

Livable Communities Initiative

Program #131 - Housing Element

A plan to build housing in walkable communities



HODG - Hang Out Do Good Civic group of 3000

Prof. Mike Manville, UCLA
Shane Phillips, UCLA
Ed Mendoza - City Planner
Gerhard Mayer - Architect & Urbanist
Martin Tomasz - Systems Engineer
Dr. Tunette Powell - DEI

LADOT
Homeowners, renters
Advocates
Urban Planners + Architects



Aesthetics
+
Neighborhood
Character



Height + Traffic



Gentle Density
3-5 Stories
Walkable Street



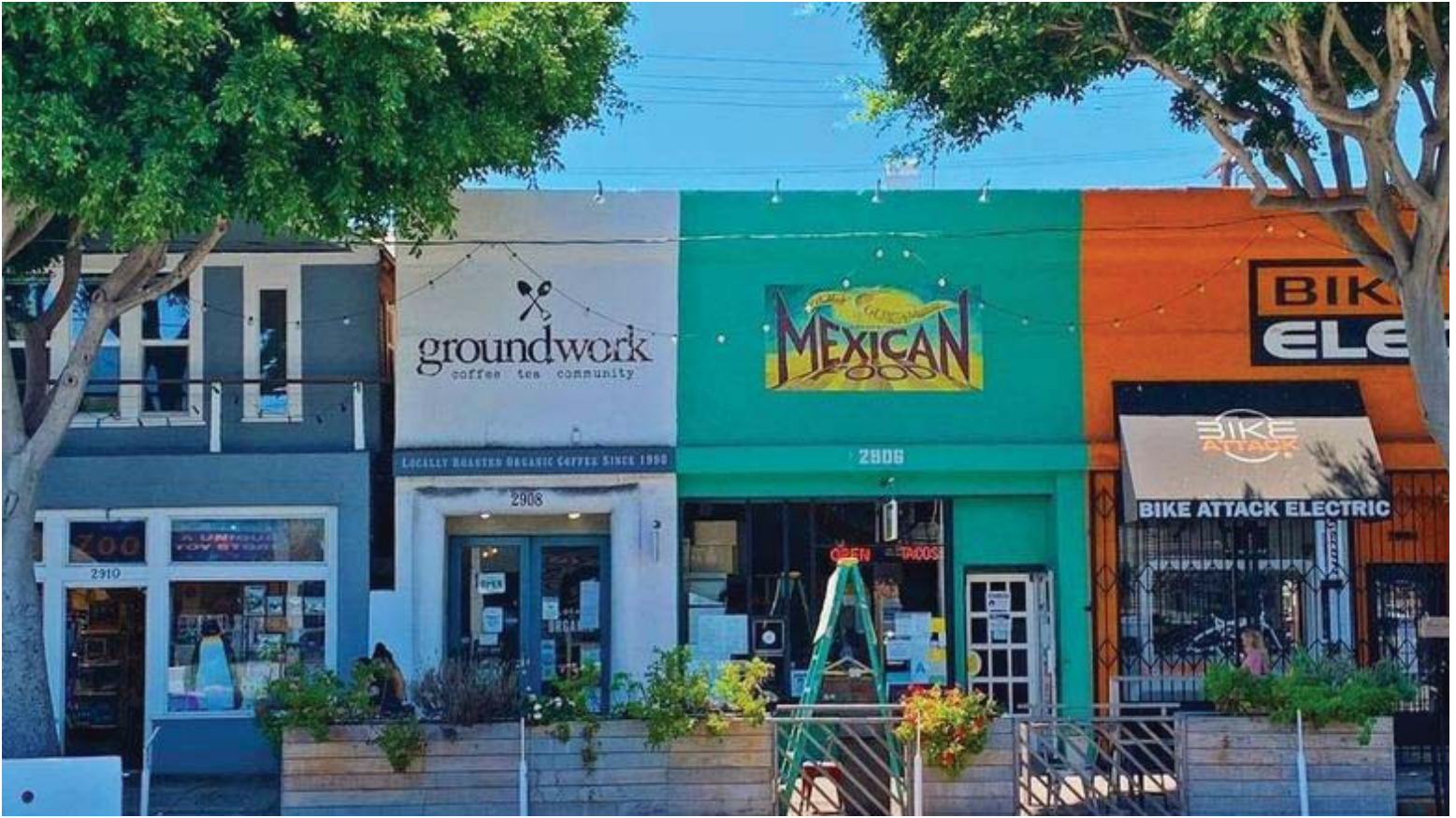
15 Minute City





Historic Main Streets
for walkability



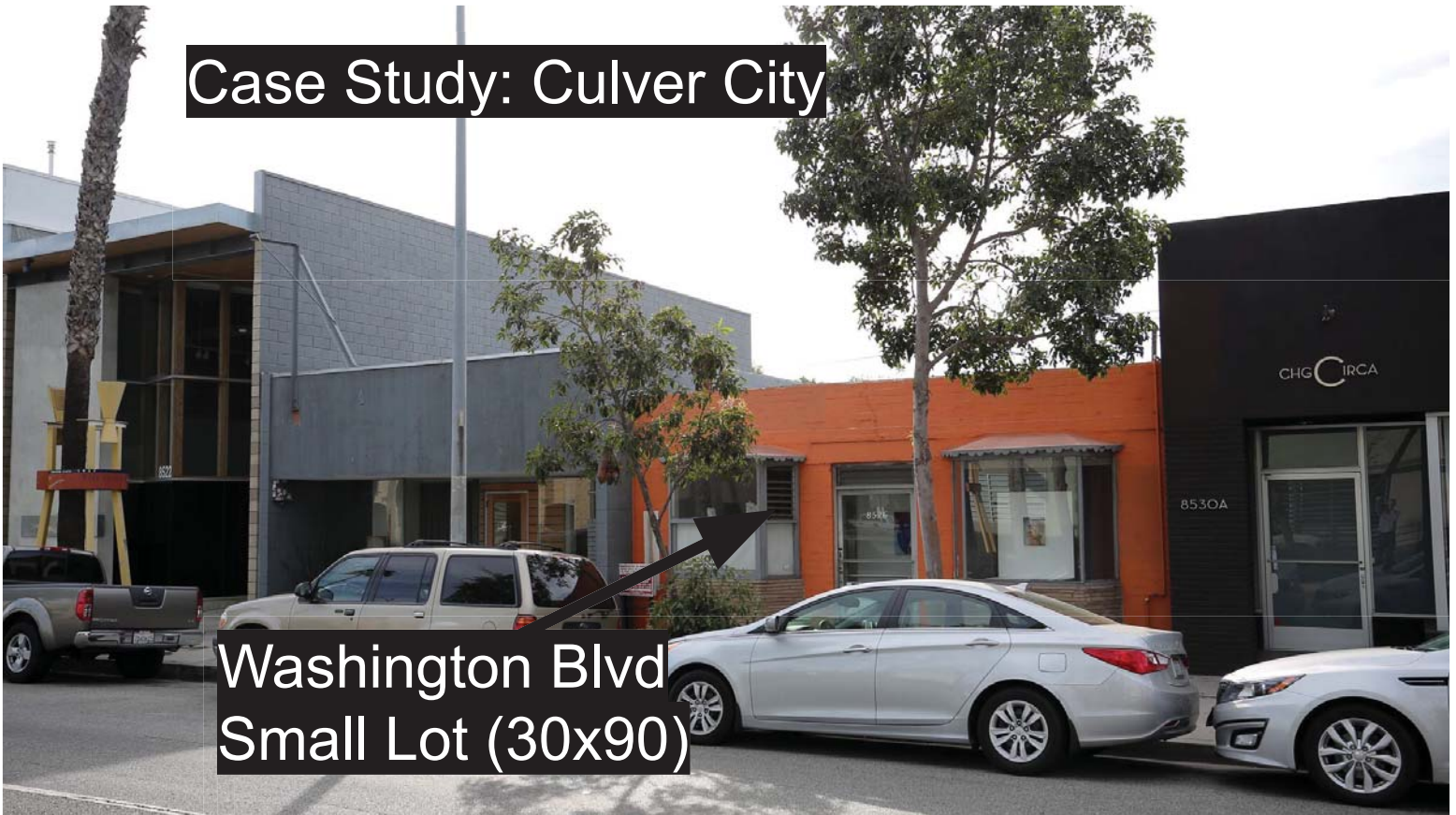


Preserve Fine-Grain Retail

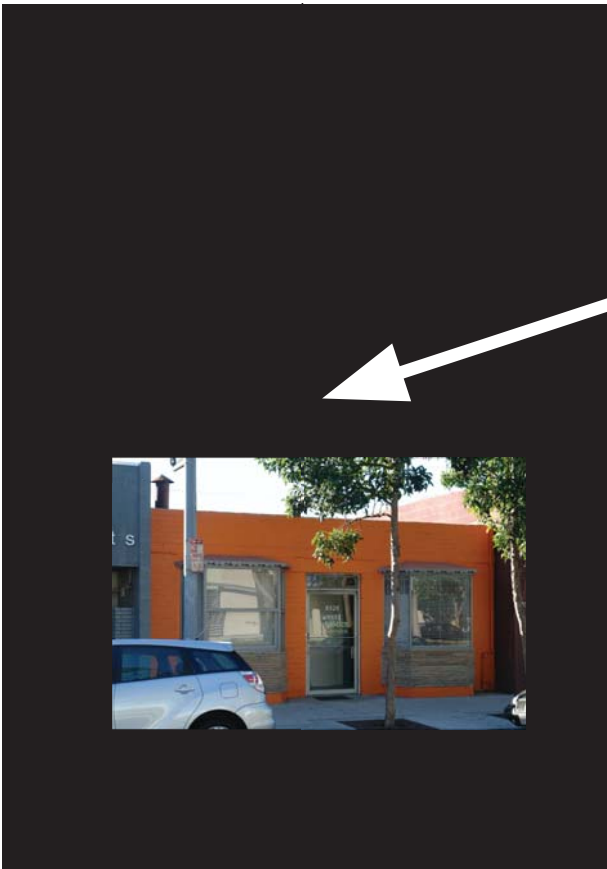
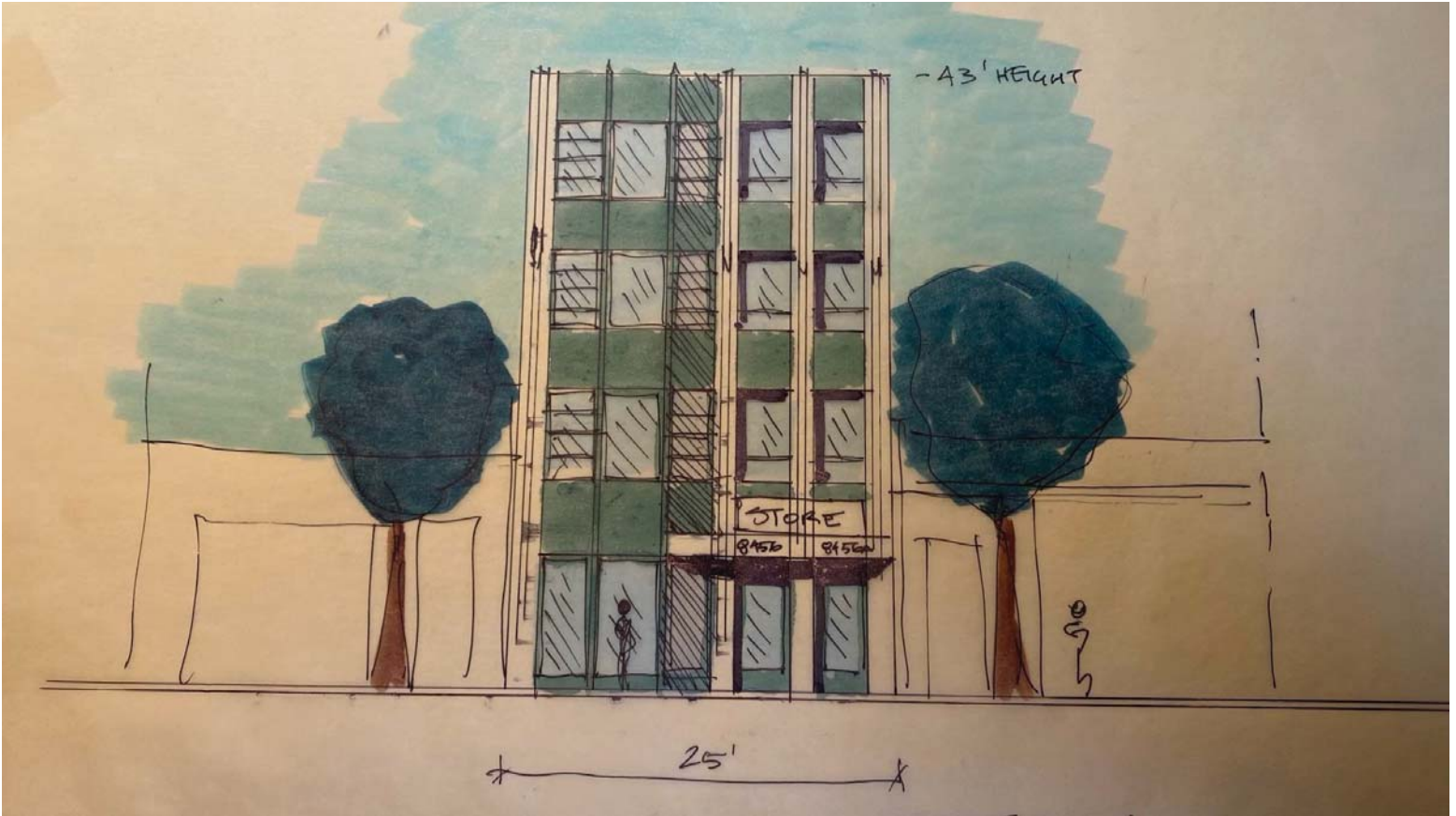




Case Study: Culver City



Washington Blvd
Small Lot (30x90)

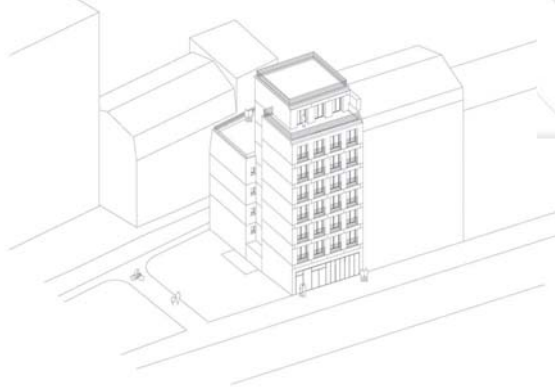




On the left:

**52, boulevard de Picpus
Social Housing**

Parcel Size: 1,800 square feet
Unit Count: 15 social housing
units and commercial space
Stories: 8
Location: Paris, France

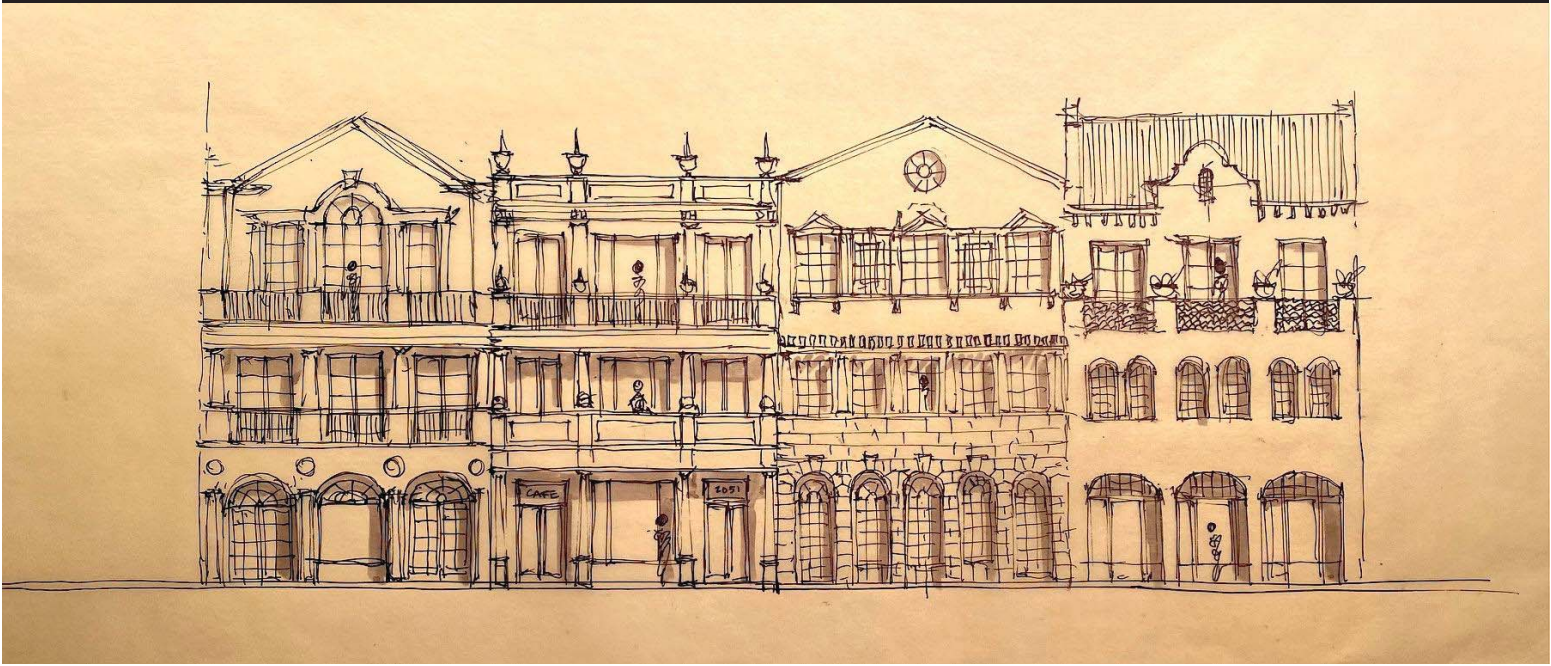


On the Right and Center:
"Rue du Terrage" building

Parcel Size: 1,076 square feet
Unit Count: 6 units
Stories: 6
Location: Paris, France

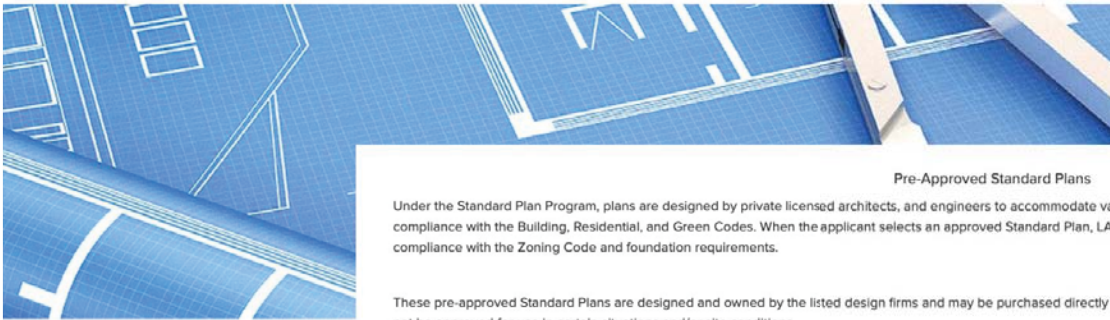


Standard Plans



Approved Standard Plans

ADU / Standard Plan Program / Approved Standard Plans



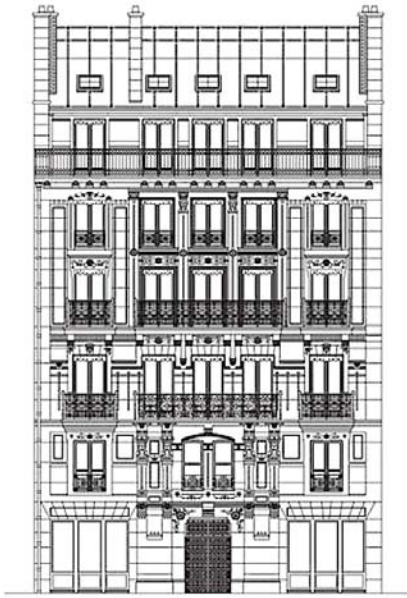
Pre-Approved Standard Plans

Under the Standard Plan Program, plans are designed by private licensed architects, and engineers to accommodate various site conditions. Plans are then reviewed and pre-approved by LAD compliance with the Building, Residential, and Green Codes. When the applicant selects an approved Standard Plan, LADBS staff will review site-specific factors for the specific site, including compliance with the Zoning Code and foundation requirements.

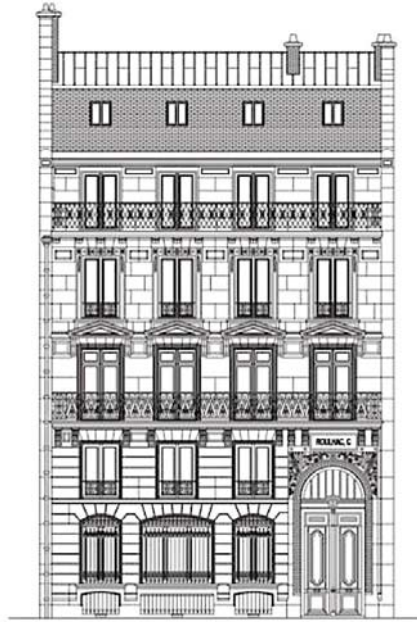
These pre-approved Standard Plans are designed and owned by the listed design firms and may be purchased directly from the plan owner. Please note that these pre-approved Standard Plan not be approved for use in certain situations and/or site conditions.

For standard plans approved with roof decks, the roof decks may require additional setbacks in specific zones.

Img	Plan No.	Category	Plan Description	Firm Name	Status
	ADU1	ADU	1-story, 1-bedroom with options (560 sf)	Welcome Projects	Approved
	ADU2	ADU	1-story, 1-bedroom with roof deck with options (652 sf)	Jennifer Bonner/MALL	Approved
	ADU3	ADU	1-story, studio with options (340 sf)	Abodu	Approved
	ADU4	ADU	1-story, 1-bedroom with options (500 sf)	Abodu	Approved
	ADU5	ADU	1-story, 2-bedrooms with options (Mod 1, Mod 2) (610 sf)	Abodu	Approved



9 RUE DU CONSERVATOIRE



11 BOULEVARD SEBASTOPOL



140 RUE DE LA FAYETTE

Varied Economic & Architectural Models







Neighborhood
picks a
Vernacular



Santa Monica



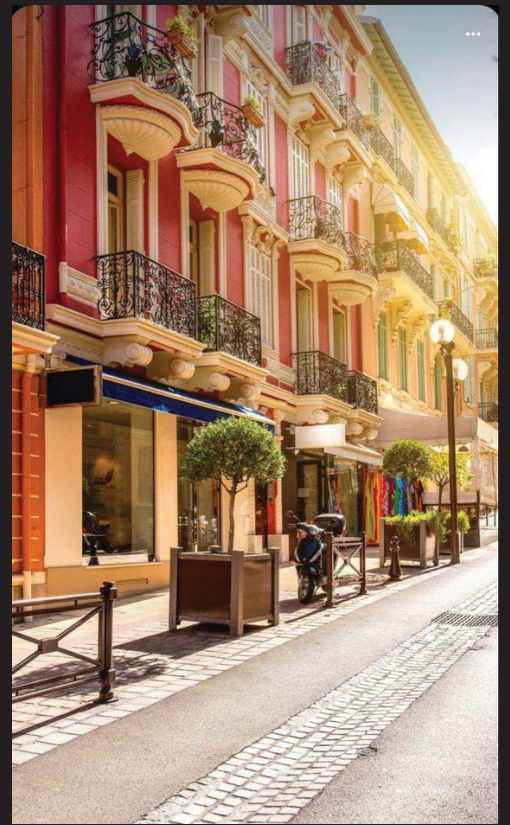
Venice



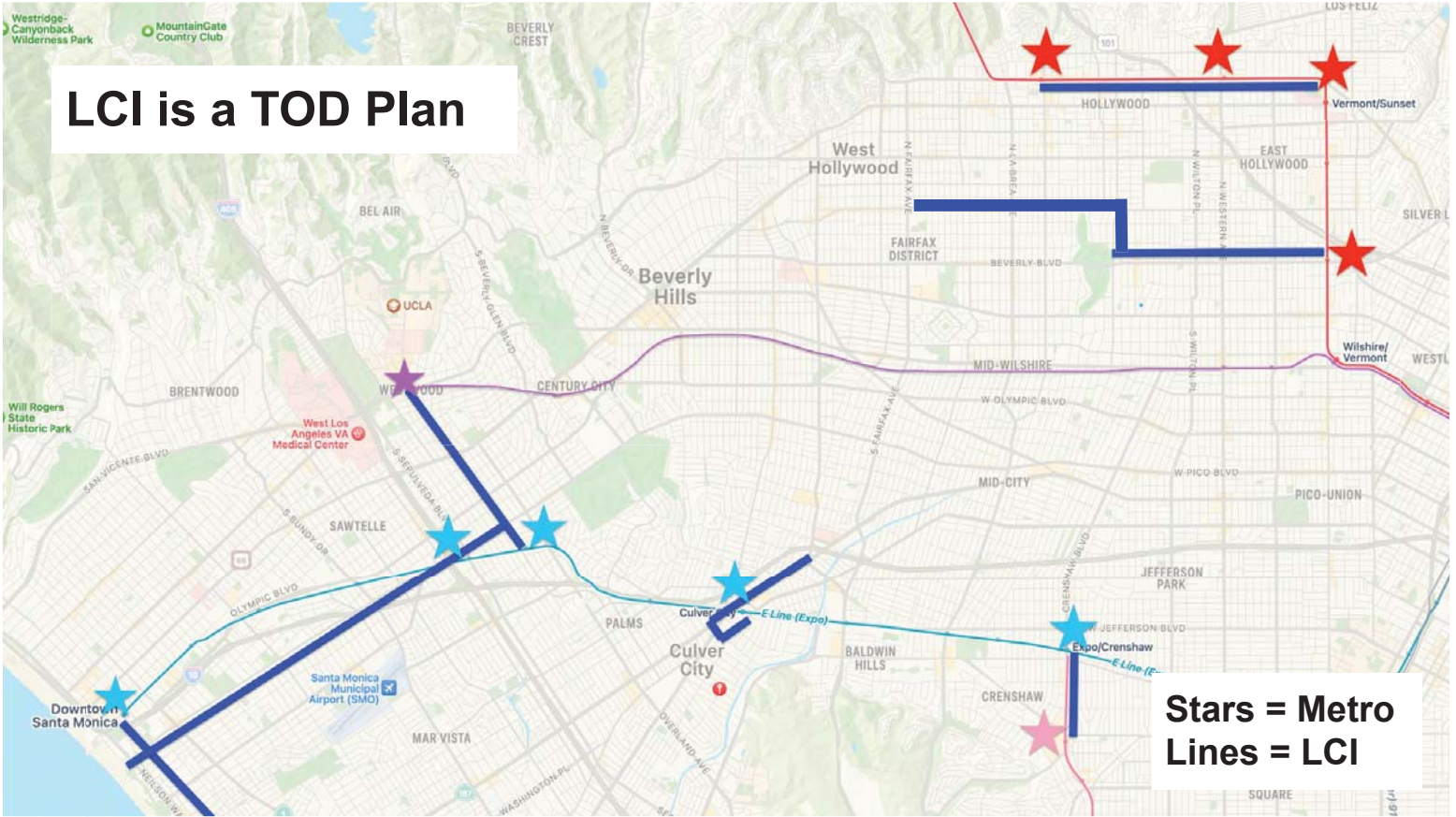
Abbot
Kinney



Beverly Hills



LCI is a TOD Plan



Stars = Metro Lines = LCI

Empathetic User Case



HIT BY A VEHICLE
TRAVELING AT:

20
MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

30
MPH



5 out of 10 pedestrians survive

HIT BY A VEHICLE
TRAVELING AT:

40
MPH



Only 1 out of 10 pedestrians survives

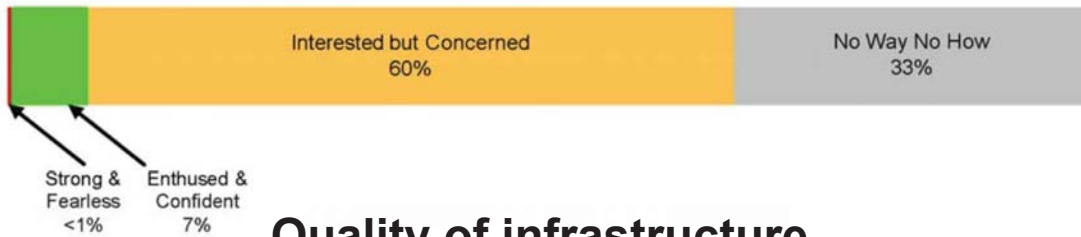
The only safe speed for kids is 9mph



These are not the same

Four Types of Transportation Cyclists in Portland By Proportion of Population





Quality of infrastructure



The Secret to Happy, Bikeable Streets

80%

will bike when continuous protected lanes or slow streets are available

PINCH POINT
a gap in the protected bike network with a high crash risk



9 mph slow streets
Limiting cars to 9 mph on streets shared with bikes ensures that almost all crashes are survivable.

18mph with protected intersections
Raised tables and 90-degree turns keep speeds low where cars cross bike lanes.

only **8%** will cross a pinch point, even if protected lanes exist on the other side

only **1%** will bike on any road









Canta LX

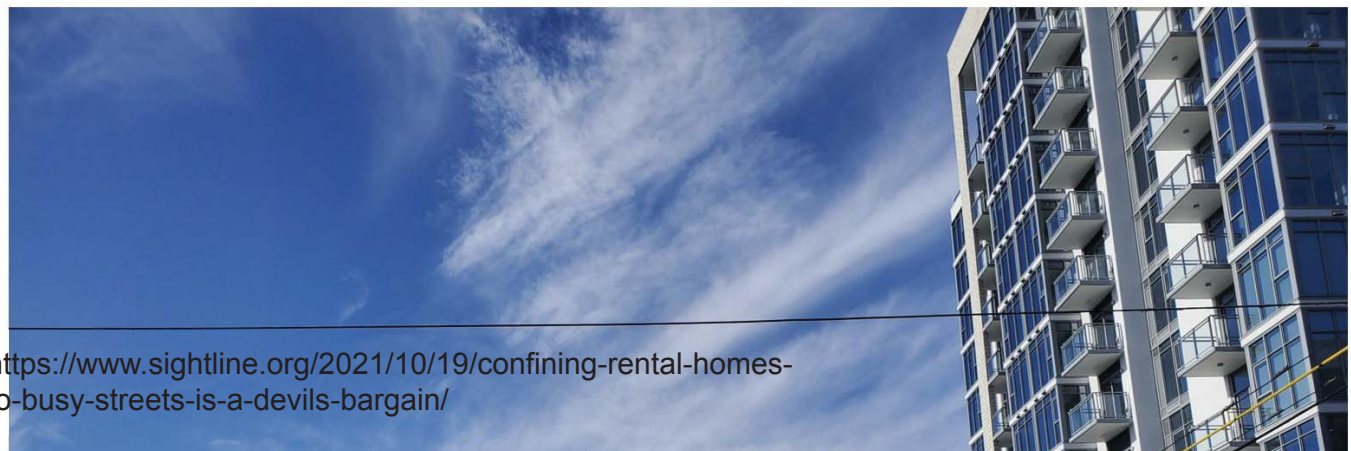




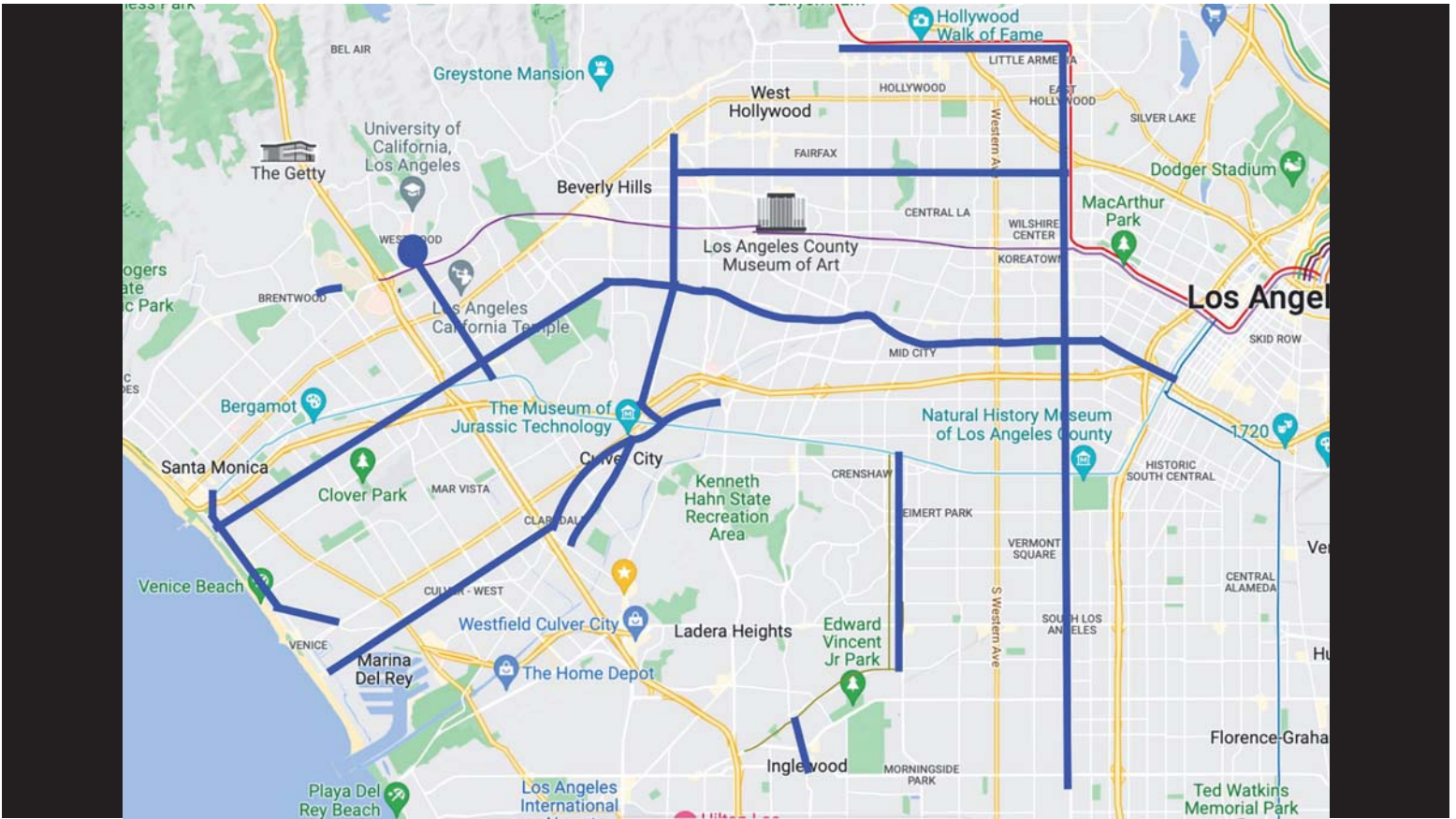
Home » Research » Housing + Urbanism » Articles » [Confining Rental Homes to Busy Streets Is a Devil's Bargain](#)

CONFINING RENTAL HOMES TO BUSY STREETS IS A DEVIL'S BARGAIN

Why Vancouver should allow more rental homes on quiet, local streets.



<https://www.sightline.org/2021/10/19/confining-rental-homes-to-busy-streets-is-a-devils-bargain/>



Passive design, high ceilings, thick walls minimizes AC + heat

Zero Carbon Ready, Solar panels, Water recycling

A walkable, bikeable street near transit No parking

Sustainable building materials

Tree canopy, Bioswales



The Civic City



Housing

Climate

Traffic

Equity

The LCI Plan

Standard Plans + Child-Safe Streets

Healthy

Saves \$\$

Relaxed SoCal Life

