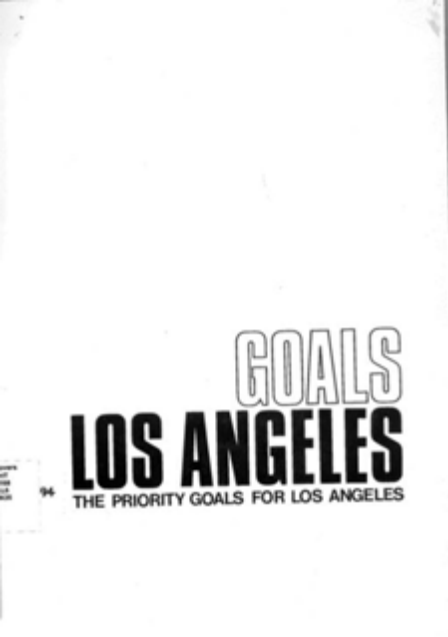




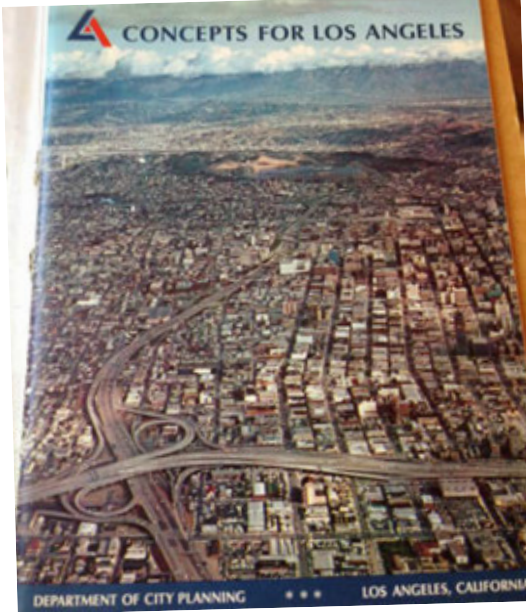
parks.hills.homes boulevards.centers.industry

MOBILITY + LAND USE IN LOS ANGELES. MARK VALLIANATOS. PLUS2





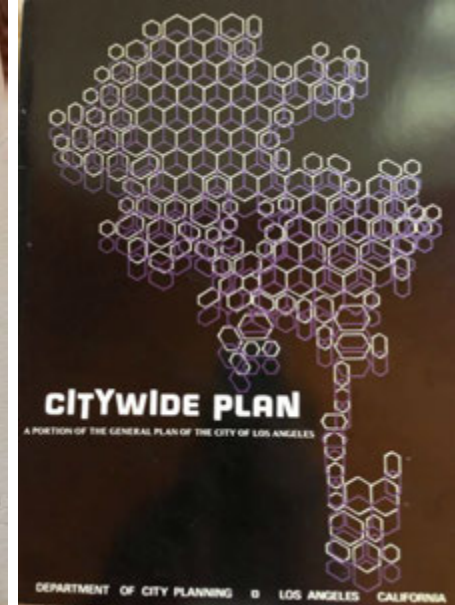
1965-1969



1967



1970



1974

"You can't plan this city. It just happens."

"Planners don't really plan; they only react."

"The City evolves as a result of the freeways, land speculators, the metropolitan water system, and the desire of every Angelino for his own house."

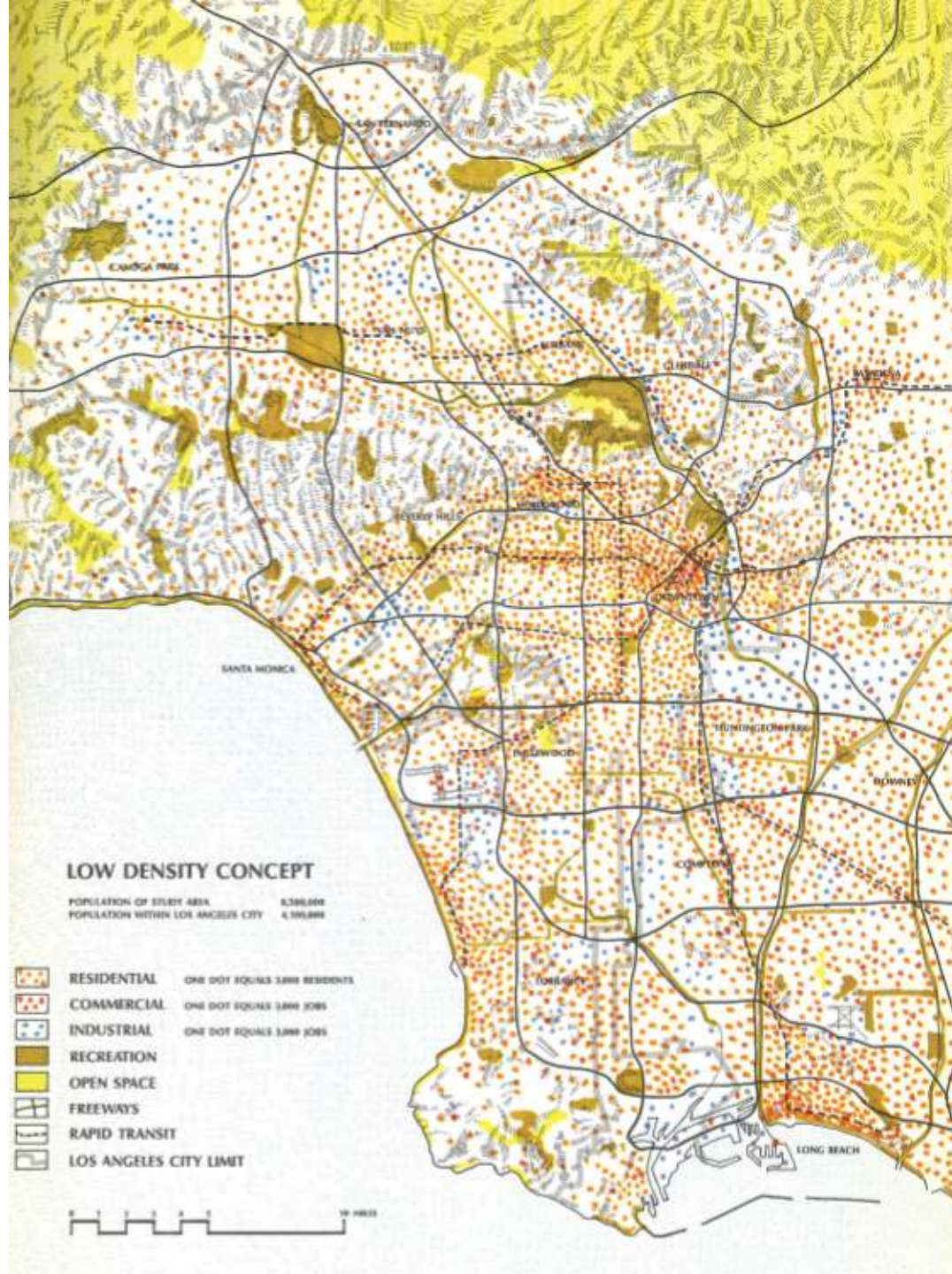
These are familiar comments. They imply that planning is futile; that there are forces beyond our control; that there is nothing we can really do about the future of our cities. So the question arises: Can a city really give effective and creative guidance to the dynamic forces that shape it, so that the best possible physical structure will be achieved - a structure that accurately reflects the true goals of an informed citizenry?

Los Angeles Department of City Planning, Concepts for Los Angeles, 1967



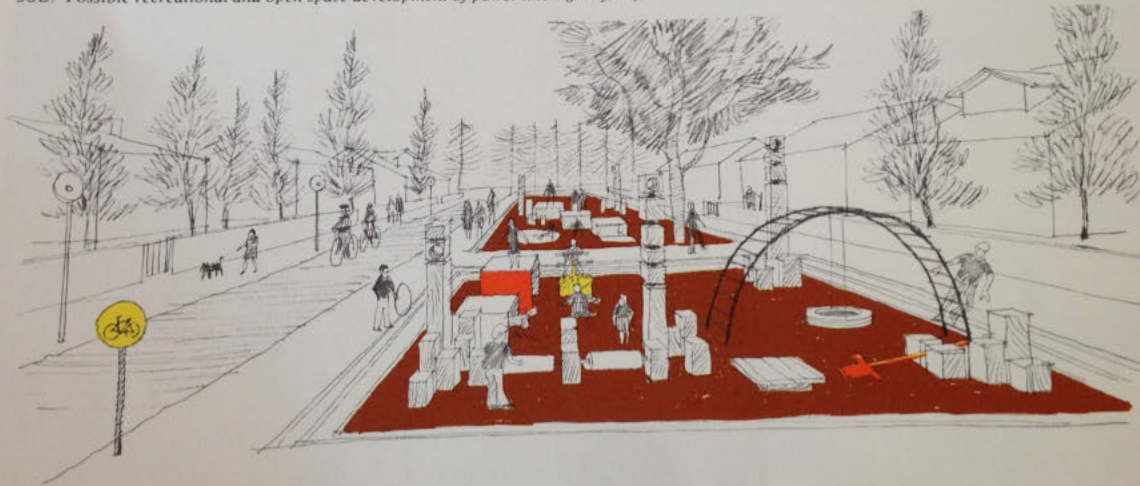




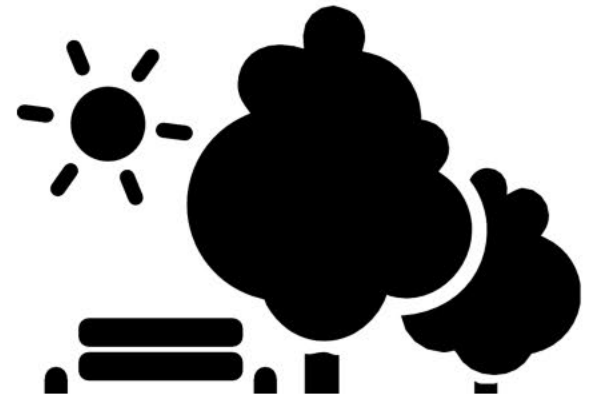




93B. Possible recreational and open space development of power line right of way.



93C. Possible linear park created from vacated portion of local street

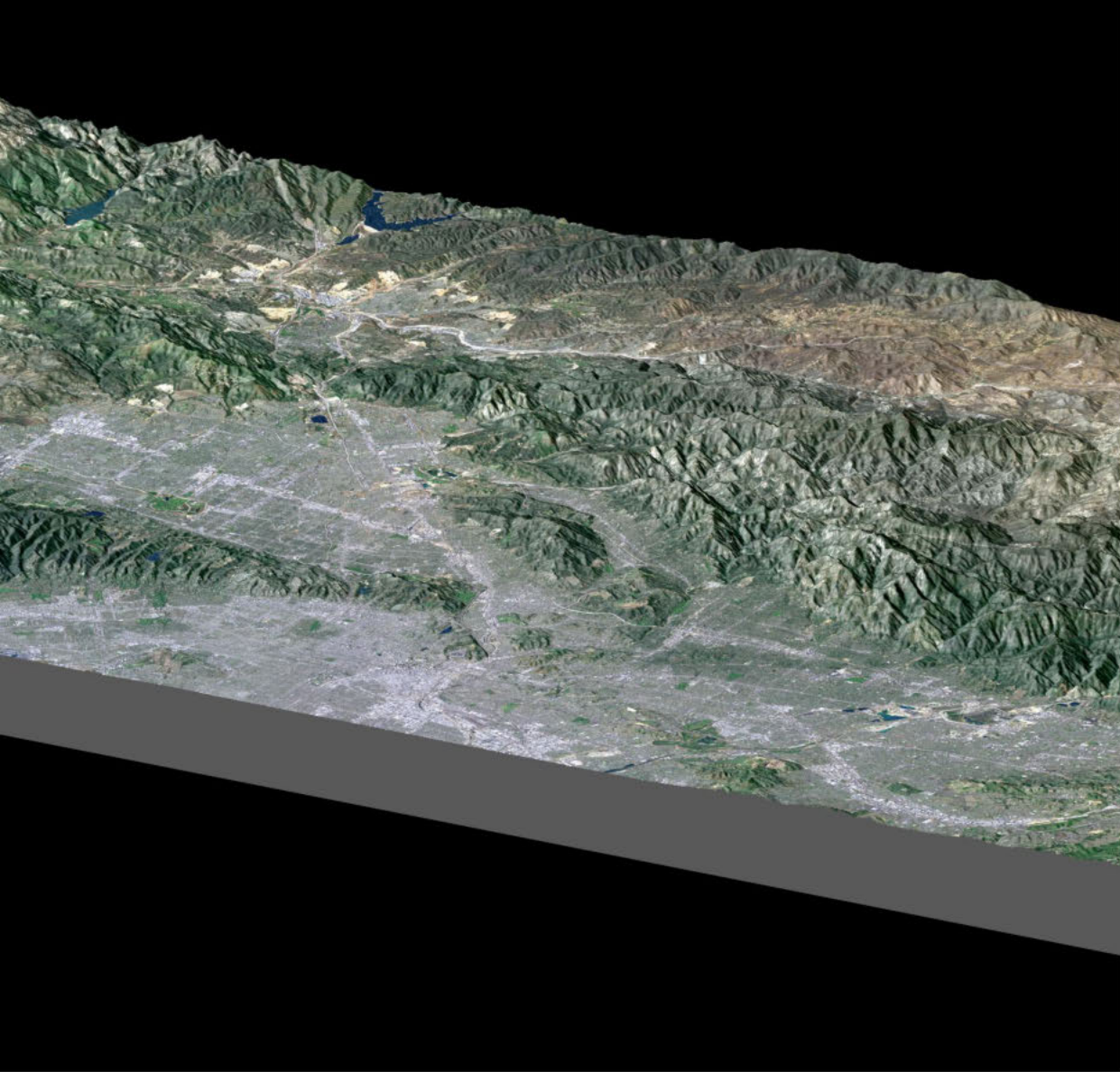


preferred mobility = walking

- . street trees + green streets
- . redfields to greenfields
- . channels + streets + alleys
- . green density

“What generations of tourists and migrants had once admired as a real-life Garden of Eden was now buried under an estimated three billion tons of concrete (or 250 tons per inhabitant.)”

Mike Davis, *How Eden Lost Its Garden*, 1995



preferred mobility = walking

- . pedestrian speed
- . autoettes
- . stair streets + trails
- . No more paving

“The phalanxed communities of Los Angeles have pushed themselves hard against these mountains, an aggression that requires a deep defense budget to contend with the result.”

John McPhee, Los Angeles Against the Mountains, 1988



preferred mobility = BRT

- . BRT as street subway**
- . mixed. dense. affordable**
- . walkable design**
- . no parking minimums**
- . protected bike network**

"Everything you get in that taco is what we live in LA. It's the 720 bus on Wilshire, it's the 3rd street Juanita's Tacos, the Korean supermarket and all those things that we live everyday in one bite. That was our goal. To take everything about LA and put it into one bite."

Roy Choi, 2008

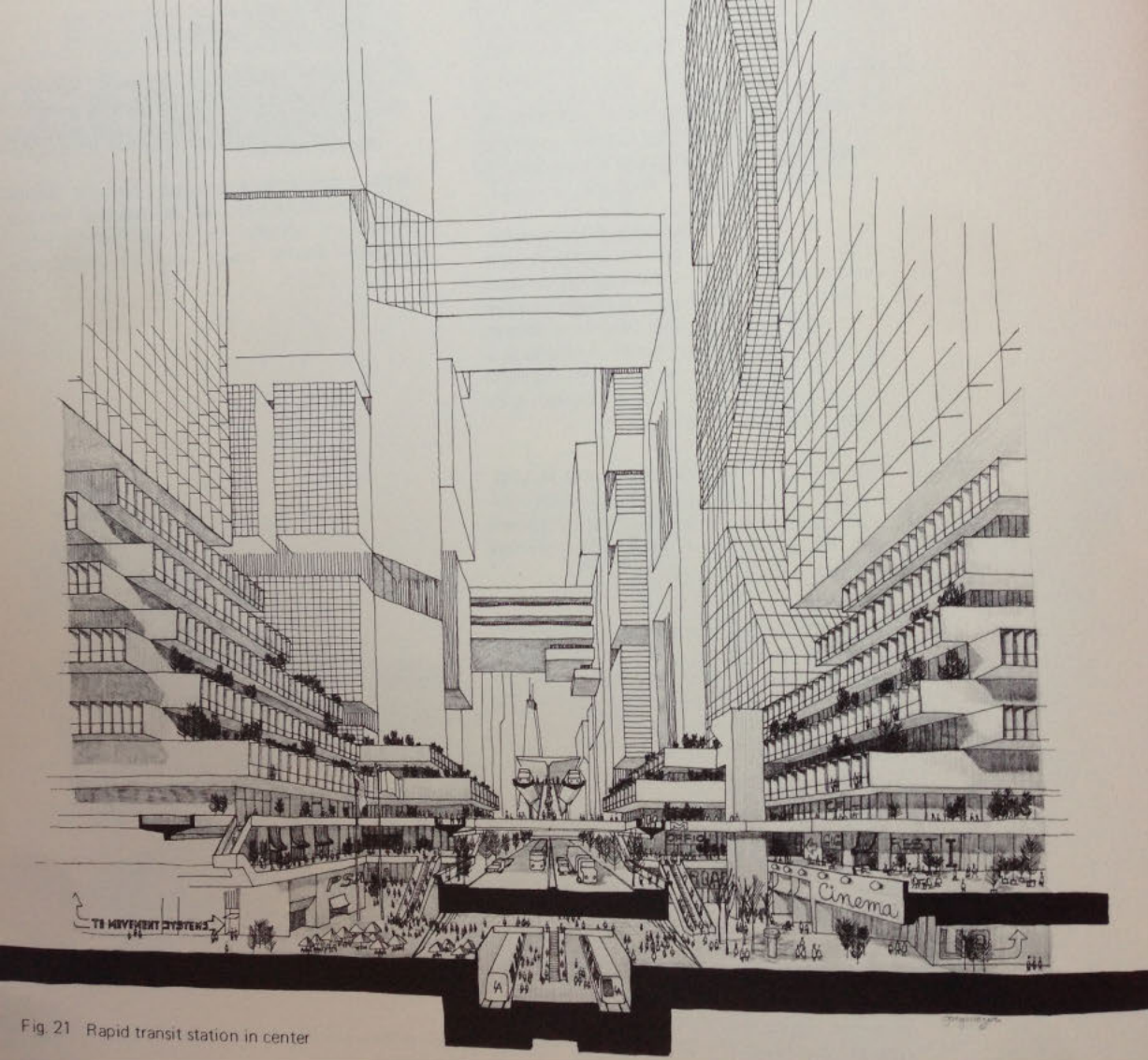
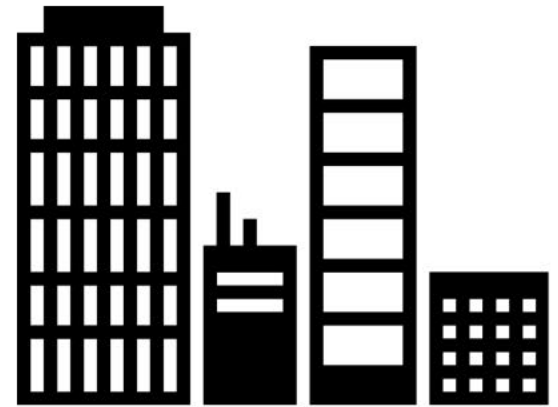


Fig. 21 Rapid transit station in center

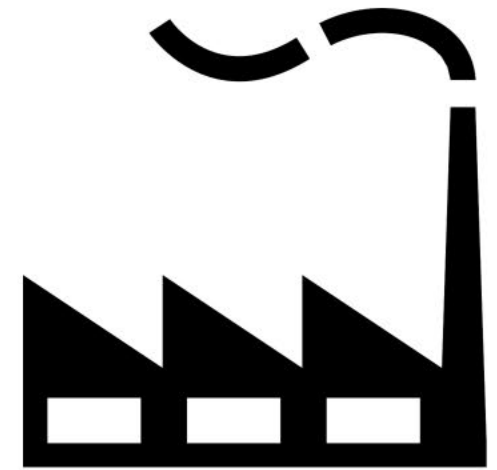


preferred mobility = subway

- . centers for proximity**
- . minimum density**
- . car free zones**
- . capture value for social investments**

"Some .. are appalled by the traffic jams, the crowded sidewalks, the constant tearing down ... and putting up of bigger new buildings. To do away with the congestion, they would do away with the concentration... But concentration is the genius of the City, its reason for being, the source of its vitality and its excitement."

New York City Planning Commission, 1969

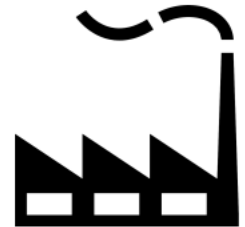


**preferred mobility = zero
emission freight**

- . save then integrate**
- . Electric rail, plug-in trucks,
bike delivery**
- . clean up, green up**
- . help everyone make the
future**

"So many [people] un-needed, unwanted, in a world where there is so much to be done... Once upon a time, visitors could take a guided tour to see how tires are made, just as today, they can take a studio tour and see how movies are made."

Thom Andersen, Los Angeles Plays Itself, 2003



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