Density | What has it meant historically?
Density as urban ill
Dispersion as solution
Density | How should we define it today?
Downtown L.A. | Creating a livable, walkable center
Design for a Livable Downtown  Los Angeles

Making great streets
Design for a Livable Downtown  Los Angeles

Varying street wall by district
Design for a Livable Downtown  Los Angeles

Designing towers well
Design for a Livable Downtown  Los Angeles

- Maintain & renovate existing structures where feasible
- Use durable, local, rapidly renewable materials that will last
- Incorporate energy & water efficiency; reduce stormwater runoff, heat island & light pollution
Southeast L.A. | Design guidelines for older corridors & neighborhoods
Design Guidelines  Southeast Los Angeles

- **Improve community livability & appearance**
- **Stimulate economic development**
- **Reinforce existing district and neighborhood identity**
- **Differentiate corridors to reflect the neighborhoods**
- **Provide architectural guidance, without being overly prescriptive**
- **Highly illustrative**
- **Allow for innovative solutions while respecting the historic qualities**
Design Guidelines Southeast Los Angeles

- Wide sidewalks, landscaped parkways & shade trees
- Activate ground floor street wall
- Minimize vehicular/pedestrian conflicts
Design Guidelines  Southeast Los Angeles

- Respond to local conditions/history/building/practices & be sensitive to neighbors
- Vary the horizontal & vertical plane of buildings
- Incorporate human-scale elements
Design Guidelines  Southeast Los Angeles

• Incorporate semi-public spaces
• Make open space usable for residents
• Provide low-maintenance landscape

Usable open space, maintained landscape
Design Guidelines  Southeast Los Angeles

Activate the ground floor

Retail

Residential Units with Individual Entries
Design Guidelines  Southeast Los Angeles

Commercial / Mixed Use

Storefront commercial

Fast food & strip mall

Signage

Neighborhood shopping center
Design Guidelines
Southeast Los Angeles

Alley access

Street wall
upper floor

Front setback &
fences

Parkways &
street trees
Design Guidelines Southeast Los Angeles

Street wall ground floor

Transition to single family

Transformers & equipment

Small lot or duplex
Warner Center | Improving the suburban model
Warner Center  Specific Plan Update

From ranch to regional center
Challenge

• Can we make Warner Center a more “complete” center as envisioned by the original Centers Concept (c. 1970) with all the services & activities you would find in a Downtown?

In order to:

• Reduce trips
• Achieve sustainability
• Maximize quality of life
Regional Transit System

- Warner Center is at the “end of the line”
  - 45-60 min. to North Hollywood
  - 1 hr. 30 min. to Downtown
- Bus not rail
Commuter Bus Service
- Improve frequency
- Provide collector-distributor service to stations
- More capacity at park-and-ride stations

Reduce the Need for Internal Vehicular Trips
- Provide an internal circulator system
- Give streets a pedestrian scale

Implement a Car-sharing and Bicycle-sharing Program
- Would help people who need a car/bike during the day, but could commute by train, or bus.

Other Programs
- Employer transit subsidies
- Remote office centers — for residents
- Continue TMO Vanpool/Carpool efforts
- Incentivize telecommuting
Urban Center

Warner Center Specific Plan Update

Transit-Oriented Development

Suburban Center

Neighborhood

Warner Center_Land Use by Building

- RETAIL
- OFFICE TOWER
- HOSPITAL
- RESIDENTIAL
- MANUFACTURING
- PUBLIC FACILITY
- BUSINESS PARK
- HOTEL
- OPEN SPACE
Warner Center Specific Plan Update

Possible circulator options
Warner Center Specific Plan Update

Block sizes
Warner Center  Specific Plan Update

Making a walkable downtown
Warner Center Specific Plan Update

Making a walkable downtown
Density | So how should we define it today?
Old Pasadena  
FAR 2.4 to 1

Altadena  
5 DU/acre

Pasadena

Las Vegas

City Center  
FAR 5.8 to 1

Sun City  
10 DU/acre
Iconic

Futuristic

Sustainable