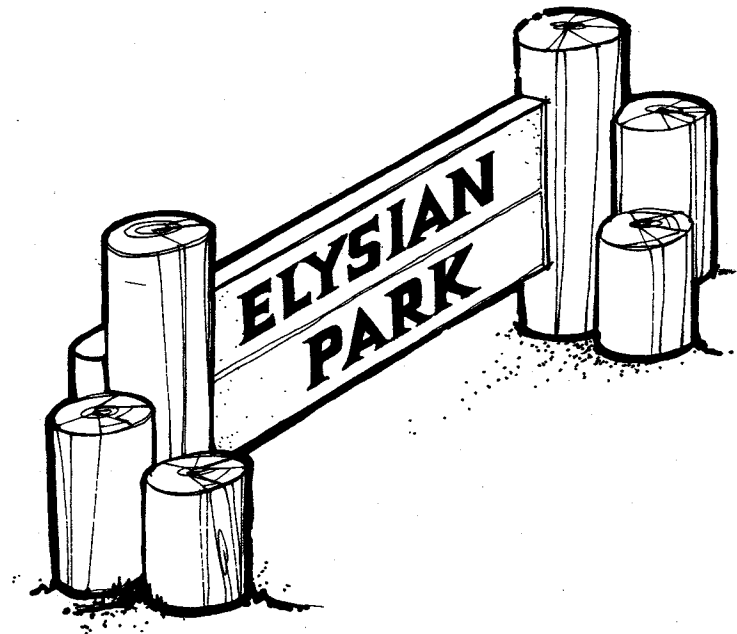


ENTRANCES TO THE PARK

There are now six major entrances to the park and none of these reflect the size or importance of Elysian Park. At least three of these should be developed as first rate park entrances with appropriate beautification and signing, lighting, and so on.

The main entrance now is from the north on Stadium Way where cars enter the park at high speed. Signing and planting at this point will announce the park to all who enter. The sign should be large and of a design relating to the proposed park furniture. Night lighting is important and will be a part of the basic design. The south entrance off Broadway deserves more importance and should be widened, beautified and identified with appropriate graphics. The same is true for the entrance to Solano Canyon, Scott Avenue and Stadium Way from the south. Morton Street entrance is an eyesore and the walls have long since given way to applications of graffiti. A clinging vine on the walls would eliminate the painting and a row of large trees at the base of the wall restore a sense of scale. A small entrance sign and night lighting is also needed here.



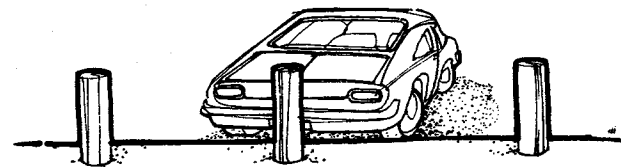
PARKING, ROADS AND TRAILS

A survey of park facilities revealed that people, generally, park wherever they want to unless stopped by earth berms, poles or concrete posts. This has caused a great deal of park erosion and frequently cuts off some of the nicer views in the park. As shown on the circulation map, the plan proposes throughout the park, that automobiles be restricted to designated areas and that they be gathered into small pods where possible to prevent general strip parking along the roads. Also by means of curbs, logs or other devices, cars will be prevented from driving out on planted areas and, where practical, parking will be removed from the center of a nice meadow or valley and placed among trees and shrubs on the outskirts of these areas to permit better use of the open spaces.

The point of no return occurs when the square footage of parking equals or exceeds the recreation space of the park. In developing and renovating the park a major concern of the master plan is to avoid types of attractions or concessions which will draw such large numbers of people that a situation will be created where the park exceeds its capacity to take care of the attendant parking needs. The master plan does not support a program of intensive use which would significantly change the general

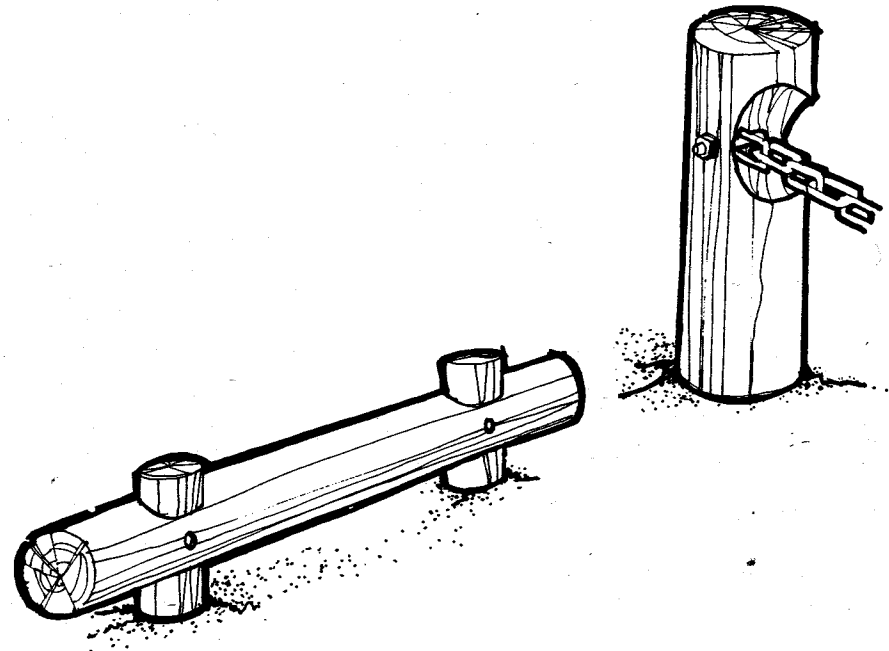
shape and character of the park. It instead intends to enhance, renovate and add to the existing features which make the quality of Elysian Park. Therefore, one of the most important considerations is the method of automobile control. Simply stated, no cars would be better than any cars, - but since this is impossible and impractical, what are the alternatives? Our recommendations are as follows:

- a. Parking, wherever it occurs, will be attractive and pleasing in its design.
- b. Parking will be spread out over the entire park in pods, on the perimeter areas where possible, along road areas where views are not involved, and concentrated only where higher use areas require it.



- c. Parking will be connected to a tram system in the park which will provide the single most interesting attraction of a concession type in the park.
- d. This tram system will be integrated into a connecting system with the proposed Downtown Los Angeles "people mover" system.
- e. Every effort will be used to promote the use of "idle" Dodger Stadium parking, whether due to off-season reasons or general non-use by the baseball facility, as well as the natural availability when night games leave the parking lot areas empty during day use of the park.
- f. The City Chamber of Commerce and the Recreation and Parks Department could promote the tram system so that the park is readily usable through this system for people who do not or cannot drive their own cars.
- g. And that, finally, the improvement and use of roads will be minimized to the smallest possible denominator.
- h. The circulation in the park will be arranged in such a way as to discourage high speed travel through the park in all areas.

Since there is a tendency to use any road as a shortcut, there has been a natural use of Stadium Way by people generally not interested in the beauty or the recreation facilities of the park as a connection between the Golden State Freeway and Downtown. In non-peak periods of the day and on the week ends the master plan recommends that signals be installed to control speeds in the park, especially at Stadium Way and Elysian Park Drive. No mention is made to keep people from driving through the park but rather that it is desirable to separate the users of the park from the through traffic.





TRAIL—NORTH SLOPE