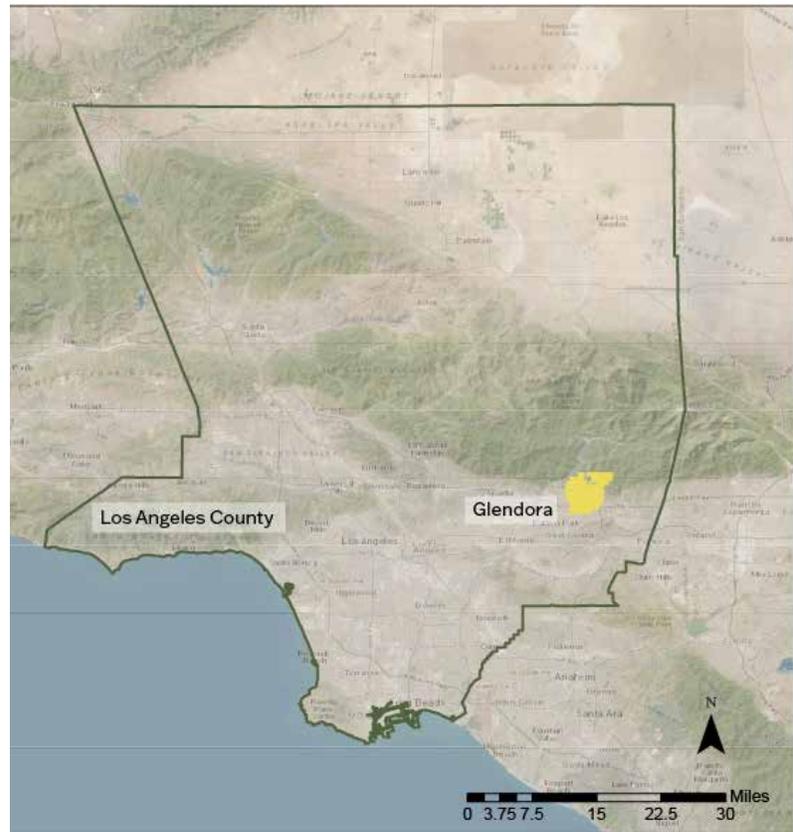
All three of these men were influential in the development of Glendora and have their names attached to various landmarks and streets. Many of the north/south streets in Glendora are named after states, and many east/west streets are named after people the founders admired. Most of the land use at this time was dedicated to farming. Citrus was one of the more profitable crops and became the primary type of agriculture in the region.

George Whitcomb in particular was considered one of the founding fathers of Glendora. He gave the town its name from the combination of his wife's name (Leadora) and the valley glen in the upper part of the city where he built his home. He also convinced the Santa Fe Rail line to divert north of the South hills region and build a train station near what is currently downtown Glendora.

The Santa Fe Railroad

The Santa Fe railroad that came to Glendora in 1887 made the existing citrus industry even more lucrative for its residents. The line's diversion made the once remote city of Glendora a more prominent part of the region.

In 1911 the Pacific Electric Monrovia Glendora line was opened, further connecting the city to the greater Los Angeles region. The Metro Goldline Extension planned for in the spring of 2021 are using the frames of those existing lines



GLENDORA LOCATION MAP

to create transportation to Greater Los Angeles for current Glendora Residents

The Glendora Historical Society was formed in 1946 and manages several historical properties in the town including Rubel's Castle, a building constructed of mostly alternative materials such as glass bottles and repurposed objects in the 1960s. There are several other designated historic buildings that are still preserved today.

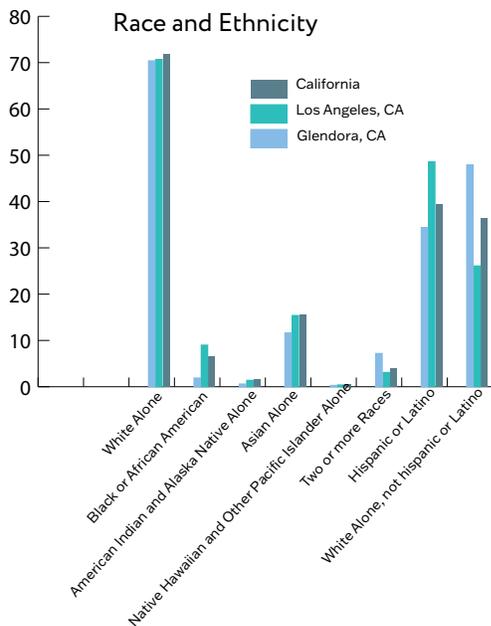
Alosta/ Route 66

In the southern portion of Glendora, Route 66 is a prominent feature, bisecting the entire city. The route is sometimes labeled as Alosta, as that was the name it had previous to Route 66. There are many businesses along Route 66 that maintain the character of the original motels and restaurants in current day Glendora, the city

maintains a set of special development guidelines for this corridor.

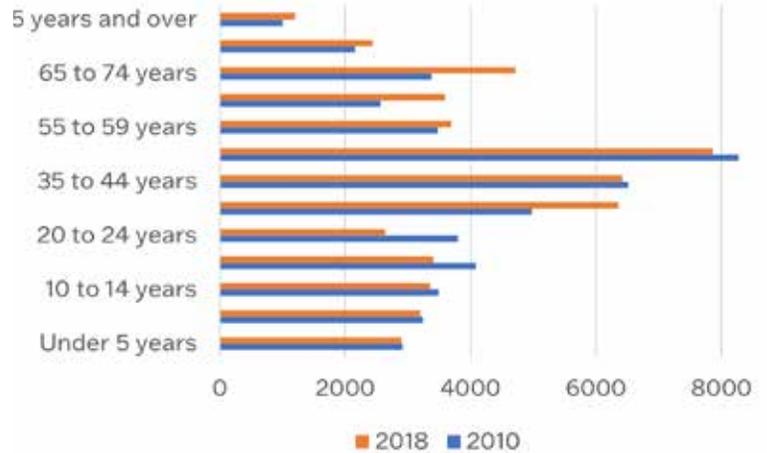
Demographics

The City of Glendora has a population of **51,773** thousand people. The median household income is **\$92,674** which is higher than the Los Angeles County average of \$68,044. The poverty rate in Glendora, **8.9%**, is lower than the average of 16% in Los Angeles County.



DATA SOURCE: ACS 2010, 2018 5 year estimate

Age of Population in Glendora



DATA SOURCE: ACS 2010, 2018 5 year estimate

The age distribution in the city of Glendora has trended slightly older in the last 10 years, meaning that there are likely many residents that have stayed in the community for a longer period of time, and fewer newer, younger residents.

The city of Glendora is majority White, although the percent White is similar to the percent white of Los Angeles county as a whole. The percentage of the population in Glendora that identifies as Latino is larger than the County Average, whereas other minority groups constitute a smaller percentage than the county average.



Residents

A higher percentage of Glendora residents own their residence (61%) compared to (45%) in Los Angeles County. They also have a very high percentage of College graduates (37 %) compared to the County average of 32%).

Overall the city residents have an advantage economically compared to many other regions in Los Angeles.

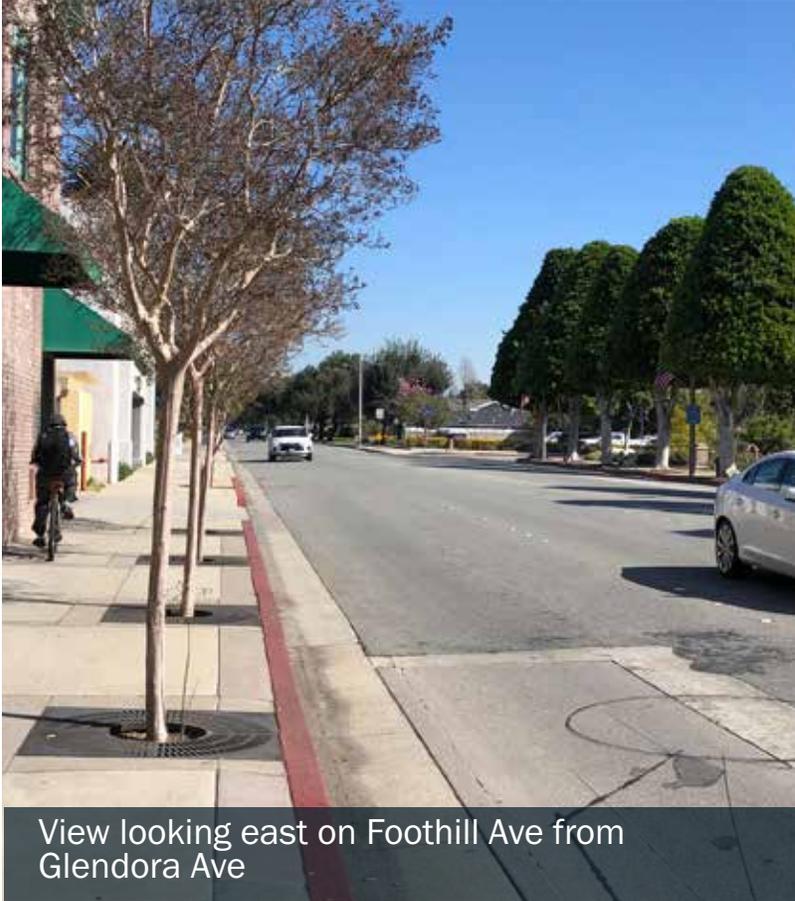
Transportation

Most people in the city of Glendora commute to work via single passenger car. This is consistent with the rest of Los Angeles County, as many people live far away from where they work. There are two major carpooling parking lots available in Glendora, making carpooling with 2 or more passengers the second most popular option for transit to work.

There are somewhat limited public transportation options for individuals that do not own a car. Foothill transit is the major bus service line provider but it has limited range and also limited ridership.

The Gold Line Extension

The Metro Gold Line extension through Glendora is expected to be completed in late summer of 2021. The Gold Line station will provide additional options for transportation for individuals that do not own a car, as well as provide transportation opportunities that have lower carbon emissions, and possibly reducing traffic in the greater Los Angeles Region.

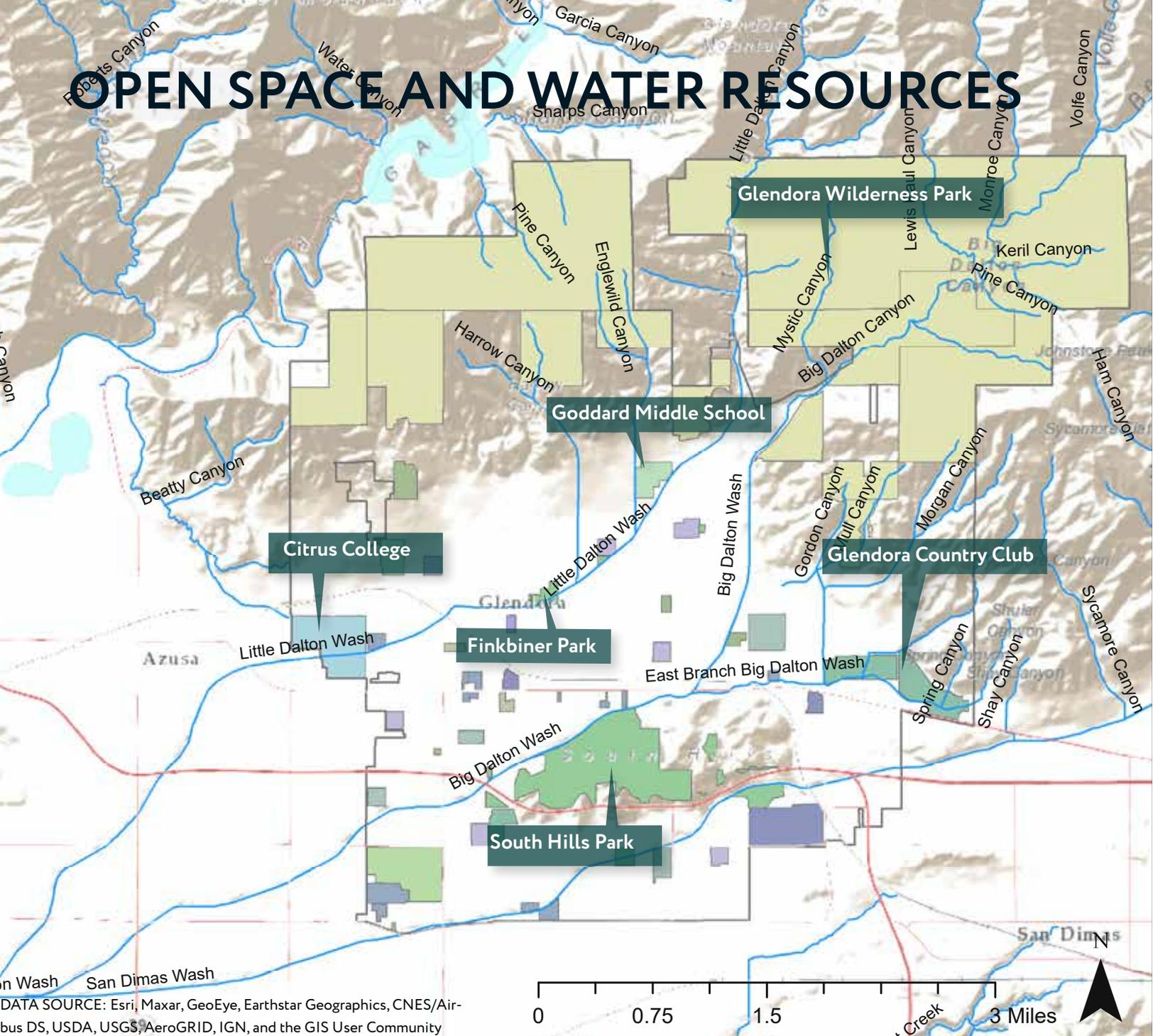


Biking

At the north end of Glendora, extending beyond city limits is Glendora Mountain Road (GMR). This Road begins at the top of Lone Hill Ave and travels through the Angeles National Forest all the way to Mount Baldy Village (22 miles). GMR is a valuable recreation resource for hiking, mountain biking, road biking and motorcycling. While most of GMR is not within the bounds of Glendora, riders must pass through the city to get there.

Many parts of Glendora do not have adequate bike lanes, and the ones that do have bike lanes are often not safe for travel by bicyclists.

OPEN SPACE AND WATER RESOURCES



DATA SOURCE: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

LEGEND

- | | |
|---|---|
|  Rivers |  Public Elementary Schools |
|  Cemeteries |  Shopping Centers |
|  City Halls |  Public High Schools |
|  Colleges & Universities |  Public Middle Schools |
|  Golf Courses |  Regional Parks & Gardens |
|  Hospitals & Medical Centers | |
|  Mobile Home Parks | |
|  Natural Areas & Wildlife Sanctuaries | |
|  Private and Charter Schools | |

OPEN SPACE IN GLENDORA

Glendora has many open space resources within city boundaries, with a large park and open space area, a golf course and several smaller parks. It also borders the Angeles National Forest which is a very large of open space resource that are currently being under utilized. This map illustrates some of the areas that could be used as habitat linkages.

Open Space

The City of Glendora is near to a multitude of natural open space resources. The Angeles National Forest, which borders it to the north, is a valuable resource for both humans and wildlife.

The area that the City of Glendora currently occupies originally contained chaparral and oak woodland. There are remnants of these oak woodlands scattered in the central and northern reaches of Glendora today. The City serves as a wildlife conduit for movement from the Forest to other natural areas such as the Los Angeles River and Pacific Ocean.

The Coast Live Oak tree is the dominant species in oak woodlands in this region. It is endemic to California and provides a wealth of benefits to both wildlife and humans.



A Coast Live Oak Grove on Bennett Ave

The trees provide shade and shelter for all creatures, as well as food resources for mammals and birds and insects. The city of Glendora has opportunities to conserve existing Coast Live Oak woodlands as well as fostering more in areas where they have dwindled.

Water **The River**

The city of Glendora has several channelized waterways that move through the city. These washes are the Little Dalton Wash, The Big Dalton Wash and the San Dimas Wash. All three of these lead to the San Gabriel River, and then the Pacific Ocean

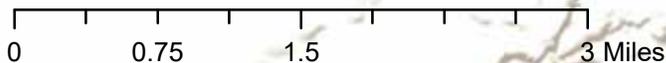
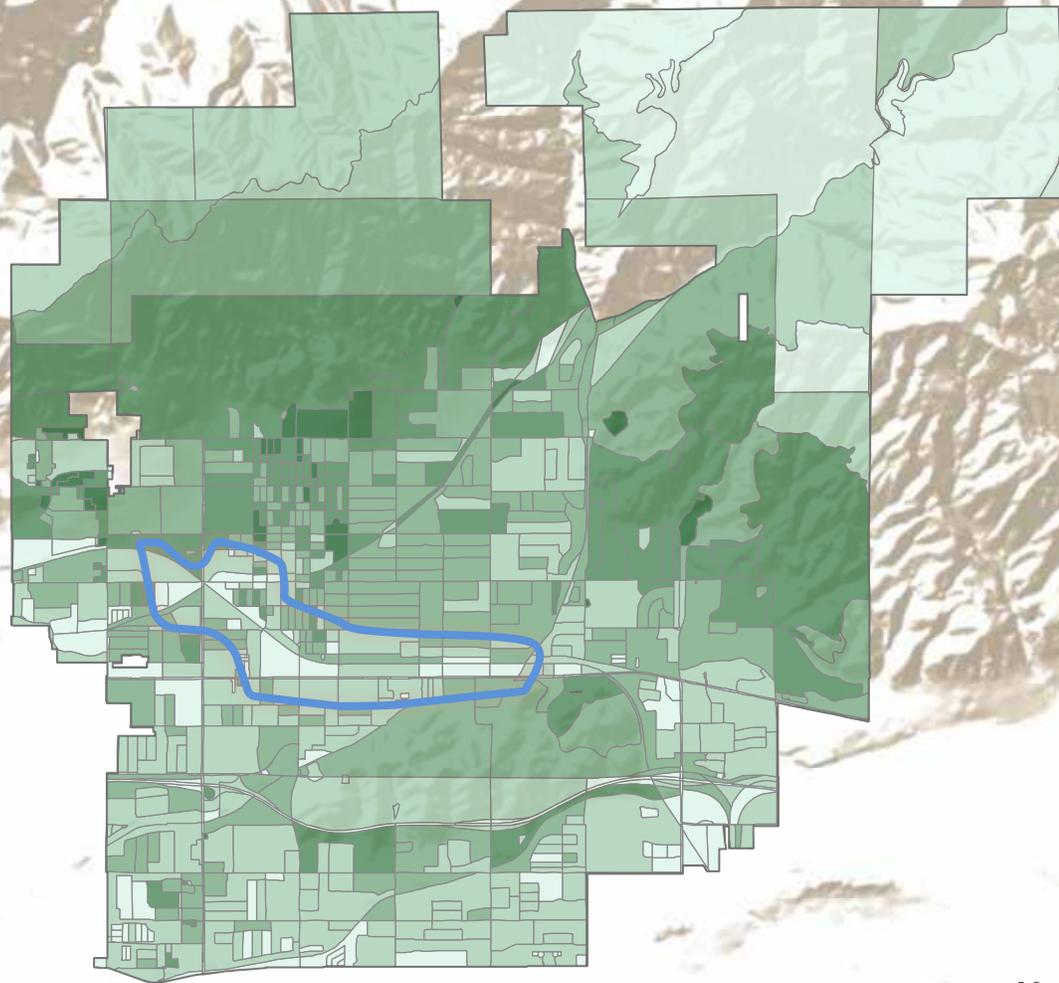
High Rain Events

Glendora has a history of flooding after high rain events. There are three water catchment systems above the city. The most prominent water catchment system in the Big Dalton dam.

The Big Dalton Dam was built in 1929 by Los Angeles County Flood Control to protect the city from flooding events that had occurred during high rain events. Even with these existing catchment systems the city has experienced mudslides and flooding events especially when there were large fires in the years preceding the high fire events.

The City of Glendora has it's own municipal water service that provides water to residents

TREE CANOPY COVER

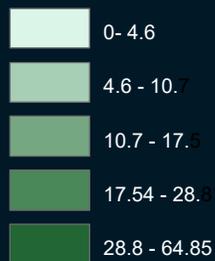


DATA SOURCE: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, LA County LARIAC Raster Dataset

LEGEND

Tree Canopy Cover By Census Block

Percent Tree Canopy Cover



TREE CANOPY COVER

The northern boundary of Glendora contains Oak Woodland and Chaparral natural areas which increase the average tree canopy cover.

The southern central portion of Glendora has a much lower amount of trees but it contains a much higher percentage of residents

Wildlife

Since Glendora borders wild-land areas like the Angeles National forest, there are many types of wildlife present within the city boundary. Due to water and other habitat resources, many migratory and resident birds are present within the City.

There is a noticeable amount of urban wildlife in the area, such as skunks, opossums, and raccoons, but there are also Mountain lions, bobcats, and bears which present more perceived danger to humans and their pets.

The human- wildlife relationship within the city is an issue. The Bobcat Fire in

September of 2020 burned above Azusa, pushing many residents of the forest into more urban areas because there were limited habitat resources.

Trees in Glendora

One of the most notable aspects of Glendora is the Ficus trees that line several of the major streets. There are many sections in central Glendora that are well shaded with many trees, but there are also many sections of Glendora where there are few shade trees and the areas are highly exposed to the elements. Trees can improve the micro-climate and make sidewalks more pleasant to walk on cooling and shading the air nearby where they are planted.

The city of Glendora also has planted and maintained several groves of Coast live oak trees (*Quercus agrifolia*) The amount of tree canopy cover has declined over the years due to drought and invasive pests that have persisted in the greater Los Angeles region.

Recreation

Many of the schools in Glendora have a joint use agreement that allows for city residents to use their open space when school there are no students. During the 2020/2021 COVID-19 pandemic, schools were closed making most of their park area available full time to residents. Without the school park area being counted, Glendora would be considered a park poor area.



Looking Towards the Glendora Library on Glendora Ave



Chapter 2: COMMUNITY CONCEPT

Summary of opportunities and Issues

As discussed in the previous chapter, The City of Glendora has a variety of natural resources that give a the community a wide berth of opportunity.

In this community the goal will be to connect the spaces with valuable resources, and to connect the residents to their environment.

The table below shows the opportunities and issues that the community concept will attempt to address.

Opportunities	Issues
<ul style="list-style-type: none"> Community with financial resources, low amount of disadvantaged population 	<ul style="list-style-type: none"> Low walk-ability in many areas of the city
<ul style="list-style-type: none"> Close proximity to natural areas and water resources 	<ul style="list-style-type: none"> Issues with flooding in rain events
<ul style="list-style-type: none"> Many areas of city with existing high tree canopy cover 	<ul style="list-style-type: none"> Residents have issues with wildlife coming from natural areas
<ul style="list-style-type: none"> An existing effort by the City of Glendora and Active SGV to improve bike lane resources 	<ul style="list-style-type: none"> Unsafe bike lanes and pedestrian crosswalks
<ul style="list-style-type: none"> A new Metro Goldline Station is under construction in Central Glendora 	



Goals and Objectives

In order to address the issues presented in the previous chapter and the table on the previous page, the Community Concept will focus around 3 main goals. These goals are enhanced pedestrian and bicyclist experience, creating resilience to climate change and creating wildlife habitat and enhancing open space. The goals set forth in this report will help improve the connections and ecosystem health in the city of Glendora.

Creating alternative bicycle and pedestrian routes and enhancing existing ones will allow for people moving about in the community to be safer and more likely to use alternative modes of transportation, reducing traffic and lowering their carbon footprint.

Looking to the future, it is important to consider and plan for the potential effects of climate change. The plans and adjustments in place will make the community more resilient and able respond to the challenges that lie ahead. By using green infrastructure and carbon neutral design, a healthier future can be achieved.

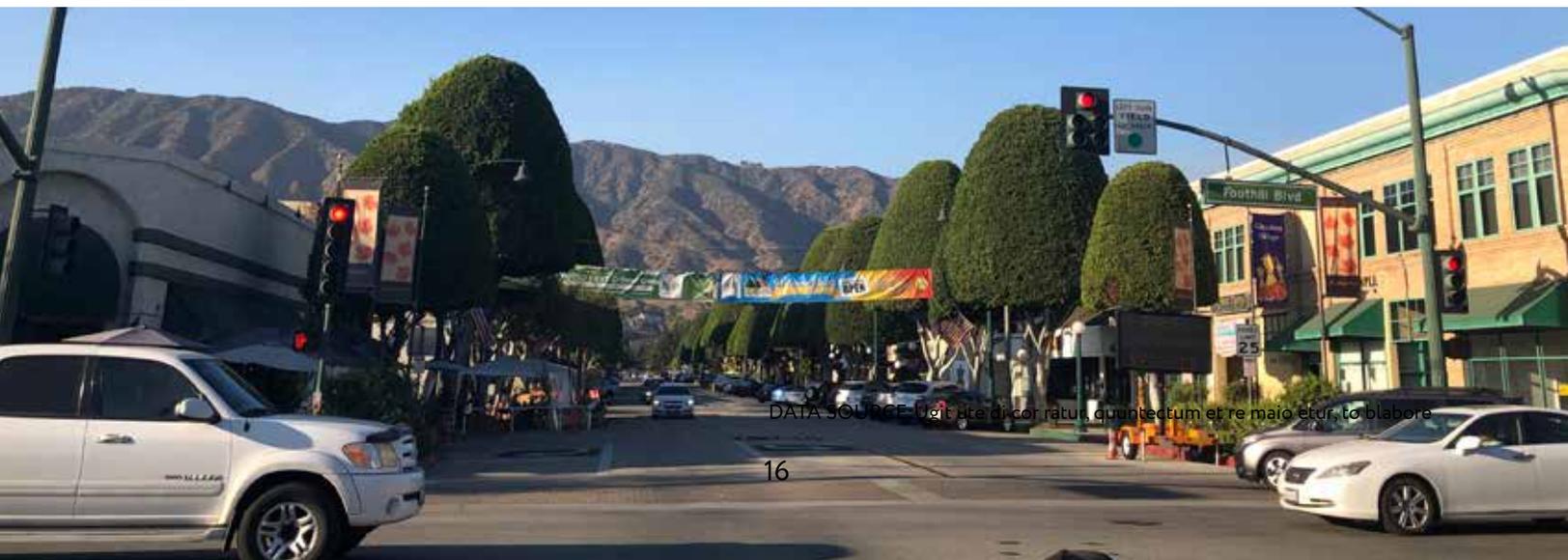
Since Glendora is so close to a variety of ecologically significant natural resources it is important to prioritize open space and consider the role that the land plays in habitat connectivity. By using climate adapted native plants and increasing habitat this plan can strengthen the ecosystem in the area.

Goals

1. Create wildlife habitat and connect open space areas within the City of Glendora

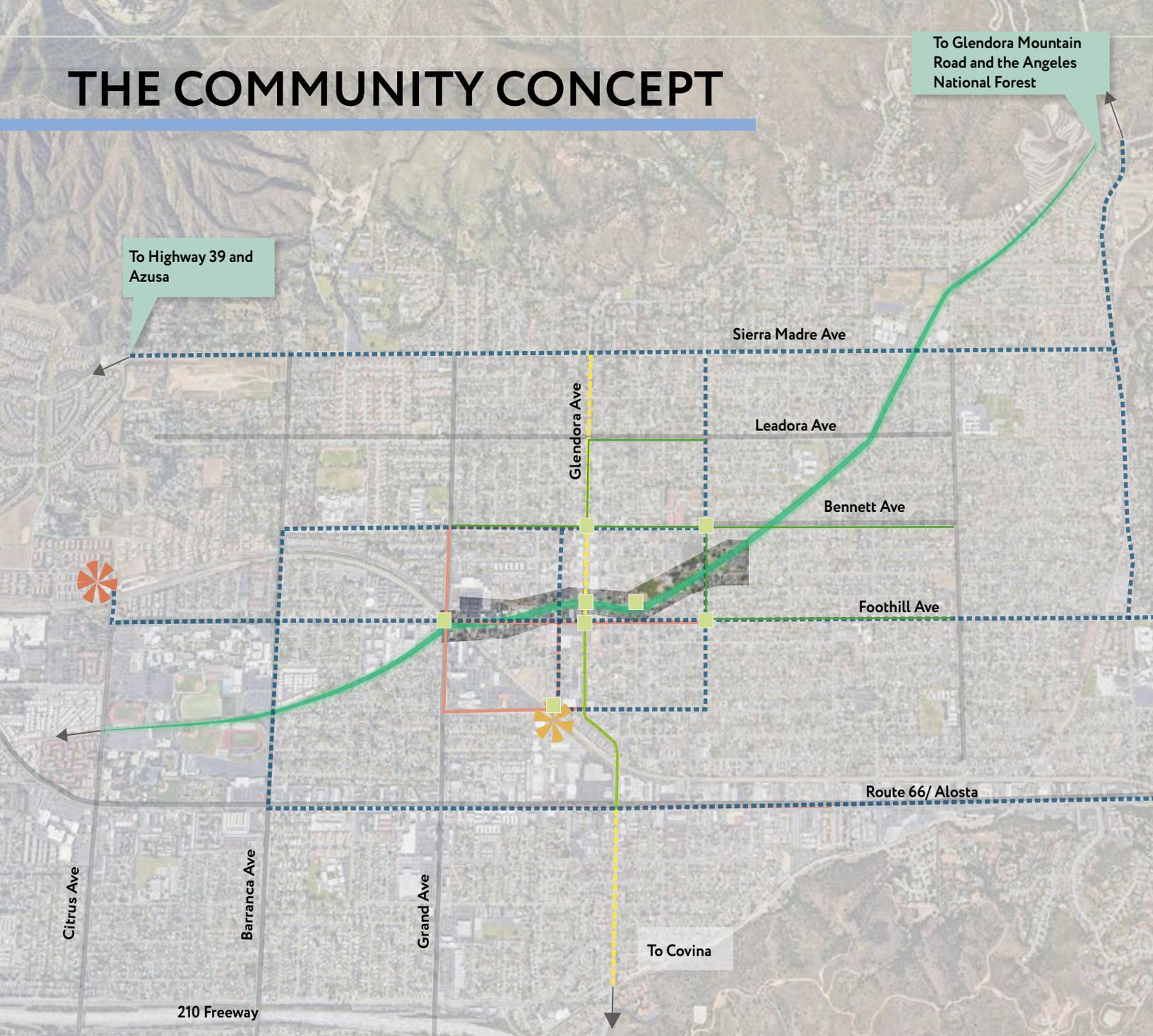
2. Make a Climate Change resiliency plan to help the city adapt to a changing environment

3. Implement pedestrian and bike safety corridors



DATA SOURCE: Digit ut e di cor ratur, du un tectum et re maio etur, to blabore

THE COMMUNITY CONCEPT



- Green Pathway Corridor
- Improved Bike lanes and median
- Green Sidewalks
- Glendora Ave corridor
- Gold line station



GREEN PATHWAYS

The goals set forth in the Community Concept will help improve the connections and ecosystem health in the city of Glendora. Creating enhanced bicycle and pedestrian routes and enhancing existing ones will allow for residents to be safer, as well as helping the community improve its relationship with the ecosystem.

GOAL 1:

Create wildlife habitat and connect open space areas within the City of Glendora

Objective 1: Conserve existing biological resources within the city to support biodiversity

The city of Glendora has several areas that have a large amount of ecological diversity. The stands of coast live oak within the city boundary serve as a valuable ecological resource for both humans and wildlife. Protecting these stands of trees, and creating more will create higher biodiversity and habitat connectivity.

Objective 2: Improve the human relationship with wildlife

Many residents in the city of Glendora have interactions with wildlife. Given the opportunity to interact with the nearby wildlife, residents can become more understanding about their animal neighbors. Intentional design that attracts wildlife to safe corridors like a green-way will help direct them away from human homes.

By using community outreach methods like handouts and workshops the city can establish quick and effective ways for members of the community to become more educated about the local wildlife.

Objective 3: Increase green space and habitat connectivity to support biodiversity

Because the city is next to a large open space area (The Angeles National Forest), there is an opportunity create more habitat

that allows wildlife to move through the landscape, to enhance overall connectivity.

The development of additional patches of native plants within the city in parks, medians and sidewalks will allow the movement of wildlife while also providing support and refuge for the resident wildlife. A planted green-way that follows the existing channel will mimic the natural resources that were once present, and allow for continuous movement.

Objective 4: Create education and awareness about the value and importance of the local ecosystem

Since the city covers a large amount of open land area, there are many opportunities to bring residents into nature and foster positive relationships with their ecosystem.

A community outreach program can be created that has educational materials to help residents understand the wildlife they see outside their window.

Several areas in the city can be established as nature camps for children in the community.

GOAL 2:

Make a Climate Change resiliency plan to help the city adapt to a changing environment

Objective 1 Create City Wide policies that help residents reduce their emissions

The city of Glendora can offer incentives to residents who lower their carbon footprint. This includes taking carbon neutral forms of transportation and making climate positive design decisions on the landscape.

Objective 2 Begin tree planting initiatives in areas that have limited tree canopy cover

In the areas that have limited tree canopy cover, as identified in the tree canopy cover analysis, tree planting initiatives will help to increase the Tree canopy cover.

The effort will focus on street and roads, where there is a high amount of reflected heat from the sidewalk. This will decrease the ambient temperature and increase the amount of sequestered carbon. Tree species will be selected for hardiness and shade potential.

Objective 3 Increase Green Infrastructure

Bike ways and medians created in the city of glendora will also include curb cuts and bioswales that will allow for water to be infiltrated. This will help with flooding when Glendora experiences high rain events

Objective 4 Planting climate adapted plants through workshops and guidelines

A master list of native and climate adapted plants can be created for residents so they can plant landscapes at home that are climate resilient and low water input.

There are several local Nurseries such as Glendora Gardens and Armstrong that can facilitate workshops and distribute climate appropriate plant lists

Objective 5 Implement community outreach programs to address climate change

To help residents in Glendora understand their impact and how to adjust it, an informational booklet can be created. The booklet and any additional media will help communicate the issues that we are facing today with climate change and also the issues we may face in the future.

GOAL 3:

Implement pedestrian and bike safety corridors

Objective 1. Create safe streets

Since many of the streets in Glendora do not have offsets or any type of buffer between the street and the road, vegetation strips and bioswales will be added to streets. Many of these streets also do not have adequate lighting for use at nighttime so those will be added as well.

The streets highlighted in the community concept diagram will be the area of focus for the safe streets creation.

Objective 2 Improve bike lanes and medians for safety

Bike lanes that serve as the main access routes to important locations in Glendora will be added. These will be a combination of curb cuts and medians to separate the rider from oncoming traffic. They will also include vegetation that will serve as a buffer.

Objective 3 Create destinations that are desirable to visit

Areas of the city can be created as a destination that will attract pedestrians and cyclists. The Greenway will stretch across the city and various other areas will be built that have outdoor recreation incentives, like parks.

There will also be incentives to rethink the businesses that are introduced to the area that would be attractive like local food fairs and other amenities.

Objective 4 Making a safe pathway between transportation locations and destinations

The areas that are decided to be high priority will be implemented in a way that easily allows access for pedestrians and bicyclists. The greenway will serve as a protected pathway and locations nearby will be prioritized.

Objective 5 Create an education and awareness campaign

Because of the high amount of collisions and safety issues, an educational campaign will help make drivers, pedestrians and bicyclists aware of each other. This will include improved signage and lighting to increase visibility.

Chapter 3: SPATIAL DESIGN

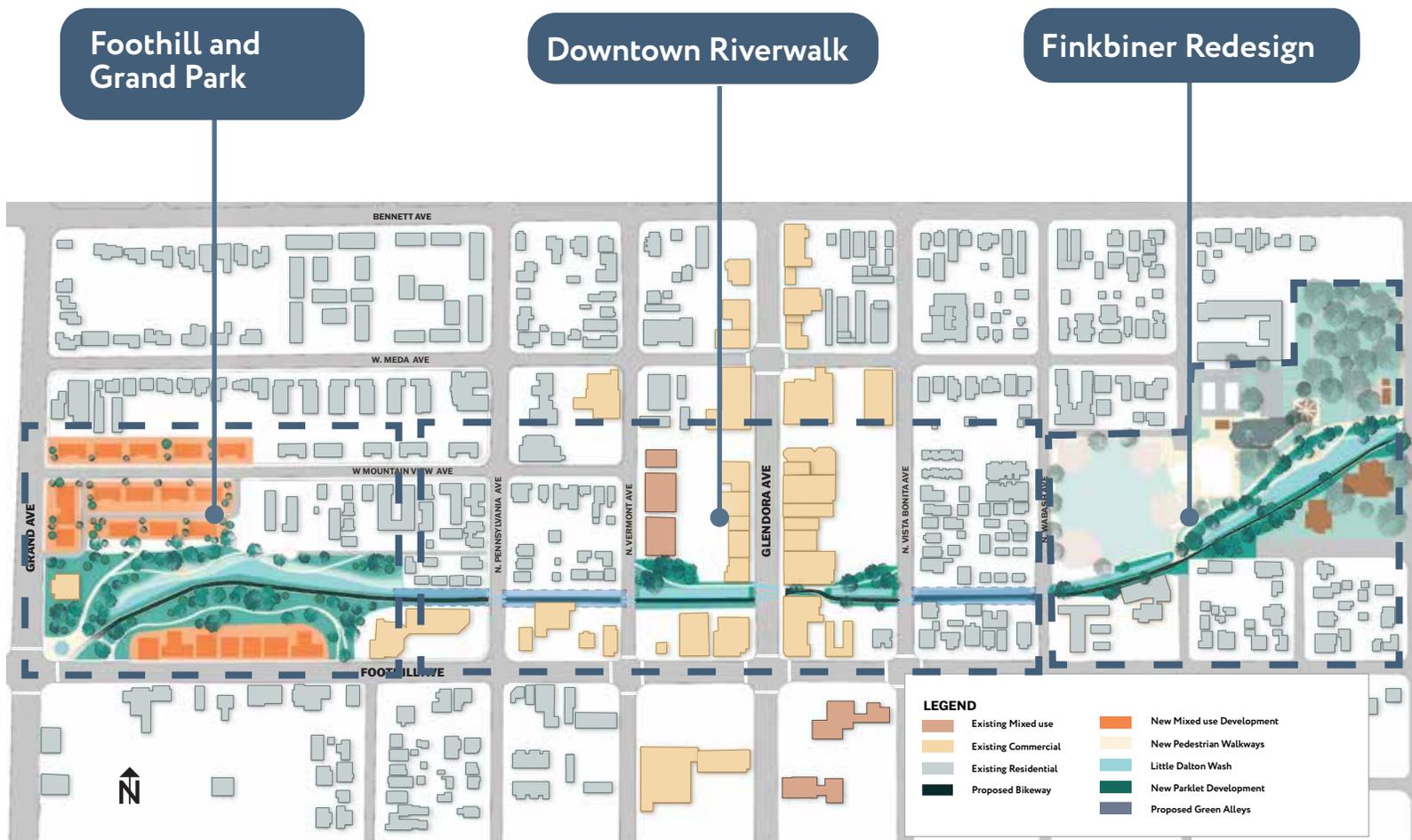
The Green Entryway

The The Spatial Design for this project will focus on the easement areas of the Little Dalton Wash that stretch between Grand Ave and Cullen Ave. This design includes a redesign of the Finkbiner Park area that is near the channel and an additional park created next to the intersection of Foothill and Grand ave. There will be small parklets added in between the larger park areas near downtown Glendora as well.

Bringing Parks to People

The specific components of this design allow for high traffic areas to have increased tree canopy cover, increased park space and increased access to areas to safely recreate.

The goal of this design is to incorporate natural features and safer streets that will accentuate all of the existing valuable aspects of this area of the city and weave them together, creating a space that encourages individuals to spend more time recreating outside and connecting them to the neighborhood that they live in.





Rethinking Foothill and Grand

The shopping area north and east of the Foothill and Grand intersection is a space that is currently occupied with several commercial businesses and contains a large amount of area that is mostly parking lot. This shopping center is also directly over a portion of the Little Dalton Wash.

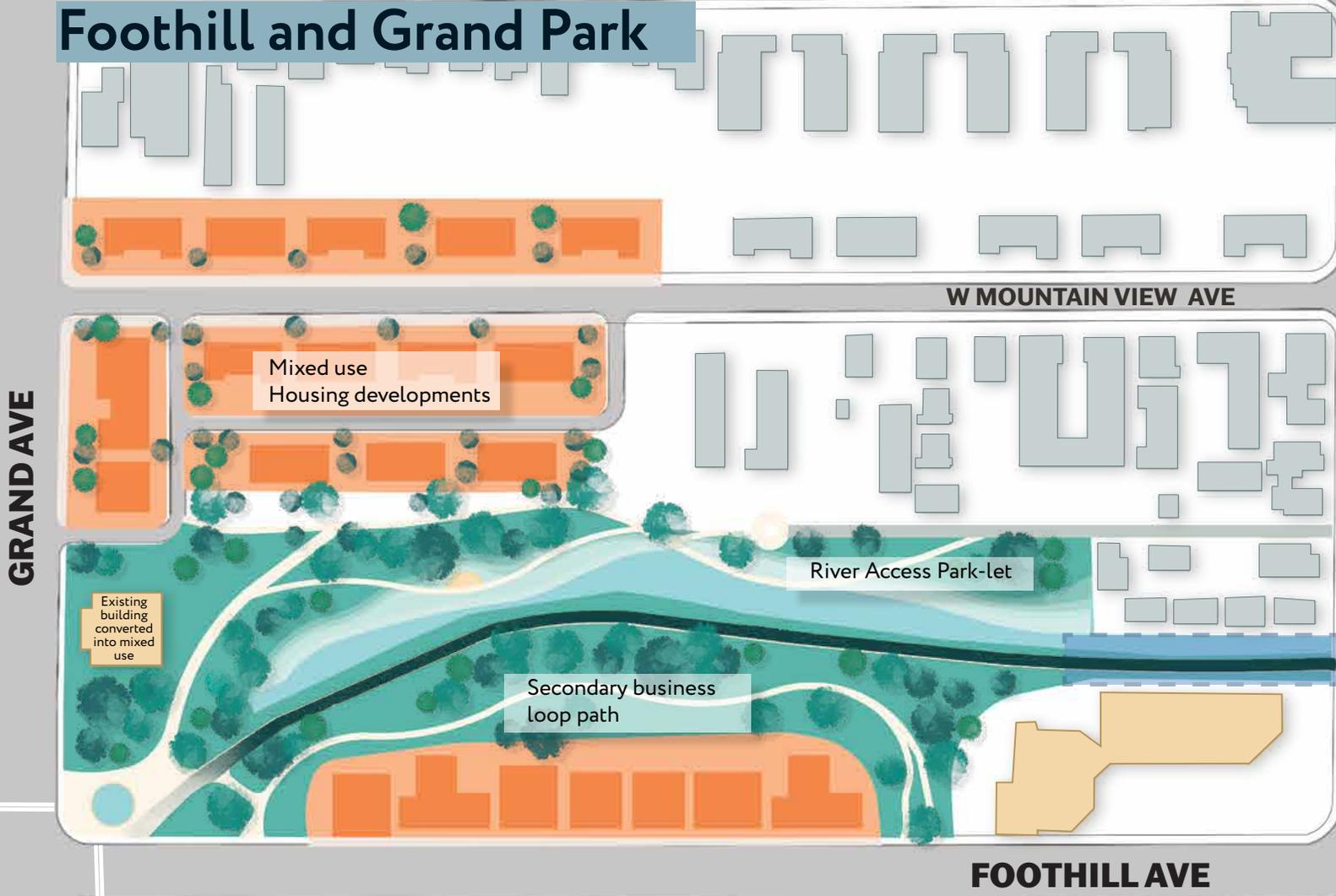
Currently there are very few parks and open space near this area of town, and also very minimal tree canopy cover which can be seen in this image. The proposed design would reallocate buildings to create space for a park and to also create a business center that will also have mixed housing units.



View of the Little Dalton Wash from Vermont Ave

This mixed use area will still be able to support businesses in the community while also increasing parkland, and increasing housing in the community.

Foothill and Grand Park



The Green Intersection

The Foothill and Grand intersection park will serve as an entryway into the Green Bikeway in Glendora, providing a gateway for users to experience as they enter the park.

Trees line the pathway, allowing for the user to feel shaded and sheltered from the urban areas. There are a series of winding pathways that will allow for people to move through various intersections of the park, moving from the mixed use housing developments and into the open park area.

The park will include steps that lead down into the channel; and an open park area that will allow for people to gather and

events to be held for the community such as farmers markets and outdoor concerts.

The design redevelops the existing automobile-oriented shopping center into a mixed-use neighborhood surrounding the park. West Mountain View avenue is extended west, to connect with grand Avenue to facilitate circulation through the neighborhood. The proposal retains commercial spaces along Foothill, but the green-way provides access to these businesses for bicyclers and walkers. North of the park proposed buildings provide commercial space on the first floor, with housing and office space provided on upper floors.



Green Alleyways

The areas along the channel in Glendora that are currently empty portions of the channel provide a great opportunity to continue the bikeway, and to connect the larger park areas at both Finkbiner and grand park.

Because they also need to be accessible by residents and maintenance vehicles, the green alleyways are a good solution to help continue the bike and walkway without disconnecting the necessary traffic.



Downtown Riverwalk



Downtown Glendora Parklets

The Downtown Glendora area will feature a newly exposed channel and area where pedestrians and bicyclists will be able to see the river and use the newly built parklets that buffer the channel on either side.

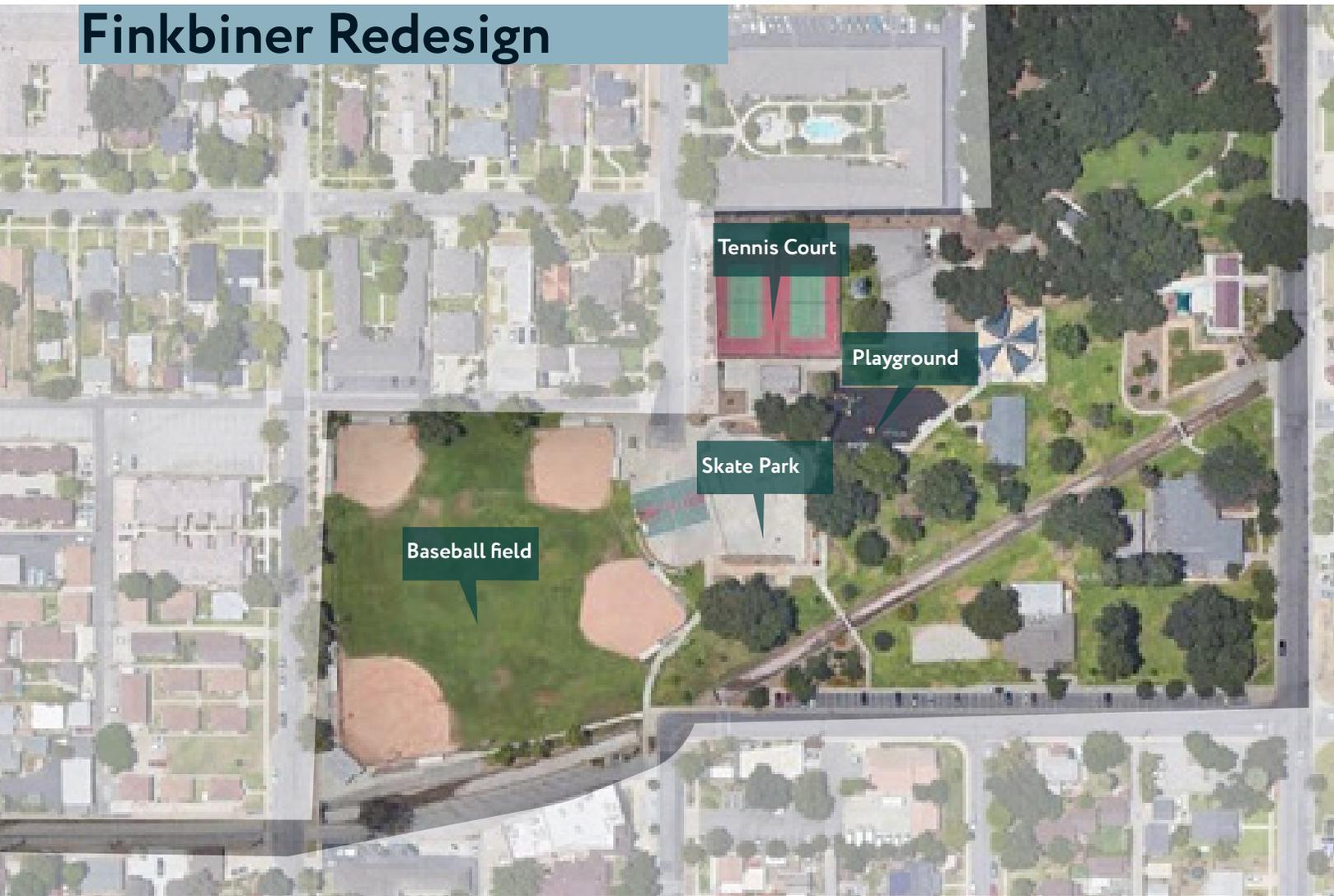
The new parklets next to the downtown area will feature extensive seating and plantings to provide shade and green space to individuals who are using the green-way and parklets.

The parklets will be planted with an oak woodland meadow plant palette that will provide native habitat.



An example of a green alleyway from the Trust for Public Land

Finkbiner Redesign



A New Type of Park

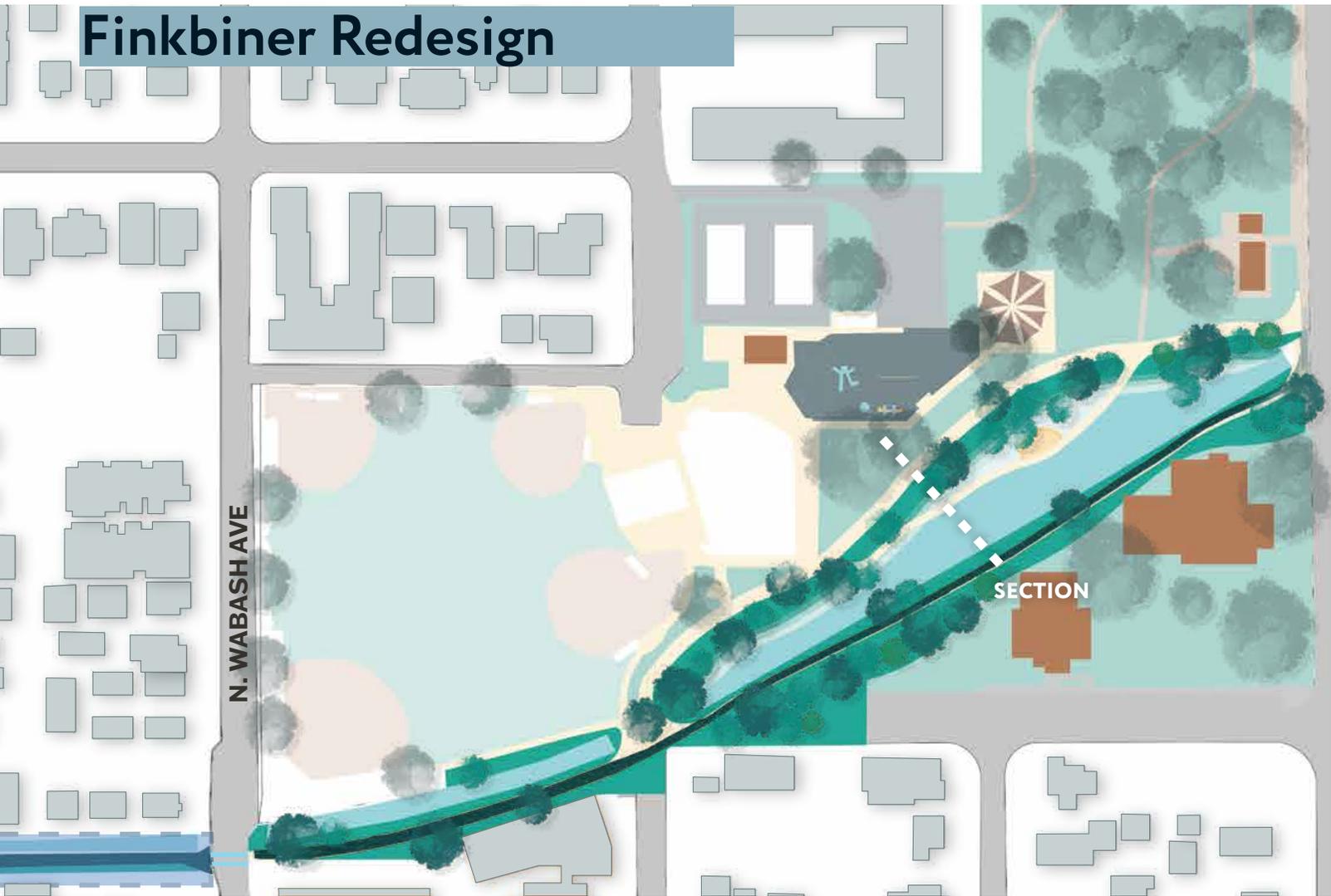
Finkbiner park is currently one of the most heavily used parks in Glendora. It has a wide variety of amenities from softball and Baseball fields to a skate park and playground. There is also a bandshell where concerts and movies in the park are held and a grove of coast live oak trees. The Park is also has a community center where residents can take a variety of classes.

Most of the park area is lawn or concrete which currently serves little ecological function. The Little Dalton wash also runs directly through the southern portion of the park which creates an excellent opportunity to reunite the park



with the wash. The location of the park allows for individuals visiting the downtown area to also easily walk to the park.

Finkbiner Redesign



Finkbiner Riverwalk

The Riverwalk section that will be added to Finkbiner park will allow for people visiting the park to be able to access the channel area. The graded steps and natural stone in the stream area will allow the water to meander through the bottom area and for riparian plants to grow.

During high rain events, the design of the stream area will allow excess water runoff to be captured and infiltrated into the ground water system.

This area will allow for residents to walk to the water, to touch and feel the ecosystem and to also interact with the

wildlife that is attracted to the water.

The bike path area also bisects this path, it allows for the Riverwalk area to be reachable by bike as well as allowing people who reach the park by bike to also access it's amenities like the skate park and playground..

Finkbiner Redesign Section



A Green Network

The opened up channel will allow natural water filtration systems to return to the park area. This will also allow people who visit the park via bike trail or foot path to experience the returned stream system as well.

The opened up channel system is designed to mimic the natural alluvial fan system that is prevalent in the San Gabriel Foothills.

The inflow of water will support a high variety of native plants that are also adapted to the climate and will be low resource use for the park to be maintained.

