

# DISPLACEMENT BY DESIGN

LOS ANGELES, CA

BOYLE HEIGHTS

## HIGHWAYS

Continual development of car-centric infrastructure through disadvantaged communities, consequently leading to forced relocation, the fragmenting of neighborhoods, and deepening social and economic inequalities.

## GENTRIFICATION

Wealthier and often whiter individuals move into the historically marginalized Boyle Heights, causing the displacement of long-time residents due to a rise in the cost of living, resulting in the erasure of established culture and successful societal systems.

## POLLUTION

Automobile traffic throughout the I-5, I-10, 101, and 60 freeways that carve through Boyle Heights results in astronomical amounts of environmental and noise pollution. The areas around the East LA Interchange in Boyle Heights have some of the highest rates of Asthma in LA County.

## MARIACHI PLAZA

A significant cultural landmark, it is an important point of contention due to the displacement caused by the construction of a metro stop, a part of LA Metro's E Line Extension. How can Transit-Oriented-Development projects be pushed forward without becoming a vehicle for gentrification?

## ARTWASHING

Artspace and new galleries are a medium of gentrification, subverting local cultural institutions through resulting rent increases. A long-time pillar of the community, Self Help Graphics, which was involved in the Chicano Movement since the 1970s, was uprooted from its original location due to rising rent costs.

## INDUSTRIAL EDGE DEVELOPMENT

There are ongoing efforts by LA lawmakers to redevelop Boyle Heights' industrial edge into multi-unit residential. But will it be enough to retain those who need it most?

## HOME OWNERSHIP

21% home ownership leaves residents defenseless to rent spikes. Boyle Heights must be for and by local community, not profit.

## MULTI GENERATIONAL HOUSEHOLDS

Vital informal systems of community develop through the aggregation of households comprised of a diverse range of ages and experiences, ensuring community resilience and informing local businesses.

## ROOSEVELT HIGH SCHOOL

An essential cultural artifact due to its participation in the 1968 East LA Walkouts, which protested the inequality faced by "Mexican Schools." Yet today, underserved communities across the country still suffer from underfunded schools: less than half of Boyle Heights residents have a high school diploma.

## HIGHWAYS

LA TRANSIT INFRASTRUCTURE SHAPED BY BOYLE HEIGHTS NOT VICE VERSA

ENRICHING AND PROTECTING THE INFORMAL SYSTEMS THAT DEFINE AND RUN BOYLE HEIGHTS

PULL FROM THE HISTORIC MOBILIZATION OF ACTIVISM

THE CONTINUOUS CYCLE OF DISPLACEMENT IN BOYLE HEIGHTS MUST BE BROKEN

## GENTRIFICATION

CAN UPWARD ECONOMIC MOBILITY BE JUMPSTARTED FROM WITHIN?

HOW CAN THE SOCIAL FABRIC OF BOYLE HEIGHTS SHAPE NEW BUSINESSES?

INTERVENE IN THE CITY OF LOS ANGELES' INTERPRETATION OF "IMPROVEMENT PROJECTS"

INCREASING HOME RETENTION THROUGH EMPHASIS ON ECONOMIC TRANSITION, LEADING TO OWNERSHIP

## POLLUTION

EXTENSIVE POLLUTION RESULTING FROM MASS CAR TRANSIT IS NOT CONDUCTIVE TO LIFE

## ECONOMIC INFRASTRUCTURE

Historic Gentrification and exploitation ravages Boyle Heights and the potential of its residents.

## BUILT INFRASTRUCTURE

Hostile development imposed by lawmakers viewed as necessary improvement for a flourishing neighborhood.

## SOCIAL INFRASTRUCTURE

Presence of the natural system of displacement pushed onto low-income and immigrant neighborhoods by policymakers.