

cityLAB, times 10

cityLAB, times 10 celebrates the founding of cityLAB-UCLA ten years ago as it looks ahead to the next ten years. It advances architecture as a radical urban ingredient with impacts that can be orders of magnitude greater than any individual building, by "powers of ten."

For the past decade, cityLAB has been at the center of innovative thought about the architecture of the city, particularly in Los Angeles. By bringing together research and design, and through collaborations between the university, the architectural profession, citizens, and municipalities, cityLAB models a new form of practice where prototypical projects leverage design to open new possibilities for the urban fabric of Southern California and beyond.

Rather than a retrospective, this exhibition is projective; rather than a presentation of completed works, you see a laboratory of evolving experimentation. The three cityLAB themes of desk, neighbor, and place demonstrate how multi-year, multi-faceted, unconventional architectural studies weave together to advance new design approaches. They allude to the intersections between the body, politics, and the environment, — guiding commitments for cityLAB's practices. To pursue an even more expansive view of L.A.'s coming decade, six tactical proposals by young architects are featured.

While there are abundant issues confronting Los Angeles, architecture must pinpoint its targets. *cityLAB, times 10* asks: What design ideas will spark public conversation about the future of Los Angeles? Is there an architectural portal to an unexpected future for the city?

NOTES FROM THE DIRECTOR

This show marks the tenth anniversary of cityLAB - UCLA, a design and research think tank formed to create architectural experiments for the coming generation of cities. In 2006 our only thought was about how to get started; we had no thoughts about whether we would still be alive and well a decade later. We began with gift from Sarah Jane Lind, a retired urbanist and developer, who believed that much-needed creative thinking might blossom if we invented a lab in the Architecture and Urban Design Department at UCLA. It was shocking that a city as significant as Los Angeles, with all its prestigious academies, did not have a design center to engage the future. Among the myriad issues worthy of investigation, we narrowed cityLAB's initiatives to these five: the postsuburban city, new infrastructures, spatial justice, urban sensing, and rethinking "green." From the outset, the goal has been to move iteratively between research and design demonstrations that bring new light to these topics.

Over the next few years, I collaborated with Roger Sherman to create cityLAB as a new model of architectural practice that simultaneously added a new critical dimension to architectural education. Rather than a community design center or a service learning venue, cityLAB initiates its own projects, mentors students, seeks its own clients and audiences, and gathers together funds and expertise to generate design demonstrations. The latter, which we have called "radical increments," may be solutions to one site and set of issues but are more importantly design ideas that can multiply and proliferate elsewhere. cityLAB is committed to practicing design and research in this new way, so that one of its outcomes is the production of new work for students, architects, and firms. The show's title, *cityLAB, times 10*, alludes to this multiplier effect, as well as the last ten years of work.

Over those years, cityLAB has undertaken dozens of projects in and beyond L.A. But rather than create a retrospective, we present the lab's "operating system," that is, how we deploy

architecture to reimagine the city. The exhibition explains this way of working through three themes: neighbor, desk, and place. The longest and deepest series of projects concerns backyard homes under the theme of neighbor. A full range of design research illustrates just how an architectural type can create fundamentally new urban formats. Our design interests range across all scales, as the theme of desk intimates and all types of settings, from the home to the workplace. The final theme, place, examines one particular district in Los Angeles, Westwood Village. Based on voluminous research and political interchange, a set of projects flesh out how the Village could lead L.A. by elevating cultural institutions and removing automobiles. Each of these three themes are multi-year, multi-project undertakings that benefitted from multiple partners within public and private organizations.

cityLAB is a generative platform from which to speculate about possible futures. For the coming decade, cityLAB will focus its efforts on Los Angeles and Southern California. Our city stands at a remarkable turning point as it grows more cosmopolitan, transit-rich, diverse, and environmentally conscious. This transformation, however, inevitably breeds fragmentation and political turmoil. As such, there is no better laboratory than Los Angeles for inventive, culturally alert, design thinking. Toward this end, in 2016 a jury selected proposals from six teams of young L.A. architects, less than ten years out of school. The brief for these teams explained cityLAB's guiding principles, and asked them to imagine radical increments for L.A.'s next ten years. Their contributions to the exhibition stretch all of us to rethink L.A.'s near-term future.

We invite you to experience the exhibition as a working laboratory of ideas rather than solutions. Put together your own catalog from materials throughout the show. Join us for debate at the evening Lab Talks. *cityLAB, times 10* — like both cityLAB and L.A. — is at heart an ongoing, collective experiment.

Dana Cuff
Director, cityLAB

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EXHIBITION TEAM

Exhibition Curator: **Dana Cuff, Director of cityLAB - UCLA**

Associate Curator: **Yang Yang**

Exhibition Coordinator: **Aaron Cayer**

Exhibition Design: **Spinagu with Man-Yan Lam**

Graphic Design: **Will Davis**

Event Manager: **Herran Bekele**

Development Coordinator: **Jennifer Kondo**

Exhibition Assistant: **Josh Nelson**

Zero Gravity Chair: **AN.ONYMOUS**

YOUNG ARCHITECTS

Reimaging

Gabriel Fries-Briggs, Brendan Shea,
Nicholas Pajerski, Alison Rust

Yes, In My Backyard

(And Everywhere Else Too)

Legg Yeung, James Janke, Ryan Hong

First Office and Theo Triantafyllidis

Anna Neimark, Andrew Atwood

FIELD DAY

Marc Maxey, Ellen Donnelly

WELCOMEPROJECTS

Laurel Consuelo Broughton
with Kevin Reinhardt, Brad Silling,
Kodchamon Archimongkol, Cindy Yiin

Office Kovacs

Andrew Kovacs, Yessenia Juarez, Erin Wright, Israel
Ceja, Peter Boldt, Jena Meeks, Naomi Steinhagen

JURORS

Edgar Arceneaux, Artist, Studio Edgar Arceneaux

Barbara Bestor, Architect, Bestor Architecture

Seleta Reynolds, General Manager, LADOT

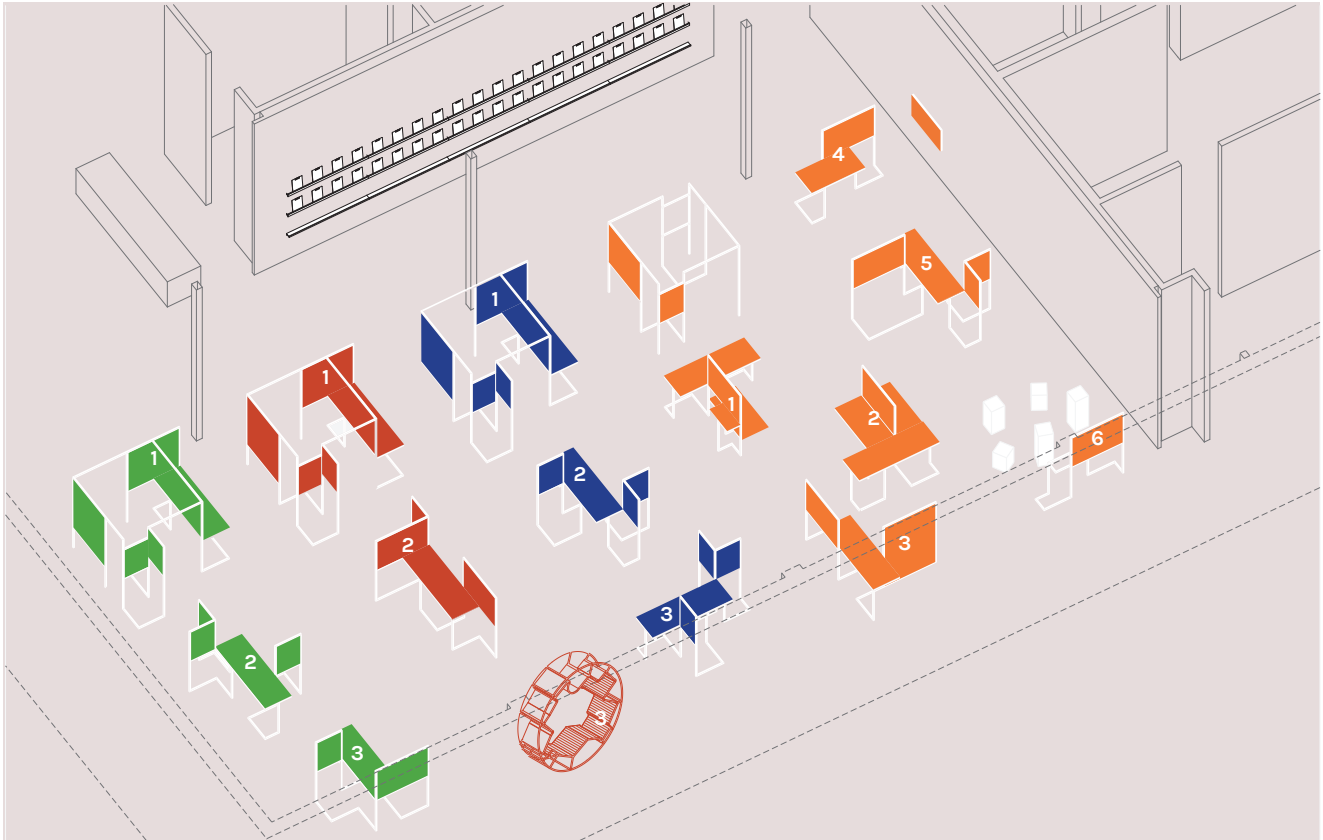
Roger Sherman, Senior Project Director, Gensler

Peter Zellner, Architect, ZELLNERandCompany

SPECIAL THANKS TO

Neil Denari, Heather Roberge, Roger Sherman, David Rousseve, Kevin Daly, Jeannette Mundy,
Kimberley Morrison, Linda Holmes, Philip Soderlind, Jacqueline Montes, Alberto Alquicira,
Geovani Garcia, Dana Burkhalter, Anne Marie Burke, Dora Epstein Jones, Nicole Bertrand, Stephan Bica,
Chase Galis, Jean Michel Hirsch, Sam Gherrity, Borja Lopez, Norris Palmer, Anahita Rajesh, Kira Waller

dérive



NEIGHBOR BACKYARD HOMES

1. RX FOR THE R1
2. BACKYARD BIHOME
3. EXPLODING THE HOME AS A BUILDING TYPE

DESK THE FUTURE OF WORK

1. THE FUTURE OF OFFICE WORK, DTLA
2. DESIGN FOR DEEP THINK
3. ZERO GRAVITY CHAIR

PLACE WESTWOOD VILLAGE VISION

1. CAR-LITE
2. LIVING CULTURE
3. WESTWOOD BLOWS UP!

YOUNG ARCHITECTS MULTIPLYING ARCHITECTURE IN THE CITY

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2. THE FANTASY COMPACT WELCOMEPROJECTS
3. PROPOSAL FOR DOWNTOWN ALLEYS
Office Kovacs
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Yes, In My Backyard (And Everywhere Else Too)
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Reimaging

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cityLAB OPERATING SYSTEM

BACKYARD HOMES



Backyard Homes proposes an innovative, flexible, environmentally sensitive, and affordable set of architectural models for infilling the single-family residential zone in Los Angeles in order to increase the supply of housing. The tactics employed reflect both the city's suburban residential tradition and the opportunities provided within individual neighborhoods, on specific sites, and for particular households. The approach straddles architectural and planning practices and the scales at which each discipline operates. By so doing, we can envision how a largely suburban city can evolve into a more sustainable, post-suburban metropolis. Whether called granny flats, accessory dwelling units, or mother-in-law apartments, Backyard Homes can be built incrementally on lots where they make sense. Small residential projects provide opportunities for experimentation by young, local architects. Marginally more dwelling units per acre provides a means for preserving the benefits associated with suburban living while reducing carbon footprints and providing municipal services more efficiently. With nearly half a million single-family lots in the City of Los Angeles, Backyard Homes on even a small scale would address today's critical housing shortage.

RX FOR THE R1



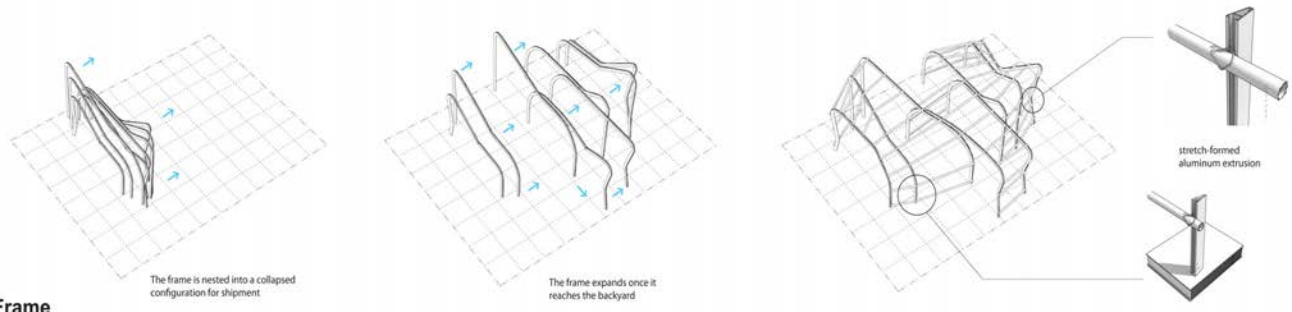
Backyard Homes demonstrate that zoning can be responsive to changing local needs. The re-coding of contemporary urbanism demands a new kind of flexibility, capable of supporting architectural experimentation as well as reconstituting outmoded premises of the R1, such as the preservation of functional segregation, the maintenance of low density urbanism, and the deliberate perpetuation of social homogeneity. Building upon the years of Backyard Homes research shown here, cityLAB in collaboration with local Assemblyman Richard Bloom, wrote a new state bill to promote accessory dwelling units throughout California. Assembly Bill 2299 was recently signed into law by Governor Brown, and this major achievement in housing provision took effect on January 1, 2017.

BACKYARD BIHOME

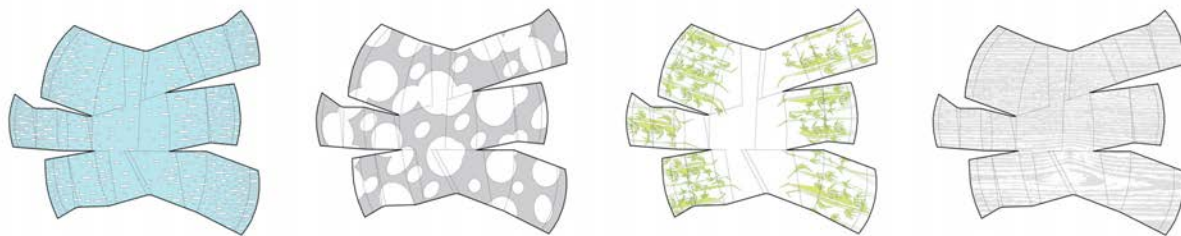


Developed as an extension of cityLAB's Backyard Homes study, the BIHOME considers the residential lot as a biome in which the structure contributes to rather than detracts from the environment. It unconventionally deploys a standard steel tube frame with fabric envelope, making it easy, fast, and inexpensive to build. The BIHOME is flexibly designed to meet the needs of almost any household (housing for an elderly parent, a returning college graduate, a rental unit, etc.) while maintaining the benefits of easy maintenance and affordability. The environmental impact of the structure over its entire life cycle is between ten and a hundred times less than a conventional auxiliary dwelling. This prototype was constructed in Summer 2015 at UCLA's Broad Art Center.

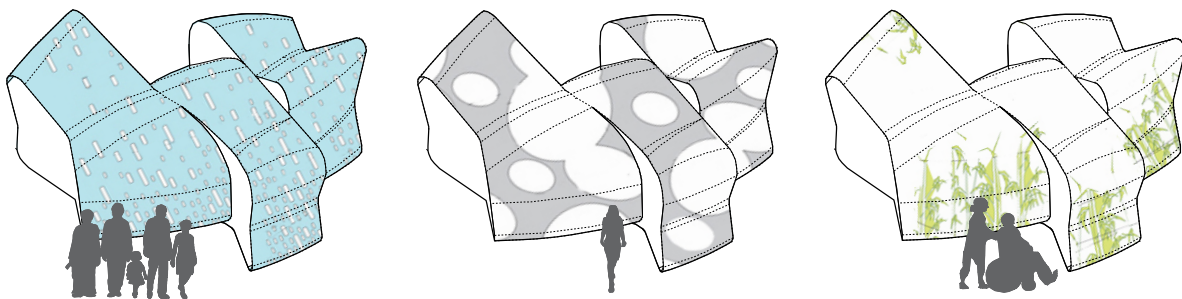
EXPLODING THE HOME AS A BUILDING TYPE



Frame



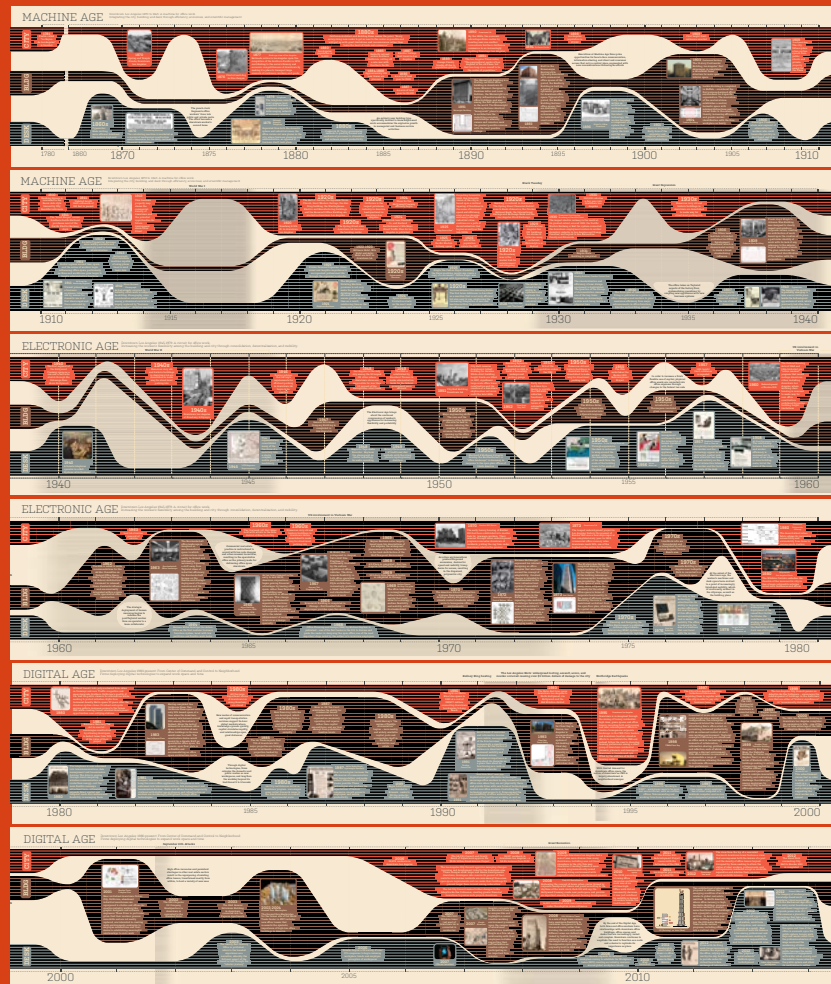
Fabric printed fabric with reflective pigment to reduce heat gain



Credits: Kevin Daly Architects

Building a Backyard Home should resemble a retail transaction rather than a standard construction process. The Backyard Home prototype must be customizable, given the infinite range of backyard site conditions and the diverse functional needs of households. The label "Backyard Homes" is used specifically to invoke presumptions about the home as a building type; privacy, greenery, family, and ownership are all part of the type. To intensify the residential zone of single-family houses, these qualities can be preserved through design if the relationship between house and garden is carefully maintained.

THE FUTURE OF WORK



Credit: cityLAB and Gensler Los Angeles

In a multi-year effort, cityLAB and UCLA graduate students in Architecture and Urban Design collaborated with Gensler Los Angeles, UCLA I.S. Associates, and the NASA Jet Propulsion Laboratory to explore the Future of Work. In downtown Los Angeles and Southern California more broadly, research-based design proposals move beyond the ubiquitous glass box of the 1960s as well as the now predictable "creative office." From desk to building to city, sites of work are reimagined to be organized around teams, situated outdoors, enriched by interactive technologies, and more mobile at the same time that space for individual work grows smaller and less private. This investigation takes place during an era of urban resurgence in the city and increased mobility in contemporary life. Office work in Los Angeles has been sheltered by multiple versions of the mono-functional office building, both high and low-rise, with little architectural innovation in the past fifty years, making the desk the starting point for transformation.

THE FUTURE OF OFFICE WORK, DTLA

CITY
[PLACE]

BUILDING
[ENCLOSURE]

DESK
[EXPERIENCE]

Working Downtown

Downtown Los Angeles, like other downtowns across other thriving metropolitan areas, has a long history of making its mark on the local social fabric, the economic, sensory and experiential life of the urban community and urban work, including its work, from the industrial city of the early 20th century to the capitalist, cultural, and social agglomeration of the late 20th century. Further, downtown work was reimagined as a new way of life, and a new way of working, in the 1970s and 1980s, and a new way of living, in the 1990s and 2000s. In Los Angeles, and other major metropolitan areas, downtown work was reimagined as a new way of living, in the 1990s and 2000s. In Los Angeles, and other major metropolitan areas, downtown work was reimagined as a new way of living, in the 1990s and 2000s.

entertainment, or even governance. As downtown work evolved, it became a place where business services were provided rather than products produced. Thus the start of the service economy drove downtown growth and the mono-functional office building morphology that would serve it.

While work has not existed for centuries, principally in government, banking and insurance, the quantity of it multiplied by the middle of the 20th century. The shift from knowledge-based and technical capital to financial capital, then computerized labor, by the advent of information technology, and the rise of the service economy, led to a re-orientation of work production and management of goods production and service provision emerged as a significant component of the new industrial economy. The processes of the modern business enterprise and the hierarchical structure that guided its operations were first challenged by the rise of the information economy. Business operations were being run by the first time, based on managing the operations of business of variously dispersed people and the digital challenges of moving people and things in a virtual space, not a physical one. The rise of the information economy and the digital challenges of moving people and things in a virtual space, not a physical one. The rise of the information economy and the digital challenges of moving people and things in a virtual space, not a physical one.

in the past or alternatively the third floor. Additionally, the design process would also accommodate all storage requirements for the production of the built environment. This was a shift from a focus on the production of the built environment to a focus on the management of the built environment. The design process would also accommodate all storage requirements for the production of the built environment. This was a shift from a focus on the production of the built environment to a focus on the management of the built environment.

The Rise of the Service Economy in the Postindustrial Age
The postindustrial economy of North America led to a new demand for space and a new focus on the production of the built environment. This was a shift from a focus on the production of the built environment to a focus on the management of the built environment. The design process would also accommodate all storage requirements for the production of the built environment. This was a shift from a focus on the production of the built environment to a focus on the management of the built environment.

of living are forming new proximity hybrids.
Through the path of history, technological advancements in office design have enabled an emerging and new hybrid of work and living. This is a new hybrid of work and living. This is a new hybrid of work and living. This is a new hybrid of work and living. This is a new hybrid of work and living.

As the worker becomes more flexible and freelance, they are bringing their tools of choice along with, as opposed to relying on the employer to
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provides those tools. This further underscores the flexibility of the worker and how work can in fact be done anywhere at any time desired.
This is a new hybrid of work and living. This is a new hybrid of work and living. This is a new hybrid of work and living. This is a new hybrid of work and living. This is a new hybrid of work and living.

work, cost-effective approach to office layout. On the other side of flexible workplaces are the users and accompanying furniture that can be used in a way consistent to worker productivity. An highlight in the class example, this could be in the form of a rolling conference table that can be a site for collaboration or individual space. This can also mean more varied configurations of chairs and couches that provide a setting that "changes" as needed.

"Every new technology creates a new environment just as a motor car does, as the railway did, or as radio and airplanes do - any new technology changes the whole human environment, and technology includes the old environments."

DTLA INTERSECTIONS

DTLA INTERSECTIONS

AMERICAN CITIES AND DISTRICTS

For three years, cityLAB in collaboration with Gensler explored the form of office work for downtown Los Angeles. The first year focused on the planning history of downtown and the political and economic regimes attached to various planning ideals and evolutions of work at the scale of the city, the building, and the desk. Year two identified new opportunities for design to reinvent working in downtown through architectural and urban design interventions. While an array of innovative approaches can be imagined for the future of work, implementation remains elusive. To realize office innovation means to interrogate the role the city plays as a place where technology facilitates the doing of such work. Specifically in L.A., it also means imagining alternative futures for downtown's obsolescent office building fabric. In turn, the third year promoted new design ideas that address these opportunities in order to provoke new conversations among civic leaders about the future character of downtown as place and point of exchange.

—LESS: THE FUTURE OF OFFICE WORK
VOLUME 2: RE-WIRING WORK

DESIGN FOR DEEP THINK



Image credits: AN.ONYMOUS
Marta Nowak, Iman Ansari

Open office plans, constant interruptions, insistent mobile technology, and a mobile workforce combine to produce a norm of distraction. For Jet Propulsion Laboratory, cityLAB researched and designed spaces for "deep think," or the kind of concentration that both individuals as well as small teams seek intermittently. The design proposals stand as alternatives to the domesticated, informal, wide-open offices that romanticize collaboration (often called "creative offices"). Recognizing both the changing economies and technologies of office work, DESIGN ideas to inspire new workspaces at JPL and beyond were developed by three UCLA faculty-led teams: Marta Nowak of AN.ONYMOUS, Jeff Burke and Randy Illum of REMAP, and Güvenç Özel.

WESTWOOD VILLAGE VISION



Westwood Village Vision: Aerial View of Total Scheme Looking South
Image credits: Neil M. Denari Architects and Roger Sherman Architecture and Urban Design

Westwood Village, once the central hub of the Westside, was founded in 1929 along with the southern campus of the University of California. The Janss Investment Company developed the Village as a shopping district with a planned mix of retail use, distinct architectural character, and strong identity. Even as Westwood Village can be seen as a model of "smart," walkable, mixed-use urbanism with vibrant cultural institutions, it has experienced decline since its heyday. High housing costs contrast starkly with low commercial rents, vacancies, and ground floor turnover. cityLAB research looked behind the myths about Westwood's problems to formulate two visionary scenarios: an L.A. neighborhood that could lead the way to a car-less, or at least "car-lite" future; or an arts and culture district that reactivates a dynamic, sustainable place. The recent formation of Westwood's business improvement district, the coming subway line, and the growth of UCLA bring renewed attention and possibility to the Village.

CAR-LITE



Low Aerial Looking North Up Westwood Blvd at Wilshire
Image credits: Neil M. Denari Architects

With a growing Metro system's light rail and subway lines extending deep into the Westside, Los Angeles is in the process of reversing its identity as a place of staggering commute times and an unsustainably expanding footprint. As a way to explore this future, the proposal by Neil M. Denari Architects relies on the dramatic effect that the extension of the Purple Line to Westwood Village combined with the recent Expo Line extension will have on the entire city. With a proposed dedicated express bus lane connecting these two lines along Westwood Boulevard, Westwood Village promises to become a significant node for not only development along the Wilshire corridor but also for the reestablishment of a pedestrian-oriented nexus of activities. By moving cars below ground at Wilshire and Westwood, bikes and pedestrians move freely across one of the most traffic-heavy intersections in the L.A. basin. Perimeter parking garages keep cars at the edges, maintaining the cherished low-rise, historic center of Westwood Village.

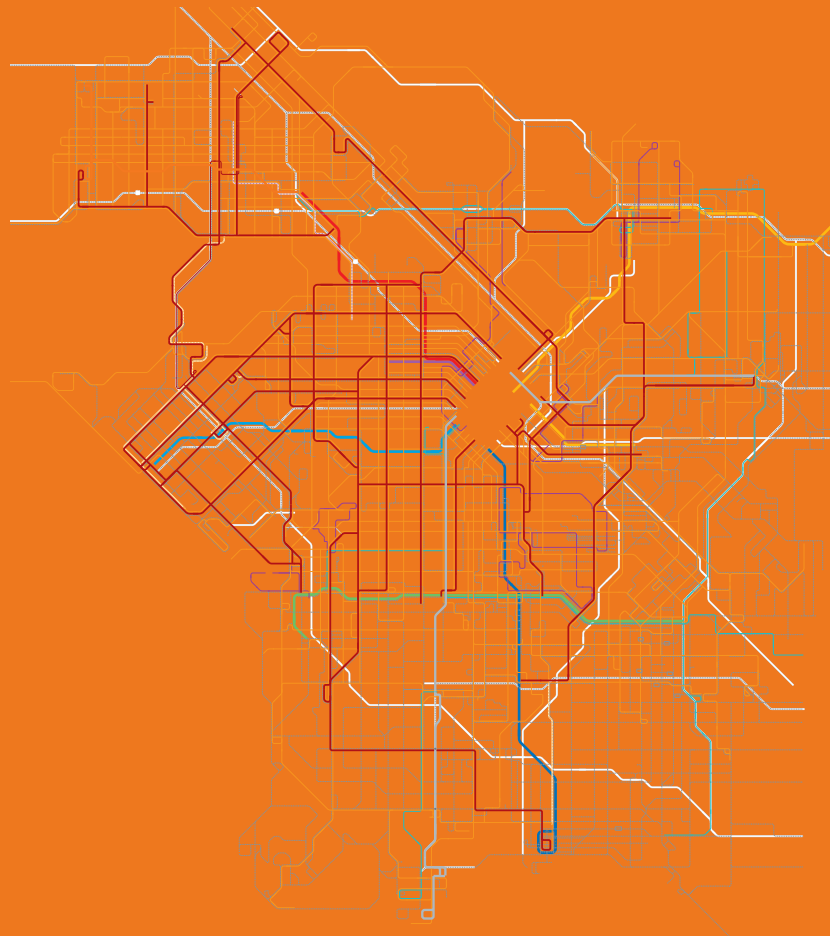
WESTWOOD VILLAGE VISION



Village Living Room
Image: Roger Sherman Architecture and Urban Design

The central theme of Westwood Blows Up! will revolve around the complex relationships among entertainment, performance, consumption, and technology as well as among spectacles, places, and communities. Through a diverse program of installation, theater, sound, video, games and the Internet, the festival will focus on the affects of entertainment and technology on arts and performance practices and how innovations in the arts and performance contribute to the rethinking of place. In fulfilling that mission, Westwood Blows Up! also seeks to give audience members, community groups, and students of all ages the chance to go beyond the traditional experience of observing an arts event and become active participants in the creative process.

YOUNG ARCHITECTS MULTIPLYING ARCHITECTURE IN THE CITY



Los Angeles, neither unique nor like anywhere else, is full of architecture without urbanism. Yet L.A. has also spawned a wide range of urban-architectural prototypes over the last century from the Case Study Houses to Disneyland and the freeway. If some of L.A.'s DNA metastasized and spread in perverse forms, other diagnoses like "too much/little architecture," "autopia," or "suburbs in search of a metropolis" could lead to design correctives, precise excisions, systemic restructuring, prosthetics, or entirely new bodies. Right now, as L.A. is becoming another metropolitan version of itself, architecture can reassert its city-making practices. Here, juried proposals from six young (less than ten years out of school) L.A. designers suggest that architecture is not about utopian vision or the building, per se, but its generative capacity. They explore how design ideas propagate their offspring, operating at multiple scales, from the body to the city.

THE FANTASY COMPACT



It's the year 2026. Greater Los Angeles is now a public theme park. Having voted for and passed (almost unanimously) in the general election of 2018 Proposition FFF, or what's known today as The Fantasy Compact, Los Angeles County took fantasy back from private interests and made the practice of sympathetic magic a public good. Conversion happens in stages.

By 2019, urban mascots drawn from Reyner Banham's seminal text, *Los Angeles: The Architecture of the Four Ecologies*, are stationed throughout the county. A Welcome to Los Angeles curriculum is instated for all kindergarden through twelfth-grade students countywide. New and current residents are encouraged to attend monthly awareness meetings as well. All Angelenos are reminded that they are cultural ambassadors. The first Wonder Stations are installed throughout the county for free public use. Some stations are physical structures while others are digital experience enhancements. Wonder Stations provide moments of pleasure and activate a hyper sense of place and well-being. It is suggested that Angelenos engage with at least one Wonder Station per week to maintain an optimal state of urban balance and to stay in touch with the Fantasy Substrate.

The most impactful Fantasy Compact transition is implemented in 2020: all citizens are now cast members and characters who contribute to the ongoing narrative of the place. This promotes awareness that narrative is work. Since institution in 2022, all citizens/cast members benefit from opportunities under 1.72.05 for Cast Visitation, a program that allows for 5% of the population at any given time to experience Los Angeles as a different member of the cast. Uniforms are provided. New cast positions are added daily.

By 2040, paid for by bond, there will be designated lands and rides.

WELCOMEPROJECTS

Laurel Consuelo Broughton

Kevin Reinhardt, Kodchamon Archimongkol, Brad Silling, Cindy Yiin

~~DO NOT~~ DISTURB OCCUPANTS



Architecture is owned. It is financed and governed. The protocols for producing architecture such as zoning ordinances, deed covenants, mortgage financing, et cetera are actively but invisibly dictating the architectural object. This spatial DNA of the city, while seemingly fixed, is incredibly precarious. *Do Not Disturb Occupants* approaches architectural outcomes in Los Angeles through the manipulation of property ownership, policy loopholes, tax dodges, political coups, and collective development strategies.

In a region with one of the highest-value real estate markets in the country, many Los Angeles municipalities and their neighborhoods have historically high ratios of rental property to owner-occupied houses. The financial protocols of the past century, specifically the 30-year mortgage, enabled Los Angeles's sprawl through widespread homeownership. This financial instrument is responsible for many of the objects and materials of our built environment as mortgage underwriters adhered to Federal Housing Administration standards and specifications without considering lifecycle or environmental impact beyond the term of the loan. The resulting structures have limited durability, but were easily financed. By proposing alternative methodologies for financing and owning architecture, this project re-imagines single neighborhoods, block by block, as repeatable micro-cities that redefine the role of citizenship, community, domesticity, and the economics of housing through material and performance in urban space.



A confluence of historic and financial circumstances in Santa Monica's Ocean Park neighborhood make it ripe for reconsidering its ownership structures, land use and zoning, as a prototype for urban reinvention. Over seventy percent of Santa Monica households are rentals. In 1978 California voters passed Proposition 13, reducing property owners' taxes by as much as 57% and drastically limiting future increases. Less than a year later, Santa Monica voters amended their charter to pass one of the strictest rent-control laws in the country. These laws provide incredible protections for tenants, while simultaneously disincentivizing investment and maintenance by landlords. Both laws were overwhelmingly successful and have utterly failed. Today there are owners of multimillion dollar properties who pay \$1000 per year in property taxes while a new home buyer can expect to pay ten to fifteen times as much. There are longtime renters paying \$650 per month for a bungalow with an ocean view while the market rate of their unit is nearly \$4000 per month. While property values continue to skyrocket, massive discrepancies exist between market rate rents and property taxation. It is in this space that new opportunities for architectural intervention and policy overhaul exist.

Through the implementation of a non-profit land trust hybridized with a low-profit limited liability company (L3c), longtime owners wishing to liquidate properties encumbered by rent control are financially incentivized to *sell their buildings* to the L3c and *donate their land* to the trust as a tax write off against massive capital gains. Decoupling ownership of buildings from land creates permanent affordability

by removing real estate from the speculative market. The land trust can begin to combine lots and erase property lines to assemble larger tracts of land for the L3c to develop as part of its socially-driven mission of providing high quality design and affordable housing. Land Trust members can either rent their home or purchase it through equity shares in the L3c. The previous ideology of homeownership—a burden only justified by rising real estate prices—is replaced with a sustainable approach to building wealth through a community-led, design-driven lifestyle where best-use rather than highest-use governs development.

Using this alternative model of residential development, streets will also be reconsidered as community assets and their use redefined. As cities become less reliant on the automobile through increased mass transit, cycling, car sharing, and driverless technologies, many residential streets function as mere parking lots. With municipal support from the city, the street grid can be reimagined as a building site that encourages incremental development at different scales to enhance the qualities of urban experience. Similar to the beloved walk streets of Los Angeles' Venice neighborhoods, our proposal creates urban communities privileging the pedestrian over the driver without giving up the necessity of using a car in LA. As designers we recognize that the ownership and use of the car will be disrupted in the coming years. It is our position that cities are sites of constant change and policy must be revisited and reconsidered as economic, cultural and social situations shift. *Do-Not Disturb Occupants* offers a radical new chapter in the city's history where economic necessity meets the uncanny, and all the neighbors are on board.

CITY RENDER

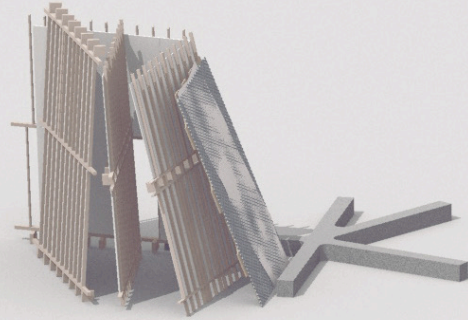


Figure 1. Assembly of one asphalt road part, one exterior stucco part, and four interior plaster parts.

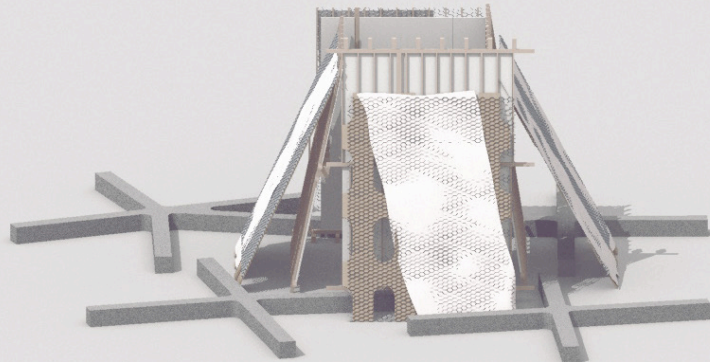


Figure 2. Assembly of four asphalt road parts, four exterior stucco parts, and four interior plaster parts.

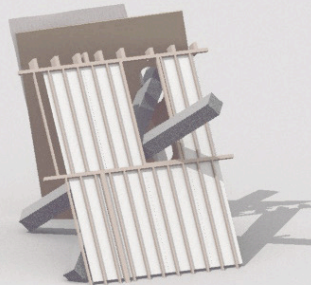


Figure 3. Assembly of one asphalt road part, one exterior stucco part, and one interior plaster part.

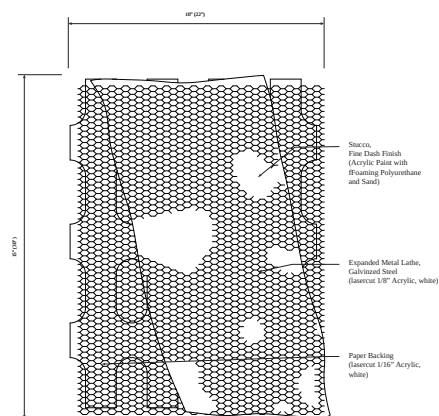


Figure 4. Diagram of one stucco surface part. Stucco is applied in three layers. The initial scratch coat creates adhesion to the metal lath, which is nailed through the paper nailing backer to the exterior sheathing or studs. Final plaster coats create the finish texture, which can vary from smooth to highly textured, creating a continuous exterior surface. Model built at twice real size.

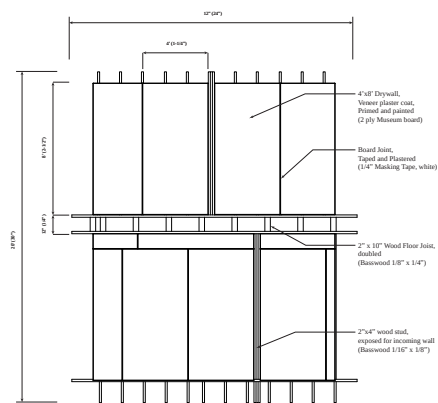


Figure 5. Diagram of one plaster surface part. Plaster is applied to drywall that is secured to dimensional lumber framing. Drywall is taped at joints and plastered, sanded, and painted to create a continuous interior surface. Stucco set on metal lath with paper nailing backer is shown. Model built at one fortieth real size.

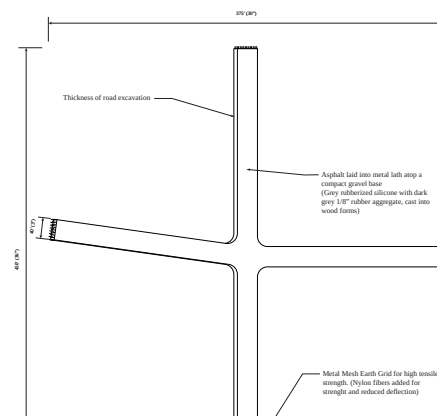


Figure 6. Diagram of one asphalt intersection part. Asphalt is set into a mesh earth grid above a compacted gravel base. Asphalt is rolled to solidify the hot aggregate mixture, creating a smooth street surface. Paving marking is rolled or stenciled directly onto the asphalt once it is set. Model built at one three-hundredth real size.

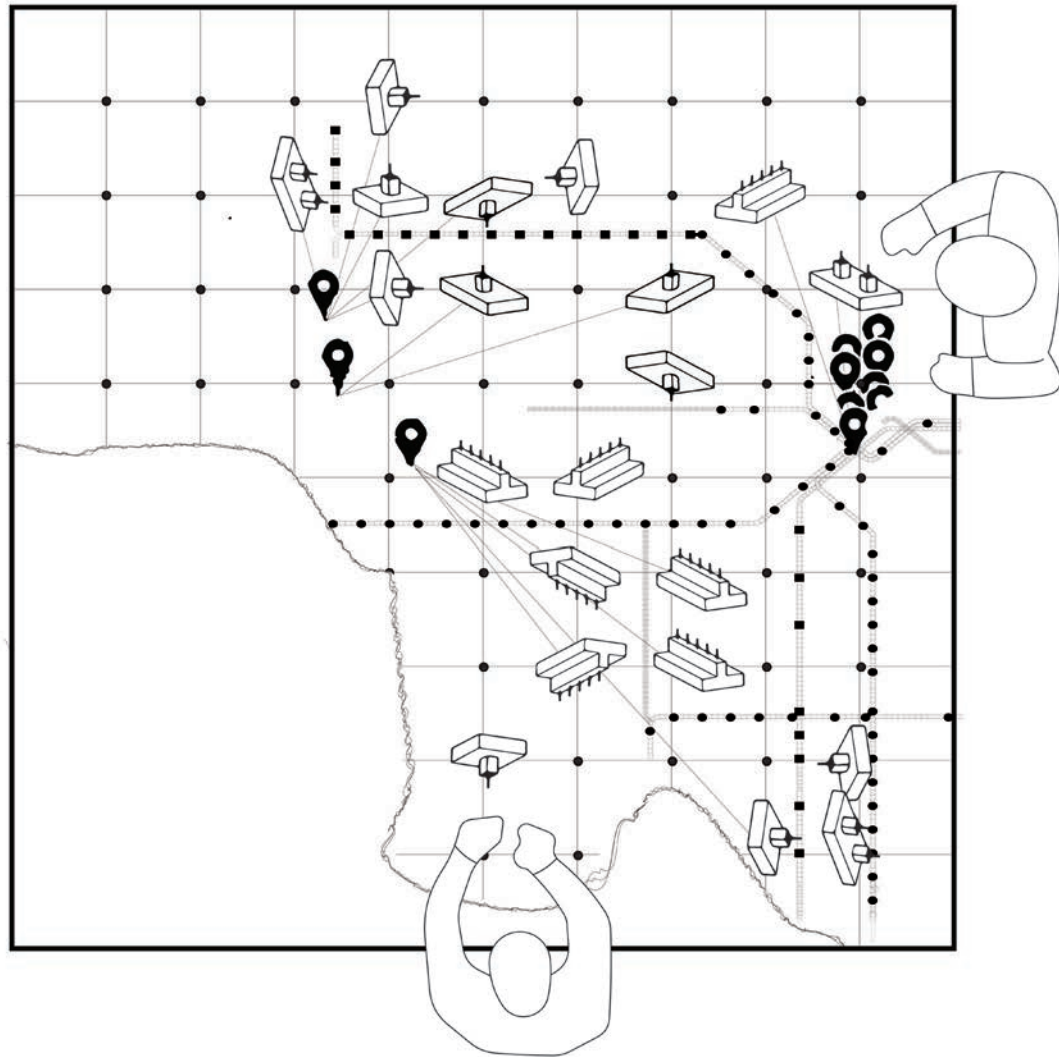
No matter where we look or how close we get, Los Angeles appears as a city of continuous materials: drywall clads its interiors, stucco – the exteriors, and asphalt – everything else. These quick and cheap finishes tend to flatten parts and ornaments, casting elevations and roads seamless and infinite. Perhaps it is because these materials are so common that they so deeply impress themselves upon our minds. We use the word *impress*, because they produce something of a relief. Relief in both of its senses: mental and material. We feel relief when we encounter them, when we find ourselves in front of their ordinary textures. They exhibit a weak attitude. Their thick surfaces smooth things over, dulling architectural parts by erasing their seams. So we come to the second sense of relief. Drywall, stucco, and asphalt, especially once painted, produce material relief. Meaning—if we can still use this term to refer to architectural syntax—becomes muffled. LA’s architecture does not speak. Its tectonics are not revealed. Passers-by remain entirely uninformed. No one knows what happens here. Without apps or the kindness of strangers, Los Angeles would be barely legible.

We have seen these blank qualities exaggerated in Ed Ruscha’s graphite drawings of *Some Los Angeles Apartments* and in Catherine Opie’s deadpan portraits of *Mini-malls*, and now we would like to extend these

aesthetic qualities to encompass not just LA in photographic representation, but also in design practice. Taking stucco as a primary example at the architectural scale, we propose to draw the city directly through its material finishes. Stucco, after all, is not for nothing often referred to as “render.” Stucco renders exteriors, adding texture and tone to architectural forms. Drywall, using joint tape and compound, when primed and painted, does the same at the scale of the room. Asphalt, when layered, with pavement markings applied to it, does the same at the scale of the city. LA is, therefore, a city of rendering; it is here that we can begin to impress our digital anticipations of our own future directly onto our urban forms.

So we thought to stage an experiment in asking the audience to design urban blocks from three surface finishes, in the forms of a model and an app. Here, in both the physical and digital worlds, three materials are forced to interact in one abstract space at three different scales: urban asphalt intersections that designate building quadrants are represented at a scale of 1:300, while painted drywall interior elevations that lean on stuccoed exterior elevations create possible building configurations at scales of 1:40 and 2:1, respectively. Of course, most of the time, these material planes will misbehave and collapse onto the asphalt. Prop them, lean them, or let them pile up; there are no codes, no rules, no rights, and no wrongs. Send us a picture when you’re done.

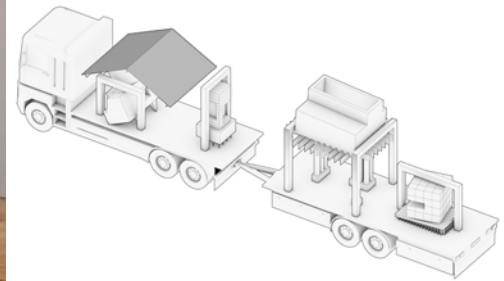
HOW TO LEVEL A FOUNDATION



How To Level a Foundation is a research project exploring how small institutions can have a direct role in changes to the urban landscape. The project is a manual in three parts. The first section is a study focusing on partnerships between institutions in Los Angeles: a set of practices driven by lending and characterized by the spread of production, distribution, and display of cultural programs throughout Los Angeles. The second section maps LA through the lens of vacant lots, transit infrastructure, and arts budgets to reveal opportunities for alternative modes of production and exhibition. The third section is a prototype at typical sites for lending and distributing the work of cultural institutions along existing infrastructure in LA. Organized along heavily trafficked areas, the production and display of cultural programs is supported by a foundation of architectural parts that pack and unpack.

Reimaging

Team: Gabriel Fries-Briggs, Brendan Shea, Nicholas Pajerski, Alison Rust



Los Angeles

We like LA because it's variable. It feels like other things too. Its many parts pop and whistle, turning on as things shift around various centers. Its culture is not something that can be quantified. It bleeds out through the city and crystallizes in all manner of places. The City is not only full of stuff but full of institutions that collect and move—think the Broad, bulky item pickup, or the Port of LA. Think of LA in terms of its weight—how masses shift the city's shape, define its edges and locate its cores. These features are not strictly the site of our proposal but the subject.

Distribution

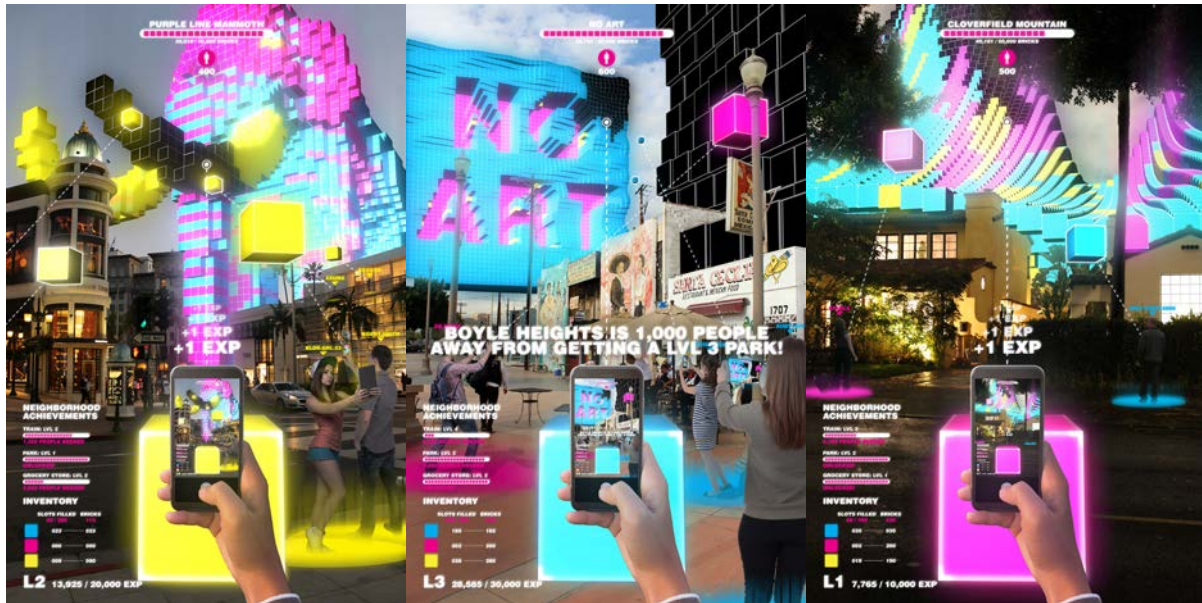
How to Level a Foundation is a guide to distributing the work of cultural institutions. As Los Angeles densifies and doubles down, a network of level foundations supports a heterogeneous mix of parts: curated architectural samples. The proposal promotes the activities of LA institutions—events, education, production, display, idling, disseminating—with a preference for the fragment, out-of-context and borrowed. Los Angeles is founded on uneven urban development and threaded by major systems of transit. Defined by a concentrated core of cultural institutions and a dispersed field of everyday urbanism, Los Angeles is in need of a planning scenario to level and redistribute cultural amenities. This project speculates on the possibility of rethinking the existing infrastructure and cultural potential of Los Angeles. In examining how art and architecture can be redistributed, not only throughout the city, but on a regional scale, this research project proposes discrete actions: to slow down movement, rethink storage space and daylight distribution. It proposes prototypes looking to be tested.

We're not suggesting foundations because institutional buildings are too heavy, or that their mass is necessarily a problem, but rather because the site suggested in the call for proposals—the city, Los Angeles—presented logistical problems. So we agreed on foundations. LA's institutions command resources commensurate with the city's size, vast storage facilities and payrolls. But for all that stuff, they're often hard to see beyond a signature facade. A model of cultural institutions with a central command and controlled daylighting can't compete with the vast distribution facilities and processing centers that move stuff around at breakneck pace. Even as we develop more densely, LA resists a single center. We think that's ok. So let's diversify our institutions rather than make new ones. And trade the white box for the portable, scalable and modular. Perhaps the most appropriate role for architecture in this scenario is provide foundations.

Foundations

Similar to a network of museums lending each other works of art, *How to Level a Foundation* is a system for lending architectural parts and infrastructures. A base supports. A frame displays. A wifi router connects. Two walls are sufficient for an office. These architectural fragments are a mobile foundation for dispersed institutions working on and in the city. Distributed both alone and in clusters, they form a family equipping a new architectural site with another. Foundations are heavy. They are the bearing for architectural load, designed to support growth or slight movement, and they get covered up. Foundations provide a formal and operational logic. Freightedly visible, they fit a set ratio of dimensions suitable for transportation and shed light on the processes that often keep work in the climate controlled shadows. *How to Level A Foundation* is an ongoing pursuit, investigating how to lend and move architectural parts and redistribute Los Angeles.

YES, IN MY BACKYARD (AND EVERYWHERE ELSE TOO)



In March 2017, the Neighborhood Integrity Initiative, a measure proposed to set limits on Los Angeles County's density development, will be on the ballot for voters. Its competing measure, the Build Better LA Initiative, was on the ballot in November 2016. The names of these initiatives, "Build Better LA" and "Preserve LA," now represent an axis of division in Los Angeles' building politics. Voters are prompted to take sides so that the future direction of density development can be resolved democratically. However, it is problematic for building politics to shrink to a binary choice, especially one which will affect the entire city regardless of the intrinsic differences between its neighborhoods. The situation is worsened because Los Angeles residents, most of whom are neither pro-development agents nor anti-development activists, are poorly informed of the subject matter. Without a broad comprehension of the implications of density development, public participation in building politics may devolve into sentiments or inaction. Therefore, it is an urgent task to spark exchanges between public constituencies and contour the debate on density development.

In this light, "Yes, In My Backyard (And Everywhere Else Too)," a pro-density project, operates as an augmented reality game that provides a platform for information dissemination and civic debate. Played by residents from all neighborhoods in Los Angeles, this game cultivates pro-density mindsets by advocating the need for density and its pragmatic benefits. At neighborhood scale, players must collect, move, and crowdsource virtual bricks to build volumes that are linked to density-dependent rewards such as transit services, community parks, and grocery stores. The more players build, the more amenities they earn for their neighborhood. At city scale, the totality of these virtual bricks amounts to the housing stock required to accommodate the projected population growth (1.6 million) for Los Angeles by 2060. Therefore, players are creating versions of virtual development in anticipation of the real development needed. The more players engage, the sooner the city can come to terms with its projected population.



Over two game stages, players will produce multiple virtual scenarios of density development. Each neighborhood will first confront its density target by redistributing virtual bricks from its boundary to build local clusters of virtual volumes. Once an internal target is reached, the neighborhood becomes unlocked, allowing its players to build outwards and outside players to build within. This staging strategy facilitates a shared responsibility of density development among all neighborhoods, and encourages local consensus.

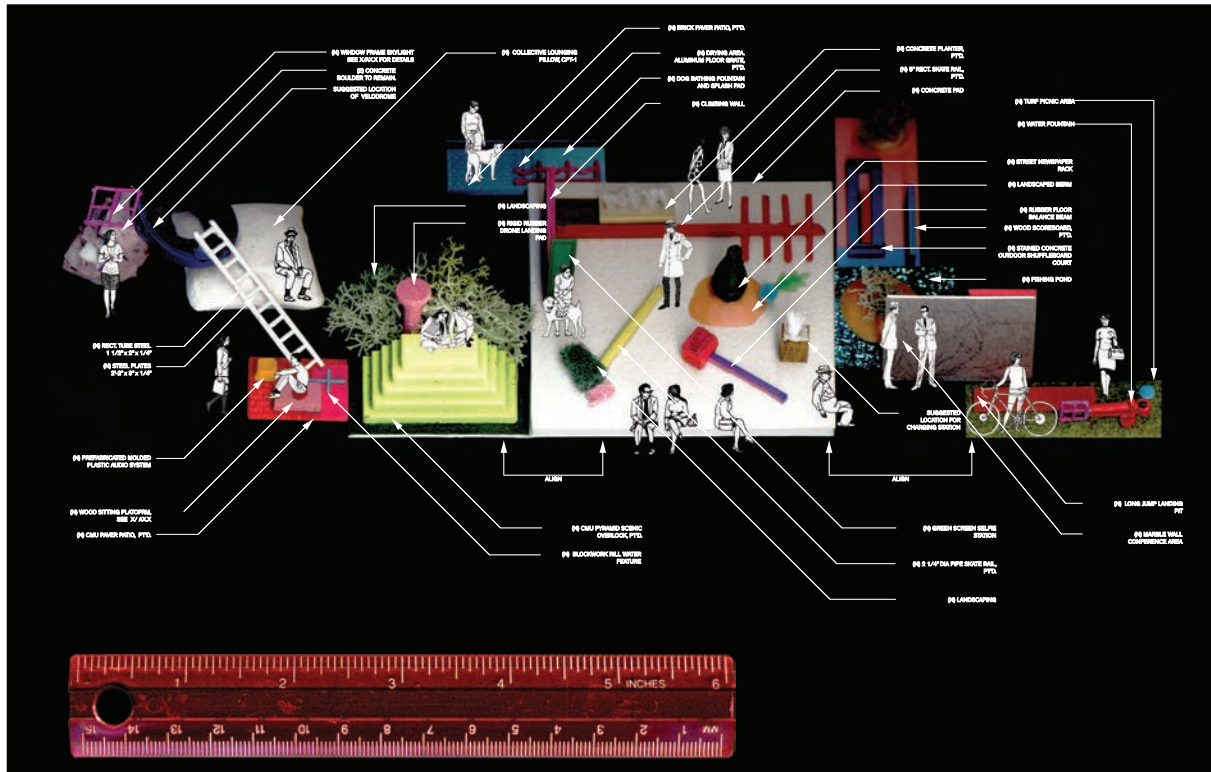
However, given the intrinsic geographical differences between the neighborhoods, their preferences of density also differ in terms of locality and distribution. As a result, these differences offer diverse benchmarks for density assessment. Furthermore, players' interests are rooted in market economy and social identity, causing them to intermingle, negotiate, and compete. This produces an augmented urban landscape of both conflict and cooperation. Players will navigate through mountainous terrains, visit monuments under construction, and encounter campaign message billboards. As a result, the dynamics and scenarios within the augmented urban landscape will generate cautionary tales and testimonials for a grounded debate on density development.

In order to maximize accessibility, the "Yes, In My Backyard (And Everywhere Else Too)" project utilizes a gaming mechanism to confront

the public with density development. It challenges the public to deploy density tactically and aligns personal gaming experience with community building targets and city development goals. The recent success of Pokemon Go! suggests that the technology and market that support location-based, augmented reality games are already mature. The wide appeal of such games is rooted in their ability to entice public participation through immersiveness. By overlapping the virtual with the real, even the most mundane urban block can be transformed. While Pokemon Go! was created for commercial and recreational purposes, its formula can be adapted to engage the public politically. Thereby, "Yes, In My Backyard (And Everywhere Else Too)" latches onto the existing infrastructure and opportunities in the gaming industry, but reappropriates them to guide public perception of density development.

Simply viewing images of density development projects can quickly incite strong sentiments. Given their one-sided authorship, these images do not paint a complete picture of density development, but instead elicit fear of economic and social instability. Therefore, to persuade the public to say "Yes, In My Backyard," it must be educated comprehensively on the subject matter. This project provides a process for the public to test-run their choices, and a medium to deliberate over the outcomes. It creates room for much-needed civic debates about the future of Los Angeles, discouraging "No" as the answer to density. It seeks to inspire Angelenos to adopt a pro-density mentality, thereby fostering a city of YIMBYs.

PROPOSAL FOR DOWNTOWN ALLEYS



Downtown Los Angeles is currently experiencing a building boom. While many parking lots have instantly turned into construction sites the emphasis on a broader city-wide pedestrian network has failed to keep up. At the same time, an existing informal network of alleys and surface parking lots provide pedestrian shortcuts for daily downtown life. Furthermore, some of these thoroughfares have become formalized shortcuts such as the Historic St. Vincent's Court, Grand Central Market, The Spring Arcade Building, and Biddy Mason Memorial Park. This proposal considers the existing alleys and parking lots as territory for the public realm. Much like the High Line in New York City, the alleys and surface parking lots of Downtown Los Angeles are an existing infrastructure that form a fertile territory for a Los Angeles street level High Line, or Horizontal Line made up of public avenues and squares. This proposal aims to tap into the existing infrastructure of alleys, as well as surface parking lots and propose a new leisure network of public avenues throughout downtown.

The ambition of this project is an architectural and urban proposal for the alleyways and surface parking lots in downtown Los Angeles that are populated and activated with micro-architectural interventions. Through quantity these micro-architectural interventions generate a new type of collective and leisure space that is pedestrian focused. In other words, the idea is a new type of public park, free and open to all, in the network of alleyways and surface parking lots in Downtown Los Angeles.

Office Kovacs

Team: Andrew Kovacs, Yessenia Juarez, Erin Wright, Israel Ceja, Peter Boldt, Jena Meeks, Naomi Steinhausen



The proposal is important to Times 10 because it imagines the grouping and quantity of micro-architectural interventions in an urban context as forming a new urban network, devoted to pedestrians and leisure. This expanding horizontal conglomerate of micro architectural interventions is overlaid on an existing network of city streets and sidewalks, positing a new city network at the scale of a pedestrian against the generally multi-level and stacked buildings of Downtown Los Angeles.

The most important scale for this project is that of the downtown city block. Through the size of micro-architectural interventions their placement, organization, arrangement, and function can alter and adjust block to block. While the site for this particular study and proposal is focused on Downtown Los Angeles, the idea of a multiple micro architectural interventions grouped in a dense quantity to allow for a new type of collective space can be transferred to other leftover, residual, underused, and undervalued spaces in other type of urban environments throughout Los Angeles. The ability for the proposal to adapt and proliferate to other locations is to be understood through the micro/pedestrian scale. At this particular moment in time, the alleyways and surface parking lots of Downtown Los Angeles are a fertile testing ground due to rapid development.

As demonstrated in the proposed plan, the concept is to occupy and fill both alleyways and surface parking lots on a Downtown Los Angeles

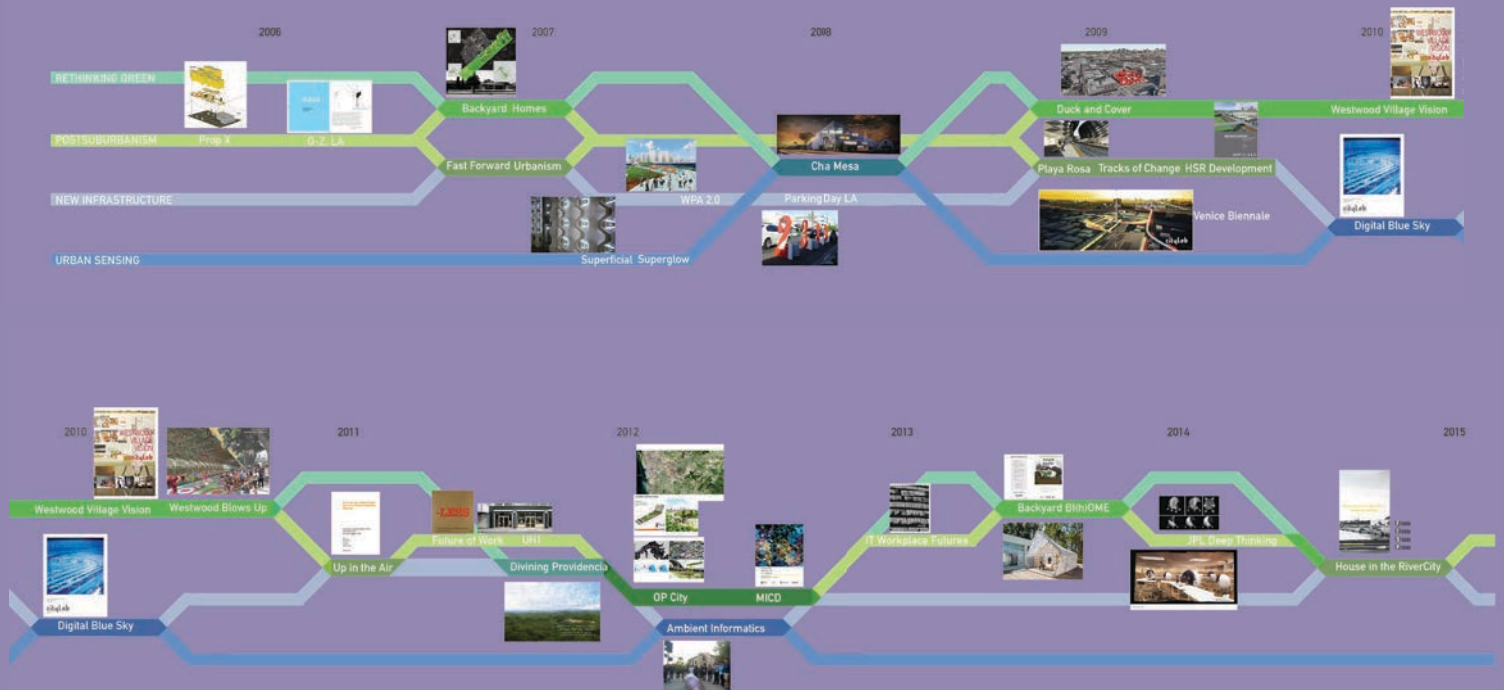
city block with micro architectural interventions. These micro architectural interventions are a new densely packed landscape devoted to activities of leisure. Activities of leisure to be proposed are botanical gardens, swimming pools, bike paths, sport courts, dog parks, shaded resting areas (for sitting or sleeping), viewing platforms, follies, pavilions, etc. Forms of leisure to be proposed are ziggurats, strips, mounds, colonnades, hypostyle halls, stairways, fields, etc.

As much of the new construction in the current building boom of Downtown Los Angeles nears completion one can start to see the rooftops of these new structures take shape on satellite views. These rooftops are devoted to activities of leisure, yet they are privatized. The idea of the city as a place of collective living is replaced by isolated and detached spaces. This proposal aims to generate leisure space for all. Rather than elevating activities of pleasure high in the sky, these activities are proposed on the street, for the public to enjoy.

An important disciplinary subplot of this proposal is to position the project in parallel (not against or for) the American urban renewal project of the pedestrian mall. The pedestrian mall aimed to close streets and limit vehicular traffic in the name of commercialism and consumption. Sometimes some of those projects succeeded and sometimes they failed. With that said, this is not a proposal for a pedestrian mall. The goal will be for an alternative to the pedestrian mall - a new type of urban park for the pedestrian and devoted to collectively and leisure.

cityLAB

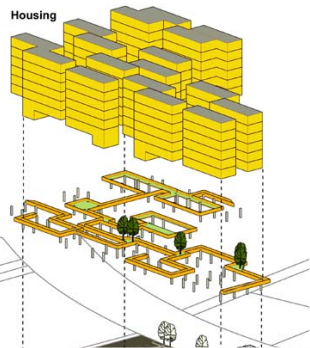
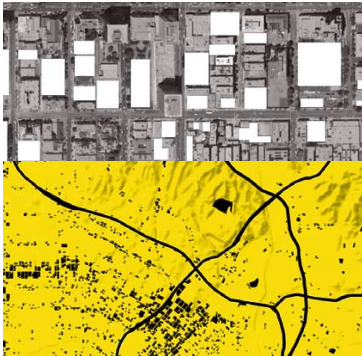
OPERATING SYSTEM



The cityLAB Operating System is a model for a much-needed, new kind of practice. Particularly in the United States, the declining role of the public sector has left urban design with a weaker hand: urban problems do not have specific "clients" per se, and the thorniest problems in cities today are rarely site-specific. Yet as architects, our work is typically constrained by site and guided by clients. For cityLAB, these constraints are turned to an advantage: in contrast to a design firm, cityLAB makes its home in an academic institution, UCLA, so that it can seek out and initiate projects, rather than wait to be sought after. In initiating our own work, part of each undertaking is to construct our clients as we invent solutions. Likewise, no project at cityLAB exists in isolation, but rather is part of a family of undertakings that are applicable to cities at large. For us, every project must operate as both a specific solution and an urban exemplar. The lab's priorities are guided by its five initiatives: rethinking green, postsuburbanism, spatial justice, new infrastructure, and urban sensing. Most projects address multiple initiatives. Like all good research, cityLAB's demonstrations continue to fuel new iterations of each idea, in a kind of continuous incubation process. The continuous cycle spits out increasingly coherent conjectures about urban and architectural innovations that address current issues. When a prototype eventually goes to market, that is, when a demonstration is made public, it comes equipped with its own ecology of policy recommendations, implementation strategies, data support, and political momentum. cityLAB remains integral to that ecology, as we undertake related problems and develop new strategies.

cityLAB DESIGN/RESEARCH PORTFOLIO

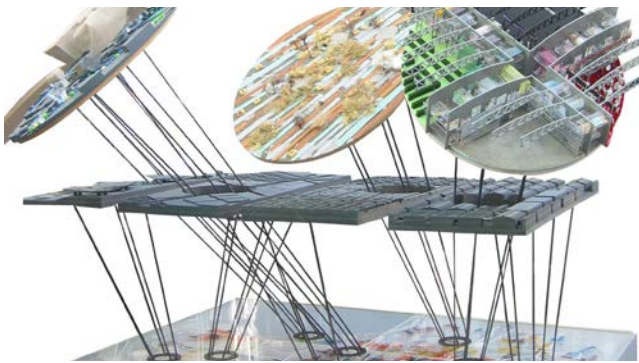
2006-2016



Prop X [2006]

Prop X is an experiment to test new strategies for transforming the city through two distinct means: agile planning and constructive collaboration. We must model new policy—Prop X—to be responsive to existing conditions, flexible enough to change with the times, and mindful of an emergent urban order.

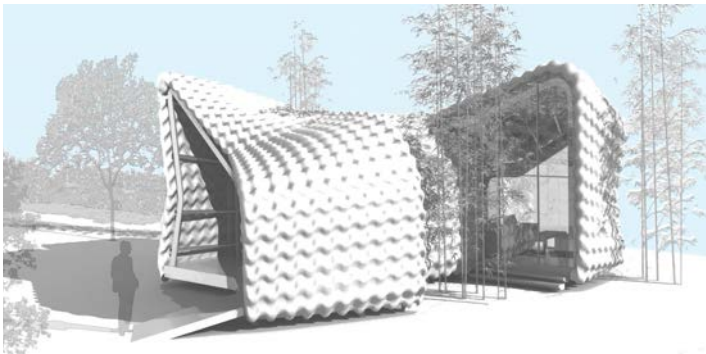
postsuburban city, spatial justice



O-Z.LA [2006]

The current atmosphere of LA's urbanism consists of defined O-Zones distributed across a residual field of holes delimited by policies of exclusion and disinvestment. The proliferation of diverse new O-Zones will disrupt older urban categories by producing new audiences that cut across those social and spatial statics, undermining previous models of identity politics and special interest.

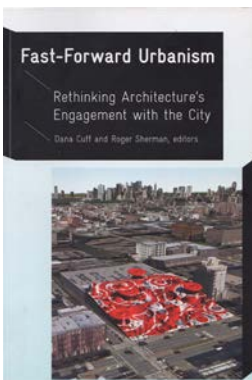
postsuburban city, spatial justice, rethinking green



Backyard Homes [2008-2012]

Backyard Homes proposes innovative, flexible, environmentally sensitive, and affordable architectural models for infilling Southern California's iconic single-family residential fabric. This radical step has the potential to restructure sprawl in an intrinsically responsive manner: homeowners, and neighborhoods can incrementally make their own homes more flexible and more affordable.

postsuburban city



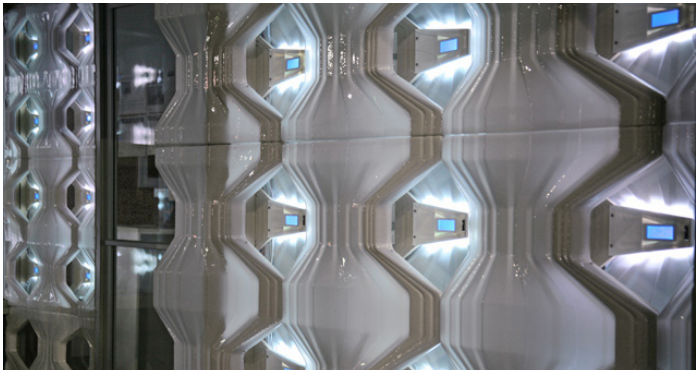
Fast Forward Urbanism: Rethinking Architecture's Engagement with the City [2007-11]

In the wake of recent failures in America's urban infrastructure, an emerging group of activist designers are calling on architects to rethink their relationship to the city. ...they favor working with the realities of urban space, finding hidden opportunities in what already exists in our cities; they eschew monolithic, top-down approaches.

postsuburban city, new infrastructure

cityLAB DESIGN/RESEARCH PORTFOLIO

2006-2016



Superficial Superglow [2008-09]

Focusing on the condensation of multiple technologies into building enclosures, this research explores schemes that demonstrate the ability to provoke interaction, map interactions and reveal these flows through the integration of illumination, sensors and projectors within a full scale storefront system.

urban sensing



WPA 2.0 [2008-12]

WPA 2.0: Working Public Architecture began as an open design competition seeking innovative, implementable proposals that place infrastructure at the heart of rebuilding our cities during this next era of metropolitan recovery. It provides global access to the range of new ideas and resources gathered throughout the competition, workshop, and symposium.

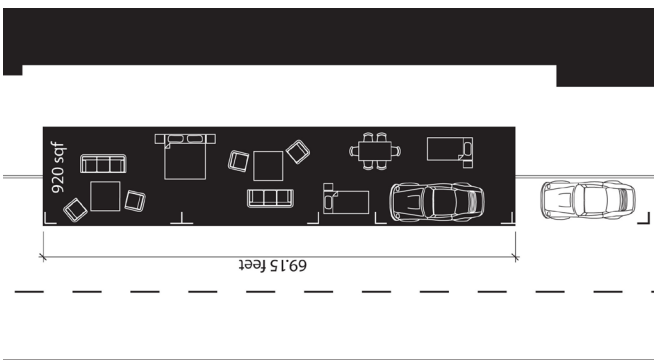
new infrastructure



Chia Mesa [2008-09]

CHIA MESA transforms the strip mall into a prototype and a recovery strategy for Phoenix. Rapid urbanization of the metro area-its unbridled horizontal expansion into the outlying landscape-has destroyed not only its potential agricultural productivity, but its civic identity as well.

rethinking green



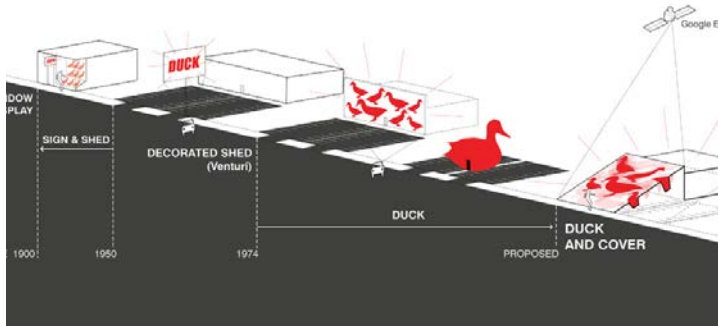
Parking Day LA [2008]

The road is America's largest public space. there are 3,981,512 miles of public road in the US, roughly 69 feet (.0132 miles) for each person in the country. Yet, we rarely treat the road as a public space. In celebration of Park(ing) Day 2008, the 'drive-by, walk-in' capitalized on this untapped social infrastructure, linking the public space of the road with the public space of the sidewalk.

new infrastructure

cityLAB DESIGN/RESEARCH PORTFOLIO

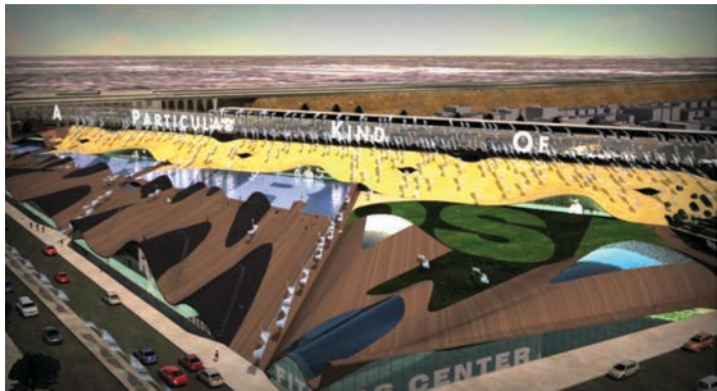
2006-2016



Duck-and-Cover [2009-10]

Duck-and-Cover: Thinking Out of the Big Box, exploits the desire of retailers to build their brand, membership, or following through lifestyle and experience. By selecting levers of ecology, economy, technology, and identity, Duck-and-Cover gathers the political support necessary to reshape the big box as a metropolitan building type.

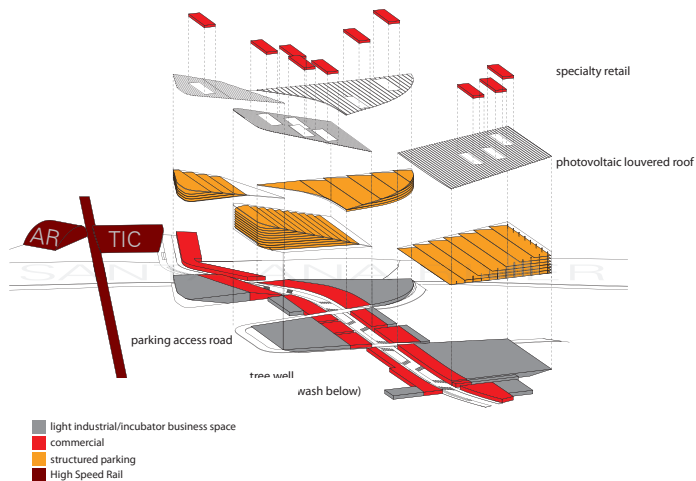
postsuburban city



Playa Rosa [2009-10]

Playa Rosa grew out of cityLAB's WPA 2.0 ideas competitions and symposium in 2009. Located next to a major transit node, on the site of a failing commercial center in South Los Angeles, the Playa Rosa project works to define a new model of community revitalization for the post-sprawl era in the form of a hyper-consolidated public service hub.

new infrastructure, spatial justice



Tracks of Change [2009-11]

This multidisciplinary study conducts three interrelated investigations: 1) to determine the types of urban development that have emerged around high-speed stations elsewhere through the Delphi method, 2) to identify the likely effects of high-speed rail stations on the Southern California communities adjacent to them, and 3) to delineate the best policy and planning practices to bring about urban development aligned with the state's larger environmental, land use, and transportation goals.

new infrastructure, postsuburban city



Westwood Village Vision [2010-11]

Westwood Village vision is a cityLAB research initiative that investigates the highly complex urban and political forces contributing to the current state of Westwood Village culminating with specific recommendations to revitalize Westwood Village as an attractive, economically vibrant, and sustainable area.

new infrastructure, postsuburban city

cityLAB DESIGN/RESEARCH PORTFOLIO

2006-2016



Westwood Blows Up! [2012-13]

The central theme revolves around the complex relationships among entertainment, performance, consumption, and technology as well as among spectacles, places, and communities. Through a diverse program of installation, theater, sound, video, games and the Internet, it focuses on the affects of entertainment and technology on arts and performance practices.

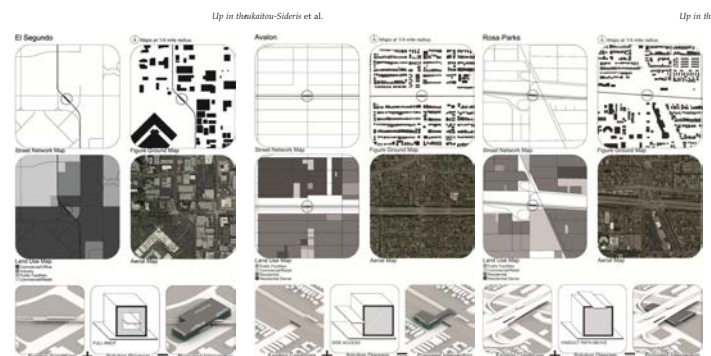
urban sensing, new Infrastructure



Digital Blue Sky [2011]

The Digital Blue Sky workshop considered two primary ways that spatial computing can enhance the residential environment: improving environmental performance and enriching social, community life. A fundamental issue: how can the digital infrastructure of hardware and software be designed so that it anticipates inevitable changes and evolves over time?

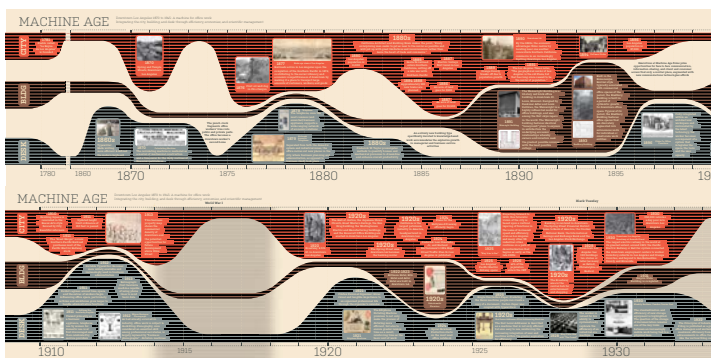
urban sensing, new Infrastructure



Up in the Air [2011-12]

This research project documents the various obstacles elevated rail stations face in leveraging light rail transit investments for transit-oriented development; develops a typology of urban design strategies for better integration of the stations to their surroundings; develops a set of performance and functional measures for these different urban design solutions; and test their application to a proposed and an existing Southern California Light Rail Transit highway median station.

new infrastructures, postsuburban city



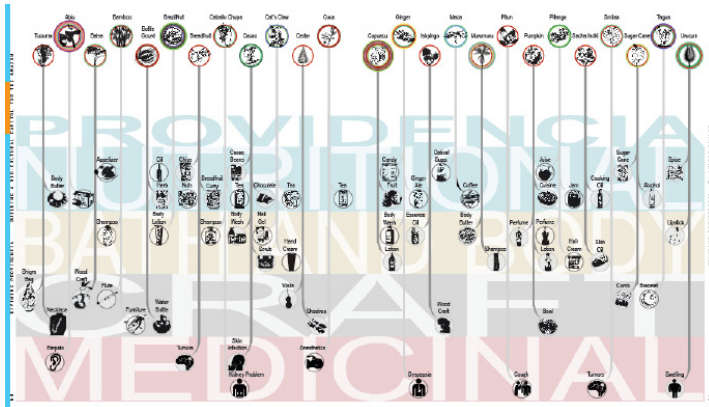
Future of Work [2012-15]

In a multi-year effort, cityLAB and UCLA graduate students in Architecture and Urban Design collaborated with Gensler Los Angeles, UCLA I.S. Associates, and the NASA Jet Propulsion Laboratory to explore the Future of Work.

postsuburban city

cityLAB DESIGN/RESEARCH PORTFOLIO

2006-2016



Divining Providencia [2012-14]

The project for Providencia envisions the new port city as a material and ethnographic analogue of the Amazon: an aggregation of differing yet interdependent artisanal trade associations and products. Anchored by both local industry as well as research institutions, the plan leverages the opportunities presented by the through-put of resources there to become a new model of transshipment zone.

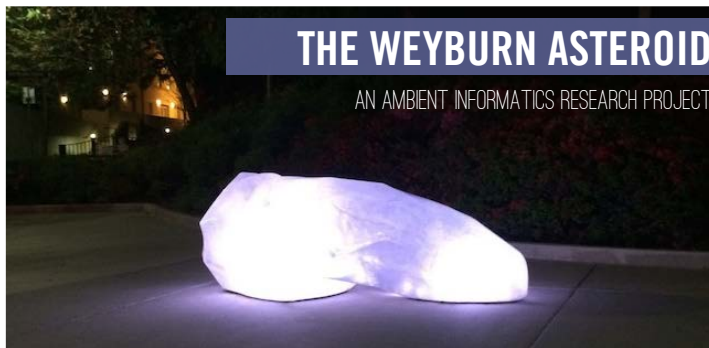
rethinking green, spatial justice



OP CITY: Figuring the Urban Future [2012-13]

OP CITY brought together collaborative teams of architects and media artists and explored how the urban future may be extrapolated or "produced" by observing the city in new ways that these technologies afford—from mapping and diagrams to graphic narrative, gaming/motion graphics and digitally-manipulated photography.

postsuburban city, rethinking green, new infrastructure



Ambient Informatics [2012-15]

Ambient Informatics project brings aesthetics, technology, and innovative design together to create a new public experience in Westwood Village Los Angeles. It advances research into the use of "ambient informatics," a type of pervasive computing that communicates information in everyday environments without the use of language, numbers, visual icons, or screens.

urban sensing, new infrastructure

MAYORS' INSTITUTE ON CITY DESIGN

Mayors & Cities



Mayors' Institute on City Design [2013]

The design of many American cities is frequently plagued by a disconnect between political constraints and design opportunities. In an effort to close this gap, cityLAB convened mayors from seven western cities with a team of architecture, design, real estate, and city planning professionals to discuss design approaches to specific issues in each city. These ranged from waterfront development challenges to "town-and-gown" linkages

postsuburban city, spatial justice, new infrastructure

cityLAB DESIGN/RESEARCH PORTFOLIO

2006-2016



Sony Pictures
Entertainment
Culver City, CA



Broadcom
Corporation
Irvine, CA



Los Angeles County
Public Health Dept.
Commerce, CA



City of
Los Angeles
Los Angeles, CA



Univ. of California
Los Angeles
Los Angeles, CA



Avery Dennison
Corporation
Glendale, CA



Northgate
González Markets
Anaheim, CA



Jet Propulsion
Laboratories
Pasadena, CA

IT Workplace Futures [2014-15]

This pilot study addresses an increasing need for senior administrators who manage information technology systems and staff to re-evaluate their current workplace assets and better understand future trends in order to enhance performance, increase innovation, and recruit and retain their desired workforce.

postsuburban city, spatial justice



Backyard BIHOME [2015-2016]

Developed as an extension of cityLAB's Backyard Homes study, the Backyard BIHOME is an ultra-modern, lightweight accessory dwelling unit that has the potential to meet the current demand for 100,000 additional housing units in Los Angeles while also serving as a biome by providing habitats for other species, too.

rethinking green, postsuburban city



Housing in the RiverCity: Rethinking Place and Process [2015]

The RiverCity Gothenburg Vision is built upon ideals intended to guide the city's growth over the coming decades. This research looked at the future of the RiverCity through an architectural lens: How can the next housing districts be better designed to encourage neighborhoods that are better integrated with their contexts, more sustainable, and more socioeconomically diverse?

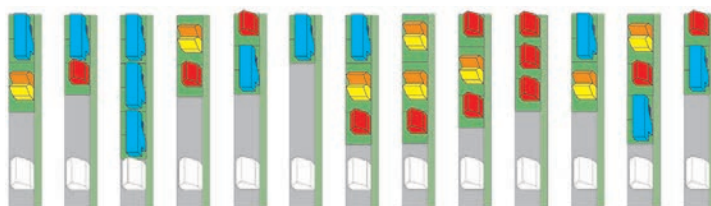
rethinking green, spatial justice



JPL Deep Think [2015-16]

cityLAB's 18-month collaboration with JPL leads to a series of design schemes that incorporate innovative architectural and technological strategies for deep think and collaboration.

urban sensing



California Assembly Bill 2299 [2016-17]

With Assemblyman Richard Bloom's office, cityLAB wrote a new state bill, signed by Governor Brown in September 2016 that became law January 1, 2017. The new law ensures that accessory dwelling units, or backyard homes, can be built on more single-family lots throughout California, increasing neighborhood environmental benefits, stability, and affordability.

postsuburban city