Problem

Los Angeles, as most cities in the US, has expanded considerably in the last 50 years enabled by an auto-centered approach to land use planning and a strictly top-down approach to infrastructure planning and implementation. Such expansion has rendered it impossible to clearly define neighborhoods at the human-scale and consequently has resulted in a lack of infrastructural insertions at the neighborhood level.

This lack of clear neighborhood definition along with the imposition of an auto-dependent lifestyle deprives residents of positive social interaction. The dependence on super-size services, results in no long-term economic benefit to the neighborhood. An education system that is dependent on a city-wide system fails to address the varying needs of the neighborhood. Communities also confront a number of serious health issues, including obesity and depression.

In addition to these issues, the well-intentioned large scale infrastructural systems, such as the light rail system, have struggled to achieve their intended goals due to their inability to seamlessly connect to the city at a neighborhood scale.
Our infrastructural solution is a catalyst for ad-hoc developments that support and reinforce the making of a PLACE. The catalyst consists of 4 components.

1. Frame: the locality of a community is defined through the insertion of a spatial organization device that supports both cyclists and pedestrians. The Frame connects essential neighborhood functions and amenities such as transit hubs, institutions, open space, hospitals, convenience stores, delivery systems, service centers for cyclists and local food sources.

2. In-site: City owned vacant lots are designed as a network of community service yards. The programs for these service yards are determined through grass roots processes. In-sites are readily accessed from the Frame.

3. Nexus: the Nexus facilitates an uninterrupted and safe mode of transportation between communities.

4. Hub: a multimodal transportation node. The hub contains facilities for cyclists, a range restricted taxi system, emergency center, and a convenience store.
1 mile = 5280 feet
1 city block = ±0.1 mile (528')
10 min. walking distance = 0.42 mile (2,200') = ±4 blocks
30 min. biking distance = 8 miles (42,240') = ±80 blocks
Distance to convenience store located every 3-5 blocks = 0.3-0.5 miles (1,584'-2,640')
Distance to green space located every 3-8 blocks = 0.5-0.8 miles (2,640'-4,224')
Distance to bike station located every 5-10 blocks = 0.5-1 miles (2,640'-5,280')
Distance to transportation hub located every 10-15 blocks = 1-1.5 miles

In-site

4 elements for community revitalization

health

natural

native vegetation
watershed preservation
land preservation & restoration

suburban

sustainable energy
storm water treatment
medical service
local farms

urban

affordable housing/shelter
green infrastructure
exercise
nutritious food
adult school

education

education center

family involvement
community involvement
skills for success

Site Condition

4 elements for community revitalization

new technology

 eco-tourism

arts & culture
town center

events

arts & culture

cash flow

financial stability

training/job center

bank

service

small business

sustainable energy
affordable housing/shelter
green infrastructure
exercise

urban

affordable housing/shelter
green infrastructure
exercise

natural

native vegetation
watershed preservation
land preservation & restoration

suburban

sustainable energy
storm water treatment
medical service
local farms

urban

affordable housing/shelter
green infrastructure
exercise

education

education center

family involvement
community involvement
skills for success
1 MILE = 5280 FEET
ONE CITY BLOCK = ±0.1 MILE (528')

24 HR WALKING DISTANCE = 0.42 MILE (2,200') = ±4 BLOCKS

FRAME DEFINED BY 30 MIN. BIKE DISTANCE = 8 MILES (42,240') = ±80 BLOCKS

DISTANCE TO CONVENIENCE STORE LOCATED EVERY 3-5 BLOCKS = 0.3-0.5 MILES (1584'-2640')

DISTANCE TO BIKE STATION LOCATED EVERY 5-10 BLOCKS = 0.5-1 MILES (2640'-5280')

DISTANCE TO TRANSPORTATION HUB LOCATED EVERY 10-15 BLOCKS = 1-1.5 MILES

DISTANCE TO OPEN SPACE LOCATED EVERY 5-8 BLOCKS = 0.5-0.8 MILES (2640'-4224')

4 ELEMENTS FOR COMMUNITY REVITALIZATION
Located in the residential neighborhood of Northeast Los Angeles, the InSite is bordered by a regional park with Oak Woodland habitat, a private school, and public housing. It offers business and educational opportunities for the disadvantaged neighborhood while protecting and promoting the significance of California Oak Woodland restoration. Each office pod is equipped with solar powered Wi-Fi system and is paperless. These office pods float around and under the California Coastal Oaks with minimal impact to the surface roots. The InSite also facilitates outdoor classrooms and seminars on California native plant habitat, Native American cultural experiences, Global economic issues, etc.
The InSite is located in the residential neighborhood of Harbor City, on a severely sloped, inaccessible site with scenic harbor views. It is developed into a multi-functional neighborhood recreational park accessed by the frame, which bridges over the freeway, connecting people to scenic views, community gardens and farmers market. The InSite also generates energy using PV panels installed on the overlook structure and windmills to capture offshore breeze.
Located in the mixed industrial and residential neighborhood of South Los Angeles, the InSite is developed into a community hub to address education, health, economy and social interaction. In a park-like setting, job training classrooms, bicycle store/services, a community garden store are located within the buildings. Within the yard, storm water mitigation gardens, a “Million Tree Give Away” nursery and community gardens demonstrate and educate people about sustainable lifestyle. In the central open yard, library-on-wheels and catering food trucks share the space and provide convenient services and amenities for people.
Located in South Los Angeles, this InSite takes advantage of its location along the Gage Avenue Nexus. The ramp that connects the street to the Nexus is located at this InSite. The ramp also serves as a shelter for mobile health units during the day and emergency response teams during the night. The central courtyard serves as a gathering space for the community. The bike station located here serves cyclists intending to transfer to the metro bus system.

Nexus, the dedicated bikeway, provides increased riding safety by eliminating any contact with vehicular traffic. The elevated bikeway is installed using existing utility poles, and by adding new poles as required. The elevated bikeways are accessed by ramps from surface streets.
Temperature modulating skin/photovoltaic layers
electricity used to charge hybrid/electric cycles
and power the Frame

Elevator core

24 hr Fresh food and beverage stand

Cycle rental and service station
cycle rentals may be returned in several areas along
Information, emergency, and delivery services
maps, local knowledge, emergency contacts, and
local delivery service for packages under 50 lbs.

Waiting platform
free wi-fi access

Cycle parking platform with direct connection to Fra
64 parking spaces provided
15 rental cycles available

Metro Light Rail
Either the first or last car allows passengers to transpo
personal cycles
10% of population uses bikes for 5 mi./day = 7,332,996,000 mi./yr.
reduces emissions by 366,649 tons,
saving 37,581,522 gallons of gas.
saves $ 5,353,087,080.95.
burns 1,560,211,914 calories.

10% of population uses bikes for 5 mi./day = 1,138,435 mi./yr.
reduces emissions by 60 tons,
city can save 6,150 gallons of gas,
saves $ 831,057.50.
burns 242,220 calories.

10% of population uses bikes for 5 mi./day = 908,480 mi./yr.
reduces emissions by 45 tons,
saving 4,612 gallons of gas,
saves $ 663,190.50.
burns 193,293 calories.