

In 2016 more than \$200 billion worth of goods will pass between Asia and the United States through what is presently the 9th busiest port in the world, the Port of Los Angeles/Long Beach. As a major hub of economic activity, this Port, like all ports, is also a major source of pollution, posing serious environmental impacts and local public health issues for neighboring communities. With Port activity expected to double over the next 30 years, radical solutions are needed. The enclosed project, titled *Public Good(s)* begins address this growing conflict.

The *Public Good(s)* project was undertaken for the purposes of exploring system design and application of landscape architecture in the realm of goods movement. Specifically, we examined the Port of Los Angeles/Long Beach cargo distribution system and the resulting effects it poses to public health issues throughout Southern California. We analyzed various correlations between Port generated pollutants, local health trends, and community demographics, and explored measurable performance applications of landscape architecture and their potential for improving public and ecological health through enhancing the Port as a multi-functional distribution system. We believe this exploration is critical in the discussion for achieving a higher **quality of life** for the residents of Los Angeles.

Public Good(s) focuses on a 117 acre site located four miles north of the Ports, in the City of Los Angeles. In 2012, this site was identified for a redevelopment dubbed the “Southern California International Gateway,” an intermodal rail facility for distribution of cargo from the Los Angeles/Long Beach Ports. *Public Good(s)* analyzes the strengths and weaknesses of this operation, and proposes an alternative approach, one that combines goods movement efficiency with landscape performance and environmental sensitivity.

Design decisions for *Public Good(s)* were primarily driven to address harmful impacts resulting from Port activity. We conducted extensive regional and local analysis concerning measurable impacts connected to the Port, including air, noise, and waterbody pollution. Using linear regression modeling, we then compared these impacts with local health issues, including respiratory disease, asthma, sleep disorders, hearing loss, and cancer rates. Resulting correlations between these variables were used to justify objectives for our design. Understanding that we needed to improve air, noise, and water quality conditions, we explored and compared the most effective design opportunities that addressed these issues, from large scale systematic operation of Port activity, to site specific mitigation efforts. Our resulting design seeks to re-interpret the intermodal facility as a multi-functional operation for enhancing distribution efficiency, while improving the public and ecological health of the region.

As students, it is our opportunity to explore realms not typically associated with the traditional practice of landscape architecture. Embarking on this project, it was our intention to discover how landscape thinking and practice could apply to situations concerning distribution and public health. As the public perception of the field may be concerned with the physical and aesthetic realms of design, it is up to us to find new ways of relaying our skills. By placing human health concerns at the forefront of landscape architecture we can begin to significantly change this perception.

Please consider our project, *Public Good(s)* for submission in the 2016 Southern California ASLA *Quality of Life Design Awards under category VI – Student Work*.