



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: June 17, 2021

Time: After 8:30 A.M.

Place: In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over the COVID-19 pandemic, the CPC meeting will be entirely conducted telephonically by Zoom [<https://zoom.us/>]. The meeting's telephone number and access code will be provided no later than 72 hours before the meeting on the meeting agenda published at:
https://planning.lacity.org/about/commission_boards-hearings and/or by contacting cpc@lacity.org.

Public Hearing: Public Hearing Required.
Initial Public Hearing held on December 8, 2020

Appeal Status: Not Applicable

Case No.: CPC-2017-432-CPU
CPC-2014-1582-CA

CEQA No.: ENV-2017-433-EIR

Incidental Cases: None

Related Cases: None

Council No.: 1 - Cedillo
9 - Price
14 - de León

Plan Area: Central City and Central City North
New Zoning Code: Citywide

Specific Plans: Alameda District
Specific Plan (ADP), Bunker Hill Specific Plan, Cornfield Arroyo Seco Specific Plan (CASP), Los Angeles Sports and Entertainment District Specific Plan (LASED)

Certified NC: Downtown Los Angeles, Arts District Little Tokyo, Historic Cultural North

GPLU: Various
Zone: Various

Applicant: City of Los Angeles
Representative: City of Los Angeles

**PROJECT
LOCATION:**

Downtown Community Plan Area (Plan Area). The Project Area for the Downtown Plan component is the Central City Community Plan Area and the Central City North Community Plan Area (jointly referred to in this report as the “Plan Areas,” “Downtown Plan Area,” or “Plan Area”). The Central City and Central City North Community Plan Areas are geographically contiguous, sharing a common boundary along Alameda Street. The Central City Community Plan Area encompasses approximately 2,161 acres and is generally bounded on the north by Sunset Boulevard/Cesar Chavez Avenue, on the south by the Santa Monica Freeway (Interstate 10), on the west by the Harbor Freeway (Interstate 110), and on the east by Alameda Street. Immediately to the east of Alameda Street is the Central City North Community Plan Area, which encompasses approximately 2,005 acres and is generally bounded on the north by Stadium Way, Lilac Terrace, and North Broadway, on the south by the City of Vernon, on the west by Alameda Street, and on the east by the Los Angeles River. The Downtown Plan Area is bordered by the communities of Boyle Heights, Silver Lake-Echo Park, Westlake, Southeast and South Los Angeles, and the City of Vernon. The Downtown Plan Area boundaries are shown in Exhibit B.5.

New Zoning Code Project Area. The Project includes implementation of the New Zoning Code regulations as amendments to Chapter 1A of the LAMC. The New Zoning Code project area is therefore, Citywide. However, the New Zoning Code will only be made applicable within the Downtown Plan Area with the adoption of the Downtown Plan. While the New Zoning Code regulations include components necessary to make the new zoning system work, which could ultimately be used Citywide, such as definitions and development standards, the New Zoning Code provisions adopted with the Proposed Project will not be applied to areas outside of the Downtown Plan Area at this time, and may only be applied or implemented elsewhere in the City of Los Angeles through the Community Plan update process or other future planning and zoning efforts.

**PROPOSED
PROJECT:**

The Proposed Project includes updating the Central City Community Plan and the Central City North Community Plan (Proposed Plan), the adoption of ordinances to implement the Proposed Plan (Implementing Ordinances), and amendments to other General Plan Elements to ensure consistency with the Proposed Plan (collectively, Proposed Project). The Proposed Plan includes amending the boundaries of the Central City and Central City North Community Plans to create the new Downtown Community Plan Area, adopting the Downtown Community Plan, a policy document with the goals, policies, and programs for the Downtown Community Plan Area, and amending the General Plan Land Use Map to re-designate the Downtown Community Plan Area with new land use designations. The Implementing Ordinances, intended to allow specific uses, provide new development standards (including height, floor area ratio, and massing) and objective design standards, include the adoption of the New Zoning Code (discussed below) an ordinance to amend the City of Los Angeles Zoning Map to re-designate property in the Downtown Plan Area with the New Zoning Code classifications, a proposed Community Plan Implementation Overlay (CPIO) inclusive of a Community Benefits Program; amendments to the River Improvement Overlay (RIO) and the Greater Downtown Housing Incentive Ordinance to no longer apply to the Downtown Plan Area; and rescission of the Downtown Design Guide and Bunker Hill Specific Plan. The Implementing Ordinances also include non-zoning ordinances to implement the community benefit program in the CPIO, such as trust fund ordinances and a fee ordinance. Finally, the Proposed Project includes amendments to the Framework Element and the Mobility Plan 2035 to ensure consistency with the Proposed Plan.

The component of the Proposed Project to adopt or amend the new Chapter 1A to the Los Angeles Municipal Code (LAMC) is referred to in this report as the “New Zoning Code”; the Processes and Procedures Ordinance (CPC-2016-3182-CA) is currently anticipated to establish this new Chapter 1A. This action will create a new zoning system in Chapter 1A of the LAMC for the Downtown Plan Area. The current Zoning Code, Chapter 1 (General

Provisions and Zoning) of the LAMC, and all of its provisions will continue to apply to areas where the new zoning has not been applied.

Implementation of the New Zoning Code outside the Downtown Plan Area will occur through future zone changes to re-designate land utilizing the zoning districts and other planning tools, established in the New Zoning Code through the Community Plan update process, or other future planning and zoning efforts.

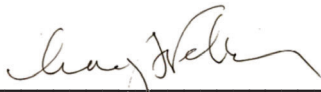
RECOMMENDED ACTIONS¹:

1. **Conduct** a public hearing on the Proposed Project as described in this Staff Recommendation Report.
2. **Approve** the Staff Recommendation Report as the Commission Report.
3. **Approve** and **Recommend** that the City Council adopt the Findings in the Staff Recommendation Report, and direct staff to prepare Environmental Impact Report (EIR) Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring Program (MMP) for City Council consideration.
4. **Recommend** that the City Council instruct the Director of City Planning to adopt Environmental Protection Measures pursuant to Division 4C.12 (Environmental Protection) of the new Zoning Code as appropriate to implement the MMP.
5. **Find** the City Planning Commission has reviewed the Draft EIR (City EIR No. ENV-2017-433-EIR and State Clearinghouse No. 2017021024), as shown in Exhibit A.8.
6. **Recommend** the City Council adopt the Resolution in Exhibit A to certify the EIR, adopt EIR Findings and a Statement of Overriding Considerations, and adopt a Mitigation Monitoring Program.
7. **Approve** and **Recommend** that the Mayor **approve** and the City Council **adopt**, pursuant to LAMC Section 11.5.6 and City Charter Section 555, the attached Resolution in Exhibit A to amend the General Plan as follows:
 - a. Amend the General Plan Land Use Element and adopt the Plan Boundary Change Map to consolidate the Central City Community Plan area and Central City North Community Plan area into the new Downtown Plan Area as shown in Exhibit A.; adopt the Downtown Community Plan as shown in Exhibit A.1; and adopt the General Plan Land Use Map for the Downtown Community Plan, inclusive of Symbols, Footnotes, and Corresponding Zone and Land Use Nomenclature as shown in Exhibit A.3, and the General Plan Land Use Change Maps and Matrices as shown in Exhibit A.4.
 - b. Amend the Mobility Plan 2035 to reclassify selected streets and Enhanced Networks, as shown in Exhibit A.7.
 - c. Amend the Citywide General Plan Framework Element, as shown in Exhibit A.6.
8. **Approve** and **Recommend** that pursuant to LAMC Sections 12.04 and 12.32 and City Charter Section 558, the City Council **Adopt** the draft ordinance to amend the Zoning Map, as shown in Exhibit B.2 (Zone Change Maps and Matrices).

¹ Note that references to processes in Chapter 1 of the LAMC may be updated upon adoption of the Processes and Procedures Ordinance (Council File 12-0460-S4), should it be adopted prior to City Council's adoption of the Proposed Project.

9. **Approve** and **Recommend** that pursuant to LAMC Sections 12.04, 12.32, 13.14.C and City Charter Section 558, the City Council **Adopt** the proposed Downtown Community Plan Implementation Overlay (CPIO) District Ordinance as shown in Exhibit B.1.
10. **Approve** and **Recommend** that the City Council **Adopt** the proposed Downtown Community Benefits Trust Fund Ordinance, the Downtown Community Benefits Fee Ordinance, and Downtown Affordable Housing Trust Fund Ordinance as shown in Exhibits B.3, B.4, and B.7.
11. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 12.32.S and City Charter Section 558 **Adopt** the proposed ordinance to amend the River Improvement Overlay (RIO) District Ordinance and Greater Downtown Housing Incentive Ordinance as shown in Exhibits B.5 and B.6.
12. **Approve** and **Recommend** that the City Council **Adopt** the proposed Ordinance to rescind the Bunker Hill Specific Plan and Downtown Design Guide as shown in Exhibit B.8.
13. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 12.32 and City Charter Section 558 **Adopt** the proposed Pipeline Parking Alignment Ordinance as shown in Exhibit B.9.
14. **Approve** and **Recommend** that the City Council pursuant to LAMC Section 12.32 and City Charter Section 558 **Adopt** the proposed Community Plan Consolidation Ordinance as shown in Exhibit B.10.
15. **Authorize** the Director of Planning to present the resolutions and proposed General Plan amendments (Exhibits A. 1, A.3, A.4, and A.5, A.6 and A.7) to the Mayor and City Council, in accordance with City Charter Section 555 and LAMC Section 11.5.6, and the proposed zoning ordinances (Exhibit B.1-B.10 and C.1 and C.3) to the City Council, in accordance with City Charter Section 558 and LAMC Section 12.32.
16. **Approve** and **Recommend** that the City Council adopt the New Zoning Code Ordinance to Amend Chapter 1A of the Los Angeles Municipal Code ("New Zoning Code") to add new Articles 1 through 12, and Articles 14 and 15, Amend Article 13, and Adopt the accompanying Zoning Code Maps established in Division 1.4. (Zoning Code Maps) of Article 1 of the New Zoning Code (Exhibits C.1. and C.3.).

VINCENT P. BERTONI, AICP
Director of Planning



Craig Weber
Principal City Planner



Valerie Watson
Senior City Planner




Brittany Arceneaux
City Planner, Project Manager



Clare Kelley
City Planner



Erick Lopez
City Planner



Erin Coleman
City Planner

Table of Contents

PROJECT ANALYSIS

A-1

Project Summary
Background of Proposed Plan
Background of New Zoning Code
Discussion of Key Issues: Proposed Plan
Discussion of Key Issues: New Zoning Code
Components of the Proposed Plan
Components of the New Zoning Code
Environmental Analysis/CEQA

FINDINGS

F-1

Finding Requirements for General Plan Amendments and Zoning Ordinances
Findings for the Implementing Zoning Ordinances Under Charter Section 556 and 558 and LAMC Section 12.32
Other Findings
Summary of CEQA Findings

PUBLIC HEARING AND COMMUNICATIONS

P-1

Outreach
A summary of the public testimony received and written correspondence received by City Planning Staff by the end of the public comment period can be found in section Summary of Public Hearing Testimony and Written Communications
Summary of Public Hearing Testimony and Written Communications
Central Los Angeles Area Planning Commission Comments

EXHIBITS (Attached)

A - Draft Resolutions
A.1 Community Plan Text
A.2 Existing General Plan Land Use Map
A.3 Proposed General Plan Land Use Map
A.4 General Plan Land Use Change Maps and Matrices
A.5 Plan Boundary Change Map
A.6 General Plan Framework Amendments

CPC-2017-432-CPU
CPC-2014-1582-CA

A.7 Mobility Plan 2035 Amendments
A.8 Draft Environmental Impact Report

B - Proposed Community Plan Implementation Overlay (CPIO) and Ordinances

B.1 Downtown Community Plan Implementation Overlay (CPIO)
B.2 Zone change map and matrices
B.3 Community Benefits Trust Fund Ordinance
B.4 Community Benefits Fee Ordinance
B.5 River Improvement Overlay (RIO) amendments
B.6 Greater Downtown Housing Incentive Ordinance amendments
B.7 Downtown Affordable Housing Trust Fund establishing Ordinance
B.8 Rescission of the Downtown Design Guide and Bunker Hill Specific Plan Ordinance
B.9 Pipeline Parking Alignment Ordinance
B.10 Community Plan Consolidation Ordinance

C - Proposed Zoning Code (Staff Recommendation Draft)

C.1 Proposed Zoning Code

- Article 1 - Introductory Provisions
- Article 2 - Form
- Article 3 - Frontage
- Article 4 - Development Standards
- Article 5 - Use
- Article 6 - Density
- Article 7 - Alternate Typologies
- Article 8 - Specific Plans, Supplemental & Special Districts
- Article 9 - Public Benefit Systems
- Article 10 - Streets & Parks
- Article 11 - Division of Land
- Article 12 - Nonconformities
- Article 13 - Administration (to be established by the Processes & Procedures Ordinance, and amended by the Proposed Project to establish the Alternative Compliance process)
- Article 14 - General Rules & Definitions
- Article 15 - Fees (to be established by the City Council)

C.2 Environmental Protection Measures Handbook Template

C.3 Zoning Code Maps

C.4 Zoning Code Evaluation Report

PROJECT ANALYSIS

Project Summary

The Downtown Community Plan (“Proposed Plan”) is a combined update to the adopted Central City Community Plan, which was last updated on January 8, 2003, and the Central City North Community Plan, which was last updated on December 15, 2000. The Proposed Plan, which envisions combining the Central City and Central City North Community Plans into a single unified Downtown Community Plan, was developed through an extensive outreach process that began in 2014 with the Downtown community. The Proposed Plan includes updates to the Community Plan policy document and changes in General Plan Land Use designations and zones, in addition to planning for and accommodating foreseeable growth in the Downtown Community Plan Area (“Downtown Plan Area” or “Plan Area”), are intended to achieve several overarching objectives.

Adoption of the Proposed Plan will also involve a number of implementing ordinances including the establishment of the New Zoning Code for the Downtown Plan Area. Each of the Proposed Plan’s new zoning tools have been developed as part of a comprehensive update to the City of Los Angeles’s Zoning Code (“Proposed Draft of the Zoning Code;” “New Zoning Code”). When referred to in conjunction with the Proposed Plan, the implementing ordinances, including the New Zoning Code, will be referenced as the “Proposed Project.”

The New Zoning Code is the first comprehensive revision of Los Angeles’s Zoning Code since 1946. When adopted, it will replace the system of zones and height districts established in the current Zoning Code with a modular system that allows greater flexibility to carry out the goals, objectives, and policies of the Downtown Community Plan, and eventually the rest of the City of Los Angeles. It seeks to aid accessibility and ease of use by presenting most regulations in a tabular and graphic format and by optimizing the Code to be viewed and interacted with on a variety of devices and platforms.

The ordinance to adopt the New Zoning Code will also include a provision incorporating several separately proposed ordinances that the City Planning Commission has already recommended for adoption, in the event that the City Council actually adopts them. If adopted by the City Council, the proposed ordinances will be automatically incorporated into the New Zoning Code, subject to changes to conform to the format and style of the New Zoning Code. The provision will encompass the proposed ordinances in Council Files 20-0380-S1, 19-0742, 18-1246, 17-0981, 17-0893, 15-0129-S1, and 11-1705. As currently written, the proposed ordinances are not part of the New Zoning Code, with the limited exception that the provisions of the proposed ordinances will be translated into the New Zoning Code if the Council adopts both the New Zoning Code and the proposed ordinances.

The Proposed Project also includes numerous zoning ordinances and other ordinances to implement the new Downtown Community Plan, including Zone Changes to apply new zoning districts to the Downtown Plan Area, a new Community Plan Implementation Overlay District, Community Benefits Trust Fund Ordinance, Community Benefits Fee Ordinance, Downtown Affordable Housing Trust Fund establishing Ordinance, Rescission of the Downtown Design Guide and Bunker Hill Specific Plan Ordinance, Pipeline Parking Alignment Ordinance, Community Plan Consolidation Ordinance, and the establishment of a new in-lieu fee and trust funds to implement a new community plan benefit program (collectively, “Implementing Ordinances”).

Objectives/Community Themes

The underlying purpose of the Proposed Plan is to plan for and accommodate foreseeable growth in the City, including the Downtown Plan Area, consistent with the growth strategies of the City as provided in the Framework Element, as well as the policies of Senate Bill 375, Senate Bill 330, and the Southern California Association of Governments' (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

The underlying purpose of the New Zoning Code is to create the regulatory tools necessary to implement the nuanced and detailed goals of the Proposed Plan and provide similar opportunities for future Community Plan updates. The tools of the New Zoning Code are tailored to the Proposed Plan and are also designed to be adaptable to a wide range of future needs throughout the City as future updates to Community Plans adapt and utilize the New Zoning Code.

Since its inception in 2014, the Proposed Project has evolved in response to a wide range of stakeholder input. The Proposed Project seeks to address many of the challenges facing Downtown and the larger region, such as climate change, housing demand and affordability, and a shifting economy, through strategies that guide thoughtful growth. Acknowledging an unjust history and current conditions, the programs and policies proposed aim to begin the process of equitably meeting the needs of various stakeholder communities in the Downtown Plan Area and reduce racial disparities, especially those unequally present in historic cultural communities, low-income communities, and communities of color.

By 2040, Downtown Los Angeles is projected to accommodate 176,000 new residents, in addition to 86,000 new jobs—representing 20% of the City's household growth in 1% of its land area. The Proposed Plan would accommodate this growth through new equitable and sustainable land use strategies aimed at reinforcing Downtown's economic base, strengthening linkages between neighborhoods, and incentivizing residential units. The Proposed Plan would increase the area where residential uses are permitted in Downtown by more than 33%. The Proposed Plan would also encourage more creative and affordable types of housing that reflect a diverse mix of options, such as micro-units, live/work spaces, supportive housing, and adaptive reuse projects. The New Zoning Code has been developed to implement the Proposed Plan's policies and goals; this will be the first Community Plan to apply these new zoning tools, developed as part of the comprehensive update of the City's Zoning Code.

The following Plan Objectives represent the long-term priorities for the Proposed Plan:

Thoughtful Growth. Accommodate employment, housing, and population growth projections forecasted through the planning horizon year of 2040 to ensure that the Downtown Plan Area continues to grow in a sustainable, equitable, healthy, and inclusive manner that is consistent with the policies of the City of Los Angeles General Plan Framework Element by focusing on strategies like new job-generating uses and residential development around transit stations.

Develop a Sustainable Community. Promote a mix of land uses that foster sustainability, equity, neighborhood density, and healthy living by ensuring that new development provides the appropriate range of outdoor amenity space and other recreational options. Refine and expand a system that links development with public benefits to deliver community amenities in the Downtown Plan Area and is adaptable to policy needs across the City. Provide a set of implementation tools that are responsive to the range of physical and functional needs and enable the creation of similar tools across the City.

Grow and Support the Residential Base. Support a growing residential population by expanding the areas where housing is permitted, intensifying housing where appropriate,

and allowing for a full range of housing options, including affordable housing. Expand opportunities for adaptive reuse and conversion to joint live/work spaces.

Provide a Range of Employment Opportunities. Provide for economic diversification and reinforce the Downtown Plan Area as a primary center of employment for the City and the Southern California region. Encourage the creation of job sanctuaries by allowing for a greater mix of uses and establishing a baseline of productive uses in areas where some amount of commercial activity is preferred.

Promote an Accessible Mobility Network. Build upon Downtown's role as a regional transportation center by allowing for intensive development throughout the Downtown Plan Area and concentrating development opportunities immediately surrounding transit stations with an appropriate range of building sizes and mix of uses. Promote a mode-shift from private automobile usage and foster a transit, bicycle, and pedestrian supportive environment. Reduce vehicle miles traveled to meet the goals of the Senate Bill 375, Senate Bill 743, and California Assembly Bill 32 to reduce carbon emissions. Promote a mix of land uses that foster sustainability, equity, community, neighborhood density, and healthy living. Ensure that new development provides the appropriate range of outdoor amenity space and other recreational options.

Preserve and Strengthen Social, Cultural, and Historic Identity. Celebrate and reinforce the character of each of the neighborhoods in the Downtown Plan Area while reusing, protecting, and preserving existing structures that characterize unique urban development patterns.

The Proposed Plan and New Zoning Code, collectively known as the Proposed Project, are composed of several interrelated components, described in more detail in the following sections:

- Community Plan Amendments
 - New Policy Document
 - Amendments to the General Plan Land Use Map
- Zoning Actions
 - Establishment of a New Zoning Code and Zoning Map
 - Proposed Zoning Code
 - Article 1 - Introductory Provisions
 - Article 2 - Form
 - Article 3 - Frontage
 - Article 4 - Development Standards
 - Article 5 - Use
 - Article 6 - Density
 - Article 7 - Alternate Typologies
 - Article 8 - Specific Plans, Supplemental & Special Districts
 - Article 9 - Public Benefit Systems
 - Article 10 - Streets & Parks
 - Article 11 - Division of Land
 - Article 12 - Nonconformities
 - Article 13 - Administration (to be established by the Processes & Procedures Ordinance)
 - Article 14 - General Rules & Definitions
 - Article 15 - Fees (to be established by the City Council)
 - Zoning Code Maps
 - Zone and Building Line Changes (as shown on Zone Change map and matrices)
 - New Community Plan Implementation Overlay (CPIO) District
 - Pipeline Parking Alignment Ordinance

- Rescind the Downtown Design Guide and Bunker Hill Specific Plan
- Amendments to the
 - River Improvement Overlay (RIO)
 - Greater Downtown Housing Incentive Ordinance
- New Community Benefits Fee Ordinance
- New Community Benefits Trust Fund Ordinance
- New Downtown Affordable Housing Trust Fund
- Community Plan Consolidation Ordinance
- General Plan Amendments for Consistency with Community Plan
 - Reclassifications of Streets and Enhanced Networks in the Mobility Plan 2035
 - Amendments to the Framework Element
- Amendments to the Central City and Central City North Community Plan Area boundaries to establish the Proposed Plan boundary
- Draft Environmental Impact Report

Background of Proposed Plan

Regional Context

The Proposed Plan envisions a sustainable, equitable, and inclusive future for Downtown. This Proposed Plan will promote a dynamic, healthy, and sustainable Downtown that is well connected to and supports the City of Los Angeles and the region. This Proposed Plan seeks to accommodate anticipated growth through 2040 while creating a livable and healthy community for workers, residents, and visitors. The goals and policies described in this Proposed Plan focus on continuing to promote Downtown as a center of innovation in the public and private realms. The Proposed Plan also seeks to address many of the challenges facing Downtown and the larger region such as climate change, housing demand and affordability, and a shifting economy through strategies that guide thoughtful growth.

The Downtown Plan Area, which will combine the Central City and Central City North Community Plan Areas, is located within the incorporated City of Los Angeles and contains approximately 6.6 square miles. The Downtown Community Plan is one of 34 (previously 35) Community Plans which comprise the Land Use Element of the City's General Plan. The adoption of the Downtown Community Plan will reduce the total Community Plans from 35 to 34. The Land Use Element is one of the eight state-mandated elements of the General Plan. Community Plans provide a long-term vision for the diverse geographies of the City, accommodate the growth anticipated in the City by the Southern California Association of Governments (SCAG), and guide the physical development of neighborhoods through goals, policies, and implementation. SCAG, the nation's largest metropolitan planning organization representing six counties in Southern California, produces population, housing, and employment projections. Many municipalities and government agencies rely on this data for purposes of planning. The Department of City Planning, like many other local governments, uses SCAG's demographic projections as a benchmark to determine the level of reasonably expected development that is needed to accommodate future growth.

Community Plan updates aim, at a minimum, to meet SCAG projections for the City and each Community Plan Area, and, in some cases, may be planned to exceed those projections for certain Plan Areas (not the City) depending on development trends, the availability of transit infrastructure, market demand, consistency with the General Plan Framework, and the goals and policies of the Community Plan. For the Downtown Plan Area, the City has envisioned since the 1970s that this community would be a center of employment, commerce, and entertainment. Significant transportation infrastructure, including seven existing Metro rail stations, three under construction, and three more envisioned in the future (see Section Land Use, Zoning and Transit Infrastructure), has been directed to Downtown to serve this purpose. For decades, Downtown has been a regional center in the City and will continue to be one in the future. Therefore, the Proposed Plan update exceeds SCAG's projections for anticipated increases in population, employment, and housing.

Over the past year, the COVID-19 pandemic has altered daily lives and has greatly impacted health, safety, and jobs for a significant number of Los Angeles residents. Preexisting socio-economic, racial, and environmental disparities have led to higher incidence of COVID-19 in Black and Latinx communities in Los Angeles and in the nation. A number of issues have contributed to the disparities in COVID-19 pandemic impacts, including a higher percentage of essential and frontline jobs, as well as less access to health care and higher rates of underlying health conditions. Other factors include living far away from jobs or in overcrowded households due to constrained housing affordability. Thus, the Proposed Plan's goal of accommodating growth and encouraging housing development are acutely relevant. The housing crisis pre-dated the COVID-19 pandemic, but the need for housing and affordable housing in particular, has become even more critical. The need is both a short- and long-term challenge that can be addressed through land use planning, and specifically through planning for additional multi-family housing, taking

care to safeguard existing dense multi-family housing, and incentivizing the production of protected affordable housing.

Community Plan Updates

The State of California requires every city to adopt a General Plan that covers various topics in sections called Elements, such as the Land Use Element, the Housing Element, and the Circulation Element. The Land Use Element of the City's General Plan currently consists of 35 Community Plans (34 under the Proposed Plan). The Community Plans function as a guide for future growth and adaptation in neighborhoods, providing specific policies and strategies to achieve each community's vision and the broader objectives of the General Plan and state law requirements. Through the Community Plan update process, the Department of City Planning works with community stakeholders to develop a vision for future growth in each area, based on long standing and emerging conditions related to land use, housing, employment, transportation, climate change, and other factors. The intent of the updates is to showcase the City's commitment to advancing tailored strategies and neighborhood regulations to facilitate future development decisions. To balance the need for jobs and housing with neighborhood preservation, these Plans reflect the priorities of each community and the City as a whole. The City updates the Community Plans regularly to encourage smart growth, identify appropriate locations for new development, minimize lengthy discretionary approvals, and provide certainty and predictability for developers, homeowners, and anyone else concerned with the future development of the City of Los Angeles. Recommended changes to Community Plans and their policies and programs are based on public input as well as collaboration with other City departments and government agencies.

New Zoning Code

The New Zoning Code is intended to be the primary mechanism for implementing the Proposed Plan. In the future, and separate from the Proposed Project, the New Zoning Code may be adapted incrementally to address the unique goals and policies of subsequent Community Plan Areas as those plans are updated. The Downtown Community Plan is the first Community Plan to apply the New Zoning Code. Efforts to develop new tools and expand the applicability of the New Zoning Code are underway in other Community Plan Areas and are anticipated to continue as all Community Plans in the City are updated.

Update Process

Downtown Community Plan

From 2014 to 2021, City Planning has prepared an update of the Downtown Community Plan which is intended to guide development through 2040. Efforts to update Community Plans are generally multi-year processes that rely on continued and iterative engagement with stakeholders. As shown in Figure A-1, *Community Plan Development Phases*, City Planning has organized the update of the Downtown Community Plan around the following five phases:

Phase I - Listen Phase (2014-2015). During this phase of the process, City Planning staff conducted background research that includes reviewing existing plans, policies, and maps; gathering development activity case filings; and conducting site visits to understand the community's existing built environment, land use, and zoning. City Planning staff also launched public engagement and gathered initial public input to shape the Proposed Plan update during this phase.

Phase II - Share Phase (2016-2017). Initial concepts were developed and shared during this phase. City Planning staff conducted outreach events and engaged numerous community stakeholders including advocacy and constituent groups; Certified Neighborhood Councils

servicing the Downtown Plan Area; and ongoing coordination within the Department of City Planning, with other City departments, and with the City Council Offices. City Planning staff participated in numerous public engagement opportunities in 2016 and 2017, including community events such as farmers markets and CicLAvia, Neighborhood Council meetings, and stakeholder group meetings.

Throughout 2016 and 2017, plan and zoning concepts were drafted to respond to information gathered during community engagement and the background research period. Work on environmental analysis of the Proposed Plan per CEQA was also launched at this time. City Planning staff hosted a week-long public Open Studio event in October 2016, which included presentation of draft materials, panel discussions on a variety of policy subjects, interactive workshops, and interagency meetings. Additionally, a Public Scoping Meeting took place in February 2017.

Phase III - Consult Phase (2018). Building on Phase I and II, the Proposed Community Plan policy document and implementing ordinances were drafted during this phase. City Planning staff also advanced work on environmental analysis per CEQA, coordinated with environmental and transportation consultants to develop the Draft Environmental Impact Report (Draft EIR or DEIR) for the Proposed Plan. City Planning continued public outreach at community events, neighborhood council meetings, and met with community-based organizations throughout 2018.

Phase IV - Refine Phase (2019-2021). Several draft plan and zoning documents were shared and refined based on community feedback. The Proposed Plan, including the policy document and Proposed Plan map, was released in July 2019. The Department of City Planning released the draft zoning map and Downtown zones in October 2019. Stakeholders were able to view draft materials in a variety of digital and physical formats, including on the project website and at local libraries. Two interactive digital tools were developed and shared in 2019, summarizing the Draft Plan and presenting the draft zoning map in a searchable format.

In 2019, City Planning staff continued public outreach by attending community events such as CicLAvia and presenting updates upon request from various community groups. Following the Draft Plan and zones release, City Planning hosted two public open houses in November 2019 to share the draft Plan and New Zoning Code components and receive community feedback. Additionally, Office Hour events were held throughout Downtown in January and February of 2020 to provide stakeholders the opportunity to meet one-on-one with City Planning staff.

Throughout 2019 and 2020, City Planning prepared the Draft Environmental Impact Report (EIR) which resulted in the August 6, 2020 release of the Draft EIR, refined the Proposed Plan (policy document, zoning map, General Plan Land Use map, and CPIO), and refined the Proposed Draft of the Zoning Code. The Department of City Planning provided an extended comment period of 120 days on the Draft EIR. In this release, Planning staff integrated community feedback comments received from the community. This release was followed by Virtual Office Hour events in September 2020. Additional opportunities to comment on the latest drafts were offered in the form of virtual webinars, small group meetings, and office hours.

In keeping with Mayor Eric Garcetti's "Safer At Home" emergency order and continual public health guidance to slow the spread of the COVID-19 pandemic, the Department of City Planning shifted public hearings and outreach meetings online and by telephone in order to practice proper physical distancing protocols. City Planning staff held virtual office hours (also available by phone) in September 2020 and attended several virtual community meetings. City Planning staff also developed additional digital resources for the website to provide online access to all the information and materials of the Proposed Plan. To increase access, the Department of City Planning also translated some materials into Spanish, Japanese, Vietnamese, and Chinese and

made in-person viewing of physical copies of draft materials available by appointment for stakeholders without internet access.

In November 2020, the Department of City Planning released the Preliminary Drafts of the Proposed Plan and New Zoning Code, which incorporated updates based on community feedback. During the same month, City Planning staff conducted three Planning 101 Webinars to offer an overview of the basics of Community Planning in Los Angeles. In December 2020, two virtual “Open House” events were held on the Downtown Community Plan to provide an overview of the Proposed Plan components and the New Zoning Code. These events included a live question and answer session, providing an opportunity for participants to interact directly with planning staff and provide feedback. The Department of City Planning held the Public Hearing for the Proposed Project on December 8, 2020. A detailed summary of public hearing testimony can be found in the Public Hearing and Communications section of this report.

Phase V - Adopt Phase (2021). During this phase, appointed and elected officials will review the Proposed Project and make final decisions regarding the proposed policy and zoning recommendations. The Department of City Planning has released the Proposed Draft of the Downtown Community Plan and the Implementing Ordinances, including the New Zoning Code in advance of consideration at the City Planning Commission.

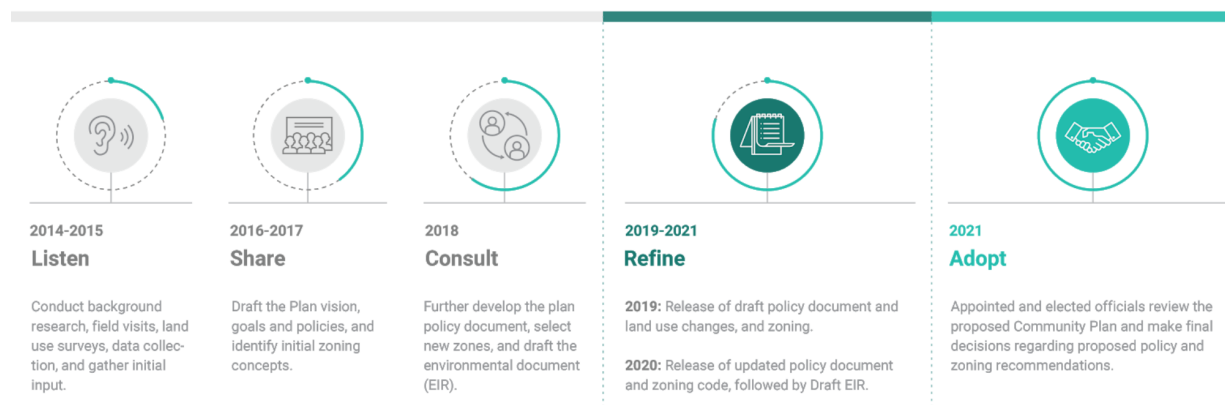


Figure A-1, Community Plan Development Phases

Background of New Zoning Code

Launch of New Zoning Code

On June 19, 2012, the City Council approved a request from City Planning (CF 12-0460) to fund a comprehensive revision of the Zoning Code, beginning a historic effort to completely overhaul the City’s system of land use and development regulations for the first time since 1946. The overarching goal of creating a new Zoning Code is to meet the varied needs of Los Angeles’ diverse communities and implement the goals and policies of the City’s Framework Element, Community Plans, and other elements of the General Plan. In addition, the New Zoning Code effort (previously referred to as “re:code LA”) has been focused on addressing two central challenges associated with the current Zoning Code.

- The inability of the limited set of zones and height districts of the current Zoning Code to accommodate effective urban design methods, increasingly necessitating the use of overlays, special entitlements, and site-specific conditions that exist outside the Zoning Code altogether. More than two-thirds of the lots in the City now have one or more overlays or site-specific conditions, meaning that the applicable zoning regulations are located in two or more documents.

- The need to improve existing review procedures within City Planning, making the entitlement/permitting process more transparent and approachable.

The New Zoning Code's 2012 concept proposal also laid out key objectives, including:

- Create a more responsive modular system that regulates the types of uses allowed independent of the form and orientation of buildings.
- Prioritize the delivery of a unified development code for Downtown Los Angeles.
- Provide a dynamic, user-friendly web interface for viewing, searching, and interacting with the Zoning Code.

The process to craft the New Zoning Code commenced with a thorough evaluation of the current Zoning Code, establishment of a general framework for the New Zoning Code, and coordination with efforts to adopt Community Plans (Downtown, among others). City Planning held a series of public and virtual forums during the early phases of the effort, as new material was developed and released. Thus, the process to write the New Zoning Code has benefited from zoning-specific outreach at a variety of citywide venues, as well as more focused outreach with individual communities.

Additionally, the process to craft the New Zoning Code was supported by a 21-member Zoning Advisory Committee (ZAC) consisting of neighborhood, business, nonprofit, and academic representatives; these meetings were made open to the public to attend and listen in on staff presentations and ZAC discussions. The ZAC has provided expertise on various land use issues and served as an important community "sounding board" throughout the development of the New Zoning Code. A Technical Advisory Committee (TAC), made up of City staff from a variety of agencies, also provided feedback throughout the revision process.

Zoning Code Evaluation Report

Foundational to this effort was a thorough analysis of the current Zoning Code, to identify specific challenges and flesh out the goals and objectives of the New Zoning Code. Over the course of more than a year, City Planning staff and consultants reviewed the text of the current Zoning Code and other overlapping regulatory and policy documents; conducted site visits and tours of various neighborhoods; and solicited input from the public via five in-person listening sessions, one virtual listening session, several focus groups, the ZAC, and the project website. Additionally, an early draft of the evaluation's findings was presented before the City Planning Commission and City Council for consideration and feedback.

The information and knowledge gained through this effort were documented in the December 2014 *Zoning Code Evaluation Report* (Exhibit C.4), which has been used extensively in the preparation of the New Zoning Code. The findings and recommendations of the report were organized into eight topic areas, summarized below. Some of the recommendations have since been addressed in separate Zoning Code amendments or other legislation, while others have been incorporated into the Proposed Draft of the New Zoning Code.

- **Housing Affordability and Diversity:** Maintain affordable housing incentives; minimize displacement of low-income residents; remove barriers and provide prescriptive standards for a wider range of multi-family and shared housing typologies; and improve the design of small lot subdivisions and accessory dwelling units.
- **Centers and Corridors:** Expand base zoning options for commercial corridors; enhance design standards and move existing design guidelines into the Zoning Code; and improve and standardize regulations for commercial corners, landscaping, and signs.

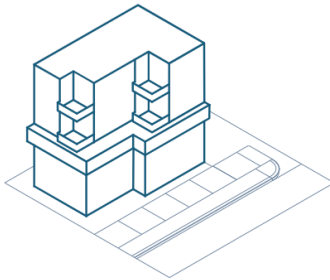
- **Transportation Choice:** Incorporate tools to successfully implement transit neighborhood plans; prepare comprehensive street and block standards that promote complete streets; and right-size the New Zoning Code’s approach to parking.
- **Jobs and Innovation:** Ensure land remains available for manufacturing and distribution uses; provide new zoning options to reflect the changing needs and character of industrial areas; rezone industrial land only where necessary; and enhance jobs-housing balance.
- **Distinct Neighborhoods:** Translate overlays into an expanded range of base residential zones; incorporate conservation districts as a historic preservation tool; improve transitions between neighborhoods and corridors; improve multi-family design; and preserve unique uses such as equine keeping.
- **A Strong Core:** Improve access to goods and services for Downtown residents; revise the Adaptive Reuse Ordinance to allow for a greater range of uses; and rethink and reconcile various competing programs that provide incentives for affordable housing and public benefits.
- **A Healthy City:** Implement design, housing, and transportation-related policies of the Plan for a Healthy Los Angeles and the Los Angeles River Revitalization Master Plan; standardize environmental mitigations and simplify CEQA review; remove barriers to renewable energy solutions, sustainable water management, and local food production; revise fee structure for park facilities; and more effectively regulate oil and gas extraction.
- **Code Delivery:** Develop clear and transparent review procedures; create a flexible and innovative set of new zoning options; consolidate uses into categories for easier administration; present the New Zoning Code in a modern, intuitive page layout; provide a user-friendly and accessible code in a variety of formats, with emphasis on web-based access; ensure continued maintenance and refinement of the Code over time.

Zoning Code Overview

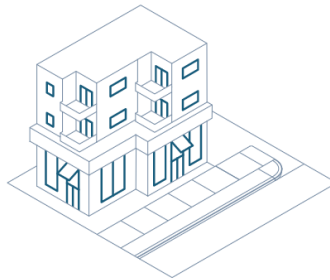
Following is a high-level summary of the organization and content of the New Zoning Code. A more detailed discussion of the provisions of each Article may be found later in this report under “Components of the New Zoning Code.”

Modularity of New Zoning System

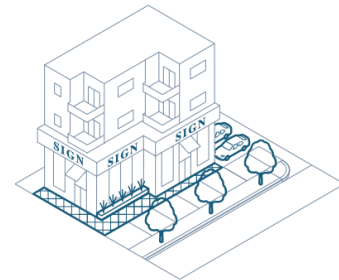
The new zoning system is modular, with multiple Zoning Districts comprising the zoning of any given property. The zoning system includes five Zoning Districts, referred to collectively as the “zone”: **Form, Frontage, Development Standards, Use, and Density Districts** (depicted in Figure A-2). The first three components address the built environment, while the final two pertain to the activities taking place on the property.



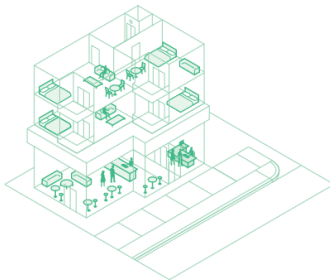
Form Districts
Form Districts determine how large buildings can be.



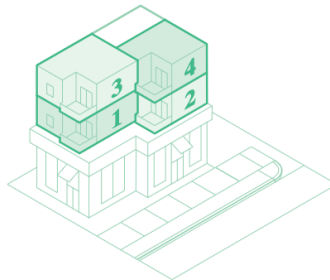
Frontage Districts
Frontage Districts influence how buildings appear from the street level, from their proximity to the street to their ground floor height requirements.



Development Standards Districts
Development Standards Districts regulate certain design elements around the building, including those relating to access, parking, and signs.



Use Districts
Use Districts determine what kinds of activities are allowed on a property—ranging from residential to commercial and, in some instances, a mix of uses.



Density Districts
Density Districts determine the number of housing units permitted on any site zoned for residential units.

Figure A-2, Zone String

The regulatory framework of each Zoning District is organized to facilitate community planning programs by consolidating the issues being regulated to address a specific aspect of zoning.

- **Form** What will the scale of buildings be in a neighborhood?
- **Frontage** How should buildings be experienced from the street?
- **Development Standards** What are the site characteristics of a neighborhood?
- **Use** What activities should be allowed?
- **Density** How do we accommodate population?

The answers to those questions help determine the precise combination of Zoning Districts that make up the zone of a given lot, represented as a string of characters, or “**zone string**” (shown above in Figure A-2).

There are many potential combinations of Zoning Districts that may be applied to create a wide range of zones. Furthermore, additional Zoning Districts will be added to the New Zoning Code as future Community Plan updates occur. Ultimately, the appropriate combinations for any

neighborhood or property will be determined through individual Community Plans and their proposed General Plan Land Use Maps, which serve to establish which Zoning Districts are to be used in which locations.

Content and Organization of New Zoning Code

The New Zoning Code consists of 15 Articles. The Zoning Districts for the Proposed Project are described and contained in Articles 2, 3, 4, 5, and 6. The remaining articles of the New Zoning Code include the optional specific plans and supplemental districts (Article 8) and the general provisions and standards to implement these new districts, such as definitions. Exhibit C.1 contains the full text of the New Zoning Code.

Article 1 (Introductory Provisions) provides an overview of the New Zoning Code, including the intent and applicability of the Code. It describes the Code's organization, establishes different Zoning Districts, and introduces the modular zone string. It also includes the current Zoning Code's existing emergency provisions.

Article 2 (Form) establishes Form Districts, the first component of the zone string. Form Districts generally govern the scale and intensity of development, as well as the placement of a building on a lot. The maximum floor area ratio (FAR) allowed on a lot is prescribed here, among other regulations.

Article 3 (Frontage) establishes Frontage Districts, the second component of the zone string. The Frontage District governs how a site or building addresses abutting streets, parks, pedestrian amenity spaces, waterways, or other public spaces.

Article 4 (Development Standards) establishes Development Standards Districts, the third component of the zone string. Development Standards regulate site design, including the location and characteristics of access, parking, landscaping, and other features of a site. Each Development Standards District consists of a combination of regulations that are appropriate to a particular context, acknowledging that development outcomes considered desirable in one part of the City may not be as desirable in other areas.

Article 5 (Use) establishes standards for Use Districts, the fourth component of the zone string. Use Districts determine which activities are allowed on a property, as well as the level of permission required for each.

Article 6 (Density) contains provisions pertaining to Density, the fifth and final mandatory component of the zone string. Density Districts determine the maximum number of household dwelling units (currently referred to in the current zoning code as "dwelling units") or efficiency dwelling units (currently referred to as "guest rooms") allowed on a lot in any Use District that identifies "dwelling" as a permitted use.

Article 7 (Alternate Typologies) establishes Alternate Typologies, or pre-packaged exceptions to regulations that are established in the Zoning Districts. Alternate Typologies may be used on an optional basis and are intended to produce specific built outcomes for certain types of uses or activities. Each Alternate Typology will specify the Zoning Districts in which it is eligible to be used and will contain specially tailored regulations that supersede the requirements of the applicable Zoning Districts.

Article 8 (Specific Plans, Supplemental & Special Districts) regulates the adoption and amendment of Specific Plans, Supplemental Districts, and Special Districts. It carries over a number of "Supplemental Use Districts" from the current Zoning Code; adds a new

preservation tool, the Conservation District; and establishes Special Districts that can serve in place of Zoning Districts.

Article 9 (Public Benefit Systems) establishes a range of Public Benefit Systems, including incentive programs that offer concessions on density, floor area, and other regulations in exchange for the provision of affordable housing, community benefits, and other desired public benefits.

Article 10 (Streets and Parks) carries forward regulations from the current Zoning Code governing street dedication and improvements; private streets; and park fees and dedications for new residential projects.

Article 11 (Division of Land) carries forward regulations from the current Zoning Code for subdividing land pursuant to the Subdivision Map Act, with nominal modifications to ensure consistency with the new zoning system.

Article 12 (Nonconformities) regulates nonconforming properties, i.e., those that are used or developed in a manner inconsistent with regulations adopted after the use began operating or the building was constructed. To the extent possible, the New Zoning Code retains nonconforming regulations from the current Zoning Code and translates them into the new zoning system; however, Article 12 also contains nonconforming provisions for new regulations that are introduced in the New Zoning Code.

Article 13 (Administration) will contain provisions governing the administrative and procedural elements of the land use entitlement process, covering legislative, quasi-judicial, and administrative actions. City Planning is currently engaged in a separate effort, the Processes and Procedures Ordinance (CPC-2016-3182-CA), to update the existing administrative provisions for use in the New Zoning Code.

Article 14 (General Rules) sets forth definitions and rules of measurement for terms used throughout the New Zoning Code.

Article 15 (Fees) will govern fees charged to applicants for the processing of entitlement and clearance requests. Fees are an ongoing, regularly updated portion of the current Zoning Code and will continue to be updated regularly through a separate process. Article 15 is not included in the draft New Zoning Code at this time.

Discussion of Key Issues: Proposed Plan

Introduction

While the Downtown Plan Area is the civic and cultural heart of the city with distinctive neighborhoods and diverse populations, this dense, urban core is also framed by the unique land use challenges of these neighborhoods. Extensive public engagement throughout the duration of the plan update process helped identify a number of key issues informing the policies and land use recommendations of the Proposed Plan and these are described below:

Housing Needs

The Downtown area has seen an increase of residential development over the last 20 years. Adaptive Reuse projects in the Historic Core, joint live work projects in the Arts District, and new high-rise and mid-rise buildings in South Park, among others, have together contributed to the

recent rise in the Downtown residential population. Since 2010, 15,000 new housing units have come online in Downtown. Given Downtown's access to transit, employment and amenities, a diverse array of housing types is needed to support existing and new residents in the coming years. Throughout the public outreach process, community members have commented on the lack of a diverse mix of housing that accommodates households of all income levels within the Downtown Plan Area. Stakeholders have expressed the need for housing that serves all income levels, while many have specifically advocated for more affordable housing to promote Downtown as a more inclusive community. Many comments emphasize the need for housing at the lowest end of the affordability spectrum to address housing insecurity, homelessness, and poverty; others emphasize the need for housing at middle-income affordability levels and opportunities for affordable for-sale units.

The City of Los Angeles continues to grow, and with that growth comes the need for more housing. Without the increase in housing supply, the increased demand on the existing housing stock has detrimental effects including upward pressure on rent levels, displacement of low-income residents, and increased prices of for-sale housing. These citywide trends also affect the Downtown community.

By directing growth to transit-rich centers and promoting growth with smart, sustainable infill development, the Proposed Plan supports citywide goals of increasing housing supply, reducing the impacts of Climate Change, and enhancing quality of life. At the core of this strategy are mixed-income and affordable housing, and complete neighborhoods strategically located near transit that provide opportunities for housing, jobs, and amenities for all segments of the population.

Expands Capacity for Housing. The Proposed Plan proposes to increase locations where housing can be built by approximately 33%. Under the Proposed Plan, a total of 60% of the Downtown Plan Area, compared to 30% under the currently adopted zoning, will allow for a full spectrum of housing, including market-rate, affordable housing, 100 Percent Affordable Housing, as well as Permanent Supportive Housing developments. Additionally, the Proposed Plan increases the development potential in many areas to allow for larger housing projects. This will allow for the development of mixed-income housing throughout the Downtown Plan Area.

The Proposed Plan also addresses the need for affordable housing by creating increased opportunities, via development incentives for mixed-income and 100 Percent Affordable Housing throughout the Downtown Plan Area. Increasing the supply of housing, particularly affordable housing, in proximity to a transit-rich Downtown supports goals of reducing vehicle miles traveled, improving air quality, reducing greenhouse gas emissions, and alleviating development pressure in sensitive residential neighborhoods across the city. Furthermore, it ensures that populations who have historically utilized public transit have access to public transit.

Creates a Zoning and Incentive System to Encourage New Affordable Housing. The Proposed Plan introduces a "Community Benefits Program" that incentivizes the development of Restricted Income Affordable Housing Units on-site, as part of new housing projects. Under this program, housing projects can achieve higher development rights by setting aside a certain number of their housing units as affordable. The system is designed to encourage housing for a range of incomes, from market-rate housing to housing for households earning less than 15% of Area Median Income (AMI). Projects that provide affordable housing units under the Program are required to sign a binding covenant to keep these rents affordable to households at that income level for 55 years. The 55 year term is consistent with other affordable housing programs such as the Transit

Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) and California's Density Bonus Law. A more detailed description of the proposed Community Benefits Program is included further below.

Minimizes Displacement. The Proposed Plan seeks to foster continued investment in Downtown, while at the same time, support strategies to minimize displacement and uplift communities that have often been overlooked or marginalized. While rising housing costs impact all segments of the housing market, it is particularly dire for those with lower-incomes. The loss of existing rental units with affordability covenants also aggravates the shortage of affordable housing. The need for affordable housing citywide will only intensify as the City's population continues to grow.

The Proposed Plan seeks to preserve the affordability of existing housing stock and minimize displacement. Working in coordination with the City's Housing + Community Investment Department (HCID), projects using Density Bonus Law or the Downtown Community Benefits affordable housing incentives would be required to replace the existing affordable units on a development site in compliance with Assembly Bill (AB) 2222. These provisions will result in the retention of existing affordable units and a net-gain of additional affordable units in the transit-rich areas of the Downtown Plan Area.

A number of City regulations that are currently in place to minimize displacement of residents will continue under the Proposed Plan. Within Downtown, the City Center and Central Industrial Redevelopment Project Areas currently have development guidelines and controls to preserve existing residential hotels that typically serve low-income households. Pursuant to these guidelines, when a residential hotel within the City Center and Central Industrial Project Areas is proposed for conversion or demolition, projects are required to replace these units one for one, to ensure there is no net loss of the residential hotel units.

Similarly, the citywide Residential Hotel Unit Conversion and Demolition Ordinance (RHO) offers protections for preservation of existing residential hotels and tenant rights and prohibits conversion or demolition of dwelling units in a residential hotel without approval from HCIDLA.

The citywide Rent Stabilization Ordinance (RSO) is intended to safeguard tenants from excessive rent increases. The RSO regulates replacement of demolished units, allowable rent increases, registration of rental units, legal reasons for eviction, and the causes for eviction requiring relocation assistance payment to tenants. Properties that contain two or more units, have a Certificate of Occupancy prior to October 1, 1978, and replacement units under LAMC Section 151.28 are subject to this ordinance. City Planning has worked with a vast number of stakeholder organizations to better understand the unique needs of individual communities.

Through collaboration and input, a number of Community Plan policies, programs, and zoning strategies have been proposed specifically to address issues related to displacement. Policies include:

- LU 2.7 Promote preservation and maintenance of existing housing stock at the foundation of the community's affordable housing supply.
- LU 3.2 Facilitate the preservation of existing residential units, and avoid displacement of current Downtown residents.
- LU 3.8 Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.

- LU 3.9 Facilitate the renewal of existing affordable housing covenants and promote opportunities for acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to preserve affordability.

The proposed “Community Benefits Program” would establish a funding mechanism to help preserve the existing affordable housing supply within Downtown. Among other things the program will extend financial assistance to Community-Based Organizations (CBOs) and other neighborhood groups to buy out or extend expiring affordability covenants that would minimize displacement of low-income households that live in the Downtown Plan Area. Additionally, all new development in the Downtown Plan Area will remain subject to the Affordable Housing Linkage Fee program. This program disincentivizes the loss of affordable units by requiring an additional fee if existing housing units are lost.

Consistency with Affordable Housing Incentives Program. The Transit-Oriented Communities (TOC) Guidelines were adopted in 2017 as the implementation of Measure JJJ, which was approved by Los Angeles voters on November 8, 2016. Measure JJJ (The Build Better LA Initiative) required City Planning to develop affordable housing incentive guidelines for all housing developments five units or greater located within a one-half mile radius of a major transit stop. Based on the TOC Guidelines, the New Zoning Code and CPIO incentive program recommended under the Proposed Project meets or exceeds the eligibility requirements of the TOC Guidelines and is therefore consistent with these guidelines. Measure JJJ expressly allowed Community Plans to make adjustments to incentives provided under the TOC Guidelines, so long as the minimum affordable housing requirements of the TOC Guidelines are maintained. It is the intent of the Proposed Project, for the Downtown Plan Area, to substitute the incentives provided under the TOC Guidelines with the incentive structure provided in the Local Affordable Housing Incentive Program in the New Zoning Code and in the Community Benefits Program established in the CPIO.

Charting a Course to Equity

City Planning is taking steps to reflect collectively on planning work and works to intentionally and authentically deepen efforts to serve all communities of Los Angeles in a manner that promotes equity and inclusivity. In partnership with many dedicated stakeholders, CBOs, and advocacy organizations, City Planning aims to chart a new course towards inclusive anti-racist planning for all communities in Los Angeles.

There is a close correlation with people of color and lower-income levels in the City of Los Angeles. This is a result of previous policies which create barriers to jobs, housing, and a healthy environment. The Proposed Downtown Community Plan looks to uplift Angelenos that have been harmed by these policies by safeguarding space for affordable housing, employment opportunities for those with a range of employment and experience levels, and reducing pollutant sources, such as heavy industrial uses near residential (land use) and vehicle emissions (making transit, walking, and other non-vehicular more comfortable and appealing).

Recent developments, primarily the COVID-19 pandemic and the ongoing conversation around racial justice and restorative planning, have highlighted and placed increased importance on issues that are not new but are the result of long-standing, systemic conditions. These events:

- Underscore the need for housing that is affordable, especially for lower-income groups, and have shown that a lack of affordable housing can have far-reaching consequences including health risks to individuals and limited access to resources in times of need;

- Demonstrate the impact of overcrowding on community health;
- Highlight the need for flexibility to allow businesses to quickly adapt to changing needs;
- Emphasize the need for open space to serve a variety of purposes including spaces to meet and socialize, spaces to play and entertain, and spaces for businesses to extend services outdoors, and;
- Show the need for engagement strategies and activities that are safe and inclusive.

The Proposed Plan seeks to foster continued investment in Downtown, while supporting strategies to minimize displacement and uplift communities that have often been overlooked or marginalized. Insufficient housing stock compounded by a lack of affordable housing have resulted in extreme concentrated poverty and is an ongoing concern of Downtown communities. The Proposed Plan creates increased opportunities for mixed-income and mixed-use housing at or near major transit stops in order to serve all income levels.

Zoning For Skid Row

As an overall strategy, the Proposed Project expands the capacity for housing, encouraging a wide range of housing types for people of all income levels throughout the Downtown Plan Area, while safeguarding a portion of the Downtown Plan Area generally in and around Skid Row for affordable housing units to encourage the creation of a mixed-income Downtown community and minimize displacement of existing vulnerable populations. Specifically, the Industrial-Mixed 1 (IX1) zoning Use District would be applied to the area bounded by San Pedro Street to the west, 5th Street to the north, Central Avenue to the east, and 7th Street to the south as shown in Figure A-3. Members of the Skid Row community have advocated for expanding IX1 to include areas shown in Figure A-3. Other stakeholders of the Downtown community have called for removing the prohibition on market-rate housing and have argued for an approach that would integrate affordable housing with market-rate housing as is proposed throughout the Downtown Plan Area.

The following considerations informed the proposed zoning and its boundaries:

- Though home to a number of decades-old residential hotels, supportive housing facilities, shelters, and other housing and services geared toward those who are experiencing homelessness or housing insecurity, the present-day M2 zoning for this area allows only manufacturing and commercial uses. Under the Proposed Project, the proposed IX1 Use District will continue to allow most non-noxious commercial and industrial uses that are generally allowed today. However, it will also allow residential uses, provided that any residential use is either supportive housing, or covenanted affordable housing. Allowing only covenanted affordable housing within this roughly 14 block area would relieve direct displacement pressures on households currently living in the area and increase access to shelter for those experiencing homelessness, in proximity to supportive amenities and services.
- The area to the west and north of IX1 currently allows for market-rate housing developments. Expanding IX1 to this area would amount to a reversion of development rights that are currently available. In this area the Proposed Project introduces increased FAR potential for projects providing community benefits such as affordable housing, public open space, or community facilities.
- The area to the south and east of IX1 currently allows only light industrial and commercial uses. This portion of the Downtown Plan Area currently supports a large number of employment uses. The Proposed Project continues to prioritize these areas for light commercial and industrial uses and allows for residential uses only through adaptive reuse of existing buildings. This area also serves as a buffer between IX1 and the heavy industrial zones further south.

- Similarly, areas to the east and south-west of IX1 are also currently zoned Light Industrial and do not allow for residential uses. Employment uses as well as a limited number of residential uses currently exist, and the area does not contain a substantial concentration of services for people experiencing homelessness. The Proposed Project prioritizes this area for productive activity and employment uses and requires any housing development to set aside a minimum amount of space for job-producing uses. The proposed zoning for this area also aligns with the vision expressed by the district stakeholders to accommodate a large amount of the projected housing growth of the plan while maintaining a mixed-income character of this neighborhood. While the Proposed Project does not require affordable housing in this area it does offer additional incentives for affordable housing projects. Permanent affordable and 100 Percent Affordable Housing projects are not required to include the IX3 minimum jobs producing square footage. Additionally, the Proposed Project introduces increased FAR potential for housing projects with affordable housing.

Based on the above, the Proposed Project limits the IX1 zoning to the boundaries indicated in Figure A-3.

Proposed zoning



Figure A-3, Proposed IX1 Limits

Feedback from members of the public has suggested that limiting residential development to only affordable housing units in IX1 would result in concentrating affordable housing to a few blocks in the Downtown Plan Area. Many have likened the proposed zoning strategy to a continuation of “containment,” a criticism of past City and Regional policies and actions that sought to concentrate homeless services and individuals experiencing homelessness to the Skid Row area.

However, the proposed IX1 Use District is not a culmination of the City’s present-day approach to addressing homelessness, rather it is a distinct zoning proposal for a discrete number of blocks wherein many of the Downtown area’s most vulnerable residents reside. Numerous City- and County-wide initiatives are seeking to bolster the availability of housing, affordable housing, and supportive housing throughout the region.

Under the Proposed Project more than 60% of the Downtown Plan Area would allow for market-rate housing, affordable housing, and permanent supportive housing, with substantial development incentives for affordable housing and permanent supportive housing Plan-wide. Therefore, it is unlikely that the Proposed Project would result in the future concentration of new affordable housing units within the IX1 zone alone. Rather, by using the IX1 zone, the Proposed

Project seeks to ensure that the present-day vulnerable individuals and families in this area are not rapidly displaced by new market-rate development.

In addition, other comments have expressed concern that an inability to produce market rate housing units within this area will limit the Proposed Project's ability to produce needed housing, and will limit economic development opportunities within the district. Under the proposed IX1 zone, a range of commercial and light industrial uses remain permissible.

Stakeholder input regarding the IX1 zone has been robust if not somewhat polarized. The following alternative zoning strategy can be considered by the City Planning Commission as it deliberates on the IX1 zone. This alternative would allow for some market-rate housing development, but would rely heavily upon value capture strategies to ensure a high level of onsite affordable housing in most new development.

Alternate Option to Proposed Project zoning:

- Amend the IX1 Use District to allow for all types of housing, including market-rate housing, restricted affordable housing, and permanent supportive housing. This same mix of housing uses is allowed in most places where housing uses are allowed in Downtown;
- Reduce the Base FAR permitted in the subject area from 3:1 to 1.5:1. A 1.5:1 FAR would allow for continued commercial and industrial uses in the area, but would not generally promote a substantial number of market-rate residential uses, thus steering most residential investment in the area to receive Bonus FAR by providing affordable housing onsite; and
- Retain the Maximum Bonus FAR at 6:1 FAR.
- Under this approach other provisions of the IX1 Use District, such as a prohibition of new liquor stores (i.e. off-site alcohol sales), and allowances for various social services uses would remain.

Similar to many other parts of Downtown, this alternative would allow for a mixed-income community and offer bonus incentives to projects that provide community benefits, including the required amount of affordable housing at rates identified in the Community Benefits Program. This alternative would allow market-rate housing where it is prohibited under the adopted and Proposed Project and reduce the adopted and Proposed Project development potential from 3:1 FAR to 1.5:1 FAR to further maximize entry to the Community Benefits Program in this area.

Neighborhood Identity

The Proposed Plan recognizes that there are a number of unique neighborhoods within the Downtown Plan Area and seeks to maintain sensitivity to important cultural and architectural assets, while simultaneously supporting the Proposed Plan's broader goals to accommodate future housing, employment, and economic development. Submitted public comments regarding neighborhood identity are primarily focused on maintaining the character and the cultural and historical legacy of these neighborhoods. Some comments have expressed that maintaining the existing scale is important to preserving neighborhood character. On the contrary, other comments have emphasized the need to accommodate substantial housing and jobs in Downtown due to its extensive transit infrastructure.

Compatible Zoning Regulations. The Proposed Project uses new zoning tools to reinforce unique neighborhood identity and elevate urban design while seeking to sustain the activities and industries that contribute to the cultural legacies within each of the Downtown neighborhoods. The Proposed Project applies a combination of building Form, Frontage, and Use regulations in a tailored manner to reinforce varying built environments.

Form District tools are used to prescribe context sensitive FARs, and, in strategic places, height limits or upper story setbacks. In areas such as the Historic Core, community feedback on height and scale has been varied. Some have suggested that height limits should be applied across the district to safeguard existing historic structures from demolition, where others have advocated for contextual infill tools that allow for taller buildings. The Form Districts applied in the Historic Core support the predominant characteristics of strong street walls, building widths of around 200 feet, and a datum line of 12 stories. Earlier versions of the Proposed Project recommended height limits throughout the Historic Core, but the current proposal would transition heights using upper story step backs as opposed to height limits. The Proposed Project allows unlimited height, but where taller buildings exceed 12-stories in height, they are required to step back 30 feet from the street facing property line. This strategy allows for thoughtful infill development while respecting the existing built patterns of the Historic Core.

In areas such as Little Tokyo and Chinatown, stakeholders have suggested that the FARs under the currently adopted zoning allow projects that are out of scale with historic resources and result in displacement of residents and small businesses. In order to minimize displacement, the Proposed Project reduces the Base FAR from 6:1 to 2:1, while maintaining a 6:1 or 8.5:1 maximum Bonus FAR to allow large projects when they include community benefits such as affordable housing and community facilities that can support and sustain existing residents and businesses.

The Proposed Project aims to facilitate growth near transit infrastructure in these neighborhoods while introducing a system that links growth with community benefits. In Chinatown, the Broadway corridor is home to a large number of cultural institutions and legacy businesses that contribute to the identity of Chinatown. To ensure compatible development, the Proposed Project applies a 5-story height limit for approximately six blocks along Broadway Street generally between Bernard Street and Ord Street. For the same reasons, the 5-story limit is also applied to approximately six blocks of Little Tokyo near the Japanese Village Plaza. Blocks on the periphery would be allowed to develop up to 8.5:1 FAR with no height restriction.

The Proposed Project also includes an array of Frontage Districts that are paired with appropriate Form Districts to reinforce distinct features of each of these neighborhoods, and to implement the Proposed Plan's goal to create a walkable, world class urban environment. Most often these include regulations such as minimum transparency and street-facing entrances, to ensure new infill development is oriented toward the street and easily accessible to pedestrians. The Frontage District regulations also specify building placement in relation to the street to promote consistent street walls.

The Proposed Project includes two Character Frontage Districts proposed for the Historic Core and the Arts District. These districts include more detailed development standards addressing building materials and architectural features, and are intended to guide new development in a manner that is compatible with the historic and celebrated architectural legacy of these two neighborhoods. The Character Frontage Districts have been the subject of a great deal of input from members of the public, and numerous revisions were made to the recommended Character Frontage Districts to simplify design requirements, while maintaining a unique standard of design for these two areas. However, in order to allow for architectural innovation and accommodate unique building types such as civic and cultural buildings, the Proposed Project allows for Alternate Typologies. Alternate Typologies provide greater flexibility with regard to particular Form and Frontage standards and allow a ministerial process to pursue alternative design options.

In addition, the Proposed Project includes Use Districts that offer commercial tenant size limits to promote and sustain the unique set of uses and small legacy businesses that define some of the neighborhoods such as Chinatown and Little Tokyo. Furthermore, the Proposed Project's Community Benefits Program would establish a funding mechanism to support small legacy businesses that serve the unique and cultural needs of local neighborhoods.

In response to neighborhood feedback, the Proposed Plan introduces a number of topical Design Best Practice documents. The Tall Buildings Best Practices and the Cultural Neighborhood Best Practices documents offer ideas on how new developments can respond, respect, and contribute to the historic cultural neighborhoods of Downtown. Consistent with Senate Bill 330, these Best Practice documents would serve in an advisory capacity, as California cities are precluded from adopting non-objective design guidelines (zoning form and frontage requirements, as described above, on the other hand, are objective development standards, and thus comply with Senate Bill 330).

Preservation of Existing Buildings and Adaptive Reuse. In addition to establishing new zoning tools, the Proposed Project expands and updates existing zoning tools like Adaptive Reuse. The Adaptive Reuse program, first introduced around twenty years ago, has been very successful in bringing new life to Downtown's extraordinary collection of historic buildings and growing Downtown's residential community. The Proposed Project aims to expand this tool to the entire Downtown Plan Area, creating more opportunities to reuse and protect existing buildings that are of historic and cultural value to the community. The Downtown Adaptive Reuse program introduces the following new incentives to promote the use of existing buildings by:

- Removing dwelling unit size requirements;
- Removing the limitation that allowed conversion to only dwelling units, and allows for the conversion to any viable use permitted by the underlying zoning;
- Replacing the 1974 qualifying criteria with a rolling date of 25 years to allow for buildings constructed post-1974 to also utilize this program; and
- Offering FAR exemptions for interstitial floors and mezzanines.

The Proposed Plan also notes the importance of Downtown's many historic and architectural assets. In neighborhoods that have an abundance of eligible and designated historic resources, the Proposed Plan's CPIO includes procedural requirements applied to select areas of the Historic Core, Arts District, Chinatown, and Little Tokyo communities, to ensure that work done to a building or site that is an Eligible Historic Resource is done in a manner that would not compromise its eligibility, or that appropriate steps are taken in compliance with CEQA where any work proposed would compromise its eligibility.

Jobs and Economic Development

The Plan Area offers employment in a variety of sectors, such as professional, scientific and technology services, retail trade, and public administration. In more recent years traditional manufacturing jobs have generally declined, while others such as creative office and technology have emerged. Given Downtown's central location and the magnitude of transit investments, it is important to maintain Downtown's role as a job center for the City and the region and to sustain a diversified economy. Stakeholder comments during the early phases of the Proposed Plan generally touch on the need to maintain Downtown as the regional job center. Some public comments have also emphasized the need to position Downtown as a place for new and evolving industries to ensure Downtown continues to provide and expand employment opportunities. With regard to industrial land, a few commenters have argued that numerous development projects

that have sought, and/or received General Plan Amendment and Zone Change entitlements from industrial to commercial designations and zones that allow for a wide variety of commercial and residential uses, is reflective of the evolving nature of these neighborhoods, and the diminishing demand for industrial land. However, others have emphasized that opening up land zoned for industrial uses to other alternate uses would result in the loss of valuable industrial land and that preserving land for uses that generate industrial-oriented employment opportunities is essential to maintaining Downtown's jobs advantage and addressing job access, in particular in both skilled and unskilled labor sectors, for those living within close proximity.

The Proposed Project supports a balanced approach to achieve the objectives expressed in the comments received, while staying consistent with the objectives of the General Plan Framework Element, as amended.

Greater Mix of Uses. In the same way that the Proposed Project expands opportunities for housing, it also prioritizes space for jobs-generating uses and expands opportunities for new, emerging industries to locate within Downtown. Historically, Downtown has accommodated discrete pockets for specific types of uses, such as clusters of heavy industrial or commercial activities in certain parts of the Downtown Plan Area. About 80% of the Downtown Plan Area is currently restricted to a single use. In order to accommodate rapid changes in non-residential markets, such as retail, office, and research and development, the Proposed Project looks to a more flexible zoning strategy that encourages the co-location of a variety of uses while still safeguarding spaces for industrial activity. Under the Proposed Project, areas limited to one single use, namely industrial uses designated as Production, make up only 17% of the Downtown Plan Area, which is mostly industrial uses in the south and residential in the north. This zoning strategy opens up the rest of the Downtown Plan Area for a range of complementary uses, activities, and job opportunities.

Industrial and Hybrid Industrial Zoning. The Framework Element establishes City policy to preserve industrial lands for the retention and expansion of the City's industrial job base. Today's "industrial" jobs are not solely traditional 20th Century manufacturing and warehousing jobs, but also include jobs in "cleantech" and "green" companies, research and development businesses, food production, and more. The Proposed Project employs a set of land use tools to achieve the following: ensure availability of land for traditional industries (Production General Plan Designation, and I1 and I2 zones); create opportunities for innovative and evolving new industries; and allow for transitioning industrial areas for the introduction of housing and services, while ensuring continued focus on jobs (Markets and Hybrid Industrial General Plan Designation, and IX1, IX2, IX3, and IX4 zones).

In the transitioning industrial areas such as the Arts District and the Fashion District, where there is currently a lack of transit infrastructure and amenities such as parks or commercial services, the Proposed Project introduces a new zoning typology to ensure that these areas continue to provide for jobs while also allowing for the introduction of housing and services, as anticipated transit infrastructure improvements become available. Current zoning allows for a maximum of 3:1 FAR in industrial zones in the Fashion District and 1.5:1 FAR in the Arts District. In order to maintain this existing opportunity for industrial uses, the Proposed Project requires that any residential development set aside a minimum of 1.5 FAR of productive uses in the Arts District, and 1 FAR of productive uses in the western portions of the Fashion District. The Proposed Project also prohibits new residential construction in the eastern portions of the Fashion District, allowing residential uses only as part of the adaptive reuse of existing structures. Furthermore, in the Arts District, residential uses can only be provided in the form of live/work units, to ensure a minimum area within each unit is dedicated as workspace. Such live/work uses would be

required to meet specific size, configuration, and employment occupational standards that do not apply to standard residential uses. Lastly, the Proposed Project establishes substantial floor area incentives for development that provides an additional proportion of employment-related floor area (such as office space, or production area), in addition to the base requirements described above.

The Proposed Project also increases the development potential in comparison to the currently adopted zoning to facilitate increased job opportunities and the coexistence of residential uses in targeted areas. The proposed zoning in the Arts District, allows for a higher FAR of 6:1 compared to the currently adopted zoning of 1.5:1 FAR. The Proposed Project also sets a minimum baseline requirement of 1.5:1 FAR for productive uses and the only types of residential uses allowed are live/work units or conversion of existing structures to Joint Live Work Quarters. Similarly, in the Fashion District west of San Pedro Street, the Proposed Project proposes an increase in FAR from the currently adopted zoning of 3:1 to 8:1, sets a minimum baseline requirement of 1:1 FAR for productive uses and allows all types of residential uses. In the Fashion District east of San Pedro Street, the Proposed Project allows for up to 3:1 FAR, and residential uses are only permitted through adaptive reuse of existing structures. The Proposed Project envisions a continuation of industrial uses in the southeast portion of the Downtown Plan Area, where heavy industry has existed and continues to be a necessary function. Other uses in proximity to heavy industries that emit harmful and noxious elements are not appropriate, and therefore, not proposed in this part of the Downtown Plan Area. The area is also not well served by transit (nor are future transit improvements anticipated) and does not include amenities to support a residential or mixed-use community.

Industrial Mixed Use Zoning Summary		
District	Currently Adopted Zoning	Proposed Zoning
Fashion District	<p>Allows up to 3:1 FAR of industrial uses. Housing is allowed in existing buildings with limitations and discretionary approval.</p> <p>Generally zoned M2-2D.</p>	<p>Allows up to 3:1 FAR of residential, commercial, or limited industrial uses by-right.</p> <p>Increases maximum FAR to 8:1 after provision of community benefits.</p> <p>Housing Projects must include 1 FAR of non-residential jobs space, excluding restaurant and retail. Non-residential jobs space can be met with Live/Work units.</p> <p>Generally zoned [DM1-AL1-5] [IX3-FA] [CPIO]</p>

<p>Fashion District East</p>	<p>Allows up to 3:1 FAR of industrial uses. Housing is allowed in existing buildings with limitations and discretionary approval.</p> <p>Generally zoned M2-2D.</p>	<p>Allows up to 3:1 FAR of industrial or commercial uses. Housing is allowed in existing buildings by-right.</p> <p>Generally zoned [MB1-SH1-5] [IX2-FA]</p>
<p>Arts District</p>	<p>Allows up to 1.5:1 FAR of industrial uses. Housing is allowed in existing buildings with limitations and discretionary approval.</p> <p>Generally zoned M3-1-RIO.</p>	<p>Allows up to 1.5:1 FAR of residential, commercial, or limited industrial uses by-right.</p> <p>Increases maximum FAR after provision of community benefits. Depending on the geography, projects can reach 3:1, 4.5:1, or 6:1 maximum FAR.</p> <p>Bonus FAR up to 4:1 is available for projects providing qualified employment uses</p> <p>Housing Projects must include 1.5:1 FAR of non-residential jobs space, excluding restaurant and retail. Live/work units are required for market rate housing projects.</p> <p>Generally zoned [MB3-CDF1-5] [IX4-FA] [CPIO]</p>

Table A-1, Industrial Mixed Use Zoning Summary

Some comments have expressed a concern that the requirements for productive uses (Fashion and Arts Districts) and live/work units (Arts District only) would limit the housing capacity and the feasibility for affordable housing development in these areas. The Proposed Project accommodates an additional 100,000 housing units above what is existing, far exceeding SCAG projections for the area. Permanent and 100 Percent Affordable Housing projects would not be required to comply with the productive space or live/work units and would be allowed to develop traditional housing projects. Housing projects in the Arts District utilizing the Community Benefits Program would be required to incorporate affordable live/work units, meeting the need to locate affordable housing for individuals such as artists and small-scale manufacturers within the neighborhood. Additionally, the recommendations for live/work units and productive space requirements are in alignment with the vision of the Framework Element and neighborhood stakeholders, which seek to sustain Downtown’s role as a regional job center, and eastern Downtown’s focus on employment opportunities.

Overall, the Proposed Project seeks to increase employment opportunities for City residents, allow for jobs and housing to co-exist, reduce the need for City residents to commute to remote work locations, and help maintain the City's fiscal health. The re-designation of Industrial to Hybrid Industrial and Markets would allow for a greater variety of industrial and employment-generating uses such as office, heavy commercial, and light industrial; limited residential uses would be permitted only when a minimum area is reserved for productive uses. Further discussion regarding the protection of industrial uses can be found in the Key Issues section, Land Use, Zoning and Transit Infrastructure. In addition, the higher development potential permitted under the Proposed Project will enable higher intensity of employment uses within these areas, while accommodating limited residential uses in proximity to job-generating uses.

Economic Development. The Proposed Plan seeks to create flexibility to respond to changing economic conditions and reinforce micro-economies. New Zoning Code tools for transitioning industrial areas ensure a focus on jobs while allowing for the introduction of housing and services. The New Zoning Code would allow a flexible mix of uses in the majority of the Downtown Plan Area—use regulations focus more on performance and are less prescriptive. The Proposed Project offers an increase in development rights across the Downtown Plan Area to facilitate investment and development in the most transit served areas. As part of the New Zoning Code, many uses that require discretionary approval under the currently adopted zoning would be by-right under the current proposal. For example, the Proposed Project removes the currently required Conditional Use Permit (CUP) for daycares and K-12 schools in a majority of the Downtown Plan Area to support the expanding residential and employee population. Similarly, the Proposed Project would remove adopted Q-conditions that limit the amount of commercial uses in portions of Chinatown. The Proposed Project promotes flexibility in a variety of ways. Smaller sites can be more readily developed because the Proposed Project does not mandate parking minimums or density limitations and form standards promote durable buildings that can be adapted over time for a variety of industries and allow for co-location and agglomeration. The Proposed Project also streamlines the live entertainment process for businesses in Downtown's entertainment corridors to support industry and tourism.

Mobility and Connectivity

The Proposed Plan recognizes the crucial relationship between land use and mobility planning. Investments to improve mobility and connectivity in the Downtown Plan Area would support the Proposed Plan's land use strategies and, as such, the Proposed Plan identifies priority improvements. Stakeholder comments have highlighted the need for improved access and connectivity across the Downtown Plan Area and have discussed the connection between land use planning and mobility strategies. Comments relating to mobility focused on the need for pedestrian, bicycle, and transit infrastructure improvements that would increase access to housing, jobs, services, and amenities, especially for Downtown's most vulnerable residents. Stakeholders have expressed a desire for enhanced streetscapes and public spaces such as pedestrian paseos and alleys that can increase connectivity and livability. Some comments have discussed the importance of ensuring that mobility and connectivity improvements are implemented in an equitable manner and have called for investment to be prioritized in underserved communities. Many stakeholders noted that encouraging development near high-quality transit in Downtown will also help to reduce traffic in other neighborhoods, lower vehicle miles traveled, and combat the effects of climate change.

Concentrating Growth Near Transit. The Proposed Project concentrates growth around transit and promotes a mix of uses to support walkable communities. The regional transportation network converges on Downtown and this access to transit infrastructure is one of the key factors guiding land use policy for the Downtown Plan Area. The Proposed

Project's land use strategy is focused on increasing access to housing and jobs—especially affordable housing and jobs for a range of educational and skill levels—while reducing reliance on single occupancy vehicles. Under the Proposed Plan, Downtown would see reductions in vehicle miles traveled (VMT) and an increase in the mode share of walking, bicycling, and transit. The Proposed Project's Community Benefits Program incentivizes and prioritizes the provision of affordable housing units within the Downtown Plan Area, recognizing the need to provide housing for transit dependent populations. The Community Benefits Program further incentivizes the inclusion of services in new development to increase access for the Downtown community.

Pedestrian Friendly Design. The Proposed Project aims to promote a safe environment for all users whether individuals are walking, rolling, or taking transit. The Proposed Project raises design expectations at the street level through new zoning regulations that require active ground floor design with large windows and frequent pedestrian entrances, strong street walls that frame the public realm, and limit driveways to improve pedestrian safety. These zoning regulations also encourage public space adjacent to the street, such as paseos and plazas, to expand and enhance the pedestrian environment. The Proposed Project eliminates minimum parking requirements and introduces design standards for above-grade parking that would address the impact of parking on the public realm.

Expanding Mobility Choices. In addition to regulating the development of new buildings, the Proposed Project also focuses on improving access and mobility choices for people living in, working, and visiting Downtown, and includes specific provisions for emerging technologies, like Transportation Network Companies (TNCs), autonomous vehicles, and micro mobility. The Proposed Plan prioritizes infrastructure for pedestrians, bicycles, and "other rollers," and aims to improve street and open space linkages between neighborhoods. The Proposed Project looks to expand key linkages amongst Downtown neighborhoods by looking at internal neighborhood circulation and strengthening east/west corridors such as 6th and 7th Street.

One of the Proposed Plan's Implementation Programs calls for the completion of a capital improvement study for Downtown that would identify future infrastructure projects and funding sources. The Department of Transportation has separately initiated this study, called the Downtown Los Angeles Mobility Investment Plan (DTLA MIP). This implementation program offers a path for completing the pedestrian, bicycle, and transit improvements needed to support the Proposed Plan's land use strategy.

Sustainability

A sustainable land use approach is fundamental to the Proposed Plan. The Proposed Plan seeks to guide development and infrastructure investment in a manner that reduces dependence on single-occupancy vehicles and clusters housing and job opportunities. Stakeholder comments have offered support for a land use planning strategy that is responsive to the climate crisis. Stakeholders have further identified the importance of an equity-based approach to sustainable land use planning that increases access to affordable housing. Comments called for the expansion of Adaptive Reuse and increased flexibility in zoning regulations to allow for more buildings to be reused over time.

Thoughtful Growth. Accommodating a substantial portion of the City's (and the region's) growth at the hub of the region's expanding transit network will provide more people access to transit. Concentrating housing and employment opportunities near transit is a fundamental strategy to combat climate change (climate crisis) as 41% of local greenhouse gas emissions come from cars — the largest single source of Greenhouse Gases (GHG) in California. Since 80% of the Proposed Plan's growth is within ½ mile of

fixed rail transportation, and is at the center of the region's rapidly growing rail and bus network shows that growth near transit is impactful. Ensuring that there is a viable tool to facilitate building affordable housing Downtown is an essential part of this strategy.

Promoting Adaptability and Flexibility. The Proposed Project introduces Zoning Districts that promote flexible building design to encourage long lasting structures that can accommodate a variety of uses over time. For example, the Proposed Project includes Frontage District standards that would require ground floor design that can support a range of commercial and residential uses, making buildings more adaptable over longer periods of time. Additionally, standards for above grade parking structures require flat floors and minimum floor heights to ensure those levels can be converted to habitable spaces in the future. New zoning Use Districts permit a broad range of uses within a building to streamline transitions from one use to another, based on market demands, thereby increasing flexibility, extending the viability of existing structures, and supporting walkable communities.

In addition to establishing new zoning tools through the New Zoning Code, the Proposed Project also expands and updates existing zoning tools like adaptive reuse—the reuse of existing buildings for new uses. The City established the Adaptive Reuse Ordinance in 2001, which allowed for the conversion of pre-1974 commercial buildings to residential uses, exempting such projects from certain building and parking standards to better facilitate conversions. A separate process in the City's current Zoning Code also allows for the conversion of certain pre-1994 commercial and industrial buildings to Joint Living and Working quarters through a Zoning Administrator process. These zoning tools currently apply to separate, but overlapping geographies, Downtown, and beyond. Collectively, these adaptive reuse tools have generated a substantial share of housing, and live-work spaces Downtown, within existing structures. Adaptive reuse is an important sustainability strategy because repurposing existing buildings reduces emissions and resource use. The Proposed Project aims to expand where and how adaptive reuse tools can be used. For example, expanding the geography where conversions to residential uses may take place to include the Fashion District and the Arts District; allowing conversion to a broad range of different uses; and allowing newer buildings to be converted; creates more opportunities to reuse and protect existing historic structures.

Facilitating Growth and Value Capture

Over the next 20 years, the Southern California Association of Governments anticipates Downtown will grow by 125,000 new residents, 70,000 new housing units, and 55,000 new employees and attract substantial investments to support this growth. The Proposed Plan accommodates anticipated growth while allowing for additional capacity. The Proposed Plan reasonably anticipates 100,000 housing units, 175,000 new residents, and 100,000 jobs. The Proposed Plan seeks to create a transparent incentive system that links this growth with community serving benefits (a concept often referred to as “value capture”) to ensure an equitable and inclusive Downtown community, while facilitating a streamlined and predictable process for future development. The Proposed Plan's Community Benefits Program is a form of value capture based on an incentive-based zoning system. Developers may choose to exceed base development rights and build larger buildings in exchange for providing commensurate public benefits such as affordable housing, publicly accessible open space, or community facilities in form of daycares, small business incubators, social services, schools, and libraries that enable the social and economic success of neighborhoods. Unlike the citywide Park Mitigation Fee (known as the Quimby Fee) and Affordable Housing Linkage Fee, which require fees for all projects to build parks and affordable housing, the Community Benefits program provides incentives for community benefits provided on-site – ultimately providing a direct service to the local community in which the project is located.

Today in Downtown, two Affordable Housing Incentive Programs exist: Density Bonus, implemented through the Greater Downtown Housing Incentive, and the Transit Oriented Communities (TOC) Guidelines. Both of these programs allow for a larger building to be built, in exchange for a certain percentage of affordable housing units. Another existing incentive program in certain parts of Downtown is the Transfer of Floor Area Rights program (TFAR), which allows property owners to sell and transfer unused development rights (square feet) to a receiving development site. Projects participating in the TFAR program also contribute public benefits directly and/or to a public benefit trust fund.

The Proposed Plan is introducing a new Community Benefits Program, across a larger share of the Plan Area, that is tailored to garner benefits that are most needed in Downtown. In order to avoid competing and inconsistent programs, the new Community Benefits Program will be replacing the TOC Guidelines, thus the TOC Guidelines will no longer be available in Downtown under the Proposed Plan. The TFAR program will also be replaced. The Park Mitigation Fee (commonly known as the "Quimby fee") and Affordable Housing Linkage Fee programs will continue to apply in the Downtown Plan Area.

Community Benefits Program Structure. The main incentive used to garner public benefits under the Proposed Project is through floor area rights (depicted as Floor Area Ratio, or FAR), and in some places building height (depicted as stories). Zoning Form Districts outline Base and Bonus FAR for each parcel. The Base FAR is available by-right and the project need not provide any onsite benefits to utilize this. The Bonus FAR is available for projects that participate in the Community Benefits Program.

The Community Benefits Program is structured into three different levels. The scale of benefits required to achieve the bonus incentives would increase in proportion to the level of bonus development rights.

Level 1: Under Level 1 Housing Development Projects can gain up to a 40% Bonus FAR in exchange for providing Restricted Affordable Units at the following rates:

- 7% Deeply-Low (households with incomes at 0-15% of Area Median Income); or
- 8% Extremely-Low (households with incomes at 0%-30% of Area Median Income, or \$39k annual income for a family of four); or
- 11% Very Low (households with incomes at 30%-50% of Area Median Income, or \$56k annual income for a family of four); or
- 20% Low (households with incomes at 50%-80% of Area Median Income, or \$90k for a family of four); or
- 40% Moderate-for-sale (households with incomes at 80%-120% of Area Median Income, or \$93k annual income for a family of four).

Alternately, projects can receive the allowed bonus FAR in in Level 1 by paying a per unit in lieu fee or providing units off-site within the Downtown Plan Area. Level 1 of the Community Benefits Program does not apply to Non-Housing Development Projects and Non-Housing Development projects are not subject to the above affordable housing requirements to achieve bonus development potential and can instead access bonus incentives by providing community benefits under Level 2 described below.

Level 2: Housing projects that fully exhaust Level 1 (i.e., receive a full 40% bonus in FAR) can access additional development rights above Level 1 and up to the maximum Bonus FAR prescribed by the Form District, by providing Publicly Accessible Open Space, Community Facilities, Transfer of Development Rights for Historic Preservation (in the Arts District) or by providing more Restricted Affordable Units. Non-housing projects are required to provide other community benefits (i.e., not affordable housing) to achieve the same level of bonus FAR.

Additional Affordable Housing: A project may choose to provide additional affordable housing above the required amounts in level 1. A project can garner an additional 1 FAR for each 1.5% of total Residential Units restricted at Deeply Low, Extremely Low or Very Low-Income units or 2.5% of total Residential Units restricted at Low, Moderate or Above Moderate Income. Similar to level 1, projects can alternatively obtain the additional 1 FAR by paying a per unit in lieu fee or locate the units off site within the Downtown Plan Area.

Publicly Accessible Private Open Space: If a project chooses to provide publicly accessible private open space to access the available bonus development potential, it is required to allocate 14% to 24% (depending on the zoning Form District and the amount of bonus FAR) of its overall lot area as Publicly Accessible Open Space. These spaces are required to comply with location, access, and informational sign requirements, meet design, shade, and landscaping standards and include amenities such as restrooms and drinking water fountains.

Community Facilities: If a project chooses to provide a Community Facility to access bonus development potential, it is required to set aside a minimum of 5,000 square feet and provide an additional 2.5% of Floor Area towards a Community Facility for every additional bonus FAR. Community Facilities may be provided in the form of Schools, Social Services, Public Facilities, or Daycare Services. Examples of eligible Community Facilities include public or non-profit health and counseling clinics, small business resource centers, job training centers, commissary kitchens for food vendors, cultural centers, and libraries.

Transfer of Development Rights (TDR) for Historic Preservation: Projects located in the Arts District generally to the east of Alameda Street may use the TDR program to buy or sell, and transfer unused floor area. Under the TDR program, any site within the Arts District, designated as a Los Angeles Historic-Cultural Monument, sites listed in or formally determined eligible at the local, State or Federal level, or is identified as a contributor to a historic district or individual resource by SurveyLA, are eligible to donate unused Floor Area to a proposed project. Of note, the Arts District is identified as the Downtown Los Angeles Industrial Historic District per SurveyLA. Thus, the Arts District is home to a high concentration of Turn-of-the-Century industrial and commercial buildings and railroad infrastructure. These tend to be larger, more adaptable structures that can easily benefit from rehabilitation. However, they tend also to be built at an FAR that is lower than the FAR that is being proposed for this area. Thus, the TDR program can play an important role in promoting reinvestment in existing buildings, while supporting growth within the surrounding area. Projects utilizing the TDR program are required to complete a preservation plan in consultation with the Office of Historic Resources to ensure maintenance of the historic resource, and execute a covenant and agreement acknowledging the transfer of Floor Area.

Level 3: Projects that fully satisfy Level 1 and provide community benefits under Level 2 equivalent to at least 50% of the delta between Level 1 FAR (40% of the Base FAR) and the Maximum Bonus FAR, can access the remaining Maximum Bonus FAR prescribed by the Form District by providing additional benefits identified in Level 1 and 2 (i.e.

additional Restricted Affordable Housing Units, or additional onsite benefits such as Publicly Accessible Open Space, Community Facilities, or Transfer of Development Rights) or pay a fee towards the Downtown Community Benefits Trust Fund. Programs that qualify for receiving the funds include programs to support affordable housing such as funding for Community Land Trusts or funds to extend expiring affordable housing covenants, mobility and street improvements, parks and open space, programs for small legacy and community-serving businesses, design and procurement of sidewalk vending carts, resiliency centers, and amenities for people who are experiencing homelessness. An oversight committee composed of representatives from City Departments, offices of elected officials, and members of the community will make recommendations for the appropriation of funds to qualifying projects, which will ultimately be subject to City Council approval.

The larger Community Benefits Program described above was shaped by the policies and priorities of the City and as well as substantial input from community residents, business groups, developers, and advocates. The feasibility of the Program was evaluated in a market analysis conducted by HR&A Consultants. The proposed system explicitly prioritizes the creation of much needed affordable housing, to make Downtown more affordable, especially for lower-income households, in proximity to existing and anticipated jobs, amenities, services and transit resources. The system also deliberately focuses on a set menu of benefits that are most needed in Downtown, so as not to dilute the impact of the Program. To better facilitate housing production, and investment Downtown, the Community Benefits Program is largely designed to be implemented through a ministerial process, and therefore, includes a predefined set of standards and requirements to qualify as community benefits. However, a discretionary path will also be available for those projects that cannot comply with these predefined standards.

Long-term Goals. A few stakeholders have commented that since the Proposed Plan's Community Benefits Program is based on an economic analysis that was done in 2019, the Program is not reflective of the changes that have occurred due the COVID-19 pandemic, such as challenges to retail, drop in tourism, and transition to remote work patterns that have reduced demand for office spaces.

The Proposed Plan accounts for growth anticipated in the next 20 years. At this time, it is not clear how and to what extent the COVID-19 pandemic will impact the long-term growth and development patterns within Downtown and Citywide. Consultants have also indicated the inability to predict future conditions and market effects, due to the evolving nature of the pandemic. The Proposed Plan outlines a thoughtful framework for Downtown's long-term growth for the next 20 years; short-term impacts of the COVID-19 pandemic are unlikely to substantially shift the overall analysis and considerations that inform the Community Benefits Program.

Moreover, the lasting effects of the COVID-19 pandemic are not clear at this time, and a benefits system structured around an acute, near-term pandemic situation would undercut potential benefits that could be achieved over the long term, and would be based on speculation. Therefore, the Community Benefits Program does not calibrate benefits or incentives around the evolving market conditions of the COVID-19 pandemic. Nevertheless, the overarching strategies of the Proposed Project including flexibility of zoning regulations related to uses, increased opportunities for publicly accessible open space, lot amenity space requirements that allow businesses to extend services outdoors, and the affordable housing strategies and residential amenity space requirements speak to the issues and needs the COVID-19 pandemic has highlighted, and are likely to play a significant role in the economic recovery of Downtown.

Floor Area Ratio. In response to the Proposed Community Benefits Program, many community members have argued that the increase in Base FARs in comparison to the currently adopted zoning, decreases the incentive for seeking Bonus FAR and undermines the value capture potential of the Program. On the other hand, some commenters have expressed the concern that lowering of the Base FARs in comparison to current zoning in places such as Chinatown would render development projects infeasible.

In determining the Base FARs, the Proposed Project seeks to balance its two important objectives: 1) to promote substantial growth in areas close to transit, promote infill development and contribute to the sustainability goals of the City; and 2) ensure an incentive system that generates affordable housing in parts of Downtown where it is most needed and minimize the displacement of low-income residents. Therefore, the Proposed Project proposes higher Base FARs in areas that are in proximity to transit and are primarily existing large-scale commercial uses. Additional information regarding FARs can be found in the discussion under the Key Issue, Land Use, Zoning and Transit Infrastructure. Conversely, the Proposed Project does not offer the same level of FAR increase in the Industrial and Industrial Mixed-Use Districts to the south and eastern portions of the Downtown Plan Area, which are generally not as well served by transit, and in areas that house a large number of low-income households with increased displacement risk, to facilitate more community benefits. In areas such as Little Tokyo and Chinatown where existing residential density limitations are being removed (i.e., the Proposed Project now envisions unlimited residential unit density) and stakeholders have expressed concerns about displacement of residents and small businesses, the by-right FAR has been reduced from the currently adopted by-right FAR of 6:1 to a proposed by-right FAR of 2:1. These are generally areas with a range of building scales today; the maximum Bonus FAR of 6:1 will remain available for projects that provide community benefits and in some locations projects can reach up to 8.5:1 Bonus FAR.

Improving Feasibility of the Community Benefits Program

As described above, an economic analysis conducted by HR&A tested the economic feasibility of providing community benefits. This study, along with community input and the City's policy goals, informed the development of the Community Benefits Program for the Proposed Plan. However, there are a number of additional strategies built into the Proposed Project that contribute to improving the feasibility of providing community benefits outlined in the Program.

Revamping the Transfer of Floor Area Rights (TFAR) program. The current TFAR program allows applicants to purchase unused floor area from another property to exceed base zoning floor area limits of a project and build a bigger building. The process involves appraisals of every project, negotiation of community benefits on a project by project basis, and requires approvals from the City Planning Commission and the City Council. This system necessitates a lengthy process that can add considerable costs to a project. A study conducted by HR&A estimated an average cost of \$3.2 million for each year of the approval process. In comparison, under the Proposed Plan's Community Benefits Program, a majority of the development incentives can be achieved through a ministerial approval process, as long as projects comply with the applicable standards for each of the qualifying benefits. This proposed Program would create predictability, offer a simplified entitlement process, facilitate faster approvals, and provide substantial time and cost savings for projects within the Downtown Plan Area.

Streamlined and Transparent Review Process. The Proposed Project reduces and streamlines requirements that currently serve as a barrier to investment Downtown. By using clearer requirements within the New Zoning Code, CPIO, and other features, more projects will be able to avail of ministerial processes rather than rely on less transparent

case-by-case discretionary review. For example, many standards and design requirements related to parking and density limits have been simplified and folded into the zoning regulations or removed. Parking minimums are proposed to be removed under the Proposed Plan, allowing for the flexibility to provide parking as needed and reducing the cost of development. Similarly, density limitations are also proposed to be eliminated. Without density limits, the number of units within a structure will be primarily determined by the Building Code (Chapter 9 of the LAMC), and housing units as small as 300 square feet (often called “micro-units”) would be allowed in residential and mixed use zones. In areas where density limitations apply today, development projects may include more units by-right under the Proposed Project compared to the currently adopted Plan. These generally standardized regulations will clarify at the outset what can be built and how, and thereby, minimize the need for discretionary review and facilitate a faster approval process for future projects. Unlike the commonly used TFAR program, the Community Benefits Program offers a number of ministerial benefit options. Therefore, a project providing on-site affordable housing could build up to 13:1 FAR and not be subject to discretionary review (provided there are no other discretionary entitlements), significantly reducing time and cost. Implementing a Community Benefits Program with clear expectations and limited process is a key strategy to bolster the affordable housing stock in Downtown.

Increased Project Review Thresholds. Under the currently adopted zoning, projects that include more than 50 residential dwelling units or 50,000 square feet of non-residential development are subject to Project Review (referred to as Site Plan Review in the current zoning code), which is a discretionary review process that exists citywide.

However, in order to encourage projects to participate in the Community Benefits Program and streamline their approval process, the Proposed Plan sets a higher Project Review threshold for projects utilizing this Program. For a project on a property zoned with Development Standards District 5 (most of the Proposed Plan Area) and participating in the Community Benefits Program, the threshold for Project Review pursuant to the New Zoning Code will be 500 residential dwelling units, 500,000 square feet of non-residential development, or 500' in height. This higher threshold would allow a substantial number of projects that incorporate public benefits to go through a ministerial review process (provided there are no other discretionary entitlements) and facilitate a faster approval process of projects that provide affordable housing and other community benefits.

Increased By-right Development Potential. The Proposed Plan recognizes the added costs associated with high-rise construction. Therefore, in high growth areas of the Downtown Plan Area, the Proposed Project increases the by-right FARs above the currently adopted zoning allowances. Many properties in the Transit Core Designation have been upzoned. The increase in by-right FAR varies by Form District. In some instances, properties that are limited to a 6:1 by-right FAR under the currently adopted zoning would be able to achieve a 9:1 by-right FAR under the Proposed Project. This increases the development potential of development projects before participating in the Community Benefits Program.

Parking Regulations

The Proposed Project removes minimum parking requirements throughout the Downtown Plan Area. Downtown is a transit-rich environment that offers many mobility options to workers, residents, and visitors. The Proposed Plan aims to prioritize infrastructure for pedestrians, bicyclists and other active transportation modes to reduce dependency on private vehicles, which are the largest contributor to greenhouse gas emissions in the state. The Proposed Project is tailored to encourage developments that contribute to active streets, include pedestrian access on large sites and provide public open spaces.

Eliminating parking minimums allows flexibility for projects to either eliminate parking altogether or provide parking as needed, offering a tool for offsetting overall development costs as well as reducing the footprint of parking within the overall built environment. The Proposed Project also establishes a number of design criteria to address the impact of above-grade parking on building design and the public realm. As established in the Development Standards District component of the zone string, above-grade parking is required to be “wrapped” with active uses along street-facing facades. They are also required to be built with flat floors and minimum floor-to-ceiling height so that they can be adapted to residential or commercial uses over time.

A few comments have suggested establishing parking maximums to discourage over proliferation of multi-story parking podiums in transit rich neighborhoods, noting that some projects may continue to adhere to market demand for parking spaces, and may thus ultimately continue to facilitate reliance on private vehicles, despite the various transportation investments made Downtown. The Proposed Project does not propose parking maximums as they can be difficult to calibrate and can pose challenges when uses change over time. Parking maximums can also create barriers to financing projects, and establishing tenant occupancy.

Land Use, Zoning and Transit Infrastructure

The Proposed Plan is a long-range plan that plans for growth for the next 20 years, and one of the primary objectives of the Proposed Plan is to promote growth in proximity to transit. Therefore, the Proposed Plan takes into account the current and planned transit infrastructure projects within Downtown and includes land-use policies that are supportive of these investments. Some comments have suggested that all areas within a quarter-mile of all existing and future potential fixed rail stations be designated as Transit Core with the corresponding zoning that generally offers the highest development potential allowed per City Charter.

The Los Angeles County Metropolitan Transportation Authority (Metro) is working on several transit infrastructure projects, including the West Santa Branch Transit Corridor that would include stations within the Downtown Plan Area and the potential Arts District/6th Street Station that would connect the Arts District to other parts of Los Angeles. Metro is evaluating two alignment options within the Downtown Plan Area for the West Santa Branch Transit Corridor: an alignment along 7th Street going west from Alameda Street and connecting to the existing 7th & Metro station; and an alignment along Alameda Street connecting to the Union Station. Similarly, the exact location for the Arts District station is not yet final. City Planning staff has coordinated with staff at Metro in developing proposed policies and zoning for the Proposed Plan to reflect these anticipated infrastructure improvements while balancing the other objectives of the Proposed Plan. Particularly, the Proposed Plan seeks to concentrate the greatest amount of growth in high transit served areas, while thoughtfully allocating for incremental growth in historic communities such as Chinatown and Little Tokyo and as well as near civic and natural resources such as the Los Angeles River, Elysian Park, and Los Angeles State Historic Park.

Under the Proposed Plan’s General Plan land use map, areas with highest concentration of bus and rail infrastructure are designated as Transit Core. Out of the eight fixed rail stations within the Downtown Plan Area (five existing and three under construction), six of the stations are surrounded by the Transit Core designation. The remaining two stations located in Chinatown and Little Tokyo are designated as either Community Center or Village, designations that promote growth and housing opportunity, but seek to preserve the identity of these cultural neighborhoods in strategic ways. The core of these areas that house a large number of cultural institutions and legacy businesses are zoned to allow for up to 6:1 FAR and five stories, while allowing for up to 8.5:1 FAR in the surrounding blocks. The areas around the future rail stations being considered along Alameda Street are designated Hybrid Industrial and allow up to 4.5:1 to 6:1 FAR with a targeted 15 story height limit along the Los Angeles River. It is worth noting that all of the FARs

proposed throughout the Community Center or Village areas are higher than those available in most parts of the City. For example, a 6:1 FAR, when not encumbered by a height limitation, can facilitate high-rise building typologies in the realm of 30 to 40 stories on average.

Some public comments have also suggested relaxing the use regulations in the Arts District that limit residential uses only to live/work and instead allow for all types of residential uses. The proposed Hybrid Industrial designation east of Alameda Street, is intended to sustain and promote job-generating uses and the proposed zoning prioritizes space for employment while introducing limited residential uses. Accordingly, the Hybrid Industrial designation requires a minimum baseline of employment uses, and residential uses are limited to live/work units or through conversion of existing buildings to Joint Live and Work Quarters. Permanent Supportive Housing and 100% Affordable Housing projects are not subject to the baseline employment or live/work requirements.

Hotels

Downtown is the location for major cultural and entertainment facilities with the City's Convention Center, the site of several of Los Angeles's sports and entertainment venues and institutional landmarks such as the Staples Center, L.A. Live, the Broad Museum, and the Walt Disney Concert Hall, all of which are located at the center of a regional transportation network. As such, Downtown is a hub of urban activity that draws a large number of visitors and business travelers from other parts of the State, country, and world. The Proposed Project intends to support these activities and allows for hotels and other entertainment uses in all Commercial Mixed Use and Hybrid Industrial zones, which constitute a substantial part of the Downtown Plan Area. However, some comments contend that allowing hotels by-right would promote the development of hotel and lodging over housing, remove the opportunity to utilize those sites for housing, and in some cases demolish or replace residential uses leading to displacement of existing residents. Comments further contend that hotel and lodging developments also often present issues related to noise and public safety. Therefore, the comments suggest a discretionary review process to ensure that any new hotel development is appropriate for the area.

Under current zoning, proposed hotels within 500 feet of a residential or agricultural zone, anywhere outside of a Regional Center, are required to obtain a Conditional Use. The Proposed Project will continue to require a Conditional Use for hotels and lodging, if proposed within 500 feet of a residential or agricultural use district, unless the hotel is within a Transit Core or Traditional Core General Plan land use designation (an analogue to today's Regional Center land use designation). The Transit Core and Traditional Core designations are applied to areas that are in proximity to transit, as well as a high concentration of business and visitor serving destinations, and are intended to support a variety of uses. Similar to Regional Center areas, they generally allow for a high development intensity and a wide mix of uses. Hotels and lodging in proximity to uses such as office, retail, restaurant, and entertainment, are desirable to achieve synergy and accessibility between these uses. The comments raised above are of particular concern in areas such as Chinatown which is home to a large number of lower-income residents. Therefore, hotels and lodging in all areas of Downtown within 500 feet of a residential or agricultural use district other than the Transit Core and Traditional Core designations will continue to be subject to a Conditional Use. Additionally, conversion from an existing residential use to hotel and lodging is not permitted.

Discussion of Key Issues: New Zoning Code

In addition to the detailed discussion regarding the Proposed Plan's objectives and how the New Zoning Code will address the needs of the Downtown Plan Area, the *Zoning Code Evaluation Report* (Exhibit C.4) outlined the Citywide objectives that also served as a guide for the

development of New Zoning Code. This document ensured that the New Zoning Code has the functionality to respond to the needs of all of the City's neighborhoods and allows it to serve as a foundation for future zoning solutions as Community Plans are updated to use the new zoning system. As stated earlier in this report, the findings and recommendations of the report were organized into eight topic areas. Some of the recommendations have since been addressed in separate Zoning Code amendments or other legislation, while others have been solely incorporated into the draft of the New Zoning Code.

Housing Affordability and Diversity

The *Zoning Code Evaluation Report* discusses Los Angeles' scarcity of affordable housing options as a major challenge, identifying zoning barriers and meager public funding as specific obstacles to implementing the City's Housing Element and other policies around housing choice and affordability. It calls for several code-based solutions to provide a greater range of housing options that are affordable to Angelenos of all income levels, including maintaining and expanding the City's affordable housing incentive programs, as well as facilitating the development of a variety of housing types.

In addition to the Community Benefits Program discussed previously, the New Zoning Code includes a revised set of Public Benefits Systems to address a range of focused housing needs. Here existing mandatory affordable housing programs such as the State Density Bonus Program and Transit Oriented Communities (TOC) Guidelines are carried forward, as well as existing programs that provide zoning concessions for eldercare housing, supportive housing, and hotel/motel conversions to house formerly homeless individuals.

Further, the New Zoning Code opens additional opportunities for the shelter of persons or families experiencing homelessness by removing the limitation on the number of beds allowed within Transitional Shelters, and by removing minimum distancing buffers between Transitional Shelters.

The New Zoning Code also accommodates a greater range of housing types that can potentially offer improved affordability without subsidies or income restrictions. Most of the Downtown Plan Area is subject to Density Districts that do not specify a maximum number of units for the lot, allowing for the construction of micro-units of approximately 280 square feet. Use regulations are more flexible with respect to the types of household arrangements allowed in residential areas, opening additional opportunities for "co-living" and other emerging configurations that allow housing costs to be shared between multiple occupants or families.

Centers and Corridors

One of the defining features of Los Angeles' built environment is its collection of commercial nodes connected by retail-lined boulevards. This network of centers and corridors takes on a different character in different parts of the City, but the existing menu of base zones available to regulate development offers few options. For example, the same C2 Zone that applies to parcels lining Figueroa Street in Downtown also governs Devonshire Street in Chatsworth despite wide differences in existing conditions, and in forward-looking goals for these areas.

Past efforts to craft policies and regulations for these differing environments have informed the New Zoning Code's regulatory tools, which can be used in virtually any combination to encourage walkable, attractive, appropriately scaled mixed-use development in a variety of contexts. Form Districts can accommodate a full range of building massing and scale options, from narrow to wide and from low-rise to high-rise. Frontage Districts provide tools for tailoring lot and facade characteristics, such as parking setbacks and building orientation, to urban as well as suburban environments. Development Standards provide the flexibility to mandate as much or as little

parking as appropriate (including one option with no minimum parking requirements), while establishing baseline standards that ensure safe and convenient pedestrian access.

A wide range of Use Districts and Density Districts provide the ability to specify the right mix of activities for the neighborhood, from limited retail and offices to entertainment-oriented uses—either with or without a residential component.

The New Zoning Code also incorporates and improves upon many existing regulations that address specific design issues in the current Zoning Code, as well as in overlays and Specific Plans. For example, Form, Frontage, and Use Districts carry forward requirements relating to commercial corners and mini shopping centers, with more prescriptive standards that prioritize the pedestrian experience. Development Standards retain and augment existing sign regulations with new standards for pedestrian-oriented signs. Transition and screening requirements encourage compatibility among adjacent uses and different scales of development.

Transportation Choice

The New Zoning Code provides a wide range of zoning options that support dense, walkable development near transit, and has been organized in a manner that will allow it to respond to emerging and evolving transportation technology. These new tools are aimed at making it easier to live and work near transit and avoid assuming that residents will get around exclusively in a personal vehicle.

As mentioned previously, the modular zone string uncouples regulations pertaining to the built environment from those pertaining to use. Form Districts provide a variety of height, massing, and floor area options, while Frontage Districts can be used to mandate active, sidewalk-oriented facades as well as paseos and other design features that improve a building's interface with adjacent transit stops.

One of the New Zoning Code's most consequential features is its right-sized approach to parking. Development Standards Districts allow parking requirements to be tailored to the appropriate context, with one option requiring no minimum quantity of parking spaces for any use (as proposed for the Downtown Plan Area), and a range of other options that offer lower minimum parking requirements, or others that hew closely to the current Zoning Code's parking requirements. Additionally, these standards allow for residential parking to be located on a separate lot within 750 feet (the same as commercial uses under existing regulations), providing additional flexibility for projects built on smaller sites. Updated design, setback, and screening requirements for above-ground parking areas help to lessen the visual impact of parking and encourage new development that enhances the public realm.

The New Zoning Code also carries forward existing regulatory tools that support transportation choice—most notably bicycle parking standards that allow for the limited replacement of automobile parking with bicycle parking, lay out criteria for on-street bicycle parking corrals, and specify design and location requirements.

Jobs and Innovation

As documented in the *Zoning Code Evaluation Report*, Los Angeles is losing industrial land to residential conversions, art studios, retail, and other alternative uses—a trend that threatens the City's substantial industrial sector. Numerous reports and adopted plans have identified strategies and priorities for accommodating these new uses while preserving employment-generating activities—policies that inform the Proposed Plan's approach to the industrial portions of the Downtown Plan Area, as discussed previously in this report.

The New Zoning Code provides a variety of tools to support these policies. Industrial Use Districts provide a more restrictive mix of uses that excludes dwellings, most retail, and other activities that could displace manufacturing businesses. Industrial-Mixed Use Districts are focused on innovation and allow for a more expansive mix of live/work, retail, and other uses alongside light manufacturing and research-and-development—more closely resembling the character of the Arts District and other transitional areas. Live/work is defined as a distinct residential use and is permitted with a specific set of standards that vary based on the Use District. An expanded range of Use Districts also accommodate household businesses.

Distinct Neighborhoods

The New Zoning Code features an expanded range of zoning options and incorporates new design tools to better address the unique goals of individual neighborhoods—reducing the need for site-specific conditions, overlays, and other special regulations to achieve desired outcomes.

The options developed for the Downtown Plan Area are focused on accommodating urban and mixed-use building typologies, with Form, Frontage, and Development Standards Districts that incorporate and build on many provisions of the existing Downtown Design Guidelines. Form District provisions encourage smooth height and massing transitions between differing scales of development, and Development Standards include screening and buffering requirements that assist in transitions between uses and buildings. Future Community Plan updates will incorporate additional Form and Frontage options—including but not limited to house-scale Form Districts, Conservation Districts, and Character Frontage Districts—that are oriented toward a wider range of contexts and based on the needs of the community.

A Strong Core

The *Zoning Code Evaluation Report* provides a number of recommendations for further reinforcing Downtown as a diverse, livable, vibrant urban core for Los Angeles. Many of these recommendations, being planning, as opposed to zoning-related, are addressed through the goals and policies of the Proposed Plan, which the New Zoning Code supports with its wide range of tailored zoning options and urban design tools.

The New Zoning Code also responds to regulatory recommendations of the report pertaining to Public Benefits Systems—namely enhancing the Adaptive Reuse Ordinance and resolving ambiguities and conflicts in bonus and incentive programs. As detailed elsewhere in this report, Adaptive Reuse provisions have been expanded to allow for a greater range of uses, both in Downtown and in the future, Citywide. Additionally, all incentive programs have been assembled in a single article and reconfigured to prioritize the use of bonuses tied to affordable housing before invoking other types of bonuses.

A Healthy City

The New Zoning Code provides a number of opportunities to improve community health by promoting greener, more resilient development. Many of those opportunities are identified in the *Zoning Code Evaluation Report* and have since been addressed through regulations and policies adopted in the intervening years, including the River Implementation Overlay for sustainable site design and water management along the Los Angeles River; an update to the requirements for park dedications and fees (i.e., the Quimby Fee Ordinance); the Low Impact Development Ordinance for sustainable stormwater management; the “Clean Up Green Up” Ordinance requiring buffering of industrial uses from certain residential areas heavily impacted by environmental hazards; and updated guidelines for measuring and mitigating transportation impacts during environmental review. To the extent that these regulations are a part of the current

Zoning Code, they are carried forward in the Development Standards, Use Districts, and other provisions of the New Zoning Code.

The New Zoning Code incorporates additional sustainability measures. Because lot amenity space requirements are located in the Form District regulations, they apply to all uses, whereas the current Zoning Code's common open space requirements apply only to residential projects. The lot amenity space calculation provides a bonus to amenity spaces that are open to the public, incentivizing property owners to provide green space for the benefit of the surrounding community. Similarly, Development Standards require tree planting for all uses based on Floor Area, as opposed to the existing dwelling unit-based tree planting requirements of the current zoning code. Where automobile parking is required, the Development Standards maintain parking reduction incentives for bicycle parking and provide additional parking reductions to incentivize the provision of electric vehicle charging stations.

Various buffering and locational development standards, originally developed as part of the "Clean Up Green Up" pilot initiative in other industrial areas within the City, are standardized and triggered through specific industrial Use Districts (I1 and I2), for application Downtown, and elsewhere in the City as Community Plans are updated.

The *Zoning Code Evaluation Report* also identified the goal of standardizing environmental mitigations and simplifying CEQA review. The New Zoning Code meets this goal by introducing Environmental Protection Measures, a set of standards that will be used to implement mitigation measures in compliance with CEQA Guidelines.

Code Delivery

A key objective identified in City Planning's 2012 concept proposal and the *Zoning Code Evaluation Report* is to improve the way the Zoning Code presents information. Most regulations in the current Zoning Code are presented as text, with minimal graphics, and the relevant provisions governing a particular property or land use may be scattered throughout the Code. In some cases, this may necessitate hours of research and/or specialized knowledge that individual applicants or community members may not possess.

The New Zoning Code addresses these challenges with a modern, intuitive page layout that uses tables and graphics wherever possible to convey information—enabling users to understand at a glance the height and massing restrictions that apply in a particular Form District, for instance. With the exception of terms used repeatedly throughout the Code, definitions and rules of measurement are generally provided in the Article or Division governing the relevant topic (Use, Development Standards, etc.). Particular attention has been paid to the organization of regulations within the New Zoning Code to minimize the potential for conflicting provisions.

When brought into effect, the New Zoning Code will be available in hard copy as well as on a dedicated website accessible across a variety of platforms and devices. Known as WebCode, the online version of the Zoning Code will be dynamic and user-friendly, offering powerful search functionality as well as the ability to generate zoning summary reports at varying levels of detail. The WebCode system is currently in the beta testing phase in preparation for use as the plan is brought into effect.

These efforts are anticipated to make the New Zoning Code easier to access and navigate for all stakeholders.

Components of the Proposed Plan

The Proposed Plan is composed of several interrelated components:

- Amendments to the Community Plan (General Plan Land Use Element)
 - Community Plan Policy Document
 - General Plan Land Use Map – includes footnotes and informational symbols
- Other General Plan Amendments to achieve consistency with the Proposed Project:
 - Framework Element of the General Plan
 - Mobility Plan 2035 amendments
- Implementing Zoning Ordinances
 - Zone Change Map and Matrices
 - Adoption of a Community Plan Implementation Overlay (CPIO)
 - Rescinding of the Bunker Hill Specific Plan
 - Rescinding of the Downtown Design Guide
 - Amendment to the River Improvement Overlay (RIO)
 - Amendment to the and Greater Downtown Housing Incentive Ordinance
 - Adoption of a Pipeline Parking Alignment Ordinance
- Other Implementing Ordinances
 - Community Plan Consolidation Ordinance
 - Adoption of a Downtown Affordable Housing Trust Fund
 - Adoption of a Downtown Community Benefit Trust Fund Ordinance
 - Adoption of a Downtown Community Benefits Fee Ordinance

Community Plan Policy Document

The Community Plan Policy Document guides future discretionary decision-making, City initiatives, and the prioritization of public resources and investment through 2040, the horizon year of the Proposed Plan. The Proposed Plan Policy Document is composed of the following:

- **Chapter 1, Introduction & Community Profile** offers an overview of the document's structure and intent, states the Proposed Plan's overall vision and guiding principles, explores the Proposed Plan's background and relationship to other plans, discusses the Downtown Plan Area's historic and modern-day context, and summarizes the land use designations applied in the Downtown Plan Area;
- **Chapter 2, Land Use & Urban Form** expresses the community's vision for the future, outlining specific goals and policies that address the range of land uses in the Proposed Plan, including multi-family residential, commercial, and industrial land uses;
- **Chapter 3, Mobility and Connectivity** sets goals and policies for the community's circulation system, focusing on enhancing mobility and access for people walking, rolling, and taking transit;
- **Chapter 4, Public Realm and Open Space** sets goals and policies to improve the public realm, access to parks, and open space;
- **Chapter 5, Implementation** describes the process for implementing the Proposed Plan's policies through a variety of implementation programs. Programs are divided into three phases of implementation: 1) existing regulations and programs, 2) programs implemented upon adoption of the Proposed Plan, and 3) long-range (future) implementation programs. The long-range implementation programs of the Community

Plan seek to link Proposed Plan policies to ongoing Department Programs and promote collaboration with other agencies;

- **Appendix, Relationship to Other Plans** explains the relationship of the Proposed Plan to the General Plan, City's General Plan Framework Element, specific plans and overlay zones, and plans of other non-City agencies and organizations.

General Plan Land Use and Zoning Changes

General Plan Designations. The Proposed Plan includes a Land Use Map, which is a map identifying General Plan Land Use Designations for all properties within the Downtown Plan Area. General Plan Land Use Designations, adopted as the General Plan Map for the Proposed Plan, set the permitted range of intensities, uses, and densities, where applicable in the Downtown Plan Area. Each General Plan Land Use Designation corresponds to a set of Form, Density, and Use Districts that apply regulations at the parcel level. Additionally, the General Plan Designations correspond to any applicable Specific Plan zoning.

The Proposed Land Use Map also includes a corresponding zone table to identify the zoning types that are allowed for each type of land use designation (Exhibit A.3). The Proposed Plan will also include amendments to the General Plan Framework Element to introduce the new land use designations of the Proposed Plan. These designations are designed to reflect the intent of the Proposed Plan's land use strategy and the proposed amendments will allow for their limited applicability to the Proposed Plan. General Plan Land Use Designations help guide development by establishing the general location and intensity of different uses of land, in addition to the allowable scale of development. Each designation expresses a variety of goals and policies and corresponds to a set of implementing zones that regulate development, including uses, floor area ratios, and height. The Proposed Plan Map shows the locations of the proposed designations in the Downtown Plan Area. The proposed designations, along with implementing zoning actions, would reinforce a pattern of development that directs future growth to transit-served areas.

As part of the Proposed Plan, most parcels in the Downtown Plan Area are proposed to undergo General Plan Land Use amendments (GPAs), described in further detail in the following section. General Plan Land Use Designations in commercial and residential areas near transit stations, along major bus routes, or near employment centers would be changed to allow for increased development potential and to create opportunities for more jobs and housing near transit.

The underlying purpose of the Proposed Plan is to accommodate foreseeable growth in the City, the Downtown Plan Area, and specifically to accommodate the employment, housing, and population growth projections through the planning horizon year 2040. The principal way of achieving this underlying purpose and the Proposed Plan's Primary Objectives is through the creation and application of these proposed General Plan Land Use Designations. The application of designations and zoning is intended to accommodate the planned projected growth for the Downtown Plan Area through the year 2040 and to implement the policy objectives described in the Proposed Plan text. This strategy would allow for infill development of additional housing units and job-producing uses in areas with existing transportation infrastructure such as Metro Rail Line stops. Locating jobs and housing near transit to reduce automobile reliance and improve mobility is consistent with state mandates for sustainability. The changes would also result in a more pedestrian-friendly environment, protect historical resources, and address updates that have occurred since the last Community Plan update.

To implement the Proposed Plan, the Downtown Plan Area, excluding areas governed by the Los Angeles Sports and Entertainment District (LASED) Specific Plan, Cornfield Arroyo Seco Specific Plan (CASP), and Alameda District Specific Plan (ADP) will be assigned a set of new General Plan Land Use Designations and Zoning Districts tailored to facilitate many goals and policies of

the Community Plan. These Zoning Districts are being created as part of the New Zoning Code. The General Plan amendments (General Plan Land Use Designation changes) and zone changes are shown geographically in the Proposed Land Use Map (Exhibit A.3) and Zone Change Area Maps (Exhibit B.2) and detailed in the associated matrices as “subareas.” The new designations and corresponding zoning districts are described below.

The New Zoning Code utilizes a modular zoning system that requires the bundling of five mandatory Zoning Districts to compose a complete zone string. Supplemental Districts may also be included in the zone string as part of an optional “third bracket set”. When there is a policy need to regulate aspects not covered in the Zoning Districts, Supplemental Districts may be appropriate, which would allow for overlays such as a Community Plan Implementation Overlay (CPIO). All properties proposed to be located within a CPIO Subarea will have a “-CPIO” added to their zoning string. This will indicate that the property is subject to the additional CPIO regulations.

The Downtown Plan Area currently has an extensive and sometimes overlapping network of existing [Q] Qualified conditions and building lines in many areas, which were established through numerous zone change ordinances over the past thirty years. These regulations can be antiquated, complicated, and are often difficult to research by the public. The draft zone change ordinances included with the Proposed Project are intended to replace many of the current [Q] conditions and building lines with a new set of regulations. In many instances, issues that were previously addressed through [Q] conditions and building lines are now proposed to be addressed through the new Zoning Districts, which will enable more effective implementation and ease of understanding by property owners.

Transit Core. Transit Core is a land use designation that signifies dense centers of activity built around regional transit hubs that connect pedestrians, cyclists, and transit users to a variety of attractions. The building form is High Rise, with ground floor treatments that contribute to an enhanced and walkable streetscape. A diverse mix of office, residential, retail, cultural, and entertainment uses makes these places centers of activity around the clock.

Transit Core encompasses the largest share of the Downtown Plan Area to reinforce Downtown as a center of activity built around a regional transportation network. The purpose of this designation is to create centers of employment by prioritizing space for office uses, and allowing for entertainment, multi-unit housing, cultural, retail, and commercial uses. It is intended to create an environment that provides easy access for pedestrians, transit users, and bicyclists to a variety of experiences and activities. Transit Core areas are generally characterized by Form Districts with maximum permitted FARs ranging from 10:1 to 13:1 and do not include height limits which fosters an intensive built environment that defines and activates the streetscape, while supporting development of a distinctive and visually interesting skyline in transit-supported areas. The High-Rise Broad Form Districts account for the greatest development capacities in the Downtown Plan Area. Regulations for these form districts allow high lot coverage, and require minimum street walls with no height limitations to frame the street and encourage walkability. Building frontages reinforce a compact and active urban environment.

Transit Core areas are characterized by the “Commercial Mixed” Use Districts which allow for a palette of uses that serve as an attraction to the wider region.

Commercial-Mixed 2 (CX2) allows for commercial uses necessary for a community’s primary commercial district, including office, multi-unit housing, community-serving commercial uses, institutional services, and entertainment activities. Allows for commercial uses generally within a 50,000 square foot establishment size on the ground floor as well as a wide range of housing types.

Commercial-Mixed 3 (CX3) allows for a variety of uses, primarily for commercial use. It allows for the concentration of regional-serving uses such as healthcare facilities, auditorium and entertainment destinations, and hotels, as well as professional office, multi-unit housing, dining, retail, and service uses. There is no establishment size limit in this Use District.

Commercial-Mixed 4 (CX4) allows for a range of uses similar to Community Mixed 3 (CX3), but prioritizes entertainment-serving uses that attract visitors and support high levels of pedestrian activity. CX4 incorporates use performance standards and a streamlined process to make it easier for these visitor-serving activities to exist in targeted entertainment focused areas.

Traditional Core. Traditional Core areas have a time-honored urban development pattern and a collection of historically-significant buildings. The building form ranges from Moderate-Rise Medium to High-Rise Medium, which generally denotes buildings ranging from 10 stories, to high-rise typologies. Traditional Core areas often include residential and office use, neighborhood-serving uses, as well as dining and entertainment that draw visitors and tourists, supporting activity around the clock. New development contributes to a pedestrian-oriented environment with active alleys and inviting shopfronts.

Traditional Core areas are characterized by the Form Districts with maximum permitted FARs ranging from 8.5:1 to 13:1 and generally include upper story stepbacks, which guide development that is responsive to the predominant form, and encourage the reuse of existing structures. Regulations for these Form Districts include high lot coverage standards, and the building frontages encourage an engaging street life with transparent ground floors, and fine-grained building length facades.

Traditional Core areas are characterized by the Commercial-Mixed Districts and apply use districts encouraging mixed-use communities that have entertainment and nighttime serving uses, specifically the Commercial-Mixed 2 (CX2), Commercial-Mixed 3 (CX3), and Commercial-Mixed 4 (CX4). As described in Transit Core, the range of uses allows for retail shops, eating establishments, services, and residential uses and includes targeted establishment size limits for certain uses on the ground floor in CX2.

Community Center. Community Center areas are vibrant places of activity typically located along commercial corridors, in concentrated nodes, or adjacent to major transit hubs. The building form ranges from Low-Rise Medium to Moderate-Rise Medium, which generally denotes buildings ranging from two, up to 40 stories, depending upon the zoning Form District applied. The use range is broad and may include commercial, residential, institutional facilities, cultural and entertainment facilities, and neighborhood-serving uses.

The purpose of this designation is to promote Low-Rise Medium and Moderate-Rise Medium urban environments with a flexible mix of multi-unit housing, office, commercial, and service uses to create balanced centers of activity. The Community Center designation provides a transition in scale between areas of high intensity development and activity, such as Transit Core designation, and areas of lower-scale urban forms, such as Villages designation. Community Center areas provide increased opportunities for community benefits to ensure new development provides a range of housing and job opportunities for existing residents and new neighbors.

Development regulations support a variety of forms in a Low-Rise Medium and Moderate-Rise Medium walkable environment. These Form Districts establish a street-wall, shallow setbacks, and high facade transparency to create pedestrian-friendly activity on the street.

Community Center areas are characterized by the Commercial-Mixed Use Districts which allows for a palette of uses that provide neighborhood amenities to adjacent and nearby users.

Commercial-Mixed 1 (CX1) allows for commercial uses generally within a 10,000 square foot establishment size on the ground floor, as well as a wide range of housing types. The Use District is intended to support the clustering of commercial, cultural, entertainment, and institutional uses that cater to immediately surrounding neighborhoods.

As described above, the *Commercial-Mixed 2 (CX2)* and *Commercial-Mixed 3 (CX3)* allows for retail shops, eating establishments, services, and residential uses. This mix of uses provides opportunities for housing and small and large-scale business that complement one another.

Hybrid Industrial. Hybrid Industrial areas preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Low Rise Medium to Mid-Rise Broad and Mid-Rise Medium, which generally denotes buildings ranging from two, to 40 stories. Uses include light industrial, commercial, and office, with selective live/work uses.

The purpose of this designation is to balance live/work residential uses, with production and employment activity that is supported by commercial, retail, hotel, and community amenities. Hybrid Industrial areas are characterized by the Form Districts with maximum allowable FARs ranging from 3:1 to 6:1, with height limits for portions located in proximity to the river and high concentrations of historic resources. Development regulations emphasize contextual infill and repurposed structures to promote a resourceful approach to urban development that can evolve over time. These Form Districts shape development patterns in traditionally industrial areas and require that large blocks include new pedestrian connections to maintain a balance between facilitating goods movement activity and achieving pedestrian safety and comfort.

The use variations require each development to dedicate a base amount of Floor Area towards production spaces such as office, research & development, clean-tech, wholesale, heavy commercial, and light industrial uses supported by daily retail and service needs. Live/work units and adaptive reuse to household dwellings are the predominantly allowed types of housing in IX4, and IX3 allows for all types of housing. The IX4 Use District includes regulations for the size of live/work units and requires a minimum area allocated towards non-residential uses permitted in the Office Use Group, or the Agricultural, Heavy Commercial, and Light Industrial Use Categories. Permanent Supportive Housing and 100% Affordable Housing Projects are not required to provide live/work units or a minimum area allocated towards non-residential uses in IX4.

Industrial-Mixed 3 (IX3) promotes a mixing of uses that support creative production industries, accommodating a wide variety of employment, cultural, and recreational opportunities while supporting vulnerable residents with affordable housing and social services and facilitating the efficient management of municipal resources.

Industrial-Mixed 4 (IX4) supports office and commercial uses, as well as research and development, wholesale, and light industrial uses. The Use District allows for a limited amount of live/work units. The Use District is intended to promote productive industries and entrepreneurial activities.

Markets. Market areas are Mid-Rise to Moderate-Rise Medium buildings that accommodate wholesale, retail, limited housing, and goods movement activities. As bustling centers of commercial activity, these places are characterized by porous, fine-grained blocks – each with its own mini-economy of specialized commercial offerings. At each of these nodes, local and regional patrons spill out from the storefronts onto sidewalks and active alleys, creating a high-energy

street life that is sustained throughout much of the day and night. Adaptive reuse and rehabilitation of existing structures and warehouses maintain the unique character and support sustainable development. The purpose of this designation is to foster nodes of activity sustained throughout much of the day and night by accommodating wholesale, commercial, retail, goods movement, creative office, live/work, and limited residential uses.

Markets areas are characterized by the Form Districts with maximum allowable FARs ranging from 6:1 to 8.5:1. Development regulations include minimum street walls, high ground floor transparency, and fine-grained blocks with multiple building entrances to create a porous environment. These Form Districts encourage adaptive reuse and rehabilitation of existing structures to promote a resourceful and sustainable approach to development. These Form Districts allow for building frontages including active alleys and shopfronts to encourage an active pedestrian environment.

Markets areas are characterized by the Industrial Mixed Use Districts, specifically, Industrial-Mixed 1 (IX1), Industrial-Mixed 2 (IX2) and Industrial-Mixed 3 (IX3) allowing for a mix of residential hotel, live/work, retail, creative office, wholesale, heavy commercial, assembly and light manufacturing, and warehousing, institutional, or urban agricultural uses to function in close proximity to one another, or in the same structure.

Industrial-Mixed 1 (IX1) allows for a mixed-use community with a focus on light industrial uses, office, research & development uses, social services, and multi-family housing limited only to restricted affordable income levels.

Industrial-Mixed 2 (IX2) use district supports the ability for productive sectors to cluster - such as product fabrication, wholesale, retail, distributions use, and professional office. The only type of housing allowed is through adaptive reuse of existing buildings to live/work units.

Industrial-Mixed 3 (IX3) can be used in the Hybrid Industrial General Plan Designation. The IX3 District is intended to promote a mixing of uses that support creative production industries and accommodate a wide variety of employment, cultural and recreational opportunities while supporting vulnerable residents with affordable housing and social services.

Villages. Villages are characterized by fine-grained and porous development patterns, such as smaller lot sizes, smaller or irregular block sizes, and smaller-scale commercial tenant spaces. Retail uses on the ground floors of active streets and alleys in these areas provides a lively and safe pedestrian atmosphere. A range of housing types for all incomes and family sizes are integrated with commercial uses such as restaurants, retail, services, and small professional offices to create complete neighborhoods. These walkable centers serve as historic and cultural regional market destinations. Adaptive reuse of historic structures and infill development on small lots is responsive to the historic and cultural legacy of these areas. The purpose of this designation is to ensure a range of housing types for all incomes and family sizes that are integrated with commercial uses such as restaurants, retail, services, and small professional offices to create complete neighborhoods and active streets and alleys and to retain a lively and safe pedestrian atmosphere for existing residents and new neighbors.

Village areas are characterized by the Low-Rise Medium to Mid-Rise Narrow Form Districts with the maximum permitted FAR ranging from 3:1 to 6:1 and height limits of 3 to 5 stories. Development standards guide the development of low-scale structures and ensure that adaptive reuse of historic structures and infill development are responsive to the historic and cultural legacy of these areas. These Form Districts reinforce both a street facing and inward orientation by allowing for a range of outdoor amenity spaces to be incorporated into its overall development pattern.

Village areas are characterized by the Residential-Mixed and Commercial-Mixed Districts. More information for CX1 and CX2 can be found under Transit Core and Community Center.

Residential-Mixed (RX1) allows for a broad mix of uses necessary for a community's primary commercial district, including commercial and service uses, and housing uses, while also serving as a regional destination.

Open Space. Open Space allows for open spaces to be preserved as natural resources or used for outdoor recreation opportunities as well as emphasize agriculture-related uses while also allowing for residential uses. Open Space is characterized by Very Low-Rise Full, Low-Rise Full, and Mid-Rise Broad Form Districts.

Agricultural 1 (A1) allows for the protection and preservation of agricultural resources and helps facilitate the efficient management of municipal resources.

Open Space 1 (OS1) is intended to protect and preserve natural resources, provide outdoor recreation opportunities, and facilitate the efficient management of municipal resources.

Public Facilities. Public Facilities areas are home to governmental, institutional, and cultural functions for the City and provide for the use and development of land owned by a government agency. This includes facilities that are owned and operated by Federal, State, or local governments, public facilities, or joint public and private developments, which are used to provide governmental or public services. Public Facilities serve as centers of democratic practice and public life. A variety of structures, site layouts, and building designs flexibly support civic activity, facilitate internal circulation, and contribute to an active public realm. Public spaces are prevalent and integral to these places, creating a lively atmosphere with frequent programming and public events. Land uses include government offices, libraries, schools, medical facilities, and service systems to support quality of life within the City. Retail, office, hotel, and limited residential uses are integrated with civic uses, encouraging street life and extending hours of activity beyond the work day. Public Facilities varies in size and structure and are characterized by Low-Rise Full, Low-Rise Medium, Low-Rise Narrow, Mid-Rise Broad, Mid-Rise Full, Mid-Rise Medium, Mid-Rise Narrow, Moderate-Rise Medium, High-Rise Broad, and High-Rise Medium.

Public 2 (P2) allows for the use and development of land owned by a government agency.

Medium Neighborhood Residential. Medium Neighborhood Residential areas are primarily residential and may integrate limited local-serving commercial uses; these neighborhoods are adjacent and connected to commercial and employment areas. Buildings are typically oriented toward the street.

Neighborhood Residential areas are characterized by Low-Rise Medium to Low-Rise Narrow Form Districts with a maximum permitted FAR of 3:1 and a height limit of 3 to 6 stories.

Regulations for these Form Districts guide development of traditional housing forms and neighborhood features. This includes multi-family duplex, triplex, apartment buildings, and single-family homes with front yard setbacks, and landscaping that contribute to an inviting public realm.

Medium Neighborhood Residential areas are characterized by the Residential Use District particularly the Residential General 1 (RG1) and Residential Neighborhood Amenity 1 (RX1) Use Districts.

Residential 1 (RG1) prioritizes household living and multi-family residential uses and accommodates a wide variety of housing types. This district allows for limited institutional

uses such as community centers, garden centers, and parks and efficient management of municipal resources.

An explanation of the Residential-Mixed (RX1) district can be found previously discussed in the Village plan designation section.

Production. Production areas protect and sustain industrial activity while serving as a regional jobs base for a range of training skills and education levels. Buildings in these areas are flexible, durable structures that accommodate evolving and innovative industries including light assembly and manufacturing, clean technology, incubators, and research & development facilities. The large-format structures in flexible lot configurations balance goods movement, loading, and distribution needs with pedestrian-scaled design that supports a healthy environment for all users.

Production areas are characterized by Very Low-Rise Full, Low-Rise Full, Mid-Rise Broad, and Mid-Rise Medium Form Districts with FAR's generally limited to a maximum of 4.5:1. Regulations for these Form Districts guide development of large-format structures in flexible lot configurations to balance goods movement, loading, and distribution needs with pedestrian-scaled design that supports a healthy environment for all users. Production areas are characterized by the Industrial Districts.

Industrial 1 (I1) is intended to be a center of employment for heavy commercial and light manufacturing activity including research and development facilities, clean technology incubators, production, distribution, wholesale and manufacturing uses.

Industrial Heavy 1 (I2) allows for the same breadth of heavy commercial and light industrial uses as I1, while also accommodating the highest intensity of industrial activity, such as heavy manufacturing and storage, resource extraction, and dismantling facilities while minimizing potential disruptions to surrounding uses.

Proposed Frontage Districts

Frontage Standards regulate the dimensions of frontages using metrics like parking setbacks, the design and spacing of building entrances, front yard landscaping, blank wall width, and ground story height. Character Frontages ensure that new construction is compatible with the existing built environment in districts that have a distinctive visual character. Each parcel will be assigned a Frontage District designation, which further implements the goals and policies for each General Plan Designation by governing how a building facade interfaces with the street and shapes the built environment. The Frontage District regulates maximum setbacks from the primary and side street lot lines, ground floor story height, the amount of transparency (such as windows) required, pedestrian entry requirements and spacing. There are thirteen Frontage Districts being applied throughout the Downtown Plan Area. Their application throughout the Downtown Plan Area is tailored to meet a range of objectives, such as high pedestrian walkability, flexibility of function over time, and reinforcing existing built patterns and architectural features.

Frontage Districts are applied to properties within Downtown Plan Area based on a number of factors, including existing uses and development patterns, transit accessibility, and anticipated, future uses and development patterns. Much of the Downtown Plan Area is transit accessible and walkable today and Frontage Districts that encourage and reinforce this pattern will be prevalent. Frontage Districts such as Alley Shopfront and Markets recognize the unique development patterns that exist in Downtown today and are designed to ensure new development continues, and in some instances expands existing desirable development patterns. Frontages are also used to reinforce the unique features of Downtown neighborhoods that contribute to their distinct character.

Character Frontages ensure that new construction is compatible with the existing built environment in districts that have a distinctive visual character and historic context in specific Downtown Plan Areas such as the Arts District or Historic Core.

Proposed Development Standards Districts

Each parcel will be assigned a Development Standard Set, which distinguishes areas within the City based on their physically built environment and functional aspects relating to mobility options. These Development Standard sets package together requirements relating to parking and access, buffers and screens, landscaping, and on-site sign requirements.

Development Standards District 5 is being applied to a majority of the Downtown Plan Area. It is designed to account for walking, bicycling, and transit as the primary modes of transportation, and thus requires no minimum parking.

Development Standards District 6 is being applied to the southeastern portion of the Downtown Plan Area, where the Production Designation is being applied. This Development Standards District is intended to support industrial activity and facilitate goods movement and thus mandates no minimum parking. Parking can be provided in surface lots or other configurations to accommodate a range of functions including loading, distribution and goods movement.

Development Standards Rules

The New Zoning Code also includes development standards intended to apply anywhere the New Zoning Code is applied, as applicable, and are not unique to a specific built environment or context. These standards include regulations for the following: site design, including location and characteristics of access, parking, landscape and other site features. These development standards will apply to the Downtown Plan Area based on the designated Zoning Districts and relevant regulations.

Proposed Community Benefits Program

A feature of the Proposed Project is an integrated zoning incentive system that links development capacity and public benefits. Under this system, proposed developments would be eligible for increased Floor Area or height in exchange for providing additional public benefits. Figure A.4 illustrates the zones with a maximum base and maximum allowable floor area ratio (FAR). The Base allowable FAR would be permitted by-right. In order to take advantage of the maximum allowable FAR, the project would need to provide public benefits in the form of affordable housing, open space, historic preservation, or community facilities. The proposed menu of public benefits including affordable housing; publicly accessible open space; preservation of historic resources; and community amenities, are tailored to the needs of Downtown. The process and requirements for utilizing this zoning incentive system are outlined in Article 9 (Public Benefits Systems) of the New Zoning Code. Additional standards and guidelines specific to the Downtown Plan Area are described in the Downtown Plan CPIO.

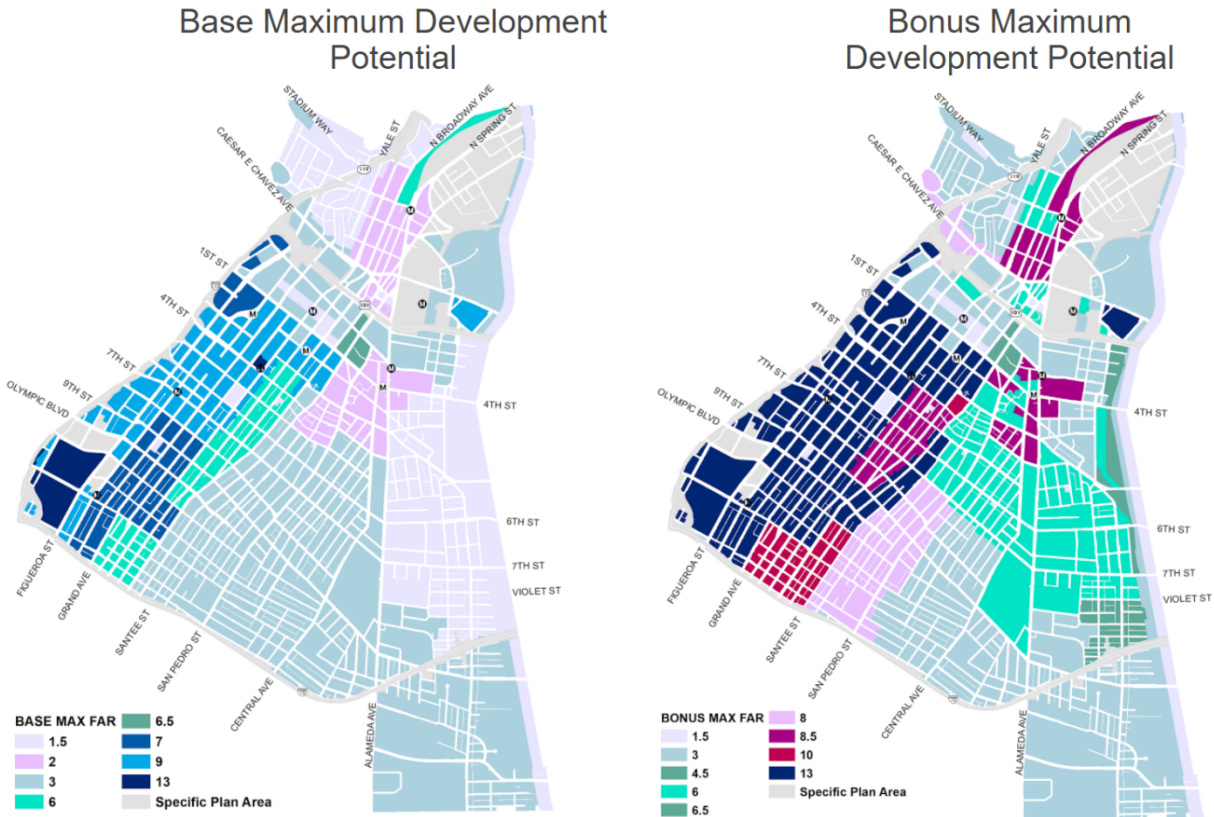


Figure A-4, Proposed Plan Floor Area Ratio (FAR) Maps

Adaptive Reuse

The City's current Adaptive Reuse Program allows for the retention and conversion of existing, historically significant buildings to dwelling units. The Adaptive Reuse program has served as a catalyst for Downtown development. The Proposed Project aims to expand opportunities for adaptive reuse in order to increase opportunities for new housing and support sustainability measures by reusing existing buildings. Under the Proposed Project, the proposed Downtown Adaptive Reuse Program will be expanded to allow for the conversion of eligible buildings to any use permitted or conditionally permitted by the designated Use District of the property. Additionally, the eligibility date will be changed from buildings built before 1974 to buildings that are 25 years or older. Rehabilitation that occurs within the existing building envelope and 1 story rooftop additions will be exempt from the calculation of FAR. The provisions of this Section shall apply to adaptive reuse projects in all or any portion of the following buildings in the Downtown Plan Area:

- Buildings constructed in accordance with building and zoning codes in effect at the time they were built and are at least 25 years old. A Certificate of Occupancy, building permit, or other suitable documentation may be submitted as evidence to verify the date of construction;
- Buildings designated on the National Register of Historic Places, the California Register of Historical Resources, or the City of Los Angeles List of Historic-Cultural Monuments. Contributing Buildings in National Register Historic Districts or Contributing Structures in Historic Preservation Districts established pursuant to Div. 13B.8. (Historic Preservation) are also eligible buildings;

- Any parking garage or structure, or parking area of any existing building, with a Certificate of Occupancy which was issued at least 10 years prior to the date of application.

Downtown Community Plan Implementation Overlay

The CPIO is a zoning tool that is intended for adoption along with the Proposed Plan. The CPIO Ordinance is provided in Exhibit B.1. The CPIO contains supplemental regulations for development to those in the New Zoning Code to implement many of the goals and policies of the Proposed Plan. The CPIO strives to:

- Implement the goals and policies of the Proposed Plan;
- Create building floor area and height incentives tailored to the neighborhood context and development patterns;
- Encourage housing that is affordable to a variety of income levels and household types;
- Create approval processes for development projects that enable infill development with positive community impacts;
- Promote access to public open space and community facilities that meet the needs of the community;
- Promote the overall health and sustainability of the community that resides, works, and recreates in the Downtown Plan Area;
- Preserve and protect neighborhood identity, including protecting cultural and historic resources and distinctive character defining elements of existing urban form;
- Promote strong urban design and ensure that development enhances the aesthetic character of the community; and
- Maintains appropriate land uses.

The CPIO Subareas consist of the Community Benefits Program Subarea A, Bunker Hill Pedestrian Plan Subarea B, and Civic Center Development Standards Subarea C.

Community Benefits Program Subarea A

The Community Benefits Program (CBP) Subarea A strives to introduce more mixed-income and 100 Percent Affordable Housing, provide access to public open space and community facilities, and facilitate the preservation and rehabilitation of historic resources in the Downtown Plan Area. This Subarea includes a tiered incentive structure that prioritizes mixed-income and 100 Percent Affordable Housing. Within the Subarea, unique zones tailor the incentives to the surrounding context, offering greater intensities of FAR and height around fixed rail transit stations and bus corridors, all while considering the identity of neighborhoods. Required rates of on-site affordable housing and other provisions identified for Subarea A are found within Chapter 1A, Article 9 of the New Zoning Code.

Bunker Hill Pedestrian Plan Subarea B

The purpose of Subarea B is to implement and preserve, throughout the Bunker Hill Area, the long-standing, integrated network of pedestrian linkages established in the previously adopted Bunker Hill Specific Plan. This network of linkages is applicable to all properties and projects within this Subarea.

Civic Center Development Standards Subarea C

The purpose of Subarea C is to enable transfer of floor area rights across adjacent city-owned parcels within the Civic Center area. This provision maintains an overall limit on development

capacity within the district while allowing flexibility to accommodate future civic projects to meet City facility needs and achieve an active and world-class Civic Center environment.

Historic Resources Subarea D

The purpose of this Subarea D, which includes neighborhoods that have an abundance of historically and architecturally significant buildings, is to guide the ongoing restoration and/or rehabilitation of these structures through an additional level of review.

Appendix A - Environmental Standards

Appendix A details Environmental Standards that implement the Mitigation & Monitoring Program included as part of the Proposed Plan update and reviewed in the Downtown Environmental Impact Report.

Appendix B, C, and D Best Practice

The Best Practices in Appendices B, C, and D of the CPIO provide resources that encourage livable and sustainable development in Downtown Los Angeles but are not mandatory or to be used for the review, approval, conditioning, or denial of any Projects, including those requiring an Administrative Clearance, Director's Determination, CPIO Adjustment, CPIO Exception, or any other Discretionary application filed within the CPIO Boundaries. This is to comply with the Housing Crisis Act, SB 330, which prohibits new non-objective design standards.

Other Amendments

Below is a discussion of the proposed updates to planning overlays as part of the Downtown Plan Area.

Design Guidelines

The Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide") applies to a majority of the Central City Community Plan Area, excluding the central industrial area. The Downtown Design Guide is a set of urban design standards and guidelines to enhance building design and create a high-quality and consistent public realm that emphasizes walkability, sustainability, and transit use in Downtown.

The Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide" or "Design Guide") will be rescinded as part of the Proposed Plan. Standards within the existing Design Guide have been incorporated into the New Zoning Code provisions, such as Form District, Frontage, or Development Standards. Remaining guidelines regarding public realm improvements have been memorialized as best practices in the CPIO appendix.

The Downtown Street Standards will be moved to an appendix to the Downtown CPIO and will still be applicable to any Downtown development project or City-initiated project with a modified street designation.

Greater Downtown Housing Incentive Ordinance

The Greater Downtown Housing Incentive Ordinance, which incentivizes the production of new housing located in redevelopment project areas, will be amended by the Proposed Plan and be replaced by the Downtown Community Benefits Program.

River Improvement Overlay (RIO)

The Proposed Plan will amend the River Improvement Overlay maps to remove the Downtown Plan Area. The RIO is a special use district that requires new development projects to achieve requirements and guidelines along the Los Angeles River. Applicable development regulations and measures to protect sensitive biological resources in the existing Los Angeles River Implementation Overlay (RIO) will be incorporated into Frontage Districts and General Development Standards of the New Zoning Code. Additional standards outlined in the RIO Ordinance are incorporated into the Proposed Draft of the Zoning Code to avoid redundancy.

Specific Plans and other Overlays

The Bunker Hill Specific Plan will be rescinded as part of the Proposed Plan. The purpose and provisions of the Bunker Hill Specific Plan will be implemented through the Proposed Draft of the Zoning Code.

The following overlays will *not* be amended as part of this Project:

- The Broadway Streetscape Master Plan applies to properties fronting Broadway from First Street and Twelfth Street. The Master Plan was established to create a multi-modal, pedestrian focused street that can support and revitalize the historic theater district. The Streetscape guidelines call for expanded sidewalks with street elements and limited landscaping to enhance pedestrian interest and activity along the street.
- The Broadway Sign Supplemental Use District (Broadway Sign District) will remain unchanged and continue to be in effect as part of the Proposed Plan.
- The Oil Drilling Districts will remain unchanged and continue to be in effect as part of the Proposed Plan.

Below is a discussion of the proposed updates to General Plan elements as part of the Proposed Plan.

Framework Element

The Proposed Plan includes amendments to Chapter 3 of the General Plan Framework Element to include two new policies and introduces Appendix A, a supplemental table outlining the 11 General Plan Land Use designations and corresponding zones being applied in the Downtown Plan Area. The new General Plan Land Use designations table provides guidance on zoning correspondence for projects using Chapter 1A of the Proposed New Zoning Code. Two new policies, and other related text amendments, seek to clarify existing Framework policies related to Industrial land. Additional clean up amendments are proposed, including those to address the change from 35 to 34 community planning areas.

Circulation Element (Mobility Plan 2035)

Street and Network Reclassifications. The City's streets are organized by official standard street designations or classifications, established in the General Plan Circulation Element, called Mobility Plan 2035, and standard street dimensions depicted in the Department of Public Works Standard Street Plan. Actual street dimensions vary from standards due to historic development patterns where streets were built to different standards, often with narrower roadways. In many of these circumstances, older streets are incrementally widened through street dedications from new development. Existing non-standard street dimensions, land uses, lot depths, and volume of vehicular, pedestrian, and bicycle activity may all indicate the need for a different street dimension

than the citywide adopted standards. In these cases, classifications of streets and street segments can be modified to meet the specific needs of the community.

The Proposed Plan amendments include street re-designations for specified streets in the Arts District in order to enhance pedestrian safety and connectivity, preserve the historic industrial legacy of the area in which “curbless” streets are common, and facilitate the future implementation of shared street and green street design. The Proposed Plan also includes refinements and updates to the enhanced network designations throughout the Downtown Plan Area. The recommended street reclassifications and updated enhanced networks can be found in Exhibit A.7.

Community Redevelopment Areas

Community Redevelopment Areas (CRA) are areas identified for revitalization through the building of new housing and commercial projects. Prior to 2012, the Community Redevelopment Agency of Los Angeles (CRA/LA) was the agency in charge of developing, implementing, and overseeing CRA projects in the City. The passage of AB1x-26 and the California Supreme Court’s decision in California Redevelopment Association v. Matosantos in 2012 effectively abolished redevelopment agencies in the State. Since the dissolution of the CRA/LA, activities in the redevelopment project areas have been administered through the Designated Local Authority (DLA) In December 2019, the City of Los Angeles established the authority to implement the land use plans and functions of all Redevelopment Plans. The Downtown Plan Area includes three CRAs:

- The Chinatown Redevelopment Plan (expires January 2022) designates land uses and specifies the Agency’s powers and requirements in addressing the review of development projects. The Redevelopment Plan Area is generally bounded by Cesar E. Chavez Avenue to the south, Solano Avenue to the north, Alameda Street to the east, and shares the Downtown Plan Area boundary to the west.
- The City Center Redevelopment Plan (expires May 2033) designates land uses, specifies the Agency’s powers and requirements in addressing the review of development projects, identifies distinct development areas within the Redevelopment Plan Area (i.e., City Markets, South Park, Historic Downtown), and includes specific requirements for development within the Redevelopment Plan Area. The Redevelopment Plan Area is generally bounded to the south by the I-10; to the west by Figueroa Street, Grand Avenue, and Hill Street; to the north by Second Street; and to the east by Los Angeles Street, San Pedro Street, Stanford Avenue, and Griffith Avenue.
- The Central Industrial Redevelopment Plan (expires November 2033) designates land uses and specifies the Agency’s powers and requirements in addressing the review of development projects and includes specific requirements for development within the Redevelopment Plan Area. The Redevelopment Plan Area encompasses most of the area bounded to the south by the I-10; to the west by Stanford Avenue and San Pedro Street; to the north by Third Street; and to the east by Alameda Street. It also encompasses an irregularly shaped area that is generally bounded by Washington Boulevard to the south, the train tracks paralleling the Los Angeles River to the east, Third Street to the North, and Lemon Street, Wilson Street, and Alameda Street to the west.

Section 502 of the City Center and Central Industrial Redevelopment Plans, provided that upon update of the Community Plan or its implementing zoning ordinances, with regard to land use in the Redevelopment Plans area, the Redevelopment Plans were to be automatically modified

without a formal amendment process to ensure the Redevelopment Plans conform to the Community Plan or its implementing zoning ordinances.

The Proposed Project, with its implementing zoning ordinances, includes contemporary land use and zoning strategies to address economic development and a broad range of employment opportunities, promote the rehabilitation and preservation of historic structures, facilitate a built environment founded in strong urban design principles, provide for various housing needs, and promote the provision of public and social services. The Proposed Project provides a complete vision and regulatory scheme for the land uses in the Downtown Plan Area. The provisions of the Redevelopment Plans intended to regulate, control, or shape the use and development of land in the Redevelopment Plans area, including without limitation, sections cited below are in conflict with the Proposed Plan and its implementing ordinances because they, (1) prohibit what is allowed under the Proposed Plan and its implementing ordinances; or (2) allow what is prohibited under the Downtown Community Plan or its implementing zoning ordinances; or (3) add undesirable additional regulations, processes, costs, and burdens on the City, property owners, and developers that impede or prevent beneficial and urgently needed housing and other desirable uses in the Redevelopment Plans area. As such, any provision in the Redevelopment Plans that purports to regulate, control, or shape the development of land in the Project Area, including but not limited to those provisions cited below are, is in conflict with, and does not conform to, the allowed land uses in the Downtown Community Plan.

- City Center: Section 400-411, 500-521, 523-524, and 700; Design and Development plans.
- Central Industrial: Section 400-410, 500-521, 523, 524, and 700; Design and Development plans.

Notwithstanding the above, Section 522 of the City Center Redevelopment Plan, and the Central Industrial Redevelopment Plan allowed for the adoption of Designs for Development plans that set forth specific development regulations. Both the City Center and Central Industrial Redevelopment Plans set forth Designs for Development titled Development Guidelines and Controls for Residential Hotels in the City Center and Central Industrial Redevelopment Project Areas. This Design for Development plan sets forth unique regulations related to the preservation of residential hotels that are not in conflict with the Proposed Plan, and which remain in effect until such a time as the City Center and Central Industrial Redevelopment Plans expire (2033). All other Designs for Development are in conflict with the Proposed Plan, for reasons stated above, and should be considered superseded by the Downtown Plan and its implementing ordinances pursuant to Section 502 in both plans, and pursuant to the City's Charter authorities over land use.

The Chinatown Redevelopment Plan and Redevelopment Project Area will remain in effect until its expiration in January 2022.

Other Plan Components

In addition to the General Plan Land Use Map amendments, Community Plan text amendments, Zoning Changes, and Downtown Design Guidelines, the Proposed Plan includes a number of other components:

- The Transfer of Floor Area Rights (TFAR) Ordinance and associated program will no longer be in effect as part of the proposed Downtown Plan.
- A new Pipeline Parking Ordinance will be adopted. This ordinance removed minimum parking requirements for Pipeline Projects utilizing Chapter 1 of the LAMC.
- A new Community Plan Consolidation Ordinance will be adopted. This ordinance allows for the update of Community Plan Area name and number references. References to

Central City and Central City North Community Plan Areas will be amended to say Downtown Community Plan Area and references to 35 Community Plan areas will be updated to say 34 Community Plan areas.

Components of the New Zoning Code

Article 1 – Introductory Provisions

Article 1 provides an overview of the New Zoning Code, including its intent and applicability. The intent of the New Zoning Code is to provide a comprehensive regulatory system that implements the goals, objectives, and policies of the City’s adopted General Plan and land use plans, in addition to meeting various other policy goals specified in Article 1.

Article 1 also describes the organization of the New Zoning Code, establishes different types of Zoning Districts, and introduces the modular zone string (Figure A-2). It provides standards for creating Zoning Code Maps, defining and modifying Zoning District boundaries, and designating certain areas as being subject to special development standards or regulations, such as the Local Affordable Housing Incentive Map or Targeted Planting Map. Finally, Article 1 carries over existing rules for the provision of temporary shelter and the reconstruction of destroyed or damaged buildings during and after declared emergencies.

Article 2 – Form Districts

Article 2 establishes Form Districts, the first component of the zone string. Form Districts generally govern the scale and intensity of development, as well as the placement of a building on a lot.

Part 2A introduces the Article and how it generally applies in relation to the rest of the New Zoning Code, as well as including a helpful “How to Use This Article” section. Part 2B includes the available Form Districts. Part 2C includes the Form Rules that outline the definition, intent, applicability, measurement, standards, and relief mechanism for each regulation, or “metrics”, found in a Form District.

Presentation and Metrics

The metrics for each Form District are presented in a graphic, two-column format, with each column containing several precise regulations as well as a corresponding illustration. Each Form District specifies a different set of values for these metrics. An example of the regulations for one of the Form Districts in the New Zoning Code is shown in Figure A-5.

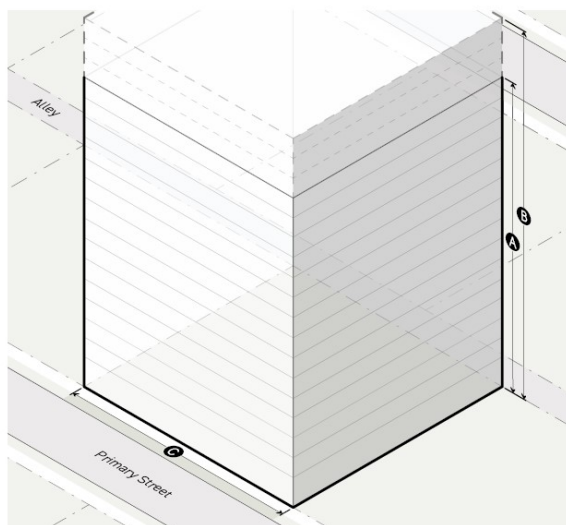
SEC. 2B.13.1. MID-RISE MEDIUM 1 (MM1)

A. Lot Parameters



1. LOT SIZE		Div. 2C.1.
Lot area (min)		n/a
A Lot width (min)		25'
2. COVERAGE		Div. 2C.2.
B Building coverage (max)		90%
Building setbacks		
C Primary street (min)		0'
Side street (min)		0'
D Side (min)		0'
Rear (min)		0'
E Alley (min)		0'
Special: River (min)		20'
Special: Other (min)		0'
3. AMENITY		Div. 2C.3.
F Lot amenity space (min)		15%
Residential amenity space (min)		10%

B. Bulk and Mass



1. FAR & HEIGHT		Div. 2C.4.
Base FAR (max)		1.5
A Base height in stories (max)		15
Bonus FAR (max)		4.5
B Bonus height in stories (max)		18
2. BUILDING MASS		Div. 2C.6.
C Building width (max)		160'
Building break (min)		15'

Figure A-5: Example of Form District Regulations

Metrics grouped under “Lot Parameters” pertain to lot size (including minimum area and width), coverage (maximum Building Coverage and Setbacks), and minimum Amenity Space (further broken down into Lot Amenity Space and Residential Amenity Space). Metrics falling under “Bulk and Mass” include maximum Floor Area Ratio (base and bonus, as applicable), maximum building height (if any), minimum upper-story setbacks (if any), and maximum building width.

Organization and Nomenclature

Form Districts are grouped and named according to their maximum floor area ratio (FAR) and building width. The FAR categories are Very Low-Rise, Low-Rise, Mid-Rise, Moderate-Rise, and High-Rise. The building width categories are Narrow, Medium, Broad, and Full. Within these groupings, Form Districts are distinguished by a variation number, which may reflect differences in base FAR, setbacks, and/or other metrics compared to other Form Districts in the same grouping. For example, the Low Rise Medium 1 (LM1) Form District allows low-rise development (up to 3.0 FAR with bonus), medium building width (maximum 160 feet), and is the first Form District in a larger grouping.

In total, the New Zoning Code includes 26 individual Form Districts—listed in Part 2B of Article 2 and arranged into 11 groupings—to guide development according to the varying scales, intensities, and massing that are found in, and characteristic of, the Downtown Plan Area. It is anticipated that a wide range of Form Districts will be needed to accommodate the various scales of development found across the City, from rural and estate-scale single-family neighborhoods to high-intensity, high-rise areas. Thus, additional Form Districts may be incorporated into Article 2 with future Community Plan updates.

Form Rules

Article 2 also includes Form Rules that provide supporting standards, definitions, and measurements for the metrics included in the Form Districts. Notably, the New Zoning Code's definition of Floor Area Ratio (FAR) is modified from the current Zoning Code such that Lot Area, rather than buildable area (i.e., the area remaining after required setbacks and yard spaces have been subtracted), serves as the basis for calculating the maximum Floor Area allowed on a Lot. These changes are intended to make the calculation of maximum Floor Area simpler and more consistent. The maximum FAR values specified for the various Form Districts have been calibrated to account for these changes in measurement so as to avoid unintended effects.

Also of note is the introduction of Amenity Space, which replaces the current Zoning Code's minimum requirements for usable and common open space. Whereas required open space is currently calculated based on the number of residential units on a lot, the New Zoning Code calculates the amount of required Lot Amenity Space based on Lot Area. Where applicable, the New Zoning Code imposes a further requirement for Residential Amenity Space, calculated based on the amount of Floor Area contained in all the residential units on the lot.

Lot Amenity Space may be covered so long as it is not enclosed and the covering satisfies a minimum clear height requirement, allowing for more creative amenity space configurations that work with Los Angeles's currently mild, sunny climate and aid climate adaptation. Each Form District specifies the amount of Lot Amenity Space and Residential Amenity Space required.

Article 3 – Frontage

Article 3 establishes Frontage Districts, the second component of the zone string. The Frontage District governs how a site or building addresses abutting streets, parks, pedestrian amenity spaces, waterways, or other public spaces. Frontage Districts are intended to help achieve many of the urban design objectives that the current Zoning Code addresses through overlays, reducing the need to create a new overlay district in each instance where a particular design outcome is desired.

Part 3A introduces the Article and how it generally applies in relation to the rest of the New Zoning Code, as well as including a helpful "How to Use This Article" section. Part 3B includes the available Frontage Districts and applicable regulations for each. Part 3C includes the General Frontage Rules that outline the definition, intent, applicability, measurement, standards, and relief mechanism for each regulation, or "metrics", found in a Form District. Part 3D includes additional Character Frontage Rules.

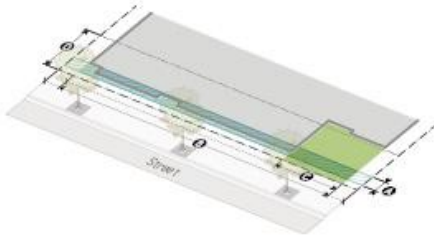
Presentation and Metrics

Similar to Form Districts, Frontage District regulations are presented in a graphic, two-column format with accompanying illustrations. There are two types of regulations, or "metrics" in each Frontage District: "Lot" and "Facade" as shown in Figure A-6. Lot metrics pertain to build-to dimensions, parking setbacks, and landscaping requirements. Facade metrics regulate wall

transparency, pedestrian entrances, and characteristics of the ground story. Character Frontages include additional types of metrics: “Stories”, “Facade”, “Doors”, “Windows”, and “Cladding”.

SEC. 3B.4.1. SHOPFRONT 1 (SH1)

A. Lot



	Primary	Side
BUILD-TO <i>Div. 3C.1</i>		
Applicable stories (min)	5	5
A Build-to depth (max)	5'	10'
B Build-to width (min)	90%	70%
C Pedestrian amenity allowance (max)	20%	10%
PARKING <i>Div. 3C.2</i>		
D Parking setback (min)	20'	5'
LANDSCAPING <i>Div. 3C.3</i>		
Planting area (min)	30%	30%
Frontage yard fence & wall type allowed:	A2	A2

B. Facade



	Primary	Side
TRANSPARENCY <i>Div. 3C.4</i>		
A Ground story (min)	70%	50%
B Upper stories (min)	30%	30%
C Active wall spacing (max)	15'	25'
ENTRANCES <i>Div. 3C.5</i>		
D Street-facing entrance	Required	Required
E Entrance spacing (max)	50'	75'
Required entry feature	No	No
GROUND STORY <i>Div. 3C.6</i>		
F Ground story height (min)		
Residential	16'	16'
Nonresidential	16'	16'
G Ground floor elevation (min/max)		
Residential	-2'1/2	-2'1/2
Nonresidential	-2'1/2	-2'1/2

Figure A-6: Example of Frontage District Regulations

Organization and Nomenclature

Frontage Districts are grouped and named based on the type of environment in which they are intended to be used. The groupings contained in the New Zoning Code are Multi-Unit, General, Shopfront, Market, Warehouse, Dual, and Character Frontages. Dual and Character Frontage Districts are distinguished by unique names, while other individual districts are distinguished within their grouping by a variation number. The variation number reflects differences in the values specified for certain metrics compared to other Frontage Districts in the same grouping.

Wide Range of Frontage Districts

A wide range of Frontage Districts is needed to reflect the varied development patterns found throughout the City and to accommodate the unique needs associated with different types of uses. For example, the Shopfront Frontage is appropriate for highly walkable places with retail commercial uses. It requires frequent pedestrian entrances and high levels of ground floor transparency to contribute to an active sidewalk environment. The Warehouse Frontage, on the other hand, requires very little transparency, allows large amounts of blank wall area, and orients buildings around access for freight trucks. Intended to reflect the unique design attributes of specific neighborhoods or districts, Character Frontages include additional metrics pertaining to articulation and architectural features, as well as specific standards for entry features, windows, cladding materials, and roof design.

In total, 12 Frontage Districts are included in the New Zoning Code in order to carry out the goals and policies of the Proposed Plan. With future Community Plan updates and other planning and zoning efforts, additional Frontage Districts may be incorporated into Article 3 in order to meet the needs of various communities.

Article 4 – Development Standards

Article 4 establishes Development Standards Districts, the third component of the zone string. Development Standards regulate site design, including the location and characteristics of access, parking, landscaping, and other features of a site. Each Development Standards District provides regulations that are appropriate to a particular context, acknowledging that development outcomes considered desirable in one part of the City may not be as desirable in other areas.

Part 4A introduces the Article and how it generally applies in relation to the rest of the New Zoning Code, as well as includes a helpful “How To Use This Article” section. Part 4B includes the available Development Standards Districts. Part 4C includes the Development Standards Rules that outline the definition, intent, applicability, measurement, standards, and relief mechanism for each regulation, or “metrics”, found in a Development Standards District, as well as those standards that apply anywhere the New Zoning Code is in effect.

Presentation

Each Development Standards District appears in a two-column format, with the left column containing an intent statement and the right column containing a table with the applicable standards for the district. The table is broken down into five topic areas: pedestrian access, automobile access, automobile parking, signs, and project review. The table directly establishes specific standards in some cases, but also refers to “packages” of standards that apply to a particular aspect of the site.

Within Part 4C, each package is presented as a table containing a detailed set of standards that can be applied selectively to one or more Development Standards Districts. General standards are presented primarily as text, with accompanying tables and illustrations where appropriate.

Nomenclature and Organization

The New Zoning Code identifies each Development Standards District by a number, with two districts provided for use in the Downtown Plan Area. These districts are numbered 5 and 6, with Districts 1-4 reserved for use in future Community Plan updates. A variety of additional and future Development Standards Districts will be required to accommodate the range of conditions found across the City.

Development Standards Rules

Development Standards Rules include “packages” that can be applied selectively to one or more Development Standards Districts, as well as general standards that apply anywhere the New Zoning Code is in effect. Examples of general standards include parking stall and bay dimensions, bicycle parking design and siting, types of plants allowed, and standards for wireless telecommunication facilities.

Pedestrian Access: The intent of the Pedestrian Access Division is to promote walkability, smooth the transition from the public realm to interior spaces, and ensure convenient pedestrian access to required entrances. Pedestrian access packages specify the location, configuration, and spacing of pedestrian access routes, as well as determining whether passageways through the

site are required. Examples of general pedestrian access standards include minimum walkway dimensions, criteria for pedestrian bridges and tunnels, and lighting requirements.

Automobile Access: The intent of the Automobile Access Division is to minimize conflicts between pedestrians, cyclists, and vehicle traffic while providing sufficient access to parking and vehicle use areas. Automobile access packages specify the number, direction, width, and location of vehicle access lanes. The division also includes general standards on vehicle use area design, loading, and queueing space.

Bicycle Parking: The Bicycle Parking Division incorporates general standards from the current Zoning Code for the provision of bicycle parking, including the number, design, and location of bicycle parking spaces.

Automobile Parking: The Automobile Parking Division regulates the provision of parking as well as the design of parking amenities.

Automobile parking packages specify the minimum quantity of off-street parking spaces required for various uses. With five parking packages A through E, the New Zoning Code offers the City the flexibility to require different quantities of parking for the same use in different contexts. Parking Package A, which applies to the two Development Standards Districts used in the Downtown Plan Area, does not specify a minimum quantity of parking for any use. In contrast, the requirements of Parking Package E approximate the minimum parking quantities in the current Zoning Code. Packages B, C, and D fall in between. It is anticipated that all five parking packages eventually will be applied in various parts of the City as Community Plans are updated.

General parking standards include tandem and valet parking requirements; electric vehicle charging requirements; the location, maintenance, landscaping, lighting, and surfacing of parking lots; parking space and aisle dimensions; and parking structure design and screening.

In another departure from the current Zoning Code, the New Zoning Code does not mandate that required parking spaces be located in a garage. Additionally, the New Zoning Code maintains an existing provision allowing required parking for nonresidential uses to be provided off-site within 750 feet of the subject use and extends the provision to residential uses, as well.

The New Zoning Code also allows two parking spaces to be credited toward the required number of standard automobile parking stalls for each electric vehicle charging station provided above the minimum number of charging stations required by the Green Building Code. This provision is intended to encourage new development and existing sites to provide additional charging stations that will help accelerate the City's transition away from carbon-emitting vehicles.

Transportation Demand Management: The Development Standards Rules incorporate current Transportation Demand Management (TDM) regulations, which aim to reduce the number of vehicle trips generated by development projects and promote alternatives to single-occupant vehicles. City Planning is currently engaged in a separate effort to update the TDM Ordinance, and will incorporate the most recently adopted version of the TDM Ordinance into the New Zoning Code.

Plants: The intent of the Plants Division is to use landscaping and tree canopy to improve sustainability and quality-of-life. General standards for tree planting, plant design, and installation apply to lots, amenity spaces, Frontage Districts, parking lots, fences, walls, and "landscape screenings." They establish the types of plants to be planted (shrubs, trees, etc.) and the locations and dimensions of landscaped elements, in addition to supporting State water management requirements.

Notably, the New Zoning Code determines the number of trees required to be planted based on Floor Area, regardless of use—a change from the current Zoning Code, which requires tree planting based on the number of residential units.

Fences & Walls: The Fences & Walls Division aims to balance the need for human-scale activation within and visual interest along the public realm with privacy for private ground floor uses. It establishes standards for a range of permitted fence and wall types, with allowable fence and wall types for front yards and other street-facing portions of a lot designated by the Frontage District, and allowable side/rear yard fence and wall types designated by the Use District. Also included are standards for fence and wall design and installation.

Screening: The Screening Division includes a range of screening types to conceal, obstruct, or protect the public realm and adjacent lots from potentially impactful activities, such as parking/loading areas, outdoor storage, and various types of outdoor equipment. Depending on the type of activity and/or location on the lot, the division provides multiple “screens” with standards for fence/wall dimensions, transparency, and required plantings. The Development Standards Rules and the Use District in which the lot is located determine whether and where a particular screen is required.

Grading & Retaining Walls: The New Zoning Code includes a placeholder for grading and hauling regulations, which are not applicable in the Downtown Plan Area but will be needed in designated Hillside Areas as other Community Plans are updated.

The New Zoning Code maintains the current retaining wall standards and translates them to work within the new zoning system. Notably, the updated retaining wall standards will apply within areas designated on City Planning’s Hillside Area map, whereas the current Zoning Code applies retaining wall standards to areas defined by the Bureau of Engineering. It is anticipated that updated retaining wall standards will be needed in other hillside communities. However, this change will not occur until future Community Plans have been updated to use the New Zoning Code.

Outdoor Lighting & Glare: The Outdoor Lighting & Glare Division includes regulations preventing the trespass of light onto adjacent properties, in addition to standards that require minimum illumination for certain uses and limit the amount of illumination in certain zone districts. The glare standards prohibit the use of materials that typically create high levels of glare and generate excessive heat.

Signs: Sign standards regulate sign placement, size, materials, and safety (e.g., illumination of signs near roadways). Two sign packages are provided, both of which apply to on-site signs (i.e., those with information pertaining to an activity or business on the same site). Sign Package 1 generally maintains the rules for on-site signs from the current Zoning Code. Sign Package 2 is informed by current Specific Plans and overlays and incorporates pedestrian-oriented sign standards, including prohibiting digital signs and allowing for a new pedestrian sign type. These sign packages are supported by detailed provisions pertaining to various sign types (e.g., awning signs, wall signs, pedestrian signs), including illustrations.

The current Zoning Code regulations for off-site signs (i.e., billboards), temporary signs, and original art murals are incorporated into the New Zoning Code as part of the general sign standards.

The New Zoning Code makes minor changes to existing sign standards, such as clarifications of some existing regulations, additional definitions for sign types, and the elimination of content-related regulations.

Site Elements: The Site Elements Division includes standards for recycling areas and rooms, carrying forward the policies from 12.21.A.19 (Areas for Collecting and Loading Recyclable Materials) of the current Zoning Code. The Division also incorporates the policies from 12.21.F (On-Site Shopping Cart Containment) of the current Zoning Code, with modifications intended to increase the enforceability of the standards.

Environmental Protection: The Development Standards Rules will include enabling language for Environmental Protection Measures, a set of standards that will be used to implement the mitigation measures from the EIR in compliance with CEQA Guidelines Sec. 15126.4(a)(2), and create a framework to adopt other standards intended to protect the environment through administrative guidelines for future community plan updates or environmental planning projects.

Development Review Thresholds: The New Zoning Code includes two Development Review Packages that are designated through the applied Development Standards District. Development Review Threshold Package 1 carries over the standards from the current Zoning Code's threshold for Site Plan Review, renamed "Project Review" in the separately proposed ordinance establishing Article 13 (Administration) of the New Zoning Code. Under Development Review Package 1, Project Review would be required for projects creating or resulting in an increase of 50,000 square feet or more of nonresidential floor area or 50 or more dwelling units. Development Review Threshold Package 2 has a higher threshold, triggering Project Review for projects at least 500 feet in height, adding 500,000 square feet or more of nonresidential floor area, or adding at least 500 dwelling units. Development Review Package 2 is available only for those projects participating in the Community Benefits Program, established in Article 9 (Public Benefit Systems).

Details of the Project Review process are specified in the separately proposed ordinance establishing Article 13, the most recent draft of which identifies the Director of Planning as the initial decision-maker, with an appeal to the Area Planning Commission—consistent with the process for Site Plan Review under the current Zoning Code.

Additionally, projects subject to Development Review Package 1 are subject to a supplemental review process if they qualify as major development projects, defined as projects that add 250,000 square feet or more of warehouse floor area, 250 or more dwelling units, or 100,000 square feet or more of nonresidential, non-warehouse floor area. The supplemental review process requires appeals of the Director's decision to be heard by the City Planning Commission rather than the Area Planning Commission. Similarly, if the Director fails to act within the specified time limit, the applicant may request a transfer of jurisdiction to the City Planning Commission rather than the Area Planning Commission. Projects eligible to use Development Review Package 2 are not subject to supplemental review, even if they otherwise qualify as major development projects.

Article 5 – Use

Article 5 establishes standards for Use Districts, the fourth component of the zone string. Use Districts determine which uses are allowed on a property, as well as the level of permission associated with each use (permitted, permitted with limitations, conditionally permitted, or not allowed).

The two most important features of the New Zoning Code's regulation of use are a) the creation of groupings of uses with clear definitions, making the Code more easily adaptable to new uses that emerge over time; and b) the visual presentation of permitted uses in a table format, making the regulations for a particular use easier to find and understand.

Part 5A introduces the Article and how it generally applies in relation to the rest of the New Zoning Code, as well as including a helpful "How to Use This Article" section. Part 5B includes the

available Use Districts. Part 5C includes the Use Rules that outline use definitions, permission levels, as well as the definition, intent, applicability, measurement, standards, and relief mechanism for each metrics found in a Use District.

Presentation

The New Zoning Code presents use regulations in a visual table format where uses are shown on the far left column and each Use District is displayed in a single column across the top row, creating a matrix (Division 5B.1 of Article 5; see Figure A-7). The purpose of this matrix of Uses and Use Groups is to present the permission level assigned to each Use within each Use District.

	OS1	A1	RG1	RX1	CX1	CX2	CX3	CX4	IX1	IX2	IX3	IX4	I1	I2	P1	P2
	5B.2.1	5B.3.1	5B.4.1	5B.5.1	5B.6.1	5B.6.2	5B.6.3	5B.6.4	5B.8.1	5B.8.2	5B.8.3	5B.8.4	5B.9.1	5B.9.2	5B.10.1	5B.10.2
OPEN SPACE & RECREATION																
Indoor Recreation, Commercial	--	--	--	P*	P*	P*	P	P	P	P	P	P*	P	P	A-	A+
Nature Reserve	P	P	P	P	P	P	P	P	P	P	P	P*	P	P	P	P
Open Space, Public	P	P	P	P	P	P	P	P	P	P	P	P*	P	P	P	P
Outdoor Recreation, Commercial:																
General	C3*	C2	--	--	P	P*	P	P	P	P	P	P*	--	--	A-	A+
Golf Course	C3*	P	--	--	--	--	--	--	--	--	--	--	--	--	A-	A+
Recreation, Public	P*	P*	P*	P*	P	P	P	P	P	P	P	P*	P	P	P	P
Sports Arena & Stadium, Major	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3	C3*	C3	C3	C3	C3
TRANSPORTATION																
Airport	--	--	--	--	--	--	--	--	--	--	--	--	--	C3	A-	A+
Freight Terminal	--	--	--	--	--	--	--	--	--	--	--	--	C3	C3	A-	A+
Heliport	--	C2*	C2*	C2*	C2*	C2*	C2*	C2*	C2*	C2*	C2*	C2*	C2*	C2*	A-	A+
Railway Facility	--	--	--	--	--	--	--	--	--	--	--	--	C3	C3	A-	A+
Transit Terminal	--	--	--	--	P	P	P	P	P	P	P	P*	P	P	A-	A+
GENERAL COMMERCIAL																
Animal Sales & Services:																
Pet Shop	--	--	--	--	P*	P*	P	P	P	P	P	P*	P	P	A-	A+
Kennel	--	--	--	--	--	--	--	--	P*	P*	--	--	P*	P*	A-	A+
Veterinary Care	--	--	--	--	P*	P*	P*	P*	P*	P*	P*	P*	P*	P*	A-	A+
Commissary Kitchen	--	--	--	--	P*	P*	P	P	P	P	P	P*	P	P	A-	A+
Eating & Drinking:																
Alcohol Service	C2*	--	--	C2*	P*	C2*	C2*	P*	C2*	C2*	C2*	C2*	C2*	C2*	A-	A+
Bar	--	--	--	C2*	P*	C2*	C2*	P*	--	C2*	C2*	C2*	C2*	C2*	A-	A+
Cafe/Takeout	C1*	--	--	P*	P*	P*	P	P	P	P	P	P*	P	P	A-	A+
Restaurant	C1*	--	--	P*	P*	P*	P	P	P	P	P	P*	P*	P*	A-	A+
Entertainment Venue:																
Indoor, Local	C2*	--	--	--	P*	P*	P	P	P	P	P	P*	--	--	A-	A+
Indoor, Regional	C3*	--	--	--	C3	P*	P	P	P	P	P	P*	--	--	C2	C2
Outdoor	C3*	C3	--	--	C2	P*	P	P	P	P	P	P*	--	--	C2	C2
Financial Services:																
General	--	--	--	--	P*	P*	P	P	P	P	P	P*	--	--	A-	A+
Alternative	--	--	--	--	--	C2*	C2	C2	--	--	--	--	--	--	A-	A+
Instructional Services	--	--	--	P*	P*	P*	P	P	P	P	P	P*	P*	P*	A-	A+
Lodging	--	--	--	--	P*	P*	P*	P*	C2*	--	C2*	C2*	--	--	A-	A+
Medical Clinic	--	--	--	--	P*	P*	P	P	P	P	P	P*	--	--	P*	P*
Office	--	--	--	P*	P*	P	P	P	P	P	P	P	P*	P*	A-	A+

KEY: "P" = Permitted Use; "--" = Use Not Permitted; "*" = Use standard applies; "C1" = Approval by Zoning Administrator; "C2" = Public Hearing by Zoning Administrator; "C3" = Review by City Planning Commission; "#" = Use may be limited by adjacent Use District

Figure A-7: Example of Use District Matrix

The list of Uses is organized into Use Categories in order present broadly similar uses together. Most Uses within each Use Category are organized into Use Groups in order to indicate that those

Uses are to be understood as variations of the same type of activity, yet distinct enough to necessitate different permission levels or standards. Use Groups serve merely as organizing mechanisms and carry no regulatory meaning.

Each Use is assigned a permission level indicated by a letter or symbol in each column corresponding to a Use District. This communicates whether and to what degree a Use is permitted in each Use District. Each Use is defined in Division 5C.1 (Use Definitions) of Article 5.

Organization and Nomenclature

The New Zoning Code organizes Use Districts into nine categories: Open Space (OS), Agricultural (A), Residential (RG), Residential-Mixed (RX), Commercial-Mixed (CX), Commercial (C), Industrial-Mixed (IX), Industrial (I), and Public (P). Within each category, a variation number distinguishes individual Use Districts and indicates differences in the precise mix of uses, permission levels, and/or supplemental standards for specific uses or Use Groups. For example, the Commercial-Mixed 1 (CX1) Use District is the first district in the Commercial-Mixed type, which is intended to allow a mix of commercial and residential uses.

In total, the New Zoning Code provides 16 individual Use Districts to carry out the goals and policies of the Proposed Plan. Additional Use Districts are anticipated to be incorporated into Article 5 with future Community Plan updates.

Use District Provisions

Located in Divisions 5B.2–5B.10 of Article 5, Use District provisions restate the Use permissions contained in the table in Division 5B.1, but also specify additional Use Standards, Supplemental Standards, and Supplemental Procedures that may apply to an individual Use or to an entire Use Category within a particular Use District.

General Use Standards and Use Rules

Article 5 also contains General Use Standards and Use Rules that apply across all applicable projects and Use Districts. General Use Standards are tied to individual Uses. Use Rules, however, are not tied to any specific Use, and act as standalone requirements that apply to a variety of Uses and circumstances. For example, one Use rule requires certain industrial Uses to be enclosed by a solid wall and located at least 500 feet from Agriculture and Residential Use Districts.

In addition, many Use Definitions included in Division 5C.1 contain language that is regulatory in nature, in that the Use must always operate in a manner consistent with the Use Definition, including all performance criteria.

Article 6 – Density

Article 6 contains provisions pertaining to Density, the fifth component of the zone string. Density Districts determine the maximum number of household dwelling units or efficiency dwelling units (the new terms for what the current Zoning Code refers to as “dwelling units” and “guest rooms”) allowed on a lot in any Use District that identifies “dwelling” as a permitted use.

Part 6A introduces the Article and how it generally applies in relation to the rest of the New Zoning Code, as well as including a helpful “How to Use This Article” section. Part 6B includes the available Density Districts. Part 6C includes the Density Rules that outline the definition, intent, applicability, measurement, standards, and relief mechanism for each metrics found in a Density District.

Organization and Nomenclature

Part 6B of Article 6 sets forth two types of Density Districts that regulate the maximum density allowed on a lot. **Lot-Based Districts** specify the maximum number of units per lot without regard to lot area. The number of units permitted ranges from one to four, with the districts numbered 1L through 4L. **Lot Area-Based Districts** specify the minimum lot area per household dwelling unit and efficiency dwelling unit in square feet and are numbered by dividing the minimum number of square feet per unit by 100. For example, Density District 4 requires a minimum of 400 square feet per household dwelling unit, while Density District 20 requires a minimum of 2,000 square feet per household dwelling unit.

In addition, Density District FA indicates that the number of dwelling units is limited only by the maximum floor area for the Lot and other practical requirements of the New Zoning Code, with no density limit specified. Density District N indicates that dwellings are not a permitted use. The Proposed Project places most of the Plan Area in Density District FA, continuing existing policy in which the adopted regulations and General Plan Land Use Designations effectively provide for unlimited density within the maximum allowable floor area and other restrictions.

Efficiency Dwelling Unit Density

In Lot Area-Based Density Districts, efficiency dwelling units, (units serving as a primary residence containing only one habitable room and meeting other specifications), require only one-half the minimum lot area per unit of household dwelling units in the same Density District; e.g., 1,000 square feet per unit in Density District 20. In Density District 2, efficiency dwelling unit density is 100 square feet per unit.

Density Rules

Density Rules, located in Part 6C of Article 6, set forth basic requirements of the two different types of Density Districts, in addition to exceptions (e.g., for Accessory Dwelling Units), rules of measurement, and relief mechanisms.

Article 7 – Alternate Typologies

Alternate Typologies are pre-packaged exceptions to Zoning Districts that may be applied on an optional basis and are intended to produce specific built outcomes for certain types of uses or activities. Each Alternate Typology will specify the range of Zoning Districts and other specified criteria by which it is eligible to be used and will contain specially tailored regulations that supersede the requirements of the applicable Form, Frontage, Development Standards, Use, and/or Density Districts, as needed to achieve the intent of the Alternate Typology.

The New Zoning Code contains one Alternate Typology intended for application within the Downtown Plan Area, named Institutional 1. In many places Downtown, the Form and Frontage Districts prescribe standards such as minimum height, setbacks, and transparency that are generally oriented toward larger scale mixed-use commercial and residential development. These standards may be difficult for smaller institutional uses, such as museums, civic buildings, and cultural facilities, to meet given their more focused operational needs. The Institutional 1 Typology allows for greater flexibility to distinguish institutional buildings within the built environment through special Form, Frontage, and Use regulations.

Article 8 – Specific Plans & Supplemental/Special Districts

Article 8 regulates the adoption and amendment of Specific Plans, Supplemental Districts, and Special Districts. The New Zoning Code carries forward Specific Plans and several types of

“Supplemental Use Districts” from the current zoning code, including Specific Plans, Community Plan Implementation Overlays, Historic Preservation Districts, Community Design Overlays, Oil Drilling Districts, and Sign Districts. When there is a policy need for regulations not covered in a Zoning District, Supplemental Districts implemented through Article 8 may be appropriate.

Several existing Downtown overlay plans and regulations will remain in effect. Where applicable, some provisions of these plans are incorporated into the Zoning Districts, while other regulations will remain in their respective documents.

The New Zoning Code includes Special Districts that may replace the Zoning Districts and Supplemental Districts in order to achieve specific planning objectives in designated areas having unique characteristics. Special Districts respond to unique conditions and set land use and development requirements and incentives tailored to distinctive qualities that may not lend themselves to the regulations established in the New Zoning Code, except as outlined within each Special District.

Article 9 – Public Benefit Systems

Article 9 establishes a range of Public Benefit Systems, including incentive programs that offer concessions on density, floor area, and other regulations in exchange for the provision of affordable housing, community benefits, and other desired project attributes. The intents of these programs are described within Divisions 9.2, 9.3, and 9.4 of Article 9.

The Form Districts described in Article 2 include maximum base FAR and bonus FAR. A project may be built to the maximum base FAR by right, but in order to access the maximum bonus FAR, an applicant must provide public benefits according to a menu of options from the Public Benefit Systems.

Organization

The public benefit programs in Article 9 are organized into four categories:

- 1) Affordable Housing Incentive Programs, including the existing State Density Bonus Program and Transit Oriented Communities (TOC) Program. These programs may not be combined with one another, and the TOC Program may not be combined with other bonus programs.
- 2) The Community Benefits Program, which includes the Local Affordable Housing Incentive Program as well as other non-housing incentive programs. This category is intended for use in applicable CPIOs and Specific Plans. Residential projects must use the Local Affordable Housing Incentive Program to its fullest extent before they can use non-housing benefits to access any remaining floor area bonuses.
- 3) General Incentive Programs, including several programs from the current Zoning Code that provide targeted concessions to specific types of housing projects such as supportive housing and eldercare facilities, as well as the Downtown and Citywide Adaptive Reuse Programs.
- 4) Accessory Dwelling Unit Incentive Programs, including the Accessory Dwelling Unit provisions from the current Zoning Code.

Changes to Adaptive Reuse Programs

In addition to the changes identified in earlier sections of this report, the New Zoning Code expands the Downtown and Citywide Adaptive Reuse Programs to allow for the conversion of any Use to any other Use permitted or conditionally permitted by the Use District of the property,

as opposed to only commercial-to-residential conversions under the current Zoning Code. While the current Zoning Code allows Adaptive Reuse only in buildings constructed prior to July 1, 1974, the New Zoning Code determines eligibility on a rolling basis, with any building at least 25 years old eligible for conversion. Additionally, the New Zoning Code makes the Citywide Adaptive Reuse Program available by-right for projects with a minimum number of affordable housing units. These proposed changes will apply only in areas where the applicable Community Plan has been updated to use the New Zoning Code.

Article 10 – Streets and Parks

Article 10 carries forward current zoning code regulations governing street dedication and improvements; private streets; and park fees and dedications for new residential projects.

Article 11 – Division of Land

Article 11 carries forward current zoning code regulations for subdividing land pursuant to the Subdivision Map Act, with nominal modifications to ensure consistency with the new zoning system.

Article 12 – Nonconformities

Article 12 regulates nonconforming properties—those that are developed or used in a manner inconsistent with regulations that were adopted after the building was constructed or the use began operating. To the extent possible, the New Zoning Code retains nonconforming regulations from the current Zoning Code and translates them into the new system; however, Article 12 also contains nonconforming provisions for new regulations that are introduced in the New Zoning Code, such as those governing minimum height and upper-story bulk. In general, nonconforming structures may continue to exist and be repaired or altered as long as the alterations do not increase the size of the nonconforming portion or decrease the structure's compliance with the applicable regulation.

Article 13 – Administration

Article 13 pertains to the administrative and procedural elements of the land use entitlement process, covering legislative, quasi-judicial, and administrative actions. City Planning is currently engaged in a separate effort, the Processes and Procedures Ordinance (CPC-2016-3182-CA), to simplify the existing administrative provisions and update them to work within the New Zoning Code. One of the objectives of this effort is to consolidate multiple similar entitlement processes, making project review more transparent and accessible and reducing confusion and delays. In some cases, this may result in changes to the decision-making body, appeal body, notification requirements, time limits, or other aspects of specific processes.

The Proposed Project will amend Article 13 to establish the Alternative Compliance process. This process would allow the applicant to propose alternative methods of achieving the intent of a regulation, where expressly allowed by specific regulations in the Zoning Code.

Article 14 – General Rules

Article 14 sets forth definitions and rules of measurement for terms used throughout the New Zoning Code.

One notable defined term that has changed in the New Zoning Code is floor area, which is modified to exclude unenclosed covered spaces from the total floor area calculation. This change also allows for covered outdoor amenity space to be exempt from the floor area calculation.

Additionally, the definition of floor area contains special rules for “RL” Use Districts that largely replicate the current Zoning Code’s definition of “Residential Floor Area” (RFA), which applies in existing single-family residential zones. The New Zoning Code incorporates the RFA rules regarding how to count over-in-height ceilings, front vs. rear garages (modified to distinguish between attached and detached garages), and accessory buildings.

Article 15 – Fees

Article 15 will govern fees charged to applicants for the processing of entitlement and clearance requests. Fees are an on-going, regularly updated portion of the current Zoning Code and will continue to be updated regularly through a separate process. Article 15 is not included in the New Zoning Code at this time.

Environmental Analysis/CEQA

Pursuant to the California Environmental Quality Act (CEQA) Guidelines Section 15082, a Notice of Preparation (NOP) for the Draft EIR was issued on February 6, 2017 by the City for a 30-day public review period. The public scoping meeting was held on February 16, 2017. The purpose of the scoping meeting was to provide early consultation for the public to express their concerns about the potential environmental impacts of the Proposed Project and acquire information and make recommendations on issues to be addressed in the Draft EIR. A total of approximately 69 pieces of written correspondence were received, some in the form of emails, emails with articles attached, or comment cards received during the public scoping meeting, from public agencies, groups, and individuals. A few persons or groups sent multiple written comments. Information, data, and observations from these written comments are addressed throughout the Draft EIR, where relevant. The Draft EIR analyzed the following environmental impact areas:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population, Housing & Employment
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities & Service Systems

The Draft EIR was circulated for a 120-day review period (75 days more than the 45 required by law). The review period began on August 6, 2020, with a closing date of December 4, 2020. As the lead agency, the City of Los Angeles received 61 written comments on the Draft EIR from public agencies, groups, and individuals.

Responses to all comments on the adequacy of the Draft EIR received during the comment periods will be included in the Final EIR in compliance with CEQA. The Final EIR will be made

available prior to City Council consideration and adoption of the Proposed Project and certification of the EIR pursuant to CEQA Section 15090.

Land Use and Zone Changes Proposed in 2020 (Published with the Draft EIR)

The proposed land use and zone changes that were published with the Draft EIR in 2020 would primarily increase the residential, commercial, and hybrid industrial development potential throughout the Downtown Plan Area, while having the added benefit of creating more compact, walkable neighborhoods that can also accommodate future growth.

The commercial designations allow for a range of land uses, including residential and at intensities that generally complement existing patterns of development and supports a walkable community, where daily services and shopping needs can be met within walking distance of existing and future residential and mixed-use buildings.

The proposed commercial land use designations include Villages, Community Center, Traditional Core, and Transit Core, all of which recognize the existing mixed-use nature of Downtown. These designations permit residential, office, commercial, heavy commercial, and institutional activities, both in neighboring structures, and within individual mixed-use developments. This strategy is also cognizant of the mix of uses that exist within areas such as South Park, which is designated High Residential in the existing Central City Community Plan, and contains residential uses, as well as office, commercial, and neighborhood serving activities within mixed use development. Under the Proposed Project, South Park would be designated Transit Core, which continues to allow for a variety of residential and community-serving activities with greater levels of development capacity to occur in the future.

Land Use Categories with Existing General Plan Designations	Existing Plan (Acres)	Percentage of Plan Area
Residential	212	7%
<i>Multi-Family</i>		
Low-Medium II	14	0%
Medium Residential	36	1%
High Medium Residential	77	2%
High Residential	85	3%
Commercial	690	21%
Community Commercial	103	3%
Regional Commercial	12	0%
Regional Center Commercial	114	4%
General Commercial	461	14%
Industrial	1,520	47%
Commercial Industrial	15	0%
Light Industrial	8	0%
Light Manufacturing	559	17%
Heavy Manufacturing	829	26%
Hybrid Industrial	109	3%
Public Facilities	592	18%
Public Facilities	487	15%
Public Facilities - Freeway	99	3%
Other Public Open Space	6	0%

Open Space Open Space	224 224	7% 7%
TOTAL	3,238	
SOURCE: City of Los Angeles Department of City Planning, 2018		

Table A-2, Land Use Categories with Existing General Plan Designations

Consistent with the General Plan Framework Element, land for industrial uses would be retained under the Proposed Project. The proposed Production designation would protect and sustain industrial activity and serve as a center of employment for heavy industrial, manufacturing and storage, heavy commercial, and light industrial activity, including production, wholesale and distribution uses.

The Proposed Project proposes to re-designate some of the industrial land as Hybrid Industrial and Markets, which are designed to account for the evolution of land uses and employment activities over time. The proposed designations will continue to allow for light industrial and manufacturing uses, in addition to non-industrial uses, namely limited residential as long a minimum area is set aside for productive uses. Hybrid Industrial and Markets designations would allow for a greater variety of industrial, and employment uses such as office, heavy commercial, and light industrial, and limited residential uses would be permitted only when a minimum area is reserved for productive uses. The higher development potential permitted under the Proposed Project will enable higher intensity of employment uses within these areas, while accommodating limited residential uses in proximity to job-generating uses.

These designations are being applied in areas with an existing mix of light industrial, wholesale, and limited residential activities. One example is the Arts District, which is designated Heavy Manufacturing in the existing Central City North Community Plan, and contains a variety of housing types, including adaptive reuse and live/work, as well as office, commercial, light industrial and assembly, and light manufacturing uses. The Hybrid Industrial and Markets designations would allow for a limited amount of residential and live/work use not previously allowed by-right in the industrial designated areas.

This approach would help transition the existing employment emphasis areas to the surrounding mixed-use neighborhoods. The changes in designations, zoning, and associated increase in allowable floor area would allow a greater range of uses and higher development potential within the Hybrid Industrial and Markets area, and promote reuse of existing structures, creating more vibrant neighborhoods that link surrounding areas to transit resources. These changes would allow the intensification of land uses in an urbanized area of the city, promote a greater mix of uses that would foster more walkable and compact development patterns, and allow the City to meet growth demands for jobs and housing in the area.

Land Use Categories with Proposed General Plan Designations	Downtown Plan (Acres)	Percentage of Plan Area
Residential Neighborhood Medium Residential	100 100	3% 3%
Commercial Villages Community Center Traditional Core Transit Core	923 85 195 127 516	29% 3% 6% 4% 16%
Industrial Production Hybrid Industrial Markets	1,372 557 426 389	42% 17% 13% 12%
Public Facilities Public Facilities Public Facilities Freeways	625 428 197	19% 13% 6%
Open Space Open Space	214 214	7% 7%
	3,234/a/	
/a/ Total acreage for each land use designation and proposed designation reflects rounding to the nearest whole number, which results in a slight difference from 3,238 acres under existing land uses. SOURCE: City of Los Angeles Department of City Planning, 2018		

Table A-3, Land Use Categories with Proposed General Plan Designations

Measure JJJ Assessment

Section 11.5.8 – In November 2016 Measure JJJ passed and it was certified by the County Clerk on December 13, 2016. Measure JJJ requires, in accordance with Charter Section 555, that the Planning Department complete a comprehensive assessment for any amendment to a Community Plan to ensure that proposed changes do not:

1. Reduce the capacity for creation and preservation of affordable housing and access to local jobs; or
2. Undermine California Government Code Section 65915 or any other affordable housing incentive program.

The Proposed Plan does not reduce the capacity for creation and preservation of affordable housing.

The Proposed Plan includes land use policies that support the preservation and creation of affordable housing through equitable housing distribution, including the following:

LU 2.1: Foster an equitable and inclusive Downtown, with housing options that can accommodate the fullest range of economic and social needs.

LU 2.2: Provide incentives and simplify zoning regulations where possible to expedite the production of housing.

LU 2.3: Expand the areas where housing is permitted to meet projected housing needs.

LU 2.4: Encourage a mix of rental and ownership housing and facilitate the development of affordable housing and permanent supportive housing.

LU 2.5: Expand the areas where the Adaptive Reuse Ordinance can be utilized.

LU 2.6: Develop further incentives and simplify zoning regulations to expedite the rehabilitation and conversion of buildings 25 years or older into a variety of housing types including, live/work units, micro-units, and multi-bedroom units for larger households.

LU 2.7: Promote preservation and maintenance of existing housing stock at the foundation of the community's affordable housing supply.

LU 2.9 Prioritize use of surplus public land for development of housing that is predominantly affordable, except where surplus land is not suitable for residential uses.

LU 3.2: Facilitate the preservation of existing residential units, and avoid displacement of current Downtown residents.

LU 3.8 Foster effective collaboration and coordination between public agencies and community organizations to identify displacement concerns and efficiently respond with resources and strategies.

LU 3.9: Facilitate the renewal of existing affordable housing covenants and promote opportunities for acquisition of units with expiring covenants by affordable housing developers, community-based organizations, or community land trusts to preserve affordability.

The Proposed Project applies land use designation and zoning districts that expand the area where housing may be built and introduces zoning districts and incentive tools that prioritize affordable housing. The Proposed Project increases maximum development capacity in several areas, allowing for more housing to be built. Furthermore, the Proposed Plan's Community Benefits Program introduces a mechanism to incentivize the inclusion of affordable units in development projects. The Community Benefits Program includes incentives for preserving existing affordable units through the extension of covenants and opportunities for community ownership of housing units.

The Proposed Plan does not reduce access to local jobs.

The Proposed Plan seeks to create flexibility to respond to changing economic conditions and reinforce micro-economies with the following policies:

LU 6.1: Promote Downtown as the primary regional center for employment by dedicating and prioritizing space for jobs across a variety of enterprises.

LU 6.2: Promote a pluralistic economy by supporting dynamic partnerships among local academic institutions, government, businesses, and nonprofit organizations.

LU 6.3: Make Downtown economically competitive through improvements to the public realm.

LU 7.1: Promote Downtown as a destination for entrepreneurship, research and development, and creativity.

LU 7.2: Support Downtown's existing and emerging innovation community, by encouraging synergy and collaboration between businesses and educational institutions.

LU 7.3: Recognize creative arts, culture, neighborhood character, dynamic public spaces, and diverse populations as significant components of Downtown's economic ecosystem, and support programs and developments that seek to enhance these resources.

LU 7.4: Reinforce Downtown as a location that leverages the physical concentration of businesses, knowledge, technological advances, and social capital to foster diversity and inclusion.

LU 7.5: Create flexible zoning tools that can respond to future innovation, while supporting communities' current needs.

LU 8.1: Ensure Downtown's built environment welcomes a range of industry and business types as market needs evolve over time, while supporting existing community serving small businesses

LU 8.2: Facilitate the widest array of land uses and activities, with the ability to generate and support regional levels of commerce and tourism.

LU 8.3: Foster long-term success with an ecosystem that accommodates both industrial and professional office sectors for future generations.

LU 8.4: Engage and support small businesses so that they may remain resilient through market evolution, contributing to business continuity.

The Proposed Project applies land use designations and zoning districts that reinforce Downtown as a regional jobs center by increasing the geographic area where a variety of employment uses may occur and increasing the development capacity in many areas, especially near transit and other infrastructure. The Proposed Project increases access to jobs by facilitating the co-location of a variety of employment opportunities near housing, institutions, and services and by focusing the largest increases in development capacity in areas that are walkable and well-served by transit. The proposed zoning districts would allow for a flexible mix of uses, reducing prescriptive regulations in mixed-use areas and allowing for flexibility to adapt to a changing economy over time.

The Proposed Project introduces zoning tools that support historic cultural neighborhoods and encourage the clustering of community and visitor serving uses. Proposed zoning tools prioritize space for small businesses in certain areas, streamlining alcohol process for small businesses, and facilitating entertainment and tourism focused uses along Downtown's entertainment corridors.

The Proposed Project includes new zoning tools for transitioning industrial areas that support a dynamic economy by facilitating a broad range of industries, ensuring a focus on employment uses while allowing for the careful introduction of compatible residential uses and amenities, and encouraging flexible and durable building design. These tools facilitate adaptation over time and foster agglomeration to support micro-economies across the Downtown Plan Area. Additionally, the Proposed Project protects industrial uses through tools that limit residential and commercial uses in appropriate areas, safeguarding land for heavy industrial use and buffering sensitive uses from heavy industry.

The Proposed Plan does not undermine California Government Code Section 65915 or any other affordable housing program.

The Proposed Plan introduces a Community Benefits Program that aligns with other affordable housing programs. The Proposed Community Benefits Program prioritizes the provision of affordable housing, requiring that housing development projects participate in the Local Affordable Housing Incentive Program, which requires affordable housing units consistent with California Government Code Section 65915, before offering incentives for other public benefits. Furthermore, the Local Affordable Housing Incentive Program requires the provision of a higher amount of affordable housing units than is currently required under 65915, in exchange for greater incentives, while the provisions and incentives of 65915 would remain available.

FINDINGS

Project Location

The Project Location consists of:

1. the Downtown Community Plan Project Area; and
2. the New Zoning Code Project Area.

The Downtown Community Plan Project Area: The Project Area for the Proposed Plan includes the current Central City Community Plan Area and the current Central City North Community Plan Area. The Central City Community Plan Area encompasses approximately 2,161 acres and is generally bounded on the north by Sunset Boulevard/Cesar Chavez Avenue, on the south by the Santa Monica Freeway (Interstate 10), on the west by the Harbor Freeway (Interstate 110), and on the east by Alameda Street. Immediately to the east of Alameda Street is the Central City North Community Plan Area, which encompasses approximately 2,005 acres and is generally bounded on the north by Stadium Way, Lilac Terrace, and North Broadway, on the south by the City of Vernon, on the west by Alameda Street, and on the east by the Los Angeles River. The Downtown Plan Area is bordered by the communities of Boyle Heights, Silver Lake-Echo Park, Westlake, Southeast and South Los Angeles, and the City of Vernon.

New Zoning Code Project Area: The Proposed Project includes the adoption of the New Zoning Code and implementation of the New Zoning Code regulations applicable within the Downtown Plan Area with adoption of the Downtown Plan. While the New Zoning Code regulations include components necessary to make the zoning system work, which could be used outside the Downtown Plan Area, such as definitions and development standards, the New Zoning Code provisions adopted will not be applied or implemented to areas outside the Downtown Plan Area at this time, and may only be applied or implemented elsewhere in the City of Los Angeles through the Community Plan update process or other future planning and zoning efforts. This would require future legislative action to adopt plan amendments and zoning changes, as well as environmental review per CEQA.

I. Finding Requirements for General Plan Amendments and Zoning Ordinances

City Charter Findings

Charter Section 555 – Charter Section 555 provides that the City Council may amend the General Plan in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic, or physical identity. No legislative findings are required to amend the General Plan. The Proposed Project proposes amendments to three elements of the General Plan: (1) updating the Central City and Central City North Community Plans by consolidating their boundaries and adopting the Downtown Community Plan, including a new policy document and amendments to the General Plan Land Use Map for the Downtown Community Plan area, (2) amendments to the Mobility Element 2035, and (3) amendments to the Framework Element. All the amendments to the City's General Plan are related to areas of the City within the Downtown Community Plan boundaries, an area which has significant social, economic, and physical identity as reflected in this report and the Attachments and the whole of the record on the Proposed Plan Update.

Charter Section 556 and 558 – Charter Section 556 and 558 require the City Planning Commission and the City Council to adopt the following findings when taking any action to (i) create or change a zone or zoning district created for the purpose of regulating the use of land,

or (ii) zoning the permissible uses, height, density, bulk, location or use of buildings or structures, size of yards, open space, setbacks, building line requirements, and other similar requirements, including specific plan ordinances (collectively zoning ordinances):

- (1) The zoning ordinance is in substantial conformance with the purposes, intent, and provisions of the General Plan.
- (2) The zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice

Based upon this, the above findings are required for all of the following ordinances which are part of the Proposed Project: adoption of the New Zoning Code, the amendments to the City's Zoning Map for the zone changes, the adoption of the Downtown CPIO District, amendments to the River Improvement Overlay (RIO), amendments to the Greater Downtown Housing Incentive Ordinance, rescission of the Downtown Design Guide and Bunker Hill Specific Plan Ordinance, the Community Plan Consolidation Ordinance, and the Pipeline Parking Ordinance (collectively, "Implementing Zoning Ordinances").

Los Angeles Municipal Code (LAMC) Section 12.32 C Findings

All the Implementing Zoning Ordinances must also comply with the procedures in LAMC Section 12.32 C, which provides procedures for zoning ordinances. Section 12.32 C incorporates the Charter findings in Section 556 and 558. It requires the CPC to adopt a finding that a proposed zoning ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice. The City Council is required to make the same finding before adopting the zoning ordinance, as well as a finding that the zoning ordinance is consistent with the General Plan.

State General Plan Consistency Requirement

In addition to the requirement for zoning ordinances to be consistent with the General Plan (vertical consistency), state law also requires that the General Plan must have internal consistency among its elements (horizontal consistency). The City of Los Angeles has the responsibility to maintain and implement the City's General Plan. Community Plans comprise the Land Use Element of the City's General Plan and are the final determination of land use categories, zoning, development requirements, and consistency findings. The updated Community Plan(s) and amended Mobility Plan and Framework Element must be consistent with the other elements and components of the General Plan. Those elements are Land Use, Circulation (Mobility), Housing, Conservation, Open Space, Noise, Safety, and Health Element. In addition to the eight mandated elements, the City's General Plan includes, a Framework Element, a Cultural Element, a Public Facilities and Services Element, and an Air Quality Element.

State law does not require the City to adopt consistency findings or any other findings to amend a Land Use element. The findings below for Section 556 and 558 and LAMC Section 12.32, also discuss internal consistency of the Proposed Plan, the amended Mobility Plan, and the amended Framework Element with each other and with the rest of the City's General Plan. This consistency discussion is provided for the City Planning Commissions consideration in approving and recommending the Proposed Plan and its implementing Zoning Actions and its determination that the Proposed Plan is consistent with the City's General Plan.

II. Findings for the Implementing Zoning Ordinances Under Charter Section 556 and 558 and LAMC Section 12.32

For all of the reasons provided below and based on the whole of the record of proceedings, the adoption of the New Zoning Code, the amendments to the City's Zoning Map for the zone changes, the adoption of the proposed CPIO District, amendments to the River Improvement

Overlay (RIO), amendments to the Greater Downtown Housing Incentive Ordinance, rescission of the Downtown Design Guide and Bunker Hill Specific Plan Ordinance, the Community Plan Consolidation Ordinance, and the Pipeline Parking Ordinance are:

- (1) in substantial conformance with the purposes, intent, and provisions of the General Plan.
- (2) in conformity with public necessity, convenience, general welfare, and good zoning practice.

The findings for the adoption of the New Zoning Code, amendments to the City's Zoning Map for the zone changes and the findings for the adoption of the CPIO District are discussed together in one section. The findings for each of the other remaining ordinances mentioned above are discussed in individual sections.

A. Findings for Adoption of the New Zoning Code, Zone Changes, and the Adoption of the CPIO District

Charter and Code Findings

The following "findings" are listed under categories similar to the categories found in the Framework Element:

Distribution of Land Use

With respect to ***distribution of land use***, the General Plan Framework Element states the following:

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing future residents, businesses, and visitors.

Policy 3.1.1: Identify areas on the Long-Range Land Use Diagram and in the Community Plans sufficient for the development of a diversity of uses that serve the needs of existing and future residents (housing, employment, retail, entertainment, cultural/institutional, educational, health, services, recreation, and similar uses), provide job opportunities, and support visitors and tourism.

Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.

The New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO provide for a variety of land uses to meet the diverse needs of the community, including housing for a projected increase in population, and commercial and industrial businesses that contribute to the economy of the communities as well as the Los Angeles region. The Southern California Association of Governments (SCAG) projects an increase in population, employment, and housing in Downtown Los Angeles through the year 2040. The New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO includes a recommended pattern of land use that directs future growth to areas of the Downtown Plan Area where new development can be supported by transportation infrastructure and different types of land uses can be mixed. Mixed-use development in Transit Core, Traditional Core, Community Center, Hybrid Industrial, Markets, and Village areas would give residents, employees, and visitors mobility choices that would enable reduction in the number and length of vehicle trips, thus reducing greenhouse gas emissions associated with local trip generation in accordance with recent legislation (Senate Bill 375).

With respect to **walkable environments**, the General Plan Framework states the following:

Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles's neighborhoods.

Goal 3E: Pedestrian-oriented, high activity, multi- and mixed-use centers that support and provide for Los Angeles's communities.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

Goal 3L: Districts that promote pedestrian activity and provide a quality experience for the City's residents.

Objective 3.16: Accommodate land uses, locate and design buildings, and implement streetscape amenities that enhance pedestrian activity.

The Proposed Plan includes policies aimed at making streets more walkable, encouraging engaging and human-scaled ground floor uses and an enhanced public realm including ample sidewalks, street trees, and street furniture. The New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO, implementing those policies, introduce land use designations and zoning districts that promote accessible and lively pedestrian environments, supporting the establishment of commercial and mixed-use districts. New zoning districts apply development standards regulating the design and orientation of buildings adjacent to sidewalks, alleys, and public spaces that promote activation of the ground floor in the mixed-use neighborhoods of the Transit Core, Traditional Core, Community Center, Hybrid Industrial, Markets, and Village designations and in the multi-family neighborhoods of the Neighborhood Residential designation to encourage pedestrian activity. In particular, new zoning districts include Use Districts that allow for a variety of activities near transit stops; new Frontage Districts and Development Standards requiring design features such as multiple pedestrian entrances, paseos, and parking setbacks that improve connectivity between buildings/properties and adjacent transit stops; and new Form Districts that encourage higher-intensity development near transit.

With respect to **urban form**, the Framework Element states the following:

Goal 5A: A livable City for existing and future residents and one that is attractive to future investment. A City of interconnected, diverse neighborhoods that builds on the strengths of those neighborhoods and functions at both the neighborhood and citywide scales.

Objective 5.1: Translate the Framework Element's intent with respect to citywide urban form and neighborhood design to the community and neighborhood levels through locally prepared plans that build on each neighborhood's attributes, emphasize quality of development, and provide or advocate "proactive" implementation programs.

Policy 5.1.1: Use the Community Plan Update process and related efforts to define the character of communities and neighborhoods at a finer grain than the Framework Element permits.

Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community, or the region.

Policy 5.2.1: Designate centers and districts in locations where activity is already concentrated and/or where good transit service is, or will be, provided.

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.6: Conserve and reinforce the community character of neighborhoods and commercial districts not designated as growth areas.

Objective 5.7: Provide a transition between conservation neighborhoods and their centers.

Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus of investment in the community.

The Proposed Plan is consistent with the City's goals, policies, and objectives for urban form and neighborhood design in that they concentrate new growth in designated centers and in locations with access to public transportation. The New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO implement the policies of the Proposed Plan and the Framework Element by introducing zoning districts that increase capacity for housing and employment near transit and promote the development of complete communities. Additionally, policies and zoning tools of the Proposed Plan, New Zoning Code, the Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO facilitate connections between Downtown districts and aim to increase access to housing and employment opportunities, services, and amenities. The Proposed Plan, the New Zoning Code, the Zone Changes, and the proposed CPIO include policies and zoning tools that reinforce the character of historic and cultural neighborhoods, offering tailored regulations that promote contextual infill development.

In accordance with the Framework Element, the Long-Range Land Use Diagram is flexible and suggests a range of uses within its land use definitions. Precise determinations are made in the Proposed Plan. Findings for each commercial area are provided below.

With respect to ***the Downtown Center***, the Framework Element states the following:

Goal 3G: A Downtown Center as the primary economic, governmental, and social focal point of the region with an enhanced residential community.

Objective 3.11: Provide for the continuation and expansion of government, business, cultural, entertainment, visitor-serving, housing, industries, transportation, supporting uses, and similar functions at a scale and intensity that distinguishes and uniquely identifies the Downtown Center.

In accordance with the Framework Element, the Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO reinforce Downtown as the civic, cultural, and economic heart of the region by concentrating growth in the Downtown center and increasing capacity for housing, jobs, and visitor-serving uses.

The Proposed Project promotes a mix of uses to serve the Downtown community and the wider region.

With respect to a **Regional Center**, the Framework Element states the following:

Goal 3F: Mixed-use centers that provide jobs, entertainment, culture, and serve the region.

Objective 3.10: Reinforce existing and encourage the development of new regional centers that accommodate a broad range of uses that serve residents, provide job opportunities, and are accessible to the region, are compatible with adjacent land uses, and are developed to enhance urban lifestyles.

A Regional Center is a hub of regional commerce and activity that serves a large area and contains a diversity of uses such as retail, commercial, government buildings, major entertainment and cultural facilities, and professional offices. The Framework Element identifies a Regional Center within the Chinatown neighborhood of the Downtown Plan Area. The Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO introduce land use designations and zoning districts that support housing and employment opportunities, promote a diverse mix of uses, and increase accessibility in the Regional Center.

With respect to **Industrial Lands**, the General Plan Framework Element states the following:

Goal 3J: Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 3.14.2: Provide flexible zoning to facilitate the clustering of industries and supporting uses, thereby establishing viable "themed" sectors (e.g., movie/television/media production, set design, reproductions, etc.).

Policy 3.14.3: Promote the re-use of industrial corridors for small scale incubator industries.

Policy 3.14.6: Consider the potential re-designation of marginal industrial lands for alternative uses by amending the community plans based on the following criteria:

- a. Where it can be demonstrated that the existing parcelization precludes effective use for industrial or supporting functions and where there is no available method to assemble parcels into a unified site that will support viable industrial development;*
- b. Where the size and/or the configuration of assembled parcels are insufficient to accommodate viable industrial development;*
- c. Where the size, use, and/or configuration of the industrial parcels adversely impact adjacent residential neighborhoods;*

d. Where available infrastructure is inadequate and improvements are economically infeasible to support the needs of industrial uses;

e. Where the conversion of industrial lands to an alternative use will not create a fragmented pattern of development and reduce the integrity and viability of existing industrial areas;

f. Where the conversion of industrial lands to an alternative use will not result in an adverse impact on adjacent residential neighborhoods, commercial districts, or other land uses;

g. Where it can be demonstrated that the reduction of industrial lands will not adversely impact the City's ability to accommodate sufficient industrial uses to provide jobs for the City's residents or incur adverse fiscal impacts; and/or

h. Where existing industrial uses constitute a hazard to adjacent residential or natural areas.

The Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO introduce land use designations and zoning districts that support job opportunities by establishing land use regulations that allow the City to prioritize and retain land for light industrial, live/work, and supporting uses in the Production, Hybrid Industrial, and Markets areas of the Downtown Plan Area. The application of these land use designations and zoning tools would support the clustering of industries in areas that have been recognized as viable locations for light and heavy industrial uses, as well as other supporting activities. The proposed development standards regulating building form promote durable and flexible structures that can accommodate a variety of uses over time and can respond to the evolution of the local and regional economy.

The Proposed Plan introduces the Production designation, which creates a sanctuary for heavy and light industrial uses, in areas with viable industry clusters to safeguard land for these uses and support the City's industrial ecosystem. Zoning districts applied within the Production areas would prohibit residential uses and limit commercial uses to activities that are compatible with and support industrial uses. Application of these zoning districts would support the objective, stated above, of supporting and reinforcing existing industrial uses as well as offering flexibility to accommodate new industrial uses. Furthermore, this would support the economic development policies of the Framework Element, discussed below, which seek to ensure that there is land designated for industrial uses to accommodate an evolving economy. The Proposed Plan applies the Production designation in areas with existing industrial uses, large parcels suitable for a range of industrial activities, and access to regional transportation facilities.

The Proposed Plan introduces the Hybrid Industrial and Markets designations, which promote the development of employment-focused districts, in formerly and transitioning industrial areas of the Downtown Plan Area. The Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO include policies and zoning tools for these areas that allow for a flexible mix of uses to support economic development including light industrial, commercial, live/work, and limited residential uses consistent with the policies above to providing land for the retention and attraction of new industries. Allowing for the introduction of commercial and limited residential uses in these areas would support the development of new industry clusters and retain existing employment uses.

The Proposed Plan would add the following policies to Chapter 3 of the Framework Element:

Policy 3.14.10: Within the Downtown Community Plan Area, promote the development of a mix of uses to facilitate innovation, development of new markets, and accommodate evolving industries over time, including clean technology, creative office uses, and other emerging industries that create new jobs.

Policy 3.14.11: Promote the development of hybrid industrial uses in the Downtown Plan Area that provide an opportunity for local employees to live and work in close proximity and thereby further the sustainability goals of the City, while safeguarding space for employment, including light industrial, commercial, manufacturing, and creative office uses.

These policies support the designation of land as Hybrid Industrial and Markets in areas where heavy industrial uses are no longer viable, consistent with other policies under Objective 3.14, and there are emerging light industrial, commercial, and creative industry clusters. Framework Policy 3.14.6, shown above, further supports the application of the Hybrid Industrial and Markets designations in portions of the Plan Area where the existing pattern of smaller size lots, narrower streets, and adjacency to mixed use areas do not support heavy industrial uses. While the Proposed Plan would reduce the amount of land designated for heavy industrial uses, zoning districts applied in Hybrid Industrial and Markets areas would sustain viable existing light industrial uses and encourage new employment uses that are supported by a more mixed-use environment. These zoning districts would accommodate an evolving economy and attract a variety of employment opportunities.

With respect to **transit stations**, the General Plan Framework Element states the following:

Goal 3K: Transit stations to function as a primary focal point of the City's development.

Objective 3.15: Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.

Policy 3.15.3: Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.

Policy 3.15.4: Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

Policy 3.15.5: Provide for the development of public streetscape improvements, where appropriate.

The Proposed Plan, New Zoning Code, and Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO include policies and implementation tools that concentrate the highest development potential near transit stations and promote a mix of uses that are accessible to transit. Increasing capacity for both jobs and housing near transit, the Proposed Project aims to provide opportunities for people to live and work in the Downtown Plan Area and rely on transit as a primary means of travel. The New Zoning Code and the proposed CPIO together include tools, which comprise the Community Benefits Program, to incentivize the provision of affordable housing near transit to ensure that transit dependent populations have

access to housing and employment opportunities. The New Zoning Code establishes incentives and eligibility criteria for Citywide and local affordable housing incentive programs, while the proposed CPIO applies the local affordable housing incentives to specific parts of the Downtown Plan Area and contains additional incentives and eligibility criteria. Proposed zoning districts in the New Zoning Code and their implementation through Zoning Changes in the Downtown Plan area introduce development regulations to ensure that new development is pedestrian friendly and well-connected to adjacent transit. Proposed policies and implementation tools promote a world class public realm in Downtown, supporting investments in streetscape improvements and public open space.

With respect to **community facilities and services**, the General Plan Framework Element states the following:

Objective 5.4: Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they serve.

Consistent with the above-referenced objectives, the Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO encourages the provision of community facilities that provide services and amenities to support residents, workers, and visitors in Downtown. The Proposed Plan, New Zoning Code, and Zone Changes to apply the New Zoning Code to the Downtown Plan Area, introduce land use designations and zoning districts that allow for a wide variety of uses, including public facilities, social services, and cultural institutions that complement and support mixed-use development. Zoning tools in the New Zoning Code aim to promote equitable access to these resources by facilitating walkable complete neighborhoods and incentivizing the inclusion of community facilities in new development.

The Proposed Plan and Zoning Changes designate and zone land for public facilities, such as schools and libraries, and open space to serve the Downtown community. Additionally, the Proposed Plan and Zone Changes apply the New Zoning Code to the Downtown Plan Area, promote the integration of community facilities and public space in new development to enhance the livability of all neighborhoods within the Downtown Plan Area.

With respect to **livable neighborhoods**, the Framework Element states the following:

Objective 5.5: Enhance the livability of all neighborhoods by upgrading the quality of development and improving the quality of the public realm.

Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.

Policy 5.8.3: Revise parking requirements in appropriate locations to reduce costs and permit pedestrian-oriented building design:

a. Modify parking standards and trip generation factors based on proximity to transit and provision of mixed-use and affordable housing.

b. Provide centralized and shared parking facilities as needed by establishing parking districts or business improvement districts and permit in-lieu parking fees

in selected locations to further reduce on-site parking and make mixed-use development economically feasible.

Consistent with the above-referenced Framework policies, the Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO include requirements to support livable neighborhoods and the use of alternative modes of transportation. Proposed Plan policies promote development that is pedestrian-oriented and connected to the public realm, as well as encouraging public realm investment. New zoning tools in the New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area regulate the relationship of private development and the public realm to ensure a walkable urban environment. The New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area, and the Pipeline Parking Ordinance eliminate minimum parking requirements and introduce standards for the design of parking structures to reduce single-occupancy vehicle use, reduce housing costs, and improve the pedestrian environment. The Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area includes policies that support shared parking facilities and the efficient use of existing parking within the Downtown Plan Area.

Population and Employment Growth

With respect to population and employment growth, the General Plan Framework Element states the following:

Objective 3.3: Accommodate projected population and employment growth within the City and each Community Plan Area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.

The State of California requires that cities plan for changes in population, housing demand and employment. If growth is anticipated, each city must accommodate a share of the region's projected growth. These projections are developed by the Southern California Association of Governments (SCAG), the Metropolitan Planning Organization for the six-county region. SCAG is mandated by federal and state governments to prepare the Regional Transportation Plan (RTP), a long-range regional transportation plan that addresses regional growth, air quality and other issues, based on an analysis of past and future regional trends. The RTP informs SCAG's projection of growth for the region. State and federal regulations require that local plans be consistent with the Regional Air Quality Plan and the Regional Mobility Plan.

Consistent with the above objective contained in the Framework Element, the Proposed Plan, New Zoning Code, Zone Changes to apply the New Zoning Code to the Downtown Plan Area, and the proposed CPIO accommodates projected population and employment growth within the Downtown Plan Area and includes policies and programs that are aimed at providing adequate transportation, utility infrastructure and public services. The Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area and the proposed CPIO, are estimated to reasonably accommodate approximately 252,000 residents and 133,000 housing units by 2040, providing enough capacity to accommodate the SCAG 2040 forecasts of 189,000 residents and 96,000 housing units for the Downtown Plan Area. The Proposed Plan accommodates 305,000 jobs in Downtown Los Angeles which meets the SCAG forecast of 257,000 jobs. The Framework Element includes a 2010 population plan forecast of 65,870 for Downtown Plan Area. The Framework forecasts best estimates since the adoption of the Framework in 1996 and 2001, and as implementation proceeds, the "population forecasts may be revised based upon specific land use actions adopted through the Community Plan update process." The Framework Element expressly does not provide caps on development based on its population forecast. Consistent with the Framework strategy, the Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area, and the

CPIO accommodate projected growth that reflects forecasts from SCAG and the Community Plan update process.

In addition, the Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO meet the requirements of the Sustainable Communities Strategy adopted by SCAG as part of the latest update to the Regional Transportation Plan (RTP) in accordance with Assembly Bill 32, the California Global Warming Solutions Act of 2006, and Senate Bill 375. These legislative acts require that California cities lay out a vision for regional growth that considers the relationship of land use to transportation in reducing vehicle trips to achieve greenhouse gas emission reduction targets. Since SCAG anticipates this level of growth in Downtown, along with other transit-served communities in the City, the Proposed Plan's increases in development potential are growth-accommodating rather than growth-inducing, consistent with policies in the General Plan Framework. The Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO accommodates population and employment growth in the Transit Core and along major commercial transit corridors, consistent with the Framework Element's policies.

Economic Development

With respect to economic development, the Framework Element states the following:

Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.

Policy 7.2.8: Retain the current manufacturing and industrial land use designations, consistent with other Framework Element policies, to provide adequate quantities of land for emerging industrial sectors.

Policy 7.2.9: Limit the redesignation of existing industrial land to other land uses except in cases where such redesignation serves to mitigate existing land use conflicts, and where it meets the criteria spelled out in Policy 3.14.6 of Chapter 3: Land Use.

Policy 7.2.11: Ensure that the City has sufficient quantities of land suitable to accommodate existing, new and relocating industrial firms, whose operations are appropriate to a specific location in Los Angeles.

Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.

Policy 7.5: Identify emerging and pro-actively clean industries to specifically attract to the City of Los Angeles.

Objective 7.6: Maintain a viable retail base in the City to address changing resident and business shopping needs.

Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.

Policy 7.10.1: Focus available implementation resources in centers, districts, and mixed-use boulevards or "communities of need."

Policy 7.10.2: Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and educational and job training opportunities.

Consistent with the above policies, the Proposed Plan supports sustainable development principles to promote economic development throughout the Downtown Plan Area. The goals and policies of the Proposed Plan seek to promote jobs, housing, and visitor serving uses in Downtown and enhance commercial districts with a diversity of uses that serve the needs of the community. The Proposed Plan encourages development that enhances commercial areas by supporting industry clusters, neighborhood retail, and local employment, including provisions to support small businesses in historic and cultural neighborhoods, agglomeration of existing industry clusters, and new industries.

The Proposed Plan supports a strong economic employment base by preserving viable existing industrial uses as well as promoting new industry, and complementary uses such as live/work housing. The Proposed Plan delineates Plan Areas reserved for industrial use in the Production land use designation, as well as industrial mixed-use areas in the Hybrid Industrial and Markets land use designations to preserve the land for productive uses and generate jobs within the Downtown Plan Area. While the Proposed Plan would reduce the amount of land designated for heavy industrial uses, it would introduce new designations, Hybrid Industrial and Markets, that would support a range of light industrial and commercial uses, reflecting emerging economic trends. Furthermore, these the Proposed Plan would apply these designations to areas where heavy industrial uses are no longer viable, consistent with Framework Policy 3.14.6, discussed above.

The New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area introduce zoning districts intended to facilitate the creation of new live/work units and productive space in industrial mixed-use areas in a manner that preserves the surrounding industrial and artistic character, supports enhanced street level activity, maintains a consistent urban streetwall, minimizes conflicts between cars and pedestrians, and orients buildings and pedestrians toward public streets. These standards are meant to create a mix of productive and industrial spaces and encourage the reuse of existing structures.

The Proposed Project is consistent with the Framework Element in that it concentrates future growth around transit stations and encourages the development of complete communities with a range of employment and housing opportunities supported by services and amenities. The Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO accommodate population and employment growth in the Transit Core and along major commercial transit corridors, consistent with the Framework Element's policies. Furthermore, the Proposed Project encourages the development of educational institutions and job training facilities within the Downtown Plan Area to increase access to employment opportunities.

Housing

With respect to housing, the Framework Element states the following:

Policy 4.1.1: Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the twenty-year projections of housing needs.

Objective 4.2: Encourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.

Objective 4.4: Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations.

The Proposed Project supports the provision of an adequate supply of housing by increasing capacity for a range of housing types and incentivizing the provision of housing for the full range of household incomes. The Proposed Plan and Zone Changes applying the New Zoning Code to the Downtown Plan Area introduce land use designations and zoning districts that increase the amount of housing that can be built in the Downtown Plan Area and encourage the co-location of jobs, services, and amenities with housing. The Proposed Plan and Zone Changes applying the New Zoning Code to the Downtown Plan Area focus the highest intensities of residential development near transit stations, employment opportunities, and other public resources and promote the development of walkable residential neighborhoods. New zoning tools in the New Zoning Code reduce barriers to housing production and reduce housing cost through provisions such as the elimination of parking minimums, removal of density limitations, and restructuring of open space requirements. New zoning tools in the New Zoning Code also include regulations that help to provide buffers and ease transitions between adjacent uses and between differing scales of development.

Historic and Cultural Resources

With respect to historic districts, the General Plan Framework Element states the following:

Goal 3M: A City where significant historic and architectural districts are valued.

Objective 3.17: Maintain significant historic and architectural districts while allowing for the development of economically viable uses.

The Proposed Project seeks to maintain and protect important cultural and historic resources while allowing for the development of economically viable uses. The Proposed Plan, CPIO, New Zoning Code, and Zone Changes applying the New Zoning Code to the Downtown Plan Area introduce policies and zoning tools that incentivize the preservation and reuse of historic structures and apply standards for contextual and sensitive infill development. The Proposed CPIO and New Zoning Code would offer incentives in certain parts of the Plan Area, such as the Arts District, for the retention of historic building through the proposed Transfer of Development Rights system and the expansion of the Adaptive Reuse Ordinance to the entire Plan Area. The New Zoning Code also includes expanded floor area incentives for Adaptive Reuse projects and permits adaptive reuse to a broader range of uses than the current Adaptive Reuse Ordinance permits. Additionally, the Proposed CPIO applies new restrictions on the demolition of historic structures in certain parts of the Plan Area. New form and frontage districts would introduce development standards to limit the scale and mass of new development in historic districts and frontage standards regulate building façade and entrance design for compatible development.

Other General Plan Elements

The Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO are in substantial conformance with the purpose, intent, and provisions of the General Plan in that they help to implement policies contained in a number of other General Plan Elements in addition to the Framework Element discussed above, including the Conservation Element, the Housing Element, the Mobility Plan, and the Plan for a Healthy Los Angeles.

Conservation Element

With respect to cultural and historic resources, the Conservation Element states the following:

Conservation Element Objective: protect important cultural and historical sites and resources for historical, cultural, research, and community educational purposes.

Conservation Element Policy: continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition or property modification activities.

The Proposed Project seeks to tailor citywide preservation policies established through the General Plan, by creating goals, policies and programs to further promote neighborhood conservation and historic preservation. In conformance with the Conservation Element, the proposed zoning districts and CPIO include standards for preservation of historic cultural neighborhoods and historic resources. The Proposed Plan, New Zoning Code, and Zone Changes applying the New Zoning Code to the Downtown Plan Area increase opportunities for adaptive reuse, incentivize preservation of historic resources, and introduce development standards for compatible infill development.

Housing Element

With respect to housing, the Housing Element states the following:

Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.

Policy 1.1.2 Expand affordable rental housing for all income groups that need assistance.

Policy 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.

Policy 1.1.4 Expand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.

Objective 1.2 Preserve quality rental and ownership housing for households of all income levels and special needs.

Policy 1.2.2 Encourage and incentivize the preservation of affordable housing, including non-subsidized affordable units, to ensure that demolitions and conversions do not result in the net loss of the City's stock of decent, safe, healthy or affordable housing.

Policy 1.2.8 Preserve the existing stock of affordable housing near transit stations and transit corridors. Encourage one-to-one replacement of demolished units.

Objective 1.3 Forecast and plan for changing housing needs over time in relation to production and preservation needs.

Policy 1.3.5 Provide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City's Framework Element of the General Plan.

Objective 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.

Policy 2.2.3 Promote and facilitate a jobs/housing balance at a citywide level.

Objective 2.4 Promote livable neighborhoods with a mix of housing types, quality design and a scale and character that respects unique residential neighborhoods in the City.

Policy 2.4.1 Promote preservation of neighborhood character in balance with facilitating new development.

Policy 2.4.2 Develop and implement design standards that promote quality residential development.

Objective 2.5 Promote a more equitable distribution of affordable housing opportunities throughout the City.

Policy 2.5.1 Target housing resources, policies and incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers.

The Citywide Housing Element (2013 – 2021) sets forth a blueprint of City policies that promote housing supply, affordability, accessibility, and design that will accommodate the projected needs of the City's population. Consistent with the above-referenced policies of the Housing Element, The Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO include policies, implementation programs, and zoning tools that increase housing capacity, direct residential growth near jobs and transit, and incentivize the provision of affordable units. The Proposed Plan, New Zoning Code, and Zone Changes applying the New Zoning Code to the Downtown Plan Area introduce land use designations and zoning districts that provide opportunities for a variety of housing types including rental and for sale units, family-size units, micro-units, and live/work units. Additionally, the Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO seek to increase the supply of affordable housing through incentives that prioritize affordable housing and development standards that streamline the production of housing.

The Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO include policies and zoning tools to ensure a mix of housing, jobs, services, and amenities to support the development of complete communities within a pedestrian friendly environment. Furthermore, development standards promote infill development that enhances the character of historic and cultural neighborhoods, while allowing for increased housing capacity.

Mobility Plan 2035

The City's Mobility Plan 2035 (Circulation Element) contains a number of important policies related to the Proposed Plan, including:

Policy 1.2 Complete Streets: Implement a balanced transportation system on all streets, tunnels and bridges using complete streets principles to ensure the safety and mobility of all users.

Policy 2.3 Pedestrian Infrastructure: Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

Policy 2.14 Street Design: Designate a street's functional classification based upon its current dimensions, land use context, and role.

Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement – as integral components of the City's transportation system.

Policy 3.3 Land Use Access and Mix: Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.

Policy 4.13 Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.

The Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area, and amendments to the Mobility Plan networks are consistent with the Mobility Plan in that they improve mobility and access by directing future employment and housing in locations near transit stations and promoting the development of mixed-use neighborhoods, thereby helping to reduce vehicle trip generation and improve air quality. The Proposed Plan includes policies and implementation programs that would reduce VMT and increase the mode share of transit, walking, and bicycling in the Downtown Plan Area.

The Proposed Plan includes policies and implementation programs that support increased investment in bicycle, pedestrian, and transit infrastructure to improve accessibility and connectivity throughout the Downtown Plan Area, but especially in underserved areas. To promote more sustainability principles in the Downtown Plan Area, and to be in compliance with Senate Bill 375, the Proposed Plan supports a complete street system that allows for multi-modal transportation options to enhance mobility through various land uses and neighborhoods efficiently and effectively. The Proposed Plan would amend the classification of several collector streets to local streets to reflect existing conditions and support a more pedestrian friendly environment by maintaining narrower roadways and promoting wider sidewalks. The Proposed Plan would amend the Mobility Plan's enhanced networks to identify priority corridors for transit and bicycles that support the Mobility Plan's vision of a system of complete streets. The Proposed modifications to the Mobility Plan's enhanced networks refine application of the Transit Enhanced Network and Bicycle Enhanced Network to reflect existing and planned land uses, infrastructure projects, and transit service.

The Proposed Project supports land uses that promote a pedestrian-oriented environment and utilize the public right-of-way for pedestrian-oriented uses as well as projects that expand the public realm. The Proposed Plan, New Zoning Code and Zone Changes applying the New Zoning Code to the Downtown Plan Area introduce new zoning tools that require pedestrian friendly building design, eliminate minimum parking requirements, and incentivize inclusion of public spaces within new development.

Policies and programs included in the Proposed Plan are also aimed at preserving and maintaining the existing alley network, which can enhance both pedestrian and bicycle circulation within the Downtown Plan Area.

Plan for a Healthy Los Angeles

With respect to livable neighborhoods, the Plan for a Healthy Los Angeles (Health Element) states the following:

Policy 1.5 Plan for Health: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.

Policy 1.6 Poverty and Health: Reduce the debilitating impact that poverty has on individual, familial, and community health and well-being by: promoting cross-cutting efforts and partnerships to increase access to income; safe, healthy, and stable affordable housing options; and attainable opportunities for social mobility.

Policy 2.1 Access to Goods and Services: Enhance opportunities for improved health and well-being for all Angelenos by increasing the availability of and access to affordable goods and services that promote health and healthy environments, with a priority on low-income neighborhoods.

Policy 2.7 Access to Health Services: Encourage the equitable distribution of health service providers: including federally qualified health centers, hospitals, pharmacies, urgent care, and mental health services, to ensure that every Angeleno has access to preventive care and medical treatment.

Policy 4.4 Equitable Access to Healthy Food Outlets: Pursue funding, public, private, and nonprofit partnerships, and develop financial, land use and similar incentives and programs to encourage the equitable availability of healthy, affordable food outlets within close proximity of all residences.

Policy 5.1 Air Pollution and Respiratory Health: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.

Policy 5.2 People: Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.

Policy 5.4 Noxious Activities: Protect communities' health and well-being from exposure to noxious activities (for example, oil and gas extraction) that emit odors, noise, toxic, hazardous, or contaminant substances, materials, vapors, and others.

Policy 5.7 Land Use Planning for Public Health and GHG Emission Reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.

The Proposed Project includes policies such as:

LU 16.1: Plan for sustainable land use patterns that leverage transit and open space resources and access to housing and jobs to improve the overall quality of the environment.

that accommodate and direct future growth near transit to promote a better jobs-housing balance as well as support walkability and transit ridership to reduce greenhouse gas emissions and improve air quality, as well as Policies that improve air quality and reduce urban heat island effects by planting, preserving, and protecting trees for optimum canopy cover. New land use

designations and zoning districts promote the development of complete communities, where residents and workers have access to healthy, fresh food and health services.

The Proposed Project further includes land use and mobility strategies that encourage a transportation system that provides safe, accessible, and convenient mobility options for users of all ages and abilities and promotes the development of public spaces that provide opportunities for rest and recreation.

Recognizing the impact of access to housing on community and individual health, the Proposed Project introduces tailored incentives that facilitate the production of mixed income and 100 Percent Affordable Housing and requirements to maintain rent stabilized units and existing affordable housing stock. Additionally, the Proposed Project incentivizes the provision of public open space, social services, health clinics, and other community facilities that support emotional, mental, physical, and social wellbeing.

In summary, the Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO are in substantial conformance with purpose, intent, and provisions of the General Plan in that they would implement significant goals and policies relating to the concentration of growth in the Downtown Center, Regional Centers, and near transit. The Proposed Project would support a sustainable land use pattern consistent with the objectives of the General Plan and would expand opportunities for employment and housing.

The Proposed Plan, New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO will be in conformity with public necessity, convenience, general welfare and good zoning practice for all of the reasons previously described. The Proposed Plan includes goals and policies that promote sustainability goals by planning for population growth around sustainable transportation infrastructure; prioritize and encourage affordable housing under a community benefits program; preserve industrial areas; foster continued investment in Downtown while supporting strategies to minimize displacement, and uplift communities that have often been overlooked or marginalized. The New Zoning Code, Zone Changes applying the New Zoning Code to the Downtown Plan Area, and proposed CPIO will be in conformity with public necessity, convenience, general welfare and good zoning practice in implementing such the policies of the Proposed Plan in that they include development restrictions such as height limitations in low-scale neighborhoods and historic districts; restrictions on incompatible uses; and focusing development potential in strategic areas around transit-accessible infrastructure, including rail stations and bus-served corridors. The CPIO District implements the policies of the Proposed Plan by establishing a permanent affordable housing incentive system, a clear review procedure involving designated and many eligible historical resources, and regulating urban design with pedestrian-oriented standards.

The New Zoning Code furthermore will be in conformity with public necessity, convenience, general welfare and good zoning practice because it provides a comprehensive regulatory system with a full range of options for addressing every aspect of the built environment and the activities that may take place on each lot, including but not limited to height; massing; amenity space; building setbacks; parking setbacks; facade design; vehicle and bicycle parking; vehicle and pedestrian access; allowed uses; use standards and limitations; and residential density. These zoning tools may be applied as needed to address the previously described goals and policies of the Proposed Plan as well as those of the Framework Element, other General Plan elements, and other adopted plans.

B. Findings for Amendments to the River Implementation Overlay Amendment

The Proposed Project will amend the River Improvement Overlay maps to remove the Downtown Plan Area. The RIO is a special use district that requires new development projects to achieve requirements and guidelines along the Los Angeles River. Applicable development regulations and measures to protect sensitive biological resources in the existing Los Angeles River Implementation Overlay (RIO) will be incorporated into Frontage Districts and General Development Standards of the New Zoning Code and be applied through the proposed zoning districts. Additional standards outlined in the RIO Ordinance are incorporated into the Proposed Draft of the Zoning Code to avoid redundancy.

Charter and Code Findings

With respect to the conservation of habitat, the Conservation Element of the General Plan states:

Objective: preserve, protect, restore, and enhance natural plant and wildlife diversity, habitats, corridors, and linkages so as to enable the healthy propagation and survival of native species, especially those species that are endangered, sensitive, threatened or species of special concern.

The River Implementation Overlay Amendment is in substantial conformance with the purpose, intent, and provisions of the General Plan because it continues to support the General Plan's objective of protecting the Los Angeles River habitat. The Proposed Project incorporates existing RIO provisions that aim to preserve and restore the riparian habitat, continuing existing policy.

The River Implementation Overlay Amendment is in conformity with public necessity, convenience, general welfare, and good zoning practice because it incorporates existing conservation measures intended to support the City's riparian habitat into the regulatory system of the new Zoning Code.

C. Findings for the Rescission of Downtown Design Guidelines and Bunker Hill Specific Plan

The Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide") applies to a majority of the Central City Community Plan Area, excluding the central industrial area. The Downtown Design Guide is a set of urban design standards and guidelines to enhance building design and create a high-quality and consistent public realm that emphasizes walkability, sustainability, and transit use in Downtown.

The Downtown Design Guide Urban Design Standards and Guidelines ("Downtown Design Guide" or "Design Guide") will be rescinded as part of the Proposed Plan. Standards within the existing Design Guide have been incorporated into the New Zoning Code provisions, such as Form District, Frontage, or Development Standards. Remaining guidelines regarding public realm improvements have been memorialized as best practices in the CPIO appendix.

The Downtown Street Standards will be moved to an appendix to the Downtown CPIO, and will still be applicable to any Downtown development project or City-initiated project with a modified street designation.

The Bunker Hill Specific Plan will be rescinded as part of the Proposed Plan. The purpose and provisions of the Bunker Hill Specific Plan will be implemented through the Proposed Draft of the Zoning Code and the application of zoning districts in the Plan Area. Additionally, provisions requiring the maintenance of the Bunker Hill pedestrian walkway system have been included in Subarea B of the proposed CPIO.

Charter and Code Findings

With respect to Economic Development, the General Plan Framework Element states the following:

Objective 7.4: Improve the provision of governmental services, expedite the administrative processing of development applications, and minimize public and private development application costs.

The Rescission of Downtown Design Guidelines and Bunker Hill Specific Plan is in substantial conformance with the purpose, intent, and provisions of the General Plan because it would streamline and simplify the development review process. Consolidating regulations in the zoning districts applied to properties within the Plan Area will help to make the provisions contained within these two documents more transparent and accessible. Furthermore, the Proposed Plan would ensure the continuation of the intent of these documents through policies and the application of zoning districts as part of a comprehensive and contemporary planning process. In the case of the Downtown Design Guide, incorporating provisions such as standards for pedestrian friendly façade design into base zoning regulations will strengthen the original policy intent while simplifying the review process.

The Rescission of Downtown Design Guidelines and Bunker Hill Specific Plan is in conformity with public necessity, convenience, general welfare, and good zoning practice because it streamlines and consolidates design standards and zoning tools, building upon previous efforts, to institute a modern and transparent regulatory environment. Incorporating provisions previously found in separate documents and zoning districts into base zoning will ensure consistency of implementation and reduce development application processing times and costs.

D. Findings for the Adoption of the Pipeline Parking Alignment Ordinance

The Pipeline Parking Ordinance would remove minimum parking requirements for Projects within the Downtown Community Plan Area and seeking development entitlements utilizing Chapter 1 of the LAMC.

Charter and Code Findings

With respect to parking, the General Plan Framework Element states the following:

P69: Modify parking requirements and trip generation factors (or apply credits), based on reduced demand, for development projects in the following locations:

- a. Center, district, or mixed-use boulevard (consistent with the Transportation Improvement and Mitigation Program for each center, district, or mixed-use boulevard).*
- b. Projects within 1,500 feet of fixed rail transit stations.*
- c. Projects within 750 feet of major bus route intersections.*
- d. Vertical mixed development projects regardless of location.*
- e. Affordable housing projects in appropriate locations.*

With respect to parking and reducing Vehicle Miles Traveled, the Mobility Plan states the following:

Policy 4.13 Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.

Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.

In summary, the Pipeline Parking Alignment Ordinance is in substantial conformance with the purpose, intent, and provisions of the General Plan because it would enable Pipeline projects to provide no or reduced parking, in alignment with the goals and policies of the Proposed Plan. Eliminating parking requirements supports a multi-modal environment and reduces development costs associated with the provision of parking. The Plan Area is a mixed-use environment with a high level of transit accessibility and is therefore an appropriate location for reduced parking, reflecting lower demand. Facilitating reduced parking for Pipeline projects would potentially allow affordable housing and other development projects to reduce the cost of constructing housing units and incorporate more pedestrian friendly building design elements.

The Pipeline Parking Alignment Ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice because it would offer consistency in the application of regulation and would align Pipeline projects with Proposed Plan policies that seek to reduce vehicle trips and limit the impact of parking on housing costs and the pedestrian environment. These policies support public necessity and general welfare by facilitating a healthier and more sustainable environment. Furthermore, it is good zoning practice to consistently apply standards and regulations.

E. Findings for the Adoption of the Community Plan Consolidation Ordinance

The Community Plan Consolidation Ordinance allows for the update of Community Plan Area name and number references. These amendments ensure consistency and accuracy within city documents.

Charter and Code Findings

With respect to updating Community Plans, the General Plan Framework Element states the following:

P1: Comprehensively review and amend the community plans as guided by the citywide policies and standards of the General Plan Framework Element. The Framework Element Long-Range Diagram may be amended to reflect the final determinations made through the Community Plan Update process, should the determinations be different from the adopted Framework Element.

Objective 7.4: Improve the provision of governmental services, expedite the administrative processing of development applications, and minimize public and private development application costs.

The Community Plan Consolidation Ordinance is in substantial conformance with the purpose, intent, and provisions of the General Plan because it implements portions of the Community Plan Updates and ensures accurate public documents. The proposed ordinance would ensure consistency between planning documents and would assure access to transparent and clear information for members of the public.

The Community Plan Consolidation Ordinance is in conformity with public necessity, convenience, general welfare, and good zoning practice because it would ensure accuracy and clarity in regulatory documents.

III. Other Findings

LAMC 13.14 C.5

In addition to the findings in 12.32 C, the adoption of a CPIO District also requires a finding that the supplemental development regulations of the CPIO District are consistent with, and necessary to implement, the programs, policies, or urban design guidelines of the Community Plan for that area.

The supplemental development regulations of the proposed Downtown CPIO District are consistent with and necessary to implement the programs, policies, and goals of the Proposed Plan. The CPIO regulations set forth affordable housing incentives to encourage mixed-income affordable housing and 100 percent affordable housing projects, incentives for the provision of public benefits such as privately owned public open space and community facilities, standards to maintain the pedestrian walkway system in Bunker Hill, transfer of development rights provisions for the Civic Center, and historic review procedures to protect historic resources consistent with the following goals and policies of the proposed Downtown Community Plan:

LU Goal 2: Housing production and preservation through public and private action that results in a housing supply to meet projected growth in a manner that is safe, livable, and affordable to a full range of income levels; reinforces the character of neighborhoods; and adds to the vitality of Downtown.

LU Goal 3: Accessible, healthy, and safe housing opportunities affordable to lower income households.

LU 13.1: Protect and support the rehabilitation of historic resources designated at the local, state, or national level.

LU 13.3: Prevent the unnecessary loss of resources of historic significance, special character, cultural, or social significance.

LU 22.6: Encourage new developments to contribute to the pedestrian and open space network with publicly accessible plazas and paseos. Design these spaces with appropriate shade and landscaping.

LU 50.1: Promote Downtown as an attractive home for civic, cultural, and other institutional uses to reinforce the area's identity.

PO Goal 1: A well maintained, accessible, and highly utilized open space system and public realm network that serves the growing population of Downtown residents, workers, and visitors.

PO Goal 4: Public spaces that help create and maintain community.

The CPIO supports the Proposed Plan's intent to facilitate a mixed income community in Downtown, where residents, workers, and visitors have access to open space, community services, and cultural amenities. Furthermore, the CPIO includes standards to reinforce Downtown's unique character by applying review procedures to historic resources and maintenance standards for Bunker Hill's system of pedestrian walkways. The CPIO also includes provisions that support an active, twenty-four-hour Civic Center that will meet the future needs of the City.

State Law Restrictions on Zoning Actions under Housing Crisis Act SB 330

On October 9, 2019, Governor Newsom signed into law SB 330, the Housing Crisis Act of 2019. The act amends existing state laws and creates new regulations around the production, preservation and planning of housing. The bill has been in effect since January 1, 2020 and sunsets on January 1, 2025. The goal of SB 330 is to create certainty in the development of housing projects, speeding up the review of these projects. The bill requires that the historic status or designation of any site be determined at the time an application for a discretionary action is deemed complete. Non-objective design review standards established after January 1, 2020, cannot be imposed or enforced. The Proposed CPIO District includes only objective design standards that comply with the SB 330 requirement and are implemented through a ministerial process. SB 330 also prevents zoning actions that reduce the capacity of housing. Plans that result in a net downzoning or otherwise reduce housing and population (except for specified reasons involving health and safety, affordable housing and voter initiatives) are prohibited. Moratoriums on housing development, or limits on approval, permits, or housing units cannot not be imposed by local jurisdictions. This does not apply to zoning efforts that reduce intensity for certain parcels as long as density is increased on other parcels and therefore results in no net loss in zoned housing capacity or intensity. The Zoning Actions allows for the net increase of 99,000 housing units and therefore the Plan complies with this requirement.

IV. Summary of CEQA Findings

The Proposed Project is designed to provide guidance and regulations regarding the ultimate development of the Downtown Plan Area over an approximately 20-year period and its adoption would not constitute a commitment to any specific project or development. Therefore, the EIR considered issues at a broader Community Plan-level. Any future discretionary projects would need to be approved individually in compliance with CEQA. The Draft EIR found that the environmental impacts of most of the issue areas were either less than significant without mitigation measures or less than significant with mitigation. Based on the analysis contained in the Draft EIR, the Proposed Plan would result in unavoidable significant environmental impacts with regard to: Air Quality (Exceedance of Criteria Pollutants—Construction and Operations, and Exposure of Sensitive Receptors to Toxic Air Contaminants—Operations), Cultural Resources, Noise – Temporary Noise and Groundborne Vibration, Recreation and Transportation.

Recommended Project

The Proposed Project, inclusive of the Proposed Plan and the New Zoning Code (referred to as the Proposed Project in this staff report) is the same as the Proposed Project as described and analyzed in the Draft EIR. As discussed above, some changes have been made to the Proposed Project since the Draft EIR was published. However, these changes do not result in new significant impacts. As such, the changes do not result in significant new information requiring new impact analysis or recirculation.

Final EIR

Section 15088 of the CEQA Guidelines requires the lead agency, Department of City Planning, to evaluate comments on environmental issues received from public agencies and interested parties who review the Draft EIR and provide written responses. The lead agency received written comments on the Draft EIR from public agencies, groups and individuals. Responses to all comments received during the comment period are included in the Final EIR.

Pursuant to Section 15025(c) of the CEQA Guidelines, the City Planning Commission as a recommending body on the Proposed Project, is required to consider the Draft EIR and make a recommendation to the City Council.

The Final EIR and associated CEQA Findings and Statement of Overriding Consideration will be considered by the City Council prior to adoption of the Proposed Project and certification of the EIR.

PUBLIC HEARING AND COMMUNICATIONS

Outreach

The Department of City Planning launched the Downtown Community Plan update in 2014 and has held, participated in, and attended hundreds of community events to garner feedback on the Proposed Project. 2014-2015 marked the “Listen” or Phase One of the plan. In this phase City Planning held conversations with property owners, community stakeholders and representatives throughout the Downtown Plan Area to inform draft Proposed Plan concepts. During the “Share” or Phase Two in 2016 and 2017, City Planning released the initial Draft Proposed Plan components including the vision, guiding principles, and initial zoning concepts and held several public outreach events including a weeklong public open studio. Engagement continued through attendance and presentations at community events, neighborhood council meetings, meetings of community-based organizations and meetings at the request of stakeholders. The Plan entered the “Consult” or Phase Three as outreach continued into 2018, as City Planning staff further developed the plan policy text, new zones, and drafted the Draft EIR (DEIR). The “Refine” or Phase Four included the release of the July 2019 Draft Plan, including a draft policy document and land use changes, and the release of a draft zoning map and Downtown zones in October 2019. City Planning held public open house events and office hours across the Downtown Plan Area in 2019 and early 2020. City Planning released in August 2020 alongside the Preliminary Draft of the New Zoning Code and the Preliminary Draft Proposed Plan (policy document, zoning map, and General Plan Land Use map, CPIO). In advance of the public hearing, City Planning released revised Preliminary Drafts of the Downtown Plan and new Zoning Code in November 2020.

During the “Refine” phase, City Planning staff provided multiple opportunities for the public to review and learn more about the Preliminary Draft Plan. Prior to the official Public Hearing, City Planning staff facilitated events including virtual Office Hours, several informational webinars, and two virtual Open Houses. The outreach materials and events included training on the foundation of Community Plan updates in addition to an overview on the policies within the Downtown Community Plan. An e-blast promoting the engagement opportunities was sent to the interested parties including mayor and council office representatives, individual stakeholders, and community groups that are active in the Downtown Plan Area. Hard copies of plan materials were made available for viewing by appointment for those with limited internet access. A Notice of Public Hearing was mailed on November 12, 2020, to affected and interested parties.

Proposed Plan Virtual Office Hours, Webinars and Open House

Prior to the Public Hearing, the City Planning staff held virtual office hours, open houses, and hosted webinars in September, November, and December 2020 to provide community members an opportunity to hear about the latest updates and ask questions. Following public health guidance, public outreach leading up to the public hearing was conducted online or by telephone as it was not possible to hold in person meetings due to physical distancing measures necessary due to the COVID-19 pandemic.

The Department of City Planning released the Preliminary Draft of the Proposed Plan, Community Plan Implementation Overlay (CPIO) District, and Proposed Draft of the Zoning Code on the website in early November 2020 to provide community members with an opportunity to review all of the information ahead of the virtual meetings. Stakeholders who signed up to receive email notifications about the Proposed Plan update received eblasts about the release and availability of the updated drafts and the virtual meetings, and it was publicized on the department’s social

media platforms. Hard copies of the materials were made available for viewing by appointment to ensure those without computer or internet access could review the materials.

Stakeholders were able to engage with staff in virtual one-on-one settings, or by telephone, during the office hours, in groups during the virtual open houses, and more broadly during the general webinars. A variety of time slots between lunchtime and early evening hours was chosen to maximize participation.

The virtual Office Hours were as follows:

- Wednesday, September 16, 2020
 - 9:00 a.m. – 10:00 a.m. (3 sessions)
 - 12:00 p.m. – 1:00 p.m. (3 sessions)
 - 5:00 p.m. – 6:00 p.m. (3 sessions)
- Thursday, September 17, 2020
 - 12:00p.m. – 1:00 p.m. (3 Sessions)
 - 3:00 p.m. – 4:00 p.m. (3 Sessions)
- Friday, September 18, 2020
 - 12:00 p.m. – 1:00 p.m. (3 Sessions)
- Saturday, September 19, 2020
 - 10:00 a.m. – 11:00 a.m. (3 Sessions)
 - 11:00 a.m. – 12:00 p.m. (3 Sessions)
 - 1:00 p.m. – 2:00 p.m. (3 Sessions)

Three separate Community Planning 101 webinars were also held for community stakeholders, including Neighborhood Council representatives. Two Downtown Community Plan Open Houses, and three webinars were offered in English and in Spanish. About 871 participants in total attended the online meetings; recordings of the webinars were then shared on the project website under Past Outreach Materials and the Translated Materials page. Key project outreach and educational materials were translated into Spanish, Chinese, Japanese, and Vietnamese and made available on the Proposed Project website throughout 2019 and 2020.

The Community Planning 101 webinars were as follows:

- Thursday, November 17, 2020 1:00 p.m. - 2:30 p.m.
- Thursday, November 19, 2020 5:00 p.m. - 6:30 p.m.
- Saturday, November 21, 2020 11:00 a.m. - 12:30 p.m.

The virtual Open Houses were as follows:

- Wednesday, December 2, 2020 1:00 p.m. - 2:30 p.m.
- Saturday, December 5, 2020 1:00 p.m. - 2:30 p.m.

Website/Interactive Storymap

In addition to providing updated drafts of the Proposed Plan, proposed CPIO, and Proposed Draft of the New Zoning Code, and proposed Zone Changes for public information and review on the project website, the Department of City Planning staff released an updated interactive and a

printable version of the Storymap online in August 2020 to provide more information on the zoning regulations. The interactive Draft Zoning Map on the website allows users to search a specific address and locate it on the map. The existing Storymap for the proposed zoning throughout the Downtown Plan Area has been available since 2017 with regular maintenance as updates became available.

Public Hearing

In conformity with the Governor's Executive Order N-28-20 (March 17, 2020) and due to concerns over the COVID-19 pandemic, City Planning staff held a virtual and telephonic Public Hearing using Zoom [<https://zoom.us/>] on Tuesday, December 8, 2020. The Public Hearing was held from 4:00 p.m. to 7:00 p.m. and offered participants a formal opportunity to provide public comment on the Proposed Project Update. Approximately 259 unique visitors logged into the event. Simultaneous interpretation for the proceedings and consecutive interpretation for public comment were available in both Spanish and Chinese.

City Planning mailed Public Hearing notices to approximately 85,000 addresses within the Downtown Plan Area and 500-foot radius surrounding the Proposed Plan boundary. City Planning further included the public hearing notice on the Los Angeles City Planning Downtown Community Project website, planning.lacity.org/dtla2040, published a newspaper advertisement in the Daily Journal on November 12, 2020, and emailed the notice to the interested parties list. City Planning translated the Public Hearing notice into Spanish, Vietnamese, Chinese, and Japanese. The Public Hearing Officer kept the public comment period open approximately one month after the public hearing. City Planning received approximately 176 additional comments through January 13, 2021.

A summary of the public testimony received and written correspondence received by City Planning Staff by the end of the public comment period can be found in section Summary of Public Hearing Testimony and Written Communications.

New Zoning Code Communications and Outreach

The effort to prepare the New Zoning Code has been informed and shaped by multiple rounds of outreach over a timeline spanning more than eight years. Outreach for the New Zoning Code has been conducted alongside the Proposed Plan as described in the section for Public Hearing and Communications, Outreach. Additionally, stand-alone outreach was conducted for the New Zoning Code.

Through preliminary listening sessions, in-person and virtual public forums, two advisory committees, a dedicated website, email, and social media, City Planning staff and consultants have engaged meaningfully with stakeholders from across the City, gaining valuable insight into how the current Zoning Code produces specific outcomes and integrating that knowledge into the New Zoning Code. Over the course of preparing the New Zoning Code, City Planning participated in over 200 outreach events on the New Zoning Code, together reaching an audience of over 6,500 people.

Listening Sessions & Draft Evaluation Report

In summer 2013, City Planning kicked off the Zoning Code revision effort with five in-person listening sessions held in various locations across the City. City Planning staff and consultants introduced the project, answered questions, and heard comments and input regarding zoning-related issues. In fall 2013, a sixth event, billed as a "virtual listening session" and conducted via webinar, provided an additional opportunity for participants to provide feedback.

Listening sessions were held in the San Fernando Valley, Central Los Angeles, Harbor Area, West Los Angeles, and within South Los Angeles. Nearly 400 people participated in the listening sessions.

City Planning staff and consultants used the input gathered during the listening sessions to prepare the *Zoning Code Evaluation Report*, which discusses specific challenges and lays out objectives for the New Zoning Code. A draft of the *Zoning Code Evaluation Report* was released in March 2014.

Public Forums & Final Evaluation Report

In March of 2014, City Planning held a round of Public Forums across the City, inviting participants to share their thoughts and feedback on the draft *Zoning Code Evaluation Report*. The forums were structured as open houses in which members of the public could stop by anytime during a three-hour window to discuss the draft and the preliminary objectives of the New Zoning Code with City Planning staff. City Planning staff were stationed at information booths to greet members of the public, guide them through the material, and collect feedback. Approximately 600 participants attended over the course of the forums, which were held in the North San Fernando Valley, South San Fernando Valley, Central Los Angeles, South Los Angeles, East Los Angeles, West Los Angeles, and the Harbor Area. Additionally, a virtual online forum was held for participants who could not attend in person. City Planning staff and consultants used the input gathered during the public forums to prepare the final *Zoning Code Evaluation Report* (Exhibit C.4), which was released in December 2014.

Second Round of Public Forums

In March and April of 2016, City Planning held a second round of public forums across the City to share the first components of the New Zoning Code. In particular, this round of forums introduced a preliminary version of the modular zone string and concepts for specific topic areas, including regulatory tools for the Downtown Community Plan as well as options for neighborhood conservation. As with the 2014 round, the forums were structured as open houses and took place over a three-hour window. City Planning staff gave two presentations on the components of the New Zoning Code—once at the beginning of the open house and once at the midpoint. The forums also featured information booths similar to the first round of forums. Nearly 400 people participated in the forums, which were held in the North San Fernando Valley, South San Fernando Valley, Central Los Angeles, South Los Angeles, East Los Angeles, West Los Angeles, and the Harbor Area. Additionally, a virtual online forum was held for participants who could not attend in person.

Advisory Committees

In November of 2013, City Planning announced the formation of a Zoning Advisory Committee (ZAC) composed of 21 members representing neighborhood groups, businesses, nonprofits, and academia. Over the course of the effort to update the Zoning Code, the ZAC has served as an important community forum to highlight issues for City Planning to consider, as well as a sounding board to provide feedback on New Zoning Code concepts developed by City Planning staff and consultants. A total of 45 ZAC meetings have been held, which were open for the public to attend.

City Planning also formed a Technical Advisory Committee (TAC), composed of interdepartmental representatives from Los Angeles Building & Safety, Los Angeles Fire Department, Los Angeles Department of Water and Power, Los Angeles Department of Transportation, Los Angeles Department of Public Works, Los Angeles Housing and Community Investment Department, Los Angeles Department of Recreation and Parks, Los Angeles Department of Cultural Affairs, LA

Sanitation, Los Angeles Bureau of Engineering, and the Los Angeles Police Department. Over the course of the effort to update the New Zoning Code, the TAC has provided invaluable input to shape the New Zoning Code.

Website and Interactive Feedback Tools

City Planning consistently shared concepts, drafts, and updates related to the New Zoning Code on a dedicated website. The project website was designed to be a 24/7 outreach and participation tool that ensured that people could be engaged based on their own schedule as well as through our more traditional in-person sessions.

At last count, the dedicated site had approximately 31,500 pageviews over a six-month time-frame, averaging 5,250 pageviews per month. All official drafts of the New Zoning Code have been released on the main City Planning website as well. City Planning also invited the public to comment on the *Zoning Code Evaluation Report* through first-of-their-kind online feedback tools MarkUp, which allowed commenters to see the feedback provided by others, and MapIt, which provided an opportunity early in the project for the public to share input on zoning issues in their community by annotating a map with location-specific comments and photos.

Email & Social Media

Over the course of the effort to update the New Zoning Code, interested members of the public could sign up for email notifications and follow the progress of the New Zoning Code via dedicated Facebook and Twitter accounts. City Planning used these channels to promote in-person outreach events, highlight updates posted to the *recode.la* website, and engage followers by sharing news articles relating to zoning and land use. The two social media accounts cumulatively garnered thousands of followers—including more than 1,900 on Twitter—and were retired as part of an agency-wide digital transition effort completed in 2020, with the main City Planning social media channels continuing to share relevant information. Over 2,000 people signed up for email notification on the *recode.la* website and those subscribers will continue to receive updates on the New Zoning Code through the City Planning External Affairs Division.

Summary of Public Hearing Testimony and Written Communications

At the virtual Public Hearing, approximately 71 testimony (verbal comment) comments were received on a range of topics addressed by the Proposed Project. After the Public Hearing, additional comments, including 150 written comments and 26 video comments, were received via email.

The majority of the comments received during Public Hearing testimony and written public comment are consistent with the comments received through the outreach phases of the Proposed Project update process. Written comment and video testimony from stakeholders expressed concerns related to potential displacement and the need for more affordable housing, concerns seeking a bolstering of affordable housing preservation and protections, and the need to limit hotel developments. Additionally, stakeholders expressed a need for flexibility and facilitation of projects without discretionary review. The written comments were similar to the verbal comments and raised concerns about affordable housing, allowing a broader mix of housing types, concerns related to historic cultural communities, preservation and protections of affordable housing, services, and small and legacy businesses, aligning development potential with transportation improvements, comments on specific sites within the Downtown Plan Area, and how the proposed plan interacts with the proposed zoning code. There were also a few general comments. The comments on the Proposed Plans include topics of:

Housing

- Concern regarding gentrification of low-income neighborhoods and displacement of existing residents.
- Concern regarding lack of protections to prevent the loss of affordable rental units, such as loss of RSO units through new development.
- Need to address the homelessness crisis, and directly house people experiencing homelessness within their community.
- Need to build more affordable housing, and expand and deepen affordability throughout the Downtown Plan Area, including requiring higher percentages of deeply low and low-income affordability levels.
- Desire to Increase the minimum unit size, allowable construction types, and allow non live/work housing types in areas where housing is newly permitted.

Neighborhood Identity

- Desire for community improvement without displacement.
- Need for both new design regulations and allowance of architectural innovation.
- Concerns regarding prescriptive height limits in historic areas.
- Need for protections for small and legacy businesses in Downtown and Historic Cultural areas in the Downtown Plan Area.
- Need for protection of historic and culturally important buildings and neighborhoods especially in historic, and ethnic and cultural neighborhoods such as Little Tokyo, Chinatown, Historic Core, and Skid Row.

Employment/Economic Development

- Need for more flexibility of uses in jobs producing and hybrid industrial areas of the Downtown Plan Area.
- Need for community serving small and legacy businesses protections.
- No need to build more hotels in the Downtown Plan Area.
- Request for removal of limitations on the number of hotel rooms and allowance of kitchenettes in hotel uses.
- Request for conditional use permit requirement when hotel developments are proposed to ensure public participation in the approval process.

Open Space

- Identified lack of parks and recreational space Downtown.
- Need for open space throughout the Downtown Plan Area. Requests to prioritize park space in areas with the highest need. The current downtown context has a large number of urban heat islands, a lack of open space, and a lack of tree canopy.
- Need for resiliency stations and cooling stations in the Downtown Plan Area.
- Request for clarification on publicly accessible open space provision, expand from the ground floor and available to the public provision, to broader “clearly accessible” to the public.

Mobility & Connectivity

- Desire to impose parking maximums or other similar measures to prevent excessive vehicle parking in areas that are well served by transit.
- Desire to expand transit core designation in all areas near transit, including areas of Historic Core, Little Tokyo, Chinatown, and Skid Row.

- Desire to align development potential near proposed, and approved transportation improvements and infrastructure projects throughout Downtown.
- Discourage buildings turning their back to the LA river and create frontages that encourage activation, mobility, and connectivity along the river.
- Support of safe pedestrian experience and safe multimodal experience for all in the Downtown Plan Area.
- Continue the tradition of walkability in Little Tokyo, and increase walkability by providing a comfortable, safe, pedestrian experience in Chinatown, Skid Row, and the Downtown Plan Area.

Community Benefits

- Desire to adjust proposed Base and Bonus FAR in relation to Community Benefits Program. Design and development stakeholders cite challenging feasibility of high rise development in neighborhoods such as Chinatown, Little Tokyo, and Historic Core.
- Desire for more substantial FAR benefits for affordable housing and provision of additional community benefits.
- Support of lowering of base FARs throughout the Downtown Plan Area to capture more affordable housing units and community benefits.
- Support for creation of new Community Benefit Fund and removal of the TFAR program.
- Support for expansion of community benefits such as reduced rent for community-serving businesses, sidewalk vendors, hygiene stations, and resiliency centers.

General Comments/Other

- Ensure presence of equity and racial justice in current planning and development practices and community reparations.
- Discourage alcohol uses in predominantly residential and recovery communities.
- Ensure oversight and accountability on the use of city funds.
- Comment regarding lack of City Services such as street and tree maintenance.
- Concerns about the outreach, plan update process, timeline, and the digital divide in the context of COVID-19.

Central Los Angeles Area Planning Commission Comments

A briefing on the proposed Downtown Community Plan and New Zoning Code was presented to the Central Los Angeles Area Planning Commission (APC) on Tuesday, April 13, 2021. Following staff's presentation, there were no comments provided by the Commission or members of the public.