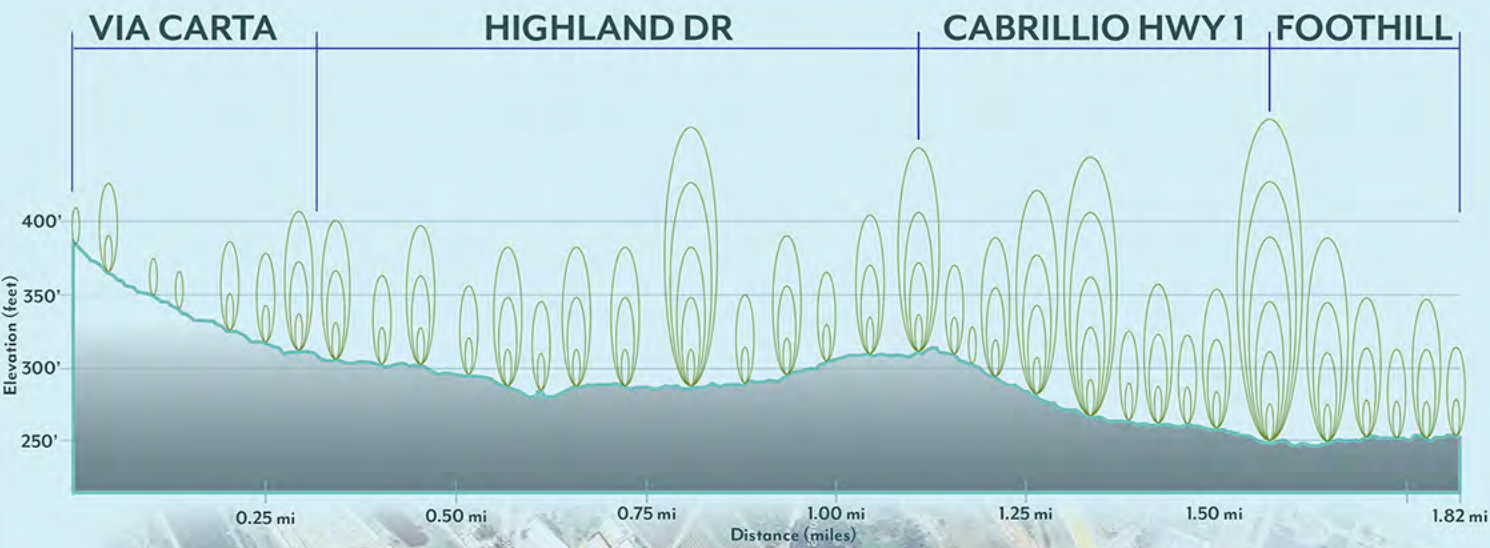


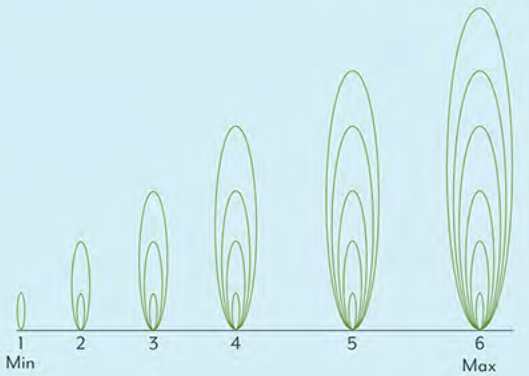
# TRANSECTS | VEHICULAR NOISE

## Vehicular Noise Pollution:

Sound energy produced by cars, trucks, trains, and other vehicles, that is a major source of environmental noise that can harm human health.



## Noise Levels



## Overview

Vehicular noise pollution falls under the social topic when thinking about sustainability. Urban areas have high rates of vehicle noise due to the dense population and high human activity. As landscape architects, we should consider how to reduce vehicular noise levels for the nearby people walking or living by roads since high noise levels increase stress, cause health issues such as carterial disease and vascular dysfunctions, and negatively impact mental health. Some strategies to combat vehicular noise is by creating buffer zones, lower speed zones in applicable areas, and improve urban planning.

## Data

I wanted to see how high noise levels could get on and off campus. Using the same route, I started from the H-14 Lots at 5:00 PM since that was one of the rush hours as many students get out of class. Along the path, I recorded how loud vehicles were from the distance and when they passed by. Reaching the intersection of Highland Dr and Cabrillio HWY 1 is when noise levels started to increase and stay at a higher level compared to the start of my walk on Via Carta. There were also more variety of vehicles, some being horse trailers, RVs, school buses, and the loudest being a fire truck.

Plan with Route





# RESPONSE SOLUTION 1: ELONGATED DRIPS

Nathan Fadick  
LA 402

## THE PLAN

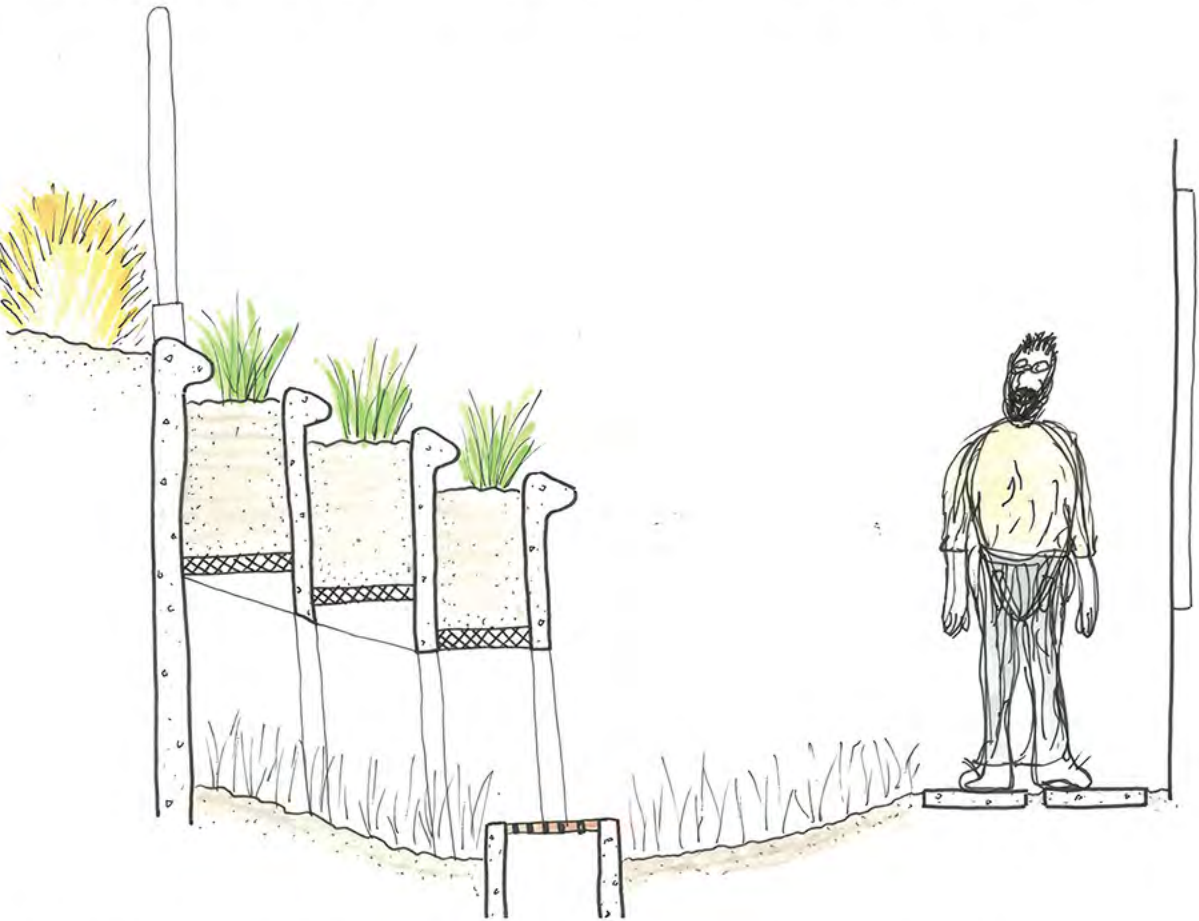
THE SITE has the potential to slow, spread, and sink water from the building and the neighboring path



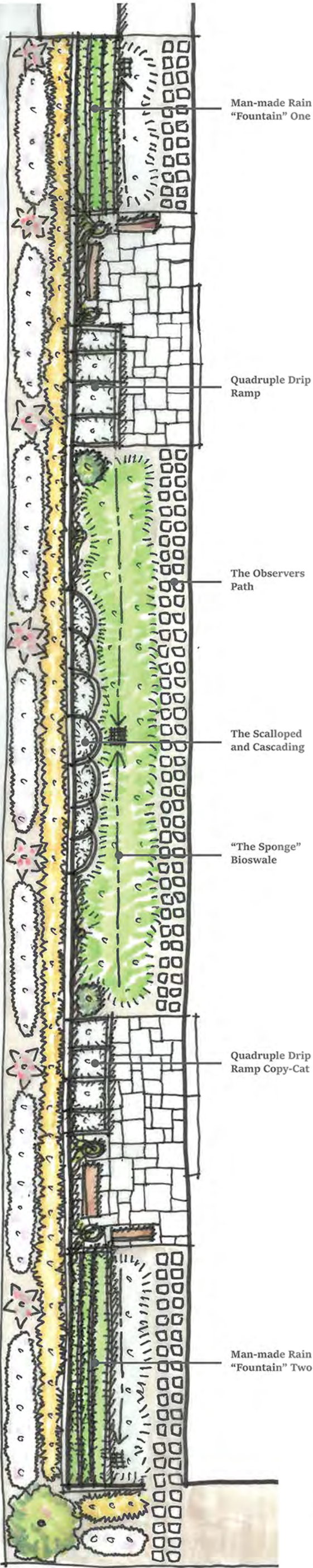
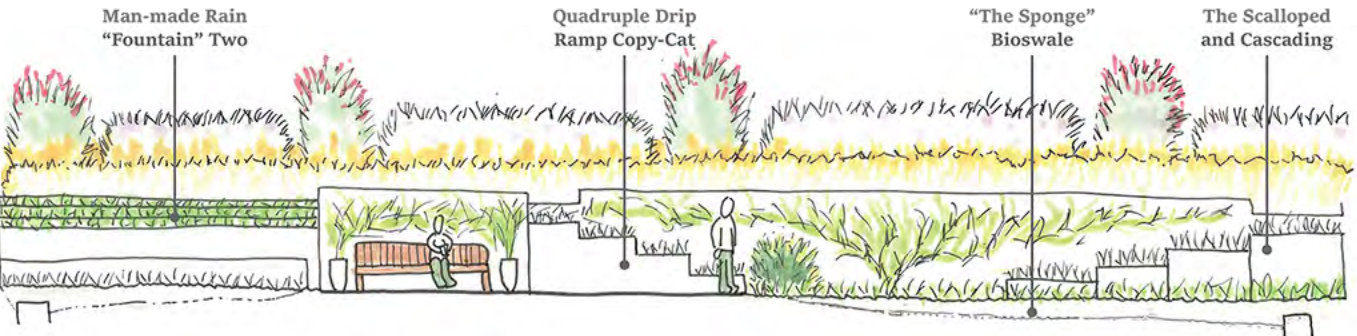
THE JOURNEY showing the travel looking above yourself, forward, and focusing on the details



THE MAN-MADE "FOUNTAIN" SECTION showing slope and water infiltration, through mesh and bioswale ground, with overflow drain in cases of extreme storm



THE WALL ELEVATION showing all major planter verticalities and bioswale slopes towards elevated drains for extreme storm



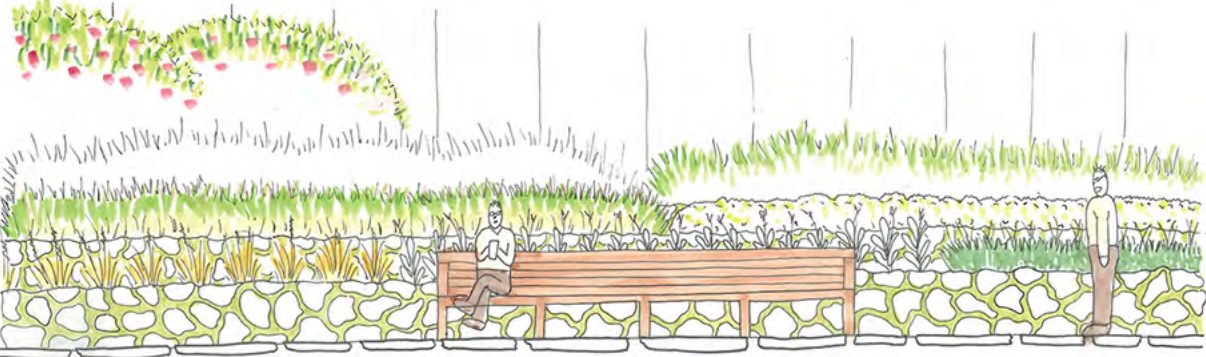


# RESPONSE SOLUTION 2: “NATURAL SPRAWL”

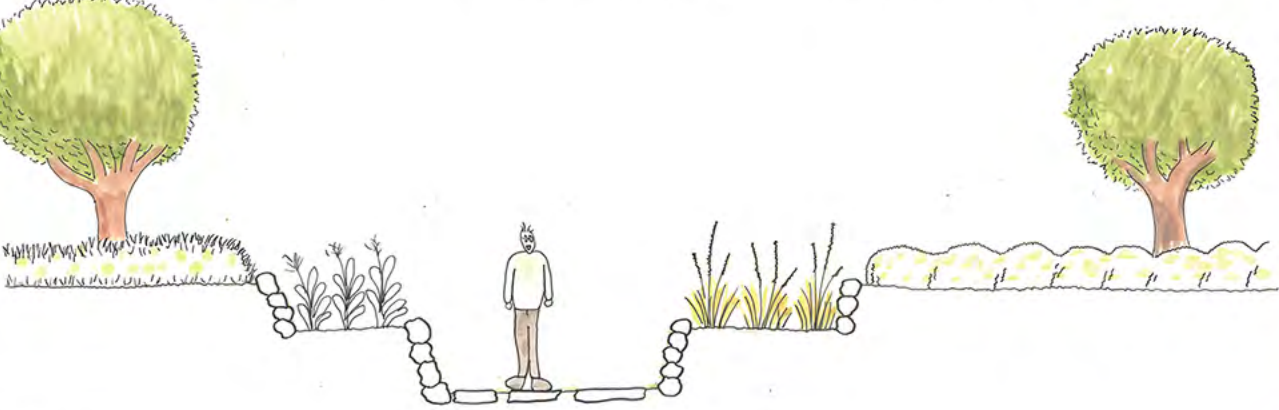
Nathan Fadick  
LA 402



**POINT OF CHOICE** showing where visitors must choose what path to take and layers of walls in front of a long bench inconvenient for groups and lounging, discouraging staying and encouraging movement through space



**THE CARVED PATH** showing the travel through the broken concrete path surrounded by the crumbling concrete retaining walls, both built from the fragments of the existing planters



**THE PLAN**



**CENTRAL LOCATION** and dilapidated state makes this site an ideal location for an art piece playing off the “urban sprawl” phenomenon, but with native plants and destruction of existing hardscape





# The Cut-Out Courtyard

Anthony Ali-Tornero, LA 402 Winter Prof Ragsdale

Final Plan: 1" = 40'



Project Location:



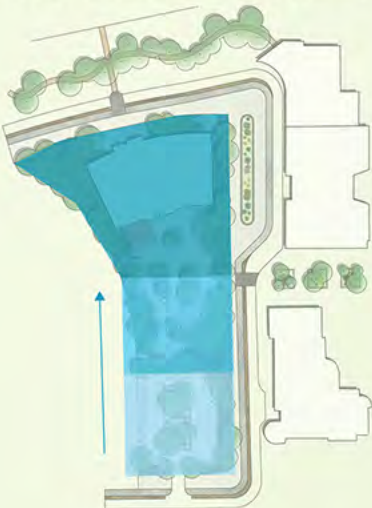
Circulation Diagram:



Study Area Diagram:



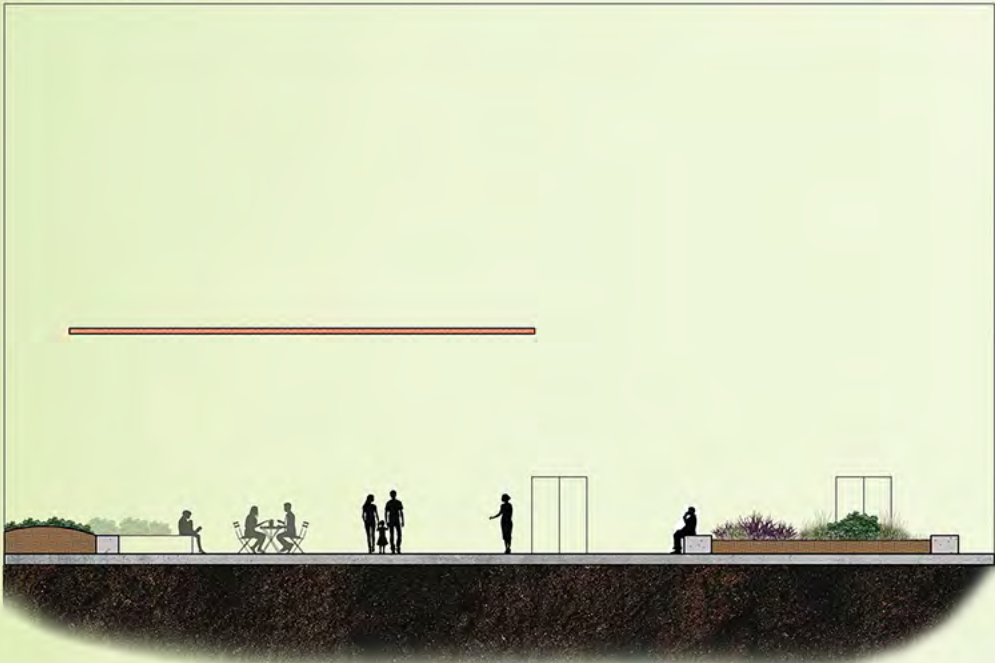
Watershed Diagram:



Section (A): 1" = 10'



Section (B): 1" = 3'



Guiding Principles:

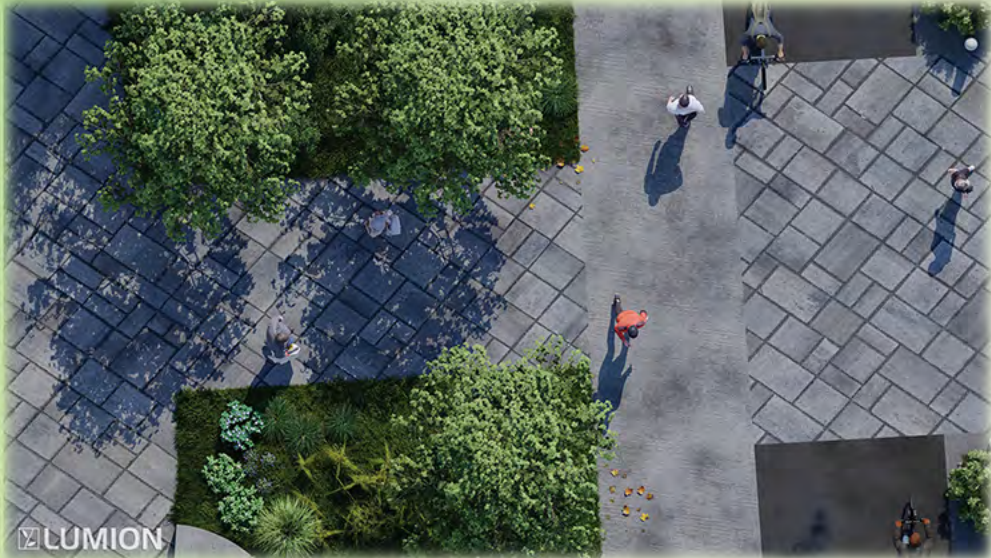
1. Reinforce Campus-Wide environmental sustainability (MP PG 2-22)
2. Open space should be incorporated into campus core and into the scope of every new building project (MP PG 2-24)
3. Demonstrate the principles of ecological, social, and economic sustainability (LMP PG 11)
4. Design a maintainable, manageable, and operational campus landscape (LMP PG 8)
5. Create educational water consumption landscapes (CAP PG 38)





LUMION

Study Area Perspective (C):



LUMION

Intersection Plan Detail (D):



LUMION

Seating Divot Plan Detail (E):

Site Analysis:

Baseline Conditions:

New Conditions:



Baseline Impermeable Area: 123,987 Sq Ft  
 Baseline Permeable Area: 26,717 Sq Ft  
 Baseline Study Space Area: 0 Sq Ft  
 Baseline Tree Numbers: 29 Individuals

New Impermeable Area: 88,531 Sq Ft (29% Less)  
 New Permeable Area: 46,753 Sq Ft (75% More)  
 New Study Space Area: 3,131 Sq Ft  
 New Tree Numbers: 69 Individuals