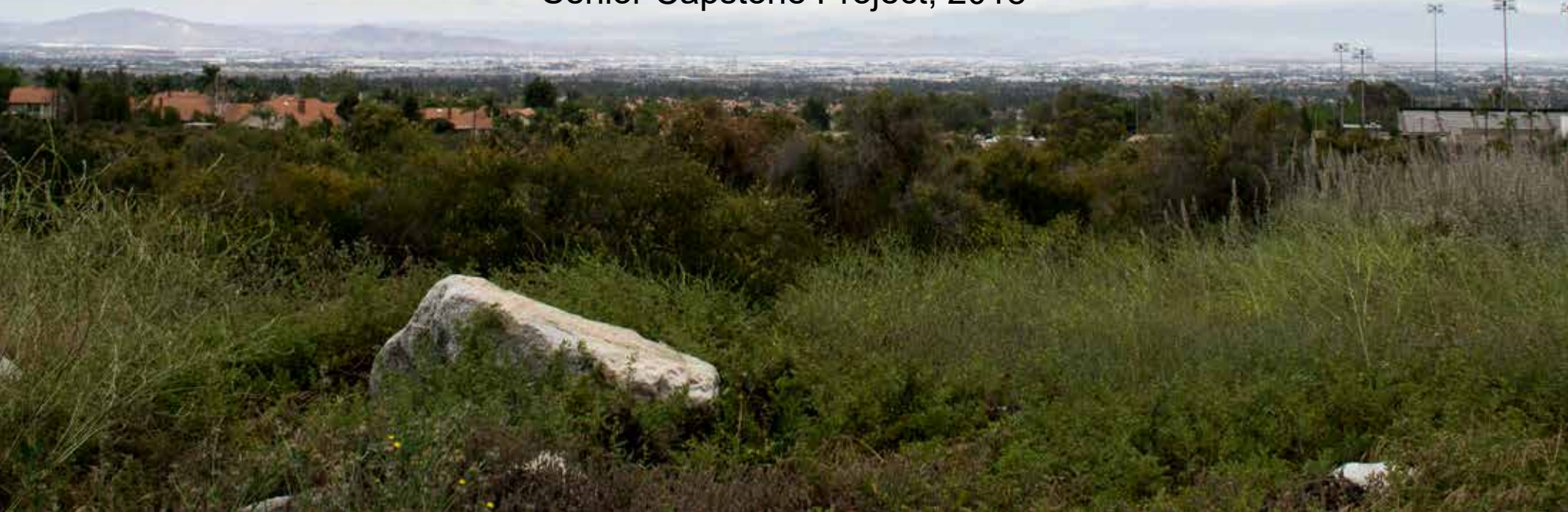


# Stabilizing a Precarious Community: Creating a Center of Community and Sense of Place in the Inland Empire

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Senior Capstone Project, 2018





Stabilizing a Precarious Community: Creating a Center of Community and Sense of Place  
in the Inland Empire

by Brandon James Morgan

Submitted in partial satisfaction of the requirements for the degree of BACHELOR OF  
SCIENCE IN LANDSCAPE ARCHITECTURE in the Department of Human Ecology  
University of California, Davis.

Approved:

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Stephen Wheeler, Senior Project Faculty Advisor

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2018



Abstract:

Research Question: How can social services-based campuses be designed in order to maximize the benefits conveyed to and utilized by low-income and logistics industry workers in Southern California's Inland Empire region?

Answer: By utilizing a place-based approach which accounts for local historical and spatial context, coupled with identifying areas of greatest need, inequity, and opportunity, as well as deploying established design principles guiding spatial organization for service campuses and other similar spaces, it is possible to develop a program, plan, and site design that benefits the people working in the logistics industry in this region. Further, adjusting for highly localized contexts, it is possible to generate a network of complementary and cooperative campuses/sites throughout the IE which can together address most if not all of the region's low-income logistics workers' most pressing social service needs. In some cases, this means distilling the overall programmatic needs of the region's workers as a whole down to a few key requirements that are highly specialized and designing while keeping in mind that the overall goal is interactivity between sites throughout the IE.

This project addresses the issues of fragmentation and lack of access to social services in the Inland Empire for low-income workers, as these are the greatest needs that can be solved through considered and deliberate environmental design. The design of a 55-acre site, which includes a human-scale urban grid, community center, social services, recreation, and retail, all as means of engendering community cohesion, encouraging use, and containing vital services in a single localized context is the best way to alleviate the broader problems faced by low-income workers in the region, as well as the more context-specific issues of the landscape. This establishes a precedent for a network of social services-based campuses in the Inland Empire.

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# Acknowledgements

This project could not have happened without the faculty and staff of the UC Davis Department of Human Ecology and the LDA program. They have been immensely helpful and supportive.

The Fuentes clan, that group of crazy, loving, supportive, beautiful Puerto Ricans. I cannot express how much I appreciate their support and help.

Emily—my beautiful, supportive, weird, talented, sweet, and perfect love, who kept me sane and whole and alive.

Bradley. Thanks for letting me talk through ideas with you, at you, near you, and for breaking me out of my ruts by insisting we talk about games once in a while.

And my mom. This is for you, Ma.





## Introduction: The Inland Empire, Valley of Fragments



Photo by Erik Nielsen. Aerial view of Rancho Cucamonga in 2009. <https://www.flickr.com/photos/eriknielsen/3606754342>

Having grown up in the Inland Empire, and with a family with long and deep ties to the region stretching back to the early 1900s, I felt it was important and even imperative that I do my senior project on a site in the area.

This project identifies a site plan for a service-based campus in the Inland Empire. Utilizing campus design principles employed in municipal, university, and retail campuses as a framework, as well as a modified approach utilizing Rosalind Krauss and Peter Jacobs' Expanded Field for Landscape Architecture 1 and 2 (Krauss, 1985; Jacobs, 1991), combined with Elizabeth Meyer's modifications (Meyer, 1997), and Kevin Lynch and Gary Hack's stages of planning (1984), in order to achieve a design sensibility and method that results in a landscape that will benefit low-income logistics industry workers in the Inland Empire.

Campus, as used herein, is a site which contains buildings, circulatory elements, and greenspace, and which is focused around a particular usage type, or a grouping of types. In this case, the campus is designed around community and social services (Eriksson, et al, 2015).



Services include job placement, job training, childcare, healthcare, housing assistance (and on-site housing), a community center, and recreation.

Logistics is the industry of packaging, storing, distributing, processing and managing retail goods (Bluffstone, 2007). This includes a variety of tasks and work types and is handled by nearly 100,000 people in the region, including truck drivers, distribution warehouse workers, packagers, sorters, and other workers. The majority of these jobs are considered unskilled, are temporary, and are subject to frequent layoffs (Allen, 2010).

The Inland Empire is the region in Southern California composed of Riverside and San Bernardino Counties. It lies about 60 miles east of the city of Los Angeles, is surrounded by the San Gabriel Mountains to the north, the Mojave Desert (and the border with Arizona) to the east, and the Saddleback Mountains to the south and west.

Rosalind Krauss laid out her Field for Landscape Architecture in 1985, and Peter Jacobs expanded upon it in 1991; its main concerns are the characterization and delineation of a landscape, and this includes the dialectic between elements within a landscape, and between users and the landscape. Kevin Lynch and Gary Hack's "Art of Site Planning" (1984, cited from Swaffield) consists of the process of designing a site, and is broken into eight stages, the first four of which are of most import to this project. They are, namely, defining the problem, programming and analysis of site and user, schematic design and the preliminary cost estimate, and finally developed design and detailed costing. These frameworks were used to guide the design of the site chosen (excepting cost estimation).

The Inland Empire is one of the largest inland centers of logistics, shipping, distribution, and product transportation in the world, and is growing (Nisperos, 2015). Companies such as Amazon, Target, and U.P.S. have expanded their business in the region, and are hiring more workers than ever before (Nisperos, 2016). This means that as the workforce expands so too will its needs—political, social, economic, familial, educational, and more. Therefore, it has become imperative to discover what landscape design can offer in terms of meeting those needs. This research was conducted to find what issues might be solved for warehouse workers in the Inland Empire through landscape design.

Between the 1990s and now the IE has seen huge, drastic change to the landscape with the influx of more and bigger logistics and distribution centers. With this growth of the industry has come an increased fragmentation in an already remote and fragmented exurb. Over the past 30 years, income disparity has become more and more obvious, and has resulted in social stratification, economic stagnation, and dissolution of communities (Pfeiffer, 2012).

The expansion of the logistics industry has accelerated the landscape's shift from a residential and post-agricultural suburb interspersed with shopping centers to valleys covered in a thick blanket of logistics warehouses. The majority of former farmland and open land that had not been converted to residential neighborhoods by the beginning of the 90s has now become the domain of logistics spaces (Kirkham, 2017).

The site chosen for this project is located at the intersection of Etiwanda Avenue, the California-60 freeway, Mission Boulevard, and Van Buren Boulevard in Jurupa Valley, Riverside County, California. This site, at the northwest end of Jurupa Valley—and therefore near the uttermost northwest point of Riverside County—is situated in one of the fastest growing and changing areas in the Inland Empire. Over the past ten years, more than 1 million square feet of logistics space has been built on Etiwanda Avenue alone. Within a radius of three to five miles from this site, the landscape is predominantly one of logistics spaces. Directly across Etiwanda Avenue lies a strip of residential neighborhoods that stretches two miles north and south, and which hugs the hills, expanding southeastward into Mira Loma proper and into Declezville on the northeast side of the slopes. These are pockets of residential land surrounded by logistics space.

In the process of selecting avenues of research and development in the field of landscape architecture and trying to find ways of deploying design ideals and principles in ways that would most benefit society at large, the field itself, and potential users of a given landscape, it became clear that over time certain assumptions have been made concerning who uses what spaces, how those spaces are used, and what benefits they convey upon a wide and varied populace. As a result, despite best intentions, certain groups of people are usually left out of consideration.

In the case of design and planning in the Inland Empire, one community that is very often neglected is that of warehouse workers. Warehouse workers are a significant part of the workforce in the Inland Empire, and are a growing population, as the logistics industry grows in the area. Further, many warehouse workers are migrant workers, with a large number of those being undocumented. As a result, warehouse workers are often overlooked in general planning and in municipal action and policy (Kirkham, 2017). The goal of this project is to change that tendency, and to design a campus from the ground up with logistics workers and other low-income workers in the Inland Empire in mind, as the end-goal users of the site.

# The Landscape of Logistics: Colossal Scale and Fragmentation



Business Wire. QVC Distribution Center in Ontario, CA. 3 million SF. <https://www.businesswire.com/news/home/20150714006034/en/SARES-REGIS-Group-Acquires-Prime-Industrial-Land-Ontario>.

The Inland Empire is a unique area in Southern California—largely post-agricultural, exurban (via exodus from Los Angeles in the 70s and 80s, continuing somewhat through today), occupied most dominantly by the 10, 15, 60, and 91 freeways, which serve not only the Inland Empire, but the entirety of Southern California. While in the past the region consisted of farms, parks, neighborhoods, and some retail, the current landscape is one of almost exclusively logistics and other industrial spaces; warehouses, factories, packaging and distribution centers, truck and train depots, and other site types the purpose of which is to service the retail distribution—logistics—industry.

The landscape previously consisted of swathes of residential neighborhoods bounded and buffered by open fields and small woodlands, dotted here and there by somewhat denser downtowns and retail centers, all of relatively reasonable and approachable (read: human) scale. This has changed drastically over the last 30 years. The logistics industry necessitates large warehouses—occupying anywhere from 50,000 square feet to 1,000,000 or more—coupled with immense loading docks, parking lots, truck and other freight vehicle accesses, office space, and wide, straight roads that can support millions of tons of goods travelling over them at all hours of every day (Garrison, 2014; Nisperos, 2016). The structures also often stretch two to four stories in height, far overtopping and dwarfing other structures, and are of great, nearly incomprehensibly colossal scale.

This sort of site design was once relegated to the few distribution and logistics centers that existed in the Inland Empire in the 70s and 80s, which could be found in Fontana, Mira Loma, Ontario, Riverside, Rancho Cucamonga, and Moreno Valley (City of Rancho Cucamonga; Garrison, 2014). These were few and certainly far between, which meant that the rest of the Inland Empire retained its spatial and environmental identity for a long time, until the rising ubiquity of logistics space began eating away at the makeup of the region and came to (relatively) gradually take over the IE.

Conversion began in small clusters centered around the previously existing warehouses and distribution centers, and began spreading to the areas between those warehouses, as well as along the most convenient roads to access, highways, and in spaces that were open and ripe for development. The I-10, I-15, and CA-60 freeways saw primary waves of development, especially in Rancho Cucamonga, Ontario, and Mira Loma, as they were cities that still possessed wide open, undeveloped, or agricultural land that was ready for conversion at immensely cheap prices (Nisperos, 2015). The value of land in the Inland Empire was such that corporate entities seeking to develop their own distribution centers could do so for incredibly cheap, and at immense scales (Smith and Nisperos, 2017). This resulted in a cascading land grab which resulted in a gradual acceleration of development.

As the land near freeways and arterial roads such as Euclid Avenue, Etiwanda Avenue, Baseline Road, Foothill Boulevard (historic Route 66), Cherry Avenue, and others was developed by larger and larger logistics campuses, the open spaces located

in neighborhoods or found somewhat far from those crucial distribution routes was slowly purchased and converted, with logistics campuses of somewhat smaller scale, but which still exerted their influence over the landscape of the surrounding environment. This resulted in wider networks of logistics spaces, steadily creeping across the landscape, snapping up parcels of land here and there which had previously been unoccupied, or which served the agricultural industry, which was being steadily weakened by the encroachment of the logistics industry. This gradual conversion saw neighborhoods and cities fragmented by buildings and campuses whose sole purpose was retail distribution (Allen, 2010; Bluffstone and Oudekirk, 2007).

Not only did these corporate entities require buildings and campuses whose nature was vastly different from and aggressively consumptive of the land which had existed in more or less the same state for nearly 60 years, but the infrastructure that logistics requires meant that the transportation networks saw change, too. Small residential roads were widened to accommodate trucks' passage, arterials were widened and re-capped in order to ensure those same trucks would not crush them to dust (Garrison, 2014). Freeways were lengthened, widened, re-routed, and had more on- and offramps built.

This was not all, however, as the increased traffic to Los Angeles, the San Fernando Valley, Orange County, and the Central Valley necessitated more and different routes, in order to alleviate traffic, resulting in the extension of the CA-210 freeway through the Inland Empire. The construction of that highway spur's extension began in Rancho Cucamonga in 2000 and extends now as far east as Rialto (about 17 miles). That project included the conversion of native grassland, woodland, and chaparral habitat, as well as residences and previously extant small neighborhoods and their roads into an eight-lane highway. The 210's influence spread to the arterials it crossed, as they were widened and strengthened in order to accommodate new and increased traffic. Further, more land proximate to the new highway was considered desirable and capable of being converted from residential or open land into industrial and commercial land, further extending the presence of logistics space in the region (De Atley, 2017; Gordon and Richardson, 1999). With these new campuses came some new housing, in the form of large tracts, which were not foreign to the Inland Empire, but whose scale was now in line with the massive chunks of land that were being given over to the use of logistics companies.

The fragmentation of the Inland Empire has been more than geographic, though, as the increase in logistics companies and spaces has gone hand in hand with an increase of the number of logistics workers. In a region consisting of nearly 3 million people, around 100,000 of them are employed directly by the logistics industry, and around 300,000 are employed in industries that are directly linked to the logistics industry itself (in that they serve or are served by the logistics industry) (Kirkham, 2015). This means that nearly half a million people are employed in "unskilled," temporary, low-income jobs. The Inland Empire felt the Recession of 2008 at a higher rate than most places in the state, as unemployment rose to nearly 20% at the height of the Recession (Silverman, et al, 2009).

That number has steadily gone down in the 10 years since, but the workers experience conditions which are little improved, as their positions are usually temporary, lacking benefits, and subject to frequent layoffs (Allen, 2010). On top of the economic insecurity caused by this, workers in the industry are subject to difficult and often unbearable conditions in their workplaces, but have little recourse to fix conditions, as they are not unionized and most of the companies which employ them have policies in place which prevent workers from organizing, protesting, or undertaking other actions which might aid them in changing conditions and having their needs met (Allen, 2010; Bluffstone, 2007).

The landscape of logistics is one of mobility, change, and consumption. Its scale and impact are immense. It has fragmented and shifted the Inland Empire, resulting in drastic change across the region's entire landscape. The nature of the industry has resulted in its workers severely lacking in a few key areas, which have been identified as the key parameters of the design of the site for this proposal. The greatest social service resource needs of logistics and other low-income workers in the region are (in no particular order, as they are all of immediate and direct importance):

- Healthcare facilities
- Job placement and job training (i.e., trade education/certification)
- Childcare
- Housing and housing placement/aid facilities
- Recreation
- Community resources
- Food security and education

Job training and placement are of great concern, especially for low-income and logistics workers in the Inland Empire, as their positions at work, including in the large corporate logistics, companies are often temporary, subject to layoff, and are considered “unskilled,” unless they are management or above. Consequentially, many people are in precarious positions when it comes to potential loss of employment. To meet that need, provide a skill safety net for workers, and to help further a sense of community safety, facilities whose express purpose is to train workers for jobs and place them when temporary employment ends must be built throughout the IE, starting with this site.



## Campus and Community



Photo by Jesse Kaplan, Warehouses on Etiwanda Ave. [https://www.buzzfeed.com/jessicagarrison/how-our-shopping-harms-the-lungs-of-california-children?utm\\_term=.moXgwWjv8#.np9Q48Z3N](https://www.buzzfeed.com/jessicagarrison/how-our-shopping-harms-the-lungs-of-california-children?utm_term=.moXgwWjv8#.np9Q48Z3N).

### **Site Selection**

Site selection was part of both the inventory and analysis, as the scale of the region necessitated early identification of sites that would serve the needs of low-income and logistics workers in the region. In order to help identify sites that might be conducive to these ends, three main factors were considered:

- Central location in an otherwise decentralized region
- Proximity to large arterials/highways
- Connection between San Bernardino and Riverside Counties

The site chosen meets all three of these criteria. Because there are no real centralized hubs in the IE (although there are quasi-hubs in downtown Riverside, Upland, and Redlands), the best way to achieve a sense of centralization was to locate the site in a spot near the geographical center of the IE; this resulted in consideration of sites near the San Bernardino-Riverside border, and near the 15 freeway, as this constituted as near a geographical center to the IE as possible. Proximity to freeways and arterials allowed a large number of sites to be considered, but the combination of a large east-west freeway (the CA-60), north-south arterial (Etiwanda Avenue), an arterial traveling from downtown Riverside to the western reaches of Ontario (Mission Boulevard), and very close proximity to another north-south freeway (the I-15), combined with the above concerns over centralization strengthened the case for the site eventually chosen. Finally, the fact that these factors were met at the northwest point of Riverside County, very close to San Bernardino, and along multiple routes of travel through both counties, meant that the best site to meet all criteria set for site selection was the empty 55-acre lot at 3501-3850 N. Etiwanda Ave., in Jurupa Valley, California.

# SITE CONTEXT



State of California



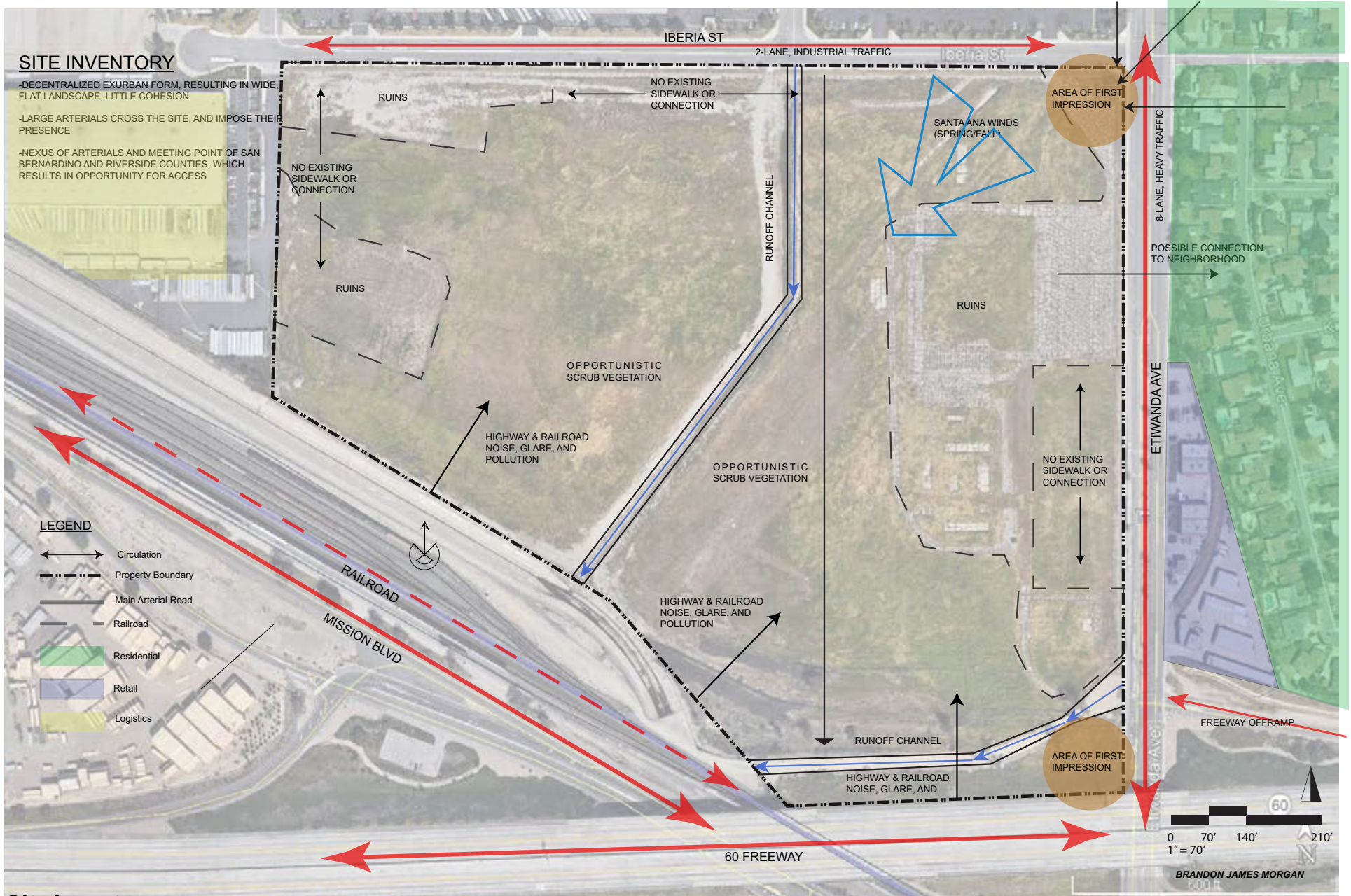
The Inland Empire. Composed of San Bernardino and Riverside Counties.



Rancho Cucamonga. Surrounded on three sides by Upland to the west, Ontario to the south, and Fontana to the east. North of the city are the San Gabriel mountains, which contain Mt. Baldy and Cucamonga Peak.

## Site Background:

Located in southern California, the Inland Empire was once a perfect haven for agriculture in the Southland. As ag expanded and then shrank, the region saw an increase in suburban housing, shopping, and distribution networks. The region's growing logistics industry has developed in such a way that workers are often neglected in design and planning. The goal of this project is to provide them with sites that meet their needs.



### Site Inventory

The site inventory was done at three distinct scales, in order to identify the areas of greatest opportunity and constraint, as well as to aid in the selection of a site. Once the site was selected, another inventory was conducted, in order to generate an accurate list of features of the site itself, and to guide the design of the site.



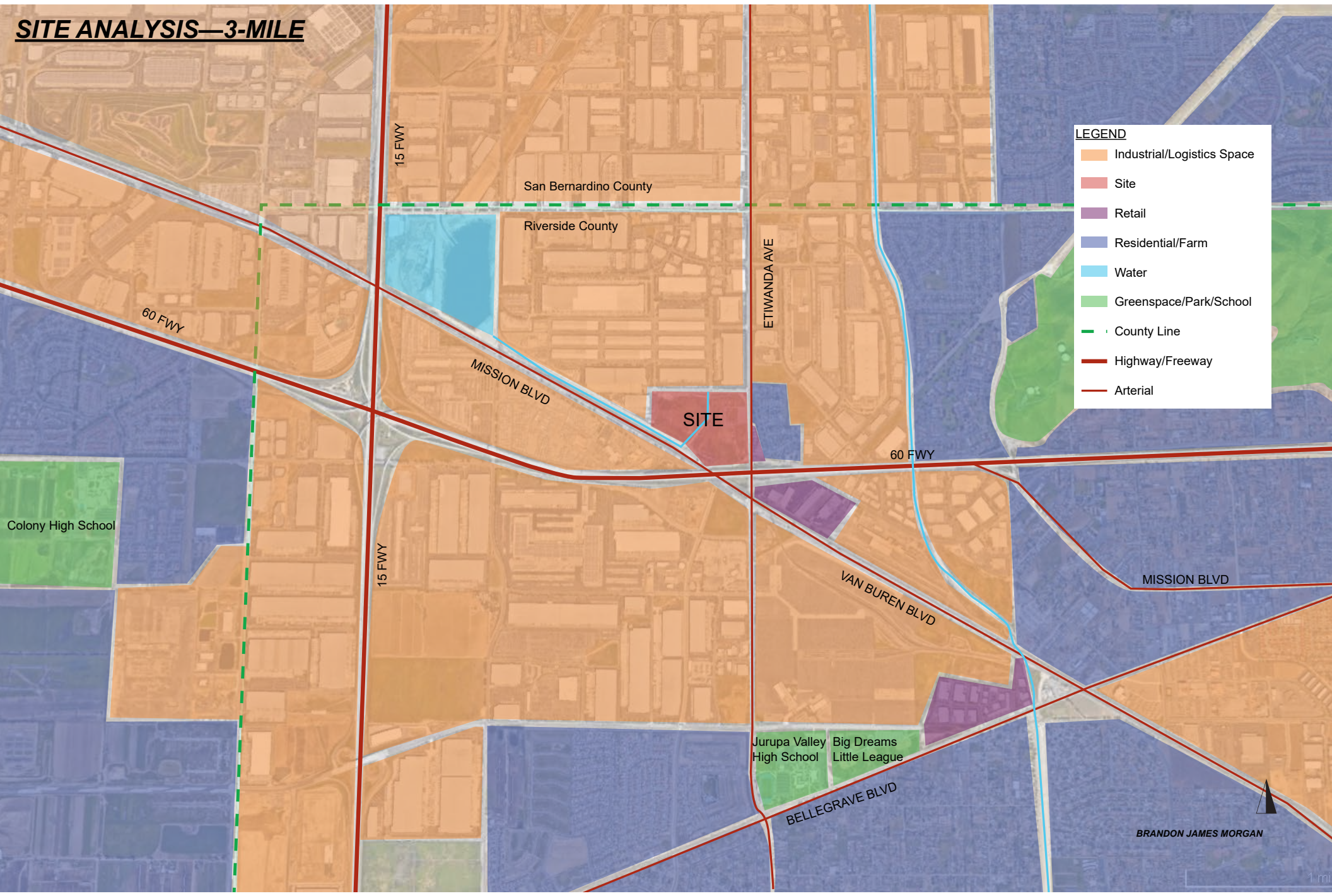
### ***Site Analysis***

At the largest scale, the analysis consisted of the entirety of the Inland Empire. Both counties were inventoried and analysed at a coarse scale, identifying large land use types, highways and their access, and the large-scale physical makeup of the region. Further, sites which would be of greatest impact according to the three factors above. This led to the identification of the site chosen as the candidate to be pursued for this proposal, as it stood out from the other potential sites and areas identified as potential candidates, due to its being an open field suitable for redevelopment (having possessed a structure on it previously), near multiple arterials and highways, and very near the meeting point of both Riverside and San Bernardino Counties.

At the medium (around 3-mile) scale, the analysis was of finer scale, and was concerned with the suitability of the site based on general proximity to arterials and highways, centralized location, and the makeup of the “neighborhood” of the site, and the blocks surrounding it. This stage identified the presence of residential, industrial/logistic space, and the influence of the 60 freeway, Etiwanda Avenue, and Mission Boulevard.

The finest-scale analysis was conducted on the site and identified the key elements of the site to be capitalized upon, as well as guide the programming and design of the site itself.

# SITE ANALYSIS—3-MILE



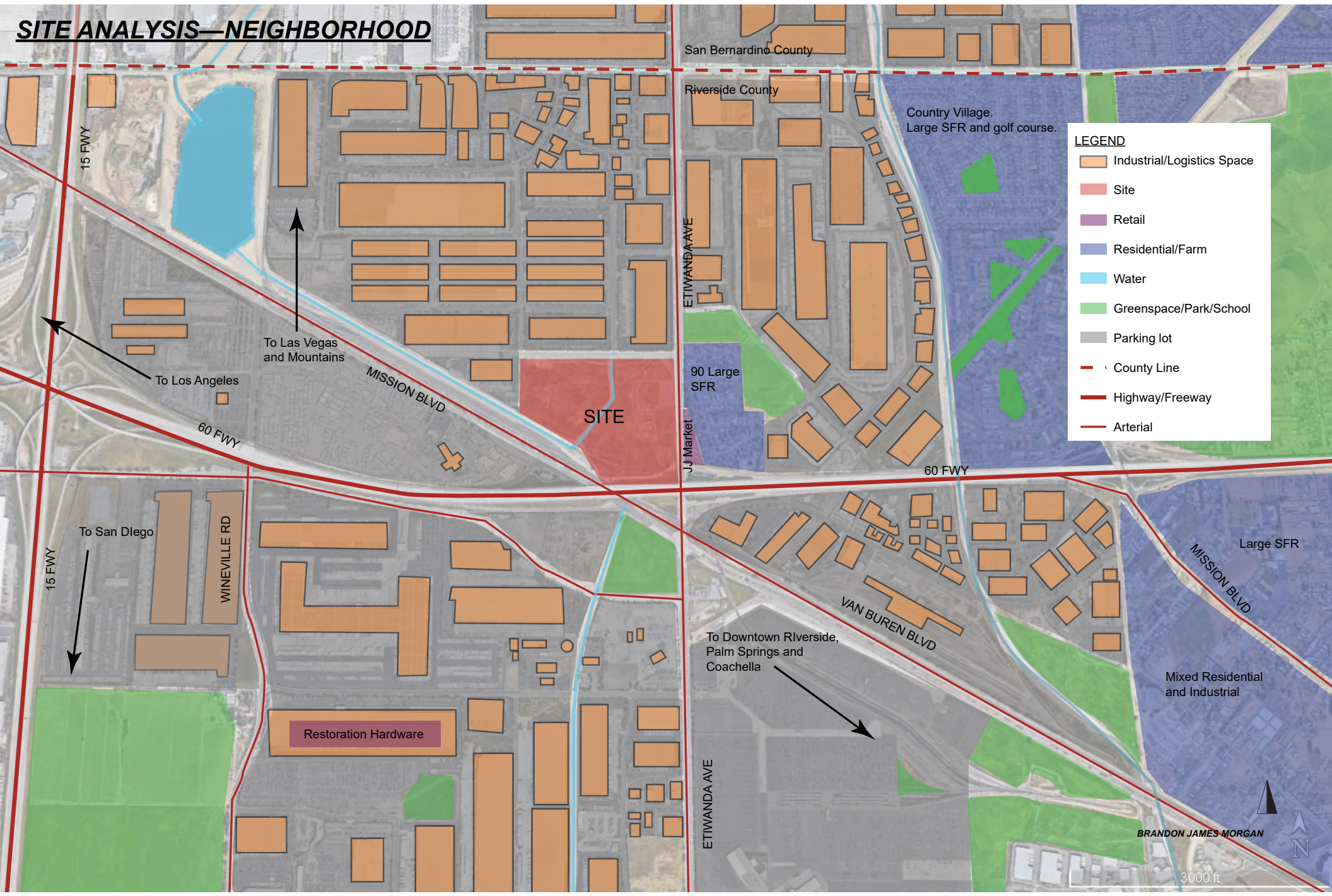
**LEGEND**

- Industrial/Logistics Space
- Site
- Retail
- Residential/Farm
- Water
- Greenspace/Park/School
- County Line
- Highway/Freeway
- Arterial

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1 mi

# SITE ANALYSIS—NEIGHBORHOOD



**LEGEND**

- Industrial/Logistics Space
- Site
- Retail
- Residential/Farm
- Water
- Greenspace/Park/School
- Parking lot
- County Line
- Highway/Freeway
- Arterial

San Bernardino County

Riverside County

Country Village.  
Large SFR and golf course.

ETIWANDA AVE

90 Large SFR

JJ Market

60 FWY

Large SFR

Mixed Residential and Industrial

To Downtown Riverside,  
Palm Springs and  
Coachella

ETIWANDA AVE

BRANDON JAMES MORGAN

3000 ft

15 FWY

To Las Vegas  
and Mountains

To Los Angeles

60 FWY

MISSION BLVD

SITE

To San Diego

WINEVILLE RD

Restoration Hardware

VAN BUREN BLVD

MISSION BLVD

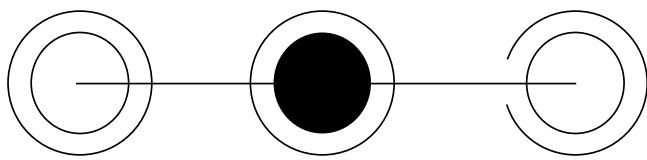
## ***Design Goals***

After conducting both the Site Inventory and Analysis, the information gathered was used to generate the overall goals to guide the design of the site proper. They are:

- Capitalize on the central location, in order to cause connection and use of the space. This especially means taking advantage of the passive benefits of traffic past the site between counties. Further, the proximity to both counties in the IE means that it is easily accessible by residents of both. This should be highlighted and accentuated, especially due to the fact that the region is generally decentralized.
- Connect to nearby communities, as these are where logistics and low-income workers live. Engender community cohesion and interplay between nearby communities and their needs through physical layout and programmatic elements.
- Present, highlight, and facilitate use, access, and cohesion of the site and its users. This is to be achieved by generating a distinct physical and visual identity, which lends itself to creating a greater and distinct sense of place. The cohesion and facility of use and access is to be achieved in the placement of parking, circulation routes through the site, mixed and multipurpose facilities, and housing throughout the phases.

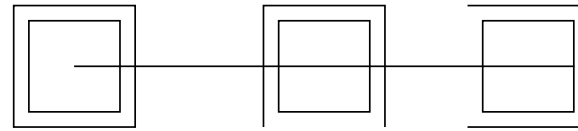
These goals guided the iterations of the design, along its process.





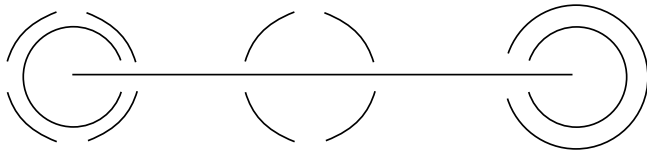
Nodes and connection

Enclosure/embracement



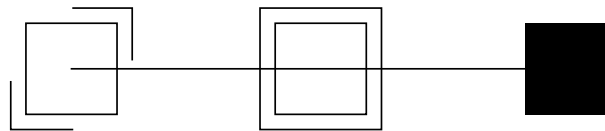
PHYSICAL--

- Mountains & hills
- Valley
- DRY
- Scattered water
- HOT
- Highways
- Flat



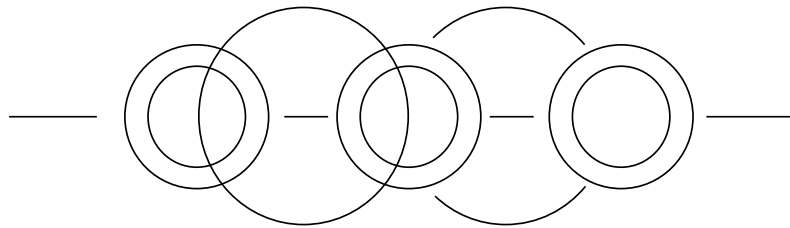
Permeability. Transparency.

Solidity



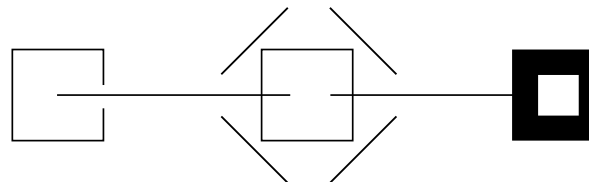
CONCEPTUAL--

- Connection/diaspora
- Linkage
- Breadth
- Uniformity
- Enormity
- Speed
- Throughway
- Prospect/refuge
- Oasis



Community/pluralism

Justice and reclamation



**Process Partis**

With the aforementioned design goals in mind, I generated multiple partis, as a way to graphically represent my approach to the site, guide some of the design, and to express the concerns of this proposal.

The partis were guided by the design goals at left, which I then abstracted in order to generate forms that would influence my design, and synthesize the goals for the site.

# SITE PLAN

## INLAND EMPIRE COMMUNITY CAMPUS—FINAL PLAN

- Urban grid in a region where grid forms are used for industrial spaces
- Human scale in structures and landscape spaces, as well as the circulation and routes, as a point of contrast with surrounding colossally-scaled logistics spaces
- Circulation throughout the site, in order to engender use of the whole site, and to facilitate access to services



Bus Depot, with easy access to neighborhood and retail

Entry Plaza along Etiwanda, in order to encourage entry from neighborhood, and use by passersby

Community Center, to house job training, rec center, office space, and assembly space. To serve as hub for activity during construction of later phases.

### LEGEND

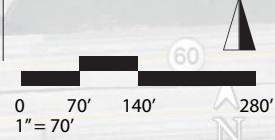
- + Large-diameter tree
- + Medium-sized shade tree
- o Small ornamental tree

Urban farm, to encourage food knowledge and security, and to generate community engagement.

Runoff channel converted to accessible riverbed, in order to serve as site and use amenity.

Second runoff channel, converted to riverbed

- Phase 1: 2020
- Phase 2: 2025
- Phase 3: 2030



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## ***Site Plan***

The purpose of this site—55 acres located at 3501-3850 N. Etiwanda Ave., in Jurupa Valley, California—is to establish a centralized campus for the various social services and resources required by logistics and low-income workers in the region. The site is broken into a miniaturized urban grid. The circulation is all pedestrian-accessible, with some paths that are vehicle-friendly, in order to encourage and aid users' traversal and access to both sides of the channel, during all phases.

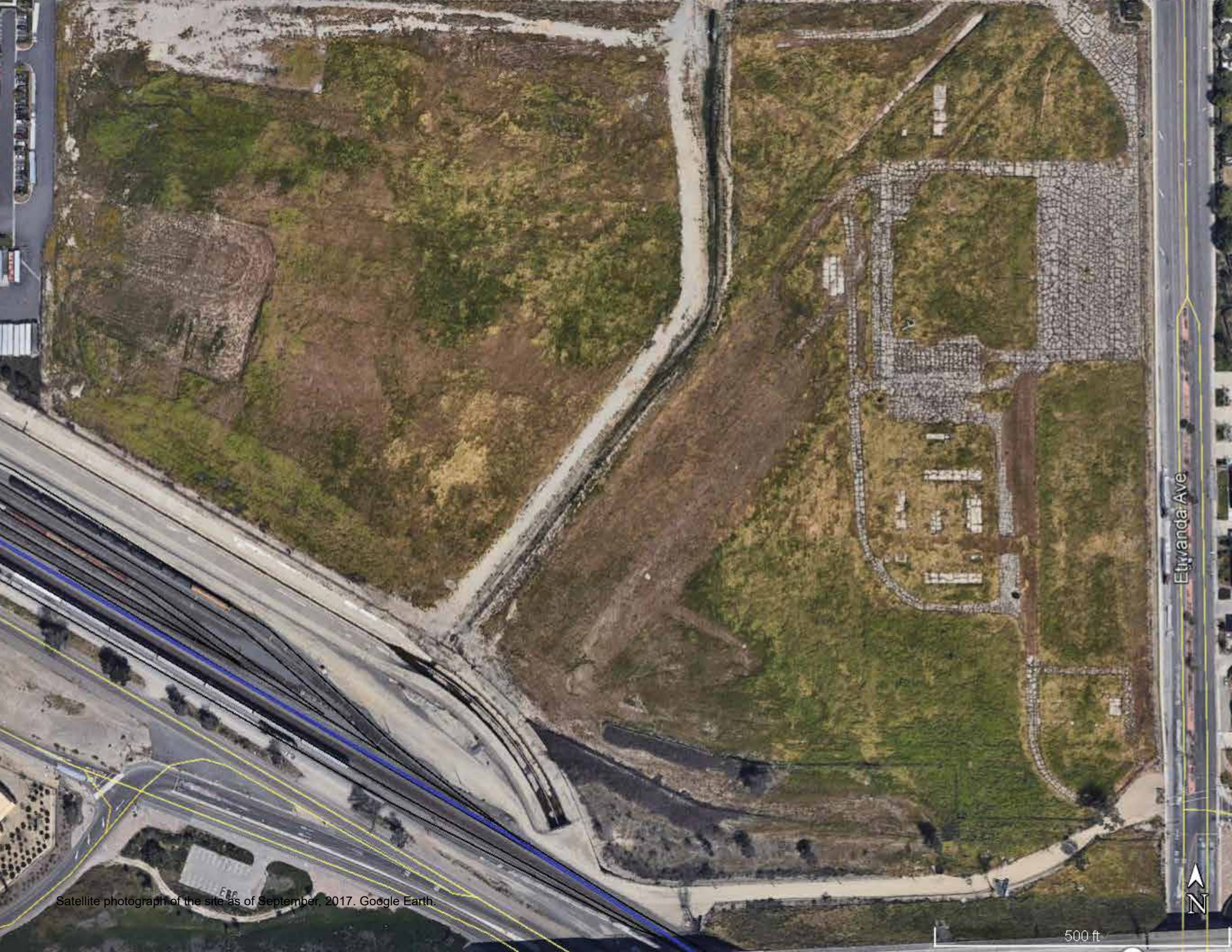
The northeast end of the campus is composed of parking, two large mixed-use buildings, a multi-family housing building, an entry plaza, a playground, and a bus depot. The combination of dense high-quality low-income housing and mixed-use structures serves the purpose of getting a large number of users and businesses on-site. The housing in both the mixed-use and the housing-only structures is dense enough that the businesses at that end can be supported. The businesses will be tailored to meeting the needs of the residents of the site and the area.

The central eastern section is comprised of one small, dense housing building, one dense mixed-use structure, a group of community center buildings, and parking. The community centers will contain all the social services and community resources to be deployed on the site. This includes outdoor training spaces and classrooms on the west end, community kitchens and dining rooms, classrooms, office space (to be used for site administration, as well as the community and social services to be placed on-site). These structures are large and will generate a mini-skyline for passersby and local businesses and residents. They will also add distinct visual character to the site, as the vast majority of buildings in the local context, while colossal in size, are relatively flat and do not generally reach beyond three stories in height; the community centers, housing, and mixed-use structure in this portion of the project will reach three to eight stories in height.

The southeastern corner of the site consists of most of the recreation/greenspace onsite, as well as the parking for the community centers and a converted runoff channel riverbed. The parkland in this area is to serve as a visual and experiential amenity. It contains wide greenswards, large, medium, and small trees for shade, play, and fruit. Circulation connects the parkland to the western half of the site and the second phase of the parkland itself.

The entire site is bisected by a runoff channel that runs through the site from the northern edge on Iberia St. to the southwestern border. Its current state is a concrete-lined channel, which feeds into another off-site runoff channel, which in turn leads to a large detention basin to the northwest of the site. The channel is not utilized for anything other than shuttling runoff; this project converts both the large runoff channel running north-south and the smaller one running east-west into activated riverbeds which will encourage users' engagement and understanding of water processes, provide habitat for native plants and animals, break up the concrete monotony of Inland Empire runoff channelization, and which will provide an amenity for users.

The western half of the site is composed of an urban grid, primarily occupied by blocks of housing, as well as a "village green," parking, open green space, and small-scale office blocks, as well as a segment of land for urban agriculture. The housing blocks will all be three-storey multifamily structures, and will be high-quality housing at low-income rates. Each of the structures faces the village green, which will serve as a community gathering space, play area, and amenity. The green itself consists mostly of flat open space, punctuated by accenting medium-sized and large trees, to provide shade and to break up the space visually. The office buildings will contain the administrative facilities of the housing building, agencies for housing aid and placement, as well as some commercial office space.



Satellite photograph of the site as of September, 2017. Google Earth.

Eliyanda Ave

500 ft





East Baltimore Revitalization Institute. Baltimore, MD. East Baltimore Development Incorporated, City of Baltimore, State of Maryland.

<https://www.socialworkdegreeguide.com/30-inspiring-urban-renewal-projects/>



Mission Bay. San Francisco, Ca. <https://www.socialworkdegreeguide.com/30-inspiring-urban-renewal-projects/>

### ***Community Center***

The Community Center consists of a grouping of small buildings, located around a central axial node, with axes that transect the whole site. The CC will house training facilities, municipal agencies, childcare facilities, outdoor classrooms, multipurpose spaces, and kitchens. The site will serve the purpose of meeting the majority of the needs of the community, and in a centralized location on the site. The community center buildings will vary in height from one to five stories, to generate a spectrum of different scale sensations that differ from the surrounding landscape, which generally consists of low and flat buildings. At one story, with a relatively small footprint, the westernmost building will have the character of being diminutive and human-scale, which is accentuated by its proximity to the open parkland. Like the other buildings on the site, the community center buildings each possess planted areas abutting the structures, as well as small street trees, in order to provide shade, to soften the edges of the structures, and to bring plant and animal life into areas that have hitherto been barren of such, and which contrast strongly with the generally barren landscapes of the logistics campuses in the area. Each planting area will consist of small swales, as means of reducing runoff site-wide.

These images are of buildings whose form is most aligned with the goal of this project.



East Baltimore Revitalization Institute. Baltimore, MD. East Baltimore Development Incorporated, City of Baltimore, State of Maryland.  
<https://www.socialworkdegreeguide.com/30-inspiring-urban-renewal-projects/>





Micropolitan at Urban Lights. Wishire, Los Angeles, Ca. <http://www.micropolitanco.com/urban-lights/>



Greenstaxx multifamily housing. <https://gbdmagazine.com/2018/modular-building-greenstaxx/>

### ***Housing and Mixed Use***

The housing throughout the site will be composed of high-quality structures to be rented at low-income rates. The structures will vary in height from two to five stories, depending on the portion of the site in which they are located. All structures will be multi-family units, holding anywhere between 50 and 250 units, depending on the building itself. The mixed-use buildings will contain two floors of housing each, with 200 units total in each building (in order to support the businesses on the ground floor). The housing blocks in the northwest corner are all three-storey structures.

These are housing projects that most resemble the goals of this project. The housing is high-quality and resilient in design. They are also high density and multi-family. This project would implement similar design sensibilities, and incorporate high design into larger-scale urban housing blocks and mixed-use structures.



Escofet Twig, Seatwall.  
<http://www.landscapeforms.com/en-us/product/pages/Escofet-Twig.aspx>



Incontro wooden bench. GIBILLERO design.  
[http://www.archiproducts.com/en/products/lab23-urban-smart-living/wooden-bench-incontro\\_18237](http://www.archiproducts.com/en/products/lab23-urban-smart-living/wooden-bench-incontro_18237)



Picnic table. Wood, galvanized steel.  
<http://www.archiexpo.com/prod/frepat-urban-equipment/product-79254-1521521.html>



Steelab steel and wood bench. Fabien Joly. [http://www.archiproducts.com/en/products/image-in/modular-steel-and-wood-garden-bench-steelab\\_201601](http://www.archiproducts.com/en/products/image-in/modular-steel-and-wood-garden-bench-steelab_201601)

## Site Furnishings

The site furnishings contain both custom and prefabricated elements that will engender a sense of distinct place on the site. They have been chosen in order to help form a cohesive physicality on the site, and to lend it a visual distinction. The elements have been chosen in order to enhance the pedestrian and user experience of the site. The materials are high quality and sustainable; the forms are unique and intriguing.



1



2



3



4



5

### Key--Large and Medium Shade and Character Trees

- 1 Manzanita. *Arctostaphylos spp.* Photo by Robert Perry. <https://inlandvalleygardenplanner.org/plants/arctostaphylos-sunset/>
- 2 California juniper. *Juniperus californica*. <http://www.worldbotanical.com/juniperus.htm>
- 3 Box elder. *Acer negundo*. Photo by LeeAnn Barton. [http://statebystategardening.com/state.php/mi/print/boxelder\\_tree\\_-\\_acer\\_negundo/](http://statebystategardening.com/state.php/mi/print/boxelder_tree_-_acer_negundo/)
- 4 California sycamore. *Platanus racemosa*. <http://www.sactree.com/shady80?search&smud=1&id=58>
- 5 California scrub oak. *Quercus berberidifolia*. <http://nativesnowsocal.blogspot.com/2016/12/wildlife-habitat-garden-in-southern.html>

### **Plant Palette**

All plants for the site are low-water usage, native plants, and have been selected for visual impact, site benefits, local character, and to further distinguish the site from its surroundings. The plants were chosen according to using the WUCOLS database tools for nativity to the site, water use, and overall form.



1



2



3



4



5

### Key--Accent Plants and Street Trees

- 1 Crape myrtle. *Lagerstroemia* spp. <https://activerain.com/blogsviw/4460273/colorful-crepe-myrtle-trees-are-beautiful-to-landscape-with>
- 2 Deer grass. *Muhlenbergia rigens*. <https://deserthorizonnursery.com/plant-catalog/deer-grass/>
- 3 Penstemon. *Keckiella* spp. <https://www.azplantlady.com/2009/10/firecracker-penstemon-october-perennial.html>
- 4 Lupin. *Lupinus* spp. <http://www.naturepicoftheday.com/archive/2012-05-01>
- 5 California buckeye. *Aesculus californica*. <https://gardeninthehills.wordpress.com/2015/05/08/california-buckeye-a-tree-for-all-seasons/>

## ***Phasing***

The proposed plan has been broken down into three phases, in order to accommodate both stable and dynamic use of the site, and in order to allow for a buildup of use and usefulness of the site.

The first phase will establish the presence, usefulness, and definitive site characteristics of the project, and to allow users and would-be-users to learn of the programs and features of the site. This means that the first structures and spaces to be built will be the community center buildings, which will contain the job placement/training facilities, childcare, healthcare, housing and placement agencies, community resources named as features of greatest importance. The first phase will also include the entry plaza, as ways of creating a soft, open, and green façade to passersby on Etiwanda Avenue. The buildings in the central eastern part will go up during this phase so that their physical presence and impact will be apparent early on and so that the skyline will quickly become a standout landmark feature, to draw users' and businesses' attention and use of the site, as well as to mark the community center as a landscape feature, rather than another unnoticed element of it. Parking will be accommodated in this early phase, in order to further generate steady use of the site, and will include around 100 stalls. Further, the first phase will include on-site passive solar devices and water catchment/management, so that the landscape will have as little negative impact as possible, and will generate needed electricity as early as possible. Passive solar will be included in the buildings, while water management will come in the form of the runoff channel conversion. as the bed will be made of permeable paving to allow groundwater penetration and the site drainage will lead to the channel so that runoff will be treated onsite.

The second phase consists of the grid of large residential blocks on the northwest end of the site, the village green, and the western portion of the park at the south end of the site. Housing is the focus of this phase, and its inclusion and characteristic presence will enhance use of the site. The inclusion of the village green will allow users to experience outdoor gathering space and recreation. The second half of the playground, on the western bank of the channel, will allow kids and users of all ages to move back and forth and observe the water when it is in season and the dry features during the dry seasons. The largest east-west road through the northern end of the site will be accessible to both vehicles and pedestrians and will serve as the largest means of traversal for the whole site, and will serve as one of the most accessible circulation routes. The west end of the park and recreation area at the southern tip of the site will be finished during phase 2. This is to create the connection between the park and the southern reaches of the runoff channel and to set up the future connection of the east and west sides.

The third phase consists solely of the office spaces and urban farm at the west end of the site. The office spaces will contain housing agencies to aid and benefit residents of the site and people from the IE that need aid; these buildings will be supplements and complements to the agencies already housed in the community center buildings on the eastern half of the campus. The urban farm is also part of the last phase of completion. The farm will feature rotating crops, be managed by both site management and by users of the space. It will act as foodsource, classroom, and an amenity for users of the site. It connects directly with the parkland at the south end of the site.

These phases will work in tandem with one another in order to be as beneficially impactful as possible, and to create a distinct sense of place on-site. The progression from east to west is to establish use along the most influential and impactful axis, Etiwanda Avenue, and then as time goes by to increase the use and impact of the site as more and essential features and components are built and spread westward. The breakup of the recreation at the southeast end of the site allows for plants to grow and for users to become familiar with the site. The phasing of the features will allow the site, its users, and the landscape to develop and learn each other over time. This will in turn generate a connection to between the site and the IE, the users and the site, and allow for depth of experience, as people will see the landscape change and benefit them over time.

# SITE PLAN

## PHASING

- Phase 1: 2020
- Phase 2: 2025
- Phase 3: 2030

Phase 2 North

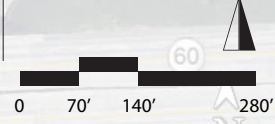
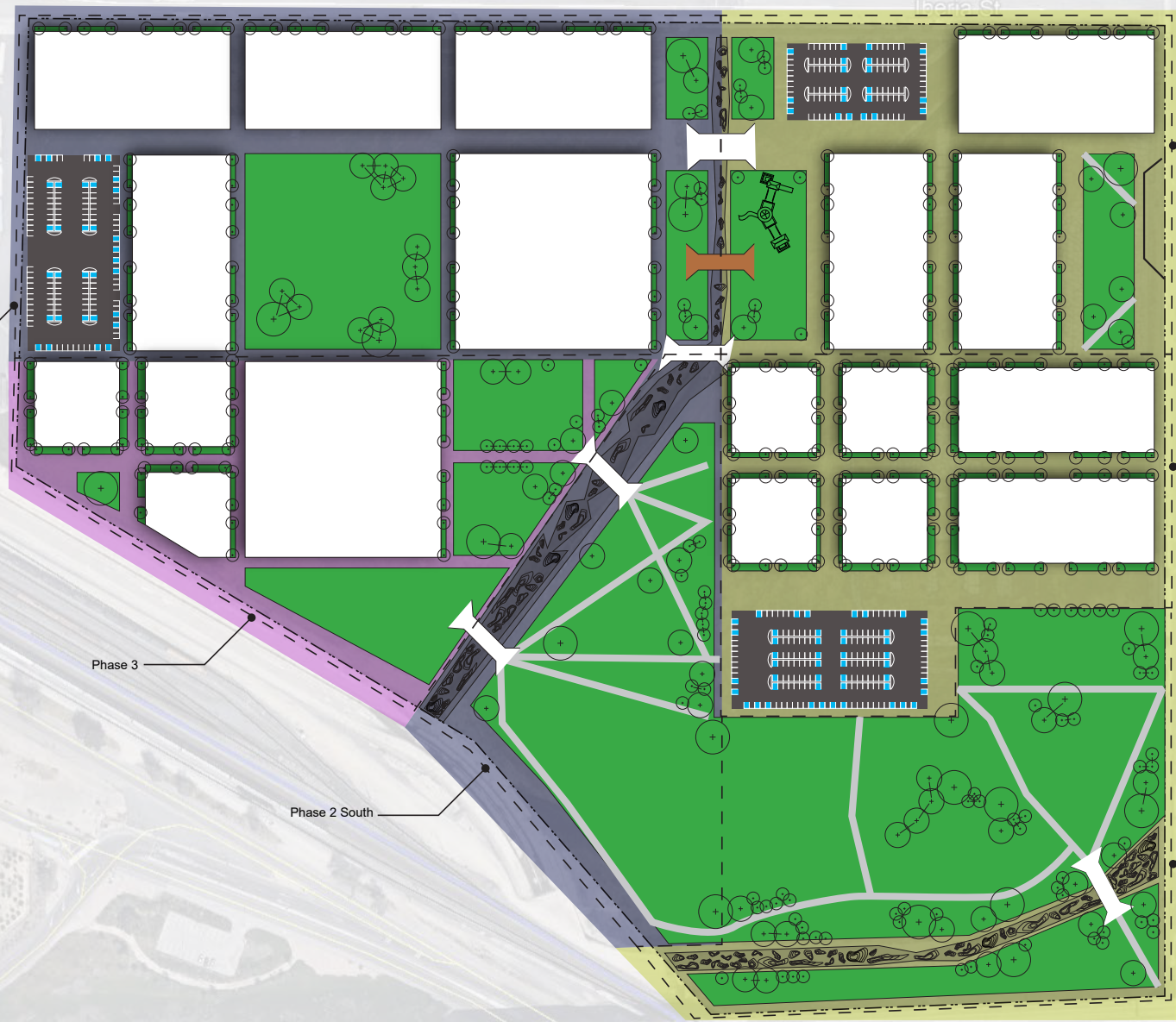
Phase 3

Phase 2 South

Phase 1 North

Phase 1 Central




Phase 1 South

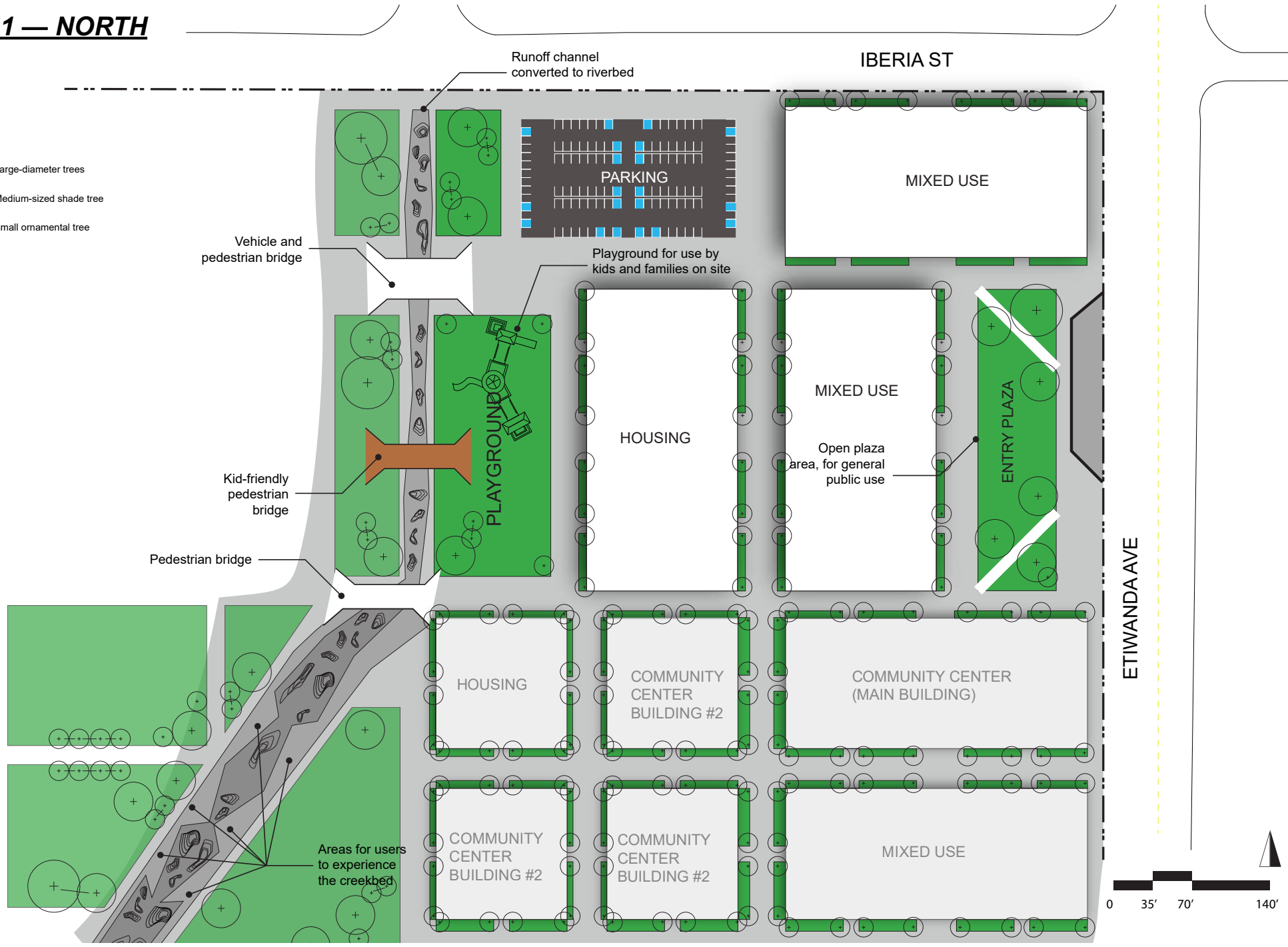


600 ft

# PHASE 1 — NORTH

## LEGEND

-  Large-diameter trees
-  Medium-sized shade tree
-  Small ornamental tree



Runoff channel converted to riverbed

IBERIA ST

PARKING

MIXED USE

Vehicle and pedestrian bridge

Playground for use by kids and families on site

PLAYGROUND

MIXED USE

HOUSING

Open plaza area, for general public use

Kid-friendly pedestrian bridge

ENTRY PLAZA

Pedestrian bridge

ETWANDA AVE

HOUSING

COMMUNITY CENTER BUILDING #2

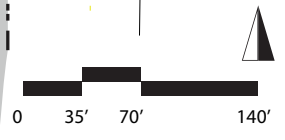
COMMUNITY CENTER (MAIN BUILDING)

Areas for users to experience the creekbed

COMMUNITY CENTER BUILDING #2

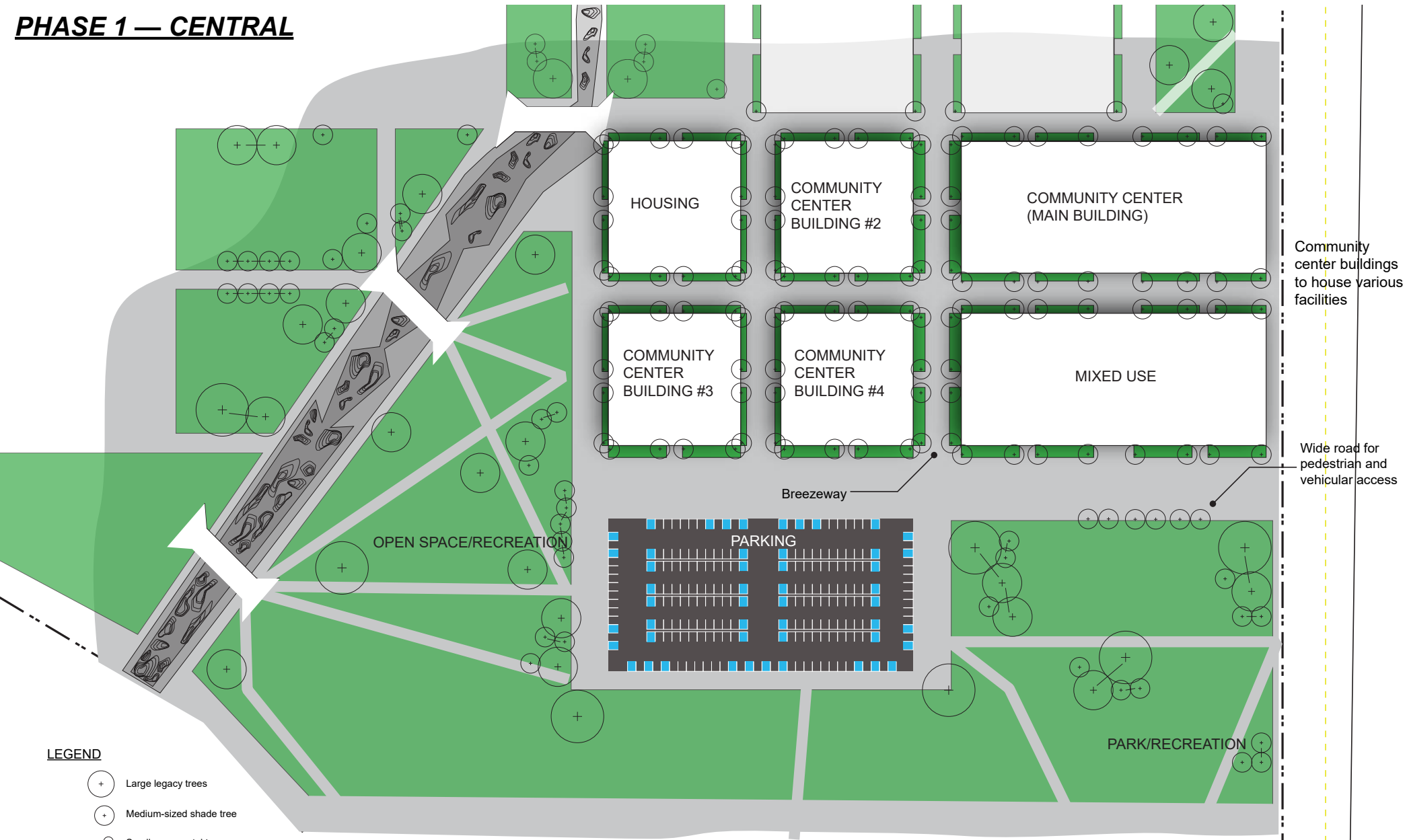
COMMUNITY CENTER BUILDING #2

MIXED USE





**PHASE 1 — CENTRAL**



Community center buildings to house various facilities

Wide road for pedestrian and vehicular access




Breezeway

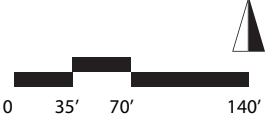
OPEN SPACE/RECREATION

PARKING

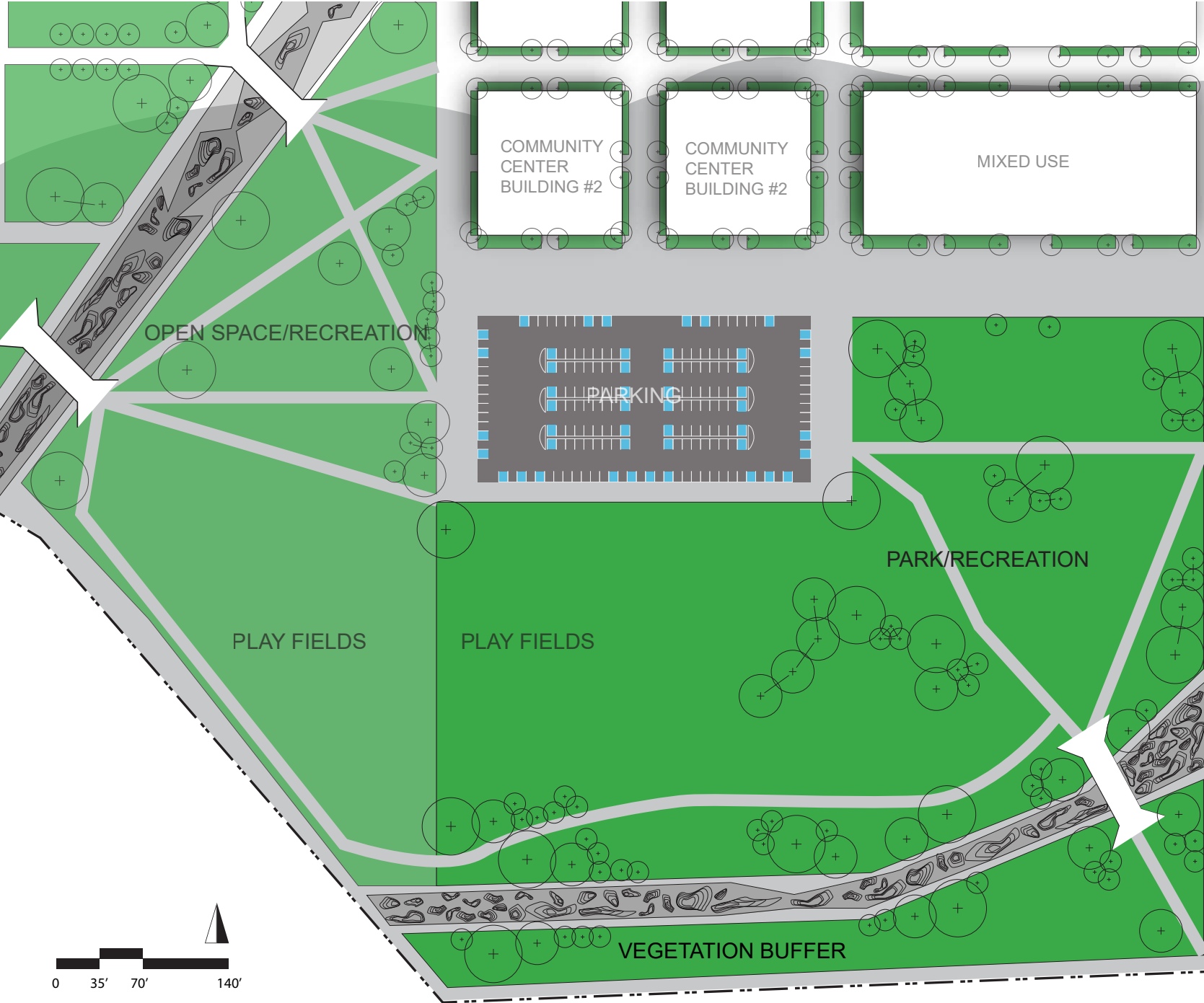
PARK/RECREATION

**LEGEND**

-  Large legacy trees
-  Medium-sized shade tree
-  Small ornamental tree



**PHASE 1 — SOUTH**

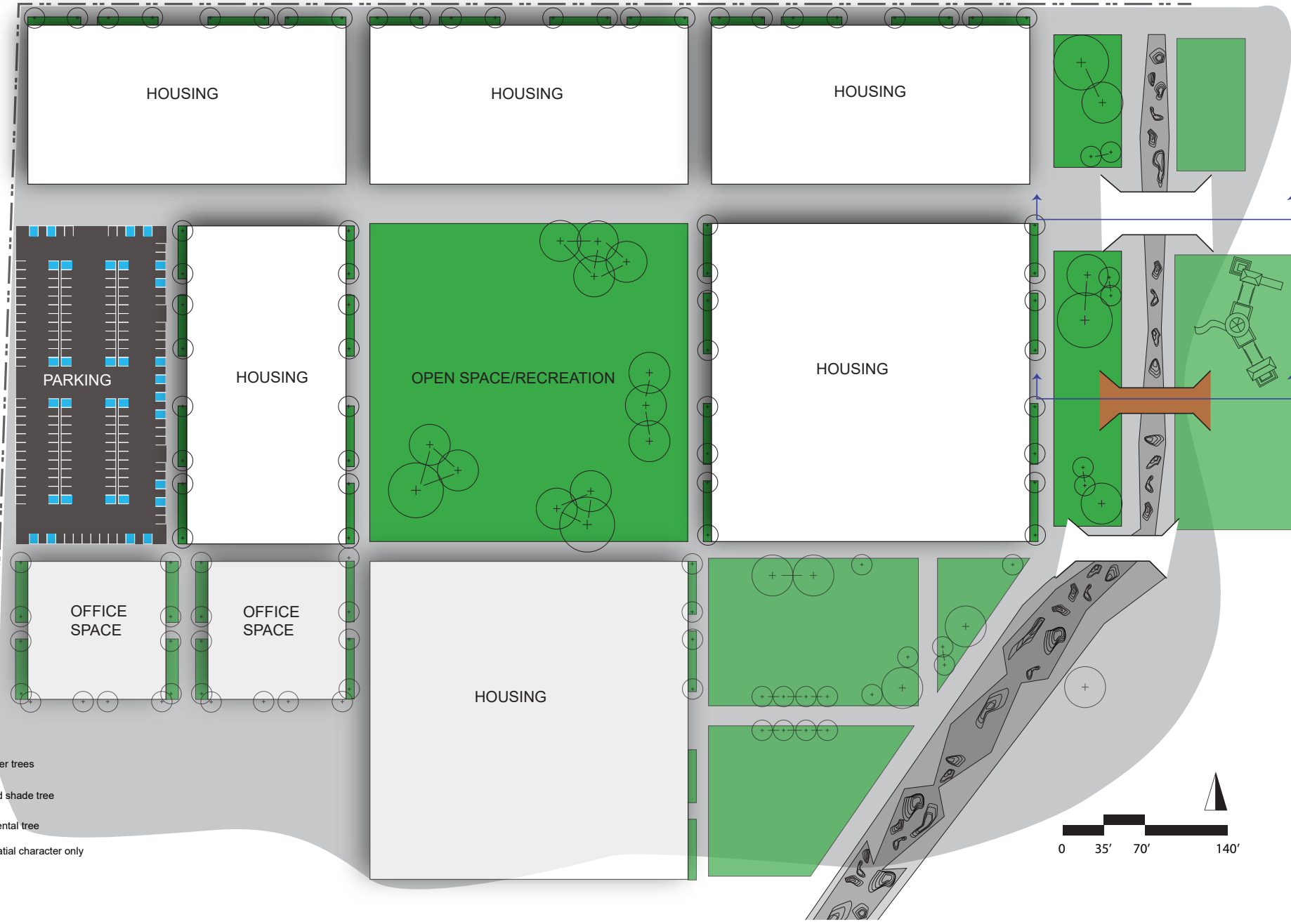


**LEGEND**




- ⊕ Large-diameter trees
- ⊙ Medium-sized shade tree
- ⊙ Small ornamental tree

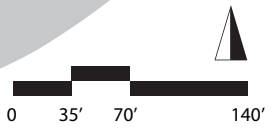
**PHASE 2 — NORTH**

IBERIA ST



**LEGEND**

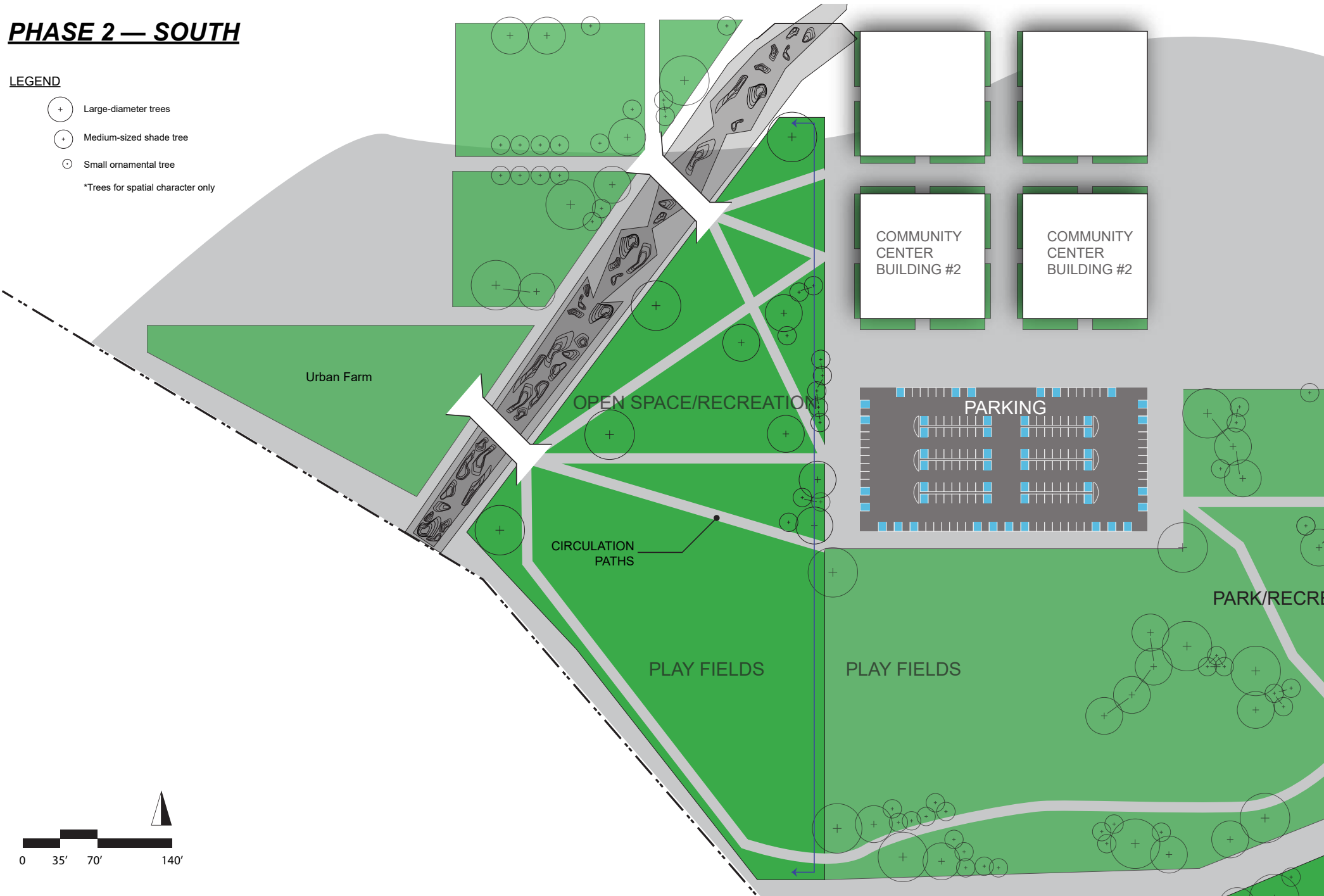
-  Large-diameter trees
  -  Medium-sized shade tree
  -  Small ornamental tree
- \*Trees for spatial character only



# PHASE 2 — SOUTH

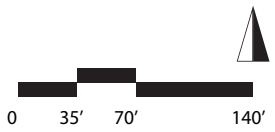
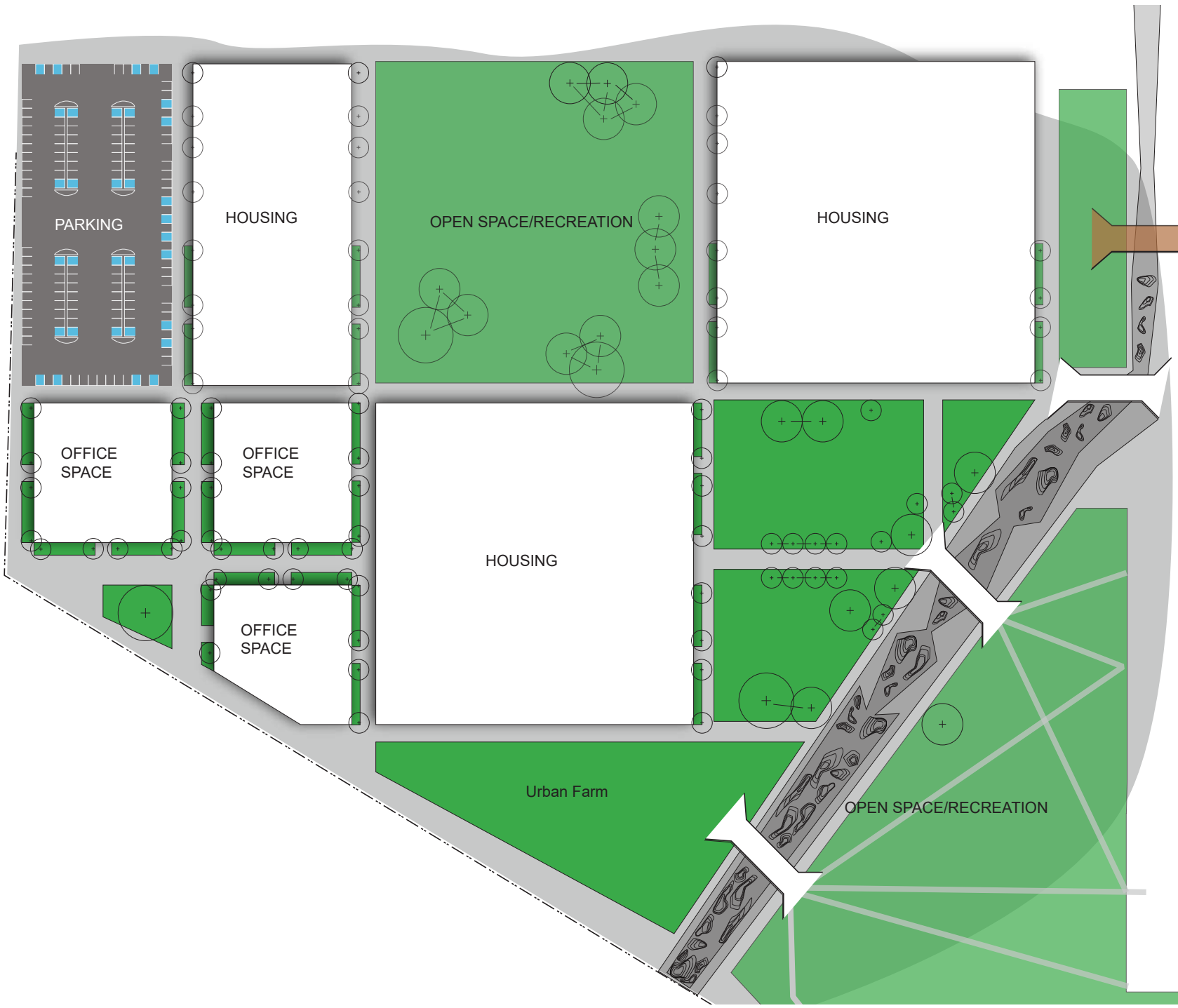
## LEGEND

- ⊕ Large-diameter trees
- ⊕ Medium-sized shade tree
- Small ornamental tree
- \*Trees for spatial character only

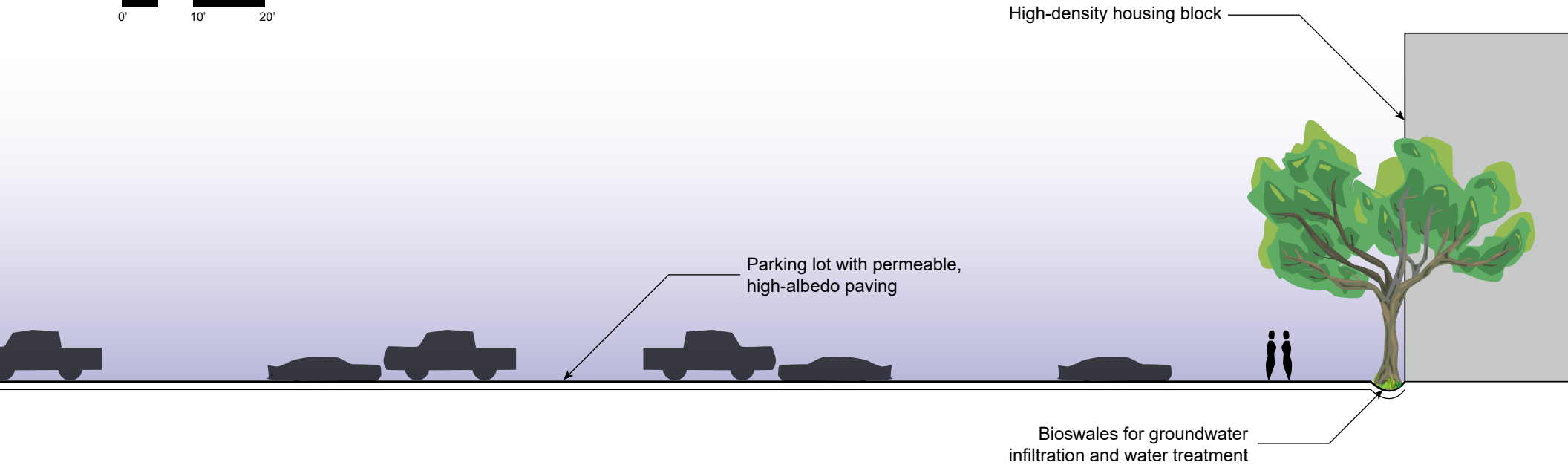


# PHASE 3

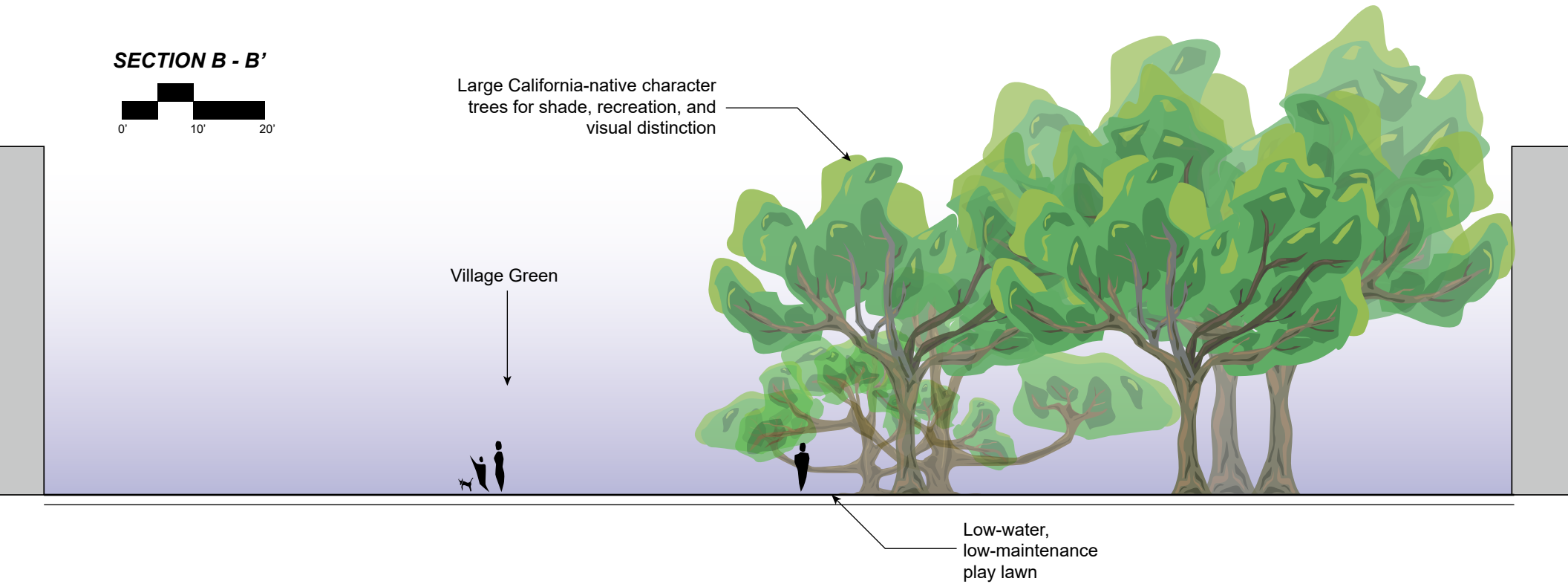
- LEGEND**
- + Large-diameter trees
  - ⊕ Medium-sized shade tree
  - Small ornamental tree
- \*Trees for spatial character only



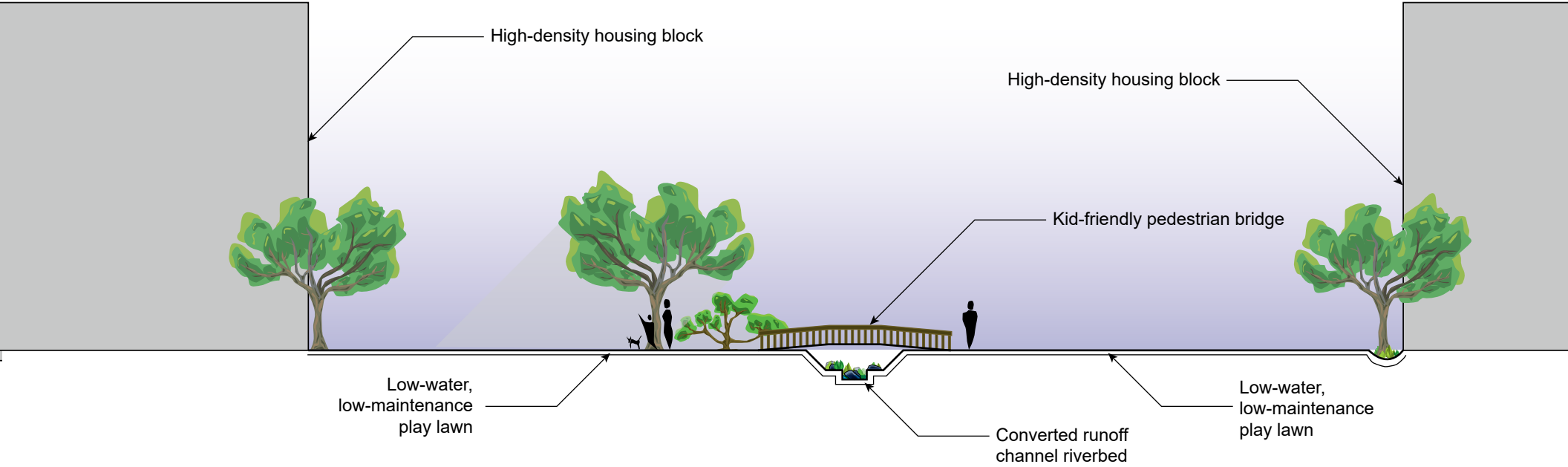
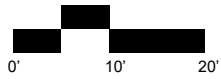
**SECTION A - A'**



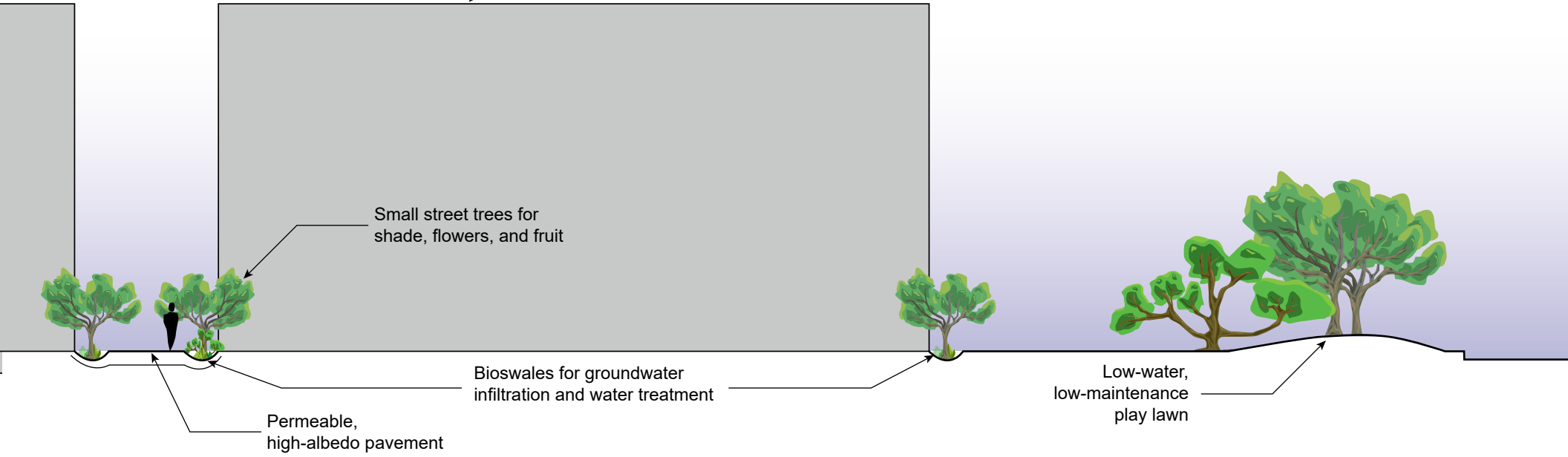
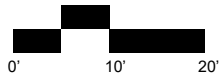
**SECTION B - B'**



**SECTION C - C'**



**SECTION D - D'**



## Conclusion: Connecting the Empire

The Inland Empire is a dynamic, growing region which verges on becoming an economic and social utopia, but is hindered by its great fragmentation and disparity. A hub for corporate wealth-engineering, the crossroads of trade for most of the United States sits astride a landscape rendered barren and inhuman by the requirements of an industry that prioritizes the utility of human beings, rather than their well-being. Far-flung and spread thin, the landscape of the IE is one of warehouses and parking lots, highways and freight-lines, fragments shabbily knit together with trade routes. Economic and social oppression come part and parcel with the ubiquity of logistics companies' occupation of the region.

The gradual degradation of the region and the subjugation of its citizens can be counteracted and relieved by designing a site—as part of a larger network—that meets the needs of the IE's denizens. The Inland Empire's citizens need social safety nets, job security, community togetherness, and economic stability in order to help secure their futures. Connection, stability, and protection, as part of a larger network of agencies and facilities geared towards reducing inequality and increasing community can alleviate some issues facing low-income workers in the IE. Understanding the nature of fragmentation and disconnection across the region and their causes allows a program to arise which would aid people in the region in gaining a more secure footing.

For these reasons, I have designed a site which contains the programmatic elements required by these workers. The program was developed using a place-based approach; that is, by learning about the needs of people on the regional scale and the neighborhood scale, categorizing the types of landscapes and their changes over the last 30 years, and accounting for the social and political capabilities of landscape design—especially in terms of mixed use, multipurpose planning, village forms, and environmental services and amenities. The program and layout arose from the synthesis of these factors.

Connection and community being the largest factors detracting from the social, political, and economic well-being of folks in the IE, the future of the region must include design, planning, and implementation geared towards environmental justice, placemaking, and social inclusion, as well as political equality, democratic design, and environmental egalitarianism. The future—not only in metropolises, but also in suburbs and exurbs, including the Inland Empire—is one of urbanism and density; the landscapes of cities around the globe must change to include flexible and denser design that accommodates more people spread over less area. This project has at its heart the centralization and connection of the Inland Empire; community togetherness, social infrastructure, and density of people are all key aspects of this campus. I have designed a site that I hope sets up a mode of design and spatial thinking that will influence the future of my home.



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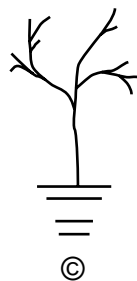
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2018