

PLANNING PORTFOLIO

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URP 3350: PLAN MAKING HISTORY AND FUTURE

GROUP PROJECT

The current built environment is a reflection of past development decisions, while the planning principles are statements of how the community has grown and decisions about land use that it has made. However, in many cases, the focus on the future leads to a failure to describe and analyze the past. The goal of this assignment was for us to examine the historical section of a community plan and rewrite/improve it, as well as design a pamphlet to educate your community about it.

Since this was a group project, each focused on a section such history, land use, transportation, and economic development. I was responsible for the history portion as well as putting together the final text, laying out the document and sourcing historical materials such as maps and images. My portion of the content is in blue.



Figure 1. *Bracamontes home on Center Street in El Modena, California, 1905, Source: Orange Public Library and History Center*

ORANGE, CA AN ADDENDUM TO ITS HISTORICAL CONTEXT

GROUP 04: UBALDO H., ALEXIS L., PUNKAJ R., ALEX S., JEREMY S.

The City of Orange, historically, has dealt with segregation and discrimination towards its Hispanic population. The benefits of city planning and development have gone towards the white population at the detriment of the minority population. Such practices during initial and growth years led to the displacement of the city's Hispanic communities during the suburbanization of Orange in the 1950s. It is paramount to understand the importance of urban development in Orange, and how systemic racism was incorporated in the planning processes of the city. In this pamphlet, you will discover key moments of Orange's 150 year history that have shaped the complexion and culture of this beautiful Californian city.

EARLY FORMATION (1870-1900)

Following the Treaty of Guadalupe Hidalgo and breakup of Spanish land concessions, much of the region became accessible to American settlers. The city of Orange is laid within the boundaries of Rancho Santiago de Santa Ana and with its disintegration in 1854, early settler communities began to form in the early 1860s. Beginning in the 1870s, the townsites of Richland and Earlham were the two major communities to settle within the current boundaries of the city.

Between 1867-68, attorneys Alfred Chapman and Andrew Glassell represented the Yorba and Peralta families in the partitioning of Rancho Santiago de Santa Ana. In lieu of fees, they both acquired a total of 4,000 acres of the ranch and established the townsite of Richland in 1871. Around the same, after having the land surveyed, it was divided into eight five-acre blocks with 20 lots within each block. (see figure 2). The remaining acreage was allocated toward agriculture and the production of grain crops, including wheat, rye, barley, and oats. Inspired by the urban design of his home state of Virginia, Glassell reserved eight lots in the middle of the town for a plaza. In 1886, an elliptical park would be built there at the intersection of Glassell and Chapman, creating the now historic Plaza district. By 1873, Richland had grown large enough to apply for a local post office. "It was refused, however, as there was (and is) already a Richland, California in Sacramento County. Undaunted, the Richlanders proposed a new name – Orange" (Brigandy, 2011).

Beginning in the 1860s, a community of midwestern Quakers settled the townsite of Modena three miles east of the Richland. In contrast to Richland, Modena began primarily as an agriculture community without a proper town or organized layout. Like Richland, as the city grew, they too applied for a local post office but were rejected

since "officials claimed it was too similar to the names of other communities in California, Modesto, and Madera" (Brigandy, 2011). Even though the residents still preferred to call the town Modena, the community settled on Earlham and opened their post office in March of 1887. By 1888, the city officially changed the branch's name by adding the prefix "El" to the town's original name. From the early 1870s through the 1880s, the region experienced a population boom with the construction of regional railways. In 1886, the construction of the Santa Fe Southern Railway and the Orange depot connected the city to the regional economy and national market. "The railroad allowed for fresh fruit to be shipped long distances and opened new markets for local growers" (Brigandy, 2011).

In 1887, a four-wheel horse-drawn streetcar connected the town of El Modena with Orange and the McPherson Ranch. These streetcar lines were extremely useful for residents of El Modena, "allowing them to affordably commute to nearby towns for five cents" (City of Orange, 2006, pg. 3). The construction of the railway and streetcar boosted El Modena's agricultural economy and population. With the expectation of a population boom, the town converted its farmland into land tracts, which then speculators acquired them and further subdivided them into lots. By 1889, the boom failed to materialize. "Farmers who had sub-divided their property repossessed their holdings and returned the land to agriculture" (City of Orange, 2006, pg. 4). While the return of land to agriculture made El Modena a dominant producer of citrus and stone fruits in the region, it played a major role in the city's development. In comparison to Orange, much of the city's residents lived in wooden structures spread out along the orchard edges (figures 1 and 3). The town lacked formal order, limiting the development of infrastructure and making the city and its residents dependent on agriculture and inaccessible to modernization and industry.



Figure 2. Sanborn - Perris Map 1984 (Orange, Orange County, CA) Source: U.S. Library of Congress



Figure 3. Orange, California, looking northwest from St. John's Lutheran Church, ca. 1914, Source: Orange Public Library and History Center

In 1889, with access to the railway, Orange's existing agriculture and manufacturing plants grew rapidly, and the demand for workers skyrocketed due to the ability to sell more products. The increase in agricultural production and regional tensions in Mexico led to an influx of immigrants from the Mexican states of Jalisco, Michoacán, and Zacatecas. They would eventually become a majority in the region's agricultural workforce. In El Modena, the reversion to agriculture and population influx changed the town's Quaker character into Mexican American barrio.

Events in the 1890s would further divide the communities and increase the disparity between the predominately white city of Orange and Hispanic, agriculture city of El Modena. In January of 1890, services ended for the horse-drawn streetcar due to a major flood that "destroyed its tracks across Santiago Creek, and the trestle was never rebuilt." (City of Orange, 2006, pg. 5). Leaving El Modena isolated from the county's economic centers and

railway networks. In 1896, the Pacific Electric Streetcar would connect the city of Orange to Santa Ana through "Main Street, La Veta Avenue, and Glassell Street" (The Pacific Electric Railway in Orange County.) These hydro-electric streetcars dominated the Southern California public transit system for nearly five decades (Miles, 2013) and were key in the economic development of Orange.

UNREST AND PROGRESS (1900-1940)

The economic, social and development disparities present at the turn of the century would play a major role in Orange's urbanization during the post-war era and the development of the region's culture. These differences led to the segmentation of the city's communities, culminating with civil unrest and change in the 1930s and 1940s.

Social segregation during the 1930s had a tremendous impact on the Latino community in the

WHEN VIOLENCE FLARED IN COUNTY CITRUS STRIKE

Apparently operating on schedule agitators and strikers, who have been making threats in Orange county's citrus strike, staged a series of demonstrations, simultaneously, yesterday in various Orange county citrus areas. Top picture is a portion of the 159 strikers and agitators rounded up by California Highway patrolmen and deputy sheriffs. The men were photographed on the county parking lot at Sixth and Birch where they were assembled for the march to jail. Center is a photograph of a portion of the picking crew attacked and stoned, Saturday, at Ocean and Idaho streets in La Habra. A gang of strikers hid in bushes by the side of the road and attacked the truck as it passed taking the men to their work. Bottom photo is that of strikers' and agitators' automobiles halted on Placentia boulevard by highway patrolmen and deputy sheriffs. Occupants of the car were headed for a mass meeting scheduled to be held in Orange late yesterday.—Photos by George Paterkin, of California Highway Patrol.

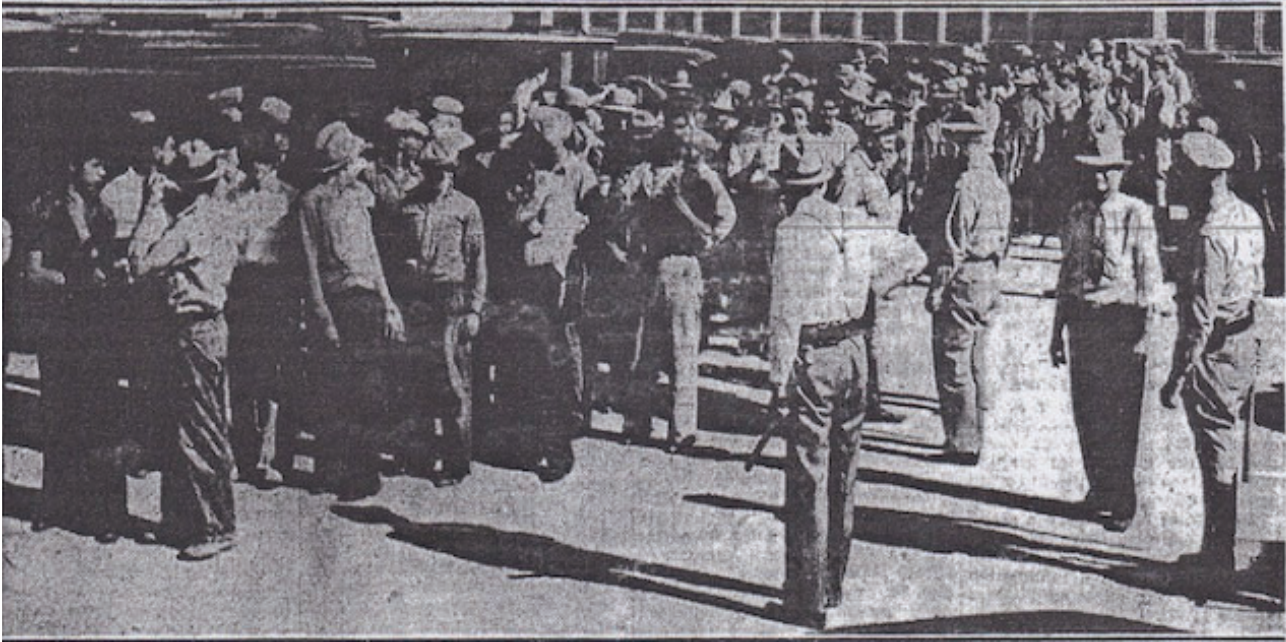


Figure 4. Local Newspaper Clippings, Source: Jesse La Tour Blog

Orange County region. In Orange, for the residents of Cypress Street Barrio "isolation and segregation from white residents of Orange were unfortunate facets of life, extending to many popular recreational activities: swimming, baseball and softball, and movies" (Gobel, 1991). Mexican American children could only use the local public pool on Mondays "because it was drained on Monday night and were also restricted from playing ball in public parks" (City of Orange, 2006). Gilberto Gonzalez's 1985 article, "Segregation of Mexican Children in a Southern California City: The Legacy of Expansionism and the American Southwest" stated that Hispanic children were defined as a homogeneous group, whereas Anglo children were considered a heterogeneous group. This was based on the argument that Mexican people were culturally or biologically predisposed to low levels of mental achievement and excelled at physical labor and artistic endeavors. For girls and women, "it was assumed that they were to excel mainly as housewives and mothers and as such could enter into employment relative to their domestic labor" (Gonzalez, 1985).

In the mid-1930s, picking crews Orange County unionized as under the Confederation of Mexican Peasants and Workers. They demanded higher wages from the growers, better working conditions and labor practices. After growers refused to meet with the union pickers, on June 11, 1936, the "largest strike in the history of the citrus industry" began, as "nearly 3,000 pickers across Orange County walked out during the height of Valencia season" (Reccow, 1971). Labor shortages during the peak of the season, caused the growers to lose money and increased tension. When the growers refuse to meet with the pickers for reasonable agreement, violence broke out and many leaders from the strike were arrested (see figure 4). On July 27, 1936, the strike finally ended, when the Mexican Counsel in Los Angeles helped negotiate a settlement that granted slightly higher wages and an end to withholding payments.

These successes were short-lived because, in the wake of the strike, growers changed their employment habits and started hiring new picking



Figure 5. *Lincoln Elementary, 1950.* Source: First American Title Insurance Company Archives

crews from outside the region. These labor practices heavily impacted the predominantly Hispanic communities of El Modena. With agriculture being the main source of work for the Hispanic residents of the city, many agricultural workers had relocate to other communities or switch to migratory lifestyle. Moving from city to city with each farming season. The residents of the Cypress Street barrio were able to transition to packing and loading due to overall reduction agricultural production. Orange's packing houses were able to import products from surrounding communities and package them for national and international exportation.

School segregation became a wider challenge in the 1940s for the Hispanic population. School districts separated Anglo and Hispanic kids and provided different curriculums. Predominately Hispanic classrooms focused on "manual and vocational training, such as needlework and home economics; it included a modified annual class schedule for children who worked in the fields through late September" (City of Orange, 2006).

In 1945 the Mendez family filed a lawsuit against the Westminster School District for denying their children acces to Anglo schools due to the color of their skin. They formed a group with other families whose children were similarly denied access. This group hired civil rights attorney Davis Marcus to sue four Orange County school districts, including El Modena, under the *Mendez v. Westminster* case. Within El Modena, Lincoln Elementary and Roosevelt Elementary practiced segregation and curriculum disparity (figures 5 and 6). Even though both schools



Figure 6. *Roosevelt Elementary, 1950.* Source: First American Title Insurance Company Archives

were right next to each other, Hispanic kids would attend Roosevelt Elementary where teachers would "Americanize the child in a controlled language and cultural environment as well as to train for occupations considered open to Mexicans" (Walker, 1928). The disparity between both schools was visibly striking, with Roosevelt's façade deteriorating and its classroom bare.

In the trial, Marcus argued that "Mexican children were not treated equally by attending second-rate schools and weren't given adequate language assessment before inclusion in the Mexican schools" (Gonzales, 2017, pg. 44). Marcus supported his claim through the Equal Protection Clause of the 14th amendment. On March 18th, 1946, Judge P. McCormick ruled in favor of the Mendez family, stating that "segregation prevalent in the defendant school districts foster antagonism in the children and suggest inferiority among them where none exists, and equal protection clause had been violated" (Gonzales, 2017, pg. 49). [The case led to the desegregation of California school districts and other school districts under the *Brown v. Board of Education* case.](#) It would also further the divide between the white and non-white populations, with Orange becoming whiter and El Modena and Santa Ana becoming predominantly Hispanic. Changes in labor practices, the decline of agricultural production and post-war urbanization of Orange would further displace its vibrant minority communities in the name of development.



Figure 7. Fairhaven tract development in El Modena, 1961 Source: UCLA Air Photo Collection

POST WAR DEVELOPMENT (1945-1975)

Following World War II, the city of Orange has changed from a strong agricultural community to a more industrialized suburb. Many of those changes occurred within the Mexican neighborhoods of El Modena and the Cypress Street Barrio, with the redevelopment of large citrus fields into a more suburban lifestyle. This made it hard for the Hispanic population to find jobs with decent incomes, leading to the deterioration of their communities over time. (City of Orange, 2015).

Many of the city's land use and zoning laws can be attributed to the post-war housing boom and the city's push for industry and jobs. Much of this development in Orange is filled with examples of prejudice towards Hispanic communities and the desire to keep the two communities distant. In 1946, many of the predominantly Mexican neighborhoods were rezoned into industrial and commercial use areas. With the rezoning to light industrial, the residents of the Cypress Street Barrio could not get the necessary permits to remodel or upgrade their houses. Over time, properties in Hispanic neighborhoods, "were deemed to be deteriorating and in a state of disrepair by city officials" (City of Orange, 2015), clearing the area for redevelopment. Like Jacob's analysis of rational planning in the 1940s and 1950s, vibrant minority communities in Orange were torn down to accommodate manufacturing and economic growth. With the understanding that in order to improve health and

character of the city, neighborhoods like Cypress Street barrio and El Modena need to be wiped clean.

In the early 1970s, many of the city's high-density, affordable housing projects were designated to the western portion of Orange in order to preserve the low-density zoning of East Orange. "Residents of West Orange tended to have smaller incomes ... and be more diverse ... when compared to East Orange" (Fetherling, 1974).

The existing boundaries of Orange limited its growth, requiring the city to annex communities east of Orange for housing development (figure 7). El Modena was annexed into Orange in the 1960s following this trend of eastward expansion. The decrease in the agricultural economy, paired with the decimation of the predominantly Hispanic population made El Modena prime for annexation. In contrast to El Modena, the small community of Villa Park believed that Orange's pace of development would infringe on their small-town rural culture. In retaliation to Orange's eastward expansion and to preserve itself, the rural community "filed for incorporation in 1962 and were granted it the same year" (City of Villa Park, 2010).

Since then, Orange's planning practices have become more participatory and transparent of its divisive history. The city's history has been one of expansion and growth, but also one of prejudice and bias. With the economic, social, and planning policies of the 1900s-1960s benefiting the white residents of Orange. Much of what the city is, has been built on the backs of and at the expense of its migrant communities.

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URP 3350: PLAN MAKING HISTORY AND FUTURE

GROUP PROJECT

Public space is one of the most important elements of the city in that it is the space we are meant to share equally. Yet, many misunderstand its purpose and often underappreciate the public space that exists. Moreover, not everyone has equal access or even reasonable expectations of personal safety in public space. This assignment is an opportunity to think more deeply about public space, and make recommendations about how to make it even better, a genuine physical representation of democracy.

Since this was a group project, each focused on a section such history, policies, interventions, and programming. I was responsible for the intervention portion as well as putting together the final text, laying out the document, photographing the site and creating the graphics. My portion of the content is in blue.



Figure 1. Garfield Park signage on unshaded southern edge of the park.

GARFIELD PARK (POMONA, CA)
ACTIVATING PUBLIC SPACES

GROUP 04: UBALDO H., ALEXIS L., PUNKAJ R., ALEX S., JEREMY S.

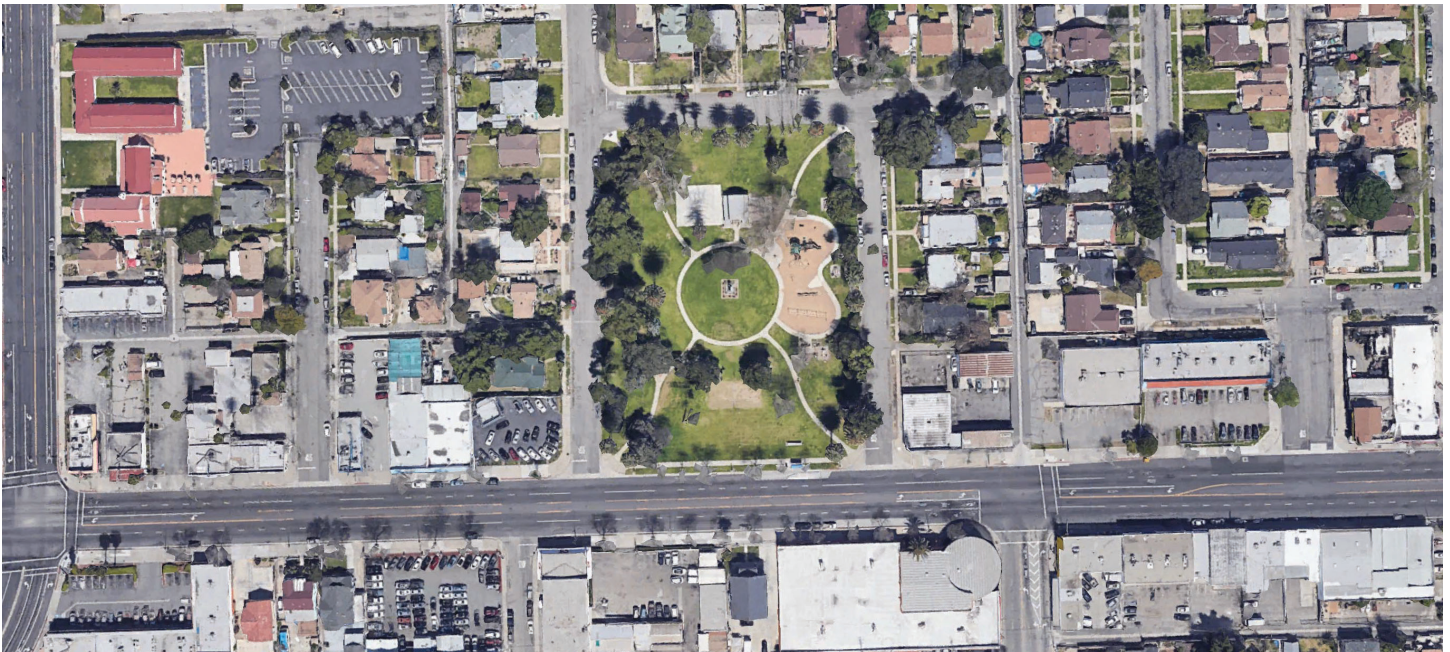


Figure 2. Satellite Imagery of Garfield Park and Adjacent Area, Source: Google Earth

After looking at other parks and public spaces near Pomona, we chose Garfield Park due to its overall appearance and lack of use by the locals. Its prime location, existing inventories, and current state made it an ideal space for intervention and implementation of some new elements, such as safety, shading, and programming, that will bring people together and increase the use of the space. Through this process, we hope to come up with solutions that would improve the park's usefulness and benefit the local residents.

BACKGROUND

The Pomona Valley and areas that now constitute the City of Pomona, have undergone a series of transformations, beginning with the inhabitants of the Gabrielino and Serrano Natives ... who often lived near sources of water" (Suwanaloet 2018) through the 1700s and 1800s when the area was known as an "urban garden" and up till now, when the city is reimagining its resident's relationship with public space and how to increase it. Garfield Park is one of Pomona's oldest parks, having been built in the early 1900s along Old Route 99 on the fringes of its downtown core. The only reminders of the area's earlier history is a World War I memorial dedicated in 1922 to local soldiers who perished in the great war. The memorial's "Goddess of Fruit" sculpture and the park's diversity and density of specimen landscaping remind us of the city's importance as the "representative and economic center of the Pomona Valley" between the mid-1800s through the mid-1900s.

CONTEXT

In order to propose a suitable intervention for the park, we must contextualize it by looking at the local demographics, planning policies that affect it and how space is being utilized.

DEMOGRAPHIC

In order to understand the demographics of the park, we are comparing the demographic structure of the city with the census tract the park resides in. Of its total population of 152,939, 68% of Pomona's population is ethnically Hispanic or Latino, with the non-Hispanic white population making up 11.74% of the total (U.S. B03002). Compared to the city, the census block's Hispanic or Latino population makes up 84.23% of its total population of 6,584, with the non-Hispanic white population making up 5.6% (U.S. B03002). Historically speaking, between 1980 and 2017, the area's non-Spanish/Hispanic white population has decreased from a majority 66.13% to a marginal 5.6%. In addition to it becoming a minority-majority tract, 30% of the population are immigrants and 23% percent of residents unable to speak English well (U.S. B16001).

Beyond race and ethnicity, the park and the census tract are relatively young with 56% of the population being under the age of 34 and 9% above the age of 65. While a majority of the population is in their prime working-age, the median income is \$34,281, less than the city's median income of \$53,281 (U.S. S2503). With most of the residents earning between \$0-24,000 annually, we assume the households around Garfield Park are low-income.

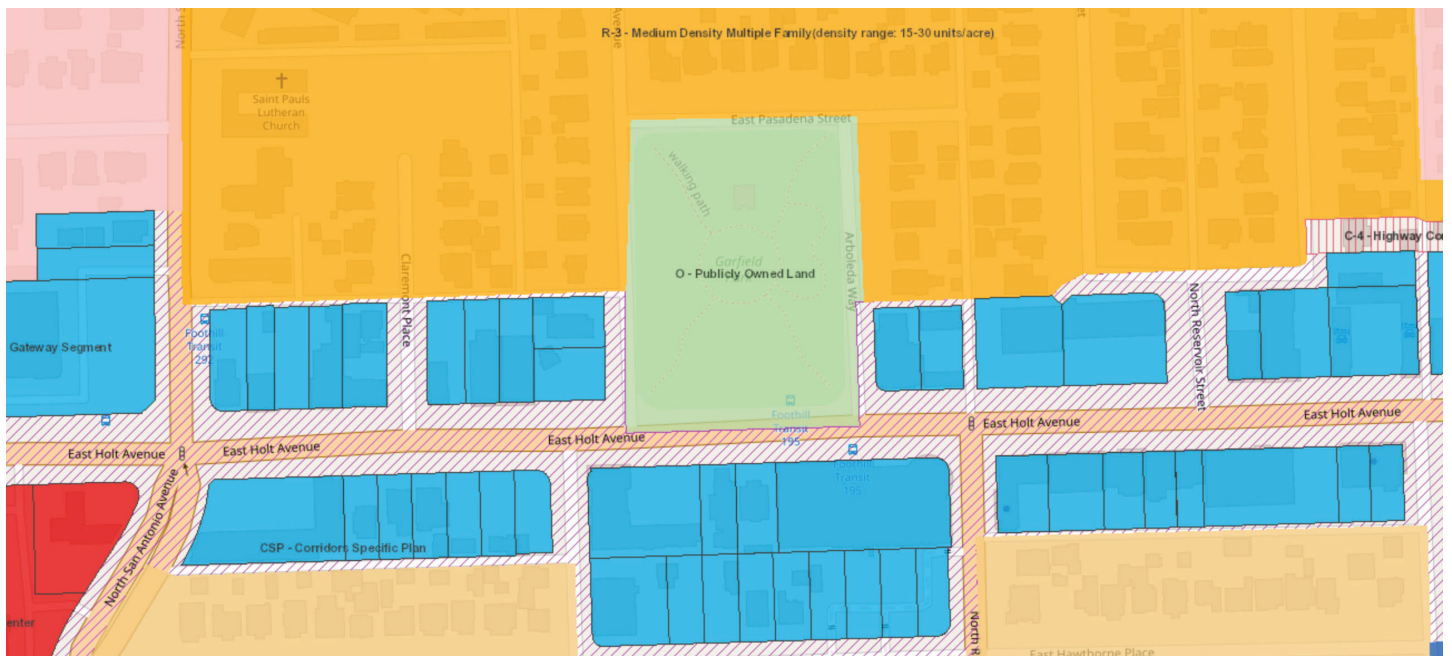


Figure 3. Screenshot of Pomona's General Plan & Zoning Map, 2014, Source: City of Pomona

Looking at the demographics of the census tract helps us understand potential users of the space and the types of spaces they may prefer. Around Garfield Park, we assume that the predominantly young and working Hispanic households are looking for open spaces where both families and young adults could congregate without having to spend any of their limited income. Through design interventions, we could address the physical needs of families but would need to include programming that provides for the social needs of the overall community.

POLICY

Looking at the city's 2014 General Plan, changes to land use, open space and circulation elements affect the park's overall role within the local environment. Within its open space element, the city expands upon guidelines for maintaining available park space for current residents and measures how the city will provide more park acreage for the future residents of the city. According to the city, there needs to be an increase in the availability and quality of park space in order to better serve the recreation needs of the community (Pomona General Plan, 2014, p.106). Under their Open Space Network component, the city estimates that 110 new acres of parkland will be needed to meet the demands of their growing population. In order to meet the measurement set by the city's planning commission, a goal of providing 3 acres of park and/or open space per 1,000 residents is required to statistically satisfy future residents. The city proposes new streetscapes along Garey Ave. and numerous greenbelts that would connect major parks through-

out Pomona. While the plan does address park and open space connectivity, it does not outline plans to increase park accessibility to existing residents and how the city will choose future locations based on the projected growth in the city.

In terms of land use, currently, the park is surrounded by low-density single housing on three sides, with commercial zoning adjacent to its southern edge. According to the current zoning map, the low-density residential development has been rezoned to multi-family, medium density residential households and the commercial zone rezoned to a Corridor Specific Plan (figure 3). The City Gateway Segment Plan along E. Holt Ave "will focus on a synergistic and compatible mix of workplace, commercial, and medium-density residential uses that orient front doors and public facades onto the corridor. These segments will establish an improved transition from the corridor to the existing neighborhoods behind and balance drivable and walkable access" (City of Pomona, 2014, p.8).

Lastly, in terms of accessibility and transportation, there is a bus stop on the park's southern edge and across Holt Avenue. The Foothill Transit Silver Streak Line 195, also known as the Pomona Transcenter - Phillips Ranch - Cal Poly Line, connects to the park to Pomona Transit Center located on Garey Ave. From there, patrons may transfer to other bus lines, Metrolink, or Amtrak train lines. Through the City Gateway Segment Plan, Pomona provides guidelines to improve pedestrian access by widening the sidewalk and developing a streetscape. Additionally, it hopes to promote alternative transportation such as biking along Holt Avenue.



Figure 4. Homeless individual relaxing under the shade along the western edge of the park.

In its current form, Garfield Park provides 0.27 acres per 1,000 residents that live around it. Through greenbelts and corridor redevelopment the city is addressing sprawl, accessibility, and local economy, but the proposed density increase under the City Gateway Segment plan would further dilute the park's acreage per resident ratio and make it less useful. By looking at both current and future contexts, we'll be able to propose interventions that suitable for current and projected needs.

PARK USE

The park's design dictates how various spaces are used and underutilized. Four diagonal pedestrian walkways and a central pedestrian ring divide the park into 5 zones. The playground dominated the eastern portion of the park, with park benches and grills on the periphery of the playground. The western and northwestern edges are heavily landscaped with thick foliage, providing shade throughout the day for the transient population. The northern and southern segments are relatively open, with little to no shade throughout the day.



Figure 5. Local church handing out food and drinks to the local homeless population. Home population not pictured due to sensitivity issues.

A majority of the park users are either homeless individuals or families with young kids. During the day, both communities exist on opposite ends. The homeless community occupies the western edge (figure 4), setting up camp under the shade of the old-growth trees. On the opposite end, mothers occupy the shaded picnic tables on the periphery of the playground. Based on our observations, the park is busiest during weekday afternoons with families surrounding the playground and playing in the shaded grass areas. This is likely due to the park's proximity to single-family residential housing and the elementary school located a block north of the park. In addition to families, people would bike through the park to get to and from Holt Avenue since there are no pedestrian pathways along the edges. If homeless individuals shifted to the eastern segment during the day, families tend to avoid the park completely. During our weekend visit, we observed a group of children playing on their small front lawn. Just across the neighborhood street was the playground. Since the homeless community was occupying the adjacent benches, the family felt uncomfortable with letting their children use the playground. At night, the transient community



Figure 6. One of four lamp posts in the interior of the park. All four are either broken or non functional.

spreads out, looking for dry and safe spaces to sleep. Often competing for the limited benches and picnic tables. While they aren't overtly threatening, the lack of lighting and the number of people sleeping throughout diminishes any sense of safety within and around the park.

INTERVENTIONS

Garfield Park has several concerns that need to be addressed through this intervention. The park itself resembles the parks of Mike Davis's *The City of Quartz*, spaces that are "seen as a scary, unsafe place for the local residents" (Davis, 1992, 224). Often leading to measures that target and criminalize the poor but also make these public spaces more unwelcoming to the rest. As discussed in Jonathan Bell's presentation, hostile architecture and the securitization of public spaces often become problems themselves, with the best method for improving public spaces being to make the place attractive to everyone else, including the transient community. That is why many of our interventions seek to improve the park's usefulness, rather than target the homeless.



Figure 7. Western façade of the restroom facility that is adjacent to the basketball court. Rendering of façade with a cultural mural.

SAFETY

In order to address park accessibility and usage, we need to remedy existing safety concerns. According to the National Recreation and Park Association, parks "can quickly become a liability when parks become unsafe and as a result, lose their value and benefit to the community." This also goes back to Jacob's "eyes upon the street, eyes belonging to those we might call the natural proprietors of the street" (Jacobs p.35). By clearing sightlines and increasing lighting we can enhance the perception of safety since people can see what is ahead and people outside the park can see what's happening inside. The two things limiting visibility are the lack of lighting in the interior of the park and dense landscaping that limit sightlines into the park. Repairing the four lamp posts (figure 6) and adding more lamp posts along the path (figure 8) enhances the perception of safety and increases the park's nighttime usefulness. In terms of landscaping, we would trim the plants where possible and removing them where needed, to increase visibility into the park (figure 9).

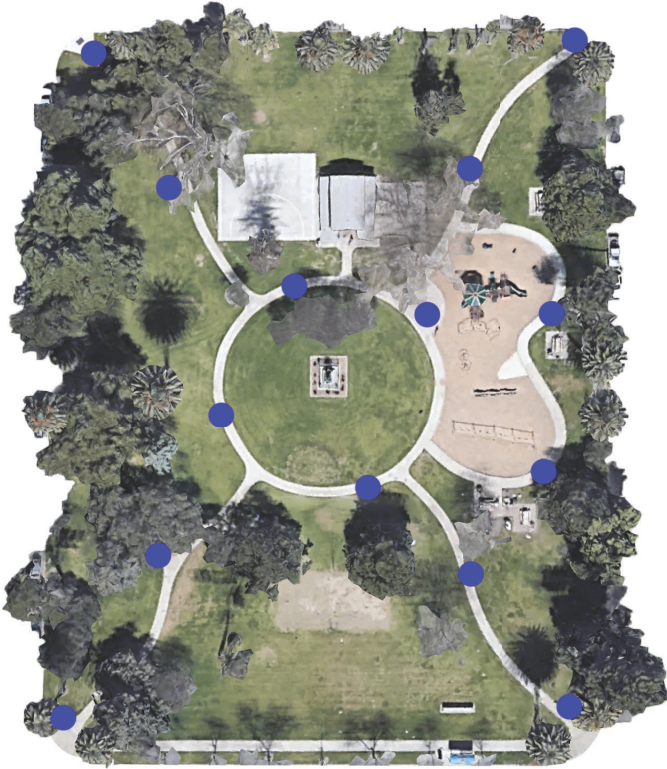


Figure 8. Proposed location for new and repaired interior lighting.



Figure 9. Trees and shrubs that need to be trimmed or removed to improve sightlines into the park.



Figure 10. Permanent shading structures over the playground and basketball court in blue and area for dense landscaping in yellow.



Figure 11. Proposed location for community garden.

RESTROOM FACILITIES

While the park does have onsite restrooms, they are only open on the weekends and are deteriorating. Cleaning up the facilities and increasing accessibility would make the park more appealing for families with children and reduced incidents of open defecation. Additionally, the external facade provides an opportunity to showcase local art (figure 7). As discussed in *The Grassroots and New Urbanism* reading, it's important that local art and cultural objects be representative of the local community. The park and the memorial represent a community and a culture that no longer exist within the city, using the façade as a canvas for public art that is representative of the local community and culture increases community ownership of this local public space. It also imprints the space with the history of its current residents, hoping to add the diversity and history of the park.

SHADING

While the park has ample, natural shading along its edges, the interior of the park and playground are exposed to direct sunlight and limit its usefulness during the day and in the summer. As mentioned in our observations, individuals occupied spaces around the edges of the parks where there was constant shading. Often kids would avoid the unshaded playground equipment, instead choosing to play on the shaded grassy area. As the park's most used space, we would add permanent shading structures such as shade canopies (figure 10) so that children and parents could use the playground throughout the year. Additionally, we would extend the roof over the basketball court (figure 7,10) so that it could also serve as a formal community space for local events and parties. Lastly, we would densify the landscape on the southern section (figure 1,10) with California native and drought-toler-

ant shrubs and trees. The landscaping would naturally cool the area and screen out the traffic noise and emissions, especially since the census tract scores high in environmental justice indicators such as particulate matter and asthma.

COMMUNITY GARDENING

For our final physical intervention, we propose a community garden on the western side of the park (figure 11). It would consist of 10 to 15 raised beds for a range of seasonal and indigenous vegetables, with the option to include fruit-bearing trees. We hope to mimic the Huerta Del Valle (figure 12) community garden in neighboring Ontario, CA, which addresses "healthy food access, sustainable production and distribution, nutrition education, and economic development in the local and regional environment" (Huerta Del Valle). The program is supported by regional partners and the City of Ontario through its Healthy Ontario initiative. While Pomona doesn't have an existing health framework, the city is in the process of drafting a health element. Through our intervention, we would propose policies that include community gardening within city parks to address health equity in Pomona. The garden will require a local partner to maintain the quality and appearance of the space and a local/regional organization to facilitate funding and support.

In terms of programming, some of the raised beds would be allotted to community residents using a lottery system, with the remaining allocated to pantry gardening and children's learning garden. Volunteer opportunities for residents or students through a school program will be encouraged. The overall vision for this community garden is to welcome people with a range of interests and experience levels that serve as vibrant community spaces for learning and play.



Figure 12. Huetra Del Valle, Source: Healthy Ontario



Figure 13. Candler Park Movie Night, Source: Atlanta INTown Paper

PROGRAMMING

Through social programming, we hope to bring the community together and promote active ownership and use of the environment. As mentioned earlier, as a result of safety concerns, the spaces are left underutilized by the surrounding community. Research has shown that community involvement in neighborhood parks is associated with lower levels of crime and vandalism (Philadelphia Parks Alliances). Planned community events such as movie screenings for the surrounding neighborhoods and residents increase the park's usage, specifically night-time activity. The City of Pomona in partnership with Day One already hosts summer screenings at Philadelphia Park. Using that existing framework, the city and a local organization could organize and implement a monthly program that extends the park hours and usage into the evening. In terms of funding, it would require an initial investment for the equipment from either the local government, sponsorship or through the food sales. The width of E. Pasadena street would allow food trucks and local businesses to set up facilities for onsite sales during movie nights.

Lastly, we would propose community engagement events, such as barbeques, two to four times a year. The program would be funded by the city's local fire and/or police stations, with the city providing the main dish with a community potluck filling in the gaps. The objective of the program is to bridge the gap between the local police and fire stations and the predominantly Hispanic community. Hopefully, through engagement, neighborhood watch groups could form and work with the local police department to address local concerns and proactively monitor the park. Going back to Jane Jacob's reading, the residents of a community serves as a better policer for that community than relying on the police/external forces to resolve local problems. Since starting this program, the city of Minneapolis has seen a reduction in crime rates in neighborhood parks and increased trust among residents and police officers. With this programming, not only will the police be more engaged in local communities, but the community itself will also become more invested and proactive in its public spaces.

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URP 2020: URBAN DESIGN THEORY FOR PLANNING

GROUP PROJECT

The urban design theory course consists of a series of exercises, culminating in a two-semester proposal. With input from Social Impact Artists, a local non-profit that operates in Ontario, we conducted field research to determine what the community needed to improve the functionality of the new town square. The lack of restaurants and businesses made the downtown region unappealing to the people who lived and worked in the area. Additionally, the site's proximity to residential zones and lack of fresh food options created a sort of food desert. Based on this input and existing case studies

like the 4th Street Market in Santa Ana, CA, we proposed a kitchen incubator, local market and business incubator in a historical, vacant structure owned by the city. Through the proposal we hope to address the needs of the community by providing spaces and businesses that cater to area and increase the cities tax base.

The following are visual content I created for the final presentation of our proposal. It was paired with research and written content we generated as a group.



Figure 1. Site plan of proposed redevelopment.

DOWNTOWN ONTARIO, CA
FOOD AND BUSINESS HUB

ANGELICA C., JOHN O., BRENDA P., PUNKAJ R., BRIAN R.

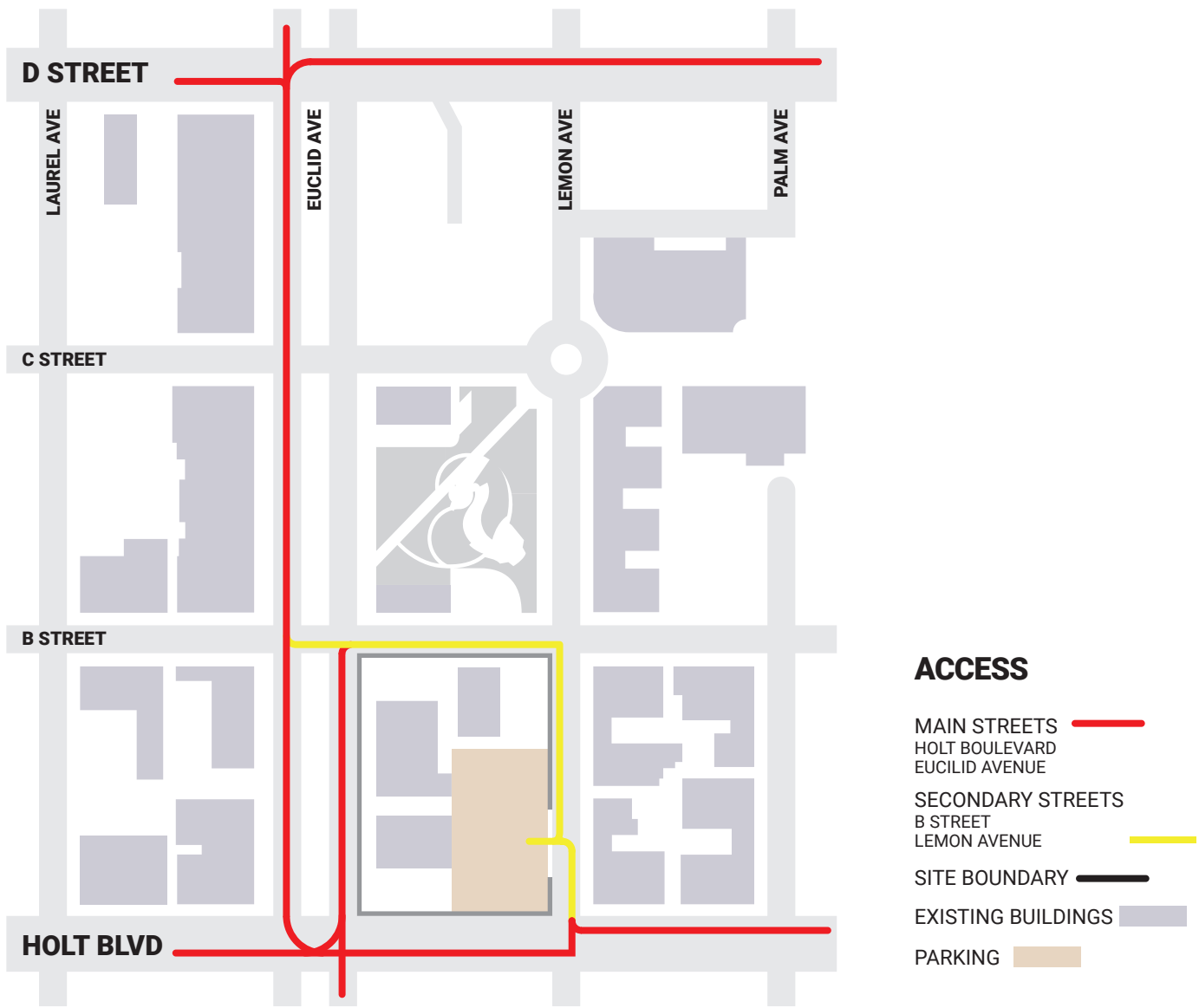


Figure 2. Diagram of the site and access routes to the site.

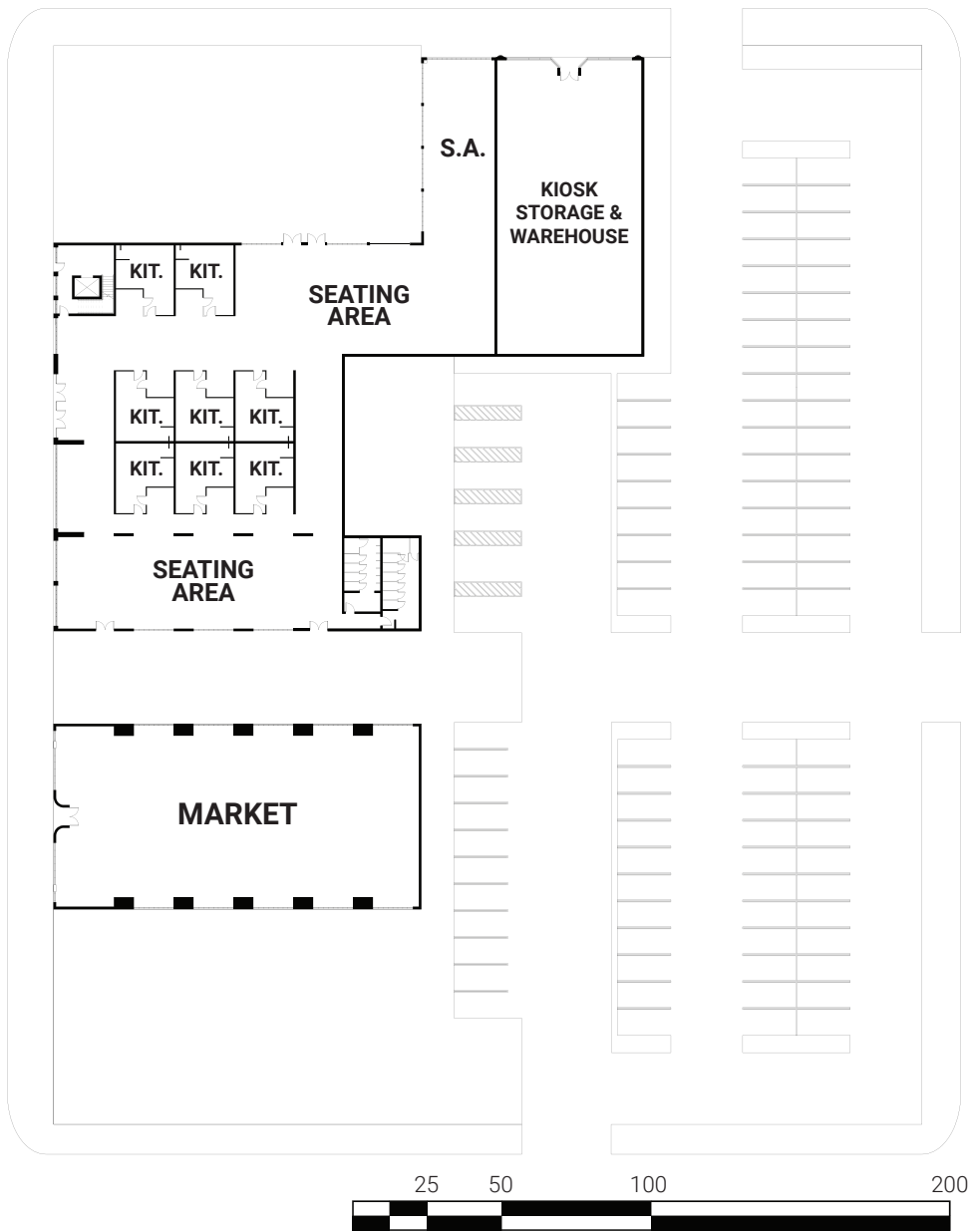


Figure 3. Ground Floor

Since the city owns many of the structures along Euclid Avenue, we propose rehabilitating them to meet the demands of the proposed uses. Additionally, since the buildings were built before the age of cars, street orientation, and parking in the back suites the overall guiding principles of the redevelopment.

There are two facilities on the block. The northern building is a multi-story structure that will host the kitchen incubator and open space on the ground

floor and a shared workspace on the second and third floors. The southern building is two stories but will be converted into an open market that primarily provides fresh groceries and household products. The open space between the two buildings and their sides would provide outdoor seating and a venue for local events (figure 1). We would be relying on California native and drought-tolerant plants for landscaping the northwest and southwest spaces. Creating a dense landscape to provide shading throughout the day and hot summer months.

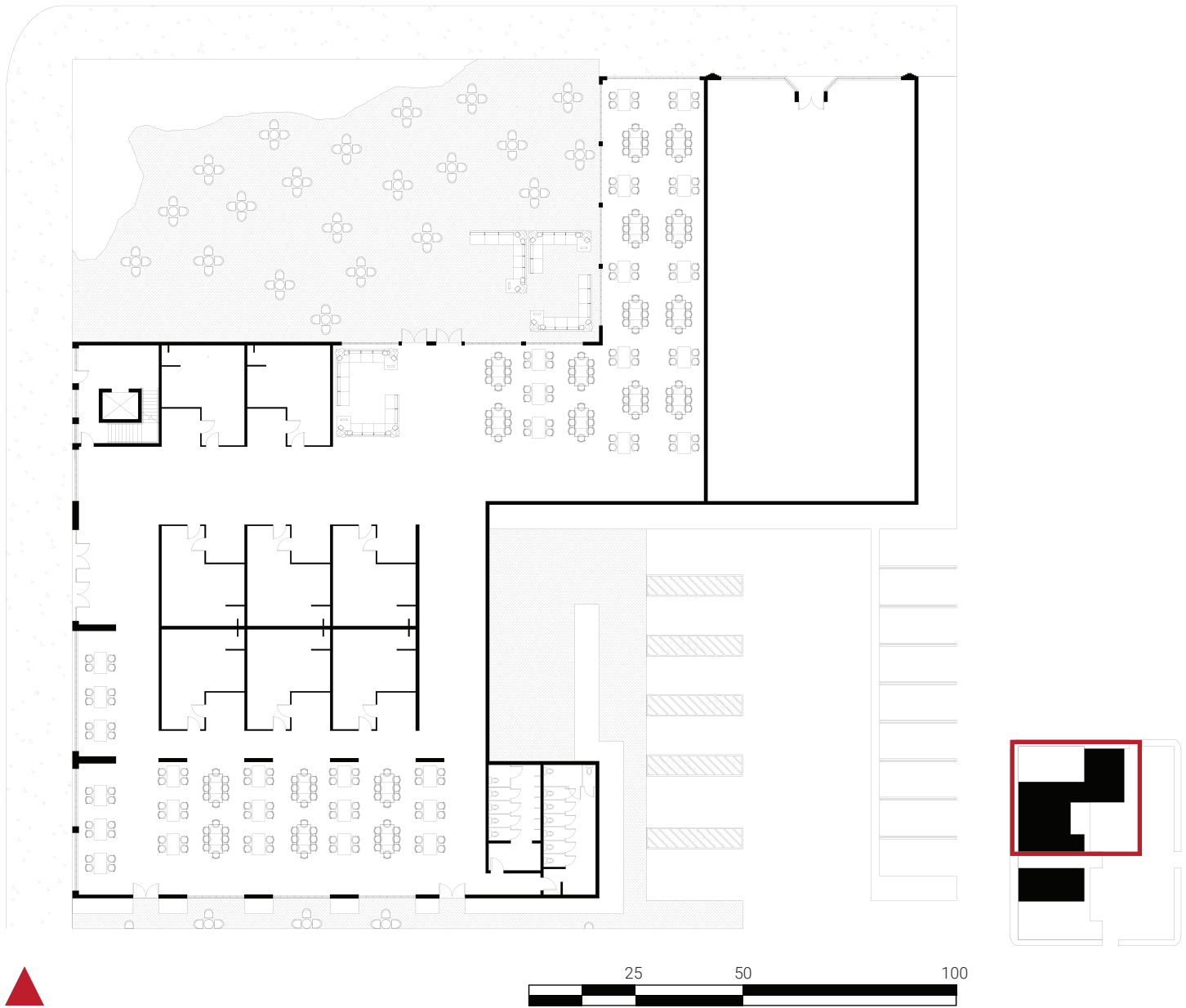


Figure 4. First floor plan of incubator kitchen and open public space.

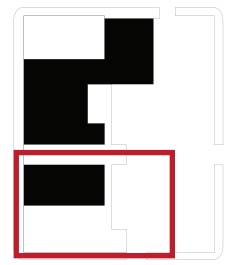
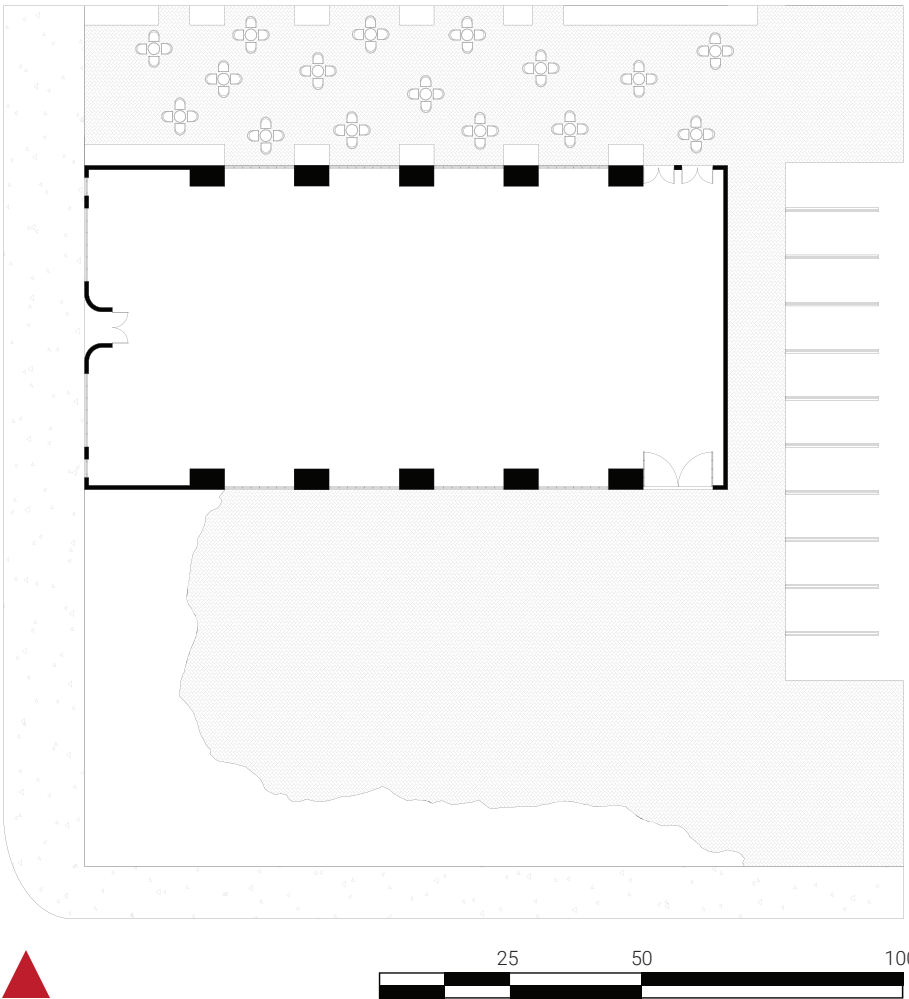


Figure 5. First floor of unprogrammed market.

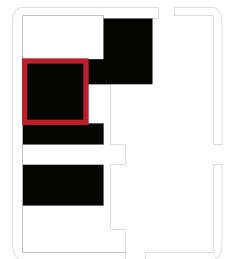
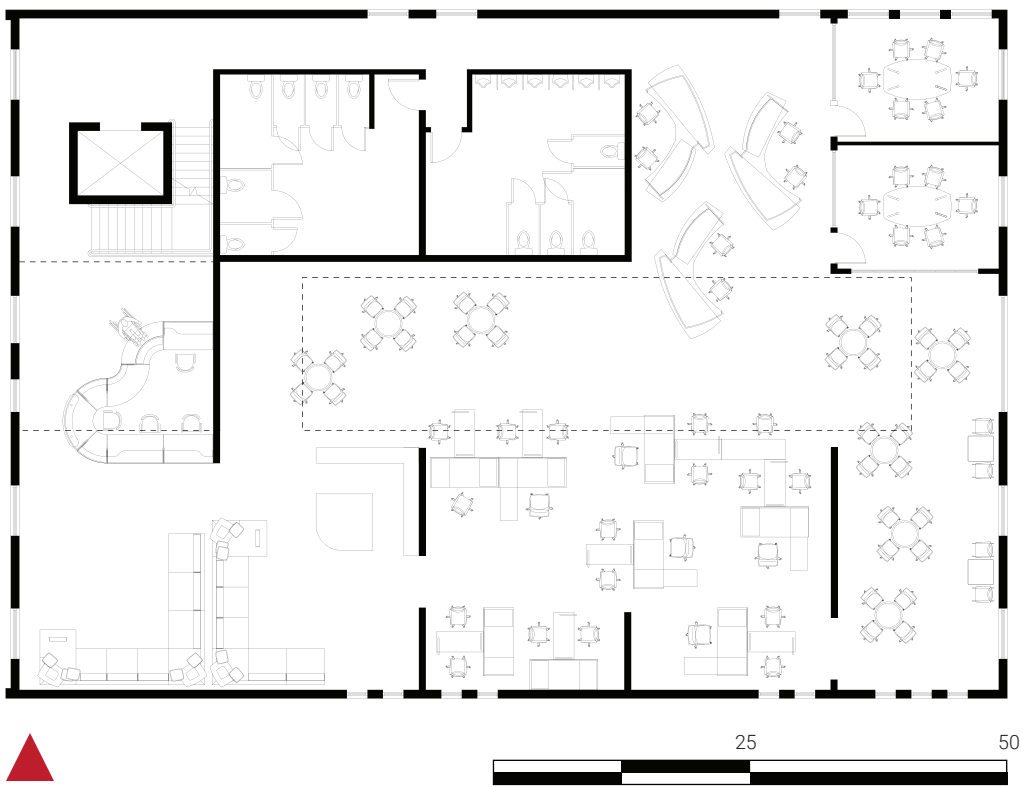


Figure 6. Second floor. Business incubator and shared workspace.

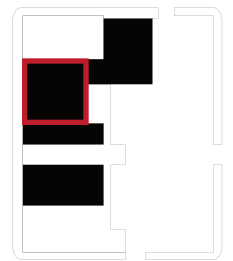
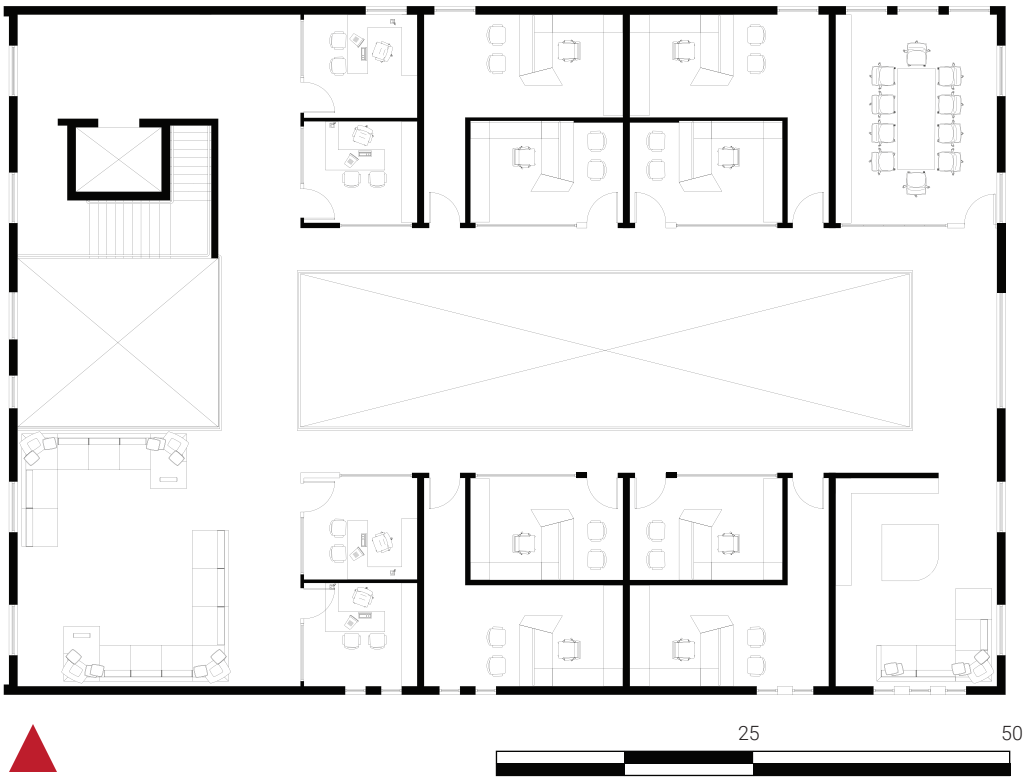


Figure 7. Third floor. Business incubator and shared workspace.



Figure 8. West Elevation (Euclid Avenue) Scale: 1" - 30'



Figure 9. North Elevation (B Street) Scale: 1" - 30'





Figure 10. Rendering of alley between the incubator and market.



Figure 11. Rendering of outdoor cafe on the northwest corner of the block.