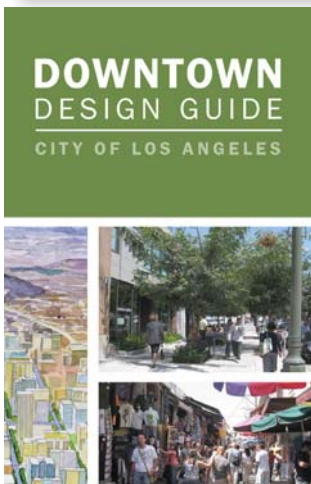


a Citizen Architect on the Los Angeles City Planning Commission

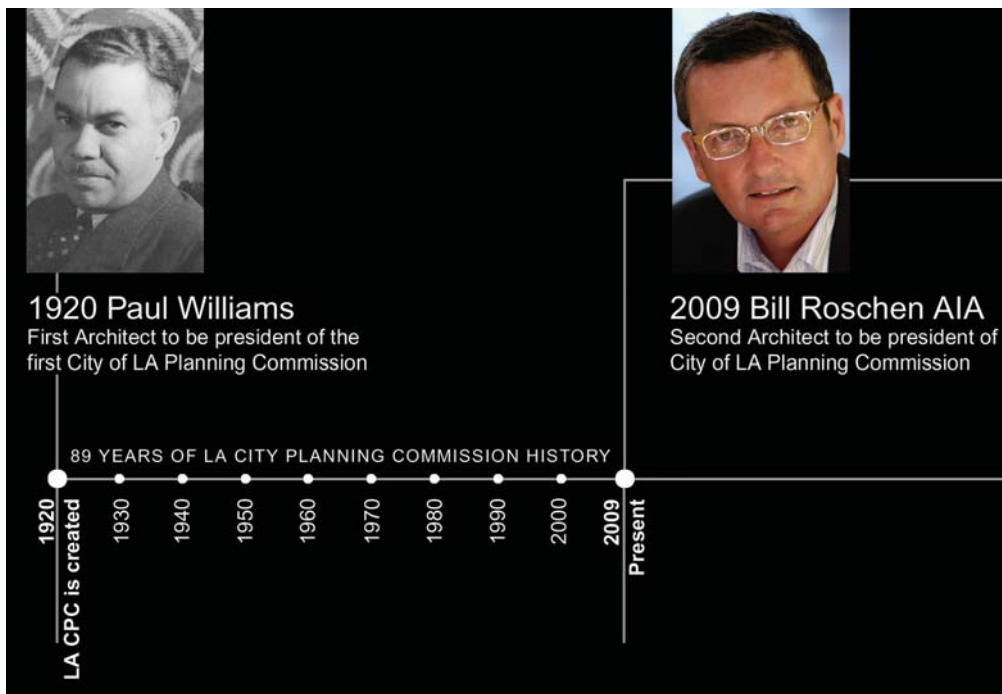
CITYWIDE DESIGN SUCCESS STORIES



In 2006, for the first time in the history of Los Angeles City an Urban Design Studio is established through the policy leadership of Bill Roschen.



Under Roschen's leadership and direction the Planning Department changed the city charter to include Urban Design Principles that would legislate urban guidelines and checklists for the first time in LA City history.



Roschen is only the second architect to be president of the LA City Planning Commission in its 89 year history.

City Planning Commission

William Roschen, *President*

Diego Cardoso
Regina M. Freer
Robin R. Hughes
Fr. Spencer T. Kezios
Richardo Lara
Cindy MontaNez
Michael K. Woo

Department of City Planning

S. Gail Goldberg, AICP, *Director*

Emily Gabel-Luddy, FASLA, *Urban Design Studio*

Simon Pastucha, *Urban Design Studio*

1 DEMAND a walkable city The answer to one question, more than any other, will tell us whether a project has it right: Does the proposal actively welcome its own users, its neighbors, its passersby? The planning history of Los Angeles exposes our failure to analyze buildings in context. Smitten by the automobile, we trivialized our daily role as pedestrian, our need for inviting storefronts, broad sidewalks, plentiful benches, graceful lighting. We must prioritize the human scale of our built structures and street environments. We must insist that each new project visibly knit people together.

Every movement has its moment. Its beginning. Mayor Antonio Villaraigosa and Planning Director Gail Goldberg have challenged each of us to do more. It is our privilege to follow their lead. The time for inspired, principled land use planning in Los Angeles is now.

2 OFFER basic design standards Too many rules are a bane to growth and development. But too few rules, or misguided rules, can invite shoddy product and shabby boulevards. We must strike the right balance by announcing a handful of fundamental design requirements. Our goal should be to eliminate the sea of stucco boxes, blank walls, street-front parking lots, and other inhospitable streetscapes.

7 PRODUCE green buildings We are late to the party. The City's codes must be overhauled to require, or at the very least incentivize, building materials, systems, and methods that are health conscious and environmentally friendly. We planners should not wait for such new rules to hit the books. Let's announce today a menu of benefits that any developer who will commit to building a LEED certified project can expect in return from our department.

9 ARREST visual blight Amidst the clutter of power lines, slapdash signage, and the demolition of our historic gems, it is difficult to find visual calm on our streets. The Planning Department has a key role to play in reducing the built intrusions into the lives of our residents. We must seek phased elimination of above-ground wires, controlled limitation of signage to appropriate districts, numbers, and sizes, and preservation of our historic resources.

8 LANDSCAPE in abundance The Mayor has challenged us to plant a million trees. But most development proposals still only offer to meet the minimum requirements for landscaping; many do not even rise to that level. We must rewrite our project submission requirements and our landscaping mitigation measures to show our seriousness and solidarity of purpose on adding shrubs, vines, and trees to create an urban forest.

Do Real Planning!

4 ELIMINATE department bottlenecks The volume of permit applications, our caseloads, and processing time have risen exponentially. Yes, these increases have occurred during years of hiring freezes and unaddressed attrition. But, this Mayor and City Council have pledged to strengthen our numbers. We must respond by ferreting out our systemic slowdowns. Our delayed responses abet inferior projects and kill quality development.

3 REQUIRE density around transit We need more jobs and housing, for our current residents and for those whose arrival is imminent. At the same time, we must foster our fledgling rail system and its bus partner, to untangle our worsening traffic. The planning solution is elementary: congregate additional density at train and rapid bus stops, and discourage new density where we anticipate no mass transit relief valve.

5 ADVANCE homes for every income We own a prized commodity: the power to increase the value of land by making its zoning more lucrative. The property owner need not be the exclusive beneficiary of our pen stroke. In this time of housing crisis, let's unabashedly exploit this asset for the common good. Every upzoning should carry with it an obligation to provide, preferably through on-site units but at least via monetary contribution, housing for the poor and middle class. We can all win.

6 LOCATE jobs near housing The time for segregating jobs from housing in Los Angeles has passed. The age of unrelenting sprawl has met its match in intolerable commute times. Fortunately, we have several stale business boulevards and districts that are ripe for renovation; in these traditionally commercial-only locations, we must include both jobs and housing in the new mix.

10 NEUTRALIZE mansionization Neighborhoods zoned single family deserve our protection. The most pervasive threat they face is the replacement of existing homes with residences whose bulk and mass is significantly larger than the street's current character—sacrificing greenery, breathing room, light, and air. Let's be the champions of a city-wide solution to prevent out-of-scale residences.

11 NURTURE planning leadership Professional planning advice has been supplanted in this City with politically engineered compromise. Decades of this behavior have produced a reticent Planning Department that bends freely to both elected officials and fellow departments. We must alter this culture by standing strong for one thing at all times: advocacy of sound planning. Courageous and cogent planning must be rewarded and its practitioners promoted to positions of leadership.

12 IDENTIFY smart parking requirements Our long-standing love affair with the automobile has led us to mandate acres of parking spaces and parking lots that often occupy prime street frontage. We must revisit our "one size fits all" suburban parking standards, and replace them with project and location-specific tools such as parking maximums, pooled parking, automated stacked parking, and other emerging techniques.

13 NARROW road widenings The most overused mitigation measure in the City is the requirement that the road adjacent to a project be widened to appease the introduction of additional people. This rarely solves, and often invites, more passenger car congestion, and typically undermines our walkability goals. We must categorically reject nonsensical road widenings.

14 GIVE project input early A hallmark of our passivity has been to offer our advice so late in the development process as to be irrelevant. We routinely hear "the plans have been finished for months" or "the cost of making that change would be prohibitive." The Planning Department must reorganize its case intake process and provide preliminary guidance, or outright rejection of the case as incomplete, within sixty days after an application is filed.



designing a...

healthy



City of Los Angeles Health and Wellness Chapter

- | | |
|------------------------|-------------------------|
| 1. Economic Conditions | 6. Food Systems |
| 2. Education | 7. Crime |
| 3. Health | 8. Housing |
| 4. Land Use | 9. Environmental Health |
| 5. Transportation | |
-

ECONOMIC CONDITIONS

Socio-economic conditions can significantly affect a population's access to healthy living and well-being. Rising socio-economic status tends to improve access to positive health outcomes, while falling socio-economic status tends to decrease levels of health and wellness. Differences in social status, income and wealth, and opportunities for a quality education are often associated with health impacts that disproportionately affect certain populations, such as the poor, young children, and the elderly.

Key Questions

1. Please review the issues and solutions listed below, is anything missing?
2. What are the goals that we want to establish as part of this effort?
3. What solutions would address the issues related to this health topic?
4. What are the barriers to the solutions?
5. What can the City do that it is not doing now?

Issues Raised

- Concentration of poverty
- High levels of unemployment
- Low-income individuals and families are more vulnerable to health issues
- Disparity in availability of resources
- Disempowerment
- Lack of access to workforce training programs
- Lack of access to staff/resources to assist the unemployed in accessing resources
- Areas with greatest economic access also facilitate social encounters where people feel respected where there's attention to needs, where options are presented, and where concrete needs are met
- Lack of commercial/entertainment amenities (theatres, plazas, etc.)
- Permitting and zoning processes
- Having to go without basic needs (such as child care, health care, food, or housing)

City of Los Angeles Health and Wellness Chapter

Recommended Solutions

- Business-friendly policies
- Employment opportunities (for the unemployed as well as opportunities that will allow for social mobility)
- Legalize street vending (integrating an existent and important economic component of many neighborhoods into the mainstream)
- Provide resources to entrepreneurs and small businesses
- Streamline the permitting and development process for good projects and businesses (ex. affordable housing projects, parks, grocery stores, etc.)
- Create more opportunities for flea markets and farmers' markets
- Incentivize property owners to utilize vacant lots
- Tax activities that pollute and unhealthy products
- Distribute available resources in an equitable manner (prioritizing activities that target communities facing the greatest health disparities)
- Incentivize local economies (ex. Locally grown food-distributed locally-sold by local retailers) Re-invest in park space and schools to attract communities to utilize them
- Financial planning for homeowners and businesses
- Economic development that focuses on addressing poverty
- Create programs that relate to the skillset of small entrepreneurs
- Create employment opportunities for youth
- Utilize vacant lots with community input
- Create economic opportunity for local people (jobs)
- Address homeless issue

Priorities

- What are the priorities that we want to achieve for this health topic?



Figueroa St, Los Angeles



Figueroa St, Los Angeles

Nutrition. Food Deserts

Exercise. Walkable Streets

Mental Health. Safe Streets

Urban Design and Placemaking. Transit Enhanced Neighborhoods / Pride of Place

...eats well

Locally Produced Food

Access to Nutritious Foods

The types, amount, and availability of healthy food is just as important in promoting healthier lifestyles and combating chronic disease as is increased physical activity. For many families, the consumption of too many cheap calories and too little exercise has caused a diabetes and obesity epidemic.¹⁶ Compounding the impact of cheap calories and reduced amounts of exercise is the fact that there simply are not enough healthy food outlets and places growing and selling nutritious foods to serve the varied neighborhoods of Los Angeles.

"Within a 200 mile landward radius of Los Angeles is a remarkable abundance of incredible food. California leads the country in agricultural exports, particularly of fruits, vegetables and nuts... yet, it appears that only 1% of the food grown so close to us, is actually consumed here."¹⁷ "Southern California is one of the most abundant and productive agricultural regions in the nation, yet Los Angeles has a hunger crisis that dwarfs most US cities. Indeed, Los Angeles is the "epicenter of hunger."¹⁸

Providing locally produced, nutritious foods positively impacts personal health and well-being. Health benefits are provided by engaging in the physical activity to create gardens and cultivate crops. Urban gardens can provide broader advantages - boosting the local economy and improving communities by bettering air, water, and land quality through reductions in travel and shipping distances and revitalizing vacant or underutilized areas. Another key component of healthy eating includes fresh food options at retail markets. In areas where healthy food is difficult to come by, mobile markets, farmer's markets, and food vendors can provide access to fresh and healthy local produce.

Those economic and environmental benefits directly affect individual health as does the increased nutritional value of fresh food. Cultivating and consuming locally grown food can ensure a high level of food quality, take advantage of L.A.'s climatic advantages, and reinforce healthy eating behaviors.

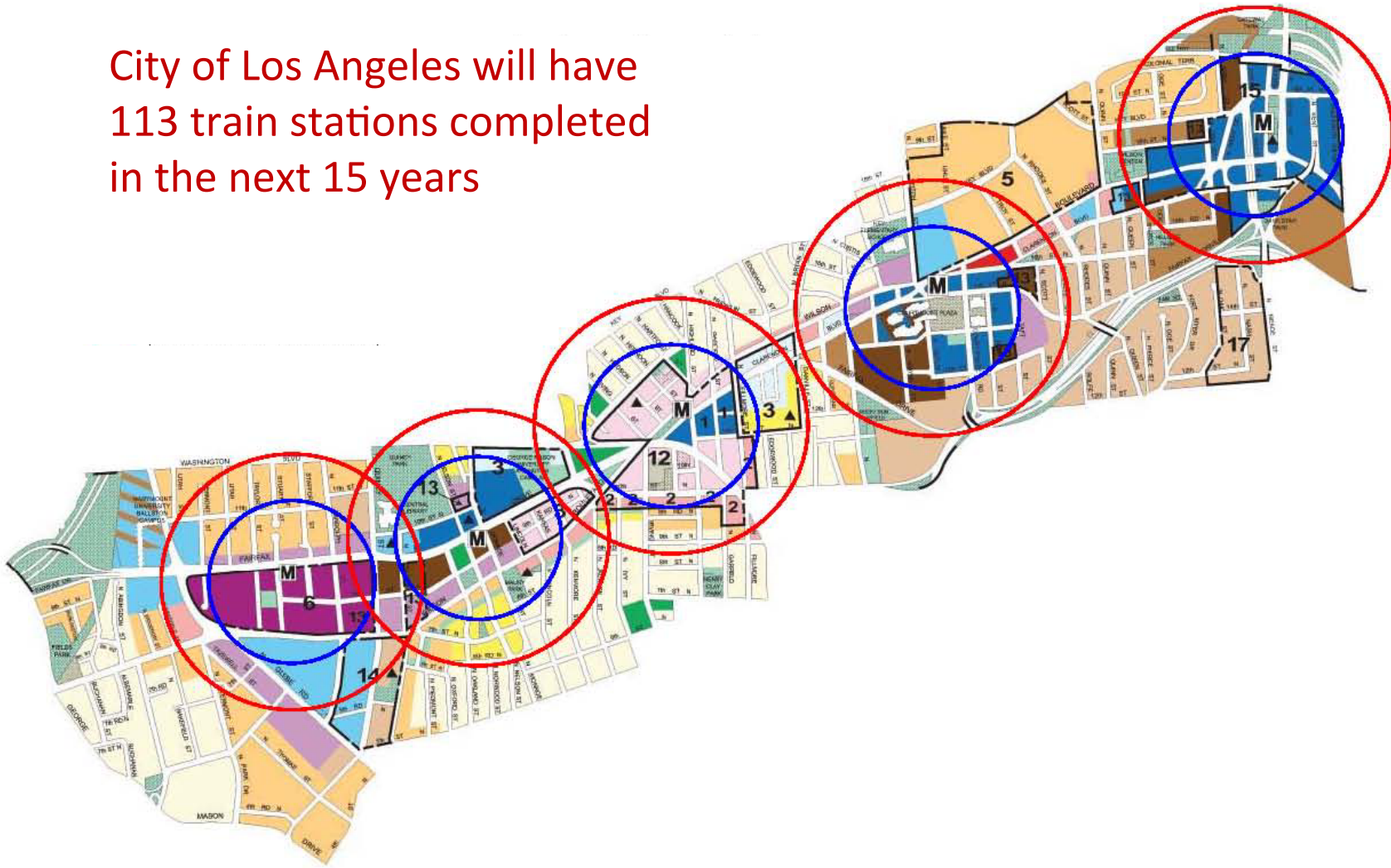


Sunset Triangle Plaza
1st Street Recapture Plaza in Los Angeles

Corridor Planning Supports

Transit Enhanced Neighborhoods “TENs”[©]

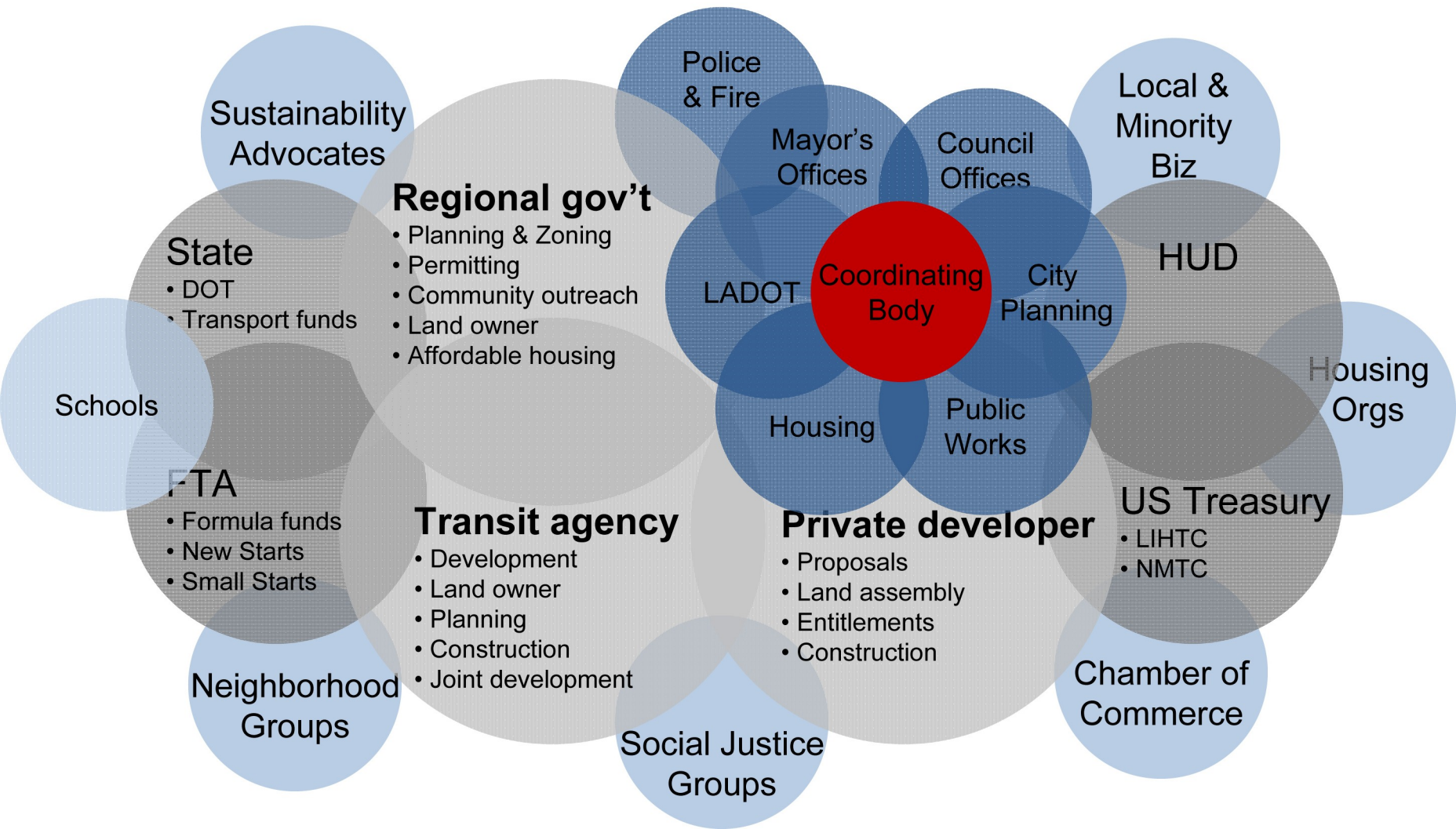
City of Los Angeles will have
113 train stations completed
in the next 15 years



Goals of the Transit Corridor Cabinet and Transit Corridor Congress

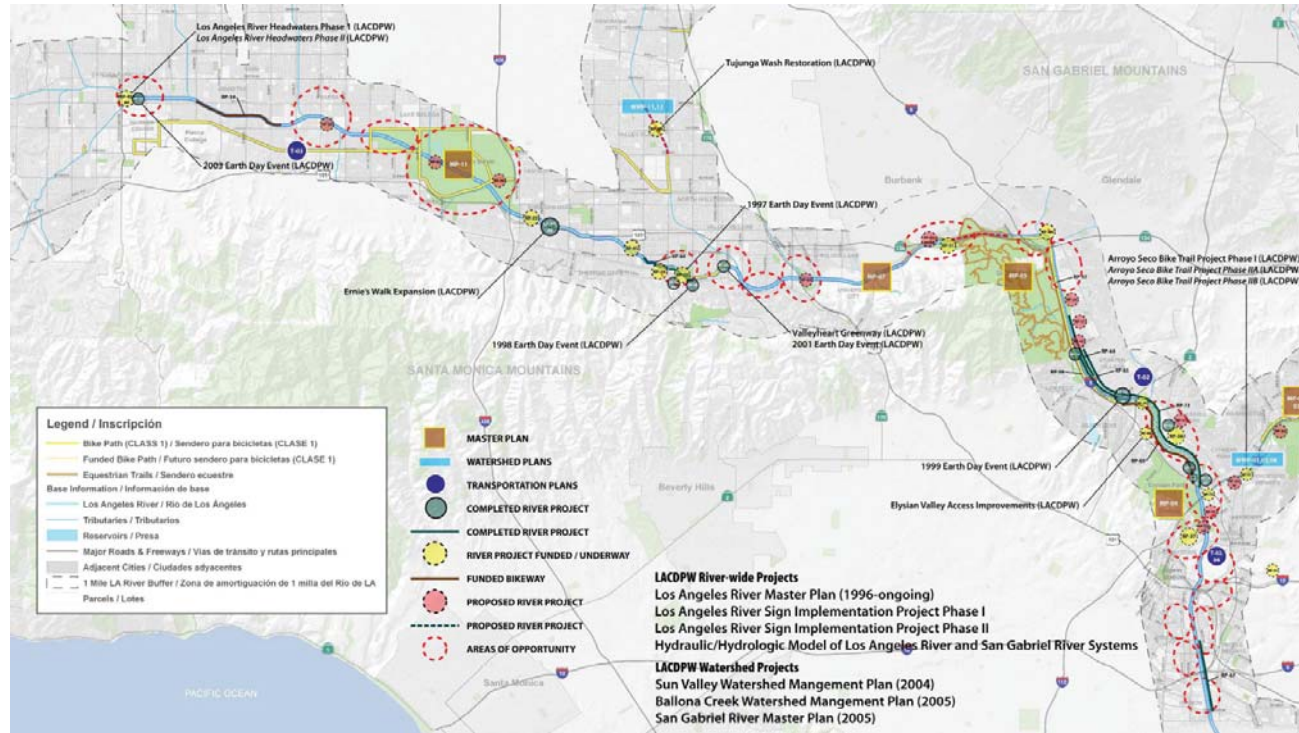
- Decision making team that can survive dozens of political cycles
- Empower staff to make transit-oriented decisions
- Provide external stakeholders a single city “touch point”
- Work with external stakeholders to constantly reevaluate and reprioritize city efforts
- Report to City leadership on progress

City's Vision + City's Action Must Be Coordinated with Other TOD Players and Realize a Equity Agenda

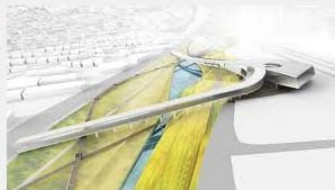


Transit-Oriented Places

- **Environment**
- **Equity**
- **Engagement**
- **Economy**
- **Enhanced Neighborhoods**



Los Angeles River



designing a healthy LA:

An educational document addressing a broad range of guidelines for the physical environment, often requiring minimal intervention and costs. Significant documentation exists on the beneficial aspects of environmental design on health outcomes and it is these evidence-based design strategies that are the basis for the recommendations in **designing a healthy LA**.

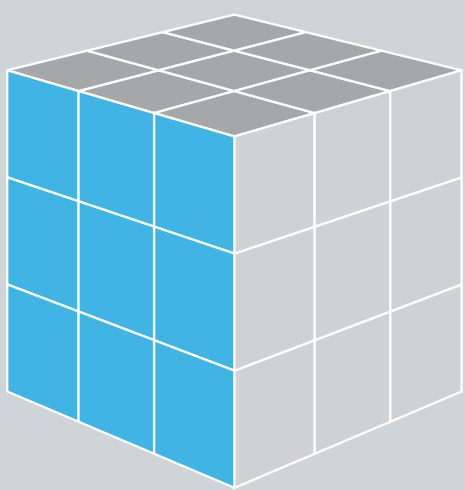


"provides a compendium of strategies that are meant to be customized and tailored to fit each unique neighborhood within Los Angeles."

- Bill Roschen, President City of Los Angeles Planning Commission

impact snapshot study...

	...is active	...eats well	...is a community
Walkability <ul style="list-style-type: none">sidewalkspedestrian amenitiesvisual interest	Primary Impact	Tertiary Impact	Secondary Impact
Bikeability <ul style="list-style-type: none">bike networkssafe bike routesbike parking	Primary Impact	Tertiary Impact	Secondary Impact
Active Transit <ul style="list-style-type: none">transit stopsland usemulti-modal transportation	Primary Impact	Tertiary Impact	Secondary Impact
Public Open Space <ul style="list-style-type: none">complete streets, alternative infrastructure & plazasparksnatural recreation areas	Primary Impact	Secondary Impact	Tertiary Impact
Locally Produced Food <ul style="list-style-type: none">community agricultureurban agriculturedemonstration & educational gardens	Tertiary Impact	Primary Impact	Secondary Impact
Access to Nutritious Food <ul style="list-style-type: none">retail foodalternative food outlets	Tertiary Impact	Primary Impact	Secondary Impact
Social Capital <ul style="list-style-type: none">community participationidentitysafety	Secondary Impact	Tertiary Impact	Primary Impact
Clean Environment <ul style="list-style-type: none">airwaterland	Secondary Impact	Secondary Impact	Primary Impact
Built Environment <ul style="list-style-type: none">density nodesarchitectural design	Primary Impact	Primary Impact	Primary Impact

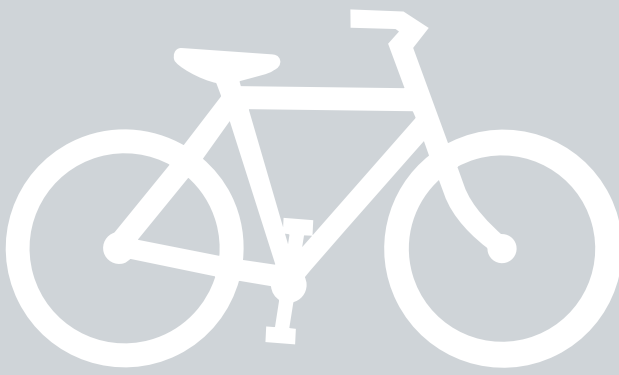


designing a... healthy LA

... is active



a 1 km walk
Walking one kilometer (just over a half-mile) every day can reduce your odds of obesity by five percent.



5mi/30min

The average speed of a car in city traffic is less than 15 miles per hour. But with an average speed of 10 to 20 miles per hour, an experienced cyclist can make a 5-mile commute in 15 to 30 minutes - it's just as quick as driving, but has the extra bonus of fresh air and exercise.



1 hour/day

Every additional hour spent in a car each day increases chances of obesity by 6 percent.

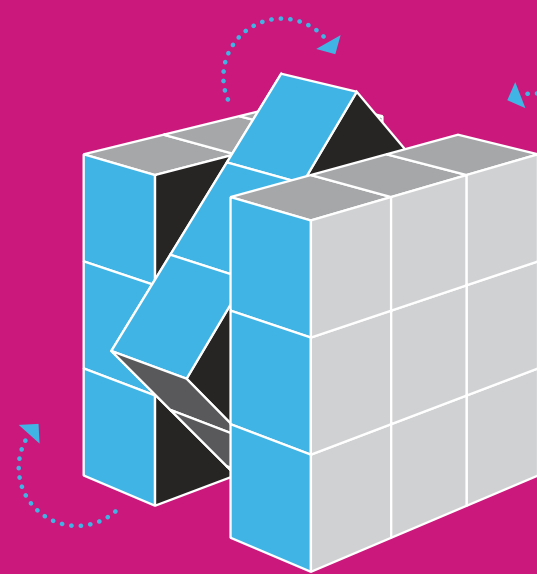


2.5x

Young teens (ages 12 to 15) are 2.5 times more likely to report walking if there is recreational open space within one kilometer (just over a 1/2 mile) of their home.



Sheltered bike parking provides protection from weather, a secure place to store bikes, and for minor repair opportunities. (Washington, DC)



customizing a... healthy LA

... eats well



\$12 billion
In 2006, Los Angeles County spent \$12 billion on health care costs and lost productivity associated with obesity and physical inactivity.



1/2 of food dollars

Americans spend about half their food dollars on meals eaten away from home.



Easily accessible fruit trees are abundant in Los Angeles and provide a source of nutritious food. (Los Angeles, CA)



Nontraditional elements, such as street parkways, can be used as food-growing opportunities. (Seattle, Washington)



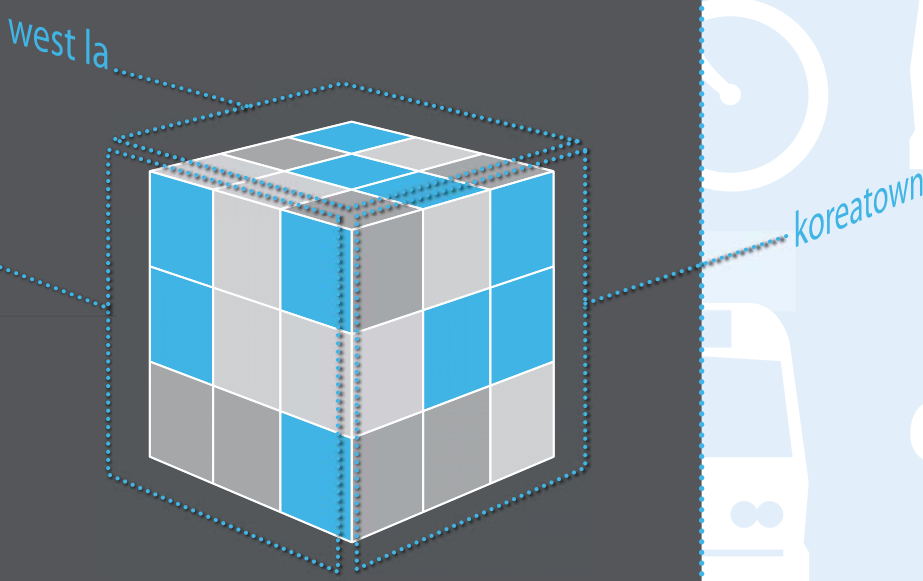
Community farming builds relationships. (Chicago, IL)



Mobile markets bring nutritious food to access-inhibited communities. (Amsterdam, Netherlands)



Farmers' markets encourage direct interaction between farmers and consumers enabling access to fresh food. (Hollywood, CA)



creating... healthy LA neighborhoods

...is a community



Strong social network

Connected and walkable neighborhoods have stronger social networks than car-dependent neighborhoods, thereby increasing its social capital.



1 tree

One tree can remove 26 pounds of carbon dioxide from the atmosphere annually – the equivalent of 11,000 miles of car emissions.



12% reduction

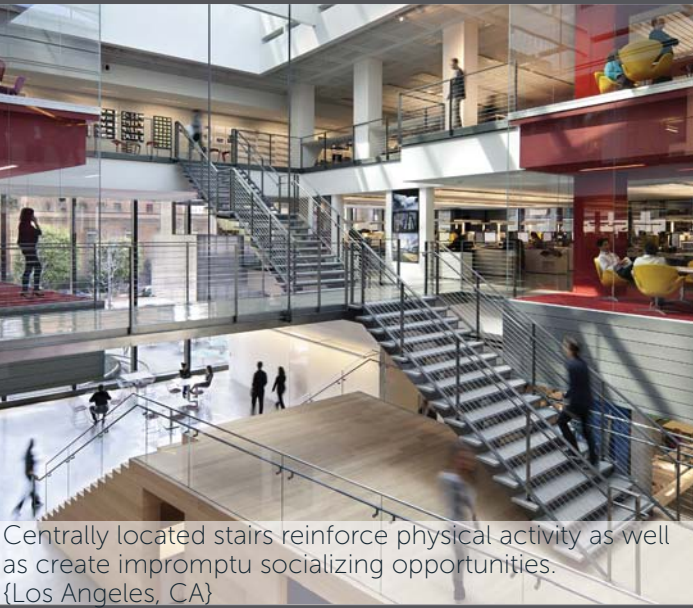
Each quartile increase of land-use mix—an attribute of neighborhoods that encourages walking—yields a 12 percent reduction in the likelihood of obesity.



Creative use of existing spaces expands cultural and community learning and gathering opportunities. (New York, NY)



Increasing permeability will prevent harmful land pollutants from entering waterways. (Los Angeles, CA)



Centrally located stairs reinforce physical activity as well as create impromptu socializing opportunities. (Los Angeles, CA)

